

WELCOME



OKLAHOMA
Transportation

Virtual Public Open House

US-77 through Lexington in Cleveland County
November 6 - 23, 2020

Welcome to the virtual public open house for the US-77 project through Lexington in Cleveland County. This presentation will provide a discussion of purpose and need for the project, present the proposed improvements, and discuss the schedule and next steps for the project.

Purpose of the Open House

1. Inform the Public and Solicit Comments about Proposed Improvements to US-77 in Lexington
2. Present ODOT's Preferred Alternative for the Project
3. Outline the Next Steps and Schedule for the Project



The purpose of this open house is to inform the public and solicit comments about proposed improvements to US-77. ODOT recently tasked a consultant with looking at alternatives for improving US-77 through Lexington, including the intersection at SH-39. We will present ODOT's preferred alternative for the project and discuss the next steps and schedule for the project. As shown on the map, the project begins just east of the US-77 bridge over the Canadian River, and extends east and north approximately 1 mile to just south of Moffat Road, where it will tie into the project to the north that is currently under construction.

Purpose of the Project

Improve Safety and Mobility on US-77

Traffic on US-77 will become more congested and experience significant delays by 2045

- **Current Traffic (2018):**
 - 12,000 Vehicles/Day
- **Projected Traffic (2045):**
 - 16,680 Vehicles/Day
- Typically, a 4-lane roadway would be considered when traffic approaches 10,000 vehicles per day
- By 2045, traffic is expected to experience significant congestion and delay without improvements



The purpose of the project is to improve safety and mobility on US-77. Current traffic volumes on US-77 are approximately 12,000 vehicles per day and are expected to grow to almost 17,000 vehicles per day by 2045. Typically, a 2-lane roadway, like we have today, can carry about 10-12,000 vehicles per day without major traffic delays. By 2045, traffic on US-77 is expected to experience significant congestion and delay if no improvements are made.

Purpose of the Project

Improve Safety and Mobility on US-77

There are 32 intersecting streets, driveways, and alley ways in a 0.6-mile stretch of US-77 in Lexington

- Many of these intersections are skewed, resulting in poor sight distance
- Turning traffic must stop in the through lanes and wait for gaps
- The US-77/SH-39 intersection is unconventional with multiple legs



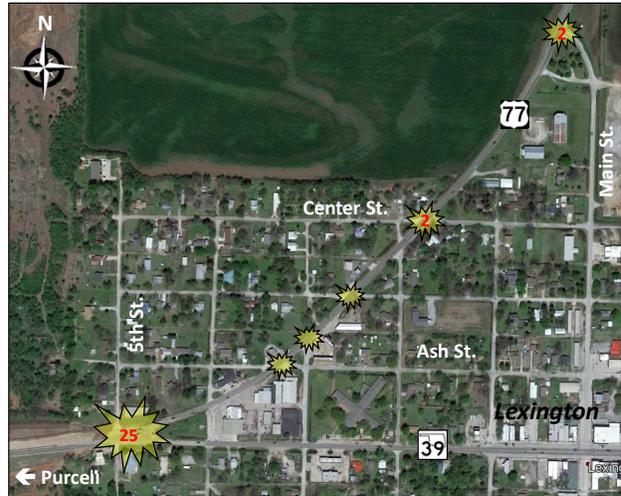
The stretch of US-77 through Lexington is a little over half a mile and includes 32 intersecting streets, driveways and alleyways. Many of these streets intersect US-77 at sharp angles and have poor sight distance. Traffic on US-77 wanting to turn must stop to wait for a gap while blocking through traffic. The intersection of US-77 and SH-39 is unconventional with multiple legs and is confusing to drivers not familiar with the area.

Purpose of the Project

Improve Safety and Mobility on US-77

There have been 40 documented collisions on this segment of US-77 since 2010

- **Over 80% of the collisions occurred at intersections**
 - The US-77/SH-39 intersection had the highest incidence of collisions
- **Approximately half of the collisions involved injury**
- **Collision rate on this segment of US-77 is 23% higher than the state average**

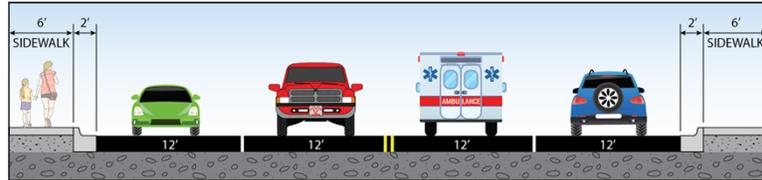


There have been 40 documented collisions within the project extents since 2010. Over 80% of these collisions occurred at intersections with the highest number of occurrences at the US-77 & SH-39 intersection. This suggests that the sharp angled intersections with poor sight distance are a contributing factor to the elevated collision rate. The overall collision rate is 23% higher than the state average for similar roadways.

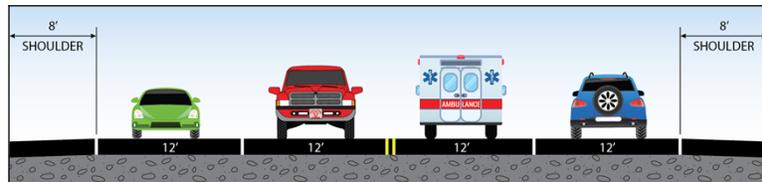
Development of Alternatives

Design Criteria

- Design Speed → 45 MPH
- Roadway Section
 - 4 Lanes
 - Curb & Gutter – Through Town
 - Sidewalk
 - Open Shoulders – North of Town



Four Lanes with Curb & Gutter in Town



Four Lanes with Open Shoulder North of Town

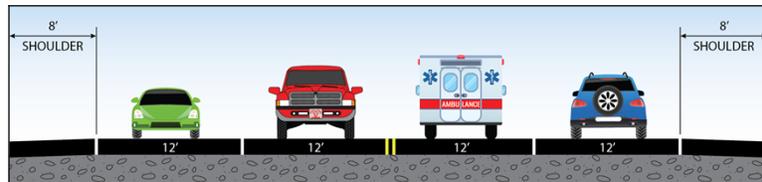
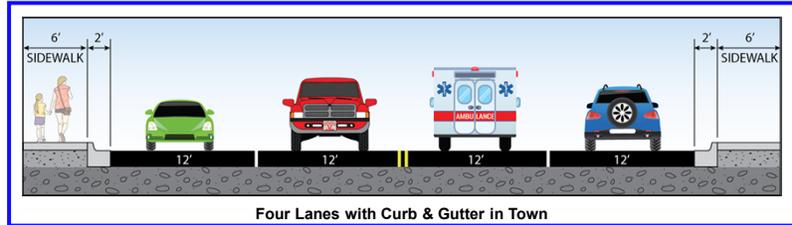


Next we are going to discuss the alternatives considered for the project. The development of alternatives starts with defining the design criteria. First a design speed of 45 MPH was established.

Development of Alternatives

Design Criteria

- Design Speed → 45 MPH
- Roadway Section
 - 4 Lanes
 - Curb & Gutter – Through Town
 - Sidewalk
 - Open Shoulders – North of Town

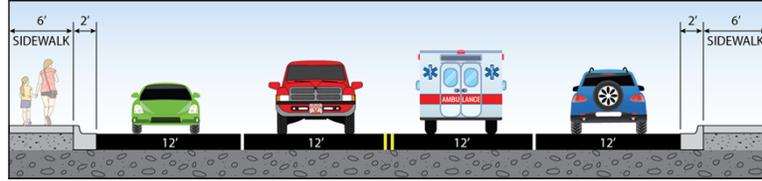


Next the roadway section was designed with 4 lanes for traffic with two lanes in each direction. The roadway through town will include curb and gutter with sidewalks, as outlined in blue on the slide.

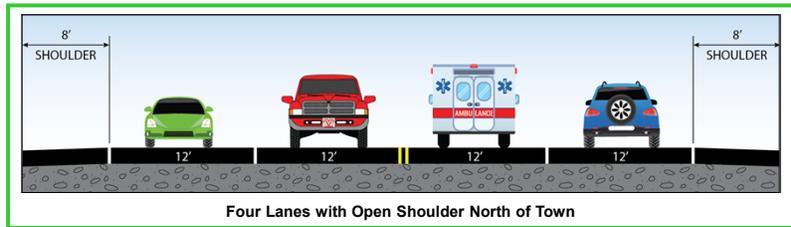
Development of Alternatives

Design Criteria

- Design Speed → 45 MPH
- Roadway Section
 - 4 Lanes
 - Curb & Gutter – Through Town
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 - Open Shoulders – North of Town



Four Lanes with Curb & Gutter in Town



Four Lanes with Open Shoulder North of Town



North of town the roadway will transition from curb and gutter to open shoulders, as outlined in green on the slide.

Development of Alternatives

Alternatives Overview

- **Similarities**
 - Roadway Section
 - Access Consolidation
 - ★ 5 Local Road Intersections
- **Differences**
 - Intersection at US-77/SH-39

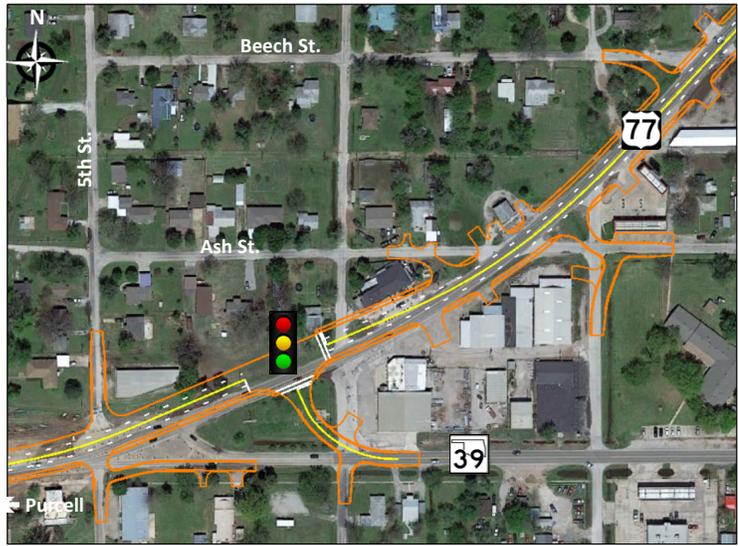


Three alternatives were developed for the project. All these alternatives will have the same roadway cross-sections as shown in the previous slide. In addition, all the alternatives will consolidate local road access to 5 intersections. The locations of these intersections are shown in the graphic with yellow stars. The local road approaches to the intersections will be realigned to connect to US-77 at a 90-degree angle to improve sight distance for turning movements. The differences between the alternatives is how SH-39 intersects US-77.

Development of Alternatives

Alternative 1

- Realigns SH-39 through Veterans Park
- T-Intersection
- Traffic Signal

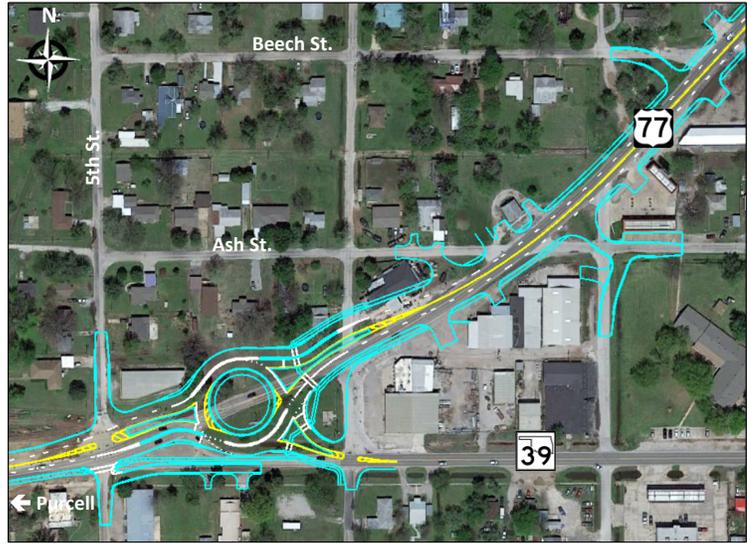


Alternative 1, shown here in orange, realigns SH-39 through Veteran’s Park to a T-intersection with US-77. The intersection will include a traffic signal.

Development of Alternatives

Alternative 2

- Constructs a Roundabout at Veterans Park
- No Traffic Signal

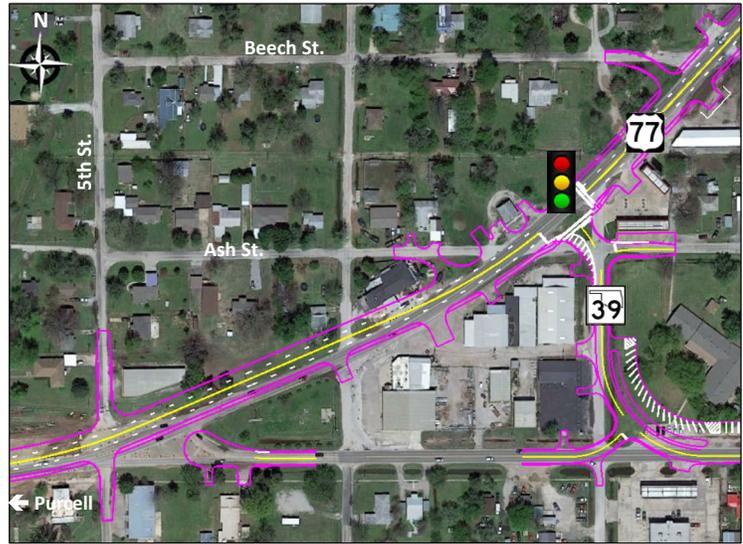


Alternative 2, shown here in blue, realigns SH-39 through Veteran’s Park to a roundabout with US-77. This style of intersection does not need a signal and results in less maintenance cost for the City of Lexington.

Development of Alternatives

Alternative 3

- **Realigns SH-39 to NW 3rd Street**
Moves intersection further from bridge and provides better spacing
- **T-Intersection**
- **Traffic Signal**



Alternative 3, shown here in pink, realigns SH-39 north along 3rd Street to a T-intersection with US-77. The intersection will include a traffic signal. Alternative 3 moves the US-77 and SH-39 intersection further from the bridge over the Canadian River, giving drivers more time to determine if they want to turn onto SH-39.

Evaluation of Alternatives

Safety

- All alternatives improve safety for vehicles and pedestrians by improving sight distance at intersections and adding sidewalks
- Alternative 3 moves the US-77/SH-39 intersection further from bridge and provides better spacing

Mobility and Access

- All alternatives improve mobility by providing additional lanes and consolidating access points
- Some drives will use a different path to access US-77 and SH-39

City Input

- ODOT and the City of Lexington met in July 2020 to discuss the alternatives
- The City preferred Alternative 3 because it moves the SH-39 intersection further from the bridge, and is a more traditional design



ODOT evaluated the three intersection options in terms of how they will meet the purpose and need for the project, as well as what impacts they will have. In terms of safety, all of the alternatives improve safety for both vehicles and pedestrians by improving sight distance at intersections and adding sidewalks. Alternative 3 provides somewhat better intersection spacing than Alternatives 1 and 2, since it moves the SH-39 intersection further from the end of the bridge and gives drivers more time to decide if they want to turn on to SH-39.

In terms of mobility and access, all alternatives improve mobility by providing additional lanes and consolidating access points. This consolidation of access will result in some drivers using slightly different routes to access US-77 and SH-39 than they do today.

Finally, ODOT discussed the alternatives with the City of Lexington, who preferred Alternative 3 because of its increased distance from the river bridge, and its more traditional design.

Evaluation of Alternatives

Impacts

- Costs and impacts of all the alternatives are similar
- Because costs and impacts are similar, ODOT recognized and accepted the City's preference for Alternative 3 as the preferred alternative for the project

JP No. 20997(19), US-77 Lexington, Project Summary Matrix									
Alternative	Construction Cost *	Utility Relocation Cost	Right-of-Way Cost	Local Road Access Points	Residential Relocations	Commercial Relocations	Hazardous Material Impacts	Veterans Park Impacts (acres)	North Park Impacts (acres)
1	\$6.23 M	\$1.57 M	\$4.43 M	5	3	2	3	0.25	0.04
2	\$6.98 M	\$1.75 M	\$4.42 M	5	3	2	3	0.62	0.04
3	\$6.46 M	\$1.51 M	\$4.51 M	5	3	2	3	0.11	0.04

*NOTE that the current programmed construction cost for the project is \$4.36 million



The costs and impacts of the three alternatives are all very similar. Because all alternatives improve safety and mobility and have similar costs and impacts, ODOT has identified Alternative 3 as the preferred alternative for the project, due to the additional distance of the SH-39 intersection from the bridge, and the City's preference for this alternative. Next we will discuss the design details and anticipated impacts of Alternative 3 in more detail.

Preferred Alternative 3

SH-39 T-Intersection at 3rd St.

- Five Local Road Intersections
- SH-39 Rerouted North Along 3rd St.
- Signalized Intersection
- Sidewalk
 - South/East Side from Bridge to SH-39
 - Both Sides from SH-39 to Center St.
 - East Side from Center St. to North Park
- Assisted Living Facility Parking
- Driveways



Alternative 3 includes five local road intersections with US-77 which are indicated on the graphic with the yellow arrows.

Preferred Alternative 3

SH-39 T-Intersection at 3rd St.

- Five Local Road Intersections
- SH-39 Rerouted North Along 3rd St.
- Signalized Intersection
- Sidewalk
 - South/East Side from Bridge to SH-39
 - Both Sides from SH-39 to Center St.
 - East Side from Center St. to North Park
- Assisted Living Facility Parking
- Driveways



Under Alternative 3, SH-39 will be rerouted to travel north along 3rd St. between the lumber yard and the assisted living facility. SH-39 will include two local road connections, one with Ash Street near US-77 and one with Broadway Street to maintain access to the businesses and homes along the former SH-39 route. The intersection will be signalized.

Preferred Alternative 3

SH-39 T-Intersection at 3rd St.

- Five Local Road Intersections
- SH-39 Rerouted North Along 3rd St.
- Signalized Intersection
- Sidewalk 
 - South/East Side from Bridge to SH-39
 - Both Sides from SH-39 to Center St.
 - East Side from Center St. to North Park
- Assisted Living Facility Parking
- Driveways



Sidewalks will be included in the project and are shown in orange. The new bridge over the Canadian River includes a sidewalk on the south side of the bridge. This sidewalk will continue on the south side of the highway to the SH-39 intersection where crosswalks will be included. This will allow pedestrians to safely cross the highway. From SH-39 sidewalks will be provided on both sides of US-77 to Center Street. Additional crosswalks will be included at Center Street to offer pedestrians a way to cross back over the highway and then continue with a sidewalk on the east side only up to the North Park.

Preferred Alternative 3

SH-39 T-Intersection at 3rd St.

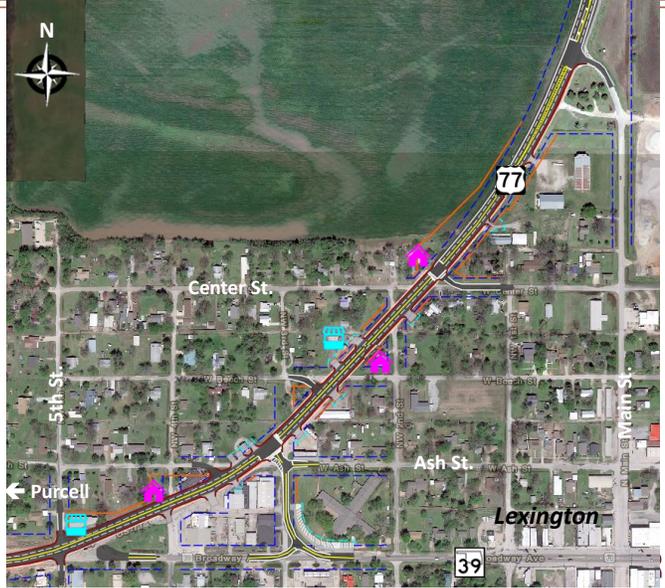
- Five Local Road Intersections
- SH-39 Rerouted North Along 3rd St.
- Signalized Intersection
- Sidewalk
 - South/East Side from Bridge to SH-39
 - Both Sides from SH-39 to Center St.
 - East Side from Center St. to North Park
- Assisted Living Facility Parking
- Driveways – See [Interactive Map](#)



Rerouting SH-39 north along 3rd Street will require a curve in the roadway that will impact the existing parking for the assisted living facility. The graphic shows a potential layout to replace this lost parking. The design for Alternative 3 does include proposed driveways for homes and businesses. The driveways shown are not final and will be further established during the development of the construction plans. To review all the proposed driveways and highway layout in more detail please see the interactive map on the website. Next we will discuss the potential impacts of Alternative 3.

Potential Impacts of Alternative 3

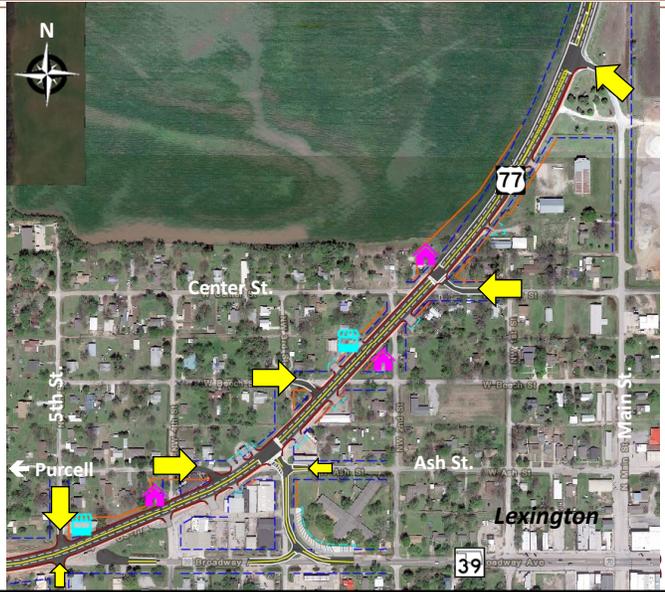
-  Three potential residential relocations
-  Two potential commercial relocations



At this stage of the project, impacts are preliminary and will be minimized as much as possible as the design moves forward. Potential impacts of Alternative 3 include three residential relocations and two commercial relocations. These properties are currently very close to the existing highway and may be affected by widening the highway.

Potential Impacts

-  Three potential residential relocations
-  Two potential commercial relocations
-  Consolidation of access will mean some drivers will take a different route to use US-77 and SH-39



As mentioned, access to US-77 and SH-39 will be consolidated. There will be five intersections with local roads in addition to the SH-39 intersection. This means that some drivers may need to take a different route to access US-77 or SH-39 than they do today. The closest access point may be further away than it is today, but this increased distance is not expected to be more than 1 or 2 blocks.

Potential Impacts

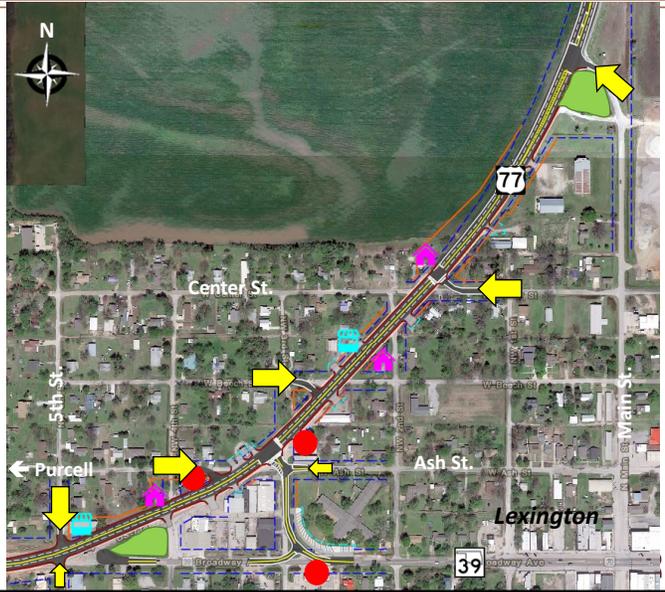
-  Three potential residential relocations
-  Two potential commercial relocations
-  Consolidation of access will mean some drivers will take a different route to use US-77 and SH-39
-  Some land required from Veterans Park and North Park



A small amount of land will be required from both Veterans Park and North Park. While these parks are technically within ODOT right-of-way, ODOT will work with the City of Lexington to minimize the impact to these areas.

Potential Impacts

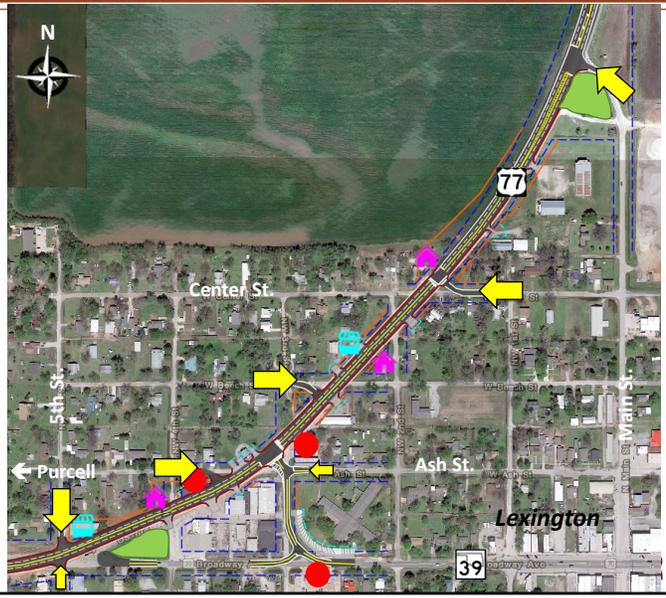
-  Three potential residential relocations
-  Two potential commercial relocations
-  Consolidation of access will mean some drivers will take a different route to use US-77 and SH-39
-  Some land required from Veterans Park and North Park
-  Three adjacent properties with underground petroleum storage tanks (existing or former)



There are three properties adjacent to the highway that have underground petroleum storage tanks. These include existing and former gas stations. ODOT will identify the location of these tanks and determine if there is any underground contamination that could be potentially hazardous during construction.

Potential Impacts

-  Three potential residential relocations
-  Two potential commercial relocations
-  Consolidation of access will mean some drivers will take a different route to use US-77 and SH-39
-  Some land required from Veterans Park and North Park
-  Three adjacent properties with underground petroleum storage tanks (existing or former)
 - These impacts are preliminary and may change as the design is refined and studies are completed



It is important to point out that these impacts are all preliminary. The design of the project will be refined moving forward and impacts will be avoided or minimized as much as possible. ODOT will also be performing more detailed studies of all of the environmental resources and constraints.

Environmental Studies

- **ODOT will complete detailed studies of:**
 - Relocations
 - Waters and Wetlands
 - Threatened and Endangered Species
 - Cultural Resources (Historic and Archeological)
 - Hazardous Materials
 - Noise
- **Studies will be compiled for Federal Highway Administration approval**



ODOT will complete detailed environmental studies of the proposed project. Studies of potential relocations, waters and wetlands, threatened and endangered species, cultural resources, and hazardous materials will be completed. Because the project includes adding lanes to the highway, ODOT will also complete a detailed study of traffic noise. If necessary, additional commitments to avoid and/or minimize impacts will be added to the project. The Federal Highway Administration must approve the environmental document before the project can proceed.

Summary of Alternative 3

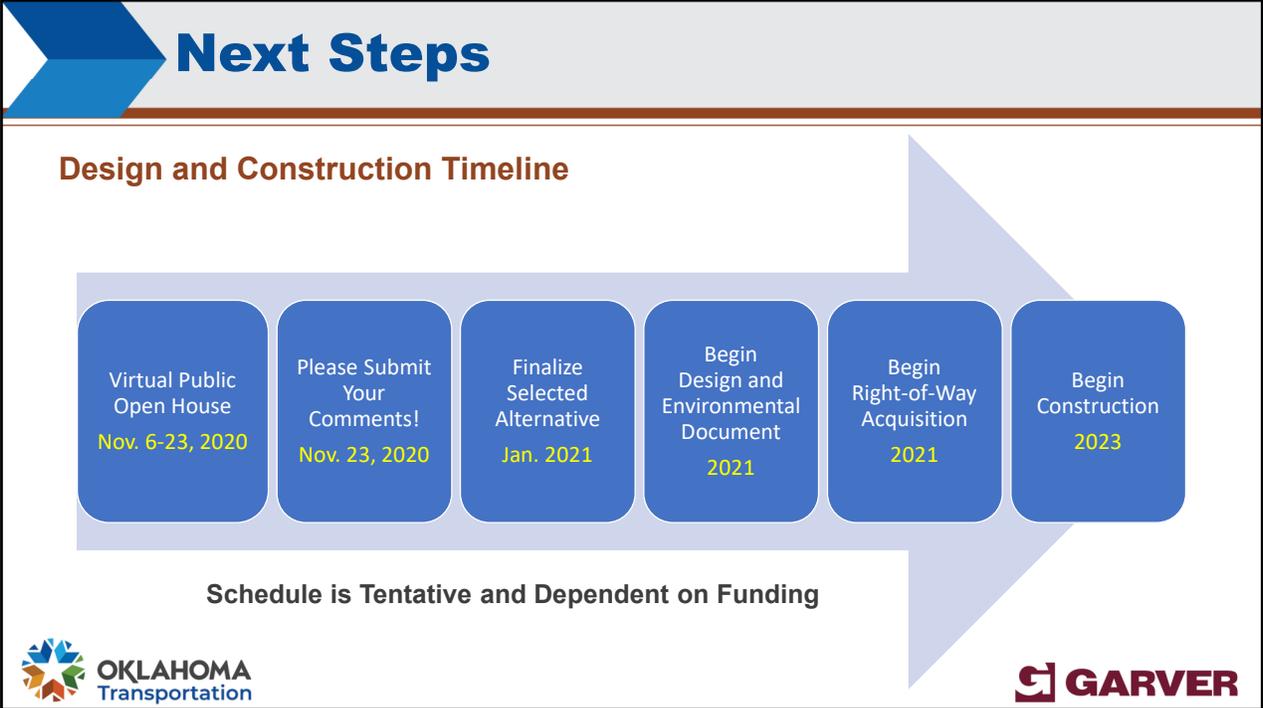
Key Features of Alternative 3

- Adds capacity to the roadway to improve mobility
- Reduces the number of access points to improve mobility and safety
- Adds sidewalk to improve pedestrian safety
- Realigns and relocates US-77/SH-39 intersection to the east
- Potential for three residential and two commercial relocations
- Some land required from Veterans Park and North Park
- Changes in access to US-77 and SH-39
- These impacts are preliminary and may change as the design is refined and more detailed studies are completed

[See Interactive Map for Design Details](#)



To recap, the key features of Alternative 3 include reconstructing the roadway to 4 lanes, reducing the number of access points to US-77, adding sidewalks, and relocating the US-77/SH-39 intersection further east. Impacts could potentially include residential and commercial relocations, minor impacts to Veterans Park and North Park, and changes in how drivers access US-77 and SH-39 in the future. The interactive map on this website will let you view the proposed design at a more close-up view.



This slide shows the next steps for the project. We ask that you submit your comments by November 23rd so that we may incorporate your feedback and finalize the selected alternative for the project. Project design and the detailed environmental studies will start in 2021. ODOT anticipates beginning right-of-way acquisition in 2021, with construction expected to start in 2023. The schedule for right-of-way acquisition and construction is dependent on funding and may change.



Thank You!

Thank you for participating in our Virtual Public Open House!

Please visit the other areas of the website for more information

- **Project History** – learn about the previous studies and projects on the US-77 corridor
- **Project Map** – view the design on an aerial photograph, zoom in and out, find your property, etc.
- **Interactive Survey** – give us your input on priorities and preferences for US-77
- **Frequently Asked Questions** – find answers to the most common questions on the project
- **Right-of-Way Information** - describes the process for right-of-way acquisition and relocation
- **Submit a Comment** – submit your comment or questions on this page or send by email or mail



Thank you for participating! Please visit the six other areas of this website for more information. This concludes the meeting presentation.