

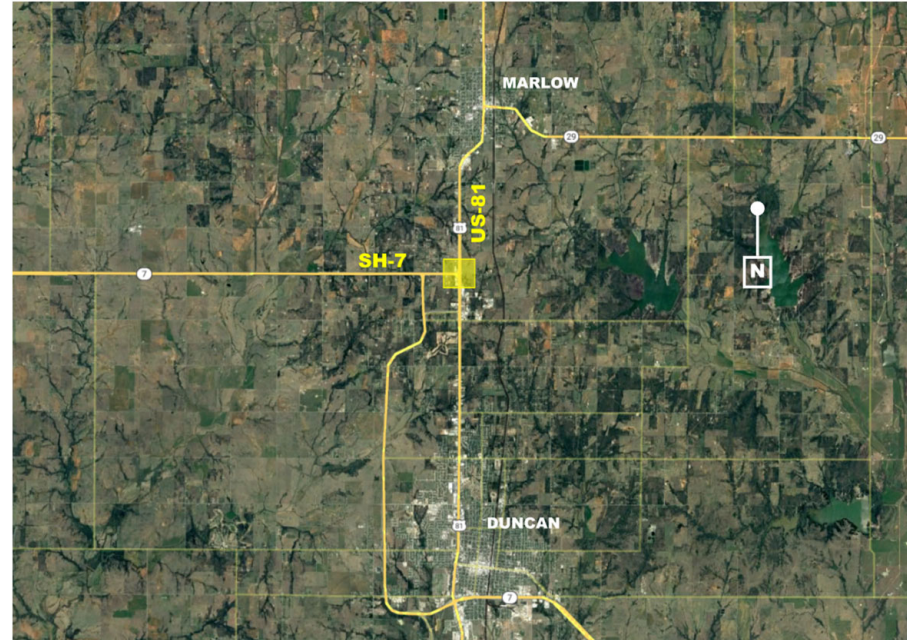
VIRTUAL OPEN HOUSE

US-81 Intersection Improvement at the US-81/SH-7 Junction Between Marlow and Duncan

November 16, 2021 – December 1, 2021



OKLAHOMA
Transportation



Welcome to the Virtual Open House for the US-81 Intersection Improvement at the US-81/SH-7 Junction Between Marlow and Duncan in Stephens County. My name is Brandon Huxford and I am with Freese and Nichols, an engineering company in Oklahoma City working with ODOT on the design of this project.

PRESENTATION OUTLINE



- Meeting and Project Purpose
- Existing Conditions
- Project Purpose
- Proposed Alternatives
- Project Timeline and Next Steps
- Comment Submission

This presentation will explain the purpose and need for the project. The existing conditions and constraints will be summarized along with the proposed improvements included for each project alternative. We will also discuss the anticipated schedule and the process to submit a comment. Layout figures of the project alternatives are also available on the Project Plan View Maps webpage on this website, which you can view for more information.

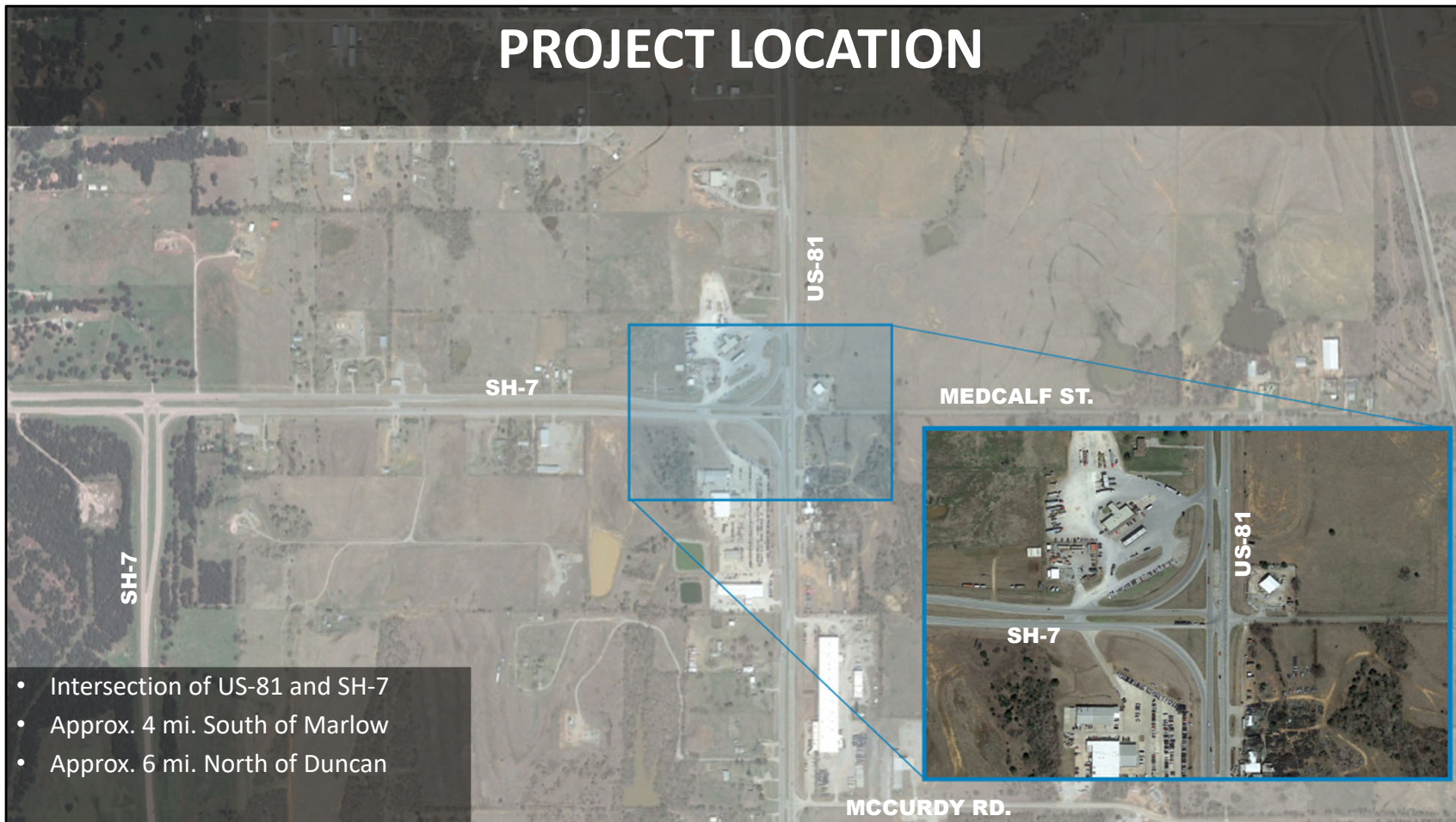


PURPOSE OF THIS VIRTUAL OPEN HOUSE

- Inform and obtain input from the public on the existing conditions and proposed alternatives for the intersection of US-81 and SH-7
- Outline the project background and process
- Review the Schedule and Next Steps

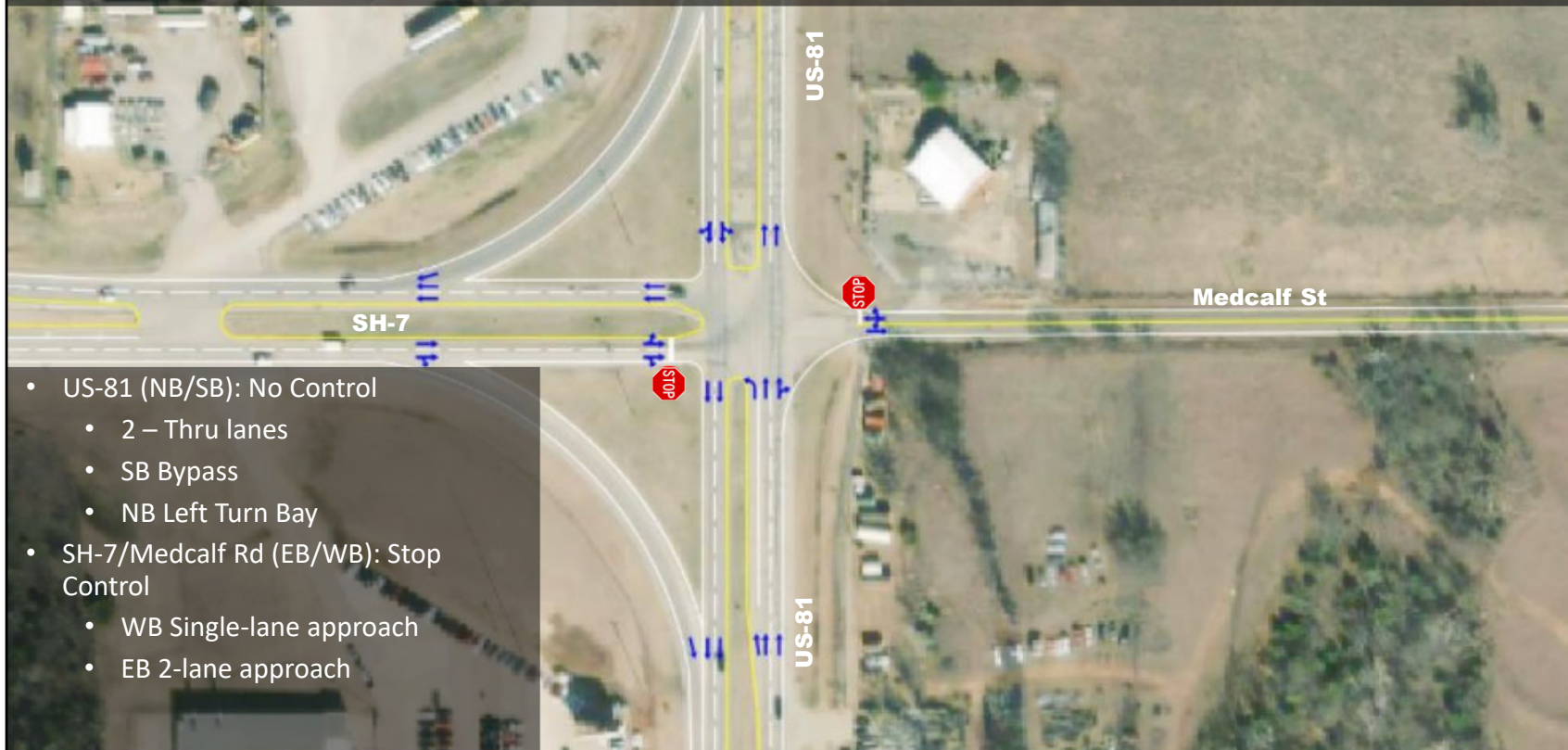
The purpose of this virtual open house is to inform and obtain input from the public on the existing conditions and proposed alternatives for the intersection of US-81 and SH-7. We will present the next steps in the project development process and the anticipated schedule for construction. We will also explain how to ask questions and provide input and comments on the project.

PROJECT LOCATION



This slide provides an image of the project location and its approximate limits of impact. The blue boundary represents the anticipated extents of the project, which could change depending on which intersection alternative is chosen. The intersection of US-81 and SH-7 is approximately 4 miles south of the City of Marlow and 6 miles north of the City of Duncan.

EXISTING CONDITIONS



The existing intersection of US-81 and SH-7 is currently stop controlled for SH-7 and Medcalf Street and free flowing along US-81, northbound and southbound. Northbound US-81 provides a dedicated left-turn bay to SH-7 and two thru lanes, while the southbound US-81 approach provides two thru lanes with the innermost lane also serving left turns to Medcalf Street. Southbound US-81 provides a free flow right turn to SH-7 and eastbound SH-7 provides a free flow right turn to southbound US-81.

PROJECT PURPOSE & NEED



The purpose of the project is to:

- Improve intersection safety by managing speeds through the intersection and promoting traffic calming;
- Improved intersection operations to account for increasing traffic volumes; and
- Improved vehicular movements through the intersection.

SH-7 has heavy eastbound left turning truck traffic and a reduced number of lanes receiving traffic on Medcalf Street. The intersection is higher in elevation than Medcalf Street, which can cause sight distance issues for drivers. Three intersection alternatives are being presented as part of this project for public feedback.

PROPOSED PROJECT ALTERNATIVES



Alternative A is a Signalized Intersection that utilizes the existing pavement footprint and pavement markings. New signal equipment would be installed along with advanced signage to notify drivers that a signal is ahead. The Signalized Intersection alternative is intended to regulate all traffic at the intersection so traffic can move through the intersection under predetermined phasing, with separated movements. This alternative would require a maintenance agreement with the adjacent municipalities for maintenance of the traffic signal.

PROPOSED PROJECT ALTERNATIVES



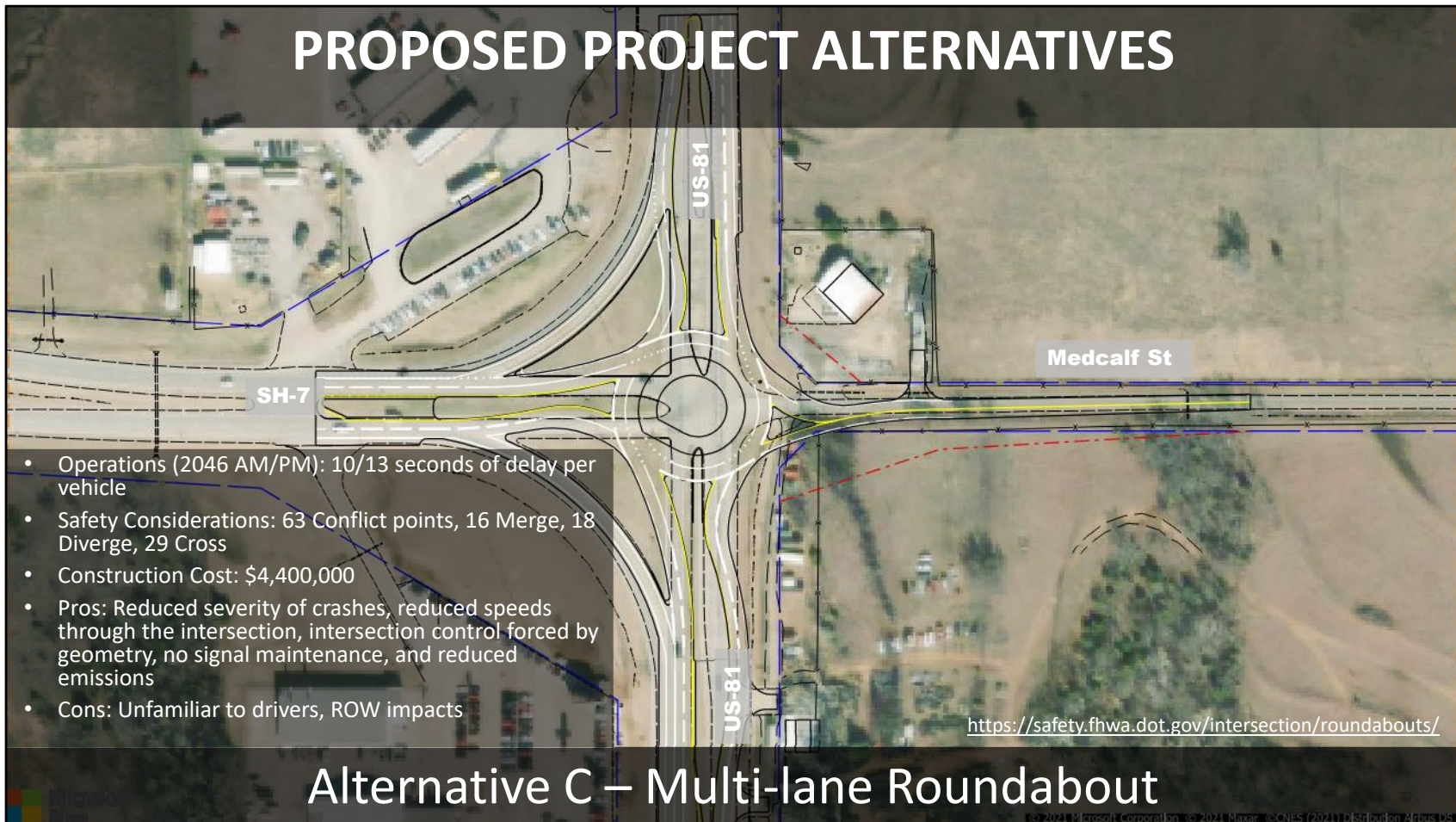
Alternative B – Displaced Eastbound Left Turn

Another alternative being considered is Alternative B, which is a Displaced Eastbound to Northbound Left Turn. This alternative utilizes most of the existing pavement but does require some modifications.

The eastbound to northbound left turning traffic is crossed over to the left side of the road in advance of the intersection and is controlled by a stop sign at the intersection, with the existing dedicated freeflowing right turn remaining. The intent of this configuration is to reduce the number of conflicts that eastbound to northbound traffic, and northbound to westbound traffic, will encounter while making their movements.

Under this configuration, eastbound SH-7 to eastbound Medcalf Street traffic will be required to make a right turn to travel south to a dedicated U-turn location to come back to Medcalf Street and complete their movement. The image on the right of this slide, shows the widened U-turn that facilitates large truck traffic, just south of the intersection. For additional information on displaced left turns, see FHWA's informational guide linked on the webpage.

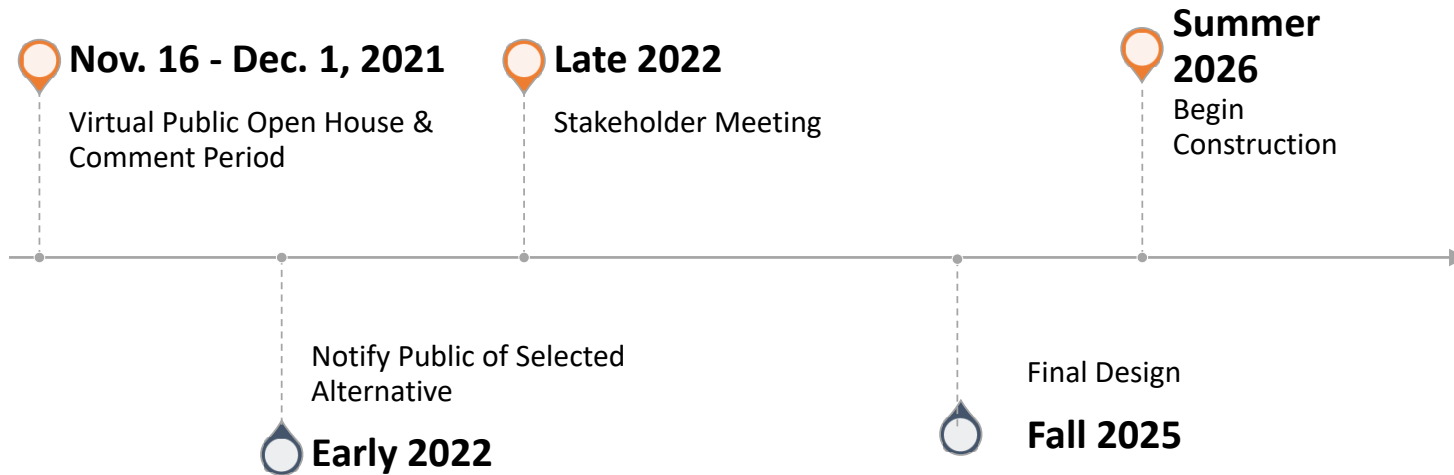
PROPOSED PROJECT ALTERNATIVES



Alternative C is a Multi-lane Roundabout. This alternative utilizes curved approaches on US-81 to promote the slowing of traffic before entering the intersection. Provisions such as a truck apron around the center island and larger entry and exit radii, are provided to accommodate large vehicles like trucks, school buses, and emergency vehicles to navigate the intersection effectively.

The truck apron is slightly raised, higher than the driving surface, to discourage passenger vehicles from driving on it. Curb is placed on the edge of the travel lanes to channelize and direct traffic, and the center island is mounded to prevent vehicles from driving straight through the intersection. Roundabouts are shown to reduce the frequency and severity of certain crash types while also safely facilitating truck movements. Additionally, roundabouts do not require traffic signals and the associated signal maintenance costs. For additional information on Roundabouts, see FHWA's informational guide linked on the webpage.

PROJECT TIMELINE



Note: Dates are dependent on funding and subject to change

The timeline for the project is shown on this slide. We are currently in the first step, which is this virtual open house, which will run through Dec. 1. This open house will be followed by a notification to the public of the selected alternative in Early 2022. In Late 2022, a stakeholder meeting will be held. Final design is anticipated to be completed in Fall 2025 and construction is expected to begin around the summer of 2026. Please note that these dates are dependent on funding and subject to change.

NEXT STEPS



RECEIVE COMMENTS
FROM PUBLIC



DETERMINE FINAL
CONFIGURATION AND
NOTIFY PUBLIC



FINAL DESIGN &
CONSTRUCTION

Moving forward, comments will be received and reviewed for consideration and incorporation into the project design. An intersection configuration will then be selected, the public will be informed of the selected alternative, and then the project will move to the final design phase. After design is complete, construction will begin.

SUBMIT PUBLIC COMMENTS

Comments Due by
December 1, 2021



Online – “Submit A Comment” Tab



Email

environment@odot.org



Phone

405-325-3269



Mail

Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st St.
Oklahoma City, OK 73105-3204

Thank you for participating in this virtual public open house. Please submit your comments through one of the various options, which includes the Online Comment Form accessible on the Submit a Comment page of the webpage, by emailing environment@odot.org, or by mailing in a Comment Form to the address provided. Additionally, if you have any questions you can call 405-325-3269 or email environment@odot.org. We request all comments be submitted by December 1, 2021. Thank you.