



OKLAHOMA
Transportation



2023 and 2024 National Scenic Byways Program Grant Application

**Historic Route 66 Scenic
Byways Connecting Arcadia**



Table of Contents

I. Project Information.....	1
Project Description.....	1
Project Location	3
II. Grant Funds, Sources and Uses of all Project Funding.....	3
III. Merit Criteria	4
Safety	4
Climate Change and Sustainability.....	5
Equity.....	5
Workforce Development, Job Quality, and Wealth Creation.....	6
IV. Project Readiness and Environmental Risk.....	6
Technical Feasibility.....	6
Project Schedule.....	8
Required Approvals	8
Environmental Permits and Reviews	8
State and Local Approval.....	9
Federal Transportation Requirements Affecting State and Local Planning	9
Assessment of Project Risks and Mitigation Strategies.....	9
Statutorily Required Project Selection Priorities and FHWA Priority Selection Considerations.....	9
Table 1: Project Information.....	1
Table 2: Funding Sources.....	3
Table 3: Project Budget.....	3
Table 4: Risks and Mitigation Strategies.....	7
Table 5: Project Schedule.....	8
Table 6: Possible Project Risks and Mitigation Activities.....	9
Attachment: Project Location Map.....	A-1
Attachment: Letter of Support.....	A-2
Attachment: Funding Commitment Letter.....	A-3
Attachment: Public Engagement Summary.....	A-4

I. Project Information

Table 1: Project Information	
Project Name	Historic Route 66 Scenic Byways Connecting Arcadia
Applicant	Oklahoma Department of Transportation (ODOT)
Contact	Daniel Nguyen, Director of Project Delivery dnguyen@odot.org 405.406.4916
Byway	Historic Route 66 National Scenic Byway Statewide
Byway Designation	National Scenic Byway
Primary Project Type	(4) Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, overlook, or interpretive facility.
Additional Project Types	N/A
Project Abstract	ODOT is seeking funding to continue work on Historic Route 66 National Scenic Byway, awarded by USDOT in 2022. ODOT will continue installing a wider shoulder, sidewalk, and drainage infrastructure to a further approximately 1.31 miles of Route 66 and install a turn lane and pedestrian crossing in Arcadia. The project will improve safety and mobility for vulnerable roadway users and travelers so they can enjoy the many historically and culturally significant amenities in the surrounding Arcadia and Edmond communities. Because Historic Route 66 is part of the US Bicycle Route System, more cyclists are expected to use the system, as such it is vital that safety improvements are made to keep users safe. This project is an important step in making Oklahoma's highway system safer and more accessible for its most vulnerable users.

Project Description

Historic Route 66 is a major national scenic byway that stretches across Oklahoma with approximately 400 miles of roadway. With its establishment in 1926, Route 66 became a major connector stretching from Chicago to Los Angeles, but it was ultimately rendered obsolete by the development of the interstate system. Since then, the Route has taken on new significance as a historic and cultural highway and was designated as a part of the US Bicycle Route System to directly serve as a green alternate form of transportation. As such, it is imperative that these more vulnerable roadway users, local residents, and other tourists can safely use the thoroughfare. To this end, ODOT previously applied and was awarded funding through the NSBP in 2022 to construct a wider shoulder, sidewalk, and updated drainage infrastructure to improve safety and accessibility for cyclists and others on a portion of Route 66. ODOT's application for this round will continue that important work by extending the shoulder another 1.31 miles. Additionally, ODOT will be installing a turn lane and pedestrian crossings at the Westminster Road Intersection in Arcadia. The previous section of the Route, which received funding, was

completed on time and within budget, showing ODOT's familiarity with federal funds and dedication to efficiently delivering projects. The previously improved section has created more space for bicyclists to safely travel along the historical route and enjoy its many amenities.

The location ODOT seeks to make more accessible, traversable, and safe is adjacent to several attractions, including the historic Arcadia Round Barn, Lake Arcadia, Route 66 Softball Complex, and POPS 66 Soda Ranch. Each of these amenities serves as an important economic boon for the surrounding community. The project's safety and mobility benefits support the scenic, historical, recreational, cultural, natural, and archaeological integrity of Route 66 and its surrounding amenities. [The Route 66 Alliance](#), whose stated mission is, "preserving, promoting, and enhancing historic Route 66 – past, present, and future" supports this application as it did in the last round. Their letter of support is in the Attachments section on page A-2. By making it easier for more transportation modes and people to use the byway the integrity of Route 66 will be buttressed through increased traffic and economic gain.

The historical significance of the Route means, as is true with any project, it may encounter some challenges, however ODOT has a long history of delivering projects just like this one. With a robust team of in-house experts and a variety of potential consultants there is little that ODOT would not be able to successfully traverse. One already identified challenge is the number of driveways that line this section of Route 66. To ensure safety and easy maneuverability, ODOT will be installing driveway assistance devices (DADs) which provide clear instructions for drivers. With DAD, ODOT is easily able to direct local traffic and provide clear directions for safe movement. Other challenge could be the closeness of the surrounding amenities. However, ODOT has taken steps to ensure that amenities will have as few interruptions as possible. ODOT has already coordinated with the Arcadia Round Barn to discuss right-of-way and determined the project will not interfere with the historic structure.

This project furthers ODOT's goal of addressing rural 2 lane highways with deficient shoulders, as stated on page 12 of the [Transportation Asset Management Plan \(TAMP\)](#). Additionally, because of ODOT's focus on zero roadway deaths across its system, time and money have already been invested in the project. ODOT is performing the design in-house and has completed several tasks, including NEPA clearance, utility coordination, and right-of-way acquisition. This shows the dedication to providing safe and adequate roadway for alternative modes of transportation and means the project is well on its way to being shovel ready. To date, along with receiving all environmental and planning documents required, ODOT is at 90% design completion and anticipates final plans by May 2025.

For this project, ODOT will not be directly partnering with any entities. However, as stated, the Route 66 Alliance has provided a letter of support for the project, and ODOT has coordinated with project stakeholders to ensure all voices are heard and taken into consideration.

The Historic Route 66 Scenic Byways Connecting Arcadia project will provide a great benefit to all roadway users, whether local or travelers. Creating safer and more traversable shoulders for bicyclists keeps everyone safer as car users will not have to cross lanes to provide an adequate berth. The project may also allow for increased traffic to support the historical, cultural, and recreational amenities that support the local community.

Project Location

The project is located along Historic Route 66 National Scenic Byway in the Cities of Arcadia and Edmond. It is a urban location not located in a federal development zone. The project is in zip code 73007 adjacent to census tract 40109109202. A full project map is included on Attachment page A-1.

II. Grant Funds, Sources and Uses of all Project Funding

The total project cost is estimated at \$5.74 million. ODOT has already incurred \$1.24 million in costs, so the remaining cost is \$4.5 million. ODOT is requesting \$1 million in NSBP funds and will pay for the remaining cost through state funds and the federal Surface Transportation Block Grant that ODOT will receive through federal appropriation. The total federal cost share will be 80%. A funding commitment letter is provided on Attachment page A-3.

Table 2: Funding Sources			
NSBP Funds (22%)	Other Federal Funds (58%)	ODOT Funds (20%)	Total (100%)
\$1,000,000	\$2,600,000	\$900,000	\$4,500,000

ODOT is actively working in-house on the design of the project and has incurred all costs associated with design. To date, ODOT is at 90% design and expects completed design plans by May 2025. ODOT has also incurred all right-of-way and environmental-related costs for the project. A detailed project budget has been provided below with previously incurred costs included.

Table 3: Project Budget		
Activity	Anticipated Costs	Total Costs <i>(including pre-incurred)</i>
<i>Pre-incurred</i> Right-of-Way		\$1,049,000
<i>Pre-incurred</i> Utility Coordination		\$194,453
Construction	\$3,600,000	\$3,600,000
E&C	\$200,000	\$200,000
Contingency	\$700,000	\$700,000
Total	\$4,500,000	\$5,743,453

III. Merit Criteria

Safety

Safety and mobility are the main priority of the Route 66 expansion project in Oklahoma County, improving the safety of multi-modal travelers on Route 66 and beyond, into the abutting communities of Edmond and Arcadia.

The current conditions of the project along Route 66 include a two-lane, 12-foot roadway with no paved shoulders. The road's inability to handle current traffic and the absence of paved shoulders for cyclists create safety issues for all travelers. The lack of paved shoulders means no vehicular space for passing slower-moving bicycle traffic. Cyclists, many wanting to experience historic Route 66, do not have a designated space to ride and experience conflict with faster-moving vehicles. Additionally, Route 66 anticipates growth in cyclist numbers due to the recent designation of the highway as a United States Bicycle Route.

Furthermore, the current roadway traffic volume is 7,100 vehicles per day (VPD) and the traffic is projected to increase to 10,000 VPD by the year 2042. The improvements will extend the outside shoulder, add sidewalks, improve drainage infrastructure to a 1.3 mile stretch of Route 66. As well, the speed limit through Arcadia will lower to 30 MPH. In addition to the shoulder improvements, part of the project proposal includes a facility for pedestrians and bicyclists, along with a rest area, a turnout, a highway, and an overlook or interpretive facility. Northbound and southbound, right and left turn lanes and pedestrian crossings from Route 66 to Westminster Road will be added to improve traffic operations at the busy intersection, alleviating the prevalent traffic congestion, and as a result, reducing the probability of vehicular collision and injury from stop-and-go traffic.

Despite the overall decline in motorists along the historic Route 66 after the development of the interstate system, there is still high cyclist activity and continued use of the Route due to its historical and cultural significance. Cyclist use is projected to increase heavily, and the accommodation of the rise in demand proposed by this shoulder expansion and additional construction of facilities will reduce the number of road collisions and fatalities between both vehicles and vehicles and pedestrians. Within a 10-year period between 2011 to 2020, 26 collisions occurred along the route, one being fatal, one incapacitating, and seven non-incapacitating. It is proven that the proposed shoulder addition will decrease the percentage of total collisions along this stretch by 18-25% (CMF 6690, 6691, cmfclearinghouse.org). Moreover, Oklahoma County ranks 45th in national roadway fatalities, most of these causalities occurring on highways such as Route 66. The main cause for these fatalities is drivers leaving the existing pavement to overcorrect or pass slower vehicular or bicycle traffic, while overcorrecting onto oncoming traffic. The creation of the paved shoulder will allow bicyclists to safely travel Route 66 while causing no obstruction to motorized traffic on the same road, reducing the risk of vehicular-bicycle collisions, and subsequently vehicle on vehicle collisions when less cars are having to pass bicyclists by encroaching onto the incoming lane of traffic.

The increased safety and security of travelers using the growing bicycle choice of transportation is a main priority of the Project. Subsequently the promotion of multi-modal, non-vehicular transport along the route will provide lasting impacts in other spheres such as transport inclusivity and accessibility, especially to underserved communities, improved air quality, advanced public health, and economic growth of the local area and beyond.

Climate Change and Sustainability

Sustainable transportation opportunity which promotes decreased air pollution and greenhouse gas emissions is a direct byproduct of the Route 66 roadway improvements that prioritize cyclists and non-motorized travelers. Based on the [Oklahoma County Master Plan](#) (pg. 34), the region is expected to grow by several tens of thousands of people, so by supporting and promoting safer, cyclist-catered transportation routes, civilians are encouraged to take advantage of the non-motorized mode of travel which has benefits, including increased physical activity and personal health and cycling community culture. The potential growth of active non-motorized travel and tourism may result in a growing number of trips that previously would have been completed via motorized vehicle that will be instead completed, in part or in full, via cycling or walking.

These carbon-friendly travel modes reduce the release of greenhouse gas emissions and pollutants into the air, immediately improving local air quality and decreasing climate change impacts in the long term. For example, according to the Environmental Protection Agency, every gallon of gasoline burned creates approximately 8,900 grams of carbon dioxide. On average, a typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year. Other vehicular emissions include carbon dioxide/monoxide, sulfur oxides, nitrogen oxides, and particulate matter released into the atmosphere and ruining local air quality. Car emissions result in damage to vegetation by reducing photosynthesis processes, soiled waterways and ecosystems, and human health issues like respiratory and heart inflammation. By facilitating and encouraging non-motorized travel and by mitigating the existing motorized travel on Route 66, these negative consequences will decrease.

In addition to the benefits achieved through active transportation modes, the construction process of the project will use warm mix asphalt (WMA). WMA has a variety of benefits including environmental and sustainability and beyond. It releases fewer emissions than hot mix asphalt, meaning fewer greenhouse gases are released during construction and production. As well it is lower cost than traditional hot mix asphalt, has greater compaction density, which extends the life of the pavement, and it is safer for workers who will not be inhaling as much dust and smoke. Across the board, WMA provides benefits.

Equity

This project provides more equitable access to multi-modal transport options through increased cycling use, in turn allowing for more inclusive use of Route 66 and its attractions/facilities as a commuter road and tourist destination. The Project is fundamentally an extension of a previous Route 66 improvement in a disadvantaged tract and adjacent to partially disadvantaged tracts. This Project addresses the disparities in who can safely and conveniently cross the large, historically and culturally significant Route 66. Civilians who may have previously been deterred from traveling the route, for purpose or leisure, because of socio-economic obstacles preventing them from having vehicular access, can now enjoy the roadway via the newly improved cycling route addition without the previous safety inhibitions. The proposed Project bridges the gap between which travelers, regardless of their economic background, can have fair and equal access to leisurely and necessary travel opportunities across Route 66.

Moreover, the stretch of Route 66 that is being focused on within the proposed Project is 1.3 miles of only 2.5 miles total remaining between Route 66 trail of Lake Arcadia to the West and the existing paved shoulder on Route 66 between Arcadia and Luther to the East. One more mile of shoulder advances ODOT's progress and goal to connect rural communities of Arcadia and Luther with Oklahoma City metropolitan area and the recreational resources of Lake Arcadia with a bicycle-friendly, inclusive route.

Workforce Development, Job Quality, and Wealth Creation

Route 66 contains POPs 66 Soda Ranch, Route 66 Softball Complex, Lake Arcadia, and runs adjacent to the Arcadia Round Barn. POPs 66 Soda Ranch and the Arcadia Round Barn are the most popular tourist attractions which draw many visitors and contribute to the local economy. This tourism will be compounded by the Cycle 66 events after the designation of the route as a United States Bicycle Route as mentioned earlier. The safer bike routes to accommodate this predicted increase in cycling volume allow an expanded demographic of people to take advantage of roadside motels, shops, and restaurants. Additionally, the wider shoulders also improve the safety and accessibility of these attractions and other surrounding businesses.

The Route's proximity to Oklahoma City's metropolitan area as well as growing popularity as a cyclist route establishes this project as ODOT's First Priority for NSBP funding. As mentioned under the Equity Criteria Section, Route 66 will act as a crucial connecting bridge between rural communities and the economic opportunities found within Oklahoma City's metropolis. With the construction of this project, not only will local wealth creation be supported through allowing for greater and more diverse traffic to access facilities along the Route, but rural communities will have access to a more extensive network of employment opportunities within the more-easily accessible metropolitan area. Vice versa, the metropolitan area will see a fresh pool of potential employees and contributors to the economy. Tourism will flourish as well as more people will feel comfortable taking non-motorized trips to experience the historic significance of the Route and partake in the opportunities offered along the way.

IV. Project Readiness and Environmental Risk

Technical Feasibility

As a previous section of the Route was completed at an adjacent location, its feasibility has been proved. The design of Route 66 Connecting Arcadia is a result of the [STIP](#) (p. 12) and public input results. Design includes consideration of personal property concerns. All personal property concerns, including fencing, landscaping, and driveways, were addressed on an individual basis during right-of-way acquisition, considering fencing, landscaping, and driveways.

Basis of design: Design includes required drainage improvements to eliminate standing water on or near the highway, with curb and gutter limited to areas of necessity. The proposed project design will extend outside shoulders, install sidewalks, a turn lane, and pedestrian crossings, and improve drainage infrastructure to approximately 1.31 mile of the Historic Route 66 National Scenic Byway through Arcadia, Oklahoma County.

Basis of cost estimate: A detailed cost estimate was developed at the completion of the 90% design milestone to ensure estimates were as up to date as possible. The cost estimate includes elements of roadway, temporary traffic control, signing and striping, staking, and construction. The elements of design produce a total project cost of \$5,743,453, including \$700,000 in contingency costs. The Route 66 Connecting Arcadia project is a viable project as design is more than 90% complete, with NEPA, right-of-way, geotechnical all completed. Utilities and utility coordination is close to completion, thus making the project in essence shovel ready.

Scope, schedule, and risk mitigation measures: The scope of the project includes pre-incurred right-of-way, pre-incurred utility coordination, construction, engineering & construction, and contingency. The schedule of the project is located on the next page.

Table 4: Risks and Mitigation Strategies	
Risk	Mitigation
Cost exceeds budget	ODOT to cover difference.
Issues in receiving materials	ODOT to communicate with Program Manager to provide and gain approval of alternatives.
Delays due to weather events	ODOT to coordinate with Program Manager to evaluate delays and remedies.

Scope of work with focus on technical and engineering aspects: The project will improve safety for Historic Route 66 travelers and the two abutting communities, Edmond and Arcadia, to enjoy features such as POPS 66 Soda Ranch, the Historic Arcadia Round Barn, and the Route 66 Softball Complex. Oklahoma ranks 45th in the nation for roadside fatalities, with the majority occurring on rural highways where drivers leave the existing pavement and over correct into oncoming traffic. In addition, this facility is along the United States Bicycle Route 66 through Oklahoma, which received final approval from AASHTO. Oklahoma currently has more than 400 miles of original Route 66 that are a part of the United States Bicycle Route 66, and the added shoulders will allow for safer bicycle travel on this statewide Route.

Thorough project description: ODOT is seeking funding to continue work on the Historic Route 66 National Scenic Byway that was awarded by NSBP in 2022. ODOT’s Connecting Arcadia project will install a wider shoulder, sidewalk, and updated drainage infrastructure to a further approximately 1.31 miles of Route 66, and install a turn lane and pedestrian crossing in Arcadia. The project will improve safety and mobility for vulnerable roadway users and travelers, so they can enjoy the many historically and culturally significant amenities in the surrounding Arcadia and Edmond communities. Because Historic Route 66 is part of the US Bicycle Route System, more cyclists are expected to use the system, as such it is vital that safety improvements are made to keep users safe. This project is a crucial step in making Oklahoma’s highway system safer and more accessible for its most vulnerable users.

Title VI/Civil Rights compliance: ODOT is committed to complying with [Title VI of the Civil Rights Act of 1964](#), which prohibits discrimination based on race, color, or national origin. This includes all ODOT programs, services, and activities.

Project Schedule

A detailed project schedule is included below. Note, because Historic Route 66 is celebrating its centennial, ODOT will make every attempt to minimize road work zones and impact to the expected increase in traffic.

Table 5: Project Schedule														
	2021-2024	2025				2026				2027				
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Data Collection	Complete													
Project Initiation	Complete													
Preliminary Engineering	Complete													
NEPA	Complete													
404 Permitting	Complete													
Utilities Planning, Design, Construction	In Progress													
Engineering Design <i>(On Track)</i>														
Obligation of Funds <i>(On Track)</i>														
Project Advertisement <i>(On Track)</i>														
Construction NTP <i>(On Track)</i>														
Construction <i>(On Track)</i>														
Completion														

Required Approvals

Environmental Permits and Reviews

ODOT is performing the design in-house and has completed several tasks, including [NEPA clearance](#), utility coordination, and right-of-way acquisition. NEPA was completed on June 1, 2021. Additionally, the ODOT has fulfilled NEPA stakeholder outreach to discuss alternative design options and environmental compliance. Please see Attachment A-4. To date, along with receiving all environmental and planning documents required, ODOT is at 90% design completion and anticipated final plans by May 2025.

For the planning of this Project, public engagement and input has played an important role in receiving and subsequently implementing the feedback for the Project design. An informative public meeting was held on March 8, 2016, in Arcadia Oklahoma. One-hundred seventy-four attendees signed in for the meeting, 17 from ODOT. The public was presented with information explaining two proposed projects for the segments of Route 66, which prioritized improving roadway safety for the travelling public while maintaining and protecting its historic nature and the heritage tourism benefits that Route 66 provides. They were then presented with a description of proposed Project No.1, its location, existing conditions, and four options to fix the issues. Following this was a description of the proposed Project No. 2, its location, existing conditions, and the proposed, and preferred, singular option for this Project. The public was educated on the project timeline as well and then given the opportunity to ask questions and submit comments online, via mail, fax, and email. The comment period was open until March 22, 2016, with a total of 26 written comments received, including four from agencies and 22 from members of the public. The summary of the comments received during public involvements and ODOT’s response can be found in Attachments page A-4.

The public reinforced ODOT’s priorities regarding drainage and cyclist accommodation. Additionally, civilian concerns about safety, minimizing right-of-way needs, and personal property impacts brought these issues to the forefront of Project planning efforts.

State and Local Approval

The ODOT has completed the necessary state and local approvals. The 404 Permit Section 106 consultation (Section 404 Pre-Construction Notification Form) has been received. The Project was also identified in the [STIP](#) (p. 57) and shoulder expansions were identified as a priority in the [TAMP](#) planning documents (p. 12).

Federal Transportation Requirements Affecting State and Local Planning

The proposed Project has been included in relevant planning documents as seen in its inclusion within ODOT’s Eight-Year Construction Work Plan report for 2025-2032. Additionally, because of the Project’s proximity to the Oklahoma City metropolitan area, its established and growing popularity as a cyclist route, and the near-term construction date establish this Project as a First Priority for ODOT to receive NSBP funding.

Assessment of Project Risks and Mitigation Strategies

Table 6: Possible Project Risks and Mitigation Activities	
Risks	Mitigation
Inadequate funding for implementation.	Spending additional funds on the match portion side.
Inadequate funding for the management plan.	Reducing the scope and considering modification to a new or current plan.
The construction or plan may take longer than anticipated.	Include a contingency time of up to the number of years to obligate the funds.
Not receiving required materials.	Utilize a different project at a higher price.

Statutorily Required Project Selection Priorities and FHWA Priority Selection Considerations

Livability: This Project's livability component is in the form of a facility for pedestrians and bicyclists as well as the proposed interpretive facility which elevates the overall quality of life for the travelers along the byway. Increased and safer access to currently established amenities along the scenic route through the proposed Project is also a major benefit.

Greatest Strategic Benefits: The Project's purpose is to enhance the safety and experience of both motorized travelers as well as non-motorized travelers in the long run. The anticipated long-term increase in cyclists and multi-modal transportation is accommodated within the Project plan

State, Indian Tribe and Byway Priorities: Portions of the road have now been designated as National Scenic Byways or as the Historic Route 66 in several states including Arizona, New Mexico, Illinois, and Missouri which satisfies the Byway priority consideration.

Project Benefits: Please refer to the Merit Criteria Sections for more detailed information regarding the diverse benefits the Project will provide for a wide range of byway travelers. The benefits range from exponentially improved motorized and non-motorized traveler safety, equitable roadway access, economic growth and opportunity for travelers and for the owners and amenities along the route, as well as public health and local environmental improvements.

Projects Meeting Critical Needs: Given the National Scenic Byway designation, this project meets this priority in that Projects that support the improvement of a National Scenic Byway are of higher importance given the national cultural and historic significance of such routes.

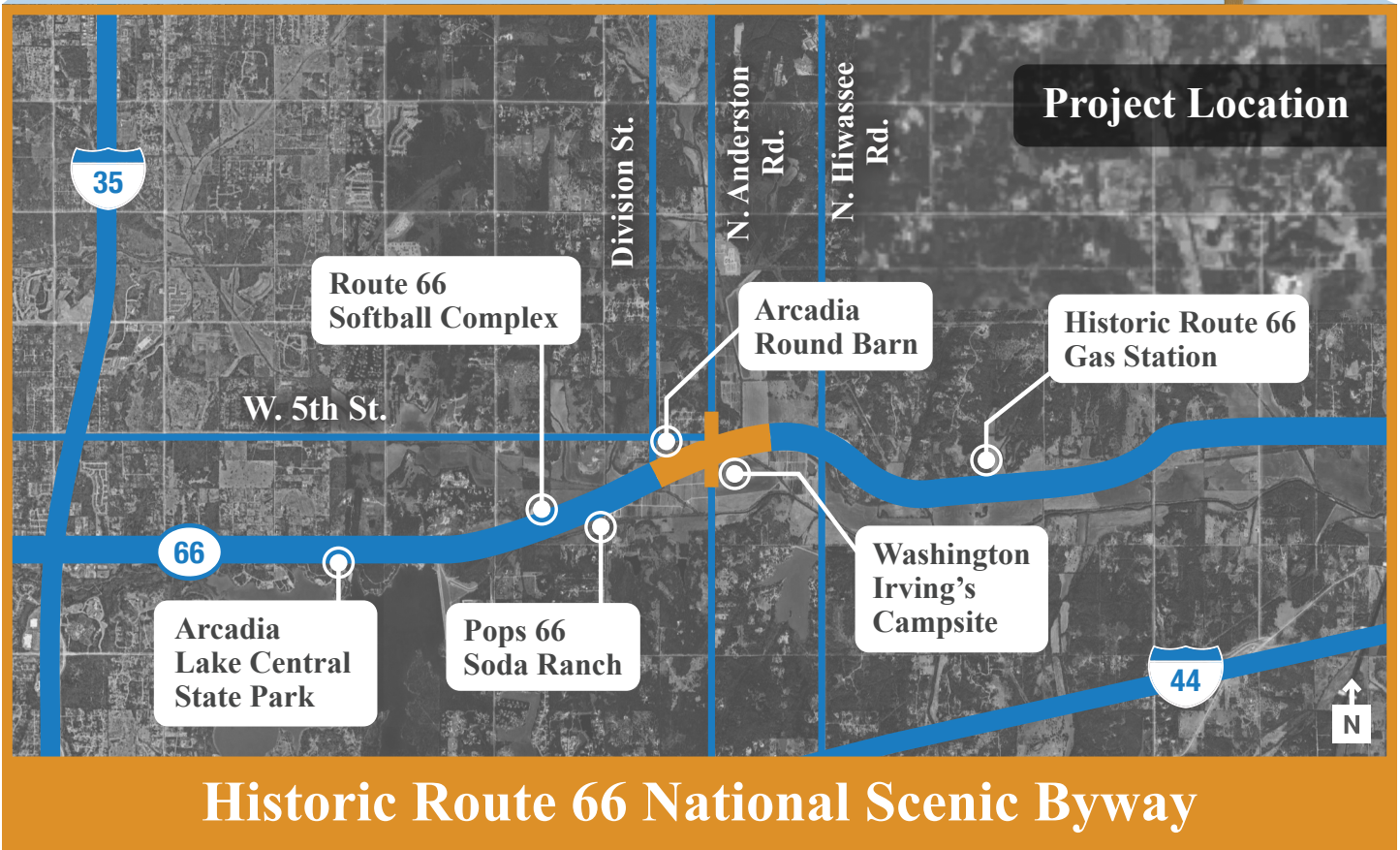
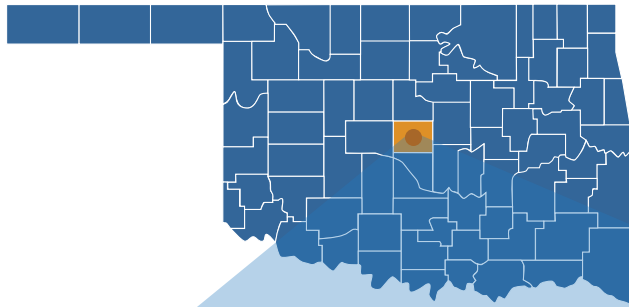
Funding Expenditures: ODOT has a longstanding history of appropriately and responsibly implementing and budgeting previous grant award funding in a timely manner.

Ready to Implement: The Route 66 Connecting Arcadia project is a viable project as design is more than 90% complete, with NEPA, right-of-way, geotechnical all completed. Utilities and utility coordination is close to completion, thus making the project in essence shovel ready.

Furthermore, the Federal Highway Association (FHWA) Project Prioritization Criteria selects projects based on a system that awards points according to how well the project satisfies Regional Transportation Plan (RTP) goals. Criteria are grouped in accordance with the six goals of the RTP. The RTP typically aims to: 1) Enhance accessibility and mobility for people and freight, 2) Support economic development and vitality, 3) Improve safety across all transportation modes, 4) Promote environmental sustainability by reducing emissions and energy consumption, 5) Foster equity in transportation access across communities, and 6) Facilitate efficient operation and management of the transportation system by integrating different modes of travel. The descriptions within each of the Merit Criteria Sections: Safety, Climate Change and Sustainability, Equity, and Workforce Development, Job Quality, and Wealth Creation provide evidence of how the project meets all six of the RTP goals.



OKLAHOMA Transportation



Route 66 Alliance

Ken Busby, Executive
Director & CEO



November 26, 2024

Board of Directors

Billie Barnett
Jennifer Rogers
Etcheverry
Rick Freeland
Taylor Hanson
Warren Ross
Michael Wallis
Randi Wightman
Mollie Williford



Advisory Board of Directors

Amanda DeCort
Angel Delgadillo
Jim Farber
George and Bonnie
Game
Robert Gehl
Shellee Graham
Jim Halsey
Jim Hinkley
Drew Knowles
David Knudson
Rhys Martin
Jerry McClanahan
Terrence Moore
Kevin and Nancy
Mueller
Emily Priddy
Jim Ross
Harley Russell
Candacy Taylor
Suzanne Wallis
Ron Warnick
John Weiss
Dawn Welch

U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: NSBP Improving Safety and Mobility on Historic Route 66 in Oklahoma County

Dear Secretary of Transportation,

On behalf of the Route 66 Alliance, a 501(c)(3) nonprofit corporation dedicated to the preservation, promotion, and enhancement of Route 66 nationally, I am pleased to submit a letter of support for the Oklahoma Department of Transportation's National Scenic Byways Program (NSBP) application for Improving Safety and Mobility on Historic Route 66 in Oklahoma County.

The project proposed for NSBP grant funding will add outside shoulders, sidewalks, and drainage to approximately 1 mile of the Historic Route 66 National Scenic Byway through Arcadia, Oklahoma County. The project will improve safety for Historic Route 66 travelers and the two abutting communities, Edmond and Arcadia, to enjoy features such as POPS 66 Soda Ranch, the Historic Arcadia Round Barn, and the Route 66 Softball Complex. Oklahoma ranks 45th in the nation for roadside fatalities, with the majority occurring on rural highways where drivers leave the existing pavement and over correct into oncoming traffic. In addition, this facility is along the United States Bicycle Route 66 through Oklahoma, which received final approval from AASHTO. Oklahoma currently has more than 400 miles of original Route 66 that are a part of the United States Bicycle Route 66, and the added shoulders will allow for safer bicycle travel on this statewide route.

I urge your support in awarding funding to this project so these critical transportation improvements may occur. Thank you for your consideration of the Oklahoma Department of Transportation's NSBP application.

Please feel free to contact me at 918.629.2984 should you have questions or if you require any additional information.

Kind regards,



Ken Busby
Executive Director & CEO

In Memoriam
Cyrus Stevens Avery II

PO Box 54214 • Tulsa, OK 74155 • www.route66alliance.org





December 11, 2024

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: National Scenic Byways Program (NSBP) Grant Program - Historic Route 66 Scenic
Byways through Arcadia Project

Dear Secretary Buttigieg,

On behalf of the Oklahoma Department of Transportation (ODOT), I am pleased to present this application for National Scenic Byways Program (NSBP) funds. We take pride in our mission “to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma” and this application has been developed in this spirit.

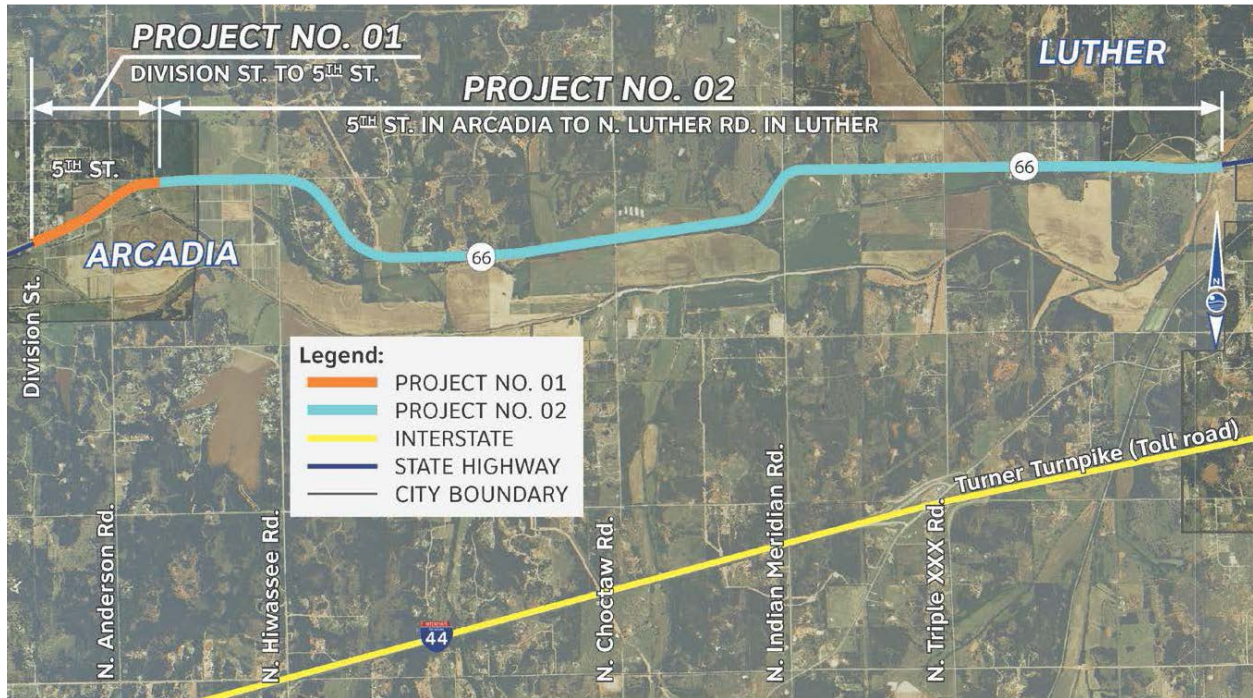
ODOT is committing \$900,000 in non-federal funds of future eligible project costs as local match for the Historic Route 66 Scenic Byways through Arcadia Project, should it be selected for award of NSBP grant funds.

Sincerely,

Tim J. Gatz
Executive Director



Public Meeting Summary
For
SH 66 in Oklahoma County



Executive Summary:

This document summarizes the public meeting conducted for the SH- 66 project in Arcadia, Oklahoma extending eastward to the Town of Luther, including the modification of intersections along SH 66 at Hiwassee and Indian Meridian Roads . The purpose of the public meeting was to present information about the proposed alternatives for the project and to obtain input.

The public meeting was held on March 8, 2016 at 6:00 PM at the Mount Pleasant Baptist Church in Arcadia, Oklahoma. One-Hundred Seventy-four (174) attendees signed in for the meeting. Seventeen (17) of the attendees were Oklahoma Department of Transportation (ODOT) employees. The meeting included a presentation on the project from Mr. Brian Taylor, P.E. Division 4 Engineer. Representatives from ODOT were available for questions before and after the presentation. A question and answer period was held at the end of the meeting. The comment period was open until March 22, 2016 with a total of twenty-six (26) written comments were received, including four (4) from agencies and twenty-two (22) from members of the public via comment forms or direct email. Agency responses are summarized in Table 1. Written Comments are in Table 2.

Agency Comments

Table 1: Agency Comment Summary

Agency	Comment
Oklahoma Department of Commerce	Supports the project
Oklahoma Aeronautics Commission	Adhere to FAA regulations concerning construction
Oklahoma Conservation Commission	Maintain water quality of waterways during construction and upon completion
National Park Service	No objections

Written Comments

Written comments have been organized into eight (8) categories:

- A. Personal Property questions and concerns
- B. Request for alteration of design proposal
- C. Drainage issues
- D. Bicycles
- E. Indicating a preference for option 1
- F. Indicating a preference for option 2
- G. Indicating a preference for option 3
- H. Indicating a preference for option 4

The number of comments corresponding to those categories has been summarized in Table 2 below:

Table 2

Comment Category	# of Comments
A. Personal Property Questions and Concerns	3
B. Request of Alteration of Design Proposal	8
C. Drainage Issues	3
D. Bicycles	3
E. Indicating a Preference For Option 1	3
F. Indicating a Preference For Option 2	1
G. Indicating a Preference For Option 3	6
H. Indicating a Preference For Option 4	2

The Oklahoma Department of Transportation's responses to comments A-D have been summarized in the following manner:

- A. **Personal Property Questions and Concerns-** ODOT takes personal property issues seriously; therefore, ODOT will strive to make accommodations for those concerns where they are feasible. All personal property concerns including fencing, landscaping, and driveways will be addressed on an individual basis during the Right-of-way process which begins in the summer of 2016.

- B. **Request For Alteration Of Design Proposal-** Several citizens asked if the design of the projects could be modified to enhance safety, minimize new Right-of-way needs, and minimize personal property impacts. For the majority of the project, it is not possible, but ODOT will review the areas that are in question and make sound engineering decisions which do not compromise the new roadway, but also work best with the citizens around the area.

- C. **Drainage-**ODOT will make required drainage improvement to eliminate standing water on or near the highway. Curb and Gutter will be limited to areas of necessity.

- D. **Bicycles-** ODOT is committed to accommodating all types of transportation modes. ODOT has updated the rumble strip standard to be more accommodating to bicyclists.