

US-69 Relocation Meeting 1/19/2018

1. **Who is doing what?** All Design work: Roadway, Bridge, Traffic & Survey will be handled in house. Environmental will go to solicitation due to the complexity and will also require consultant to provide all supporting materials for public involvement including handouts, maps, display boards, and virtual display. SAPM will continue to move forward with INFRA grant application process.
2. **Median or no Median and Barrier Wall:** An item for continued discussion, issues of concern are: costs of drainage system, barrier wall, additional ROW, room for future expansion, and exposure of maintenance forces to traffic. This will continue to be discussed.
3. **Put it on the ground (all cross streets overpasses):** Yes, this will be on a case by case basis but for a typical county road / City Street overpass makes more sense because they will be built to county design requirement. In areas crossing blue line streams we may need to look at alternative box designs to not create additional impacts.
4. **Refinement of Location of Route:** Discussion of impacts to avoid such as the Sand Plant, and Wheeler Metals just south of the Arkansas River Bridge, The Castle, and Honor Heights Park.
5. **Interchanges: 3 or 4, Standard or Non Standard, Locations:** Three interchanges will be built but will buy ROW for future location of 4th interchange. Another item for discussion internally and with the City / County primarily that the interchange at US-62 may be better served to be build east of SH-165 with the US-62 interchange being for future build due to existing traffic on US-62 and to allow better access to Muskogee South of US-62.
6. **Moving Forward**
 - a. **Who is doing what?** Covered under #1.
 - b. **What is needed to start Survey and Recon?** Both can be started by task order using on demand task order immediately. Roadway and Survey Division will get together to determine the needed Survey Width, and Environmental, Project Management, and Div. 1 will work to determine the Recon limits.

- c. What all alternatives to look at,
 - i. **Existing but Controlled** Roadway will generate a plan of what a fully controlled 4-lane highway along with interchanges and feeder roads will look like including ROW lines including what is required for utilities. This will be done concentric with the centerline of the existing highway.
 - ii. **T-Pike** Due to the known issues: Longer, takes traffic further away, not ours and the T Pike won't sell. We can put together brief information to answer questions.
 - iii. **Current / Proposed 6-Lane analysis** Geometrics will look at the traffic analysis done on the previous project and we can then discuss further what other actions are needed or not.
 - iv. **Future 5-Lane** We will provide a concept drawing of that this could look like.
- d. When could we have rough ROW limits? Spring / Summer of 2019.
- e. **At what point do we need decisions on city/county details** Div 1 will go over the project within the next few weeks in detail with roadway design and at that point we will begin discussions with the City / County
- f. Moving Forward update meetings will continue to be scheduled every 6 Months or as needed.

US-69 Truck Route Concept

Purpose and Need:

2/6/2018

- To provide a fully access controlled route for Heavy Truck Traffic while promoting economic development through the reduction of congestion, increased safety, and additional access to businesses within the City of Muskogee.

Current Alignment:

- Length 9 Miles, Average Travel Time 10-20 Minutes, AADT 19,600

Proposed Alignment and Estimated Cost:

- From Summit Curve to the Arkansas River Bridge West of Current location.
 - Length 9.5 Miles, Estimated Travel Time 8 Minutes at 70 MPH,
 - ROW/Utl. Estimate \$20M, Const. \$50M

Moving Forward:

- Start Development of offset alignment area to begin detailed studies and survey.
- Once studies and survey are complete finish development of alignment and have a public meeting for comments.
- Begin Plans for heavy maintenance of US-69 for the 2020 project.

Proposed Time Frame:

- 2020 Heavy Maintenance of Existing \$5M
- 2022 ROW/Utl Project \$20M
- 2025 Project #1 Build the south leg including middle interchange. \$30M.
- 2027 Project #2 Build the north interchange and grading and pave the second leg. \$20M.
- 2028 Project #3 Rebuild existing US-69 to US-62W possibly as a 5 lane. \$10M

Additional Information:

- A 2016 Operational Analysis shows that even with the currently proposed improvements, several intersections along US-69 will have be as congested as they are today if not worse.
- An east route was previously looked at that started at the same southerly point and went east of Muskogee aligning with SH-165 and continuing up the Muskogee Turnpike but was found to be a longer drive time, longer in length, and would require reconstruction of a large section of the Muskogee Turnpike.

Accident Data:

- From 2012 to 2017 from the Summit Curve to the Arkansas River :
 - 6 Fatalities 24 Incapacitating Inj., 89 Non-Inc. Inj.
 - 109 Possible Inj. 401 Prop Damage.
 - When divided over 5 year is 2.4 accidents / week

Traffic and Congestion:

- US-69 in Muskogee listed as a bottleneck for freight traffic
- Freight traffic forecasted to increase by 45% in the next thirty years

Potential Economic Development:

- Redevelopment of current US-69 south of Okmulgee
- Possible development of interchange areas
- Expanded access to western Muskogee



OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Mr. Mike Miller
Muskogee City Manager
229 W. Okmulgee Ave.
Muskogee OK 74401

November 15, 2017

Mr. Miller,

I am writing to follow-up from our previous conversation to let you know of the changes to the planned project on US-69 from Okmulgee St. South to just north of US-64 in Muskogee. After a great deal of review and consideration, the department has determined that moving forward with the project as originally planned would not be the best use of taxpayer funds or produce the best possible outcome for the driving public. The project as planned was to widen US-69 to six lanes from Okmulgee Street south in the same way that was done north of Okmulgee Street. There are several reasons for our decision and I will briefly touch on a few and would be glad to meet to discuss them further at your convenience.

First and foremost is safety. When we assessed the reported crash data for the area from Summit Road to the Arkansas River bridges, we found that over the past five years there have been a total of 629 collisions and of those 119 of those ended up with someone being hurt or killed. When looking at the mismatch of controlled and non-controlled access that makes up US-69 the last at-grade intersection that northbound traffic saw before Summit Road was just north of McAlester.

Second is traffic congestion. As part of the initial planning of the project, an operational analysis of the corridor was performed and while it found that the project would have helped the *current* congestion, by the time the project would have met its 20 year design life the intersections would actually be just as congested as they are today. Additionally, this analysis doesn't even take into consideration the expected 45% growth of truck traffic across Oklahoma in the next 30 years, which will heavily impact the US-69 corridor.

Next is the future of US-69 and Muskogee. ODOT is currently finishing a report on Oklahoma Freight Transportation. This report comments on the reported freight bottlenecks on the state's freight routes, including Muskogee, and projects a 4% growth in trucking in Oklahoma by 2022 and a 45% growth within the next 30 years. This is due to several factors but one of the major factors is upcoming technology with truck platooning expected shortly and increasing levels of vehicle automation will allow for longer and greater travel times at less cost to the industry. This is something ODOT must prepare for now.

We believe that the solution to our current and future traffic issues is to pick up where the state left off in the late 1960s and the reason for the curves at Summit - a western 4-lane divided alignment of US-69. We are currently starting to revisit those plans and although it will take a great number of vehicles off of the current road, we would like to ask that the City of Muskogee work with us as a partner in this process so that as we look at interchanges, access road connections, and the eventual rebuilding of the existing highway as an undivided five lane city street will create the best possible outcome for the Muskogee community.

Thank you for your attention to this matter and we look forward to working with you as we move forward in this process.

Sincerely,

Chris Wallace, P.E.
Division 1 Engineer