



OKLAHOMA DEPARTMENT OF TRANSPORTATION

SH-9 PUBLIC HEARING

04-21-2011 @ 6:00pm
NCED Conference Center
2801 E. SH-9, Norman, OK

ENVIRONMENTAL ASSESSMENT HISTORY

- Original EA to widen S.H. 9 was started in 2003.
- Public Meeting held in 2004.
- Public Hearing held in 2005.
- EA submitted for approval in 2006 – Held due to issues with the City of Norman’s plan for a Multi-Modal Path.
- EA resubmitted for approval in 2011

Welcome to The Oklahoma Department of Transportation (ODOT) Public Hearing for SH-9 from 24th Avenue SE to 84th Avenue SE in Norman, OK

PROJECT INFORMATION

- Add’s 2 new lanes to SH-9 from 24th Avenue SE to 84th Avenue SE.
- Estimated Cost to be \$17.6 Million for Right-of-Way and construction.

DIVISION 3 INFORMATION

- 1,794.48 Total Lanes Miles
- 575 Bridges
- Division 3 services 11 counties

PURPOSE OF THIS HEARING

The purpose of this Hearing is to provide the public with an update to the original Hearing held on September 27, 2005 and provide an opportunity to comment on the proposed action and the findings of the Environmental Assessment (EA) that has been prepared for this undertaking.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to widen State Highway 9 from two- to four-lanes from 24th Avenue SE extending east to 84th Avenue SE within the Corporate Limits of the City of Norman, Cleveland County.

PURPOSE OF THIS PROJECT

The purpose for this project is to widen S.H 9 from 24th Avenue SE to 84th Avenue SE in Norman, OK

WHAT IS 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 will be 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 will also be evaluated. This information is utilized to make sound decisions in transportation improvements.

ITEMS CONSIDERED DURING PROJECT DEVELOPMENT

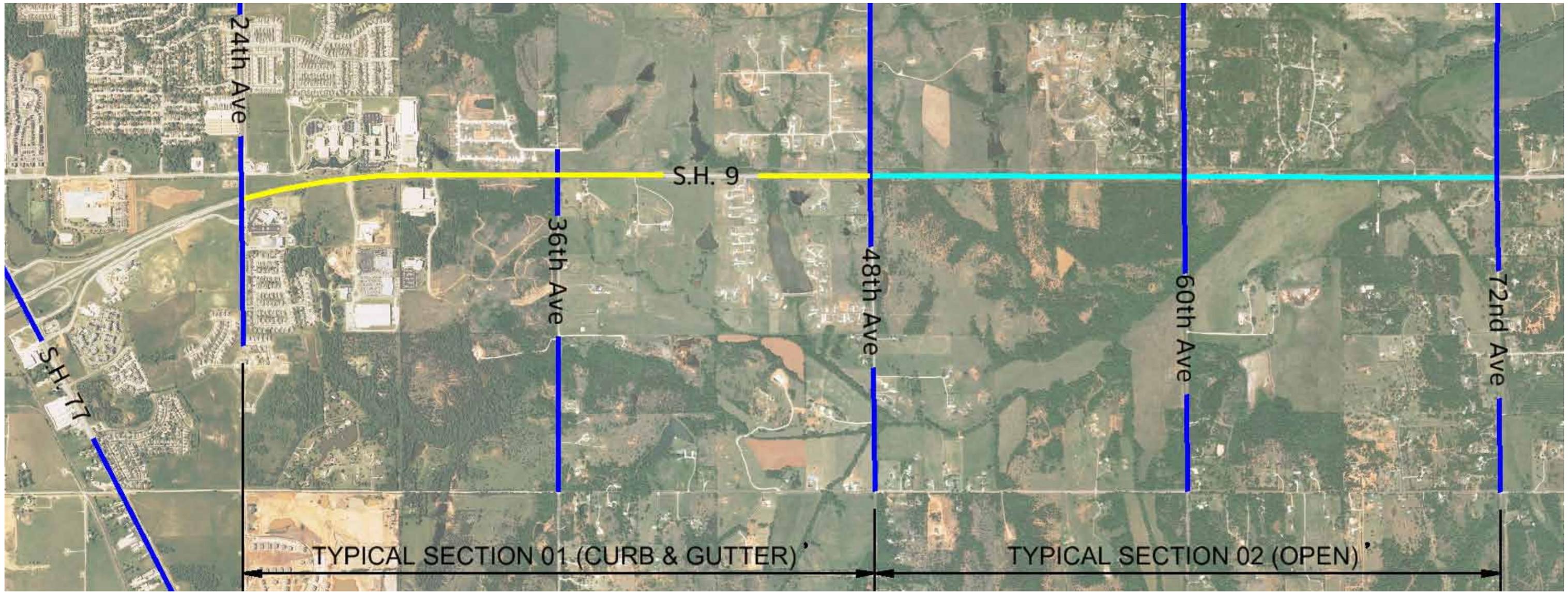
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|--|---|---|
| <ul style="list-style-type: none"> • Purpose and Need for project • Alternates • Affected Environment • Possible Environmental Consequences: <ul style="list-style-type: none"> • Air Quality Impacts • Community Impact Assessment • Consideration of Pedestrians and Bicyclists • Construction Impacts • Cultural Resources and Archeological Sites • Economic Impacts • Effects on Public Parks, Wildlife, and Waterfowl Refuges and Historic Sites | <ul style="list-style-type: none"> • Energy • Environmental Justice • Farmland Impacts • Floodplain Issues • Hazardous Water/Underground Storage Tanks • Irreversible & Irrecoverable Commitment of resources • Joint Development • Land Use Impacts • Noise Impacts • Permits • Relationship of Local Short-Term vs. Long-Term productivity • Relocation Impacts • Secondary and Cumulative | <ul style="list-style-type: none"> Impacts • Social Impacts • Threatened or Endangered Species • Visual Impacts • Wetland Impacts • Wildlife Impacts • Comments and Coordination / Public Involvement <ul style="list-style-type: none"> • State / Federal Agencies • Local/City Officials • Tribal Coordination • Interested Citizens • Engineering Concerns • Accidents/Safety Concerns |
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QUESTIONS? COMMENTS?

If you have an questions or comments about the Oklahoma Department of Transportation’s proposed project, please visit www.odot.org/meetings/other.php to fill out an official comment form, or send an email to environment@odot.org for any questions you have.





MAP OF PROJECT LOCATION

TYPICAL SECTION OF ROADWAY

The widening of SH-9 in Norman, OK will consist of two different typical section's of roadway. The first is Curb & Gutter section which will include 2-10' Shoulders, 2-12' Driving Lanes, 2-14' Driving Lanes, & a 16' Planted Median from 24th Avenue SE to 48th Avenue SE. The second section will be an open section with 2-10' Shoulders, 4-12' Driving Lanes, & a 16' Median/Left Hand Turning Lane from 48th Avenue SE to 84th Avenue SE.



TYPICAL SECTION NO. 1 (CURB & GUTTER)



TYPICAL SECTION NO. 2 (OPEN)