



# Public Meeting for Solicitation of Input

I-40/I-40B (Gary Boulevard) Interchange at  
Exit 65 Modification Study

May 24, 2016 6:00pm – 8:00pm

Frisco Center, Clinton, OK





# Before we get started...

...Please turn off or mute any electronic devices, and make sure you have a Handout and Comment Form available. Please hold your questions until after the presentation has ended.



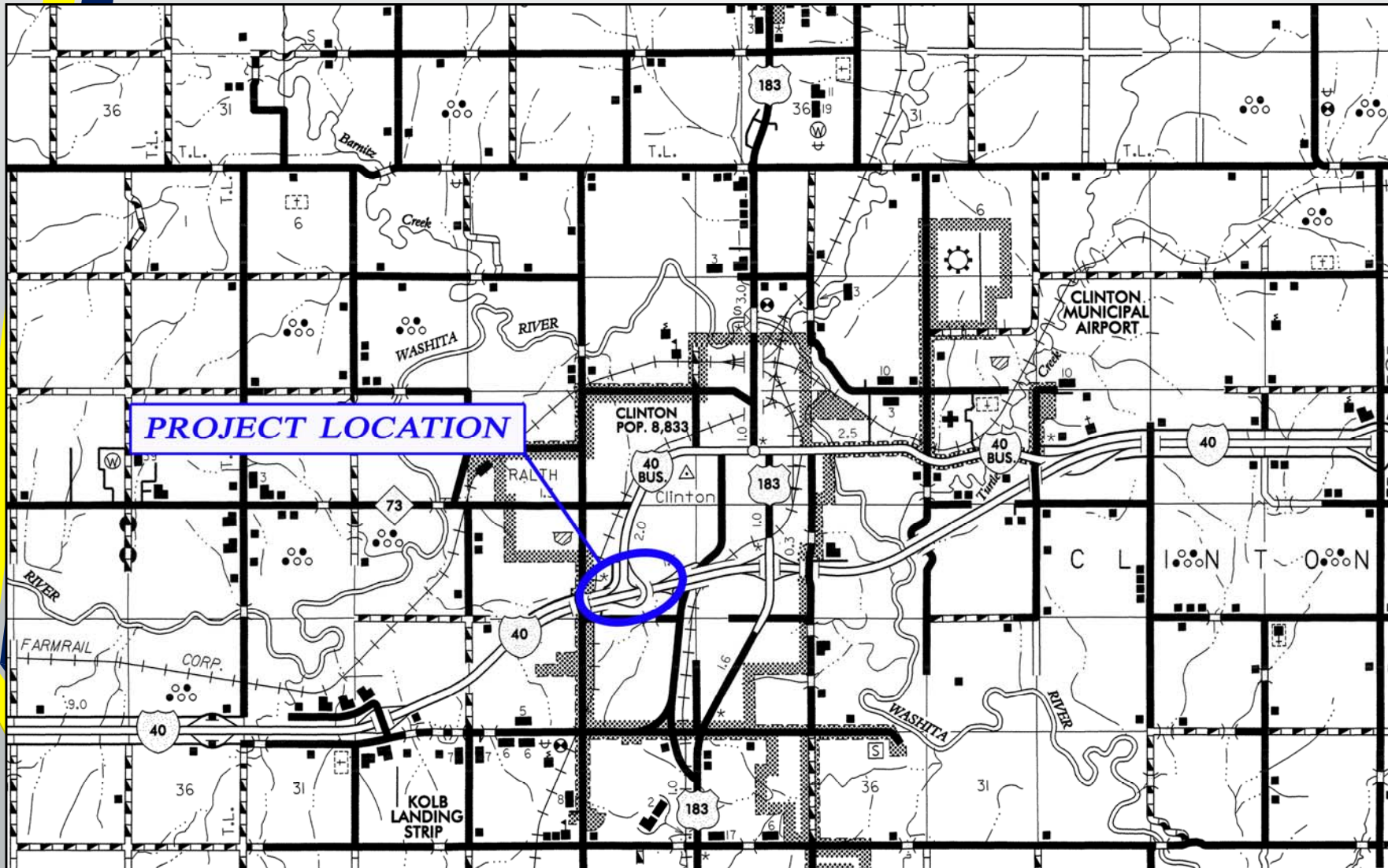
# Presentation Outline



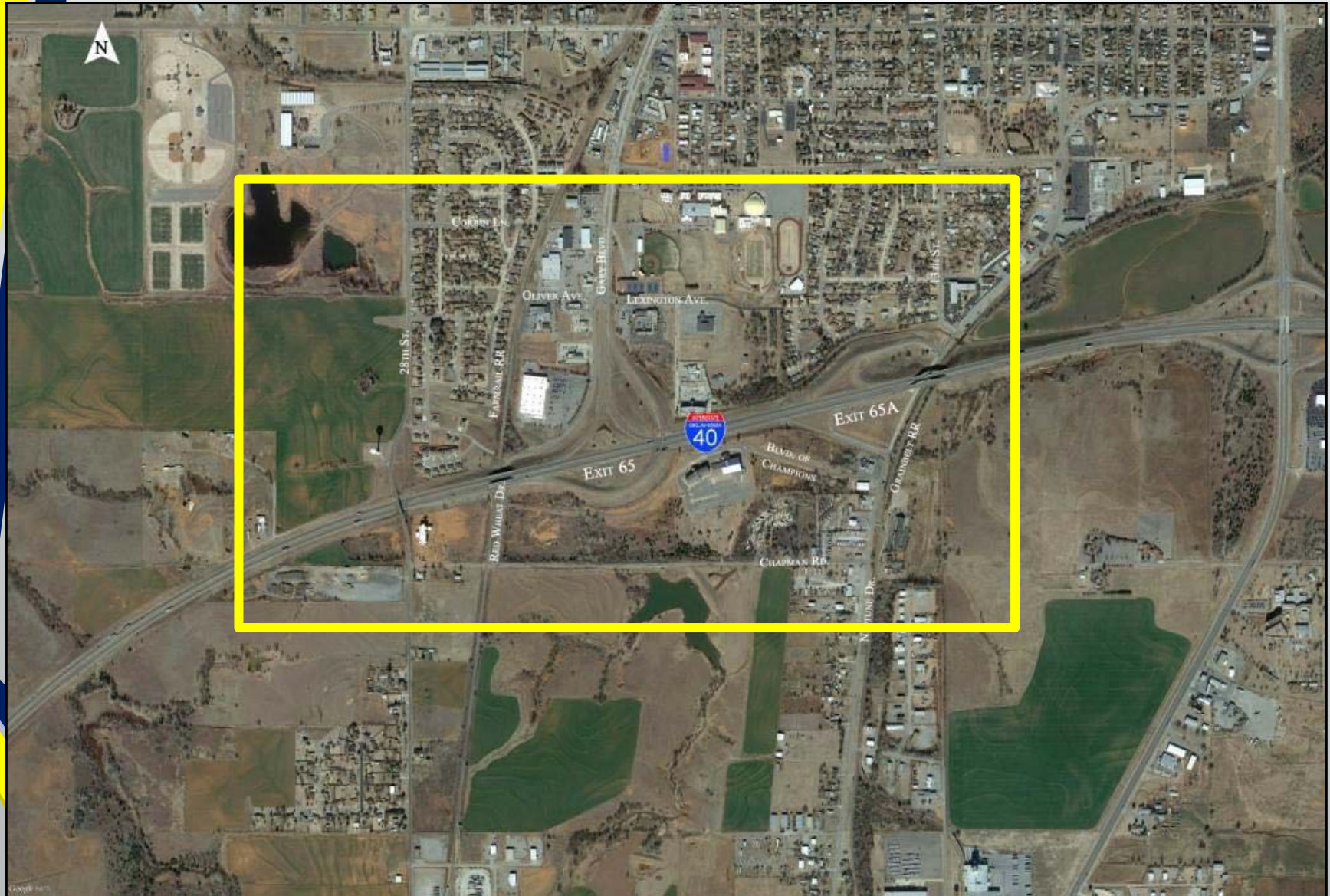
- Meeting and Project Purpose
- Existing Conditions
- Highway Traffic Volumes
- Project Constraints
- Conceptual Alternatives
- Project Timeline
- General Questions & Comments



# Project Location



# Study Area Location





## Purpose of this Meeting

To inform the public and obtain input on the preliminary engineering study for the I-40/I-40B (Gary Boulevard) Interchange at Exit 65 and the intersection at Gary Boulevard.

## Purpose of this Project

Evaluate the current functionality and operation of the I-40/I-40B (Gary Boulevard) Interchange at Exit 65 as well as the intersection at Gary Boulevard with Lexington/Oliver Avenue and present alternatives for consideration and further investigation.

# History of Interchange



- Originally Constructed in the Late 1950s as a Replacement to Historic Route 66
- Exit 65 Interchange Connects I-40 to the Historic US-66 Alignment
- Second Section of I-40 Constructed in Clinton Area
- I-40 EB to N. Gary Boulevard Ramp was Added in the Late 1970s

# The Need for Improvements



- Safety
  - Collisions
- Geometry (1950s design standards)
  - No Eastbound Access
  - Close proximity Between Interchanges
  - Functionally Obsolete Bridges
- Access
  - No Access South of I-40
  - Potential growth in future



# Project Objectives



- Add Access to Eastbound I-40 from I-40/I-40B Interchange (Exit 65)
- Extending I-40B (Gary Boulevard) to Chapman Road
- Improve Safety at Intersection of Gary Boulevard with Lexington/Oliver Avenue
- Improve Geometry at I-40/I-40B Interchange (Exit 65)



# Existing Conditions



- Roadway



- Designed in Mid-to Late 1950s
- 4-lane Divided, Fully Controlled Access Facility
- Approx. 40' Median
- (2)-12' Driving Lanes with Shoulders
- 1 Partial Interchange (Exit 65 at Gary Blvd.)
- 1 Full Interchange (Exit 65A at 10<sup>th</sup> St./Neptune Dr.)



# Existing Bridge Locations



## 2 Bridges over I-40

- S. 28<sup>th</sup> Street
- I-40 EB to NB Gary Boulevard Access Ramp

## 4 I-40 Mainline Bridges

- 2 at Red Wheat Drive and Farmrail RR
- 2 at 10<sup>th</sup> Street/Neptune Drive and Grainbelt RR

# Highway Traffic Volume



- Current Traffic Volume (2015)
  - I-40 Just of West of Exit 65 Carries Approx. 19,500 Vehicles Per Day
  - 45% Truck Traffic
- Future Traffic Volume (2040)
  - I-40 Just West of Exit 65 is Projected to Carry 29,250 Vehicles Per Day
  - 45% Truck Traffic



In 1959 Carried 4,300  
Vehicles Per Day and  
Designed for an Ultimate of  
8,600 Vehicles Per Day.

# Gary Boulevard Traffic Volume



- Current Traffic Volume (2015)
  - At Oliver/Lexington Carries 8,545 Vehicles Per Day
- Future Traffic Volume (2040)
  - At Oliver/Lexington is Projected to Carry 14,445 Vehicles Per Day



# Collision Data



**I-40 & GARY BOULEVARD SEGMENT COLLISION RATES COMPARED  
TO STATE OF OKLAHOMA COLLISION RATES  
I-40 FOR ALL URBAN 4-LANE DIVIDED ROADWAY - FULL ACCESS CONTROL  
GARY BOULEVARD URBAN 4-LANE DIVIDED ROADWAY - NO ACCESS CONTROL**  
(Rates shown are for 100 million vehicle miles of travel on  
an annual basis)

	I-40	Oklahoma State Avg. Urban Four Lane Full Access Control	Gary Boulevard	Oklahoma State Avg. Urban Four Lane No Access Control
Total Collision Rate	90.5	63.55	601.8	232.8
Total Injury Rate	16.2	11.37	101.7	28.18
Total Fatality Rate	2.4	0.63	4.2	1.38

- Gary Boulevard – over 10 year period 142 collisions, 58 injuries (1 fatality)
- I-40 - over 10 year period 190 collisions, 83 injuries (10 fatalities)



# Constraints

## Completed Study to Evaluate Existing Constraints in the Project Area, Such As:

- Public Parks and Recreational Areas
- Wildlife or Waterfowl Refuges
- Cemeteries
- Airports
- Historic Properties
- Archaeological Sites
- Potential Contamination Issues
- Federal Lands
- Indian and Tribal Lands
- Natural Resources
  - Threatened and Endangered Species
  - Wetlands
  - Critical Resource Waters
  - Impaired Waters



# Constraints Results

- Protected Resources (Section 6(f) and 4(f))
  - Clinton School District Tennis Courts
    - Used Land & Water Conservation Funds (Section 6(f) protected)
    - Open to public, recreational (Section 4(f) protected)
  - Clinton High School Campus
    - Built before 1975
    - Potentially Section 4(f) protected
    - Based on criteria for historical significance





# Constraints Results

- Historic Route 66 State Scenic Byway
  - Gary Blvd. and S. 10<sup>th</sup> Street
  - Evaluated in 2002 and found not eligible
  - Additional evaluation required
  - Should not hinder project development



# Constraints Results

- Cultural Resources
  - No Previously Listed NRHP or Determination of Eligible Properties
  - No Archaeological Sites
  - No NRHP Eligible Bridges or Drainage Structures



\*NRHP – National Register of Historic Places

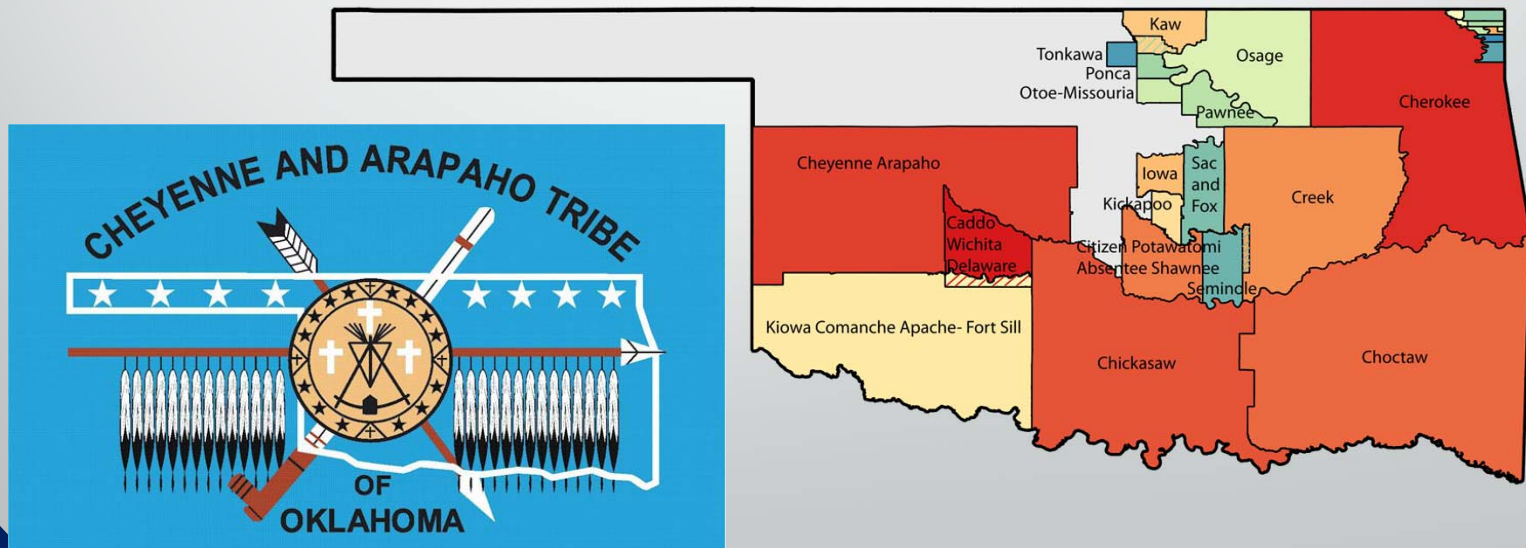
# Constraints Results

- Potential Contamination Issues
  - Database Search Identified 44 Sites
  - 8 Underground Storage Tank Sites
- Endangered, Threatened Species
  - Interior Least Tern
  - Piping Plover
  - Red Knot
  - Whooping Crane
- Wetland Impacts
  - Low Impact Potential
  - 2 NWI Mapped Wetlands (Ponds)



# Constraints Results

- Tribal Property
  - One property
  - Cheyenne & Arapaho Tribes
  - Not located in the interchange project area
  - No impact anticipated



# Impacts to the Local Driver

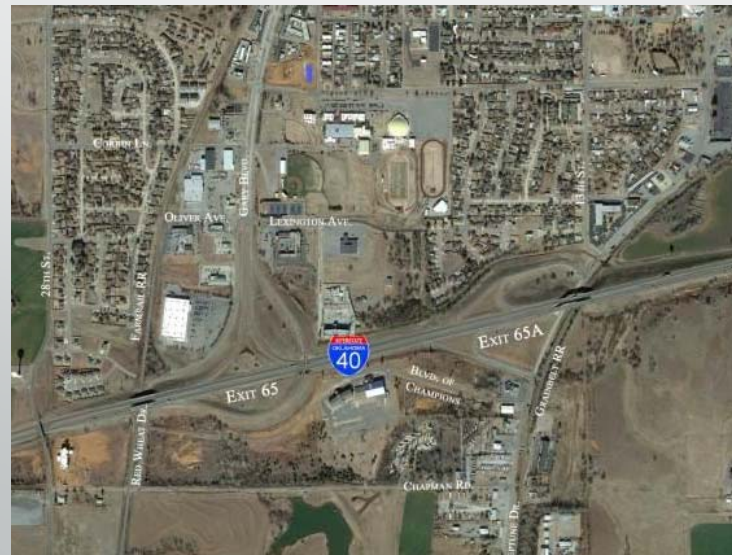


- Gary Boulevard Extension to Chapman Road
- Direct Access from 10<sup>th</sup> Street/Neptune Drive to I-40B (Gary Boulevard)
  - Removes the Need to Use I-40 as a Bypass
- Red Wheat Drive and Boulevard of Champions
- Reconfiguration of Gary Boulevard at Lexington/Oliver Avenue Intersection



# Concepts

- Concept No. 1 – No-Build Alternative
- Concept No. 2 – Conventional Diamond Interchange
- Concept No. 3 – Diverging Diamond Interchange (DDI)
- Concept No. 4 – Single Point Urban Interchange (SPUI)
- Concept No. 5 – Modern Roundabout Interchange
- Concept No. 6 – Rotary “Oval” Interchange





# These are preliminary concepts

Additional Survey, Further Study, and Public Input Will  
Help Determine Final Design

Several Key Areas of Design Can Be  
Interchangeable

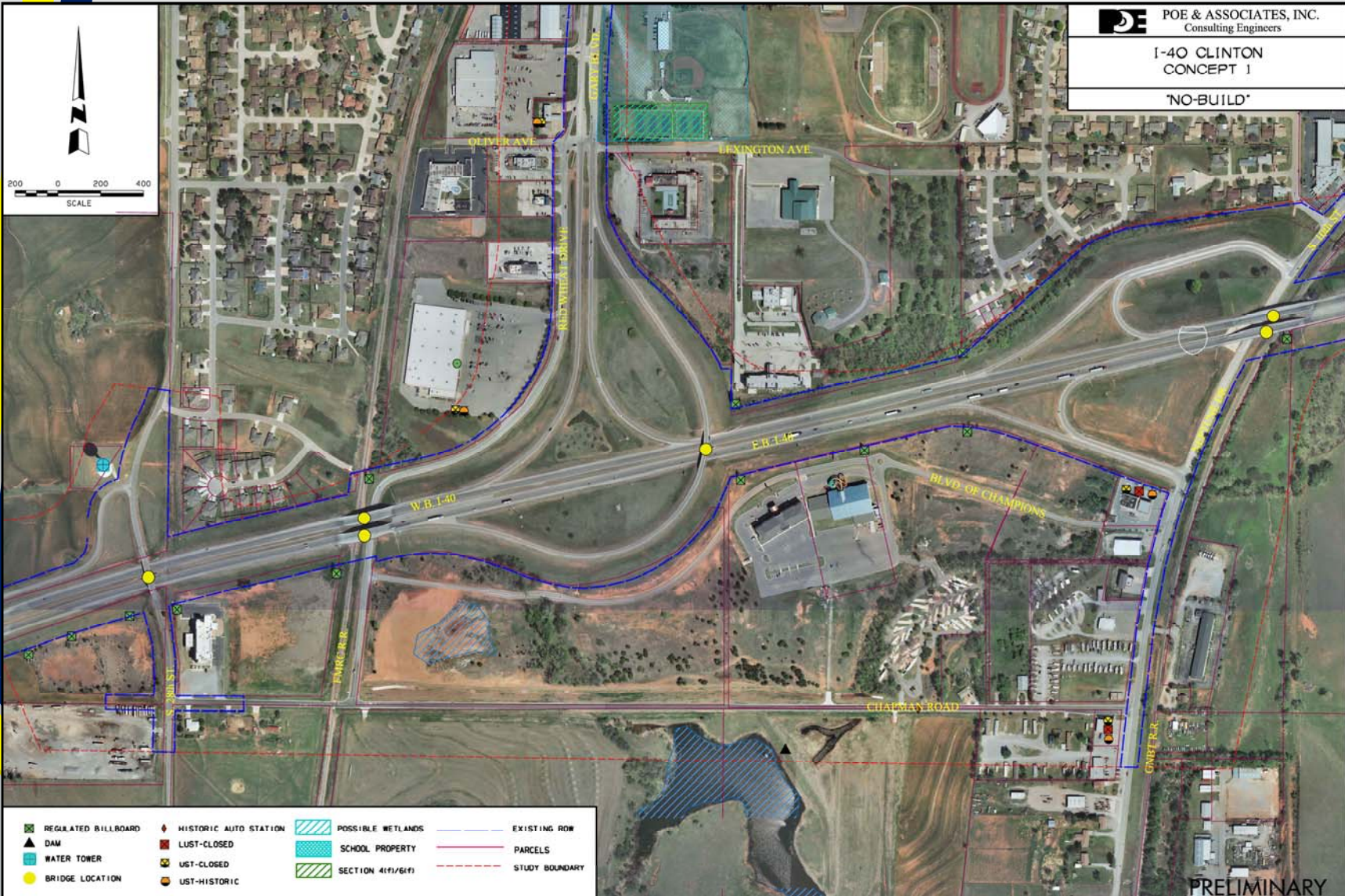
# Concept No. 1 "No Build"



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Consulting Engineers

I-40 CLINTON  
CONCEPT 1

"NO-BUILD"





# Concept No. 1 "No Build"



# Concept No. 2

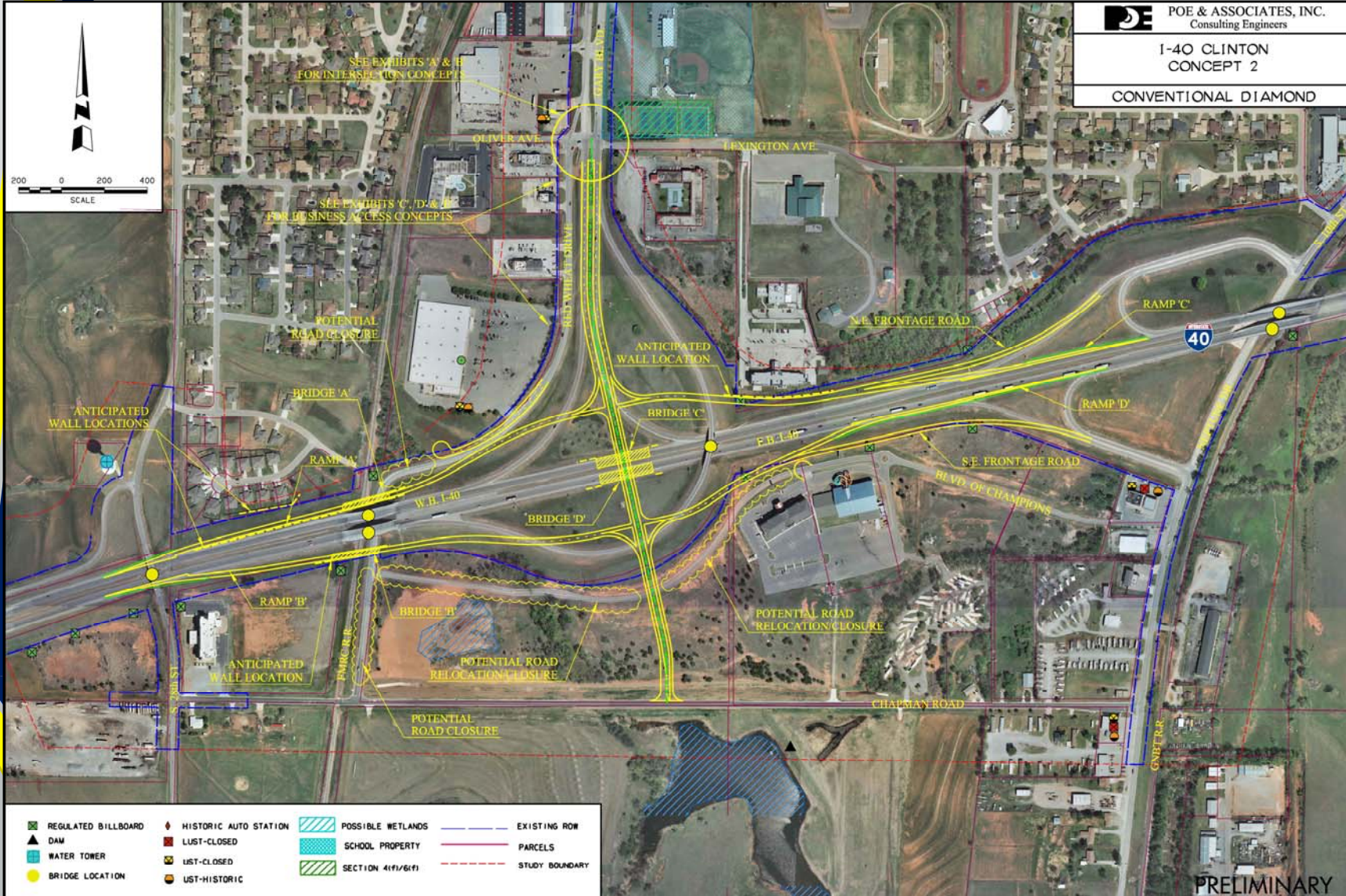
## Conventional Diamond Interchange



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CONCEPT 2

CONVENTIONAL DIAMOND



# Concept No. 2

## Conventional Diamond Interchange



# Concept No. 3

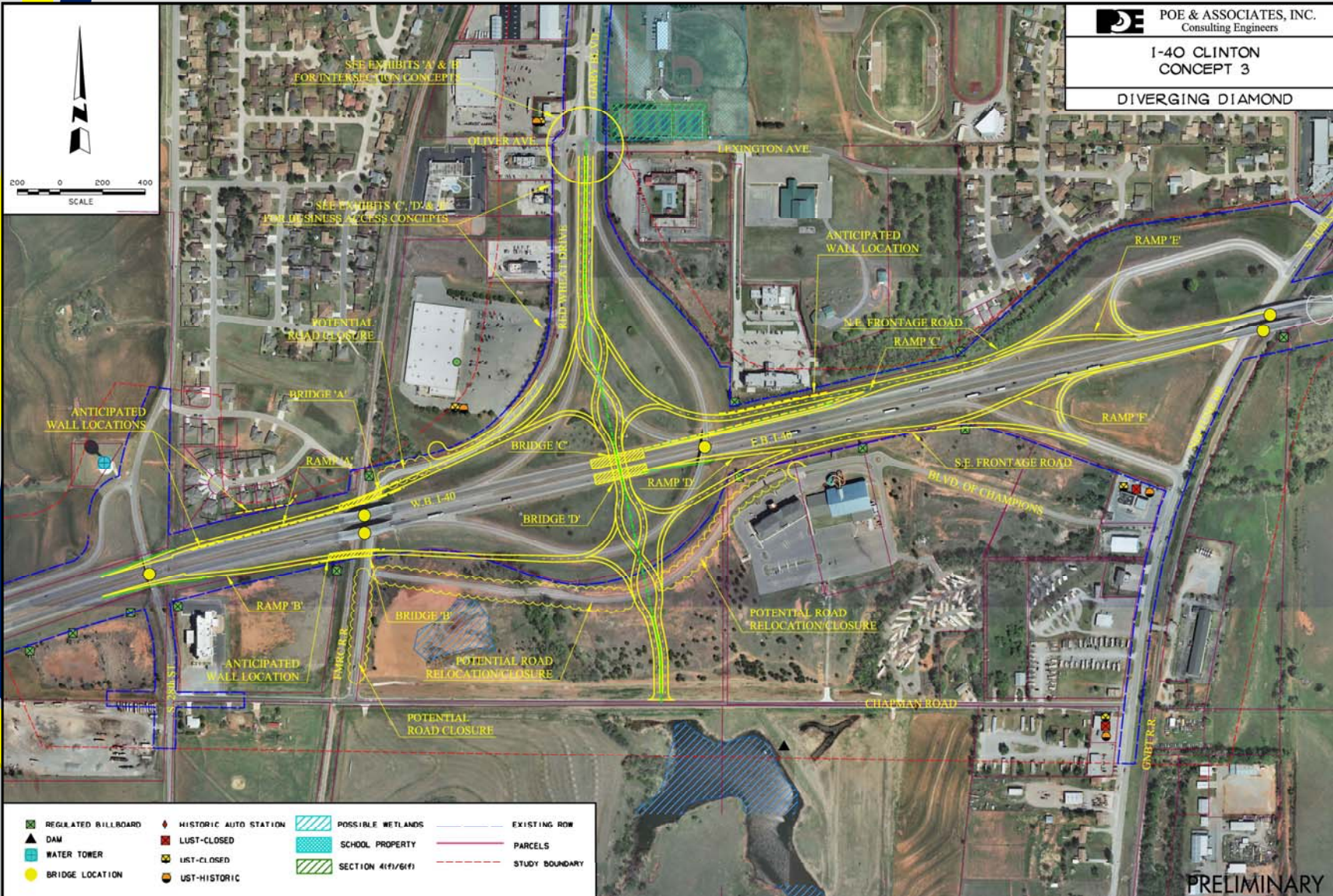
## Diverging Diamond Interchange



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CONCEPT 3

DIVERGING DIAMOND



# Concept No. 3

## Diverging Diamond Interchange



# Concept No. 4

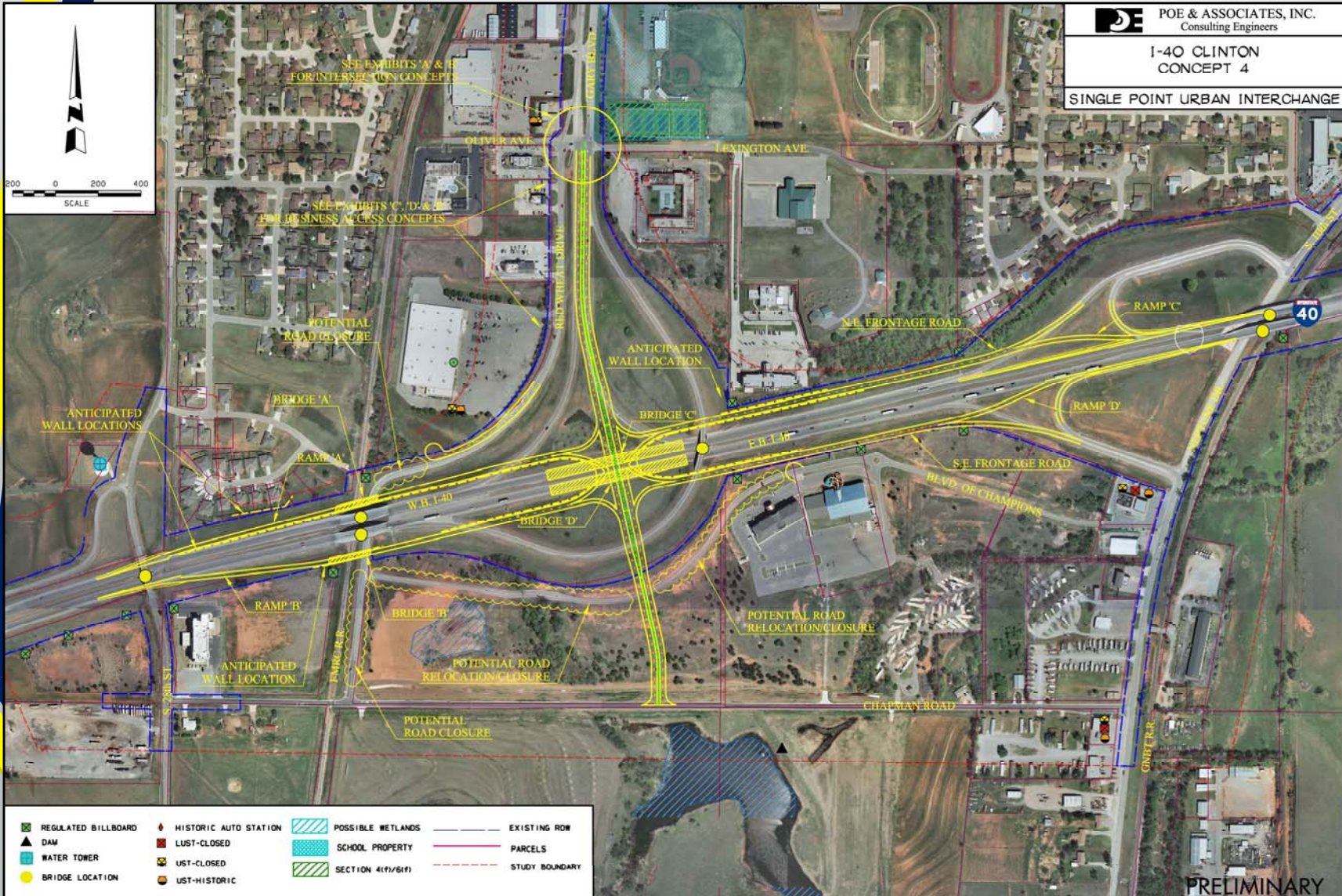
## Single Point Urban Interchange



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CONCEPT 4

SINGLE POINT URBAN INTERCHANGE



# Concept No. 4

## Single Point Urban Interchange



# Concept No. 5

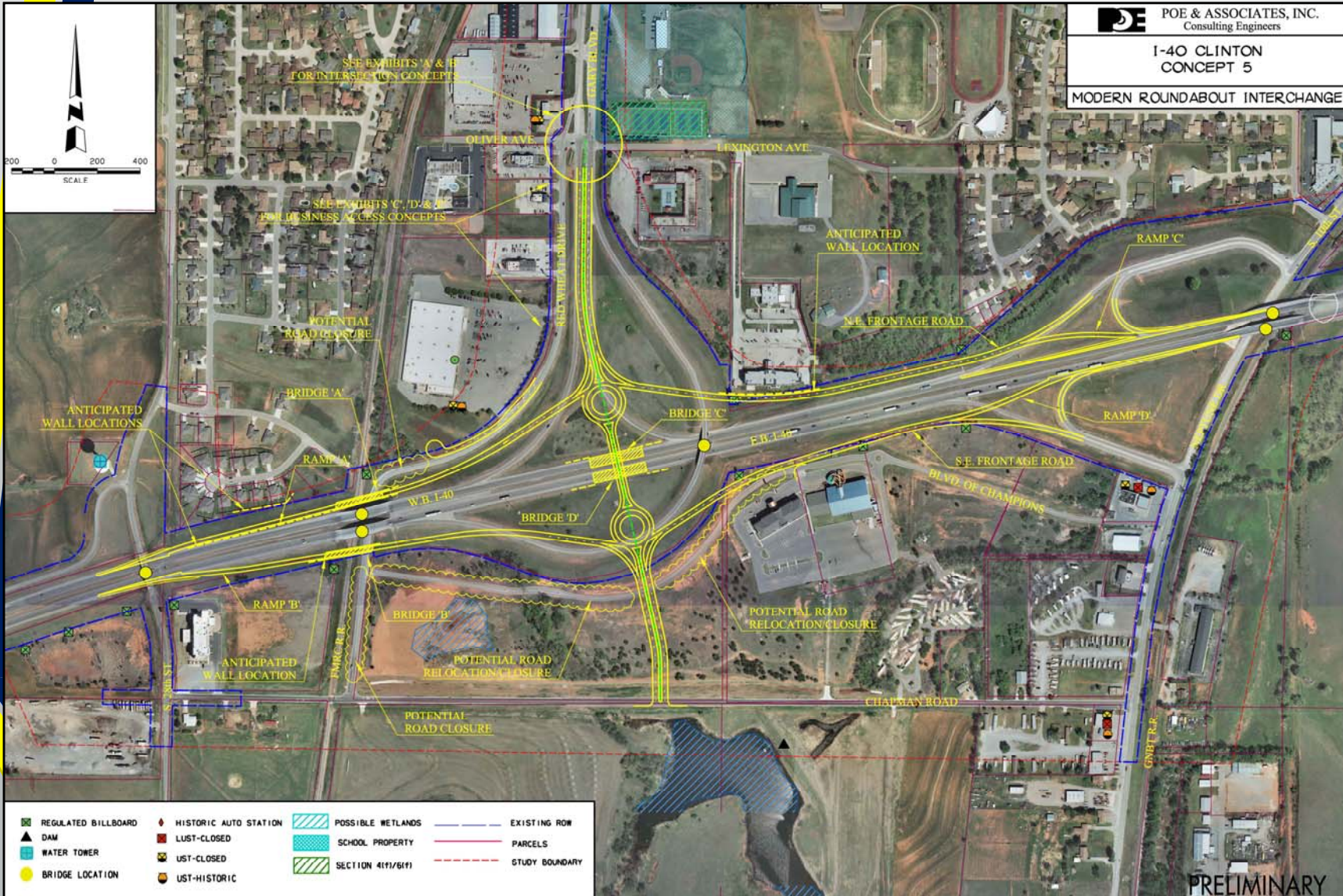
## Modern Roundabout Interchange



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CONCEPT 5

MODERN ROUNDABOUT INTERCHANGE





# Concept No. 5

## Modern Roundabout Interchange



# Concept No. 6

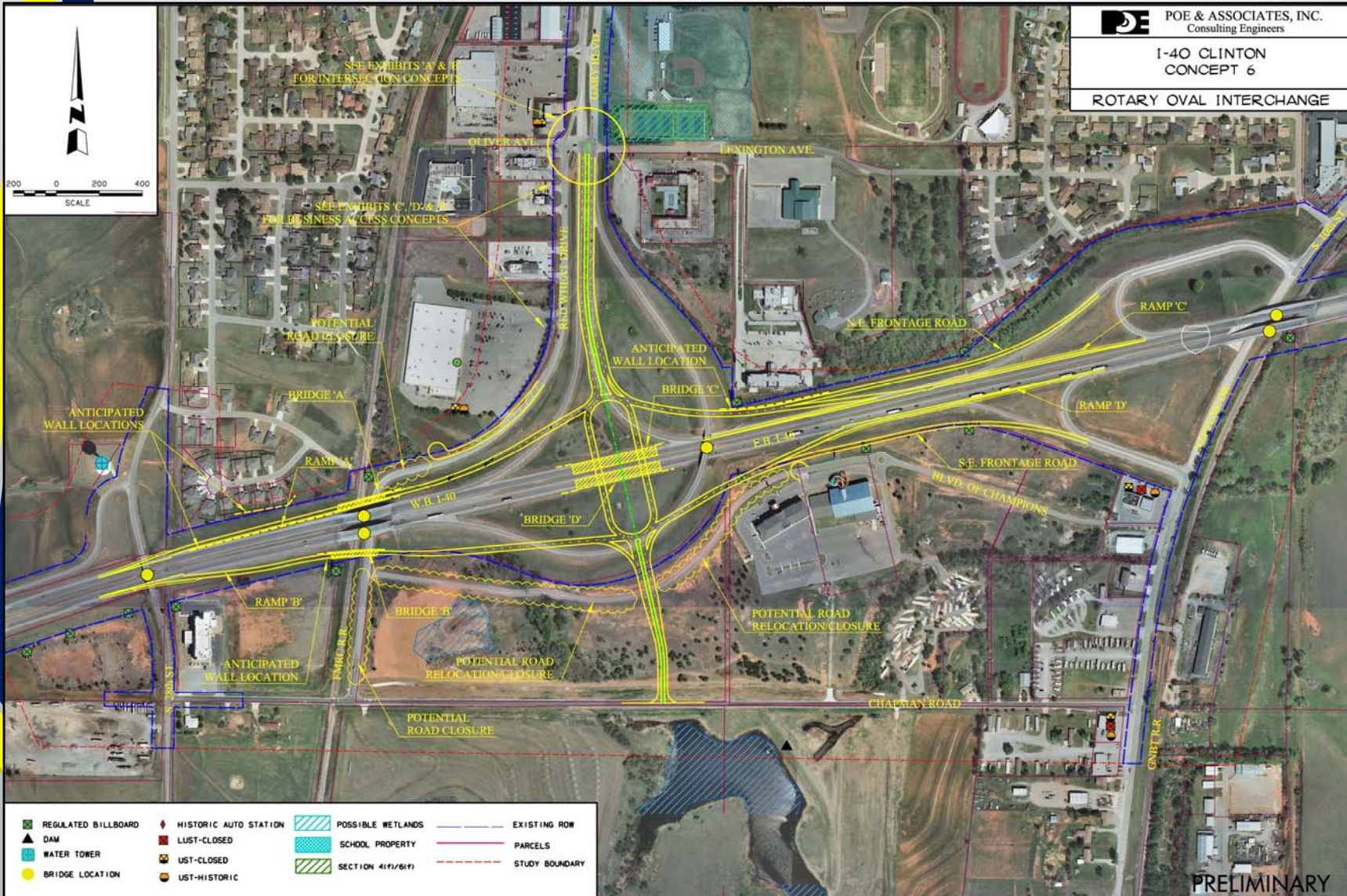
## Rotary "Oval" Interchange



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CONCEPT 6

ROTARY OVAL INTERCHANGE



# Intersection



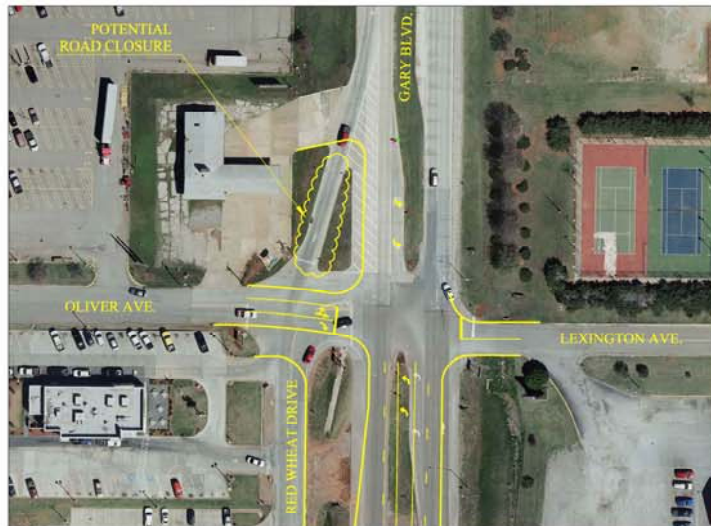
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INTERSECTION CONCEPTS

ALL INTERCHANGE CONCEPTS

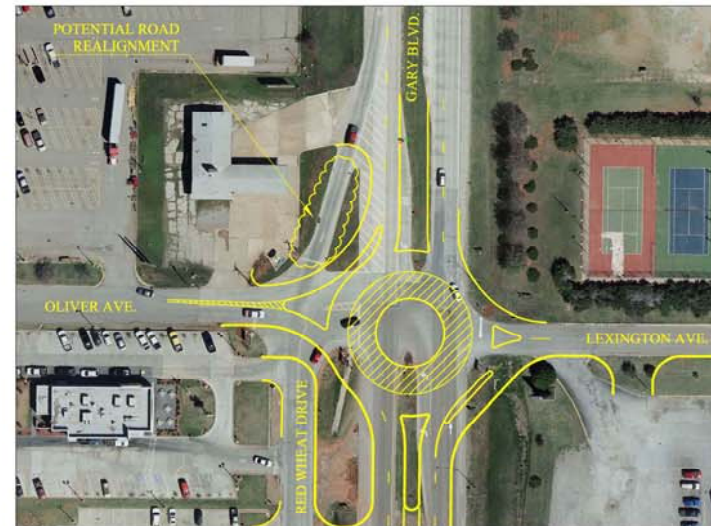


50 0 50 100  
SCALE



CONCEPT A

A1 ~ EXISTING 2-WAY STOP CONDITION  
A2 ~ SIGNALIZED CONDITION



CONCEPT B

YIELD CONDITION

PRELIMINARY

# Business Access



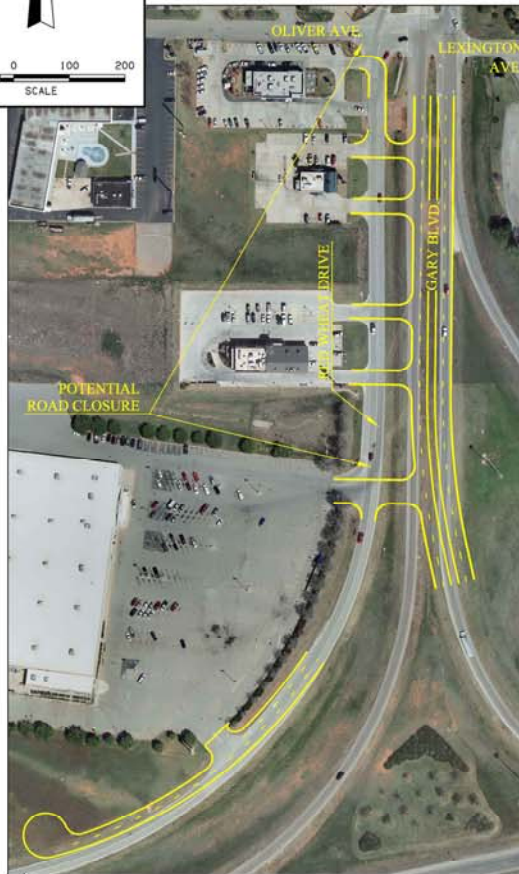
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I-40 CLINTON  
BUSINESS ACCESS  
CONCEPTS

ALL INTERCHANGE CONCEPTS



100 0 100 200  
SCALE



CONCEPT C

POTENTIAL  
ROAD CLOSURE



CONCEPT D

POTENTIAL  
ROAD CLOSURE



CONCEPT E

POTENTIAL  
ROAD CLOSURE

PRELIMINARY

# Traditional Intersection



# Traditional 5 Lane Intersection



# Modern Roundabout Intersection





# Next Steps in the Process

Another Public Meeting to Show Preferred Alignment

8 Year Construction Work Plan  
*2023 Right-of-Way and Utilities*





# General Questions & Comments

Do you have any general questions or comments about the information presented?



# Submit Your Comments

- Leave your written comments with us tonight.
- Download and submit a comment form at:  
[www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)
- Submit your written comments by mail to:  
Oklahoma Department of Transportation  
Environmental Programs Division  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105
- Fax your written comments to:  
(405) 522-5193
- Email your comments to:  
[Odot-environmental@odot.org](mailto:Odot-environmental@odot.org)

**Please submit your comments  
by June 7, 2016**