

NOTES

*Vary based on locations

PROPOSED TYPICAL SECTION



2-Lane Typical Section

Typical Includes: two 12-foot wide driving lanes with 8-foot wide paved shoulders

PROJECT INFORMATION SUMMARY

- Total Programmed Estimated Cost for project: **\$6.2 Million**
- Right-of-Way & Utility Relocation programmed to start in: **2019**
- Construction programmed to start in: **FFY 2021**
- Current Annual Average Daily Traffic (AADT) in year 2017: **2,100 Vehicles per Day**
- Future Estimated AADT by year 2037: **2,900 Vehicles per Day**

DIVISION 8 ENGINEER: RANDLE WHITE

*Totals DO NOT include Toll Roads

***Total Road Miles:**
1,664.63

***Total Interstate Miles:**
39.56

**Totals DO NOT include County Bridges

****Total Bridges:**
1,117

Counties: Craig, Creek, Delaware, Mayes, Nowata, Osage, Ottawa, Pawnee, Rogers, Tulsa, Washington

PLEASE PROVIDE YOUR COMMENTS BY OCTOBER 9, 2017

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. If any interested individual has a disability that may require accommodation to participate in this meeting, please contact the ODOT ADA Coordinator at 405-521-4140. Upon advance notification of the need for accommodation, reasonable arrangements will be made to provide accessibility to the meeting.

For more information about the project, contact:

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Environmental Project Manager
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<http://www.odot.org/publicmeetings>



PUBLIC MEETING

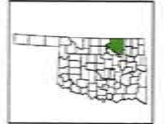
September 21, 2017 @ 6:00 P.M.

Barnsdall High School Auditorium / 200 8th Street Barnsdall, Oklahoma

SH-11 ~ Osage County, OK ~ JP 20288(04) Presentation of Proposed Alternatives & Receive Public Input

Purpose of Meeting

To present the proposed design for this highway segment and receive public comment.



Project Background

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the SH-11 roadway from the SH-11/SH-123 intersection east of Barnsdall, extending southeast approximately 2.0 miles in eastern Osage County. This segment of SH-11 has inadequate shoulders, sharp curves, and steep hills and valleys which result in limited sight distance contributing to substantial accident history. There are two narrow bridges over Dog Thresher and Little Dog Thresher Creeks within the project limits that do not meet current design standards. The purpose of this project is to correct a narrow roadway to improve safety.



Project Location

Project Description

ODOT has tasked a Consultant to develop alternatives for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints. The approximately two-mile project has been broken into west mile segment and the east mile segment for discussion purposes. The west mile extends from SH-123 extending east 1 mile to approximately 0.25 miles east of NS-385 Road. The east mile extends from approximately 0.25 miles east of NS-385 Road extending east 1 mile to approximately 0.35 miles east of CR- 2331 Road. For Alternatives B, C, and D the offset to the south on the west mile is due to the fixed connection at SH-123 and the existing curves.

Alternative A – Total new alignment ¼ mile to the north of existing SH-11.

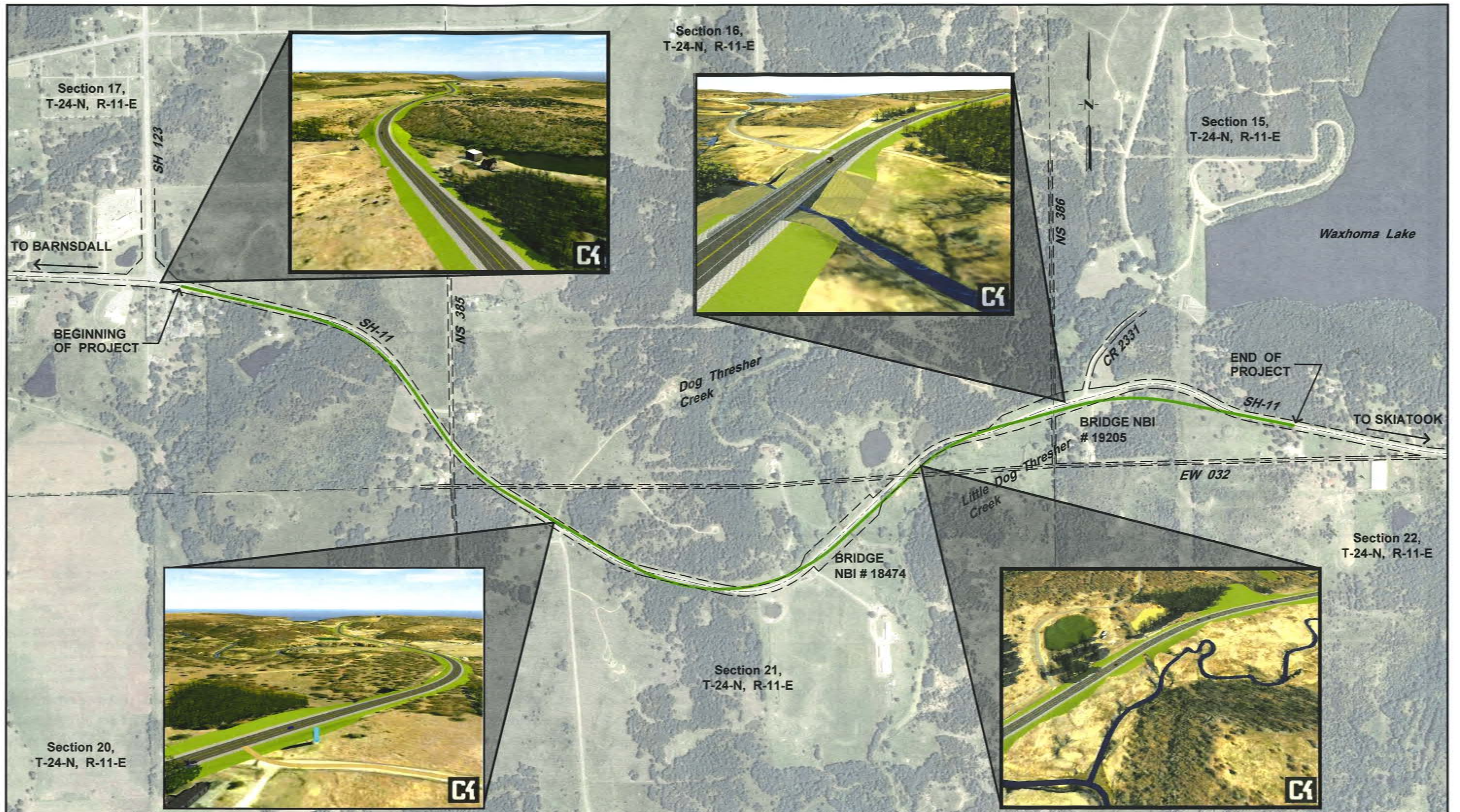
Alternative B – Improve roadway on or near existing, with west mile offset to the south, east mile offset to the north, with a 65-mph design speed; using existing lanes to maintain traffic during construction.

Alternative C – Improve roadway on or near existing, with west mile offset to the south, east mile offset to the south with a 65-mph design speed; using existing lanes to maintain traffic during construction.

Alternative D – Improve roadway on or near existing, west mile offset to the south, east mile offset to the south with a 55-mph design speed; using existing lanes to maintain traffic during construction.

After analysis and consideration of the alternatives, SH-11 is proposed to be reconstructed on or near the existing alignment, west mile offset to the south, east mile offset to the south with a 55-mph design speed (Alternative D). The east mile offset to the south will result in a channel change to Little Dog Thresher Creek but will avoid higher excavation cost, oil/gas wells and ponds; while improving sight distance by correcting steep curves and slopes.

The project will also include replacement of the two narrow bridges within the project limits. The proposed roadway will have two (2) 12-foot-wide driving lanes and 8-foot-wide paved shoulders. One to two lanes will be open for through traffic during all phases of construction.



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**PREFERRED ALTERNATIVE
 ALTERNATIVE "D"**

**SH-11 BARNSDALL
 ALTERNATIVE "D"**