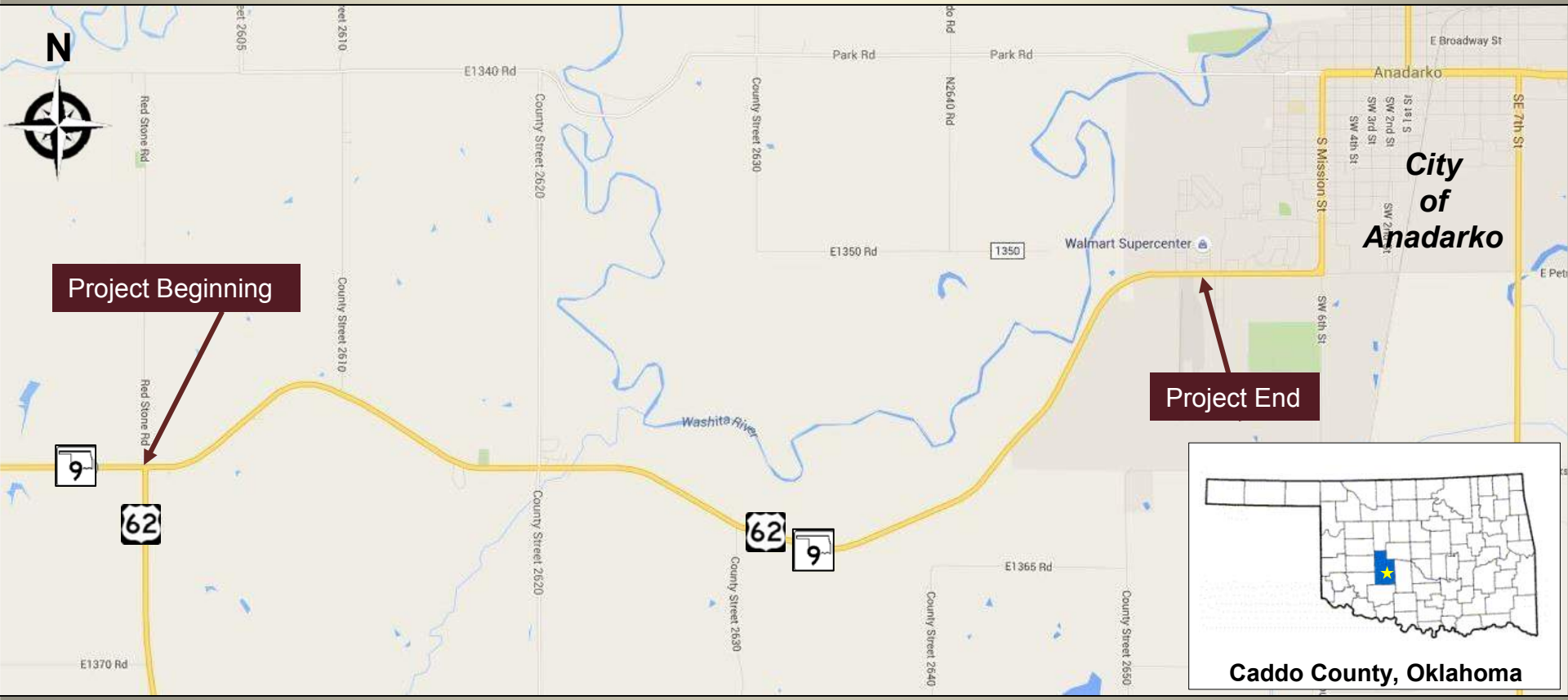

WELCOME
Public Meeting For
US-62 From SH-9 to Anadarko,
Caddo County
May 5, 2016

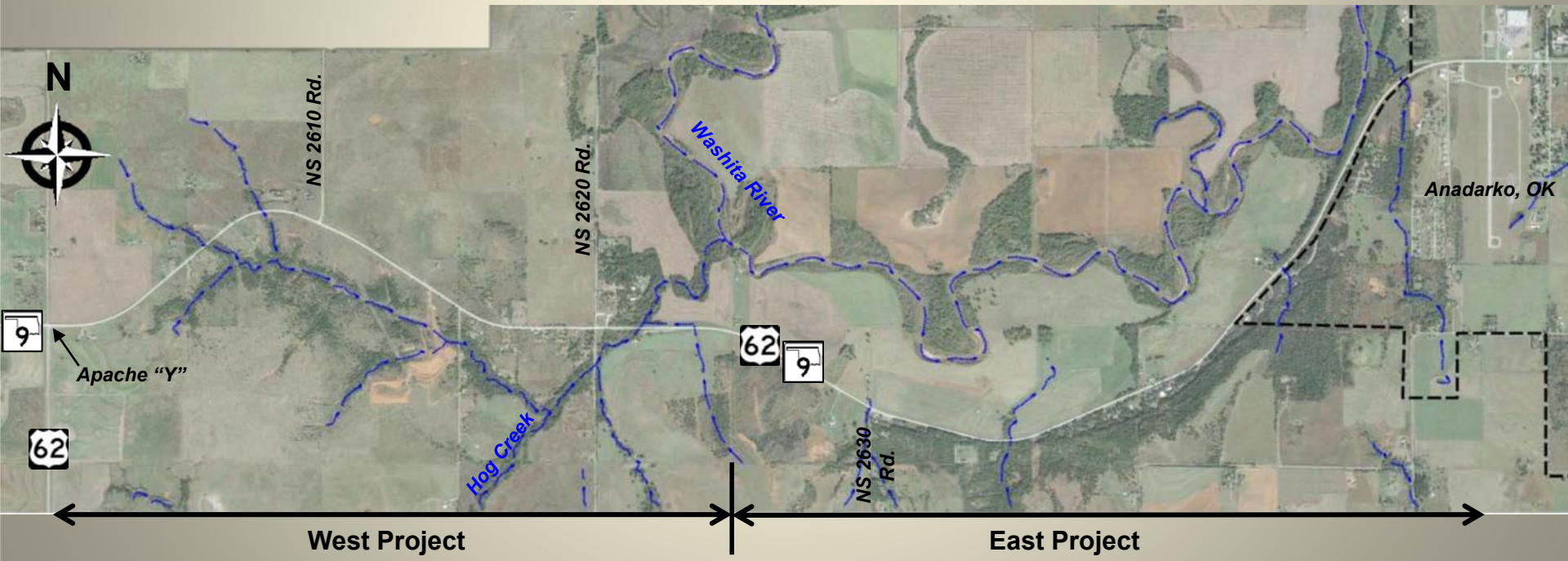
PURPOSE OF THIS MEETING

…is to Discuss the Need and Present the Proposed Alternatives to Improve US-62 From SH-9 to Anadarko in Caddo County

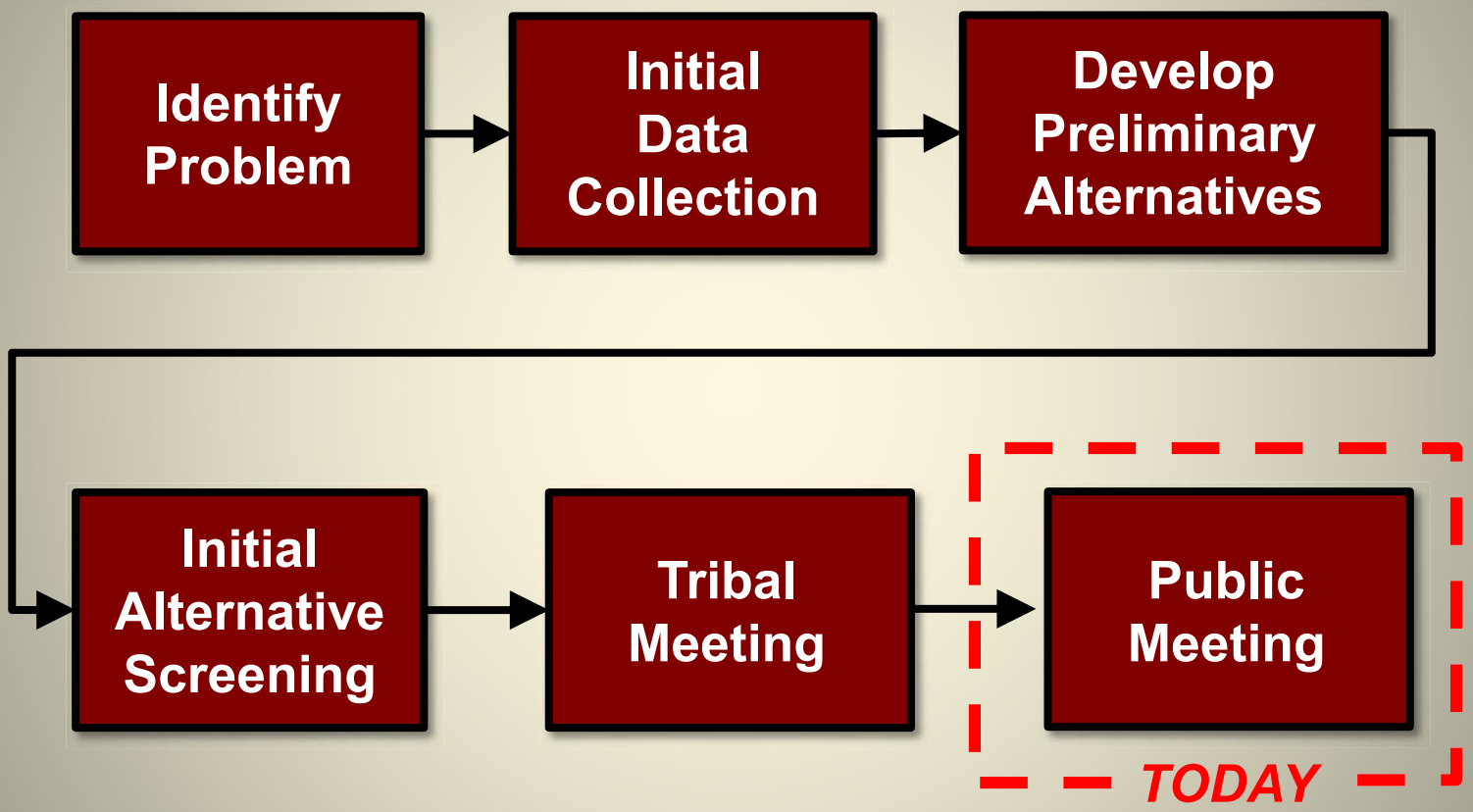


PURPOSE OF THE PROJECT

…is to Correct the Deficient Curves on US-62 and Improve the Safety of the Roadway



PROJECT DEVELOPMENT PROCESS



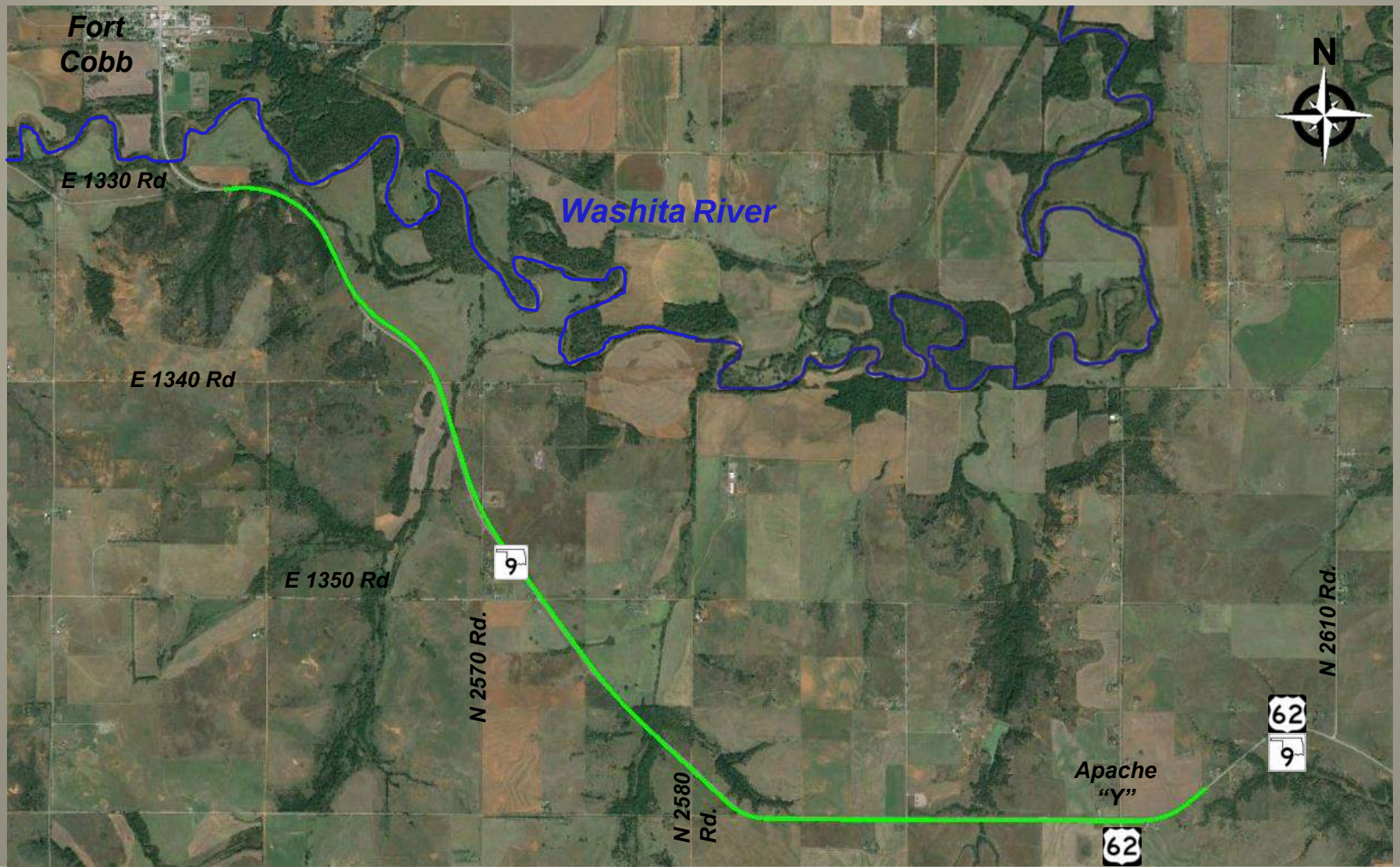
PROJECT HISTORY

- **Prior Study by ODOT**
  - Three Alternatives Studied
    - Improvements to Existing
    - North Alignment
    - South Alignment
  - Public Meeting Held February 28, 2012
  - North Alternative Selected
  - Field Survey – Found Isolated Grave Site
  - Additional Alternatives Considered

Identify Problem → Initial Data Collection → Preliminary Alternatives → Alternative Screening

CORRIDOR WIDE IMPROVEMENTS

- **SH-9 From Fort Cobb to US-62 (Apache "Y")**



PROJECT AREA INFORMATION

- **General Data**
  - 2-Lane Roadway With 3-Foot Shoulders
  - Speed Limit – Posted 65 mph
  - 1 Bridge Structure (Hog Creek)
  - Existing (2015) Traffic: 3,780 Vehicles / Day
  - Projected Traffic (2036): 5,270 Vehicles / Day (10% Trucks)

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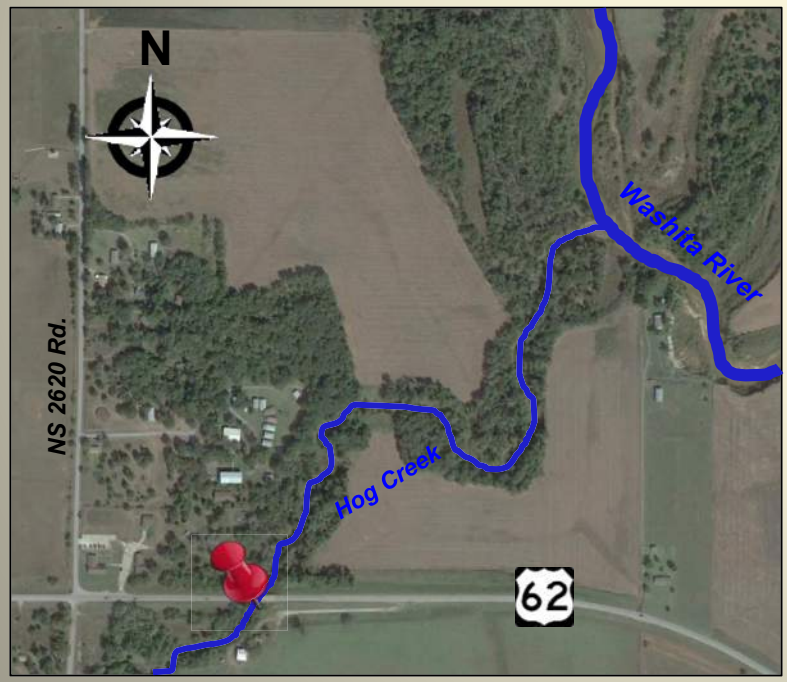

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- **Collision Data**
  - Total: 90 Documented Accidents (2009-2015)
    - 48 Personal Property Damage
    - 38 Injury
    - 4 Fatal
  - **More Than Twice the State Average** for Collisions (expressed in crashes per million vehicle miles)
    - US-62: 155.4 (65.6 injury, 6.9 fatality)
    - Statewide for Non Interstates: 63.82 (30.56 injury, 2.60 fatality)

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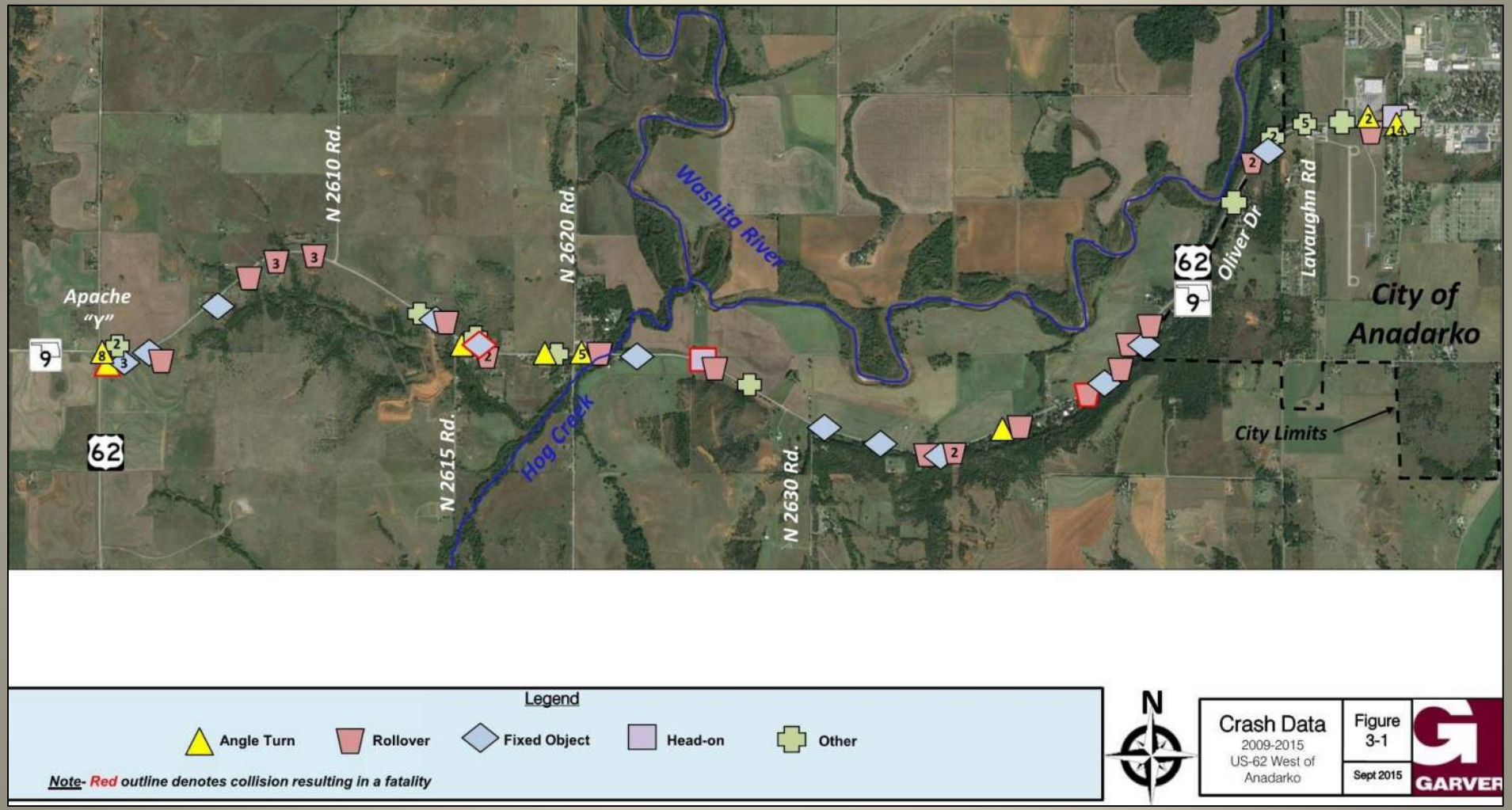
COLLISION DATA



EXISTING CONDITIONS WARRANT IMPROVEMENT

- **Roadway Deficiencies**
  - Narrow Shoulders
  - Roadway Geometry
    - Horizontal Curves – 11 Total, 6 Deficient (Curvature and Superelevation)
    - Vertical Curves – 35 Total, 12 Deficient
  - Limited Sight Distance

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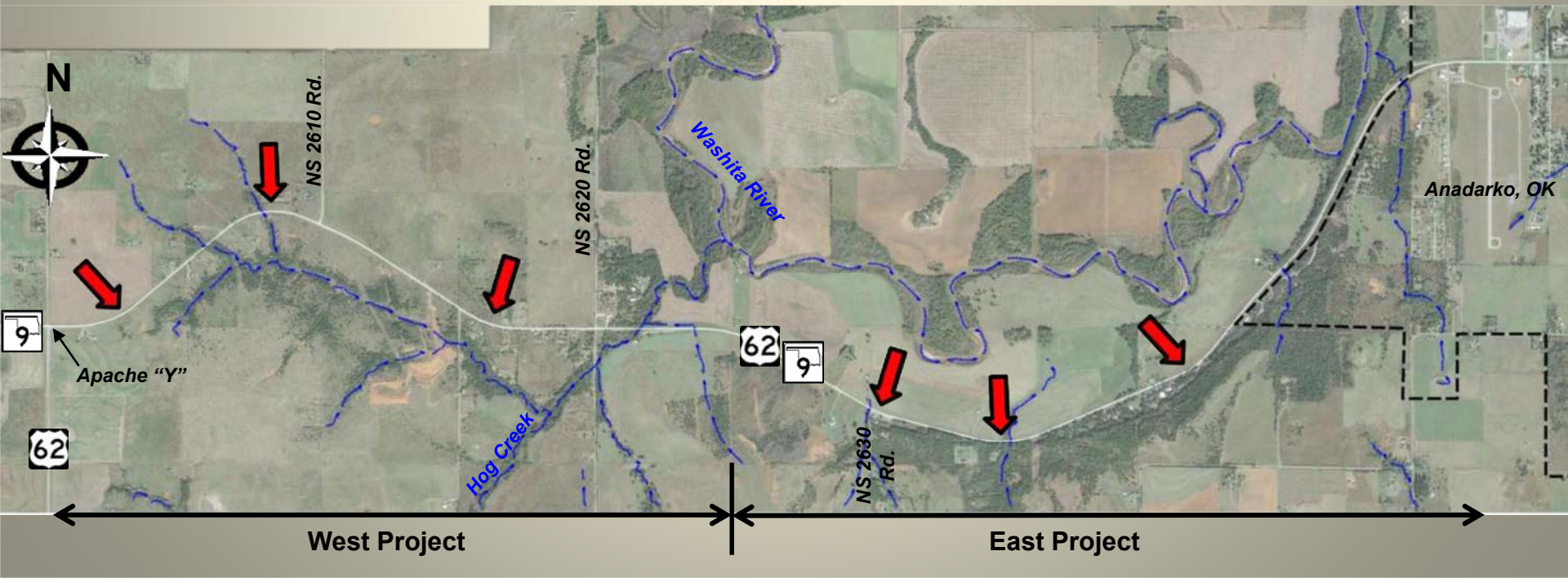

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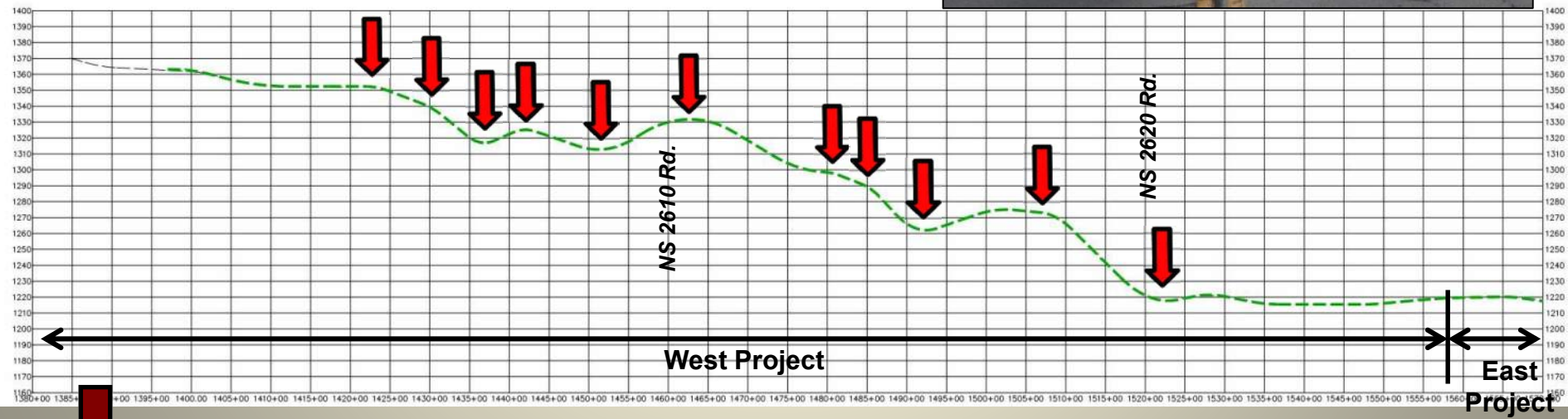

Identify Problem | Initial Data Collection | Preliminary Alternatives | Alternative Screening


STUDY AREA
CONSTRAINTS

PROJECT CONSTRAINTS

- **Identified Project Constraints**
  - Topography
  - Homes & Businesses
    - Driveways
    - Local Access
  - Utilities
  - Tribal Properties & Cultural Sites
  - Environmental Resources

Identify Problem → **Initial Data Collection** → Preliminary Alternatives → Alternative Screening

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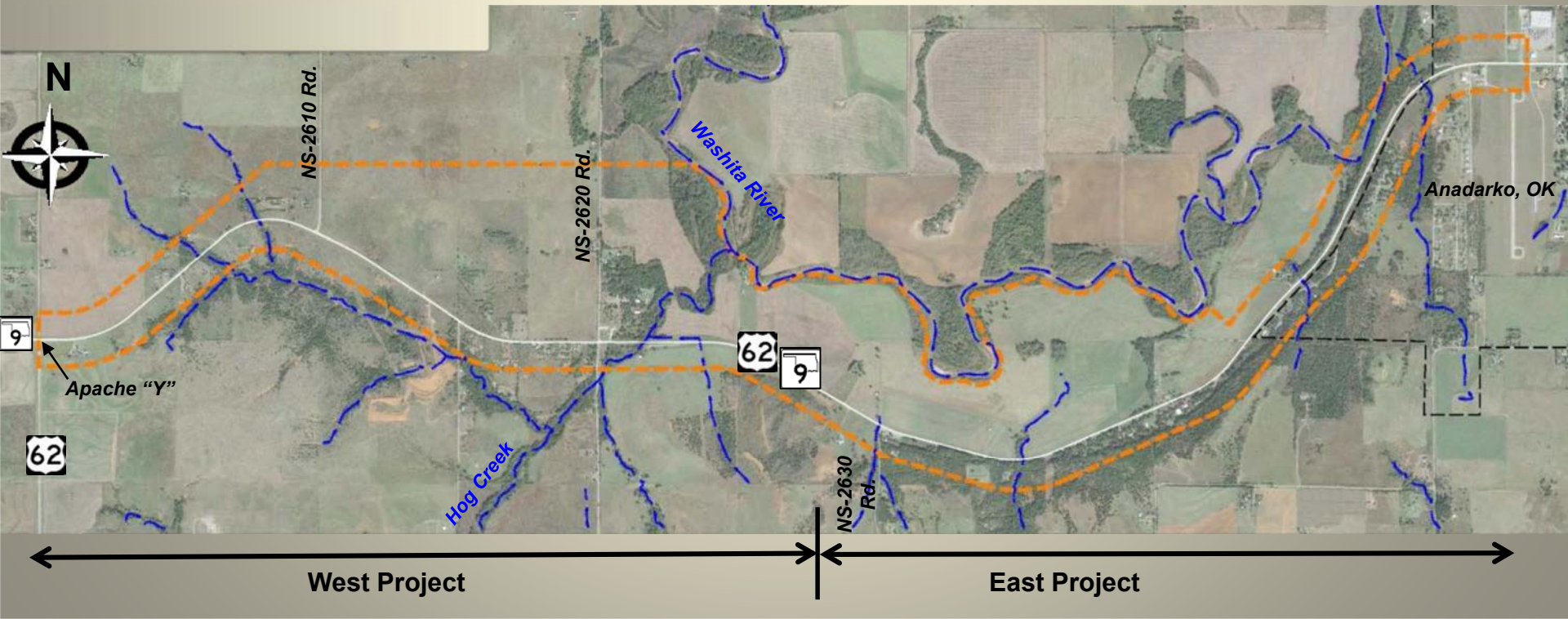
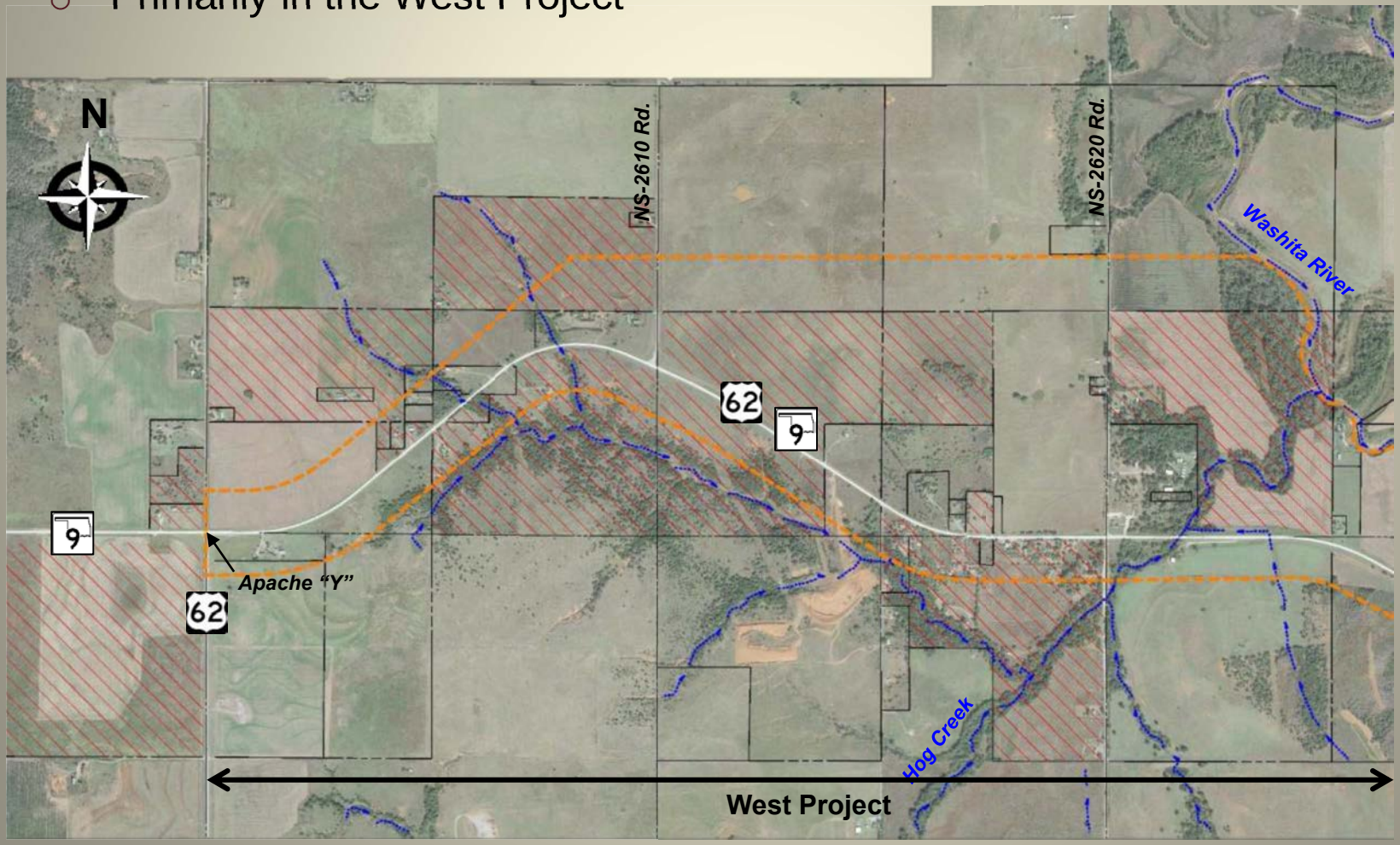
PROJECT CONSTRAINTS

- **Data Collection Area**
  - Encompassed all Alternatives
  - Database Research and Field Reconnaissance



PROJECT CONSTRAINTS

- **Tribal Properties (West Project)**
  - Trust Lands (Hatched)
  - According to Information From the Counties and BIA
  - Primarily in the West Project



PROJECT CONSTRAINTS

- **Tribal Church and Cemetery**
  - Ware's Chapel
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  - Grave Site (Helen James Died 1912?)

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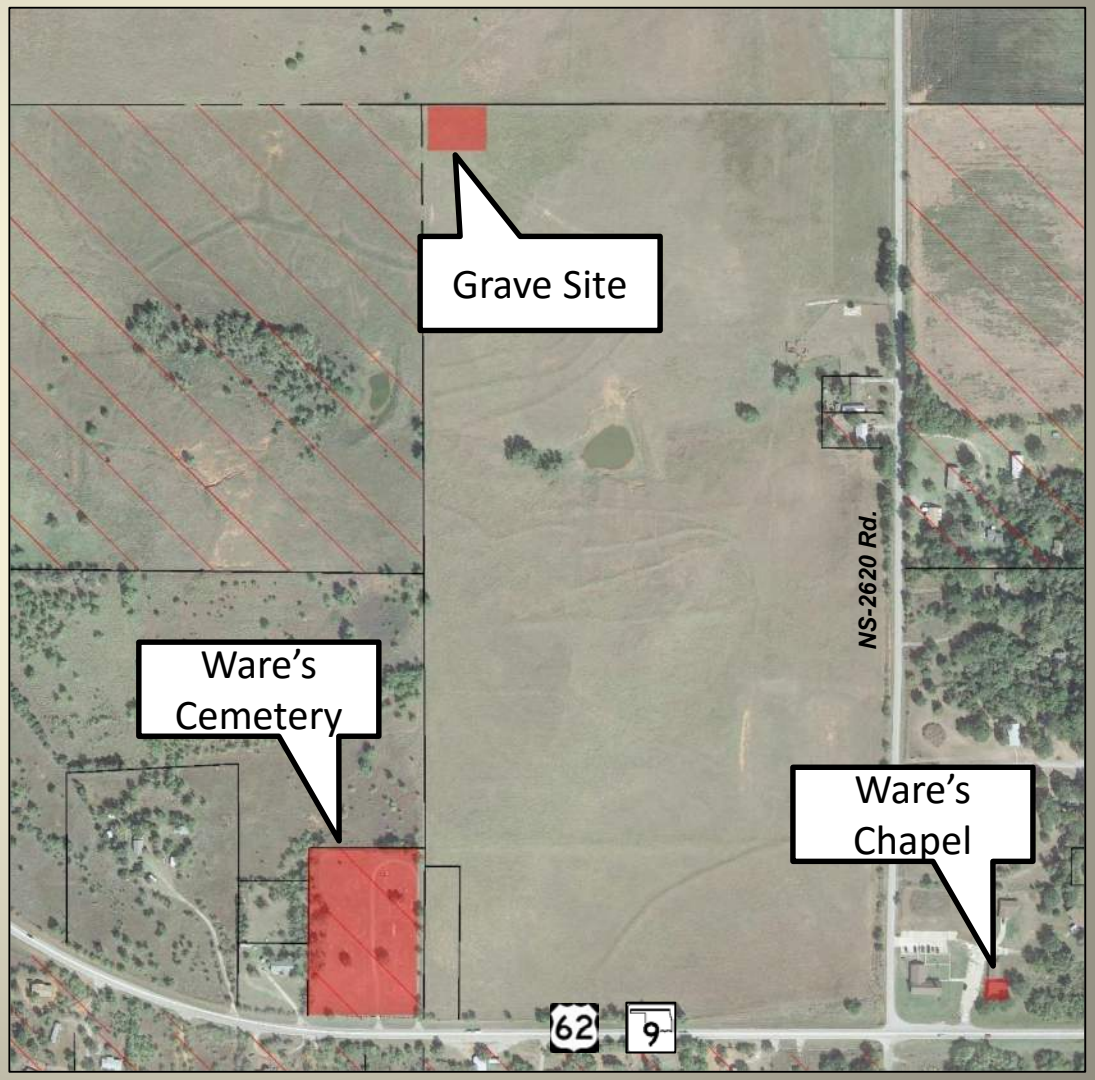
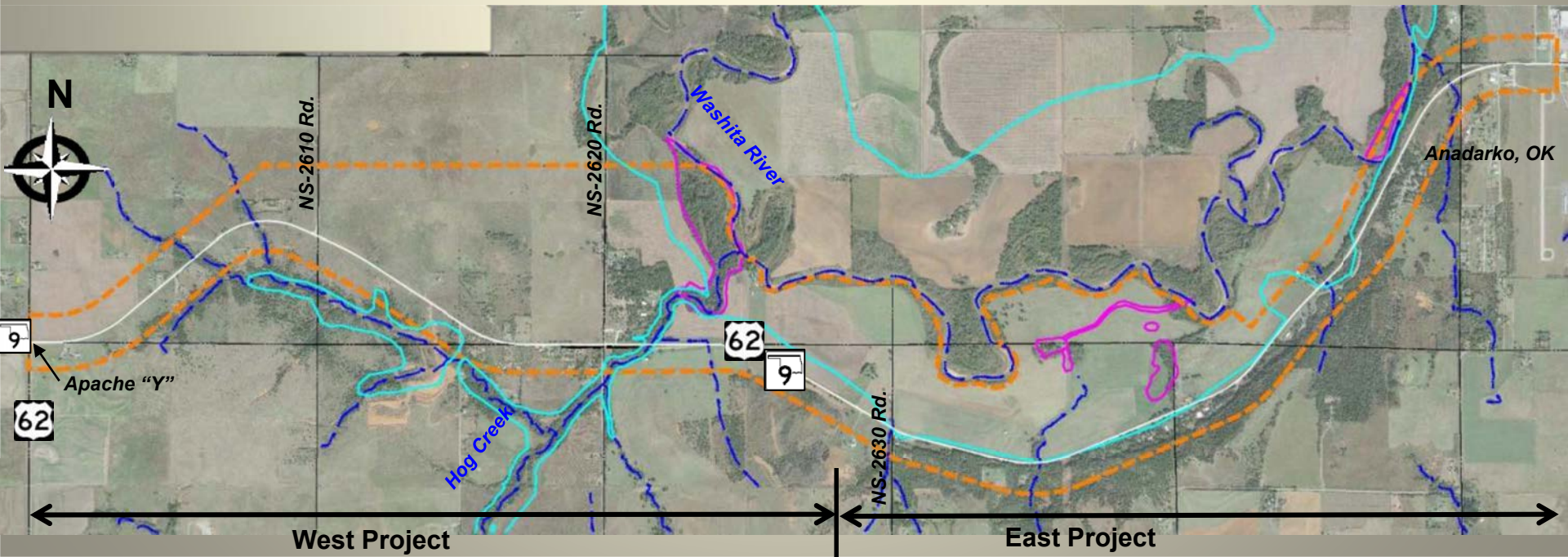


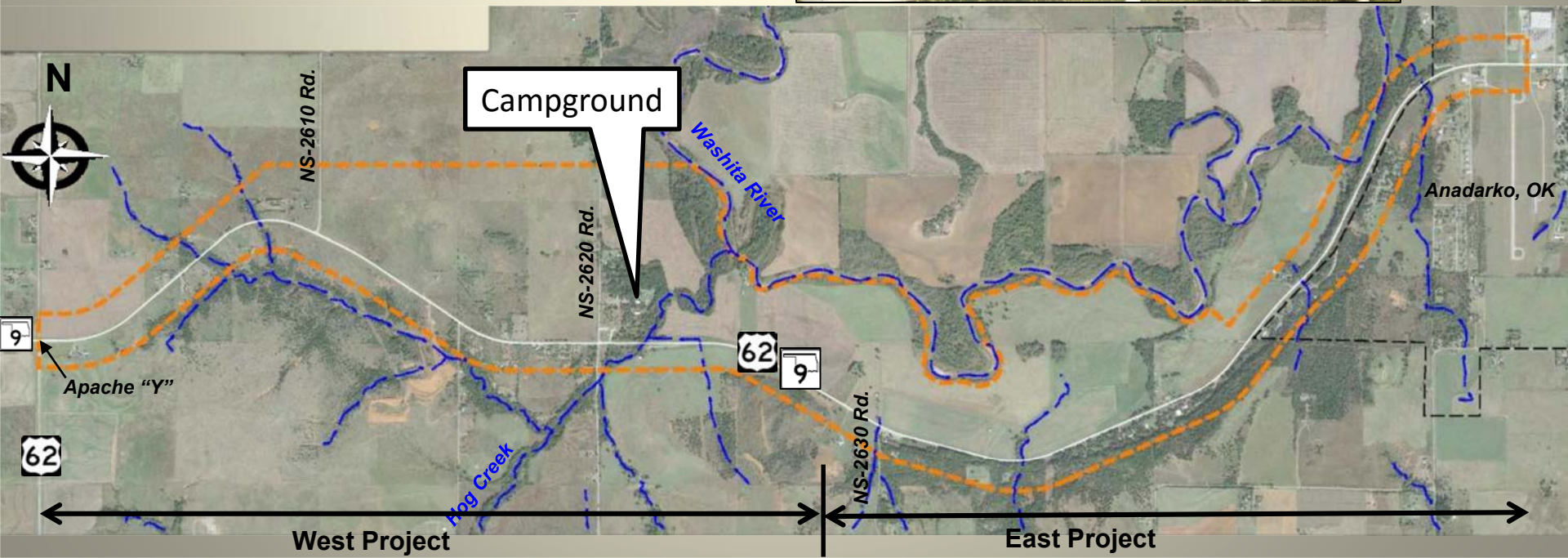
PROJECT CONSTRAINTS

- **Wetlands and Streams**
  - Streams – Hog Creek & Tributaries, Washita River
  - Wetlands – Associated With Washita River
  - Large Floodplain



PROJECT CONSTRAINTS

- **Cultural Resources**
  - OK Indian Missionary Conference Center and Campground (Potential Historic Buildings)
  - One Known Archaeological Site



DEVELOPMENT OF ALTERNATIVES

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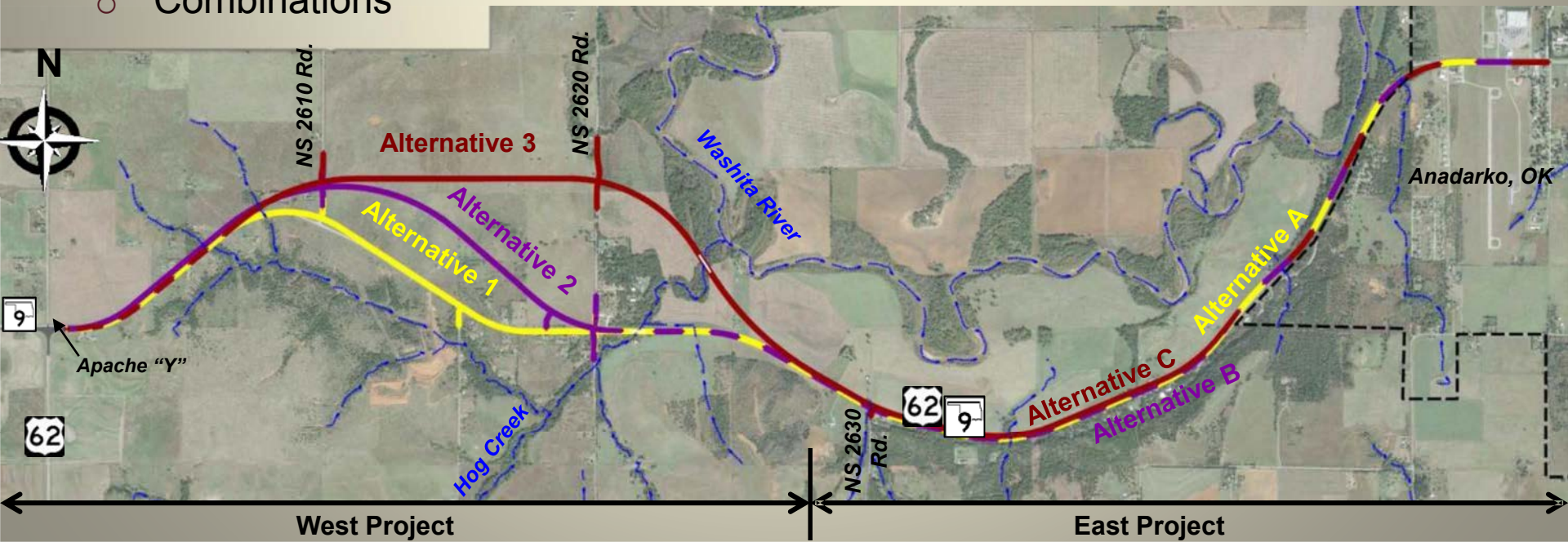
- **Proposed Design Criteria**
  - Roadway Section
    - Two 12-Foot Lanes
    - 8-Foot Shoulders
  - Design Speeds – 65 mph
  - Clear Zone – 28 Feet
  - Maximum Superelevation of 8%

Identify Problem → Initial Data Collection → **Preliminary Alternatives** → Alternative Screening

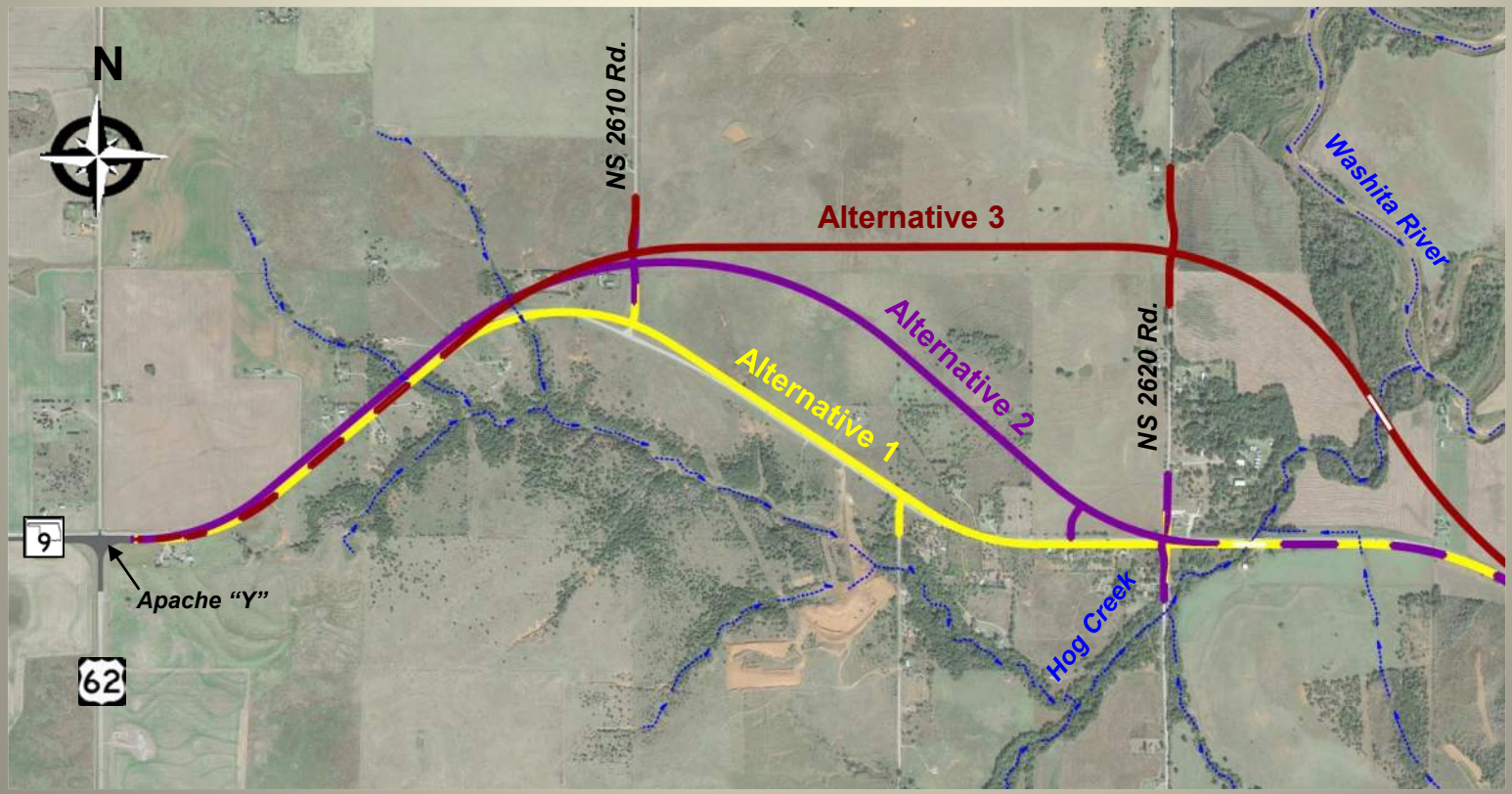
ALTERNATIVES OVERVIEW

- **Overview**
  - West Project – Alternatives 1, 2 and 3
    - Different Alignments Cross Country
    - Hog Creek Bridge
    - County Road Intersections With Heavier Movement
  - East Project – Alternatives A, B and C
    - Different Offsets – North
    - Far East End – All Centered on Existing
    - Horizontal Curve Corrections
  - Combinations



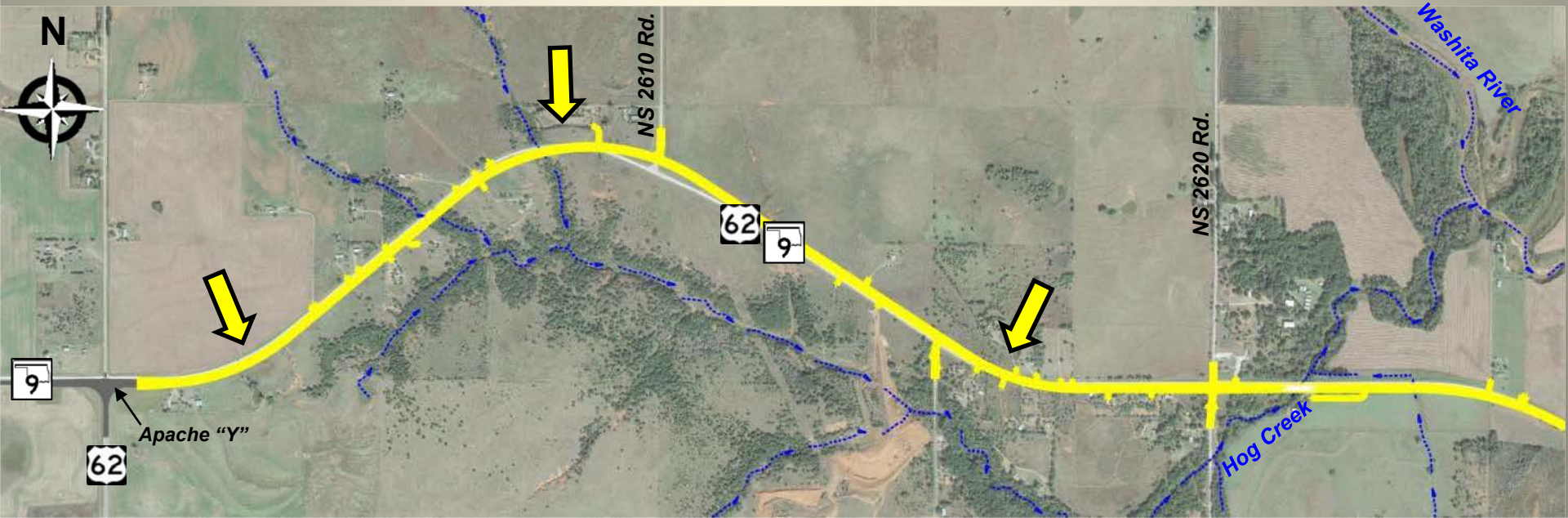
ALTERNATIVES - WEST PROJECT

- **Overview**
  - West Project – Alternatives 1, 2, and 3
    - Different Alignments Cross Country
    - Hog Creek Bridge
    - County Road Intersections With Heavier Movement
    - South Alternative – Floodplain, NRCS Dam, & Reservoir



ALTERNATIVE 1

- **Overview**
  - Aligns With Improvements at Apache Y
  - Closest to Existing Alignment
  - Key Features
    - Offset 50 feet South
    - Three Curves Greater Than 6% Superelevation
    - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.



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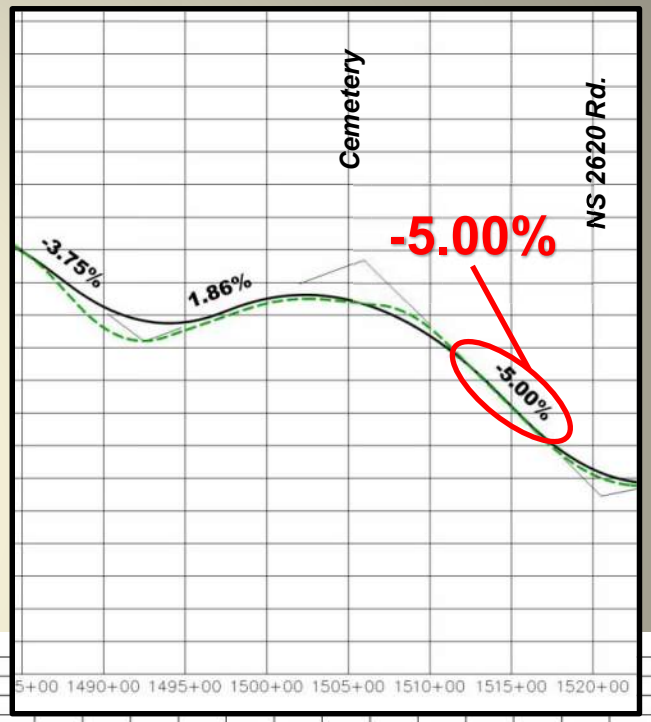
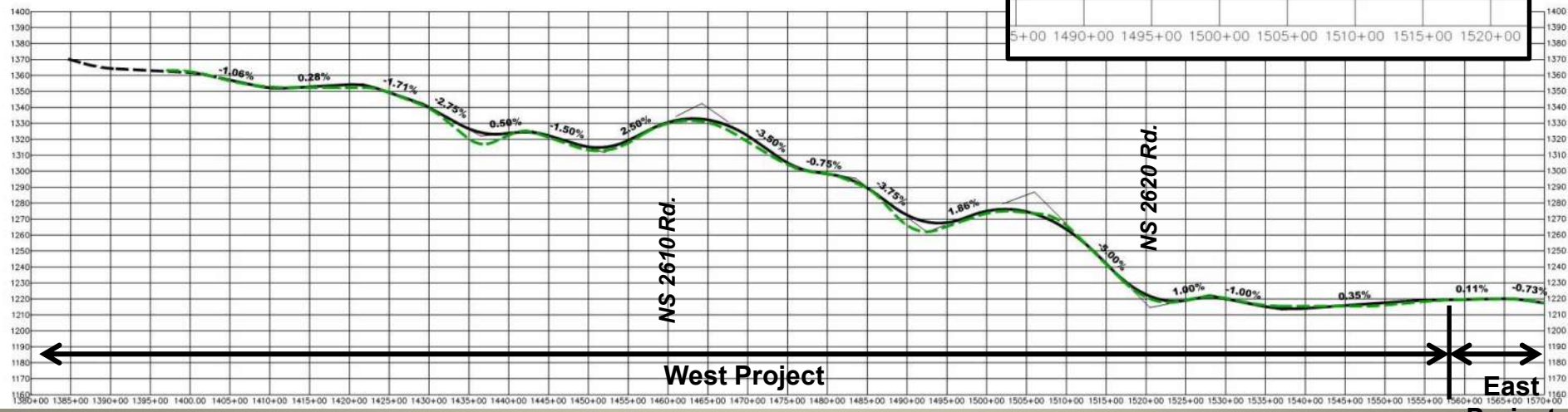
    - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
    - Steep Grade West of NS 2620 Rd., 5%





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    - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
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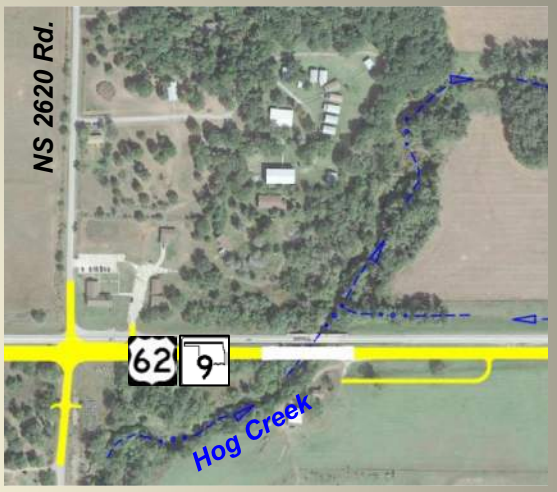
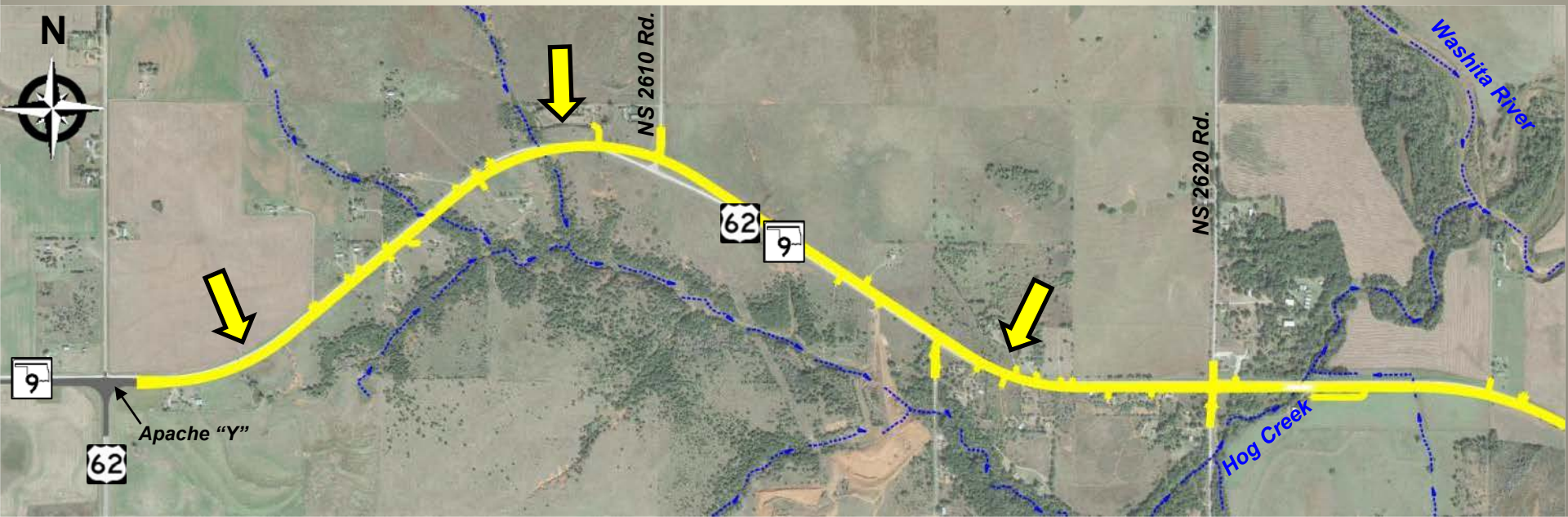
  - Bridge Over Hog Creek Offset to South – 50 Feet





ALTERNATIVE 2

- **Overview**
  - Aligns With Improvements at Apache Y
  - Key Features
    - Offset 35 Feet North
    - Two Curves Greater Than 6% Superelevation
    - Climbing Lane
    - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.

ALTERNATIVE 2

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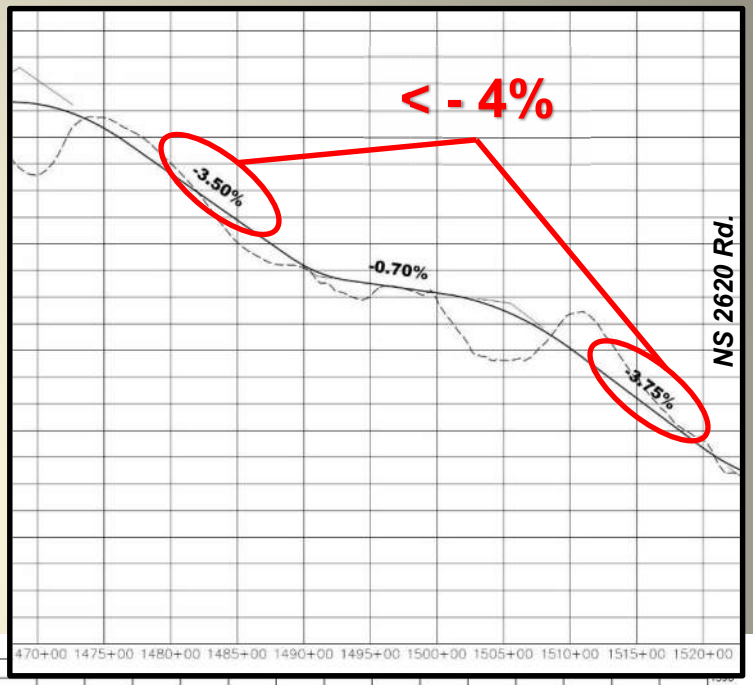
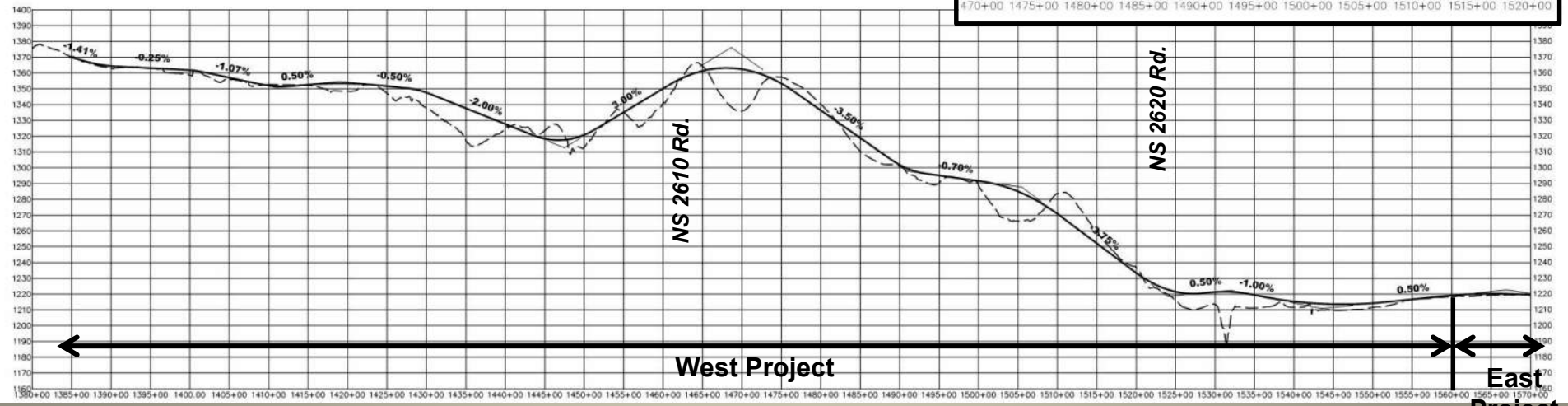
    - Improve Grades West of NS 2620 Rd., < 4%





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    - Offset 35 Feet North
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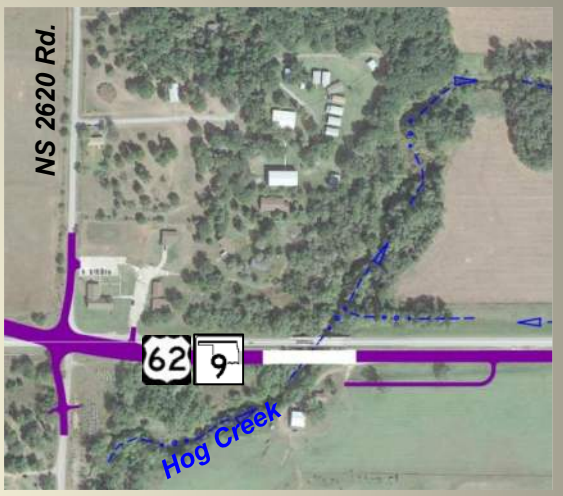
    - Climbing Lane
    - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
    - Improve Grades West of NS 2620 Rd., < 4%
  - Bridge Over Hog Creek Offset to South – 50 Feet
  - Portion of Existing Highway to Remain

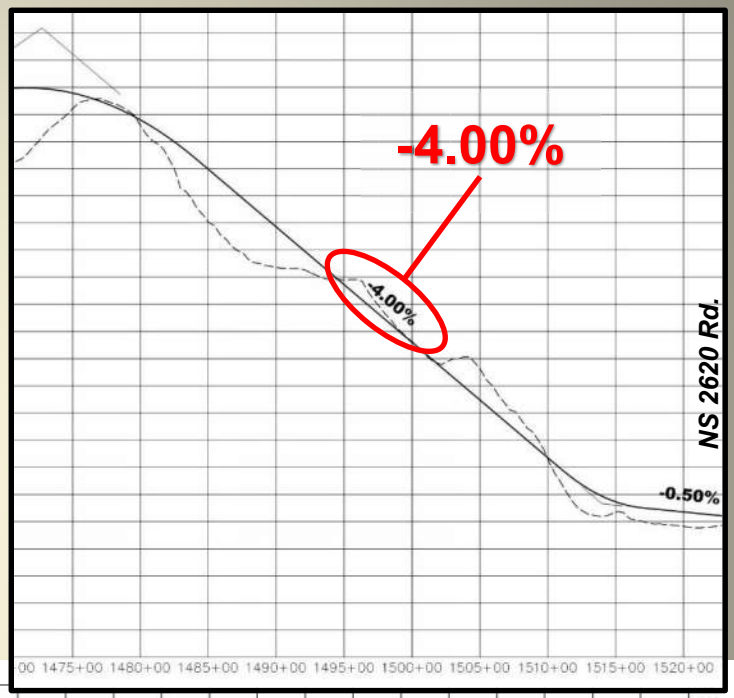


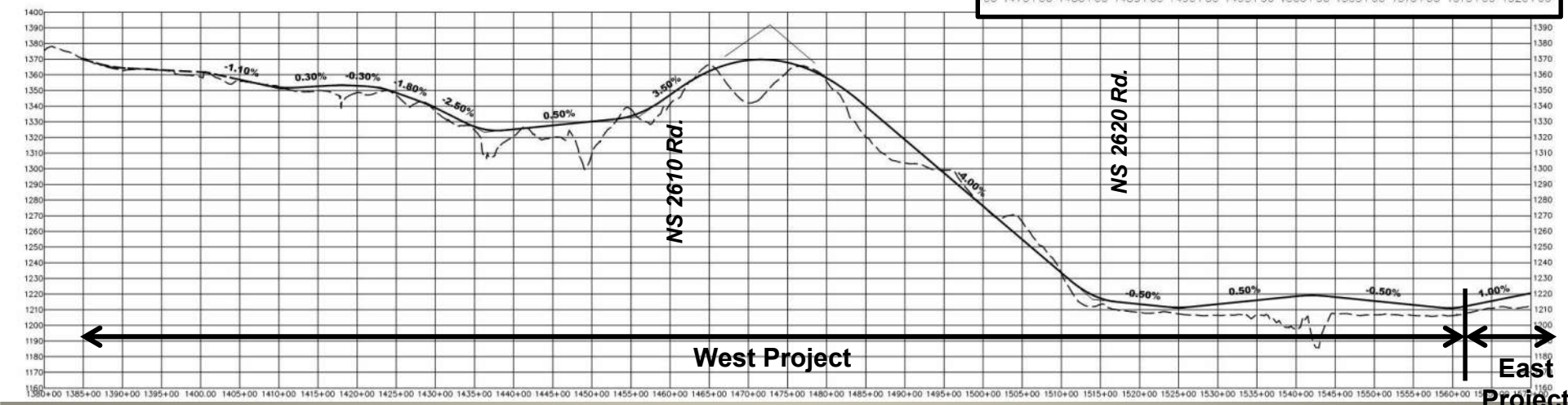
ALTERNATIVE 3

- **Overview**
  - Aligns With Improvements at Apache Y
  - Key Features
    - Offset 50 Feet South
    - One Curve Greater Than 6% Superelevation
    - Climbing Lane
    - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.

ALTERNATIVE 3

- **Overview**
  - Aligns With Improvements at Apache Y
  - Key Features
    - Offset 60 Feet South
    - One Curve Greater Than 6% Superelevation
    - Climbing Lane
    - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
    - Improve Grades West of NS 2620 Rd., 4%





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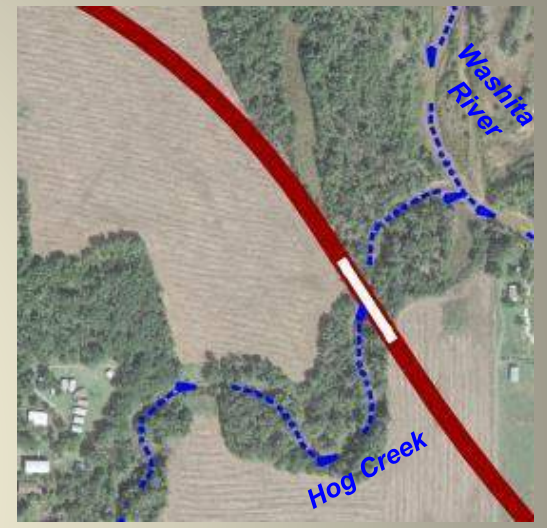
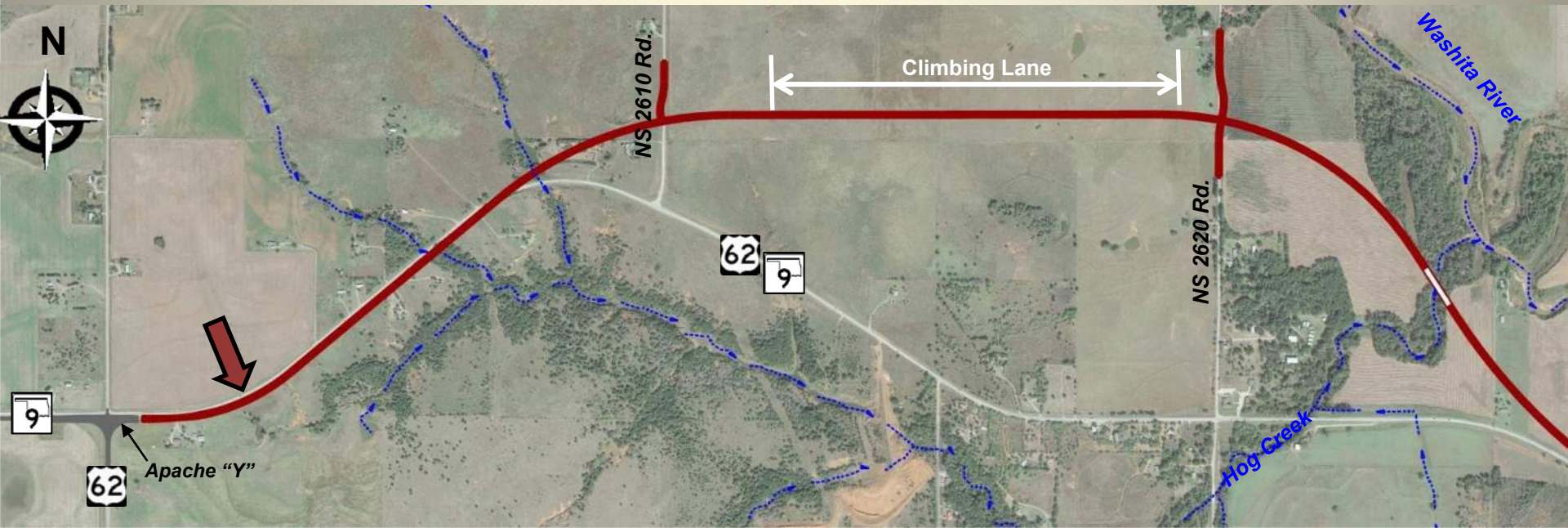
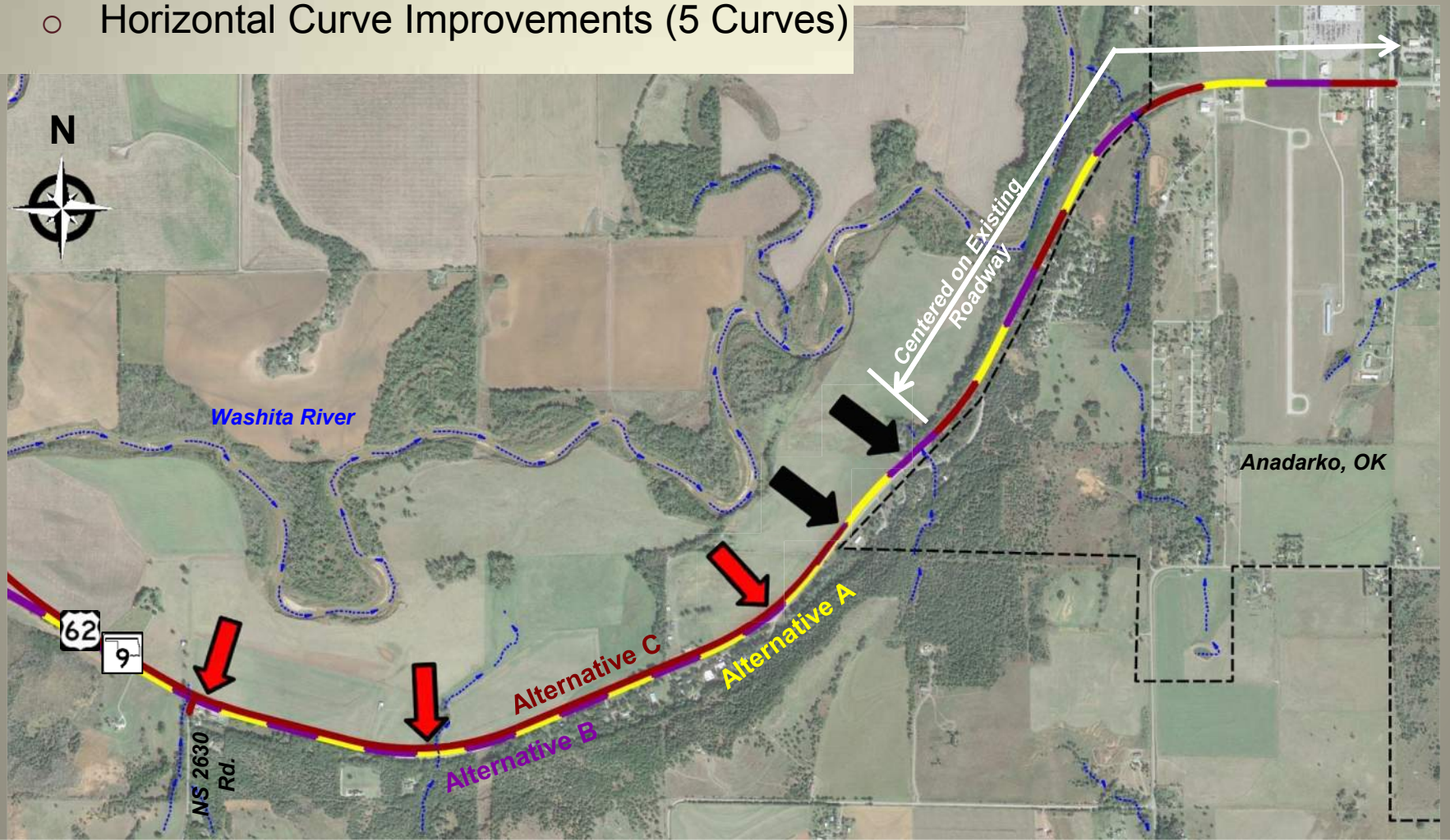




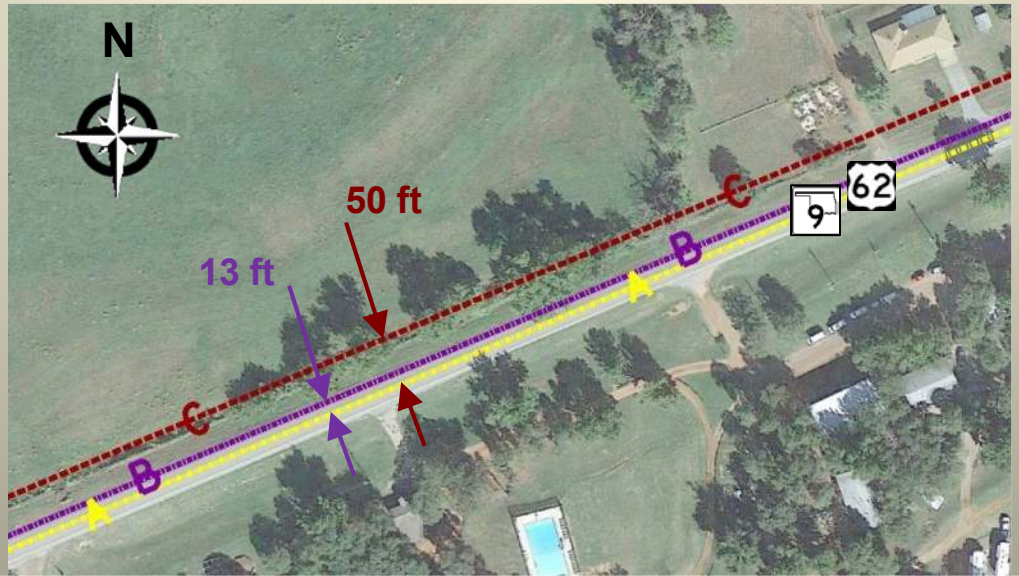
ALTERNATIVES – EAST PROJECT

- **East Project – Alternatives A, B and C**
  - Different Offsets – North
  - Far East End – All Centered on Existing
  - Horizontal Curve Improvements (5 Curves)



ALTERNATIVES – EAST PROJECT

- **Offset Roadways**
  - Alternative A – 0 feet, Centered on Existing
    - Temporary Widening (22 ft), South Side at Horizontal Curves
    - Overlay Existing Pavement With New Shoulders, One Lane Flagging Needed
  - Alternative B – 13 feet North
    - Temporary Widening (8 ft), South Side
    - Overlay Existing Pavement With New Pavement on North Side (20 ft)
  - Alternative C – 50 feet North
    - No Temporary Widening Needed
    - New Pavement with Old Pavement Removed
  - Far East End - Overlay Existing Pavement With New Shoulders
  - South Offset Considered – Eliminated due to Number of Structures Impacted




COMPARISON OF
ALTERNATIVES

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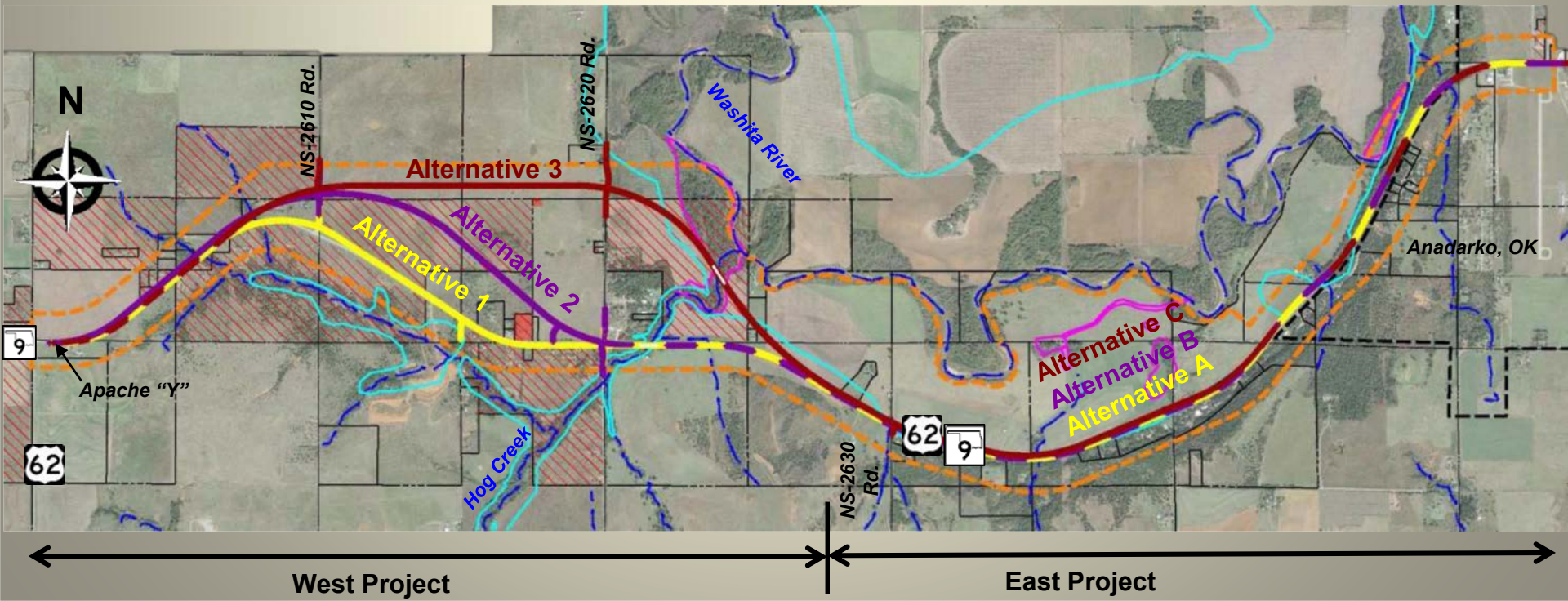
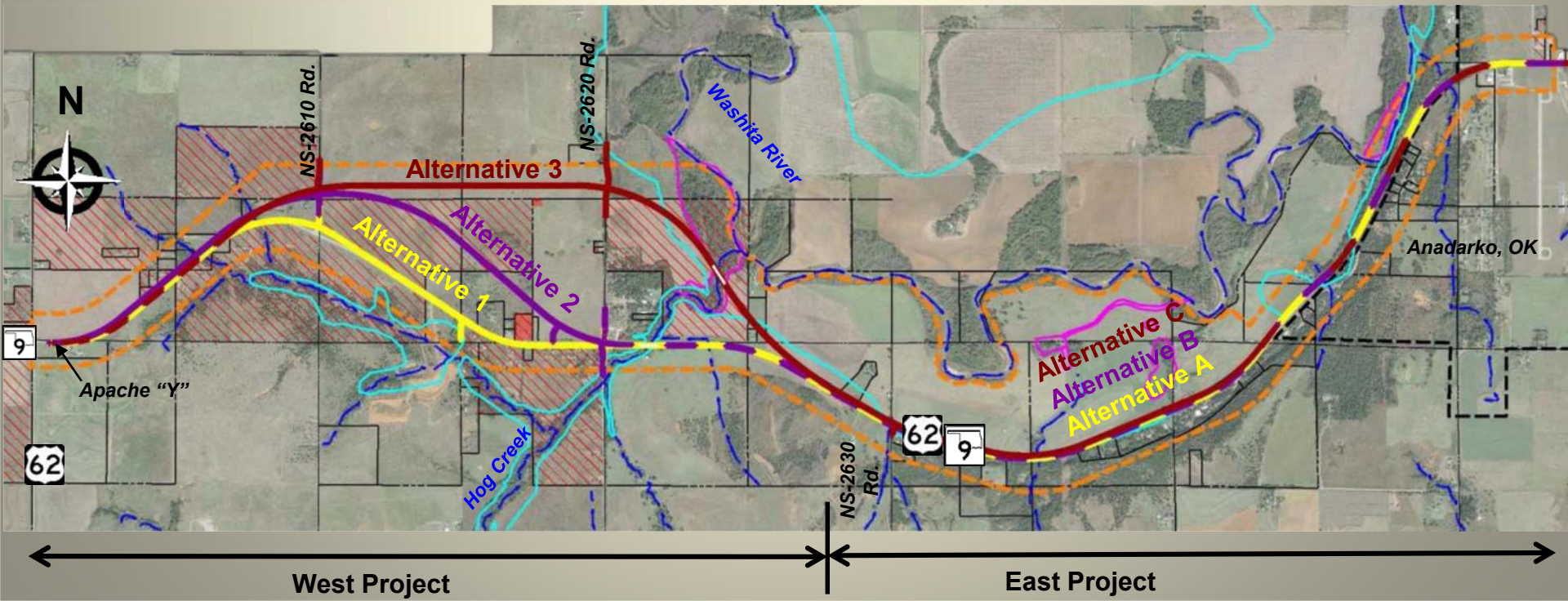
- **Compare the Impacts of the Various Options**
  - Overlay Each Option and Tabulate Impacts
  - Develop a Relative Means of Comparison



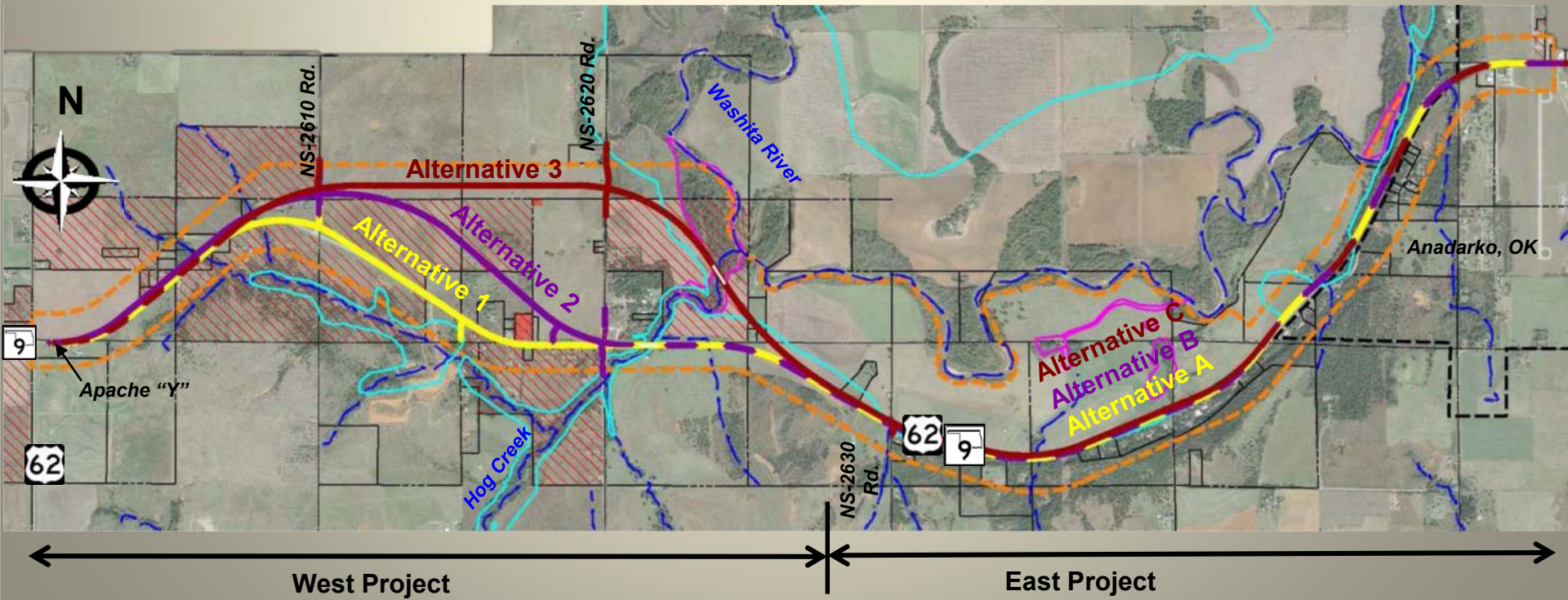
COMPARISON OF ALTERNATIVES

- **All Alternatives Will Avoid the Cemetery, Ware's Chapel, and the Grave Site**
- **If There are Other Culturally Important Sites That we Should Avoid, Please Let us Know**



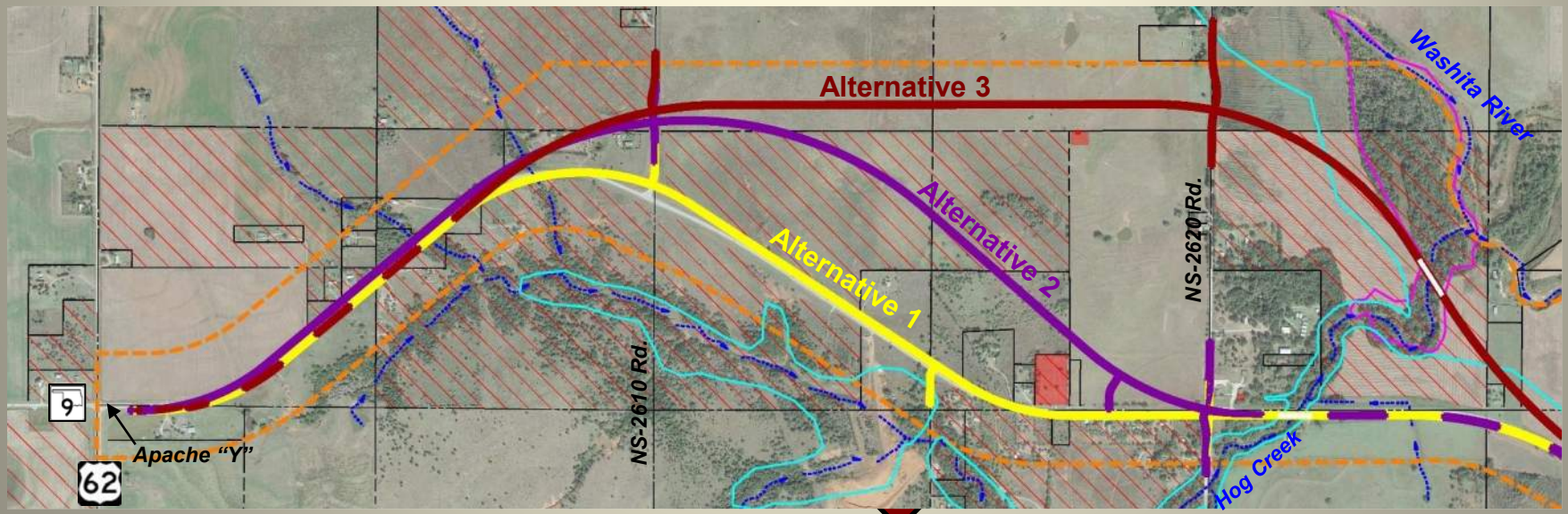
COMPARISON OF ALTERNATIVES

- **Evaluation Criteria**
  - Roadway Geometrics, Intersections, and Safety
  - Impacts to Tribal & Private Property
  - Impacts to Homes & Businesses
  - Impacts to Environmental Resources
  - Constructability and Maintenance of Traffic During Construction
  - Cost – Construction, Right-of-Way, Utilities
  - Tribal and Public Input



GEOMETRICS AND SAFETY

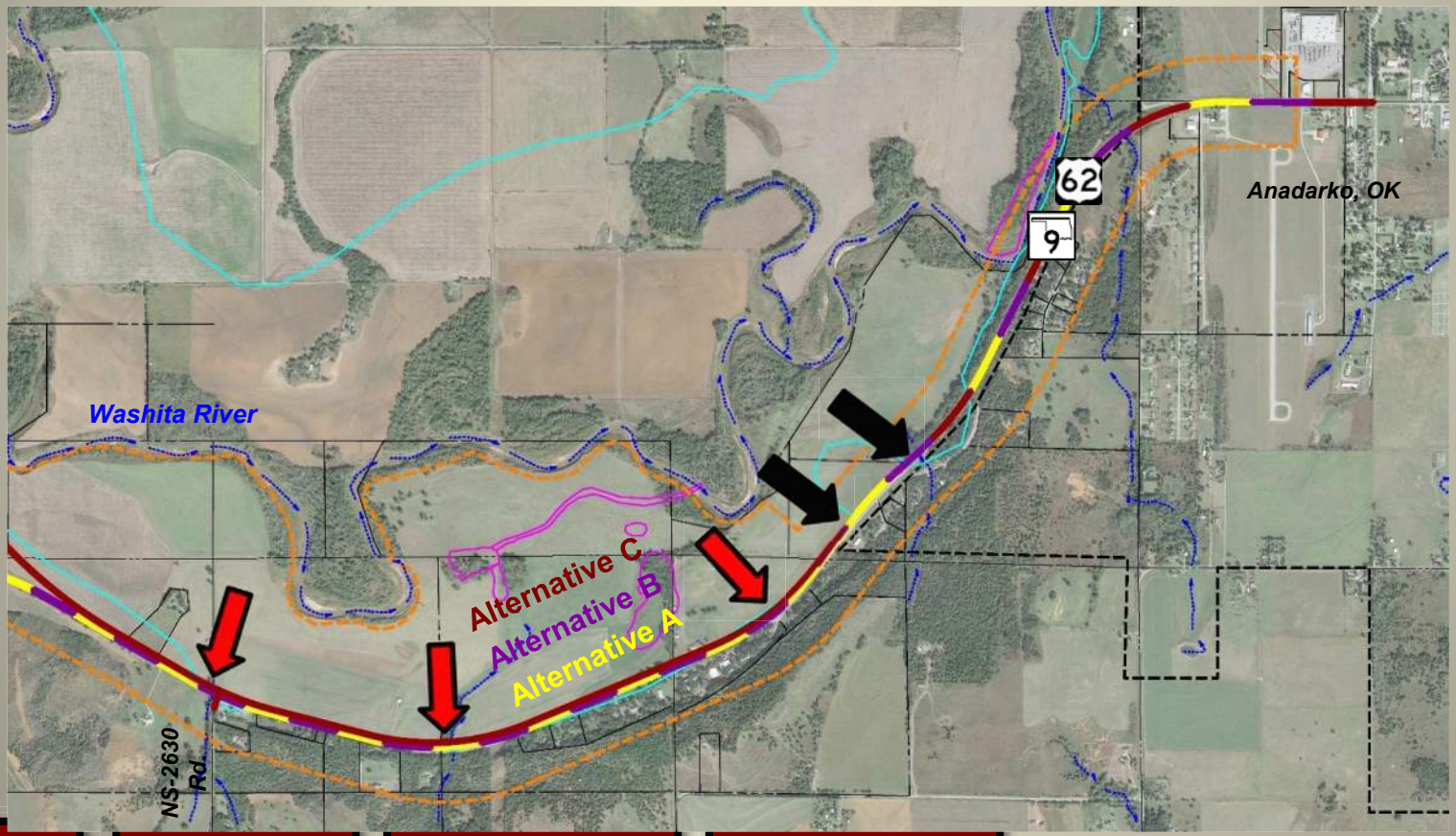
- **West Project**
  - Improvements to Grades and Sight Distance Under Alternative 1 are Limited Due to Adjacent Properties and Cemetery
  - Alternative 2 Improves Curves but Intersection at NS-2620 is Not Ideal
  - Alternative 3 Has the Most Desirable Grades, Intersections, and Sight Distance
  - Alternatives 2 and 3 Will Require a Climbing Lane Due to the Length of Grade



Identify Problem | Initial Data Collection | Preliminary Alternatives | **Alternative Screening**

GEOMETRICS AND SAFETY

- **East Project**
  - All of the Alternatives Will Correct the Horizontal Curves
  - All of the East Project Alternatives are Similar in Terms of Safety



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IMPACTS – WEST PROJECT

- **West Project**
  - Alternative 1 Has the Most Impacts to Homes and Businesses
  - One Business (Fruit Stand) Will be Affected by All Alternatives
  - Alternative 3 Requires the Most Property and Affects Wetlands

JP No. 27076(04) US-62 West of Anadarko, Caddo County
West Project Matrix

Alternative	Total Cost	Right-of-Way (Acres)	Number of Relocations	Tribal Property (acre)	Wetlands (acre)	Cultural Resources	Traffic-Dependent Businesses	Maintenance of Traffic (Lanes Closed)
1	$13.5 M	34	4	15.5	0	0	1 (relocation)	0
2	$15.8 M	63	1	20.2	0	0	1	0
3	$15.7 M	75	1	21.7	1.7	0	1	0

Identify Problem | Initial Data Collection | Preliminary Alternatives | **Alternative Screening**

IMPACTS – EAST PROJECT

- **East Project**
  - Alternative C Requires the Most Property
  - Alternative A Would Require One-Lane Traffic for a Longer Period
  - Other Impacts are Similar for the East Project Alternatives

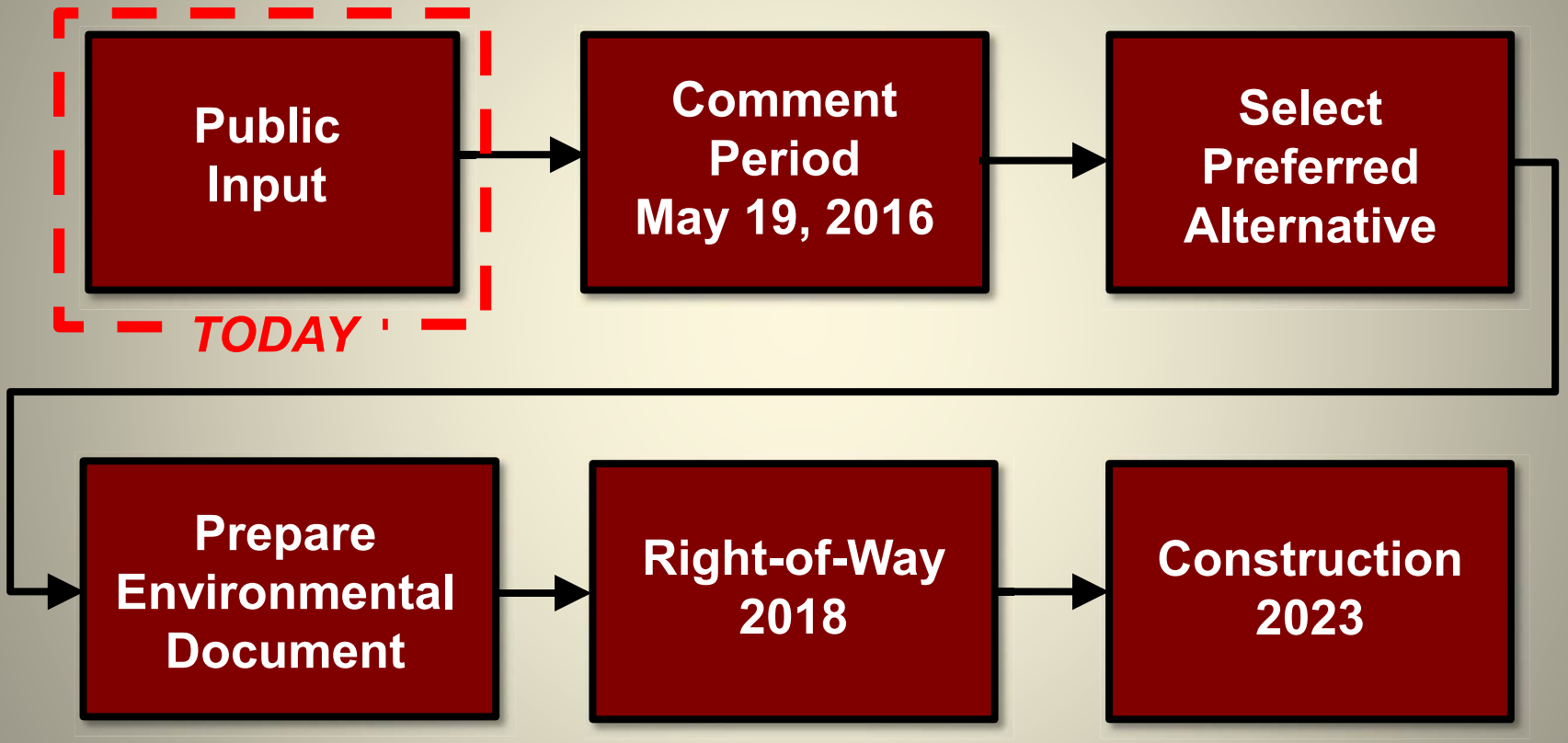
JP No. 27076(04) US-62 West of Anadarko, Caddo County
East Project Matrix

Alternative	Total Cost	Right-of-Way (Acres)	Number of Relocations	Tribal Property (acre)	Wetlands (acre)	Cultural Resources	Traffic-Dependent Businesses	Maintenance of Traffic (Lanes Closed)
A	$10.1 M	29	0	0.10	0	1	0	1
B	$10.1 M	29	0	0.10	0	1	0	0
C	$10.4 M	33	1	0.10	0	1	0	0

Identify Problem | Initial Data Collection | Preliminary Alternatives | **Alternative Screening**


NEXT STEPS

NEXT PROJECT STEPS



THANK YOU!

Please Submit Your Comments by May 19, 2016

- ✓ **Leave Your Comment Form Here Today**
- ✓ **Mail the Comment Form Back to ODOT:**

  Environmental Programs Division
  200 NE 21st Street
  Oklahoma City, OK 73105

- ✓ **Email Your Comments to ODOT-Environment@ODOT.ORG**

QUESTIONS?