

NOTES

PROJECT INFORMATION SUMMARY

- **Total Estimated Construction Cost of Project**
Option 1: \$32 million | Option 2: \$27 million
- **Right-of-Way and Utility Relocation is not required**
- **Construction programmed to start in 2024**
- **Current Annual Average Daily Traffic (AADT) in year 2021**
25,700 Vehicles per day (I-44/US-412)
- **Future Estimated AADT by year 2050**
40,600 vehicles per day (I-44/US-412)
- **Current AADT in year 2021**
7,600 vehicles per day (SH-66 NB)
8,500 vehicles per day (SH-66 SB)
- **Future Estimated AADT by year 2050**
12,000 vehicles per day (SH-66 NB)
13,400 vehicles per day (SH-66 SB)
- Highways will remain open to traffic at all times during construction

DISTRICT 8 ENGINEER: RANDLE WHITE, PE

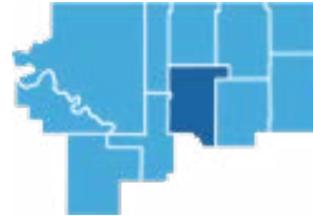
*Totals DO NOT include Toll Roads

**Totals DO NOT include County Bridges

***Total Road Miles**
1,660.32

***Total Interstate Miles**
39.68

****Total Bridges**
1,109



COUNTIES

Craig, Creek, Delaware, Mayes, Nowata, Osage, Ottawa, Pawnee, **Rogers**, Tulsa, Washington

PLEASE PROVIDE YOUR COMMENTS BY: January 13, 2023

For more information on the project, call (405) 325-3269 or email environment@odot.org.

<http://www.odot.org/publicmeetings>



OPEN HOUSE PUBLIC MEETING

January 3, 2023, 5:00 p.m. to 7:00 p.m.
Catoosa High School, 2000 S. Cherokee Street
Catoosa, OK 74015

SH-66 and I-44 / US-412 Interchange
Rogers and Wagoner Counties | Job Piece 35493(04)

www.odot.org/publicmeetings



PUBLIC MEETING

The Oklahoma Department of Transportation will host 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. The open house public meeting will feature a recorded presentation explaining the purpose and need for the improvements, environmental features, and details of the two interchange improvement alternatives under consideration. Staff will be available at the open house public meeting to answer questions. Plans may be modified to address comments received from the open house public meeting. The public's comments are requested by January 13, 2023.



Purpose

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. After the open house public meeting, the public may view the two (2) interchange alternatives on the ODOT meeting website and see additional information about the project.



Join

Due to ongoing concerns about COVID-19, ODOT will, in addition to hosting an open house public meeting, post project information and a recording of the presentation after the meeting at www.odot.org/publicmeetings.



December 19, 2022

RE: Open House Public Meeting for SH-66 and I-44/US-412 Interchange in Rogers and Wagoner Counties
State Job Piece Number 35493(04)

Dear Stakeholders, Property Owners and Utility Owners:

The Oklahoma Department of Transportation (ODOT) is proposing to improve the SH-66 and I-44/US-412 interchange in Rogers and Wagoner Counties, Oklahoma. 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.

This pamphlet contains additional information about the project. After the open house public meeting, project information may be viewed at www.odot.org/PublicMeetings.

If you are leasing this property, please notify your lessee of this open house public meeting. Should you have any questions regarding this project, please email environment@odot.org, or call 405-325-3269 and leave a detailed message.

Respectfully,



Joe Brutsché
Environmental Programs Division Manager

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353 no later than 72 hours before any scheduled event. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

“The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma.”

AN EQUAL OPPORTUNITY EMPLOYER

Project Background

The Oklahoma Department of Transportation (ODOT), in cooperation with Federal Highway Agency (FHWA), is soliciting comments on possible improvements to the SH-66 and I-44/US-412 interchange in Rogers and Wagoner Counties, Oklahoma. 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 at the SH-66 and I-44/US-412 interchange.

The existing interchange consists of a curved two-lane I-44 Westbound (WB) with a posted speed of 55 mph. I-44 Eastbound (EB) is straight with two lanes and a posted speed of 65 mph. The driving lanes of existing I-44 EB and I-44 WB are each 12-foot wide. For both I-44 EB and I-44 WB, the existing inside shoulder is 4-foot wide, and the existing outside shoulder is 10-foot wide. I-44 EB connects to SH-66 Northbound (NB) as a single lane left exit. Existing SH-66 NB consists of a 12-foot-wide driving lane with a 4-foot wide inside shoulder and a 22-foot wide outside shoulder near its connection to I-44 EB. SH-66 Southbound (SB) becomes an added lane for I-44 WB. Prior to becoming an added lane for I-44 WB, the existing width of SH-66 SB is composed of a 12-foot lane, 10-foot inside shoulder, and 16-foot outside shoulder. Ramp C exits to 193rd East Avenue from the SH-66 SB and I-44 WB merge. Ramp D1 connects 193rd East Avenue to I-44 EB. Ramp F connects I-44 WB to SH-66 NB. The 2021 traffic volume on I-44/US-412 at the interchange is 25,700 vehicles per day (vpd) with a 2050 projected traffic volume on I-44/US-412 at the interchange of 40,600 vpd. The 2021 traffic volume on SH-66 NB at the interchange is 7,600 vpd with a 2050 projected traffic volume at the interchange of 12,000 vpd. The 2021 traffic volume on SH-66 SB at the interchange is 8,500 vpd with a 2050 projected traffic volume at the interchange of 13,400 vpd.

Project Description

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.

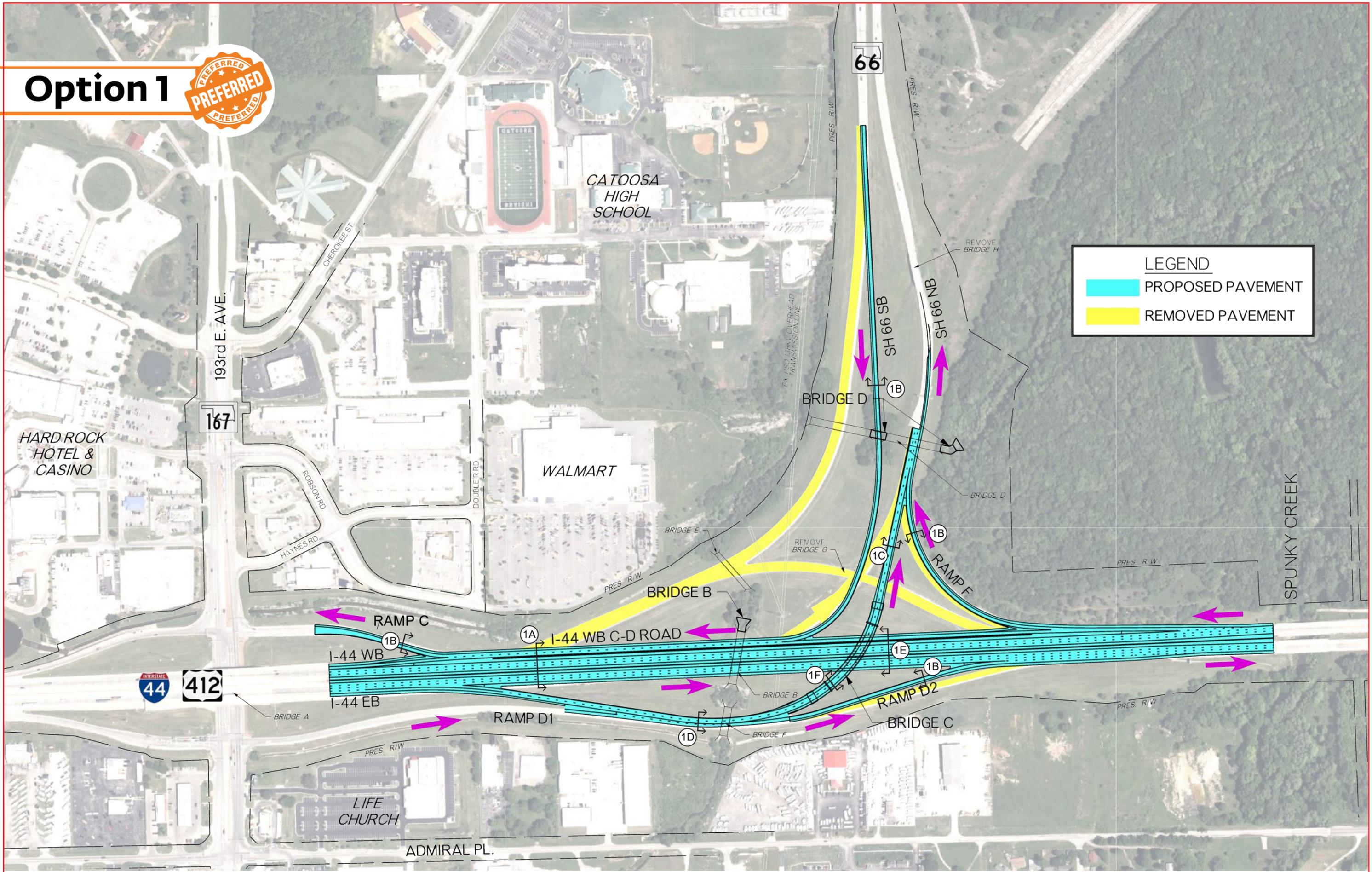
Option 1 is the preferred alternative because I-44 WB is straight, the I-44 design speed is 75 mph, the right-hand exit from I-44 EB to SH-66 NB is desirable, and the 193rd East Avenue connection to SH-66 NB is included.

Option 2

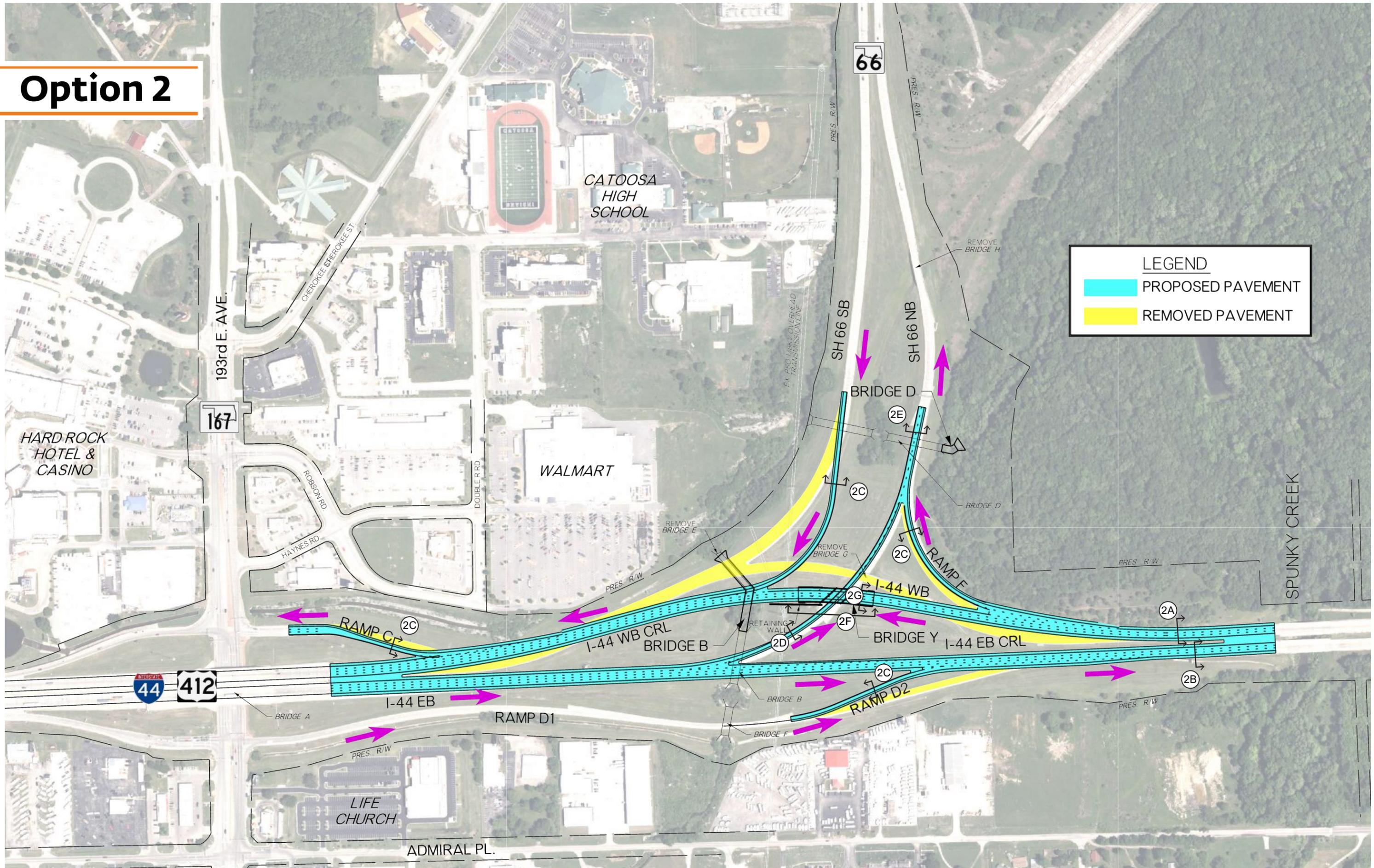
I-44 WB is curved with three (3) 12-foot-wide lanes and a design speed of 65 mph. I-44 EB is straight with three (3) 12-foot-wide lanes and a design speed of 75 mph. A single 12-foot-wide lane to exit left from I-44 EB to SH-66 NB, via an I-44 EB lane drop to the I-44 EB to SH-66 NB ramp is proposed. 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.

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.

Option 1



Option 2



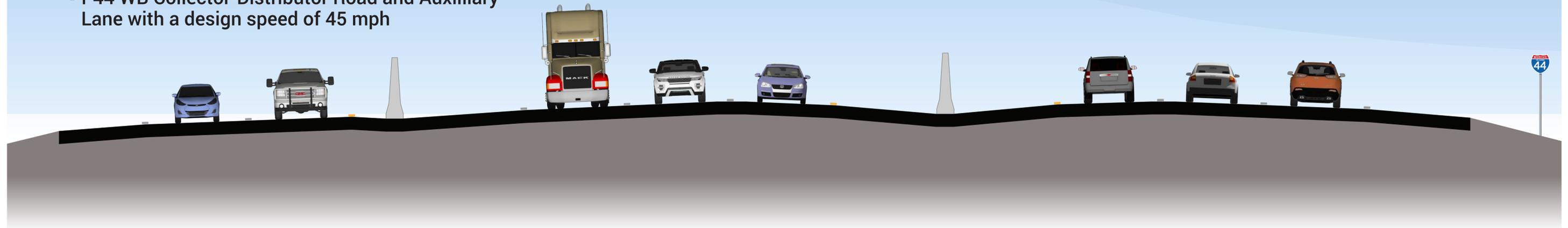
Proposed Improvements



Option 1

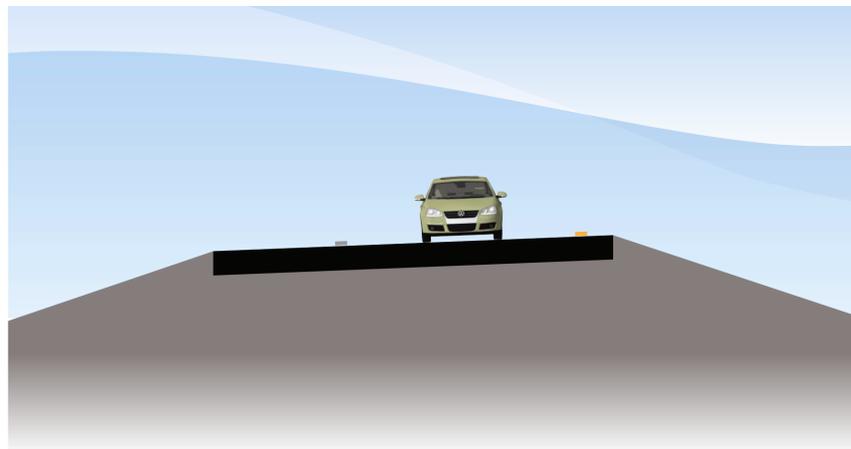
I-44 Mainline and Collector-Distributor Road

- Six-lane I-44 with a design speed of 75 mph
- I-44 WB Collector-Distributor Road and Auxilliary Lane with a design speed of 45 mph

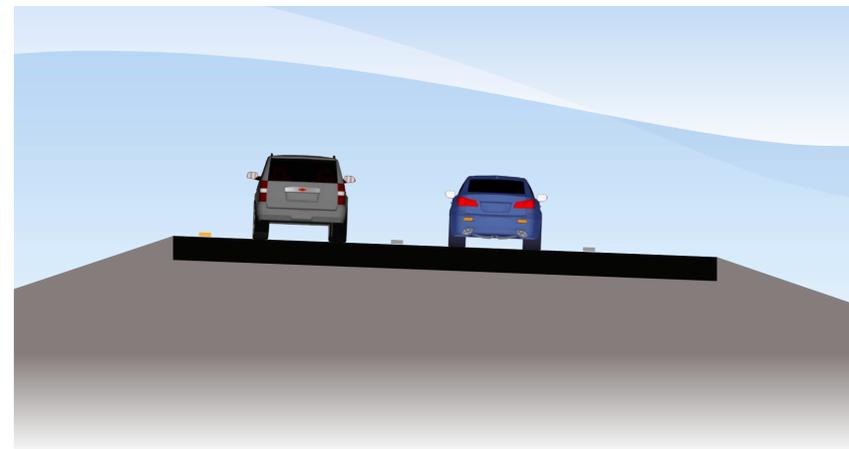


①A I-44 (Looking East)

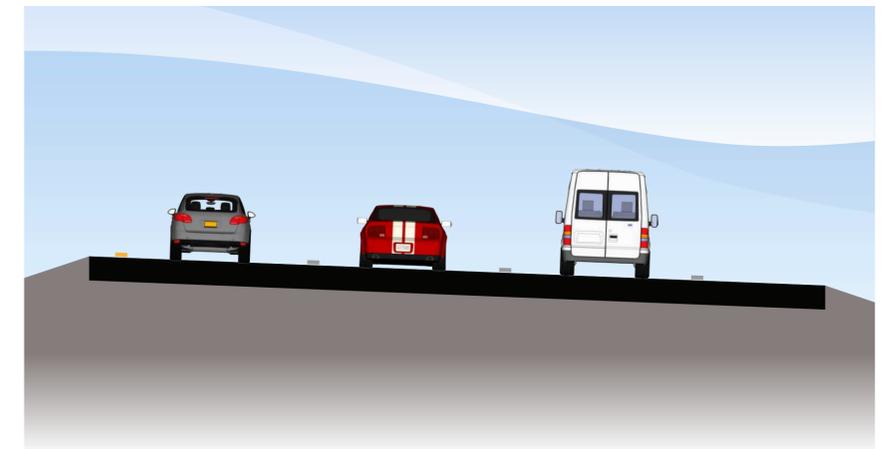
SH-66 and Ramps



①B SH-66 SB (Looking North)
Ramp C (Looking East)
Ramp D2 (Looking West)
Ramp F (Looking South)



①C SH-66 NB (Looking North)



①D SH-66 NB / Ramp D1 (Looking East)

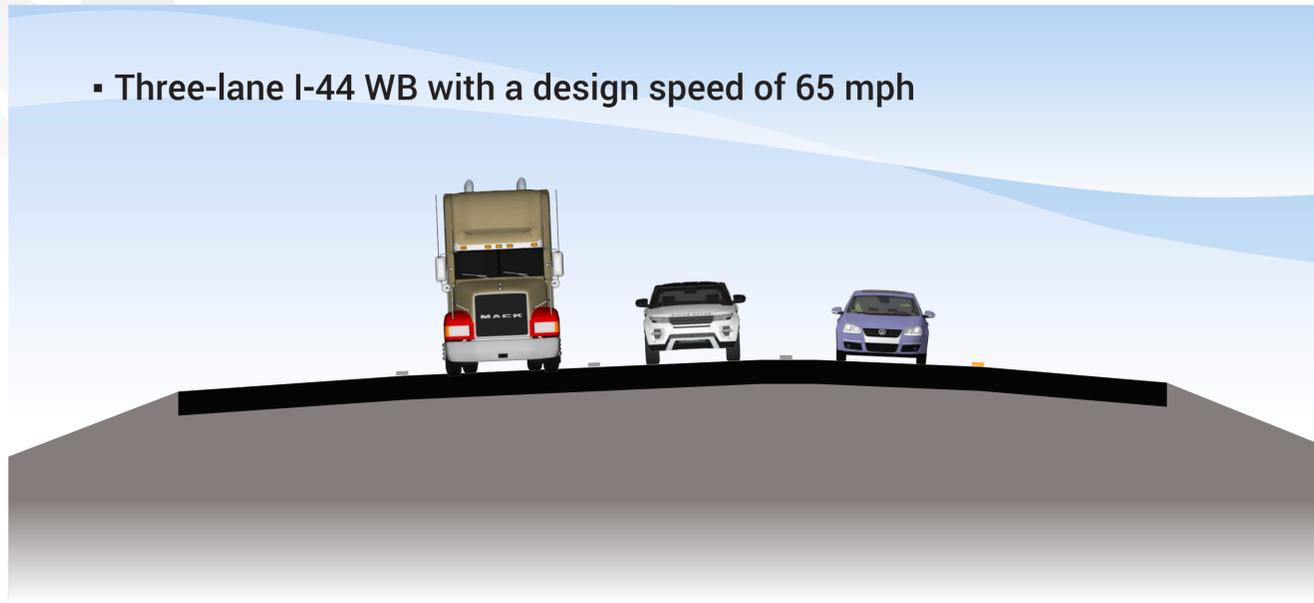


Proposed Improvements

Option 2

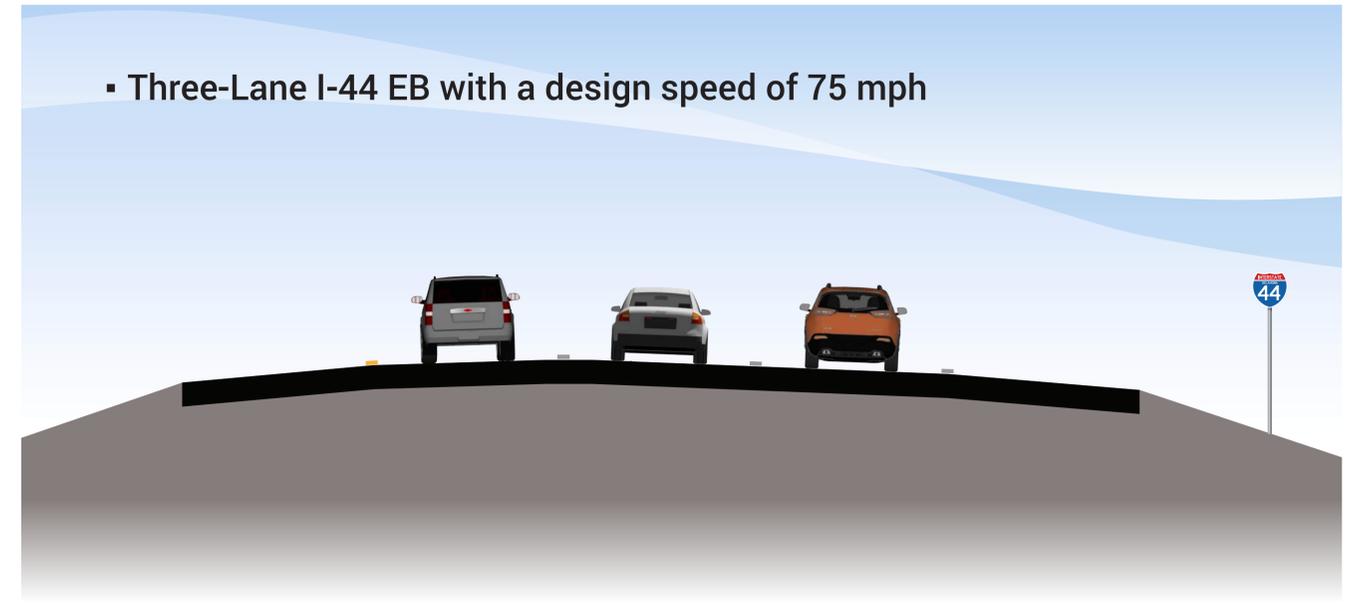
I-44 Mainline

- Three-lane I-44 WB with a design speed of 65 mph



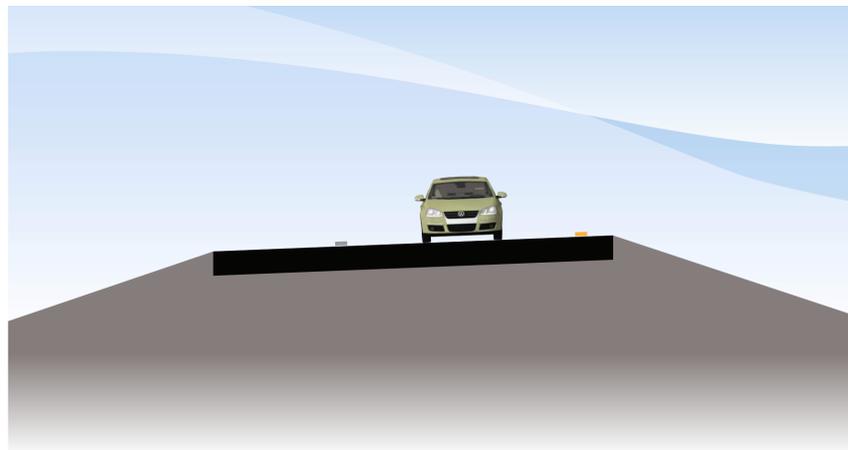
②A I-44 WB (Looking East)

- Three-Lane I-44 EB with a design speed of 75 mph

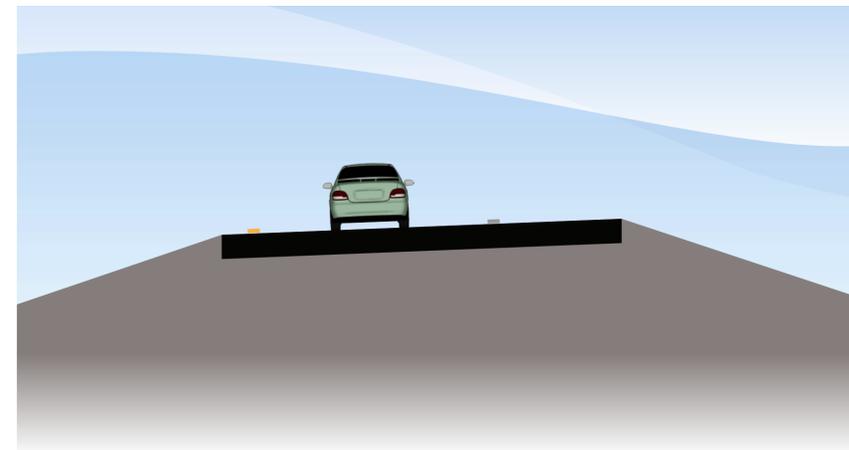


②B I-44 EB (Looking East)

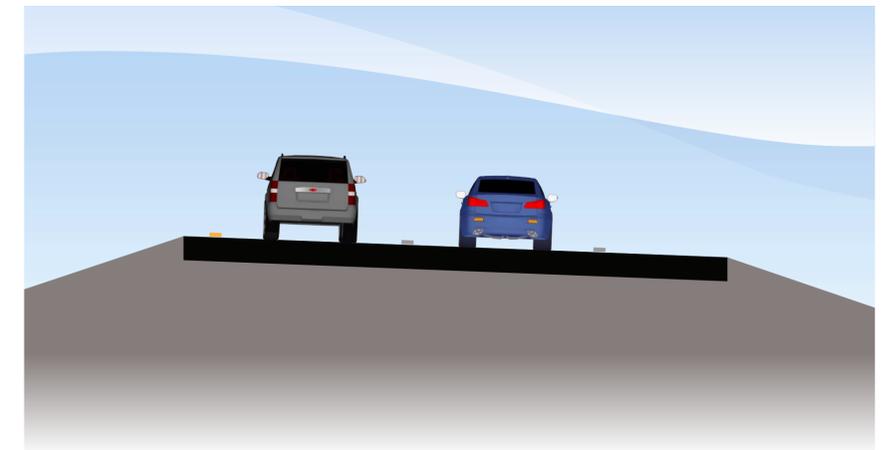
SH-66 and Ramps



②C SH-66 SB (Looking North)
Ramp C (Looking East)
Ramp D2 (Looking West)
Ramp F (Looking South)



②D SH-66 NB (Looking North)



②E SH-66 NB / Ramp F (Looking North)

Proposed Bridge

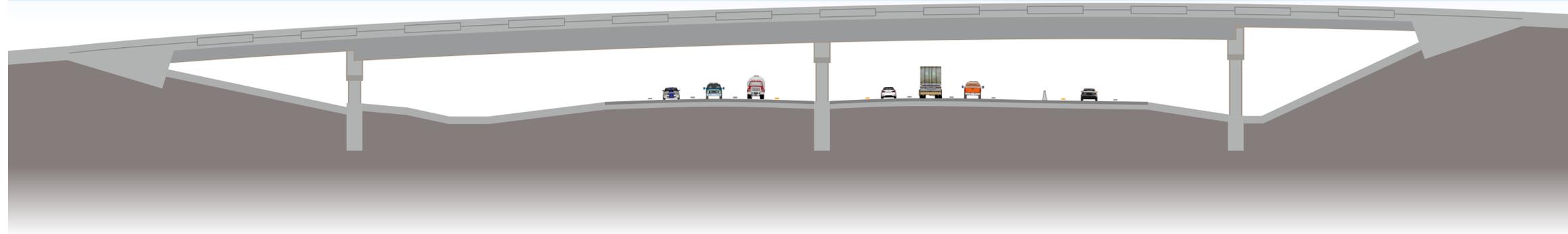
Option 1



- ①E New SH-66 NB bridge over I-44
(Looking West)
- Two driving lanes
 - 48-foot clear roadway



①F SH-66 NB (Looking North)



Option 2

- ②F New I-44 WB bridge over SH-66 NB
(Looking North)
- Three driving lanes
 - 62-foot clear roadway



②G I-44 WB (Looking East)

