



City of Lawton

Lawton City Hall
212 SW 9th Street
Lawton, Oklahoma
73501-3944

Streets, Bridges, and Building Development Council Committee

Agenda

Tuesday, June 24, 2025

3:30 PM

Lawton City Hall
3rd Floor Conference Room

"Official action can be taken only on items which appear on the agenda. The Authority may adopt, approve, ratify, deny, defer, recommend, or continue any agenda item. The Authority may also propose and enact floor amendments to any matter presented before them. When more information is needed to act on an item, the Authority may refer the matter to the City Manager or the City Attorney. The Authority may also refer items to standing committees of the Council or a board, commission, or authority for additional study. Under certain circumstances, items are deferred to a specific later date or stricken from the agenda entirely."

Meeting Called to Order

Statement of Compliance with Oklahoma Open Meeting Act, 25 O.S. 301-314

Roll Call

Introduction of Guests

Business Items

1. Consider recommending to the City Council to direct staff to solicit bids for a mill and overlay project on SW Lee Blvd from SW 38th Street to SW 52nd Street.
2. Consider recommending an Ordinance to City Council pertaining to Streets and Sidewalks, amending Division 20-1-101, Article 20-1, Chapter 20, Lawton City Code 2015, by revising the responsibility to maintain obstructions that are authorized.
3. Consider recommending traffic control measures to council on SE Aberdeen and take action as needed.
4. Receive a report on traffic conditions on SW 13th and provide recommendations to council on traffic control measures to take in the area.
5. Receive a report on traffic conditions on NW Faircloud and provide

- recommendations to council on traffic control measures to take in the area.
6. Receive a report on traffic conditions on NE Carver St and provide recommendations to council on traffic control measures to take in the area.
 7. Receive a citizen request on the condition of the roadway on SW 52nd Street from SW Bishop to SW Coombs Rd.
 8. Receive a report on traffic conditions on SW 69th and provide recommendations to council on traffic control measures to take in the area.
 9. Consider providing a recommendation to council on the FY26 Pavement Maintenance Task Order and Professional Engineering Services for WSB LLC.
 10. Receive a report on traffic conditions on SW Parkridge and provide recommendations to council on traffic control measures to take in the area.
 11. Consider installing a deaf child sign at 816 NW 49th Street, consider future processes for similar requests, and provide recommendations to council on traffic control measures to take in the area.
 12. Receive a report regarding a crosswalk request at 1201 SW A Ave and provide recommendations to council on traffic control measures to take in the area.
 13. Receive a report on traffic conditions on NW Elm and provide recommendations to council on traffic control measures to take in the area.
 14. Consider making a recommendation to approve pavement rehabilitation improvements for Lee Blvd from SW 67th Street to SW 52nd Street, and consider associated infrastructure upgrades such as sidewalk enhancements and traffic control improvements, and to include the project in the 2026 Pavement Rehabilitation Program.
 15. Receive a report on traffic conditions on NW Lake Ave and provide recommendations to council on traffic control measures to take in the area.
 16. Receive a report on traffic conditions on SW I and provide recommendations to council on traffic control measures to take in the area.

Adjournment

The City of Lawton encourages participation from all of its citizens. If participation at any public meeting is not possible due to a disability, notification to the City Clerk at (580) 581-3305 at least 48 hours prior to the scheduled meeting is encouraged to make the necessary accommodations. The City may waive the 48 hour rule if interpreters for the deaf (signing) is not the necessary accommodation."

Item Title:

Consider recommending to the City Council to direct staff to solicit bids for a mill and overlay project on SW Lee Blvd from SW 38th Street to SW 52nd Street.

Initiator: George Gill, Councilman - Ward 4

Information Source: George Gill, Councilman - Ward 4

Background:

The segment of SW Lee Boulevard from SW 38th Street to SW 52nd Street has been identified as a priority for pavement rehabilitation due to surface deterioration and increased maintenance needs. A mill and overlay project is proposed to improve roadway safety, drivability, and extend pavement life. This item is presented to the Streets, Bridges, and Building Development Committee to consider recommending that the City Council authorize staff to go out for bids for the project.

Correlation to the True North Statement:

This project aligns with the City of Lawton’s True North value of “Our Pursuit of Excellence” by proactively investing in infrastructure to meet the highest standards of safety, quality, and service for our citizens.

Exhibit:

None

Key Issues:

N/A

Funding Source:

N/A

Recommended Action:

Recommend to the City Council to direct staff to solicit bids for a mill and overlay project on SW Lee Blvd from SW 38th Street to SW 52nd Street.

ATTACHMENTS:

None

Item Title:

Consider recommending an Ordinance to City Council pertaining to Streets and Sidewalks, amending Division 20-1-101, Article 20-1, Chapter 20, Lawton City Code 2015, by revising the responsibility to maintain obstructions that are authorized.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

This ordinance revision clears up confusion on repairing and maintaining infrastructure items (namely drainage) that is privately owned in a public right of way. This has been reviewed by planning and community enrichment for their review, and was previously on the April Streets and Bridges Committee agenda.

Correlation to the True North Statement:

Transparency, Efficiency

Exhibit:

Proposed Ordinance

Key Issues:

Funding Source:

Recommended Action:

ATTACHMENTS:

1. 20-1-101

ORDINANCE NO. 25- ____

AN ORDINANCE PERTAINING TO STREETS AND SIDEWALKS, AMENDING DIVISION 20-1-101, ARTICLE 20-1, CHAPTER 20, LAWTON CITY CODE 2015, BY REVISING THE RESPONSIBILITY TO MAINTAIN OBSTRUCTIONS THAT ARE AUTHORIZED, PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Lawton, Oklahoma, that:

Section 1. Section 20-1-101 is hereby amended to read as follows:

20-1-101 - Certain obstructions prohibited—Revocable permits and fees.

A 1. No person may obstruct any street, avenue, alley, crosswalk, sidewalk, right-of-way, easement or public ground in the city by placing, erecting, constructing or maintaining any structure over, upon or across any such area or by placing any bush, hedge or fence on such area or by blocking by any means except as authorized in this code. Provided, however, that any obstruction or constructions in or upon any city right-of-way existing prior to December 14, 1994, is hereby permitted so long as the city' s right to the use of said easements or rights of way is not impaired or diminished. Provided further that certain limited encroachments as described below may be granted administratively through the building permit process and by the city council upon the issuance of a revocable permit. All permitted and authorized obstructions will be the responsibility of the property owner to maintain for the life of the obstruction or until removed, at which point the right of way location must be restored to its original state.

* * *

Section 2. Severability Clause. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, said portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion of this ordinance.

Section 3. Effective Date. The provisions of this ordinance shall become thirty (30) days after its passage.

ADOPTED and APPROVED by the Council of the City of Lawton, Oklahoma this ____ day of _____, 2025.

STANLEY BOOKER, MAYOR

ATTEST:

DONALYNN BLAZEK-SCHERLER, CITY CLERK

APPROVED as to form and legality this _____ day of _____, 2025.

TIM WILSON, ACTING CITY ATTORNEY

ORDINANCE NO. 24- ____

AN ORDINANCE PERTAINING TO STREETS AND SIDEWALKS, AMENDING DIVISION 20-1-101, ARTICLE 20-1, CHAPTER 20, LAWTON CITY CODE 2015, BY REVISING THE RESPONSIBILITY TO MAINTAIN OBSTRUCTIONS THAT ARE AUTHORIZED, PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

BRIEF GIST

This ordinance requires that property owners that are allowed to have obstructions in public areas, maintain those structures and/or items.

ADOPTED and APPROVED by the Council of the City of Lawton, Oklahoma this ____th day of _____, 2025.

STANLEY BOOKER, MAYOR

ATTEST:

DONALYNN BLAZEK-SCHERLER, CITY CLERK

(Published in the Lawton Constitution this ____ day of _____, 2025.)

Item Title:

Consider recommending traffic control measures to council on SE Aberdeen and take action as needed.

Initiator: George Gill, Councilman - Ward 4

Information Source: Michael Watrous, Director

Background:

A traffic study was requested on SE Aberdeen by Councilman Gill on March 6th, 2025. Councilman recommendation is to place 3 speed limit signs along the roadway in equal spacing on the subdivision side of the lane, paid for from the Ward 4 account.

Correlation to the True North Statement:

Transparency, Safety, Citizen

Exhibit:

Speed Study and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

Ward 4 Account

Recommended Action:

ATTACHMENTS:

1. Traffic Calming Request Report - SE Aberdeen

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

SE Aberdeen Request

Ward 4

Introduction

This report summarizes conditions on the road segment on SE Aberdeen that was requested for Public Works to study by Councilman Gill on March 6th, 2025. In this report, the conditions of the roadway, such as speed and traffic flow, are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. A final recommendation is provided up-front, and a more detailed explanation can be found at the end. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.



Figure 1 Location of Request

Ward Councilmember participation on this request is highly encouraged. Please read this report in its entirety and send a written response so that the request and recommendations can be brought before the Streets and Bridges Committee at its earliest convenience. If clarification or further discussion is desired, please contact the Public Works Department at 580-581-3410.

Based on the data gathered, Public Works recommends the following course of action:

- **No action be taken**

Council Member Recommendation:

- Place 3 speed limit signs along the roadway in equal spacing on the subdivision side of the lane, paid for from the Ward 4 account.

Initial Qualification Criteria

Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created, but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway
Will not interfere with major public or emergency services	Met	No other traffic calming measures are in place in the immediate area of this speed table request that would significantly affect emergency services.
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Speed Study

As the request met all qualification requirements, a speed study was performed on the area to determine traffic conditions at the area to make the best recommendation for the roadway. The services of WSB LLC (WSB) were retained by the City of Lawton (the Client) to conduct a Traffic Speed Study for speed tables in Lawton, Oklahoma. This study evaluated the traffic speed and Average Daily Traffic (ADT) in these two locations, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. GRAM Traffic

North Texas, Inc. collected 24-hour speed and volume data for these two locations on March 12th, 2025.

To make a recommendation, data is used from the following criteria, as well as physical geography of the area


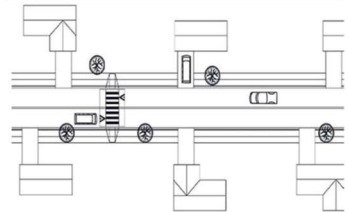
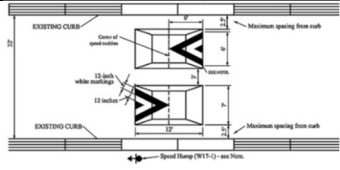
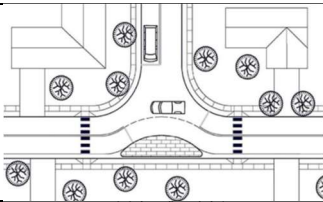
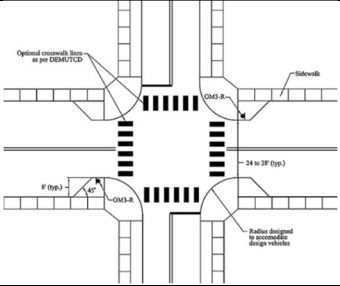
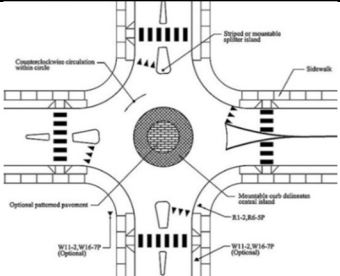
- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 24 MPH, which is below the speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 915 vehicles per day.


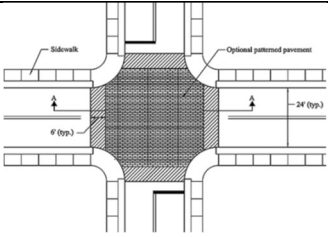

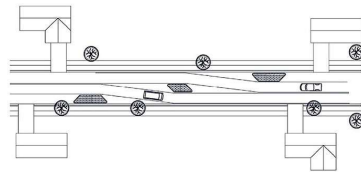
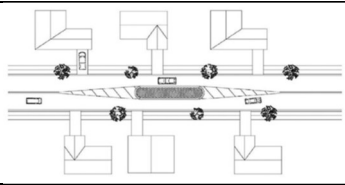
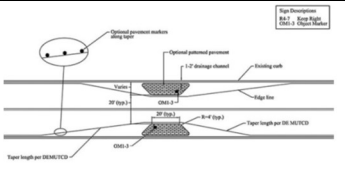
Street	Location	Direction	Average Speed		Posted Speed Limit		8 MPH above the posted speed	24-hour traffic	
			Each Direction	Both Ways	MPH	Duration		Each Direction	Both Ways
SE Aberdeen	Near vicinity of 4607 SE Aberdeen	EB	24	24	25	24 hours a day	33	453	915
		WB	24				33	462	
			Over Criteria		Close to Criteria		Under Criteria		





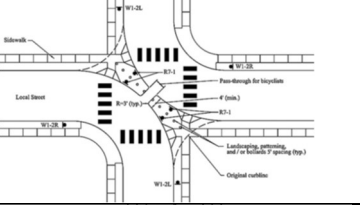
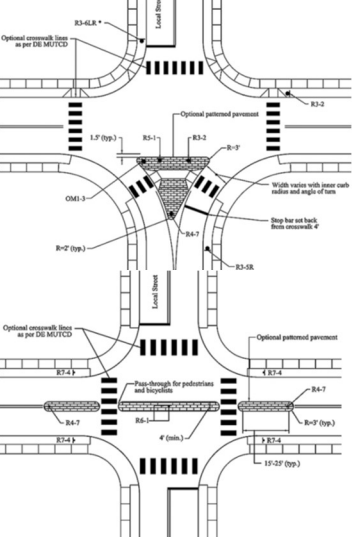
Based on the study, a safety concern does not currently exist with the stretch of road identified. Observed speeds were under the speed limit, at 24 MPH versus the posted 25 MPH which is standard for the City of Lawton residential streets, as outlined in city code 23-7-701 – speed limits.

Traffic Calming Devices Reviewed

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation, in case a traffic calming device is ultimately recommended by the Ward Councilmember. Recommendations do **NOT** consider the resources need to implement the measure and may be a factor to consider for the Streets and Bridges Committee.

Calming Measure	Illustration	Comments	Recommendation Order
On-Street Parking		On-Street parking is currently allowed.	N/A
Speed Table/Raised Crosswalks		Speed tables are designed to keep traffic at 25-27 MPH, which is over the speed limit in the area and over the average speed for vehicles traveling on this segment.	1
Speed Cushion		This measure is appropriate for the area, however, is designed to keep traffic to 20-25 MPH, which already exists.	2
Realigned Intersection		This is a potential option for the right-most intersection of SE Caber Circle.	3
Corner Extension		This measure can best be incorporated at SE Caber Circle.	4
Mini Roundabout		Due to traffic flow, this would best be implemented at SE Meiling Dr, however this is after the area where speed is a complaint.	5

<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended.</p>	<p>6</p>
<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended</p>	<p>7</p>
<p>Raised Intersection</p>		<p>This measure is typically used for a busier intersection, which does not exist in the concerned section. If implemented, the intersection with SE Caber is the best location.</p>	<p>8</p>
<p>Traffic Circle</p>		<p>Traffic Circles are appropriate for intersections of local streets. Vegetation in the circle would need to be added into the cost of maintenance over the lifecycle.</p>	<p>9</p>
<p>Lateral Shift</p>		<p>A lack of straight section of road makes this measure not recommended.</p>	<p>10</p>
<p>Median Island</p>		<p>A lack of straight section of road makes this measure not recommended.</p>	<p>11</p>
<p>Choker</p>		<p>A lack of straight section of road makes this measure not recommended.</p>	<p>12</p>

Chicane		A lack of straight section of road makes this measure not recommended.	13
Roundabout		Roundabouts are typically installed at arterial and/or collector streets. This section of roadway does not contain these types of roadways at an intersection	14
Road Diet		This measure restricts lane widths, which do not exist on this segment of roadway.	N/A
Closure		This road is a collector for the neighborhood, which is not recommended for this location	N/A
Diagonal Diverter		This road is a collector for the neighborhood, which is not recommended for this location	N/A
Median Barrier/Forced Turn Island		This segment of road has no segments that meet the criteria for this measure	N/A

Item Title:

Receive a report on traffic conditions on SW 13th and provide recommendations to council on traffic control measures to take in the area.

Initiator: Sherene L Williams, Councilwoman - Ward 7

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on SW 13th Street that was requested for Public Works to study by Councilmember Williams on February 6th, 2025.

Staff recommendation - no action
Councilmembers recommendation - Speed table

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control Repair and Maintenance - \$1,427,580 projected balance

Recommended Action:

ATTACHMENTS:

- 1. Traffic Study - SW 13th Street

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

SW 13th Street

Ward 7

Introduction

This report summarizes conditions on the road segment on SW 13th Street that was requested for Public Works to study by Councilman Williams on February 6th, 2025. In this report, the conditions of the roadway, such as speed and traffic flow, are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. A final recommendation is provided up-front, and a more detailed explanation can be found at the end. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

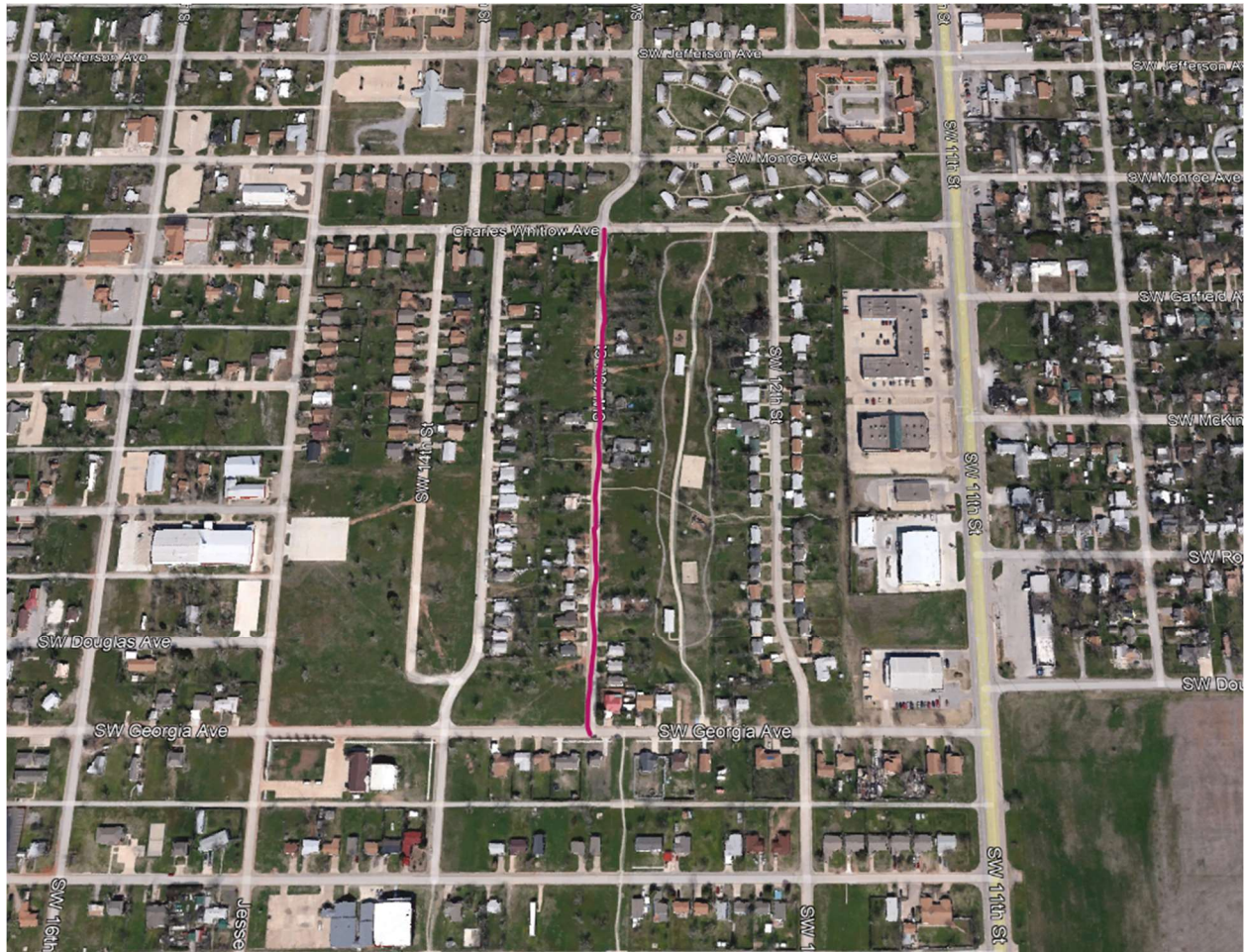


Figure 1 Location of Request

Ward Councilmember participation on this request is highly encouraged. Please read this report in its entirety and send a written response so that the request and recommendations can be brought before the Streets and Bridges Committee at its earliest convenience. If clarification or further discussion is desired, please contact the Public Works Department at 580-581-3410.

Based on the data gathered, Public Works recommends the following course of action:

- **No action be taken**

Councilmember Recommendation:

- Councilmember Williams would like a speed table installed

Initial Qualification Criteria

Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway
Will not interfere with major public or emergency services	Met	No other traffic calming measures are in place in the immediate area of this speed table request that would significantly affect emergency services.
No other traffic measures are in place that deem the request	Met	No other traffic measures are in place in this neighborhood.

as highly unlikely to meet speed criteria		
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Speed Study

As the request met all qualification requirements, a speed study was performed on the area to determine traffic conditions at the area to make the best recommendation for the roadway. The services of WSB LLC (WSB) were retained by the City of Lawton (the Client) to conduct a Traffic Speed Study for speed tables in Lawton, Oklahoma. This study evaluated the traffic speed and Average Daily Traffic (ADT) in these two locations, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. GRAM Traffic North Texas, Inc. collected 24-hour speed and volume data for this location on March 12th, 2025.

To make a recommendation, data is used from the following criteria, as well as physical geography of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 21 MPH, which is below the speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 915 vehicles per day.


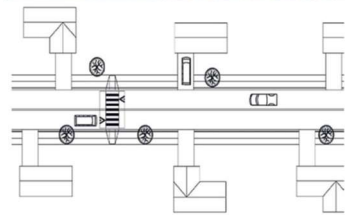
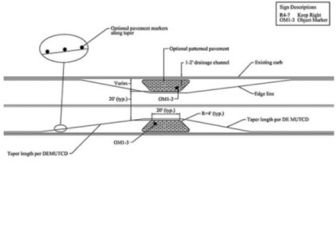
Street	Location	Direction	Average Speed		Posted Speed Limit		8 MPH above the posted speed	24-hour traffic	
			Each Direction	Both Ways	MPH	Duration		Each Direction	Both Ways
SW 13 th Street	Between Charles Whitlow Ave and SW Georgia Av	NB	23	21	25	24 hours a day	33	72	175
		SB	18				33	103	
Over Criteria			Close to Criteria			Under Criteria			

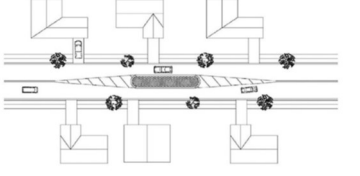
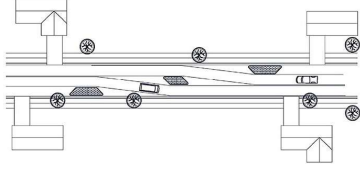
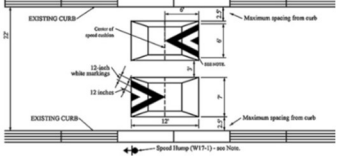
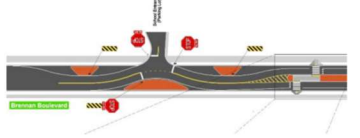

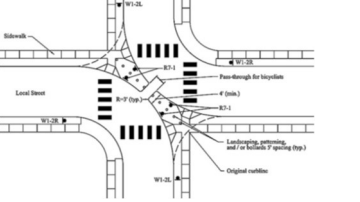
Based on the study, a safety concern does not currently exist with the stretch of road identified. Observed speeds were under the speed limit, at 21 MPH versus the posted 25 MPH which is standard for the City of Lawton residential streets, as outlined in city code 23-7-701 – speed limits. Due to the alignment of the streets in the area, any calming measure installed in this area will likely only result in a shift of traffic to roads parallel,

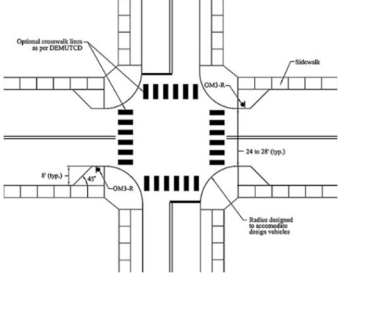
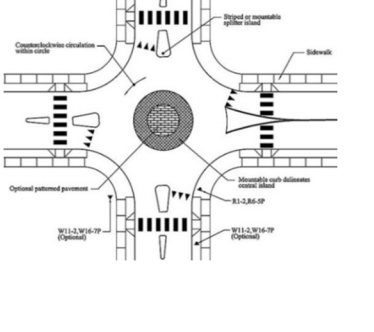
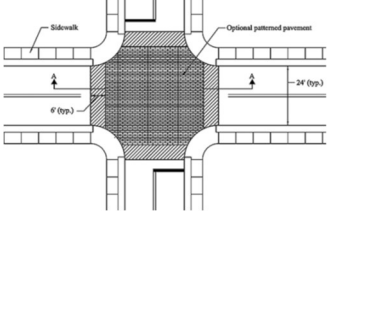
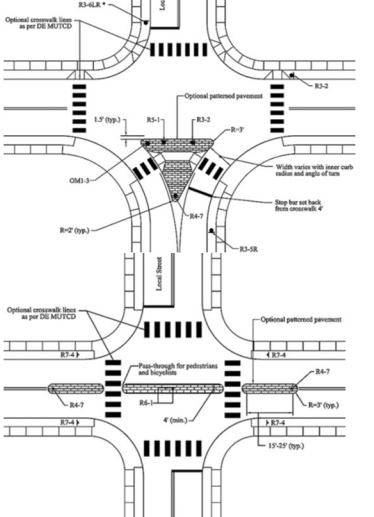
shifting any perceived issues to those roads and not resulting in any noticeable effect on the traffic system, overall.





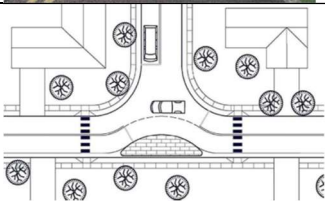
Traffic Calming Devices Reviewed

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation, in case a traffic calming device is ultimately recommended by the Ward Councilmember. Recommendations do **NOT** consider the resources need to implement the measure and may be a factor to consider for the Streets and Bridges Committee.

Calming Measure	Illustration	Comments	Recommendation Order
On-Street Parking		On-Street parking is currently allowed.	N/A
Speed Table/Raised Crosswalks		Speed tables are designed to keep traffic at 25-27 MPH, which is over the speed limit in the area and over the average speed for vehicles traveling on this segment. If placed, the best location is in the middle of the block where the sidewalk goes to the east through the neighborhood.	1
Choker		A choker works by restricting the lane width. This limits on-street parking, but works to slow traffic navigating the measure.	2

<p>Median Island</p>		<p>A median slows traffic as the road narrows in the area. On-street parking in the area would be prohibited.</p>	<p>3</p>
<p>Lateral Shift</p>		<p>A lateral shift involves 2 curb bump outs and a median, slowing traffic as they navigate the segment. On street parking would be prohibited in the area.</p>	<p>4</p>
<p>Speed Cushion</p>		<p>This measure is appropriate for the area, however, is designed to keep traffic to 20-25 MPH, which already exists.</p>	<p>5</p>
<p>Chicane</p>		<p>A chicane is used to slow vehicles as they navigate the obstructions.</p>	<p>6</p>
<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended.</p>	<p>7</p>
<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended</p>	<p>8</p>
<p>Diagonal Diverter</p>		<p>The segment of concern is on a straight portion. This is an intersection tool and is not recommended for this segment of concern. If desired, the best location would be on Charles Whitlow.</p>	<p>9</p>

<p>Corner Extension</p>		<p>The segment of concern is on a straight portion. This is an intersection tool and is not recommended for this segment of concern. If desired, the best location would be on Charles Whitlow.</p>	<p>10</p>
<p>Mini Roundabout</p>		<p>The segment of concern is on a straight portion. This is an intersection tool and is not recommended for this segment of concern. If desired, the best location would be on Charles Whitlow.</p>	<p>11</p>
<p>Raised Intersection</p>		<p>The segment of concern is on a straight portion. This is an intersection tool and is not recommended for this segment of concern. If desired, the best location would be on Charles Whitlow.</p>	<p>12</p>
<p>Median Barrier/Forced Turn Island</p>		<p>The area of concern is not of traffic going in an area that should not be, but rather of speed. While this does slow traffic at the intersection, it ultimately does not address the speed concern on the long stretch of straight road.</p>	<p>13</p>

<p>Traffic Circle</p>		<p>Traffic Circles are not appropriate for intersections of local streets and are designed for collectors. Vegetation in the circle would need to be added into the cost of maintenance over the lifecycle.</p>	<p>14</p>
<p>Roundabout</p>		<p>Roundabouts are typically installed at arterial and/or collector streets. This section of roadway does not contain these types of roadways at an intersection</p>	<p>15</p>
<p>Closure</p>		<p>Due to the alignment of the neighborhood, full closure or partial closure (one way) would likely shift traffic onto other, parallel streets.</p>	<p>16</p>
<p>Road Diet</p>		<p>This measure restricts lane widths, which do not exist on this segment of roadway.</p>	<p>17</p>
<p>Realigned Intersection</p>		<p>This option is not recommended for the area. This style of intersection only exists at SW Georgia, and slows traffic on SW Georgia, now SW 13th street.</p>	<p>18</p>

Item Title:

Receive a report on traffic conditions on NW Faircloud and provide recommendations to council on traffic control measures to take in the area.

Initiator: Bob Weger, Councilman - Ward 6

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NW Faircloud Dr that was requested for Public Works to study by Councilman Weger on March 10th, 2025.

Based on the data gathered, Public Works recommends the following course of action:

- Targeted Speed Enforcement
- Councilmembers Recommendation
- Speed Table

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

1. NW Faircloud

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

NW Faircloud Dr

Ward 6

Introduction

This report summarizes conditions on the road segment on NW Faircloud Dr that was requested for Public Works to study by Councilman Weger on March 10th, 2025. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. A final recommendation is provided up-front, and a more detailed explanation can be found at the end. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

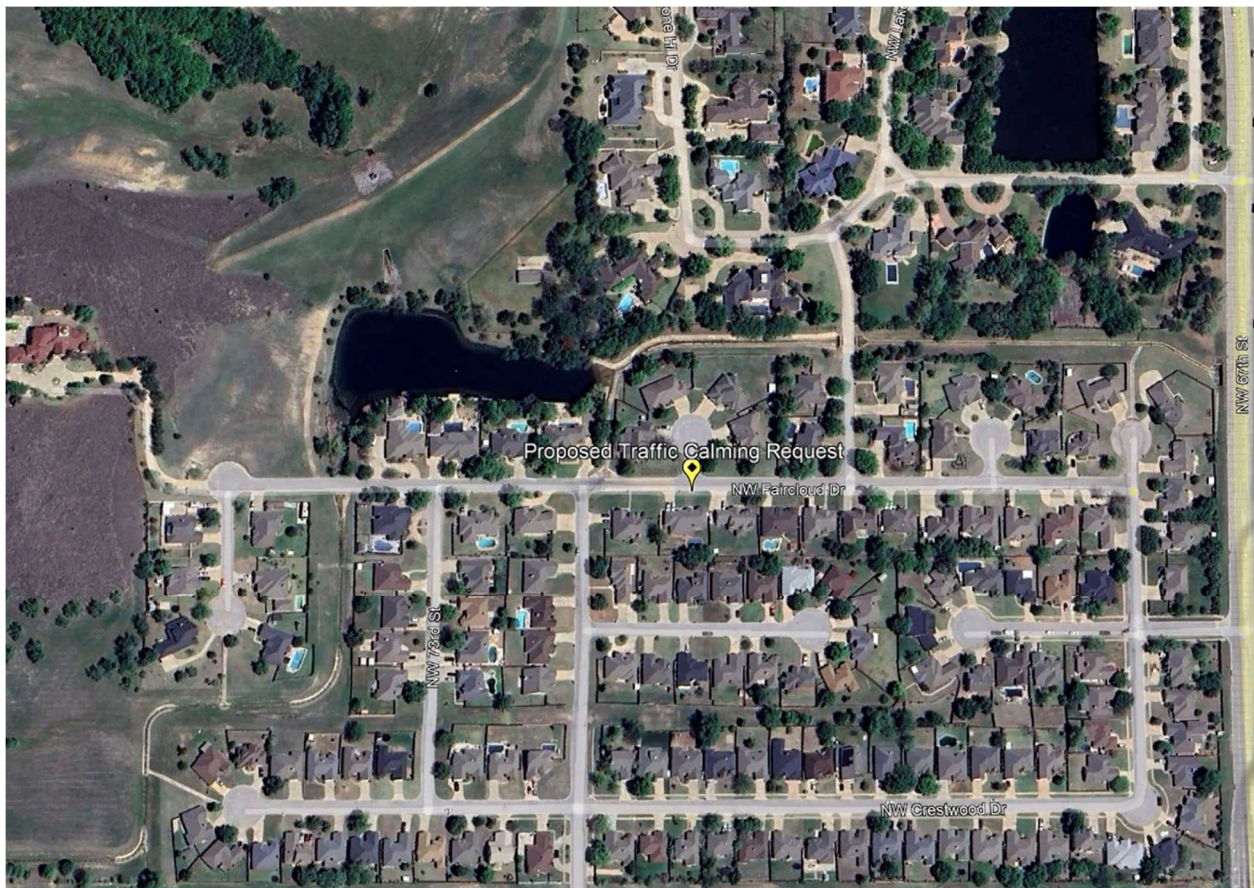


Figure 1 Location of Request

Based on the data gathered, Public Works recommends the following course of action:

- **Targeted Speed Enforcement**

Councilmembers Recommendation

- **Speed Table**

Initial Qualification Criteria

Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created, but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway
Will not interfere with major public or emergency services	Met	No emergency or major public services are in or near this area
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Speed Study

A speed study was performed on the area to determine traffic conditions in order to make the best recommendation for the roadway and citizen concerns. The City Public Works Department conducted a traffic study on 28 April 2025, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in these two locations, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance.

To make a recommendation, data is used from the following criteria as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 25 MPH, which is at the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with only 123 vehicles per day.

Street	Location	Median Speed	Average Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Faircloud	Near 6818 Faircloud Dr	18.4 MPH	18.1 MPH	25	33	123
Over Criteria			Close to Criteria		Under Criteria	

Based on the study and criteria outlined in Council Policy 10-5, a safety concern is not present. The average speed in the area is 18.1 MPH, with a median speed of 18.4 MPH. The highest speed recorded was 35 MPH, which is above the limit, however only 4 vehicles traveled past the 8 MPH over speed limit threshold in the 24-hour window observed. The average daily vehicle count is also below the threshold, with only 123 vehicles counted.




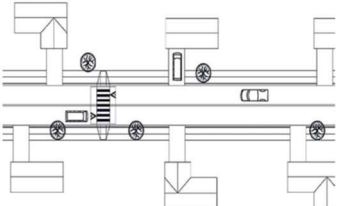
Final Recommendation

Based on the information on the area, Public Works recommends increased enforcement action as the best solution. 3 of the 4 vehicles observed over the 33 MPH speed limit threshold were in a 2-hour period. Increasing enforcement action at those times, targeting the offenders, would be a cheaper solution to the city, while providing the least inconvenience to residents and responding emergency services.


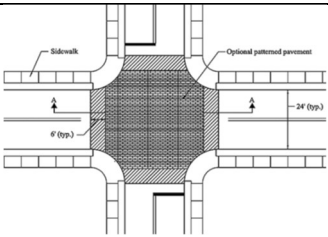
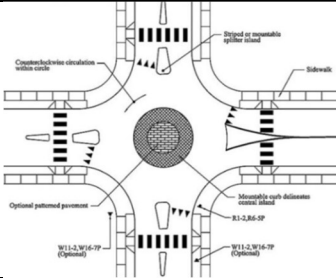


Other options are available in the next section in order of Public Works recommendations for the area.



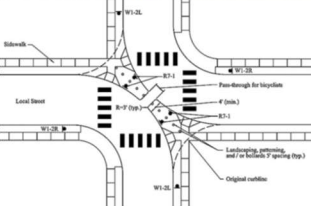
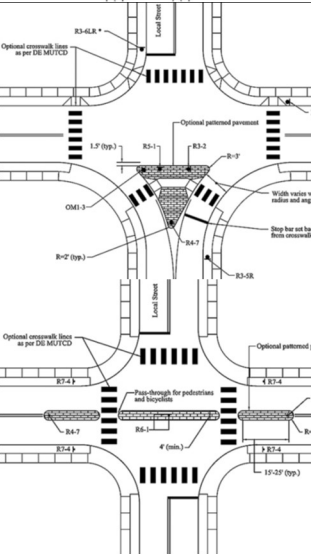
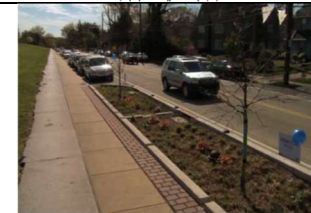
Traffic Calming Devices Reviewed


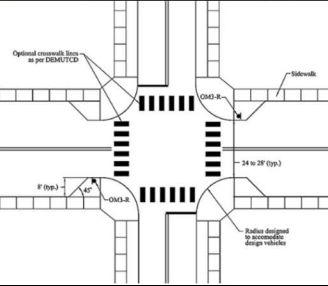
The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.

Calming Measure	Illustration	Comments	Recommendation Order
Increased Enforcement		<p>Of the 4 vehicles observed at over the 32 MPH threshold, the cluster data shows 3 of the 4 occurred between 9 and 10 PM. Increased enforcement at these times should be able to target the 4 drivers that were observed past the threshold.</p>	1
Radar Speed Signs		<p>Radar speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	2
Increased Fine Zone		<p>Increased fine zones rely on increased enforcement action, but the increased penalty deters drivers where the average speed is appreciably greater than the speed limit</p>	3
Speed Table/Raised Crosswalks		<p>Speed tables are designed to keep traffic at 25-27 MPH.</p>	4

<p>Speed Cushion</p>		<p>This measure is appropriate for the area and is designed to keep traffic between 20 and 25 MPH.</p>	<p>5</p>
<p>Realigned Intersection</p>		<p>This is an option at the intersection of Creek Hollar Drive. The costs would be higher than a speed table though.</p>	<p>6</p>
<p>Choker</p>		<p>This is a possibility for the area but will reduce the amount of on-street parking available in the residential zone. This is typically reserved for collectors.</p>	<p>7</p>
<p>Lateral Shift</p>		<p>This is a possibility for the area but will reduce the amount of on-street parking available in the residential zone. This is typically reserved for collectors.</p>	<p>8</p>
<p>Median Island</p>		<p>This is a possibility for the area but will reduce the amount of on-street parking available in the residential zone. This is typically reserved for collectors.</p>	<p>9</p>
<p>Chicane</p>		<p>This is a possibility for the area but will reduce the amount of on-street parking available in the residential zone. This is typically reserved for collectors.</p>	<p>10</p>

Speed Hump		This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended.	11
Speed Limit Reduction		The speed limit is at the default speed limit for residential streets and lowering it is not recommended	12
Raised Intersection		This measure is typically used for a busier intersection, which does not exist in the concerned section. In addition, the area of concern is between intersections, leaving this as a non-preferred option	N/A
Mini Roundabout		This is not an option for the requested area, as it is between intersections.	N/A
Road Diet		This measure restricts lane widths, which do not exist on this segment of roadway.	N/A
Closure		This is the primary route in and out of the neighborhood, and is not an option.	N/A

<p>Roundabout</p>		<p>This is not an option for the requested area, as it is between intersections.</p>	<p>N/A</p>
<p>Traffic Circle</p>		<p>This is not an option for the requested area, as it is between intersections.</p>	<p>N/A</p>
<p>Diagonal Diverter</p>		<p>The road geography in this neighborhood does not support this action.</p>	<p>N/A</p>
<p>Median Barrier/Forced Turn Island</p>		<p>The road geography in this neighborhood does not support this action.</p>	<p>N/A</p>
<p>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>

<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>
<p>Corner Extension</p>		<p>This option is not available for the traffic geography of the area.</p>	<p>N/A</p>

Item Title:

Receive a report on traffic conditions on NE Carver St and provide recommendations to council on traffic control measures to take in the area.

Initiator: Sherene L Williams, Councilwoman - Ward 7

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NE Carver St that was requested for Public Works to study by Councilmember Williams on March 13th, 2025.

Based on the data gathered, Public Works recommends the following course of action:

- Speed Cushions

Councilmembers Recommendation

- Concur with Public Works Recommendation for Speed Cushions – Councilmember Williams, 5/7/2025

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

1. Speed Study - NE Carver

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

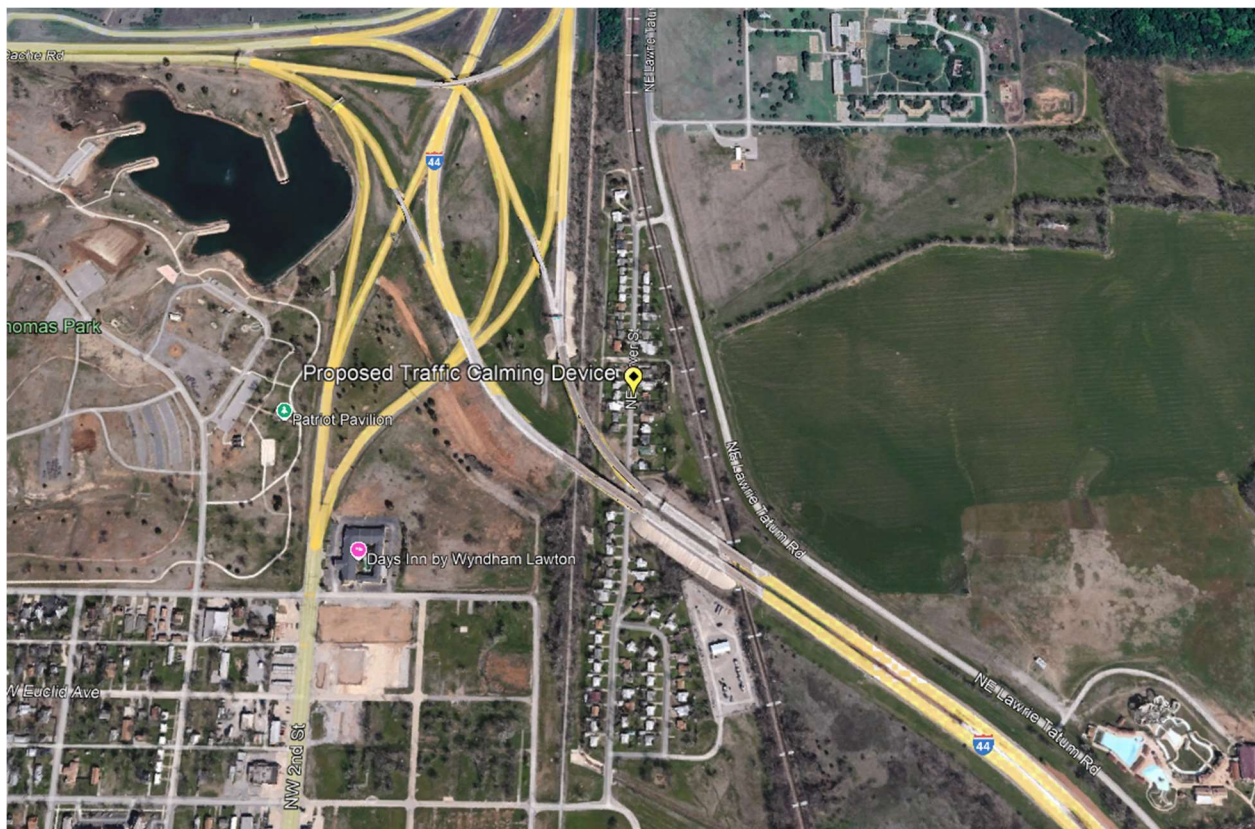
NE Carver St

Ward 7

Introduction

This report summarizes conditions on the road segment on NE Carver St that was requested for Public Works to study by Councilmember Williams on March 13th, 2025. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. A final recommendation is provided up-front, and a more detailed explanation can be found at the end. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the data gathered, Public Works recommends the following course of action:

- **Speed Cushions**

Councilmembers Recommendation

- **Concur with Public Works Recommendation for Speed Cushions – Councilmember Williams, 5/7/2025**

Initial Qualification Criteria

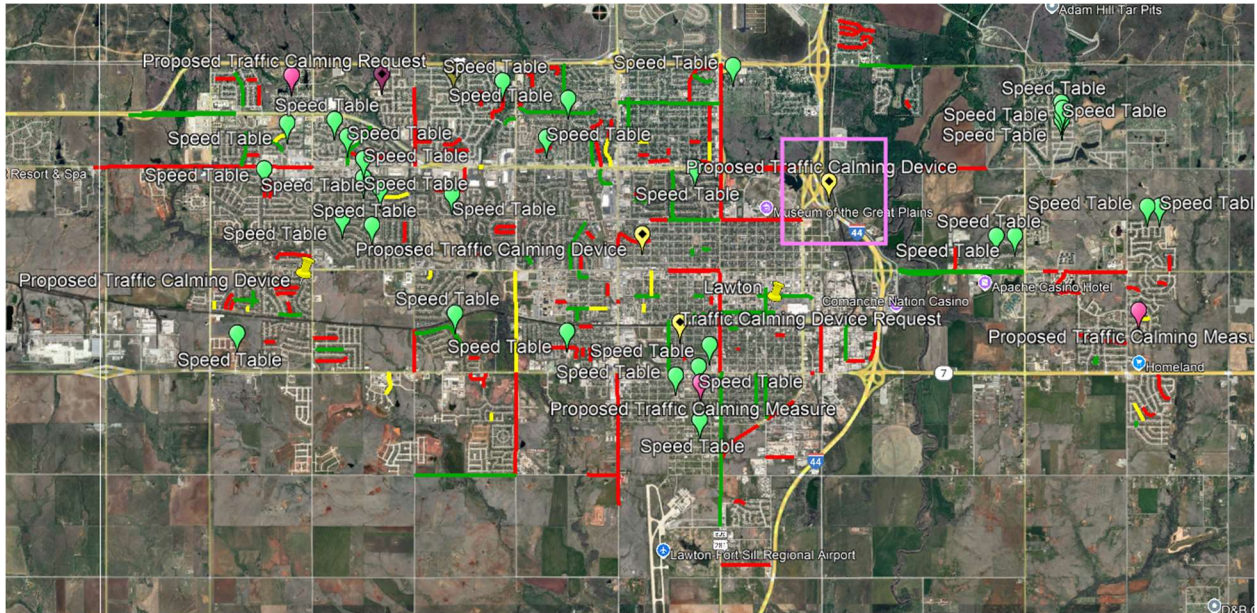
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency services	Caution	Initial response should not be affected, but additional responses from other areas may be delayed.
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Locations of Planned Road Construction and Approved and Requested Traffic Calming Measures, Citywide



Speed Study

A speed study was performed on the area to determine traffic conditions in order to make the best recommendation for the roadway and citizen concerns. The City Public Works Department conducted a traffic study on 1 May 2025, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

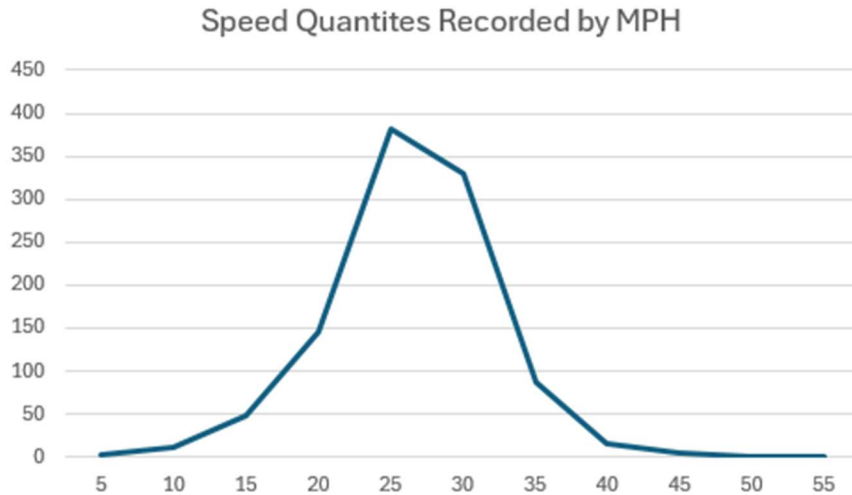
To make a recommendation, data is used from the following national recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 25 MPH, which is at the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 1027 vehicles per day.

Location Specific Data

Street	Location	Median Speed	Average Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NE Carver	Between NE Laurie Tatum and NE Patterson	25 MPH	25.7 MPH	25	33	1027
Does Not Meets Recommended Standard				Meets Accepted Criteria		

Quantity of Speeds Recorded



The average speed in the area is 25.7 MPH, with a median speed of 25 MPH. While the average and median speeds are outside of the generally accepted standards for speed tables, the data does show there is a problem with speeding in the area, with 107 out of 1027 vehicles recorded at speeds above 35 MPH.

Final Recommendation

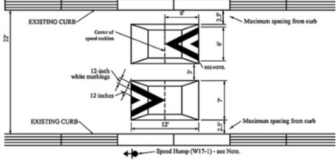
Based on the information gathered on the area, Public Works recommends 2 speed cushions as the best solution (one at or near 603 NE Carner on the south, and one at 801 NE Carver to the north). A speed cushion differs from a speed table by leaving areas on both sides and middle of the device open. The width of the device is wide enough to prevent all wheels of a passenger vehicle from being able to skip the device, but narrow enough to

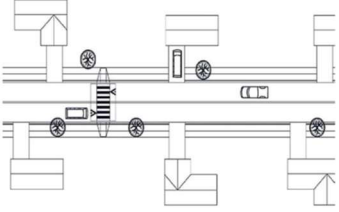


allow wider vehicles (such as fire trucks) from having to slow down as much while navigating the device.


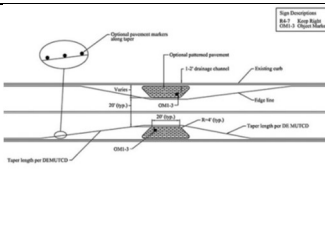
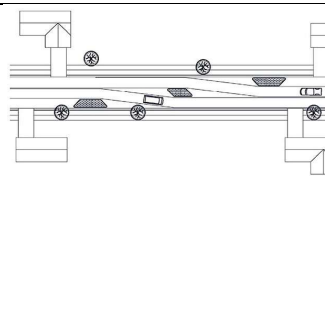
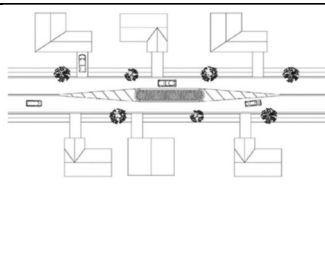
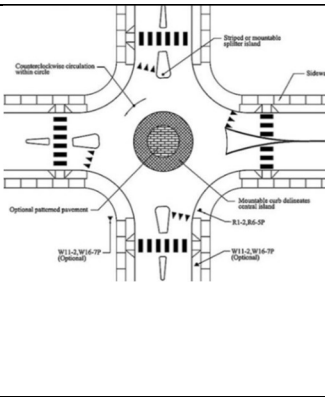
Other options are available in the next section in order of Public Works recommendations for the area.

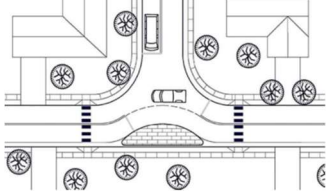


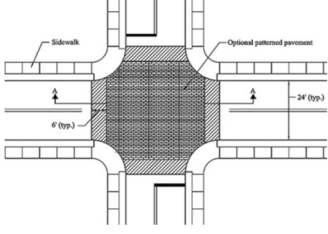

Traffic Calming Devices Reviewed




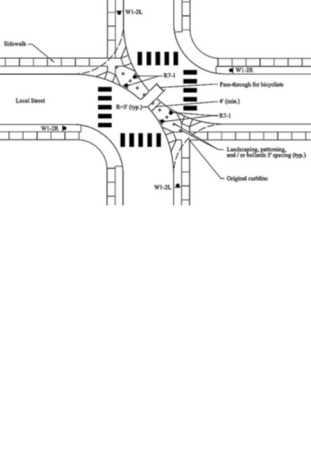
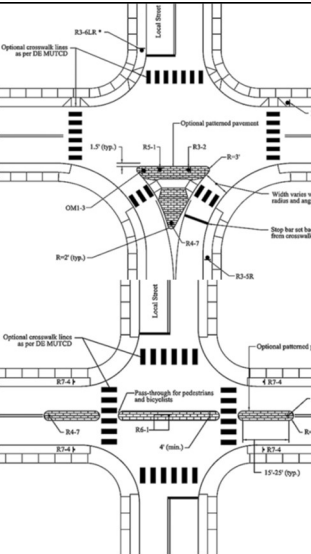
The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.



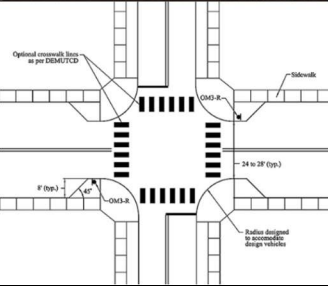
Calming Measure	Illustration	Comments	Recommendation Order
Speed Cushion		<p>Speed tables are designed to keep traffic at 25-27 MPH. If implemented, 2 are recommended – one at around 603 NE Carver Street, and one at around 801 NE Carver. This stretch of road is too long for one speed table to be effective, as there is ample distance both before and after the mid-point for vehicles to get back to high-rates of speed. This is preferred over a speed table as the road is a thoroughfare for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.</p>	1

<p>Speed Table/Raised Crosswalks</p>		<p>Speed tables are designed to keep traffic at 25-27 MPH. If implemented, 2 are recommended – one at around 603 NE Carver Street, and one at around 801 NE Carver. This stretch of road is too long for one speed table to be effective, as there is ample distance both before and after the mid-point for vehicles to get back to high-rates of speed.</p>	<p>2</p>
<p>Increased Enforcement</p>		<p>Due to the quantity of vehicles speeding in the area, physical measures are the best option. If only one speed table is approved, increased enforcement is recommended, as vehicles have plenty of distance to get back to speed.</p>	<p>3</p>
<p>Increased Fine Zone</p>		<p>Increased fine zones rely on increased enforcement action, but the increased penalty deters drivers where the average speed is appreciably greater than the speed limit</p>	<p>4</p>

<p>Radars Speed Signs</p>		<p>Radars speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding. The location is a concern however for theft and/or vandalism.</p>	<p>5</p>
<p>Choker</p>		<p>A choker would be a better aesthetic and is a proven method to reduce speed. This is best used on roads with curbs.</p>	<p>6</p>
<p>Lateral Shift</p>		<p>This is a possibility for the area but will reduce the amount of on-street parking available in the residential zone. This is typically reserved for collectors that have curbs</p>	<p>7</p>
<p>Median Island</p>		<p>This is a possibility for the area but will reduce the amount of on-street parking available in the residential zone. This is typically reserved for collectors.</p>	<p>8</p>
<p>Mini Roundabout</p>		<p>This is a good option for the area in conjunction with the realigned intersection option (this being on the north-end). The realigned intersection is not a highly feasible solution however, due to no curbs.</p>	<p>9</p>

<p>Realigned Intersection</p>		<p>This is an option at the intersection of NE Patterson Ave. The lack of curbs in the area makes this a less desirable option however, as vehicles would likely traverse the realigned area.</p>	<p>10</p>
<p>Chicane</p>		<p>This is a possibility for the area but will reduce the amount of on-street parking available in the residential zone. This is best used on roads with curbs.</p>	<p>11</p>
<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended.</p>	<p>12</p>
<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended</p>	<p>13</p>
<p>Raised Intersection</p>		<p>This measure is typically used for a busier intersection, which does not exist in the concerned section. In addition, the area of concern is between intersections, leaving this as a non-preferred option</p>	<p>14</p>
<p>Road Diet</p>		<p>This measure restricts lane widths, which do not exist on this segment of roadway.</p>	<p>N/A</p>

<p>Closure</p>		<p>This is the primary route in and out of the neighborhood, and is not an option.</p>	<p>N/A</p>
<p>Roundabout</p>		<p>This is not an option for the requested area, as it is between intersections.</p>	<p>N/A</p>
<p>Traffic Circle</p>		<p>This is not an option for the requested area, as it is between intersections.</p>	<p>N/A</p>
<p>Diagonal Diverter</p>		<p>The road geography in this neighborhood does not support this action.</p>	<p>N/A</p>
<p>Median Barrier/Forced Turn Island</p>		<p>The road geography in this neighborhood does not support this action.</p>	<p>N/A</p>

<p>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>
<p>Corner Extension</p>		<p>This option is not available for the traffic geography of the area.</p>	<p>N/A</p>

Item Title:

Receive a citizen request on the condition of the roadway on SW 52nd Street from SW Bishop to SW Coombs Rd.

Initiator: Sherene L Williams, Councilwoman - Ward 7

Information Source: Michael Watrous, Director

Background:

Requested presented to council reporting a discrepancy on a map he had obtained which showed this road segment being a paved roadway. Contact was made and requested would like to present to the committee to request this segment be paved.

Correlation to the True North Statement:

Transparency, Citizen

Exhibit:

Email Request, Location Map

Key Issues:

Rural area with one driveway on it in a mile stretch would not typically result in a paved roadway. Roadway is classified as a major collector, however, via the LMPO.

Funding Source:

N/A

Recommended Action:




















Recommend disapproval and request change to roadway classification to LMPO.

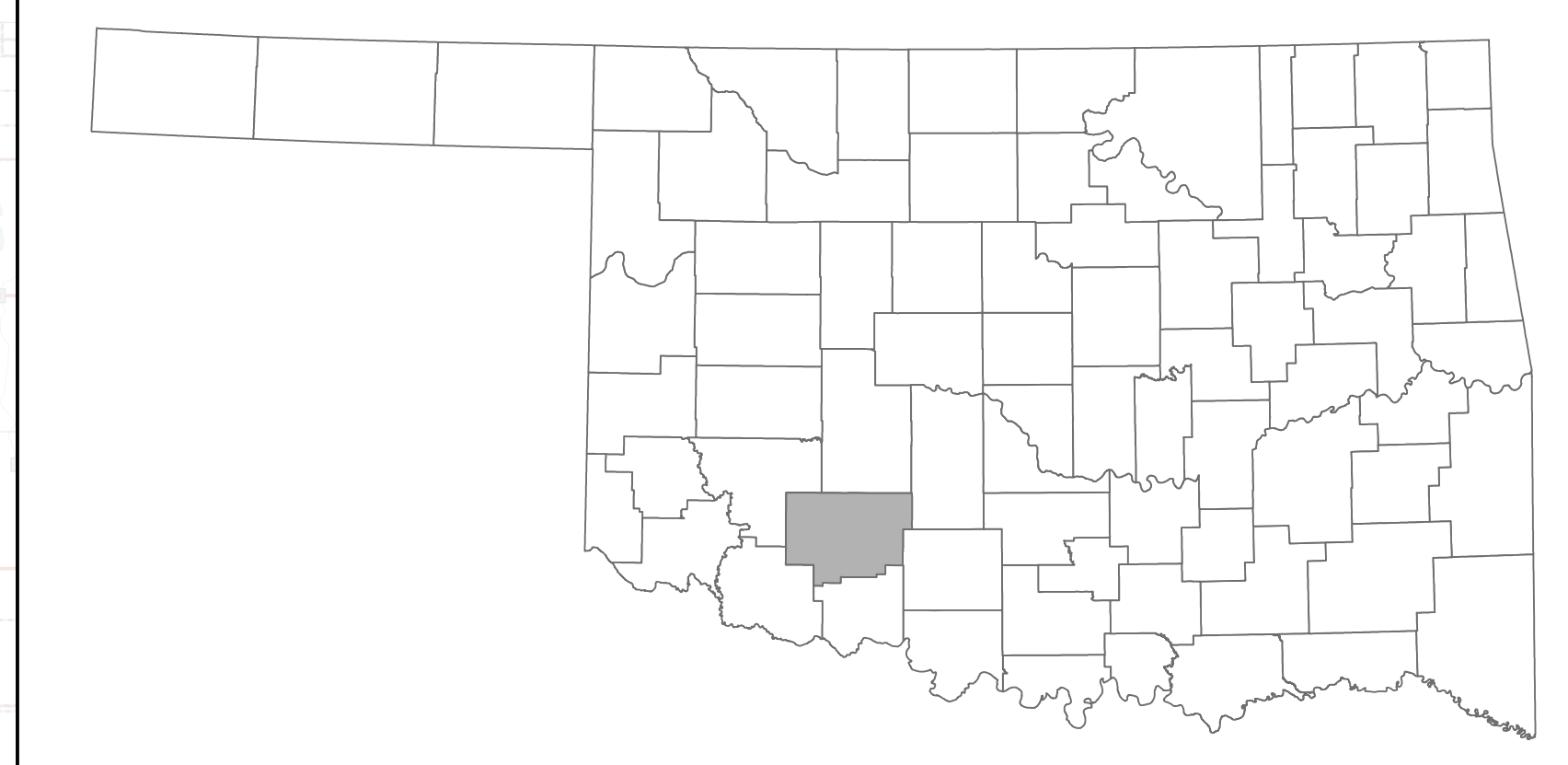
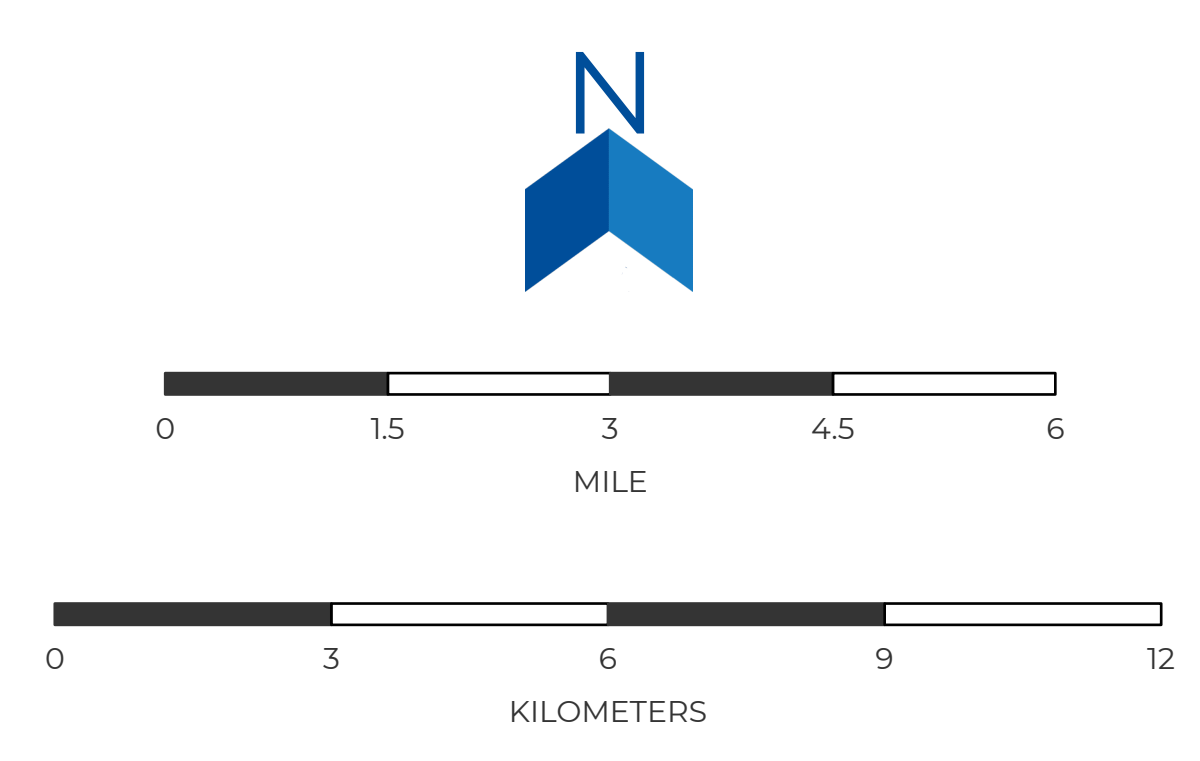
ATTACHMENTS:

1. comanche
2. Citizen Email
3. Map Location

COMANCHE COUNTY

CENSUS YEAR 2020 POPULATION: 121,125

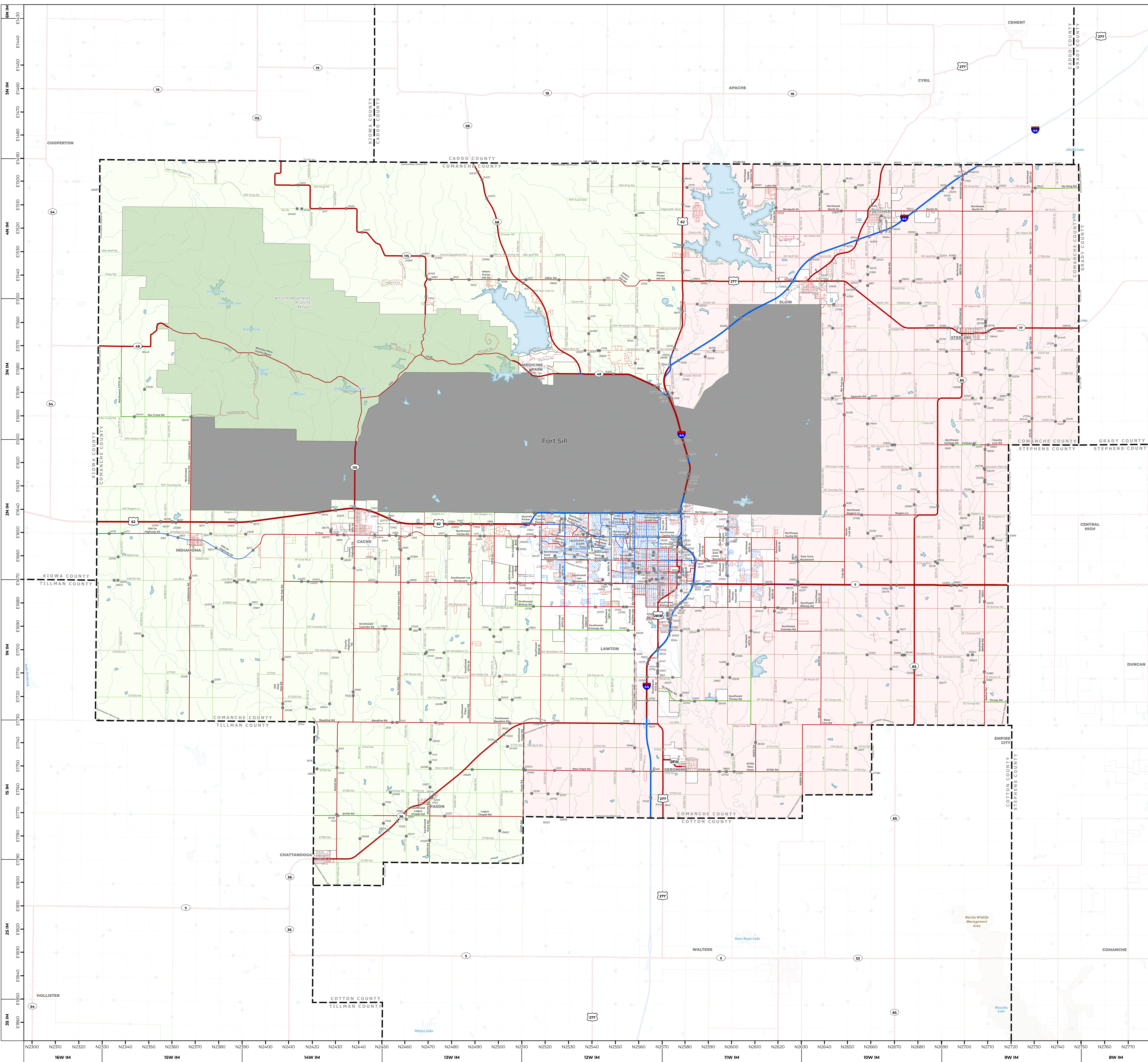
-  INTERSTATE
-  U.S. HIGHWAY
-  STATE HIGHWAY
-  HIGHWAY
-  COLLECTOR
-  LOCAL ROAD
-  ASPHALT
-  CONCRETE
-  BRICK
-  UNPAVED
-  BRIDGE
-  STREAM
-  LAKE
-  WILDLIFE REFUGE AREA
-  WILDLIFE MANAGEMENT AREA
-  STATE PARK
-  US MILITARY INSTALLATION
-  CITY LIMIT
-  COUNTY COMMISSIONER DISTRICT
-  COUNTY LINE



THIS MAP INDICATES THOSE ROADS KNOWN TO THE DEPARTMENT TO BE OPEN TO PUBLIC TRAVEL. PLACEMENT OF A ROAD ON THE MAP HAS NO RELATIONSHIP TO MAINTENANCE RESPONSIBILITY BY ANY LEVEL OF GOVERNMENT.

COPIES OF THIS MAP ARE AVAILABLE FOR PUBLIC USE AT NOMINAL COST. ADDRESS: OKLAHOMA DEPARTMENT OF TRANSPORTATION PRINTING SERVICES 200 NE 25TH STREET OKLAHOMA CITY, OKLAHOMA 73105-3204 PHONE: (405) 521-2666

ALL RIGHTS RESERVED - COMPUTER GENERATED APRIL 2, 2024



Michael Watrous

From: Michael Watrous
Sent: Thursday, May 22, 2025 10:19 AM
To: Hope Davis
Cc: Christine James; Cliff Haggenmiller; Jonathan Stone
Subject: RE: {**EXTERNAL**}--52nd between bishop and Coombs

The scanned copy should be fine,

Thank you Hope.

Michael Watrous

Public Works Director
City of Lawton
580.581.3410 Ext 5009
Michael.Watrous@lawtonok.gov



From: Hope Davis <hope.davis@lawtonok.gov>
Sent: Thursday, May 22, 2025 8:27 AM
To: Michael Watrous <michael.watrous@lawtonok.gov>
Cc: Christine James <Christine.James@lawtonok.gov>; Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>; Jonathan Stone <jonathan.stone@lawtonok.gov>
Subject: Re: {**EXTERNAL**}--52nd between bishop and Coombs

Michael,

I have attached our most recent updated functional classification map for your records. This map has been approved by the Policy Board however, it is in the process of being approved by federal regulators. That is why it has proposed changes in the bottom right hand corner. I will send you over an official approved copy once that has been completed.

Also we have your signed letter of support for the SS4A grant. Would you like me to scan it over or bring the original to you?

Respectfully,

Hope Davis
Transportation Planner
City of Lawton
Phone: 580-581-3375

From: Michael Watrous <michael.watrous@lawtonok.gov>
Sent: Thursday, May 22, 2025 7:51 AM
To: Hope Davis <hope.davis@lawtonok.gov>
Cc: Christine James <Christine.James@lawtonok.gov>; Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>
Subject: FW: {**EXTERNAL**}--52nd between bishop and Coombs

Hope, do you have a copy of the latest collector/arterial map from the LMPO? The one that was sent to me is from 2013 so making sure I have the most up to date one.

Thanks.

Michael Watrous

Public Works Director
City of Lawton
580.581.3410 Ext 5009
Michael.Watrous@lawtonok.gov



From: City Council - Ward 7 - Williams <ward7@lawtonok.gov>
Sent: Wednesday, May 21, 2025 10:56 AM
To: Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>; Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>
Cc: City Council - Ward 4 - Gill <ward4@lawtonok.gov>; John Ratliff <john.ratliff@lawtonok.gov>; Michael Watrous <michael.watrous@lawtonok.gov>; Kobe Humble <kobe.humble@lawtonok.gov>
Subject: Re: {**EXTERNAL**}--52nd between bishop and Coombs

Thanks for the update.

Sherene L. Williams

Lawton City Councilwoman Ward 7

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From: Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>
Sent: Wednesday, May 21, 2025 8:51:45 AM
To: Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>
Cc: City Council - Ward 7 - Williams <ward7@lawtonok.gov>; City Council - Ward 4 - Gill <ward4@lawtonok.gov>; John Ratliff <john.ratliff@lawtonok.gov>; Michael Watrous <michael.watrous@lawtonok.gov>; Kobe Humble <kobe.humble@lawtonok.gov>
Subject: RE: {**EXTERNAL**}--52nd between bishop and Coombs

Donalynn, I have contacted Mr. Harstad and discussed his concerns about the condition of SW 52nd St from SW Bishop Rd to SW Coombs Rd. It is Mr. Harstad's desire to present his request to the next Streets & Bridges Committee meeting to request segment rehabilitation. This segment is currently gravel and classified as a major collector

Kobe, please add this item to the next committee meeting.



Cliff Haggemiller

Deputy Director
Public Works
(580)581-341 x5510
Clifford.Haggemiller@Lawtonok.gov

From: Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>
Sent: Monday, May 19, 2025 1:29 PM
To: Cliff Haggemiller <Clifford.Haggemiller@lawtonok.gov>
Subject: RE: {**EXTERNAL**}--52nd between bishop and Coombs

Sorry... I assumed it was still clickable when I forwarded it. It's attached. 😊

Donalynn
Blazek-Scherler
CITY CLERK
CITY CLERK'S OFFICE



- 📧 DONALYNN.BLAZEK-SCHERLER@LAWTONOK.GOV
- 📞 (580) 581-3305 - EXT. 1033
- 🌐 WWW.LAWTONOK.GOV
- 📍 212 SW 9TH STREET - LAWTON, OK 73501

From: Cliff Haggemiller <Clifford.Haggemiller@lawtonok.gov>
Sent: Monday, May 19, 2025 1:18 PM
To: Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>
Subject: RE: {**EXTERNAL**}--52nd between bishop and Coombs

Specifically looking for the attachment

Just a recap this map shows 52nd to be paved. As a city street I think it should be. It's within city limits and very harsh on vehicles.

Thanks

<preview.png>

comanche

PDF Document · 3.6 MB

Brandon Harstad
RB Customs
580-280-3033

Cliff

From: Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>

Sent: Monday, May 19, 2025 1:14 PM

To: Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>

Cc: Julia Mantzke <julia.mantzke@lawtonok.gov>

Subject: RE: {**EXTERNAL**}--52nd between bishop and Coombs

I believe the original request went directly to Councilwoman Williams. I'll check to see if she has anything.

Donalynn
Blazek-Scherler
CITY CLERK
CITY CLERK'S OFFICE



- 📧 DONALYNN.BLAZEK-SCHERLER@LAWTONOK.GOV
- 📞 (580) 581-3305 - EXT. 1033
- 🌐 WWW.LAWTONOK.GOV
- 📍 212 SW 9TH STREET - LAWTON, OK 73501

From: Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>

Sent: Monday, May 19, 2025 12:34 PM

To: Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>

Cc: Julia Mantzke <julia.mantzke@lawtonok.gov>

Subject: RE: {**EXTERNAL**}--52nd between bishop and Coombs

Do you have the original email request?

Cliff

From: Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>
Sent: Monday, May 19, 2025 10:39 AM
To: City Council - Ward 7 - Williams <ward7@lawtonok.gov>; John Ratliff <john.ratliff@lawtonok.gov>; Julia Mantzke <julia.mantzke@lawtonok.gov>
Cc: Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>
Subject: RE: {**EXTERNAL**}--52nd between bishop and Coombs

Good Morning Councilwoman Williams,

Mr. Watrous has been out of town. I'm cc'ing his Deputy Director, Mr. Cliff Haggenmiller, so he can assist.



From: City Council - Ward 7 - Williams <ward7@lawtonok.gov>
Sent: Saturday, May 17, 2025 12:39 PM
To: John Ratliff <john.ratliff@lawtonok.gov>; Julia Mantzke <julia.mantzke@lawtonok.gov>; Donalynn Blazek-Scherler <donalynn.blazek-scherler@lawtonok.gov>
Subject: Fw: {**EXTERNAL**}--52nd between bishop and Coombs

FYI.

Get [Outlook for iOS](#)

From: Brandon Harstad <brandon.rbc@yahoo.com>
Sent: Friday, May 16, 2025 8:00:38 PM
To: City Council - Ward 7 - Williams <ward7@lawtonok.gov>
Subject: Re: {**EXTERNAL**}--52nd between bishop and Coombs

Wandering if we ever got some feed back on this.

Michael washer (sp) called me I missed it. Have called him back multiple times with no answer or response to my voicemails.

Thanks

Brandon Harstad
RB Customs
580-574-7568

On Mar 3, 2025, at 3:12 PM, City Council - Ward 7 - Williams <ward7@lawtonok.gov> wrote:

Thank you and I look forward to seeing you at the city Council Meeting March 11, 2025.

Sherene L. Williams

City Councilwoman Ward 7

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From: Brandon Harstad <brandon.rbc@yahoo.com>
Sent: Monday, March 3, 2025 9:29:36 AM
To: City Council - Ward 7 - Williams <ward7@lawtonok.gov>
Subject: {**EXTERNAL**}--52nd between bishop and Coombs

WARNING: This email is from outside of the City of Lawton network.
****DO NOT CLICK**** on links or open attachments unless you know the content is safe.

Just a recap this map shows 52nd to be paved. As a city street I think it should be. It's within city limits and very harsh on vehicles.

Thanks

<preview.png>

comanche
PDF Document · 3.6 MB

Brandon Harstad
RB Customs
580-280-3033



Graces Africa Hairstyle Braids

SW Rolling Hills

SW Hickory Ln

SW Mesquite Dr

SW Bishop Rd

SW Bishop Rd

SW Bishop Rd

Lawton Fire Station No. 8

SW 52nd St

Item Title:

Receive a report on traffic conditions on SW 69th and provide recommendations to council on traffic control measures to take in the area.

Initiator: Bob Weger, Councilman - Ward 6

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on SW 69th Street that was requested for Public Works to study by Councilmember Weger on May 5th, 2025.

Public Works recommendation: No action be taken.

Councilmember recommendation: Recommend increased enforcement or a stop sign on SW 69th street at SW Beta

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

- 1. Speed Study - SW 69th

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

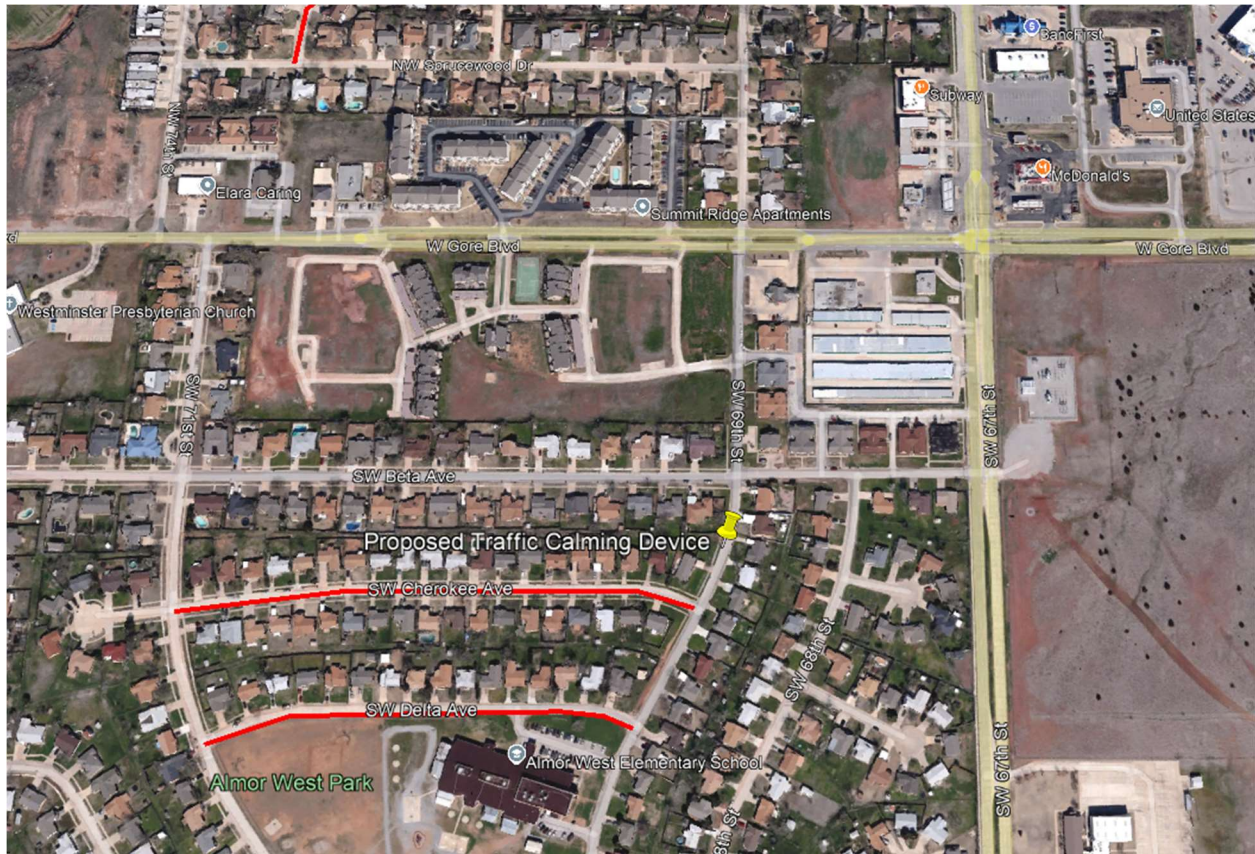
SW 69th St

Ward 6

Executive Summary

This report summarizes conditions on the road segment on SW 69th Street that was requested for Public Works to study by Councilmember Weger on May 5th, 2025. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the information gathered on the area, Public Works does not recommend a traffic calming measure. The speed study shows no significant speeding in the area that would warrant the cost of installation and maintenance of traffic calming devices. Other options are available in the last section of this report in order of Public Works recommendations for the specific area, if traffic calming measures are requested.

Councilmembers Recommendation

- Recommend increased enforcement or a stop sign on SW 69th street at SW Beta

Initial Qualification Criteria

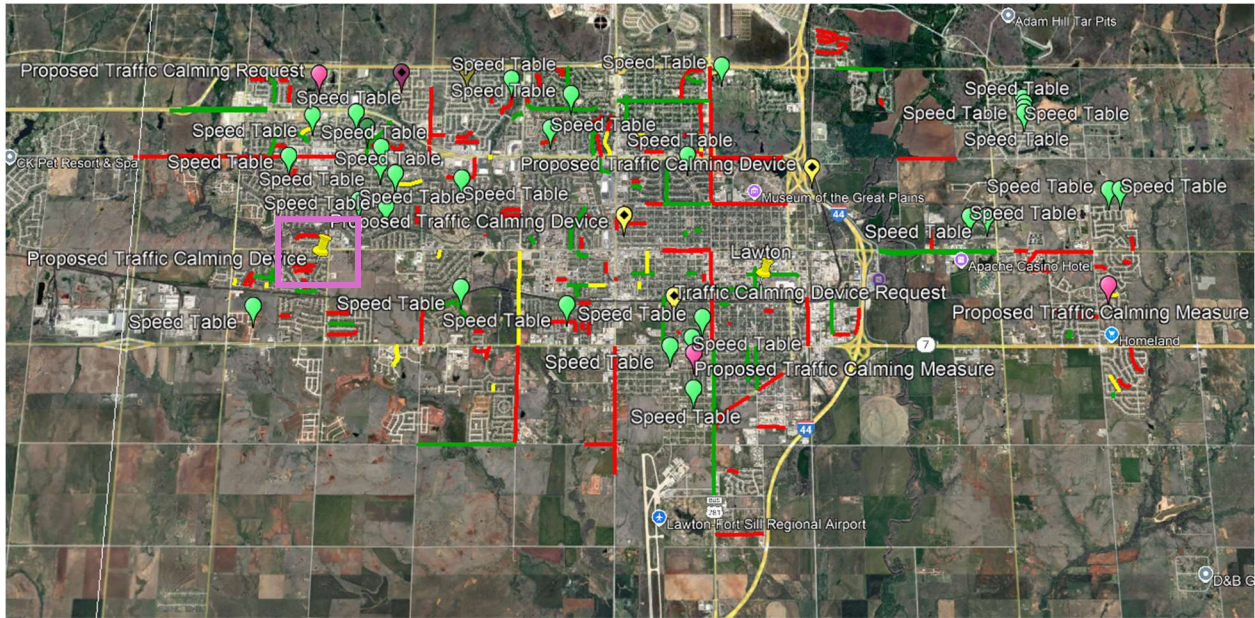
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency services	Partially Met	Any vertical calming measure will typically result in a 5-10 second delay in response. 69 th Street is a primary entrance and exit thoroughfare for the neighborhood.
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Locations of Planned Road Construction and Approved and Requested Traffic Calming Measures, Citywide



Speed Study

A speed study was performed on the area to determine traffic conditions in order to make the best recommendation for the roadway and citizen concerns. The City Public Works Department conducted a traffic study on 20 May 2025, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

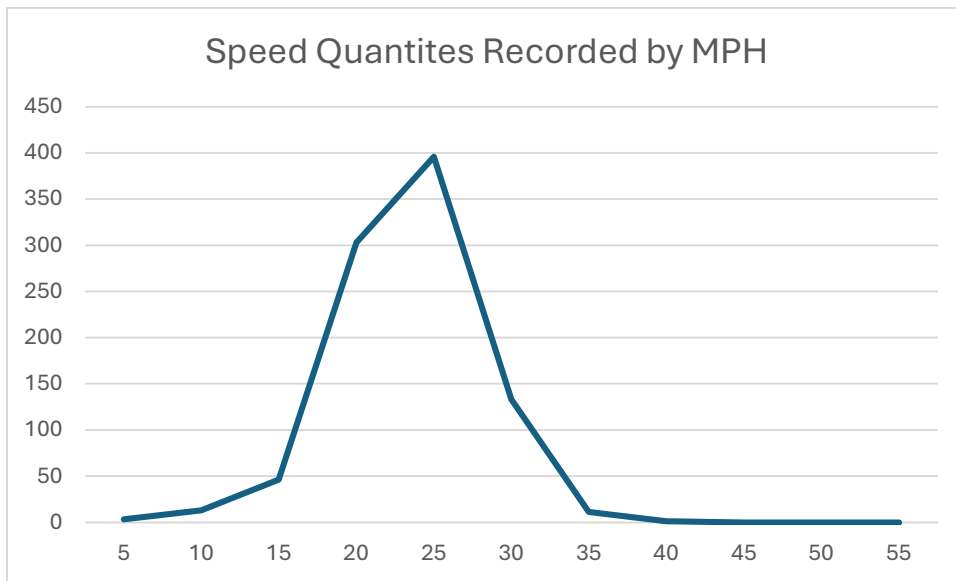
To make a recommendation, data is used from the following national recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 25 MPH, which is at the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 1027 vehicles per day.

Location Specific Data

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
SW 69 th Street	Between SW Beta and SW Cherokee	21.1 MPH	21 MPH	25.4 MPH	25	33	906
Does Not Meets Recommended Standard				Meets Accepted Criteria			

Quantity of Speeds Recorded


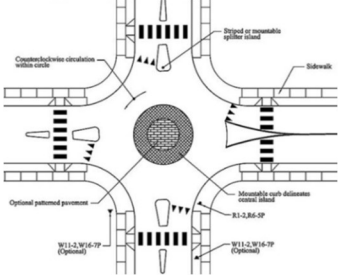
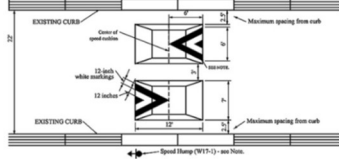



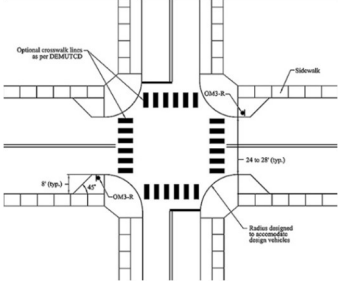
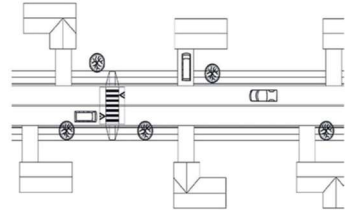

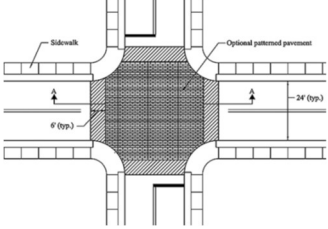
The average speed in the area is 21 MPH, with a median speed of 21.1 MPH and a 85th percentile speed of 25.4 MPH. This is well below the threshold of the policy and generally accepted standards for speed tables, with only 12 vehicles out of 906 counted (1.3%) being above the 33 MPH standard. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is occurring, so it is likely that the number of speeding vehicles is below the number shown.

Traffic Calming Devices Reviewed


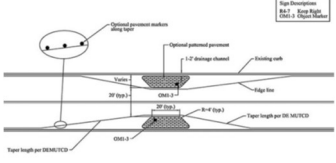
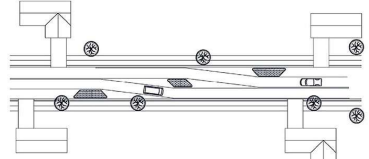
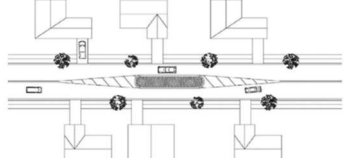
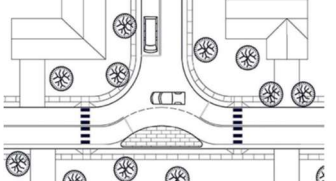


The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the

resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.

Calming Measure	Illustration	Comments	Recommendation Order
Increased Enforcement		<p>The low numbers of speeding vehicles occurs in the morning between 8-11AM and at 5PM. Targeted enforcement of the 1% of speeding vehicles would likely result in an immediate and lasting reduction.</p>	1
Stop Signs		<p>A stop sign on SW 69th at SW Beta is the best preferred physical measure, due to the low number of vehicles in the area.</p>	2
Mini Roundabout		<p>This is an option for the intersection of SW Beta and SW 69th is a good option. Similar to a traffic circle, a mini roundabout's center differs by being traversable.</p>	3
Speed Cushion		<p>Speed cushions are designed to keep traffic at 20-25 MPH. This is preferred over a speed table as the road is a thoroughfare for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.</p>	4

<p>Traffic Circle</p>		<p>This is an option for the intersection of SW 69th and SW Beta. Similar to a mini roundabout, this is designed for local streets, but the center of a traffic circle is not traversable.</p>	<p>5</p>
<p>Corner Extension</p>		<p>As both streets have curbs, this is an option. Reducing the lane size decreases speed in vehicles.</p>	<p>6</p>
<p>Speed Table/Raised Crosswalks</p>		<p>Speed tables are designed to keep traffic at 25-27 MPH. Speed cushions are recommended over speed tables when possible to allow better emergency vehicle access.</p>	<p>7</p>
<p>Radar Speed Signs</p>		<p>Radar speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	<p>8</p>
<p>Raised Intersection</p>		<p>This is an option for the intersection of SW 69th and SW Beta, but is a lesser preferred option, typically used for an intersection with high pedestrian numbers.</p>	<p>9</p>

<p>Diagonal Diverter</p>		<p>This is an option for the intersection of SW 69th and SW Beta, however would result in confusion for residents as Beta would be directed north to Gore, and 69th would be directed east to 67th street.</p>	<p>10</p>
<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended.</p>	<p>11</p>
<p>Median Barrier/Forced Turn Island</p>		<p>This is an option for the intersection of SW 69th and SW Beta, but would likely lead to confusion for residents being forced to not go straight.</p>	<p>12</p>
<p>Roundabout</p>		<p>This is a larger option that would require acquiring land, and is not necessary for the size of vehicles in the neighborhood.</p>	<p>13</p>
<p>Closure</p>		<p>Closing one direction of travel on this road (westbound) is not a feasible option.</p>	<p>N/A</p>

Increased Fine Zone		This is not an option in the area as there is not enough of a speeding problem to warrant it.	N/A
Speed Limit Reduction		The speed limit is at the default speed limit for residential streets and lowering it is not recommended	N/A
Choker		Due to the driveways on this road segment, this method is not feasible.	N/A
Lateral Shift		Due to the driveways on this road segment, this method is not feasible.	N/A
Median Island		Due to the driveways on this road segment, this method is not feasible.	N/A
Realigned Intersection		This option is not feasible due to roadway geography in the area.	N/A
Chicane		Due to the driveways on this road segment, this method is not feasible.	N/A
Road Diet		This measure restricts lane widths, which do not exist on this segment of roadway.	N/A

<p>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>

Item Title:

Consider providing a recommendation to council on the FY26 Pavement Maintenance Task Order and Professional Engineering Services for WSB LLC.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

Agreements are necessary for continued service via WSB in FY26.

Correlation to the True North Statement:

Exhibit:

Task Order, MSA

Key Issues:

Funding Source:

FY26 Streets and Traffic Control - professional Services. Projected Account Balance: \$974,300.

Recommended Action:

ATTACHMENTS:

1. 2025.05.30 - City of Lawton MSA FYE26 Final
2. City of Lawton Pavement Maintenance Program FYE 26 Task Order

MASTER SERVICES RETAINER AGREEMENT
FOR PROFESSIONAL ENGINEERING SERVICES

This Agreement is entered into this ___day of ____ 2025 by and between the **City of Lawton**, hereinafter called the City, and **WSB LLC**, hereinafter called the Engineer, for the purpose of the City acquiring the professional services of the Engineer for the following work; to wit:

The Engineer shall, except as may be otherwise specifically provided for herein, furnish all professional services, labor, equipment and incidentals as required for this Agreement.

WITNESSETH:

WHEREAS, the City has a need for professional engineering services to support the resources of all City departments for professional services related to general engineering services and determined necessary by the City on a recurring basis throughout each fiscal year; and

WHEREAS, Engineer has the professional capability to provide said professional engineering and services, specifically including proposal and plan reviews, design engineering support, and construction management and inspection services, to the City of Lawton on an as needed basis; and

NOW THEREFORE, for and in consideration of the mutual covenants contained herein, the City and the Engineer do hereby mutually promise and agree as follows:

SECTION 1 SERVICES

1.1 Engineer will perform certain engineering services in accordance to the negotiated task orders, to furnish professional engineering services and construction support and management and oversight services, on an as needed basis during the term of this Agreement with regard to matters of interest of the City. In addition, if litigation is filed on behalf of the City, or should litigation be filed against the City, requiring services covered by this Agreement, the Engineer agrees to assist in the prosecution or defense as applicable.

SECTION 2 INDEPENDENT CONTRACTOR RELATIONSHIP

2.1 In the performance of the services herein, Engineer is an independent contractor with the authority to control and direct the performance, means and methods of the details in such services under this Agreement The Engineer's relationship to the City is that of an independent contractor and not that of an agent or employee of the City.

SECTION 3 CONFIDENTIALITY

3.1 The Engineer agrees to serve in a fiduciary capacity for the benefit of the City and to protect and maintain the confidentiality of all secret or confidential information, data or policies identified as such by the City; and which shall have been obtained by or come to the attention of the Engineer during the term of this Agreement and after its conclusion. The terms of this Section do not apply to any information that becomes a part of the public record.

SECTION 4 INDEMNIFICATION

4.1 To the fullest extent permitted by law Engineer shall indemnify and hold harmless the City from any liability, suit, cause of action or other legal proceedings which may be brought or claimed against the City as a result of Engineers gross negligence under this Agreement.

SECTION 5 TERMS OF CONDITIONS

5.1 No alteration or variation of the terms or conditions of this Agreement shall be valid unless made in writing and signed by the parties hereto.

SECTION 6 ASSIGNABILITY OF AGREEMENT

6.1 All services performed by Engineer under this Agreement shall be performed by or under Engineer, unless otherwise approved by the City. The rights and obligations of Engineer hereunder are not assignable and cannot be delegated, as Engineer has unique skills and abilities and specific performance is necessary. Any such purported assignment or delegation without the written consent of the City shall be void and, at the option of the City, this Agreement shall be terminated.

SECTION 7 COMPLIANCE WITH STATUES AND REGULATIONS

7.1 Engineer agrees that in the performance of this Agreement it will comply with all applicable Federal, State and Local laws, executive orders, rules and regulations

SECTION 8 CITY REPRESENTATIVE

8.1 The City Manager; Public Words Director; and Director of Engineering shall be the City representatives for all matters pertaining to this Agreement

SECTION 9 COMPENSATION AND METHOD OF PAYMENT

9.1 The Engineer will provide supporting information and an invoice for specifically defined services to be compensated once a month, no later than one (1) month in arrears. Invoices will be prepared in accordance with negotiated task orders. The invoice shall include the date services were rendered, and the nature of services rendered, the time expended for services and the total amount claimed. In the event a claim exceeds

Twenty Thousand Dollars (\$20,000.00), a signed affidavit, on a form provided by the City Attorney's Office, shall accompany the claim.

SECTION 10 TERM OF AGREEMENT

10.1 This Agreement shall remain in full force and effect from the date of execution through June 30, 2026 and will automatically renew for one (1) additional twelve (12) month term subject to the needs of the City and fiscal appropriation being made therefore beyond the current fiscal year, unless said Agreement is sooner terminated by either party as stipulated in Section 11.

SECTION 11 AMENDMENT AND TERMINATION

11.1 This Agreement may be amended, in writing by mutual consent of the parties. This Agreement may be terminated with or without cause upon thirty (30) days written notice from one party to the other. Upon termination of this Agreement, Engineer shall immediately deliver all designs, reports, project data, documents, and related materials to the City, which shall become the property of the City.

SECTION 12 INSURANCE

12.1 Before commencing the performance of services, Engineer shall provide the following minimum types and amounts of insurance and maintain such insurance in full force and effect until the expiration of any applicable statutes of limitations or of repose for claims under this Agreement:

12.1.1 Worker's Compensation - limits as required by law, with employer's liability limits of \$100,000.00 or as required by law, whichever is greater, with "all states" and "voluntary Workers compensation" endorsements.

12.1.2 Comprehensive General Liability- Combined single limits of \$1,000,000.00 per occurrence, \$2,000,000.00 general aggregate, and \$500,000.00 products/completed operations/personal injury for property damage and personal injury, including death, loss of use of property of every kind, contractual liability, and product/completed operations. City of Lawton is to be named as additional insured for their interest to the extent of its liability under the provisions of the Government Tort Claims Act (51 O.S. § 151 et. seq.)

12.1.3 Business Auto Liability Insurance, \$1,000,000.00 combined limit for

bodily injury and property damage. City of Lawton is to be named as additional insured for the interest to the extent of its liability under the provisions of the Government Tort Claims Act (51 O.S. § 151 et.seq.)

12.1.4 Professional Liability Insurance in the per-claim and aggregate annual sum of \$1,000,000.00. Such insurance shall be maintained in force during the agreement period.

12.2 Subcontractors and Subconsultants - Engineer shall require its Subcontractors and Subconsultants to furnish the above insurance and comply with all requirements of this paragraph, including but not limited to furnishing of certificates to the City of Lawton if required.

12.3 Conditions to be in Violation - Engineer and its subcontractors and subconsultants shall not violate, or permit the be violated any conditions or warranties of the above insurance policies and shall at all times satisfy the requirements of the insurance carries, underwriters, brokers, or agents writing said policies.

SECTION 13 OWNERSHIP OF WORK

13.1 All reports computations, estimates, and materials created by Engineer under this Agreement shall be the property of the City of Lawton and shall be delivered to the City whenever requested by City of Lawton and in any event upon any termination of this Agreement and upon completion of the services and upon payment to Engineer. Engineer has the right to maintain copies for its records. In the event of any reuse beyond the scope of the Agreement or alteration of the reports and materials furnished to the City such reuse or alterations shall be without liability to Engineer. Any report, information, exhibits, data, materials, or other work given to, prepared or assembled by Engineer under this Agreement shall not be made available to any third party or organization by Engineer during the term of the Agreement or for a period of five (5) years without written approval of the City.

SECTION 14 DESIGNATED REPRESENTATIVES

14.1 All notices, demands, requests, or other communications which may be or are required to be given, served or sent by either party to the other pursuant to the Agreement shall be in writing and shall be deemed to have been properly given or sent:

- 14.1.1 If intended for the City, mailing first class mail or, if sender prefers, by registered or certified mail, return receipt requested, with postage prepaid addressed to:

City of Lawton

City Manager/Public Works/Engineering Representatives
2202 SW 3rd Street
Lawton, Oklahoma 73501

- 14.1.2 If intended for Engineer, by mailing by first class mail or, if sender prefers, by registered or certified mail, return receipt requested, with postage prepaid, addressed to Engineer at.


WSB LLC

Chris Serrano
615 N. Hudson, Suite 300
Oklahoma City, OK 73102

IN WITNESS WHEREOF, the Engineer and the Sub-Consultant have caused this instrument to be signed by their respective duly authorized officers and their respective corporate seals to be hereto affixed.

Consultant:
WSB LLC

City of Lawton
A Municipal Authority

 5/30/25
Rick Johnson Date
Vice President

Stanley Booker Date
Mayor

Attest:

Donalynn Blazek-Scherler Date
City Clerk

Approved as to the Form and Legality this
_____ Day of _____ 20____

Timothy Wilson, Interim City Attorney

2025 Rate Schedule



	Billing Rate/Hour
PRINCIPAL ASSOCIATE	\$195 - \$285
SR. PROJECT MANAGER SR. PROJECT ENGINEER	\$195 - \$251
PROJECT MANAGER	\$171 - \$191
PROJECT ENGINEER GRADUATE ENGINEER	\$115 - \$190
PROJECT MANAGER ASSISTANT	\$95 - \$155
ENGINEERING TECHNICIAN ENGINEERING SPECIALIST	\$76 - \$189
LANDSCAPE ARCHITECT SR. LANDSCAPE ARCHITECT	\$86 - \$182
ENVIRONMENTAL SCIENTIST SR. ENVIRONMENTAL SCIENTIST	\$77 - \$180
PLANNER SR. PLANNER	\$89 - \$188
GIS SPECIALIST SR. GIS SPECIALIST	\$86 - \$188
CONSTRUCTION OBSERVER	\$117 - \$152
SURVEY	
Survey Office Technician	\$136 - \$169
Drone Pilot	\$197
One-Person Crew	\$197
Two-Person Crew	\$265
OFFICE TECHNICIAN	\$67 - \$147

Costs associated with word processing, cell phones, reproduction of common correspondence, and mailing are included in the above hourly rates. Vehicle mileage is included in our billing rates [excluding geotechnical and construction materials testing (CMT) service rates]. Mileage can be charged separately, if specifically outlined by contract. | Reimbursable expenses include costs associated with plan, specification, and report reproduction; permit fees; delivery costs; etc. | Multiple rates illustrate the varying levels of experience within each category. | Rate Schedule is adjusted annually.

MATERIALS TESTING SERVICES

PERSONNEL	UNIT	PRICE
Project Manager/Engineer	Per Hour	\$211
Lab Manager	Per Hour	\$178
Laboratory Specialist III	Per Hour	\$173
Laboratory Specialist II	Per Hour	\$108
Laboratory Specialist I	Per Hour	\$86
Lab Technician	Per Hour	\$81
Administration	Per Hour	\$86
Mileage	Per Mile	\$0.80
Equipment	Per Day	Project Specific Quote
Per Diem	Per Day	Project Specific Quote
Individual Test Fees - See Attached		
Principal	Per Hour	Project Specific Quote
Project Director	Per Hour	\$302

**In-House Testing Fees Include Labor*

ASPHALT TESTING COST BREAKDOWN

METHOD	ASPHALT TEST	PRICE
AASHTO T30	Sieve Analysis of Extracted Aggregate	\$75.
OHD L14	Nuclear Densities - 2 Hour Minimum (Per Hour)	\$80.
OHD L26 & T30	Extraction & Gradation	\$200.
OHD L14 & T209	Lab Molded Density, VMA & Rice Specific Gravity	\$225.
Mix Designs	Hveem Mix Design	\$3,500.
	Superpave Mix Design - Outside Oklahoma	Upon Request
	Superpave Mix Design - Oklahoma	\$5,000.
	Marshall Mix Design	\$4,000.
	Stone Matrix Asphalt (SMA) Mix Design	Upon Request
	Modified Lottman Retained Strength - Superpave	\$500.
OHD L14	Ignition Oven Calibration Factor	\$375.
OHD L44	Permeability	\$375.
OHD L14	Running Density on Roadway Cores (Set of 3)	\$60.
OHD L45	Corelok™ ADD (Set of 3)	\$175.
AASHTO T168	Cutting Core Sample up to 8" in Depth - Equipment Only (Per Core)	\$60.
	Additional over 8" Per Core Sample - Equipment Only (Per Inch)	\$12.
AASHTO T148	Determining Asphalt Core Thickness Only	\$28.
	Preparing, Cleaning, and Measuring - 9 Point	\$28.
	Patching Core Hole, If Required (Per Hole)	\$28.
AASHTO T176/ ASTM D2419	Sand Equivalent Value of Soils & Fine Aggregate	\$90.
OHD L-26	AC - Content	\$125.
OHD L-14	Asphalt Rolling Pattern - Nuclear Density (Per Hour)	\$90.
	Report & Review (Per Test)	\$20.

**In-House Testing Fees Include Labor*

COCRETE TESTING COST BREAKDOWN

METHOD	CONCRETE TEST	PRICE
ASTM C31/ AASHTO T23	Making & Curing Concrete Test Specimens in the Field Equipment Includes Air, Slump, Temperature (Set of 4 Cylinders)	\$80.
ASTM C31/ AASHTO T23	Making & Curing Concrete Test Specimens in the Field Equipment Includes Air, Slump, Temperature (Set of 3 Cylinders)	\$60.
ASTM C39/AASHTOT22	Compressive Strength of Cylindrical Concrete Specimens, Curing & Disposing (Per Cylinder)	\$20.
AASHTO T23	Making & Curing Concrete Test Specimen Beams in the Field Equipment Charge (Per Beam)	\$60.
ASTM C78/ AASHTO T97	Test for Flexural Strength of Concrete Using Simple Beam w/ Third Point Loading - Includes Curing & Disposal (Per Beam)	\$65.
ASTM C138/AASHTO T121	Test for Unit Weight, Yield, and Air Content (Gravimetric) of Concrete	\$40.
ASTM C174	Measured Length of Drilled Concrete Cores Each Core - 9 Point Method	\$50.
ASTM C192	Concrete Mix Design Including Trial Batching (Set of 6 Cylinders)	\$1500.
AASHTO T24	Cutting Core Sample up to 8" in Depth - Equipment Only (Per Core) Additional Depth over 8" per Core Sample - Equipment Only (Per Inch)	\$70. \$15.
AASHTO T231	Capping Cylindrical Concrete Specimens - Sulphur (Per Cylinder)	\$25.
AASHTO T152	Air Content Only	\$40.
AASHTO T119	Slump Only	\$25.
ASTM C10129	Sampling & Testing Grout (Set of 4)	\$160.
ASTM C109	Compressive Strength of Mortar Cubes (Set of 3)	\$102.
ASTM C1567	Alkali-Silica Reactivity of Combinations of Cementitious Materials & Aggregates (ASR)	Price Upon Request
ASTM C1260	Potential Alkali Reactivity of Aggregates (Mortar Bar Method)	Price Upon Request
ASTM C579	Compressive Strength of Chemical-Resistant Mortars, Grouts Monolithic Surfacing, & Polymer Concretes (Set of 3)	\$153.
ASTM C531	Linear Shrinkage & Coefficient of Thermal Expansion of Chemical-Resistant Mortars, Grouts, Monolithic Surfacing, & Polymer Concretes (Set of 4 Bars)	\$1,300.
	Certified Technician Time - Testing & Sampling Concrete (Per Hour)	\$75.
	Report & Review (Per Test)	\$20.

**In-House Testing Fees Include Labor*

SOIL TESTING COST BREAKDOWN

METHOD	SOIL TEST	PRICE
ASTM D698/AASHTO T99	Standard Proctor Soils	\$155.
ASTM D2922/AASHTO T310	Density of Soil & Soil Aggregates by Nuclear Methods - 2 Hour Minimum (Per Hour)	\$75.
ASTM D1557/AASHTO T180	Modified Proctor of Soils	\$180.
ASTM C977	Quicklime & Hydrated Lime for Soil Stabilization pH Test	\$170.
ASTM D6276	Using pH to Estimate the Soil-Lime Proportion Requirement for Soil Stabilization	\$170.
ASTM D1883	California Bearing Ratio - Including Report (Per Point)	\$205
AASHTO T193	California Bearing Ratio - Includes Proctor, CBR Compaction, & Report	\$355.
ASTM D4318	Atterberg Limits - Determine Liquid, Plastic Limits, and Plasticity Index	\$60.
ASTM D4609	Unconfined Compressive Strengths of Soils using a Harvard Miniature Compactor (Per Percentage of Modified or Unmodified Soil)	\$450.
ASTM D422	Particle Analysis - Sieve Test on Soils (Excluding Hydrometer)	\$70.
	Hydrometer Analysis	\$265.
ASTM D4829	Expansion Index with Atterberg Limits & -#200	\$245.
UBC 18-2	Expansion Index	\$195.
ASTM D1556	Density of Soil In-Place by the Sand-Cone Method	\$75.
OHD L-49	Determining Soluble Sulfate Content in Soil	\$50.
	Stabilization Mix Design	\$2,500.
	Report & Review (Per Test)	\$20.

**In-House Testing Fees Include Labor*

AGGREGATE TESTING COST BREAKDOWN

METHOD	AGGREGATE TEST	PRICE
ASTM D698/AASHTO T99	Standard Proctor Soils - Aggregate Base	\$190.
ASTM C136/AASHTO T27	Sieve Analysis of Fine & Coarse Aggregates	\$108.
ASTM C566	Total Evaporable Moisture Content of Aggregates by Drying	\$23.
ASTM D4791	Test Method for Flat or Elongated Particles in Coarse Aggregate	\$65
ASTM C131/AASHTO T96	Resistance to Degradation by LA Abrasion	\$270.
ASTM D3744/AASHTO T210	Durability Index - Does Not Include Sieve Analysis	\$145.
ASTM C128/AASHTO T84	Specific Gravity & Absorption of Fine Aggregate	\$59.
ASTM C127/AASHTO T85	Specific Gravity & Absorption of Coarse Aggregate	\$49.
ASTM C88/AASHTO T104	Sodium or Magnesium Sulfate Soundness of Aggregates, Coarse or Fine 5 Cycles (Per Size Fraction Greater than 5%)	\$368.
ASTM C29/AASHTO T19	Unit Weight Dry Rodded	\$70.
AASHTO T180	Proctor - Modified Effort 10-lb Rammer 18 in. Drop for Aggregate Base	\$200.
AASHTO T99	Proctor - Standard Effort 5.5-lb Rammer 12 in. Drop for Aggregate Base	\$154.
ASTM C142	Clay Lumps & Friable Particles in Aggregate	\$87.
ASTM D2419/AASHTO T176	Sand Equivalent Value of Soils & Fine Aggregate	\$92.
ASTM C40	Organic Impurities in Fine Aggregate (Per Sample)	\$70
ASTM C142	Clay Lumps & Friable Particles (Per Sample)	\$86.
ASTM C123	Lightweight Particles in Aggregate	Varies - Call for Quote
	Report & Review (Per Test)	\$20.

**In-House Testing Fees Include Labor*

Mr. Michael Watrous
Public Works Director
City of Lawton
2100 SW 6th Street
Lawton, OK 73501

Dear Mr. Watrous,

WSB is pleased to present the following Task Order for managing the City of Lawton's Pavement Maintenance Program. This encompasses the execution of the tasks outlined below, as well as efforts in researching and coordinating the acquisition of grant funding. The term of this Task Order is one year (12 months), commencing on July 1, 2025.

TASK 1.0 – PROGRAM MANAGEMENT

WSB will oversee the management of the City of Lawton's multi-year pavement maintenance program. This includes prioritizing critical pavement rehabilitation areas, facilitating meetings with stakeholders, developing annual work plans, coordinating funding efforts, and monitoring overall performance.

Subtasks include:

- A. Updating pavement condition surveys and maintenance plans (QA/QC)
- B. Identifying high-priority maintenance and reconstruction areas
- C. Developing annual maintenance project scopes and cost estimates
- D. Coordinating project prioritization and scheduling
- E. Attending and facilitating meetings with City Council, SRB&D, staff, and contractors
- F. Performing pavement analysis and preparing staff-directed reports
- G. Coordinating with internal departments, emergency services, and transit
- H. Drafting and distributing program-related reports

TASK 2.0 – CONTRACT ADMINISTRATION

WSB will manage the full contract administration process for pavement projects, from bidding through contract closeout. This includes preparation of bid documents, contractor communication, and compliance tracking.

Subtasks include:

- A. Preparing bid documents, plans, and specifications (QA/QC)
- B. Advertising projects and managing the bidding process
- C. Hosting pre-bid meetings and responding to contractor inquiries
- D. Reviewing contractor qualifications and preparing bid tab analyses (QA/QC)
- E. Processing RFIs and ensuring compliance with COL standards and ordinances
- F. Processing and tracking change orders and pay applications
- G. Managing citizen concerns and dispute resolution
- H. Drafting and compiling documentation for staff reports and council presentations

TASK 3.0 – DESIGN

WSB will lead the design process for pavement rehabilitation and maintenance projects, including field assessments and plan development. Design services ensure constructability, regulatory compliance, and cost-efficiency.

Subtasks include:

- A. Performing field evaluations and selecting treatment strategies
- B. Preparing construction plans, technical specifications, and QA/QC reviews
- C. Gathering hydrologic/hydraulic data, surface grading, and drainage analysis
- D. Ensuring ADA compliance in designs
- E. Surveying catch basins and storm sewer systems
- F. Evaluating alternatives for constructability and cost
- G. Developing project cost estimates and bid quantities (QA/QC)

TASK 4.0 – CONSTRUCTION ENGINEERING & INSPECTION (CE&I)

WSB will provide on-site construction engineering and inspection services to monitor contractor compliance, oversee traffic control, conduct QA field testing, and manage payment applications.

Subtasks include:

- A. Leading pre-construction meetings and permit verification
- B. Conducting field inspections and materials testing (concrete, asphalt, soils)
- C. Reviewing compliance with approved plans and traffic control measures
- D. Performing QA/QC reviews of test reports
- E. Conducting punch list inspections and project closeout tasks
- F. Processing final payment, FQCO, and over/under reporting

TASK 5.0 – PERFORMANCE MONITORING & REPORTING (POST CONSTRUCTION)

Post-construction performance evaluations will be conducted to maintain an updated assessment of pavement conditions and program success.

Subtasks include:

- A. Performing one- and two-year post-construction pavement assessments
- B. Maintaining pavement condition tracking for planning
- C. Updating rehabilitation records (QA/QC)
- D. Preparing and submitting bond release documentation

TASK 6.0 – GRANTS RESEARCH AND COORDINATION

WSB's grant coordination team will identify, analyze, and pursue funding opportunities to support the Pavement Maintenance Program.

Subtasks include:

- A. Reviewing and developing scopes for CIP projects
- B. Compiling and scheduling CIP projects for grant alignment
- C. Researching and identifying grant opportunities
- D. Gathering supporting documentation for applications
- E. Reviewing eligibility and compliance criteria
- F. Conducting necessary analyses and feasibility reviews
- G. Preparing and submitting complete grant applications
- H. Supporting future renewals and multi-phase funding strategies

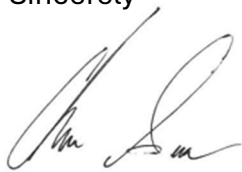
ADDITIONAL SERVICES

Additional services not specifically identified in this Task Order may be added upon written mutual agreement between the City of Lawton and WSB via an amendment.

COMPENSATION

The City of Lawton shall compensate WSB a not-to-exceed amount of **\$862,795** for all services provided under this Task Order. Services shall be invoiced monthly based on hourly rates. A fee schedule can be found on Exhibit B.

Sincerely

A handwritten signature in black ink, appearing to read "Chris Serrano".

Chris Serrano
WSB

Enclosures: Exhibit A –Notice-to-Proceed

Exhibit B –Fee Schedule

NOTICE TO PROCEED

By: _____

Signature

Date

Please Print Name

Fee Structure



City of Lawton
 Program Management and Engineering Services
 Pavement Maintenance FYE 2026
 2025 City of Lawton Master Services Agreement

7/1/2025 TO 6/30/2026

Category

Program Manager	Project Engineer	Design Specialist II	Design Specialist I	CM Specialist II	Lab Manager	PM
Chris S	Brent F	Cass H	Ivan M.	Dustin L.	Cecil B	Lisa T
\$285.00	\$285.00	\$187.00	\$129.00	\$145.00	\$217.00	\$178.00

Hours

592	338	770	895	1881	15	350
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Direct Labor Hours	Direct Labor Cost
4841	\$862,795.00
905	\$189,625.00

Program Management		315	55	160	255			120
1.1	Update pavement condition surveys/ Update multi-year pavement maintenance plan [QA/QC]	20			40			
1.2	Attend meetings (City Council, SRB&D, Staff, Directors, Contractors)	40						
1.3	Identify high-priority maintenance areas (selective reconstruction)	50	25	80	45			
1.4	Develop annual maintenance projects and cost estimates	40	20	30	50			
1.5	Set meetings/ Coordinate with staff/ Identify and apply for grants and funding opportunities	40						80
1.6	Establish Project Prioritization & Scheduling	35		30	40			30
1.7	Perform analysis/investigations and deliver reports as directed by staff and council	30	10	20	40			
1.8	Coordinate with city departments, emergency services, and transit agencies	30						
1.9	Draft and distribute reports	30			40			10

614	\$131,518.00
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Contract Administration		126	118	244	120	6		
2.1	Prepare bid documents and specifications [QA/QC]	20	20	60	30			
2.2	Advertise for bids and manage the bidding process	25	15	60				
2.3	Conduct pre-bid meetings and respond to contractor inquiries	5	20	20	10			
2.4	Review contractor qualifications and perform bid tab analysis [QA/QC]	6	25	40	20	6		
2.5	Ensure compliance with COL Standards/ordinances/ process RFIs	4	5	16				
2.6	Process contractor change order requests	4	18	18				
2.7	Track project costs and handle payment applications	20	15	30				
2.8	Manage dispute resolution, claims mitigation, respond to citizens (issues, concerns)	30						
2.9	Draft staff reports to City Council /compile supporting documentation	12			60			

763	\$130,965.00
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Design		43	65	265	370	20		
3.1	Perform field evaluations and measurements of pavement for plans development	4	30	60	160	20		
3.2	Select appropriate pavement treatments	4	10	30	20			
3.3	Collect available hydrologic and hydraulic studies or models	6		30	10			
3.4	Prepare construction plans and technical specifications / QA/QC Plans	5	10	30	30			
3.5	Develop cost estimates and bid quantities [QA/QC]	4	10	30	30			
3.6	Ensure compliance with ADA and accessibility standards (design)	5	5	20	30			
3.7	Survey catch basin and storm sewer invert elevations and rim elevations			5	5			
3.8	Assess surface grading and flow paths			30	45			
3.9	Evaluate feasibility, cost, and constructability of each alternative.	15		30	40			

2114	\$327,972.00
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Construction Engineering & Inspection		33	85	101	25	1855	15	
4.1	Conduct pre-construction meetings with contractors and stakeholders	5	10	10	10	***		
4.2	Verify permits and traffic control plans	6	30	15				
4.3	Conduct field inspections	6	10	10		1850		
4.4	Ensure compliance with plans and specifications	8	6	30				
4.5	Perform material test report review (QA/QC)		5				15	
4.6	Accept and monitor traffic control		5	10	5	***		
4.7	Conduct final walkthrough and punch list inspections	4	8	10	10	***		
4.8	Contractors pay application processing	2	5	10		5		
4.9	Prepare FQCO, final payment, and O/U Reporting	2	6	6				

170	\$28,950.00
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Performance Monitoring & Reporting (Post Construction)		30	15		125			
5.1	Conduct post-construction performance assessments (1 year) (2 years)	5	15		30	***		
5.2	Maintain pavement condition tracking for future planning				35			
5.3	Update rehabilitation records [QA/QC]	10			60			
5.4	Complete and submit release of bonds applications	15						
5.5								
5.6								
5.7								
5.8								
5.9								

275	\$53,765.00
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Grants Research and Coordination		45						230
6.1	Review and identify CIP project scopes (develop scope, feasibility studies as requested)	10						40
6.2	Compile CIP projects (streets and bridges) list and schedules	10						20
6.3	Researching and identifying potential grant opportunities							10
6.4	Gathering necessary information, data, and supporting documents							50
6.5	Reviewing eligibility criteria and guidelines for potential grants							40
6.6	Perform analysis required for applications	15						20
6.7	Preparing for potential renewals or future grant applications.	10						20
6.8	Submitting grant applications through appropriate channels (online portals, email, mail).							30
6.9								

*** Indicates task is included

Item Title:

Receive a report on traffic conditions on SW Parkridge and provide recommendations to council on traffic control measures to take in the area.

Initiator: Sherene L Williams, Councilwoman - Ward 7

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on SW Parkridge Blvd that was requested for Public Works to study by Councilmember Williams on May 20th, 2025.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

1. Speed Study - SW Parkridge

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

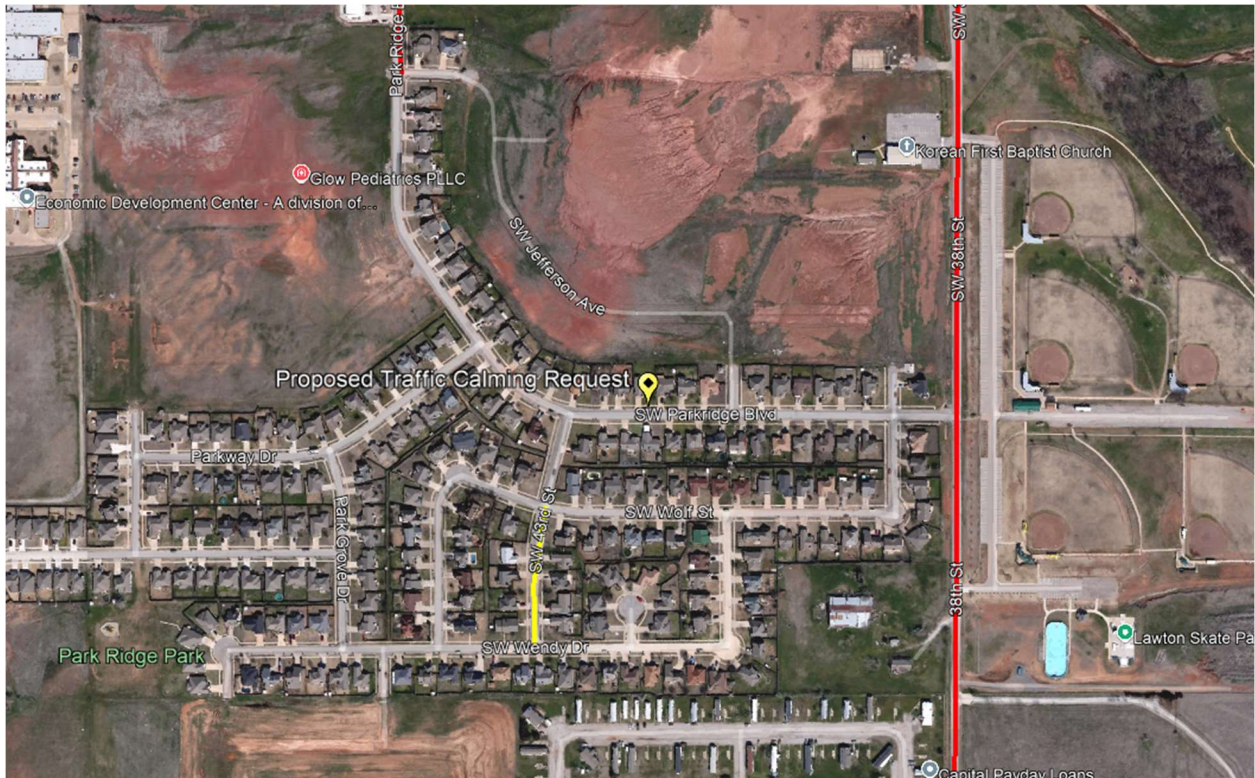
SW Parkridge Blvd

Ward 7

Executive Summary

This report summarizes conditions on the road segment on SW Parkridge Blvd that was requested for Public Works to study by Councilmember Williams on May 20th, 2025. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the information gathered on the area, Public Works recommends stop signs be added at both SW 43rd street and Parkway Dr, turning both intersections into an all-way stop. It is believed, based on study and analysis, that most vehicles traveling at higher speeds are doing so to avoid the major intersection of SW Lee and SW 38th Street. Placing all-way stops at these intersections increases the time of travel, making this a less desirable route to take while also still slowing traffic on the roadway. Other options are available in the last section of this report in order of Public Works recommendations for the specific area, if traffic calming measures are requested.

Councilmembers Recommendation

- Place stop signs as recommended from Public Works

Initial Qualification Criteria

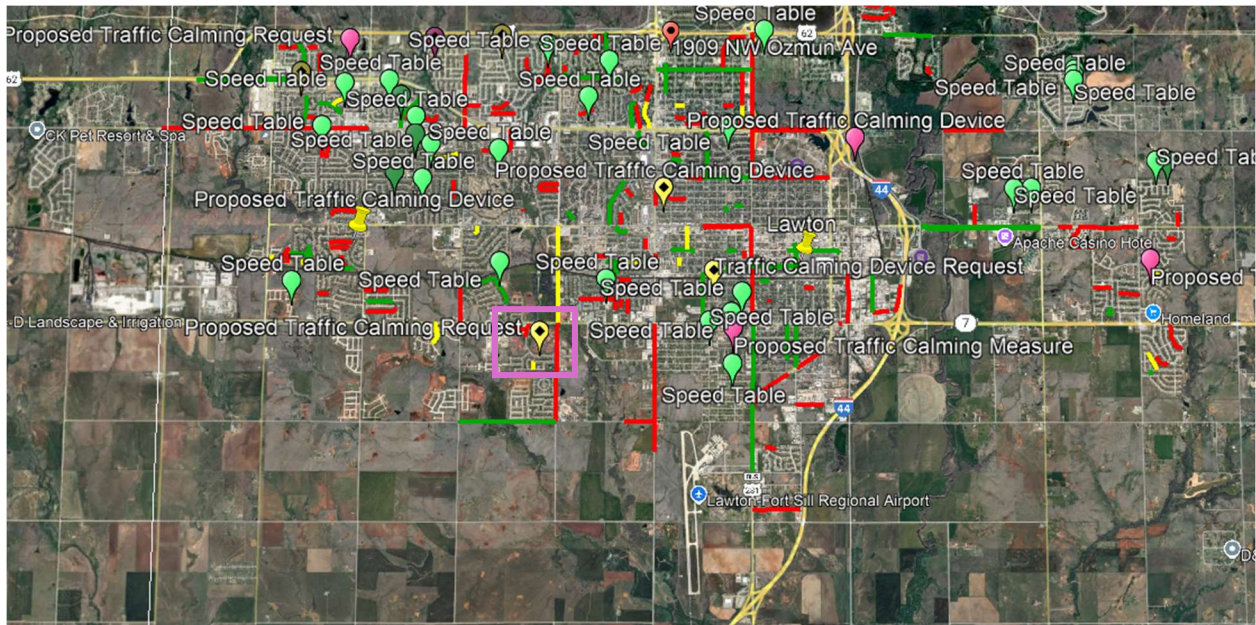
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency services	Met	None noted
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Locations of Planned Road Construction and Approved and Requested Traffic Calming Measures, Citywide



Speed Tables Installed			
Ward	Total Installed	FY Installed	FY-Additional In Processing
1	3	2	2
2	2	2	0
3	3	3	0
4	8	6	1
5	2	0	2
6	4	2	2
7	4	3	5
8	5	2	4

Speed Study

A speed study was performed on the area to determine traffic conditions so that the best recommendation is made for the roadway and citizen concerns. The City of Lawton Public Works Department conducted a traffic study on 29 May 2025, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

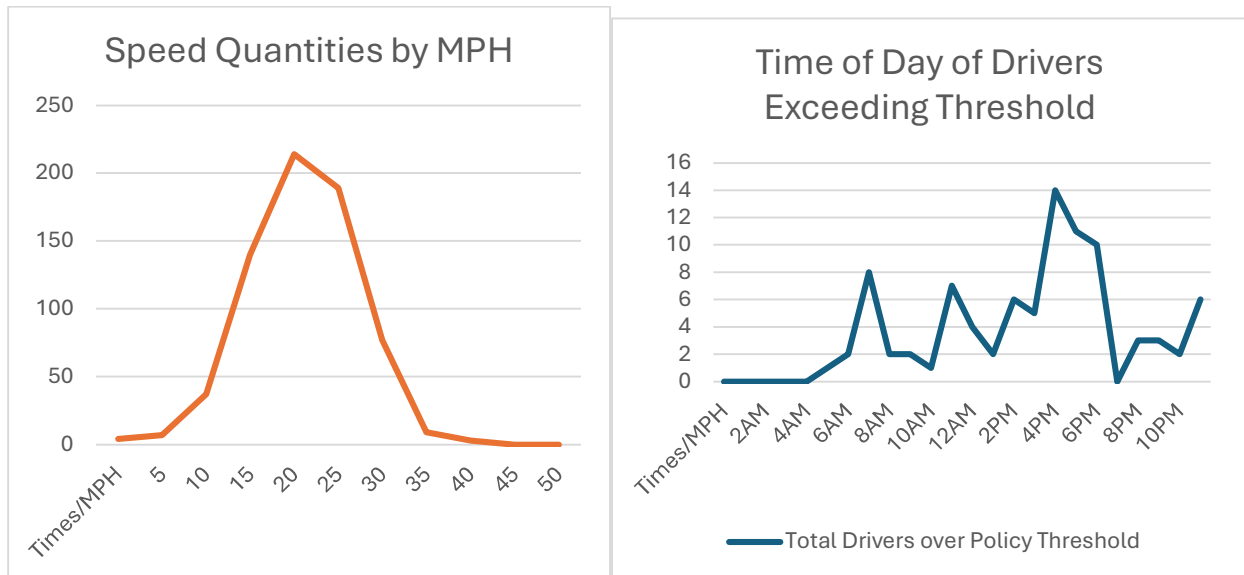
To make a recommendation, data is used from the following nationally recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 23.5 MPH, which is at the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 680 vehicles per day.

Location Specific Data

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
SW Parkridge Blvd	Between SW 43 rd and SW 39th	23.6	23.5 MPH	29.6 MPH	25	33	680
Does Not Meets Recommended Standard				Meets Accepted Criteria			

Quantity of Speeds Recorded

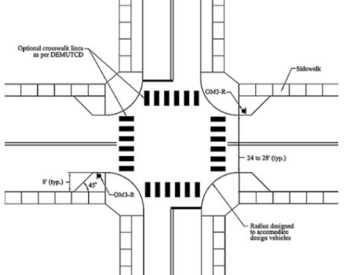




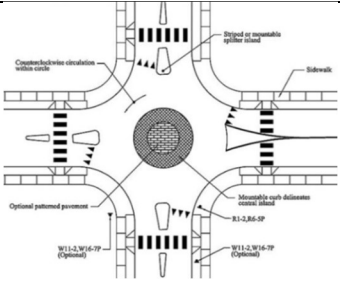
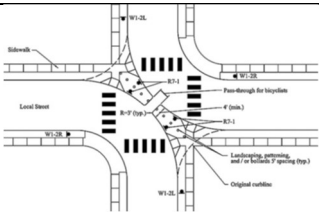
The average speed in the area is 23.5 MPH, with a median speed of 23.6 MPH and a 85th percentile speed of 29.6 MPH. This is below the threshold of the policy and generally

accepted standards for traffic calming, with 89 vehicles out of 680 counted (13%) being above the 33 MPH national standard. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is occurring, so it is likely that the number of speeding vehicles is below the number shown.

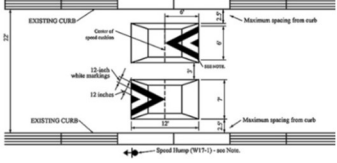

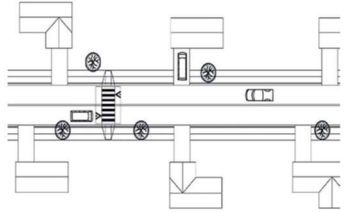
Traffic Calming Devices Reviewed

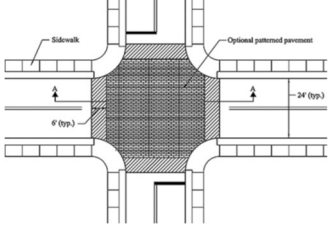
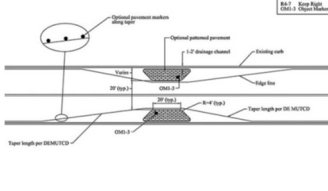

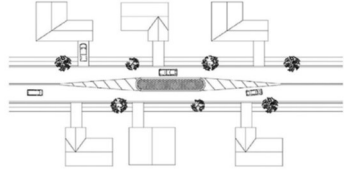


The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.

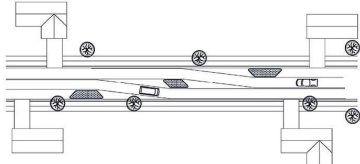

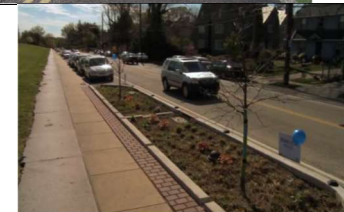

Calming Measure	Illustration	Comments	Recommendation Order
Stop Signs		Adding an all-way stop at both SW 43 rd street and Parkway Dr should reduce thoroughfare traffic (SW Lee to SW 38 th Street) and slow traffic down on this roadway segment.	1
Corner Extension		Placing corner extensions at all intersections along this segment reduces lane width, slowing traffic.	2

<p>Traffic Circle</p>		<p>Similar to a mini roundabout, this is designed for local streets, but the center of a traffic circle is not traversable. This can be installed at SW 43rd street and SW Parkway to allow the flow of traffic, but to reduce the speeds at these intersections while making the calming practice more aesthetic to the neighborhood.</p>	<p>3</p>
<p>Increased Enforcement</p>		<p>Speeding vehicles occur at a peak between 4 and 7PM. Targeted enforcement of the speeding vehicles would likely result in an immediate and lasting reduction.</p>	<p>4</p>
<p>Mini Roundabout</p>		<p>Similar to a traffic circle, a mini roundabout's center differs by being traversable. This would be installed at both SW Parkway and SW 43rd, but is less desirable than a traffic circle.</p>	<p>5</p>
<p>Diagonal Diverter</p>		<p>By diverting traffic at SW 43rd street, it becomes an inconvenience to utilize Parkridge as a throughfare between SW Lee and SW 38th street and would result in less traffic and less speeding.</p>	<p>6</p>

<p>Median Barrier/Forced Turn Island</p>		<p>A forced turn island would force drivers to turn onto SW 43rd street, similarly to a diagonal diverter. This may result in accidents though, as dividers are harder to see than a diagonal diverter.</p>	<p>7</p>
<p>Realigned Intersection</p>		<p>The horizontal deflection causes drivers to slow down. 2 of these would be preferred at SW 43rd and SW Parkway.</p>	<p>8</p>
<p>Radar Speed Signs</p>		<p>Radar speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	<p>9</p>
<p>Chicane</p>		<p>A chicane cause vehicles to perform an “S” maneuver, better known as a chicane. This abrupt change in directions causes drivers to slow down. The concern for this item is because of the curve of the road, it could lead to a dangerous condition.</p>	<p>10</p>

<p>Speed Cushion</p>		<p>Speed cushions are designed to keep traffic at 20-25 MPH. This is preferred over a speed table as the road is a thoroughfare for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table. Several speed cushions would need to be installed for this to make a noticeable impact, but at a high cost.</p>	<p>11</p>
<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended. Several speed cushions would need to be installed for this to make a noticeable impact, but at a high cost.</p>	<p>12</p>
<p>Speed Table/Raised Crosswalks</p>		<p>Speed tables are designed to keep traffic at 25-27 MPH. Speed cushions are recommended over speed tables when possible to allow better emergency vehicle access. Several speed cushions would need to be installed for this to make a noticeable impact, but at a high cost.</p>	<p>13</p>

<p>Raised Intersection</p>		<p>This is typically used for an intersection with high pedestrian numbers. This is an option for the intersection of SW 43rd and SW Parkway, but is a lesser preferred option.</p>	<p>14</p>
<p>Choker</p>		<p>The horizontal deflection causes vehicles to slow down. There are a few locations where this can be installed.</p>	<p>N/A</p>
<p>Roundabout</p>		<p>This is a larger option that would require acquiring land, and is not necessary for the size of vehicles in the neighborhood.</p>	<p>N/A</p>
<p>Median Island</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>
<p>Closure</p>		<p>Closing one direction of travel on this road is not a feasible option.</p>	<p>N/A</p>
<p>Increased Fine Zone</p>		<p>This is not an option in the area as there is not enough of a speeding problem to warrant it.</p>	<p>N/A</p>
<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended</p>	<p>N/A</p>

Lateral Shift		Due to the driveways on this road segment, this method is not feasible.	N/A
Road Diet		This measure restricts lane widths, which do not exist on this segment of roadway.	N/A
On-Street Parking		On-Street parking is currently allowed.	N/A
Decoratively Painted Crosswalks		No painted crosswalks are in this study area	N/A

Item Title:

Consider installing a deaf child sign at 816 NW 49th Street, consider future processes for similar requests, and provide recommendations to council on traffic control measures to take in the area.

Initiator: Linda Chapman, Councilwoman - Ward 3

Information Source: Michael Watrous, Director

Background:

A resident has requested a “Deaf Child” sign on Meadowbrook & NW 49th streets. The mother also has 2 autistic children.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Email request from Councilmember Chapman

Key Issues:

No process currently is established for these types of signs.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

- 1. Citizen Email

Michael Watrous

From: Michael Watrous
Sent: Tuesday, May 27, 2025 1:27 PM
To: City Council - Ward 3 - Chapman; John Ratliff
Cc: Cliff Haggenmiller
Subject: RE: Deaf sign

Good afternoon Councilwoman Chapman,

I don't see that I have a reply for this request, just wanted to follow-up on it so it doesn't get lost.

Thanks!

Michael Watrous

Public Works Director
City of Lawton
580.581.3410 Ext 5009
Michael.Watrous@lawtonok.gov



From: Michael Watrous
Sent: Monday, May 5, 2025 10:35 AM
To: City Council - Ward 3 - Chapman <ward3@lawtonok.gov>; John Ratliff <john.ratliff@lawtonok.gov>
Cc: Cliff Haggenmiller <Clifford.Haggenmiller@lawtonok.gov>
Subject: RE: Deaf sign

Good morning Councilwoman Chapman,

From our experience, while these signs serve to notify the public, rarely do they cause drivers to slow in the area unfortunately.

If speed is a concern, I would recommend that we add your request to the neighborhood traffic calming program for possible inclusion.

If the signs are requested instead, in the past, we have requested a letter from their doctor stating the condition they have, then it went to the traffic commission for their recommendation. With the traffic commission disbanded, that will instead go to the Streets and Bridges Committee. We have not yet had one meet this committee yet, so it is possible that the process may change once they receive their first.

Please let me know which path you'd like to proceed with, and we will begin the process.

Thank you and have a great day,

Michael Watrous

Public Works Director

City of Lawton

580.581.3410 Ext 5009

Michael.Watrous@lawtonok.gov



From: City Council - Ward 3 - Chapman <ward3@lawtonok.gov>

Sent: Monday, May 5, 2025 8:41 AM

To: Michael Watrous <michael.watrous@lawtonok.gov>; John Ratliff <john.ratliff@lawtonok.gov>

Subject: Deaf sign

A resident has requested a “Deaf Child” sign on Meadowbrook & NW 49th streets. The mother also has 2 autistic children. I don’t know if there is an accommodation for a double sign or not, but thought I would ask.

The mother’s name is Marissa Lawson and lives at 816 NW 49th.

We constantly have cars racing through Meaadowbrook. Please take a look at the location and let me know what can be done.

Thank you!

Linda Chapman

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Item Title:

Receive a report regarding a crosswalk request at 1201 SW A Ave and provide recommendations to council on traffic control measures to take in the area.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Michael Watrous, Director

Background:

This report summarizes information regarding a request for a crosswalk at 1201 SW A Ave that was requested by Catalyst Behavioral Services on Tuesday, May 27th 2025.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Traffic Control Study

Key Issues:

NA

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

1. Traffic Control Request Report - A Ave

City of Lawton

Department of Public Works



Traffic Control Request

1201 SW A Ave

Ward 5

Executive Summary

This report summarizes information regarding a request for a crosswalk at 1201 SW A Ave that was requested by Catalyst Behavioral Services on Tuesday, May 27th 2025. In this report, history, comparisons and regulations, and recommendations are provided so that a standard is applied to this request and future requests.

Location of Request



Based on the information gathered on the area, Public Works does not recommend that a crosswalk be installed as it does not meet the standard guidance as outlined in the MUTCD or in peer cities. A Ave is a local street with 2 blocks between stop signs (13th Street, 11th Street). In addition, no sidewalk exists along 12th street, so any installed crosswalk would not meet ADA standards and would instead instruct pedestrians to cross from grass to grass (west) or sidewalk to parking lot (east). Furthermore, The Public Works Department does not feel that using city resources to install and maintain a crosswalk that only serves a single private entity is recommended in a fiscally constrained environment.

If a standard is considered and/or developed by Council, the Public Works Department recommends that crosswalks be installed only at major public locations, such as parks, schools, and hospitals, or as the MUTCD suggests, such at high pedestrian/high vehicle count locations.

Definitions

The Manual of Uniform Traffic Control Devices (MUTCD) is the federal standard for traffic control and is widely used across municipalities. The City of Lawton code does not specifically call for the strict adherence of the MUTCD, however it does follow state statute §47 which uses the MUTCD as a general standard throughout. The MUTCD defines a crosswalk as:

“Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs. At non-intersection locations, crosswalk markings legally establish the crosswalk. Detectable warning surfaces mark boundaries between pedestrian and vehicular ways where there is no raised curb. Detectable warning surfaces are typically installed where curb ramps are constructed at the junction of sidewalks and the roadway or shoulder, for marked and unmarked crosswalks. Detectable warning surfaces contrast visually with adjacent walking surfaces, either light-on-dark, or dark-on-light. “

- MUTCD, 11th Edition

History

In the City of Lawton, historically, crosswalks are only installed at areas of significant public activity, such as parks, hospitals, or schools. This is not defined in code, however; and each request is typically evaluated.

Regulations

The MUTCD provides the following guidance for crosswalk placement:

- *Guidance: At locations controlled by traffic control signals, crosswalk markings should be installed.*

Option: Crosswalk markings may be omitted if engineering judgment indicates they are not needed to direct pedestrians to the proper crossing path(s).

On approaches controlled by STOP or YIELD signs, crosswalk markings should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).

At uncontrolled approaches, an engineering study should be performed before a marked crosswalk is installed. The following criteria should be considered:

- *Total number of approach lanes,*
- *The presence of a median,*
- *The distance from adjacent signalized intersections or other controlled crossings,*
- *Projected pedestrian and bicyclist volumes,*
- *Pedestrian and bicyclist paths of travel,*
- *Pedestrian ages and abilities,*
- *Pedestrian and bicyclist delays,*
- *Location or frequency of public transit stops,*
- *Average daily traffic (ADT),*
- *Speed limit or the 85th-percentile speed,*
- *The horizontal and vertical geometry of the crossing location,*
- *The possible consolidation of multiple crossing points,*
- *The availability of street lighting, and*
- *Other appropriate factors.*

Standard: Crosswalk markings shall be provided at legally established crosswalks at non-intersection locations.

Guidance: The installation of other traffic control devices and other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver

awareness of the crossing, and/or provide active warning of pedestrian presence, should be considered in addition to a new marked crosswalk and signs across an uncontrolled roadway where any of the following conditions exist:

- *The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
- *The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater, or*
- *The posted speed limit is 40 mph or greater, or*
- *A crash study reveals that multiple-threat crashes are the predominant crash type on a multi-lane approach, or*
- *When adequate visibility cannot be provided by parking prohibitions.*

- MUTCD, 11th Edition

Peer Cities

A comparison of peer cities is provided below for guidance on the topic.

Midwest City: Midwest City adheres to the MUTCD for the installation of crosswalks.

Enid: No readily available information found.

Edmond: Does not specifically follow the MUTCD and a residential traffic control policy provides a framework for residents to request traffic improvements, including crosswalks, emphasizing traffic volume and safety concerns.

Norman: Norman has adopted the MUTCD, as outlined in Section 20-1112 of the city's Code of Ordinances. The city also offers a Residential Traffic Control Policy, which allows residents to request traffic safety improvements, including crosswalks, based on specific criteria.

Moore: No readily available information found.

Broken Arrow: No readily available information found.

Item Title:

Receive a report on traffic conditions on NW Elm and provide recommendations to council on traffic control measures to take in the area.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NW Elm that was requested for Public Works to study by Citizens on March 27th, 2025. Public Works recommends no action as the request does not meet requirements in Council policy 10-5. Councilmember recommendation is for speed tables or stop signs.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

None

Item Title:

Consider making a recommendation to approve pavement rehabilitation improvements for Lee Blvd from SW 67th Street to SW 52nd Street, and consider associated infrastructure upgrades such as sidewalk enhancements and traffic control improvements, and to include the project in the 2026 Pavement Rehabilitation Program.

Initiator: Chris Serrano

Information Source: Chris Serrano

Background:

Correlation to the True North Statement:

Safety, Citizen, Transparency

Exhibit:

Key Issues:

Funding Source:

Recommended Action:

ATTACHMENTS:

None

Item Title:

Receive a report on traffic conditions on NW Lake Ave and provide recommendations to council on traffic control measures to take in the area.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NW Lake that was requested for Public Works to study by Councilman Hampton on April 3rd, 2025. Public Works recommends increased enforcement due to the infrequency of speeding and specific timeframes where speeding is occurring, as well as the surrounding location and physical geography. This request also does not meet requirements in Council policy 10-5.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

- 1. FILE_6341

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

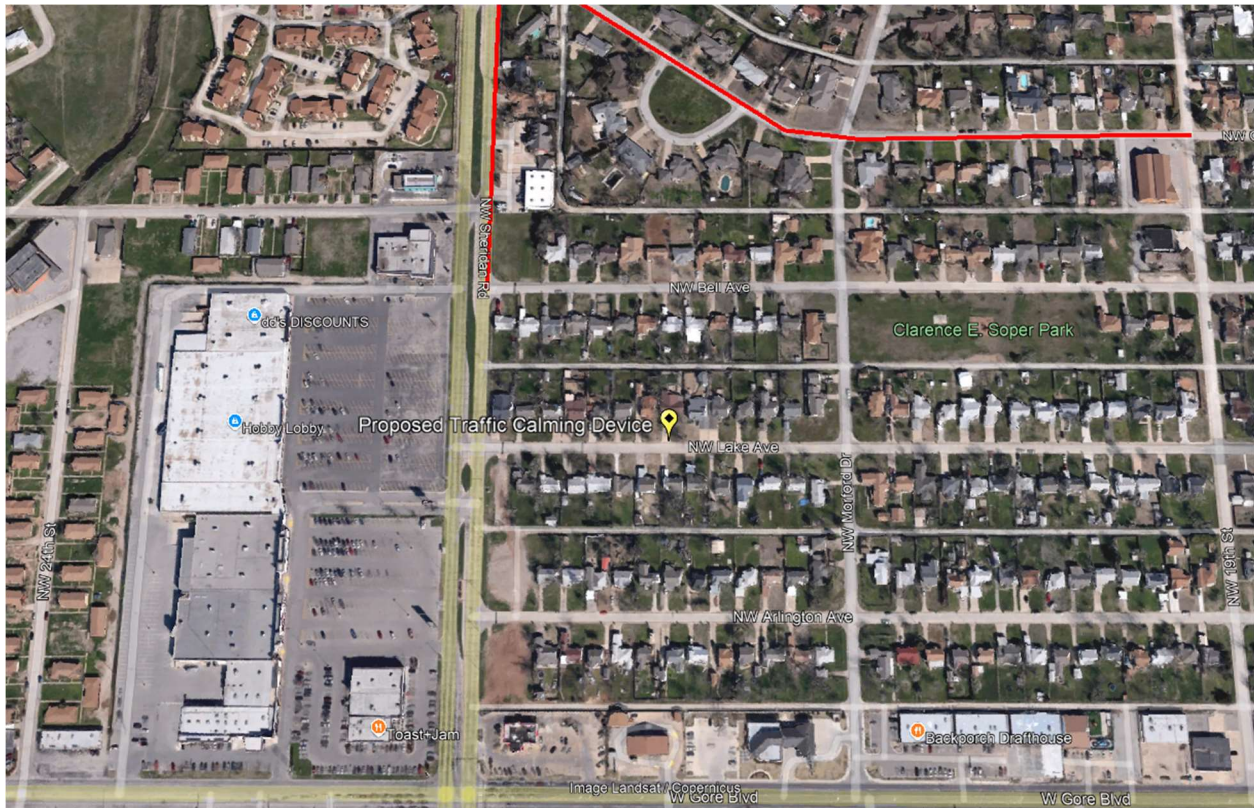
NW Lake Ave

Ward 5

Executive Summary

This report summarizes conditions on the road segment on NW Lake Ave that was requested for Public Works to study by Councilmember Hampton on April 3rd, 2025. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the information gathered on the area, Public Works recommends increased traffic enforcement in the area between the hours of 10AM and noon, when most speeders were identified. Physical measures implemented will likely only result in the shifting of the minor percentage of speeding traffic in the area to other streets, namely NW Arlington Ave and NW Bell Ave, resulting in no noticeable effect overall in the neighborhood and instead, shifting speeding traffic to and around Clarence E. Soper Park, resulting in more dangerous conditions for pedestrians and children. Other options are available in the last section of this report in order of Public Works recommendations for the specific area.

Councilmembers Recommendation

Initial Qualification Criteria

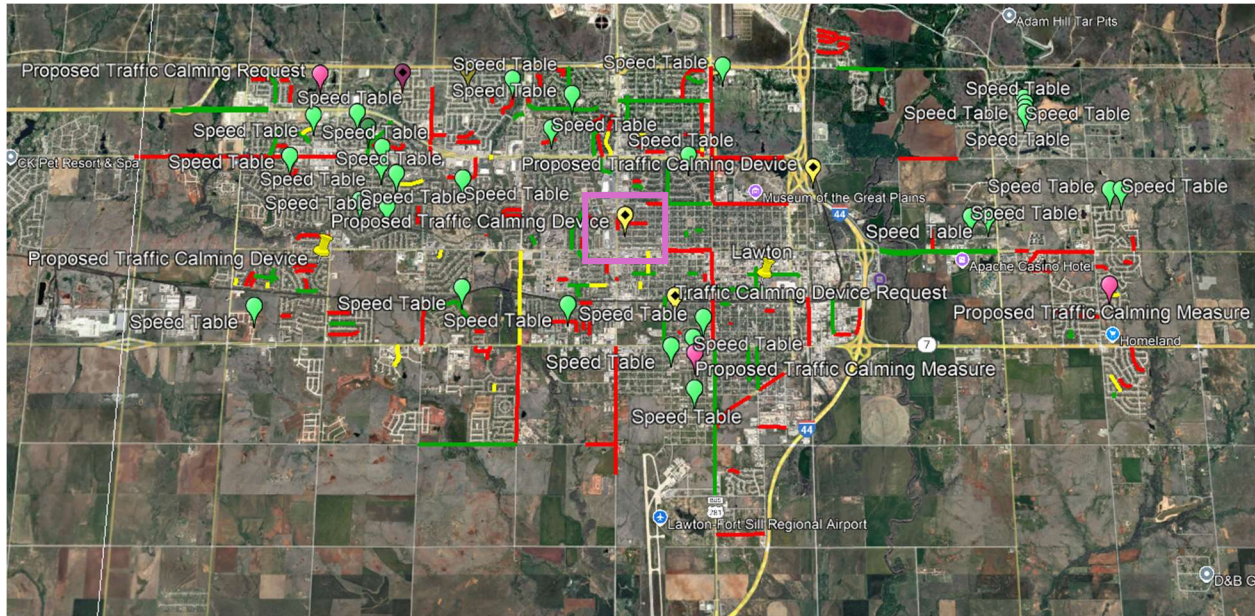
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency services	Met	Any vertical calming measure will typically result in a 5-10 second delay in response.
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Locations of Planned Road Construction and Approved and Requested Traffic Calming Measures, Citywide



Speed Study

A speed study was performed on the area to determine traffic conditions in order to make the best recommendation for the roadway and citizen concerns. The City Public Works Department conducted a traffic study on 15 May 2025, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

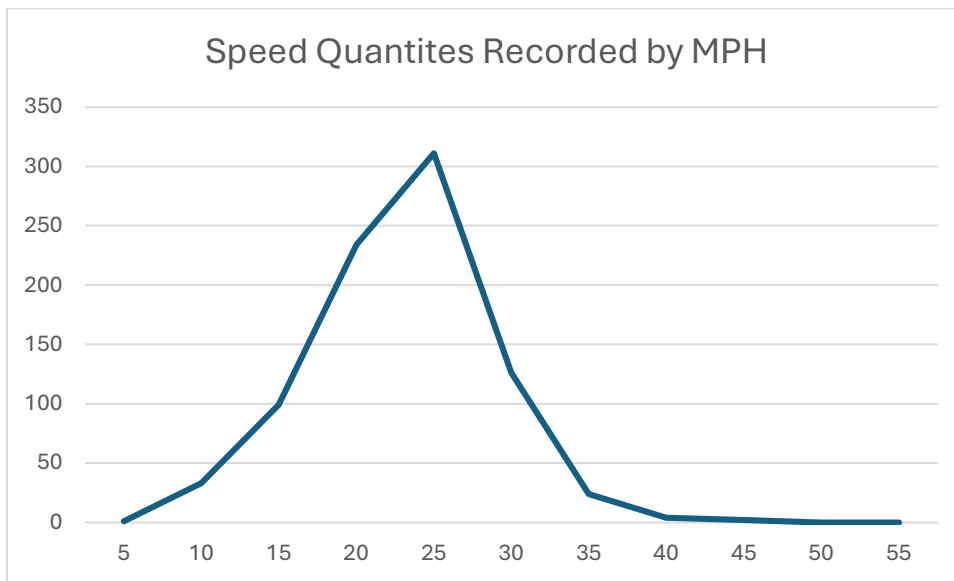
To make a recommendation, data is used from the following national recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 25 MPH, which is at the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 1027 vehicles per day.

Location Specific Data

Steet	Location	Median Speed	Average Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Lake	Between NW Sheridan and NW Morford	25 MPH	23 MPH	25	33	834
Does Not Meets Recommended Standard				Meets Accepted Criteria		


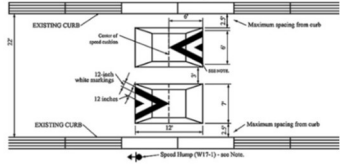
Quantity of Speeds Recorded

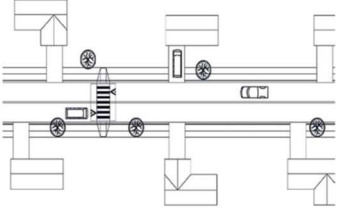






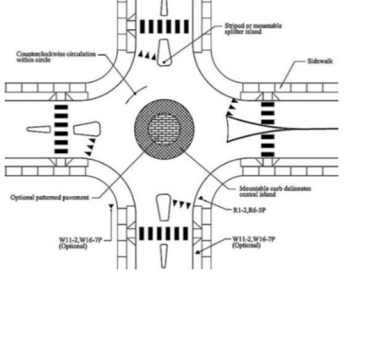
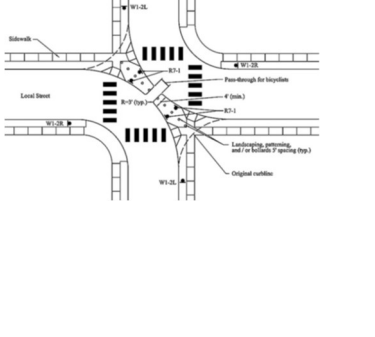
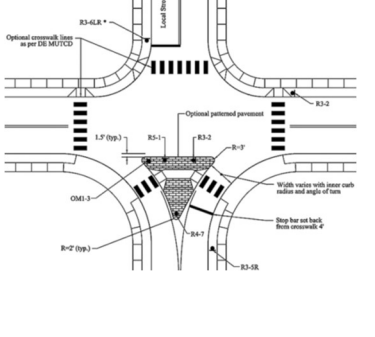
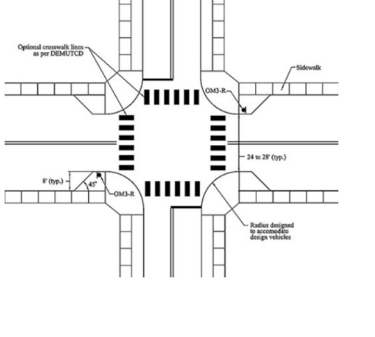
The average speed in the area is 23 MPH, with a median speed of 25 MPH. While the average and median speeds are outside of the generally accepted standards for speed tables, the data does show there is a very minor problem with speeding in the area, with 30 out of 834 vehicles recorded at speeds at or above 35 MPH. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is actually occurring, so it is likely that the number of speeding vehicles is below the number shown.

Traffic Calming Devices Reviewed

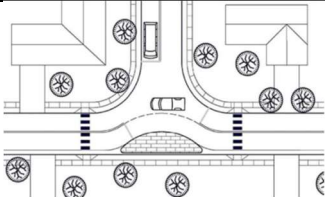




The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.

Calming Measure	Illustration	Comments	Recommendation Order
Increased Enforcement		<p>Due to the geography of the area, any physical measures implemented in this neighborhood will likely result in speeding traffic migrating to a different street, shifting the minor speeding problem to a different street and different residents.</p>	1
Speed Cushion		<p>Speed cushions are designed to keep traffic at 20-25 MPH. This is preferred over a speed table as the road is a thoroughfare for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.</p>	2

<p>Speed Table/Raised Crosswalks</p>		<p>Speed tables are designed to keep traffic at 25-27 MPH. Speed cushions are recommended over speed tables when possible to allow better emergency vehicle access.</p>	<p>3</p>
<p>Radar Speed Signs</p>		<p>Radar speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	<p>4</p>
<p>Closure</p>		<p>Closing one direction of travel on this road (westbound) is an option, as the majority of speeding traffic was identified as eastbound.</p>	<p>5</p>
<p>Increased Fine Zone</p>		<p>Increased fine zones rely on increased enforcement action, but the increased penalty deters drivers where the average speed is appreciably greater than the speed limit</p>	<p>6</p>
<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended.</p>	<p>7</p>

<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended</p>	<p>8</p>
<p>Mini Roundabout</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>9</p>
<p>Diagonal Diverter</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>10</p>
<p>Median Barrier/Forced Turn Island</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>11</p>
<p>Corner Extension</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>12</p>

<p>Raised Intersection</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>13</p>
<p>Roundabout</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>14</p>
<p>Traffic Circle</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>15</p>
<p>Choker</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>
<p>Lateral Shift</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>
<p>Median Island</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>

<p>Realigned Intersection</p>		<p>This option is not feasible due to roadway geography in the area.</p>	<p>N/A</p>
<p>Chicane</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>
<p>Road Diet</p>		<p>This measure restricts lane widths, which do not exist on this segment of roadway.</p>	<p>N/A</p>
<p>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>
<p>Stop Signs</p>		<p>A stop sign already exists at NW Morford and NW Lake.</p>	<p>N/A</p>

Item Title:

Receive a report on traffic conditions on SW I and provide recommendations to council on traffic control measures to take in the area.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on SW I that was requested for Public Works to study by Councilmember Hampton on April 3rd, 2025. Public Works recommends no action as the request does not meet requirements in Council policy 10-5.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

- 1. FILE_8257

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

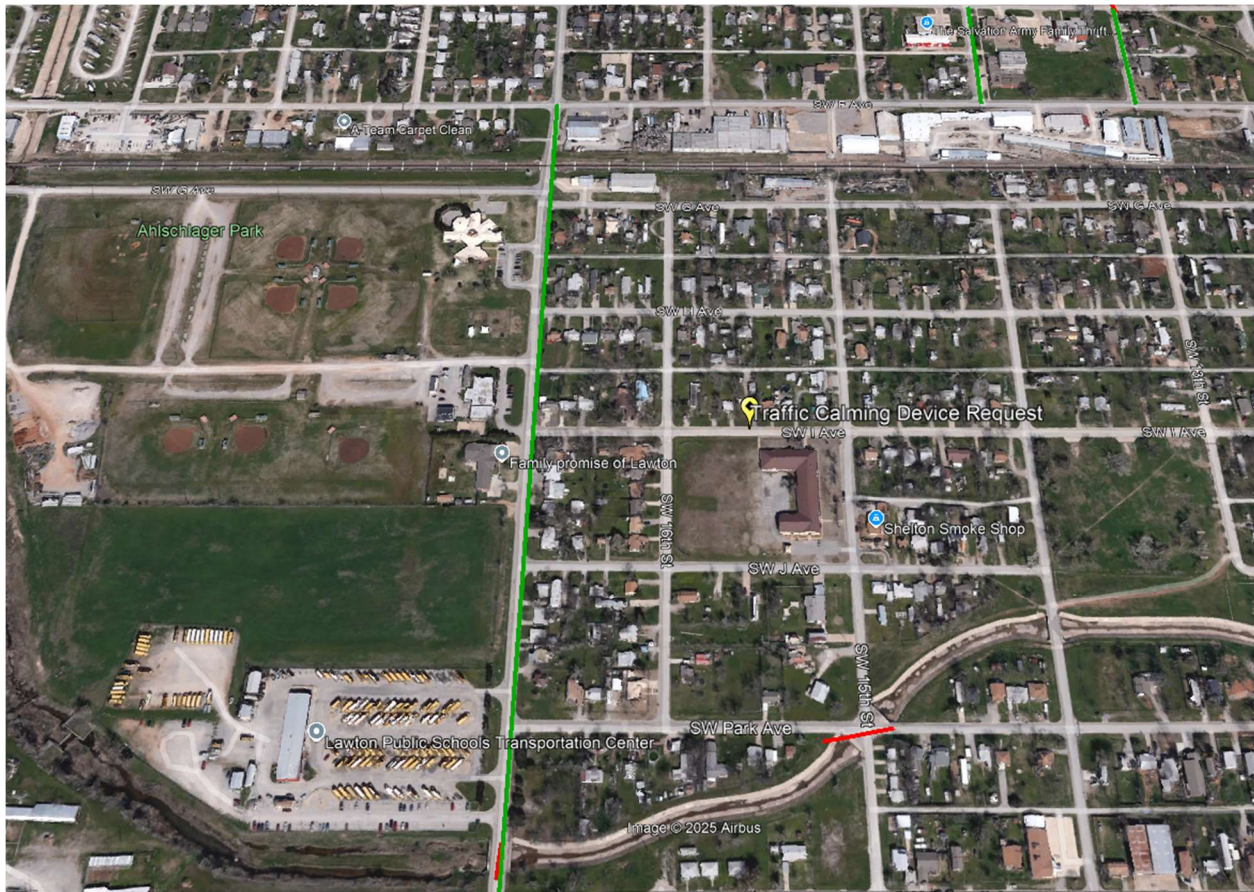
SW I

Ward 5

Executive Summary

This report summarizes conditions on the road segment on SW Parkridge Blvd that was requested for Public Works to study by Councilmember Hampton on April 3rd, 2025. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the information gathered on the area, Public Works Does not recommend any measures be enacted. The location does not meet the council policy threshold for the average vehicles per day (32% of the action threshold), and at only 4 vehicles measured, there is not a significant amount of vehicles traveling at excess speeds to warrant the cost of traffic control measures on the segment. In addition, stop signs exist on both intersections on this road segment, limiting the speed vehicles are reaching and limiting the options available for calming measures. Other options are available in the last section

of this report in order of Public Works recommendations for the specific area, if traffic calming measures are deemed necessary by the councilmember.

Councilmembers Recommendation

Initial Qualification Criteria

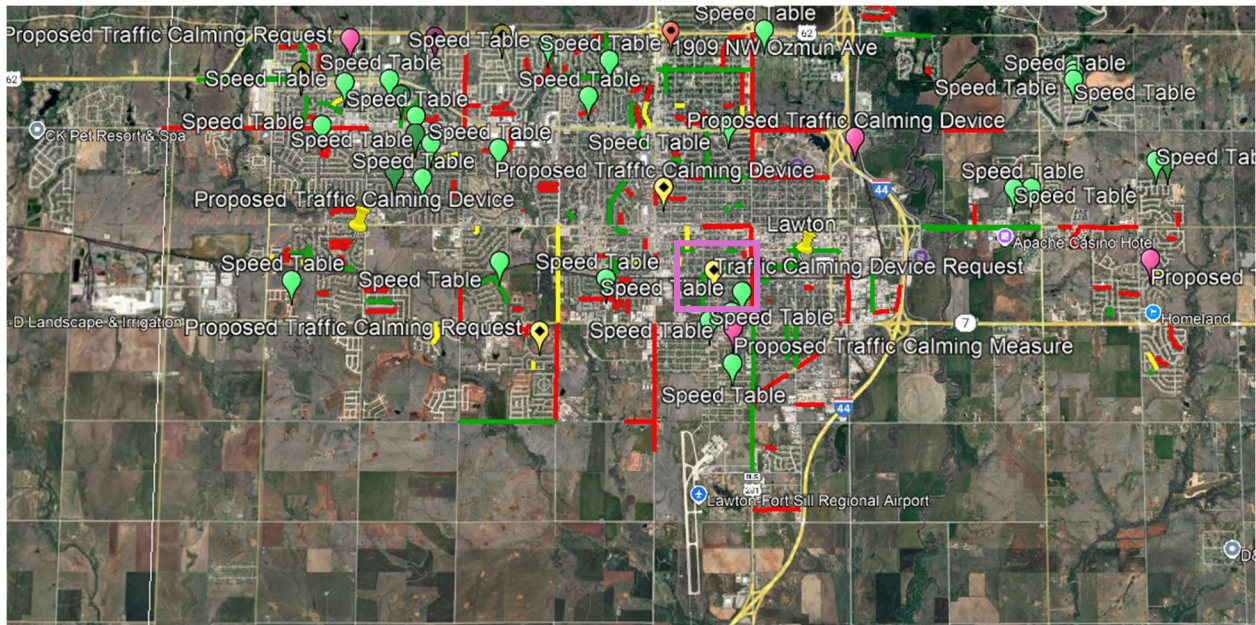
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency facilities	Met	None noted
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Locations of Planned Road Construction and Approved and Requested Traffic Calming Measures, Citywide



Speed Tables Installed			
Ward	Total Installed	FY Installed	FY- Being Processed
1	3	2	2
2	2	2	0
3	3	3	0
4	8	6	1
5	2	0	2
6	4	2	2
7	4	3	5
8	5	2	4

Speed Study

A speed study was performed on the area to determine traffic conditions so that the best recommendation is made for the roadway and citizen concerns. The City of Lawton Public Works Department conducted a traffic study on 30 May 2025, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

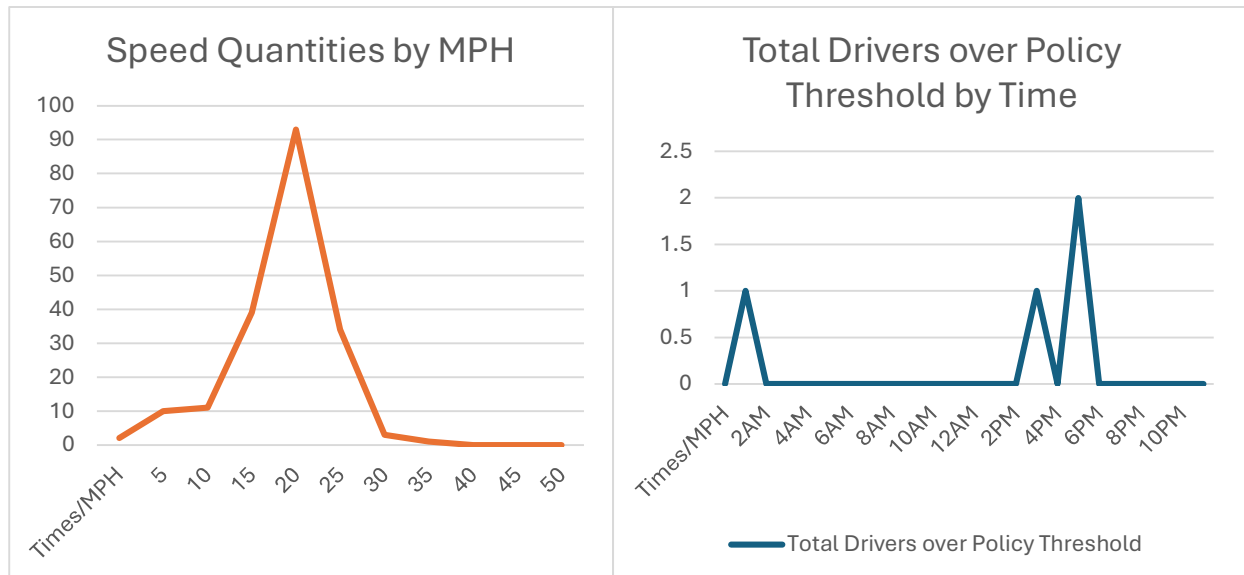
To make a recommendation, data is used from the following nationally recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 21.3 MPH, which is at or under the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 193 vehicles per day.

Location Specific Data

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
SW I Ave	Between SW 15 th and SW 16 th Streets	21.9 MPH	21.3 MPH	26.3 MPH	25	33	193
Does Not Meets Recommended Standard					Meets Accepted Criteria		


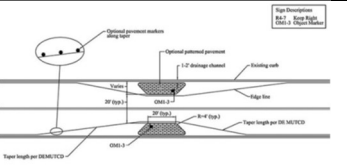
Quantity of Speeds Recorded


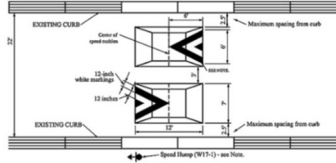
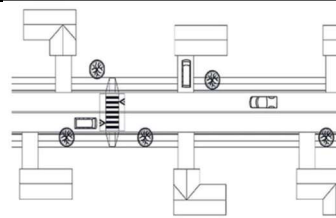




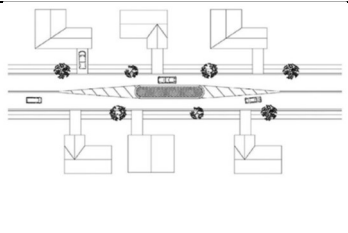
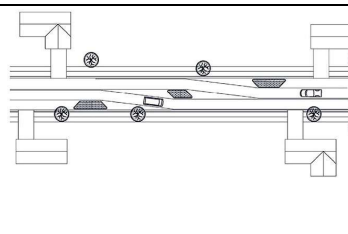
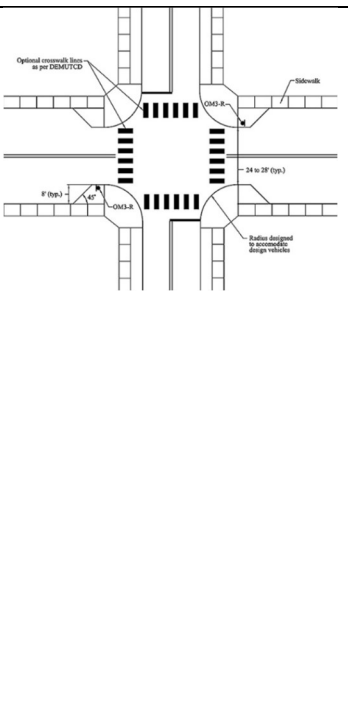
The average speed in the area is 21.3 MPH, with a median speed of 21.9 MPH and a 85th percentile speed of 26.3 MPH. This is well below the threshold of the policy and generally accepted standards for traffic calming, with 4 vehicles out of 193 counted (2%) being above the 33 MPH standard. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is occurring, so it is likely that the number of speeding vehicles is below the number shown.


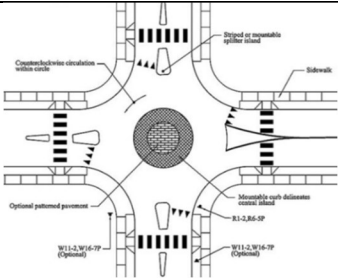
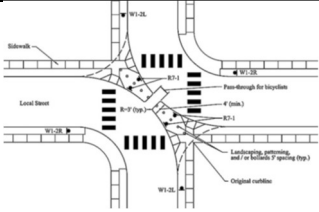
Traffic Calming Devices Reviewed

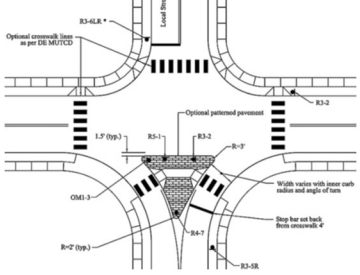
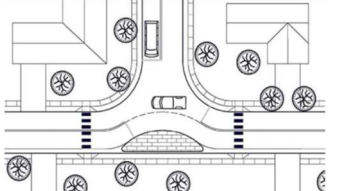
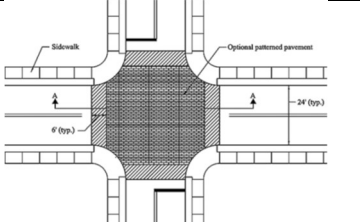

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.






Calming Measure	Illustration	Comments	Recommendation Order
Chicane		<p>A chicane causes vehicles to perform an “S” maneuver, better known as a chicane. This abrupt change in directions causes drivers to slow down. Due to the problem area being on a road segment between two stop signs, the best options will be on the street itself, if a solution is desired.</p>	10
Choker		<p>The horizontal deflection causes vehicles to slow down. There are a few locations where this can be installed on this segment.</p>	N/A

<p>Increased Enforcement</p>		<p>Speeding vehicles occur at a peak between 4 and 5PM. Targeted enforcement of the speeding vehicles would likely result in an immediate reduction.</p>	<p>4</p>
<p>Speed Cushion</p>		<p>Speed cushions are designed to keep traffic at 20-25 MPH. This is preferred over a speed table as the road is a thoroughfare for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.</p>	<p>11</p>
<p>Speed Table/Raised Crosswalks</p>		<p>Speed tables are designed to keep traffic at 25-27 MPH. Speed cushions are recommended over speed tables when possible to allow better emergency vehicle access.</p>	<p>13</p>
<p>Radar Speed Signs</p>		<p>Radar speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	<p>9</p>

<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and is not recommended.</p>	<p>12</p>
<p>Median Island</p>		<p>Due to the driveways on this road segment, this method would result in unnecessary disruption for residents but is feasible.</p>	<p>N/A</p>
<p>Lateral Shift</p>		<p>Due to the driveways on this road segment, this method would result in unnecessary disruption for residents but is feasible.</p>	<p>99</p>
<p>Stop Signs</p>		<p>Both intersections on this segment already have stop signs on I ave.</p>	<p>N/A</p>
<p>Corner Extension</p>		<p>Placing corner extensions at all intersections along this segment reduces lane width, slowing traffic. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>

<p>Traffic Circle</p>		<p>Similar to a mini roundabout, this is designed for local streets, but the center of a traffic circle is not traversable. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Mini Roundabout</p>		<p>Similar to a traffic circle, a mini roundabout's center differs by being traversable. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Diagonal Diverter</p>		<p>This measure diverts traffic from going straight, slowing traffic and interrupting through traffic, primarily. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>

<p>Median Barrier/Forced Turn Island</p>		<p>This measure diverts traffic from going straight, slowing traffic and interrupting through traffic, primarily. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Realigned Intersection</p>		<p>The horizontal deflection causes drivers to slow down. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Raised Intersection</p>		<p>This is typically used for an intersection with high pedestrian numbers. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Roundabout</p>		<p>This is a larger option that would require acquiring land, and is not necessary for the size of vehicles in the neighborhood. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>

<p>Closure</p>		<p>Closing one direction of travel on this road is not a feasible option. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Increased Fine Zone</p>		<p>This is not an option in the area as there is not enough of a speeding problem to warrant it.</p>	<p>N/A</p>
<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended</p>	<p>N/A</p>
<p>Road Diet</p>		<p>This measure restricts lane widths, which do not exist on this segment of roadway.</p>	<p>N/A</p>
<p>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>