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WELCOME

ODOT PUBLIC MEETING FOR SH-33 IN GUTHRIE, OK

05/17/2012 – 6:00pm

DIVISION 4 INFORMATION

- Division Engineer: **Paul Green**
- Counties Serviced: **9**
- Total Road Miles: **1,421.12**
- Total Interstate Miles: **222.47**
- Bridges: **1,148**

MEETING INFORMATION

Purpose & Intent

PURPOSE OF THIS MEETING

The purpose of this meeting is to update the local community and solicit comments about the Department's proposed project to reconstruct SH-33 over Cottonwood Creek in Guthrie, OK.

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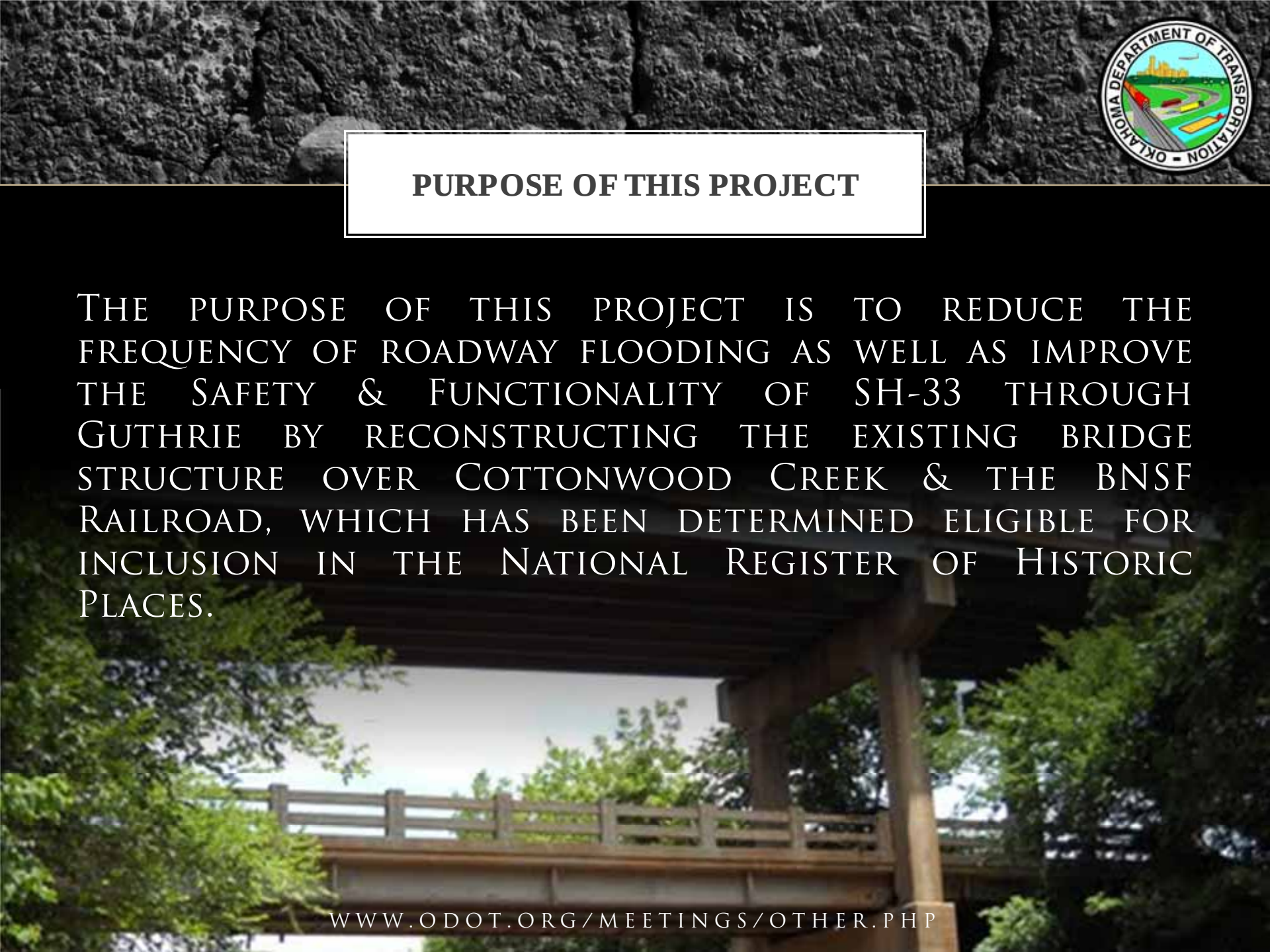
PURPOSE OF THIS PROJECT

The purpose of this project is to reduce the frequency of roadway flooding as well as improve the Safety & Functionality of SH-33 through Guthrie by reconstructing the existing bridge structure over Cottonwood Creek & the BNSF Railroad, which has been determined eligible for inclusion in the National Register of Historic Places.



PROJECT TIMELINE

- **Information Collection**
  - Traffic Counts
  - NEPA Specialist Surveys
    - Biology Surveys, Wetland Surveys, Noise Assessment, Historic & Archeological Surveys, Socioeconomic Studies.
  - Public input – ***TODAY'S MEETING***
- **Analyze Options**
  - Design Requirements
  - Right of Way Needs
  - Costs
- **Recommend Option for Improvement**

ENVIRONMENTAL INFORMATION

ENVIRONMENTAL INFORMATION

WHAT IS NEPA AND THE ODOT DECISION MAKING PROCESS?

NEPA is an acronym for the Federal Law called the National Environmental Policy Act, enacted in 1969. 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. The Department will solicit comments from State, Federal, Tribal, and local agencies, and will continue to coordinate with them as necessary. Data will be collected on potential environmental issues such as noise, wetlands, cultural resources, historic resources, parks, displacements of homes or businesses, etc., to evaluate potential impacts of the proposed improvements. Economic impacts such as construction costs, estimated right-of-way, and utility cost data will also be evaluated. This information is utilized to make sound decisions in transportation improvements.

EXAMPLES OF ITEMS CONSIDERED DURING PROJECT DEVELOPMENT

- Biological & Water Resources
- Archeological & Historic Preservation
- Hazardous Waste Sites
- Leaking Underground Storage Tanks
- Noise Impacts
- Wetland Impacts
- Social & Economic Impacts
- Threatened or Endangered Species
- Construction Impacts
- Floodplain Impacts
- Pedestrian & Bicycle considerations
- Relocation Impacts

CURRENT FACILITY INFORMATION

Information about the highway & bridge

CURRENT FACILITY INFORMATION

- **Current Facility**
  - 2-lane Bridge structure built in 1936
  - 2-12' lanes with Curb & Gutter & 3.5' sidewalks
  - No shoulders
  - Only functional double-decker bridge in Oklahoma
  - Eligible for the National Register of Historic Places
  - Repeated flooding of the roadway between the bridge & 11th St.
- **Current ADT (Average Daily Traffic) count:**
  - 12,860 vehicles a day, measured in 2008

PICTURES OF STRUCTURE

PICTURES OF STRUCTURE

HISTORIC DISTRICTS

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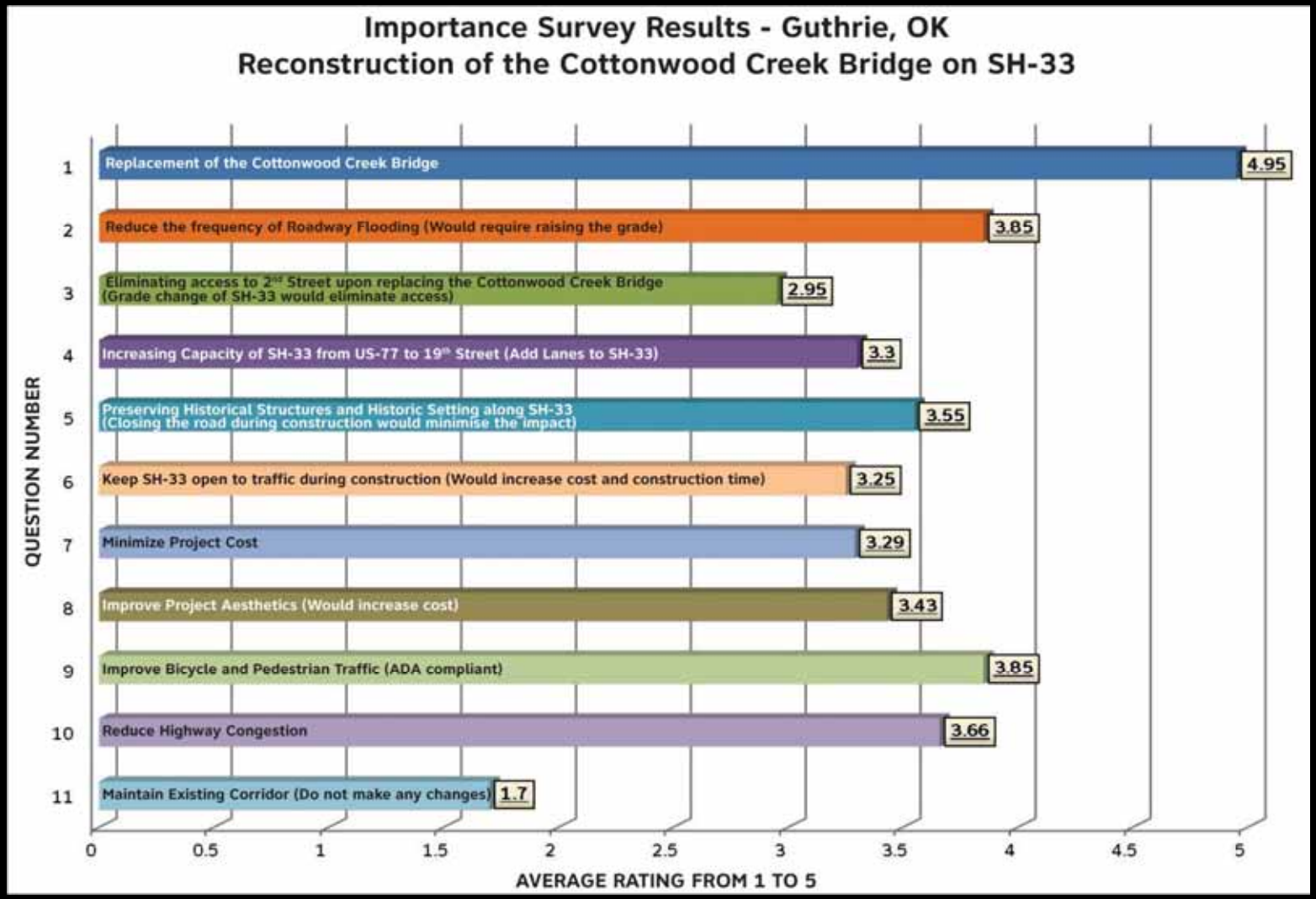
PROPOSED PROJECT INFORMATION

Information about the project and its design

SURVEY RESULTS



ANALYZING ALTERNATIVES

Rehabilitate

- Would not solve the flooding issue.
- Would not solve the sight distance issue.
- Widening would not be cost effective.
- Because of extensive repairs to the bridge, it is not in a condition to be rehabilitated in a feasible & efficient manner

Leave in Place & Build on an offset Alignment

- Would not solve the flooding issue.

Relocation

- Bridge is made of concrete and cannot be relocated.

ANALYZING ALTERNATIVES

Do Nothing

- Would not solve the flooding issue.
- Would not solve the capacity issue.
- Would not solve the sight distance issue.
- Bridge would eventually be Load Posted, then Closed.
- Bridge is under continuous maintenance.

Replacement

- Would solve the flooding issue.
- Would solve the capacity issue.
- Would solve the sight distance issue.

PROPOSED PROJECT INFORMATION

- **Bridge Reconstruction to include:**
  - New State-of-the-art 75-year facility
  - 4-12' lanes with curb and gutter & 5' sidewalks
  - Aesthetic treatment to bridge
- **Highway Reconstruction to include:**
  - 4-12' lanes with curb and gutter & 5' sidewalks from end of bridge to 11TH St.
  - Raised grade to reduce the frequency of roadway flooding & improve sight distance
- **Future ADT Count:**
  - 16,270 vehicles a day by 2030

PROPOSED PROJECT EXTENTS

INSPIRATION FOR BRIDGE AESTHETICS

Previous City Hall Building Rock Treatment

Building within Capitol Townsite Historic District

EXAMPLE OF A TYPICAL 4 LANE ROADWAY SECTION

4-LANE UNDIVIDED TYPICAL SECTION

This undivided typical section includes 4-12' driving lanes, and Curb & Gutter and Sidewalks on each side.

PROPOSED
POST CONSTRUCTION ACCESS

ESTIMATED PROJECT INFORMATION

- **Estimated Total Project Cost:**
  - $16.4 Million
- **Estimated Construction timeline:**
  - Projected to start in 2014
  - Right-of-Way & Utility relocation projected to begin in 2012
- **Project to be constructed <u>under traffic</u> (*NO ROAD CLOSURE*) on offset alignment**
- **Environmental Assessment to be completed this year**

RIGHT-OF-WAY INFORMATION

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RIGHT OF WAY ACQUISITION

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QUESTIONS?

COMMENTS?

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THANK YOU FOR COMING

ODOT PUBLIC MEETING
SH-33 IN GUTHRIE, OK

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