

Public Meeting Summary And Responses to Comments

Oklahoma Department of Transportation

SH-20 Keetonville Hill
From 209th E. Avenue to Franklin Road
Rogers County, JP 27031(04)

Prepared by:



**6450 S. Lewis Ave., Suite 300
Tulsa, OK 74136**

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Garver Project No.: 13037300



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1.0 Executive Summary

This document summarizes the public meeting conducted for the SH-20 Keetonville Hill project from 209th E. Avenue to Franklin Road in Rogers County, Oklahoma. The purpose of the public meeting was to present information about the proposed alternative to the public and obtain input.

The public meeting was held on May 12, 2015 at 6:00 PM in the gymnasium of the Owasso Northeast Elementary School. One hundred eighty-nine (189) public attendees signed in for the meeting. The meeting included a presentation on the project from the Oklahoma Departments of Transportation's (ODOT) consultant, Garver. Representatives from ODOT and Garver were available for discussion before and after the presentation. The comment period was open until May 26, 2015 with a total of twenty-eight (28) written comments received, including five (5) from agencies and twenty-three (23) from members of the public. Agency responses are summarized in Table 1.

Table 1: Agency Comment Summary

Agency	Comment
National Park Service	No objections.
Oklahoma Conservation Commission	It appears wetlands may be avoided, depending on the exact location of the alignment. Comment also included general recommendations to minimize impacts on stream and riparian areas.
Oklahoma State Parks	There are no federally funded or state parks in the area. Request that if there are existing recreation areas along Verdigris River or overlooks on Keetonville Hill that ODOT consider mitigating any impacts.
Oklahoma Department of Environmental Quality	The Verdigris River is impaired for turbidity – SWPPP needs to account for this.
Oklahoma Water Resources Board	If project is on state-owned property, a floodplain development permit may be required.

Public comments spanned a wide range of issues. While many recognized the need to improve safety along the corridor, many had concerns about the impacts of the proposed alignment and typical section. Table 2 summarizes the comments received.

Table 2: Public Comment Summary

Comment	# of Comments
Don't like curb & gutter section	14
The new alignment will destroy our peace/quality of life	13
Concerns about access/design at Keatonville Ridge (Burma Road)	11
Recognize that SH-20 is dangerous	7
Keep SH-20 where it is/use some other alignment	6
Concerns about SH-20/Franklin Road (Sight distance, intersection, 5 lane to 2 lane transition)	6
Concerns about property values	5
Support the current plan	5
Thanks for the meeting/meeting was informative	4
Other	22



2.0 Introduction

This document summarizes the public meeting conducted for the SH-20 Keetonville Hill project from 209th E. Avenue to Franklin Road in Rogers County [JP 27031(04)]. The purpose of the public meeting was to present information about the re-evaluation of the SH-20 Keetonville Hill project to the public and obtain input. The SH-20 corridor from US-75 to Claremore was the subject of an Environmental Assessment (EA) published in 2000 by ODOT and was approved by the Federal Highway Administration (FHWA) with a Finding of No Significant Impact (FONSI) that same year.

3.0 Agency Solicitation

Initial agency solicitation letters were mailed on April 22, 2015. These letters provided a short project description and brief history of the corridor with an enclosed project location and proposed alternative map. The letter requested recipients provide input by May 26, 2015 and included an invitation to the public meeting. This letter was sent to resource agencies and Indian Tribes.

4.0 Public Meeting

4.1 Meeting Notification

Notice of the public meeting was sent by letter to the Governor's office, elected officials (federal and state), Rogers County Commissioners and the Planning Commission, the Cities of Owasso and Claremore, local school districts, emergency service providers, and medical facilities in the study area. The letter provided a brief description of the purpose and need for the project, the project history, and an invitation to the public meeting. The letter was accompanied by a project location map. Letters were mailed on April 22, 2015. Notice of the public meeting was also sent by postcard to all property owners in the study area according to Rogers County Assessor information. Postcards were mailed on April 28, 2015.

4.2 Meeting Information and Format

The public meeting was held on May 12, 2015, at 6:00 PM at the Northeast Elementary School gym, 13650 E. 103rd Street in Owasso. One hundred and eighty-nine (189) people signed in for the meeting, including Oklahoma Representative Mark Lepak and representatives from ODOT, Garver, City of Claremore, Claremore Fire Department, City of Owasso, Owasso Chamber of Commerce, Rogers County Planning Commission, media, and members of the public.

Garver began the meeting with a presentation about the project, followed by an open question and answer period. ODOT and Garver staff were then available for one-on-one and small group discussions. Display boards showing the proposed alternative and environmental constraints were placed in three locations around the gymnasium for public viewing.

The presentation covered:

- Purpose of the Meeting
- Purpose and Need for the Project



- Project History
- Project Development Process
- General Project Information & Project Area Constraints
- Development of Alternatives
- Evaluation of Alternatives
- Proposed Alternative
- Impacts of Proposed Alternative
- Next Steps

4.3 Summary of Comments

Five (5) written comments from agencies and twenty-three (23) written comments from the public were received both before and after the public meeting.

4.3.1 Agency Comments and ODOT Responses

The **National Park Service** had no comments or objections to the project.

The **Oklahoma Water Resources Board (OWRB)** responded all state and federal floodplain regulations must be followed.

The **Oklahoma Department of Environmental Quality (ODEQ)** stated the Verdigris River at SH-20 is impaired for turbidity. The Stormwater Pollution Prevention Plan for the project should address this impairment accordingly.

The **Oklahoma Conservation Commission (OCC)** provided a response stating hydric soils and wetlands are present just west of the Verdigris River. The OCC believes these wetlands may be avoided, depending on the exact route of the alignment. The OCC listed several general concerns including disturbance and siltation of streams and riparian areas and changes to stream channels that may constrict flows and result in flooding.

Oklahoma State Parks responded there are no federally-funded or state parks in the project area. State Parks requested that if there is recreational access to the Verdigris River or any overlooks on Keetonville Hill that the Department consider mitigating any impacts to these areas.

4.3.2 Public Comments

Public comments were varied. Many expressed agreement with the need to improve the safety of the roadway. Many expressed concerns over the impacts of the new SH-20 in relation to specific properties and access. Other comments were related to the typical section and drainage. The comments are summarized in Table 3.



Table 3: Public Comment Matrix

<i>Comment</i>	<i># of Comments</i>
Don't like curb & gutter section/speed limits	14
Needs to be a usable shoulder to pull off in case of breakdown or accident.	4
Curbs prevent drainage and increase risk of flooding/hydroplaning.	3
ODOT did not explain reasoning for curbs and lower speed limit. Proposed design does not match well with travel needs on this roadway.	2
Traffic travels at least at existing speed limit (55 mph). A higher speed is appropriate.	2
Traffic traveling at high speeds are at risk to hit the curbs and lose control.	1
I hate the curbs.	1
Want 5-lane with shoulders for safety and to accommodate traffic.	1
The new alignment will destroy our peace/quality of life	13
Highway will bring increased noise. What is the plan to address noise?	6
I bought my property because it is peaceful – that will be ruined.	4
Highway will ruin visual setting. What is the plan to address visual impacts?	1
Please consider people's quality of life as well as muskies and beetles.	1
My noise tolerance is well below federal threshold of 67 dBA. Request sound barriers for my neighborhood (Laurel St.)	1
Concerns about access/design at Keetonville Ridge (Burma Road)	13
Concern that residents currently use 106 th Street (EW-49) to travel west to US-169. With the current plan, 106 th Street would be closed west of Burma Road and residents would be required to travel on SH-20 west for approximately ½ mile before turning left to access 106 th Street. Requires merging over a short distance and appears dangerous.	3
Propose a tunnel for 106 th Street under the new SH-20 to allow it to remain open. The plan shows "fill" in this area so maybe this would not be too costly.	3
Leave the existing SH-20/Ridge Road intersection. No need to destroy entrance to our neighborhood or additional pastures for a redundant road.	2
Move the alignment further south into Garth Brooks property. Is there preference being given to Garth Brooks?	2
I live on Burma Drive. How will we enter and leave our street? Will we be able to get on 106 th Ave. westbound without getting on the highway?	1





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Comment	# of Comments
Curve at this location will put my home at increased risk for accidents. I will have to build barriers to protect my property and livestock.	1
Use 106 th Street as a walking/jogging route from Keetonville Ridge. Will no longer be able to use this.	1
There is talk that the entrance to Keetonville Ridge will be a 4-way light.	1
Recognize that SH-20 is dangerous	7
Concerns about SH-20/Franklin Road	6
Will there be a light at SH-20 & Franklin Road or a stop sign?/Request a signal.	2
Will the blind hill remain on SH-20 between the Verdigris River and Franklin Road? This is a safety issue.	2
The transition from 5 lanes to 2 lanes will be a safety issue.	2
Concerns about property values	5
How will ODOT compensate us for the decrease in property values?	2
The project will lower my property values.	3
Support the current plan	5
Thanks for the meeting/meeting was informative	4
Keep SH-20 where it is/use some other alignment	4
Keep SH-20 on existing alignment. People who live on SH-20 chose to live on a highway. The hill can be fortified, as was shown several years ago. The alternative route has the same geometric condition as the existing road, so there is no advantage to move it.	2
2000 EA is out of date – much has changed. Request an alternate alignment tying into Franklin Road further south – to minimize impacts to developed property and reduce cost of tying into Claremore piece near King Road (or Country Club Road).	1
Take SH-20 east from Ridge Road and stay away from those of us that live south.	1
Other	22
No issue with the curbs.	2
I did not receive notification of meeting.	2
Is there any plan to repair Keetonville Road South which has been closed for 7 years and connects to SH-266?	1
Please proceed with the project as quickly as possible.	1
Slope the curbs.	1
Would like to see the speed limit lowered.	1





November 19, 2015

Comment	# of Comments
Thank you for cutting down the trees on the curve on Keetonville Hill.	1
I was under the impression several years ago ODOT would purchase my property.	1
I would support the plan if my property was purchased.	1
Keep SH-20 as a two-lane road (reduce impacts and save cost)	1
Remember your plans affect individual lives, homes, and property investments.	1
At your next meeting spend more time on the fact that people have a 2.5 times higher risk of injury if travel on existing SH-20.	1
The Environmental Assessment did not adequately address impacts to wildlife and critical habitat. Wildlife including deer, owls, and hawks will be affected, as well as the American Burying Beetle.	1
Consider preserving the existing roadbed as a hiking/biking trail with parking and interpretive signs, including spring-fed watering stations that were used before automobiles	1
Prefer as close to vertical cuts as possible (with benching) to steep slopes – to reduce visual impact and reduce waste material	1
Hope there will be an additional meeting prior to construction once you have details.	1
What distance with the state inspect homes prior to blasting? Concern about damage.	1
Why did the state allow this area to develop knowing the roadway was coming?	1
How long until I am approached with an offer on my property? What is timeframe for relocation? Will all my lots be purchased so I am not left with a useless lot?	1
Concern about SH-20 alignment from Winchester Heights south to Southaven (Claremore connection)	1



4.4 Responses to Comments

ODOT's responses to the general comment topics are summarized below.

4.4.1 Curb & Gutter Section

The proposed curb and gutter section is in anticipation of future growth within the corridor. A curb and gutter section is safer and more appropriate than an open shoulder roadway in areas with direct adjacent residential and commercial development because access points can be managed and limited to specific locations. Additionally, the footprint for a curb and gutter section is less than an open shoulder section in cut locations.

The SH-20 corridor has seen significant growth within the last 20 years and this trend is expected to continue into the future. However, given the curb and gutter section is intended to facilitate growth, there are portions of the SH-20 corridor unlikely to support adjacent development due to the terrain. Specifically, the portion of SH-20 from just east of Laurel Road (Keetonville Ridge access) east to near NS-410 Road will have steep cuts or fills that are unlikely to support future adjacent development. In these areas, an open shoulder section consisting of four 12-foot lanes, a 14-foot center turn lane, and 8-foot shoulders will be utilized:



Figure 1: Proposed Open Shoulder Section for SH-20, Laurel Road to NS-410 Road

The open section will transition back to the curb and gutter section near NS-410 Road, with the exact location to be determined during final design. The remainder of the corridor will retain the curb and gutter section as presented at the Public Meeting:

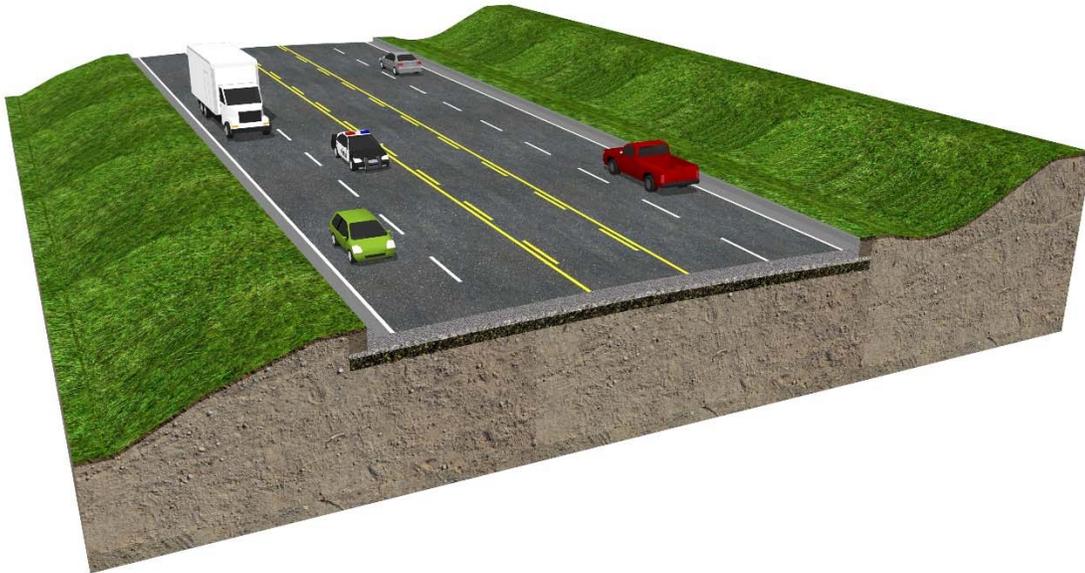


Figure 2: Proposed Curb and Gutter Section for the Remainder of SH-20 (As Shown at the Public Meeting)

The roadway will be posted at 45 mph when it is opened to traffic. ODOT may conduct a speed study after construction if it is determined that actual speeds vary greatly from the posted speed limit and make an adjustment if warranted.

4.4.2 106th Street/Keetonville Ridge/Ridge Road Area

Access to 106th Street Westbound: During the initial development of alternatives, a grade-separated crossing for 106th Street at SH-20 (overpass) was considered. However, the cost of this structure would be significant and is not warranted by the low traffic volumes using 106th Street. The current design provides for an offset intersection configuration. The intersections would be to SH-20 from Burma Road, Laurel Street, and 106th Street. Traffic desiring to head westbound on 106th Street would travel along SH-20 for a distance, then turn left from the center turn-lane on SH-20 at the new 106th Street intersection (Figure 3). This “offset” intersection was considered safer for vehicles traveling westbound versus a standard crossing intersection where vehicles would have to cross 5 lanes at once to continue on 106th Street. During final design, the distance between the offset intersections will be determined and spaced appropriately to allow for traffic to safely merge from the westbound SH-20 lanes into the center turn lane. The new intersection will be stop-controlled on the approaches from 106th Street, Burma Drive and Laurel Street with SH-20 traffic remaining free-flow. Stop signs will be used on the side roads, there will not be a signal at these locations.

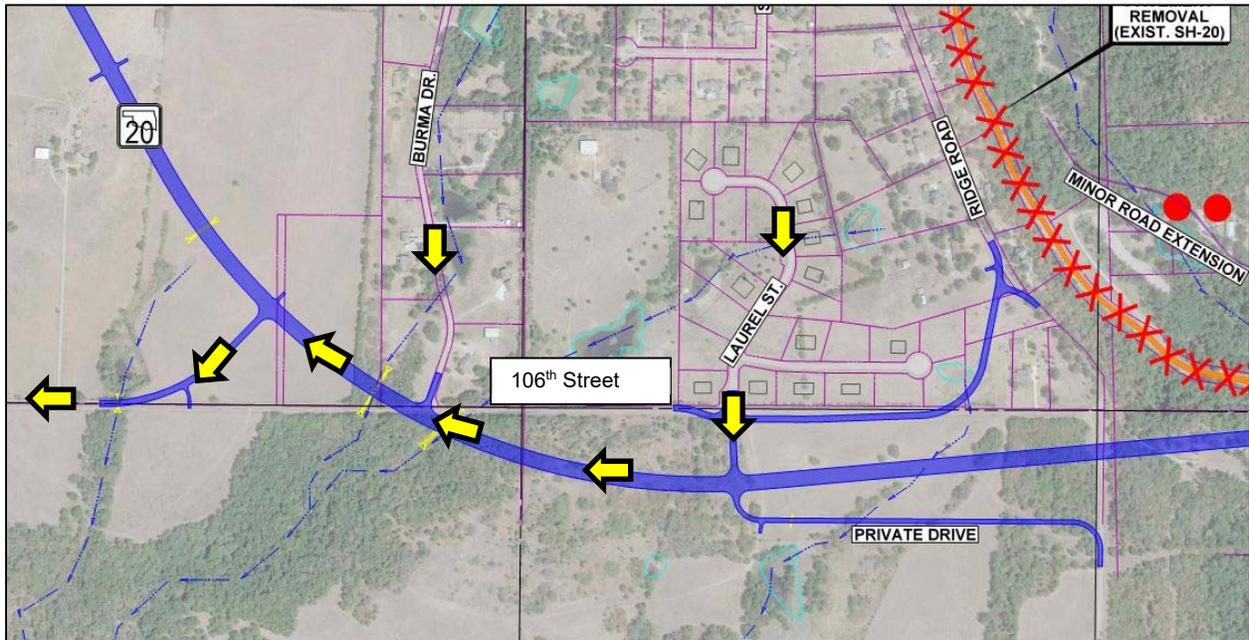


Figure 3: Proposed Laurel Street Connection and Westbound Access to 106th Street

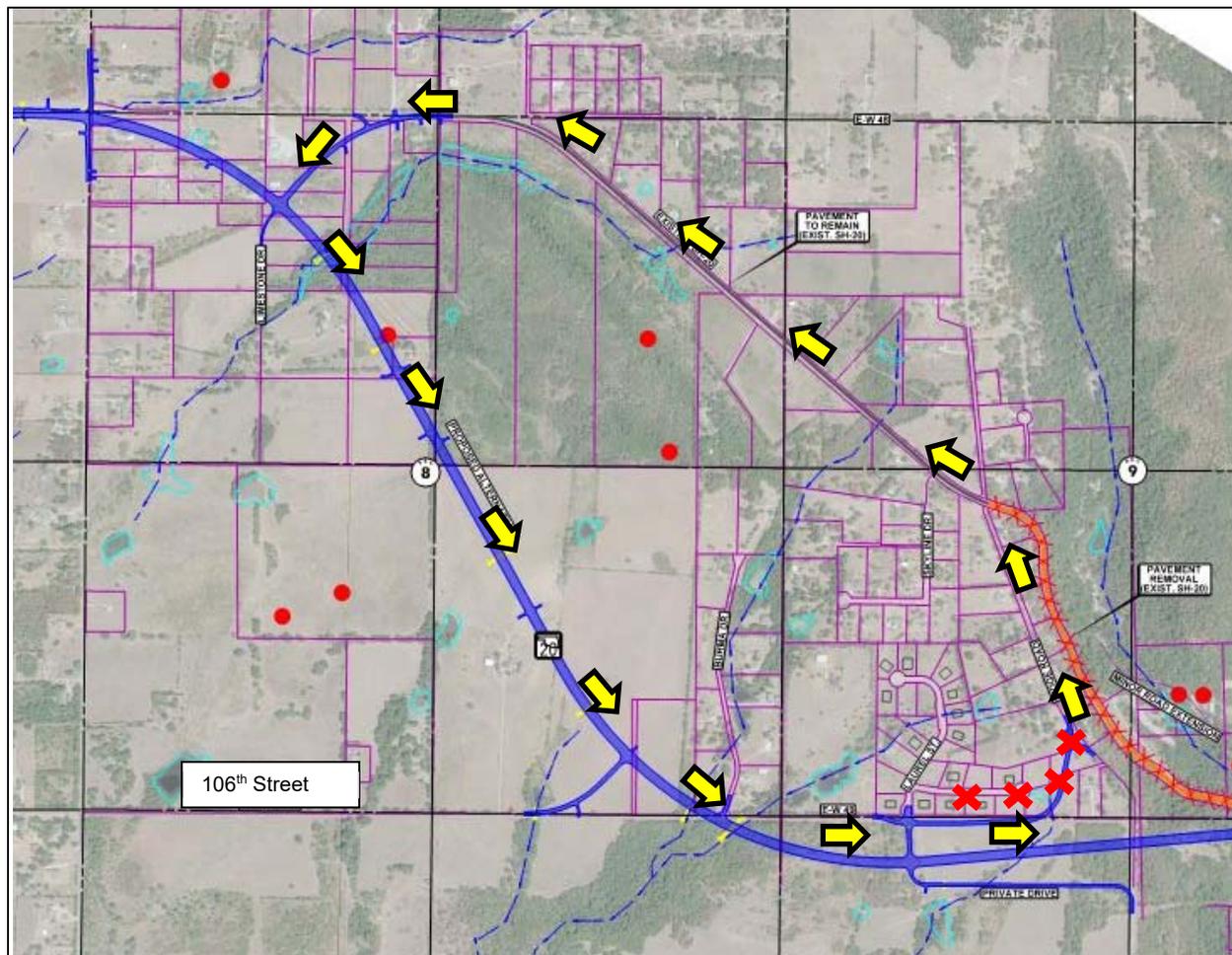


Figure 4: Ridge Road to Eastbound SH-20 – Without Laurel Street Access



The proposed extension of Laurel Street was included in the design because it provides a more direct connection to SH-20, particularly for eastbound traffic. Without this Laurel connection, traffic headed to SH-20 would need to follow Ridge Road to the old SH-20 roadway, then travel west to the new SH-20 intersection near Limestone Drive (Figure 4). For eastbound traffic this would mean almost 3.5 miles of out-of-direction travel.

The new roadway portion from Laurel Street to Ridge Road was required to allow access to SH-20 at the Laurel Street connection. The depth of cut for the new SH-20 construction requires removal of the existing 106th Street to Ridge Road curve. The proposed new connection would allow access from Ridge Road to the new SH-20. ODOT has considered the requests to shift the alignment further south at this location and will investigate a possible shift to the south (of up to approximately 125 feet) during final design. It is possible the existing roadway connection along 106th Street between Laurel Street and Ridge Road can be maintained. Additionally, keeping access to eastbound 106th from Burma Road will be investigated. During final design, additional geotechnical investigations will be performed allowing for a more detailed understanding of the maximum steepness of the cut slopes. With this information, it is possible the SH-20 alignment could remain as presented but minimize the impacts to the adjacent local roads.

4.4.3 Concerns about Noise/Quality of Life/Property Values

The proposed new alignment for SH-20 was selected as part of a corridor study and Environmental Assessment (EA) completed by ODOT and authorized by the Federal Highway Administration in 2000 and has been part of the public record since that time. The alignment was selected as the best solution to handle future growth and traffic while minimizing impacts to existing homes and businesses. The EA included analysis of a wide range of factors, including traffic capacity, improvements to safety, impacts to surrounding developments, impacts to environmental features, and costs associated. These factors, as well as public input, all contributed to the selection of an alignment. During the re-evaluation of the Keetonville Hill project, the alignment was modified where feasible to avoid impacts while still remaining consistent with the approved alignment.

For some residents, the new roadway may be unwelcome. For others, it may enhance access to the roadway and improve travel times. Property values vary depending on many factors, such as housing and job availability, local schools, and property condition. In general, access to transportation facilities tends to increase property values. However, it is difficult to link any upward or downward trend in property values solely to a roadway project.

Noise impacts of the new roadway will be studied and evaluated according to the FHWA's Procedures for Abatement of Highway Traffic Noise and Construction Noise and the ODOT Noise Policy. If any homes are identified as impacted by noise, a noise barrier will be evaluated as to whether it meets criteria of feasible and reasonable abatement according to FHWA and ODOT policy. If it meets these criteria, a barrier will be constructed as part of the project. The FHWA procedures can be found at <http://www.fhwa.dot.gov/environment/noise/>, and the ODOT Noise Policy can be obtained by request from the ODOT Environmental Programs Division.





4.4.4 Property Acquisition

ODOT will follow all applicable rules and regulations when purchasing needed property for the project, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), which provides important protections and assistance for people affected by the project. The Uniform Act can be found at http://www.fhwa.dot.gov/real_estate/uniform_act/legs_regs/. Once plans are complete and ODOT determines how much property will be needed, they will approach each landowner and begin the negotiation process. This process is anticipated to begin in late 2016 and could take one to two years to complete.

4.4.5 SH-20/Franklin Road Intersection

The proposed 5-lane section will extend through the SH-20/Franklin Road intersection and will transition back to the existing 2-lane section approximately 1,000 feet east of the intersection. This transition will be signed appropriately with advanced warning signs and the taper lengths will meet current design standards to provide vehicles sufficient distance to merge back into a single driving lane. This transition will be temporary until the piece of SH-20 from Franklin Road to Claremore is constructed. The new roadway will correct the sharp vertical at this intersection, allowing for traffic stopped on Franklin to have sufficient sight distance to turn safely. SH-20 will be free-flow and Franklin Road will be stop-controlled, as it is today.

4.4.6 SH-20 Alignment

Some comments requested that SH-20 remain on the existing alignment or use some other alignment. The existing highway alignment does not meet current design standards for horizontal and vertical curves, has inadequate sight distance at several intersections, has inadequate capacity to support future traffic demand (2 lanes vs 5 lanes), and portions of the existing highway alignment have required significant repair due to hill slides. As discussed in Section 4.4.3, the proposed alignment for SH-20 was selected as part of a corridor study and Environmental Assessment completed by ODOT and authorized by the Federal Highway Administration in 2000. The alignment was selected as the best solution to handle future growth and traffic while minimizing impacts to existing homes and businesses. While ODOT has made minor adjustments to the alignment in an attempt to minimize impacts, the alignment is consistent with what was selected in 2000.

4.4.7 Other

The other comments are repeated and addressed below. Responses are indicated with **bold text**:

Other
No issue with the curbs. Response: Thank you for your comment.
I did not receive notification of meeting. Response: Postcards were mailed to all property owners within the study area two weeks in advance of the meeting. Names and addresses were obtained from the Rogers County Assessor database, which may not include information for newly-built or newly-purchased homes. ODOT also issued a media release which was published in the Claremore Progress on April 29, 2015.





Is there any plan to repair Keetonville Road South which has been closed for 7 years and connects to SH-266? Response: Keetonville Road is a county facility and any improvements to this roadway are the responsibility of Rogers County.
Please proceed with the project as quickly as possible. Response: Thank you for your comment.
Slope the curbs. Response: See Section 4.4.1 above.
Would like to see the speed limit lowered. Response: See Section 4.4.1 above.
Thank you for cutting down the trees on the curve on Keetonville Hill. Response: Thank you for your comment.
I was under the impression several years ago ODOT would purchase my property. Response: See Section 4.4.4 above.
I would support the plan if my property was purchased. Response: See Section 4.4.4 above.
Keep SH-20 as a two-lane road (reduce impacts and save cost) Response: Analysis of existing and future traffic shows that a 5-lane roadway is needed to handle the anticipated traffic volumes. SH-20 will provide a 5-lane roadway extending to just east of Franklin Road and ultimately with future projects to Claremore.
Remember your plans affect individual lives, homes, and property investments. Response: ODOT's mission is to provide safe, economical, and effective transportation for the people, commerce, and communities of Oklahoma. ODOT continually strives to achieve this mission while minimizing the impacts of projects on people and the environment.
At your next meeting spend more time on the fact that people have a 2.5 times higher risk of injury if travel on existing SH-20. Response: While there will not be another meeting specific to the SH-20 Keetonville project, ODOT will be developing a website for the SH-20 Corridor that will emphasize the safety needs of this corridor as well as provide updates on the progress of the various SH-20 projects.
The Environmental Assessment did not adequately address impacts to wildlife and critical habitat. Wildlife including deer, owls, and hawks will be affected, as well as the American Burying Beetle. Response: Impacts to threatened and endangered species and their habitat will be assessed in detail as the project moves forward. ODOT will consult with the US Fish and Wildlife Service on any impacts to species or their habitat and will develop commitments to minimize impacts where applicable.
Consider preserving the existing roadbed as a hiking/biking trail with parking and interpretive signs, including spring-fed watering stations that were used before automobiles. Response: The portion of SH-20 on Keetonville Hill will be removed from the state highway system and will be closed to traffic. Final decisions on how to utilize this area have not yet been made.
Prefer as close to vertical cuts as possible (with benching) to steep slopes – to reduce visual impact and reduce waste material. Response: Steepness of the rock cuts will depend on the results of the geotechnical investigations to determine the type of rock present and its characteristics. Slopes will be as steep as feasible to minimize impacts.
Hope there will be an additional meeting prior to construction once you have details. Response: While there will not be another meeting specific to the SH-20 Keetonville project, ODOT will be developing a website for the SH-20 Corridor that will emphasize the safety needs of this corridor as well as provide updates on the progress of the various SH-20 projects.





<p>What distance with the state inspect homes prior to blasting? Concern about damage. Response: If blasting is used on the project, the contractor will be responsible for complying with the Oklahoma Explosives and Blasting Regulation Act. The contractor will be required to obtain a blasting permit from the Oklahoma Department of Mines which must include a detailed blasting plan, and proof of insurance and blasting certifications.</p>
<p>Why did the state allow this area to develop knowing the roadway was coming? Response: The state does not control where development occurs; rather this is regulated by local government entities such as the County, City, or Town.</p>
<p>How long until I am approached with an offer on my property? What is timeframe for relocation? Will all my lots be purchased so I am not left with a useless lot? Response: See Section 4.4.4 above.</p>
<p>Concern about SH-20 alignment from Winchester Heights south to Southaven (Claremore connection) Response: The section of SH-20 from Franklin Road to Claremore is currently being evaluated. A public meeting for this portion of the project is anticipated in early 2017. Comments on this section of SH-20 will be requested and addressed as part of that project.</p>

