

**FEDERAL HIGHWAY ADMINISTRATION (FHWA)  
FINDING OF NO SIGNIFICANT IMPACT  
(FONSI)**

**FOR**

**Crosstown Boulevard from Pennsylvania Avenue to Byers Avenue  
Oklahoma City, Oklahoma County, Oklahoma**

**State J/P No. 17428(25) OKCY-XTWN (006)SS; 17428(60) OKCY-XTWN (048)SS; 17428(63),  
OKCY-XTWN(051);17428(80) OKCY-XTWN(070); 17428(88) OKCY-XTWN (078);  
17428(89) OKCY-XTWN (079)**

**Issued Pursuant 42 U.S.C. 4332 (2)(c), 23 U.S.C. 128(a), 23 U.S.C. 138, and 49 U.S.C. 303  
(This action complies with Executive Order 11990, Protection of Wetlands; the Farmland  
Protection Act of 1981; and the National Historic Preservation Act)**

The FHWA has determined that the proposed Oklahoma Department of Transportation (ODOT) development of the Crosstown Boulevard from Pennsylvania Avenue to Byers Avenue in Oklahoma City, Oklahoma will have no significant impact on the human or natural environments. Upon completion of the action described by this FONSI, 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. As part of the local street network, the Crosstown Boulevard will have intersections at Virginia Avenue, Klein Avenue, Shartel Avenue, Lee Avenue, Walker Avenue, Hudson Avenue, Robinson Avenue, E.K. Gaylord/Shields Boulevard and Oklahoma Avenue/Southwest 3<sup>rd</sup> Street. In addition, right-in/out access between the Crosstown Boulevard and South Broadway Avenue will also be provided. The Preferred Alternative 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 location of the multi-purpose trails will be determined during detailed design in coordination with the City of Oklahoma City.

This FONSI is based on the attached Environmental Assessment (EA), which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project. The project would require a new underpass of the Burlington Northern Santa Fe (BNSF) Railway tracks between South 4<sup>th</sup> Street and Reno Avenue. These railroad tracks are part of the Santa Fe Railroad Historic District which was determined eligible for inclusion on the National Register of Historic Places in 2013. Construction of these elevated rails began in 1931. The elevated track portion currently contains openings at ten roadway intersections (South 4<sup>th</sup>, Reno, Sheridan, Main, Park/1<sup>st</sup>, North 2<sup>nd</sup>, North 3<sup>rd</sup>, North 4<sup>th</sup>, North 5<sup>th</sup>, and North 6<sup>th</sup> streets). The underpass of the Crosstown Boulevard is similar to what was proposed in the 1930s, but never built. On June 13, 2014, the State

Historic Preservation Office (SHPO) determined that as proposed the Crosstown Boulevard would have no adverse effect on the Santa Fe Railroad Historic District. Appendix F of the EA has copies of the correspondence between ODOT and SHPO regarding this determination of no adverse effect.

Solicitation of comments regarding this action was submitted to 35 local, county, state, and federal agencies, and organizations on September 24, 2014. Six comments were received. The solicitation and comments received are discussed beginning on page 30 of the EA in the "How Did ODOT and FHWA Involve Other State and Federal Organizations?" section of the EA and contained in Appendix C of the document.

Public involvement was a large part of the EA process for the Crosstown Boulevard and directly affected how the alternatives were developed. The FHWA and ODOT offered the public the opportunity to participate in the EA process through four public meetings held on August 21, 2012, December 3, 2012, June 18, 2013, and May 7, 2014. Total recorded attendance at the public meetings was approximately 700 people. Appendix M (August 21, 2012; December 3, 2012; June 18, 2013; May 7, 2014) of the EA contains detailed documentation of the public meetings and comments received.

The EA was made available for public review on October 17, 2014, and a public hearing was held on November 13, 2014. A total of 121 people signed the hearing roster. Seventeen individuals provided comments during the public comment period which ended on December 1, 2014. The public comments include seven verbal comments recorded at the hearing and 12 written comments. Two individuals provided both public verbal comments and written comments. The public hearing is discussed in "How Did ODOT and FHWA Involve the Public in the Project?" section of the EA. All transcripts, materials, and comments are contained in Appendix M (November 13, 2014) of the EA.

This FONSI is also based on implementation of measures described in the "What Commitments Have Been Made To Minimize Project Impacts?" section the EA. Throughout the I-40 Crosstown Expressway Project, ODOT made efforts to avoid, minimize or mitigate impacts to both the natural and human environments. In addition to mitigation measures that were committed to as part of the I-40 Crosstown Record of Decision (which are identified in Appendix N of the EA), the following measures are identified specifically for the Crosstown Boulevard:

1. During detailed design, ODOT will coordinate with Oklahoma City, using the city's planning process, to identify the location of a multi-use trail along both sides of the Crosstown Boulevard extending between Western Avenue and the Bricktown Canal. Oklahoma City's process would provide consistency with current downtown planning efforts. This coordination will also provide consistency between the Crosstown Boulevard and current planning initiatives within Oklahoma City.
2. If subsurface archaeological materials are exposed during construction, the Contractor and Resident Engineer will notify the ODOT Department Archeologist in accordance with Section 202.04(a), Standard Specifications for Highway Construction.

3. A Maintenance of Traffic Plan for the Crosstown Boulevard will be developed and coordinated with Oklahoma City and the general public prior to any road closures.
4. Coordination with both the BNSF Railway and Amtrak will occur during detailed design and construction of the Crosstown Boulevard.
5. During detailed design, Oklahoma City on behalf of ODOT will coordinate with Eureka Water Company and Shell Lake Mart to minimize access restrictions.
6. During detailed design, way finding signage will be determined in coordination with Oklahoma City signage policy.
7. During detailed design, ODOT and Oklahoma City will evaluate the feasibility of measures to minimize unsafe mid-block pedestrian crossings near the City Rescue Mission which is a high pedestrian activity area.

The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

12-15-2014

Date

  
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