

WELCOME



OKLAHOMA
Transportation

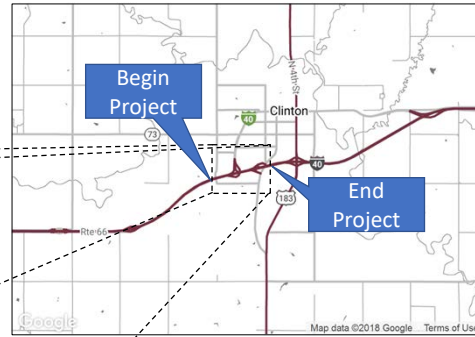
Virtual Public Open House

I-40 Exit 65/65A Interchange
Custer County
December 2-16, 2020

Welcome to the virtual public open house for the I-40 Interchanges at Exit 65 and 65A in Clinton, Oklahoma in Custer County. This Open House will be available from December 2 through December 16.

Purpose of the Open House

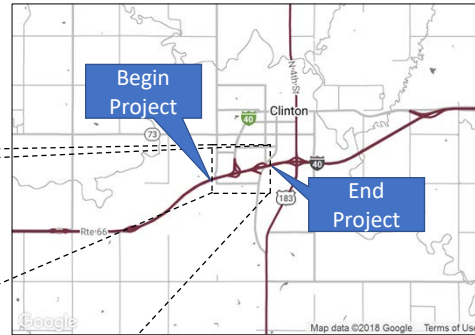
1. Update the Public on the Status of the I-40 Exit 65/65A Interchange Project



The purpose of this open house is to update the public on the status of project. As shown on the map, the project is located on I-40 beginning at 28th Street and extending east to approximately 1/3 mile east of Neptune Drive. This includes the interchanges at Gary Boulevard (Exit 65), and Neptune Drive (Exit 65A).

Purpose of the Open House

2. Present the Current Alternatives Under Consideration and Obtain Public Input



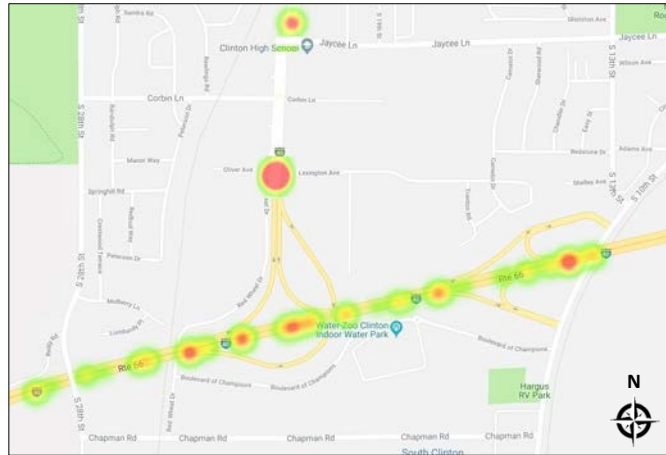
Since the last public meeting in February of 2019, ODOT has developed new alternatives for the I-40 Exit 65 and 65A interchanges. We will present these alternatives and provide a comparison of how they meet the purpose and need for the project, and what impacts they have. ODOT would like your input on the current alternatives.

Purpose of the Project

Improve Safety

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



The purpose of the project is to improve safety and traffic operations at Exit 65 and 65A. As shown on this slide, there were 246 documented collisions in the study area between 2007 and 2017. The graphic shown on this slide is a heat map with red areas indicating high number of collisions as reported to local law enforcement. Almost one-quarter of these occurred at the Gary Blvd./Red Wheat Drive/I-40 Ramp intersection, represented by the largest red dot on the map.

Purpose of the Project

Improve Traffic Operations and Mobility

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



The existing Exit 65 and 65A interchanges are spaced closely together, which means that traffic entering and exiting the interstate must weave together in a relatively short distance. The short weave distances do not meet today's design standards and are a safety concern.

Purpose of the Project

Improve Traffic Operations and Mobility

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



Exit 65 is also lacking the southbound to eastbound entrance to I-40.

Purpose of the Project

Improve Traffic Operations and Mobility

- **Highway Deficiencies**
 - Interchange Spacing
 - Missing Ramp Movement
 - Ramp Departures
- **Local Road Deficiencies**
 - Intersection Confusion
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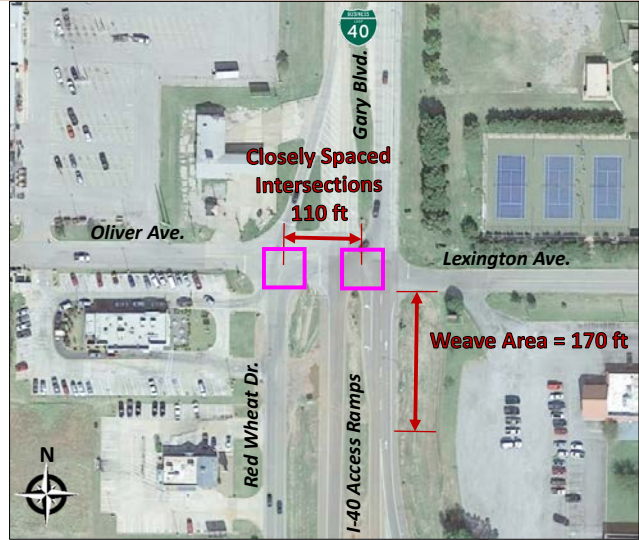


Collision data shows high number of collisions at the exit ramps which indicates some problems with the geometry such as not enough distance to slow down.

Purpose of the Project

Improve Traffic Operations and Mobility

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



There are two closely spaced intersections located at the end of the I-40 ramps where they connect with Gary Boulevard and Lexington/Oliver Avenues. The intersection with Red Wheat Drive is located slightly to the west. These intersections are not typical and lead to driver confusion. In addition, there are several driveways near the intersections that cause conflicts with intersection traffic.

Purpose of the Project

Correct Bridge Deficiencies

- **Bridges Built in 1959**
- **All Functionally Obsolete (5)**
 - Shoulder Widths
 - Barrier Height
 - Vertical Clearance
- **Structurally At Risk (4)**
 - Poor Condition Rating
 - Needs Attention



The existing bridges on I-40 over Red Wheat Drive and Neptune Drive and the adjacent railroads are considered at risk for becoming structurally deficient. This means their condition is poor in one or more areas and they need attention. The bridges are also functionally obsolete, which means they do not have sufficient shoulder widths, barrier heights, or vertical clearance underneath.

Purpose of the Project

Support City of Clinton Existing and Future Land Use

- Access to Existing and Future Development
 - Residential
 - Commercial
 - Community
 - Schools
 - Churches
 - Parks
- Preserve Land for Future Development



The land use surrounding Exits 65 and 65A is a mix of residential, commercial, and community land use. Residential areas are shown in blue, commercial in yellow, and community in red. Community facilities include schools, churches, and parks.

Purpose of the Project

Support City of Clinton Existing and Future Land Use

- Access to Existing and Future Development
 - Residential
 - Commercial
 - Community
 - Schools
 - Churches
- Preserve Land for Future Development



Access to and from I-40 at Exit 65 is important to preserve the ability to develop land in the future. In particular, the City of Clinton is anticipating the area south of I-40 to develop with new homes and businesses. The anticipated growth is expected to generate future traffic volumes beyond the capacity of the existing interchange and adjacent intersections.

Project History

May 2015 Study

- The Study evaluated the current functionality of the I-40 Exit 65 Interchange, and traffic at nearby intersections



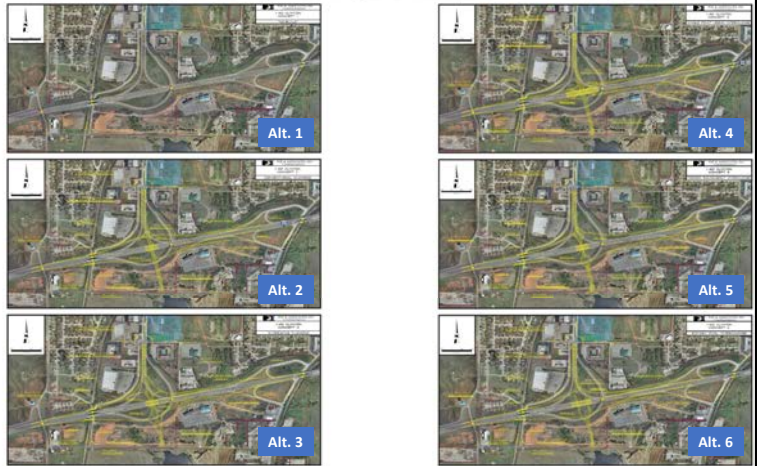
Next we will review the history of this project. ODOT initiated a study of the I-40/Gary Boulevard interchange in May 2015. The study looked at the current functionality of the interchange as well as traffic at nearby intersections.

Project History

May 24, 2016 Public Meeting

- 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



Six alternatives were developed as part of the 2015 study, which were presented at a public meeting on May 24, 2016 in Clinton. Public feedback from that meeting expressed a desire for eastbound and westbound access from both Gary Blvd. (Exit 65) and Neptune Dr. (Exit 65A), and to keep both interchanges open.

Project History

February 28, 2019 Public Meeting

- **Two New Alternatives Were Shown**
 - Kept Both Exit 65 and 65A
 - Utilized Two-Way Frontage Roads and Roundabouts
- **Comments at the Meeting Included:**
 - Concern about out-of-direction travel
 - Concern about business visibility and access
 - Not comfortable with non-traditional design
 - Desire to revisit the original, more traditional concepts

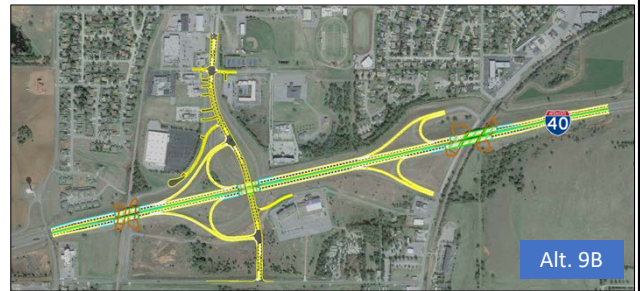


In response to that feedback, ODOT developed Alternatives 7 and 8 that achieved these goals with the use of frontage roads and roundabouts between the two interchanges. These alternatives were presented to the public at a meeting on February 28, 2019. Feedback from the public and the City of Clinton expressed concern with the out of direction travel that would be required, and the relatively new and unfamiliar roundabout configuration.

Project History

Current Alternatives

- **Alternative 2D**
 - ODOT revisited and refined the original Alternative 2
 - Standard diamond configuration
 - Keeps all ramps at Exit 65 (Gary Blvd.)
 - Includes free-flow turnaround at Gary Blvd. to provide access to Neptune Dr.
- **Alternative 9B**
 - ODOT developed a new alternative to maintain all ramps
 - Folded diamond configuration at Gary Blvd. and Neptune Dr.



As a result of the concern over Alternatives 7 and 8, ODOT revisited the original six alternatives. This meeting presents Alternatives 2D and 9B, which are more traditional interchange designs that still achieve the majority of the City's and the public's stated goals.

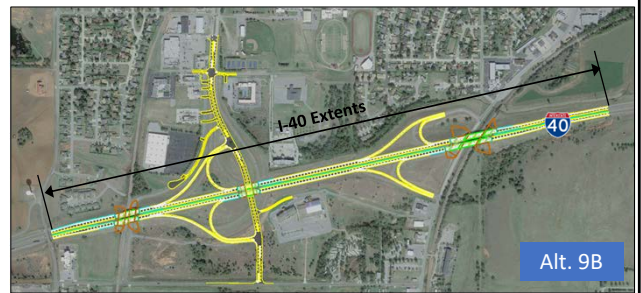
Alternative 2D is a standard diamond configuration with four ramps at Gary Boulevard (Exit 65). The design for Alternative 2D includes a free flow protected turnaround on the east side of Gary Boulevard, under I-40, along with one-way frontage roads to provide access to Neptune Drive.

Alternative 9B includes a folded diamond interchange at Gary Boulevard (Exit 65) and maintains the folded diamond configuration at Neptune Drive (Exit 65A). We will now describe these alternatives in more detail.

Alternatives Overview

Design Similarities

- I-40 Pavement Reconstruction Extents
- Gary Blvd. Alignment
- Intersection at Oliver/Lexington & Gary Blvd.
- Business Drives on North Half of Gary Blvd.
- Removal of Red Wheat Dr. under I-40

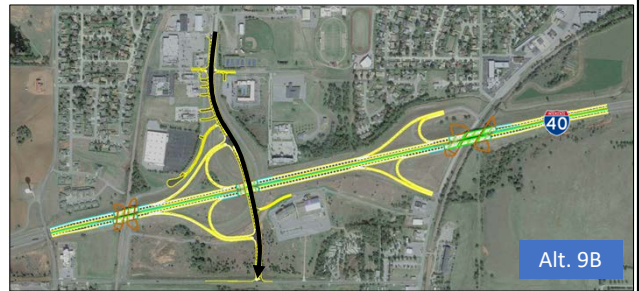
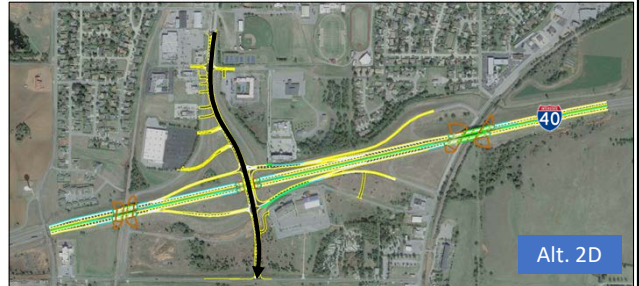


First we are going to discuss how the two alternatives are similar. Both alternatives will include new pavement on I-40 and will replace all the bridges with the same extents.

Alternatives Overview

Design Similarities

- I-40 Pavement Reconstruction Extents
- Gary Blvd. Alignment
- Intersection at Oliver/Lexington & Gary Blvd.
- Business Drives on North Half of Gary Blvd.
- Removal of Red Wheat Dr. under I-40



Also, both alternatives will extend Gary Boulevard south under I-40 to connect with Chapman Road.

Alternatives Overview

Design Similarities

- I-40 Pavement Reconstruction Extents
- Gary Blvd. Alignment
- Intersection at Oliver/Lexington & Gary Blvd.
- Business Drives on North Half of Gary Blvd.
- Removal of Red Wheat Dr. under I-40

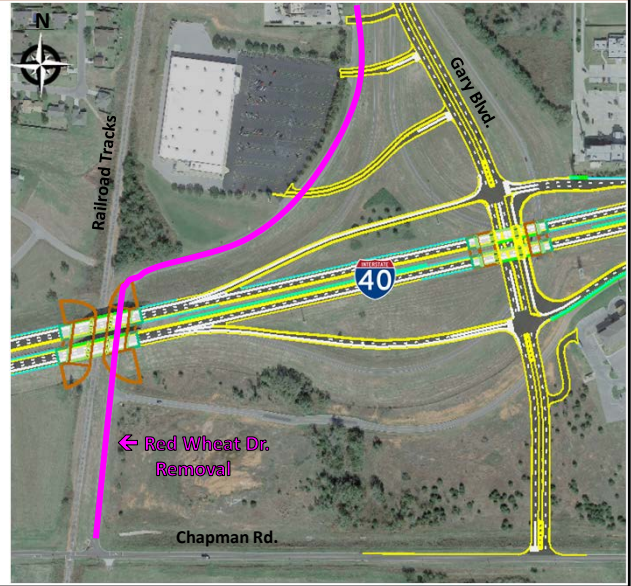


Another similarity is the reconfiguration of the intersection of Gary Boulevard and Lexington Ave./Oliver Ave. Both alternatives will simplify this intersection to a four-leg intersection. Business drives that previously connected to Red Wheat Drive will be reconstructed to connect directly to Gary Boulevard.

Alternatives Overview

Design Similarities

- I-40 Pavement Reconstruction Extents
- Gary Blvd. Alignment
- Intersection at Oliver/Lexington & Gary Blvd.
- Business Drives on North Half of Gary Blvd.
- Removal of Red Wheat Dr. under I-40

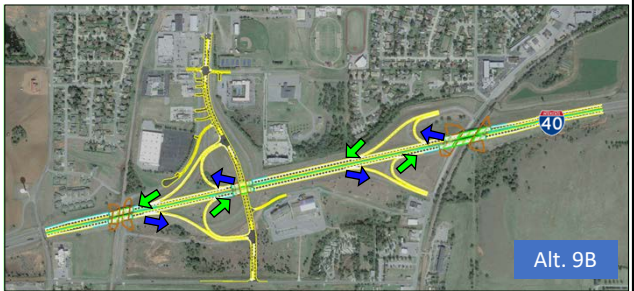
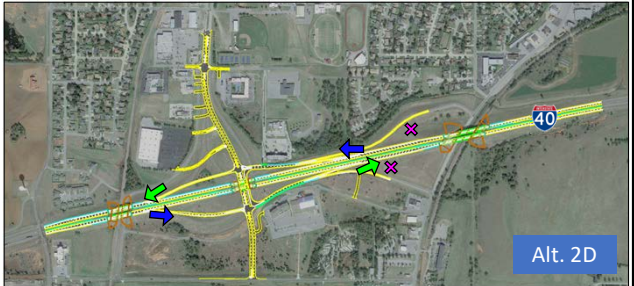
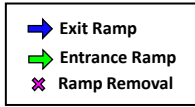


Red Wheat Drive will be removed from Oliver Avenue south to Chapman Road, including the portion under I-40. Access to Chapman Road will be provided by the new extension of Gary Boulevard.

Alternatives Overview

Design Differences

- Number of I-40 Direct Ramps (4 vs. 8)
Indirect Access Provided for Neptune Dr.
- Free Flow Protected Turnaround
- Old Kmart Access
- Blvd. of Champions Connection
- Future Land Development

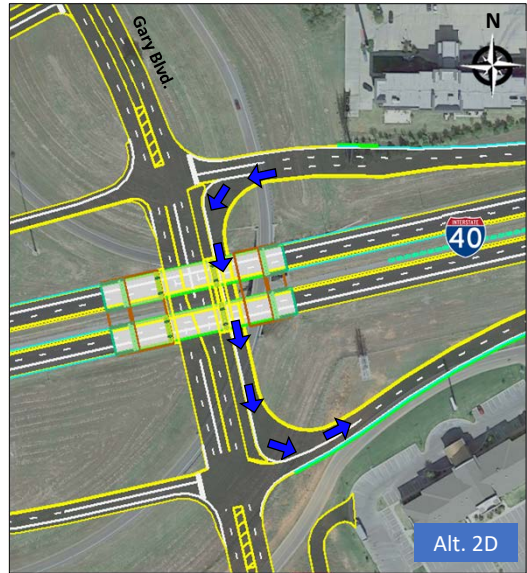


Next we will highlight the differences between the two alternatives. The biggest difference is the number of direct ramps that connect to I-40. Alternative 2D includes four direct ramps and will remove the two loop ramps at Neptune Drive and Alternative 9B includes eight direct ramps.

Alternatives Overview

Design Differences

- Number of I-40 Direct Ramps (4 vs. 8)
Indirect Access Provided for Neptune Dr.
- Free Flow Protected Turnaround
- Old Kmart Access
- Blvd. of Champions Connection
- Future Land Development



Alternative 2D includes a free flow protected turn around on the east side of Gary Boulevard under I-40 to provide access to Neptune Drive via the one-way frontage roads.

Alternatives Overview

Design Differences

- Number of I-40 Direct Ramps (4 vs. 8)
Indirect Access Provided for Neptune Dr.
- Free Flow Protected Turnaround
- Old Kmart Access
- Blvd. of Champions Connection
- Future Land Development



Access to the old K-Mart property will be different between the two alternatives. Alternative 2D will include two separate drives from the parking lot that connect directly to Gary Boulevard. For Alternative 9B, the two drives will connect to a local road that will then intersect Gary Boulevard. This is because the loop ramp for Alternative 9B is using most of the space between the old K-mart and Gary Boulevard.

Alternatives Overview

Design Differences


- Number of I-40 Direct Ramps (4 vs. 8)
Indirect Access Provided for Neptune Dr.
- Free Flow Protected Turnaround
- Old Kmart Access
- Blvd. of Champions Connection
- Future Land Development

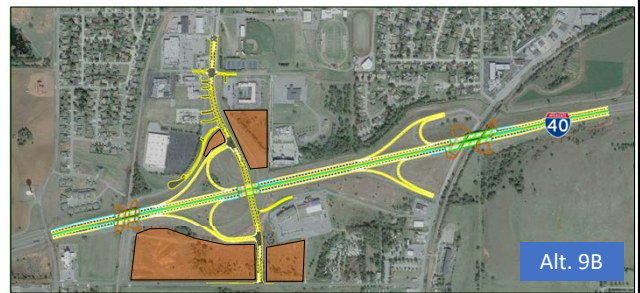
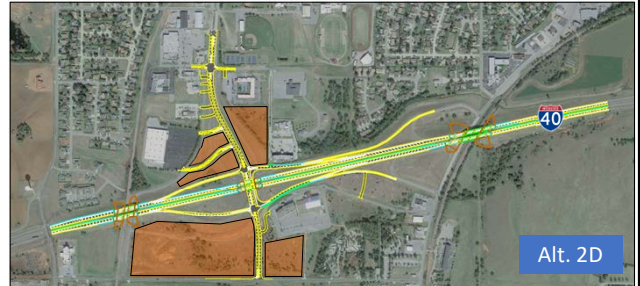


Alternative 2D will include a connection from the one-way frontage road to the Boulevard of Champions just east of the on-ramp. Alternative 9B will reconnect the Boulevard of Champions to the new Gary Boulevard between the ramp intersections. No frontage roads are included as part of Alternative 9B.

Alternatives Overview

Design Differences

- Number of I-40 Direct Ramps (4 vs. 8)
Indirect Access Provided for Neptune Dr.
- Free Flow Protected Turnaround
- Old Kmart Access
- Blvd. of Champions Connection
- Future Land Development 

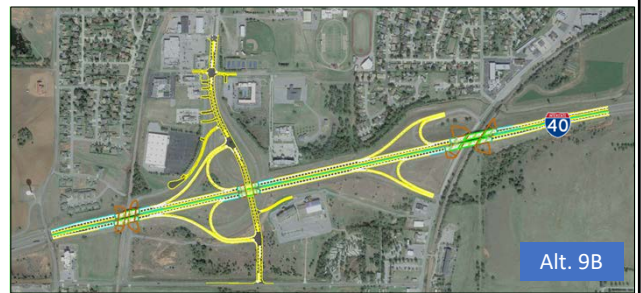


The City of Clinton wanted to extend Gary Boulevard south of I-40 to open this area for future economic growth. Both alternatives achieve this goal. Alternative 2D has more area for potential future land development than Alternative 9B.

Alternatives Comparison

I-40 Access Changes for Neptune Drive

- Alternative 2D – Indirect Access to I-40
- Alternative 9B – Very Similar to Existing

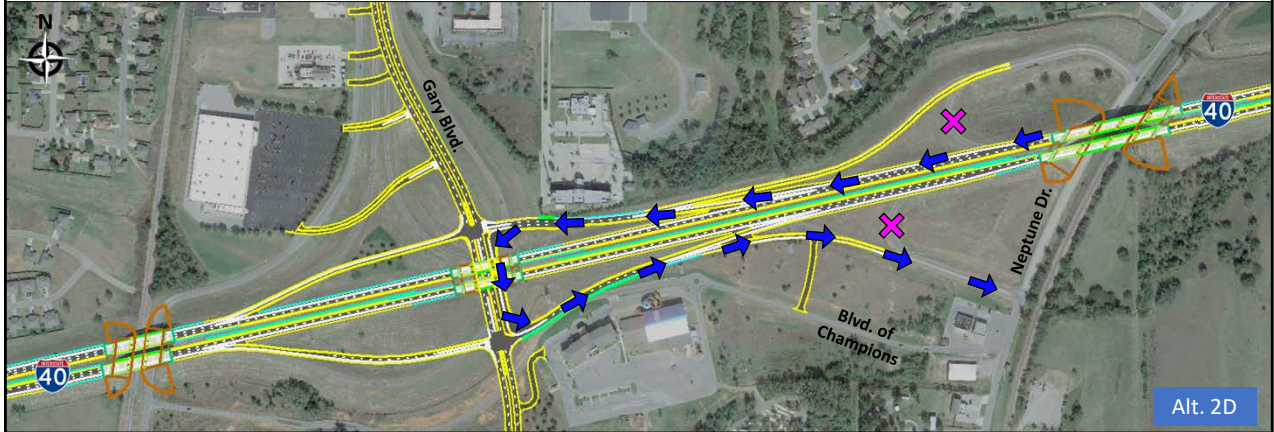


Next, we are going to compare the access changes to Neptune Drive for the two alternatives. Alternative 2D will have indirect access to I-40 for Neptune Drive while the access for Alternative 9B is very similar to the existing because it has the same configuration. The next several slides will show how drivers can access Neptune Drive for Alternative 2D.

Alternatives Comparison

I-40 Access Changes for Neptune Dr.

- Alt. 2D → I-40 WB to Neptune Dr.

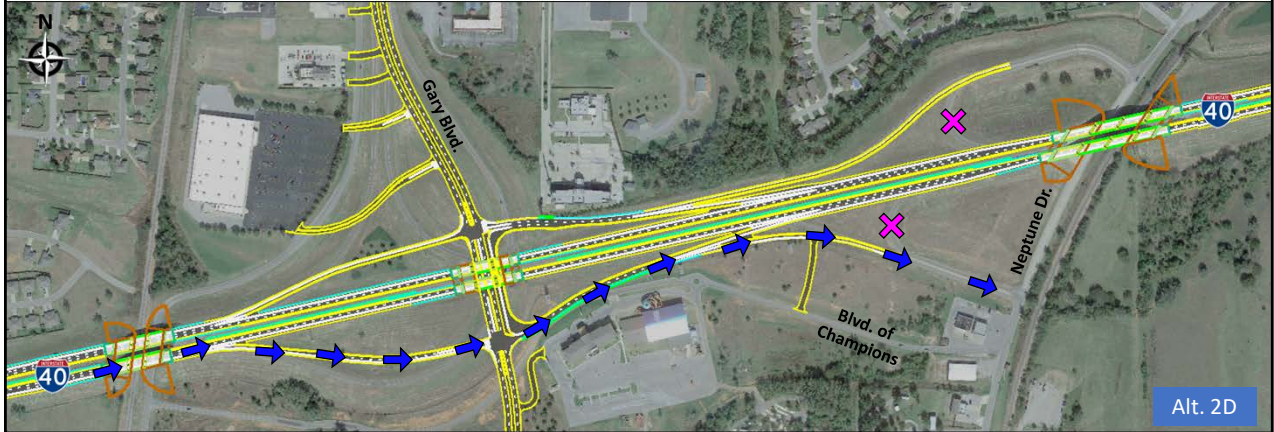


For drivers traveling west bound on I-40 wanting to go to Neptune Drive, they will exit after passing over Neptune Drive. Then they will join the one-way frontage road and use the free flow protected turn around to the one-way frontage road on the south side of I-40 until it intersects Neptune Drive.

Alternatives Comparison

I-40 Access Changes for Neptune Dr.

- Alt. 2D → I-40 EB to Neptune Dr.

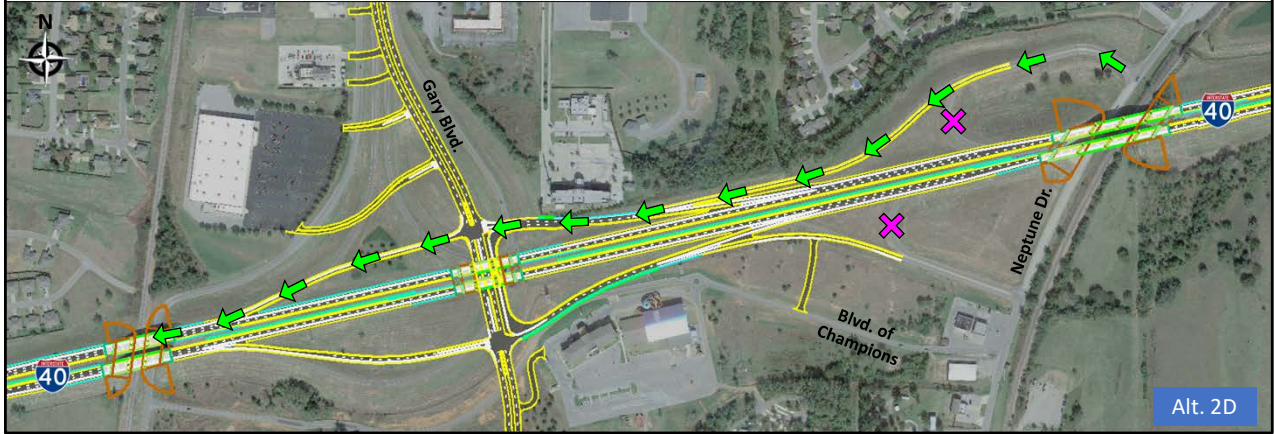


For drivers traveling east bound on I-40 wanting to go to Neptune drive they will exit at Gary Boulevard. Then they will cross Gary Boulevard and join the one-way frontage road on the south side of I-40 until it intersects Neptune Drive.

Alternatives Comparison

I-40 Access Changes for Neptune Dr.

- Alt. 2D → Neptune Dr. to I-40 WB

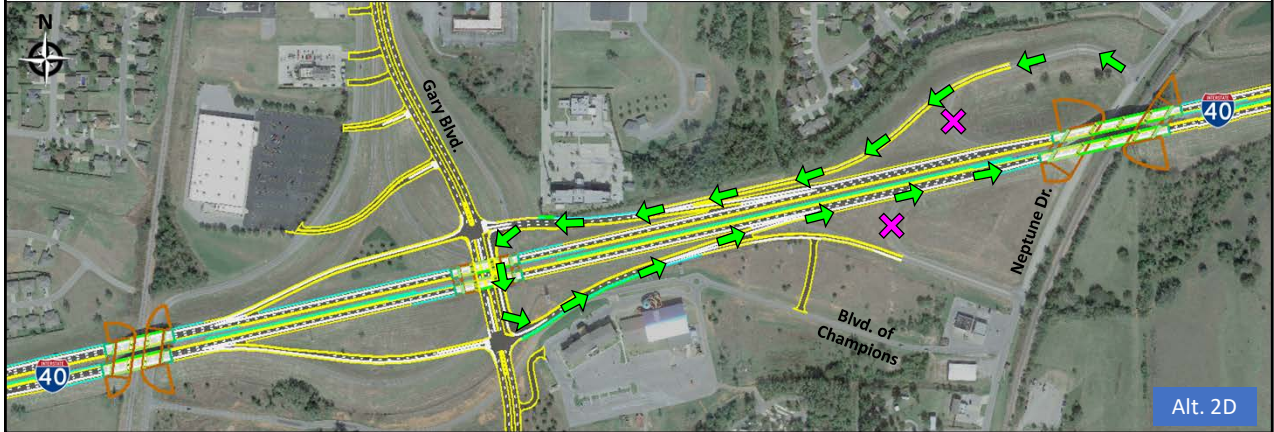


For drivers traveling along Neptune Drive and wanting to go west on I-40, they will turn on to the one-way frontage road on the north side of I-40. Then they will cross Gary Boulevard and join the on-ramp from Gary Boulevard to I-40.

Alternatives Comparison

I-40 Access Changes for Neptune Dr.

- Alt. 2D → Neptune Dr. to I-40 EB



Finally, for drivers traveling along Neptune Drive and wanting to go east on I-40, they will turn on to the one-way frontage road on the north side of I-40. Then they will use the free flow protected turn around to the one-way frontage road on the south side of I-40 and take the on-ramp to I-40.

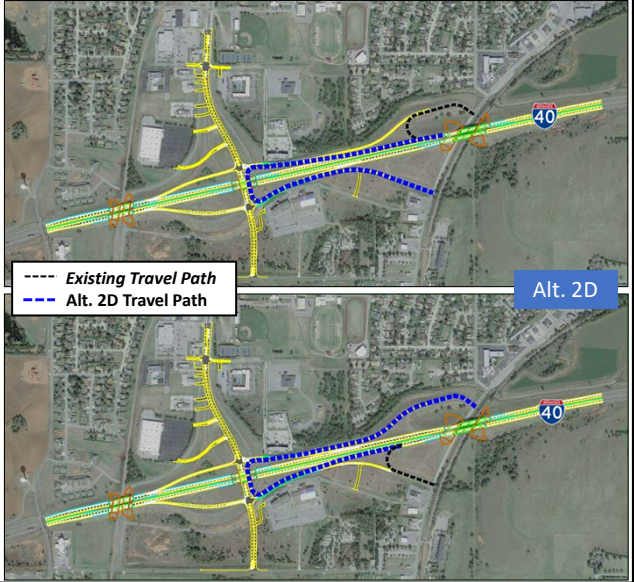
Alternatives Comparison

Travel Times Comparison

- (+) Additional Time Compared to Existing
- (-) Less Time Compared to Existing

GARY BOULEVARD				
TRAVEL PATH		TRAVEL TIME COMPARISON		
FROM	TO	EXISTING	ALT 2D	ALT 9B
I-40 WB	GARY	0:00:45	+ 0:00:10	+ 0:00:22
I-40 EB	GARY	0:00:55	+ 0:00:10	+ 0:00:22
GARY	I-40 WB	0:00:34	+ 0:00:09	+ 0:00:06
GARY	I-40 EB	0:03:34	- 0:02:24	- 0:02:05

NEPTUNE DRIVE				
TRAVEL PATH		TRAVEL TIME COMPARISON		
FROM	TO	EXISTING	ALT 2D	ALT 9B
I-40 WB	NEPTUNE	0:00:36	+ 0:00:48	- 0:00:04
I-40 EB	NEPTUNE	0:00:54	+ 0:00:17	- 0:00:04
NEPTUNE	I-40 WB	0:01:05	+ 0:00:27	- 0:00:00
NEPTUNE	I-40 EB	0:00:27	+ 0:01:15	- 0:00:03



Travel times were calculated for all movements of the two alternatives at both Gary Boulevard and Neptune Drive. The tables shown on this slide list the travel times for the existing ramps. The tables also show an increase or decrease of travel time compared to the existing for the proposed ramps for Alternatives 2D and 9B. As expected, the travel times for the ramp access to and from Neptune Drive are longer for Alternative 2D as compared to the existing and Alternative 9B. However, this increase in travel time is an average of approximately one minute per trip.

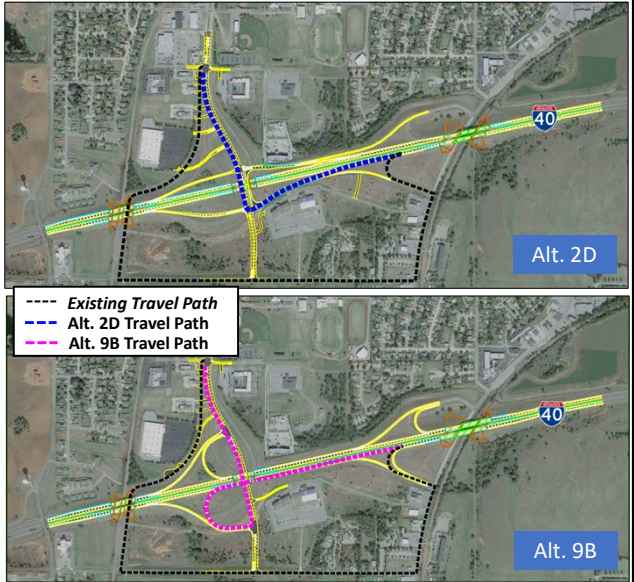
Alternatives Comparison

Travel Times Comparison

- (+) Additional Time Compared to Existing
- (-) Less Time Compared to Existing

GARY BOULEVARD				
TRAVEL PATH		TRAVEL TIME COMPARISON		
FROM	TO	EXISTING	ALT 2D	ALT 9B
I-40 WB	GARY	0:00:45	+ 0:00:10	+ 0:00:22
I-40 EB	GARY	0:00:55	+ 0:00:10	+ 0:00:22
GARY	I-40 WB	0:00:34	+ 0:00:09	+ 0:00:06
GARY	I-40 EB	0:03:34	- 0:02:24	- 0:02:05

NEPTUNE DRIVE				
TRAVEL PATH		TRAVEL TIME COMPARISON		
FROM	TO	EXISTING	ALT 2D	ALT 9B
I-40 WB	NEPTUNE	0:00:36	+ 0:00:48	- 0:00:04
I-40 EB	NEPTUNE	0:00:54	+ 0:00:17	- 0:00:04
NEPTUNE	I-40 WB	0:01:05	+ 0:00:27	- 0:00:00
NEPTUNE	I-40 EB	0:00:27	+ 0:01:15	- 0:00:03

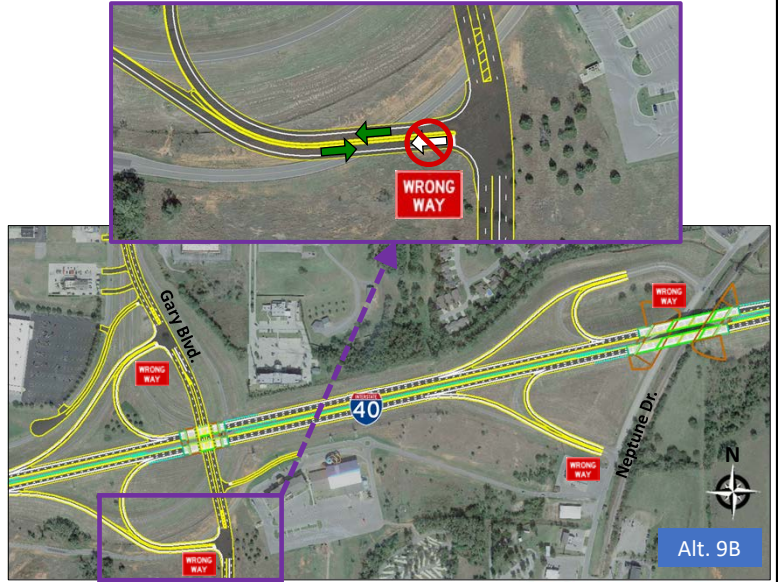


Both alternatives showed great improvement for the travel time from Gary Boulevard to I-40 east bound compared to the existing. This improvement is also expected since there is not a direct access ramp for this movement today.

Alternatives Comparison

Safety Concerns for Alt. 9B

- Wrong Way Ramp Entries
- Speed Differential
- Weave Between Interchanges
- Estimated I-40 Future Collisions

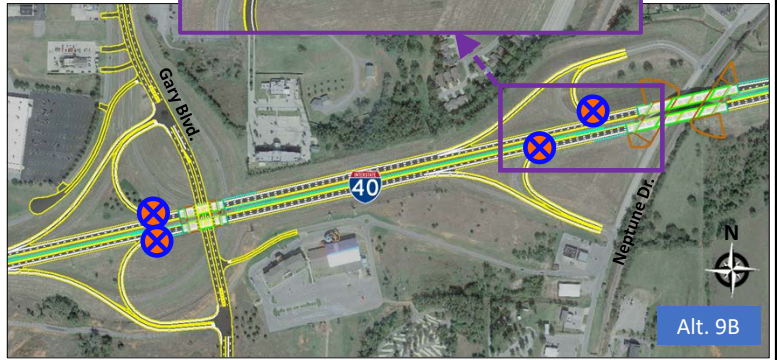
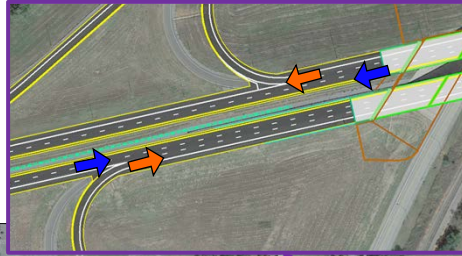
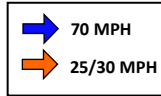


With the direct access and better travel times for Alternative 9B some may be asking why ODOT and the City of Clinton are considering Alternative 2D. One of the stated purposes of the project is to improve safety. Alternative 9B does have some safety concerns that are not ideal such as the potential for wrong way entries on the exit ramps. This is more likely with Alternative 9B since the exit ramps are located right next to the entrance ramps on both Gary Boulevard and Neptune Drive.

Alternatives Comparison

Safety Concerns for Alt. 9B

- Wrong Way Ramp Entries
- Speed Differential
- Weave Between Interchanges
- Estimated I-40 Future Collisions



Also, traffic needs to slow way down to travel along the loop ramps. This puts slow moving traffic right next to high-speed traffic traveling through on I-40.

Alternatives Comparison

Safety Concerns for Alt. 9B

- Wrong Way Ramp Entries
- Speed Differential
- Weave Between Interchanges
- Estimated I-40 Future Collisions



By keeping all eight ramps for Alternative 9B, there are still weave areas between the two interchanges for both directions on I-40. The distance provided meets the MINIMUM federal criteria.

Alternatives Comparison

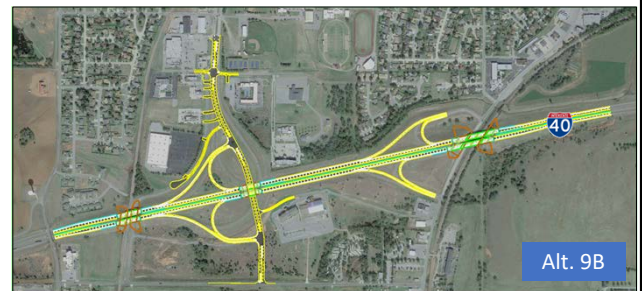
Safety Concerns for Alt. 9B

- Wrong Way Ramp Entries
- Speed Differential
- Weave Between Interchanges
- Estimated I-40 Future Collisions


Existing → 19.5 Collisions/Year



Alt. 2D → 16.2 Collisions/Year ↓



Alt. 9B → 19.7 Collisions/Year ↑



Finally we estimated future collisions along I-40 for the existing configuration and both alternatives. The existing configuration has an estimated 19.5 collisions/year. Alternative 2D reduces the estimated future collisions to 16.2 collisions/year but Alternative 9B has a slight increase in estimated future collisions to 19.7 collisions/year. The predictive model is largely based on the numbers of ramps to the interstate and since Alternative 9B has the most ramps it is expected that it would have the highest number of estimated future collisions.

 Evaluation of Alternatives								
I-40 Exit 65/65A Project Summary Matrix								
	Construction Cost	Right-of-Way Cost	Access with Direct I-40 Ramps	Estimated Future Collisions (per year)	Total Bridge Area (sq. ft.)	Floodplain Impacts (ac)	Wetland Impacts (ac)	Stream Impacts (ft.)
Alternative 2D	\$ 46.83 M	\$ 2.48 M	4 ramps (with turnaround)	16.2	85,845	4.043	0.105	352
Alternative 9B	\$ 48.28 M	\$ 2.08 M	8 ramps	19.7	98,638	5.268	0.105	393

 lower cost / less impact
 higher cost / more impact

ODOT evaluated the two alternatives in terms of their cost, future access, future safety, and impacts to the environment. In the table on the slide you can see how each alternative performed. The green cells indicate a lower cost or fewer impacts, and the orange indicates higher cost or more impacts. Overall, Alternative 2D had lower cost, better safety performance, and fewer impacts than Alternative 9B.

Evaluation of Alternatives

Alternative 2D

- Lower Construction and Maintenance Cost
- Better Safety Performance
- Increased Travel Times of Approximately 1 Minute for Neptune Drive

Alternative 9B

- Higher Construction and Maintenance Cost
- Worse Safety Performance
- Similar Travel Times as Today for Neptune Drive



This slide shows a summary of the key differences between Alternatives 2D and 9B. As shown on the previous slide, Alternative 2D has lower construction and maintenance costs and better safety performance than Alternative 9B. In fact, the safety of Alternative 9B is anticipated to be worse than today's condition. Alternative 2D will increase travel times slightly for traffic to and from Neptune Drive, but these increases are expected to be approximately one minute on average per trip.

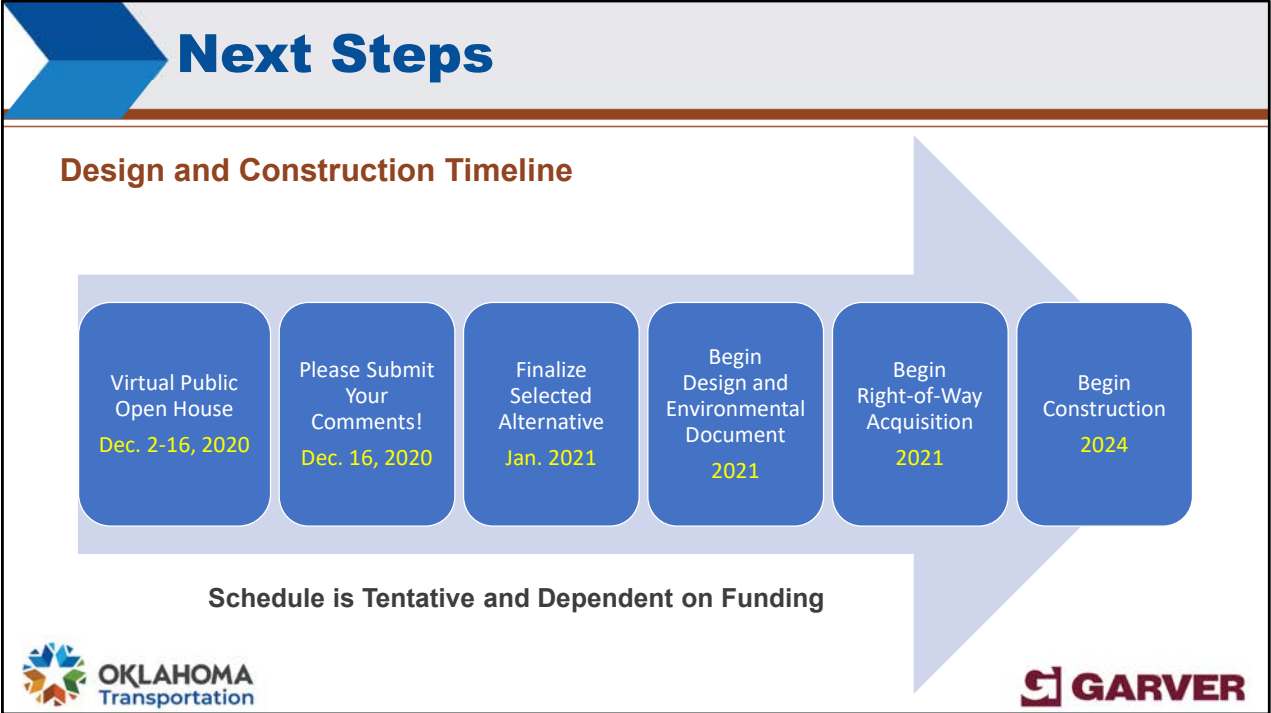
Next Steps Environmental Studies

- **ODOT will complete detailed studies of:**
 - Right-of-Way and Utility Relocations
 - Land Use and Business Impacts
 - Waters and Wetlands
 - Threatened and Endangered Species
 - Cultural Resources (Historic and Archeological)
 - Hazardous Materials
 - Noise
- **ODOT will complete an Access Justification Report (AJR)**
- **Environmental studies and AJR will be compiled for Federal Highway Administration approval**



As part of the next steps for the project, ODOT will complete detailed environmental studies. Studies of waters and wetlands, threatened and endangered species, cultural resources, and hazardous materials will be completed. Because the project includes reconfiguration of an interchange, ODOT will also complete a detailed study of traffic noise. If necessary, additional commitments to avoid and/or minimize impacts will be added to the project.

ODOT will also complete a study called an Access Justification Report that will document how and why access to the interstate will be changed. The Federal Highway Administration must approve the environmental document and the access justification report before the project can proceed.



This slide shows the next steps for the project. We ask that you submit your comments by December 16th so that we may incorporate your feedback and identify which alternative will be selected for the project. Project design and the detailed environmental studies will start in 2021. ODOT anticipates beginning right-of-way acquisition in 2021, with construction expected to start in 2024. The schedule for right-of-way acquisition and construction is dependent on funding and may change.



Thank You!

Thank you for participating in our Virtual Public Open House!

Please visit the other areas of the website for more information

- **Project History** – learn about the previous studies and projects on I-40 at Exits 65 and 65A.
- **Interactive Maps** – view each of the alternatives on an aerial photograph, zoom in and out, find your property, etc.
- **Frequently Asked Questions** – find answers to the most common questions on the project
- **Right-of-Way Information** - describes the process for right-of-way acquisition and relocation
- **Submit a Comment** – submit your comment or questions on this page or send by email or mail



Thank you for participating! Please visit the other areas of this website for more information. This concludes the meeting presentation.