



Oklahoma Department of Transportation

SH-266 Public Meeting Rogers County

December 6, 2016

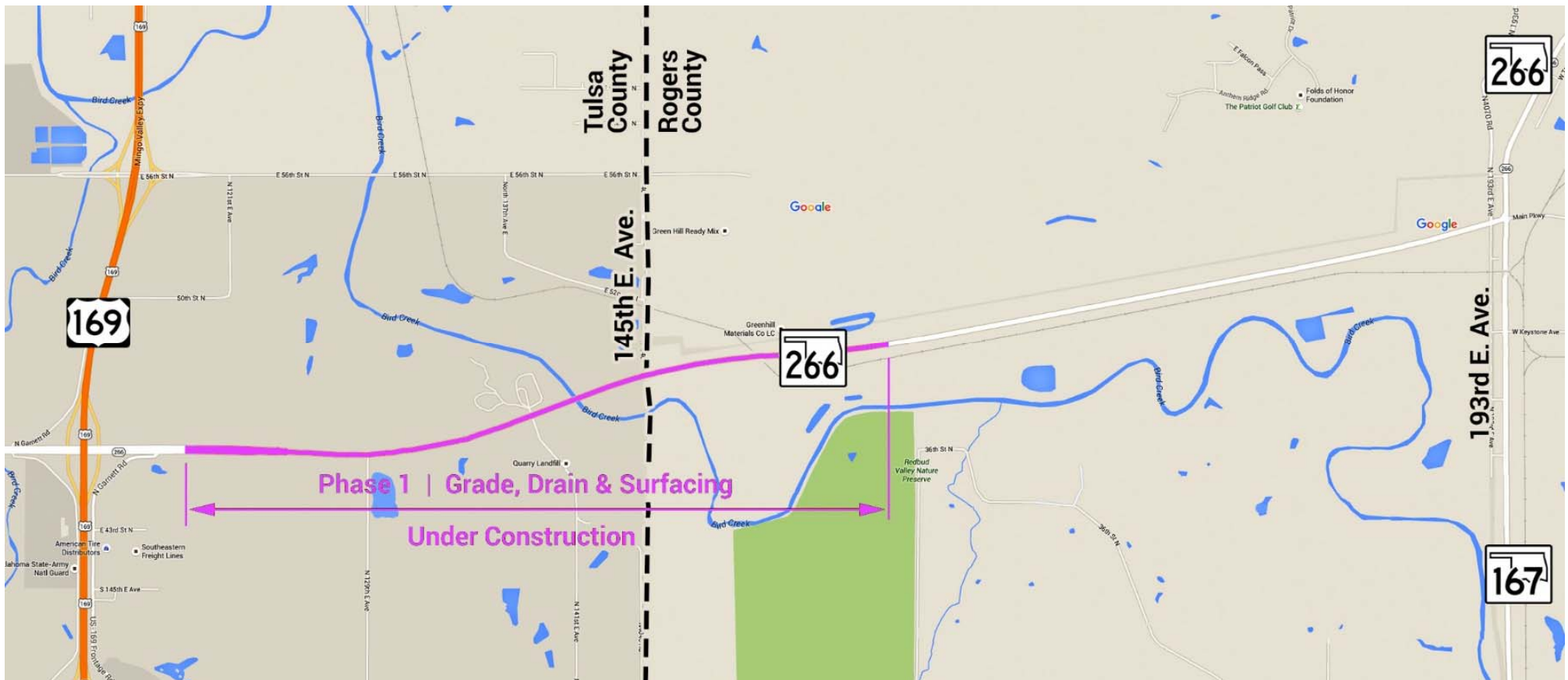


Purpose of the Meeting

- ▶ Inform the Public of the proposed improvements to SH-266 beginning east of Tulsa County Line and continuing east to SH-266 / SH-167 Junction | 2.3 Miles
- ▶ Present the Results of the Environmental Studies
- ▶ Solicit Input to aid ODOT in moving forward with the completion of the environmental studies, design and construction

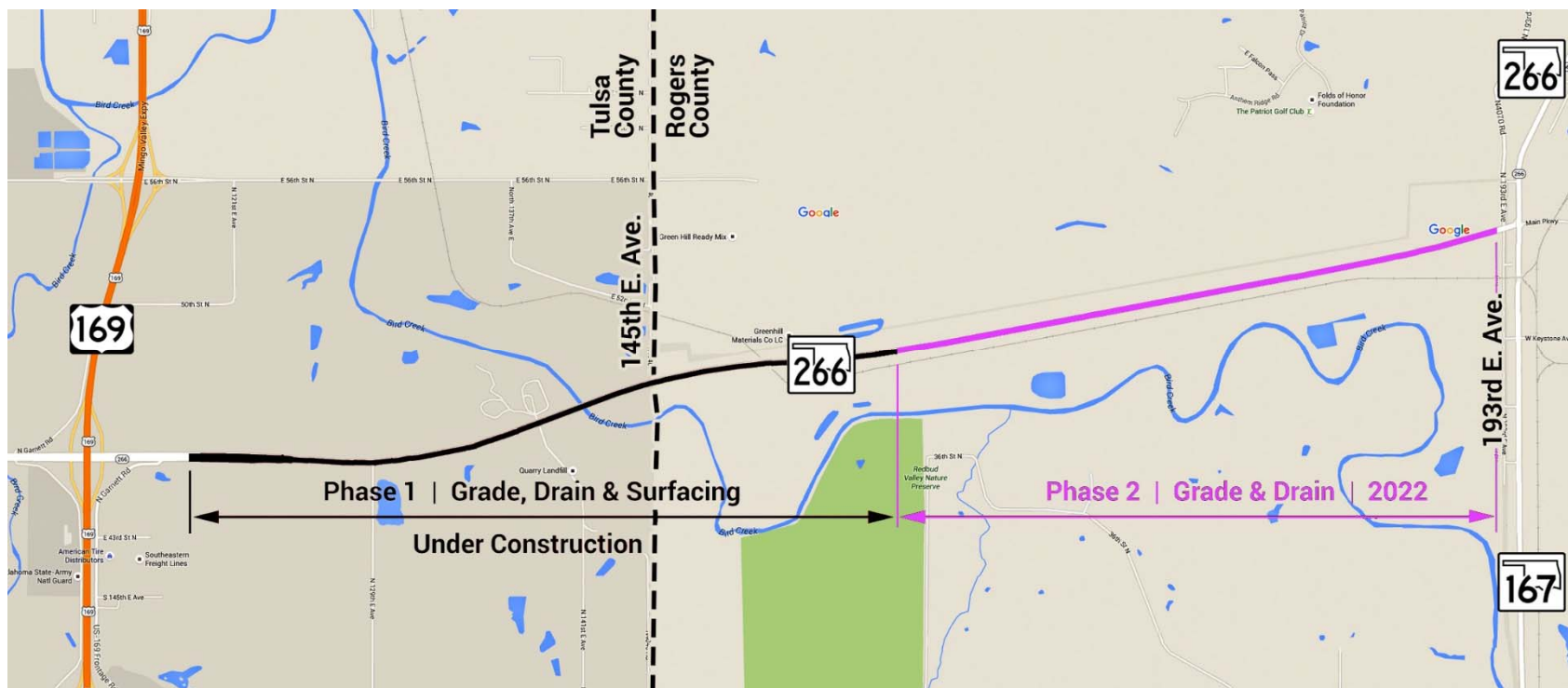
SH-266 Corridor

- ▶ Phase 1 is the portion of SH-266 beginning east of US 169 and continuing east 2.5 Miles
 - Under Construction



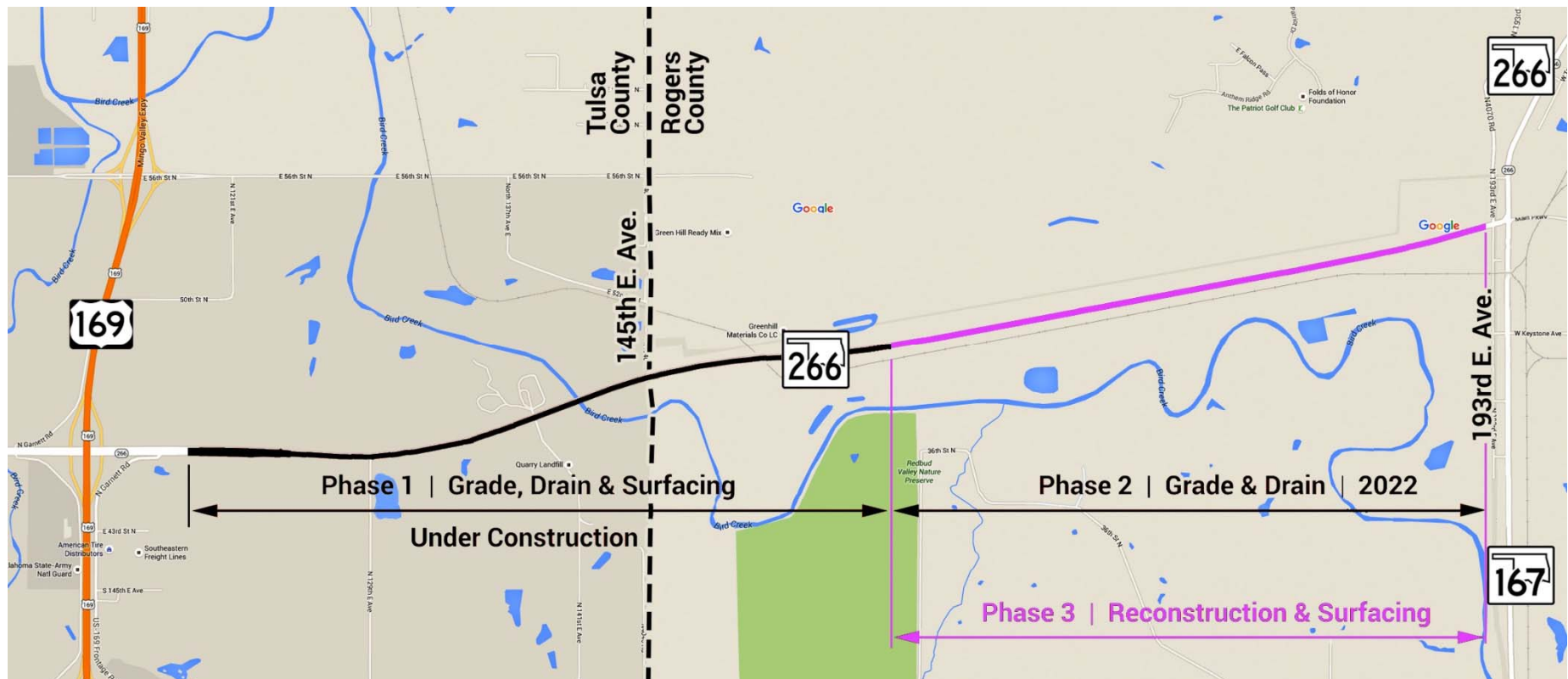
SH-266 Corridor

- ▶ Phase 2 is the portion of SH-266 beginning east of the Tulsa County Line and continuing east 2.3 Miles to the SH-266 / SH-167 Junction
 - Grade & Drain for three new lanes
 - Scheduled to be let for construction in 2022
 - Planned improvements to SH-266 are a continuation of an ODOT commitment to improve this heavily used truck and commuter route



SH-266 Corridor

- ▶ Phase 3 is the surfacing project for the same portion of SH-266 as Phase 2
 - Surfacing three new lanes
 - Reconstructing the Existing Lanes
 - Delayed to allow for fill consolidation



Existing Conditions

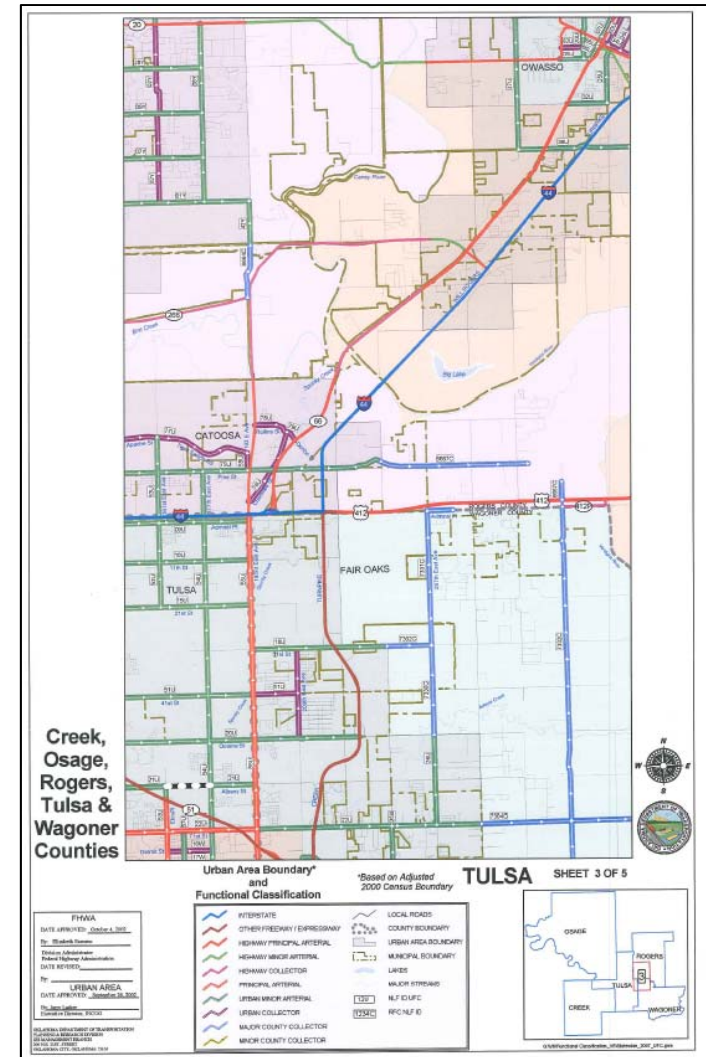
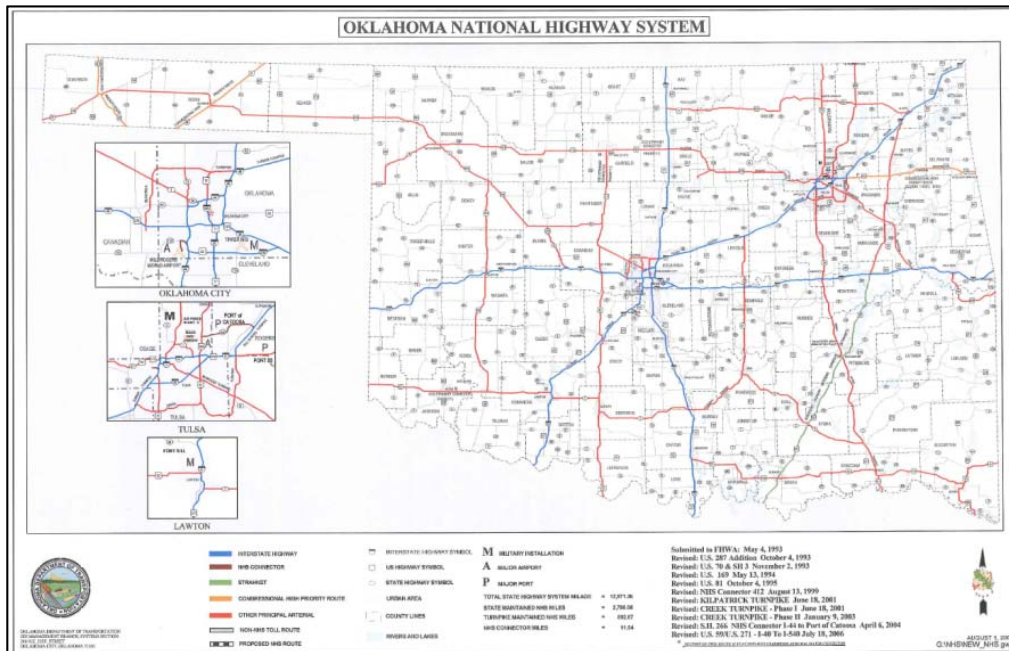


► Functional Classification

- Urban/Rural Major Highway Collector | Flat Terrain
- National Highway System Intermodal Connector C
- Major Port Facility

► Indian Nation Metropolitan Planning Organization

- INCOG Roadways Enhanced Plan Map
 - Planned 4-lane arterial roadway
- Planned Multi-Use Trail and Bikeway



- ▶ Existing Typical Section
 - Two 12-foot Driving Lanes
 - 10-foot Outside Shoulders
 - Open Section
- ▶ Posted Speed Limit 45 to 65 mph
- ▶ City of Tulsa owned Spavinaw Water Line Corridor along SH-266 to the North



► Crooked Creek Bridge (National Bridge Inventory 17988)

- Existing: Triple 12 ft X 10 ft X 116 ft Long Reinforced Concrete Box
- Constructed in 1971
- Sufficiency Rating - 82 (Not Deficient)
- Located 2.2 miles East of Tulsa County Line
- Hydraulic Study Completed



► Hydraulics

- Bird Creek Watershed
- Federal Emergency Management Agency Zone AE Regulated Floodplain
- No rise in Water Surface Elevation



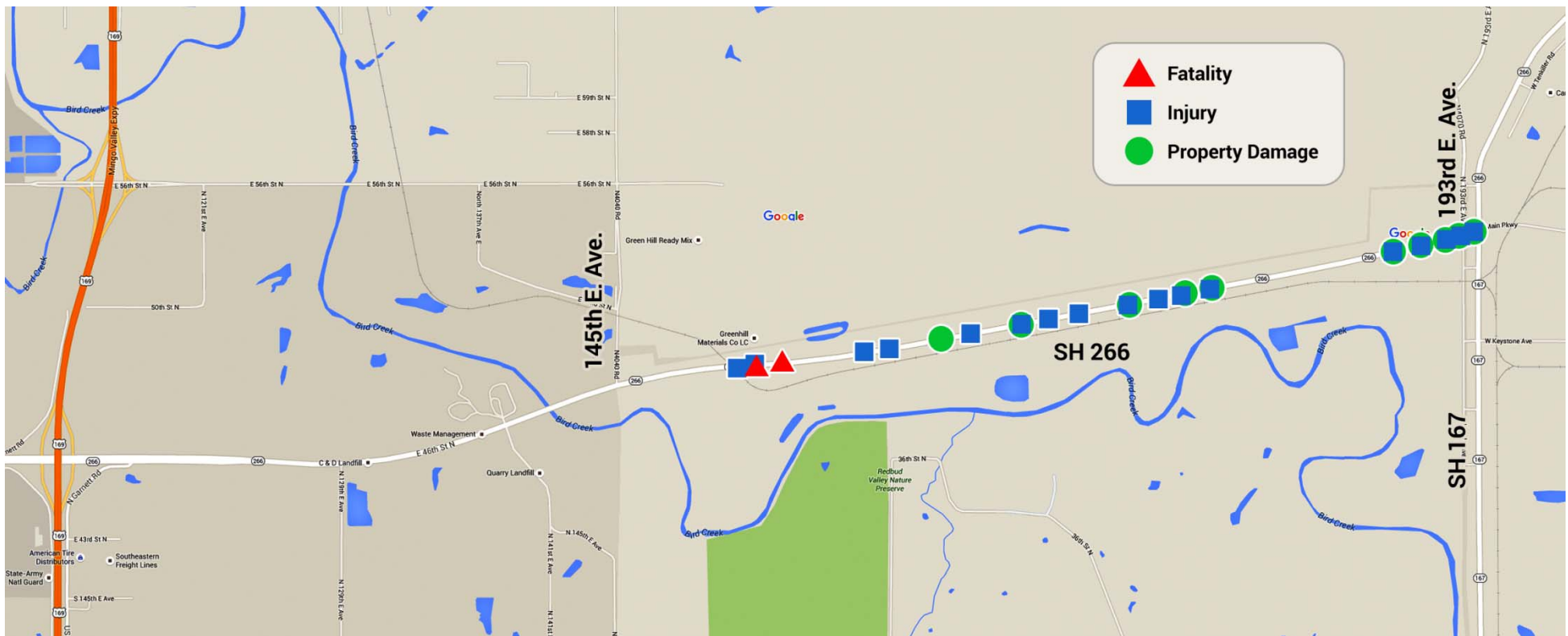
Flood Insurance Rate Map

▶ Existing Accident Rate

- 121 Accidents (2005-2015)
 - 60 Personal Property Damage
 - 59 Injury (89 Persons)
 - 2 Fatal (2 Persons)
- 65% of Accidents are Intersection Related

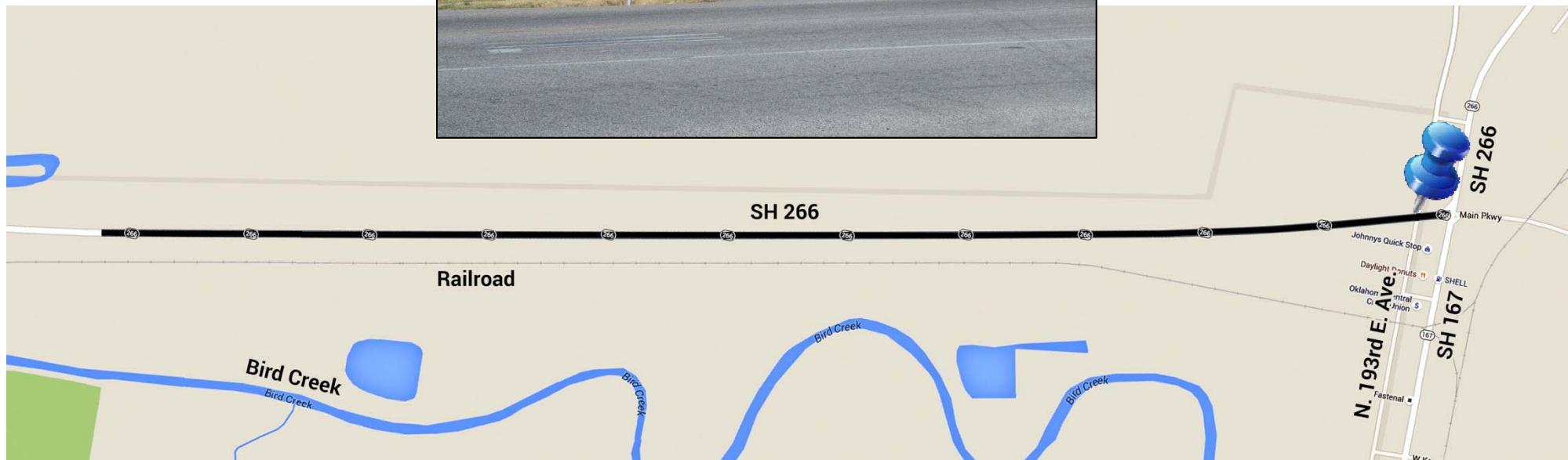
▶ Traffic Data

- 2016 Annual Average Daily Traffic (AADT) = 10,200
- Warrants 4 Lanes
- Truck % = 28
- High Commuter Traffic



▶ 193rd East Avenue Intersection

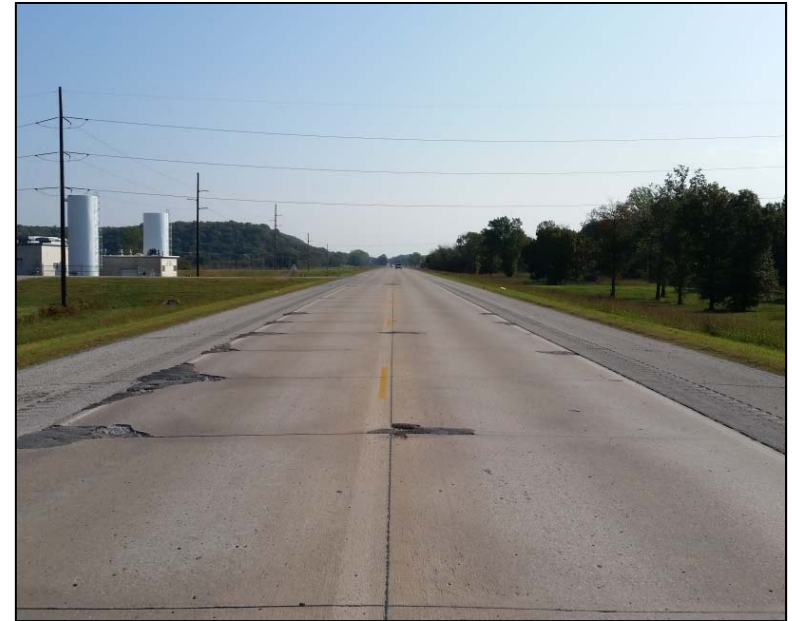
- Construction for Realignment Awarded in April 2016 by Rogers County



▶ SH-167 Intersection

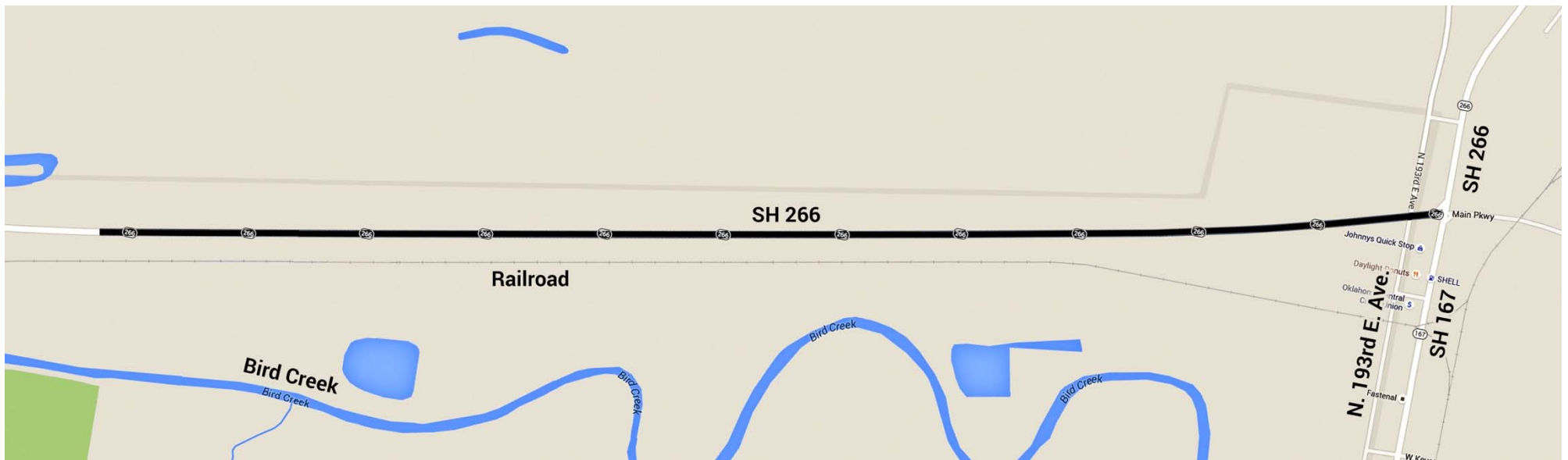


- ▶ Deficient Roadway Section Warrants Improvement
 - Roadside Safety
 - No Left Turn lanes along SH-266 | Vehicles Stop in Through Lane
 - Restricted SH-266 Traffic Flow | Measured in Level of Service (LOS)
 - Ranges from A (Free-Flow) to F (Gridlock)
 - Based on Average Speed, Spacing and Delays
 - Existing LOS = D (at Rush Hour)



Purpose of the Project

- ▶ Improve Safety
- ▶ Improve Traffic Flow



Proposed Improvements



Improved Traffic Flow Leads to Improved Safety

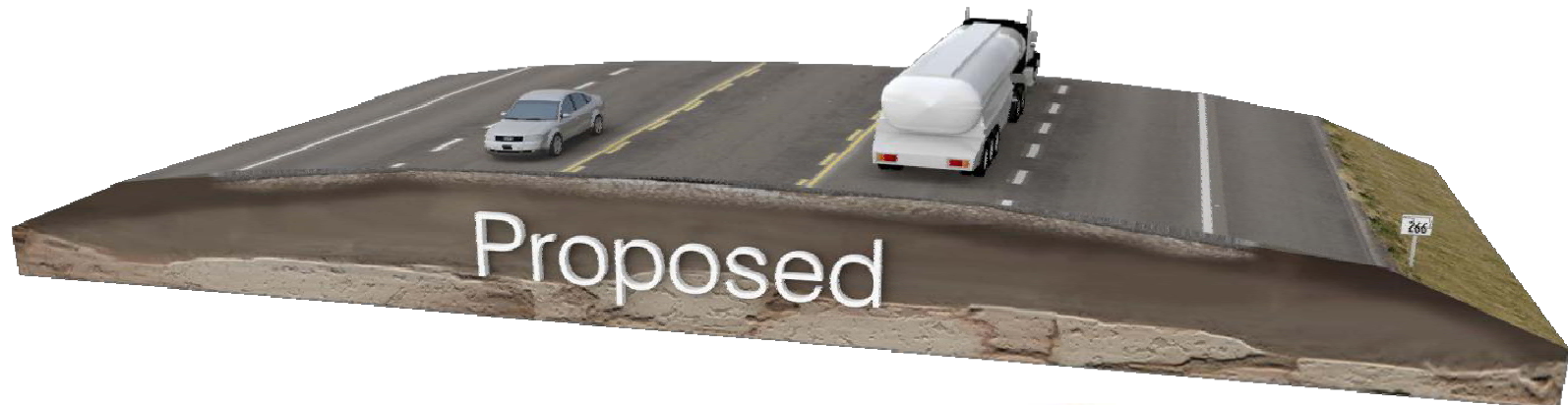
- ▶ Traffic Volumes Continue to Increase
 - Current 2016 Traffic Volume = 10,200 Vehicles per Day
 - Future 2036 Traffic Volume = 14,280 Vehicles per Day
- ▶ Future Congestion Increases Without Improvements
 - Current 2016 Level of Service = D (at Minimum Accepted Value)
 - Future 2036 Level of Service = E (Below Minimum Accepted Value)
- ▶ Analyzed how to Achieve an Acceptable Level of Service
 - 4-Lane Roadway With Continuous Left Turn Lane
 - Improvements Result in Future Level of Service = A



- ▶ **Proposed Design Criteria | Roadway Typical Section**
 - New Construction Extends Paved Section South of Existing
 - Four 12-foot wide Driving Lanes (2 Each Direction)
 - 16-foot wide Center Turn Lane (With Rumble Strips at Edge of Lane)
 - 10-foot wide Shoulders
 - Design Speed of 65 mph
 - Vertical Sight Distance
 - Horizontal Curves

- ▶ **Crooked Creek Bridge Box Extended**

- ▶ **Proposed Improvements will be within existing Right of Way**



▶ 193rd E. Avenue

- North leg
 - Rogers County Realignment Project (Awarded in April 2016) relocates Junction with SH-266 to the west
 - Existing Junction with SH-266 Gated /Closed south of E 520 Road
- South leg
 - No Change

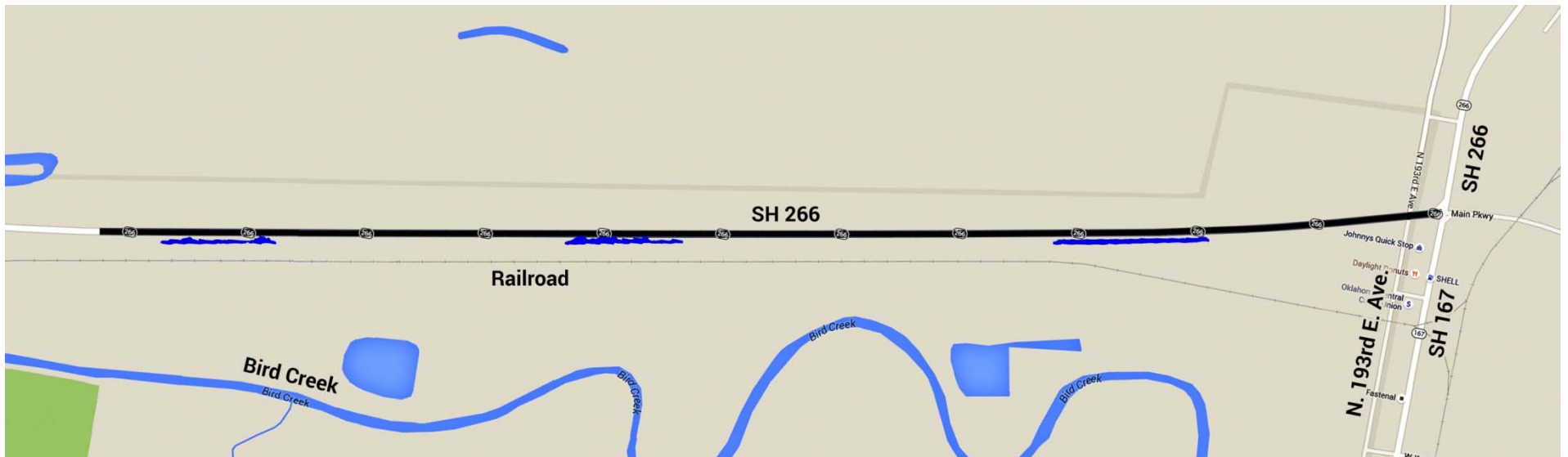


Environmental Studies



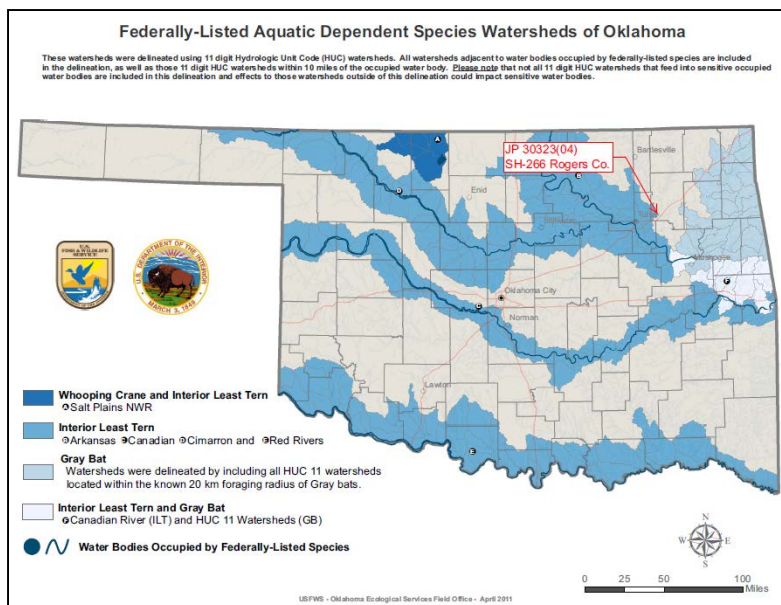
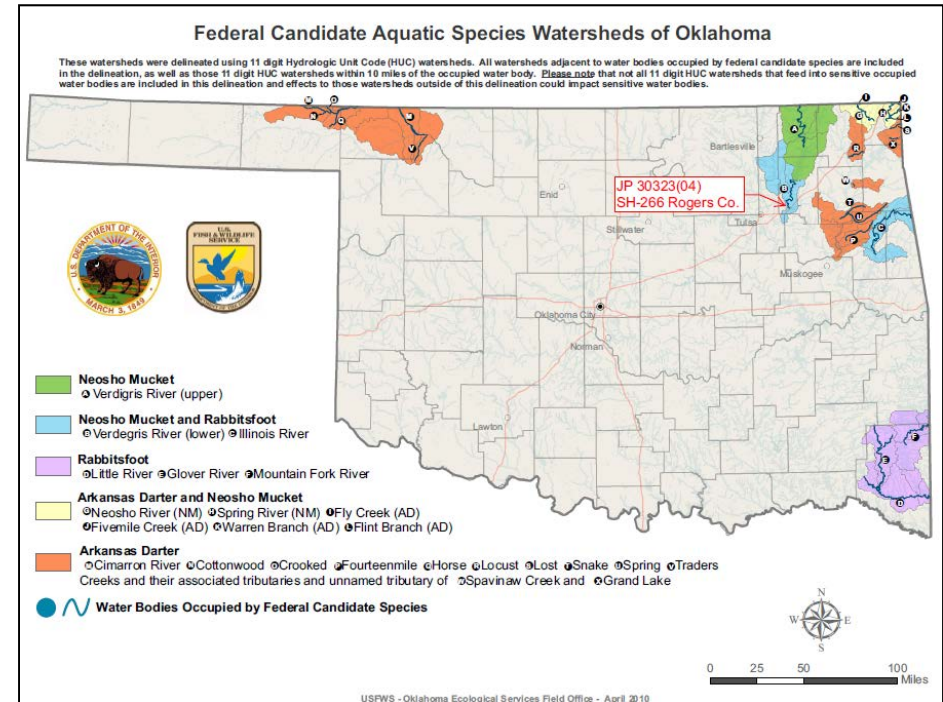
- ▶ Environmental Resources that Require Studies and/or Coordination For this Project Area Includes:
 - Jurisdictional Waters and Wetlands with the US Army Corps of Engineers
 - Floodplains – Oklahoma Water Resources Board (OWRB) Permit
 - Threatened and Endangered Species – US Fish and Wildlife Service
 - Cultural Resources
 - Tribal Coordination
 - Farmlands
 - Hazardous Materials
 - Federal Aviation Administration (FAA) Permit
 - Noise
 - INCOG's Long Range Plan | Multi-use trails / bikeway
 - Relocation Impacts / Right-of-Way Acquisition
 - Public Involvement / Solicitations

► Jurisdictional Wetlands



▶ Threatened and Endangered Species

- American Burying Beetle
- Northern Long-Eared Bat
- Arkansas Darter
- Interior Least Tern
- Neosho Mucket
- Rabbitsfoot Mussel
- Whooping Crane
- Piping Plover
- Red Knot
- Arkansas Darter



► Bald Eagle and Swallows

- Bald Eagles and Golden Eagles are protected by the Bald and Golden Eagle Protection Act
 - Suitable habitat
 - Survey will be completed one year prior to construction (between December 1 and February 28)
 - If nest is found, no work will be allowed within 660 feet of the nest during the nesting season (September 16 through May 31)
- Cliff and Barn Swallows are protected by the federal Migratory Bird and Treaty Act
 - Swallow nests were observed on bridge structure
 - To avoid impacts to migratory birds, seasonal avoidance must be completed between September 1, and March 31, when nests are not occupied. If work cannot be completed during that time, the structure must be protected (netting) from new nest establishment prior to April 1, to avoid impacts to birds



▶ Cultural Resources

- Studies completed according to Section 106 of the National Historic Preservation Act
- Concurrence from the Oklahoma State Historic Preservation Office and Oklahoma Archeological Survey
- No Historic Properties affected
- No Archeological Sites found

▶ Tribal Consultation

- Consultation completed according to Section 106 of the National Historic Preservation Act completed
- Consulted with Caddo Nation, Muskogee Creek Nation, Cherokee Nation, Delaware Tribe of Indians, Kialegee Tribal Town, Creek Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokee, Wichita and Affiliated Tribes
- No issues were noted in the Tribal Consultation

▶ **Hazardous Waste / Leaking Underground Storage Tank Sites**

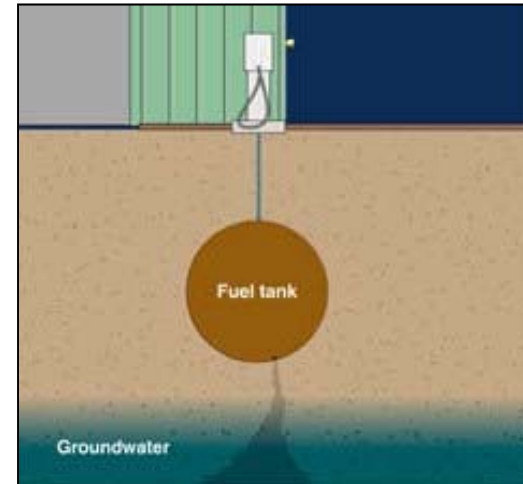
- Initial Site Assessment Completed
- One Gas Station at Intersection
- Low Risk for Potential Contamination Issues within Project Area

▶ **Agency Coordination**

- Solicitation Letters

▶ **FAA Permit Likely**

- Gundy's Airport (2.6 miles north)



► Noise Study

- Noise Analysis of the Project Limits was conducted according to Federal Highway Administration regulations and the Oklahoma Department of Transportation Noise Policy.
- Utilized FHWA Traffic Noise Model to determine Existing (2016) and Future (2036) Noise Levels based on Traffic Data, Roadway Geometry, and Receiver Site Locations.
- The Noise Model was validated based on Sound Level Meter Readings taken within the Project Limits.
- Area is mostly undeveloped with a Rock Quarry, City of Tulsa Water Pumping Station and Railroad adjacent to SH-266.
- Noise-Sensitive Receptors consist of 3 Residential Dwellings, all of which are located at the east end of the Project, 500-800 feet North of SH-266 at higher elevation.
- For Residential Receptors, an impact occurs when the Future Noise Levels meet or exceed 66.0 decibels, or when there is a substantial increase in Future Levels exceeding Existing Levels by 15 decibels or more.
- Based on the proposed roadway improvements and future traffic volumes, none of the 3 Residential Receptors will have noise impacts with a highest Future Noise Level being 62.5 decibels.
- Further, there is no substantial increase, with the highest increase at 4.2 decibels over Existing Levels.

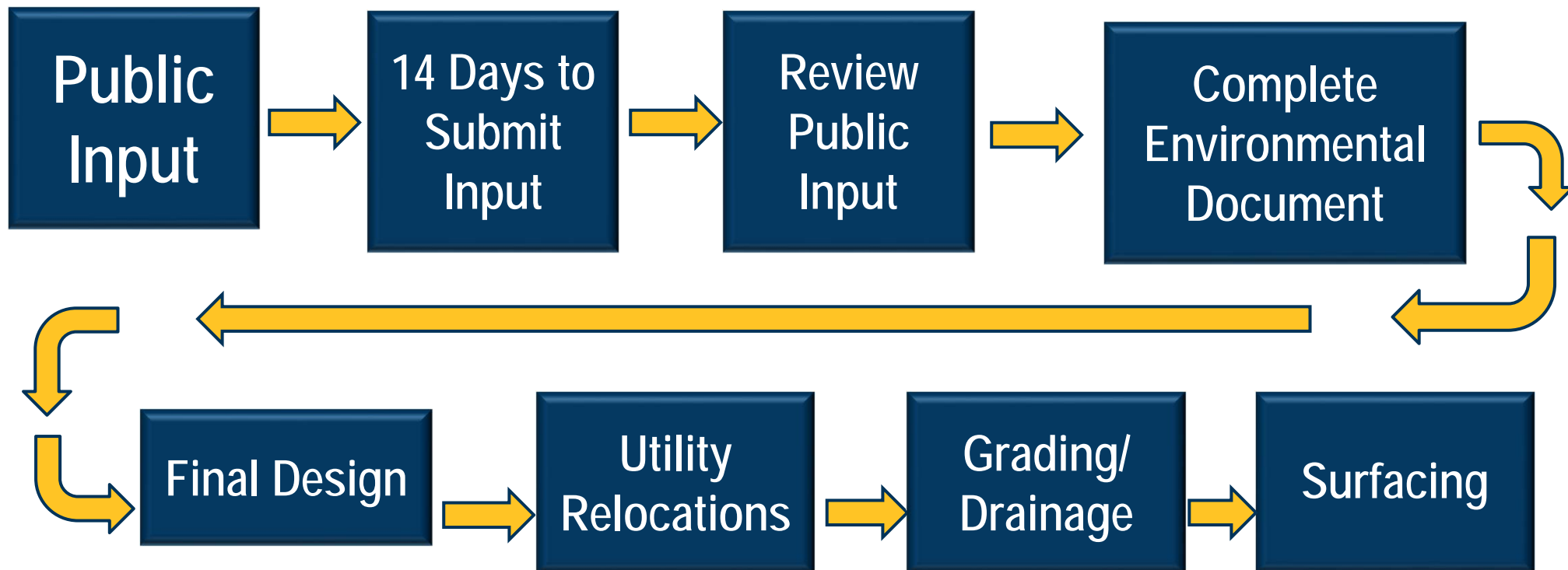


- ▶ This Project Will Have NO IMPACTS To:
 - Cultural Resources
 - Historic Sites
 - Archeological Sites
 - Wild or Scenic Rivers
 - Farmlands (Coordination with Local National Resources Conservation Service Office)
 - Parks
 - Wildlife or Waterfowl Refuges
 - Tribal Lands

Summary



- ▶ Traffic Flow and Safety Improved with New Roadway Section
- ▶ New Construction Extends South from Existing Roadway
- ▶ Extension of Crooked Creek Bridge
- ▶ No Right-of-Way Acquisition is Required
- ▶ Environmental Considerations
 - Threatened and Endangered Species Mitigation/Commitments
 - American Burying Beetle
 - Northern Long-Eared Bat
 - Migratory Birds
 - Barn Swallows
 - Bald Eagle Survey
 - Section 404 Permit with US Army Corps of Engineers & Wetland Mitigation
 - Oklahoma Water Resources Board (OWRB) Permit
 - Airport Permit with Federal Aviation Administration
- ▶ Two Lanes Maintained During Construction



Please Submit Your Comments by: December 20, 2016

- ✓ Leave Your Comment Form Here Tonight
- ✓ Mail the Comment Form Back to ODOT

Oklahoma Department of Transportation
Environmental Programs Division (3D2)
200 NE 21st Street
Oklahoma City, OK 73105-3204

✓ Submit Your Comments

- Email: ODOT-environment@odot.org
- Fax: (405) 522-5193
- Website: www.odot.org/publicmeetings

Questions ?

