

WELCOME

PUBLIC MEETING FOR

SH-136

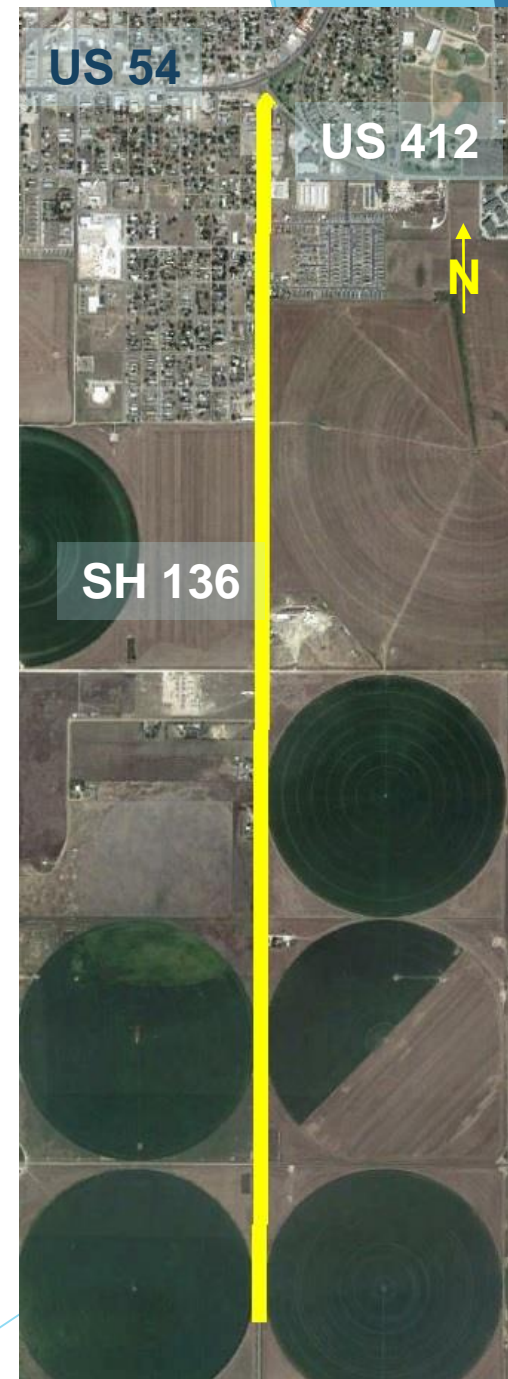
**FROM US-412 IN GUYMON, OKLAHOMA AND
EXTENDING SOUTH 2.5 MILES IN TEXAS COUNTY**

ODOT DIVISION 6



Purpose of This Public Meeting

.....is to Inform the Public
of the Proposed
Improvements to SH-136
from US-412 in Guymon and
Extending South 2.5 Miles
in Texas County.



Purpose of the Project

.....to improve the Safety of the Highway Facility while considering cost effectiveness with the least amount of social and environmental impact.



Purpose of the Project

..... a continuation of planned
improvements along this roadway
from the Texas State Line to
Guymon.

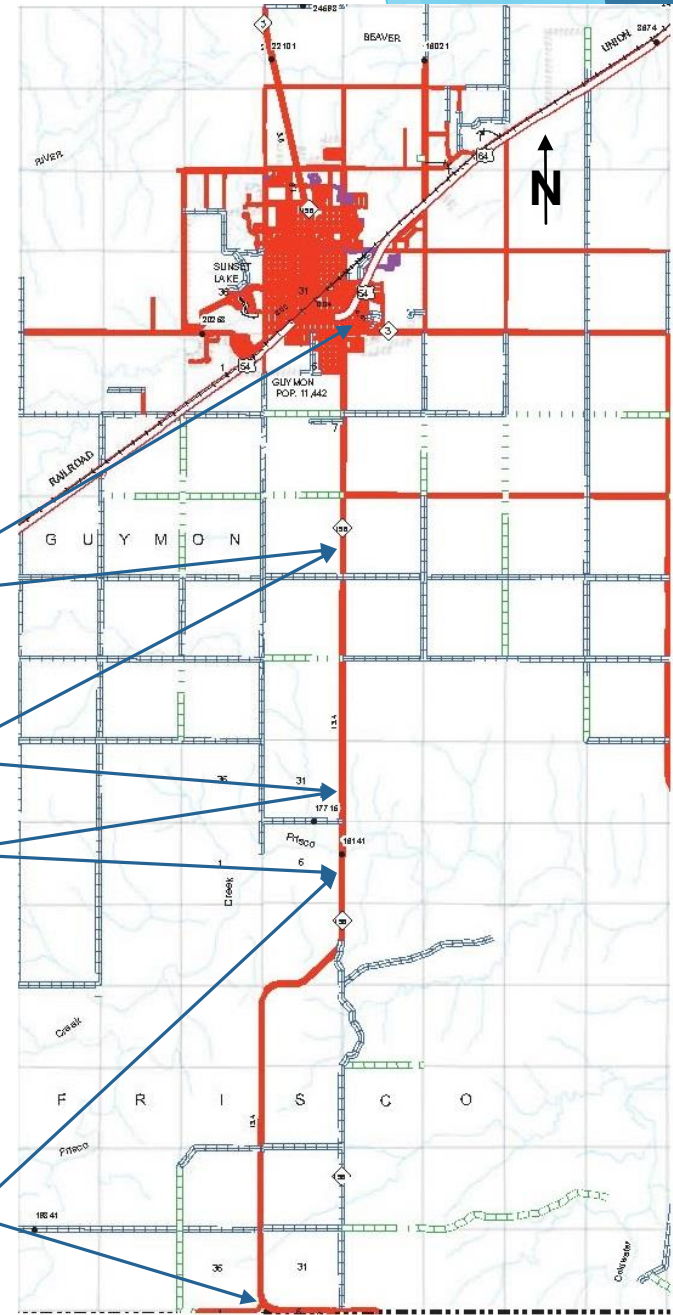
JP 24413(04)

JP 24345(04)

JP 27920(04)

Other
Corridor
Projects

JP 24241(04)



Current Project Area Information

➤ General Data

- Two 12-foot Wide Driving Lanes
- No Paved Shoulders
- Posted Speed 65 mph in rural segment
 - Drops to 45 mph at the Guymon City Limits
 - Drops to 35 mph between 8th and 9th Street
- Current Traffic (2018) 2,138 Vehicles/Day
- Projected Traffic (2043) 3,508 Vehicles/Day
- 24% Trucks

Existing Conditions Warrant Improvement

➤ Roadway Conditions

- Narrow Shoulders
 - Inadequate Pavement Surface
 - Traffic Congestion at US-412 Intersection
 - Drainage Concerns
- ✓ The Above Factors Create Limited Opportunity for Traffic to Move Out of the Travel Way

Existing Conditions Warrant Improvement

➤ Narrow Shoulders



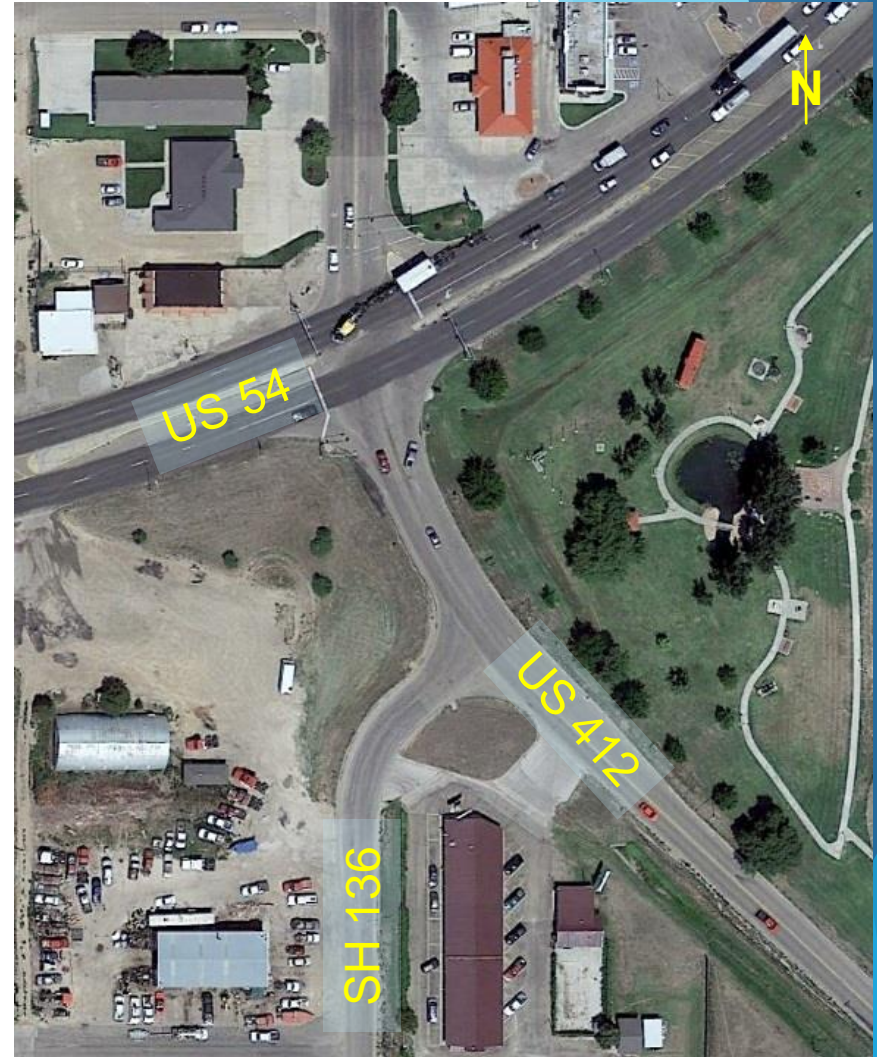
Existing Conditions Warrant Improvement

- **Distressed Pavement & Drainage Concerns**



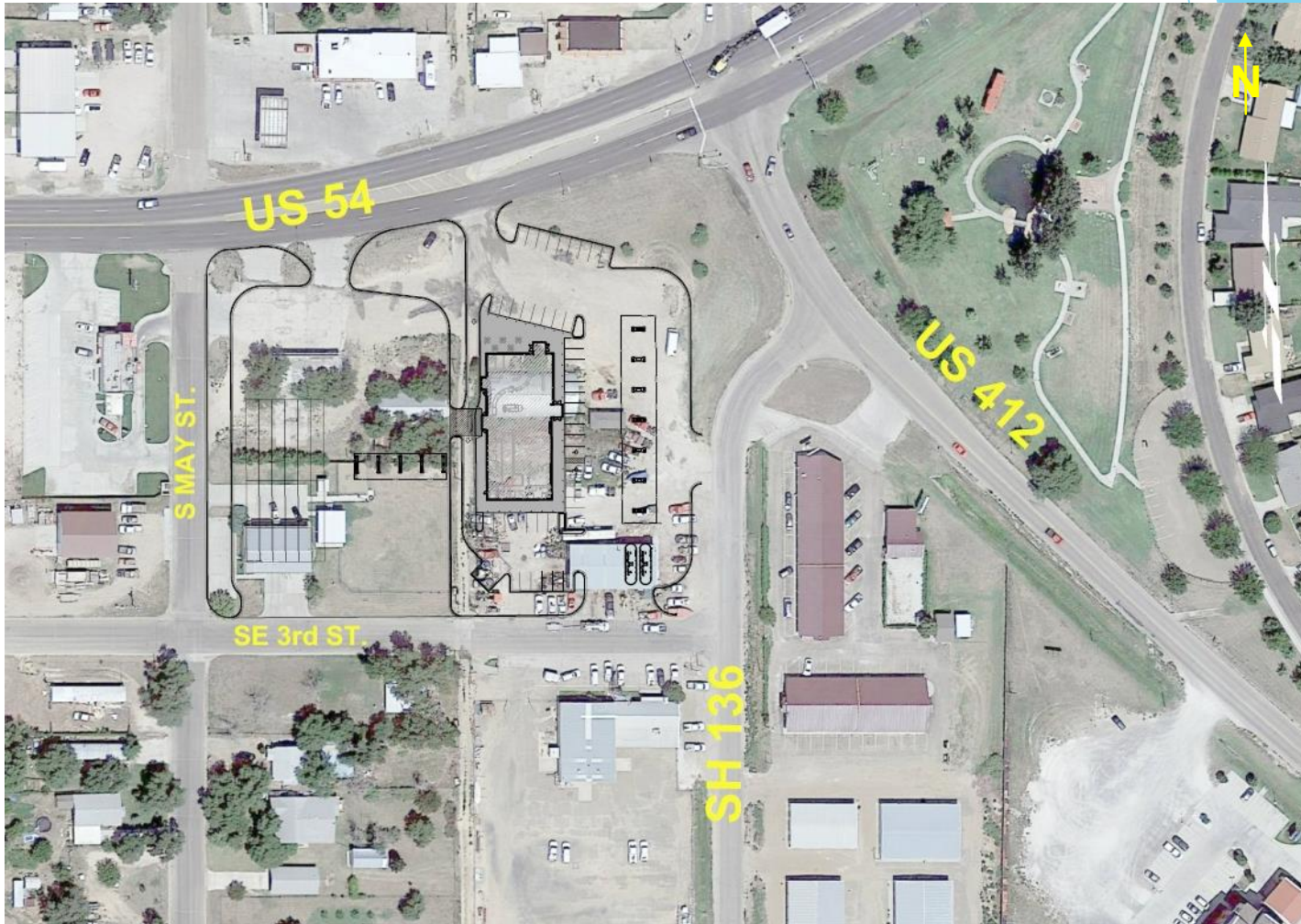
Existing Conditions Warrant Improvement

- Intersection with US-412
 - Operational Issues for turning movements
 - Especially truck traffic



Existing Conditions Warrant Improvement

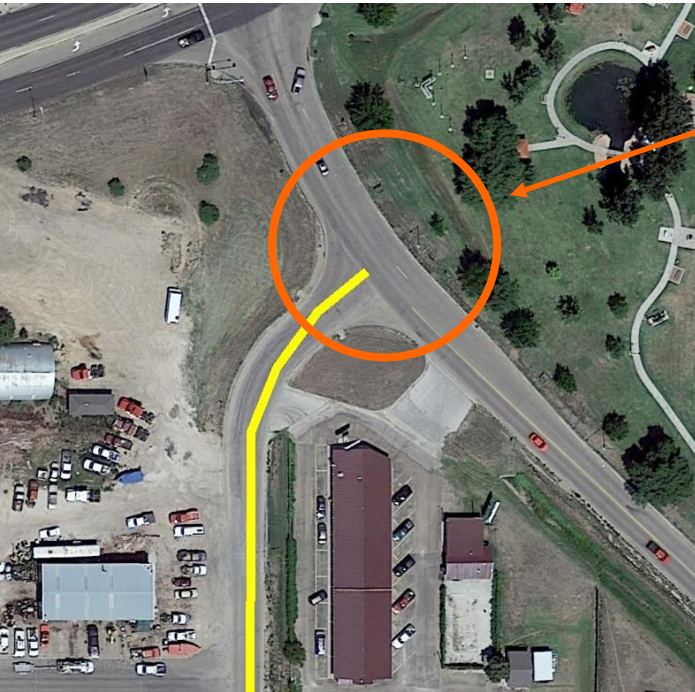
- Consideration of Proposed Future Truck Stop



Accident Data (2008-2018)

- **Total:**
 - 37 Documented Accidents**
 - 32 Personnel Property Damage Only**
 - 5 with Injury**
 - 0 Fatalities**
- **Overall Accident rate is 2-1/2 times Higher than the State-Wide average for similar facilities.**
- **Injury Collision rate is 60% of the State-Wide average.**
- **70% of Accidents occurred in Urban Section**

Current Project Area Information



5 Collisions at the Intersection
of SH-136 & US-412



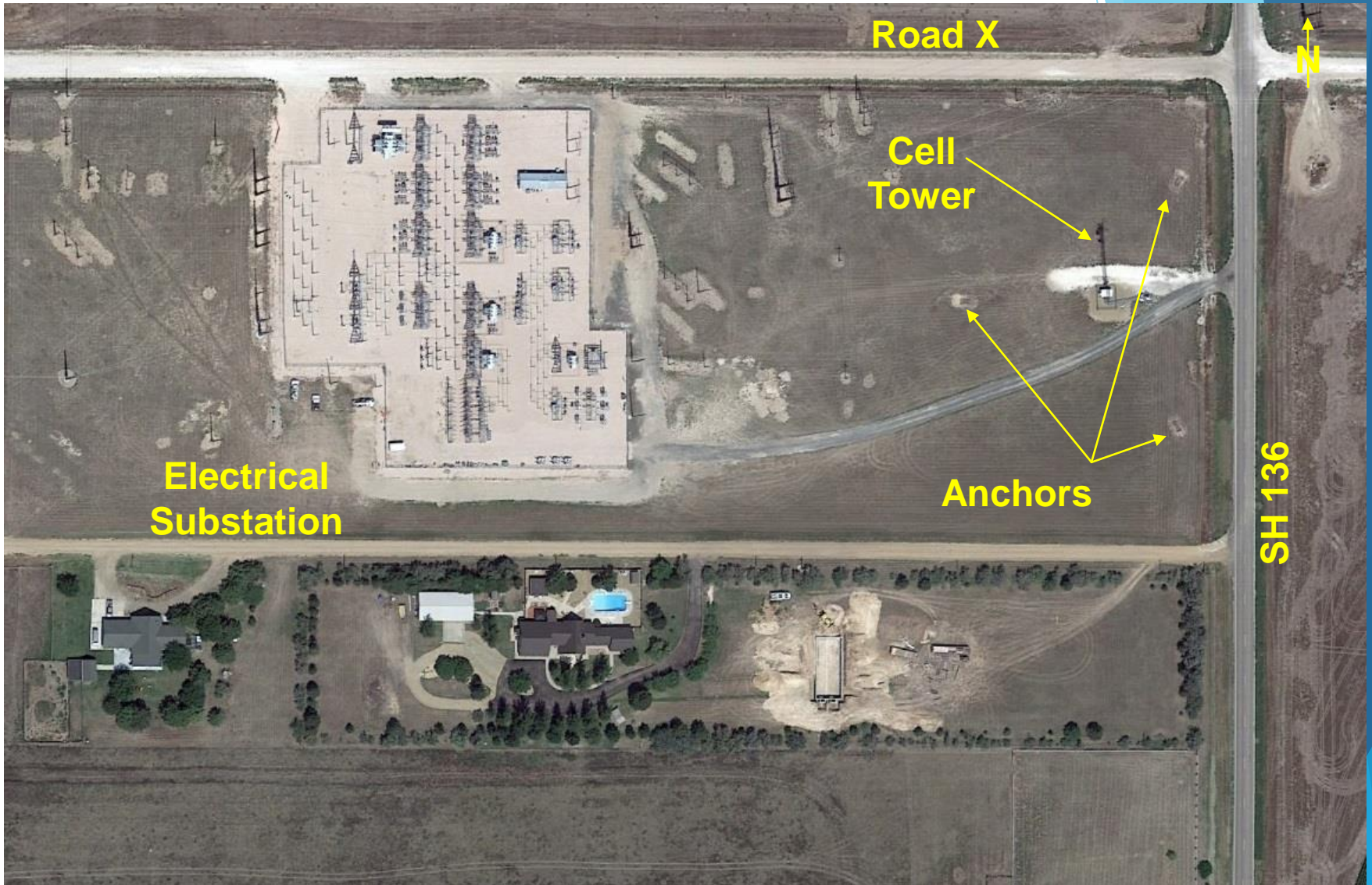
8 Collisions at the Intersection of
SH-136 & S.E. 5th Street

PROJECT CONSTRAINTS

- **Residential and Commercial Properties**
 - Identify, minimize and avoid

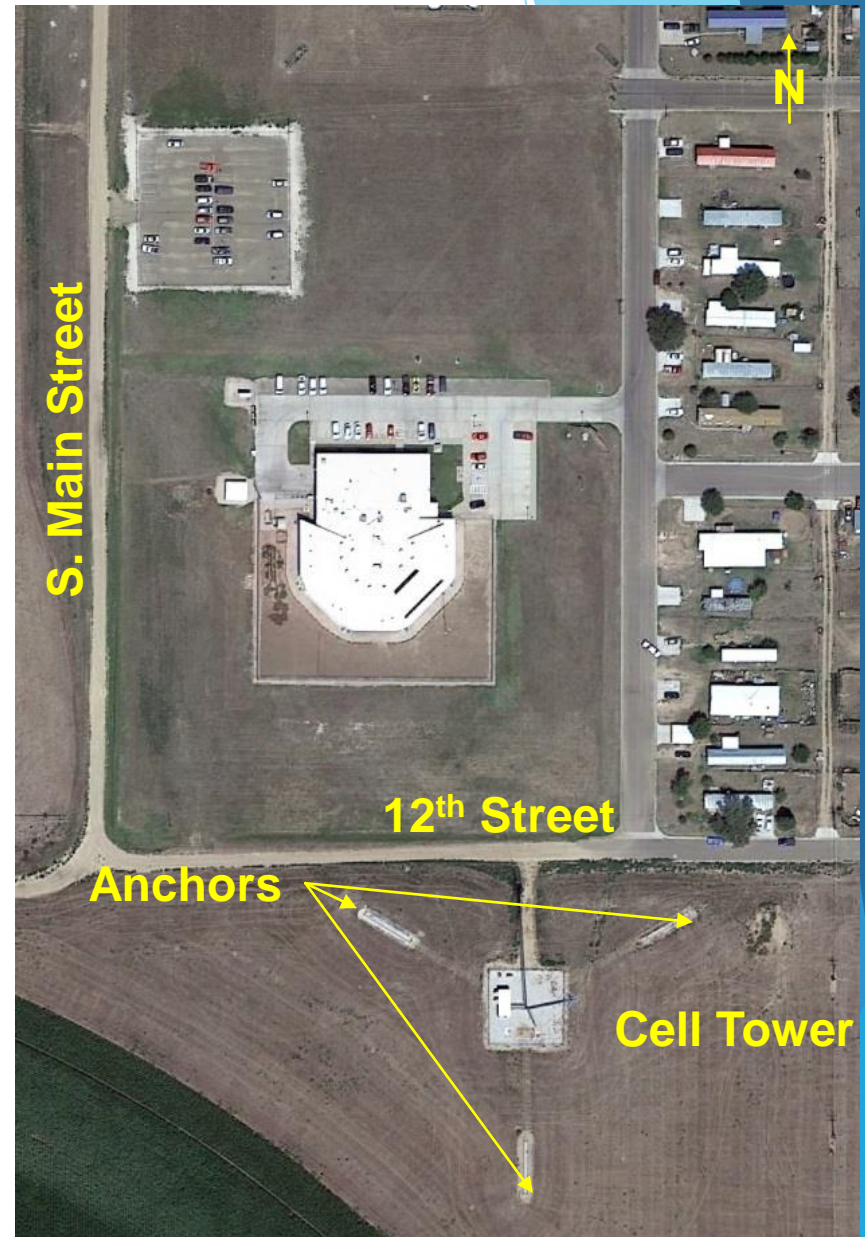
- **Numerous Utilities**
 - Telephone and Fiber Optics
 - Natural Gas Lines
 - Overhead Electric
 - Water Lines
 - Sanitary Sewer Lines
 - Cell Towers

PROJECT CONSTRAINTS



PROJECT CONSTRAINTS

- Correction Facility
- Cell Tower



PROJECT CONSTRAINTS

➤ Parks and Recreation

- Centennial Park



PROJECT CONSTRAINTS

➤ Parks and Recreation

- No Man's Land Park

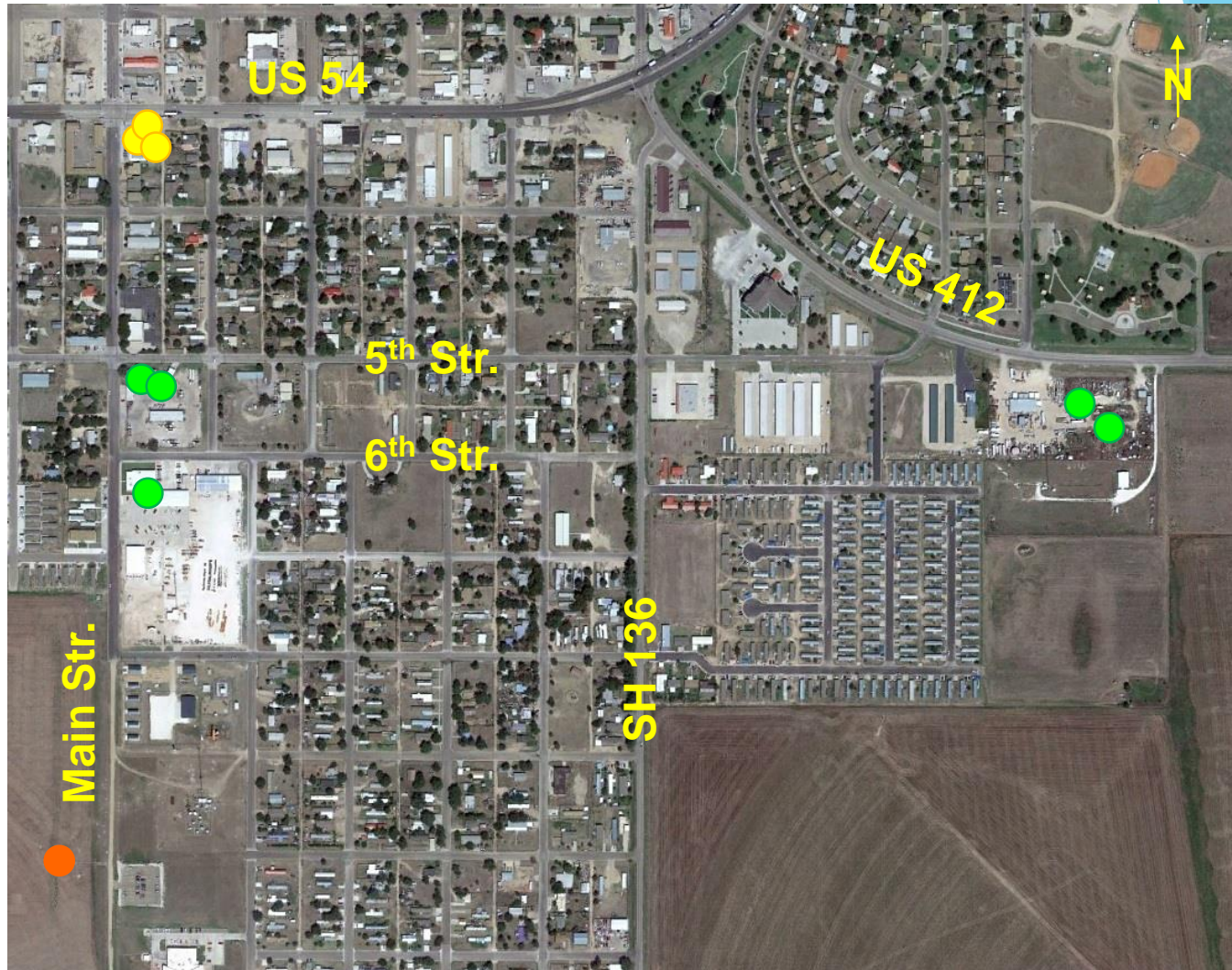


PROJECT CONSTRAINTS

➤ Potential Hazardous Waste Sites

- Underground Storage Tanks
- Above Ground Storage Tanks

- Oil Well Site



PROJECT CONSTRAINTS

- **Threatened & Endangered Species for Texas County**
 - Interior Least Tern
 - Piping Plover
 - Red Knot
 - Whooping Crane



DESIGN CRITERIA

❑ Improve Roadway to Meet Current Design Criteria

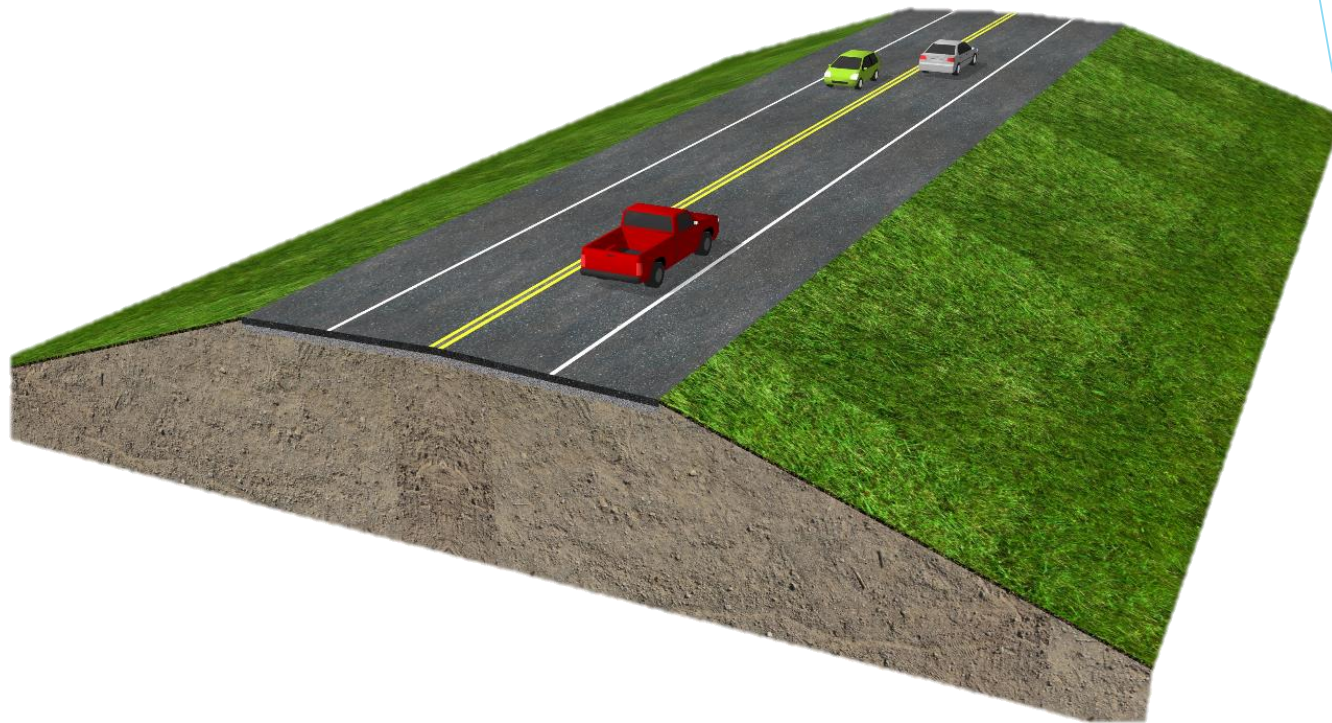
➤ Rural Segment (Outside of City Limits)

- 40 foot Paving Width
- Add 8 Foot Wide Paved Shoulders
- Design facility to obtain 65 mph design speed.
- Carry 1-Lane of Traffic During Construction

➤ Urban Segment (Within City Limits - North of 12th Street)

- 42 foot Paving Width
- Provide Continuous Center Left-Turn Lane
- Curb and Gutter Section with Sidewalks
- Design facility to obtain 45 mph design speed
- Carry 2-Lanes of Traffic During Construction

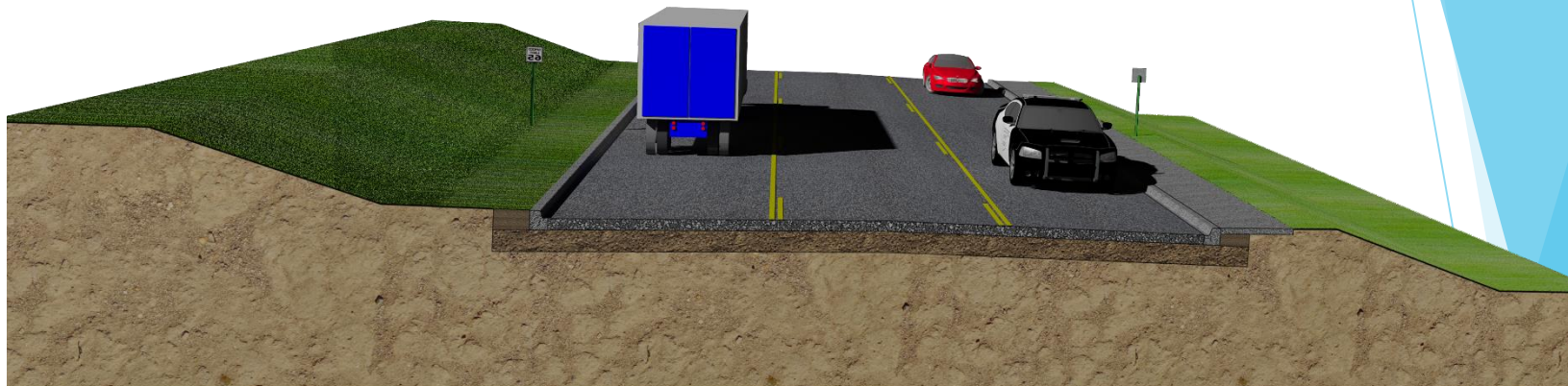
DESIGN CRITERIA



Proposed 2-Lane Typical Section - Rural Segments

Typical Includes: two 12' Driving Lanes; 8' wide Shoulders

DESIGN CRITERIA



Proposed 3-Lane Typical Section - Urban Segments

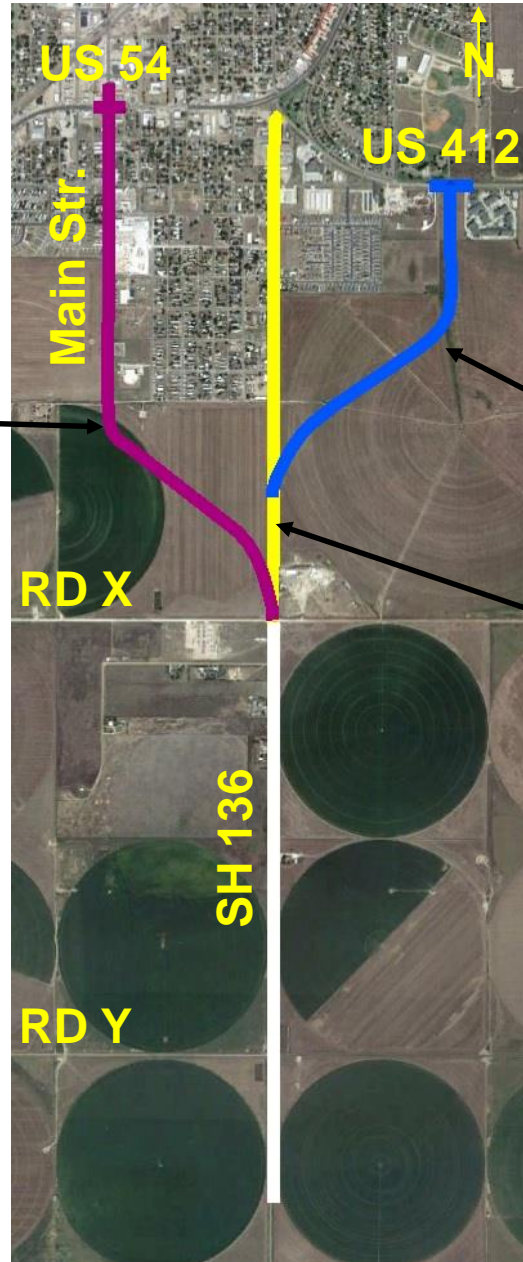
**Typical Includes: two 12' Driving Lanes; 14' wide
Continuous Center Turn Lane; Curb and Gutter**

PROJECT ALTERNATIVES

- **Alternative A** ~ “Do Nothing”
- **Alternative B** ~ Improvements along Existing Highway
- **Alternative C** ~ Highway Re-alignment to the West
- **Alternative D** ~ Highway Re-alignment to the East

PROJECT ALTERNATIVES

Alternative C



Alternative D

Alternative B

PROJECT ALTERNATIVES

➤ Alternative A ~ “Do Nothing”

Safety Improvements would NOT be Made

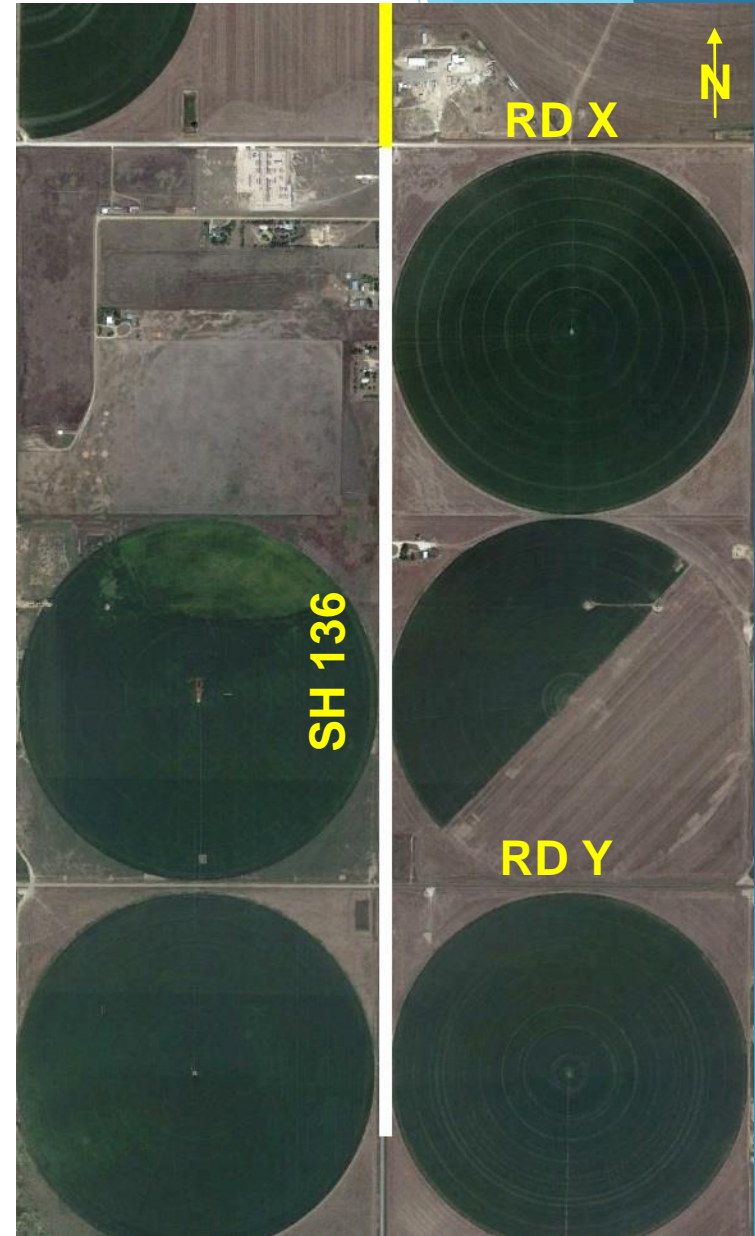
- Accidents would continue at a rate higher than the statewide average for similar highways
- Roadway would remain Narrow with Poor Surface Conditions
- No Drainage Concerns would be Addressed
- NO Truck Turning Improvements would be Made at the US-412 Intersection

This Alternative Does Not meet the Project Objectives

PROJECT ALTERNATIVES

➤ Alternatives B, C and D

- ❑ Safety Improvements along the Southernmost 1.25 miles (Rural Segment).



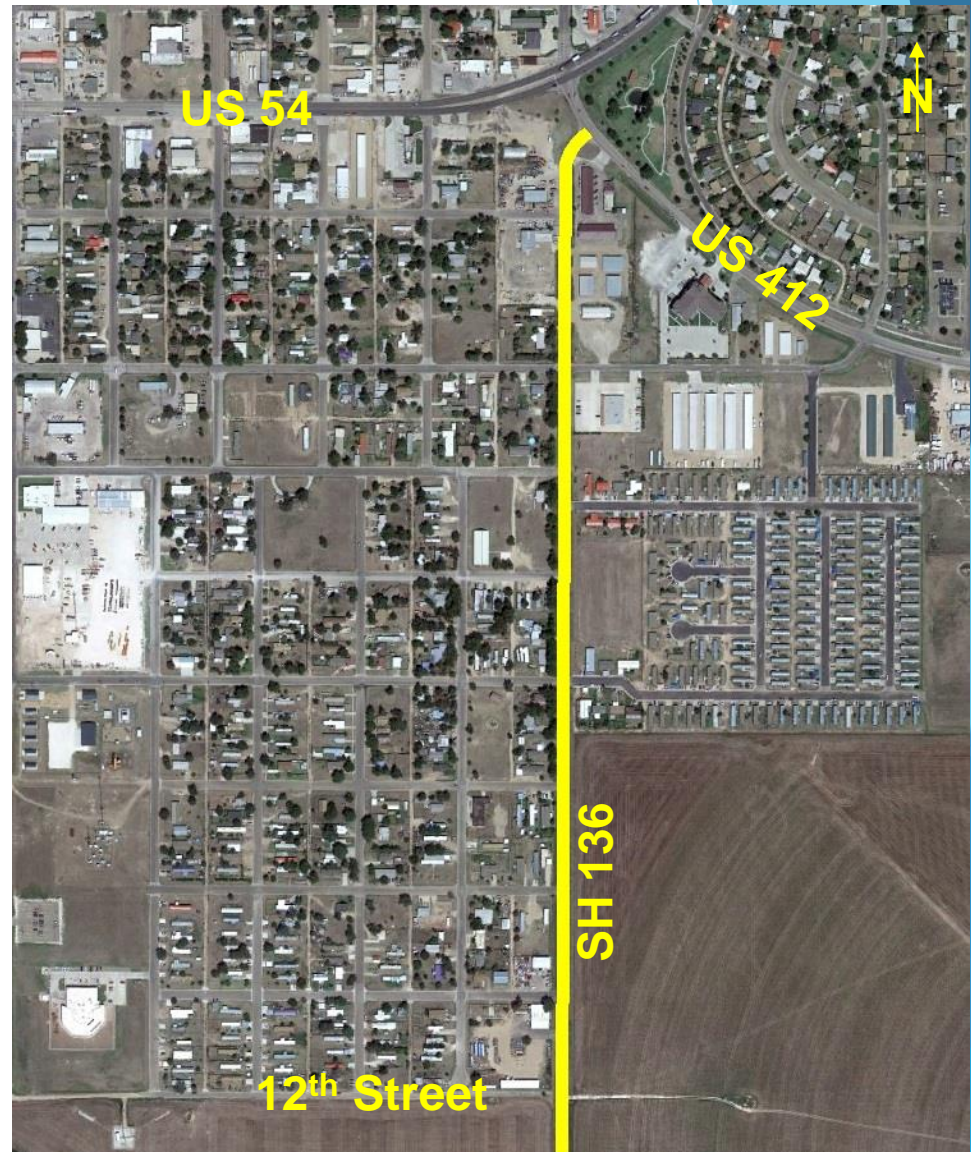
PROJECT ALTERNATIVES

➤ Alternatives B, C and D

- ❑ Safety Improvements along the southernmost 1.25 miles (Rural Segment) are the same for Alternatives B, C and D.
 - The existing highway will be widened to the East.
 - The existing pavement will be resurfaced.
 - One lane of Traffic will be maintained during construction.

PROJECT ALTERNATIVES

- **Alternative B ~
Improvements along
Existing Alignment**
 - ❑ **Urban Segment**
 - ❑ **The Existing Roadway
would be Reconstructed**



PROJECT ALTERNATIVES

➤ Alternative B ~ Improvements along Existing Alignment

□ Urban Segment (within City Limits)

- The existing highway will be widened to the East.
- From 12th Street and continuing north:
 - A Continuous Center Turn Lane will be added.
 - Curb and Gutters with Sidewalks will be constructed.
 - Utilizes Open Ditches for Drainage.
- Utilizes Phased Construction Techniques
 - Two Lanes of Traffic will be Maintained on SH-136.
 - Cross Streets would be Temporarily Closed During Construction.

PROJECT ALTERNATIVES

➤ Alternative B ~ Improvements along Existing Alignment

□ US-412 Intersection Improvement Options

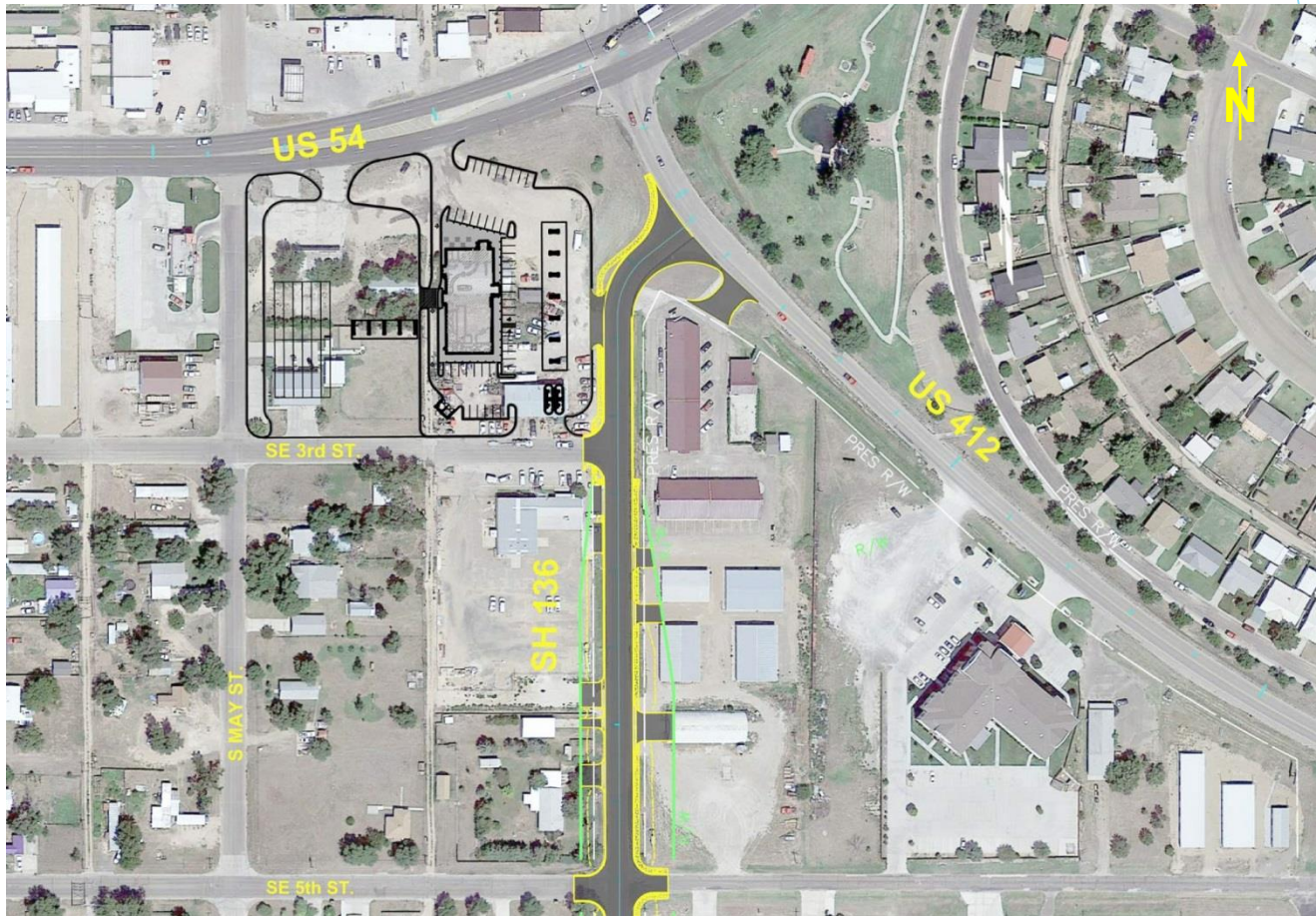
- **Option 1:** Intersection with US-412 would Remain at its Current Location.
 - The Geometric Layout would not meet the Current Design Criteria.
 - A Design Exception would be Required.

- **Option 2:** Intersection with US-412 would be Relocated to the South.
 - Meets Current Design Criteria

PROJECT ALTERNATIVES

➤ Alternative B ~ Improvements along Existing Alignment

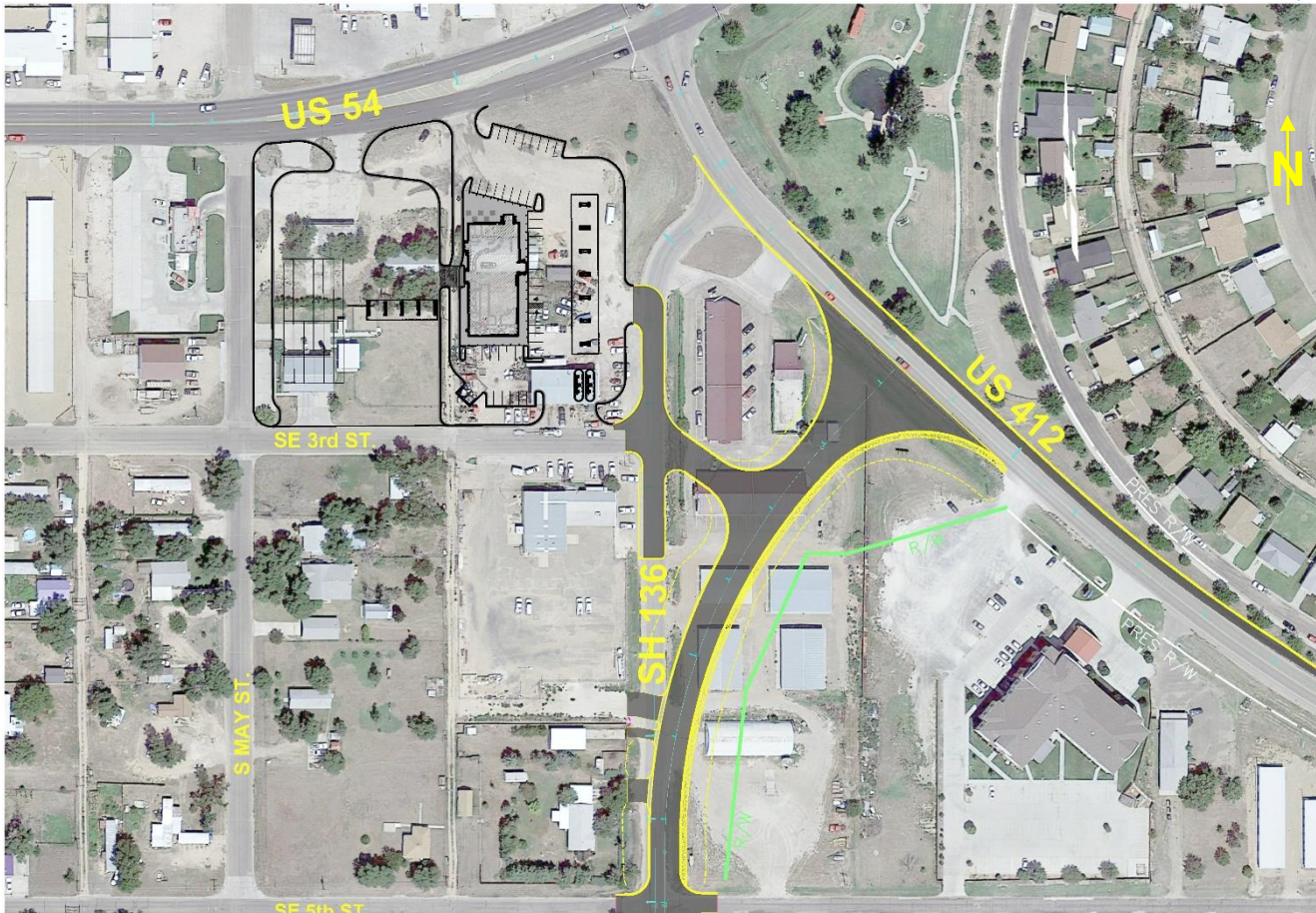
❑ US-412 Intersection Improvement Option 1



PROJECT ALTERNATIVES

➤ Alternative B ~ Improvements along Existing Alignment

❑ US-412 Intersection Improvement Option 2



PROJECT ALTERNATIVES

➤ Alternative B ~ Improvements along Existing Alignment

❑ The Impacts to the East side of the Existing Highway would include:

- 5 Residential Relocations
- Additional Right-of-Way
- Utility Conflicts

❑ Alternative B would:

- Take the longest time to construct
- Extensively disrupt the local traffic within the Urban Segment during construction

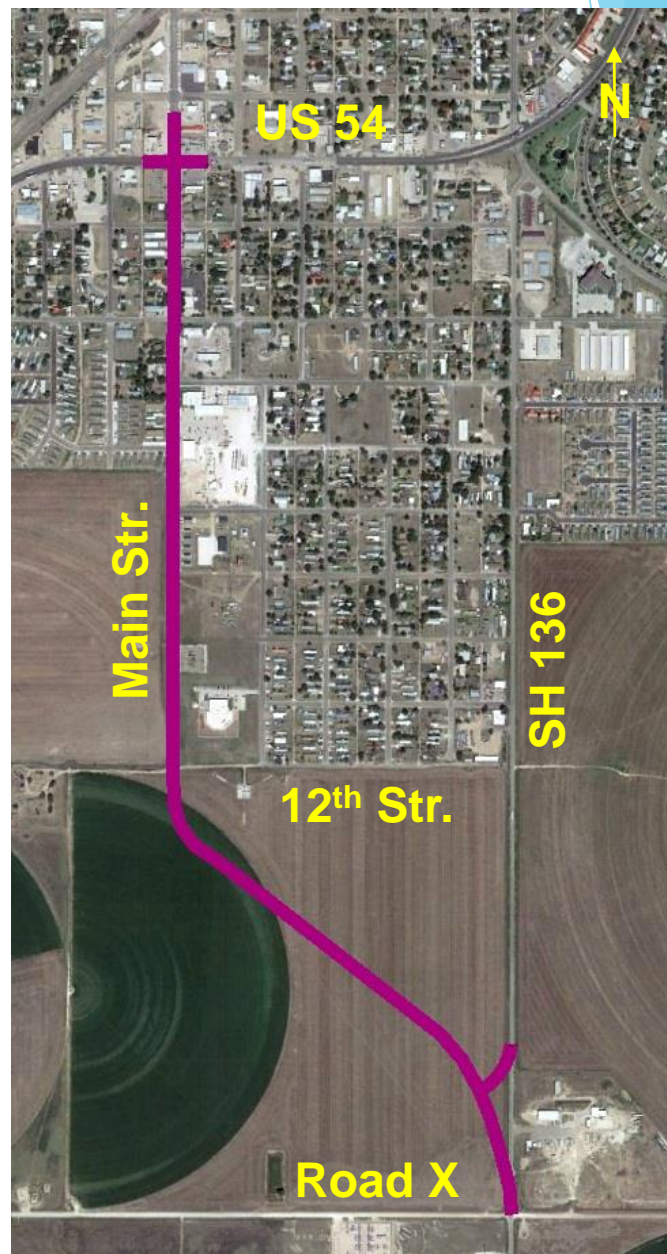
PROJECT ALTERNATIVES

- **Alternative B ~ Improvements along Existing Alignment**
 - ❑ **With Option 1 - Existing Intersection Location**
 - **2 Commercial Relocations**

 - ❑ **With Option 2 - Relocated Intersection**
 - **Includes 4 Commercial Relocations**
 - **Alternative B with Option 2 has the most impacts and is also the most costly.**

PROJECT ALTERNATIVES

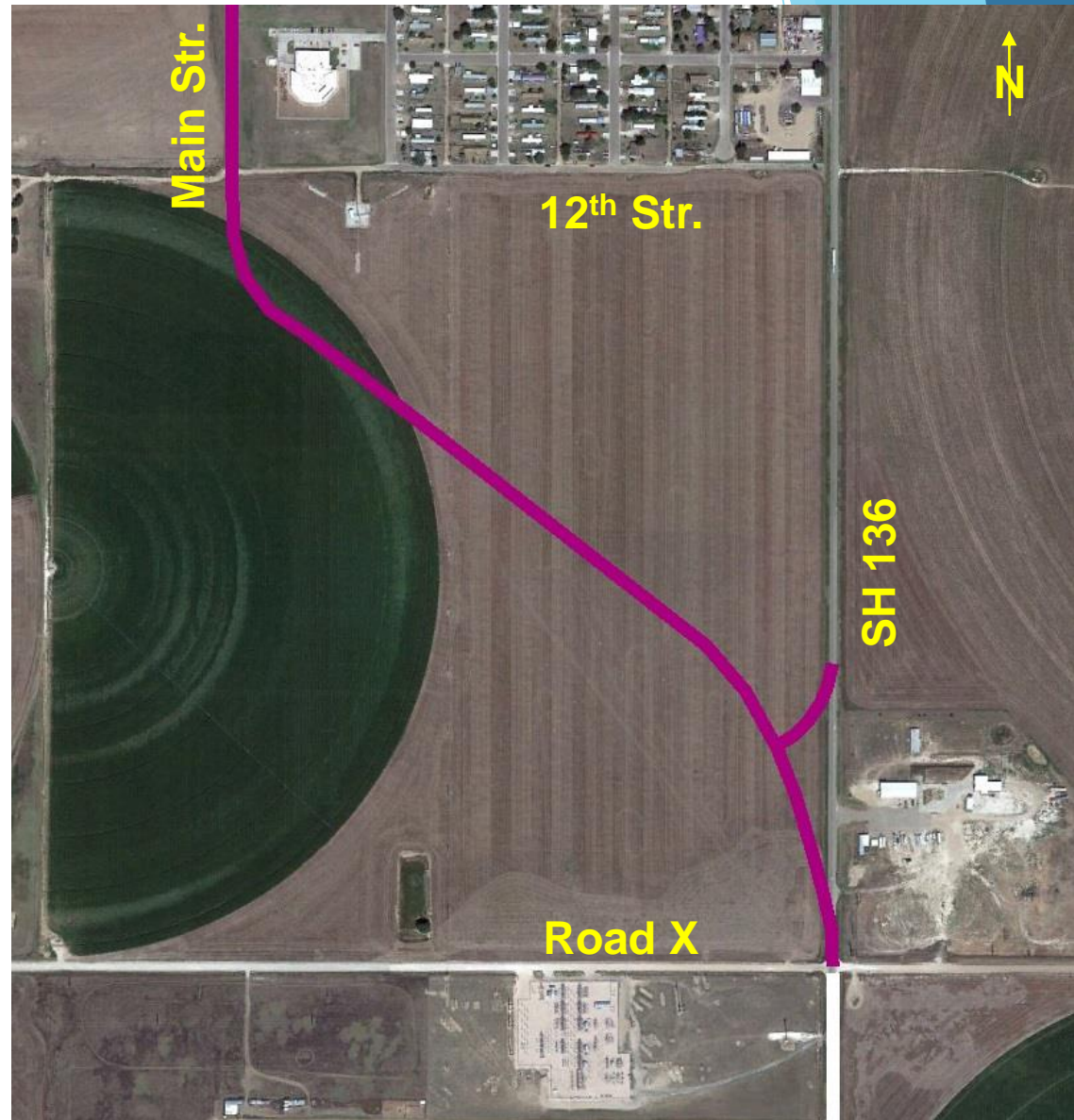
- **Alternative C ~
Highway Re-alignment
to the West**



PROJECT ALTERNATIVES

➤ Alternative C ~ Highway Re-alignment to the West

- ❑ SH-136 Realignment
(Rural Segment)



PROJECT ALTERNATIVES

➤ Alternative C ~ Highway Re-alignment to the West

☐ Beginning at County Road X (Rural Segment)

- The highway would be realigned to the West.
- The highway would extend Northwest and connect up to South Main Street where it intersects with 12th Street at the Guymon City Limits.
- The typical section for this segment would consist of 2-12 foot wide lanes and 8 foot wide paved shoulders.
- The design speed would transition from 65 mph down to 45 mph at the City limits.

PROJECT ALTERNATIVES

- **Alternative C ~
Highway Re-alignment
to the West**
 - ❑ **From 12th Street and
continuing North to US-54:
(Urban Segment)**

 - ❑ **The Existing Roadway
would be Reconstructed**



PROJECT ALTERNATIVES

➤ **Alternative C ~ Highway Re-alignment to the West**

□ **From 12th Street and continuing North to US-54: (Urban Segment)**

- **The Highway would transition from a 2-Lane with 8' Paved Shoulders to a 3-Lane Curb and Gutter Facility with sidewalks.**
- **A Continuous Center Turn Lane will be added.**
- **This segment will require a Storm Sewer for local drainage.**
- **On-Street Parking would be Maintained.**
- **Phased Construction Technique**
 - **One Lane of Traffic will be Maintained on S. Main Street.**
 - **Cross Streets would be Temporarily Closed During Construction.**

PROJECT ALTERNATIVES

➤ Alternative C ~ Highway Re-alignment to the West

☐ Intersection at US-54 Improvements:

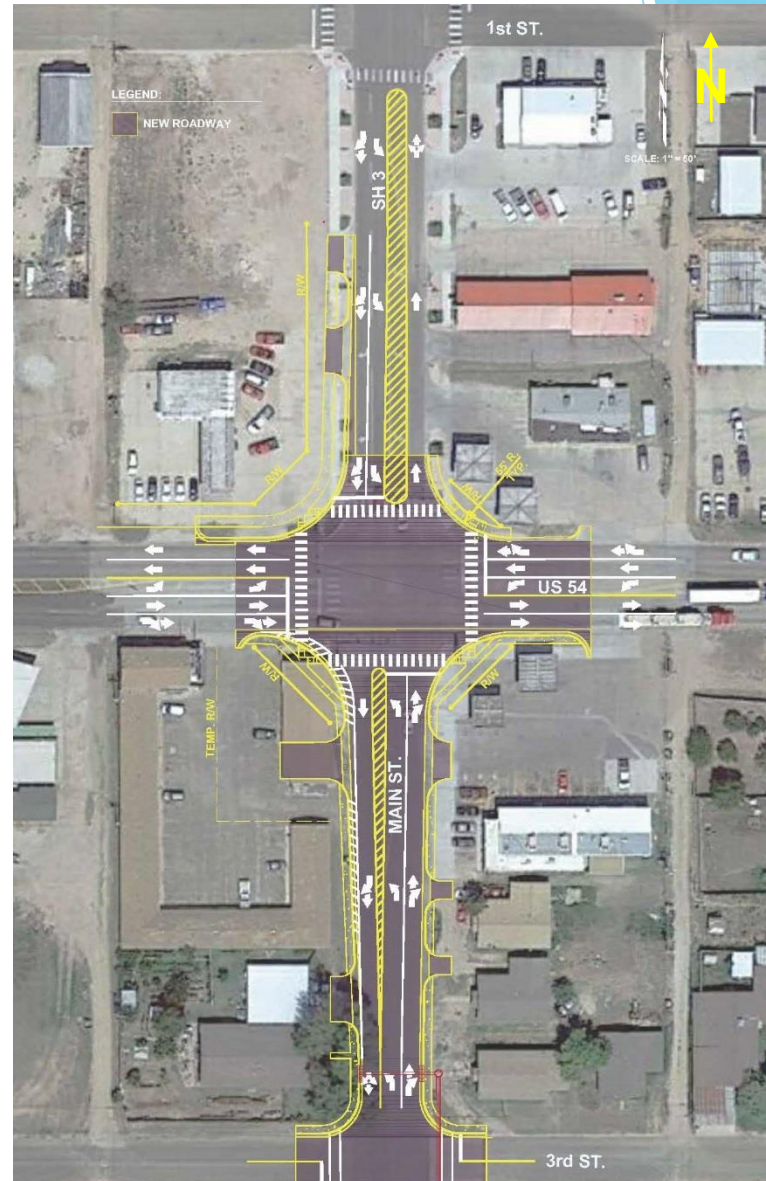
- **To Accommodate Truck Turning Movements:**
 - Turning Radius must be Increased.
 - Roadway Width must also be Increased.

- **Avoidance of Underground Storage Tanks**
 - Northeast Corner
 - Southeast Corner

- **Results in the shifting of S. Main Street to the West on both sides of the Intersection.**

PROJECT ALTERNATIVES

- **Alternative C ~
Highway Re-alignment
to the West**
 - Intersection at US-54
Improvements.
 - The Existing Intersection
would be Reconstructed



PROJECT ALTERNATIVES

➤ **Alternative C ~ Highway Re-alignment to the West**

☐ **The Impacts for Alternative C would include:**

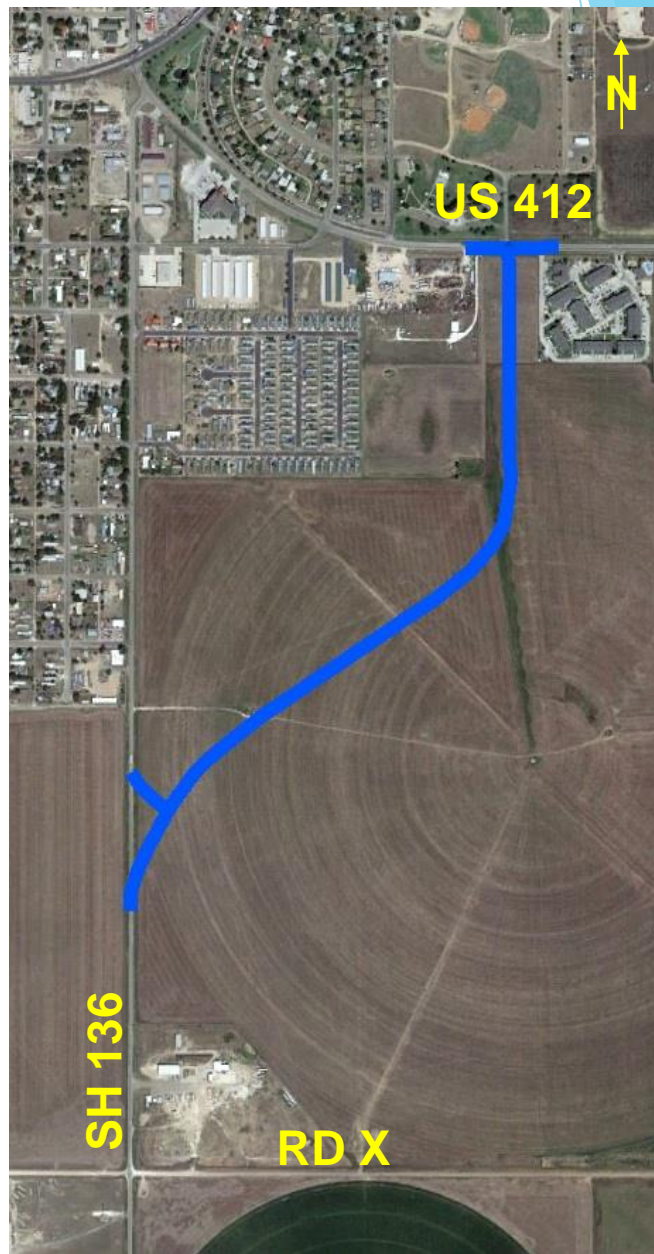
- **0 Residential Relocations**
- **1 Commercial Relocation**
- **On-Street Parking**
- **Additional Right-of-Way**
- **Utility Conflicts**

☐ **Alternative C would:**

- **Have a reduced construction time**
- **Extensively disrupt the local traffic within the Urban Segment during construction**

PROJECT ALTERNATIVES

- **Alternative D ~
Highway Re-alignment
to the East**



PROJECT ALTERNATIVES

- **Alternative D ~ Highway Re-alignment to the East**
 - ❑ **Beginning just North of County Road X (Rural Segment)**
 - The highway would be realigned to the East.
 - The highway would extend Northeast and connect to US-412 immediately to the West of the Apache Trace Apartments.
 - The typical section for this segment would consist of 2-12 foot wide lanes and 8 foot wide paved shoulders.

PROJECT ALTERNATIVES

- **Alternative D ~ Highway Re-alignment to the East**
 - ☐ **Beginning just North of County Road X (Rural Segment)**
 - Utilizes Open Ditches for Drainage.
 - The design speed would be 65 mph with speeds reduced at the approach to the intersection with US-412.
 - Ease of Construction
 - Minimal Disruption of Local Traffic

PROJECT ALTERNATIVES

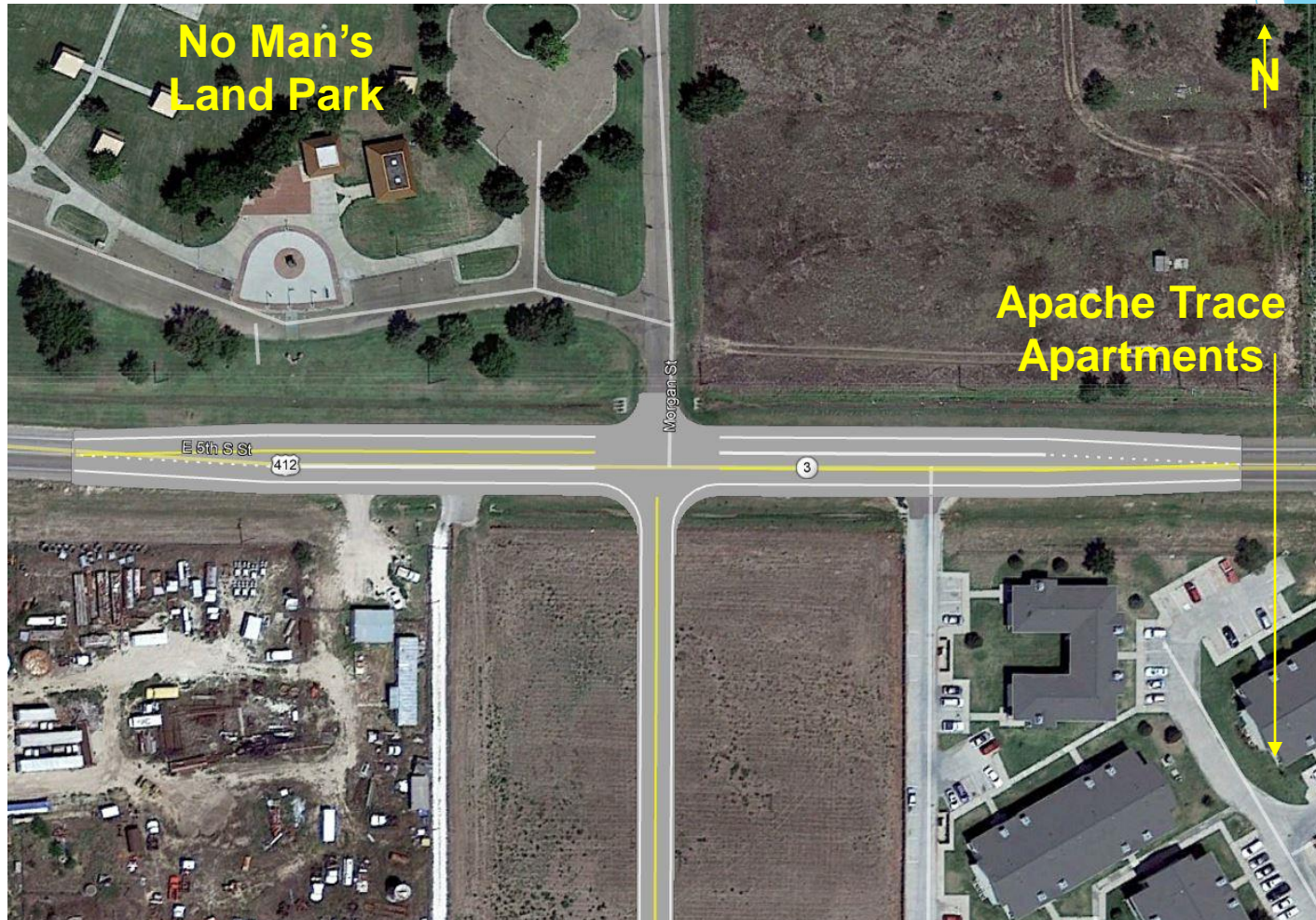
➤ **Alternative D ~ Highway Re-alignment to the East**

□ **US-412 Intersection Improvements**

- **Left Turn Bays added to US-412.**
- **Avoidance of Apache Trace Apartments.**
- **Avoidance of No Man's Land Regional Park.**

PROJECT ALTERNATIVES

- **Alternative D ~ Highway Re-alignment to the East**



PROJECT ALTERNATIVES

➤ **Alternative D ~ Highway Re-alignment to the East**

The Impacts for Alternative D would include:

- **0 Residential Relocations**
- **0 Commercial Relocations**
- **Additional Right-of-Way**
- **Utility Conflicts**

Alternative D would:

- **Take the least amount of time to construct .**
- **Have very little disruption to the local traffic during construction.**
- **Have the Least amount of Impacts.**
- **Have the Least Cost.**

PROJECT ALTERNATIVES

➤ Alternatives C and D

- ❑ **Since SH-136 would be Relocated from it's Present Location, the Existing SH-136 Roadway would be Removed from the State Highway System and Transferred to the City of Guymon System.**

PROJECT ALTERNATIVES

- **All Alternatives were Compared and Contrasted for Key Criteria that includes the following potential impacts:**
 - **Noise Impact Area (Receivers)**
 - **Cultural Resources**
 - **Wetlands and Flood Plains**
 - **Other Biological Issues**
 - **Potential Hazardous Waste Issues**
 - **Parks or Recreational Areas**
 - **Disruption to the Flow of Traffic during Construction**
 - **Residential and Commercial Relocations**
 - **Conflicting Utility Relocations**
 - **Constructability**
 - **Time for Construction**
 - **Estimate of Costs for ROW, Utility Relocations and Construction**

- **An Alternative Matrix that summarizes the Findings was Developed**

ALTERNATIVES MATRIX

COMPARISON POINTS	Alternative B		Alternative C	Alternative D
	Option 1	Option 2		
Construction Days	224	224	182	161
Residential Relocation	5 Total Takes	5 Total Takes	0	0
Commercial Relocation	2 Total Takes, 40 Partial Takes	4 Total Takes, 40 Partial Takes	2 Partial Takes	0
Total Cost	\$11,800,000	\$13,800,000	\$12,000,000	\$11,600,000
Design Exception Required	YES	NO	NO	NO
Federal Property	None		None	None
Tribal Property	None		None	None
Railroads	None		None	None
Schools	None		None	None
Human Impacts				
Noise Impact Areas (Receivers)	33		24	4
Environmental Justice				
Low Income (Ave. Income < \$25,100/Yr for a Family of 4)	No Block Groups		No Block Groups	No Block Groups
Minority Population	>50%		>50%	>50%
Limited English Proficiency	11-51%		11-51%	11-38%



ALTERNATIVES MATRIX

COMPARISON POINTS	Alternative B		Alternative C	Alternative D
	Option 1	Option 2		
Cultural Resources Section 106				
Historic Structures	None		None	None
Archeological Sites	None		None	None
Cemeteries	None		None	None
Section 4(f)				
Parks or Recreational Areas	Centennial Park		None	No Man's Land Park
.				
NWI Wetlands (unlikely jurisdictional)	0.36 Acres		0.36 Acres	0.36 Acres
Likely Jurisdictional Wetlands	None		None	None
Blue Line Streams (Linear Feet)	None		None	None
Threatened & Endangered Species	Same		Same	Same
Critical Habitat	None		None	None
Migratory Birds	Same		Same	Same
Floodplains (Acres)	None		None	None
Hazardous Waste Issues				
AST/UST/LUST Sites	None		3	1
O&G Well Sites	None		None	None
Other Hazardous Waste Sites	None		None	None
Prime Farmland				
Prime Farmland (Values of Farmland (-)-100)	36		75	75



PROJECT ALTERNATIVES

➤ Preferred Alternative

- Through the Preliminary Engineering Process, and with Careful Analysis and Consideration of the Potential Impacts, the Preferred Alternative is:

Alternative D ~ East Re-Alignment

NEXT STEPS

- **Review and Analyze Public Comments**
- **Incorporate Public Comments into the Design**
- **Complete Environmental Studies and Design**
- **Project Programmed**
 - **Total Cost: \$10.4 Million**
 - **Right-of-Way Acquisition: Start in 2019**
 - **Utility Relocations: Start in 2020**
 - **Construction: Start in 2022**

QUESTIONS

???

THANK YOU !!

- *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 NE 21st Street
Oklahoma City, OK 73105*
- *Email your comments to: ENVIRONMENT@ODOT.ORG*

*Please Submit Your Comments by
November 30, 2018*