Presentation of Preliminary Engineering Study

US-77 over BNSF Railroad
Love County

April 14, 2016
Meeting Agenda

Project History

Project Development

Study Findings

Present Options

Project Schedule
Meeting Purpose

- Present Findings
  - Options Considered
  - Impacts Determined

- Gather Input
  - Local Government
  - Public
  - Agencies
Existing Conditions

**US-77**
- Constructed in 1930’s
- 2 Lane Highway
- No Shoulders
- Sharp Approach Curves
- Narrow Bridge Opening
Existing Conditions

- **Traffic Data**
  - (2016) 2,200 Vehicles Per Day (vpd) with 12% Trucks
  - (2036) 3,900 vpd

- **Intersections**
  - Reed Road (Ullmann Road)
  - Wolf Hollow Road
Existing Conditions

Bridges

- BNSF Railroad
  - Narrow Opening (29 Feet)
  - Low Clearance (14 Feet – 7 Inches)
- I-35 Overpass
  - Design in progress (Separate Project)
Accident Data

Legend
- Property Damage Only
- Injury
- Fatality

Existing US-77 Underpass Bridge

Thackerville
Reed Road

BNSF RR
US-77
I-35
Project Purpose

- Improve Safety
  - Realign US-77
  - Increase Sight Distance
- Improve Crossing
  - Provide New Overpass
  - Eliminate Sharp Curves
## Environmental Reconnaissance

### Issues Considered
- Residential Relocations
- Business Impacts
- Church/Cemetery Impacts
- Noise Levels
- Tribal Concerns
- Cultural & Archeological Sites
- Hazardous Waste Sites
- Oil & Gas Wells
- Threatened & Endangered Species
- Wetland Impacts
- Stream Impacts
- Floodplain Impacts
- Prime Farmland Loss
Proposed Improvements

- **Realign US-77**
  - Eliminate Sharp Curves
- **New Bridge over BNSF Railroad**
  - Plug Existing Underpass
- **Provide Two Driving Lanes with Shoulders**
  - Improve Roadside Safety Clear-Zone
Proposed Improvements

- **Alignment Options**
  - Option 1 – Existing Alignment
  - Option 2 – North Alignment
  - Option 3 – South Alignment

- **Design Criteria**
  - 65 MPH
  - Two, 12-Foot Wide Driving Lanes
  - Two, 8-Foot Wide Paved Shoulders
Project Constraints

- Victory Chapel Church and Cemetery
- Residences
- Businesses
- Oil & Gas Wells
- Radio Towers
- Cell Towers
- Wetland Areas
- Stream Crossings
Option 1

- Reconstruct on Existing Alignment
  - Not Feasible
    - Does Not Meet Current Design Criteria
    - Impractical to Improve Existing Railroad Bridge
Alignment Options

Option 2

- Existing US-77 Underpass Bridge
- Thackerville
- US-77
- BNSF RR
Alignment Options

Option 2

- Begin 1.3 Miles North of SH-153
- Improve South Curve
- Connect to Existing US-77 Highway
Alignment Options

- **Option 2**
  - Stream Crossing
  - Provide Cul-De-Sac Turn Arounds
  - Plug Existing Underpass
  - Construct New Overpass Bridge
    - 2,100 Feet North of Existing Underpass
  - Existing US-77 Underpass to Remain as a County Road
Option 2

- Avoid Oil Wells
- Existing US-77 to Remain as County Road to Maintain Existing Drive Access
- Connect to Existing US-77 Highway
- End at I-35 Overpass Bridge
Option 3

Existing US-77 Underpass Bridge

Thackerville

US-77

BNSF RR

I-35
Option 3
- Begin 0.5 Miles North of SH-153
- Connect to Existing US-77 Highway
Option 3

- Construct New Overpass Bridge
  - 2,300 Feet South of Existing Underpass
- Existing US-77 Under New Bridge to Remain as a County Road
- Maintain Existing Drive Access
Option 3

- Provide Cul-De-Sac Turn Arounds
- Potential Wetland Impact (0.6 Acres)
- Avoid Cemetery and Church
- Potential Noise Impacts
<table>
<thead>
<tr>
<th>Major Feature</th>
<th>Option 2 North Alignment</th>
<th>Option 3 South Alignment</th>
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<tbody>
<tr>
<td>Church and Cemetery</td>
<td>Not in Impact Area</td>
<td>Avoided</td>
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<tr>
<td>Oil Well Sites</td>
<td>Avoided</td>
<td>Not in Impact Area</td>
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<tr>
<td>Radio Towers</td>
<td>Not in Impact Area</td>
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<tr>
<td>Cell Towers</td>
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<td>Potential Residential Relocations</td>
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<td>Potential Commercial Impacts</td>
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<td>Wetland Impacts</td>
<td>None Anticipated</td>
<td>0.6 Acres</td>
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<td>Potential Noise Impacts</td>
<td>2 Receivers</td>
<td>4 Receivers</td>
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<td>Estimated Construction Costs</td>
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Project Schedule

Receive Public Comment
April 28, 2016

Select Preferred Alignment

Environmental Studies

Engineering Design

Right of Way and Utilities
2018

Construction
2020

- 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 you home or business is being acquired

4. If all previous negotiations fail, Eminent Domain is possible
   - Only after due process will Eminent Domain be used as a last resort
Thank You

Please Submit Your Comments by April 28, 2016

Leave Your Comment Form Here Tonight

Mail the Comment Form Back to ODOT:
Environmental Programs Division
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

Fax Your Comments to (405) 522-5193

Email Your Comments to ODOT-ENVIRONMENT@ODOT.ORG

Submit Online at www.ODOT.org/PublicMeetings

QUESTIONS?