PUBLIC MEETING
for
PROPOSED SH 48 IMPROVEMENTS

BRIDGE REPLACEMENT OVER THE CIMARRON RIVER

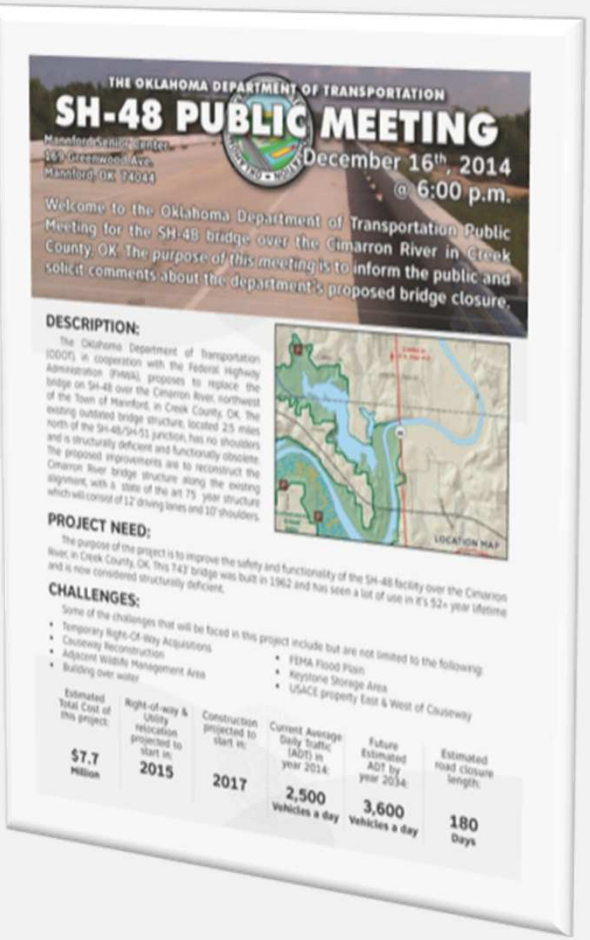
OKLAHOMA DEPARTMENT OF TRANSPORTATION

CEC
infrastructure solutions

Division 8 Information

• Division 8 Engineer	Randle White
• Total Road Miles	1,664
• Total Interstate Miles	40
• Total Bridges	1,118
• Counties Serviced	11

Meeting Materials



THE OKLAHOMA DEPARTMENT OF TRANSPORTATION

SH-48 PUBLIC MEETING

Manford Senior Center
365 Greenwood Ave.
Manford, OK 74044

December 16th, 2014
@ 6:00 p.m.

Welcome to the Oklahoma Department of Transportation Public Meeting for the SH-48 bridge over the Cimarron River in Creek County, OK. The purpose of this meeting is to inform the public and solicit comments about the department's proposed bridge closure.

DESCRIPTION:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), proposes to replace the bridge on SH-48 over the Cimarron River, northwest of the Town of Manford, in Creek County, OK. The existing outdated bridge structure, located 2.5 miles north of the SH-48/SH-51 junction, has no shoulders and is structurally deficient and functionally obsolete. The proposed improvements are to reconstruct the Cimarron River bridge structure along the existing alignment, with a state of the art 75 year structure which will consist of 12' driving lanes and 10' shoulders.

LOCATION MAP

PROJECT NEED:

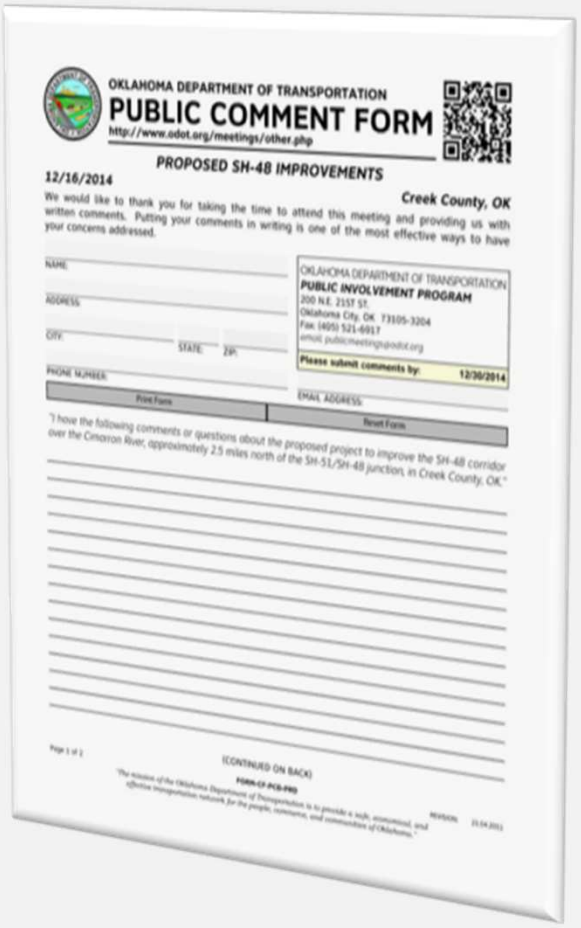
The purpose of the project is to improve the safety and functionality of the SH-48 facility over the Cimarron River, in Creek County, OK. This 743' bridge was built in 1962 and has seen a lot of use in it's 52+ year lifetime and is now considered structurally deficient.

CHALLENGES:

Some of the challenges that will be faced in this project include but are not limited to the following:

- Temporary Right-Of-Way Acquisitions
- Causeway Reconstruction
- Adjacent Wildlife Management Area
- Building over water
- FEMA Flood Plain
- Keystone Storage Area
- USACE property East & West of Causeway

Estimated Total Cost of this project:	Right-of-way & Utility relocation projected to start in:	Construction projected to start in:	Current Average Daily Traffic (ADT) in year 2014:	Future Estimated ADT by year 2034:	Estimated road closure length:
$7.7 Million	2015	2017	2,500 Vehicles a day	3,600 Vehicles a day	180 Days



OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

PROPOSED SH-48 IMPROVEMENTS

12/16/2014

Creek County, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

ADDRESS:

CITY: STATE: ZIP:

PHONE NUMBER: EMAIL ADDRESS:

Print Form | Reset Form

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PUBLIC INVOLVEMENT PROGRAM
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-6917
email: publicmeetings@odot.org

Please submit comments by: 12/30/2014

"I have the following comments or questions about the proposed project to improve the SH-48 corridor over the Cimarron River, approximately 2.5 miles north of the SH-51/SH-48 junction, in Creek County, OK."

(CONTINUED ON BACK)

FORM-CF-PCB-PMO

Purpose of Meeting

- To inform the public of ODOT's plan to replace the existing deteriorated bridge that carries SH 48 over the Cimarron River

- Receive comments from the public in regard to the proposed bridge replacement project that can be included in the project development process.

Purpose of Project

- Improve the safety and functionality of the SH 48 crossing over the Cimarron River

Existing Conditions

- 2 lane highway built in 1961
  - US Army Corps of Engineers project to relocate SH 48
  - Currently has 12' lanes and 8' shoulders with 6' from lane to guardrail
  - Substandard guardrail

- 1961 Project included existing bridge
  - 28' clear roadway
    - (curb to curb)
  - 6 Spans, 743' long
  - Structurally Deficient
    - Inadequate to carry legal loads, whether caused by obsolete design standards, structural deterioration or waterway inadequacy.

Existing Conditions

Traffic Volume

- Current Traffic Volume (2014)
    - 2,500 vehicles per day
    - 10% Trucks
- Future Traffic Volume (2034)
    - 3,600 vehicles per day
    - 10% trucks

Project Scope

- Replace the existing 52 year-old bridge that carries SH 48 over the Cimarron River with a new bridge, 16' wider than the existing bridge.
  - Bridge will consist of two 12' wide driving lanes and two 10' wide shoulders, 44' clear roadway
  - Bridge length similar to the existing bridge length

- Widen the approach roadway north and south of the bridge to consist of two 12' wide driving lanes and two 10' wide shoulders.
  - Begin approximately 2,000' south of the bridge and end approximately 550' north of the bridge
  - Guardrail on the approach roadways will be replaced.

Project Constraints

- Keystone Wildlife Management Area
- US Army Corps of Engineers property adjacent to both sides of the roadway
- Flood Storage area for Keystone Lake & Wetlands on both sides of project
  - Wetland Mitigation likely required
  - Flood Pool Mitigation possible
- Potential Threatened & Endangered Species Habitat Impact
  - American Burying Beetle (ABB)
  - Whooping Crane
  - Piping Plover
  - Red Knot

Bridge Replacement Preferred Option

- Reconstruct on Existing Alignment with road closed
  - Provide alternate route during construction
  - Results in the least construction cost and impacts to environmentally sensitive areas but with higher impact to road users.
  - Available Detour Route on SH 51 and US 64 is 26 miles long from south end of bridge to north end of bridge.
  - Anticipate a project duration of approximately 180 calendar days
- Utilize a performance incentive to speed construction
- Scheduled letting is February 2017

Bridge Replacement Options Considered

- Reconstruct on Existing Alignment & maintain traffic during construction
  - Requires construction of a temporary bridge to maintain traffic
  - Increased construction costs and impacts to the environmentally sensitive areas adjacent to the highway

Bridge Replacement Options Considered

- Reconstruction on slight offset alignment
  - Shift centerline of roadway and bridge approximately 26'
  - Increased impacts to the environmentally sensitive areas adjacent to the highway
  - Additional costs incurred:
    - Foundation construction to support phased bridge
    - Right of way acquisition and rock excavation at the north end of the structure to tie existing roadway to the offset bridge
    - Embankment construction at the south end of the bridge to tie existing roadway to the offset bridge
    - Mitigation required due to environmental impacts

Bridge Replacement Options Considered

- Accelerated Bridge Construction
  - Build bridge beams and deck parallel to the existing bridge, then slide into place
  - Increased impacts to the environmentally sensitive areas adjacent to the highway to access site & construct bridge in initial location
  - A challenging site for this bridge construction methodology
  - Additional costs incurred:
    - Foundation & pier construction to support the new bridge superstructure in initial location
    - Construction costs of moving the new bridge superstructure into final location
    - Construction of new permanent bridge foundation & piers under the existing bridge while in use
    - Mitigation required due to environmental impacts

Next Steps

- Receive comments from the public
- Proceed with preliminary design
- Right-of-way acquisition & utility relocation scheduled for 2015
- Finalize the design
- Construction in 2017
  - $7,663,800 in the ODOT 8 Year Construction Plan for right-of-way acquisition, utility relocation, and construction

Comments

- Preferred road closure timeframe?
- Please provide comments
  - now in open forum
  - in writing on the forms provided
  - by email to:
    - environment@odot.org
  - comments due by January 15, 2015

Questions

Thank you for your attendance tonight