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

- Identify Needs
- Initial Data Collection
- Develop Preliminary Alternatives
- Alternative Screening
- Public Input
- Refine Alternative

Today: Todato date
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
    - 4-Lane Divided (2 each direction)
    - Newer Interchange and additional Pavement Width near 71st Street
    - Posted Speed 65mph
Existing Conditions

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

![Map of Bridges and Grade Separations](image-url)
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
What are the Traffic Issues?

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  - Interstate Frontage Road with High Access Point Density
  - **Weave Movements**
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Existing Conditions

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

- High Traffic Volumes
  - Mainline
  - US-75 Ramps

Existing Conditions

- Existing 52,200 vehs/day
- Existing 55,300 vehs/day
- Existing 64,000 vehs/day
- Existing 84,500 vehs/day
What are the Traffic Issues?

- High Traffic Volumes
  - Mainline
  - US-75 Ramps

Existing Conditions

- **Interstate Frontage Road**
  - NB to EB: 9,200 vehs/day
  - WB to SB: 9,200 vehs/day

- **Interstate Frontage Road**
  - 16,900 vehs/day
What are the Traffic Issues?

- AM Congestion
- PM Congestion
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- PM Congestion
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

- I-44 W
  48% Increase

- US 75 N
  39% Increase

- US 75 S
  50% Increase

- I-44 E
  33% Increase
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
Initial Concepts Considered

- Configurations of I-44/US-75 Interchange
  1. Allow Weaving w. Loop Ramps
  2. Eliminate Weaving

- Alignment of 51st Street Extension
  1. Shift Southward
  2. Along Present Alignment

- Traffic Flow on Local Roads along I-44
  1. One-Way: Skelly Drive – Eastbound Only, 51st Street – Westbound Only
  2. Two-Way: Eastbound and Westbound Allowed
Alternative Study

- **Initial Concepts Considered**
  - Configurations of I-44/US-75 Interchange
    1. Allow Weaving w. Loop Ramps
    2. Eliminate Weaving
  - Alignment of 51st Street Extension
    1. Shift Southward
    2. Along Present Alignment
  - Traffic Flow on Local Roads along I-44
    1. One-Way: Skelly Drive – Eastbound Only, 51st Street – Westbound Only
    2. 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**
  - (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)
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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
**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

Public Input

Submit Comments by November 16, 2017

Refine Alternative

Environmental Studies

Determine Work Packages

Right-of-Way Acquisition TBD

Construction TBD

TODAY
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?