STATE HIGHWAY 32 Public Meeting

Presented by:
The Oklahoma Department of Transportation
Schemmer Associates and CP&Y

February 9, 2016, 6:00 pm
• Describe project and purpose of the project
• Discuss alignment selection process
• Present *preliminary preferred alignment* and associated environmental issues
• Obtain public input on proposed improvements
To address current roadway geometric deficiencies

Improve safety along the SH-32 corridor and construct roadway to current ODOT standards.
• Originally constructed in 1937-1939
• Two – 12 feet wide asphalt lanes
• No shoulders present
• Steep grades and limited sight distance
• Existing Double – 10 Feet x 9 Feet concrete box culvert at Oil Creek
• Existing Traffic: 1700 Vehicles/day

• Future 2036 Traffic: 2500 Vehicles/day

• 60 Collisions from 2005-2015
  • 32 Prop. Damage, 27 injury, 1 fatality

• Higher than average Collision Rate when compared with similar roadways
ENVIRONMENTAL CONSTRAINTS
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PROPOSED IMPROVEMENTS

- Add 8-Foot Shoulders to Roadway
- Improve Sight Distance Along Roadway
PROPOSED IMPROVEMENTS

SH-32 Left-Turn Lane at SH-77S

Intersection Improvement at Lottie’s Road
ALTERNATIVE ALIGNMENTS

Existing SH-32 Alignment

Hickory Crk

Red River

SH-77S

1

2

3

4
ALTERNATIVE 1

Reconstruct on Existing

- Difficult to Maintain Traffic During Construction
- Highest Project Cost
- 9 Potential Structure Relocations – 8 Residential / 1 Commercial
- No impact to Wildlife Management Area
**ALTERNATIVE 2**

Realign 50 Feet South of Existing Alignment

- Easiest to Construct and Maintain Traffic
- Least Project Cost
- 10 potential relocations – 7 residential / 3 commercial
- Less than an acre of impact to Wildlife Management Area
ALTERNATIVE 3

Realign 50 Feet North Crossing to East/South

- Easy to construct and maintain traffic
- Impact to 2 Properties Identified with Potential Hazardous Waste
- 2nd Highest Project Cost
- 9 Potential Relocations – 7 Residential / 2 Commercial
- Less than an acre of impact to Wildlife Management Area
ALTERNATIVE 4

Realign 50 Feet South, West, South

- Easy to construct and maintain traffic
- Project Cost Similar to Lowest Cost Alternative 2
- 5 Potential Relocations – 4 Residential / 1 Commercial
- Minimizes Number of Relocated Structures
- Less than an acre of impact to Wildlife Management Area
## Impact Matrix
Developed to compare impacts of all proposed alternatives.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Wildlife Management Area Impact (Acres)</th>
<th>Wetlands Impacted (Acres)</th>
<th>Number of Relocations (Total/ Commercial / Residential)</th>
<th>Potential Hazardous Sites Impacted</th>
<th>Estimated Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0 Acres</td>
<td>0 Acres</td>
<td>Total: 9 Commercial: 1 Residential: 8</td>
<td>0</td>
<td>$25,416,000.00</td>
</tr>
<tr>
<td>2</td>
<td>0.7 Acres</td>
<td>0 Acres</td>
<td>Total: 10 Commercial: 3 Residential: 7</td>
<td>0</td>
<td>$21,551,000.00</td>
</tr>
<tr>
<td>3</td>
<td>0.7 Acres</td>
<td>0 Acres</td>
<td>Total: 9 Commercial: 2 Residential: 7</td>
<td>2</td>
<td>$22,328,000.00</td>
</tr>
<tr>
<td>4</td>
<td>0.7 Acres</td>
<td>0 Acres</td>
<td>Total: 5 Commercial: 1 Residential: 4</td>
<td>0</td>
<td>$21,624,000.00</td>
</tr>
</tbody>
</table>

Preliminary Preferred Alternative
Alternative 4 was recommended as the Preliminary Preferred Alignment—The alignment impacts the fewest homes and businesses while correcting all of the safety concerns along the corridor.
Minimizing Impacts — Alignment offset to West then weaves to East to avoid homes
National Environmental Policy Act of 1969 (NEPA)

In order to use federal funds, a decision-making process that balances the social, economic, and environmental concerns must be conducted. Public Involvement and comments are part of the NEPA process.

Examples of items considered during project development:

- Biological and Water Resources
- Archeological and Historic Properties
- Wetland Impacts
- Noise Analysis
- Relocations
- Oil & Gas and/or Hazardous Waste Sites
- Floodplain Impacts
- Parks or Recreational Areas
• **Relocation Impacts**
  • 4 residential, 1 commercial property

• **Hazardous waste sites**
  • No anticipated impacts, will verify when plans are ready

• **Biological**
  • American burying beetle habitat – any surveys or appropriate mitigation will take place

• **Wetland & Stream Impacts**
  • No impacts to wetlands
  • 404 permit will be obtained for stream impacts
• **Tribal Concerns**
  • None identified

• **Cultural Resources & Archeological Sites**
  • No historic properties affected

• **Noise Impacts**
  • Noise impacts will be modeled for receptors
  • Noise mitigation unlikely

• **Parks and Recreational Areas**
  • Easement will be required from Love Valley Wildlife Management Area (Section 4f)
Section 4(f) Impacts

- The preferred alternative will impact approximately 0.7 acres of the Love Valley WMA located adjacent to the roadway
- A *de minimis* impact finding is anticipated to apply
- Mitigation may be required
- Coordination with the U.S. Army Corps of Engineers and the Oklahoma Department of Wildlife Conservation will be completed
WHAT’S NEXT?

• Review and analyze public comments
• Incorporate public comments into the design
• Prepare an Environmental Document
• Complete construction plans
• 2018 – Begin right-of-way acquisition and utility relocation
• 2022 - Estimated begin construction date
How Does the Acquisition Process Work?

- 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 your home or business is being acquired

4. **If all previous negotiations fail, Eminent Domain is possible**
   - Only after due process will Imminent Domain be used as a last resort
More information is available online at www.odot.org/publicmeetings

Comments may be provided as following:

- Leave your comment form here tonight
- Mail or fax forms to ODOT: (405) 522-5193
  Oklahoma Department of Transportation
  Environmental Programs Division
  200 NE 21st Street
  Oklahoma City, OK 73105
- Email comments to: Odot-Environment@ODOT.org

Comments due by February 23, 2016