



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

# SH-39 PUBLIC INVOLVEMENT MEETING

04-26-2011 @ 6:00pm

Grady County Fair Grounds Community Building  
500 E. Choctaw, Chickasha, OK 73018

Welcome to The Oklahoma Department of Transportation (ODOT) Public Involvement Meeting for S.H. 39, just East of Chickasha, OK

## PURPOSE OF THIS MEETING

The purpose of this meeting is to discuss with the public the Department's proposal to improve S.H. 39 for 1.8 miles in Grady County, Oklahoma

## PURPOSE OF THIS PROJECT

The purpose of this project is to make various safety improvements & replace deficient bridge structures on S.H. 39 for 1.8 miles in Grady County, OK

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve S.H. 39 east of Chickasha in Grady County, OK. The proposed improvements include the replacement of two deficient bridges on S.H. 39 over West Winter Creek and an unnamed creek and adding shoulders to the roadway between County Road NS 294 (Alex Road) and County Road NS 296 (Star Road).

## PRO'S AND CON'S OF CONSTRUCTION OPTIONS

The Department is currently looking at a few construction options for the improvement to S.H. 39, including building offset to the North, South, and along the current center line of the existing facility, and would like to know what you think. Below are a list of compared pro's and con's to each construction option.

### BUILD OFFSET TO THE NORTH

#### PRO'S

- Keeps the road open to traffic during construction.

#### CON'S

- Would require increased Right-of-Way acquisition.
- Would require relocation of various utilities including gas lines.
- Would require mitigation of forested wetland area.

### BUILD ALONG CURRENT FACILITY

#### PRO'S

- Minimized construction time using an incentive / disincentive contract bid.
- Minimized utility relocation.
- Minimized Right-of-Way acquisition.

#### CON'S

- Closes road temporarily.
- If road was left open, traffic shoo-fly's would encroach upon existing structures.

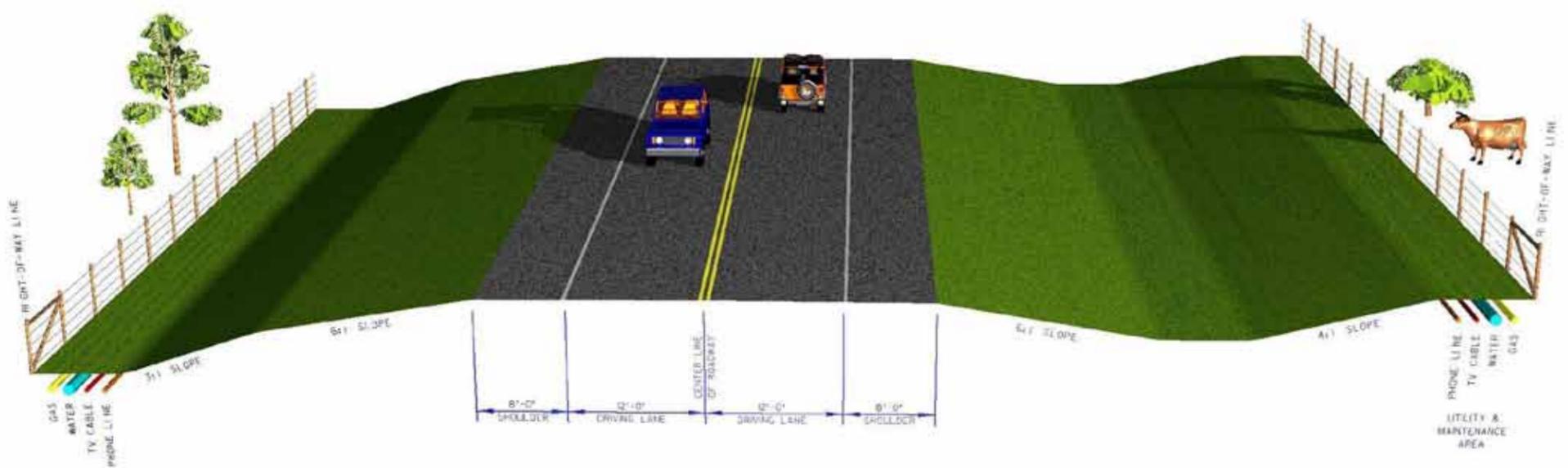
### BUILD OFFSET TO THE SOUTH

#### PRO'S

- Keeps the road open to traffic during construction.

#### CON'S

- Would require increased Right-of-Way acquisition.
- Would require relocation of various utilities including gas lines.



## 2-LANE UNDIVIDED TYPICAL SECTION

A 2-Lane undivided typical section of roadway includes two (2) 12' Driving Lanes, and 8' shoulders on each side.

## PROJECT INFORMATION

- Estimated Cost to be \$6.5 Million for Right-of-way and construction
- Right-of-Way and Utility Relocation estimated to start in 2013
- Construction estimated to start in 2015
- Replaces two deficient bridge structures
- Improved safety features
- Current Average Daily Traffic = 1700 vehicles a day.

## DIVISION 7 INFORMATION

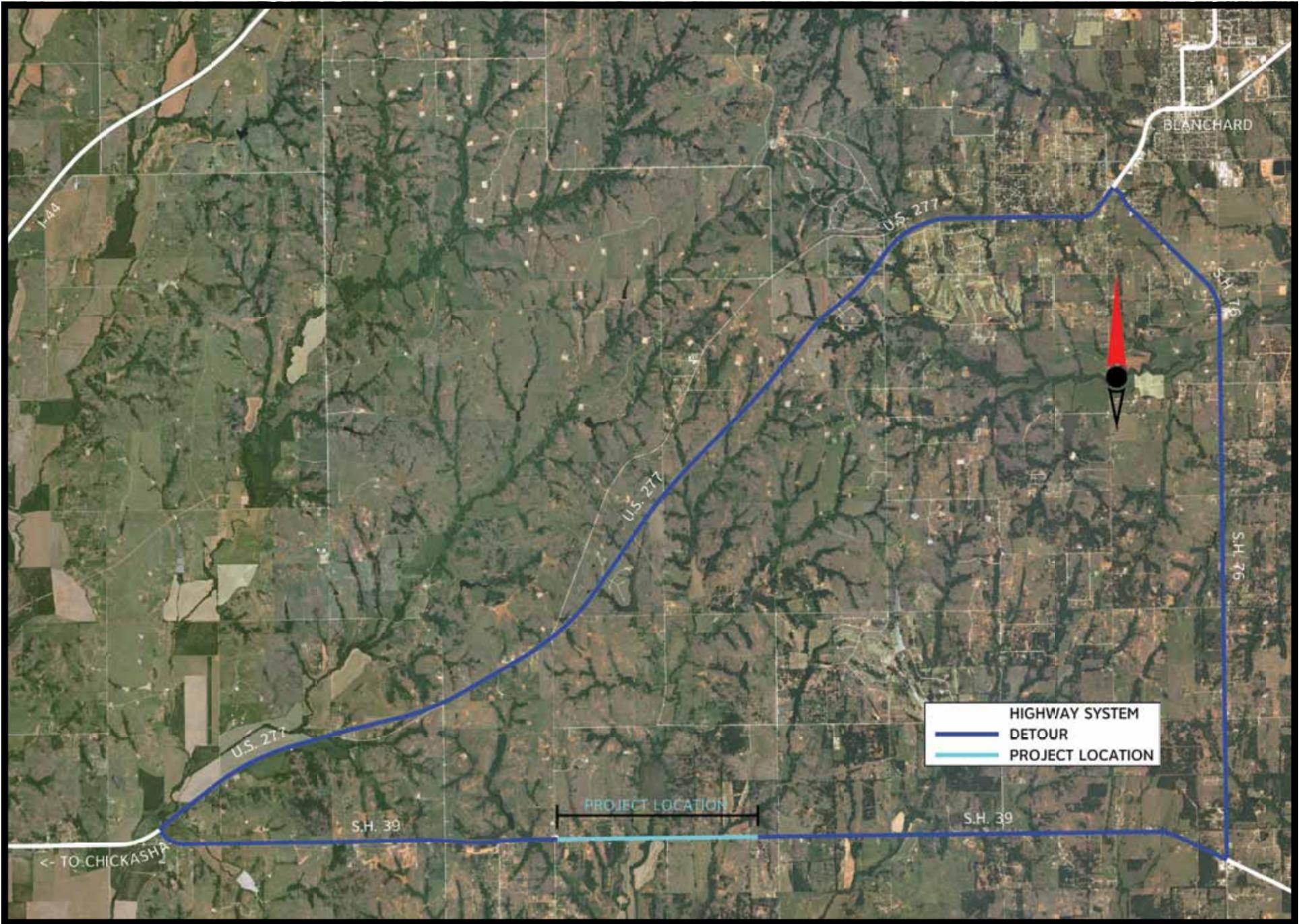
- 3767.91 Total Lanes Miles
- 901 On-System Bridges
- Division 7 services 9 counties



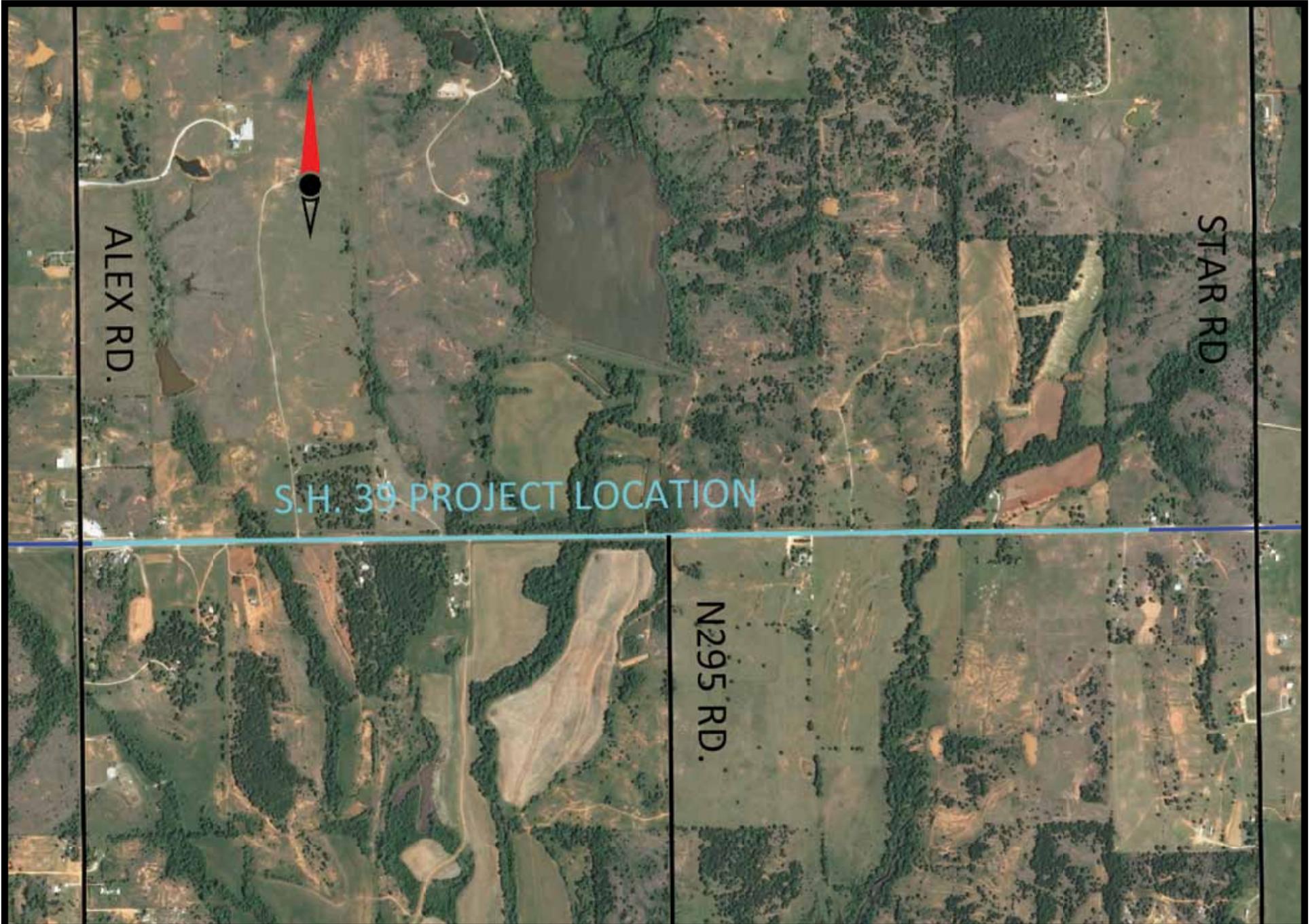
## QUESTIONS? COMMENTS?

If you have an questions or comments about the Oklahoma Department of Transportation's proposed project, please visit [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) to fill out an official comment form, or send an email to [mcoordinator@odot.org](mailto:mcoordinator@odot.org) for any questions you have.





## DETOUR INFORMATION



## PROJECT LOCATION