

I-40 Crosstown Expressway

The Simple Facts

Existing I-40

- ♦ 6 lanes designed for nearly 72,000 vehicles per day
- ♦ Now carries 113,000 vehicles per day (10% trucks)
- ♦ 37 years old
- ♦ Fracture Critical Design
- ♦ Substandard ramps and curves
- ♦ \$1 million a year spent maintaining the bridge
- ♦ Inspected every six months (most bridges inspected every other year)

New I-40

- ♦ 10 lanes designed for 70 mph
- ♦ Length = 4 miles
- ♦ Combination of on the ground or semi-depressed the entire length
- ♦ Constructed in the railroad corridor five blocks south of the existing alignment
- ♦ Mostly Boulevard constructed in place of the existing alignment
- ♦ Multiple access choices to downtown (Western, Shields, or boulevard)
- ♦ Full interchange at Shields Boulevard
- ♦ Direct access to Bricktown off I-40 via the Boulevard
- ♦ Minimal disruption to existing traffic during construction
(like Hefner Parkway *not* like I-35 South)
- ♦ Easy to construct in stages
- ♦ Residential displacements 29 for highway and 14 for neighborhood park
- ♦ Commercial displacements = 43
- ♦ Cost = \$236 million (1998 dollars without inflation or mitigation)
Approximately \$300 million with today's adjustments