

WELCOME

State Highway 51A in Blaine County

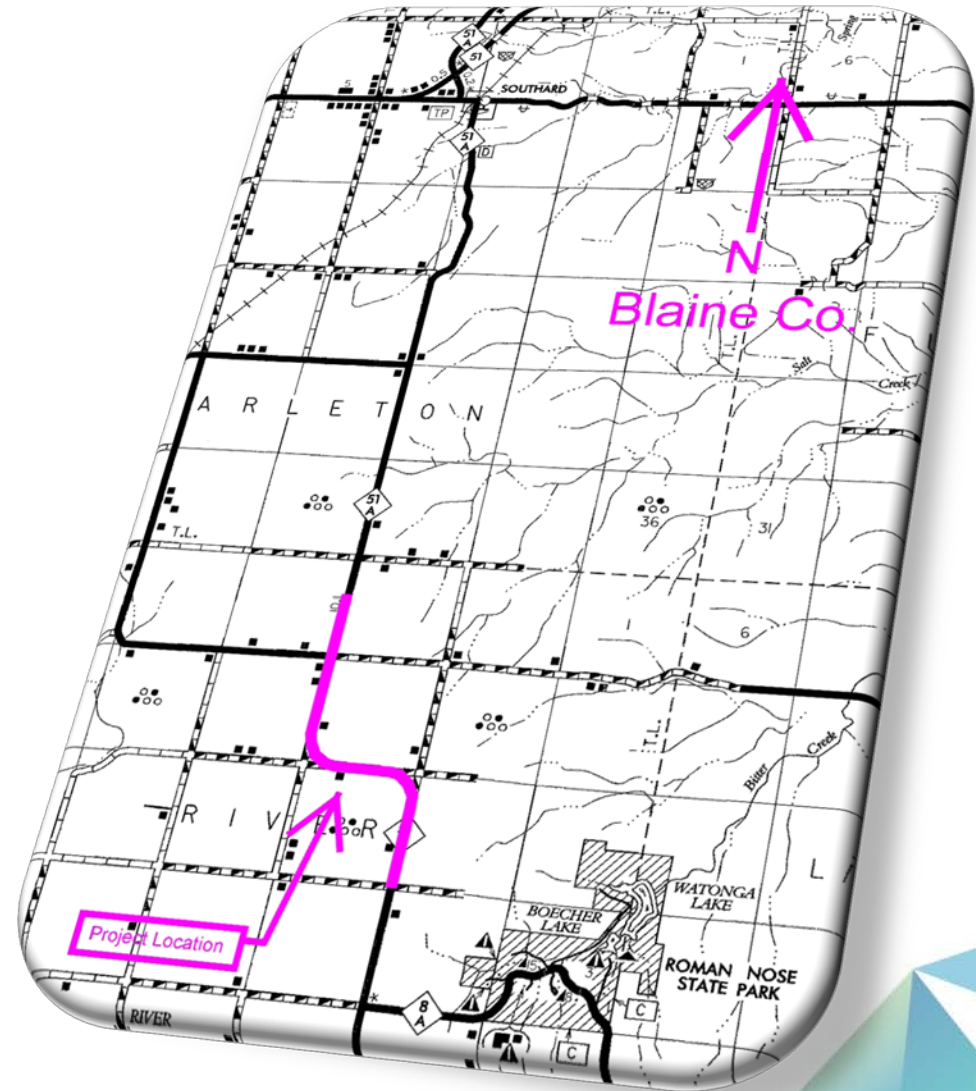
ODOT Public Meeting

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

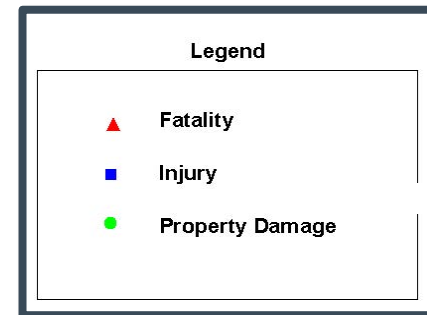
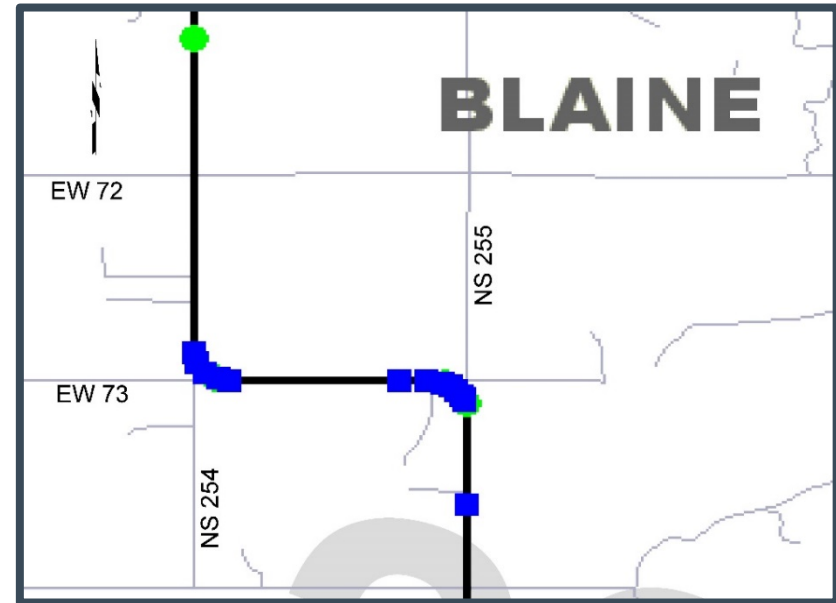


- Original Highway Construction in the 1940's
- Widened and Resurfaced in the 1990's
- 2-Lane Roadway with 8-Foot-Wide Paved Shoulders
- Substandard Horizontal & Vertical Curves (Hills, Sags, and Turns)
- Speed Limit – Posted 65 mph
- Existing Traffic (2015): 1,100 Vehicles/Day
- Projected Traffic (2045):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

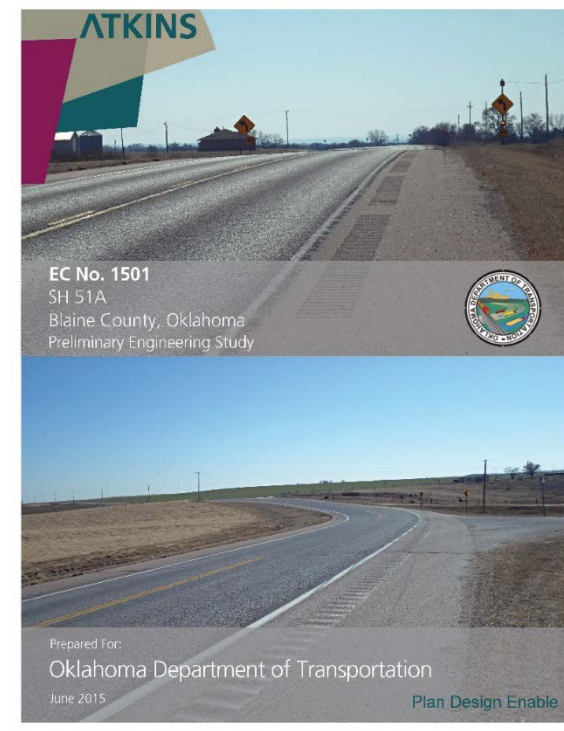


Significantly Higher than the State
Average for Accidents on Rural
State Highways

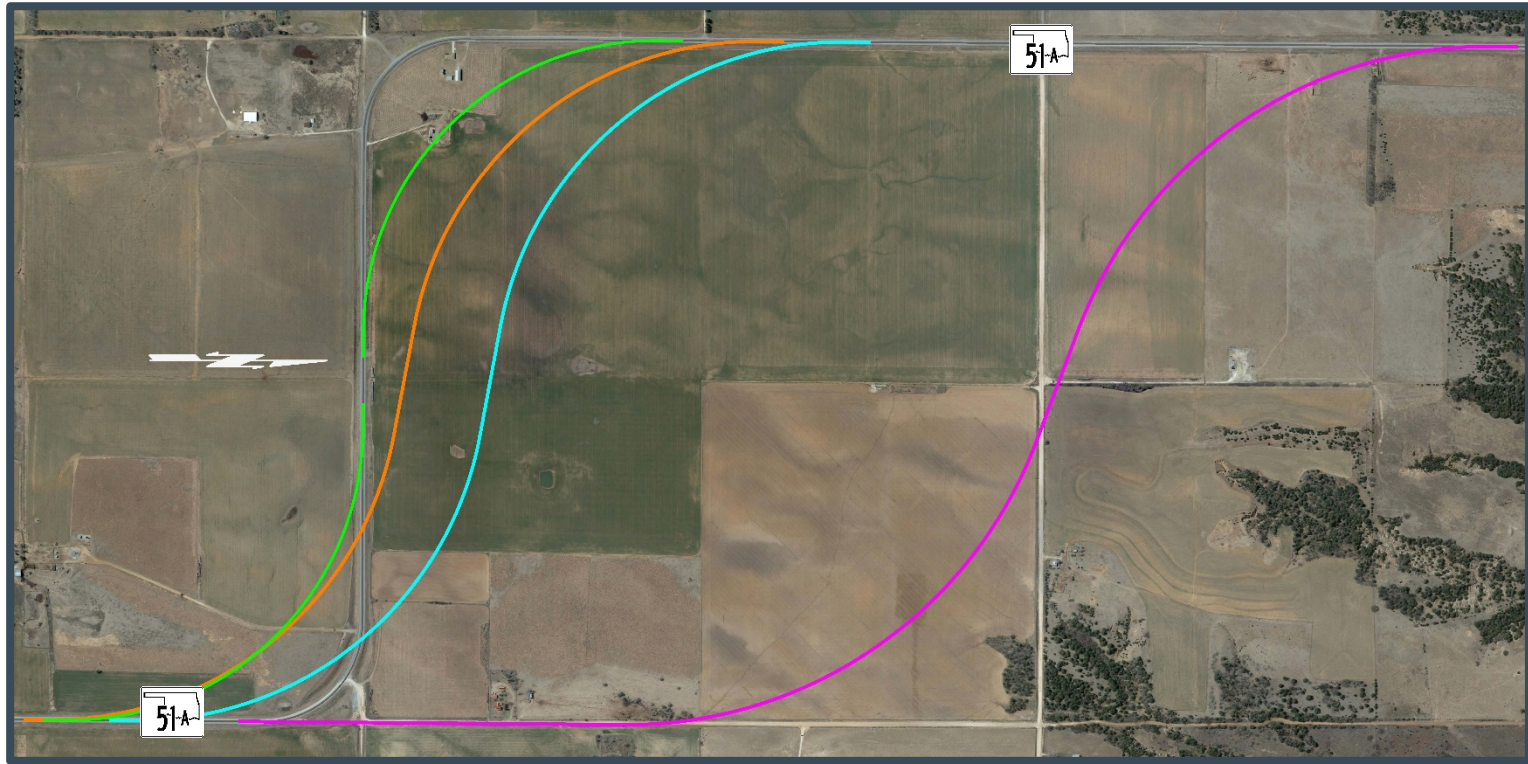
PROJECT HISTORY



- 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



ALTERNATIVES CONSIDERED



Considered Three New
Alignment Alternatives and an
“Improve Existing” Alternative

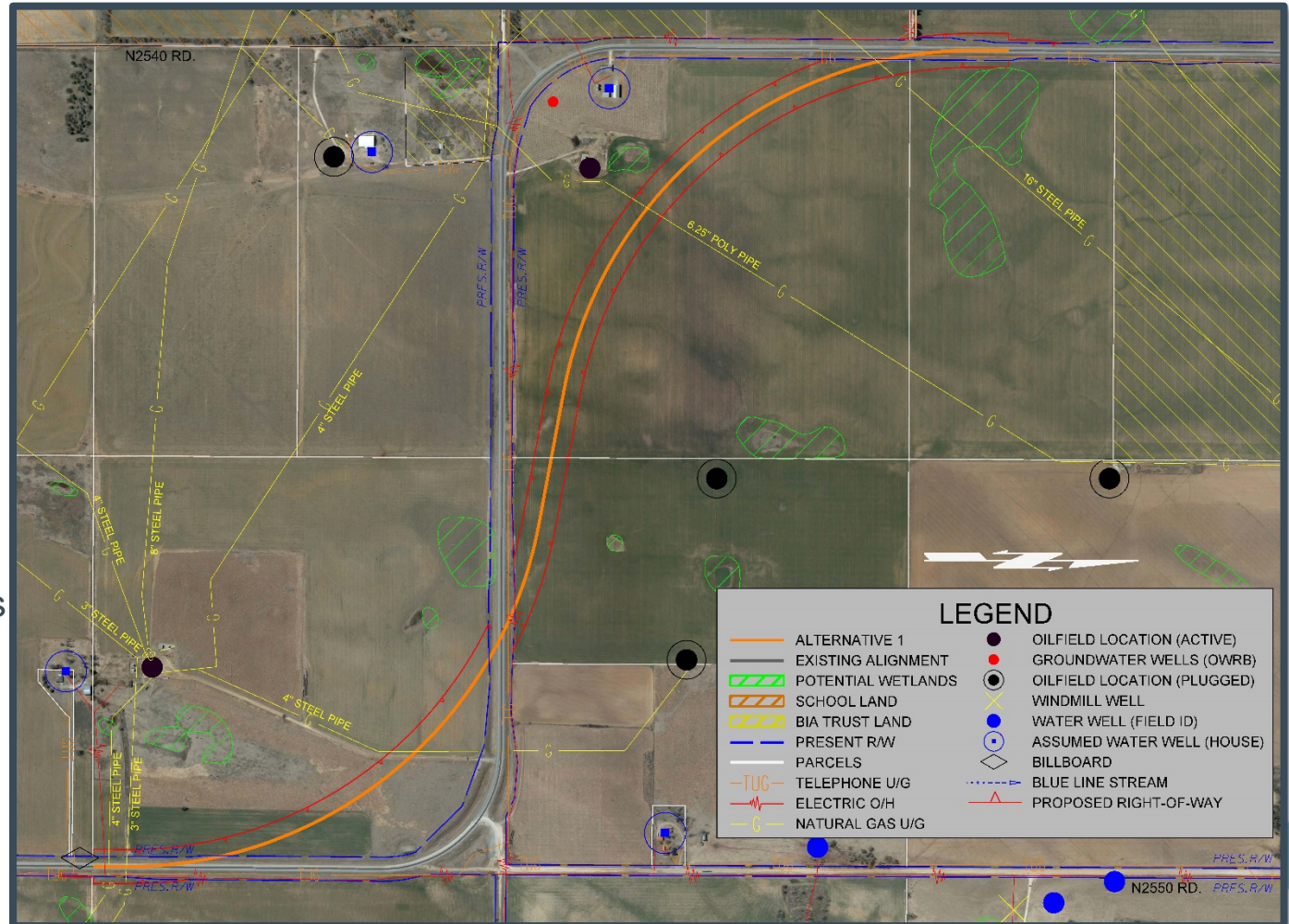
LEGEND

- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- IMPROVE EXISTING
- EXISTING ALIGNMENT

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 ROADWAY



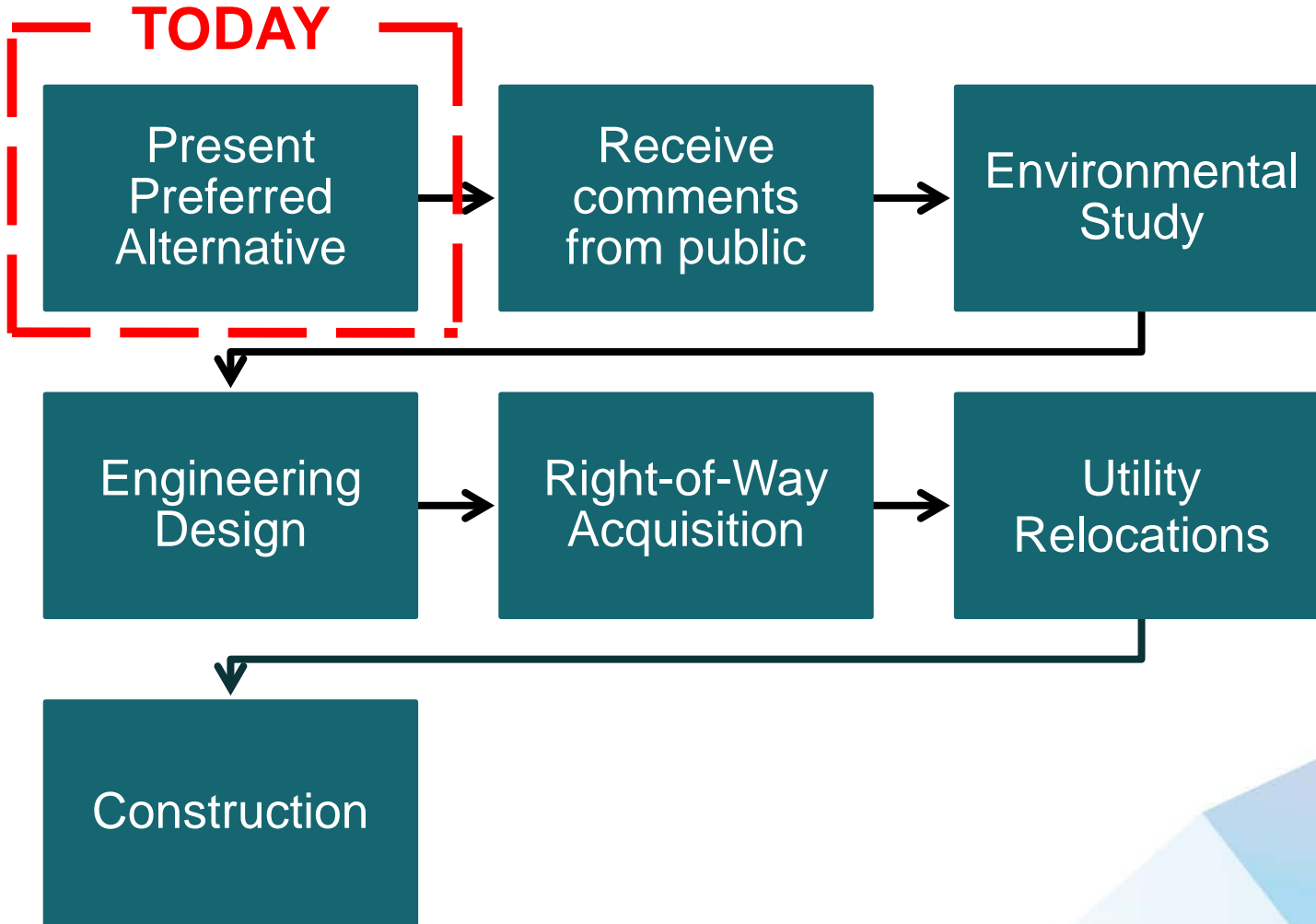
Proposed Design Criteria for all Alternatives

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

NEXT STEPS



ATKINS



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!