



State Highway 53 Improvements

***(From just west of County Road NS-323 (Peach Tree Road),
extending east 5.57 miles through I-35 Interchange, Carter County)***

Public Meeting



December 8, 2015

State Highway 53 Improvements

Introductions



- ODOT
- Triad Design Group
- FHWA



State Highway 53 Improvements

Meeting Purpose



- Purpose and Need for SH-53 Improvements
- 3 Alternatives Considered
- Preferred Alternative
- Public Input/Feedback



State Highway 53 Improvements

Existing Facility



- Two-Lane Facility
- Two 12-Ft. Lanes
- No Shoulders
- Annual Average Daily Traffic
 - Current (2015) = 1,600 Vehicles per Day
 - Projected (2035) = 2,300 Vehicles per Day



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Purpose and Need

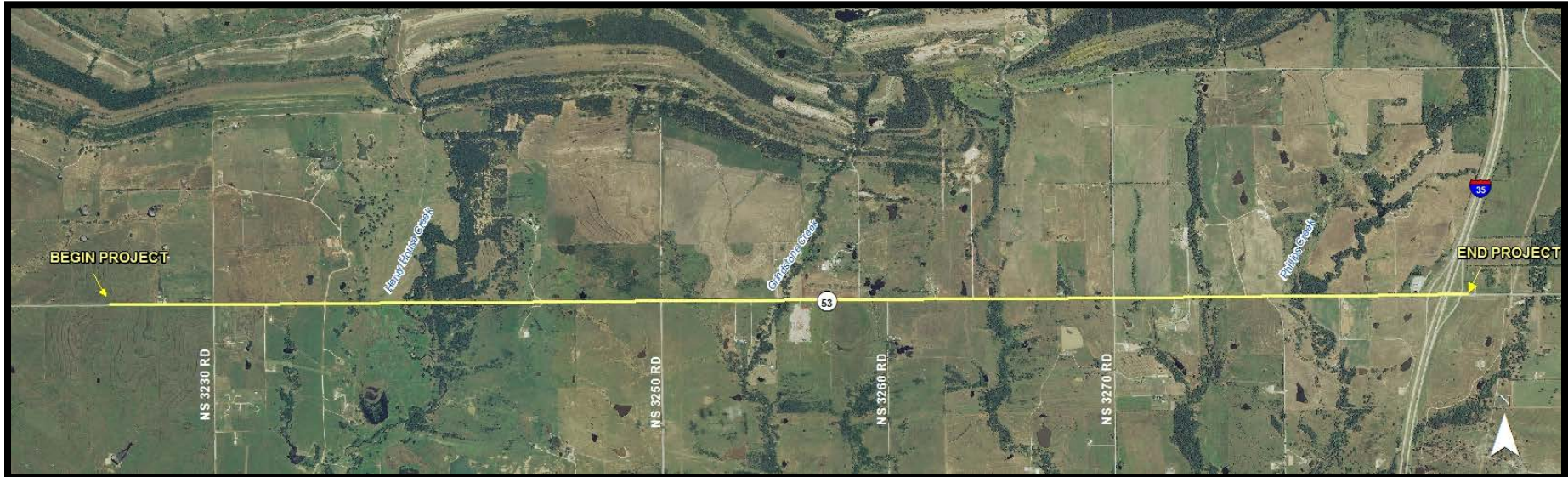


- **Improve Safety**
 - 59 Collisions Recorded from 2004 through 2015
 - 154.2 Collisions per 100 Million Vehicle Miles (compared to statewide rate of 82.2)
 - Limited Sight Distance due to Substandard Vertical Alignment
 - Lacks Adequate Shoulders and Clear Zone
- **Improve Facility to Meet Current Design Standards**
 - Correct Substandard Vertical Alignment
 - Improve Clear Zone



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Project Extents

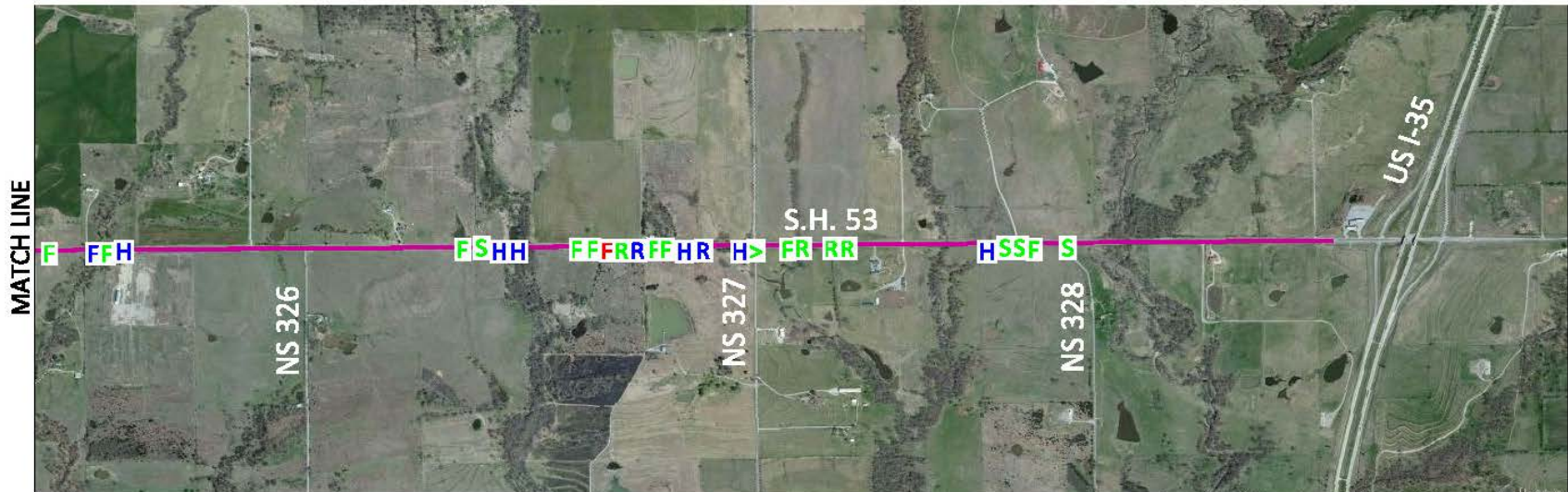
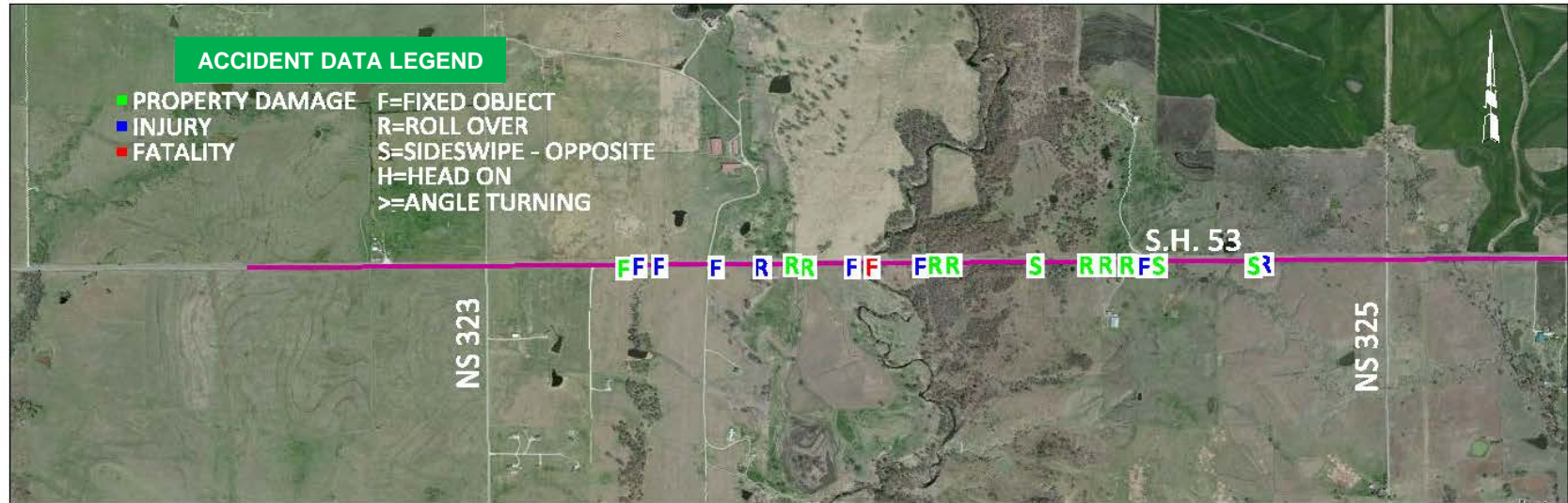


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Accidents, 2004 - 2015



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Proposed Project



- Correct the Vertical Alignment
- Add Shoulders
- Improve Pavement Section
- Improve Side Slopes
- Establish Clear Zone



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Proposed Project – Typical Section



Proposed Improvements

- Two 12-Ft. Lanes
- 8-Ft. Paved Shoulders
- 1:6 Foreslopes
- 8-Ft. Wide Ditches
- 1:3 Backslopes
- Establish Adequate Clear Zone (typically 28 feet minimum)

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Alternatives Considered



- Improvement on Existing Alignment

- Improvement on Existing Alignment
- Offset Alignment to the North
- Offset Alignment to the South
- Offset Alignment: Combination North and South

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Alternative 1: North Offset



OFFSET 65 FEET TO THE NORTH



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Alternative 2: South Offset



MATCH LINE



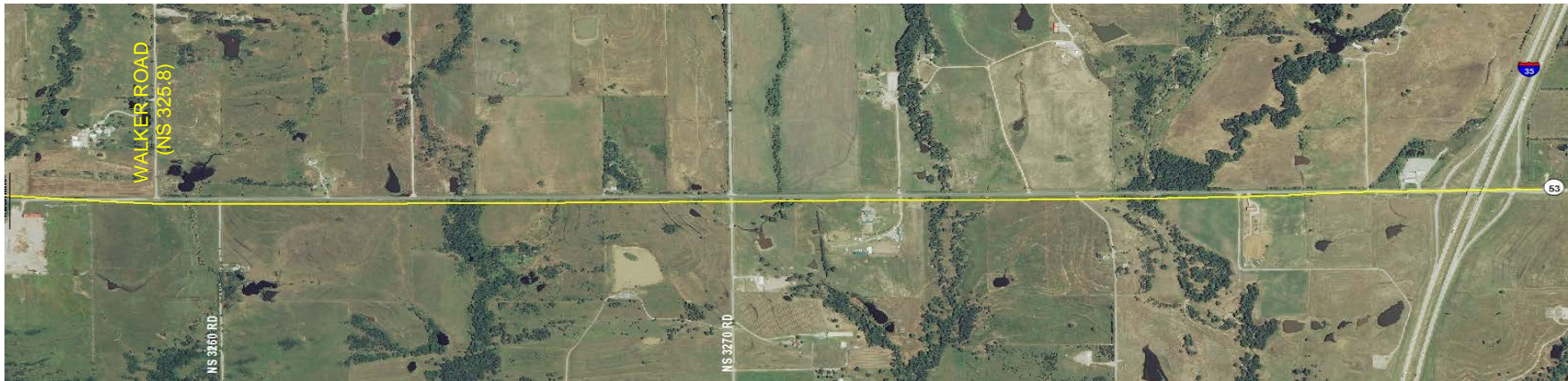
MATCH LINE

OFFSET 65 FEET TO THE SOUTH



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Alternative 3: Combination Offset North and South



OFFSET 65 FEET TO THE NORTH AND SOUTH
Crossing just west of County Road NS 325.8 (i.e., Walker Road)



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Constraints Mapping



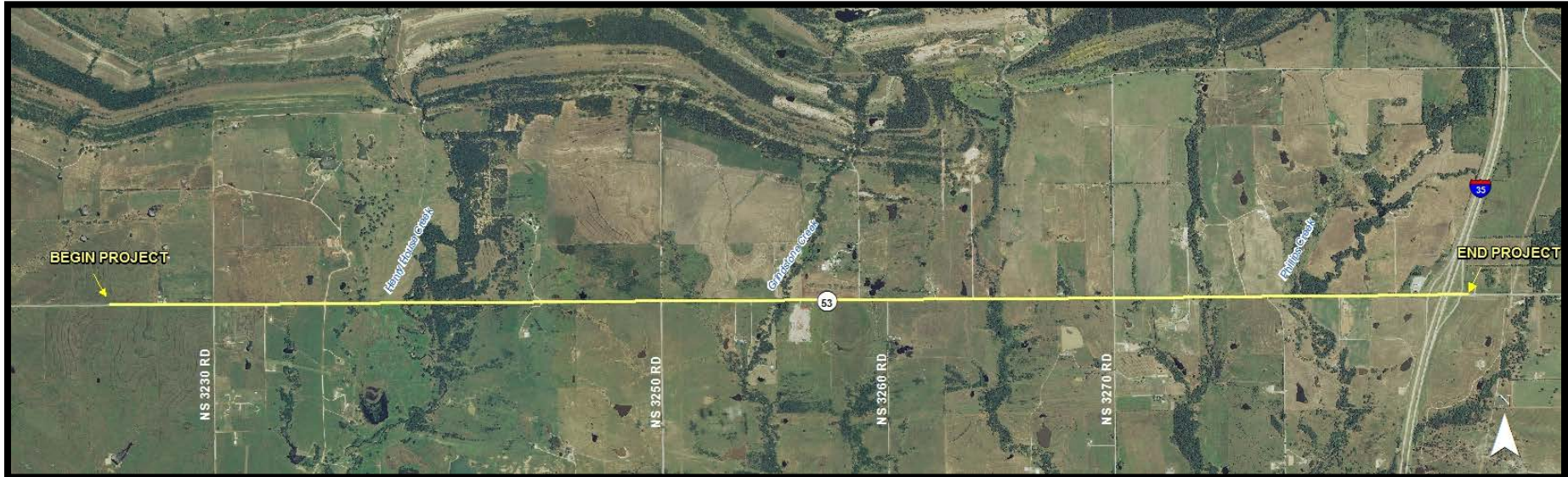
Reconnaissance Performed to Identify Constraints

- Wetlands and Waters
- Threatened & Endangered Species Critical Habitat
- Archeological Sites and Historic Properties
- Aboveground or Underground Storage Tanks
- Oil/Gas Wells
- Residences
- Commercial Facilities
- Utilities



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Project Extents



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Wetlands and Waters



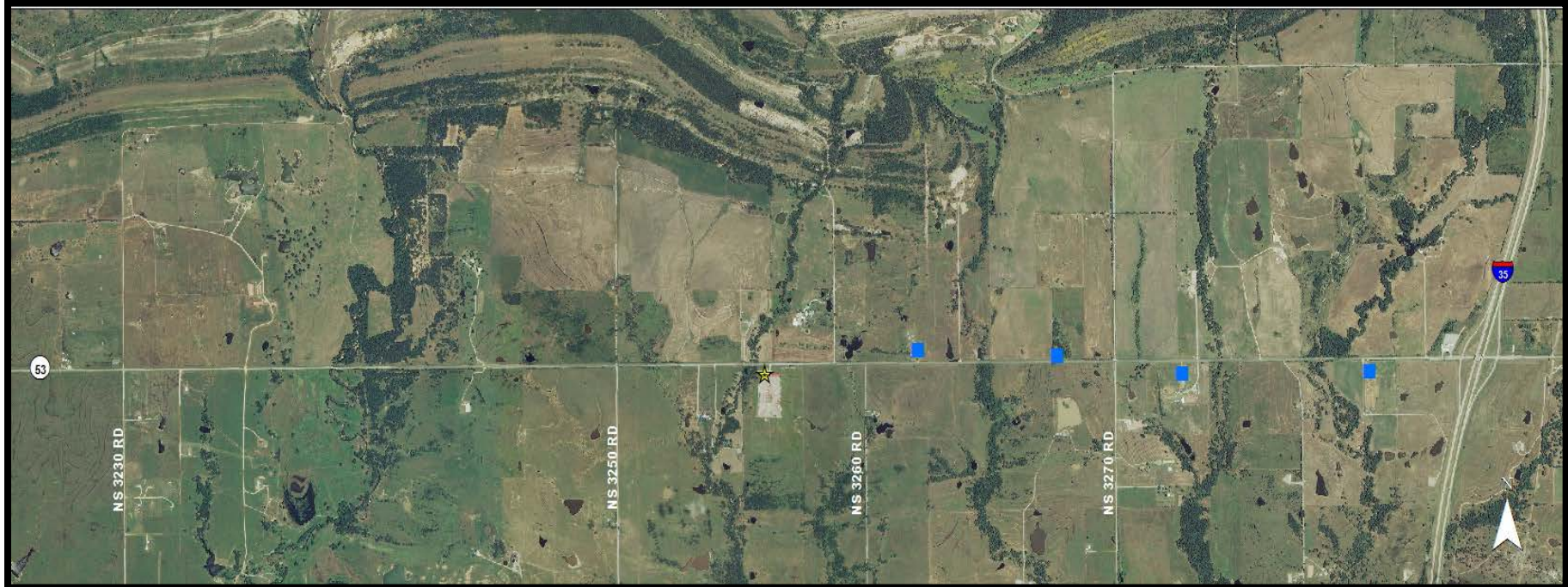
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Underground Storage Tanks



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Residences and Commercial Facilities



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Utilities



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Composite Constraints Map



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Comparison of Alternatives



Comparison Parameters*	North Offset	South Offset	Combination North and South
Environmental Impacts (Approximate)			
Wetlands Impacts (ac.)	4.09	0.60	1.79
Stream Rechannelization (ft.)	405	0	230
Utility Impacts			
Utilities Impacted	Fiber Optic Communications Water	Electric Fiber Optic Communications Water Gas	Electric Fiber Optic Communications Water
Right-of-Way Impacts			
Potential Residential Relocations	1	0	0
Potential Commercial Properties Impacted	0	1	1
Total Project Cost**			
Estimated Construction Costs	\$20,058,500	\$21,263,400	\$20,933,000
Estimated Right-of-Way Costs	\$649,700	\$285,400	\$375,500
Estimated Utilities Costs	\$1,050,100	\$1,552,300	\$1,147,100
Estimated Total Costs	\$21,758,300	\$23,101,100	\$22,455,600

*: All other parameters same for all alternatives.

** : Does not include wetlands/waters mitigation costs.



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Noise Impacts Evaluation



- Noise Impacts Will Be Modeled for Receptors
- Noise Mitigation Unlikely

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Preferred Alternative



Alternative 3: Combination Offset North and South

- Disadvantage: Crosses Existing SH-53 Alignment
 - Requires Temporary Connection during Construction
 - Slightly Longer Construction Time
- Advantages:
 - No Residential Relocations
 - Less Wetlands/Waters Impacts than Alternative 1
 - Lower Total Project Cost than Alternative 2
 - Fewer Utility Conflicts than Alternative 2



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What Happens Next?



- Consider Comments from Public Meeting
- Complete Preliminary Design Report
- Begin Detailed Environmental Studies and Design Plans



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Roadway Improvement Process



- Complete Environmental Studies and Plans
- Acquire Right-of-Way (Year 2018)
- Relocate Utilities (Year 2018)
- Begin Construction (Year 2020)



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Submit Your Comments



- Leave Your Written Comments with Us Tonight.
- Download and Submit a Comment Form at:
www.odot.org/publicmeetings
- Submit Your Written Comments by Mail to:
Oklahoma Department of Transportation
Environmental Programs Division
200 N. E. 21st Street
Oklahoma City, OK 73105
- Fax your written comments to:
(405) 522-5193
- Email your comments to:
Odot-environment@odot.org
- **Please Submit Your Comments by December 23, 2015.**



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Thank you!

