

ODOT



WELCOME

**Public Meeting For US-277
In Caddo and Grady Counties
March 28, 2013**

TEAM INTRODUCTIONS

■ ODOT

- Bob Rose - Division 7 Engineer
- Jeff Hiller - Division 7 Construction Engineer
- Siv Sundaram - Environmental Programs
- Greg Worrell - Division 7 NEPA Project Manager
- Jay Herbert - Right-of-Way Division
- Frank Roesler III - Public Involvement Officer



■ GARVER



Brent Schniers, PE
Project Manager



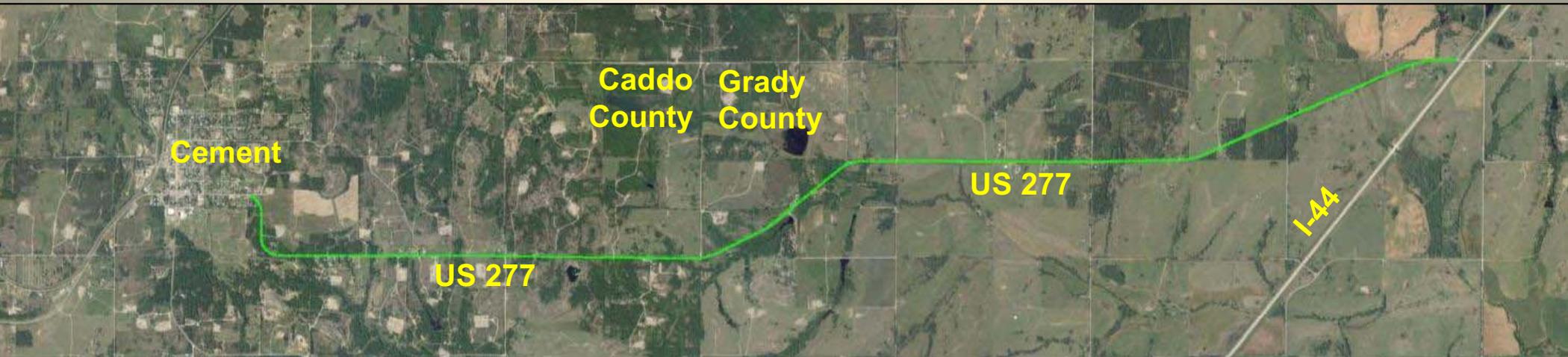
Kirsten McCullough
AICP, RPA
Environmental Lead



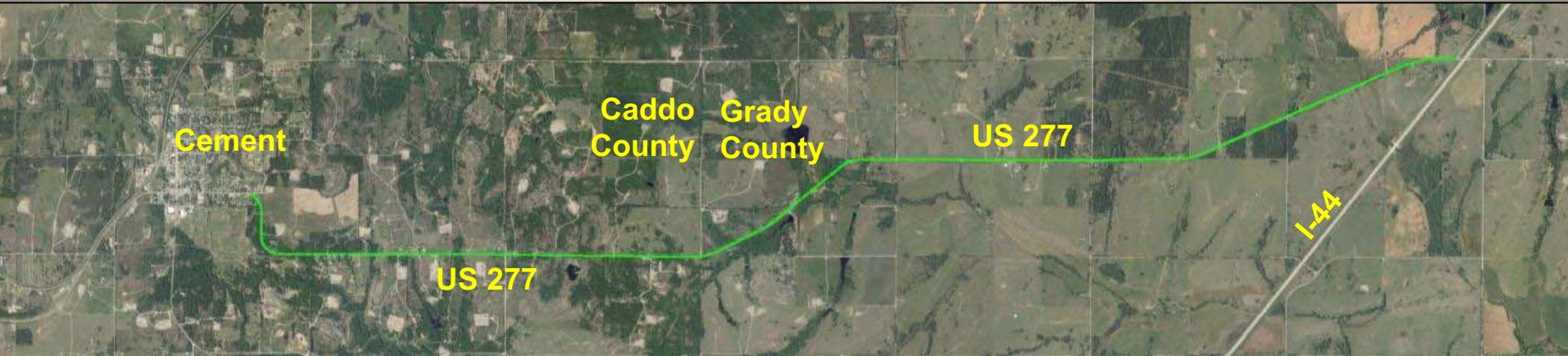
Kevin Moore, PE
Roadway Lead

PURPOSE OF THIS MEETING

**...is to Inform the Public and Solicit
Comments About the Proposed
Improvements to US-277 From the East
Edge of Cement to I-44**



PROJECT PURPOSE



...is to Reduce Accidents and Improve Roadway Deficiencies.

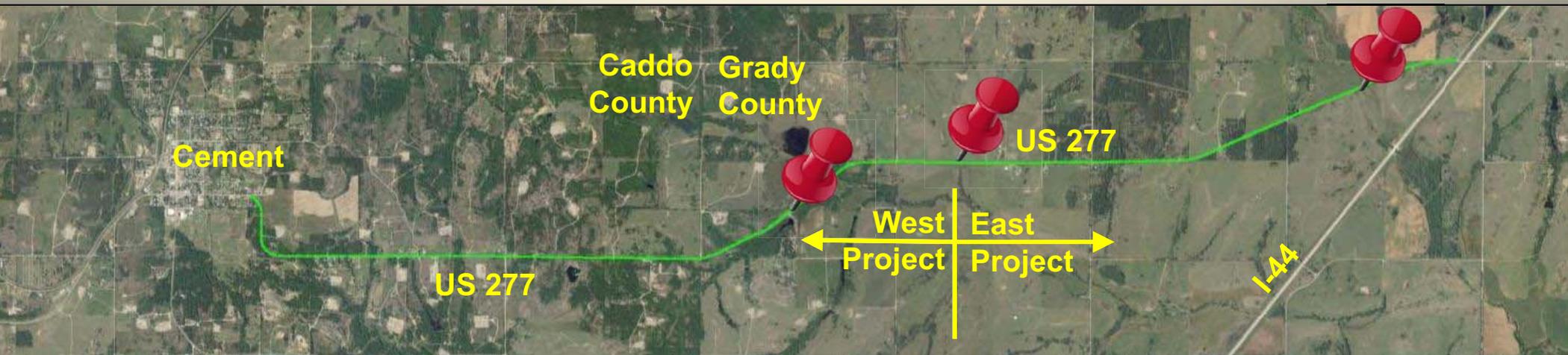
PROJECT AREA INFORMATION

■ General Data

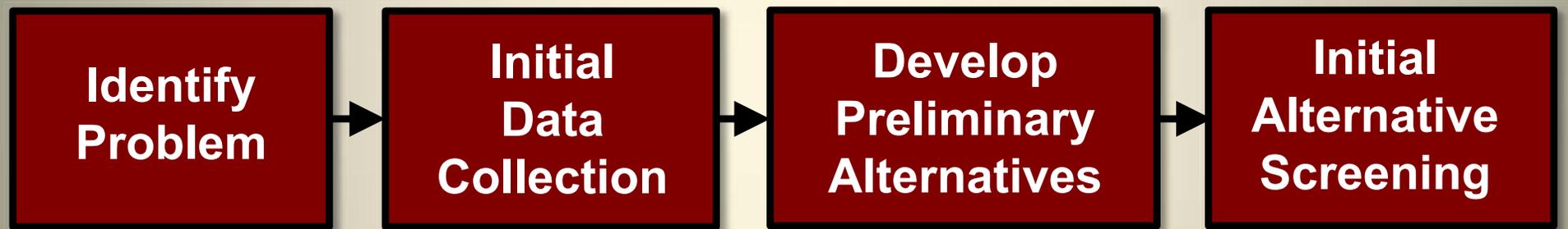
- 2 Lane Roadway (Rural Collector)
- 3 Existing Bridge Structures 
 - West Bills Creek
 - Middle Bills Creek
 - East Bills Creek
- Current Traffic: **2,000** Vehicles/Day (**15%** Trucks)
- Projected Traffic (2035): **3,100** Vehicles/Day

■ Corridor is Split into Two Projects

- West Project – From Cement to Middle Bills Creek
- East Project – From Middle Bills Creek to I-44



PROJECT DEVELOPMENT PROCESS



EXISTING CONDITIONS WARRANT IMPROVEMENT

■ Roadway Deficiencies

- Inadequate Sight Distance
 - Rolling Terrain – Vertical Alignment
 - Sharp Curves – Horizontal Alignment
 - Blind Intersections
- No Shoulders
- Steep Roadside Slopes



**Identify
Problem**

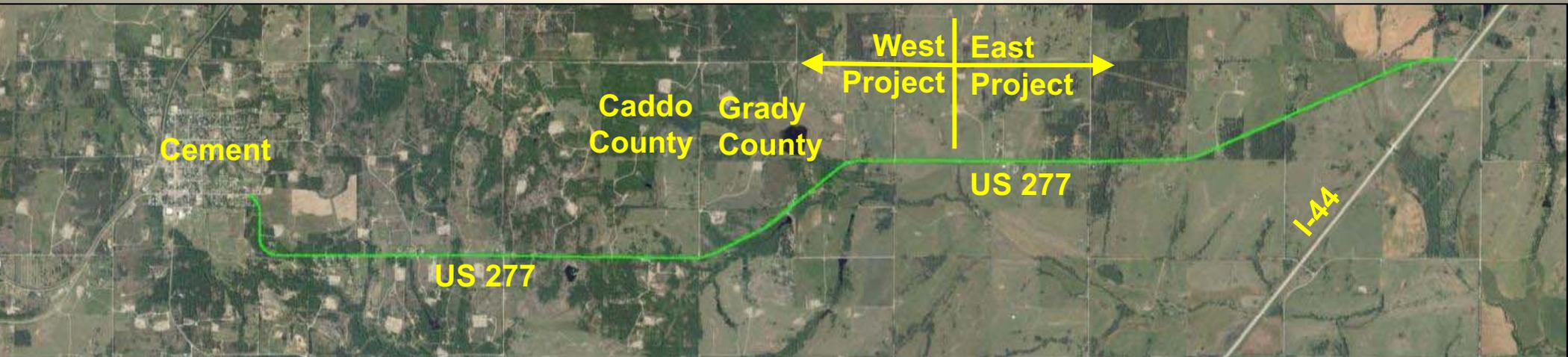
Initial Data
Collection

Preliminary
Alternatives

Alternative
Screening

EXISTING DEFICIENCIES LEAD TO HIGH ACCIDENT RATE

- Existing Accident Rate
 - High Compared to Similar Facilities
 - Total 26 Documented over Previous 5 Years
 - 11 Personal Property Damage
 - 14 Injury (23 Persons)
 - 1 Fatal (4 Persons)



**Identify
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INITIAL DATA COLLECTION

■ Identified Key Existing Features

○ Topographical

- Rock Outcroppings
- Rock Quarry
- Drainage Structures
- Bridges
- Businesses/Industries
- Residences
- Utilities
- Oil/Gas Facilities



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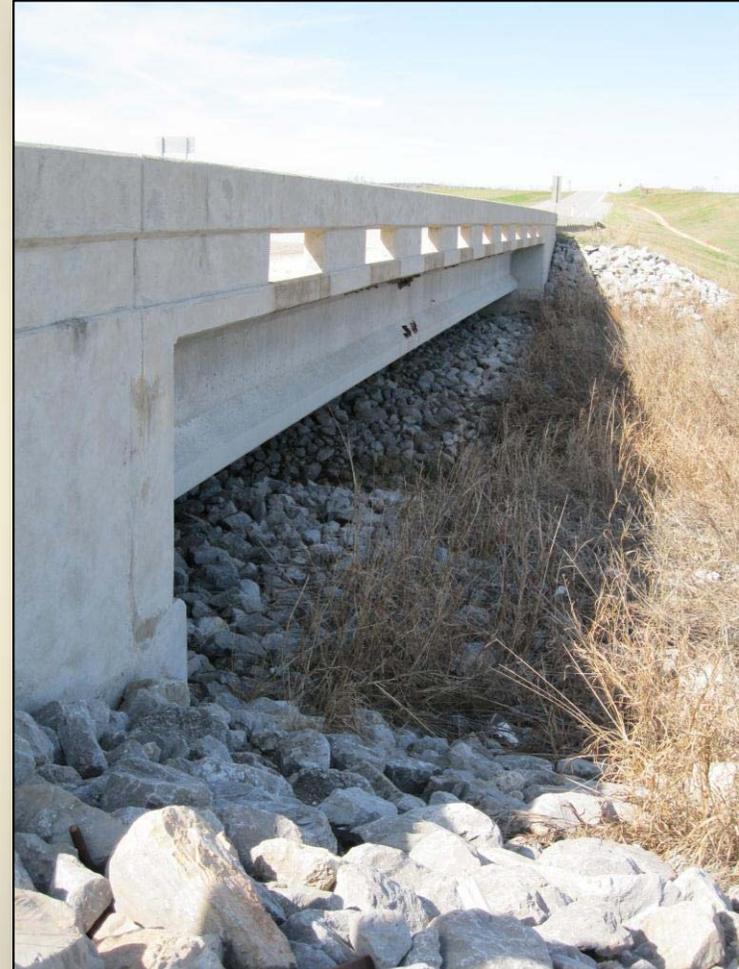
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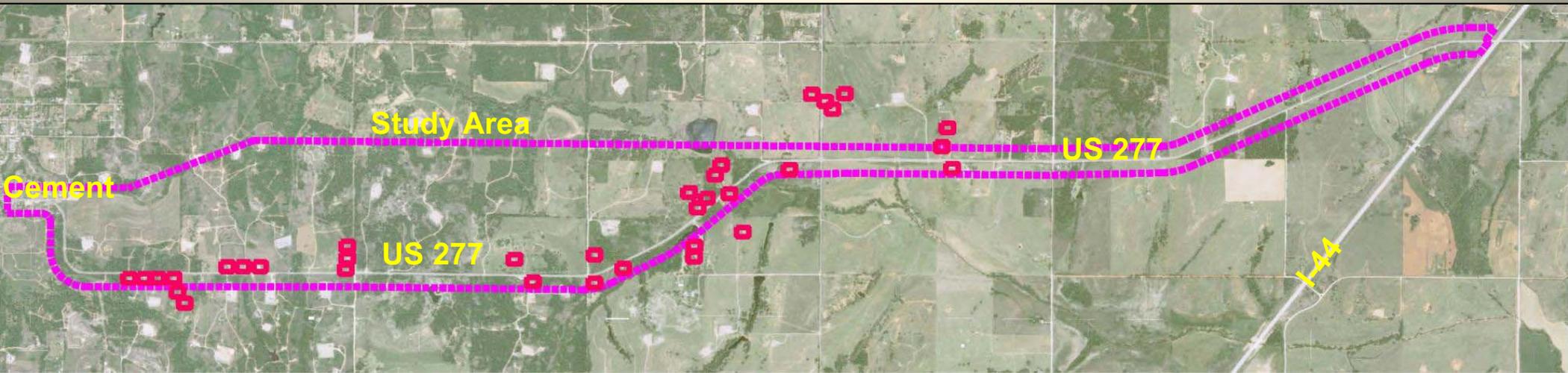
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INITIAL DATA COLLECTION

■ Environmental Data

- Homes and Businesses
- Hazardous Materials
- Noise
- Threatened and Endangered Species
- Cultural Resources
- Wetlands and Streams



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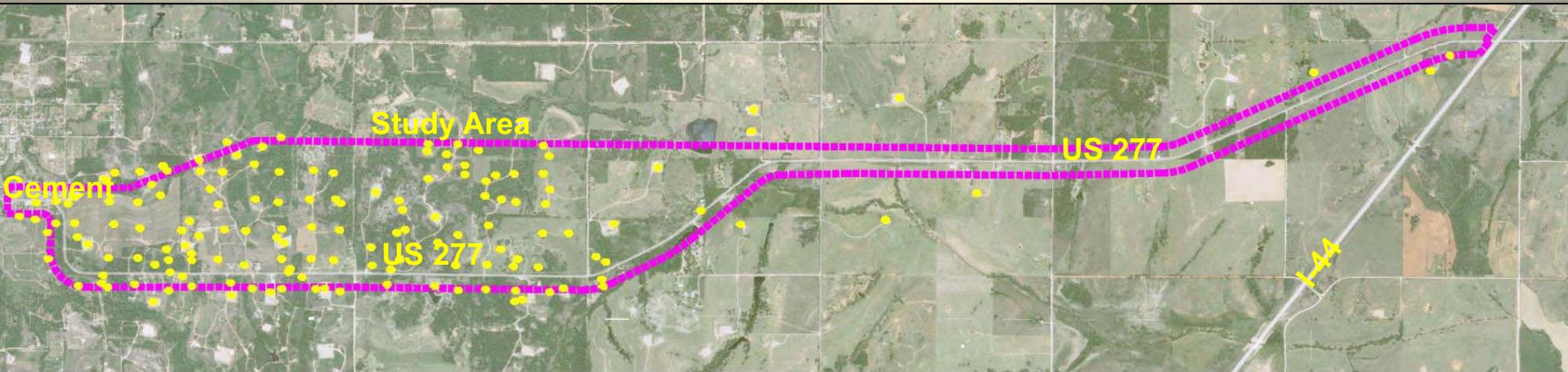
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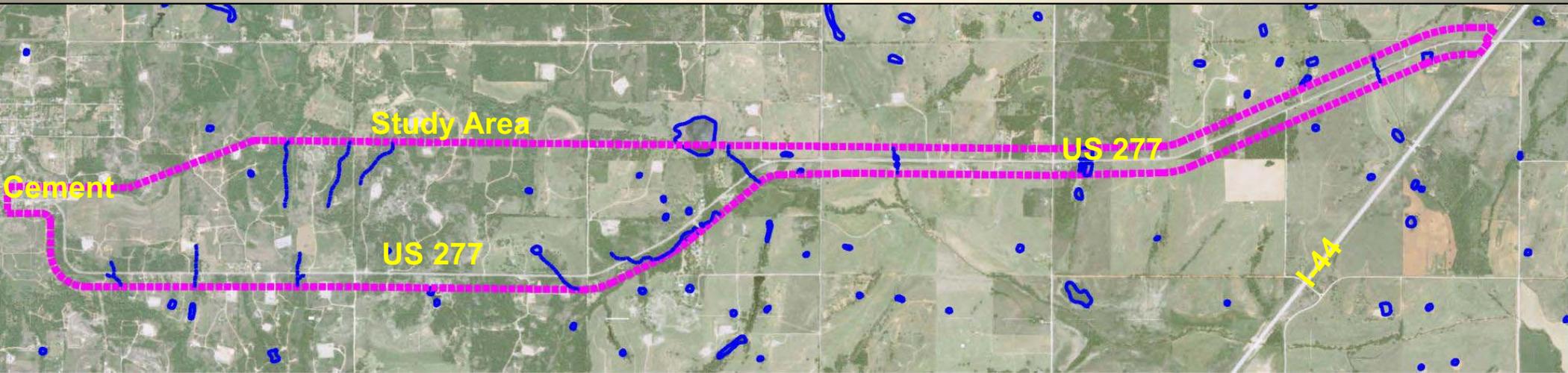
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DEVELOP PRELIMINARY ALT'S

■ Proposed Design Criteria for all Alternatives

- Design Speed of 65mph
 - Vertical Sight Distance
 - Horizontal Curves
- Roadway Typical Section
 - 12-foot Lanes
 - 8-foot Shoulders
 - Safe Fill Slopes
- Bridge Structures
 - West Bills Creek – Reconstructed
 - Middle Bills Creek – Remain As-Is
 - East Bills Creek – Widening of Existing



Identify
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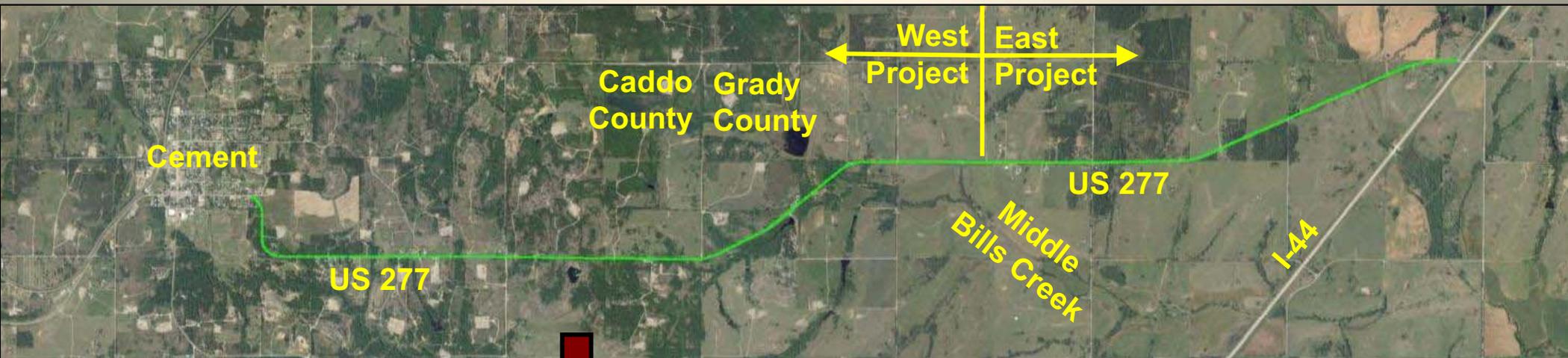
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DEVELOP PRELIMINARY ALT'S

- **Started With Purpose in Mind**
 - “...To Reduce Accidents and Improve Roadway Deficiencies...”
- **Not Feasible to Correct Existing Roadway -**
 - Numerous Hills to Cut and Valleys to Fill
 - Difficult to Keep Existing Roadway Open During Construction
 - Significant Utility Impacts
 - Impacts to Residences Along Highway



Identify
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INITIAL ALTERNATIVE SCREENING

- **Developed Multiple Alternatives**
 - **East Project**
 - North Parallel Offset
 - South Parallel Offset
 - **West Project**
 - Parallel Offsets
 - New Alignments
- **Evaluated Alternatives**
 - Right of Way and Utility Impacts
 - Environmental Impacts
 - Construction Costs
 - Refined and Reduced Number of Alternatives
 - **East Project (North & South Offset)**
 - **West Project (Alt. 2A, 4 & 6)**



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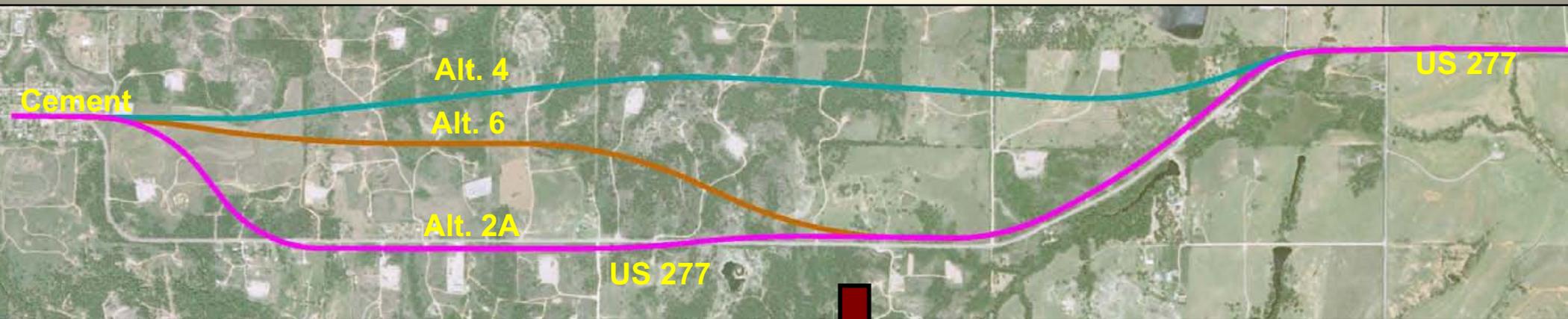
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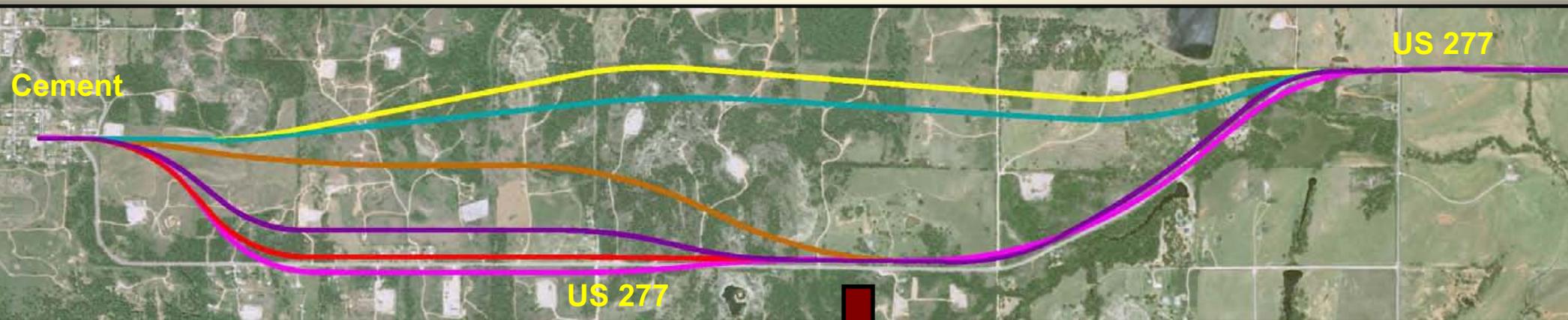
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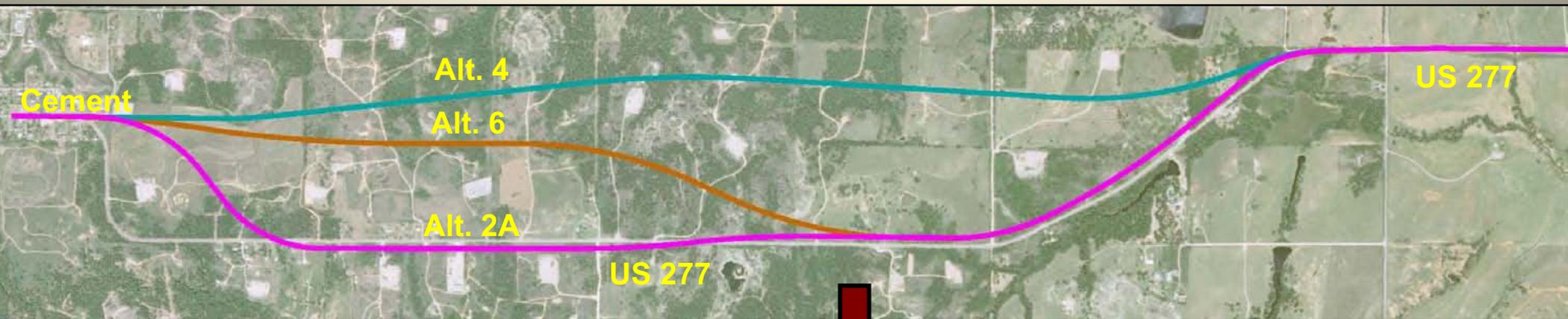
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ALTERNATIVE OVERVIEWS

WEST PROJECT ALTERNATIVES

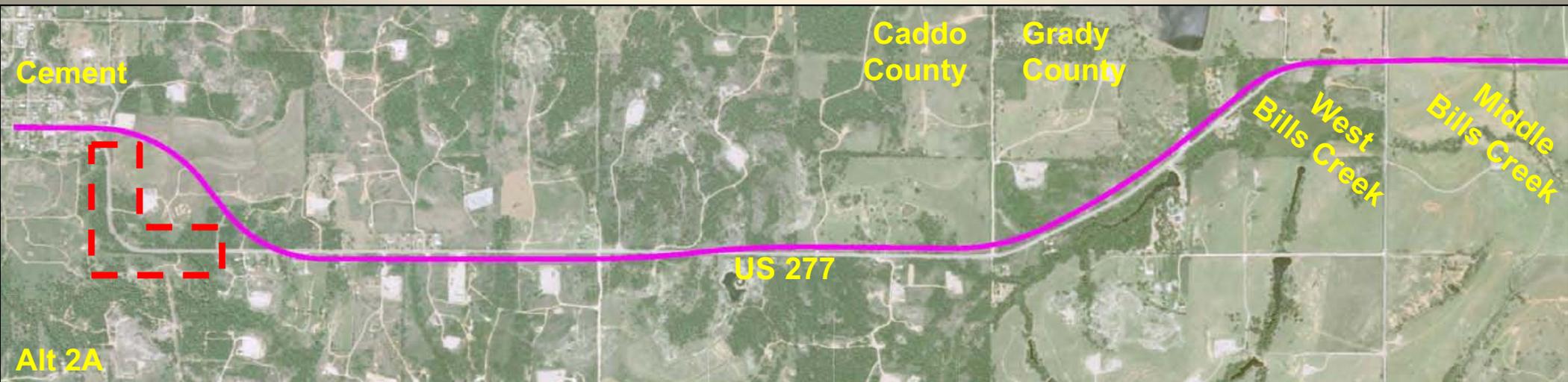
Alternative 2A

■ Overview

- Straightens Horizontal Curves Near Cement
- South Parallel Offset to Just Prior to Rock Quarry
- North Offset After Rock Quarry
- Connects Back to Existing Highway After West Bills Creek

■ Key Features

- Existing Highway Pavement Removed Within Limits
- Access to Highway Remains Similar
- High Utility Impacts & Costs
- Construction Near Oil/Gas Processing Facilities on South
- Estimated Overall Cost = \$17.3M



WEST PROJECT ALTERNATIVES

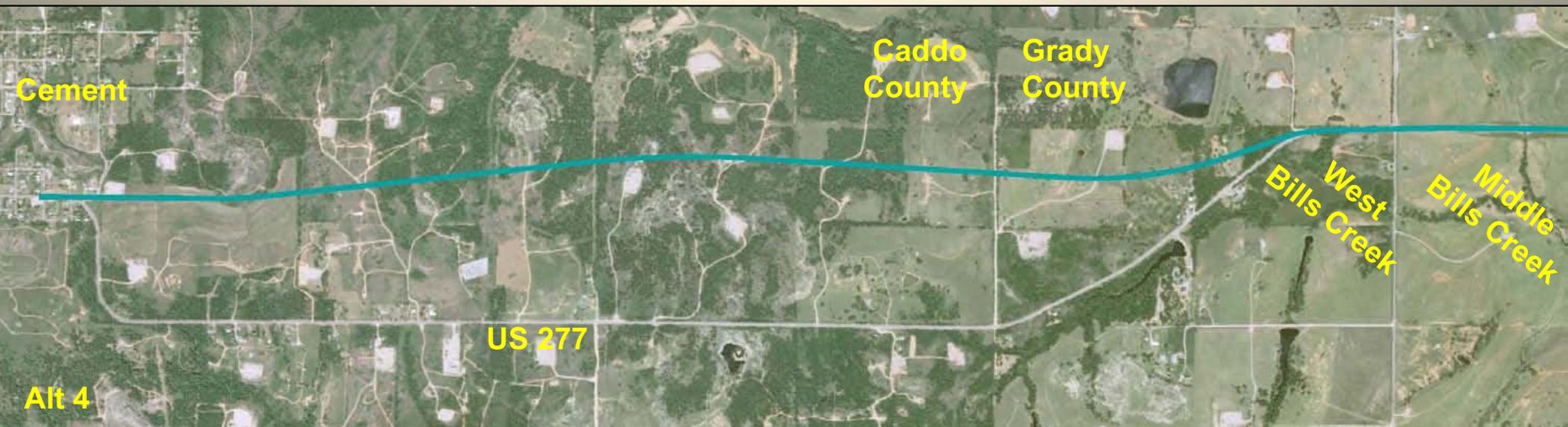
Alternative 4

■ Overview

- Creates New Alignment North of Existing Highway
- Similar to a Survey Alignment Staked by ODOT in the 1970s
- Connects Back to Existing Highway After West Bills Creek

■ Key Features

- Minimizes Residential Impacts
- Lowest Utility Relocation Costs
- Significant Construction In Rock
- Existing Highway Remains in Service as Local Facility
- Estimated Overall Cost = \$16.7M



WEST PROJECT ALTERNATIVES

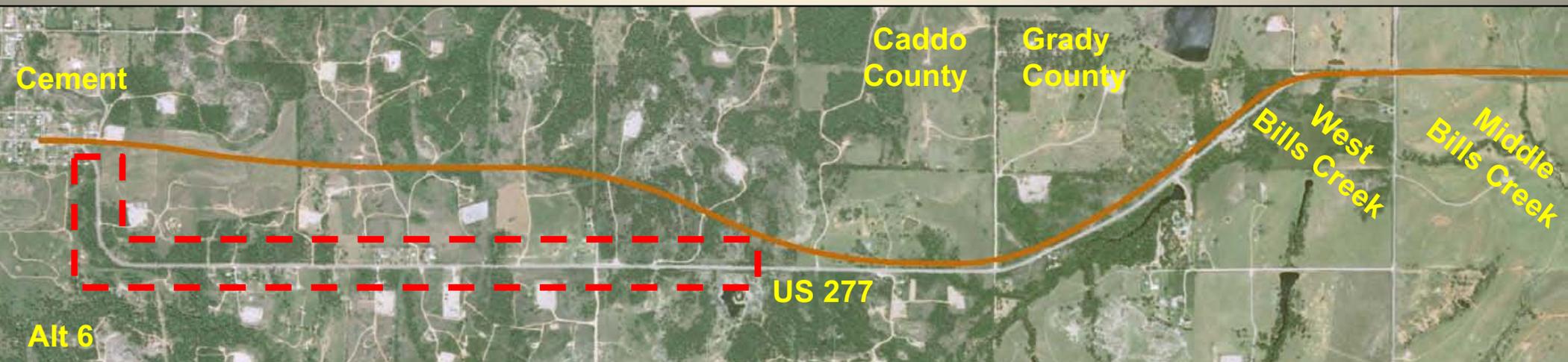
Alternative 6

■ Overview

- Begins as New Alignment North of Existing
- Shifts South to Avoid Rock and Oil Facilities
- East of Rock Quarry Becomes a North Offset
- Connects Back to Existing Highway After West Bills Creek

■ Key Features

- Minimizes Oil Pump Jack Impacts
- Highest Utility Relocation Costs
- Some Construction In Rock
- Existing Highway Remains in Service as Local Facility
- Estimated Overall Cost = \$17.4M



EAST PROJECT ALTERNATIVES

North Offset

■ Overview

- Begins on Alignment East of Middle Bills Creek
- Shifts to a North Parallel Offset
- Connects Back to Existing Highway Prior to East Bills Creek

■ Key Features

- Existing Highway Pavement Removed Within Limits
- High Utility Relocation Costs
- Fewer Residential Impacts
- Estimated Cost = \$8.5M



EAST PROJECT ALTERNATIVES

South Offset

■ Overview

- Begins on Alignment East of Middle Bills Creek
- Shifts to a South Parallel Offset
- Connects Back to Existing Highway Prior to East Bills Creek

■ Key Features

- Existing Highway Pavement Removed Within Limits
- Increased Residential Impacts
- Lower Utility Relocation Costs
- Estimated Cost = \$8.0M



ENVIRONMENTAL IMPACTS

- Overall, Environmental Impacts Were Similar Across All of the Alternatives
- Impacts are Anticipated to be in These Areas:
 - Property Acquisition and Potentially a Small Number of Residential Relocations
 - Impacts to Pump Jacks or Storage Tanks
 - Potential for Hazardous Waste
 - Minor Amounts of Wetland Impacts



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**Alternative
Screening**

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**Alternative
Screening**

A perspective view of a two-lane asphalt road with a double yellow center line, flanked by green grass and utility poles under a clear sky. The road curves slightly to the right in the distance. The word "SUMMARY" is overlaid in the center of the road.

SUMMARY

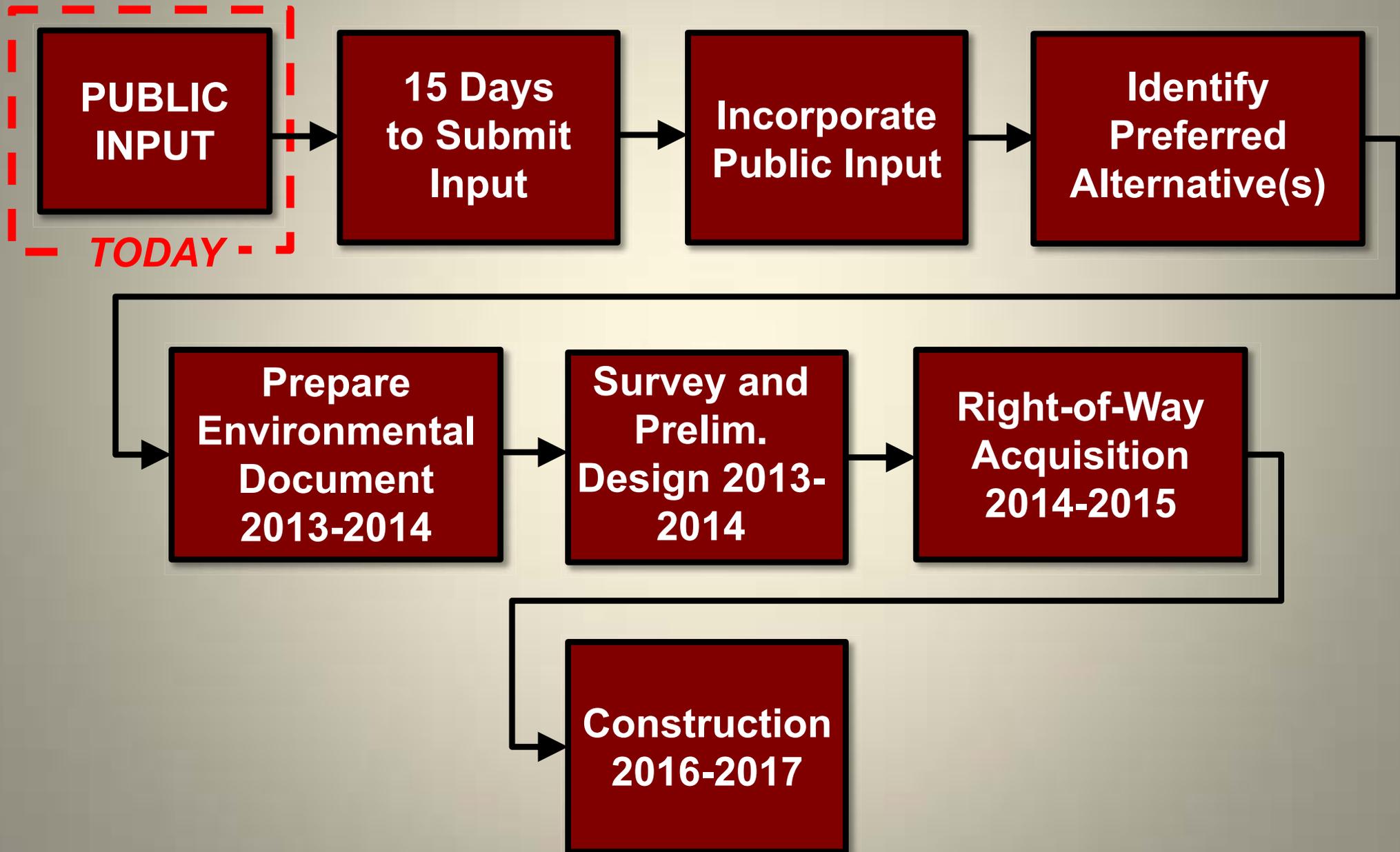
ALTERNATIVES SUMMARY

WEST PROJECT	RIGHT-OF-WAY	UTILITIES	ENVIRONMENTAL	CONSTRUCTION COST	PUBLIC INPUT	TOTAL COST (Million)	SUMMARY
ALT. 2A						\$17.3	<ul style="list-style-type: none"> · Highest R/W Impacts · Lowest Construction Cost · Moderate Utility/ Environmental Impacts · Higher Total Cost
ALT. 4						\$16.7	<ul style="list-style-type: none"> · Highest Construction Cost · Lowest Utility Impacts · Moderate RW and Environmental Impacts · Lowest Total Cost
ALT. 6						\$17.4	<ul style="list-style-type: none"> · Highest Utility Cost · Lowest Environmental Impacts · Moderate R/W and Construction Cost · Highest Total Cost

EAST PROJECT	RIGHT-OF-WAY	UTILITIES	ENVIRONMENTAL	CONSTRUCTION COST	PUBLIC INPUT	TOTAL COST (Million)	SUMMARY
NORTH OFFSET						\$8.5	<ul style="list-style-type: none"> · Highest Utility/ Construction Cost · Lowest R/W and Environmental Impacts · Highest Total Cost
SOUTH OFFSET						\$8.0	<ul style="list-style-type: none"> · Higher R/W and Environmental Impacts · Lowest Utility and Construction Cost · Lowest Total Cost

Highest Impact
 Moderate Impact
 Lowest Impact

NEXT STEPS



THANK YOU!

Please Submit Your Comments by April 12, 2013

- ✓ Leave Your Comment Form Here Tonight
- ✓ Mail the Comment Form Back to ODOT:
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105
- ✓ Email Your Comments to ENVIRONMENTAL@ODOT.ORG

QUESTIONS?