

Oklahoma Department of Transportation

US-81 and SH-152 / SH-37 Intersection Modification



Welcome to the virtual public open house for the project at the intersection of US-81 and SH-152 / SH-37 in Grady County just north of Minco, Oklahoma.

Meeting Purpose



PRESENT PROPOSED IMPROVEMENTS FOR INTERSECTION



US-81 and SH-152 / SH-37 Intersection Modification

2

The purpose of the virtual public open house is to show the planned improvements for the intersection at US-81 and SH-152 and to hear your thoughts about the project.

This picture shows what the intersection looks like now. It is a two-way stop, which means drivers on SH-152 must stop, and traffic on US-81 does not. Going east, there is a right-turn bypass lane. When you drive north on US-81, there is a left-turn lane, and the main lane keeps moving without stopping. Similarly, going south on US-81, there is a right-turn lane, and the main lane keeps moving. On the east side, there is a driveway across from SH-152.

Today, about 9,900 vehicles use US-81 each day and about 2,900 vehicles use SH-152. VPD stands for vehicles per day.

Project Purpose



TO IMPROVE SAFETY BY MODIFYING THE INTERSECTION

- The intersection is on a high-speed roadway and a curving roadway. There is also increasing traffic on US-81 with a lot of truck traffic that is making it harder for the traffic on SH-152 / SH-37 to find gaps where they can safely enter US-81.
- US-81 is a significant freight corridor in the state, so the volume of traffic is expected to continue increasing.

KEY TAKEAWAY

**Roundabouts Decrease Severe Injury
and Fatal Crashes by up to 87%**



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3

The goal of the intersection project at US-81 and SH-152 is to make the area safer and reduce the number of crashes that cause injuries.

Both US-81 and SH-152 are high-speed roads with speed limits of 65 miles per hour. US-81 also curves at the intersection, which adds to the safety problems.

Roundabouts can make intersections much safer. They can reduce serious injury and fatal crashes by up to 87%.



This intersection was included in a US-81 corridor study in 2019, which helped identify the improvements that were needed. Using the information from that study, ODOT completed an Intersection Control Evaluation in 2022. This type of evaluation looks at different ways an intersection can be controlled and decides which option is safest and works best. The conclusion was that a roundabout would be the best choice.

Engineering design on the roundabout intersection began in May 2024.

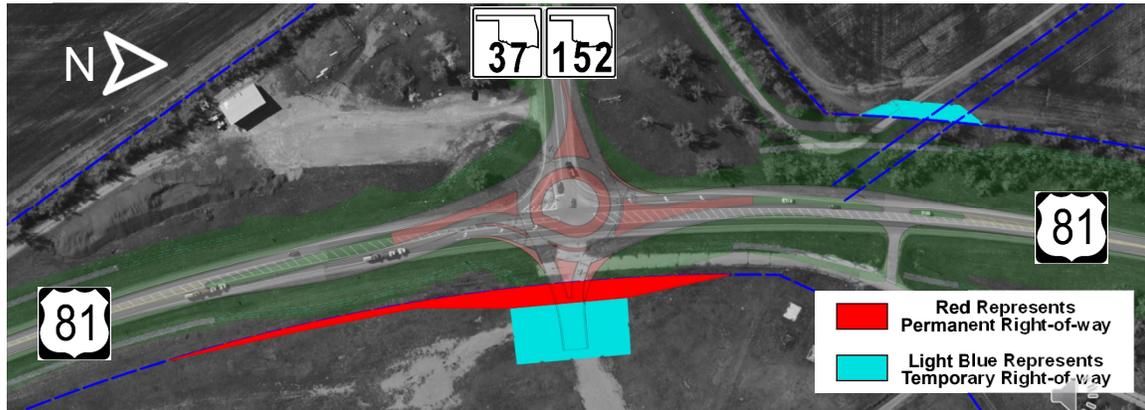
At the same time, environmental studies also started, and those were finished in January 2026.

By June 2025, the design plans were 65% complete. Reaching this stage allows the project to begin buying the needed right-of-way and moving utilities.

Right-of-way



PRESENT PROPOSED IMPROVEMENTS FOR INTERSECTION



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5

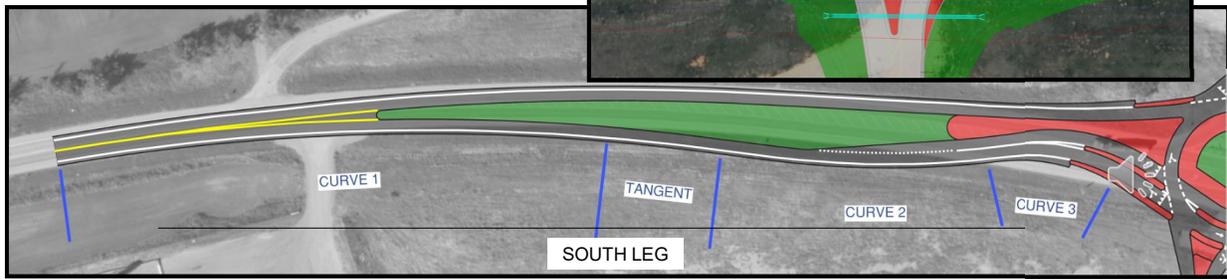
There are two areas where land or right-of-way will be needed for this project.

One area, shown in red on the east side of US-81, will be permanent right-of-way. Two other areas, shown in light blue, will be temporary right-of-way that is only needed while the driveways are being built.



PROPOSED INTERSECTION

- ▶ Single lane roundabout with NB left
- ▶ Driveway connection on east leg
- ▶ High-speed approach
- ▶ Lighting and Drainage Improvements



The planned intersection will be a single-lane roundabout with a special left-turn lane for drivers going north. The east side of the roundabout will still give access to the nearby property, just like it does now. However, the driveway will need to be rebuilt so it fits the shape and design of the roundabout.

There are two circled areas between the northbound left-turn lane and the through lane. These areas are made of raised, stamped, and colored concrete. They give extra space so large trucks and trailers can move through the roundabout without crossing into the lane next to them.

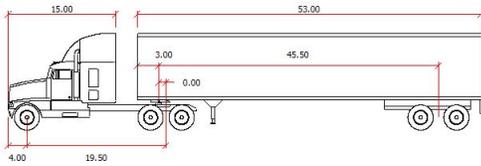
Another safety feature is the advanced deflection on the US-81 approaches. These curves are designed to slowly lower vehicle speeds as drivers get closer to the roundabout. Curve 1 is the highest-speed curve, and each curve after that is tighter, so drivers naturally slow down until they reach a safe speed to enter or yield to the roundabout.

The project will also include lighting so drivers can see the roundabout and slow down safely at night, along with drainage improvements to handle stormwater.

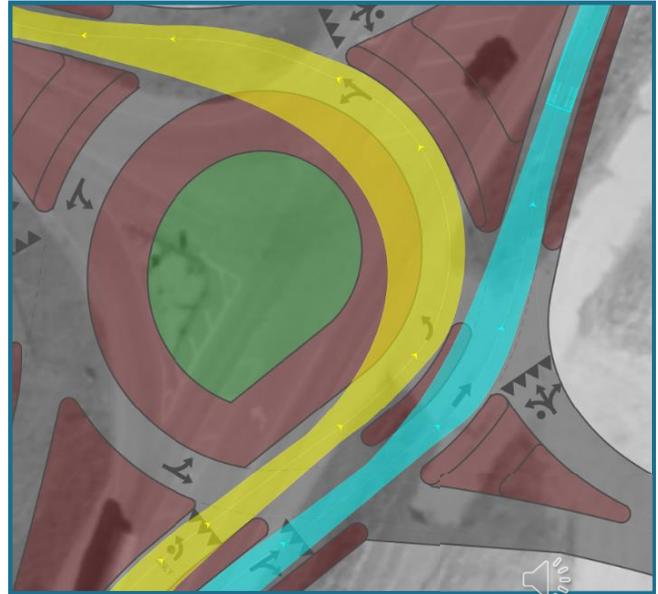
PROPOSED INTERSECTION



Units: feet



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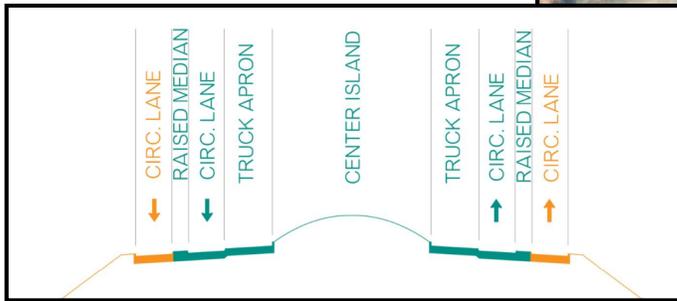
WB-67 Swept Paths

The roundabout is designed to handle truck traffic, including trucks carrying oversized loads. The picture above shows how the raised concrete area between the lanes helps guide trucks as they turn. The truck paths are shown in yellow on the left side and light blue on the right.

The design is based on a large semi-truck, known as a WB-67, and the engineers also checked that oversized loads can move through the roundabout safely.

DISTANT FUTURE INTERSECTION

- ▶ The single lane roundabout can be modified to accommodate 4-lanes on US-81
- ▶ Grading and moving utilities with current project



In the future, the US-81 corridor may need more lanes for traffic. The current design prepares for this by shaping the roadway and moving utilities so an extra lane can be added later. By doing the grading now with this project, it will cause very little disruption to traffic when a lane is added in the future.

ENVIRONMENTAL IMPACTS



- No impacts to waters / wetlands, or hazardous waste sites are anticipated
- Threatened and endangered species were identified within the project footprint. No adverse impacts to protected species are expected.
- A new archaeological site was identified and was determined not eligible for listing in the National Register of Historic Places.



Environmental studies found that the project will not harm waters, wetlands, or any hazardous waste sites.

Several protected species—such as certain bats, birds, and insects may be found in the project area. The U.S. Fish and Wildlife Service reviewed the project and determined that no lasting harmful impacts are expected.

A cultural resources study also found a new archaeological site, but it was determined that the site does not qualify to be listed as a historic place.



ENGINEERING / DESIGN

Completed Stages

- 30% design milestone
- 60% design milestone
- 65% design milestone

Next steps

- 90% design milestone
 - Summer 2027



CURRENT PHASE

Right-of-way / Utilities

- R/W acquisition initiated
- Utility relocation plans as needed



CONSTRUCTION

- Not currently scheduled on the 8-year work plan at this time



The engineering design has finished the first three major steps and is now moving toward the 90% design plans, which are expected to be submitted in the summer of 2027.

Right-of-way work and utility relocations are happening now.

At this time, construction is not included in the current 8-year work plan.



**PLEASE SUBMIT YOUR COMMENTS BY
APRIL 1, 2026**

- Mail the Comment Form Back to ODOT: Government & Community Affairs
Division 200 NE 21st Street Oklahoma City, OK 73105
- Email Your Comments to engage@odot.ok.gov
- Submit Comments on the Project Website: www.odot.org/US81_SH152

Thank you!



US-81 and SH-152 / SH-37 Intersection Modification

11

Thank you for viewing the presentation. Please send in your comments by April 1, 2026. You can share your comments by filling out the form on the website, or you can download the form and mail it to ODOT. You can also send your comments by emailing the address shown on the slide.