

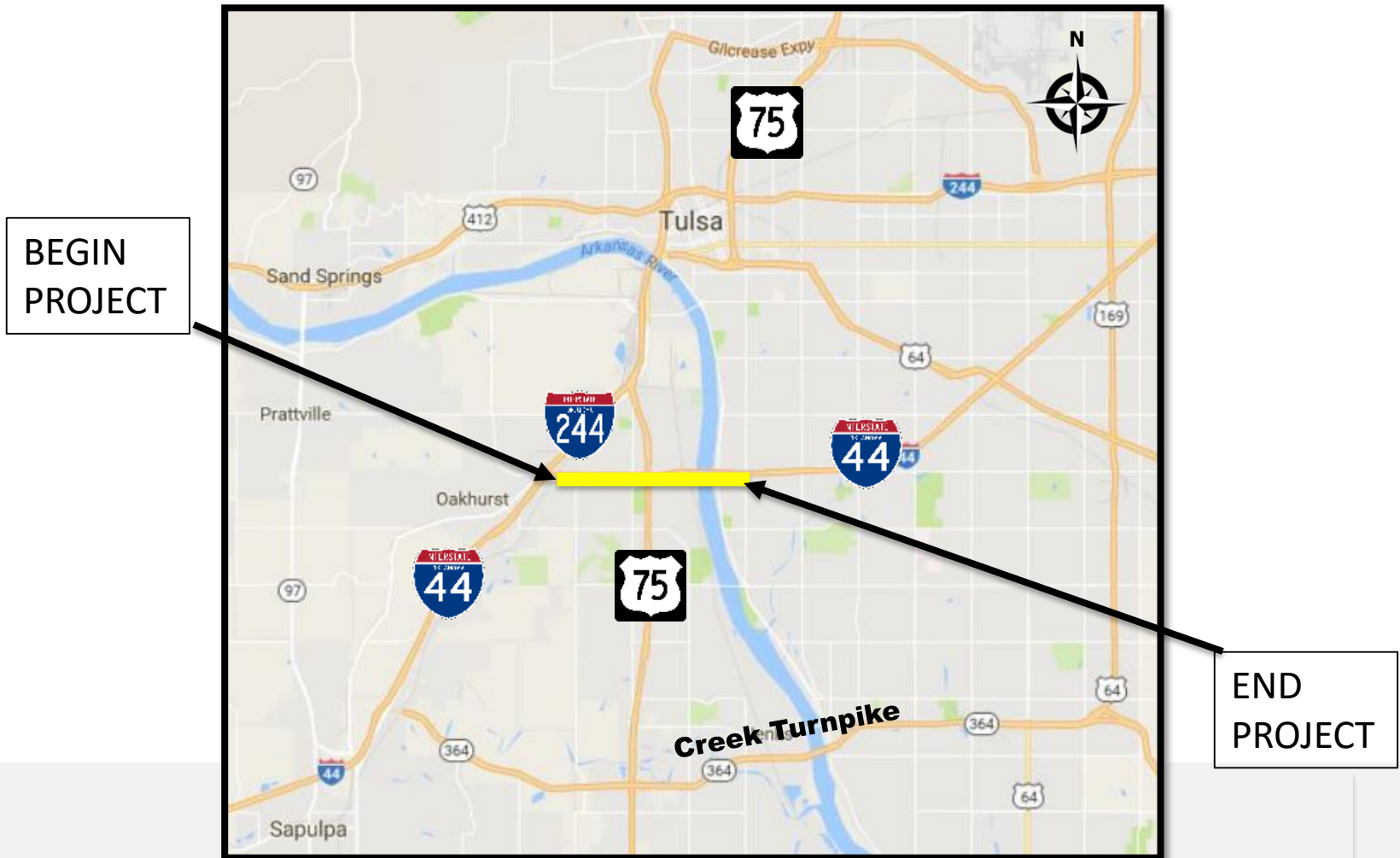


WELCOME
Public Meeting
For
I-44 from I-244 to the Arkansas River



What is the Purpose of the Meeting?

To Present the Proposed Design Alternative for Interstate 44 (I-44) from Interstate 244 (I-244) to the Arkansas River and Gather Public Input.



What is the Purpose of the Project?

To Improve the Capacity, Operations and Safety within the Project Limits.

This Portion of I-44 is a Significant Freight Corridor and is also the Oldest and Only Remaining 4-Lane Section in the City of Tulsa.

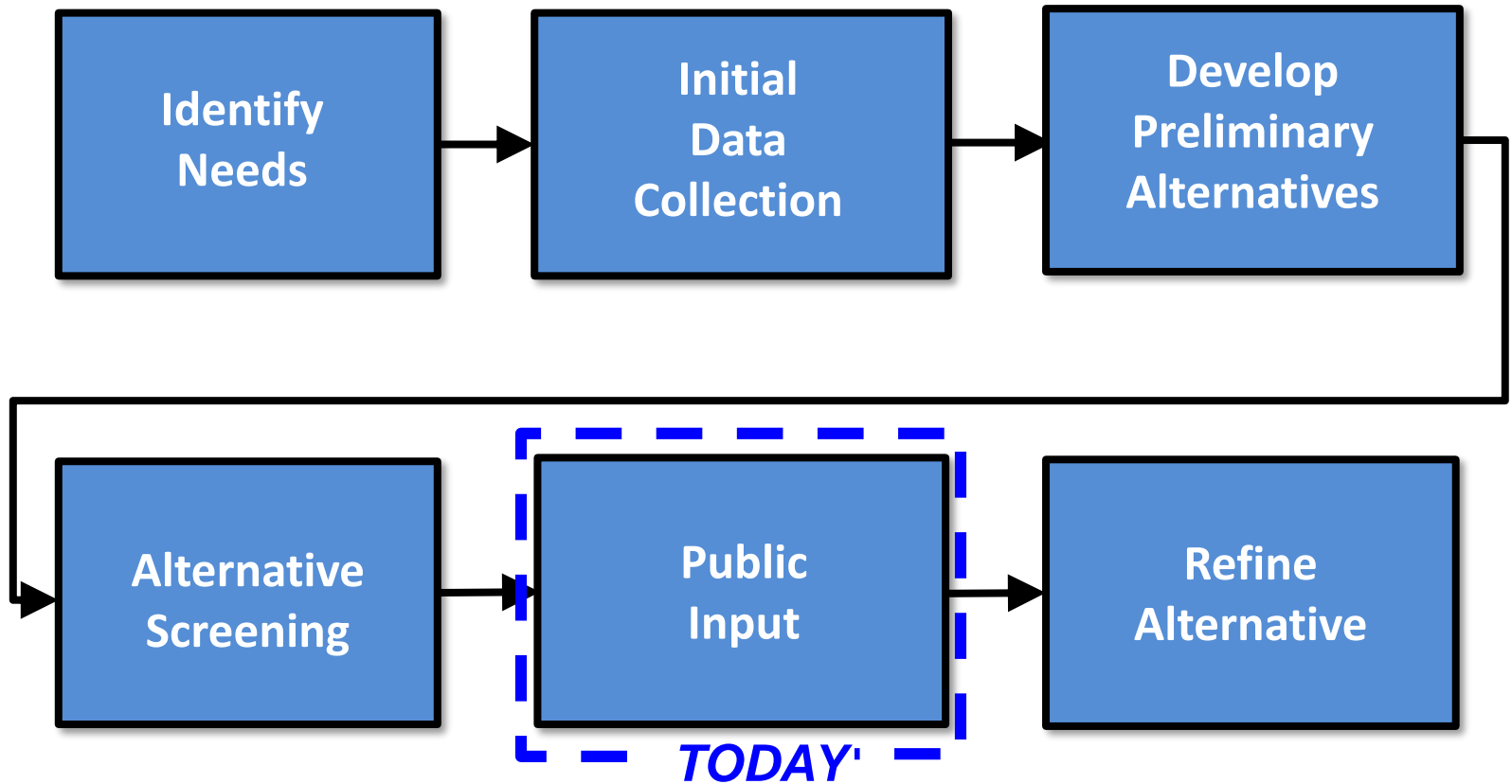
Need:

- Traffic Will Continue to Grow and Congestion will Worsen
- High Number of Accidents

Some of the Key Proposed Design Features:

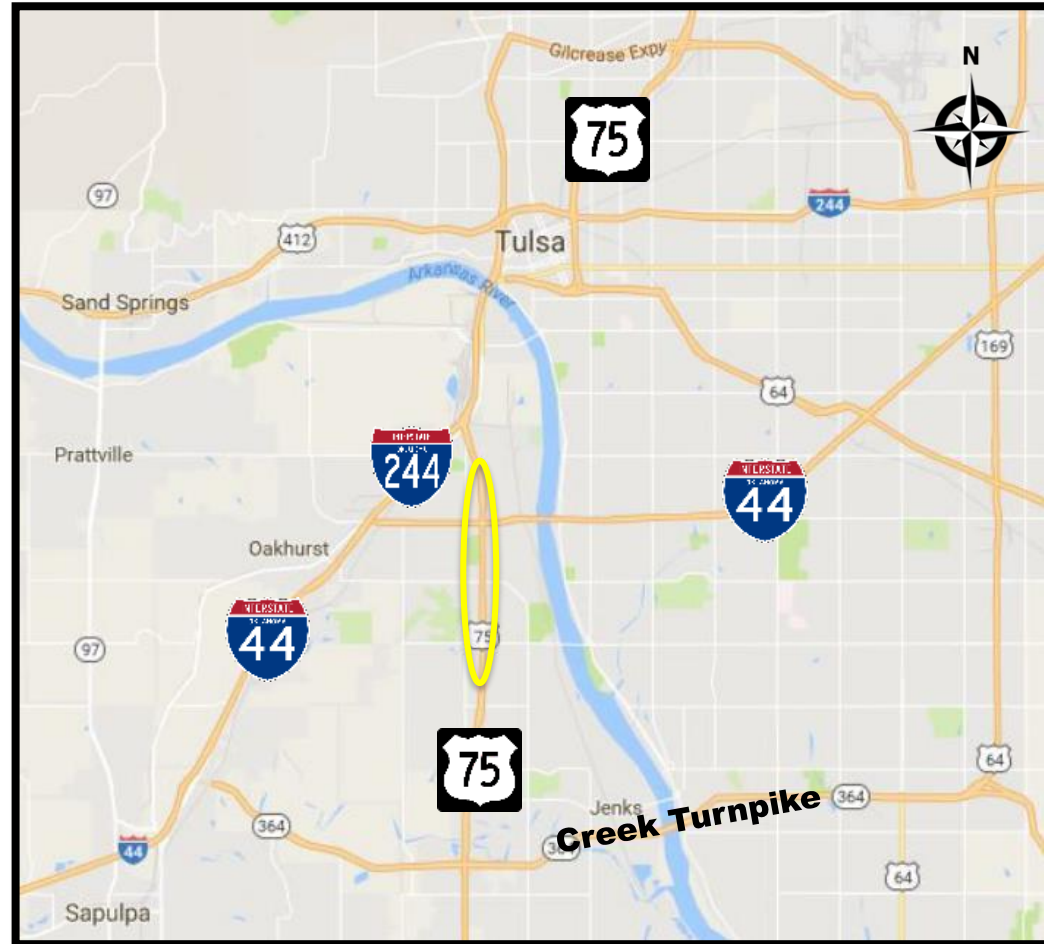
- Improved Connections through the Interchanges
- Improved Traffic Flow on I-44 and US-75
- New Roadway and Bridges

Project Development Process



Previous Studies

- Previous Focus was on US-75
 - Conceptual Plans (2001)
 - From 91st to 41st, Including I-44/US-75 Interchange
 - Environmental Assessment (2002) - From SH-67 to I-44
- Current Project Focuses on I-44





EXISTING CONDITIONS



Existing Conditions

Roadway

- Interstate 44
 - 4-Lane Divided (2 each direction), with Access Roads at US-75 Interchange
 - 6-Lane Divided west of I-244 and east of Riverside Drive
 - Posted Speed 60mph



Existing Conditions

Roadway

- U.S. Highway 75
 - o 4-Lane Divided (2 each direction)
 - o Newer Interchange and additional Pavement Width near 71st Street
 - o Posted Speed 65mph



Existing Conditions

Roadway

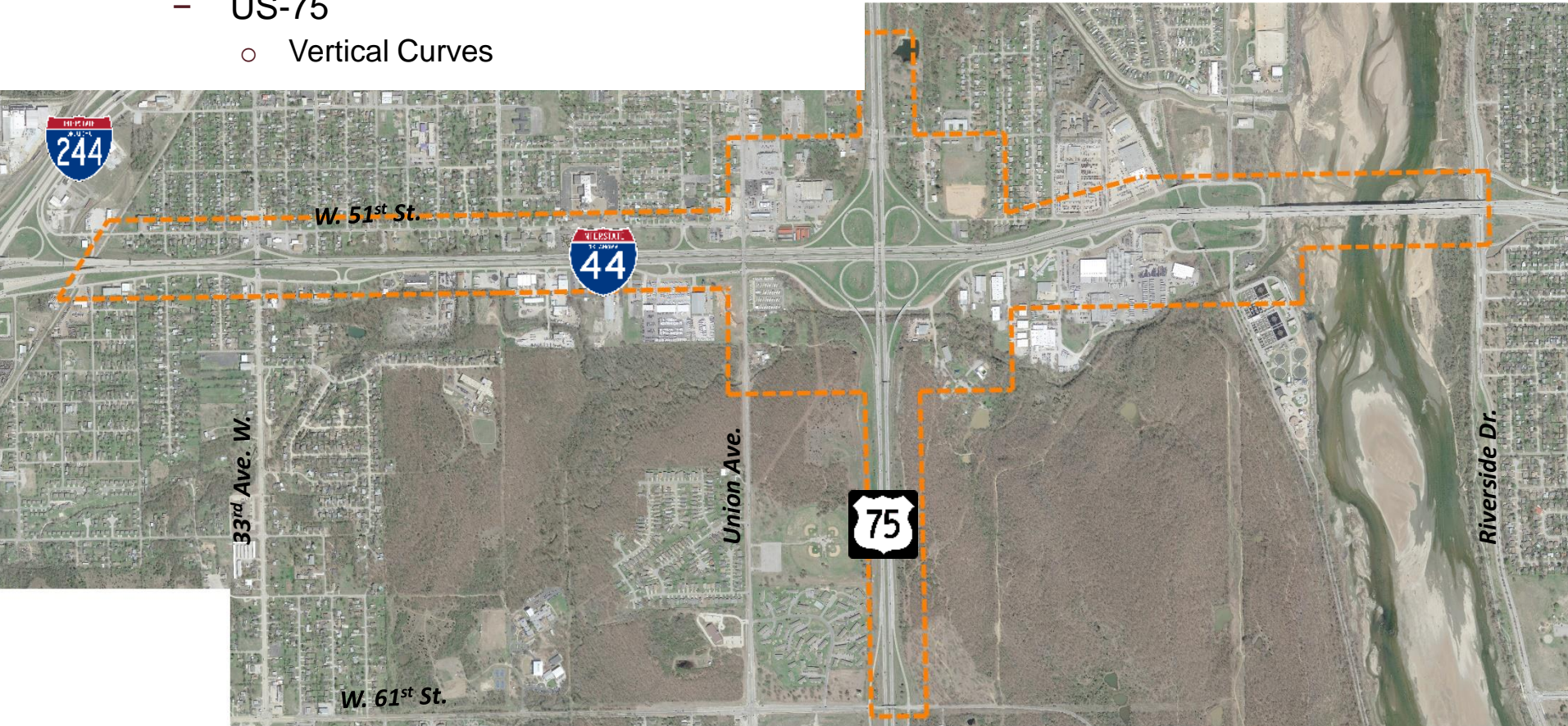
- 51st Street (North of I-44)
 - o 2-Lane, Dead Ends at US-75
 - o Posted Speed 35mph(West US-75)/30mph(East)
- Skelly Avenue (South of I-44)
 - o 2-Lane Continuous to River
 - o Posted Speed 35mph



Existing Conditions

Existing Deficiencies - Roadway

- I-44
 - Narrow Shoulder Widths
 - Vertical Curves
- US-75
 - Vertical Curves



Existing Conditions

■ Bridges

- Interstate 44 (I-44): 9 Bridges
 - 6 Grade Separations
 - 3 Combination Water Crossing & Grade Separation
- U.S. Highway 75 (US-75): 10 Bridges
 - 7 Grade Separations
 - 3 Combination Water Crossing & Grade Separation



Existing Conditions

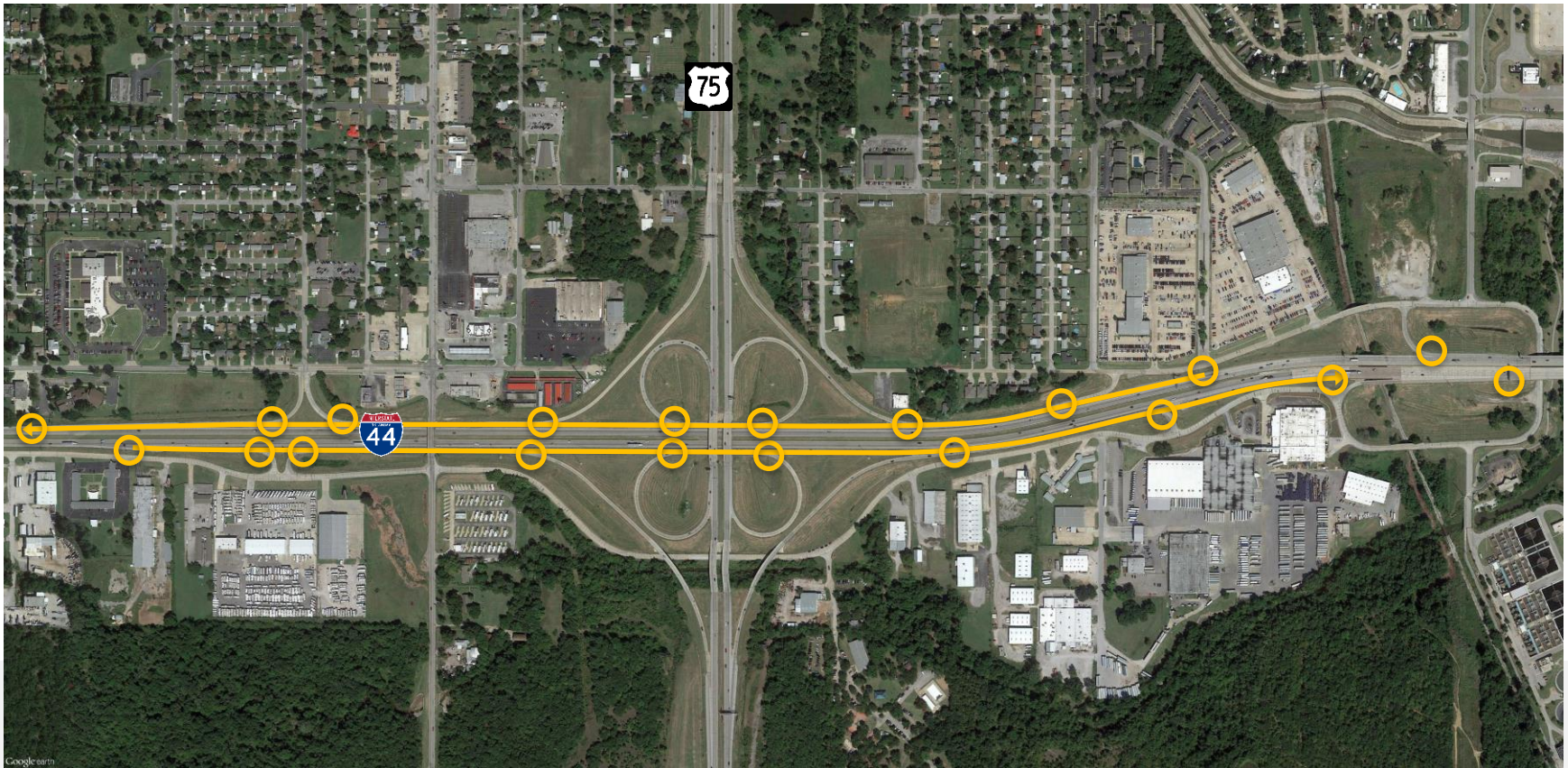
■ Bridges

- Built between 1952 and 1983
- Bridge conditions vary from poor to fair
- Bridges over Mooser Creek were rehabilitated in 2010
- US-75 bridges over I-44 are scheduled to be rehabilitated
- I-44 bridges over 33rd St. and Union Ave. over I-44 are scheduled to be replaced
- Inadequate shoulders and/or clearances on most



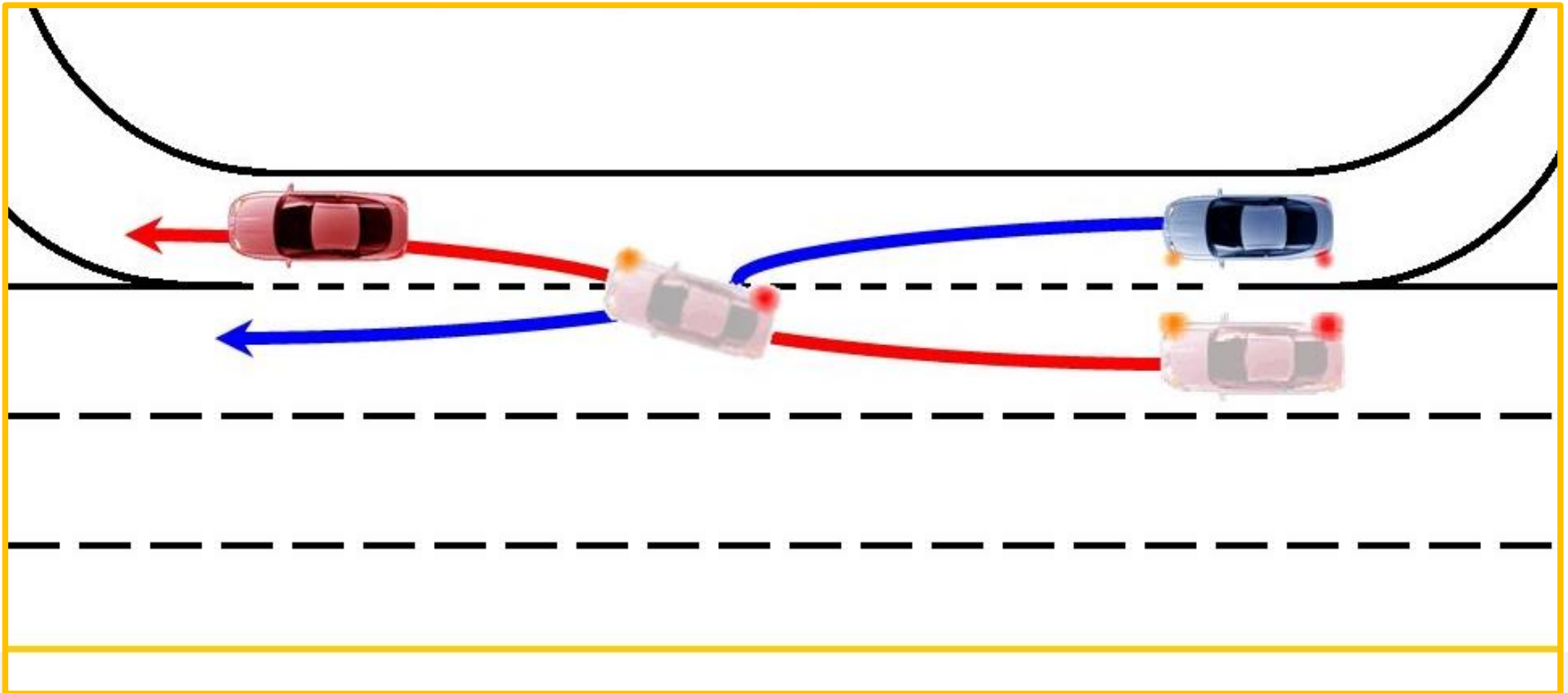
Existing Conditions

- **What are the Traffic Issues?**
 - US-75 Interchange Design
 - **Interstate Frontage Road with High Access Point Density**
 - Weave Movements
 - Short Merge Distances



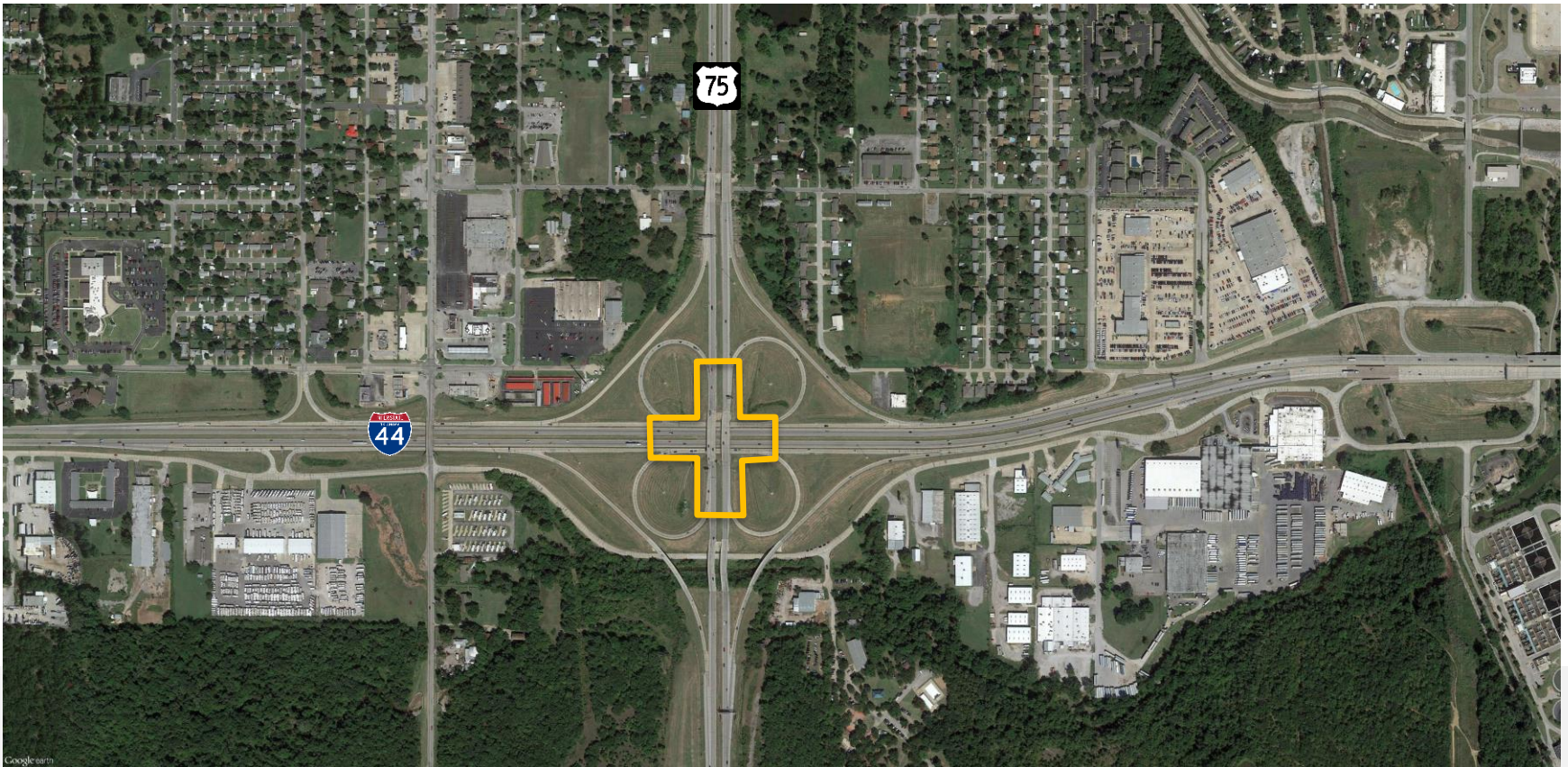
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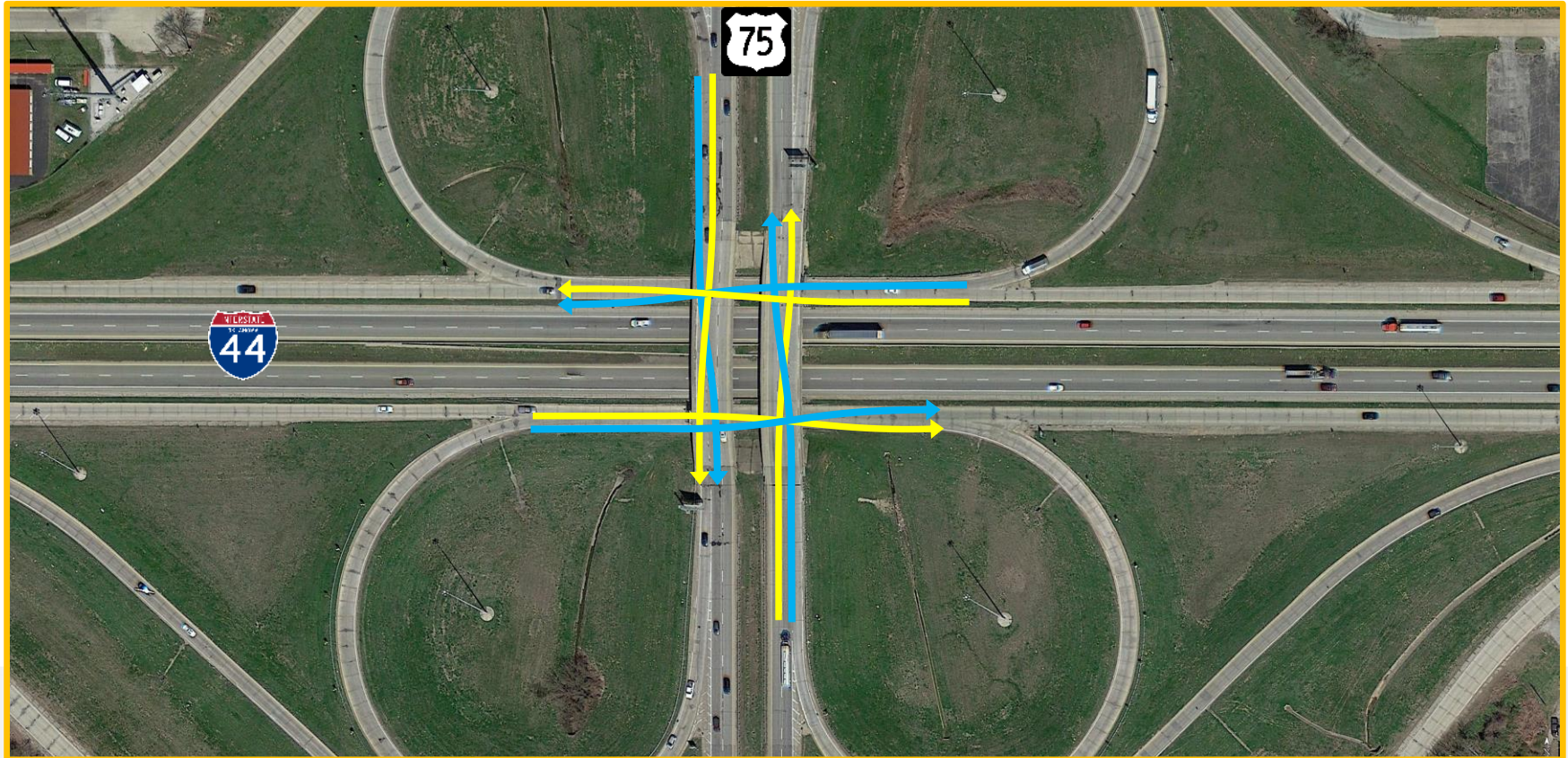
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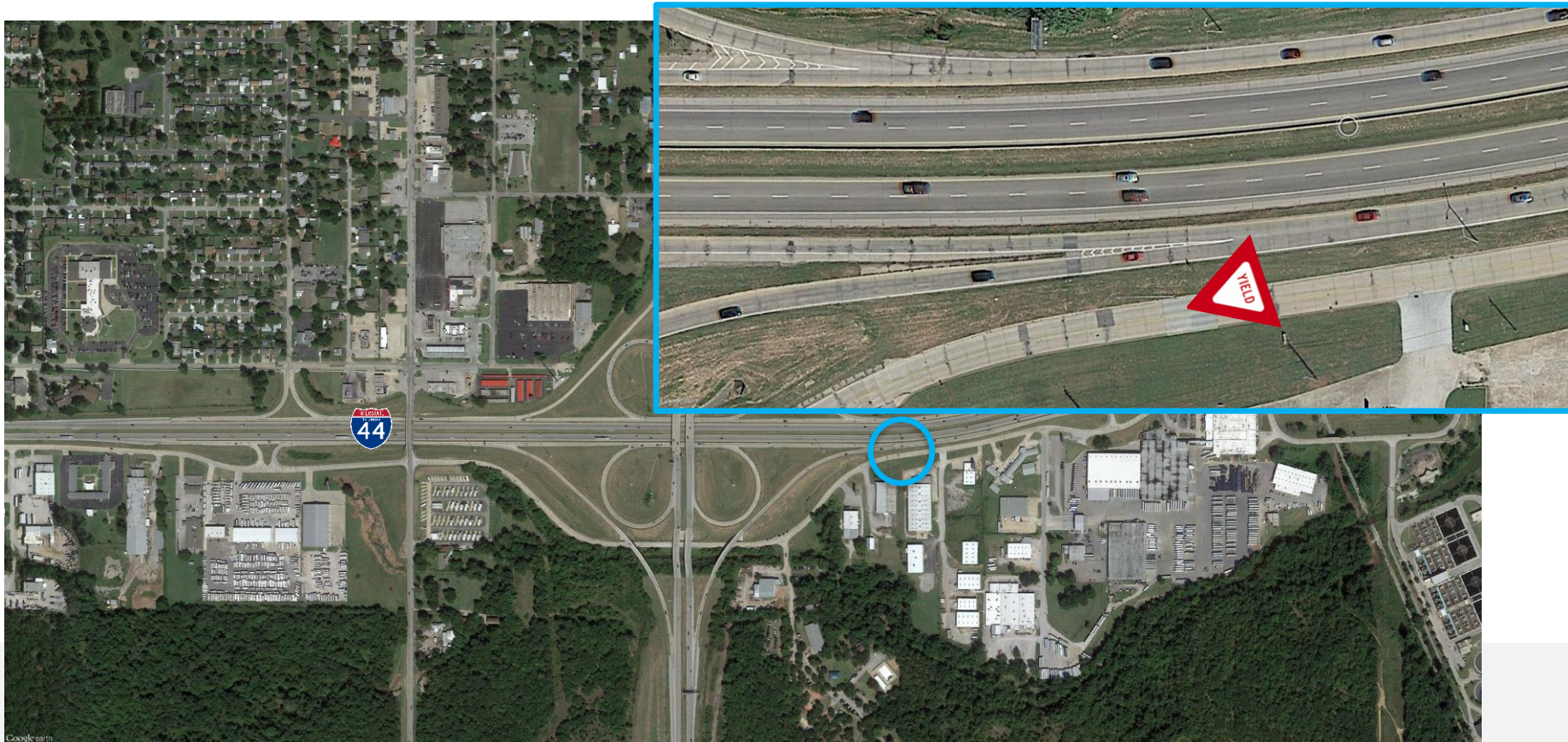
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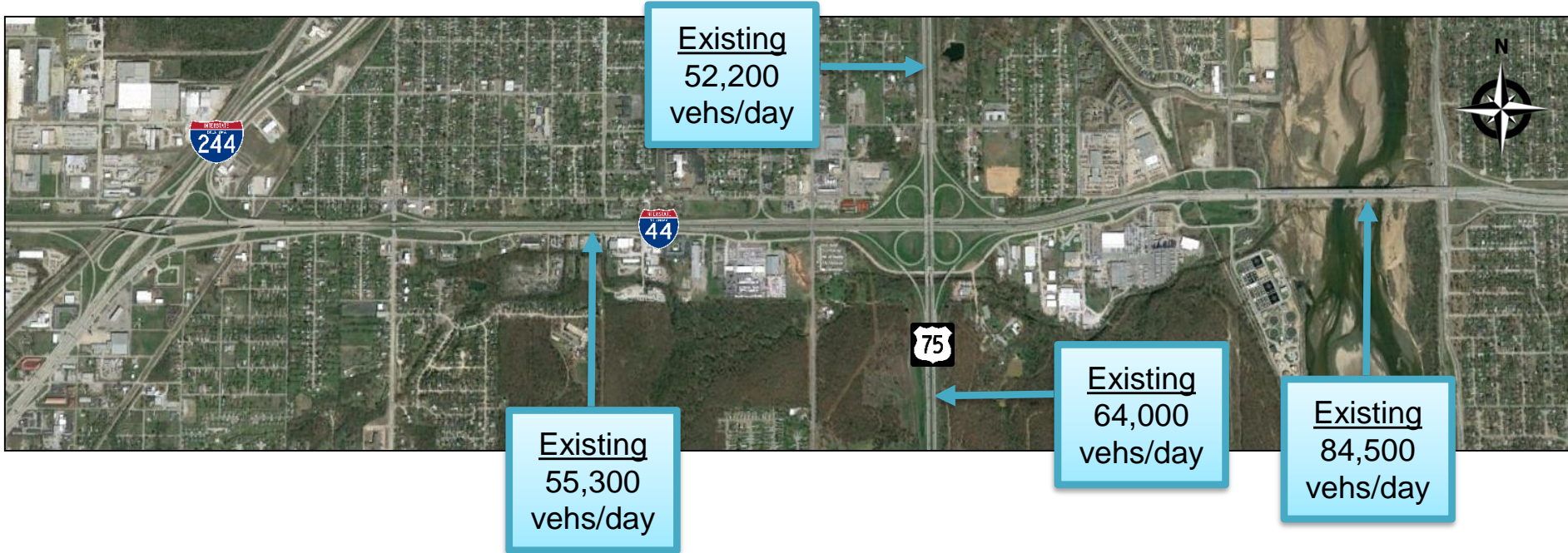
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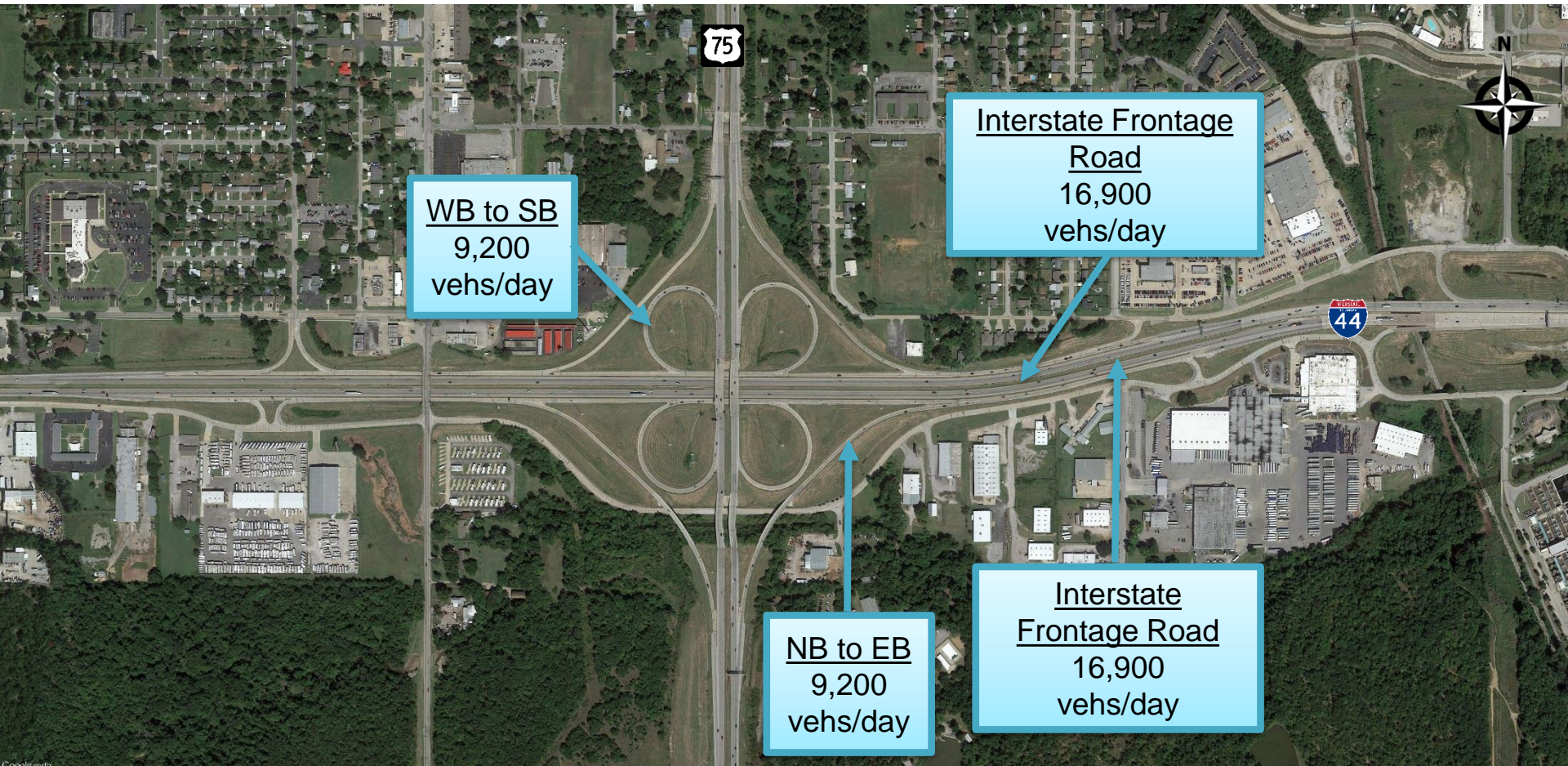
Existing Conditions

- **What are the Traffic Issues?**
 - High Traffic Volumes
 - Mainline
 - US-75 Ramps



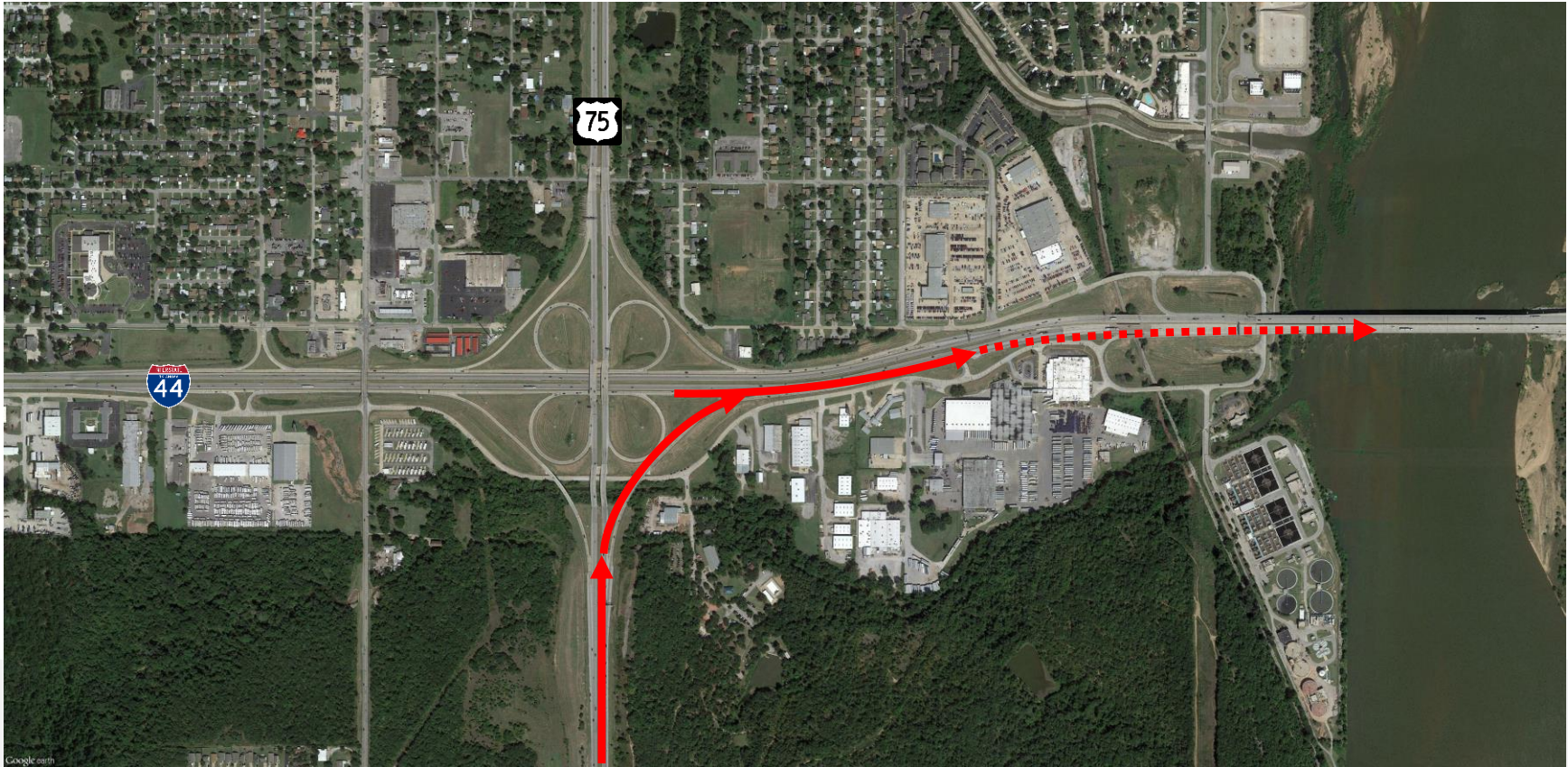
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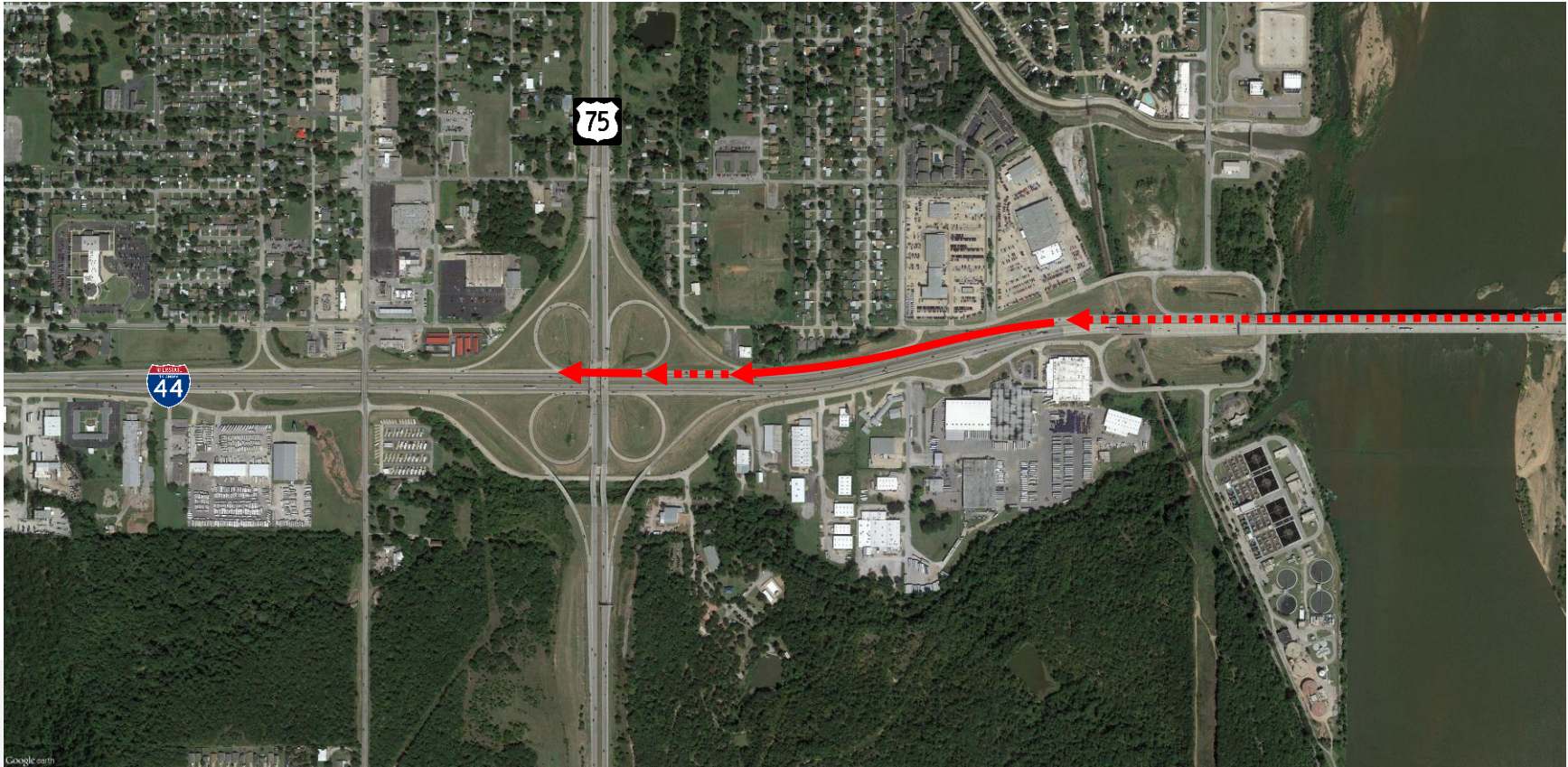
Existing Conditions

- What are the Traffic Issues?
 - AM Congestion
 - PM Congestion



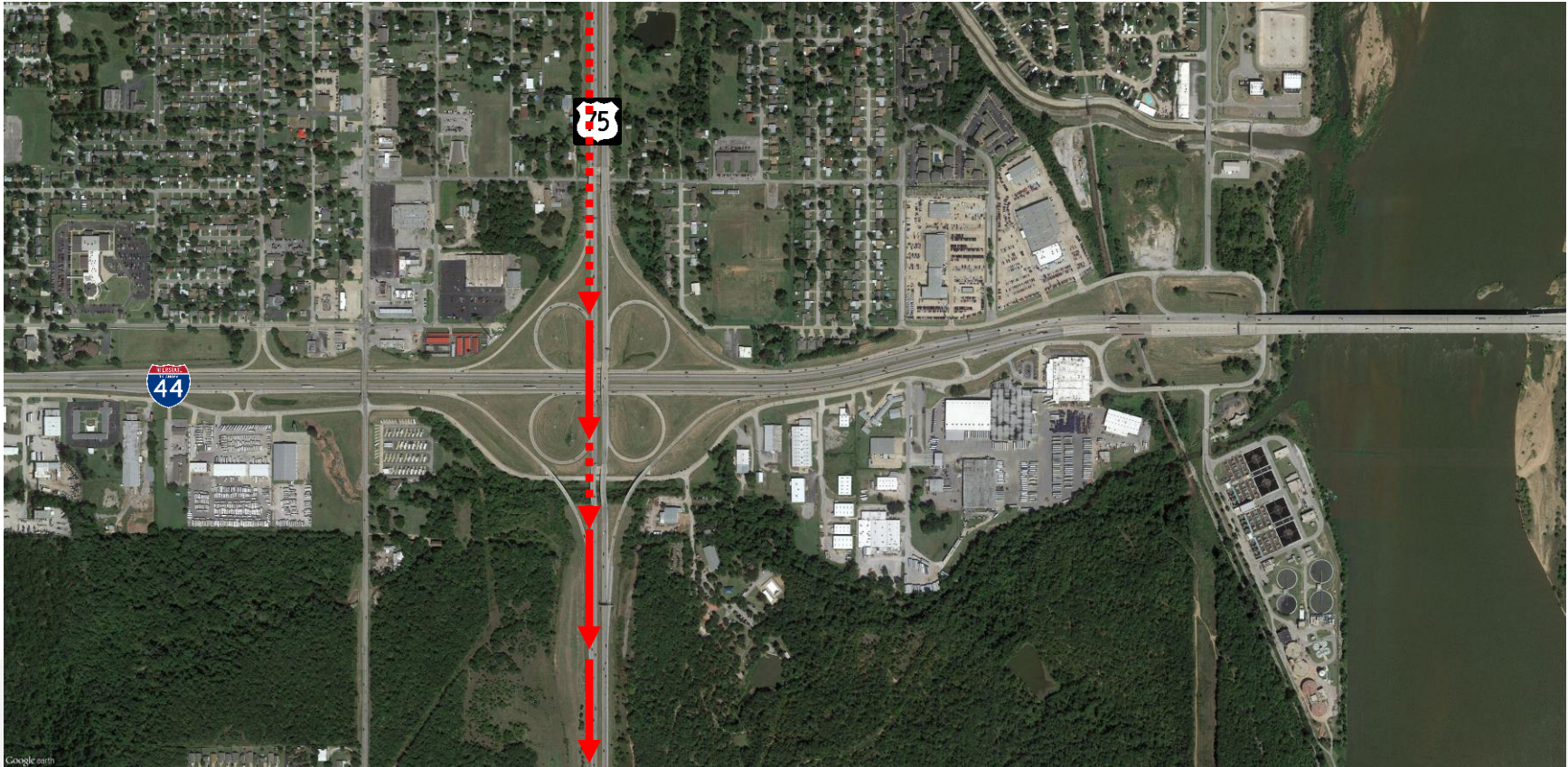
Existing Conditions

- What are the Traffic Issues?
 - AM Congestion
 - PM Congestion



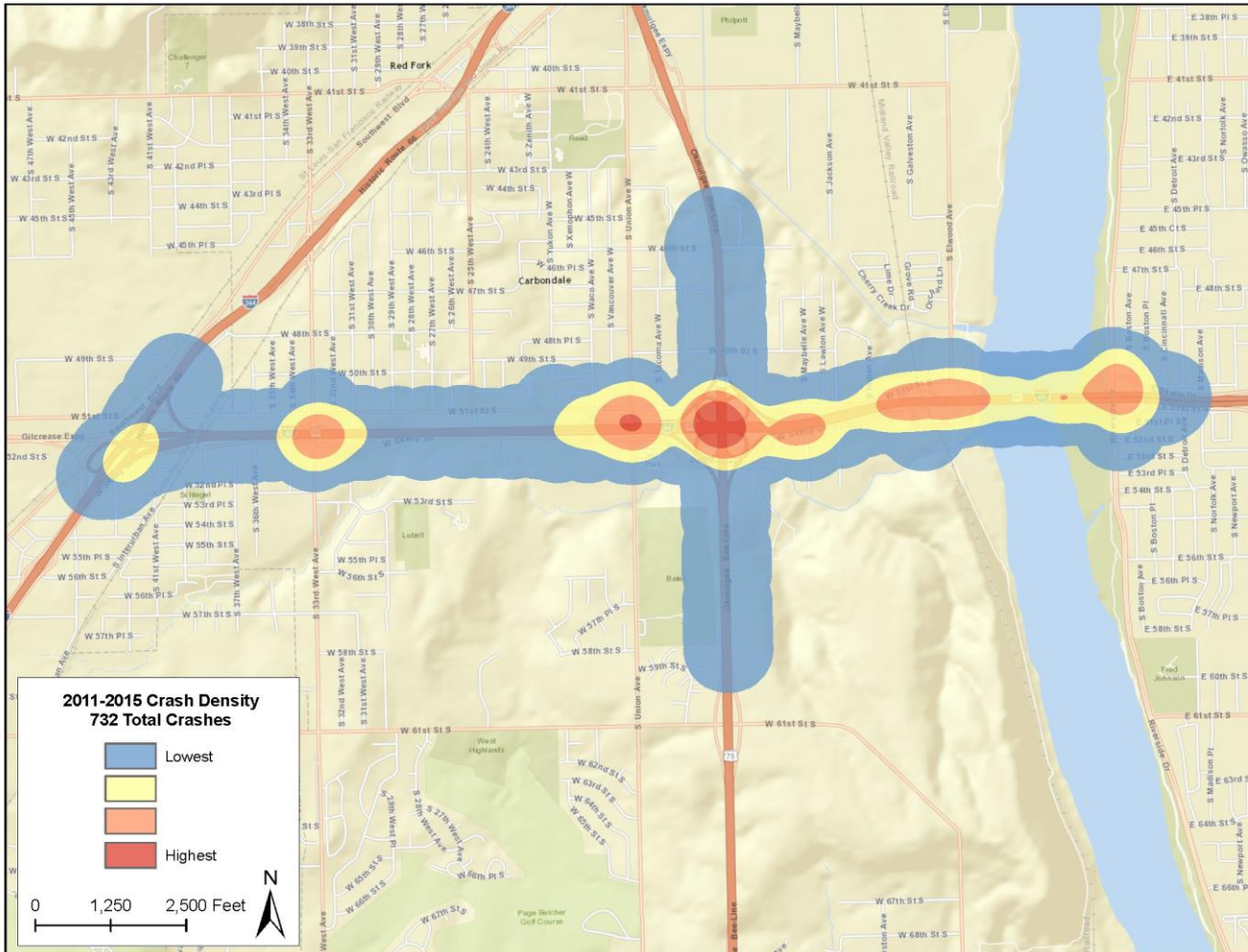
Existing Conditions

- **What are the Traffic Issues?**
 - AM Congestion
 - PM Congestion



Existing Conditions

■ Crash Data





DESIGN CONSIDERATIONS



Traffic Considerations

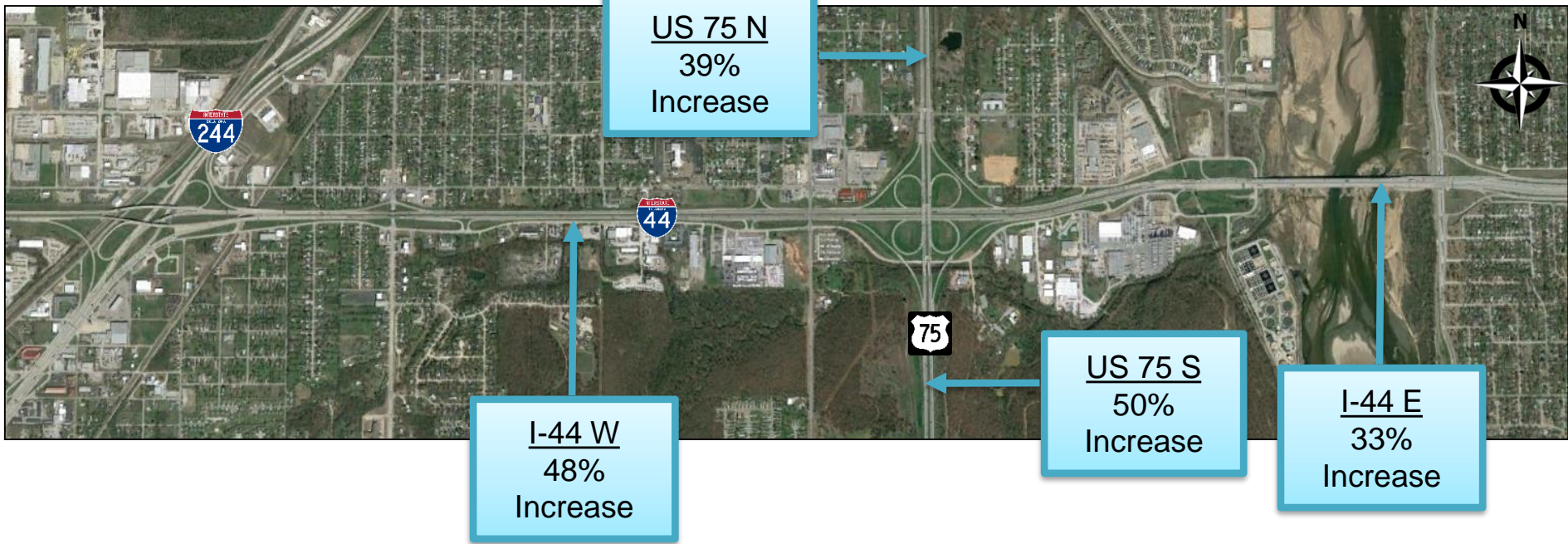
■ Design Year Traffic Volumes

- Includes Gilcrease Expressway Expansion to US-412
- Re-routing of trips thru Metro Tulsa
- Adds approximately 10,000 vehicles per day between I-244 and US-75



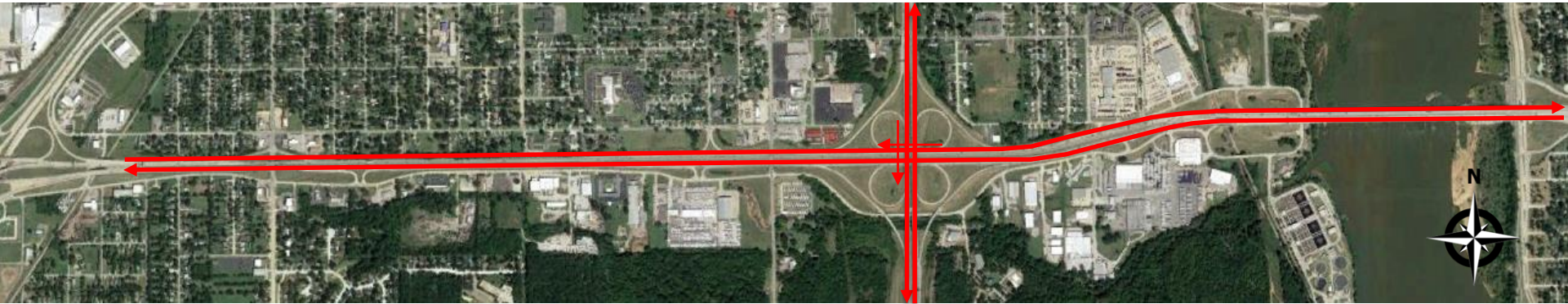
Traffic Considerations

- Design Year Traffic Volumes



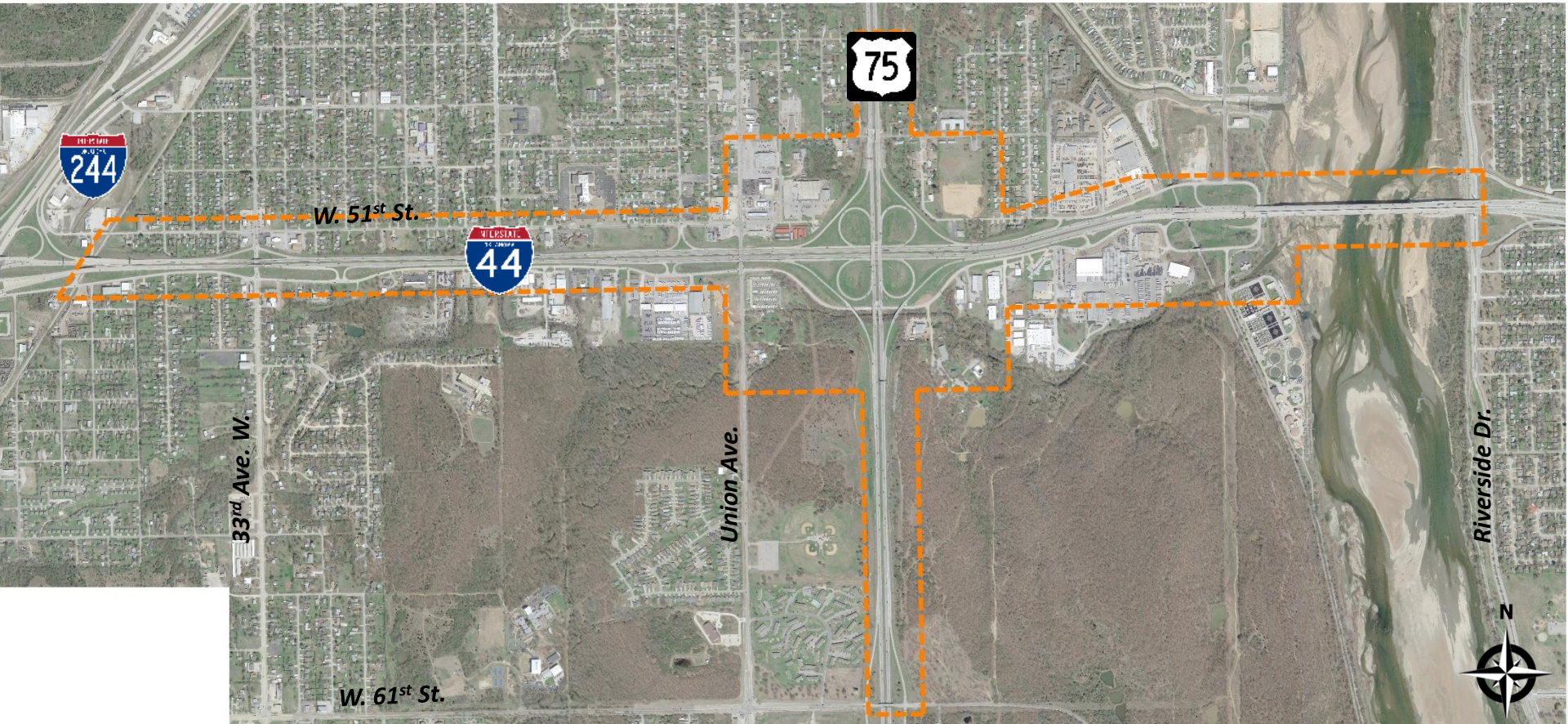
Traffic Considerations

- **Design Year Traffic Issues of Current Configuration (No-Build)**
 - Demand Volumes will Exceed Capacity on All Freeway Segments



Environmental Considerations

- Data Collection Area

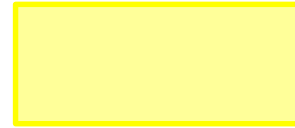


Environmental Considerations

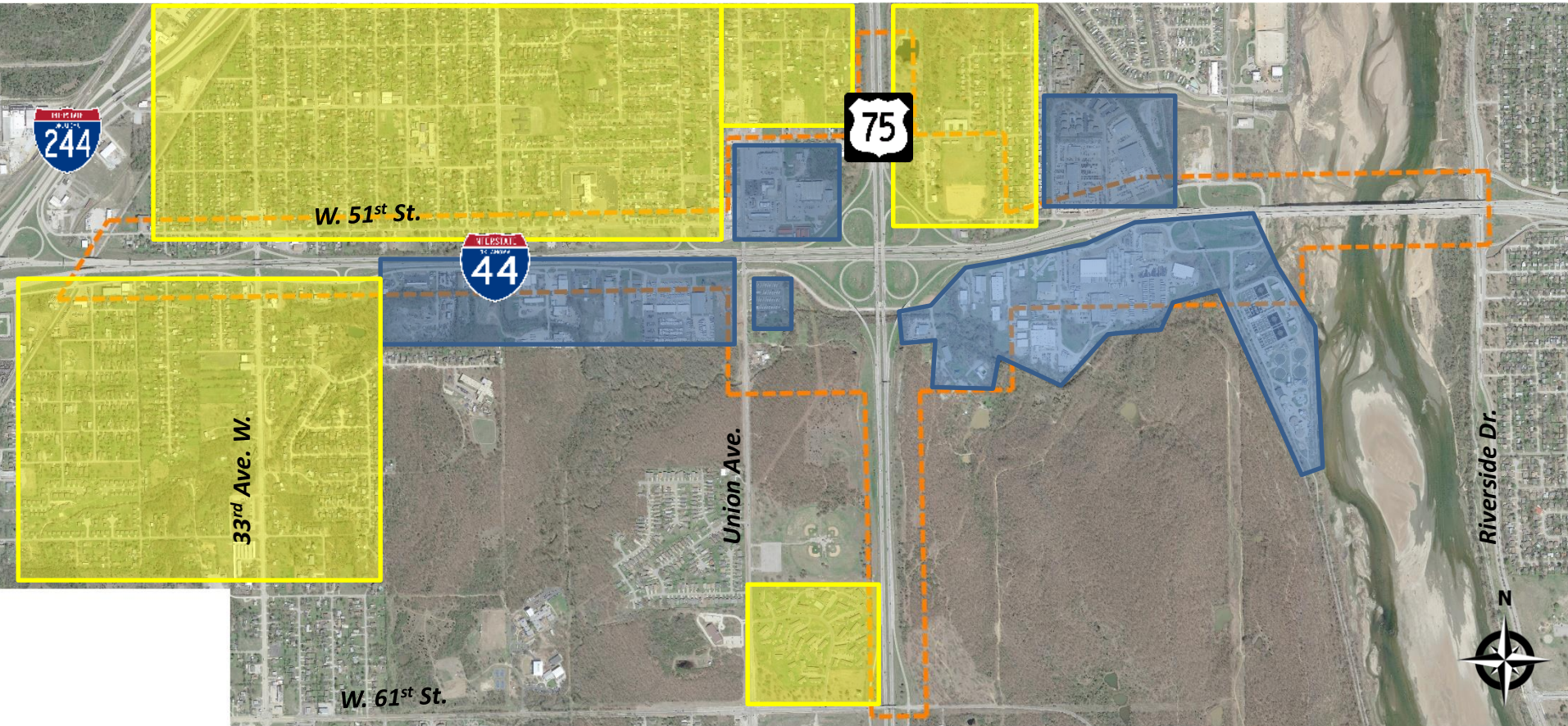
- Homes and Businesses



Commercial



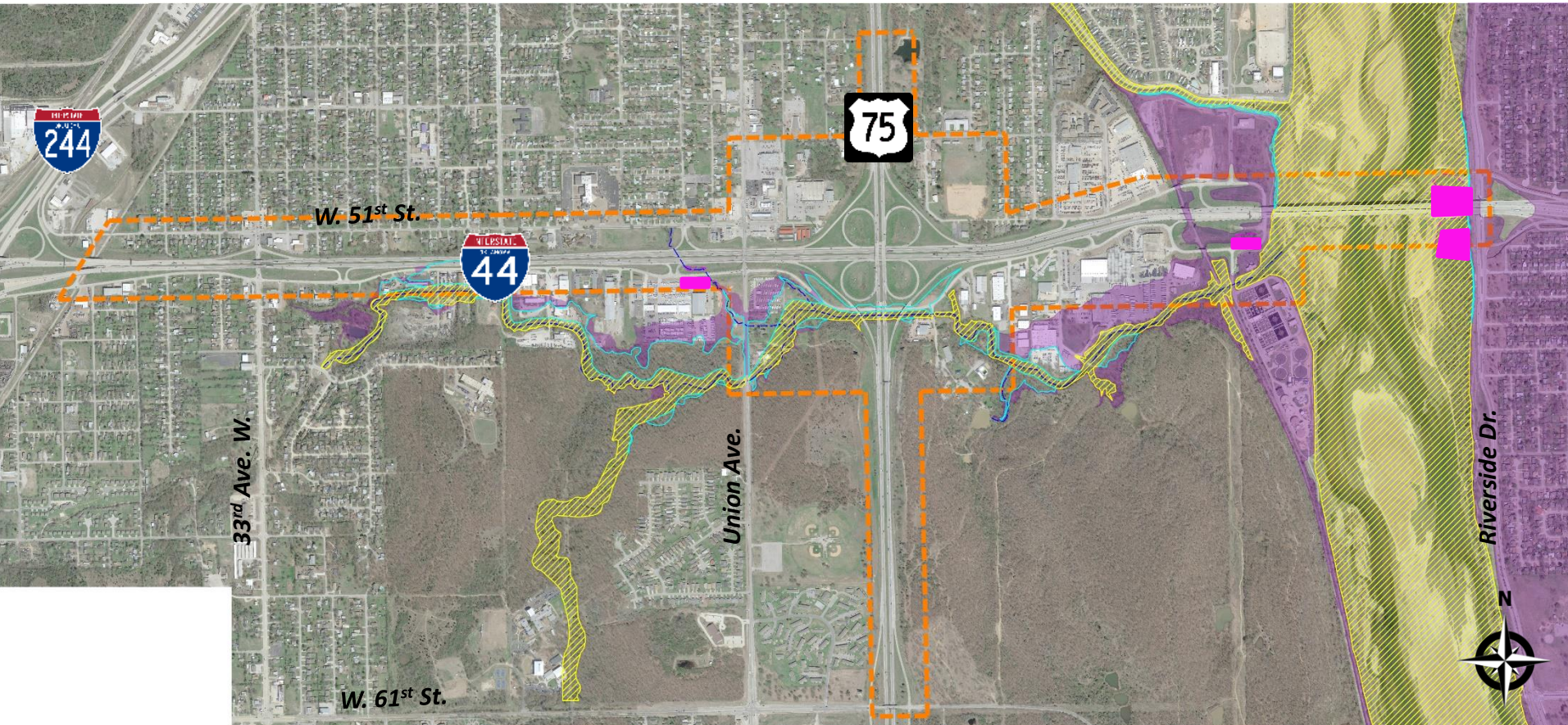
Residential



Environmental Considerations

■ Waters & Wetlands

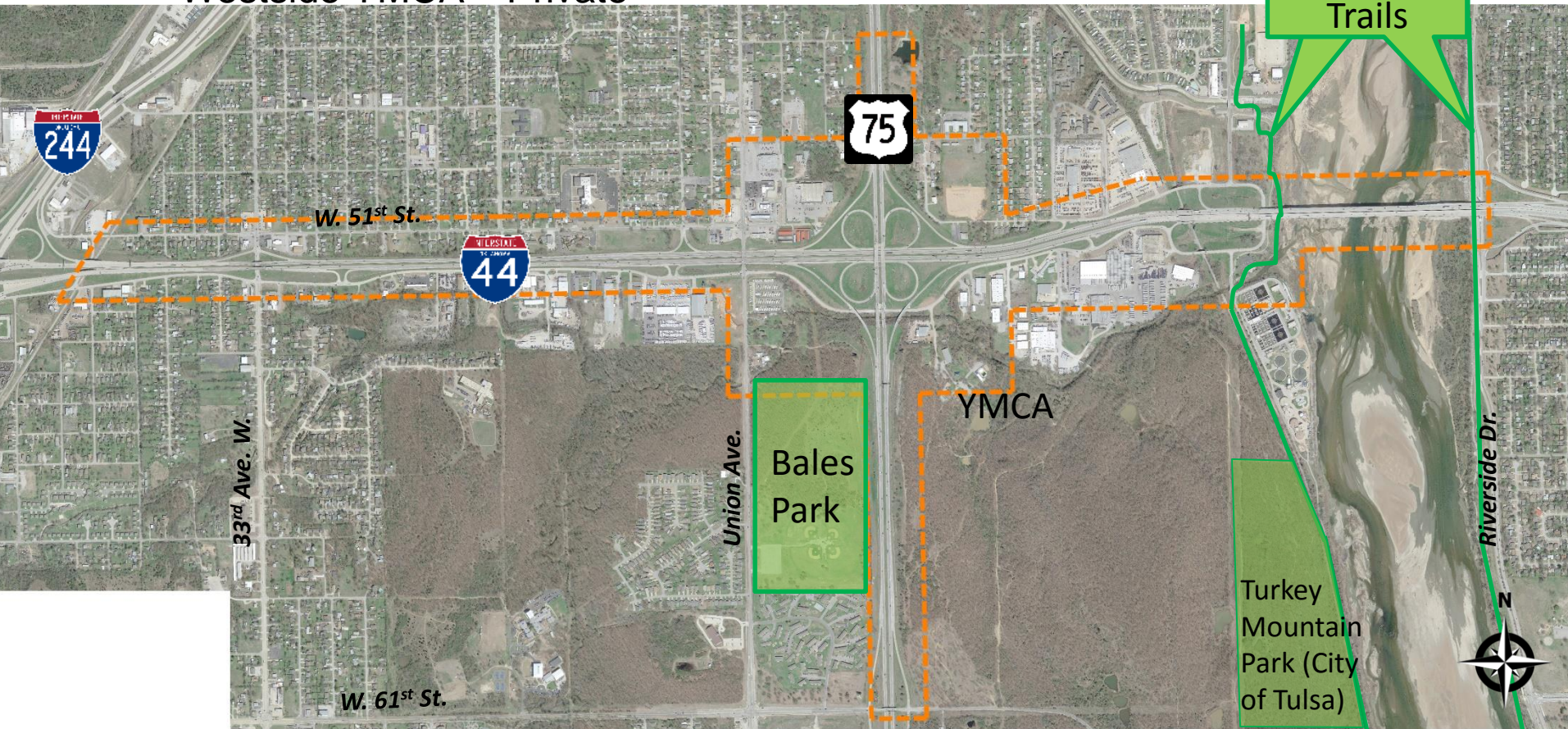
- Mooser Creek has FEMA Flood Zone AE and Floodway
- Wetlands Associated With Arkansas River, one Other Small Wetland
- Arkansas River is Known Least Tern habitat



Environmental Considerations

■ Park and Recreation Facilities

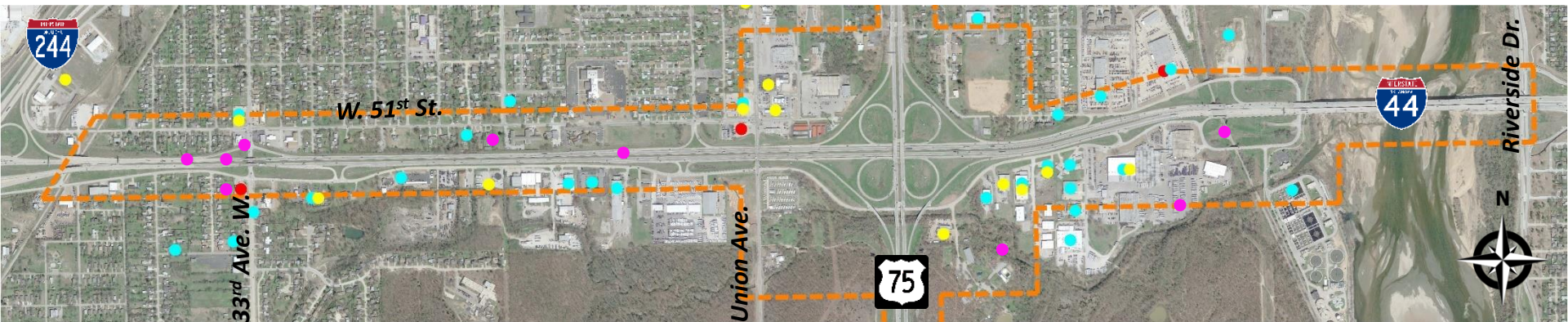
- River Parks Trails – River Parks Authority - Section 4(f) and 6(f)
- Bales Baseball Park – City of Tulsa - Section 4(f)
- Turkey Mountain Park (City of Tulsa) – Section 4(f)
- Westside YMCA – Private



Environmental Considerations

■ Hazardous Waste

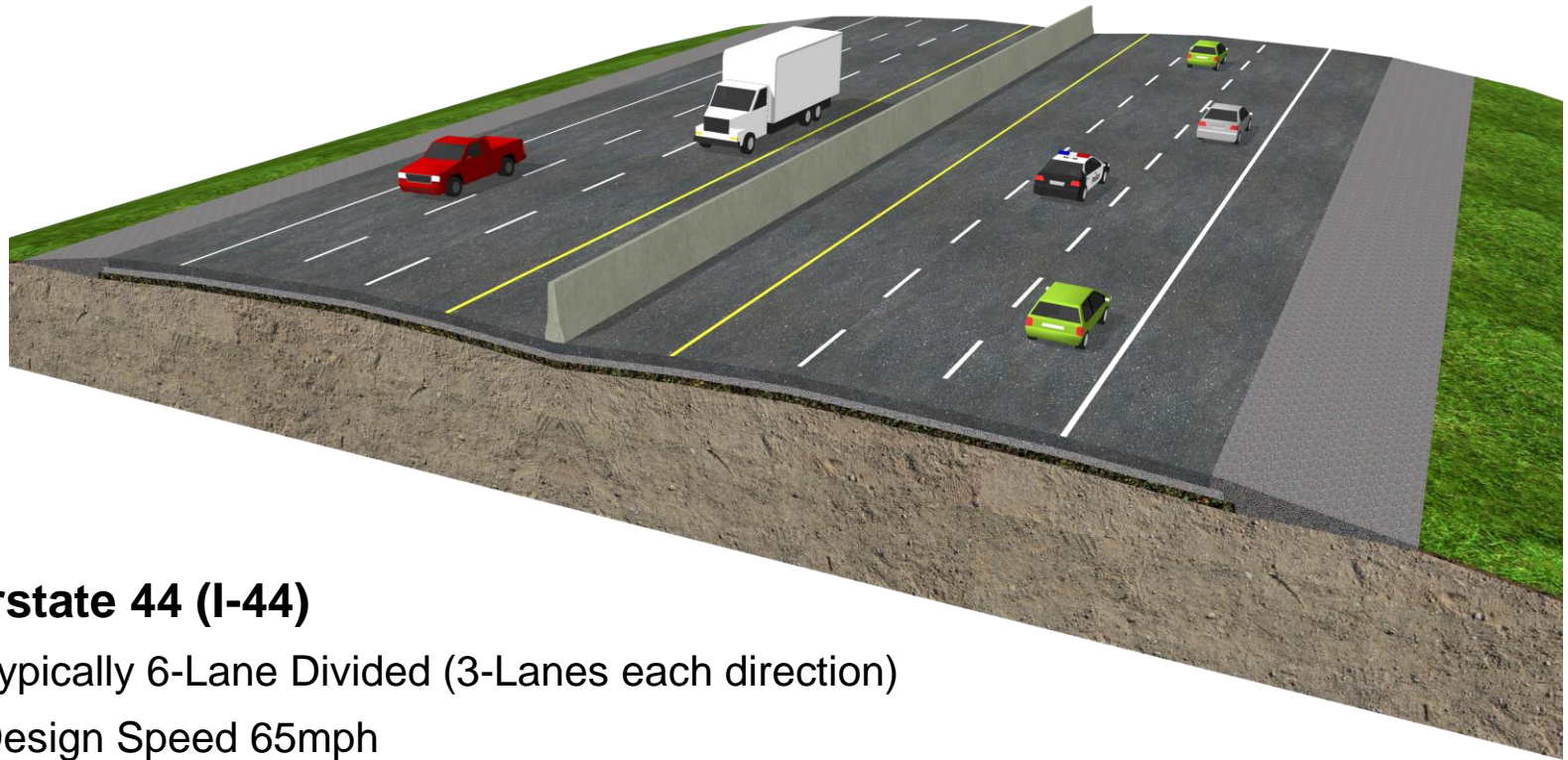
- 22 Sites Containing Hazardous Materials and/or Waste ●
 - 1 site required Emergency Response to spill (COT Wastewater Plant)
 - 1 Site in Voluntary Clean Up Program (Fowler Chevrolet)
 - 2 Sites on Toxic Release Inventory list (nothing in last 20 years)
- 13 Storage Tank Sites ●
 - 3 Known LUST Sites ●
- 13 Oil/Gas Wells ●





**DEVELOPMENT OF PROPOSED
ALTERNATIVES AND
DESIGN CRITERIA**

Proposed Design



- **Interstate 44 (I-44)**
 - Typically 6-Lane Divided (3-Lanes each direction)
 - Design Speed 65mph
- **U.S. Highway 75 (US-75)**
 - Typically 6-Lane Divided (3-Lanes each direction)
 - Design Speed 65 mph
 - Future Upgrade to 8-Lane

Proposed Design



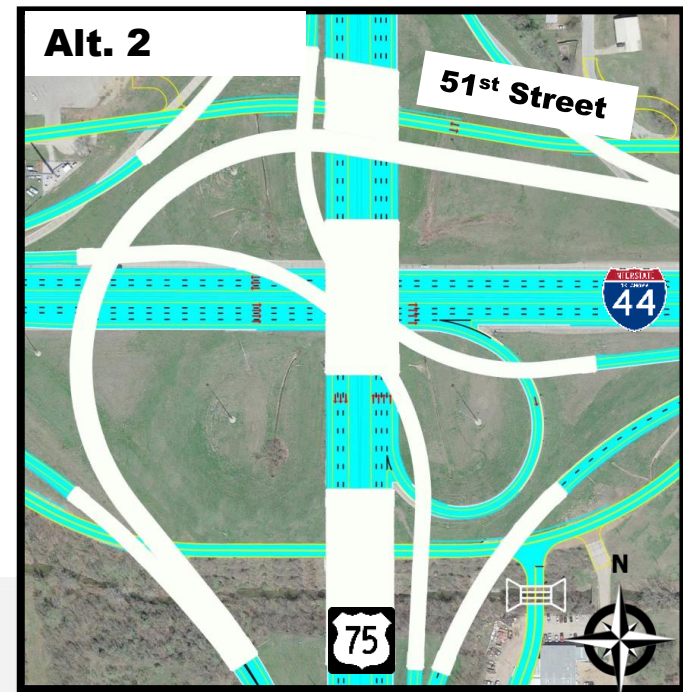
– Local Roads

- Skelly Avenue
 - 2-Lane Curb/Gutter
 - Design Speed = 40mph
- 51st Street
 - 2-Lane Curb/Gutter
 - Design Speed = 40mph

Alternative Study

Initial Concepts Considered

- Configurations of I-44/US-75 Interchange
 - Allow Weaving w. Loop Ramps
 - Eliminate Weaving
- Alignment of 51st Street Extension
 - Shift Southward
 - Along Present Alignment
- Traffic Flow on Local Roads along I-44
 - One-Way: Skelly Drive – Eastbound Only, 51st Street – Westbound Only
 - Two-Way: Eastbound and Westbound Allowed



Alternative Study

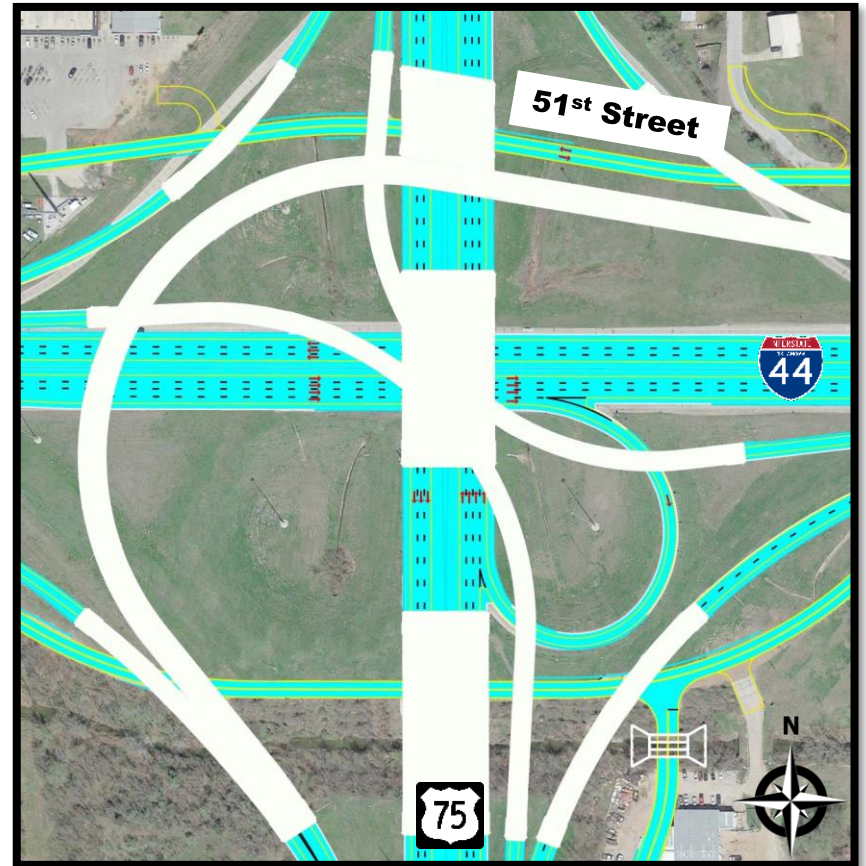
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 - Along Present Alignment
- Traffic Flow on Local Roads along I-44
 - One-Way: Skelly Drive – Eastbound Only, 51st Street – Westbound Only
 - Two-Way: Eastbound and Westbound Allowed



Alternative Study

- **Reviewed Initial Concepts**
 - Summarized Alternatives in a Report
 - Met with ODOT to Discuss
- **Selected Preferred Alternative**
 - Eliminate Weaving at Interchange
 - Improved Operation, Efficiency and Safety
 - Extend 51st Street on Present Alignment
 - Eliminates additional curves in roadway
 - Provide Two-Way Local Roads
 - Maintains similar traffic patterns on 51st and Skelly Drive





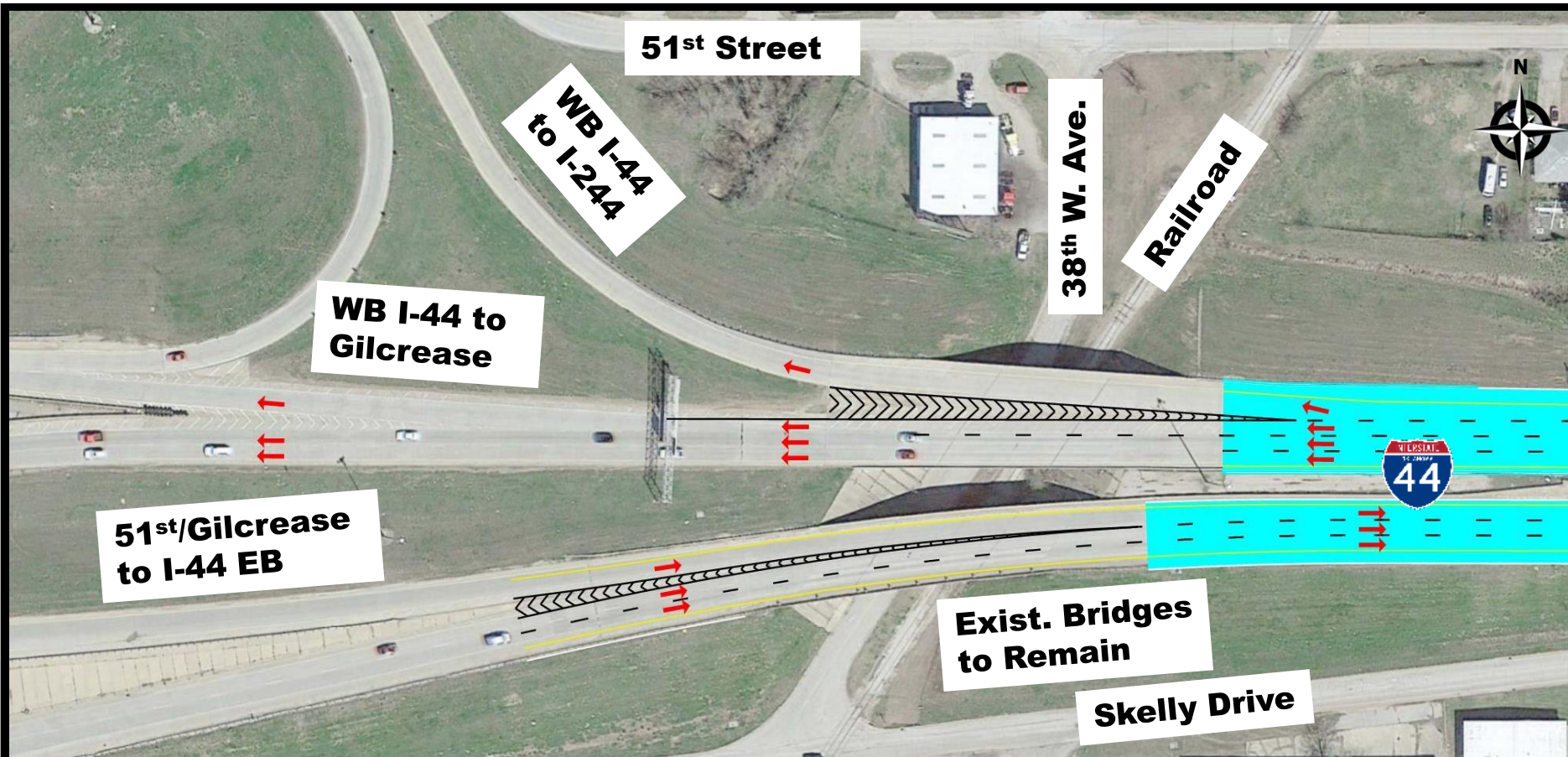
PREFERRED ALTERNATIVE



Preferred Alternative

- At I-244 (Along I-44)

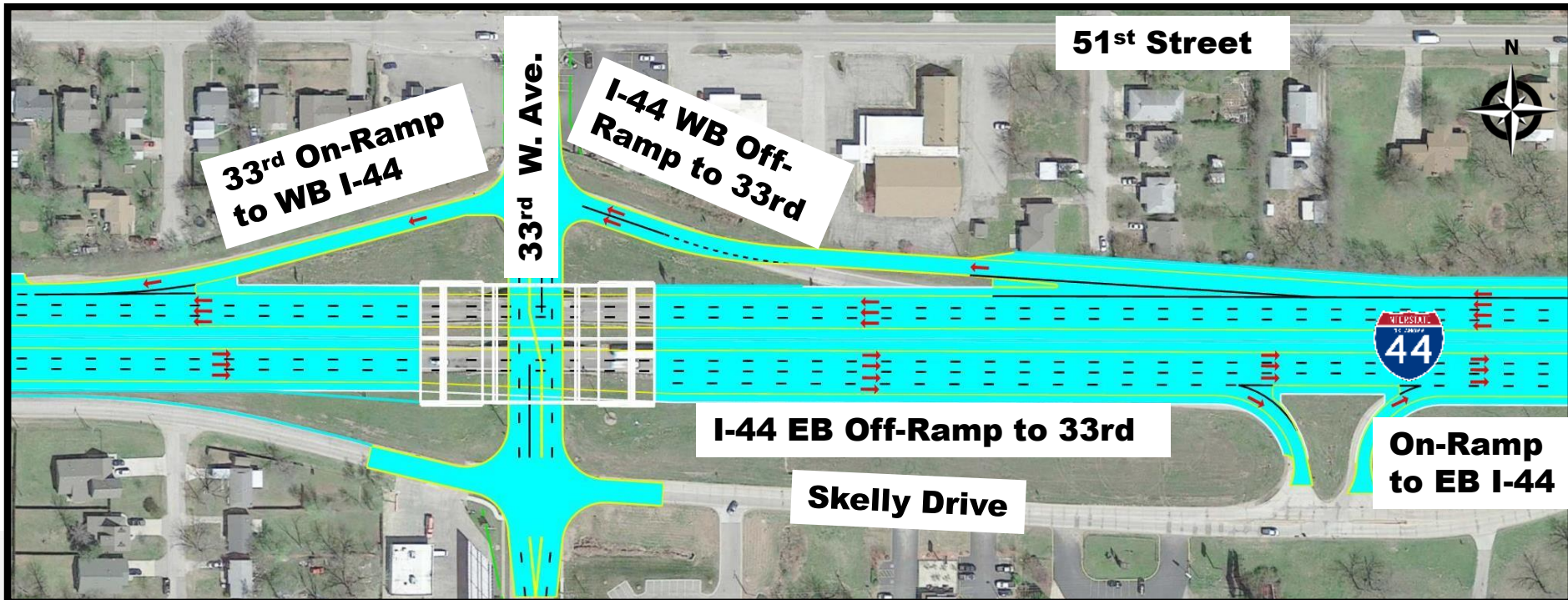
- Lane Addition from 51st/Future Gilcrease to EB I-44
- Exit Ramp to I-244 and 51st Street Similar to Existing
- Existing Bridges to Remain



Preferred Alternative

- At 33rd (Along I-44)

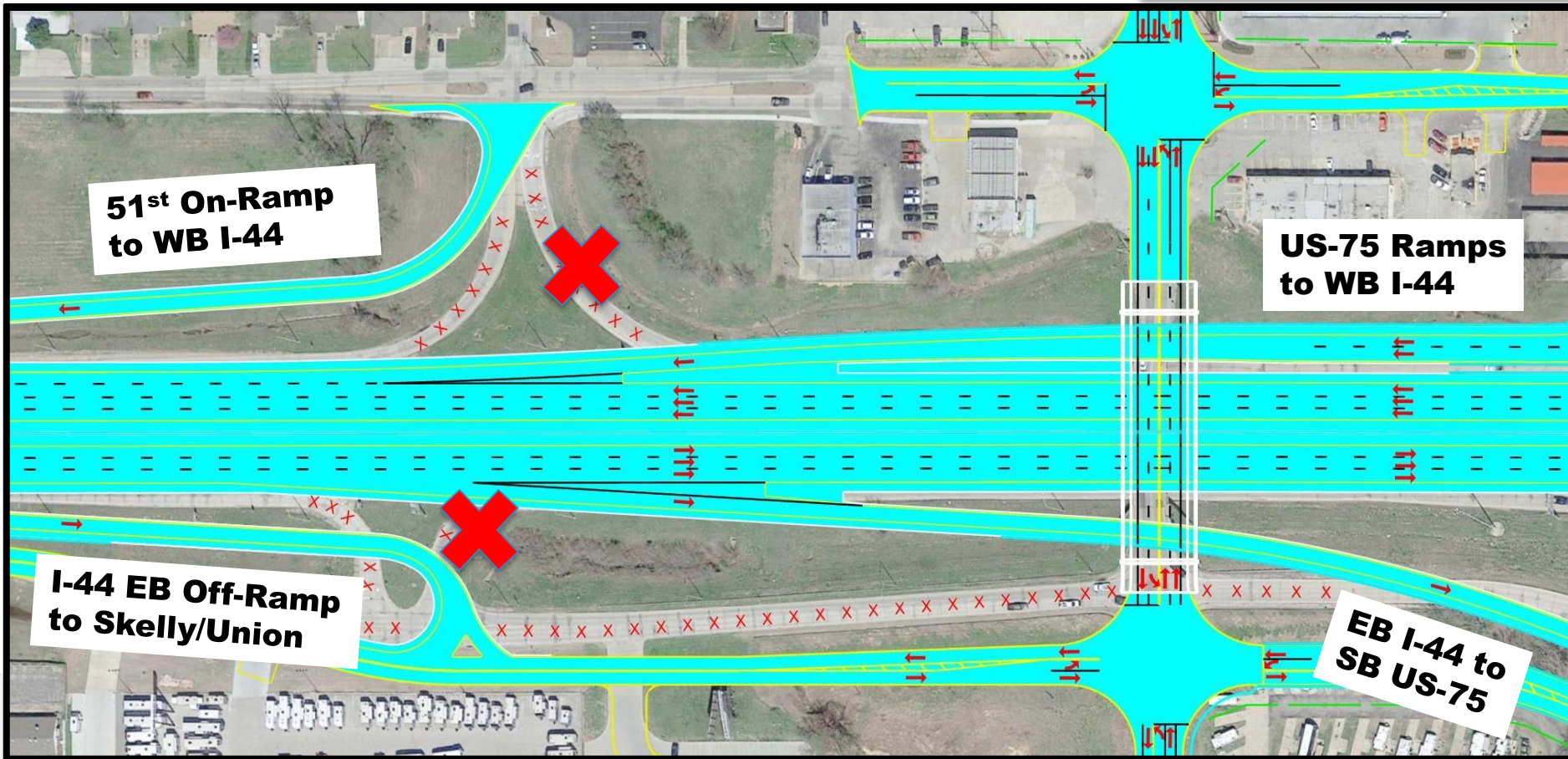
- Ramps Remain Similar to Existing Layout
- Parallel Entrance and Exit Ramp Lanes
- New Bridges over 33rd W. Ave.



Preferred Alternative

At Union (Along I-44)

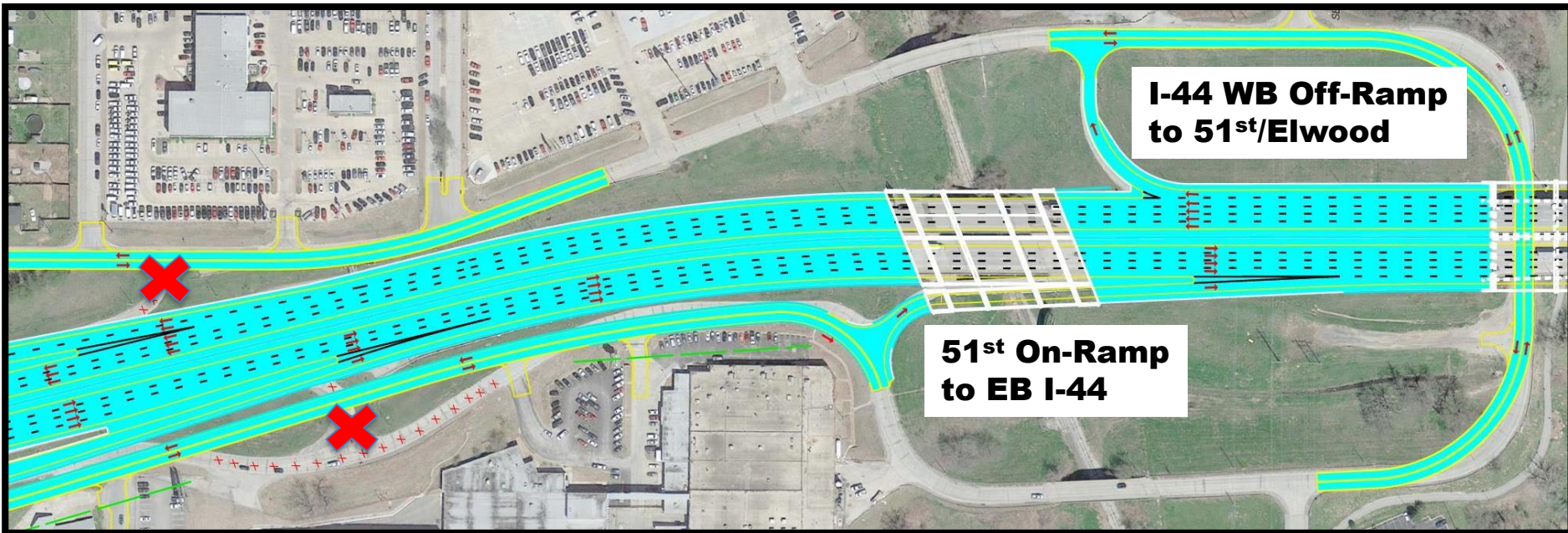
- Modified WB Entrance Ramp/EB Off-Ramp
- Remove (1) Exit, (1) Entrance Ramp
- New Union Ave. Bridge over I-44



Preferred Alternative

- At River (Along I-44)

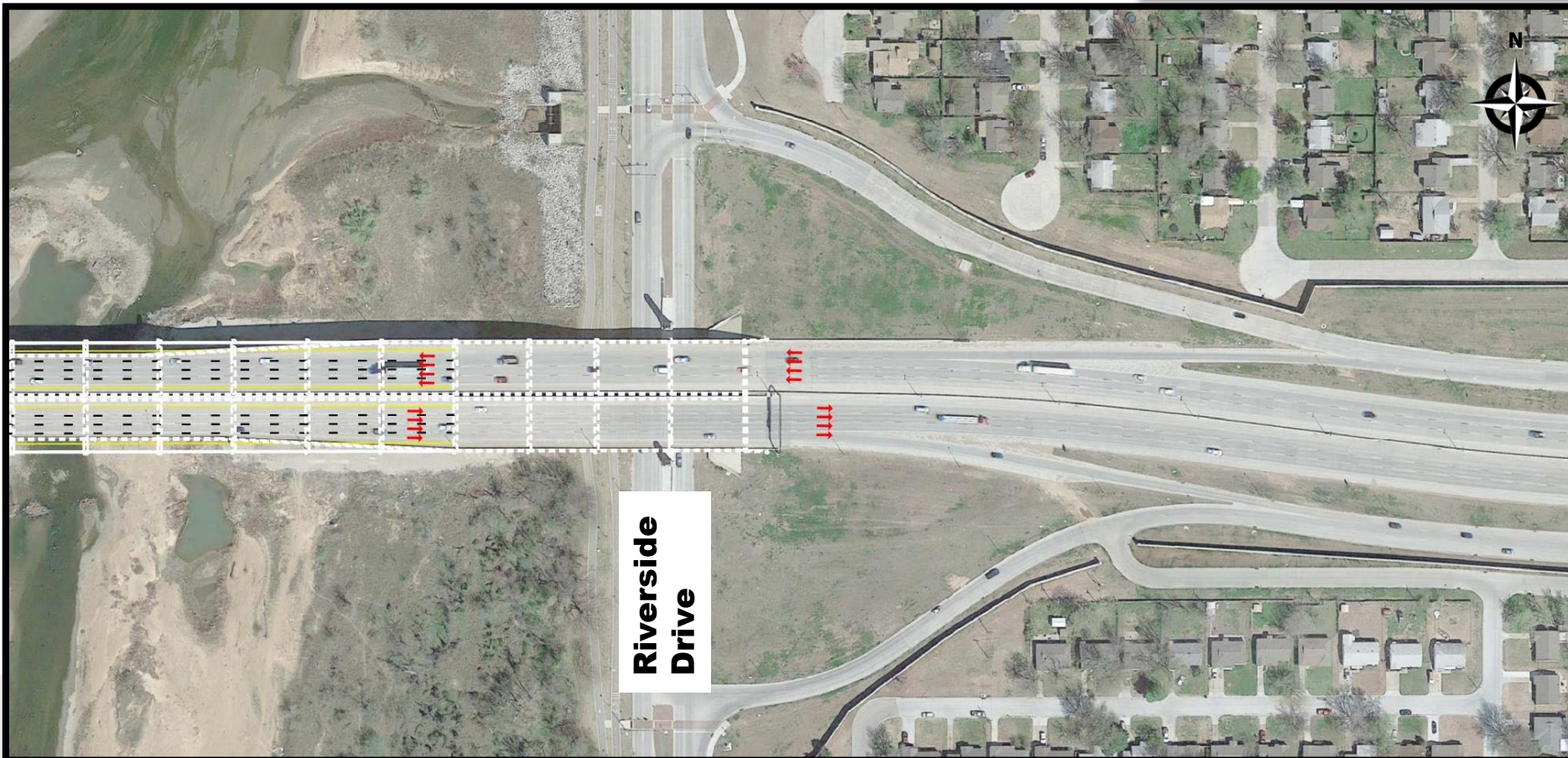
- Auxiliary Lane Addition from NB US-75 to EB I-44
- Remove (1) Exit, (1) Entrance Ramp
- New Bridges over Railroad



Preferred Alternative

- At Riverside/Peoria (Along I-44)

- Continuous Auxiliary lane between US-75 and Riverside/Peoria Ramps (add lane across River)
- Widening of Existing Arkansas River Bridge



Preferred Alternative

– North of 71st (Along US-75)

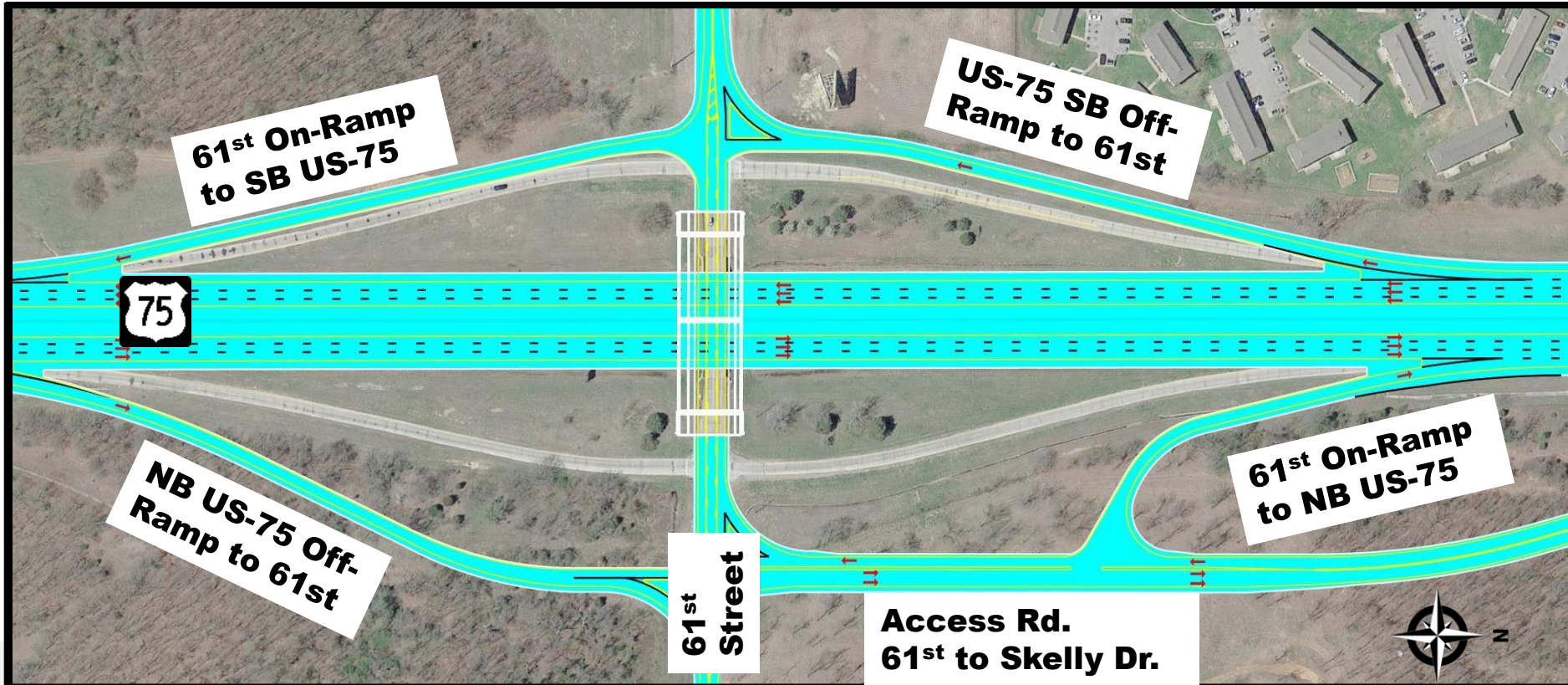
- Ties in to the Existing Pavement Width
- 2-lane Exit Drop to 71st Street
- Continuous Auxiliary Lane to I-44 Ramps



Preferred Alternative

At 61st (Along US-75)

- Ramps Remain Similar to Existing Layout
- New 61st Street Bridge over I-44
- New Access Road (East of US-75)
 - Between 61st Street and Skelly Drive



Preferred Alternative

At 61st (Along US-75)

- Ramps Remain Similar to Existing Layout
- New 61st Street Bridge over I-44
- New Access Road (East of US-75)
 - Between 61st Street and Skelly Drive
 - Provides access to/from US-75



Preferred Alternative

At 41st (Along US-75)

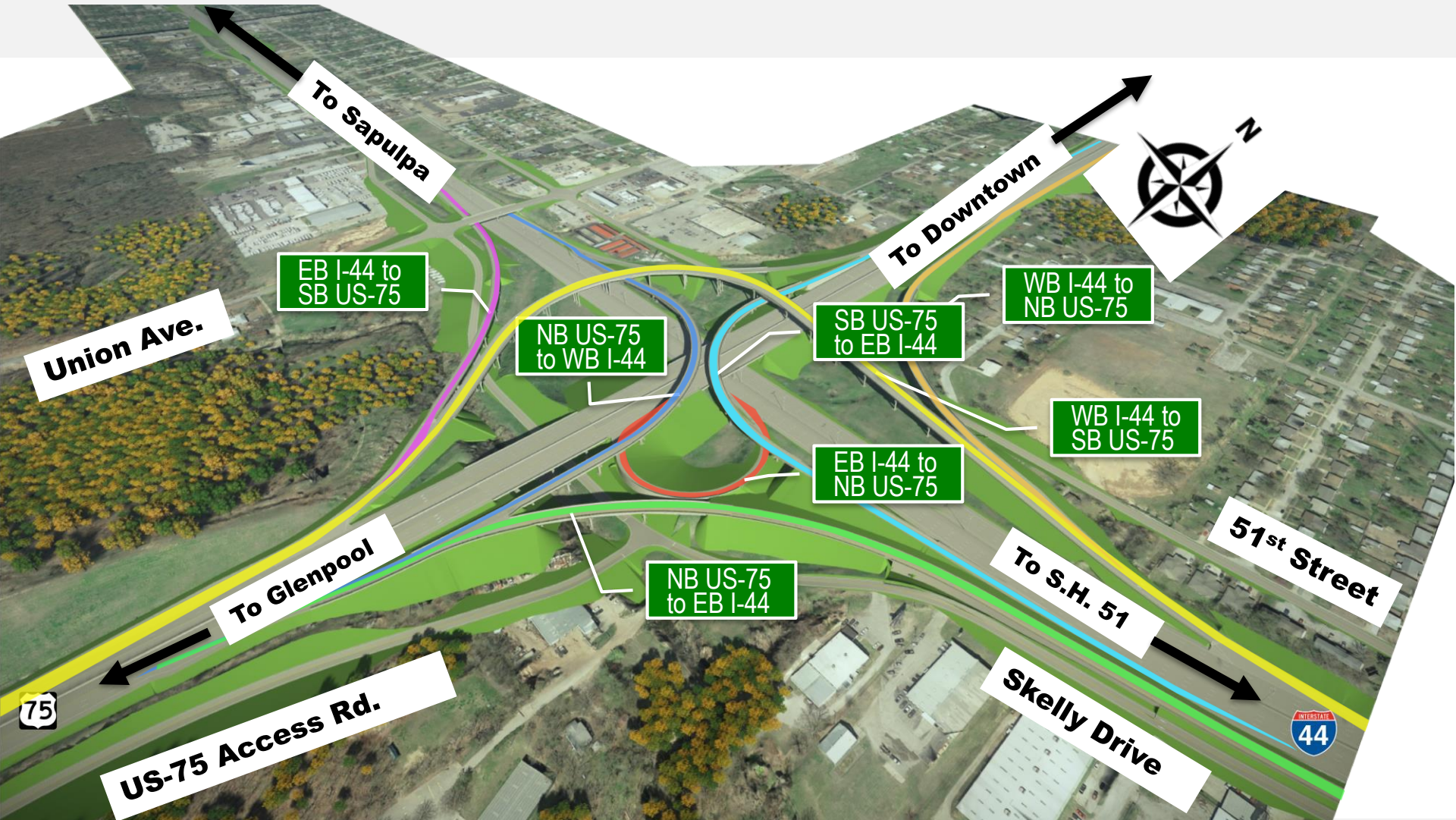
- Project Ties into Existing Width
- 41st On-Ramp to US-75 SB Lane Addition



Preferred Alternative (I-44/US-75 Interchange)



Preferred Alternative (I-44/US-75 Interchange)



Preferred Alternative

Modified Access for Improved Mainline Traffic Flow

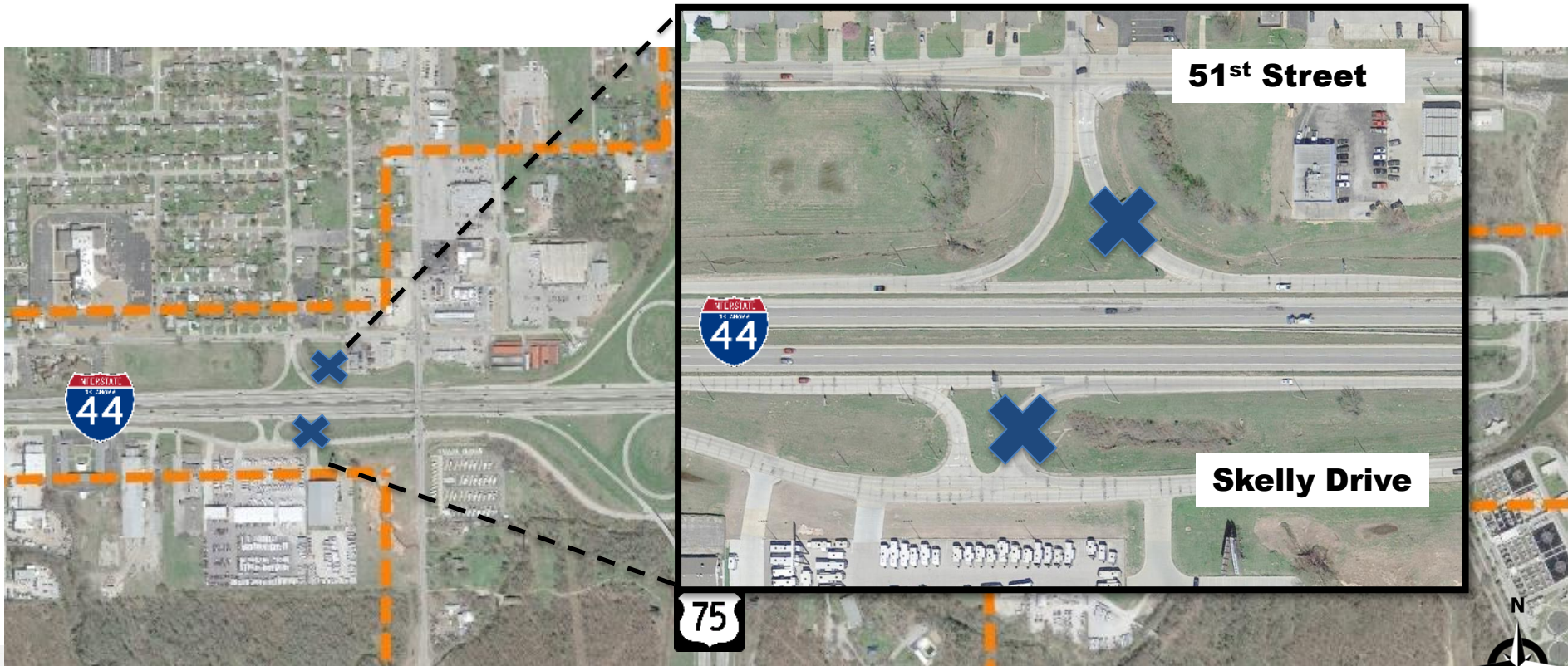
- ✘ (2) Exit Ramps Removed at (WB I-44 to Union/51, EB I-44 to Skelly)
- ✘ (2) Entrance Ramps Removed at (Union/51 to EB I-44, 51st to WB I-44)
- ✘ Removal of Underpass at 49th Street



Preferred Alternative

Modified Access for Improved Mainline Traffic Flow

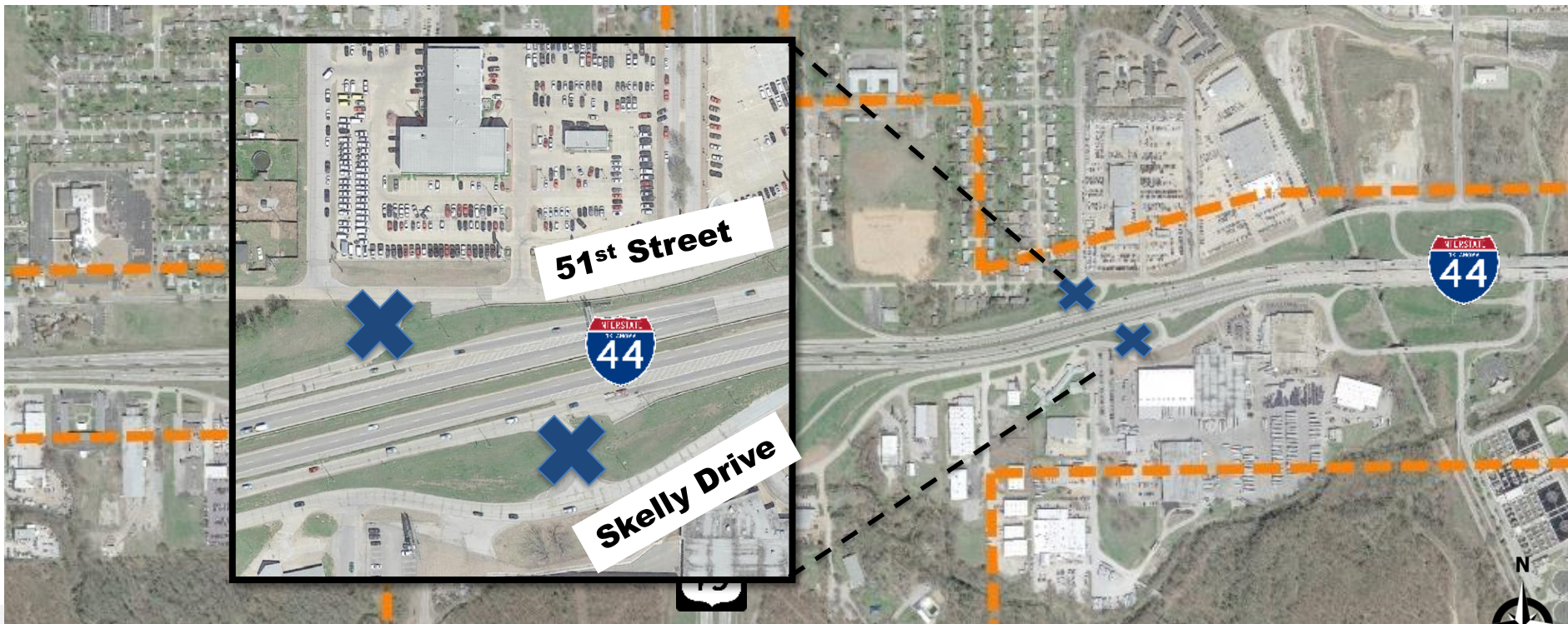
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Preferred Alternative

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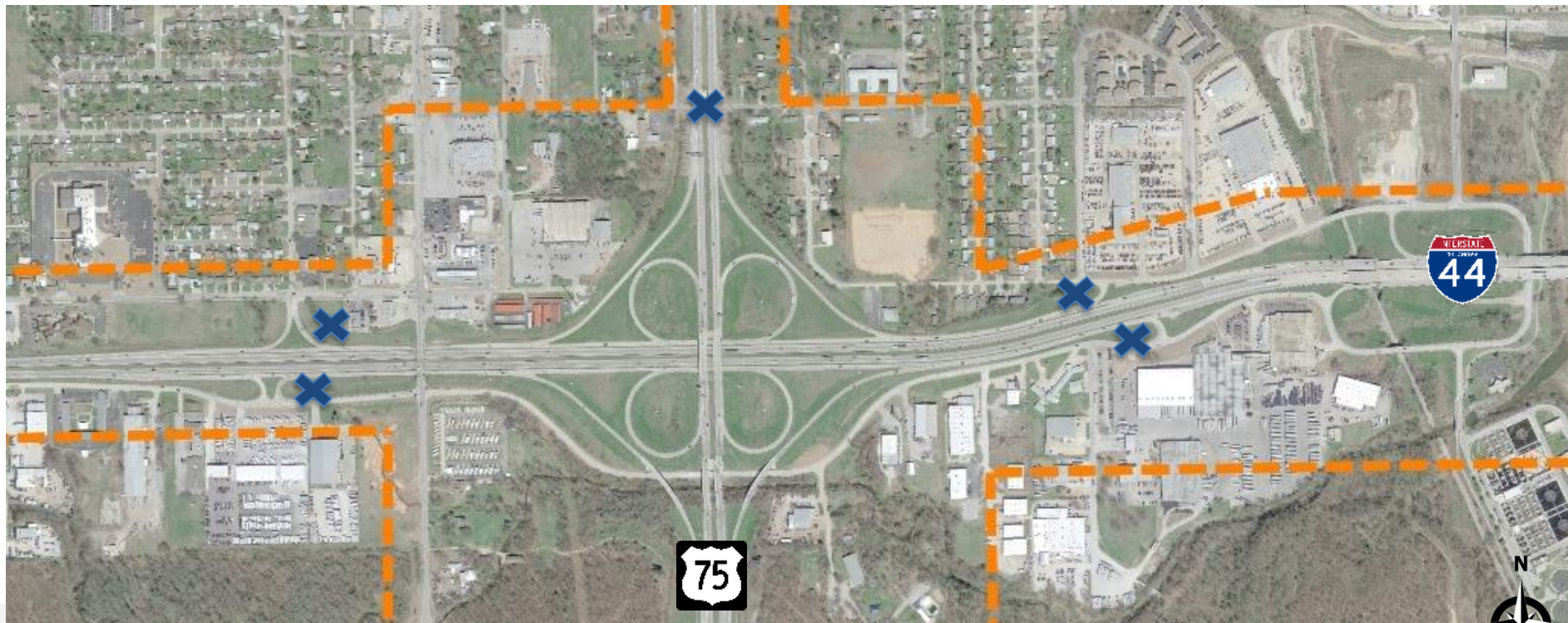
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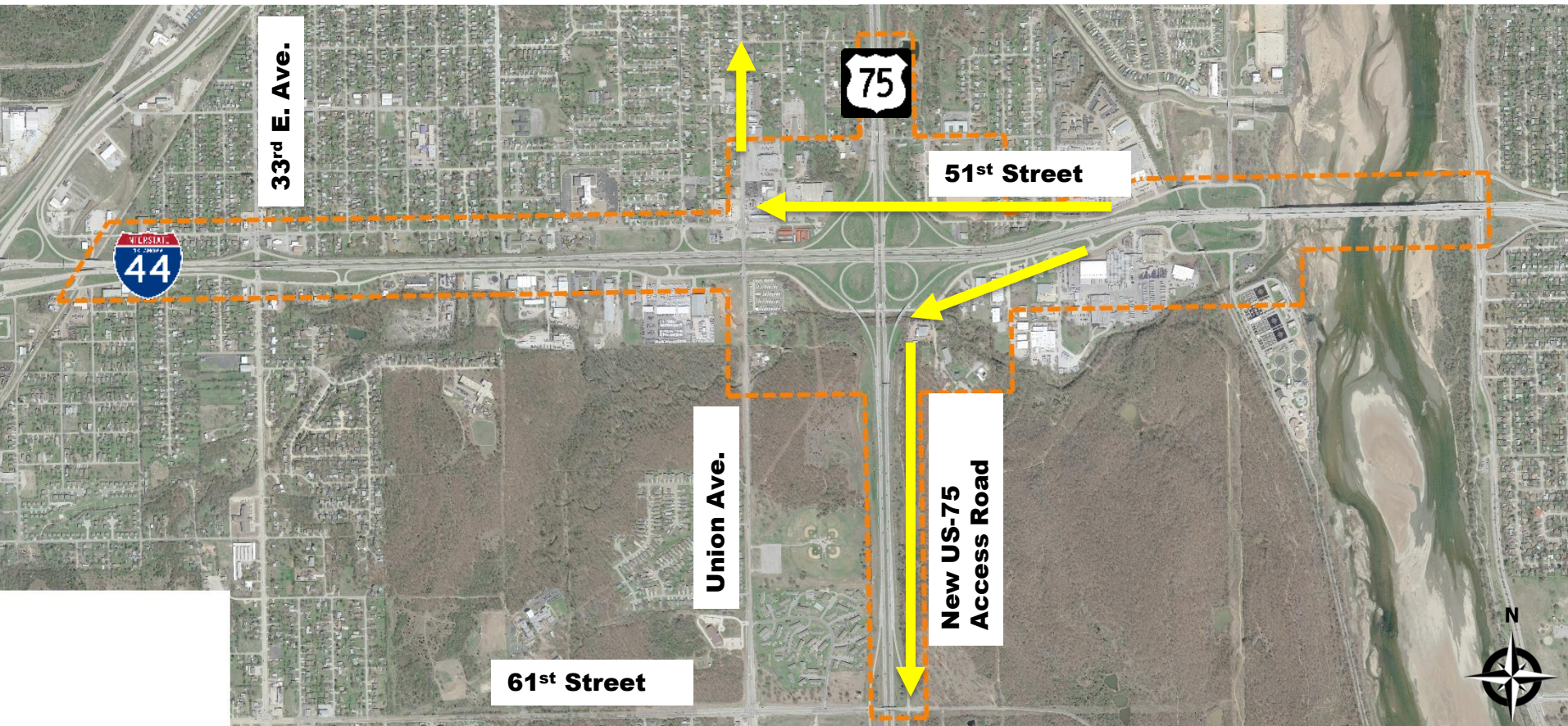
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- ✘ Removal of Underpass at 49th Street



Preferred Alternative

Changes to Local Traffic Patterns

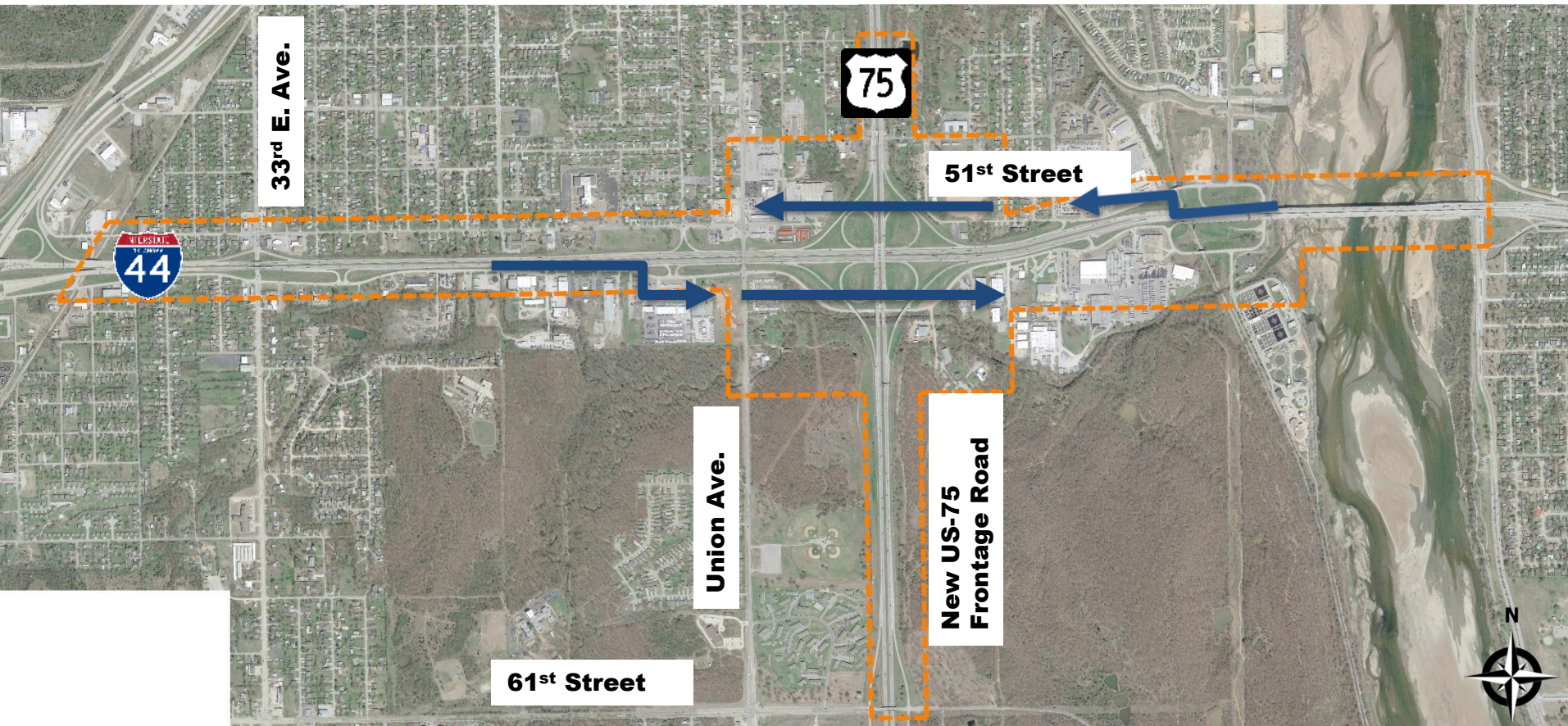
- To Access US-75 from 51st or Skelly → (Access from Existing 61st/41st Interchange)
- To Access Skelly (East of US-75) or Union from I-44 WB



Preferred Alternative

Changes to Local Traffic Patterns

- To Access US-75 from 51st or Skelly
- To Access Skelly (East of US-75) or Union from I-44 → (Exit Before Current)



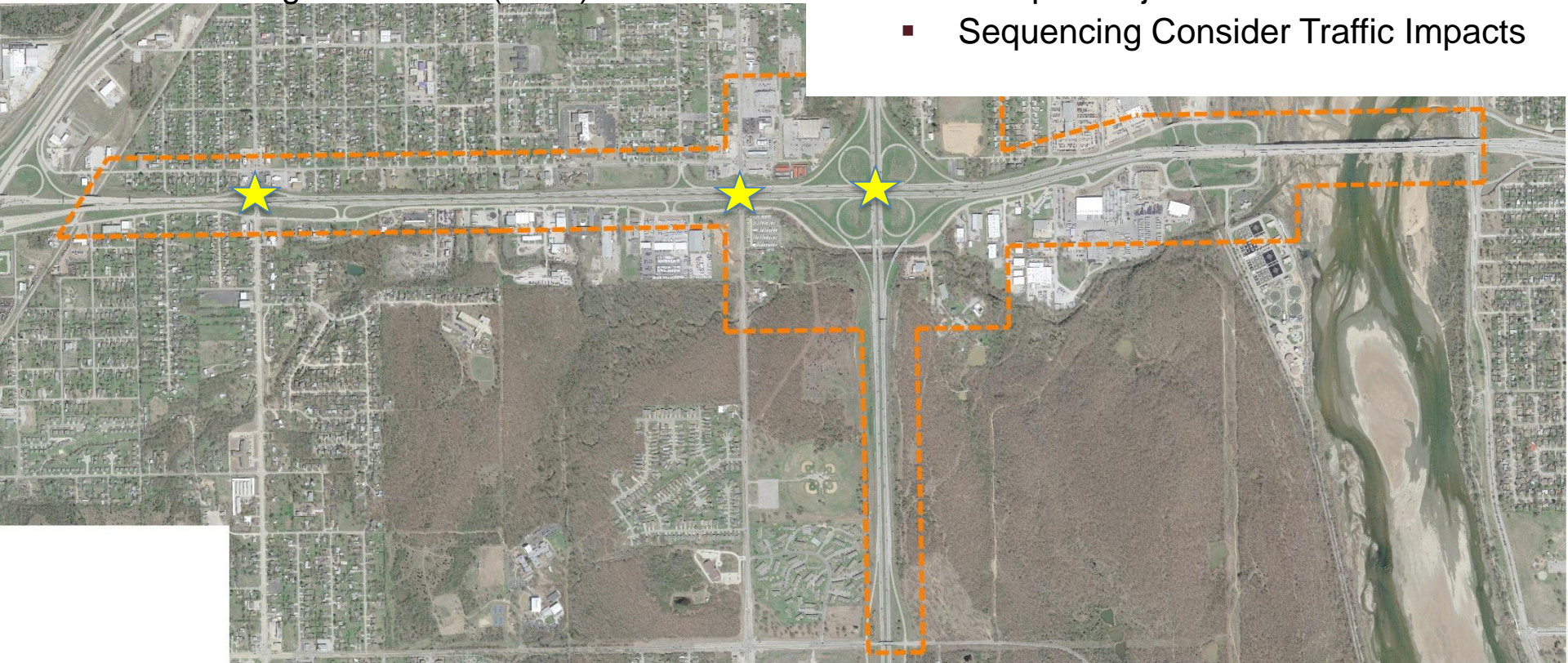
Corridor Construction

Projects within 8-Year Work Plan

- I-44 Resurfacing (2018)
- ★ US-75 Bridge Rehab over I-44 (2018)
- ★ Union Avenue Bridge over I-44 (2022)
- ★ I-44 Bridges over 33rd (2022)

Entire Corridor

- Construction Estimate \$211M
- Right-of-Way \$20M
- Utilities \$3M
- Multiple Projects over time
- Sequencing Consider Traffic Impacts





SUMMARY



Project Benefits

■ Modern Infrastructure

- Improves the Oldest Section of I-44 in Oklahoma
- Provides New Pavement for a Smoother, Safer Ride
- Provides New Bridges Designed to Last 75 Years

■ Improved Mobility

- More Reliable Trips for Residents, Commuters, and Freight Traffic
- Improved Travel Times Means Cost Savings for Roadway Users and Consumers of Freight Products
- Improved Sidewalks and Bicycle Lanes

■ Improved Operations and Safety

- Provides Additional Lanes on I-44 to Accommodate Traffic Growth and Eliminate a Major Bottleneck
- More Direct and Faster Ramp Connections for Heaviest Movements
- Better Traffic Flow, Fewer Weaves, Less Congestion Overall
- Less Congestion and Fewer Merges and Weaves is Expected to Reduce Accidents

Project Impacts

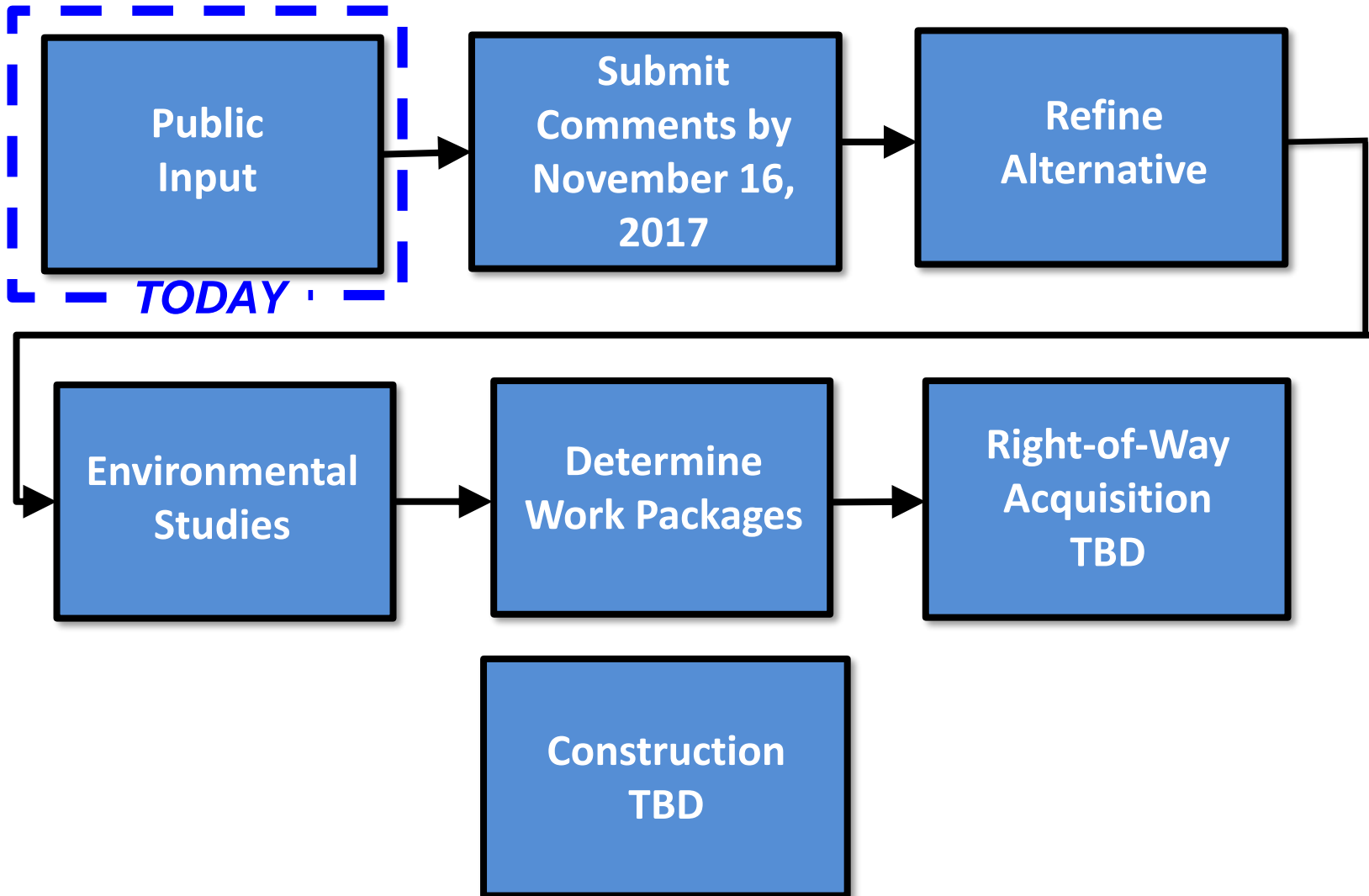
- Residential and Commercial Relocations
 - May Affect Homes and Businesses
- Changes in Freeway Access
 - Local Access to I-44 and US-75 May be More Indirect
- Noise
 - Noise impacts to nearby properties are likely to occur as a result of the proposed improvements. A noise study will be completed to determine if mitigating noise levels is feasible and reasonable.
- Community Facilities
 - Churches, library, YMCA, and Masonic Lodge
- Park Property
 - Impacts to Parks will be Looked at More Closely During Design
- Consideration of Hazardous Materials



NEXT STEPS



Next Steps



Thank you for Attending!

Please Submit Your Comments by November 16, 2017

- ✓ Leave Your Comment Form Here Today
- ✓ 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 on the Web at www.odot.org/publicmeetings

QUESTIONS?