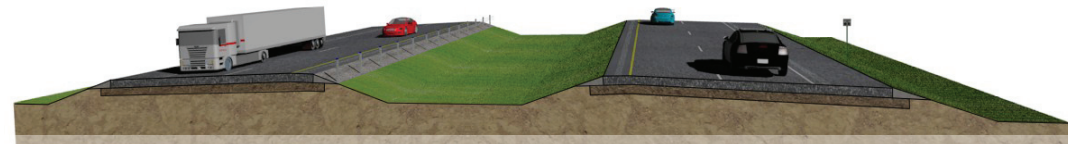


PROPOSED TYPICAL SECTIONS

(Vary based on location)



4-Lane Divided Typical Section - I-44 Throughout Project

Typical includes: four 12-foot wide driving lanes; 4-foot wide inside shoulders; 10-foot wide outside shoulders



2-Lane Typical Section - SH-36 Beginning and End

Typical includes: four 12-foot wide driving lanes; 10-foot wide shoulders

PROJECT INFORMATION

- Total programmed estimated cost of this project: \$12.6 Million
- Right-of-way & Utility relocation programmed to start in: 2018
- Construction programmed to start in: 2021
- Current Annual Average Daily Traffic (AADT) in year 2015:
 - » I-44: 13,200 Vehicles per day
 - » SH-36: 4,200 Vehicles per day
- Project Constructed Under Traffic: No Road Closure Anticipated

NOTES:

For additional information please contact:

Greg Worrell
ODOT Environmental Project Manager
 (405) 522-8014
 odot-environment@odot.org



DIVISION 7

Division Engineer:
 Jay Earp, P.E.



Counties:
 Caddo
 Carter
 Comanche
 Cotton
 Grady
 Jefferson
 Love
 Murray
 Stephens

Total Road Miles:
 1,423.98

Total Interstate Miles:
 95.32

Total Bridges:
 792

Totals DO NOT include Toll Roads



www.odot.org/publicmeetings



I-44 / SH-36
Cotton County
JP: 26500(04)

THE OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

May 3rd, 2016

6:00 p.m.

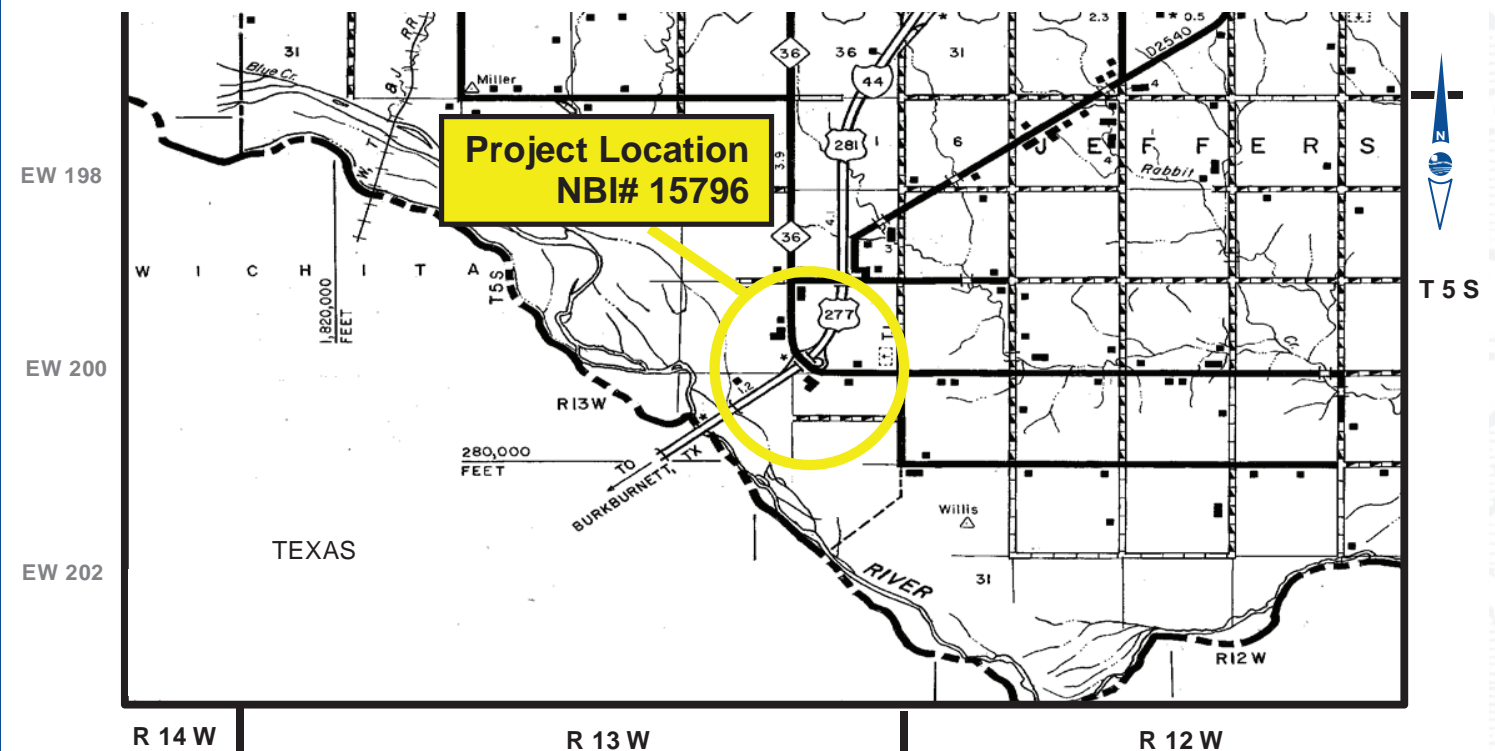
Cotton Electric Cooperative Meeting Room
226 North Broadway
Walters, OK 73572

BACKGROUND

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the I-44/SH-36 interchange and reconstruct I-44 pavement from the Red River Bridge at the Texas State line extending north 1.24 miles through the SH-36 interchange in Cotton County, Oklahoma. Current traffic on I-44 and SH-36 is 13,200 and 5,600 vehicles per day (vpd), respectively. Projected future traffic on I-44 and SH-36 is 21,500 and 4,200 vpd, respectively. The existing interchange is a loop/diamond interchange, with a loop ramp (for northbound I-44 to northbound SH-36 traffic) and a stub ramp (for northbound I-44 to eastbound E 2000 Road traffic) in the NE quadrant. The loop ramp does not meet current design criteria. The existing SH-36 bridge over I-44 has two 12' lanes and 2' shoulders. ODOT recently tasked a Consultant to study several alternatives to improve the interchange while taking into consideration construction cost, right-of-way requirements and environmental constraints. The purpose of the project is to improve safety and traffic operations.

PURPOSE

The purpose of the meeting is to present the proposed design for the I-44/SH-36 interchange in Cotton County, and to obtain public input on the proposed new design for further consideration.



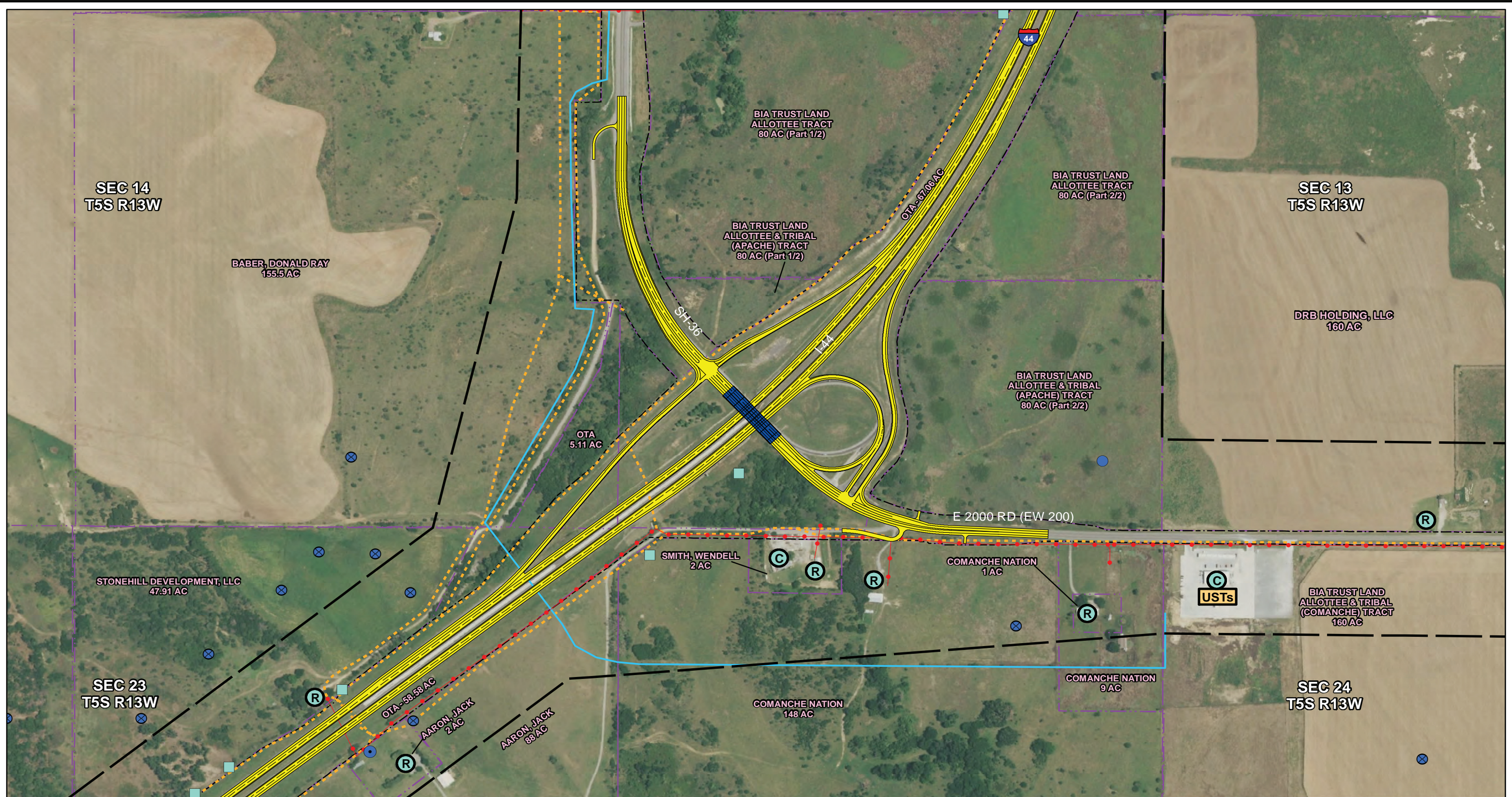
- GET INVOLVED -

If you have any questions or comments about the Oklahoma Department of Transportation's proposed projects, please visit our website at www.odot.org/publicmeetings to fill out an official comment form, send an e-mail to odot-environment@odot.org, or send a letter to:

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division, 200 N.E. 21st St., Oklahoma City, OK 73105, Fax. (405) 522-5193

Comments due by May 17, 2016



Legend			
	Study Extents		USTs Underground Storage Tanks
	Property Lines		Plugged/Abandoned Well
	Section Lines		Active Oil/Gas Well
	Existing ROW		Salt Water Disposal Well
	Roadway		Water
	Bridge		Electric
	Residence		Fiber Optic
	Commercial Property		Billboard



Job No. 26500(04)
 Cotton County
 I-44/SH-36 Interchange

Alternative 2
Preferred Alternative
Loop/Diamond
Interchange

Constraints information from April 2015 Reconnaissance Report, subsequent field survey, and review of current aerial photography. 2015 Orthoimagery