



Timeline of the I-40 Crosstown Project

- January 1996** – Citizens Advisory and Technical Advisory Committees formed and first public meeting held. Public involvement will be a crucial factor in the years to come.
- July 1996** – List of seven core alternate routes developed along with the “no build” option. Each route was eventually studied as elevated, ground and below ground level systems, making 19 routes total.
- August 1997** – U.S. Rep. Bud Shuster, R-Penn., visits Oklahoma to see the condition of the I-40 Crosstown. He later facilitated a \$103 million earmark for the Crosstown, calling it a project of national significance.
- June 1998** – Congress approves \$103 million earmark - the single largest earmark this year - and highlights the national significance of the project.
- April thru December 1998** – Scale models of Alternates B-3 and D displayed throughout the city to illustrate the features and to aid community input. In December, Alternate D is announced as the preferred route.
- 1999** – Media coverage becomes a daily occurrence with heightened awareness of the project.
- February 2000** – Oklahoma City completes the Land Use and Mitigation Plan for the project.
- February 2001** – Public hearing is held on the Draft Environmental Impact Statement.
- July 2001** – Preliminary engineering begins.
- February 2002** – Final Environmental Impact Statement released to the public for viewing.
- May 2002** – Record of Decision is signed by the Federal Highway Administration.
- July 2002** – Right-of-way purchasing begins.
- March 2003** – First property is cleared.
- May 2003** – U.S. Transportation Secretary Norman Mineta and FHWA Administrator Mary Peters make an unprecedented trip to Oklahoma to tour the Crosstown; Mineta calls construction a high priority for federal transportation officials.
- April 2004** – Final design work begins.
- March 2005** – Utility relocations begin.
- November 2005** – Construction begins on the first phase.
- March 2007** – Public meeting held to share progress on new Crosstown construction.
- July 2007** – Dedication ceremony for completion of first construction phase.
- June 2008** – Last steel beam installed for the BNSF railroad bridge over the future mainline of I-40.
- April 2009** – Exchange Ave. bridge opens one month ahead of schedule.
- September 2009** – Work begins on the grading for the central portion of the project.
- January 2010** – U.S. Rep. James Oberstar, then-Chairman of the House T & I Committee, tours the new site.
- August 2010** – First two paving contracts awarded by the Oklahoma Transportation Commission.
- May 2011** – Union Pacific rail line on final alignment throughout corridor.
- August 2011** – Final paving contract awarded. \$32 million segment between Western Ave. and Lincoln Blvd.
- October 2011** – Gov. Fallin announces some of the old bridge beams will be recycled for use in county bridge projects.
- January 2012** – **New segment of eastbound I-40 opens to traffic and westbound I-40 opens in February.**

Timeline of the Oklahoma City Boulevard Project

August 2007 – Boulevard Concept Report released, including recommendations for freeway-to-boulevard transitions, landscaping, intersections and more.

October 2009 – Comprehensive Traffic Study details the future traffic impacts and needs with a boulevard that is expected to serve more than 15,000 vehicles a day.

February 2012 – Event allows public to take one last look and walk on the old I-40 Crosstown bridge before deconstruction begins.

April 2012 – Deconstruction of old I-40 bridge, which completes in December 2012, making room for the new boulevard construction.

April 2012 – Two west-end connection projects start with a project to build the westbound I-40 ramps at May Ave. and a project to build the flyover ramps from I-40 between Penn Ave. and Agnew Ave./Villa Ave. completing in January 2013.

April 2012 — Then-U.S. Rep. Bill Shuster, who was chairman of the House Transportation and Infrastructure Committee, tours the old I-40 Crosstown bridge with Oklahoma's congressional delegation and then-Gov. Mary Fallin to view the deconstruction progress. He speaks at the same project that his father, then-U.S. Rep. Bud Shuster, spoke at during a news conference in 1997, which began the process of securing the federal funding for this project.

August 2013 – West end of Oklahoma City Boulevard construction begins between Pennsylvania Ave. and Western Ave. Completes in July 2014.

February 2014 – East end connection to I-40 and I-235/I-35 including flyover ramps begins and completes in May 2016.

March 2015 – East end connection project begins and constructs a portion of the boulevard and connects it to I-40, I-235, I-35 and Lincoln Blvd./Byers Boathouse District and includes BSNF railroad work and completion of the I-35 off-ramp. Completes in February 2017.

November 2017 – Final two Oklahoma City Boulevard paving projects begin that will complete the center sections of the new, four-lane city street. Project completion estimated by September 2019.

Aug. 19, 2019 – **City street opens to traffic after celebration ceremony with Gov. Kevin Stitt, Secretary of Transportation Tim Gatz, Oklahoma City Mayor David Holt, Greater Oklahoma City Chamber of Commerce President and CEO Roy Williams and former Secretary of Transportation Neal McCaleb.**