



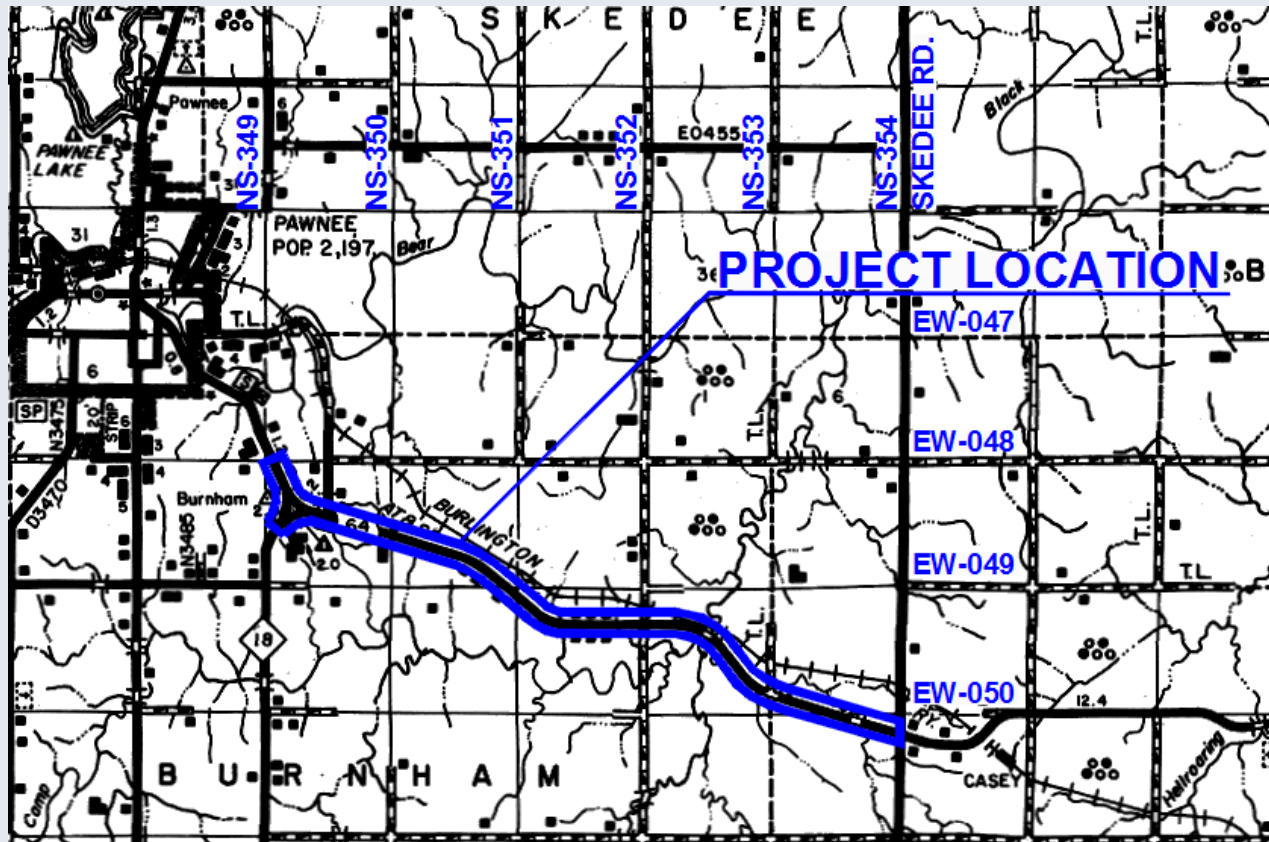
WELCOME

**PUBLIC OPEN HOUSE FOR
US-64 FROM THE SH-18
INTERSECTION
EAST 6.5 MILES**

**JANUARY 10TH, 2017
PAWNEE CITY HALL, 5:30 PM**

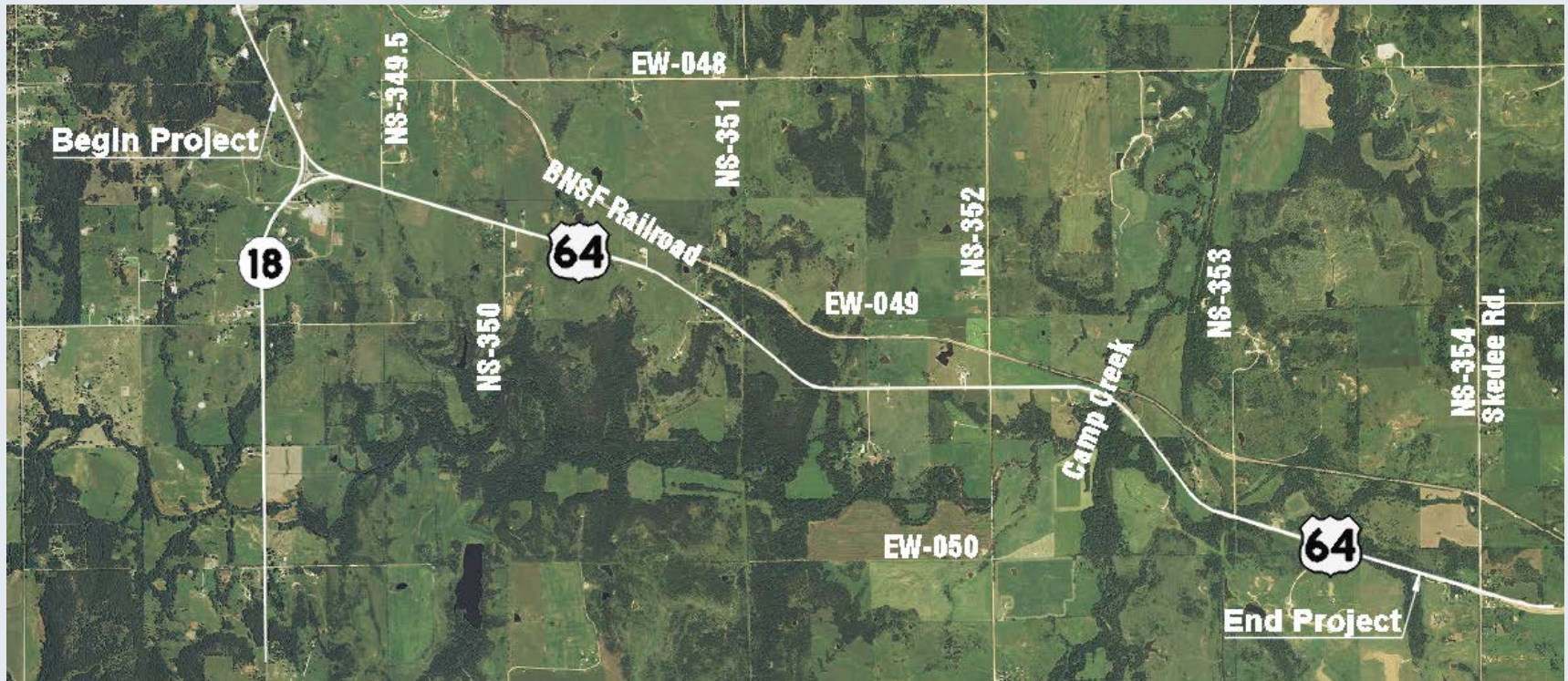
PURPOSE OF THIS OPEN HOUSE

- Present information about the proposed improvements to this section of US-64



PURPOSE OF THE PROJECT

- Improve safety on US-64 by adding shoulders, increasing sight distance and correcting unsafe curves



CURRENT PROJECT AREA INFORMATION

■ General Data

- 2-Lane Roadway
 - No Shoulders
 - Steep side slopes
 - Areas of limited sight distance
 - Areas of substandard horizontal and vertical curves



CURRENT PROJECT AREA INFORMATION

■ Traffic Data

- Current Traffic (2016): 1,500 Vehicles Per Day
- Future Traffic (2036): 2,100 Vehicles Per Day
 - 15% Heavy Trucks

■ Collision Data (2006-2016)

- Total: 28 Documented Accidents
 - 8 Personal Property Damage
 - 19 Injuries
 - 1 Fatality
- Statewide Collision Rate Comparison
 - (Rate = No. of Collisions per 100 Million Vehicle Miles)
 - Overall Collision
 - US-64 = 98.25
 - Statewide = 82.23 (For similar highways)
 - Fatal Collision
 - US-64 = 3.51
 - Statewide = 2.96 (For similar highways)
 - Visible Injury
 - US-64 = 28.07
 - Statewide = 24.59 (For similar highways)

COLLISION DATA



PROJECT CONSTRAINTS

- Property Use
- Residential Structures
- Commercial Structures
- Utilities
 - Overhead Electric
 - Underground Communication Lines
 - Underground Water Lines
 - Underground Oil and Gas Pipelines
- Potential Waters/Wetlands
- Potential Historical/Archaeological Resources
- Tribal Trust Property



PROPOSED IMPROVEMENTS



- 65 mph design speed
- Reconstruct substandard horizontal and vertical curves
- Constructed with 8' shoulders
- Flatten side slopes for improved safety
- Extend or replace drainage structures

ALTERNATIVE ALIGNMENTS SH-18 TO CAMP CREEK

■ Alternative 1

■ Along Existing

- Impractical Construction
 - Temporary Roadway Costs
 - 38 Mile Detour

■ Alternative 2

■ South Offset

- Crossovers at curves
 - Difficult Construction
 - Temporary Pavement and Easements
 - Increased Construction Cost
- Increased Utility Relocations
- Right-of-Way Acquisition
 - Commercial Buildings/Traditional Homes
 - Tribal Trust Property

■ Alternative 3

■ North Offset

- Simplified Construction
 - Reduced Construction Cost
- Fewer Utility Relocations
- Right-of-Way Acquisition
 - Mobile homes/Shop building
 - Tribal Trust Property

ALTERNATIVE ALIGNMENTS CAMP CREEK TO SKEDEE ROAD

■ Alternative 1

- Along Existing
 - Impractical Construction
 - Temporary Roadway
 - 48.7 Mile Detour

■ Alternative 2

- South Offset
 - Crossovers at curve
 - Near old Railroad Crossing
 - Impractical Construction
 - Increased Construction Cost
 - Increased Utility Relocations

■ Alternative 3

- North Offset
 - Stream Impacts
 - About 1,500 feet west of Skedee Road

■ Alternative 4

- Far North Offset
(East of Camp Creek)
 - Avoid Stream Impacts
 - Simplified Construction
 - Reduced Construction Cost
 - Minimal Utility Relocations

OFFSET ALIGNMENT



OFFSET ALIGNMENT



OFFSET ALIGNMENT



SH-18



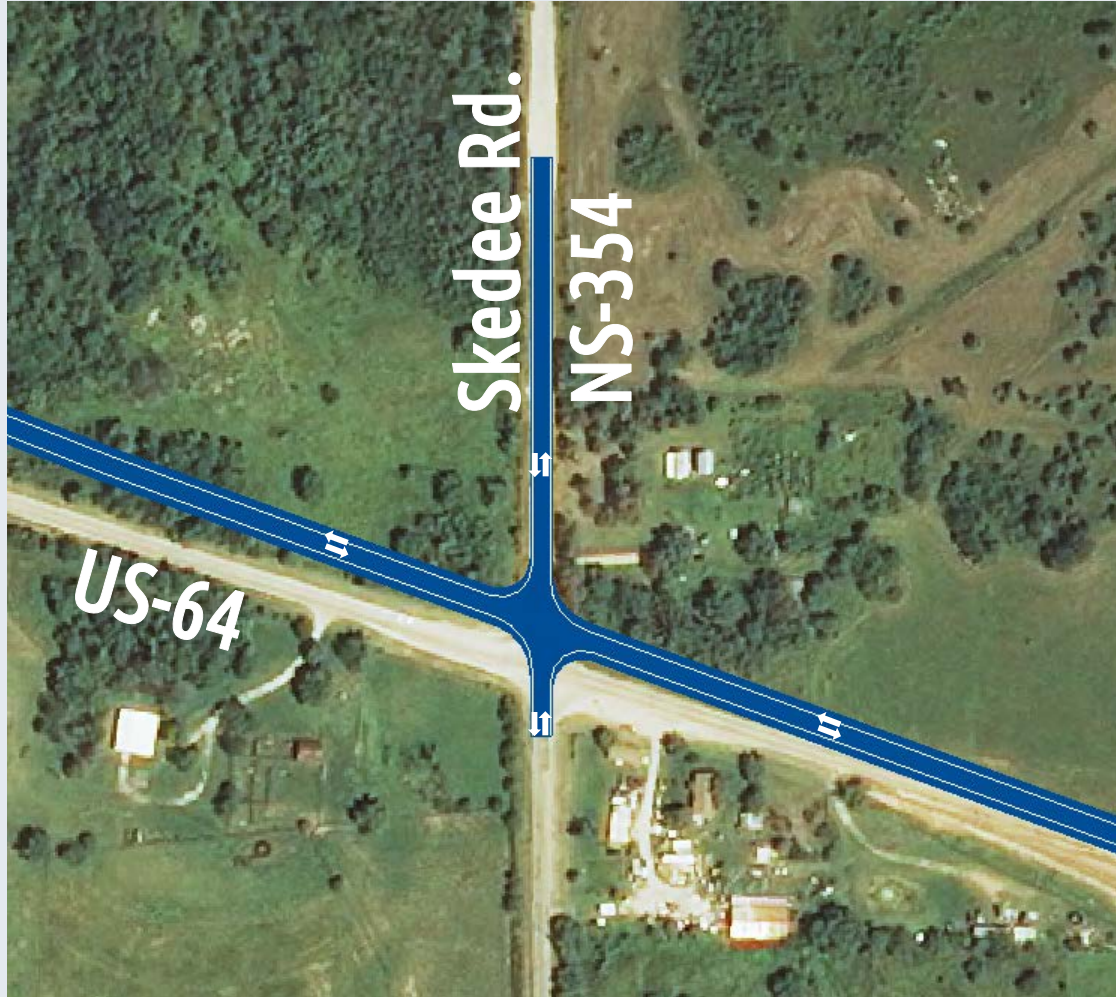
CAMP CREEK



FURTHER NORTH OFFSET AT UNNAMED TRIBUTARY TO CAMP CREEK



SKEDEE ROAD



PROJECT IMPACTS

■ Potential Impacts

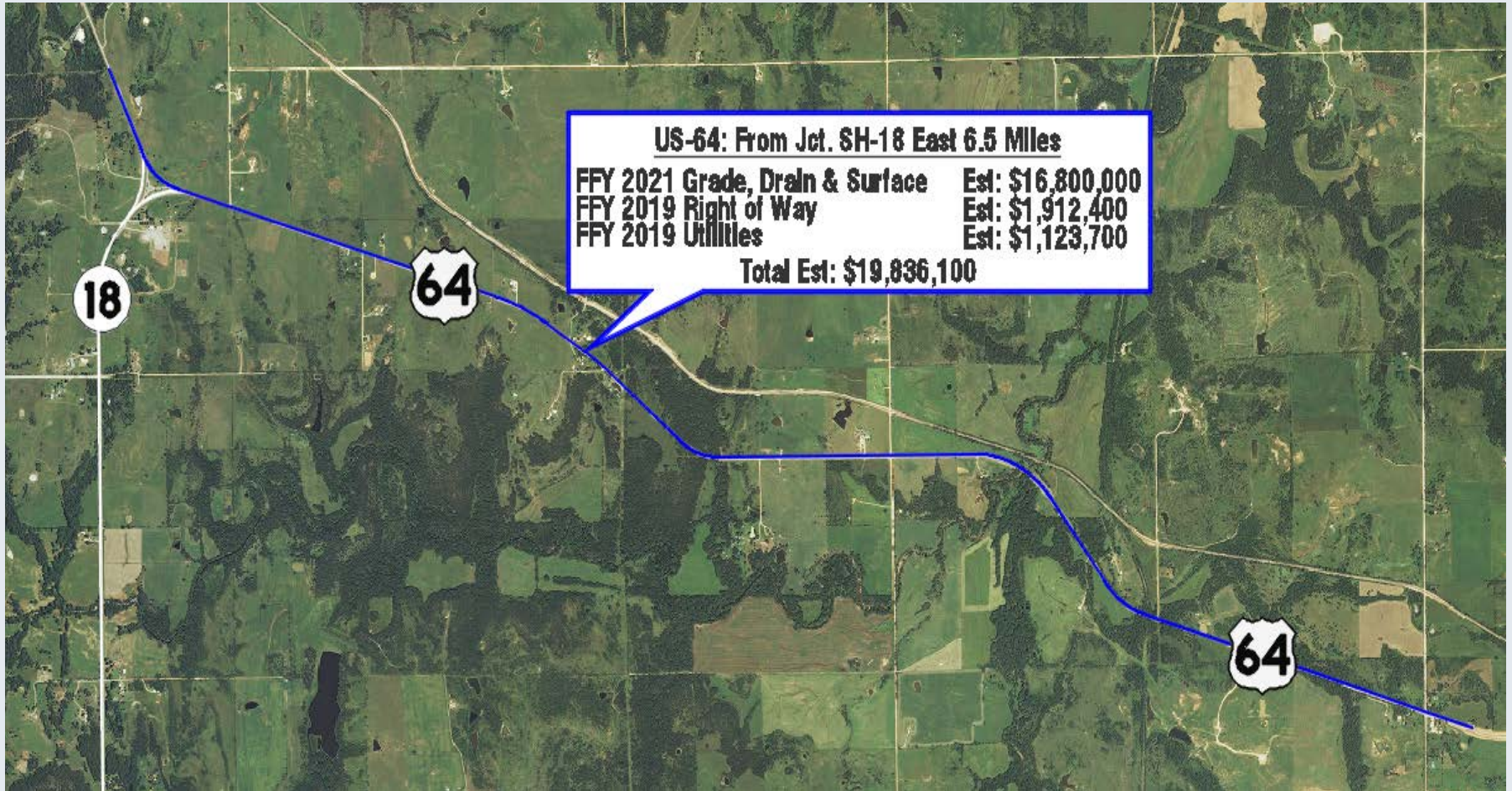
- Some acquisition of private property
- Some farmland loss
- Some acquisition of tribal trust property
- Residential and commercial property relocations

DURING CONSTRUCTION

- Maintain traffic during construction



CONSTRUCTION SCHEDULE





NEXT STEPS

- Receive comments from public
- Complete environmental studies document and obtain approval from FHWA
- Preliminary design
- Right-of-way acquisition and utility relocation
- Final design
- Construction

THANK YOU!

Thank You For Attending Today's Open House For More Information on the Project, Contact

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Please submit all comments by Tuesday, January 24th, 2017

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