US-75 Corridor Study

Okmulgee County Line to 151st Street (SH-67)

Tulsa County JP 35461(04)

Open House Presentation

May 26, 2026

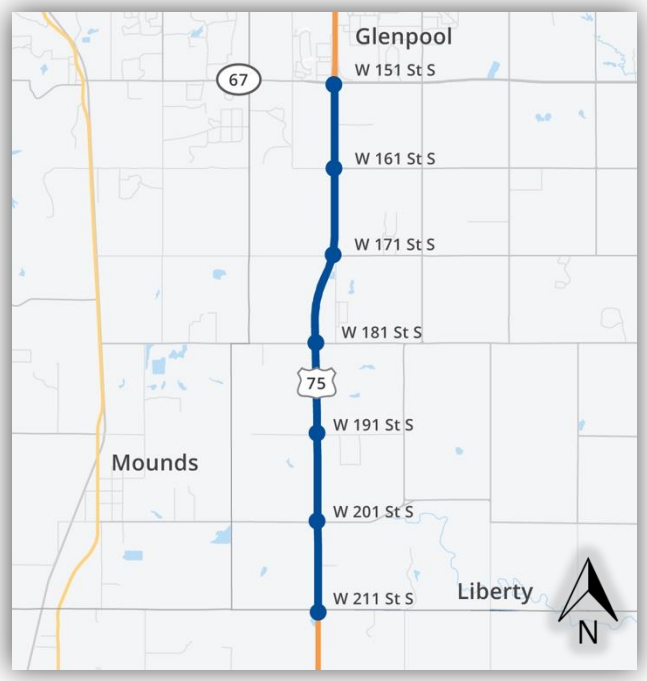
OKLAHOMA Transportation

GARVER

Thank you for coming to the Public Open House for the US-75 Corridor Study. This presentation will play on a loop. It will show where the study is located, what the road looks like today, what we have learned so far, and the different improvement options we are considering. There are more displays around the room that give extra details.

Project Overview

- **Study Limits**
  - US-75 from Okmulgee County Line (north of 211th Street) to 151st Street (SH-67)
  - Part of larger ODOT effort to study US-75 Corridor
  - Study and Option development are compatible with improvements being studied by others at 151st Street
- **Purpose and Need**
  - Purpose is to improve safety and traffic flow
  - Need related to collision history and anticipated traffic volume growth



This project focuses on US-75 from 211th Street to 151st Street, also called State Highway 67. This study is part of a larger effort to improve US-75 through Glenpool and Jenks. It also connects with another study just north of 151st Street.

The purpose of this study is to find ways to make this part of US-75 safer and easier to travel. The study is needed because of the number of crashes in the area and because traffic is expected to grow as more homes and businesses are built.

Goals of Open House

- Present the Results of the Study
- Seek Input Regarding Proposed Options

The goal of this Open House is to share early study results and get your feedback on the improvement options.

Existing Conditions (Roadway)

1 of 3

- **Four-Lane Divided Roadway**
  - 2-Lanes Each Direction
  - Grass Median
- **At-Grade Intersections**
  - Connections at Major Crossing Roads
  - US-75 Free-Flow, Crossing Roads Stop Controlled
- **Direct Driveway Access**

Existing US-75 Roadway Section

US-75 in this area has four lanes—two in each direction—with a grass median in the middle.

Existing Conditions (Roadway)

2 of 3

- **Four-Lane Divided Roadway**
  - 2-Lanes Each Direction
  - Grass Median
- **At-Grade Intersections**
  - Connections at Major Crossing Roads
  - US-75 Free-Flow, Crossing Roads Stop Controlled
- **Direct Driveway Access**

Existing US-75 At-Grade Intersections

There are many intersections where local roads meet US-75. The local roads have stop signs, while US-75 traffic does not stop. We call these intersections “at grade” intersections because the roads cross each other.

Existing Conditions (Roadway)

3 of 3

- **Four-Lane Divided Roadway**
  - 2-Lanes Each Direction
  - Grass Median
- **At-Grade Intersections**
  - Connections at Major Crossing Roads
  - US-75 Free-Flow, Crossing Roads Stop Controlled
- **Direct Driveway Access**

Existing US-75 Driveway Connections

There are also many driveways that connect directly to US-75, especially near the north end of the study area.

Existing Conditions (Land Use)

1 of 2

- **Homes and Businesses**
  - Currently sparse at the south end, increases in density toward the north
  - Rapidly developing corridor
  - Some development directly adjacent to US-75
  - Avoidance is high priority

Looking Northeast at 191st Street

Looking Northwest at 151st Street

Right now, the area has some homes and businesses, but not many. Buildings increase as you travel from south to north. However, the area is growing fast, and more development is expected. When developing options, we worked hard to avoid impacts to homes and businesses.

Existing Conditions (Land Use)

2 of 2

- **Tribal Property**
  - One parcel of trust land – Muscogee Nation

There is one piece of land belonging to the Muscogee Nation at US-75 and 181st Street. This land is held by the federal government in trust for the tribe.

Existing Conditions (Environmental)

- **Reviewed desktop data supplemented by "windshield" survey**
  - Several stream crossings & parallel segments
  - Evidence of past oil & gas activity
  - Some properties with hazardous materials on site

We collected environmental information for the area. This included streams, wetlands, signs of oil and gas activity, and locations with potentially hazardous materials.

Existing Conditions (Traffic)

1 of 3

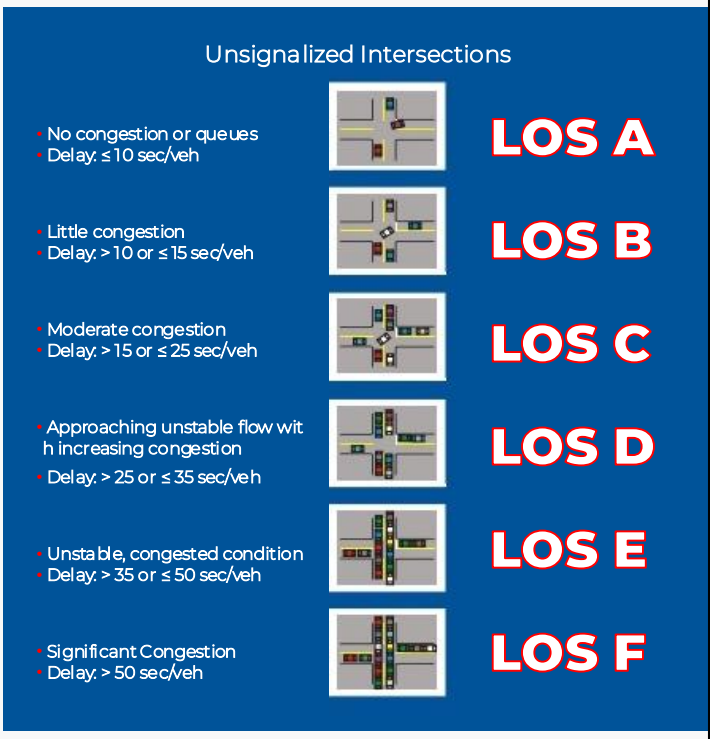
- **Traffic Today (year 2022)**
  - 39,000 vehicles per day (vpd) north of 151st Street
  - Falls to ~26,000 vpd nearing 201st Street
- **Future Traffic (year 2050)**
  - Includes growth from future business and residential development
  - 61,000 vpd north of 151st Street
  - 44,000 vpd to the south
  - Four lanes on US-75 will be sufficient south of 151st Street

US-75 today carries about 25,000 to 40,000 vehicles each day. Most side streets carry fewer than 2,000 vehicles per day, except for 151st Street. Traffic volumes are expected to grow in the future due to additional homes and businesses in the area. Future traffic volumes are likely to be between 44,000 and 61,000 vehicles per day. Even with this growth, we expect that four lanes on US-75 will continue to be enough south of 151st Street.

Existing Conditions (Traffic)

2 of 3

- **Existing Traffic Operation Level of Service (LOS)**
  - Level of Service describes driver delay and range from A (low delay) to F (high delay)
  - Many stop-controlled side street approaches are at **LOS E or LOS F** today
  - By 2050, all side street approaches on US-75 will be **LOS F**

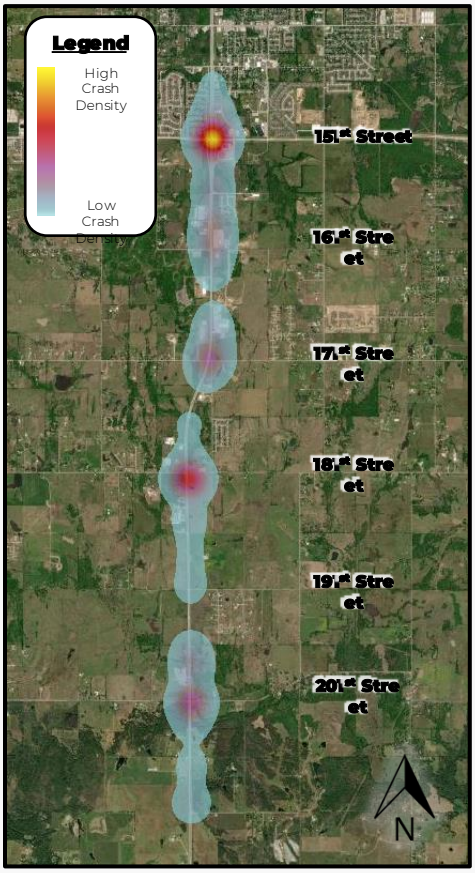


We can measure traffic flow using a grading system called Level of Service (A–F). This is similar to a school report card, where A is good and F is failing. US-75 is currently operating at Level B, which means traffic flows well. However, left turns and crossing movements on side streets have long delays as they must wait for gaps in traffic on US-75. These streets are at Level of Service E and F today, and in the future all side streets are expected to be at Level of Service F.

Existing Conditions (Traffic)

3 of 3

- **Collision Summary (2017-2021)**
  - 205 collisions
    - 4 Fatal, 13 Serious Injury Collisions
  - Intersection crashes accounted for 60%
  - Angle (38%) and rear-ends (29%) are predominant collision types along the corridor
  - Fatal Crash Rate is 1.6 time higher than statewide average on similar facilities



From 2017 to 2021, there were 205 crashes in this area, including 4 fatal crashes. About 60% of crashes happened at intersections. The fatal crash rate along this portion of US 75 is 1.6 times higher than the statewide average. You can see the darker areas on the map that represent high crash locations.

Preliminary Study Process

1 of 6

- **ODOT initially looked at nine (9) improvement options**
  - **Included one-way and two-way frontage roads**
  - **Different bridges and interchange types at side streets**
- **After evaluation, three (3) options are still under consideration**
  - **Common Features**
    - US-75 will have four lanes, two in each direction
    - One-way parallel frontage roads (both sides) with turnarounds at cross streets
    - Fully Access Controlled – connections to highway by ramps only at major cross streets.
    - Ramps will follow an "X-Ramp" pattern

At first, ODOT looked at nine different improvement ideas. These included one-way and two-way frontage roads, bridges at side streets, and several types of interchanges.

After studying the options, three remain: Option 1A, Option 1C, and Option 2C. All options keep US-75 at four lanes, which will handle future traffic.

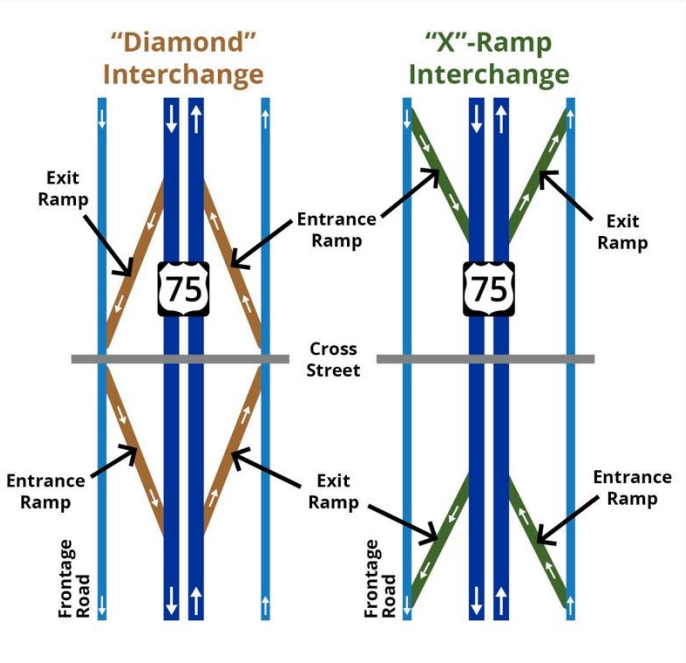
All options also include one-way frontage roads on both sides of US-75. One-way frontage roads are safer and take up less space than two-way frontage roads. Turnaround lanes will be included at cross streets so drivers can change direction without waiting at a traffic signal.

Connections to US-75 will be made to and from the frontage roads using ramps. Major streets will have bridges to cross either over or under US-75. To improve safety and the flow of traffic, an "X-ramp" pattern is planned.

Preliminary Study Process

2 of 6

Use of "X-Ramps" for Freeway/Frontage Roads



Diamond Interchange

- Enter and exit at the cross street
- Ramps merge with mainline highway
- Lane changing "weave movement" occurs on high-speed freeway mainline
- Traffic can back up on the ramps forcing cars to stop on the highway

X-Ramp System

- Enter after the cross street, exit before the cross street
- Ramps merge with one-way frontage roads
- Lane changes occur on slower speed frontage road
- Improves safety by minimizing traffic backing up onto freeway mainline
- Improves access to the frontage road, enhancing economic development

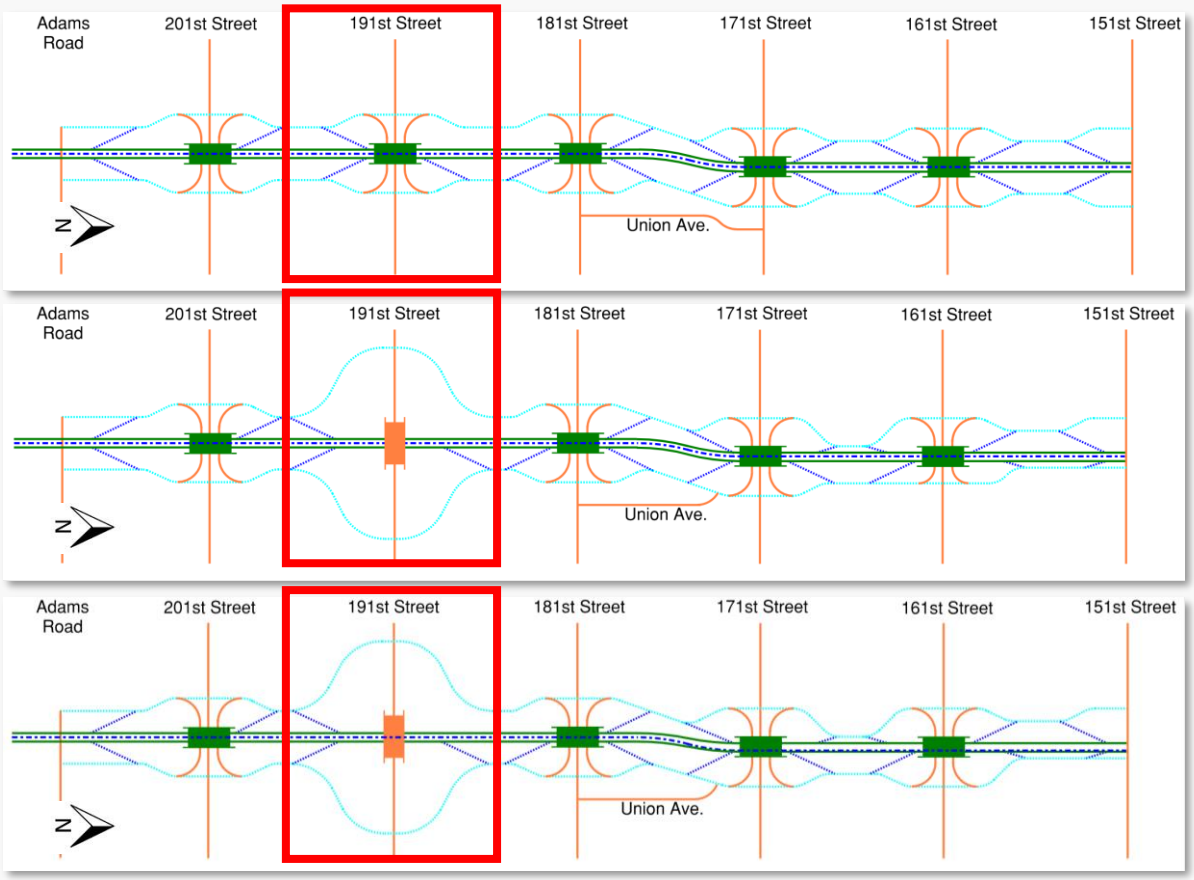
A typical interchange follows a "diamond" pattern as shown on the left side of the slide. Traffic uses entrance and exit ramps from the main highway lanes to either get on or off the highway at major cross streets. This means that drivers entering or exiting the highway must change lanes in high-speed traffic along the mainlanes. Traffic on the exit ramps can stack up during busy times of the day, forcing cars that want to exit to have to stop on the main highway.

An X-Ramp interchange, shown on the right side of the slide, switches the pattern of the ramps so drivers enter and exit the highway from the frontage road. Entrances and exits are located away from the main cross streets. This allows lane changes to occur on the frontage road, which is lower speed, and allows more room for traffic waiting at signals. Both of these features of X-ramps improve safety over a typical diamond interchange.

Preliminary Study Process

3 of 6

- **Differences**
  - Interchange at 19 1st St (over or under US-75)
  - How close the fro ntage roads are to US-75
  - Alignment of US-75



US-75 and frontage roads are shifte d ~25 feet west between 181st and 15 1st to minimize right of way.

This slide shows a basic graphical representation of the three options being considered using different lines like a road map. These graphics are oriented with the direction north pointing to the right, and the far left edge Adams Road and the far right edge 151st Street. The legend on the left edge of slide describes what part of the roadway system the different line types and colors represent.

All three options are being shown at the same time with Option 1A at the top, Option 1C in the middle, and Option 2C at the bottom.

There are some key differences between the three options (CLICK):

With Option 1A: US-75 goes over 191st Street. (CLICK). With Options 1C and 2C, 191st Street goes over US-75. This over/under option at 191st Street can be used with any of the corridor options.

Preliminary Study Process

4 of 6

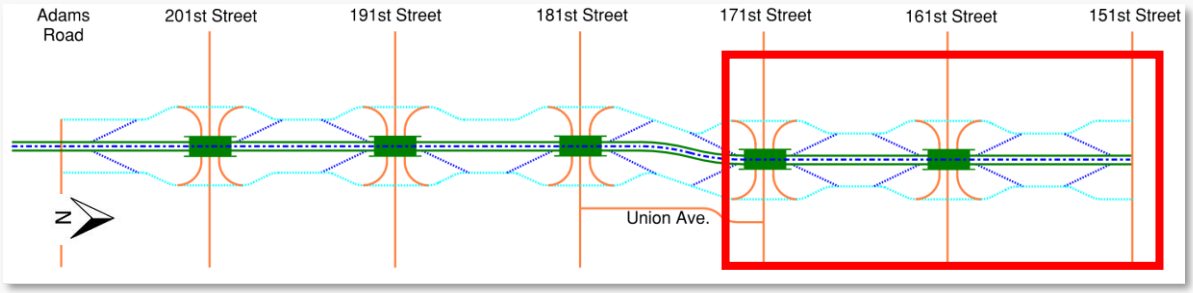
▪Differences

- ➢Interchange at 19 1st St (over or under US-75)
- ➢How close the fro ntage roads are to US-75
- ➢Alignment of US-75

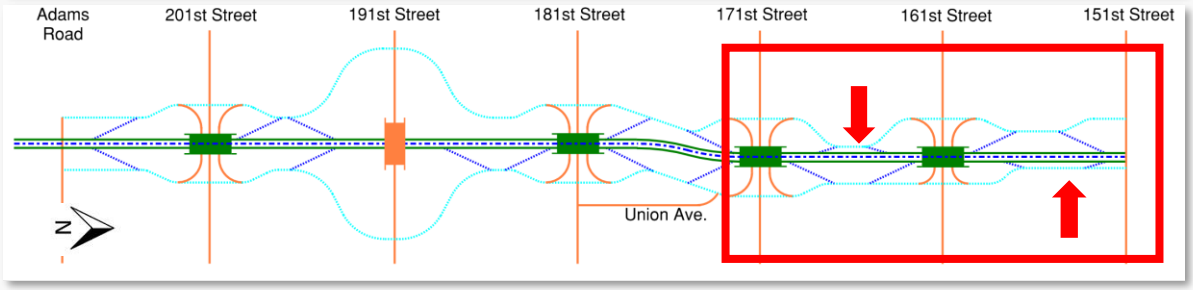
Legend
Proposed US-75
Existing US-75 CL
Minor Roads
Frontage
Ramps
Bridge

US-75 and frontage roads are shifte d ~25 feet west between 181st and 151st to minimize right of way.

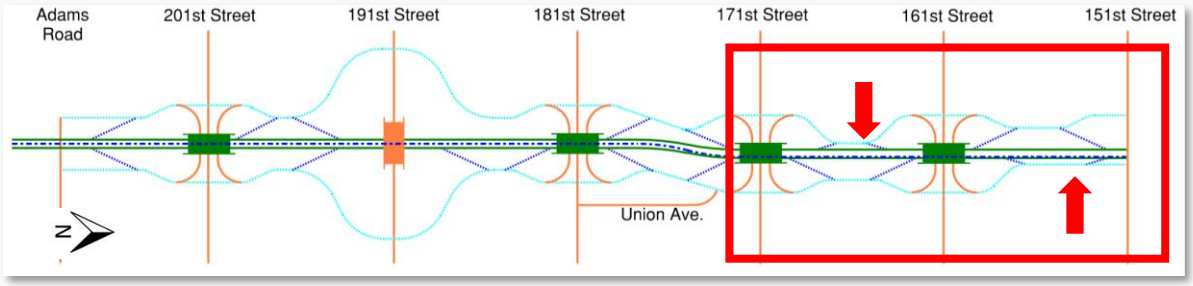
OPT. 1 A



OPT. 1 C



OPT. 2 C



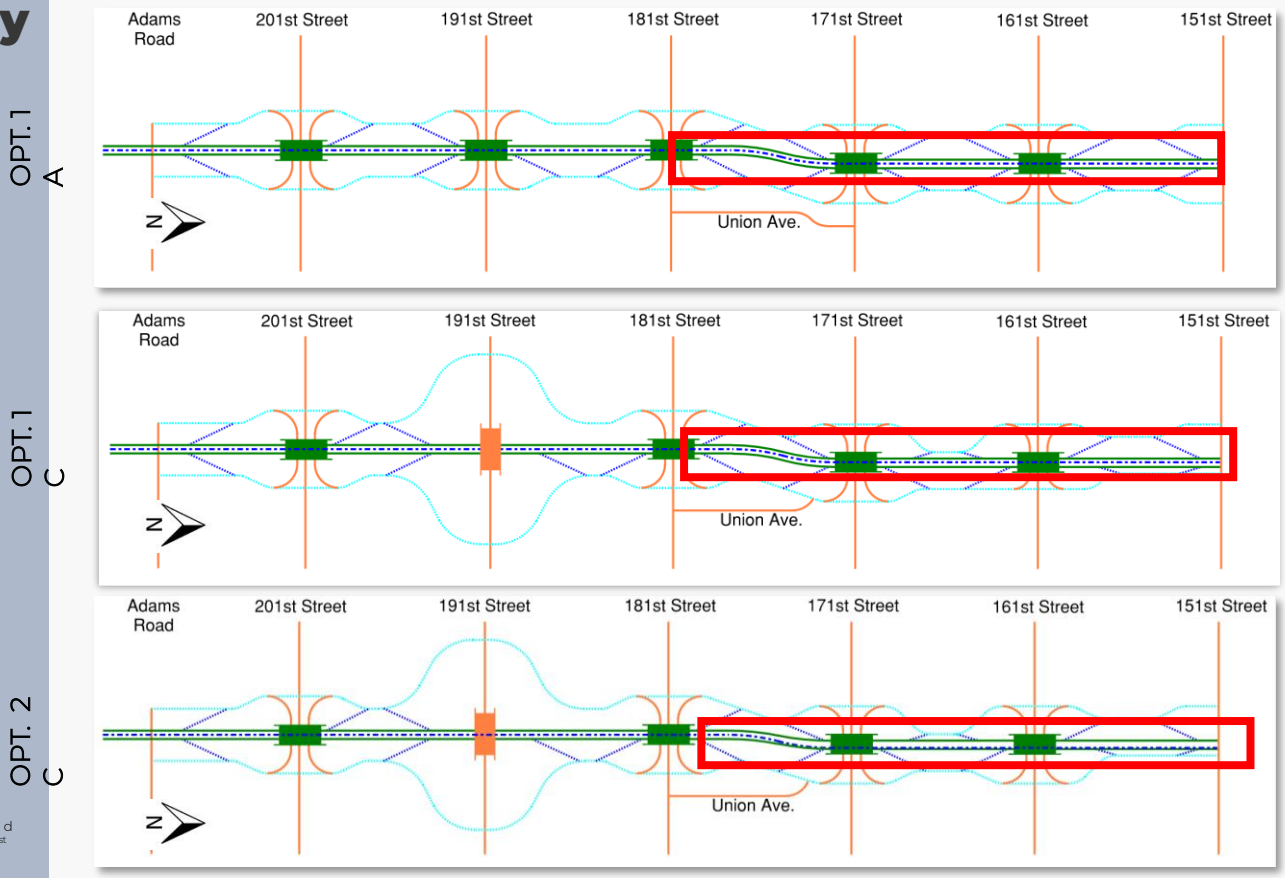
With Option 1A, the frontage roads stay the same distance from US-75 through the whole corridor. (CLICK) With Options 1C and 2C, the frontage roads move closer to US-75 between 171st and 151st Streets.

Preliminary Study Process

5 of 6

▪Differences

- ➢Interchange at 19 1st St (over or under US-75)
- ➢How close the fro ntage roads are to US-75
- ➢Alignment of US-75



US-75 and frontage roads are shifte d ~25 feet west between 181st and 15 1st to minimize right of way.

Finally, with Options 1A and 1C: US-75 stays on its current path. (CLICK) With Option 2C, US-75 shifts slightly west between 181st and 151st Streets.

More detailed maps are available here at the open house today and on the project website.

Preliminary Study Process

6 of 6

Please submit your comments by June 9, 2026

- **ODOT will investigate interim improvements while funding is identified for the ultimate project**

Dates subject to change

ODOT will review all public feedback from today's open house and from the project website and will choose a preferred option. Please submit your comments by June 9 so your input can be incorporated.

The preferred option will be studied and designed in more detail.

Right-of-way purchases are planned to begin in 2033.

Construction is not yet funded, but ODOT is looking into short-term improvements that can help sooner.

Thank you