US-69 through Calera

Project Location

Town of Calera

City of Durant

Project Location

Oklahoma/Texas State Line
US-69 through Calera

Project Background

• US-69
  • National Highway System
  • Freight corridor, extending from Laredo, Texas to Canada

• Heavily Traveled
  • Current = 28,500 vehicles per day
  • Future = 53,600 (Year 2045)
  • Truck volume is 22%

• Collision data from 2007 - 2016
  • 71% of collisions occurred at an intersection
  • 25% of collisions involved a commercial motor vehicle
  • 2.6 times the statewide average fatality rate for a similar facility
  • 5.4 times the average collision rate for a similar, improved segment of US-69 in Pittsburg County
Union Pacific Railroad is parallel to and east of US-69
- 20 – 25 trains per day
- 130 - 140 cars per train
- Rail traffic is expected to increase by 80% by year 2040
- Calera Main Street traffic waiting for the train to pass frequently backs up and across US-69, resulting in congestion and delay

Improvements proposed for the 4-mile segment from Chickasaw Road north to US-70

This project has received a Federal “FASTLANE” grant
(Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies)
Purpose and Need

- Improve efficiency of high volume freight traffic
- Improve safety
- Reduce delay for local Calera traffic
GRANT REQUIREMENT

• FASTLANE funds will not be obligated for construction, final design, or R/W acquisition until NEPA is complete.

FUND SPLITS

• FASTLANE funds may be used for up to 60% total project costs
• Other federal funds may be used for another 20%, but total Federal participation may not exceed 80% of project cost
• State & Local minimum 20%

DEADLINES

• Construction must begin within 18 months of obligation of funds
• Latest obligation Sept. 2019 (NEPA, R/W Acq. by June 2019)
• Latest Construction Begin Date March 2021
• All funds must be expended by September 2024
US-69 through Calera

Funding Required for US-69

- $62 million FASTLANE Grant (52% < 60% max.)
- $34 million Other Federal Funds (max. 80% federal)
- $24 million State or Local Match (min. 20%)
- $120 million Total Project Cost

(Ideally, these costs would be split over two fiscal years to avoid decimating an entire year of Div. 2 projects.)
US-69 through Calera

Project Schedule

FASTLANE Grant Application

<table>
<thead>
<tr>
<th>Year</th>
<th>NEPA</th>
<th>Noise Study</th>
<th>R/W Acquisition Utility Relocation</th>
<th>Construction</th>
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Actual

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Let Date
- Dec. 2018
- April 2019

Let Date
- 4/16 NTP
- 10/16 NTP
• Consider “work-arounds” to help our schedule:
  • Advanced acquisition of Right-of-Way (R/W)
  • Phased utility relocations or construct with main project
  • Phase work to construct projects requiring R/W last

• Eliminate NEPA delays:
  • Timely coordination with stakeholders
  • Effective public involvement
  • Accelerated specialist studies and agency reviews
  • Complete noise analysis, ASAP, on preliminary design
KEY ISSUES

• Schedule:
  • FASTLANE requires NEPA, R/W acquisition, & Final Design completed prior to 6/30/19.
  • Need to complete NEPA in one year, and proceed with R/W acquisition as soon as NEPA specialist studies are complete and indicate there are no constraints.

• Eliminate Potential NEPA delays

• Early stakeholder coordination:
  • Choctaw Nation
  • Union Pacific Railroad
  • Town of Calera officials
Identifying Stakeholders

- Union Pacific Railroad
- Town of Calera
- Proposed School
- Choctaw Cultural Center
- Calera Urgent Care
- City of Durant
- Choctaw Casino and Resort

US-69 through Calera
• Early stakeholder involvement (ODOT, Choctaw Nation, City of Durant, Town of Calera)
• Monthly status meetings
• Public meeting
• Follow up Q & A requested by State Senator
• Public input/feedback
• Meeting with Union Pacific Railroad
Proposed Improvements:

- 4 lane freeway
- Full access-controlled with grade-separated interchanges
- One-way frontage roads on each side of facility for length of project
- Keep right-of-way and utility relocations to a minimum
- Grade separations:
  - B street connector over US-69 and Union Pacific Railroad
  - US-69 over Main Street (full interchange)
  - Southbound on ramp from South 9th Avenue
  - Cemetery Road over US-69
  - US-69 over Choctaw Road (full interchange)
US-69 through Calera

Typical Section
Three Dimensional (3D) Model
Thank you!