SH-19 Reconstruction
From Roaring Creek, east 4 miles

PUBLIC MEETING

JULY 12, 2016
AT 6 PM
Meeting Purpose

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

LOCATION MAP
SH-19 from 500 ft East of Roaring Creek & Extending East-Southeast Through the Town of Bradley Approximately 4 Miles
J/P 30426(04); J3-0426(004), Grady Co, OK

6/27/2016
Project History

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

- 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

- **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
Project Purpose

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

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

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

<table>
<thead>
<tr>
<th>Potential Hazardous Waste Impacts (# of Sites)</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Noise Impact (# of Receivers)</td>
<td>3</td>
</tr>
<tr>
<td>Potential Residential Relocations (# of Structures)</td>
<td>0</td>
</tr>
<tr>
<td>Potential Commercial Relocations (# of Businesses)</td>
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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

<table>
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<tr>
<th>Impact Type</th>
<th>Value</th>
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<td>Potential Residential Relocations (# of Structures)</td>
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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

<table>
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### 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

<p>| | |</p>
<table>
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<td>Potential Residential Relocations (# of Structures)</td>
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<td>Potential Commercial Relocations (# of Businesses)</td>
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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

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- Widen and overlay existing road through and east of Bradley
  - Combination of Alternative 3 and 1
Alternative 5

Alternative 5 Impacts

<table>
<thead>
<tr>
<th>Impact</th>
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<td>Potential Commercial Relocations (# of Businesses)</td>
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Estimated Total Project Cost $18.2 Million
### Alignment Summary

<table>
<thead>
<tr>
<th>Alignment Option</th>
<th>Potential Relocations Residential/Commercial</th>
<th>Potential Noise Impacts</th>
<th>Estimated Total Project Cost</th>
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<tbody>
<tr>
<td>1 Existing Alignment Widen and Overlay</td>
<td>0 / 0</td>
<td>3 Receivers</td>
<td>$ 18.2 Million</td>
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<tr>
<td>2 Slight Offset Alignment North of Existing</td>
<td>0 / 0</td>
<td>2 Receivers</td>
<td>$ 18.2 Million</td>
</tr>
<tr>
<td>3 Slight Offset Alignment South of Existing</td>
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<td>2 Receivers</td>
<td>$ 18.3 Million</td>
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<tr>
<td>4 Slight Offset Alignment South and North of Existing (2 &amp; 3)</td>
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<td>3 Receivers</td>
<td>$ 18.5 Million</td>
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<td>5 Slight Offset Alignment South of Existing and Along Existing (3 &amp; 1)</td>
<td>0 / 0</td>
<td>3 Receivers</td>
<td>$ 18.2 Million</td>
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All other environmental impacts are the same for all alternatives.
Preferred Alternative

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

Receive Public Comment
July 26, 2016

Complete Environmental Document

Engineering Design

Right of Way and Utilities

Construction

Thank You
Thank You

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 21st Street
Oklahoma City, OK  73105

Fax Your Comments to (405) 522-5193

Email Your Comments to ODOT-ENVIRONMENT@ODOT.ORG

Submit Online at www.ODOT.org/PublicMeetings

QUESTIONS?