WELCOME

Public Meeting for ODOT Division 8 project:

SH-11 JUST EAST OF THE JUNCTION OF SH-11 / SH-123 IN BARNSDALL, OKLAHOMA

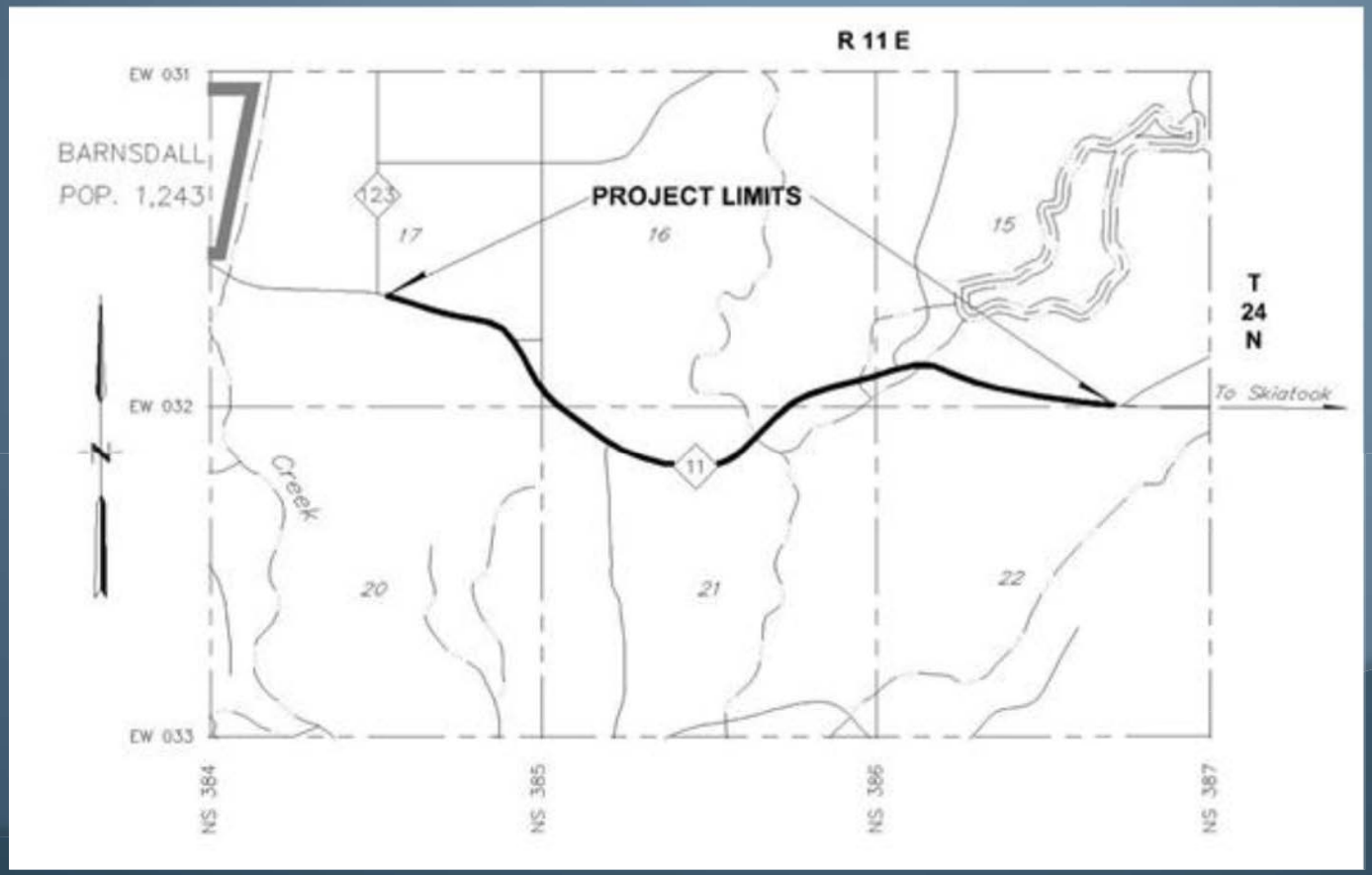
EC-1640

September 21, 2017

Craig & Keithline, Inc.
6940 South Utica Avenue
Tulsa, Oklahoma 74136
918-743-6611

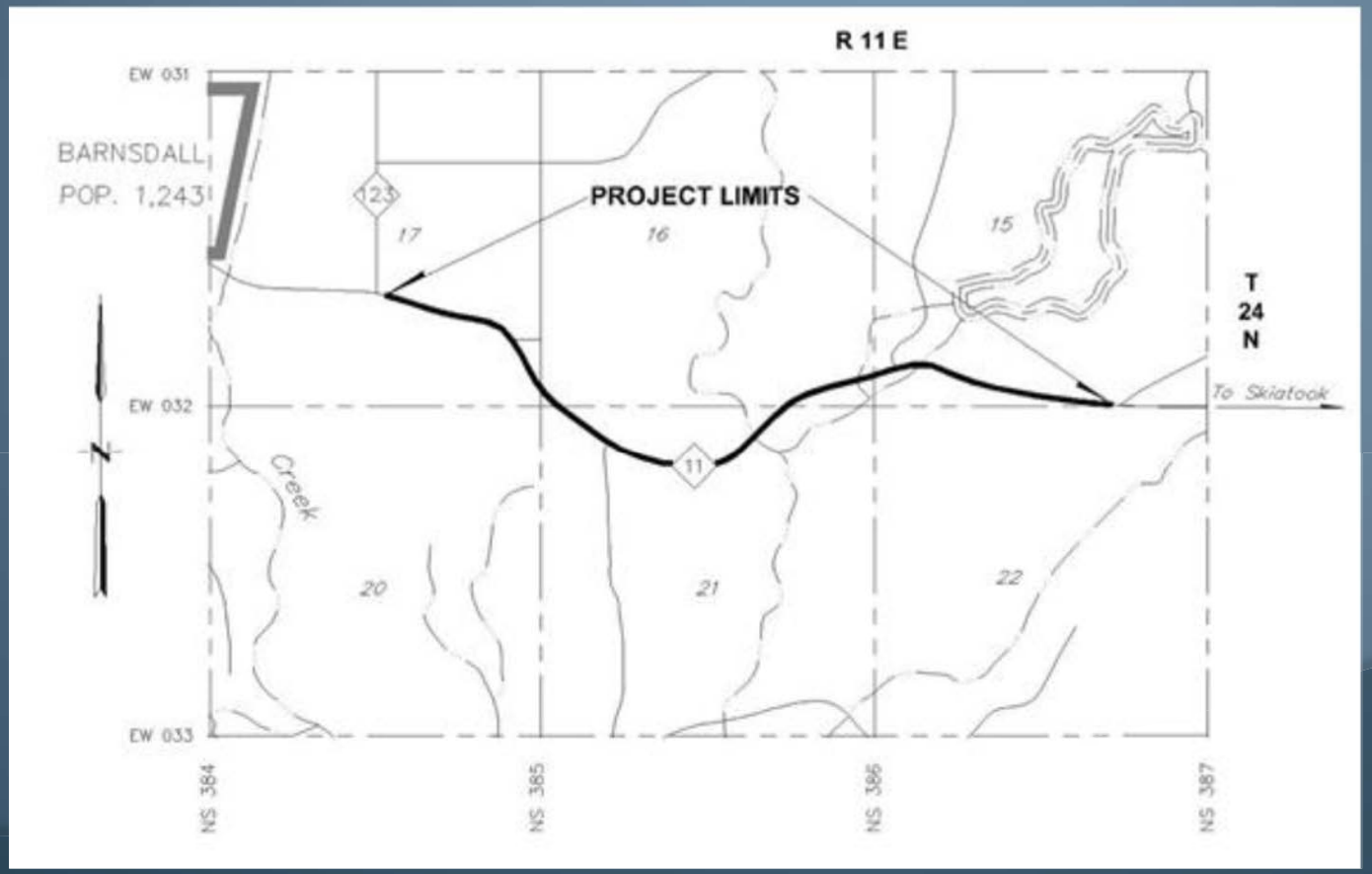
The Purpose of the Public Meeting:

Inform the public of the proposed improvement to SH-11 to widen and overlay the roadway to a minimum of two (2) twelve-foot (12') lanes with eight-foot (8') shoulders, improve the roadside safety, replace two (2) narrow bridges, and correct geometric deficiencies.



The Purpose of the Project:

To improve the safety and sight distance on the roadway while considering cost effectiveness with the least amount of social and environmental impact.



The Purpose of the Project:

No shoulders, steep side slopes, poor sight distance.

Poor sight distance at top of hill with side road intersection.

The Purpose of the Project:

Replace narrow bridge at Dog Thresher Creek (Constructed in 1973)

The Purpose of the Project:

Replace narrow bridge at Little Dog Thresher Creek (Constructed in 1976)

The Purpose of the Project:

Continue improvements along SH-11.

Oklahoma Department of Transportation

The Purpose of the Project:

To improve the safety and sight distance on the roadway while considering cost effectiveness with the least amount of social and environmental impact.

The following general features / deficiencies are located in the project area:

- Minimal to no paved shoulders
- Steep side slopes
- Unprotected hazards located within the clear zone
- Steep hills and valleys result in:
  - Non-compliant horizontal curves
  - Non-compliant vertical curves
  - No opportunities for passing
- Angled side road connections
- Two (2) narrow bridges

Current Project Area Information

General Data

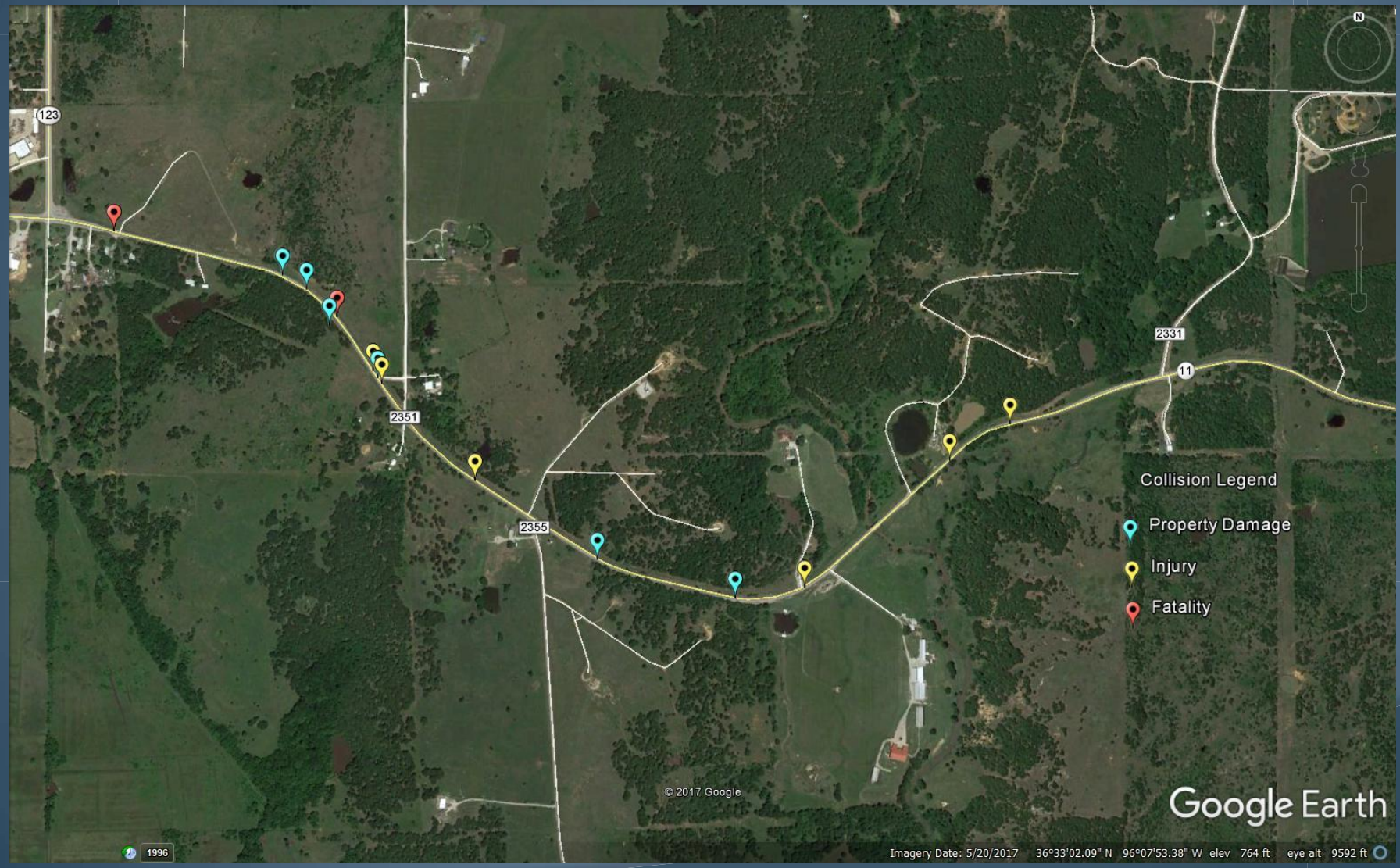
- Two 12-foot wide driving lanes
- Minimal to no paved shoulders
- Posted speed 55 mph
- Current Traffic (2017):
  - 2,100 vehicles/day
  - 15% trucks
- 20 year projected traffic (2037):
  - 2,900 vehicles/day

Current Project Area Information

Collision Data (2011 – 2015)

- Total: 15 documented accidents
  - 6 property damage only
  - 7 with injury
  - 2 fatalities
- For similar facilities:
  - Collision rate is approximately twice the state-wide average
  - Injury rate is approximately 3 times the state average
  - Fatal collision rate is approximately 8 times the state average

Current Project Area Information

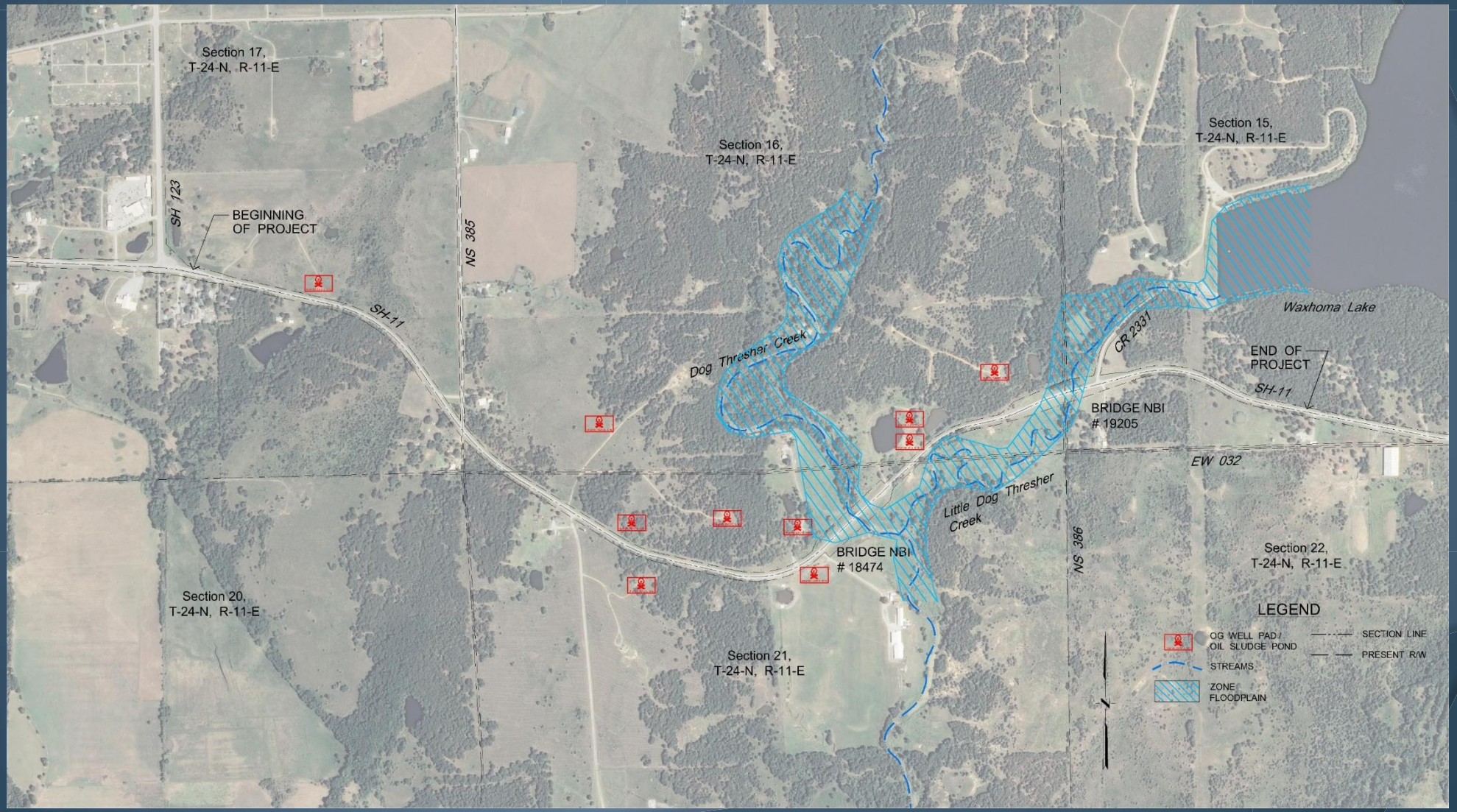


Project Constraints

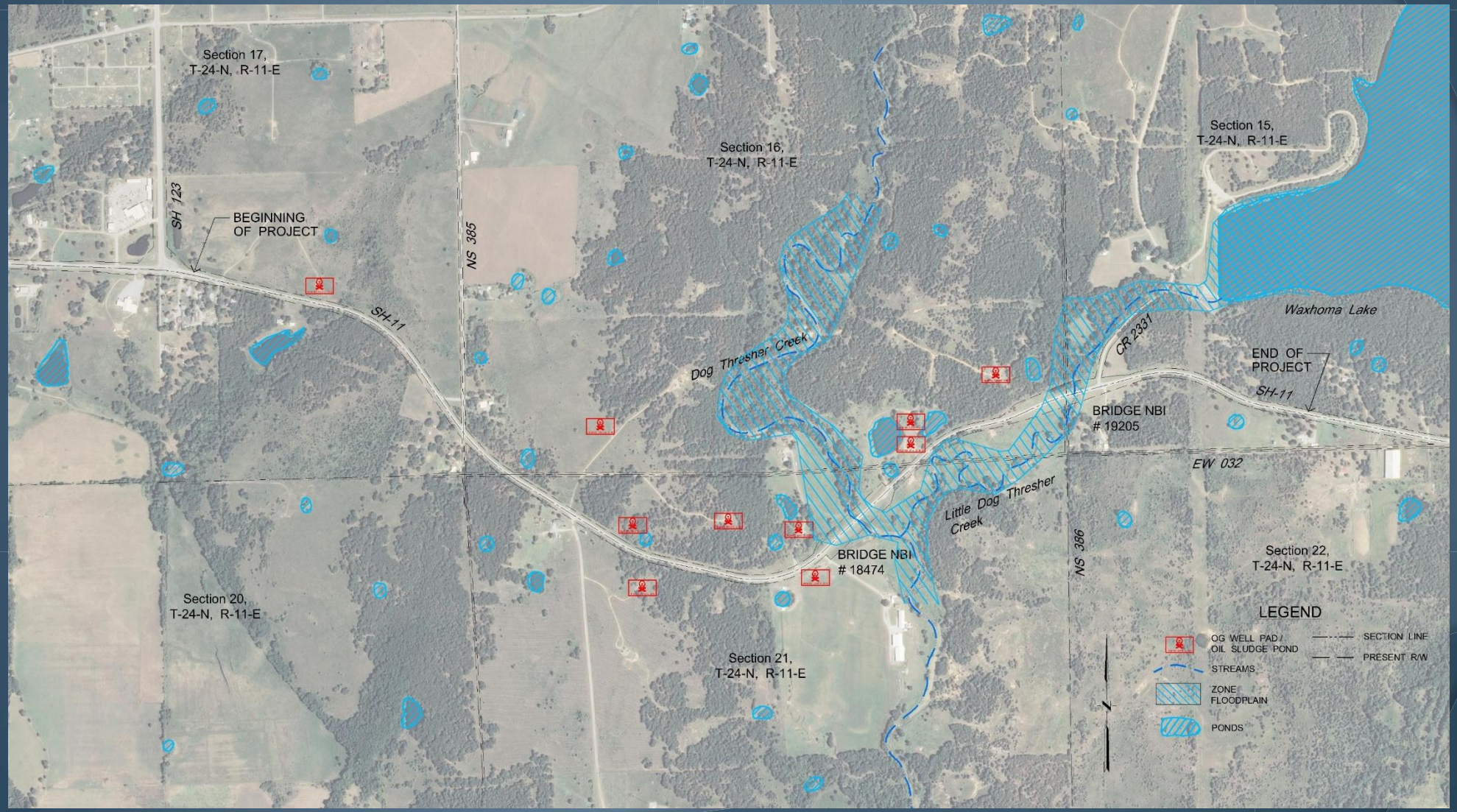
- Environmental Considerations
  - Cultural Resources
  - Hazardous Waste Sites
  - Streams, Floodplains and Wetlands
  - Listed Species, Migratory Birds and Critical Habitat
  - Tribal Property
  - Section 4 (f) and 6 (f) Properties
  - Airports
- Bridges
- Right-of-Way (Property)
- Relocations
  - Residential
  - Commercial
- Utilities

Project Constraints – Oil and Gas Operations

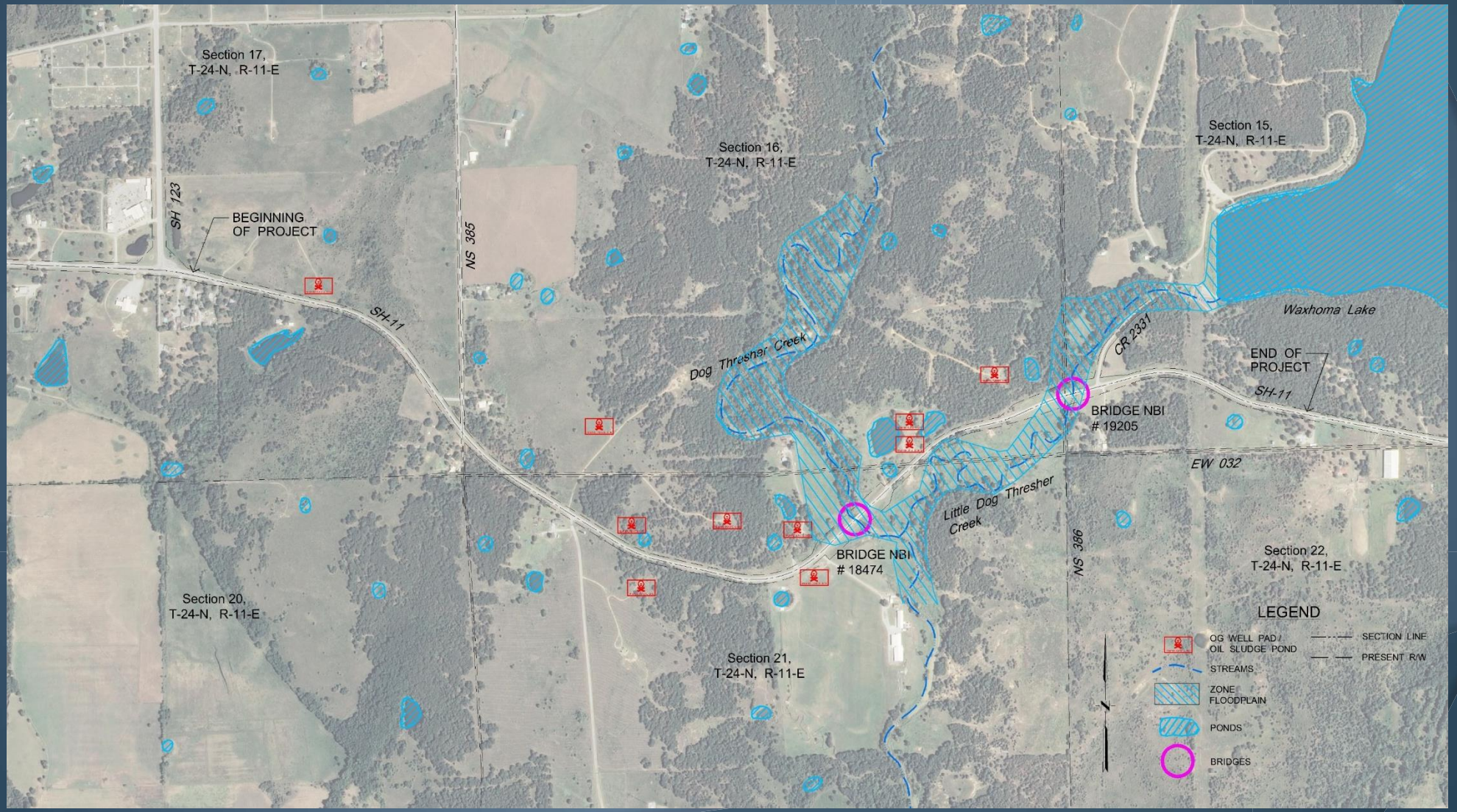
Project Constraints – Streams and Floodplain



Project Constraints – Ponds & Wetlands



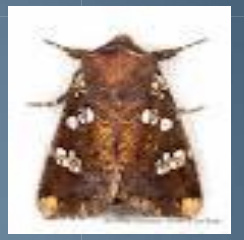
Project Constraints – Bridges



Project Constraints

Listed Threatened & Endangered Species Plus Critical Habitat

- American Burying Beetle
  - Historical Range
- Rattlesnake-master Borer Moth
- Interior Least Turn
  - aquatic dependent species watershed
- Piping Plover
- Red Knot
- Whooping Crane
- Neosho Mucket
  - aquatic species watershed



Project Constraints

- Existing and additional right-of-way (property)

- Relocations
  - Residential
  - Commercial

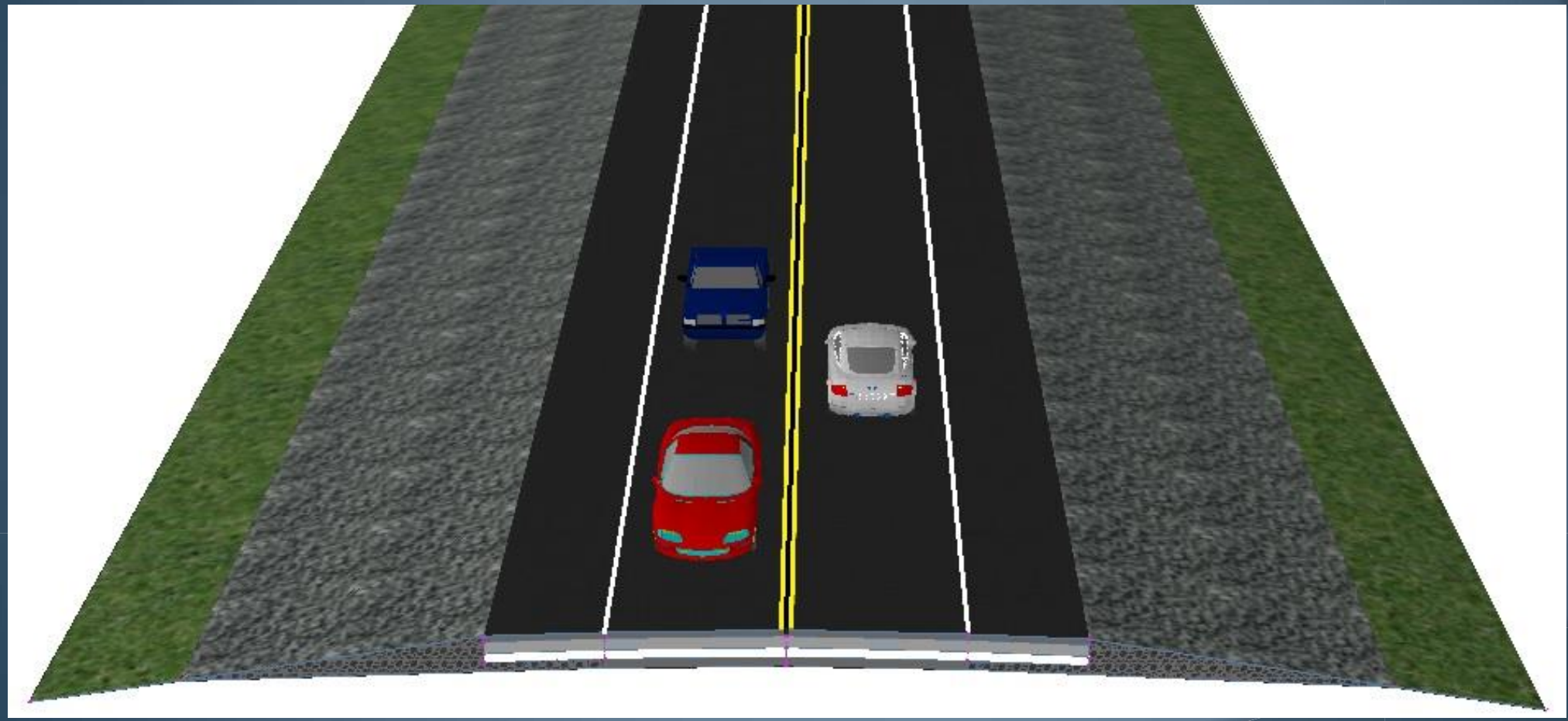
- Utilities
  - Overhead electric lines (with underbuilt communication)
  - Underground telephone
  - Underground water
  - Underground gas

Design Criteria

- Improve roadway and bridges
  - 12 foot wide driving lanes
  - 8 foot wide paved shoulders
  - Improve opportunities for passing
  - Design for 65 or 55 mph design speed
  - Replace 2 bridges
  - 1 to 2 lanes of traffic during construction

Design Criteria

Proposed 2-lane Typical Section



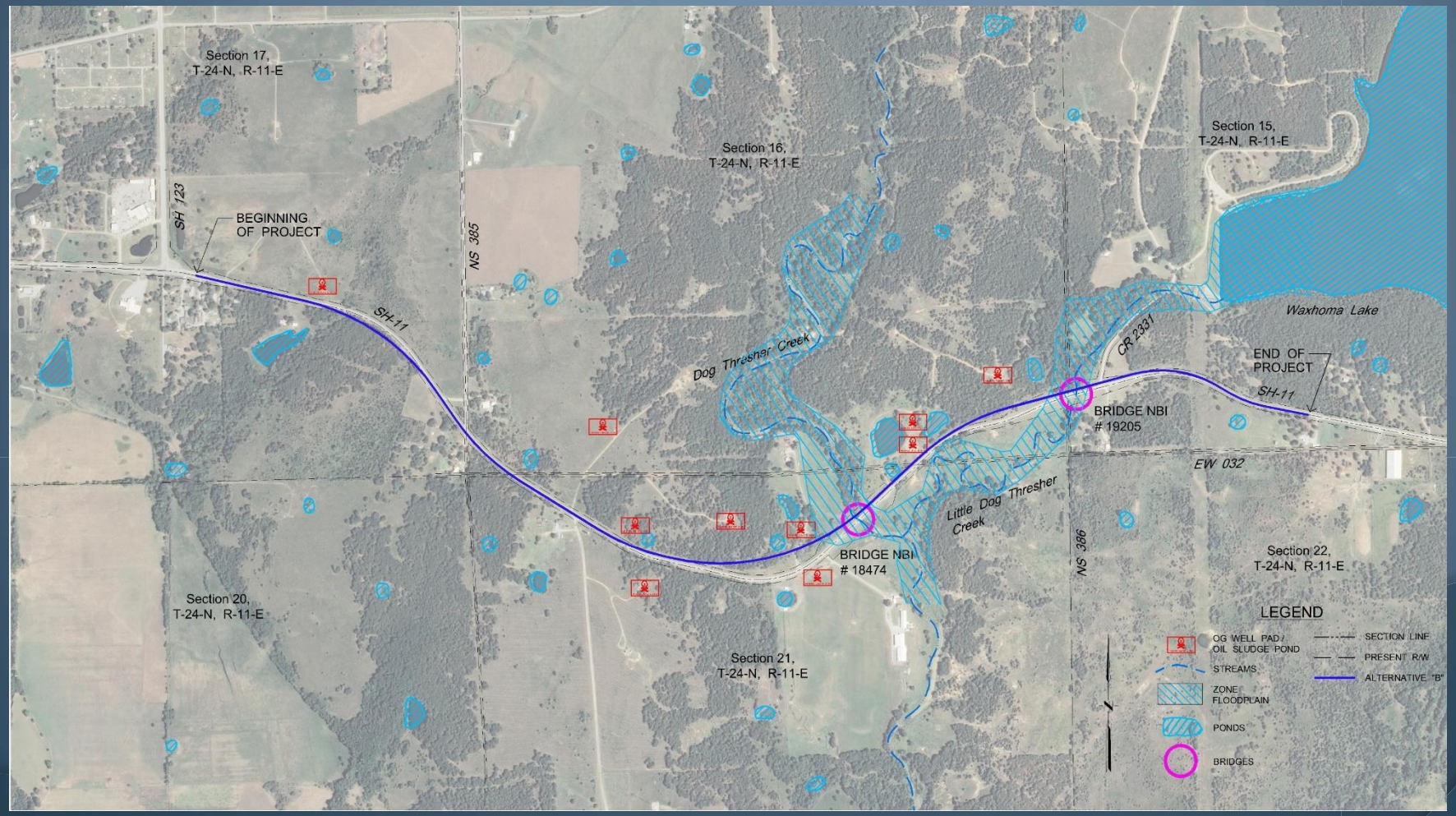
Alternatives Considered

- Alternative A – Total new alignment ¼ mile north of existing SH-11
- Alternative B – Improve roadway on or near existing, west mile offset south, east mile offset north, 65 mph design speed, use existing lanes to maintain traffic during construction
- Alternative C – Improve roadway on or near existing, west mile offset south, east mile offset south, 65 mph design speed, use existing lanes to maintain traffic during construction
- Alternative D – Improve roadway on or near existing, west mile offset south, east mile offset south, 55 mph design speed, use existing lanes to maintain traffic during construction
- Alternative E – Do nothing and maintain existing conditions

Alternative A (Total New Alignment – Not Reasonable)

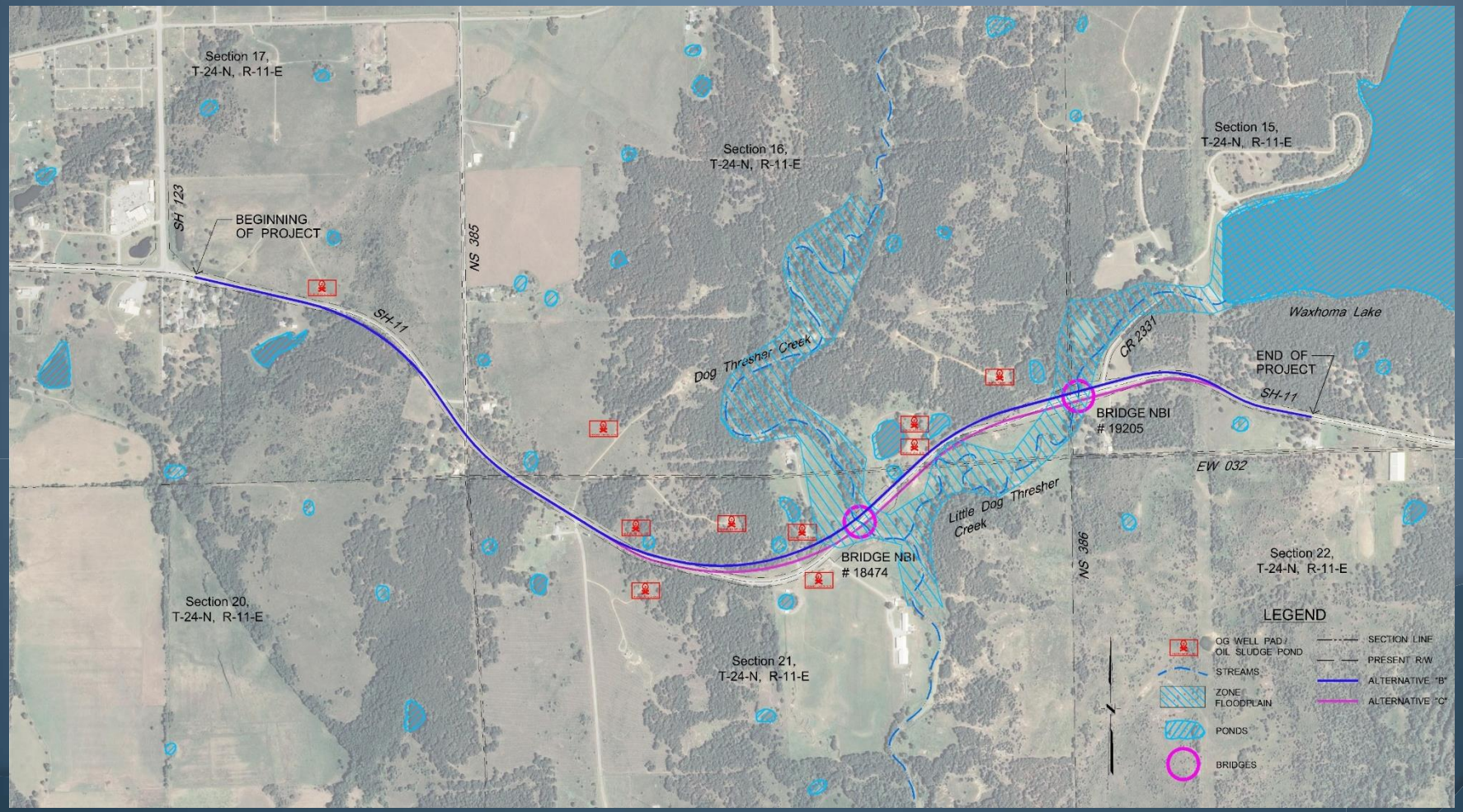
Alternative B (65 mph Design Speed)

- West mile offset south, east mile offset north
- Highest construction, property, and utility relocation costs
- New profile grade line through entire project



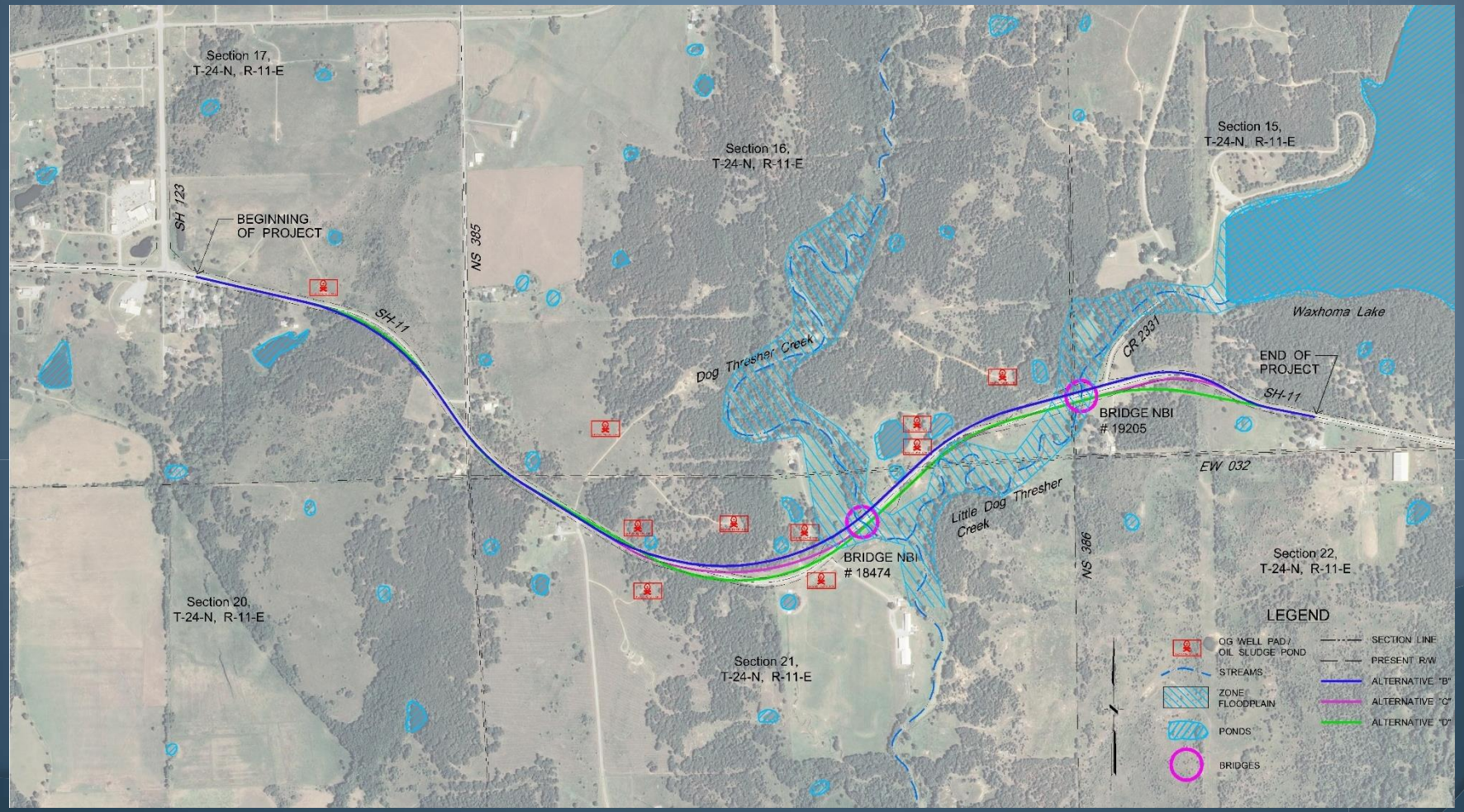
Alternative C (65 mph Design Speed)

- West mile offset south, east mile offset south
- Second highest construction, property, and utility relocation costs
- New profile grade line through entire project



Alternative D (55 mph Design Speed)

- West mile offset south, east mile offset south
- Lowest construction, property, and utility relocation costs
- New profile grade line through 75% of the project



Alternative Matrix

To assist in analyzing the options and determining the preferred alternative an evaluation matrix has been developed. Categories of geometric design items, earthwork volumes environmental items, relocations, and estimated costs have been developed and the impacts associated with each alignment have been inserted into the matrix. The matrix is not weighted.

Alternative Matrix

Osage County - JP20288(04) Alternatives Matrix				
New typical includes two-12' driving lanes with 8' shoulders.				
	Alternative B	Alternative C	Alternative D	Alt. E
Category	West mile offset south, East mile offset north 65 mph	West mile offset south, East mile offset south 65 mph	West mile offset south, East mile offset south 55 mph	No Build
Number of Alignment Crossings of Existing C/L	0	3	5	
Vertical Alignment - Number of Vertical Curves	15	15	10	15
Horizontal Alignment - Number of Horizontal Curves	7	8	6	11
Earthwork	Excavation: 306,700 cy	Excavation: 209,400 cy	Excavation: 132,900 cy *	
	Fill: 129,600 cy	Fill: 151,800 cy	Fill: 134,600 cy	
	Net: 177,100 cy of excavation	Net: 57,600 cy of excavation	Net: 1,700 cy of fill *	
Construction Traffic Control	Phase Construction. No road closure	Phase Construction. No road closure	Phase Construction. No road closure	

Alternative Matrix

	Alternative B	Alternative C	Alternative D	Alt. E
Category	West mile offset south, East mile offset north 65 mph	West mile offset south, East mile offset south 65 mph	West mile offset south, East mile offset south 55 mph	No Build
Construction Sequencing	2-12' driving lanes with phased shoulder construction	2-12' driving lanes with phased shoulder construction	2-12' driving lanes with phased shoulder construction	
Phased Bridge Construction	No	No	No	
Historic Properties	None	None	None	
Archeological Sites	None	None	None	
Cemeteries	None	None	None	
O&G Well Pads	4	1	2	
Abandoned Oil Sludge Pit	Yes	Yes	Yes	
Blue Line Streams (Linear Feet)	623	778	763	

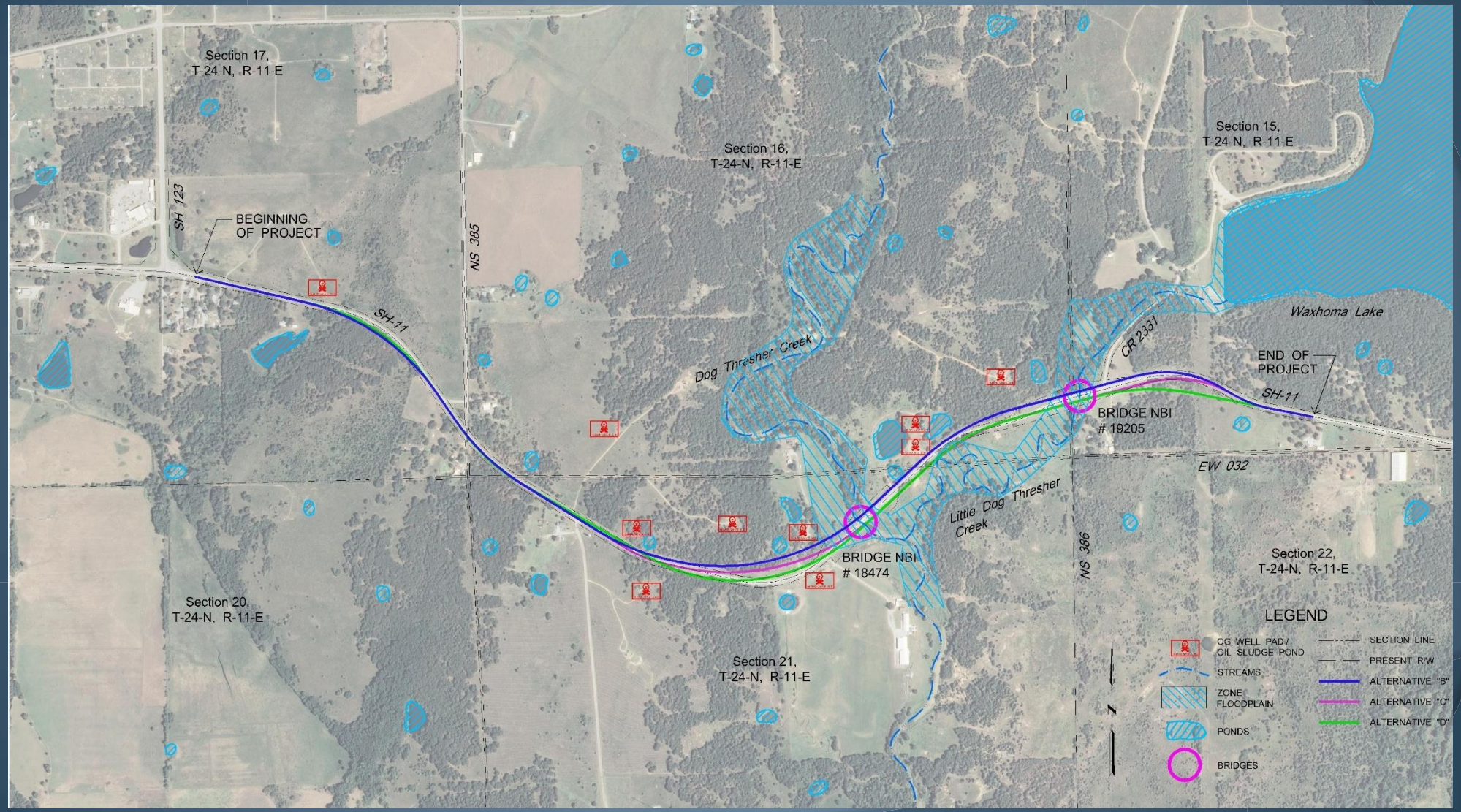
Alternative Matrix

	Alternative B	Alternative C	Alternative D	Alt. E
Category	West mile offset south, East mile offset north 65 mph	West mile offset south, East mile offset south 65 mph	West mile offset south, East mile offset south 55 mph	No Build
NWI Wetlands (Acres)	0.40	0.10	0.10	
Floodplain (Acres)	5.60	6.10	5.90	
Channel Change (Linear Feet)	0	224	214	
T&E Species	Same	Same	Same	
Critical Habitat	None	None	None	
Bald Eagles & Swallows	Same	Same	Same	
Tribal Property	None	None	None	

Alternative Matrix

	Alternative B	Alternative C	Alternative D	Alt. E
Category	West mile offset south, East mile offset north 65 mph	West mile offset south, East mile offset south 65 mph	West mile offset south, East mile offset south 55 mph	No Build
Public Parks / Recreation Areas / Refuges	None	None	None	
Residential Relocations	3	3	3	
Commercial Relocations	None	None	None	
ROW Impacts	28 Parcels - 20 Owners 31.9 acres	26 Parcels - 20 Owners 30.3 acres	30 Parcels - 20 Owners 31.0 acres	
Total Project Costs	$11,117,200	$9,929,500	$8,818,800	

Preferred Alternative D

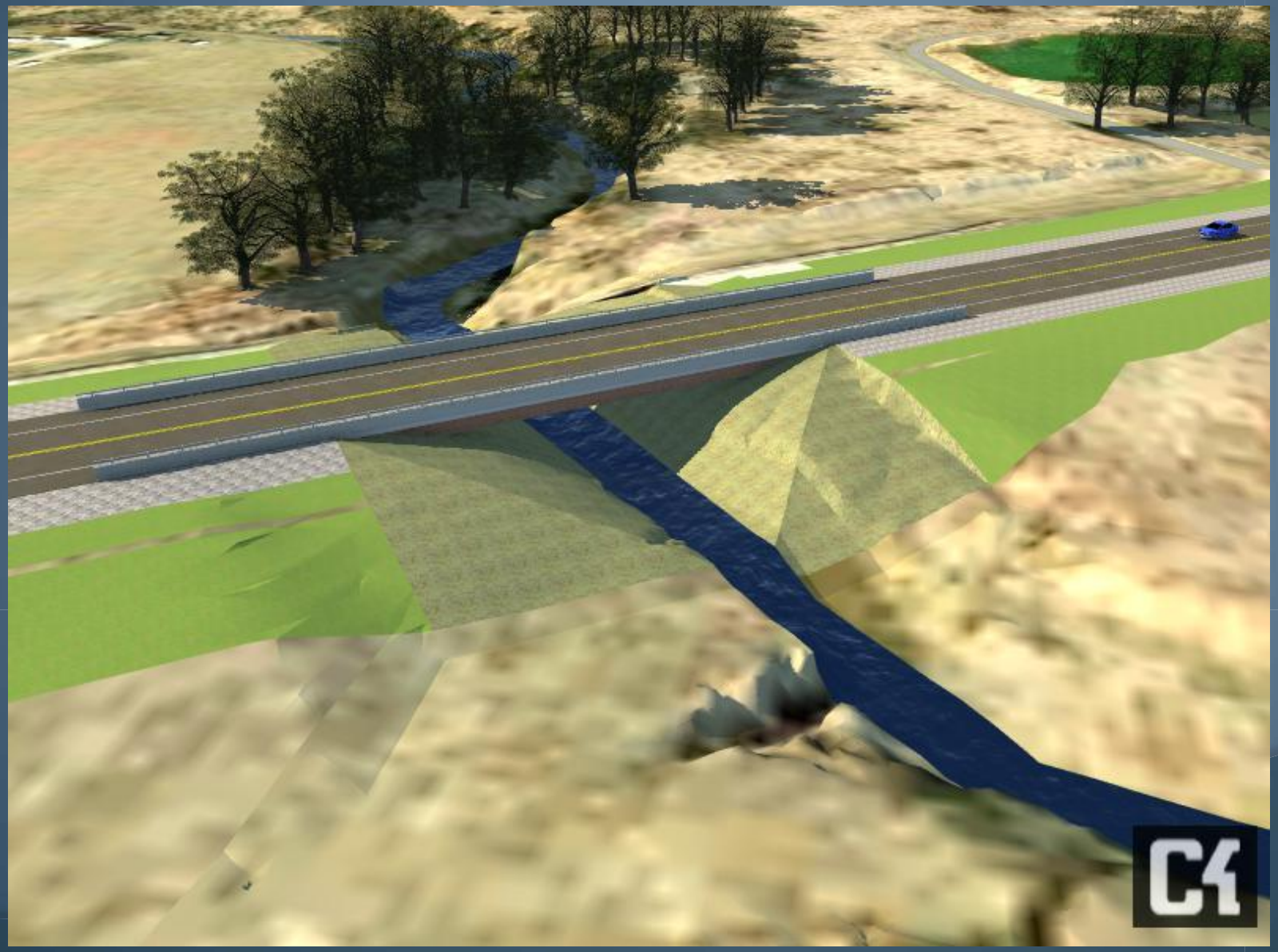


Proposed Project Looking East from SH-123

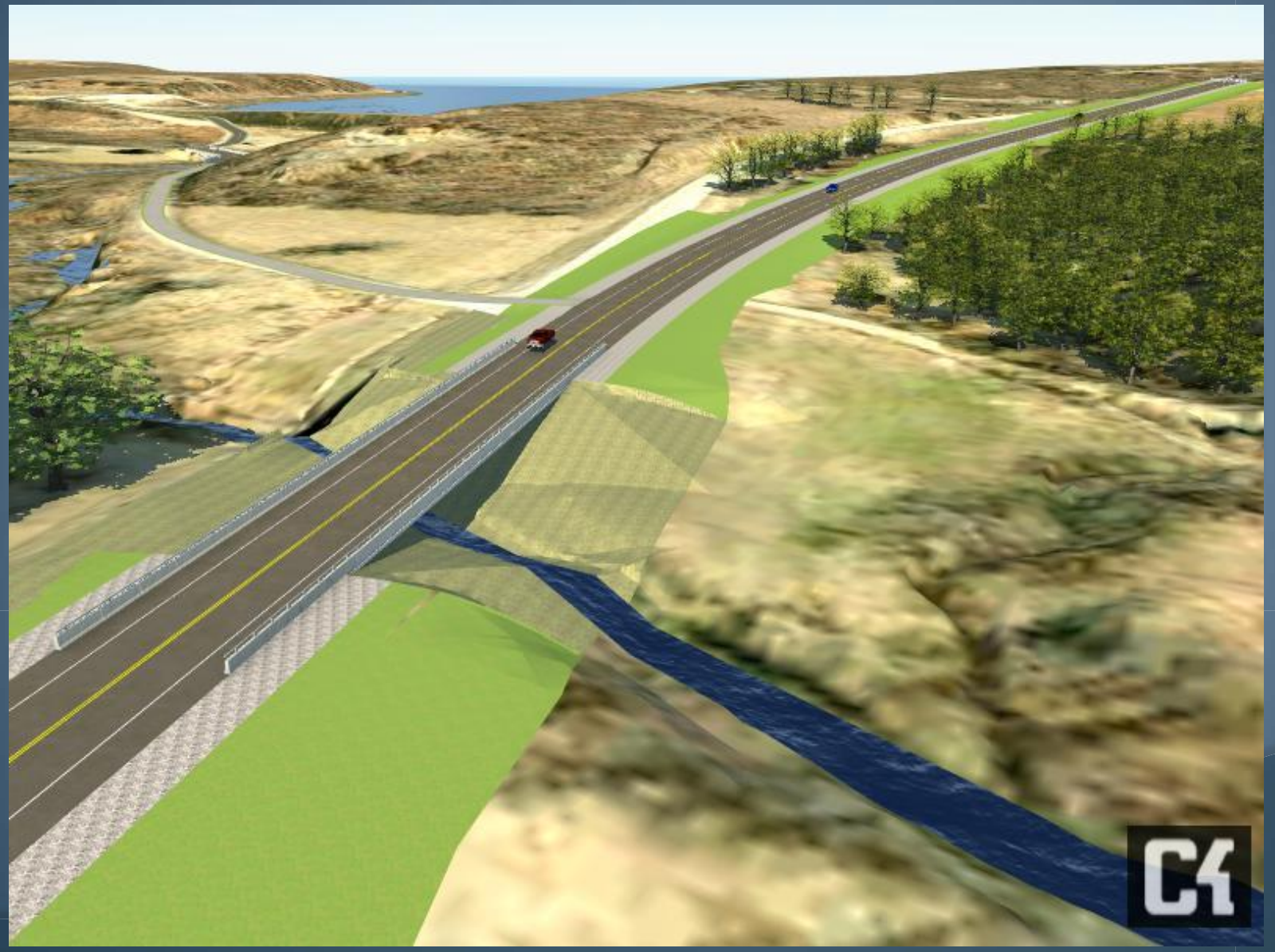
West Segment Overview

East Segment Overview

Proposed Bridge – Dog Thresher Creek



Proposed Bridge – Little Dog Thresher Creek and Roadway Re-alignment



Proposed Channel Change

Video

What's Next?

1. Public Input
   - Today
2. Complete Environmental Studies
   - Summer 2018
3. Begin Property Acquisitions
   - Fall 2018
4. Construction
   - 2021

THANK YOU FOR PARTICIPATING IN OUR PUBLIC MEETING

There are many ways you can submit your questions:

- Leave your written questions with us tonight.
- Download and submit a Comment Form at: **www.odot.org/publicmeetings**
- Mail your written comments to: **Oklahoma Department of Transportation**
  Environmental Program Division
  200 NE 21st Street
  Oklahoma City, OK 73105
- Fax your written comments to: **(405) 522-5193**
- Email your comments to: **ENVIRONMENT@ODOT.ORG**

Please submit your comments by October 12, **2017**

Questions