Welcome!
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
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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

![Map showing the Begin and End Corridors of the project](image-url)
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
Project History

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

1961 Tulsa Metropolitan Area Expressway System Plan
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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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?

Original Environmental Assessment

Current Design
What Has Changed from the 2000 EA?

Original Environmental Assessment

Current Design
What Has Changed from the 2000 EA?

Original Environmental Assessment

Current Design

Charles Page Blvd.

31st Street
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
DESIGN
Traffic Data

**Opening Year**
2020
26,000 veh/day

**Future Year Volumes**
2045
34,400 veh/day

2020
17,820 veh/day

2020
21,260 veh/day

2045
26,440 veh/day

2045
31,880 veh/day
Traffic Data

Opening Year 2020
26,000 veh/day

Opening Year 2020
17,820 veh/day

Opening Year 2020
21,260 veh/day

GLENPOOL US-75
Traffic Data

**Future Year Volumes**

- **2045**
  - 34,400 veh/day
  - 26,440 veh/day
  - 31,880 veh/day

**SAND SPRINGS**

**SH-97**
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

[Diagram showing ARKANSAS RIVER BRIDGE and map of Gilcrease Expressway with marked bridges and locations]
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
Design Overview – W. 51st Street
Design Overview – W. 21st Street
Design Overview – W. 21st Street
Design Overview – Arkansas River
Design Overview – Arkansas River
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
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

![Clarey House](image)
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

- **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
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.
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.
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

Public Input

Submit Comments by March 1, 2018

Complete Environmental Reevaluation

Complete Property Acquisition

Complete Design

Relocate Utilities

Obtain Permits

Begin Construction Winter 2018/2019

TODAY
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