



WELCOME

**ODOT PUBLIC MEETING
FOR US-70 IN VALLIANT, OK**

01/31/2013 – 5:00pm





DIVISION 2 INFORMATION

Division Engineer:	Anthony Echelle
Counties Serviced:	9
Total Lane Miles:	1,656.88
Bridges:	860



MEETING INFORMATION

Purpose & Intent



PURPOSE OF THIS MEETING

The purpose of this meeting is to present the preferred option for the US-70 Valliant project and receive comments on the preferred alternative.





PURPOSE OF THIS PROJECT

The purpose of this project is to make various safety improvements to U.S. 70 in Valliant, OK as part of a NHS Transportation Improvement Corridor.



ENVIRONMENTAL INFORMATION



ENVIRONMENTAL INFORMATION

In 2003, an Environmental Assessment for US-70 was completed that proposed a 4 lane bypass for the Town of Valliant, as well as other improvements along the US70 corridor. Since 2003, the Department has constructed many of these improvements and began the design process for the Valliant bypass. In 2009, ODOT participated in several meetings in which local elected officials and the public voiced concerns and opposition to this plan. Citizens of Valliant expressed a strong desire to re-evaluate the decision for a bypass and keep the improvements to US-70 on the existing alignment through town. In response to these concerns, the Department put all work on the proposed bypass on hold and began preliminary engineering and environmental evaluations for widening the existing US-70 to 5 lanes through town. Improvement to US-70 considered included options for at grade crossing or grade separation at a railroad on the west side of Valliant.

On June 16th, 2011, the Department conducted a follow up Public Meeting in Valliant and announced the bypass was no longer considered the preferred alignment and presented a 5 lane facility through town with options of an at grade railroad crossing and an option for an overpass over the railroad.



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



ENVIRONMENTAL & COMMUNITY IMPACT COMPARISON MATRIX

Evaluation Category	Alternative No. 1	Alternative No. 2
	5 – Lane through Valliant on existing US-70 with at Grade RR Crossing <i>(preferred)</i>	5 – Lane through Valliant on existing US-70 with Grade Separated RR Crossing
Proposed Project Length	5.4 miles	5.4 miles
Wetland Impacts	1.6 acre	1.6 acres
Stream Impacts	0.6 acres	0.6 acres
Archaeological Sites	3	3
Historical Sites	13	13
Hazardous Waste Sites	4	4
Underground Storage Tank Sites	9	9
Potential Noise Impact	3	3
Community Impact		
Commercial Relocations	4	11
Loss of Parking Spaces	Yes	Yes
Residential Relocations	2	8



ESTIMATED COST OF PROJECT

ALT. 1: A 5-lane highway without a raise section at the rail-road crossing.

\$38 million (preferred)

ALT. 2: A 5-lane highway with a raised section at the rail-road crossing.

\$43 million

ALT. 3: A bypass 4-lane highway around the city.

\$58 million (eliminated)



PROJECT INFORMATION

Information about the project and its design



PROJECT INFORMATION

- Project is currently in the 8-year construction work program.
- Project is part of the NHS (National Highway System) Improvement Corr.
- Current ADT (Average Daily Traffic) = 4500 vehicles a day in city.
- Future estimated ADT = 8000 vehicles a day in city.
- Current facility is a 2-lane highway with the exception of a 4-lane section in downtown Valliant.
- Construction will tie into existing 5-lanes sections of highway already constructed.
- Project to be constructed under traffic with no road closure.



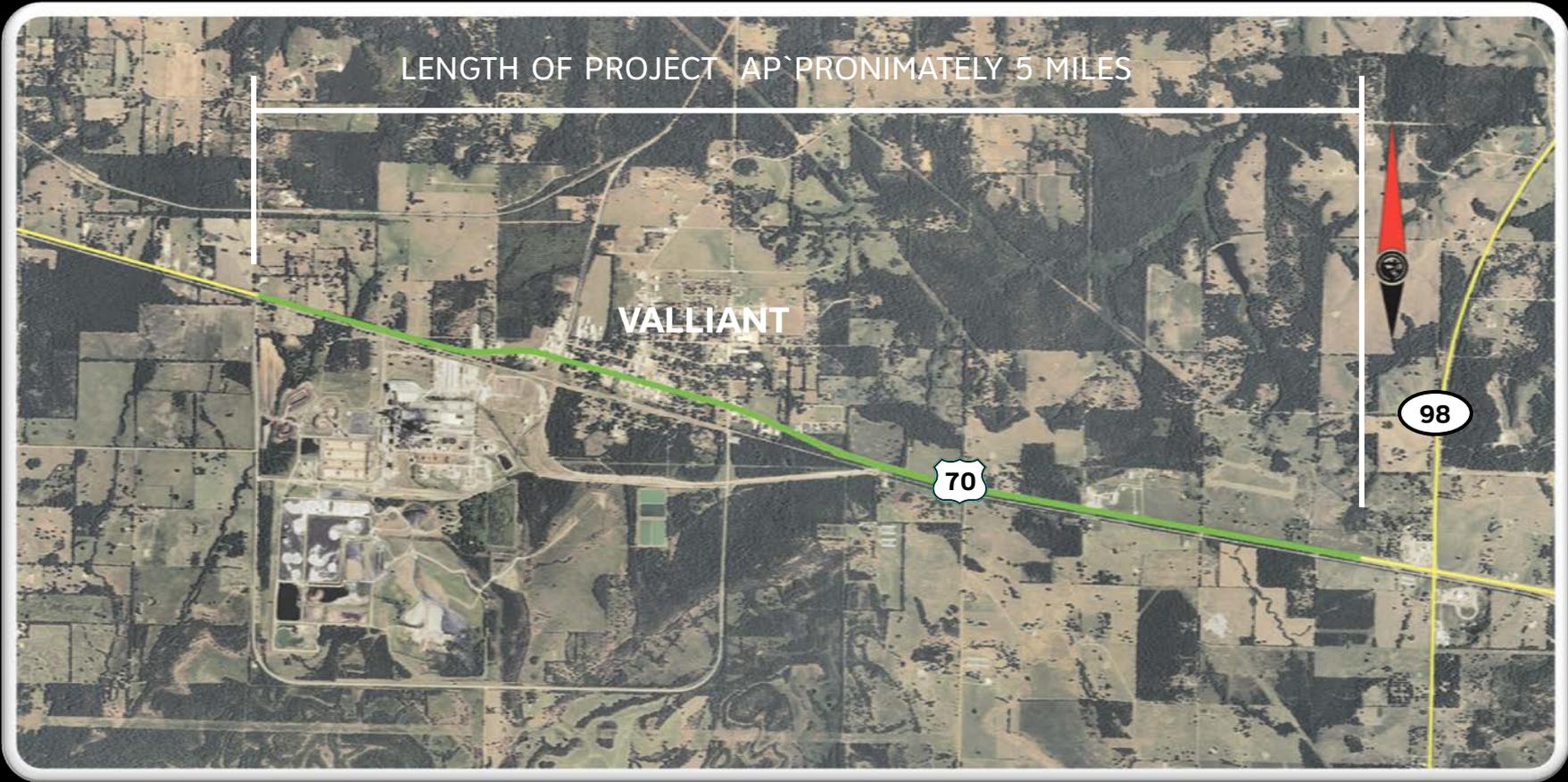
NATIONAL HIGHWAY SYSTEM TRANSPORTATION CORRIDOR



 OTHER PRINCIPAL ARTERIAL	 INTERSTATE HIGHWAY	 INTERSTATE HIGHWAY SYMBOL	 COUNTY LINES
 NON-NHS TOLL ROUTE	 NHS CONNECTOR	 US HIGHWAY SYMBOL	 RIVERS AND LAKES
 PROPOSED NHS ROUTE	 STRAHNET	 STATE HIGHWAY SYMBOL	 URBAN AREA
 CONGRESSIONAL HIGH PRIORITY ROUTE	 CONGRESSIONAL HIGH PRIORITY ROUTE	 URBAN AREA	



PROJECT LENGTH & LOCATION





BEFORE CONSTRUCTION





**ARTIST RENDERING
AFTER CONSTRUCTION**





**EXAMPLE OF A RAILROAD CROSSING
ACROSS A 5-LANE SECTION**





QUESTIONS?

COMMENTS?

THANK YOU FOR COMING

**ODOT PUBLIC MEETING
U.S. 70 IN VALLIANT, OK**

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

