Presentation of Proposed Alternatives & Solicitation of Public Input

To present the proposed design for this highway segment and receive public comment.

Purpose of Meeting

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the SH-29 located east of Bray and extending east to the Stephens/Garvin County line in Stephens County. This segment of SH-29 has inadequate shoulders, sharp curves, and steep hills and valleys which result in limited sight distance. The intersection of SH-29 and SH-76 is a problem for turning vehicles creating a safety concern. These factors contribute to a substantial accident history. There are six bridges within the segment and while the structures are not classified as structurally deficient, they are narrow and do not meet current design standards. The purpose of this project is to improve the safety of the highway.

Project Background

ODOT has tasked a Consultant to develop alternatives for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints which include Lake Fuqua which is a protected resource under Section 4(f) of the Transportation Act.

- Alternative A - Do nothing and maintain existing conditions.
- Alternative B - Improve existing alignment; requires closing highway or temporary pavement along entire project length to maintain traffic during construction. Requires impacts to both sides of the existing highway.
- Alternative C - Improve roadway with a 90-feet offset to the north, then transition to the south; uses existing lanes to maintain traffic during construction. Requires more additional Right-of-Way than Alternative D.
- Alternative D - Improve roadway with a 60-feet offset to the north, then transition to the south; uses existing lanes to maintain traffic during construction. Requires more construction phasing than Alternative C.
- Alternative E - Improve roadway with a 30-feet offset to the north, then transition to the south; uses existing lanes to maintain traffic during construction. Requires extensive temporary pavement and construction phasing, and impacts both sides of the existing highway.

After analysis and consideration of the alternative, SH-29 is proposed to be reconstructed on a 60-feet offset (Alternative D) from the existing highway. The offset alignment is to reduce impacts to residential relocations and avoid oil well locations. The project will also include the replacement / extension of the six bridges within the project limits and safety improvements to the intersection of SH-29 and SH-76. The proposed Roadway will have two (2) 12-feet wide driving lanes and 8-feet shoulders. Two lanes will be open for through traffic during all phases of construction.