

Public Meeting Open House Meeting Summary

SH-66 & I-44/US-412 OPERATIONAL MOVEMENTS

Rogers & Wagoner Counties
Job Piece Number 35493(04)
Project Number J3-5493(004)PM

Held January 3, 2023

Weblink:

<https://oklahoma.gov/odot/programs-and-projects/public-meetings-and-hearings/20230103.html>

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1.0 EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT) held an open house public meeting to present two (2) improvement alternatives for the SH-66 and I-44/US-412 interchange in Rogers and Wagoner Counties. ODOT did present a preferred alternative at the meeting, Option 1. The open house public meeting featured a recorded presentation explaining the purpose and need for the improvements, environmental features, and details of the two interchange improvement alternatives under consideration in both English and Spanish. Staff was available at the open house public meeting to answer questions. The meeting was held January 3, 2023 from 5 p.m. to 7 p.m. at the Catoosa High School.

The purpose of the proposed improvements is to accommodate future traffic volumes, increase safety and minimize localized congestion by improving the operation of the interchange. Now that the open house public meeting has concluded, the meeting material can be found at: <http://www.odot.org/publicmeetings>.

The open house public meeting had fifty-one (51) participants that signed into the open house public meeting, no phone calls were received, thirty-six (36) written comments were received. The written comments have been grouped into general categories as listed below. Some commenters had more than one comment per category:

<u># Of Comments</u>	<u>General Category</u>
29	Support for Option 1(Preferred)
6	Request for the ability at 193rd East Avenue to drive from SH-66 SB to I-44 EB
1	Other General Questions
1	Requests that driving on I-44 to be more natural in this area
1	Support for Option 2
7	US-412 and 265th East Avenue intersection dangerous, accidents, needs interchange
2	US-412 and South 4115 Road intersection dangerous, accidents, needs interchange
1	Concrete barrier needs to be shortened at I-44 and SH-66 merging
2	Better signage to direct traffic movements
1	Requested lighting be operated by wind turbines
1	Requested speed limits to be posted no higher than 65 mph

Based on the comments received, Option 1 remains the preferred alternative to move into final design. After the responses from the meeting, the movement from Southbound (SB) SH-66 to Eastbound (EB) I-44 will be provided by the turn-around at 193rd East Avenue.

2.0 INTRODUCTION

This document summarizes an open house public meeting conducted for SH-66 and I-44/US-412 interchange in Rogers and Wagoner Counties. These improvements were part of an Environmental Assessment (EA) from the I-44/I-244 interchange east to the Verdigris River that received a Finding of No Significant Impact from the Federal Highway Administration in 2004. The EA included improved interchanges throughout the 12-mile corridor. ODOT has tasked a consultant to conduct an updated engineering study to develop potential alternatives that correct deficiencies while taking into consideration construction costs, traffic operations and environmental constraints for the SH-66 and I-44/US-412 interchange.

The purpose of the proposed improvements is to accommodate future traffic volumes, increase safety and minimize localized congestion by improving the operation of the interchange.

There are two options under consideration for the SH-66 and I-44/US-412 interchange. The study investigated a right-hand exit, via a semi-direct flyover, and a left-hand exit for the I-44 EB to SH-66 NB movement. Both options reduce the curvature of I-44 and maintain all existing access at the current interchange. No additional right-of-way is required for either option.

Option 1 (Preferred)

I-44 is straight with three (3) 12-foot-wide lanes in each direction and a design speed of 75 mph. Two (2) 12-foot-wide lanes provide a 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 with a single 12-foot-wide lane. A 12-foot-wide lane for a Collector-Distributor 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 with a single 15-foot-wide lane. Option 1 is the preferred alternative because I-44 WB is straight, the I-44 design speed is 75 mph, the right-hand exit from I-44 EB to SH-66 NB is desirable, and the 193rd East Avenue connection to SH-66 NB is included.

Option 2

I-44 WB is curved with three (3) 12-foot-wide lanes and a design speed of 65 mph. I-44 EB is straight with three (3) 12-foot-wide lanes and a design speed of 75 mph. A single 12-foot-wide lane to exit left 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 is proposed. Ramp D2 connects 193rd East Avenue to I-44 EB with a single 15-foot-wide lane. 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 with a single 15-foot-wide lane. Ramp F connects I-44 WB to SH-66 NB with a single 15-foot-wide lane. Option 2 resembles the layout of the existing interchange with I-44 WB over the I-44 EB to SH-66 NB ramp. Bridge Y carries I-44 WB traffic over the I-44 EB to SH-66 NB ramp.

ODOT did present a preferred alternative at the meeting, Option 1. Option 2 is not the preferred alternative because I-44 WB is curved, the I-44 WB design speed is 65 mph, the left-hand exit from I-44 EB to SH-66 NB is not desirable, and the 193rd East Avenue connection to SH-66 NB is not included.

3.0 OPEN HOUSE PUBLIC MEETING

3.1 MEETING NOTIFICATION

Seventeen (17) property owners identified adjacent to the study area, which are mostly commercial and industrial landowners were notified. These owners were notified of the open house public meeting by both a letter in the mail and by direct mailing. Life Covenant Church, Catoosa Public Schools, and Cherokee Nation all own property adjacent to the project, and they were provided notification. Utility companies located within the project area were also notified of the open house public meeting.

Thirty (30) invitation letters to the public meeting were mailed to various agencies and members of the public. The public officials meeting invitation list included ODOT staff, Wagoner and Rogers County Commissioners, State and U.S. elected officials, Indian National Council of Governments, City of Catoosa staff and City Council, Catoosa Public School district, local police and fire, and hospitals. This area includes OK House District 23, OK Senate District 2 and 18.

Seventeen (17) landowners, seven (7) utility companies, and thirty (30) public officials were mailed the pamphlet December 19, 2022.

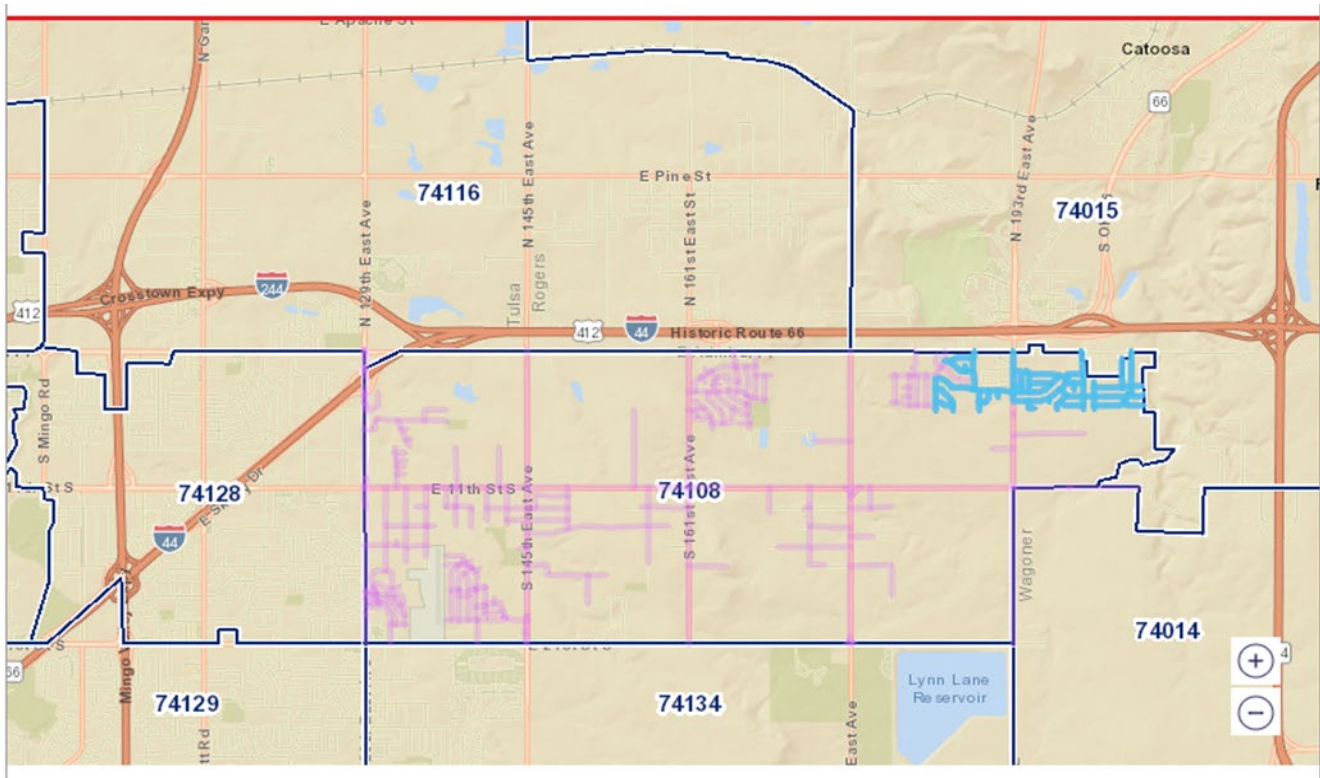
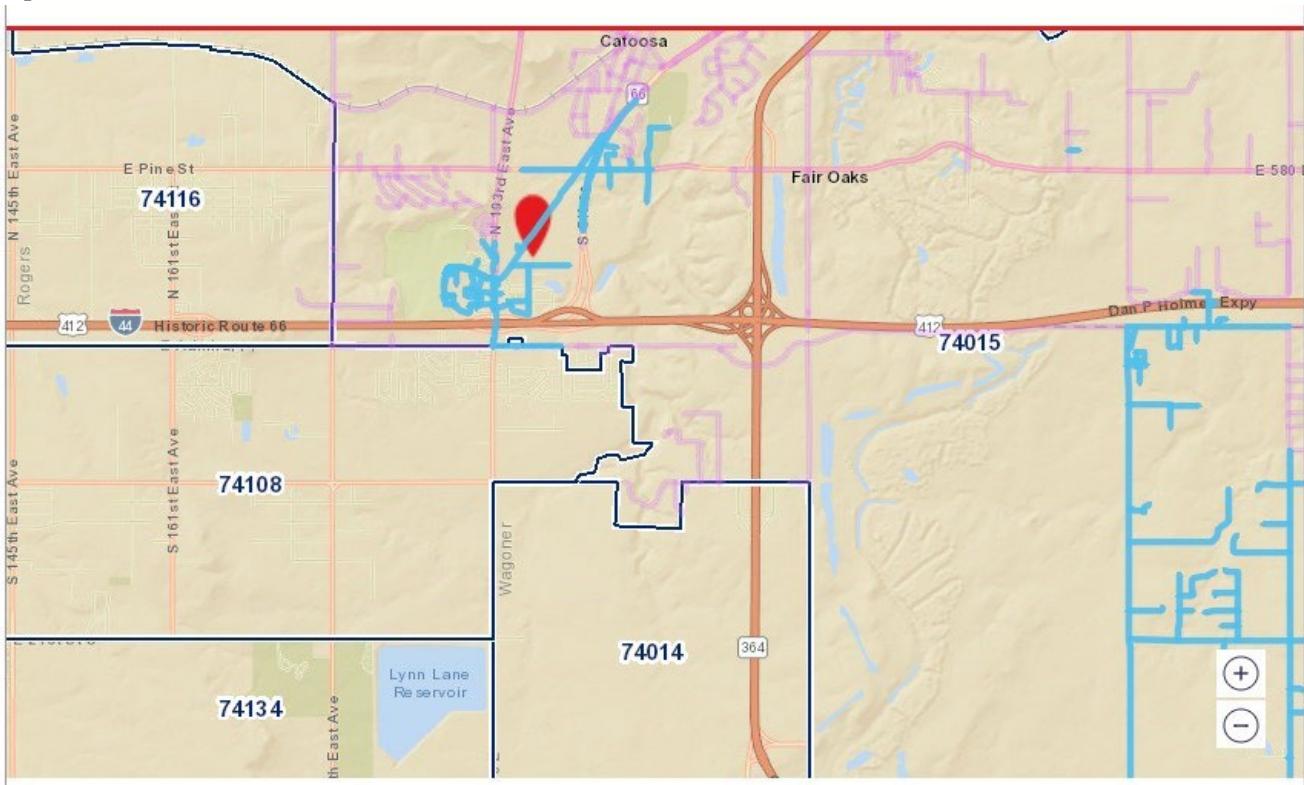
3.2 OUTREACH

Outreach was provided by a direct mailing by the post office to two (2) mail delivery routes along the project area as noted in blue in maps 1 and 2. One-thousand-three-hundred-and-ninety-nine (1,399) pamphlets, comment forms, and self-addressed stamped envelopes were printed and mailed by Mercury Press Plus and direct mailed to Catoosa Post Office for distribution to routes.

- 74015-ROO1 603 total
- 74108-CO21 796 total

Direct mailing of pamphlets helps to ensure that individuals who are leasing property within the study area will get the information, as well as the property owners receiving notification through the mail. As the postal route serves a larger area, more people who use the SH-66 and I-44/US-412 interchange received the information, increasing the opportunity for input.

Maps 1 and 2: Direct Mail Routes



3.3 MEETING INFORMATION AND FORMAT

The open house public meeting was held January 3, 2023, from 5 pm to 7 pm at the Catoosa Public Schools - Indian Activity Center (CIAC) hospitality Room. Large signs were displayed during the meeting to direct citizens to the meeting location.

An open house format with a recorded presentation in both English and Spanish was provided. The voice over presentation was about 15 minutes long. The project design under consideration was available for viewing on large exhibit displays in both English and Spanish, so participants could view the interchange options. Able, Benham and ODOT staff were available for discussions with members of the public. There was no formal presentation.

A virtual component was not included, but the materials can be found at ODOT's web page at <https://oklahoma.gov/odot/programs-and-projects/public-meetings-and-hearings/20230103.html>.

All comments were requested to be received on or before January 13, 2023. Written comments could be submitted by mail, email, or by use of an online comment form as described on the submit a comment page.

4.0 COMMENTS

4.1 COMMENTS RECEIVED AT PUBLIC MEETING

A summary of the comments received at the open house public meeting are provided below.

ODOT Personnel Comments Received

- A citizen wanted to know if excess right-of-way that will be gained from moving the SB-66 to WB I-44 ramp can be turned into a green space/park.
Response: This is a limit of no access facility. There will not be any driveways or street connections allowed within the interchange.
- A citizen asked why ODOT is talking about this project? Let's do the SH-66 bridges over I-44 and start it tomorrow!
Response: ODOT stated they agree and ODOT is going to get this done as soon as possible, but ODOT wanted feedback first to make sure the project was headed in the right direction.
- Multiple people commented that Option 1 should be the only way to go and that they appreciated all the visual aids and the thorough handout.
Response: Thanked them for the comment and the acknowledgment of the hard work that Able & Benham did.
- Received a call from Jennifer Garner on Wednesday 1/4/23. She was irritated that she didn't know anything about the meeting. She lives in Inola (so outside of the mailing list) but drives that area daily. She felt that

ODOT was shoving these only two options at people and not giving citizens the chance to voice their opinion. She also explained her construction fatigue on US-412.

Response: She was referred to the ODOT website to sign up for notifications and encouraged her to 'like' ODOT's FB page. She understood that not everyone could be sent a letter. It was explained that ODOT's goal was to get this completed by 2026, in time for the Route 66 Centennial, so the constraints of existing right-of-way and minimal utility impact is what led to the two alternatives. She was very appreciative of the explanations. She preferred Option 1.

Consultant Personnel Comments Received

- Several people stated they preferred Option 1.
Response: They were asked to speak with District 8 Engineer.
- Two (2) Rogers County Commissioners and the Catoosa City Councilman requested the turnaround be added to the project.
Response: They were asked to speak with District 8 Engineer. After the responses from the meeting, the movement from SB SH-66 to EB I-44 will be provided by the turn-around at 193rd East Avenue.
- The event went extremely well and the two individuals that I spoke with were happy with Option 1. They were impressed with the display boards.
Response: The input was appreciated.
- Received a comment about the location at which Ramp F merges onto SH-66 NB in Option 1. The citizen wanted to make sure that we were designing it with enough room for the Ramp F traffic to merge safely. Their concern was that it looked like the merging location of the ramps at Exit 13C in the northeast quadrant of the I-244 and SH-169 interchange. According to the citizen, this location does not have enough room for the traffic from I-244 WB to SH-169 NB to merge safely onto the I-244 EB to SH-169 NB ramp. They also stated that the barrier on the right side of the I-244 EB to SH-169 NB ramp causes a blind spot for those merging from the I-244 WB to SH-169 NB.
Response: It was clarified that Ramp F would run parallel to the SH-66 NB lanes before merging thus alleviating these concerns.
- Received a comment regarding Option 1 and Option 2. The person commented they preferred Option 1. Their question was why Option 2, the left-hand exit option, was even considered.
Response: ODOT tasked us with looking at 2 options, a feasible right-hand exit from I-44 EB to SH 66 NB and a feasible left-hand exit from I-44 EB to SH 66 NB.

4.2 PHONE CALL COMMENTS

No phone call messages were received from the open house public meeting.

4.3 WRITTEN COMMENTS

Thirty-six (36) written comments were received from the open house. These comments have been grouped into general categories for ease of reading in the table below. An ODOT response has been added at the end of each general category.

Written Comments Received	
Meeting not listed on ODOT website	
1a	E-mail Comment - I learned of an upcoming open house regarding the I-44/66 interchange in Catoosa via this package I got in the mail today. I do not see this open house listed on https://www.odot.org/publicmeetings . Can you please confirm the date and location? Catoosa High School has many different facilities on site, and I am not sure where this presentation will take place. We would like an opportunity for our city councilors to be present
ODOT Response:	
An E-mail response was provided that stated the ODOT Open House Public Meeting will be held January 3rd, 2023, from 5 pm to 7 pm at the Catoosa Public Schools - Indian Activity Center (CIAC) hospitality Room. ODOT will have signs out the day of the meeting to direct citizens to the meeting location. The web site link as updated 12/27/2022: https://oklahoma.gov/odot/programs-and-projects/public-meetings-and-hearings/20230103.html	
Support for Option 1 (Preferred)	
3a	Option 1, which is the preferred choice, is the BEST option and I am sure everyone will agree. The design that is currently there is horrible and option 2 will basically be the same thing, with very little difference, and not much better. We need this to be better! We NEED all left turn exits removed from all highways, if at all possible, we need the speed limit as high as possible, we need everything to be as straight as possible, we need to make exits as simple as possible, and we need as many options as possible, to go every direction, from every direction. I really don't see a choice here at all. To me, there is no option 2 because option 1 is the only one that makes sense. I don't understand why this is even up for consideration. OPTION 1 ALL THE WAY!!! Let's hurry up and get this started! The earlier we start, the earlier it will be done! WOOHOO!!! I can't freakin' wait!!!
4a	Of the two options, I support Option 1.
6a	I am fully in favor of plan 1. I use the SB 66 to WB I-44 ramp daily and I feel it's a very dangerous set up that the new plan will resolve. The traffic trying to get off I44 to E 193rd has a very gap to get over through the traffic trying to merge onto WB I-44 from S 66. Straightening out EB I44 is also very favorable, it's very inefficient and dangerous having that curve. I've seen many wrecks on it. People can die mad about the price; I say do it right the first time. Saves us a lot of time and grief in the long run.
8a	I vote for the first plan. The road straightening is vital safety improvement, especially for larger vehicles like semis and RVs. In addition, I would like to see ODOT use this opportunity to field test some type of glow in the dark paint for nighttime safety
9a	Option 1 is preferred, even if more costly. I travel this route daily. The left exit (EB) to SH-66 confuses many who are unaware, making the area less safe.
10a	I drive from Claremore SH-66 to I-44 every day to work downtown Tulsa. Please choose option 1 and straighten out the I-44 and choose option to exist freeway from the right lane. I have seen trucks almost tip over on the I-44 curve before on ramp from SH-66 going west. Very dangerous on and off ramps. Please choose Option 1.



11a	I feel Option 1 is a better plan, except ramps should be a little wider or more shoulder.
12a	I think Option 1, straightening I-44 and expanding to 3-lanes is better option. Current curve in the highway is dangerous as many people still try to go way over 65 with I-44 coming off turnpikes. There is lots of traffic that tries to condense form 3-lanes to 2-lanes.
13a	We are in favor of the first option (making 412 straight).
14a	I approve and support ODOT's SH-66 and I-44/US-412 Interchange Project. The alternative that I support is Alternative 1 because Alternative 1 will improve safety, reduce congestion, and improve freight mobility by removing the left hand I-44/US-412 Eastbound ramp to OK-66 Northbound and replacing the existing movement with a right hand exit ramp which will greatly improve safety along with my other points.
15a	We like option# 1 on the plans for SH-66 & I-44/US-412 Interchange.
16b	Option 1
17b	Option 1 would be fine, but the other problems need addressed. – US-412 and 265 th E. Avenue
18b	As far as your options in town, I vote for Option 1.
20a	We would like to see Option 1.
22a	I place my vote for option 1 on project.
23a	Speaking for myself and about 20 immediate and extended family members living in Catoosa and Verdigris all of whom drive through this intersection regularly, we are strongly in favor of Option 1, the preferred option. Option 2 spends about 85% and provides only marginal improvements, while Option 1 offers significant long-term safety and convenience benefits. One benefit that is not emphasized is the collector distributor road on I-44 WB that connects SH-66 to 193rd E Ave. This will greatly aid traffic flow and improve safety.
24a	I believe Option 1 or proposed interchange improvements for SH 66 and I 44/US 412 are long overdue.
25a	As a Rolling Hills resident, I much prefer Option 1.
26a	I see the wisdom of using Option 1.
27a	Thank you for a proposed plan. After review, seems that Option 1 is a better and safer proposed. Much needed improvement. Thank you for a great job and service.
28a	After looking at the 2 plans, we believe Option 1 would be the best choice. It would correct the curve, which has been a problem. Easier access to 66 from Catoosa.
29a	We believe that Option 1 of the interchange improvements would be a great change and long overdue.
30a	I choose Option 1. Let's straighten things out as they should have been long ago. Add lighting so one can see the highway.
31a	I prefer Option 1 also, but where is the money coming from?
32a	I attended the 1/3/2023 open house meeting at the Catoosa High School. I felt that the presented information and the handouts were excellent. After many years of neglect, this intersection has a promising future. Option 1 is obviously the best solution and has my full confidence. Please proceed with Option 1.
33a	For the SH66 & US 412/I44 interchange I like option 1.
35a	Option 1 – is the best. Having the highway gong E &W straight is the best – much easier to travel, less confusion.



36a	I certainly agree with the preferred Option 1 and look forward to better traffic flow in my neck of the woods!
ODOT Response: ODOT appreciates the comments and Option 1 will remain the preferred option to move forward into final design. The project will be funded with Federal and State funds.	
Turn-Around at 193rd East Avenue for SH-66 SB to I-44 EB	
2a	In reviewing the proposed routing, neither option offers the ability to go east from rte66 to 412. Those of us that live east of Catoosa that use 412 are only able to transition via backroads or go west into Catoosa, south on County line/193rd E. Ave and then taking 412 or Admiral which is typically preferred due to 412 east of the turnpike being riddled with potholes or feeling like driving on a washboard that has no likelihood of getting properly repaired. Where do I send the repair bill for my vehicles suspension?
4b	The biggest deficiency in both of these plans are no east bound access to Highway 412. Would there be room to put a Texas turnaround on 193rd East Ave? The only way to access east bound 412 from the north by highway is to access I-44 at Verdigris. There has been a proposal that OTA has studied that would finish the full interchange at I-44 and Pine. That would give a route to go east via the highway system.
19a	Why would you spend 27-32 million dollars on this interchange and not have a ramp that goes east from HWY-66? HWY-66 southbound traffic needing to go east to I-44 eastbound!! This needs to be fixed, don't do all this work if you are not going to rectify this problem.
25b	Not having access to N.B. SH 66 from 193rd E Ave is a true detriment to those of us who would like to get on at 193rd and go the Catoosa/Claremore without having to drive through Catoosa back to SH 66. The exclusion of EB I 44 to NB SH 66 is also a present addition.
33b	If you will shorten the barrier wall on the north side entrance/exit for 193 E Ave. We have a lot of traffic that exits on 193 from US412 for school and Walmart.
34a	There is needed a way to get to SH 66 without going through Catoosa. If you were on Admiral Place and 193 rd that from 66 going S is an accident waiting to happen. It is a disfunction junction.
ODOT Response: After the responses from the meeting, the movement from SB SH-66 to EB I-44 will be provided by the turn-around at 193rd East Avenue.	
Other General Questions	
4c	The other issues I have are more of a general traffic flow, physical barrier caused by Highway 412 and access to the highway system. Is there a possibility to plan for an access point to SH-66 between Pine and I-44? There needs to be an additional bridge across highway 412 from 193rd, at least at the section lines. Currently there is only one. There needs to be an additional access point on Highway 412 between 193rd and at grade crossing 4 1/2 miles to the east.
ODOT Response: These comments have been received and provided to ODOT District 8 for consideration.	
Staying on I-44	
5a	My biggest beef this inner change, did you really have to be paying attention going east or west to stay on I 44. The natural thing going east on I 44 is to go onto 412. Natural thing to do going west on I 44 is to go west on the creek Turnpike. It needs to be more natural to stay on I 44 whether going east or west than it currently is. I'm very confident that ODOT will do the right thing. I mean the best thing.

ODOT Response:

With Option 1 as proposed, this interchange will be safer for the traveling public.

Support for Option 2

7a

I missed the meeting last night. I looked over the two designs. As a driver that takes this road twice a day going both in and out of Tulsa from Claremore, I prefer the second option because of the lower speed limits. This area will continue to be a tricky interchange and the higher speed limits make this more difficult to navigate.

ODOT Response:

ODOT has decided to stay with Option 1 as the preferred. Option 2 is not the preferred alternative because I-44 WB is curved, the I-44 WB design speed is 65 mph, the left-hand exit from I-44 EB to SH-66 NB is not desirable, and the 193rd East Avenue connection to SH-66 NB is not included.

SH-412 and 265th East Avenue Intersection

15b

But our real problem is not being addressed. There are a lot of cars and trucks that miss the Turnpike entrance and have to go about 4 miles to turnaround. That intersection is Highway 412 and 265th E. Avenue which is where our business is located. This intersection constantly has big rigs and trucks having to turnaround to go back to the turnpike they missed. There have been numerous accidents and several people have been killed at this intersection. This intersection really needs an overpass (there is plenty of room too). CSI of Oklahoma has witnessed many accidents there. What would help alleviate the congestion would be to have an overpass or at the least add on and off ramps both directions on Evans Road (225th E. Avenue) from Highway 412. If someone missed their exit for the turnpike, they could get off here and turn around instead of going to our intersection. Also, it would help the people who live south of US-412, they could just continue east on Admiral and get on US-412 from Evans Road or get on the turnpike. Please look into this and we look forward to getting the highway repaved to the river.

16a

HWY-412 and 265th E Ave. This is a very dangerous intersection. Big rigs missing the I-44 on ramps. This area has a lot of serious accidents as cares are trying to turn on 412 east of WB.

17a

A lot of vehicles miss the Turnpike entrance and have to go around 5 miles out of their way to turn-around. That intersection is highway 412 and 265th E. Avenue, where our business is located. This intersection constantly has big rigs, and trucks turning around because they missed their turn-off. This has caused many wrecks, with some being fatal.

18a

We need to have an overpass at the 412 and 265th E. Ave. exit or at the very least put in an on and off ramps on Evans Road to 412 that would take care of a lot of congestion at “our” intersection. Many people who live out here have either been in a wreck or witnessed many because it is unsafe. Please help those of us who live out here and rely on the HWY to get anywhere.

20b

I live at the turn off of Highway 412/265 E Ave and the number of accidents and deaths at this intersection has to be addressed with this project. The number of big trucks that miss the turnpike exits headed east, are extremely dangerous, as they take multiple lanes trying to turn around. An overpass or an additional lane for turning would help at this intersection but should definitely be addressed no matter which option is decided. Option#2 would take away the ability for traffic to turn off to Highway66 and go into Catoosa. The repaving of this highway has been a long time coming as it is in terrible condition. I did not understand Highway 412 eastbound was repaved earlier and was in much better condition. I look forward to the repaving and hope that a solution with one of these options will benefit everyone and save lives.

22b

I would like to address the deadly problems we have at 265th & HWY 412. I have 35 family members who all live in this area. Getting across this intersection is awful. I have had several of my family in a wreck at this section line. Many people have been killed and injured here. More homes are being built and will just get worse!!



32b	I know that the US 412/265th E Ave intersection is in the plans for revision in the future. However, I would propose a very low cost modification as an interim safety aid. Please consider adding yellow stripes showing the center of the north/south lanes in the median area of the intersection. While crossing this high speed highway the N/S traffic is often blocked by someone turning west or east and stopping in the wrong side of the road. This is very dangerous when you are darting across high speed traffic, and someone blocks your lane leaving nowhere to go.
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ODOT Response:
The Department has an Interchange project programmed for a FY2025 letting in the ODOT Eight Year Construction Work Plan.

South 4115 Road and US-412

21a	The real issue on HWY 412 is the intersection of S. 4115 Road and 412. Many deaths from accidents have occurred at this intersection. I have had 3 incidents since I started driving there. Trucks that miss the turnpike exist use it to turn around daily. At rush hour it is nearly impossible to cross the HWY. There needs to be ramps at N. 225 th bridge over 412 of a separate bridge over S. 4115 Road intersection. A light would not work at that volume. There is plenty of room for a bridge and ramps.
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35b	You need to have in your plans to fix the exit off of 412 E & W at the S 4115 Road on Admiral to have off and on ramps. We have had so many accidents and deaths in that area. Please consider for in the future and resurface 412 E&W.
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ODOT Response:
This is the same as 265th East Ave. The Department has an Interchange project programmed for a FY2025 letting in the ODOT Eight Year Construction Work Plan.

Concrete Barrier

24b	However, based on the drawing, I believe the concrete barrier west bound as indicated by the bold black line needs to be shortened for easier exit from I-44 so as to negotiate SH-66 merging. Better zippers management.
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ODOT Response:
There is no direct exit from I-44 WB to Ramp C in Option 1. The Ramp F / I-44 WB C-D Road exit serves as the off-ramp for I-44 WB to Ramp C. I-44 WB C-D Road diverges west from Ramp F towards Ramp C. There is sufficient length for weaving along the I-44 WB C-D Road to negotiate SH-66 merging.

Clear Signage

26b	However, the road distance shared by I-44 EB traffic and Ramp D1 traffic both heading to SH 66 NB is extremely short. If traffic from I 44/US 412 stays to the left at points, 1D, 1F and 1C and IF the traffic from 193rd E Ave heading to Catoosa using Ramp D1 will stay in the right lanes, all is well, but drivers are erratic and unpredictable. You MUST create clear signage directing them to correct lanes.
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33c	Also, you need to address the need for better road signs for the I-44 to Joplin. I live by the intersection of US 412 and 265 E Ave. We have long trucks that have missed their exit turning to everyday. It has caused many wrecks and near missed in an already busy intersection. There have been several wrecks with deaths. It also causes deep ruts where you have to have a tire fix due to the holes in the road. Thank you for your time and please fix our roads.
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ODOT Response:
New signage will be installed as part of the construction project.

Highway Lighting	
30b	I suggest windgins in the old turnpike pad to run the lighting. You have done a great job on I-44 and 75. Let's do that here on the east end of SH 66 & I-44/US-412.
ODOT Response: New lighting will be installed as part of the construction project.	
Speed	
35c	Please consider – leave the speed limit at 65 mph – as you might know the people will drive 75 mph – If you put the speed limits at 75 mph – they will go 85 mph!! Please consider It is a busy area there at 193rd Casino-Walmart and all the other businesses.
ODOT Response: The design speed and posted are not always the same. There will be an engineering study conducted to determine what the posted speed limit will be.	

5.0 AGENCY SOLICITATION LETTERS

Agency solicitation letters were dated and were mailed January 5, 2023. These letters provided a short project description, website link, and enclosed project location and aerial maps. The letter requested recipients provide input by January 28, 2023 and included a link to the project presentation information. This letter was sent to thirty-seven (37) State and Federal agencies including the US Army Corps of Engineers, Tribal Nations, and numerous State agencies.

5.1 AGENCY COMMENTS AND ODOT RESPONSES

Three (3) agency letter responses were received and are summarized below along with an ODOT response.

- 1) The **Oklahoma Department of Environmental Quality (DEQ)** stated no adverse environmental impacts under DEQ jurisdiction are anticipated for the project; however, please be aware of the following regulatory requirements:
 - A. Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. If you need assistance, please contact DEQ's Stormwater Unit at (405) 702-6100.
 - B. It is unclear if water and wastewater utilities will need to be relocated as part of this project. Water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division include the following:
 - Construction of new water and wastewater treatment facilities;
 - Modifications and upgrades to existing facilities;
 - Construction of new water distribution and wastewater collection lines;

- Relocation of existing water distribution and wastewater collection lines.

Projects that do not require a construction permit include:

- Replacement of existing equipment with same type and size equipment;

- Replacement of existing water and wastewater lines with the same size line in the same location.

ODOT Response:

These comments are noted and ODOT will obtain authorization under OKR10, construction stormwater prior to construction.

- 2) The **Oklahoma Tourism & Recreation Department** stated the right-of-way is adjacent to the school property (Catoosa High School) and enclosed a sketch. The line around the ballfields reflects the project and the 6(f)3 boundary more or less a few feet. The surrounding use is institutional, a school, so it is not outdoor recreational use. This is the only area funded by the LWCF adjacent to the study area. (105 feet away from a brushy line, assumed to be a fence on the right-of-way. There is a buffer of school land between the highway and the 6(f)3 boundary.

ODOT Response: No additional right-of-way will be needed for the construction project, so the LWCF project will not be impacted.

- 3) The **Oklahoma Aeronautics Commission** stated that based on the limited information provided and our cursory review, the potential project does not appear to pose a hazard to the safe and efficient use of navigable airspace.

ODOT Response: This comment is noted and appreciated.

6.0 SIGN IN

The sign in sheets will be provided in the NEPA document.