

# **US-75 Corridor Study**

## **Okmulgee County Line to 151<sup>st</sup> Street (SH-67)**

### **Tulsa County JP 35461(04)**

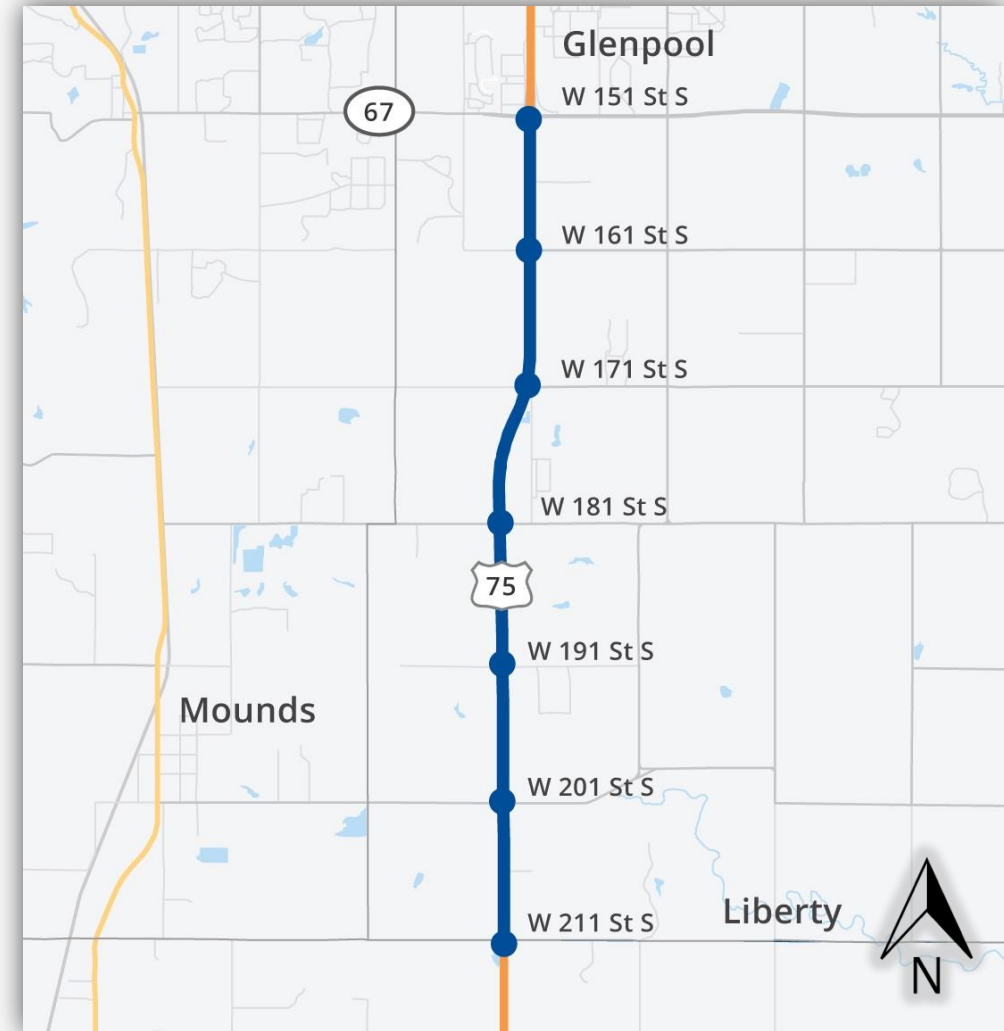
# **Open House Presentation**

**May 26, 2026**



# Project Overview

- **Study Limits**
  - US-75 from Okmulgee County Line (north of 211<sup>th</sup> Street) to 151<sup>st</sup> 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 151<sup>st</sup> Street
- **Purpose and Need**
  - Purpose is to improve safety and traffic flow
  - Need related to collision history and anticipated traffic volume growth



# Goals of Open House



Present the Results of the Study



Seek Input Regarding Proposed 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**

# Existing Conditions (Roadway)

2 of 3

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**Existing US-75 At-Grade Intersections**

# Existing Conditions (Roadway)

3 of 3

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**Existing US-75 Driveway Connections**

# 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 191<sup>st</sup> Street



Looking Northwest at 151<sup>st</sup> Street

# Existing Conditions (Land Use)

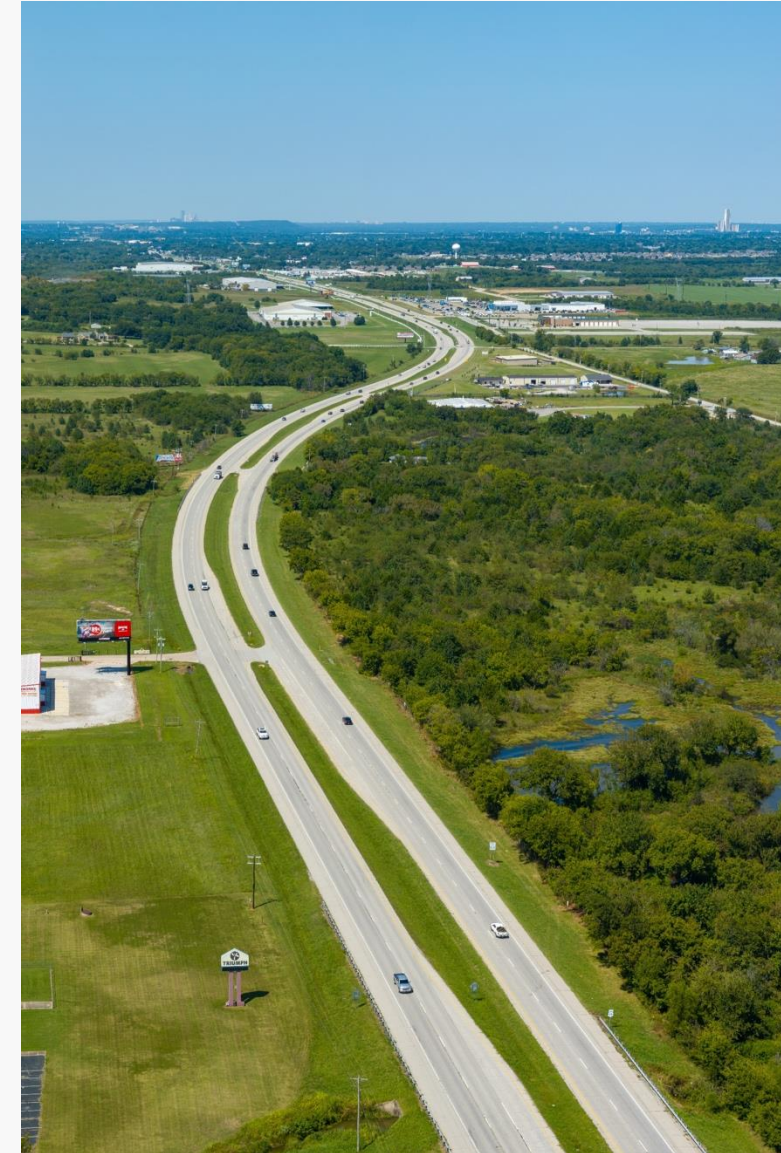
2 of 2

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



# Existing Conditions (Environmental)

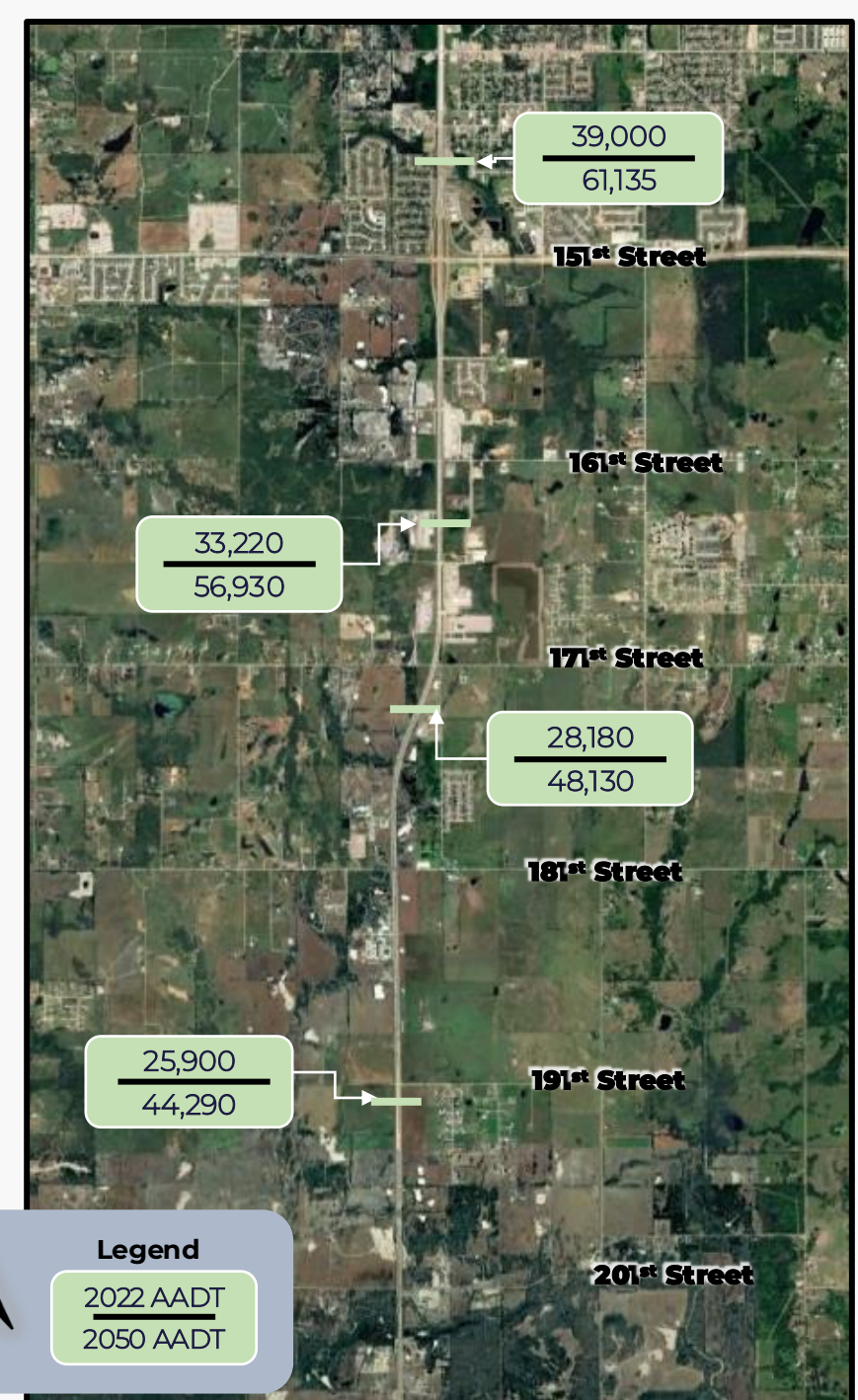
- Reviewed desktop data supplemented by “windshield” survey
  - Several stream crossings & parallel segments
  - Evidence of past oil & gas activity
  - Some properties with hazardous materials on site



# Existing Conditions (Traffic)

1 of 3

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

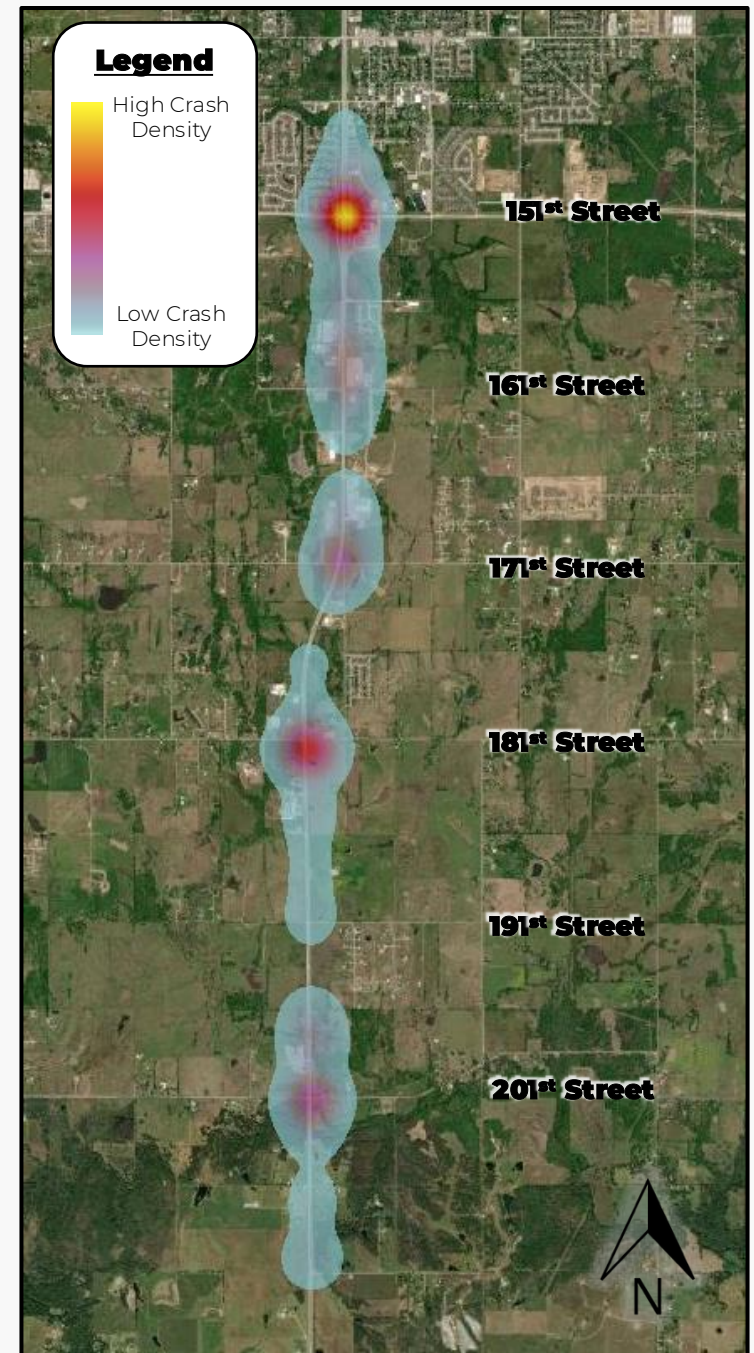
Unsignalized Intersections

<ul style="list-style-type: none"><li>• No congestion or queues</li><li>• Delay: <math>\leq 10</math> sec/veh</li></ul>		<b>LOS A</b>
<ul style="list-style-type: none"><li>• Little congestion</li><li>• Delay: <math>&gt; 10</math> or <math>\leq 15</math> sec/veh</li></ul>		<b>LOS B</b>
<ul style="list-style-type: none"><li>• Moderate congestion</li><li>• Delay: <math>&gt; 15</math> or <math>\leq 25</math> sec/veh</li></ul>		<b>LOS C</b>
<ul style="list-style-type: none"><li>• Approaching unstable flow with increasing congestion</li><li>• Delay: <math>&gt; 25</math> or <math>\leq 35</math> sec/veh</li></ul>		<b>LOS D</b>
<ul style="list-style-type: none"><li>• Unstable, congested condition</li><li>• Delay: <math>&gt; 35</math> or <math>\leq 50</math> sec/veh</li></ul>		<b>LOS E</b>
<ul style="list-style-type: none"><li>• Significant Congestion</li><li>• Delay: <math>&gt; 50</math> sec/veh</li></ul>		<b>LOS F</b>

# 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



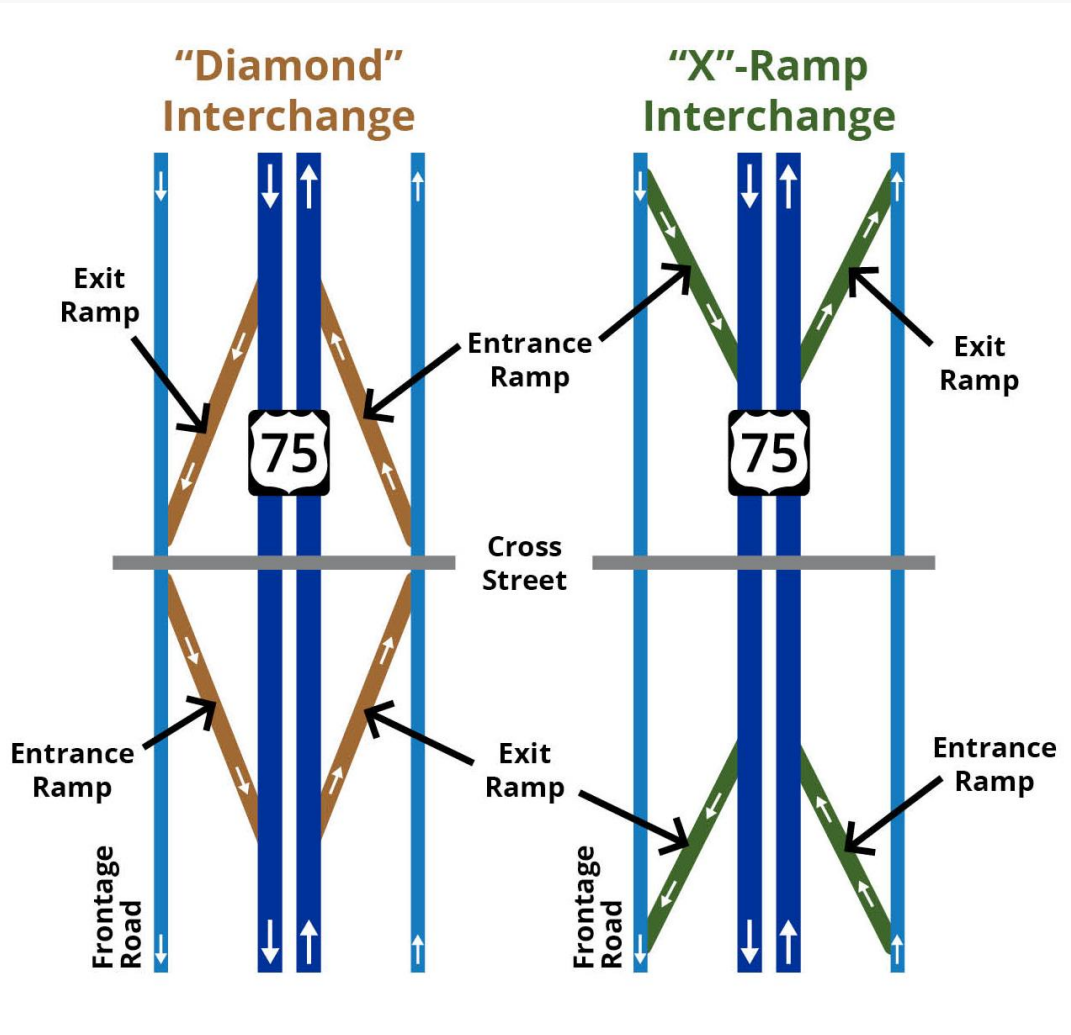
# Preliminary Study Process

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



## 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

# Preliminary Study Process

3 of 6

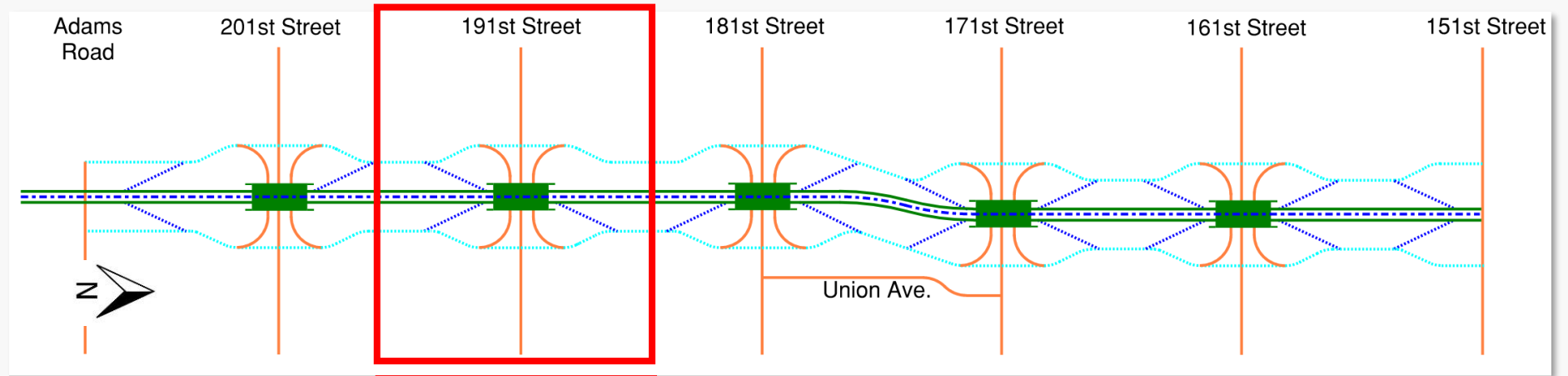
## Differences

- Interchange at 191<sup>st</sup> St (over or under US-75)
- How close the frontage roads are to US-75
- Alignment of US-75

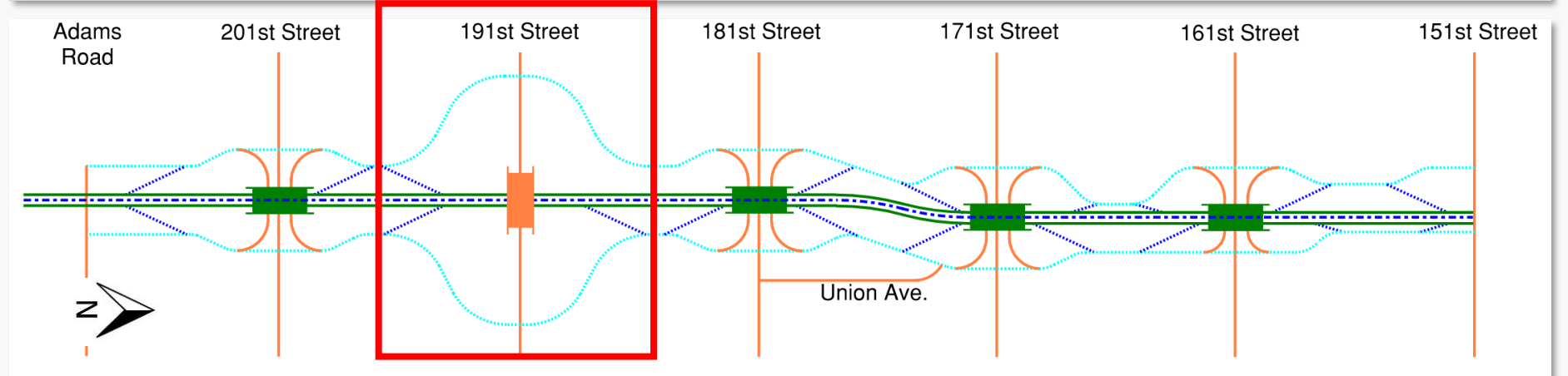
Legend	
	Proposed US-75
	Existing US-75 CL
	Minor Roads
	Frontage
	Ramps
	Bridge

US-75 and frontage roads are shifted ~25 feet west between 181<sup>st</sup> and 151<sup>st</sup> to minimize right of way.

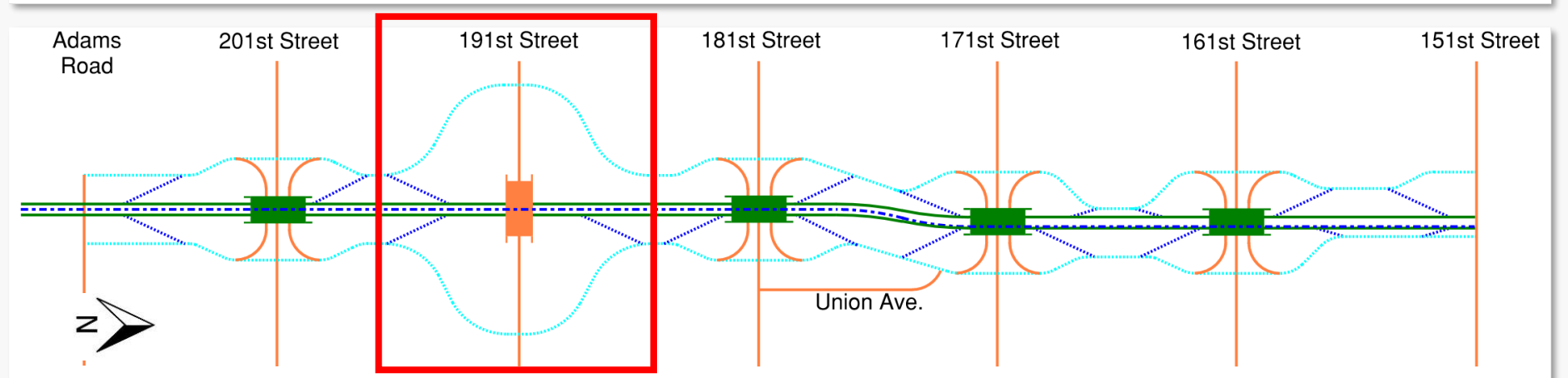
OPT. 1A



OPT. 1C



OPT. 2C



# Preliminary Study Process

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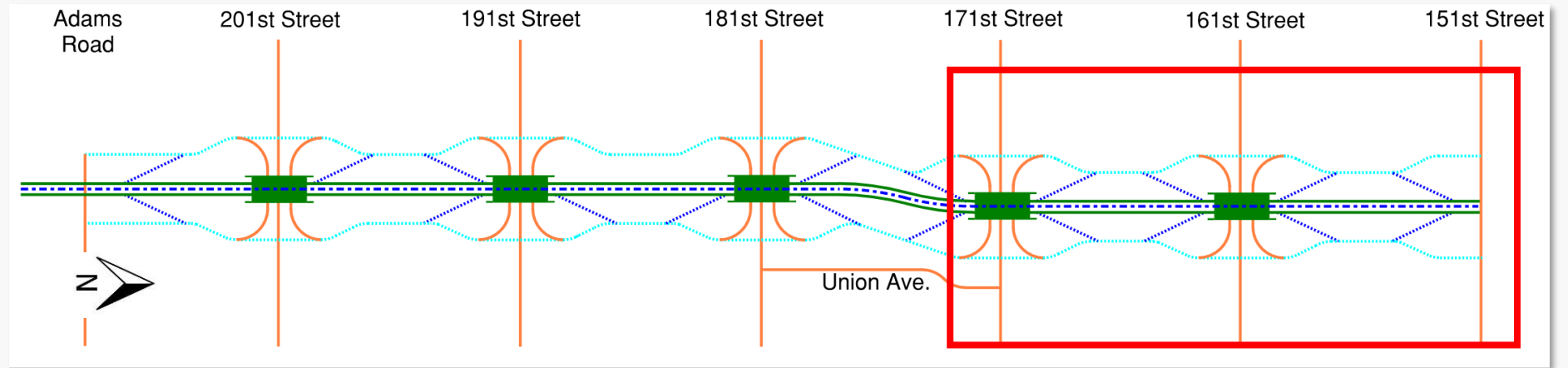
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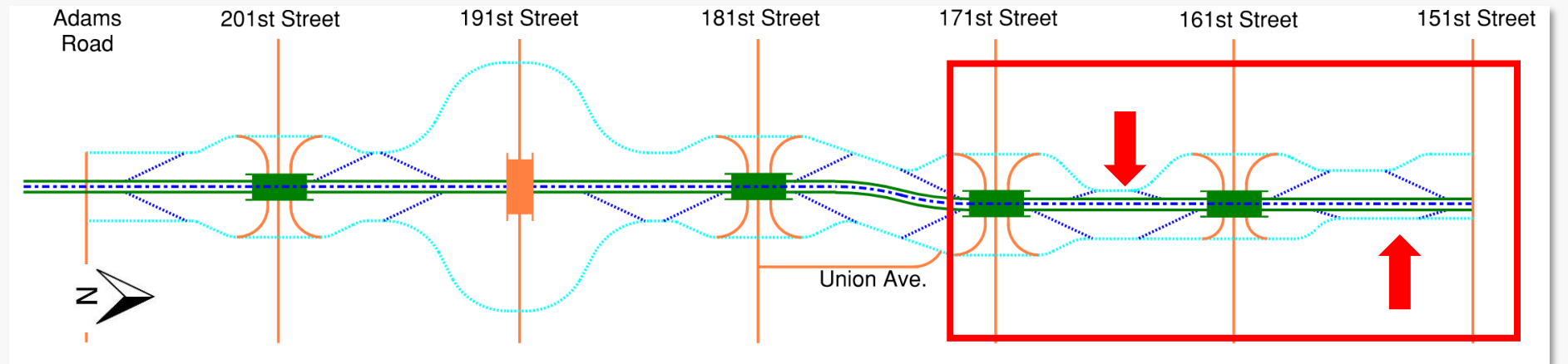
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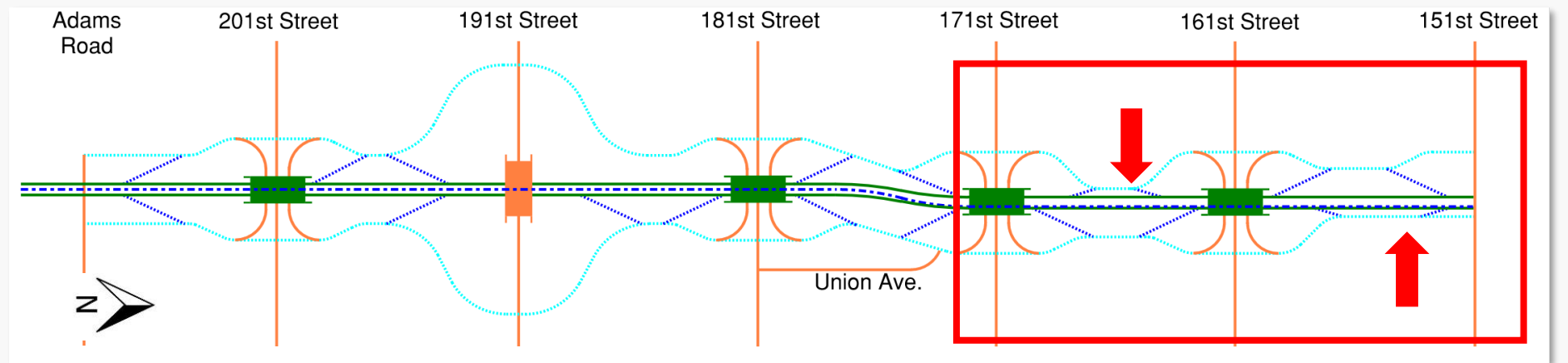
OPT. 1A



OPT. 1C



OPT. 2C



# Preliminary Study Process

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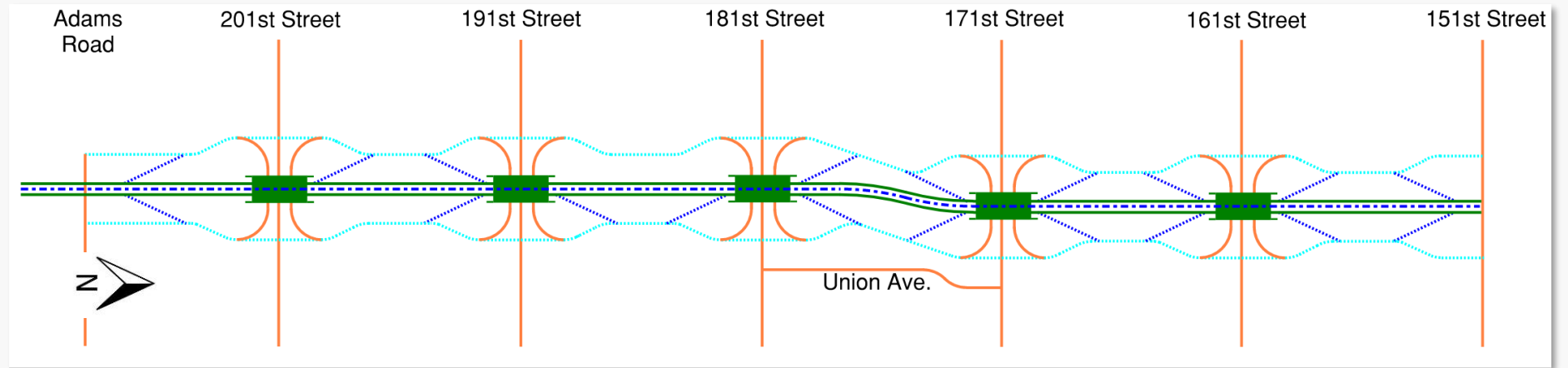
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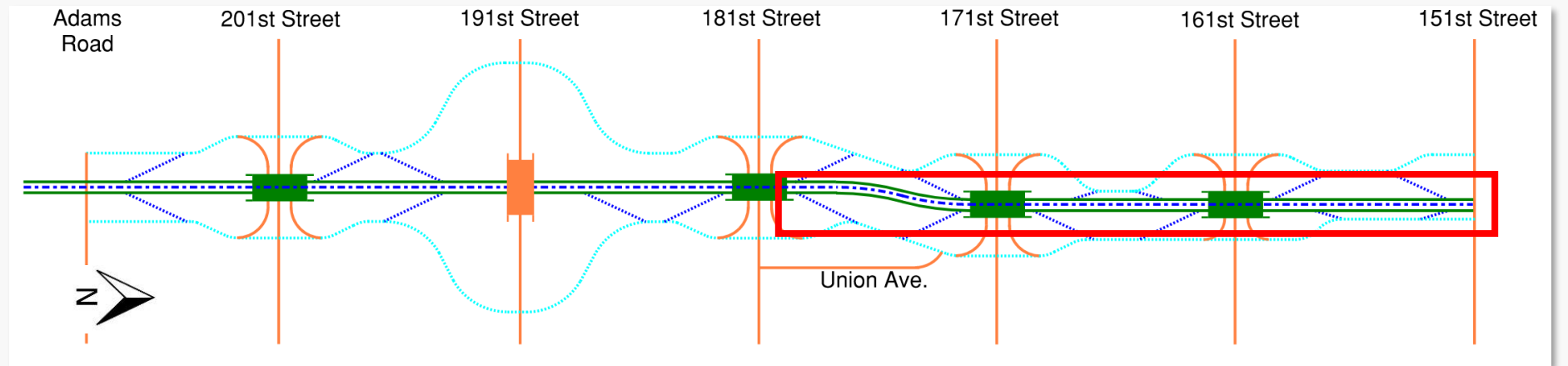
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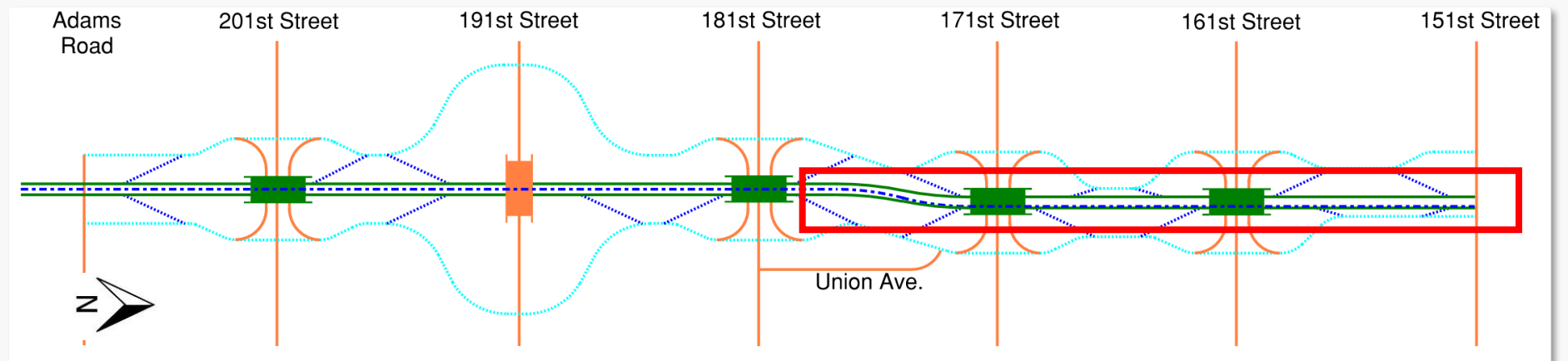
OPT. 1A



OPT. 1C



OPT. 2C



# Preliminary Study Process

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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

**Thank you**