

ODOT



WELCOME

**Public Meeting For SH-266
In Tulsa and Rogers Counties
July 16, 2013**

TEAM INTRODUCTIONS

■ ODOT

- Randle White, PE - Division 8 Engineer
- Mark Zishka, PE - Division 8 Construction Engineer
- Rick Johnson – Project Management
- Siv Sundaram, PE - Environmental Programs
- Joe Brutsche - Division 8 NEPA Project Manager
- Anjie King - Right-of-Way Division
- Frank Roesler III - Public Involvement Officer



■ GARVER

- Brent Schniers, PE – Project Manager
- Kevin Moore, PE – Roadway Lead
- Matthew Youngblood, PE – Bridge Lead

■ ABLE CONSULTING

- Jennifer Koscelny - Environmental

PURPOSE OF THIS MEETING

...is to Inform the Public and Solicit Input About the Proposed Improvements to SH-266 Beginning East of US-169 and Extending East Approximately 2.5 Miles (0.5 Miles East of Railroad Tracks)



PURPOSE OF THE PROJECT

...is to Improve Both Safety and Traffic Flow in the Area.



A photograph of a road with a grassy shoulder and trees in the background. The text "EXISTING CONDITIONS" is overlaid in the center of the image.

**EXISTING
CONDITIONS**

PROJECT AREA INFORMATION

General Data

- 2 Lane Roadway (Principal Arterial)
- 3 Existing Bridge Structures 
 - Conveyor Belt Crossing
 - Bird Creek
 - Bird Creek Overflow
- Current Traffic: **10,040** Vehicles/Day
 - **26%** Trucks
 - High Commuter Traffic Volume
- Heavy Industrial Area
- Intersections at 129th E. Ave. & 145th E. Ave.
- Railroad Crossing



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EXISTING CONDITIONS WARRANT IMPROVEMENT

Deficient Roadway Section

- Roadside Safety
- No Left Turn-lanes - Causing Vehicles to Stop in Thru Lane
- Restricted 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)



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EXISTING DEFICIENCIES LEAD TO HIGH ACCIDENT RATE

■ Accident Data

- High Accident Rate Compared to Similar Facilities
 - 1.6 Times Average Accident Rate for Injury Accidents
 - 2.5 Times Average Accident Rate for Fatal Accidents



A photograph of a two-lane road stretching into the distance. On the left, there is a grassy embankment with some bare trees. On the right, there is a flat, grassy field. In the distance, a blue truck and a white car are visible on the road. The sky is overcast and grey. The text "PROPOSED IMPROVEMENTS" is overlaid in the center of the image in a large, white, bold, sans-serif font with a black outline.

PROPOSED IMPROVEMENTS

IMPROVED TRAFFIC FLOW LEADS TO IMPROVED SAFETY

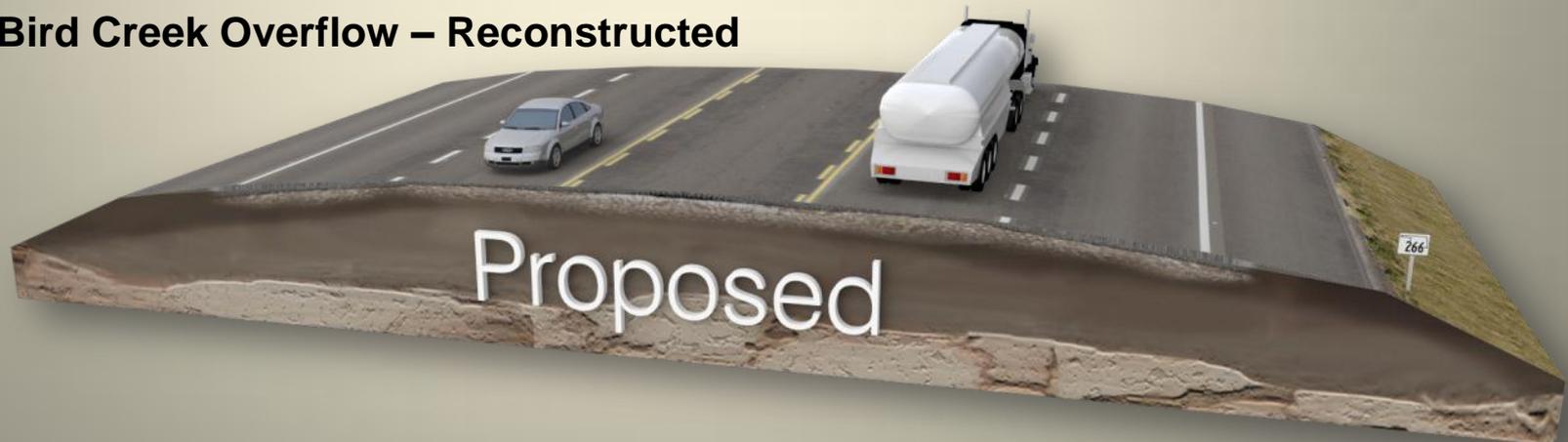
- **Traffic Volumes Continue to Increase**
 - Current Traffic: 10,040 Vehicles/Day
 - Future Traffic: 15,844 Vehicles/Day (2035)
- **Future Congestion Increases Without Improvements**
 - Current Level of Service = D (at Minimum Accepted Value)
 - Future Level of Service = E (below Minimum Accepted Value)
- **Analyzed how to Achieve an Acceptable LOS**
 - Reviewed Different Lane Configurations
 - 4-Lane Roadway With Continuous Left Turn Lane
 - Improvements Result in Future LOS = B



PROPOSED IMPROVEMENTS

Proposed Design Criteria

- Roadway Typical Section
 - Four 12-foot Driving Lanes (2 Each Direction)
 - 16-foot Center Turn Lane (W/Rumble Strips at edge of lane)
 - 10-foot Shoulders
- Design Speed of 65mph
 - Vertical Sight Distance
 - Horizontal Curves
- Bridge Structures
 - Conveyor Belt Crossing - Extended
 - Bird Creek – Reconstructed
 - Bird Creek Overflow – Reconstructed



PROPOSED IMPROVEMENTS

Overview

- New Construction Extends Paved Section South of Existing
- Improved Intersections at 129th E. Ave and 145th E. Ave
 - 2 Lane Approaches
 - Channelized Right Turn (Yield)
 - SH-266 Free-Flow
- Railroad Crossing



Construction Sequence

- Staged Construction
- Two Lanes Maintained



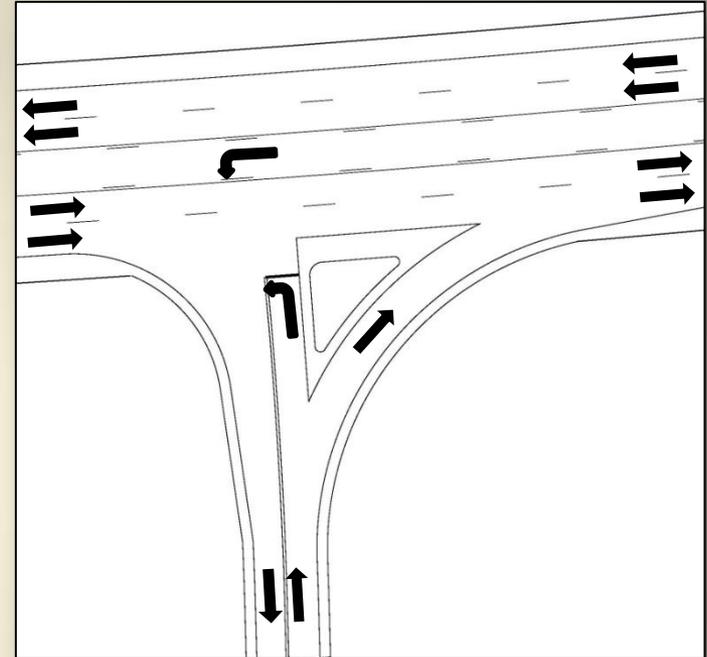
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A landscape photograph showing a paved road on the left, a grassy shoulder on the right, and a hillside with bare trees in the background under a cloudy sky. The text 'ENVIRONMENTAL CONSIDERATIONS' is overlaid in the center in a large, bold, white font with a black outline.

ENVIRONMENTAL CONSIDERATIONS

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■ Environmental Resources That Require Studies and/or Coordination:

- Relocation Impacts/
Right-of-Way Acquisition
- Waters and Wetlands
- Threatened & Endangered
Species
- Cultural Resources
- Tribal Coordination
- Hazardous Materials
- Noise
- Farmlands
- Floodplains



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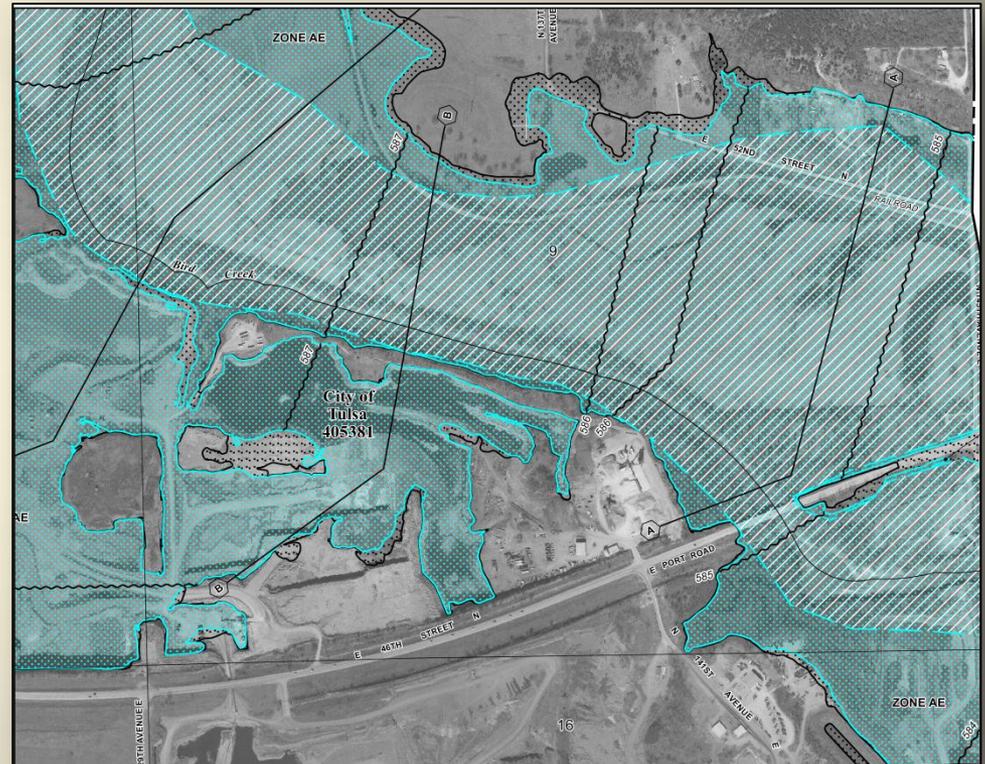
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ENVIRONMENTAL CONSIDERATIONS

- **The Project Will Have NO IMPACTS To:**
 - **Private Property (no Acquisition Required)**
 - **Federal Property**
 - **Cultural Resources (Notes for Offsite Locations)**
 - **Historic Sites**
 - **Wild or Scenic Rivers**
 - **Farmlands**
 - **Section 4(f) or 6(f) Resources (Parks, Wildlife/Waterfowl Refuges)**
 - **Floodplains**

ENVIRONMENTAL CONSIDERATIONS

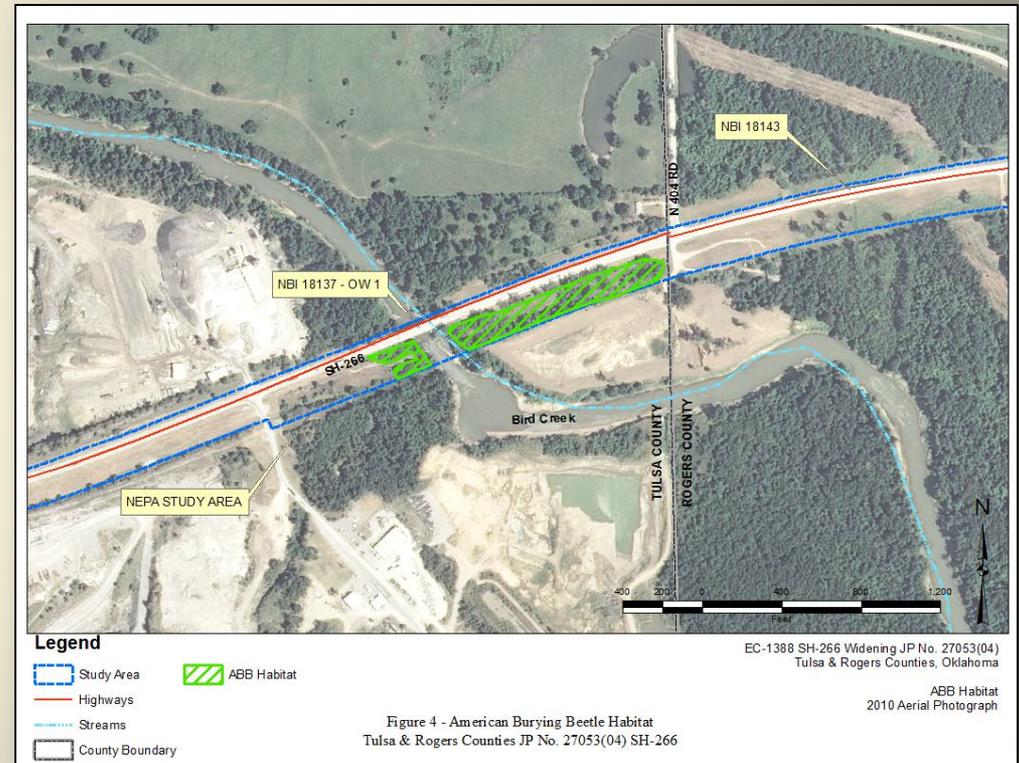
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 - **404 Permitting with USACE for bridges**
 - **Threatened and Endangered Species**
 - **American Burying Beetle**
 - **Migratory Birds**
 - **Cliff and Barn Swallows**
 - **Hazardous Materials**
 - **Testing Recommended**
 - **Airport Permit**



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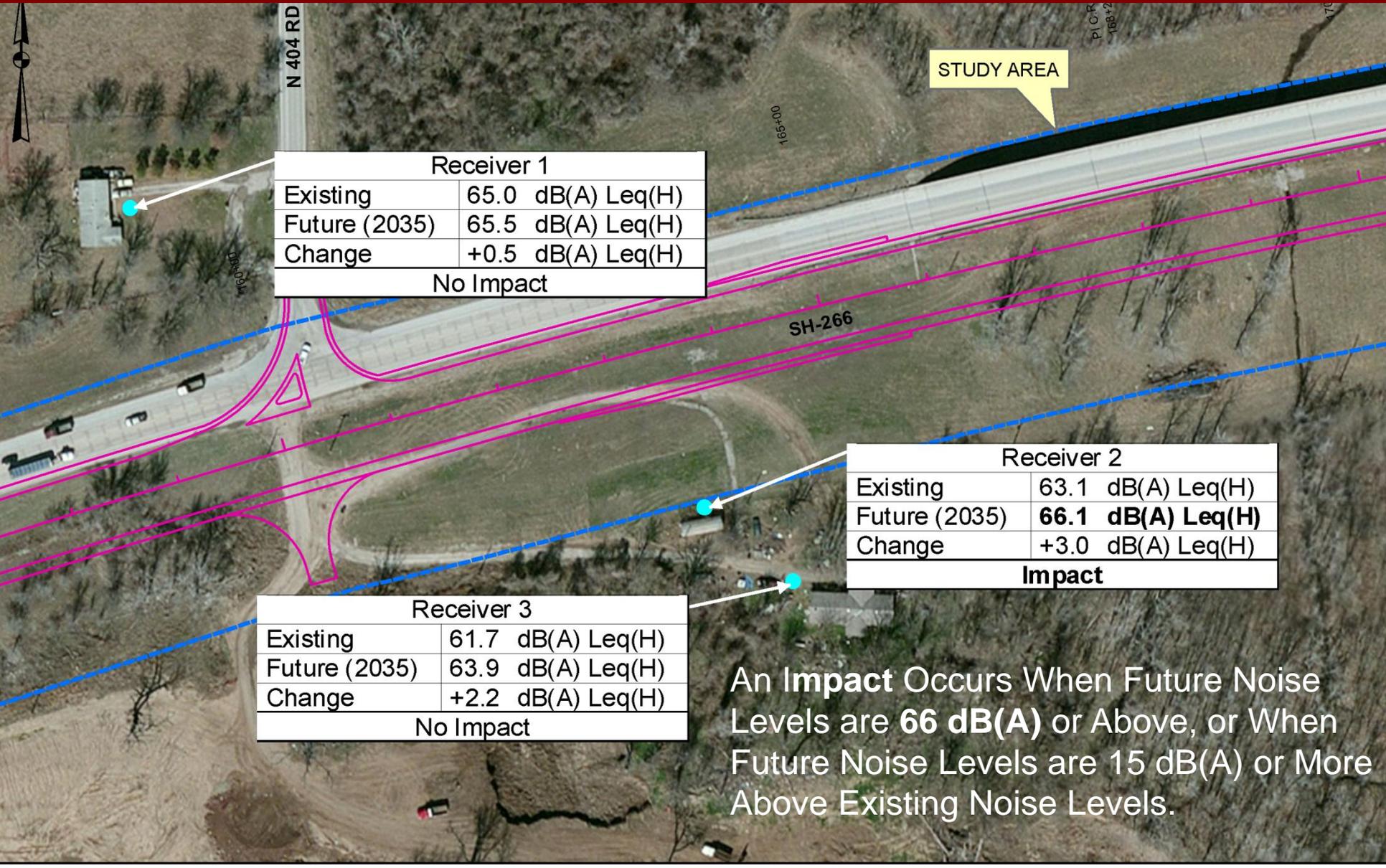
ENVIRONMENTAL CONSIDERATIONS

■ Environmental Impacts are Anticipated to Include:

○ Noise

- Noise Analysis of the Entire Corridor was Conducted According to FHWA and ODOT Procedures
- Three Noise-Sensitive Properties are Present in the Study Area
- One Home (Receiver 2) is Anticipated to Experience Noise Impacts in the Future
- An Impact Occurs When Future Noise Levels are 66 dB(A) or Above, or When Future Noise Levels are 15 dB(A) or More Above Existing Noise Levels
- Due to the Isolated Nature of This Home and its Location Adjacent to Intersecting Roadways, a Noise Barrier is not Considered Feasible

ENVIRONMENTAL CONSIDERATIONS



Receiver 1	
Existing	65.0 dB(A) Leq(H)
Future (2035)	65.5 dB(A) Leq(H)
Change	+0.5 dB(A) Leq(H)
No Impact	

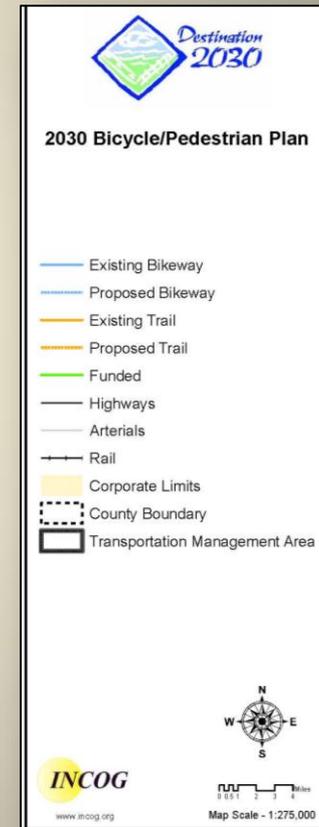
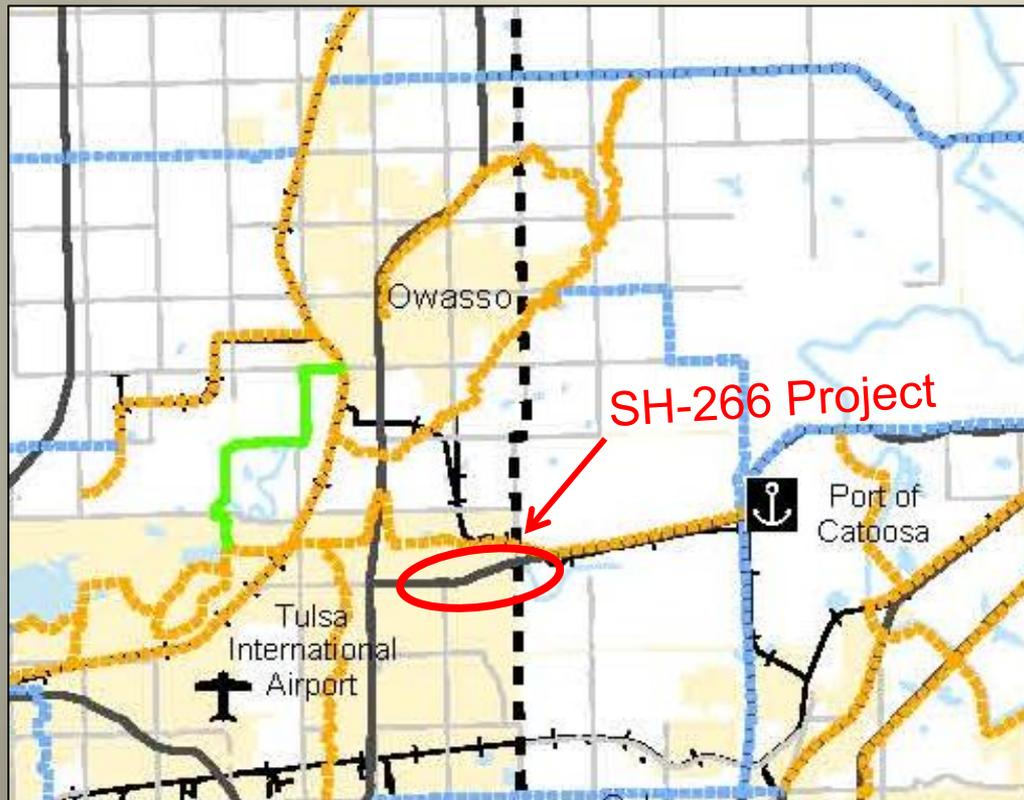
Receiver 2	
Existing	63.1 dB(A) Leq(H)
Future (2035)	66.1 dB(A) Leq(H)
Change	+3.0 dB(A) Leq(H)
Impact	

Receiver 3	
Existing	61.7 dB(A) Leq(H)
Future (2035)	63.9 dB(A) Leq(H)
Change	+2.2 dB(A) Leq(H)
No Impact	

An Impact Occurs When Future Noise Levels are 66 dB(A) or Above, or When Future Noise Levels are 15 dB(A) or More Above Existing Noise Levels.

ENVIRONMENTAL CONSIDERATIONS

- A Future Bicycle/Pedestrian Trail is Planned for the SH-266 Corridor, East of This Specific Project



Source: 2030 INCOG Bicycle Plan

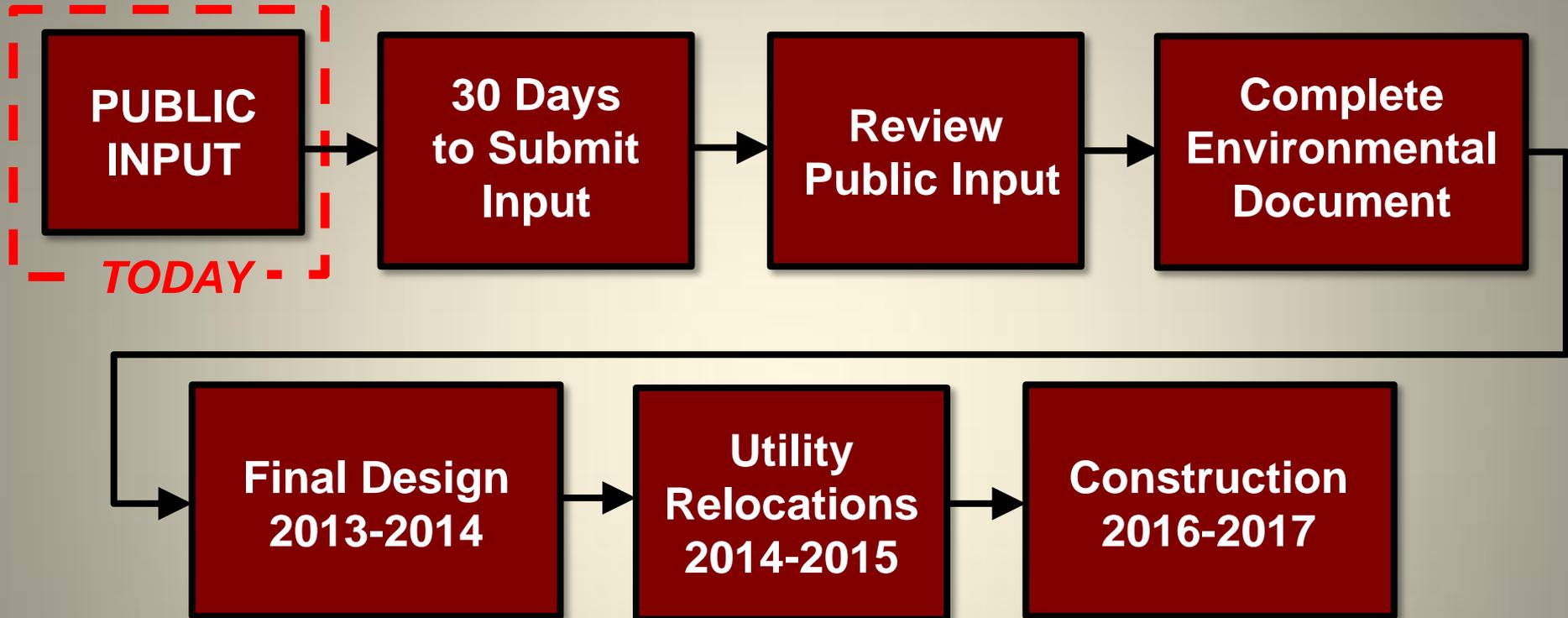
SUMMARY

A photograph of a two-lane road stretching into the distance. On the left side of the road, there is a rocky embankment with sparse, leafless trees. On the right side, there is a grassy field. In the distance, a blue semi-truck is driving away, followed by a white truck and a few cars. The sky is overcast and grey. The word "SUMMARY" is overlaid in large, bold, white capital letters with a black outline across the center of the image.

SUMMARY

- **Traffic Flow and Safety Improved With New Roadway Section**
- **New Construction Extends South From Existing Roadway**
- **Reconstruction of Bridges Over Bird Creek and Overflow**
- **Extension of Box Over Conveyor Crossing.**
- **No Right-of-Way Acquisition is Required**
- **Environmental Considerations are Anticipated to Include:**
 - **American Burying Beetle**
 - **Barn Swallows**
 - **404 Permit**
 - **Airport Permit**
 - **Hazardous Materials**
 - **Noise**
- **Two Lanes Maintained During Construction**

NEXT STEPS



THANK YOU!

**Please Submit Your Comments by:
August 14, 2013**

- ✓ **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**

QUESTIONS?