

IMPACT MATRIX

JP No. 33351(04), SH-11 Kaw City, Project Summary Matrix

Alternative	Total Cost	Construction Cost	Right of Way Cost	Utility Relocation Cost	Potential Residential Relocations	Potential Commercial Relocations	Wetlands (ac)	Streams (ft)	Federal Property (ac)	Tribal Land (ac)
1	\$31,480,053	\$22,624,000	\$7,593,000	\$1,263,053	3	1	0.90	942	-	-
2	\$33,191,097	\$24,130,000	\$7,833,000	\$1,228,097	3	1	1.84	1,773	-	-

Note: Both Alternatives 1 and 2 include costs and impacts of Alternative A on the east end.

Project Schedule



Please provide comments by December 20, 2022

For more information about the project:
 (405) 325-3269
 environment@odot.org
 www.odot.org/SH11KawCity

PROJECT INFORMATION SUMMARY

- Right-of-Way Acquisition Start: **2024**
- Construction Start: **2028**
- Annual Average Daily Traffic (AADT) in year 2021: **1,500 vehicles per day**
- Future Estimated AADT by Year 2047: **2,300 vehicles per day**

*Totals DO NOT include Toll Roads

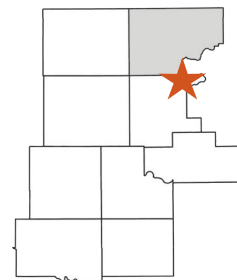
DISTRICT 4 ENGINEER: TRENTON JANUARY, P.E.

**Totals DO NOT include County Bridges

*Total Road Miles:
1,406.29

*Total Interstate Miles:
230.01

**Total Bridges:
1,136



Counties:

Canadian, Garfield, Grant, **Kay**, Kingfisher,
 Logan, Noble, Oklahoma, Payne



PUBLIC MEETING
December 6, 2022

SH-11 Reconstruction

Rocky Ridge Road to Grandview Drive in Kaw City
 Kay County ; JP 33351(04)
www.odot.org/SH11KawCity

Project Purpose

The purpose of this project is to improve the safety of the SH-11 roadway. This segment of SH-11 has multiple curves that do not meet current design criteria, and the collision rate over the last 10 years is 38% higher than the statewide average for similar roadways. Almost two-thirds of the collisions involved injury or fatality. While the speed limit on SH-11 is 55 miles per hour, warning signs at curves suggest lower speeds at several locations. As traffic increases in the future, these conditions are expected to worsen.

Proposed Alternatives

The proposed project will reconstruct SH-11 with two 12-foot-wide driving lanes and 8-foot-wide shoulders on a new alignment. The design speed of the new highway will be 65 miles per hour in the west portion, reducing to 55 mph as the roadway approaches Kaw City. Two alignment alternatives are under consideration.

On the west portion, Alternative 1 follows the existing SH-11 as closely as possible while reconstructing curves to meet today's design standards. East of Acker Hill Road, Alternative 1 continues east following Eagle Drive for approximately ½ mile before it rejoins existing SH-11. The intersections of Rocky Ridge Road and Bear Creek Road will be realigned. Properties with access to SH-11 today will have access to the new highway. The existing SH-11 pavement will be removed.

Alternative 2 is the same as Alternative 1 except between Rocky Ridge Road and Bear Creek Road, where Alternative 2 is offset further north. The alignment generally follows the section line and Redbud Road. A portion of the existing highway between Rocky Ridge Road and Bear Creek Road would remain in place to provide access to adjacent properties. Properties along Redbud Road would have direct access to the new highway.



<http://www.odot.org/PublicMeetings>

Project Alternatives



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