



# SH-19 Reconstruction

## From Roaring Creek, east 4 miles

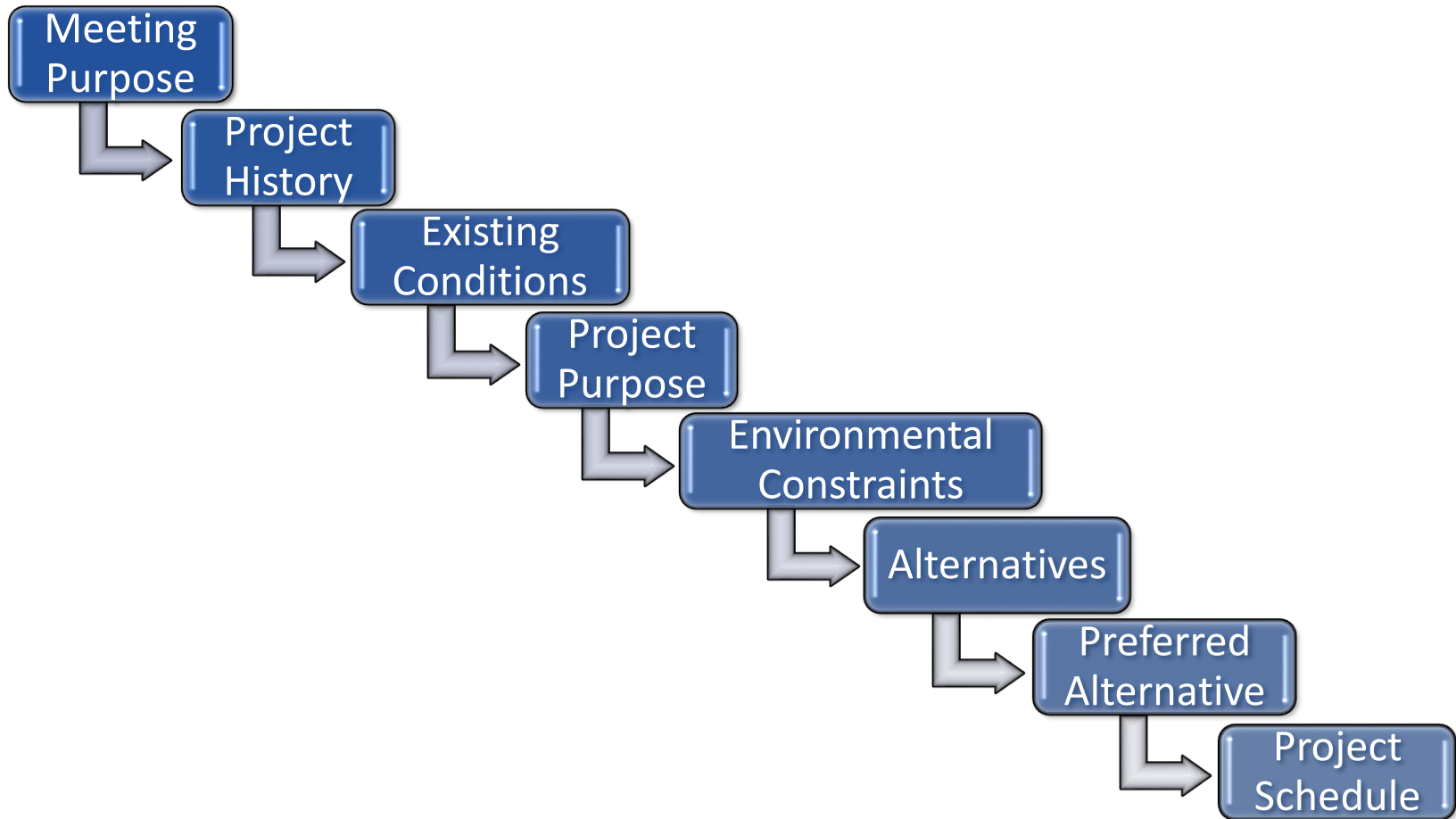
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PUBLIC MEETING

JULY 12, 2016  
AT 6 PM



# Meeting Agenda

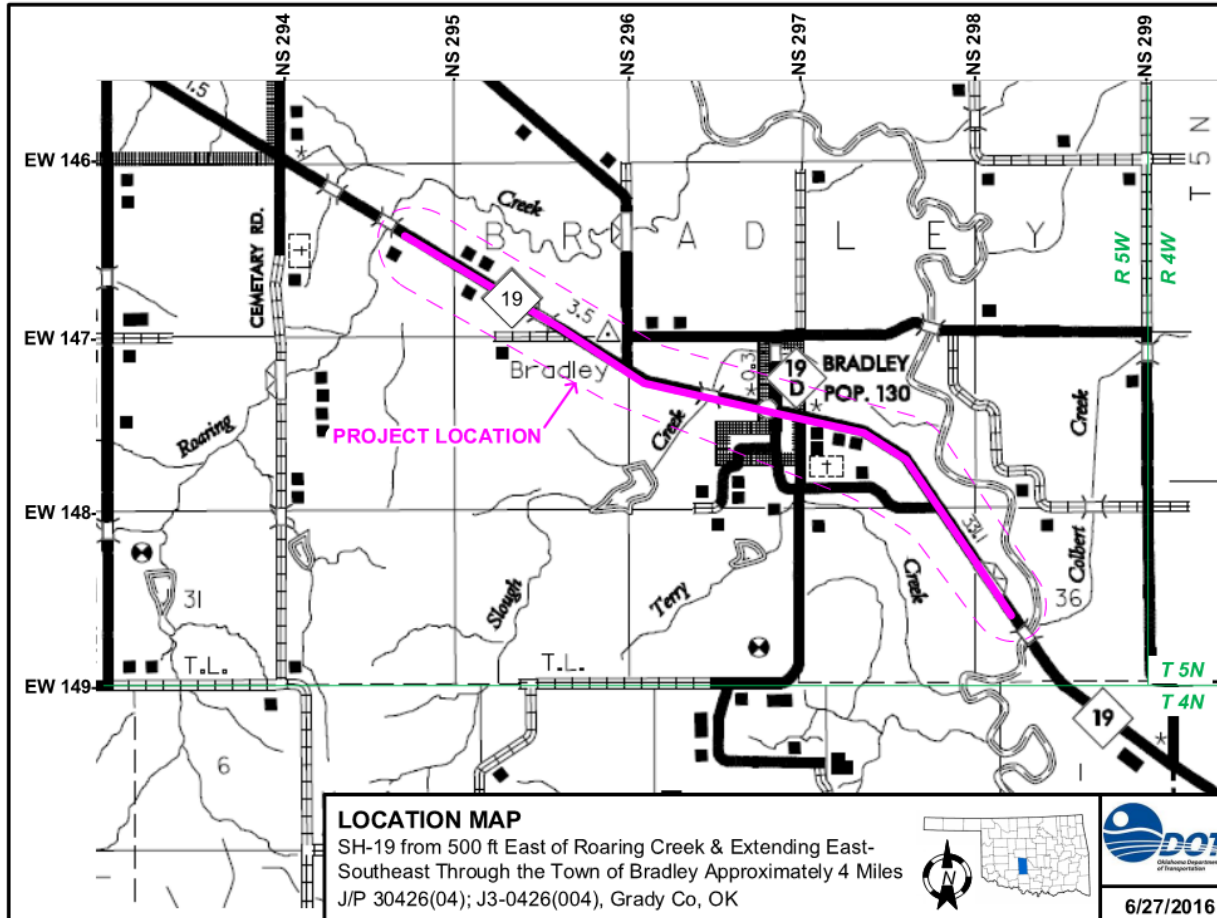


# Meeting Purpose

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To present the results of the environmental studies and the alternatives being considered for the proposed improvements to SH-19 from 500 feet east of Roaring Creek and extending east-southeast through the town of Bradley approximately 4 miles to about 0.5 miles west of the Washita River located in Grady County, and to obtain public input on the preferred alternative.

# Project Location



# Project History

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## Built from 1949 to 1950

- Federal Aid Project F-424(3)
- Realigned SH-19
- General SE/NW direction
- Connecting I-44 to I-35
  - Through Towns of Alex, Bradley, Lindsay, Maysville, and Pauls Valley
- Project Begins at Roaring Creek and Ends at the Washita River
  - Construction Through Bradley

# Existing Conditions

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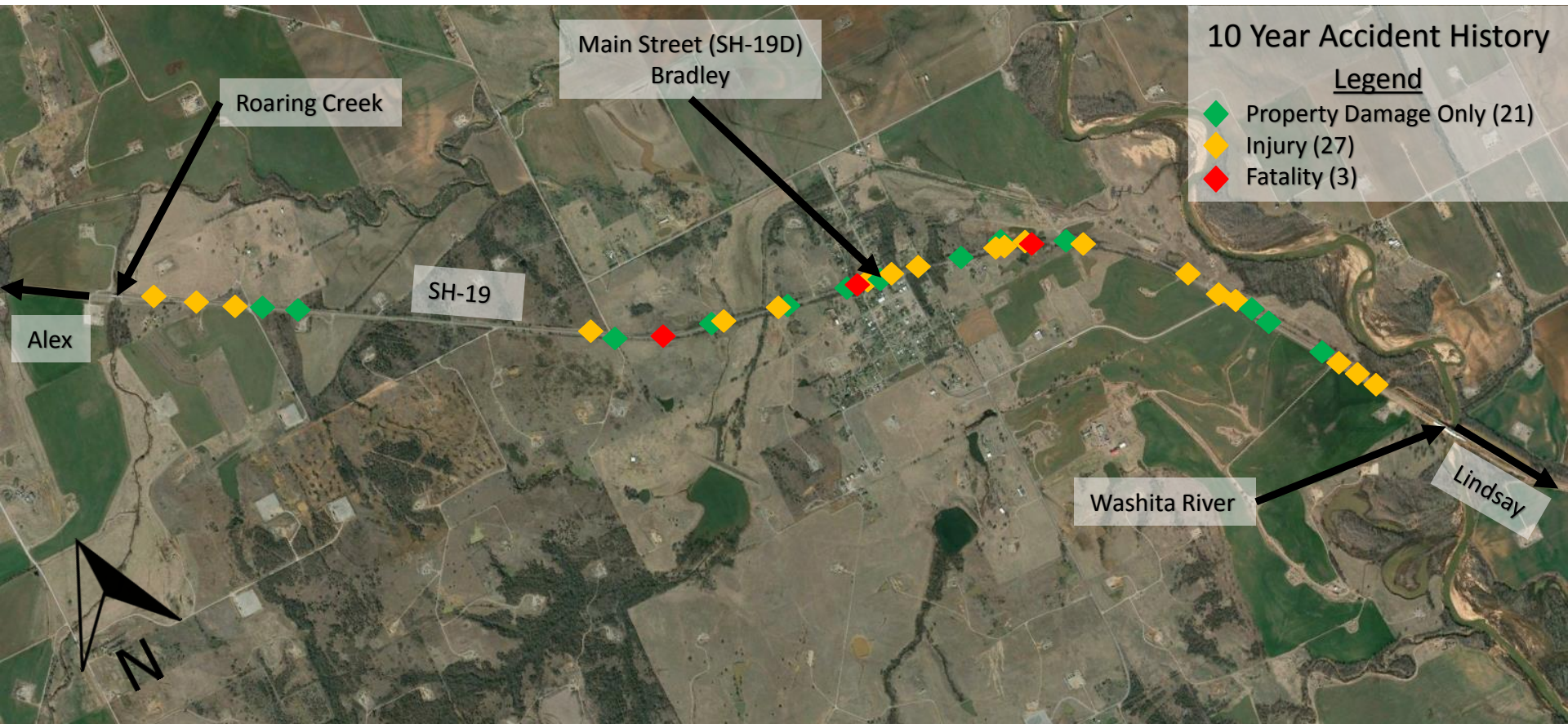
- Rural Collector
- Posted Speed Limit
  - 65 mph
  - 50 mph through Bradley
- 2- 12 Foot Driving Lanes
  - 24 Foot Wide Roadway
  - No Paved Shoulder
  - Steep Side Slopes
  - Poor Sight Distance
- Existing Bridges
  - Bridge A – Tributary to Roaring Creek
    - Reinforced Concrete Box
    - Good Condition
  - Bridge B – Slough Creek
    - Reinforced Concrete Box
    - Good Condition

# Existing Conditions

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- Current Traffic (2016)
  - 2,500 Vehicles Per Day  
w/ 22% trucks
- Projected Traffic (2036)
  - 4,000 Vehicles Per Day
- Recent Highway Improvements
  - Roaring Creek
    - Widened Bridge and Approaches
    - Constructed in 2005
  - Washita River
    - New Bridge offset South and Approach Roadway
    - Currently Under Construction

# Accident Data





# Project Purpose

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The purpose of this project is to improve safety by correcting a roadway with poor sight distance and no shoulders.

# Environmental Constraints

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## Jewett Site

- Archeological Site
- Listed on the National Register for Historic Places
- Large Plains Village Settlement

## Town of Bradley

- Three Old Gas Stations
  - Underground Storage Tanks
- Cowboy Church
- US Post Office

# Environmental Summary

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Impacts are similar for all options considered

- Cultural Resources
- Wetlands
- Noise
- Farmland
- Streams
- Hazardous Waste
- Threatened & Endangered Species

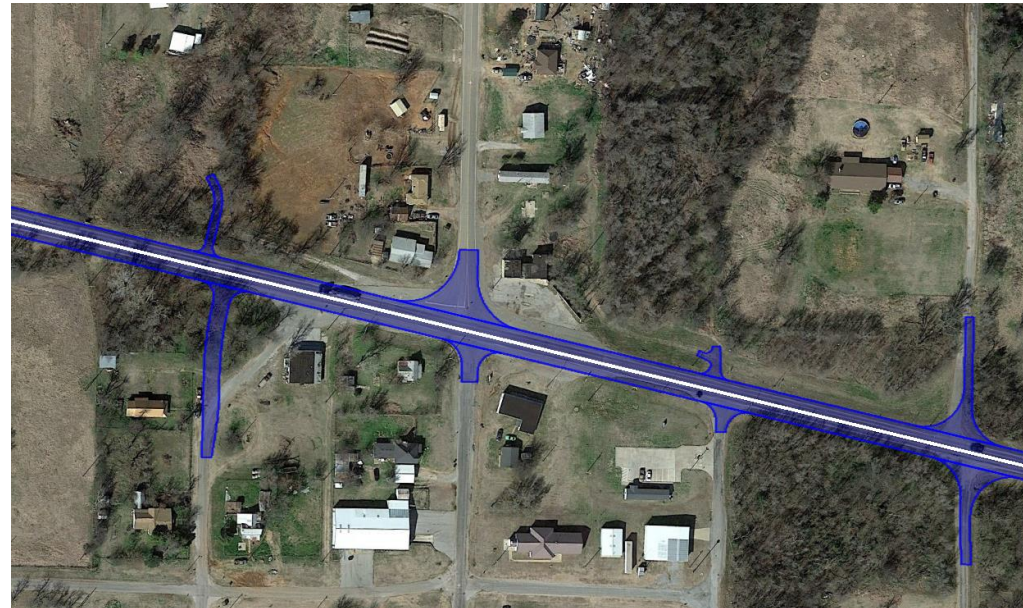
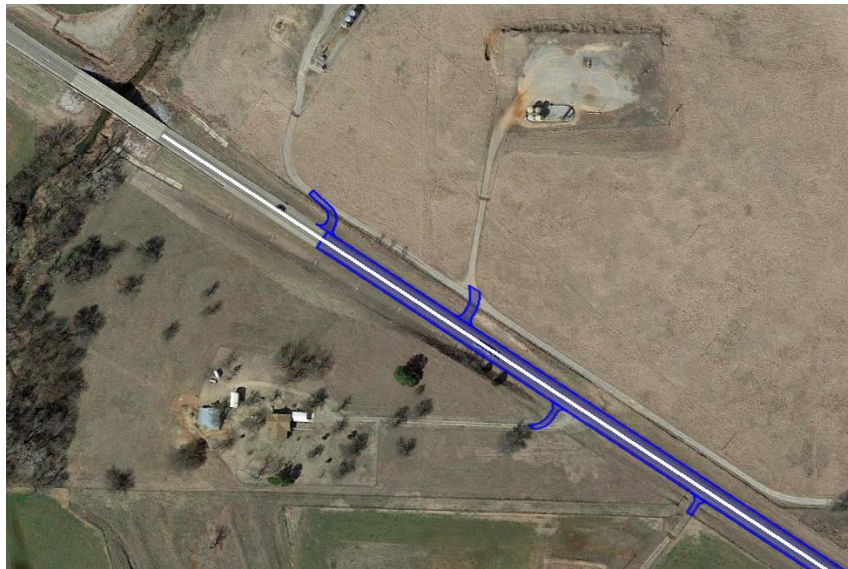
# Proposed Alternatives

- Typical Section
  - Two 12 Foot Driving Lanes
  - 8 Foot Shoulders
  - 28 Foot Clear-Zone
  - Open Ditch Drainage
- Design Speed
  - 65 MPH
  - 50 MPH
    - Town of Bradley
- Drainage Structures
  - Extend to Clear-Zone
- Construction Traffic
  - Maintain Two Lane Traffic



# Alternative 1

- Widen and overlay existing roadway



# Alternative 1

- Alternative 1 Impacts

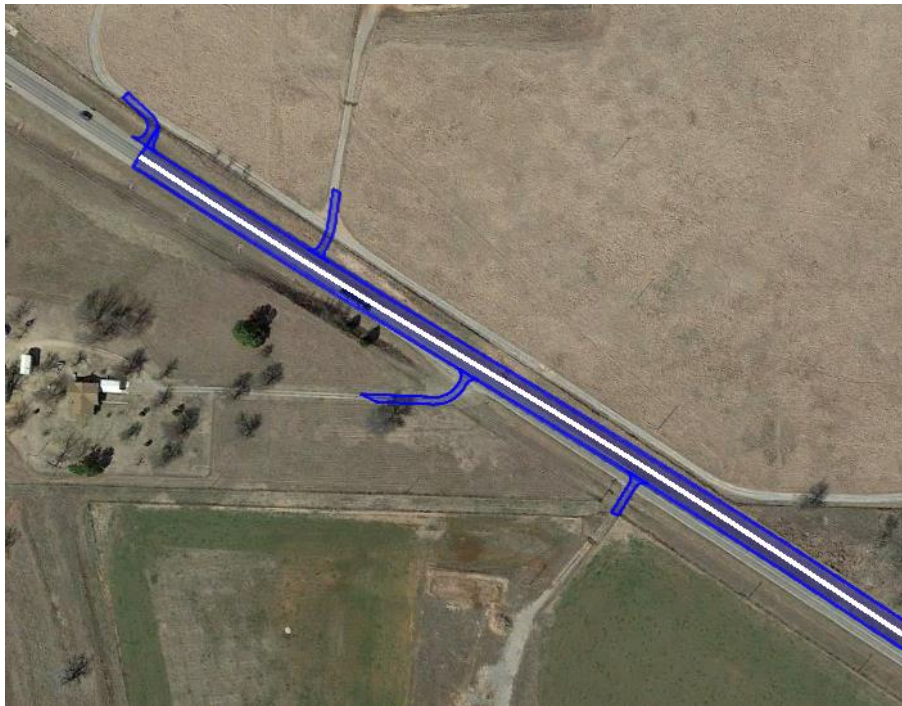
Potential Hazardous Waste Impacts (# of Sites)	3
Potential Noise Impact (# of Receivers)	3
Potential Residential Relocations (# of Structures)	0
Potential Commercial Relocations (# of Businesses)	0

- Estimated Total Project Cost  
\$18.2 Million



# Alternative 2

- Reconstruct on a slight offset north of existing



# Alternative 2

- Reconstruct on a slight offset north of existing





# Alternative 2

- Alternative 2 Impacts

Potential Hazardous Waste Impacts (# of Sites)	3
Potential Noise Impact (# of Receivers)	2
Potential Residential Relocations (# of Structures)	0
Potential Commercial Relocations (# of Businesses)	0

- Estimated Total Project Cost  
\$18.2 Million



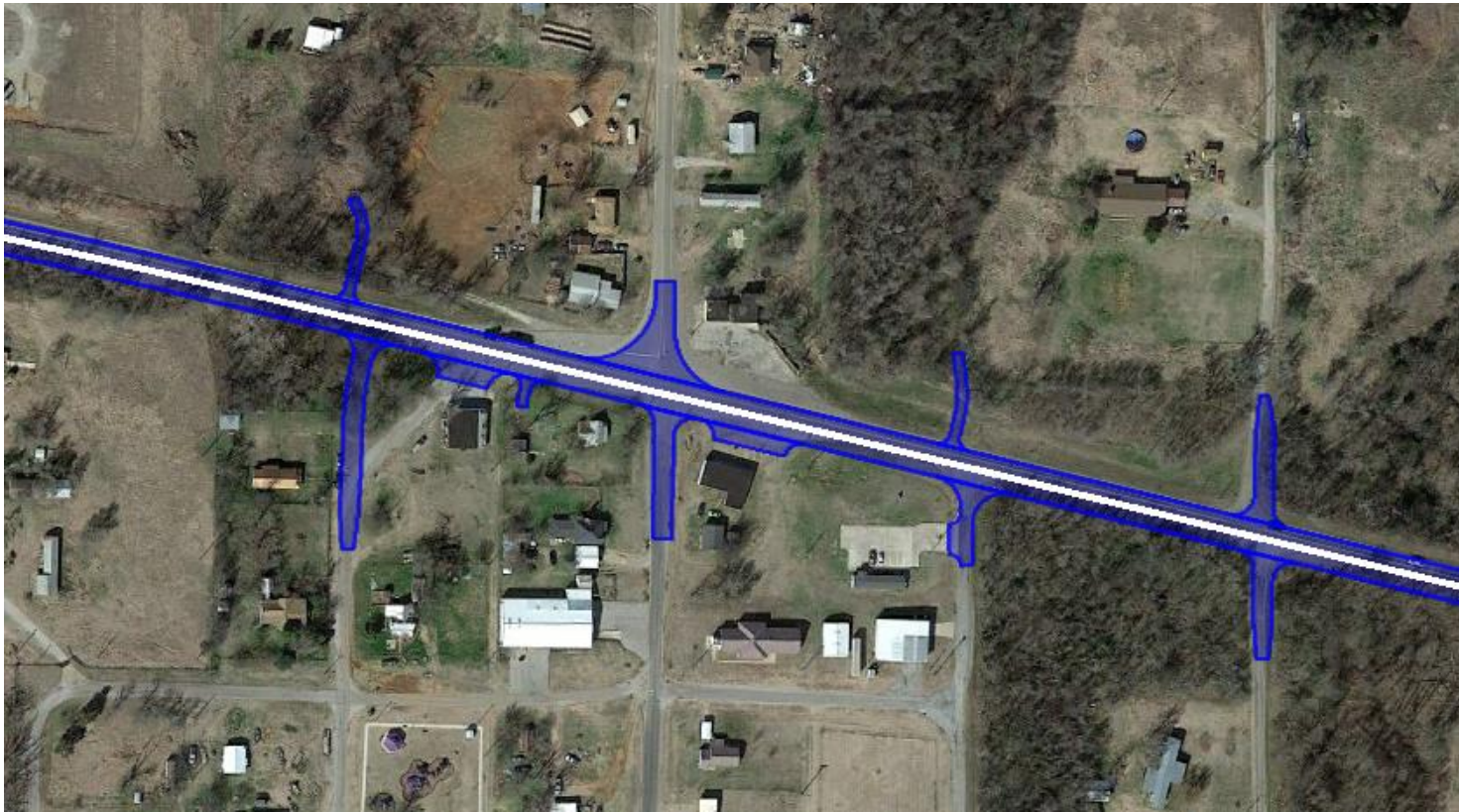
# Alternative 3

- Reconstruct on a slight offset south of existing



# Alternative 3

- Reconstruct on a slight offset south of existing



# Alternative 3

- Alternative 3 Impacts

Potential Hazardous Waste Impacts (# of Sites)	3
Potential Noise Impact (# of Receivers)	2
Potential Residential Relocations (# of Structures)	0
Potential Commercial Relocations (# of Businesses)	0

- Estimated Total Project Cost  
\$18.3 Million



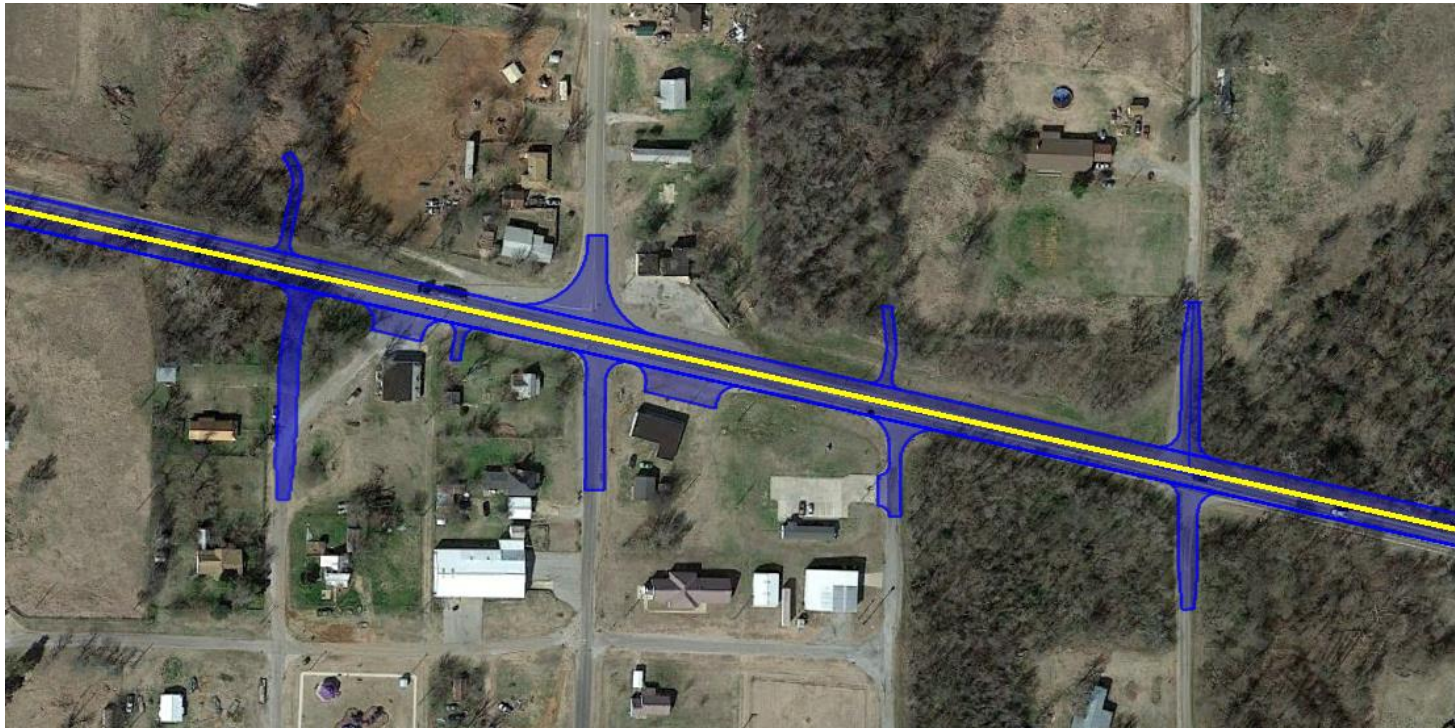
# Alternative 4

- Reconstruct on a slight offset south of existing west of Bradley
- Reconstruct on a slight offset north of existing east of Bradley
  - Combination of Alternative 2 and 3



# Alternative 4

- Reconstruct on a slight offset south of existing west of Bradley
- Reconstruct on a slight offset north of existing east of Bradley
- Combination of Alternative 2 and 3



# Alternative 4

- Alternative 4 Impacts

Potential Hazardous Waste Impacts (# of Sites)	3
Potential Noise Impact (# of Receivers)	3
Potential Residential Relocations (# of Structures)	0
Potential Commercial Relocations (# of Businesses)	0

- Estimated Total Project Cost  
\$18.5 Million



# Alternative 5

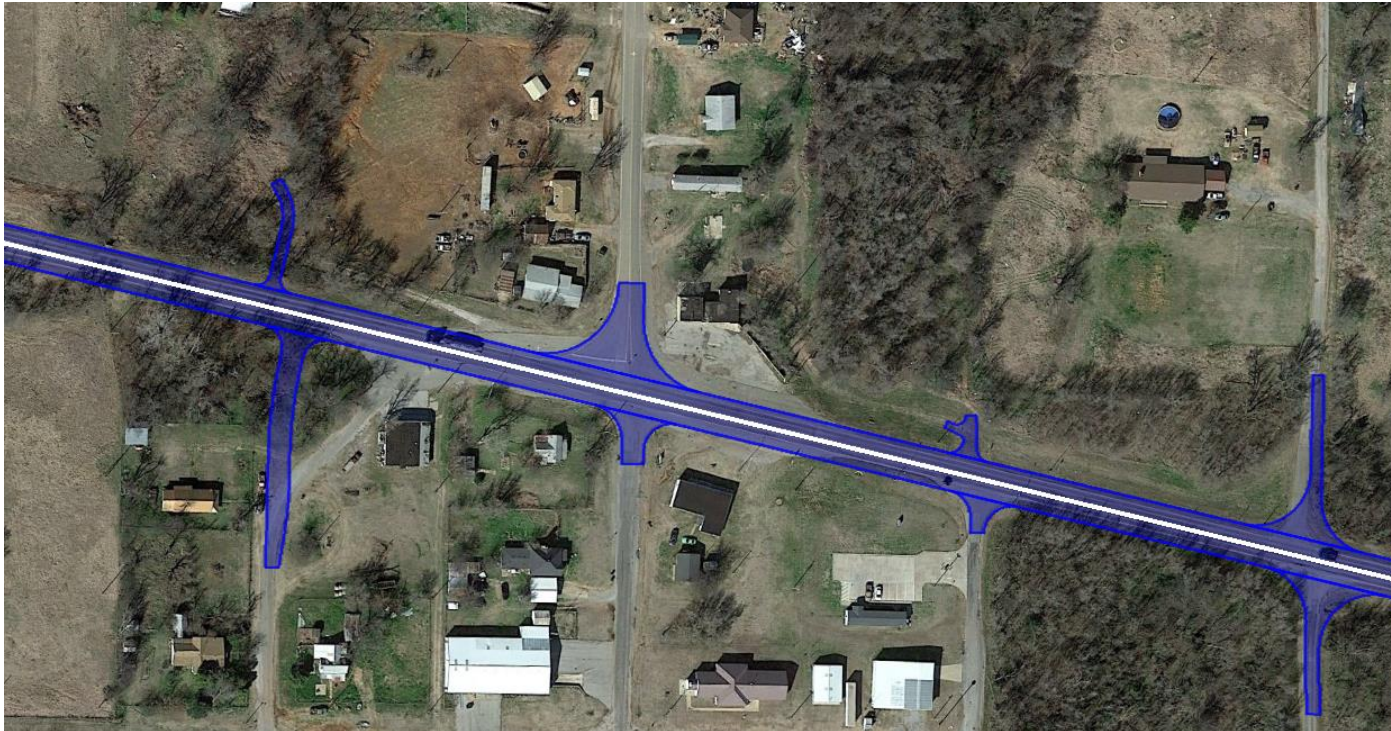
- Reconstruct on a slight offset south of existing west of Bradley
- Widen and overlay existing road through and east of Bradley
  - Combination of Alternative 3 and 1





# Alternative 5

- Reconstruct on a slight offset south of existing west of Bradley
- Widen and overlay existing road through and east of Bradley
  - Combination of Alternative 3 and 1



# Alternative 5

- Alternative 5 Impacts

Potential Hazardous Waste Impacts (# of Sites)	3
Potential Noise Impact (# of Receivers)	3
Potential Residential Relocations (# of Structures)	0
Potential Commercial Relocations (# of Businesses)	0

- Estimated Total Project Cost  
\$18.2 Million



# Alignment Summary

Alignment Option		Potential Relocations Residential/Commercial	Potential Noise Impacts	Estimated Total Project Cost
1	Existing Alignment Widen and Overlay	0 / 0	3 Receivers	\$ 18.2 Million
2	Slight Offset Alignment North of Existing	0 / 0	2 Receivers	\$ 18.2 Million
3	Slight Offset Alignment South of Existing	0 / 0	2 Receivers	\$ 18.3 Million
4	Slight Offset Alignment South and North of Existing (2 & 3)	0 / 0	3 Receivers	\$ 18.5 Million
5	Slight Offset Alignment South of Existing and Along Existing (3 & 1)	0 / 0	3 Receivers	\$ 18.2 Million

All other environmental impacts are the same for all alternatives.

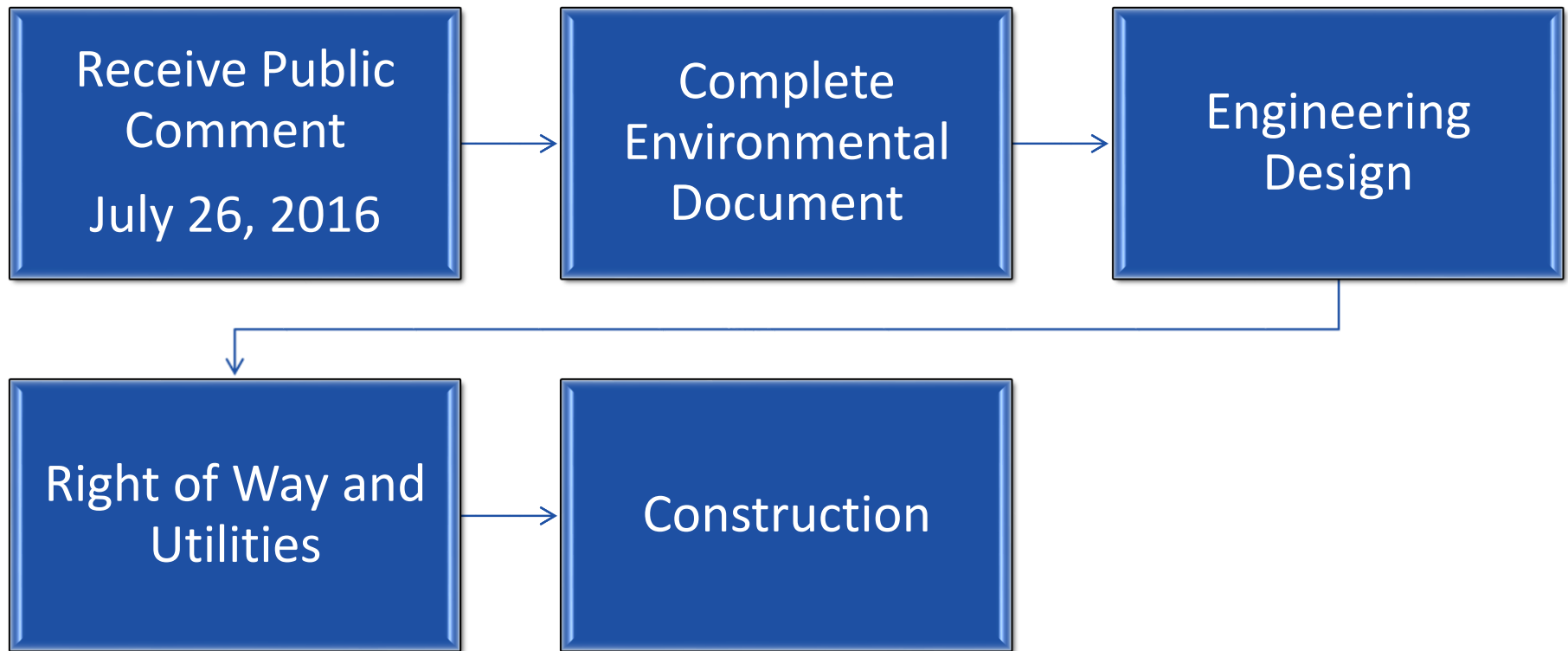
# Preferred Alternative

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## Alternative 5

- West of Bradley
  - Consecutive Vertical Curve Corrections
  - Average Correction of 2.5 feet (Vertical)
    - Temporary pavement widening would be required for construction (Additional Cost)
  - Slight south offset
    - Eliminates need for temporary pavement widening
    - Improves geometry
- East of Bradley
  - Individual Vertical Curve Correction
  - Maximum Correction of 18 inches (Vertical)
    - Corrected by overlaying the pavement
- Total Estimated Project Cost
  - \$18.2 Million

# Project Schedule



# Thank You

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Please Submit Your Comments by  
July 26, 2016

Leave Your Comment Form Here Tonight

Mail the Comment Form Back to ODOT:  
Environmental Programs Division  
Oklahoma Department of Transportation  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105

Fax Your Comments to (405) 522-5193

Email Your Comments to [ODOT-ENVIRONMENT@ODOT.ORG](mailto:ODOT-ENVIRONMENT@ODOT.ORG)

Submit Online at [www.ODOT.org/PublicMeetings](http://www.ODOT.org/PublicMeetings)



## QUESTIONS?