



Gilcrease Expressway, I-44 North to Edison Street

Purpose of Meeting

The purpose of this meeting is to present the proposed Gilcrease Expressway project from I-44 north to Edison Street in Tulsa County, and get public input to assist the Oklahoma Turnpike Authority (OTA) with updating the environmental review of the project and to move forward with construction.

Project Background

The Gilcrease Expressway was originally conceived in the 1950s as an outer loop around the City of Tulsa. The corridor first appeared in area transportation plans in the early 1960s, and a large portion of the Gilcrease Expressway on the north side of Tulsa has been completed over the past 50 years. The portion of the Gilcrease Expressway from I-44 to Edison Street is one of two remaining projects needed to complete the loop. The project was the subject of an Environmental Assessment (EA) completed by the City of Tulsa in 2000. The EA defined the location and type of highway to be constructed, and discussed the need for the project as well as the potential impacts.

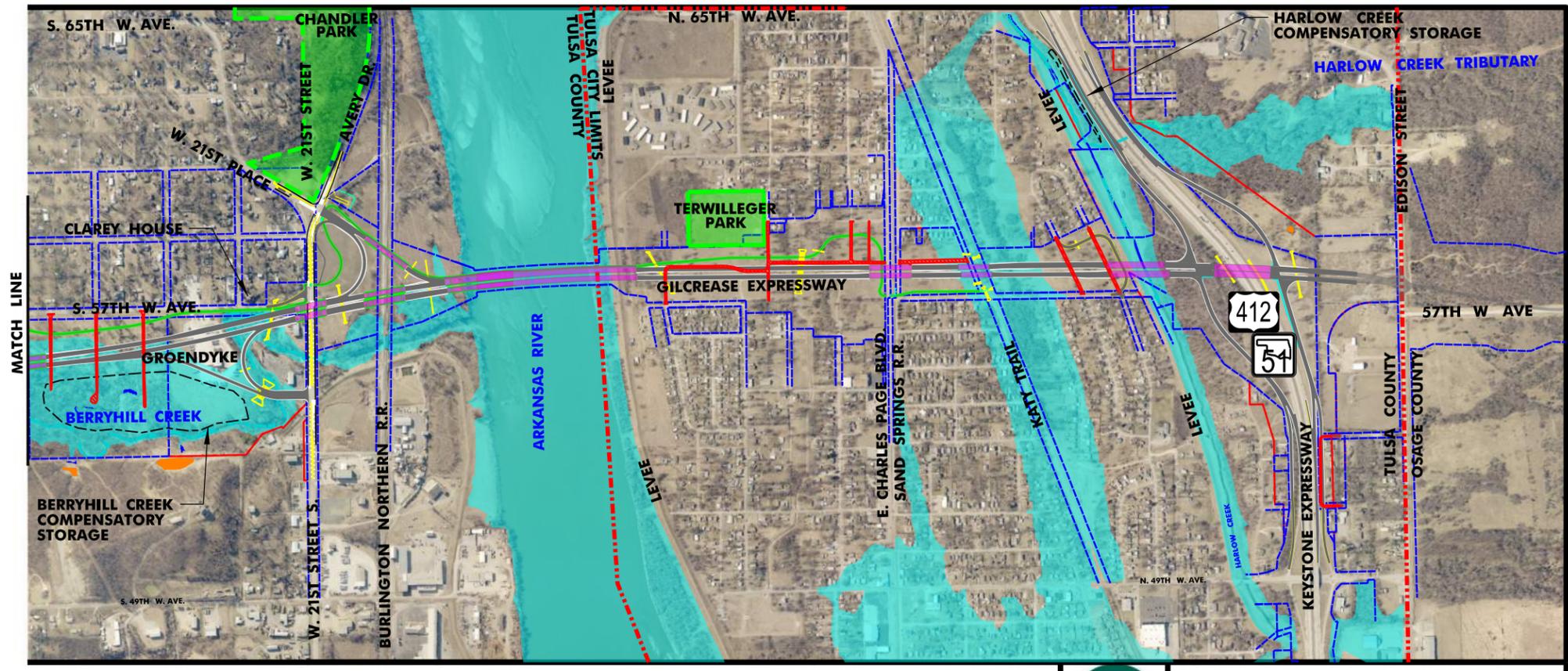
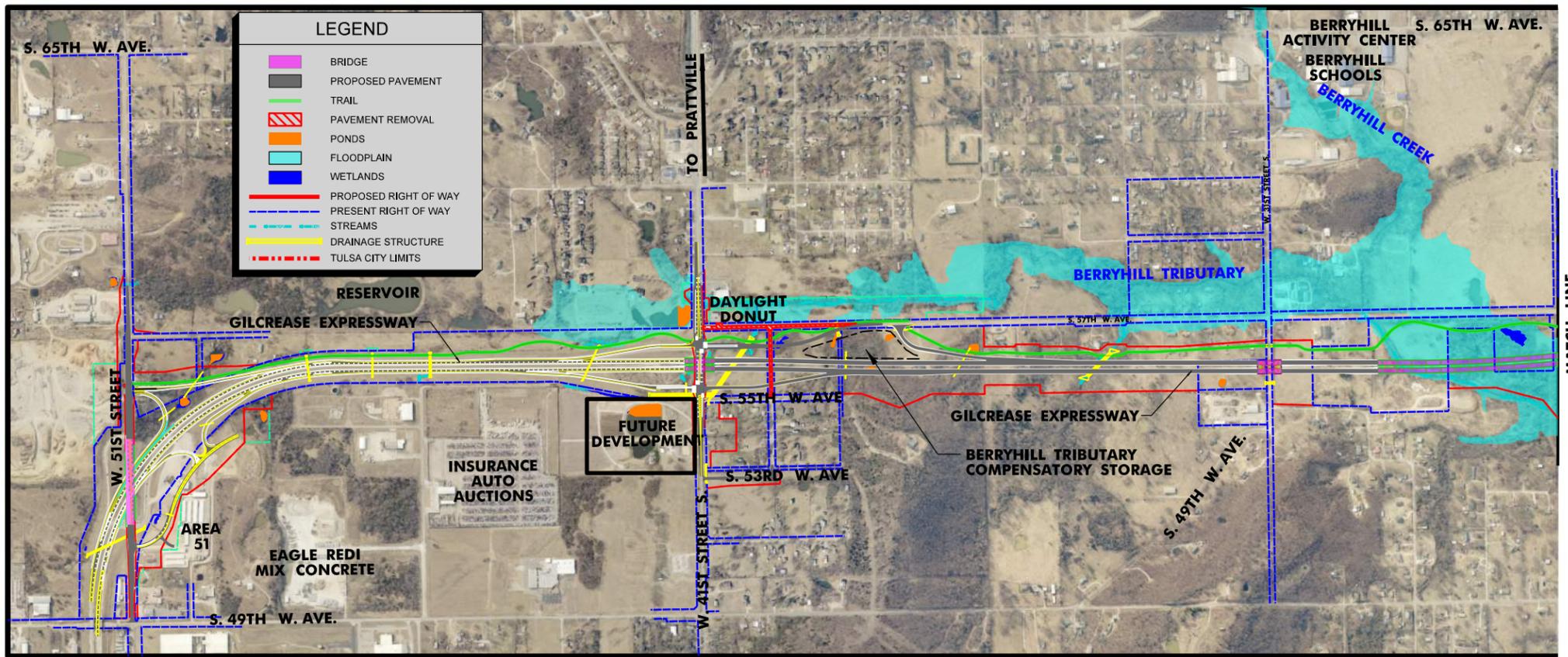
In 2017, the Oklahoma Turnpike Authority (OTA) agreed to include the Gilcrease Expressway from I-44 to Edison Street as part of the Driving Forward Program, a major initiative to expand and improve the safety of Oklahoma's transportation system. Including the Gilcrease Expressway in the Driving Forward Program means OTA will be able to complete the project in a shorter time frame. The Gilcrease Expressway will continue to be a partnership of several agencies, including the Oklahoma Department of Transportation, the Federal Highway Administration, the City of Tulsa, Tulsa County, and the Indian Nations Council of Governments.

The OTA is currently completing the design and property acquisition for the project. The OTA will update the 2000 EA to identify how the project has changed, and any new or changed environmental conditions. Changes to the project since 2000 include elimination of the proposed interchanges at W. 31st Street and at Charles Page Boulevard. Also, this portion of the Gilcrease Expressway will be a tolled facility, similar to other turnpikes. The updated EA will include commitments to reduce impacts as much as possible as the project moves into construction.



Project Description

The project will begin where the existing Gilcrease Expressway connects to I-44 just south of W. 51st Street S., and will end just north of US-412 at Edison Street. The project will construct a new four-lane highway. The two directions of traffic will be separated by a 48-foot center median with safety cable barrier. Interchange access will be provided at W. 51st Street, W. 41st Street, W. 21st Street, and US-412. The project also includes a 10-foot-wide multi-use trail that will begin at W. 51st Street and connect to the existing Katy Trail on the north side of the Arkansas River. Highway lighting will be provided for the entire length of the project.



PRELIMINARY PROPOSED GILCREASE EXPRESSWAY

0 150 300 450 600
SCALE

PROPOSED TYPICAL SECTION



4-Lane Typical Section

Typical includes: four 12-foot driving lanes, two 10-foot outside shoulders, two 4-foot inside shoulders, 48-foot grass center median with cable barrier and a 10-foot multi-purpose trail

PROJECT INFORMATION SUMMARY

- Total Estimated Cost of this project: **\$300 Million**
- Construction is expected to start in: **Winter 2018/2019**
- 2020 Average Annual Daily Traffic (AADT): **26,000 Vehicles a day**
- 2045 Estimated AADT: **34,400 Vehicles a day**
- Local roads are expected to remain open to traffic for the majority of the construction duration.



PLEASE PROVIDE YOUR COMMENTS BY MARCH 1, 2018

For more information about the project

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