Documented Categorical Exclusion Justification Request

<table>
<thead>
<tr>
<th>Date</th>
<th>8/28/17</th>
<th>Project No.</th>
<th>J2-8992(004)</th>
</tr>
</thead>
<tbody>
<tr>
<td>County</td>
<td>Oklahoma</td>
<td>State Job Piece No.</td>
<td>JP#28992(04)</td>
</tr>
<tr>
<td>NEPA Project Manager</td>
<td>Siv Sundaram / Jared Schwennesen</td>
<td>Phone Number</td>
<td>405-521-2676</td>
</tr>
<tr>
<td>ODOT Field Division</td>
<td>4</td>
<td>Bridge NBI No. (County &amp; State Projects) &amp; Location No. (County Projects Only)</td>
<td>15560 and 15573</td>
</tr>
<tr>
<td>Project Description from JPINFO</td>
<td>Douglas Boulevard Bridge Replacement and Interchange Reconstruction 6.5 Miles East of I-35 (includes removal of Engle Road bridge)</td>
<td></td>
<td></td>
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</tbody>
</table>

Existing Conditions

The Douglas Boulevard bridge over I-40 (NBI #15573) is six lanes wide including four through lanes, two loop ramp weaving lanes, curb and gutter, and 3-ft wide sidewalks on each side of the bridge. The existing Douglas Boulevard bridge is an 80-ft wide roadway width concrete continuous slab bridge, with a sufficiency rating of 77.0. The vertical clearance for I-40 is posted as 16-ft-9-in (eastbound) and 16-ft-4-in (westbound). The current annual average daily traffic (AADT) on Douglas Boulevard is 26,100 vehicles per day (vpd), and is projected to increase to 48,000 vpd by the year 2045.

I-40 underneath Douglas Blvd is a four-lane divided urban interstate with a 40-ft wide grass median, 12-ft wide driving lanes, 3-ft wide inside shoulders, and 10-ft wide outside shoulders. The current AADT on I-40 is 54,600 vpd, and is projected to increase to 84,600 vpd by the year 2045. The existing I-40 and Douglas Boulevard interchange is a full cloverleaf interchange with collector-distributor roads along I-40. The number of collisions at this location is higher than the state average at similar locations.

The existing Engle Road bridge (NBI #15560) over I-40 formerly provided access to a residential neighborhood south of I-40. However, the neighborhood no longer exists and the property is now owned by Tinker Air Force Base. Therefore, Engle Road bridge is closed to traffic and not in use.

This project will tie to an adjacent project east for I-40 improvements eastward to the I-40/Choctaw Road interchange.

Purpose & Need

The purpose of this project is to correct the functionally obsolete Douglas Boulevard bridge and improve safety while accommodating future traffic volumes, which indicate I-40 should be widened from four lanes to six lanes.

Alternatives considered, Logical Termini, & Proposed Improvement

Three (3) interchange alternatives have been identified for consideration:

- **Alternative 1 - Single Point Urban Interchange (SPUI).** A Single Point Urban Interchange is a basic diamond interchange with a single signalized central intersection in the center of the bridge. The Douglas Boulevard traffic along with the I-40 ramp traffic will converge to a single point utilizing a single set of traffic signals. The SPUI accommodates large traffic volumes efficiently with minimal right-of-way impacts. I-40 will be improved to a six-lane facility. Through the interchange, Douglas Boulevard will consist of six through lanes, dual left-turn lanes, and right-turn lanes where needed. Entrance and exit ramp lanes will also be constructed along I-40. Collector-distributor roads will be...
removed and will not be re-constructed. Alternative 1 would require less than one acre of right-of-way to be acquired from Oklahoma County in the southwest quadrant.

- **Alternative 2 - Tight Urban Diamond Interchange (TUDI) with Ramp Flyover.** A Tight Urban Diamond Interchange is an interchange that compresses a standard diamond interchange. This design includes all four interchange ramps, as well as the option of adding a future flyover ramp for northbound Douglas Boulevard traffic destined for westbound I-40. I-40 will be improved to a six-lane facility. Through the interchange, Douglas Boulevard will consist of six through lanes, dual left-turn lanes, and right-turn lanes where needed. Upon construction of the northbound to westbound ramp flyover, the northbound to westbound left-turn lanes on Douglas will be removed. Entrance and exit ramp lanes will also be constructed along I-40. Collector-distributor roads will be removed and will not be re-constructed. Alternative 2 would require less than one acre of right-of-way to be acquired from Oklahoma County in the southwest quadrant.

- **Alternative 3 - Cloverleaf Interchange.** The existing cloverleaf will be completely reconstructed to accommodate widening I-40 to a six-lane facility. All ramps and both collector-distributor roads will be reconstructed. Through the interchange, Douglas Boulevard will consist of four through lanes, two lanes for loop ramp weaving, two additional lanes located in the median which can be used in the future for left turning traffic, and entrance and exit lanes where needed. Entrance and exit ramp lanes will also be constructed along I-40. Alternative 3 would require less than one acre of right-of-way to be acquired from Oklahoma County in the southwest quadrant.

A Public Meeting was held to present the project information on January 17, 2017, 6:00 p.m., in the Raider Room of the Bill Atkinson Student Center at Rose State College, Midwest City, Oklahoma. At that meeting, the three alternatives described previously were presented, based on the results of an engineering design study.

ODOT received comments from the public, as well as state and federal agencies. More than half of the written public comments received which expressed support for an alternative supported Alternative 1. Alternative 2 received the next most support. Other public comments addressed traffic operations at the nearby S.E. 29th Street/Douglas Boulevard intersection, pedestrian accommodations, and other miscellaneous issues. Based on these comments and the completed engineering design study, ODOT has selected Alternative 1, the Single Point Urban Interchange, as the Preferred Alternative. Alternative 1 improves safety, accommodates large volumes of traffic, and provides greater mobility for both cars and large trucks due to long, gradual turns. Alternative 2 was eliminated due to higher construction costs and less efficient traffic operations and turning traffic mobility. Alternative 3 was eliminated due to less than desirable interchange geometry, fewer safety improvements, and difficulty in providing pedestrian facilities.

| Did the project have public involvement (Check the applicable items and include public involvement summary and supporting documents in the appendix) |
|-------------------------------------------------|---------------------------------------------|---------------------------------------------|
| Property Owner Notification | Road Closure Letter | Public/Stakeholder Meeting |
| X | X | None |
| Legal Notice/Website Posting | Small City Letter | |
IMPORTANT: ATTACH THE FOLLOWING:

1. STUDY FOOTPRINT OR PLANS
2. THE PROJECT INITIATION REPORT, LOCAL GOVERNMENT NEPA CHECKLIST OR OTHER DOCUMENTS OUTLINING THE PROJECT SCOPE

ATTACHMENTS (Check all that apply):

- NEPA Study Footprint and Plans
- Location Map
- Other: Project Initiation Report, Public Involvement Summary

Reasons DCE format is being proposed rather than EA.

<table>
<thead>
<tr>
<th>Description/Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Based on prior planning studies and public involvement – this project has no or little substantive controversy</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>2. This project has no new R/W or minor R/W adjacent to the existing facility and no or few residential/commercial relocations.</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>3. The project has no potentially significant social, economic, environmental impacts identified by studies or agency solicitation</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Requester’s Signatures

Diane Abernathy, Triad Design Group 8/28/17

Environmental Consultant Project Manager & Firm Name (If Applicable) Date

ODOT Environmental Project Manager Date

Assistant Environmental Programs Division Engineer Date

CONCLUSION:

Based on the 2011 ODOT/FHWA Programmatic Agreement for Categorical Exclusion processing and information provided, FHWA concurs that this project may be processed as a Documented CE (DCE). Upon completion of all studies and coordination, a draft DCE document will be submitted to FHWA for review and approval.

Special Requirements from FHWA

FHWA Representative Date

Attachments: Project Information listed above
I-40 & Douglas Blvd Interchange NEPA Study Footprint Map
JP 28992 (04), Oklahoma County

SEC 11
T11N
R2W

SEC 14
T11N
R2W

Bridge NBI # 153550

Bridge NBI # 158600

NEPA Study Footprint Map
I-40 & Douglas Blvd Interchange
JP 28992 (04), Oklahoma County

Study Limits

0 200 400 Feet
**TYPICAL SECTION NO. 1**

**DOUGLAS BLVD.**

- 1'-0" BELOW FINISHED GRADE
- 1'-3" BELOW FINISHED GRADE
- 4" CEMENT TREATED BASE
- 8" STABILIZED SUBGRADE
- TIE BAR

**TYPICAL SECTION NO. 2**

**DOUGLAS BLVD.**

- 4'-0" TO 14'-0"
- 1:6 0' TO 4'
- 1:4 4' TO 10'
- 1:3 ¡ 10'

**BACKFILL NOTE:**
To be backfilled as part of the finishing operations. Cost to be included in other items of work.

**TOPSOIL NOTE:**
The contractor shall strip all of the available topsoil, stockpile it, and place it back on the section in accordance with section use of the standard specifications. Reserved topsoil shall be spread first on the completed slopes of the cut sections and the remainder on completed fill slopes or other priority areas located by the engineer. All additional costs associated with operations shall be included in the rate for salvaged topsoil, lump sum.

**KEY POINTS:**
- Intersections of cut and fill slopes with ground line to be rounded as part of finishing operations. Rounding shall be 1' minimum or smaller cuts and fills to 1'-3" maximum for larger cuts and fills or as designated by the engineer. Cost of rounding to be included in the price bid for other items of work.
- Earthwork quantities were not adjusted for salvage and the topsoil quantity is included in the massline balance.

**NOT FOR CONSTRUCTION**
BM#1 - CHISELED BOX ON SW CORNER OF DROP INLET NORTH OF I-40 WESTBOUND ON-RAMP STA. 311+18, 113' LT. ELEV. = 1235.86

BM#2 - CHISELED BOX ON EAST SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES STA. 315+96, 76' LT. ELEV. = 1225.46

FINISH GRADE EXIST. PROFILE

1210
1215
1220
1225
1230
1235
1240
1245
1250
1255

-3.00%
0.60%
LOW PT. 315+92.67 EL=1227.37

500' V.C. K=139
EL=1233.62 PVC 311+76
EL=1227.62 PVT 316+76

PVI 314+26 EL=1226.12

309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00

EX.=1239.05
EX.=1237.61
EX.=1236.07
EX.=1234.58
EX.=1233.07
EX.=1231.59
EX.=1230.35
EX.=1229.30
EX.=1228.52
EX.=1227.83
EX.=1227.41
EX.=1227.28
EX.=1227.21
EX.=1227.46
EX.=1227.81
EX.=1228.18
EX.=1228.50

F.G.=1238.90
F.G.=1237.40
F.G.=1235.90
F.G.=1234.40
F.G.=1232.92
F.G.=1231.60
F.G.=1230.45
F.G.=1229.49
F.G.=1228.71
F.G.=1228.10
F.G.=1227.68
F.G.=1227.44
F.G.=1227.37
F.G.=1227.49
F.G.=1227.77
F.G.=1228.07
F.G.=1228.37

5 28992(04) OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE ALTERNATIVE 1

I-40 MAINLINE BOP TO 318+00

CONCEPTUAL PLANS
NOT FOR CONSTRUCTION
BM#7-CHISELED BOX ON NORTH SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES STA. 339+09, 115' LT. ELEV. = 1249.86

BM#8-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND EXIT LANE STA. 343+80, 53' LT. ELEV. = 1251.28

FINISH GRADE EXIST. PROFILE

1220 1225 1230 1235 1240 1245 1250 1255 1260 1265

-0.50% EX.=1253.55 EX.=1253.55 EX.=1253.44 EX.=1253.25 EX.=1253.01 EX.=1252.75 EX.=1252.54 EX.=1252.29 EX.=1251.93 EX.=1251.59

F.G.=1248.72 F.G.=1248.47 F.G.=1248.22 F.G.=1247.97 F.G.=1247.72 F.G.=1247.47 F.G.=1247.22 F.G.=1246.97 F.G.=1246.72 F.G.=1246.47

336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE ALTERNATIVE 1 I-40 MAINLINE 336+00 TO 345+00

Sheet No. State Job No. CONCEPTUAL PLANS NOT FOR CONSTRUCTION
STA. 349+00.65 124' LT
HEADWALL 36"X43' RCP \ OUT= 1229.06

STA. 350+18.98 125' LT
4' X 2' DROP INLET
INLET = 1230.69
30"X108'' RCP \ = 1218.86'

STA. 348+56.88 124' LT
4' X 2' DROP INLET = 1237.26
30"X20' RCP \ IN= 1229.69
36"X43' RCP \ OUT= 1229.69

STA. 348+51.82 101' LT
(2) GRATE INLET ELEV = 1239.16
30"X140' RCP \ IN= 1233.34
30"X21' RCP \ OUT= 1233.34

STA. 347+50.35 0.21' LT
6' X 2' DROP INLET
INLET ELEV= 1242.43
ELEV. = 1236.85'

STA. 347+18.65 106' LT
AREA INLET ELEV = 1240.45
18"X59' RCP \ OUT= 1237.95

STA. 347+99.24 96' RT
AREA INLET ELEV = 1241.75
18"X59' RCP \ OUT= 1239.25

STA. 347+56.22 53' RT
(2) GRATE INLET ELEV = 1242.88
18"X59' RCP \ IN= 1238.14
18"X51' RCP \ OUT= 1238.14

STA. 347+22.99 53' LT
(2) GRATE INLET ELEV = 1243.45
18"X30' RCP \ IN= 1237.49
18"X56' RCP \ OUT= 1237.49

STA. 347+16.77 85' LT
(2) GRATE INLET ELEV = 1243.25
18"X18' RCP \ IN= 1237.63
18"X30' RCP \ OUT= 1237.63

STA. 353+99.53 ! (2) 8'X6'X246'
RCB 'X'ING ! 144' RT. & 102' LT.
ELEV.  = 1217.85 RT.  & 1216.99 LT.

PRES. R/W
PRES. R/W
PRES. R/W
STA. 354+64.91 0.22' RT
4' X 2' DROP INLET
TOP GRATE = 1230.69
18"X97' RCP = 1227.55

STA. 354+39.33 97' RT
3' X 6' DROP INLET
TOP GRATE = 1225.79
24" X 27' RCP = 1220.57

PRES. R/W

I-40 & DOUGLAS BLVD. INTERCHANGE ALTERNATIVE 1
I-40 MAINLINE
354+00 TO 363+00
EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY
EXIST. LIMITS OF NO ACCESS

NOT FOR CONSTRUCTION

CONCEPTUAL PLANS

Sheet No. 14
Scale 1"=100'

PLS. 361+00.00
PI: 361+00.00

S66°42'03.50"E
I-40
36'
16.5'
16.5'
48'
48'
48'
16.5'
16.5'
16.5'
16.5'
16.5'

165'
185'
185'
185'

Sheet No._28662834

FL M & R STATE OF OKLAHOMA PROJECT No._05-2-183

CONCEPTUAL PLANS

NOT FOR CONSTRUCTION
BM#13 - CHISELED BOX IN CENTER OF NORTH BOX CULVERT HEADWALL STA. 367+99, 87' LT. ELEV. = 1225.22

BM#14 - NO. 5 REBAR SET STA. 372+61, 146' LT. ELEV. = 1235.16

FINISH GRADE EXIST. PROFILE

BM#12 - NO. 5 REBAR SET 15' SOUTH OF NORTH ROW FENCE STA. 363+33, 137' LT. ELEV. = 1223.62

LOW PT. 366+94.14 EL=1230.53 350' V.C. K=165 EL=1231.36 PVC 365+29 EL=1231.57 PVT 368+79

PVI 367+04 EL=1229.61

363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00

EX.=1233.67 142 EX.=1233.13 196 EX.=1232.59 256 EX.=1232.08 316 EX.=1231.57 376 EX.=1231.15 436 EX.=1230.80 496 EX.=1230.51 556 EX.=1230.40 616 EX.=1230.53 676 EX.=1230.71 736 EX.=1231.22 796 EX.=1231.78 856 EX.=1232.35 916 EX.=1232.93

F.G.=1233.65 142 F.G.=1233.15 196 F.G.=1232.65 256 F.G.=1232.15 316 F.G.=1231.65 376 F.G.=1231.16 436 F.G.=1230.80 496 F.G.=1230.59 556 F.G.=1230.54 616 F.G.=1230.63 676 F.G.=1230.87 736 F.G.=1231.27 796 F.G.=1231.80 856 F.G.=1232.36 916 F.G.=1232.92

17 28992(04) OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE ALTERNATIVE 1

I-40 MAINLINE 363+00 TO EOP

CONCEPTUAL PLANS NOT FOR CONSTRUCTION
DATE: May 5, 2012

TO: Distribution List

FROM: Project Management Division

SUBJECT: Draft - Project Initiation

J/P Number: 28992(04)  County: Oklahoma  Highway: I-40  Division: 4
PS&E Date: 05/2017  R/W Date: N/A  Drive-out Date:
Programmed Estimate: $ 18,000,000.00
Project Description: Douglas Blvd. Bridge Replacement & Interchange Reconstruction 6.5 Miles
East of I-35 (Includes removal of Engle Rd. bridge).

Drive-out Attendees:
Kyle McKinley – Project Management Division

FUNCTIONAL CLASSIFICATION
Area Type: ■ Urban  □ Suburban  □ Rural
Terrain Type: ■ Flat  □ Rolling  □ Mountainous
Access Control: ■ Full  □ Partial  □ None
Highway Type: ■ Freeway  □ Principal Arterial  □ Minor Arterial  □ Collector  ■ NHS  □ Non-NHS  □ STRAHAEN  □ Scenic Hwy

EXISTING INFORMATION
Current ADT: 51,200  % Trucks:  Number of Lanes: 4  Lane Width: 12'
Outside Shoulder Width: 10'  Inside Shoulder Width: 4'
■ Open Section  □ Curb & Gutter  ■ Divided, median width: 40', Cable Barrier
□ Other (describe):
Pavement Type: Asphalt  Pavement Condition: ■ Good  □ Fair  □ Poor
Shoulder Type: Paved  Shoulder Condition: ■ Good  □ Fair  □ Poor
Storm Sewer □ No  ■ Yes  Storm Sewer Condition: □ Good  ■ Fair  □ Poor
Sidewalks □ No  □ Yes  Sidewalk Width:
Bridge One Description: 41'-55'-60'-60'-50'-41' Cont. Concrete Slab Spans with 2-3' Sidewalks
Bridge Two Description: 41'-62'-62'-41' Cont. Concrete Slab Spans with 2-3' Sidewalks
Bridge Three Description:

<table>
<thead>
<tr>
<th>Feature Intersected:</th>
<th>Bridge One</th>
<th>Bridge Two</th>
<th>Bridge Three</th>
</tr>
</thead>
<tbody>
<tr>
<td>NBI Number(s):</td>
<td>I-40</td>
<td>I-40</td>
<td></td>
</tr>
<tr>
<td>Location Number(s):</td>
<td>15573</td>
<td>15560</td>
<td></td>
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<tr>
<td>Sufficiency Rating(s):</td>
<td>5568 0634X</td>
<td>5568 0608X</td>
<td></td>
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<tr>
<td>Year(s) Built:</td>
<td>77.0</td>
<td>79.6</td>
<td></td>
</tr>
<tr>
<td>Bridge Width(s):</td>
<td>1962</td>
<td>1962</td>
<td></td>
</tr>
<tr>
<td>Bridge Length(s):</td>
<td>88'</td>
<td>33.9'</td>
<td></td>
</tr>
<tr>
<td></td>
<td>303'</td>
<td>206'</td>
<td></td>
</tr>
</tbody>
</table>
Posted Clearance(s): 17'00" 15'06"
Posted: Open, no restrictions Open, no restrictions
Health Index: 67.61 79.31

ENVIRONMENTAL CONSIDERATIONS
☐ Historic Properties, list:
☐ Archeological Sites, list:
☐ Cemeteries, list:
☐ Hazardous Waste / LUST Sites, list:
☐ Endangered Species, list:
☐ Section 4F or 6F Properties, list:
☐ Farmland ☐ Wetlands ☐ Scenic and Protected Aquifers ☐ 100 Year Flood Plain

ALTERNATIVE IMPACTS
☐ Other Agencies List:
☐ Turnpike Involvement
☐ Metropolitan Planning Organizations List:

PERMIT INFORMATION
Design Exception Anticipated: ■ No ☐ As required by design ☐ Yes, type:
Maintenance Agreements (Lighting, Signals, etc.): ☐ No ■ Yes, type:
Permits required: ☐ FAA ☐ USACE ☐ OWRB ☐ Railroad ☐ Other, type:
Additional:

PROPOSED IMPROVEMENT
Project Intent: Replace 2 functionally obsolete bridges.

Special Considerations: None

Description of Proposed Improvements:

Design Speed:

Project Termini
Beginning of Project:
End of Project:
Limits of Survey:
Limits of NEPA Survey Area:

Typical Section
☐ Open Section ☐ Curb & Gutter ☐ Divided, median width:
☐ Other (describe):
Number of Lanes: Lane Width: 12'
Outside Shoulder Width: 10' Inside Shoulder Width: 4'
Storm Sewer ■ No ☐ Yes Sidewalks ■ No ☐ Yes, width:
Overlay ■ No ☐ Yes, thickness:
Coldmill ■ No ☐ Yes, thickness:
Add Shoulders ☐ No ☐ Yes, width:
Bridge Width:

Alignment
☐ Existing
☐ New, located ☐ North or ☐ South or ☐ East or ☐ West of existing
☐ Parallel Lanes, located ☐ North or ☐ South or ☐ East or ☐ West of existing
☐ Spot Improvements
☐ Horizontal, Description:
☐ Vertical, Description:

Detour
☐ Shoo-fly, located ☐ North or ☐ South or ☐ East or ☐ West of existing
☐ Widening, located ☐ North or ☐ South or ☐ East or ☐ West of existing
☐ Crossovers
☐ Close Road
☐ Signed Detour, Route Description:
☐ Phased Construction, Description:

Traffic Items
Traffic Management Plan ☐ No ☐ Yes
Median Barrier ☐ No ☐ Yes
New Guardrail ☐ No ☐ Yes
End Treatment ☐ No ☐ Type:
Highway Lighting ☐ No ☐ Outside or ☐ Median Location(s):
Traffic Signals ☐ No ☐ Location(s):

Right-of-Way
Additional RW Required ☐ No ☐ Yes, describe:
Utility Conflicts ☐ No ☐ Yes, describe:

Miscellaneous
Channel Re-Alignment ☐ No ☐ Yes, describe:

INITIATION ESTIMATE
Roadway: $ 
Bridge: $ 
Traffic Control: $ 
Signing and Striping: $ 
Highway Lighting: $ 
Traffic Signals: $ 
Mobilization: $ 
Staking: $ 
E & C: $ 

Total Construction: $ 
Right-of-Way: $ 
Utility: $ 
Total Estimate: $ 

PROGRAM REVISIONS
Attachments (Aerial with Preliminary RW & County Map)

Distribution List:
   Director of Engineering
   Director of Capital Projects and Information Management
   Bridge Division
   Environmental Programs Division
   FHWA
   Field Division
   Project Management Division
   Right-of-Way Division
   Roadway Design
   Survey Division
   Traffic Engineering
PUBLIC MEETING SUMMARY
AND
RESPONSES TO COMMENTS

I-40/Douglas Boulevard Bridge Replacement
and Interchange Reconstruction

Oklahoma County, Oklahoma
JP 28992(04)

Prepared for:

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

Prepared by:

Triad Design Group
Oklahoma Certificate of Authority No. 1759
3020 Northwest 149th Street
Oklahoma City, OK  73134
405-752-1122

March 2017
PUBLIC MEETING SUMMARY
AND
RESPONSES TO COMMENTS

I-40/Douglas Boulevard Bridge Replacement
and Interchange Reconstruction

Oklahoma County, Oklahoma
JP 28992(04)

Prepared for:

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

Prepared by:

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Oklahoma Certificate of Authority No. 1759
3020 Northwest 149th Street
Oklahoma City, OK  73134
405-752-1122

March 2017
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APPENDIX D: PUBLIC MEETING SIGN-IN SHEETS

APPENDIX E: PUBLIC MEETING PRESENTATION

APPENDIX F: PUBLIC MEETING HANDOUT AND DISPLAYS

APPENDIX G: AGENCY RESPONSE LETTERS

APPENDIX H: PUBLIC RESPONSE LETTERS
EXECUTIVE SUMMARY
This document summarizes the public meeting conducted for the I-40/Douglas Boulevard Bridge replacement and interchange reconstruction project in Oklahoma County, Oklahoma. The purpose of the public meeting was to present information about the proposed alternatives to the public and obtain input. The public meeting was held on January 17, 2017 at 6:00 p.m. in the Bill Atkinson Center Raider Room, Rose State College. Fifty-four attendees signed in for the meeting. The meeting included a presentation on the project from the Oklahoma Department of Transportation’s (ODOT) engineering consultant, Triad Design Group (Triad). Representatives from ODOT and Triad were available for discussion before and after the presentation. The comment period was open until February 14, 2017 with a total of 22 written comments received, including 10 from agencies and 13 from members of the public (1 of the public comments was received by telephone). Agency comments and ODOT responses are summarized in Table ES.1.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bureau of Indian Affairs</td>
<td>No tribal or individual Indian trust lands; no concerns</td>
</tr>
<tr>
<td>National Park Service</td>
<td>No comments.</td>
</tr>
<tr>
<td>Natural Resources Conservation Service</td>
<td>No considerations or permits needed from the agency.</td>
</tr>
<tr>
<td>Oklahoma Aeronautics Commission</td>
<td>Recommends determining if a Form 7460-1 should be submitted.</td>
</tr>
<tr>
<td>Oklahoma Conservation Commission</td>
<td>• No comments specific to the alternatives.</td>
</tr>
<tr>
<td></td>
<td>• Concerns:</td>
</tr>
<tr>
<td></td>
<td>o Disturbance of riparian areas</td>
</tr>
<tr>
<td></td>
<td>o Siltation problems</td>
</tr>
<tr>
<td></td>
<td>o Mechanical disturbance in the stream</td>
</tr>
<tr>
<td></td>
<td>o Reduction of cross-sectional area needed for adequate drainage</td>
</tr>
<tr>
<td></td>
<td>• Recommendations:</td>
</tr>
<tr>
<td></td>
<td>o Reduce disturbance</td>
</tr>
<tr>
<td></td>
<td>o Develop sufficient erosion control plans to minimize sedimentation</td>
</tr>
<tr>
<td></td>
<td>o Minimize changes in stream configuration, or mitigate through</td>
</tr>
<tr>
<td></td>
<td>conservation easement</td>
</tr>
<tr>
<td></td>
<td>• Suggests sufficient cross-sectional drainage area through any</td>
</tr>
<tr>
<td></td>
<td>modified bridge crossings.</td>
</tr>
<tr>
<td></td>
<td>• Requests streams remain free flowing after construction.</td>
</tr>
<tr>
<td>Oklahoma Corporation Commission</td>
<td>No records of oil and gas wells located within Project Area.</td>
</tr>
<tr>
<td>Oklahoma Department of Commerce</td>
<td>• Supports alternative that supports the most traffic volume, including</td>
</tr>
<tr>
<td></td>
<td>semi-trucks and trailers, due to TAFB projected growth.</td>
</tr>
<tr>
<td></td>
<td>• Consider impact of construction of the Eastern Oklahoma County</td>
</tr>
<tr>
<td></td>
<td>turnpike.</td>
</tr>
<tr>
<td></td>
<td>• Before construction begins at I-40/Douglas, review interchanges at</td>
</tr>
<tr>
<td></td>
<td>I-240/Douglas and I-240/Air Depot for maintenance needed to</td>
</tr>
<tr>
<td></td>
<td>accommodate diverted commercial traffic.</td>
</tr>
<tr>
<td>Oklahoma Department of Environmental Quality</td>
<td>• Storm Water Permit required for construction disturbing &gt;1 acre.</td>
</tr>
<tr>
<td></td>
<td>• Recommends contacting TAFB Environmental Restoration Branch</td>
</tr>
<tr>
<td></td>
<td>• Monitoring wells in the Project Area, and potential for interaction</td>
</tr>
<tr>
<td></td>
<td>with the perched aquifer in the Project Area.</td>
</tr>
<tr>
<td>Oklahoma Tourism and Recreation Department</td>
<td>No adverse impacts on federally-funded parks, recreation areas, or state</td>
</tr>
<tr>
<td></td>
<td>parks.</td>
</tr>
<tr>
<td>Oklahoma Water Resources Board</td>
<td>Recommends contacting the local floodplain administrator (i.e.,</td>
</tr>
<tr>
<td></td>
<td>Oklahoma County) for possible permit requirements. Also notes that</td>
</tr>
<tr>
<td></td>
<td>if development falls on state owned or operated property, a floodplain</td>
</tr>
<tr>
<td></td>
<td>development permit is required from OWRB.</td>
</tr>
</tbody>
</table>
Most of the public comments expressed support for one (or in some cases two) of the three alternatives presented at the public meeting. In addition to expressing support for an alternative, several other miscellaneous questions or comments were expressed. Table ES.2 summarizes the comments received. Note that the total number of comments is greater than the number of comments received, as several people made multiple comments.

<table>
<thead>
<tr>
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</tr>
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<td>4</td>
</tr>
<tr>
<td>Expressed support for Alternative 3</td>
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</tr>
<tr>
<td>Against Alternative 2, with questions about the Future Flyover</td>
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</tr>
<tr>
<td>Against Alternative 3 - various reasons (i.e., dislike weaving and ramp loops, not pedestrian friendly)</td>
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<td>Requested detail of SPUI phased traffic movements</td>
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</tr>
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<td>Requested more visible lane striping</td>
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</tr>
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<td>Requested better media coverage of public meetings</td>
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<tr>
<td>Expressed concerns regarding St. Anthony Healthplex access</td>
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<tr>
<td>Expressed concerns regarding traffic operations at S.E. 29th Street/Douglas Boulevard</td>
<td>2</td>
</tr>
</tbody>
</table>
1 PROJECT INTRODUCTION

This document summarizes the public meeting conducted for the I-40/Douglas Boulevard Bridge replacement and interchange reconstruction project in Oklahoma County, JP 28992(04). The purpose of the public meeting was to present information about the proposed alternatives to the public and to obtain public input.

2 AGENCY SOLICITATION

Initial agency solicitation letters were sent to federal and state resource agencies. These letters presented a short project description and the purpose of the proposed project, and included enclosures consisting of a project location map and graphics of the three alternatives. The letter, dated December 22, 2016, also invited recipients to the public meeting and requested input be provided by February 14, 2017. Copies of the letter and mailing list are included in Appendix A.

3 PUBLIC MEETING

3.1 MEETING NOTIFICATION

Notice of the public meeting was sent by letter dated December 22, 2016 to elected officials (federal and state), the Governor’s office, Oklahoma County Commissioners, the Cities of Midwest City and Oklahoma City, local school districts, emergency service providers, and medical facilities in the study area. The officials letter provided a brief description of the purpose and need for the project, and an invitation to the public meeting. The officials letter was accompanied by a project location map. Copies of the letter and list are included in Appendix B.

Notice of the public meeting was also sent by letter dated December 22, 2016 to all utility companies and to all property owners in the study area, based upon Oklahoma County Assessor information. Copies of this letter and mailing list are included in Appendix C.

3.2 MEETING INFORMATION AND FORMAT

The public meeting was held on January 17, 2017 at 6:00 p.m. in the Bill Atkinson Center Raider Room, Rose State College. Fifty-four people signed in for the meeting, including representatives from ODOT, Triad, City of Midwest City, City of Oklahoma City, Tinker Air Force Base, Rose State College, St. Anthony Healthplex, several business owners, and members of the public. Copies of the sign-in-sheets are included in Appendix D.

Mr. Brian Taylor, ODOT Division 4 Engineer, opened the meeting with some general remarks. Triad then gave a presentation about the project, providing detailed information on the three (3) alternatives under consideration:

- Alternative 1 – Single Point Urban Interchange (SPUI)
- Alternative 2 – Tight Urban Diamond Interchange (TUDI) with Future Flyover Ramp
- Alternative 3 – Cloverleaf Interchange
The presentation was followed by an open question and answer period, after which ODOT and Triad staff were available for one-on-one and small group discussions. Display boards showing the three alternatives under consideration and environmental constraints were available for public viewing.

A handout with project information and a map of the proposed alternative was provided to attendees. A copy of the presentation is included in Appendix E. Copies of the handouts and displays are included in Appendix F.

The presentation covered:
- Purpose of the Meeting
- Existing Facility
- Collision History
- Purpose and Need for the Project
- Proposed Project Description
- Description of Three (3) Alternatives Considered
- Constraints in the Area
- Comparison Matrix of the Alternatives
- Request for Public Input
- Next Steps

3.3 SUMMARY OF COMMENTS
Nine (9) written comments from agencies, and 1 telephone and 12 written comments from the public were received both before and after the public meeting.

3.3.1 AGENCY COMMENTS
The nine written agency comments are summarized in the following text, and copies of the agency response letters are included in Appendix G.

- The National Park Service had no comments on the project.

- The Natural Resources Conservation Services stated no considerations or permits are needed from the agency.

- The Oklahoma Aeronautics Commission recommends determining if a Form 7450-1 should be submitted, due to the proximity of Tinker Air Force Base.

- The Oklahoma Conservation Commission (OCC) listed several general concerns including disturbance and siltation of streams and riparian areas and changes to stream channels that may constrict flows and result in flooding.

- The Oklahoma Corporation Commission had no records of oil and gas wells located within the Project Area.
• The Oklahoma Department of Commerce supports the alternative that supports the most traffic volume, including semi-trucks and trailers, due to Tinker Air Force Base projected growth. The agency also suggested that ODOT consider the impact of construction of the Eastern Oklahoma County turnpike, and recommended that the interchanges at I-240/Douglas and I-240/Air Depot be evaluated for any maintenance which may be needed to accommodate commercial traffic which may be diverted during construction at I-40/Douglas.

• The Oklahoma Department of Environmental Quality (ODEQ) noted that construction projects disturbing greater than 1 acre require storm water permitting. The ODEQ also attached a list of recommendations for general construction/improvement projects which addressed items such as plumbing codes, lead-based paint, asbestos, fugitive dust, solid waste, and OPDES permitting. Lastly, the ODEQ recommended contacting Tinker Air Force Base Environmental Restoration Branch regarding monitoring wells in the Project Area and the potential for interaction with the perched aquifer in the Project Area.

• The Oklahoma Tourism and Recreation Department responded that no adverse impacts were anticipated on federally-funded parks, recreation areas, or state parks.

• The Oklahoma Water Resources Board recommended contacting the Oklahoma County floodplain administrator for possible permit requirements, and noted that if development falls on state owned or operated property, a floodplain development permit is required from OWRB.

3.3.2 PUBLIC COMMENTS
Most of the public comments expressed support for one (or in some cases two) of the three alternatives presented at the public meeting. In addition to expressing support for an alternative, several other miscellaneous questions or comments were expressed. Table 3.1 summarizes the comments received. Note that the total number of comments is greater than the number of comments received, as several people made multiple comments. Copies of the public comments received are included in Appendix H.
### TABLE 3.1: PUBLIC COMMENT SUMMARY

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</table>

### 3.4 RESPONSE TO PUBLIC COMMENTS

ODOT’s responses to the general comment topics are summarized in the following sections of text.

- **Support for Alternative 1, Alternative 2, and/or Alternative 3**
  ODOT thanks you for your input.

- **Purpose of Alternative 2 Future Flyover**
  Alternative 2 includes construction of a northbound Douglas to westbound I-40 flyover ramp in the future because traffic analysis forecasts the traffic volumes associated with that movement to increase in the future, primarily due to an increase in Tinker Air Force Base traffic.

- **Against Alternative 3**
  Traffic analysis predicts that traffic operations for Alternative 3 – Cloverleaf will degrade to an unacceptable level in the future. Therefore, ODOT considered two additional interchange design solutions, i.e., Alternative 1 – SPUI and Alternative 2 – TUDI with Future Flyover.

- **Clarification of SPUI Phased Traffic Movements**
  The SPUI design will include signalization that controls traffic moving through both the northwest quadrant (i.e., northbound and southbound Douglas traffic destined to WB I-40) and the southeast quadrant (i.e., northbound and southbound Douglas traffic destined to EB I-40). This signalization will ensure that both left-turning and right-turning Douglas traffic destined to I-40 within the same quadrant will move in separate, sequential phases of the traffic light, thus avoiding the need for either traffic movement to yield to the other.

- **Consideration of Truck Traffic in Design**
  ODOT agrees that truck traffic on this bridge and through this interchange must be considered in the design process. In fact, truck traffic is one of the chief reasons this project (which includes additional lanes on I-40) is needed.
• **Suggestions Relating to Tinker Air Force Base**
ODOT recognizes that Tinker Air Force Base (TAFB) is a vital stakeholder in any proposed improvement to this area. Because the TAFB mission is of the utmost importance, ODOT has coordinated extensively with TAFB staff and considered their input in the design process.

• **Pedestrian Accommodations**
ODOT considers all modes of transportation (i.e., including pedestrian) in the planning process.

• **More Visible Lane Striping**
ODOT is continuously evaluating more durable paints, and anticipates that the visibility of lane striping will continue to improve in the future.

• **Better Media Coverage of Meetings**
ODOT provides notice of all public meetings to the local news outlets, who then determine if and/or how to disseminate the notice.

• **St. Anthony Healthplex Access**
St. Anthony Healthplex representatives expressed concerns that access to the full-service emergency room be maintained throughout construction, and pointed out a traffic conflict that exists for eastbound I-40 traffic exiting at Douglas Boulevard, destined for the Healthplex. ODOT has incorporated these concerns into the design development and selection process.

• **S.E. 29TH Street/Douglas Boulevard Traffic Operations**
ODOT’s traffic analysis has shown this area is currently in need of improvement and that traffic conditions will worsen in the future unless improvements are made. ODOT will work with the Cities of Midwest City and Oklahoma City to identify and implement improvements to this intersection.