



PUBLIC OPEN HOUSE

July 11th, 2017 @ 5:30 - 7:30 P.M.

Bray-Doyle Public School Cafeteria / 1205 S. Brooks Road Marlow, OK

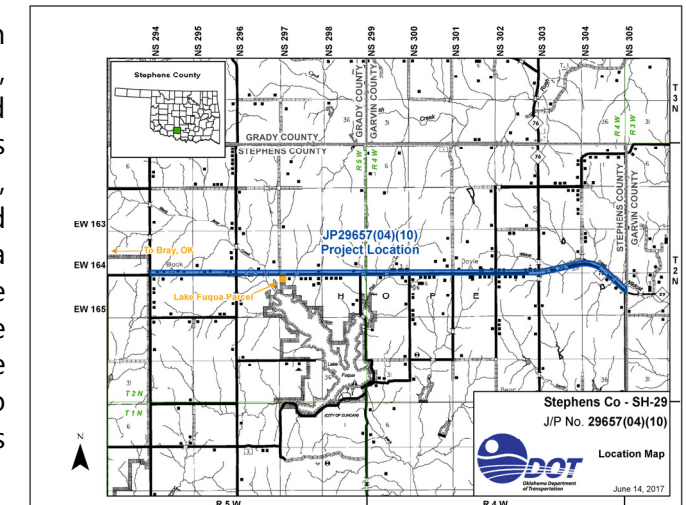
SH-29 ~ Stephens County, OK ~ JP 29657 (04) & (10) Presentation of Proposed Alternatives & Solicitation of Public Input

Purpose of Meeting

To present the proposed design for this highway segment and receive public comment.

Project Background

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the SH-29 located east of Bray and extending east to the Stephens/Garvin County line in Stephens County. This segment of SH-29 has inadequate shoulders, sharp curves, and steep hills and valleys which result in limited sight distance. The intersection of SH-29 and SH-76 is a problem for turning vehicles creating a safety concern. These factors contribute to a substantial accident history. There are six bridges within the segment and while the structures are not classified as structurally deficient, they are narrow and do not meet current design standards. The purpose of this project is to improve the safety of the highway.



Project Description

ODOT has tasked a Consultant to develop alternatives for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints which include Lake Fuqua which is a protected resource under Section 4(f) of the Transportation Act.

- Alternative A - Do nothing and maintain existing conditions.
- Alternative B - Improve existing alignment; requires closing highway or temporary pavement along entire project length to maintain traffic during construction. Requires impacts to both sides of the existing highway.
- Alternative C - Improve roadway with a 90-foot offset to the north, then transition to the south; uses existing lanes to maintain traffic during construction. Requires more additional Right-of-Way than Alternative D.
- Alternative D - Improve roadway with a 60-foot offset to the north, then transition to the south; uses existing lanes to maintain traffic during construction. Requires more construction phasing than Alternative C.
- Alternative E - Improve roadway with a 30-foot offset to the north, then transition to the south; uses existing lanes to maintain traffic during construction. Requires extensive temporary pavement and construction phasing, and impacts both sides of the existing highway.

After analysis and consideration of the alternative, SH-29 is proposed to be reconstructed on a 60-foot offset (Alternative D) from the existing highway. The offset alignment will be sixty (60) feet north of the existing roadway for the first 4.8 miles and sixty (60) feet south of the existing roadway for the remaining 6.7 miles. This shift in the alignment is to reduce impacts to residential relocations and avoid oil well locations. The project will also include the replacement / extension of the six bridges within the project limits and safety improvements to the intersection of SH-29 and SH-76. The proposed Roadway will have two (2) 12-foot wide driving lanes and 8-foot shoulders. Two lanes will be open for through traffic during all phases of construction.

*Vary based on locations

PROPOSED TYPICAL SECTION



2-Lane Typical Section

Typical Includes: two 12-foot wide driving lanes with 8-foot wide shoulders

PROJECT INFORMATION SUMMARY

- Total Programmed Estimated Cost of these projects: **\$26.4 Million**
- Right-of-Way & Utility Relocation programmed to start in: **2019**
- Construction programmed to start in: **FFY 2021**
- Current Annual Average Daily Traffic (AADT) in year 2016: **2200 Vehicles per Day (near Bray)**
2000 Vehicles per Day (at Garvin County Line)
- Future Estimated AADT by year 2041: **3300 Vehicles per Day (near Bray)**
3000 Vehicles per Day (at Garvin County Line)

DIVISION 7 ENGINEER: JAY EARP, P.E.

*Totals DO NOT include Toll Roads

**Totals DO NOT include County Bridges

*Total Road Miles:

1,423.98

*Total Interstate Miles:

95.32

**Total Bridges:

792

Counties: Caddo, Carter, Comanche, Cotton, Grady, Jefferson, Love, Murray, Stephens

PLEASE PROVIDE YOUR COMMENTS BY JULY 28, 2017

For more information about the project, contact:

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Consultant Environmental Project Manager

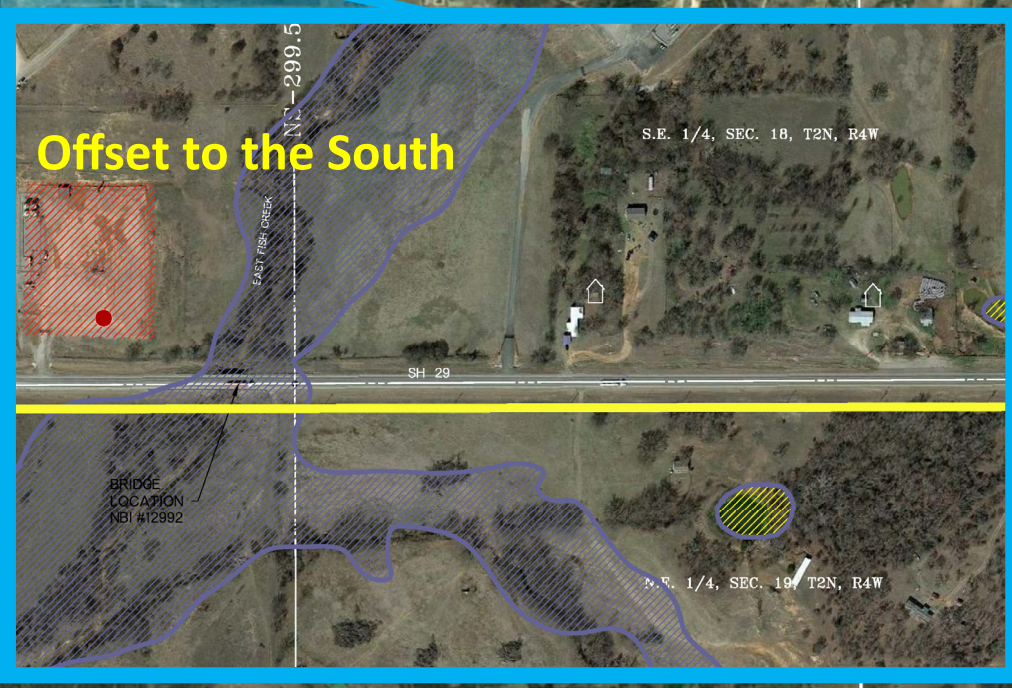
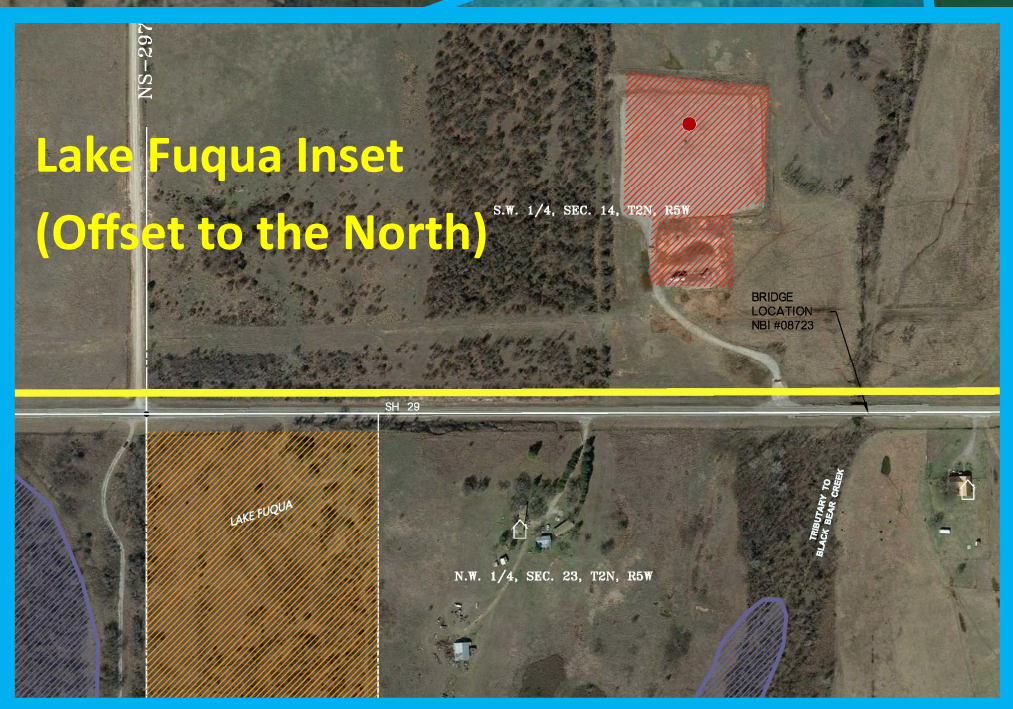
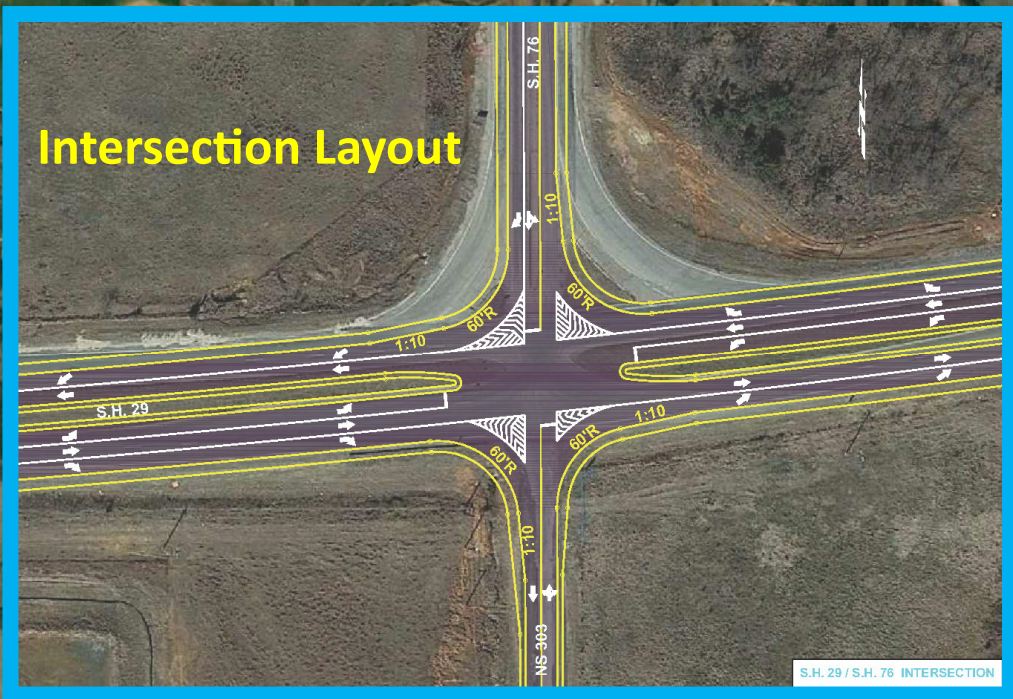
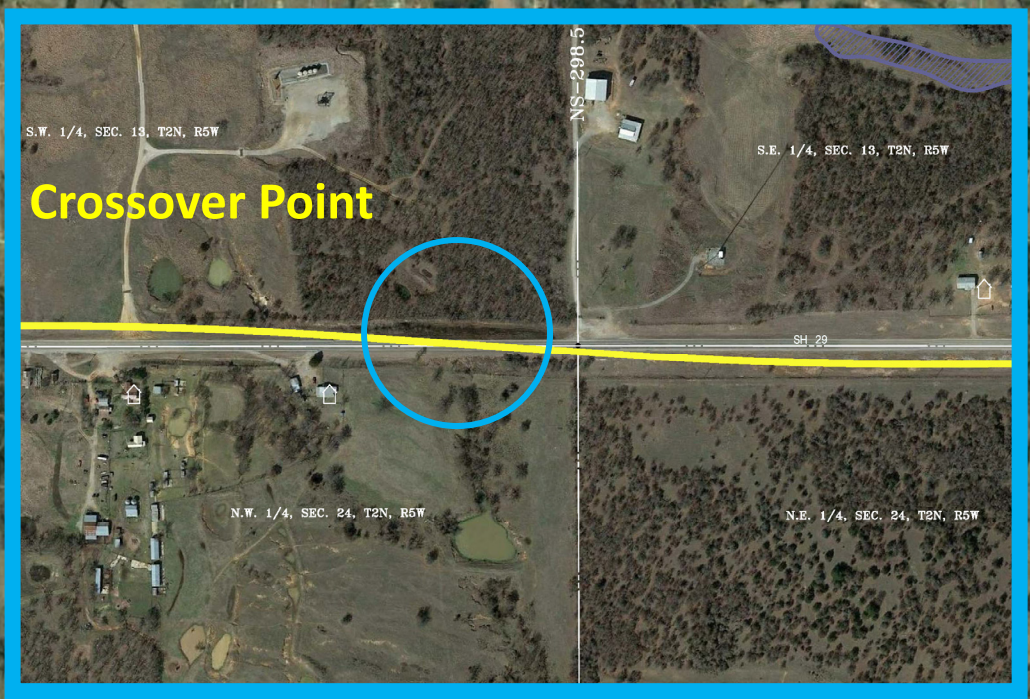
ABLE Consulting

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<http://www.odot.org/publicmeetings>





- PREFERRED ALTERNATIVE**
- CHURCH
 - HOUSE
 - COMMERCIAL
 - FIRE DEPARTMENT
 - AST
 - UST
 - WELL HEAD
 - O&G OPERATIONS
 - LAKE FUQUA PARCEL
 - FLOODPLAIN
 - WETLANDS

SH 29 PREFERRED ALTERNATIVE

SMITH ROBERTS BALDISCHWILER, LLC ENGINEERING SURVEYING PLANNING

NS-294 SECTION LINE MORRISON ROAD

NS-295

NS-296

NS-297

NS-299

NS-300

NS-301

NS-302

NS-304

STEPHENS COUNTY GARVIN COUNTY

29

76

