WELCOME
State Highway 51A in Blaine County
ODOT Public Meeting

January 12, 2016  6:00 P.M.
PURPOSE OF THIS MEETING

• Inform the public about the proposed improvements to SH-51A between EW-71 road and EW-74 road in Blaine County
• Present the Preferred Alternative
• Answer questions & address concerns
PURPOSE OF THE PROJECT

Improve the overall safety of SH-51A by:

- Correcting vertical and horizontal curves
- Addressing inadequate sight distances
- Allowing for safer county road intersections
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
• Consultant tasked to develop several alternative alignments to improve this extent of SH-51A

• Considered:
  • Right-of-Way impacts (relocations)
  • Construction costs
  • Utility concerns
  • Environmental constraints

• Prepared Engineering Study
  • 4 alternatives developed

• Public Meeting
  • July 28, 2015 at Roman Nose State Lodge
Considered Three New Alignment Alternatives and an “Improve Existing” Alternative
ALTERNATIVE 1 – PREFERRED ALTERNATIVE

Overview

• Estimated Total Cost: $6.2 Million
• 65 mph Design Speed
• Approx. 47 Acres of new Right-of-Way
• 5 Gas line Crossings
• 7 Property Impacts
• No Potential Residential Relocations

Based on the engineering study, public meeting participation and state and federal agency input, ODOT selected Alternative 1 as the “Preferred Alternative”
Proposed Design Criteria for all Alternatives

- Roadway Typical Sections
  - Two, 12-Foot Wide Driving Lanes
  - 8-Foot Wide Shoulders
- Design Speed
  - 65 mph
NEXT STEPS

TODAY

Present
Preferred
Alternative

Receive
comments
from public

Environmental
Study

Engineering
Design

Right-of-Way
Acquisition

Utility
Relocations

Construction
QUESTION & COMMENTS

• More information is available online at www.odot.org/publicmeeting

• Comments may be provided as follows:
  • Leave your comment form here tonight
  • Download and fill out form online
  • Fax forms to ODOT:
    (405) 521-5193
  • Mail forms to ODOT:
    Oklahoma Department of Transportation
    Environmental Programs Division
    200 NE 21st Street
    Oklahoma City, OK 73105
  • Email comments to:
    odot-environment@odot.org

• Comments due by January 26, 2016
THANK YOU!