

Executive Summary

Introduction

This Corridor Study identifies the effects of constructing an improved State Highway 20 (SH 20) facility. Subsequent to the evaluation and presentation of environmental impacts associated with the three generalized alternatives presented in the Environmental Consequences chapter, presenting the analysis in public and committee meetings, and taking into consideration public comments received at and after these meetings, a preferred alternative has been identified. The preferred alternative has been identified prior to the publication of the Draft Environmental Assessment and prior to the Public Hearing.

One (1) of the most important elements in the environmental planning process is not only the identification of environmental impacts, both positive and negative, but also the consideration and evaluation of citizen input. The purpose of environmental documentation is to provide the decision-makers with sufficient information to make an informed decision concerning the development of public facilities. In other words, it is a disclosure document to aid decision-makers. Public comment and input into this process is essential in making an informed decision and in preparing a disclosure document. Such is the case with this project.

Determination of the preferred alternative was based on information gained through three (3) public meetings, four (4) Citizens Advisory Committee (CAC) meetings, four (4) Technical Advisory Committee (TAC) meetings, and specific engineering and environmental investigation. From these sources, it was determined that direct and indirect residential displacements and relocation impacts were the most important considerations to the public in determining a preferred course of action. In addition, through the environmental assessment process social impacts were identified as the most significant of all the environmental categories in the consideration of a recommendation. Impacts to natural systems such as wetlands impacts and mitigation

potential, and historical/cultural/archeological resources were also significant considerations in recommending a preferred alternative.

The identified preferred alternative is a combination of certain elements of the three generalized alternatives and is illustrated in figure A1, entitled *PREFERRED ALIGNMENT*. The best elements of each alternative, from an environmental standpoint, have been combined to represent the preferred alternative. The preferred alternative is generally described below, not only as to location but also as to what type of roadway is recommended for various locations within the corridor, in somewhat more detail than the three (3) generalized alternatives:

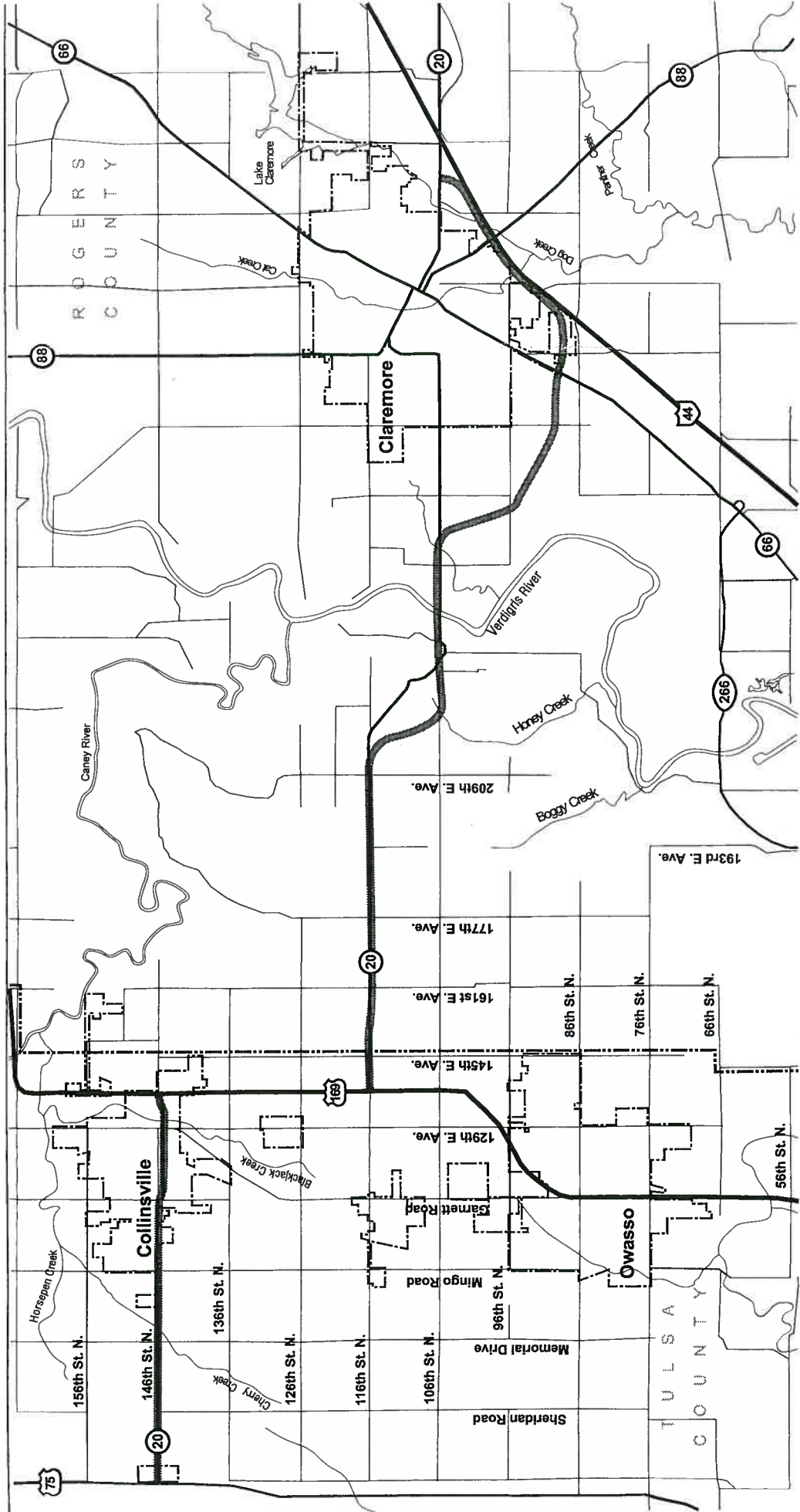
Preferred Alignment Description

US 75 to US 169 (approximately 6.28 miles). US 75 east approximately three (3) miles, improve existing SH 20 to provide for a new 4-lane divided facility. From that point, improve existing SH 20 through Collinsville to 4-lanes, undivided with on-street parallel parking. The improve existing option will require a curve correction on the west side of town with additional right-of-way acquired, while in downtown Collinsville no new right-of-way will be required. Improving the existing highway through Collinsville will meet current and projected traffic needs.

US 169 to Keetonville Hill (approximately 4.5 miles). Build a new 4-lane divided facility adjacent to existing SH 20. Driveways could connect to the new facility or a parallel frontage road, such as existing SH 20 roadway. Median openings would be spaced approximately every 1/2 mile, and/or at major traffic generators requiring supplementary median openings.

Keetonville Hill area (approximately 1.5 miles). Deviate from existing SH 20 alignment in the vicinity of 209th East Avenue and Limestone Drive to create a satisfactory new 4-lane divided facility on new alignment that would proceed southeasterly to connect with a new bridge crossing of the Verdigris River parallel to, and north of, the existing SH 20 bridge. The new alignment was selected for constructability, cost, engineering and safety considerations regarding the existing geometry and slope failures that exist on Keetonville Hill. Transfer of existing SH 20 from the state highway system to County control is recommended from the intersection of the new alignment east to the top of Keetonville Hill. This highway change would be required to provide access to Canyon View Estates and Skyline View Estates. The portion of existing SH 20 from the top of Keetonville Hill to the bottom of existing SH 20 would be abandoned due to the stability and safety concerns.

Keetonville Hill to I-44/Will Rogers Turnpike (approximately 5.25 miles). Build a new river crossing parallel to, and north of, the existing SH 20 Verdigris River bridge.



Approximate Scale 1" = 2.5 Miles

Figure A1 Preferred Alignment

Preferred Alignment

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Follow existing SH 20 alignment with a new 4-lane divided facility until connecting with a new, 4-lane divided, controlled access highway that forms a southern by-pass around Claremore beginning at a point between Franklin and Lone Elm Road and continuing southeasterly to a point where Lone Elm and County Club Road intersect. It is recommended that the by-pass would continue to the east on an alignment between Country Club Road and Flint Road to a point where it would intersect with a new set of parallel frontage roads along the Will Rogers Turnpike/I-44. This includes a railroad overpass and a full interchange at SH 66.

I-44/Will Rogers Turnpike to SH 20 (approximately 2.5 miles). Build a new set of 2-lane, 1-way parallel frontage roads with limited access on each side of the Will Rogers Turnpike north and east to the interchange with SH 20. This facility would be a free facility and would be constructed on additional right-of-way adjacent to the existing turnpike right-of-way. Barriers would be used to separate SH 20 and turnpike traffic.

The Preferred Alternative combines the best alternatives in each sub-area in terms of both travel efficiency and economic feasibility. The transportation impacts and economic impacts analyses found the Improve Existing alternative to provide the highest overall average speed for all roads in the West Sub-Area and to divert the least amount of traffic away from downtown Collinsville businesses. In the Central Sub-Area, construction of a new south alternative along 106th Street North was shown to produce slightly higher area-wide average speeds, but traffic volumes on unimproved SH 20 would have remained as high as under the No-Build alternative, primarily due to increased traffic volumes between Claremore and US 169. The Improve Existing alternative achieves project goals of improving safety on SH 20 while providing nearly the same travel efficiency benefits as the more expensive south alternative. In the East Sub-Area, the south alternative, including a southern by-pass of Claremore, was shown to provide the highest overall average speed, the greatest overall economic benefit-cost ratio, and substantial traffic relief to congested downtown intersections. By combining the features of many of the strongest alternatives in each sub-area, the preferred alignment is likely to result in greater overall travel efficiency, safety, and economic development benefits at less relative cost than any other single alternative under consideration.

Preferred Alignment Impacts

Since the preferred alignment is a combination of alternatives evaluated in detail (see the *Environmental Consequences* chapter for details), this section will present only the effects of constructing the preferred alignment in abbreviated form.

Farmland Impacts

The preferred alignment will impact approximately three hundred thirty-five (335) acres of prime farmland. The site assessment criteria portion of Form AD-1006, *Farmland Conversion Impact Rating*, has been completed for Tulsa and Rogers Counties (Form AD-1006 for each county are on record at ODOT). The impacts to prime farmland are not expected to have a negative effect on farmland production within Tulsa or Rogers Counties. Additionally, no irrigational facilities are impacted by the preferred alignment.

The majority of the preferred alignment follows the existing roadway alignment, thus impacts to farmlands are relatively limited. Unfortunately, in the Keetonville Hill area and the southern by-pass of Claremore, some bisecting of farms cannot be avoided. Special efforts will be made during final design to further minimize such impacts. All residential and commercial displacements, including farmsteads, land, and easement purchases and treatment of uneconomic land remnants, will be fairly and equitably addressed during the right-of-way acquisition process.

Relocation Impacts

Direct relocation impacts associated with the preferred alignment include forty (40) residences, fifty (50) undeveloped lots within platted subdivisions, six (6) businesses, and one (1) fire station. Indirect relocation impacts include approximately sixteen (16) residential units and one (1) business. Additionally, a small portion of the City of Claremore sewage treatment lagoon is located within the right-of-way of the turnpike alternative south of Claremore. It is not expected to have a significant impact on the treatment plant, but may require the relocation of this one (1) lagoon. Further analysis will be required before construction.

Parking impacts associated with businesses located in downtown Collinsville indicate that 120 of the existing 240 parking spaces would be lost when the current angled parking is converted to parallel parking. Sufficient parking would remain, both along SH 20 and in adjacent side streets and parking lots.

Noise Impacts

With the selection of the preferred alignment, approximately eighty-three (83) residences will experience future noise levels that approach or exceed the Federal Highway Administration Highway Noise Abatement criteria. Because the development of the parallel frontage roads along I-44/Will Rogers Turnpike alternative as the preferred alignment was made subsequent to the alternatives analysis, additional noise study is required to further evaluate the noise impacts and

potential mitigation measures for residential development located in the vicinity of the turnpike.

Wetland Impacts

The preferred alignment would impact approximately 5.8 acres (2.3 hectares) of potential jurisdictional wetlands.

Floodplain Impacts

It has been determined that there will be no significant encroachment into floodplains by the preferred alignment. Again, because the turnpike/I-44 alternative was developed after the alternatives analysis, it is recommended that additional floodplain studies be conducted on that segment when final construction plans are available.

Historic and Archeological Preservation

After consultation with the Oklahoma State Historic Preservation Officer, and an extensive on-foot survey by a qualified archeologist, there are no impacts to historic and archeological resources anticipated. However, since the use of the turnpike right-of-way alternative and the slight alteration to the Keetonville Hill alignment were developed subsequent to this analysis, it is recommended that the ODOT archeologist perform an on-foot survey of these portions of the preferred alignment to determine the impact of this segment.

Development Costs

Development costs associated with the implementation of the preferred alignment are estimated to be \$137 million. This estimate includes right-of-way acquisition, construction, and utilities installation/replacement.

Other Considerations

Removal of the state highway designation, and therefore maintenance requirements, will occur to that portion of the State Highway 20 at Keetonville Hill, and in Claremore from approximately NS Road 4113 east through downtown to the Will Rogers Turnpike entrance road. In all, this involves approximately eight (7.75) miles of roadway. The existing highway meets or exceeds all design standards associated with county or city streets. The portion of existing SH 20 from the top of Keetonville Hill to the bottom of existing SH 20 would be abandoned due to the stability and safety concerns.

Summary Matrix

A summary matrix indicating the impacts associated with the preferred alignment is presented in Figure A2.

	Farmland Impacts	Direct Relocation Impacts	Indirect Relocation Impacts	Noise Impacts	Wetland Impacts	Floodplain Impacts	Historic & Archeological Preservation	Development Costs
Preferred Alignment	No Expected Negative Impact	40 Residences 50 Subdivision Lots 6 Business 1 Fire Station	16 Residences 1 Business	83 Residences Exceed Noise Criteria	5.8 Acres Potential Jurisdictional Wetlands	Insignificant Encroachment	No Anticipated Impacts Further Study Required	Approximately \$137 Million

Figure A2 Preferred Alignment Summary Matrix

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Wilbur Smith Associates
Barnard Dunkelberg & Company
Mestre Greve Associates
Urban Environment Associates