

WELCOME



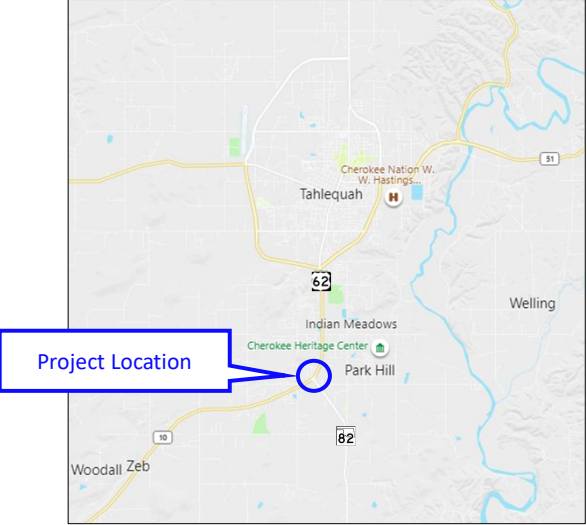
OKLAHOMA
Transportation

Virtual Public Meeting
US-62/SH-82 Intersection in Cherokee County
July 13 – July 31, 2020

Welcome to the Virtual Public Meeting for the US-62 and SH-82 intersection project, south of Tahlequah in Cherokee County. This presentation will provide a review of the purpose and need for the project, an overview of the project design, and discussion of the schedule and next steps for the project. If you would like to view the design in more detail, please visit the Interactive Map section of this website.

Purpose of the Meeting

- 1. Present the Plans for the US-62/SH-82 Intersection Project to the Public and Obtain Input
- 2. Describe the Benefits of Roundabouts and How they Work
- 3. Outline the Next Steps and Schedule for the Project



The purpose of this meeting is to present the plans for the US-62 and SH-82 intersection project and obtain public input. ODOT proposes to construct a roundabout at this intersection. We will describe the benefits of roundabouts and how they work. We will also explain how to ask questions or make comments on the project. This map shows the project location south of Tahlequah.

Purpose of the Meeting

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This map includes a more zoomed-in view of the project location, showing the intersection of US-62 and SH-82.

Purpose of the Project

Improve Safety and Traffic Flow at the US-62/SH-82 Intersection

Traffic at the US-62/SH-82 intersection will become more congested and experience significant delays by 2040

- **Current Traffic (2018):**
 - 24,000 Vehicles/Day on US-62
 - 12,000 Vehicles/Day on SH-82
- **Projected Traffic (2040):**
 - 36,000 Vehicles/Day on US-62
 - 18,000 Vehicles/Day on SH-82
- **25 documented collisions since 2013**
- **72% of these were rear-end collisions**

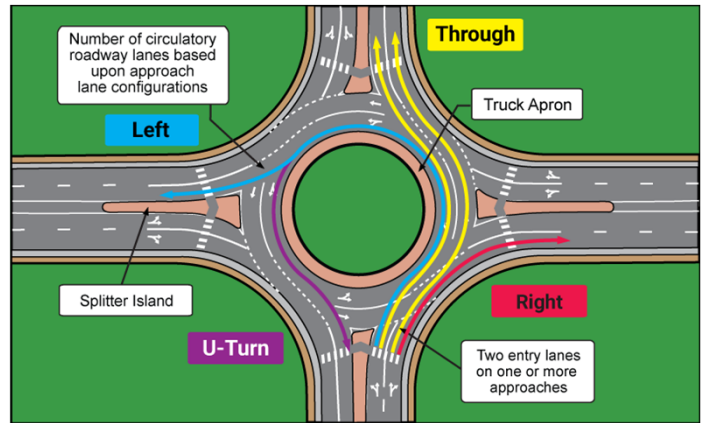


The purpose of the project is to improve safety and traffic flow at the existing US-62 and SH-82 intersection. Currently, traffic experiences congestion and delay at the existing traffic signal. This is expected to worsen in the future. Traffic volumes are expected to grow approximately 50% by 2040, as shown on the slide. There have been 25 documented collisions at the intersection since 2013. Seventy-two percent of these were rear-end collisions, which could suggest congestion is a contributing factor.

Intersection Improvements

Conversion to Roundabout

- Reduce Collisions
- Improve Traffic Flow
- Eliminate Signal
- Reduce Maintenance Needs & Costs



General Operations of a Typical Roundabout

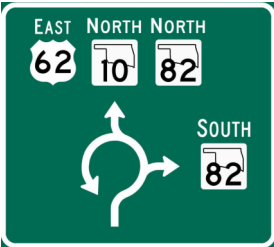


Modern roundabouts are a common form of unsignalized intersection control in use throughout the world. In a roundabout intersection, there is one-way circulation of traffic around a central island where entering traffic must yield to circulating traffic. Modern roundabouts maximize safety by significantly reducing collisions and minimize traffic delays. Roundabouts are also more cost effective than traffic signals as they eliminate hardware, maintenance and electrical costs associated with the signals.

Intersection Improvements

Three-Leg Roundabout

- More Simplified Roundabout – only 3 directions of traffic
- Two Lane Roundabout
- Designed to Accommodate a Semi-Truck
- Special Signs
- Lighting
- No Additional Right-of-Way will be Needed



Example Special Sign





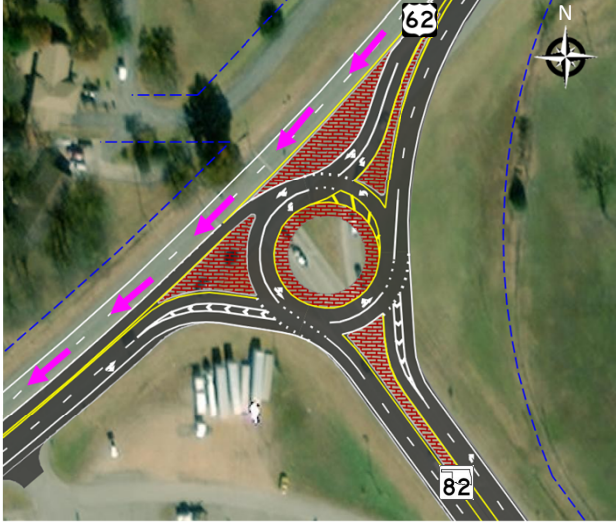
The proposed design for the US-62/SH-82 intersection is a 3-leg roundabout and is somewhat unique. The roundabout has a more simplified design with only three directions of traffic flow. Thru traffic for westbound US-62 will proceed without entering the roundabout. All other traffic will use the roundabout. The layout is designed to accommodate turning movements for a semi-truck. All approaches to the roundabout will be two lanes and utilize special signs and lighting to help motorists navigate through the roundabout. All of the improvements will take place within existing ODOT right-of-way and no private properties will be affected.

Roundabout Movements

Three-Leg Roundabout

- Traffic entering the roundabout yields to traffic already in the roundabout
- Follow signs and pavement markings

- WB US-62 thru 
- WB US-62 to SB SH-82 
- EB US-62 thru 
- EB US-62 to SB SH-82 
- NB SH-82 to WB US-62 
- NB SH-82 to EB US-62 







The main thing to remember about moving through a roundabout is that traffic entering the roundabout always yields to traffic already in the roundabout. From there, motorists will follow the special signs and pavement markings.

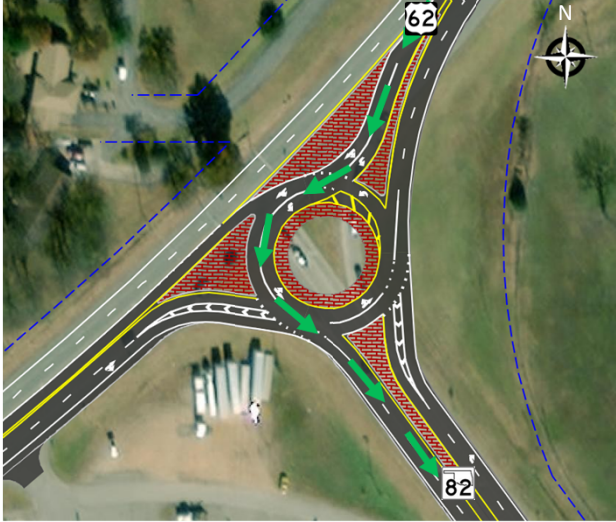
Next, we will illustrate the movements through the roundabout. (CLICK) Starting with the westbound US-62 thru movement, this traffic will proceed past the roundabout without a significant speed reduction, as shown with the pink arrows.

Roundabout Movements

Three-Leg Roundabout

- Traffic entering the roundabout yields to traffic already in the roundabout
- Follow signs and pavement markings

- WB US-62 thru 
- WB US-62 to SB SH-82 
- EB US-62 thru 
- EB US-62 to SB SH-82 
- NB SH-82 to WB US-62 
- NB SH-82 to EB US-62 







Westbound US-62 travelers wanting to turn south on SH-82 will follow the path shown by the green arrows.

Roundabout Movements

Three-Leg Roundabout

- Traffic entering the roundabout yields to traffic already in the roundabout
- Follow signs and pavement markings

- WB US-62 thru 
- WB US-62 to SB SH-82 
- EB US-62 thru 
- EB US-62 to SB SH-82 
- NB SH-82 to WB US-62 
- NB SH-82 to EB US-62 






Eastbound US-62 travelers wanting to stay on US-62 eastbound will follow the path shown by the blue arrows.

Roundabout Movements

Three-Leg Roundabout

- Traffic entering the roundabout yields to traffic already in the roundabout
- Follow signs and pavement markings

- WB US-62 thru 
- WB US-62 to SB SH-82 
- EB US-62 thru 
- EB US-62 to SB SH-82 
- NB SH-82 to WB US-62 
- NB SH-82 to EB US-62 








Eastbound US-62 travelers wanting to turn south on SH-82 will follow the path shown by the orange arrows.

Roundabout Movements

Three-Leg Roundabout

- Traffic entering the roundabout yields to traffic already in the roundabout
- Follow signs and pavement markings

- WB US-62 thru 
- WB US-62 to SB SH-82 
- EB US-62 thru 
- EB US-62 to SB SH-82 
- NB SH-82 to WB US-62 
- NB SH-82 to EB US-62 






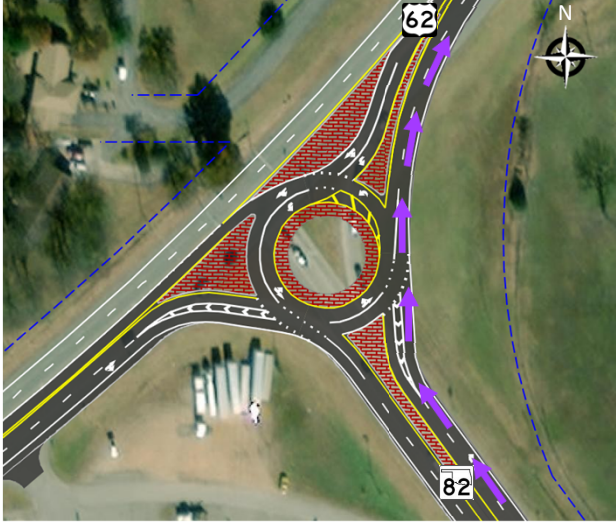
Northbound SH-82 traffic wanting to turn west on US-62 will follow the path shown by the yellow arrows and will have a dedicated acceleration lane to get up to speed before merging with the westbound US-62 thru traffic.

Roundabout Movements

Three-Leg Roundabout

- Traffic entering the roundabout yields to traffic already in the roundabout
- Follow signs and pavement markings

- WB US-62 thru 
- WB US-62 to SB SH-82 
- EB US-62 thru 
- EB US-62 to SB SH-82 
- NB SH-82 to WB US-62 
- NB SH-82 to EB US-62 



And finally, northbound SH-82 traffic wanting to turn east on US-62 will follow the path shown by the purple arrows.

Roundabout Examples

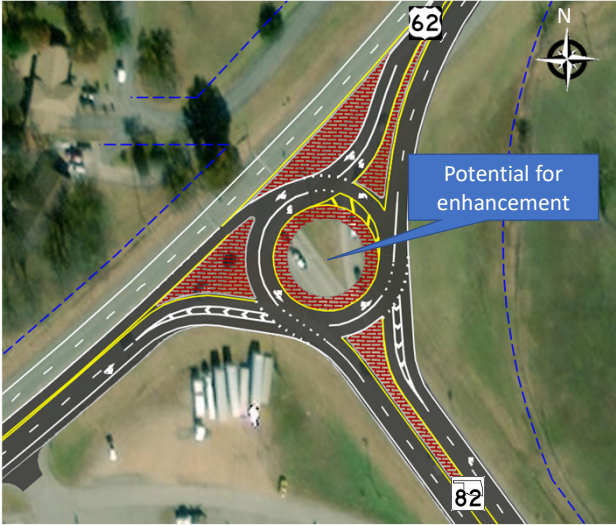


This slide shows some examples of 3-leg roundabouts. These are similar to the roundabout proposed for US-62 and SH-82, except that in these examples, all traffic is passing through the roundabout.

Roundabout Enhancement

Center of the Roundabout can be used for Community Enhancement

- The City of Tahlequah and Cherokee Nation will have the opportunity to place landscaping, signage, or art in the center of the roundabout
- For safety reasons this area will not be accessible to the public.
- The City and Cherokee Nation would like your input on what you would like to see in this area



The center of the roundabout will include space for potential community enhancements. The City of Tahlequah and Cherokee Nation will be able to use this space for landscaping, signage, or public art, for example. Note that for safety reasons this area will not be accessible to the public. The City and Cherokee Nation would like your input on what you would like to see in this space. Please submit a comment on this website with your ideas, or add it to the Interactive Map.

Roundabout Enhancement

Examples of Roundabout Enhancements



This slide shows some examples of different treatments in the center of roundabouts. They can include landscaping, signs, or art.

Roadway Improvements

Mill and Overlay

- Pavement overlay on US-62 from SH-62 north approximately 1.2 miles



The project also includes a pavement overlay on US-62 from the US-62/SH-82 intersection north approximately 1.2 miles, to a point north of Willis Road. This overlay will connect with the overlay recently completed on US-62 to the north of this project. The roadway will not be widened; just the surface of the highway will be improved. Note that this map is turned so that north is to the right.

Detours During Construction

Detours

- The intersection will be closed to turning traffic during construction.
- Two temporary detours will be used – one on the southeast and one on the northeast.
- US-62 will remain open to through traffic. There will be one lane open in each direction using the westbound lanes.
- The detours will be removed after construction is complete. The pavement on the southeast detour will remain, but the connection to SH-82 will be removed.



The intersection will be closed to turning traffic during construction. Two temporary detours will be used, as shown in green on the map. US-62 will remain open to through traffic. There will be one lane open in each direction, using the westbound lanes. A temporary signal will be used at the southeast detour. Once construction is complete, the northeast detour pavement will be removed. The southeast detour follows an existing driveway so the pavement will remain, but the connection to SH-82 will be removed.

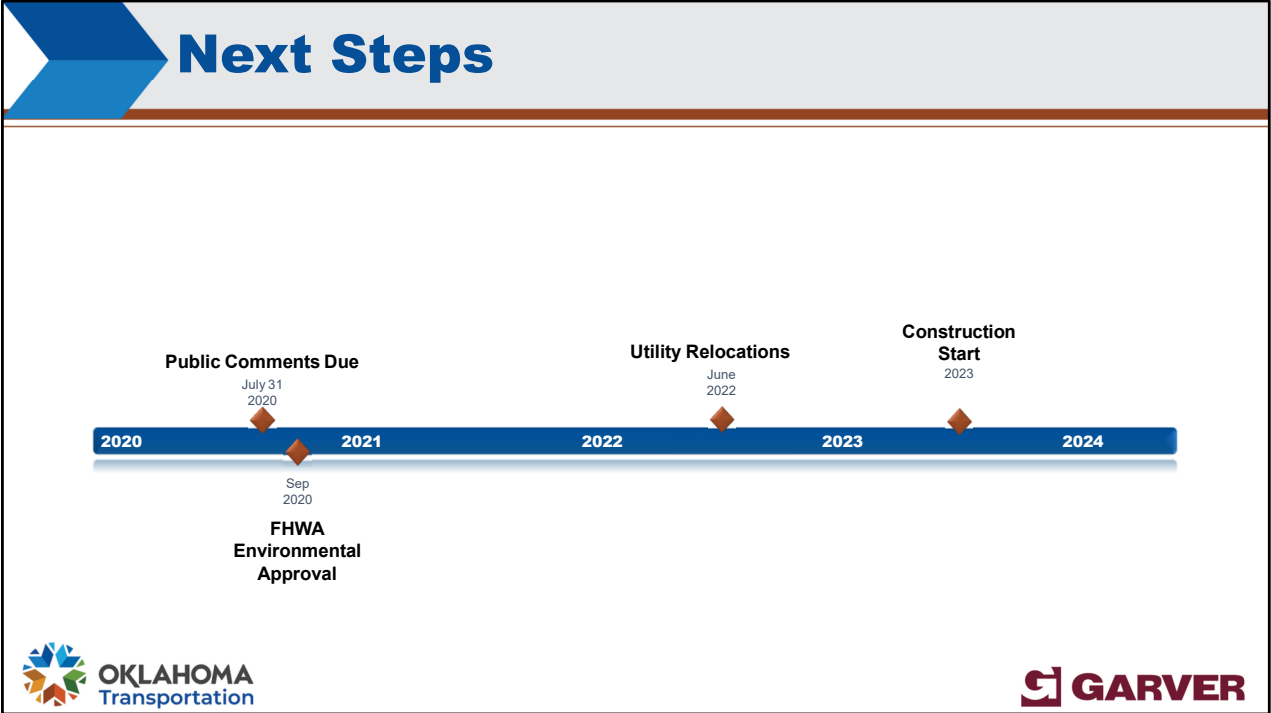
Environmental Studies

Environmental Studies

- **ODOT has completed studies of:**
 - Waters and Wetlands
 - Threatened and Endangered Species
 - Cultural Resources (Historic and Archeological)
 - Neighborhoods and Businesses
 - Hazardous Materials
- **No significant impacts are anticipated**
- **Studies will be compiled in a Categorical Exclusion document for Federal Highway Administration approval**



ODOT has completed detailed environmental studies of the proposed project. Studies of waters and wetlands, threatened and endangered species, cultural resources, neighborhoods and businesses, and hazardous materials were completed. No significant impacts to any of these resources are expected. Additional commitments to avoid and/or minimize impacts to the environment will be added to the project. The Federal Highway Administration must approve the environmental document before the project can proceed.



This slide shows the next steps for the project. We ask that you submit your comments by July 31st so that we may incorporate your feedback and finalize the design plans. Currently construction of the project is programmed to begin in 2023. Construction is anticipated to last approximately 6 months. The project may be advanced based on need and if funding is available. ODOT will provide an opportunity for drivers to learn more about how to use the roundabout before the project is opened to the public.



Thank You!

Thank you for participating in our Virtual Public Meeting!

Please visit the other areas of the website for more information

- **Interactive Map** – view the design on an aerial photograph, zoom in and out, find your property, etc.
- **Roundabout Information** – more information on the benefits of roundabouts and how they work
- **Environmental Studies** – more information about the studies conducted and environmental commitments
- **Submit a Comment** – submit your comment or questions on this page or send by email or mail



Thank you for participating! Please visit the other areas of this website for more information. This concludes the meeting presentation.