



**Oklahoma Department of Transportation**  
Environmental Programs Division                      Office 521-3050 Fax 522-5193

**Re-evaluation for**  
***I-44, I-244 to Arkansas River including I-44/US-75 Interchange***  
***Tulsa County***  
***JP 32728(04), 33788(04)***

The Oklahoma Department of Transportation has performed a Re-evaluation of the Environmental Assessment (EA) dated June 17, 2002 for US-75 from SH-67 (151<sup>st</sup> Street) to I-44 in Tulsa County, a distance of approximately 10 miles, and included reconstruction of the I-44/US-75 interchange. The EA evaluated widening of US-75 from 4 to 6 lanes (with ultimate build to 8 lanes), replacement of bridges within the corridor, and reconfiguration of the I-44/US-75 interchange to direct connection/fly-over ramps – except for the eastbound to northbound movement which will remain in its existing loop configuration. This Re-evaluation considered widening of US-75 from 4 to 6 lanes between W. 61<sup>st</sup> Street and W. 41<sup>st</sup> Street, widening of I-44 from 4 to 6 lanes between I-244 and the Arkansas River, and reconstruction of the I-44/US-75 interchange. ODOT is performing additional studies to cover the project extents. Additional public meetings were held to update the public on the status of the project.

**Existing Conditions and Purpose and Need for the Action from Original EA**

The I-44 corridor is located approximately 5 miles south of downtown Tulsa. A location map of the study area is attached as **Figure 1**. A study area overview map for the I-44 corridor is provided in **Figure 2**. **Figures 3-6** depict the lane configurations within the study area – showing the ramp configurations, number of lanes, and intersection traffic control. As shown,

- **Figure 3** shows the west end of the study area. As shown, I-44 carries two lanes in each direction east of I-244 and three lanes in each direction at the 49<sup>th</sup> Street interchange west of the improvement project. I-44 intersects I-244/Gilcrease Expressway at a system interchange that features six direct connect ramps and a button-hook ramp to W 51<sup>st</sup> Street. No ramp connections are provided from the Gilcrease Expressway to eastbound I-244 or from westbound I-244 to the Gilcrease Expressway. The eastbound ramp from Gilcrease to I-44 provides a left side merge.
  - The Gilcrease Expressway is presently a four-lane arterial route that crosses W 51<sup>st</sup> Street at an at-grade, signalized intersection; however, plans exist to convert the Gilcrease Expressway into a tolled freeway from I-44 to US-412.
- **Figure 4** shows the central portion of the I-44 study corridor from S 33<sup>rd</sup> W Avenue to west of the Arkansas River. As shown, I-44 carries two lanes in each direction west of US-75 and picks up a third lane in each direction east of US-75.
  - I-44 is paralleled by two-way arterials through this section – W 51<sup>st</sup> Street to the north and W Skelly Drive to the south. W 51<sup>st</sup> Street does not extend across the US-75 interchange while a W Skelly Drive connection on either side of US-75 is provided.

- I-44 spans S 33<sup>rd</sup> W Avenue with diamond-style interchange ramps provided in the westbound direction connecting directly to S 33<sup>rd</sup> W Avenue and button-hook style ramps provided on W Skelly Drive just east of S 33<sup>rd</sup> Avenue.
  - Union Avenue spans I-44 with traffic signals provided at W 51<sup>st</sup> Street and W Skelly Drive. West of the interchange, access to I-44 is provided with button-hook style ramps connecting W 51<sup>st</sup> Street and W Skelly Drive to the Collector-Distributor (C-D) ramps linking I-44 to US-75.
  - The C-D ramps parallel I-44 and provide access to the cloverleaf interchange at US-75.
    - East of US-75, button-hook style access is provided via the C-D ramps for eastbound exiting traffic and westbound entering traffic.
    - Additional ramps (westbound exiting, eastbound entering) connect the parallel arterials and Elwood Avenue directly to I-44
- **Figure 5** depicts the interchanges on US-75 north (W 41<sup>st</sup> Street) and south (W 61<sup>st</sup> Street) of the I-44 interchange. US-75 features two lanes in each direction through this area with a diamond interchange at W 61<sup>st</sup> Street. At W 41<sup>st</sup> Street, the interchange features three diamond style ramps with a button-hook ramp provided in the northeast quadrant.
  - **Figure 6** shows I-44 at the east end of the study area east of the Arkansas River. I-44 features three lanes in each direction through this area with entrance and exit ramps provided in both directions between S Peoria Avenue and Riverside Drive. East of the Arkansas River, the parallel arterial routes are one-way only with E 51<sup>st</sup> Street providing eastbound access and E Skelly Drive providing westbound access (note – the naming convention of the parallel arterials is swapped on either side of the river).

The existing US-75 roadway has two 12-foot driving lanes in each direction (four lanes total) divided with a 30-foot grass median with two four-foot inside shoulders and two 10-foot outside shoulders. The US-75 roadway has an average annual daily traffic (AADT) volume of 76,555 vehicles per day (vpd), with a future projected AADT of 90,429 vpd. The current and future traffic volumes on US-75 require additional driving lanes to provide an adequate and safe level of service (LOS). There are several vertical curves in the corridor that do not meet design standards and do not allow for adequate sight distance for vehicles to reduce speed at critical moments.

The existing I-44 roadway has two 12-foot driving lanes in each direction (four lanes total) divided with a 30-foot grass median with two four-foot inside shoulders and two 10-foot outside shoulders. This portion of I-44 has a high accident rate, the latest 10-year average number being 4 times the statewide average for similar highways. Rear end collisions account for almost half of the accidents, which is indicative of congested conditions. The I-44 roadway has an AADT of 89,922 vpd, with a future projected AADT of 100,660 vpd. In the I-44 corridor the current and future traffic volumes also require addition driving lanes to provide an adequate and safe LOS.

The existing I-44/US-75 interchange is a cloverleaf design, which no longer functions adequately with the volume of traffic. There are 19 existing bridges throughout the corridor study area, including the interchange ramps at US-75. The decks, substructures and superstructures of all bridges have relatively low condition ratings, some with deficient horizontal and vertical curves, and six of the bridges are rated either structurally deficient or functionally obsolete.

A Major Investment Study (MIS) was completed for the US-75 corridor in August 1999. This MIS evaluated alternatives to improve geometric and operational deficiencies. Based on an evaluation of cost, transportation benefits, safety, and environmental considerations, and with the input of local stakeholders

and the public, the MIS recommended adding travel lanes to US-75 based on the travel demand. Improvements to existing I-44/US-75 interchange and adding new interchanges on US-75 were also recommended. Based on the findings of the MIS, functional design plans were developed for the corridor and were used to develop the EA.

As defined in the EA, the purpose of the project is to accommodate existing and future growth and traffic demand, decrease congestion, and improve access and mobility. The EA mentions the geometric design and physical condition of the roadway as contributing to these needs. The same conditions mentioned in the EA of insufficient capacity, substandard vertical and horizontal alignment, and inadequate and functionally obsolete interchanges continue to apply.

The purpose of the project is to improve mobility and safety within the corridor. The need is based on anticipated traffic growth that will exceed the current capacity of the roadway, resulting in worsening congestion. Geometric deficiencies and high traffic volumes are also contributing to a substantial accident history. Additionally, this is the final segment of I-44 within the City of Tulsa that has not been improved since its original construction.

### **Status of the projects within the extent of the original EA**

A modified version of the original 2002 EA 10-mile project corridor map is depicted in **Figure 7**, with the original corridor in red, and the current segment under evaluation outlined in blue.

In 2007, the first completed construction project for this corridor (the W. 71<sup>st</sup> Street interchange and US-75 approaches, circled in green on **Figure 7**) was designed in accordance with the functional plans and consisted of pavement for a future 8-lane US-75 facility with four through lanes in each direction, approximately 3,000-feet north and south of 71<sup>st</sup> Street, and a 76-foot-wide W. 71<sup>st</sup> Street span bridge over US-75. In 2010, the at-grade US-75 intersection with W. 111<sup>th</sup> Street (circled in orange on **Figure 7**) was replaced with an interchange consistent with the functional plans, and an 80-foot-wide W. 111<sup>th</sup> Street bridge over US-75. The US-75 bridges over W. 81<sup>st</sup> Street (circled in yellow on **Figure 7**) are scheduled to be replaced in FFY 2022 according to the ODOT 8-year Construction Work Plan.

The US-75 interchange at I-44 is at the north end of the EA corridor, and the conceptual preliminary interchange design was included in the 2001 functional plans. The functional plans extended beyond the interchange 2.5 miles north along US-75, just south of the I-244 junction and included approximately 1.0 mile of I-44 improvements, west and east of the interchange. These areas are incorporated into the current project.

### **Segment to be Evaluated outside of the original EA footprint**

The 2.85-mile section of I-44 between I-244 and the Arkansas River is the last Tulsa metropolitan segment yet to be fully funded, reconstructed and improved to meet future traffic demands after the final improved section east of the Arkansas River was completed in 2016. Additionally, the southwestern segment of the Gilcrease Expressway Turnpike, which will tie in to the west end of the I-244/I-44 interchange, is scheduled for construction in FFY 2020, and will add to the traffic volumes along I-44.

A preliminary engineering (PE) study was completed for the I-44 segment between I-244 and the Arkansas River, including the I-44/US-75 interchange, in 2017. The PE study considered two alternatives for ultimate corridor and interchange improvements. The PE study evaluated the concept presented in the 2002 EA as well as an alternative that included minor modifications to the horizontal alignment of ramps and access roads in order to minimize impacts to new development in the area and to be consistent with current design criteria. Upon completion of the 2017 PE study and report, ODOT selected this modified

“Alternative 2” as the preferred corridor and interchange alternative and held a public meeting to present the selected alternative to the public.

Separate environmental studies and NEPA documentation have been completed for two bridge and approach projects within the overall study footprint:

- 1) I-44 over 33<sup>rd</sup> West Avenue (circled in light blue on **Figure 7**) completed August 13, 2019
- 2) Union Avenue over I-44 (circled in pink on **Figure 7**) completed September 7, 2017.

### **Description of Proposed Action**

The proposed improvement along US-75 will be reconstructing the mainline beginning at the full width pavement section approximately 3,000 feet north of W. 71<sup>st</sup> Street, extending 2.0 miles north through the I-44 interchange with four 12-foot-wide concrete driving lanes in each direction (eight lanes total) on the existing alignment, widening to the inside with concrete median barrier and 13-foot-wide inside shoulders and 12-foot-wide outside shoulders. Initially, US-75 will be striped for 3 lanes in each direction until such time as the remainder of the corridor is widened to 8 lanes. The US-75 interchange with W. 61<sup>st</sup> Street will be modified, and a two-way frontage road will be constructed with two 12-foot driving lanes on the east side of US-75 extending north from W. 61<sup>st</sup> Street approximately 0.85-mile intersecting with W. Skelly Drive.

The proposed improvement along I-44 will be reconstructing the mainline beginning at the junction of I-244, extending approximately 2.85 miles east through the US-75 interchange to just east of the Arkansas River, with three 12-foot-wide concrete driving lanes in each direction (six lanes total) on the existing alignment, widening to the inside with concrete median barrier and 13-foot-wide inside shoulders and 12-foot-wide outside shoulders. In addition, 12-foot wide auxiliary lanes will be constructed on each highway to provide exit or entry lanes to and from interchange ramps. W. Skelly Drive will be reconstructed with two 12-foot-wide driving lanes on an offset alignment to the south to accommodate the additional highway width and new ramp configuration. W. 51<sup>st</sup> Street will be extended east and constructed across US-75 with a new span bridge over, with two 12-foot driving lanes with curb and gutter and will be constructed on a slight offset alignment to the south from Olympia Avenue to Indiana Avenue to better align with intersections.

The project will construct or reconstruct 22 bridges in order to correct structural and/or geometric deficiencies, and to accommodate the widened highways and new interchange. Specific design details will be provided with authorization requests for each work package. The roadways will remain open during construction and traffic will be adjusted utilizing construction phasing and temporary crossovers or pavement widening as needed.

The I-44/US-75 interchange project will be constructed in five work packages. These work packages are in various stages of design. Work Package 1 is anticipated to be let in late 2020 as the first project and final plans are in progress. This Re-evaluation document discusses impacts to the ultimate interchange as well as Work Package 1. Impacts of future work packages will be discussed in a future Re-evaluation.

The first project to be constructed (Work Package 1) will reconstruct the I-44 mainline with three 12-foot-wide concrete driving lanes in each direction (six lanes total) on the existing alignment, widening to the inside with concrete median barrier and 13-foot-wide inside shoulders and 12-foot-wide outside shoulders. The proposed improvement along US-75 will be reconstructing the mainline with four 12-foot-wide concrete driving lanes in each direction (eight lanes total) on the existing alignment, widening to the inside with concrete median barrier and 13-foot-wide inside shoulders and 12-foot-wide outside shoulders. In addition, 12-foot wide auxiliary lanes will be constructed on each highway to provide exit or entry lanes to and from interchange ramps. The existing Bridge “A” on US-75 SB over Mooser Creek

(NBI # 15832) will be replaced with a 72-foot-wide span bridge on existing alignment. The existing Bridge “B” on US-75 NB over Mooser Creek (NBI # 15831) will be replaced with a 72-foot-wide span bridge on existing alignment. The existing Bridge “C” on US-75 SB over I-44 (NBI # 15839) will be replaced with a 66-foot-wide span bridge on existing alignment. The existing Bridge “D” on US-75 NB over I-44 (NBI # 15840) will be replaced with a 78-foot-wide span bridge on existing alignment. The foundations and piers only, for five new interchange ramp bridges (bridges “H”, “L”, “N”, “O” and “P”) will be included in this project and will be constructed within the existing interchange right-of-way. The new bridge decks and approaches associated with the five bridges will be constructed in future work packages. All eight existing ramps at the I-44/US-75 interchange will be reconstructed on slight offset alignments to match the profiles of the new bridges, each with a 15-foot-wide driving lane with curb and gutter. Two lanes of traffic on I-44 and US-75 will be maintained in each direction at all times, except for potential overnight/weekend closures to hang new bridge beams. Temporary closures of the interchange ramps (one at a time) will be required in order to reconstruct the ramps. Traffic will be detoured on other local roads.

### **Public Involvement & Agency Solicitations**

There was a public meeting held on November 2, 2017 that presented Alternative 2 as the preferred alternative for the I-44 corridor and I-44/US-75 interchange. Invitations to this meeting were mailed to the Governor’s office, elected officials (federal and state), Tulsa County Commissioners, the cities of Tulsa, Jenks, Sapulpa, and Glenpool, the Indian Nations Council of Governments (INCOG), the Tulsa Regional Chamber of Commerce, River Parks Authority, Oklahoma Trucking Association, local school districts, emergency service providers, churches, and medical facilities in the study area. The letter provided a brief description of the purpose and need for the study and an invitation to the public meeting. The letter was accompanied by a project location map. Letters were mailed on October 11, 2017. Notice of the public meeting was also sent by letter to all property and utility owners in the study area on October 11, 2017. A flyer announcing the meeting was hand-delivered to all homes and businesses within the study area on October 17, 2017.

Comments and questions from the meeting were primarily related to construction timeframes and impacts to homes and businesses. People expressed concern about increased traffic, noise, and speeds. Others were concerned about changes in access, both during and after construction with the proposed changes to the I-44 ramps. There were questions about the timeline of the project and ODOT’s 8-year Construction Work Plan. A desire for aesthetics similar to the east side of the river was also expressed. Eighteen (18) written comments from the public were received both during and after the public meeting. These comments expressed concerns with ramp closures, and how these closures would affect access to businesses and neighborhoods. There were also concerns about traffic noise, pedestrian and bicycle accommodations, and impacts to private property including acquisitions and relocations. There were several comments related to W. 51<sup>st</sup> Street including traffic signals, drainage, speed limits and traffic volumes. There were questions about interim repairs to the interchange ramps, future maintenance, construction staging areas, and lighting. Several individuals commented that the project is needed, and there were requests for additional public meetings as the projects are advanced.

Initial agency solicitation letters were mailed on October 11, 2017. These letters provided a short study description, the purpose of the study, and a brief description of the study process along with an enclosed project location map and preferred alternative map. The letter requested recipients provide input by November 16, 2017 and included an invitation to the public meeting to be held on November 2, 2017. This letter was sent to federal and state resource agencies and Indian Tribes. The Cherokee Nation does not anticipate impacts to cultural resources of importance to the tribe. The Oklahoma Department of Environmental Quality (ODEQ) stated that a Notice of Intent (NOI) must be submitted and authorization under OKR10, construction stormwater, must be obtained. The Oklahoma Aeronautics Commission

(OAC) recommends that ODOT use the Federal Aviation Administration (FAA) notice criteria tool to determine if a 7460-1 form needs to be filed with FAA due to proximity to R. L. Jones Airport. The City of Tulsa requested that ODOT consider powder-coated black light posts to be consistent with I-44 on the east side of the Arkansas River.

An additional public open house was held on January 30, 2020 to present the updated design for Work Package 1. Notice of the public open house was sent by letter to the Governor's office, elected officials (federal and state), Tulsa County Board of Commissioners, the Cities of Tulsa, Jenks, Sapulpa, and Glenpool, local school districts, churches, emergency service providers, and medical facilities in the study area. The letter provided a brief description of the purpose and need for the project, the proposed improvements, and an invitation to the public open house. The letter was accompanied by a project location map. Letters were mailed on December 30, 2019. Notice of the public open house was also sent by letter to all property owners and utility owners in the study area (as previously defined for the I-44/US-75 interchange project during the preliminary engineering study). Letters were mailed on December 30, 2019. In addition, flyers were hand delivered to businesses and residents within and adjacent to the study area on January 20, 2020. Comments received from the public were primarily related to future work packages. Comments on Work Package 1 requested that 33<sup>rd</sup> W. Avenue and Union Avenue not be closed simultaneously, to limit closures on Sundays, and to consider active transportation plans in project design.

Agency solicitation letters for Work Package 1 were mailed on February 6, 2020. These letters provided a short description of the project and the purpose of improving the corridor. A project location map was enclosed, and the letter included a link to the project website where agencies could view the materials presented at the public open house. The letter requested recipients provide input by February 20, 2020. This letter was sent to resource agencies, the State Department of Education, the Alabama Quassarte Tribal Town, Cherokee Nation, Delaware Nation, Delaware Tribe, Kialegee Tribal Town, Muscogee (Creek) Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokee Indians in Oklahoma, and the Wichita and Affiliated Tribes. The Oklahoma Department of Environmental Quality (ODEQ) provided a response stating that while no adverse environmental impacts under DEQ jurisdiction are anticipated, there are regulatory requirements that must be considered in obtaining the permit.

The project does not have any substantial public controversy on environmental grounds.

## **Social, Economic and Environmental Impacts & Agency Coordination**

### Right-of-Way and Relocations

The Department completed a Relocation Plan for the ultimate interchange project and the Plan identified 22 potential residential (6 single family and 5 multi-family with an estimate 16 tenants) and 26 commercial relocation(s), with an additional 5 partial commercial acquisitions. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. Housing of last resort may be required and will be provided if sufficient comparable replacement housing is not available within the financial means of displaces. A review of available real estate listings found that suitable replacement residential and commercial properties are available in the vicinity for possible displaced units.

A review of on-line listings of home sales within the project area postal zip code in July 2019 found 67 homes listed by Realtor.com and 78 homes listed by Zillow.com. Based on this information suitable replacement housing for the 6 residences potentially displaced should be readily available. Likewise, an on-line search for replacement residences for the 16 potentially displaced apartment tenants was performed by searching comparable rental units on Apartments.com and ApartmentFinder.com. As of

July 2019, Apartments.com listed 19 available units of comparable rent, and ApartmentFinder.com listed 31 comparably priced units within the project area postal zip code. The information suggests that suitable replacement apartment units should also be available near the existing apartments.

A review of commercial real estate listings along I-44 inside or within 3 miles of the project area was performed. A search of properties with similar size and I-44 access to the potentially displaced businesses in the corridor on LoopNet.com in July 2019 found 7 commercial properties for sale (two properties undeveloped) and 6 commercial properties for lease. This data suggests that there is suitable commercial property available for the potential business displacements very near to their current locations. There are many more available properties off of the I-44 corridor and beyond 3 miles of the project.

ODOT will update the Relocation Studies for this project as the work packages are designed. Work Package 1 will not require additional right-of-way or relocations.

### Environmental Justice

The project is situated within the Tulsa City limits. The City of Tulsa as a metropolitan area is more racially diverse than the State of Oklahoma as a whole. There is a higher percentage of Hispanic, African American and Asian population in the City. Of note, however, is the fact that the Native American population is 55% less in Tulsa compared to the State. Census data show a relatively large proportion of the study area and local community populations comprising persons who identify with two or more races. The Hispanic and African American populations in portions of the project area are higher than the percentage in the State of Oklahoma as a whole but are proportionally lower than that of the City of Tulsa. The area south of I-44 has an African American population of 26.6 percent. This is greater than three times that of the State and almost double the percentage of the City of Tulsa African American population.

Under EO 12898 on Environmental Justice, groups defined as “Low-income” populations include those people whose household income falls below the annual statistical poverty thresholds used by the Census Bureau, which are based on the poverty guidelines developed by the Department of Health and Human Services. Estimates compiled as part of the 2013-2017 ACS indicate lower and modest income levels and relatively high poverty rates in the Census Tracts composing the project area. The project area has higher poverty rates and lower median household income than the State or City as a whole. Particularly notable, the poverty rate for the area south of I-44 is nearly 20 percentage points higher than for the City, while annual median household income is approximately \$14,500 lower in this tract than for the City. There are three low-income housing communities in this area. A review of the Oklahoma Department of Education 2017-2018 Low-Income Report reveals that there are four public schools within the project area with greater than 90 percent of the students considered low-income with half of or more of the students receiving Supplemental Nutritional Assistance Program (SNAP) benefits. Therefore, it can be noted that the project study area indicates the presence of a substantial low-income population, particularly south of I-44.

When specifically looking at minority populations living below the poverty level, the estimated poverty rate for the Black or African American population is relatively high, particularly south of I-44. African Americans comprise 26.6 percent of the population in this tract, but 39.6 percent of the population below the poverty level are African Americans. Poverty rates for other minority populations in the project area are lower than that of City or State.

The proposed improvement design will be on existing alignment and would not create a new barrier that would divide neighborhoods or communities, although it will enlarge the footprint of I-44 and US-75 as an existing barrier. The proposed construction will improve community cohesion with the reduction of the US-75 barrier currently dividing neighborhoods at W. 51<sup>st</sup> Street. The newly constructed portion of W. 51<sup>st</sup> Street across US-75 will serve as a local east/west connection between the two neighborhoods and

allow for greater access to businesses and services across the previous barrier. After the W. 51<sup>st</sup> Street connection is made, the existing W. 49<sup>th</sup> Street access under US-75 just 900 feet to the north will be removed in order to lengthen the approach to the newly designed I-44 interchange. Since the new connection will be in place before the W. 49<sup>th</sup> Street connection is removed community cohesion should not be affected; therefore, the proposed improvements will not create, separate, or isolate any distinct communities, neighborhoods, ethnic groups, or other specific groups.

ODOT will continue to consider and analyze impacts to Environmental Justice populations as the project work packages are designed. These studies will be updated and presented in future Re-evaluations. Work Package 1 will not acquire right-of-way and will not have disproportionately high or adverse impacts on low-income or minority populations.

### Cultural Resources

ODOT completed Section 106 consultation on behalf of FHWA for proposed road improvements to the I-44 and US-75 interchange in Tulsa; 645.24 acres were surveyed. The proposed undertaking includes widening I-44 to 6 lanes, widening of US-75 to 6 lanes, replacements of the existing bridges (n=22) in the corridor, and reconfiguration of the I-44/US-75 interchange to direct connection/fly-over ramps – except for the eastbound to northbound movement which will remain in its existing loop configuration. ODOT determined the proposed project will have **no adverse effect** on historic properties.

The cultural resources survey resulted in identification of three previously unrecorded historic-era archeological sites (34TU215, 34TU216, and 34TU217) and 38 buildings or building complexes (consisting of a total of 47 built environment resources). Sites 34TU215, 34TU216, and 34TU217 are late 19<sup>th</sup> to mid-20<sup>th</sup> century farmsteads consisting of a diffuse scatter of artifacts and limited potential to yield significant information. Each of the sites is recommended not eligible for listing in the National Register of Historic Places (NRHP).

A total of 38 buildings or building complexes (consisting of a total of 47 built environment resources) were documented and included single-family dwellings, multi-family dwellings, commercial buildings, industrial warehouses, and one agricultural outbuilding. The built environment resources identified by the survey possess no known significance, are not part of an historic district, and do not represent noteworthy examples of their architectural style. Each of the 47 built environment resources is recommended not eligible for the NRHP.

In addition to the above documented cultural resources, the northernmost portion of the project area along US-75 (approximately 0.22 miles) extends into the mapped boundary of NRHP-eligible Red Fork Neighborhood Historic District. The district boundary extends from W. 43<sup>rd</sup> Street S. northward to the junction of I-244/US-75 and westward to S. 33<sup>rd</sup> W. Avenue. The district is bounded on the east by the US-75 corridor but does not include the US-75 roadway. The State Historic Preservation Officer (SHPO) requested to review the 65% and 90% project plans to determine the potential impacts to the district. At this time, project plans have not been developed for that portion of the project.

In consultation with the SHPO to prevent any adverse impacts to the Red Fork Neighborhood Historic District, ODOT has committed to:

1. No new right-of-way (R/W) acquisition within the Red Fork Neighborhood Historic District boundary.
2. US-75 will remain on existing alignment and at existing grade.
3. ODOT will provide a copy of both 65% and 90% project plans to the SHPO, once available, for review.



4. ODOT will include an avoidance note in the final project plans that prohibits any off-site facilities, equipment or personnel staging, storage, or other project-related activities within the boundary of the district.

Through consultation and as a result of these commitments, the SHPO (File #1654-20) and the State Archaeologist (OAS FY20-#2269) have concurred with our determination of no adverse effect, conditioned upon SHPO review of the 65% and 90% project plans.

An avoidance note for inclusion in the final project plans is attached.

ODOT-CRP also consulted with the following tribes: Alabama Quassarte Tribal Town, Cherokee Nation, Delaware Tribe of Indians, Kialegee Tribal Town, Muscogee (Creek) Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokee, and Wichita & Affiliated Tribes.

#### Section 4(f) and Section 6(f) Involvement

There are two park properties within the I-44/US-75 interchange project limits. Bales Park is owned by the City of Tulsa and is open to the public and is protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. 303). Turkey Mountain Urban Wilderness is also within the project limits. This property has mixed ownership. The portion adjacent to the proposed project area is currently privately owned and hence is not protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. 303). Correspondence with Oklahoma State Parks determined that neither of these properties was funded with Land and Water Conservation Funds and are not considered Section 6(f) properties. ODOT will continue to consult with the City of Tulsa and other appropriate officials with jurisdiction to evaluate the project's use of Section 4(f) resources as part of Work Packages 2 through 5 when plans become available.

Work Package 1 does not involve the use of any Section 4(f) properties.

#### Waters and Wetlands

The ultimate interchange project will involve work in the Arkansas River, Mooser Creek, Cherry Creek, and tributaries to Mooser Creek and Cherry Creek, which exhibit the characteristics of jurisdictional waterways (and potentially jurisdictional wetlands). The proposed construction activities will be evaluated to ensure that the appropriate Clean Water Act Section 404 permit application is made.

Work Package 1 will involve work in Mooser Creek which exhibits the characteristics of a jurisdictional waterway (and potentially jurisdictional wetlands). The proposed construction activities will be evaluated to ensure that the appropriate Clean Water Act Section 404 permit application is made.

#### Threatened & Endangered Species, Bald Eagles, and Migratory Birds

A biological field review was performed for the referenced project. ODOT has consulted with the US Fish and Wildlife Service (USFWS) on the impacts of Work Package 1. The Department has determined that Work Package 1, as proposed, will have no effect on the red knot. Work Package 1, as proposed, is unlikely to adversely affect the interior least tern and piping plover. Effects to the Northern Long-Eared Bat are covered in the Biological Opinion for the final 4(d) rule and impacts do not require further exemption. Work Package 1, as proposed, is likely to adversely affect the American Burying Beetle (ABB). This project has been incorporated into a programmatic biological assessment for the ABB and the USFWS has concurred with ODOT's effects determination based on ODOT's and FHWA's implementation of the USFWS June 15, 2017 biological opinion. Prior to construction, plan notes for mitigation and/or avoidance of Beetle will be added to the project plans under "Environmental Mitigation

Notes” per policy Directive C-201-2D(2). The U.S. Fish and Wildlife Service (USFWS) has concurred with the Department’s findings.

Work Package 1, as proposed, may affect the Bald Eagle. There will be a plan note for the bald eagle added to the plans and a bald eagle survey will be conducted during the winter prior to the start of construction.

Work Package 1, as proposed, could adversely affect nesting habitat for migratory birds, a species protected by the Migratory Bird Treaty Act (MBTA), if construction activities occur during the nesting season of this species. A Migratory Bird Plan note requiring avoidance of demolition or construction of any existing structures with migratory bird use during the nesting season will be added to the construction plans.

The Department will complete additional consultation with the USFWS prior to construction of future work packages when plans are available.

#### Floodplains

The ultimate interchange project is located in the regulatory floodway of Mooser Creek and the Arkansas River. The project is not anticipated to require a flood map revision. Work Package 1 is located in the Zone AE floodplain and floodway of Mooser Creek. Work Package 1 will not require a flood map revision. ODOT will assess the impacts to floodplains for future work packages as part of a future Re-evaluation.

#### Farmlands

The action occurs within existing right-of-way or in an urban area. Hence the project will not affect any farmlands.

#### Hazardous Waste

The facilities identified as Recognized Environmental Conditions (RECs) in the Initial Site Assessment (ISA) and are in proximity to the Work Package 1 study area do not appear to pose a significant risk and are located outside the area of the final field plans for Work Package 1. No further action is recommended for this study area. If the scope of work changes or additional right-of-way is needed, additional investigation by ODOT will be necessary.

ODOT will review future work packages as plans become available and will develop any necessary notes for the avoidance of potential LUST or hazardous waste sites.

#### Changes to Access or Access Control

The current traffic congestion along I-44 is due to many factors, primarily insufficient capacity for the existing traffic volumes. It is anticipated that traffic volumes will increase with the future growth and with the completion of the adjacent Gilcrease Expressway Turnpike just west of the project area, which is scheduled to open in 2022. Another contributor to traffic congestion along the corridor is the multiple access points (on and off ramps) along I-44 from northern W. 51<sup>st</sup> Street and southern W. Skelly Drive. These existing access points also present safety concerns with dangerous weaving movements of vehicles entering and exiting the highway.

After a traffic analysis as part of the 1999 MIS, a functional set of conceptual design plans of the interchange including the I-44 and US-75 approach corridors was produced which recommended the removal of selected access points. Traffic analysis was updated as part of the 2017 PE study and the access point change recommendations were confirmed with the updated data. Therefore, the majority of

the changes in access and travel patterns are as a result of the removal of these selected access points and the addition of two new roads as described in the following paragraphs and shown in **Figures 8A and 8B**.

Along I-44, the proposed improvements include the removal of four existing access ramps either to or from W. 51<sup>st</sup> Street or W. Skelly Drive.

- Removal – The I-44 east bound (EB) collector-distributor (CD) road on-ramp from W. Skelly Drive, just west of the intersection of Union Avenue.
  - Result 1 – Travelers on EB or WB W. Skelly Drive will no longer be able to enter EB I-44 at this location in order to take the US-75 SB or NB exit ramps.
  - Result 2 – The next nearest EB I-44 entrance off W. Skelly Drive will be east of the US-75 interchange near the Arkansas River bridge.
- Removal – The W. Skelly Drive off ramp from EB I-44 just west of the Arkansas River bridge.
  - Result – Travelers on I-44 EB will no longer have access to W. Skelly Drive beyond the exit just west of Union Avenue.
- Removal – The I-44 WB CD road on ramp from W. 51<sup>st</sup> Street, just west of the Arkansas River bridge.
  - Result 1 – Travelers on WB or EB W. 51<sup>st</sup> Street will no longer be able to enter WB I-44 in order to take the US-75 NB or SB exit ramps.
  - Result 2 – The next nearest WB I-44 entrance off W. 51<sup>st</sup> Street will be west of the US-75 interchange just past the Union Avenue intersection.
- Removal – The W. 51<sup>st</sup> Street off ramp from WB I-44 just west of Union Avenue.
  - Result 1 – Travelers on WB I-44 will no longer have access to W. 51<sup>st</sup> Street or the adjacent Union Avenue intersection.
  - Result 2 – The next nearest WB I-44 access to W. 51<sup>st</sup> Street will be at the 33<sup>rd</sup> West Avenue exit. Alternatively, travelers can exit WB I-44 at Elwood Avenue to W. 51<sup>st</sup> Street, just west of the Arkansas River.
- Removal – The separated CD roads on the outside of both EB and WB I-44, which currently provide access to the four loop (cloverleaf) ramps.
  - Result – Since three of the four loop ramps will be replaced with fully directional ramps these separated roads are no longer needed. The CD roads will be removed and replaced with the appropriate exit ramps to support the more efficient design and prevent unsafe weaving movements of entering and exiting traffic.

Along US-75 the proposed improvements include the removal of two bridges over W/ 49<sup>th</sup> Street:

- Removal – The NB and SB US-75 bridges over W. 49<sup>th</sup> Street
  - Result 1 – Travelers intending to cross under US-75 will need to reroute 900 feet to the south to cross at the newly constructed W. 51<sup>st</sup> Street US-75 underpass.
  - Result 2 – Will reduce traffic cutting through the neighborhoods to access businesses on either side of US-75.

Some additional changes in access and travel patterns will be the result of two newly constructed roadways, one along the north side of I-44 on W. 51<sup>st</sup> Street, and one along the east side of US-75 between W. 61<sup>st</sup> Street and W. Skelly Drive.

- New Construction – A new segment W. 51<sup>st</sup> Street will be constructed underneath a new US-75 bridge to reconnect the eastern and western portions of this arterial city street which was divided when the original interchange was constructed in the 1960's.

- Result 1 – Travelers on EB and WB W. 51<sup>st</sup> Street will have complete through access across the I-44 & US-75 interchange.
- Result 2 – Travelers who previously crossed under US-75 at W. 49<sup>th</sup> Street can re-route to utilize this new connection.
- New Construction – The US-75 interchange with W. 61<sup>st</sup> Street will be reconstructed with the addition of a new two-way frontage road east of and along US-75 from W. 61<sup>st</sup> Street, extending north to W. Skelly Drive, including a NB US-75 on ramp from the frontage road.
  - Result 1 – Travelers on W. Skelly Drive will now have the option of using the frontage road to access NB or SB US-75.
  - Result 2 – This could alleviate some of the access issues caused by the removal of ramp access along I-44, however drivers will need to be made aware of the option by use of effective signage throughout the affected corridor.
- New Construction – Three directional interchange ramps which will incorporate the EB I-44 to SB US-75, WB I-44 to SB US-75 and SB US-75 to EB I-44 movements.
  - Result – Improving the interchange to accommodate for modern traffic levels and higher speeds, reducing congestion and improving safety.

Overall, there will be several changes to access and travel patterns as a result of this project. The primary reason for these changes is for the safety of the traveling public, and to improve the functionality of the interchange and the adjacent local roads.

Impacts to businesses can occur due to displacements as well as to changes in access or in traffic volumes, because pass-by traffic represents potential customers for many businesses. Overall, the impacts of the proposed improvements on business revenues would be positive for those businesses that would not be displaced, and relatively minor, ranging from 0.4% increase for some services establishments to 6.0% increase for some businesses such as fast food restaurants and retail auto sales, which are highly dependent on customers driving by.

The proposed access changes are detailed in an Access Justification Report (AJR) prepared in March 2020. This report describes the specific changes to the interchange and the effects on traffic capacity, operations, and safety. As discussed in the AJR, the proposed access will connect to a public road and provide for all traffic movements as well as provide pedestrian accommodations on arterial segments. The proposed access will be designed to meet or exceed current standards as specified in *AASHTO's A Policy on Geometric Design of Highways* and in *AASHTO's A Policy on Design Standards – Interstate System*. Design exceptions are not anticipated at this time; however, during the design phase of the project, if design criteria are not met, then a design exception will be prepared. The proposed design will achieve lane balance by providing three through lanes on both I-44 and US-75 through the system-to-system interchange.

The ultimate design will streamline ramp access to the local roads at the US-75 interchange to minimize conflict points and provide better traffic flow. Access to businesses will still be accommodated by extending W. 51<sup>st</sup> Street across the north side of the US-75 interchange and constructing a connector road from W. Skelly Drive to W. 61<sup>st</sup> Street. With the proposed updates to the corridor and new ramp configuration, new freeway guide signage is proposed.

#### Temporary Construction Impacts

The I-44 and US-75 roadways will remain open to two lanes of traffic in each direction during construction. Other local roads such as W. Skelly Drive and W. 51<sup>st</sup> Street will also remain open. Temporary widening and lane shifts may be required to facilitate pavement widening. The existing I-

44/US-75 interchange ramps will require temporary closures during construction. Depending on the ramp, closures could range from 3 to 8 months or more, depending on weather and contractor preferences. The Department has notified all local residential and commercial property owners, schools, post offices, State Troopers, and emergency service providers. Traffic will be detoured on adjacent roadways during the closures. Depending on the ramp, detours range in length from 3 to 14 miles. The temporary detours were presented at the January 30, 2020 public meeting and no concerns were expressed over the closures. The Contractor will provide access to local property owners at all times.

### Noise

The noise analysis updated the study presented in the 2002 US-75 EA. The updated analysis utilized the FHWA Traffic Noise Model version 2.5 in accordance with FHWA 23 CFR 772 and complies with the ODOT Noise Policy dated July 13, 2011. The existing and proposed roadway design characteristics depicted on the preliminary project plans dated March 27, 2017 were incorporated in the modeling effort. Noise measurements were performed at three (3) locations consisting of four (4) readings along existing I-44 and US-75 within the project extents for purposes in validating the noise model which proved satisfactory. A total of 168 model receiver sites were analyzed representing 236 residential dwellings (single and multi-family), 2 places of worship, 2 parks, 3 trail systems, 1 library, 1 commercial establishment, 3 hotels, 1 nursing home, and 1 music recording studio. Based on the proposed project and the 2045 design year traffic volumes, 127 residential dwellings, 34 multi-family dwellings, 1 neighborhood park, and portions of the 2 trail systems will approach, meet, or exceed the 67dB (A) Leq(h) for NAC Categories B and C. Interior analyses were conducted for the Carbondale Church of Christ, Sherwood Manor Nursing Home, Tulsa City-County Library (Zarrow), Crossroads Tabernacle, and Drapp music recording studio; these receivers were analyzed as NAC Activity Category D in which only the Drapp music recording studio is impacted under future conditions. No receivers will experience a substantial increase (15 dB) over the existing sound levels; the highest increase is 5.5 DB.

The Department is committed in considering noise abatement measures for those impacted receivers identified. The project is programmed to be completed in phases. As detailed project plans become available for each phase a barrier analysis will be performed. Should mitigation be determined feasibly and reasonable then public involvement will be included as part of the mitigation process.

Work Package 1 involves construction primarily within the footprint of the I-44/US-75 interchange. Because future construction work packages will overlap the footprint of Work Package 1 and to avoid conflicts with future interchange improvements, no barriers will be constructed with Work Package 1.

### Other Permits & Coordination

The action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction, in accordance with 14 CFR 77.13 – 77.17 due to the location of R. L. Jones Airport within 4 miles of the project location.

### **Summary of Original Commitments and Updates from additional studies**

1. *Relocations will be mitigated according to provisions in the Uniform Relocation and Real Property Acquisition Policies of 1970:* Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. Housing of last resort may be required and will be provided if sufficient comparable replacement housing is not available within the financial means of displaces. A review of available real estate listings found that suitable replacement residential and commercial properties are available in the vicinity for possible displaced units.
2. *A noise study indicated the project will have an adverse impact on noise sensitive areas and may warrant noise barriers. Subsequent project design may require a reevaluation of this noise study.*

The impacts found in the original noise study are outside the limits of the current project. The Department is committed in considering noise abatement measures for those impacted receivers identified. The project is programmed to be completed in phases. As detailed project plans become available for each phase a barrier analysis will be performed. Should mitigation be determined feasibly and reasonable then public involvement will be included as part of the mitigation process. Work Package 1 involves construction primarily within the footprint of the I-44/US-75 interchange. Because future construction work packages will overlap the footprint of Work Package 1 and to avoid conflicts with future interchange improvements, no barriers will be constructed with Work Package 1.

3. *The project is anticipated to have impacts to wetlands and streams. Any permit required will be coordinated with the USACE.* The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. ODOT will prepare the 404 permit application form for future work packages at the time of Right-of-Way submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for the project.
4. *Should subsurface archeological materials be exposed during construction, the Contractor and Resident Engineer will notify the Department Archeologist in accordance with the Department's Standard Specifications for Highway Construction (202.02). The appropriate agencies and tribes would also be contacted, as required.* Any discovery of cultural material during construction will be handled according to policy Directive C-201-2D(2).
5. *A Health and Safety Plan and necessary Environmental Mitigation Notes will be prepared for eventual inclusion in the design plans.* An updated Initial Site Assessment was prepared for the I-44/US-75 interchange project. No notes are required for Work Package 1. ODOT will review design plans for future work packages and develop notes as necessary.
6. *The USFWS recommended that a survey for bald eagle nests and potential roost trees be conducted along Polecat Creek.* Polecat Creek is outside the current project area.
7. *A retaining wall will be constructed to avoid impacts at Cecil Bales Sports Complex and no new right-of-way will be obtained in that area.* Impacts to Cecil Bales Sports Complex and other potential Section 4(f) properties will be evaluated as future work packages are developed. Work Package 1 will not affect any Section 4(f) properties.
8. *The proposed US-75 project is located within 1 mile of R. L. Jones (Riverside) Airport. A formal "Notice of Proposed Construction or Alteration" will be filed by the Department when final design plans are available.* The Department will notify the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction.

### **Summary of New Commitments as a result of additional studies**

**American Burying Beetle Commitment:** The American Burying Beetle is protected by the Endangered Species Act. Suitable habitat for this species occurs within the immediate vicinity of the proposed project. In order to avoid adverse impacts to the ABB, the Designer needs to submit Microstation or shapefiles to the ODOT Biologist immediately. ODOT can either purchase mitigation credits, or the ODOT Biologist will survey the proposed project construction footprint within one year prior to initial ground disturbance as currently listed in the 8 Year Construction Program. The survey season is May 26 – July 27 for projects with ground disturbance during the active season (May 26-September 14) and it is July 28- September 14 for projects with ground disturbance during the inactive season (September 15 –May 25). If required, native seed mix will be planted in areas of ABB habitat in an area outside of clear zone as a separate project after the construction is complete. The ODOT biologist will determine if re-vegetation with natives is necessary. If the project schedule should change, it is the responsibility of the Project Manager to contact the ODOT Biologist in writing to request a survey in time for the let date.

**Tree Removal Minimization Commitment:** In order to avoid and minimize adverse impacts to Birds of Conservation Concern and listed bat species, the removal of trees and shrubs shall be restricted to areas within the actual limits of construction, and all aspects of the project (e.g temporary work areas, alignments) will be modified to avoid tree removal, if possible. The Resident Engineer shall ensure that limits of tree removal are clearly defined for the contractor.

**Red Fork Neighborhood Historic District Commitments:**

- a. No new right-of-way (R/W) acquisition within the Red Fork Neighborhood Historic District boundary.
- b. US-75 will remain on existing alignment and at existing grade.
- c. ODOT will provide a copy of both 65% and 90% project plans to the SHPO, once available, for review.
- d. ODOT will include an avoidance note in the final project plans that prohibits any off-site facilities, equipment or personnel staging, storage, or other project-related activities within the boundary of the district.

Plan notes requiring survey, construction season restriction or avoidance and mitigation for the following species will be added to the final Work Package 1 project plans under “Environmental Mitigation Notes” per policy Directive C-201-2D(2). ODOT will complete USFWS consultation for future work packages as plans become available.

**All operators, employees, and contractors will be made aware of all environmental commitments, including the following Species Avoidance and Minimization Measures.**

**American Burying Beetle Note:** The American Burying Beetle is a large carrion burying beetle that occurs within the project limits. No artificial lighting shall be used during construction without prior consultation with USFWS thru ODOT Environmental Programs Division. DO NOT PROCEED WITH ANY USE OF ARTIFICIAL LIGHTING WITHOUT WRITTEN CONSENT FROM ODOT ENVIRONMENTAL PROGRAMS DIVISION. Carcasses and all food trash shall be removed from the permanent and temporary right-of-way throughout the duration of project activities.

**Bat Bridge Seasonal Restriction Note:** The northern long-eared bat is a listed bat species that occurs within the project’s action area. In order to avoid and minimize adverse impacts to listed bat species, bridge repair, retrofit, maintenance, rehabilitation or demolition shall be permitted only between November 16, and March 31 (when bats are hibernating in caves). If bridge repair, retrofit, maintenance, rehabilitation or demolition during the active season (between April 1, and November 15) cannot be avoided, the Resident Engineer shall contact the ODOT Biologist to schedule a visual bat bridge inspection, prior to any bridge work. Inspection surveys can only be conducted between May 15, and August 15. If the inspection finds that bats are using the structures, all bridge repair, retrofit, maintenance, rehabilitation or demolition shall only be permitted between November 16, and March 31 (when bats are hibernating in caves).

**Bat Lighting Note:** All temporary lighting, if used, will be directed away from suitable bat habitat during the active season for bats (April 1- November 15). If any permanent lighting is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed away from wooded areas and streams.

**Bald Eagle Note:** Suitable nesting, roosting or foraging habitat for the Bald Eagle occurs within the project's action area. The Bald Eagle nesting season in Oklahoma extends from September 16, through May 31. The Resident Engineer shall contact the ODOT Biologist at 405-210-3671 to schedule a nest survey. Nest search surveys can only be conducted when leaves are not on the trees typically between December 1st and February 28th. No work may occur within suitable Bald Eagle habitat, located from the I-44/US-75 interchange extending south to end of project on US-75 (including Skelly Dr., the I-44 access roads and ramps), during the nesting season (September 16, through May 31) until the completion of the survey by the ODOT Biologist. If nests are observed, a no-work buffer up to a distance of 660 feet shall be placed around the nest. The exact distance of the buffer zone shall be established by the ODOT Biologist in consultation with US Fish and Wildlife Services. If the buffer cannot be maintained, all clearing, external construction and landscaping activities, within the buffer, shall be conducted between June 1 and September 15 (outside the nesting season).

**Migratory Bird Note:** Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most migratory bird species extends from March 1 to August 31. Migratory bird nesting use of the Mooser Creek bridges (NBI:11970, 15843, 15831 & 15838) and 49<sup>th</sup> St. bridges (NBI:18268 & 18267) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the bridges and culverts shall be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of weather-resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Although many of the other structures were not assessed, the birds may occupy these structures at any time. The Resident Engineer shall contact the ODOT Biologist if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28 (when migratory bird nests are not occupied).

The National Register of Historic Places (NRHP)-eligible Red Fork Neighborhood Historic District is located adjacent to the right-of-way. Any impacts to the buildings, structures, or area within the district must be avoided. In order to avoid adverse effects, the following notes shall be added to the plans to ensure that any off-site facilities or uses related to construction activities to not impact the Red Fork Neighborhood Historic District.:

**Temporary fencing will be used to demarcate the project R/W from Stations: 306+00 LT to 320+00 LT. No equipment staging, borrow, haul roads, spoil dumps, vehicle parking, or any other project related off-site facilities or use should occur beyond the fencing in this area during construction activities.**

**ODOT-Cultural Resources Program should be invited to all pre-work conferences to discuss these measures, per Policy Directive C-201-2E(1). If you have any questions, please contact the Cultural Resources Program at 405-325-7201.**



**Locations outside the project area in the following areas must not be utilized for borrow, equipment or personnel staging, haul roads, spoil dumps, or any off-site project-related activity:**

**T19N R12E: Section 22: S ½**  
**Section 23: SW ¼ SW ¼**  
**Section 26: NW ¼ NW ¼**  
**Section 27: N ½**  
**Section 34: SE ¼ NW ¼**

ODOT will update studies for future work packages as design plans become available and will hold another public meeting prior to right-of-way plan submittal. These studies will include:

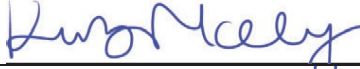
1. Relocation Studies
2. Socioeconomic and Environmental Justice
3. Noise and barrier analyses
4. Section 4(f) evaluations

### **Conclusions**

The Department has completed the environmental analysis and review of the referenced project and has concluded that the subject project is consistent with the original NEPA document and/or later reevaluations. In addition, there are no substantive changes in the environmental impacts of the action from those described in the original document.

All documentation, analyses, and agency coordination regarding this Re-evaluation are contained in a supporting appendix maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

**Preparer/Reviewer Signatures**

	
Environmental Consultant Project Manager (If Applicable)	Date: June 4, 2020
GARVER	
Environmental Consultant Firm Name (If Applicable)	
N/A	
County Commissioner or City Manager (For County Local Government or City Projects)	Date
<b>Erin Faulkner</b>	Digitally signed by Erin Faulkner Date: 2020.06.09 10:18:17 -05'00'
ODOT Environmental Project Manager	Date
<b>Steven Gauthé</b>	Digitally signed by Steven Gauthé Date: 2020.06.09 12:21:33 -04'00'
Assistant Environmental Programs Division Engineer	Date
<b>Sivanuja Sundaram</b>	Digitally signed by Sivanuja Sundaram Date: 2020.06.09 07:12:14 -05'00'
Environmental Programs Division Engineer	Date

Concurrence with the re-evaluation:

<b>KAREN D ORTON</b>	Digitally signed by KAREN D ORTON Date: 2020.06.09 17:09:55 -05'00'
Environmental Programs Manager, FHWA	Date

**Attachments (Check Applicable Ones)**

	Previous Re-evaluations
X	EA ( <i>Mainbody only</i> ), FONSI +Distribution Memo
X	Study Footprint and Plans for the Project being Re-evaluated
	404 Permit ( <i>if applicable</i> )
X	Additional Studies and Public Involvement Summary ( <i>if applicable</i> )

**Distribution List (Check Applicable Ones)**

X	Project Management Division (All State Projects)
X	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
X	Bridge Division (All State Bridge Projects)
	Traffic Division (For projects from Traffic Division)
	Local Government Division (County or City Projects)
	Special Projects (Special Projects Only)
	Safe Routes to School Coordinator (SRTS Projects Only)
X	Field Division Engineer (All Projects)
X	Right-of-Way Division (All Projects)
X	Office Engineer Division (All Projects)
X	FHWA (All Projects. Place Copy of Complete Document on FHWA's Directory)

Copy to: Reading File



## Oklahoma Department of Transportation

Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

**DATE:** June 3, 2020

**TO:** Kirsten McCullough, Environmental Project Manager

**FROM:** Greg Maggard, Cultural Resources Program

**SUBJECT:** Tulsa County Project JP 32728(04) and 33788(04): Proposed Improvements to the I-44 & US-75 Interchange, Tulsa, Oklahoma.

---

The Oklahoma Department of Transportation (ODOT) completed Section 106 consultation on behalf of the Federal Highway Administration (FHWA) for proposed road improvements to the to the I-44 and US-75 interchange in Tulsa; 645.24 acres were surveyed. The proposed undertaking includes include widening I-44 to 6-lanes, widening of US-75 to 6-lanes, replacement of the existing bridges (n=22) in the corridor, and reconfiguration of the I-44/US-75 interchange to direct connection/fly-over ramps – except for the eastbound to northbound movement which will remain in its existing loop configuration. ODOT determined the proposed project will have **no adverse effect** on historic properties.

The cultural resources survey resulted in the identification of three previously unrecorded historic-era archaeological sites (34TU215, 34TU216, and 34TU217) and 38 buildings or building complexes (consisting of a total of 47 built environment resources). Sites 34TU215, 34TU216, and 34TU217 are late 19<sup>th</sup> to mid-20<sup>th</sup> century farmsteads consisting of a diffuse scatter of artifacts and limited potential to yield significant information. Each of the sites is recommended not eligible for listing on the National Register of Historic Places (NRHP).

A total of 38 buildings or building complexes (consisting of a total of 47 built environment resources) were documented abd included single-family dwellings, multi-family dwellings commercial buildings, industrial warehouses, and one agricultural outbuilding. The built environment resources identified by the survey possess no known significance, are not part of an historic district, and do not represent noteworthy examples of their architectural style. Each of the 47 built environment resources are recommended not eligible for the NRHP.

In addition to the above documented cultural resources, the northernmost portion of the project area along US-75 (approximately 0.22 miles) extends into the mapped boundary of NRHP-eligible Red Fork Neighborhood Historic District. The district boundary extends from W. 43<sup>rd</sup> Street S northward to the Junction of I-244/US-75 and westward to S. 33<sup>rd</sup> W. Avenue. The district is bounded on the east by the US-75 corridor but does not include the US-75 roadway. The State Historic Preservation Office (SHPO) requested to review the 65% and 90% project plans to determine the potential impacts to the district. At this time, project plans have not been developed for that portion of the project.

**In consultation with the SHPO to prevent any potential adverse impacts to the Red Fork Neighborhood Historic District, ODOT has committed to:**

1. **No new right-of-way (R/W) acquisition within the Red Fork Neighborhood Historic District boundary.**
2. **US-75 will remain on existing alignment and at existing grade.**
3. **ODOT will provide a copy both 65% and 90% project plans to the SHPO, once available, for review.**
4. **ODOT will include an avoidance note in the final project plans that prohibits any off-site facilities, equipment or personnel staging, storage, or other project-related activities within the boundaries of the district.**

Through consultation and as a result of these commitments, the SHPO (File #1654-20) and the State Archaeologist (OAS FY20-#2269) have concurred with our determination of no adverse effect, conditioned upon SHPO review of the 65% and 90% project plans.

An avoidance note for inclusion in the final project plans is attached.

ODOT-CRP also consulted with the following tribes: Alabama Quassarte Tribal Town, Cherokee Nation, Delaware Tribe of Indians, Kialegee Tribal Town, Muscogee (Creek) Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokee, and Wichita & Affiliated Tribes.


GJM



**Oklahoma Department of Transportation**  
Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

**DATE:** April 27, 2020

**TO:** Project Management Division

**FROM:** Environmental Programs Division 

**SUBJECT:** Tulsa County: JP 32728(04) 33788(04); Proposed improvements to I-44 from I-244 to the Arkansas River, including the I-44/US-75 Interchange.

---

The National Register of Historic Places (NRHP)-eligible Red Fork Neighborhood Historic District is located adjacent to the right-of-way for the referenced project. Any impacts to the buildings, structures, or area within the district must be avoided. In order to avoid effects, the following notes should be added to the plans to ensure that any off-site facilities or uses related to construction activities do not impact the Red Fork Neighborhood Historic District. Please have the following note added to a section of the project plans entitled "Environmental Mitigation Notes" per Policy Directive C-201-2D(2):

**Temporary fencing will be used to demarcate the project R/W from Stations: 306+00 LT to 320+00 LT. No equipment staging, borrow, haul roads, spoil dumps, vehicle parking, or any other project related off-site facilities or use should occur beyond the fencing in this area during construction activities.**

**ODOT-Cultural Resources Program should be invited to all pre-work conferences to discuss these measures, per Policy Directive C-201-2E(1). If you have any questions, please contact the Cultural Resources Program at 405-325-7201.**

**Locations outside the project area in the following areas must not be utilized for borrow, equipment or personnel staging, haul roads, spoil dumps or any off-site project-related activity.**

**T19N R12E:**

**Section 22: S1/2**  
**Section 23: SW1/4 SW1/4**  
**Section 26: NW1/4 NW1/4**  
**Section 27: N1/2**  
**Section 34: SE1/4 NW1/4**

SAS

R 11 E

R 12 E

R 13 E

R 14 E

T 20 N

T 19 N

T 18 N

OSAGE COUNTY

TULSA COUNTY

TULSA COUNTY

CREEK COUNTY

TULSA CITY LIMITS

TULSA CITY LIMITS

TULSA CITY LIMITS

TULSA CITY LIMITS

TULSA CITY LIMITS

JENKS

JENKS

JENKS

EW 063

EW 064

EW 065

EW 066

PROJECT LOCATION

W-41st St.

W-51st St.

W-61st St.

W-71st St.

S. 49th W. Ave.

S. 39th W. Ave.

S. Union Ave.

S. Elwood Ave.

S. Peoria Ave.

Riverside Dr.



NS 391

NS 392

NS 393

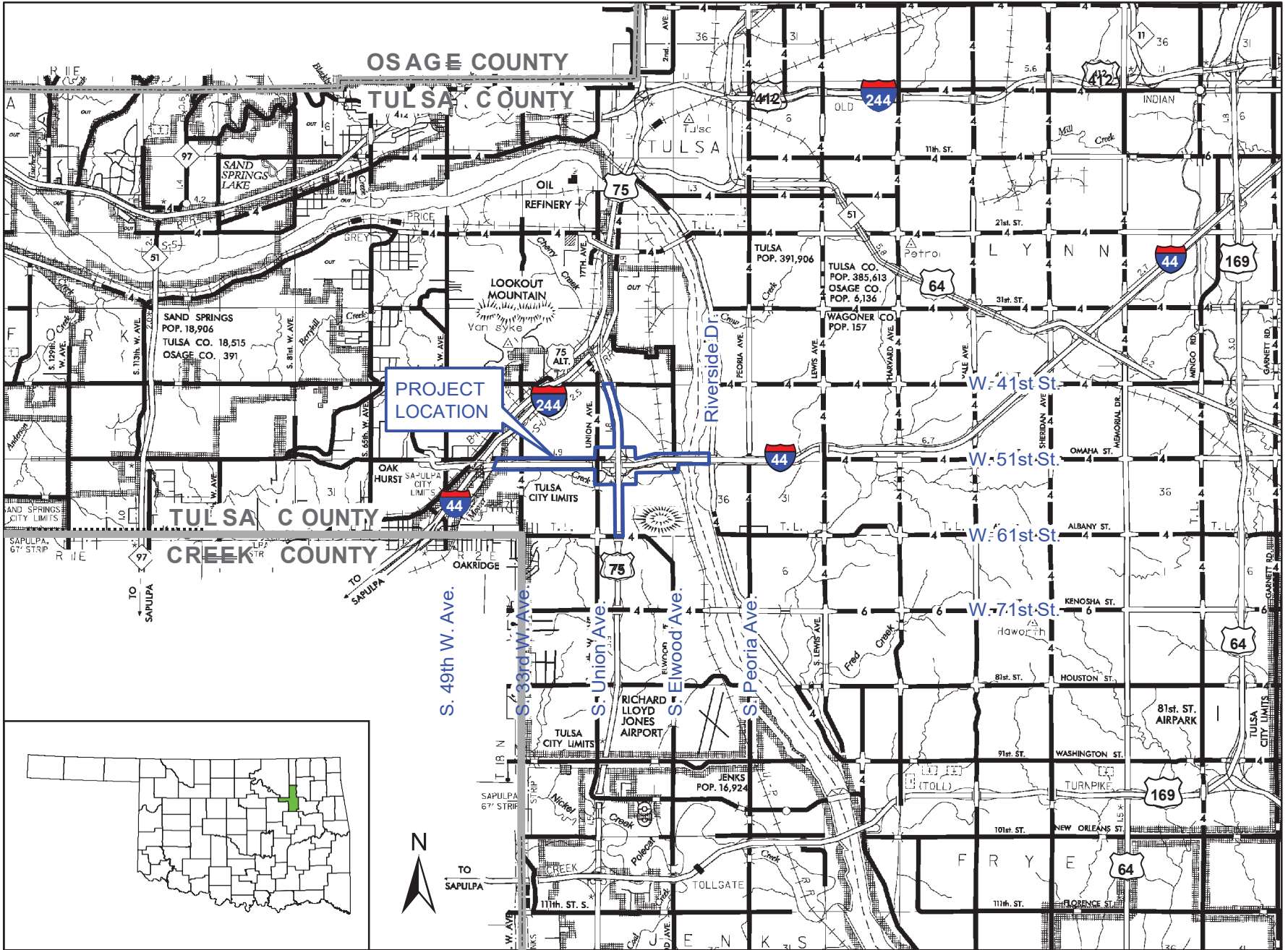
NS 394

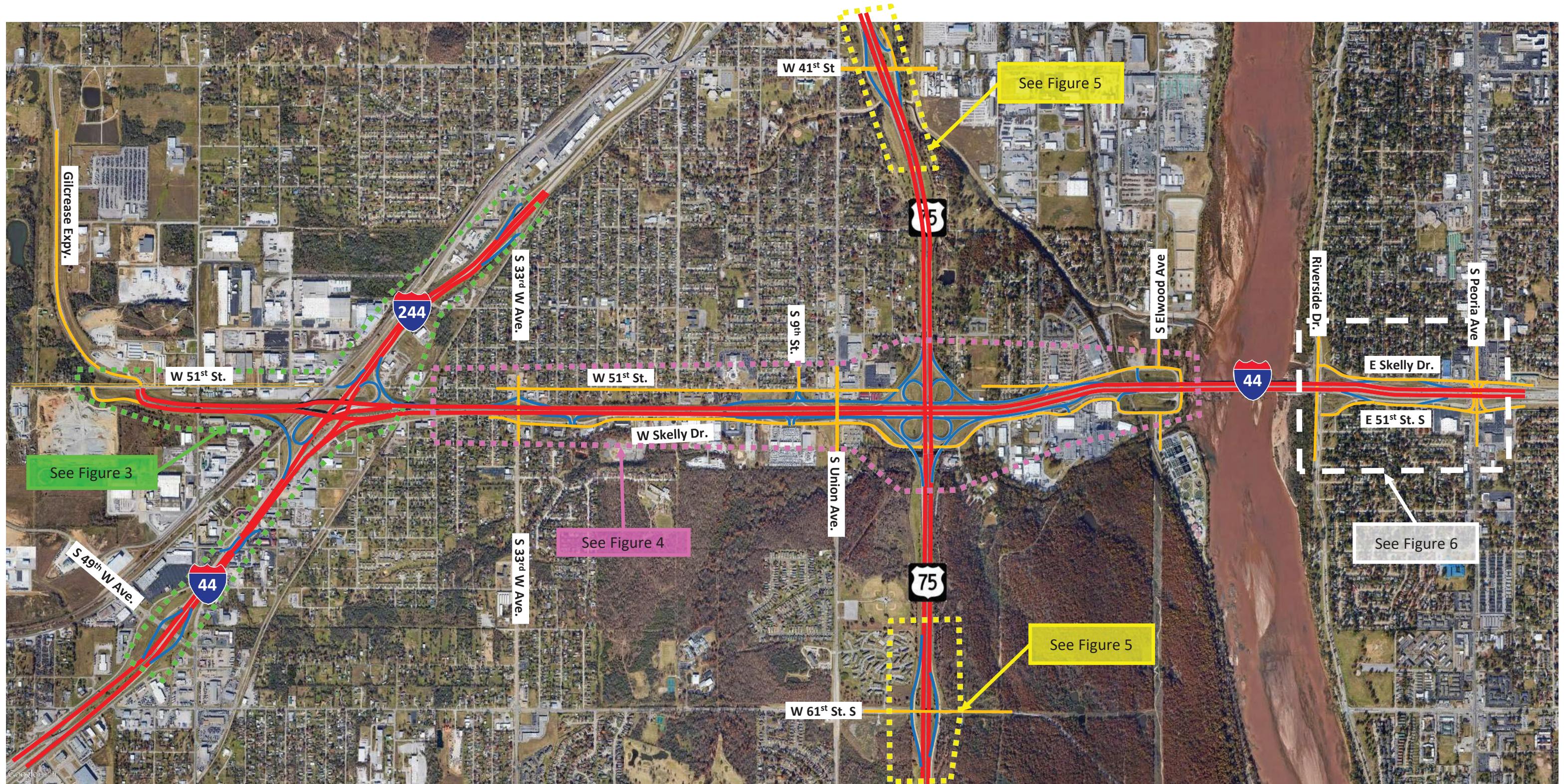
NS 395



Oklahoma Department of Transportation  
Project Location Map  
Tulsa County

JP 33788(04) I-44/US-75 Interchange  
WP1: Union Ave. to the Arkansas River



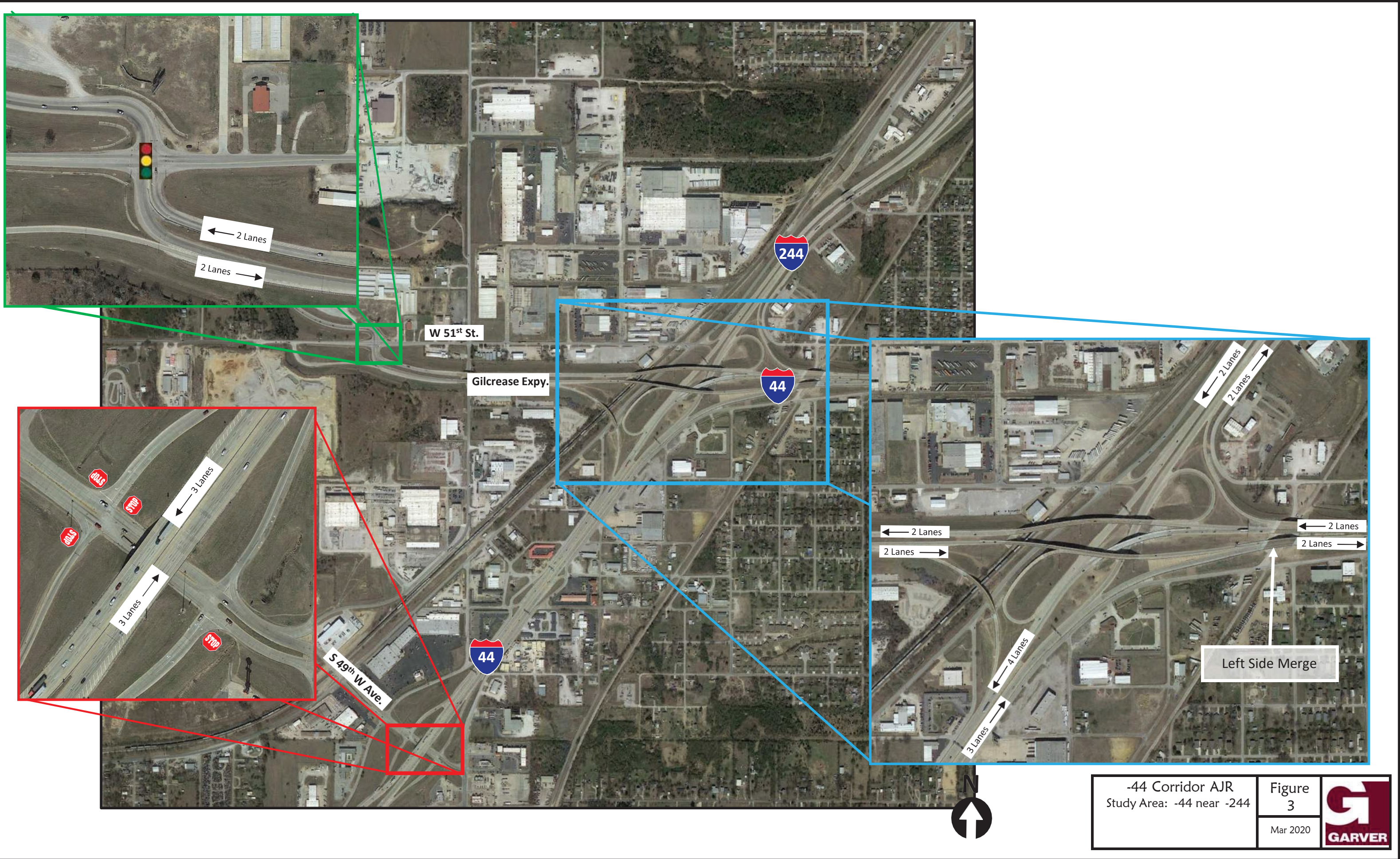



-44 Corridor AJR  
Study Area Overview

Figure  
2

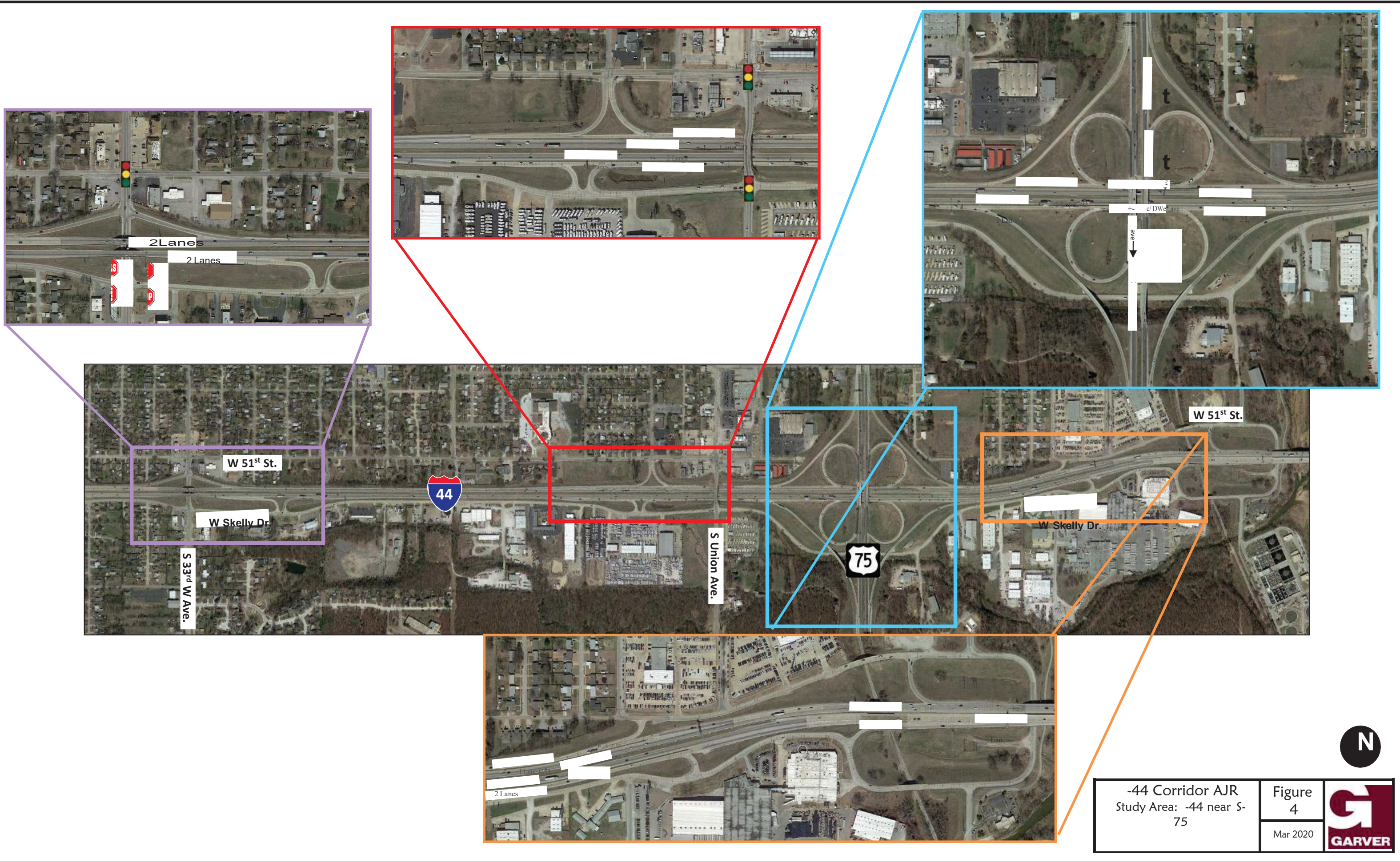
Mar 2020





<p>-44 Corridor AJR Study Area: -44 near -244</p>	<p>Figure 3</p>	
<p>Mar 2020</p>		





-44 Corridor AJR  
Study Area: -44 near S-  
75

Figure  
4  
Mar 2020






-44 Corridor AJR  
 Study Area: S-75 North  
 and South of -44

Figure  
 5  
 Mar 2020





<p>-44 Corridor AJR Study Area: -44 East of River</p>	<p>Figure 6 Mar 2020</p>	
---	----------------------------------	---

# US 75 Corridor Improvements Tulsa County



Prepared by Planning Division  
Date: March 4, 2002

Evaluation Segment 

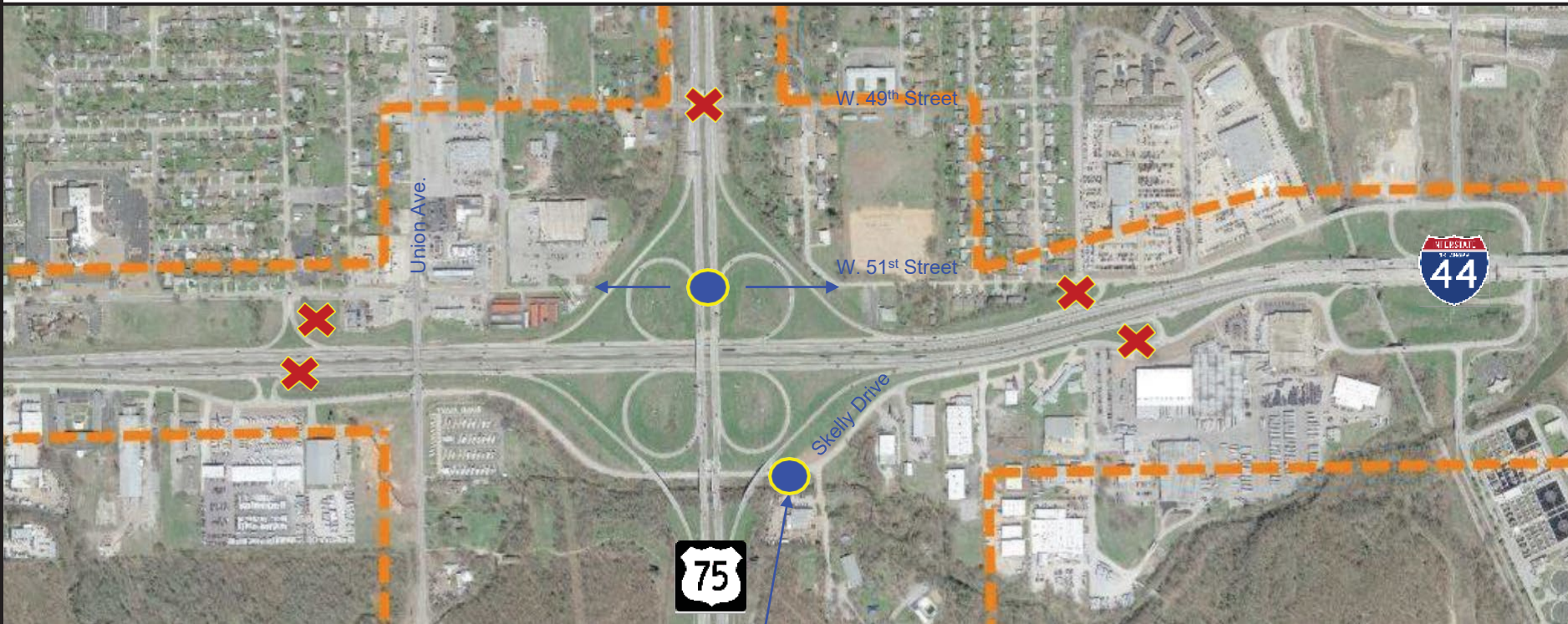
Project Location 



Figure 7: Corridor Map from 2002 EA Showing Past and Future Planned Projects

## **I-44/US-75 Interchange Reconstruction – Changes in Access**

- ✘** Removal of (2) exit ramps (WB I-44 to Union Ave/ W. 51<sup>st</sup>) (EB I-44 to Skelly Drive)
- ✘** Removal of (2) entry ramps (Union Ave/ W. 51<sup>st</sup> to EB I-44) (W 51<sup>st</sup> to WB (I-44))
- ✘** Removal of W. 49<sup>th</sup> Street underpass
- Adding W. 51<sup>st</sup> Street underpass and connection across US-75
- Adding US-75 Access Road connection at Skelly Drive

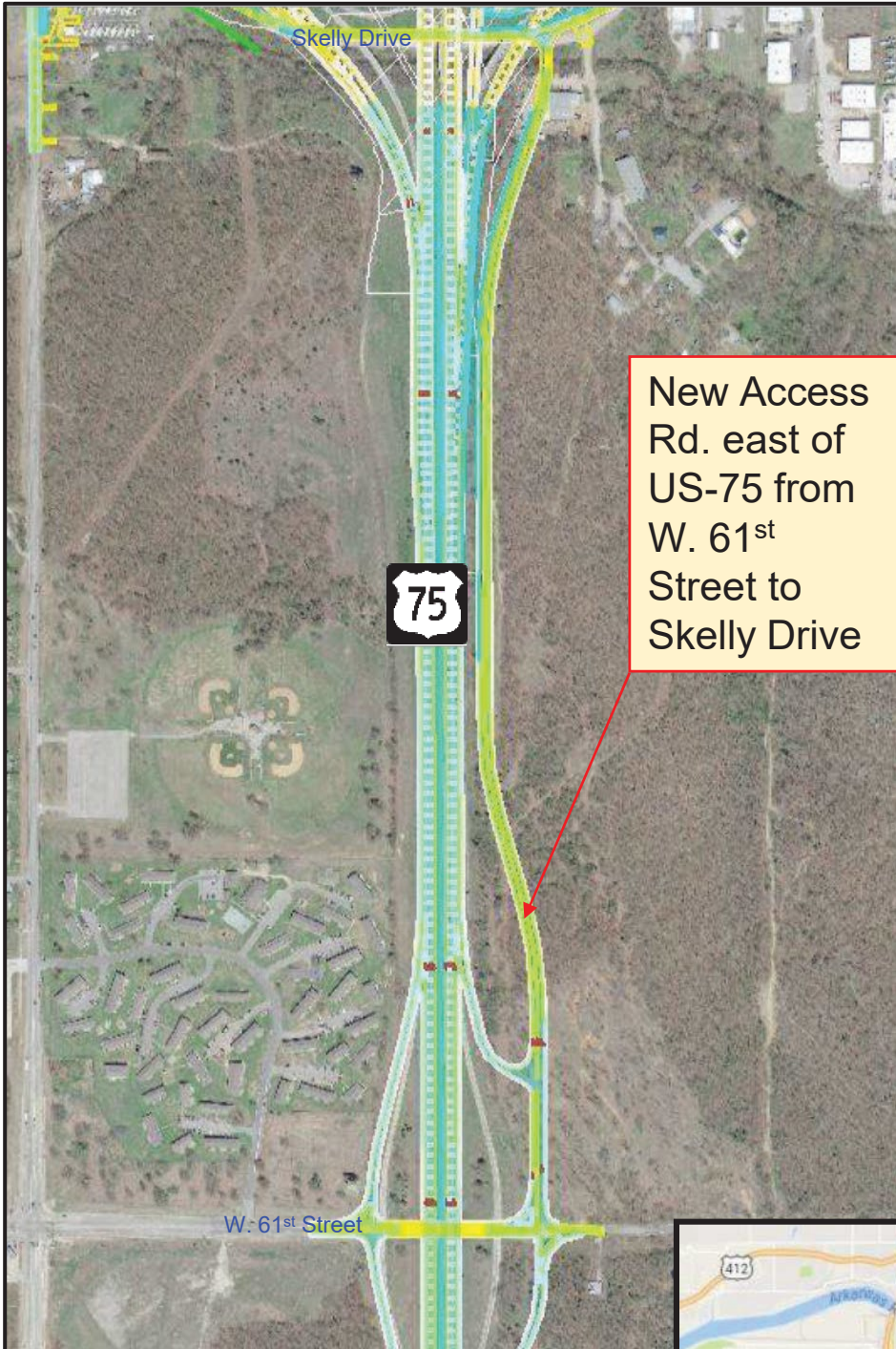


### **Exhibit 8 A**

I-44/US-75 Interchange Reconstruction  
Tulsa County, Oklahoma  
JP 32728(04)



# I-44/US-75 Interchange Reconstruction – Changes in Access



## Exhibit 8 B

I-44/US-75 Interchange Reconstruction  
Tulsa County, Oklahoma  
JP 32728(04)

