

PROJECT – GRADE SEPARATIONS PROJECT

A major component of the proposed “Downtown Tulsa Master Plan” is the development of a Rail Transit System connecting from the Evans-Fintube Site” north east of and immediately adjacent to downtown and extending southwesterly across the Arkansas River to 23rd Street South and Jackson Avenue. Multiple projects are proposed for assisting development of this transformational project which will serve Tulsa and the surrounding region.

A major component of that concept is continuation and enhancement of the Sealed Corridor Project in downtown Tulsa. The Sealed Corridor project includes Phase 1 (designed and construction anticipated 2009-2010), and Phase 2 which is a part of the proposal to the Stimulus Package and one of the “Expansion Allocation Projects in the City’s Capital Projects List 2009 to 2029. The “Grade Separation Project” herein described also contributes to the Sealed Corridor project in a substantial way by actually separating vehicular and pedestrian traffic from rail traffic at several at-grade crossings.

Grade separation is already provided at Denver Avenue, Boulder Avenue (new bridge underway), Main Street, Boston Avenue (pedestrian only), Cincinnati Avenue, and Denver Avenue. The “Downtown Tulsa Master Plan” proposes additional grade separations at Greenwood Avenue, Elgin Avenue, Frisco Avenue, perhaps Cheyenne Avenue (closure to vehicles is an option or “quad gates” relocated from Greenwood Avenue), and Southwest Boulevard west of the Arkansas River near O.S.U. Osteopathic College. Four of those grade separations have been listed as a component of this capital improvement project and include: Greenwood Avenue, Elgin Avenue, Cheyenne Avenue, and Southwest Boulevard. The combined cost of those projects is \$80,000,000. The Frisco Avenue location is included in a separate project list in combination with other anticipated improvements. The Cheyenne Avenue location is the last such potential grade separation project which might actually have a different solution.

The two highest priority locations are Greenwood and Elgin Avenues and this is due to the significant and active development which includes private and public investment in ONEOK-Greenwood District, O.S.U.-Tulsa Campus, Brady Village, Blue Dome District, East Village including “The Bend”, and other core areas of downtown. As noted in the “Downtown Tulsa Master Plan” and other proposals, the development of the future rail transit system for the City and the region is a crucial catalyst adding additional opportunity and energy for the economic revitalization of our City. These Grade Separation Projects are vital components of that long-term system. Cost estimates for the four grade separated intersections are depicted in the following table and are shown generally in the following exhibits. It is possible that this project might be provided in phases.

PROJECT BUDGETARY COST ESTIMATES

NO.	ITEM	TOTAL COST \$
1	Greenwood Avenue Underpass:	
1A	Improvements (Excavation utilities, materials, labor, etc.)	15,300,000
1B	Contingency (15%)	2,700,000
1C	Overhead, Burden, Design Etc. (10%)	2,000,000
1D	Land Acquisition (lump sum); none required	0
	Sub-Total Greenwood Underpass	20,000,000
2	Elgin Avenue Underpass:	
2A	Improvements (Excavation utilities, materials, labor, etc.)	15,300,000
2B	Contingency (15%)	2,700,000
2C	Overhead, Burden , Design Etc.	2,000,000
2D	Land Acquisition (lump sum); none required	0
	Sub-Total Elgin Underpass	20,000,000
3	Southwest Boulevard Grade Separation:	
3A	Improvements (Excavation utilities, materials, labor, etc.)	15,300,000
3B	Contingency (15%)	2,700,000
3C	Overhead, Burden , Design Etc.	2,000,000
3D	Land Acquisition (lump sum); none required	0
	Sub-Total Southwest Boulevard Grade Separation	20,000,000
4	Southwest Boulevard Grade Separation:	
4A	Improvements (Excavation utilities, materials, labor, etc.)	15,300,000
4B	Contingency (15%)	2,700,000
4C	Overhead, Burden , Design Etc.	2,000,000
4D	Land Acquisition (lump sum); none required	0
	Sub-Total Southwest Boulevard Grade Separation	20,000,000
TOTAL GRADE SEPARATION PROJECTS		\$80,000,000

EXHIBIT 1 - POTENTIAL LOCATIONS FOR GRADE SEPARATION OF STREETS AND B.N.S.F. RAIL LINES

