



HISTORY

What is the History of the Project?

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1999

A Major Investment Study (MIS) was completed for the US-75 corridor from SH-67 (151st Street) to I-44 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 the 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.

2002

In 2002 ODOT prepared an Environmental Assessment (EA) for the US-75 corridor based on the functional plans. The EA evaluated widening of US-75 throughout the 10-mile corridor, including improved or new interchanges and frontage roads in certain locations. The EA included reconstruction of the I-44 interchange with several direct connection flyover ramps. The EA was approved by the Federal Highway Administration (FHWA) with a Finding of No Significant Impact (FONSI) on December 20, 2002. Since 2002, ODOT has completed interchange improvements on US-75 at W. 71st Street and W. 111th Street, along with associated widening of US-75.

Improvements to the 81st Street interchange are currently programmed for 2023.

2017

In 2017, ODOT completed a preliminary engineering study of the portion of I-44 from I-244 to the Arkansas River, which also included the I-44 and US-75 interchange. As part of the 2017 study, the design of the interchange was modified slightly from the 2002 EA to better accommodate new development in the area. The updated concept was presented at a public meeting in November 2017. More information on the 2017 public meeting can be found [here](#). The project was then divided into five Work Packages for final design and construction.

2018

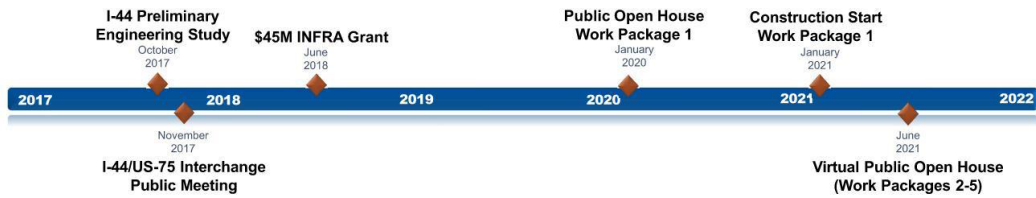
In 2018, ODOT received a \$45 million INFRA grant from the US Department of Transportation to construct Work Package 1. ODOT completed the design and presented Work Package 1 to the public at a public open house on January 30, 2020. More information on the 2020 public open house can be found [here](#). Work Package 1 began construction in January 2021 and includes:

- Widening of I-44 from 4 to 6 lanes between Union Avenue and the TSU Railroad bridge
- Replacement of the bridges on US-75 over I-44 and over Mooser Creek
- Replacement of the bridge on Union Avenue over I-44
- Reconstruction of the existing loop ramps to match the new highway grades
- Construction of bridge piers for future interchange flyover ramps

The design of Work Packages 2-5 has been completed concurrently so that ODOT may begin right-of-way acquisition for the remainder of the interchange. This virtual open house presents the preliminary right-of-way plans for Work Packages 2-5. Construction of the remaining work packages will be completed in phases, and additional public meetings will be held as these projects advance towards construction. Details of construction sequencing and closures/detours will be

presented at future meetings. More information about the proposed right-of-way and construction schedule is included in this virtual public open house.

Project History



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