WELCOME

Public Meeting For
SH-20 Claremore
Franklin Road (NS-411) to SH-66
Rogers County

February 23, 2017
What is the Purpose of this Meeting?

To Present the Proposed Realignment of SH-20 From Franklin Road to SH-66 in Rogers County and Obtain Public Input
What is the Purpose of the Project?

...to Improve Safety and Traffic Mobility on SH-20
A Corridor Study and Environmental Assessment (EA) was Approved in 2000 by the Federal Highway Administration (FHWA) for SH-20 project from US-75 to Claremore.
What did the Environmental Assessment Approve?

- **Proposed Alignment**
  - On Existing Alignment Through Collinsville and Owasso
  - New Alignment at Keetonville Hill
  - New Alignment From Franklin Road to SH-66 in Claremore (Current Project)

Source: 2000 Environmental Assessment
What did the Environmental Assessment Approve?

- New Alignment South of Existing SH-20
- 4-Lane Divided Roadway With Shoulders

Source: 2000 Environmental Assessment
Area Conditions Have Changed

- Modifications to the Alignment and Typical Section are Necessary Because of new Developments
  - Utilize a 5-Lane Curb and Gutter Roadway With Center Turn Lane
  - Slight Modification to Alignment to Avoid New Homes and Church
The Eastern End of the Project has been Modified

- **Original Alignment**
  - Through Traffic routed parallel to I-44 (Will Rogers Turnpike)
  - Connected to existing SH-20 near Turnpike Toll Gate east of Claremore
  - Required Construction of Parallel Frontage Roads Along the Turnpike

- **Modified Alignment**
  - Merge onto SH-66 to the Lynn Riggs / Patti Page (SH-20/66/88) Intersection

- **Oklahoma Turnpike Authority (OTA)**
  - Separate Project Planned to Construct an Interchange on the Will Rogers Turnpike Near Flint/King Road
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New Terminus at SH-66
What is the Reevaluation Process?

- Do the Findings of the 2000 Environmental Assessment Still Hold True?
What are the Existing Conditions on SH-20?
What are the Features of Existing SH-20?

- **General Data – SH-20**
  - 2-Lane Roadway - Minor Arterial
  - Local Intersecting Roads
    - NS-411 (Franklin Rd.)
    - Lone Elm Rd.
    - Southaven/Clubhouse Rd.
    - Dupont St.
  - One Existing Bridge Structure
    - Tributary to Verdigris River
  - Traffic Volumes (Number of Vehicles)
    - 2015 Recorded - 11,580 Vehicles / Day
    - 2040 Projected - 19,000 Vehicles / Day
  - Existing Posted Speed Limits
    - Varies From 55 mph to 35 mph
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What are the Features of the Existing Lynn Riggs/ Patti Page Intersection?

- Lynn Riggs/Patti Page Intersection (SH-20/66/88)
  - Signalized
  - Approach Lane Configuration Varies
  - Sidewalk
  - Railroad Crossing

Image of the intersection with labels and features.
What are the Features of the Existing Lynn Riggs/ Patti Page Intersection?

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What is the Need for this Project?

- Defined in the 2000 EA
  - Existing Roadway Deficiencies
    - Narrow or No Shoulders
    - Sharp Horizontal Curves
    - Limited Sight Distance
    - Steep Adjacent Roadside Slopes
    - Skewed Intersections
    - At-Grade Railroad Crossing
  - Roadway Capacity – Level of Service
    - 2040 Projected - 19,000 Vehicles / Day
    - 2040 Level of Service (LOS) is F (failing)
    - 2-Lane Roadway < 10,000 VPD is desirable
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SH-20 Has a Very High Accident Rate

- **Accident Data**
  - 1,057 Total Over Previous 10 Years (2005-2015)
    - 760 Property Damage
    - 296 Injury
    - 1 Fatal
  - Location of Frequent Accidents

More Injury Collisions Compared to Statewide Rate on Similar Highways

3x
What are the Project Area Constraints?
Project Constraints are Things to Consider and/or Avoid if Possible

- Identified Key Project Features / Constraints and Collected Data
  - Developments
    - Homes
    - Businesses
  - Right-of-Way
  - Utilities
  - Environmental
Constraints are Identified Within a Defined Area

- **Data Collection Area**
  - Area of Data Collection
  - Follows Approved Alignment
  - Investigate Changed Conditions Since 2000 EA
  - Identify Areas to Avoid
  - Database Research and Field Reconnaissance

![Map of Claremore City Limits, data collection area, and roads.](image)
Homes and Neighborhoods

- Several new Neighborhoods Built Since 2000
- Approximately 130-140 new Homes Built in the Vicinity of the SH-20 Alignment
- Primary Avoidance Consideration
- Noise Also a Consideration

Data Collection Area
Residential Development Since 2000
Claremore City Limits
Community Facilities and Businesses

- New Destiny Life Church (Within Proposed Alignment)
- New Catalayah Elementary School
- Rehoboth Baptist Church
- Businesses Located on Warehouse Rd. Near SH-66

Data Collection Area
Claremore City Limits
Natural Resources

- Numerous Streams and Wetlands
- Mapped FEMA Floodplains
- Potential Habitat for Threatened and Endangered Species
  - American Burying Beetle
  - Mussels
  - Fish
  - Bats

Data Collection Area
- Stream
- Wetland
- FEMA Floodplain
- Claremore City Limits
Potential Environmental Concerns

- **Hazardous Materials**
  - Locations With Fuel Storage Tanks or Hazardous Materials On-Site

- **Fuel Storage Site**
- **Hazardous Materials Site**

Data Collection Area
- Claremore City Limits
Constraints in Downtown Claremore

- **SH-20 / SH-66 Intersection**
  - Businesses Along Both Roadways
  - Several Locations With Fuel Storage Tanks or Hazardous Materials On-Site
  - Downtown Claremore Historic District

- **Fuel Storage Site**
- **Hazardous Materials Site**

- Data Collection Area
What Are the Proposed Improvements?
What Will be Built?

- **Proposed Project**
  - 5-Lane Roadway Section
    - Four 12-Foot Driving Lanes (Two Each Direction)
    - 14-Foot Center Turn Lane
    - Curb/Gutter With 2-Foot Shoulder
    - 45 mph Design Speed
  - Overpass of RR and SH-66
  - Modified Intersection with SH-66

- **New Interchange Planned at Turnpike (Flint/King) – Separate OTA Project**

- **Improvements Lead to Increased Capacity and Safety on SH-20**
Could SH-20 be Improved on the Existing Alignment?

- Improvements Along Existing SH-20 Were Originally Considered in Previous Study (EA) With Findings of:
  - Difficult and Costly to Keep Existing Roadway Open During Construction
  - Existing Sharp Horizontal Curves do not Meet Current Standards
  - Higher Number of Acquisition of Homes / Businesses
  - Lower Anticipated Thru Traffic Speeds
  - Retains Existing At-Grade Rail Crossing
What Was the Original Approved Alignment?

  - Begins at Franklin Rd.
  - Creates a new Alignment South of Existing SH-20
  - Extends South-Southeasterly Until Between County Club and Flint / King Rd.
  - Extends Easterly to an Interchange With SH-66
  - Extends North-Easterly to Parallel I-44

- Exist. SH-20 Remains as Local Facility
How Has the Alignment Been Modified?

- **Proposed Alignment Modifications**
  - Near Sunny Lake Rd.
  - At Country Club Rd
  - Near Destiny Life Church Facility
  - Intersection With SH-66

- **Future Turnpike Interchange** – Separate OTA Project
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- **Future Turnpike Interchange – Separate OTA Project**
How Will Modified SH-20 Connect to Existing Highways?

- Project Will Connect SH-20 With SH-66 towards Claremore
  - SH-20 Signed Route on SH-66
  - Returns to Existing SH-20 at Intersection of Lynn Riggs/Patty Page

- Flint/King Interchange (Separate OTA project)

- Existing SH-20 (Holly Rd.) Remains as Local Facility
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How Will New SH-20 Connect to Existing Highways?

- Potential Intersection Improvements to be Studied
  - Remains Signalized
  - Pavement Marking Changes
  - Raised Medians
What are the Proposed Bridge Improvements?
PROPOSED BRIDGE STRUCTURES
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- Bridge A & B – SH-20 over Verdigris Tributary
  - Reinforced Concrete Box
  - Multi Cell Openings (3-10’x10’ & 3-12’x10’)
  - Hydraulic Analysis Complete
PROPOSED BRIDGE STRUCTURES

Franklin Rd.
King Rd.
Future Interchange
- Bridge C – SH-20 Mainline over BNSF Railroad and SH-66
  - 4-Span Bridge over BNSF Railroad & SH-66
  - Minimum Design Life of 75 years
  - Adequate vertical and horizontal clearance over railroad and SH-66.
What Are the Impacts of the Proposed Project?
Impacts Were Minimized as Much as Possible

- Potential For a Small Number of Residential Relocations
- ODOT Right-of-Way Agents are Here to Answer Questions About the Process
- Potential for Noise Impacts – Detailed Study Will be Completed
Impacts Were Minimized as Much as Possible

- **Community Facilities**
  - Destiny Life Church will be Avoided but Some Church Property May be Acquired
  - No Impacts to Rehoboth Church or Catalayah Elementary School

- **Hazardous Materials**
  - No Impacts
Impacts Were Minimized as Much as Possible

- Streams & Wetlands
  - Two new Bridge Boxes Will be Constructed at Stream Crossings
  - Some Wetlands Affected

- Threatened & Endangered Species
  - Potential Impacts to American Burying Beetle and Northern Long-Eared Bat Habitat
  - Additional Studies Will be Completed
No Impacts Anticipated at SH-20/SH-66 Intersection

- **SH-20 / SH-66 Intersection**
  - Intersection Improvements are Not Anticipated to Impact Hazardous Materials or the Downtown Claremore Historic District
Summary

- Reconstruct SH-20 as a 5-Lane Roadway on a New Alignment – Consistent with the 2000 Environmental Assessment
Summary

- Construct an Overpass at the Railroad and SH-66
Summary

- SH-20 Will Connect to SH-66 at Flint/King Road and Follow SH-66 to Claremore
OTA Has a Separate Project to Construct an Interchange on the Will Rogers Turnpike (I-44) near Flint Road
Potential Improvements at Lynn Riggs/Patti Page Intersection, Depending on Traffic Needs
Summary

- Total Cost is Currently Estimated at $42 Million
- Impacts Will be Minimized as Much as Possible During Design
What Are the Next Steps?
Environmental Next Steps

- **Detailed Environmental Studies Will be Performed**
  - Archaeological and Historic Survey
  - Wetland Delineations
  - Biological Assessment – USFWS Consultation
  - Hazardous Waste Investigation
  - Noise Study

- **Re-Solicit Input From Resource Agencies and Local Officials**

- **Proposed Design and Environmental Impacts Will be Compared With the Original Environmental Assessment**

- **An Environmental Reevaluation Will Determine if the Findings of the Original EA Still Apply**
SH-20 Project Next Steps

The new interchange on I-44 (Will Rogers Turnpike) at Flint/King Road is in OTA’s 5-Year Work Plan. ODOT and OTA will coordinate the construction of these projects.
THANK YOU!

Please Submit Your Comments by March 9, 2017

- Leave Your Comment Form Here Tonight
- Mail the Comment Form Back to ODOT:
  Environmental Programs Division
  200 NE 21st Street
  Oklahoma City, OK 73105
- Email Your Comments to Environment@ODOT.ORG
- Submit via Internet at [www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)

QUESTIONS?