

Press Release - Oklahoma Dept. of Transportation

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Information is also posted on <http://www.okladot.state.ok.us>

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I-40 Crosstown Update

The Department of Transportation plans to provide regular updates on the I-40 Crosstown project in an effort to keep people informed of progress. For some time, Oklahomans have been hearing of the I-40 Crosstown relocation project as the state's largest construction project. For now, the updates will be sent on a quarterly basis as the project moves through planning and preconstruction and nears the construction phase.

Timelines Overall, the new I-40 Crosstown will be built with several separate construction projects starting toward the east end and moving west. Construction is expected to begin on the new alignment this Fall. The first project is the Canal Bridge Project which involves construction of three bridges -- one railroad bridge and two interstate bridges. The reason for starting early construction on these bridges is to help the City of Oklahoma City improve access between the river and Bricktown which assists them with connecting the canal in this area.

Right of Way The corridor is looking different as we prepare for construction. Over 90% of the right-of-way has been purchased and crews are working to clear the area. Clearance has already been completed on about half of the structures in the corridor. In the building of modern transportation systems, one of the unfortunate, but unavoidable, consequences is the necessary displacement of some property owners. ODOT's right-of-way acquisition and relocation activities use federal regulations that guarantee a Fair Market Value offer to purchase property and additional relocation benefits to reimburse an owner or tenant for moving and other associated costs.

Design There are five consulting firms working with ODOT on designing various segments of the new highway. The Department is working closely with the City of Oklahoma City and utility and railroad companies in utility relocation and railroad engineering coordination. Aesthetic treatments for major structures within the corridor have been an integral part of the relocation. The design for these new structures gets their inspiration from key elements of cherished architectural pieces in the area such as the Little Flower Church and Union Station. Elements of the corridor that will receive these treatments include piers, columns and retaining walls. The Department has worked extensively with an Oklahoma City Beautiful advisory group on the enhancements.

Funding Preliminary estimates for the total cost of the project are estimated at \$360 million. The Department has received about \$180 million in special designated federal

funds and is hopeful of additional federal funds under the federal funding bills currently being considered.

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