NOTES

SH-136 ~ Texas County, OK ~ JP 24413(04)
Presentation of Proposed Alternatives & Solicitation of Public Input

Purpose of Meeting
To present the proposed design for this highway segment and receive public comment.

Project Background
The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the SH-136 roadway from US-412, extending south 2.5 miles in Texas County. This existing segment of SH-136 consists of two 12-foot-wide driving lanes with no shoulders creating a narrow roadway. Four alternatives are under consideration for the section, from Road X north approximately 1.25 miles to US-412 to provide operational improvements to US-412, improve drainage and consider constructability. The purpose of this project is to improve the safety of the highway as a continuation of planned improvement from the Texas State line to the City of Guymon.

Project Description
The alternatives are the same for the rural or southernmost 1.25 miles of the project, in which the highway will be widened to the east and the existing pavement resurfaced while maintaining one lane of traffic during construction to provide two 12-foot-wide driving lanes with 8-foot-wide paved shoulders.

ODOT has tasked a Consultant to develop alternatives for correcting the roadway deficiencies in the urban section (approximately 1.25 miles) while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints which include a No Man’s Land Regional Park – a protected resource under Section 4(f) of the Transportation Act. For each alternative, the intersection with US-412 is being reviewed for operational improvements.

Alternative A
Do nothing and maintain existing conditions.

Alternative B
Improve existing alignment to provide two 12-foot-wide driving lanes and 8-foot-wide paved shoulders from Road X north to 12th Street, then transition to two 12-foot-wide driving lanes, a 14 foot wide center turn lane, curb and gutter, open ditches and sidewalks to US-412. This would require closure of city streets, in phases, during construction and two lanes of traffic maintained.

Alternative C
Improve roadway with a new alignment to the west of SH-136 using Main Street to provide two 12-foot-wide driving lanes and 8-foot-wide paved shoulders from existing SH-136 to US-412. This would require closure of city streets, in phases, during construction and two-lanes of traffic maintained.

Alternative D
Improve roadway with a new alignment to the east of SH-136 beginning at County Road X the alignment would extend northeast and connect with US-412 to provide two 12-foot-wide driving lanes and 8-foot-wide paved shoulders with open ditches, with no construction phasing required. Although there are no anticipated impacts to No Man’s Land Regional Park., there is the possibility that this alternative could affect the park.

After analysis and consideration of the alternatives, improving the roadway with a new alignment to the east of SH-136 has been selected as the preferred alternate—Alternative D. This alignment begins at County Road X and would extend on new alignment to the northeast and connect with US-412 to provide two 12-foot-wide driving lanes and 8-foot-wide paved shoulders with open ditches, with no construction phasing. The intersection with US-412 would avoid the Apache Trace Apartments and No Man’s Land Regional Park but would add left turn lanes to US-412 for turning movements with SH-136.
LEGEND

- Preferred Alternative D
  SH-136 Re-Alignment
- Proposed SH-136 Removal
  From State Highway System

SH-136 PREFERRED ALTERNATIVE D