



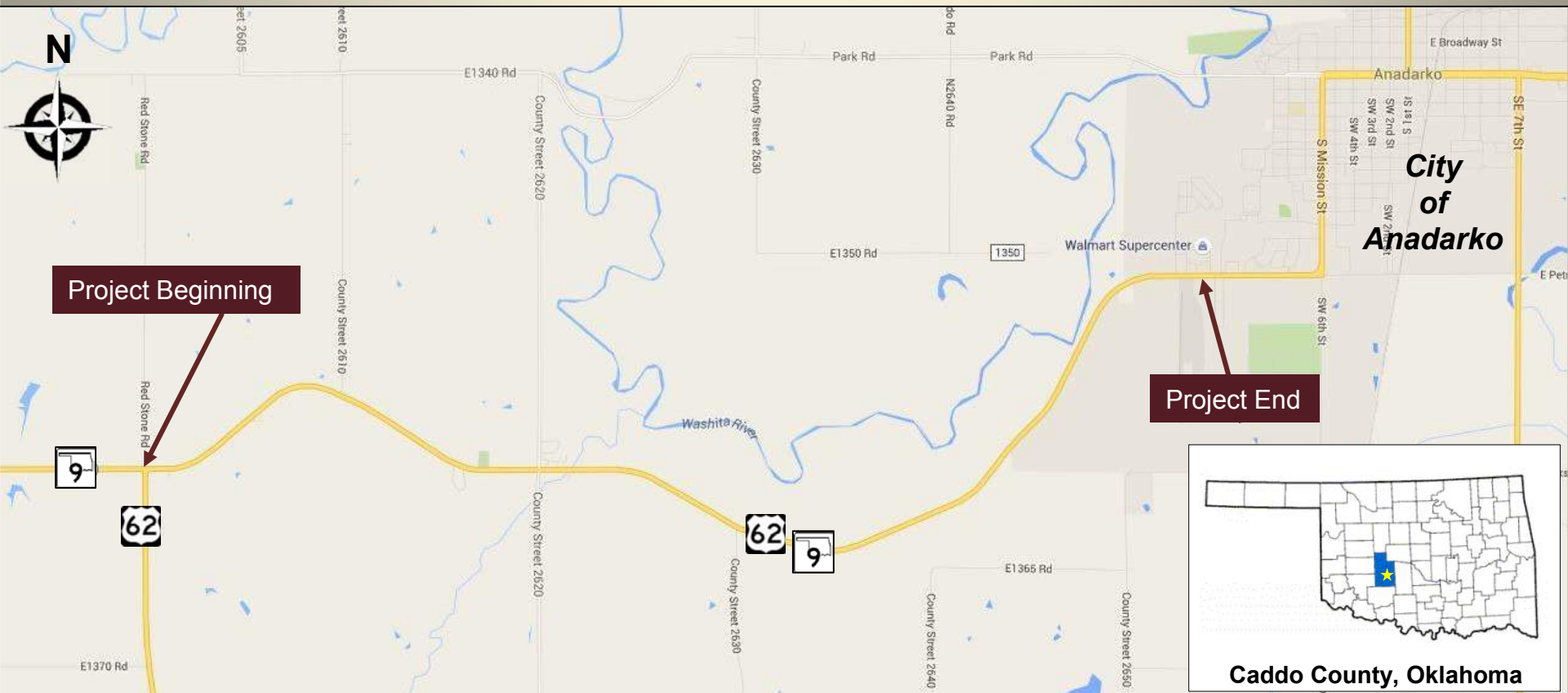
WELCOME

**Public Meeting For
US-62 From SH-9 to Anadarko,
Caddo County**

May 5, 2016

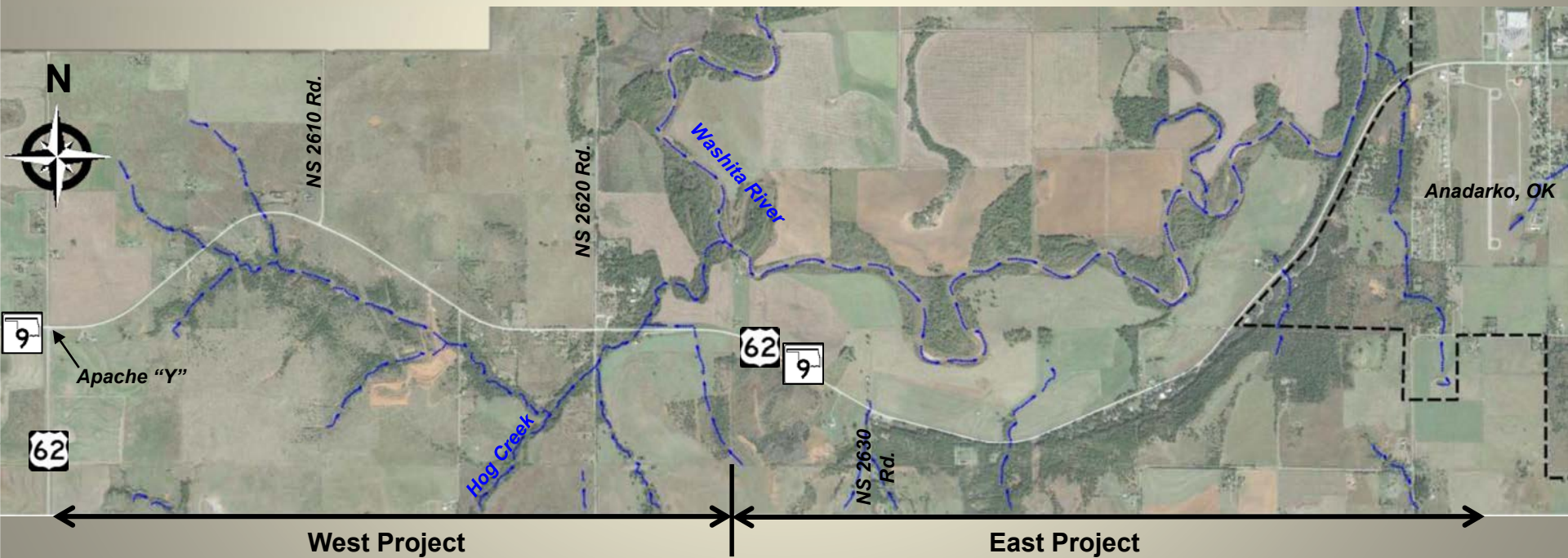
PURPOSE OF THIS MEETING

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

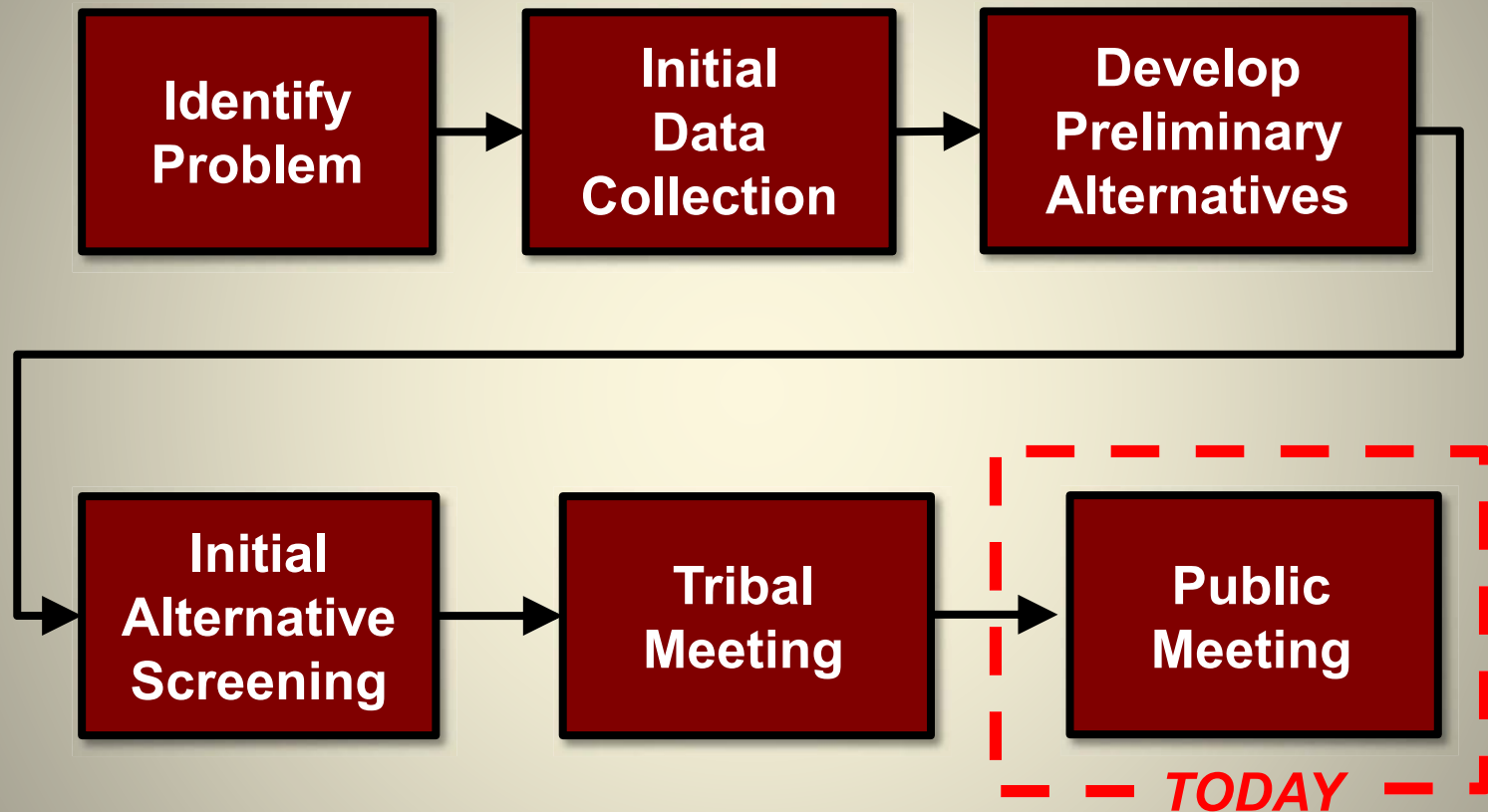


PURPOSE OF THE PROJECT

...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

OKLAHOMA DEPARTMENT OF TRANSPORTATION
S.H. 9 / U.S. 62
PUBLIC MEETING
02-28-2012 @ 6:00pm
Anadarko High School Library
1400 Warrior Dr, Anadarko, OK 73005

Welcome to the Oklahoma Department of Transportation (ODOT) Public Meeting for S.H. 9 / U.S. 62 in Caddo County, OK

PURPOSE OF THIS MEETING
The purpose of this meeting is to inform the public & solicit comments about the Department's proposed projects to improve S.H. 9 from the Apache New Road to U.S. 62 and U.S. 62 from the Apache New Road east for 6.53 miles in Caddo County, OK.

PURPOSE OF THIS PROJECT
The purpose of the projects are to improve the continuation of high-visibility interchanges & to provide for increased safety along the segment of S.H. 9 & Federal Highway beginning just SW of H. Code crossing East to Anadarko.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve S.H. 9 East of H. Code & US-62 West of Anadarko in Caddo County, OK. The proposed improvements will provide for re-construction on present alignment in some extent, an offset alignment in others, and for the addition of 8' paved shoulders throughout. A the replacement / reconstruction of bridges & structures along the described corridor. The proposed improvement consists of two separate projects. The West project begins 1.85 miles West of US-62 on SH-9 & extends East to the US-62 junction, the East project begins at the US-62 junction, extending East for 6.13 miles to the south to gutter section in Anadarko.

TYPICAL BRIDGE REPLACEMENT
A 2-Lane undivided bridge crossing over a creek / drain / culvert / other roadway.

2-LANE UNDIVIDED TYPICAL SECTION
A 2-Lane undivided typical section of roadway includes two (2) 12' Driving Lanes, and 8' shoulders on each side.

PROJECT INFORMATION

- Estimated Total Cost of this project: \$10.4 million
- Estimated Total Cost of this project: \$1.78 million
- Estimated Total Cost of this project: \$1.78 million
- Right-of-Way & Utility Relocation to West Project: 2012
- Right-of-Way & Utility Relocation to East Project: 2012
- Construction on the West project scheduled to begin in 2012
- Construction on the East project scheduled to begin in 2012

DIVISION 7 INFORMATION

- Construction Mileage: 20.00 Miles
- Total Lanes Miles: 1,425.00
- Total Interstate Miles: 35.32
- Total Bridges: 790
- Counties Served: 9

QUESTIONS? COMMENTS?
If you have any questions or comments about the Oklahoma Department of Transportation's proposed project, please visit www.odot.org/meetings/other.php to fill out an official comment form, or send an email to meetschedule@odot.org for any questions you have.

Visit us on your mobile device. Use the QR code to the right with your favorite mobile app. Or, visit www.odot.org on the go.

OKLAHOMA DEPARTMENT OF TRANSPORTATION Planning & Program Development Planning Collaboration Branch 300 N.W. 46th St. 9th Fl. Oklahoma City, OK 73107

OklaHoma
Keep Our Land Grand

PROJECT LOCATION MAP / WEST PROJECT (SH-9)

PROJECT LOCATION MAP / EAST PROJECT (US-62)



Identify Problem

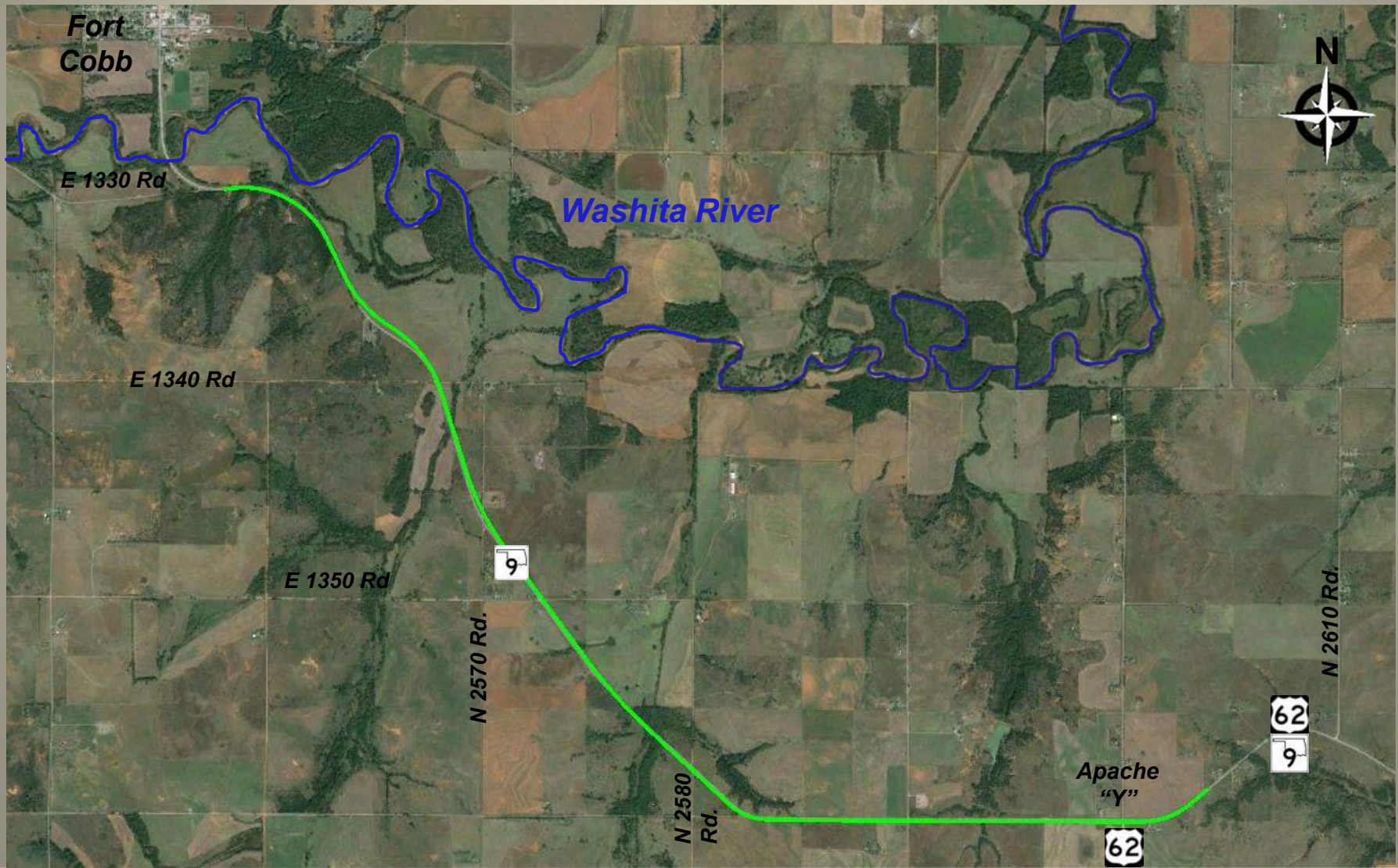
Initial Data Collection

Preliminary Alternatives

Alternative Screening

CORRIDOR WIDE IMPROVEMENTS

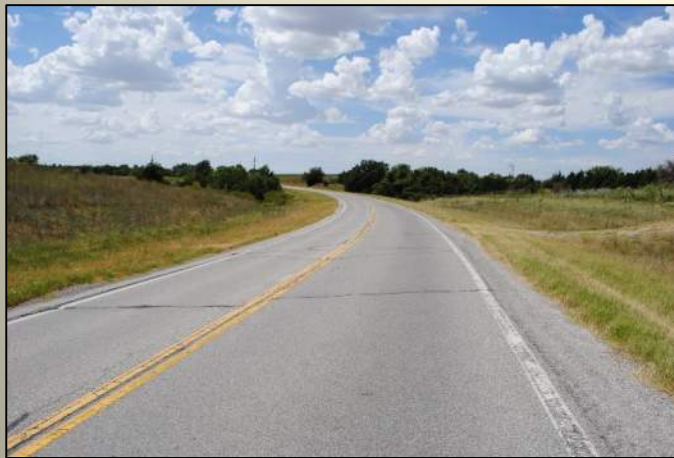
- SH-9 From Fort Cobb to US-62 (Apache “Y”)



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)



**Identify
Problem**

**Initial Data
Collection**

**Preliminary
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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)



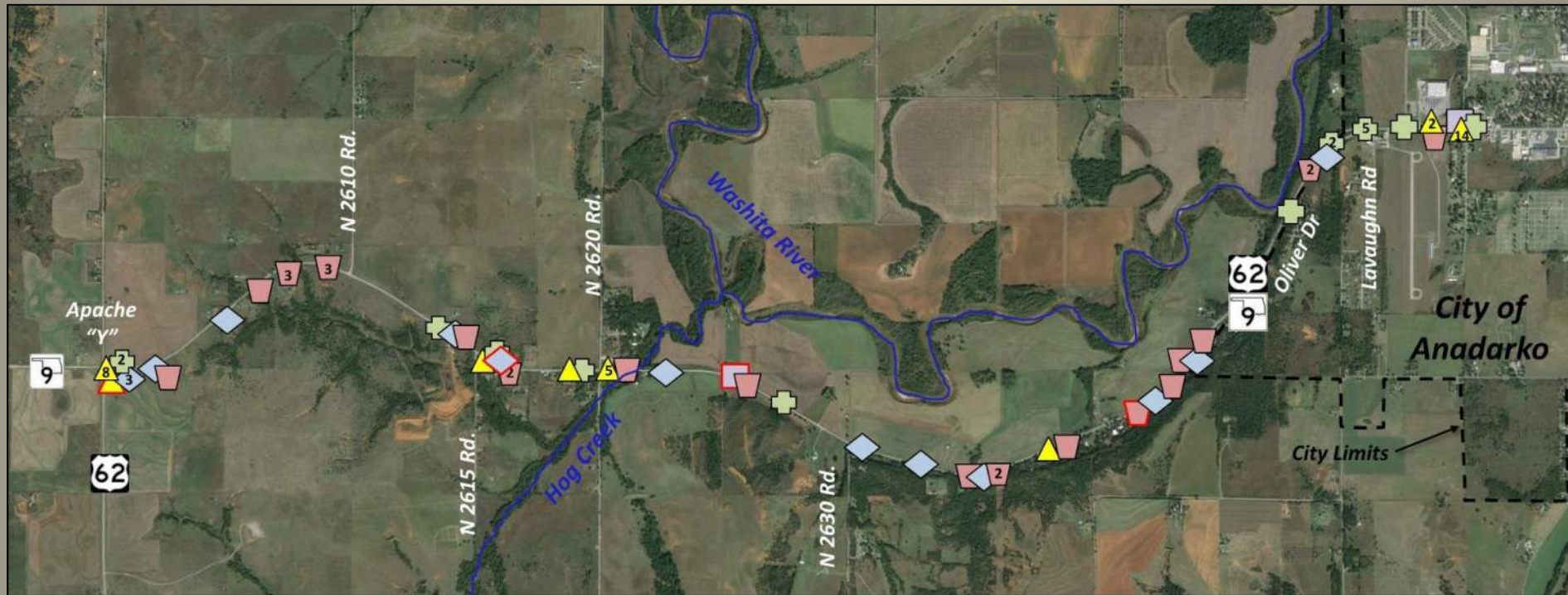
**Identify
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Screening**

COLLISION DATA



Legend

- ▲ Angle Turn
- ▭ Rollover
- ◆ Fixed Object
- ▭ Head-on
- + Other

Note- Red outline denotes collision resulting in a fatality



Crash Data
2009-2015
US-62 West of
Anadarko

Figure
3-1
Sept 2015



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



**Identify
Problem**

**Initial Data
Collection**

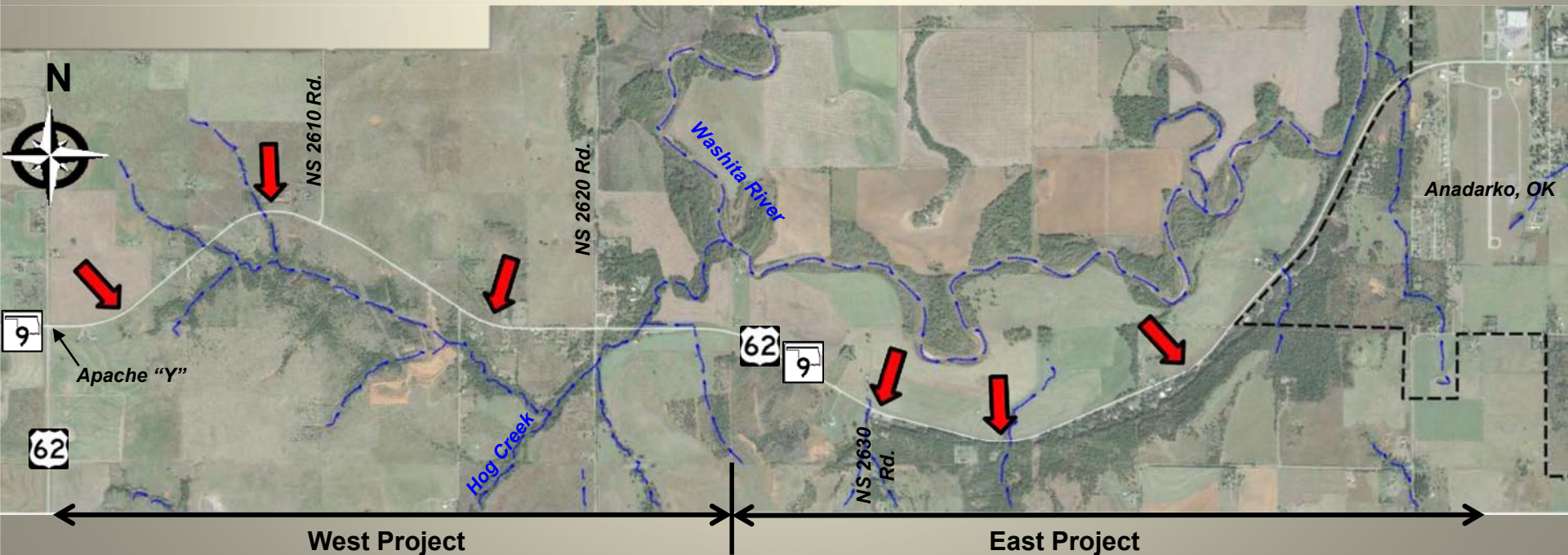
**Preliminary
Alternatives**

**Alternative
Screening**

EXISTING CONDITIONS WARRANT IMPROVEMENT

■ Roadway Deficiencies

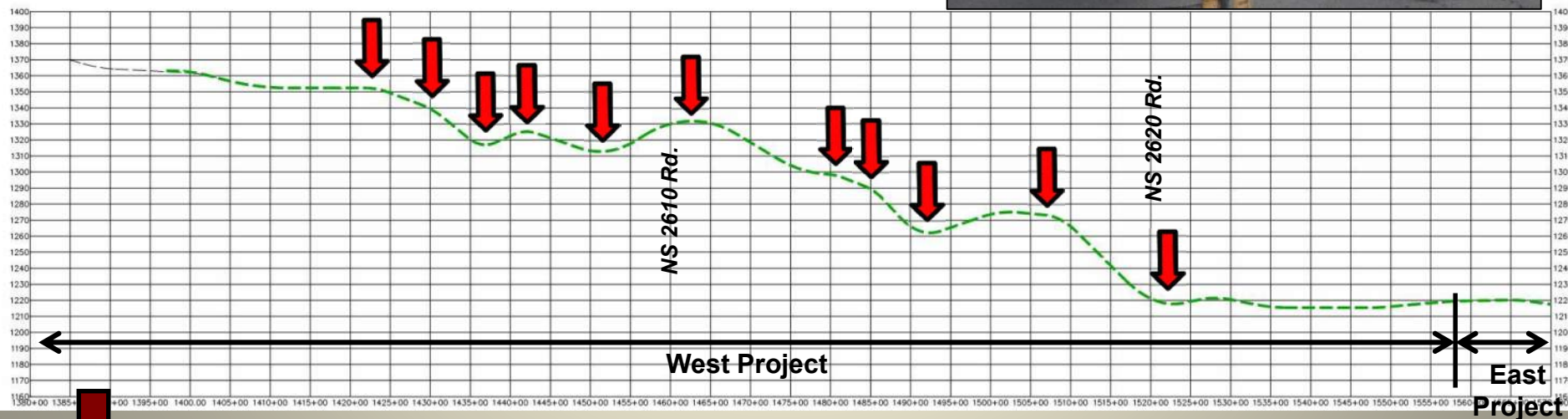
- Narrow Shoulders
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EXISTING CONDITIONS WARRANT IMPROVEMENT

Roadway Deficiencies

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



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A landscape photograph showing a road on the left with a metal guardrail. The road is bordered by tall grass. To the right of the guardrail is a grassy field with scattered trees and a dirt path. In the background, there is a dense line of trees and a utility pole. The sky is blue with many white clouds.

STUDY AREA CONSTRAINTS

PROJECT CONSTRAINTS

Identified Project Constraints

- Topography
- Homes & Businesses
 - Driveways
 - Local Access
- Utilities
- Tribal Properties & Cultural Sites
- Environmental Resources



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Screening

PROJECT CONSTRAINTS

Identified Project Constraints

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Screening

PROJECT CONSTRAINTS

Identified Project Constraints

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- Homes & Businesses
 - Driveways
 - Local Access
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Identify
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**Initial Data
Collection**

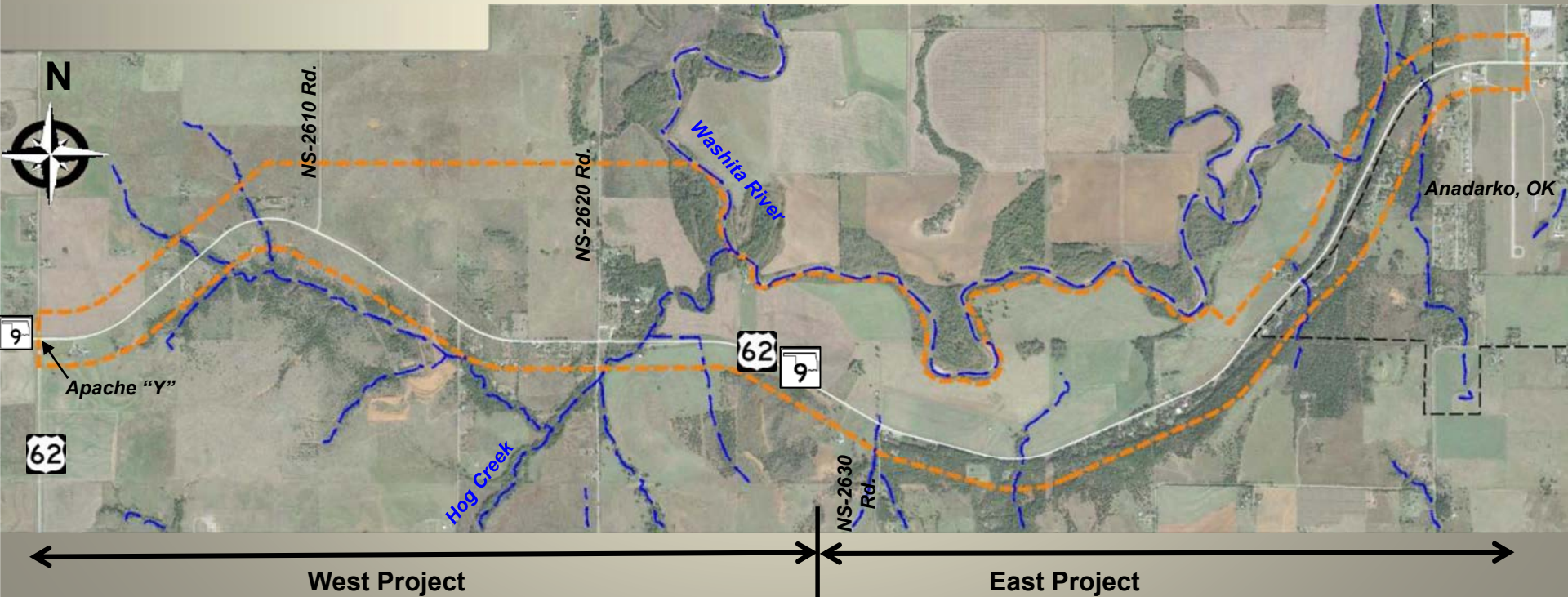
Preliminary
Alternatives

Alternative
Screening

PROJECT CONSTRAINTS

■ Data Collection Area

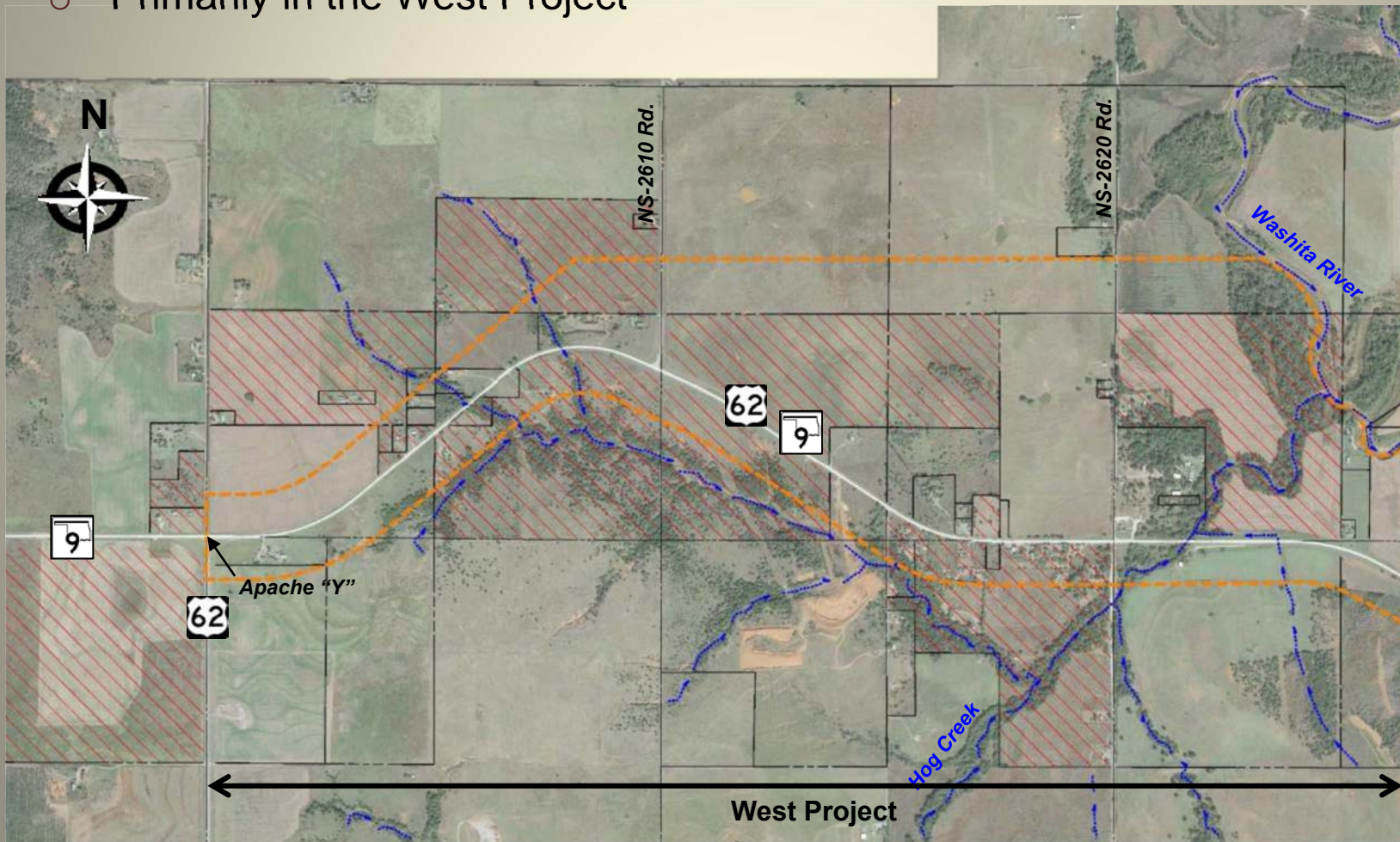
- Encompassed all Alternatives
- Database Research and Field Reconnaissance



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
- Ware's Cemetery
- Grave Site (Helen James Died 1912?)



PROJECT CONSTRAINTS

■ Tribal Church and Cemetery

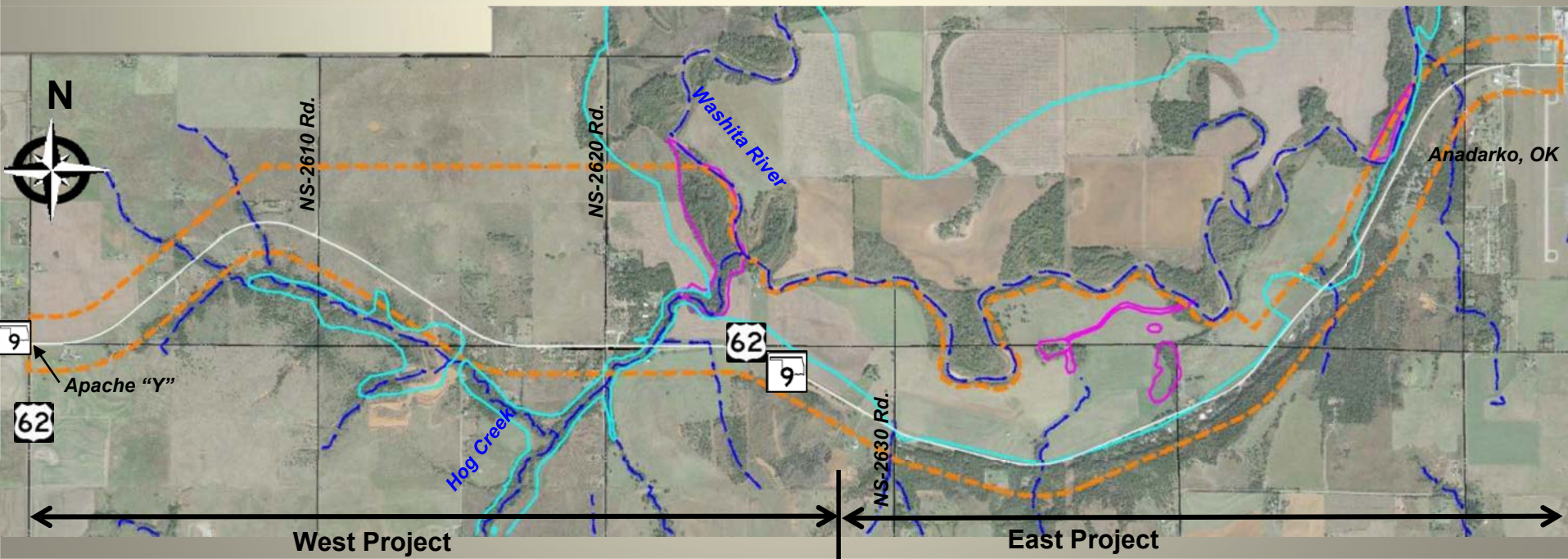
- Ware's Chapel
- Ware's Cemetery
- Grave Site (Helen James Died 1912?)



PROJECT CONSTRAINTS

Wetlands and Streams

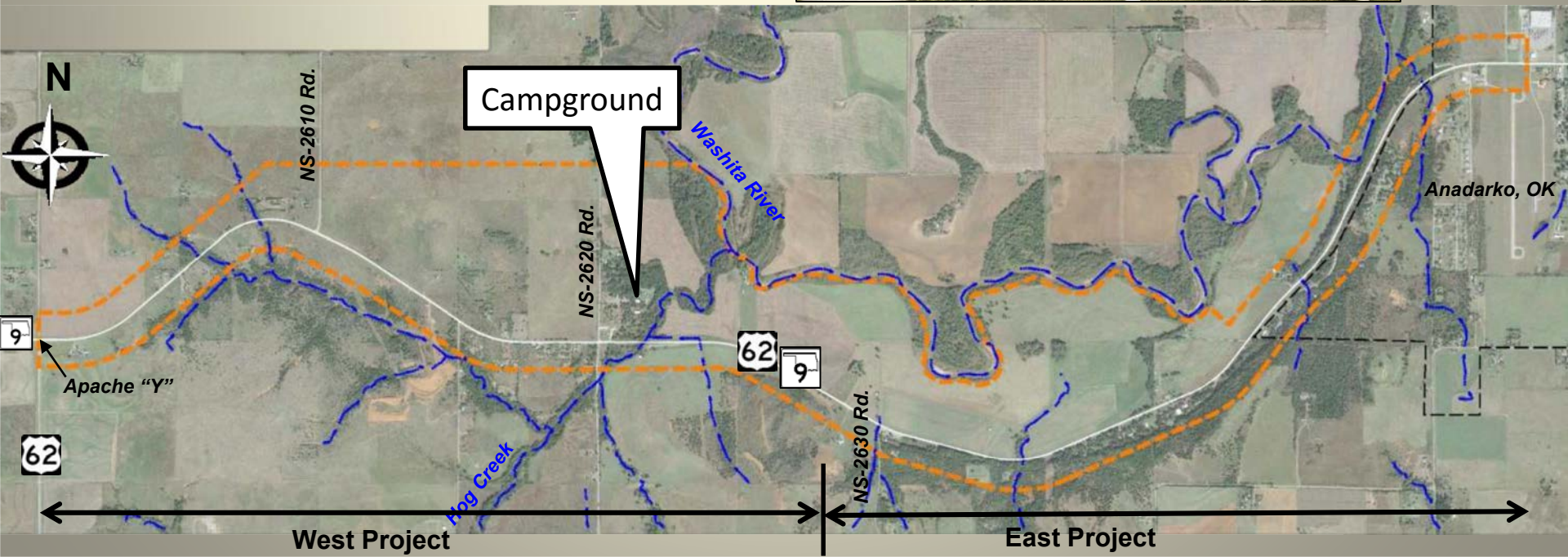
- Streams – Hog Creek & Tributaries, Washita River
- Wetlands – Associated With Washita River
- Large Floodplain



PROJECT CONSTRAINTS

■ Cultural Resources

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





DEVELOPMENT OF ALTERNATIVES

DEVELOPMENT OF ALTERNATIVES

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

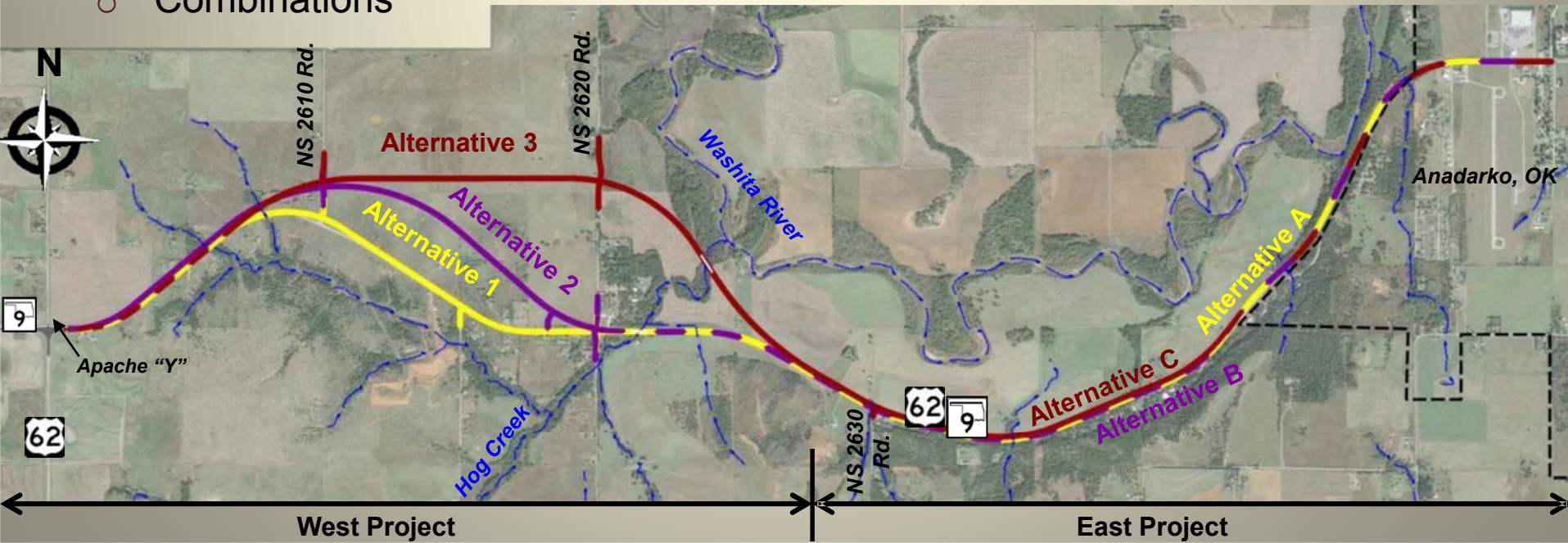
**Preliminary
Alternatives**

Alternative
Screening

ALTERNATIVES OVERVIEW

Overview

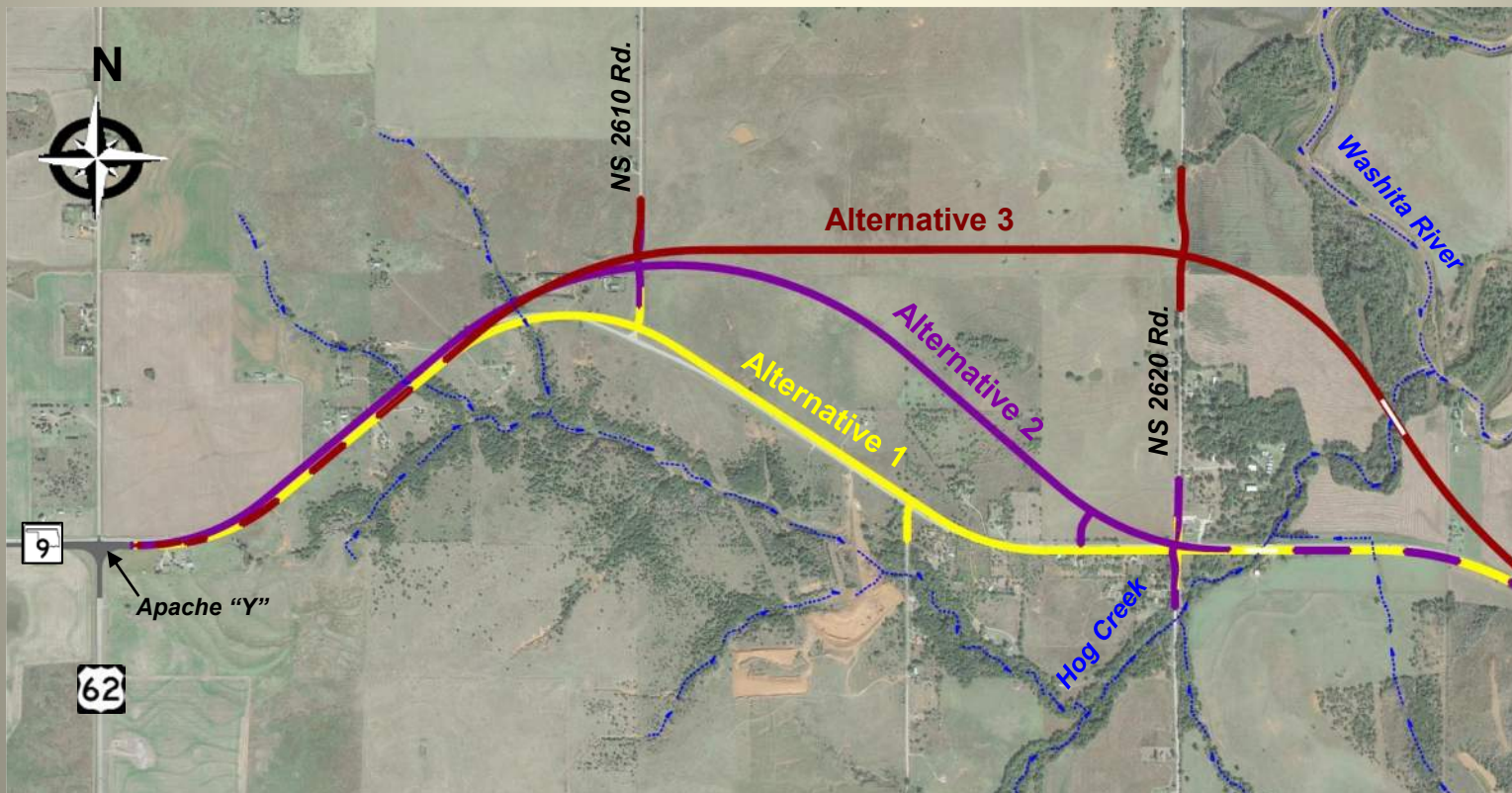
- West Project – Alternatives 1, 2 and 3
 - Different Alignments Cross Country
 - Hog Creek Bridge
 - County Road Intersections With Heavier Movement
- East Project – Alternatives A, B and C
 - Different Offsets – North
 - Far East End – All Centered on Existing
 - Horizontal Curve Corrections
- Combinations



ALTERNATIVES - WEST PROJECT

Overview

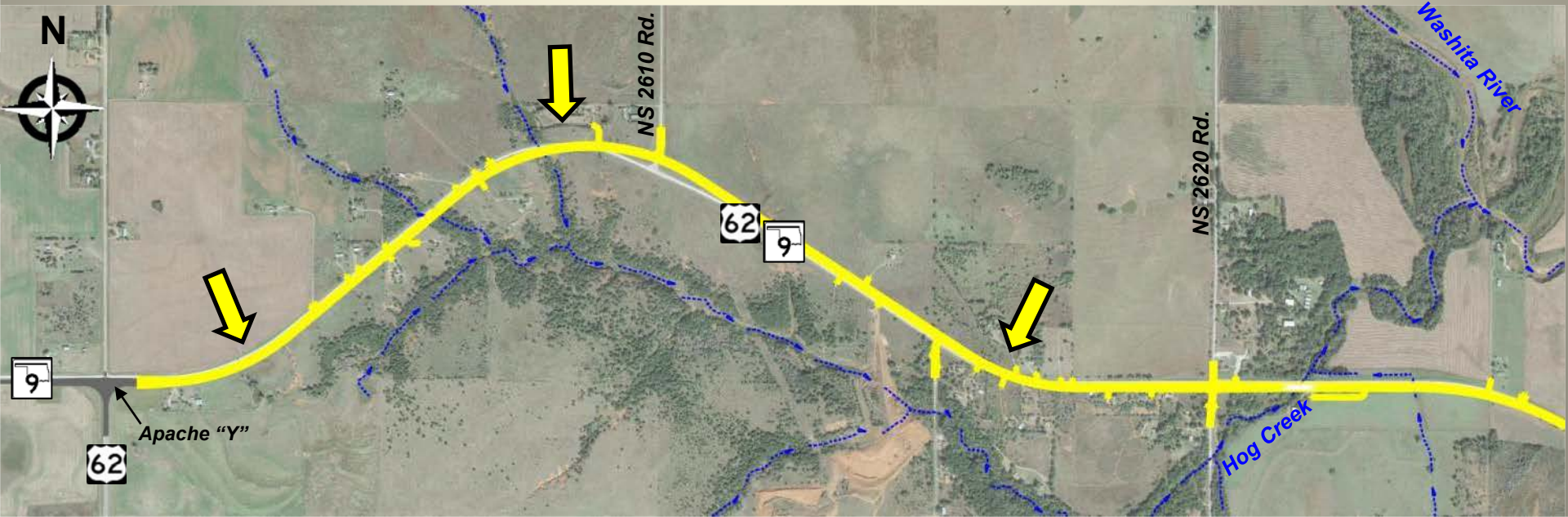
- West Project – Alternatives 1, 2, and 3
 - Different Alignments Cross Country
 - Hog Creek Bridge
 - County Road Intersections With Heavier Movement
 - South Alternative – Floodplain, NRCS Dam, & Reservoir



ALTERNATIVE 1

Overview

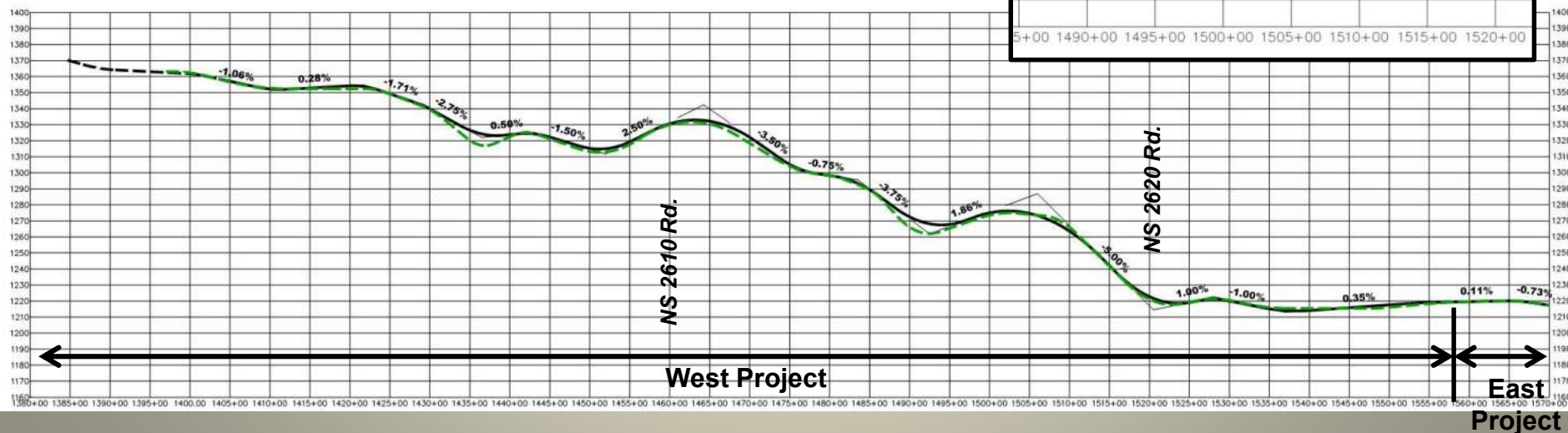
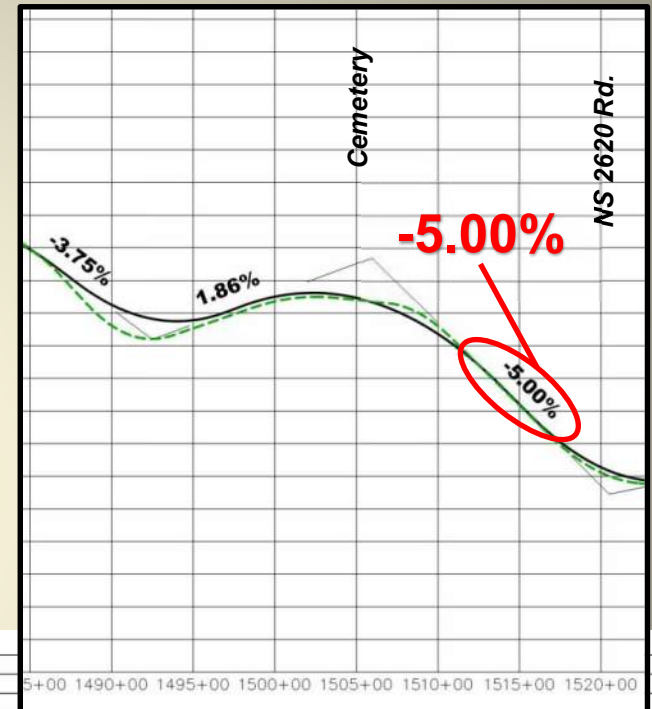
- Aligns With Improvements at Apache Y
- Closest to Existing Alignment
- Key Features
 - Offset 50 feet South
 - Three Curves Greater Than 6% Superelevation
 - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.



ALTERNATIVE 1

Overview

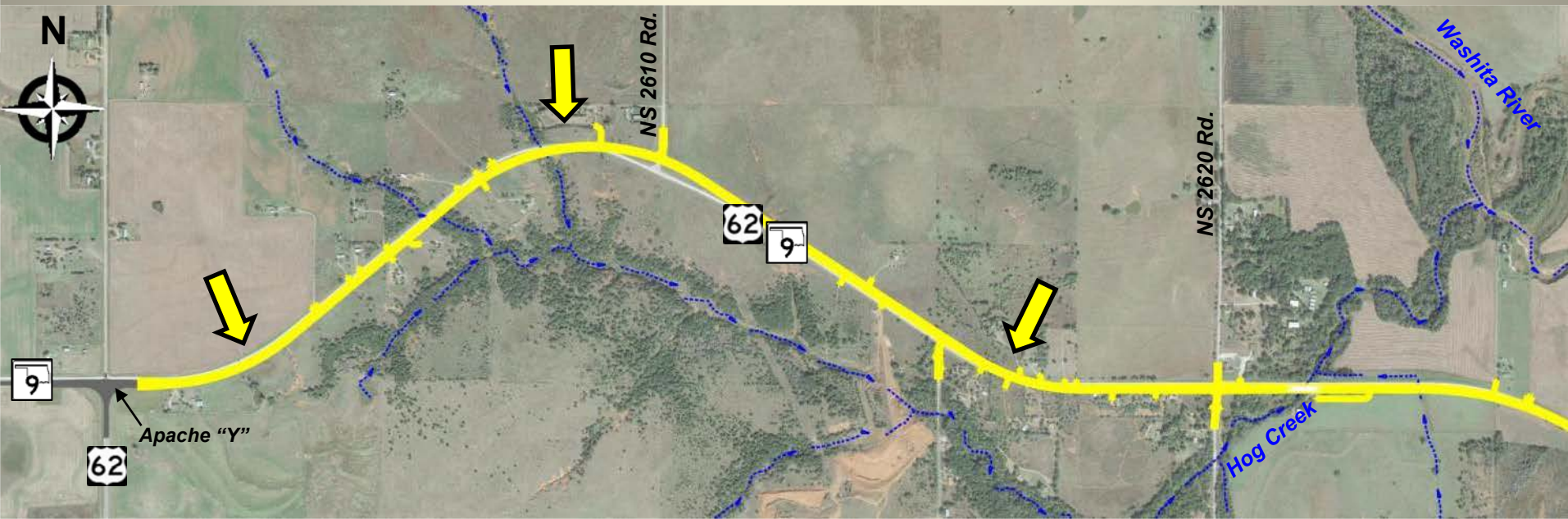
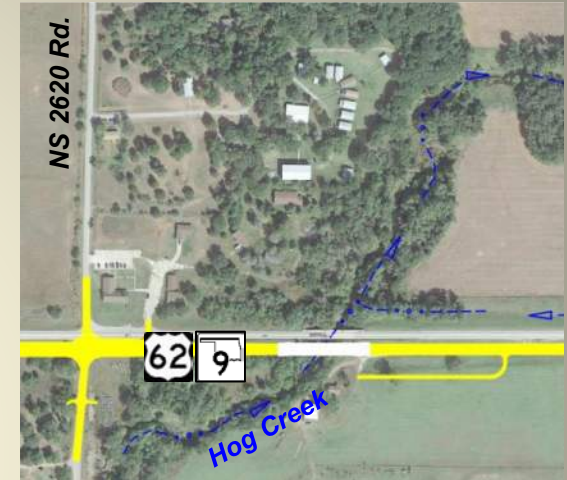
- Aligns With Improvements at Apache Y
- Closest to Existing Alignment
- Key Features
 - Offset 50 Feet South
 - Three Curves Greater Than 6% Superelevation
 - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
 - Steep Grade West of NS 2620 Rd., 5%



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
 - Steep Grade West of NS 2620 Rd.
 - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
 - Steep Grade West of NS 2620 Rd., 5%
- Bridge Over Hog Creek Offset to South – 50 Feet



ALTERNATIVE 2

Overview

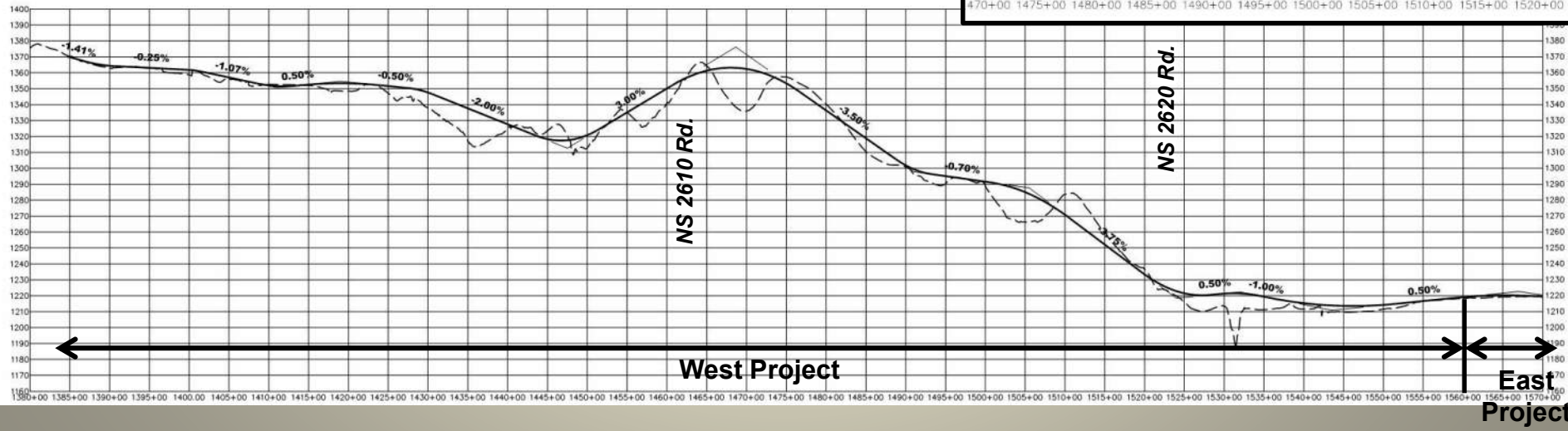
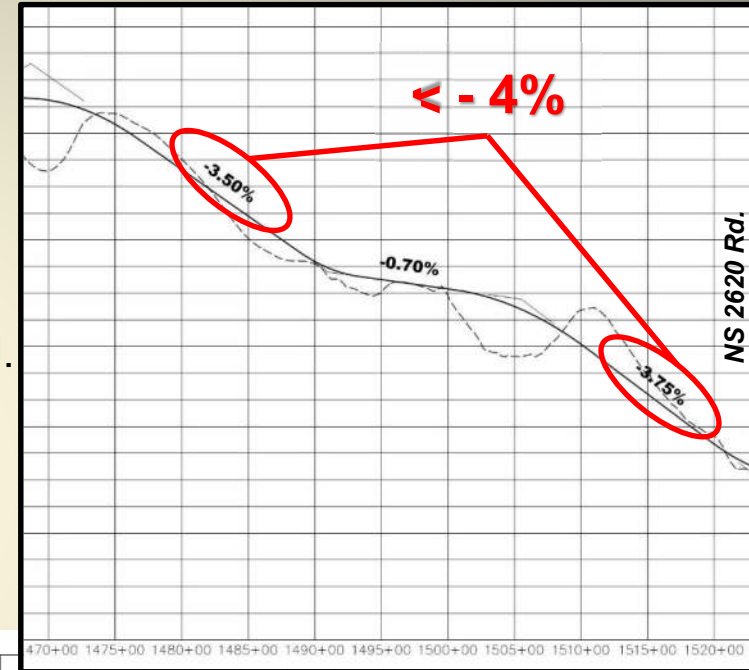
- Aligns With Improvements at Apache Y
- Key Features
 - Offset 35 Feet North
 - Two Curves Greater Than 6% Superelevation
 - Climbing Lane
 - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.



ALTERNATIVE 2

Overview

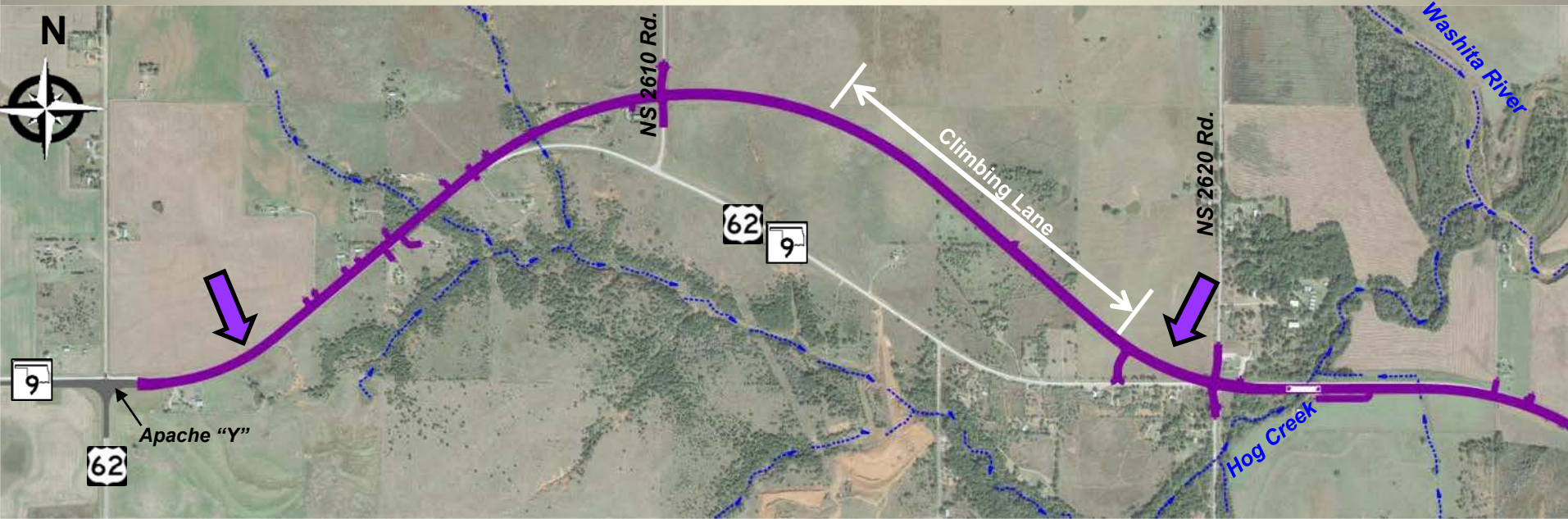
- Aligns With Improvements at Apache Y
- Key Features
 - Offset 35 Feet North
 - Two Curves Greater Than 6% Superelevation
 - Climbing Lane
 - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
 - Improve Grades West of NS 2620 Rd., < 4%



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.
 - 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

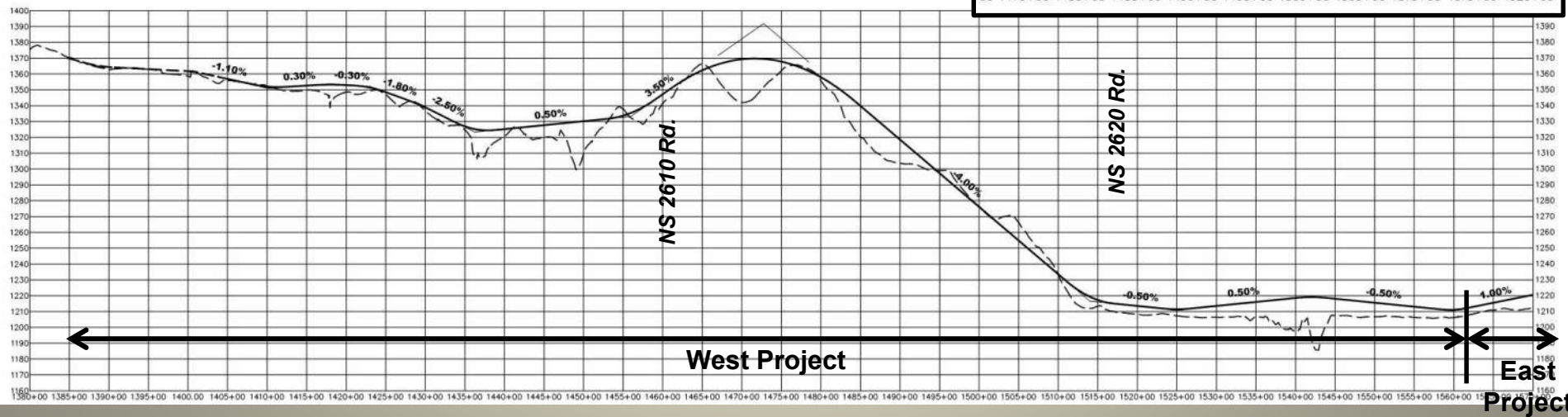
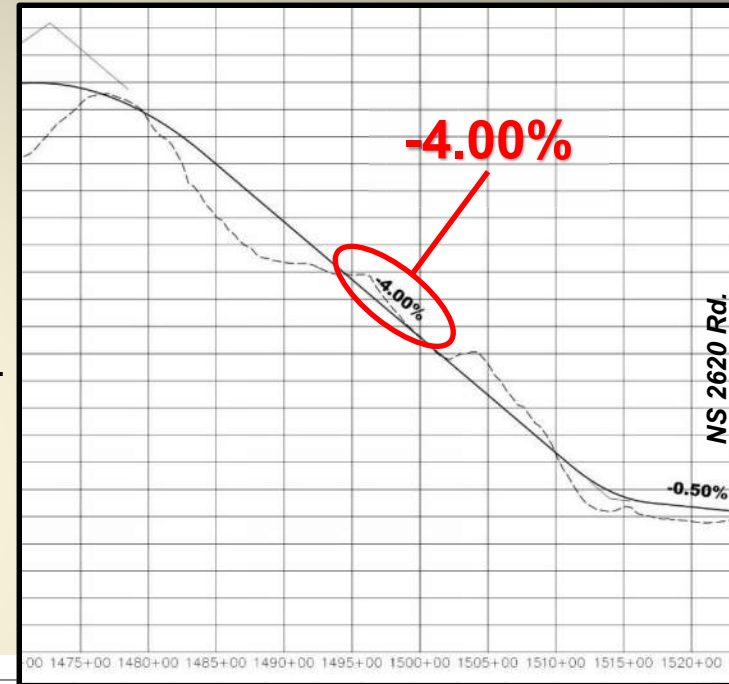
- Aligns With Improvements at Apache Y
- Key Features
 - Offset 50 Feet South
 - One Curve Greater Than 6% Superelevation
 - Climbing Lane
 - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.



ALTERNATIVE 3

Overview

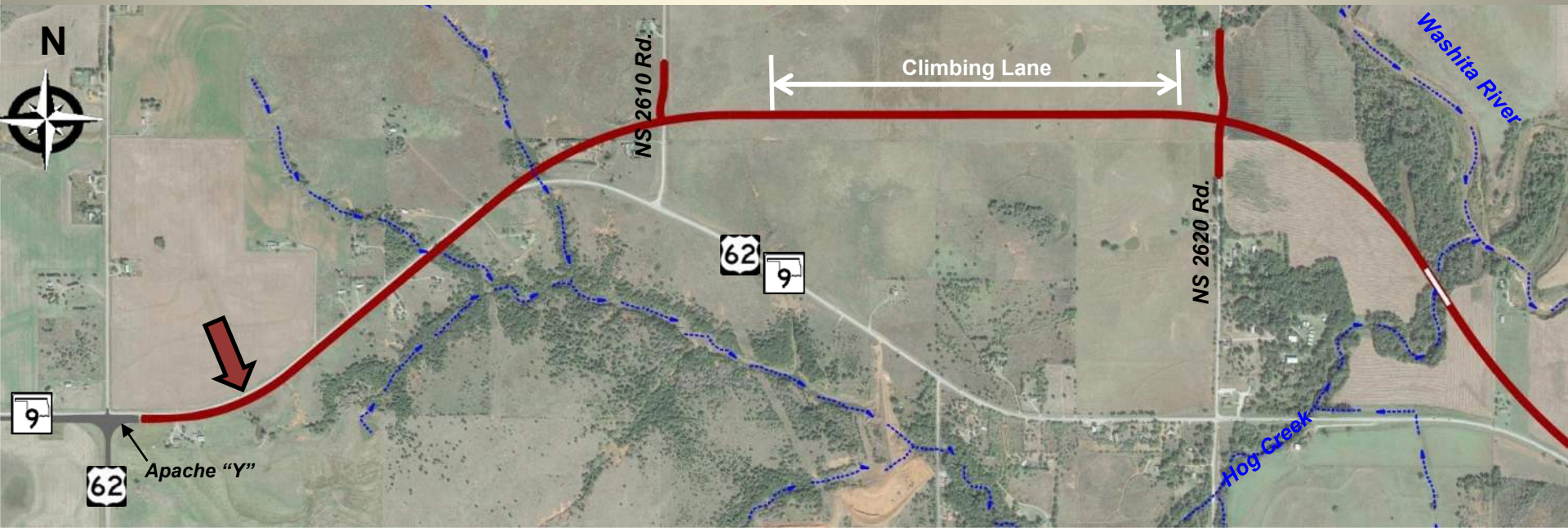
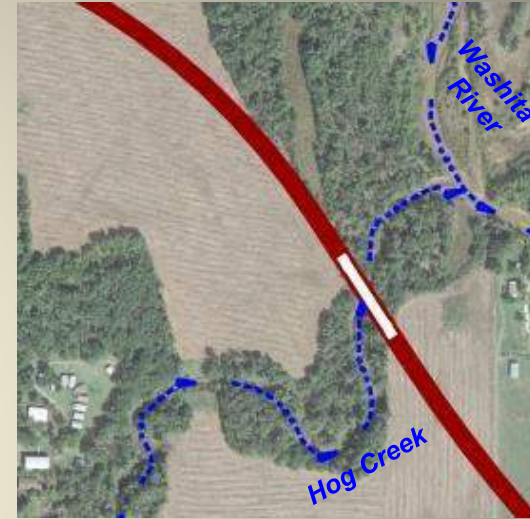
- Aligns With Improvements at Apache Y
- Key Features
 - Offset 60 Feet South
 - One Curve Greater Than 6% Superelevation
 - Climbing Lane
 - Left Turn Lanes at NS 2610 Rd. & NS 2620 Rd.
 - Improve Grades West of NS 2620 Rd., 4%



ALTERNATIVE 3

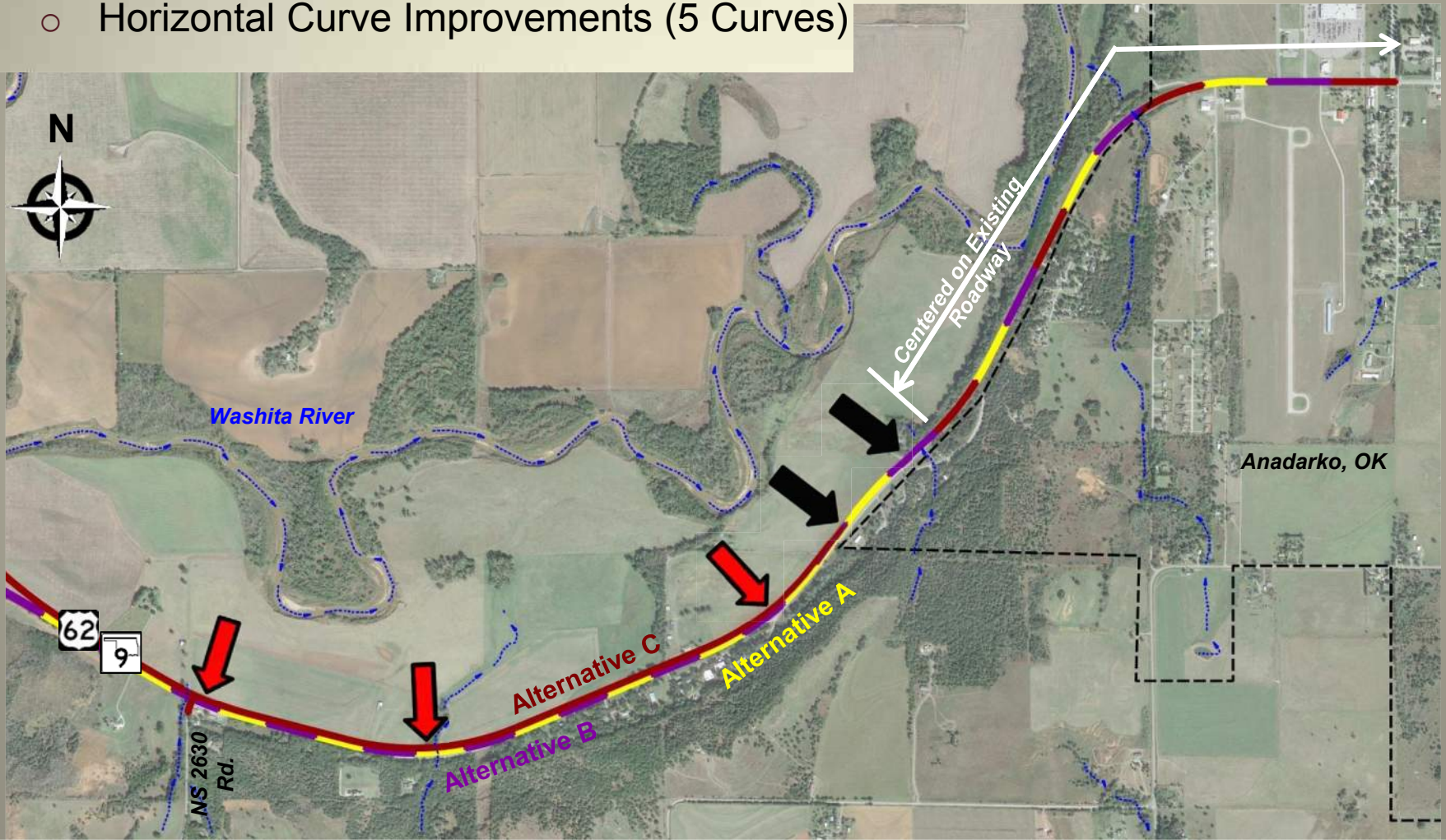
Overview

- 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%
- Bridge Over Hog Creek – Near Washita River
- Portion of Existing Highway to Remain



ALTERNATIVES – EAST PROJECT

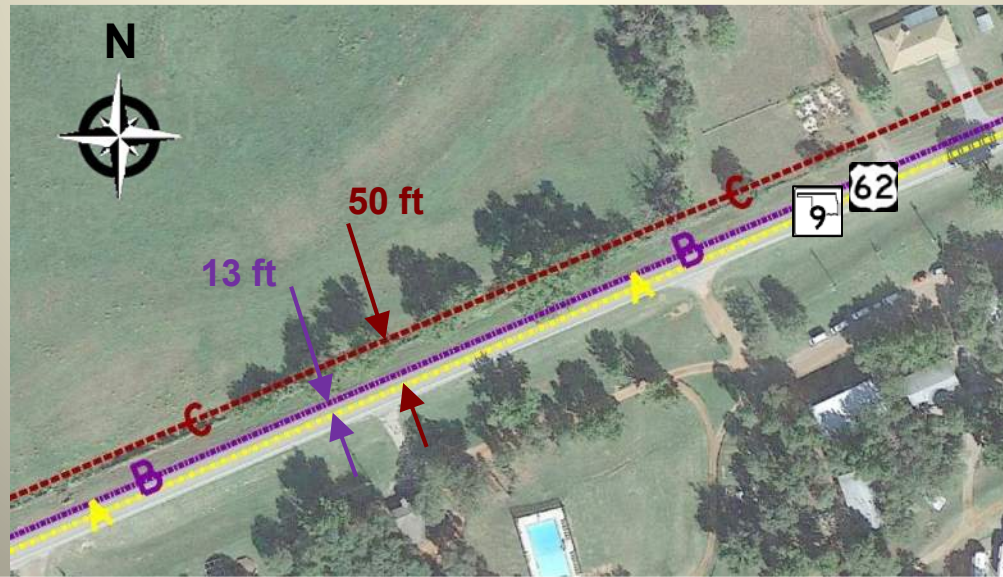
- **East Project – Alternatives A, B and C**
 - Different Offsets – North
 - Far East End – All Centered on Existing
 - Horizontal Curve Improvements (5 Curves)



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

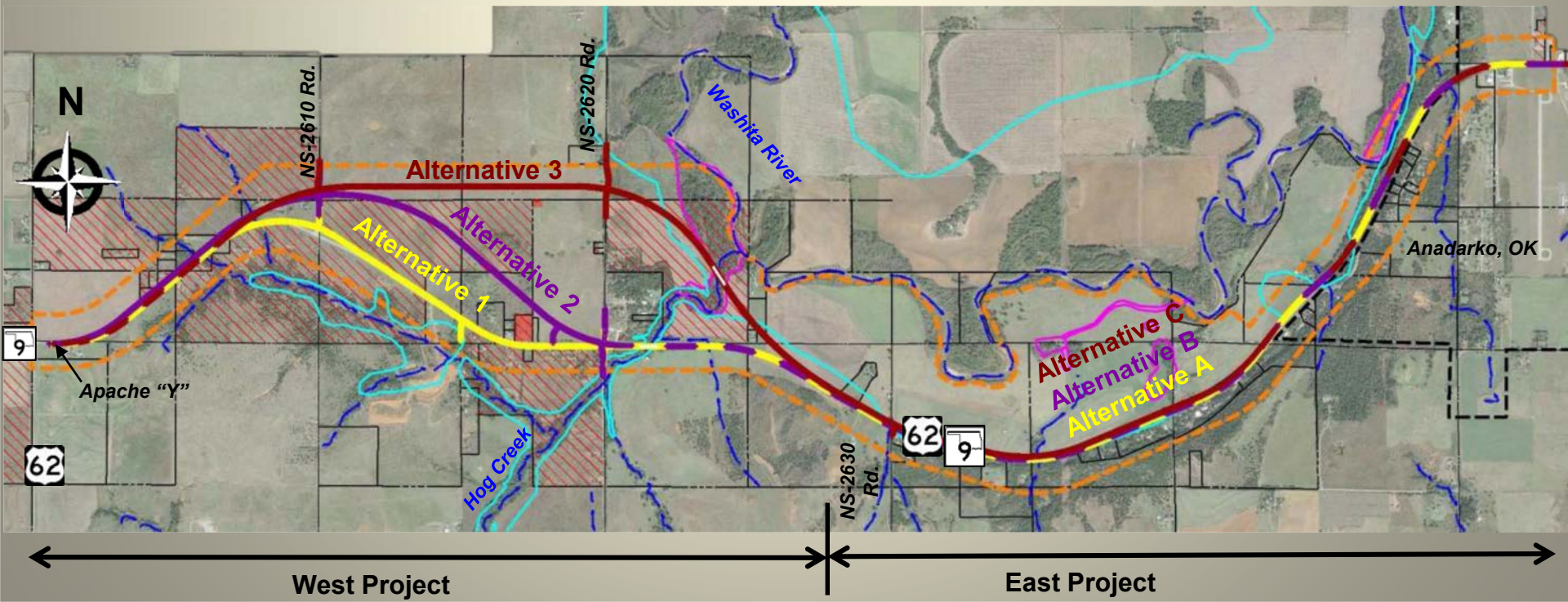


A scenic landscape featuring a paved road that curves through a grassy field. The foreground is dominated by tall, green grass. In the middle ground, a road with a guardrail leads towards a dense line of green trees. The sky is bright blue with scattered white clouds. The text "COMPARISON OF ALTERNATIVES" is overlaid in the center in a large, white, bold font with a black outline.

COMPARISON OF ALTERNATIVES

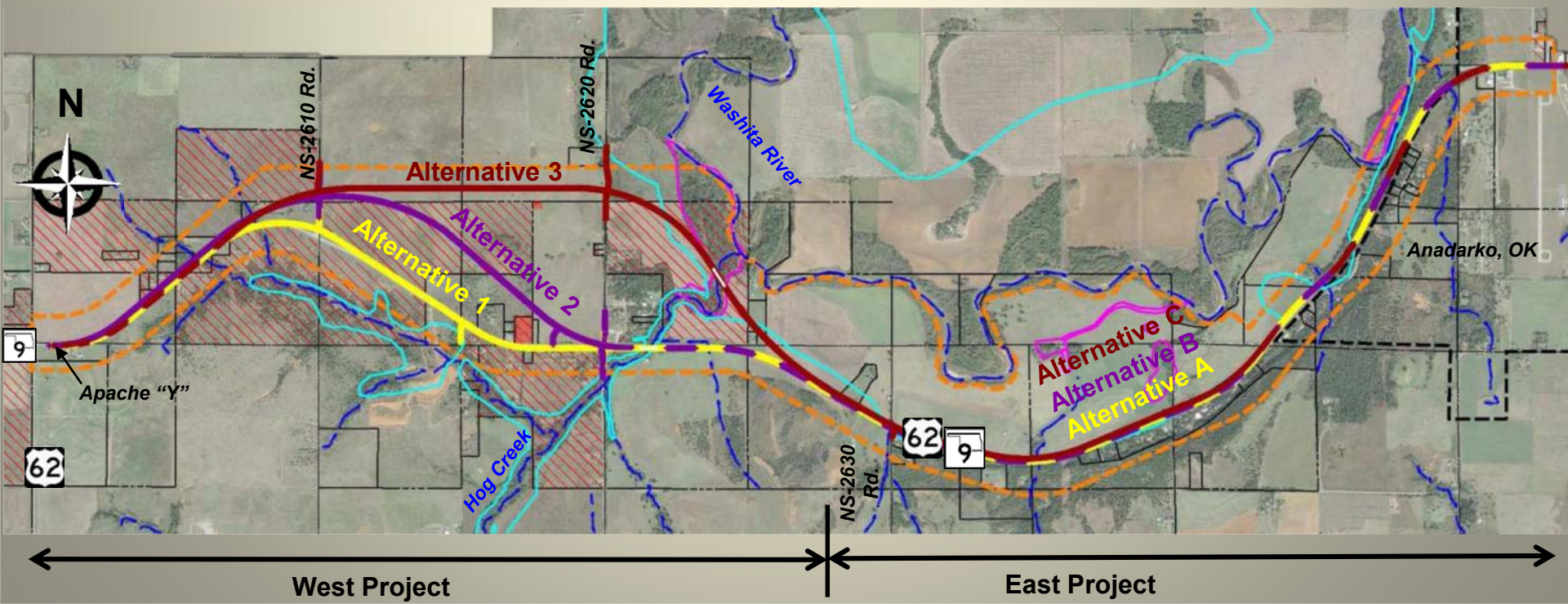
COMPARISON OF ALTERNATIVES

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



COMPARISON OF ALTERNATIVES

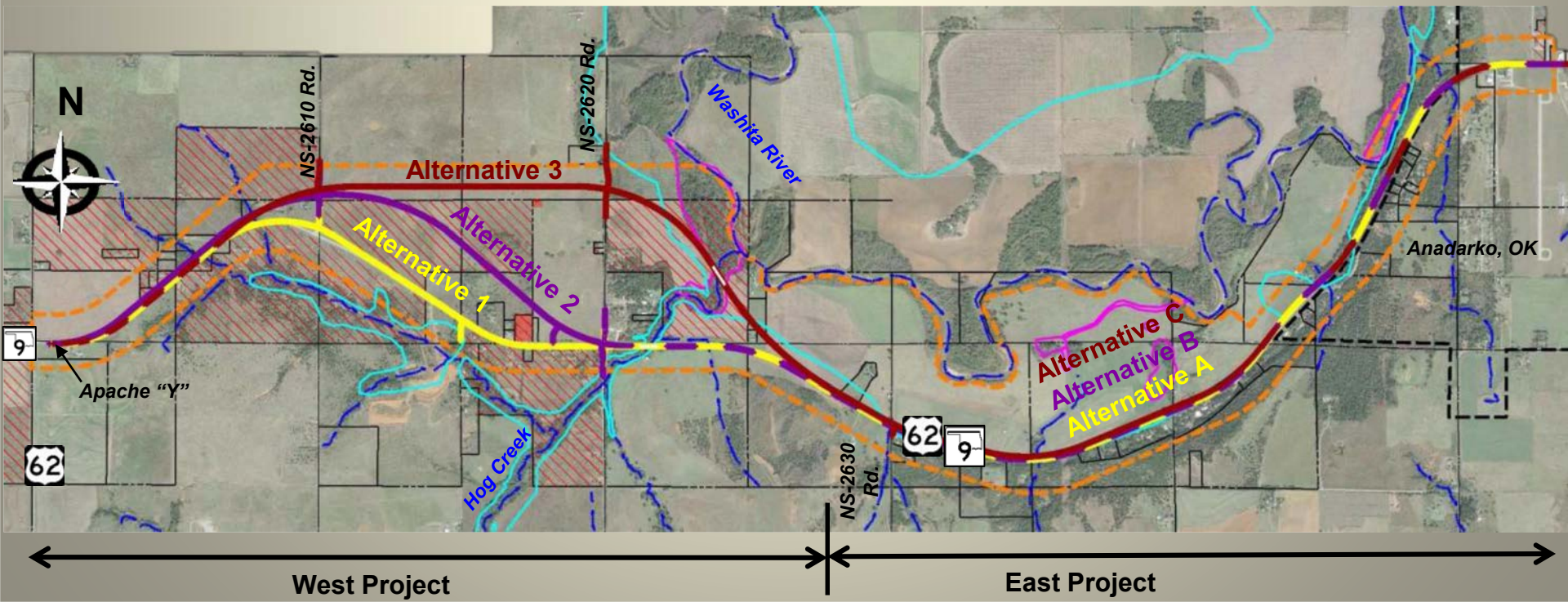
- All Alternatives Will Avoid the Cemetery, Ware's Chapel, and the Grave Site
- If There are Other Culturally Important Sites That we Should Avoid, Please Let us Know



COMPARISON OF ALTERNATIVES

■ Evaluation Criteria

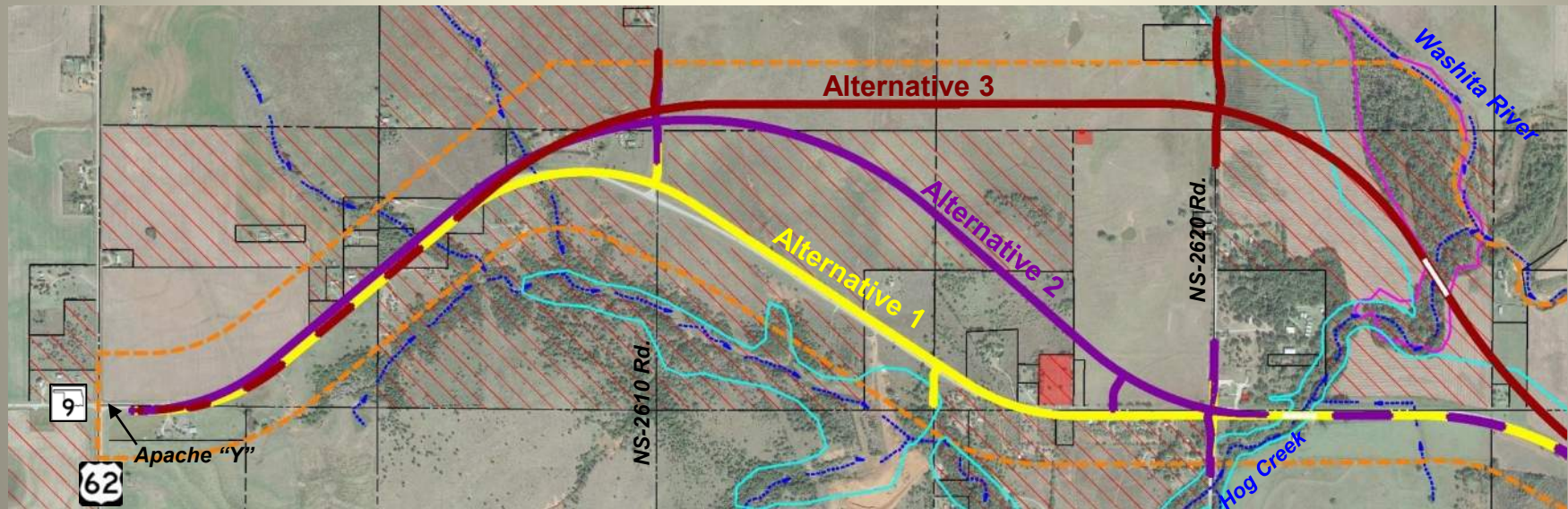
- Roadway Geometrics, Intersections, and Safety
- Impacts to Tribal & Private Property
- Impacts to Homes & Businesses
- Impacts to Environmental Resources
- Constructability and Maintenance of Traffic During Construction
- Cost – Construction, Right-of-Way, Utilities
- Tribal and Public Input



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

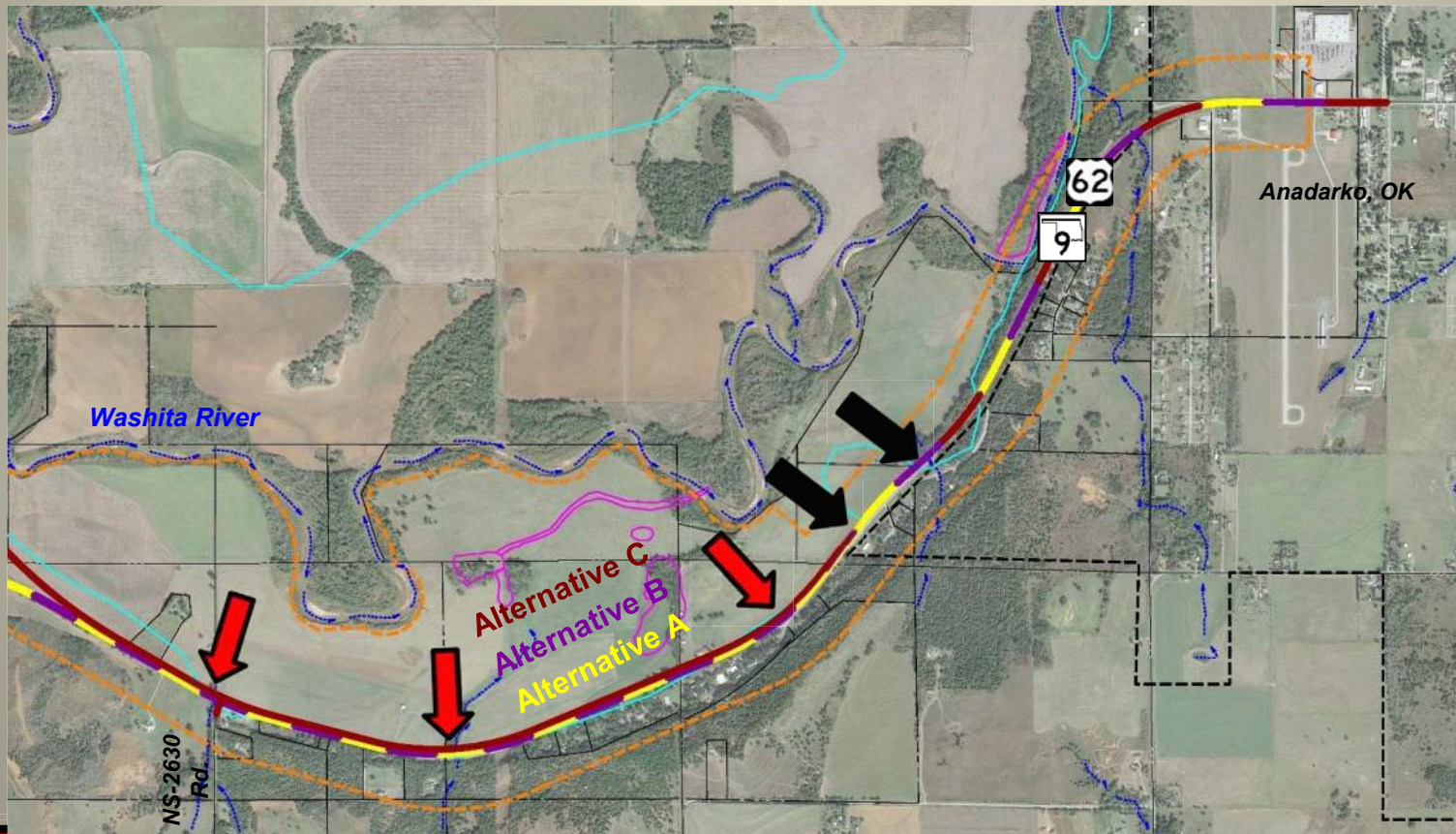
Preliminary
Alternatives

**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

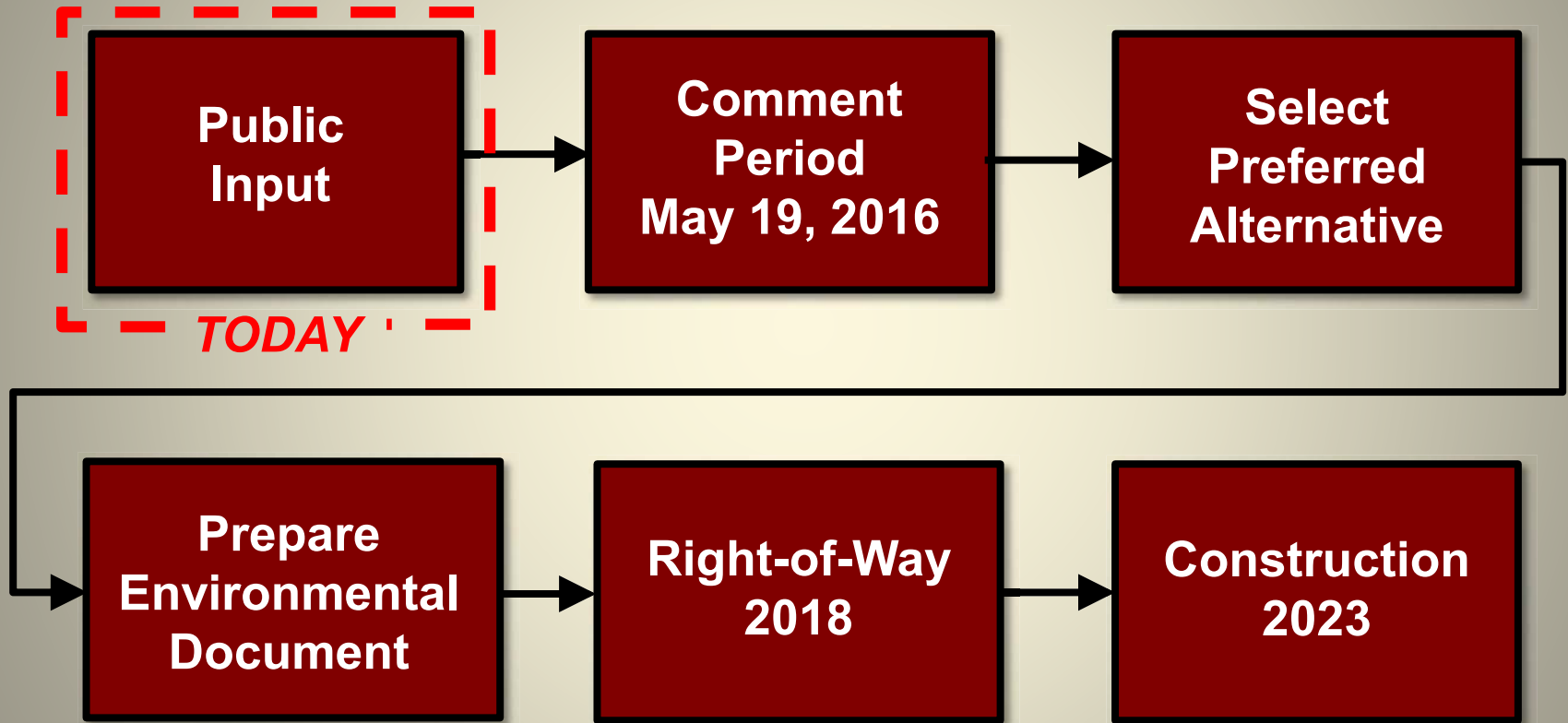
Preliminary Alternatives

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?