

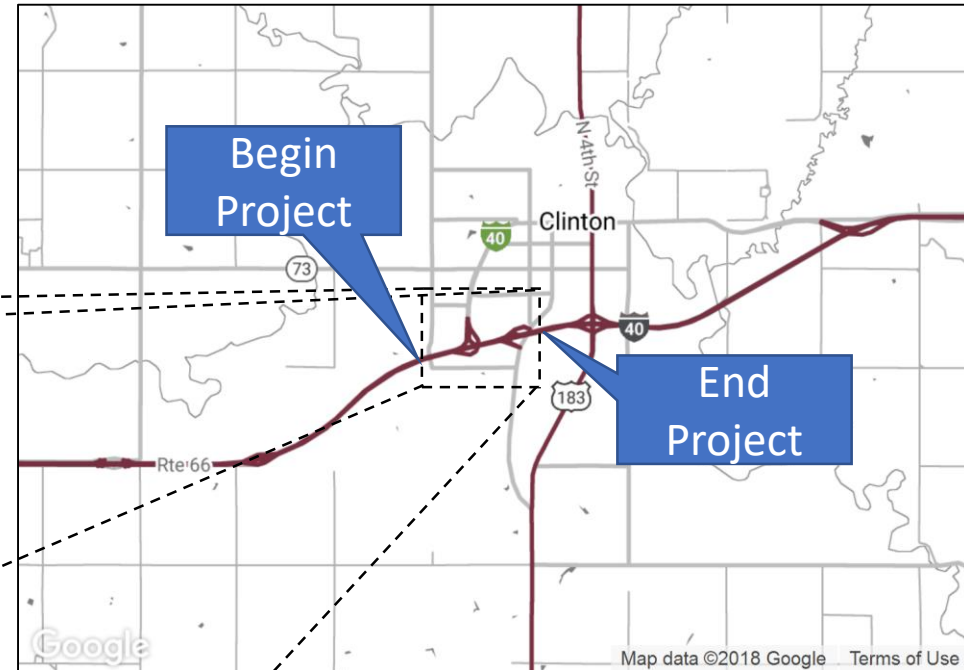


Public Meeting for I-40 & Gary Blvd. (Exit 65) Interchange

February 28, 2019

Purpose of the Meeting

- To Inform the Public and Present the Selected Alternative for I-40 Exit 65 in Clinton, OK



Purpose of the Project

- Improve Safety
- Improve Traffic Operations and Mobility
 - On I-40
 - On City Streets and Intersections
- Improve Access to Existing and Future Commercial and Residential Development

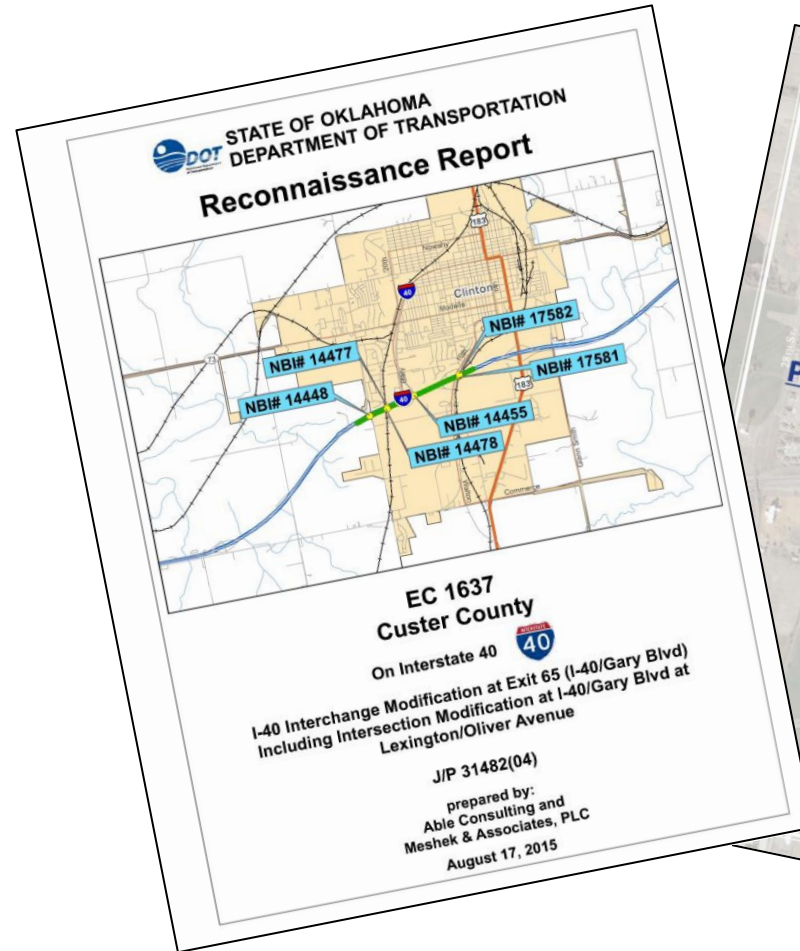


Project History



Project History

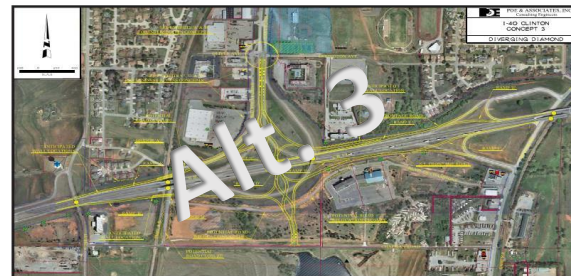
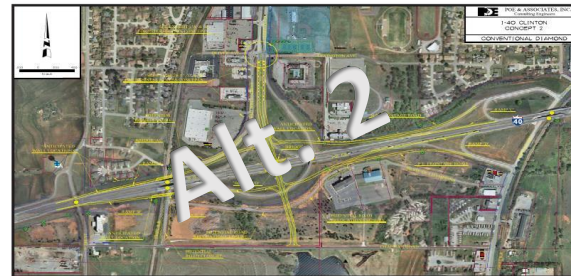
- In May 2015 ODOT Commissioned an Interchange Study for I-40/Gary Blvd
- The Study Evaluated the Current Functionality of the I-40 Exit 65 Interchange, and Traffic at Nearby Intersections



Project History

- A Public Meeting was Held May 24, 2016 in Clinton
- Six Alternatives Were Shown
- Comments at the Meeting Included:
 - Desire for Eastbound and Westbound I-40 Access From Both Neptune Blvd. (Exit 65A) and Gary Blvd. (Exit 65)
 - Desire to Keep Both Exit 65 and 65A Open
 - Concerns Regarding Accessibility of Frontage Roads

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



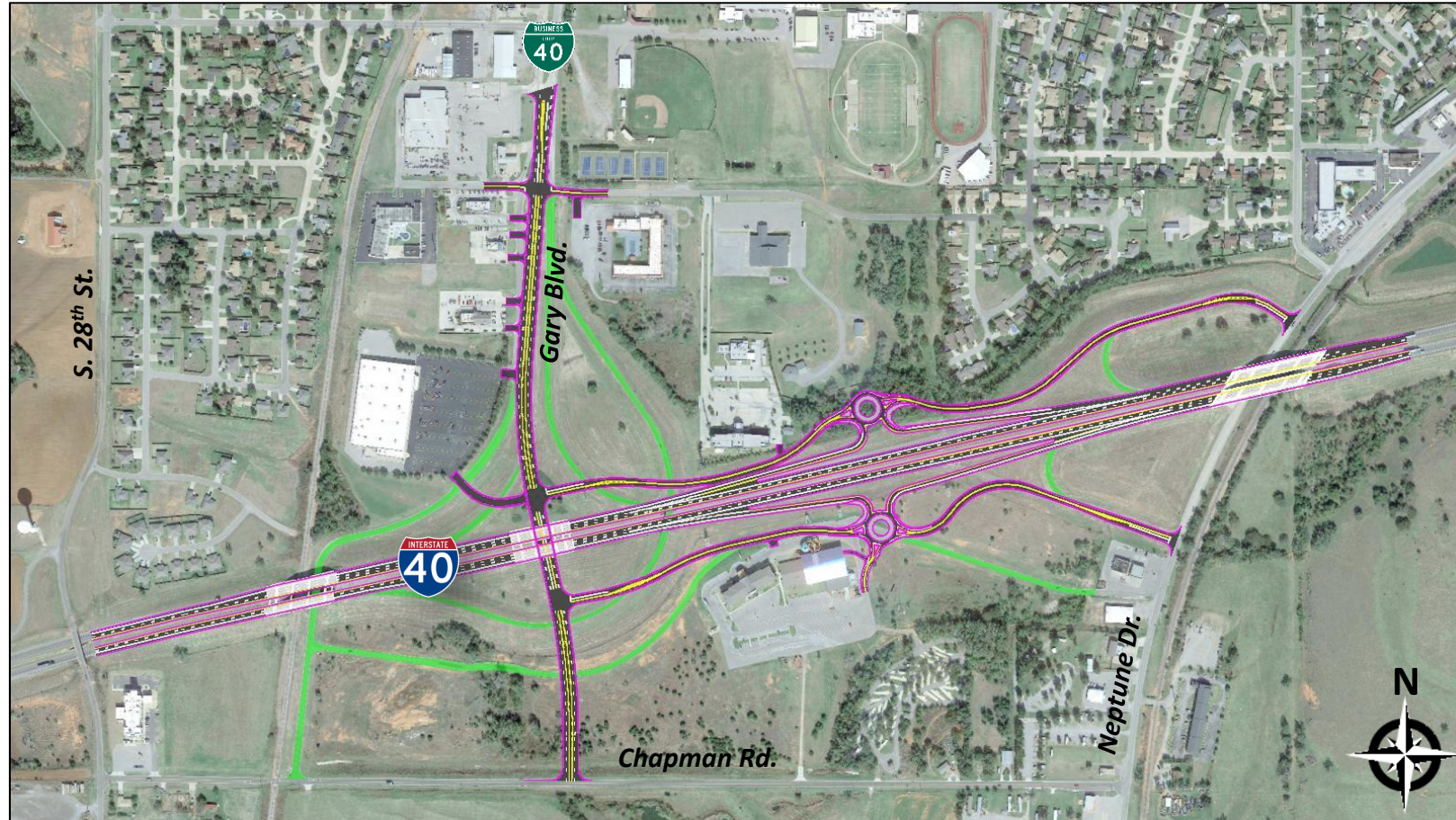
Project History

- As a Response to Public Comments, ODOT Developed two Additional Alternatives to:
 - Keep Both Exit 65 and 65A
 - Provide Improved Frontage Road Access
 - Improve Local Access and Intersections
- Minor Differences Between the two Alternatives Consisting Mainly of the Alignment of Red Wheat Drive/Gary Blvd



Project History

- Alternative 7 was Selected for the Following Reasons:
 - Provides Full Access to I-40 in all Directions from Both Gary Blvd. and Neptune Dr.
 - Shorter and More Direct Connection to I-40
 - Lower Environmental Impact
 - Lower Construction Cost
- Remainder of Presentation will Discuss Only Alternative 7



Project Area Information



Project Area Information

- I-40
 - 4-Lane Divided Highway With 10-ft Outside Shoulders, 4-ft Inside Shoulders and Grass Median
 - Twin Bridges Over Red Wheat Dr./Railroad and Neptune Dr./Railroad
 - Posted Speed Limit is 70 mph
 - Projected Traffic (2050): **30,700** Vehicles/Day (**45%** Trucks)
- Two Interchanges



Project Area Information

- I-40
 - 4-Lane Divided Highway With 10-ft Outside Shoulders, 4-ft Inside Shoulders and Grass Median
 - ➔ ○ Twin Bridges Over Red Wheat Dr./Railroad and Neptune Dr./Railroad
 - Posted Speed Limit is 70 mph
 - Projected Traffic (2050): **30,700** Vehicles/Day (**45%** Trucks)
- Two Interchanges ★



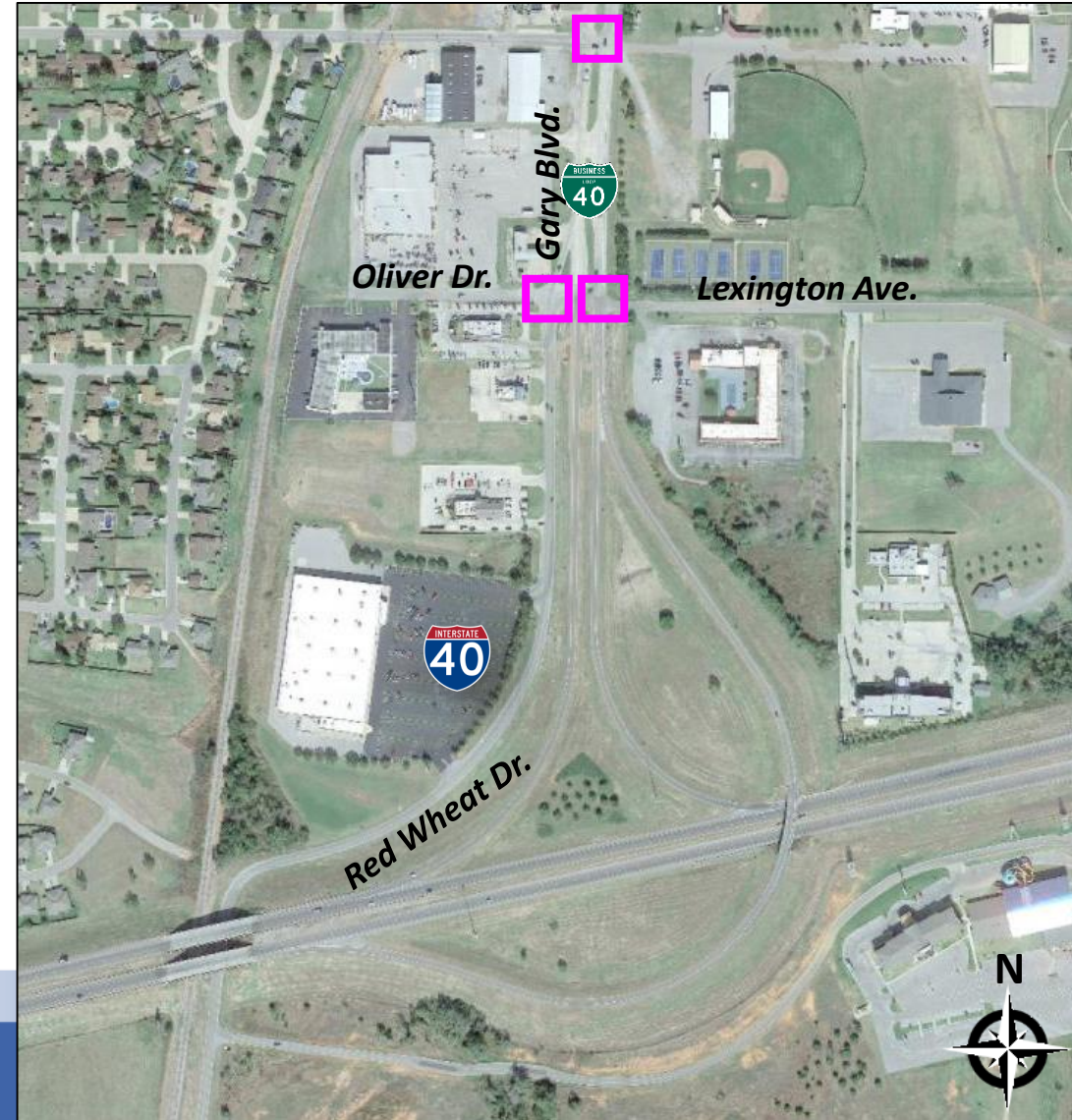
Project Area Information

- Gary Boulevard
 - 4-Lane Divided Roadway With 10-ft Outside Shoulders, no Inside Shoulders and Grass Median
 - Left Turn Lanes
 - Posted Speed Limit of 40 mph
 - Project Traffic (2050): **9,600** Vehicles/Day (**7%** Trucks)
- Intersections
- Drives



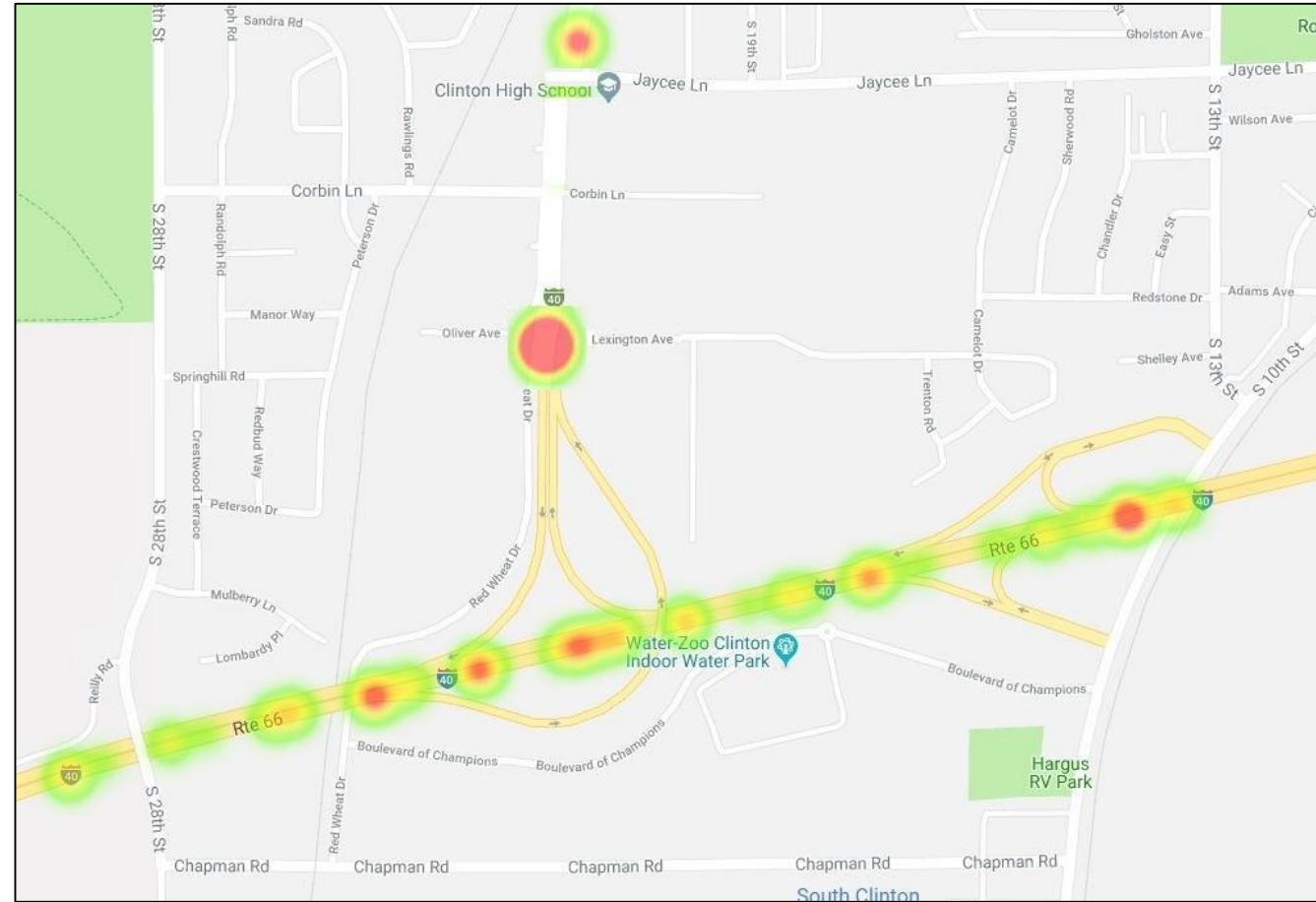
Project Area Information

- Gary Boulevard
 - 4-Lane Divided Roadway With 10-ft Outside Shoulders, no Inside Shoulders and Grass Median
 - Left Turn Lanes
 - Posted Speed Limit of 40 mph
 - Project Traffic (2050): **9,600** Vehicles/Day (**7%** Trucks)
- Intersections
- Drives



Project Area Information

- Collision Data
 - Total: 246 Documented Collisions (2007-2017)
 - 5 Fatalities
 - 12 Serious Injury
 - Most Common Type of Collision (>50%)
 - Fixed Object
 - Rear-End
 - Gary Blvd./Red Wheat Dr./Ramps Intersection Included 22% of the Collisions



Existing Roadway Conditions Warrant Improvement

- Highway Deficiencies
 - Interchange Spacing
 - Missing Ramp Movement
 - Ramp Departures
- Local Road Deficiencies
 - Intersection Confusion
 - Weave Area Traveling North
 - Driveway Proximity



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Existing Bridge Conditions Warrant Improvement

- Built in 1959
- Functionally Obsolete (4)
 - Shoulder Widths
 - Parapet Height
 - Vertical Clearance
- Structurally Deficient (1)
 - Poor Condition Rating
 - Needs Attention



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Land Use and Environment

- Land Use is Mostly Commercial With a few Residential Areas
- South of I-40 Commercial and Church Properties are Under Development
- Important Community Facilities Include:
 - Schools
 - Churches
 - Recreational Facility



Land Use and Environment

- Environmental Resources Include:


- Streams & Wetlands
- Sites Containing Potentially Hazardous Materials (e.g. Gas Stations)
- Portions of original Route 66 roadway along Gary Boulevard and Neptune Drive
- Public Recreational Property (high school tennis courts and trees)

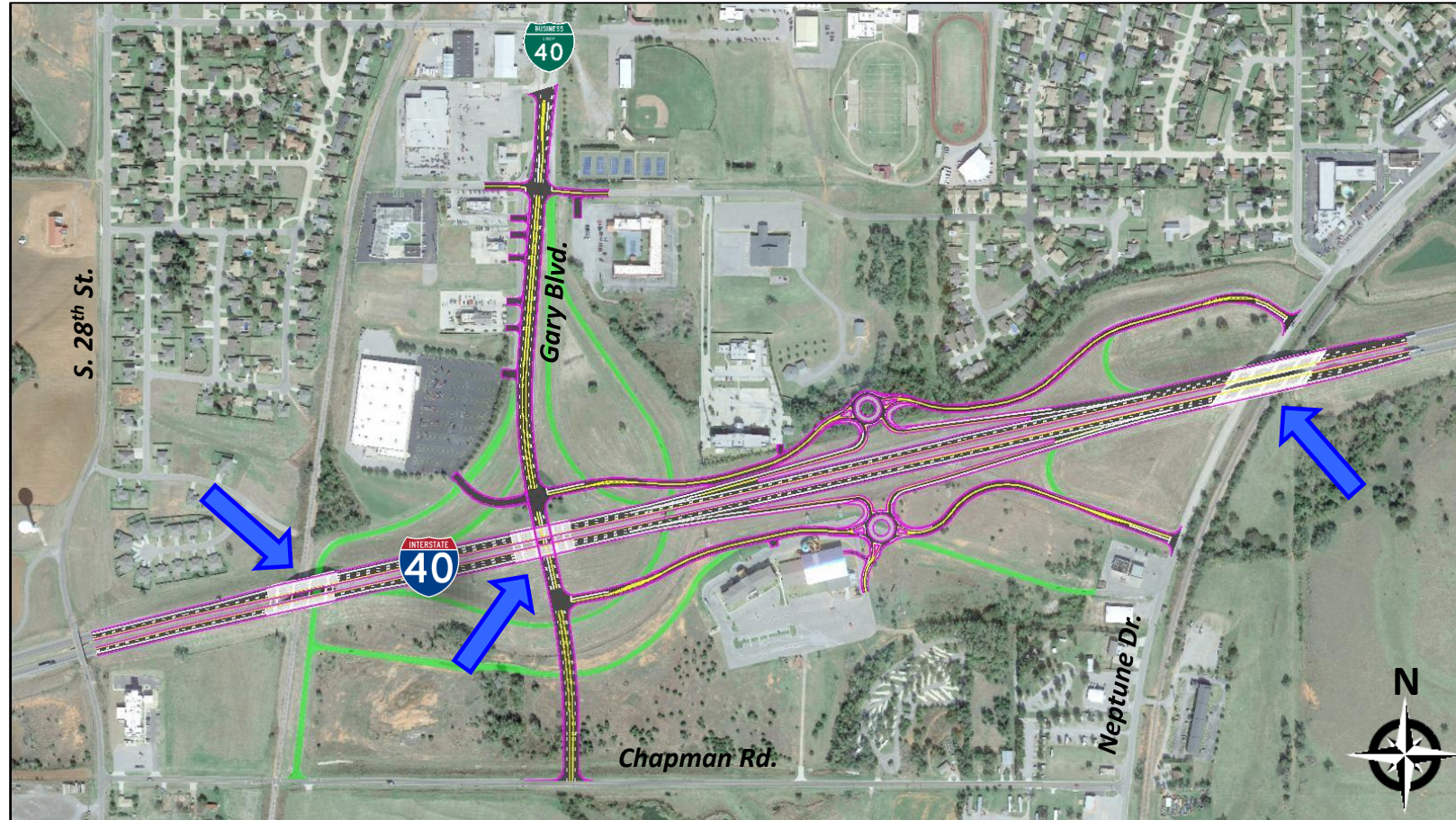


Proposed Design



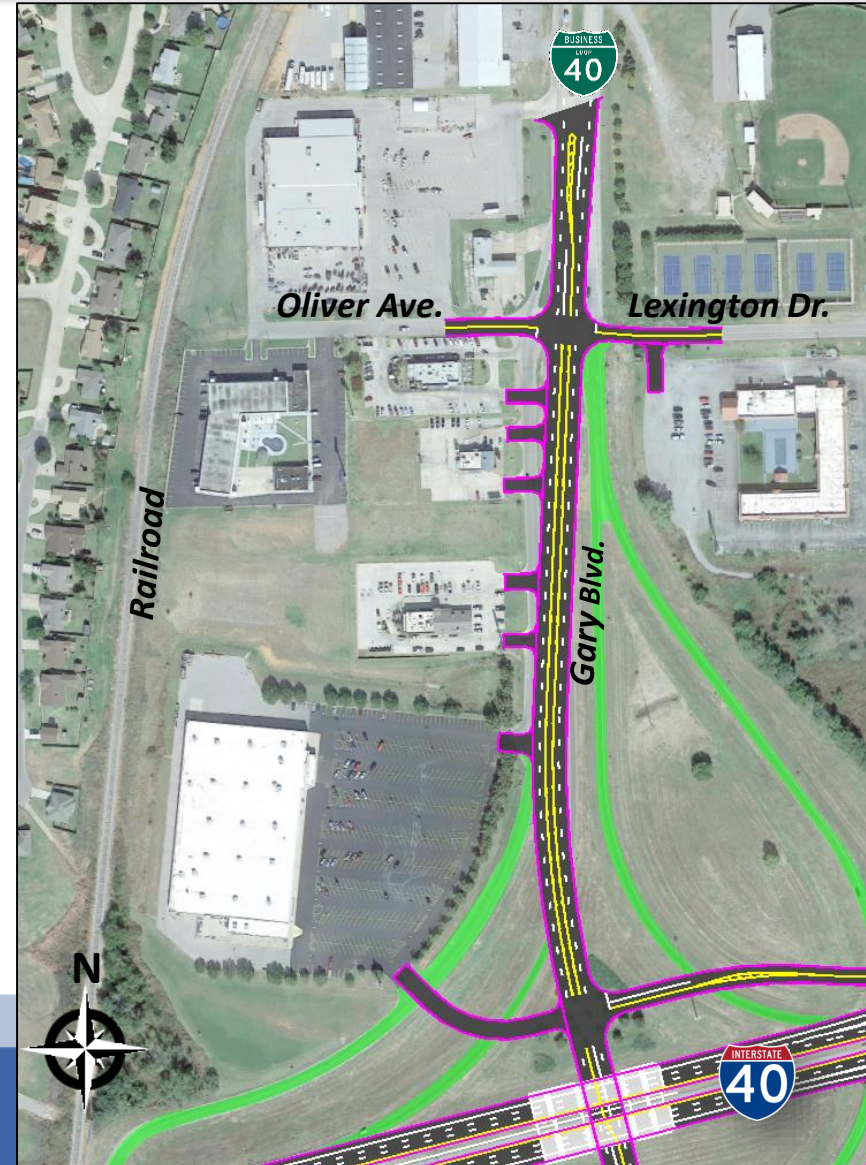
Proposed Design

- Reconstruct I-40 With New Bridges
- Green areas are potential pavement removal 
- Gary Blvd. as Five-Lane South to Chapman



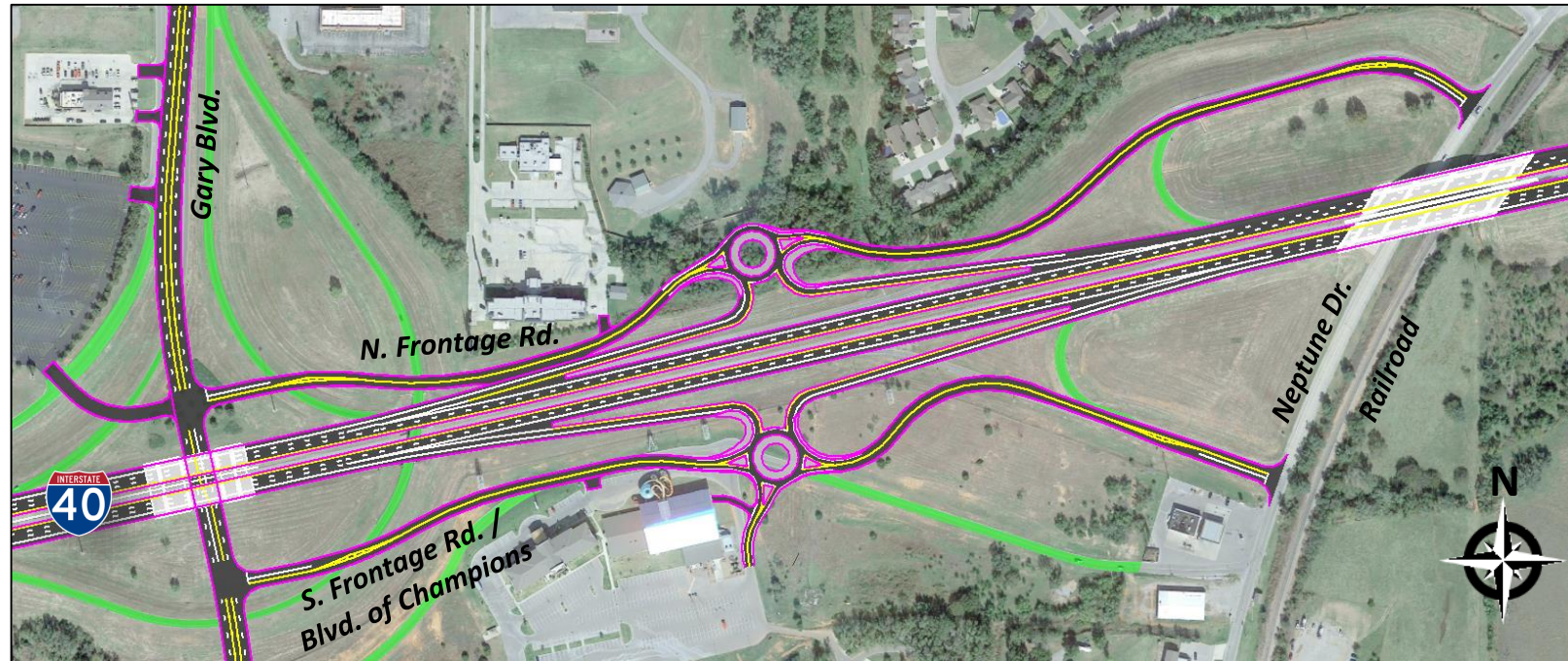
Proposed Design

- Gary Blvd. as Five-Lane South to Chapman
- Remove Red Wheat Dr.



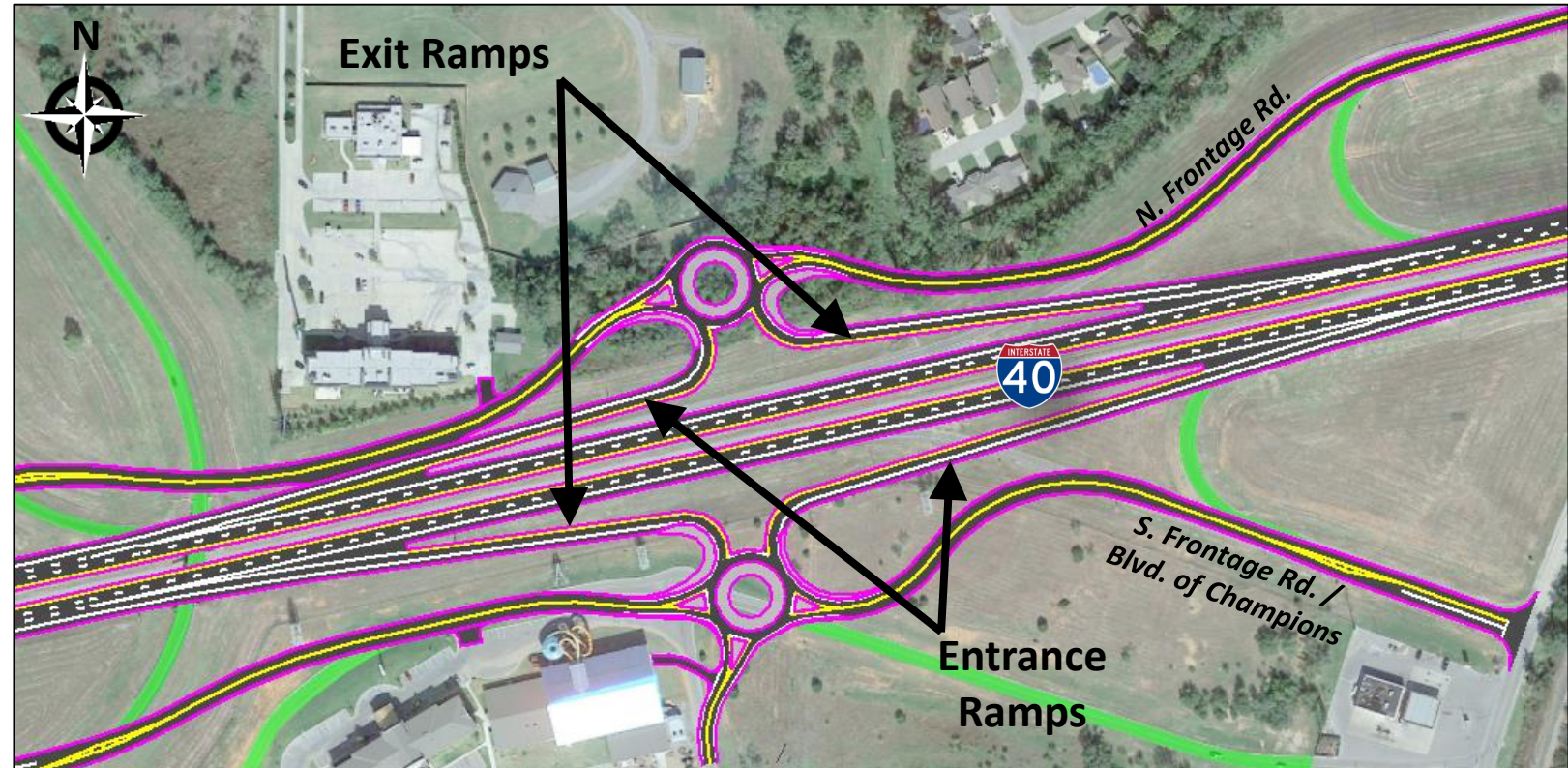
Proposed Design

- Two-Way Frontage Roads
 - North Frontage Rd.
 - Relocated Blvd. of Champions
- Consolidate Two Interchanges Into One
- Direct Access to Both Gary Blvd. & Neptune Dr.




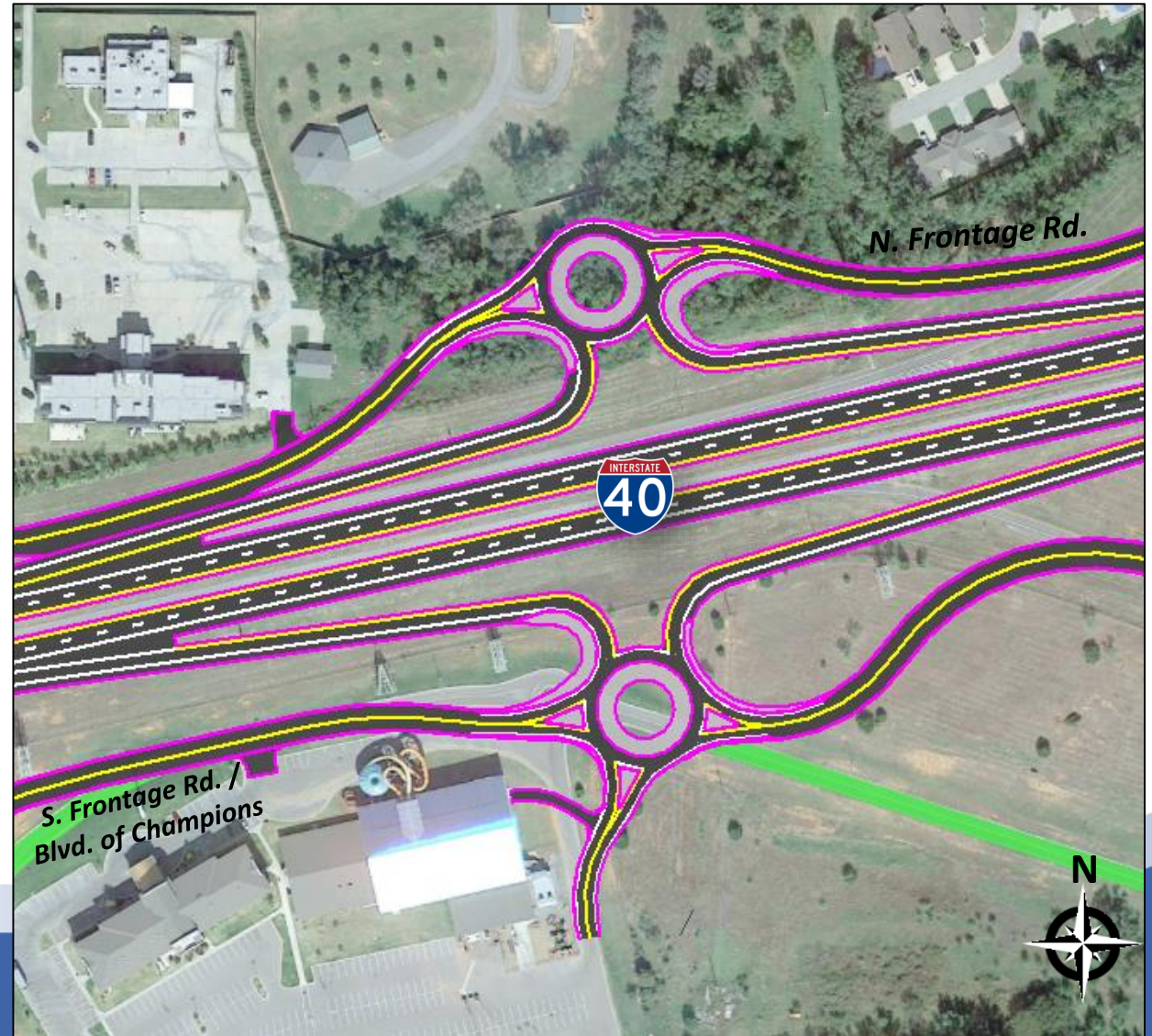
Proposed Design

- Exit Ramps off I-40
- Entrance Ramps onto I-40
- Longer Acceleration and Deceleration Lanes for Ramps



Proposed Design

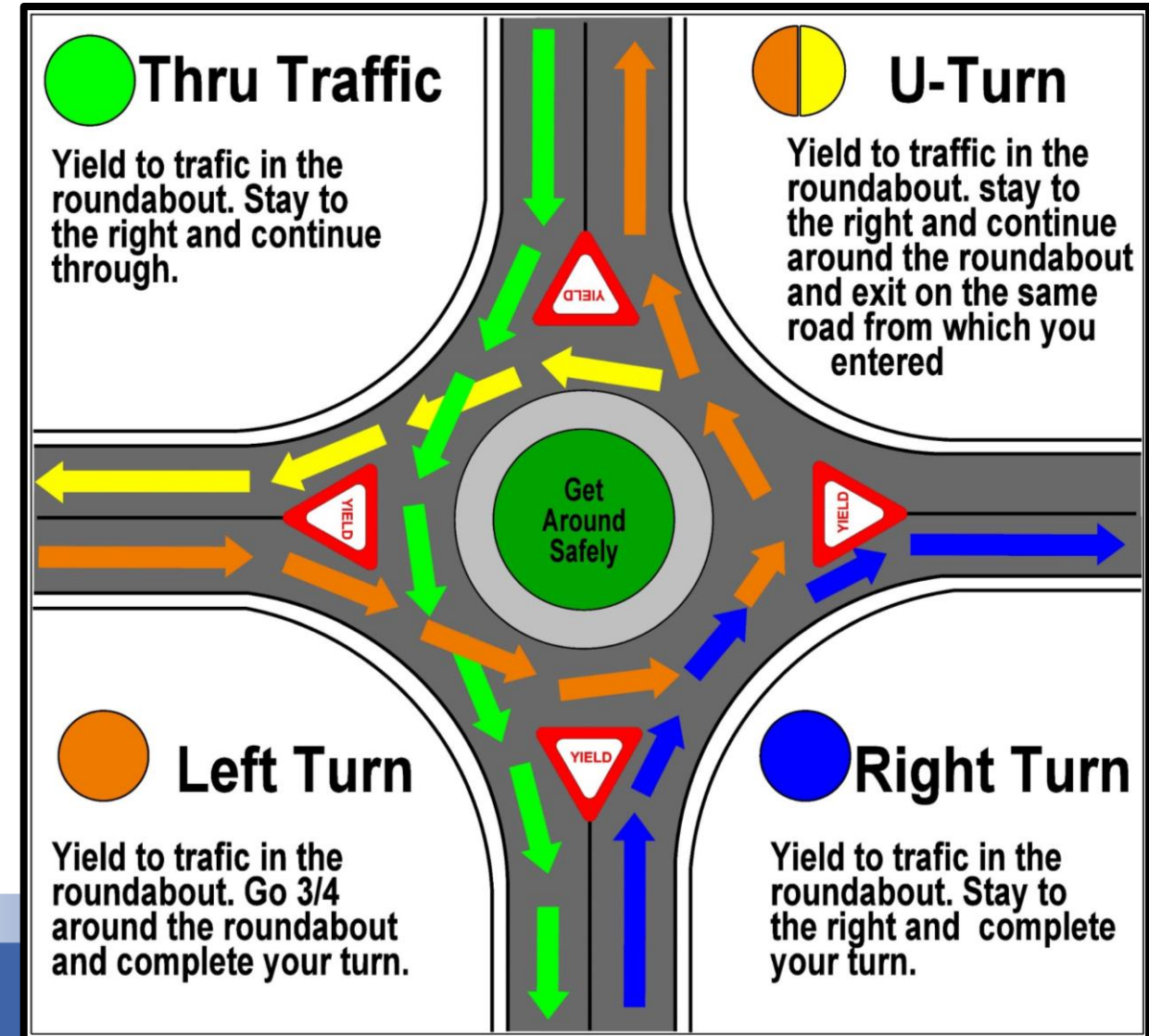
- Roundabouts
 - Designed for Semi Trucks
 - Utilizes Truck Aprons 
 - No Signals
 - Fewer Collision Points






Roundabout: Rules of the Road

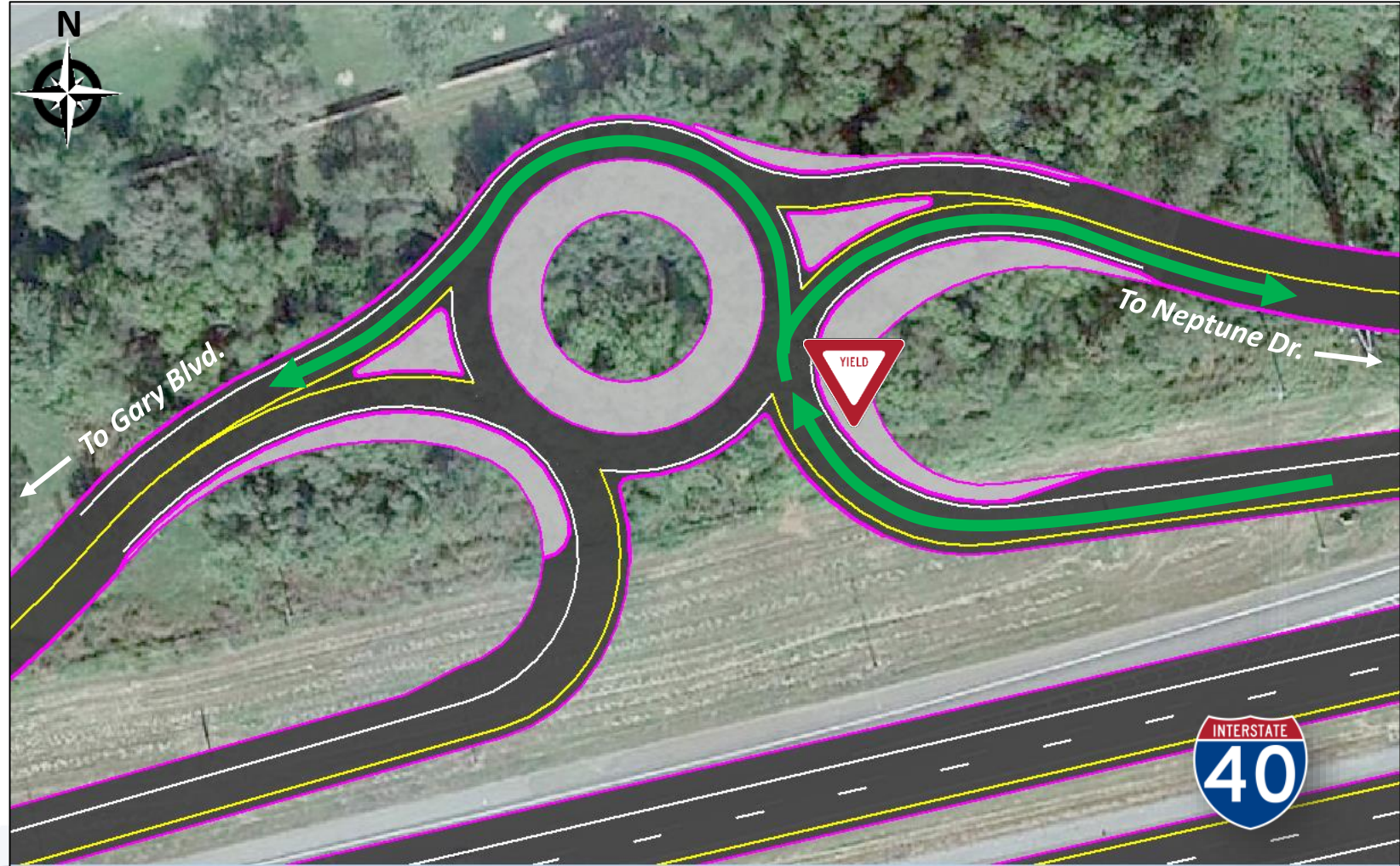
Vehicles Within the Roundabout Have the Right-of-Way

1. As you Approach, Look to the Left to see if any Drivers are Traveling in the Roundabout
2. Once There is an Adequate gap in Traffic, Enter the Roundabout
3. Use Your Turn Signal as you Approach Your Exit
4. If you Miss Your Exit, go Around Again






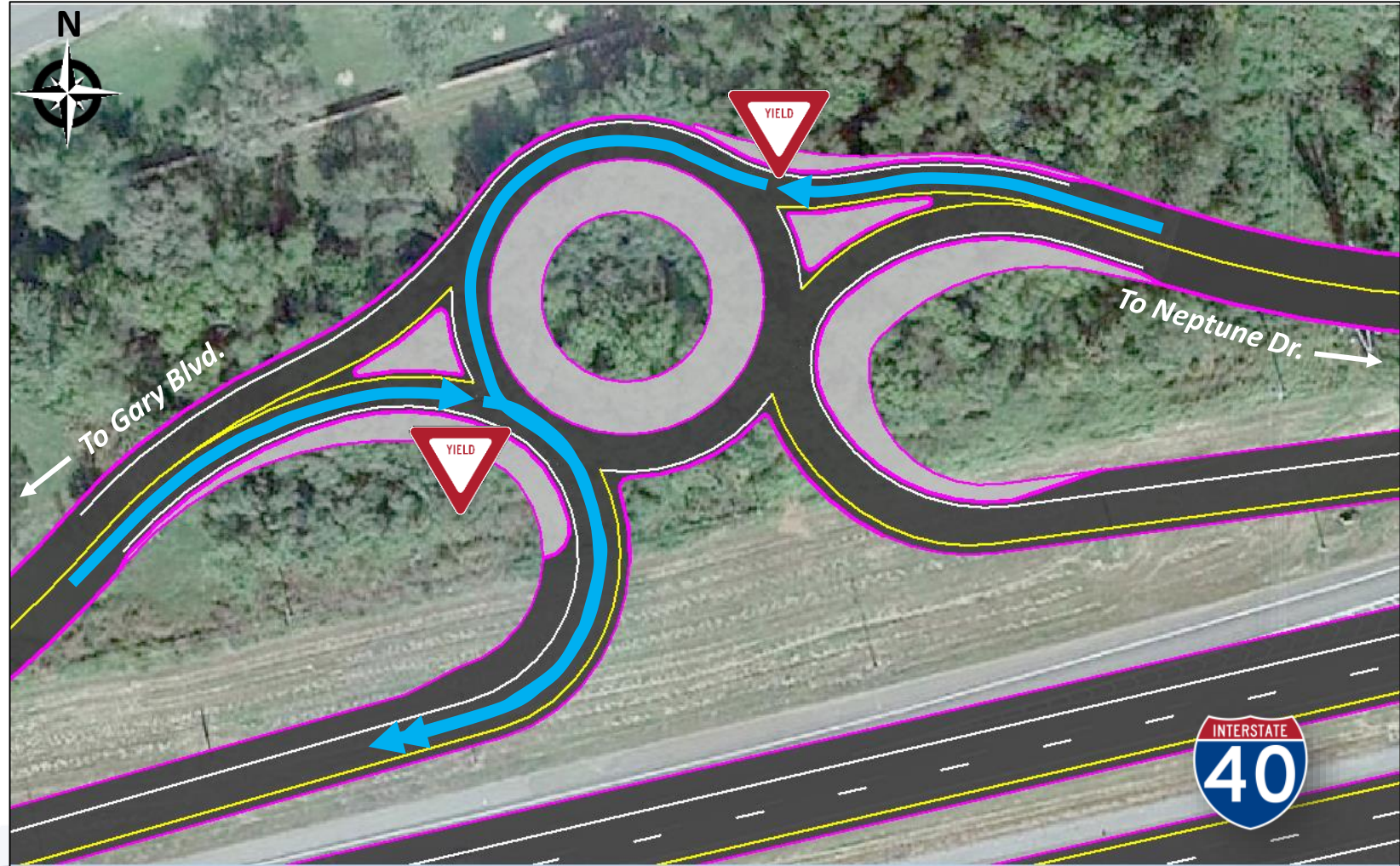
Maneuver Thru the Roundabout

- I-40 WB Off 
- I-40 WB On Ramp 
- Thru Movements 
- Difficult to Make Wrong Way Turns Onto Ramps






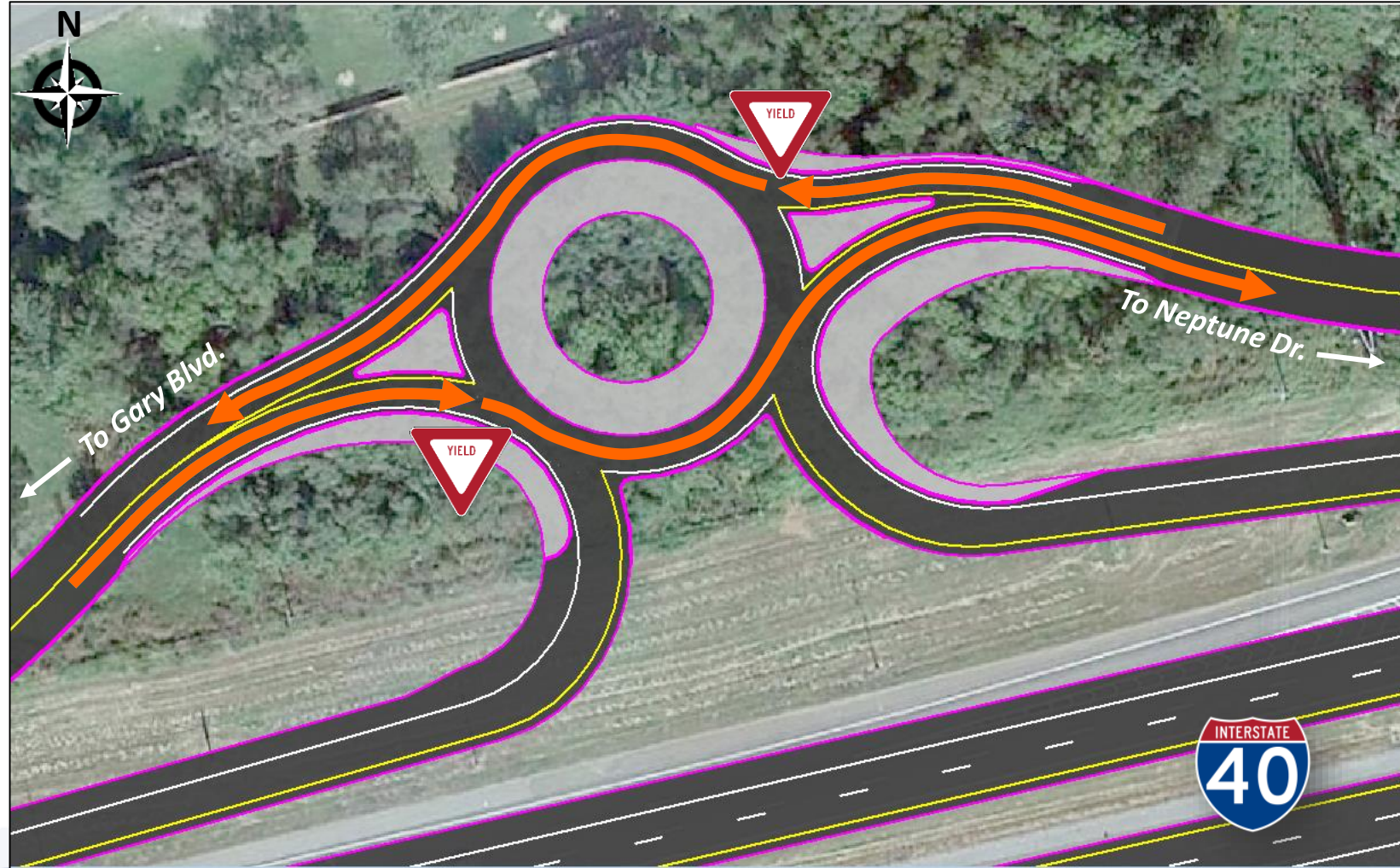
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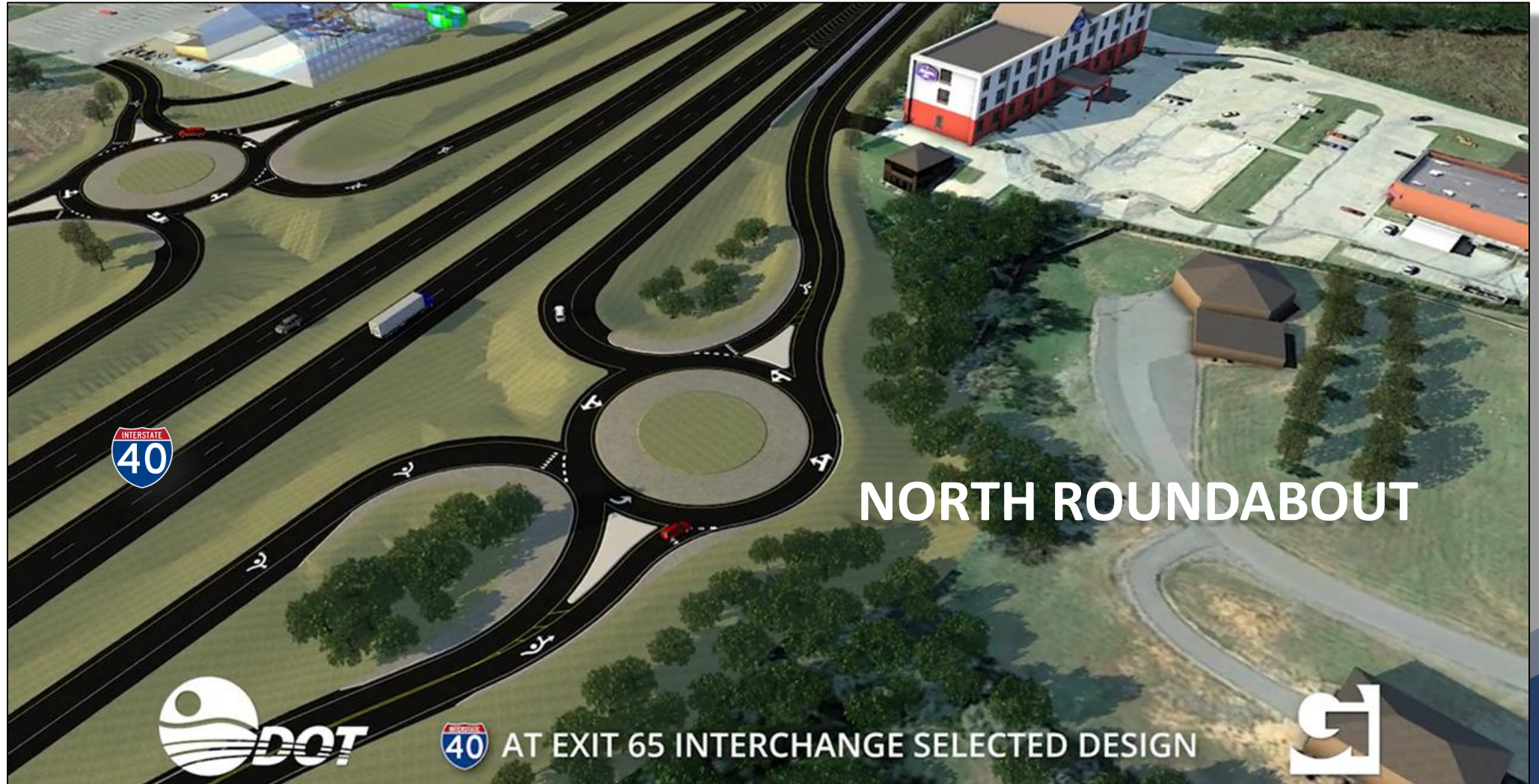
3D Visualization



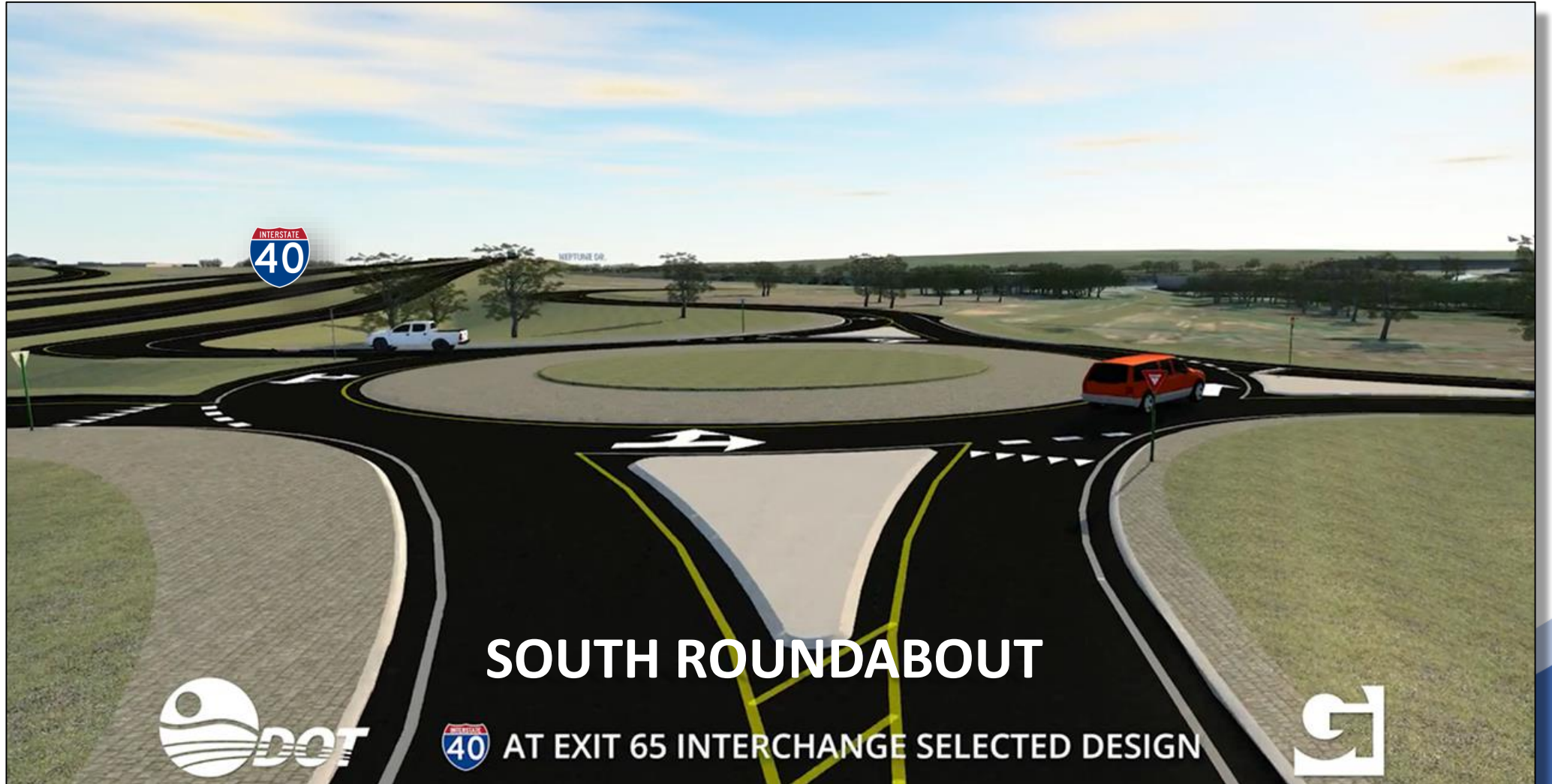
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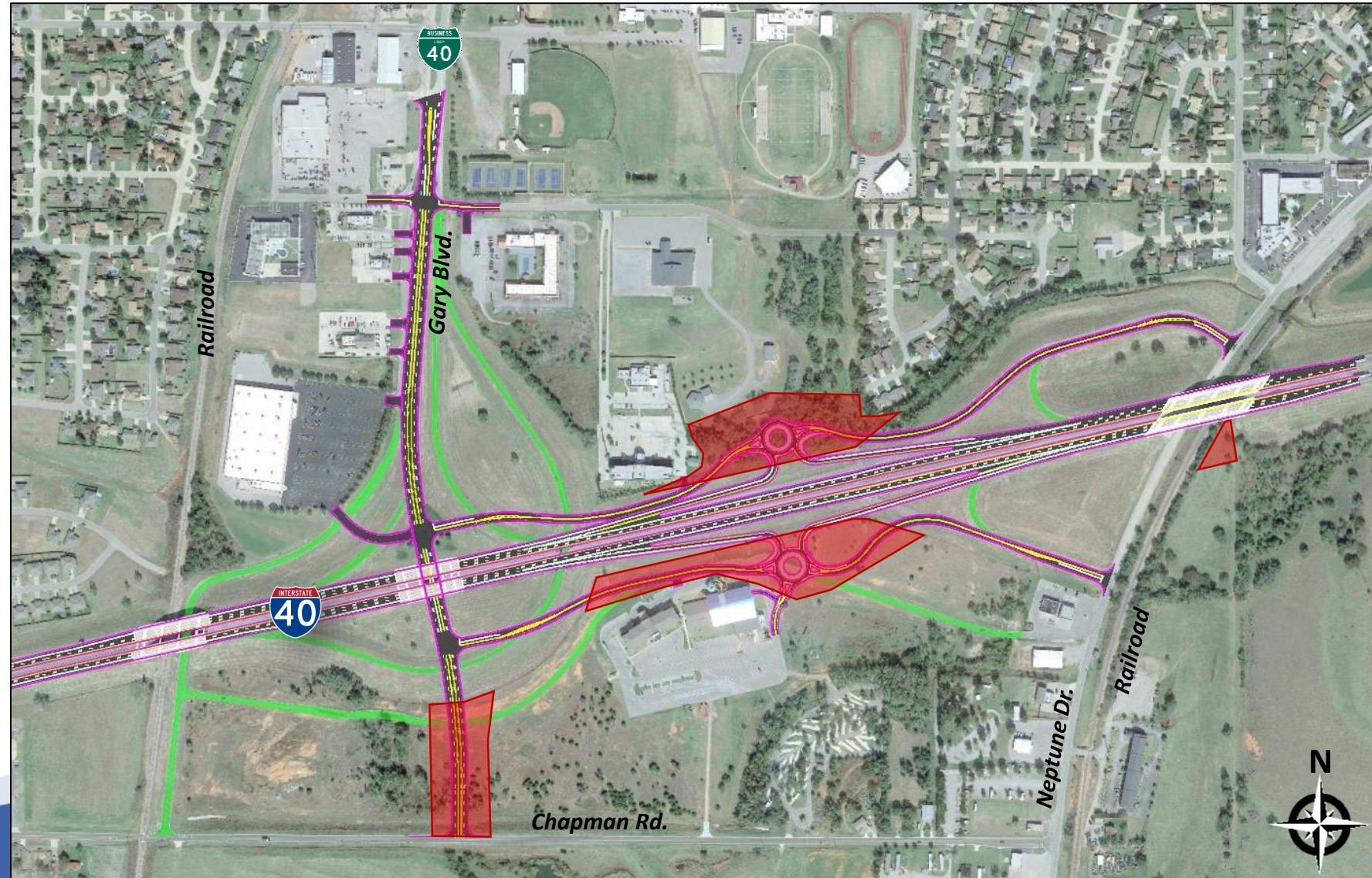


3D Visualization



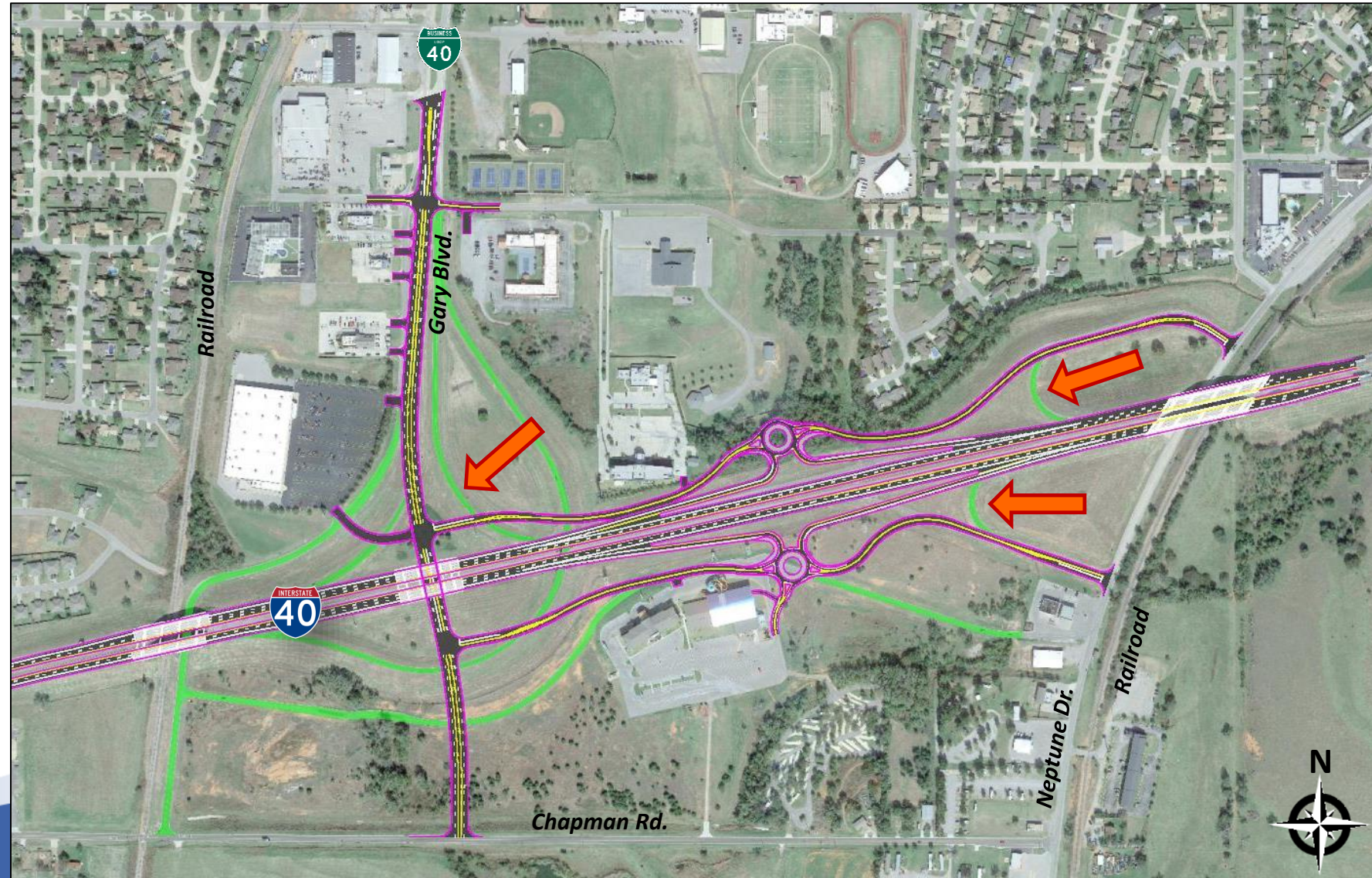
What are the Impacts?

- Construction Cost Estimated at \$37.9M
- Purchase of Land (no Relocations Anticipated) 
- Potential to Sell Surplus Land



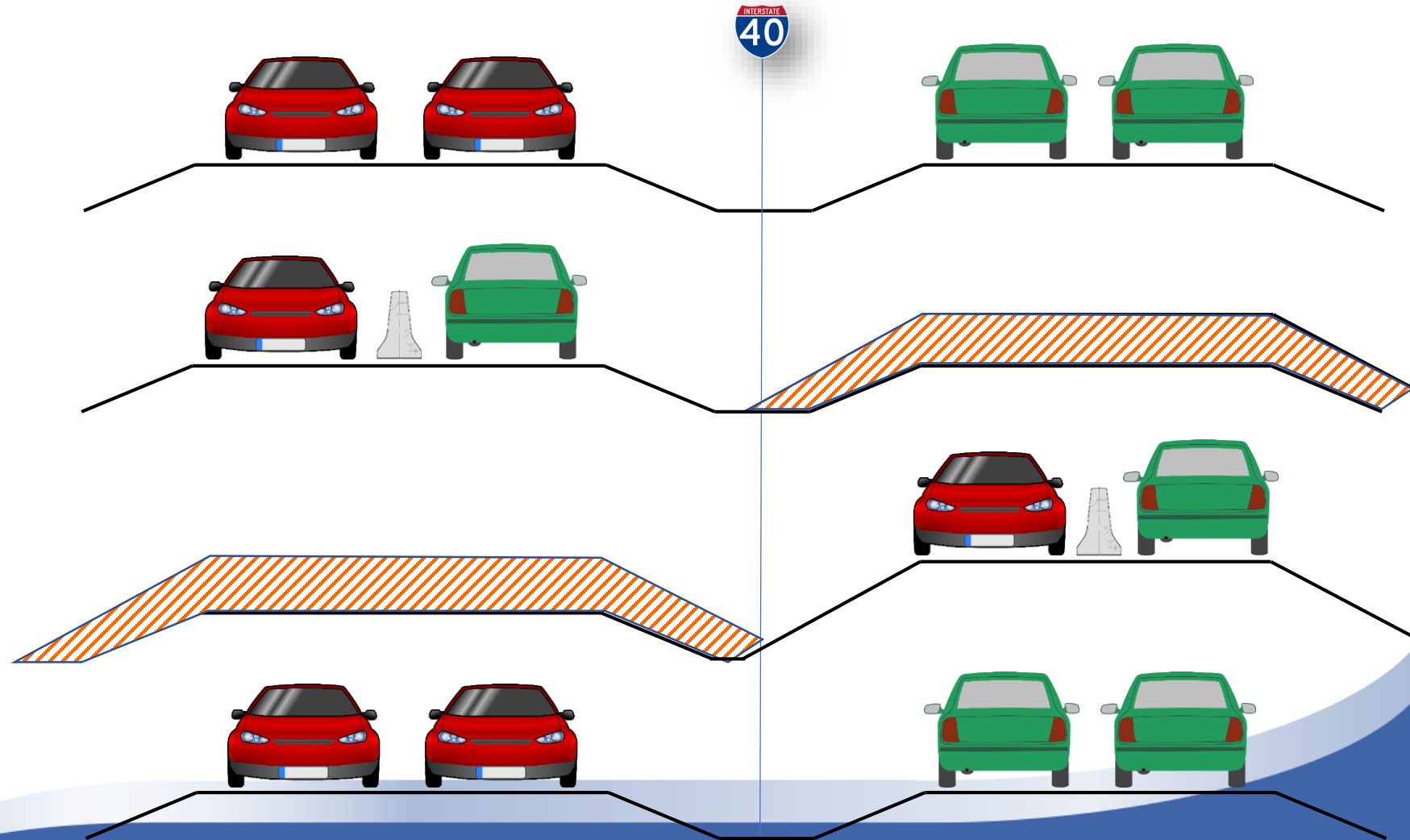
Maintenance of Traffic During Construction

- One Ramp in Each Direction Will Remain Open at Either Gary Blvd. or Neptune Dr.
- A Temporary Ramp Will be Constructed and Used for Travelers Wanting to go East on I-40
- I-40 Traffic Will be Shifted to one Side With one Lane in Each Direction



Maintenance of Traffic During Construction

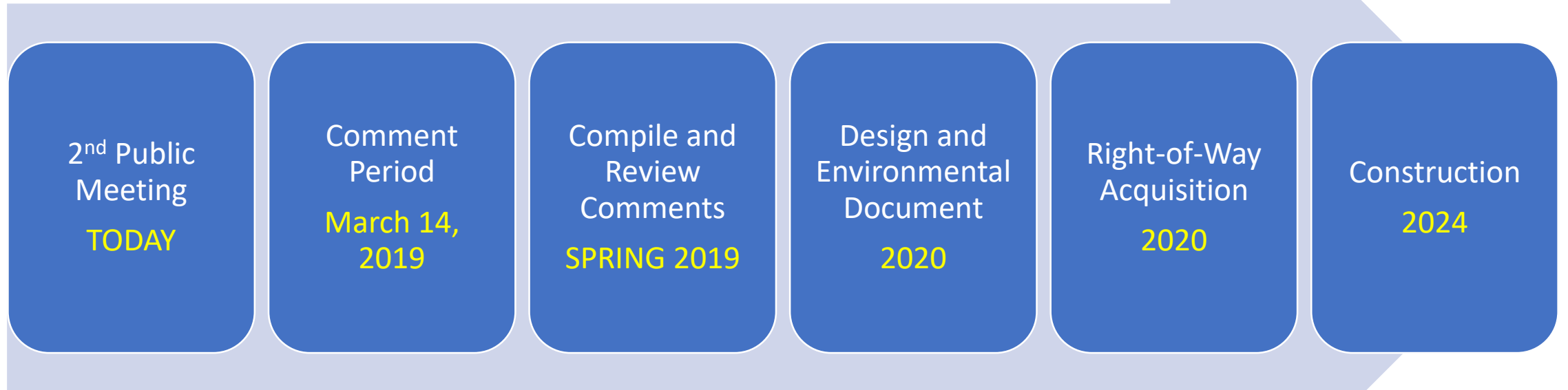
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Impacts

- Environmental
 - Commercial Properties
 - Minor Changes in Access to Some Properties. No Relocations are Anticipated
 - Community Facilities
 - Some Land may be Required From Church Property
 - Route 66
 - Unlikely to be historically significant
 - Tennis Courts & Trees
 - Potential for Minor Temporary Impacts During Construction. Trees will be Avoided.
 - Small Portion of a Creek may Require Relocation
 - Noise
 - A Noise Study Will be Completed to Determine if There Will be Noise Impacts

Next Steps



Schedule is Tentative and Dependent on Funding

Thank You!

- Please Submit Your Comments Using the Forms Provided
- Mail:
 - ODOT Environmental Programs
 - 200 NE 21st Street
 - Oklahoma City, OK 73102
- E-Mail:
 - environment@odot.org
- Website:
 - www.odot.org/publicmeetings
- Please Return Your Comments By **March 14, 2019**
- Thank you for Attending!