



WELCOME

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

February 23, 2017

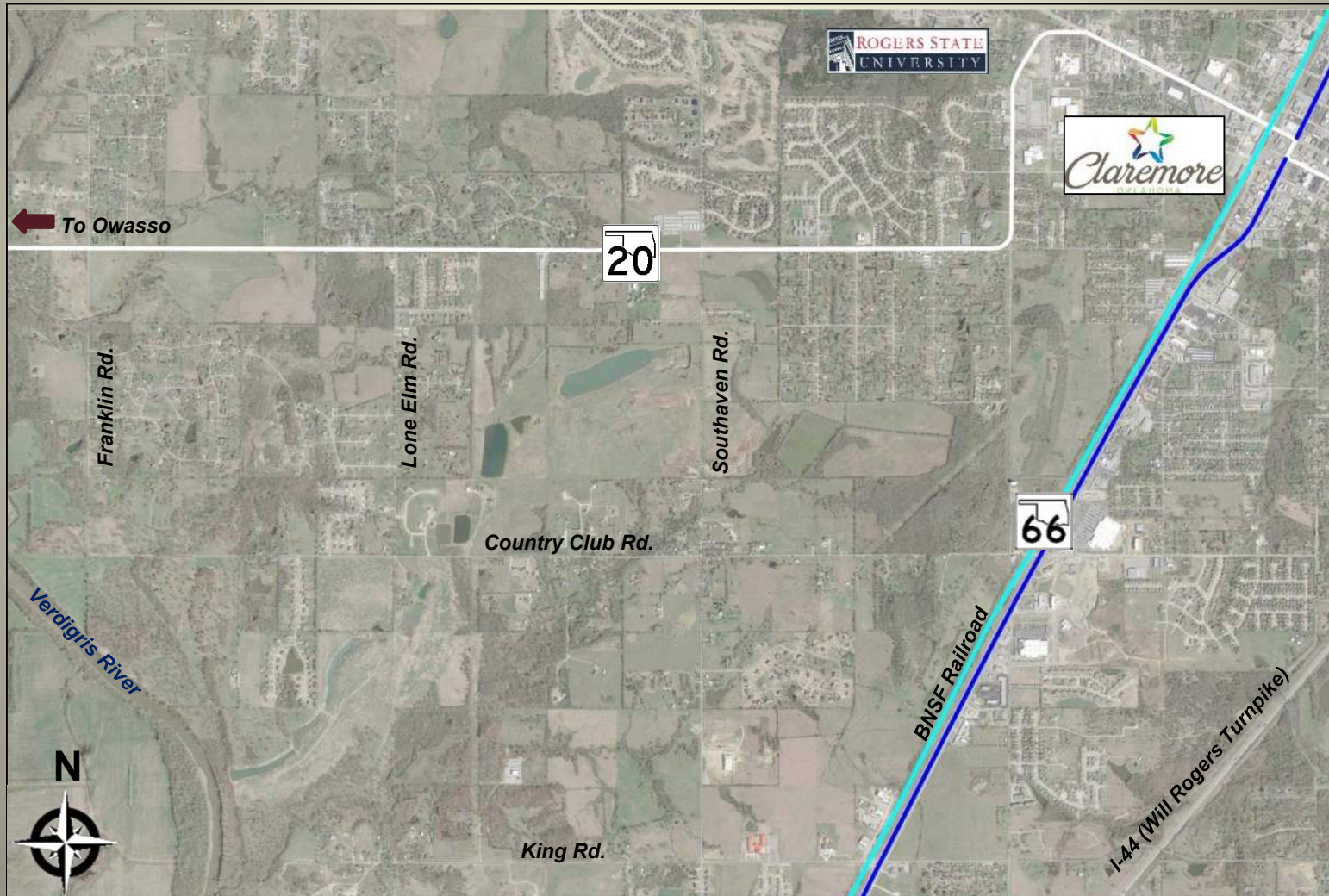
What is the Purpose of this Meeting?

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



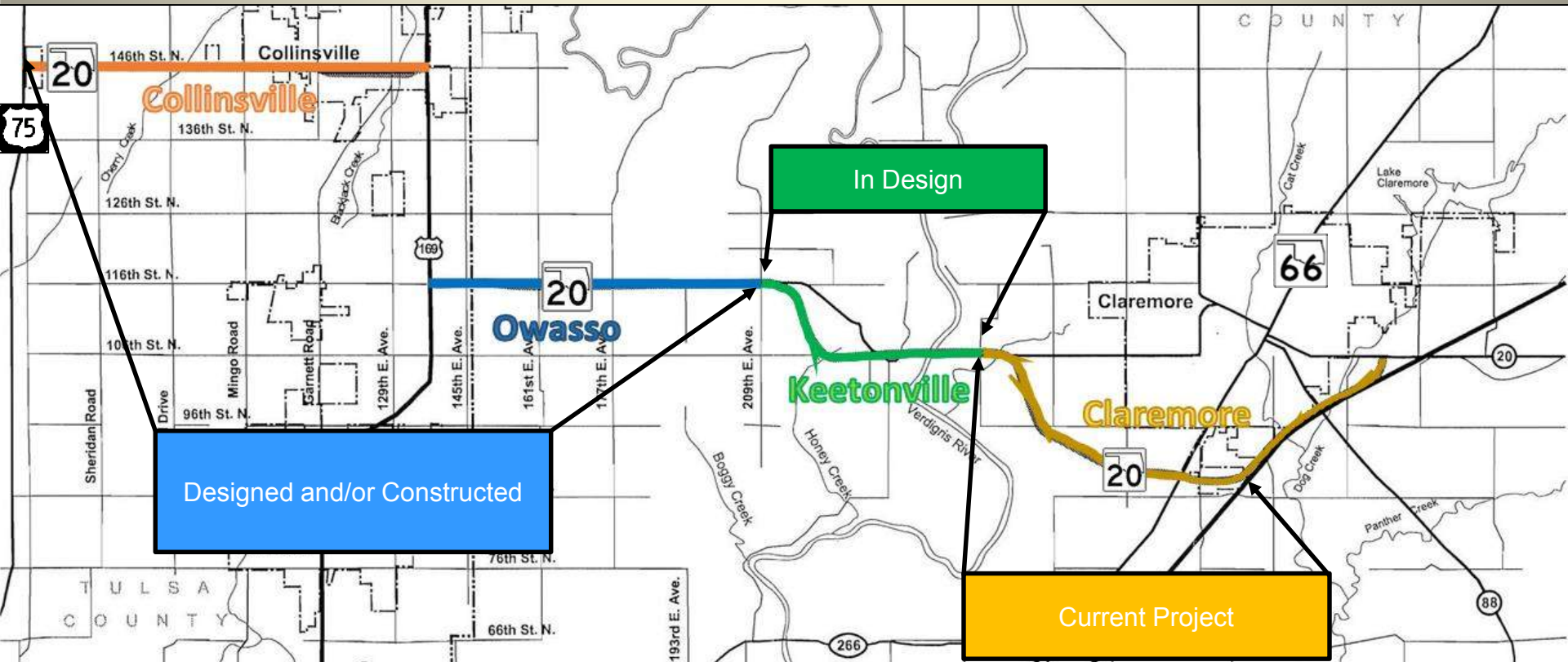
What is the Purpose of the Project?

...to Improve Safety and Traffic Mobility on SH-20



Project History

- 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.

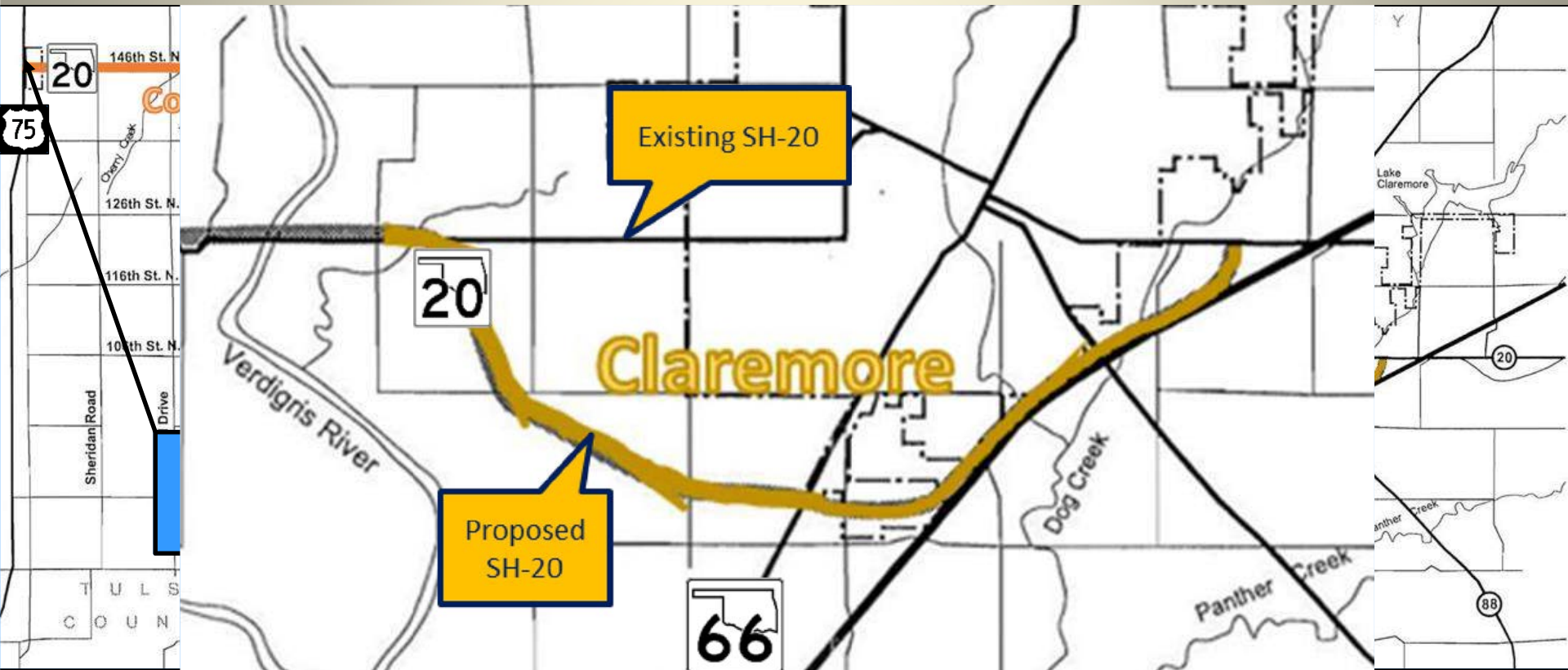


Source: 2000 Environmental Assessment

What did the Environmental Assessment Approve?

■ Proposed Alignment

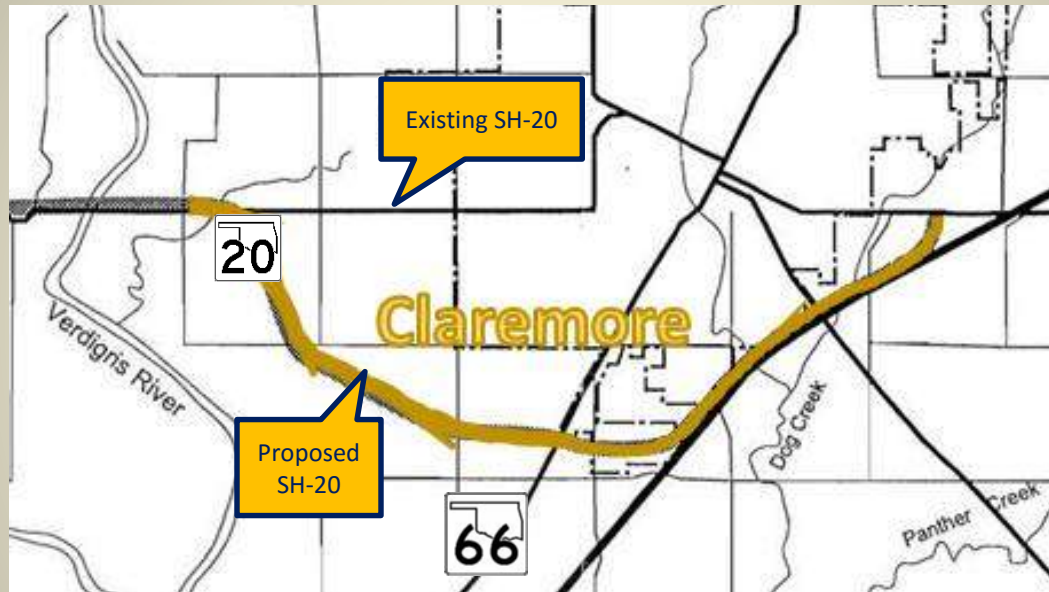
- On Existing Alignment Through Collinsville and Owasso
- New Alignment at Keetonville Hill
- New Alignment From Franklin Road to SH-66 in Claremore (Current Project)



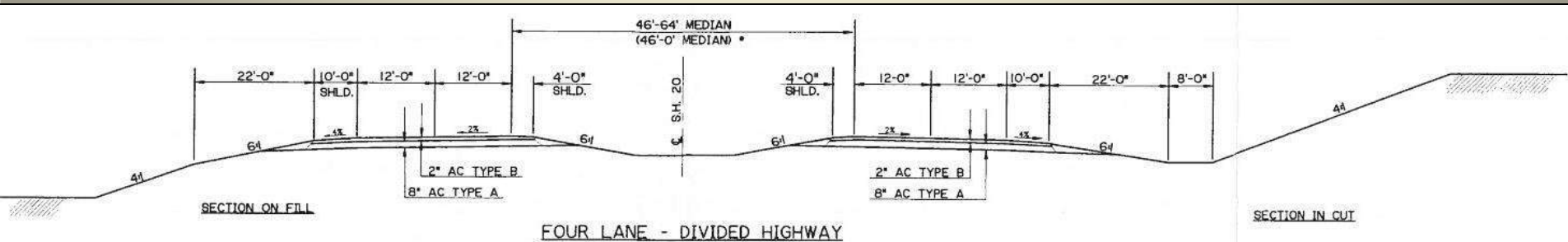
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What did the Environmental Assessment Approve?

- 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



Original Alignment along I-44

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Original Alignment

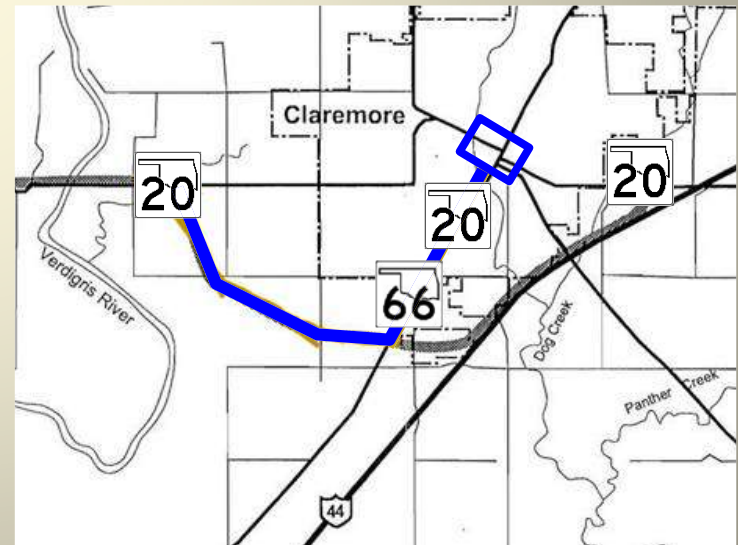
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New Terminus at SH-66

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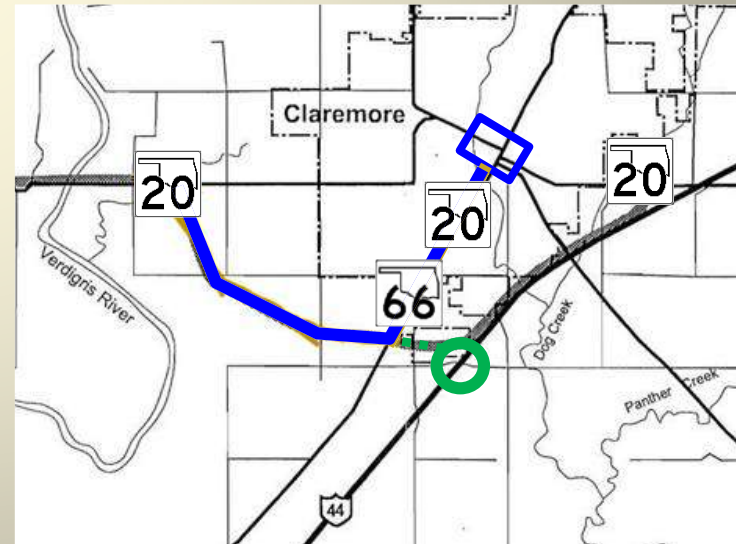
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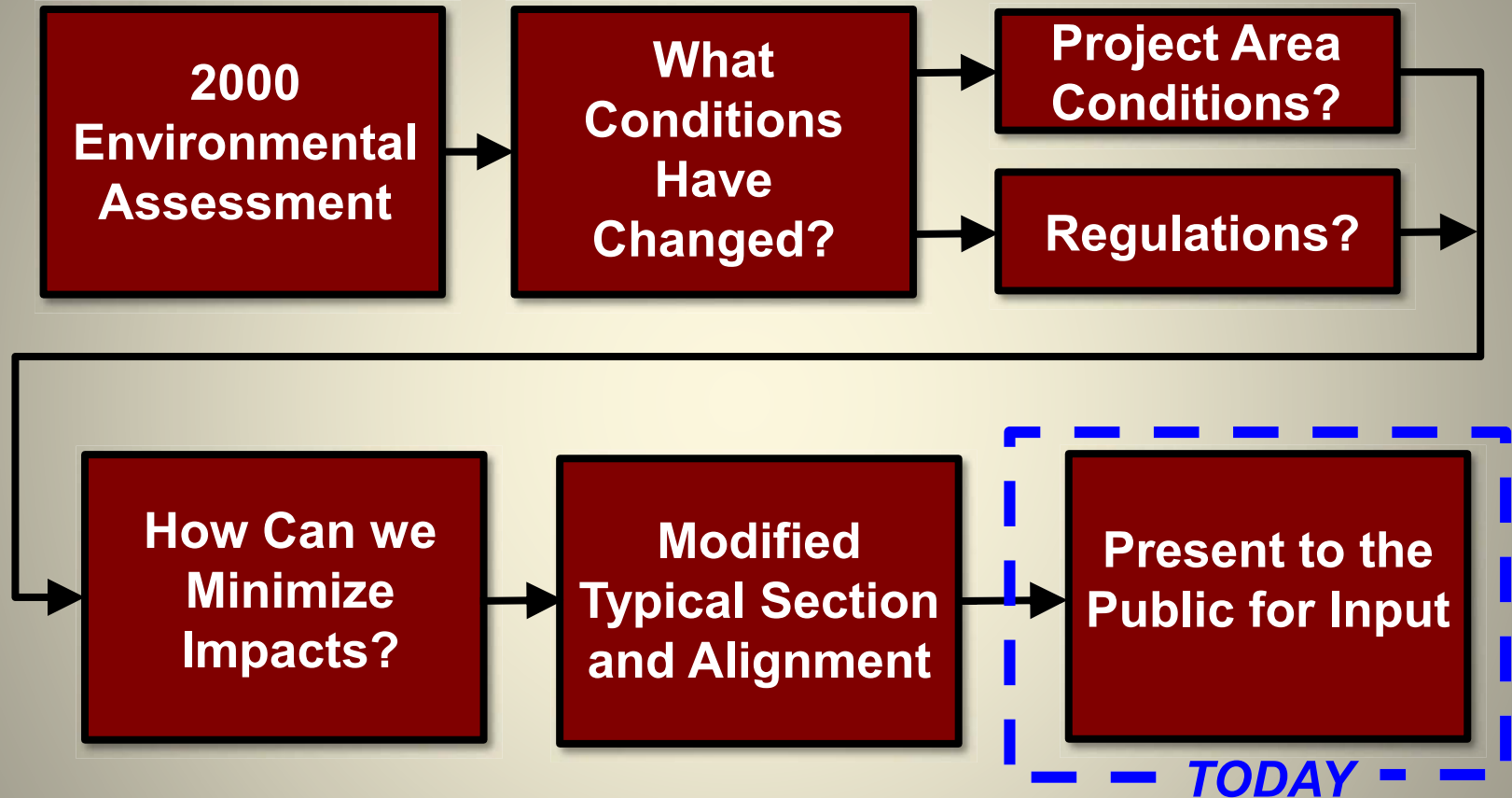
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New Terminus at SH-66

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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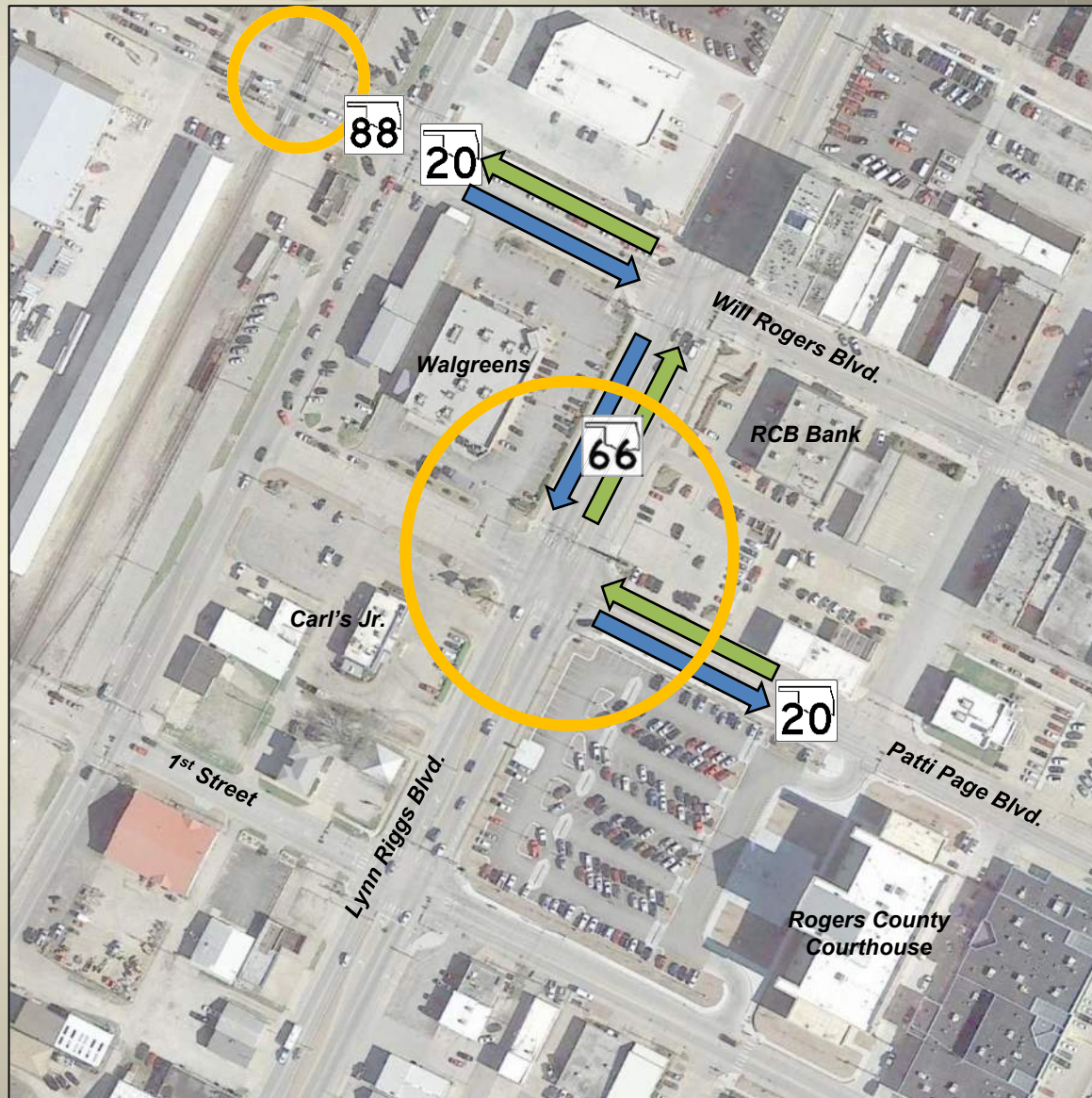
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■ Lynn Riggs/Patti Page Intersection (SH-20/66/88)

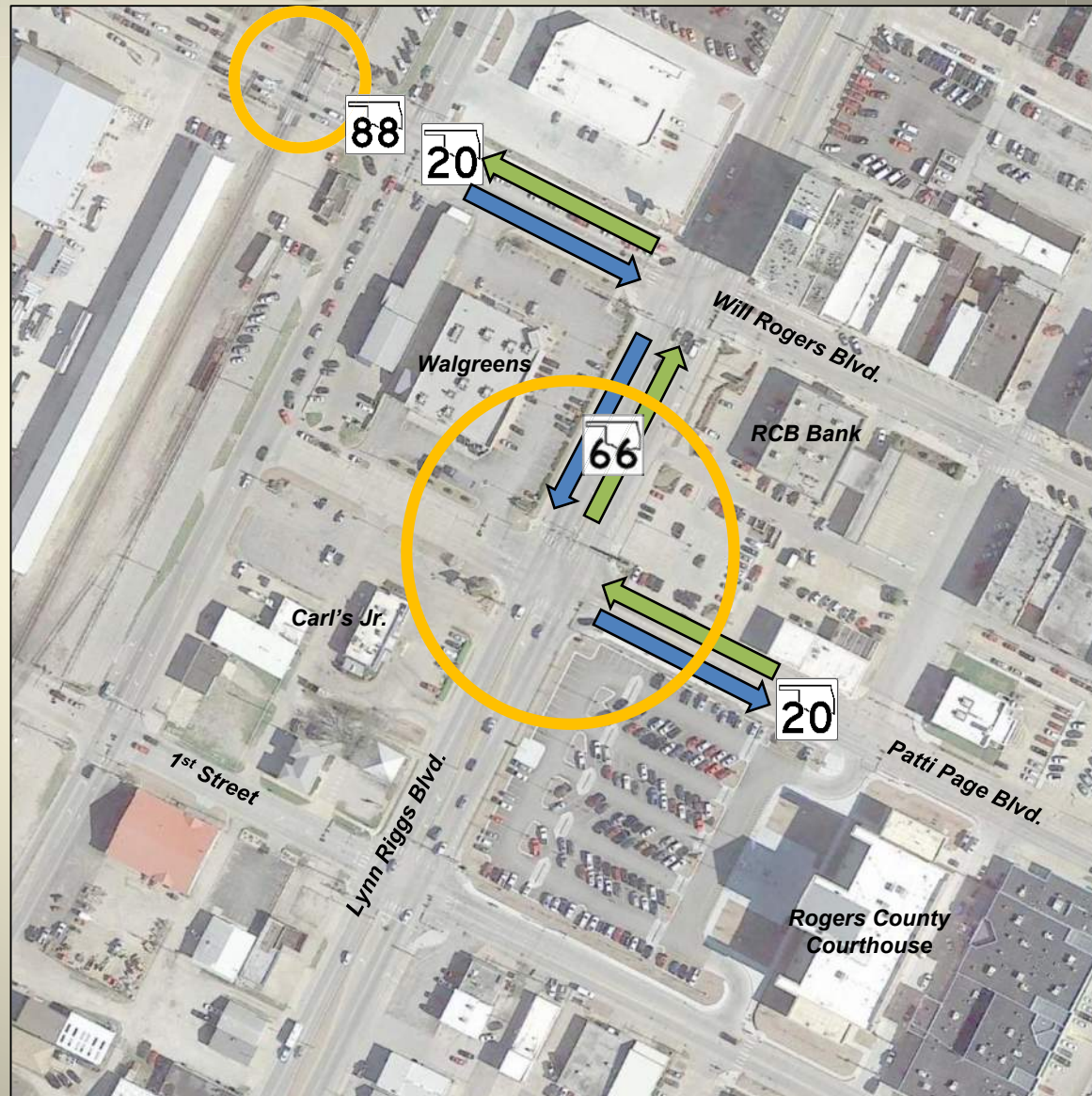
- Signalized
- Approach Lane Configuration Varies
- Sidewalk
- Railroad Crossing



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■ Lynn Riggs/Patti Page Intersection (SH-20/66/88)

- Signalized
- Approach Lane Configuration Varies
- Sidewalk
- Railroad Crossing



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
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 - 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

3X

More Injury Collisions Compared to Statewide Rate on Similar Highways





**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


- Data Collection Area
- Original Alignment
- - - - Claremore City Limits

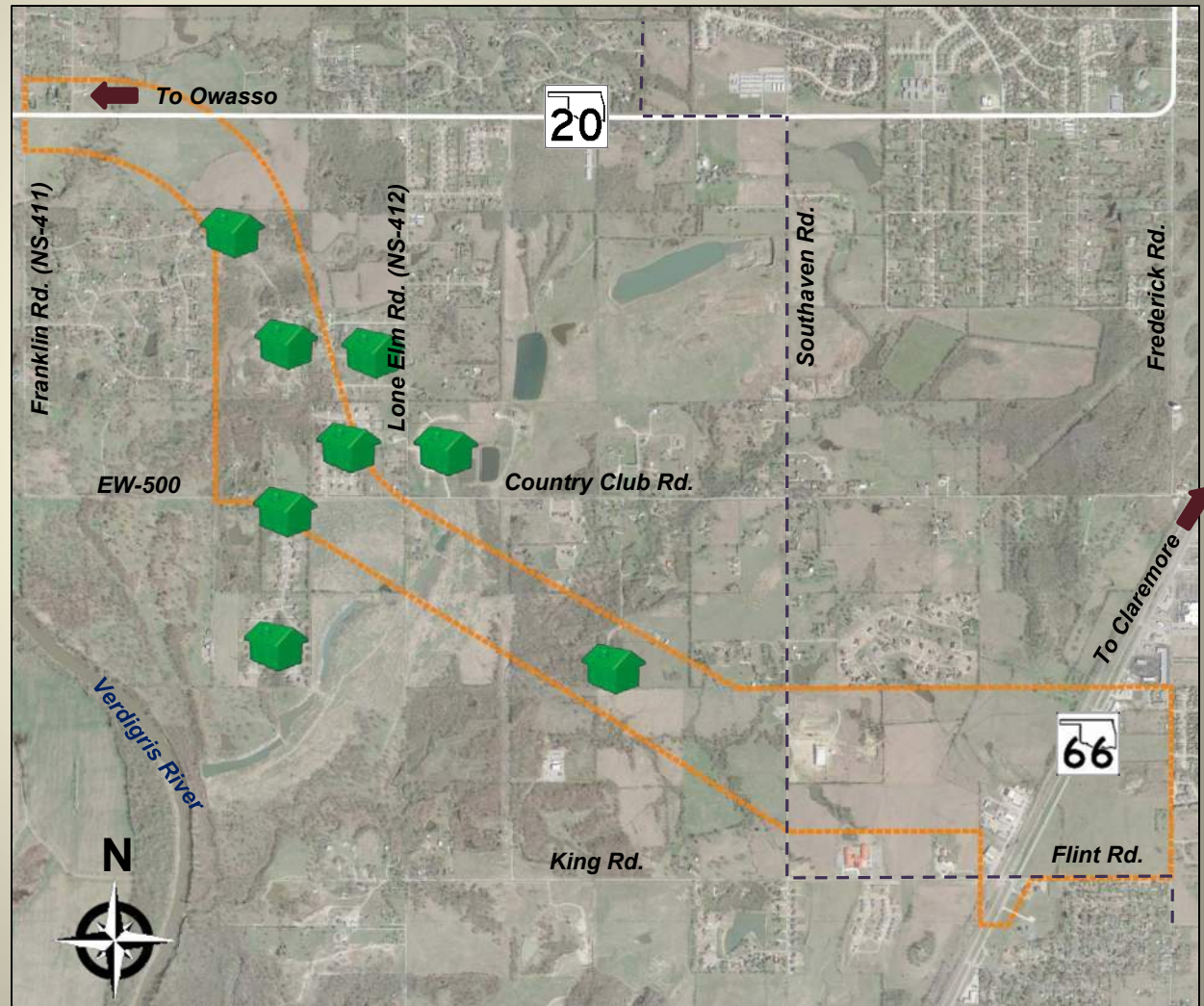


Homes and Neighborhoods

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

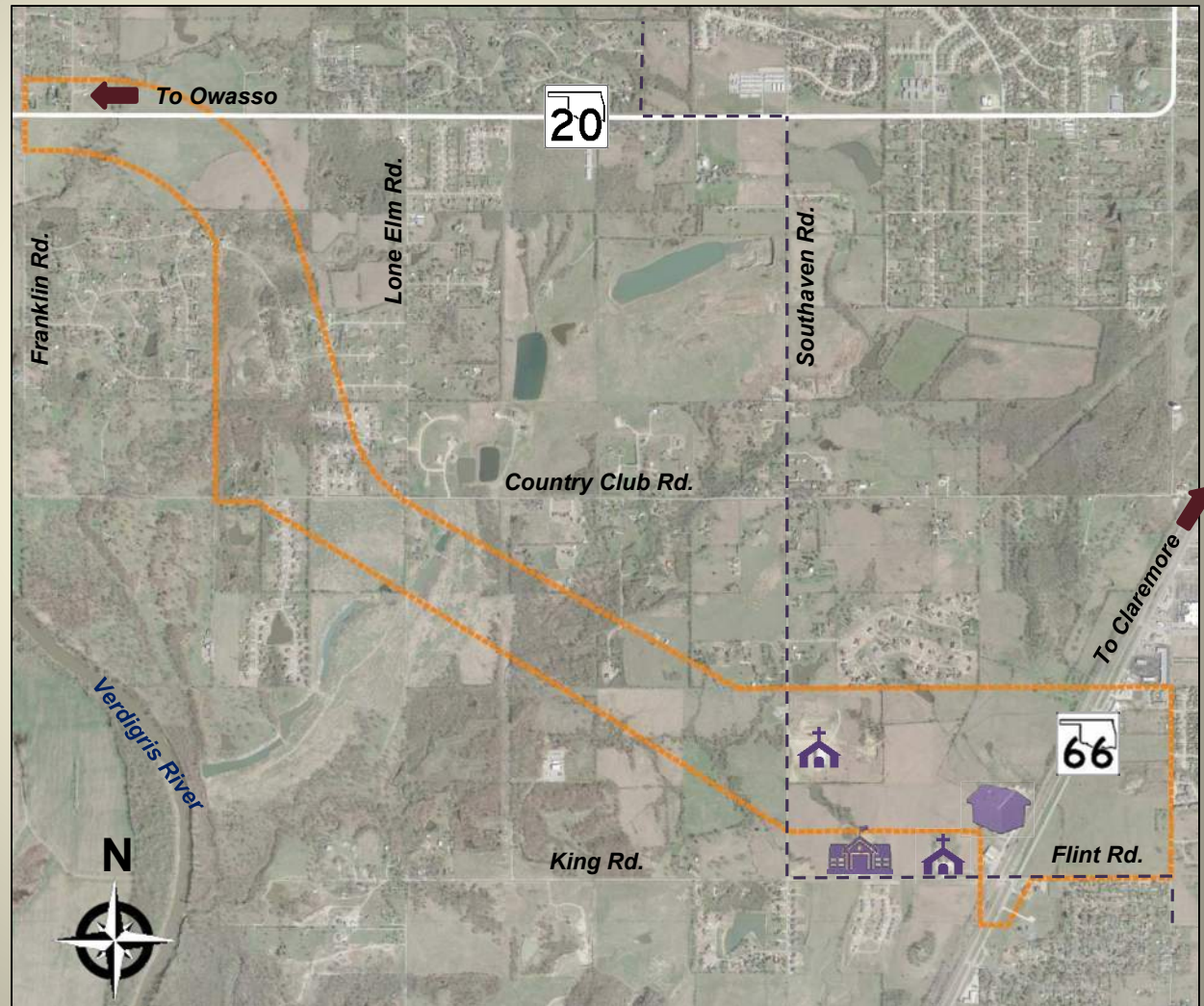
- Data Collection Area
-  Residential Development Since 2000
- - - Claremore City Limits



Community Facilities and Businesses

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



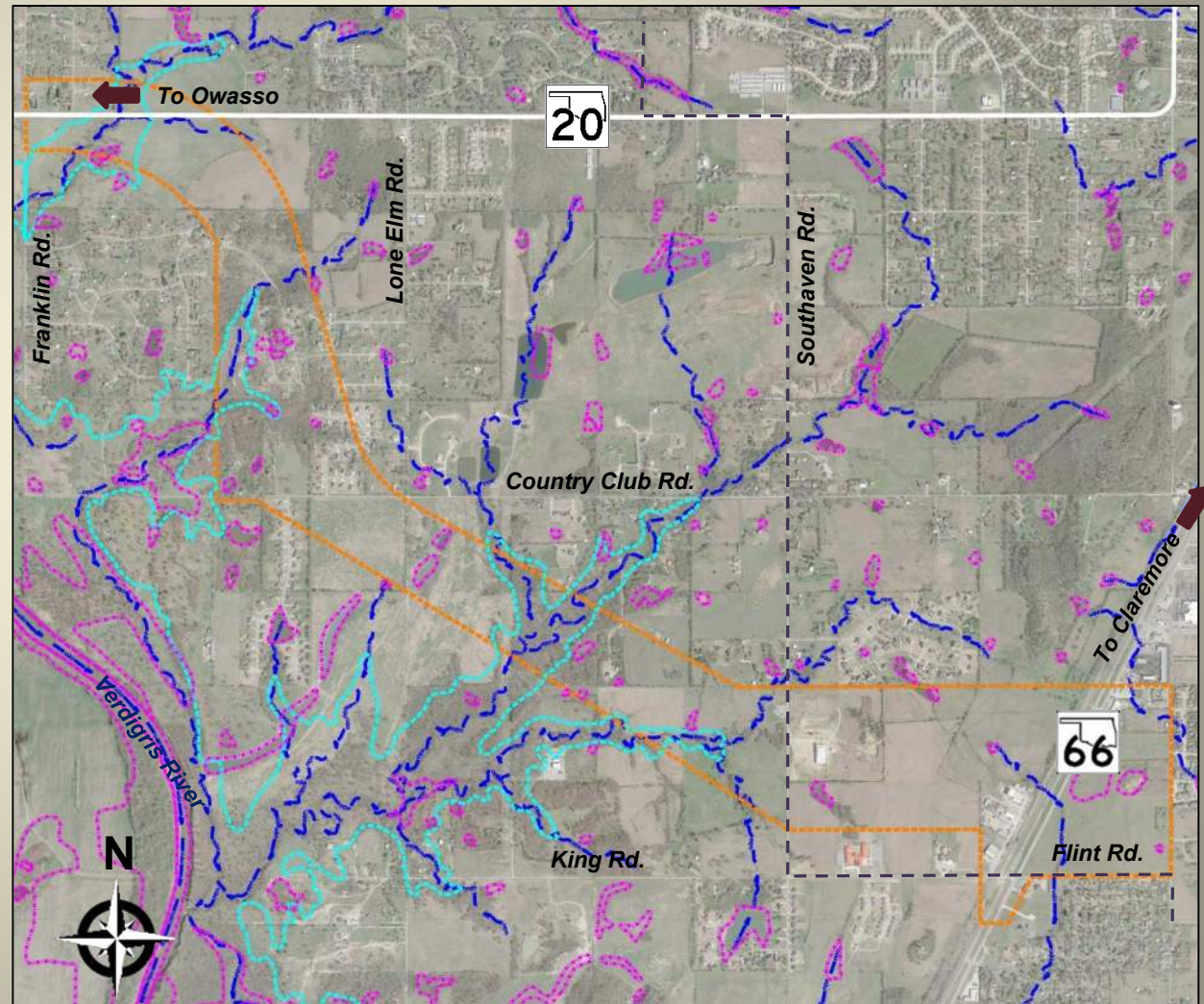
- Data Collection Area
- - - Claremore City Limits

Natural Resources

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

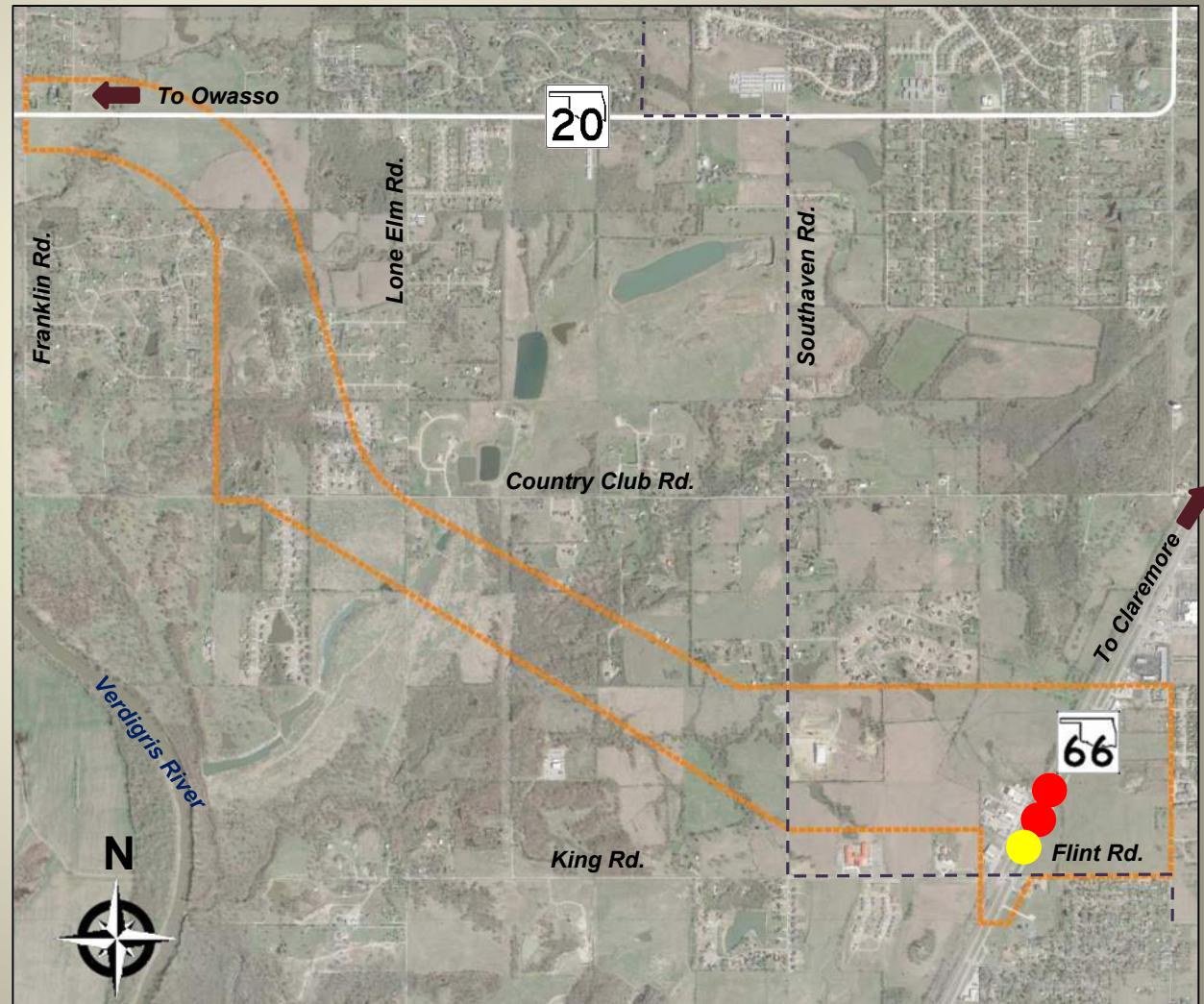
- Locations With Fuel Storage Tanks or Hazardous Materials On-Site

● Fuel Storage Site

● Hazardous Materials Site

..... Data Collection Area

- - - Claremore City Limits



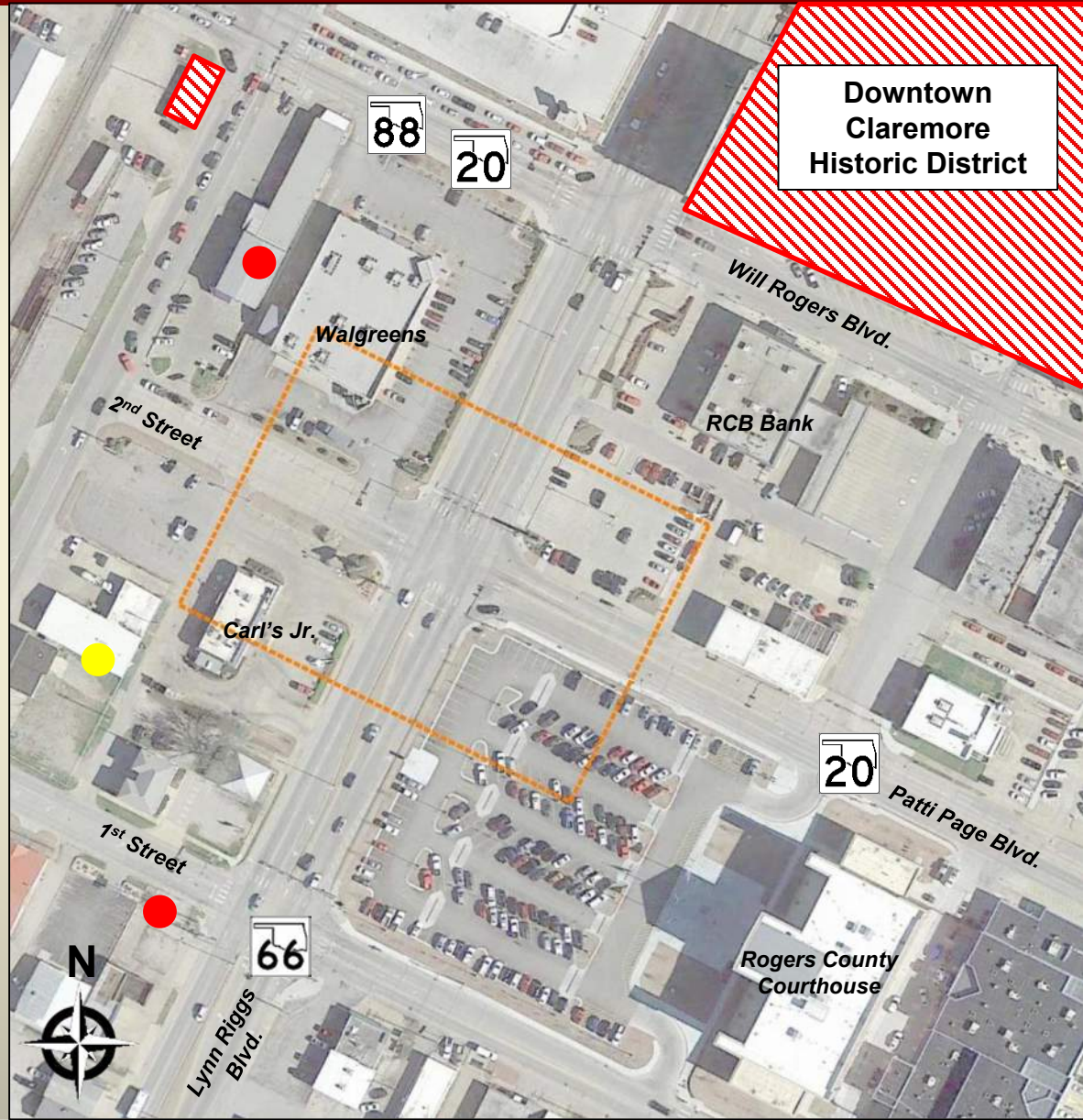
Constraints in Downtown Claremore

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?

Original Approved Alignment (2000)

- 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



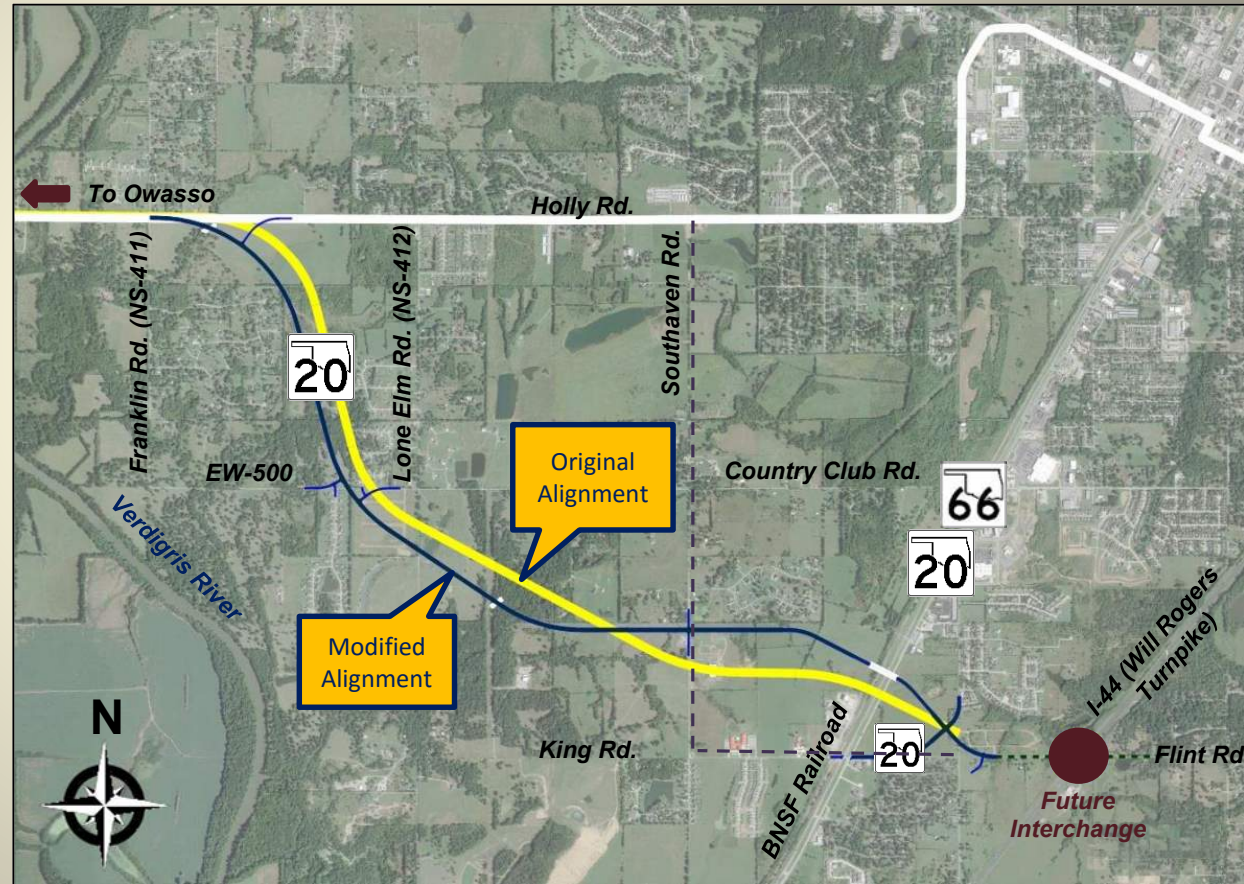
Exist. SH-20 Remains as Local Facility

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

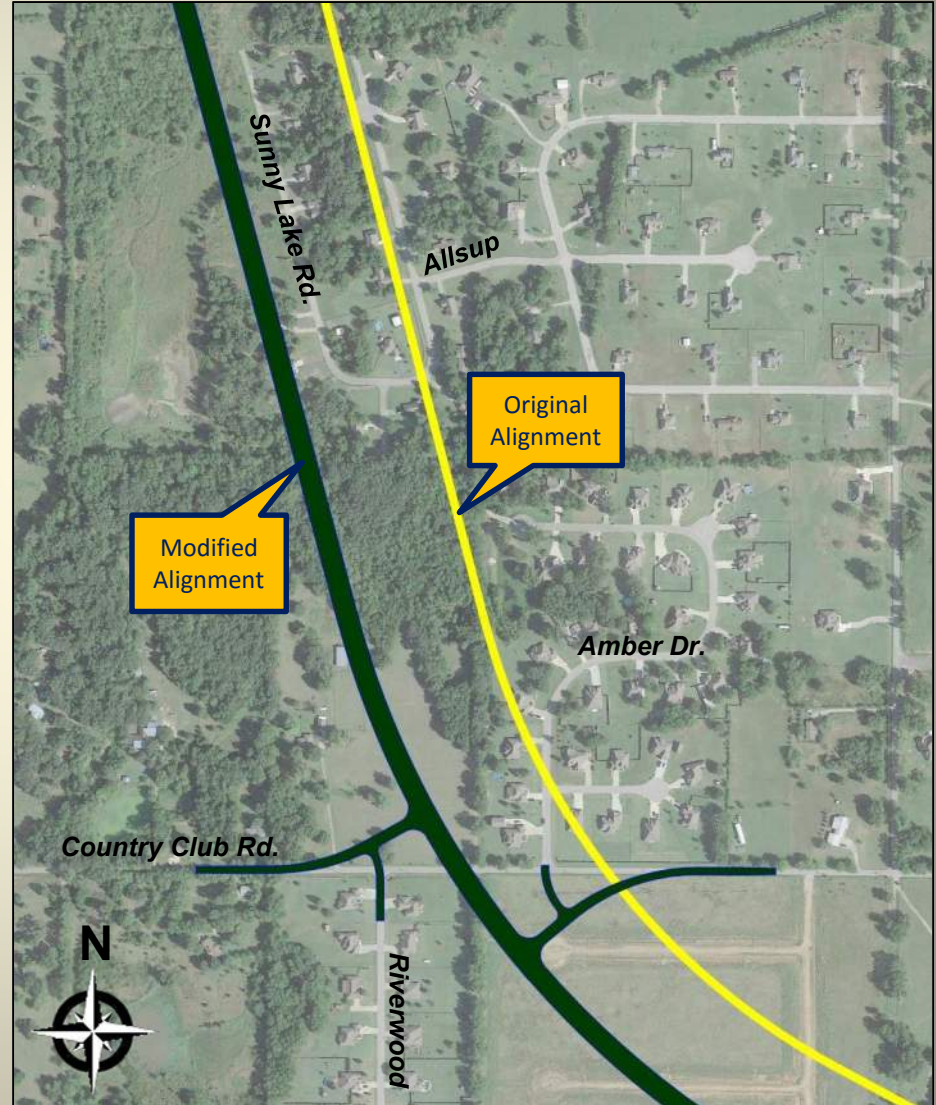


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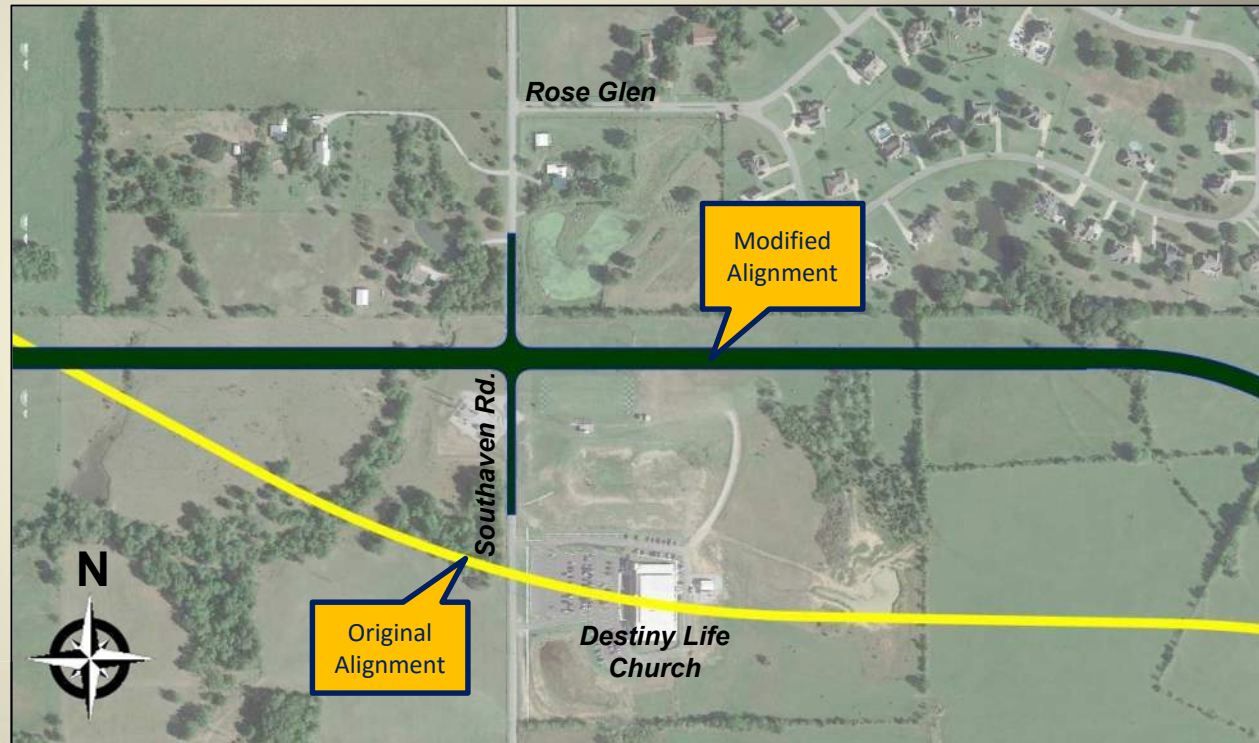


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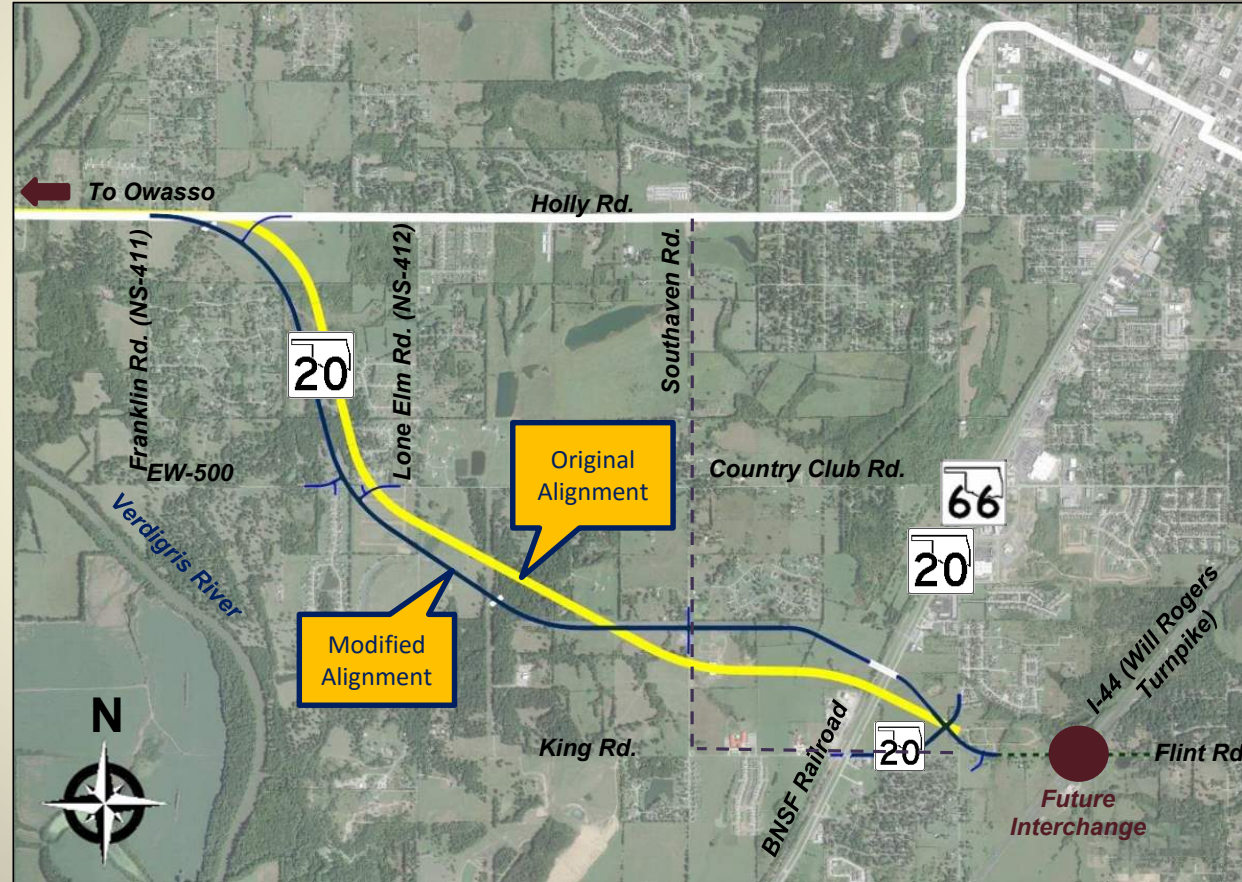


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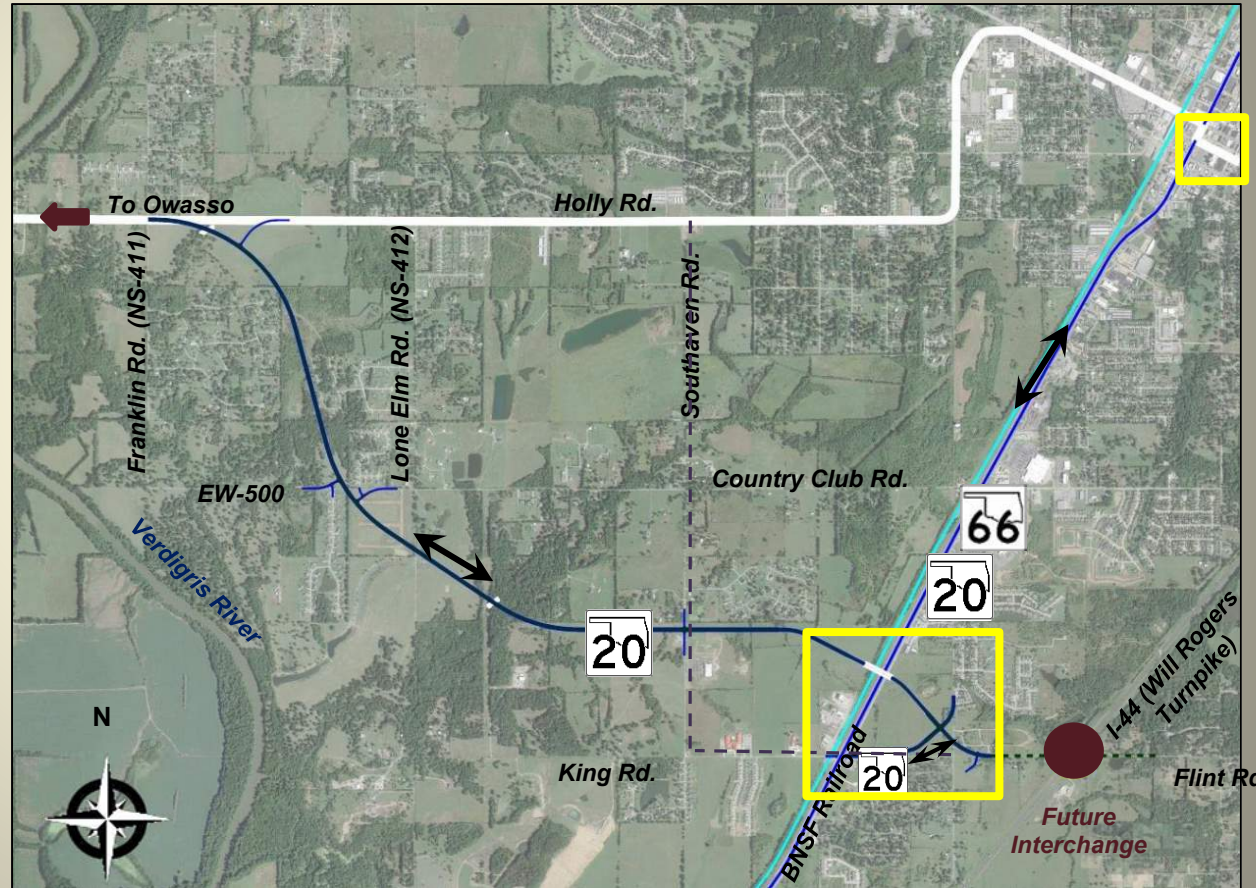
How Will Modified SH-20 Connect to Existing Highways?

- **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)**

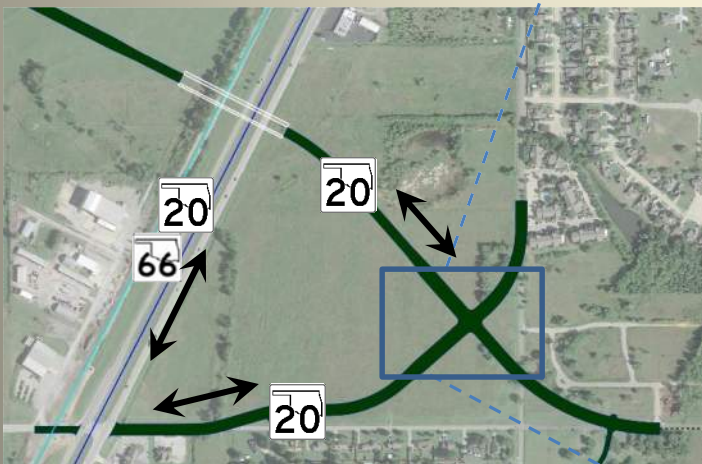
- **Existing SH-20 (Holly Rd.) Remains as Local Facility**



How Will New SH-20 Connect to Existing Highways?

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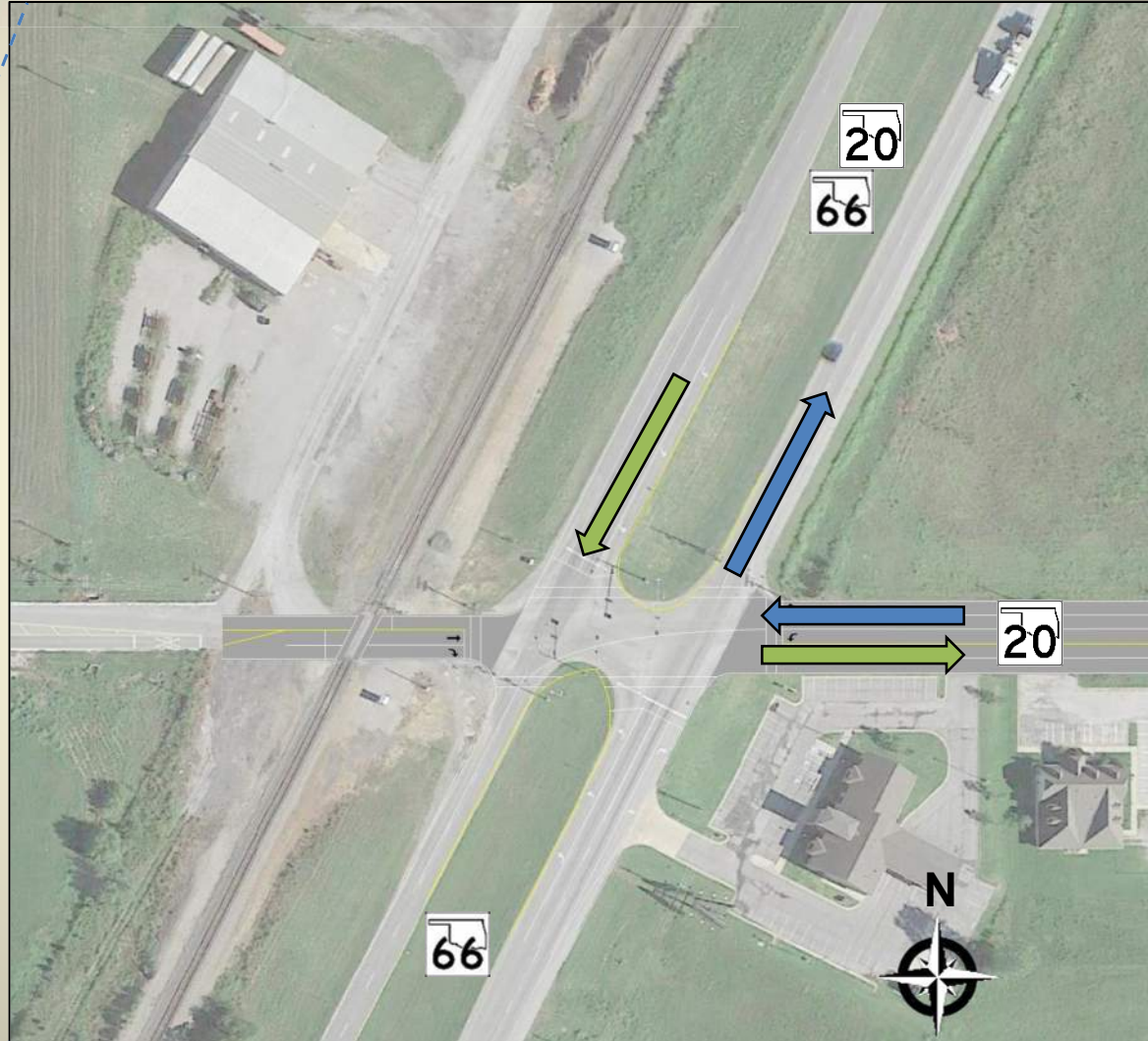
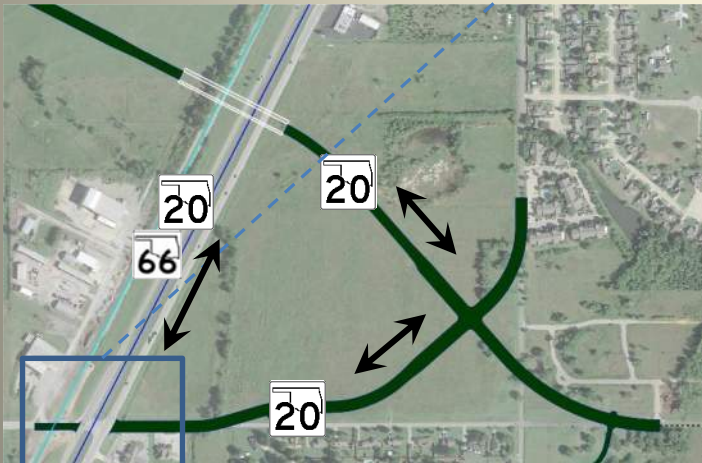
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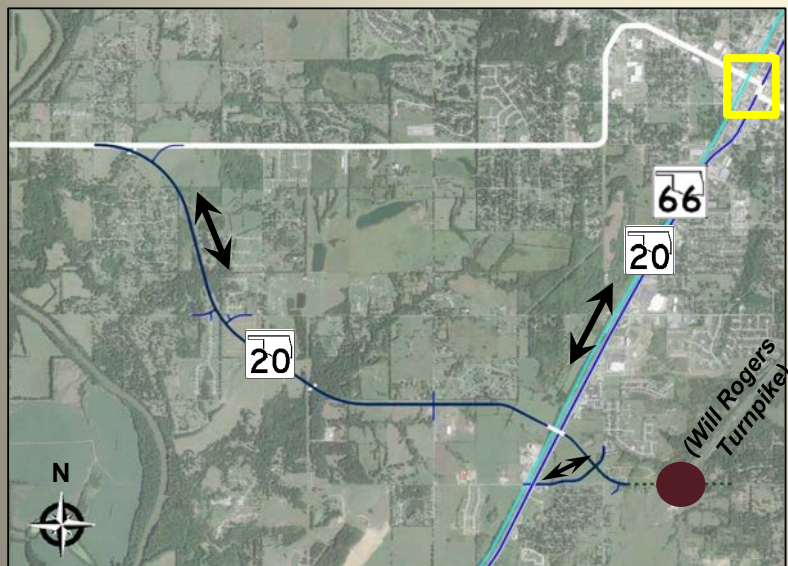
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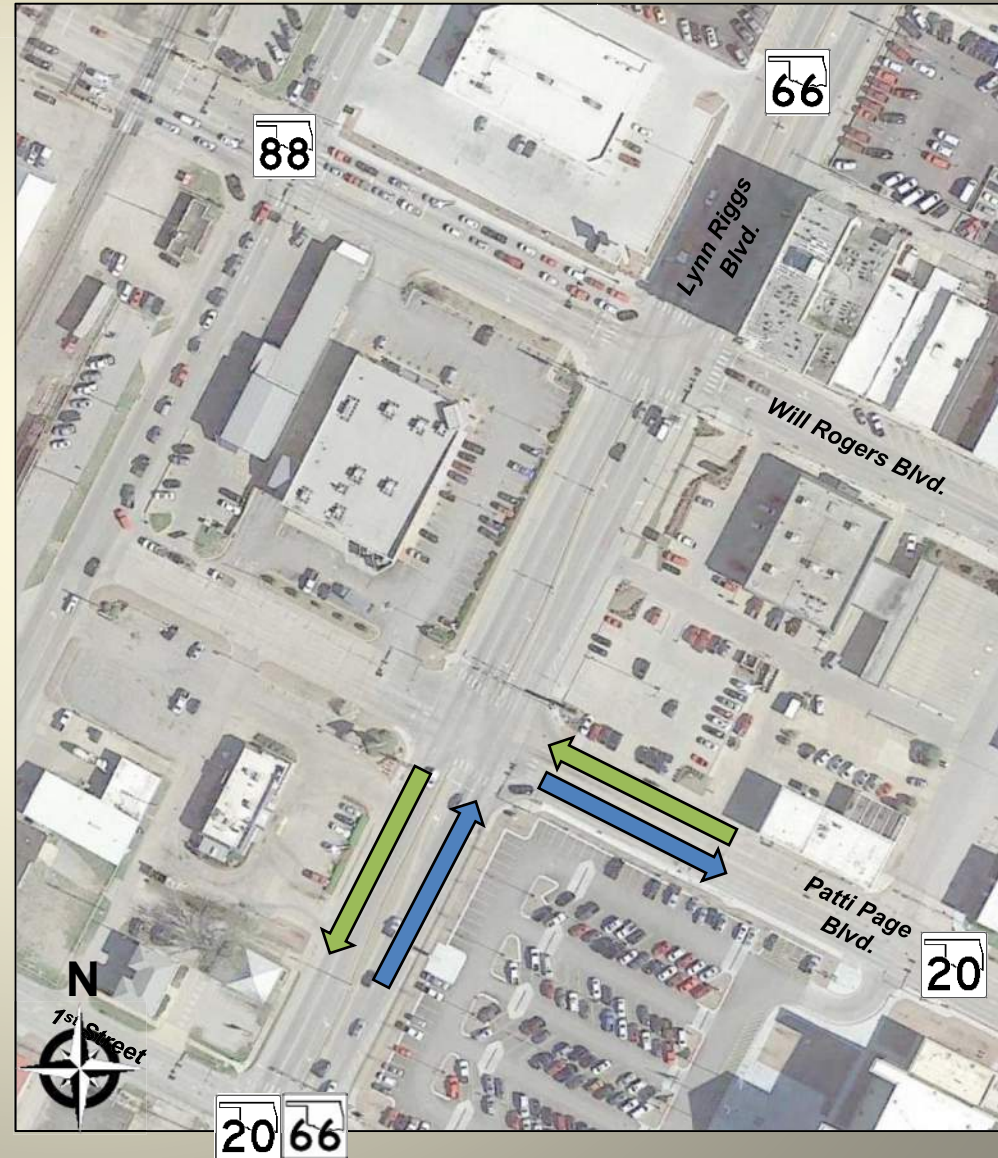
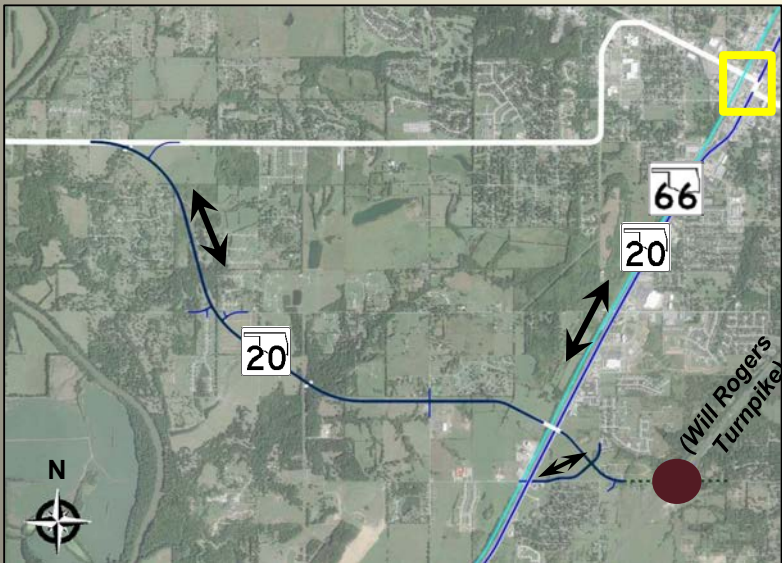
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How Will New SH-20 Connect to Existing Highways?

Potential Intersection Improvements to be Studied

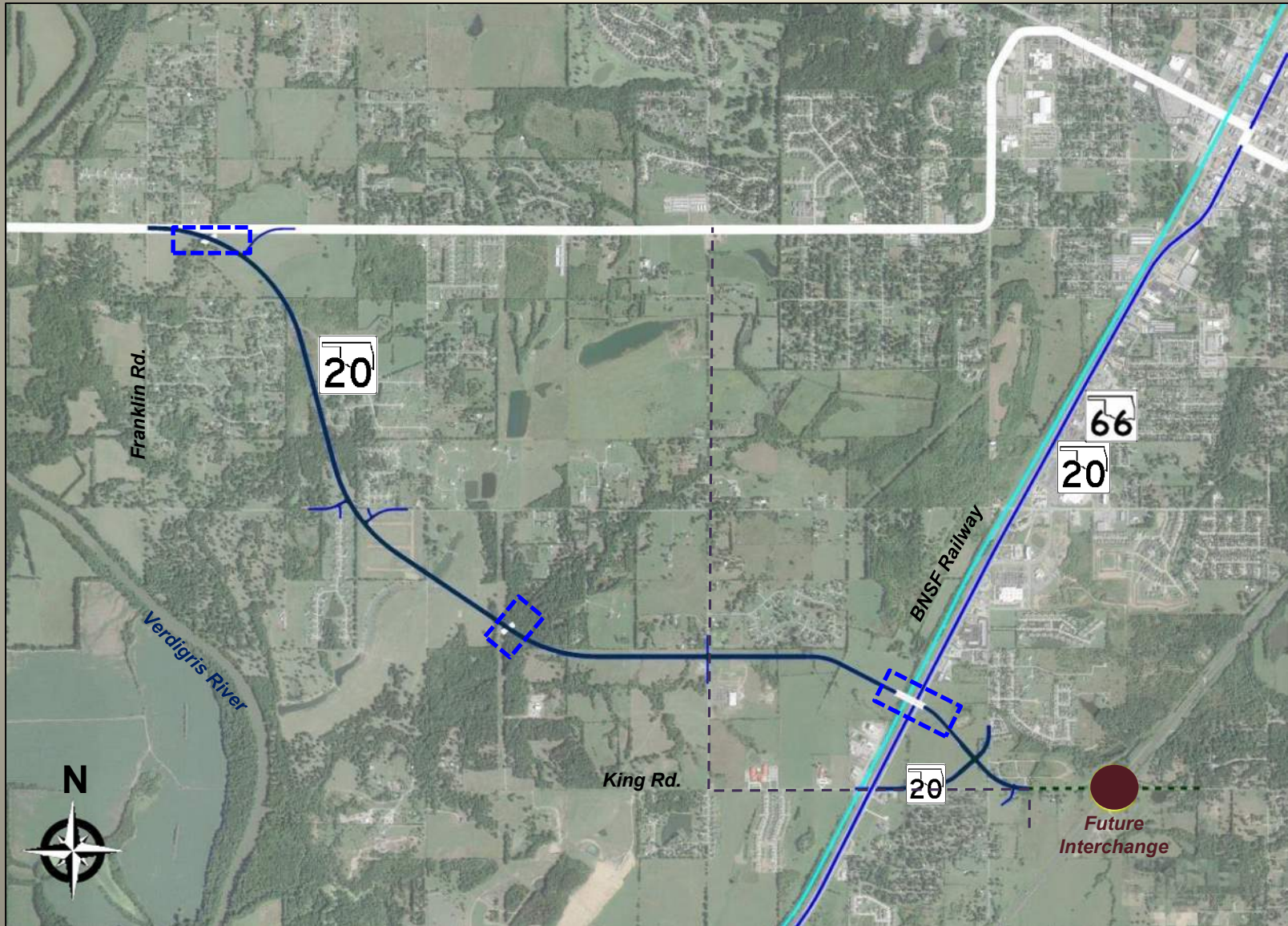
- Remains Signalized
- Pavement Marking Changes
- Raised Medians



A photograph of a concrete bridge structure over a stream. The bridge has a concrete railing and a concrete support pillar. The stream is in the foreground, and there are trees and foliage around it. The text "What are the Proposed Bridge Improvements?" is overlaid on the image in a large, white, bold font with a black outline.

What are the Proposed Bridge Improvements?

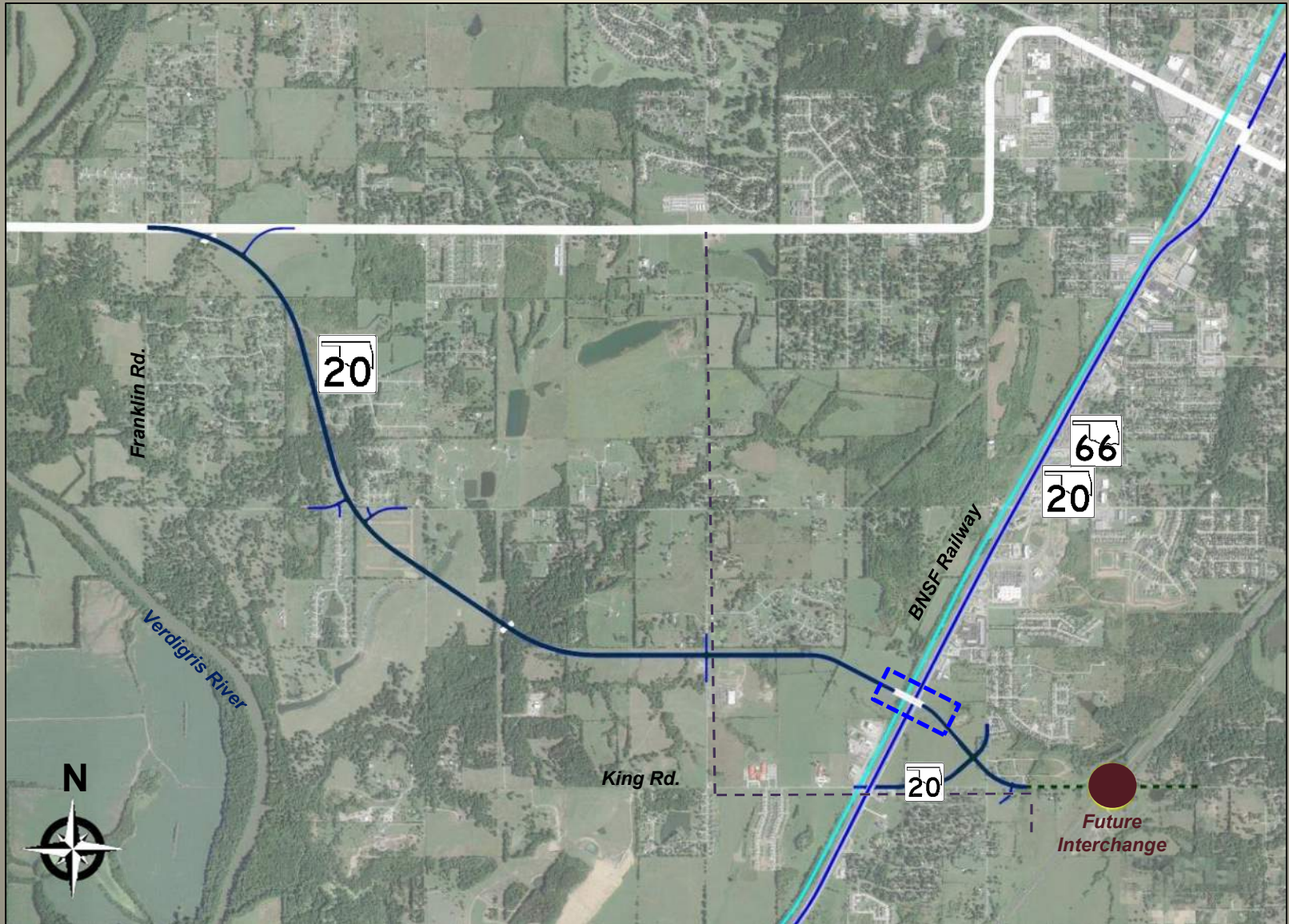
PROPOSED BRIDGE STRUCTURES



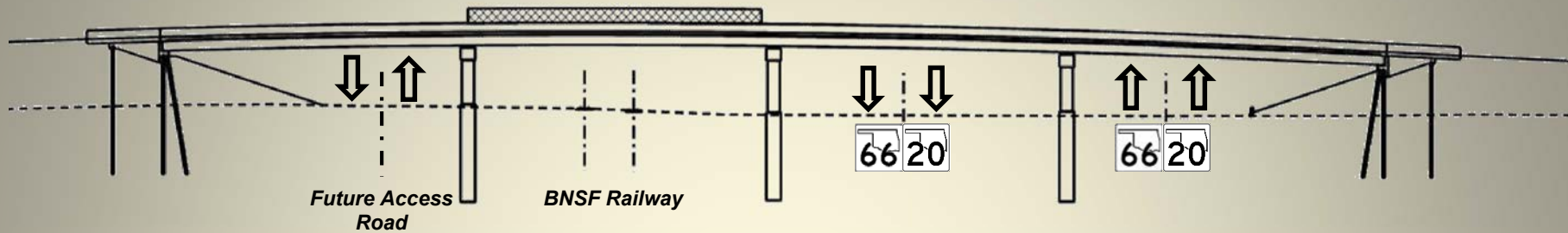
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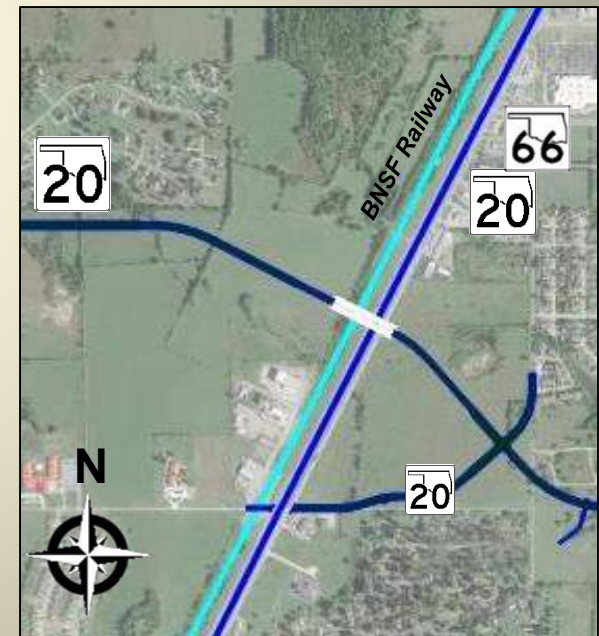
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PROPOSED BRIDGE STRUCTURES



- **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.

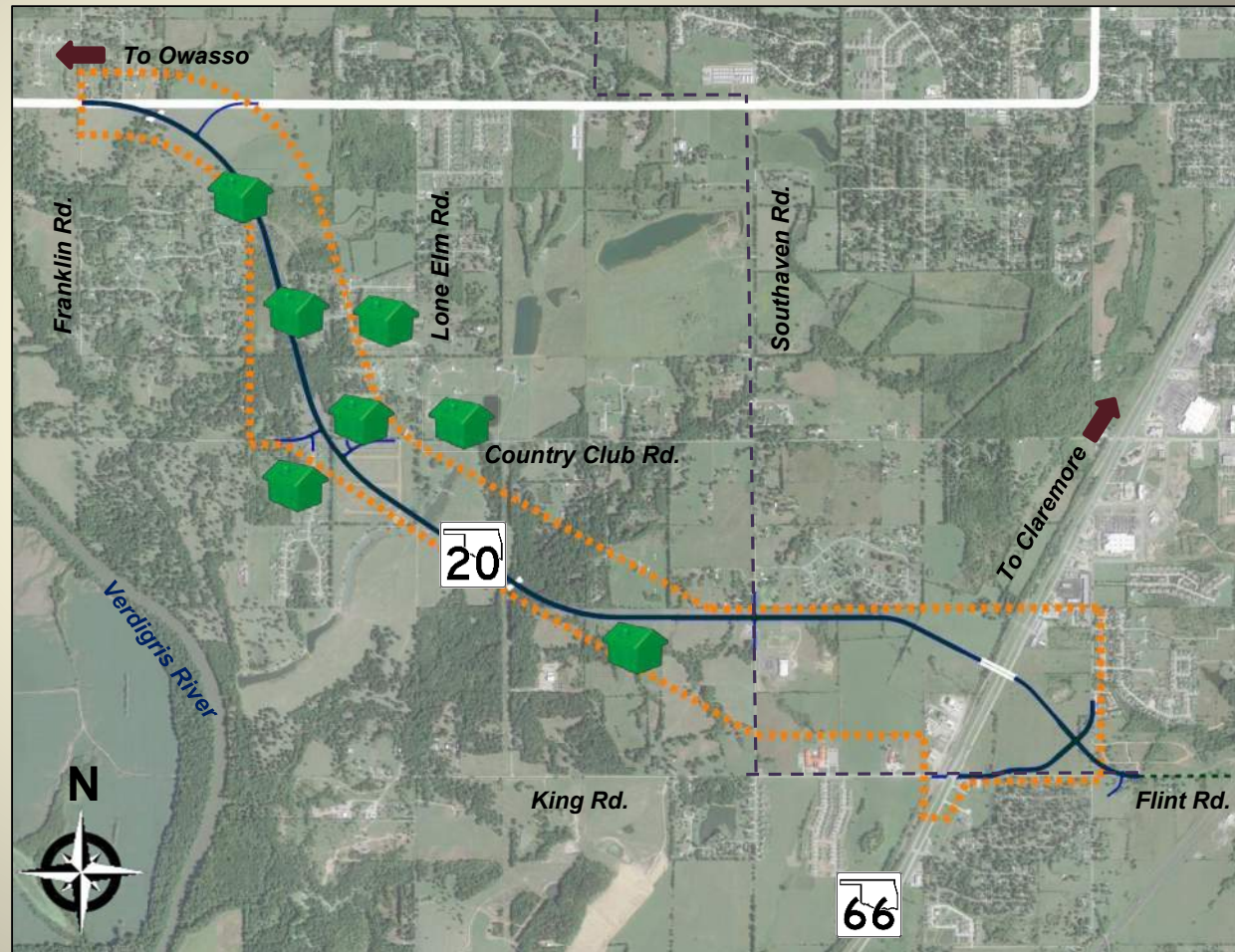


A photograph of a stream flowing through a lush green landscape. The stream is in the foreground, with several clumps of tall grass growing in the water. The banks are covered in dense green grass and shrubs. In the background, there are several large, leafy trees. The overall scene is a natural, green environment.

**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



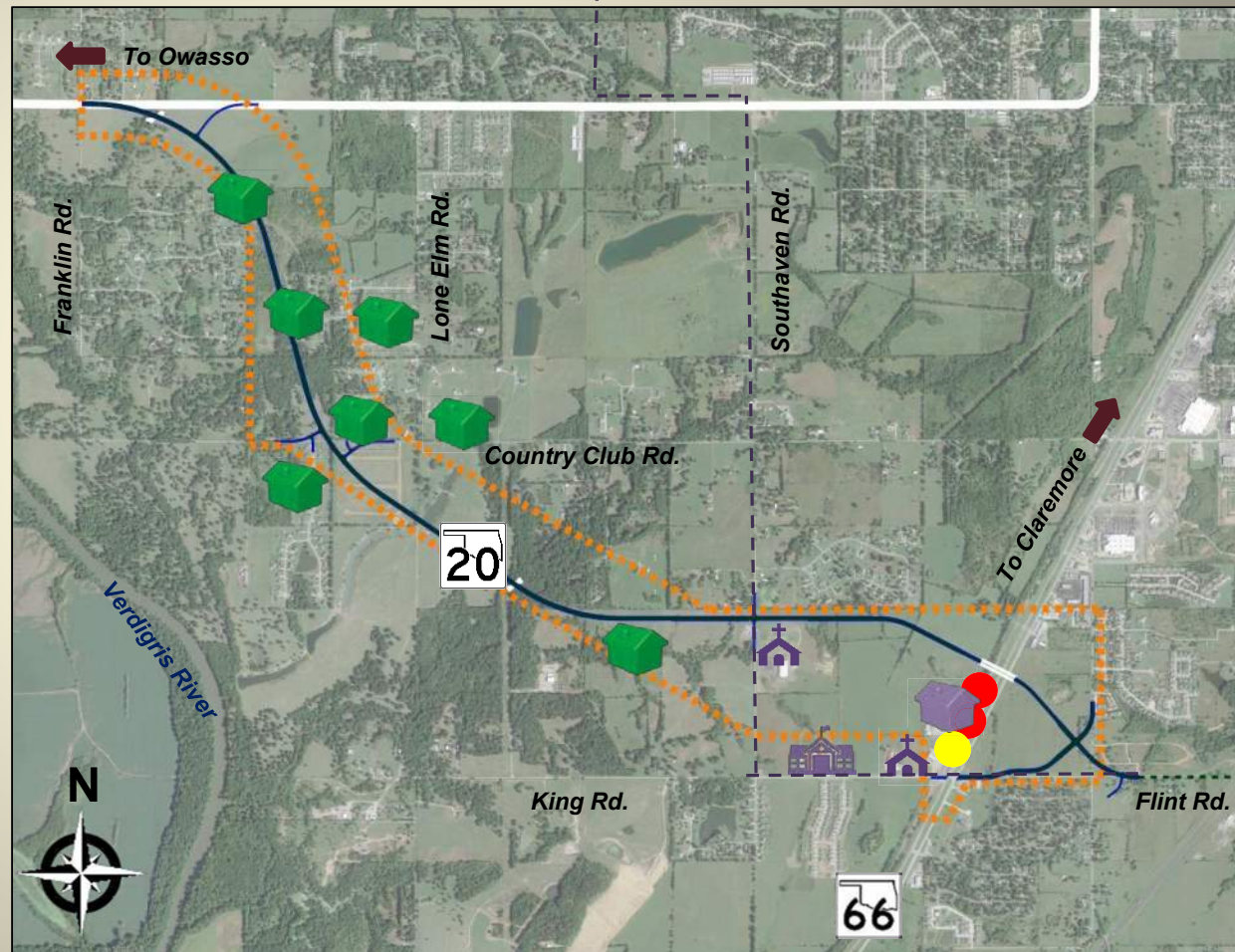
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Community Facilities

- 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



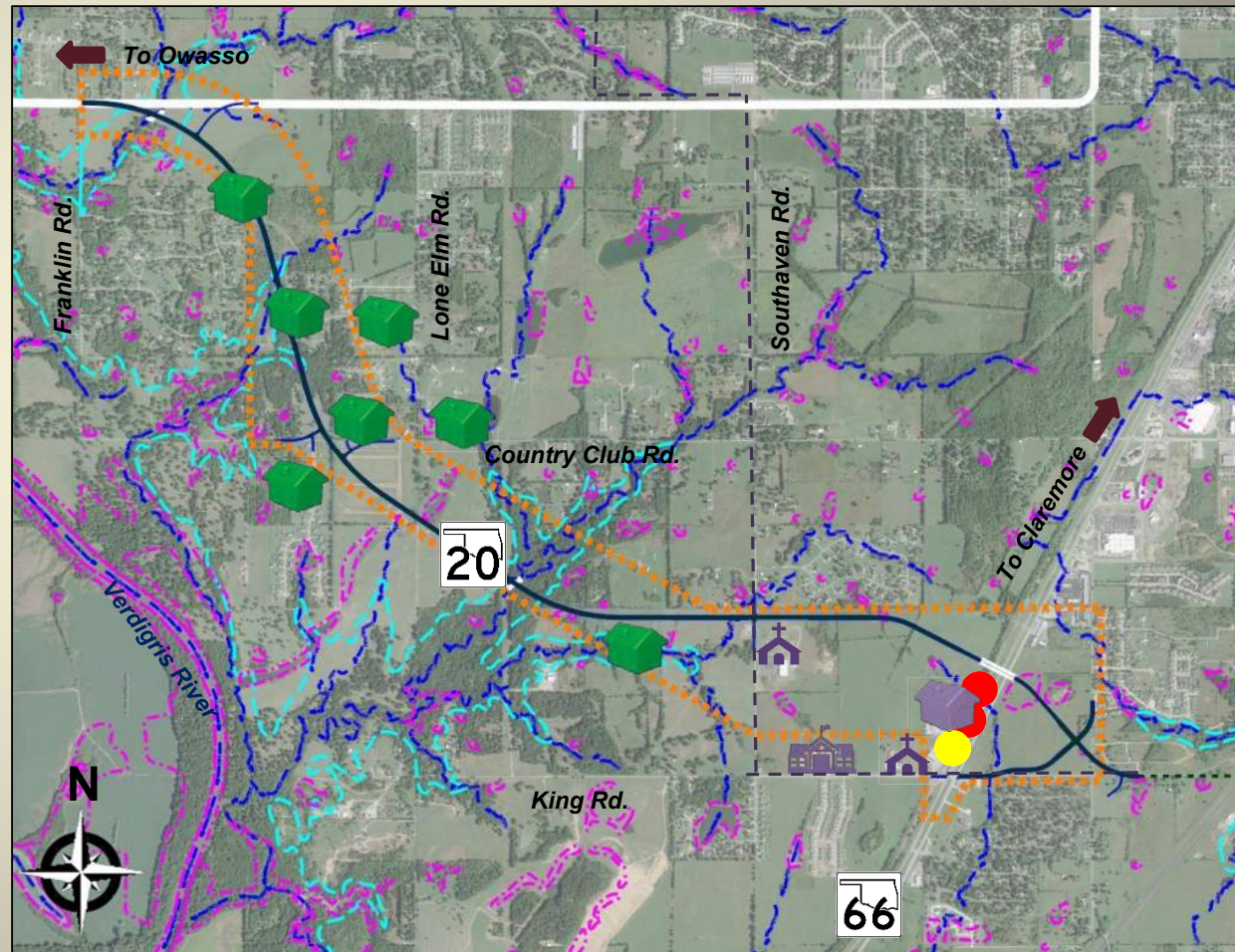
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Streams & Wetlands

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

Threatened & Endangered Species

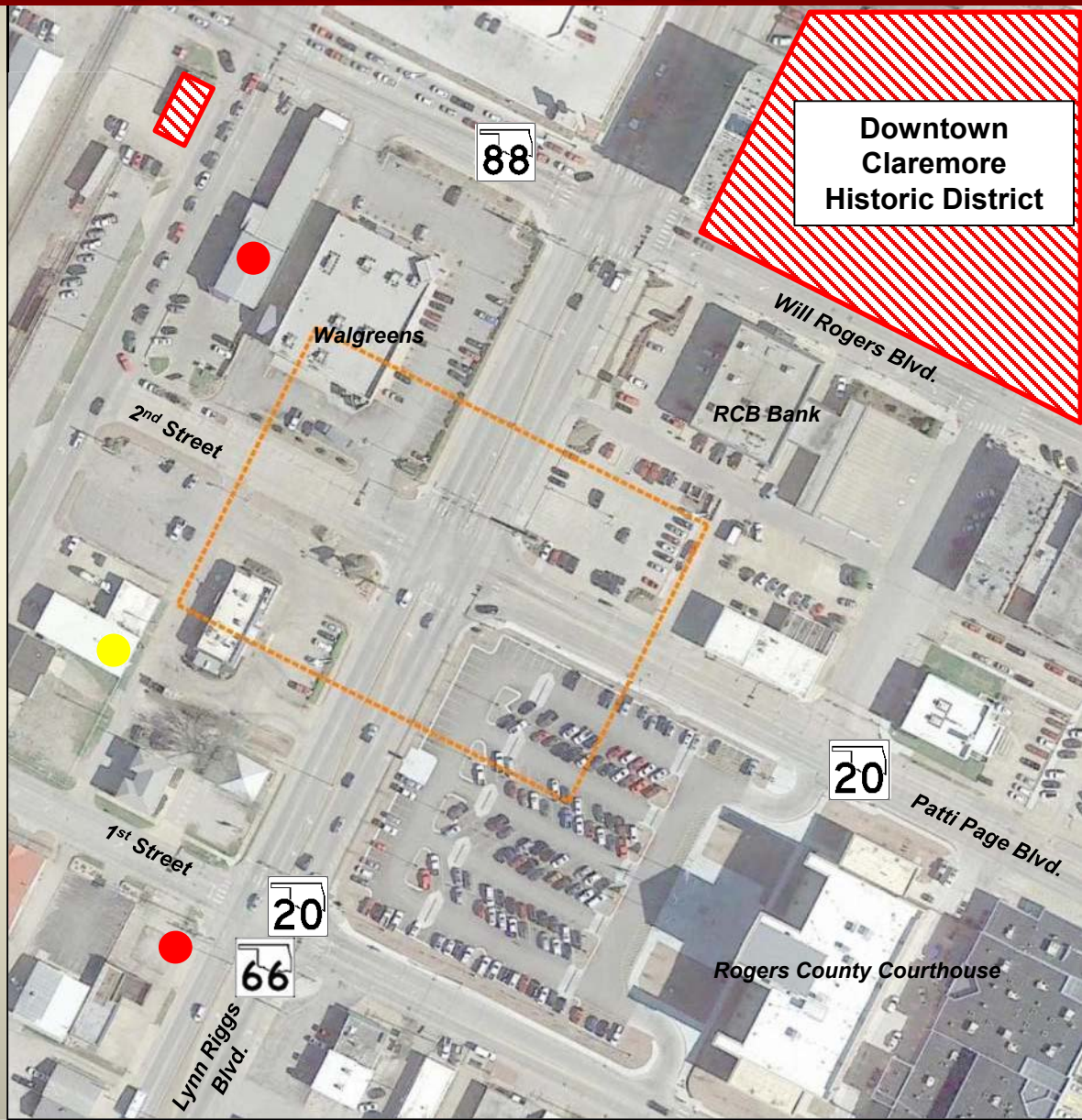
- Potential Impacts to American Burying Beetle and Northern Long-Eared Bat Habitat
- Additional Studies Will be Completed



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



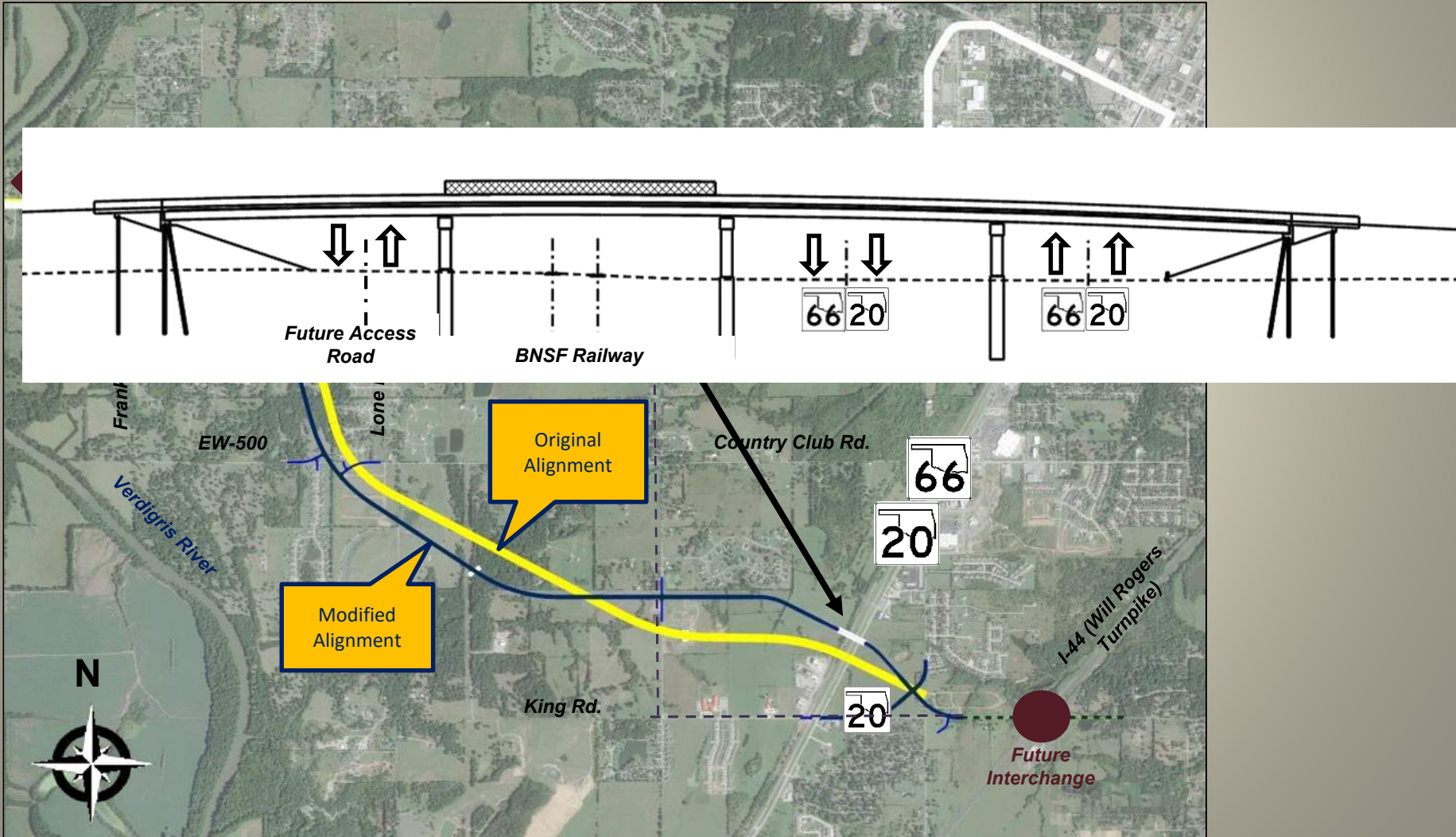
Summary

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



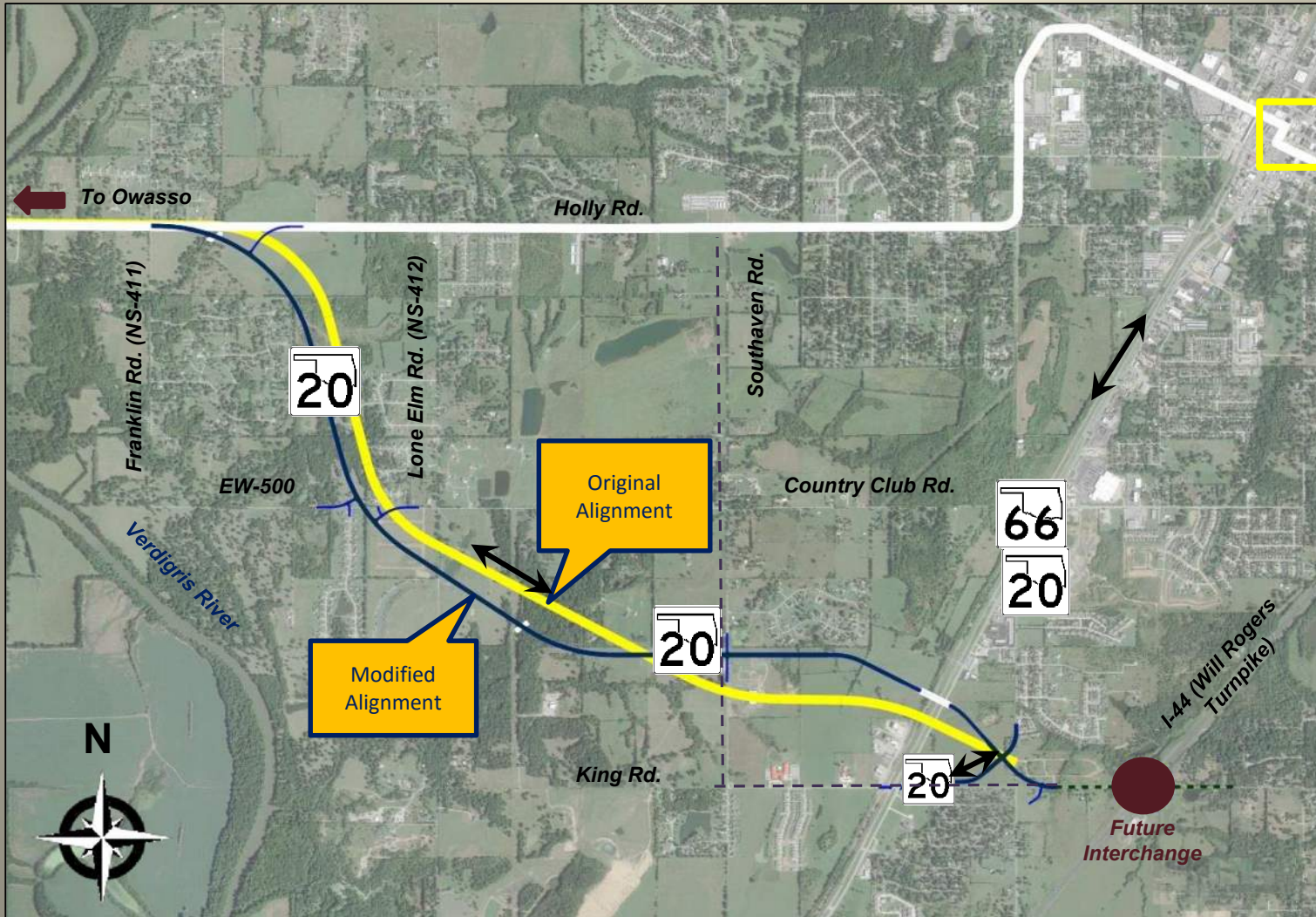
Summary

- Construct an Overpass at the Railroad and SH-66



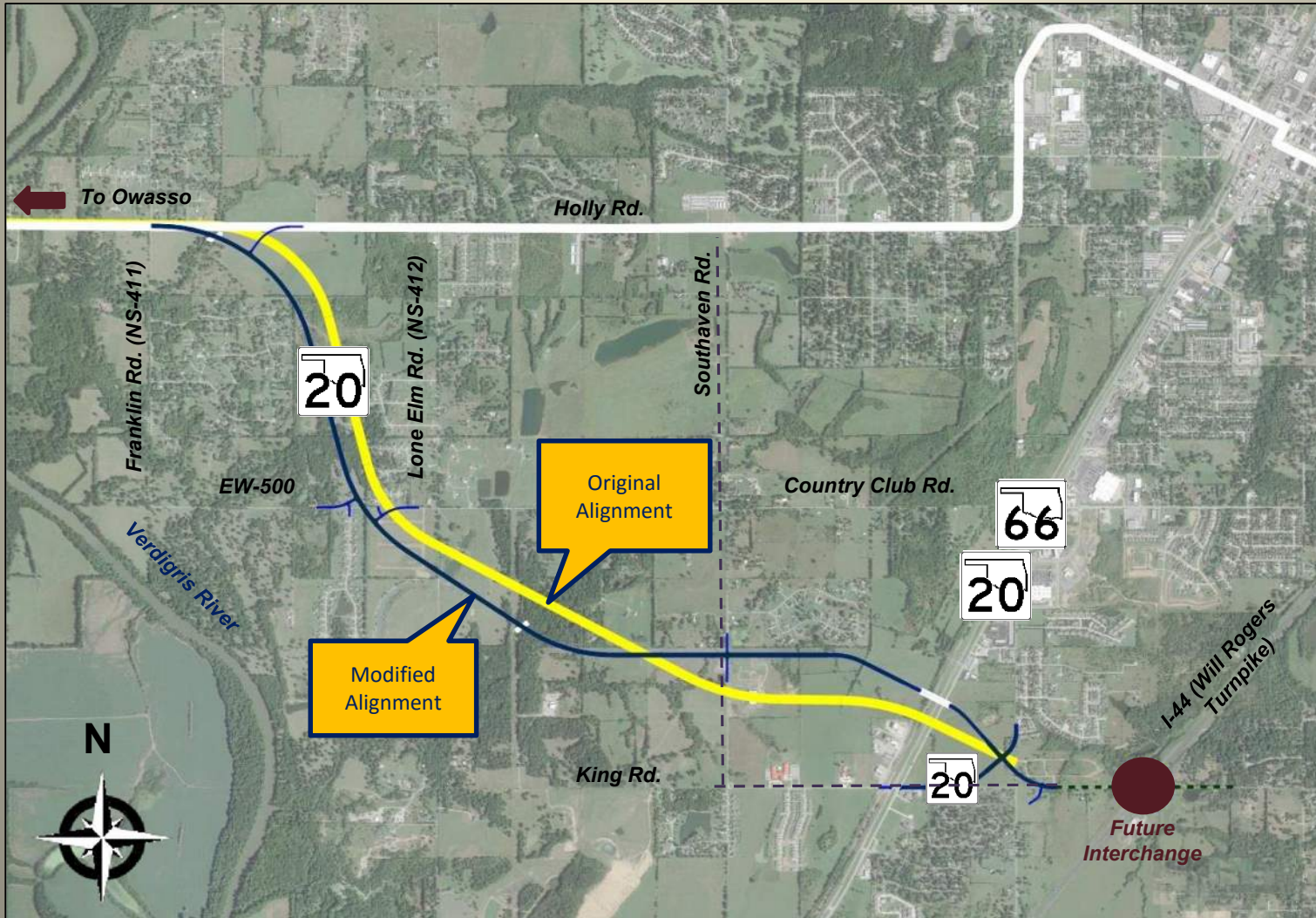
Summary

- SH-20 Will Connect to SH-66 at Flint/King Road and Follow SH-66 to Claremore



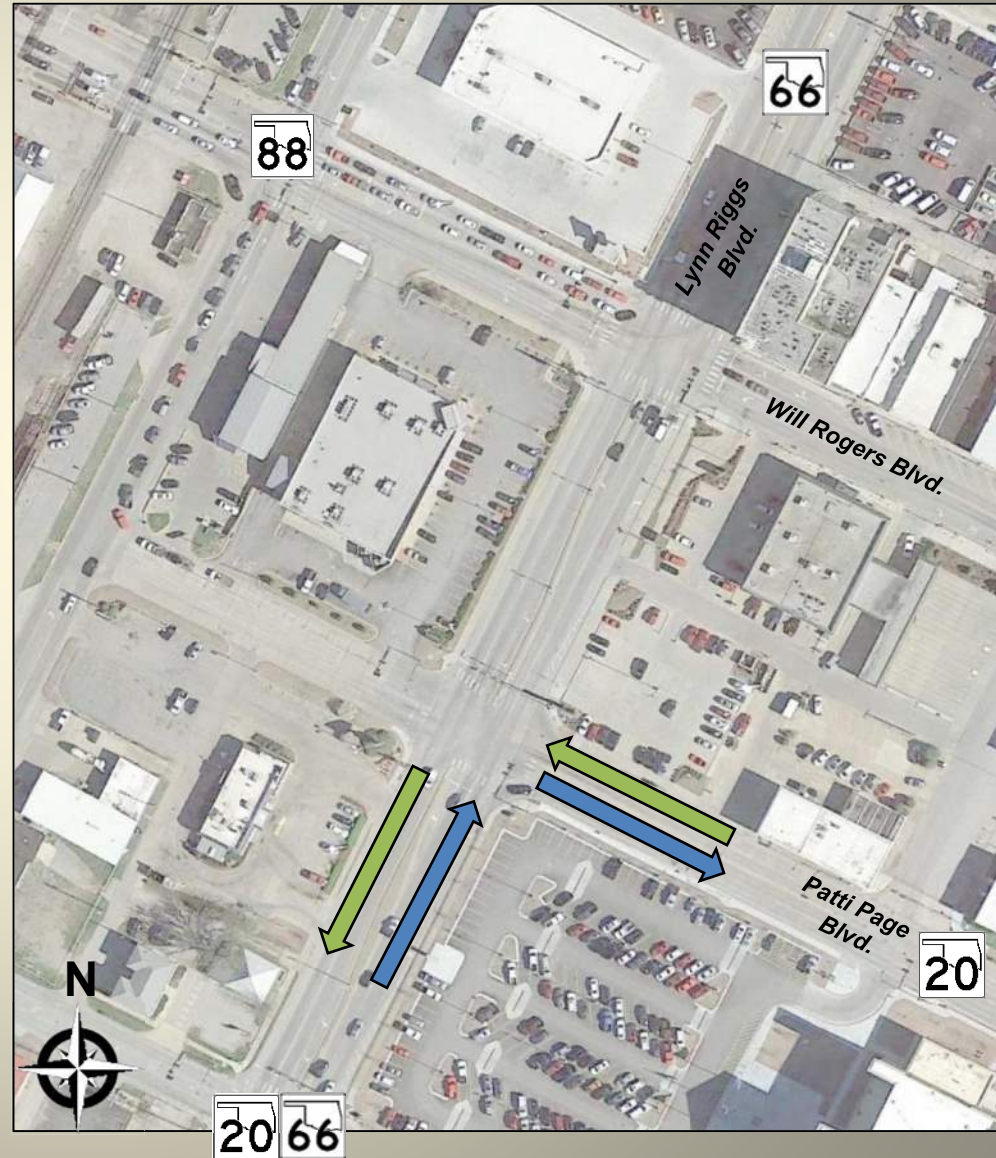
Summary

- OTA Has a Separate Project to Construct an Interchange on the Will Rogers Turnpike (I-44) near Flint Road



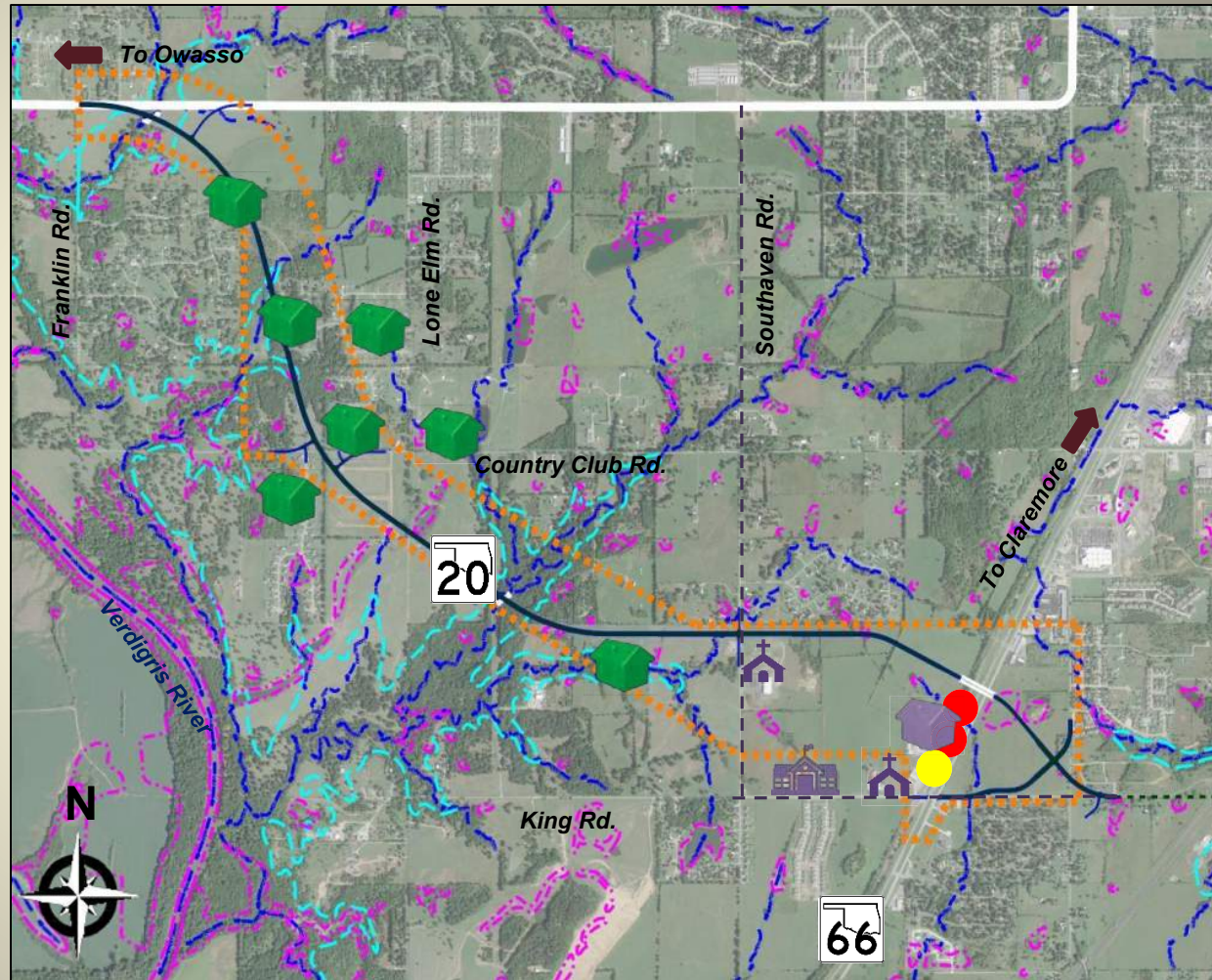
Summary

- 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

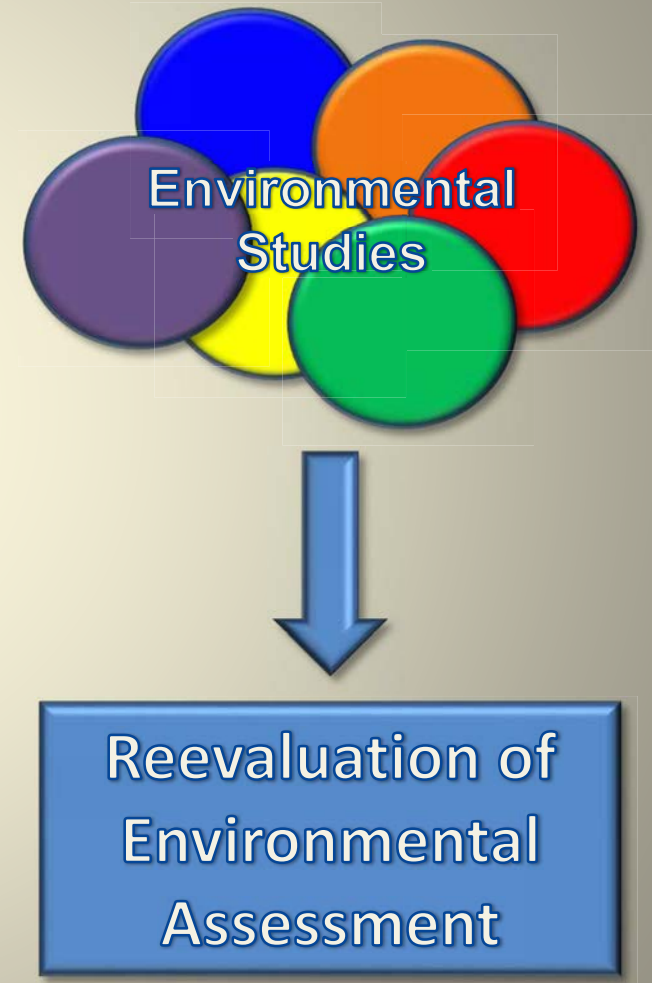


A photograph of a road with cars and trees under a clear blue sky. The text "What Are the Next Steps?" is overlaid in large white font with a black outline. The scene shows a two-lane road with a dark SUV in the foreground and a silver car further ahead. The landscape is dry with brown grass and bare trees, suggesting late autumn or winter. Power lines are visible overhead.

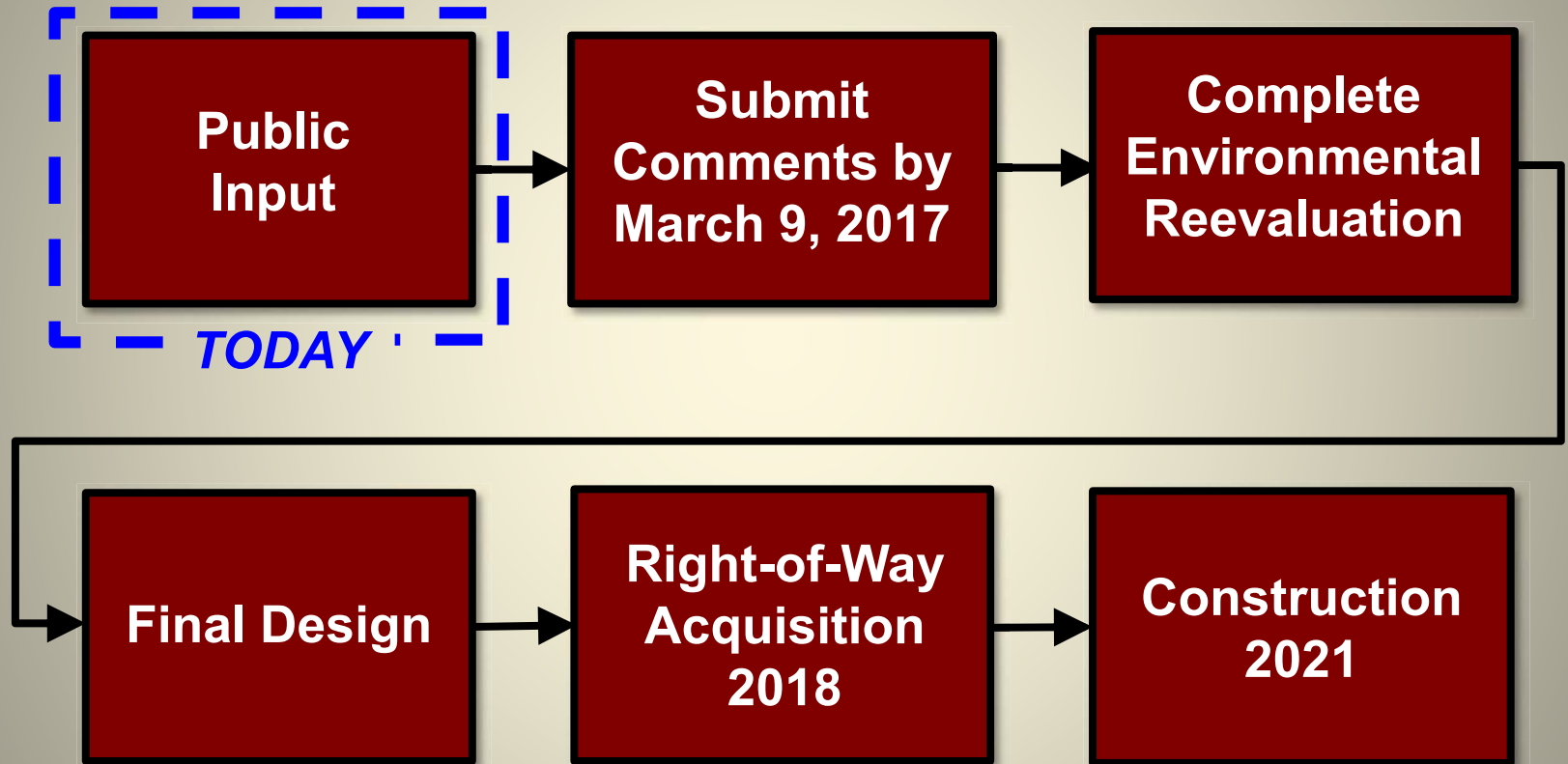
What Are the Next Steps?

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

QUESTIONS?