

INITIAL PUBLIC MEETING OUTLINE – 3 INTERCHANGES IN TULSA, OK

January 31, 2008 MEETING # 1 (I44 / SH51)

Generic discussion and exhibits reflecting all 3 interchanges and demonstrating the inter-related characteristics. (Allow 15 – 20 minutes)

INTRO SLIDE

- Welcome to I44 / SH51 (Broken Arrow Expressway) interchange meeting
- Introduce Speakers / Participants
- Recognize elected officials, neighborhood association officers, etc.
- Tonight's meeting will include a formal presentation followed by a general question and answer period followed by an informal breakout session – Some history, Lots of information, please bear with us, we will be available to answer questions, etc.

HISTORY SLIDE

- ODOT / Tulsa / INCOG recognized need and began process in late 1980's
- Mainline improvements have gone first due to funding and capacity needs
- Some mainline improvements have been "temporary" to accommodate existing conditions, changing land use, and public sentiment

ENVIRONMENTAL CLEARANCE SLIDE

- Overview of environmental clearance process
- Purpose and need
- Alternatives considered
- NEPA studies
- Public involvement
- Planning Document
- Environmental Clearance Document Approval
- THEN AND ONLY THEN – Final design, Right-of-way acquisition & Construction

PURPOSE AND NEED SLIDE

- Why is project necessary and what do you hope to gain?
- Planning study covers broader (3-interchange) area

PLANNING STUDY AREA SLIDE

- Facility is primarily original construction reaching the end of its design life
- Cloverleaf interchanges typically cannot efficiently handle large volumes of traffic

2001 LOW L-O-S SLIDE

- Traffic studies performed in 1990, reviewed in 1998, and verified in 2002 indicate low levels-of-service at 34% of the conditions occurring during peak traffic periods

2025 LOW L-O-S SLIDE

- Traffic volumes are projected to continue to grow and LOS is expected to decline to 64% of the conditions occurring during peak traffic periods

ODOT PROJECTS SLIDE

- Mainline projects, selected ramps & frontage roads, city street junctions have been / continue to be performed

TULSA PROJECTS SLIDE

- City Street network improvements continue to be performed. Most arterial streets are 4 or more lanes and remaining sections are under construction and/or in plan development

ODOT / TULSA PROJECTS SLIDE

- Improvements to mainline and arterial city streets are nearly complete – interchanges are the primary remaining unimproved features.

REDUNDANT MOVEMENTS SLIDE

- Early on it was recognized that these 3-interchanges, when viewed as a system, have some redundant movements / finding confirmed in 1998 / Study these movements for possible elimination

PRIORITY MOVEMENTS SLIDE

- Priority movements have been identified
- ODOT # 1 US-169 / SH-51 EB to SB and NB to WB
- ODOT # 2 US-169 / I-44 EB to NB and SB to WB
- ODOT # 3 US-169 / SH-51 SB to EB and WB to NB

PRIORITY PROJECTS SLIDE

- US-169/SH-51 US-169/I-44 I-44/SH-51

CAPACITY CONSTRAINT STUDY SLIDE

- B/M study of mainline LOS with additional lanes (9/9/03 figure B-6) which justifies capacity constraint logic
- No matter how many lanes you have, only a certain number of vehicles can squeeze through

PURPOSE AND NEED SUMMARY SLIDE

- Age / condition of existing facility
- Levels of Service (Congestion)
- Adjacent transportation system improvements
- INCOG Long Range Plan
- Priority movements / projects identified

End of part 1

Tonight's neighborhood meeting: Project specific discussion and exhibits for this interchange (I-44 / SH-51) (Allow 15 – 20 minutes)

ALTERNATIVES CONSIDERED SLIDE

- No build
- 1990 engineering study
- 1994 functional plans
- 1998 system study
- 2002 environmental / operational study
- 2007 environmental / operational study

NO BUILD SLIDE

1990 ALTERNATE 1 SLIDE (fully directional, all 8 movements)

1990 ALTERNATE 2 SLIDE (directional, 6 movements, eliminate redundancy)

1990 ALTERNATE 3 SLIDE (2 loops, all 8 movements)

1990 ALTERNATE 4 SLIDE (1 loop, 6 movements, eliminate redundancy)

1990 PROJECT EVALUATION MATRIX SLIDE

- Weighted average that scored LOS, construction cost, r/w cost, construction traffic, environmental impact, local traffic restrictions
- Alternate plan 3 selected for a more detailed study

1990 ALTERNATE 3 SLIDE selected for further study

1994 FUNCTIONAL PLAN SLIDE (8 movements)

- General agreement (ODOT / Tulsa) is that the 8 movement interchange is preferred.

NEPA SLIDE

- 2002 studies based on functional plans (alternate plan 3 with all 8 movements)

2002 NEPA SLIDE

- Cultural Resources, Wetlands, Hazardous Wastes, Noise, Threatened & Endangered Species, Right-of-way studies performed in 2002 are being "updated".

2007 NEPA SLIDE

- Land Use impacts, Socioeconomic impacts, Environmental Justice, Floodplain impact, and Air Quality studies are being performed.

LAND USE CHANGES SLIDE

- (Detention Pond, Automobile Dealership, Motels, Restaurants, Retail Shopping)

PUBLIC INVOLVEMENT SLIDE

- Primary purpose of tonight's meeting
- Please complete comment cards

WHAT'S NEXT ? SLIDE

- Neighborhood meetings at the other 2 locations
- Refinements to functional plans based on:
 - Current design standards
 - Land use changes / projected expense
 - Your input

ENVIRONMENTAL CLEARANCE DOCUMENT SLIDE

- Written response to public comments
- Complete studies
- Prepare Draft Document
- Draft Document approval by ODOT and FHWA
- Public hearing
 - Formal presentation
 - Disclosure of findings
 - Accept additional comments
- Prepare Final Document
- Final Document approval by ODOT and FHWA

FINAL DESIGN, RIGHT-OF-WAY, CONSTRUCTION SLIDE

- Requires Environmental Clearance

RIGHT-OF-WAY PROCESS SLIDE

- Federal requirements must be followed
- Property to be acquired must be identified
- Appraisal
- Acquisition
- Relocation

GENERAL QUESTION / COMMENT SLIDE (Allow 20 minutes)

- Thank-you for your patience and understanding.
- General questions
 - Conclusion of formal portion of the program.

Break-out Session (Allow 45 minutes)

End of meeting