

# Crosstown Boulevard

## November 13, 2014 Public Hearing Summary



*Prepared For:*

Oklahoma Department of Transportation

*Prepared By:*



**PARSONS  
BRINCKERHOFF**

December 2014

CERTIFICATION OF PUBLIC HEARING  
ON  
FEDERAL AID HIGHWAY PROJECT

I hereby certify that in accordance with Section 128a of title 23, U.S. Code, a public hearing was held at:

TIME: 5:00 p.m., Thursday, November 13, 2014

PLACE: Chevy Bricktown Event Center  
429 East California Avenue  
Oklahoma City, OK 73104

Concerning the development of the Crosstown Boulevard from Pennsylvania Avenue to Byers Avenue in Oklahoma City, Oklahoma. As proposed, the Crosstown Boulevard will be a four-lane local facility and result in the closure of Classen Boulevard between Reno Avenue and the newly aligned Western Avenue, and also close Exchange Avenue at Western Avenue and Reno Avenue. In addition, the development of the Crosstown Boulevard will also include an eight to 12-foot wide multi-purpose trail along both sides of the Crosstown Boulevard between Western Avenue and the Bricktown Canal.

The Oklahoma Department of Transportation has considered the economic and social effects of the proposed project, its impact on the environment, and its consistency with the National Environmental Policy Act, as amended.

The public hearing began in an open house format at 5:00 p.m. During the open house format, members of the public were able to provide written comments, visit one-on-one with project staff, and provide private verbal comments. Individuals were also able to sign up to provide verbal comments after the public presentation which began at approximately 5:30 p.m. At approximately 6:00 p.m., members of the public were given an opportunity to provide verbal comments. Following the verbal comment period, the open house format resumed until 7:30 p.m. A copy of the transcript, which includes oral comments, of said herein is submitted.



Dawn Sullivan, P.E.  
Environmental Programs Division Engineer  
Oklahoma Department of Transportation

12/09/2014  
Date

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## 1.0 Introduction

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### 1.1 Project Description

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Interstate 40 (I-40) is the primary east/west route in Oklahoma and a National Highway System (NHS) component. In 1995, the Federal Highway Administration (FHWA) and the Oklahoma Department of Transportation (ODOT) conducted an Environmental Impact Statement (EIS) to evaluate options to improve and/or relocate the Crosstown Expressway to address design, safety, and capacity concerns with the facility. On May 1, 2002, the FHWA issued a Record of Decision (ROD) for the *Interstate 40 – Crosstown Expressway from I-235 to Meridian Avenue Oklahoma City, Oklahoma FHWA-OK-EIS-01-(1)-F* project (FHWA 2002). The ROD documented FHWA's decision to select the preferred alternative, Alternative D, as described in the Final EIS for the Crosstown and its related improvements. The selected alternative involved reconstructing I-40 in Oklahoma City and a six-lane at-grade boulevard from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue.

Because of the time elapsed since the ROD's approval in 2002, recent downtown development in Oklahoma City, and changing city priorities with respect to downtown transit, pedestrian, and cyclist options, ODOT and FHWA decided to reevaluate the original six-lane boulevard project in a new Environmental Assessment (EA). The EA examines alternatives to the original boulevard concept; identifies their potential social, economic, and environmental impacts; and provide for consistency with the most contemporary planning priorities of Oklahoma City and current plus future traffic needs.

### 1.2 Project Purpose

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The purpose of the project is to construct the final phase of the I-40 Crosstown relocation project by improving connectivity to the downtown Central Business District from the new I-40 Crosstown Expressway with a local, low-speed roadway known as the Crosstown Boulevard.

### 1.3 Public Hearing Purpose

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ODOT, in partnership with FHWA and Oklahoma City, conducted a public hearing on the Crosstown Boulevard to collect public comments on the EA and the Preferred Alternative. The purpose of the public hearing held on November 13, 2014 was to:

- Review the project history
- Summarize the results of the technical analyses that were completed as part of the EA and respond to stakeholder questions
- Discuss how input from previous public meetings was used and incorporated into the project
- Obtain feedback on the Preferred Alternative through written and verbal comments



## 2.0 Public Hearing

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This section includes general information regarding the public hearing. It provides an understanding of the format of the meeting activities and context for the public comments received.

### 2.1 Date, Time, and Location

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The public hearing was held on the following date, time, and location.

Date: November 13, 2014  
Meeting Time: 5:00 p.m. – 7:30 p.m.  
Presentation: 5:30 p.m.  
Location: Chevy Bricktown Event Center  
429 East California Avenue  
Oklahoma City, OK 73104



The meeting facility was accessible in accordance with the Americans with Disabilities Act (ADA). Free parking also was provided at the Chevy Bricktown Event Center.

### 2.2 Notifications

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Public outreach included a multifaceted approach to distributing information about the public hearing. These included:

- Press releases
- Newspaper notices and advertisements
- Website notice
- Direct mail
- E-mail notifications
- Limited English Proficient Translation

The following provides a brief description of each notification method. Appendix A contains copies of the notifications.

#### 2.2.1 Media Relations

Oklahoma Department of Transportation (ODOT) staff developed and distributed a news release on October 17, 2014 announcing the release of the EA for public review, and the public hearing. Legal Notices were placed in *The Journal Record* and *The Oklahoman* on October 17, 2014.

#### 2.2.2 Website

The public hearing was also advertised on the ODOT project website. Additionally, the EA, supporting technical reports, and maps of the Preferred Alternative were uploaded to the website for public access. The website also provided links for people to provide comment on the Preferred Alternative and EA.

#### 2.2.3 Direct Mail

ODOT sent a direct mail postcard to approximately 500 concerned citizens including property owners along the corridor and other individuals that asked to be added to the project mailing list. Appendix A contains a copy of this postcard.

#### 2.2.4 E-mail Notifications

Throughout the public involvement process for the EA, ODOT collected e-mail addresses of 304 individual stakeholders and interested persons. A series of three e-mail announcements were sent to these individuals on October 17, October 29, and November 12, 2014. Copies of the e-mail announcements are available in Appendix A.

#### 2.2.5 Limited English Proficient Translation and Disabled Assistance

ODOT provided print and online notices and public information in three languages in addition to English: Chinese, Spanish and Vietnamese. Hearing notices included a method to request translation in other languages or formats to serve the visually or hearing impaired. A court reporter was present to record verbal comments and the meeting facility was accessible in accordance with the ADA.

### 2.3 Hearing Format and Content

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The public hearing began in an open house format at 5:00 p.m. During the open house portion of the evening, members of the public were able to provide written comments, visit one-on-one with project staff, and provide private verbal comments. Individuals were also able to sign up to provide verbal comments after the public presentation which began at approximately 5:30 p.m. At approximately 6:00 p.m., members of the public were given an opportunity to provide verbal comments. Each individual signed up to speak had a time allotment of three minutes to speak.

Following the verbal comment period, the open house format resumed until 7:30 p.m. The following sections describe the meeting components. Copies of the hearing handouts are in Appendix B.



### 2.3.1 Exhibits

Appendix C contains copies of the public hearing exhibits. The following lists the titles of the exhibits:

- Welcome board/agenda
- Purpose and Need Statement
- How did we get to this point?
- What potential solutions were studied?
- Map of the Preferred Alternative
- How would the boulevard affect traffic?
- How was the public involved in the project?
- How was the preferred alternative selected?

Copies of the EA and technical reports were available for review. Additionally, the EA and supporting project technical reports are available on the ODOT website at <http://www.odot.org/meetings/a2014/141113/Environmental%20Assessment.htm>. The EA was also available in printed form at the following locations:

Oklahoma Department of Transportation  
200 N.E. 21st Street  
Oklahoma City, OK 73105

City of Oklahoma City  
200 North Walker Avenue  
Oklahoma City, OK 73102

Metropolitan Downtown Library  
300 Park Avenue  
Oklahoma City, OK 73102

### 2.3.2 Presentation

Appendix C contains a print version of the presentation, which included the following:

- Project overview
- Review of alternatives
- Agency and public involvement process
- Presentation of the Preferred Alternative
- Ways to provide comment
- Identification of next steps



The presentation and verbal comments were documented by a court reporter. A copy of the hearing transcript is provided in Appendix D. Appendix E contains all comments (verbal and written) received during the public comment period for the hearing.

### 2.3.3 Public Comments

A total of 121 individuals registered at the public hearing. Appendix F includes copies of the sign in sheets from the public hearing. At registration, each participant was given a handout providing project details and a schedule for the public hearing. Participants could provide verbal comments following the presentation, verbal comments during the open house portion of the meeting to the court reporter or the project team, and/or written comments. Tables were provided to allow participants the opportunity to sit and write their comments at the meeting. Electronic and mailed comments were also accepted through December 1, 2014.

Table 1 provides a summary of all written and verbal comments received. Comments were received from a variety of stakeholders and interested persons ranging from residents, business owners, downtown workers, and community, business and civic organizations. In total, 17 comments were received during the public comment period for the public hearing. All comments received are found in Appendix E.

Table 1. Summary of All Comments Received during the Public Comment Period.

Comment	Format	Summary	Response
1	Written Comment	<ul style="list-style-type: none"> <li>Design the block between Hudson and Robinson avenues to be pedestrian friendly since it would be adjacent to the Convention Center and new park</li> </ul>	<ul style="list-style-type: none"> <li>During detailed design, ODOT and Oklahoma City will coordinate to provide consistency between planning efforts in the area.</li> </ul>
2	Written Comment and Verbal Comment (#2) <sup>A</sup>	<ul style="list-style-type: none"> <li>Consider ten-foot travel lanes to encourage slower travel speeds</li> <li>Separate bike and vehicular travel lanes</li> </ul>	<ul style="list-style-type: none"> <li>In order to provide continuity between planning initiatives in the area, the proposed 11-foot-wide travel lanes adhere to the criteria developed as part of Project 180. Monitoring travel speeds would be a local law enforcement responsibility.</li> <li>During detailed design, ODOT will coordinate with Oklahoma City, using the City's planning process, to identify the location of a multi-purpose trail along both sides of the Crosstown Boulevard.</li> </ul>
3	Written Comment and Verbal Comment (#3) <sup>A</sup>	<ul style="list-style-type: none"> <li>Crosstown Boulevard should be designed as an I-40 business route</li> </ul>	<ul style="list-style-type: none"> <li>The purpose of constructing the Crosstown Boulevard is to complete the I-40 Crosstown Expressway Relocation Project in a way consistent with the EIS, and makes sense with the changes that have happened in Oklahoma City since 2002. Designating the Crosstown Boulevard as an I-40 Business Route does not meet the project's Purpose and Need.</li> </ul>
4	Written Comment	<ul style="list-style-type: none"> <li>Alternative D would provide better benefits to downtown than Alternative C</li> </ul>	<ul style="list-style-type: none"> <li>Alternative C was identified as the Preferred Alternative because it would provide the best balance of mobility and access.</li> </ul>
5	Written Comment	<ul style="list-style-type: none"> <li>Traffic on Pennsylvania and Classen Boulevard is heavy between 7:00 a.m. and 12:00 p.m.</li> </ul>	<ul style="list-style-type: none"> <li>Alternative C was identified as the Preferred Alternative because it would provide the best balance of mobility and access.</li> </ul>
6	Written Comment	<ul style="list-style-type: none"> <li>Preferred Alternative does not provide room for development and will serve to bisect the community</li> </ul>	<ul style="list-style-type: none"> <li>Alternative C was identified as the Preferred Alternative because it would provide the best balance of mobility and access.</li> </ul>

*Crosstown Boulevard Project  
November 13, 2014 Public Hearing Summary*

Comment	Format	Summary	Response
7	Written Comment	<ul style="list-style-type: none"> <li>Full intersections of Lee and Shartel would restrict access to Eureka Water (business)</li> </ul>	<ul style="list-style-type: none"> <li>During detailed design, Oklahoma City, on behalf of ODOT, will coordinate with this business to minimize access restrictions. Following the May 7, 2014 public meeting, full intersections at Lee and Shartel avenues were provided to address public concerns, and were supported by Oklahoma City.</li> </ul>
8	Written Comment	<ul style="list-style-type: none"> <li>Preferred Alternative does not provide enough capacity and should be six lanes</li> </ul>	<ul style="list-style-type: none"> <li>Alternative C was identified as the Preferred Alternative because it would provide the best balance of mobility and access.</li> </ul>
9	Written Comment	<ul style="list-style-type: none"> <li>Supports the Preferred Alternative.</li> <li>Add wayfinding signs for downtown attractions</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Signage will be determined during detailed design in coordination with Oklahoma City.</li> </ul>
10	Written Comment	<ul style="list-style-type: none"> <li>Maintain access to Shell Lake Mart during construction</li> <li>Add a traffic signal at 108<sup>th</sup> Avenue to slow traffic and improve safety</li> </ul>	<ul style="list-style-type: none"> <li>During construction, access to all businesses will be maintained to the greatest extent possible.</li> <li>Following construction of the Crosstown Boulevard, the need for additional traffic signals will be determined by Oklahoma City.</li> </ul>
11	E-mailed Comment	<ul style="list-style-type: none"> <li>Provide a buffer between bike and travel lanes</li> </ul>	<ul style="list-style-type: none"> <li>During detailed design, ODOT will coordinate with Oklahoma City, using the city's planning process, to identify the location of the multi-purpose trail along both sides of the Crosstown Boulevard.</li> </ul>
12	Verbal Comment (#1) <sup>A</sup>	<ul style="list-style-type: none"> <li>Supports the Preferred Alternative</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
13	Verbal Comment (#4) <sup>A</sup>	<ul style="list-style-type: none"> <li>Supports the Preferred Alternative</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
14	Verbal Comment (#5) <sup>A</sup>	<ul style="list-style-type: none"> <li>Full intersections at Lee and Shartel avenues would restrict access to Eureka (Ozarka) Water</li> </ul>	<ul style="list-style-type: none"> <li>During detailed design, Oklahoma City on behalf of ODOT will coordinate with this business to minimize access restrictions. Following the May 7, 2014 public meeting, intersections at Lee and Shartel avenues were provided to address public concerns, and were supported by Oklahoma City.</li> </ul>



*Crosstown Boulevard Project  
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Comment	Format	Summary	Response
15	Verbal Comment (#1)	<ul style="list-style-type: none"> <li>• Supports Preferred Alternative, but believes lanes are too wide and encourages higher travel speeds; makes it less pedestrian friendly</li> </ul>	<ul style="list-style-type: none"> <li>• In order to provide continuity between planning initiatives in the area, the proposed 11-foot-wide travel lanes adhere to the criteria developed as part of Project 180. Monitoring travel speeds would be a local law enforcement responsibility.</li> </ul>
16	Verbal Comment (#2)	<ul style="list-style-type: none"> <li>• Believes a sound barrier at the City Rescue Mission would provide a safety barrier between the Crosstown Boulevard and residents trying to cross mid-block</li> </ul>	<ul style="list-style-type: none"> <li>• Based on ODOT's Noise Policy (2011), mitigation for changes in noise levels at the City Rescue Mission from the Crosstown Boulevard was determined feasible but not reasonable with the cost per benefited receptor exceeding the reasonable cost criteria. During final design, ODOT and Oklahoma City will evaluate the feasibility of measures to minimize unsafe mid-block pedestrian crossings in this area.</li> </ul>
17	E-mailed Comment	<ul style="list-style-type: none"> <li>• Supports Alternative D</li> </ul>	<ul style="list-style-type: none"> <li>• Alternative C was identified as the Preferred Alternative because it would provide the best balance of mobility and access.</li> </ul>

A= corresponds to the Comment Number on the Public Hearing Transcript, Appendix D)



CERTIFICATION OF PUBLIC HEARING  
ON  
FEDERAL AID HIGHWAY PROJECT

I hereby certify that in accordance with Section 128a of title 23, U.S. Code, a public hearing was held at:

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The public hearing began in an open house format at 5:00 p.m. During the open house format, members of the public were able to provide written comments, visit one-on-one with project staff, and provide private verbal comments. Individuals were also able to sign up to provide verbal comments after the public presentation which began at approximately 5:30 p.m. At approximately 6:00 p.m., members of the public were given an opportunity to provide verbal comments. Following the verbal comment period, the open house format resumed until 7:30 p.m. A copy of the transcript, which includes oral comments, of said herein is submitted.



Dawn Sullivan, P.E.  
Environmental Programs Division Engineer  
Oklahoma Department of Transportation

12/09/2014  
Date

## Appendix A: Notifications

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Legal Notices and Press Releases  
Direct Mailing  
E-mail Blast (October 17, October 29, and November 12)

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Legal Notices and Press Releases

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**Civil**

(Second Publication)

**OKLAHOMA COUNTY, OKLAHOMA ACCORDING TO THE RECORDED PLAT THEREOF.**

and a judgment will be rendered on the promissory note against the Defendant, Aaron L. Greb, adjudging that default has been made in said note and mortgage; and that Plaintiff has a valid, prior and superior mortgage lien on said real estate in the total amount of \$23,459.02, with applicable interest, attorney's fees and costs, for all of which judgment will be taken.

Dated this 9th day of October, 2014.

**TIM RHODES**  
(SEAL) Court Clerk of Oklahoma County

By: Deputy W. Brent Kelley, OBA 11380

O. Saul Reid, OBA 20314

**KELLEY & TAYLOR, P.C.**

Attorneys for Plaintiff

6 N.E. 63rd Street, Suite 400

Oklahoma City, OK 73105

Phone: (405)848-6803

Fax: (405)848-6876

(10-10, 10-17, 10-24-14)

**Juvenile**

(First Publication)

(JV10625289M)

**NOTICE BY PUBLICATION TO BIOLOGICAL FATHER**

Case No. FA-2014-508

IN THE DISTRICT COURT OF OKLAHOMA COUNTY, STATE OF OKLAHOMA

In the Matter of the Adoption of J.B.M., a Minor Child.

THE STATE OF OKLAHOMA TO: JASON BRADFORD MELKO

YOU ARE NOTIFIED that the Petitioners herein have filed their Petition for Adoption and their applications for adoption without your consent and termination of your parental rights, alleging that:

A. You are the biological father of the above-named minor child.

B. You have failed to establish and/or maintain a substantial and positive relationship with said minor

child for a period of twelve consecutive months out of the last fourteen months immediately preceding the filing of the Petition for Adoption;

C. You have failed to support the child in accordance with your financial ability for twelve consecutive months out of the last fourteen months immediately preceding filing of the Petition for Adoption;

D. You have failed to exercise frequent and regular contact with the minor through frequent and regular visitation or frequent, regular communication to or with the minor, and failed to exercise your parental rights and responsibilities in and to the child; and

E. It is in the best interests of the minor child that your parental rights be terminated.

FURTHER, you must appear before the Honorable Judge Allen J. Welch in his courtroom, located at the Oklahoma County Courthouse, 321 Park Avenue, Oklahoma City, Oklahoma, on the 19th day of November, 2014, at 1:30 p.m., when the Court will hear the merits of Petitioners' Applications and grant relief as the Court deems necessary.

You are advised that you are entitled to be represented by an attorney. If you cannot afford an attorney, you may be entitled to a court appointed attorney, at public expense.

YOU ARE FURTHER NOTIFIED THAT THE COURT WILL HEAR EVIDENCE IN SUPPORT OF AND IN OPPOSITION TO THE GRANTING OF THE APPLICATION FOR TERMINATION OF YOUR PARENTAL RIGHTS ON THE DATE SET FORTH ABOVE WHERE YOU WILL HAVE THE RIGHT TO BE PRESENT, HAVE AN OPPORTUNITY TO BE HEARD AT SAID HEARING AND HAVE THE RIGHT TO OBJECT TO THE TERMINATION OF YOUR PARENTAL RIGHTS IN AND TO THE MINOR CHILD.

YOUR FAILURE TO APPEAR AT SAID HEARING SHALL CONSTITUTE A DENIAL OF YOUR INTEREST IN THE CHILD, WHICH DENIAL MAY RESULT, WITHOUT FURTHER

NOTICE OF THIS PROCEEDING OR ANY SUBSEQUENT PROCEEDINGS, IN THE TERMINATION OF YOUR PARENTAL RIGHTS AND SAID CHILD'S ADOPTION WITHOUT YOUR CONSENT, THEREBY ULTIMATELY TERMINATING YOUR RIGHTS TO SAID CHILD IN ACCORDANCE WITH THE LAWS OF THE STATE OF OKLAHOMA.

DATED this 15th day of October, 2014.

ALLEN WELCH  
JUDGE OF THE DISTRICT COURT

Prepared By:

Shannon D. Taylor OBA #20866

1141 N. Robinson, Suite 300

Oklahoma City, OK 73103

(405)602-8452

(877)626-7601 (Fax)

E-Mail: staylor@staylorlaw.com

Attorney for Petitioners

(10-17-14)

**Miscellaneous**

(Third Publication)

(MS10618293M)

1994 HONDA M/C,  
JH2MC2401RK301982; 1956  
CHEV TRUCK, 3A57K133372;  
1995 KAWASAKI M/C,  
JKA7X2D185A028970; 2003  
INFINITY G35,  
JNKC5V1E03M321912; 1994  
FORD F250,  
1FTHX25F9RKB74271; 1977  
FORD P/U, F14HUX84569 ANY  
PERSON WITH A FINANCIAL  
INTEREST IN THE ABOVE  
VEHICLES CONTACT KIM at  
405-831-6016. PUBLIC AUCTION  
OCTOBER 18, 2014 8:00 AM  
4916 SE 88TH TERR, OKC, OK  
73135

(10-3, 10-10, 10-17-14)

**Miscellaneous**

(First Publication)

(MS10625226K)

**NOTICE OF HEARING FOR RELEASE OF STOLEN PROPERTY.**

NOTICE IS HEREBY GIVEN THAT ON October 27, 2014 AT 2:00 P.M. IN COURTROOM NO. 2 of The Oklahoma City Municipal Court, 700 Couch Drive, Oklahoma City, Oklahoma, a hearing on the foregoing Applications will be held: Property Court October 27, 2014 at 2:00 p.m., Court Room #2

Case: 22-004831  
Applicant: Marc Yount  
Respondents: Brian Slaton  
Description: (1) Revolver Ruger Single Six, 22

Case: 22-004832  
Applicant: Bryon Greene w/OK Farm Bureau

Respondents: Ron Jones; Everett Lowery  
Description: (1) M-Super America Kimber .22 Rifle

Case: 22-004834  
Applicant: Chris Mapp

Respondents: Extra Cash Gold & Pawn; Nicholas MacDonald

Description: (1) Sony TV

YOU ARE FURTHER NOTIFIED that if you fail to appear, the hearing will proceed without further notice to you and the

allegations in the Application may be taken as true.

Dated this 14th day of October 2014  
Rock Holland, Unit Operations Leader

(10-17-14)

(MS10625263M)

**INVITATION TO BID**

NOTICE is hereby given that the Oklahoma City-County Health Department will receive bids at Procurement Office, 2600 North East 63rd Street, Room 203, Oklahoma City, Oklahoma, 73111, until 3:00 p.m. on December 5, 2014 for the following:

Bid Number: 15-07 Title: Inventory Management System

Bids received after the above stated date and time will not be accepted, and will be returned to the bidder unopened. There will be no exceptions to this policy.

Bid materials may be obtained online by query at www.occhd.org (click on "Bid Opportunities"), by query at www.demandstar.com or at the Oklahoma City-County Health Department Procurement Office.

Bids will only be accepted in hard copy at the Oklahoma City-County Health Department, Procurement Office. Faxed or emailed bids will not be considered.

If you have any questions, or need additional information, you may contact me at (405) 425-4478 or email mandy.leung@occhd.org

Mandy Leung,  
Purchasing Agent  
Financial Services

(10-17-14)

**Cleveland County Sheriff's Sale**

(Second Publication)

(CC10621824M)  
**NOTICE OF ALIAS SALE OF LAND UNDER EXECUTION**

Case No. CJ-2009-467-BH  
Judge Schumacher, Tracy

IN THE DISTRICT COURT IN AND FOR CLEVELAND COUNTY, STATE OF OKLAHOMA

JPMORGAN CHASE BANK, N.A.; Plaintiff, vs. VERNON C. RICKABAUGH; et al.

Defendants.

THIS IS AN ATTEMPT TO COLLECT A DEBT AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Notice is hereby given that on the 19th day of November, 2014, at 10:00 o'clock, A.M., Room #200, of the Cleveland County Courthouse in Norman, Oklahoma, the undersigned Sheriff will offer for alias sale and sell for cash to the highest and best bidder, subject to real estate ad valorem taxes, superior special assessments and all interests of record, if any, except the Mortgage and interests foreclosed herein on the following described real property, to-wit:

A part of the Northeast Quarter (NE/4) of Section Five (5), Township Eight (8) North, Range One (1) East of the Indian Meridian, Cleveland County, State of Oklahoma, according to the U.S. Government Survey thereof, more particularly described as follows: Beginning at a point on the East line of said Northeast Quarter (NE/4), said point being 798.06 feet North 2 degrees 11' 10" West of the Southeast Corner (SE/C) of said Northeast Quarter (NE/4); thence North 2 degrees 11' 10" West a distance of 266.02 feet; thence South 89 degrees 58' 12" West a distance of 821.00 feet; thence North 89 degrees 58' 12" East a distance of 821.00 feet to the point or place of beginning commonly known as 1526 1/2 6th Ave SE, Norman, OK 73026 (the "Property").

Alias Sale will be made pursuant to a Special Execution and Order of Alias Sale issued out of the office of the Court Clerk in and for Cleveland County, Oklahoma, and pursuant to said judgment reserving the right of Plaintiff to recall said execution by oral announcement and/or order of the Court, prior to the alias sale, said judgment entered in the District Court in and for said County, State of Oklahoma, in Case No. CJ-2009-467-BH, entitled JPMorgan Chase Bank, N.A., Plaintiff, vs. Vernon C. Rickabaugh, et al., Defendant, to satisfy:

FIRST: The costs of said action accrued and accruing;

SECOND: The judgment and first lien of the Plaintiff, JPMorgan Chase Bank, N.A., in the sum of \$121,695.26 with interest thereon at the rate of 5.875% per annum from August 1, 2008, as adjusted, if applicable, until paid; advances for taxes, insurance and preservation expenses, accrued and accruing; abstracting expenses, accrued and accruing; bankruptcy fees and costs, if any; and an attorney's fee, plus costs, with interest thereon at the same rate, until paid.

Persons or other entities having interest in the property, including those whose actual addresses are unknown and persons or other entities who have or may have unknown successors and such unknown successors are hereby notified are: Vernon C. Rickabaugh; Jane Doe, spouse of Vernon C. Rickabaugh, if married; Occupants of the Premises; City of Norman.

The property has been duly appraised in the sum of \$38,000.00.

WITNESS MY HAND this 2nd day of October, 2014.

JOSEPH K. LESTER, Sheriff

By: Deputy KIVELL, RAYMENT AND FRANCIS

A Professional Corporation  
Jason Howell, OBA #19128

Triad Center I, Suite 550  
7666 East 61st Street  
Tulsa, Oklahoma 74133

Telephone (918)254-0626  
Facsimile (918)254-7915  
E-mail: jhowell@kivell.com

ATTORNEYS FOR PLAINTIFF  
(10-10, 10-17-14)

Alias Sale will be made pursuant to a Special Execution and Order of Alias Sale issued out of the office of the Court Clerk in and for Cleveland County, Oklahoma, and pursuant to said judgment reserving the right of Plaintiff to recall said execution by oral announcement and/or order of the Court, prior to the alias sale, said judgment entered in the District Court in and for said County, State of Oklahoma, in Case No. CJ-2012-1084, entitled U.S. Bank National Association, Plaintiff, vs. Danny Mojica, et al., Defendant, to satisfy:

FIRST: The costs of said action accrued and accruing;

SECOND: The judgment and first lien of the Plaintiff, JPMorgan Chase Bank, N.A., in the sum of \$121,695.26 with interest thereon at the rate of 5.875% per annum from August 1, 2008, as adjusted, if applicable, until paid; advances for taxes, insurance and preservation expenses, accrued and accruing; abstracting expenses, accrued and accruing; bankruptcy fees and costs, if any; and an attorney's fee, plus costs, with interest thereon at the same rate, until paid.

Persons or other entities having interest in the property, including those whose actual addresses are unknown and persons or other entities who have or may have unknown successors and such unknown successors are hereby notified are: Danny Mojica; Occupants of the Premises; Oklahoma Housing Finance Agency; Deana Hunt; Mortgage Electronic Registration Systems, Inc., as nominee for First Mortgage Company, LLC.

The property has been duly appraised in the sum of \$71,000.00.

WITNESS MY HAND this 2nd day of October, 2014.

JOSEPH K. LESTER, Sheriff

By: Deputy KIVELL, RAYMENT AND FRANCIS

A Professional Corporation  
K. Renee Davis, OBA #15161

Triad Center I, Suite 550  
7666 East 61st Street  
Tulsa, Oklahoma 74133

Telephone (918)254-0626  
Facsimile (918)254-7915  
E-mail: rdavis@kivell.com

ATTORNEYS FOR PLAINTIFF  
(10-10, 10-17-14)

(CC10621826M)  
**NOTICE OF SALE OF LAND UNDER EXECUTION**

Case No. CJ 2014-58  
Judge Walkley, Lori

IN THE DISTRICT COURT IN AND FOR CLEVELAND COUNTY, STATE OF OKLAHOMA

BANK OF AMERICA, N.A.; Plaintiff, vs. THE HEIRS, REPRESENTATIVES, DEVISEES, TRUSTEES, SUCCESSORS AND ASSIGNS OF JOHN ROSS

RULE A/K/A JOHN R. RULE, DECEASED, AND THE UNKNOWN SUCCESSORS; et al.

Defendants.

THIS IS AN ATTEMPT TO COLLECT A DEBT AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Notice is hereby given that on the 19th day of November, 2014, at 10:00 o'clock, A.M., Room #200, of the Cleveland County Courthouse in Norman, Oklahoma, the undersigned Sheriff will offer for sale and sell for cash to the highest and best bidder, subject to real estate ad valorem taxes, superior special assessments and all interests of record, if any, except the Mortgage and interests foreclosed herein on the following described real property, to-wit:

Lot Twelve (12), Block Sixty-three (63), REGENCY PARK SECTION SEVEN (7), Moore, Cleveland County, State of Oklahoma, according to the recorded plat thereof A/K/A Lot Twelve (12), Block Sixty-three (63), REGENCY PARK ADDITION SECTION SEVEN (7), Moore, Cleveland County, State of Oklahoma, according to the recorded plat thereof, commonly known as 2112 Kings Road, Moore, OK 73160 (the "Property")

Sale will be made pursuant to a Special Execution and Order of Sale

Continued on next page

**Miscellaneous**

(First Publication)

(MS10625118M)

**NOTICE OF PUBLIC HEARING**

All interested persons are hereby given notice that the Oklahoma Department of Transportation (ODOT) and the City of Oklahoma City, in cooperation with the Federal Highway Administration (FHWA), are proposing to implement the final phase of the I-40 Crosstown Relocation project. The proposed project consists of constructing the Crosstown Boulevard from approximately Pennsylvania Avenue to Byers Avenue in downtown Oklahoma City. A public hearing has been scheduled for Thursday, November 13, 2014, at the Chevy Bricktown Events Center, 429 E. California Street. The purpose of the public hearing is to provide the public an opportunity to comment on the findings of the Environmental Assessment (EA) for this undertaking and the Preferred Alternative.

Beginning at 5:00 PM, members of the public can provide written comments, visit one-on-one with staff, and provide private verbal comments in an open house format. The open house will be followed by a formal presentation at 5:30 PM. At 6:00 PM members of the public will have an opportunity to give public verbal comments. Individuals should be signed up to speak by 6:15 PM and will have a maximum of 3 minutes to speak. Following the presentation and public comment period, the open house format will continue until 7:30 PM.

The EA describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, and the agency coordination and public involvement activities conducted as part of the EA. For this project, ODOT and FHWA developed a "user friendly" EA based on the latest guidance from FHWA's Every Day Counts initiative. This focuses on accelerating project delivery through innovative ideas and collaboration. The EA and supporting project technical reports are available on the ODOT website at: <http://www.okdot.state.ok.us/meetings/other.php>. The EA is also available in printed form at:

Oklahoma Department of Transportation

200 N.E. 21st Street Oklahoma City, OK 73105

City of Oklahoma City

200 N. Walker Avenue Oklahoma City, OK 73102

Metropolitan Downtown Library

300 Park Avenue Oklahoma City, OK 73102

If any person wishes to submit written comments concerning this project or the EA, they may submit his/her comments to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 N.E. 21st Street, Oklahoma City, Oklahoma, 73105 or email at [environment@odot.org](mailto:environment@odot.org), by no later than December 1, 2014 (postmarked on or by December 1, 2014).

ODOT strives to accommodate the needs of all residents. If you require special accommodation or translation services for the meeting, please direct your request to Frank Roessler III, ODOT Public Involvement Officer, at (405) 521-2350 or [froessler@odot.org](mailto:froessler@odot.org) at least three working days prior to the public hearing.

(10-17-14)

**Miscellaneous**

(Second Publication)

(MS10622109M)

**OKLAHOMA ALCOHOLIC BEVERAGE LAWS ENFORCEMENT COMMISSION NOTICE OF INTENTION TO APPLY FOR AN ALCOHOLIC BEVERAGE LICENSE**

In accordance with Title 37, Section 522 MLCV Oklahoma, LLC a Limited liability Company hereby publishes notice of its intention to apply within sixty days from this date to the Oklahoma Alcoholic Beverage Laws Enforcement Commission for a mixed beverage License under authority of and in compliance with the said Act: That it intend(s), if granted such license to operate as a mixed beverage establishment with business premises located at 1815 South Meridian Avenue, in Oklahoma City, Oklahoma County, Oklahoma, under the business name of Embassy Suites Oklahoma City-Will Rogers World Airport

Dated this 8th day of October, 2014.

Joseph S. Nayquonabe  
County of Mille Laes, State of Minnesota.

Before me, the undersigned notary public, personally appeared; Joseph S. Nayquonabe to me known to be the person described in and who executed the foregoing application and acknowledged that he executed the same as his free act and deed.

Beth A. Gruber  
Notary Public

My commission expires January 31, 2015

(10-10, 10-17-14)



The Owasso Town Center retail complex.

PHOTO BY KIRBY LEE DAVIS

## Investment trust pays \$2.9M for Owasso Town Center

BY KIRBY LEE DAVIS  
THE JOURNAL RECORD

OWASSO – Heye Investment Trust of San Diego paid \$2.9 million for the 13-year-old Owasso Town Center retail complex.

That is 4.6 percent above the \$2.77 million that seller Owasso Town Center LLC shelled out for the 23,165-square-foot property in 2003, according to Tulsa County assessor records.

The shopping center sits beside a Wal-Mart Neighborhood Market, a Rib Crib and a QuikTrip at the southeast corner of 86th and 129th streets, just south of Owasso High School.

Owasso Town Center claims just 2,000 vacant square feet out of 22,545 rentable, said Newmark Grubb Levy Strange Beffort broker Gary Krisman, who handled the sale with Investment Mortgage Realty's Raleigh McManara.

"That is reflective of the Owasso retail market as a whole," said Chelsea M.E. Levo, economic development director and public information offi-

cer for the city of Owasso. "We have seen a lot of our dark spaces in our retail centers fill up over the last two years as we have bounced back from the recessionary time."

The town center's anchoring tenants include McAlister's Deli, Papa Murphy's and Hallmark franchises, along with local retailers.

This marks Heye's only Oklahoma holding, Krisman said. It takes the place of a Tulsa warehouse Heye sold two months ago, reinvesting the proceeds with this 1031 exchange deal.

"It was in such good shape," Krisman said of Owasso Town Center. "Just a few minor things we found in the property inspections. The seller fixed them all before we closed on it. It was in very good shape."

Although primarily known as a multifamily broker the last few years, Krisman said he handles a wide variety of products.

"My job is really investment property sales," he said. "I'm working on an office building right now."

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5:30 PM Formal Presentation

6:00 PM Formal Public Comments

### Chevy Bricktown Events Center

429 E. California Street

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#### Oklahoma Department of Transportation

200 N.E. 21st Street  
Oklahoma City, OK 73105

#### Metropolitan Downtown Library

300 Park Avenue  
Oklahoma City, OK 73102

#### City of Oklahoma City

200 N. Walker Avenue  
Oklahoma City, OK 73102



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## ■ REAL ESTATE



A realty sign is posted in front of a home for sale in Carlsbad, Calif.

AP PHOTO

## Average U.S. 30-year loan rate up to 3.98 pct.

WASHINGTON (AP) — Average U.S. long-term mortgage rates arrested their five-week decline this week but the benchmark 30-year loan remained below 4 percent.

Mortgage company Freddie Mac said Thursday the nationwide average for a 30-year mortgage rose to 3.98 percent from 3.92 percent last week. It remained at its lowest level since June 2013. The rate stood at 4.53 percent back in January.

The average for a 15-year mortgage, a popular choice for people who are refinancing, increased to 3.13 percent from 3.08 percent.

The sustained decline in long-term rates sparked a boomlet of homeowners looking to refinance mortgages. Homeowners eager for a bargain rate fired off inquiries to lenders. Applications for "re-fi's" jumped 23 percent in the week ended Oct. 17 — reaching their highest level since November 2013, according to the Mortgage Bankers Association.

But refinance applications fell 7 percent in the latest week, ended Oct. 24.

In recent weeks concern over global economic weaknesses brought mar-

ket turmoil and sent investors seeking safety by pouring money into U.S. Treasuries. Higher demand drives up prices for those government bonds and causes their yields to drop. The yield on the 10-year Treasury note touched new lows. Mortgage rates often follow the yield in the 10-year note.

This week, the 10-year note rose to 2.32 percent Wednesday from 2.22 percent the previous week. The note traded at 2.29 percent Thursday morning.

To calculate average mortgage rates, Freddie Mac surveys lenders across the country between Monday and Wednesday each week. The average doesn't include extra fees, known as points, which most borrowers must pay to get the lowest rates. One point equals 1 percent of the loan amount.

The average fee for a 30-year mortgage was unchanged from last week at 0.5 point. The fee for a 15-year mortgage also remained at 0.5 point.

The average rate on a five-year adjustable-rate mortgage rose to 2.94 percent from 2.91 percent. The fee was steady at 0.5 point.

For a one-year ARM, the average rate edged up to 2.43 percent from 2.41 percent. The fee held at 0.4 point.

## Target cuts 80 real estate positions

MINNEAPOLIS (AP) — Target Corp. is laying off 80 employees who deal with real estate as the Minneapolis-based discounter opens or remodels fewer stores.

In a statement Wednesday, Target said it has decided to centralize its architecture, construction, engineering and facilities management teams.

Target is eliminating about 80 positions nationwide and closing an additional 40 open positions.

In recent years, Target has reduced the number of big-box stores it opens annually in the United States in favor of a greater emphasis on online sales and a growing roster of smaller-footprint stores.

Target also is scaling down its expansion into Canada and has completed the P-Fresh remodeling program that added fresh groceries to nearly all of its traditional Target stores.



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**2112 NW 25th — Price Reduced** \$189,900 Updated home in Shepherd District. 3 Bd 2 1/2 Ba Great living spaces. Don't miss this exceptional home

##### NICHOLS HILLS

**1714 Westminster Pl** Remodeled for \$249,900, 2 bed 2 1/2 bath, 2 living & 2 fireplaces plus a wood deck. Move in ready!

**1102 Park Manor** Dynamite 2 Bd 1 Ba w/hardwood floors, 2 decks, loft overlooking liv rm & so much more!

**1417 Sherwood Lane** For Sale or For Lease Remarkable Modern Art Deco home. Completely renovated. 4 bed 4 1/2 bath 3950+/- sf

**1604 Randel Rd** Wonderful Remodeled Home on great lot. 3 Bed 2 1/2 Bath. Terrific open floor plan. 2500+ sf

**1240 Glenbrook Terr** Single story home with pool ready for your remodeling touches. Dynamite lot with Pool.

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##### EDMOND

**1508 Vail Dr** — Seller pays closing costs! Great 5 bed 2-story home on terraced wooded lot in Edmond. Over \$50k in upgrades including wood floors & storm shelter. 3400+sf for \$374,900

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e-mail: [kanelaco@aol.com](mailto:kanelaco@aol.com)



# Frosh faces at Capitol

*First-term legislators keep issues in mind*

BY MARIE PRICE  
THE JOURNAL RECORD

OKLAHOMA CITY — Grandfield insurance agent Jeff Coody and Dr. Ervin Yen, an anesthesiologist in Oklahoma City, are about to undergo the same major life change — being sworn into office as members of the Oklahoma Legislature.

Both were new to campaigning at the state level, although Coody has served on the Grandfield school board.

Coody and Yen are Republicans. Yen will serve in a Senate with a record 40 GOP members out of 48. In the 101-member House, Coody will be one of 72 Republicans. That is the same majority as last session, although some individual seats changed hands.

Yen, whose family came to the United States from Taiwan when he was 4-years old, will be the first Asian-American to serve in the Legislature. He succeeds term-limited Republican state Sen. Cliff Branan in Senate District 40 in northwest Oklahoma City.

"I'm very proud to be the first Asian-American," Yen said, stressing that he did not run for office for that reason.

Yen is a past president of the Oklahoma Society of Anesthesiologists.

"For the last eight or nine years I've gotten to know a lot of legislators," he said. "I've gone and lobbied for bills. Our state society helped get a couple of bills passed that we felt were important."

Yen was shocked to learn, only recently, that a physician has not been elected to the Oklahoma Senate for close to 40 years.

"I think we need one," he said. "That was my number one reason."

The last physician-state senator was Dr. Richard Stansberry, who also represented Senate District 40.

Yen said he does not have an agenda for health care specifically.

"I want to educate the other senators as to the ramifications of the health care issues that pop up," he said.

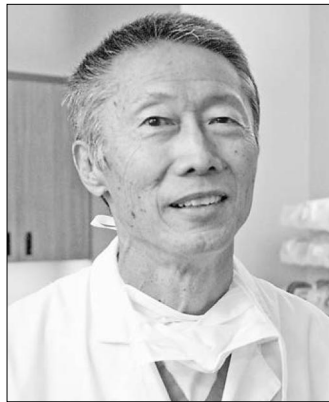
Yen mentioned issues that cropped up last session, including a prescription-drug monitoring program and a bill that allowed physical therapists to treat patients without a doctor's order.

Yen said there are some good aspects to federal health care changes often called Obamacare, but it is too expensive for the country. He said his own health insurance premium increased 27 percent last year and rose another 9 percent this year, with a 21-percent increase in 2015.

He said that if that is happening to him, with insurance through a medical association nonprofit, he is certain it is happening to many other individuals and businesses.

Education is another major issue, he said. Yen attended public schools, in Putnam City, where he said he received a great education.

"We've done public education well," he said. "Surely we can do it again."



Dr. Ervin Yen

## New to the House

Coody will represent House District 63, from which state Rep. Don Armes, R-Faxon, was term limited. He will serve alongside his mother, state Rep. Ann Coody, R-Lawton.

Coody said that rural Oklahoma has specific economic, agricultural and environmental concerns that need to be considered.

"The economy in Oklahoma is not doing all that great," he said.

He acknowledged that the economy is improving somewhat, but not necessarily in small towns and rural areas.

"There's a lot of rural versus urban interplay that goes on in state politics," Coody said. "We want to make sure, in this part of the country, that our rural interests are represented well."

He said education was also a major factor in his decision to become involved in the political process, including ensuring that students and teachers have the tools they need to succeed.

A healthy jobs environment is another priority for him.

"I don't believe government ought to be doing everything for us," Coody said. "Private enterprise really solves a lot of problems in our economy. I want to lessen the impact of government and the footprint of government as much as possible."

Ann Coody gave her son some advice when he let his political intentions be known.

"She said, 'You are your own person, and you need to make decisions based on your own experience and your own knowledge,'" Jeff Coody said. "Regardless of who is pressing for a particular issue, you need to weigh all sides and do what you think is best and what you know is right and to be honest, to make sure that your yes means yes and your no means no."

Water is also a key concern in southwestern Oklahoma, he said.

"We need to learn better ways to conserve water, even look at the possibility of recycling water and perhaps looking at better ways to keep the water that we have," Coody said. "When the rain comes, we need to make sure we have adequate storage capacity."

Lawmakers will be sworn in Nov. 18.

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# Recent rains bring little relief to areas deepest in drought

BY SILAS ALLEN  
Staff Writer  
sallen@okpubco.com

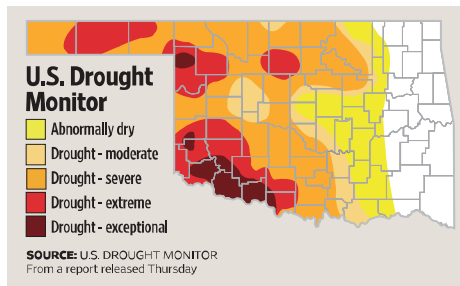
Last weekend's rains didn't offer much help to the parts of the state that needed it most, a new U.S. Drought Monitor report shows.

Drought conditions improved in eastern Oklahoma, which saw heavy rains over the past week, the report shows.

However, in western Oklahoma, where the drought is most severe, conditions remain dire, according to the report.

Much of the state has had heavy rains over the past week, with some areas in eastern Oklahoma receiving as much as 7 inches or more, according to the Oklahoma Mesonet weather network.

After that rainfall, about 64.5 percent of the state remained in some form of



drought. That's an improvement over last week, when 73.4 percent of the state was listed in drought.

But most of the improvement came in areas where the drought was less severe. The report showed little change in areas with

deepest drought. About 20.9 percent of the state was listed this week in extreme or exceptional drought. That's just a slight improvement over last week, when 21 percent of the state was listed in one of those categories,

the two most severe.

Little help appears to be in the forecast. The National Weather Service's Norman office predicts only slight chances for rain on Sunday and Monday in central and western Oklahoma.



Susan Ramsey of Choctaw searches through rubble days after a tornado struck Bethel Acres on May 19, 2013. Eight tornadoes touched down in Oklahoma the same day, according to the National Weather Service.

ARCHIVE PHOTO BY JIM BECKEL, THE OKLAHOMAN

## Twisters: Storms test state's plans

FROM PAGE 11A

about three such days each year.

"The number of days with a lot of tornadoes are going up," said Harold Brooks, senior research scientist at the National Severe Storms Laboratory.

Brooks, the paper's lead

author, said more research needs to be done before scientists can determine why tornadoes seem to be concentrated on fewer days per year. The study's findings don't point to a specific cause, but Brooks said the shift may be the result of shifts in atmospheric and weather pat-

terns associated with climate change.

When several tornadoes struck Oklahoma on May 19-20, 2013, emergency resources were spread in several areas across the state. Brooks said situations like those could create a range of concerns, including having enough

medical personnel to treat the injured and finding enough equipment to repair cities' power infrastructures when they're knocked out.

"If you start having more outbreaks, then you start having to worry about using all those resources," he said.

## PASS: Action lets state seek waiver

FROM PAGE 11A

parents to develop even more robust standards that will guarantee a greater percentage of our students find success in college and the workplace after graduating high school," Fallin said.

State Board of Education member Amy Ford, who is chairing a steering committee on the process for developing new math and English benchmarks, attended the regents' meeting.

"If you look at all the indicators across the state on where we are nationally, there's no one who can argue against the fact that we need to do better for the kids. And that's certainly what I expect going forward," Ford said after the meeting.

"We will develop rigorous standards," she said.

### Concerns, recommendations

The reviewers compared PASS standards with standards for ACT scores in the range 20-27.

Blake Sonobe, vice chancellor of academic affairs, said they looked at each of the 51 ACT math standards and 56 ACT English standards "to see if we matched up."

The findings showed students who mastered the PASS standards would be prepared for freshman courses like college algebra and English composition.

The reviewers also noted areas of concern.

Sonobe said they found some PASS math standards aren't assessed at state level, so consequently those skills often are not taught.

Also, since many students complete high school math requirements by 11th grade, they don't take a math course their senior year. A lot of the math is forgotten between 11th grade and college, Sonobe said. The report recommends seniors take a math course to keep their math skills current.

English standard recommendations include putting more emphasis on argumentative writing, as opposed to persuasive writing, and requiring more lengthy and in-depth writing.

### Room for improvement

The review was conducted by two teams of subject experts from Oklahoma colleges — one for math and one for English language arts — to determine if the PASS standards meet the college-and-career-ready benchmark.

Legislation repealing Common Core standards, passed earlier this year, tasked the regents with reviewing the PASS standards to determine if they are adequate.

"The certification is also significant because the U.S. Department of Education uses 'college and career ready' certification as a qualifier for states to apply for a waiver to the federal No Child Left Behind education law," Fallin said. "Re-establishing Oklahoma's waiver, which it lost in response to the state's decision to repeal Common Core, would ensure that Oklahoma schools retain control over up to \$30 million in federal funds."

State schools Superintendent Janet Barresi said officials have begun

the process to reapply for the flexibility waiver from No Child Left Behind, based on the regents' action. If a waiver is granted, the Department of Education has indicated it would not take effect until the 2015-16 school year, she said.

But Barresi questioned the regents' decision to certify the PASS standards as college- and career-ready.

"In Oklahoma, our college remediation rate for entering freshman has hovered at about 40 percent for years," Barresi said. "With that said, however, I am withholding further comment until I have had time to thoroughly review the regents' findings."

Chancellor Johnson said standards are only one of "the essential elements" in preparing high school graduates for success.

"We should also note there are three other key academic factors that impact college readiness," he said. "Those are the curriculum, which is very important, instruction — the teacher in the classroom, always a critical element — and the assessments that are used."

Consultants from the Southern Regional Education Board oversaw the standards review process and supported the conclusions.

"These standards, as good as they are, could be improved," SREB President David Spence told the regents.

"Any set of standards can be improved, and to the extent they're improved, an even higher percentage of high school graduates are going to be college- and career-ready and succeed," Spence said.

## Man is shot, killed in southwest OKC

FROM STAFF REPORTS

Police are investigating a homicide that happened Thursday morning in southwest Oklahoma City.

About 6:25 a.m., officers responded to a call about shots fired in the 500 block of SW Grand Boulevard.

When officers arrived, they found a man who had been shot to death inside a pickup in front of 825 SW

Grand Boulevard.

The man had been identified by police Thursday, but police will not release his name until his next-of-kin have been notified.

No arrests had been made Thursday evening, police said.

Anyone with information is asked to call the Oklahoma City Police Department's homicide tip line at 297-1200.

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Results for the question: Do you regularly wear sunglasses?

Yes: 72 percent No: 28 percent

Today's question: Have you been to every county in Oklahoma? Scan the QR code to vote, or go to NewsOK.com.



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Top stories on NewsOK.com for the last 24 hours:

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3. Duncan triple homicide: 5 things we learned about Alan Hruby
4. Oklahoma football notebook: Bob Stoops keeping his frustrations private
5. Big 12 basketball: 10 things to watch
6. New nine-story boutique hotel planned for Bricktown
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8. Three-year-old Oklahoma City girl succumbs to cancer
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### LOTTERY

Pick 3, Oct. 16: 2-5-1

Cash 5, Oct. 16: 09-15-24-27-29

Poker Pick, Oct. 16: 7♦, 9♥, 3♠, A♠, 8♥

Mega Millions, Oct. 14: 11-37-46-64-68, Mega Ball 15, Megaplier X3

Hot Lotto, Oct. 15: 03-10-13-21-32, Hot Ball 07

Powerball, Oct. 15: 05-07-19-27-28, Power Ball 20, Power Play X2

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## CROSSTOWN Boulevard PUBLIC HEARING

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Oklahoma City, OK 73105

Metropolitan Downtown Library  
300 Park Avenue  
Oklahoma City, OK 73102

City of Oklahoma City  
520 N. Walker Avenue  
Oklahoma City, OK 73102



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## NATION



Nurse Kaci Hickox, right, and her boyfriend, Ted Wilbur, are followed by a Maine state trooper Thursday as they ride bikes on a trail near their home in Fort Kent, Maine.

AP PHOTO

## Maine in standoff with nurse over its Ebola safeguards, quarantine

**MAINE | FORT KENT** — Maine health authorities struggled Thursday to reach a compromise with nurse Kaci Hickox that would require her to keep her distance from other people in the nation's most closely watched clash between personal freedom and fear of Ebola. Hickox, 33, stepped out of her home in remote northern Maine for the second day in a row and went on a morning bike ride with her boyfriend, practically daring authorities to go to court to have her confined against her will, as they threatened to do for days. But by late afternoon, the legal showdown had yet to take place.

### Violation of rights?

Hickox, who returned to the U.S. last week from treating Ebola victims in West Africa as a volunteer with Doctors Without Borders, has been under what Maine has called a voluntary quarantine at her home in this town of 4,300

### INSIDE

Tulsa hospital watches for Ebola, page 9A

people. She has rebelled against the restrictions on her movements, saying that her rights are being violated and that she is no threat to others because she has no symptoms. She tested negative last weekend for Ebola. Her 21-day quarantine — the incubation period for the Ebola virus — is scheduled to end Nov. 10.

### Law allows confinement

In Maine, state law allows a judge to confine someone if health officials demonstrate "a clear and immediate public health threat." If a judge grants the request, Hickox will appeal on constitutional grounds, said Norman Siegel, one

of her attorneys. Siegel said the nurse hopes her fight against the quarantine will help bring an end to misinformation about how Ebola is spread. "She wants to have her voice in the debate about how America handles the Ebola crisis. She has an important voice and perspective," he said.

### Other developments

- Louisiana state health officials told thousands of doctors planning to attend a tropical-diseases meeting this weekend in New Orleans to stay away if they have been to certain African countries or have had contact with an Ebola patient in the last 21 days.
- Liberia is making some progress in containing the outbreak, while Sierra Leone is "in a crisis situation which is going to get worse," the top anti-Ebola officials in the two countries said.

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## MILITARY

**CALIFORNIA | PORT HUENEME** — Authorities say a civilian pilot killed in a jet crash during a military training exercise near a California Navy base was Charles Rogers, a 45-year-old Utah resident. The jet crashed Wednesday in a coastal agricultural field 65 miles northwest of Los Angeles. Rogers was the only person aboard the single-seat MK-58 Hawker Hunter. He died at the scene. The plane, a civilian-owned fighter jet contracted by the Navy, had just finished playing the role of an enemy aircraft in an off-shore training exercise and was preparing to land.

## SEARCH

**PENNSYLVANIA | OXFORD** — A suburban Philadelphia group trying to solve the Amelia Earhart mystery has new reason to think a piece of aluminum found on a Pacific atoll came from her lost plane. The Philly.com website reported Thursday that rivet holes on the 2-foot-wide piece seem to match the design of a

window patch made on Earhart's plane before her 1937 flight. The International Group for Historic Aircraft Recovery has made 10 trips to the remote Pacific atoll of Nikumaroro where some think Earhart's Lockheed Electra went down.

## COURTS

**NEW YORK | NEW YORK** — Inmates held in solitary confinement at New York's Rikers Island as punishment for violations during previous stints in jail are suing the city to stop the practice, known as owed time. A class action lawsuit filed Thursday in Manhattan federal court says inmates are unduly placed in 23-hour confinement for breaking jailhouse rules. The lawsuit seeks to stop the practice. Jails Commissioner Joseph Ponte has said he likely will eliminate it.

**TEXAS | HOUSTON** — A Texas death row inmate whose attorneys contend he is so delusional that he can't understand why he was convicted and condemned has been scheduled for execution. Scott Panetti, 56, was set for lethal injection

in Huntsville on Dec. 3. Panetti, a native of Hayward, Wis., has a history of mental problems and his case has been to the U.S. Supreme Court at least three times. State attorneys have argued he exaggerates some of his symptoms to avoid execution. Panetti was convicted of fatally shooting his in-laws, Joe and Amanda Alvarado, at their Frederickshome 22 years ago in front of his estranged wife and children. His wife was living with her parents and a week earlier had obtained a court order to keep Panetti away.

## POLITICS

**COLORADO | DENVER** — Two candidates who want to represent Colorado's 6th Congressional District faced off Thursday in a historic Spanish-language debate. Organizers called the encounter between Republican Rep. Mike Coffman and his Democratic challenger, Andrew Romanoff, the first time two congressional candidates who are not Hispanic have debated in Spanish. The district is one-fifth Hispanic.

ASSOCIATED PRESS



Eric Frein is shown in this undated file photo provided by the Pennsylvania State Police.

AP FILE PHOTO

## Man wanted in trooper ambush is captured

**PENNSYLVANIA | BLOOMING GROVE** — A survivalist accused of ambushing two state troopers, killing one and seriously wounding the other, was captured Thursday by U.S. marshals in an abandoned airplane hangar, ending a seven-week manhunt that had rattled the nerves of area residents, authorities said. Eric Frein is charged with opening fire outside the Blooming Grove barracks on Sept. 12, killing Cpl. Bryon Dickson and seriously wounding another trooper.

### Linked to ambush

Police said they linked him to the ambush after a man walking his dog discovered Frein's partly submerged SUV three days later in a swamp a few miles from the shooting scene. Inside, investigators found shell casings matching those found at barracks as well as Frein's driver's license, camouflage face paint, two empty rifle cases and military gear. Saying Frein was armed and extremely dangerous, officials closed schools and urged residents to be alert and cautious. Using dogs, thermal imaging technology and other tools, law enforcement officials combed miles of forest as they hunted for Frein, whom they called an experienced survivalist at home in the woods.

### Extensive manhunt

They pursued countless tips and closed in on an area around Frein's parents' home in Canadensis after he used his cellphone to try contacting them, and the signal was traced to a location about 3 miles away. At times police ordered nearby residents to stay inside or prevented them from returning home. Trackers found items they believe Frein hid or abandoned in the woods — including soiled diapers, empty packs of Serbian cigarettes, an AK-47-style assault rifle and ammunition and two pipe bombs. They also discovered a journal allegedly kept by Frein and found in a bag of trash at a hastily abandoned campsite, that offered a chilling account of the ambush and his subsequent escape into the woods. Police spotted a man they believed to be Frein at several points during the manhunt, but it was always from a distance, with the rugged terrain allowing him to keep them at bay.

### Motive remains unclear

Frein allegedly held anti-law enforcement views for many years and expressed them both online and to people who knew him. But the source of his alleged vendetta remains unclear. Frein is charged with first-degree murder and various other offenses, including two counts of possession of weapons of mass destruction filed after police discovered the pipe bombs.

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## Troops sent to site of lava flow in Hawaii

**HAWAII | PAHOA** —

The National Guard is deploying troops to a rural Hawaii town as lava makes a slow crawl toward a major road and threatens to further isolate the community that got its start during the lumber- and sugar-plantation heyday. Hawaii County Civil Defense Director Darryl Oliveira said Thursday the National Guard is deploying 63 troops to Pahoa to help provide security. The troops will help with a roadblock and with other safety issues.

Lava from a vent at Kilauea volcano has been sliding northeast toward the ocean since June. Last month, scientists



Seen from a helicopter, a house burns to the ground as lava flows around it near the town of Pahoa.

AP PHOTO

said it was two weeks away from hitting the main road in Pahoa, a small town of about 350 residents. The lava slowed but has largely remained on course. People in the small town lying in its path say

the lava will reshape the community yard by yard as it slides toward the ocean. "She is so gentle, but so unrelenting. She is just slow and steady," said Jamila Dandini, a retiree who stopped at a

coffee shop down the road from where scientists have forecast the lava will likely cross. Like many others, she refers to the lava as Pele, the Hawaiian volcano goddess.

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## NATION | WORLD

## U.S., China unveil goals to cut pollution

**CHINA | BEIJING** — The United States and China pledged Wednesday to take ambitious action to limit greenhouse gases, aiming to inject fresh momentum into the global fight against climate change ahead of important talks next year.

President Barack Obama announced that the U.S. would move much faster in cutting its levels of pollution, Chinese President Xi Jinping agreed to cap China's emissions in the future — a striking, unprecedented move.

The unexpected breakthrough, unveiled on the last day of Obama's trip to China, reflected both nations' desire to display a united front that could blunt arguments from developing countries that have balked at demands that they get serious about pollution. Yet it was unclear how feasible it would be for either country to meet their goals, and Obama's pledge was sure to confront tough opposition in Congress.

The U.S. set a new target to reduce its emissions of heat-trapping gases by 26 percent to 28 percent by 2025, compared with 2005 levels. That's a sharp increase from earlier in Obama's presidency, when he pledged to cut emissions by 17 percent by 2020.

China, whose emissions are still



President Barack Obama, right, smiles after a group of children waved flags and flowers to cheer him during a ceremony Wednesday with Chinese President Xi Jinping at the Great Hall of the People in Beijing. AP PHOTO

growing as it builds new coal plants, didn't commit to cut emissions by a specific amount. Rather, Xi set a target for China's emissions to peak by 2030, or earlier if possible. He also pledged to increase the share of energy that China will derive from sources other than fossil fuels.

China accounts for around 30 percent of global emissions, but has only gotten serious in recent years as the large-scale impact on health and quality of life in China has come into focus, exacerbated by smothering smog in Beijing's skies.

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## VOLCANO

## HAWAII | HONOLULU

A family who lost their rented home to a lava flow in Hawaii is looking forward to building a new one on land that was covered by lava years ago. John and Margaret Byrd lived in the home with their family for eight years. They raised rabbits and other animals on the expansive property in the rural Big Island town of Pahoa. Their daughter Dianna Wilcox said Tuesday that a foundation for the new home 10 miles away was being poured as the rental home was burning down. The family decided to move in September, when it seemed likely that lava from Kilauea volcano would consume the house.

## DIPLOMACY

## CALIFORNIA | SAN FRANCISCO

Four students from Northern California who were in Russia for a leadership conference returned to the U.S. early because Russian authorities said they had the wrong visas. June Thompson, the executive director of the Oakland-based California Association of Student Councils, said the students who range in age from 18 to 27 had obtained tourist visas for their trip that began Oct. 31. But immigration authorities and police arrived at the conference unexpectedly Thursday and said they

should have obtained business visas. Thompson said officials interrogated the students, briefly detained them for trial and fined them each \$10.

## EDUCATION

## MINNESOTA | ST. PAUL

She's no Grinch about it, but Lynn Grewing is the principal who stole snow days at St. Cloud Cathedral. While public schools in Minnesota shut down in wintry weather Monday, Grewing's students logged in from home for a virtual class day. She said Tuesday that the test run went so well that students' cherished snow days are over. Virtual class will be the norm at St. Cloud Cathedral when weather makes getting to school impossible. Though it's easier to pull off at private schools that give students laptops, many public school districts also are sending kids home with homework when bad weather strikes.

## CRIME

## MISSOURI | WELDON SPRING

Missouri Gov. Jay Nixon said law enforcement officials have been working around the clock to make sure residents and businesses are kept safe when prosecutors announce whether a suburban St. Louis police officer will face charges for fatally shooting 18-year-old Michael Brown. A grand jury is expected

to decide later this month whether to indict Ferguson Officer Darren Wilson in Brown's Aug. 9 death. Nixon said looting and violence that marred mostly peaceful protests cannot be repeated.

## AMERICAS

## CHILE | SANTIAGO

An Irish-born Chilean priest has been sentenced to four years of probation after sexually abusing a minor while he was chaplain at a school in Santiago. A court in the Chilean capital also banned the Rev. John O'Reilly from any job near children. Prosecutors had asked for a 10-year prison sentence. O'Reilly was found guilty last month. O'Reilly arrived in Chile in the mid-1980s and was granted Chilean citizenship in 2008.

**BRAZIL | SAO PAULO** — Brazilian police killed more than 11,000 people between 2009 and 2013 for an average of six killings a day, a public safety group said Tuesday. The study by the Sao Paulo-based Brazilian Forum on Public Safety said police nationwide killed 11,077 people over the past five years, while law enforcement agents in the United States killed 10,090 people over the past 30 years. "The empirical evidence shows that Brazilian police make abusive use of lethal force to respond to crime and violence," the report said. Brazilian police also frequently execute suspects, said Bruno Paes

Manso of the University of Sao Paulo's Center for the Study on Violence. He called it "a practice rarely investigated."

## CARIBBEAN

## CUBA | HAVANA

Two U.S. Senators said they're optimistic that imprisoned American government contractor Alan Gross will be freed. Sens. Jeff Flake, of Arizona, and Tom Udall, of New Mexico, said in Havana that they met Gross for about two hours Tuesday during a trip that included meetings with Cuban officials. Gross was detained in December 2000 while working to set up Internet access. He was tried and sentenced to 15 years in prison.

## MIDDLE EAST

## UNITED NATIONS

Iranian Nobel Peace laureate Shirin Ebadi said the human rights situation in Iran is as bad under President Hassan Rouhani as it was under former president Mahmoud Ahmadinejad. Ebadi said in an interview Tuesday with The Associated Press the difference is that Ahmadinejad supported severe limitations on human rights while Rouhani has vowed to ease restrictions on freedom of expression and eliminate discrimination against women and minorities. But she said Rouhani "can't do much" against stiff resistance from hard-liners.

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## European probe set to land on comet

**GERMANY | BERLIN** — The European Space Agency will attempt to land a scientific probe Wednesday on the comet known as 67P/Churyumov-Gerasimenko. The agency's mission control center in Darmstadt, Germany, plans to give its unmanned Rosetta space probe the final go-ahead early Wednesday to drop a lander on the comet. Scientists hope that the data collected by Rosetta and its sidekick lander, Philae, will provide insights into the origins of comets and other objects in the universe.

## All by itself

Early Wednesday, traveling at 41,000 mph, Rosetta will execute a series of complicated maneuvers to reach the optimum drop-off point. About 2:35 a.m. CST, the lander will separate from the mother ship. Since it takes more than 28 minutes for a command to reach Rosetta, the lander has been programmed to perform the touchdown autonomously. Once the 220-



This picture taken by Rosetta shows a raised plateau on the larger lobe of Comet 67P/Churyumov-Gerasimenko. AP PHOTO

pound lander touches down, it will fire two harpoons into the 2.5-mile-wide comet's icy surface to avoid bouncing off in the low gravity. Even if the landing fails, mission manager Fred Jansen said Rosetta alone will be able to gather much of the data that scientists hope will help them learn more about the origins of comets, stars, planets and even life on Earth.

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## PAID ADVERTISEMENT

## Horse Liniment Erases Pain

**HALALAH, FL.** An ingredient often used to treat inflammation in race horse legs, is now back on the market in its original doctor recommended clinical strength formula.

According to a national drug survey, the formula at one time became so popular that it rose to the top of pharmacy sales for topical pain relievers. But the company marketing the product at the time changed the formula and sales plummeted. One of the ingredients of the original formula has brought it back to the market under the trade name AKTH ARREST and says it can relieve pain for millions.

AKTH ARREST works by a dual mechanism whereby one ingredient relieves pain immediately while a second ingredient seeps out and destroys the pain messenger signal before it can be sent to the brain. Considered a medical miracle by some, the AKTH ARREST formula is useful in the treatment of painful disorders ranging from minor aches and pains to more serious conditions such as arthritis, bursitis, rheumatism, tendonitis, and more.

AKTH ARREST is available in a convenient instant application at pharmacies without a prescription or call 1-877-551-1502. Now at: **Walgreens**



Dr. Craig Spencer, right, and New York Mayor Bill de Blasio laugh during a news conference Tuesday. AP PHOTO

## Doctor who had Ebola leaves NYC hospital

**NEW YORK | NEW YORK** — Hugging the health workers who cared for him, a doctor who recovered from Ebola said Tuesday he was a living example of effective treatment and urged support for those combating the virus' outbreak in West Africa. "Today, I am healthy," a grinning Dr. Craig Spencer said as he was released after nearly three weeks in Bellevue Hospital, where he had been the last Ebola patient under treatment in the U.S. "Please join me in turning our attention back to West Africa," where the virus has killed thousands of people this year, he added after thanking Bellevue staffers who treated him and getting a hug from the mayor, Spencer, 33, was diagnosed Oct. 23, days after returning from treating Ebola patients in Guinea with Doctors Without Borders. His was the first Ebola case in the nation's largest city, spurring an effort to contain anxieties along with the virus. Hours after his release, his fiancée was released from being quarantined at their Harlem apartment. Officials said she would instead be monitored, along with nearly 300 other people, including some Bellevue workers and recent travelers from West Africa.

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## Another Sierra Leonean doctor tests positive

**SIERRA LEONE | FREETOWN** — A doctor in Sierra Leone has tested positive for Ebola, dealing yet another blow to the country's fight against the deadly outbreak, an official announced Tuesday. Dr. Martin Salia, a specialist surgeon at a major hospital in the capital of Freetown, is the sixth Sierra Leonean doctor to become infected in this outbreak, Salia is receiving treatment, said Dr. Brima Kargbo, Sierra Leone's chief medical officer. Health workers are at particular risk because Ebola is transmitted through the body fluids of the sick — who are often vomiting or bleeding uncontrollably — and more than 500 have become infected in this outbreak. Even with the proper protection, staying safe while treating Ebola patients requires rigorous attention to detail, and the smallest mistake can lead to an infection. Nearly 5,000 people have died of the disease in this outbreak, the majority of them in Sierra Leone, Guinea and Liberia. In Mali, which has recorded just one case of Ebola, officials said Tuesday that nearly 30 members of a family that was visited by a toddler who brought the disease to the country have been released from a 21-day quarantine.

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**OKC Northwest 537**

Garage Sale • Lots of Misc. Items  
Thurs., Fri & Sat, 9-5  
6605 NW 24th

**Huge 4 Family - Fri, 8-3**  
803 NW 67th, Furn, TVs, linoleum,  
Harley helmets & much more!

**MOVING SALE - radial arm saw,**  
lots of furn, hunting items, tools  
**1617 Sunset Lane, 8-4**

2-Family Antics, cdtble, new toys,  
Christmas, HW items, furn, more!  
6909 Blue Spruce Ct.

**Huge Quail Creek Sale**  
11616 Vestal Rd Rd  
Fri/Sat, 7:30am-5pm

**"MULTIFAMILY GARAGE SALE"**  
9109 NW 90th Cir Yukon 76099  
Friday & Saturday 8AM-3PM

Frida, stove, tools, lawn eq, kids  
clothes, household kitchen items.  
5501 NW 45th St. Fri & Sat 8am

**Moving sale-Everything MUST go!**  
1230 NW 176th St Edmond, OK  
Fri-Sat

Huge vintage/antique doll sale  
and accessories, great prices.  
3024 Paseo, Sat 10-4, Sun 1-4

**MOVING SALE - Household items,**  
tools, china, buffet/butch., more!  
4055 NW 62nd Terr. Fri/Sat 9-5

**Estimate Sale**  
611A N. Villa Ave. OKC  
Sat., Oct. 18th - 9 AM to 5 PM

Huge Yard Sale, Fri & Sat,  
8am-5pm 5212 W. Hoffer Rd  
furn, tools, small appliances

**TODAY 4405 NW 44th**  
40 new signs, glassware,  
costume jewelry & much more!

**Somerset Sales - 4 Big Sales, 1**  
big 5 of Wildlife & Map, Th, Fri  
Sat, dishes, collect, furn & etc.

3 Family Sale, 7603 NW 101st,  
Sat only, 8AM-4PM, dog crates,  
lawn, household, antiques, more

**OKC Southeast 538**

7900 Forest Ln (74th) & Anderson  
Rd, Fri & Sat, 8-5, generator,  
chaper/stresser, antique curio.

**Huge Garage Sale 1125E SW 59th**  
Large size clothing, antique col-  
lectibles, little bit of everything!

**Multi-Family Sale**  
4008 SE 56th Court  
Thursday & Friday 8am-5pm

**OKC Southwest 539**

**Garage Sale**  
13029 Maple Dr Drive, OKC, OK  
Fri/Sat, 9-5, 9AM-1PM, furn, lin-  
oleum, hand, ammo gun parts,

**Attention!**  
Garage Sale 225 SW 149th  
Baby, men & women's items,  
household items, Fri & Sat

**HUGE GARAGE SALE**  
2601 SW 120th street  
Thurs & Fri Oct 16th & 17th 8am  
to 5pm Huge Multiple Family  
Garage Sale

**Multi Family Garage Sale, Lots of**  
clothes, linoleum, household items,  
etc. CASH ONLY! Thurs & Fri, Sat,  
12:00 Sherrie Elaine Dr, OKC

**Garage Sale**  
3209 SW 52nd Street  
Friday Oct 17 - 7am-5pm

**HUGE GARAGE SALE -**  
Thurs - Sat, 9-4 ONLY  
3329 SW 45th

5 family garage sale Fri & Sat  
12:00 SW 128 St, Play kitchen  
toys, home decor, clothes etc.

**BIG SALE 8-8, Quality, nice**  
things, new dishes & fabric -  
more! 8500 CHARLOTTE DR,

**1331 SW 58, Sat & Sun, Oct 18 &**  
19, 9-5, 1000, clothing, lin case  
crafter, furn equip.

**1320 SW 71st, Multi Family**  
Myrmas Items, books, toys,  
clothes, home decor, clothes etc.

**Yard & Estate Sale, 5000 S High**  
off of 91st, & P-35, Fri Sat & Sun  
9-5 Lots & lots of stuff, 475-5091

**2833 SW 54th Street**  
Fri-Sat Oct 17-18, 8:00am to  
5:30pm, Lots of misc, & furn.

**Furniture Household, Clothes &**  
More, 10095 Waterside Dr,  
Lakeridge Addition, 8am-1pm

**Avon clothing sale, Men's clothes**  
1329 SW 13th St,  
Fri/Sat/Sun

**Pro Moving Sale Fri Sat Zan-2am**  
Lots of everything, 17126 Triana  
Dr, 73170, Talavera Addition

**Lawn tools, hand tools, saws &**  
misc. Items, 7723 Wilcrest Dr,  
Fri & Sat 9am-4pm

**14301 Harli Lane (Westmore)**  
Addn Th Oct 16 - Sat Oct 18,  
Open 8am, furn, dishes, misc.

**OKC Southwest 539**

8813 S Kentucky Ave. Th/Fri/Sat  
furn, china cab, sofa & chair, new  
sheds. Kmas decor. lots of misc

**Piedmont 540**

Closing out home, Sat 8AM-4PM,  
610 1st St NW, furn, appliances,  
exercise eq, collector items, toys.

**Tuttle/Newcastle 542**

**Estate / Antique Sale**  
414 E. Main St, Tuttle  
Sat/Sun 10/18-9 & 10/19 9-12

**5 Family Saturday Only Furniture,**  
Home Decor, Clothing & Shoes.  
2105 N Main, 1/2 mile S of Casino

**Village/Nichols Hills 543**

**GARAGE SALE! 1712 Galford Ln**  
Nichols Hills, OK, Fri & Sat 10/17-  
18 7am-4pm TOYS baby gear/fur-  
niture and dishes (4 items), trip  
artwork, furn, electronics, kitchen  
liners/bedding, home acc & more!

**Yukon 544**

**Large Sale Fri/Sat, 11:30-2**  
Hockley Lane (Starry Hills) Lots of  
decor & seasonal items plus misc.

**Jewelry, Furs, Silver 548**

**New Charish Jewels 1st Ladies**  
diamond ring, cost \$399, sell  
\$3,000, 1-1-1, 405-234-8007

**Lawn, Garden, Outdoor**  
Equipment 549

**Records & Books 550**

**Automotive Equip, 8am-5pm**  
Use finance - 405-235-1517

**Miscellaneous 551**

**GE microwave 1100 Canon Rebel**  
camera 575. Sears radial saw  
\$1200 Sears hand vacuum 575.  
2 living room chairs, \$100 each;  
entertainment/curio cabinet \$500  
405-858-5260

**RECORDS & BOOKS**  
3020 NW 32nd, 9-5 Fri & Sat

**Sporting/Outdoors 558**

**Check it Out!**  
Cat Sporting Goods  
6601 NW 38th, 720-2026,  
Pistols, rifles, shotguns,  
Buy, sell, trade,  
Tickets for Tulsa show Nov 8-9,  
See us at the store this weekend.

**Check it Out!**  
4 passenger electronics large  
selection of gas & elec 372-5671.

**We buy Guns, Mustang, Guns &**  
Guns, Over 1000 guns! 376-0005

**English Sellers, F508, 4 months**  
old, s/w, 1M \$300, 51-5450,  
exc blood lines, 405-351-3846

**J. Mantion dol barrel 10ga 552**  
00 Tri Star 12ga 3/75, 208-6827

**OK's largest selection of used**  
Safes cars, 405-725-0971

**E, P, female, 6yrs old, good wild**  
and dog 3, 405-405-7604

**2 OLK State donor tickets, Sect.**  
32 face value \$650 each 405-27-6691

**Trailers 558.5**

**5x8, 5x10, 6x12, w/gates;**  
like new 16 foot tandem;  
\$650-\$1250 Cash, 405-201-6620

**5x8, 5x10, 6x12, w/gates;**  
like new 16 foot tandem;  
\$650-\$1250 Cash, 405-708-7350

**2 wheel pickup bed trailer,**  
\$175, 405-354-3740

**English Bulldog, Special M,**  
14yrs, 5925, 405-429-9028

**English Bulldog, AKC, 1 red/white**  
M \$1500, 1 white M \$2500  
Austin OK 520-504-9623-2066

**English Bulldog AKC pupo, 1M 1F**  
\$1500 1 adult F pupo, 1F \$500-8066

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**Animals 570.5**

**FREE KITTENS**  
3 kittens free to good home, 8  
wks, OK, 1F, 2M, first round of  
shots, good natured, 405-235-1517  
\$320 or timwashed@outlook

**Himmi 1/2 Persian, adult F, 1yr**  
44, blue cat, \$50, 405-761-9423  
carnell123@outlook

**Kittens**  
405-405-0552

**Regd 6 & Rare Toyger Kittens,**  
7-9 wks, TICA reg, shots/papers  
Beautiful, \$150, 405-688-1070

**Russian Blue, 4wrm, M, 9 wks,**  
s/w, \$200, 405-769-2527

**Dogs 573**

**Am Staff Corgi, 7mo M 75lb**  
XXL POP, \$350 500-237-2962

**Australian Shepherd Puppy**  
AKC reg, 7 weeks, shots/1st  
downs, 1 Beautiful Black Tri  
Male 1M can send Photos \$550  
Call or Text 405-213-5125 or  
405-206-3552

**Australian Shepherds-Mini**  
\$200 SW 3F S/W not checked  
Blue eyes, Blue Markers, Black B,  
Workable Stock, FFA/AA Project  
\$500-1000 call/text 405-226-8375  
or 405-655-6234-6234

**BEAGLES AKC - BLK/TAN/WHI**  
6wks shts/worm POP 47, 250.00 on  
1M 200.00 on 405-555-2957

**Border Collie Puppies ABCA Reg**  
Black/White, W/ls, Vaccinated 6-  
De-Wormed, \$300 405-308-5070

**Brittany Spaniel Pups**  
Champ, bloodline, AKC/AKC Trial  
Nemitted, 2M, 1F, left eye cov-  
ers, tails, shots, deworming,  
get check cards, 405-725-0971  
For more info, Jake 625-727-0027

**Cairn Terrier**  
M-\$350 F-\$400 580-983-9850

**Chihuahua, Cattle, Breds**  
EXTRA TINY TEACUPS  
\$250 Cash, 405-423-5164

**Chihuahua Puppies, full blood,**  
6wks, 2 left \$150 405-368-1294

**CHIHUAHUA PUPS - TEACUPS**  
1 wks, 2000-2500 - 580-9911

**Cocker Spaniels AKC, 3F 2M 6wks**  
\$325 - 405-694-6467, Lexington

**DACHSHUND MINIS**  
POP 3M 3F 6wks, s/w, Dapple  
6 wks \$2000-3500 324-6007-9

**DACHSHUND PUPPIES**  
long hair & short hair, \$200 \$300  
3-400 626-0377 - 552-1072

**English Bulldog, Special M,**  
14yrs, 5925, 405-429-9028

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\$1500 1 adult F pupo, 1F \$500-8066

**Dogs 573**

**ENGLISH MASTIFF PUPPIES**  
AKC English Mastiff puppies, 2  
females, 6 wks old, 13 weeks  
old, first two sets of shots given  
and wormed, beautiful pups!  
For information or pictures  
Text or Call Paul at  
405-366-5616, Thomas, 550-000

**German Shepherd Pups AKC, BPP**  
4M, 4F 600lbs, 405-862-0671

**German Shepherd 4 beautiful**  
black & tan Puppies 12 weeks  
2 Beagles, 6 months 5150lbs,  
405-426-1287

**German Shepherd Pups AKC Reg**  
12 wks old, weaned, 2nd shots  
de-wormed, 1F left \$400  
405-206-3552

**GOLDENDOODLES, 6 wks old**  
adorable, affectionate, great pets  
parents on site, 405-235-1517  
S/W, 5500-5600 - 405-226-0935

**GOLDENDOODLES mini/medium**  
the sweet/ypoos! Perfect!  
40-40lbs - vet work and accers  
included- \$1500  
ruby@uk

**Environmental Assessment for Oklahoma City Boulevard Available for Review,  
Alternative Chosen and Public Hearing Scheduled**

FOR IMMEDIATE RELEASE

October 17, 2014

PR# 14-042

The next step in finalizing plans for the Oklahoma City Boulevard begins Friday as the Oklahoma Department of Transportation completed and made available the project's environmental assessment which includes its preferred alternative. The document is available for public review and official comment on ODOT's website at [www.odot.org](http://www.odot.org) and also in printed form for review at the following locations in Oklahoma City:

**ODOT Headquarters**  
200 N.E. 21st Street  
Oklahoma City

**City of Oklahoma City**  
200 N. Walker Avenue  
Oklahoma City

**Metropolitan Downtown Library**  
300 Park Avenue  
Oklahoma City

This document describes the project's purpose and need, the different design alternatives discussed in previous meetings as well as the selected preferred alternative, Alternative C with modifications from input received in previous meetings. In addition, the document outlines the social, economic and environmental effect of each of the alternatives and ODOT's coordination and public involvement activities conducted as part of the formulation of the assessment.

For this project, ODOT and the Federal Highway Administration worked to develop a more user friendly environmental assessment based on FHWA's Every Day Counts initiative which focuses on accelerating project delivery through innovative ideas and collaboration.

In addition, ODOT and the City of Oklahoma City, in cooperation with FHWA, have scheduled a public meeting to present the findings of the Oklahoma City Boulevard environmental assessment and to obtain official public input. The public hearing will occur:

**Thursday, Nov. 13**

**5 p.m. - 7:30 p.m.**

**Chevy Bricktown Events Center**

**429 E. California St.**

**Oklahoma City**

**(free parking available in lot south of center)**

The public will have a variety of ways to be part of the official comment record for the Oklahoma City Boulevard. The public meeting will begin at 5 p.m. to give the citizens the chance to talk to planners and engineers about specific questions they may have about the project. A formal presentation will start at 5:30 p.m., followed by a public comment forum. Individuals wanting to make public comments must sign up to speak at the meeting and will be limited to three minutes each to assure that everyone has a chance to be heard. Additionally, citizens can make private verbal comments at the public meeting.

Written comments concerning this project or the environmental assessment can be made at the public meeting, mailed to Environmental Programs Division Engineer, ODOT, 200 NE 21st Street, Oklahoma City, Oklahoma, 73105 or emailed to [environment@odot.org](mailto:environment@odot.org) through Dec. 1, 2014.

The Oklahoma Department of Transportation strives to accommodate the needs of all residents. If you require special accommodation or translation services for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at (405) 521-2350 or [froesler@odot.org](mailto:froesler@odot.org) at least three working days prior to the public hearing.

**---[www.okladot.state.ok.us](http://www.okladot.state.ok.us)---**

**(Editors and News Directors: For more information, please call the ODOT Media and Public Relations Office at 405-521-6000.)**

# Media Advisory

\*\*\*\*\*  
Oklahoma Department of Transportation, Media & Public Relations Division  
200 N.E. 21st Street, Oklahoma City, OK 73105  
Phone: 405-521-6000, Fax: 405-521-2524  
\*\*\*\*\*

PLEASE DO NOT REPLY TO THIS EMAIL

\*\*\*\*\*  
Media Advisory  
November 5, 2014

## **Public Urged to Attend/Comment on Oklahoma City Boulevard Preferred Alternative and Environmental Assessment at Nov. 13 Public Hearing**

The Oklahoma Department of Transportation and the City of Oklahoma City, in cooperation with the Federal Highway Administration, have scheduled a public meeting to present the findings of the Oklahoma City Boulevard environmental assessment and to obtain official public input on the selected preferred alternative. The public hearing will occur:

**Thursday, Nov. 13  
5 p.m. - 7:30 p.m.  
Chevy Bricktown Events Center  
429 E. California St.  
Oklahoma City  
(free parking available in lot south of center)**

Information on the project and the environmental assessment can be viewed on ODOT's website at [www.odot.org](http://www.odot.org). The project's environmental assessment describes the project's purpose and need, the different design alternatives discussed in previous meetings as well as the selected preferred alternative, Alternative C with modifications from input received in previous meetings. The document is available for public review and official comment on ODOT's website.

The public meeting will begin at 5 p.m. to give the citizens the chance to talk to planners and engineers about specific questions they may have about the project. A formal presentation will start at 5:30 p.m., followed by a public comment forum. Individuals wanting to make public comments must sign up to speak at the meeting and will be limited to three minutes each so everyone has a chance to be heard. Additionally, citizens can make private official comments concerning this project verbally or in writing at the public meeting, mail comments to Environmental Programs Division Engineer, ODOT, 200 NE 21st Street, Oklahoma City, Oklahoma, 73105 or email them to [environment@odot.org](mailto:environment@odot.org) through Dec. 1, 2014.

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**[-www.okladot.state.ok.us-](http://www.okladot.state.ok.us)**

**(Editors and News Directors: For questions, please call the ODOT Media & Public Relations Division at 405-521-6000.)**

# Media Advisory

\*\*\*\*\*

Oklahoma Department of Transportation, Media & Public Relations Division  
200 N.E. 21st Street, Oklahoma City, OK 73105  
Phone: 405-521-6000, Fax: 405-521-2524

\*\*\*\*\*

PLEASE DO NOT REPLY TO THIS EMAIL

\*\*\*\*\*

Media Advisory  
November 12, 2014

## **\*\*Reminder\*\* Public Urged to Attend/Comment on Oklahoma City Boulevard Preferred Alternative and Environmental Assessment at Public Hearing Thursday**

The Oklahoma Department of Transportation and the City of Oklahoma City, in cooperation with the Federal Highway Administration, have scheduled a public meeting to present the findings of the Oklahoma City Boulevard environmental assessment and to obtain official public input on the selected preferred alternative. The public hearing will occur:

Thursday, Nov. 13  
5 p.m. - 7:30 p.m.  
Chevy Bricktown Events Center  
429 E. California St.  
Oklahoma City  
(free parking available in lot south of center)

Information on the project and the environmental assessment can be viewed on ODOT's website at [www.odot.org](http://www.odot.org). The project's environmental assessment describes the project's purpose and need, the different design alternatives discussed in previous meetings as well as the selected preferred alternative, Alternative C with modifications from input received in previous meetings. The document is available for public review and official comment on ODOT's website.

The public meeting will begin at 5 p.m. to give the citizens the chance to talk to planners and engineers about specific questions they may have about the project. A formal presentation will start at 5:30 p.m., followed by a public comment forum. Individuals wanting to make public comments must sign up to speak at the meeting and will be limited to three minutes each so everyone has a chance to be heard. Additionally, citizens can make private official comments concerning this project verbally or in writing at the public meeting, mail comments to Environmental Programs Division Engineer, ODOT, 200 NE 21st Street, Oklahoma City, Oklahoma, 73105 or email them to [environment@odot.org](mailto:environment@odot.org) through Dec. 1, 2014.

The Oklahoma Department of Transportation strives to accommodate the needs of all residents. If you require special accommodation or translation services for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at (405) 521-2350 or [froesler@odot.org](mailto:froesler@odot.org) at least three working days prior to the public hearing.

[-www.okladot.state.ok.us-](http://www.okladot.state.ok.us)

(Editors and News Directors: For questions, please call the ODOT Media & Public Relations Division at 405-521-6000.)

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Direct Mailing

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Oklahoma Department of Transportation  
Environmental Programs Division  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, Oklahoma 73105

## CROSSTOWN Boulevard

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### PUBLIC HEARING

Thursday, November 13, 2014

5:00 PM Open House

5:30 PM Formal Presentation

6:00 PM Formal Public Comments

Chevy Bricktown Events Center

429 E. California Street

*Free parking is available in the lot  
directly to the south of the event  
center.*



Oklahoma Department of Transportation  
Environmental Programs Division  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, Oklahoma 73105

## CROSSTOWN Boulevard

---

### PUBLIC HEARING

Thursday, November 13, 2014

5:00 PM Open House

5:30 PM Formal Presentation

6:00 PM Formal Public Comments

Chevy Bricktown Events Center

429 E. California Street

*Free parking is available in the lot  
directly to the south of the event  
center.*

E-mail Blast

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[Subscribe](#)[Share ▼](#)[Past Issues](#)[Trans](#)[Join us for the Crosstown Boulevard Public Hearing!](#)[View this email in your browser](#)

# CROSSTOWN Boulevard

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## PUBLIC HEARING

### You're invited!

The Oklahoma Department of Transportation (ODOT) and the City of Oklahoma City invite you to attend a public hearing to present the preferred alternative and results of the Environmental Assessment completed for the Crosstown Boulevard. The hearing will begin with an open house at 5:00 PM. During the open house, members of the public can provide written comments, visit one-on-one with staff, and provide private verbal comments. The open house will be followed by a formal presentation at 5:30 PM. At 6:00 PM members of the public will have an opportunity to give public verbal comments. Each individual signed up to speak by 6:15 PM will have a maximum of 3 minutes to speak. Join us to learn more about the future of the Crosstown Boulevard as well as next steps moving forward!

---

#### **Crosstown Boulevard Public Hearing Thursday, November 13, 2014**

5:00 PM Open House

5:30 PM Formal Presentation

6:00 PM Formal Public Comments

**Chevy Bricktown Events Center**

429 E. California Street  
*Free parking is available in the lot directly  
to the south of the event center.*

### Participant Registration

*Participation is free and open to the public. Registering simply allows us to better plan for the event.*

---

The hearing will begin with an open house at 5:00 PM. During the open house, members of the public can provide written comments, visit one-on-one with staff, and provide private verbal comments. The open house will be followed by a formal presentation at 5:30 PM. At 6:00 PM members of the public will have an opportunity to give public verbal comments. Each individual signed up to speak by 6:15 PM will have a maximum of 3 minutes to speak.

The EA describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, and the agency coordination and public involvement activities conducted as part of the EA. For this project, ODOT and FHWA developed a "user friendly" EA based on the latest guidance from FHWA's Every Day Counts initiative. This focuses on accelerating project delivery through innovative ideas and collaboration. Industry guidelines, such as the American Association of State Highway and Transportation Officials, provide examples of effective "user friendly" environmental documents such as those used in Oregon, Ohio, and Washington, among others.

The EA and supporting project technical reports are available on the ODOT website at <http://www.odot.org/meetings/a2014/141113/Environmental%20Assessment.htm>. The goal here is to increase collaboration with the public by using technology to distribute project information efficiently. The EA is also available in printed form at:

Oklahoma Department of Transportation  
200 N.E. 21st St.  
Oklahoma City, OK 73105

City of Oklahoma City

200 N Walker  
Oklahoma City, OK 73102

Metropolitan Downtown Library  
300 Park Avenue  
Oklahoma City, OK 73102

If any person wishes to submit written comments concerning this project or the EA, they may submit his/her comments to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 NE 21st Street, Oklahoma City, Oklahoma, 73105 or email [environment@odot.org](mailto:environment@odot.org), by no later than December 1, 2014 (postmarked on or by December 1, 2014).

Persons who would like to attend this hearing but find it difficult due to disability, physical barriers, or other special needs, or who require a language interpreter, may contact Frank Roesler III, Public Involvement Officer at (405) 521-2350 at least three working days prior to the public hearing.

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## Appendix B: Handouts

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Chinese Version  
English Version  
Spanish Version  
Vietnamese Version

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Chinese Version

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穿城大道（Crosstown Boulevard）公聽會  
2014 年 11 月 13 日 | 下午 5 點

## 歡迎

感謝您出席今天的穿城大道環境評估（環境評估、環境影響報告書之再評估）公聽會。本公聽會為您提供就環境評估表達意見的機會，包括有關穿城大道的環境評估。該道路旨在讓您更加便捷地從新 I-40 穿城高速（Crosstown Expressway）進入市中心，使通勤人士、訪客、居民可以經由此道路輕鬆進出社區、公司、旅遊景點、賽事舉辦地、會議中心及其他市中心活動地點。

## 公聽會議程

時間	事項
下午 5 點	<b>開放參觀：</b> 簽到、領取講義、觀看展覽、拜訪項目職員、就建議的改善舉措提問。
	注意——請決定您是否會提出意見。如需提議，請選擇提議方式並遵從指引*。
	開始 <b>非公開口述意見*</b> 及 <b>書面意見*</b> 。非公開口述意見時間至下午 5:30 終止。
下午 5 點半	項目陳述 <i>Frank Roesler, III</i> （弗蘭克·羅艾斯勒三世），俄克拉何馬州交通運輸部 <i>Eric Wagner</i> （艾瑞克·瓦格納），俄克拉何馬市 <i>Lisa Nungesser</i> （莉薩·南格賽）博士，柏誠（Parsons Brinckerhoff）
約 下午 6 點	<b>公開口述意見*</b> 方式于項目陳述結束後開始。
	民眾可繼續觀看展覽，拜訪項目職員。
下午 7 點半	公聽會結束。
	開始接受 <b>書面（信件、電郵或網路）意見*</b> ，提交截止日期為 2014 年 12 月 1 日。

\* 提議方式及指引見背面。

## 提議方式及說明

您可以選擇多種方式提出意見。您的意見作為環境評估過程的一部分，將由俄克拉何馬州交通運輸部和聯邦公路管理局審閱及參考。僅限就今晚的環境評估公聽會及有關該項目的聲明或觀點提出意見。您的提議時間為正式公聽會期間。您的提問作為官方記錄的一部分在此期間將無法解答。

## 非公開口述意見

您也可于下午 5:00 至 5:30 之間私下向法院書記官提出聲明。請跟隨標誌或詢問前往提供非公開口述意見的地點。請將填寫好的《口述意見表》交給法院書記官，並提供您的姓名、地址，如果適用，請一並提供您代表的團體、組織或公司名稱。然後將您的口述意見交給法院書記官。我們同樣鼓勵您參加下午 5:30 開始的項目陳述。

## 公開口述意見

項目陳述結束後開始接受公開口述意見。請填寫《口述意見表》。請於下午 6:15 前將表格交至前台指定的項目職員處。我們會按照上交註冊條的先後順序呼喚您的名字。當您被喚至麥克風前陳述意見時，請說出您的姓名、地址，如果適用，請一並說出您代表的團體、組織或公司名稱。為方便他人陳述，請您將發言時間控制在 3 分鐘內。公開口述意見會一直持續至所有願意提供意見的人士都發言完畢，或至大樓關閉為止。

## 書面意見

除口述意見以外，您還可以提供書面意見，或以書面意見代替口述意見。請填寫《書面意見表》，或使用自備紙張填寫，並附上您的姓名、地址，如果適用，請一並附上您代表的團體、組織或公司名稱。如果您在公聽會前已經準備好書面意見，您也可以一並提交。提交書面意見包括三種方式：

**當晚提交：**請填寫《書面意見表》並將表格與其他所有支持資料放入簽到桌上的箱中。

**郵寄：**請將書面意見郵寄至以下地址：

Oklahoma Department of Transportation  
Environmental Programs Division  
Room 3D2a  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
傳真：(405) 521-6917  
電郵：[environment@odot.org](mailto:environment@odot.org)



**網路：**查看環境評估及項目技術支持報告，並且在線提交意見，請至：<http://www.okladot.state.ok.us/meetings/other.php>。

提交意見的截止日期為 2014 年 12 月 1 日。

公眾參與

從第一次到最後一次的會議公眾意見有所不同，但從整體來說，下列公眾意見最突出，并在整個流程中一直得到體現。

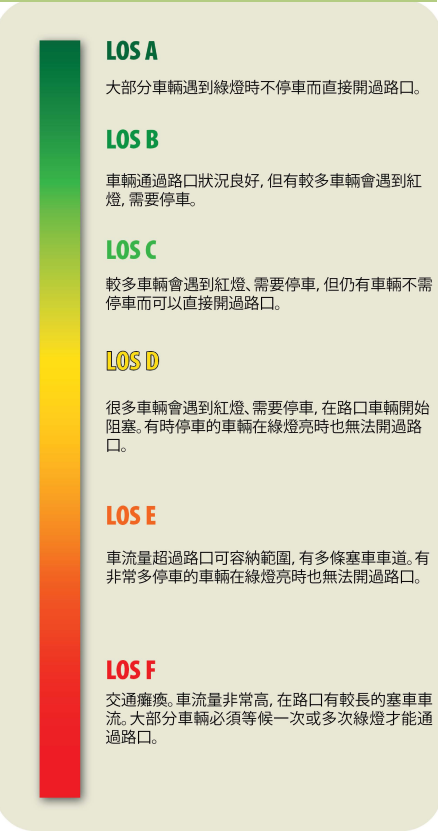
- 考慮現有的俄克拉荷馬市項目及研究調查
- 提供經濟發展機會
- 儘可能使該道路保持在同一平面上
- 減少車道數、降低車速
- 評估翻新原有市中心街道網格的可能性
- 使進入而非穿越市中心更方便
- 提供一個多模態的道路、更好地為核心區計劃好的公園提供服務
- 避免設置實體屏障



我們為四種方案都進行了交通流量分析，以確定本項目會如何改變市中心的交通狀況。我們分析了 2015 年及 2040 年早晚上下班高峰時段的交通狀況。如旁邊的圖例所示，道路及路口的交通流量狀況以所謂的 LOS（服務程度）來定義。LOS 使用 A 到 F 的字母來衡量交通流量狀況，以 A 代表最佳、F 代表最糟。我們對於 Crosstown Boulevard 的服務程度的目標是 LOS D 或更好。

各方案的交通流量概覽		
方案	2015 （路口LOS E 及 F 的百分比）	2040 （路口LOS E 及 F 的百分比）
A	40%	67%
B	57%	70%
C	36%	64%
D	46%	74%
資料來源：MacArthur Associated Consultants, LLC.，2014年		

公眾會議摘要		
日期	與會人數	意見 表格/信件數
2012 年 8 月 21 日	274	98
2012 年 12 月 3 日	244	36
2013 年 6 月 18 日	79	25
2014 年 5 月 7 日	101	320
資料來源：柏誠，2014 年		



# CROSSTOWN Boulevard



2014 年 11 月 13 日，週四 | 晚上 5:00 — 7:30 | 地點：Chevy Events Center

這次公聽會的目的是報告關於提議修建 Crosstown Boulevard 道路的項目調查報告。環境評估雖然涵蓋從 Pennsylvania Avenue 到 Byers Avenue 的範圍，但著重於尋求 **Western Avenue 到 E.K Gaylord Boulevard 部分**的解決方案。由於工程要求上的限制，通往 I-40 Crosstown Expressway 高速公路的連接路段在所有四個方案中都一致。

我們根據各方案如何能達到根據目的及需求而設立的項目標準而進行評估。每個方案都會獲得 1 至 4 的評分，以 4 分為最符合該項標準。然後我們將分數相加。獲得最高分的法案即是在整體上最能符合研究目標的方案。我們在本資料的表格中提供了這些結果。

## 目的

修建 Crosstown Boulevard 大道目的在於完成 I-40 Crosstown Expressway 高速公路項目、以期符合環境影響報告書及自 2002 年以來俄克拉荷馬市發生的諸多變化。

## 需求

- Crosstown Boulevard 一旦竣工將解決下列需求：
- 舒緩新的 I-40 Crosstown 高速公路坡道上的車輛阻塞
  - 恢復車輛進出俄克拉荷馬市的通途
  - 提供讓行人、騎車人士使用的道路

有疑問嗎？有意見嗎？  
如果您對於 Crosstown Boulevard 項目有任何疑問或意見，請訪問 [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) 填寫正式的意見表，或寫電郵至 [environment@odot.org](mailto:environment@odot.org)。提交意見的截止日期為 2014 年 12 月 1 日。

# 首選方案——方案 C

方案 C 獲得總分最高、最符合項目目的及需求，同時最能達到俄克拉何馬州交通運輸部和俄克拉何馬市的工程及設計要求，而且能最大限度減少對環境的負面影響。因此，俄克拉何馬州交通運輸部、聯邦公路管理局和俄克拉何馬市政府確認法案 C 為 Crosstown Boulevard 的首選方案。

首選方案是在進行徹底的環境及工程分析，以及接受大量的公眾意見後獲推薦的。鑒於公眾意見和反饋，方案體現了對之前獲批方案所做的幾處修改。以下是關於這些修改及最終評分矩陣的概述：

- 在利益相關者及俄克拉荷馬市要求把 Western Avenue 附近長度為 1,600 英尺的大橋拆除，并獲俄克拉荷馬市政府批准後提出。
- 包括有關 Western Avenue、Classen Boulevard 和 Crosstown Boulevard 三條馬路交會處可能產生的交通問題的三種考量。
- 把 Crosstown Boulevard 和新 Western Avenue 走向的車流分開，但會與 Reno Avenue 交匯。
- 關閉 Classen Boulevard 在Crosstown Boulevard 和新 Western Avenue之間的路段。
- 在 Reno Avenue 處關閉 Exchange Avenue。
- 去除 Western Avenue 和 Reno Avenue 路口的第五條車道。
- 在 Shartel Avenue 和 Lee Avenue 交接處提供一個路口
- 在從 Western Avenue 到 Bricktown Canal 的 Crosstown Boulevard 路段兩側修建一條 8 到 12 英尺寬的多用途通道



方案評分矩陣										
方案	目的及需求	利益相關者目標	當地適用性	環境資源	成本	交通流量	路權	建筑難度	修建期間交通流量	總計
A	2	1	3	2	1	3	3	1	2	18
B	3	2	3	3	2	2	3	1	2	21
C	4	3	4	4	3	4	3	4	2	31
D	1	4	1	1	4	1	4	3	1	20

資料來源：MacArthur Associated Consultants, LLC.，2014 年





俄克拉何馬州交通運輸部

# 公眾意見表

<http://www.odot.org/meetings/other.php>



## 俄克拉何馬市穿城大道 (Crosstown Boulevard)

謝謝您撥冗出席今天的會議並提供您的書面意見。用書面方式表達意見是讓您的聲音獲得關注的最有效方式之一。

姓名：

公司/組織：

地址：

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

傳真：(405) 522-5193

電郵：environment@odot.org

請於此日期前提交意見：

**12/01/2014**

城市：

州：

郵遞區號：

電郵地址：

利益相關者類型：

(請選擇所有符合的選項) \*

☐ 機構

☐ 市中心公司行號

☐ 市中心僱員

☐ 市民團體

☐ 當選官員

☐ 熱心市民

☐ 市中心業主

☐ 其他：\_\_\_\_\_

我的意見是關於：

(請選擇所有符合的選項) \*

☐ 方案分析

☐ 環境問題

☐ 首選方案

☐ 交通問題

☐ 項目整體

☐ 其他：\_\_\_\_\_

我的意見是關於下述項目地點：

(請選擇所有符合的選項) \*

☐ 東區連接

☐ 整條大道

☐ 西區連接

☐ 從賓夕法尼亞大道 (Pennsylvania Ave.) 至拜爾斯大道 (Byers Ave.)

☐ 其他：\_\_\_\_\_

郵寄偏好：

(請選擇所有符合的選項) \*

☐ 電郵

☐ 信件

“我對提議修建穿城大道項目一事有下述意見。”

(請轉至背面)

公眾意見表

第 2 頁， 共 2 頁

English Version

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## CROSTOWN BOULEVARD PUBLIC HEARING

Thursday, November 13, 2014 | 5:00 PM

### Welcome

Thank you for attending today's public hearing for the Environmental Assessment (EA, EIS reevaluation) of the Crosstown Boulevard. This public hearing provides you the opportunity to give comments on the EA, which contains information regarding the Crosstown Boulevard. The purpose of the boulevard is to provide greater access from the new I-40 Crosstown Expressway into downtown by providing a local route that allows commuters, visitors, and residents to easily get into and out of neighborhoods and businesses, tourist attractions, sporting events, the Convention Center and other downtown activities.

### Public Hearing Agenda

Time	Item
5:00 PM	<b>OPEN HOUSE:</b> Sign in, pick up handouts, review exhibits, visit with project staff and ask questions about the proposed improvements.
	Important – Determine if you will be providing comments. If so, determine which option(s) and follow the instructions*.
	Availability to provide <b>Private Verbal Comments*</b> and <b>Written Comments*</b> begins. Ability to provide <b>Private Verbal Comments</b> ends at 5:30 p.m.
5:30 PM	Project Presentation <i>Frank Roesler, III, Oklahoma Department of Transportation</i> <i>Eric Wagner, City of Oklahoma City</i> <i>Lisa Nungesser, PhD, Parsons Brinckerhoff</i>
Approx. 6:00 PM	<b>Public Verbal Comments*</b> option begins upon completion of the project presentation.
	Opportunity to review exhibits and visit with project staff continues.
7:30 PM	Public hearing ends.
	<b>Written (mail, email, or online) Comments*</b> will be accepted through December 1, 2014.

\* See options and instructions for providing comments on the back of this page.

## Options and Instructions for Providing Comments

Several options exist for providing comments. Your comments will be reviewed and considered by ODOT and FHWA as part of the EA process. Comments should be limited to tonight's EA public hearing, and statements or opinions about the project. **The formal hearing is the time to provide your comments. Questions cannot be answered during this time as part of the official record.**

### Private Verbal Comments

If you prefer to make a statement privately to the court reporter this option is available from 5:00 to 5:30 p.m. Follow the signs or ask for directions to the location for providing private verbal comments. Provide the court reporter with your completed "Verbal Comments Form", state your name, address, and if applicable, the group, organization or business you are representing. Then give the court reporter your comments. You are also encouraged to attend the project presentation that is scheduled to begin at 5:30 p.m.

### Public Verbal Comments

After the project presentation, public verbal comments will be accepted. Complete a "Verbal Comment Form." Give it to designated project staff at the reception table before 6:15 p.m. We will call your name in the order we receive your registration slips. When you are called to the microphone to provide comments, please state your name, address and, if applicable, the group, organization or business you are representing. Please limit your comments to 3 minutes to allow time for others to provide their comments. Public verbal comments will continue until everyone interested in providing comments has had the opportunity to do so or until the facility closes.

### Written Comments

You may provide written comments in addition to, or in place of, verbal comments. Complete the "Written Comment Form" or you may also use your own stationary. Include your name, address and, if applicable, the group, organization or business you are representing. If you prepared written comments prior to the public hearing, you may submit them also. Three options for submitting your written comments exist:

**Submit Tonight:** Complete the "Written Comment Form" and place the form along with any other supporting documentation in the box located at the sign-in table.

**Mail:** Send written comments to:

**Oklahoma Department of Transportation**  
Environmental Programs Division  
Room 3D2a  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
Fax: (405) 521-6917  
Email: [environment@odot.org](mailto:environment@odot.org)

**Online:** View the EA and the supporting project technical reports, as well as submit online comments at <http://www.okladot.state.ok.us/meetings/other.php>.



Deadline for comments is December 1, 2014.

# Preferred Alternative - Alternative C

Alternative C has the highest total score and would best meet the project purpose and need, as well as the engineering and design standards for ODOT and Oklahoma City and minimizes negative environmental impacts. As a result, ODOT, FHWA and Oklahoma City identify Alternative C as the Preferred Alternative for the Crosstown Boulevard.

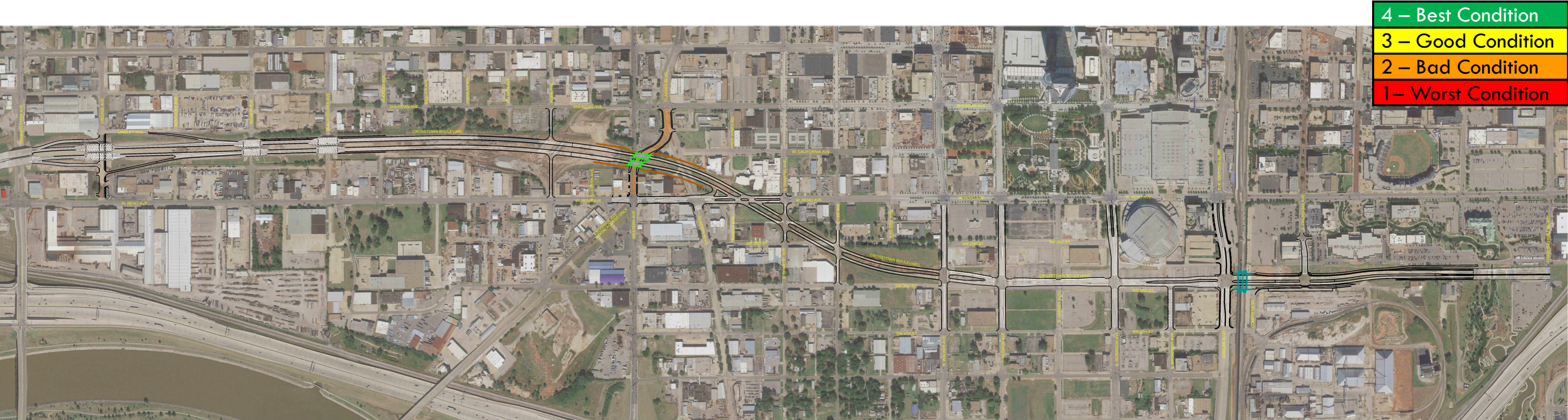
The preferred alternative is being recommended after a thorough environmental and engineering analysis, as well as significant public input. It reflects several modifications to the previously approved alternative in order to respond to public comment and feedback. The following summarizes these as well as the final scoring matrix.

- Developed when stakeholders and Oklahoma City asked that the 1,600 foot long bridge near Western Avenue be removed and the City of Oklahoma City approved
- Includes three considerations addressing potential traffic issues in the area where Western Avenue, Classen Boulevard and the Crosstown Boulevard meet
- Separates traffic from the Crosstown Boulevard and the new Western Avenue alignment but would come down to an intersection with Reno Avenue
- Closes Classen Boulevard between Reno Avenue and the new Western Avenue
- Closes Exchange Avenue at Reno Avenue
- Removes the fifth leg of the Western Avenue/Reno Avenue intersection
- Provides intersections at Shartel Avenue and Lee Avenue
- Includes an 8-12 foot wide multi-purpose trail along both sides of the Crosstown Boulevard from Western Avenue to Bricktown Canal



Alternatives Scoring Matrix										
Alternative	Purpose and Need	Stakeholder Objectives	Consistency with Locally Adopted	Environmental Resources	Costs	Traffic Flow	Right-of-Way	East of Construction	Traffic During Construction	Total
A	2	1	3	2	1	3	3	1	2	18
B	3	2	3	3	2	2	3	1	2	21
C	4	3	4	4	3	4	3	4	2	31
D	1	4	1	1	4	1	4	3	1	20

Source: MacArthur Associated Consultants, LLC. 2014



4 – Best Condition

3 – Good Condition

2 – Bad Condition

1 – Worst Condition

Public Involvement

Public comments varied from the first meeting to the last meeting but overall, the following public comments stood out and resonated throughout the process.

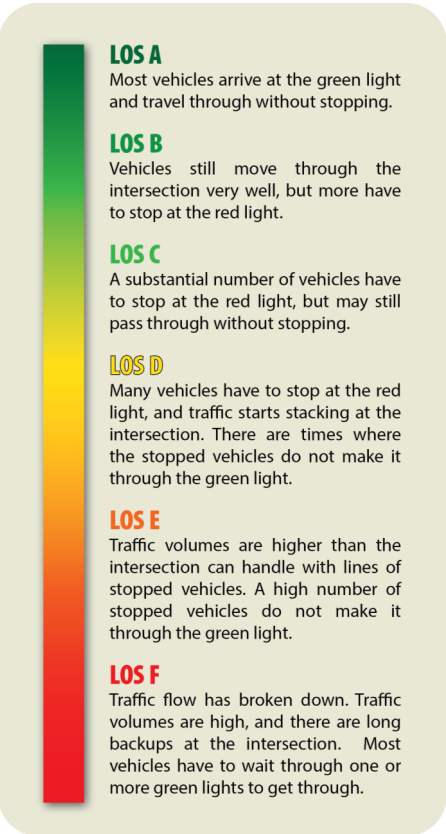
- Take into account current Oklahoma City plans and studies
- Provide opportunities for economic development
- Keep the boulevard at-grade as much as possible
- Reduce the number of traffic lanes and slow the speed of traffic
- Evaluate the possibility of restoring the original downtown street grid
- Provide greater access into downtown and not through it
- Provide a multi-modal boulevard that better serves the planned park in the core section
- Avoid the creation of physical barriers



A traffic analysis of the four alternatives was conducted to determine how the project would change downtown traffic. The traffic was analyzed for the years 2015 and 2040 in the morning and evening rush hours. As shown on the adjacent figure, the traffic flow conditions of roadways and intersections are defined by what is called levels of service or LOS. It uses letters A through F to measure traffic flow with A being the best and F being the worst. The LOS goal for the Crosstown Boulevard would be LOS D or better.

Traffic Summary of the Alternatives		
Alternative	2015 (Percent of LOS E and F Intersections)	2040 (Percent of LOS E and F Intersections)
A	40%	67%
B	57%	70%
C	36%	64%
D	46%	74%
Source: MacArthur Associated Consultants, LLC. 2014		

Summary of Public Meetings		
Date	Attendees (#)	Comment Forms/Letters (#)
August 21, 2012	274	98
December 3, 2012	244	36
June 18, 2013	79	25
May 7, 2014	101	320
Source: Parsons Brinckerhoff 2014		



CROSSTOWN  
Boulevard



Thursday, November 13, 2014 | 5:00 PM—7:30 PM | Chevy Events Center

The purpose of this hearing is to present the findings of the Environmental Assessment for the proposed project to construct the Crosstown Boulevard. While the Environmental Assessment covers the area from Pennsylvania Avenue to Byers Avenue, **it focused on developing solutions for Western Avenue to E.K. Gaylord Boulevard.** The east and west connections to I-40 Crosstown Expressway remain the same for all four alternatives due to engineering constraints.

Alternatives were evaluated based on how well they met project criteria developed from the purpose and need. Each alternative was assigned a score ranging from one to four, with four being the highest (or best) for the criteria. The scores were then totaled. The alternative with the highest total would best meet the study objectives overall. The table inside this handout provides these results.

**PURPOSE**

The purpose of constructing the Crosstown Boulevard is to complete the I-40 Crosstown Expressway Relocation Project in a way that is consistent with the EIS, and makes sense with the changes that have happened in Oklahoma City since 2002.

**NEED**

Once completed, the Crosstown Boulevard would fill the following needs:

- Alleviate traffic backing up on the new I-40 Crosstown ramps
- Restore lost vehicular access to downtown Oklahoma City
- Provide pedestrian and bicyclist accessibility

**QUESTIONS? COMMENTS?**  
If you have any questions or comments about the Crosstown Boulevard Project, please visit [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) to fill out an official comment form, or send an e-mail to [environment@odot.org](mailto:environment@odot.org). Deadline for comments is December 1, 2014.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

BUSINESS/ORGANIZATION:

ADDRESS:

CITY:

STATE:

ZIP:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by:

12/01/2014

Print Form

Reset Form

Submit by Email

Stakeholder Type:

(check all that apply)\*

☐ Agency

☐ Civic Group

☐ Downtown Property Owner

☐ Downtown Business

☐ Elected Official

☐ Other: \_\_\_\_\_

☐ Downtown Employee

☐ Concerned Citizen

My comment concerns:

(check all that apply)\*

☐ Alternatives Analysis

☐ Traffic Issues

☐ Environmental Issues

☐ Overall Program

☐ Preferred Alternative

☐ Other: \_\_\_\_\_

My comment pertains to the following project location:

(check all that apply)\*

☐ East Connection

☐ Pennsylvania Ave. to Byers Ave.

☐ Entire Boulevard

☐ Other: \_\_\_\_\_

☐ West Connection

Mailing List Preference:

(check all that apply)\*

☐ Email

☐ US Mail

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

PUBLIC COMMENT FORM

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Spanish Version

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## CROSSTOWN BOULEVARD AUDIENCIA PÚBLICA

Jueves, 13 de noviembre de 2014 | 5:00 PM

### Bienvenidos

Gracias por asistir a la audiencia pública de hoy para la Evaluación Ambiental (EA, reevaluación EIS) del Crosstown Boulevard. Esta audiencia pública le da la oportunidad de hacer comentarios sobre la EA, que contiene información sobre el Crosstown Boulevard. El propósito del boulevard es brindar un mayor acceso desde la nueva I-40 Crosstown Expressway hasta el centro de la ciudad proporcionando una ruta local que permita a los viajeros diarios, visitantes y residentes entrar y salir fácilmente de los vecindarios y los negocios, las atracciones turísticas, los eventos deportivos, el Centro de Convenciones y otras actividades realizadas en el centro de la ciudad.

### Orden del día de la audiencia pública

Hora	Tema
5:00 PM	<b>CASA ABIERTA:</b> Regístrese, recoja folletos, revise las exposiciones, charle con el personal del proyecto y haga preguntas sobre las mejoras que se han propuesto.
	Importante – Decida si brindará comentarios. Si así es, decida qué opción (u opciones) y siga las instrucciones*.
	Comienza la disponibilidad para proporcionar <b>Comentarios verbales privados*</b> y <b>Comentarios escritos*</b> . La capacidad de proporcionar <b>Comentarios verbales privados</b> termina a las 5:30 p.m.
5:30 PM	Presentación del proyecto <i>Frank Roesler, III, Departamento de Transporte de Oklahoma</i> <i>Eric Wagner, Ciudad de Oklahoma City</i> <i>Lisa Nungesser, Doctora, Parsons Brinckerhoff</i>
Aprox. 6:00 PM	La opción de <b>Comentarios verbales públicos*</b> comienza al finalizar la presentación del proyecto.
	Continúa la oportunidad de revisar las muestras y charlar con el personal del Proyecto.
7:30 PM	Finaliza la audiencia pública.
	<b>Los Comentarios escritos (por correo, correo electrónico o Internet)*</b> se aceptarán hasta el 1 de diciembre de 2014.

\* *Consulte las opciones para proporcionar comentarios al dorso de esta página.*

## Opciones e instrucciones para proporcionar comentarios

Hay varias opciones para indicar comentarios. Sus comentarios serán revisados y considerados por ODOT y FHWA como parte del proceso de la evaluación EA. Los comentarios se deben limitar a la audiencia pública sobre la EA de esta noche, y a declaraciones u opiniones sobre el proyecto. **La audiencia formal es el momento de proporcionar sus comentarios. No se pueden responder preguntas durante este momento como parte del registro oficial.**

### Comentarios verbales privados

Si prefiere hacer una declaración en privado al taquígrafo del tribunal, esta opción está disponible desde las 5:00 a las 5:30 p.m. Siga los carteles o pregunte cómo llegar al lugar para hacer un comentario verbal. Brinde al taquígrafo del tribunal su "Formulario de comentarios verbales" lleno, indique su nombre, dirección, y si corresponde, el grupo, organización u empresa que representa. Luego díglele sus comentarios al taquígrafo del tribunal. Se le alienta a asistir a la presentación del proyecto cuyo inicio está programado para las 5:30 p.m.

### Comentarios verbales públicos

Tras la presentación del proyecto, se aceptarán comentarios verbales públicos. Llene un "Formulario de comentario verbal". Entrégueselo al personal designado del proyecto en la mesa de recepción antes de las 6:15 p.m. Lo llamaremos en el orden que recibamos los talones de registro. Cuando lo llamen al micrófono para hacer comentarios, indique su nombre, dirección y, si corresponde, el grupo, la organización o empresa que representa. Limite sus comentarios a 3 minutos para dar tiempo a otros a hacer los suyos. Los comentarios verbales públicos continuarán hasta que todos los interesados en hacer comentarios hayan tenido la oportunidad de hacerlo o hasta que cierre el lugar.

### Comentarios escritos

Puede hacer comentarios escritos además de comentarios verbales, o en lugar de ellos. Llene el "Formulario de comentarios escritos" o utilice también papelería con su propio membretado. Incluya su nombre, dirección, y si corresponde, el grupo, la organización o empresa que representa. Si preparó comentarios escritos antes de la audiencia pública, también puede presentarlos. Existen tres opciones para presentar sus comentarios escritos:

**Presentarlos esta noche:** Llene el "Formulario de comentarios escritos" y coloque el formulario junto a cualquier otra documentación de apoyo en la caja ubicada en la mesa de registro.

**Por correo:** Envíe comentarios escritos a:

**Departamento de Transporte de Oklahoma**

División de Programas Ambientales

Room 3D2a

200 NE 21<sup>st</sup> Street

Oklahoma City, OK 73105-3204

Fax: (405) 521-6917

Correo electrónico: [environment@odot.org](mailto:environment@odot.org)

**En línea:** Consulte la EA y los informes técnicos de apoyo del proyecto, y envíe comentarios en línea en <http://www.okladot.state.ok.us/meetings/other.php>.



La fecha límite para presentar comentarios es el 1 de diciembre de 2014.

# Alternativa preferente - Alternativa C

La Alternativa C tiene el puntaje total más elevado y satisfaría de la mejor manera el propósito y la necesidad del proyecto, así como también los estándares de ingeniería y diseño del ODOT y Oklahoma City, y minimiza los impactos ambientales negativos. Como resultado, el ODOT, FHWA y Oklahoma City identifican la Alternativa C como la alternativa preferente para el Crosstown Boulevard.

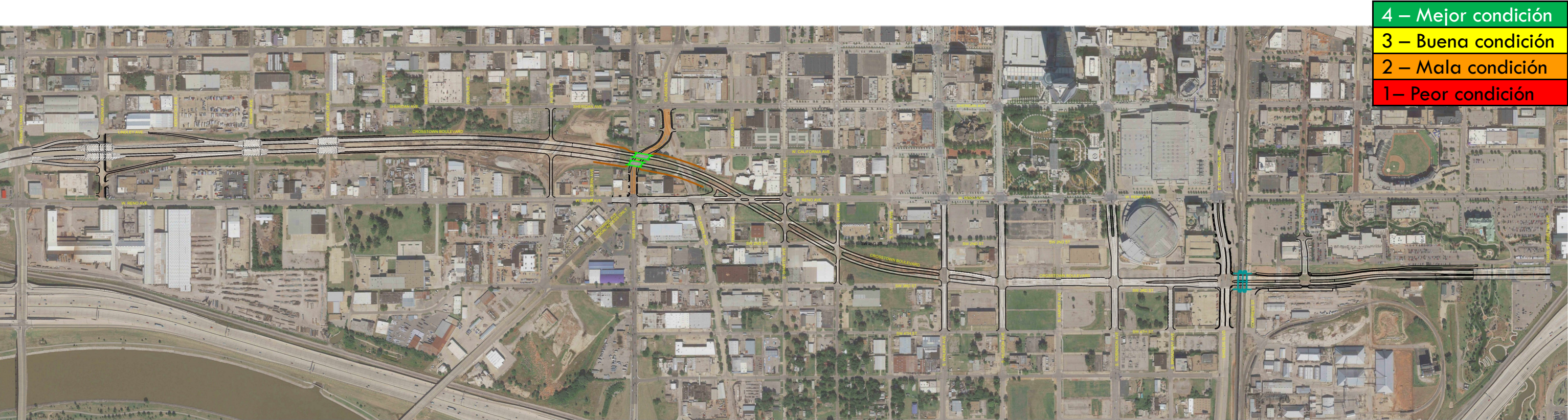
La alternativa preferente se recomienda luego de un exhaustivo análisis ambiental y de ingeniería, y también un considerable aporte público. Refleja varias modificaciones a la alternativa aprobada anteriormente para responder a los comentarios y las opiniones del público. Lo siguiente resume lo mencionado y también la matriz de puntaje final.

- Fue desarrollada cuando los participantes autorizados y Oklahoma City pidieron que se quitara el puente de 1,600 pies de largo cerca de Western Avenue y la Ciudad de Oklahoma City la aprobó.
- Incluye tres consideraciones que abordan problemas de tráfico potenciales en el área donde se cruzan Western Avenue, Classen Boulevard y el Crosstown Boulevard.
- Separa el tránsito del Crosstown Boulevard y el nuevo trazado de Western Avenue, pero llegaría a una intersección con Reno Avenue.
- Cierra Classen Boulevard entre Reno Avenue y la nueva Western Avenue.
- Cierra Exchange Avenue en Reno Avenue.
- Quita la quinta etapa de la intersección Western Avenue/Reno Avenue.
- Brinda intersecciones en Shartel Avenue y Lee Avenue.
- Incluye un sendero multipropósito de 8-12 pies a lo largo de ambos lados del Crosstown Boulevard desde Western Avenue hasta Bricktown Canal.



Matriz de puntaje de alternativas										
Alternativa	Propósito y necesidad	Objetivos de los interesados	Coherencia con planes adoptados localmente	Recursos ambientales	Costos	Flujo del tráfico	Derecho de vía	Este de la construcción	Tráfico durante la construcción	Total
A	2	1	3	2	1	3	3	1	2	18
B	3	2	3	3	2	2	3	1	2	21
C	4	3	4	4	3	4	3	4	2	31
D	1	4	1	1	4	1	4	3	1	20

Fuente: MacArthur Associated Consultants, LLC. 2014



# Participación pública

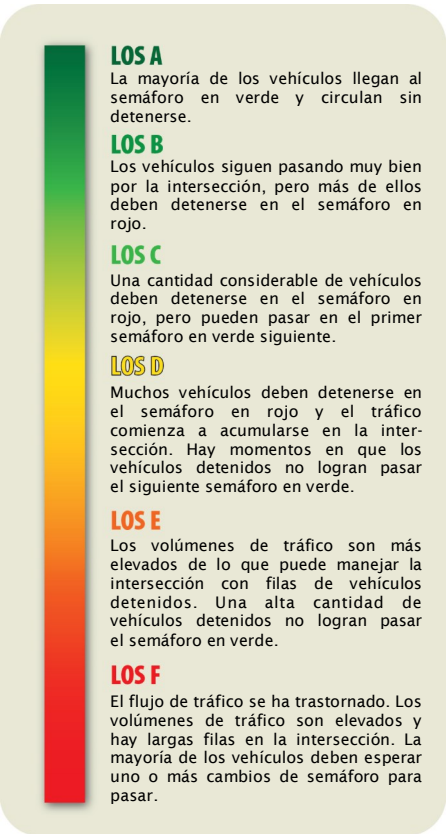
Los comentarios públicos variaron desde la primera asamblea a la última, pero en general, se destacaron los siguientes comentarios públicos y tuvieron eco durante todo el proceso.

- Tomar en cuenta los planes y estudios actuales de Oklahoma City
- Brindar oportunidades de desarrollo económico
- Mantener el boulevard nivelado lo más posible
- Reducir la cantidad de carriles de tráfico y reducir la velocidad del tráfico
- Evaluar la posibilidad de restaurar la cuadrícula de calles original del centro
- Brindar mayor acceso al centro y no atravesarlo
- Brindar un boulevard multimodal que sirva mejor al parque planeado en la sección central
- Evitar la creación de barreras físicas



Se realizó un análisis de tránsito de las cuatro alternativas para determinar cómo el proyecto cambiaría el tráfico en el centro. El tráfico se analizó para los años 2015 y 2040 en las horas pico de la mañana y la tarde. Como se indica en la figura adyacente, las condiciones de flujo de tráfico de calles e intersecciones se definen por los que se llaman niveles de servicio o LOS (por su sigla en inglés). Utiliza letras de la A a la F para medir el flujo del tráfico, donde A es el mejor nivel y F es el peor. El objetivo de LOS para el Crosstown Boulevard sería LOS D o mejor.

Resumen de tráfico de las alternativas		
Alternativa	2015 (Porcentaje de intersecciones LOS E y F)	2040 (Porcentaje de intersecciones LOS E y F)
A	40%	67%
B	57%	70%
C	36%	64%
D	46%	74%
Fuente: MacArthur Associated Consultants, LLC. 2014		



# CROSSTOWN Boulevard



Jueves 13 de noviembre de 2014 | 5:00 PM—7:30 PM | Chevy Events Center

El propósito de esta audiencia es presentar los resultados de la Evaluación Ambiental para el proyecto propuesto de construir el Crosstown Boulevard. Aunque la Evaluación Ambiental cubre el área desde Pennsylvania Avenue a Byers Avenue, **se concentró en desarrollar soluciones para Western Avenue hasta E.K. Gaylord Boulevard**. Las conexiones este y oeste a I-40 Crosstown Expressway siguen iguales para las cuatro alternativas debido a restricciones de ingeniería.

Se evaluaron las alternativas según cuán bien cumplen los criterios del proyecto desarrollados desde el propósito y la necesidad. A cada alternativa se le asignó un puntaje de uno a cuatro, donde cuatro es el más elevado (el mejor) para los criterios. Los puntajes luego se sumaron. La alternativa con el total más elevado cumpliría de mejor manera los objetivos generales. La tabla dentro de este folleto muestra estos resultados.

## PROPÓSITO

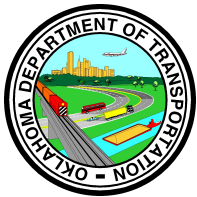
El propósito de construir el Crosstown Boulevard es completar el Proyecto de Reubicación de I-40 Crosstown Expressway de manera coherente con la EIS, y tiene sentido con respecto a los cambios que han tenido lugar en Oklahoma City desde 2002.

## NECESIDAD

- Una vez terminado, el Crosstown Boulevard satisfaría las siguientes necesidades:
- Aliviar el tráfico que se acumula en las rampas de la nueva I-40 Crosstown
  - Restaurar el acceso vehicular al centro de Oklahoma City
  - Brindar acceso a peatones y ciclistas

## ¿PREGUNTAS? ¿COMENTARIOS?

Si tiene alguna pregunta o comentario sobre el Proyecto Crosstown Boulevard Project, visite [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) para llenar un formulario oficial de comentarios o envíe un correo electrónico a [environment@odot.org](mailto:environment@odot.org). La fecha límite para los comentarios es el 1 de diciembre de 2014.



# FORMULARIO DE COMENTARIOS PÚBLICOS

<http://www.odot.org/meetings/other.php>



## Oklahoma City Crosstown Boulevard

Queremos agradecerle por tomarse el tiempo de asistir a esta reunión y brindarnos comentarios escritos. Poner por escrito sus comentarios es una de las maneras más efectivas de hacer que sus inquietudes sean atendidas.

NOMBRE:

EMPRESA/ORGANIZACIÓN:

DIRECCIÓN:

CIUDAD:

ESTADO:

C.P.:

CORREO ELECTRÓNICO:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

correo electrónico: [environment@odot.org](mailto:environment@odot.org)

**Envíe los comentarios antes de:**

**12/01/2014**

Tipo de participante  
interesado:  
(marque todo lo que corresponda)\*

☐ Agencia

☐ Grupo cívico

☐ Dueño de propiedad  
en el centro

☐ Negocio en el centro

☐ Funcionario electo

☐ Otro: \_\_\_\_\_

☐ Empleado en el centro

☐ Ciudadano preocupado

Mis inquietudes  
comentadas:  
(marque todo lo que corresponda)\*

☐ Análisis de alternativas

☐ Problemas de tránsito

☐ Problemas ambientales

☐ Programa general

☐ Alternativa preferida

☐ Otra: \_\_\_\_\_

Mi comentario corresponde  
ala siguiente ubicación de  
proyecto:  
(marque todo lo que corresponda)\*

☐ Conexión Este

☐ Pennsylvania Ave. a Byers Ave.

☐ Todo el Boulevard

☐ Otra: \_\_\_\_\_

☐ Conexión Oeste

Preferencia de lista de correo:  
(marque todo lo que corresponda)\*

☐ Correo electrónico

☐ Correo postal

*"Tengo los siguientes comentarios sobre el proyecto propuesto para construir el Crosstown Boulevard."*

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(CONTINÚA AL DORSO)

## FORMULARIO DE COMENTARIOS PÚBLICOS

Página 2 de 2

Vietnamese Version

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## HỌP GÓP Ý CÔNG CỘNG VỀ CROSSTOWN BOULEVARD

Thứ Năm, Ngày 13 Tháng Mười Một, 2014 | lúc 5 giờ chiều

### Kính chào quý vị

Cám ơn quý vị đã đến dự buổi họp góp ý công cộng hôm nay cho việc Đánh Giá Môi Trường (EA, tái thẩm định EIS) của Crosstown Boulevard. Buổi họp góp ý công cộng này cho quý vị cơ hội để góp ý về EA, bao gồm những chi tiết liên quan đến Crosstown Boulevard. Mục đích của con đường này là để giúp cho việc ra vào dễ dàng hơn đường mới I-40 Crosstown Expressway đi vào khu downtown bằng cách cung cấp một tuyến đường địa phương giúp cho người đi làm, du khách, và người dân dễ dàng đi vào và đi ra từ các khu phố và thương nghiệp, những địa điểm thu hút du khách, những buổi tổ chức thể thao, Trung Tâm Hội Nghị và những hoạt động khác trong khu downtown.

### Chương Trình Họp Góp Ý Công Cộng

Giờ	Vấn Đề
5 giờ chiều	<b>KHAI MẠC:</b> Ghi danh, lấy bản thông tin, xem phần triển lãm, gặp nhân viên dự án và nêu thắc mắc về những cải tiến được đề nghị.
	Điều Quan Trọng – Quyết định xem quý vị có muốn góp ý hay không. Nếu muốn, chọn (những) cách góp ý và làm theo chỉ dẫn*.
	Bắt đầu phần <b>Phát Biểu Ý Kiến Riêng Tư*</b> và <b>Viết Thư Góp Ý*</b> . Phần <b>Phát Biểu Ý Kiến Riêng Tư</b> kết thúc lúc 5 giờ 30 chiều.
5 giờ 30 chiều	Thuyết Trình Dự Án <i>Frank Roesler, III, Sở Giao Thông Oklahoma</i> <i>Eric Wagner, Thành Phố Oklahoma</i> <i>Lisa Nungesser, PhD, Parsons Brinckerhoff</i>
Khoảng 6 giờ tối	Bắt đầu phần chọn lựa <b>Phát Biểu Ý Kiến Công Khai*</b> sau khi kết thúc phần thuyết trình dự án.
	Tiếp tục xem triển lãm và gặp nhân viên dự án.
7 giờ 30 tối	Kết thúc buổi họp góp ý công cộng.
	<b>Thư Góp Ý (gửi bưu điện, email, hay trong mạng điện toán)*</b> sẽ được nhận cho đến ngày 1 tháng Mười Hai, 2014.

\* Xem những cách góp ý và chỉ dẫn ở trang bên kia.

## Những Cách Góp Ý và Chỉ Dẫn

Có nhiều cách để góp ý. Ý kiến của quý vị sẽ được xem xét và cân nhắc bởi ODOT và FHWA như là một phần trong quá trình EA. Quý vị nên giới hạn phần góp ý của mình trong nội dung của buổi họp góp ý công cộng EA tới nay, và những ý kiến hoặc quan điểm về dự án. **Phần góp ý chính thức là lúc quý vị được đóng góp ý kiến. Những thắc mắc sẽ không thể trả lời trong lúc này như là một phần trong hồ sơ chính thức.**

## Phát Biểu Ý Kiến Riêng Tư

Nếu quý vị muốn góp ý riêng với thư ký buổi họp thì có thể chọn như vậy từ 5 giờ đến 5 giờ 30 chiều. Hãy đi theo bảng chỉ dẫn hoặc hỏi đường để đến địa điểm góp ý riêng. Đưa cho thư ký buổi họp “Phiếu Phát Biểu Ý Kiến” mà quý vị đã điền đầy đủ, ghi rõ tên, địa chỉ, và quý vị đại diện cho tập thể, tổ chức hoặc doanh nghiệp nào, nếu có. Sau đó hãy nói với thư ký buổi họp những ý kiến của quý vị. Quý vị cũng nên tham dự phần thuyết trình dự án trong lịch trình sẽ bắt đầu lúc 5 giờ 30 chiều.

## Phát Biểu Ý Kiến Công Khai

Sau phần thuyết trình dự án, những ý kiến phát biểu công khai sẽ được chấp nhận. Xin điền vào “Phiếu Phát Biểu Ý Kiến.” Đưa phiếu này cho nhân viên dự án đã được chỉ định tại bàn tiếp tân trước 6 giờ 15 tối. Chúng tôi sẽ gọi tên quý vị theo thứ tự khi chúng tôi nhận phiếu ghi danh của quý vị. Khi quý vị được gọi đến bên microphone để phát biểu ý kiến, xin nói rõ tên, địa chỉ, và quý vị đại diện cho tập thể, tổ chức hoặc doanh nghiệp nào, nếu có. Xin giới hạn phần góp ý của quý vị trong 3 phút để có đủ thời gian cho những người khác góp ý. Phần phát biểu ý kiến công khai sẽ tiếp tục cho đến khi tất cả mọi người muốn góp ý đều đã có cơ hội để góp ý hoặc cho đến khi cơ sở đóng cửa.

## Thư Góp Ý

Quý vị có thể viết thư góp ý để thêm vào, hoặc để thay cho, việc phát biểu ý kiến. Xin điền vào “Phiếu Góp Ý” hoặc quý vị cũng có thể tự viết thư này. Xin ghi rõ tên, địa chỉ của quý vị và quý vị đại diện cho tập thể, tổ chức hoặc doanh nghiệp nào, nếu có. Nếu quý vị đã viết sẵn thư góp ý trước khi đến dự buổi họp góp ý công cộng, quý vị cũng có thể nộp lại thư đó. Có ba cách để gửi thư góp ý của quý vị:

**Gửi Ngay Tối Nay:** Điền vào “Phiếu Góp Ý” và bỏ phiếu này cùng với những tài liệu chứng minh khác vào thùng đặt tại bàn ghi danh.

**Gửi Bằng Bưu Điện:** Gửi thư góp ý đến:

**Oklahoma Department of Transportation**  
Environmental Programs Division  
Room 3D2a  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
Fax: (405) 521-6917  
Email: [environment@odot.org](mailto:environment@odot.org)

**Trong Mạng Điện Toán:** Xem phần EA và các báo cáo kỹ thuật hỗ trợ cho dự án, cũng như là để gửi góp ý trong mạng điện toán tại <http://www.okladot.state.ok.us/meetings/other.php>.



**Hạn chót để góp ý là ngày 1 tháng Mười Hai, 2014.**

# Phương Án Lựa Chọn Thay Thế - Phương Án C

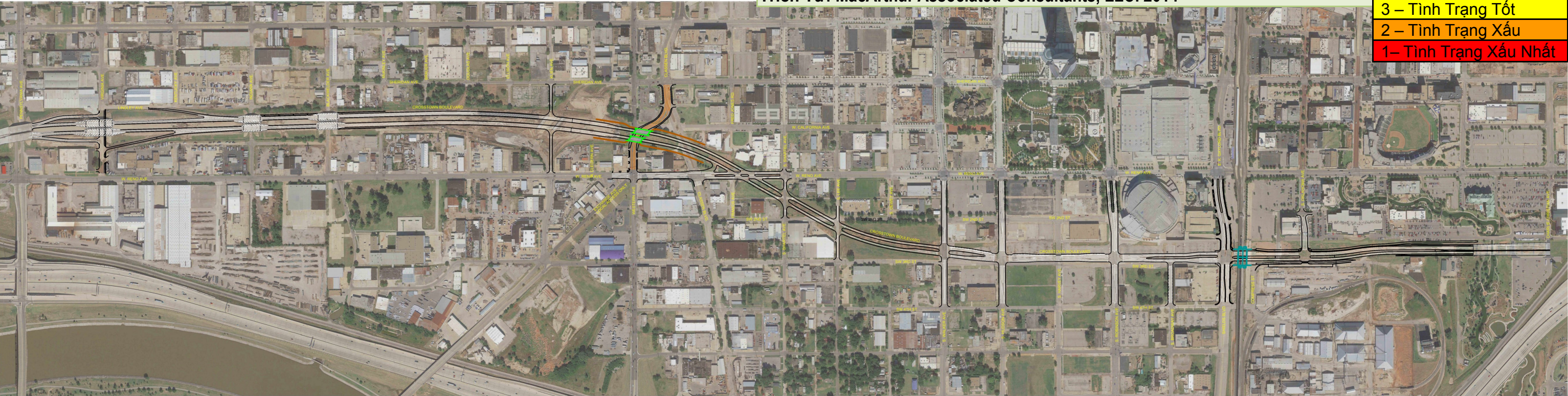
Phương Án C đạt được số điểm cao nhất và sẽ đáp ứng tốt nhất mục đích và nhu cầu của dự án, cũng như các tiêu chuẩn kỹ thuật và thiết kế dành cho ODOT và Thành Phố Oklahoma và giảm tối đa những tác động không tốt cho môi trường. Vì vậy, ODOT, FHWA và Thành Phố Oklahoma xác định Phương Án C là Phương Án Lựa Chọn Thay Thế cho Crosstown Boulevard.

Phương án lựa chọn thay thế được đề nghị sau khi phân tích kỹ lưỡng về môi trường và kỹ thuật, cũng như những góp ý quan trọng của công chúng. Phương án này thể hiện nhiều sự điều chỉnh so với phương án thay thế đã phê chuẩn trước đây hầu đáp ứng những ý kiến và nhận xét của công chúng. Sau đây là phần tóm lược những sự điều chỉnh này cũng như là biểu đồ đánh giá mức điểm cuối cùng.

- Đã được phát triển khi các thành phần có trách nhiệm và Thành Phố Oklahoma yêu cầu bỏ cây cầu dài 1,600 foot gần Western Avenue và Thành Phố của Thành Phố Oklahoma đã phê chuẩn
- Bao gồm ba nghiên cứu để giải quyết những vấn đề về giao thông có thể sẽ phát sinh trong vùng Western Avenue, Classen Boulevard và Crosstown Boulevard giao nhau
- Phân tách giao thông từ Crosstown Boulevard và con đường mới Western Avenue nhưng sẽ đi vào một giao lộ với Reno Avenue
- Đóng đường Classen Boulevard từ Reno Avenue đến đường mới Western Avenue
- Đóng đường Exchange Avenue tại Reno Avenue
- Bỏ nhánh thứ năm của giao lộ Western Avenue/Reno Avenue
- Làm giao lộ tại Shartel Avenue và Lee Avenue
- Bao gồm một đường mòn đa dụng rộng 8-12 foot dọc theo cả hai bên Crosstown Boulevard từ Western Avenue đến Bricktown Canal



Biểu Đồ Đánh Giá Mức Điểm Các Phương Án Thay Thế										
Phương Án Thay Thế	Mục Đích và Nhu Cầu	Thành Phần Có Trách Nhiệm	Sự Tương Hợp với Những Kế Hoạch Được Địa Phương Thông Qua	Nguồn Hỗ Trợ Môi Trường	Mức Tốn Phí	Mức Xe Cộ Lưu Thông	Quyền Ưu Tiên	Phía Đông của Chỗ Xây Cát	Giao Thông Trong khi Xây Cát	Tổng Cộng
A	2	1	3	2	1	3	3	1	2	18
B	3	2	3	3	2	2	3	1	2	21
C	4	3	4	4	3	4	3	4	2	31
D	1	4	1	1	4	1	4	3	1	20
Trích Từ: MacArthur Associated Consultants, LLC. 2014									4 – Tình Trạng Tốt Nhất	
									3 – Tình Trạng Tốt	
									2 – Tình Trạng Xấu	
									1 – Tình Trạng Xấu Nhất	



# Góp Ý của Công Chúng

Có nhiều ý kiến đóng góp của công chúng từ buổi họp đầu tiên đến buổi họp cuối cùng nhưng nói chung, những ý kiến sau đây của công chúng là nổi bật nhất và được tán thành trong suốt quá trình.

- Tính đến những kế hoạch và nghiên cứu hiện thời của Thành Phố Oklahoma
- Tạo những cơ hội phát triển kinh tế
- Giữ cho con đường này ở cùng một độ cao càng nhiều càng tốt
- Giảm lane xe chạy và giảm vận tốc xe
- Cân nhắc đến khả năng phục hồi mạng lưới đường nguyên thủy ở khu downtown
- Giúp dễ dàng đi vào khu downtown chứ không phải đi ngang qua
- Làm một con đường đa phương tiện để phục vụ tốt hơn cho công viên sẽ xây trong khu chính theo kế hoạch
- Tránh tạo ra những kiến trúc gây trở ngại



Phân tích về xe cộ lưu thông cho bốn phương án thay thế đã được thực hiện để xác định dự án sẽ làm thay đổi sự lưu thông của xe cộ ở khu downtown như thế nào. Xe cộ lưu thông được phân tích cho năm 2015 và 2040 vào giờ cao điểm buổi sáng và buổi tối. Như hình bên cho thấy, tình trạng xe cộ lưu thông trên đường phố và tại các giao lộ được xác định bởi chỉ số gọi là mức độ dịch vụ hay LOS. Chỉ số này dùng ký tự từ A đến F để lượng định mức xe cộ lưu thông trong đó A là tốt nhất và F là xấu nhất. Mục tiêu về LOS cho Crosstown Boulevard là LOS D hoặc tốt hơn.

Tóm Lược Về Xe Cộ Lưu Thông của các Phương Án Thay Thế		
Phương Án Thay Thế	2015 (Tỷ lệ LOS E và F tại các Giao lộ)	2040 (Tỷ lệ LOS E và F tại các Giao lộ)
A	40%	67%
B	57%	70%
C	36%	64%
D	46%	74%
Trích Từ: MacArthur Associated Consultants, LLC. 2014		



# CROSSTOWN Boulevard



Thứ Năm, Ngày 13 Tháng Mười Một, 2014 | 5 giờ chiều — 7:30 tối | Trung Tâm Tổ Chức Chevy

Mục đích của buổi họp này là để trình bày những kết luận về Đánh Giá Môi Trường cho dự án đề nghị xây cất Crosstown Boulevard. Mặc dù phần Đánh Giá Môi Trường đề cập đến vùng từ Pennsylvania Avenue đến Byers Avenue, **nhưng chú trọng vào việc đưa ra những giải pháp cho Western Avenue đến E.K. Gaylord Boulevard.** Những đường nối kết ở phía đông và phía tây với I-40 Crosstown Expressway vẫn giữ nguyên trong cả bốn phương án thay thế vì những giới hạn về kỹ thuật.

Các phương án thay thế đã được đánh giá dựa vào mức đáp ứng thích hợp như thế nào đối với những tiêu chuẩn của dự án được đề ra từ mục đích và nhu cầu. Mỗi phương án thay thế đã được chấm điểm theo mức từ một đến bốn, trong đó bốn điểm là cao nhất (hay thích hợp nhất) cho các tiêu chuẩn. Sau đó số điểm này được cộng chung lại. Phương án thay thế nào đạt được số điểm cao nhất là phương án đáp ứng những mục tiêu nghiên cứu tổng quát nhiều nhất. Dữ kiện trong bản tin này cho biết những kết quả đó .

## MỤC ĐÍCH

Mục đích xây cất Crosstown Boulevard là để hoàn tất Dự Án Dời Expressway I-40 Crosstown Boulevard theo cách thức phù hợp với EIS, và hợp lý với những thay đổi đã xảy ra ở Thành Phố Oklahoma từ năm 2002.

## NHU CẦU

- Sau khi hoàn tất, Crosstown Boulevard sẽ đáp ứng những nhu cầu sau đây:
- Giảm bớt xe cộ lưu thông trên các ramp của đường I-40 Crosstown mới
  - Phục hồi sự đi lại dễ dàng bằng xe đến khu downtown Thành Phố Oklahoma
  - Cung cấp phương tiện cho người đi bộ và đi xe đạp dễ dàng

## CÓ THẮC MẮC? MUỐN GÓP Ý?

Nếu quý vị có bất cứ điều gì thắc mắc hoặc muốn góp ý về Dự Án Crosstown Boulevard, hãy vào [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) để điền vào phiếu góp ý chính thức, hoặc e-mail đến [environment@odot.org](mailto:environment@odot.org). Hạn chót để nhận góp ý là ngày 1 tháng Mười Hai, 2014.



SỞ GIAO THÔNG OKLAHOMA

# ĐƠN GÓP Ý CÔNG CỘNG

<http://www.odot.org/meetings/other.php>



## Oklahoma City Crosstown Boulevard

Chúng tôi xin cảm ơn quý vị đã dành thời giờ để tham dự buổi họp này và gửi thư góp ý cho chúng tôi. Thư góp ý là một trong những cách hiệu quả nhất để những ưu tư của quý vị được giải quyết.

TÊN:

DOANH NGHIỆP/TỔ CHỨC:

ĐỊA CHỈ:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: [environment@odot.org](mailto:environment@odot.org)

**Xin gửi lại thư góp ý trước ngày:**

**12/01/2014**

THÀNH PHỐ:

TỈNH BANG: SỐ BƯU CHÍNH:

ĐỊA CHỈ EMAIL:

Thành Phần Có Trách Nhiệm: <small>(đánh dấu tất cả những câu thích hợp)*</small>	<input type="checkbox"/> Cơ Quan	<input type="checkbox"/> Doanh Nghiệp Khu Downtown	<input type="checkbox"/> Nhân Viên Khu Downtown
	<input type="checkbox"/> Ban Dân Sự	<input type="checkbox"/> Viên Chức Dân Cử	<input type="checkbox"/> Công Dân Quan Tâm
	<input type="checkbox"/> Chủ Bất Động Sản Khu Downtown	<input type="checkbox"/> Thành Phần Khác: _____	
Ưu tư của tôi về vấn đề: <small>(đánh dấu tất cả những câu thích hợp)*</small>	<input type="checkbox"/> Phân Tích Các Phương Án Thay Thế	<input type="checkbox"/> Vấn Đề Môi Trường	<input type="checkbox"/> Phương Án Lựa Chọn Thay Thế
	<input type="checkbox"/> Vấn Đề Giao Thông	<input type="checkbox"/> Chương Trình Tổng Quát	<input type="checkbox"/> Thành Phần Khác: _____
Ý kiến của tôi liên quan đến địa điểm dự án sau đây: <small>(đánh dấu tất cả những câu thích hợp)*</small>	<input type="checkbox"/> Đường Nối Kết Phía Đông	<input type="checkbox"/> Trộn đường Boulevard	<input type="checkbox"/> Đường Nối Kết Phía Tây
	<input type="checkbox"/> Pennsylvania Ave. đến Byers Ave.	<input type="checkbox"/> Thành Phần Khác: _____	
Chọn Cách Gửi Thư: <small>(đánh dấu tất cả những câu thích hợp)*</small>	<input type="checkbox"/> Email	<input type="checkbox"/> Bưu Điện Hoa Kỳ	

"Tôi có những ý kiến sau đây về dự án được đề nghị để xây cất Crosstown Boulevard."

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(TIẾP THEO TRANG SAU)

**ĐƠN GÓP Ý CÔNG CỘNG**

Trang 2 của 2 trang

## Appendix C: Presentation and Exhibits

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## AGENDA

**5:00 PM**

Open House  
Private Verbal Comments  
Written comments

**5:30 PM**

Project Presentation

**6:00 to 7:30 PM**

- Public Verbal Comments
- Written Comments

**7:30 PM**

Adjourn

## Options and Instructions for Providing Comments

- Comments should be limited to tonight's public hearing, and statements or opinions about the project EA
- The formal hearing is the time to provide comments

## Private Verbal Comments

If you prefer to make a statement privately to the court reporter, this option is available from 5:00 to 5:30 p.m.

## Public Verbal Comments

After the project presentation at 6 p.m., public verbal comments will be accepted. Complete a Verbal Comment Form and give it to project staff at the registration table before 6:15 p.m. We will call your name in the order we receive the registration slips. Please limit your comments to 3 minutes to allow time for others to provide their comments.

## Written Comments

You may provide written comments in addition to, or in place of, verbal comments. You have several options for submitting written comments:

**Submit Tonight:** Complete the Written Comment Form and place the form along with any other supporting documentation in the box located at the sign-in table.

**Mail:** Send written comments to:

Oklahoma Department of Transportation  
Environmental Programs Division  
Room 3D2a

200 NE 21<sup>st</sup> Street

Oklahoma City, OK 73105-3204

Fax: (405) 521-6917

Email: [environment@odot.org](mailto:environment@odot.org)

**Online:** View the EA and the supporting project technical reports, as well as submit online comments at:

[www.okladot.state.ok.us/meetings/other.php](http://www.okladot.state.ok.us/meetings/other.php)



**Deadline for comments is December 1, 2014.**

**CROSSTOWN**  
**Boulevard**

## PURPOSE

The purpose of constructing the Crosstown Boulevard is to complete the I-40 Crosstown Expressway Relocation Project in a way that is consistent with the EIS, and makes sense with the changes that have happened in Oklahoma City since 2002.

*A Purpose and Need Statement is a critical part of the Environmental Assessment process and fulfills the following:*

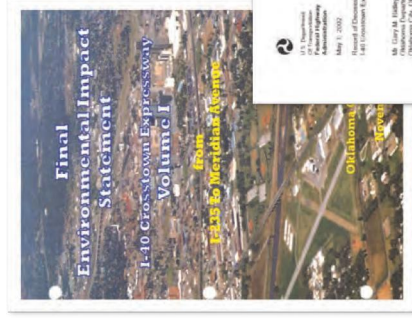
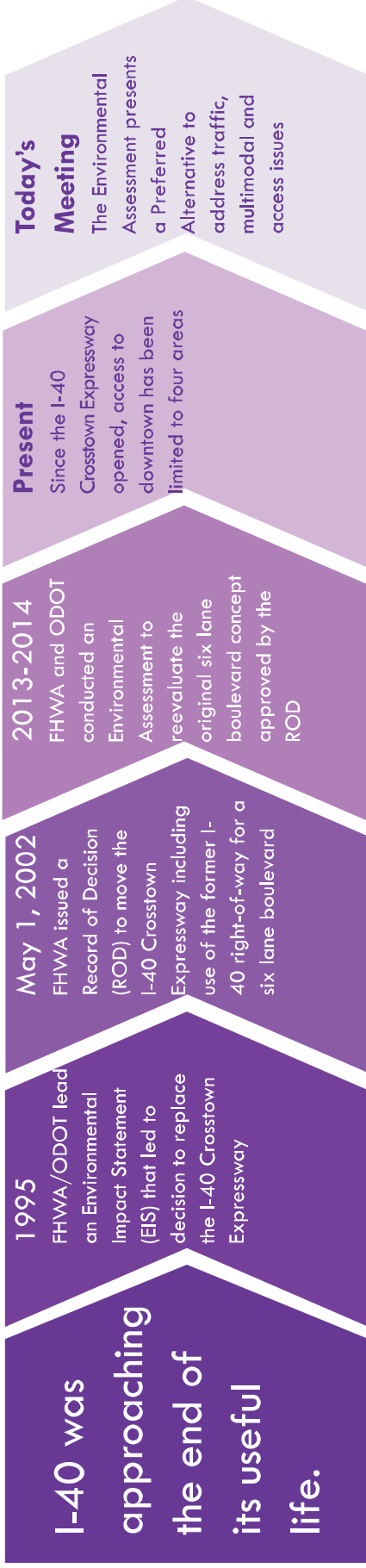
- *Presents why a proposed action, with its inherent costs and environmental impacts, is being pursued.*
- *Summarizes the transportation problems to be addressed.*
- *Identifies project goals and objectives.*
- *Drives the process for consideration of alternatives, analyses, and selection of a Preferred Alternative.*

## NEED

Once completed, the Crosstown Boulevard would fill the following needs:

- Alleviate traffic backing up on the new I-40 Crosstown ramps
- Restore lost vehicular access to downtown Oklahoma City
- Provide pedestrian and bicyclist accessibility

# How did we get to this point?



## WE ARE HERE

Because many things have changed in Oklahoma City since 2002, ODOT and FHWA decided to study the original six-lane Crosstown Boulevard from the ROD and determine if it is still the best solution for downtown. The findings of this reevaluation is now complete and ready for public feedback. Unlike most Environmental Assessments (EA) which examine a "No-Build" or "Do Nothing" alternative, the Crosstown Boulevard EA considers alternatives as compared to the original six-lane boulevard concept presented and approved in the earlier EIS.

**CROSSTOWN**  
**Boulevard**



# What potential solutions were studied?

While the Environmental Assessment covers the area from Pennsylvania Avenue to Byers Avenue, **it focused on developing solutions for Western Avenue to E.K. Gaylord Boulevard.** The east and west connections to I-40 Crosstown Expressway remain the same for all four alternatives.



## West - Pennsylvania Avenue to Western Avenue

This West Connection changes from an access controlled interstate to a limited access urban roadway. [A controlled-access interstate is made for high-speed traffic with limited or no access to adjacent property. A limited access urban roadway is made for lower speeds and limits access to certain locations.] This section was approved in the ROD as an elevated, six lane road on the old I-40 roadbed and overpass bridges. In 2013, ODOT constructed it with four through lanes in each direction, with one additional lane for making speed transitions. Exit and entrance ramps are provided on the west side of Virginia Avenue to replace the ramps lost at Pennsylvania Avenue and thus restore full access to the area. A right on/right-off intersection exists at Klein Avenue.

## East - E.K. Gaylord Boulevard

The East Connection begins at E.K. Gaylord Boulevard where the Crosstown Boulevard would extend east, going under the BNSF Railway and connect to ramps for the I-40 Crosstown Expressway at approximately Byers Avenue. It would contain three westbound lanes and two eastbound lanes and allow turns at E.K. Gaylord and Oklahoma Avenue and not affect future expansion potential of the BNSF Railway. This section was planned during the I-40 Crosstown Expressway EIS and would be the same for all of the alternatives.

**CROSSTOWN**  
**Boulevard**



# Western Avenue to E.K. Gaylord Boulevard

## Alternative A

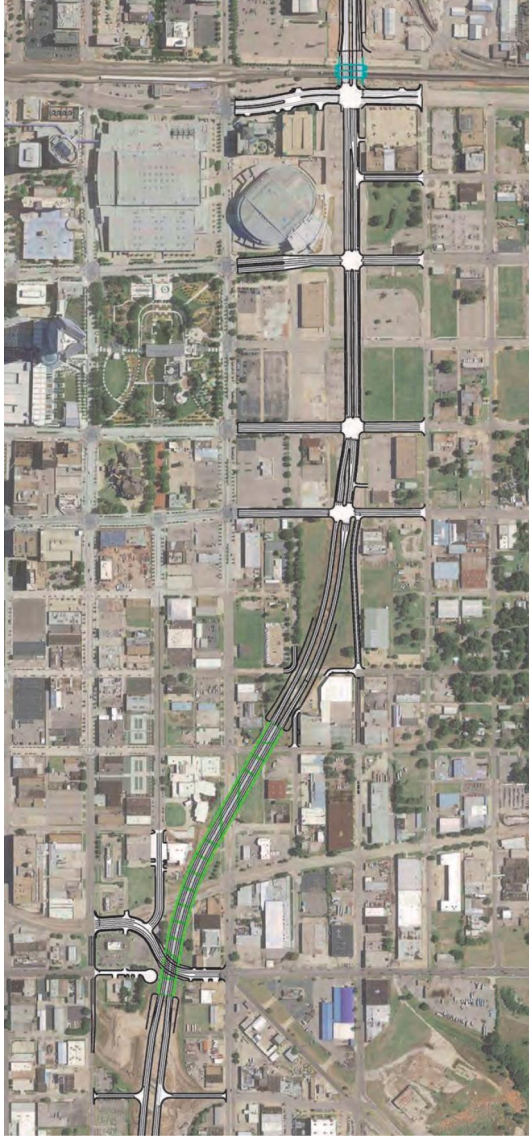
- Identified as the preferred alternative by the FHWA Environmental Impact Statement of 2002
- Provides a six lane boulevard, as a local downtown roadway, to mitigate the new I-40 Crosstown Expressway having fewer downtown ramps and being farther south of downtown
- Includes three lanes in each direction and a 22 foot raised center median which would be narrowed for left turn lanes
- Alternative A would include an approximately 1,600 feet long bridge over Western Avenue, Classen Boulevard and Reno Avenue.
- Removes the fifth leg of the Western Avenue/Reno Avenue intersection
- Does not allow for bicycle facilities between Walker Avenue and E.K. Gaylord Boulevard
- Sidewalks abutting the 35 mile-per-hour (mph) traffic would exist but without the benefit of a buffer
- Maintains existing north-south bike and pedestrian connections would be maintained

Estimated Costs of the Crosstown Boulevard	
Alternative	Dollars
A	\$62.0 million

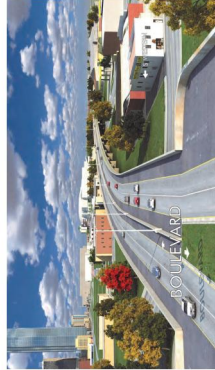
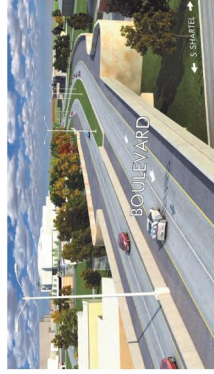


# Western Avenue to E.K. Gaylord Boulevard

## Alternative B



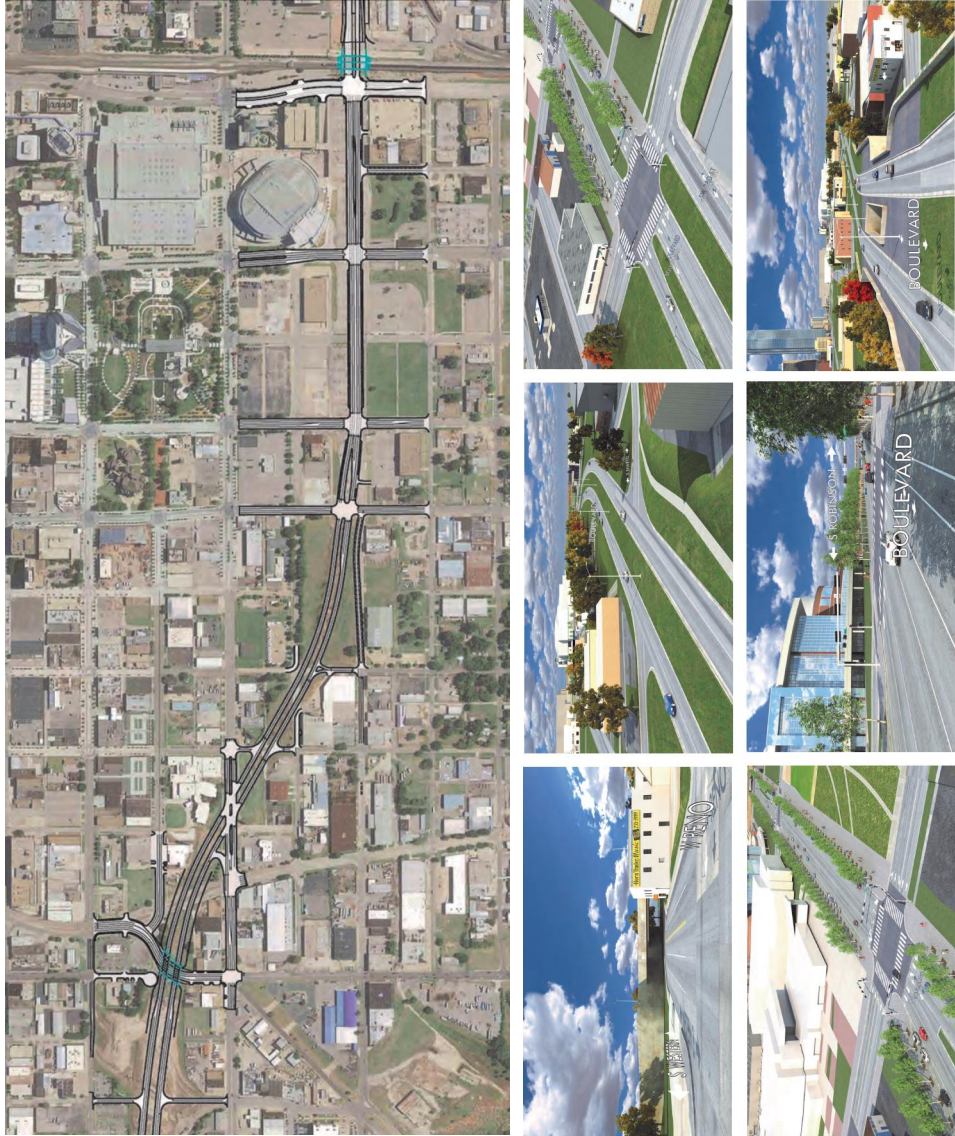
- Developed when stakeholders and Oklahoma City asked that a four-lane version of Alternative A be studied to make the Crosstown Boulevard more pedestrian-friendly
- Provides an alignment that is the same as Alternative A except it would have four through lanes, two in each direction
- Provides no access to and from the Crosstown Boulevard between Klein and Walker avenues due to the bridge.
- Allows traffic on the Crosstown Boulevard and city street traffic to flow independently
- Closes Classen Boulevard between Reno Avenue and the new Western Avenue
- Closes Exchange Avenue at Reno Avenue
- Removes the fifth leg of the Western Avenue/Reno Avenue intersection
- Narrows from Walker Avenue to E.K. Gaylord Boulevard to a four lane, 35-mph street with dedicated bicycle lanes, on-street parking, and sidewalks
- Provides intersection-crossing distances between 80-105 feet
- Plans for medians to be proposed and provide a pedestrian waiting area



Estimated Costs of the Crosstown Boulevard	
Alternative	Dollars
B	\$56.9 million

# Western Avenue to E.K. Gaylord Boulevard

## Alternative C



- Developed when stakeholders and Oklahoma City asked that the 1,600 foot long bridge near Western Avenue be removed and the City of Oklahoma City approved
- Includes three considerations addressing potential traffic issues in the area where Western Avenue, Classen Boulevard and the Crosstown Boulevard meet
- Separates traffic from the Crosstown Boulevard and the new Western Avenue alignment but would come down to an intersection with Reno Avenue
- Closes Classen Boulevard between Reno Avenue and the new Western Avenue
- Closes Exchange Avenue at Reno Avenue
- Removes the fifth leg of the Western Avenue/Reno Avenue intersection
- Provides intersections at Shartel Avenue and Lee Avenue
- Includes an eight to 12 foot wide multi-purpose trail along both sides of the Crosstown Boulevard from Western Avenue to Bricktown Canal

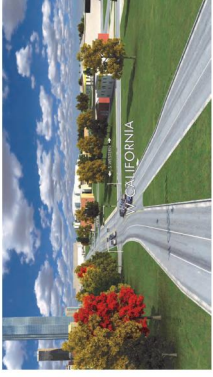
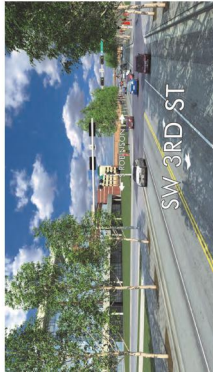
Estimated Costs of the Crosstown Boulevard		
Alternative	Dollars	
C	\$39.5 million	

# Western Avenue to E.K. Gaylord Boulevard

## Alternative D

- Developed when stakeholders requested using the existing downtown street grid to carry traffic instead of a new roadway in the old I-40 right-of-way
- Provides an undivided, two-way, four-lane roadway, much like the rest of downtown
- Transitions the Crosstown Boulevard to city streets—California Avenue and 3<sup>rd</sup> Street—that would be redesigned to four lanes with sidewalks but without dedicated bicycle lanes or a buffer between the road and sidewalks
- Maintains existing north-south and east-west connectivity
- Provides a designated speed limit of 25 mph
- Provides shorter intersection crossing distances (42 to 50 feet).

Estimated Costs of the Crosstown Boulevard		
Alternative	Dollars	
D	\$33.8 million	



# How would the boulevard affect traffic?

Traffic Summary of the Alternatives		
Alternative	2015 (Percent of LOS E and F Intersections)	2040 (Percent of LOS E and F Intersections)
A	40%	67%
B	57%	70%
C	36%	64%
D	46%	74%
Source: MacArthur Associated Consultants, LLC. 2014		

A traffic analysis of the four alternatives was conducted for the years 2015 and 2040 in the morning and evening rush hours. The traffic flow conditions of roadways and intersections are defined by what is called levels of service or LOS. LOS uses letters A through F to measure traffic flow with A being the best and F being the worst. The LOS goal for the Crosstown Boulevard would be LOS D or better.

The table above shows the percent of intersections operating at an unacceptable level of service. Alternative D has greatest percentage of intersections operating at a poor level of service followed by Alternatives B and A, with Alternative C performing the best in the years 2015 and 2040.



- LOS A**  
Most vehicles arrive at the green light and travel through without stopping.
- LOS B**  
Vehicles still move through the intersection very well, but more have to stop at the red light.
- LOS C**  
A substantial number of vehicles have to stop at the red light, but may still pass through without stopping.
- LOS D**  
Many vehicles have to stop at the red light, and traffic starts stacking at the intersection. There are times where the stopped vehicles do not make it through the green light.
- LOS E**  
Traffic volumes are higher than the intersection can handle with lines of stopped vehicles. A high number of stopped vehicles do not make it through the green light.
- LOS F**  
Traffic flow has broken down. Traffic volumes are high, and there are long backups at the intersection. Most vehicles have to wait through one or more green lights to get through.

Source: Highway Capacity Manual (Transportation Research Board 2010)



# How was the public involved in the project?

Public comments varied from the first meeting to the last meeting but overall, the following public comments stood out and resonated throughout the process.

- Take into account current Oklahoma City plans and studies
- Provide opportunities for economic development
- Keep the boulevard at-grade as much as possible
- Reduce the number of traffic lanes and slow the speed of traffic
- Evaluate the possibility of restoring the original downtown street grid
- Provide greater access into downtown and not through it
- Provide a multi-modal boulevard that better serves the planned park in the core section
- Avoid the creation of physical barriers

Summary of Public Meetings		
Date	Attendees (#)	Comment Forms/ Letters (#)
August 21, 2012	274	98
December 3, 2012	244	36
June 18, 2013	79	25
May 7, 2014	101	320
Source: Parsons Brinckerhoff 2014		



# How was the Preferred Alternative selected?

Alternatives were evaluated based on how well they meet project criteria developed from the purpose and need. Each alternative was assigned a score ranging from one to four, with four being the highest (or best) for the criteria. The scores were then totaled. The alternative with the highest total would best meet the study objectives overall. The table below provides these results.

Alternatives Scoring Matrix										
Alternative	Purpose and Need	Stakeholder Objectives	Consistency w/Locally Adopted Plans	Environmental Resource Impacts	Costs	Traffic Flow	Right-of-Way	Ease of Construction	Traffic During Construction	Total
A	2	1	3	2	1	3	3	1	2	18
B	3	2	3	3	2	2	3	1	2	21
C	4	3	4	4	3	4	3	4	2	31
D	1	4	1	1	4	1	4	3	1	20
Source: MacArthur Associated Consultants, LLC. 2014										

- 4 – Best Condition
- 3 – Good Condition
- 2 – Bad Condition
- 1 – Worst Condition

After reviewing the criteria and considering them in this decision matrix, Alternative C would best meet the Project Purpose and Need, meet ODOT and Oklahoma City’s engineering and design standards, and minimizes negative environmental impacts. Therefore, FHWA, ODOT, and the City of Oklahoma City Recommend Alternative C as the Preferred Alternative.



CROSSLTOWN

Boulevard



PUBLIC HEARING

COURT REPORTER

# Environmental Assessment Findings & Recommendations

## Public Hearing

November 13, 2014



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



# Welcome!



Welcome and Introductions

Project and Environmental Assessment Overview

Public Comments

Adjourn

CROSTOWN  
Boulevard



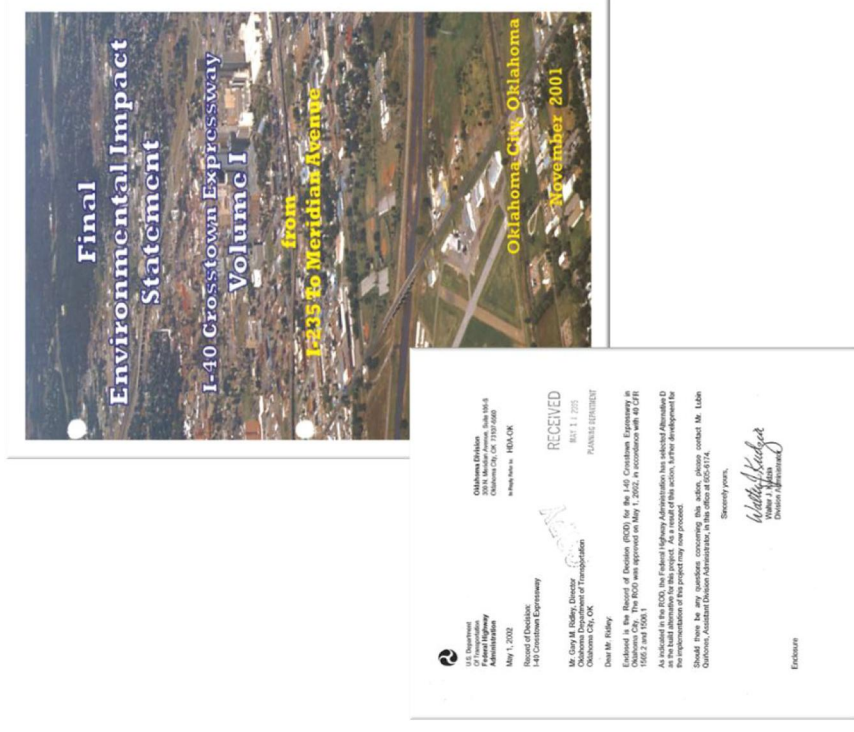
# Purpose of Today's Public Hearing

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- ❑ Provide a Project overview
- ❑ Review alternatives
- ❑ Discuss agency and public involvement
- ❑ Present the Preferred Alternative
- ❑ Provide opportunities to comment
- ❑ Identify next steps

# Project Background

Approved in 2002 I-40 Environmental Impact Statement (EIS) called for a six-lane boulevard on the existing I-40 right-of-way. Extending from the I-235 Interchange west to tie into the new I-40 southern alignment, the boulevard would provide downtown access lost when the freeway was reconstructed 2,200' south.

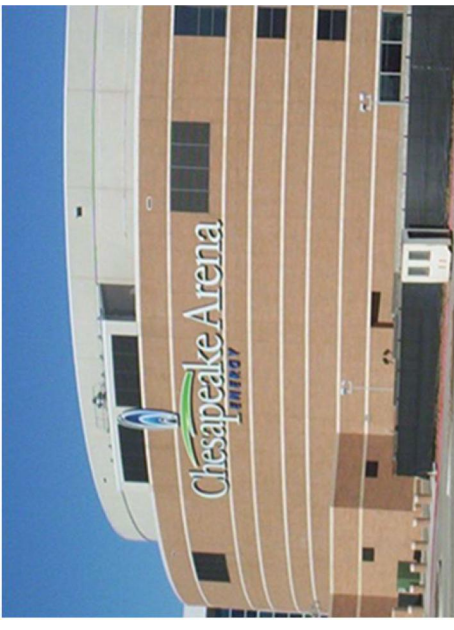


CROSSLTOWN  
Boulevard



# Project Background

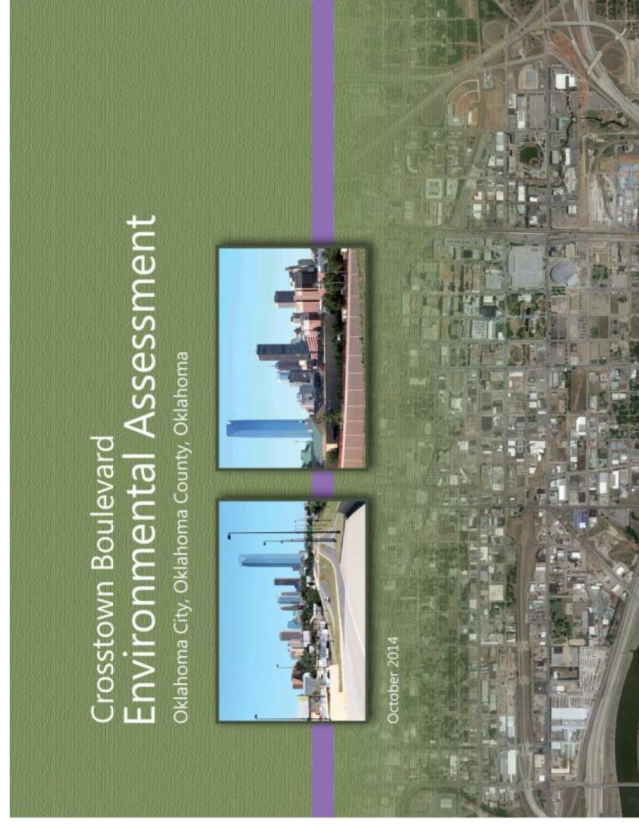
- The many changes in OKC resulted in ODOT and FHWA in cooperation with the City of Oklahoma City, re-looking at the original six-lane boulevard
- They are using an Environmental Assessment (EA)



# Environmental Assessment Format

[www.ODOT.org](http://www.ODOT.org)

- User friendly format following FHWA's "Every Day Counts" Initiative
- Focuses on accelerating project delivery through collaboration



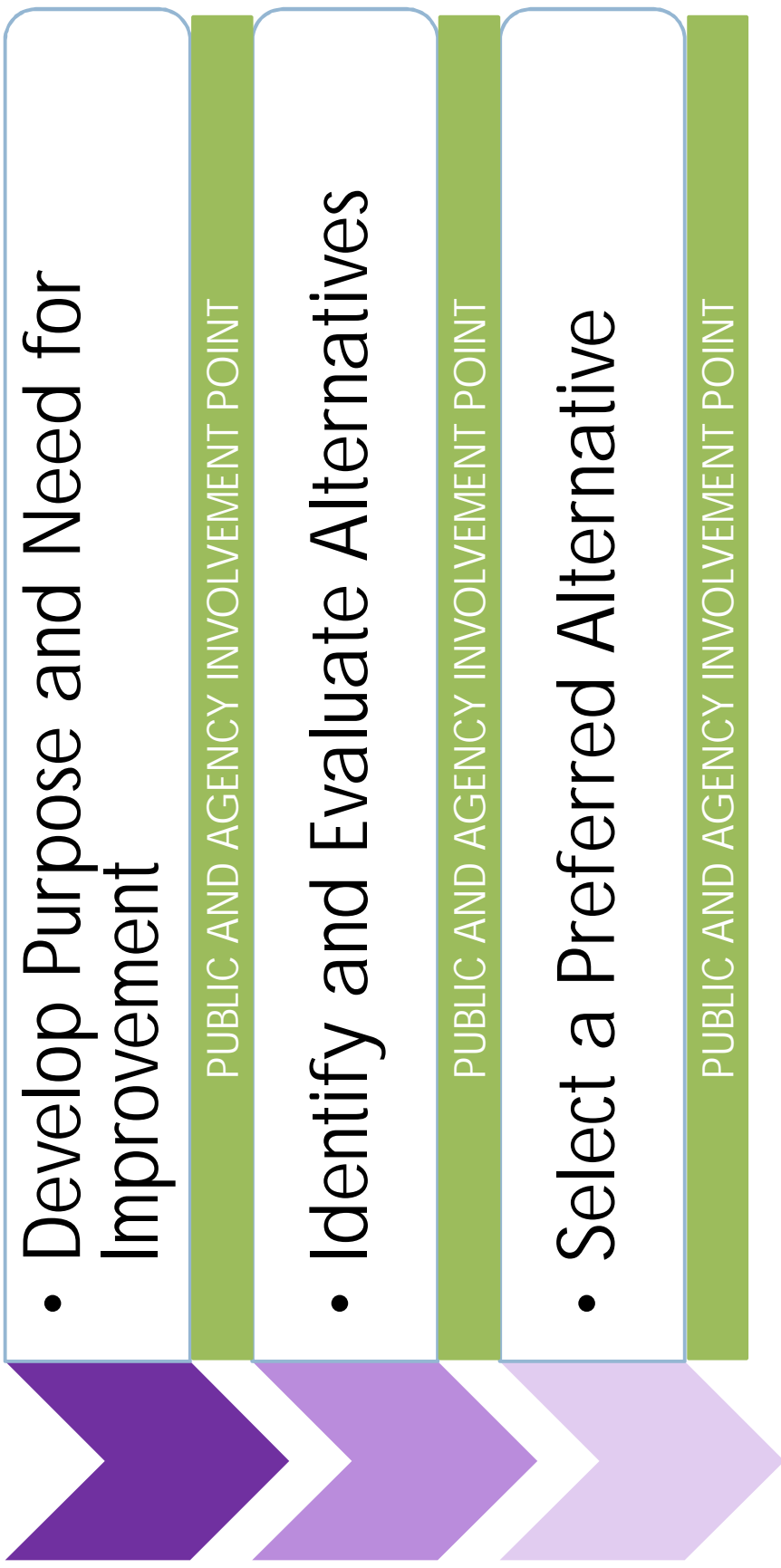
CROSTOWN  
Boulevard



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



# Environmental Assessment Process



# Purpose and Need Statement

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## A Purpose and Need Statement:

- ▣ Presents why a proposed action is being pursued
- ▣ Summarizes the transportation problems and opportunities
- ▣ Drives the process for developing alternatives, evaluating them, and selecting the Preferred Alternative

# Purpose and Need Statement

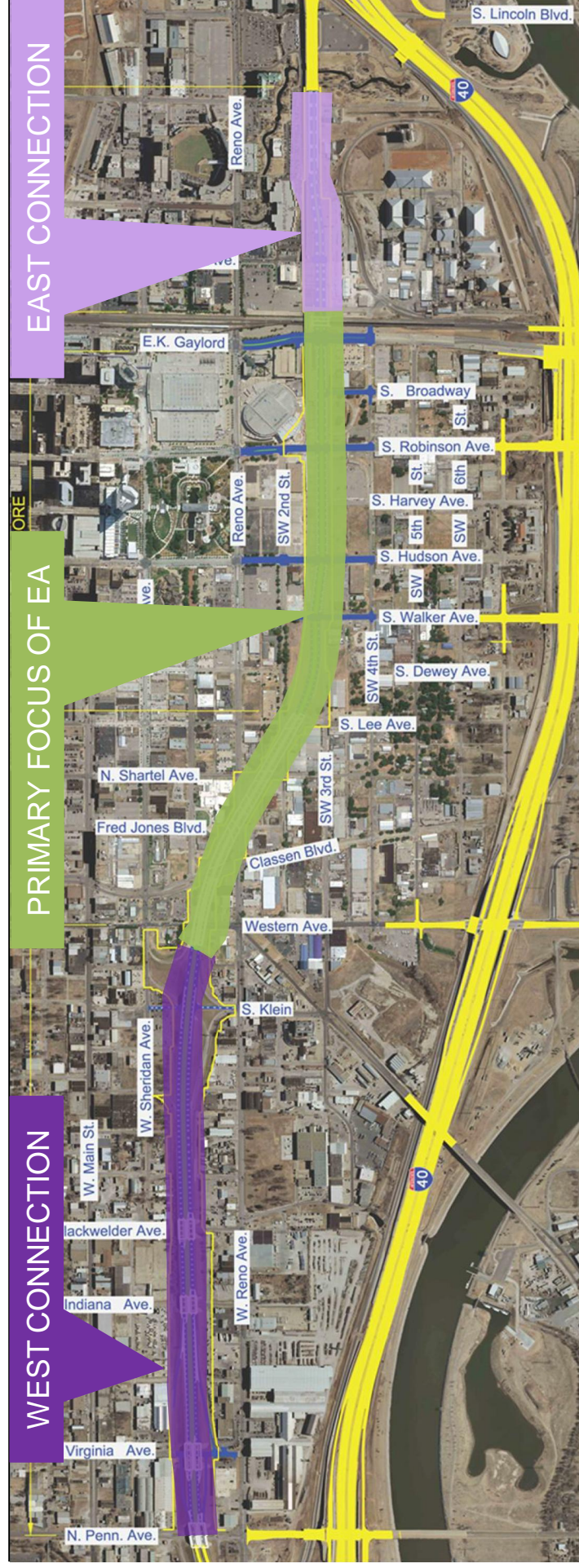
The purpose of constructing the Crosstown Boulevard is to complete the I-40 Crosstown Expressway Relocation Project in a way that is consistent with the EIS, and makes sense with the changes in Oklahoma City since 2002.

## Need

- Alleviate traffic backing up on the new I-40 Crosstown ramps
- Restore lost vehicular access to downtown Oklahoma City
- Provide pedestrian and bicyclist accessibility

# Alternatives Development

- While the EA covers from Pennsylvania Avenue to Byers Avenue, it focuses on Western Avenue to E.K. Gaylord Boulevard
- The east and west connections same for all alternatives



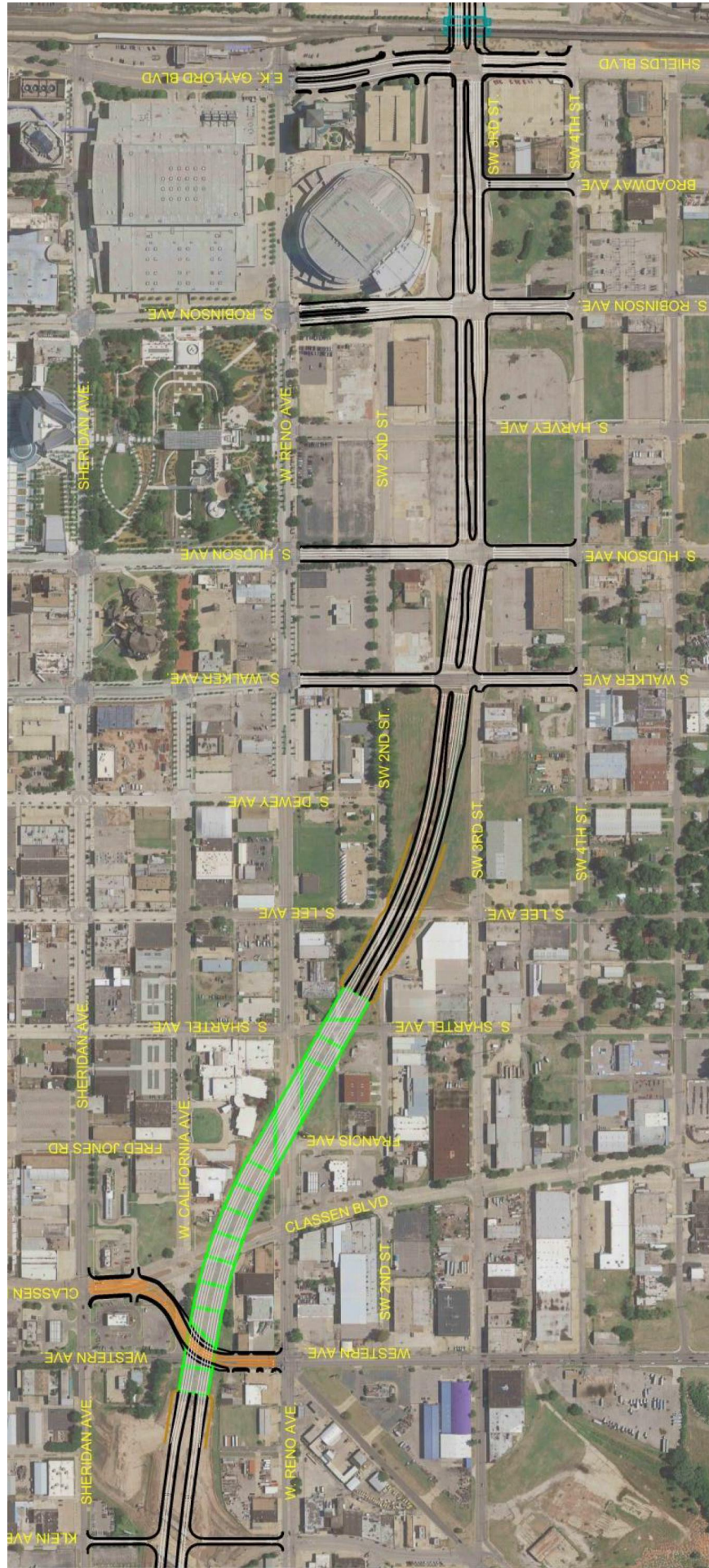
# Project Alternatives

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- Alternative A was approved in the I-40 Crosstown EIS
- Alternatives B, C, and D resulted from agency and public input

Age Group	Percentage
18-24	15%
25-34	25%
35-44	30%
45-54	20%
55-64	10%
65-74	5%
75-84	2%
85+	3%

- Ave., Classen Blvd. and Reno Ave. Closes Exchange Ave. at Western and Reno Ave. intersection
- Least desirable for bicycles/pedestrians



# Alternative B

- Four (4) lane configuration
- On-street parking
- 1,600 foot long bridge over Western Ave., Classen Blvd. and Reno Ave.
- Closes Exchange Ave. at Western and Reno Ave.
- Dedicated bicycle lanes and sidewalks
- Median



- retaining wall configuration from Western Ave. to Reno Ave.  
Desirable for bicycles/pedestrians with proposed shared-use path, pedestrian waiting areas, and slower speed traffic



# Alternative D

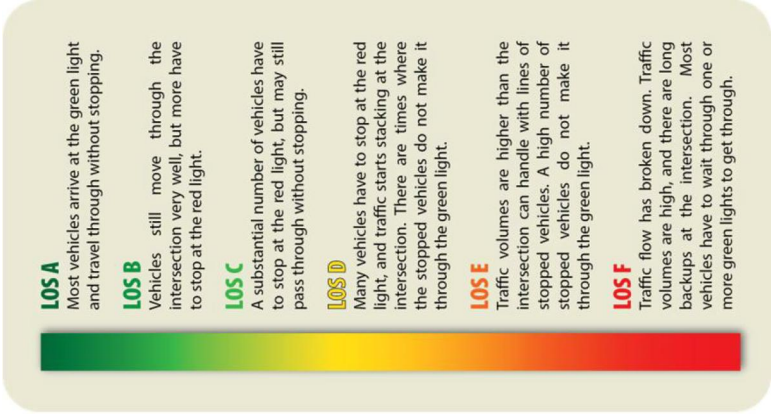
- Four (4) lane configuration
- Considered the "grid option"
- West segment has connection to California Ave. near Western Ave.
- Desirable for bicycles/pedestrians but discontinuous and bikes operate in mixed traffic
- Has connection to S.E. 3rd Street near E.K. Gaylord Blvd.



# Traffic Findings

Traffic Summary of the Alternatives		
Alternative	2015 (Percent of LOS E and F Intersections)	2040 (Percent of LOS E and F Intersections)
A	40%	67%
B	57%	70%
C	36%	64%
D	46%	74%
Source: MacArthur Associated Consultants, LLC. 2014		

Percent of intersections operating at levels of service E and F.  
 Level of service (LOS) uses letters A through F to measure traffic flow. A is best and F is worst.



# Construction Cost Estimates

Alternative	Dollars
A	\$62.0 million
B	\$56.9 million
C	\$39.5 million
D	\$33.8 million
Source: MacArthur Associated Consultants, LLC. 2014	

# Environmental Findings

- All alternatives were found to:
  - Affect two sites meeting the FHWA's noise abatement criteria but not meeting ODOT's benefit cost criteria for noise walls
  - May affect hazardous materials sites during construction

# Environmental Findings (cont'd.)

## □ Findings:

- Alternative D with highest traffic congestion would negatively affect public safety for emergency services
- Alternative C with the best traffic flow would provide the best access for public safety
- Alternatives A, B, and C are most compatible with Oklahoma City's adopted plans including the downtown park

# Environmental Findings (cont'd.)

- Alternatives were found to:
  - Alternative D would affect air quality the worst with its poor traffic performance
  - Affect pedestrian and bicycle access/facilities:
    - Alternative A is the worst
    - Alternatives B and C are best, and help low income and minority residents most
    - Alternative D is best for pedestrians but without additional facilities and no separate bicycle travel lanes
  - Affect energy use for construction
    - Alternative A is the worst
    - Alternative D is the best

# Environmental Findings (cont'd.)

- Impact on visual quality
  - ▣ Alternative D – no affect
  - ▣ Alternatives A and B – both increase and decrease visual quality
    - Bridge length
    - Improve old I-40 right-of-way
  - ▣ Alternative C – most improvement
    - Shorter bridge
    - Improves old I-40 right-of-way

# Environmental Findings (cont'd.)

- None of the alternatives was found to adversely affect:
  - ▣ Minority or low income populations disproportionately
  - ▣ Park lands according to Section 4(f) of the USDOT Act of 1966
  - ▣ Historic or culturally important properties including the Santa Fe Railroad Historic District
  - ▣ Regional air quality levels

# Summary Environmental Findings

- Based on our environmental analysis, we found no significant environmental impacts

# Agency and Public Involvement



CROSTOWN  
Boulevard



# Public Meeting 1 – August 21, 2012

Public Comments	Response
<ul style="list-style-type: none"><li>• Keep the boulevard at-grade to allow for economic development</li><li>• Encourage walkability and alternative transportation modes</li><li>• Reduce traffic lanes and slow vehicular speeds</li></ul>	<ul style="list-style-type: none"><li>• Oklahoma City studied alternatives to the West Connection</li><li>• Added City of Oklahoma City alternatives to provide multi-modal corridor</li><li>• Alternative B reduced traffic lanes and allowed for slower speeds</li></ul>

# Public Meeting 2 – December 3, 2012

Public Comments	Response
<ul style="list-style-type: none"><li>• Keep the boulevard at-grade to allow for economic development</li></ul>	<ul style="list-style-type: none"><li>• Alternative C would keep roadway at-grade longer via a four-lane configuration and shorter bridge over Western Ave. to Reno Ave.</li></ul>
<ul style="list-style-type: none"><li>• Evaluate the possibility of restoring the original downtown street grid</li></ul>	<ul style="list-style-type: none"><li>• Alternative D added to explore restoring the street grid</li></ul>
<ul style="list-style-type: none"><li>• Provide greater access into downtown, not through it</li></ul>	<ul style="list-style-type: none"><li>• Alternatives C and D examined lower speed conditions with greater emphasis on access versus vehicular mobility</li></ul>

# Public Meeting 3 – June 18, 2013

Public Comments	Response
<ul style="list-style-type: none"><li>• Restore the street grid using two parallel streets and allow the former I-40 right-of-way to be opened for economic development</li></ul>	<ul style="list-style-type: none"><li>• Alternative D addressed this comment and was kept for further evaluation</li></ul>
<ul style="list-style-type: none"><li>• Provide a multi-modal boulevard that better serves the planned park in the core section</li></ul>	<ul style="list-style-type: none"><li>• Alternatives C and D refined to provide better access to the core section and multimodal connections with other Oklahoma City transportation projects</li></ul>
<ul style="list-style-type: none"><li>• Avoid the creation of visible and physical barriers</li></ul>	<ul style="list-style-type: none"><li>• EA evaluated visual and traffic impacts</li></ul>

# Public Meeting 4 – May 7, 2014

Public Comments	Response
<ul style="list-style-type: none"><li>• Move forward with Alternative D</li></ul>	<ul style="list-style-type: none"><li>• Alternative D evaluated with the other alternatives</li></ul>
<ul style="list-style-type: none"><li>• Provide a multimodal corridor that provides for safe bicycle, pedestrian, and disability accessibility</li></ul>	<ul style="list-style-type: none"><li>• Alternatives C and D refined to address this comment</li></ul>
<ul style="list-style-type: none"><li>• Move forward with a modified Alternative C</li></ul>	<ul style="list-style-type: none"><li>• Alternative C modified to address public concerns at Shartel and Lee Avenues</li></ul>

# Public Meeting 4 – May 7, 2014 (continued)

Public Comments	Response
<ul style="list-style-type: none"><li>• Support mixed-use development and downtown revitalization</li></ul>	<ul style="list-style-type: none"><li>• Both Alternatives C and D were found to provide economic development opportunities</li><li>• Alternative C balances mobility and access</li></ul>
<ul style="list-style-type: none"><li>• Slow traffic and provide greater access to downtown</li></ul>	<ul style="list-style-type: none"><li>• Alternatives C and D both provide slower traffic than Alternatives A and B</li></ul>
<ul style="list-style-type: none"><li>• Do not disrupt the street grid</li></ul>	<ul style="list-style-type: none"><li>• Alternative D restores the street grid</li><li>• Alternative C provides access to the street grid at major intersections while improving traffic operations and providing a more pedestrian- and bicycle-friendly corridor than originally proposed</li></ul>

# Scoring Matrix

Alternatives Scoring Matrix										
Alternative	Purpose and Need	Stakeholder Objectives	Consistency with Locally Adopted Plans	Environmental Resources	Costs	Traffic Flow	Right-of-Way	East of Construction	Traffic During Construction	Total
A	2	1	3	2	1	3	3	1	2	18
B	3	2	3	3	2	2	3	1	2	21
C	4	3	4	4	3	4	3	4	2	31
D	1	4	1	1	4	1	4	3	1	20
Source: MacArthur Associated Consultants, LLC. 2014										

Alternative C best meets the Project Purpose and Need, ODOT's and OKC's engineering and design standards and would minimize negative environmental impacts.

FHWA, ODOT, and the City of Oklahoma City Recommend Alternative C as the Preferred Alternative.

4 – Best Condition
3 – Good Condition
2 – Bad Condition
1 – Worst Condition



# Next Steps

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- Collect public and agency feedback
- Complete the environmental process
- Address public and agency comments
- Submit Final EA and request a “Finding of No Significant Impacts”

# Opportunities to Comment

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## Public Verbal Comments

- ❑ Complete and submit a “Verbal Comment Form”
- ❑ Your name will be called in the order we receive these forms
- ❑ Please limit your comments to three (3) minutes to allow us to hear from all of you wishing to speak

# Opportunities to Comment

Written Comments - You may also provide written comments

- Submit Tonight: Complete the “Written Comment Form” and place the form (along with supporting documentation, if any) in the box on the sign-in table
- Mail: Send written comments to:

Oklahoma Department of Transportation  
Environmental Programs Division  
Room 3D2a  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
Email: [environment@odot.org](mailto:environment@odot.org)

CROSTOWN  
Boulevard



# Opportunities to Comment

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- Online: View the EA and supporting project technical reports, as well as submit comments at:
- [www.ODOT.org](http://www.ODOT.org) or [www.okladot.state.ok.us/meetings/other.php](http://www.okladot.state.ok.us/meetings/other.php)



DEADLINE FOR COMMENTS IS  
DECEMBER 1, 2014

CROSSLTOWN  
Boulevard

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



## Appendix D: Transcript

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CROSSTOWN BOULEVARD  
ENVIRONMENTAL ASSESSMENT  
FINDINGS & RECOMMENDATIONS  
PRESENTED BY:  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
& PARSONS BRINCKERHOFF ENGINEERING



\* \* \* \* \*  
TRANSCRIPT OF PUBLIC HEARING  
HELD AT  
CHEVY BRICKTOWN CENTER  
429 E. CALIFORNINA  
OKLAHOMA CITY, OKLAHOMA  
ON NOVEMBER 13, 2014  
5:30 P.M.  
\* \* \* \* \*

Young Reporting Services  
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REPORTED BY: REBECCA S. YOUNG, CSR, RPR

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\* \* \* \* \*

1           MR. ROESLER: Good evening, ladies and  
2 gentlemen. If you'll please kindly take your seat  
3 we'll start the formal presentation for tonight's  
4 hearing in just a few minutes. Thank you very much.

5                           \* \* \* \* \*

6           MR. ROESLER: Good evening, ladies and  
7 gentlemen.

8           I'd like to welcome you all to the Oklahoma  
9 Department of Transportation Public Hearing for the  
10 Crosstown Boulevard. My name is Frank Victor Roesler,  
11 III. I'm the Public Involvement Officer for the  
12 Oklahoma Department of Transportation.

13           Again, I'd like to welcome you all here for  
14 tonight's hearing, and I look forward to tonight's  
15 event.

16           We have our consultant in-house to talk about  
17 the project and talk about the environmental  
18 assessment. We also have some introductory remarks by  
19 Brian Taylor, with the Oklahoma Department of  
20 Transportation, Division IV Division Engineer, as well  
21 as with Eric Wenger, with the City of Oklahoma City.

22           And at this time I'd like to introduce Brian  
23 Taylor for his opening remarks. Brian.

24           MR. TAYLOR: Good evening and welcome. I want  
25 to thank you for attending.

1           This vital project to reconnect downtown  
2 Oklahoma City to the interstate has been a long time in  
3 the making. A lot of changes have occurred since this  
4 process was initiated back in 1995. The presentation  
5 tonight is a culmination of all the input from all the  
6 interested parties. The importance of this project led  
7 to many firsts for the highway department, that being  
8 the use of computer-generated visuals.

9           Kind of to get an idea of the makeup of our  
10 attendance tonight, if you live in or near the project  
11 area, could you raise your hand? Thank you.

12           If you work in or near the project area, could  
13 you raise your hand? Excellent.

14           Business owners?

15           And of course everybody will be a business  
16 patron.

17           We are pleased to present the overview of the  
18 progress, our alternatives, and most importantly the  
19 preferred alternative for your review and comment.

20           Our partners in this process include the City  
21 of Oklahoma City, our master consultant MacArthur, and  
22 the Federal Highway Administration.

23           It's my pleasure to introduce Mr. Eric Wenger,  
24 the Director of Public Works and City Engineer for the  
25 City of Oklahoma City. Eric.

1 MR. WENGER: Thank you, Brian.

2 I think -- I think as we meet tonight -- and I  
3 know that we've had a series of meetings over the past  
4 couple years -- the City of Oklahoma City appreciates  
5 your continued support of the process for the Oklahoma  
6 City Boulevard.

7 There's been, obviously, a lot of information  
8 discussed over the past couple of years. And I think  
9 as we continue to grow as a city and I think as patrons  
10 of downtown, you've continued to see that growth  
11 throughout this process, and there's been a number of  
12 questions raised.

13 I hope that you'll find tonight, as a part of  
14 the presentation, that a lot of the comments that you  
15 have sent to the City of Oklahoma City, the comments  
16 that you have sent to the State Department of  
17 Transportation have been incorporated into some of the  
18 alternatives that you're going to see.

19 You're also going to see that the City still  
20 has a preference, and that's for the Alternative C  
21 that's being presented tonight, which is to build the  
22 Crosstown, the Oklahoma City Boulevard, again, for a  
23 variety of reasons -- and we'll continue to reinforce  
24 those -- for connectivity to downtown, to reconnect  
25 some of those lost connections when the Interstate 40

1 was located to the south, provide for continued  
2 development of our downtown area, provide for some  
3 walkable and very pedestrian-friendly facilities along  
4 the boulevard, and to also support the City's MAPS 3  
5 Projects, the new central park, the new convention  
6 center, the transit, and other coming projects, and  
7 then again the host of private development that's being  
8 announced and a lot of things that are in the future.

9           So this boulevard is extremely important to  
10 Oklahoma City. And, again, we appreciate your support  
11 throughout the process.

12           Some other things for consideration. I think,  
13 as you've heard me speak in the past, there have been  
14 some changes, and some of those things that I just want  
15 to be real particular about tonight, some of the things  
16 that I have heard through emails that maybe have come  
17 from several of you in the audience. Some of the  
18 connections either at Harvey and at Lee that were not  
19 shown as true intersections have been modified due to  
20 your comments.

21           There have been some other changes as well to  
22 some of the walkability and some of the trail options  
23 that helped us further enhance the Western Avenue  
24 corridor near Classen. You're going to continue to see  
25 those changes that were incorporated over a year ago

1 also in the presentation tonight.

2 So, again, from the City of Oklahoma City, we  
3 appreciate your support and thank you for your time  
4 tonight.

5 MR. ROESLER: Thank you, Eric.

6 Again, tonight's hearing is a formal hearing.  
7 We will have a presentation that will be given by Lisa  
8 Nungesser, with Parsons Brinckerhoff. After tonight's  
9 presentation, we will then open the floor to public  
10 verbal comments.

11 If you would like to leave a public verbal  
12 comment, please make sure and receive and fill out the  
13 public verbal comment form located at the front desk.  
14 When you fill this out, you'll be given a number. And  
15 once we receive -- once we enter the comment portion of  
16 tonight's hearing, then we will call your name and will  
17 give a comment, and you will have up to three minutes  
18 for each verbal comment.

19 If you'd like to also leave a private verbal  
20 comment, we have a court reporter in the back to do  
21 just that.

22 We also, for tonight, we have written  
23 comments. You can leave your comment in written form  
24 on the comment forms that we have with us this evening.

25 We also -- as a final option, you can leave

1 your comment on-line by visiting our website at  
2 ODOT.org, where you'll find information about tonight's  
3 environmental assessment hearing, as well as other  
4 projects and public meetings that are being held  
5 throughout the state of Oklahoma.

6 If you did not receive a handout or a comment  
7 form or some other information from tonight, I'd like  
8 you to please raise your hand so we can make sure and  
9 get that information to you as quickly as possible.

10 The written comment form that we have tonight  
11 is the best and absolute most effective way to get your  
12 comments to the Department of Transportation. This  
13 puts your comments into direct correlation with us and  
14 will be part of the record.

15 At this time, before I turn it over to  
16 Ms. Nungesser, I'd like for you to observe -- if you  
17 have a cellular phone or mobile computing device, to  
18 please either power it off, mute it, or vibrate the  
19 device to keep from having too many distractions during  
20 the formal presentation.

21 And at this time I'd like to introduce Lisa  
22 Nungesser with Parsons Brinckerhoff. Lisa.

23 MS. NUNGESSER: Good evening. It's nice to  
24 see everybody. And for those of you who are returning,  
25 we welcome you. Thank you for being with us over the

1 process. For those new, I hope that you get all the  
2 information that you need about this project.

3 The purpose of today's public hearing is to  
4 give you a project overview and to review the  
5 alternatives that we've considered in this  
6 environmental assessment.

7 We want to talk also about how agencies and  
8 the public, you, have been involved and how you have  
9 had an impact on the project. Also, we want to talk to  
10 you then about comparing the alternatives and coming up  
11 with a recommendation on the preferred alternatives.

12 We'll then have the opportunities for you to  
13 comment, and we will also tell you a bit about the next  
14 steps in the project.

15 A little bit about the project background.  
16 Back in 2002 we finished up an environmental impact  
17 statement that looked at what was the appropriate thing  
18 to do in terms of relocating Interstate 40 south of  
19 downtown.

20 And the result of that was that the interstate  
21 was moved 2,200 feet south. But also it meant that  
22 about half of the entrance and exit ramps were lost to  
23 downtown. But the right-of-way for the old location of  
24 Interstate I-40 still existed. And the commitment at  
25 that time was made to create a 6-lane boulevard that

1 would re-establish the access that was lost to  
2 downtown.

3 But there's been so many changes from that  
4 point, so many good changes, that the City of Oklahoma  
5 City, ODOT, and Federal Highway Administration said,  
6 you know, maybe we should reconsider whether this  
7 boulevard is still the best use for that right-of-way.  
8 And so the process by which this assessment is made is  
9 called an environmental assessment. And we are here  
10 tonight to talk to you about the results of that.

11 First of all, if you looked at the document,  
12 either on-line or on the table in the back, you'll  
13 notice it's not your typical environmental assessment.  
14 We didn't want to do a huge, thick, complicated,  
15 hard-to-understand, full-of-jargon document. And we  
16 hope we succeeded.

17 We have detailed environmental studies to  
18 support the summary. But the summary findings, in a  
19 way that is presented with plain language, is the way  
20 we did this document. And it implements Federal  
21 Highway Administration's program called "Every Day  
22 Counts." Part of that was to simplify the process and  
23 to be more engaging with the public by making the  
24 information more accessible.

25 The environmental assessment process is one

1 where, first of all, it's very clear that we need all  
2 of us to agree on what the purpose of the project is  
3 and what needs it's responding to.

4 It is also then to develop an array of  
5 alternatives that would respond to the purpose and  
6 need. And then it's a way of comparing one to the  
7 other so that you can come up with a preferred  
8 alternative.

9 So you've been involved, and we appreciate it  
10 every step along the way. We've had meetings where we  
11 talked about the project purpose; we identified the  
12 alternatives. Your input has a direct impact on the  
13 project. And you'll see that we added and changed  
14 alternatives. And then tonight we are here to tell you  
15 about the preferred alternative.

16 The reason that you have a Purpose and Needs  
17 Statement is that we want to explain why public dollars  
18 are being spent and what problems and opportunities the  
19 project is to address. And so the purpose and need is  
20 what actually creates the way for us to develop  
21 responsive to the alternatives, to evaluate them, and  
22 to then to select the preferred one.

23 And the purpose of this project, therefore, is  
24 to complete the I-40 Crosstown Expressway relocation in  
25 a way that makes sense with the EIS and it makes sense

1 with what's been happening in Oklahoma City.

2 The needs for this actually are three. One  
3 is, traffic has been backing up on the new I-40  
4 Crosstown ramps. And that's a danger.

5 Number 2 is, as we said, when we moved the  
6 interstate about a half mile south of its old  
7 location, a lot of access into and out of downtown was  
8 lost. And so the purpose is to re-establish that.

9 And the other one is that there has been a  
10 whole shift in the way we look at pedestrian and  
11 bicycle movement and the need to accommodate them. And  
12 so that is the third need.

13 So, in the alternatives, what we're really  
14 focused on is the area that's between Western and E.K.  
15 Gaylord. And all the alternatives, all four  
16 alternatives, are the same on the east and the west  
17 because of engineering constraints.

18 Alternative A was the one that was approved  
19 with the Environmental Impact Statement back in 2002,  
20 and that is the one that is the 6-lane boulevard. But  
21 Alternatives B, C, and D all resulted from agency and  
22 public input.

23 Alternative A, as we said, was the 6-lane  
24 boulevard, and it took up most of the old right-of-way.  
25 It also had left turn lanes that meant, if you were a

1 pedestrian, you had a very long distance to cross,  
2 basically eight lanes to get across the street, which  
3 is not terribly pedestrian-friendly. It also had a  
4 1,600-foot bridge. It basically would close a couple  
5 of streets. And it was the least desirable for  
6 bicycles and pedestrians.

7           Alternative B then was, can we skinny the  
8 alternative down, so instead of having it the 6-lane,  
9 what would happen if it were the 4-lane? It would  
10 still have the 1,600-foot bridge. It also had a couple  
11 of closures. But because the facility was narrowed, it  
12 allowed some of the old right-of-way to be used for  
13 pedestrian and bicycle use. And the median that was  
14 provided then would allow pedestrians to have a safe  
15 place when they are crossing the street, so it's also  
16 more pedestrian friendly.

17           Alternative C was actually the result of a lot  
18 of communication and input from the City of Oklahoma  
19 City. And basically the big point is, how quickly can  
20 we get the bridge on the west side down to be street  
21 level or at grade? So instead of having a 1,600-foot  
22 bridge, it's only 100 feet. So it's an enormous  
23 difference in terms of the structure.

24           It also would have a variable median in some  
25 places that would exist; in others not. It also would

1 be more desirable because of the fact that it's down at  
2 grade sooner. It would provide bicycle and pedestrian  
3 areas. It would also have areas for pedestrians for  
4 waiting. And it would also have a slower operational  
5 speed, all of which would make it more friendly for  
6 pedestrians and bicycles. It would also provide a  
7 connection up Western to a shared multi-path.

8           Alternative D was actually the very direct  
9 result of a number of comments that we got, is: Why  
10 don't we also look at what would happen if we could  
11 restore the street grid? And so the Alternative D came  
12 up partway through the process.

13           Alternative D grid would still use the east  
14 and west access points to and from the interstate. It  
15 is desirable from a pedestrian-bicycle facility, but it  
16 adds no new capacity. It also does not provide any  
17 continuous separated bicycle and pedestrian facility.

18           Now, one of the reasons we're doing this,  
19 obviously, is to provide for traffic operations today  
20 and in the future. And so when you're doing a traffic  
21 analysis, you give an intersection a grade, if you  
22 will. And the grades go from A to F. And not so  
23 unlike school, A is the best and F is the worst.

24           So what we want to avoid is to make this  
25 public investment in something that then is not going

1 to function well into the future. And so as you can  
2 see from this chart, that the one with the very best  
3 operations for the future years is Alternative C.

4 And that Alternative B -- excuse me,  
5 Alternative A, the 6-lane facility, would be the second  
6 best, in terms of having the fewest intersections that  
7 are operating at poor level of service.

8 Construction costs. Now, not surprisingly,  
9 the two that have the 1,600-foot bridge are the most  
10 expensive, A and B. The one where we basically don't  
11 do anything different than what's there today is  
12 Alternative D, the grid. And the one that's in between  
13 is Alternative C, at about \$40 million, 39 and a half  
14 million dollars.

15 Now, the purpose of the environmental  
16 assessment is to look at the project's likely impacts  
17 on the built and natural environment, and so we're only  
18 focusing here today on the ones that are significant.

19 In terms of noise, there were two facilities  
20 along the alternatives that would be affected by noise  
21 that would be exceeding the standard that Federal  
22 Highway sets for its noise criteria.

23 But ODOT also has a cost effectiveness  
24 matrices or approach that says, for them to make the --  
25 to go to the expense of building a sound wall, there

1 has to be a certain level met. And neither of these  
2 properties met that. So the negative impact of the  
3 noise is pretty minimal, and there will be nothing done  
4 to mitigate that.

5 The other thing is that the geotechnical  
6 investigation suggested that, on the alternatives  
7 during construction, hazardous material may be  
8 encountered. And if that is the case, ODOT has  
9 standards of practice that they would immediately put  
10 into place to keep the workers and the public safe.

11 Now, the findings in terms of public safety  
12 and access for emergency services, so your ambulance,  
13 fire, police. D would have the worst because it would  
14 have the worst traffic congestion. So access for  
15 emergency vehicles would not be -- it would be the  
16 worst of all four alternatives. C, with its best  
17 traffic conditions, would have the best public safety  
18 considerations.

19 And importantly also, A, B, and C are the most  
20 compatible with the adopted plans of the City of  
21 Oklahoma City, as well as being compatible with the  
22 plans for the downtown park.

23 Alternative D would have the worst air quality  
24 impacts; the same reason, because it has the worst  
25 traffic congestion.

1           The facilities would offer different things in  
2 terms of bicycle and pedestrian accessibility.  
3 Alternative A would with the worst. Alternative B and  
4 C are the best. And because of the number of low  
5 income and minority populations, they would actually  
6 benefit most from Alternatives B and C.

7           And Alternative D is nice for pedestrians, but  
8 it provides no additional bicycle or pedestrian  
9 facilities. And bicycles would not have any separate  
10 traffic lanes in which to ride their bikes with  
11 Alternative D.

12           Energy during construction also differs.  
13 During energy, D would be the best because we're basically  
14 not doing project work much with Alternative D, the  
15 grid. And Alternative A would have the highest energy  
16 use.

17           In terms of visual quality, Alternative D  
18 would have no impact because it would be what's out  
19 there now. Alternative A and B would have mixed  
20 results. The bridge length could be seen as an  
21 intrusion, and therefore it would be a negative impact  
22 on visual quality. But, again, it would also improve  
23 the existing old, abandoned right-of-way, so it offsets  
24 it with an improvement.

25           Alternative C brings the most improvement

1 because it's got the smallest bridge, of only 100 feet,  
2 and it -- excuse me. And it has the -- it improves  
3 I-40 and has the shortest bridge, so it has the most  
4 beneficial visual quality impact of all the  
5 alternatives.

6 Now, none of the alternatives was seen to  
7 adversely affect the low-income and minority  
8 populations in any disproportionate way. It's one of  
9 the things that the federal government makes you look  
10 at and makes sure that you're not disproportionately  
11 affecting low-income and minority neighborhoods.

12 It does not all -- none of the alternatives  
13 also affect park lands negatively, which is also a key  
14 consideration. It does not affect any of the important  
15 historic or cultural assets that are in the area. And  
16 that's another really key issue. And on a large scale  
17 region, none of the alternatives would have a  
18 significant regional negative air quality impact.

19 And so based on our environmental analysis, we  
20 have found there are no significant environmental  
21 impacts with the project.

22 Now, we said along the way -- I've said,  
23 you've been involved; we listened to you; you had an  
24 impact. I just want to go over that briefly.

25 During our meeting in August a year and a half

1 ago -- two and a half years ago; wow -- one comment  
2 that we heard a lot was, please keep the boulevard at  
3 grade to allow for economic development to the extent  
4 that you can.

5 And so Oklahoma City came up with the  
6 Alternative C, and it's been carried forward in the  
7 environmental assessment.

8 Another was, please encourage walkability and  
9 use of bicycles. And, again, the City of Oklahoma City  
10 looked at alternatives to add that. We looked at  
11 design alternatives so we could accommodate this  
12 desire, on the alternatives.

13 Another said, let's not have the boulevard  
14 just be something that is a high-speed, high-capacity  
15 facility; let's slow it down. And so Alternative B, we  
16 reduced the traffic lanes and we reduced the operating  
17 speed.

18 A following meeting, in December of 2012, we  
19 heard these comments: Please, again, get the boulevard  
20 to grade as soon as we can. So Alternative C, it's  
21 only 100 feet versus the 1,600 feet for A and B.

22 Another was, can we establish or re-establish  
23 the city grid? And so Alternative D was added as a  
24 result of that.

25 So can see, after months into the project, we

1 listened to what you said, and Alternative D was added  
2 and carried along throughout the whole process.

3 And another was to say, we need better access  
4 into downtown, not so much through it, so try to look  
5 at areas that we could reconsider -- reconnect parts of  
6 the street together. Alternatives C and D examined  
7 lower speeds, with greater emphasis on reconnecting  
8 access.

9 At our meeting in the summer, the idea was to  
10 restore the street grid, looking at parallel streets  
11 and allowing the former right-of-way to be allowed to  
12 be developed for economic purposes. So Alternative D  
13 addressed this comment and was kept for further  
14 evaluations.

15 Another was to say, can we look at a  
16 multimodal boulevard? Let's not just focus on  
17 roadways. Let's focus on the use of pedestrians and  
18 bicycles. So Alternatives C and D were actually  
19 refined to provide even better access to the core and  
20 to look at multimodal connections.

21 And another was to avoid visible barriers and  
22 physical barriers. You know, we had the old interstate  
23 where it was elevated and kind of created an area, and  
24 it was discontinuity. So we said, what can we do so  
25 there aren't these barriers? And so this is another

1 area we looked at the visual esthetic quality as well  
2 as traffic operations.

3 Our meeting in the summer, one was -- the  
4 comment, let's keep moving forward with D. And we have  
5 carried D throughout the whole environmental  
6 assessment. Another was provide multimodal corridor  
7 that's safer for pedestrians and bicycles and for  
8 people with disabilities. And Alternatives C and D  
9 have been refined to respond to that.

10 And then there was a comment to please move  
11 forward with Alternative C. And Alternative C was  
12 modified, with some improvements at both Shartel and  
13 Lee so that they would have full directional movement  
14 instead of partial directional movement.

15 Other comments said, let's support mixed-use  
16 development and downtown revitalization. Both C and D  
17 are doing that for economic development. Alternative C  
18 balances both mobility and access needs.

19 Another was to say, slow the traffic, provide  
20 greater access to downtown. Again, we have  
21 Alternatives C and D. And another comment was, don't  
22 disrupt the street grid. Alternative D does that. And  
23 Alternative C was revised so that there is greater  
24 connectivity than on the prior Alternative C.

25 So we realize that when you evaluate how well

1 a project responds to your needs, that your value  
2 systems are not the same. And so to try to come up  
3 with a weighting scheme that everybody can agree on, we  
4 said, we're just going to keep it simple. We're going  
5 to rate them. 1 is the best -- excuse me, 4 is the  
6 best, 1 is the worst. And therefore the highest score  
7 wins and everything is weighted the same.

8 If you choose to weight it differently, you  
9 are free, as an individual, simply to do that. I mean,  
10 we wouldn't tell you what's more important to you. But  
11 this is a simple way to convey the information to  
12 everybody, and there's not a complicated weighting  
13 system.

14 But basically we scored them on how well does  
15 the alternative respond, for example, to the purpose  
16 and need? How well does the alternative respond to the  
17 adopted plans for the City of Oklahoma City? What's  
18 the cost ramification? How do they stack up?

19 And when you add them all together, you'll see  
20 that Alternative C outperforms the other options. And  
21 therefore Alternative C best meets the project purpose  
22 and need. And it meets both ODOT and Oklahoma City  
23 engineering and design standards, and it minimizes the  
24 negative environmental impacts best of all. And so the  
25 recommended Alternative C is the recommendation for the

1 preferred alternative.

2           So what happens next? We're going to collect  
3 public and agency feedback through December 1st. We're  
4 completing the environmental assessment. We're going  
5 to go forward and address the comments that you provide  
6 for us tonight formally. And we're going to submit the  
7 final environmental assessment, along with a request  
8 that the Federal Highway Administration issue something  
9 called a Finding of No Significant Impacts.

10           Frank.

11           MR. ROESLER: Thank you very much, Linda.

12           At this point in time I'd like to open up the  
13 floor for public verbal comments.

14           Through this process, we have our public  
15 verbal comment card that was filled out with a number  
16 that was given. I'd like ask that those comment cards  
17 would be brought up to me so I can start calling some  
18 names.

19           In the meantime, we'll go over the process  
20 again. In this situation, I will call your name, as  
21 well as a number. And I would like, as I call your  
22 name and number, to step up to the microphone, restate  
23 your name, and then state your comment for us.

24           You will have a total maximum of three minutes  
25 -- thank you -- maximum three-minute comment for each

1 individual person. And after three minutes, the  
2 microphone will be turned off and the next person will  
3 be asked to step up.

4 Let's see here. So I guess -- (mumbles to  
5 self). So, with that, we have a timer and we're ready  
6 to go. So I'd like to first -- Steve Mason, Number 1.  
7 And also as I go through these, if you have a number,  
8 if you'd prepare yourself next in line to step up for  
9 comments, I'd appreciate it. Thank you very much.

10 #1 PUBLIC VERBAL COMMENT

11 MR. MASON: Thank you. Good evening. My name  
12 is Steve Mason. I was President of Cardinal  
13 Engineering for 25 years. I have re-developed and  
14 owned 20 historic buildings in the Plaza District and  
15 Automobile Alley. I am landlord to retailers, artists,  
16 small businesses, restaurants, and offices. I'm  
17 heavily invested in the small businesses of our  
18 community.

19 I am chairman of the Oklahoma City Chamber of  
20 Commerce Transportation Committee. I'm a member of the  
21 Automobile Alley Association, DEQ, Greater Oklahoma  
22 City Chamber of Commerce, and Downtown Bid Boards. I  
23 am also a member of the MAPS 3 Modern Street Car  
24 Committee.

25 I support Alternative C. I speak on behalf

1 the Greater Oklahoma City Chamber of Commerce and offer  
2 the Chambers's support of Alternative C.

3 The preferred Alternative C is an excellent  
4 choice and reduces traffic jams and backups in  
5 downtown. It improves vehicular access to downtown,  
6 especially during commute times and Thunder games. It  
7 reflects a shorter bridge span at Western and reduces  
8 the lanes from six to four.

9 I like the reduced construction price from 62  
10 million to 39.5 million. It improves the accessibility  
11 to the western portions of the boulevard, including  
12 Film Row. Instead of highway-style ramps at Shartel  
13 and Lee Avenues, it provides full intersections. I  
14 like the trail on both side for pedestrians and  
15 bicyclists. The proposed boulevard provides excellent  
16 vehicular access to downtown, while providing excellent  
17 access to the areas west of downtown.

18 Alternative C will become increasingly more  
19 important as thousands of residents and office workers  
20 are added the next decade to our urban core. I  
21 encourage ODOT to move expeditiously to complete design  
22 plans and to complete the project.

23 I emphasize that the City of Oklahoma City,  
24 the Greater Oklahoma City Chamber of Commerce and I  
25 support Alternative C. Thank you, ODOT, the Federal

1 Highway Administration for listening to the input from  
2 the City of Oklahoma City and our community during this  
3 long process. Thank you.

4 MR. ROESLER: Number 2, Tom Peryam.

5 #2 PUBLIC VERBAL COMMENT

6 MR. PERYAM: Hello. My name is Tom Peryam. I  
7 am a citizen of Oklahoma City. I am a geologist at one  
8 of the downtown energy companies.

9 I applaud the committees involved for their  
10 flexibility up to this point. I want to speak  
11 specifically to two points.

12 It's been widely publicized that the city and  
13 ODOT hope for speeds to be 25 miles per hour on the new  
14 boulevard. However, the lane width of 11 feet is  
15 rather incompatible with this. I really want to  
16 strongly advocate for a 10-foot lane width. 10-foot  
17 lane widths are completely acceptable, according to  
18 AASHTO standards, AASHTO Green Book, at the  
19 25-mile-per-hour speed limit.

20 Basically, if you make an 11-foot lane, you're  
21 setting drivers up to fail your 25-mile-per-hour speed  
22 limit. People feel much safer.

23 Secondly, the bike lane, as shown, really  
24 looks just like the edge of a highway. Just because  
25 there's a bike -- and I'm a bicycle advocate --

1 sometimes -- just because there is a bike lane does not  
2 make it a safe-feeling bike lane that people will use.

3 So a bike lane that is just a wide expanse of  
4 pavement is not necessarily welcoming to the citizenry.  
5 Shrinking those lanes, making the cars drive slower  
6 through that central part, where -- again, where it's  
7 already the stated goal to have a 25-mile-per-hour  
8 speed limit, will make that bike lane feel safer.

9 And a great new step to be done early in the  
10 process is to move the bike lane to a segregated  
11 position on the opposite side of the parking lane.  
12 This is done in many cities.

13 I just really want to advocate, when this is  
14 still on the drawing board, that the segregated bike  
15 lane is put in there. I think that the city leaders  
16 will be shocked by how many people -- women, children,  
17 you know, not just Spandex crowd -- how many people  
18 will use a bike lane that feels safe.

19 And, again, people that don't bike don't  
20 understand simply putting a bike lane on the edge of a  
21 7-lane expanse of pavement does not make it a safe  
22 bicycling experience.

23 So, again, to reiterate, I very strongly urge  
24 the designers of this boulevard to go for 10-foot lane  
25 width and also to consider segregated bike lanes.

1 Thank you.

2 MR. ROESLER: Thank you.

3 I have Number 4, Lies Urban.

4 #3 PUBLIC VERBAL COMMENT

5 MR. URBAN: Hello. My name is Lies Urban, and  
6 I'm just a concerned citizen. And so to avoid me  
7 standing up here stuttering and stammering, I'm going  
8 to just read off my little sheet of paper here, if you  
9 all don't mind.

10 The point I'd like to bring up is, I believe  
11 that a new boulevard should be designated as an I-40  
12 business route and have the exits to it off of I-40  
13 clearly marked.

14 The idea is to get out-of-town folks off the  
15 main highway to come downtown and visit our various  
16 attractions. The more out-of-town money folks spend,  
17 the better. I want to emphasize the importance of  
18 having the boulevard clearly marked its entire length.  
19 It should have I-40 business signs at each  
20 intersection, letting people know that they're still on  
21 the street that will eventually take them back to the  
22 main highway.

23 I've gotten off on these business routes  
24 before and gone four or five blocks without seeing a  
25 sign, and I've wondered, well, am I still on a street

1 that's going to take me back to the main highway, or  
2 have if I missed a turn or what? So let's clearly mark  
3 it the entire length.

4           Needless to say, there should be an ample  
5 number of signs on the boulevard directing people to  
6 the various attractions. Equally important, there  
7 should be plenty of signs on downtown streets directing  
8 people back to the boulevard after they've ventured off  
9 of it to visit an attraction. Let's not be stingy with  
10 our street signs downtown helping our out-of-town  
11 visitors find their way around.

12           Finally, highway billboards placed all along  
13 I-40 should list the attractions on I-40 business  
14 through downtown Oklahoma City. Place them as far east  
15 as Knoxville and as far west as Flagstaff, every two or  
16 three hundred miles.

17           Imagine a carload of kids seeing those  
18 billboards for a thousand miles and hollering, "Dad,  
19 Dad, we want to stop in Oklahoma City and go Whitewater  
20 rafting." "Okay, okay, I'll stop. You all just hush."  
21 That's the type of thing we want to see. Use of our  
22 hotel/motel tax money to pay for the billboards.

23           That's basically all I've got. Remember, the  
24 more out-of-town, out-of-state license plates we see on  
25 the boulevard, the better.

1 Thank you.

2 MR. ROESLER: Thank you.

3 Number 6, Derek Sparks.

4 #4 PUBLIC VERBAL COMMENT

5 MR. SPARKS: Good evening. I'm Derek Sparks.  
6 I'm the Government Relations Manager of the Greater  
7 Oklahoma City Chamber. And you've heard from Steve  
8 Mason, from our board of directors, tonight. I don't  
9 want to be redundant, but I want to build upon what he  
10 had to say.

11 The Chamber is at its 125th year, and we  
12 represent over 5,000 companies in central Oklahoma.  
13 And we have been involved in this process since the  
14 very beginning and wanted to strongly emphasize that  
15 our chamber does support the city's position and ODOT's  
16 position on Alternative C and believes that's the best  
17 compromise path forward.

18 And we really want to publicly commend all of  
19 you on this great process and certainly want to thank  
20 you for this meeting tonight, but we're going to take a  
21 formal position of support for that path forward.

22 And that's all I have. Thank you.

23 MR. ROESLER: Thank you.

24 Number 10, Steve Raupe.

25 #5 PUBLIC VERBAL COMMENT

1           MR. RAUPE: Good evening. My name is Steve  
2           Raupe. I'm with Ozarka Water here in Oklahoma City.  
3           My plant is located at 3rd and South Shartel.

4           I'm very concerned -- as much as I appreciate  
5           what the City is doing, and I'm all for that, I have a  
6           concern with the intersections between Shartel and Lee.  
7           I employ a hundred people plus.

8           Closing down or making Shartel and Lee two  
9           ways, where my trucks stage between Lee and Shartel  
10          every morning and every afternoon -- and we're talking  
11          30 to 50 trucks, not to mention tractor-trailers that  
12          come north on Lee from 3rd Street -- is absolute  
13          gridlock for me. I'm not sure -- this is obviously  
14          going to be very detrimental to my business.

15          Regardless, staging these trucks there, I  
16          don't know where to put them after that. I've run a  
17          business; I have for been there for 30 years. And with  
18          the old I-40 exiting at Walker, I need Lee to remain  
19          open -- or closed where it is now, where my trucks and  
20          my customers, those tractor-trailer rigs, which are  
21          20-plus a week, there is no way they can come to my  
22          docks this way.

23          So I'm very, very concerned about having an  
24          exit at Shartel, Lee, and Walker, where the last one  
25          was just at Walker.

1           We sent, as late as May, concerns to the DOT  
2 in regards to this, two different concerns, and haven't  
3 heard anything back. And that's also been a very  
4 concern of mine. You want the reactions or our  
5 concerns, but not hearing anything back until these  
6 meetings. I find that very disconcerting, if you will.

7           Thank you.

8           MR. ROESLER: Thank you.

9           Well, those are all the public verbal comment  
10 cards I have.

11           Was there anybody that filled out an on-line  
12 verbal comment card? Please raise your hand. Okay.

13           Well, with that being said, I'd like to  
14 formally close tonight's public hearing. Thank you  
15 very much for your attendance tonight.

16           Again, you can find this information on ODOT's  
17 website, at ODOT.org, including information from  
18 tonight's meeting and the comment form, as well as  
19 other projects throughout the state of Oklahoma.

20           Again, my name is Frank Roesler, III. And  
21 thank you very much.

22           (Pause.)

23           MR. ROESLER: If you have any more questions,  
24 feel free to continue visiting our open house, where we  
25 can try and answers those questions for you.

1 Thank you very much.

2 (Public comments concluded.)

3 \* \* \* \* \*

4 (The following comments were made on the  
5 record to the court reporter:)

6 #1 COMMENT TO THE COURT REPORTER:

7 DOUG HOLSTED: While I support Alternative C,  
8 I do not think that the width of the boulevard going  
9 through the downtown section is -- I think it's too  
10 wide.

11 People will not slow down to 25 miles an hour.  
12 They don't slow to 45 miles an hour, because they put a  
13 45-mile-an-hour sign west of Western. They're going 65  
14 and 70 to get out to the interstate during the evening  
15 on the way home. They won't be going 25 when they come  
16 into town; they'll be going 45 or 50 through downtown.

17 The other thing is, with it being that wide,  
18 getting across the street, part of walkability is  
19 crossing that street. They've got to cross 90 feet at  
20 a stoplight. And that's going to be hard enough to do  
21 for an able-bodied person in the time given, let alone  
22 handicapped or people with children.

23 And to support my position, they should go  
24 look at Broadway right now that's only five lanes.  
25 Walking across that is taking your life in your own

1 hands, out by 8th, 9th, 7th.

2 So I'd like for them to look at narrowing it,  
3 and I'd like to know what they plan to do to try to get  
4 people to really, truly slow down to 25 miles an hour.

5 Thank you.

6 #2 COMMENT TO THE COURT REPORTER:

7 TOM JONES: My name is Tom Jones. I'm the  
8 President and CEO of City Rescue Mission, which is  
9 located at 1800 West California, which is right where  
10 the bridge ends coming in from the west; it will drop  
11 right off at the corner of our property.

12 We are fully, fully, fully in favor of  
13 Alternative C, with the exception of the fear that the  
14 homeless people that are there, if there's not some  
15 kind of crosswalks predetermined, they're going to cut  
16 out across the boulevard to get to the Shell station,  
17 which is on the corner of Reno and Western.

18 There was a point in time that there was  
19 discussion that ODOT was going to put some sound  
20 barriers up, which would have been helpful to keep them  
21 from just going out across the boulevard. They would  
22 literally have to walk around the block and go down to  
23 the light to get across there.

24 We have 5,000 different homeless people that  
25 come to our shelter on an annual basis. And they have

1 a tendency, just when they want to get to their  
2 destination, they just go the shortest route. And it's  
3 going to be across that boulevard.

4 And I just wanted to make note, because what  
5 we don't need is for there to be a lot of injuries and  
6 deaths because they chose to drop the bridge there and  
7 it's right at the doorstep of the homeless shelter.

8 I don't know how to say that any better, but I  
9 just want them to be thinking about that, because 5,000  
10 people are going to be on foot at that intersection in  
11 a 12-month period. They don't have cars, so they're  
12 not going to get on there and get on the boulevard.  
13 They're going to cut out across there.

14 So I would like to see them put some kind of  
15 sound barrier back up, put a sound barrier up so it  
16 would block them from being able to cut out across  
17 there.

18 (Record concluded 6:30 p.m. No further  
19 comments were made.)

20 \* \* \* \* \*

21

22

23

24

25

-- CERTIFICATE OF COURT REPORTER --

I, REBECCA S. YOUNG, Certified Shorthand Reporter within and for the State of Oklahoma, and the officer before whom the foregoing record was taken, do hereby certify that I reported in machine shorthand the proceedings contained herein; that the foregoing transcript is a full, true, and correct transcript of the proceedings; and that I am not related to nor attorney for any of said parties, nor otherwise interested in the event of said action.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 20th day of November, 2014.

*Rebecca S. Young*

REBECCA S. YOUNG, CSR, RPR  
Oklahoma CSR No. 135



Rebecca S. Young  
State of Oklahoma  
Certified Shorthand Reporter  
CSR # 135

My Certificate Expires 12/31/14

#	3	A	Alley 24:15,21	Association 24:21
<b>#1</b> 24:10 33:6	<b>3</b> 6:4 24:23	<b>AASHTO</b> 26:18	<b>allowed</b> 13:12 20:11	<b>attendance</b> 4:10 32:15
<b>#2</b> 26:5 34:6	<b>30</b> 31:11,17	<b>abandoned</b> 17:23	<b>allowing</b> 20:11	<b>attending</b> 3:25
<b>#3</b> 28:4	<b>39</b> 15:13	<b>able-bodied</b> 33:21	<b>alternative</b> 4:19 5:20 11:8,15 12:18, 23 13:7,8,17 14:8, 11,13 15:3,4,5,12, 13 16:23 17:3,7,11, 14,15,17,19,25 19:6,15,20,23 20:1, 12 21:11,17,22,23, 24 22:15,16,20,21, 25 23:1 24:25 25:2, 3,18,25 30:16 33:7 34:13	<b>attraction</b> 29:9
<b>#4</b> 30:4	<b>39.5</b> 25:10	<b>absolute</b> 8:11 31:12		<b>attractions</b> 28:16 29:6,13
<b>#5</b> 30:25	<b>3rd</b> 31:3,12	<b>acceptable</b> 26:17		<b>audience</b> 6:17
\$	4			<b>August</b> 18:25
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## Appendix E: Comments

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Nathaniel Harding  
NAME:

MAPS 3 board  
BUSINESS/ORGANIZATION:

721 NW 19th  
ADDRESS:

OKC CITY: 73103 STATE: ZIP:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by:

12/01/2014

[nharding@hardingshelton.com](mailto:nharding@hardingshelton.com)  
EMAIL ADDRESS:

Stakeholder Type: (check all that apply)*	<input type="checkbox"/> Agency	<input checked="" type="checkbox"/> Downtown Business	<input type="checkbox"/> Downtown Employee
	<input checked="" type="checkbox"/> Civic Group	<input type="checkbox"/> Elected Official	<input checked="" type="checkbox"/> Concerned Citizen
	<input checked="" type="checkbox"/> Downtown Property Owner	<input type="checkbox"/> Other: _____	
My comment concerns: (check all that apply)*	<input type="checkbox"/> Alternatives Analysis	<input type="checkbox"/> Environmental Issues	<input type="checkbox"/> Preferred Alternative
	<input checked="" type="checkbox"/> Traffic Issues	<input type="checkbox"/> Overall Program	<input type="checkbox"/> Other: _____
My comment pertains to the following project location: (check all that apply)*	<input type="checkbox"/> East Connection	<input type="checkbox"/> Entire Boulevard	<input type="checkbox"/> West Connection
	<input type="checkbox"/> Pennsylvania Ave. to Byers Ave.	<input checked="" type="checkbox"/> Other: <u>convention ctr + downtown park</u>	
Mailing List Preference: (check all that apply)*	<input checked="" type="checkbox"/> Email	<input type="checkbox"/> US Mail	

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

please design the 1-block portion on the blvd  
between Hudson + Robinson where the new  
convention ctr + park will meet - make it friendly  
to pedestrians - different surface & landscaping,  
narrowing, etc - so ppl feel comfortable + you retain  
Harvey spine

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Tom Peryam

BUSINESS/ORGANIZATION:

ADDRESS: 1001 NW 16th

CITY: OKC STATE: OK ZIP: 73106

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by: **12/01/2014**

EMAIL ADDRESS: peryam@gmail.com

Stakeholder Type: (check all that apply)*	<input type="checkbox"/> Agency	<input type="checkbox"/> Downtown Business	<input checked="" type="checkbox"/> Downtown Employee
	<input type="checkbox"/> Civic Group	<input type="checkbox"/> Elected Official	<input checked="" type="checkbox"/> Concerned Citizen
	<input type="checkbox"/> Downtown Property Owner	<input type="checkbox"/> Other: _____	
My comment concerns: (check all that apply)*	<input type="checkbox"/> Alternatives Analysis	<input checked="" type="checkbox"/> Environmental Issues	<input type="checkbox"/> Preferred Alternative
	<input type="checkbox"/> Traffic Issues	<input type="checkbox"/> Overall Program	<input checked="" type="checkbox"/> Other: <u>Design</u>
My comment pertains to the following project location: (check all that apply)*	<input type="checkbox"/> East Connection	<input type="checkbox"/> Entire Boulevard	<input type="checkbox"/> West Connection
	<input type="checkbox"/> Pennsylvania Ave. to Byers Ave.	<input type="checkbox"/> Other: _____	
Mailing List Preference: (check all that apply)*	<input type="checkbox"/> Email	<input type="checkbox"/> US Mail	

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

Please consider using 10 foot lane widths on the portion of the Boulevard which is designated as 25 MPH. 10 foot widths will slow traffic & make the road safer for bicyclists & pedestrians.

Please also consider segregating bicycle lanes from vehicular traffic by moving bike lanes outside of parallel parking lanes. On a high traffic road like this, a segregated bike lane is essential to create a safe cycling experience.

(CONTINUED ON BACK)

1 Highway Administration for listening to the input from  
2 the City of Oklahoma City and our community during this  
3 long process. Thank you.

4 MR. ROESLER: Number 2, Tom Peryam.

5 #2 PUBLIC VERBAL COMMENT

6 MR. PERYAM: Hello. My name is Tom Peryam. I  
7 am a citizen of Oklahoma City. I am a geologist at one  
8 of the downtown energy companies.

9 I applaud the committees involved for their  
10 flexibility up to this point. I want to speak  
11 specifically to two points.

12 It's been widely publicized that the city and  
13 ODOT hope for speeds to be 25 miles per hour on the new  
14 boulevard. However, the lane width of 11 feet is  
15 rather incompatible with this. I really want to  
16 strongly advocate for a 10-foot lane width. 10-foot  
17 lane widths are completely acceptable, according to  
18 AASHTO standards, AASHTO Green Book, at the  
19 25-mile-per-hour speed limit.

20 Basically, if you make an 11-foot lane, you're  
21 setting drivers up to fail your 25-mile-per-hour speed  
22 limit. People feel much safer.

23 Secondly, the bike lane, as shown, really  
24 looks just like the edge of a highway. Just because  
25 there's a bike -- and I'm a bicycle advocate --



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Leis Urban  
NAME:

private citizen  
BUSINESS/ORGANIZATION:

806 SW 24th  
ADDRESS:

Oklahoma City OK 73109  
CITY: STATE: ZIP:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by:

12/01/2014

EMAIL ADDRESS:

Stakeholder Type:  
(check all that apply)\*

☐ Agency☐ Downtown Business☐ Downtown Employee☐ Civic Group☐ Elected Official☒ Concerned Citizen☐ Downtown Property Owner☐ Other: \_\_\_\_\_

My comment concerns:  
(check all that apply)\*

☐ Alternatives Analysis☐ Environmental Issues☐ Preferred Alternative☐ Traffic Issues☐ Overall Program☐ Other: designation

My comment pertains to the  
following project location:  
(check all that apply)\*

☐ East Connection☒ Entire Boulevard☐ West Connection☐ Pennsylvania Ave. to Byers Ave.☐ Other: \_\_\_\_\_

Mailing List Preference:  
(check all that apply)\*

☐ Email☒ US Mail

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

I believe the new boulevard should be designated as an I-40 Business Route to encourage people from out of town to get off the main highway and come downtown and visit various downtown attractions. The more out of town money folks spend the better.

It is important that the entire length of the boulevard should be clearly marked as I-40 BUSINESS with plenty of signs so

(CONTINUED ON BACK)

## OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

travelers remain confident they are on the street that will eventually lead them back to the main highway.

There should be plenty of signs on downtown streets directing people to and from the boulevard so they don't get lost after visiting attractions.

Finally, there should be billboards placed all along I-40 listing attractions on I-40 BUSINESS in downtown Oklahoma City so travelers on I-40 get excited to visit downtown long before they get to Oklahoma City.

The more out of state license plates we see on the boulevard the better.

1 Thank you.

2 MR. ROESLER: Thank you.

3 I have Number 4, Lies Urban.

4 #3 PUBLIC VERBAL COMMENT

5 MR. URBAN: Hello. My name is Lies Urban, and  
6 I'm just a concerned citizen. And so to avoid me  
7 standing up here stuttering and stammering, I'm going  
8 to just read off my little sheet of paper here, if you  
9 all don't mind.

10 The point I'd like to bring up is, I believe  
11 that a new boulevard should be designated as an I-40  
12 business route and have the exits to it off of I-40  
13 clearly marked.

14 The idea is to get out-of-town folks off the  
15 main highway to come downtown and visit our various  
16 attractions. The more out-of-town money folks spend,  
17 the better. I want to emphasize the importance of  
18 having the boulevard clearly marked its entire length.  
19 It should have I-40 business signs at each  
20 intersection, letting people know that they're still on  
21 the street that will eventually take them back to the  
22 main highway.

23 I've gotten off on these business routes  
24 before and gone four or five blocks without seeing a  
25 sign, and I've wondered, well, am I still on a street

1 that's going to take me back to the main highway, or  
2 have if I missed a turn or what? So let's clearly mark  
3 it the entire length.

4           Needless to say, there should be an ample  
5 number of signs on the boulevard directing people to  
6 the various attractions. Equally important, there  
7 should be plenty of signs on downtown streets directing  
8 people back to the boulevard after they've ventured off  
9 of it to visit an attraction. Let's not be stingy with  
10 our street signs downtown helping our out-of-town  
11 visitors find their way around.

12           Finally, highway billboards placed all along  
13 I-40 should list the attractions on I-40 business  
14 through downtown Oklahoma City. Place them as far east  
15 as Knoxville and as far west as Flagstaff, every two or  
16 three hundred miles.

17           Imagine a carload of kids seeing those  
18 billboards for a thousand miles and hollering, "Dad,  
19 Dad, we want to stop in Oklahoma City and go Whitewater  
20 rafting." "Okay, okay, I'll stop. You all just hush."  
21 That's the type of thing we want to see. Use of our  
22 hotel/motel tax money to pay for the billboards.

23           That's basically all I've got. Remember, the  
24 more out-of-town, out-of-state license plates we see on  
25 the boulevard, the better.

1 Thank you.

2 MR. ROESLER: Thank you.

3 Number 6, Derek Sparks.

4 #4 PUBLIC VERBAL COMMENT

5 MR. SPARKS: Good evening. I'm Derek Sparks.  
6 I'm the Government Relations Manager of the Greater  
7 Oklahoma City Chamber. And you've heard from Steve  
8 Mason, from our board of directors, tonight. I don't  
9 want to be redundant, but I want to build upon what he  
10 had to say.

11 The Chamber is at its 125th year, and we  
12 represent over 5,000 companies in central Oklahoma.  
13 And we have been involved in this process since the  
14 very beginning and wanted to strongly emphasize that  
15 our chamber does support the city's position and ODOT's  
16 position on Alternative C and believes that's the best  
17 compromise path forward.

18 And we really want to publicly commend all of  
19 you on this great process and certainly want to thank  
20 you for this meeting tonight, but we're going to take a  
21 formal position of support for that path forward.

22 And that's all I have. Thank you.

23 MR. ROESLER: Thank you.

24 Number 10, Steve Raupe.

25 #5 PUBLIC VERBAL COMMENT



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Steve C. Davis  
NAME:

Property Owner  
BUSINESS/ORGANIZATION:

1010 W. MAIN St.  
ADDRESS:

OKC CITY: OK STATE: 73106 ZIP:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by:

12/01/2014

Klassikars@aol.com  
EMAIL ADDRESS:

Stakeholder Type:  
(check all that apply)\*

☐ Agency☐ Downtown Business☐ Downtown Employee☐ Civic Group☐ Elected Official☐ Concerned Citizen☒ Downtown Property Owner☐ Other: \_\_\_\_\_

My comment concerns:  
(check all that apply)\*

☒ Alternatives Analysis☐ Environmental Issues☒ Preferred Alternative☐ Traffic Issues☒ Overall Program☐ Other: \_\_\_\_\_

My comment pertains to the  
following project location:  
(check all that apply)\*

☐ East Connection☒ Entire Boulevard☒ West Connection☐ Pennsylvania Ave. to Byers Ave.☐ Other: \_\_\_\_\_

Mailing List Preference:  
(check all that apply)\*

☒ Email☐ US Mail

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

I feel the desired choice, which appears to be option C, is NOT AS DESIRABLE OR AS EFFECTIVE IN CREATING STREET TRAFFIC - which incidentally gets folks to sight see & stop & check out DOWNTOWN BUSINESSES AS WOULD BE OPTION D - which would certainly circulate downtown traffic - AND BE LESS HURRIED - OR LESS OF A CHANNEL TO GET TRAFFIC IN AND OUT RAPIDLY - THE ROW OF THE OLD CROSSTOWN IS VALUABLE PROPERTY - which if developed properly would provide much

(CONTINUED ON BACK)

## OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

IN THE WAY OF TRX MONIES WHICH I PERSONALLY FEEL  
WOULD BE BETTER FOR THE DOWNTOWN INSTEAD OF INTERRUPTING  
THROUGH TRAFFIC ON WESTERN & MASSAN.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php



## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: John Thompson

BUSINESS/ORGANIZATION: Seeps Unlimited

ADDRESS: 1111 W Main St

CITY: Oklahoma City STATE: OK ZIP: 73106

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL PROGRAMS DIVISION

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: environment@odot.org

Please submit comments by:

12/01/2014

EMAIL ADDRESS: Seeps@aol.com

Stakeholder Type:  
(check all that apply)

☐ Agency

☐ Downtown Business

☒ Downtown Employee

☐ Civic Group

☐ Elected Official

☒ Concerned Citizen

☒ Downtown Property Owner

☐ Other: \_\_\_\_\_

My comment concerns:  
(check all that apply)

☐ Alternatives Analysis

☐ Environmental Issues

☐ Preferred Alternative

☒ Traffic Issues

☐ Overall Program

☐ Other: \_\_\_\_\_

My comment pertains to the  
following project location:  
(check all that apply)

☒ East Connection

☐ Entire Boulevard

☐ West Connection

☐ Pennsylvania Ave. to Byers Ave.

☐ Other: \_\_\_\_\_

Mailing List Preference:  
(check all that apply)

☒ Email

☐ US Mail

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

Too much traffic on Penn and  
classen at 7am and 12pm and the homeless  
getting off the bus and bothering the businesses  
on the street for money and food."

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jennifer Sylvester  
NAME:

Very concerned Resident  
BUSINESS/ORGANIZATION:

201 NW 17th St. Apt. 1  
ADDRESS:

OKC CITY: OK STATE: 73103 ZIP:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**  
Room: 3-D3  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
Fax: (405) 522-5193  
email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by: 12/01/2014

jennifer.sylvester@live.com  
EMAIL ADDRESS:

Stakeholder Type: (check all that apply)*	<input type="checkbox"/> Agency	<input checked="" type="checkbox"/> Downtown Business	<input checked="" type="checkbox"/> Downtown Employee
	<input checked="" type="checkbox"/> Civic Group	<input type="checkbox"/> Elected Official	<input checked="" type="checkbox"/> Concerned Citizen
	<input type="checkbox"/> Downtown Property Owner	<input type="checkbox"/> Other: _____	
My comment concerns: (check all that apply)*	<input checked="" type="checkbox"/> Alternatives Analysis	<input checked="" type="checkbox"/> Environmental Issues	<input checked="" type="checkbox"/> Preferred Alternative
	<input type="checkbox"/> Traffic Issues	<input type="checkbox"/> Overall Program	<input type="checkbox"/> Other: _____
My comment pertains to the following project location: (check all that apply)*	<input type="checkbox"/> East Connection	<input checked="" type="checkbox"/> Entire Boulevard	<input type="checkbox"/> West Connection
	<input type="checkbox"/> Pennsylvania Ave. to Byers Ave.	<input type="checkbox"/> Other: _____	
Mailing List Preference: (check all that apply)*	<input checked="" type="checkbox"/> Email		<input type="checkbox"/> US Mail

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

Based on what I have seen of the Crosstown "Blvd"  
I am not convinced on the design. The areas that  
have already been built are exactly opposite of  
what a "Boulevard" should be. It only moves vehicles  
(not pedestrians or bicycles) and provides no room for  
development alongside of it. The boulevard has effectively  
built a wall between the north side of downtown  
and the "core to shore" area and the potential for growth.  
Show me a good downtown with a highway thru it.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>
**Crosstown Boulevard****05/07/2014****Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jim Whiddon

NAME:

7404 NW 125th St.

ADDRESS:

Oklahoma City

Oklahoma

73142

CITY:

STATE:

ZIP:

+1 (405) 818-9977

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**PUBLIC INVOLVEMENT PROGRAM**

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 521-6917

email: [m-coordinator@odot.org](mailto:m-coordinator@odot.org)**Please submit comments by:****06/13/2014**[jwhiddon@ozarkah2o.com](mailto:jwhiddon@ozarkah2o.com)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."*

I work with Eureka Water Company. We own the property bounded by Shartel on the west, SW 3rd, Lee on the east, and SW 2nd. I have already submitted comments about the Crosstown Boulevard, but I have some further thoughts. When I went to the "Open House" meeting at the Cox Center on May 7th, I was told by the engineers and everyone else I spoke with about the different Alternatives, that Alternative "C" was going to be the preferred choice. They made Alternative "C" sound like it was going to be the only practical choice, so all of the comments that I made were revolving around this choice and none of the others. Looking back at the other alternatives, both "A" and "B" are elevated on the north side of our property thereby closing both Shartel and Lee to any and all traffic. We would still lose access to our properties on SW 2nd and Lee, but we would not be facing the exit and entrance areas on Shartel and Lee. Alternatives "A" and "B" are both good choices for us. Alternative "D" also is a viable alternative for us, because it does not come close to our property at all. it would change nothing for us, and that would work very well for us. Alternative "C", as it is being proposed, will be a severe detriment to our business. Alternative "C" has traffic exiting and entering the Boulevard on both Shartel and Lee just on the north side of our property. SW 2nd will also be closed on the north side of our property, leaving us virtually no way to access our loading dock area. We don't have a tremendous amount of room on the north side of our building, so semi trucks would not be able to turn around in that space.

According to a recent newspaper article, some have proposed that there be a full intersection at Lee for pedestrian and bicycle traffic crossing the Boulevard. David Wanzer and Councilwoman Meg Salyer both would like to see this happen. Right now as it stands, there is not much pedestrian or bicycle traffic going across SW 2nd on Lee. When the Crosstown Boulevard comes through, SW 2nd will close on the north side of our property. Having a full intersection at Lee would be a serious problem for our ability to ship and receive. As you may know, our docks are on the west end of our diagonal drive and the only access to this will be from Lee. From SW 3rd, on Lee, to our diagonal drive is only 155 feet and from our diagonal drive to SW 2nd is 152 feet. Somewhere in that 152 feet would be an exit from the Boulevard that would probably have no stop or yield, but will put traffic onto Lee with very little room to spare before our diagonal drive and also

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

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just before a stop sign at SW 3rd. This would essentially cut us off from Lee, and make it a lot more difficult to safely ship and receive our products.

Please understand that I mean absolutely no disrespect, but have either Mr. Wanzer or Councilwoman Salyer been out to our location to see what will happen to us if the proposed exits and entrances are allowed to be put in? I would invite them both here to visit with us, and hopefully see for themselves that we cannot have these exits on both streets. We could live with a crossing or intersection at Shartel, but not at Lee.

Also, according to the same newspaper article, Councilman Pete White has proposed that there be traffic controls at every intersection on the Boulevard, to avoid driving 45 or 50 mph through downtown and also to "make it like what Reno is now". Although I do agree that we don't need to be driving at 45 or 50 mph on the Crosstown Boulevard, if you have driven on the existing "West Connection" of the Boulevard the speed limit is 45 mph but traffic is constantly going 55 to 60 mph plus. The concept for the Boulevard, in my opinion, is to make it easier to exit downtown without having to use I-40 thereby easing the congestion on I-40. If we make the Boulevard to be like Reno is now, what good comes from it? We are simply making another street that has stoplights at every intersection, and is as slow as Reno forcing drivers back to the Interstate. Where have we made any progress?

I understand that you all have a very tough decision ahead of you. I also understand that you cannot please everyone. I hope that you take into consideration how long we have been at this location. While we're not a Devon or a Chesapeake, as the years have passed we have expanded our operation and are looking forward to a bright future helping Oklahoma City become a better place to live and work.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: PATRICK BOYLAN

BUSINESS/ORGANIZATION:

ADDRESS: 200 SOUTH OKLA. AVE #306

CITY: OKC STATE: OK ZIP: 73104

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL PROGRAMS DIVISION

Room: 3-D3  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
Fax: (405) 522-5193  
email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by: 12/01/2014

EMAIL ADDRESS: pboylan@pdcproductions.com

Stakeholder Type: (check all that apply)*	<input type="checkbox"/> Agency	<input type="checkbox"/> Downtown Business	<input type="checkbox"/> Downtown Employee
	<input type="checkbox"/> Civic Group	<input type="checkbox"/> Elected Official	<input type="checkbox"/> Concerned Citizen
	<input checked="" type="checkbox"/> Downtown Property Owner	<input checked="" type="checkbox"/> Other: <u>RESIDENT.</u>	
My comment concerns: (check all that apply)*	<input type="checkbox"/> Alternatives Analysis	<input type="checkbox"/> Environmental Issues	<input checked="" type="checkbox"/> Preferred Alternative
	<input type="checkbox"/> Traffic Issues	<input type="checkbox"/> Overall Program	<input type="checkbox"/> Other: _____
My comment pertains to the following project location: (check all that apply)*	<input type="checkbox"/> East Connection	<input checked="" type="checkbox"/> Entire Boulevard	<input type="checkbox"/> West Connection
	<input type="checkbox"/> Pennsylvania Ave. to Byers Ave.	<input type="checkbox"/> Other: _____	
Mailing List Preference: (check all that apply)*	<input type="checkbox"/> Email	<input checked="" type="checkbox"/> US Mail	

RECEIVED  
NOV 19 2014  
ENVIRONMENTAL  
PROGRAMS DIV.

"I have the following comments about the proposed project to construct the Crosstown Boulevard.

I DISAGREE WITH THE PREFERRED ALTERNATIVE C.

ANYTHING LESS THAN SIX LANES IS A WASTE OF  
TIME + FUTURE COSTS. CAPACITY NEEDS TO BE  
THERE FOR DOWNTOWN EVENTS - LIKE THUNDER GAMES  
I SUGGEST THE OUTSIDE 2 LANES BE USED FOR  
PARKING + THEN CLEARED AS "RUSH HOUR LANES"  
LIKE WASHINGTON DC

CONF. ON BACK

(CONTINUED ON BACK)

## OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

MORE IMPORTANTLY, WE WILL BE GLAD  
WE DID ACT. A WHEN WE WANT TO RUN  
LIGHT RAIL DOWN THE CENTER OF THE BLVD.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Crosstown Boulevard

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: VAN BARBER

BUSINESS/ORGANIZATION: \_\_\_\_\_

ADDRESS: 4836 NW 102nd TERR.

CITY: OKC STATE: OK ZIP: 73122

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**

Room: 3-D3

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 522-5193

email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by: **12/01/2014**

EMAIL ADDRESS: VBARBER4836@gmail.com

Stakeholder Type: (check all that apply)*	<input type="checkbox"/> Agency	<input type="checkbox"/> Downtown Business	<input type="checkbox"/> Downtown Employee
	<input type="checkbox"/> Civic Group	<input type="checkbox"/> Elected Official	<input checked="" type="checkbox"/> Concerned Citizen
	<input type="checkbox"/> Downtown Property Owner	<input type="checkbox"/> Other: _____	
My comment concerns: (check all that apply)*	<input type="checkbox"/> Alternatives Analysis	<input type="checkbox"/> Environmental Issues	<input type="checkbox"/> Preferred Alternative
	<input type="checkbox"/> Traffic Issues	<input type="checkbox"/> Overall Program	<input type="checkbox"/> Other: _____
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	<input type="checkbox"/> Pennsylvania Ave. to Byers Ave.	<input type="checkbox"/> Other: _____	
Mailing List Preference: (check all that apply)*	<input type="checkbox"/> Email	<input type="checkbox"/> US Mail	

**RECEIVED**  
**NOV 18 2014**

**ENVIRONMENTAL  
PROGRAMS DIV.**

"I have the following comments about the proposed project to construct the Crosstown Boulevard."

ALTERNATIVE C IS THE BEST PLAN.  
PLEASE MAKE FARMERS AS ACCESSIBLE AS  
POSSIBLE  
PLEASE USE SIGAGE FOR ATTRACTIONS DOWNTOWN -  
DONT FORGET LAND RUN MON!!!  
Will WESTERN SECTION BE LANDSCAPED - TREES ETC?

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## PROPOSED SH-9 IMPROVEMENTS

10/28/2014

Cleveland County, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Shell Lake mart  
 ADDRESS: 10750 E Hwy 9  
Norman OK 73026  
 CITY: STATE: ZIP:  
405-600-5241  
 PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 Fax: (405) 522-5193  
 email: [environment@odot.org](mailto:environment@odot.org)

Please submit comments by: 11/11/2014

RECEIVED

EMAIL ADDRESS:

NOV 18 2014

ENVIRONMENTAL  
PROGRAMS DIV

"I have the following comments or questions about the proposed project to improve the SH-9 corridor from 72nd Avenue South East, east to 108th Avenue South East, in Cleveland County, OK."

When the construction does start, our business entrances should not be effected because we will not be able to survive with No customers. ~~But~~ We request that both of our entrances to be left open to customers. Between the four lanes, we request that there is a only sign for our customers to be able to turn into Our store and have easy access. A signal on 108th Ave would help slow down traffic and also decrease accidents on that road. Speed should be reduced to 45 on that enter section and regular speed limit should be max 55-60 MPH.

(CONTINUED ON BACK)

Comment 11 (E-mailed Comment)

20141124 JHamon.txt

From: JoBeth Hamon <jobeth.hamon@gmail.com>  
Sent: Monday, November 24, 2014 11:02 AM  
To: environment@odot.org  
Subject: Crosstown Boulevard comments

Hello,

I attended the public hearing on November 14 regarding ODOT's preferred alternative and the environmental assessment for the Crosstown Boulevard. I recently moved to Oklahoma City and am pleased to hear of the amount of public input that seems to have been taken into account during the development of this project.

I would like to echo the comments of the gentleman who pointed out the need for a different philosophy on bike lanes for this project and for Oklahoma City in general. I do not own a car and mostly get around by biking or bus unless I am with other people who drive. While I appreciate the places I have come across bike lanes in Oklahoma City, it is true that just having a bike lane designated does not always make me feel safer and having more of a buffer or median between the cycling lane and car traffic is much preferred and, I believe, will encourage more people to bike as a form of transportation. I would encourage the consideration of more separated bike lanes for this project.

Thank you,  
JoBeth Hamon  
333 Northwest 5th Street, #915  
Oklahoma City, OK 73102

1 individual person. And after three minutes, the  
2 microphone will be turned off and the next person will  
3 be asked to step up.

4 Let's see here. So I guess -- (mumbles to  
5 self). So, with that, we have a timer and we're ready  
6 to go. So I'd like to first -- Steve Mason, Number 1.  
7 And also as I go through these, if you have a number,  
8 if you'd prepare yourself next in line to step up for  
9 comments. I'd appreciate it. Thank you very much.

10 #1 PUBLIC VERBAL COMMENT

11 MR. MASON: Thank you. Good evening. My name  
12 is Steve Mason. I was President of Cardinal  
13 Engineering for 25 years. I have re-developed and  
14 owned 20 historic buildings in the Plaza District and  
15 Automobile Alley. I am landlord to retailers, artists,  
16 small businesses, restaurants, and offices. I'm  
17 heavily invested in the small businesses of our  
18 community.

19 I am chairman of the Oklahoma City Chamber of  
20 Commerce Transportation Committee. I'm a member of the  
21 Automobile Alley Association, DEQ, Greater Oklahoma  
22 City Chamber of Commerce, and Downtown Bid Boards. I  
23 am also a member of the MAPS 3 Modern Street Car  
24 Committee.

25 I support Alternative C. I speak on behalf

1 the Greater Oklahoma City Chamber of Commerce and offer  
2 the Chambers's support of Alternative C.

3 The preferred Alternative C is an excellent  
4 choice and reduces traffic jams and backups in  
5 downtown. It improves vehicular access to downtown,  
6 especially during commute times and Thunder games. It  
7 reflects a shorter bridge span at Western and reduces  
8 the lanes from six to four.

9 I like the reduced construction price from 62  
10 million to 39.5 million. It improves the accessibility  
11 to the western portions of the boulevard, including  
12 Film Row. Instead of highway-style ramps at Shartel  
13 and Lee Avenues, it provides full intersections. I  
14 like the trail on both side for pedestrians and  
15 bicyclists. The proposed boulevard provides excellent  
16 vehicular access to downtown, while providing excellent  
17 access to the areas west of downtown.

18 Alternative C will become increasingly more  
19 important as thousands of residents and office workers  
20 are added the next decade to our urban core. I  
21 encourage ODOT to move expeditiously to complete design  
22 plans and to complete the project.

23 I emphasize that the City of Oklahoma City,  
24 the Greater Oklahoma City Chamber of Commerce and I  
25 support Alternative C. Thank you, ODOT, the Federal

1 Highway Administration for listening to the input from  
2 the City of Oklahoma City and our community during this  
3 long process. Thank you.

4 MR. ROESLER: Number 2, Tom Peryam.

5 #2 PUBLIC VERBAL COMMENT

6 MR. PERYAM: Hello. My name is Tom Peryam. I  
7 am a citizen of Oklahoma City. I am a geologist at one  
8 of the downtown energy companies.

9 I applaud the committees involved for their  
10 flexibility up to this point. I want to speak  
11 specifically to two points.

12 It's been widely publicized that the city and  
13 ODOT hope for speeds to be 25 miles per hour on the new  
14 boulevard. However, the lane width of 11 feet is  
15 rather incompatible with this. I really want to  
16 strongly advocate for a 10-foot lane width. 10-foot  
17 lane widths are completely acceptable, according to  
18 AASHTO standards, AASHTO Green Book, at the  
19 25-mile-per-hour speed limit.

20 Basically, if you make an 11-foot lane, you're  
21 setting drivers up to fail your 25-mile-per-hour speed  
22 limit. People feel much safer.

23 Secondly, the bike lane, as shown, really  
24 looks just like the edge of a highway. Just because  
25 there's a bike -- and I'm a bicycle advocate --

1 Thank you.

2 MR. ROESLER: Thank you.

3 Number 6, Derek Sparks.

4 #4 PUBLIC VERBAL COMMENT

5 MR. SPARKS: Good evening. I'm Derek Sparks.  
6 I'm the Government Relations Manager of the Greater  
7 Oklahoma City Chamber. And you've heard from Steve  
8 Mason, from our board of directors, tonight. I don't  
9 want to be redundant, but I want to build upon what he  
10 had to say.

11 The Chamber is at its 125th year, and we  
12 represent over 5,000 companies in central Oklahoma.  
13 And we have been involved in this process since the  
14 very beginning and wanted to strongly emphasize that  
15 our chamber does support the city's position and ODOT's  
16 position on Alternative C and believes that's the best  
17 compromise path forward.

18 And we really want to publicly commend all of  
19 you on this great process and certainly want to thank  
20 you for this meeting tonight, but we're going to take a  
21 formal position of support for that path forward.

22 And that's all I have. Thank you.

23 MR. ROESLER: Thank you.

24 Number 10, Steve Raupe.

25 #5 PUBLIC VERBAL COMMENT

1           MR. RAUPE: Good evening. My name is Steve  
2           Raupe. I'm with Ozarka Water here in Oklahoma City.  
3           My plant is located at 3rd and South Shartel.

4           I'm very concerned -- as much as I appreciate  
5           what the City is doing, and I'm all for that, I have a  
6           concern with the intersections between Shartel and Lee.  
7           I employ a hundred people plus.

8           Closing down or making Shartel and Lee two  
9           ways, where my trucks stage between Lee and Shartel  
10          every morning and every afternoon -- and we're talking  
11          30 to 50 trucks, not to mention tractor-trailers that  
12          come north on Lee from 3rd Street -- is absolute  
13          gridlock for me. I'm not sure -- this is obviously  
14          going to be very detrimental to my business.

15          Regardless, staging these trucks there, I  
16          don't know where to put them after that. I've run a  
17          business; I have for been there for 30 years. And with  
18          the old I-40 exiting at Walker, I need Lee to remain  
19          open -- or closed where it is now, where my trucks and  
20          my customers, those tractor-trailer rigs, which are  
21          20-plus a week, there is no way they can come to my  
22          docks this way.

23          So I'm very, very concerned about having an  
24          exit at Shartel, Lee, and Walker, where the last one  
25          was just at Walker.

1           We sent, as late as May, concerns to the DOT  
2 in regards to this, two different concerns, and haven't  
3 heard anything back. And that's also been a very  
4 concern of mine. You want the reactions or our  
5 concerns, but not hearing anything back until these  
6 meetings. I find that very disconcerting, if you will.

7           Thank you.

8           MR. ROESLER: Thank you.

9           Well, those are all the public verbal comment  
10 cards I have.

11           Was there anybody that filled out an on-line  
12 verbal comment card? Please raise your hand. Okay.

13           Well, with that being said, I'd like to  
14 formally close tonight's public hearing. Thank you  
15 very much for your attendance tonight.

16           Again, you can find this information on ODOT's  
17 website, at ODOT.org, including information from  
18 tonight's meeting and the comment form, as well as  
19 other projects throughout the state of Oklahoma.

20           Again, my name is Frank Roesler, III. And  
21 thank you very much.

22           (Pause.)

23           MR. ROESLER: If you have any more questions,  
24 feel free to continue visiting our open house, where we  
25 can try and answers those questions for you.

1 Thank you very much.

2 (Public comments concluded.)

3 \* \* \* \* \*

4 (The following comments were made on the  
5 record to the court reporter:)

6 #1 COMMENT TO THE COURT REPORTER:

7 DOUG HOLSTED: While I support Alternative C,  
8 I do not think that the width of the boulevard going  
9 through the downtown section is -- I think it's too  
10 wide.

11 People will not slow down to 25 miles an hour.  
12 They don't slow to 45 miles an hour, because they put a  
13 45-mile-an-hour sign west of Western. They're going 65  
14 and 70 to get out to the interstate during the evening  
15 on the way home. They won't be going 25 when they come  
16 into town; they'll be going 45 or 50 through downtown.

17 The other thing is, with it being that wide,  
18 getting across the street, part of walkability is  
19 crossing that street. They've got to cross 90 feet at  
20 a stoplight. And that's going to be hard enough to do  
21 for an able-bodied person in the time given, let alone  
22 handicapped or people with children.

23 And to support my position, they should go  
24 look at Broadway right now that's only five lanes.  
25 Walking across that is taking your life in your own

1 hands, out by 8th, 9th, 7th.

2 So I'd like for them to look at narrowing it,  
3 and I'd like to know what they plan to do to try to get  
4 people to really, truly slow down to 25 miles an hour.

5 Thank you.

6 #2 COMMENT TO THE COURT REPORTER:

7 TOM JONES: My name is Tom Jones. I'm the  
8 President and CEO of City Rescue Mission, which is  
9 located at 1800 West California, which is right where  
10 the bridge ends coming in from the west; it will drop  
11 right off at the corner of our property.

12 We are fully, fully, fully in favor of  
13 Alternative C, with the exception of the fear that the  
14 homeless people that are there, if there's not some  
15 kind of crosswalks predetermined, they're going to cut  
16 out across the boulevard to get to the Shell station,  
17 which is on the corner of Reno and Western.

18 There was a point in time that there was  
19 discussion that ODOT was going to put some sound  
20 barriers up, which would have been helpful to keep them  
21 from just going out across the boulevard. They would  
22 literally have to walk around the block and go down to  
23 the light to get across there.

24 We have 5,000 different homeless people that  
25 come to our shelter on an annual basis. And they have

1 a tendency, just when they want to get to their  
2 destination, they just go the shortest route. And it's  
3 going to be across that boulevard.

4 And I just wanted to make note, because what  
5 we don't need is for there to be a lot of injuries and  
6 deaths because they chose to drop the bridge there and  
7 it's right at the doorstep of the homeless shelter.

8 I don't know how to say that any better, but I  
9 just want them to be thinking about that, because 5,000  
10 people are going to be on foot at that intersection in  
11 a 12-month period. They don't have cars, so they're  
12 not going to get on there and get on the boulevard.  
13 They're going to cut out across there.

14 So I would like to see them put some kind of  
15 sound barrier back up, put a sound barrier up so it  
16 would block them from being able to cut out across  
17 there.

18 (Record concluded 6:30 p.m. No further  
19 comments were made.)

20 \* \* \* \* \*

21

22

23

24

25

## Comment 17 Website Comment

First Name	Last Name	Address	Website Submission Date	Submission Content/Notes
Jim	McGoodwin	16717 Covington Manor Edmond, OK 73012	11/17/2014	<p>It amazes me why anyone with all the data gathered would choose to write off half of all the developable land in the Boulevard project. Alternative C would create block shapes that are difficult to develop as ODOT's own study shows.</p> <p>Alternative D wins over Alternative C on most bike friendly, most pedestrian friendly, least expensive, most land for development and greatest public demand. In fact 66% of respondents to the previous proposal chose Alternative D and 13% of the respondents choose the Alternative with the greatest walkability. That's almost 80% of the respondents.</p> <p>The only area where Alternative D did less well than Alternative C was that it would be slightly more congested by 2040. So Alternative D beat alternative C on all ODOT criteria except one and in that case Alternative C was only slightly better than Alternative D. However, even on this criteria ODOT fails to point out that speeds on Alternative C will inevitably be greater than the posted speed limit making that alternative less safe.</p> <p>I'm just totally baffled as to why ODOT would recommend Alternative C when it loses on most of the criteria, I'm especially confused why they would choose a more expensive route that would create less land for development of downtown OKC when that development would mean a more vital downtown and greater tax revenue to the city. It seems to me that this one criteria more than out weighs the slightly less potential congestion that Alternative C provides. We've seen downtown OKC revive from its moribund past. Why would we want to retard that growth now?</p>

## Appendix F: Sign-In Sheets

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# ATTENDANCE ROSTER



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PUBLIC HEARING

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CHEVY EVENTS CENTER

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. Bob Sullivan 840 0600	4045 NW 64 #340 OKC 73116	NAI Sullivan	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. Cristobal Afanador (405) 254-3319	333 NW 5th St. 1710 Oklahoma City, OK 73102	FHWA	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input checked="" type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. John Roy 570-1801	16600 Farmington Way Edmond OK 73012	SELF	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input checked="" type="checkbox"/> Other
<input type="checkbox"/> Mr. Larry Hopper 297-3985	c/o COPPA 300 SW 7th St. 73109 OKC, OK 73109	COPPA	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. FRANK V. ROESLER III 405 318 1424	200 N.E. 21ST ST OKC, OK 73105	ODOT SRM	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.			<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.			<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



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GENDER / RACE [OPTIONAL]

<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Gregory Terry	3352 NW 25TH ST		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Anna Williams 405-361-9344	8800 S. Country Club Dr		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Jeff Cavans 405-561-4403	16700 Kinsley Rd Edmond, OK		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Tom Jones 405-517-3101	800 W. Calif		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Mark Gibbs	601 N BERRY 73102		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Shawn Wright	333 NW 5TH #202 73102		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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GENDER / RACE [OPTIONAL]

<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Laurie & Charlie Effinger	19250 Ranchwood Harrah		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Lapis Gordon 405 423.6518	12004 NW 135th 73078		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Foreuda Perry		ODOT media & PR	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	TIM VALERIE	4700 NW 105th ST OKC OK 73127		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	John Tankard 476 1357		Carless in OKC	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Jim Meisner	4220 W Reno	CL Boyle Co	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Lavis Sorenson 890 790 0000	P.O. Box 890 790 0000	Donna's Painter Dood	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other

73104



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr.	PAUL D. GREEN	700 NE 21 <sup>st</sup> OKC, 73105	ODOT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Mr.	Mark Pogemiller	420 NW 21 <sup>st</sup> St OKC, OK 73103	OKHSC	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Mr.	Tim Tegeler	200 H.E. 21 <sup>st</sup> St OKC, OK 73105	ODOT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input type="checkbox"/> Mr.	Jennifer Sylvester	201 NW 17 <sup>th</sup> St. Apt. 1 OKC, OK 73103		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Mr.	JB Schuelein	404 1/2 NW 22 <sup>nd</sup> St OKC, OK 73103		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input type="checkbox"/> Mr.	Zeno Warner	117 NW 114 <sup>th</sup> St OKC 73114		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input checked="" type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input type="checkbox"/> Mr.	Elijah Warner	117 NW 114 <sup>th</sup> St OKC 73114		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input checked="" type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Other		



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]				
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	TERESA SMITH 405-297-2380	420 W Main		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
						<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	DEBORAH RICHARDS	748 EUSCANY WAY EDMOND		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
						<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	RON EVANS	1131 W Reno	ALL STAR ELECTRIC	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
						<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	AMANDA SULLIVAN	4045 NW 64TH ST. STE. 340	NAI SULLIVAN GROUP	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
						<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Jane Jenkins	211 N. Robinson Ste 225	Downtown OKC, Inc.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
						<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
						<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
						<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

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PUBLIC HEARING

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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input type="checkbox"/> Mr.	Douglas Hobbs	3627 NW 44		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	516 88 11	OKC 73112		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Van Barber		RESTORED	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	405 722-9877			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Steve Rapp	729 SW 3rd	OZARK	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	820-8884	OKC 73109		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Barry Shackley	2825 NW 57th		<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	918-633-9775	OKC 73112		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Zephora	5712 N.	WARRIOR	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	WARRIOR	LOTIE OKC	Reality CO.	<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.	850-8838		7311	<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	David Hansen	1620 NW 40th		<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	405 532-4485	OKC OK 73118		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other



OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY



## ATTENDANCE ROSTER

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CHEVY EVENTS CENTER

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	Tim Widdon	729 Sw 300 St. OKC, OK 73109	Everling Water Company	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	818-9977			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	Nicoma Barlow	200 NE 21st Street OKla City, OKla 73105	ODOT	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	521-2648 or 413-3707			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	Teresa Stowe	" "	ODOT	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	521-2648			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> Native American
<input type="checkbox"/> Mr.	LAURA	" "	ODOT	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	CHANEY			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	NIAK	12524 KINGSBARK KIAO	OKC PC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	GALES	OKC 73142		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	MALONEY	3309 Goodger Dr OKC, OK 73112	DOKC, Inc	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	O'Neill			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	Brent Moss	2409 NW 19th St. OKC, OK 73107	MidFirst Bank	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American



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<input checked="" type="checkbox"/> Mr.	Jim Dye	729 SW. 3 <sup>RD</sup>	EUREKA WATCH	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	405. 795. 4672	OKC, OK 73109	company	<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			(ORANGE)	<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	Dawn R Sullivan	200 NE 21ST	ODOT	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	DAVID EDWIN	522 AUSTIN	FOE #A550C	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	Staci Sanger	16312 Everglade Ln	DOWNTOWN OKC, Inc.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.		Edmond, OK		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	DAVID SAULSBERY	200 NE 21ST	ODOT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.		OKC, OK 73105		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	Derek Sparks	103 Park Ave.	Greater OKC Chamber	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.		OKC, OK 73102		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	Tom Perryam	1001 NW 16th	Citizen	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.		OKC, OK 73106		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American



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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]					
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs. ASHLEY FERRY (405) 200-0012	3332 NW 25TH ST. OKC 73107		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other			
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. LAURA MASSENA 326 7248	1018 NW 17TH OKC 73106		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other			
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. JOHN HARTLEY	6351 CORRY DR NORMAN OK		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other			
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs. BASHA HARTLEY	6351 Corry Dr Norman OK		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other			
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. KEVIN LARIOS		ODOT ENVIRONMENTAL PROGRAMS	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other			
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. Marcus Gaines	420 W. Main Street OKC, OK 73102	OKC Public Wks Dept.	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other			
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. JIM BENSON	1601 NW EXPWY SUITE 400 OKC 73118	POE ASSOCIATES	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other			



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr.	Chris Savage	1. E. SHERIDAN	Johanson &	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	235.8075	Ste. 200	ASSOC. INC.	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC, OK 73104		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	James McLane	21 E Main St.	ACOG	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	234-2264	Ste. 100		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC, OK 73109		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	JOEL DIXON	136 NW 20th St	CHESAPEAKE	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	(903) 258-4053	OKC, OK 73103		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Nathaniel Harding	721 NW 19th	MAPS streetcar	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	204 1711	OKC 73103		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Tim Johnson	1 E SHERIDAN	Johnson &	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	235 8075	Ste 200	ASSOC.	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC 73104		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Kern Bailey	216 NW 20th		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	618-0404	OKC, OK 73103		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Suzan Bohannon	584 N. Brady	FTWA	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input checked="" type="checkbox"/> Ms.	254-3333	apt. suite 300		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	Clay Moss	9225 Lakebrook Rd Soc 200 OKC 73120	Hasil Capital	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	231-2426			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	DAVID DOTEN	ODOT 200 NE 21st St OKC 73105	SAPM	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	405 521 2704			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Nick Davidson			<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	405-521-6774			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Noel Kanza	13032 Greenwood Ave OKC 73120		<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	405-152-8423			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Jeni Hackett	3205 NW Drexel St Oklahoma City, OK		<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	580-235-1809			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Naila Crank-Clements			<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	557 0700			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Jessica Scott	200 NE 21st St. OKC, OK	ODOT	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	522-4895			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other



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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr. Mike Adams	1212 SLO 95th	LSR	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Black
				<input type="checkbox"/> Other
<input type="checkbox"/> Mr. A.S. Kypertich	211 N. Robinson	Downtown OKC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Black
				<input type="checkbox"/> Other
<input type="checkbox"/> Mr. Debbie Miller	400 W Main	OKC	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Black
				<input type="checkbox"/> Other
<input type="checkbox"/> Mr. Paul Vaughn	820 SW 52nd	OKC	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Black
				<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. Dennis Claess	200 W. Walker	City of OKC OKC 73102	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Black
				<input type="checkbox"/> Other
<input type="checkbox"/> Mr. Allison Bailey	214 NW 20	citizen	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Black
				<input type="checkbox"/> Other
<input type="checkbox"/> Mr. Negan Achuz	1986 Robb Dr.	CITIZEN	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.			<input type="checkbox"/> Female	<input type="checkbox"/> Native American
				<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Black
				<input type="checkbox"/> Other



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NAME & PHONE ADDRESS BUSINESS / ORGANIZATION

GENDER / RACE [OPTIONAL]

<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Rick Williams	8800 S Country Club OKC, OK 73159		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Tom Goldstein		FHWA	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Russell Dale	3101 Eton Ave OKC OK 73122		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Cynthia Cox	3627 NW 44 OKC OK 73112		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	PATRICK BOYAN	200 SOUTH OKLA AVE OKC OK 73104		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Lawn Miller	3300 N Vermont OKC 73112		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	DAVID GILBERT	2000 GILBERT OKC	CITIZEN	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	LISA NUNGESEER	901 MORPACSO #2-595 TULSA OK 74104	PARSONS BRINCKERHOFF	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	DAVID CLINE	1517 SOWWAY OKC, OK 73127	MACALHA ASSOC. CONSULTANTS	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	SCOTT SWENMEYER	1116 Chesapeake Norman OK	EDOT Cultural Resources	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	CHAD HUNTINGTON	103 E. CALIFORNIA STE C OKC OK 73104	WATER TAXI, LLC	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Nick Singer	5113 N Linn OKC		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	DENNIS SILVERTS	1501 E SUNRISE STILLWATER OK 74015	ONCUE MKT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Dennis Patterson	1225 W. RENO AVE	COMPUTER NATION	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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# ATTENDANCE ROSTER

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CHEVY EVENTS CENTER

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other		

Cole Hackett (405) 711-6007	3205 Drexel Ct OKC 73107	ODOT MPR
Chad Green (405) 517-7566	800 W California Ave	City Reser- Mission
Steve Davis 405-232-1972	1010 W. MAIN OKC - 73106	Stakes Classics (RETIRED)
Rainey Williams 405-684-0106	1117 N. Robinson apt 101 OKC - 73103	St. Anthony's
Jennifer Sebesten 405-234-2264	21 E. main St Suite 100 OKC 73104	AZOG
Ben Bynum 405-833-5196	4300 Northridge Norman OK 73072	Hogan Property Co.
Don Funkhouser 580-352-0020	333 NW 5th St #1915 OKC, OK 73102	Oklahoma Arts Institute



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<input type="checkbox"/> Mr.	Sam Pappas	3033 NW 63rd	MAC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405-848-2421	Suite 250E		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC, OK 73116		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	LAURENT MASSENAT	1018 NW 17		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405 326 7364	OKC		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC 73106		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Chris Gross	300 Johnny Bench		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405 225-5240	OKC		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	JoBeth Harmon	333 NW 5th St.		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input checked="" type="checkbox"/> Ms.	541-977-2113	#915		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Paul Seid	5801 N. Broadway Bldg	Wiggin Prop.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405 8420106	OKC 73118		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	John Sharp	21 E Main St	AWC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	<del>205-234-2264</del>	OKC OK		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		73104		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	



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<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. Carl Edwards	2925 Regency Ct OKC 73126	Price Edwards & Co.	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. Randy East	134 NW 17th St OKC	City of OKC	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs. Karen Youngblood	100 N University Box 170 Edmond, OK 73034	UGO	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. Lois Urban	806 SW 24th Oklahoma City	private citizen	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. Ed Lynn	4130 NW Expy OKC, OK	BMW	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. Chad Meisenburg	0007		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. Roy Williams	123 Park Ave. OKC, OK 73102	Greater OKC Chamber	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	Kristen Vail's	2228 NW 15th St	Plaza District Assoc.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	SHANE HAMPTON	333 NW 5th St	Inst. for Quality Communities	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	SN SUNDREAM	ODOT		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	Jean Ogilvie	=		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Tammie Jones	300 NE 18th St OKC	Dept. of Rehab	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Marty & Debbie Gardner	512 SW 3rd	Martice/10 Gardner's	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Harley Davis (405) 948-0233	3909 Cashion Pl OKC 73112	CLASSIC CAR PARTS	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other