



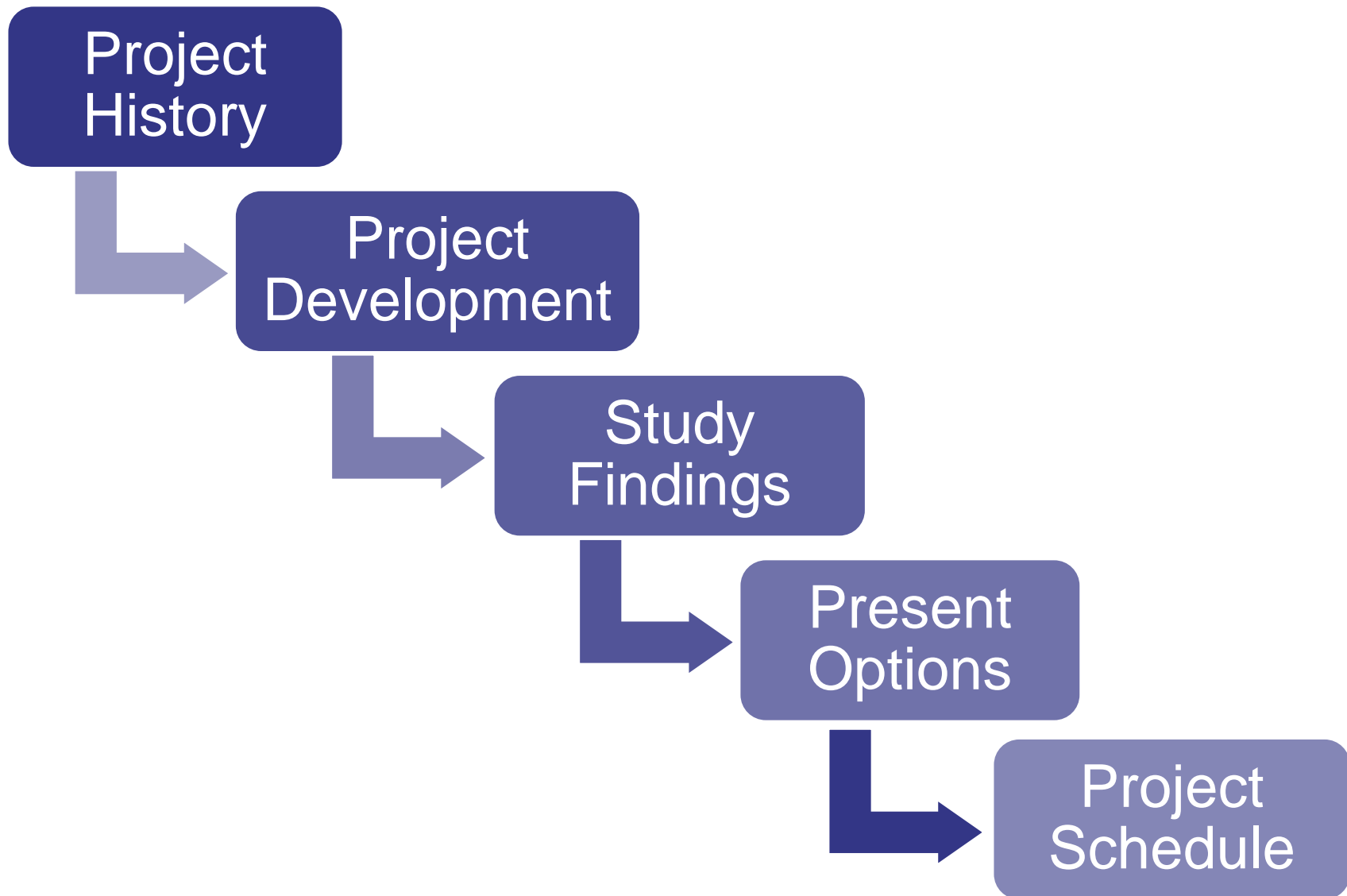
Presentation of Preliminary Engineering Study

US-77 over BNSF Railroad Love County

April 14, 2016

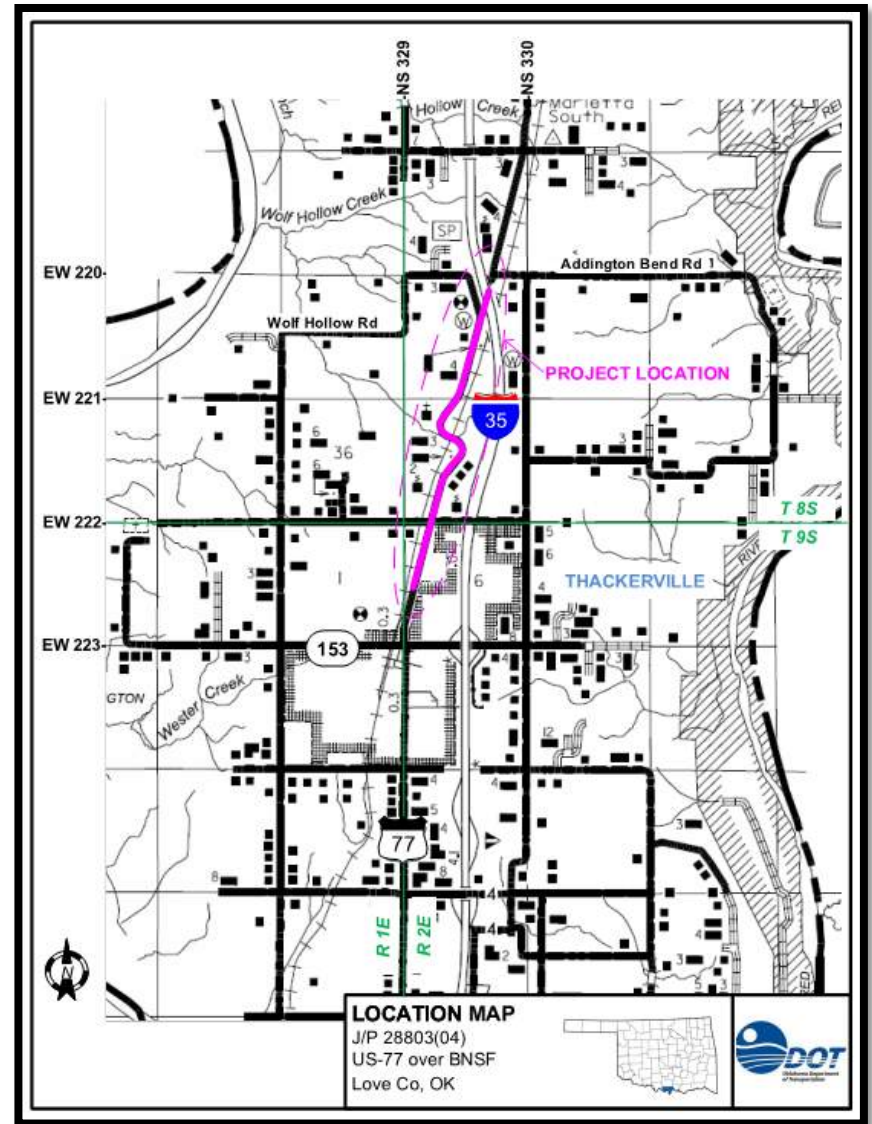


Meeting Agenda



- **Present Findings**
 - Options Considered
 - Impacts Determined

- **Gather Input**
 - Local Government
 - Public
 - Agencies



■ US-77

- Constructed in 1930's
- 2 Lane Highway
- No Shoulders
- Sharp Approach Curves
- Narrow Bridge Opening



■ Traffic Data

- (2016) 2,200 Vehicles Per Day (vpd) with 12% Trucks
- (2036) 3,900 vpd

■ Intersections

- Reed Road (Ulmann Road)
- Wolf Hollow Road

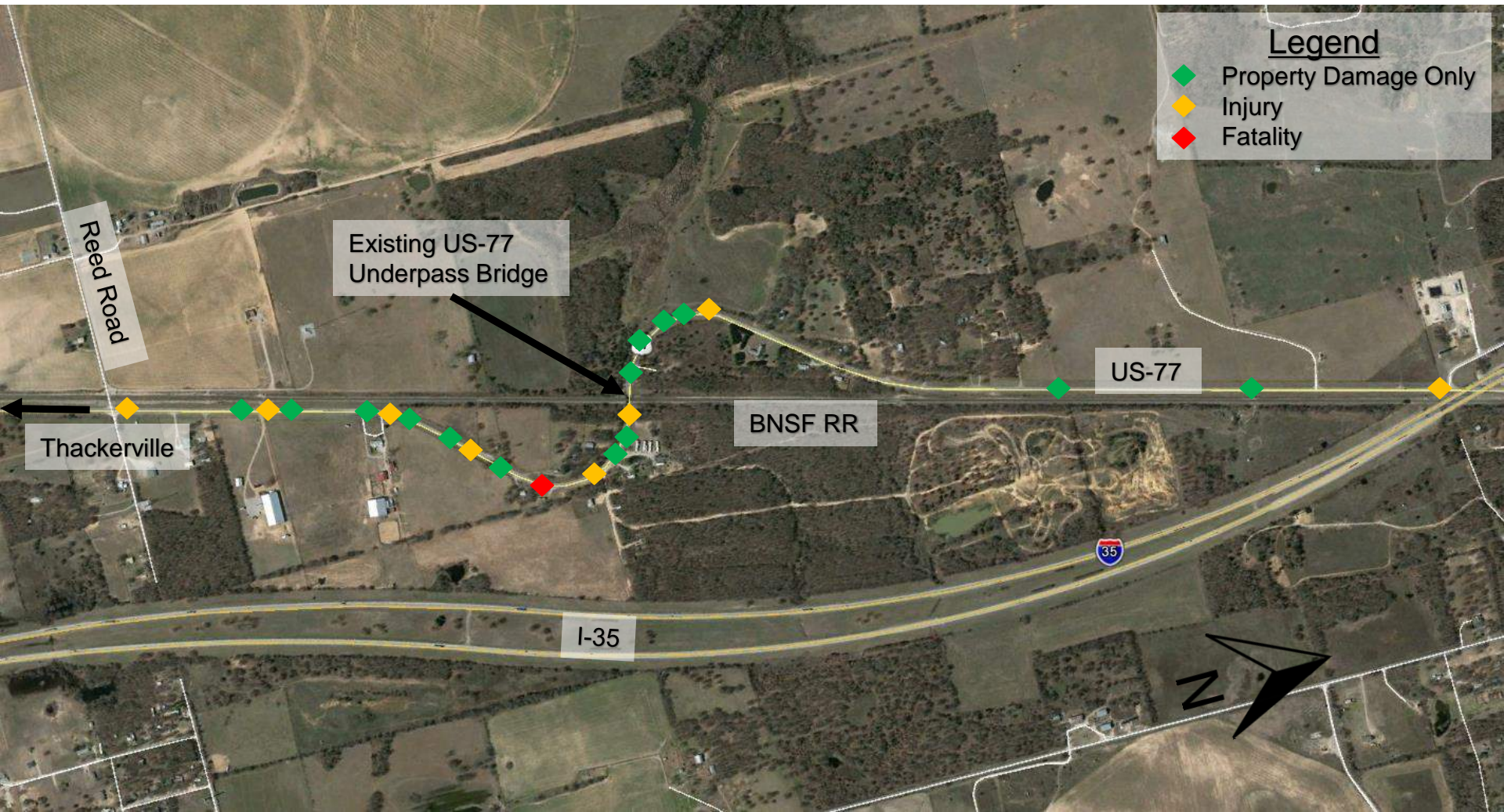


■ Bridges

- BNSF Railroad
 - Narrow Opening (29 Feet)
 - Low Clearance (14 Feet – 7 Inches)
- I-35 Overpass
 - Design in progress
(Separate Project)



Accident Data



- **Improve Safety**
 - Realign US-77
 - Increase Sight Distance
- **Improve Crossing**
 - Provide New Overpass
 - Eliminate Sharp Curves



■ Issues Considered

- Residential Relocations
- Business Impacts
- Church/Cemetery Impacts
- Noise Levels
- Tribal Concerns
- Cultural & Archeological Sites
- Hazardous Waste Sites
- Oil & Gas Wells
- Threatened & Endangered Species
- Wetland Impacts
- Stream Impacts
- Floodplain Impacts
- Prime Farmland Loss



- **Realign US-77**
 - Eliminate Sharp Curves
- **New Bridge over BNSF Railroad**
 - Plug Existing Underpass
- **Provide Two Driving Lanes with Shoulders**
 - Improve Roadside Safety Clear-Zone



■ Alignment Options

- Option 1 – Existing Alignment
- Option 2 – North Alignment
- Option 3 – South Alignment

■ Design Criteria

- 65 MPH
- Two, 12-Foot Wide Driving Lanes
- Two, 8-Foot Wide Paved Shoulders



Project Constraints

- Victory Chapel Church and Cemetery
- Residences
- Businesses
- Oil & Gas Wells

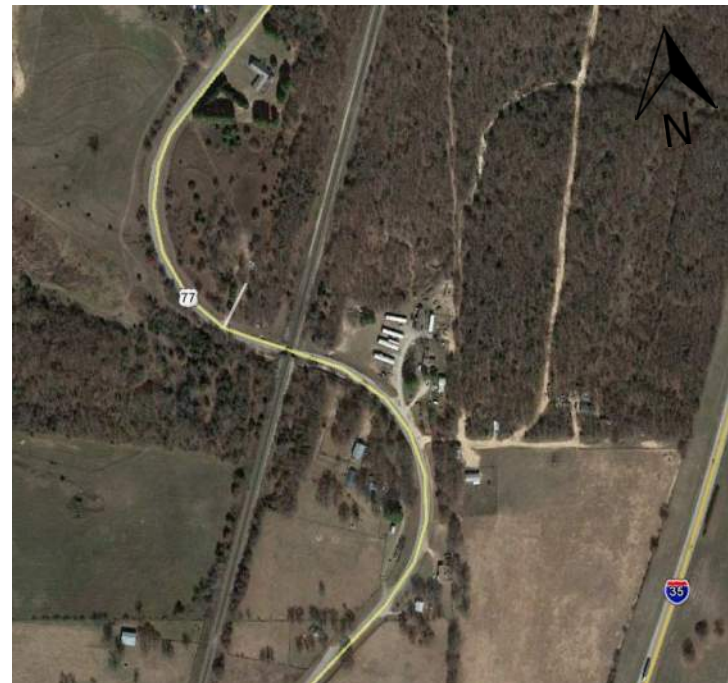


- Radio Towers
- Cell Towers
- Wetland Areas
- Stream Crossings

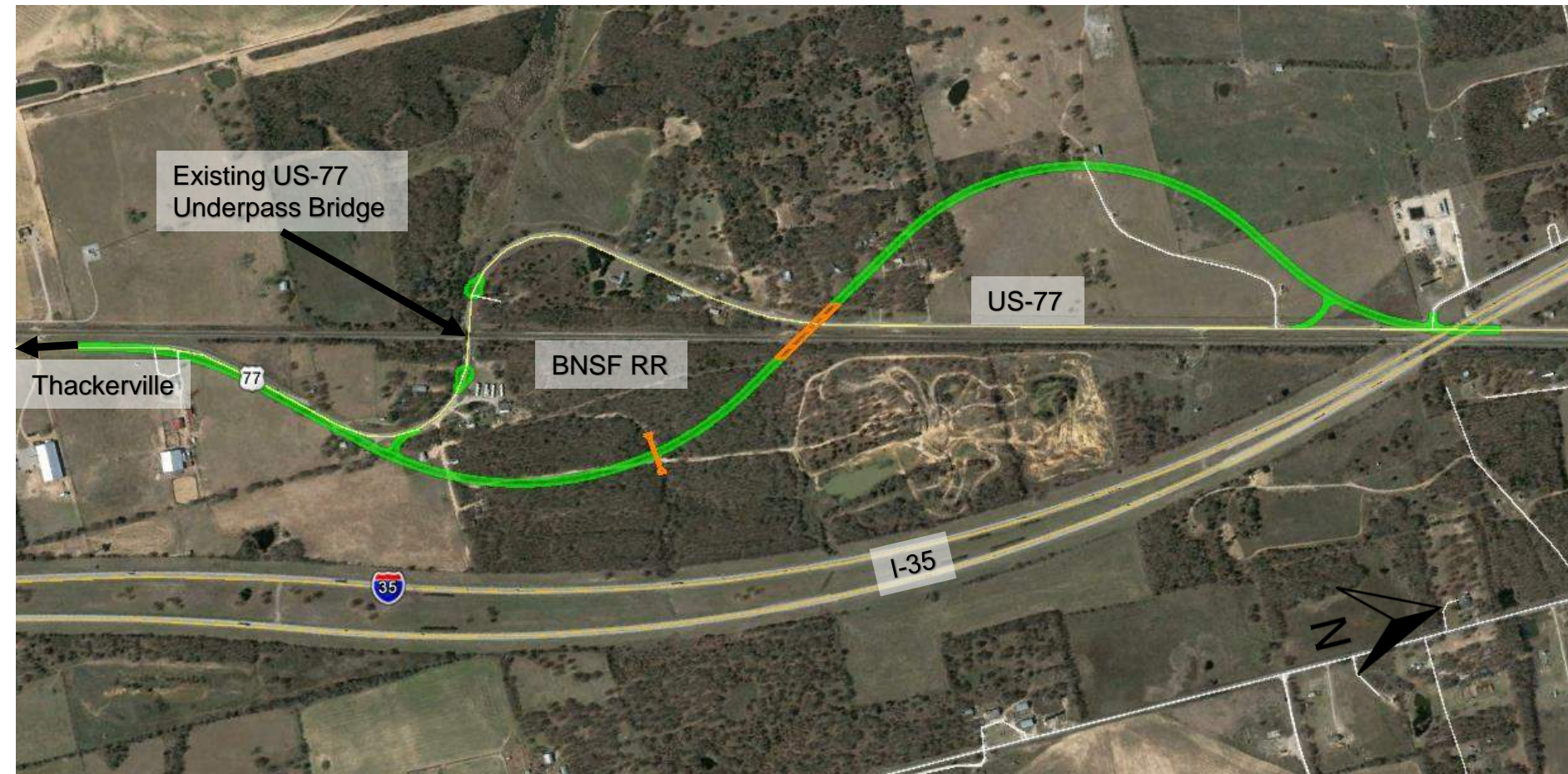


■ Option 1

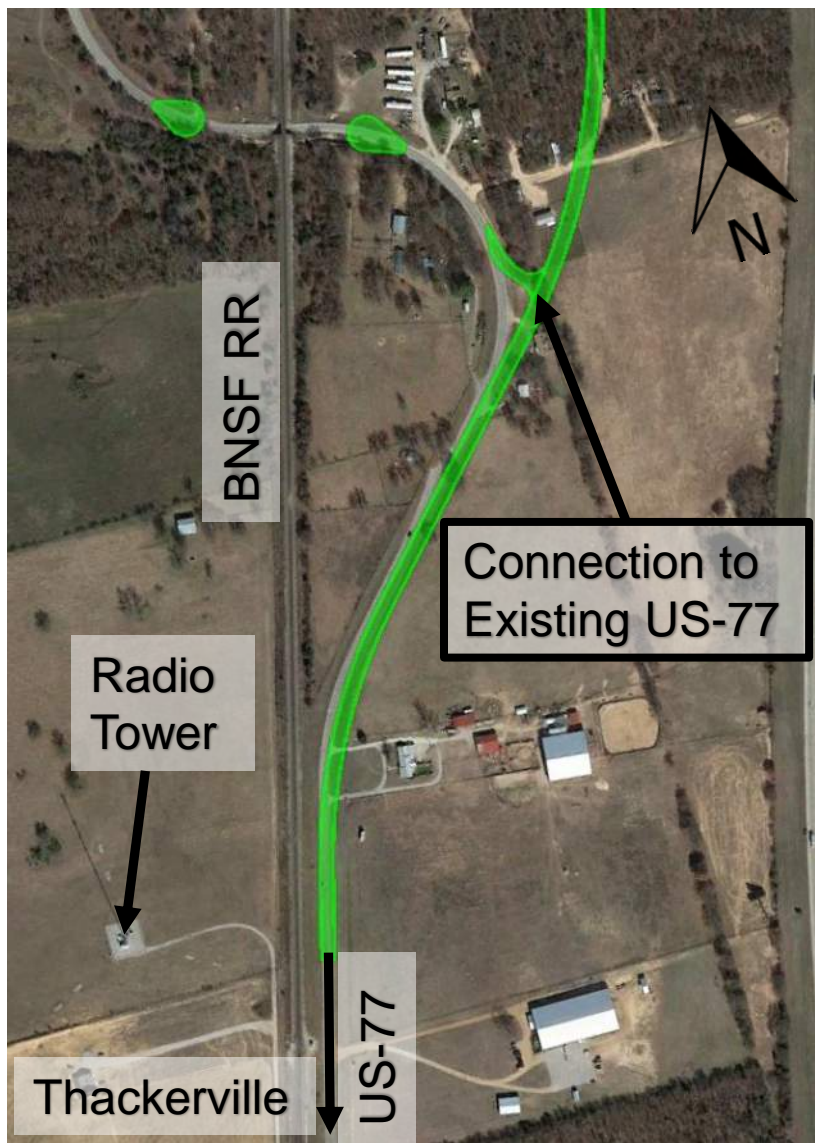
- Reconstruct on Existing Alignment
 - Not Feasible
 - Does Not Meet Current Design Criteria
 - Impractical to Improve Existing Railroad Bridge



■ Option 2



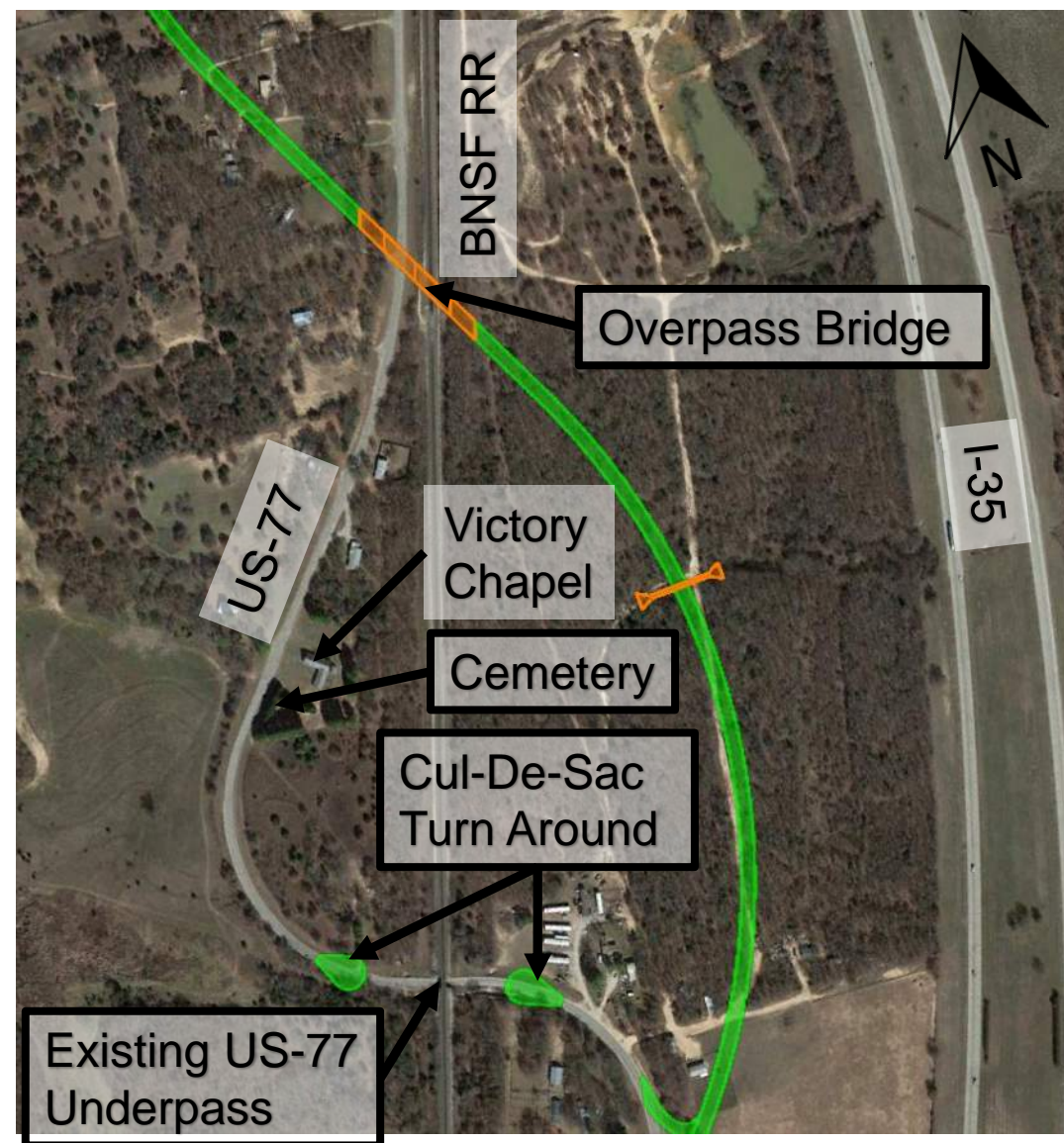
Alignment Options



■ Option 2

- Begin 1.3 Miles North of SH-153
- Improve South Curve
- Connect to Existing US-77 Highway

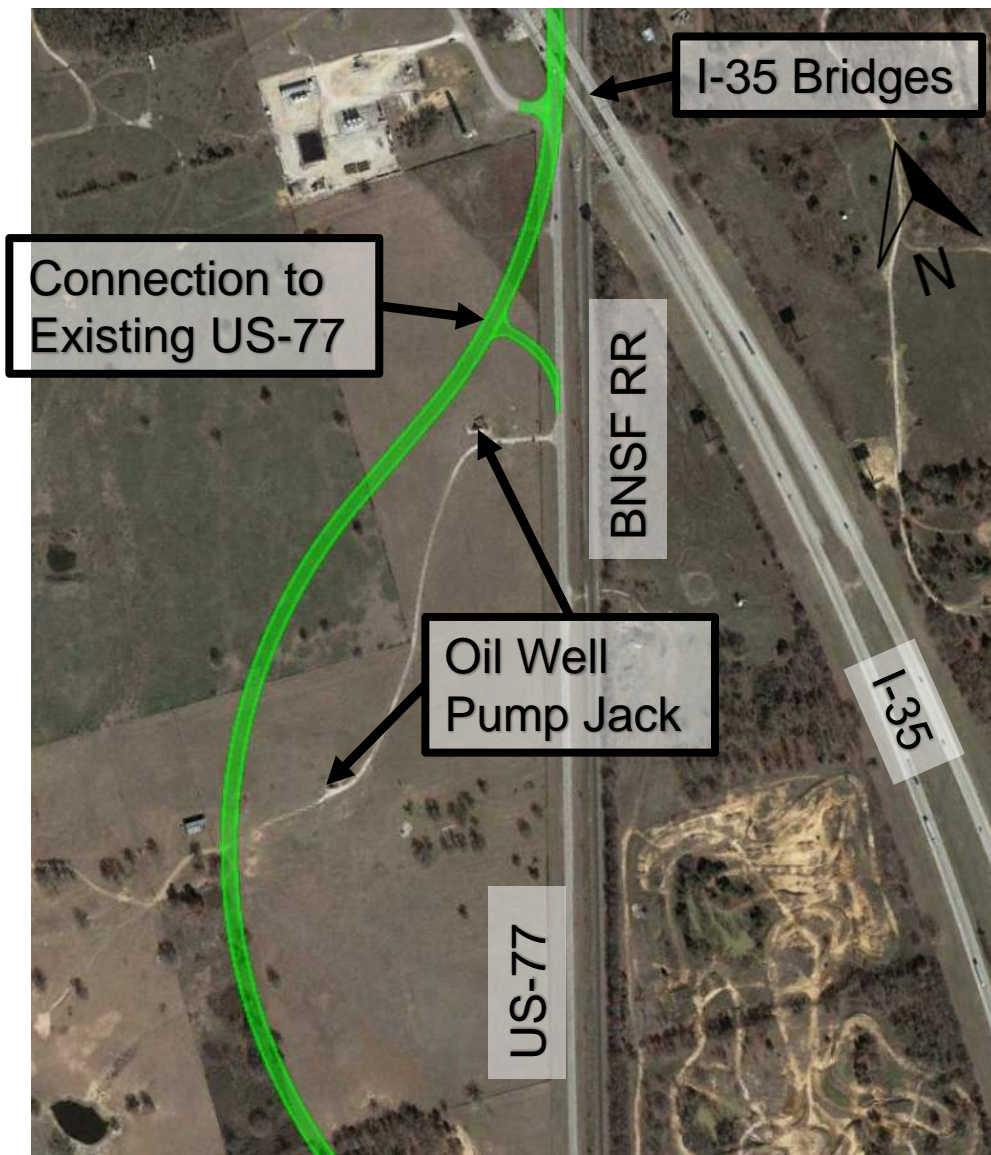
Alignment Options



■ Option 2

- Stream Crossing
- Provide Cul-De-Sac Turn Arounds
- Plug Existing Underpass
- Construct New Overpass Bridge
 - 2,100 Feet North of Existing Underpass
- Existing US-77 Under New Bridge to Remain as a County Road

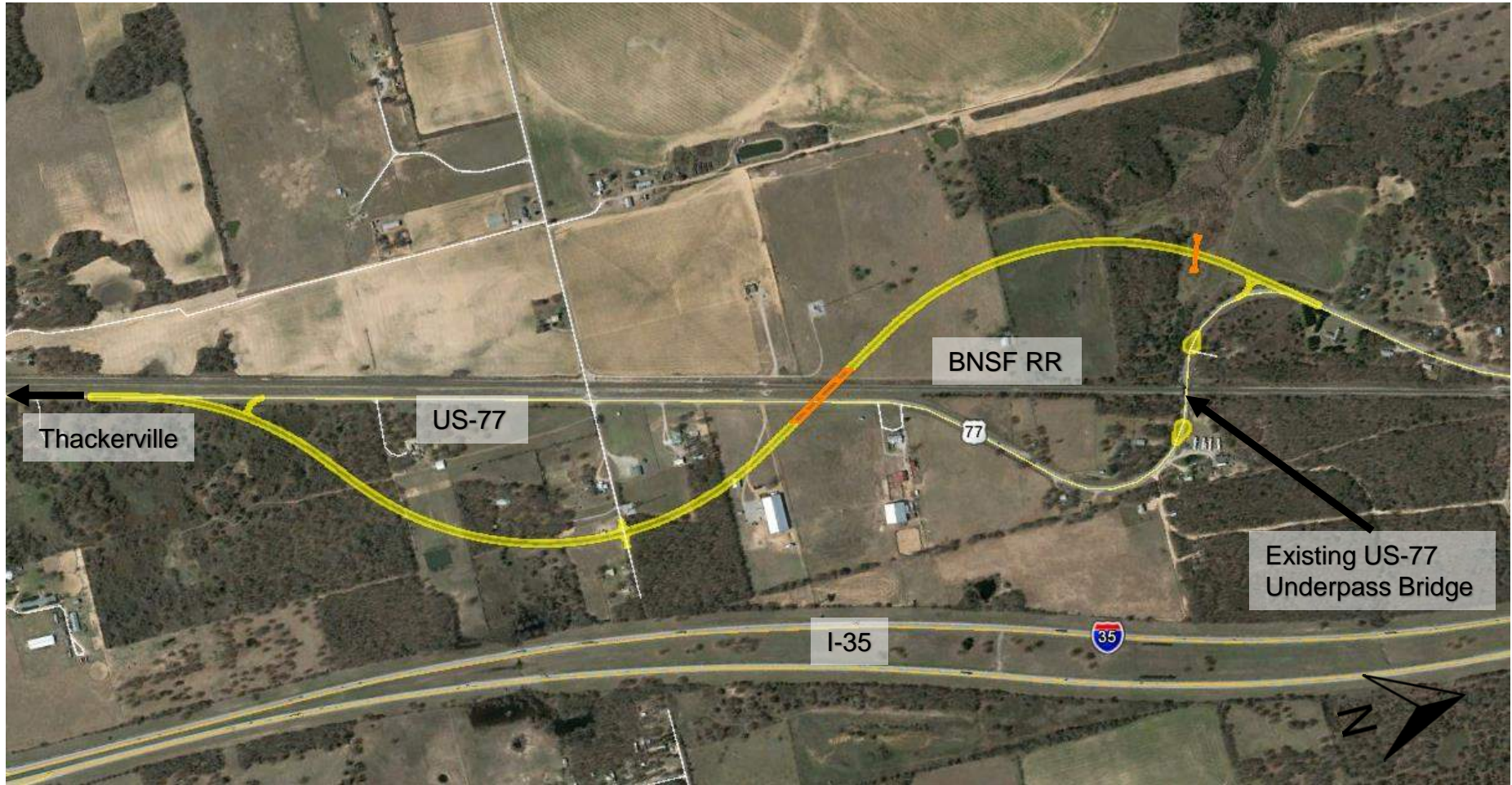
Alignment Options



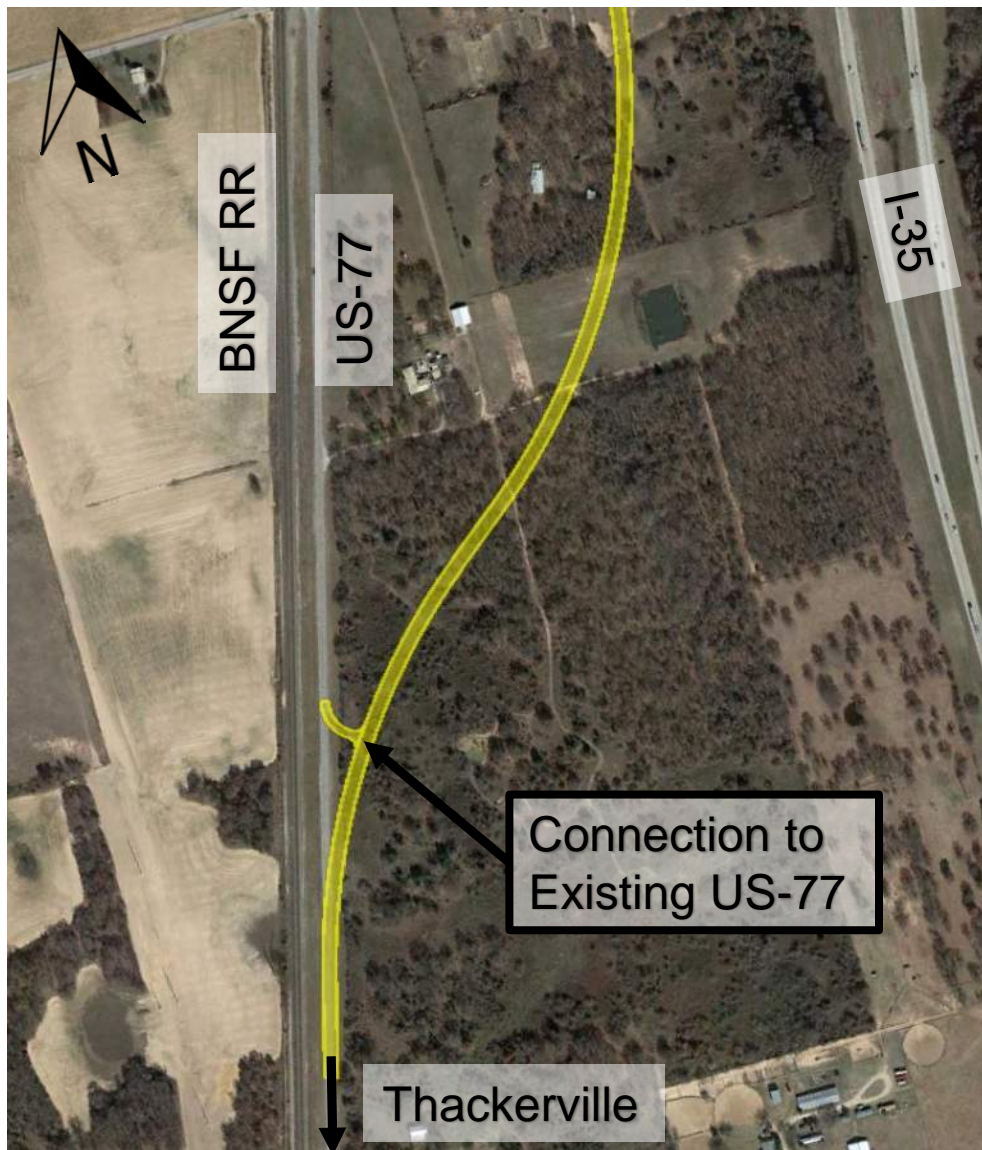
■ Option 2

- Avoid Oil Wells
- Existing US-77 to Remain as County Road to Maintain Existing Drive Access
- Connect to Existing US-77 Highway
- End at I-35 Overpass Bridge

■ Option 3

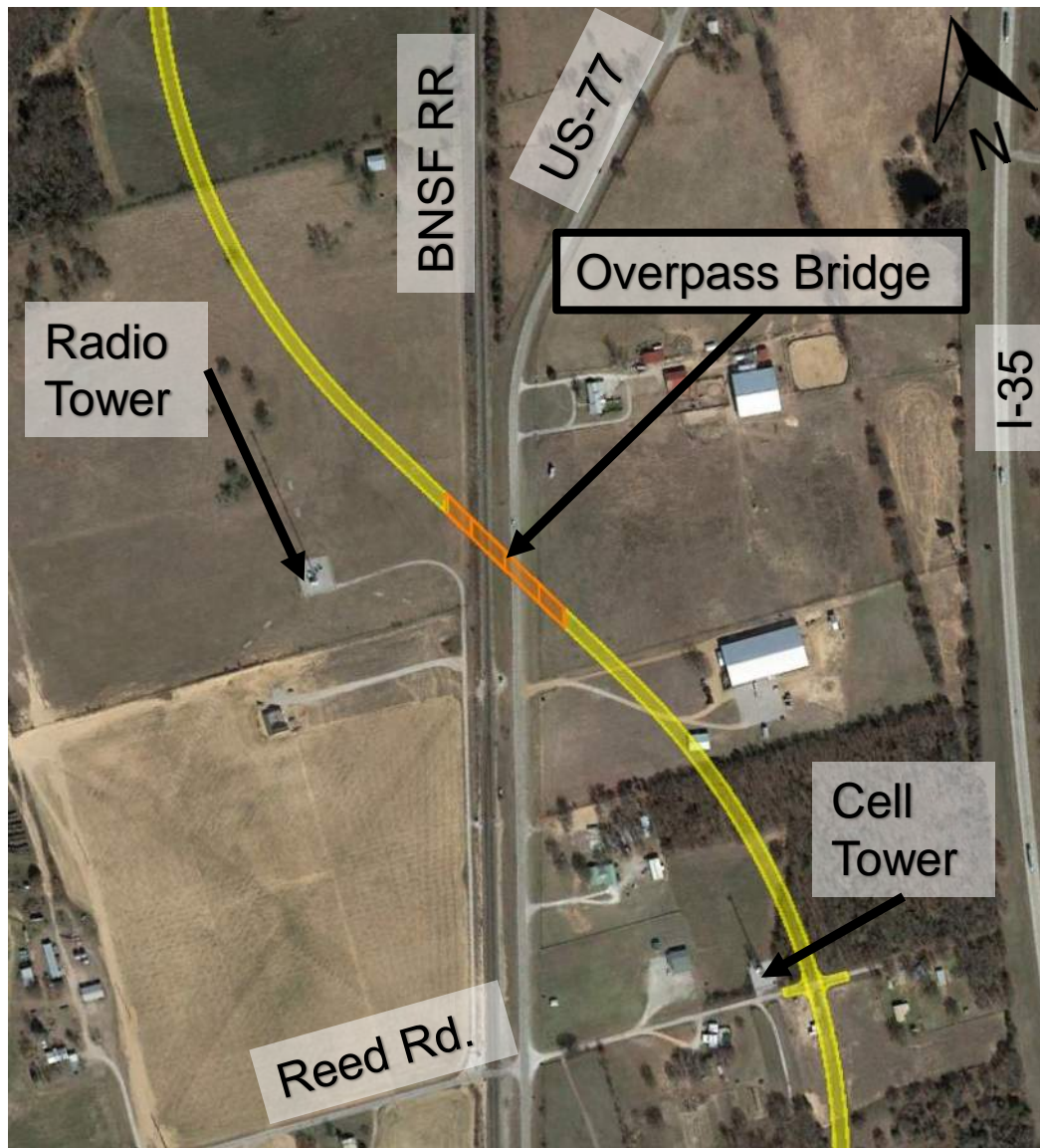


Alignment Options



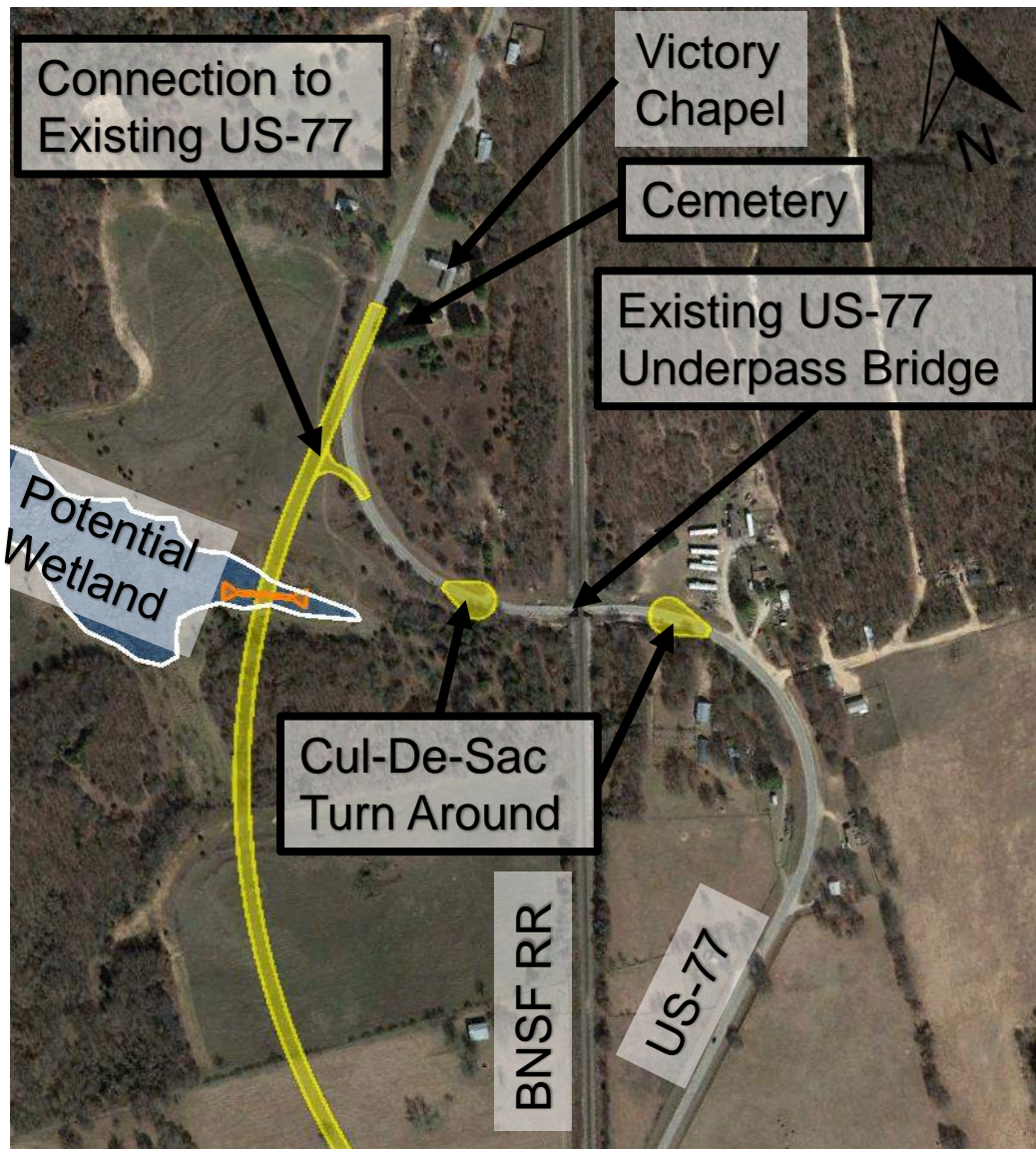
■ Option 3

- Begin 0.5 Miles North of SH-153
- Connect to Existing US-77 Highway



■ Option 3

- Construct New Overpass Bridge
 - 2,300 Feet South of Existing Underpass
- Existing US-77 Under New Bridge to Remain as a County Road
- Maintain Existing Drive Access



■ Option 3

- Provide Cul-De-Sac Turn Arounds
- Potential Wetland Impact (0.6 Acres)
- Avoid Cemetery and Church
- Potential Noise Impacts

Impact Comparison

Major Feature	Option 2 North Alignment	Option 3 South Alignment
Church and Cemetery	Not in Impact Area	Avoided
Oil Well Sites	Avoided	Not in Impact Area
Radio Towers	Not in Impact Area	Avoided
Cell Towers	Not in Impact Area	Avoided
Potential Residential Relocations	10	1
Potential Commercial Impacts	0	1
Wetland Impacts	None Anticipated	0.6 Acres
Potential Noise Impacts	2 Receivers	4 Receivers
Estimated Construction Costs	\$11 Million	\$11 Million

Project Schedule

Receive Public
Comment

April 28, 2016

Select
Preferred
Alignment

Environmental
Studies

Engineering
Design

Right of Way
and Utilities

2018

Construction

2020

Federally Mandated Process – The Uniform Act (1970)

- You have rights and a say in the process
 - The Constitution guarantees these rights
1. **Appraisals for Fair Market Value**
 - Owner can accompany to ensure accuracy
 2. **Formal Offer**
 - Accept or Counter
 - Negotiations
 3. **Relocation Assistance Available**
 - If you home or business is being acquired
 4. **If all previous negotiations fail, Eminent Domain is possible**
 - Only after due process will Eminent Domain be used as a last resort

Thank You

**Please Submit Your Comments by
April 28, 2016**

Leave Your Comment Form Here Tonight

**Mail the Comment Form Back to ODOT:
Environmental Programs Division
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105**

Fax Your Comments to (405) 522-5193

Email Your Comments to ODOT-ENVIRONMENT@ODOT.ORG

Submit Online at www.ODOT.org/PublicMeetings



QUESTIONS?