



STATE HIGHWAY 29

ODOT Public Involvement Meeting

April 29, 2014

6:00 PM

Welcome

Presented by:

The Oklahoma Department of Transportation

CEC

CP&Y

Purpose of This Meeting

- Inform the public about the proposed improvements to SH-29 from 2.6 miles east of US 81 extending east for approximately 9.1 miles
- Solicit comments from the public regarding the proposed improvements

Project Purpose and Need

- ***Project Need:*** Existing facility has no shoulders, limited sight distance due to grades, and no opportunity for traffic to move out of the travel lanes
- ***Project Purpose:*** Improve safety and sight distance on the facility



Existing Conditions

- Original highway construction in early 1940's
- McCubbin Creek Bridge built in 1974
- Clear Creek Bridge built in 1940
- Bridge Size RCB Culvert built in 1974
- 2 lane highway with no shoulders
- Substandard vertical curves

Existing Traffic

- West of Bray
 - Average Daily Traffic (ADT) = 2700 vehicles per day with 18% trucks
- East of Bray
 - Average Daily Traffic (ADT) = 2200 vehicles per day with 18% trucks

Accident History

- May 2007 to April 2012
 - 44 collisions recorded

- Highest Accident Locations
 - 3 Accidents at Cason Road (NS 287)
 - 2 Accidents at Goodrich Road (NS 288)
 - 3 Accidents at Brooks Road (NS 290.5)
 - 2 Accidents at Maxwell Road (NS 292)

Improvement Alternatives Considered

- Improvements to the Existing Alignment
- Reconstruction offset to the North of Existing
- Reconstruction offset to the South of Existing
- Combination of reconstruction on offset and existing alignment

Proposed Project Scope

- Improve Roadway and Bridges to meet current Design Criteria and add 8' shoulders
- West Project
 - Offset alignment to the North of Existing approximately 35' to 70'
 - Minimize impacts to South of Existing
 - Utilities, Electric Substation
- Avoid costly detour construction to maintain traffic during the project
- Add left turn lanes at some intersections
- Replace McCubbin and Clear Creek bridges

Proposed Project Scope

- East Project
 - Widen and Overlay Existing through Bray
 - Minimizes Property Impacts
 - Offset to North of Existing East of Bray
 - Avoid costly detour construction to maintain traffic during the project
 - Minimize Property and Utility Impacts
 - Add left turn lanes at some intersections

Estimated Costs

- West Project
 - \$11.2 million including Construction, Right-of-Way Acquisition, and Utility Relocation

- East Project
 - \$12.4 million including Construction, Right-of-Way Acquisition, and Utility Relocation

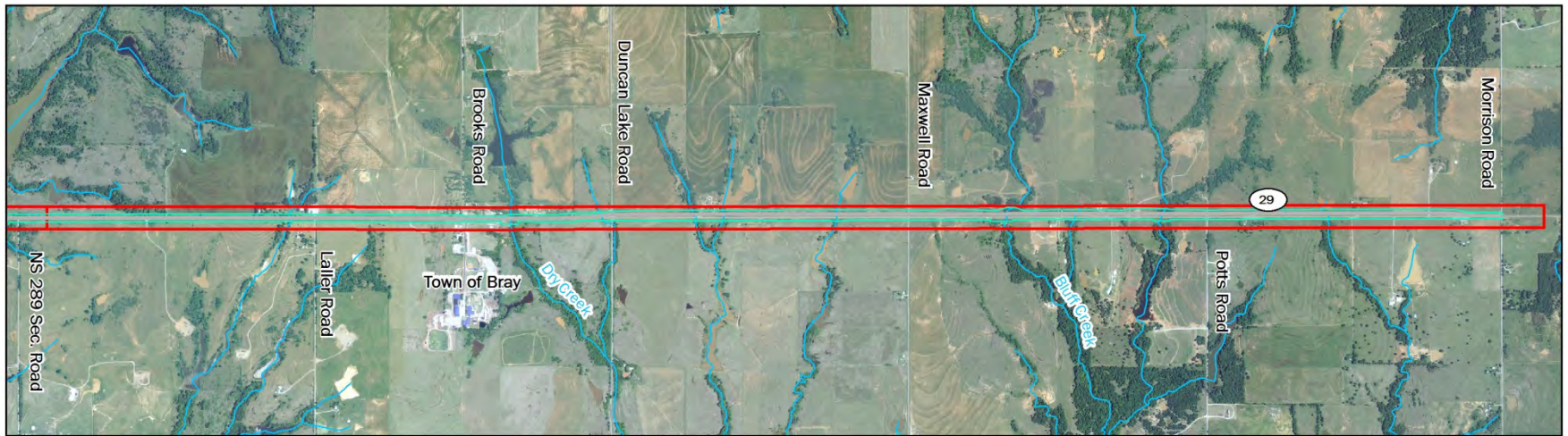
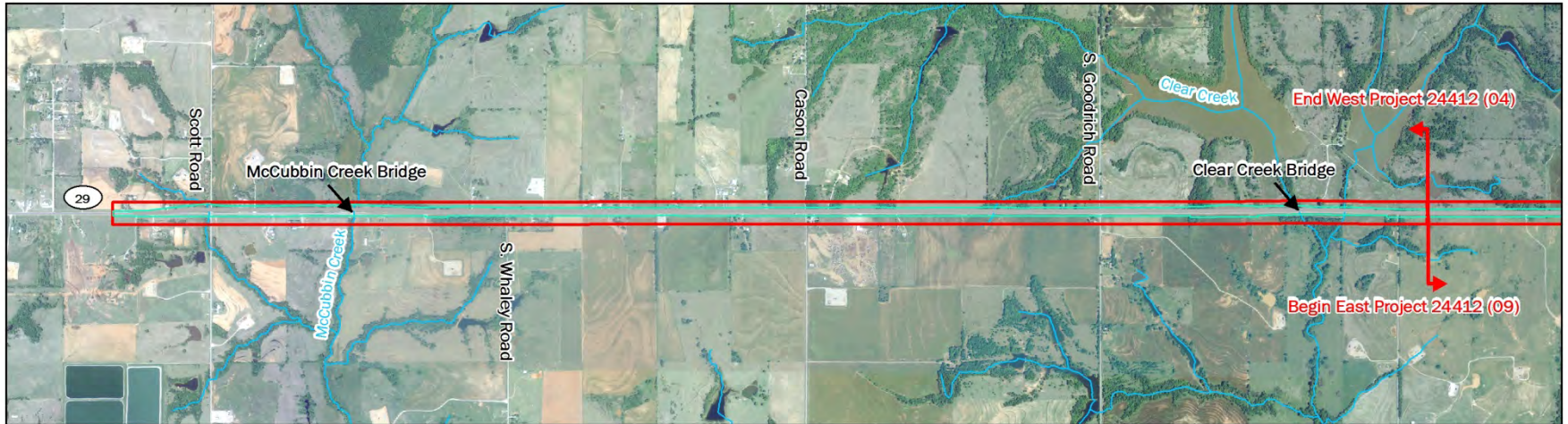
What are NEPA and the ODOT Decision Making Process?

NEPA is an acronym for the Federal Law called the National Environmental Policy Act, enacted in 1969. In order to use federal funds, a decision-making process that balances the social, economic, and environmental concerns must be conducted. Public Involvement and comments are part of the NEPA process. The Department will solicit comments from State, Federal, Tribal, and local agencies, and will continue to coordinate with them as necessary. Data is collected on potential environmental issues such as noise, wetlands, cultural resources, historic resources, parks, displacements of homes or businesses, etc., to evaluate potential impacts of the proposed improvements. Economic impacts such as construction costs, estimated right-of-way, and utility cost data are also evaluated. This information is utilized to make sound decisions in transportation improvements.

Examples of Items Considered During Project Development

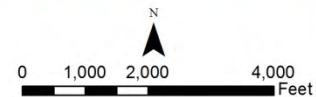
- Biological and Water Resources
- Archeological and Historic Properties
- Wetland Impacts
- Noise Analysis

Environmental Study Area



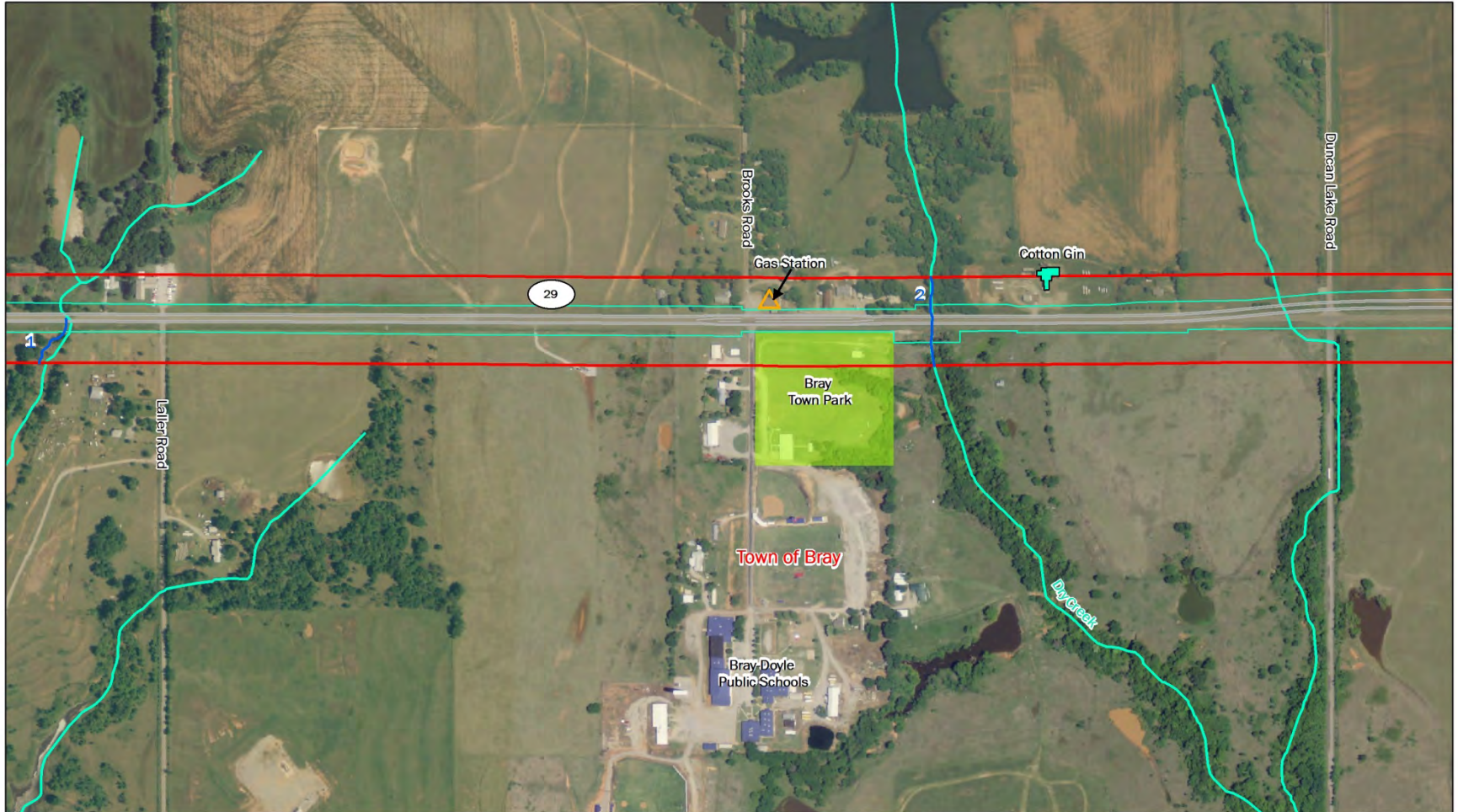
J/P Number(s): 24412(04) and 24412(09)
State Highway 29
Stephens County

- Proposed Roadway Limits
- Proposed ROW
- Environmental Study Area










State Highway 29
Environmental
Study Area

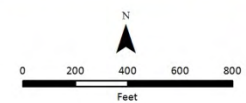
Environmental Constraints



J/P Number: 24412(09)
 State Highway 29
 Stephens County

-  Proposed ROW
-  Environmental Study Area
-  Proposed Roadway Limits
-  National Hydrography Database Flowline

-  (No.) Stream Crossings (Waters of the U.S.)
-  HazMat
-  NRHP-Eligible Cotton Gin



State Highway 29
 East Project Area
 Town of Bray

NEPA Study

- Environmental Study Area
 - Defined as the areas within 200 feet of the current SH 29 centerline throughout the project limits, and extending 1,000 feet east and west of project limits
- Cultural resources
- Hazardous waste/LUST sites
- Biological
 - *Threatened and Endangered Species*
 - *Streams and Wetlands*
- Noise analysis
- Parks and recreation

Cultural Resources

- Section 106 of the National Historic Preservation Act (NHPA) requires agencies receiving federal funds to take into account the effects of the project on historically significant resources [eligible or listed on the National Register of Historic Places (NRHP)].



- No NRHP-eligible cultural resources recorded in the west study area
- Cotton gin in Town of Bray considered eligible for inclusion in NRHP
- The State Historic Preservation Officer has concurred with ODOT's determination that there would be no adverse effect on the Cotton Gin

Parks and Recreation

- ***Section 4(f)*** of the 1966 DOT Act states that FHWA may not approve the use of land from a significant publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic site unless it is determined that there is no feasible and prudent alternative to the use of land from the property and the action includes all possible planning to minimize impacts.
- ***Section 6(f)*** of the Land and Water Conservation Act requires that the conversion of lands or facilities acquired with Land and Water Conservation Act funds be coordinated with the Department of Interior. Usually replacement in kind is required.

Parks and Recreation

- The proposed roadway alignment would have no adverse effect on Section 4(f) or Section 6(f) properties



Hazardous Waste/LUST sites

West Project

- Voluntary Cleanup Program site

East Project

- Leading underground storage tank (LUST) site identified at the Bray gas station. Tank has been removed



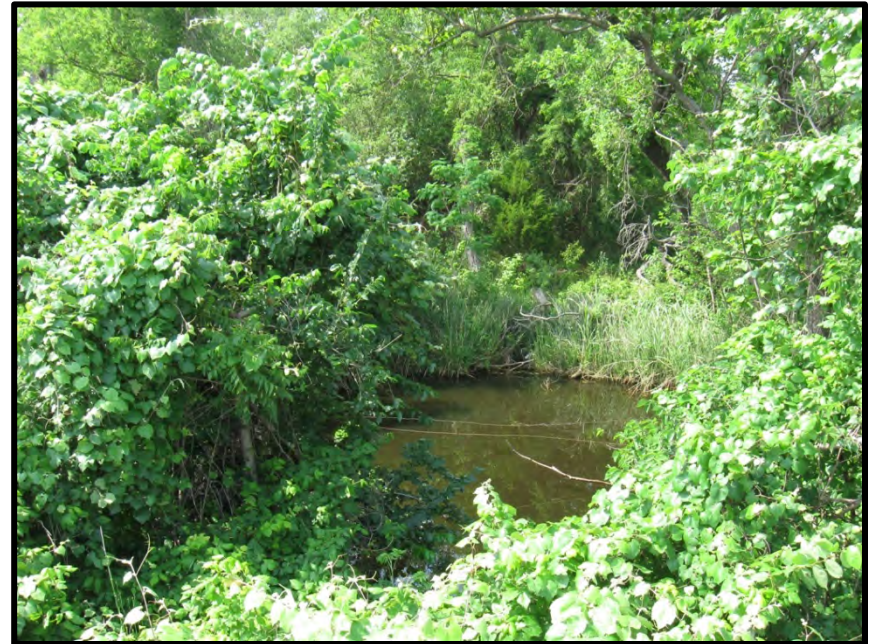
Natural Resources

- No suitable habitat for threatened and endangered species is located in the corridor
- Cliff swallows were observed in the culverts and beneath the bridges throughout the study area
- Disturbance of swallow nests during nesting season will be avoided



Natural Resources

- Potentially jurisdictional wetlands and waters of the U.S. were identified. Appropriate permit will be identified and obtained



Noise Analysis

- Noise analysis utilized FHWA Traffic Noise Model version 2.5 to model existing and future noise levels based on traffic data, roadway geometry, and receiver site locations. The noise model was validated based on sound meter readings taken within the project limits.
- Receiver sites included 45 residences, one place of worship, a picnic area and the Cotton Gin.

Noise Analysis

- Based on the proposed roadway alignment and future (2033) traffic volumes, 10 residential receivers' exterior noise levels will approach, meet or exceed the 67 dB(A) Leq(h) for FHWA Noise Abatement Criteria Activity Category B. No receivers would experience a substantial increase in noise levels (15 decibel increase) over existing conditions.
- The impacted receivers currently, and as a result of the proposed project, have direct driveway access to SH-29. Noise mitigation in the form of a free standing wall within the project right-of-way is not feasible due to gaps created by the driveway access.

West Project Area Summary

	Improvements to Existing	Alignment W1 (South Offset)	Alignment W2 (60' North Offset)	Preferred Alignment W3 (35' – 70' North Offset)
Estimated Right of Way (Ac.)	31	47	42	40.5
Developed Property Impacts (Each)	2	7	8	4
Hazardous Waste Impacts	Low	Low	Low	Low
Cultural Resources Impacts	Low	Moderate	Low	Low
Endangered Species Impacts	None	None	None	None
Jurisdictional Waters / Potential Wetland Impacts	Low	Moderate	Moderate	Low

East Project Area Summary

	Improvements to Existing	Alignment E1 (South Offset)	Alignment E2 (60' North Offset)	Preferred Alignment E3 (Exist./60' North Offset)
Estimated Right of Way (Ac.)	40	50	48	37.5
Developed Property Impacts (Each)	1	4	9	2
Hazardous Waste Impacts	Low	Low	Moderate	Low
Cultural Resources Impacts	Low	Moderate	High	Low
Endangered Species Impacts	None	None	None	None
Jurisdictional Waters / Potential Wetland Impacts	Low	Moderate	Moderate	Low

What's Next?

- Review and analyze public comments
- Incorporate public comments in the design
- Prepare an Environmental Document



Questions and Answers

- Please be sure to provide your name and address with comments and questions



Thank
You!