

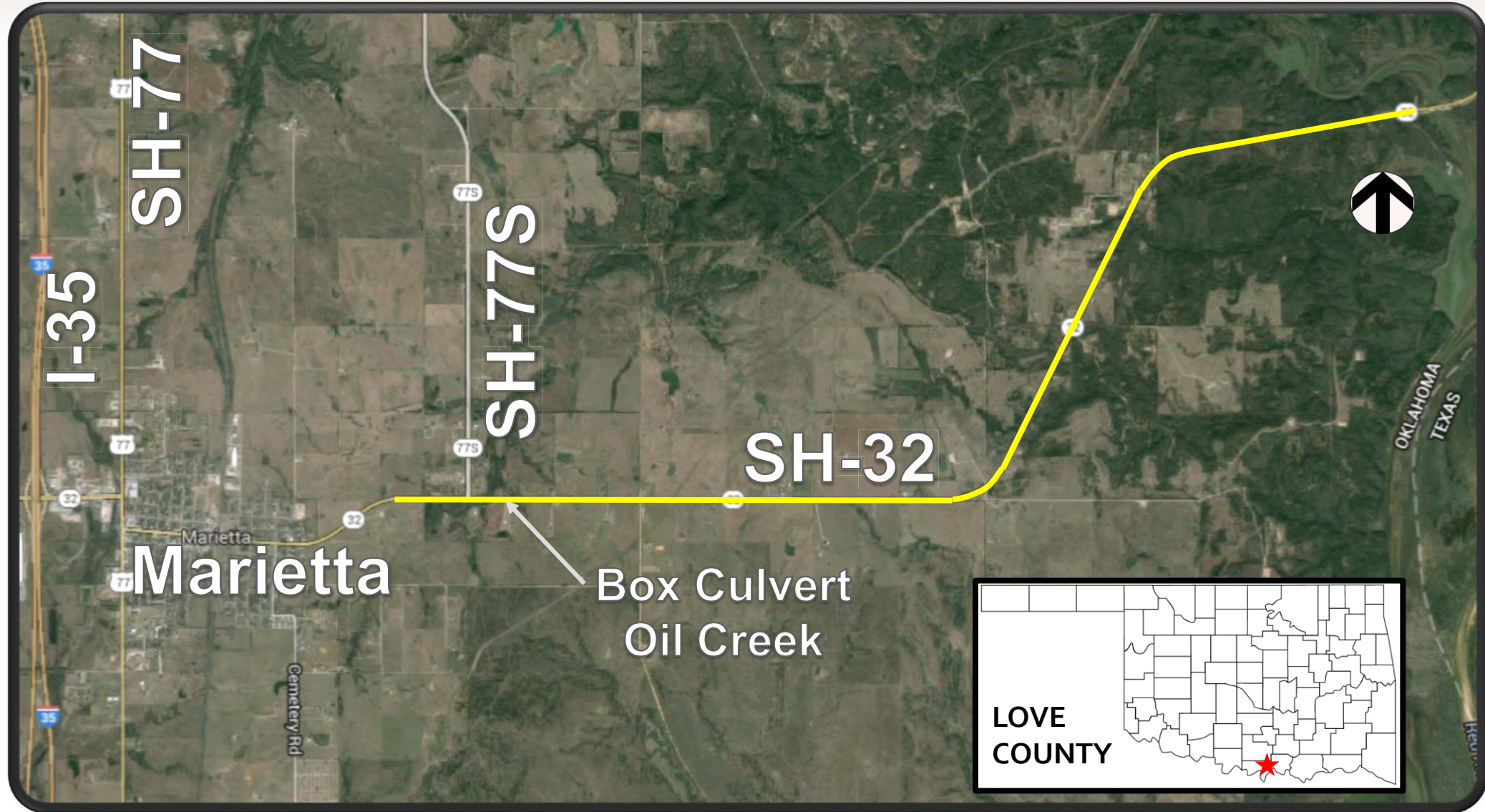


STATE HIGHWAY 32 Public Meeting

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

February 9, 2016, 6:00 pm

PROJECT LOCATION



PURPOSE OF MEETING

- 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



PROJECT PURPOSE

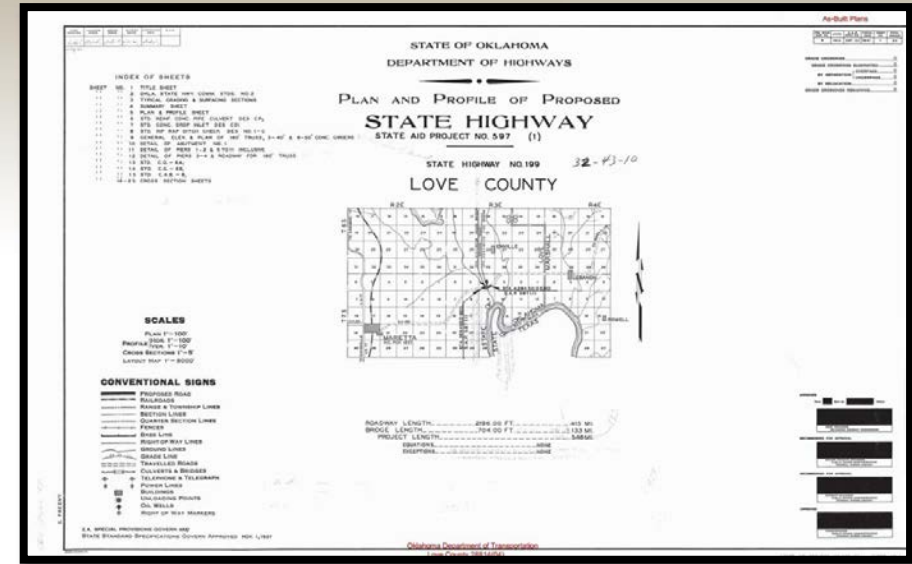
To address current roadway geometric deficiencies

Improve safety along the SH-32 corridor and construct roadway to current ODOT standards.



EXISTING CONDITIONS

- 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

- Existing Traffic:
1700 Vehicles/day
- Future 2036 Traffic:
2500 Vehicles/day

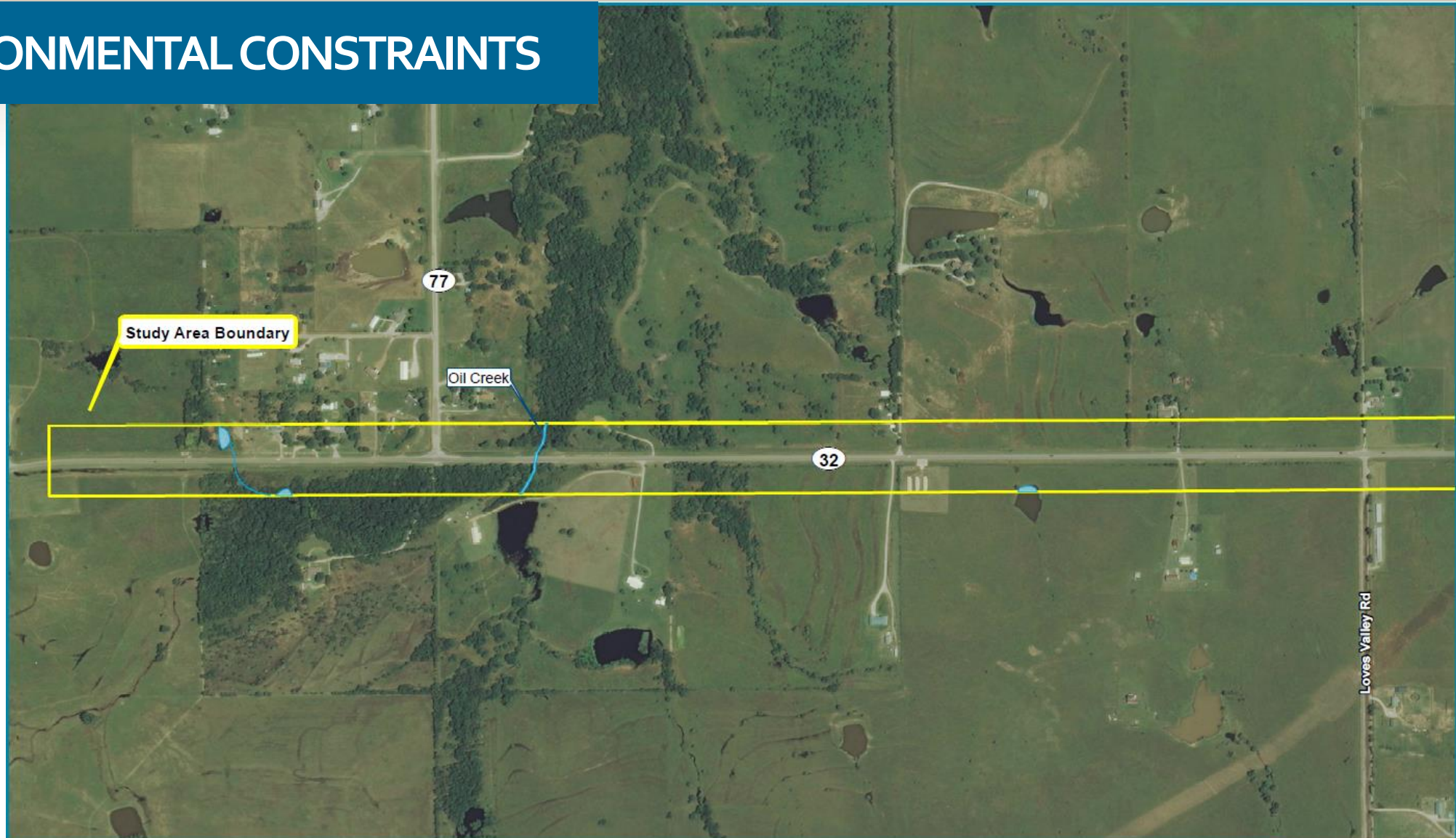


- 60 Collisions from 2005-2015
 - 32 Prop. Damage, 27 injury, 1 fatality
- Higher than average Collision Rate when compared with similar roadways

LEGEND

- ▲ Fatality
- Injury
- Property Damage

ENVIRONMENTAL CONSTRAINTS



Constraints Map
SH-32 Love Co, OK

Basemap Source: Esri World Imagery



Environmental Study Area



Auto Repair Shops



Love Valley WMA



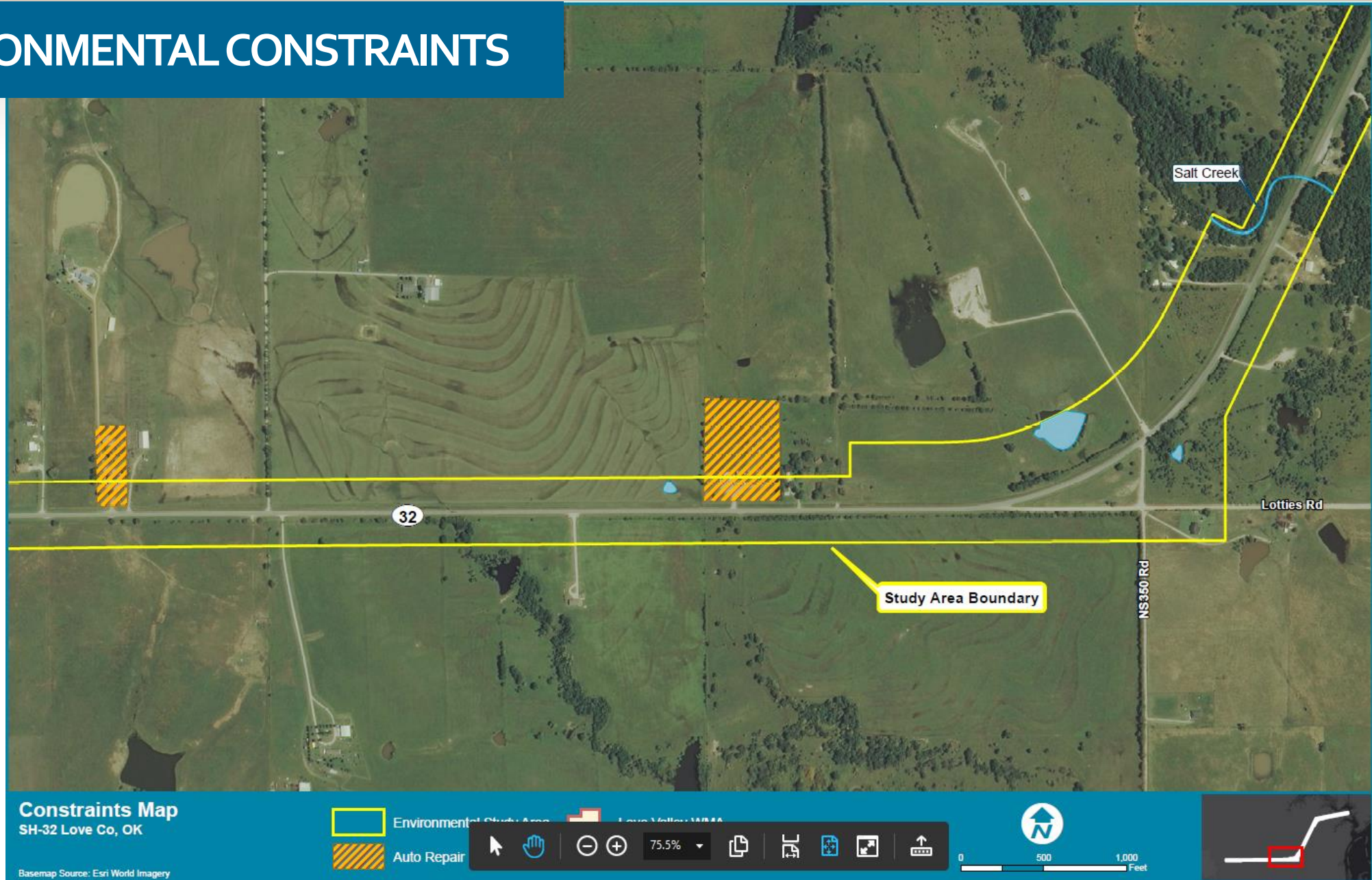
Potential Waters of the U.S.



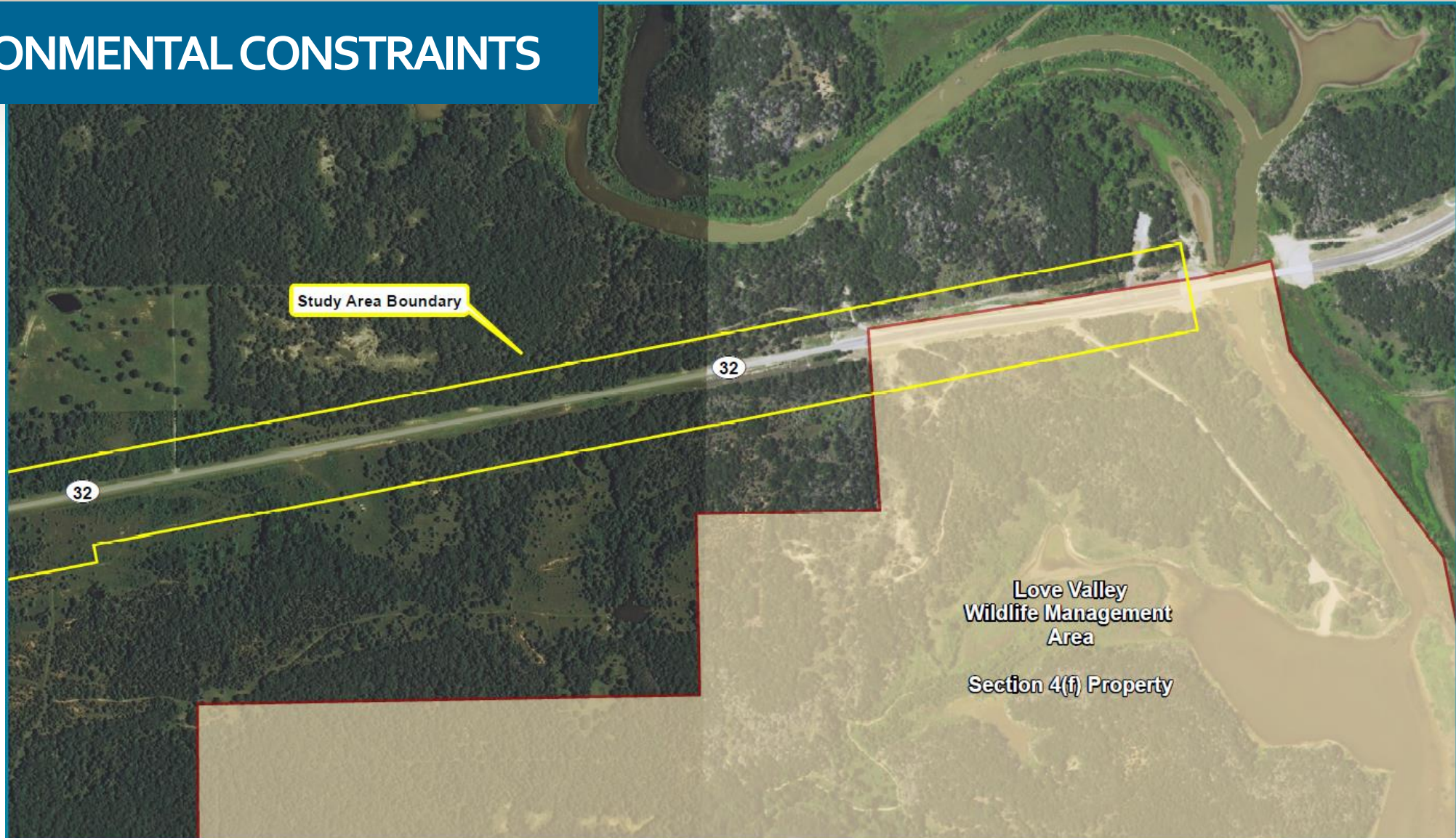
0 500 1,000 Feet



ENVIRONMENTAL CONSTRAINTS



ENVIRONMENTAL CONSTRAINTS



Constraints Map
SH-32 Love Co, OK

Basemap Source: Esri World Imagery



Environmental Study Area

Auto Repair

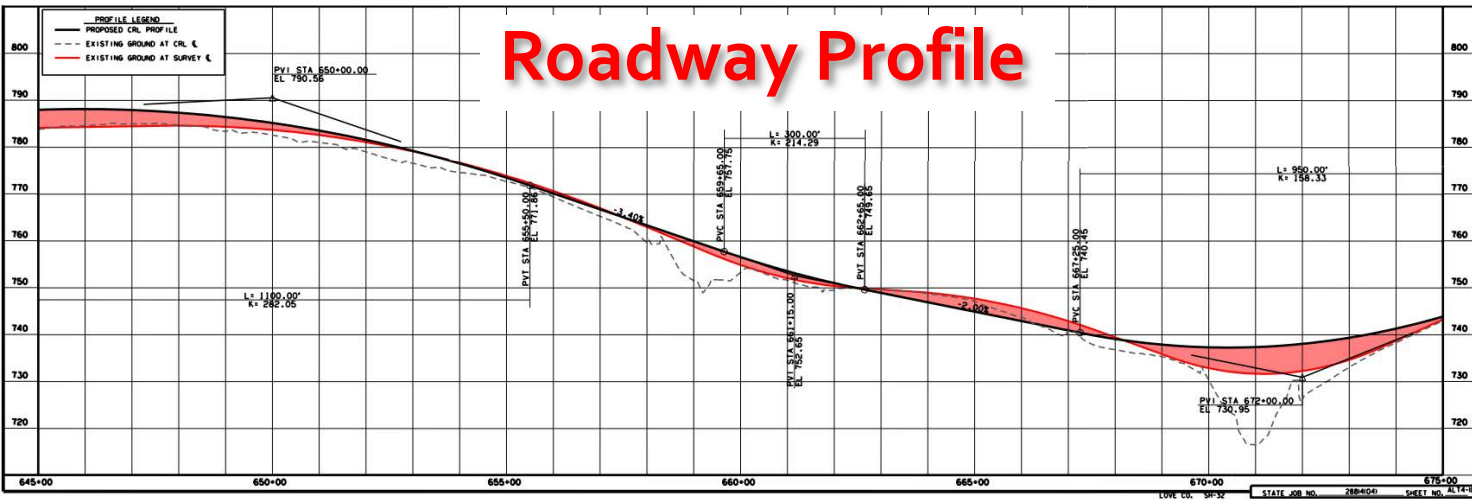
Map navigation controls including a mouse cursor, hand icon, zoom in (+) and zoom out (-) buttons, a zoom level dropdown set to 75.5%, and icons for home, print, and share.



0 500 1,000 Feet



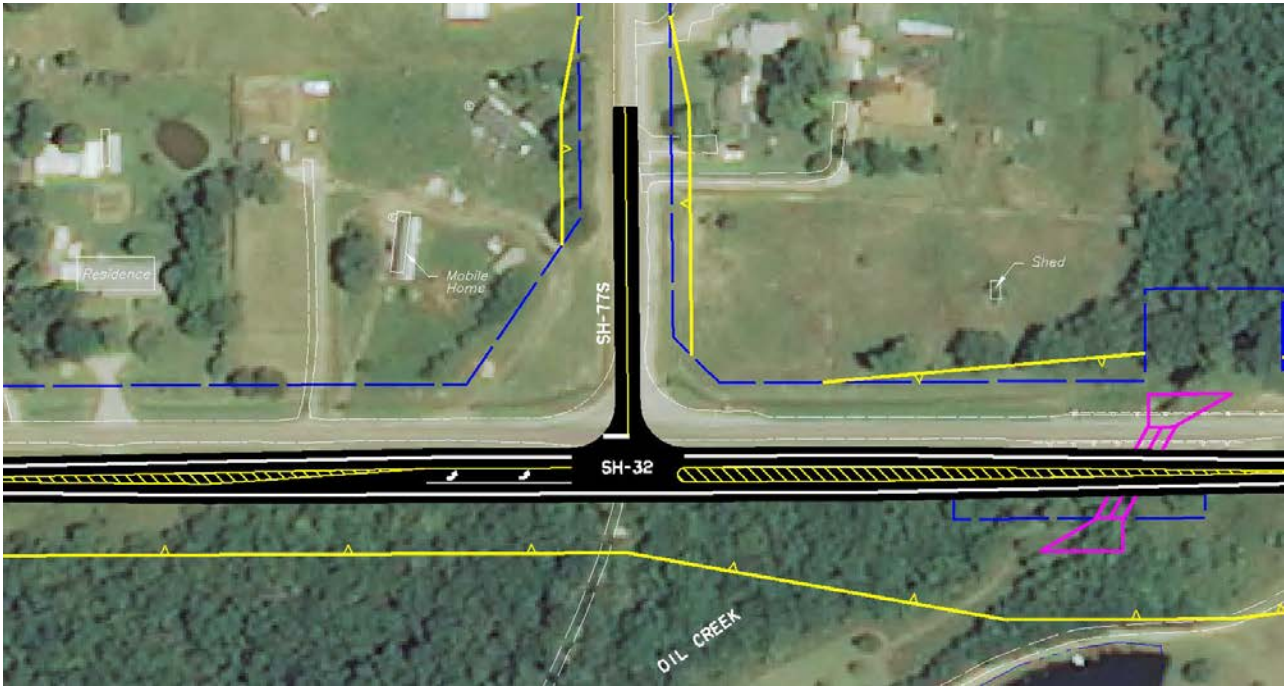
PROPOSED IMPROVEMENTS



Add 8-Foot Shoulders to Roadway

Improve Sight Distance Along Roadway

PROPOSED IMPROVEMENTS

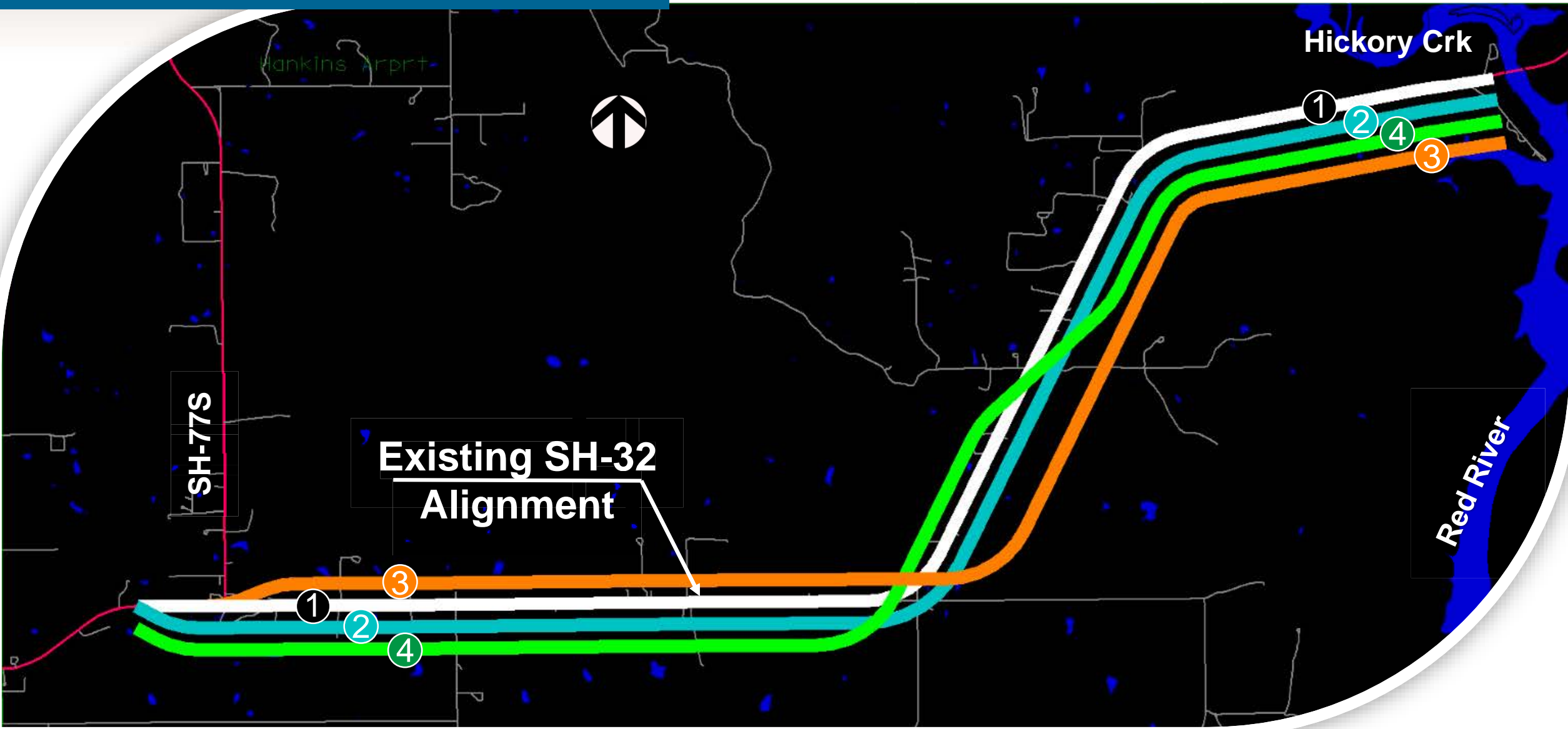


**SH-32 Left-Turn Lane
at SH-77S**



**Intersection Improvement
at Lottie's Road**

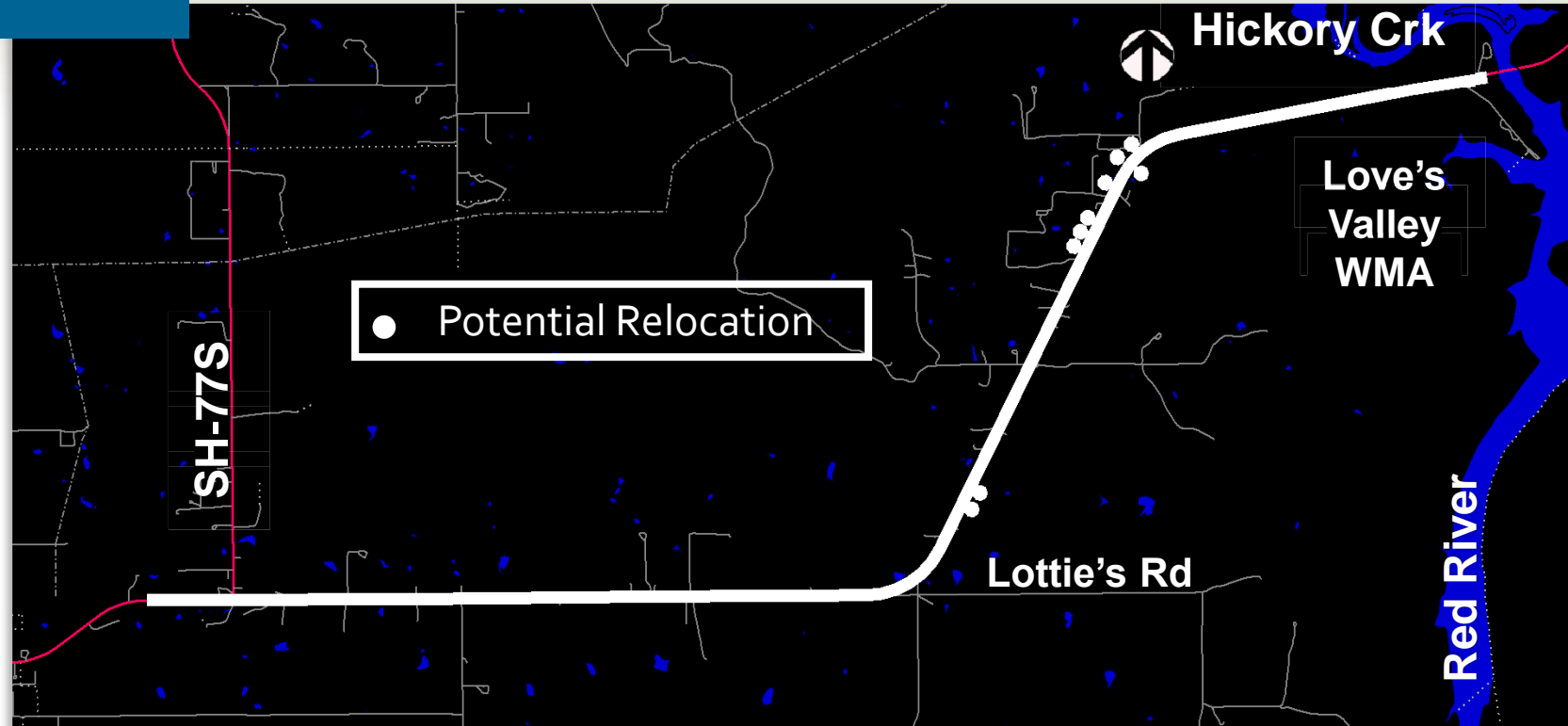
ALTERNATIVE ALIGNMENTS



ALTERNATIVE 1

Reconstruct on Existing

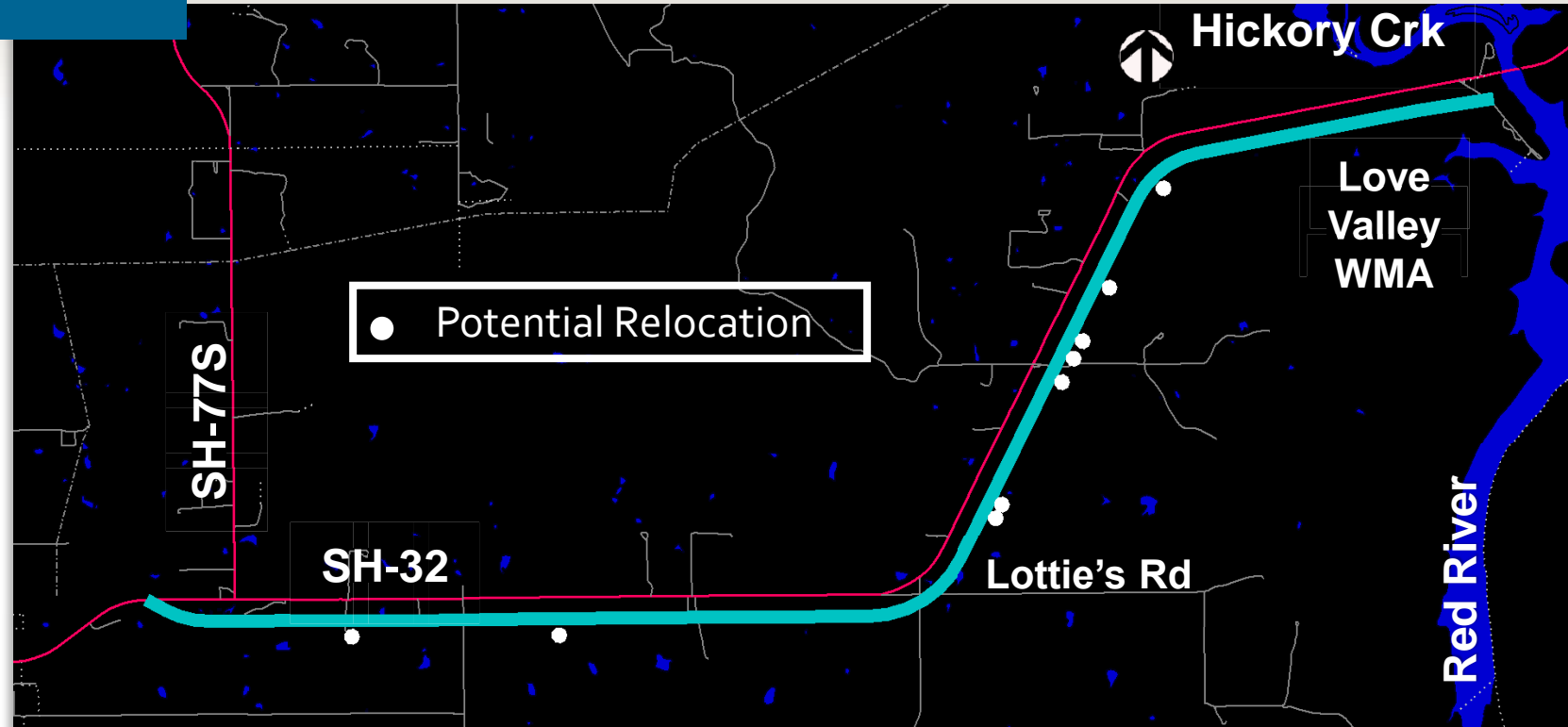
- Difficult to Maintain Traffic During Construction
- Highest Project Cost
- 9 Potential Structure Relocations
– 8 Residential / 1 Commercial
- No impact to Wildlife Management Area



ALTERNATIVE 2

Realign 50 Feet South of Existing Alignment

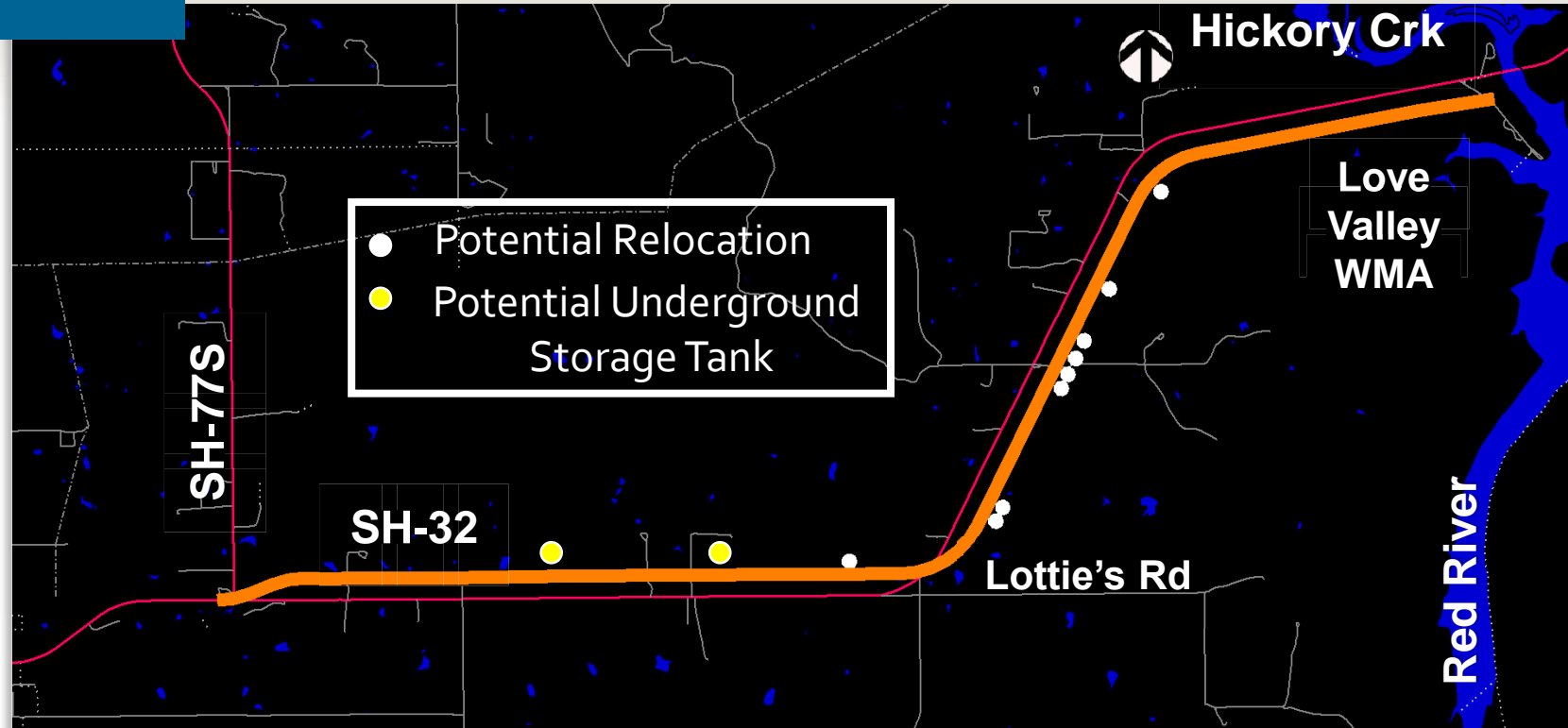
- Easiest to Construct and Maintain Traffic
- Least Project Cost
- 10 potential relocations – 7 residential / 3 commercial
- Less than an acre of impact to Wildlife Management Area



ALTERNATIVE 3

Realign 50 Feet North Crossing to East/South

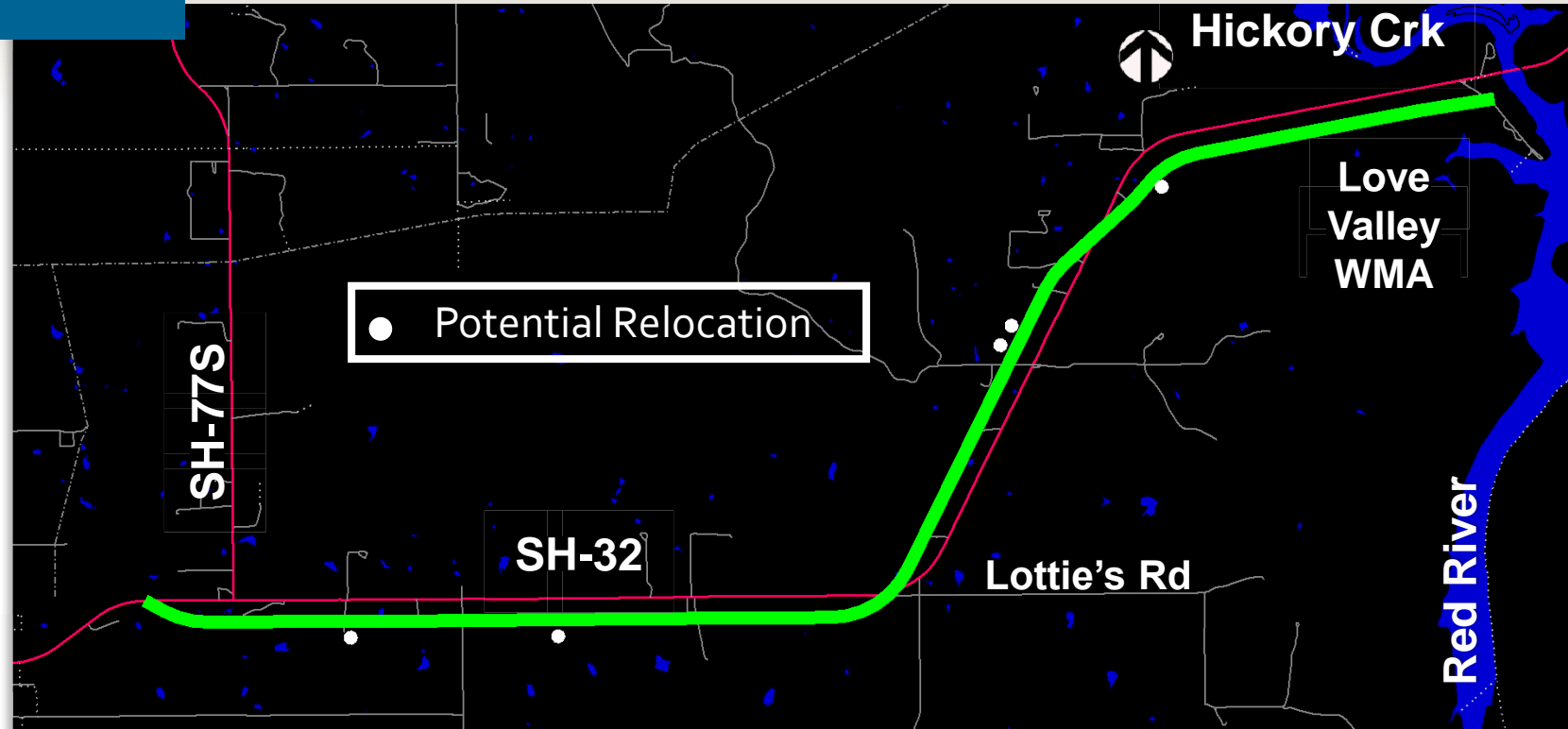
- Easy to construct and maintain traffic
- Impact to 2 Properties Identified with Potential Hazardous Waste
- 2nd Highest Project Cost
- 9 Potential Relocations – 7 Residential / 2 Commercial
- Less than an acre of impact to Wildlife Management Area



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



ALTERNATIVE EVALUATION

Impact Matrix

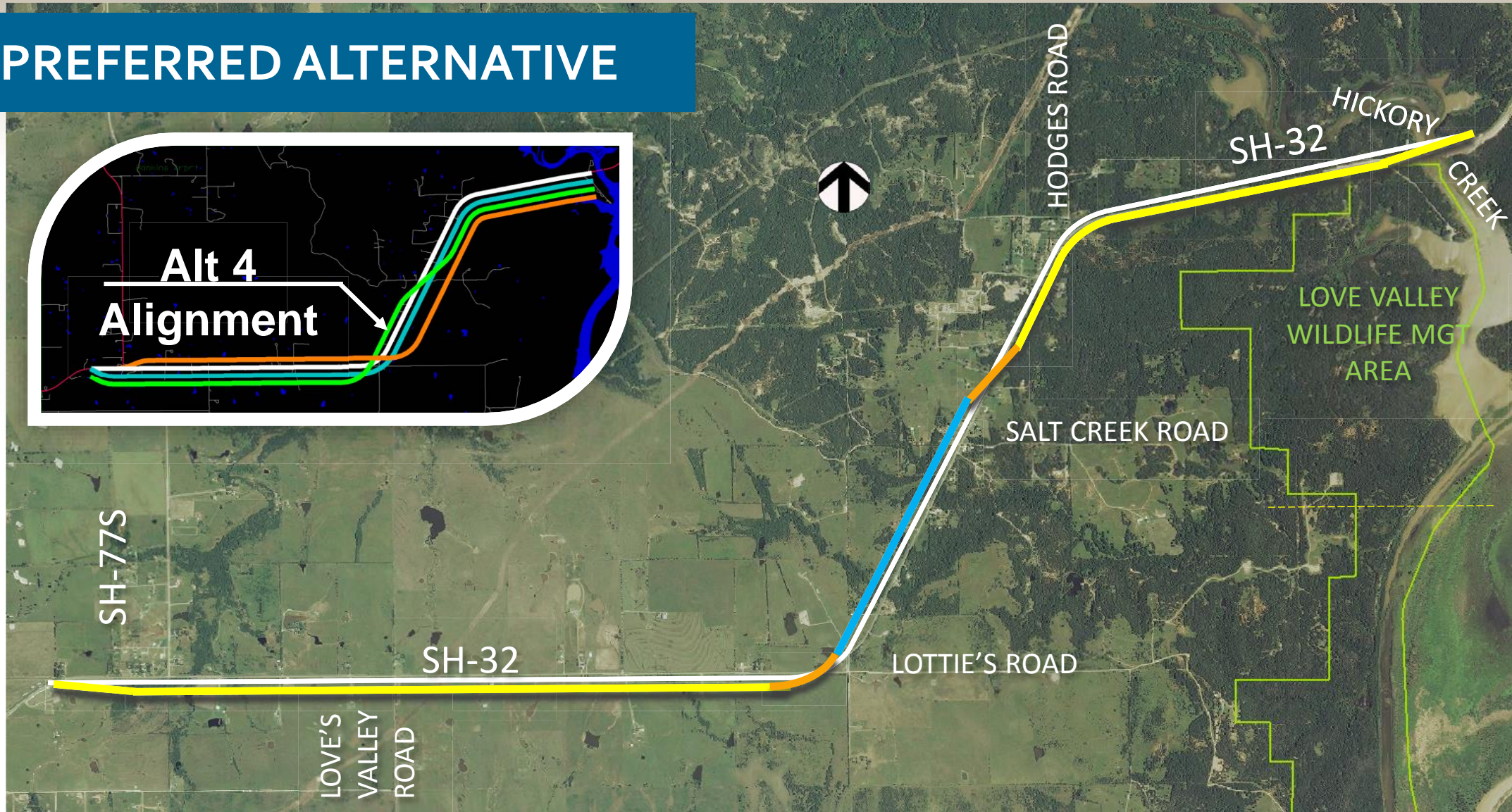
Developed to compare impacts of all proposed alternatives.

PROJECT IMPACT MATRIX					
Alternative	Wildlife Management Area Impact (Acres)	Wetlands Impacted (Acres)	Number of Relocations (Total/ Commercial / Residential)	Potential Hazardous Sites Impacted	Estimated Total Project Cost
1	0 Acres	0 Acres	Total: 9 Commercial: 1 Residential: 8	0	\$ 25,416,000.00
2	0.7 Acres	0 Acres	Total: 10 Commercial: 3 Residential: 7	0	\$ 21,551,000.00
3	0.7 Acres	0 Acres	Total: 9 Commercial: 2 Residential: 7	2	\$ 22,328,000.00
4	0.7 Acres	0 Acres	Total: 5 Commercial: 1 Residential: 4	0	\$ 21,624,000.00

Preliminary Preferred Alternative

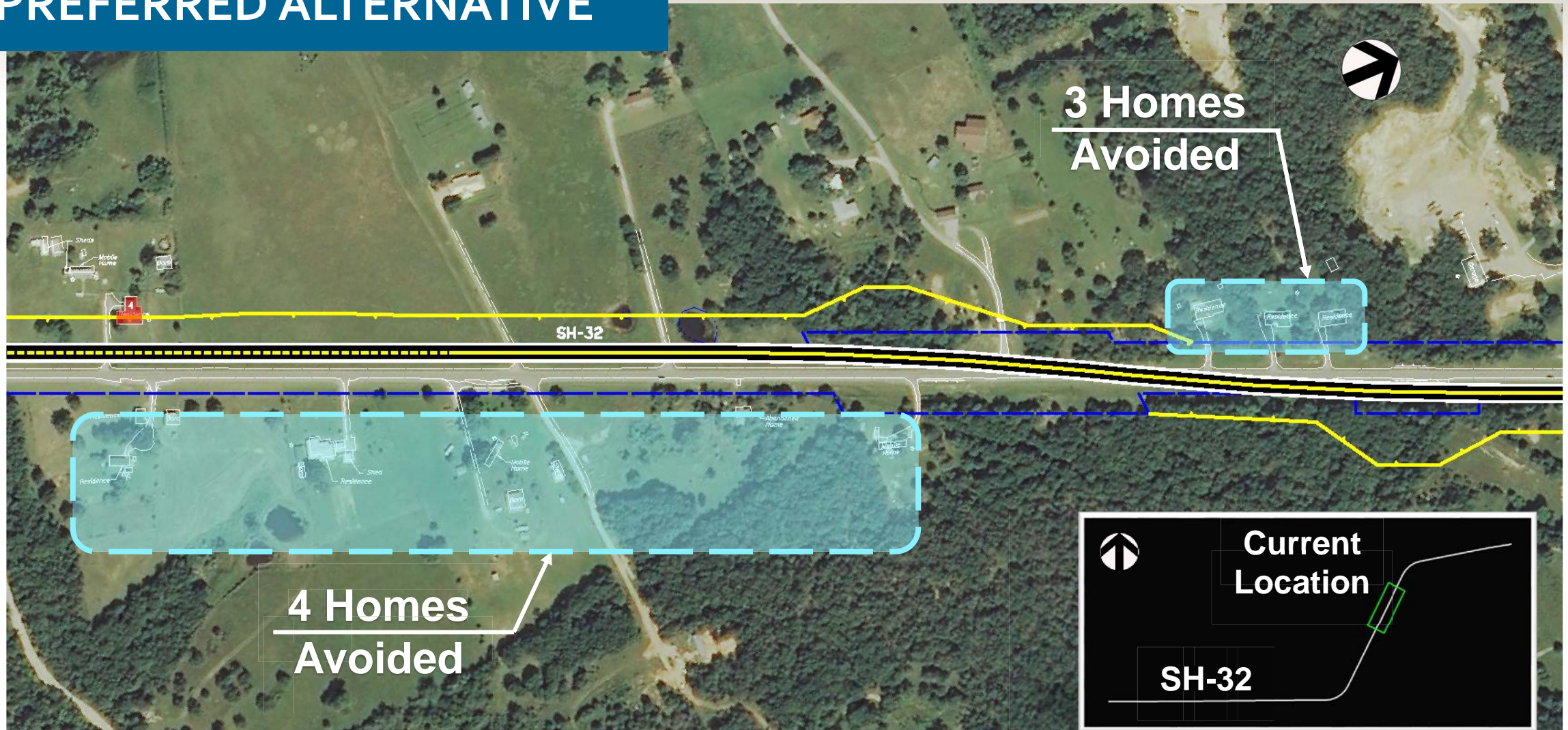


PREFERRED ALTERNATIVE



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.

PREFERRED ALTERNATIVE



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

NEPA STUDY FINDINGS

- **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

NEPA STUDY FINDINGS

- **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?

Federally Mandated Process – The Uniform Act (1970)

- 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

QUESTIONS

- 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**

