



OKLAHOMA
Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION

US-75 & 141st Street

City of Glenpool
Tulsa County



Corridor Overview





Purpose of the Public Meeting



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Inform the public about the proposed intermediate improvements to the intersection of US-75 and 141st Street in Glenpool, Tulsa County



Present Proposed Improvements



Describe Potential Environmental Impacts

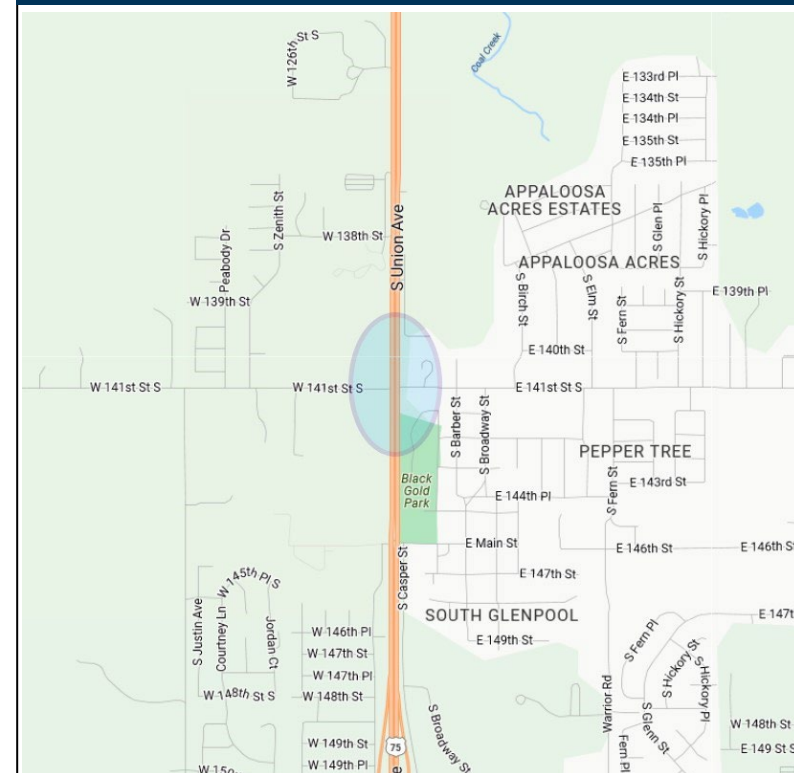


Obtain Public Input



Outline the Schedule for the Project

Project Location





Purpose of the Project

What are we trying to do?

Project Purpose

- ◆ Improve operations of the Intersection
- ◆ Improve safety
- ◆ Accommodate future traffic volume





Purpose of the Project

Proposed Interchange Goals

- ◆ Grade Separate US-75 over 141st Street
- ◆ Construct Exit and Entrance Ramps providing access to and from 141st
- ◆ Construct Protected Turnarounds Northbound and Southbound to US-75
- ◆ Close three (3) Median Opening on US-75





Existing Condition

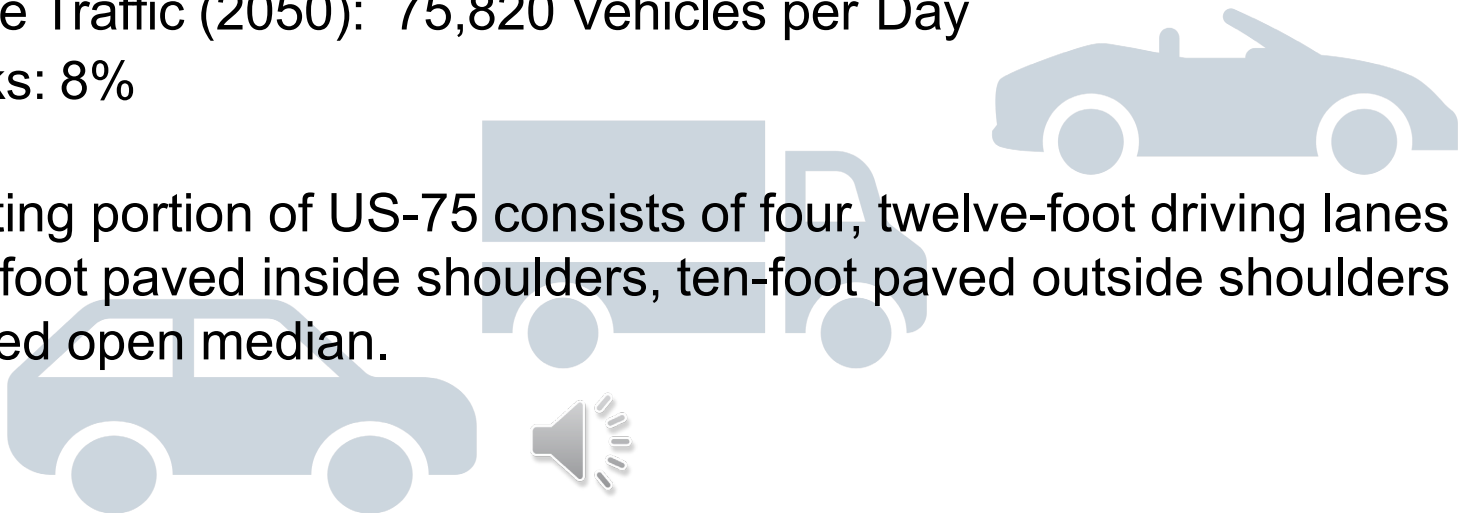
◆ Existing Intersection

- Level of service F for Design Year 2050

◆ Traffic

- US-75 North Bound and South Bound
 - ❖ Current Traffic (2022): 48,260 Vehicles per Day
 - ❖ Future Traffic (2050): 75,820 Vehicles per Day
 - ❖ Trucks: 8%

This existing portion of US-75 consists of four, twelve-foot driving lanes with four-foot paved inside shoulders, ten-foot paved outside shoulders and divided open median.





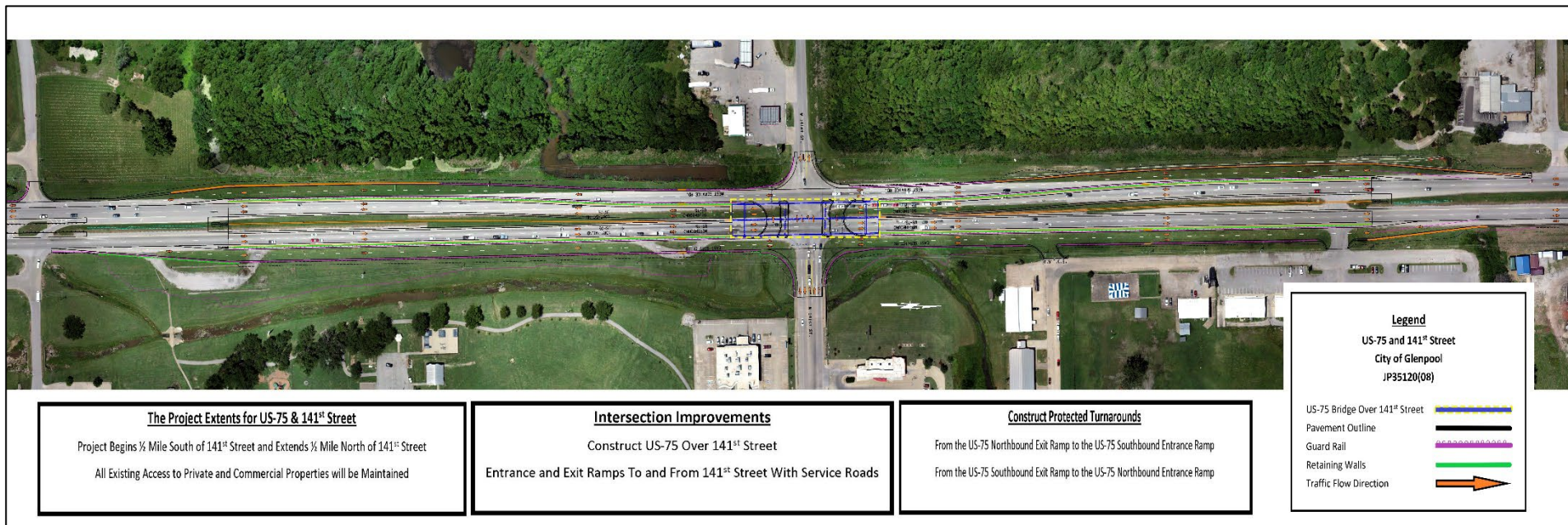
Prioritized Improvements

- Intermediate Improvements
- Grade Separation (Bridge) at 141st Street
 - ❖ Ramps at 141st Street & Protected Turnarounds
- Ultimate Future Improvements
 - ❖ 121st Street
 - ❖ 131st Street
 - ❖ 151st Street



Prioritized Improvements

- The project construction extents along US-75 will begin:
 - ❖ Approximately ½ mile south of W. 141st St.
 - ❖ Approximately ½ mile north of W. 141st St.



Prioritized Improvements



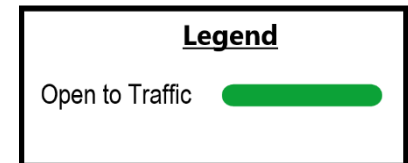
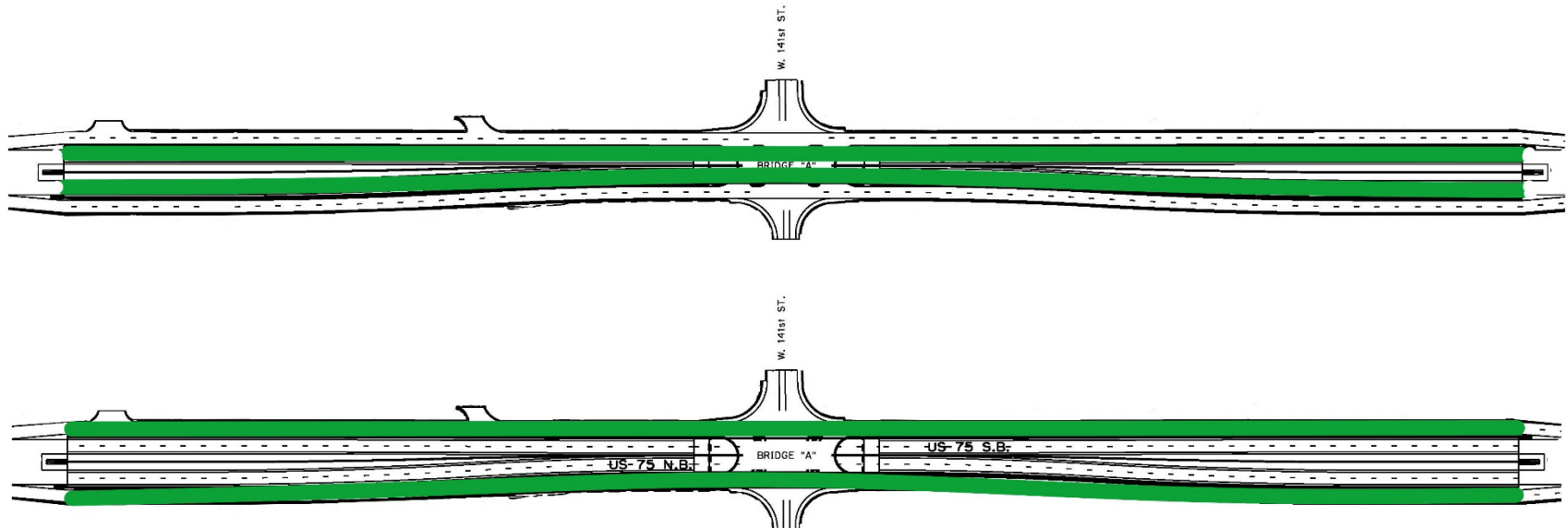
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- Two (2) Median Opening North of 141st and One (1) Median Opening South of 141st Street will be Permanently Closed as Part of the Interim Project.
 - ❖ N. 3rd Street
 - ❖ S. Casper Street
 - ❖ 146th Street/ Main Street



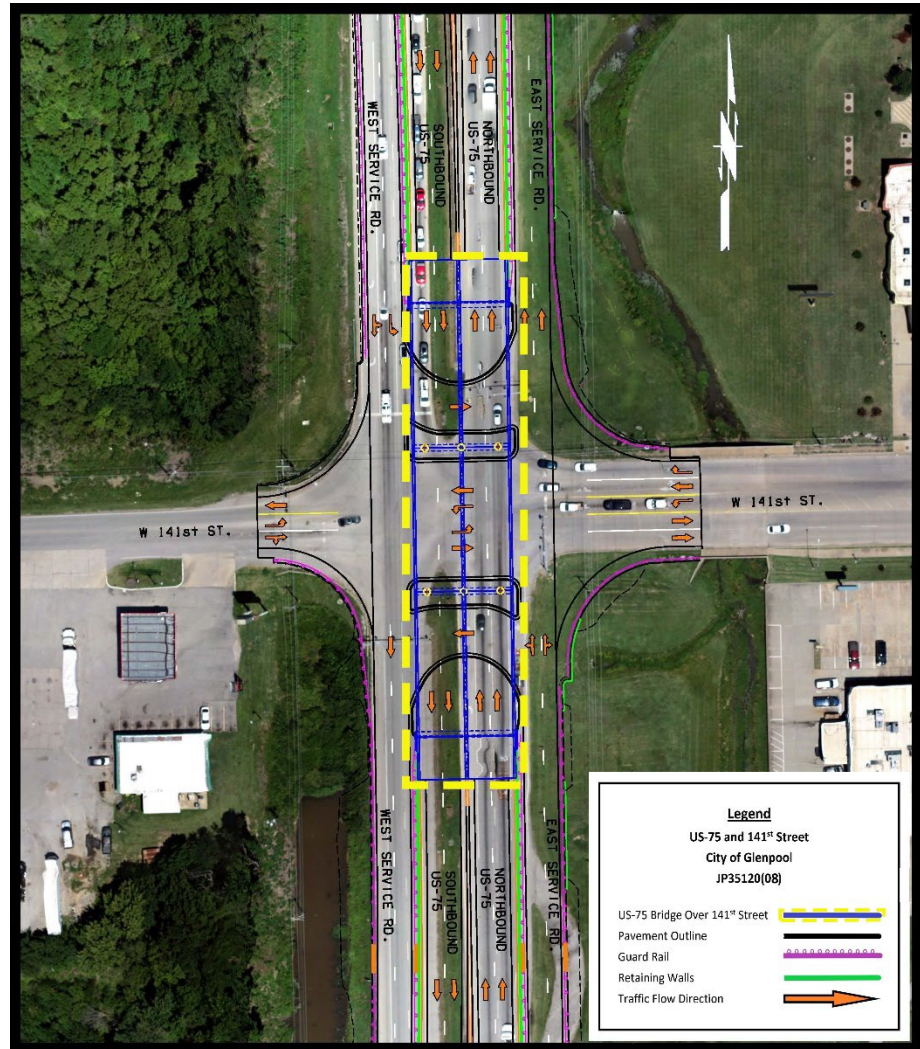
Prioritized Improvements

- Project Construction Phases:
 - ❖ Construct Ramps and Service Roads First
 - ❖ Move Traffic onto Service Roads
 - ❖ Construct US-75 Bridge and Approaches Over 141st Street



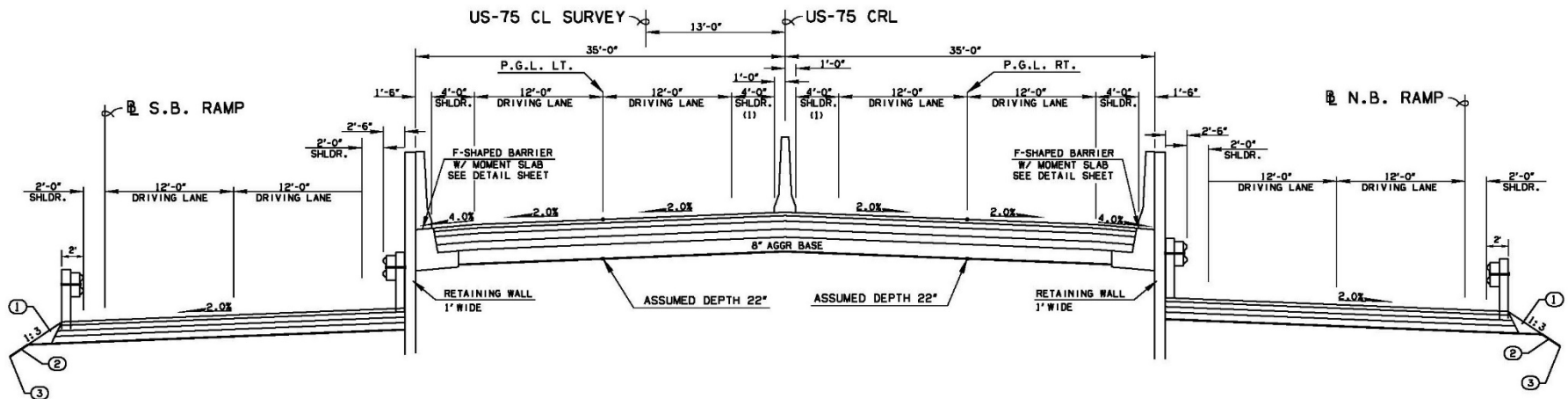
US-75 & 141st Interchange

- US-75 over 141st Street
- 2 Lane Ramps to 141st Street
- Extend Service Roads Through Intersection
- Protected Turnaround North & South Bound to US-75
- 141st Street Improvements 150 feet west of US-75 and 175 feet east of US-75



US-75 & 141st Interchange

- New 4 - 12' Driving Lanes US-75
- 2 12' Lane Ramps to 141st Street and Service Roads
- Protected Turnarounds North Bound and South Bound US-75

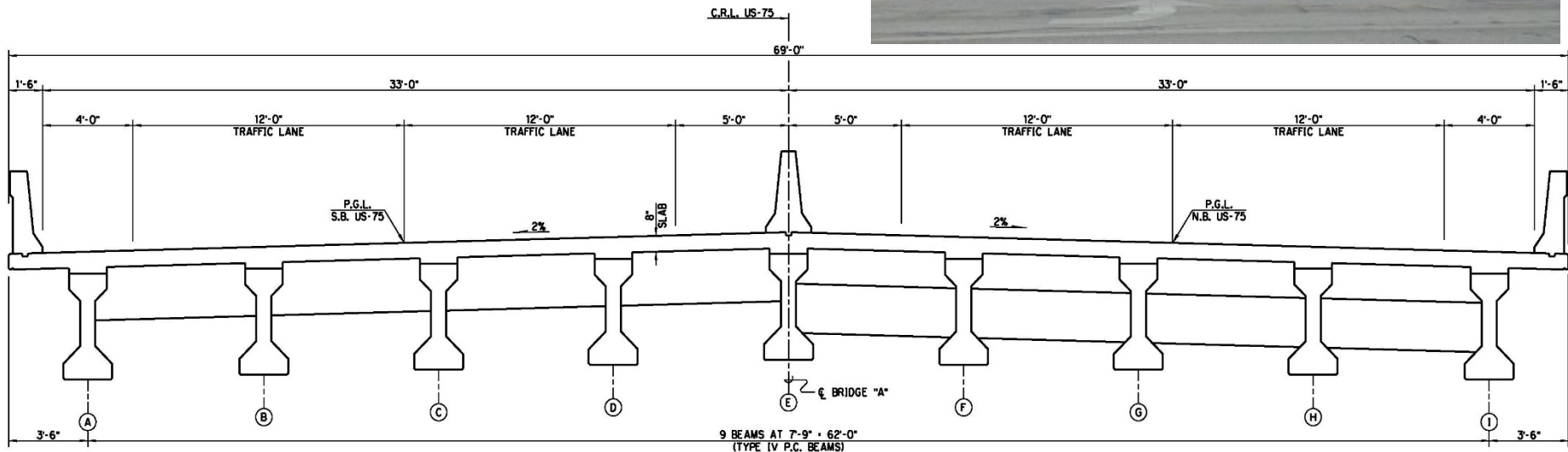


US-75 & 141st Interchange



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- New 3 Span Type IV PCB Bridge
- Bridge Structure 69.0' Wide
- Vertical Face Abutments with Retaining Walls

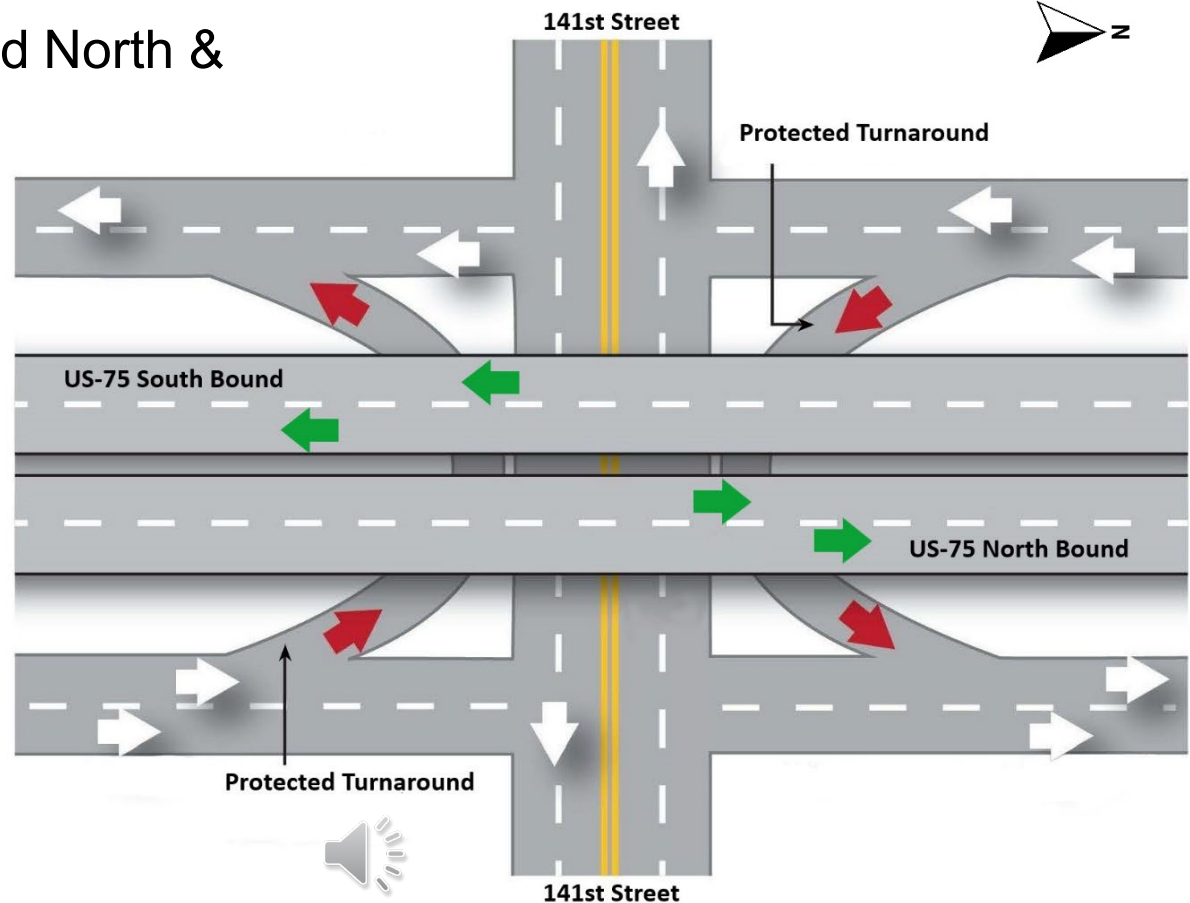


TYPICAL SECTION



US-75 & 141st Interchange

- Extend Service Roads Through Intersection of 141st Street
- Protected Turnaround North & South Bound US-75





Right-of-Way



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Right-of-Way

- No additional Right-of-Way is anticipated for this interim project.
- Access to all existing Private and Commercial Properties will be maintained during and after construction.



Environmental

- The project is covered under an Environmental Assessment for the US-75 Corridor (151st Street to I-44) completed in 2002
- This interim project is consistent with what was proposed for US-75 in the EA
 - ▣ Additional lanes on US-75
 - ▣ Interchange improvements
 - ▣ Access control
- Updated environmental studies were completed to identify any impacts
- A Reevaluation of the EA will be completed to authorize this interim project.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL ASSESSMENT

ON

US 75
FROM AND INCLUDING I 44 INTERCHANGE
SOUTH 10 MILES TO SH 67 (151ST Street)

TULSA COUNTY, OKLAHOMA

The proposed project is described as the reconstruction of US 75 on existing alignment to a eight/four-lane facility from I 44 south 10 miles to SH 67. US 75 will be upgraded to a fully controlled access facility with improved or new interchanges throughout the 10-mile corridor, including the I 44 interchange, and to provide frontage roads at certain locations.

This highway project is proposed for funding under Title 23, United States Code. This statement for the improvement has been developed in consultation with the Federal Highway Administration and is submitted pursuant to 42 USC-4332(2)(C).

Submitted:

Date: 6/17/02



Planning and Research Engineer
Oklahoma Department of Transportation

Approved:

Date: 6/17/02

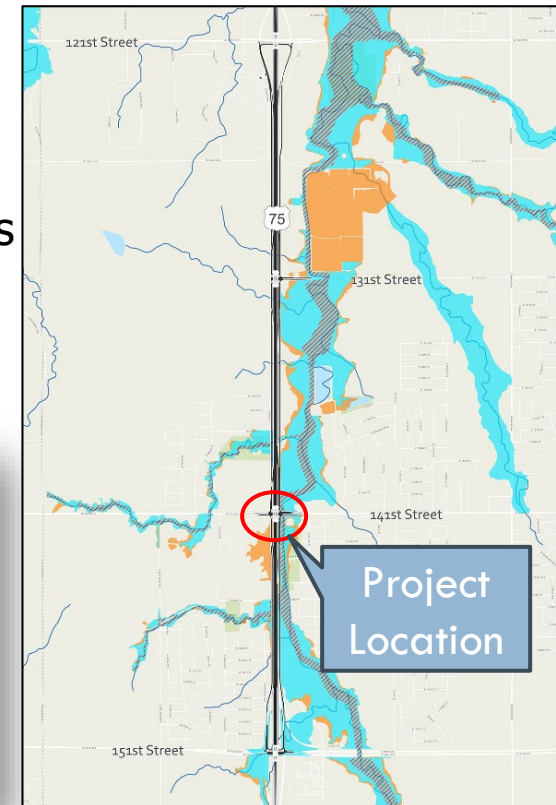


Division Administrator
Federal Highway Administration



Environmental

- No cultural resources will be affected
- No parks will be affected
- No hazardous waste sites will be affected
- No threatened and endangered species will be affected
 - ▣ Notes will be added to the plans to minimize impacts
- Any impacts to streams or wetlands will be permitted by the US Army Corps of Engineers prior to construction



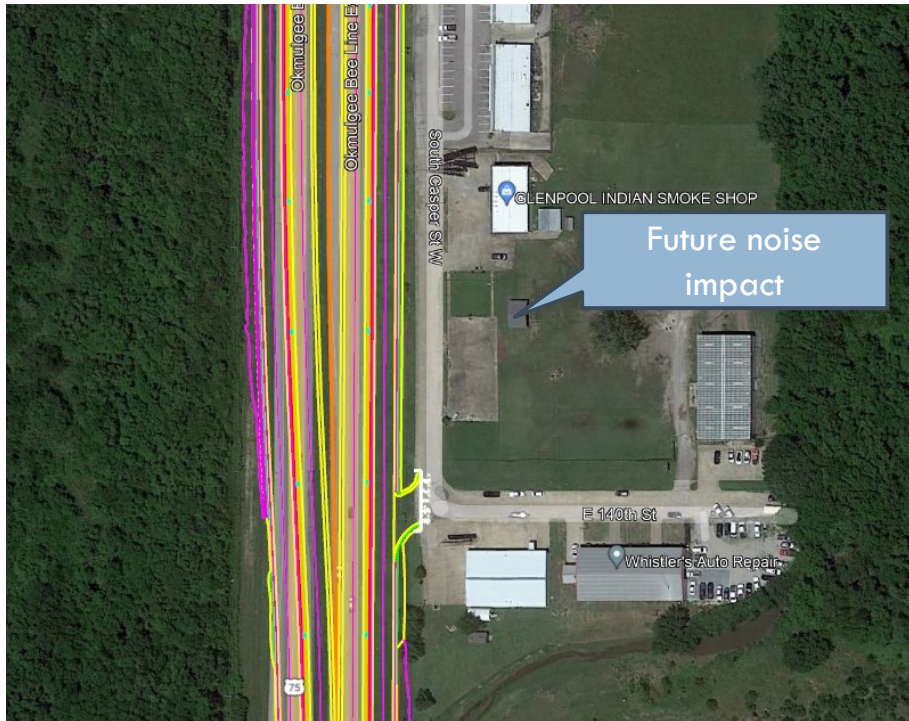


Noise Study

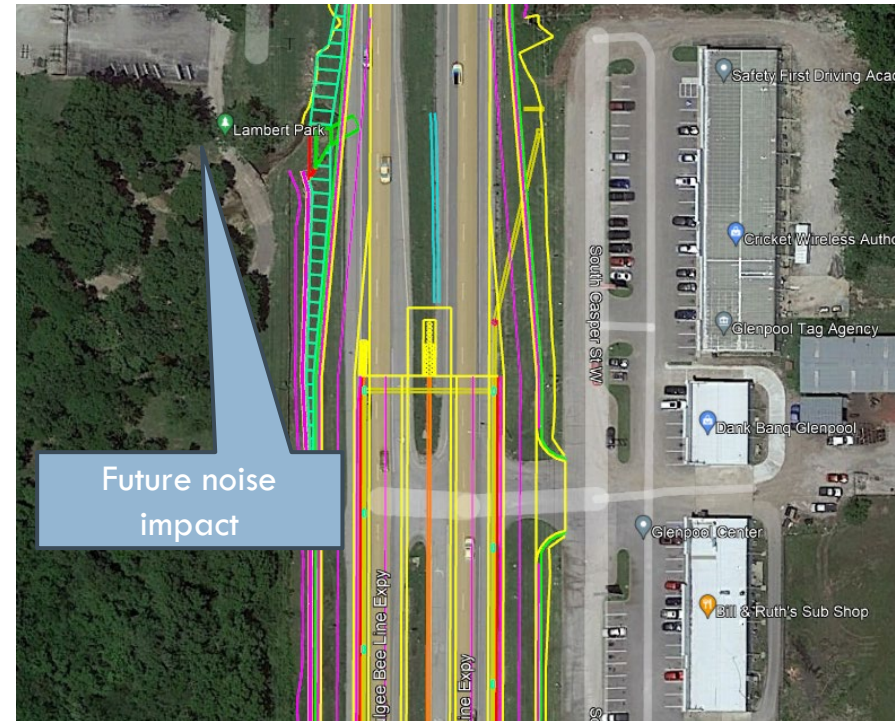
- Because the project will add lanes to the highway and will change the elevation of the roadway, a noise study was completed
- Follows federal regulation, Federal Highway Administration (FHWA) and ODOT policy
- Analyzed 20 locations
 - ▣ Residences
 - ▣ Outdoor recreation areas
 - ▣ Churches
 - ▣ Restaurant
- Future noise levels of 66 decibels (dB) or higher (noise impacts) were predicted at two locations
 - ▣ Muscogee Nation Rec Center – picnic tables
 - ▣ Lambert Park – picnic table



Noise Study



Muscogee Nation Rec Center – Picnic Tables



Lambert Park – Picnic Table





Noise Study

- ODOT examined the feasibility and reasonableness of building a noise wall at the two impacted locations
 - ▣ Both locations are within mapped floodplains
 - ▣ Both locations are single receptors
- Walls are not considered reasonable for a single location
 - ▣ Will not reduce noise to ODOT's noise reduction goal
 - ▣ Will not meet cost thresholds established in noise policy
- No walls will be built as part of the project
- The noise study and all other environmental studies will be updated when the ultimate US-75 improvements are implemented





Construction Timeline



Construction is currently in the ODOT 8-year work plan to begin in Fiscal Year 2024



Project will be constructed in a single project - 1 Year



Traffic will be maintained throughout construction



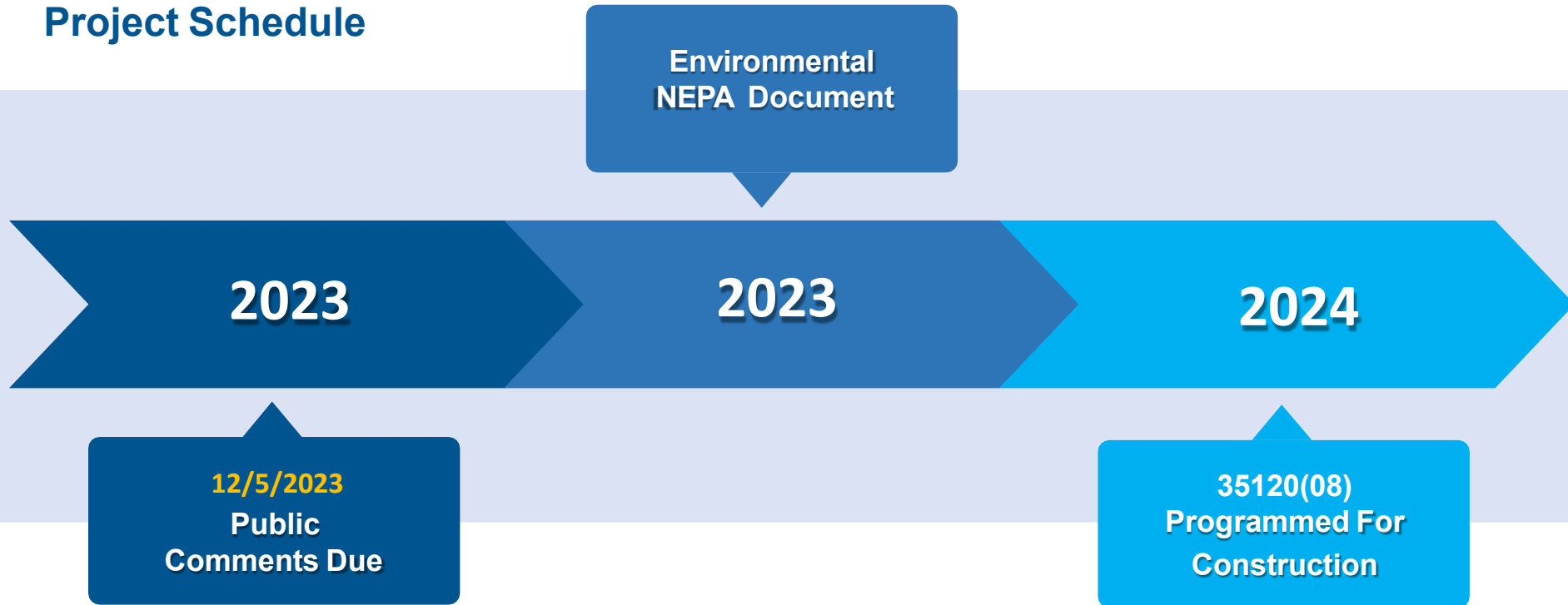
Access will be maintained to all residences and businesses during construction





Next Steps...

Project Schedule



Thank You!



Please submit your
comments by

December 5, 2023



LEAVE YOUR COMMENT FORM HERE



MAIL YOUR COMMENTS TO ODOT
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105-3204



SUBMIT YOUR COMMENTS

Email: Environment@odot.org

Website: www.odot.org/publicmeetings





QUESTIONS?

