



Oklahoma Department
of Transportation

PUBLIC MEETING

NOVEMBER 2ND, 2017 @6:00 P.M

Daniel Webster High School Auditorium | 1919 W. 40th Street | Tulsa, OK 74107

I-44 • Tulsa County, OK • JP: 32728(04)

Presentation of Proposed Alternative & Solicitation of Public Input

Purpose of Meeting

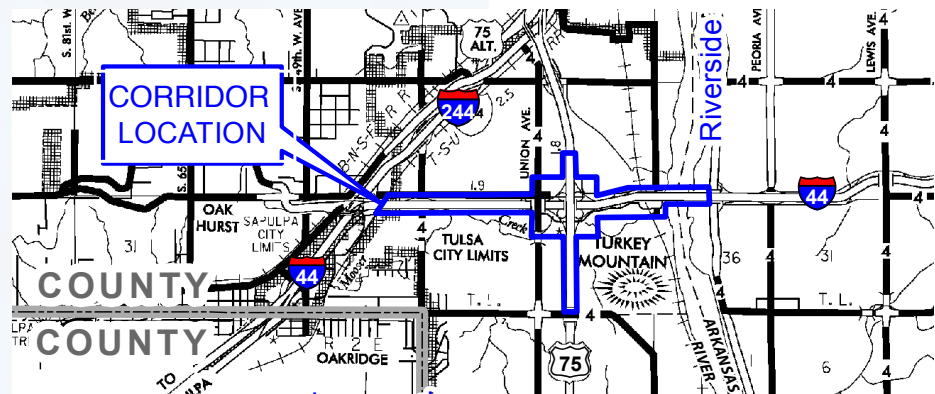
The purpose of the meeting is to present the proposed design for I-44 from I-244 (west junction) to the Arkansas River and obtain public input.

Study Background

I-44 is part of the Primary Highway Freight System, which includes the most critical highway portions of the nation's freight transportation network. This segment of I-44 is one of the oldest remaining portions of interstate in Oklahoma and is the only remaining 4-lane piece in the Tulsa metro area. There is a high accident rate, and the existing highway will not adequately accommodate the anticipated future traffic volumes. The existing I-44/US-75 interchange experiences significant congestion in several directions during peak travel periods.





Study Description

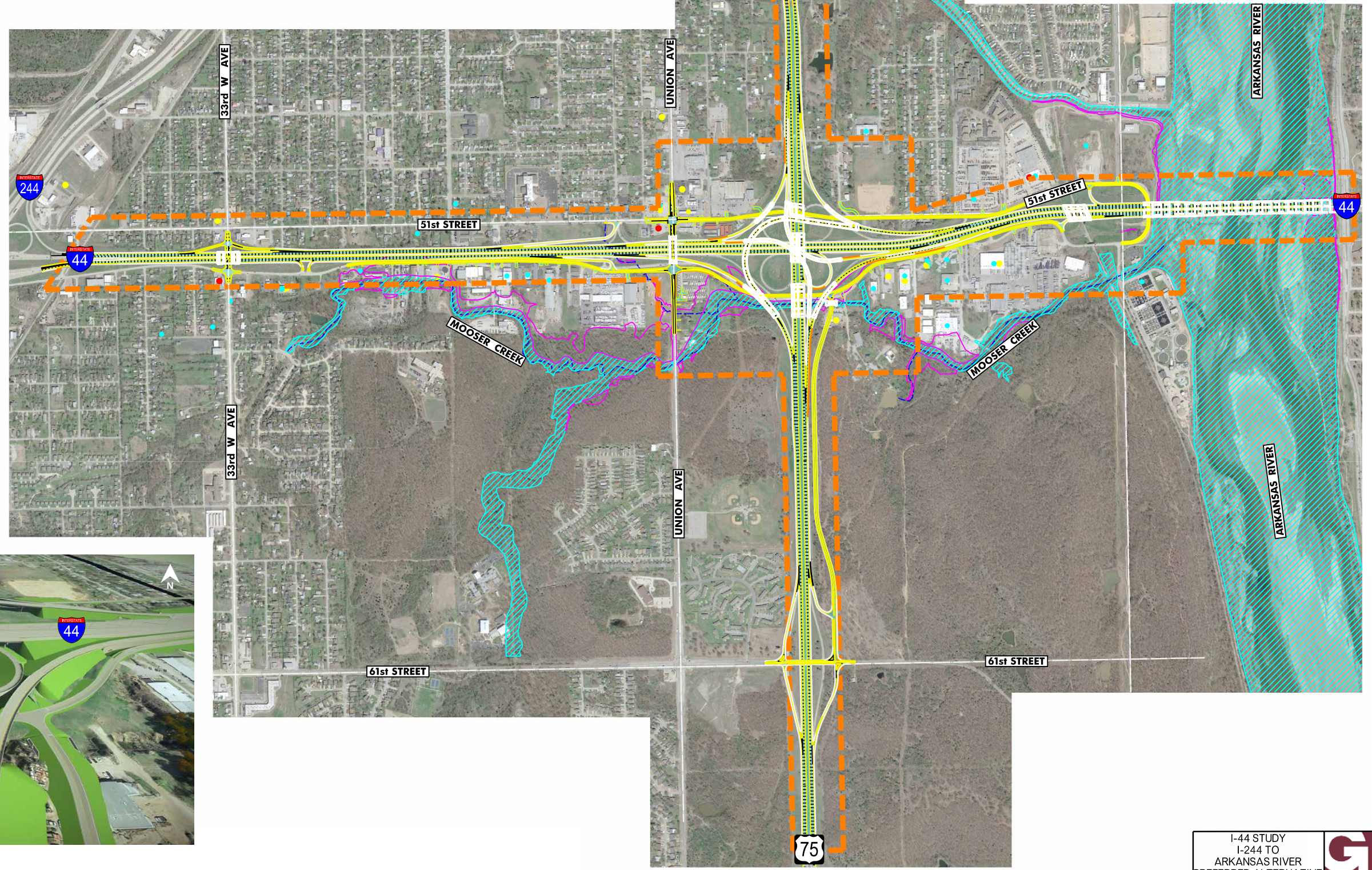
The purpose of this study is to identify ways to improve safety, traffic operations, and mobility in the I-44 corridor. ODOT has tasked a consultant to look at alternatives for improving the roadway and bridges in the corridor and reconstruct the I-44/US-75 interchange while taking into consideration construction costs, right-of-



way and utility costs, and environmental constraints. Several design options were considered, including options for the realignment and connection of 51st Street under US-75, options for 1-way and 2-way traffic on Skelly Drive, and options for the different ramps at the I-44/US-75 interchange. These options were evaluated and compiled into a preferred alternative for the corridor. The preferred alternative is to reconstruct I-44 from I-244 to the Arkansas River with 6 lanes (3 in each direction), divided by a concrete median barrier. US-75 would also be reconstructed from north of 71st Street to south of 41st Street with 6 lanes (3 in each direction) with a wide enough inside shoulder to accommodate a future lane, if needed. The I-44/US-75 interchange would be reconstructed to provide direct ramp connections for most directions of traffic, except eastbound I-44 to northbound US-75, which would remain a loop ramp similar to today. 51st Street would be extended and connected under US-75. Skelly Drive would carry 2-way traffic, similar to today.

LEGEND

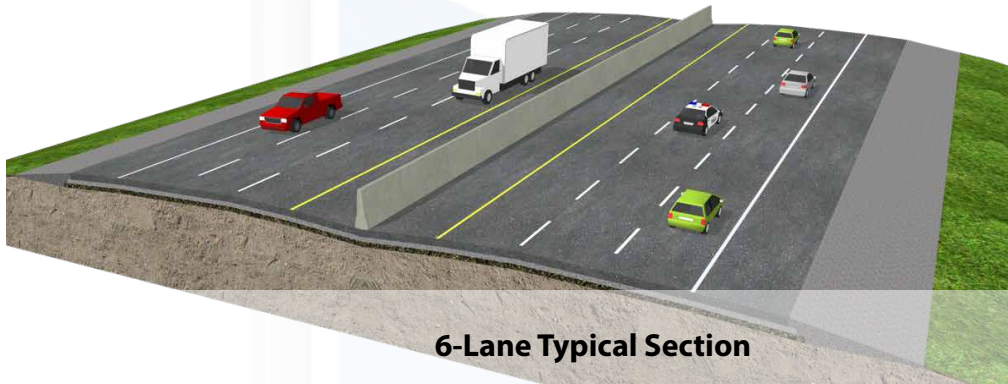
	DATA COLLECTION AREA		UST/AST SITE		FLOODWAY ZONE AE		NEW BRIDGE
	EXISTING RIGHT-OF-WAY		POTENTIAL HAZARDOUS MATERIALS SITE		PROPOSED PAVEMENT		
	STREAM FLOWLINE		LUST/LAST SITE				
	FLOODPLAIN ZONE AE						



Possible Future I-44/US-75 Interchange

*Vary based on location

PROPOSED TYPICAL SECTION FOR I-44



6-Lane Typical Section

PROJECT INFORMATION SUMMARY

- Current Annual Average Daily Traffic (AADT) in year 2016: **84,500 Vehicles a day**
- Future Estimated AADT by year 2045: **112,240 Vehicles a day**
- Resurfacing of I-44 from 33rd W. Avenue to the Arkansas River scheduled for FY 2018
- Replacement of I-44 bridges over 33rd W. Avenue scheduled for FY 2022
- Replacement of Union Avenue bridge over I-44 scheduled for FY 2022
- No other projects currently programmed

*Totals DO NOT include Toll Roads

DIVISION 8 ENGINEER: RANDLE WHITE, P.E.

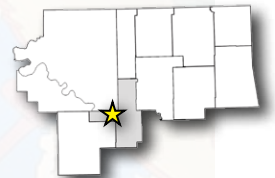
**Totals DO NOT include County Bridges

***Total Road Miles:**
1,664.63

***Total Interstate Miles:**
39.56

****Total Bridges:**
1,117

Counties: Craig, Creek, Delaware, Mayes, Nowata, Osage, Ottawa, Pawnee, Rogers, Tulsa, Washington



PLEASE PROVIDE YOUR COMMENTS BY NOVEMBER 16, 2017

For more information about the project

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<http://www.odot.org/publicmeetings>

