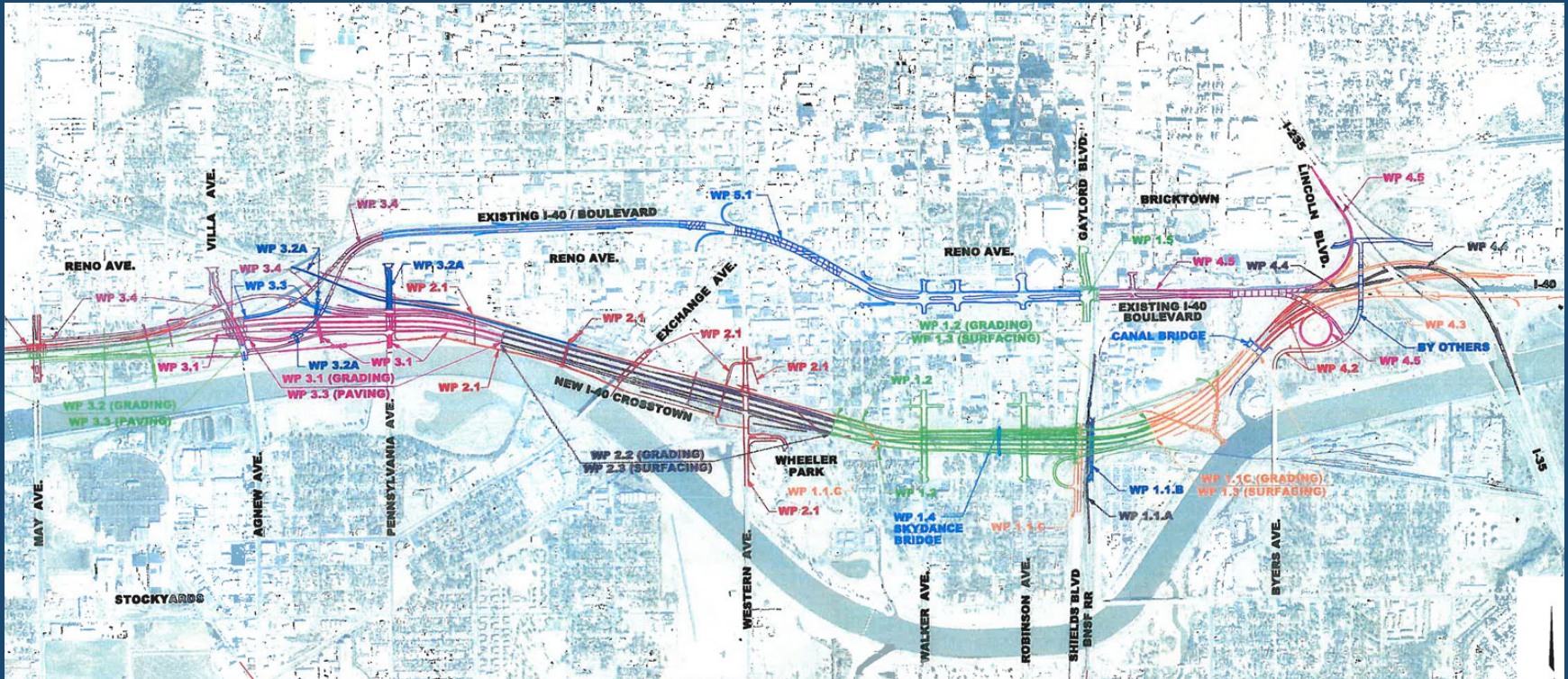




Oklahoma City Boulevard Project Update

July 2012



Public Works Department



Project History

- October 1995 – Project Study Approved
 - Environmental Clearance Process
 - Technical Advisory and Citizen Advisory Committees



The City of Oklahoma City
Public Works Department

PROJECT, RIGHT-OF-WAY, PUBLIC UTILITY, ENCROACHMENT AND MAINTENANCE AGREEMENT for the I-40 Crosstown Expressway

This Agreement, entered into by and between the City of Oklahoma City, Oklahoma, hereinafter called the City, and the Department of Transportation of the State of Oklahoma, hereinafter called the Department,

WITNESSETH

WHEREAS, the Department proposes to construct certain highway improvements on an Interstate Route in the City of Oklahoma City, Oklahoma, hereafter referred to as project, as follows:

Realignment of approximately 4 miles of the I-40 Crosstown Expressway between the I-40/I-44 junction and the I-40/I-235 junction including associated city streets and the conversion of the existing interstate facility to a boulevard in accordance with the plan known as Alternate D, all located within the urban and corporate boundaries of the City of Oklahoma City, Oklahoma County, Oklahoma.

WHEREAS, the I-40 Crosstown Expressway is a vital interstate link essential to the City, it is necessary to forge an agreement between the City and the Department to ensure that the national, regional, state and local needs are appropriately addressed, and

WHEREAS, the Department and the City concur that Alternate D is the most suitable solution to the existing need for action regarding the I-40 Crosstown Expressway, and

WHEREAS, the Federal Highway Administration has approved the location of the proposed improvements through the issuance of a Record of Decision based upon the completion of an extensive study of the need for action and social, economic and environmental effects of alternative solutions, and

WHEREAS, it is necessary that certain utilities and/or utility facilities will require adjustment(s) to accommodate the construction and future maintenance of the above described project, and

WHEREAS, Federal funds have been made available by the Federal Highway Administration, through the Department, and will participate in and pay an amount not to exceed 80% of the actual, reasonable, and necessary costs, including necessary utility adjustment costs, and

WHEREAS, legislative authorization and the rules, regulations, policies and procedures of the Department provide the basis of cooperation between the parties regarding the financial responsibility and cost sharing of all the actual and reasonable necessary utility adjustment costs not reimbursed by the Federal Highway Administration (estimated to be a minimum of 20% of the total utility adjustment costs).

NOW, THEREFORE, the parties hereto agree as follows:

The City to the extent permissible under Oklahoma law, agrees:

1. To the location of said project and does hereby warrant to the Department the City's complete satisfaction with the selected alignment.
2. To reimburse and pay to the Department when the actual amounts become known, but not prior to July, 2006, the balance of the total costs expended for the necessary utility adjustments not paid with Federal funds on and for all necessary utility adjustments, less and except present City owned utilities and utility facilities. The City's financial obligation shall be no less than twenty percent (20%) of these total costs. Total City cost is currently estimated to be three million seven hundred seventy thousand three hundred dollars (\$3,770,300.00).



Project History

- 1998 – Environmental Impact Studies
 - Traffic Analysis
 - Financial Analysis
 - Noise Study
 - Joint Use/Reuse
 - Hazardous Materials

I-40
Major Investment Study
and
Environmental Impact Statement

Draft
Traffic Analysis Methodolog

Prepared for:
Oklahoma Department of Transp

Prepared by:
Parsons Brinckerhoff

February 1998

I-40
Major Investment Study
and
Environmental Impact Statement

Financial Analysis Report
(Draft)

Prepared for:
Oklahoma Department of Tra

Prepared by:
Parsons Brinckerhoff
In Association with
MacArthur Associated Consulta

September 1998

I-40
Major Investment Study
and
Environmental Impact Statement

Draft Noise Study Report

Prepared for:
Oklahoma Department of Transportation

Prepared by:
Parsons Brinckerhoff
In Association with
Planning Consultants, Inc.

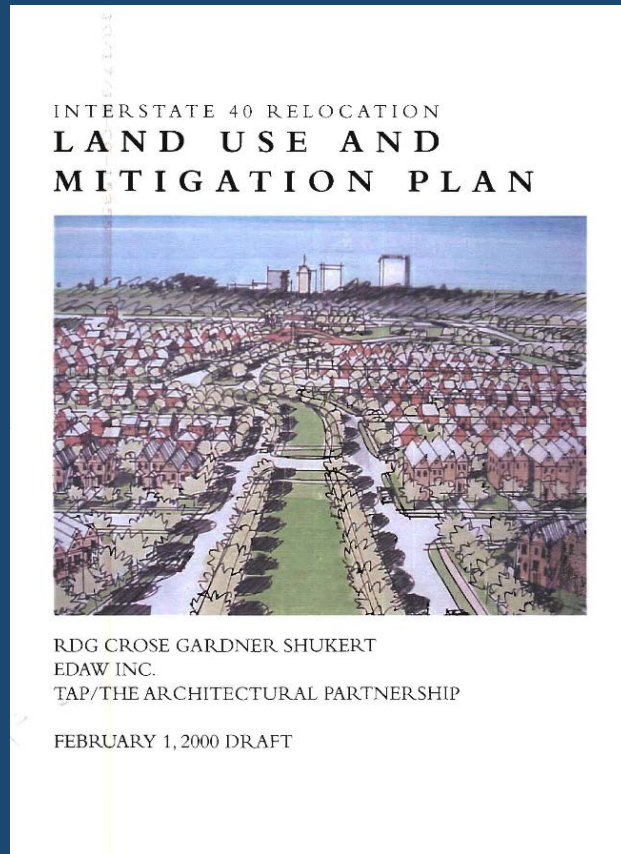
April 1998



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Project History



- February 2000 – Land Use and Mitigation Plan
 - Concept of modified boulevard – best aspects of a freeway and surface boulevard
 - Describes use of both elevated and ground level sections

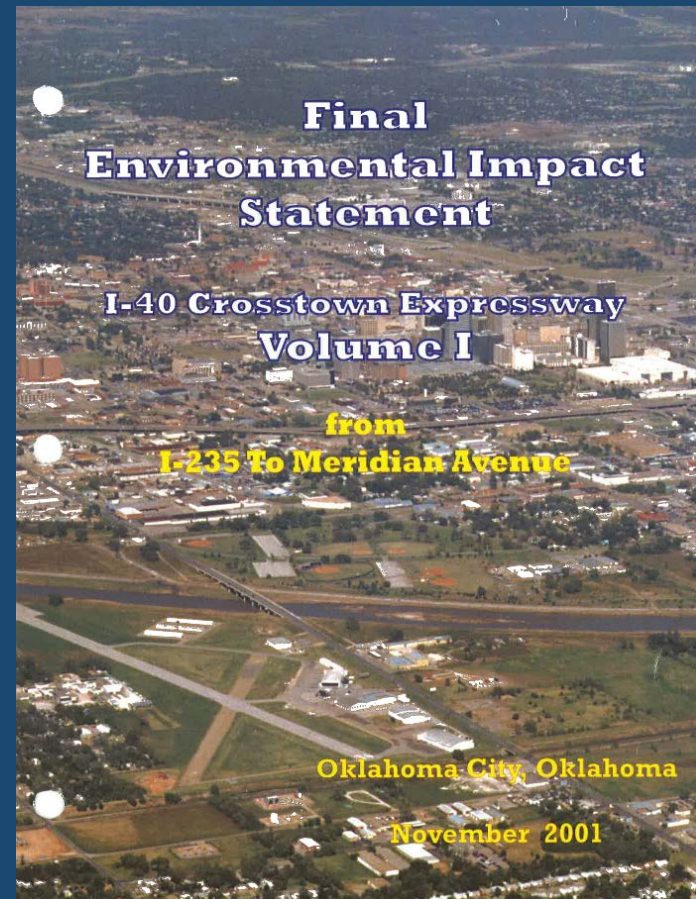


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Project History

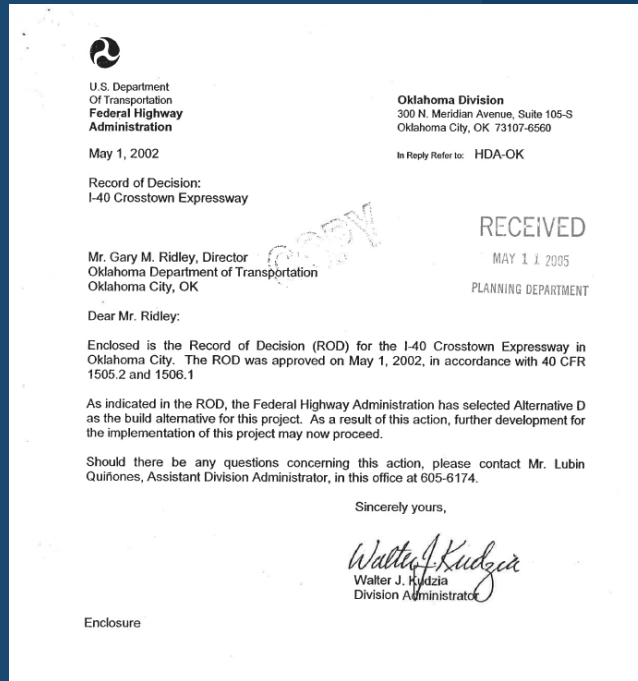
- November 2001 – Final Environmental Impact Statement
 - Environmental Impacts studied from I-235 to Meridian Avenue



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Project History



- May 2002 – FHWA Record of Decision
 - Construction of new Interstate - 40 (Option D)
 - Construction of Boulevard in existing I-40 Right-of-Way
 - Construction of Park and Pedestrian Bridge (Skydance Bridge)

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



The
Pub



Project History



BOULEVARD CONCEPT REPORT

DRAFT

Prepared for:



The City of Oklahoma City
August 2007

Submitted by:

URS URS Corporation
999 18th Street, Suite 900
Denver, CO 80202

- August 2007 – Boulevard Concept Report
 - Transition recommendations from freeway (60+ mph) to boulevard (25 mph)
 - Focus on area between Walker and Oklahoma
 - Parking requirements
 - Lane narrowing, landscaping, speed zones, pavement treatments
 - Intersection design recommendations



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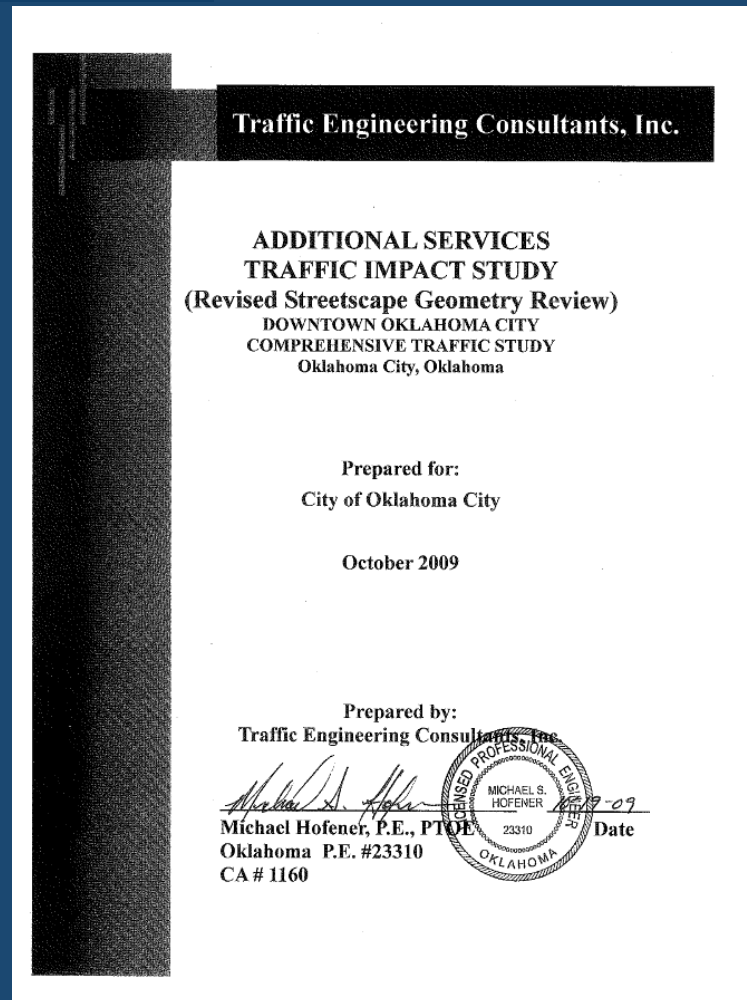


Project History

- October 2009 – Traffic Impact / Comprehensive Traffic Study
 - Analyzed traffic patterns for projects to be constructed over the next 10-15 years
 - Original study completed in May 2009 with study years of 2015 and 2030.
 - Project 180 and Boulevard were considerations



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Project Status - Deconstruction



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Project Status - Deconstruction



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Alignment Details

- Boulevard extends from Pennsylvania Ave to Byers Ave
- 5 Construction Projects / Sections
 - West End – Penn to Western
 - Bridge – Western to Dewey
 - Core – Dewey to E.K. Gaylord
 - Rail Road Bridge – E.K. Gaylord
 - East End - Bricktown
- SW 3rd Street right-of-way available for alignment shift
- 4 traffic lanes with on-street parking
- 15' sidewalks with landscaping



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Alignment Details

- Proposed at-grade portion extends from Dewey, east of Oklahoma Avenue (Harkins Theater)





West Section

Penn to Western

- Under design to be bid Fall/Winter 2012
- Rehabilitate existing bridges, and maintain current elevated on-fill condition
 - Pennsylvania, Virginia, Indiana, Blackwelder and Klein
- Landscaping - Separate contract by the City

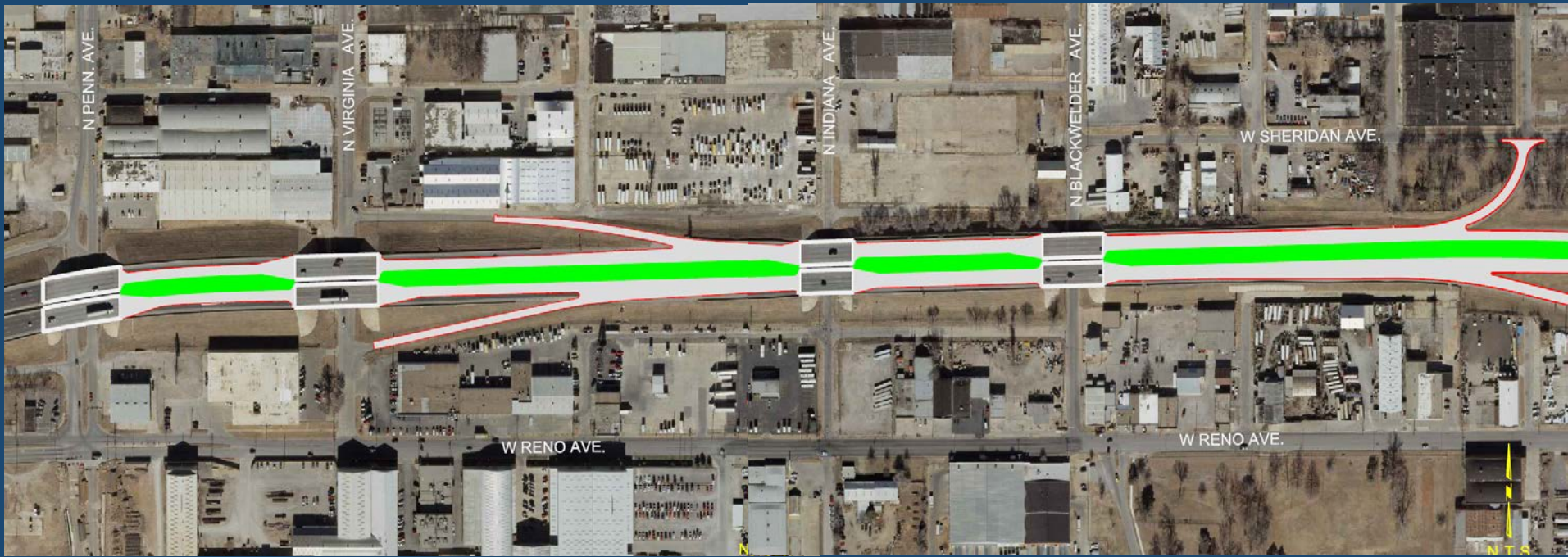


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West Section



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West Section



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West Section



ELEVATED ROADWAY - LOOKING WEST



West Section



TYPICAL VIEW AT WESTEND



Bridge Section

Western to Dewey

- Several options being considered
- Bridges proposed
 - Western, Classen, Reno and Shartel
- Proposed Retaining Wall System
- To be bid – Spring 2013
- Landscaping - Separate contract by City

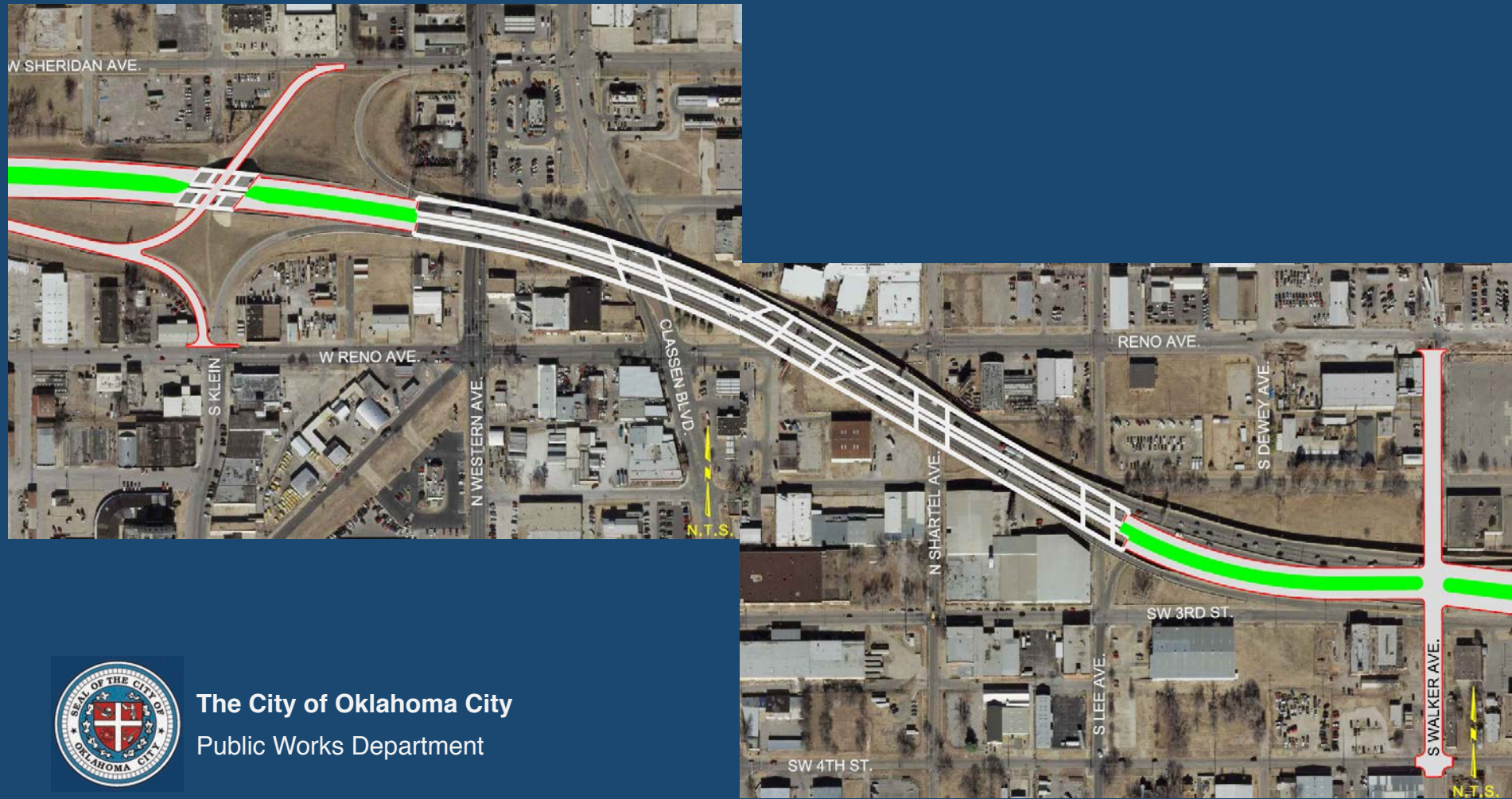


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Bridge Section



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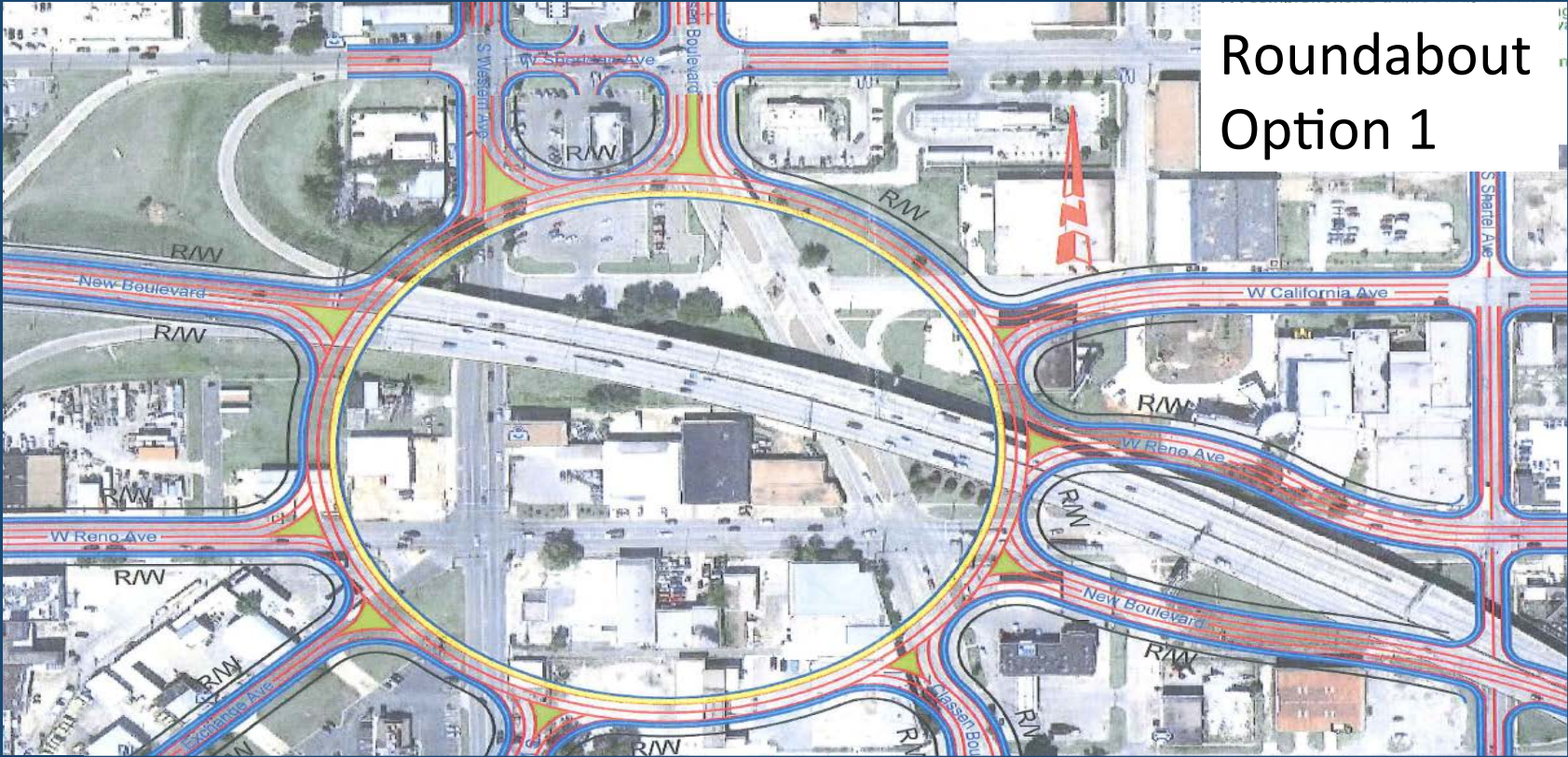
Bridge Section



ELEVATED ROADWAY - LOOKING SOUTHEAST AT CLASSEN BLVD



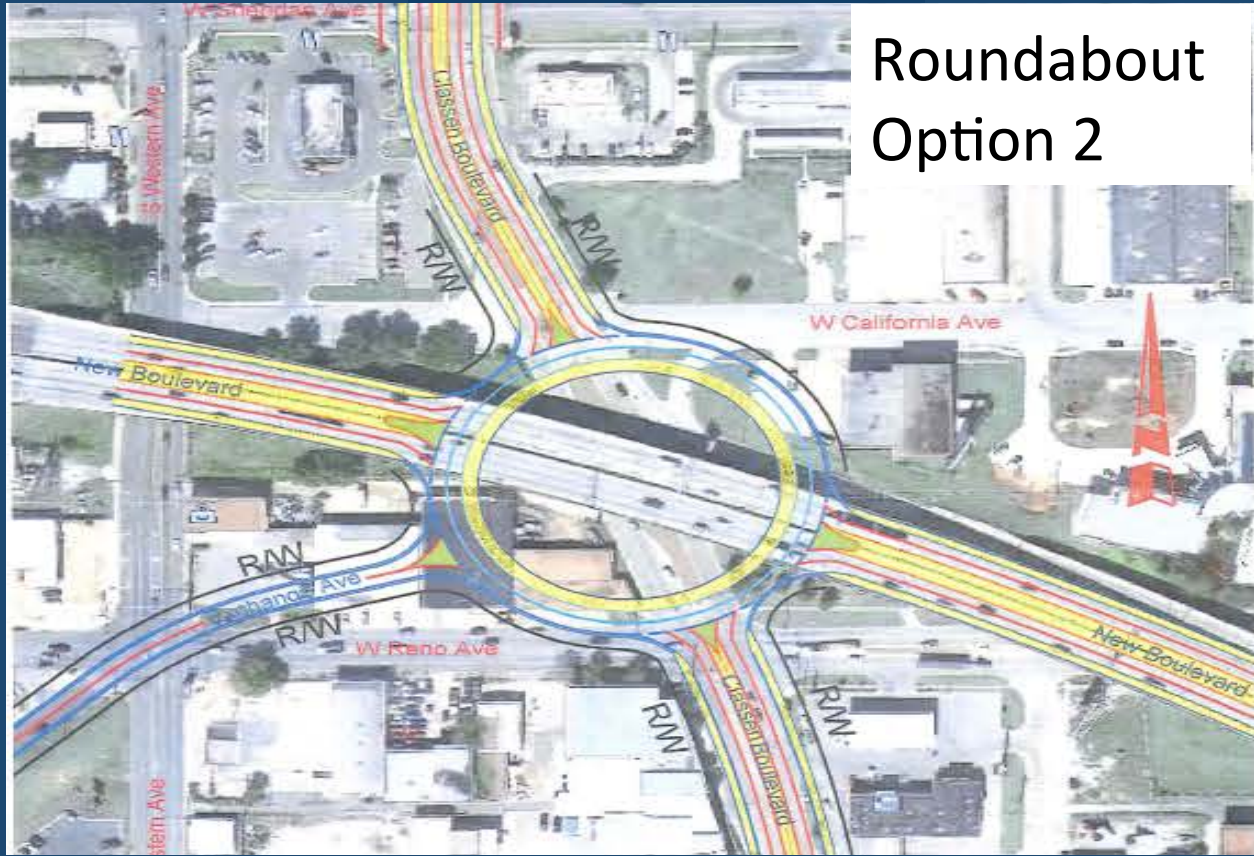
Bridge Section



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Bridge Section



Roundabout
Option 2



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Core Section

Dewey to E.K. Gaylord

- In design
- To be bid – Spring 2013
- 40' wide median
- Alignment shifted to south
- Landscaping – Separate contract by City



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Core Section



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Core Section



TYPICAL VIEW AT CORE



Core Section

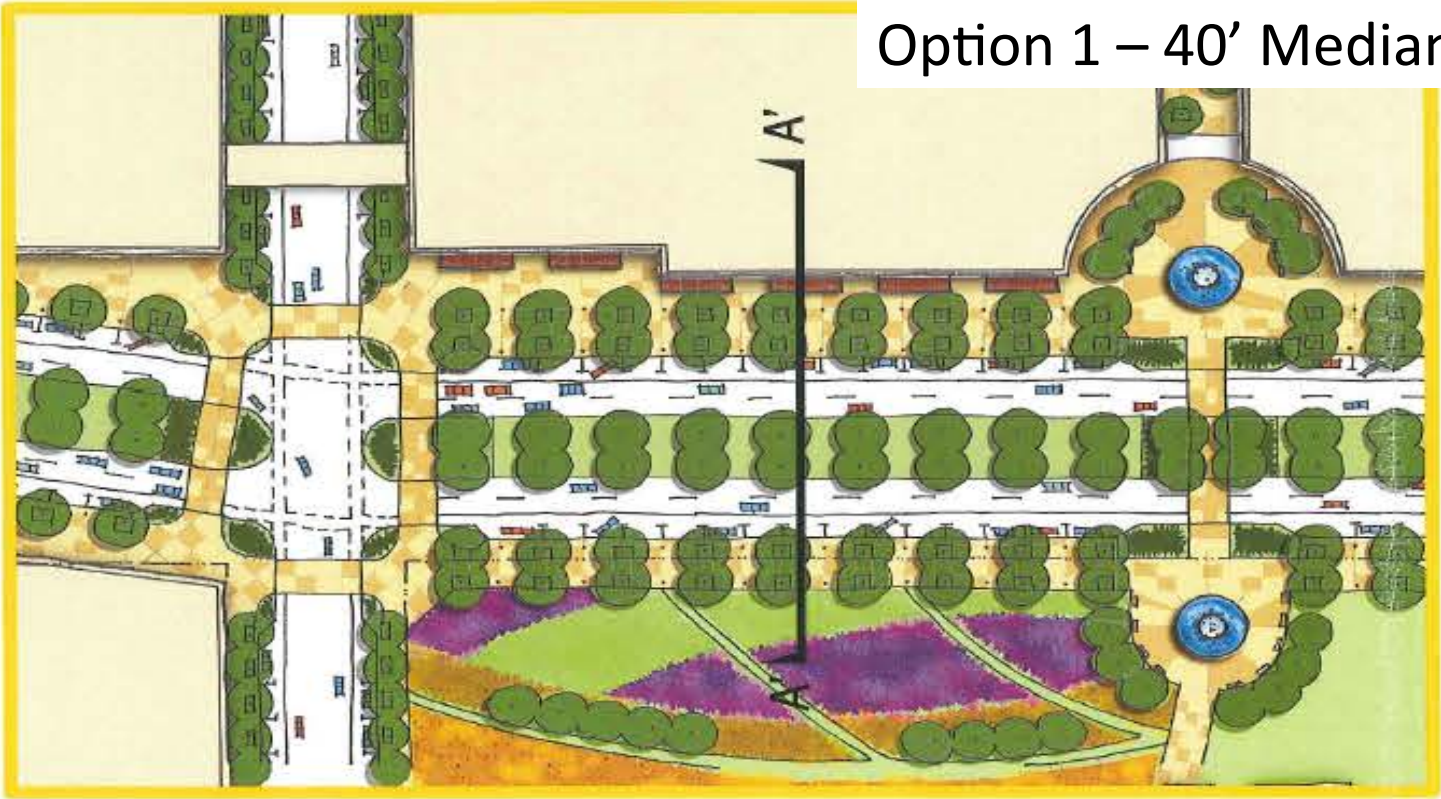


TYPICAL INTERSECTION AT CORE



Core Section

Option 1 – 40' Median



Illustrative Plan: Hudson to Harvey

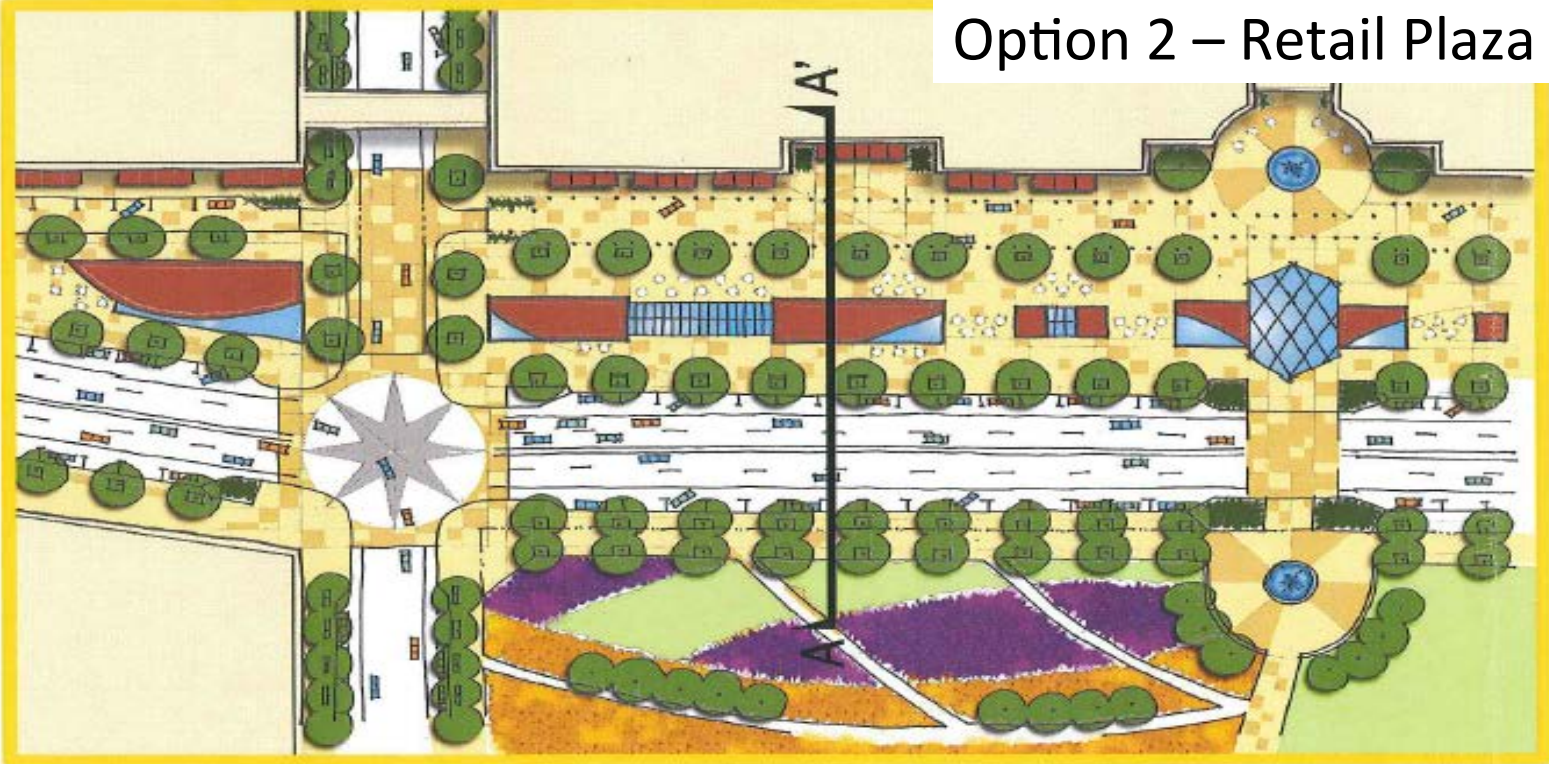


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Core Section

Option 2 – Retail Plaza



Illustrative Plan: Hudson to Harvey



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Rail Road Section

Rail Road Bridge – E.K. Gaylord

- In design
- To be bid – Spring 2013
- Road depressed approximately 16' for clearance



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East Section

Bricktown

- In design
- To be bid – Spring 2013
- Oklahoma Avenue connection
 - Right-of-way will be required
- 3 traffic lanes west and 2 lanes east
 - 20' median and 15' sidewalks
- Landscaping – Separate contract by City

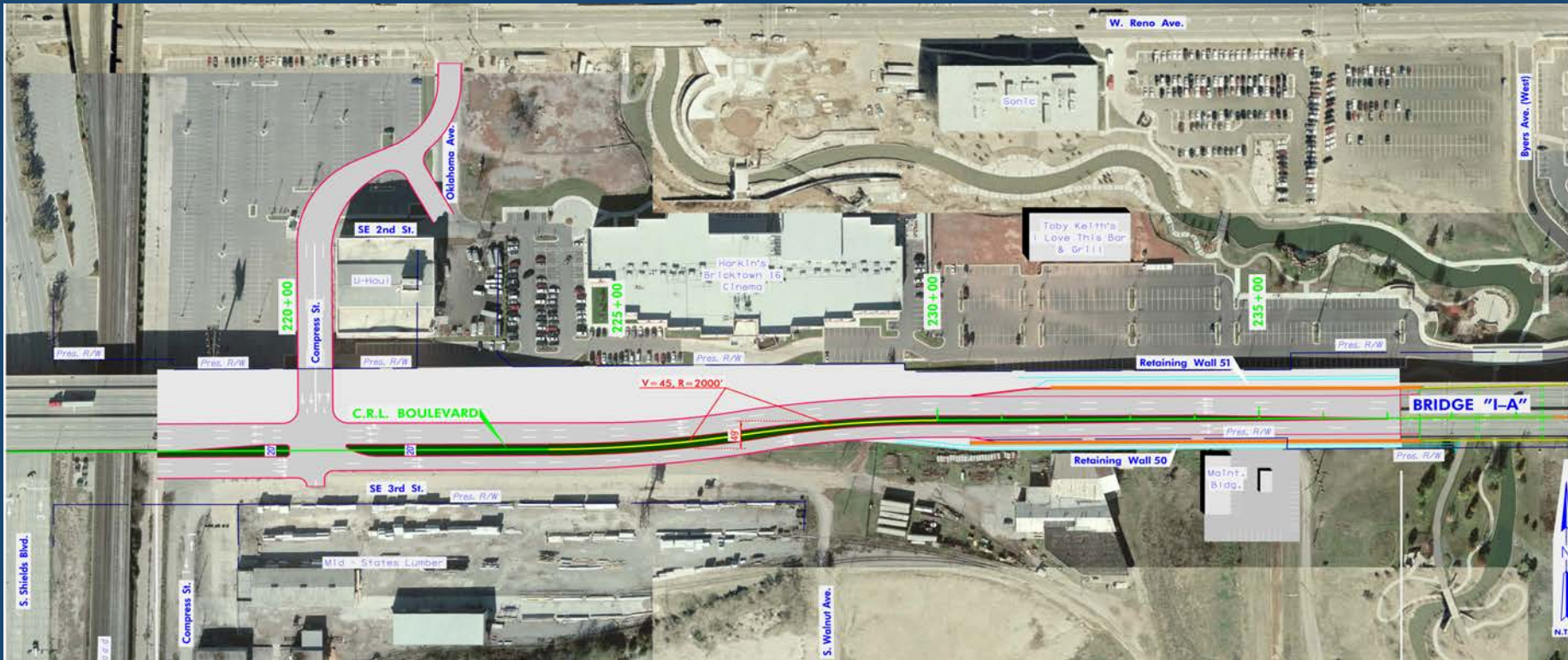


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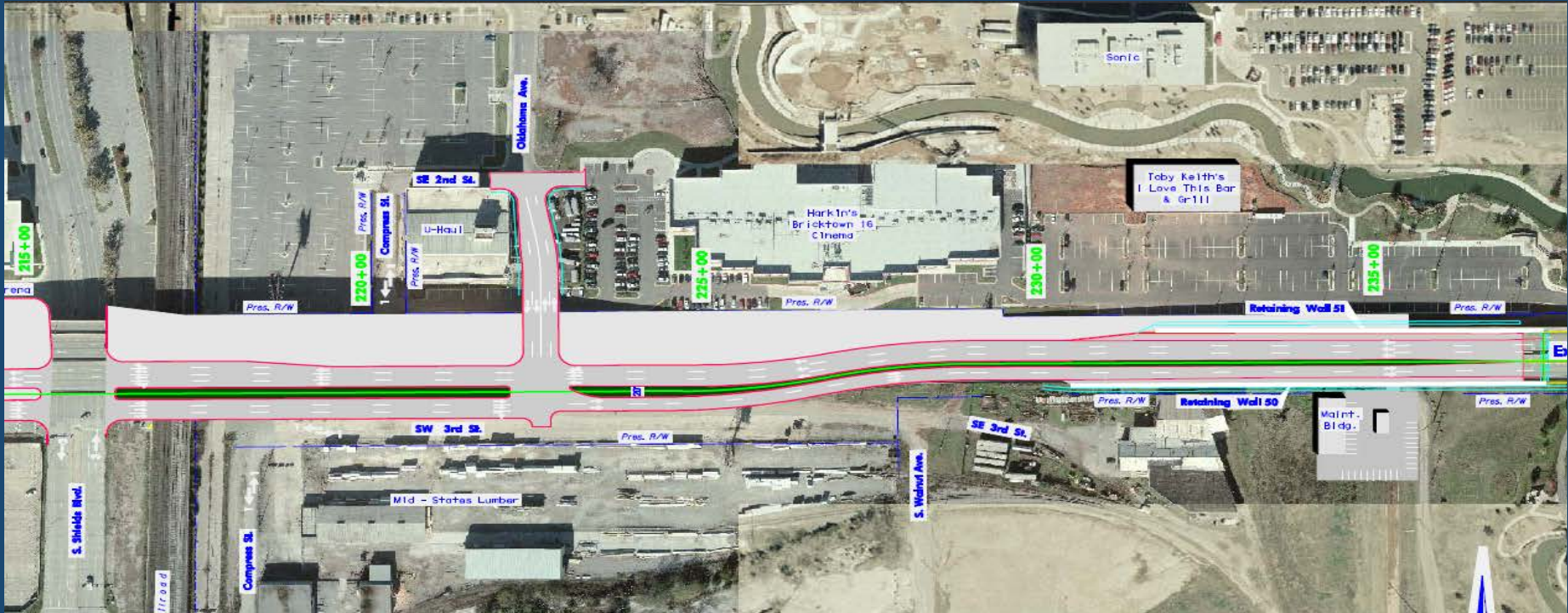
East Section - Compress Option



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East Section - Oklahoma Option



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Schedule

- Construction to begin January 2013
 - West End Section
 - East End Section
 - Bridge / Railroad Bridge
 - Core
- Construction complete in 2014

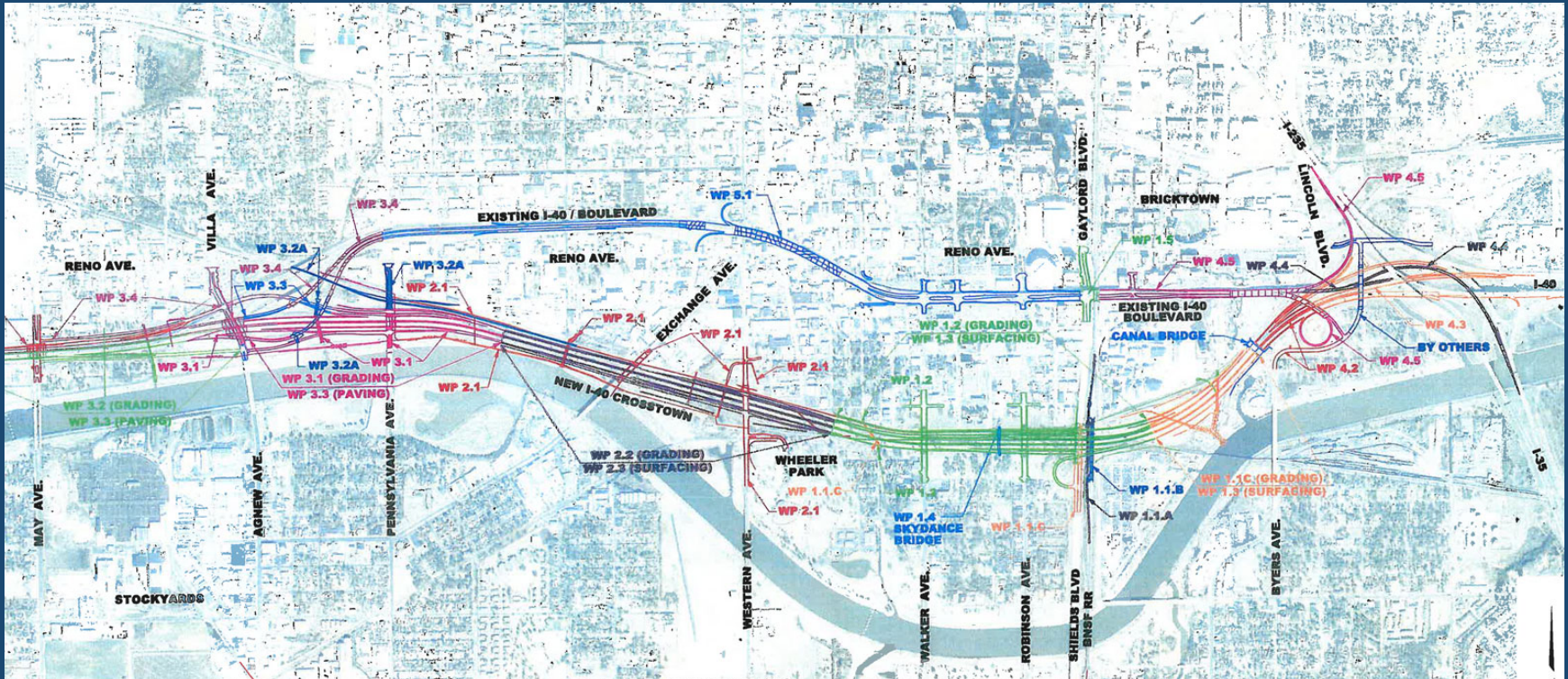


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