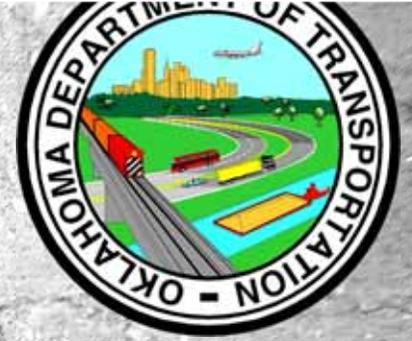


WELCOME

ODOT PUBLIC INVOLVEMENT
MEETING FOR S.H. 39

04/26/2011 - 6:00pm





MEETING INFORMATION

Purpose & Intent

WWW.ODOT.ORG/MEETINGS/OTHER.PHP



PURPOSE OF THIS MEETING

The purpose of this meeting is to discuss with the public & evaluate different construction options for the Departments proposed project to improve S.H. 39 for 1.8 miles in Grady County, Oklahoma

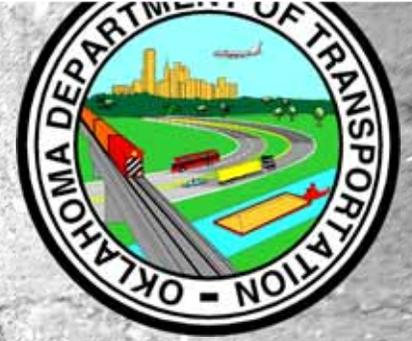




PURPOSE OF THIS PROJECT

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





ENVIRONMENTAL INFORMATION

WWW.ODOT.ORG/MEETINGS/OTHER.PHP



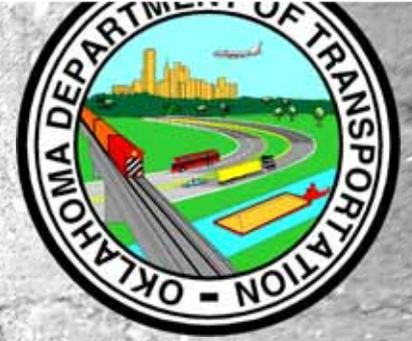
ENVIRONMENTAL INFORMATION

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

- Purpose and Need for project
- Alternates
- Affected Environment
- Possible Environmental Consequences:
 - 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
- 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 Impacts
- Social Impacts
- Threatened or Endangered Species
- Visual Impacts
- Wetland Impacts
- Wildlife Impacts
- Comments and Coordination /Public Involvement
 - State / Federal Agencies
 - Local/City Officials
 - Tribal Coordination
 - Interested Citizens
- Engineering Concerns
- Accidents/Safety Concerns



PROJECT INFORMATION

Information about the project and its design



CURRENT FACILITY INFORMATION

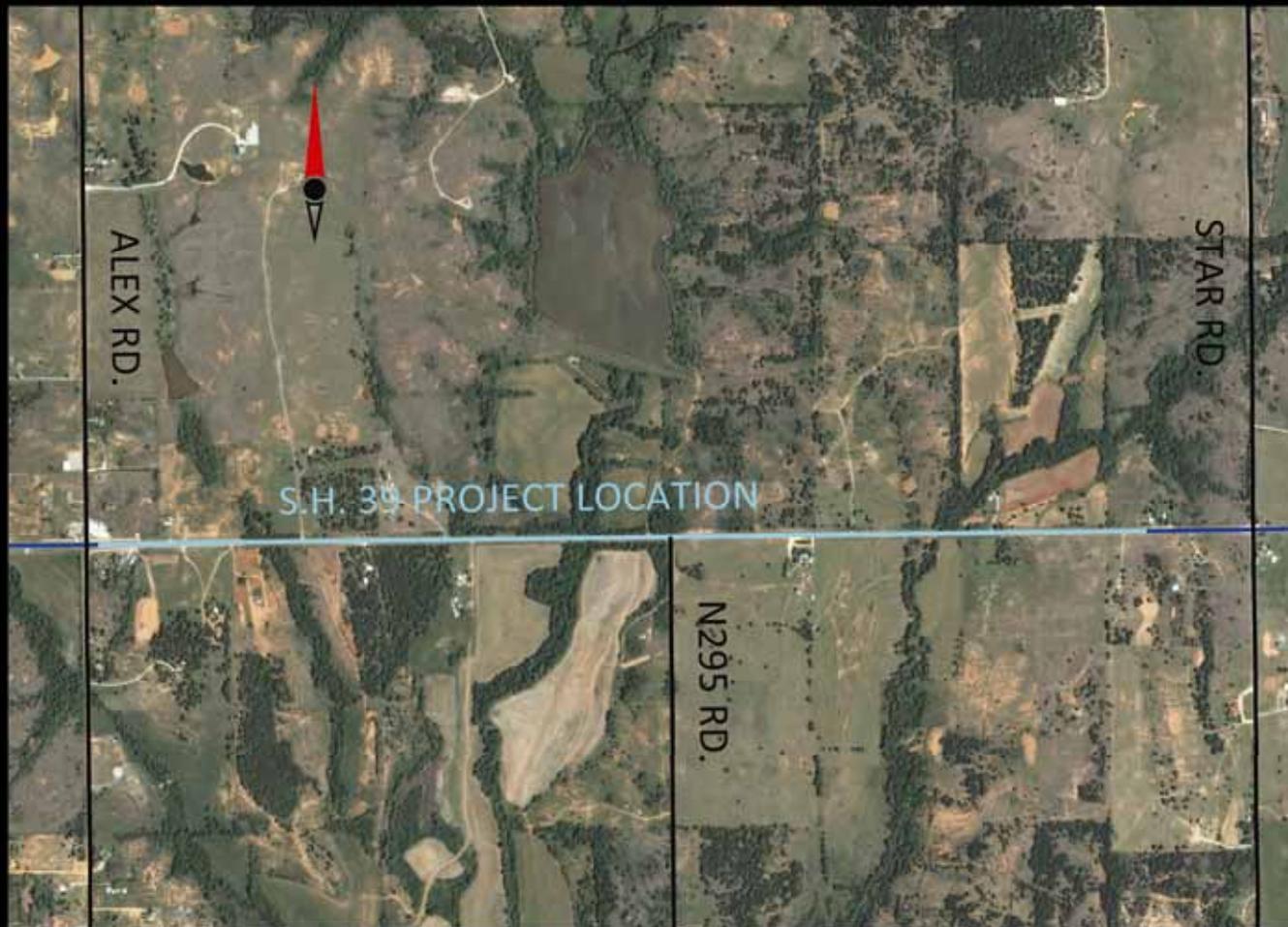
- **Current facility: 2-lane highway with 11' lanes & no shoulders.**
- **76 total accidents reported from 2006 to 2010 for project length**
- **Current Average Daily Traffic count: 1700 vehicles a day**
- **Functionally obsolete bridges built in 1937**

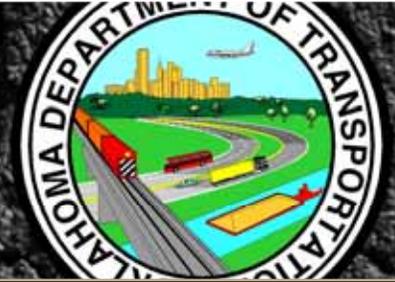
DIVISION 7 INFORMATION

- **Division Engineer: Bob Rose**
- **Counties Serviced: 9**
- **Lane Miles: 3,767.91**
- **Bridges: 901**



PROJECT LOCATION

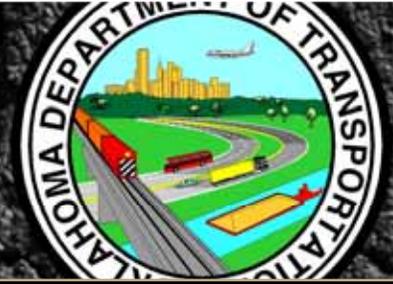




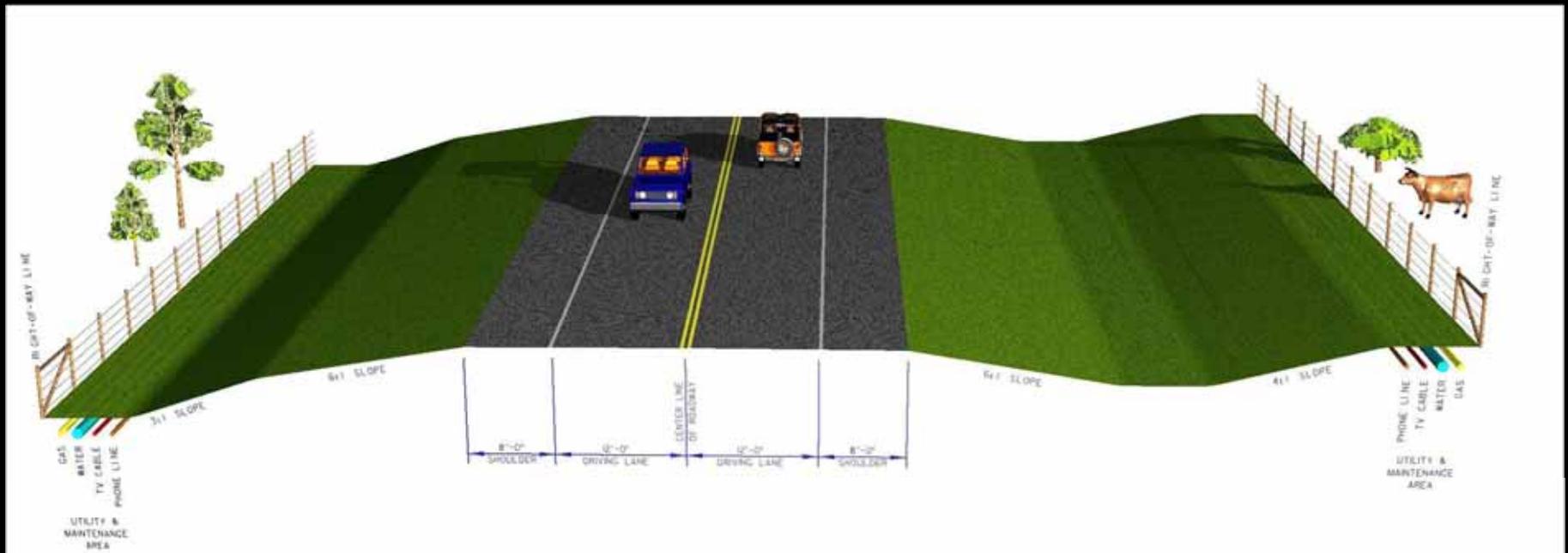
DETOUR INFORMATION



DETOUR LENGTH = APPROX. 25 MILES



TYPICAL SECTION



TWO LANE UNDIVIDED ROADWAY

TWO LANE UNDIVIDED ROADWAY



PROJECT INFORMATION

- Increases lane width to 12'
- Adds 8' shoulders to the facility
- Replace 2 deficient bridges
- Improved safety features
- Estimated Project Cost: \$6.5 Million
- Right-of-way & utility relocation process estimated to start in 2013
- Construction estimated to start in 2015



CONSTRUCTION OPTIONS BUILD OFFSET TO THE NORTH

PROS

- Keeps road open to traffic during construction

CONS

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



CONSTRUCTION OPTIONS BUILD ALONG CURRENT FACILITY

PROS

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

CONS

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



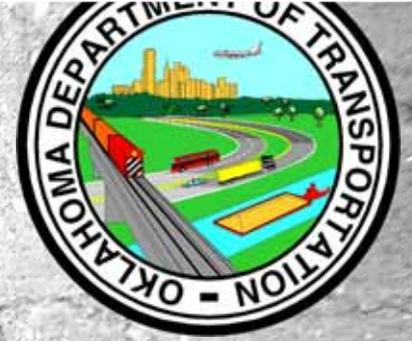
CONSTRUCTION OPTIONS BUILD OFFSET TO THE SOUTH

PROS

- Keeps road open to traffic during construction

CONS

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



QUESTIONS?

COMMENTS?

WWW.ODOT.ORG/MEETINGS/OTHER.PHP

THANK YOU FOR COMING

**ODOT PUBLIC MEETING
S.H. 39 OUTSIDE CHICKASHA, OK**

<http://www.odot.org/meetings/other.php>

