



Oklahoma City Boulevard Opening and I-40 Crosstown Completion

August 2019

Oklahoma City Boulevard Final Phase (middle section)

- The up to \$27 million contract was awarded to Allen Contracting Inc. of Oklahoma City to construct the Oklahoma City Boulevard from E.K. Gaylord/Shields Blvd. to just east of Klein Ave., near Western Ave.
- Work began in February 2018 and the new city street opened in segments as the paving was completed, in partnership with the City of Oklahoma City to try and provide some relief for the large amount of construction projects occurring in the downtown area.
- Signature items of this project are building the middle section of the boulevard, the new bridge at Western Ave. and the reconfiguration of Western Ave. at Reno Ave. and at Classen Blvd.
- The City of Oklahoma City will complete landscaping along the boulevard starting in September.
- This contract also included necessary repairs to highway lighting along the entire I-40 Crosstown corridor, which was damaged and rendered inoperable by vandalism and copper wire theft. The city will operate and maintain the street lights once repairs complete.

Traffic Impacts

- Work will continue through September 2019 on other boulevard items such as street lights, traffic signals, sidewalks near Classen and Sheridan and striping crosswalks. Boulevard intersections will remain four-way stops at Robinson Ave., Harvey Ave., Hudson Ave., Walker Ave. and Reno Ave. and at Western Ave. and Reno Ave. until the work completes.
- Additional milling and overlays will occur at the request of the city at Reno Ave., Sheridan, Walker, Harvey Ave. and Lee.
- Improvements made with the construction have caused some city routes and access to change to improve traffic flow and safety. Those changes include:
 - Westbound Oklahoma City Boulevard will not have direct access to Western Ave. or Classen Blvd. Motorists must use Reno Ave. to connect to Western.
 - California Ave. now dead-ends at Classen Blvd.
 - Exchange Ave. can only be accessed from eastbound Reno Ave. Access from westbound Reno Ave. and from Western Ave. is no longer available.
- Speed limit will be 25 mph along the middle section of the boulevard.

I-40 Crosstown Background

- After 25 years of planning, significant public input, design and construction, the I-40 Crosstown is now considered complete with the opening of the new Oklahoma City Boulevard. This estimated \$730 million infrastructure investment includes an estimated \$120 million for the new city street.
- A crack found in an I-40 Crosstown bridge beam in 1989 started a decades-long effort to replace this section of the interstate with a ground-level highway and reconnect it to downtown Oklahoma City.
- The Federal Highway Administration and Oklahoma's congressional delegation played a significant role in identifying federal funds to make this critical interstate improvement possible.
- The boulevard was designed as a new, four-lane city street to connect downtown Oklahoma City to surrounding interstates. The entire 4-mile-long boulevard stretches from the Dallas Junction of I-35/I-235 to just west of Pennsylvania Ave. It was built in the footprint of the old I-40 Crosstown bridge after the interstate was constructed five blocks south of the old alignment.
- The Oklahoma City Boulevard construction started in 2012 (deconstruction of old I-40) and the Aug. 19, 2019, opening completes five construction phases at an estimated total cost of \$120 million to build the new city street. Those phases included:
 - A \$9 million project that constructed the west end connection of the Boulevard to I-40 and construction of Boulevard from Pennsylvania Ave. to Western Ave. Work began in January 2013 and completed June 2014.
 - An \$8.2 million project to connect I-40 from Pennsylvania Ave. to Western Ave. including on- and off-ramps at Virginia and Klein. Work began August 2013 and completed July 2014.
 - A \$27 million project on the east end to connect Lincoln, I-235, I-35 and I-40 to the new Boulevard. Work began in February 2014 and completed in May 2016.
 - The \$40 million project that constructed a portion of the Boulevard and connecting it to I-40, I-235, I-35 and Lincoln Blvd./Byers Boathouse District. It included major railroad bridge work. Work began in March 2015 and completed February 2017.