

Public Meeting Summary

Oklahoma Department of Transportation

SH-20 Claremore

From Franklin Road (NS-411) to SH-66
Rogers County, JP 26242(04)(07)

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1.0 Introduction

This document summarizes the public meeting conducted for the SH-20 Claremore project from Franklin Road (NS-411) to SH-66 in Rogers County. The purpose of the public meeting was to present information about the proposed 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 Oklahoma Department of Transportation (ODOT) and was approved by the Federal Highway Administration (FHWA) with a Finding of No Significant Impact (FONSI) that same year. Note that at the public meeting the project was identified as Job Piece (JP) numbers 09484(10) and 26242(04). Since the public meeting JP numbers have changed to 26242(04) and 26242(07). Public comments are a source of input that ODOT considers when making decision about projects. Ultimately, many factors contribute to the final decision, including safety, traffic operations, engineering considerations, cost, environmental constraints, and public and agency input.

2.0 Public Meeting

2.1 Meeting Notification

Notice of the public meeting was sent by letter to the Governor's office, state and federal resource agencies, elected officials (federal and state), Rogers County Commissioners, the City of Claremore, the Town of Verdigris, 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 January 31, 2017. Notice of the public meeting was also sent by letter to all property and utility owners in the study area on January 31, 2017. ODOT also sent a press release to media outlets in Tulsa and Rogers Counties on February 16, 2017, as well as to ODOT email subscribers in Rogers County.

2.2 Meeting Information and Format

The public meeting was held on February 23, 2017, at 6:00 PM at the Claremore Conference Center, 1400 Country Club Drive, in Claremore. Three hundred and ninety-seven (397) people signed in for the meeting, including Ron Burrows, Rogers County Commissioner, and representatives from ODOT, Garver, Hillcrest Hospital in Claremore, Claremore Fire Department, Claremore Police Department, City of Claremore, Claremore Public Schools, Rogers County Planning, local businesses, local media, and members of the public.

Mr. Frank Roesler, III, ODOT Public Information Officer, opened the meeting. Mr. Jim Thomas, City of Claremore City Manager, made a few opening remarks in support of the project. Garver then gave a half hour presentation about the project, followed by an open question and answer period. ODOT and Garver staff were available following the formal presentation for one-on-one and small group discussions with the public. Display boards showing the project location and proposed alternative were available for public viewing in four locations in the conference center. The board showing the entire alignment was also available as a handout. The public and agency comment period was open until March 9, 2017.





2.3 Summary of Written Comments

Nine (9) written comments from agencies, seventy-nine (79) written comments from the public, and one petition with fifty-four (54) signatures from the Rose Glen subdivision were received both during and after the public meeting.

2.3.1 Agency Comments and ODOT Responses

The **Claremore Industrial and Economic Development Authority (CIEDA)** provided a letter stating their full support for the project.

The **Claremore Fire Department** provided comments stating they are supportive of the project, but as currently designed, Frederick Road will need major improvements to safely carry the anticipated traffic. Additionally, it was the opinion of the department the intersection of Hwy 66 and Frederick Road would need to be re-examined as it currently does not operate well. The Fire Department also stated the potential to have another turnpike access is also very important.

Response: Thank you for your support. The updated traffic studies will include Frederick Road.

A representative of the **Claremore City Council** stated the plan was well designed for the area and believes the majority of citizens will see the great benefit to the community.

Response: Thank you for your support.

A representative of the **City of Claremore Planning and Development Department** provided comments requesting ODOT work with the City of Claremore to accommodate and complement the new planned north/south corridor road just west of BNSF Railroad. Additionally, they requested that pedestrian and bicycle connections be provided in the project scope.

Response: ODOT will coordinate with the City of Claremore on the proposed new roadway west of the railroad. The project includes room to accommodate future pedestrian and bicycle facilities.

The **Tulsa Regional Chamber** provided a letter of support for the SH-20 project. They elaborated that the project was named in their 2017 Legislative Agenda, which describes their top state priorities across a number of different areas, including transportation. Additionally, the Transportation and Infrastructure Task Force voted to include the realignment of SH-20 from US-169 to Claremore among a list of high-priority regional transportation projects for support. The Chamber and their OneVoice Coalition believes the project will improve safety, traffic mobility, and foster economic development in Claremore.

Response: Thank you for your support.

The **Oklahoma Department of Commerce** provided a letter stating their support for the project and their encouragement that ODOT work with the Oklahoma Turnpike Authority to extend SH-20 to the Will Rogers Turnpike for the purpose of creating an interchange with the Will Rogers Turnpike.

Response: Thank you for your support.

The **Oklahoma Department of Environmental Quality (ODEQ)** stated that prior to beginning any construction activity disturbing more than one acre, a Notice of Intent (NOI) must be submitted and authorization under OKR10, construction stormwater, must be obtained. ODEQ attached a list of recommendations for general construction/improvement projects including following regulations related to





plumbing codes, lead-based paint, asbestos, fugitive dust, solid waste, and Oklahoma Pollutant Discharge Elimination System (OPDES) permitting.

Response: ODOT will comply with all ODEQ requirements for construction.

The **Oklahoma Aeronautics Commission (OAC)** responded that based on their cursory review, the project does not appear to pose a hazard to the safe and efficient use of navigable airspace. The OAC recommended use of the Federal Aviation Administration's (FAA) notice criteria tool to determine if Form 7460-1 would need to be completed and submitted to FAA. If Form 7460-1 is required for any permanent structure associated with the project, the Commission should be informed as soon as possible.

Response: ODOT will determine the need for Form 7460-1 and will coordinate with the OAC if needed.

The **Bureau of Land Management (BLM)** provided a letter stating they have no concerns or objections to the proposal as a review of their files shows no Federal minerals in or near the project area and no BLM surface lands or any administered Indian mineral interests near or within the project area.

Response: Thank you for your comment.

2.3.2 Public Comments

Written comments from the public were varied. Many individuals submitting comments opposed the proposed alignment due to its impacts to residential neighborhoods and the perceived resulting impacts to property values, safety, and rural way of life. Comments suggesting alternative routes were made, including several that thought SH-20 should remain on the existing alignment. Other comments were related to traffic and access concerns, concern over the cost and the use of taxpayer dollars, drainage, and the effects on businesses in Claremore. The comments are summarized in **Table 1**. The lines of bold text with the green highlighting are the main comment topics. The comments listed below each green line are examples of the comments received that were categorized under that topic, where applicable. It should be noted that many individuals made more than one comment. Therefore, the total number of comments exceeds the number of comment form submissions. Following Table 1 are the responses to comments.



Table 1: Public Comment Summary

<i>Comment</i>	<i># of Comments</i>
Against the Project as it is Designed	65
Petition from Rose Glen requesting 1) the alignment be moved south of Destiny Life Church, 2) the alignment follow County Club Road to SH-66, or 3) the project be canceled and railroad crossings only be considered.	54
Comments/Concerns Specific to Affected Homeowners	88
Concern over potential loss of home value due to adjacent highway / Concern over added noise, congestion, access, and/or loss of peaceful setting.	29
They were not told of plans for proposed highway when they purchased/built their home after 2000.	13
Concern over decline in safety (increased traffic and/or crime) due to adjacent highway.	6
How will homeowners be compensated for loss of home value due to nearby project? / Expect due compensation for negative financial impacts regarding homes.	6
Which homes will be purchased and/or what properties will be impacted by the project? / What are the requirements of relocation?	6
Concern over increased noise. / Sound levels too high / What will be done to remedy noise increase? / Need sound walls.	7
Concern for communities during construction regarding access, dust control, safety, disturbance due to night work, and/or damage and repair of existing roads.	4
Rogers County should not have issued building permits or allowed people to build in affected area after 1998. / Developers should not have been allowed to build neighborhoods after 2000.	3
General concern over homeowner rights regarding property acquisition. / Against confiscation of private land for proposed project.	3
Overall commuting routes for all the neighbors in the area will be changed. / Travel for those living in the area will be more difficult and dangerous for numerous reasons.	2
Will compensation be greater than fair market value to account for the inconvenience of moving and the rise in interest rates?	1
Was developer of neighborhood notified of the proposed plan when zoning for housing?	1
How much time will homeowners have to find a new home after property is purchased by ODOT for right-of-way? Once told to vacate the house, can upgrades (like doors, cabinets, fixtures) be taken out of the house?	1
Invitation to use property as a test site for the noise analysis.	1
Trees or a wall should be constructed for visual aesthetics to hide highway.	1
Residents living on Franklin Rd will not be able to get to Claremore without crossing 5 lanes of traffic.	1
The Rose Glen neighborhood requires lots to be 1 acre and if portions of Rose Glen lots are purchased for the proposed project the lots would be in violation of the Rose Glen covenants and by-laws.	1



Concern that proposed SH-20 is inappropriately close to residential home (i.e. 100 feet away).	1
Rose Glen greenbelt granted by the Claremore City Council a few years ago should be respected.	1
Alignment Concerns and/or Alternative Suggestions	69
Proposed SH-20 should be moved farther south at Rose Glen. .	25
Spend the money upgrading the existing route or at least the majority of it.	16
Position of overpass for railroad/highway is inconvenient/impractical and should be on north side of town or farther north. / Overpass should be relocated.	9
Consider alignment continuing straight on Archer Drive.	8
Consider alignment along Country Club Road.	8
Use alignment proposed in original EA.	1
Proposed alignment is better than the 2000 alignment.	1
Widen and improve SH-266 instead.	1
Traffic Concerns	29
Project will not improve traffic within Claremore.	11
People will continue to use existing and most direct route rather than drive south to access SH-20.	9
Concern for traffic/safety issues at intersection of proposed SH-20 and Southaven Rd (NS 413).	4
Concerns for SH-66's ability to handle increased traffic flow resulting from proposed project.	2
Need traffic lights at intersection of SH-20/Franklin Rd and/or at the intersection at Country Club Rd.	1
Will increased traffic on Fredrick Blvd be studied and will the road be modified to handle it?	1
Does not see a problem with existing traffic.	1
Financial Concerns	17
Project is a poor use of taxpayer dollars.	11
There is a "duplication of costs and efforts". / There are 3 City of Claremore approved road projects that must be considered within the State's plans for the Claremore SH-20 Project.	4
Where will money come from to maintain the old SH-20 and/or who is responsible?	2
Safety/Health Concerns	14
Concerned with proposed SH-20 being so close to a power station.	5
Concern for communities during construction regarding access, dust control, safety, health, disturbance due to night work, and/or damage and repair of existing roads.	3
Closer highway may affect health and cause illness due to smog, traffic, and/or noise.	2
Proposed project will not encourage safety.	2
Concerned with the proposed SH-20's impact on drinking water.	1





Proposed project creates safety issue on Country Club Rd for school buses that will have to cross 5 lanes of traffic.	1
Environmental and route-change impacts should be re-evaluated due to added communities. / Start over. / 17-year-old study is outdated and should not be used.	11
Design Concerns	10
An interchange/clover leaf at SH-66 is needed.	2
Proposed road type is dangerous.	1
Does not see the need for SH-20 to have curbs, which seems like an unneeded cost.	1
Verdigris tributary bridge should be an open span rather than a box to avoid flooding to nearby homes and to facilitate wildlife movement. Additionally a fence should be placed along the bridge section to attempt to funnel wildlife under bridge.	1
Would like to see more detailed plans for entrance to turnpike and for bridge entrance/exit.	1
Pavement on existing SH-20 should not be removed, and the new SH-20 should turn toward the south at least a short distance west of Franklin road to provide total access eastbound and westbound on existing SH-20 via an intersection of old and new SH-20.	1
Request that before the 4 mile stretch of the current SH-20 is vacated by ODOT it be resurfaced.	1
Unless OTA is committed to a new entry/exit at Flint Rd, a projected path to the south of Claremore from the proposed crossing of SH-20 at SH-66 should show how proposed SH-20 could return to existing SH-20 east of I-44.	1
Future plan to relocate SH-88 should be incorporated into project to save costs in the future.	1
Drainage Concerns	8
Concerned the proposed SH-20 will not properly drain. / Area near Southaven is prone to flooding.	3
Concerned project will cause additional drainage/flooding issues for at Walnut Lane and/or creeks in the area.	2
Concern project will cause rise in creek elevation that will restrict access to their property and increase erosion.	1
Intersection of SH-20/SH-66 currently floods in heavy rains.	1
Where is runoff from the curb and gutter discharged and will there be a retention pond?	1
Business Concerns	5
Proposed alignment results in bypassing Claremore businesses rather than benefiting city business. / Will be easier to just shop in Owasso than try to get into Claremore.	4
How will diversion of traffic affect business on SH-20, will a traffic study be done, and will there be compensation for negative effect on businesses?	1





Access Concerns	5
Concern for Franklin Rd being dead-ended. / Concern for access to Franklin Rd on the south side of SH-20 after construction.	2
How will privately owned land adjacent to proposed SH-20 be accessed?	1
Concern over residents of Riverwood Estates to be able to access eastbound Country Club Road.	1
Concern for residents to access their homes south of SH-20 on Franklin Rd to Winchester Heights and east over toward Riverwood Estates during and after construction; Requests more information on this topic.	1
ODOT and City/County officials have done a poor job communicating with the public regarding the project over the last 17 years. / Lack of transparency and clarity. / Statements regarding the project have been misleading.	5
Agrees existing road is dangerous and/or there is a need for the project	5
Questions were not answered at public meeting. / Lacks confidence that public comments will be considered.	4
In support of project; Important for continued growth	3
Thanks for the meeting / Meeting was informative	3
Other	25
Comments regarding Keetonville Hill section of SH-20.	7
Was not made aware of the public meeting.	2
Requests a copy of the EA and Updated Environmental Impact Reports prior to route finalization.	2
Requests another public meeting if there are changes to the current plan and/or prior to construction. Requests a meeting without Rose Glen homeowners.	3
ODOT has not lived up to their promises.	1
Who approved the study/alignment from the year 2000? The proposed project is a new, never-approved alignment, correct?	1
The true purpose of the project is to be a feeder road for the Will Rogers Turnpike with no intention to be a connection to serve the general public.	1
ODOT's routing is so wrong that there is more politics than reasoning involved.	1
Why was the County Commissioner's office not notified about the meeting prior to the public?	1
When will final plans be available and how accessible will they be?	1





Requests accident data for SH-20 from Intersection of Franklin Rd to Club House Rd/Southaven Rd.	1
There is a bald eagle nest in the woods proposed for removal; additionally deer have feeding stands in the area.	1
What will be done with current AEP/PSO transmission line and easement running along my property?	1
Will blasting occur during construction?	1
ODOT has failed to mow and keep down fire hazards behind Riverwood Estates.	1



2.3.3 Responses to Public Comments

This section documents ODOT's responses to the public comments received on the project. As many comments were similar, responses have been grouped into major topics below. Comments that did not fit into any of these major topics are addressed in the "Other" section at the end of this discussion. Comments in support of the project are noted in addition to the concerns discussed below.

Generally Against the Project/Waste of Money

The need for the project is related to the traffic demand in the corridor and the safety of the existing roadway. Traffic volumes are currently 11,580 vehicles per day (vpd), which is already higher than desirable levels for a 2-lane roadway. Future traffic is projected at approximately 19,000 vehicles. Without improvements, congestion and delay throughout the SH-20 corridor are expected to increase to unacceptable levels. SH-20 to the west of this project has been or is planned to be improved to 5 lanes all the way to US-75. Leaving the section to Claremore as a 2-lane roadway would not provide the needed mobility in the corridor. The accident rate on SH-20 is also much higher than average for similar types of roadways in the state, particularly for injury collisions. Based on these needs, improvements to SH-20 are needed and are considered by ODOT as an appropriate use of state funds.

Concerns about the Alignment/Age of Study

ODOT has performed a rigorous study of multiple alignments for the SH-20 corridor. The alignment presented to the public on February 23, 2017 was selected after detailed study of multiple alignments, culminating in the Environmental Assessment and FHWA Finding of No Significant Impact in 2000. Initially, ODOT considered a wide range of reasonable and feasible alternatives (see Figure 1). In addition to the alignments shown on Figure 1, the initial study included a "Do Nothing Alternative", as well as Transportation System Management (TSM) alternatives looking at improvements to existing facilities. In Claremore, this included an analysis of converting some downtown streets to one-way to facilitate traffic. Ultimately, the TSM alternatives were insufficient to improve congestion to acceptable levels.

After a screening analysis that included an assessment of engineering considerations, environmental impacts, traffic operations, and economic factors, and input from a Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC), the preliminary alternatives were refined to three alignments, a "North Alignment", "South Alignment", and "Existing Alignment", with various options, as shown in Figure 2. These three alternatives were studied in more detail. After detailed analysis and involvement from the TAC, CAC, and the public, the preferred alternative identified in the corridor study was the South Alignment S2, because it provided the highest overall traffic benefit and relief to downtown Claremore. It also had the fewest residential displacements and relocation impacts. The preferred alignment was then discussed in the 2000 Environmental Assessment, presented to the public at a public hearing, and ultimately approved by FHWA.

ODOT has investigated alignment options to the south of the Destiny Life Church and these options would introduce less desirable geometry (i.e. more curves), impact additional floodplain area, and add more cost to the project. In response to concerns regarding noise at the Rose Glen neighborhood, ODOT will consider an alignment that begins to transition south at a point further west than the alignment presented at the public meeting (see Figure 3). This additional modification will shift traffic away from Rose Glen.

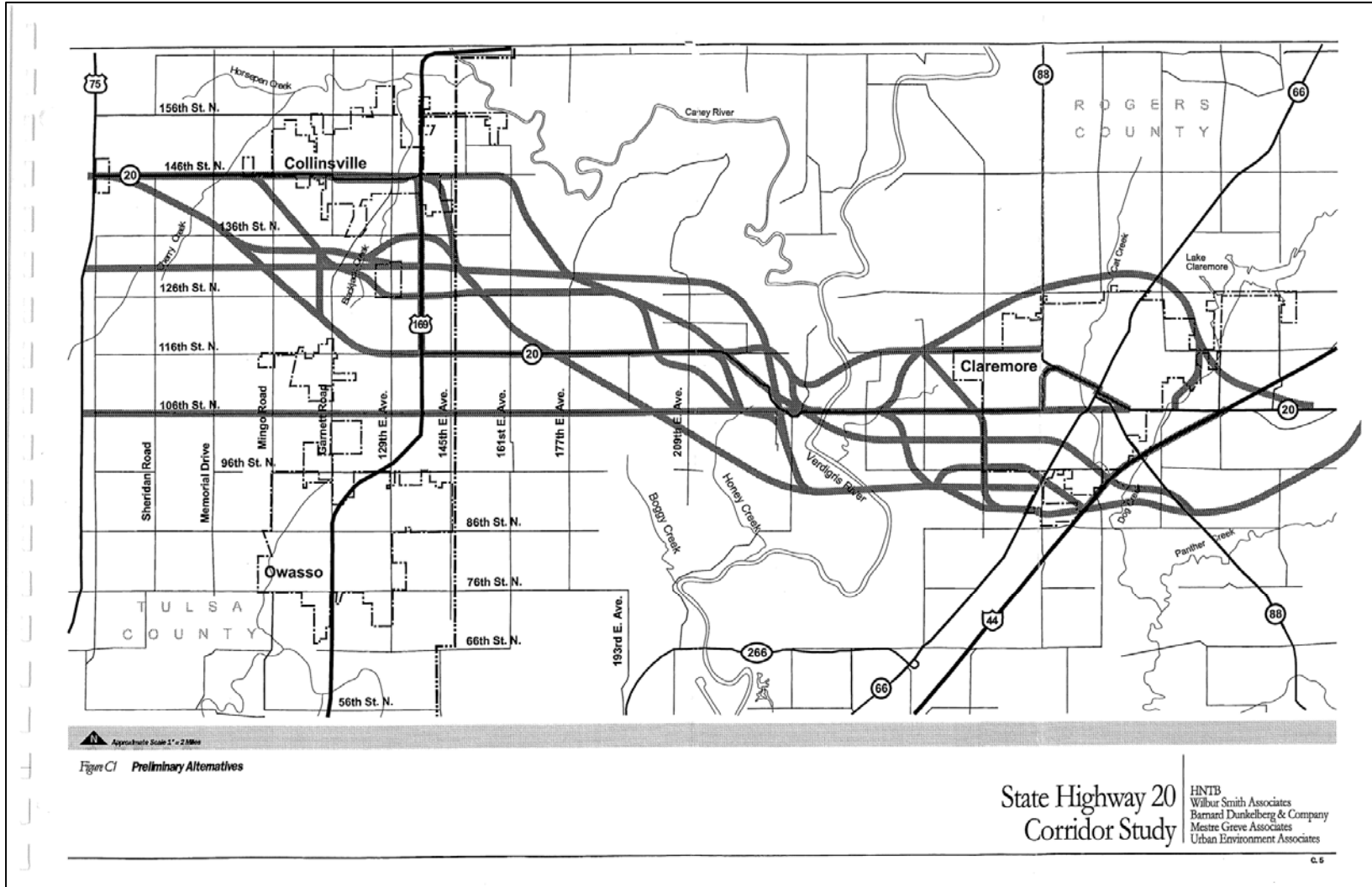
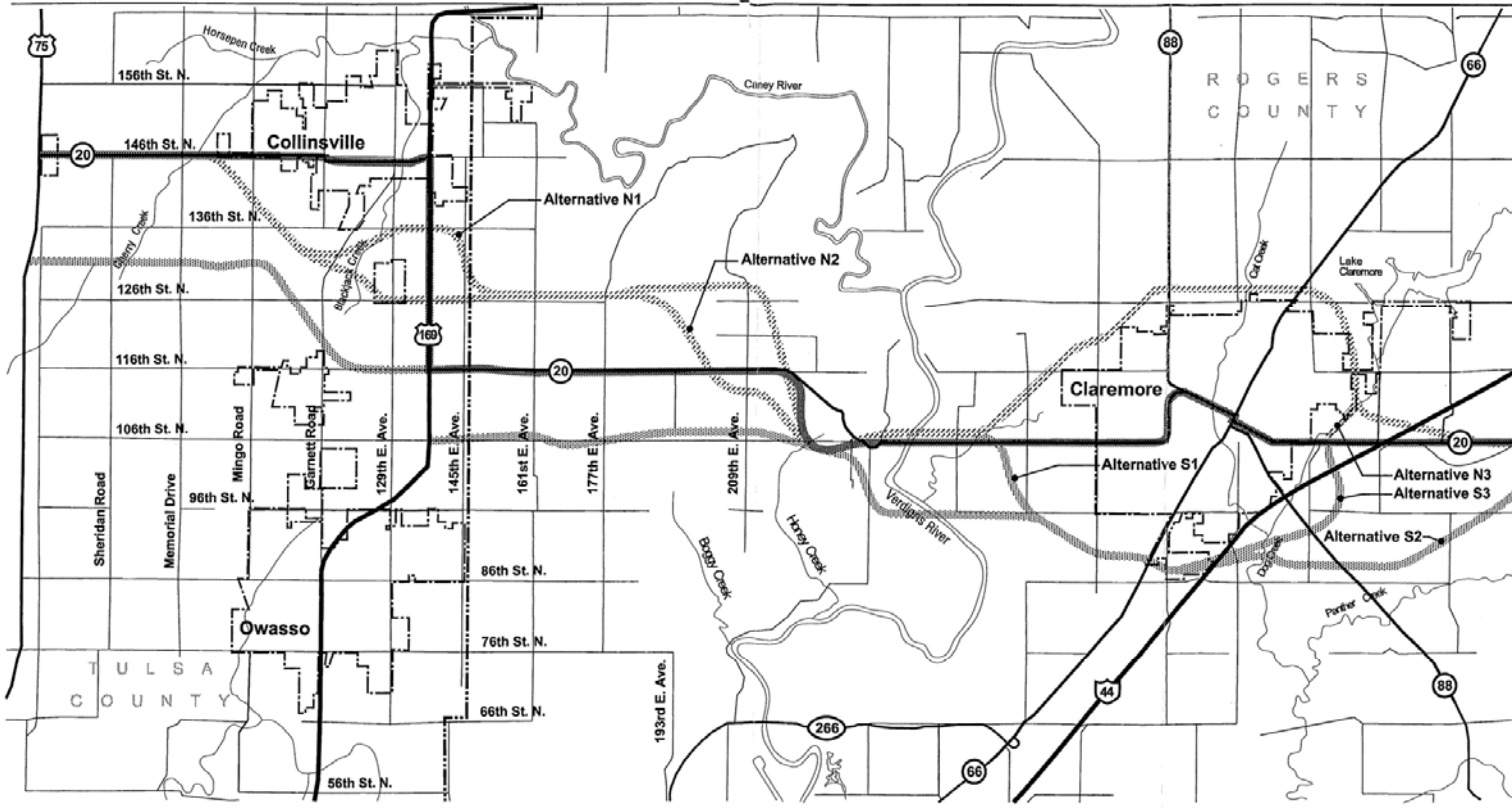


Figure 1: Preliminary Alignment Alternatives from the SH-20 Corridor Study (1999)





Approximate Scale 1" = 2 Miles

Figure 2 Alternatives To Be Evaluated

- Existing SH 20 Alignment
- North Alignment
- South Alignment

State Highway 20
Corridor Study

HNTB
Wilbur Smith Associates
Barnard Dunickberg & Company
Mestre Greve Associates
Urban Environment Associates

c. 6

Figure 2: Alternatives Evaluated in the SH-20 Corridor Study (1999)



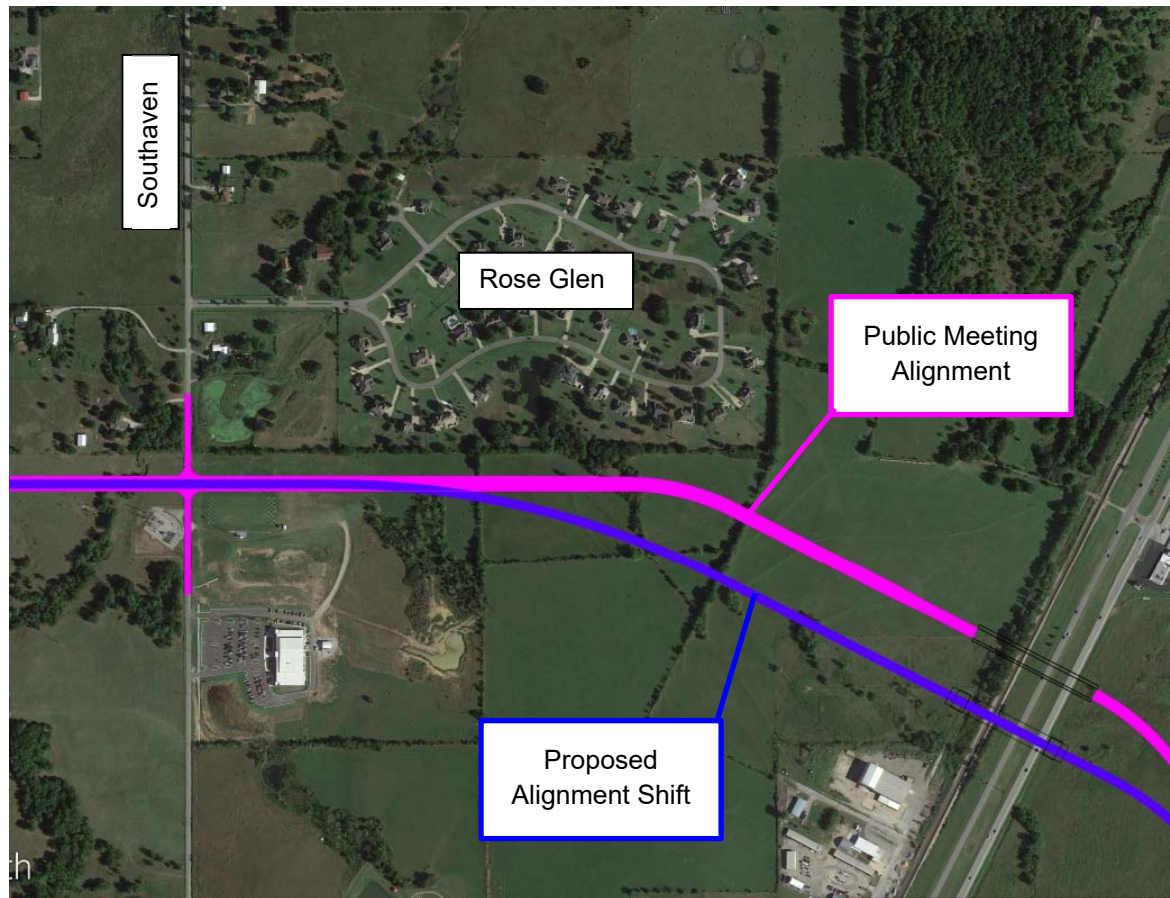


Figure 3: Proposed Alignment Shift at Rose Glen

Several comments suggest ODOT improve the existing SH-20 alignment. Many of the reasons this alternative was eliminated in the original corridor study still exist today. Improving the existing alignment would not improve traffic in downtown Claremore, would not provide a grade-separated railroad crossing, would involve numerous relocations, and would impact a city park. The existing alignment also does not allow for future expansion of the network to the east without major impacts to downtown Claremore. Several people suggested that ODOT improve existing SH-20 to Brady Street, then extend SH-20 east along Archer Drive to SH-66. This alignment is not preferred because of the greater number of homes and businesses that would be affected, particularly if a railroad overpass was included.

Some comments also suggest the location of the railroad overpass at King Road would not be useful for emergency service vehicles because it would require out-of-direction travel. An overpass, regardless of location, provides all drivers, including emergency service vehicles, with a choice when making route decisions. Depending on where they are coming from and going to, some drivers may choose to cross the railroad at one of the existing at-grade crossings. Others may decide that crossing on the new SH-20 alignment is preferable. Constructing a railroad overpass within or adjacent to downtown Claremore would have major impacts to existing businesses.



Some comments suggest SH-20 follow existing roads and take advantage of improvements planned by the City of Claremore. The function of SH-20, as with any state highway, is to provide regional mobility between communities. Streets within Claremore such as Southaven and Country Club are intended to carry local traffic. While SH-20 does and will continue to carry some local traffic, the regional mobility will not be improved if SH-20 follows local streets. Regional mobility is more effectively improved with fewer access points, intersections, and traffic signals as well as additional lanes accommodating more traffic. Improvements in the City of Claremore will continue to improve local traffic. Additionally, providing an overpass of the railroad and SH-66 along Country Club would have significant right-of-way impacts to business on the east side of the highway.

Other comments suggested an alignment to the south/west of the proposed alignment, with the reasoning that this area is less developed and would have fewer impacts. This area is within the floodplain of the Verdigris River and a new roadway in this location would be susceptible to flooding and could increase the flooding potential to adjacent properties as well as those upstream, without additional costs for bridges and drainage structures in comparison to the alignment presented. Impacts to natural resources such as wetlands and threatened and endangered species would also likely be greater under a south/west alignment.

Modifications were made to the original approved preferred alignment in 2017 in an effort to account for the changes in land use and development that have occurred in the project area since the alignment was approved. Some comments expressed a preference for the original, 2000 alignment. While some properties may be affected more by the modified alignment, these proposed modifications to the original alignment were made to reduce the overall number of potential impacts in the corridor.

Because the original study is 17 years old, ODOT will update all of the environmental studies and reevaluate the findings of the original Environmental Assessment. These studies will include detailed studies of traffic, noise, property impacts and relocations, and studies of natural and cultural resources. All of these studies will be submitted for review by the appropriate state and federal agencies and mitigation measures incorporated into the project where applicable. The results of these studies as well as the Reevaluation of the Environmental Assessment will be available from ODOT Environmental Programs Division upon request, once they are completed.

Concerns About Properties/Businesses

The alignment presented at the public meeting was designed to avoid as many impacts to private properties as possible. However, some properties will still be affected. 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 2018 and could take one to two years to complete. Details such as purchase price and timeframe for relocation will be negotiated with each owner. Considerations, such as minimum lot size, will guide decisions about how much property will be acquired and which properties may need to be relocated. If the needed property represents over 50% of the total property value, it will be reviewed by ODOT and a determination will be made as to whether the total property will be acquired.





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, 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.

Impacts to businesses will also be considered. Some businesses rely on pass-through traffic for their customers and changes to travel patterns can affect these businesses. It is anticipated that businesses on the existing SH-20 alignment will continue to attract local traffic that may choose to use the existing SH-20 rather than the new alignment. Volumes of traffic on the existing alignment are anticipated to be more appropriate for a 2-lane roadway in the future. Too much traffic can have negative effects on businesses if drivers choose to avoid congested areas.

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. ODOT will also consider landscaping and other types of barriers or screening to shield residents from the new roadway, in the event noise walls are not warranted.

Concerns about Traffic, Access, Health and Safety

Traffic patterns will change with the construction of the new SH-20 alignment. The new alignment is expected to carry a portion of the traffic currently using existing SH-20. The existing alignment, Holly Road, will also continue to carry traffic, particularly local traffic. Drivers will be able to choose the roadway that best suits the needs of their travel. Splitting the traffic between these two facilities is expected to reduce congestion on both roadways and improve safety.

ODOT will continue to study the traffic on the new SH-20 alignment and how the new intersections with Franklin/S 4110 Road, Country Club/E 500 Road, Southaven/S 4130 Road, Frederick Road, and Flint/King Road will operate. Turn lanes and traffic signals, near the connections to new SH-20, will be studied and included in the project if warranted. Access will be provided to all properties, both during and after construction. ODOT will examine the area of proposed pavement removal near Franklin Road to ensure all properties have safe access to either the existing alignment or the new SH-20. ODOT is also considering future plans to widen SH-66.

Rogers County is currently in attainment for all federal air quality standards. Air quality is considered on a regional level and the project is not anticipated to have an impact on regional air quality. Locally, air quality would be expected to improve as congestion on SH-20 is improved. If no improvements are made to SH-20, congestion on the existing roadway would increase and result in more idling vehicles and exhaust in proximity to homes and businesses adjacent to the roadway. The new SH-20 roadway will be able to adequately accommodate the expected traffic in the design year with little to no congestion.





Construction of the project may result in temporary increases in noise and dust as well as short-term detours. Applicable regulations during construction, including storm water and erosion control will be followed. Because the project is primarily on new alignment, no major road closures are anticipated.

Was Not Aware of the Project/Alignment

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 then. Additionally, ODOT has continued to investigate other alignments at the request of the City of Claremore. However, none of these alignments satisfied the need for the project and were not approved by ODOT.

ODOT and FHWA approved the alignment in 2000 as part of the larger SH-20 corridor from US-75 to Claremore. ODOT has been making progress on the corridor, with several projects completed and others under design. Due to numerous project needs and limited funds, ODOT's ability to purchase all of the needed right-of-way and construct the entire corridor at once has been constrained. While the alignment has been documented since 2000, it is not under ODOT's authority to approve or limit development on private property. Unfortunately, development has occurred along the proposed alignment since its approval. During the reevaluation of the Claremore project, the EA alignment was modified to avoid impacts while still remaining consistent with the original alignment when feasible.

Drainage Concerns

Hydraulic studies have been completed to verify the proposed alignment will not increase flooding and to make sure the proposed bridge structures are of adequate size to handle storm events that prevent the new roadway from flooding. For those crossings where bridges are not needed, roadway culverts will be provided. The project will include a storm drain system to carry runoff from the roadway that will empty into adjacent or crossing streams.

Communication Concerns

ODOT is continually seeking to improve its communication with the public. Because the SH-20 corridor has been the subject of study for so many years, the communities and people involved have changed over time. With new technology, ODOT is better able to inform the public about projects and make information more readily available. ODOT will strive to keep the public informed about this and other projects. With this document, ODOT has attempted to respond to all of the public comments received on the project.





Design Concerns

Several questions/concerns about the proposed design were received. These are summarized in the table below.

Design Concerns	10
An interchange/clover leaf at SH-66 is needed. <i>Response: A traffic analysis study determined that the connection as presented at the Public Meeting provided acceptable operations.</i>	2
Proposed road type is dangerous. <i>Response: The roadway type is common for the types of land uses in the area, existing and anticipated. The features of the roadway will be designed to accepted engineering standards.</i>	1
Does not see the need for SH-20 to have curbs, which seems like an unneeded cost. <i>Response: A curb and gutter roadway is used due to the anticipation of growth within the corridor. The curbed section allows for better management of driveway access points in comparison to an open shoulder roadway.</i>	1
Verdigris tributary bridge should be an open span rather than a box to avoid flooding to nearby homes and to facilitate wildlife movement. Additionally a fence should be placed along the bridge section to attempt to funnel wildlife under bridge. <i>Response: The size of the bridge structures was determined based on hydraulic studies considering the floodplain and appropriate design storm events. The results of these studies concluded the bridges can be box structures rather than span bridges. Fences will be evaluated based on land use in area.</i>	1
Would like to see more detailed plans for entrance to turnpike and for bridge entrance/exit. <i>Response: The connection to the Will Rogers Turnpike is under study by the Oklahoma Turnpike Authority (OTA) and will be funded and constructed by the OTA. The OTA currently has the interchange scheduled for construction in 2019.</i>	1
Pavement on existing SH-20 should not be removed, and the new SH-20 should turn toward the south at least a short distance west of Franklin road to provide total access eastbound and westbound on existing SH-20 via an intersection of old and new SH-20. <i>Response: Local access will be studied in detail during final design, with connections being provided where needed.</i>	1
Request before the 4 mile stretch of the current SH-20 going into Claremore is vacated by ODOT it be resurfaced. <i>Response: Discussion between ODOT and Rogers County and/or City of Claremore will occur prior to portion of highway being vacated.</i>	1
Unless OTA is committed to a new entry/exit at Flint Rd, a projected path to the south of Claremore from the proposed crossing of SH-20 at SH-66 should show how proposed SH-20 could return to existing SH-20 east of I-44. <i>Response: The connection at Flint/King and the Will Rogers Turnpike is an Oklahoma Turnpike Authority (OTA) project. Based on initial coordination with the OTA and ODOT there is a connection planned at Flint/King and the turnpike.</i>	1
Future plan to relocate SH-88 should be incorporated into project to save costs in the future. <i>Response: This is not in ODOT's Eight Year Construction Work Plan.</i>	1





Other

ODOT's responses to the comments not fitting into the general topics above are noted in the table below.

Other	25
<p>Questions/comments about Keetonville Hill project (west of current project). <i>Response: Plans to improve the Keetonville Hill section of SH-20 (from 209th East Avenue to Franklin Road) are currently in progress and right-of-way acquisition is scheduled to start this year. This project is scheduled for construction before the Claremore project, and will tie into the Claremore project at the west end.</i></p>	7
<p>Was not made aware of the public meeting. <i>Response: Notices were sent by mail to all property owners within the vicinity of the new alignment. Owner information was obtained from the County Assessor. ODOT also issued a media release about the meeting.</i></p>	2
<p>Requests a copy of the EA and Updated Environmental Impact Reports prior to route finalization. <i>Response: Once completed, these documents will be available upon request from ODOT.</i></p>	2
<p>Requests another public meeting if there are changes to the current plan and/or prior to construction. Requests a meeting without Rose Glen homeowners. <i>Response: Major changes to the current plan are not anticipated and an additional meeting is not planned at this time. ODOT will be meeting with affected property owners on an individual basis.</i></p>	3
<p>ODOT has not lived up to their promises. <i>Response: Comment noted.</i></p>	1
<p>Who approved the study/alignment from the year 2000? The proposed project is a new, never-approved alignment, correct? <i>Response: ODOT and the Federal Highway Administration approved the alignment in 2000. The proposed project reflects the approved alignment, with minor modifications to reduce impacts.</i></p>	1
<p>The true purpose of the project is to be a feeder road for the Will Rogers Turnpike with no intention to be a connection to serve the general public. <i>Response: The purpose of the project is to improve mobility and safety on SH-20. This need has been demonstrated over the last 17 years. The proposed interchange at the Will Rogers Turnpike is a separate project recently introduced by the Oklahoma Turnpike Authority.</i></p>	1
<p>ODOT's routing is so wrong that there is more politics than reasoning involved. <i>Response: The route of the alignment was established as part of the SH-20 corridor study and the reasons for its location have been documented in that study.</i></p>	1
<p>Why was the County Commissioner's office not notified about the meeting prior to the public? <i>Response: The County Commissioner's office was notified of the meeting at the same time as the public, approximately 3 weeks in advance of the meeting.</i></p>	1
<p>When will final plans be available and how accessible will they be? <i>Response: In late 2018 ODOT is scheduled to begin contacting property owners to discuss acquisition based on the planned project right-of-way needs. Final plans are scheduled to be submitted for construction in 2021..</i></p>	1
<p>Requests accident data for SH-20 from Intersection of Franklin Rd to Club House Rd/Southaven Rd. <i>All requests for information can be sent to the ODOT General Counsel's Office, Oklahoma Department of Transportation, 200 NE 2^{1st} Street, Oklahoma City, OK 73105.</i></p>	1





There is a bald eagle nest in the woods proposed for removal; additionally deer have feeding stands in the area. <i>Response: Thank you for the information. The updated studies will include assessments of all protected species, including the bald eagle. If needed, measures will be taken to minimize impacts to these species.</i>	1
What will be done with current AEP/PSO transmission line and easement running along my property? <i>Response: ODOT will coordinate with all utilities affected by the project. Unless it is in the proposed right-of-way for the project, existing easements should not be affected.</i>	1
Will blasting occur during construction? <i>Response: Blasting is not anticipated.</i>	1
ODOT has failed to mow and keep down fire hazards behind Riverwood Estates. <i>Response: ODOT mows this area routinely at the same time the right-of-way for SH-20 is mowed.</i>	1

