



MEETING INFORMATION

Purpose of Meeting

Purpose of Study

Evaluation of US-259

Explanation of Proposed Alternatives

Public Questions and Input



PURPOSE OF MEETING

- THE PURPOSE OF THIS MEETING IS TO INFORM THE PUBLIC & SOLICIT COMMENTS ABOUT THE DEPARTMENT'S PROPOSED PROJECTS TO IMPROVE US-259 FROM IDABEL TO THE RED RIVER BRIDGE.
 - 2006 FEASIBILITY STUDY PREPARED BY ODOT
 - 2010 RECONNAISSANCE REPORTS PREPARED BY GUY ENGINEERING SERVICES, INC. FOR ODOT
 - 2010 PREVIOUS PUBLIC MEETING HELD BY ODOT ON JULY 8, 2010
 - 2012 ALIGNMENT STUDY PREPARED BY EST FOR ODOT



PURPOSE OF STUDY

- THE PURPOSE OF THIS STUDY IS TO SUPPORT A NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) EVALUATION A PART OF THE OVERALL PLANNING PROCESS TO IMPROVE THE SAFETY, MOBILITY AND CAPACITY BY REALIGNING THE ROUTE, ADDING PAVED SHOULDERS, AND RECONSTRUCTING THE BRIDGES & DRAINAGE STRUCTURES ALONG US-259.



EVALUATION OF US-259

WHAT IS NEPA AND THE ODOT DECISION MAKING PROCESS?

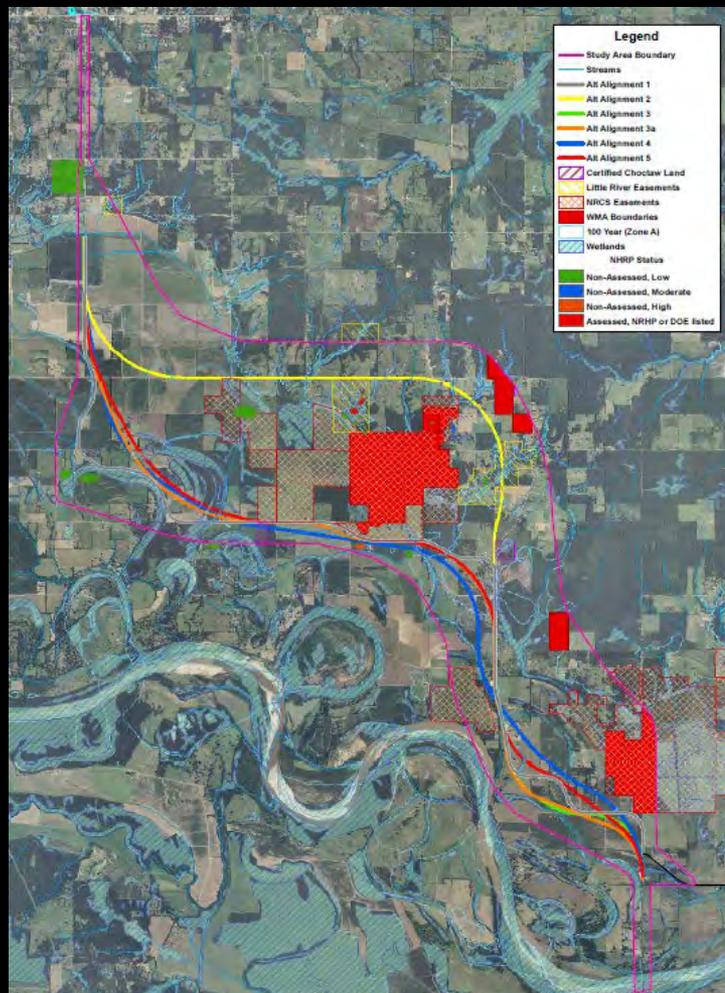
NEPA IS AN ACRONYM FOR THE FEDERAL LAW CALLED THE NATIONAL ENVIRONMENTAL POLICY ACT, ENACTED IN 1969. IN ORDER TO USE FEDERAL FUNDS, A DECISION-MAKING PROCESS THAT BALANCES THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL CONCERNS MUST BE CONDUCTED. PUBLIC INVOLVEMENT AND COMMENTS ARE PART OF THE NEPA PROCESS. 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.

IDENTIFIED ELEMENTS OF CONCERN WITHIN THE STUDY AREA

- SHARP CURVES
- TRAFFIC ACCIDENTS
- ENVIRONMENTAL IMPACTS



EXPLANATION OF PROPOSED ALTERNATIVES

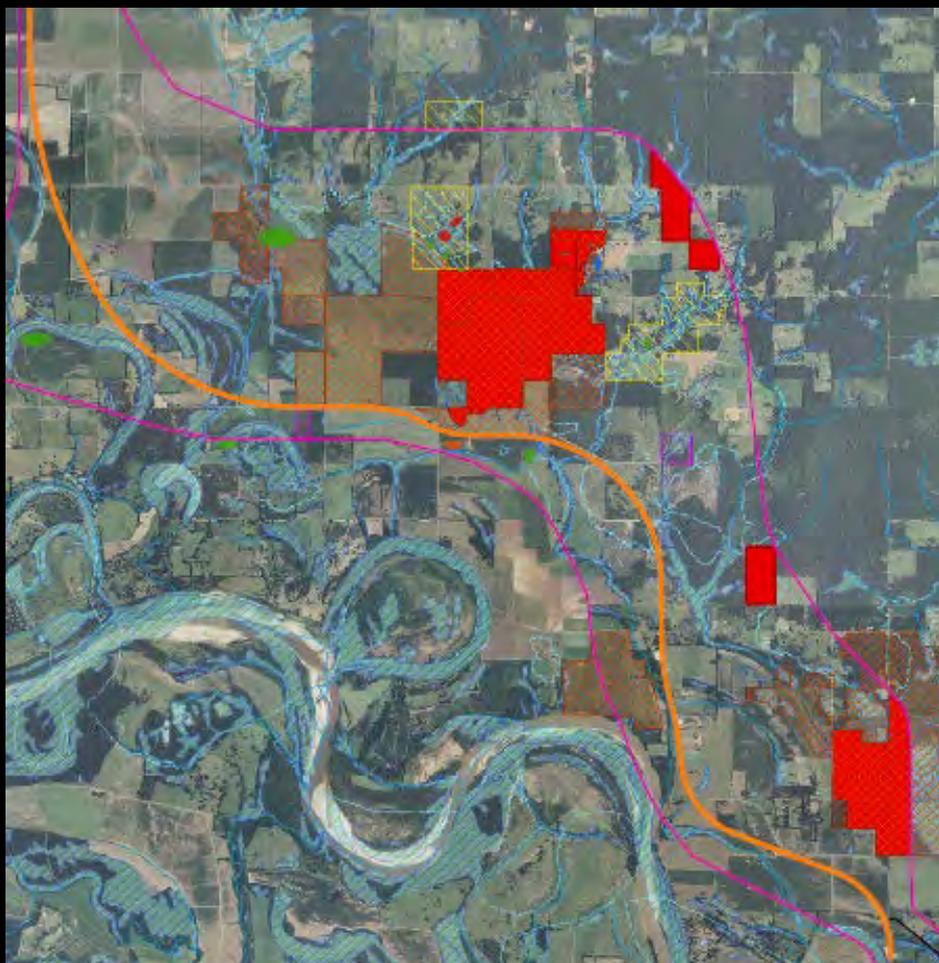


- EVALUATED STUDY AREA
- ENVIRONMENTAL AREAS OF AVOIDANCE
 - SCHOOLS, CHURCHES AND CEMETERIES
 - WILDLIFE MANAGEMENT AREAS
 - WRP EASEMENTS & USA PROPERTIES
 - WATERSHED DAMS & EASEMENTS
 - ARCHEOLOGICAL SITES
 - GLO & PRE 1966 STRUCTURES



EXPLANATION OF PROPOSED ALTERNATIVES

■ ALTERNATIVE 3A





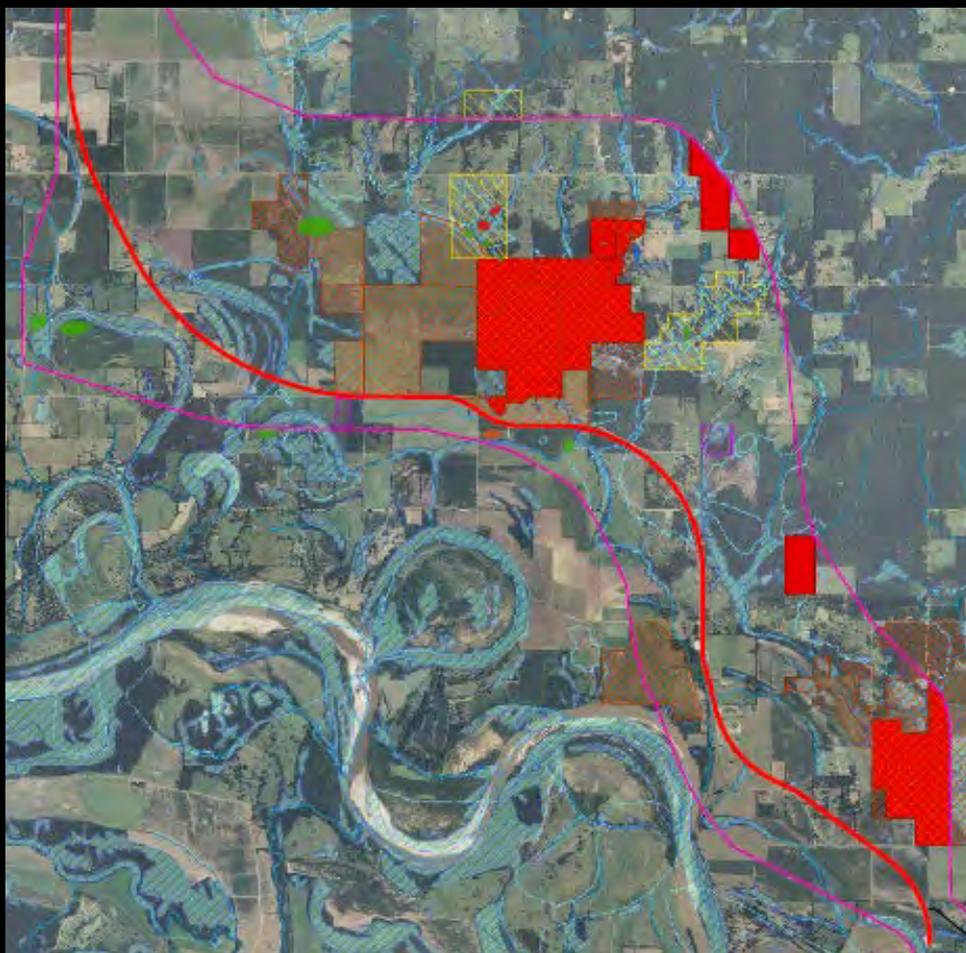
EXPLANATION OF PROPOSED ALTERNATIVES



■ ALTERNATIVE 4



EXPLANATION OF PROPOSED ALTERNATIVES



■ ALTERNATIVE 5



EXPLANATION OF PROPOSED ALTERNATIVES

■ EVALUATION TABLE DISCUSSION – PHYSICAL CONSIDERATIONS

EVALUATION CATEGORY	NO BUILD ALTERNATIVE	ALTERNATIVE ALIGNMENT 1	ALTERNATIVE ALIGNMENT 2	ALTERNATIVE ALIGNMENT 3	ALTERNATIVE ALIGNMENT 3A	ALTERNATIVE ALIGNMENT 4	ALTERNATIVE ALIGNMENT 5
Physical Considerations							
Lane Widths (ft)	11	12	12	12	12	12	12
Shoulder Widths (ft)	2	8	8	8	8	8	8
Side Slope Ratio	1:2	1:6	1:6	1:6	1:6	1:6	1:6
Horizontal Clearance to Obstruction (ft)	3	30	30	30	30	30	30
Horizontal Alignment Speed (mph)	45	45	65	65	65	65	65
Number of Horizontal Curves	21	21	8	10	9	7	9
Length of Realignment (mi)	0.0	0.0	11.3	10.9	10.4	12.5	9.5
Vertical Alignment Speed (mph)	45	45	65	65	65	65	65
Maximum Grade (%)	1.8	1.8	2.25	2.76	2.76	2.10	2.76
Minimum Grade (%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pavement Condition	Fair to Good	Good	Excellent	Excellent	Excellent	Excellent	Excellent
Constructability	N/A	Complex	Good	Good	Good	Complex	Complex [Good] ⁽⁸⁾





EXPLANATION OF PROPOSED ALTERNATIVES

■ EVALUATION TABLE DISCUSSION – OPERATIONAL CONSIDERATIONS

EVALUATION CATEGORY	NO BUILD ALTERNATIVE	ALTERNATIVE ALIGNMENT 1	ALTERNATIVE ALIGNMENT 2	ALTERNATIVE ALIGNMENT 3	ALTERNATIVE ALIGNMENT 3A	ALTERNATIVE ALIGNMENT 4	ALTERNATIVE ALIGNMENT 5
Operational Considerations							
Level of Service (LOS)	D	D	B	B	B	B	B
Peak Flow Trip Time (min)	23	22	16	15	15	15	16
Intersection Operations	No Improvement	Low Improvement	Low Improvement	Medium Improvement	Medium Improvement	Medium Improvement	Medium Improvement
Safety	No Improvement	Medium Improvement	High Improvement	High Improvement	High Improvement	High Improvement	High Improvement
Access	No Improvement	No Improvement	No Improvement	Medium Improvement	Medium Improvement	Medium Improvement	Medium Improvement





EXPLANATION OF PROPOSED ALTERNATIVES

■ EVALUATION TABLE DISCUSSION – ENVIRONMENTAL CONSIDERATIONS

EVALUATION CATEGORY	NO BUILD ALTERNATIVE	ALTERNATIVE ALIGNMENT 1	ALTERNATIVE ALIGNMENT 2	ALTERNATIVE ALIGNMENT 3	ALTERNATIVE ALIGNMENT 3A	ALTERNATIVE ALIGNMENT 4	ALTERNATIVE ALIGNMENT 5
Environmental Considerations							
Jurisdictional Water Bodies & Wetlands	No Impact	6 crossings 122 ac	14 crossings 55 ac	8 crossings 31 ac	7 crossings 31 ac	5 crossings 31 ac	6 crossings [4] ⁽⁸⁾ 36 ac [35] ⁽⁸⁾
Ground Water Hydrology/ Springs	No Impact	No impact	3 springs	No impact	No impact	No impact	No impact
Floodplain (ac)	No Impact	1,145	708	949	917	933	901 [633] ⁽⁸⁾
Federally Listed Species	No Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
Listed State Rare Species ⁽¹⁾	No Impact	4 ⁽²⁾	1	1	1	1	0
Diverse Habitat/ Communities	No Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact
Schools	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Churches ⁽³⁾ (#)	No Impact	2 ⁽⁴⁾	0	0	0	0	0
Cemeteries	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Prime Farmland (ac)	No Impact	862	730	784	789	772	768 [520] ⁽⁸⁾
Wildlife Management Areas (ac)	0	1 ⁽⁵⁾	0	0	0	0	0
WRP Easements (ac)	0	61	8 ⁽⁶⁾	46 ⁽⁶⁾	46 ⁽⁶⁾	4 ⁽⁶⁾	58 [18] ⁽⁸⁾
Choctaw Certified Lands (ac)	0	1 parcel (6 ac total)	1 parcel (7 ac total)	1 parcel (4 ac total)	1 parcel (4 ac total)	1 parcel (8 ac total)	1 parcel (3 ac total)
Watershed Dams & Easements	No Impact	No Impact	Potential Impact ⁽⁷⁾	No Impact	No Impact	No Impact	No Impact
Little River CD Property(ac)	0	22	0	22	22	20	20





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■ EVALUATION TABLE DISCUSSION – ENVIRONMENTAL CONSIDERATIONS

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Environmental Considerations							
Archeological Sites	0	0	0	1 (High Non-Assessed)	1 (High Non-Assessed)	1 (Low Non-Assessed) 1 (High Non-Assessed)	0
GLO & Pre 1966 Structures (# of locations)	0	120	73	69	68	30	65 [28] ⁽⁸⁾
Hazardous Waste/UST Sites (# of locations)	0	2	2	2	2	0	2 [0] ⁽⁸⁾
Residential Relocations (100' offset; 200' corridor)	0	6	1	5	5	0	6 [3] ⁽⁸⁾
Residential Relocations (300' offset; 600' corridor)	0	30	30	16	18	8	18 [10] ⁽⁸⁾
Business Relocations (100' offset; 200' corridor)	0	0	0	0	0	0	0
Business Relocations (300' offset; 600' corridor)	0	5	3	4	4	3	3 [0] ⁽⁸⁾
Air Resources	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Noise	No Impact	No Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact	Potential Impact





EXPLANATION OF PROPOSED ALTERNATIVES

- PREFERRED ALTERNATIVE AFTER COMPLETION OF STUDY IS
ALTERNATIVE 3A

- NEXT STEPS TO PROCESS

STAKEHOLDER & PUBLIC INPUT

SELECTION OF ALIGNMENT

DESIGN PLANS FOR CONSTRUCTION



QUESTIONS?

COMMENTS?