





I-40 Crosstown

Construction/Materials; and Roadway Design/Geometrics. Each Skill Set team focused on how the ACTT process applied to the specific concerns of their area of expertise while collectively, the teams searched for methods/measures to help ODOT achieve its goals of maintaining traffic with minimal disruption; accommodating local/regional/national/international events; providing access to emergency facilities; opening I-40 to traffic by September 15, 2008; constructing the facility within budget; and maintaining a safe work zone.

The teams offered numerous ideas and recommendations, many of which will be further evaluated for incorporation into the project. Among the ideas presented were the following:

- Combine projects to reduce total number of contracts from 10-14 to 3-4.
- On-site decision makers and authority to process larger change orders without commission's approval.
- Designate a utility coordinator and proceed with utility coordination and relocation at 30 percent design stage.
- Conduct a 2-phase geotech investigation with phase one to resume now in order to determine if material from the depressed section is suitable for borrow.
- Incorporate water and sewer utilities as a part of roadway contracts.
- Eliminate shoring for the BNSF RR bridge construction by constructing permanent bridge structure on site and then positioning it in place overnight.
- Consider giving pre-qualified contractors advanced plans and shortening the bid time.
- Standardize structures, use longer spans, and reduce skew angle.
- Identify the limits of the old landfill in the areas of Byers, Canal, and the proposed I-40 corridor.
- Conduct an immediate Comprehensive HazMat Subsurface Investigation.
- Identify appropriate areas for contractor staging sites and obtain permits.
- Construct noise walls and fencing early.
- Maximize off-site prefabrication to minimize disruption of traffic flow.
- Break the project ASAP, determine/select dedicated PIO, develop a chart of communication flow, and designate an on-site PR office.

With the workshop now completed, it remains for ODOT to sift through the various workshop ideas/recommendations and decide which ideas should be implemented in future planning, design, and construction phases of the I-40 Crosstown Expressway Relocation.

To find out more about the project and the implementation of recommendations, contact:

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