



US-70 Realignment PUBLIC HEARING

May 12, 2022
Marshall County, Oklahoma

Slide 1 - Welcome Slide

Good evening and welcome to the public hearing for the US-70 Realignment project. The Oklahoma Dept of Transportation, in cooperation with the Federal Highway Administration is proposing improvements to realign US-70 on a new location east of Madill in Marshall County.

Public Hearing Introductions

Elected & Public Officials

ODOT Staff

Consultants



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Slide 2 – Public Hearing Introductions

My name is Anthony Echelle and I'm the District 2 Engineer. I would like to welcome and thank you for attending this public hearing. I would like to take a moment to introduce the Elected and Public Officials in attendance, _____. Thank you for joining us this evening.

I would also like to introduce ODOT Staff members in attendance this evening: _____.

The ODOT consultant team members in attendance are Cassidy Doescher, EST Inc, Design Project Manager; Ryan Mahaffey, BKL Inc, Design Project Manager, and with CP&Y, Victoria Raines, Architectural Historian, Jeffrey Rivas, Planner and Kelly Saladis, Environmental Project Manager.

Public Hearing Agenda

1	Introduction	Anthony Echelle, PE, ODOT
2	Project Design Presentation	Cassidy Doescher, PE, EST
3	Environmental Presentation	Kelly Saladis, AICP, CP&Y
10 Minute Recess		
4	Public Comments	Kelly Saladis, AICP, CP&Y



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Slide 3 – Public Hearing Agenda

In this presentation, we'll be covering the following areas:

- An overview of the project;
- An environmental overview;
- Project schedule;
- The public comment process
- Adjournment, followed by the formal hearing

Purpose of this Public Hearing

Provide an Overview of the Project

- Existing Conditions
- Proposed Improvements

Present the Environmental Assessment (EA)

- Purpose and Need
- Alternatives Considered
- Summary of Agency Coordination & Public Involvement
- Social, Economic & Environmental Impacts

Opportunity to Comment

- Submit a written comment at this hearing
- Make a verbal comment to the court reporter
- Mail, email or leave a voice mail comment to ODOT by **Friday, May 27, 2022**



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Slide 4 – Purpose of this Public Hearing

The purpose of this public hearing is to:

1. Provide an overview of the project, including background, existing conditions and the proposed improvements
2. Present the findings from the Environmental Assessment; and
3. Provide the public the opportunity to comment.

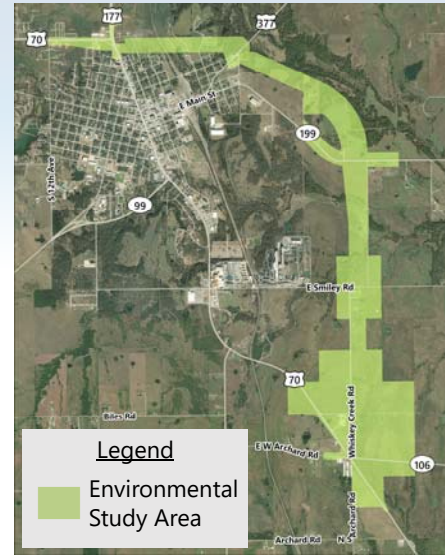
Project Location, Purpose and Need

PURPOSE

- To improve efficiency, safety and travel time along US-70 and in the Madill area

NEED

- The need for the project is to accommodate increasing traffic in the Madill area and to address the current capacity deficiencies on the existing roadway



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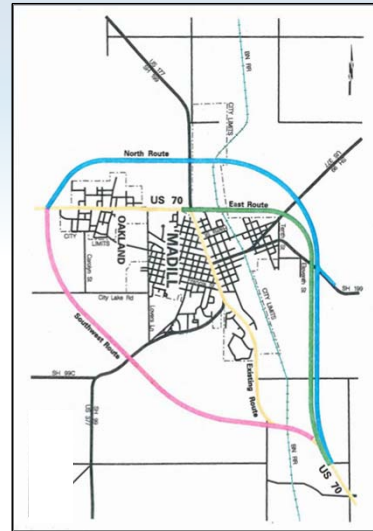
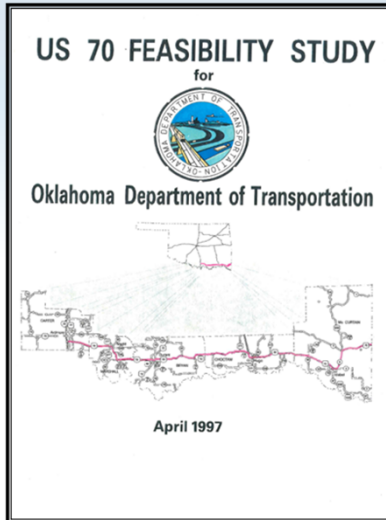


Slide 5 – Project Location, Purpose and Need

The western terminus for the project begins approximately 0.5 mile west of US-177 at Mockingbird Lane and extends east approximately 1.3 miles crossing US-177 and the Burlington North Santa Fe (BNSF) railroad, then southwest on the new alignment to SH-199, then due south, connecting back to US-70 near Archard Road. The environmental study area, which encompasses a footprint larger than the proposed project, is depicted on this slide with the green shading.

The proposed project consists of the realignment of US-70 on a new location east of Madill to improve efficiency and travel time in the Madill area. The project is needed to accommodate increasing traffic in the area and to address the current capacity deficiencies on the existing roadway.

Alternatives Determined from US-70 Feasibility Study



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Slide 6 – Alternatives Determined from US-70 Feasibility Study

This slide shows the proposed alternatives that were analyzed in the 1997 US-70 Feasibility Study including:

- Improving the existing US-70, shown in yellow.
- Realigning the existing US-70 around the southwest edge of Madill, shown in pink.
- Expansion along US-70 through Oakland, continuing on the north and east sides of Madill, shown in blue, and
- The recommended alternative, realigning the existing US-70 around the north and east edge of Madill, shown in green.

The realignment alternatives were presented at initial public meetings held in May 1996. Comments received at these meetings were used to refine the alternatives. The alternatives at each location were then further evaluated and refined accordingly. Objective screening criteria was used to select a recommended alternative to advance for further study. Additional public meetings and alignment studies occurred in 2001 and 2014, respectively.

At this time, I'd like to turn it over to Cassidy Doescher to discuss the details of the US-70 project.

Existing US-70 – Two-Lane Roadway

- 12' driving lanes
- Shoulders
- Curbed & open sections
- Speed limit ranges from 35-65 MPH



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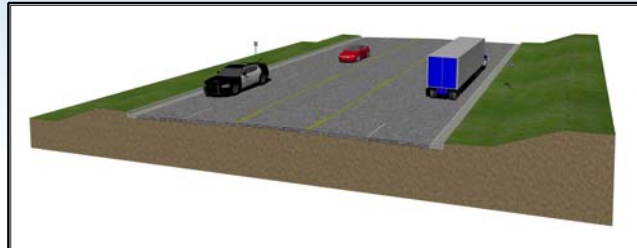
Slide 7 – Existing US-70 – Two-Lane Roadway

US-70 within the project limits is classified as a principal arterial and consists of both curbed and open roadway section. The route, which passes through downtown Madill, shares up to five highway designations and has three signalized intersections. No proposed construction to the existing US-70 is proposed, except for tie-ins with the proposed US-70 realignment.

Proposed US-70 – Western Terminus to 3rd Street Bridge

Ultimate Design - Five-Lane Highway with Curb

- Four 12' driving lanes
- One 14' center turn lane
- Curb and Gutter with Storm Sewer
- At-grade intersection at US-177
- Bridge over 3rd Street



Five-Lane Highway with Curb & Gutter

No Interim design planned for this section of the project



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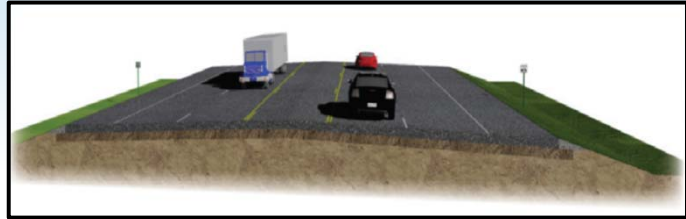
Slide 8 – Proposed US-70 – Western Terminus to 3rd Street Bridge

The western portion of the project includes the construction of a five-lane curb and gutter section to match existing conditions at the beginning of the existing US-70 corridor. The ultimate design for this segment will be a five-lane highway with curb. It will consist of four 12-foot-wide driving lanes, one 14-foot-wide center turn lane, and curb and gutter with storm sewer. This segment includes an at-grade intersection with US-177 as well as a bridge over 3rd Street. For this portion of the project, the ultimate design will be constructed now.

Proposed US-70 – 3rd Street Bridge to Southern Terminus

Ultimate Design - Five-Lane Highway with Shoulders

- Four 12' driving lanes
- One 14' center turn lane
- 8' shoulders
- At-grade intersections at US-377, SH-199, & Archard Road
- Bridges over BNSF railroad and a tributary of Glasses Creek



Five-Lane Highway with Shoulders

Interim Design – Two-Lane Highway with Shoulders: Two 12' driving lanes and 8' shoulders with ditches



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Slide 9 – Proposed US-70 – 3rd Street Bridge to Southern Terminus

Beginning a few hundred feet east of the 3rd Street Bridge the typical section will transition to a five-lane highway with shoulders and ditches. For the ultimate design, the five-lane section will continue to the southern terminus of the project. For the interim design, a two-lane highway with two 12-foot-wide driving lanes and 8-foot-wide shoulders with ditches will be constructed starting just east of the proposed bridge over the BNSF railroad and continuing to the southern terminus of the project. The ultimate five-lane highway with shoulders will include four 12-foot-wide driving lanes, one 14-foot-wide center turn lane, and two 8 foot-wide outside shoulders with ditches. Various intersection configurations were evaluated though the design process. This segment includes traditional at-grade intersections at US-377, SH-199 and Archard Road with bridges over the BNSF railroad and a tributary of Glasses Creek.

Proposed US-70 – Schematic



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Slide 10 – Proposed US-70 – Schematic

The limits of the JP18835(04) segment as designed by EST, extend from the western end of the project to SH-199. The limits of the JP18835(09) segment as designed by BKL continue from SH-199 to the southern terminus of the project. This graphic and your handout show the study area used for the environmental assessment outlined in black, the existing Right-of-Way (ROW) in grey shading and the proposed ROW for the ultimate 5-lane facility in pink. The five-lane with curb and gutter is proposed within the area shown in green, and the yellow depicts the location of the proposed five-lane section with the shoulders and ditches. The red hatching shown here (point to the segment), reflects the interim two-lane configuration for the approximately 4.7-mile section from the BNSF to the southern end of the project.

With that, I will turn it over to Kelly Saladis to provide an overview of the 2015 public meeting and talk about the environmental assessment.

Previous Public Meeting

September 3, 2015

- Presented information about the eastern realignment and requested input from the public
- 77 people attended the meeting
- 41 written comments and suggested solutions were received at the meeting
- Property impacts, displacements & access
- Viability of other alternative alignments
- Comment responses available tonight



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Slide 11 – Previous Public Meeting

ODOT held a public meeting for the US-70 Realignment project on September 3, 2015, in Madill. The purpose of the meeting was to present information about the eastern realignment and request input from the public. Seventy-seven people signed in for the meeting, and a total of 41 comments and suggested solutions were received. Most of the comments pertained to property impacts, inclusive of displacements and access. A few others expressed interest in the viability of other alternative alignments. The Departments responses to those comments are available this evening.

Alternatives Studied in Environmental Assessment

No Build Alternative

- Routine Maintenance

Selected Alternative

- US-70 Realignment



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Slide 12 – Alternatives Studied in Environmental Assessment

ODOT utilized the findings of the 1997 US-70 Feasibility Study and subsequent public involvement and studies to identify the alternatives that would be further studied in the Environmental Assessment: a No Build Alternative, which includes only maintenance of existing US-70 and the Selected Alternative. Under the No Build Alternative, ODOT would not make any improvements on US-70 and would only continue routine maintenance activities. The No Build Alternative serves as a basis of comparison for the Selected Alternative.

The Selected Alternative would be constructed on new location and include both interim and ultimate designs for the US-70 corridor as discussed earlier in this presentation. The ultimate design has been evaluated in the EA.

Summary of Potential Impacts Presented in Environmental Assessment



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Slide 13 – Summary of Potential Impacts Presented in Environmental Assessment

The technical documentation for this project addresses the potential environmental impacts identified during the design phase of the proposed project. These areas of potential impacts included natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use. The environmental reports were approved by ODOT and have been coordinated with other public agencies. The Environmental Assessment and associated technical reports are available for review tonight and at ODOT District 2, the ODOT Oklahoma City office and the Madill Post Office or digitally on the ODOT meetings and hearings website.

This slide depicts the topics that were considered during the environmental phase of the project. The following slides include a summary of the findings.

Anticipated Right-of-Way Impacts

- Right-of-Way (ROW) needed for proposed improvements is estimated at 212 acres but will be refined through the ROW process
- Eight (8) Commercial Relocations (consisting of five (5) buildings)
- Fifteen (15) Residential Displacements

Acquisition and relocation assistance would be in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended.



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Slide 14 – Anticipated Right-of-Way Impacts

An estimated 212 acres of right-of-way is needed to construct the proposed improvements and accommodate utility relocations. This estimate will be refined through the right-of way process. Eight commercial relocations, consisting of five buildings and fifteen residential displacements would occur. All acquisition and relocation assistance would be in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended.

Right-of-Way Information

- General information on the Right-of-Way acquisition process is included in the Property Rights Brochure – copies available tonight
- The relocation assistance process is documented in the Relocation Assistance and Benefits Brochure – copies available tonight
 - Copies of both documents are also available online at www.odot.org/US70Realignment

Acquisition and relocation assistance would be in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended.



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Slide 15 – Right-of-Way Information

Information on the right-of-way acquisition and relocation processes is available in print tonight or online at www.odot.org forward slash US70Realignment.

Summary of Potential Impacts Presented in Environmental Assessment

Environmental Justice

- Readily identifiable minority population
- Early notifications and request for comments from Native American tribes
- No disproportionate impacts to minority or low-income populations

Species and Habitat

- Plan notes will be added to avoid/minimize impacts to the following species: migratory birds, and American Burying Beetle
- The project will have no effect on the Interior Least Tern, Piping Plover, Red Knot and Whooping Crane

Prime Farmland

- No impacts requiring further coordination will occur, per coordination with Natural Resources Conservation Service (NRCS)

Cultural Resources

- No historic-age buildings meet eligibility criteria for listing on the NRHP
- No archeological resources meet eligibility criteria for listing on NRHP



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Slide 16 – Summary of Potential Impacts Presented in Environmental Assessment

ODOT provided early notifications and solicited comments relative to the social, economic, or environmental effects of the project from local, state and federal agencies/organizations, and Native American Tribes. Census data was used to evaluate the projects potential effect on Environmental Justice or EJ populations. Although there is a sizeable readily identifiable minority population within the study area that would experience impacts from displaced residences and commercial properties, the impact would not be disproportionate to the impacts on non-EJ census geographies.

Studies of farmlands and cultural resources were completed. No significant impacts to any of these resources are expected. Construction commitments will be made to avoid effects to threatened and endangered species that have habitat in the project area.

Summary of Potential Impacts Presented in Environmental Assessment (Continued)

Jurisdictional Waters and Wetlands

- The jurisdictional status of resources will be confirmed with the USACE
- Proposed construction activities will be evaluated to ensure the appropriate Section 404 permit authorization is obtained

Temporary Construction Impacts

- No detours are anticipated
- Delays during tie-in with the existing US-70 may occur
- Temporary noise and dust

Water Quality

- Storm Water Pollution Prevention Measures will be implemented during construction

Floodplains

- There are regulated floodplains

Hazardous Materials

- Cautionary plan note for one historic Underground Storage Tank (UST) site
- Sewage lagoon closure following ODOT right-of-way procedures and Oklahoma Department of Environmental Quality regulations

Noise

- Based on the future noise analysis, one single family residence would experience a substantial increase by exceeding 15 decibels over the existing noise levels
- A free-standing noise wall was evaluated for this impacted receiver but determined not to be feasible or reasonable

Visual

- New roadway alignment



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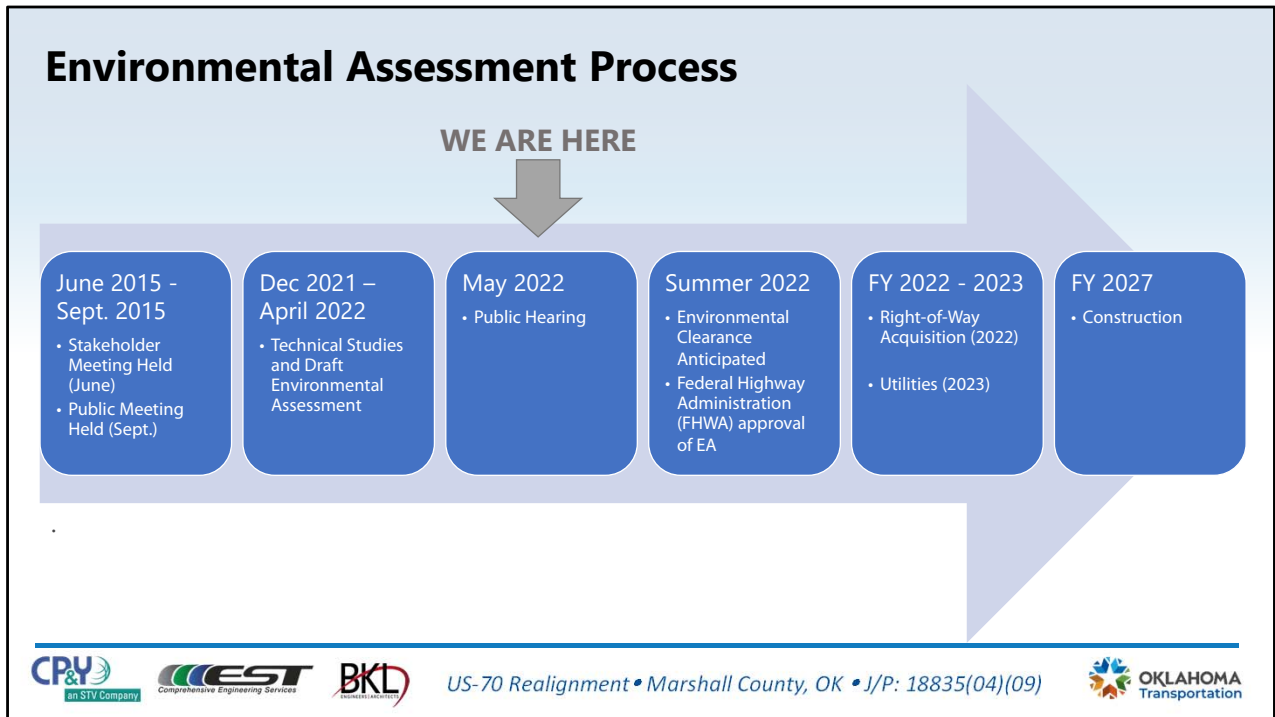


Slide 17 – Summary of Potential Impacts Presented in Environmental Assessment (Continued)

Studies of waters and wetlands, water quality, floodplains, visual/aesthetics, and construction impacts were completed. No significant impacts to any of these resources are expected.

A hazardous materials assessment determined two sites could potentially affect the project. A cautionary plan note will be included to address one historic Underground Storage Tank site. The second site is a sewage lagoon associated with a mobile home park. The lagoon will need to be closed following standard ODOT right-of-way procedure in accordance with the Oklahoma Department of Environmental Quality regulations.

A traffic noise analysis was conducted. Based on the future noise analysis one single family residence would experience a substantial increase by exceeding 15 decibels over the existing noise levels. A free-standing noise wall was evaluated for this impacted receiver but determined not to be feasible or reasonable.



Slide 18 – Environmental Assessment Process

Environmental studies were initiated in 2016. However, due to funding challenges, the project was not advanced immediately following those studies. ODOT has updated the environmental studies as part of this process. Following this hearing, documentation of this public hearing will be reviewed by ODOT and FHWA for the final environmental decision. The final environmental decision is expected in Summer 2022.

Following the environmental decision, right-of-way acquisition will begin. Construction of the project is expected to begin in 2027. The total estimated cost of the proposed project is approximately \$49 million.

Environmental Assessment Available for Review

You may view a copy of the EA at the following locations:

ODOT District 2
Field Office
194286 US-271
Antlers, OK 74523

Hours: Monday through Friday,
7:30 a.m. to 4:30 p.m.

Oklahoma
Department of
Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Hours: Monday through Friday,
7:30 a.m. to 4:30 p.m.

Madill Post Office
223 W Lillie Boulevard
Madill, OK 73446

Hours: Monday through Friday,
8:30 a.m. to 4:30 p.m.,
Saturday, 8:30 a.m. to 9:30 a.m.

Online: www.odot.org/US70Realignment



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Slide 19 – Environmental Assessment Available for Review

Copies of the Environmental Assessment prepared for the project are available for public inspection at the locations shown on this slide and during the hours identified. The Environmental Assessment is also available this evening at the hearing and online at www.odot.org/US70Realignment.

How to Comment

To be documented and considered as part of the US-70 Realignment Public Hearing, provide your comments via these methods by **May 27, 2022**:



In Person

Fill out a comment form or make a verbal comment at today's meeting



Email

environment@odot.org



Mail

Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st St
Oklahoma City, OK, 73105



Voicemail

405.325.3269



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Slide 20 – How to Comment

ODOT is committed to continuing our efforts to gain public feedback about this project and is offering several methods for providing comments.

Verbal comments will be accepted following a 10-minute recess.

You can also submit written comments by email to environment@odot.org, or by mailing your comments to the address shown on this slide. You may also leave a voice mail message at 405.325.3269. All comments must be received or postmarked by May 27, 2022, to be included in the official public hearing record.

The responses to all comments submitted during the comment period will be included in the public hearing summary report, which will be posted to the ODOT meetings and hearings website once completed.

Public Comments

10-minute recess Comment period following recess



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Slide 21 – Public Comments

This concludes the public hearing presentation. We will now take a 10-minute recess before the public comment period. If you wish to make a public comment, please sign-up to speak before the end of the recess.

Public Comments

To make a verbal comment:

- Speak into microphone
- State full name and mailing address
- All comments limited to 3 minutes
- The court reporter will record comments, please note that we will not attempt to respond to your comments at this time
- Comments will be fully considered and responded to in the project record



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Slide 22 – Public Comments

We will now adjourn for the public comment opportunity.

If you have signed up to make a comment, please wait until your name is called to go to the microphone to speak. When making your comment, please state your full name and mailing address and limit your comments to three minutes. The court reporter will record your comments. Please note that we will not attempt to respond to your comments at this time. Your comments will be fully considered and responded to in the project record.

Public Comments



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Slide 23 – Public Comments

For More Information

environment@odot.org



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Slide 24 – For More Information

Additional information about the project can be obtained by emailing environment@odot.org.

Again, you can submit written comments at tonight's hearing, by email to environment@odot.org, or by mail. All written comments must be received or postmarked by May 27, 2022, to be included in the official public hearing record.

Thank you for your interest in the US-70 Realignment Project



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Slide 25 – Thank You

Thank you for your participation. This concludes the presentation, and this public hearing is adjourned. Staff will be present until 7:30 to continue with the open house if there are additional materials you wish to review.