



OKLAHOMA
Transportation



2023 and 2024 National Scenic Byways Program Grant Application

Amendment No. 1 Revision - June 11, 2026

Historic Route 66 Scenic Byways Connecting Arcadia



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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 roadway users and American families traveling to and through the historically and culturally significant destinations in the 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 this stretch of Historic Route 66 safer and more accessible for American families, motorists, bicyclists, and other travelers.

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. In 2026, Historic Route 66 will celebrate its 100th anniversary, with millions of Americans and tourists expected to travel along the Nation’s most iconic highway, including through this segment in Arcadia. The Route has taken on significance as a historic and cultural highway and was designated as a part of the US Bicycle Route System, underscoring the need for safer and more reliable travel for bicyclists and other users of the corridor. As such, it is imperative that these roadway users, local residents, traveling families, 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 nearby section of Historic Route 66, from Post Road to just west of Arcadia. 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 phase of the project, 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 attraction for travelers of all ages and 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 \(TAMP\)](#). Similarly, ODOT'S [Rural 2-Lane Advancement And Management Plan \(RAAMP\)](#) specifically addresses rural roadway safety on these types of 2 lane rural roadways. A Transportation Infrastructure Finance and Innovation Act (TIFIA) loan package totaling \$200 million, \$11.9 million annually, was awarded to fund 33 projects as part of this plan. Additionally, because of ODOT's focus on zero roadway deaths across its system, time and money have already been invested in the project. ODOT has performed the design in-house and has completed several tasks, including NEPA clearance in 2021, utility coordination, and right-of-way acquisition. ODOT will complete NEPA re-evaluation prior to the letting of construction. 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 has completed plans, with the project on the shelf, and anticipates the project letting in July 2027.

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, including SHPO, USFWS, USACE, Town of Arcadia and Oklahoma County, 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 will also improve access to attractions along the Route 66 corridor for American families and other travelers by creating a safer and easier-to-navigate roadside environment through reduced speeds, added shoulders and sidewalks, turn-lane improvements, and pedestrian-oriented infrastructure. Further, the project will improve access to the historical, cultural, and recreational amenities along the corridor, supporting local commerce and community economic activity.

Project Location

The project is located along Historic Route 66 National Scenic Byway in the Cities of Arcadia and Edmond. 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 has completed the in-house on the design of the project and has incurred all costs associated with design. To date, ODOT has completed final design and the plans are on the shelf, ready for letting. 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 roadway’s current traffic congestion issues, the absence of paved shoulders for cyclists, and insufficient pedestrian infrastructure create safety issues for all travelers. The lack of paved shoulders means no vehicular space for passing slower-moving bicycle traffic. Route 66 anticipates growth in cyclist numbers due to the recent designation of the highway as a United States Bicycle Route. Cyclists wanting to experience historic Route 66-do not have a designated space to ride and experience conflict with faster-moving vehicles.

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, and the speed limit will be reduced to 30 MPH through Arcadia. The speed reduction to 30 MPH is particularly significant for pedestrian safety, as lower vehicle speeds dramatically reduce the severity of injuries in the event of a vehicle-pedestrian collision, making the corridor safer for families and other travelers on foot. In addition to the shoulder improvements, the project includes concrete sidewalks, curb and gutter, and pedestrian crossings along the corridor. Northbound and southbound, right and left turn lanes and pedestrian crossings from Route 66 to Westminster Road will also be added to improve traffic operations at the busy intersection, alleviating the prevalent traffic congestion and reducing the probability of vehicular collision and injury from stop-and-go traffic.

While Historic Route 66 remains culturally and historically important to motorists, bicycle activity along the corridor has grown in importance and supports the need for continued safety improvements. Cyclist use is projected to increase heavily, and the accommodation of the rise in demand proposed by this shoulder expansion and additional infrastructure improvements will reduce the number of road collisions and fatalities between involving both 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). These projected reductions represent a meaningful step toward eliminating serious injuries and fatalities along this corridor. 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 pass slower vehicular or bicycle traffic and subsequently overcorrecting onto oncoming traffic. The creation of the paved shoulder will provide bicyclists with a dedicated travel area, reducing the need for motorists to encroach onto the oncoming lane to pass slower bicycle traffic. This will lower the risk of both vehicle-bicycle and vehicle-vehicle collisions along the corridor. Improving the safety and security of the corridor's growing bicycle traffic is a central priority of this Project. More broadly, the safety improvements proposed (wider shoulders, sidewalks, pedestrian crossings, and reduced speeds) will also make this stretch of Route 66 safer and more accessible for families, pedestrians, and other non-motorized travelers. By encouraging active transportation and reducing crash-related injuries, the project will support both public health and economic growth in the local area and beyond.

Reinvesting in the American Family

This Project will improve the travel experience for American families visiting and traveling through one of the most significant stretches of Route 66 in Oklahoma. The corridor is home to several family-oriented destinations that draw visitors of all ages throughout the year including the Arcadia Round Barn, Lake Arcadia, the Route 66 Softball Complex, and POPS 66 Soda Ranch.

Currently, the lack of pedestrian infrastructure and narrow roadway conditions make accessing these destinations on foot or by bicycle difficult and, in many cases, unsafe. The addition of sidewalks, pedestrian crossings, and wider shoulders will create connected, accessible pathways that allow families to move to, from, and through these destinations more easily by a wider range of transportation options.

These improvements will also make the corridor a more inviting place for families to spend time rather than simply pass through. The existing traffic congestion and lack of separation between vehicle and pedestrian/bicycle traffic can deter visitors from stopping at attractions along the Route. By adding turn-lane improvements at Westminster Road, reducing speeds to 30 MPH through Arcadia, and creating dedicated pedestrian and bicycle infrastructure, the project will reduce congestion and conflict between travel modes, making the experience of visiting this corridor more enjoyable and less stressful for families traveling with children.

Beyond the immediate travel experience, the project supports families' ability to participate more fully in economic activity along the corridor. Safer and more accessible infrastructure will make it easier for families to reach the businesses, recreational facilities, and cultural attractions in this corridor that drive the local economy. As the corridor becomes more comfortable and accessible, more travelers may choose to stop and support local establishments, helping bolster the Arcadia and Edmond economies and the families connected to them.

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, drawing many visitors and contributing to the local economy. This project will support economic activity along the Route 66 corridor by improving safe access to key destinations and by broadening the corridor's user base through stronger regional connections and expanded bicycle accommodations. First, by adding wider shoulders, sidewalks, turn-lane improvements, and pedestrian crossings, the project will improve safe and reliable access to businesses, attractions, and recreational destinations along the Route 66 corridor for motorists, bicyclists, families, and other travelers. Second, because this corridor is connected to the greater Oklahoma City region and is part of the U.S. Bicycle Route System, the project will broaden the corridor's user base by making travel to, from, and through this specific Route 66 corridor more practical for a wider range of visitors, helping support local commerce, tourism, and related economic activity.

More broadly, this project will strengthen the economic competitiveness of the communities Route 66 connects. The Route's proximity to the Oklahoma City metropolitan area and its growing popularity as a cyclist route establish this project as ODOT's First Priority for NSBP funding. Route 66 is a crucial bridge between rural communities and the economic opportunities within the Oklahoma City metro area, and modernizing this section of infrastructure will support economic development on both sides of that connection. Improved infrastructure will allow for greater and more diverse traffic to access businesses along the Route, while rural communities will gain more reliable access to the employment opportunities and commercial activity of the metropolitan area. Tourism along this historic corridor will also grow as safer and more accommodating conditions encourage a broader range of travelers (including those on non-motorized trips) to experience the corridor and support the businesses on the route.

IV. Project Readiness and Environmental Risk

Technical Feasibility

As a previous section of the Route was completed at an adjacent location, the proposed project's feasibility has been proven. The design of Route 66 Connecting Arcadia is a result of the [STIP](#) (JP 2435607, p. 39) 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 final 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 completed with plans on the shelf, with NEPA, right-of-way, geotechnical all completed. Since NEPA was completed in 2021, ODOT will complete NEPA re-evaluation prior to the letting of construction. 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 USDOT 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 roadway users and American families traveling to and through the historically and culturally significant destinations in the 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 this stretch of Historic Route 66 safer and more accessible for American families, motorists, bicyclists, and other travelers.

Federal Anti-Discrimination and Compliance with Federal Law and Policies: Except where prohibited by court order, ODOT agrees that compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions and certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives

that violate any applicable Federal anti-discrimination laws. ODOT further assures and certifies, with respect to this application and any awarded project, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.

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												
	2021-2026		2027				2028				2029	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Data Collection	Complete											
Project Initiation	Complete											
Preliminary Engineering	Complete											
NEPA	Complete, Update Needed											
404 Permitting	Complete											
Utilities Planning, Design, Construction	Complete											
Engineering Design	Complete											
Obligation of Funds <i>(On Track)</i>					★							
Pre-Bid/Letting Advertisement <i>(On Track)</i>												
Project Letting <i>(On Track)</i>												
Project Award <i>(On Track)</i>												
Construction NTP <i>(On Track)</i>							★					
Construction <i>(On Track)</i>												
Completion												★

Required Approvals

Environmental Permits and Reviews

ODOT performed 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, seen in Attachment A-4. ODOT will complete NEPA re-evaluation prior to the letting of construction. To date, along with receiving all environmental and planning documents required, ODOT has completed final design with plans on the shelf and anticipates the project letting in July 2027.

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](#) (JP 2435607, p. 39) 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, increased roadway accessibility, economic growth and opportunity for travelers and for the owners and amenities along the route, as well as public health and local environmental improvements.

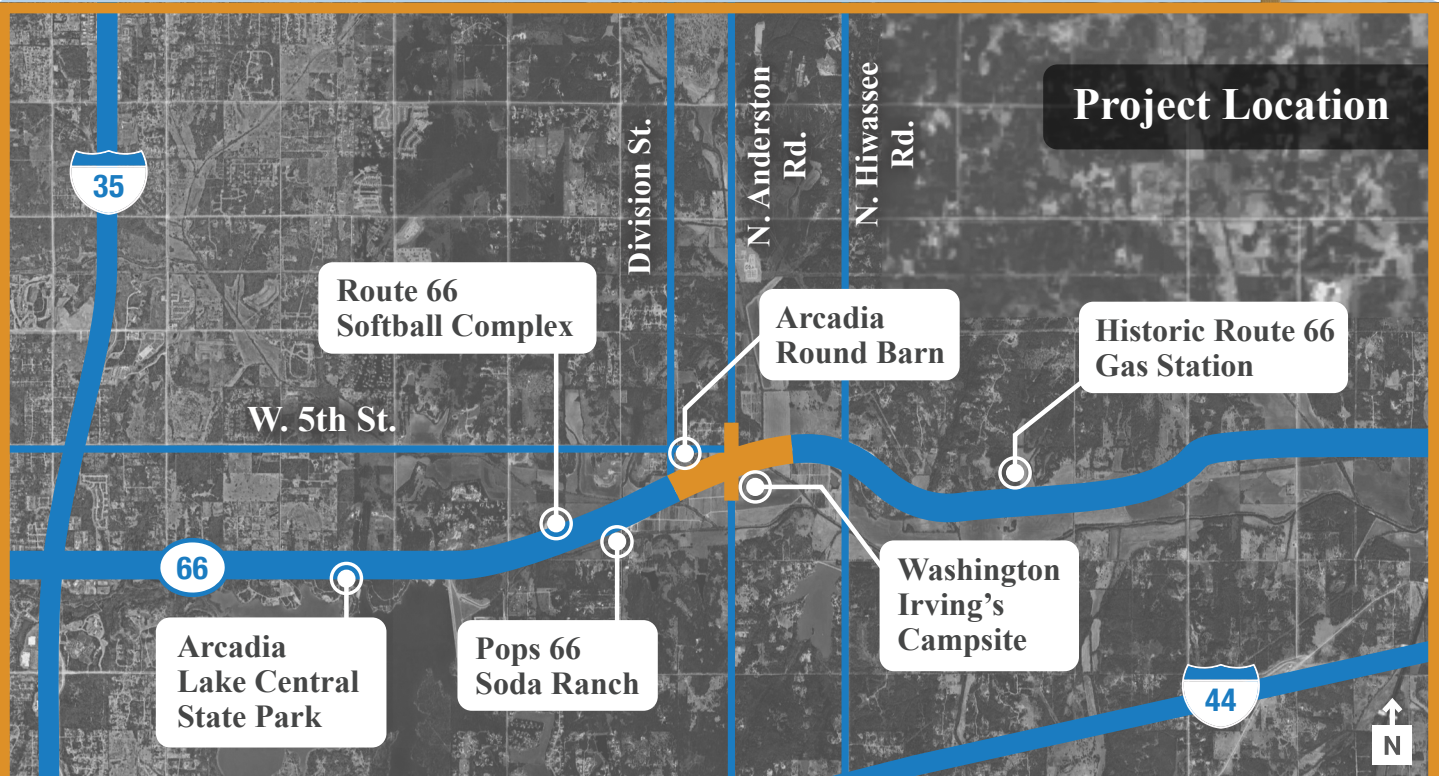
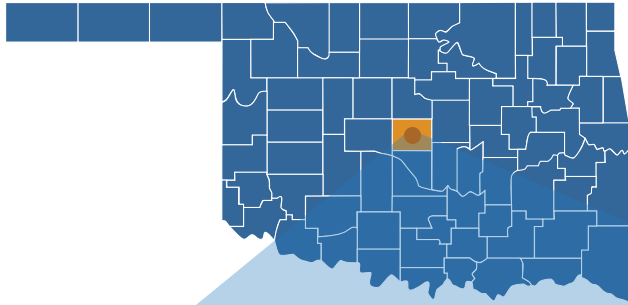
Projects Meeting Critical Needs: Given the National Scenic Byway designation, this project meets this priority in that Projects that support the improvement of a National Scenic Byway are of higher importance given the national cultural and historic significance of such routes.

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, NEPA, right-of-way and geotechnical are all completed. Utilities and utility coordination is complete, thus making the project in essence shovel ready.



OKLAHOMA Transportation



Historic Route 66 National Scenic Byway

Route 66 Alliance

Ken Busby, Executive
Director & CEO



November 26, 2024

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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.

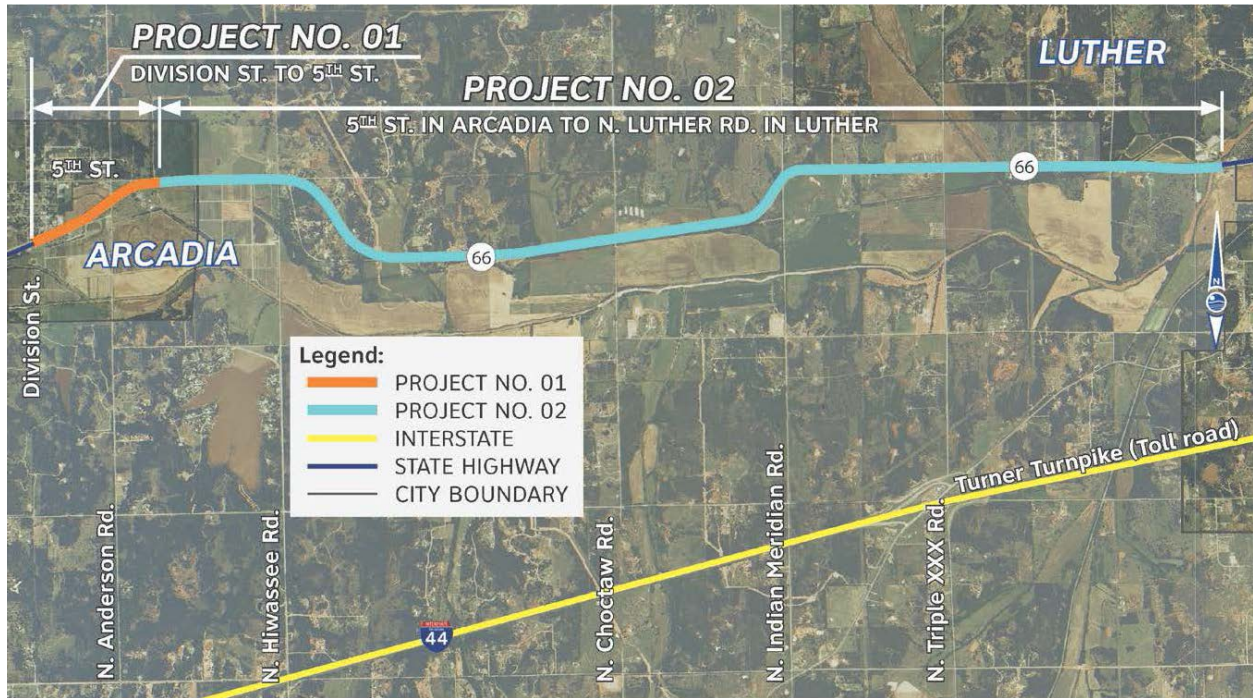
Sincerely,

A handwritten signature in blue ink, appearing to read 'Tim J. Gatz', with a long horizontal flourish extending to the right.

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.