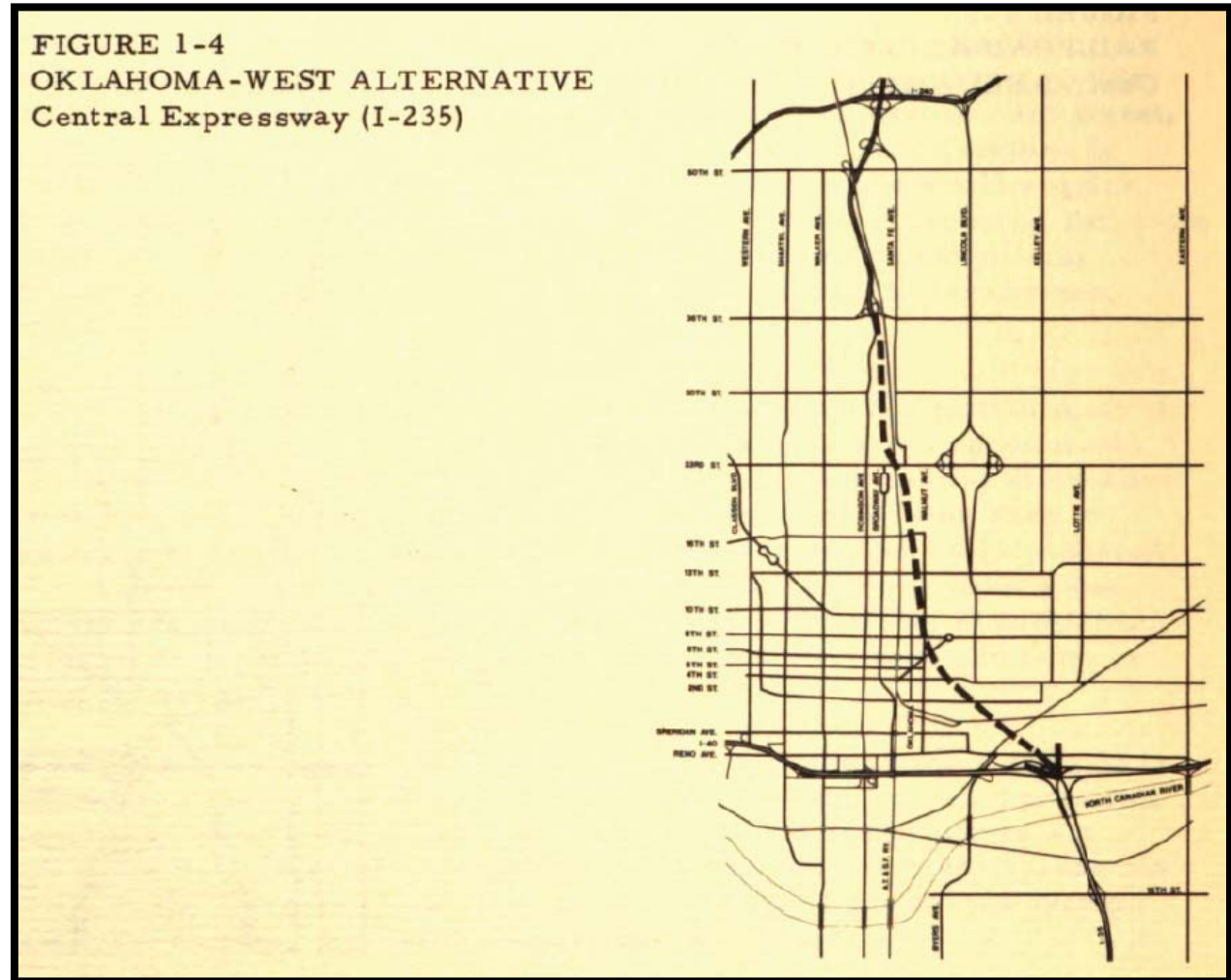


Full excerpt from the Draft Environmental Statement, Section 1.4, "Description of the Alternatives," pages 1-9 through 1-11:



Oklahoma-West Alternative

The Oklahoma-East Expressway alternative parallels the east side of the A.T. & S.F. railroad tracks from north of 36th Street to 7th Street; then proceeds diagonally to the Interchange with I - 35/I - 40. The expressway would be elevated from 36th Street to 15th Street; depressed from 15th Street to 5th Street; and then elevated from 5th Street to the I-35/I- 40 Interchange.

This alternative would tentatively provide either full or partial ramps at the following streets: 36th, 23rd, 21st, 11th, 6th, and 2nd Streets, Lincoln Boulevard and Sheridan Avenue. A connection to Reno Avenue would be provided as part of the I-35/I-40 Interchange improvements.

Mixed-mode express bus service to the Capitol Complex could be provided via the Oklahoma-East alternative and 23rd Street or 21st Street. Exclusive-lane bus service to

the Capitol could be provided by developing the median as a busway and providing adequate median space when the Broadway Extension is widened. Adequate median width exists south of 21st Street to provide exclusive-lane service if desired. By providing means for vertical transportation of people (from the roadway to grade level) at appropriate locations, express bus users could directly transfer to the shuttle bus service planned to service the Capitol, the Health Center and downtown.