WELCOME
STATE HIGHWAY 53
Public Involvement Meeting
February 23, 2016

Presented by: The Oklahoma Department of Transportation
NewTran Solutions and White Engineering Associates, Inc.
Team Introductions

NewTran Solutions
Transportation Engineering Services

DOT
Oklahoma Department of Transportation

White Engineering Associates, Inc.
Purpose of This Meeting

...is to inform the public and receive input regarding the Department's proposed improvements to SH-53 from Friendship Rd. (NS-278) to S. 5th St. in the City of Comanche.
Project Development Process

1. Identify Problems
2. Gather Information
3. Develop Conceptual Alternatives
4. Gain Public Input

Today
Purpose of The Project

- Improve Roadway Safety and Multimodal Mobility
  - Upgrade Roadway Geometry and Intersection Sight-Distance to current design standards.
  - Replace deteriorated sidewalk in Comanche.
- Replace Deficient Bridges
- Add Shoulders
- Add Curb & Gutter in town
- Mitigate high-frequency collision locations
  - Bowles Road (NS-280)
  - Sears Road (NS-281)
  - S. 8th Street
- Improve safe ingress/egress at school
Identify Problems & Gather Information
Existing Conditions

- Original roadway constructed in the 1926

  80 ft. Right-of-Way (Typical)
  
  18 ft. (Original Roadway)

- Widened in 1965

  80 ft. Right-of-Way (Typical)
  
  24 ft. (Widened Roadway)
Existing Conditions

- Existing traffic (2012): 3,200 vehicles/day
- Projected traffic (2032): 4,500 vehicles/day
- Percent truck traffic: 17%
- Posted speed limit(s): 35MPH – 65MPH
Existing Conditions

Obsolete roadway geometry provides inadequate sight-distance at NS-280 (Bowles Rd.)
Existing Conditions

Dry Creek Bridge (60 ft. long by 30' wide steel beam bridge)

Includes overflow bridge
Existing Conditions

Dry Creek Bridge (60 ft. long by 30' wide steel beam bridge)

- Original bridge constructed in 1926
- Widened in 1965
Existing Conditions

Bridge near S. 7th Street in Comanche

Original bridge constructed in 1926
Reconstructed in 2008 using existing abutments
22 ft. long by 41 ft. wide steel beam bridge

No Pedestrian Protection Provided
Existing Conditions

Bridge near S. 5th Street Bridge in Comanche

Original bridge constructed in 1926
24 ft. long by 30 ft. wide steel beam bridge

Pedestrian Protection Provided
Existing Conditions

Roadway Culverts

Most existing culverts are suitable for extension
10-Year Collision History

- **Crash Types Reported**

  - Other: 1
  - Overturn/Rollover: 3
  - Animal: 5
  - Fixed Object: 8
  - Other Angle: 2
  - Angle Turning: 14
  - Right Angle: 5
  - Head-On (front-to-front): 2
  - Rear-End (front-to-rear): 4

44 reported collisions from 2004 to 2013.
10-Year Collision History

Higher frequency collision locations (3 or more in 10 years)

- 6 collisions
- 3 collisions
- 4 collisions

S. 8th Street

30% of reported crashes at these three locations

Primary collision type – Angle Turing (46%)
Environmental Studies

Issues Considered

- Relocation Impacts
- Wetland & Stream Impacts
- Floodplain Impacts
- Farmland Impacts
- Threatened & Endangered Species
- Cultural & Archaeological Sites
- Hazardous Waste Sites
- Oil & Gas Sites
- Noise Impacts
Section 1 (NS-278 – NS-281): Widen and resurface to a 40 ft. open section (two 12 ft. travel lanes and 8 ft. shoulders), replace Dry Creek Bridge, alignment modification at NS-280 to improve sight distance and correct obsolete vertical curves.

Section 2 (NS-281 – S. 5th St.) Widen and resurface to a 42 ft. curb & gutter section (two 12 ft. travel lanes, 8 ft. shoulders and 1 ft. gutters), correct skewed intersections and include dedicated turn lane at the school (evaluate use of 3-lane section)
Section 1 Conceptual Improvements

Section 1
Proposed roadway cross-section

Begin Project NS-278
End Project 5th St.
2-12 ft. travel lanes with 8' shoulders
Section 2 Conceptual Improvements

Section 2
Proposed roadway cross-sections
Section 2 Conceptual Improvements

2-12 ft. travel lanes with 8 ft. shoulders & curb and gutter

2-13 ft. travel lanes with 14 ft. two-way left-turn lane & curb and gutter
Section 2 Conceptual Improvements

Conceptual sidewalk improvements

Segment 1: Comanche Dr. to school crosswalk

Segment 2: School crosswalk to S. 8th St.

Segment 3: S. 8th St. to S. 5th St.
Section 2 Conceptual Improvements

Conceptual sidewalk improvement
Segment 1: Comanche Dr. to school crosswalk

2-12 ft. travel lanes with 8 ft. shoulders, curb and gutter & 5 ft. sidewalk

2-13 ft. travel lanes with 14 ft. two-way left-turn lane, curb and gutter & 5 ft. sidewalk
Section 2 Conceptual Improvements

Conceptual sidewalk improvement
Segment 2: School crosswalk to S. 8th Street

2-12 ft. travel lanes with 8 ft. shoulders, curb and gutter & 5' sidewalk

2-13 ft. travel lanes with 14' ft. two-way left-turn lane, curb and gutter & 5' sidewalk
Section 2 Conceptual Improvements

Conceptual sidewalk improvement
Segment 3: S. 8th Street to S. 5th Street
Right-of-Way

Section 1 (open roadway section):
- Existing right-of-way – Approximately 80 ft.
- Additional right-of-way required – Approximately 35 ft. either side
  - Varies based on design constraints
- Symmetrical widening (widened on both sides)
- No relocations anticipated

Section 2 (curb & gutter roadway section):
- Existing right-of-way – Approximately 80 ft.
- Additional right-of-way required – Approximately 10 ft. either side
  - Varies based on design constraints
- Symmetrical widening but widened to west near school
- No relocations anticipated
Conceptual Improvements At Intersections and Bridges
Dry Creek Bridge Replacement

- Construct Temporary Detour

- Replace existing 60 ft. long by 30 ft. wide Steel Beam Bridge with 120 ft. long 40 ft. wide Concrete Beam Bridge

- Replace existing double 10 ft. X 10 ft. overflow bridge culvert with double 6 ft. X 6 ft. roadway culvert.
Dry Creek Bridge Replacement
Dry Creek Bridge Replacement
Alignment Modification at NS-280

Construct new alignment to North to correct vertical geometry and maintain traffic during construction.
Transition to Curb & Gutter at NS-281

Move Speed Limit Signs

Begin Curb & Gutter

NS-281 (Sears Rd.)

SH-53

SPEED LIMIT 45

12'

12'

8'

SPEED LIMIT 35

13'

14'

13'

NTS
Texas Ave. Intersection
Replace Bridge Near 5th Street
Transition to Angle Parking (EOP)
Next Steps

- Gain Public Input
  - Today
- Right-of-Way Acquisition 2017
- Finalize Environmental Document
- Submit Comments by 3-8-2016
- Select Preferred Design
- Complete Detailed Design
- Utility Relocations 2017
- Construction 2023
Thank You!

Please Submit Your Comments by:

March 8, 2016

- Comments may be provided as follows:
  - Leave your comment form here tonight
  - Mail comment form to:
    Oklahoma Department of Transportation
    Office of Public Involvement
    200 NE 21st Street
    Oklahoma City, OK 73105
  - Fax comment form to (405) 521-6917
  - Email comments to: PUBLICMEETINGS@ODOT.ORG
- Information is available at www.odot.org/publicmeetings