

*I-40 Crosstown Expressway*  
**Record of Decision (ROD)**  
**Highlights**

1. **Record of Decision signed by the Federal Highway Administration on May 1, 2002.**

2. **The Record of Decision reviews the basis of the decision.**

Various alternatives were evaluated through a two-tiered evaluation and selection process. Factors such as traffic disruption, safety, downtown access, residential and business impacts, and cost, identified Alternative D as best transportation improvement.

3. **The Record of Decision includes a summary of the impacts and mitigation.**

**A. Noise and Vibration**

Noise walls will be constructed in certain locations to shield certain residential properties from the anticipated highway noise. Studies indicate no vibration impacts, however, ODOT will perform structural surveys before and after construction to certain buildings to ensure that no impacts from vibration occur.

**B. Right of Way and Relocations**

The new I-40 will displace 29 residences and 44 businesses. ODOT committed to implement selected strategies from the Oklahoma City I-40 Land Use and Mitigation Plan to reduce adverse effects in the Riverside Neighborhood. These include the construction of a neighborhood park and a landscaped pedestrian bridge crossing between Walker and Robinson Avenues. Additional properties will need to be acquired to implement the mitigation plan.

**C. Historic Resources**

The new I-40 will adversely effect 14 historic properties such as houses. Measures for mitigating the adverse effects are incorporated into a Memorandum of Agreement (MOA) signed by the FHWA and the State Historic Preservation Office (SHPO).

4. **Monitoring or Enforcement Program**

Construction and mitigation commitments will be assured by implementing this program which is attached to the Record of Decision. This will ensure Federal requirements and commitments made to address impacts resulting from the project will be satisfied.

5. **Comments on the FEIS**

Thirty comments were received on the Final Environmental Impact Statement. The most prevalent comment dealt with concerns regarding the impact of the proposed action on the future passenger rail opportunities for Oklahoma City and specifically impacts on the Union Station. The Record of Decision clearly restates that Alternate D will not destroy Union Station as a transportation facility.