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
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
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
- 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
SH-18
CAMP CREEK

US-64

BNSF Railroad

Camp Creek
FURTHER NORTH OFFSET AT UNNAMED TRIBUTARY TO CAMP CREEK
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

US-64: From Jct. SH-18 East 6.5 Miles

- **FFY 2021 Grade, Drain & Surface**: Est: $16,800,000
- **FFY 2019 Right of Way**: Est: $1,912,400
- **FFY 2019 Utilities**: Est: $1,123,700

**Total Est:** $19,836,100
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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