

Public Meeting Summary

Addendum 1

**SH-11 From West of Rocky Ridge Road, Extend East
3.91 Miles to Grandview Drive in Kaw City
Kay County, JP 33351(04)**



OKLAHOMA
Transportation

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Garver Project No.: 20T25090

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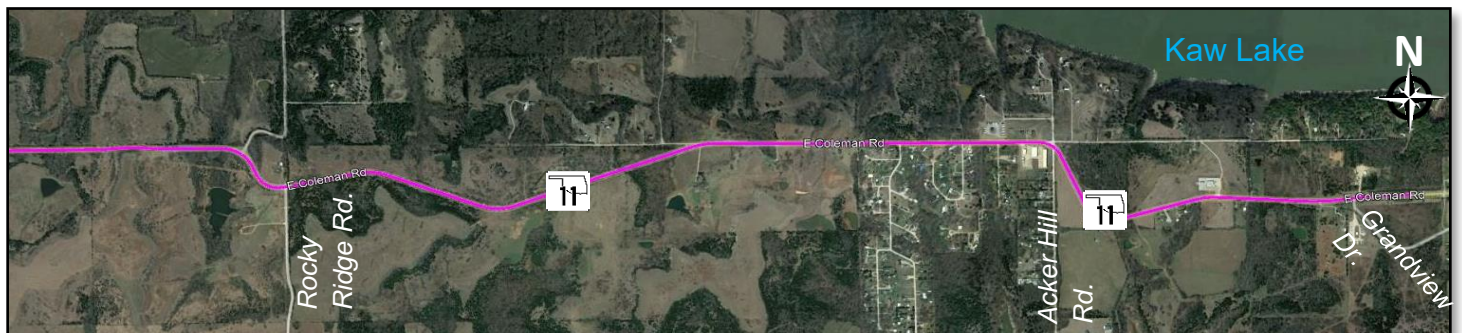
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1.0 Introduction

This document is an addendum to the Public Meeting Summary completed March 1, 2023 for the SH-11 project west of Kaw City in Kay County [JP 33351(04)] (Figure 1). As summarized in that document, ODOT completed a study of five alternatives (Alternatives 1, 2, and 3 in the west portion and Alternatives A and B in the east portion). A virtual public open house was held on-line at www.odot.org/SH11KawCity and an in-person public meeting was held on December 6, 2022. The purpose of the meetings was to inform the public of the alternatives under consideration and receive public input. The purpose of this project is to improve safety on this section of SH-11 which has numerous deficient curves and an elevated collision history. All materials from the in-person and virtual public meetings is available at [Public Involvement Meetings and Hearings \(oklahoma.gov\)](http://Public Involvement Meetings and Hearings (oklahoma.gov)).

Figure 1: SH-11 Project Extents



2.0 Public Input and Additional Alternatives

In response to public feedback received on Alternatives A and B in the east portion of the project, ODOT developed four additional alternatives to investigate the feasibility of more closely following the existing highway and reducing impacts to private and tribal property. None of these additional alternatives met the design and safety goals of the project and did not substantially reduce right-of-way impacts.

3.0 Alternative Selection

Alternative 1 on the west half of the project stayed as close to the existing highway as possible while still correcting the deficient curves and allowing the existing highway to remain open during construction. Alternative 2 presented a straighter alignment along the section line. ODOT selects Alternative 1 for the west half of the project based on fewer right-of-way and environmental impacts, fewer direct driveway connections to the new highway, and public input.

Alternative A on the east half of the project followed Eagle Drive east of Acker Hill Road for approximately ½ mile, then connected diagonally to the southeast to meet back with the existing highway at the end of the project. Alternative B began transitioning southeast just east of Acker Hill Road and met back with the existing highway near the Kaw Nation travel center. Alternative B also created a new realigned intersection with SH-11 and Acker Hill Road. After analysis of four additional alternatives, ODOT selects Alternative A

for the east half because it provides the greatest safety benefit and balances impacts to private and tribal property.

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Appendix A

Alternative Selection Letter and Map