

Crosstown Boulevard Section 106 (Cultural Resources) Information



Prepared By:

Oklahoma Department of Transportation

July 2014

Page 2 - February 27, 2014 Concurrence:

Oklahoma County JP 28940(04) Proposed Oklahoma City Boulevard (Four Alternatives) from Western Ave 1.1 miles east to E.K. Gaylord Boulevard in Oklahoma City, Oklahoma

Page 38 - June 13, 2014 Concurrence:

OHPO File 0773-14: Oklahoma County JP 28940(04); Proposed Oklahoma City Boulevard (Connections) from Pennsylvania Avenue east to the Western/Classen Interchange and from E.K. Gaylord Boulevard east to Byers Avenue in Oklahoma City, Oklahoma.

February 27, 2014 Concurrence:
Oklahoma County JP 28940(04) Proposed Oklahoma City Boulevard (Four Alternatives) from
Western Ave 1.1 miles east to E.K. Gaylord Boulevard in Oklahoma City, Oklahoma



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

February 12, 2014

Ms. Melvena Heisch
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Heisch:

Re: Oklahoma County JP 28940(04) Proposed Oklahoma City Boulevard (Four Alternatives)
from Western Ave 1.1 miles east to E.K. Gaylord Boulevard in Oklahoma City, Oklahoma.

Attached is a cultural resources survey report for the referenced project prepared by the ODOT Cultural Resources Program. Per a phone conversation with Melvena Heisch, Deputy State Historic Preservation Officer (following an email which included project plans) on 10/10/2013, it was decided that because the proposed project will occur entirely within existing right-of-way that a methodology of streetscape photographs would be appropriate. None of the proposed alternatives introduce visual effects to historic properties.

Based upon the results of this study, it is our opinion that the project, as proposed, will have no effect on cultural resources on, or eligible for inclusion in the National Register of Historic Places (NRHP).

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have no effect on historic properties. We respectfully request your concurrence or comments to our opinion.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Sundermeyer", is written over a white background.

Scott Sundermeyer
Director, ODOT Cultural Resources Program

cc: State Archaeologist

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Oklahoma Historical Society
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Founded May 27, 1893

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February 27, 2014

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #0773-14; Oklahoma City Boulevard Project (Four Proposed Alternatives); #JP-28940(04)

Dear Mr. Sundermeyer:

We have received and reviewed the documentation concerning the referenced project in Oklahoma County. Additionally, we have examined the information contained in the Oklahoma Landmarks Inventory (OLI) files and other materials on historic resources available in our office. We concur with your opinion that there are no historic properties affected by the referenced project.

Thank you for the opportunity to comment on this project. We look forward to working with you in the future.

If you have any questions, please contact Catharine M. Wood, Historical Archaeologist, at 405/521-6381.

Should further correspondence pertaining to this project be necessary, please reference the above underlined file number. Thank you.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm



Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

February 13, 2014

Scott Sundermeyer
Assistant Director
Cultural Resources Program
Oklahoma Department of Transportation
111 East Chesapeake
University of Oklahoma
Norman, OK 73019-5111

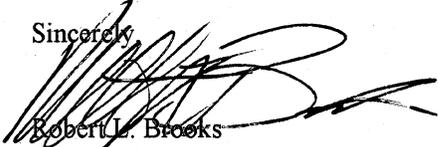
Re: Proposed construction of a crosstown boulevard in Oklahoma City. Legal Description:
Section 4 T11N R3W and Section 33 T12N R3W, Oklahoma County, Oklahoma.
J/P # 28940 (04)

Dear Mr. Sundermeyer:

I have received a report documenting the results of a cultural resource inventory for the above referenced action. Victoria Raines of the ODOT Cultural Resources Program conducted this work on January 22, 2014. The streetscape study of the area of potential effect resulted in the documentation of an urban landscape. **I defer opinion on the potential eligibility of the urban landscape and project effect to the Historical Archaeologist with the State Historic Preservation Office.**

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act

Sincerely,


Robert L. Brooks
State Archaeologist

Cc: SHPO



OKLAHOMA DEPARTMENT OF TRANSPORTATION CULTURAL RESOURCES SURVEY REPORT

Prepared by: ODOT Cultural Resources Program

County: Oklahoma
Project No: OKC Boulevard
JP Number: 28940(04)
Surveyed By: Tori Raines
Survey Date: January 22, 2014

Prepared By: Tori Raines
Report Date: February 13, 2014

1. PROJECT DESCRIPTION:

This report documents the cultural resources survey for the construction of a crosstown boulevard. The boulevard was proposed as mitigation for the I-40 Crosstown project in the Environmental Impact Statement (EIS) dated November 2001. The current study introduces several alternatives to the boulevard as proposed in the EIS due to the growth and development of downtown Oklahoma City since 2001.

The NEPA study area is approximately 1.1 miles in length. The west end of the study area begins at the intersection of Western Avenue and California. It trends generally east/southeast toward SW 3rd Street and terminates at its eastern boundary of E. K. Gaylord/ATSF Railroad.

There are four proposed alternative alignments, all within the existing ODOT right-of-way. Alternative A includes construction of six vehicle lanes and an overhead bridge extending from Western Avenue to Shartel Avenue (or just past it). Alternative B features the same route and overhead bridge as A, but with four vehicle lanes. Alternative C will be four vehicle lanes with an overhead bridge only over Western Avenue. Alternative D is considered the "grid" alternative, in which the previously existing grid street network in the project area will be restored. Minimal construction will occur with this option, with the majority of the project consisting of street improvements and re-establishing pathways that once might have been blocked by the original I-40 Crosstown.

Legal Location: Section 4 and 33 T11N, R3W
U.S.G.S. Quadrangle: Oklahoma City (1986)

2. TOPOGRAPHY AND VEGETATION:

The cultural resource study area falls within the Red Bed Plains Physiographic Region of Oklahoma. The majority of the study area was previously the site of the overhead crosstown I-40 corridor until it was moved in 2013. A street network has been in place underneath the I-40 corridor since the overhead highway was constructed in 1965. Vegetation is sparse as the area largely consists of vacant and parking lots and commercial buildings.

Vegetation Coverage:
XXX 0-25% The area mainly consists of asphalt roadways and previously cleared land
_____ 25-50%
_____ 50-75%
_____ 75-100%

General Soils Observations: The soils of the study area are generally disturbed

3. PROJECT METHODOLOGY:

A. Background Research:

XXX State Site Files at Oklahoma Archeological Survey

XXX SHPO NRHP and DOE Files

_____ Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT:

XXX Other sources: Google Earth images
Original plans for I-40 Crosstown (from original construction in 1965)

RESULTS OF BACKGROUND RESEARCH:

The review of OAS site files indicates that there are no archaeological sites in the study area.

A review of the SHPO NRHP and DOE files indicates that there are no historic properties located within 500 feet of the proposed alternatives.

This study represents a re-evaluation of previous efforts because those original studies were completed more than 15 years ago and documented in the EIS in 2001. Since that time Oklahoma City has experienced exceptional and unanticipated growth in many areas which has spurred the need to re-evaluate the original boulevard as proposed in the EIS. Public comment has also facilitated the need to add additional alternative alignments to the originally planned boulevard, as documented in the EIS, and this study investigates the potential for cultural resources effects with each of those four alignments.

B. Field Investigation Methodology:

_____ 100% Windshield Survey

XXX Windshield survey with sample pedestrian survey

XXX 80% pedestrian survey

_____ Subsurface Testing. Describe methodology of testing under comments, below:

FIELD INVESTIGATION METHODOLOGY COMMENTS:

Due to the nature of the undertaking, involving potential roadway modifications within existing pavement lines and existing right-of-way, the urban setting of this project, and the ground disturbance over an extended period of time, this study only considered potential effects to resources of the built environment. Archeological survey was not conducted.

Because of the urban setting of the proposed bridge and the high concentration of tall buildings, 500 feet was considered for a visual impact APE. A series of streetscapes photographs were taken along the proposed route[s] (within existing ODOT right-of-way).

4. RESULTS OF INVESTIGATION:

XXX No archeological sites or buildings recorded in study area.

_____ Resources recorded in study area assessed as **not eligible** for the NRHP. Forms being submitted for agency review.

_____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

_____ Historic Preservation Resource Identification Form(s) for SHPO files.

_____ Oklahoma Bridge Survey and Inventory Form.

_____ **NRHP-eligible properties** recorded in study area.

Forms being submitted for agency review.

_____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

_____ Historic Preservation Resource Identification Form(s) for SHPO files.

_____ Oklahoma Bridge Survey and Inventory Form.

_____ Archeological sites requiring further assessment (i.e. evaluative testing)

COMMENTS AND DESCRIPTION OF FINDINGS:

All four proposed alternatives will occur within the existing ODOT right-of-way and within a footprint that previously consisted of the original overhead I-40 Crosstown.

Alternatives A and B will each have an overhead bridge section extending from Western Avenue to Shartel Avenue (or just past the intersection); however the proposed overhead bridge will be at a lower elevation than the original I-40 had been (approximately 5 feet shorter at 29 feet). Because of the urban setting of the proposed bridge and the high concentration of tall buildings, 500 feet was considered for a visual impact APE. No NRHP or DOE properties are located within 500 feet of the proposed overhead bridge section, and therefore there will be no visual impact upon any historic properties.

Another alternative, C, also proposes an elevated bridge section, over the intersection of Western Avenue near California; this proposed bridge would end before reaching Classen Boulevard. It is also shorter than the original section of I-40 that was once at this location (by more than 10 feet at the level of greatest difference). There are no NRHP or DOE properties within 500 feet of this proposed bridge, and there will be no visual impact on historic properties.

Alternative D proposes no new facilities or bridges and is simply a return to the grid pattern street system that exists in most of the downtown area. Road improvements and re-establishing pathways that had been closed by the original I-40 Crosstown will have no visual impact on historic properties.

Alternatives A, B, C, and D will have no effect on historic properties.

5. RECOMMENDATIONS:

_____ **Plan Notes** requiring avoidance of cultural resources in off-project areas

_____ **XXX Approval to proceed** with the proposed project as planned with no additional research. If subsurface archaeological materials are exposed during construction, the Contractor and Resident Engineer shall notify the Department Archeologist in accordance with Section 202.04(a), Standard Specifications for Highway Construction.

_____ **Approval NOT Recommended**, until one or more of the following measures are completed.

_____ **Additional consultation with SHPO** regarding NRHP-eligible Properties

_____ **Revise design** to avoid/protect resources

_____ **NRHP Eligibility Archeological Test Excavations**

_____ **Implementation of MOA** with SHPO regarding Mitigation of Adverse Effects to
Historic Properties

COMMENTS REGARDING RECOMMENDATIONS:

Each of the four alternatives is within existing right-of-way. None of these alternatives introduce visual effects that would exceed what had existed with the original I-40 Crosstown. There are no historic properties located within the 500-foot visual area of potential effect for the undertaking.

Pursuant to 36 CFR 800.4(d)(1), it is our opinion that there are no historic properties affected. We recommend the project proceed as planned.

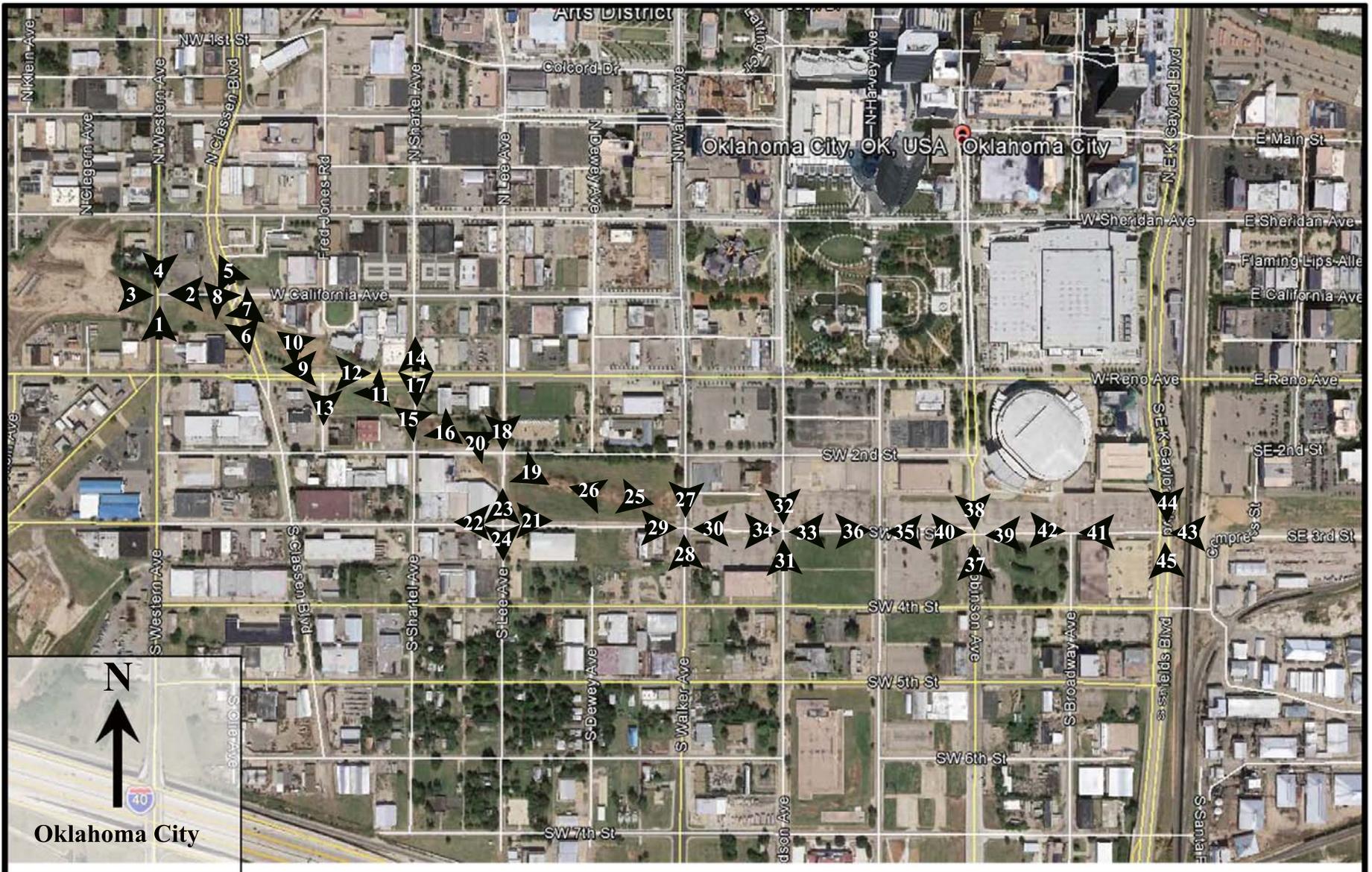


Figure 1. Oklahoma City Boulevard Project JP 28940(04)

Arrows indicate the direction the camera is facing for a series of streetscape photographs.



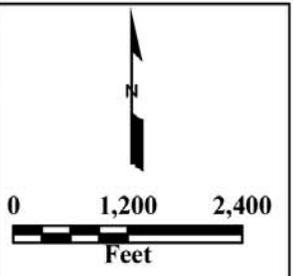
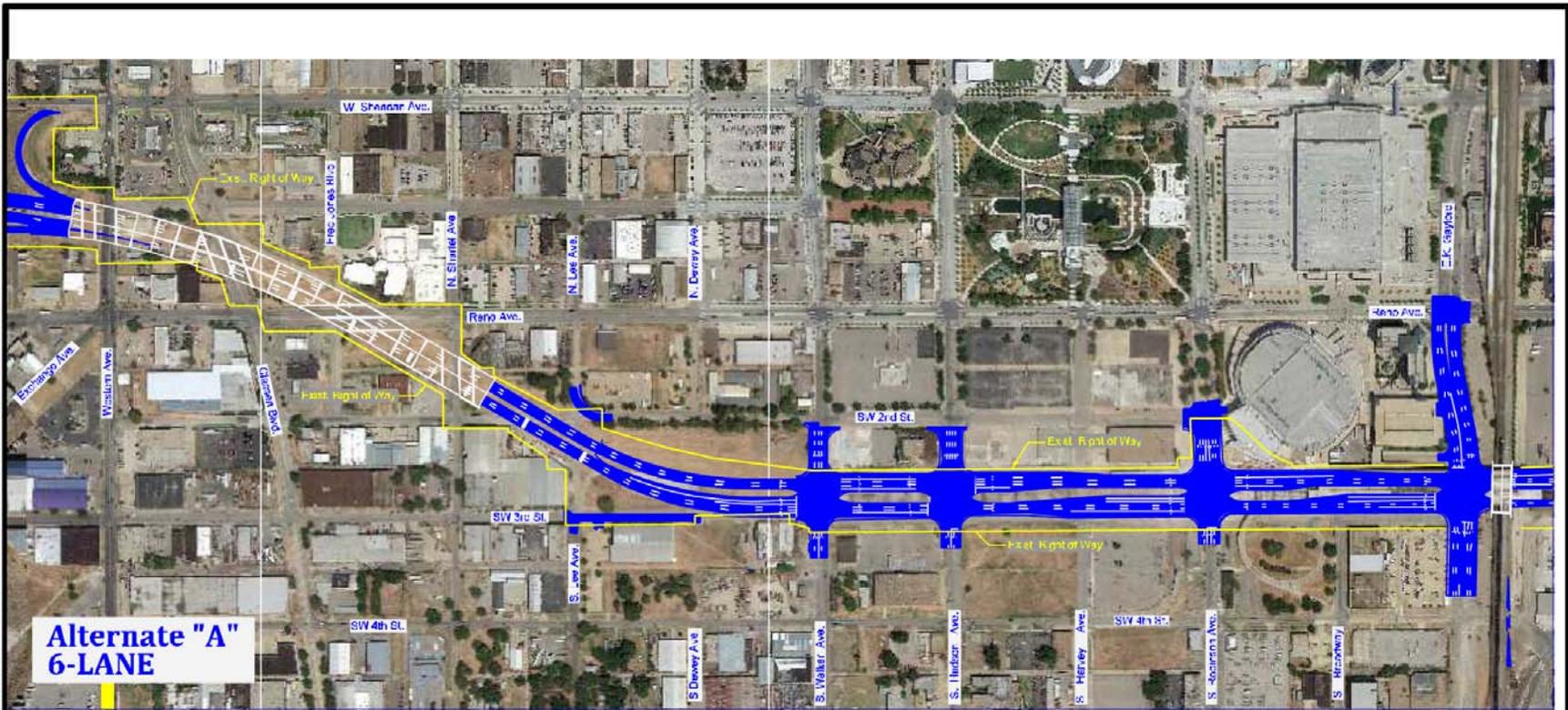


Figure 2. Proposed Oklahoma City Boulevard, Alternative A



Basemap Source: Google Earth imagery

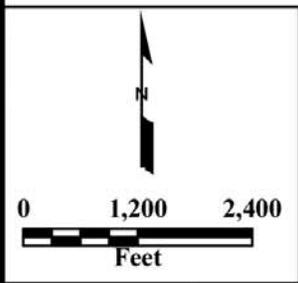
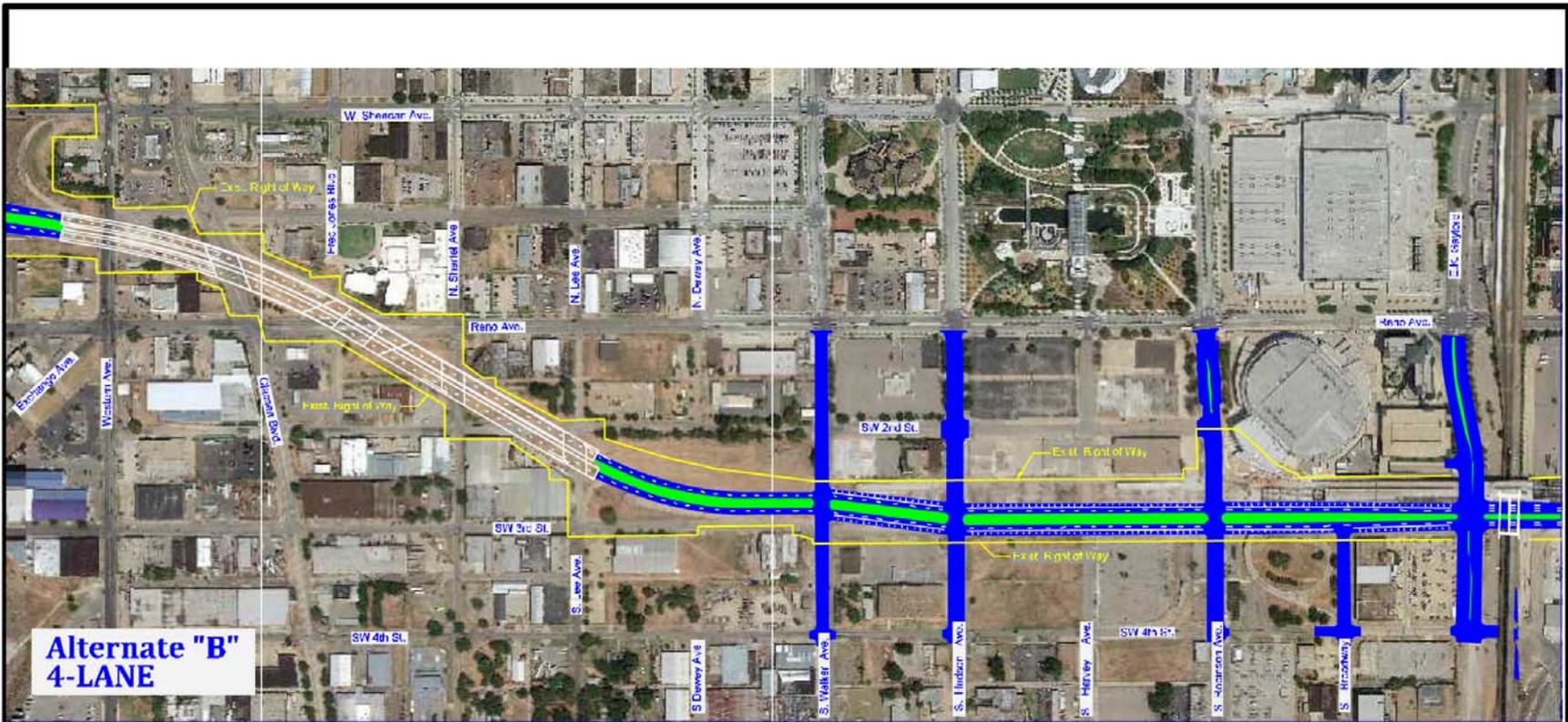


Figure 3. Proposed Oklahoma City Boulevard, Alternative B



Basemap Source: Google Earth imagery

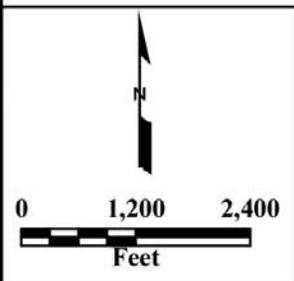
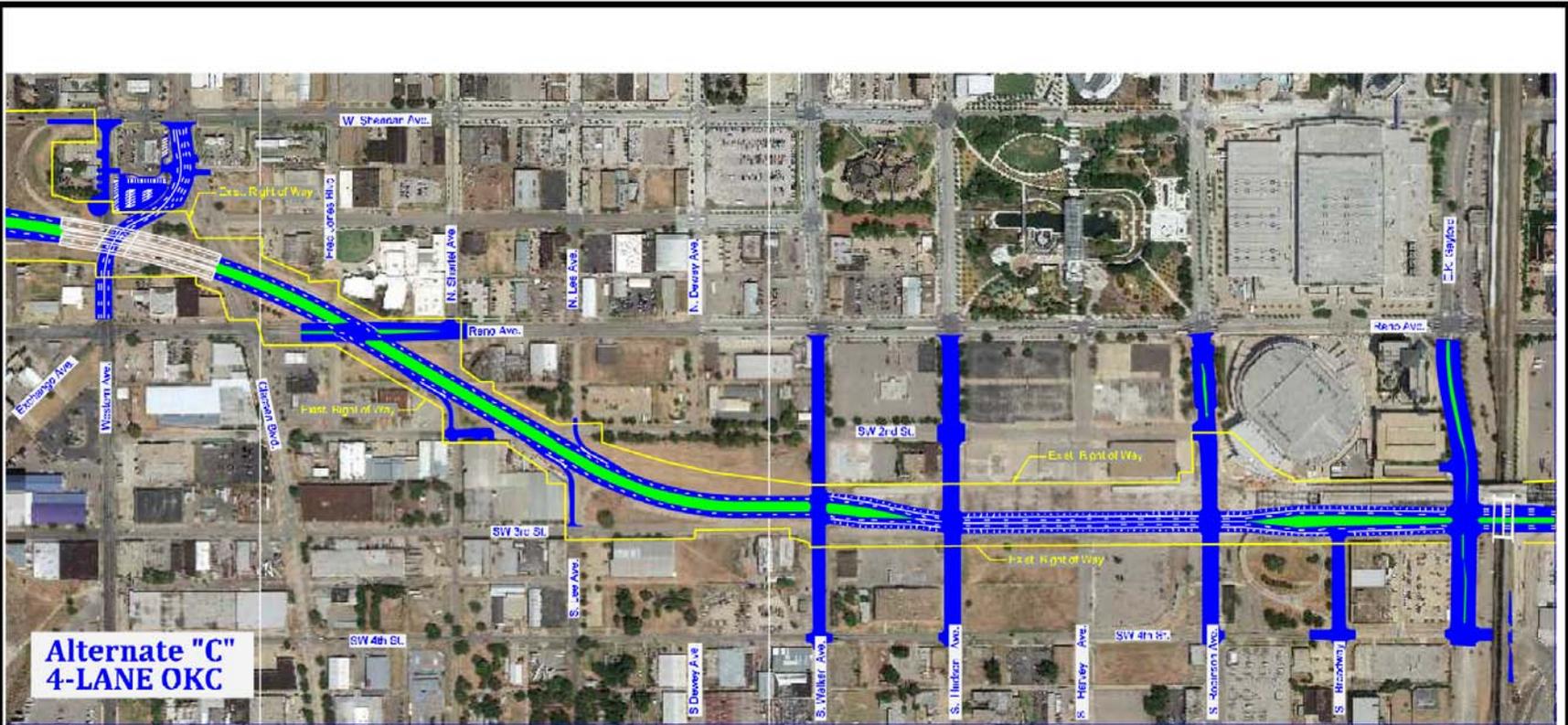


Figure 4. Proposed Oklahoma City Boulevard, Alternative C



Basemap Source: Google Earth imagery

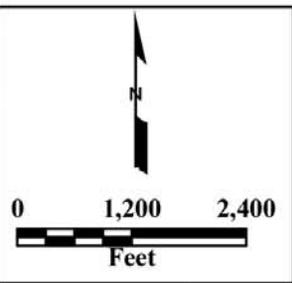
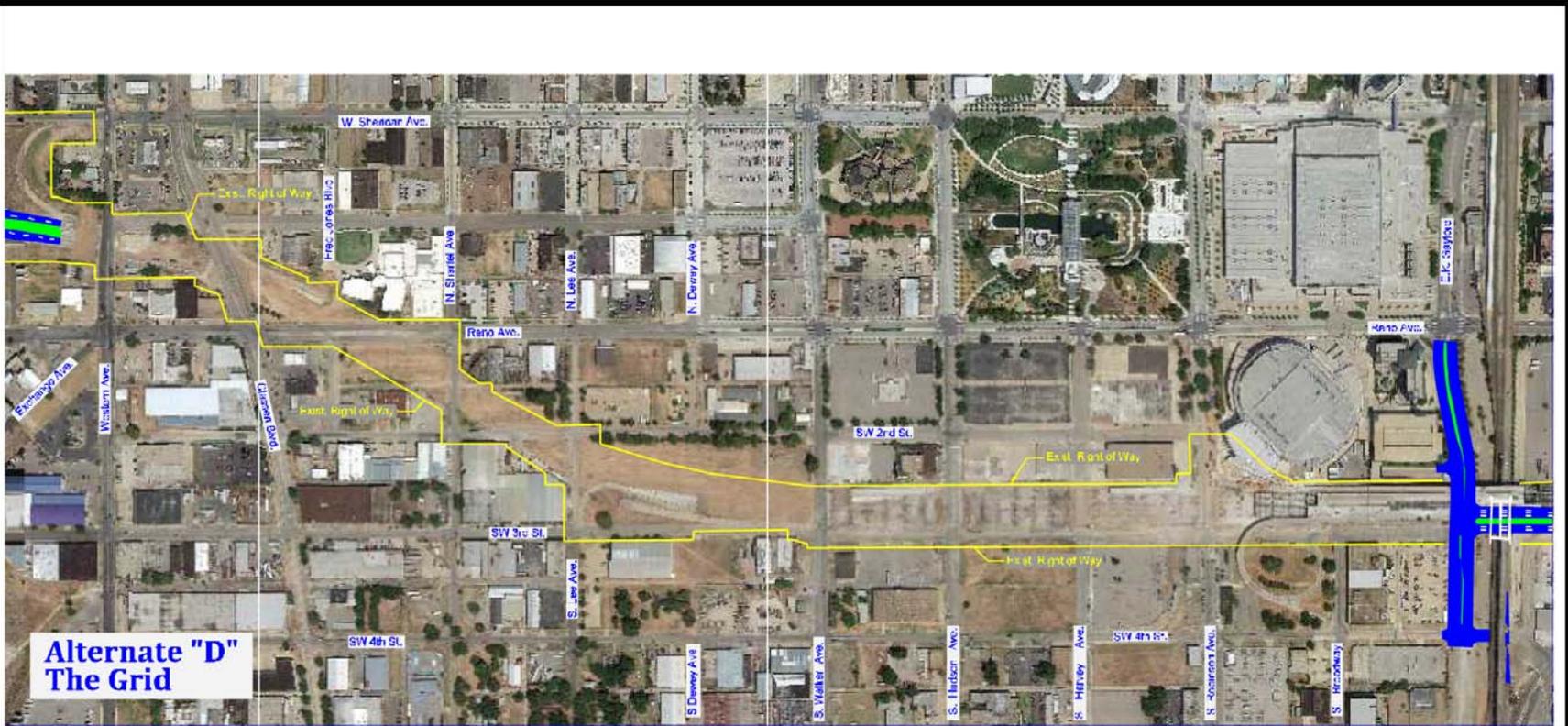


Figure 5. Proposed Oklahoma City Boulevard, Alternative D

Basemap Source: Google Earth imagery



1.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Western Ave and California
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the N
1 of 45



2.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Western Ave and California
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the NW
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3.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of Western Ave and California
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the SE
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4.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of Western Ave and California
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the S
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5.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Classen and California
Tori Raines - ODOT Cultural Resources Program

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6.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Classen and California
Tori Raines - ODOT Cultural Resources Program

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7.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Classen and California
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the SE
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8.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Classen and California
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the NW
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9.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Francis and Reno
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the W
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10.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Francis and Reno
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the NW
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11.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Francis and Reno
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the SE
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12.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Francis and Reno
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the E
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13.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of Francis and Reno
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the S
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14.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Along Shartel between Reno and SW 2nd
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
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15.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Along Shartel between Reno and SW 2nd
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the NW
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16.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Along Shartel between Reno and SW 2nd
Tori Raines - ODOT Cultural Resources Program

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View to the SE
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17.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Along Shartel between Reno and SW 2nd
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
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18.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of Lee and SW 2nd
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
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19.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Lee and SW 2nd
Tori Raines - ODOT Cultural Resources Program

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View to the SE
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20.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Lee and SW 2nd
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the NW
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21.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Lee and SW 3rd
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the E
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22.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Lee and SW 3rd
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the W
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23.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Lee and SW 3rd
Tori Raines - ODOT Cultural Resources Program

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View to the N
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24.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of Lee and SW 3rd
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the S
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25.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Between SW 2nd and SW 3rd at Dewey
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the SE
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 **26.) Streetscape photograph**
Oklahoma County, Oklahoma City, Oklahoma
Between SW 2nd and SW 3rd at Dewey
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the NW
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27.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Walker
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the S
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28.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Walker
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the N
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29.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Walker
Tori Raines - ODOT Cultural Resources Program

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View to the E
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30.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Walker
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the W
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31.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of SW 3rd and Hudson
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the N
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32.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of SW 3rd and Hudson
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the S
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33.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Hudson
Tori Raines - ODOT Cultural Resources Program

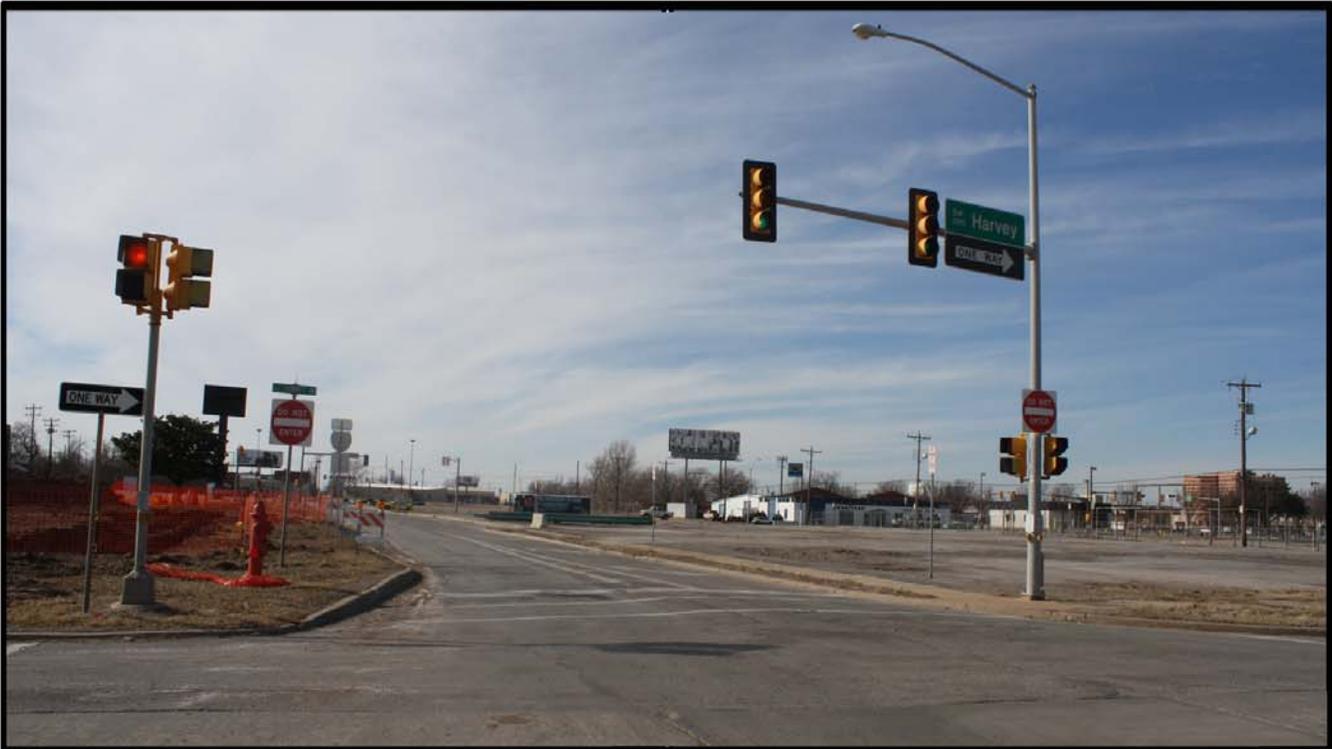
22 January 2014
View to the W
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34.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Hudson
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the E
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35.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of SW 3rd and Harvey
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the W
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36.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of SW 3rd and Harvey
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the E
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37.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Robinson
Tori Raines - ODOT Cultural Resources Program

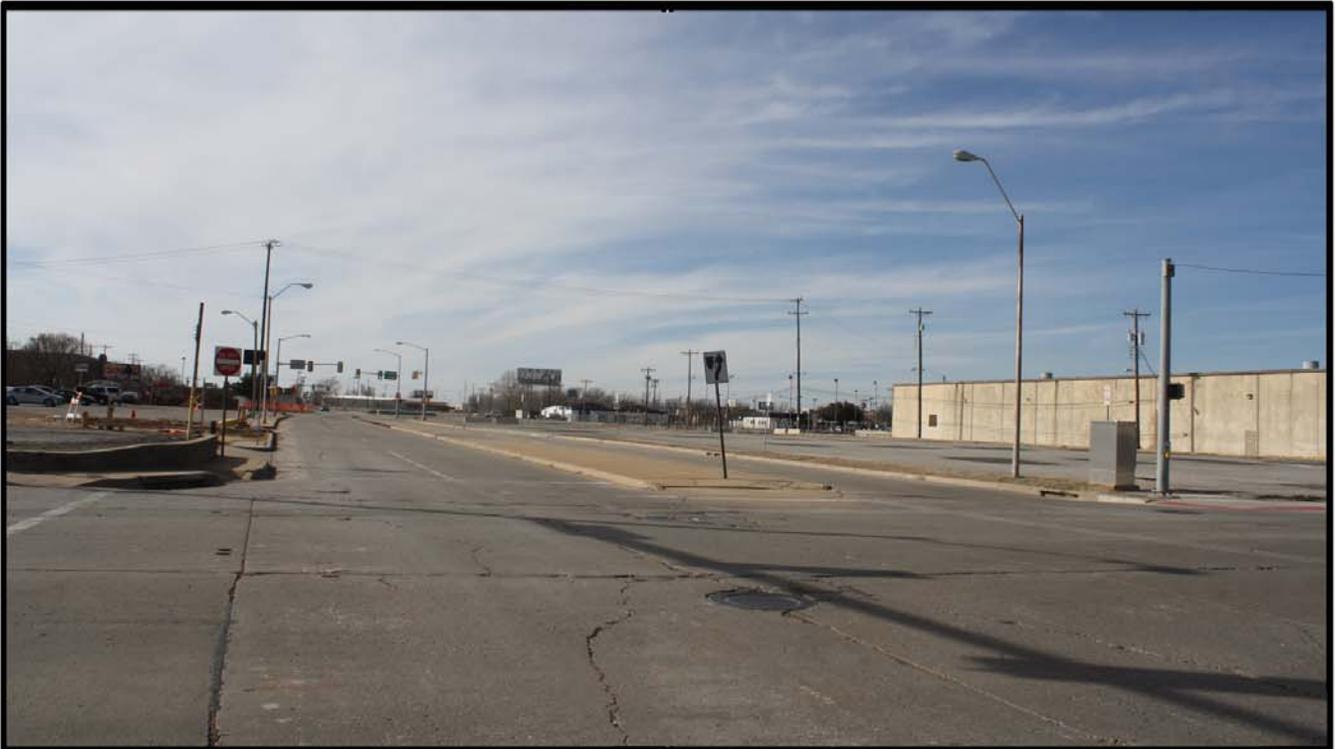
22 January 2014
View to the N
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38.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Robinson
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the S
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39.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Robinson
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the W
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40.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and Robinson
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the E
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41.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of SW 3rd and Broadway
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the W
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42.) Streetscape photograph
 Oklahoma County, Oklahoma City, Oklahoma
 Intersection of SW 3rd and Broadway
 Tori Raines - ODOT Cultural Resources Program

22 January 2014
 View to the E
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43.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and EK Gaylord/ATSF Railroad
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the W
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44.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and EK Gaylord/ATSF Railroad
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the S
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45.) Streetscape photograph
Oklahoma County, Oklahoma City, Oklahoma
Intersection of SW 3rd and EK Gaylord/ATSF Railroad
Tori Raines - ODOT Cultural Resources Program

22 January 2014
View to the N
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June 13, 2014 Concurrence:

OHPO File 0773-14: Oklahoma County JP 28940(04); Proposed Oklahoma City Boulevard (Connections) from Pennsylvania Avenue east to the Western/Classen Interchange and from E.K. Gaylord Boulevard east to Byers Avenue in Oklahoma City, Oklahoma.



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

May 23, 2014

Ms. Melvena Heisch
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Heisch:

Re: SHPO File 0773-14: Oklahoma County Proposed Oklahoma City
Boulevard (Connections) from Pennsylvania Avenue east to the Western/Classen
Interchange and from E.K. Gaylord Boulevard east to Byers Avenue in Oklahoma City,
Oklahoma.

Attached is a cultural resources survey report for the referenced project prepared by the ODOT Cultural Resources Program (CRP). This report is meant to supplement the original documentation submitted for the four alternatives of the proposed Oklahoma City Boulevard. The attached document includes additional streetscape photographs of the proposed connections of the Boulevard to their respective highway interchanges. These east and west connections are common to all the alternatives for which you have reviewed. As discussed in the attached report, these connections do introduce minimal new right-of-way at the Western/Classen interchange and at an extension of Oklahoma Avenue through a parking lot immediately east of the U-Haul Building, a property determined not eligible for inclusion in the NRHP in 2011.

In addition to the extensions, the project proposes an underpass of the NRHP-eligible Santa Fe Elevated Rail, through the concrete wall, a property constructed between 1931 and 1933. The rail was elevated by order of the Oklahoma Corporation Commission on November 18, 1927 to facilitate traffic movement through Oklahoma City. The CRP has conducted in-depth research on this property, which has revealed that an underpass had been originally proposed for this location (Noble Avenue) as early as 1929, and was not dismissed as an alternative until shortly before the construction began. In addition, on January 10, 1931, the Corporation Commission ordered that, should the City request an opening at Noble Avenue at any time in the future, the request shall be granted.

Pursuant to 36 CFR 800.5(b), and based upon the results of this study, it is our opinion that the *construction of an underpass* for the proposed Crosstown Boulevard will have no adverse effect on historic properties. The proposed use of the historic property, the wall which elevates the rail, is consistent with the intended use of the structure – to facilitate the movement of traffic in Oklahoma City at this location. In addition, the notion of an underpass here is consistent with the original design of the elevated rail, as proposed in the 1920s and 1930s planning for the project..

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

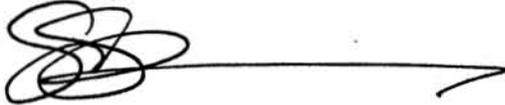
AN EQUAL OPPORTUNITY EMPLOYER

Ms. Heisch, we understand the Oklahoma City has had public involvement in potential design treatments for the proposed Crosstown underpass. As such, we recognize that the City has an active and passionate interest in this project and are submitting copies of this documentation to the City's Historic Preservation Officer as a consulting party to this undertaking. We would welcome an opportunity to continue consultation with your office and the City regarding the design.

We respectfully request your concurrence that the construction of an underpass at the elevated rail and location of the proposed Crosstown Boulevard (formerly Noble Avenue) will result in a 'no adverse effect' to this property. In addition, we welcome any additional comments.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

A handwritten signature in black ink, appearing to read 'SS', followed by a long horizontal line that tapers to a point on the right.

Scott Sundermeyer
ODOT Cultural Resources Program Director

cc: Robert Brooks, State Archaeologist
Katie McLaughlin Friddle, Oklahoma City Historic Preservation Officer



Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

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June 13, 2014

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #0773-14; Oklahoma City Boulevard Project Proposed Oklahoma City
Boulevard (Connections) from Pennsylvania Avenue east to Western/Classen Interchange and
from E.K. Gaylord Blvd. east to Byers Avenue, Oklahoma City, Oklahoma County

Dear Mr. Sundermeyer:

We have reviewed the documentation submitted on the referenced project with your letter dated May 23, 2014. We find that the project will have no adverse effect on the Santa Fe Railroad Historic District, a district previously determined eligible for listing in the National Register of Historic Places (NRHP).

Our opinion is based on the fact that the Santa Fe Railroad Historic District measures just over 1.05 miles in length. Along this linear corridor, are ten extant underpasses that are historic in design. Based on historic documents, two additional underpasses were planned along this corridor. The project is in a location of a planned, but not constructed, underpass. The intent of the project is to build the underpass as planned historically to facilitate the new Oklahoma City Boulevard. Underpasses along the railroad are common and the new construction will not affect the NRHP eligibility of the overall historic district.

Unless you receive an objection from any other consulting party during the comment period pursuant to 36 CFR Part 800.5(c)(1), this correspondence documents that your agency has completed the Section 106 process in accordance with the Advisory Council on Historic Preservation's (Council's) regulations that went into effect on January 11, 2001, and the amendments to these regulations that became effective on August 5, 2004. You are no longer required to provide documentation of findings of "no adverse effect" to the Council.

Thank you for the opportunity to review this project. Future correspondence pertaining to this project must reference the above underlined file number.

If you have any questions, please do not hesitate to call Lynda Ozan, National Register Program Coordinator, at (405)522-4478. Thank you.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm



Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

May 28, 2014

Scott Sundermeyer
Assistant Director
Cultural Resources Program
Oklahoma Department of Transportation
111 East Chesapeake
University of Oklahoma
Norman, OK 73019-5111

Re: Proposed construction of Crosstown Boulevard in Oklahoma City. Legal
Description: Sections 31 & 32 T12N R3W and Sections 3 & 4 T11N R3W,
Oklahoma County, Oklahoma.

Dear Mr. Sundermeyer:

I have received a report documenting the results of a cultural resource inventory for the above referenced action. You examined the area of potential effect on April 29, 2014. The inspection of the proposed Crosstown Boulevard found no evidence of prehistoric or early historic archaeological resources. The extensive development of this portion of the urban landscape also makes survival of undocumented archaeological resources unlikely. **However, this is a highly developed area within downtown Oklahoma City and I defer further comment on this undertaking to the State Historic Preservation Office.**

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act

Sincerely,

Robert L. Brooks
State Archaeologist

Cc: SHPO



OKLAHOMA DEPARTMENT OF TRANSPORTATION CULTURAL RESOURCES SURVEY REPORT

Prepared by: ODOT Cultural Resources Program

County: Oklahoma
Project: Oklahoma City Boulevard Tie-ins
JP Number:

Surveyed By: Scott A. Sundermeyer
Survey Date: April 29, 2014

Prepared By: Scott A. Sundermeyer
Report Date: May 23, 2014

1. PROJECT DESCRIPTION:

This report documents additional cultural resources survey and consultation for the construction of the Oklahoma City Crosstown Boulevard. Previous consultation from February, 2014 (SHPO File 0773-14) reviewed four proposed alternatives for the Oklahoma City Boulevard. As previously submitted, the Boulevard was proposed as mitigation for the I-40 Crosstown project in the Environmental Impact Statement (EIS), in which a Record of Decision (ROD) was issued in May, 2002. Due to the removal of several pre-existing access points from the original I-40 alignment, ODOT proposed to construct the Oklahoma City Boulevard as the local access component to restore the lost vehicular access to Downtown Oklahoma City. The Boulevard would be constructed on the existing right-of-way of the old I-40 facility extending from the I-235 Interchange west to tie into the new I-40 alignment. The proposed tie-ins are almost exclusively at-grade (existing ground surface level), with the exceptions of the crossings of Blackwelder Avenue, Indiana Avenue, Virginia Avenue (all on the west segment), and the tie-ins, proper, at the I-40 and I-235 junction.

The study area for this consultation consists of two tie-in segments: the west segment is a roughly 1.1-mile-long corridor from Western Avenue, west to just west of Pennsylvania Avenue, where the Boulevard ties into I-40. The eastern tie-in begins at E.K. Gaylord Boulevard and extends approximately 0.6 miles east to Byers Street/Lincoln Boulevard, at an existing elevated tie-in to I-235. As with the previous consultation, ODOT is reviewing a visual area of potential effect (APE) of 500 feet on either side of the corridor. This is roughly correlates with the extent of the ensuing block on either side of the existing right-of-way.

Four alternatives were studied in our previous correspondence. The proposed tie-ins considered in this study are common to each of the four alternatives and, with two exceptions, have not changed since the November, 2001 EIS.

While the Boulevard has been proposed to be confined to the existing right-of-way, there have been two alterations that have been implemented in order to more effectively facilitate traffic movement. Each of these proposes minimal right-of-way acquisition and are discussed below, and are illustrated in the attached figures.

The current design for the east extension proposes an extension of Oklahoma Avenue from its termination point at S. 2nd Street, to extend the roadway an additional block south to the proposed Boulevard. This extension would necessitate the acquisition of additional right-of-way from the parking lot east of the U-Haul building, a property previously determined to be not eligible for inclusion in the NRHP.

The current design for alternatives A, B, and C for the west section includes an access to the Boulevard at Western Avenue/Classen Boulevard between Sheridan and Reno Avenues. The additional right-of-way is largely needed to accommodate portion of a connection that is at-grade or lower elevation than the original I-40 Crosstown. This design will require additional right-of-way from parking facilities and empty lots adjacent to a McDonald's and Taco Bell restaurants.

Legal Location: Section 31 and 32 T12N R3W
Sections 3 and 4 T11N R3W

U.S.G.S. Quadrangle: Oklahoma City (1986)

2. TOPOGRAPHY AND VEGETATION:

The cultural resource study area falls within the Red Bed Plains Physiographic Region of Oklahoma. The majority of the study area was previously the site of the overhead crosstown I-40 corridor until it was moved in 2013. A street network has been in place underneath the I-40 corridor since the overhead highway was constructed in 1965. Vegetation is sparse as the area largely consists of vacant and parking lots and commercial buildings.

Vegetation Coverage:

<u>XXX</u>	0-25%	The area mainly consists of asphalt roadways and previously cleared land
_____	25-50%	
_____	50-75%	
_____	75-100%	

General Soils Observations: The soils of the study area are generally disturbed

3. PROJECT METHODOLOGY:

A. Background Research:

XXX State Site Files at Oklahoma Archeological Survey

XXX SHPO NRHP and DOE Files

_____ Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT:

XXX Other sources: Google Earth images

Original plans for I-40 Crosstown (from original construction in 1965)

Dawg, Doug "Okc Trains Part 1" and "Okc Trains Part 2", Doug Dawgz Blog, <http://dougdawgz.blogspot.com/2007/08/okc-trains-part-2.html#santafestation> (accessed April 23, 2014).

Dobson-Brown, Deborah, Erica Howard, Kate Singleton, and Leann Wheeler (2010) "City of Oklahoma City Intensive Level Survey of Downtown: Phase 2" Dallas, Texas: URS Corporation.

Howard, Erica and Kate Singleton.(2011) "City of Oklahoma City Intensive Level Survey of Downtown: Phase 3." Dallas, Texas: URS Corporation.

Asendorf, Terri (2013) "Santa Fe Depot Acquisition and Rehabilitation, Oklahoma City, Oklahoma County." Prepared for Oklahoma Department of Transportation, J/P 29260(04), prepared by Jacobs Engineering, Austin, Texas.

Twenty Fourth Annual Report of the Corporation Commission of the State of Oklahoma 1931.

RESULTS OF BACKGROUND RESEARCH:

This study represents a re-evaluation of previous efforts due to the fact that the initial studies were completed

over 15 years ago and documented in the EIS in 2001 and ROD. The ROD was signed on May 1, 2002. The document contains a list of mitigation and commitments that were agreed to and must be implemented in order to compensate for adverse impacts associated with the re-location of the I-40 Crosstown. Commitment 19 orders the construction of the Boulevard. The ROD and referenced section of the EIS, as well as a graphic from the EIS illustrating the proposed Boulevard is provided in the Exhibits.

Since that time downtown development in Oklahoma City, and changing city priorities with respect to downtown transit, pedestrian, and cyclist options has spurred the need to re-evaluate the original boulevard as proposed in the EIS. Several alternatives have been reviewed by your office. The extensions or connections from the Boulevard to the existing Interstate are the subject of this study.

The review of OAS site files indicates that there are no archaeological sites in the study area.

A review of the SHPO NRHP and DOE files indicates that there is one historic property located within the proposed APE. The Santa Fe Railroad Elevated Tracks from S. 5th Street, extending north to N. 7th Street were recommended eligible for inclusion in the NRHP during a series of intensive-level surveys of Downtown Oklahoma City in 2010 and 2011. The elevated tracks were officially determined eligible for inclusion in the NRHP through consultation of the Santa Fe Depot Acquisition and Rehabilitation project, in which ODOT, in consultation with FHWA and SHPO determined this property was eligible as a contributing element of the Santa Fe Depot. The original intent of the undertaking, as documented in the FEIS, is to construct a tunnel as an underpass of the rail at this location. The proposed underpass is common to all four alternatives of the Boulevard.

The U-Haul building, located at 100 SE 2nd Street, was documented as the Bricktown Self-Storage in the referenced 2011 study of Downtown Oklahoma City as Resource Number 254. The property was listed as a resource that does not meet NRHP eligibility requirements.

A thorough description of the elevated rail can be found in the referenced studies listed above. In summary, the elevated rail was constructed between 1931 and 1933 by Leo Sanders, a prominent contractor in Oklahoma City. By order of the State Corporation Commission on November 18, 1927, the rail line was intentionally elevated through Oklahoma City to facilitate traffic movement through the City. Bridged openings were proposed at several underpasses to facilitate vehicular and pedestrian traffic. Introduced by Mayor Cargill in 1925, the proposed rail elevation met with heavy criticism by citizens of Oklahoma City. By 1928, a final decision was reached to elevate the tracks, at a cost of roughly \$5,000,000. The City was to pay roughly \$350,000 of that total.

As with the decision to elevate the rail, the decision on the placement of underpasses (sometimes referred to as 'subways' in the texts) also met with public controversy. Issues of the *Daily Oklahoman* from 1929 through 1931 as well as the Annual Report of the Corporation Commission for fiscal year ending June 30, 1931 were reviewed. These documents revealed that the price tag of the rail elevation undertaking was an overwhelming venture for the City. For a roughly two-year period between 1929 and 1931, the city, the corporation commission, and citizens were at odds as to the number of underpasses to be provided and the locations of these subways, let alone the controversial decision to elevate the tracks in the first place.

Several meetings (hearings) were held in which discussions focused on proposed locations for underpasses and the ability for the City to incur the costs associated with the rail elevation. While the majority of the expense appears to have been incurred by the Santa Fe, the City was responsible for some matching funds and was ordered to endure the cost of some of the underpasses, for which the rail was unwilling to provide as part of the elevation program. Citizens appear to have been largely focused on continued access from the 'east' portion of the City, to the 'west'. Of particular note is the continued interest in an underpass at Noble Avenue, which is now S. 3rd Street (and the location of the proposed underpass for the Crosstown Boulevard.) These discussions are summarized here, and also provided as an exhibit to this report.

According to the *Oklahoman*, as early as October 18, 1929, the elevated rail project included a proposed

underpass at Noble Avenue. Highlighting the expense of the construction was a price tag of some \$268,940 for the Noble Avenue crossing, alone – more than the costs of the other proposed openings, combined. By October 26 1930, more detailed proposals, which included the dimensions of the underpasses, had been prepared for the crossings. At that time, the Noble Avenue crossing was listed as “No Decision”. By November 12, 1930, plans had been filed with the City indicating an underpass at Noble Avenue, but citing that expenses for the construction of the underpass be borne by the City. In late December, 1930 the focus on the rail elevation and underpasses appear to be centered around the proposal at Noble Avenue. A January 8, 1931 publication indicates that plans were drawn and submitted at the request of the Commission on December 30, 1930. These plans called for the removal of the Noble underpass, presumably due to costs and engineering constraints. A January 9, 1931 publication indicates a proposal to construct a 40-foot-wide roadway from Noble to Choctaw as mitigation during the construction of the elevated tracks, suggesting that an underpass at Noble would be ordered by the Commission after the Santa Fe elevates its tracks. The January 13, 1931 article illustrates the proposed connection between Noble and Choctaw Avenues.

The Corporation Commission Annual Report Order 5419, 5441, and 5485, documented on January 10, 1931 mirror the discussions in the *Oklahoman*. Essentially confirming the final costs of the project and how those expenses are to be distributed, there are some discussions about the underpass locations. Throughout the course of the two-year-long meetings and hearing, the number of underpasses is discussed as being a total of 11 or 13. Corporation Commission Order list the final total as 13, however there were only 10 constructed. Those 10 are currently extant and do not appear to have been altered since their construction.

With regards to the future plans of Noble Avenue, Corporation Commission Order 5419, Part III, No. 1 the city agrees:

“To close, vacate and abandon Sixth Street and all other streets, avenues and alleys between east and west property lines of the Santa Fe from Sixth Street on the north to the Santa Fe-Frisco crossing on the south, except Fifth Street, Fourth Street, Third Street, Second Street, Main Street, Grand [now Sheridan] Avenue, Reno Avenue, and one street south of Noble Avenue, to be chosen for subway location as hereinafter set forth; provided, however, that it shall be expressly understood that the Santa Fe at any time in the future upon the demand of public authority or the City shall permit the opening of subways at Sixth Street and Noble Avenue, or either or both, at the sole expense of the City; and provided further, that First Street [Park Avenue] in Oklahoma City shall remain open or closed as may be determined by conference and agreement between the Atchison, Topeka and Santa Fe Railway Company and the Chicago, Rock Island and Pacific Railway Company.”

B. Field Investigation Methodology:

- 100% Windshield Survey
- Windshield survey with sample pedestrian survey
- 75% pedestrian survey
- Subsurface Testing. Describe methodology of testing under comments, below:

FIELD INVESTIGATION METHODOLOGY COMMENTS:

Due to the nature of the undertaking, involving potential roadway modifications within existing right-of-way, the urban setting of this project, and the severe ground disturbance over an extended period of time, this study only considered potential effects to resources of the built environment. Archeological survey was not conducted.

While a 500-foot-wide APE has been established for the proposed undertaking, it should be noted that the original I-40 was elevated throughout the study area. Visual intrusions are not anticipated, as the proposed

undertaking will be consistently at a lower elevation than the original I-40, which was constructed in the mid-1960s.

A series of streetscapes photographs were taken along the proposed west and east connections (Figures 1 and 2) as well as at the location of the Western Avenue/Classen Boulevard interchange, proposed on the west (Figure 3) and the parking lot of the U-Haul building on the east (Figure 4). In addition to the streetscape photographs and due to the proposed plan to construct an underpass through the NRHP-eligible elevated tracks, photographs were taken of the intersection each of the underpasses at the NRHP elevated rail from N. 7th to S. 5th. These photographs and associated documentation are provided as exhibits to the report.

4. RESULTS OF INVESTIGATION:

XXX No archeological sites or buildings recorded in study area.

_____ Resources recorded in study area assessed as **not eligible** for the NRHP. Forms being submitted for agency review.

_____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

_____ Historic Preservation Resource Identification Form(s) for SHPO files.

_____ Oklahoma Bridge Survey and Inventory Form.

XXX **NRHP-eligible properties** recorded in study area.

Forms being submitted for agency review.

_____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

_____ Historic Preservation Resource Identification Form(s) for SHPO files.

_____ Oklahoma Bridge Survey and Inventory Form.

_____ Archeological sites requiring further assessment (i.e. evaluative testing)

COMMENTS AND DESCRIPTION OF FINDINGS:

The two connections will be largely confined to existing right-of-way with the exception of the Oklahoma Avenue extension and the interchange proposed for Western Avenue and Classen Boulevard. Each of the four alternatives proposes extending Oklahoma to the south. Alternatives A, B, and C propose the Western/Classen interchange from an elevated bridge structure to an at-grade connection to Western/Classen.

The interchange proposed at Western/Classen location involves the acquisition of minor amounts of right-of-way, to be obtained mainly from parking lots and empty lots. The vicinity of the proposed interchange is mottled with modern development consisting largely of fast-food chain restaurants, including a Sonic, Taco Bell, and McDonald's. No buildings will be taken for the undertaking. There are no NRHP or DOE properties within 500 feet of this proposed bridge, and there will be no visual impact on historic properties.

As previously discussed in our original correspondence, Alternatives A and B propose an overhead bridge from Western Avenue to Shartel Avenue. The proposed bridge will be roughly five feet less in height than the original I-40 Crosstown. Alternative D proposes an at-grade grid connection at these two crossings.

Alternative, C was proposed as the preferred alternative at a recent open house, held in Oklahoma City on

May 7, 2014. As discussed in our previous consultation, Alternative C proposes an elevated bridge section, at the intersection of Western Avenue and California Avenue; this proposed bridge would return to grade at Classen Boulevard. The proposed bridge at this location is roughly 10 feet less in height than the original I-40 Crosstown.

The proposed Oklahoma Avenue extension proposes the acquisition of right-of-way through the U-Haul parking lot. The building, proper, has been extensively modified. Acquisition of right-of-way is not anticipated to directly or indirectly affect historic properties.

Photographs illustrating the extant underpasses, which are original to the 1931 rail elevation project as well as original articles documenting the process for the elimination of the Noble underpass, are being provided for review. While the documentation indicates that upwards of 13 underpasses were to have been constructed, it appears as though only 10 were actually constructed. As indicated in the historical documentation, each underpass is unique in dimension, appearing to have been constructed to accommodate different traffic needs. The underpass at 6th Street, originally ordered to be vacated by the Corporation Commission, was indeed constructed as part of the original project. With the exception of decorative paint treatments to the walls at Park Avenue (originally 1st Street), south to Sheridan Avenue (originally Grand Avenue) and the addition of a “Bricktown” marquis at the west-facing entrance to Bricktown on Main Street, Sheridan Avenue, and Reno Avenue, the underpasses and walls appear to be largely unaltered. The west-facing entrance on Reno Avenue does appear to have a more modern solid concrete parapet façade in the Art Deco style. The Sheridan Avenue entrance also has a more embellished façade. The remaining underpasses are undecorated and appear to have the parapet constructed as a connection into the abutment wall.

5. RECOMMENDATIONS:

_____ **Plan Notes** requiring avoidance of cultural resources in off-project areas

_____ **XXX Approval to proceed** with the proposed project as planned with no additional research. If subsurface archaeological materials are exposed during construction, the Contractor and Resident Engineer shall notify the Department Archeologist in accordance with Section 202.04(a), Standard Specifications for Highway Construction.

_____ **Approval Recommended pending completion of the following**, until one or more of the following measures are completed.

_____ **Additional consultation with SHPO** regarding NRHP-eligible Properties

_____ **Revise design** to avoid/protect resources

_____ **NRHP Eligibility Archeological Test Excavations**

_____ **Implementation of MOA** with SHPO regarding Mitigation of Adverse Effects to Historic Properties

COMMENTS REGARDING RECOMMENDATIONS:

As previously discussed, the mitigation commitment listed in the ROD proposed a Crosstown Boulevard to compensate for the removal of several pre-existing access points from the original I-40 alignment. In order to facilitate traffic movement in downtown Oklahoma City, the undertaking proposes extensions of Oklahoma Avenue from 2nd Street south to the Boulevard and an exchange at Western/Classen and the Boulevard. As originally proposed in the FEIS, the Boulevard would require an underpass through the raised track wall supporting the Santa Fe Rail, a property that has been determined eligible for inclusion in

the NRHP since the ROD was issued.

We believe that this documentation supports an opinion that proposed east and west extensions, including the Oklahoma and the Western/Classen connection, which will require additional right-of-way, do not introduce visual effects that would exceed what had existed with the original I-40 Crosstown. There are no historic properties located within the 500-foot visual area of potential effect for the undertaking.

All alternatives propose construction of an underpass at S. 3rd street through the Santa Fe elevated tracks, a property determined eligible for inclusion in the NRHP in 2013. As previously discussed, an underpass was originally proposed for Noble Avenue (3rd Street) in 1929. Engineering constraints and imprudent expenditure of funds at that time resulted in a reconsideration of an underpass at this location, and plans were drawn eliminating this underpass. In apparent consideration of future need, it was ordered by the Corporation Commission, on January 10, 1931, that should the City or public authority desire an opening at Noble Avenue, the Santa Fe Rail shall comply with that request. The proposed underpass is consistent with both the original 1927 rail elevation order by the Corporation Commission to facilitate traffic movement through the City and commitment identified in the ROD, issued in 2002. In addition, the documentation indicates that the City struggled to accommodate the requests to implement an underpass at Noble Avenue in the 1930s. However, the underpass was not included in the final design due to financial and engineering constraints.

Based on our research, which we have attached for your review, it is our opinion that, pursuant to 36 CFR 800.5(b), the proposed undertaking will have no adverse effect to historic properties. The historical documentation establishes the desire for an underpass at this location in the original design development. This design was then eliminated due to financial and engineering constraints, but is acknowledged in the final design approval from the Corporation Commission report that an underpass may be added in the future. The proposed use of the single historic property, the wall elevating the rail, is consistent with the intended use of the structure – to facilitate the movement of traffic in Oklahoma City at this location and the notion of an underpass here is consistent with the original design of the elevated rail.

It is also important to note that the boundaries of the historic property, the Santa Fe Depot Historic District were disclosed at the May 7, 2014 open house in an effort to afford the public an opportunity to comment on the proposed undertaking and the effect to the elevated rail. To date, no comments have been received regarding this property.

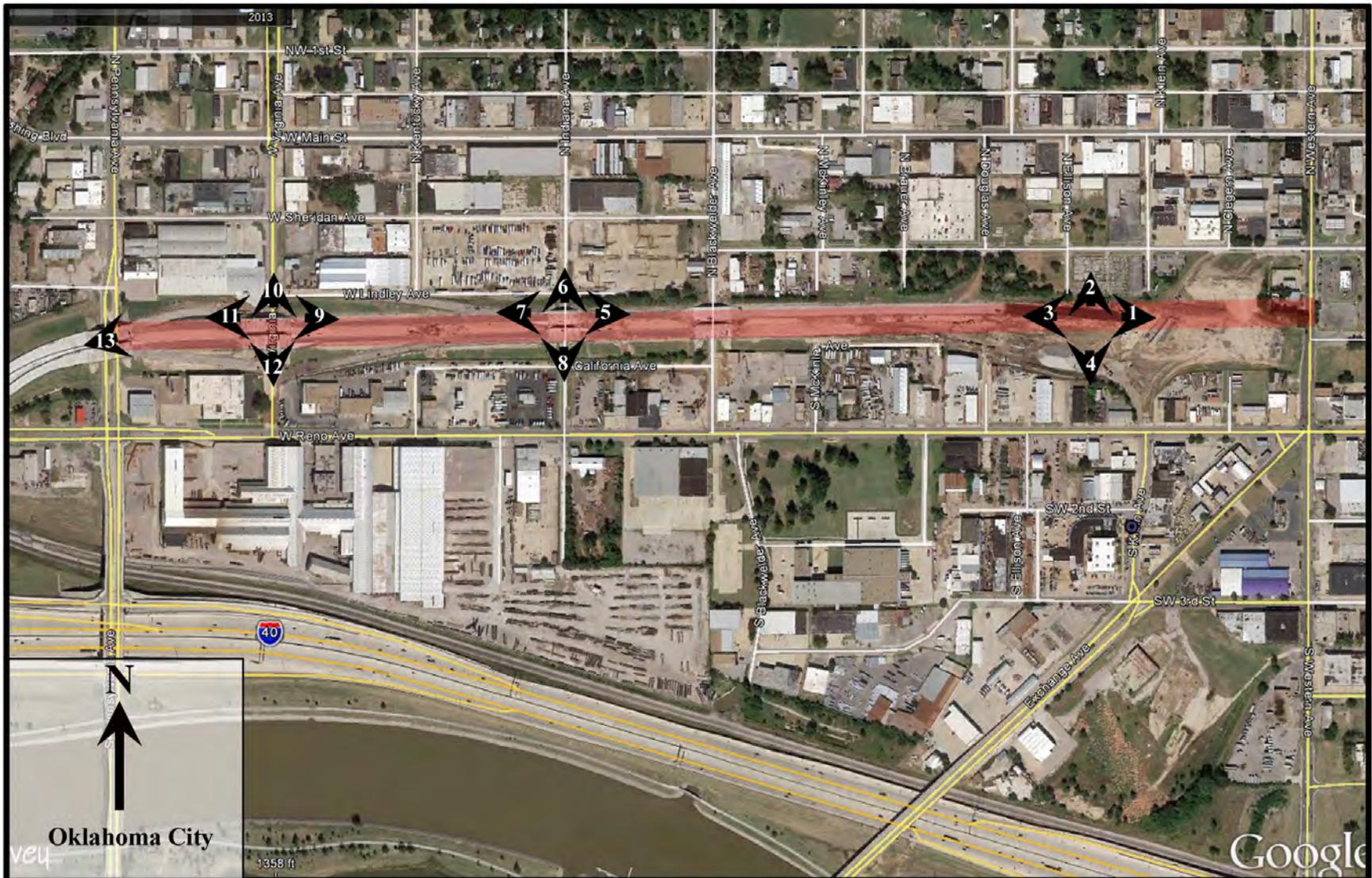


Figure 1. Proposed Crosstown Boulevard western tie-in along prior I-40 corridor from Western Avenue, west to Pennsylvania Avenue

Numbered arrows indicate the direction the camera is pointing for following streetscape photographs (1a through 1d).

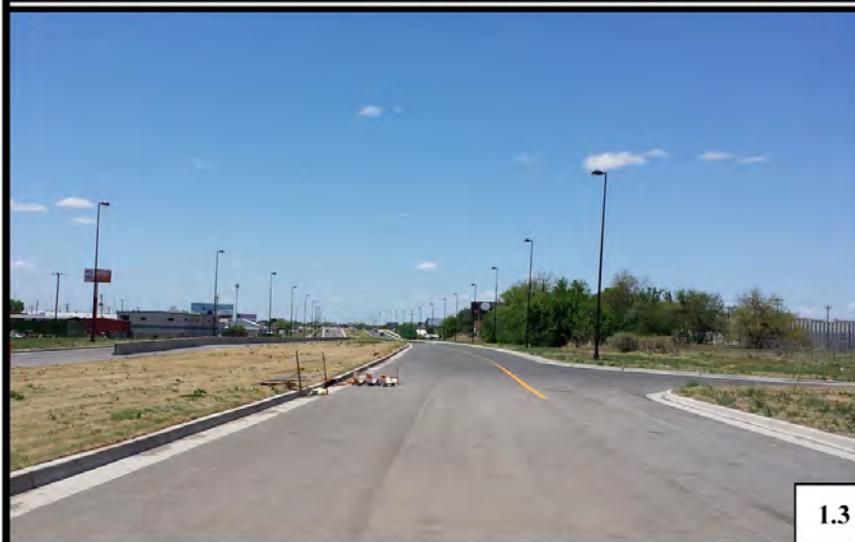




1.1



1.2



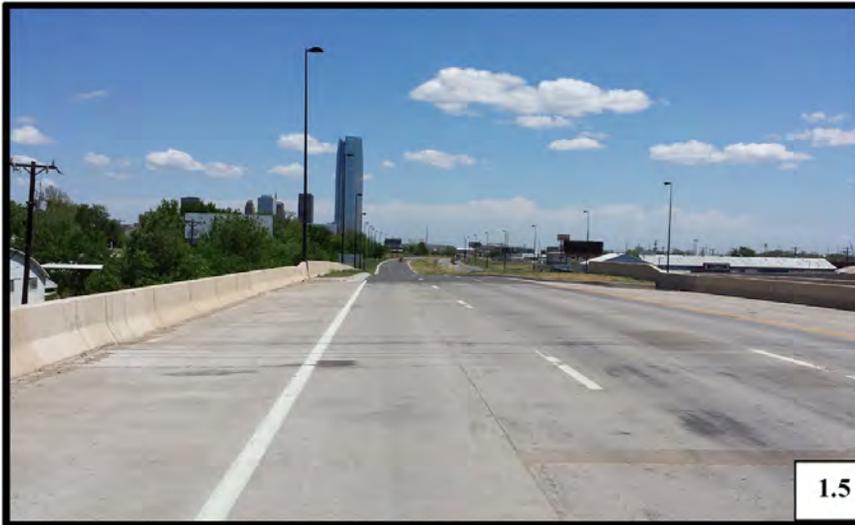
1.3



1.4



Figure 1a. Streetscapes from Figure 1, Boulevard at Klein Avenue (1 through 4), west Boulevard connection: (1.1) view to east; (1.2) view to north; (1.3) view to west; (1.4) view to south.



1.5



1.6



1.7



1.8



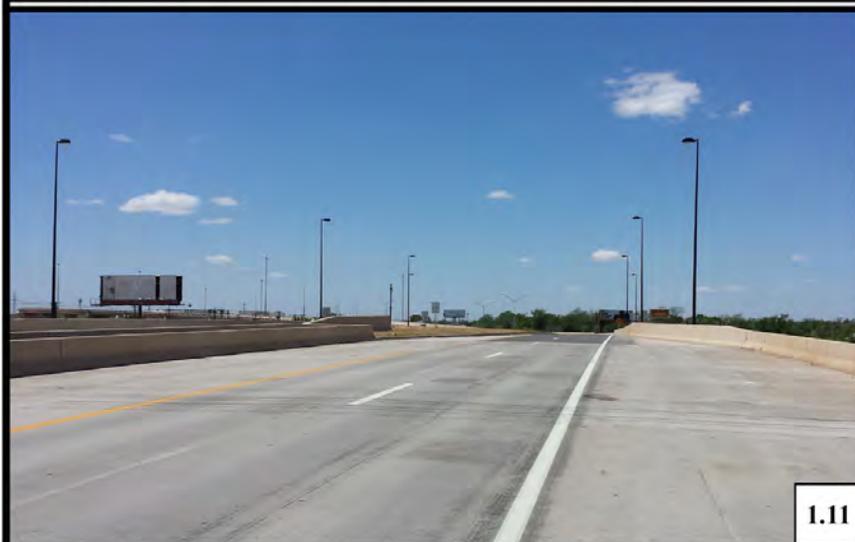
Figure 1b. Streetscapes from Figure 1, Boulevard at Indiana Avenue (5 through 8), west Boulevard connection: (1.5) view to east; (1.6) view to north; (1.7) view to west; (1.9) view to south.



1.9



1.10



1.11



1.12



Figure 1c. Streetscapes from Figure 1, Boulevard at Virginia Avenue (9 through 12), west Boulevard connection: (1.9) view to east; (1.10) view to north; (1.11) view to west; (1.12) view to south.

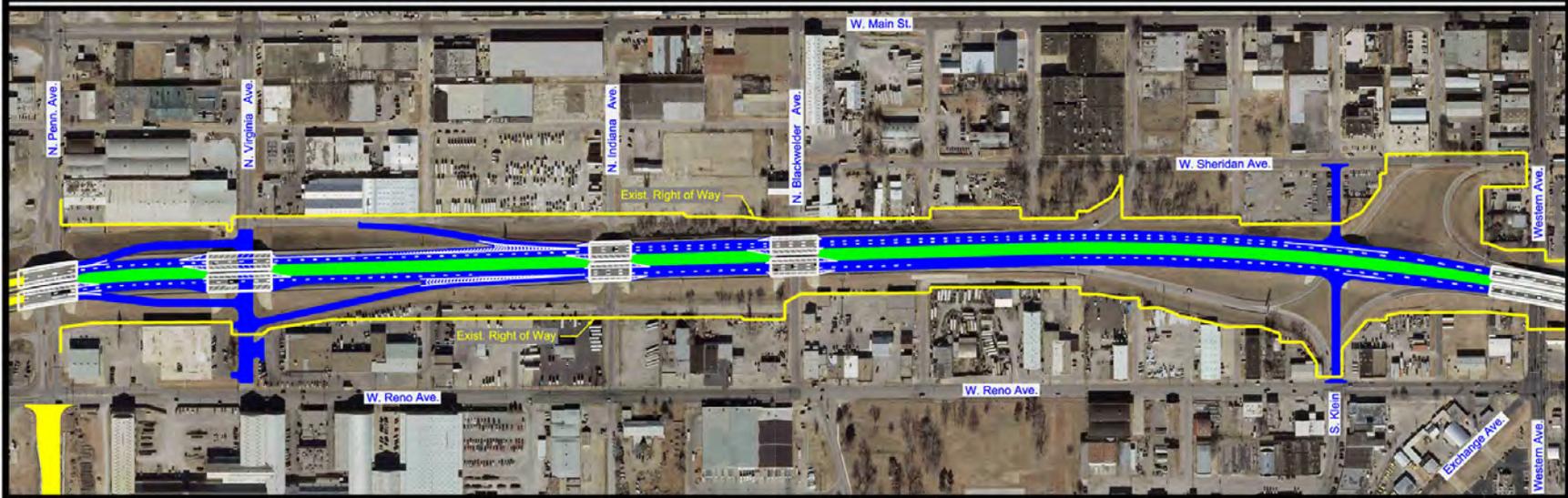
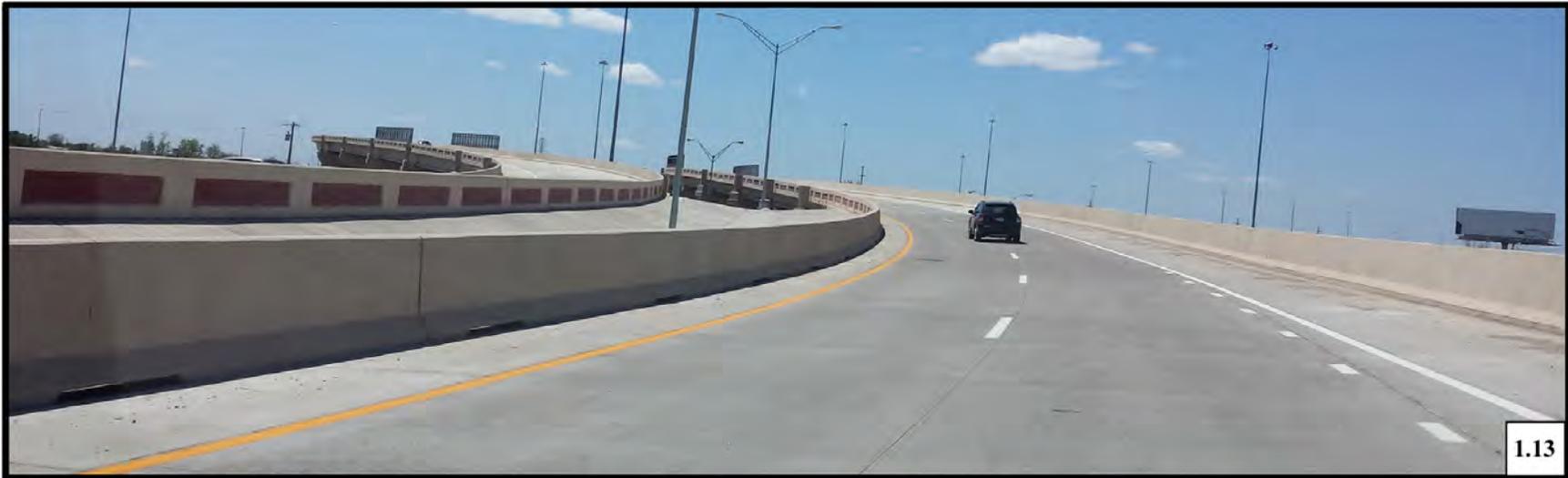


Figure 1d. Crosstown Boulevard, west tie-in: (1.13) Boulevard at approach to new Crosstown Expressway/I-40; lower photograph of aerial image illustrating existing right-of-way (yellow lines), at-grade roadway (blue and green), and elevated roadway (white) portions of Boulevard.



Figure 2. Proposed Crosstown Boulevard tie-in along previous I-40 corridor from E.K Gaylord, east to highway interchange. Note proposed underpass illustrated in green graphic.

Numbered arrows indicate the direction the camera is pointing for streetscape photographs.



2.1



2.2



2.3



2.4



Figure 2a. Streetscapes from Figure 2, Boulevard at Compress Street (1 through 4), east Boulevard connection: (2.1) view to west; (2.2) view to east; (2.3) view to south; (2.4) view to north.



2.5



2.6



2.7



2.8



Figure 2b. Streetscapes from Figure 2, Boulevard at Compress Street/Walnut Avenue (5 through 8), east Boulevard connection: (2.5) view to east; (2.6) view to southeast; (2.7) view to south; (2.8) view to northeast.



2.9



2.10



2.11



2.12



Figure 2c. Crosstown Boulevard, east tie-in from streetscape index: (2.9) view to west; (2.10) view to east; (2.11) view to west; (2.12) view to east-southeast.

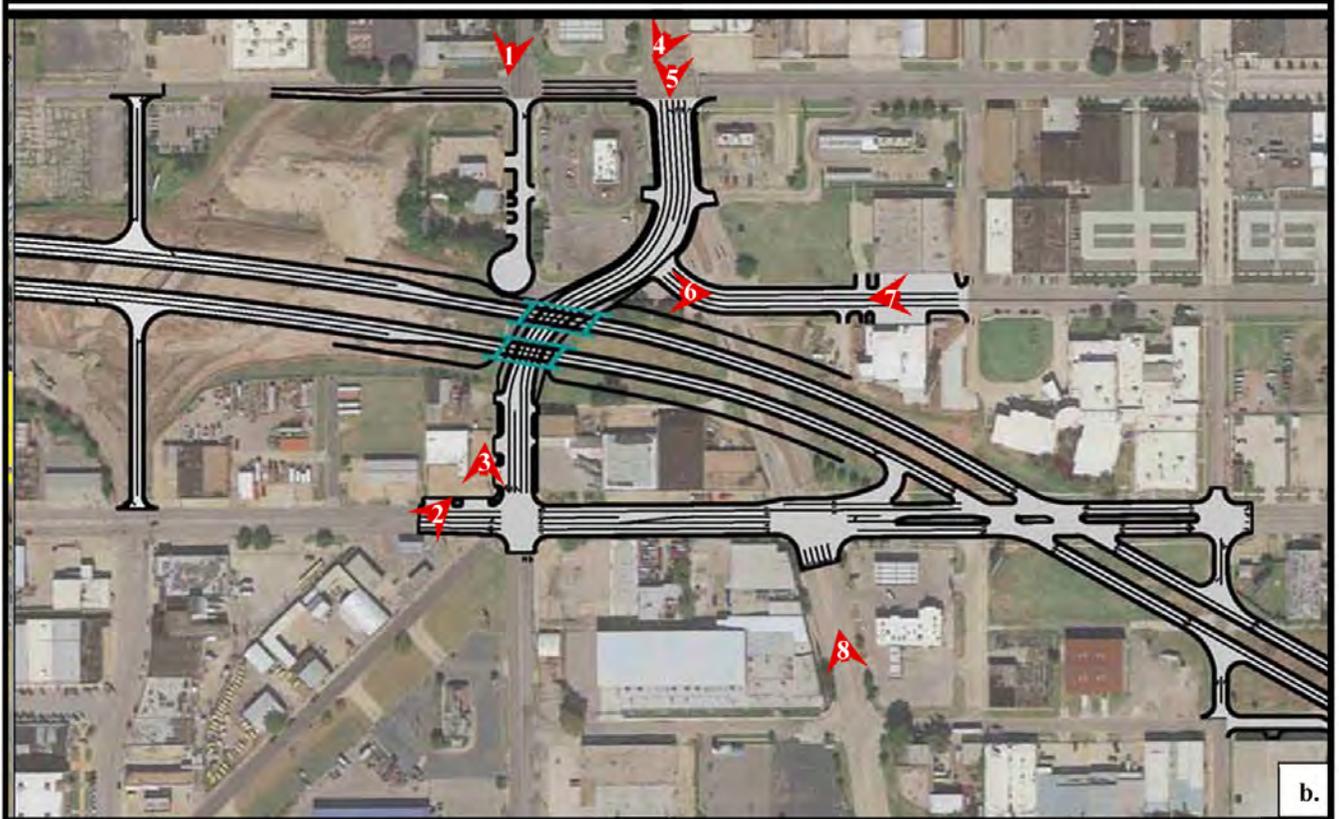
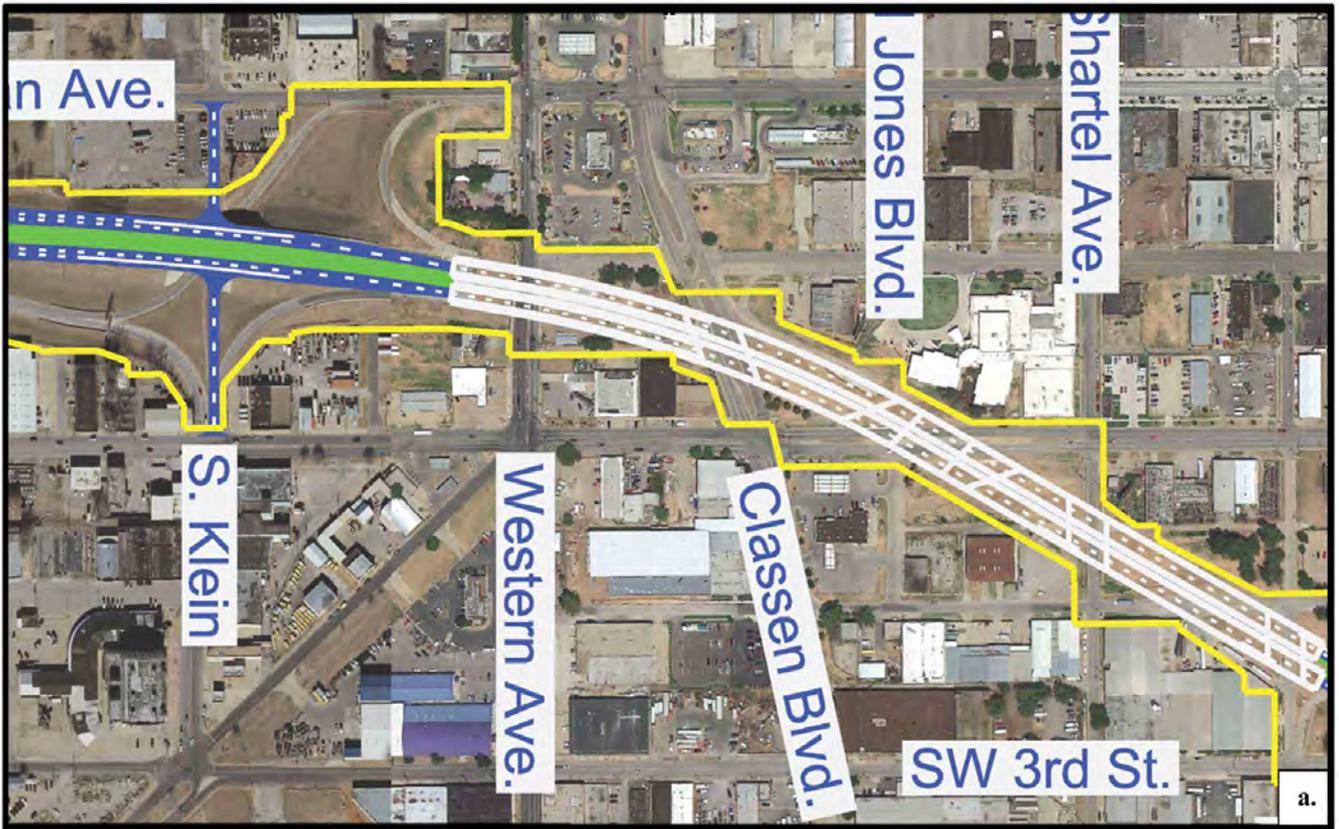


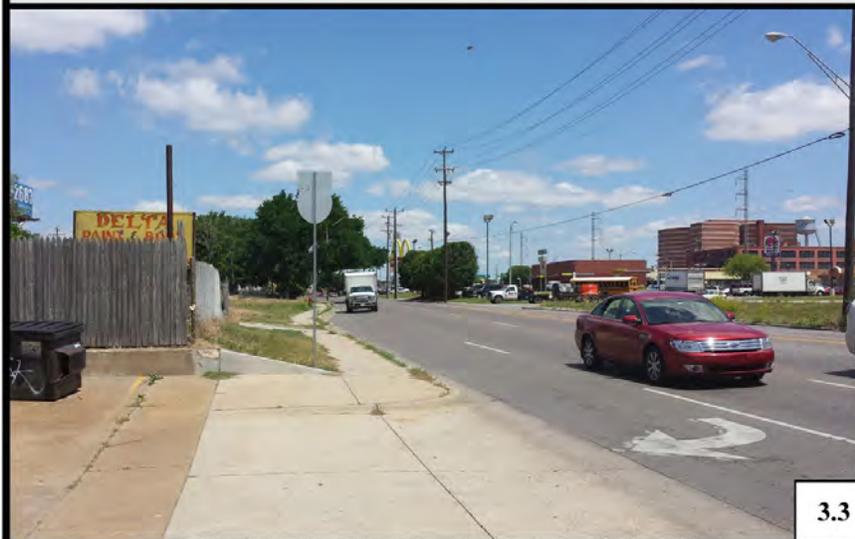
Figure 3. Crosstown Boulevard, east tie-in: (upper) illustrating existing right-of-way in yellow; (lower) proposed exchange of Crosstown at Western Avenue and Classen Boulevard. Numbered arrows indicate the direction the camera is pointing for following streetscape photographs (3a and 3b).



3.1



3.2



3.3



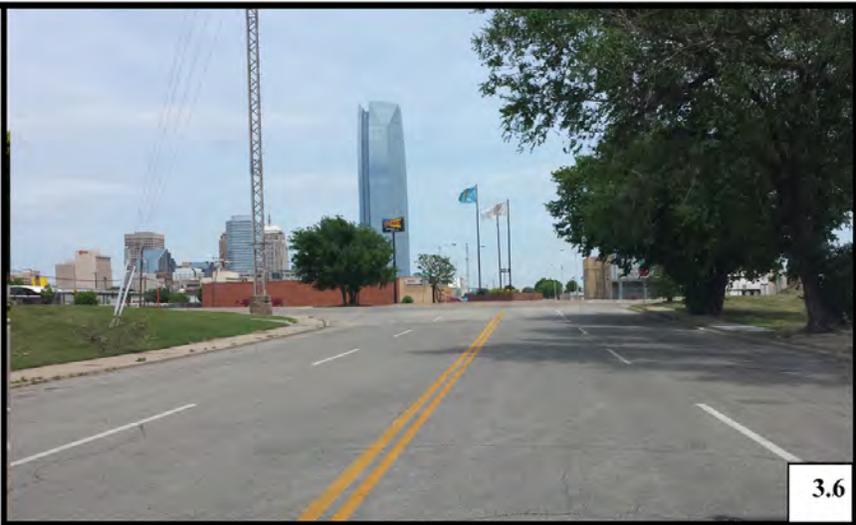
3.4



Figure 3a. Streetscapes from Figure 3, Western Avenue and Classen Boulevard Interchange (1 through 4), west Boulevard connection (3.1) view to south; (3.2) view to northeast; (3.3) view to north; (3.4) view to southwest.



3.5



3.6



3.7



3.8



Figure 3b. Streetscapes from Figure 3, Western Avenue and Classen Boulevard Interchange (5 through 8), west Boulevard connection (3.5) view to south; (3.6) view to east; (3.7) view to west; (3.8) view to northwest.

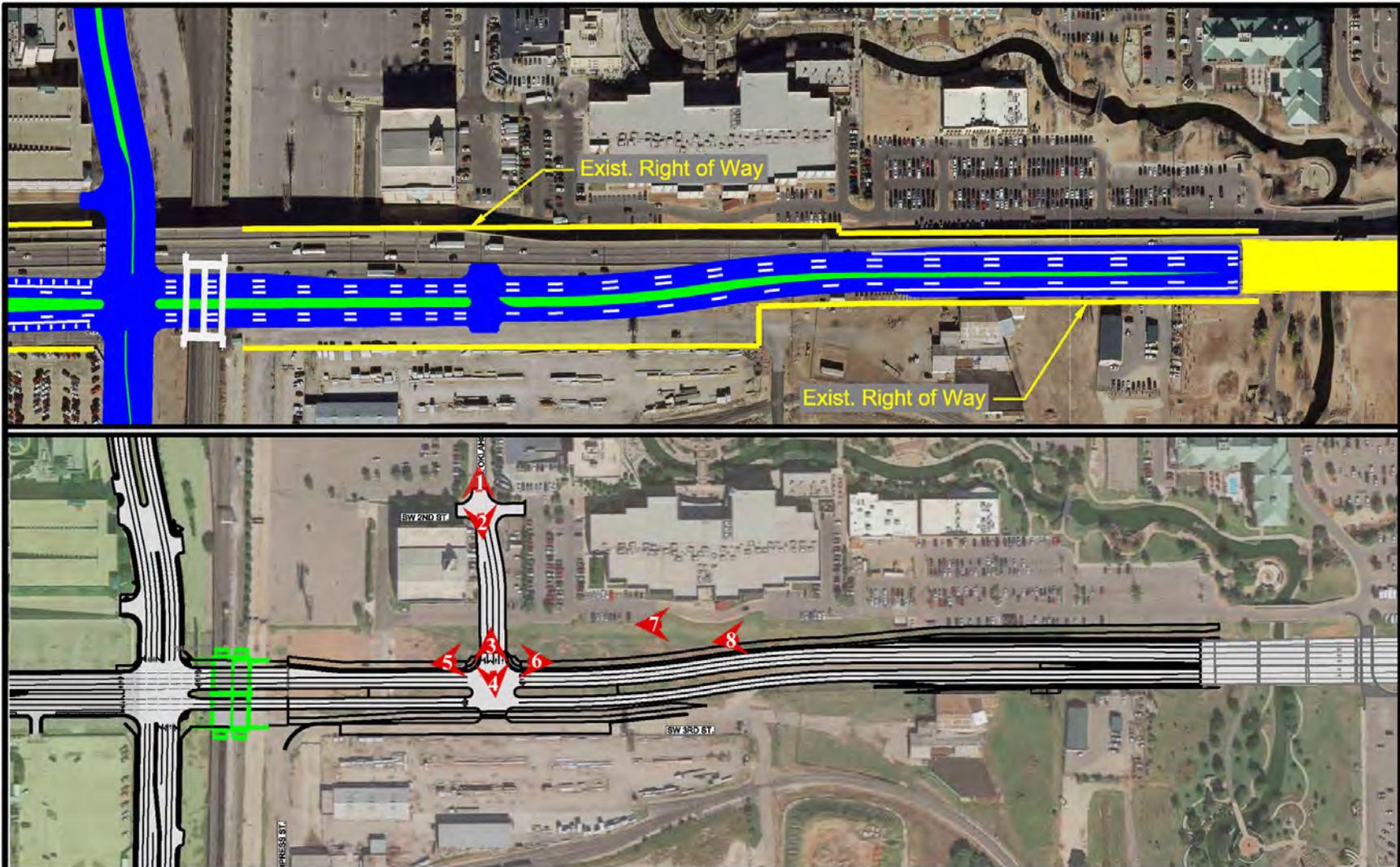
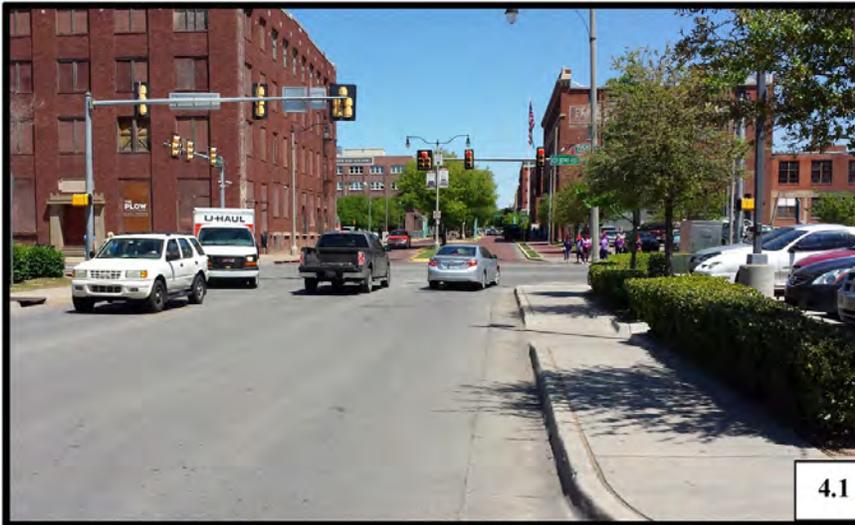


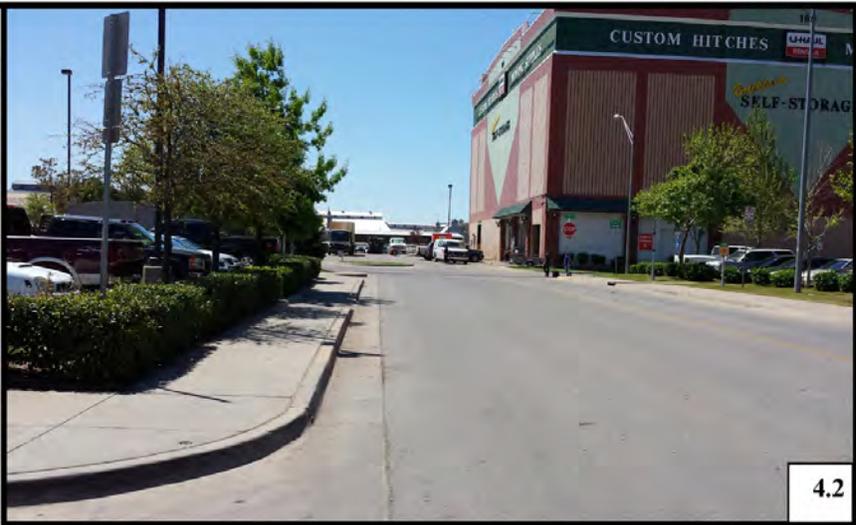
Figure 4. Crosstown Boulevard, east tie-in: (upper) illustrating existing right-of-way; (lower) proposed extension of Oklahoma Avenue to the Crosstown Boulevard through Uhaul parking lot. Note proposed underpass illustrated in white and green graphic.

Numbered arrows indicate the direction the camera is pointing for following streetscape photographs (3a and 3b).





4.1



4.2



4.3



4.4



Figure 4a. Streetscapes from Figure 4, Oklahoma Avenue extension (1 through 4), east Boulevard connection: (4.1) view to north; (4.2) view to south; (4.3) view to north; (4.4) view to south.



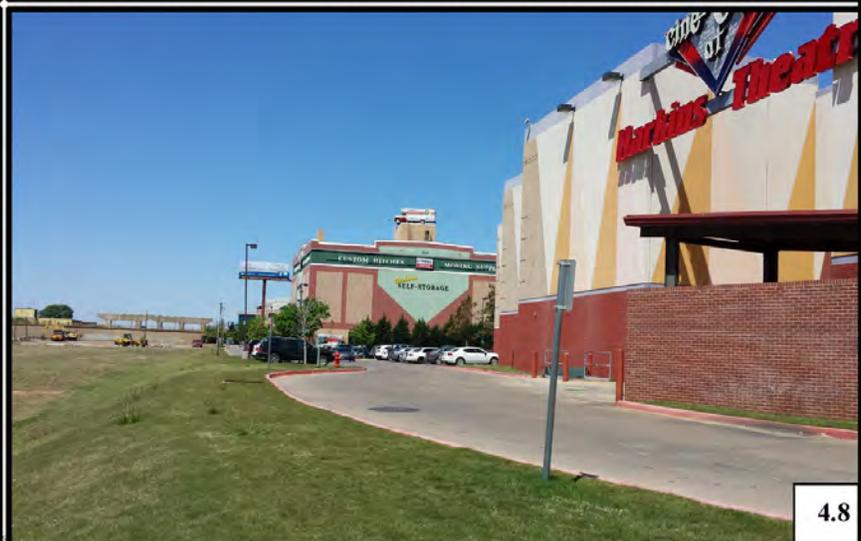
4.5



4.6



4.7



4.8



Figure 4b. Streetscapes from Figure 4, Oklahoma Avenue extension (5 through 8), east Boulevard connection: (4.5) view to west; (4.6) view to east; (4.7) view to west; (4.8) view to west.

Exhibits

Sections from the EIS and ROD

**U.S. Department of Transportation
Federal Highway Administration**

RECORD OF DECISION

Interstate 40 – Crosstown Expressway
from I-235 to Meridian Avenue
Oklahoma City, Oklahoma
FHWA-OK-EIS-01-(1)-F

This Record of Decision (ROD) documents the Federal Highway Administration's (FHWA) decision to approve the preferred alternative for the Interstate 40 Crosstown Expressway. This approval constitutes FHWA's acceptance of the project location and concepts described in the Final Environmental Impact Statement (FEIS)/Final Section 4(f) Evaluation dated November 2001.

This ROD is executed in conformance with the Council of Environmental Quality (CEQ) regulations implementing NEPA and documents FHWA compliance with NEPA and all other applicable Federal statutes, regulations, and requirements. The sections that follow state the decision and provide information used in the decision making process. This information summarizes and complements information contained in the project record.

DECISION

The decision is to select the preferred alternative, Alternative D, as described in the FEIS. This selected alternative involves reconstructing I-40 in Oklahoma City from the I-235/I-35 interchange westward approximately 4 miles. The selected alternative will provide a ten-lane interstate facility including express lanes on new alignment approximately 2,200 feet south of the existing I-40 facility.

The selected alternative will be constructed from the I-235/I-40 interchange southeast of the Union Pacific tracks and cross over the MAPS canal to the existing east/west Burlington-Northern/Santa Fe Railroad right-of-way south of Union Station. This interstate highway will be semi-depressed to cross under the Burlington-Northern/Santa Fe tracks and cross under the Shields Boulevard bridge to meet the existing Western Avenue at grade. From Western Avenue to west of May Avenue, the facility will be at-grade, but cross under the Exchange Avenue bridge. With the selected alternative, the I-44/I-40 interchange will remain as is, including the existing I-40 facility from I-44 to Meridian Avenue.

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BY SHPO⁶⁷

Downtown access will be at Shields Boulevard and Robinson, Western, and Agnew (Villa) Avenues with full interchanges at Shields Boulevard and Western Avenue. Cross streets will be Shields Boulevard and Robinson, Walker, Western, Exchange, Pennsylvania, Agnew, and May Avenues.

The selected alternative will provide a six-lane at-grade boulevard in the existing I-40 right-of-way from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue. From west of Walker Avenue to Western Avenue, the existing I-40 bridge structure will be rehabilitated. From Western Avenue, west to Agnew Avenue, the existing facility will be converted to a divided boulevard.

BASIS OF DECISION

A Major Investment Study (MIS) was conducted to identify all reasonable alternative strategies for addressing the transportation demands and other problems of the I-40 corridor. As such, the MIS provides decision makers with better and more complete information on options for addressing identified transportation problems before decisions are made. The I-40 MIS included preparing the environmental impact statement and thus, all viable alternatives were presented in the environmental impact statement. Furthermore, the MIS addressed an array of factors in a focused fashion and thus, lead to improved transportation decisions consistent with land use, environmental considerations, transportation system performance, and community resources. Various alternatives for improving the transportation capacity and safety of the corridor were evaluated using a two-tiered evaluation and selection process that was developed and employed to compare and contrast the alternatives. The final tier utilizing project construction time, implementation difficulty, traffic disruption, safety, downtown access, residential and business impacts, and cost identified the selected alternative, Alternative D, as the best transportation improvement of those identified and evaluated. These factors were determined to be ones that met the needs of the proposed project and were mutually agreed upon by ODOT, the city, and the project citizens advisory groups early in the MIS phase.

ALTERNATIVES (FEIS – Chapter 3.0)

Numerous conceptual alternatives proposed to meet the I-40 Crosstown Expressway corridor transportation needs were initially identified in the MIS's early stages. These alternatives included the no-build alternative, the transportation system management (TSM) alternative, the mass transit alternative, and several basic alignments for possible "build" alternatives.

The TSM and Transit Alternatives were removed from further consideration since

as a stand alone alternative they did not satisfy the purpose and need of the project. Several ""build alternatives" (Alternatives B, B-3 and D) were discussed and evaluated in the FEIS. All of the alternatives were evaluated using the tiered-evaluation process and factors noted above. The outcome of the screening process identified Alternative D as the best alternative overall which met the project objectives.

After reviewing the potential environmental impacts for all the "build alternatives" discussed in the FEIS, it was concluded that Alternative D would have the lesser impacts to important considerations such as floodplains, noise, water quality, threatened and endangered species, wetlands, farmlands, soils, geology, geohydrology, water body modification and wildlife. While residential and commercial property impacts are slightly higher for Alternative D, the differences from the other alternatives are not considerable. From an "environmentally preferred" perspective, there are relatively small differences in the impacts of all the build alternatives.

Chapter 3 – Alternatives Considered in the FEIS contains more detail information on the alternatives considered for the proposed project.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION (FEIS – Chapter 5.0)

The following is a summary of environmental impacts associated with the selected alternative, Alternative D. Each impact is followed by mitigation measures committed to in the FEIS. The FHWA will continue coordination efforts with other agencies during project final design and during the refinements and implementation of the mitigation measures on this project.

Noise and Vibration

Modeled future traffic noise levels will approach, equal, or exceed the FHWA Noise Abatement Criteria for residential areas along the selected I-40 alignment.

Mitigation measures considered must be feasible and reasonable to be incorporated into the project plans. Noise barrier walls are reasonable and feasible to mitigate some of these affected areas. The proposed noise barrier walls and locations are illustrated in Table 5-8 and Figure 5-4 in the FEIS.

ODOT will perform structural surveys prior to and after construction along Alternative D for the Little Flower Catholic Church, The Latino Community Development Agency, Wesley Foundation House and Union Station. Previous studies did not indicate potential vibration impacts to these structures, but due to public concern, the Department has committed to conduct these surveys.

Right-of-Way/Relocation

All the build-alternatives will affect minority group members and low-income persons because the I-40 study corridor has a higher minority and low-income population than the city as a whole. Of the three build alternatives, Alternative D has a slightly greater impact on minority residences, but a lesser impact on minority businesses. The reason that Alternative D has greater impact on residences is that after the original alignment was developed, it was determined that establishment of a linear park adjacent to I-40 would create a beneficial buffer zone between the proposed project and the Riverside Neighborhood. Additional residences needed to be acquired to create the park. Alternative D will displace approximately 29 residences, 44 businesses, and one church; however, social service providers in the area would not be displaced.

The Oklahoma City Planning Department has developed a land use and mitigation plan. In order to reduce identified adverse effects in the Riverside Neighborhood, the ODOT committed to implement selected strategies from this plan. Construction of a neighborhood park immediately adjacent to the new I-40's south side and bridging the freeway with a landscaped pedestrian bridge between Robinson and Walker Avenues is the preferred strategy. The neighborhood park requires an additional 14 residences and displacing approximately 30 persons. All practicable measures have been taken to minimize harm resulting from right-of-way acquisition for the selected alternative.

All properties will be acquired and all residents and businesses will be relocated, as necessary, in a manner complying with all relevant Federal and State laws, statutes, regulations and policies.

Historic Resources/Section 4(f)

Alternative D will adversely affect 14 NRHP eligible properties. The Section 4(f) resources affected by the proposed I-40 facility are those historic structures eligible for inclusion on the NRHP as discussed in the FEIS, Section 5.5 "Historic and Archaeological Preservation Impacts."

Since I-40 traverses Oklahoma City's central business district and is adjacent to several designated and potential historic districts plus a number of individually eligible NRHB properties and other 4(f) resources, it was apparent that any realignment or significant widening of the existing I-40 would have a potentially significant adverse effect on historic resources. It was determined that the retention of the existing I-40 through the no-build alternative is neither feasible nor prudent. Measures for mitigating the adverse effects are incorporated into a Memorandum of Agreement (MOA) signed by FHWA and the State Historic Preservation Officer, that stipulates each party's intent and responsibilities. The ODOT and the State Historic Preservation Officer have coordinated a photo and

narrative documentation mitigation plan. The Final Section 4(f) Evaluation, included in the Appendix of the FEIS, presents mitigation measures agreed upon by the Oklahoma State Historic Preservation Officer and ODOT. A copy of the MOA is included in the Appendix of the FEIS and in the Appendix of the Final Section 4(f) Evaluation.

Alternative D will have no impact on any park lands.

MONITORING OR ENFORCEMENT PROGRAM

Construction and mitigation commitments will be assured by implementing an I-40 Crosstown Expressway Mitigation Monitoring and Enforcement Plan developed by the ODOT. Copies of the April 29, 2002 Mitigation Monitoring and Enforcement Plan are maintained by the Department and FHWA, and will be used to monitor development activities of the project. The FHWA under its oversight responsibilities will work cooperatively with ODOT during project development and construction, and ensure Federal requirements and commitments made to address impacts resulting from the project will be satisfied.

COMMENTS RECEIVED ON THE FINAL ENVIRONMENTAL IMPACT STATEMENT

Thirty comments were received in response to the issuance of the FEIS. These comments have been combined and summarized for the purpose of including responses in this document. Copies of the individual comment letters are on file and are available for review upon request.

The most prevalent comment dealt with concerns regarding the impact of the proposed action on the future of passenger rail opportunities for Oklahoma City and more specifically, impact on the existing Union Station facility located at 300 SW 7th Street.

Alternate D will not destroy Union Station as a transportation facility. The northernmost of the two existing active rail lines behind Union Station will be lowered but remain active behind Union Station. This line is owned by the State of Oklahoma and operated by the Union Pacific Railroad. Alternate D contains provisions that the design of the location will be such that sufficient room will be reserved for the placement of one additional track for use in conjunction with the active line if Union Station is ever selected to be a part of a passenger rail system. In the event Union Station is utilized as a passenger rail facility, modifications to the existing tunnel system would be necessary to access the tracks. Union Station currently serves as offices for the Central Oklahoma Transit and Parking Authority (COTPA).

The second active line, belonging to the Burlington Northern and Santa Fe Railway Company (BNSF) is removed under the proposed action with rail service being provided for by existing BNSF rail alignment to the south of the North Canadian River. Alternate D became feasible when the merger of the Burlington Northern Inc. and the Santa Fe Pacific Corp. occurred. The combined existing facilities of both companies produced a duplication in the ability to provide east-west service from existing track alignments, thus allowing for the removal of the southernmost active line from behind Union Station. This duplication was realized during the Technical Advisory Committee meeting process and the BNSF later confirmed the viability of the combined activity to one rail. Improvements to the line south of the river to facilitate continued service to all rail customers will also provide for an improved connection from the Santa Fe Station to the vicinity of the Will Rogers World Airport if passenger rail to the airport is ever deemed feasible. The removal of the active line from the corridor and the unused Union Station rail yard provides an area for the placement of the interstate facility.

The proposed actions do not conflict with the 2001 Long Range Transit Plan for COTPA, nor do they conflict with the October 1995 COTPA major investment study entitled "The Link" which studied major corridor transit linkages and determined that rail alternatives for downtown were not feasible. The Oklahoma Fixed Guideway Transportation System Study completed in 1992 studied heavy rail, light rail and high occupancy vehicle (HOV) lanes for their feasibility in Oklahoma City and produced a preferred alternate of HOV lanes. The Association of Central Oklahoma Governments (ACOG), the metropolitan planning organization for the Oklahoma City metropolitan area, includes the Interstate 40 Alternate D in the 2025 Oklahoma City Area Regional Transportation Study (OCARTS) Plan and recommends that the Fixed Guideway Transportation System Study be re-evaluated to determine if the basis and conclusions of the study remain valid through the year 2025. At this time, ACOG has not identified a funding source or a projected schedule for this evaluation. In the event the conclusions of this study are revised, as mentioned above, the option to further consider a rail link is retained with the provisions to provide an additional track in the corridor serving the Union Station area.

Agreement between the ODOT and the City of Oklahoma City, in conjunction with Amtrak, selected the passenger rail facility for Oklahoma City to be the Santa Fe Station located adjacent to Bricktown and downtown Oklahoma City. The 2001 High Speed Passenger Rail Feasibility Study (revised January 2002) provides for all of the proposed operations to be conducted through the Santa Fe Station.

All the letters and comments have been considered as part of the decision making process for this project.

CONCLUSION

Based upon careful consideration of all the social, economic, and environmental evaluations contained in the FEIS and Final Section 4(f) Evaluation, the input from other agencies, organizations, and the public; and the factors and project commitments outlined above, it is the decision of the FHWA to approve the selection of Alternative D as described above. This ROD will permit ODOT to proceed with the design and construction of the project.

RECORD OF DECISION APPROVAL

5/1/02
Date



Walter J. Kudzia
Division Administrator
Federal Highway Administration

I-40 CROSTOWN EXPRESSWAY MITIGATION MONITORING AND ENFORCEMENT PLAN

April 29, 2002

The Oklahoma Department of Transportation recognizes the need to establish mechanisms by which all mitigation measures and commitments made through the environmental process are implemented and verified in order to meet all federal requirements. Ensuring the completion of all mitigation measures and commitments will not only comply with federal requirements, but will also assist the Department in developing and improving community relations and will foster public confidence in the Department's public involvement processes.

The I-40 Crosstown Expressway Mitigation Monitoring and Enforcement Plan consists of the following components:

1. The Department will develop a comprehensive listing of the various commitments made through the public involvement and environmental processes. Each commitment will be described in adequate detail, given a commitment number, assigned to the appropriate individual within the Department for ensuring completion and provide information regarding the anticipated and actual completion dates for the commitment. Every commitment listed will have a section for certification of completion with signature lines for the Planning Division Engineer and a Federal Highway Administration representative.
2. This listing, referred to as the "I-40 Crosstown Expressway Mitigation and Commitment Listing" will be developed and maintained by the I-40 Project Development Engineer in conjunction with the Environmental Branch of the Planning Division.
3. Until such time as the commitments have been completed, the I-40 Project Development Engineer and the Branch Manager of the Planning Division Environmental Branch will meet on a bi-monthly basis to review the progress made on the commitments. An invitation will be extended to the Federal Highway Administration for representation at the meetings.
4. If it becomes apparent that the Department is unable to complete a commitment, the Federal Highway Administration will be notified in writing. In that event, the Department will submit to the Federal Highway Administration, a report detailing the reasons the commitment can not be kept, the impacts of not completing the commitment, and a plan for addressing those impacts.
5. Each commitment will be considered incomplete until the individual commitment number in the "I-40 Crosstown Expressway Mitigation and Commitment Listing" has been dated and signed by the Planning Division Engineer and a representative of the Federal Highway Administration.
6. The "I-40 Crosstown Expressway Mitigation and Commitment Listing" will be kept on file by the I-40 Project Development Engineer and made available and open to inspection at all reasonable times. Copies of the "I-40 Crosstown Expressway Mitigation and Commitment Listing" will be furnished to the Federal Highway Administration upon request.

15	Willingness to accept and respond to complaints about noise levels. Department personnel utilizing the appropriate testing equipment will verify the noise levels on an as-needed basis in response to complaints.	Project Development Engineer	Commitment made in response letter to Pat Fennell of LCDA on 5/29/01	2002			ODOT: FHWA:
16	Forward the LCDA request to OKC and request that a youth center and gymnasium be given consideration by the City of OKC.	Project Development Engineer	FEIS, Vol. II, Response to Comments Page # 21	2002			ODOT: FHWA:
17	Investigate training opportunities for displaced employees which demonstrate a need.	Project Development Engineer	FEIS, Vol. II, Response to Comments Page # 21	2002			ODOT: FHWA:
18	Continue the evaluation of waste sites through the project planning, design and construction phases.	Project Development Engineer	FEIS, page 5-23	2002			ODOT: FHWA:
19	Construction of Boulevard - @ grade to west of Walker, bridge from west of Walker to Western and divided boulevard from Western to Agnew.	Project Development Engineer	FEIS page S-1	2002			ODOT: FHWA:
20	Ensure all property acquired and residents relocated are handled in a manner complying with the relevant federal and state laws, statutes, regulations and policies, including housing of last resort.	Chief of Right-of-Way	FEIS, Vol. II, Response to Comments Page # 13	2002			ODOT: FHWA:

SUMMARY

S.1 Description of the Proposed Action

The proposed action involves reconstructing I-40 in Oklahoma City, Oklahoma County, Oklahoma from the I-235/I-35 interchange westward approximately 7.2 miles to Meridian Avenue. The locally preferred alternative would provide a ten-lane interstate facility including express lanes on new alignment approximately 2,200 feet south of the existing I-40 facility. This proposed facility would be constructed from the I-235/I-40 interchange southeast of the Union Pacific tracks, cross over the MAPS canal to the existing east/west Burlington Northern/Santa Fe Railroad right-of-way south of Union Station. This roadway section would be semi-depressed to cross under the Burlington Northern/Santa Fe Railroad tracks, which traverse north/south, and cross under the Shields Boulevard bridge to meet the existing Western Avenue at grade. From Western Avenue to west of May Avenue, the alignment would be at-grade, but cross under the Exchange Avenue bridge. The I-44/I-40 interchange would remain as is, including the I-40 facility from I-44 to Meridian Avenue.

Full interchanges are proposed at Shields Boulevard and Western Avenue. A six-lane at-grade boulevard would be constructed in the existing I-40 right-of-way, from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue. From west of Walker Avenue to Western Avenue, the existing bridge structure would be maintained and/or reconstructed as required to accommodate local/non-truck traffic. From Western Avenue, west to Agnew Avenue, the existing facility would be converted to a divided boulevard.

Downtown access would be at Shields Boulevard and Robinson, Western, and Agnew (Villa) Avenues. Cross streets would be Shields Boulevard and Robinson, Walker, Western, Exchange, Pennsylvania, Agnew, and May Avenues. The proposed I-40 facility, consisting of at-grade and semi-depressed sections, would be designed for 70-mph.

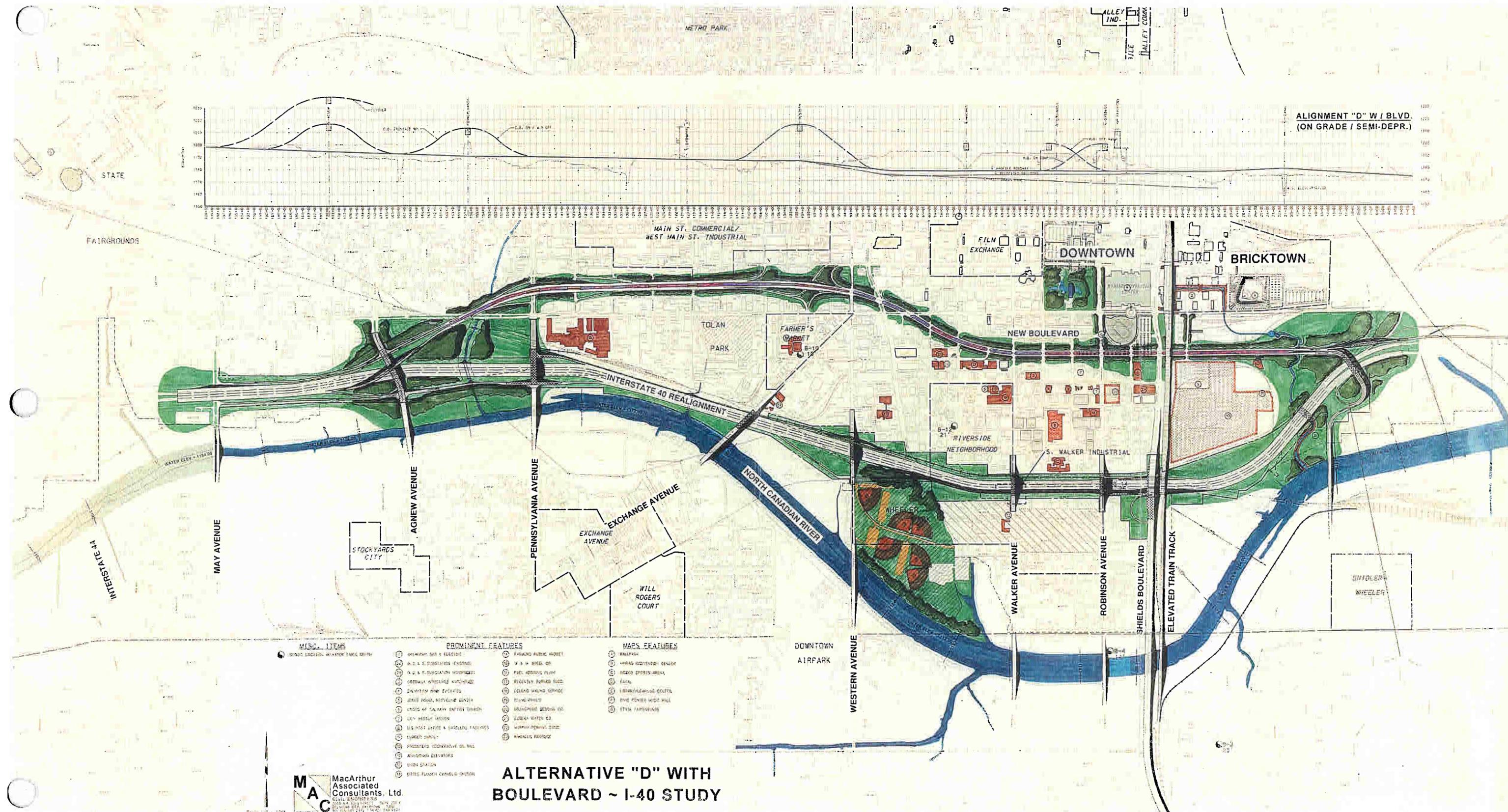
S.2 Alternatives Considered

The following alternatives were considered for I-40:

- No-Build
- Transportation System Management (TSM)¹
- Mass Transit²
- Alternative B - involves constructing a new I-40 ten-lane facility approximately 300 feet south of the existing alignment. This facility would be constructed from the I-235/I-40 interchange over the Union Pacific tracks and MAPS canal to east of the Burlington Northern/Santa Fe

¹ Transportation System Management is a strategy designed to enhance the efficiency of an existing transportation facility without adding major roadway capacity.

² This transit alternative is a rubber-tire bus shuttle for The Link's Downtown Segment and the West Segment as defined in the COTPA "The Link" Major Investment Study, October 1995. The rail alternatives considered were determined unfeasible. COTPA has implemented these segments and they are part of the preferred alternative.



Alternative D from the EIS illustrating proposed Boulevard underpass under the elevated train track.

Photographs of Extant Underpasses

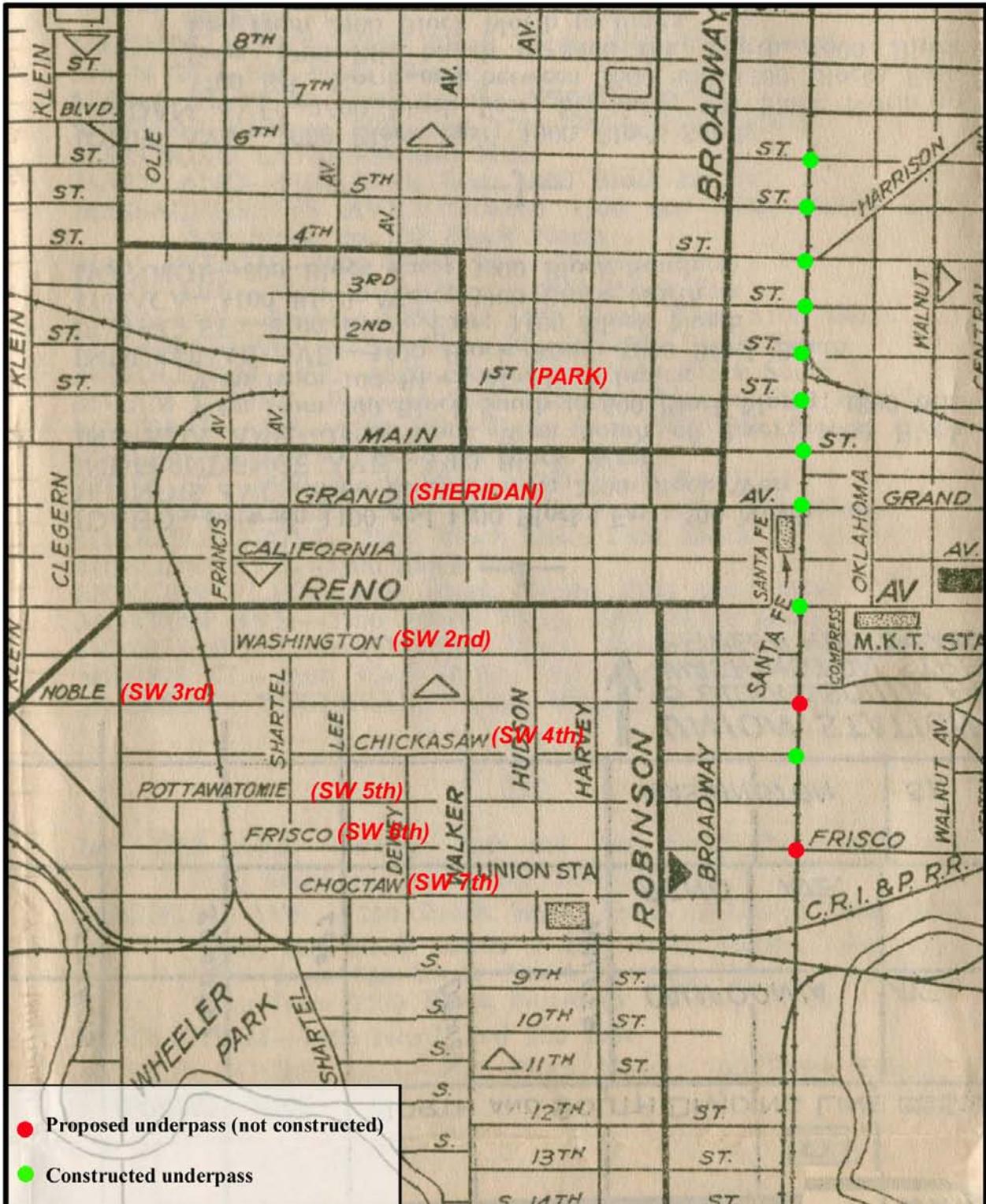


Exhibit A. Circa 1940s Manley's Office Supply City Map of Oklahoma City illustrating original city street names and locations of proposed rail underpasses from texts and articles.





Exhibit B. Raised rail track overpass at N. 6th Street: (a) view to west; (b) view to east.

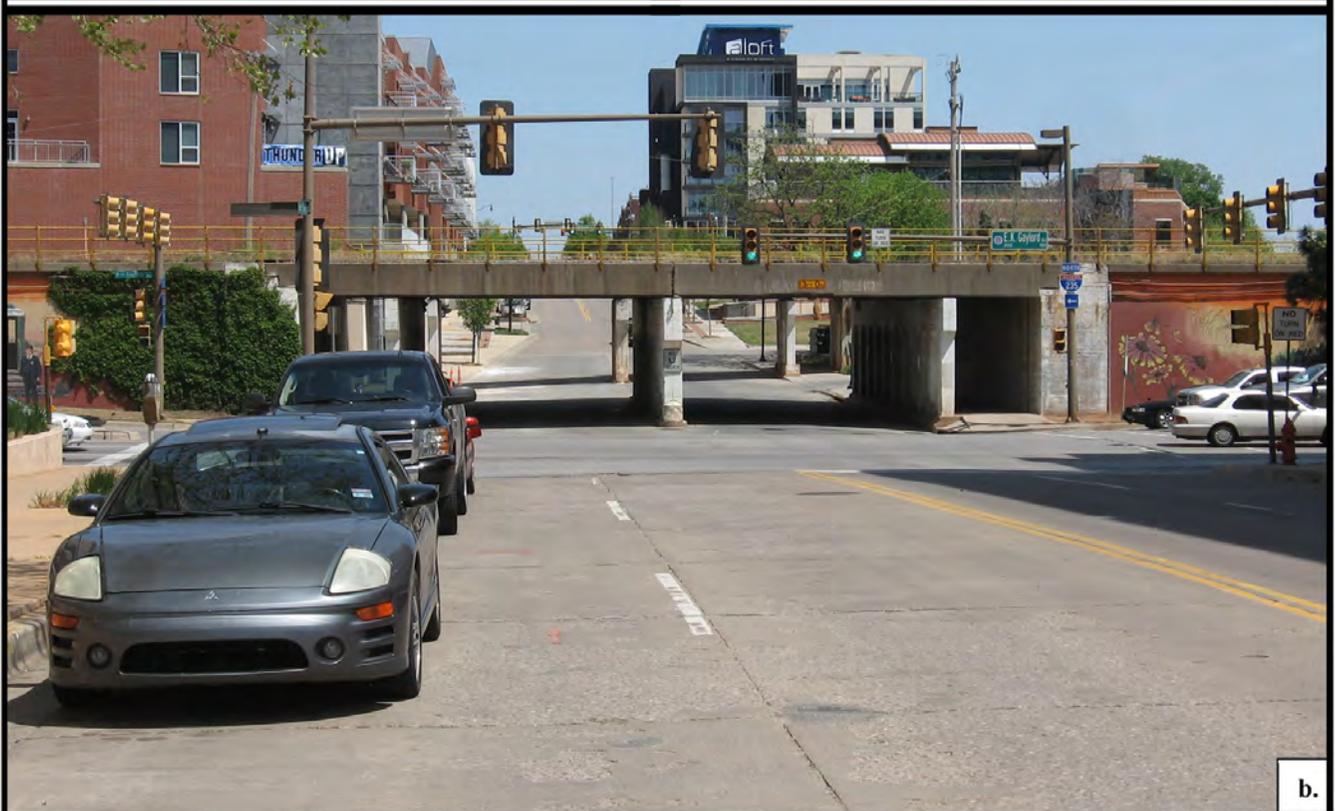
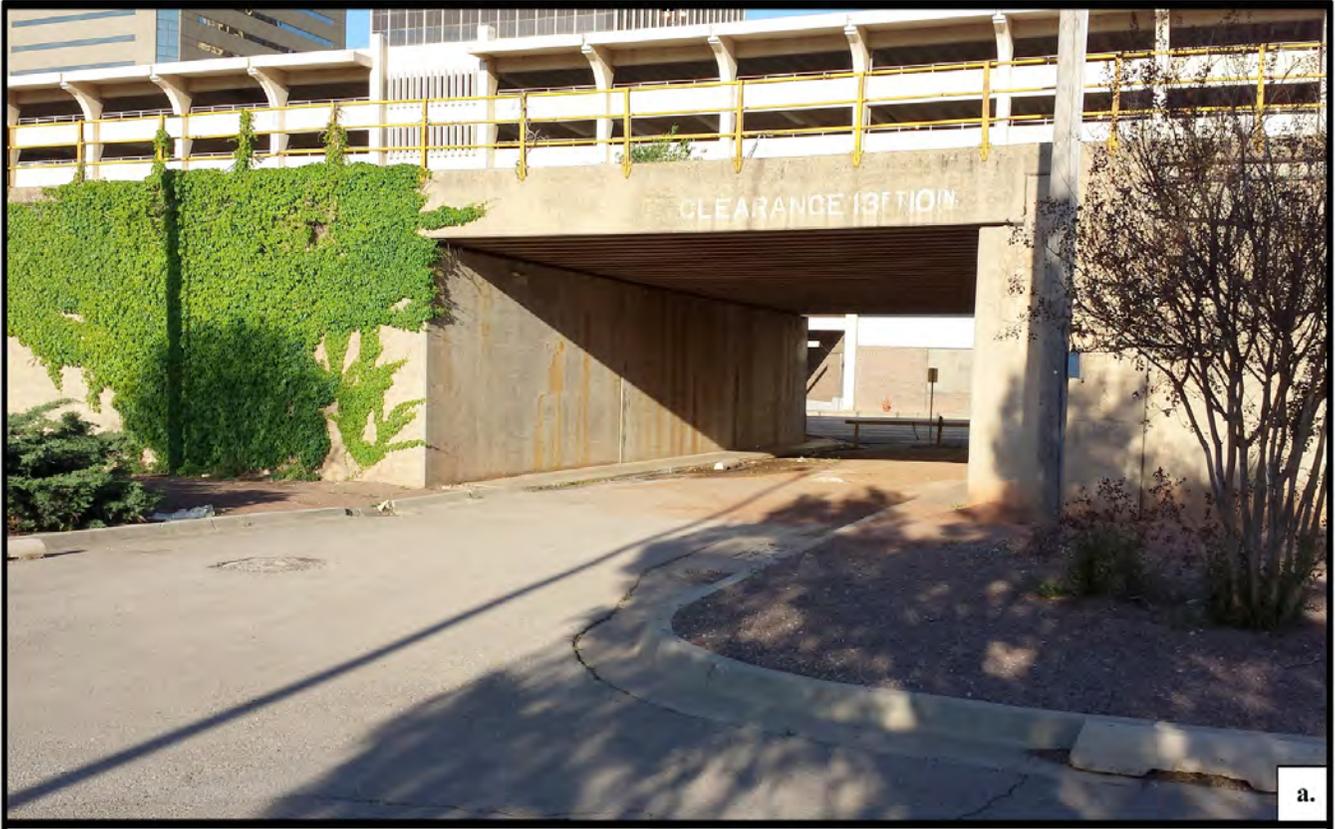
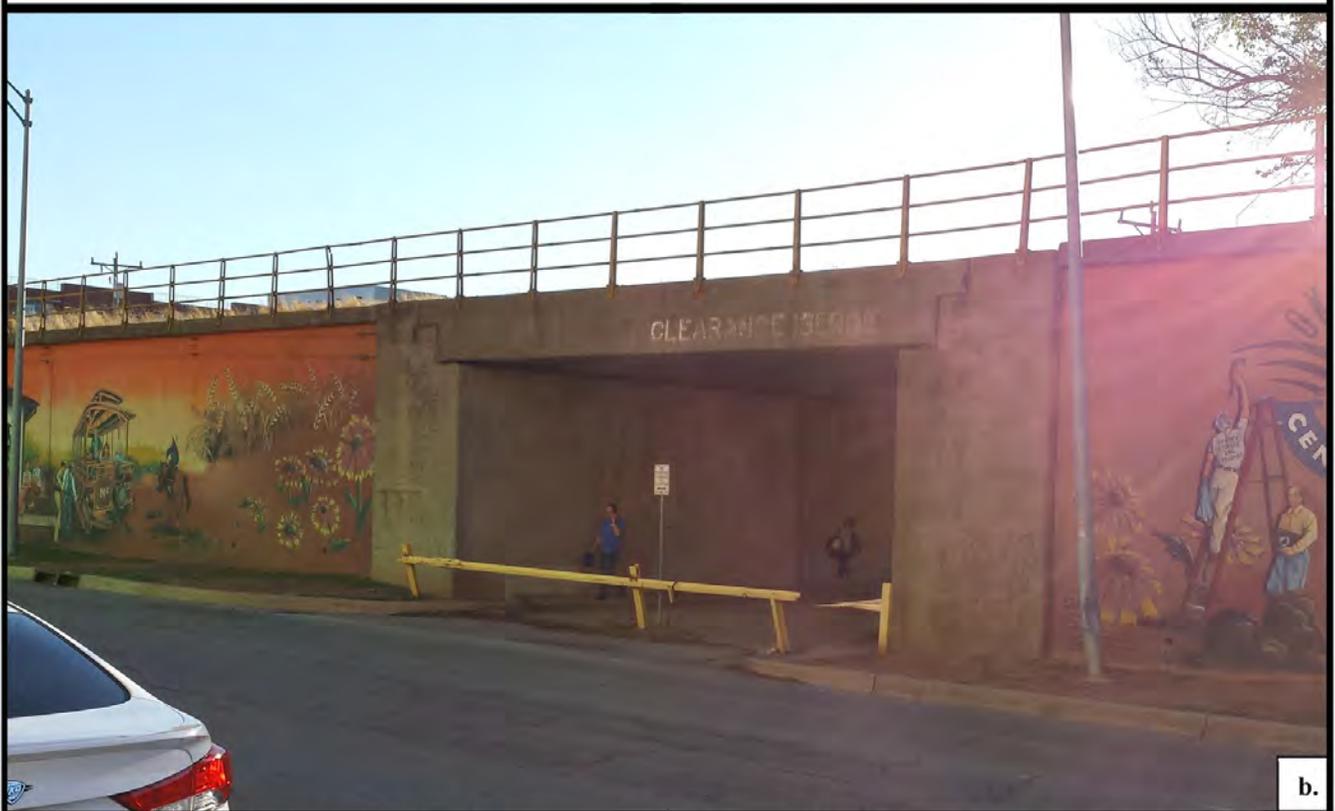


Exhibit F. Raised rail track overpass at N. 2nd Street: (a) view to west; (b) view to east.



a.



b.



**Exhibit G. Raised rail track overpass at Park Avenue (N. 1st Street), currently a pedestrian crossing:
(a) view to west; (b) view to east.**



Exhibit H. Raised rail track overpass at Main Street: (a) view to west; (b) view to east (note different deck edge profiles).



Exhibit I. Raised rail track overpass at Sheridan Avenue: (a) view to west; (b) view to east (note deck edge profiles).



a.



b.



Exhibit J. Raised rail track overpass at Reno Avenue: (a) view to west; (b) view to east (note deck edge profiles).



Exhibit K. Raised rail track overpass at S. 3th Street (formerly Noble Avenue): (a) view to northwest; (b) view to southeast.



Exhibit L. Raised rail track overpass at S. 4th Street: (a) view to west; (b) view to east.

Articles from the *Oklahoman*

Santa Fe Underpasses, If Widened, to Cost City \$500,000, Engineers Say

No Funds Are Available Now, to Meet Eastside Demands, Claim.

Estimates showing it would cost the city nearly \$500,000 to comply with requests of east side residents for wider openings under the Santa Fe tracks when the lines are elevated, have been filed at the city hall by Santa Fe engineers, it was learned Thursday.

Funds for the proposed improvements are lacking, and the city does not intend to take any action until the Santa Fe submits its detailed plans for the elevation program, according to E. M. Fry, city manager.

"When the plans are submitted, or at such other time as the city may be in a position to provide the wider openings, we will begin negotiations with the railroad," said Fry.

The city manager declared that cost estimates submitted by the road could not be taken as final. There has been no estimate by the city's engineers, he said, and the city would not consider making any additions to the track elevation contract until it had completed its own survey and obtained figures of its own on the improvement expense.

Opening of Noble avenue will cost more than a third of the other changes combined, according to the Santa Fe's estimate, which places the expense of

an underpass at this crossing at \$268,940.

The Noble avenue opening would be especially expensive because of the many tracks the Santa Fe will have there, it was explained.

Opening of Sixth street to a width of 80 feet, with two 30-foot drives and two 10-foot sidewalks, would cost \$94,000 according to the report of the engineers. In the contract between the city and the Santa Fe there is no provision for an opening of any kind at this crossing.

Increasing the Fifth street underpass to the same proportions as the foregoing would cost \$7,810. The estimate for Third street is \$15,940, and for Second street \$15,470.

The disposition of First street is left by the contract to an extra agreement between the Santa Fe and the Rock Island, but the city has been requested by property owners to see that an opening is provided there Fry said he assumed if this were done at the city's expense it would cost about the same as the Sixth street underpass, \$94,000.

Total cost of the changes on this basis would be \$496,160.

Representatives of the East Side Civic league appeared at the last meeting of the council and asked that the wider openings be provided, but were informed by Mayor Dean that no action would be taken until the track elevation plans were completed.

CITY SEEKS TO RUSH WORK ON RAIL RAISING

Manager, Attorney Directed To Work Out Agreement With Eastsiders.

Instructions for city manager and municipal counselor to seek conferences with east side residents and railroad representatives in the hope of clearing the way for elevation of the Santa Fe tracks through the city were issued by a unanimous vote of the city council Thursday.

Council action followed an order by the corporation commission for a conference of city and railroad officials October 6 on elevation plans.

Lack of co-operation between railroads and the city was cited by the commission as the apparent cause of failure to get action on the Santa Fe's plans.

Junction Changes Urged

Pointing out the Rock Island soon will be ready to abandon its tracks, the commission order said the road should take steps soon to re-arrange facilities at its crossing with the Santa Fe so the latter could proceed with elevation work.

"The Rock Island will co-operate," said Judge W. R. Bleakmore, its attorney here. "We shall go to the conference ready to do everything reasonable to get out of the Santa Fe's way."

Jesse A. Todd, ward three councilman, who offered the motion for the city to renew its efforts to get something done, said the elevation of the tracks was one of the most important problems confronting the city.

Report Due Tuesday

Efforts to reach an agreement with east side residents who desire wider underpasses than are provided in the Santa Fe plans were started quietly some time ago by E. M. Fry, city manager.

The matter is being investigated by the executive committee of the East Side Improvement league, and a report on the work may be made Tuesday night at the league's meeting, according to R. A. Jackson, secretary.

Despite opposition from east side residents Santa Fe engineers have continued work on the plans, and the railway hopes to be able to carry out its \$5,000,000 program along the general lines set out in the agreement made with the city of 1927, according to Streeter B. Flynn, Santa Fe attorney here.

City to Spend \$347,720 On Streets in Rail Raising Work

Full Width Underpasses At Four Crossings Provided In Agreement.

Agreement to stand a cost of \$347,720 in connection with elevation of the Santa Fe tracks through the city was reached by the city council Saturday with adoption of a motion requesting the state corporation commission not to involve the city in an expense exceeding the amount agreed upon.

This extra cost applies only to the underpasses to be built in the north central portion of the city. The council did not determine what should be done with Noble avenue, which the Frisco and M.-K.-T. railways and a group of property owners wish opened.

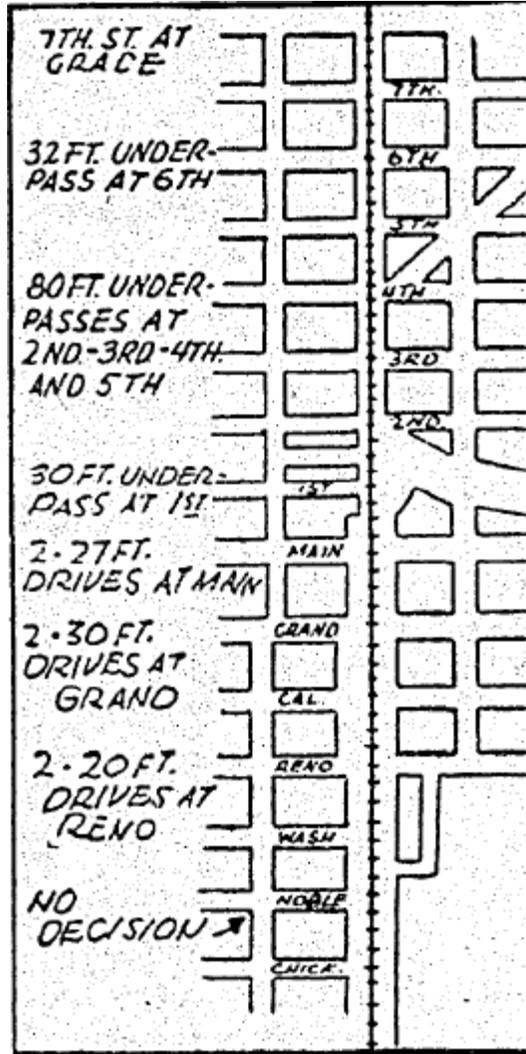
As shown in the accompanying drawing, Seventh street would be left at grade, while there would be a 30-foot underpass at Sixth street, flanked by two 19-foot drives at the present street level as entrances to the business properties now located at Sixth street and the tracks.

Underpasses the full width of the streets, 80 feet, would be provided at Second, Third, Fourth and Fifth streets. The First street opening will be a 30-foot underpass. The underpasses at Main street, Grand and Reno avenues would be the same as provided in the original contract with the Santa Fe.

The corporation commission, which will hold a final hearing on the plans Monday, will decide which street is to be left open south of Noble avenue.

Councilmen said the city's participation in the elevation program would be dependent upon the passage of a bond issue.

"It has been well said that criminal justice moves with a leaden foot but strikes with an iron hand."—George Gordon Battle.



NEW SANTA FE PLANS ARRIVE

Council to Consider Call For Bond Issue to Pay For Track Changes.

Revised plans for elevation of the Santa Fe Railway Co.'s tracks through Oklahoma City were filed at the city hall Tuesday, based on changes proposed by the city council.

If the plans are approved, they will be submitted to the state corporation commission December 2, where the final order will be entered for the elevation work.

Seventh street will be left at grade in the revised plans, and Sixth street will have a 30-foot underpass with 19-foot drives on each side of the structure.

Openings the full width of the streets were provided at Second, Third, Fourth and Fifth streets. The plans also show an underpass at Noble avenue and the alternative is given of leaving open either Frisco or Choctaw avenues.

Expense of changes in the original plans, including the opening at Noble, will have to be borne by the city. A bond issue for this purpose will be considered at Wednesday's meeting of the city council.

SANTA FE RAIL BATTLE LOOMS

Property Owners May Object To All of Changes In Elevation Plans.

Further delay in elevation of the Santa Fe Railway Co.'s tracks through Oklahoma City loomed Wednesday when it became known property owners will object to rearrangement of the tracks at virtually every crossing.

Proposed final hearing on the plans is scheduled for December 2 before the state corporation commission. Malcolm W. McKenzie, municipal counselor, Wednesday announced the city was ready for work to be started, following a conference with Santa Fe attorneys.

Property owners will object to underpass plans at Sixth street and also are opposed to a viaduct there, McKenzie said. Plans for both structures have been prepared.

Objections to an underpass might be removed if the depression provided in present plans were lessened, McKenzie said.

The Oklahoma Railway Co. will object to Fourth street plans on the grounds the underpass would interfere with operation of its lines. The Frisco railroad and other property owners in the vicinity of Noble avenue will demand an opening there. Requests also will be made for an underpass at Choctaw avenue.

SANTA FE TO STUDY UNDERPASS CHANGE

Noble Avenue Subway Is Fought at Hearing.

Santa Fe engineers will report on the proposal that a subway be built at Chickasaw avenue instead of Noble avenue in the track elevation program at the hearing before the corporation commission Friday morning.

Nineteen protests were lodged at the hearing Thursday against the Santa Fe plan of a deep subway at Noble avenue. Protests were made against the subway and against suggestion that the street be closed.

Malcolm McKenzie, municipal counselor suggested a subway at Chickasaw avenue due to protests and engineering difficulties at Noble avenue. The Santa Fe asked for a continuance until Thursday to consider the suggestion.

Much Worse

Artist admiring countryside: "What is more depressing than a billboard?"

Unemployed Actor: "A board bill."
- Chicago Daily News.

Translation

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SANTA FE ELEVATION HEARING CONTINUED

Additional Plans on Work Are Ordered.

Hearing on proposal to elevate the Santa Fe tracks was continued by the corporation commission Friday until December 25 to allow time for drawing of additional plans and engineering details on proposals south of Main street.

Testimony of property owners and others objecting to the proposed subway or closing of Noble avenue was heard by the commission while the possibility of making Choctaw avenue and open street in the plan was touched upon in the evidence.

Protests of property owners on the Frisco avenue crossing also was brought out before the commission.

When the hearing is continued the commission will attempt to complete the taking of testimony on protests to allow it to pass on the plan of elevating the Santa Fe through the city district.

Mexican Envoy Reaches Havana

HAVANA, Dec. 19.—(P)—Manuel Tellez, Mexican ambassador to the United States, arrived here Friday on the liner Sibony en route to New York following a vacation in Mexico.

Translation

FINAL HEARING DUE ON SANTA FE PLAN

FINAL HEARING DUE ON SANTA FE PLAN

Corporation Commission To Reopen Case Today.

Corporation Commission To Reopen Case Today.

What probably will be the final chapter of the Santa Fe Railway Co.'s rail elevation hearing will be started Friday by the state corporation commission.

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Plans for separating grades at crossings south of Noble avenue will be presented by the railway, which is opposing the proposal to provide an opening at Noble avenue.

[?] separating grades at crossings south of Noble avenue will be proposed by the subway, which is opposing the proposal to provide an opening at Noble avenue.

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SANTA FE RAIL RAISING ORDER READY TO SIGN

Complete Elevation Is
Called For in Edict
Of State Engineer.

Tentative order for elimination of grade crossings on the Santa Fe railroad from Sixth street to Southeast Seventeenth street was prepared Wednesday by A. I. Thompson, engineer for the state corporation commission.

The plan, submitted by the railroad at the request of the commission December 30, calls for closing Frisco and Noble avenues and denies the application of citizens for the opening of Elm street.

C. C. Childers, chairman of the corporation commission, said he will attempt to have the order signed before January 12, when Fred Capshaw, one of the commissioners who heard testimony in the case, retires from office.

Complete Elevation Provided

Elevation of all tracks from Second street to Sixth street is called for in the tentative order. Industrial tracks will extend as far north as First street, crossing Main street from the south.

Thirteen underpass crossings will be constructed. If the order goes through as written.

Total cost of the grade separations will be \$816,800. It was found, and of this amount the city would be ordered to pay \$300,000 as its share.

"The evidence disclosed," the proposed order states, "it will take two years and a half to complete the project. It is the opinion Oklahoma City should pay the Santa Fe railroad \$50,000 at early date; \$100,000 on or before December 31 and \$150,000 on completion of the project."

Cost of grade separations is only a fraction of the total estimated cost of the undertaking.

Early Action Specified

The commission, if the order prepared by Thompson is approved, will require the railroad to finish its elevation program before July 1, 1933, work to begin at an early date.

Utilities having lines across the tracks would be required to pay for

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their removal; the city would be required to renew crossing and to light them; and the Oklahoma Railway Co. would be made to bear all cost of laying temporary or permanent tracks at the Fourth street crossing, under the order.

Proposed widths for crossing follow:

Sixth street, two 30-foot roadways with two 10-foot sidewalks. Fifth street, Fourth street, Third street and Second street would be the same.

First street, one 22-foot roadway and two 4-foot sidewalks.

Main street, two 35½-foot roadways and two 8.75-foot sidewalks.

Grand avenue, two 31½-foot roadways and two 11-foot walks.

Reno avenue, two 32½-foot roadways and two 9-foot walks.

Chickasaw avenue, and Choctaw avenue, two 20-foot roadways and two 4-foot walks.

Southeast Fifteenth street, one 21-foot roadway and 5-foot walk.

Southeast Seventeenth street, one 36-foot roadway and one 5-foot walk.

Clearance at the Sixth street crossing will be 13 feet and the others at least 14 feet.

THIRD TRAFFIC OUTLET ASKED

Virginia Avenue Opening Is Sought by Ordinance.

Opening of Virginia avenue across the Rock Island right of way, thus providing a new traffic outlet for the retail district, will be effected soon, it was announced Thursday by E. M. Fry, city manager.

Preparation of an ordinance establishing the new section of the street was started Thursday by Longstreet Hull, municipal counselor.

Virginia avenue will be the third recent addition to retail district traffic outlets. Beginning with the opening of Walker avenue, the city also arranged the opening of Shartel avenue, Widening of Western avenue, and sections of Fourth street, Harvey and Hudson avenues, and opening of North Broadway also have aided materially in relieving traffic congestion.

PROPERTY OWNERS REQUEST STREET EAST OF SANTA FE

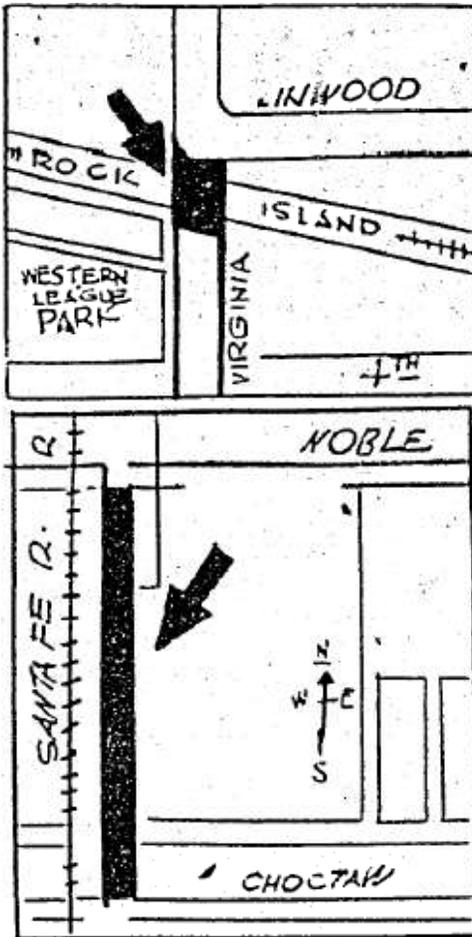
Plans for opening a new street just east of the Santa Fe right of way, extending from Noble to Choctaw avenues were submitted to E. M. Fry, city manager, Thursday, by Tom G. Banks, assistant city engineer.

A roadway 40 feet wide is shown in Banks's plans, prepared at the request of property owners in the district to be affected by elevation of the Santa Fe tracks.

Most of the right of way needed for the street is owned by the Santa Fe and the Frisco railways, according to Fry, who suggested that owners along the route donate the property for street purposes.

In preparing the plans Banks assumed that the state corporation commission would order underpasses at Choctaw and Noble avenues when the Santa Fe elevates its tracks.

Two Streets To Be Opened Soon



Charts Show Openings Planned

Two new street sections are being planned by the city engineering department to relieve traffic congestion. As shown in the accompanying chart Virginia avenue is to be opened across the Rock Island tracks, utilizing a right of way just acquired by the city.

A new street just east of the Santa Fe tracks will extend from Choctaw to Noble avenues, giving the wholesale district a new outlet to offset the closing of thoroughfares by the Santa Fe track elevation program.

be inquired into by the court as a means to determine whether there should be acquiescence to Tecumseh's request for a recount.

CITY TO SPURN DEAL FOR LAND

Purchase of Strip Near Rail Elevation Frowned On.

Doubt that the city government would be willing to buy land from the Frisco Railway Co. between Noble and Chickasaw avenues, just east of the Santa Fe tracks, in order to give industries in that block an outlet to the south when the Santa Fe lines are elevated, was expressed Friday by John McClelland, city manager.

The question arose at hearing before the state corporation commission on the elevation plans, the commission setting July 7 as the date to consider reopening of the elevation case.

Property owners in the industrial section east of the tracks protested that some opening should be afforded, as Noble avenue will be closed under the plan and Chickasaw avenue will be an open street.

Paul Walker, commission chairman, suggested the property owners, city officials, and representatives of the Santa Fe and Frisco railroads attempt to agree on a settlement before the

Edward Howell, attorney for property owners, said his clients would be satisfied with a proposed 25-foot street between Noble and Chickasaw if it were to be a temporary proposition. Frisco officials said a 20-foot strip of right of way along the tracks would be sold to the city for \$2,400. The Santa Fe offered to donate a 5-foot strip.

SANTA FE ASKS EARLY BIDDING UPON SUBWAYS

Proposals Sought on Walls,
Underpasses Slated To
Cost \$1,500,000.

Bids for construction of 11 underpasses and retaining walls at an estimated cost of about \$1,500,000 in the Santa Fe track elevation program will be received by the railroad company until July 27. H. L. Hunter, resident engineer, announced Monday.

The work will form the second lap in the \$5,000,000 elevation program, as the contract for construction of fills already has been made and work begun by Leo Sanders, contractor.

Work Starts Immediately

Construction of the underpasses and retaining walls probably will take a year. The successful contractor or contractors will be expected to begin work immediately, probably within a month, Hunter said.

Bids will be received at the office of the chief engineer in Topeka, Kan. Although there are no specifications to such effect, the successful bidder will be encouraged to use local labor.

The projects will call for construction of concrete retaining walls along each side of the tracks at an average of 16 feet in height. The walls will hold the dirt for the elevation.

Subways will be built at Sixth street, Fifth street, Fourth street, Third street, Second street, First Street, Main, Grand avenue, Reno avenue, Chickasaw avenue, Choctaw avenue, and for the Rock Island and Frisco tracks.

Depot Contract Remains

The letting of the contract will complete the elevation work, with the exception of the Santa Fe depot and some depression and drainage work after the subways are completed. The city will pay \$250,000 and the cost of sewer lines, with the railroad paying the balance.

"The construction work will have to be done on the west side first to allow train traffic," said Hunter. "The west wall will be built and enough fill placed for at least one track. As for the vehicular traffic, it may have to detour some, but not a great deal."

The plans for the subways and retaining walls, along with all matters pertaining to the elevation, were approved by the corporation commission.

80-Foot Streets Provided

The underpasses at Second, Third, Fourth, Fifth and Sixth streets will be 80 feet in width. The first street subway will have a 30-foot opening.

At Main, there will be two 33-foot roadways and two 10-foot sidewalks. At Grand avenue, there will be two 30-foot roadways and two 10-foot sidewalks. At Reno avenue, the underpass will afford two 22-foot roadways and walks 8 feet in width. The roadways will be 20 feet each at Chickasaw, with two 4-foot walks. At Choctaw avenue, there will be one road 40-foot in width and two 4-foot walks.