

*Join
Us!*

VIRTUAL PUBLIC OPEN HOUSE

December 2 - 16, 2020

I-40 Exit 65/65A in Clinton
Interchange and Intersection Modification
Custer County: JP 31842(04)

www.odot.org/I40CusterExit65



VIRTUAL PUBLIC OPEN HOUSE

The Oklahoma Department of Transportation will host a virtual public open house to update the public and present the most recent proposed alternatives for the I-40 Exit 65 (Gary Boulevard) and Exit 65A (Neptune Drive) Interchanges in Clinton, OK. This open house will present two proposed alternatives to reconfigure the two interchanges, and allow the public to submit input. Due to concerns over the spread of COVID-19, this will be a web-based format (no in-person meeting). This information will be available beginning December 2, 2020 and comments are requested by December 16, 2020.



Purpose

The purpose of the project is to improve safety, traffic operations, and mobility in the I-40 corridor and to make improvements to adjacent local streets and intersections. The current interchange ramps at Exit 65 (Gary Blvd.) and 65A (Neptune Dr.) are in close proximity, and the current ramp configuration is contributing to confusion at the Gary Blvd./Lexington Ave./Oliver Ave. intersection. In addition, the City of Clinton is continuing to experience commercial growth, and to continue to foster that growth the city needs more direct access to the south side of I-40. The anticipated growth is expected to generate future traffic volumes beyond the capacity of the existing interchange and adjacent intersections.

To date, ODOT has developed and studied eight alternatives for this interchange. Public meetings were held in 2016 and 2019 to present the alternatives to the public and obtain input. Since the last public meeting in February 2019, ODOT has worked with the City of Clinton to revise and refine Alternative 2D and develop Alternative 9B. The public may view these alternatives on the virtual open house website and see additional information about the project. ODOT would like the public's input on these alternatives so that they can move forward with design and construction of the project.



Join

www.odot.org/I40CusterExit65



**OKLAHOMA
Transportation**

November 20, 2020

RE: I-40 Interchange Improvements and Intersection Modification at Exit 65, I-40B West Jct. in Clinton, Custer County, ODOT JP No. 31842(04)

Dear Stakeholders, Property Owners, and Utility Owners,

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to I-40 between S. 28th Street and Neptune Drive, including the I-40 & Gary Boulevard and Neptune Drive interchanges (Exit 65/65A) in the City of Clinton, Custer County, Oklahoma. The existing interchanges includes on- and off-ramps in close proximity, and the current ramp configuration is contributing to confusion at the Gary Blvd./Lexington Ave./Oliver Ave. intersection. The existing interchange at Gary Boulevard also lacks eastbound access to I-40. In addition, the City of Clinton is continuing to experience commercial growth and to continue to foster that growth the city needs more direct access to the south side of I-40. The anticipated growth is expected to generate future traffic volumes beyond the capacity of the existing interchange and adjacent intersections.

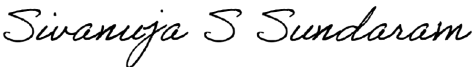
The purpose of this project is to improve safety and traffic operations and improve mobility in the I-40 corridor. ODOT completed a study of six initial alternatives and held a public meeting on May 24, 2016. In response to public feedback, ODOT tasked a consultant to look at additional alternatives for improving I-40 and the Gary Boulevard interchange while also maintaining access to Exit 65A at Neptune Drive. These alternatives considered construction costs, right-of-way and utility costs, and environmental constraints. Alternatives 7 and 8 were presented at a public meeting on February 28, 2019. Feedback at that meeting from the City of Clinton and the public resulted in ODOT revisiting and refining some of the original project alternatives. In response, Alternatives 2D and 9B were developed and are presented in the current virtual public open house.

Due to ongoing concerns about COVID-19, ODOT will host a Virtual Public Open House from **December 2 - 16, 2020**. The purpose of the Virtual Public Open House is to update the public on the status of the project, present the two most recent alternatives, and obtain public input. This pamphlet contains additional information about the Virtual Public Open House. After the Virtual Public Open House, project information may be viewed at www.odot.org/publicmeetings.

If you are leasing this property, please notify your lessee of this virtual public open house.

Should you have any questions or would like additional information regarding this project, please email environment@odot.org or call 405-325-3269.

Respectfully,



Siv Sundaram, P.E.
Environmental Programs Division Engineer

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

Project History

ODOT initiated a study of the I-40/Gary Blvd. interchange in May 2015. The study looked at the current functionality of the interchange as well as traffic at nearby intersections. Six alternatives were developed as part of the 2015 study, which were presented at a public meeting on May 24, 2016 in Clinton. Public feedback from that meeting expressed a desire for eastbound and westbound access from both Gary Blvd. (Exit 65) and Neptune Dr. (Exit 65A), and to keep both interchanges open. In response to that feedback, ODOT developed Alternatives 7 and 8 that achieved these goals with the use of frontage roads and roundabouts between the two exits. Feedback from the public and the City of Clinton expressed concern with the out of direction travel that would be required, and the relatively new and unfamiliar roundabout configuration. As a result of the concern over Alternatives 7 and 8, ODOT revisited the original six alternatives. This meeting presents Alternative 2D and 9B, which are more traditional interchange designs that still achieve the majority of the City's and the public's stated goals.



Project Description and Proposed Alternatives

The project will reconstruct I-40 from 28th Street east to approximately 0.3 miles east of Neptune Drive. The bridges over Red Wheat Drive and Neptune Drive and the adjacent railroads will be replaced with new bridges to accommodate the new I-40 width and to provide sufficient vertical clearance for the railroads underneath. Gary Boulevard will be widened to a 5-lane roadway with a center turn lane and will be extended south under I-40 to Chapman Road. New bridges will be constructed on I-40 over Gary Boulevard. Due to the new configuration of Exit 65, Red Wheat Drive will no longer be needed and will be removed. Businesses that currently access Red Wheat Drive will have new driveways that will connect directly to Gary Boulevard. The intersection of Gary Boulevard with Lexington Ave./Oliver Ave. will be reconfigured to a standard 4-leg intersection.



Alternative 2D and 9B present different options for the configuration of Exit 65 and 65A (see enclosed exhibit). Alternative 2D will construct a standard diamond interchange at Exit 65. Traffic will have access on and off I-40 at this location in both directions. Due to insufficient distance for traffic to safely merge on and off I-40, the loop ramps at Exit 65A will be removed and the other ramps will be reconfigured to connect to the frontage roads. New frontage roads will connect Gary Boulevard with Neptune Drive on both sides of I-40. A free-flowing turnaround lane will be provided on the east side of Gary Blvd. to accommodate westbound I-40 traffic exiting to Neptune Drive and Neptune Drive traffic accessing eastbound I-40. The other movements at Neptune Drive will utilize the frontage roads and the ramps at Gary Boulevard.

Alternative 9B constructs a folded diamond interchange at Exit 65, similar to the existing interchange at Neptune Drive, which maintains access to and from I-40 in both directions. In Alternative 9B, all of the Exit 65 ramps are on the west side of Gary Boulevard, utilizing loop ramps for the westbound off ramp and eastbound on ramp. The existing loop ramps at Exit 65A are reconstructed and maintained in their existing configuration. No frontage roads are necessary.

PROJECT MATRIX

I-40 Exit 65/65A Project Summary Matrix

| | Construction Cost | Right-of-Way Cost | Access with Direct I-40 Ramps | Estimated Future Collisions (per year) | Total Bridge Area (sq. ft.) | Floodplain Impacts (ac) | Wetland Impacts (ac) | Stream Impacts (ft.) |
|----------------|-------------------|-------------------|-------------------------------|--|-----------------------------|-------------------------|----------------------|----------------------|
| Alternative 2D | \$ 46.83 M | \$ 2.48 M | 4 ramps (with turnaround) | 16.2 | 85,845 | 4.043 | 0.105 | 352 |
| Alternative 9B | \$ 48.28 M | \$ 2.08 M | 8 ramps | 19.7 | 98,638 | 5.268 | 0.105 | 393 |

 lower cost / less impact
 higher cost / more impact

PROJECT INFORMATION SUMMARY

- Total Programmed Construction Cost of Project: **\$20.1 Million**
- Right-of-Way Acquisition and Utility Relocation Programmed to Start in: **2021**
- Construction Programmed to Start in: **2024**
- Current Annual Average Daily Traffic (AADT) in year 2018: **19,460 vehicles per day**
- Future Estimated AADT by Year 2050: **30,700 vehicles per day**

*Totals DO NOT include *Toll Roads*

DIVISION 5 ENGINEER: BRENT ALMQUIST, P.E.

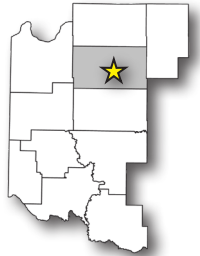
**Totals DO NOT include *County Bridges*

***Total Road Miles:**
1,702.32

***Total Interstate Miles:**
129.19

****Total Bridges:**
793

Counties: Beckham, Blaine, **Custer**, Dewey, Greer, Harmon, Jackson, Kiowa, Roger Mills, Tillman, Washita



PLEASE PROVIDE YOUR COMMENTS BY **December 16, 2020**

For more information
about the project
(405) 325-3269
environment@odot.org

<http://www.odot.org/publicmeetings>

