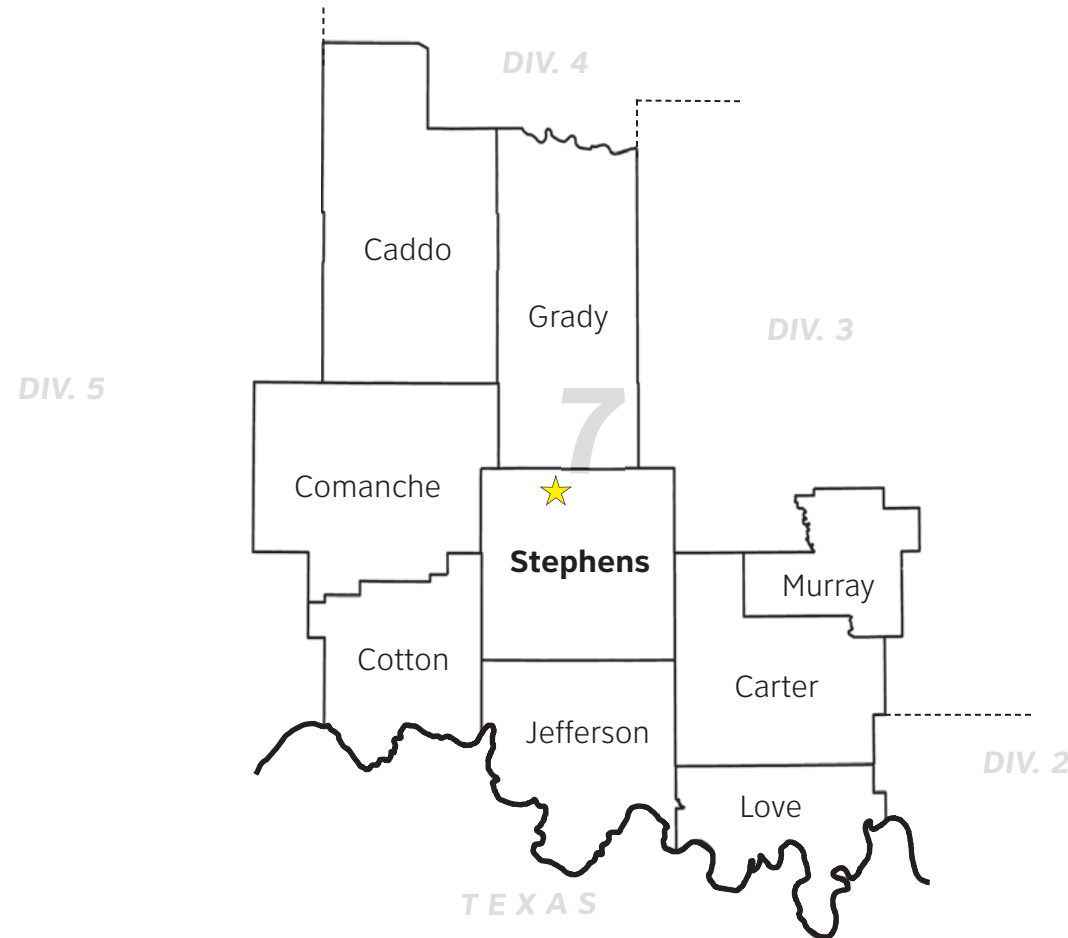


DIVISION 7 INFORMATION

•Division Engineer:	Bob Rose
•Total Road Miles:	1,423.85
•Total Interstate Miles:	95.32
•Total Bridges:	794
•Counties Serviced:	9



Visit us on your mobile device! Use the QR barcode to the left with your barcode reader of choice to visit ODOT.org on the go.

QUESTIONS? COMMENTS?

If you have any questions or comments about the Oklahoma Department of Transportation's proposed projects, please visit www.odot.org/meetings/other.php to fill out an official comment form, or send an e-mail to m-coordinator@odot.org for any questions you have.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division, 200 N.E. 21st St., Oklahoma City, OK 73105

THE OKLAHOMA DEPARTMENT OF TRANSPORTATION SH-29 PUBLIC MEETING

Bray-Doyle Public Schools Cafeteria
1205 South Brooks Rd.
Marlow OK, 73055

April 29th, 2014
@ 6:00 p.m.

Welcome to The Oklahoma Department of Transportation Public Meeting for SH-29, east of US-81 in Stephens County, OK

PURPOSE OF MEETING

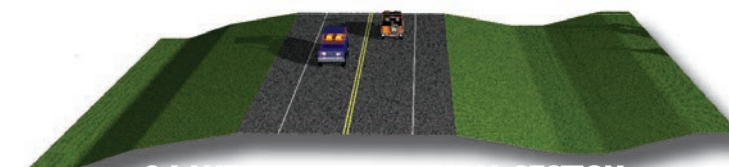
The purpose of this meeting is to explain the alignment selection process, present the proposed alignment and environmental issues associated with it, and seek public input before finalizing the design.

PURPOSE OF PROJECT

The purpose of this project is to improve safety and sight distance due to narrow shoulders and steep grades.

DESCRIPTION

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve SH-29 from 2.6 miles east of US-81 extending east for approximately 9.1 miles. The existing two lane road, with no shoulders and limited sight distance, will be reconstructed to a two lane road with twelve (12) foot wide driving lanes, eight (8) foot wide shoulders, and improved sight distance. Several alternatives were studied to improve SH-29 while considering cost, right-of-way requirements, and environmental constraints associated with each alternative. SH-29 will be reconstructed mostly on an offset alignment to the north, except in the vicinity of the Bray store and Bray-Doyle Public Schools, where it will be on the existing alignment to minimize environmental impacts and allow highway traffic use during construction. The project will also include replacement of the bridges within the project limits. The construction will be done as two separate projects in different federal fiscal years.



2-LANE UNDIVIDED TYPICAL SECTION
This undivided typical section includes 2-12' driving lanes, with 8' shoulders on either side.

PROJECT INFORMATION

- Estimated Total Cost of these projects is \$23.6 Million
- Right-of-Way & Utility Relocation projected to start in 2014
- Construction on the SH-29 project projected to start in 2016
- Reconstruction of the highway facility will include 2-12' lanes & 8' paved shoulders
- Project to be constructed under traffic (no road closure)
- Current ADT (Average Daily Traffic) = 2,200 vehicles a day
- Future estimated ADT = 2,700 vehicles a day

EXISTING CONDITIONS

- ◆ Original highway constructed in early 1940's
- ◆ McCubbin Creek Bridge built in 1974
- ◆ Clear Creek Bridge built in 1940
- ◆ Bridge Size RCB Culvert built in 1974
- ◆ 2 lane highway with no shoulders
- ◆ Substandard vertical curves

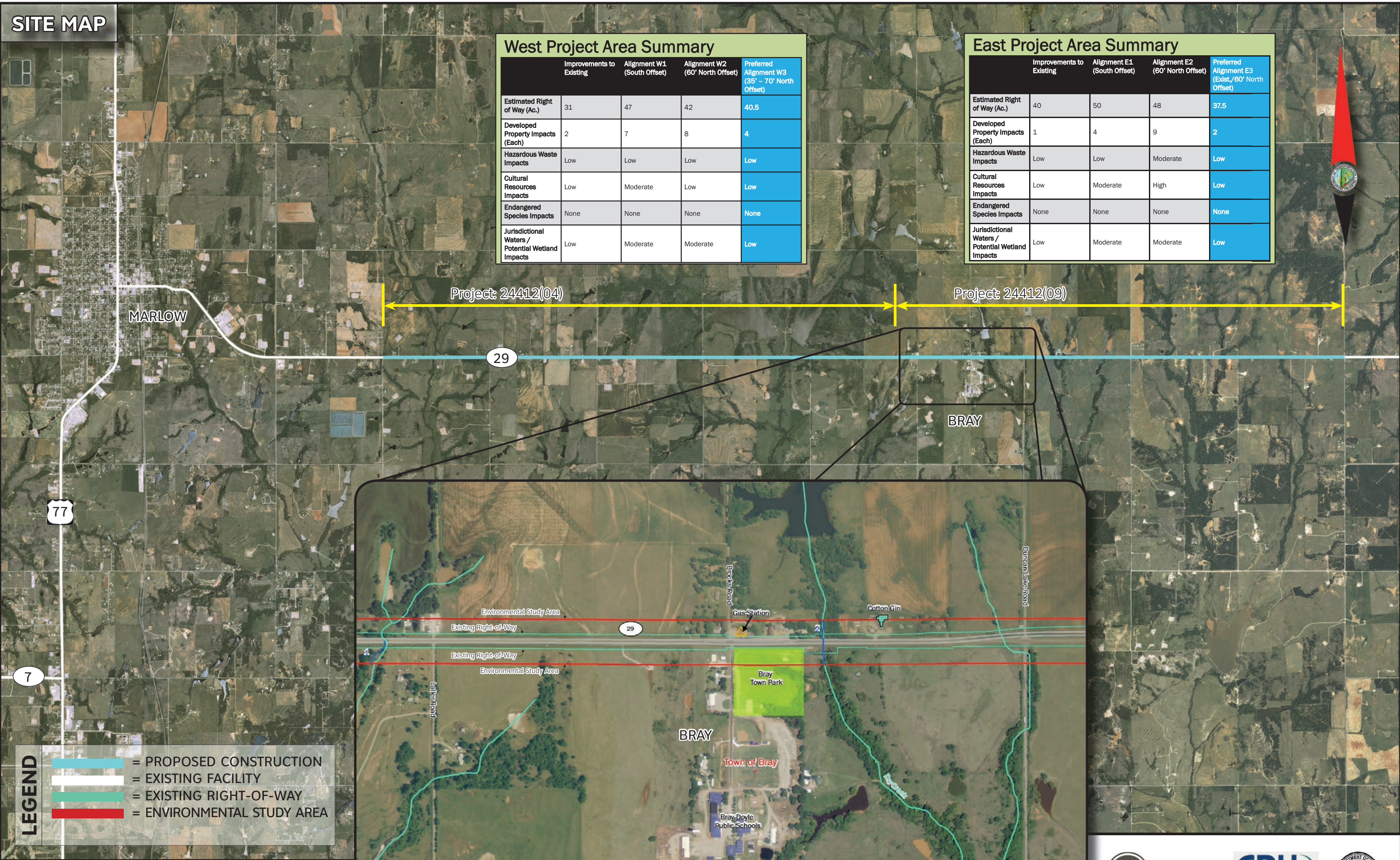
IMPROVEMENT ALTERNATIVES CONSIDERED

- ◆ Improvements to the Existing Alignment
- ◆ Reconstruction offset to the North of Existing
- ◆ Reconstruction offset to the South of Existing
- ◆ Combination of reconstruction on offset and existing alignment

PROPOSED PROJECT SCOPE

- ◆ Improve Roadway & Bridges to meet current Design Criteria and add 8' shoulders
- ◆ **West Project: [24412(04)]**
 - ◆ Offset Alignment to the North of Existing approximately 35' - 70'
 - ◆ Minimize impacts to South of Existing
 - Utilities, Electric Substation
- ◆ Avoid costly detour construction to maintain traffic during the project
- ◆ Add left turn lanes at some intersections
- ◆ Replace McCubbin & Clear Creek bridges
- ◆ **East Project: [24412(09)]**
 - ◆ Widen and Overlay Existing through Bray
 - Minimizes Property Impacts
 - ◆ Offset to North of Existing East of Bray
 - Avoid costly detour construction to maintain traffic during the project
 - Minimize Property and Utility Impacts
 - ◆ Add left turn lanes at some intersections

SITE MAP



West Project Area Summary

	Improvements to Existing	Alignment W1 (South Offset)	Alignment W2 (60' North Offset)	Preferred Alignment W3 (35' - 70' North Offset)
Estimated Right of Way (Ac.)	31	47	42	40.5
Developed Property Impacts (Each)	2	7	8	4
Hazardous Waste Impacts	Low	Low	Low	Low
Cultural Resources Impacts	Low	Moderate	Low	Low
Endangered Species Impacts	None	None	None	None
Jurisdictional Waters / Potential Wetland Impacts	Low	Moderate	Moderate	Low

East Project Area Summary

	Improvements to Existing	Alignment E1 (South Offset)	Alignment E2 (60' North Offset)	Preferred Alignment E3 (Exist./60' North Offset)
Estimated Right of Way (Ac.)	40	50	48	37.5
Developed Property Impacts (Each)	1	4	9	2
Hazardous Waste Impacts	Low	Low	Moderate	Low
Cultural Resources Impacts	Low	Moderate	High	Low
Endangered Species Impacts	None	None	None	None
Jurisdictional Waters / Potential Wetland Impacts	Low	Moderate	Moderate	Low

LEGEND

- ▬ = PROPOSED CONSTRUCTION
- ▬ = EXISTING FACILITY
- ▬ = EXISTING RIGHT-OF-WAY
- ▬ = ENVIRONMENTAL STUDY AREA