



STATE HIGHWAY 302

Stakeholder Meeting

INTRODUCTIONS

- Gene Powell - Public Information Officer (TxDOT)
- Elected Officials
- Gary J. Law, P.E. - Director of Transportation Planning & Development (TxDOT)
- Muslim Hassan, P.E. – Transportation Engineer (TxDOT)
- Martin Gonzalez, P.E. – Senior Project Manager (RPS Klotz Associates)
- Arin Gray – Public Involvement Manager (Concept Development & Planning)

Agenda

- 1 Overview
- 2 Analysis of Data
- 3 Review of Suggested Improvements
- 4 Stakeholder Input on Needs, Improvements, and Priorities
- 5 Next Steps

Project Overview

Background

- Area experienced increase in traffic associated with the oil and gas industry
- SH 302 serves local and large truck traffic
- TxDOT wants to work closely with stakeholders, partners, and users to better understand issues and priorities

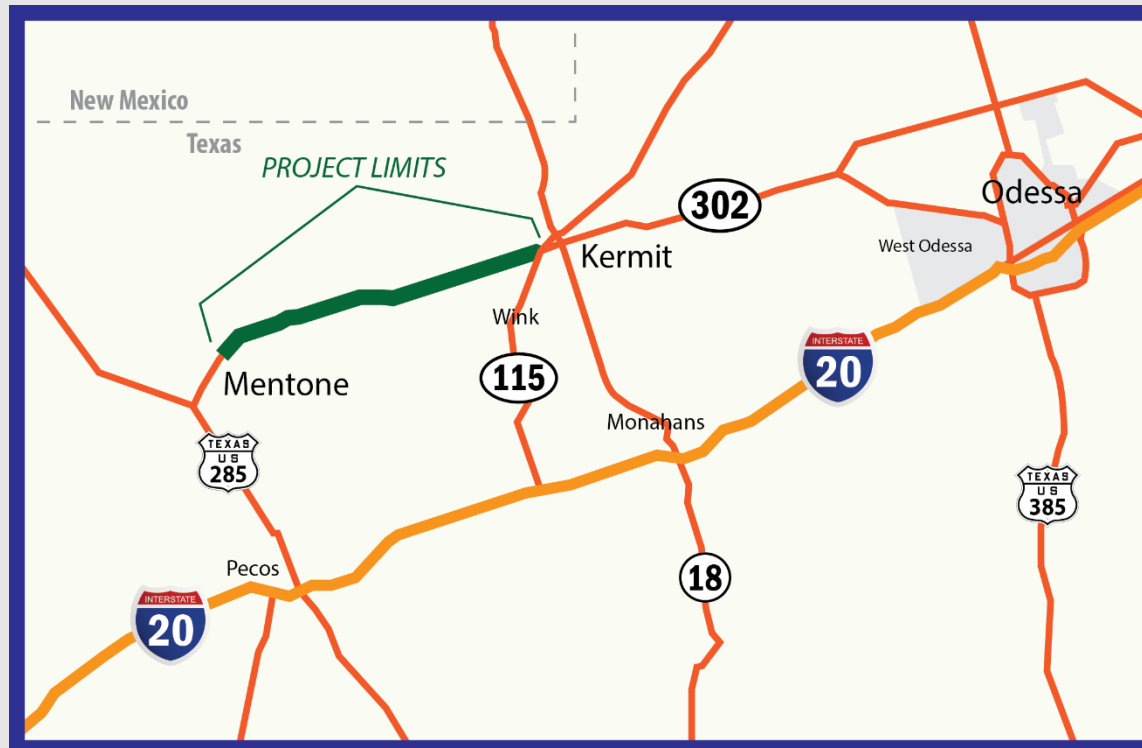


Permian Road Safety Coalition – Safety Demonstration
for the 192 fatalities in Permian Basin in 2016

Project Overview

Project Limits

- SH 302 from FM 1933 in Mentone to SH 115 in Kermit – Approximately 30 miles long
- Other SH 302 projects

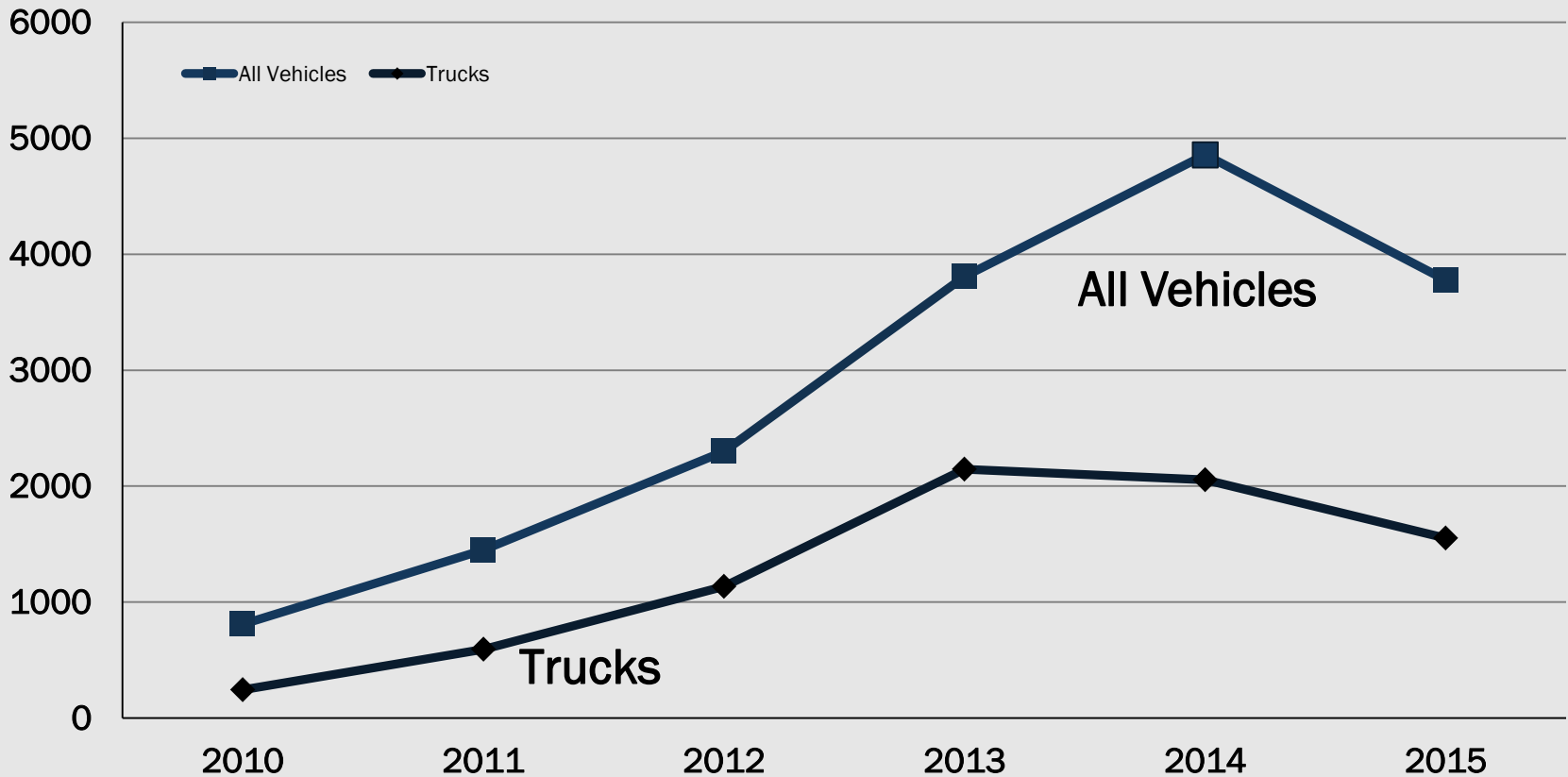


Study Purpose

Evaluate existing conditions and crash data along SH 302, gather stakeholder input, identify safety concerns and propose prioritized operational improvements.

Traffic Data

Average Daily Traffic on SH 302

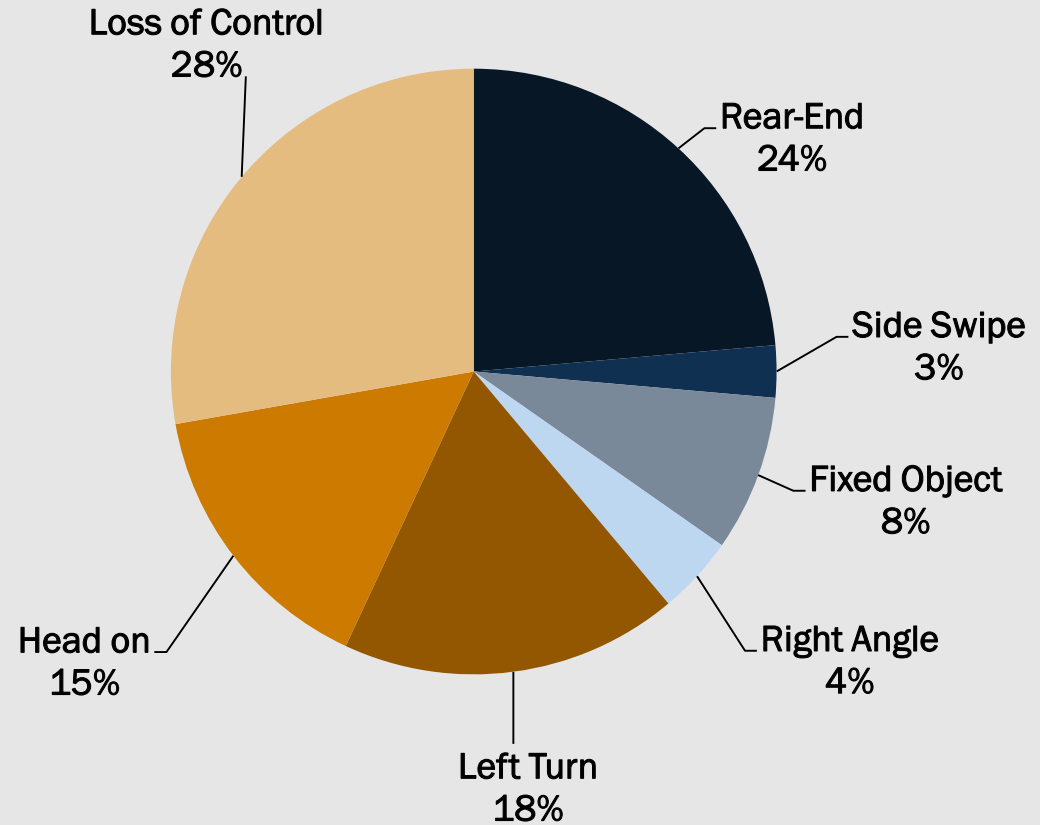


Source: TxDOT Transportation Planning and Programming Division

Crash Analysis

- Crash data evaluated from 2010 to 2015
- 75 recorded crashes along 30 miles

Collisions by Type

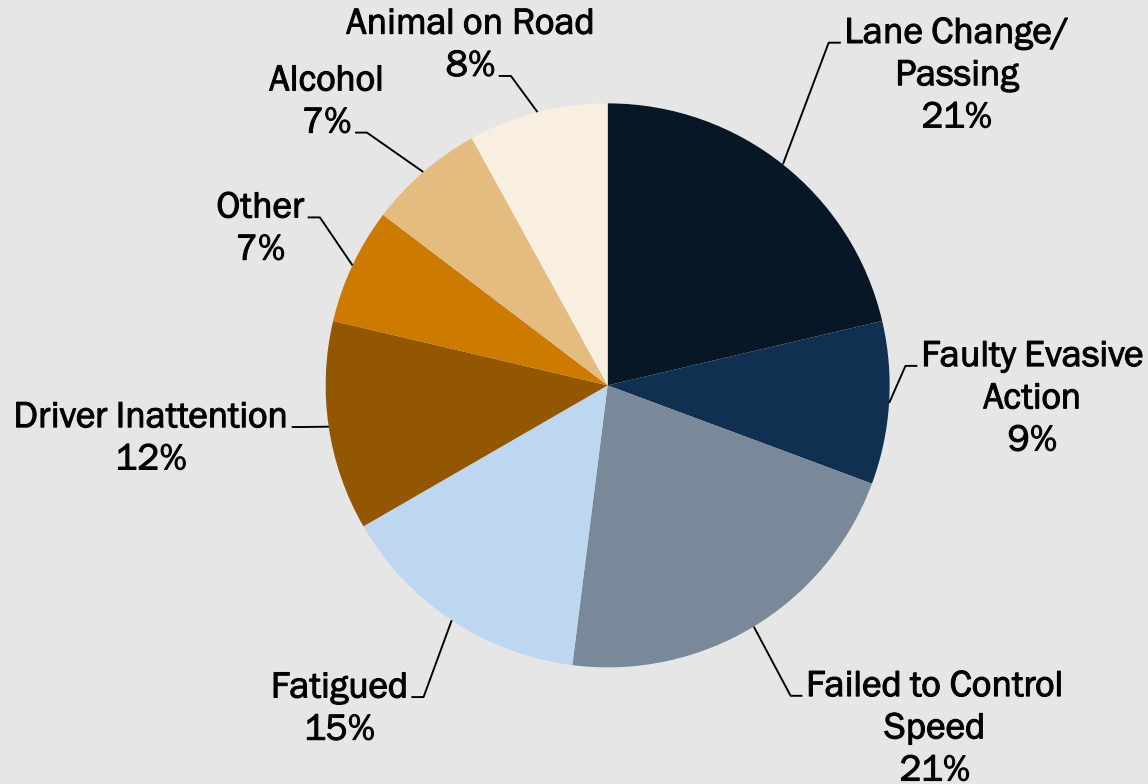


Crash Analysis

Safety improvements could help reduce these crash types

- Lane change/Passing
- Failed to control speed
- Fatigued
- Driver inattention
- Faulty evasive action

Contributing Factors



Crash Analysis

SH 302 Crash Rates - Mentone to SH 115

Year	Number of Collisions	SH 302 Crash Rate	Statewide Rural State Highway Crash Rate
2015	19	45.96	91.14
2014	20	34.06	87.34
2013	10	22.34	81.58
2012	13	48.69	85.68
2011	6	34.12	80.96
2010	7	43.49	94.82

**Crash Rates are calculated per 100 million vehicle-miles of travel*

- Measures to mitigate crashes should be considered when crash rate exceeds 2 times the statewide average
- Average crash rate along SH 302 is lower than Statewide Average, except for one area
 - CR 207 to SH 115 = 412 (4.5 x Statewide Avg.)

Suggested Improvements

- 4 Types of Suggested Improvements
 - Left turn lanes
 - Right turn lanes
 - Passing lanes
 - Rumble strips (centerline and shoulders)
- Improvement Locations Determined By:
 - Heavy skid marks observed before intersections
 - Crashes at intersections
 - Crest vertical curves obstructing view of intersections
 - Long sections with few driveways and good sight distance (for passing lanes)

Share Your Input

Please review layouts and share your input by commenting directly on the maps

Share comments on

- Areas of safety concerns
- Suggested improvements
- Opportunities to enhance improvements
- Priorities
- Any future plans
- Additional comments

Legend for layout:

-  Proposed Left Turn Lanes
-  Proposed Right Turn Lanes
-  Proposed Passing Lanes
-  Crash Locations
-  Locations of Crest Vertical Curves
-  Location of Skid Marks

Next Steps

- Review and analyze stakeholder input
- Revise suggested improvement layouts
- Develop cost estimates
- Prioritize improvements and break into sections for implementation
- Study completion anticipated in Summer 2017

Questions and Comments

Comments must be received or postmarked by Friday, November 4, 2016.

Send comments to:

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***Thank You for Your
Participation!***

