



OKLAHOMA
Transportation



Welcome

Open House Public Meeting

PROJECT

**SH-66 and I-44/US-412
Interchange**

Rogers and Wagoner Counties

Job Piece Number 35493(04)

January 3, 2023

Purpose of the Open House Public Meeting

Inform the public about the proposed improvements for the operational movements of the SH-66 and I-44/US-412 Interchange in Rogers and Wagoner Counties



Present Proposed Options for Improvements



Describe Potential Environmental Impacts

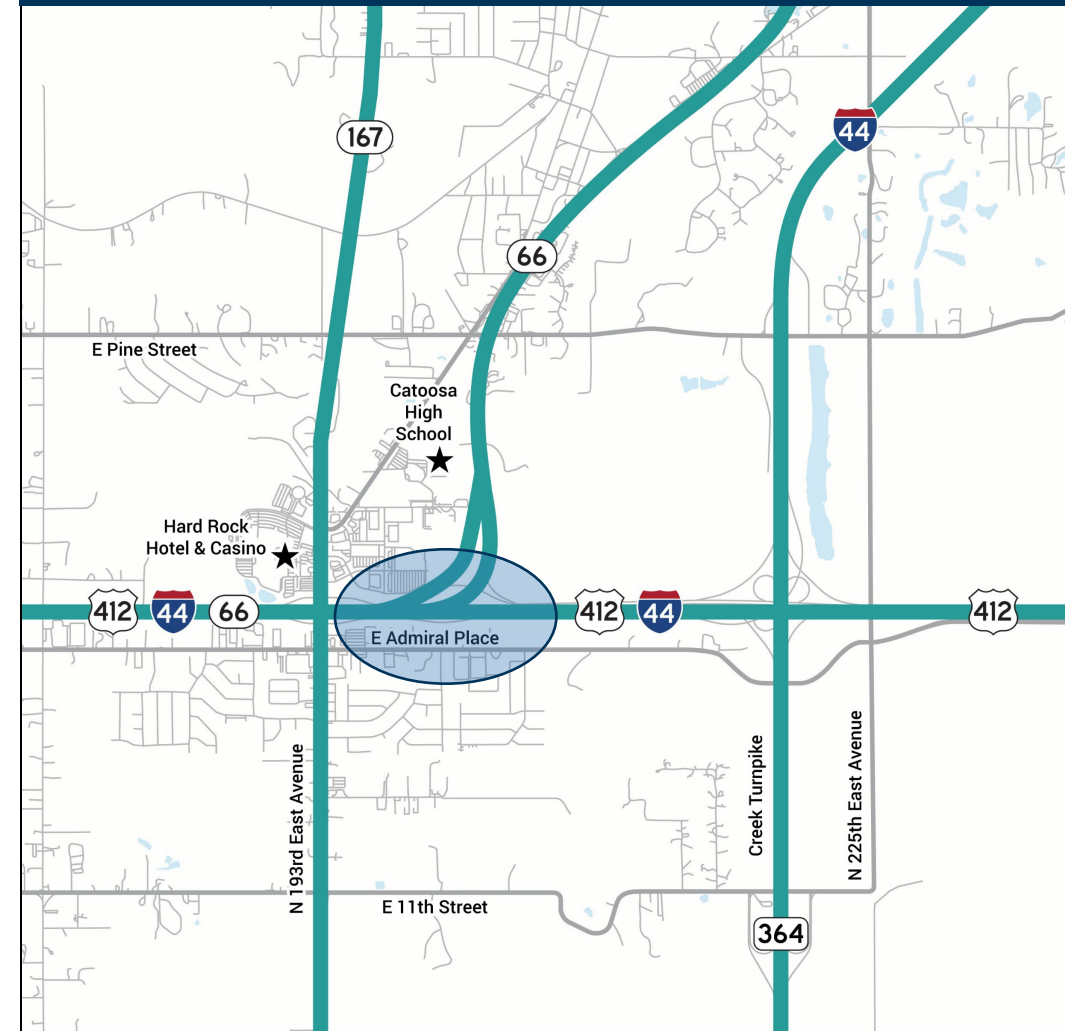


Obtain Public Input



Outline the Schedule for the Project

Project Location



What are we trying to do?

Project Purpose

- ◆ **Improve operations**
- ◆ **Improve safety**
- ◆ **Accommodate the future traffic volume**

Purpose of the Project

Improve Operational Movements and Safety of the Interchange

◆ Existing Interchange

- Unacceptable level of service for Design Year 2050

◆ Traffic

- I-44/US-412
 - ❖ Current Traffic (2021): 25,700 Vehicles per Day
 - ❖ Future Traffic (2050): 40,600 Vehicles per Day
 - ❖ Trucks: 15%
- SH-66 NB
 - ❖ Current Traffic (2021): 7,600 Vehicles per Day
 - ❖ Future Traffic (2050): 12,000 Vehicles per Day
 - ❖ Trucks: 3%

◆ Traffic

- SH-66 SB
 - ❖ Current Traffic (2021): 8,500 Vehicles per Day
 - ❖ Future Traffic (2050): 13,400 Vehicles per Day
 - ❖ Trucks: 3%



Proposed Interchange Goals

- ◆ **Straighten I-44/US-412 for a 75 mph design speed**
- ◆ **Maintain all existing access at the current interchange**
- ◆ **Both a right-hand exit, via a semi-direct flyover, and a left-hand exit for the I-44/US-412 EB to SH-66 NB movement were considered**

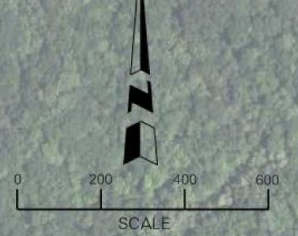
Proposed Improvements

Proposed Right-of-Way

- ◆ All Right-of-Way for the interchange was obtained when 193rd East Avenue and I-44/US-412 Interchange Project was constructed
- ◆ No additional Right-of-Way will be needed for this project for either Option 1 or Option 2

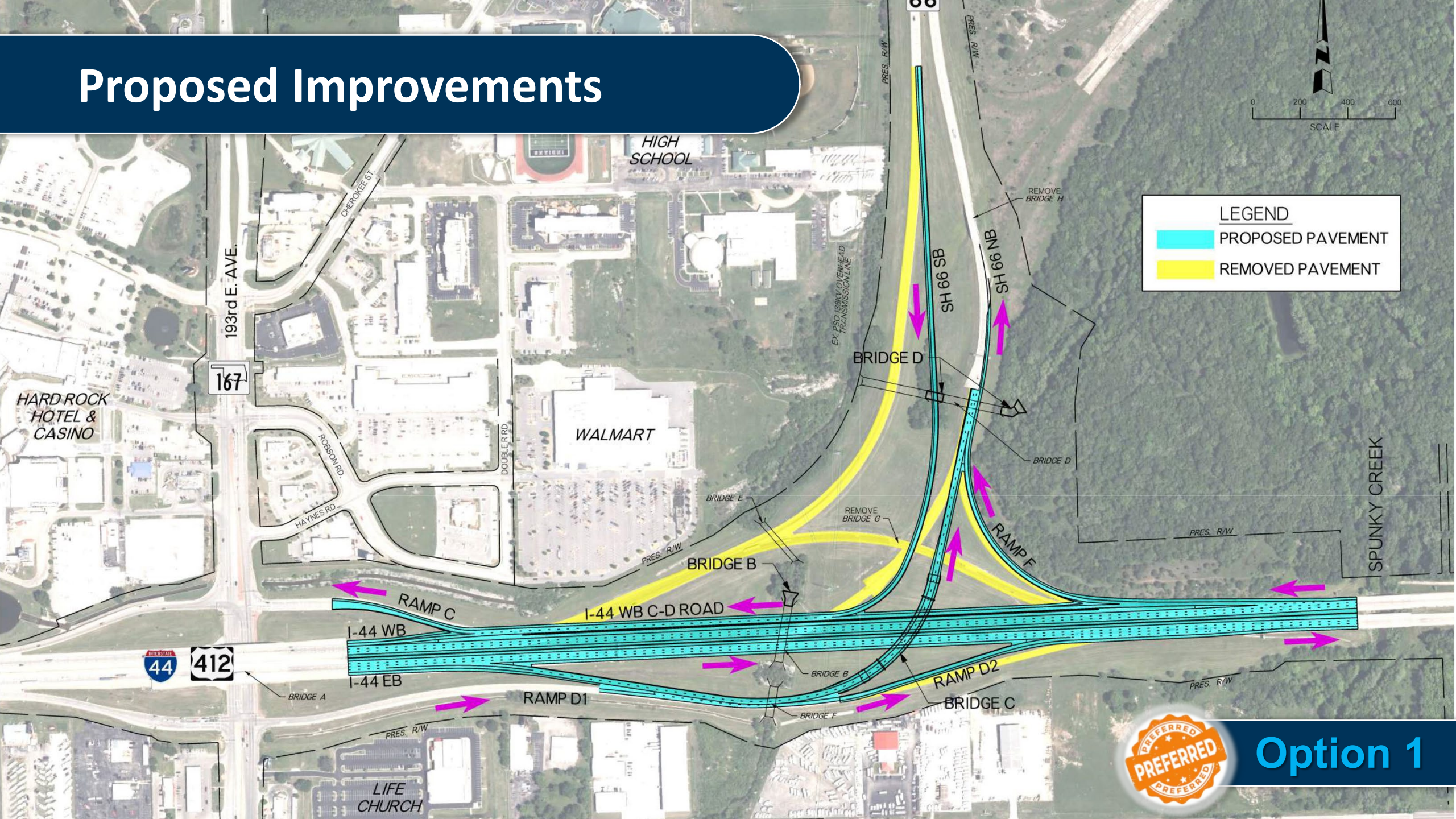


Proposed Improvements



LEGEND

- PROPOSED PAVEMENT
- REMOVED PAVEMENT



Option 1



- ◆ I-44 is straight with a design speed of 75 mph
- ◆ Two lane semi-direct ramp from I-44 EB to SH-66 NB, exiting right from I-44 EB, with a bridge crossing over I-44 (Bridge C)
- ◆ Ramp D1 connects 193rd East Avenue to I-44 EB and SH-66 NB
- ◆ Collector-Distributor (C-D) Road is proposed along I-44 WB for the SH-66 SB merge and 193rd East Avenue exit
- ◆ Ramp F connects I-44 WB to SH-66 NB
- ◆ Current interchange access maintained
- ◆ 193rd East Avenue to SH-66 NB connection
- ◆ Construction Cost Estimate is \$32 million

Advantages

- ◆ I-44 WB is straight
- ◆ I-44 design speed is 75 mph
- ◆ Right-hand exit from I-44 EB to SH-66 NB is desirable
- ◆ 193rd East Avenue connection to SH-66 NB is included

Disadvantage

- ◆ Construction cost is higher than Option 2



2009 Interchange Design Comparison to Option 1

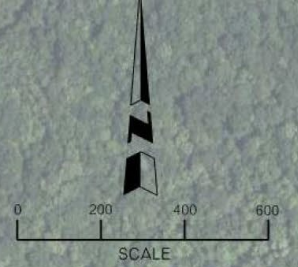
◆ 2009 Phase 2

- I-44 WB to SH-66 NB movement removed
- I-44 WB to SH-66 NB movement added via turnaround under I-44
- SH-66 SB to I-44 WB becomes an added lane to I-44 WB
- SH-66 SB to 193rd East Avenue via direct ramp
- I-44 EB to SH-66 NB Ramp design speed of 50 mph
- Public comments received requesting the I-44 WB to SH-66 NB movement via direct ramp instead of turnaround

◆ Option 1

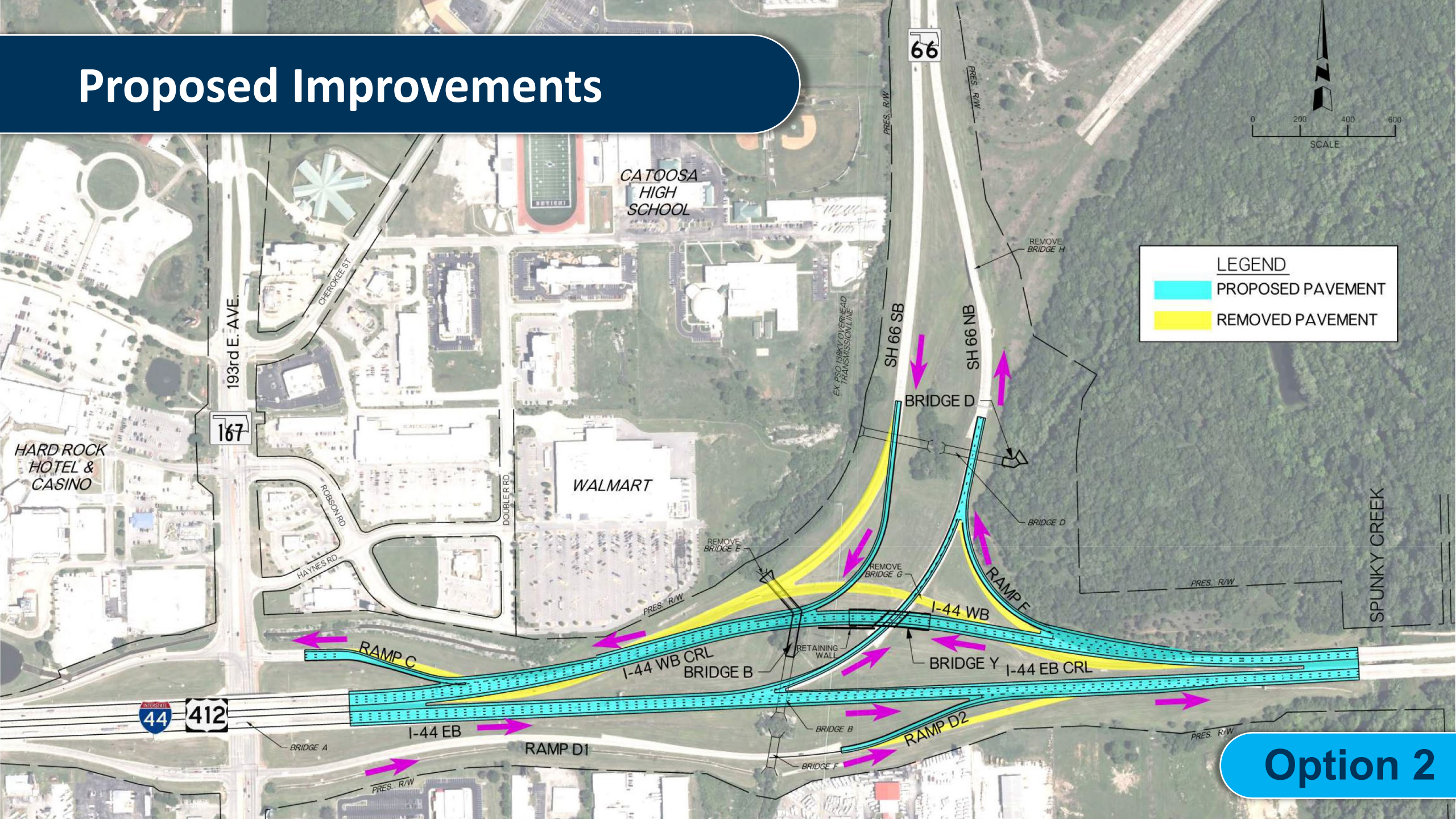
- I-44 WB to SH-66 NB added via Ramp F
- I-44 EB to SH-66 NB Ramp design speed of 40 mph
- SH-66 SB to I-44 WB and 193rd East Avenue are via a Collector Distributor Road
- Ramp C exit moved west of SH-66 SB, therefore removing Bridge G
- I-44 WB Collector Distributor Road connects SH-66 to 193rd East Avenue, therefore removing Ramp E
- Design was modified to minimize the footprints of the new ramps to accommodate the I-44 WB to SH-66 NB movement via Ramp F within the existing alignment

Proposed Improvements



LEGEND

- PROPOSED PAVEMENT
- REMOVED PAVEMENT



Option 2

- ◆ I-44 WB is curved with a design speed of 65 mph
- ◆ Single lane left exit from I-44 EB to SH-66 NB, via an I-44 EB lane drop to the I-44 EB to SH-66 NB ramp
- ◆ Ramp D2 connects 193rd East Avenue to I-44 EB
- ◆ SH-66 SB becomes an added lane for I-44 WB
- ◆ Ramp C exits to 193rd East Avenue from the SH-66 SB and I-44 WB merge
- ◆ Ramp F connects I-44 WB to SH-66 NB
- ◆ Option 2 resembles the layout of the existing interchange with I-44 WB over the I-44 EB to SH-66 NB ramp
- ◆ Current interchange access maintained
- ◆ Construction cost estimate is \$27 million

Advantage

- ◆ Construction cost is lower than Option 1

Disadvantages

- ◆ I-44 WB is curved
- ◆ I-44 design speed is 65 mph
- ◆ Left-hand exit from I-44 EB to SH-66 NB is not desirable
- ◆ 193rd East Avenue connection to SH-66 NB is not included

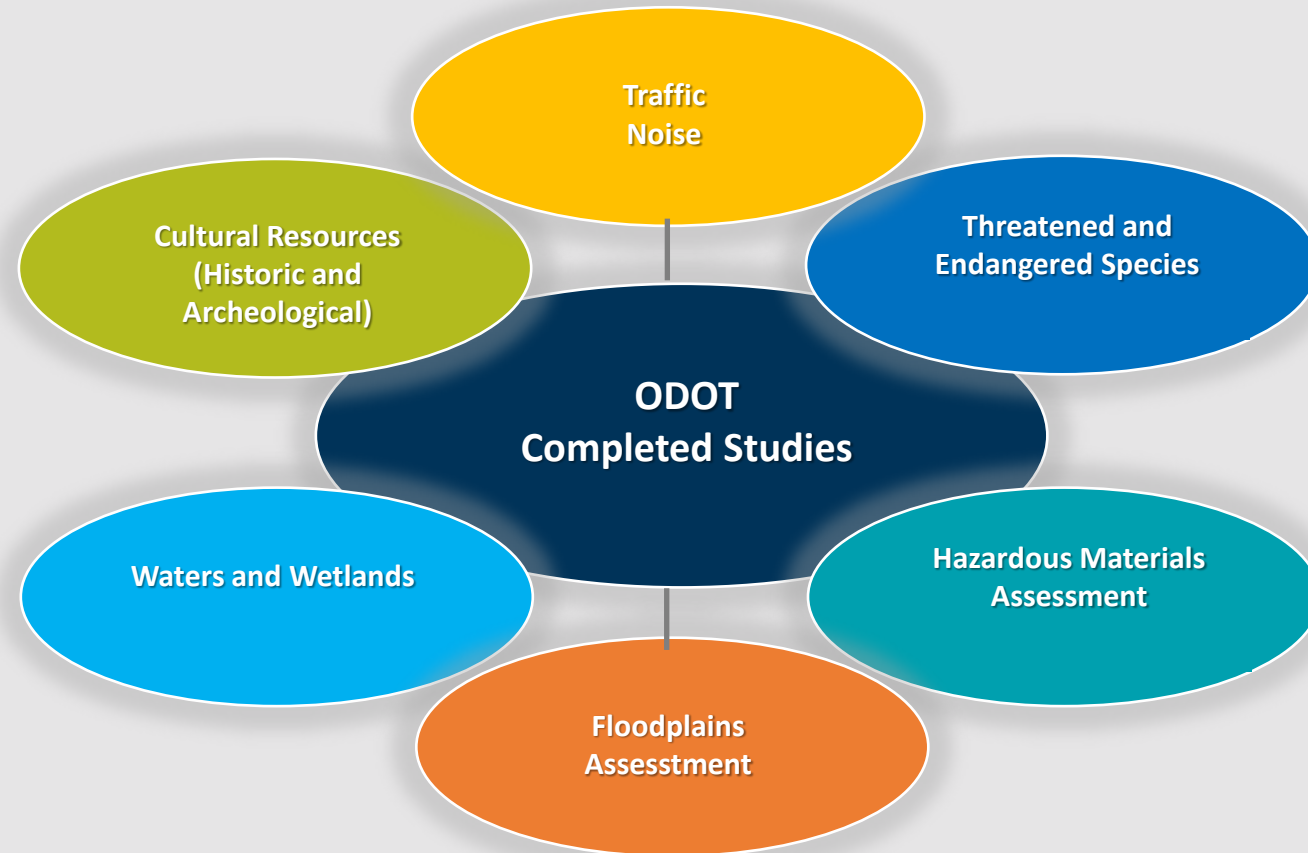
Environmental Assessment (EA) Completed in 2004 for US-412 from the I-44/I-244 Interchange east 12 miles to the Verdigris River

- ◆ Received a Finding of No Significant Impact from Federal Highway Administration
- ◆ Re-Evaluations of the EA have occurred as projects have been constructed
 - To ensure the projects are consistent with the original document
 - To update environmental studies and notes to plans, as needed
- ◆ Project is currently going through the re-evaluation process
- ◆ Public meeting is part of the process in order to receive your input into the project
- ◆ Updated studies have been completed



Updated Environmental Studies Have Been Completed

- ◆ Commitments to avoid and/or minimize impacts to the environment will be included in the project in accordance with the National Environmental Policy Act (NEPA)



Study Results | Cultural Resources (Section 106)

- ◆ Consulted with the State Historic Preservation Office and the State Archaeologist
 - There will be no effect on historic properties
- ◆ Historic Route 66 is located within the study area



Study Results / Endangered Species

- ◆ Due to updates of the Endangered Species List, the following species are located within the study area
 - Gray Bat★
 - Neosho Mucket★
 - American Burying Beetle
 - Piping Plover★
 - Red Knot★
 - Northern Long-Eared Bat★
 - Rabbitsfoot Mussel★
 - Monarch Butterfly★



★ Added to Species list since 2004.

Study Results / Endangered Species

- ◆ Through consultation and concurrence with U.S. Fish and Wildlife Service
- ◆ Conservation commitments have been created to minimize impacts to
 - American Burying Beetle
 - Listed Bat species
 - Monarch Butterfly
- ◆ Species Plan Notes have been created to minimize impacts to:
 - American Burying Beetle
 - Listed Bat species
 - Neosho Mucket
 - Rabbitsfoot Mussel

Study Results / Endangered Species

- ◆ Measures to protect Bald Eagles
 - A nest survey will be completed
- ◆ Measures to protect Migratory Birds
 - Construction restrictions to avoid impacts to migratory birds during their nesting season



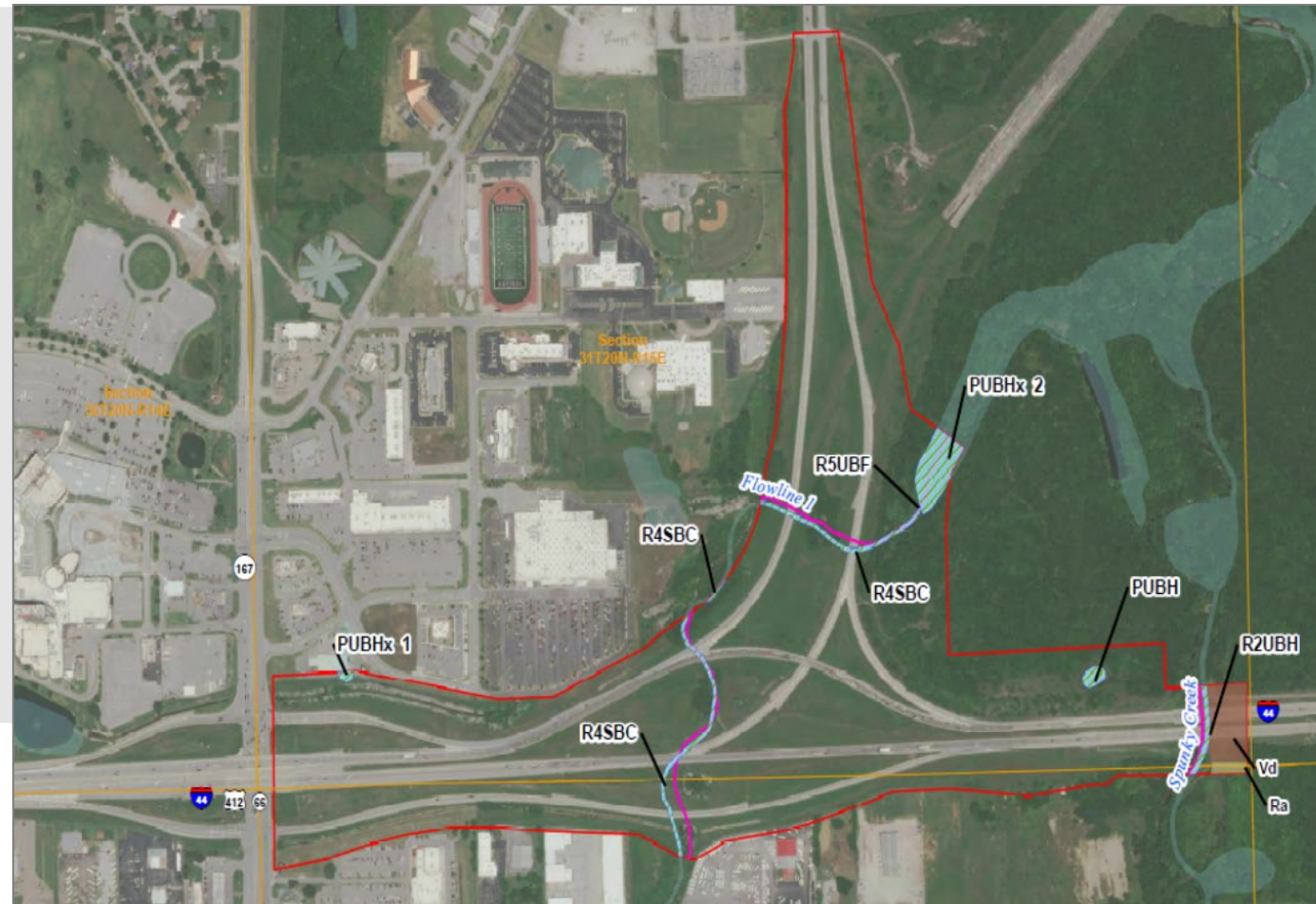
Bald
Eagle



Migratory
Birds

Study Results / Jurisdictional Wetlands

- ◆ Spunky Creek and Tributaries to Spunky Creek
 - Impacts to waters and wetlands will be coordinated with the U.S. Army Corps of Engineers
 - The appropriate Clean Water Act Section 404 permit will be obtained for the project
- ◆ Hazardous Materials
 - Review project plans to determine if contamination may be present within existing ODOT Right-of-Way due to industrial and commercial nature of the area



Study Results / Noise

- ◆ A Noise Study re-evaluation was completed
 - Initially, land use comprised primarily of commercial properties consisting of trucking companies, truck repair centers, auto auction yards, small businesses, convenience stores, restaurants, two public schools (including two baseball fields), and one recreational vehicle (RV) park. The 2003 analysis determined that based on the Future Build scenario (Design Year 2030), most impacted receivers are in the RV park.
 - Based on current Google Earth imagery, land use remains the same, except for Walmart, which exists in the N.W. quadrant along with the Olive Garden restaurant replacing the RV park.
 - The only other noise-sensitive receivers of concern include the Catoosa Middle School and High School campuses and ballparks. The 2003 noise analysis determined no noise impacts occurred with future sound levels ranging from 58.2 dB(A) to 61.2 dB(A).
 - No noise impacts were identified.

Construction

Construction Plan



Construction is currently in the ODOT 8-year plan to begin in Fiscal Year 2024



Project will be constructed in a single project



Traffic will be maintained throughout construction

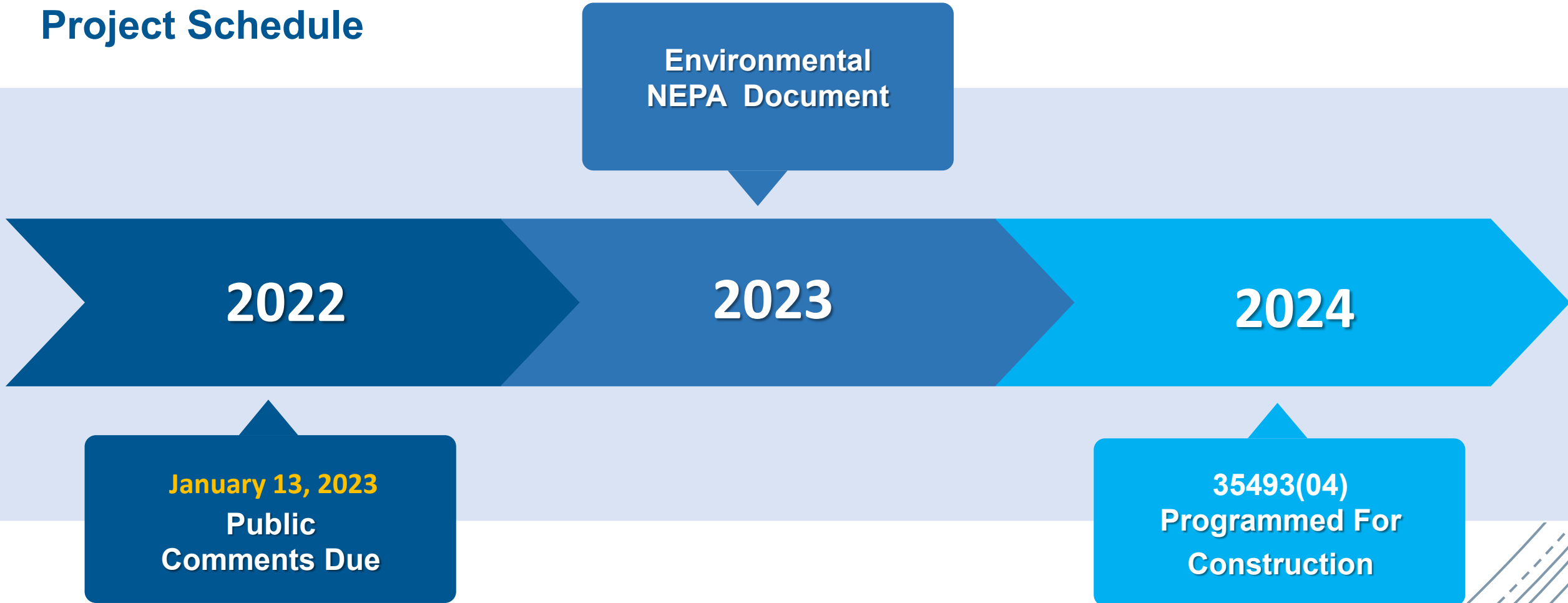


Access will be maintained to all residences and businesses during construction



Next Steps...

Project Schedule



Thank You!

Please submit your
comments by
January 13, 2023



**LEAVE YOUR COMMENT FORM HERE
TONIGHT**



**MAIL YOUR COMMENT FORM
BACK TO ODOT**

Oklahoma Department of Transportation
Environmental Programs Division (3D2)
200 NE 21st Street
Oklahoma City, OK 73105-3204



SUBMIT YOUR COMMENTS

- ◆ Email: environment@odot.org
- ◆ Website: www.odot.org/publicmeetings