STATION 1 SIGN-IN – 1 BOARD, SIGN-IN TABLE, AND FACT SHEET/FAQ HANDOUT

Welcome to the Oklahoma Department of Transportation's (ODOT) prerecorded virtual public meeting presentation for the US-70 Project from Brock Road in Lone Grove extending east to I-35 in Ardmore, in Carter County, Oklahoma. We appreciate your interest in the project and welcome each of you.

My name is Catherine Ramirez with ICF, and I will be guiding you through the virtual room. In this presentation, we will cover the project overview, anticipated construction phasing, and utility and right of way considerations. This is followed by an explanation of how to provide comments for the proposed project and the adjournment.

If you have questions about using this virtual format or require translation, please contact Kim Johnson at (512) 567-9270 for assistance.

This virtual public meeting has been designed to mirror a traditional public meeting. There are five stations in the room. Click or touch the orange bar at the top left of the screen to view a drop-down menu of the stations in the room. The stations are intended to be viewed clockwise, starting from Station 1, the Welcome station, but you can view any station in the room by clicking the left or right arrows in the middle of each side of the screen, or by using the pull-down map in the top right corner, which also provides the layout of the room.

Looking at the bottom center of the screen, you will see several icons. Click on the first icon to the left, labeled "Help," to access Kim Johnson's cell phone number if you need assistance using the virtual format or would like assistance with special needs. The next icon to the right is the letter "i," which will give information on how to navigate around the room and what the different icons do. The next icon to the right, shown as "www," will take you to the ODOT home website. The next icon takes you to you a google map of the general project area. Next you see plus and minus icons that can be used to zoom in and out, respectively, at any time. We have also included a "Comment" icon. Comments can be submitted at any point during the virtual public meeting through clicking on this icon. You can view any display as many times as you'd like and replay any narration as many times as you'd like.

Now let's get started on reviewing the displays in the room. When you enter each station, click the eye icon to zoom into and hear a narration about each board. Once you are finished viewing an item, just click the "X" in the top right-hand corner of the window to exit. You can also click the down arrow icon at the bottom right of each board to download the board and view it as a PDF, and then print or save it to your device. There are also two videos in the room. Click the play icon to view the videos.

This is Station 1, the sign-in station, and there is a welcome board and a table in front of you. On the left side of the table there is a sign in link. Please click on the pen icon to sign into the public meeting. On the right is a document that provides some facts and answers to some frequently asked questions about the project. Click on the down arrow icon to download a copy to your device.

STATION 2 PROJECT OVERVIEW – 1 BOARD AND 1 TV

This station provides an overview of the project and a video on the purpose and need of the project and the proposed improvements. Click on the eye icon beneath the board to zoom in. Click on the play button on the TV to view the video.

Board 1 Project Location Board

This board shows the project area along 3.9 miles of US-70 in Carter County between Brock Road in Lone Grove and extending east to I-35 in Ardmore.

After reviewing this board, exit this window and click on the play button on the TV to view the video explaining the purpose and proposed improvements for this project. After viewing the video, exit the window and click on Station 3, which provides information on construction phasing.

Project Overview Video

Slide 1: The proposed project would improve pavement conditions and would improve highway safety and operations.

Slide 2: The Purpose and Need of the Proposed Project is to Improve the Pavement Condition, Highway Safety, and Operations. The proposed project would improve pavement conditions by replacing or rehabilitating the pavement and would improve highway safety and operations by correcting sight-distance and grade issues, adding deceleration lanes and median openings, addressing access management issues, and making additional operational improvements.

Slide 3: Major safety improvements along the corridor would improve pavement quality by replacement and rehabilitation of pavement and other safety improvements.

Slide 4: The proposed project would address the pavement issues, such as unraveling existing asphalt overlay, pavement cracking, and potholes throughout the project area.

Slide 5: In order to address highway safety and operation improvements, traffic and collision data has been developed for this section of US-70 and adjacent local roads. It was determined that this section of US-70 has over 20,000 vehicles per day.

Slide 6: Ten-year collision data is presented here – the density and severity heat map shows where collisions occur the most frequently in red and the least in green. Of the 325 reported collisions in this area, there were 11 suspected serious injuries and one fatality.

Slide 7: Safety improvements for this project include removal of fixed objects located in roadside clear zones, removal of unnecessary or duplicate drives and consolidation of some median openings to improve access management, the addition of right-turn lanes, providing adequate sight-distance, and providing adequate deceleration left-turn lanes with proper storage at all median openings.

Deceleration left-turn lanes and median storage would allow vehicles to slow down to a stop without impeding traffic in the mainlanes traveling 55 miles per hour and provide median storage to minimize conflict points and potential collisions.

Slide 8: This map shows a potential deceleration lane east of Brock Road.

Slide 9: Two median openings will be consolidated into one at E. Case Circle. This will provide adequate deceleration left-turn lanes and eliminates additional conflict points.

Slide 10: West of Foxden Road, the median shown will be relocated to a more logical location and provide adequate deceleration left-turn lanes.

Slide 11: Proposed improvements would realign Foxden Road so that the crossing to the north and south side would be in line for an improved intersection configuration.

Slide 12: Unnecessary median openings would be eliminated and consolidated to one relocated median opening in order to provide adequate site distance, as well as proposed deceleration left-turn lanes.

Slide 13: Safety improvements are proposed at US-70 and Kings Road to include deceleration lanes, and would also re-grade the elevation of the roadways and cross streets to alleviate sight distance issues and marry grade lines.

Slide 14: This cross section shows the grade adjustments that are proposed for US-70 at Kings Road. Both westbound and eastbound lanes will be lowered to have matching elevations to improve sight distance at this crossing.

Slide 15: Kings Road would also be realigned at this intersection to provide a “square” intersection.

Slide 16: Existing safety issues that would be addressed at Kings Road include the fixed objects and steep backslope in the clear zone. There is limited right of way in this area to provide safety improvements due to the existing church property to the north of US-70 that would be taken into consideration.

Slide 17: A solution to address these issues would be to construct a concrete barrier along the northside of US-70, which would protect traffic from steep backslope and fixed objects without resulting in impacts to the adjacent church property. This would also maintain and potentially improve drainage along this area.

Slide 18: There are existing safety issues along US-70 at Plainview Road, including cresting vertical curves as you approach the intersection, which affects the stopping sight distance as you approach the traffic light. The changes in elevation and differential grading at this intersection would be improved as part of the proposed project.

Slide 19: US-70 eastbound and westbound lanes would be regraded to adjust the elevation as the lanes approach Planview Road from the west. Making the lanes match each other in elevation and minimizing the grade of the vertical curve would improve sight distance at this intersection and improve safety.

Slide 20: Retaining walls are proposed south of US-70 and west of Plainview Road to accommodate the proposed regrading of US-70 while minimizing the need for additional right of way.

Slide 21: Operational improvements along US-70 near Plainview Road would include the extension of the left-turn lane between Plainview Road and Michelin Road, and an eastbound right-turn lane would be added to Plainview Road. Signalized intersections would be synchronized at both Plainview Road and Michelin Road. Duplicate driveways would be removed to eliminate unsafe conflict points.

STATION 3 CONSTRUCTION PHASING VIDEO – 1 TV

This station provides a video with information on the construction phasing. Press the play button on the TV to view the video.

Slide 1: Construction phasing would be utilized on this project. This would allow construction to occur while maintaining access along US-70 by keeping one lane open in each direction. This would also allow maintained access to private driveways and most major roads throughout the duration of construction while minimizing the time local roads would need to be closed.

Slide 2: The improvements between Brock Road and Foxden Road would be completed within three phases. Phase 1 would replace the outside shoulders with temporary pavement for traffic to drive on during Phase 2. Phase 2 would allow drivers to utilize existing outside lanes and the temporary shoulders for traffic while

improvements are constructed to the inside lanes and median. Phase 3 would allow drivers to utilize the newly improved inside lanes while outside lanes and shoulders are under construction.

Slide 3: The improvements in the 1.8-mile rural section between Foxden Road and Plainview Road would be constructed in three phases in a “half-at-a-time construction” method that would construct the US-70 eastbound lane improvements and then the westbound lanes. Phase 1 would construct median crossovers and replace the outside shoulder of westbound US-70 with temporary pavement for traffic to drive on during Phase 2. Phase 2 would allow drivers to utilize the westbound lanes while the improvements to the eastbound lanes are constructed. Phase 3 would allow drivers to utilize the new eastbound lanes while the westbound lanes and median are under construction.

Slide 4: The improvements between Plainview Road and the end of the project would be completed within four phases. Phase 1 would reduce traffic to the outside lanes of US-70 while pavement within the existing median is constructed. Temporary pavement would be constructed west of Plainview Road, and permanent pavement would be constructed east of Plainview Road.

Slide 5: Phase 2 would move westbound traffic from the outside lane to the newly constructed lanes within the median. This phase would upgrade and construct the permanent pavement along westbound US-70.

Slide 6: Phase 3 would shift traffic to the north; westbound traffic would utilize the new westbound lanes constructed in Phase 2, and eastbound traffic would utilize the new lanes constructed in the median during Phase 1. This phase would upgrade and construct the permanent pavement along eastbound US-70.

Slide 7: Phase 4 would upgrade the Phase 1 temporary pavement west of Plainview Road to permanent pavement.

Slide 8: The construction phasing in this section would maintain access from US-70 along Plainview Road to the south to adjacent neighborhoods and schools. However, due to the proposed construction in this highly congested segment, truck traffic access cannot be maintained during construction from eastbound US-70 to and from Plainview and Michelin Roads to the north. It is proposed to temporarily close Plainview Road and Michelin Road to the north of US-70 during construction.

Slide 9: The driving force of the proposed road closures is to provide truck access in this area. To achieve this, the proposed solution would be to only close access to and from eastbound US-70 for Plainview Road and Michelin Road. The total construction time for this segment of US-70 is estimated to be approximately 200 days, of which this solution would temporarily close eastbound US-70 access for approximately 80 days.

Slide 10: During these temporary closures, it would be necessary for travelers to drive past the work zone and utilize median openings for U-turns while trying to access Plainview Road and Michelin Road to the north to and from eastbound US-70.

Slide 11: Some might say this is a short-term inconvenience for a long-term gain, while others might say it is too detrimental. In the final design phase of the project, we will look for ways to reduce the time of road closure. In the meantime, there are local roads available to access properties north of US-70 that may be affected by the temporary closure, such as Kings Road, Rockford Road, and 12th Avenue Northwest, as well as accessing the I-35 highway.

STATION 4 NEXT STEPS AND COMMENTS – 2 BOARDS

This station describes next steps in the process and how to leave comments for this public meeting. Click on the eye icon below each board to zoom in and hear additional information presented on each board.

Board 1 NEXT STEPS

This board shows what's next for this project. Additional right-of-way would be required along both the north and south sides of US-70. The acquisition process can take 12 to 18 months to complete and is anticipated to begin in late 2024 and continue through 2025.

The proposed improvements would be in conflict with existing utilities, which would require coordination and relocation of those utilities. This process is planned to begin in 2026 and could take 12 to 18 months to complete.

The construction phasing would begin after right of way is acquired and utilities are relocated, which is programmed for fiscal year 2029. This could happen sooner if funds become available. The project is currently estimated to cost $39.8 million and would take approximately one and a half years to construct. Traffic flow through this section of US-70, as well as access to adjacent residential and business properties, would be maintained during construction.

After reviewing the board, click on the "X" on the top right-hand corner to exit this window and pan to the right in the virtual room to view the board on how to submit comments.

Board 2 PUBLIC COMMENT PROCESS AND CONTACT INFORMATION

This board provides directions for submitting comments on the project. Comments can be submitted electronically by using the comment icon at the bottom right corner of this virtual public meeting room. In addition, a comment form is available on the table in Station 5 for download.

You can also print and send a comment form via mail to the address shown on the board or send it via email to the ODOT Environmental Programs Division at environment@odot.org.

You can also leave a detailed comment via phone by calling 405-325-3269.

While all comments are always welcomed, they must be received or postmarked by Tuesday, November 7, 2023, to be included in the official meeting documentation. Comments can be made regarding the project at any time during the project development process but will not be included in the official Public Meeting record if not received within the comment period.

For any general questions about the proposed project, please contact Jay Earp, the ODOT Field District 7 Engineer at 580-255-7586 or jearp@odot.org.

After you are finished viewing the boards, proceed to Station 5 for additional methods to submit comments and to view the interactive comment map.

STATION 5 CONT NEXT STEPS AND COMMENTS – 1 TABLE

This station provides two ways to submit comments about the proposed project: an interactive comment map and a link to download the comment form. The interactive comment map allows you to review the project area

and add a comment at a specific location. Click the pen to access the interactive comment map and scroll down for instructions on how to use the map. The next item at this station is a comment form. Click the down arrow to download the comment form mentioned in Station 4, you can also print and send this comment form via mail or send via email to the ODOT Environmental Programs Division at environment@odot.org.

This station also includes additional information about ODOT's policies regarding property rights and relocation assistance. The second paper is a brochure with general information on the ODOT right of way acquisition process and property rights. Click the down arrow icon to download a copy to your device. The next paper is a brochure that outlines the relocation assistance and benefits, if applicable. Click the down arrow icon to download a copy to your device.

Thank you for your interest in this project and taking the time to provide us with your comments. Your input is important to us.