

INTEROFFICE MEMO

To: Mr. Michael Spurgeon, City Manager

From: Mr. Kenneth D. Schwab, P.E., CFM, Assistant City Manager – Operations

Copied: Mr. Alex Mills, P.E., CFM, Director of Engineering and Construction

Date: July 10, 2019

Re: Planning Subcommittee Minutes for Muskogee Turnpike Access Gates

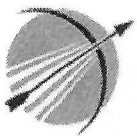
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On June 11, 2019, Senator Kim David and Senator John Haste jointly held a public meeting at the City of Coweta's City Hall in order to discuss the opportunities and challenges of constructing additional turnpike ramps along the Muskogee Turnpike near the Broken Arrow Armory. At the meeting, Senator Haste, with the support of Secretary Tim Gatz, requested that the Regional Planning Group work with the Oklahoma Turnpike Authority (OTA) to scope a larger overall study to include the potential locations of turnpike gates in the region. This planning group has been meeting for approximately a year to discuss the Highway 51 corridor from Broken Arrow to Coweta. The group consists of staff members from Oklahoma Department of Transportation (ODOT) Division 1, the City of Broken Arrow, the City of Coweta and Wagoner County. This regional planning group will now serve as a planning subcommittee for the Muskogee Turnpike Access Gates Steering Committee.

On June 28, 2019, the planning subcommittee met in Coweta to discuss the next steps as requested by Senator Haste. The following is a list of the attendees:

Mr. Joe Echelle, OTA, Asst. Executive Director of Maintenance, Engineering & Construction
Mr. Chris Wallace, ODOT Division 1, Division Engineer;
Mr. Jonathan Arps, ODOT Division 1, Maintenance Engineer;
Mr. Jamie Malmstrom, ODOT Division 1, Construction Engineer;
Ms. Rachael Cooper, Wagoner County, County Engineer;
Mr. Kenneth Schwab, City of Broken Arrow, Assistant City Manager;
Mr. Alex Mills, City of Broken Arrow, Director of Engineering and Construction; and
Mr. William "Chip" Cohrs, City of Coweta, City Engineer.

As discussed above, the focus of the meeting was to determine potential locations of new ramps and gates along the turnpike. OTA brought aerial photographs with potential locations for several gate locations including: Oneta Road (241st E. Avenue), Midway Road (257th E. Avenue), Oak Grove Road (273rd E. Avenue), and Oak Grove Road (305th E. Avenue/Ben Lumpkin Road). OTA clearly noted that its practice is to place access points no closer than two (2) miles apart. This is due to the safe runout lengths and weaving movements required for



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higher rates of speed. Although you will find exceptions, this is a rule that OTA wants to adhere to along this turnpike. Implementation of this practice would definitely influence the location of an access point along the stretch identified above.

Based upon the above discussion, an access point at Midway Road would be problematic because it is about one mile from Oneta Road as well as one mile from Oak Grove Road. OTA would not be willing to add future access points at either Oneta Road or Oak Grove Road if it is desired at a later date.

OTA also stated that the Oneta Road access point is not an ideal location simply because there is currently a major interchange with access points approximately two (2) miles west at the Creek Turnpike and Muskogee Turnpike interchange. Initial estimates indicate that the cost of the toll for that short distance would be fairly expensive.

In addition, it was noted that a significant cell tower is located near the new bridge and would likely be removed or at a minimum stabilized due to the ramp configuration. Also, this bridge was just replaced a few years ago but would most likely be required to be replaced again if this is the location of choice.

Additionally, an access point at this location would greatly benefit the city of Broken Arrow but not provide much of a benefit to the city of Coweta. The goal of an additional access point is to provide benefits to all entities. Therefore, all parties agreed that Oneta Road is not the most viable option at this time and should not be considered in the study.

Likewise, OTA indicated that the preferred standard diamond ramps would be problematic at the Midway Road location. It would require the acquisition of several homes as well as the construction of sound walls. In addition, the Calpine raw water line runs alongside Midway Road in that location and would be costly to relocate.

Alternative ramps such as a folded diamond were discussed. OTA clearly stated that folded diamonds are not preferred and are in fact discouraged due to the potential confusion drivers seem to experience. ODOT agreed with the concern. It should be noted that the city of Broken Arrow has a folded diamond at Highway 51 (BA Expressway) and Lynn Lane Road (9th Street/177th E. Avenue) for westbound traffic that is both exited and entering onto the expressway. This folded diamond has been operational since 1991. Although it is not preferred, due to the space limitations it was the only choice and has functioned well over the past almost 30 years.

The Oak Grove Road location without question provides the most room to construct the standard diamond ramps that OTA prefers and impacts the least amount of property owners and utilities. It serves all entities. The biggest drawback is that it does not have a direct or semi-direct connection to either Highway 51 or 71st Street South (Kenosha Street). These connections are considered as the two (2) primary connection points to serve the turnpike. A significant amount of public infrastructure would be required in this area to make Oak Grove the most reasonable

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and viable access point. The city of Coweta is nearly one mile away and the city of Broken Arrow is over three (3) miles away.

The last potential access point at Coweta Road was not considered to be viable at this time simply because it does not benefit the most entities and people. All parties agreed that it should not be considered in the study at this time.

It was obvious through the course of the discussion, that both OTA and Wagoner County preferred the location at Oak Grove Road. Neither ODOT nor the City of Coweta expressed a desire one way or another. Although the City of Broken Arrow sees the potential benefits with an access point at Oak Grove Road and would support this location, we believe that the infrastructure required to make this location a truly viable location would be costly. In addition, based upon current city limits, the City of Broken Arrow would be excluded from contributing to these required infrastructure improvements and, therefore, we do not believe this is the best location at this time.

Instead, the City of Broken Arrow believes that the Midway location may be the most prudent location based upon today's fiduciary responsibilities and provided more arguments to support this location. The City of Broken Arrow has potential General Obligation Bond funds available for improvements along Midway Road from Kenosha Street to Houston Street. A new signal was installed at Kenosha Street and Midway Road in the past few years. The present day right of way is well defined and platted along Midway Road from Kenosha Street to the turnpike.

In addition, the state, along with the City of Broken Arrow, the City of Coweta and Wagoner County have reconstructed Midway Road from 101st Street South to the highway and installed a signal at the highway. This road was constructed wider than a standard city street and constructed from concrete.

Ultimately, the team decided to recommend to the Steering Committee that we hire a transportation consulting firm to study an access point of both locations. The team believed it was prudent to provide an alternative in order to allow the decision-makers a comparison as well as a comprehensive examination in order to explain to the public why the final location was selected over a different location.

OTA along with ODOT will make a presentation to the Steering Committee at the upcoming July 24, 2019 meeting at the Broken Arrow Public Schools Performing Arts Center. If the Steering Committee agrees with the approach, then the Planning Subcommittee will be ready to move forward with the selection of a consultant to conduct the feasibility study.



Oklahoma State Senate
STATE OF OKLAHOMA

**MUSKGOEE ACCESS GATES
STEERING COMMITTEE AGENDA
JULY 24, 2019 MEETING**

1. Introductions (Senator Haste)
2. Statement of Purpose (Senator Haste)
3. Planning Subcommittee Report (Wallace/Schwab)
 - A. Identification of Members (Wallace)
 - B. Recap of Previous Meetings (Schwab)
 1. Midway Road and Highway 51 Intersection
 2. 91st Street and Highway 51 Intersection
 3. 225th E. Avenue and Highway 51 Intersection
 4. Creek 51 Business Park intersection with Highway 51
 5. 219th E. Avenue and Highway 51 Intersection
 - C. Review of Previous Actions (Wallace)
 1. ODOT 8-Year Capital Improvement Plan
 2. Creek 51 TIF
 3. Proposed Feasibility Study Presentation (Echelle)
4. Other Business
5. Closing Comments (Senator Haste)