



US-270

Seminole County

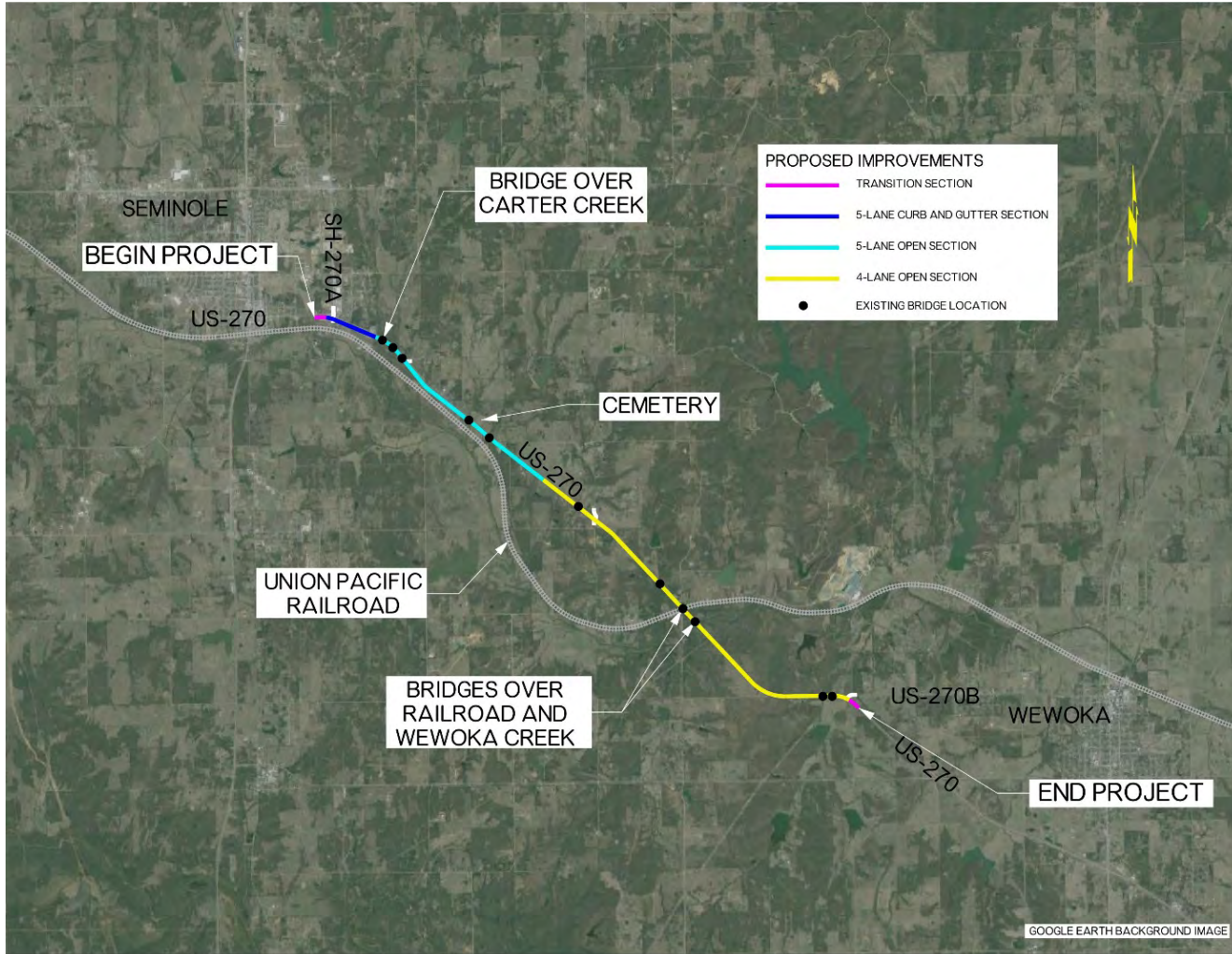
ODOT Public Meeting

September 29, 2015, 6:00 pm

WELCOME

Presented by: The Oklahoma Department of Transportation,
Tetra Tech, and CP&Y

Project Location Map



Purpose of Public Meeting

- Inform the public about the proposed improvements to US-270 and the results of environmental studies
- Solicit input from the public and stakeholders
- Answer questions and address concerns to incorporate into the final design

Project Purpose & Need

- Project Need: US-270 Deficiencies & Issues
 - Inadequate Capacity (Congestion)-cannot carry anticipated traffic volumes
 - Safety Concerns
 - History of Accidents Related to
 - Left Turning Movements
 - Inadequate Sight Distances

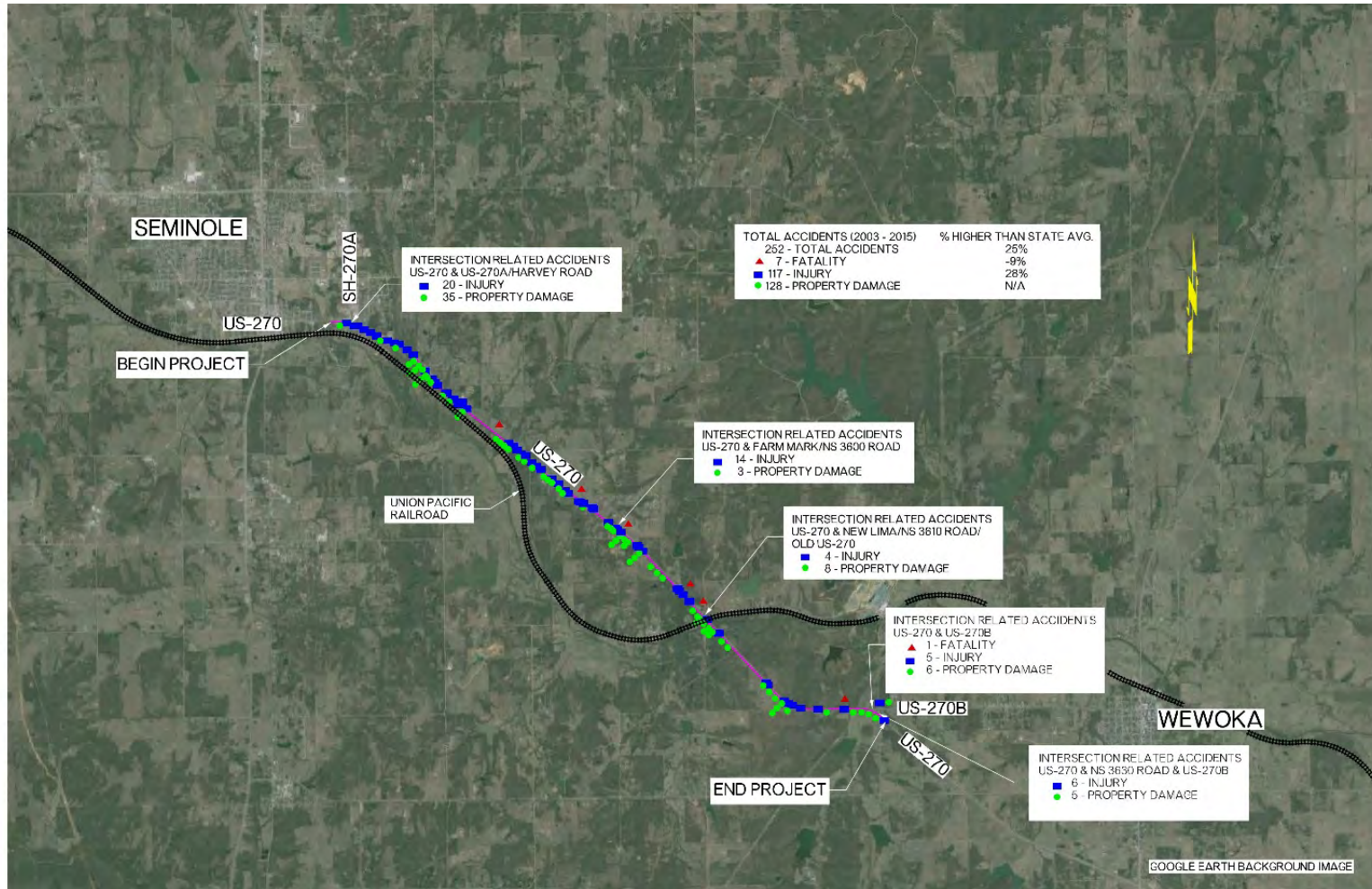
- Project Purpose:
 - Improve Efficiency
 - Improve Safety

Existing Conditions

- Two 12 ft Driving Lanes with Two 10 ft Paved Shoulders
- Exist. Traffic (2015) 7,350 vehicles/day
- High Number of Accidents
- Deficient Structures
- Deficient Horizontal and Vertical Curves



Accident Map

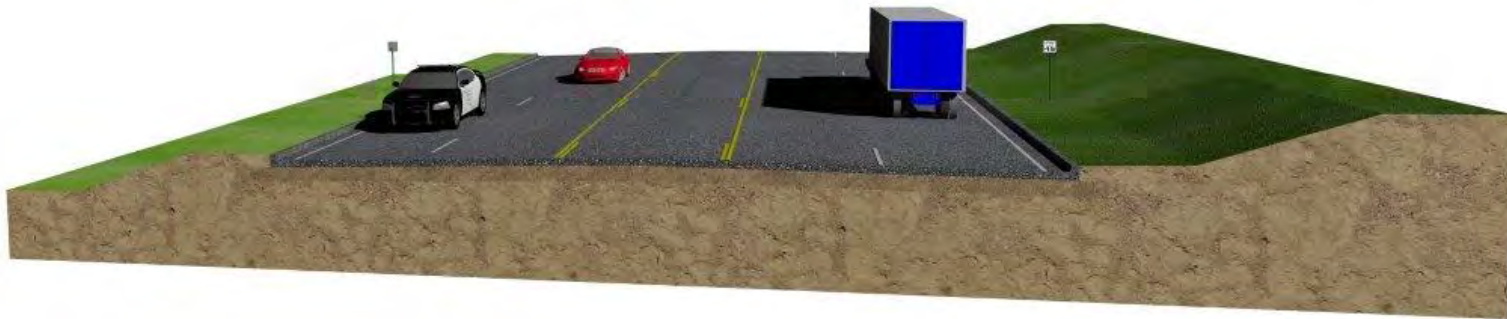


* Accident Data from 2003 to August, 2015

Proposed Improvements

- Reconstruction and Widening of Existing Pavement to Accommodate Future Traffic (2040) 10,800 Vehicles/Day
- 5-Lane Curb & Gutter Section (From SH-270A East Approximately $\frac{3}{4}$ of a Mile)
 - 4-12 ft Wide Driving Lanes
 - 16 ft Wide Paved Median
 - Curb & Gutter
- 5-Lane Open Roadway Section (From $\frac{3}{4}$ East of SH-270A East Approximately 2.5 Miles)
 - 4-12 ft Wide Driving Lanes
 - 16 ft Wide Paved Median
 - 2-10 ft Wide Shoulders
- 4-Lane Open Roadway Section (From US-270B West Approximately 5 Miles)
 - 4-12 ft Wide Driving Lanes
 - 2-10 ft Wide Shoulders

Proposed Improvements Typical Section

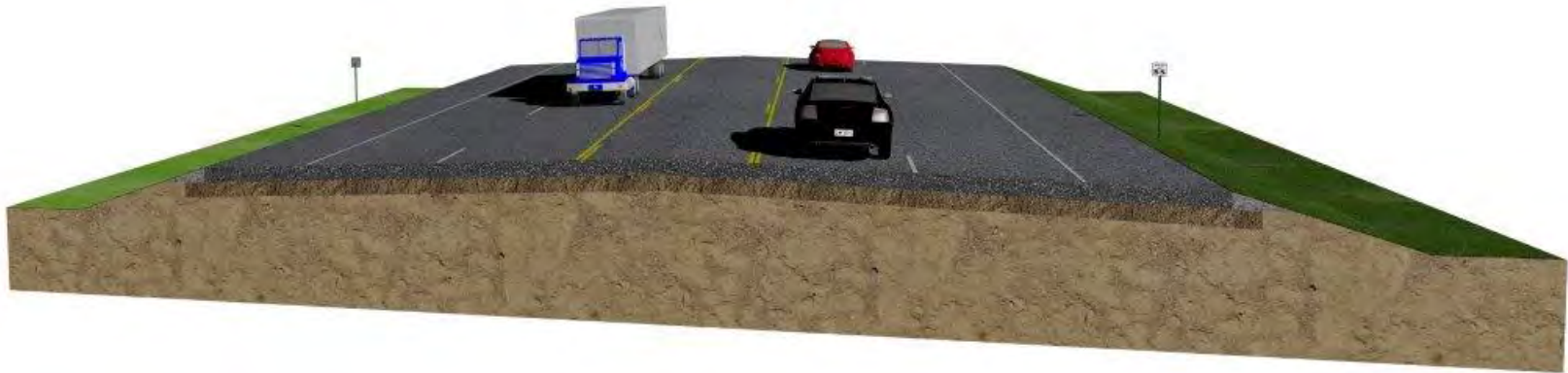


5-Lane Curb and Gutter Section

5 Lane Curb and Gutter Section



Proposed Improvements Typical Section

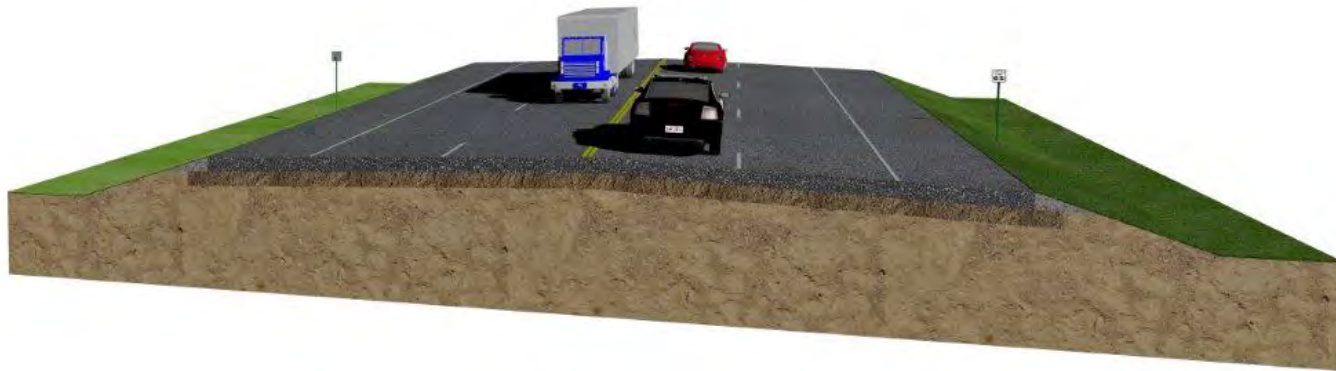


5-Lane Open Section

5 Lane Open Section



Proposed Improvements Typical Section



4-Lane Open Section

4 Lane Open Section



Proposed Improvements

- US-270 & Harvey Rd./SH-270A Intersection Improvements
 - Add Traffic Signal
 - Add Left Turn Lanes on US-270
- US-270 & NS 3600 Rd. Intersection Improvements
 - Angle of NS 3600 Rd. Coming Into US-270 Reduced
 - US-270 Vertical Curve Flattened to Improve Sight Distance
- US-270 & US-270B Intersection Improvements
 - Reconfigure Intersection
 - US-270B to Tee Into US-270 in a Stop Condition
- US-270 Bridge Improvements
 - Replace Structurally Deficient Bridge at Carter Creek with Realignment
 - Replace/Extend/Remove Bridge Boxes
 - Replace Functionally Obsolete Bridges at Railroad & Wewoka Creek Crossings
- US-270 Geometric Improvements
 - Improved Vertical Curves
 - Improved Sight Distance

Proposed Improvements

- Construction Phase
 - Maintain one lane of traffic in each direction throughout project
 - Offset Proposed Alignment to the North for Construction of Carter Creek Bridge
 - East of the Carter Creek Bridge the US-270 Alignment Will Be Offset South of the Existing Alignment
 - Provide Temporary Access Drives
 - Residential
 - Commercial
 - Field Entrances
 - Minimize Impact to Properties and Owners
 - Construction Duration Estimated at Approximately 24 Months

Environmental Studies

Environmental Study

NEPA: National Environmental Policy Act

- Implemented in 1970
- Studies environmental impacts of Federal undertakings

■ Issues Considered

- Relocation Impacts
- Wetlands Impacts
- Stream Impacts
- Floodplain Impacts
- Farmland Impacts
- Threatened & Endangered Species
- Tribal Concerns
- Cultural Issues – Historic Properties
- Archeological Sites
- Hazardous Waste Sites
- Oil & Gas Sites
- Noise Impacts

Environmental Constraints

- Rest Haven cemetery on north side
- Petroleum storage tanks and transmission lines on north side
- Union Pacific Railroad on south side of US-270
- Wetlands at the Union Pacific Railroad bridge

Environmental Constraints



Environmental Study Findings

- Relocation Impacts
 - 12 Residential
 - 6 Commercial
 - 3 Personal Property Only (PPO)
- Wetland & Stream Impacts
 - Impacts to wetlands anticipated, mitigation may be required
 - Requires Army Corps of Engineers review
- Floodplain Impacts
 - Portions lie within Flood Zone AE, a regulated floodway
 - Project will not increase base flood elevation or require flood map revisions
- Farmland Impacts
 - No impacts Identified
- Threatened & Endangered Species
 - American Burying Beetle habitat – Surveys will be conducted to determine any mitigation required

Environmental Study Findings

- Tribal Concerns
 - None reported
- Cultural Resources & Archeological Sites
 - No historic properties affected
- Parks & Recreational Areas
 - None identified
- Hazardous Waste Sites
 - Oil and gas production, transmission, and storage facilities along corridor
 - Fueling station at US-270 & SH-270A

Environmental Study Findings

- Noise Study
 - Noise study completed in accordance with ODOT noise policy. Utilized FHWA Traffic Noise Model in predicting existing and future noise levels.
 - Model inputs included traffic data, roadway geometry, and receiver site locations.
 - Receiver sites included 48 residences, one place of worship, a cemetery, and 9 commercial properties.

Environmental Study Findings

- Noise Impacts
 - Based on the proposed project & future traffic, 27 residences, the cemetery, and the place of worship would approach or meet 67dB(A).
 - Noise mitigation in the form of a free standing wall within existing right-of-way is not feasible due to gaps created by the driveway access.

Right of Way Process

- Appraisal
- Offer / Agreement
- Acquisition
- Relocation Benefits and Expenses
- Replacement Housing if Needed

ODOT Right of Way personnel are in attendance to answer any questions

Next Steps

- Receive Comments from Public
- Complete Environmental Document
- Complete Preliminary Design Plans
- Begin Right-of-Way Acquisition & Utility Relocations
- Prepare Final Design Plans
- Construction of Project then begins

Schedule of Improvements

- Schedule as identified in the ODOT 8 Year Construction Work Plan
- Right-of-Way Starting in 2015
- Construction Starting in 2018

Availability of funding (\$48.2 Million Est.) may affect the timeline for these projects.

Questions & Comments

- 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:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105
Fax No. (405) 522-5193
 - Email comments to:
environment@odot.org
- Comments due by October 13, 2015