WELCOME
State Highway 51A in Blaine County
ODOT Public Meeting

July 28, 2015 6:00 P.M.
TEAM INTRODUCTION

ATKINS
- Daniel Humphrey – Design Consultant

CC ENVIRONMENTAL
- Geoff Canty – Environmental Consultant

ODOT
- Brent Almquist – Division 5 Engineer
- Will Snipes – Division 5 Construction Engineer
- Roger Schultz – Project Manager
- Siv Sundaram – Assistant Environmental Programs Division Engineer
- Judy Dennis – Environmental Project Manager
- Diana Barlow – Right-of-Way Relocation Manager
- David Wigington – Blaine County Superintendent
PURPOSE OF THIS MEETING

• Inform the public about the need for improvement and the proposed improvements to SH-51A between EW-71 road and EW-74 road in Blaine County

• Present the proposed alternatives for the improvements

• Solicit input identifying the need of the project and selecting a preferred alternative for improvement if a need is identified
PURPOSE OF THE PROJECT

...is to Improve the Safety of SH-51A
PROJECT OVERVIEW

1. Identify Problem
2. Initial Data Collection
3. Develop Preliminary Alternatives
4. Evaluate Initial Alternatives
5. Public Input

TODAY
EXISTING CONDITIONS

- Original Highway Construction in the 1940’s
- Widened and Resurfaced in the 1990’s
- 2-Lane Roadway with 8-Feet-Wide Paved Shoulders
- Substandard Horizontal & Vertical Curves (Hills, Sags, and Turns)
- Speed Limit – Posted 65 mph
- Existing Traffic (2015): 1,100 Vehicles/Day
- Projected Traffic (2045): 1,800 Vehicles/Day
- 26% Truck Traffic
ACCIDENT DATA

Total: 26 Documented Accidents (2009-2014)

- 16 Overturn/Rollover Accidents (61.5% of Total Accidents)
- 48.3% Involved a Truck and Semi-trailer
- 20 of the Total 26 Accidents were located around the curves

Significantly Higher than the State Average for Accidents on Rural State Highways
Proposed Design Criteria for all Alternatives

- Roadway Typical Sections
  - Two 12-Feet-Wide Driving Lanes
  - 8-Feet-Wide Shoulders
- Design Speed
  - 65 mph
PROPOSED IMPROVEMENTS

• Improve the overall safety of SH-51A
  • Sight Distance
  • Vertical & Horizontal Curves
  • County Road Tie-ins
DESIGN / ENVIRONMENTAL CONSIDERATIONS

- Engineering Study
- Environmental Reconnaissance
- Preliminary Alignment Study
DEVELOPMENT OF ALTERNATIVES

To correct the existing safety concerns, four (4) Alternatives were evaluated.

Proposed Alternatives Based on:
• Engineering Design Criteria
• Constructability & Maintenance of Traffic During Construction
• Project Costs – Construction, Right-of-Way, Utilities
• Environmental Concerns (Human and Natural Environments)
Considered Three New Alignment Alternatives and an “Improve Existing” Alternative
ENVIRONMENTAL RECONNAISSANCE

Issues Considered

• Residential Relocation
• Farmland Impacts
• Tribal Concerns
• Cultural Issues
• Archeological Sites
• Hazardous Waste Sites
• Oil & Gas Sites
• Threatened & Endangered Species
• Wetlands Impacts
• Stream Impacts
• Floodplain Impacts
PROJECT CONSTRAINTS

- Residences
- Bureau of Indian Affairs (BIA) Trust Land Impacts
- Oil & Gas Well Sites
- Farmland Impacts
- Section Line Road Tie-ins
- Water Wells
- Utilities
Overview

- Construction Cost: $5.46M
- 65 mph Design Speed
- Maintains Existing SH-51A Alignment
- Approx. 29 Acres of new Right-of-Way (Smallest amount)
- Sharpest / Steepest Curves
- Crosses an Active Oilfield Location
- No Potential Residential Relocations
- 1 Acre Potential Wetland Impact
• Approx. 29 Acres of new Right-of-Way
• Direct Impact to an Active Oil Well
• 4 Gas Line Crossings
• 5 Property Impacts
• No Potential Residential Relocations
• 1 Acre Potential Wetland Impact
ALTERNATIVE 1

Overview

- Construction Cost: $5.94M
- 65 mph Design Speed
- Approx. 37 Acres of new Right-of-Way
- 5 Gas line Crossings
- 7 Property Impacts
- No Potential Residential Relocations
Overview

- Construction Cost: $5.96M
- 65 mph Design Speed
- Approx. 39 Acres of new Right-of-Way
- 3 Gas Line Crossings (Fewest number)
- 6 Property Impacts
- No Potential Residential Relocations
- 0.6 Acre Potential Wetland Impact
Overview:

- Construction Cost: $8.31M
- 65 mph Design Speed
- Wider Curves
- Requires the Longest Addition of Roadway
- Highest Right-of-Way & Utility Cost
- Most Environmental Impacts
  - Approx. 50 Acres of new Right-of-Way
  - 1 Water Well Impact
  - 1 Plugged Oilfield Well Site
  - 5 Gas Line Crossings
  - 10 Property Impacts
  - 1 Potential Residential Relocation
• Oilfield Site (Plugged Well)
• Water Well Impact

• Potential Relocation of Residential Property
### ALTERNATIVE COMPARISON

**PROJECT SUMMARY MATRIX**

*JP 20932(04)*  
*SH-51A, approximately 7.5 miles south of Southard, Blaine County, Oklahoma*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPROVE EXISTING</td>
<td>$5,464,000</td>
<td>$44,000</td>
<td>$191,000</td>
<td>$6.27M</td>
<td>OH Electric: 1</td>
<td>29</td>
<td>1/4</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Natural Gas: 4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Telephone: 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATIVE 1</td>
<td>$5,939,000</td>
<td>$56,000</td>
<td>$239,000</td>
<td>$6.86M</td>
<td>OH Electric: 1</td>
<td>37</td>
<td>0/5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Natural Gas: 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Telephone: 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATIVE 2</td>
<td>$5,962,000</td>
<td>$58,000</td>
<td>$143,000</td>
<td>$6.78M</td>
<td>OH Electric: 1</td>
<td>39</td>
<td>0/3</td>
<td>0</td>
<td>0.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Natural Gas: 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Telephone: 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATIVE 3</td>
<td>$8,306,000</td>
<td>$145,000</td>
<td>$239,000</td>
<td>$9.56M</td>
<td>OH Electric: 3</td>
<td>50</td>
<td>1/5</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Natural Gas: 5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Telephone: 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(1) Includes a 10% Contingency  
All Alternatives Have a Low Impact Potential for Cultural Resources and Threatened & Endangered Species
THANK YOU!

QUESTIONS & COMMENTS

- More information is available online at [www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)
- Comments may be provided as follows:
  - Leave your comment form here tonight
  - Download and fill out a form online
  - Mail or fax forms to ODOT at:
    Oklahoma Department of Transportation
    Environmental Programs Division
    200 NE 21\textsuperscript{st} Street
    Oklahoma City, OK 73105
    Fax No. (405) 522-5193
- Email comments to: environment@odot.org
- Comments due by August 11, 2015