



Welcome!

February 15, 2018

Public Meeting

Gilcrease Expressway – I-44 to Edison Street

Tulsa County



Introductions and Agenda

1. Presentation

Tim Gatz

OTA Driving Forward Program

Kirsten McCullough, AICP, RPA

Project History and Status

Environmental Studies

Nick Braddy, P.E.

Project Design & Overview

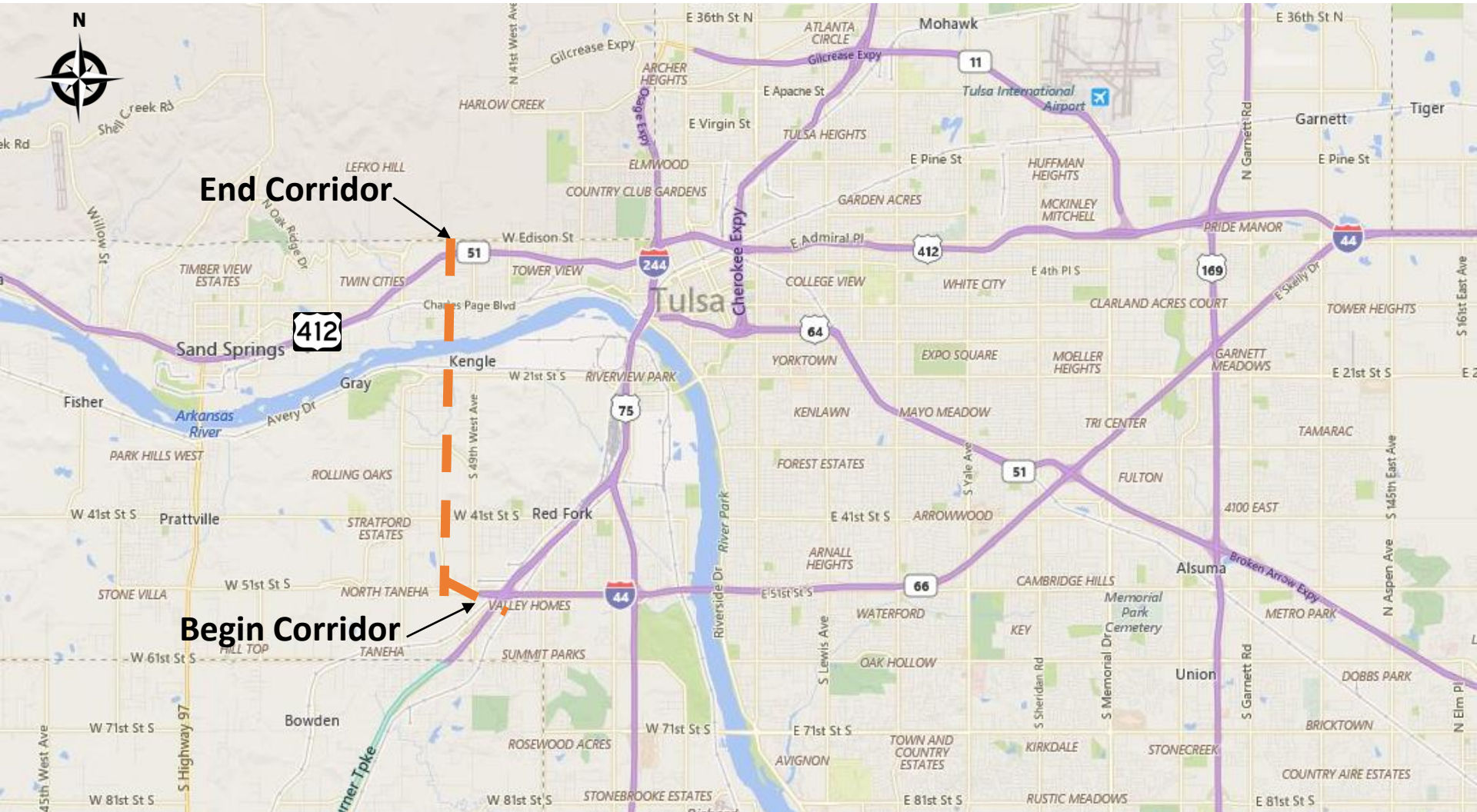


2. General Question/Answer Session

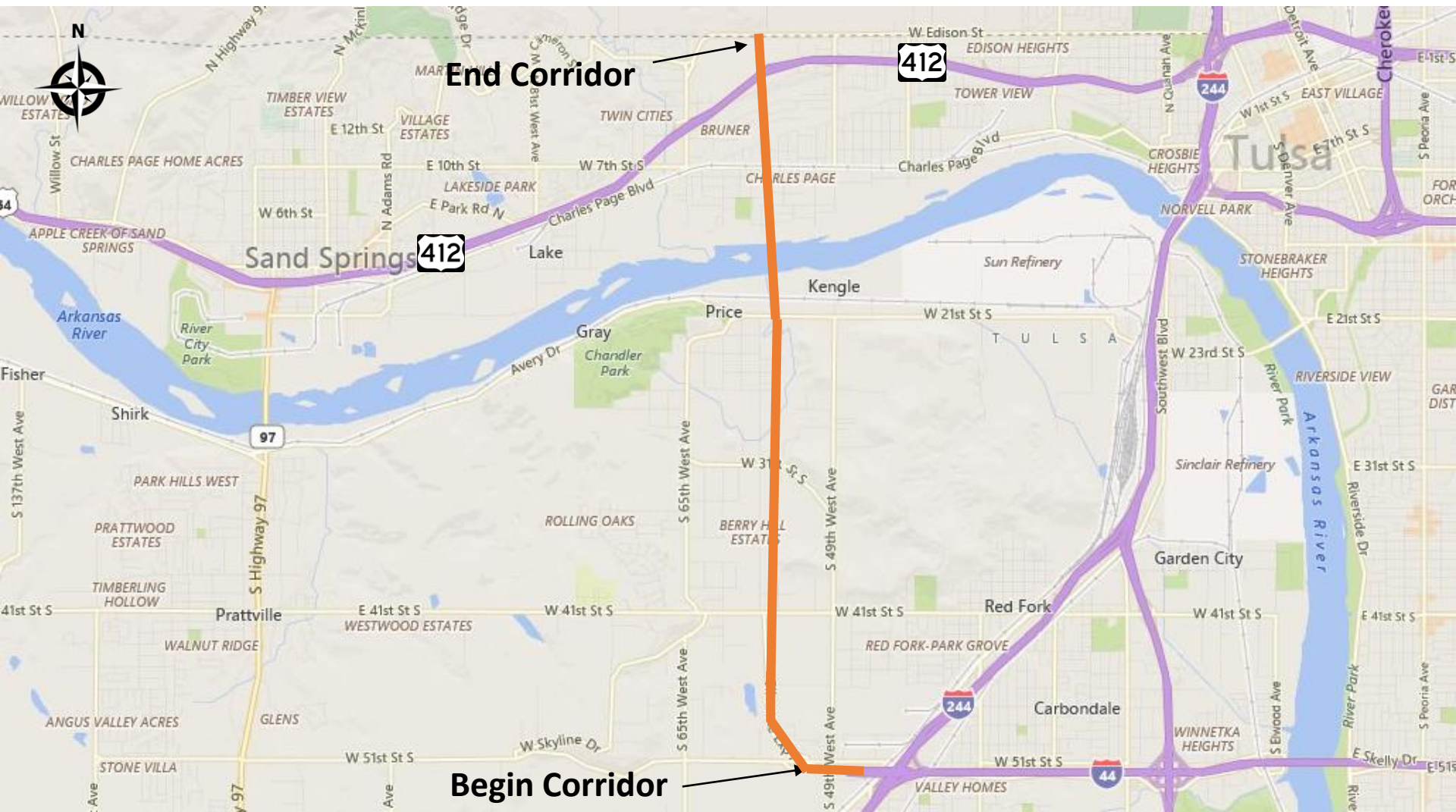
3. Information Stations

What is the Purpose of the Meeting?

To Update the Public on the Status of the Gilcrease Expressway Project and Gather Input



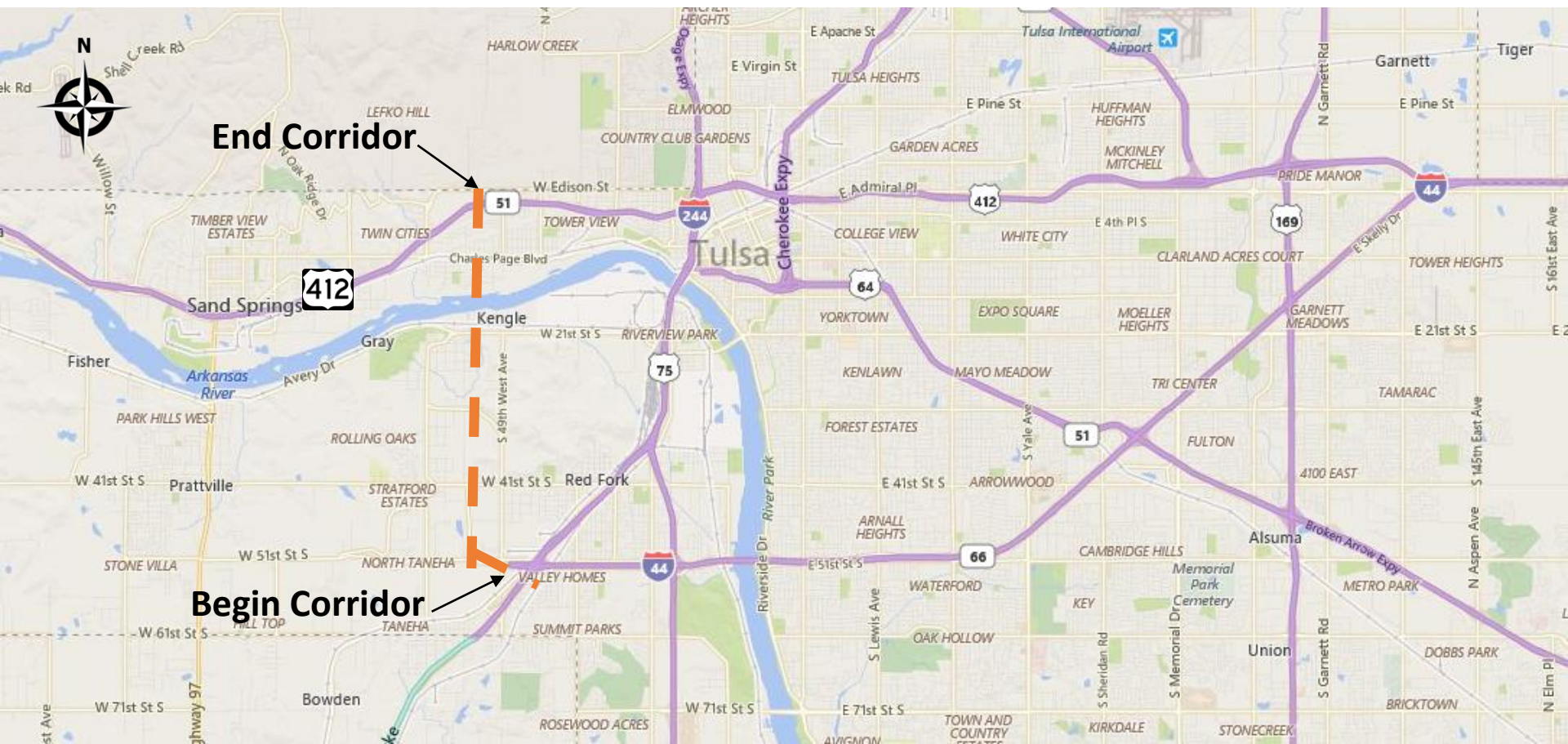
To Update the Public on the Status of the Gilcrease Expressway Project and Gather Input



What is the Purpose of the Project?

■ Transportation Choice

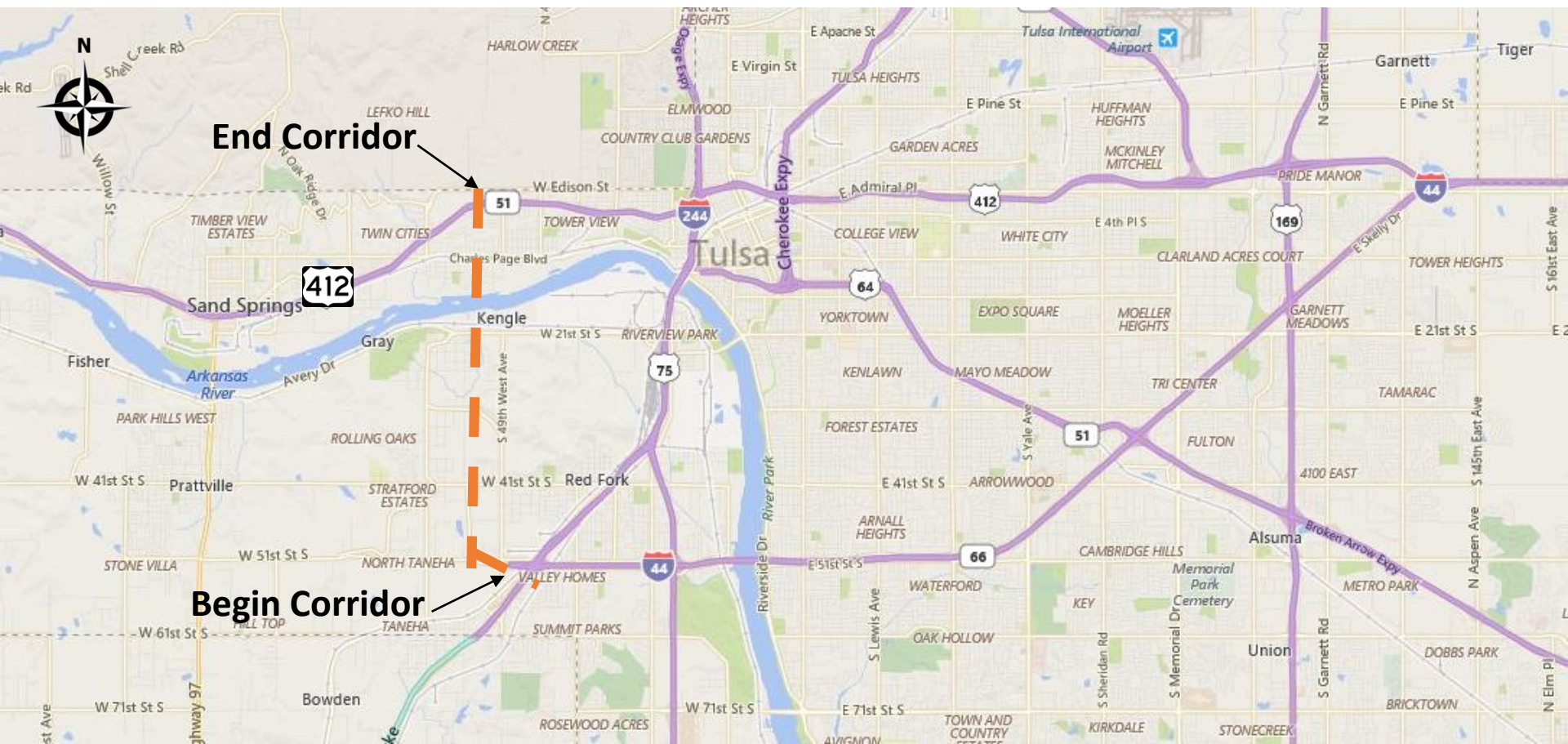
- Lack of Highways and River Crossings Limit Mobility in West Tulsa
- Provides an Alternative to US-412/I-244/I-44
- Provides Additional Opportunity for Bicycle/Pedestrian Travel



What is the Purpose of the Project?

■ Resource Efficiency

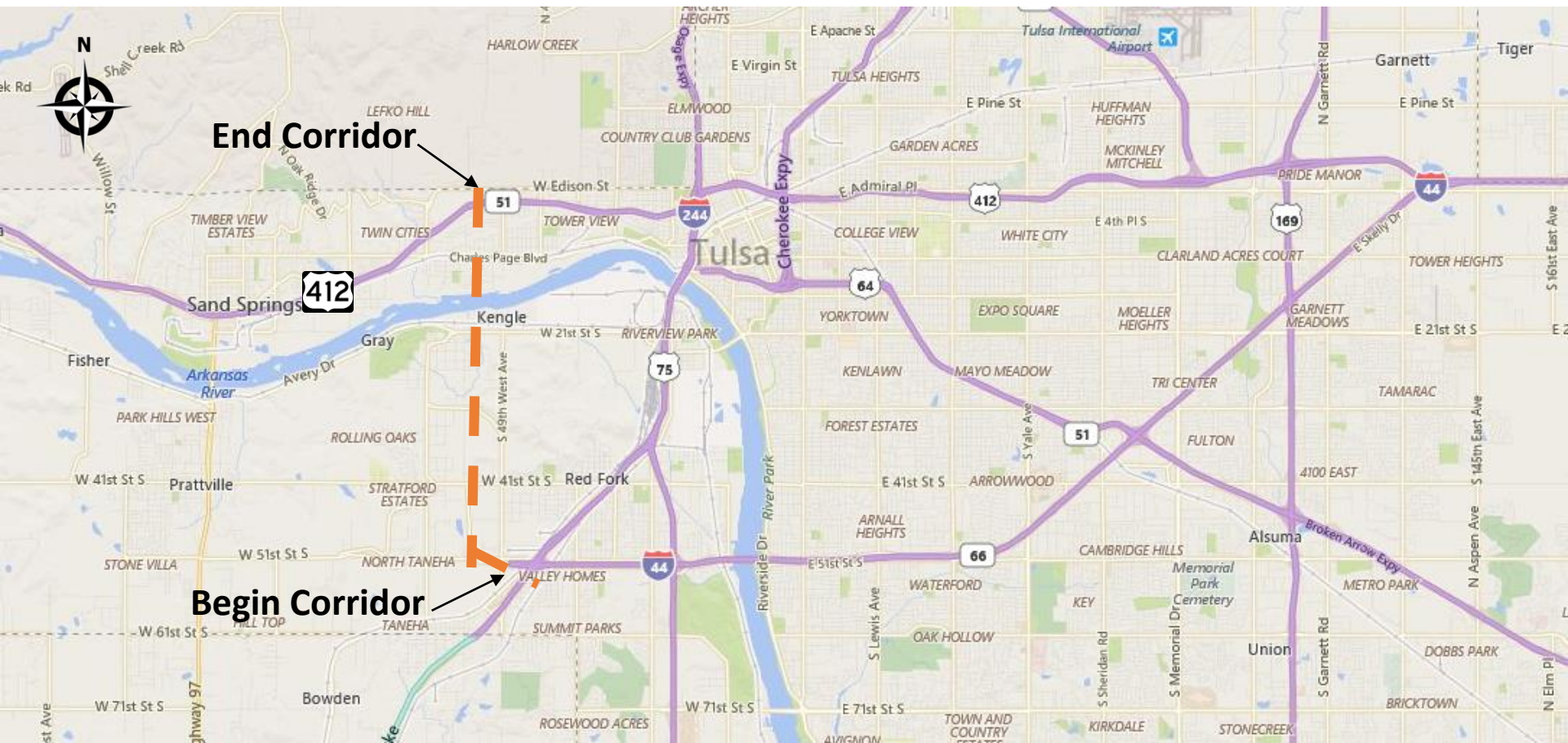
- Rebalance Area Traffic and Relieve Burden on Other Highways
- Existing Network Funnels Traffic to Downtown
- Provides an Alternative to Downtown Routes



What is the Purpose of the Project?

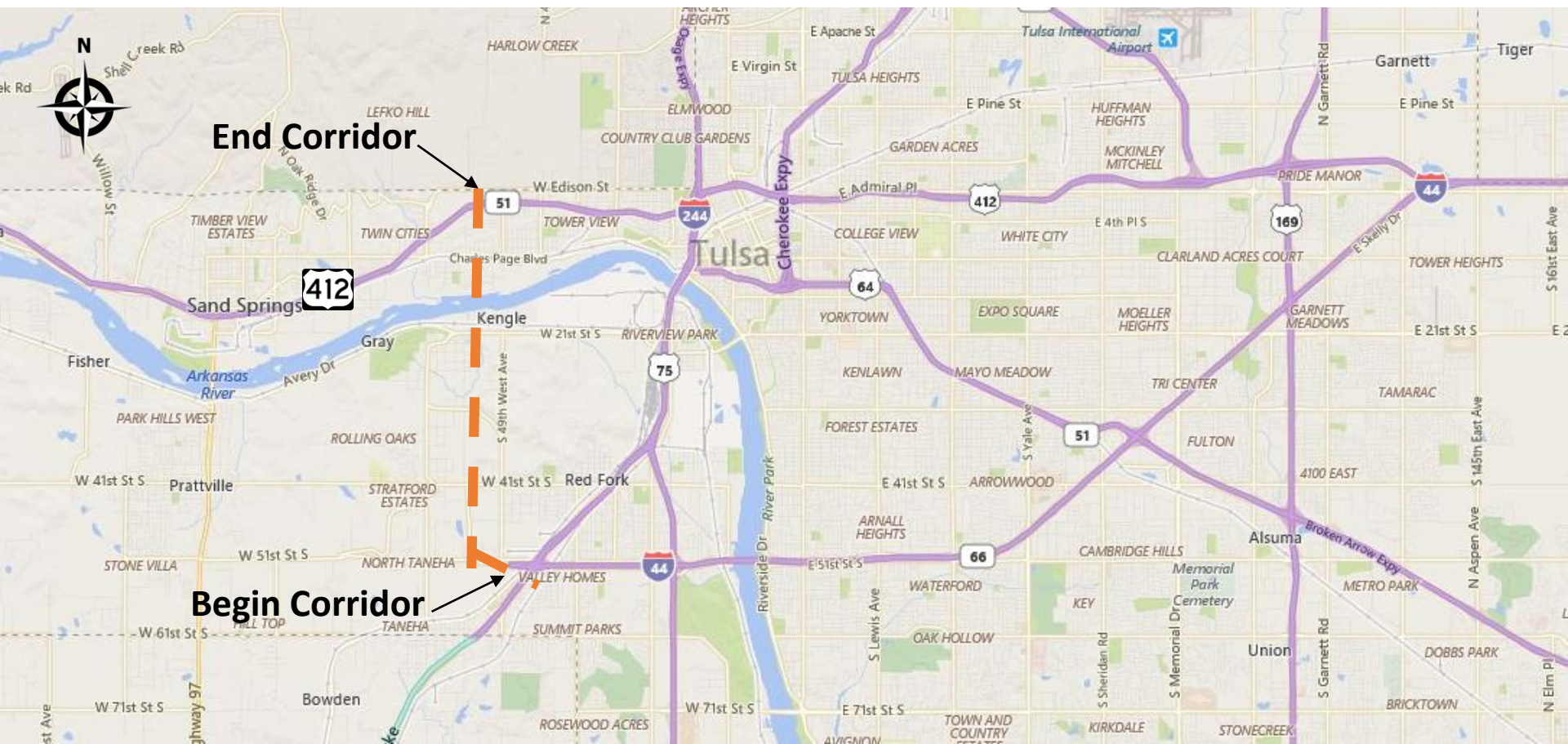
■ Access

- Continuation of an Outer Loop around Tulsa
- Provide Additional River Crossing and Access to Jobs, Activities, and Services
- Better Access to West Tulsa Destinations



What is the Purpose of the Project?

- **Economic Opportunity – Efficient Movements of Goods & People**
- **Safety**
 - Existing Highways Experience High Accident Rates
 - Provide a Relief Route to Reduce Congestion and Accidents on Other Crowded Highways

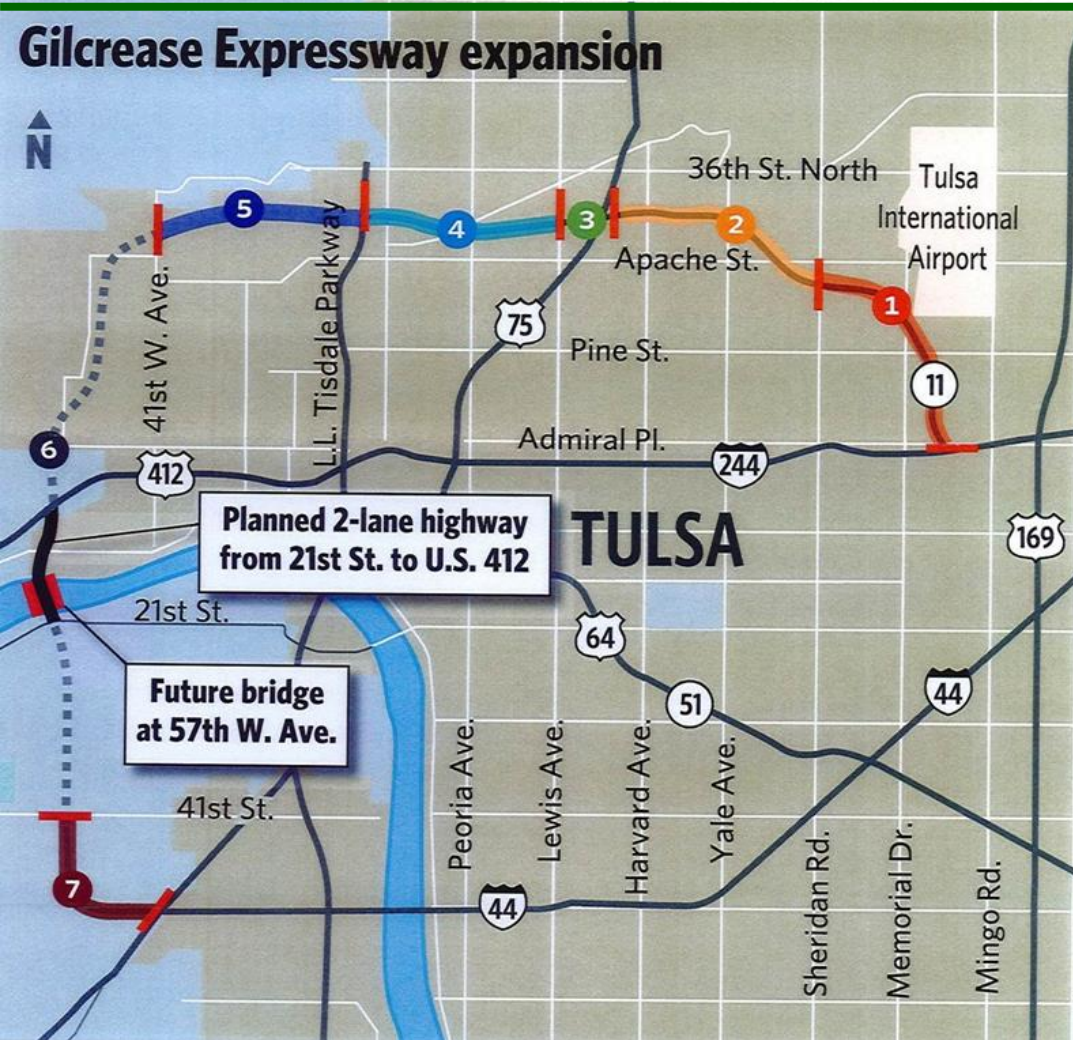


- **Gilcrease Expressway Has Been Included in Area Plans since the 1960s**



NOTE: CONCERNING APPROVAL FOR
FEDERAL PARTICIPATION IN
THE NUMBER OF LANES, REFER
TO PAGE 15 OF THE NARRATIVE

Project History



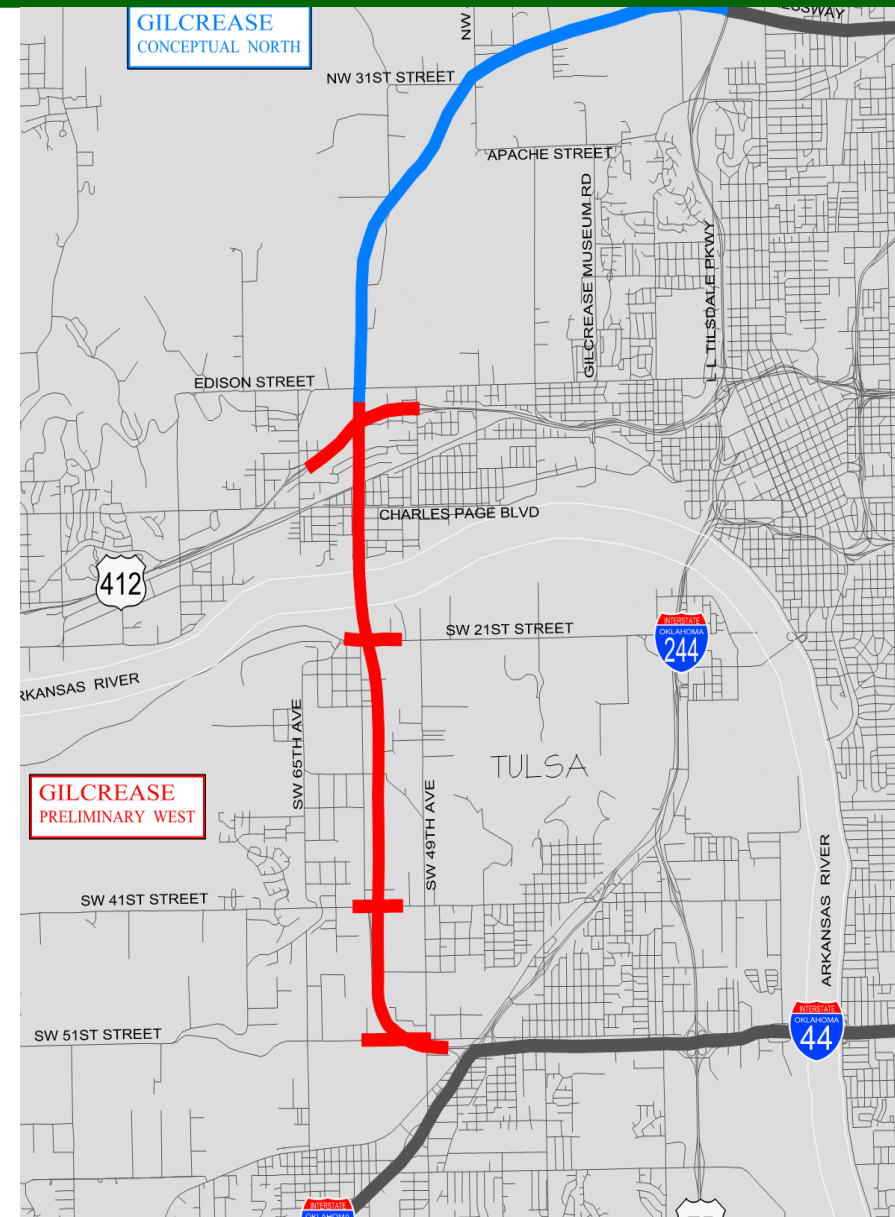
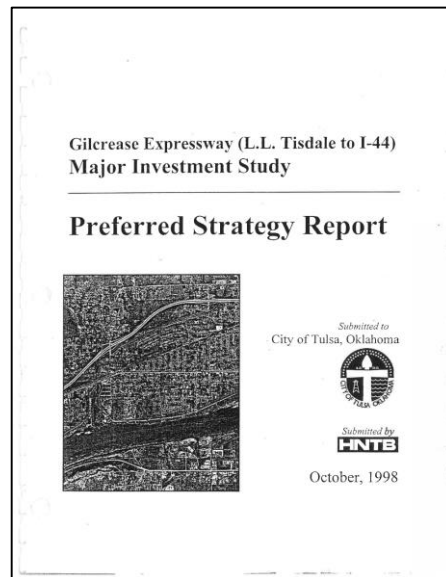
- 1 From I-244 to Sheridan Road. 2.4 miles. Completed 1970.
- 2 Sheridan Road to US 75. 2.7 miles. Completed 1988.
- 3 Full interchange reconstruction to Lewis Avenue. 0.5 miles. Completed 2001
- 4 Lewis Avenue to L.L. Tisdale Parkway. 2.3 miles. Completed 2008.
- 5 From L.L. Tisdale Parkway to 41st West Avenue. 2.3 miles. Construction started in early 2010 and will be completed by spring of 2013.
- 6 From 41st West Avenue to 41st St. South. 6.7 miles.
- 7 From 41st St. South to I-44 at 51st St. South. Now consists of two-lane road on a four-lane right-of-way. 2 miles. Completed by late 1980s

Approximately Half of the Gilcrease Expressway has Been Constructed Since the 1960s

Project History

■ Major Investment Study Completed by City of Tulsa in 1998 (I-44/244 to L. L. Tisdale Expwy)

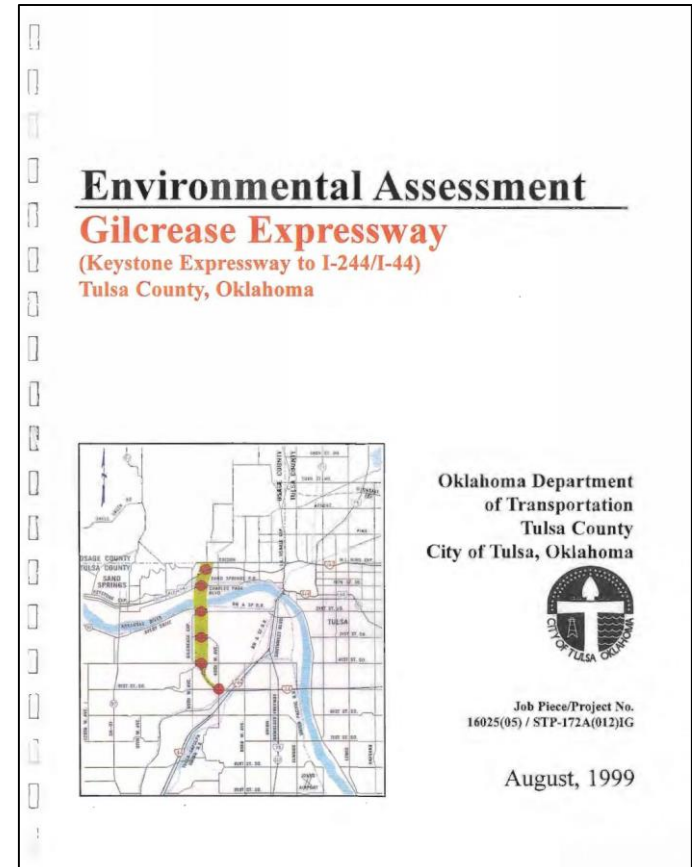
- Investigated Improvement Strategies for West Tulsa Transportation
- Involved Federal, State, Local Agencies and the Public
- Recommended Continuing Planning and Development of the Gilcrease Expressway & Identified the Corridor



Project History

■ Environmental Assessment (EA) Completed by City of Tulsa in 2000 (I-44 to Edison Street)

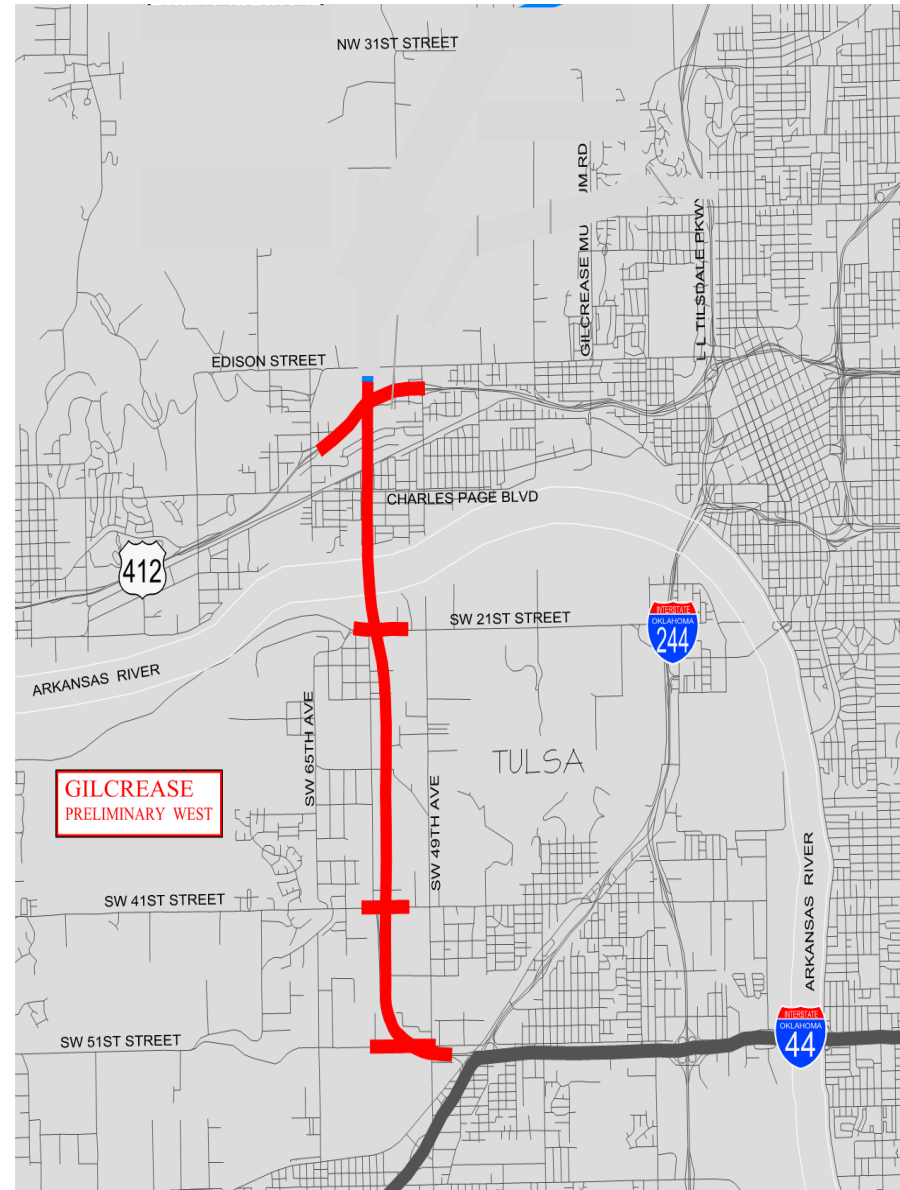
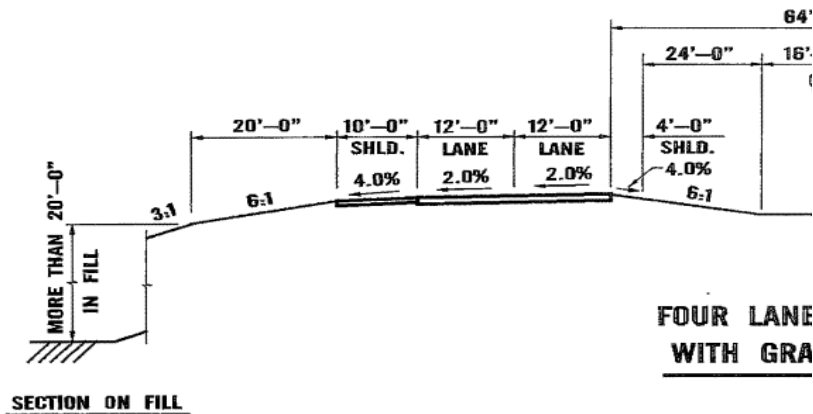
- Identified Preferred Alignment and Typical Section (4-Lane Divided with Limited Access) with Interchanges at 1-Mile Intervals
- Identified Impacts to the Community and the Environment
- Robust Program of Public Involvement
- Approved by FHWA – Allowed Expenditure of Federal Dollars



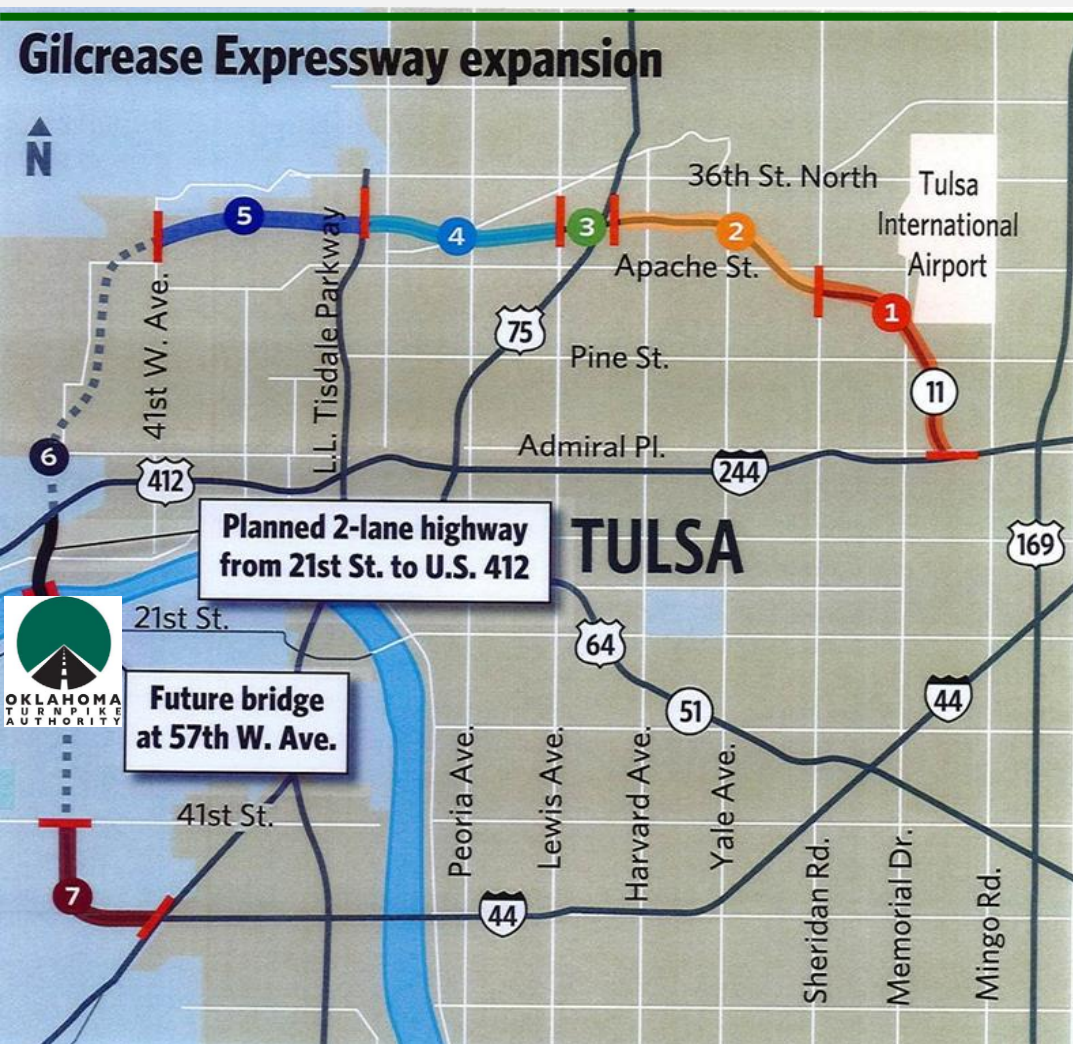
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Project History

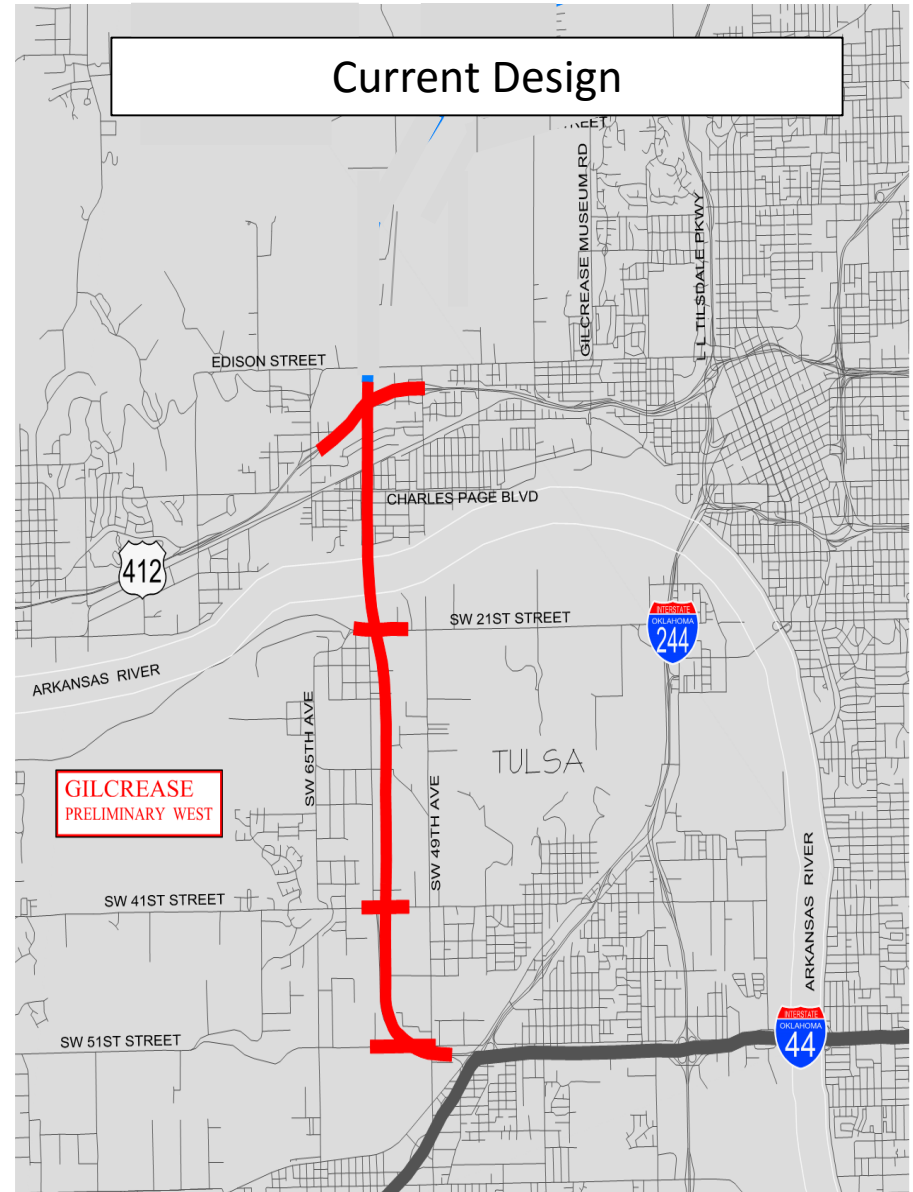
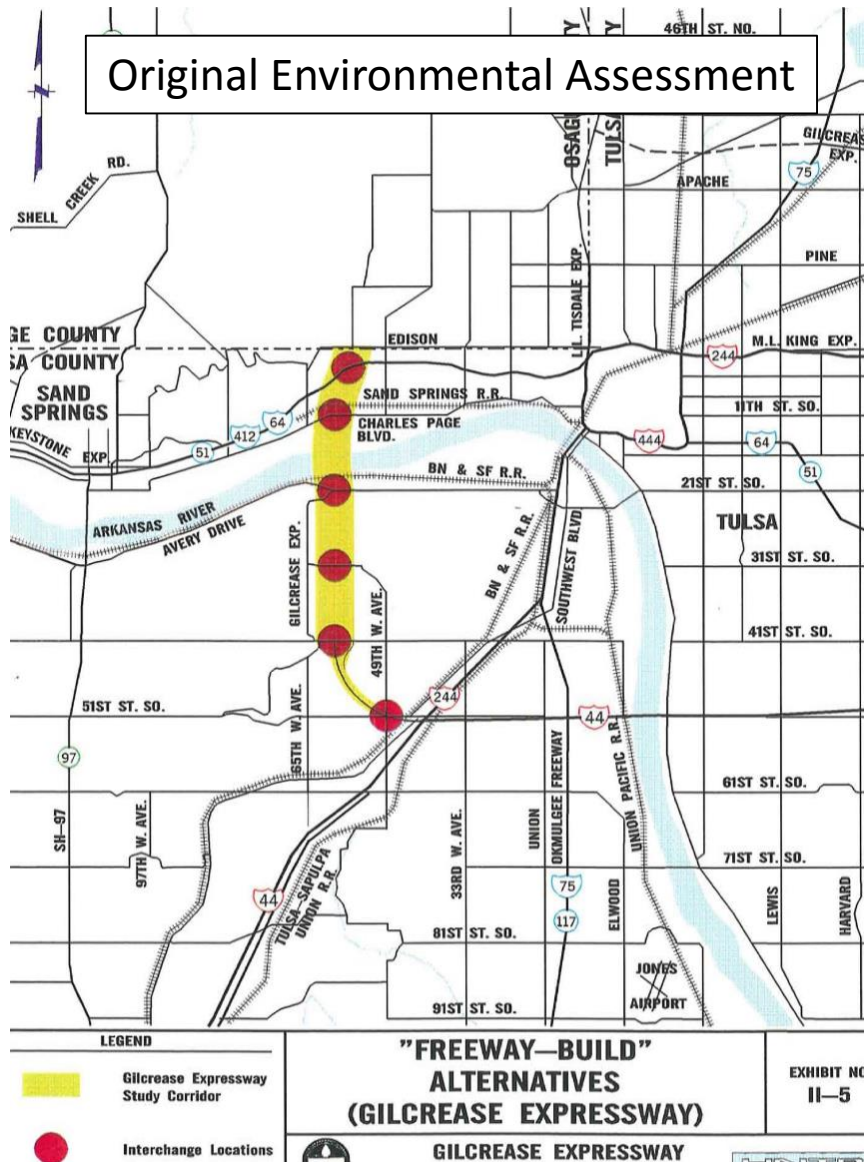


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In March 2017 the Oklahoma Turnpike Authority Board Approved the Addition of the Gilcrease Expressway (I-44 to Edison Street) to the Driving Forward Program

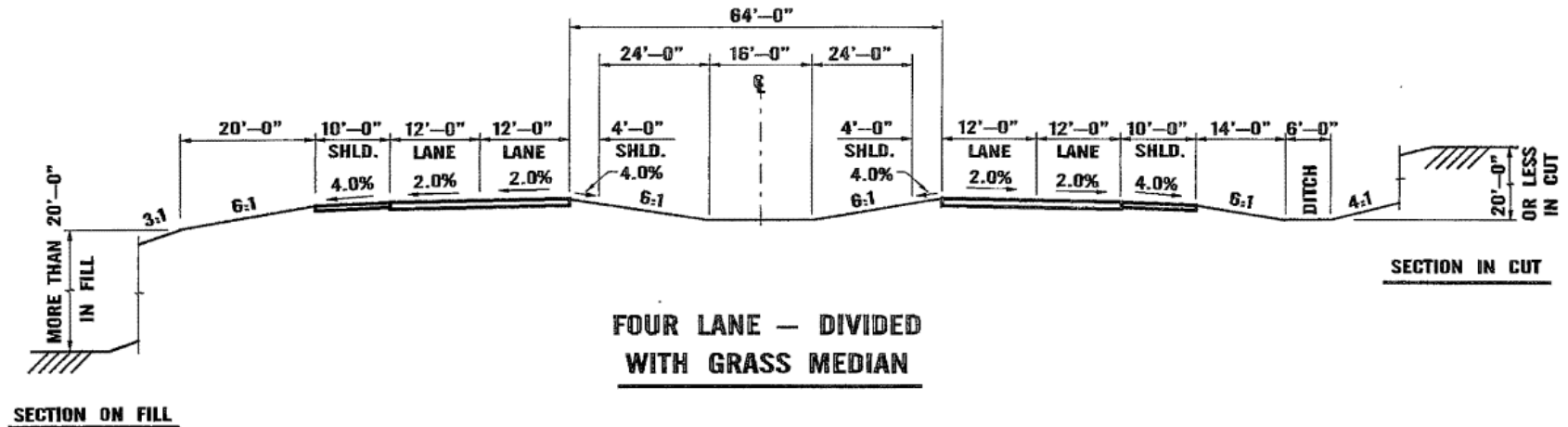
- OTA Will Complete Design, Property Acquisition, and Construction in Just a Few Years
- OTA Will Operate the Gilcrease Expressway as a Turnpike (Toll Road)

What Has Changed from the 2000 EA?

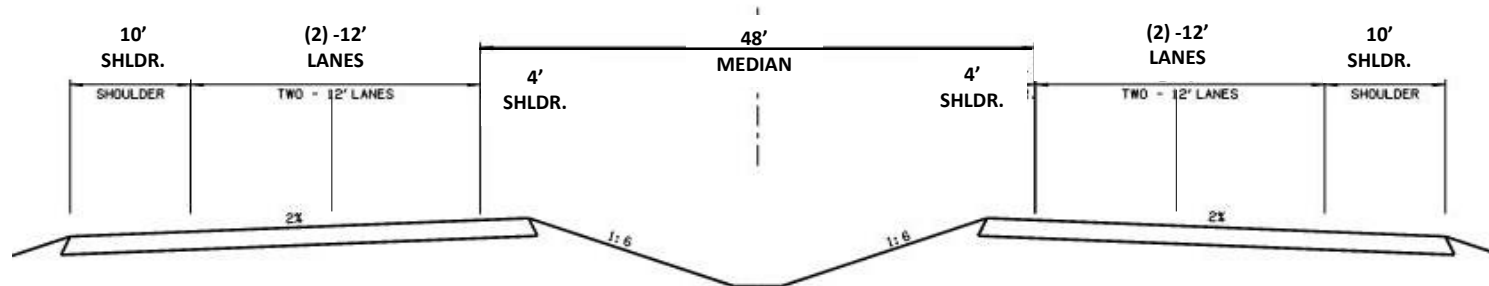


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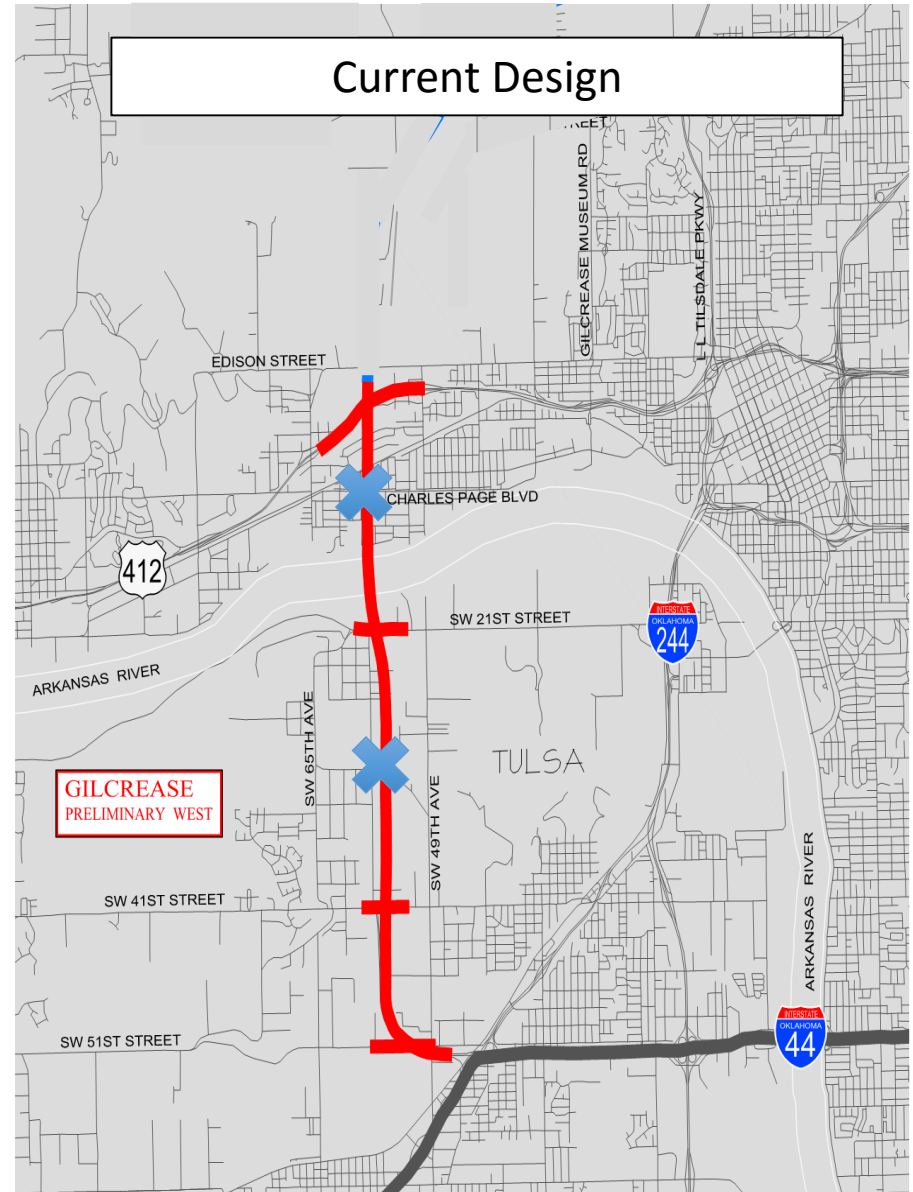
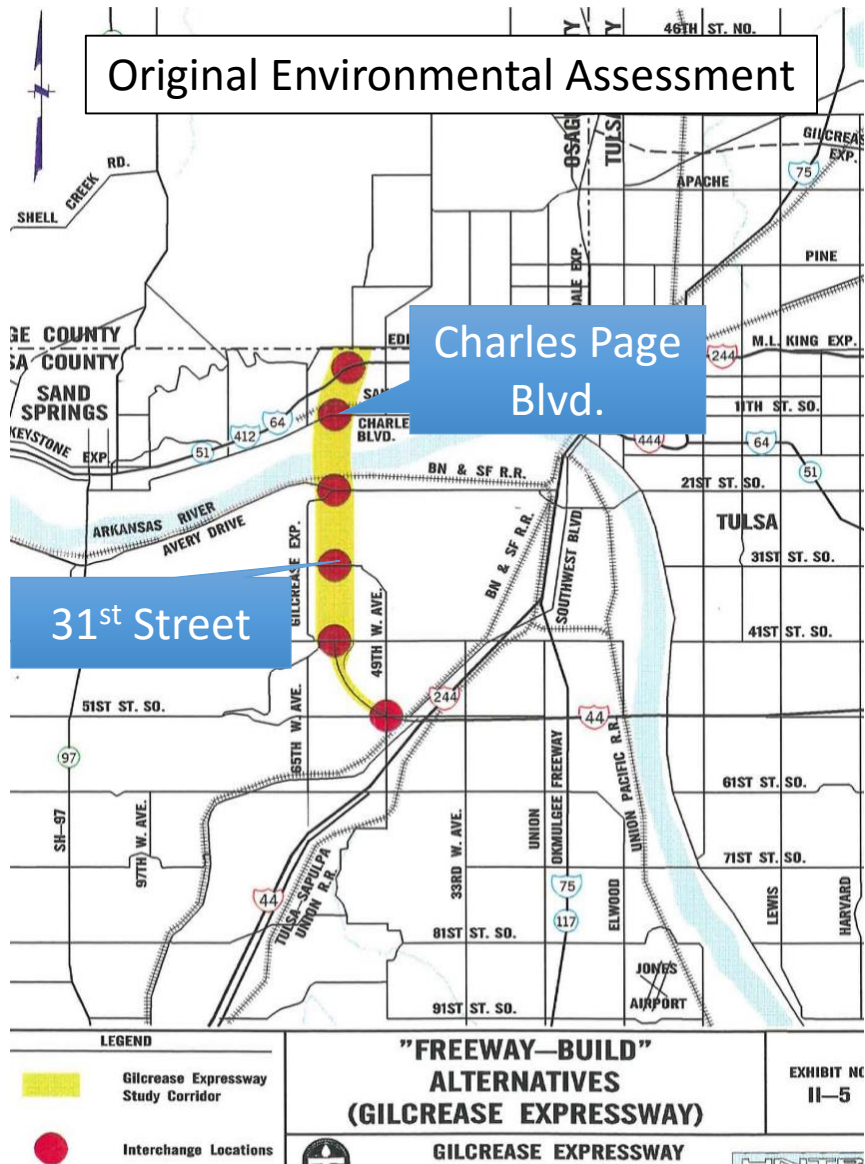
Original Environmental Assessment



Current Design

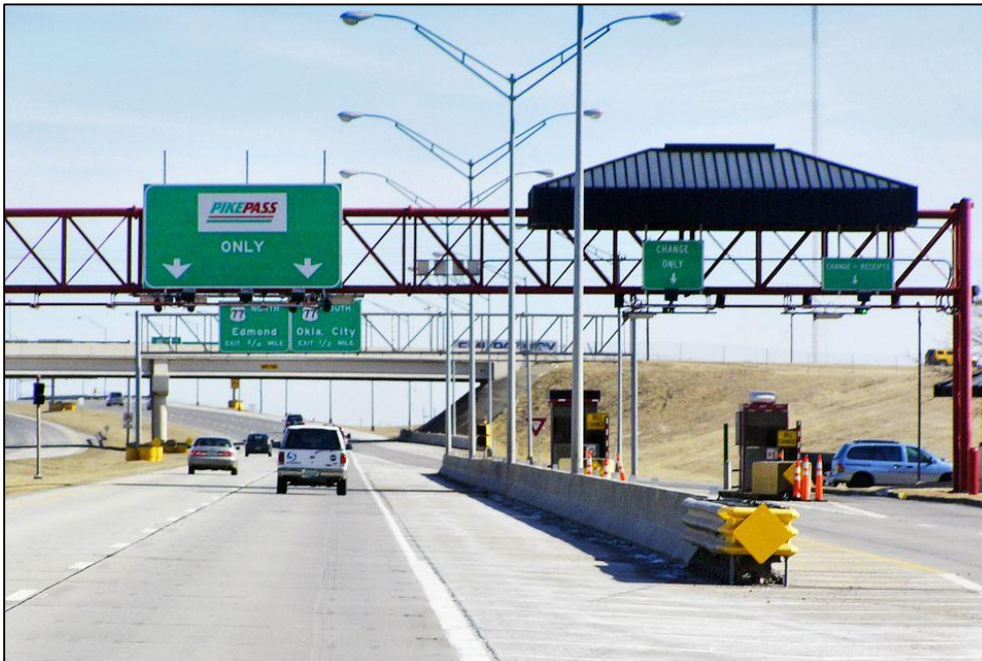


What Has Changed from the 2000 EA?



What Has Changed from the 2000 EA?

- **Originally, this Segment of the Gilcrease Expressway was Going to be Constructed and Maintained by the City of Tulsa**
 - Resources are Not Available to Complete Delivery or Long-Term Maintenance
- **Under Partnership, this Segment of the Gilcrease Expressway Will be Cooperatively Financed, Completed in the Near Term, and Ultimately Owned and Operated by the Oklahoma Turnpike Authority as a Tolled Facility**



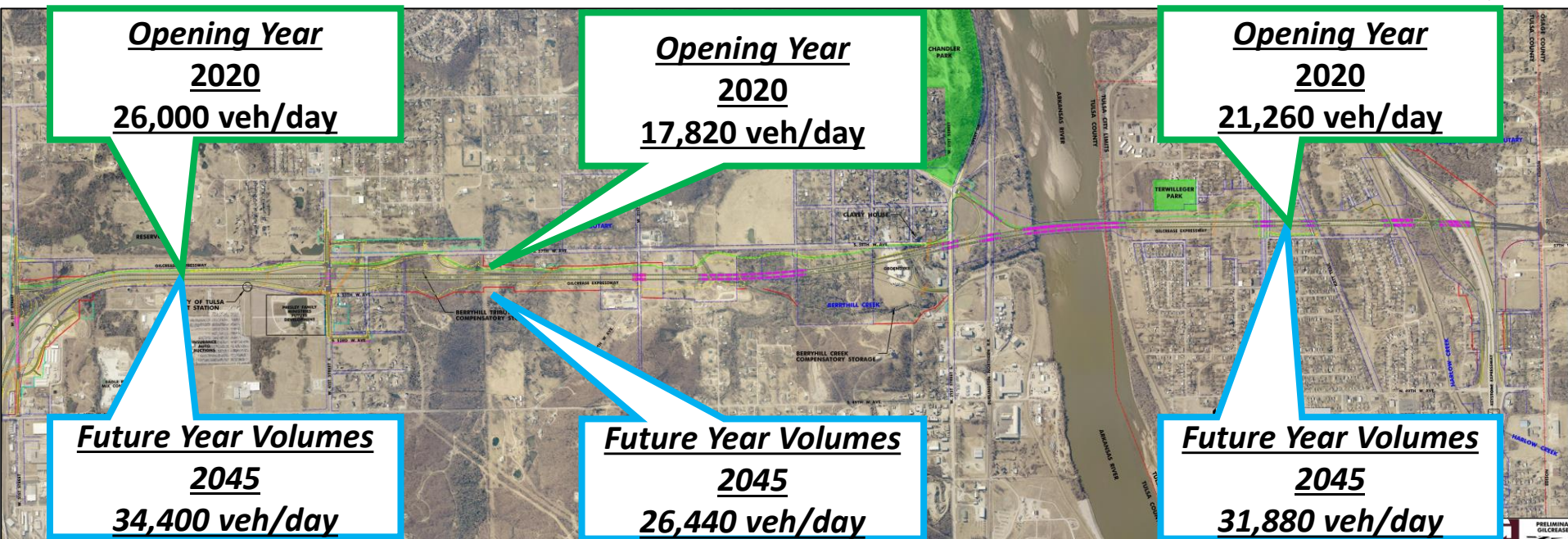
The Toll Amount and Type
Has Not Yet Been
Determined

PIKEPASS™

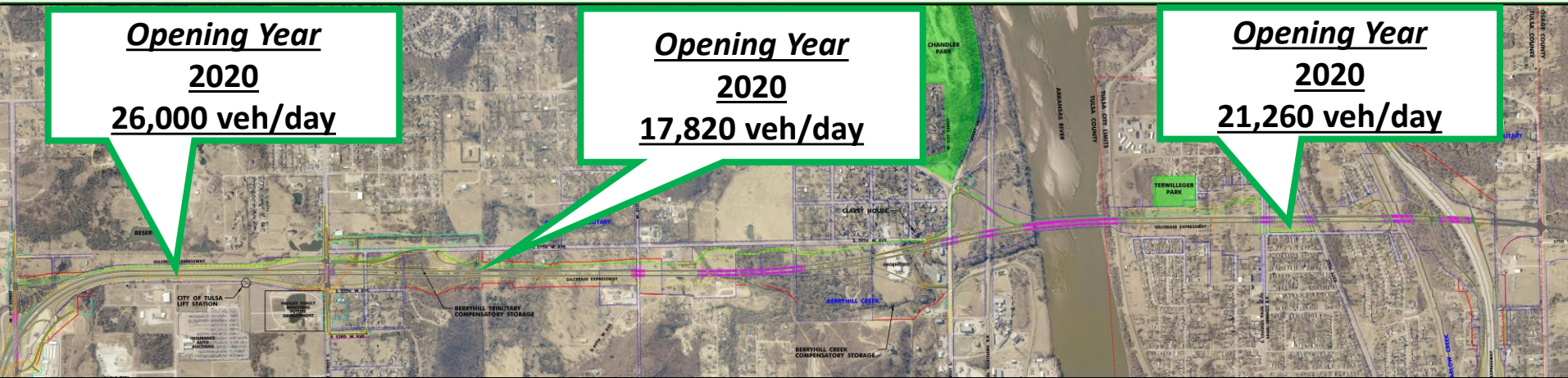


DESIGN





Traffic Data



Traffic Data



Future Year Volumes

2045

34,400 veh/day

Future Year Volumes

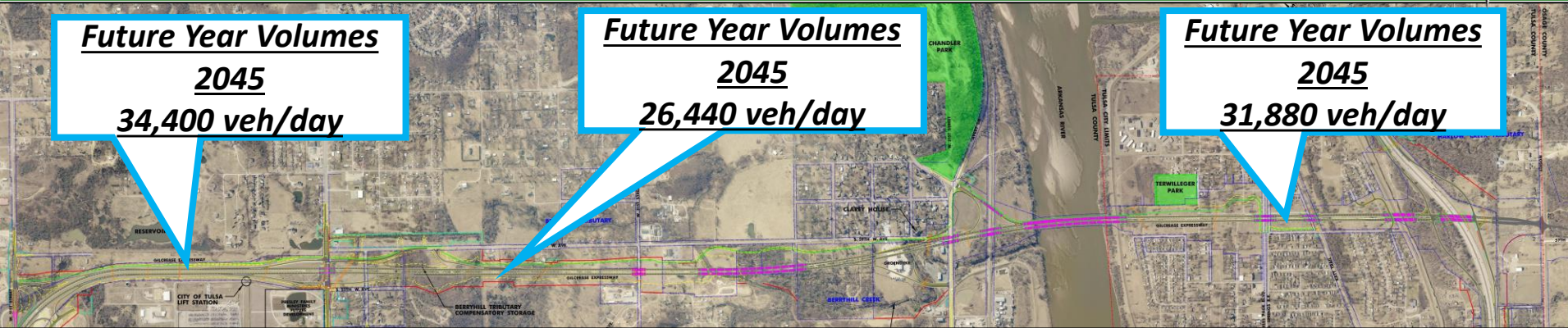
2045

26,440 veh/day

Future Year Volumes

2045

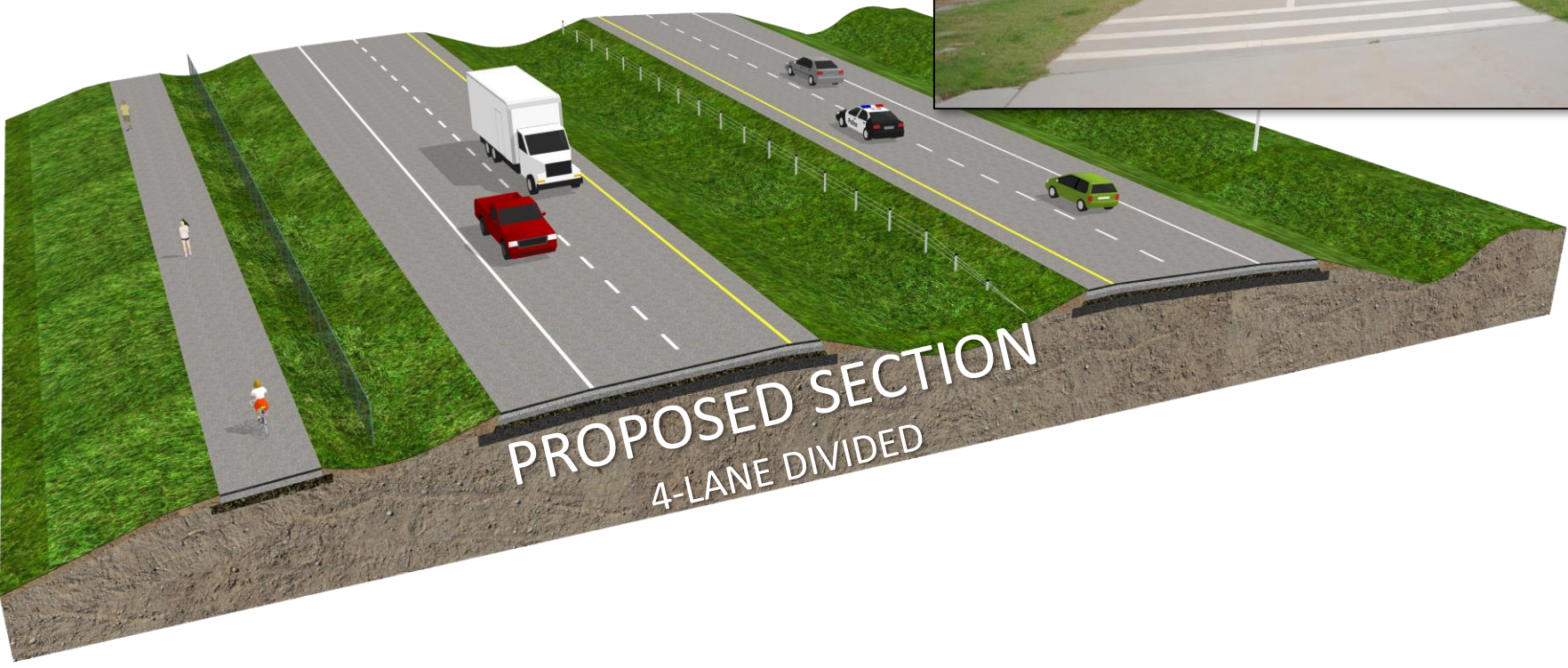
31,880 veh/day



Design Overview

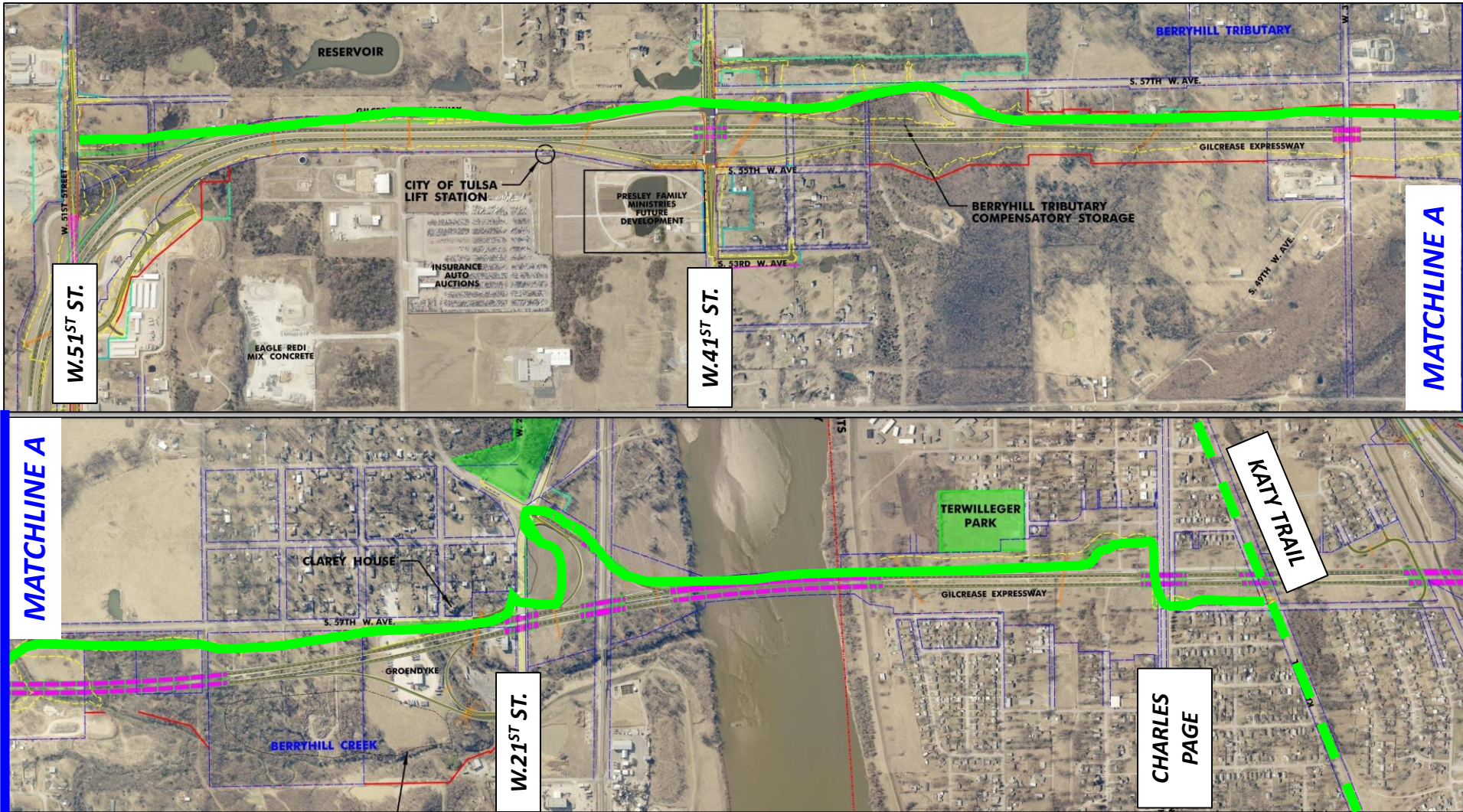
■ Gilcrease Expressway

- Design Speed – 70 mph
- Safety Median Cable Barrier
- Highway Lighting
- Multi-Use Trail



Design Overview

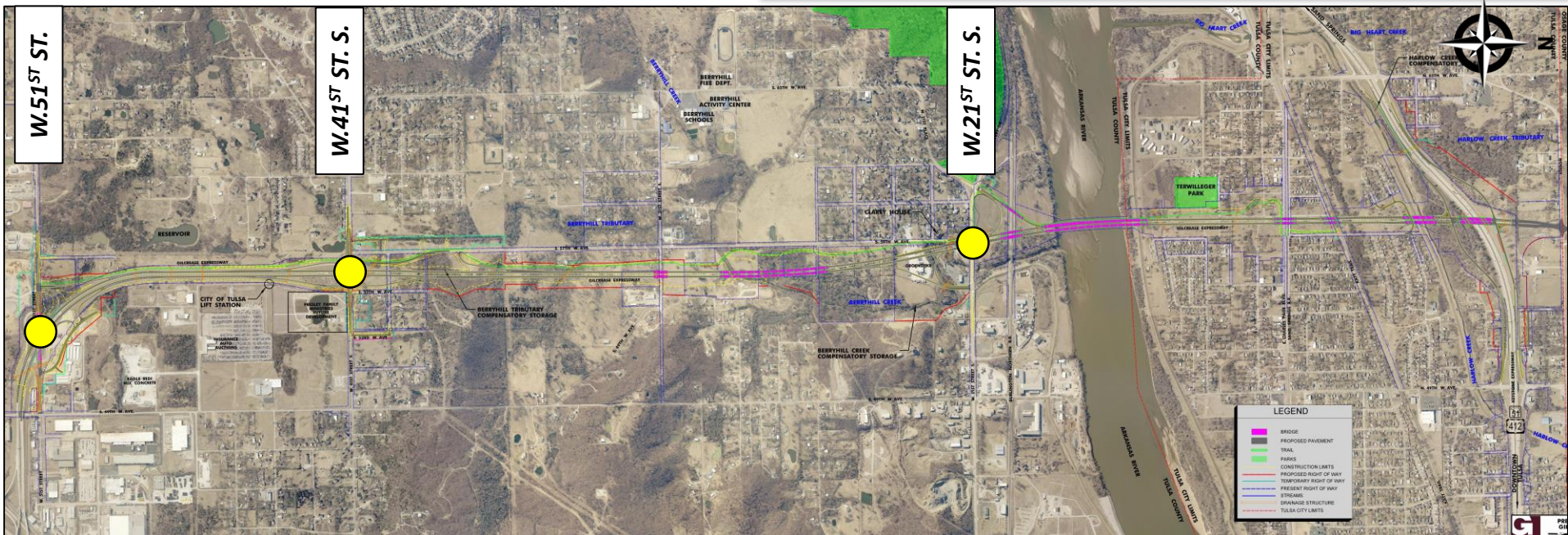
Multi-Use Trail – W. 51st St To Katy Trail



Design Overview

● Local Streets

- 12-foot Lanes
- 2-foot curb & gutters
- 14-center turn lanes

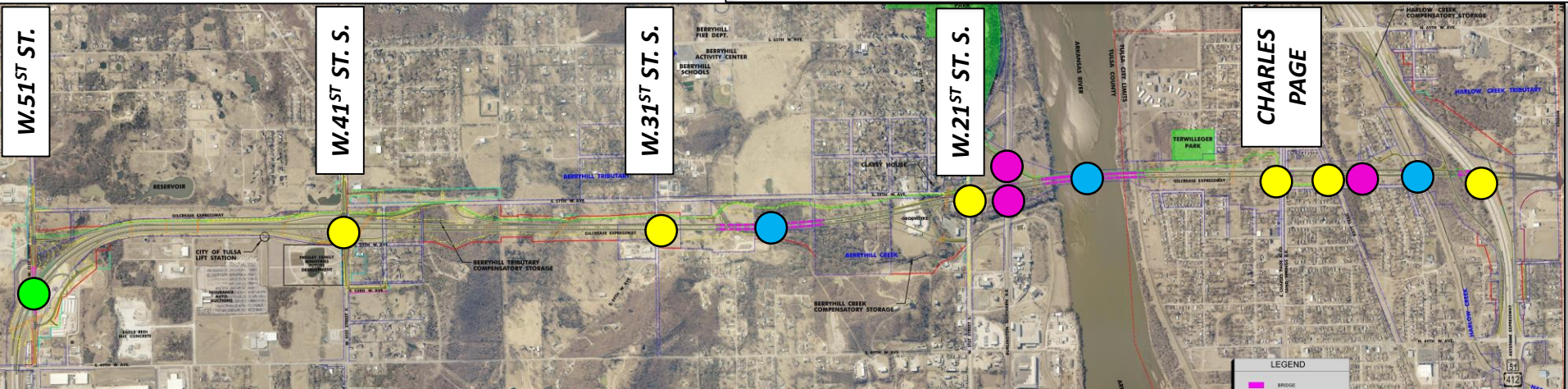
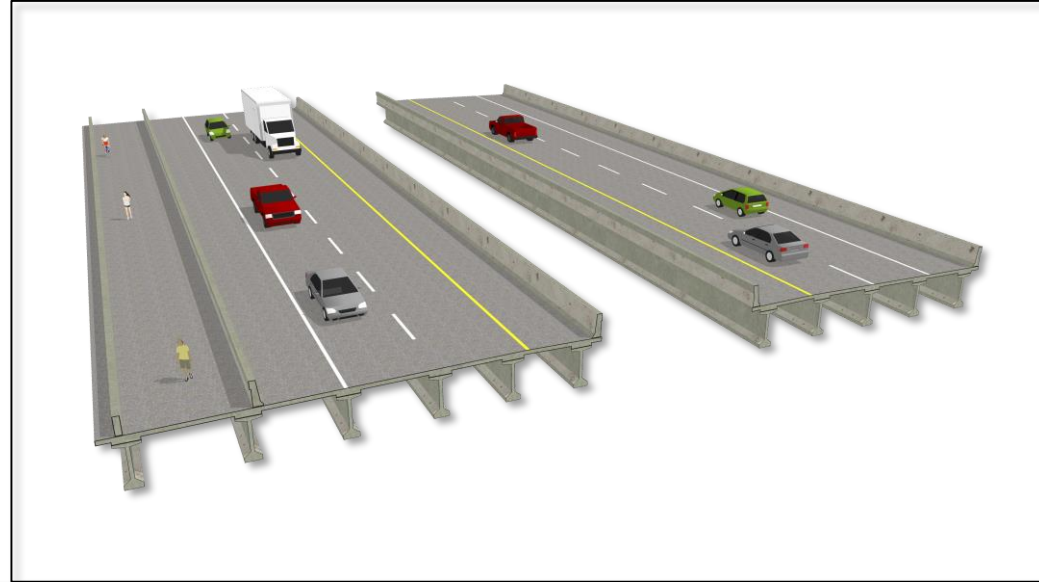


Design Overview

■ Gilcrease Expressway - (24 Bridges)

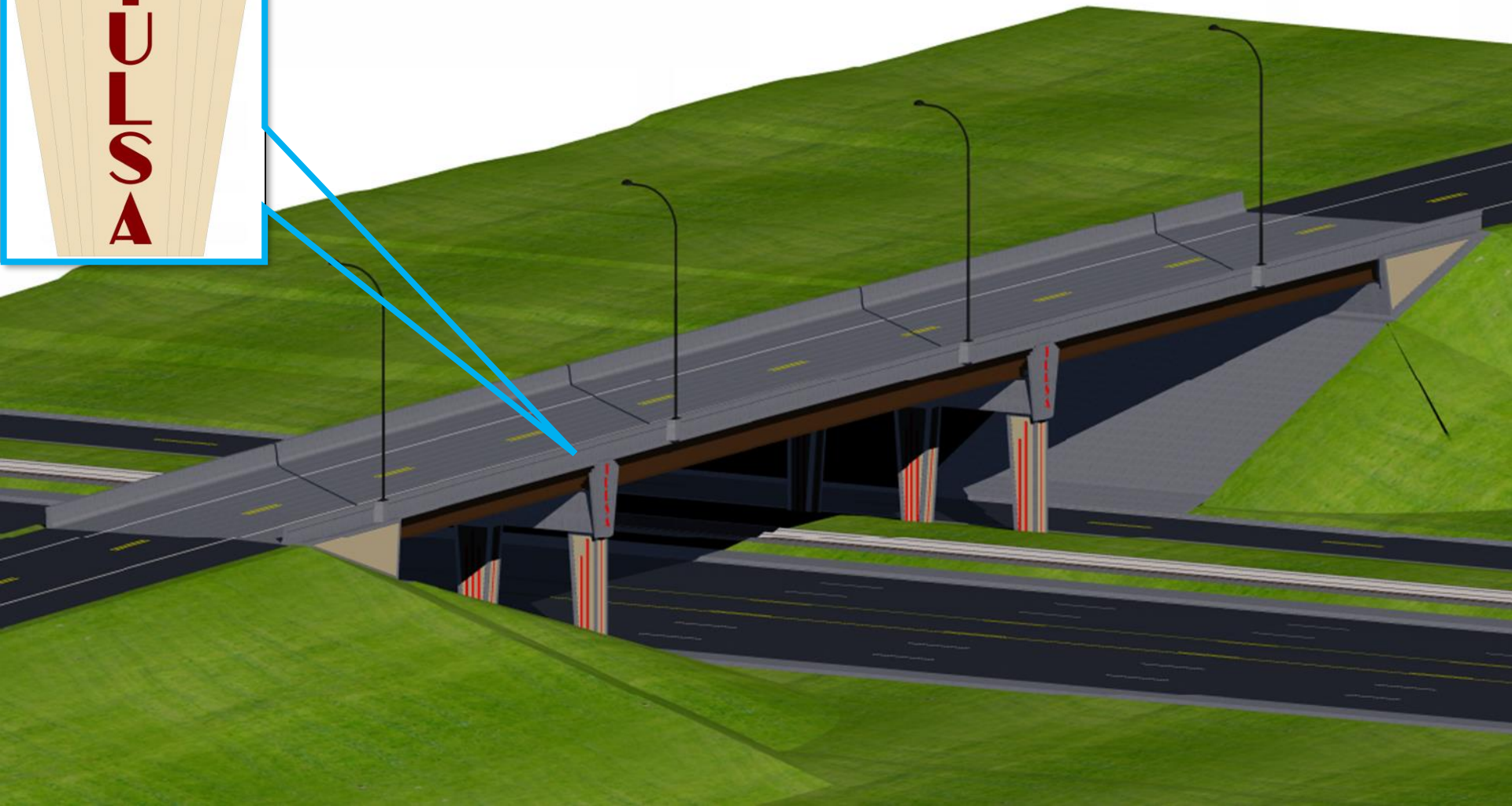
- 12 – Street Overpass
- 1 – Street Underpass
- 5 – Railroad Overpass
- 6 – Waterway Overpass
 - Berryhill Creek
 - Arkansas River
 - Harlow Creek

ARKANSAS RIVER BRIDGE



Design Overview

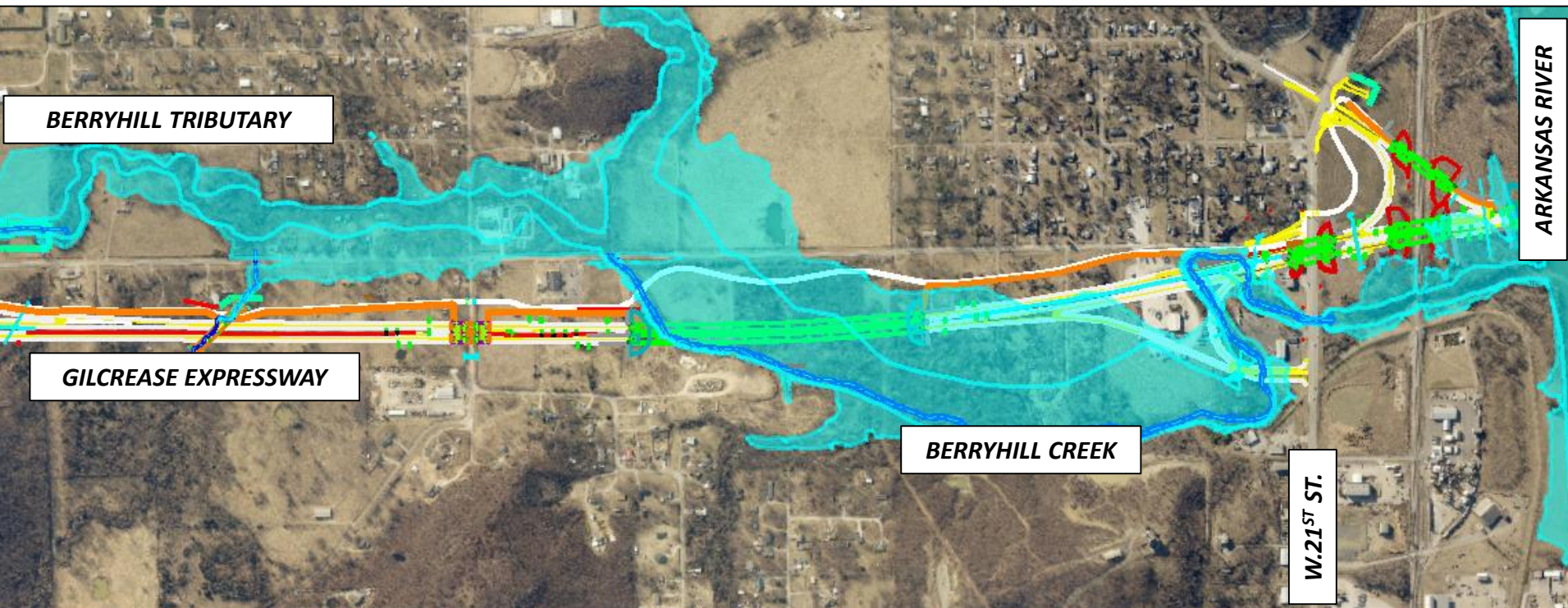
- Aesthetics Included on Bridges Over Local Streets



Design Overview

■ Local Drainage

- Berryhill Tributary
- Berryhill Creek
- Harlow Creek
- Arkansas River



Design Overview

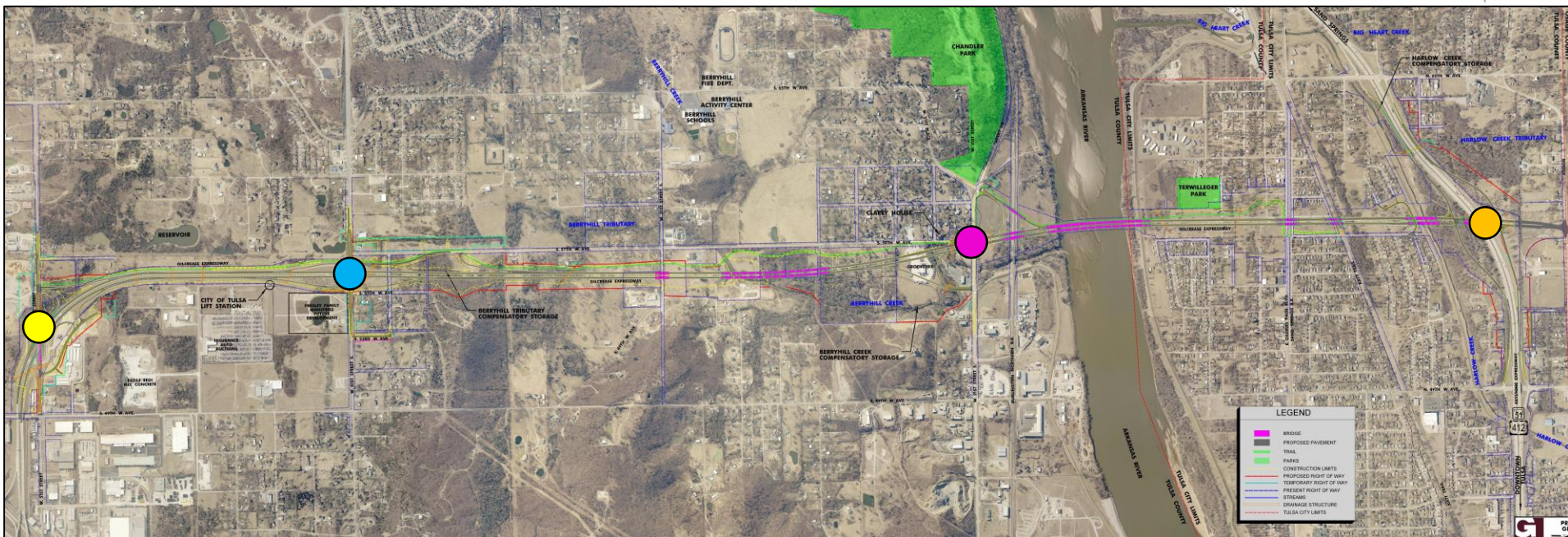
■ Interchanges- Overpass/Underpass

● W. 51st St.

● W. 41st St. S.

● W. 21st St S.

● US-412/Keystone Expressway



Design Overview – W. 51st Street



GILCREASE EXPRESSWAY

W. 51ST ST.

Design Overview – W. 51st Street



Design Overview – W. 21st Street



ARKANSAS RIVER

BNSF RR

57TH W. AVE.

AVERY DR.

Design Overview – W. 21st Street



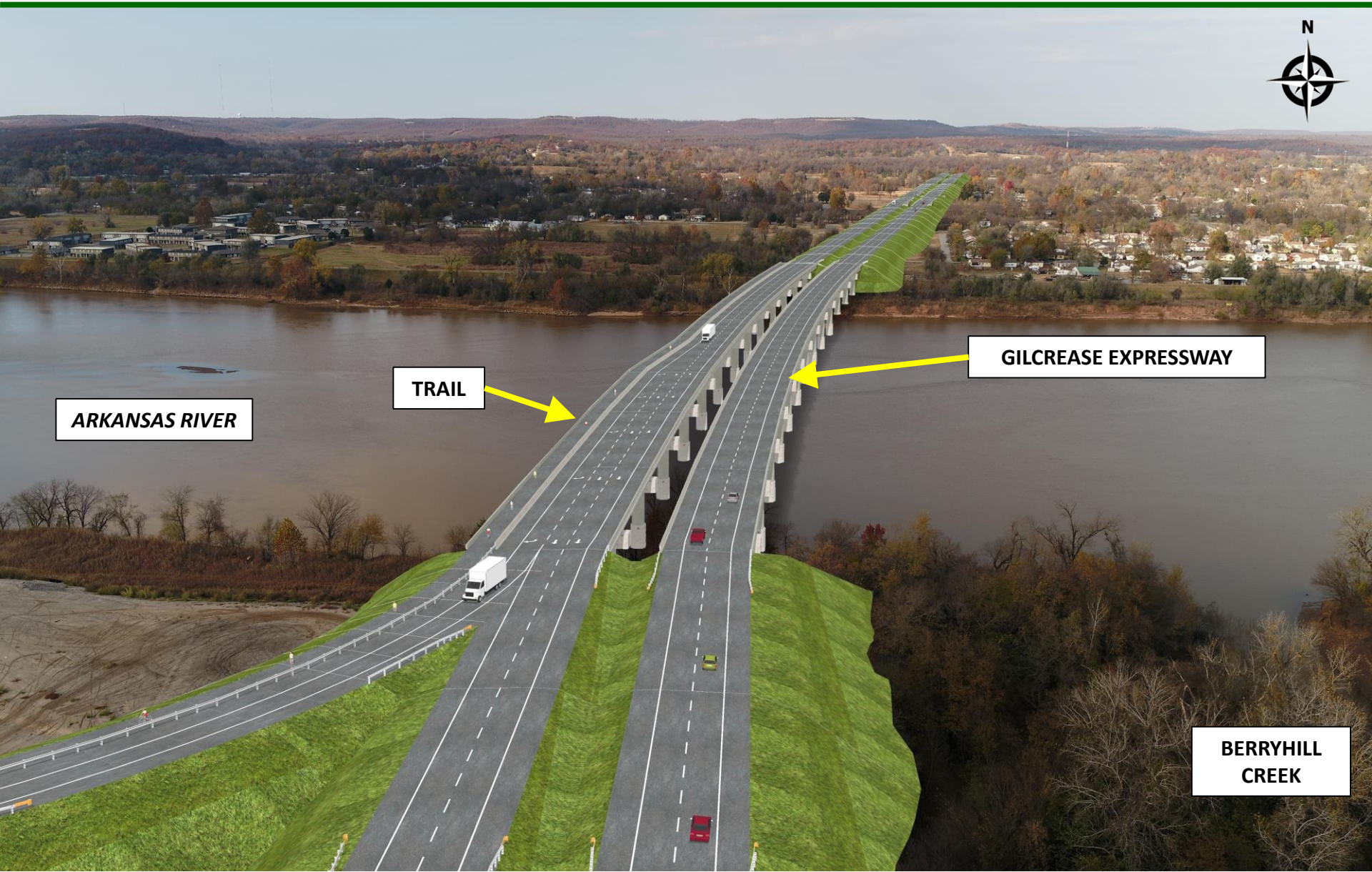
Design Overview – Arkansas River



ARKANSAS RIVER

**BERRYHILL
CREEK**

Design Overview – Arkansas River



ARKANSAS RIVER

TRAIL

GILCREASE EXPRESSWAY

BERRYHILL
CREEK

Design Overview – Charles Page Blvd.



CHARLES PAGE BLVD.

59th W. AVE.



Design Overview – Charles Page Blvd.



Construction Overview

- **Temporary Access**

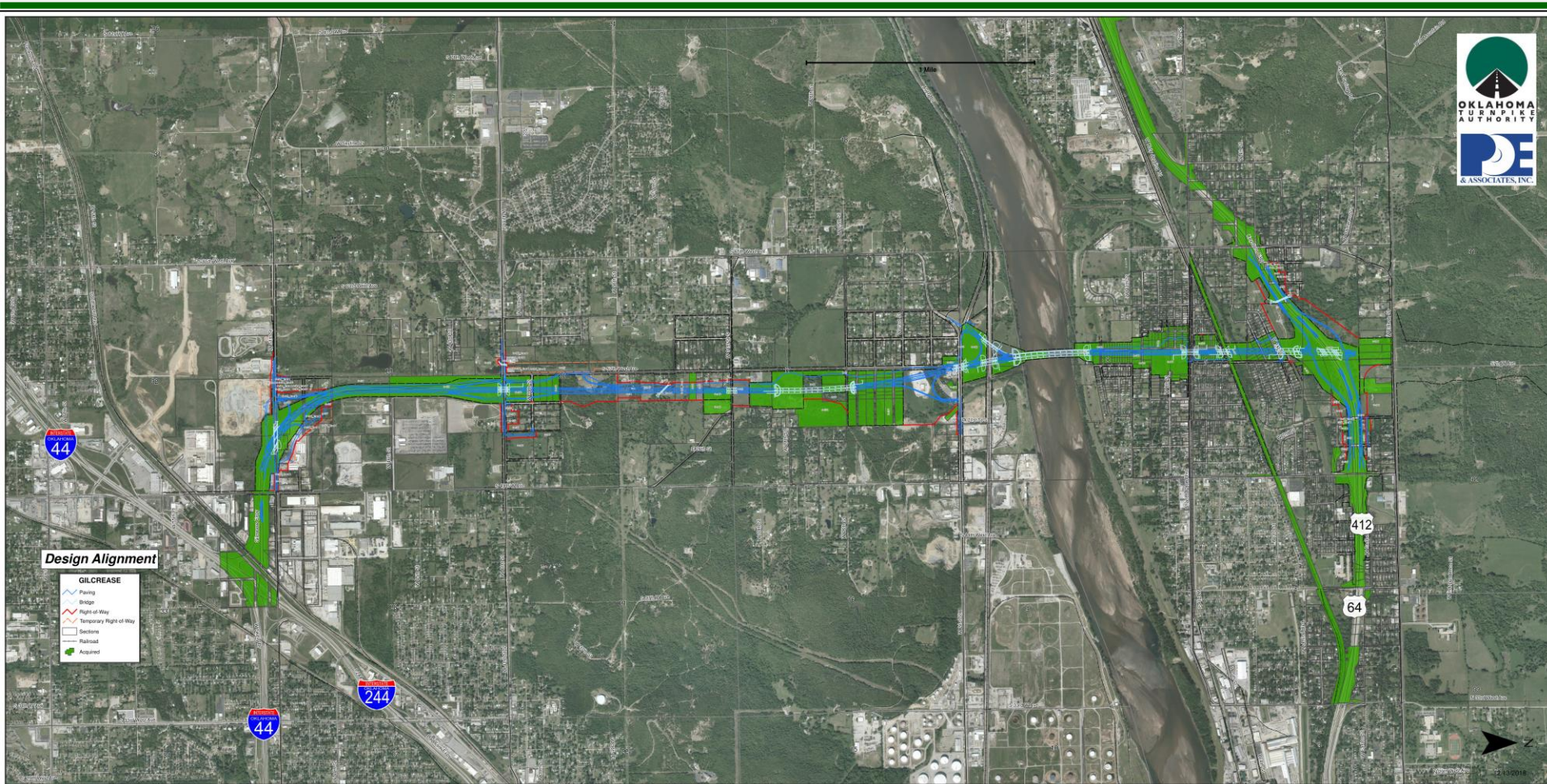
- Residential
- Business
- Access Will be Maintained to All Properties

- **Maintenance of Traffic**

- Keeping Most Local Roads Open
- Staging Short Term Road Closures
- Minimize Closures / Detours



Right-of-Way Acquisition



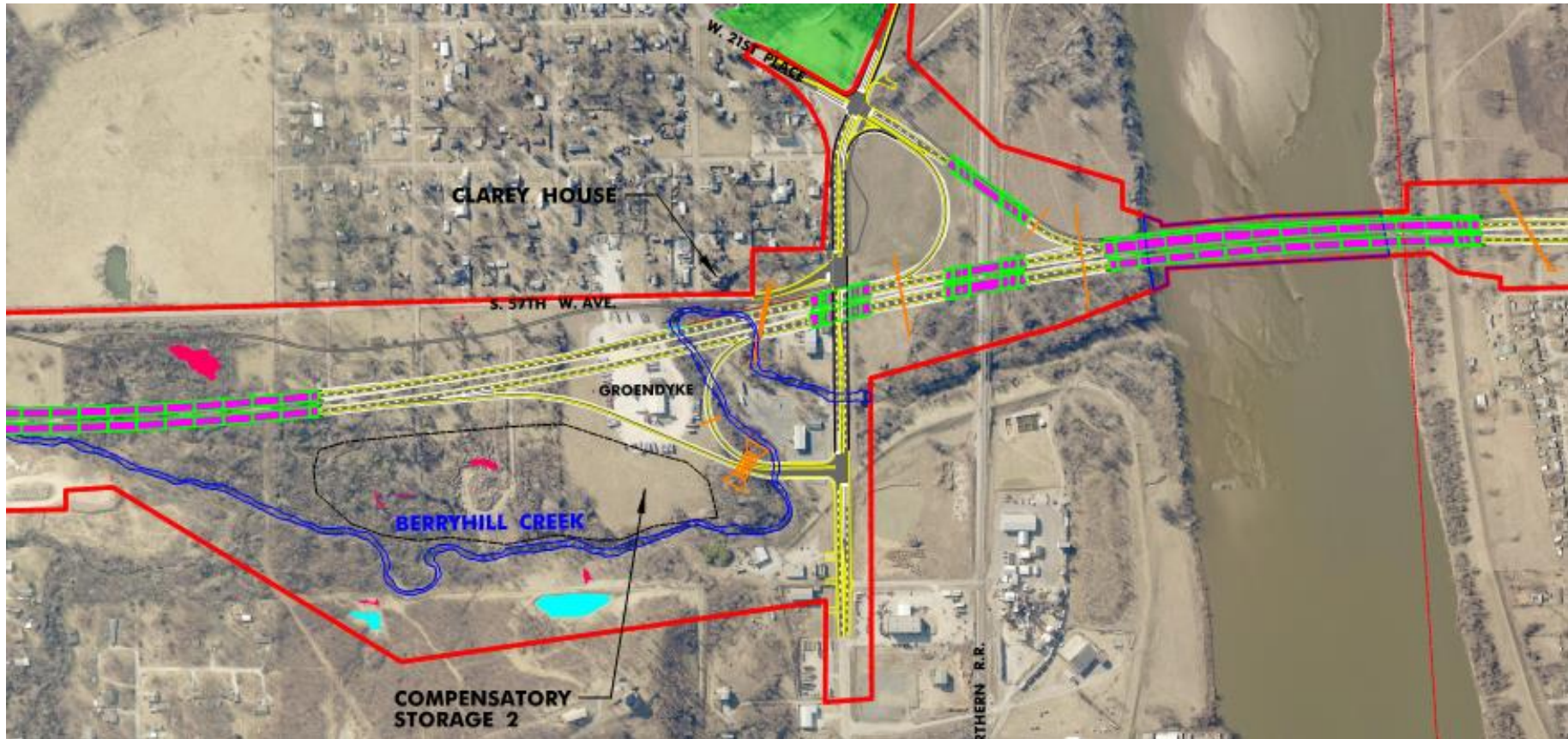
ENVIRONMENTAL STUDIES



Updated Environmental Studies Have Been Completed

■ Stream and Wetland Delineations

- The Project will Require Some Relocation of Streams and Filling of Wetlands
- OTA will Obtain a Clean Water Act Permit from the US Army Corps of Engineers



Updated Environmental Studies Have Been Completed

■ Cultural Resources

- One Historically Significant House is Present in the Project Area and Will be Avoided
- No Impacts to Historic Properties are Anticipated



Updated Environmental Studies Have Been Completed

■ Threatened & Endangered Species

- Habitat for Some Protected Species Will be Affected
- Seasonal Restrictions on Some Construction Activities Will be Required



American Burying Beetle



Northern Long-Eared Bat



Interior Least Tern

■ Hazardous Materials

- Several Sites Have Potential to Contain Hazardous Materials
- OTA Will Perform any Testing or Clean-up Necessary

Socioeconomic Study

- **Describes the Social and Economic Conditions of the Area and the Potential Impacts of a Tolled Facility**
- **Executive Order on Environmental Justice (EO 12898)**
 - Address any Disproportionately High and Adverse Effects of Federal Actions on Minority or Low-Income Populations
- **2010 Census Data:**
 - **28.5 %** of Study Area Population is Considered Minority
 - **14.3%** of Study Area Population is Considered Low-Income (below the federal poverty level)

Socioeconomic Study

- **Some People May Choose Not to Use the Gilcrease Expressway Because of the Tolls**
- **The Gilcrease Expressway will Provide a Choice For a More Direct Trip Across the River, as an Option When Needed**
- **The Existing Local Street Network Will Remain as a Non-Tolled Alternative, Including S. 57th W. Avenue**



Socioeconomic Study

- **Relocations were Authorized in the 2000 Environmental Assessment and Acquisitions Have Been Ongoing Since That Time**
- **All Acquisition and Relocations Have Followed the Federal Uniform Act, with Assistance Provided to All Displaced Person**
- **No Community Facilities Such as Churches will be Relocated**
- **The Project is Anticipated to Provide Benefits to the Community with Increased Mobility, Reduced Travel Times, Improved Access and Connectivity for Cars, Bicycles, and Pedestrians**



The proposed new trail will connect to the existing Katy Trail and will offer additional modes of transportation

Noise Study

- **A Noise Study was Completed According to FHWA Regulations and ODOT Noise Policy**
 - Existing sound levels were measured at several locations within the corridor with a precision sound level meter
 - Opening Year (2020) and Future (2045) Noise Levels determined by FHWA Traffic Noise Model factoring in roadways, traffic data, terrain and receptor site locations.
 - 168 noise model receiver locations were evaluated, representing 207 homes, 3 places of worship, 2 trails, and 1 park.



Noise Impacts

- **Noise Impacts Occur When:**
 - Exterior future noise levels are **66 dB(A) or above**; or
 - Exterior future noise levels are **15 dB(A) or more** above existing levels
 - Interior noise at places of worship are **51 dB(A)** or above
- **Gilcrease Expressway Noise Impacts**
 - Today, eighteen (18) homes currently experience noise impacts
 - By 2045, fifty-eight (58) homes, 1 park, 1 existing trail, and some portions of the new trail will be impacted.



Noise Mitigation

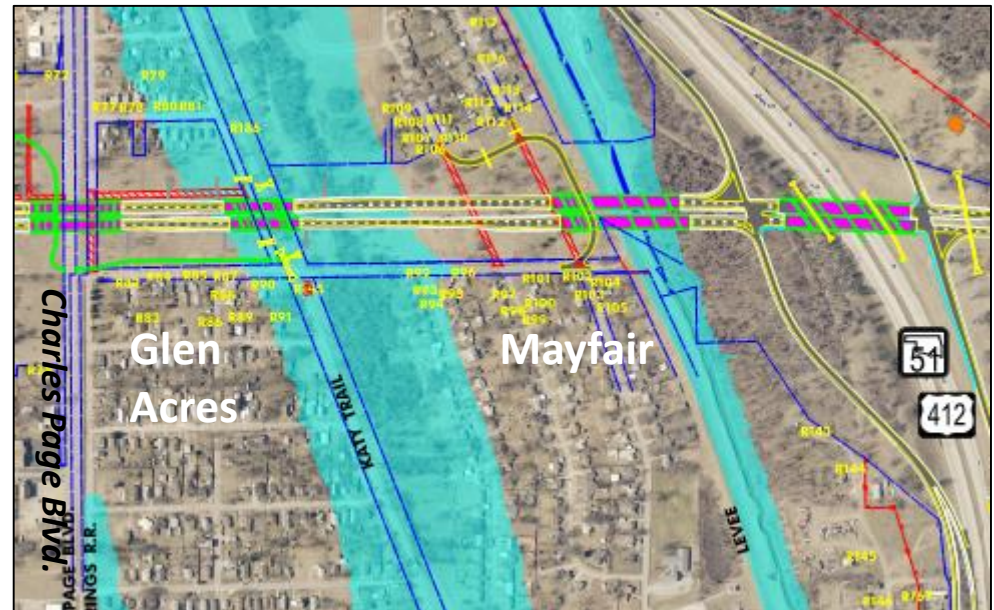
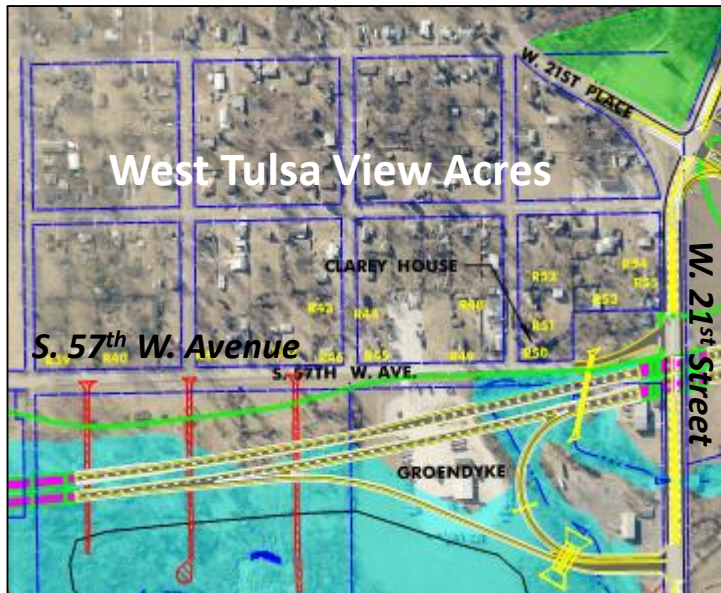
- **Gilcrease Expressway Noise Wall Analysis:**
 - Eight (8) noise walls were modeled – seven (7) near residential areas and 1 along the proposed trail.
 - In order to be considered, walls must meet criteria for **feasible and reasonable**.
 - Based on preliminary analysis, 5 noise walls were determined not feasible and 3 noise walls (including at the trail) were determined not reasonable. Major reasons why noise walls were ineffective include:
 - Wall lengths were constrained by local street crossings
 - Wall lengths were constrained by floodplains or local drainage considerations
 - Wide distances between the noise walls and the receivers
 - Insufficient number of benefitted receivers
 - Elevated Gilcrease roadway in relation to the walls and the receivers

Design Overview – Charles Page Blvd.



Noise Mitigation

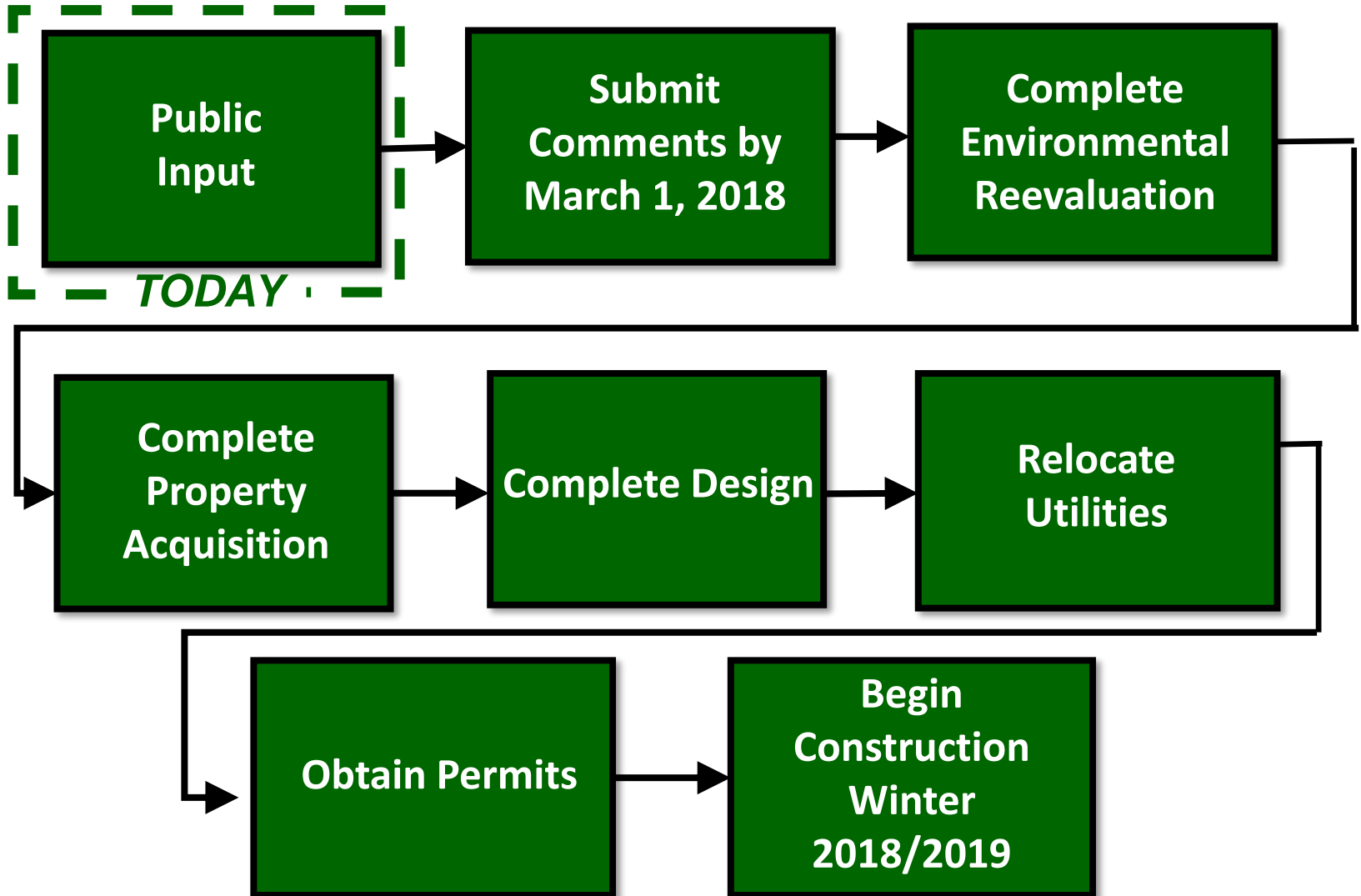
- **Gilcrease Expressway Noise Wall Analysis:**
 - Further evaluation is being conducted for 3 noise walls located at West Tulsa View Acres, Glen Acres, and Mayfair Subdivisions to consider a new location closer to the receivers.
 - Should any noise wall meet the mitigation criteria, additional public involvement will be conducted for those areas according to ODOT Noise Policy.
 - The final noise study will be made available to the public after the Environmental Study is complete.



SCHEDULE AND NEXT STEPS



Next Steps



Thank you for Attending!

Please Submit Your Comments by March 1, 2018

- ✓ Leave Your Comment Form Here Today
- ✓ Mail the Comment Form Back to OTA:
Oklahoma Turnpike Authority
ATTN: Director of Communications
PO Box 11357
3500 N. Martin Luther King Ave.
Oklahoma City, OK 73111
- ✓ Email Your Comments to:
otapublicrelations@pikepass.com
- ✓ All Public Meeting Materials will be Available at:
www.drivingforwardok.com