

VIRTUAL OPEN HOUSE

SH-66 & BANNER ROAD INTERSECTION IMPROVEMENTS

November 6, 2020 – November 23, 2020



OKLAHOMA
Transportation



Welcome to the Virtual Open House for the SH-66 and Banner Road project in Canadian County located approximately 5 miles east of El Reno. My name is Brandon Huxford and I am with Freese and Nichols, an engineering company in Oklahoma City working with ODOT and Canadian County on the design of this project.

PRESENTATION OUTLINE

- Meeting and Project Purpose
- Existing Conditions
- Project Purpose
- Proposed Alternatives
- Project Timeline and Next Steps
- Comment Submission

This presentation will explain the purpose and need for the project. The existing conditions and constraints, which have been identified as affecting the project, will be summarized along with the proposed improvements included for each project alternative and the anticipated schedule. Layout figures of the project alternatives are also available on the Project Plan View Maps webpage on this website, which you can view for more information.





PURPOSE OF THIS OPEN HOUSE

- Inform and obtain input from the public on the existing conditions and proposed alternatives for the intersection of SH-66 and Banner Road
- Outline the project background and process
- Review the Schedule and Next Steps



The purpose of this open house is to inform and obtain input from the public on the existing conditions and proposed alternatives for the intersection of SH-66 and Banner Road. We will present the next steps in the project development process and the anticipated schedule for construction. We will also explain how to ask questions and provide input and comments on the project.

PROJECT LOCATION



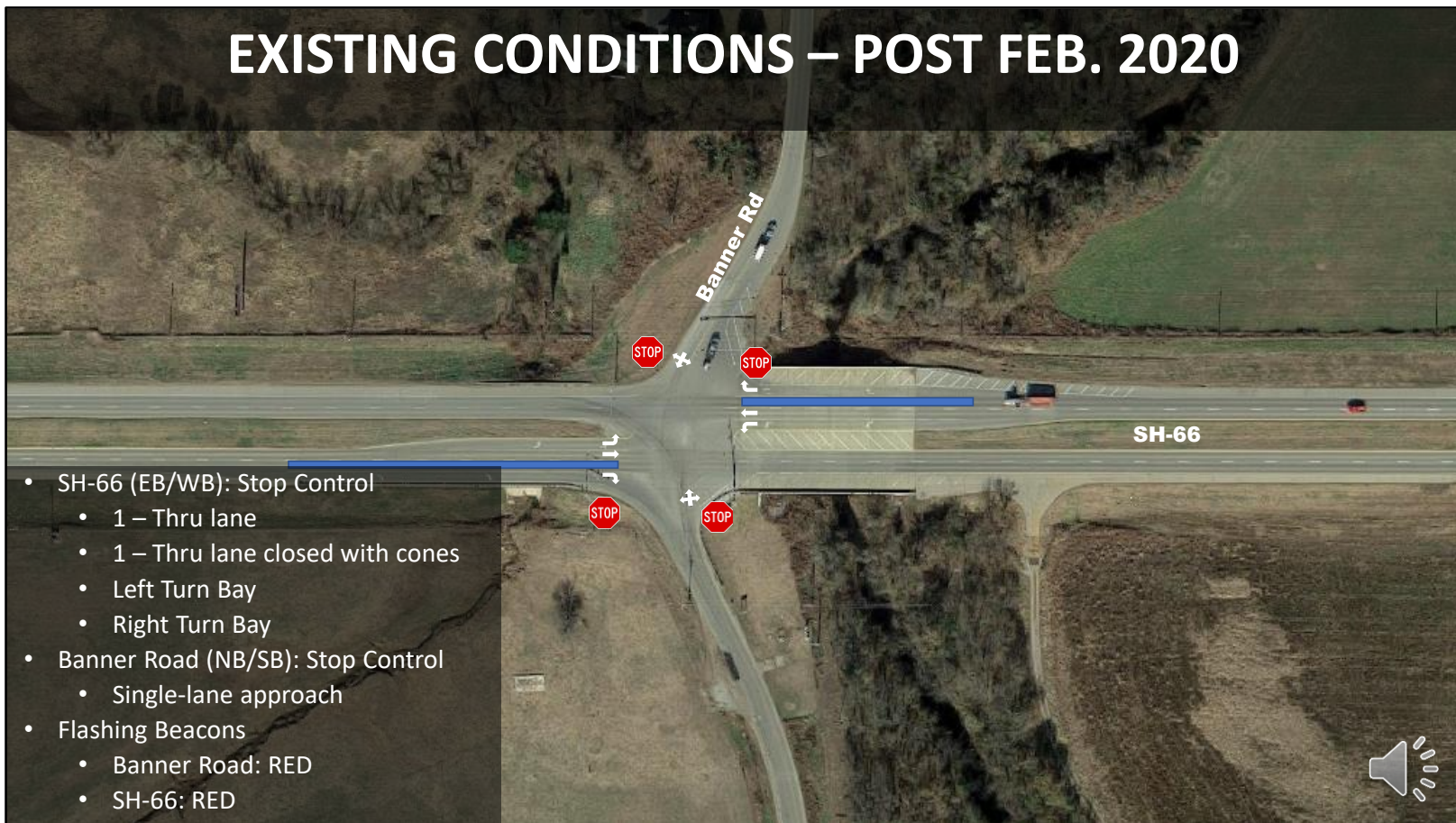
This slide provides a visual aide for the project location and its approximate limits of impact. The blue boundary represents the anticipated extents of the project, which could change depending on which intersection alternative is chosen. The intersection of SH-66 and Banner Road is approximately 5 miles east of the City of El Reno and a half mile north of Interstate 40.

EXISTING CONDITIONS – PRE FEB. 2020



Before February 2020, the intersection configuration consisted of no control for eastbound and westbound traffic and stop control on both approaches for Banner Road. Flashing beacons faced each approach, flashing red towards Banner Road and yellow towards SH-66. The east and west approaches on SH-66 had 2 thru lanes with a left and right turn bay. The north and south approaches on Banner Road had 1 shared right, thru, and left lane. Since the eastbound and westbound traffic did not stop at the intersection, the traffic crossing SH-66 was required to wait for gaps in the oncoming traffic to safely cross. Due to recent crashes and increasing traffic volumes at this intersection, the intersection was reconfigured temporarily until a more permanent solution is constructed, as discussed on the next slide.

EXISTING CONDITIONS – POST FEB. 2020



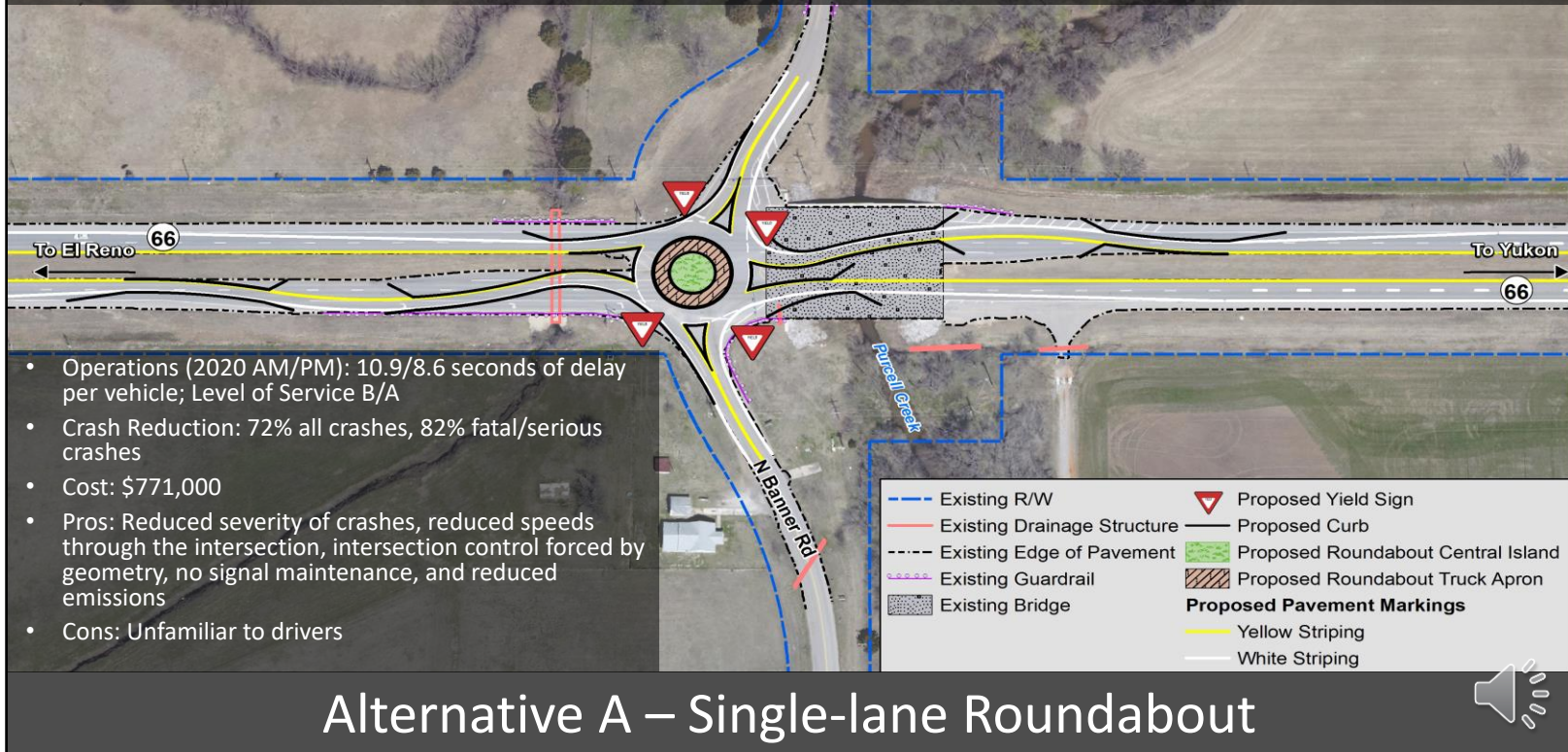
After February 2020, the intersection was reconfigured to an all-way stop with flashing red beacons facing all directions. This temporary adjustment is currently in place. In order to further slow traffic down on SH-66, one approach lane was closed, as shown in the exhibit with blue areas. The east and west approaches on SH-66 have 1 thru lane (the outside lanes are closed off with cones) and a left and right turn bay. The north and south approaches on Banner Road have 1 shared right, thru, and left lane. The adjustments in February are temporary and will be revised with this project to the permanent intersection layout.

PROJECT PURPOSE & NEED



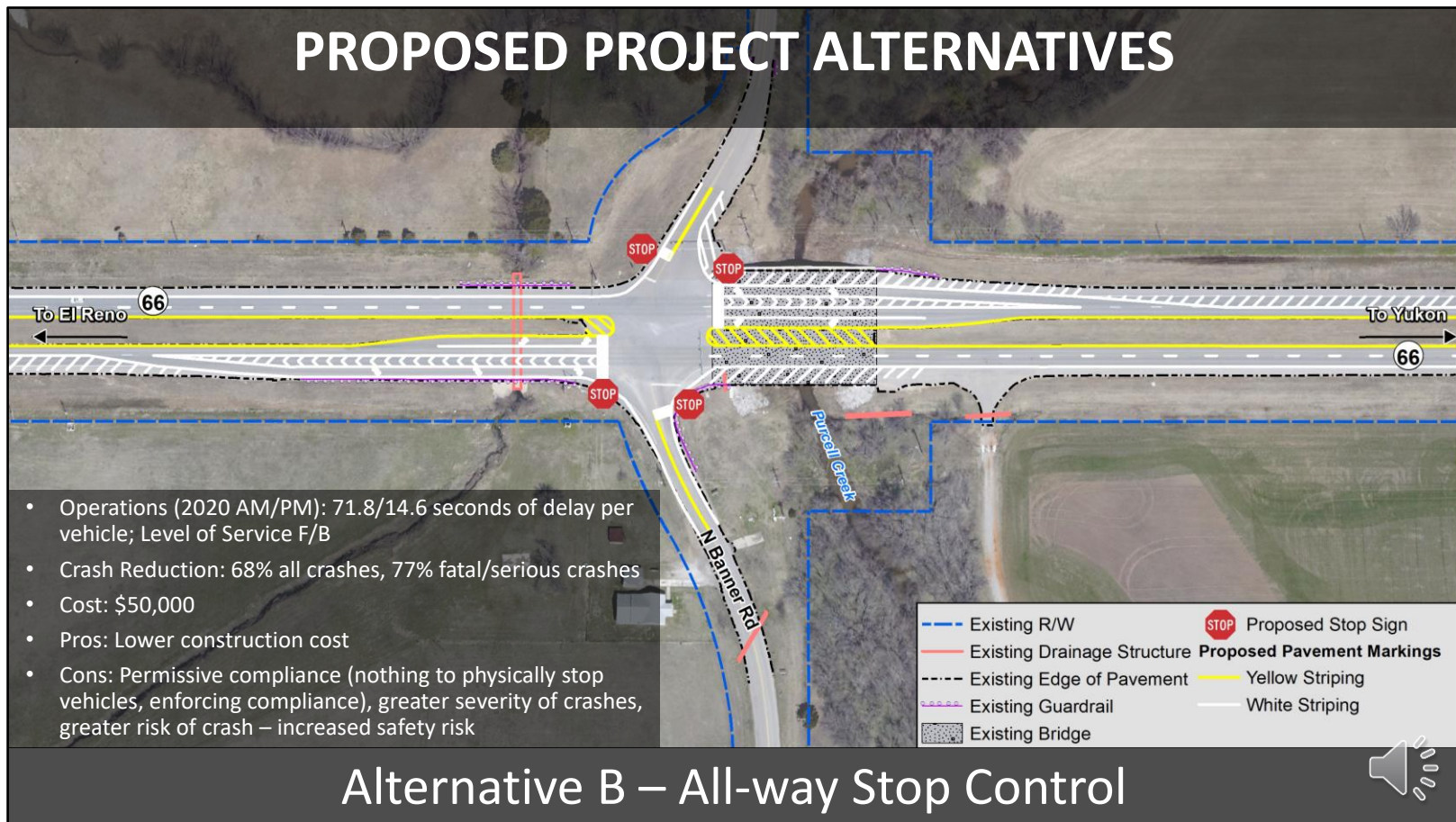
Items being addressed with the proposed alternative intersection configurations are: improved intersection safety by managing speeds through the intersection and promoting traffic calming, improved intersection operations to account for increasing traffic volumes, and improved vehicular movements through the intersection. Banner Road approaches SH-66 on a skew and is constrained by the bridge to the east and a large culvert to the west. The intersection is also on a hill, which can cause sight distance issues for drivers. Three intersection alternatives are being presented as part of this project for public feedback.

PROPOSED PROJECT ALTERNATIVES



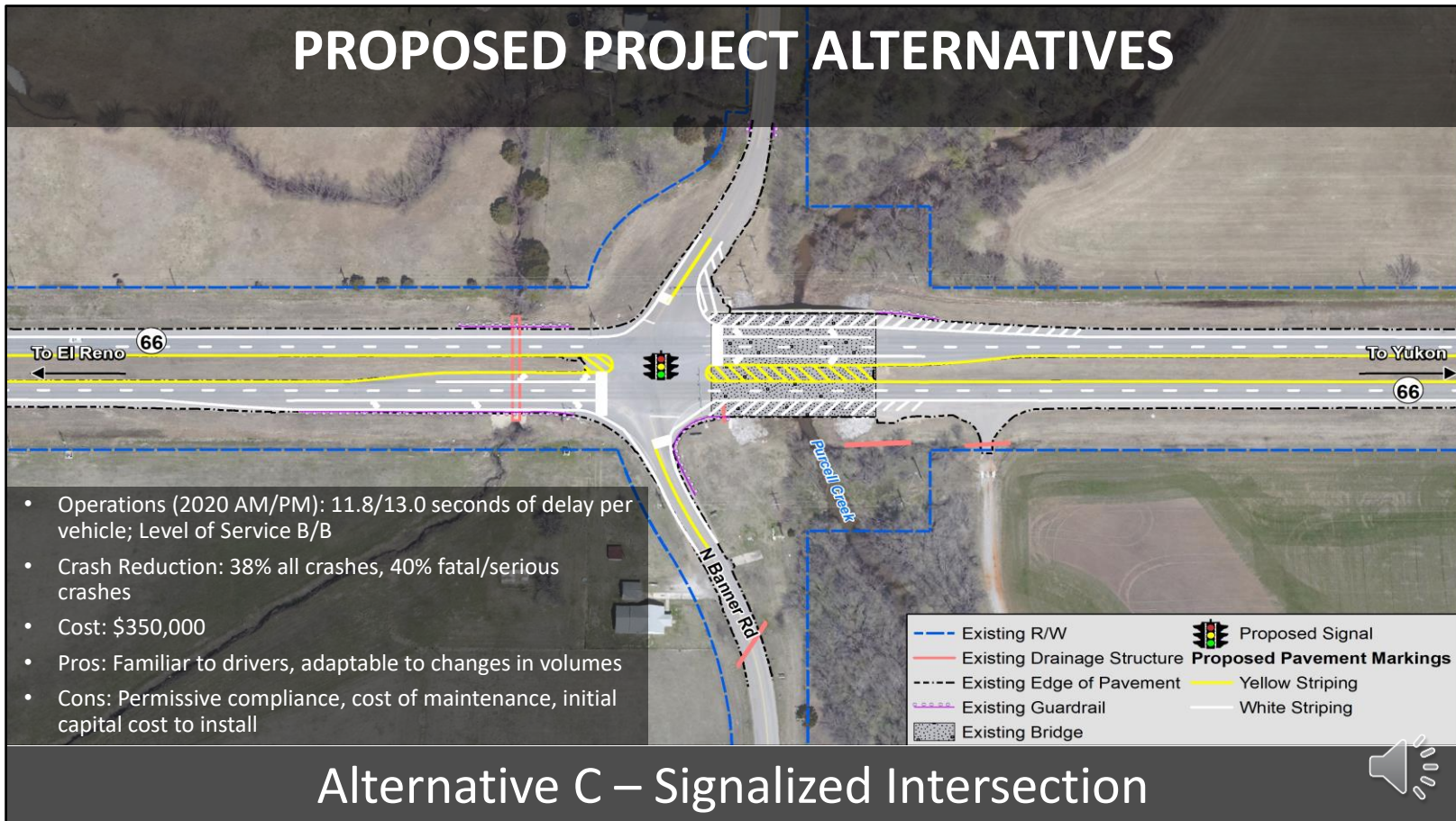
One alternative being considered is Alternative A, which is a Single-Lane Roundabout. This alternative utilizes the existing pavement footprint and will be milled and overlaid with asphalt within the project extents. In advance of the intersection, SH-66 will be reduced from 4 travel lanes down to 2 travel lanes. To provide for traffic calming, the approaches on SH-66 are curved; this design slows traffic down before entering the intersection. A truck apron surrounds the center island of the roundabout to allow for large vehicles like trucks, school buses, and emergency vehicles to navigate the intersection without hitting fixed objects while remaining in their lane. The truck apron is slightly raised when compared to the adjacent pavement to discourage passenger vehicles from driving on it. Curb is placed on the edge of the travel lanes to channelize and direct traffic where they need to go, and the center island is mounded to prevent vehicles from driving straight through the intersection. Roundabouts are excellent at reducing the number and severity of crashes at intersections while also safely facilitating truck movements. Additionally, roundabouts do not require traffic signals and associated signal maintenance costs. More information and videos are provided on this website in the “Roundabout Information” tab.

PROPOSED PROJECT ALTERNATIVES



Another alternative is the All-way Stop Control alternative, which also utilizes the existing pavement footprint. In advance of the intersection, the outside lanes on SH-66 would be reduced from 4 travel lanes to 2 travel lanes in order to provide for traffic calming. New pavement markings and advanced signage would be placed. Stop signs and red flashing beacons will face each approach, indicating a stop for each movement at the intersection. This All-way Stop Control alternative is intended to stop all traffic at the intersection such that traffic can move through the intersection without conflicting with high-speed traffic traveling eastbound and westbound along SH-66.

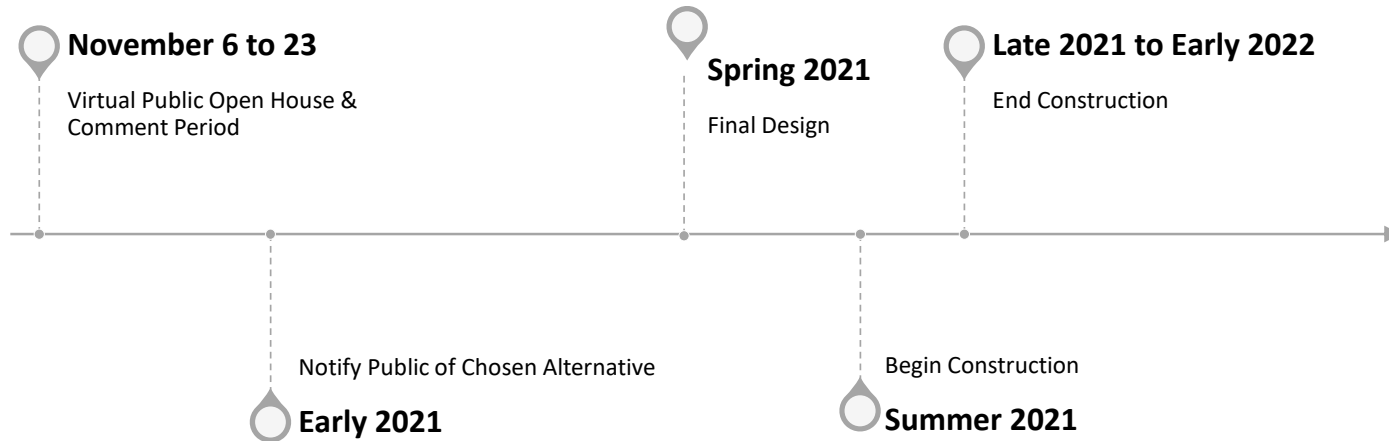
PROPOSED PROJECT ALTERNATIVES



- Operations (2020 AM/PM): 11.8/13.0 seconds of delay per vehicle; Level of Service B/B
- Crash Reduction: 38% all crashes, 40% fatal/serious crashes
- Cost: \$350,000
- Pros: Familiar to drivers, adaptable to changes in volumes
- Cons: Permissive compliance, cost of maintenance, initial capital cost to install

The Signalized Intersection alternative also utilizes the existing pavement footprint and pavement markings. New signal equipment would be installed with advanced signage of a signal ahead. The existing poles and mast arms cannot be reused on this project because they do not meet the current design requirements for installation of traffic signals. The Signalized Intersection alternative is intended to regulate all traffic at the intersection such that traffic can move through the intersection under predetermined phasing with separated movements. This alternative would require a maintenance agreement with Canadian County for maintenance of the traffic signals.

PROJECT TIMELINE



The timeline for the project is shown on this slide. The first step is the virtual open house, where the public has an opportunity to review the alternatives and provide feedback. This period is from November 6th to November 23rd. This open house is followed by notification of the public of the chosen alternative, and then final design, which is anticipated to be completed around March 2021. Construction is expected to begin around summer 2021 and completed in winter 2021 or early 2022, depending on the alternative chosen.

NEXT STEPS



RECEIVE COMMENTS
FROM PUBLIC



DETERMINE FINAL
CONFIGURATION AND
NOTIFY PUBLIC



FINAL DESIGN &
CONSTRUCTION



Moving forward, comments will be received and reviewed for consideration and incorporation into the project design. An intersection configuration will then be chosen, the public will be informed of the chosen alternative, and then the project will move to the final design phase. After design is complete, construction will begin.

SUBMIT PUBLIC COMMENTS

Comments Due by November 23, 2020



Online – “Submit A Comment” Tab



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Oklahoma City, OK 73105-3204



Thank you for participating in this virtual public open house. Please submit your comments through one of the various options, which includes the Online Comment Form accessible on the Submit a Comment webpage, by emailing environment@odot.org, or by mailing in a Comment Form to the address provided. Additionally, if you have any questions you can call 405-325-3269 or email environment@odot.org. We request all comments be submitted by November 23, 2020. Thank you.