

Ciudad de Tulsa

# SISTEMA DE ALUMBRADO PÚBLICO

## Información

El alumbrado público en calles residenciales y arteriales es propiedad y mantenido por la Compañía de Servicios Públicos de Oklahoma (PSO). La Ciudad de Tulsa paga una cuota mensual a PSO por cada poste de luz por este servicio. Las luces de carretera son propiedad de la Ciudad y se paga una factura mensual a PSO por servicios eléctricos.

## Solicitar Nuevos Postes de Luz

Se puede solicitar nuevos postes de luz en su vecindario llamando al **311** o enviando un correo electrónico a: [Tulsa311@cityoftulsa.org](mailto:Tulsa311@cityoftulsa.org)

### Proceso:

1. Si hay fondos disponibles y al menos tres o cuatro propietarios cerca de la dirección solicitada están de acuerdo, PSO preparará un diseño y estimación de costo.
2. Si la solicitud del nuevo poste de luz está dentro del presupuesto para el año fiscal, PSO será autorizado para instalar la nueva luz.

### Opciones de PSO:

Los postes de luz del alumbrado público mostrados en esta página han sido aprobados por PSO y son instalados dentro de la Ciudad de Tulsa. PSO hará coincidir la luz de la calle solicitada con la que existe actualmente dentro del vecindario. El estilo no puede estar en conflicto con el sistema existente.

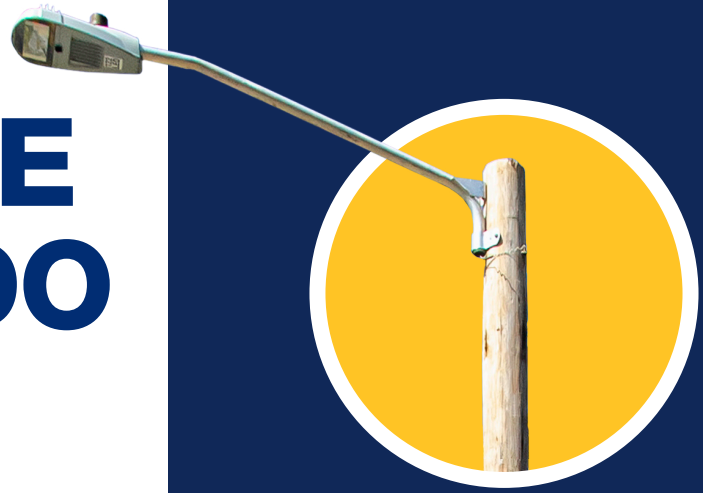
### Postes Personalizados

Si el vecindario tiene postes personalizados, la persona solicitando el nuevo poste de luz tendrá que pagar el costo de la actualización del poste personalizado. El vecindario será responsable de pagar por cualquier costo de mantenimiento en el futuro a PSO.

## Reportar Problemas de Luz

Iluminación de Carreteras - Llamar **311** o enviar un correo electrónico a: [Tulsa311@cityoftulsa.org](mailto:Tulsa311@cityoftulsa.org)

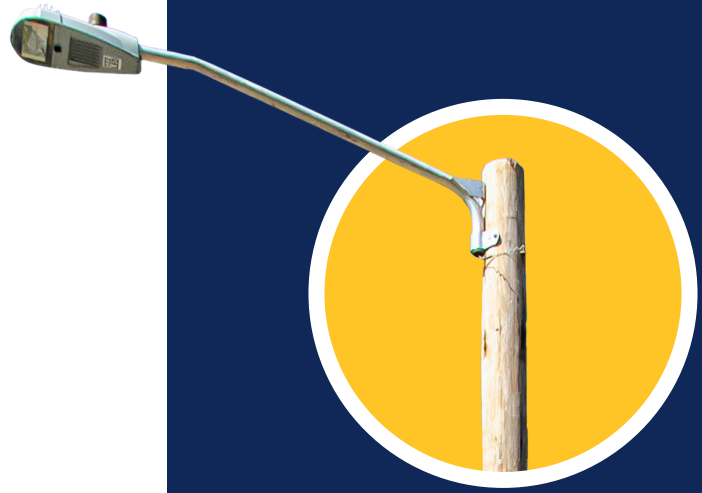
Alumbrado Público en Calles Residenciales y Arteriales - Solicitar mantenimiento en línea: [www.psoklahoma.com/outages/problem/streetlight](http://www.psoklahoma.com/outages/problem/streetlight) o llamar al **888-218-3919**.



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City of Tulsa

# STREET LIGHTING SYSTEM



## Background

Residential and arterial street lights are owned and maintained by the Public Service Company of Oklahoma (PSO). The City of Tulsa pays a monthly fee to PSO for each light for this service. Freeway and highway lights are owned and maintained by the City, and a monthly bill is paid to PSO for electric services.

## Requesting New Street Lights

New street lights in your neighborhood can be requested by calling **311** or emailing: [Tulsa311@cityoftulsa.org](mailto:Tulsa311@cityoftulsa.org)

### Process:

1. If funding is available and at least three of four property owners near the requesting address agree, PSO will prepare a design and cost estimate.
2. If the lighting request is within budget for the fiscal year, PSO will be authorized to install a new light.

### PSO Options:

The street lights shown on this page have been approved by PSO and are installed within the City of Tulsa. PSO will **match** the requested street light to what currently exists within the neighborhood. The style cannot conflict with existing systems.

### Custom Poles:

If the neighborhood has custom poles, the person requesting the new street light will be required to pay for the upgraded cost for the custom pole. The neighborhood will be responsible to pay any future maintenance costs to PSO.

## Report Lighting Problems

Highway Lighting – Call **311** or email [Tulsa311@cityoftulsa.org](mailto:Tulsa311@cityoftulsa.org)

Residential and Arterial Street Lights – Put in maintenance request online: [www.psooklahoma.com/outages/problem/streetlight](http://www.psooklahoma.com/outages/problem/streetlight) or call **888-218-3919**.



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**Proposed Improve Our Tulsa 2019**

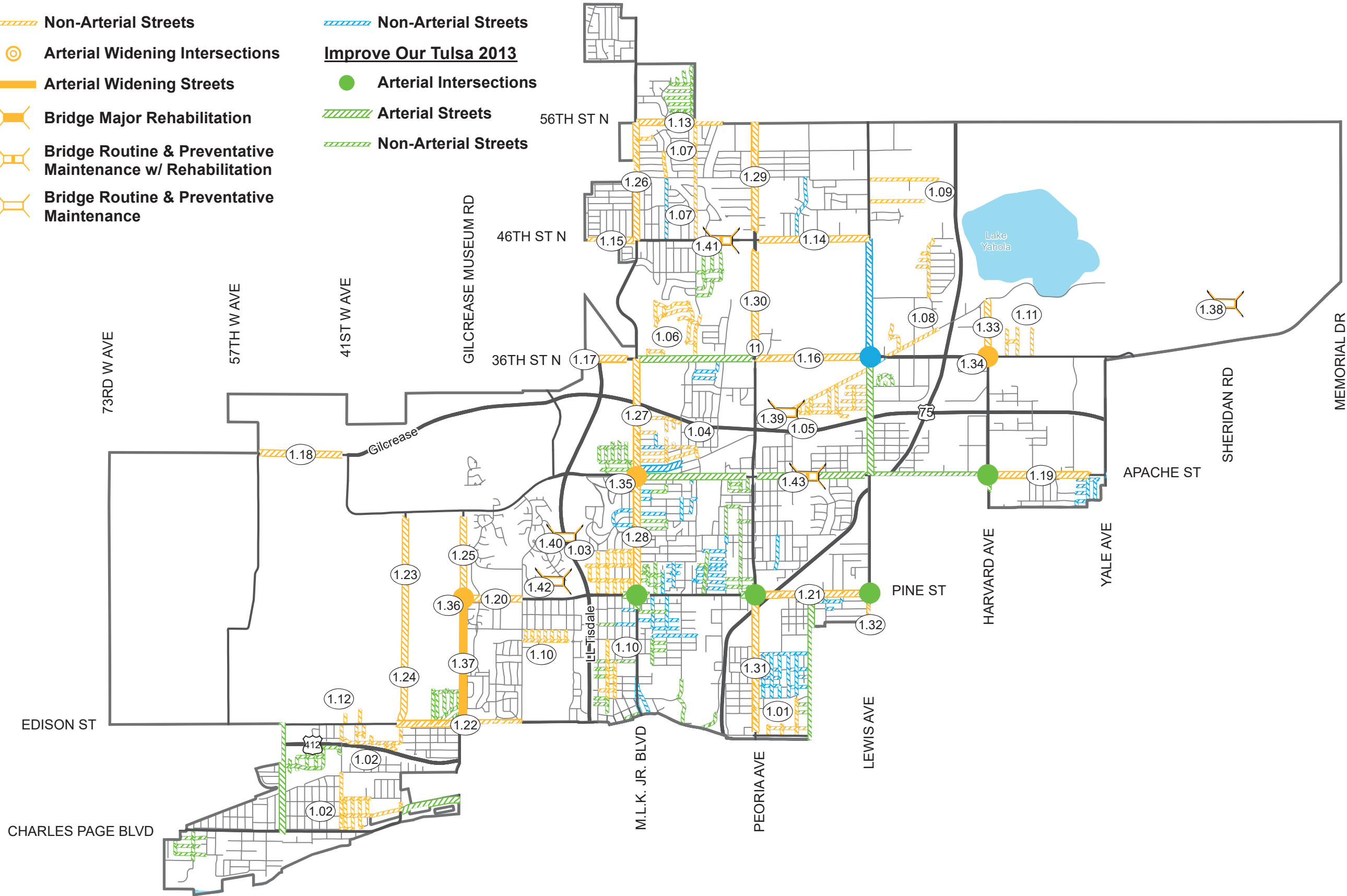
- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets
- Arterial Widening Intersections
- Arterial Widening Streets
- Bridge Major Rehabilitation
- Bridge Routine & Preventative Maintenance w/ Rehabilitation
- Bridge Routine & Preventative Maintenance

**Fix Our Streets 2008**

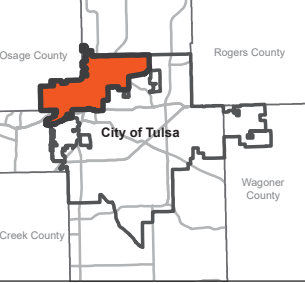
- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets

**Improve Our Tulsa 2013**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets



**LOCATOR MAP**



**Improve Our Tulsa 2019**  
**Proposed Arterial and Non-Arterial Streets**  
**Council District 1**  
 July 17, 2019

MapData: 20190716/100/PCT\_Data/Commission/Proposed/Arterial/MapData/MapData\_7/2019\_Sorted\_Layer\_Colors\_1000



**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 1**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

1.01	Maintenance Zone 1007: Admiral PI from Quincy Ave to Utica Ave; Quincy Ave from Admiral Blvd north approx. 480 ft to private drive; Rockford Ave from Admiral Blvd north approx. 530 ft to private drive; and Trenton Ave from Admiral Blvd extending north to the BNSF Railroad.	\$ 1,130,000		<b>95% Design</b>
1.02	Maintenance Zone 1068: 41st W Ave, 39th W Ave, and 33rd W Ave from Edison St to Easton St; Easton St from 41st W Ave to 33rd W Ave; Easton PI from 39th W Ave to 38th W Ave; 38th W Ave from Edison St south approx. 635 ft to private drive; 37th W Ave from private drive approx. 285 ft north of Easton St to dead end approx. 80 ft south of Easton St; 36th W Ave from Easton St south approx. 100 ft to private drive; 35th W Ave and 34th W Ave from Easton St to Cameron St; Cameron St from 35th W Ave to dead end approx. 200 ft east of 34th W Ave; 41st W Ave from Admiral Blvd to 7th St S; 40th W Ave and 39th W Ave from 4th St S to 7th St S; 7th St S from 41st W Ave to 39th W Ave; 38th W Ave from 4th St S to 6th PI S; 6th PI S from 38th W Ave east approx. 160 ft; 37th W Ave from 4th St S to 5th St S; 5th St S from 40th W Ave to 33rd W Ave; 33rd W Ave from 5th St S approx. 130 ft north; and 4th St S from 41st W Ave to approx. 180 ft east of 37th W Ave.	\$ 2,840,000		<b>Design Kickoff Pending</b>
1.03	Maintenance Zone 1070: Elwood Ave from Seminole St to Queen St; Denver Ave and Cheyenne Ave from Tecumseh St to Pine St; Main St, Boston Ave, and Boston PI from Tecumseh St to Seminole St and from Queen St to Pine St; Tecumseh St from Cheyenne Ave to MLK Jr Blvd; Seminole St from MLK Jr Blvd to private drive approx. 200 ft west of Elwood Ave; and Queen St from Elwood Ave to MLK Jr Blvd.	\$ 2,430,000		<b>95% Design</b>
1.04	Maintenance Zone 1071: 31st St N from MLK Jr Blvd to Garrison Ave; Frankfort Ave from 31st St N extending south approx. 615 ft to dead end; Frankfort PI from 31st St N extending south approx. 360 ft to dead end; 30th St from MLK Jr Blvd to Elgin Ave; 28th St N from Frankfort Ave to Hartford Ave; Hartford Ave from 28th St N to Mohawk Blvd; 27th Ct N from MLK Jr Blvd to Frankfort Ave; 27th PI N from MLK Jr Blvd to Hartford Ave; Frankfort Ave from Mohawk Blvd to dead end approx. 460 ft north of 28th St N; and Frankfort PI from 28th St N north approx. 215 ft to dead end.	\$ 1,780,000		<b>Design Kickoff Pending</b>
1.05	Maintenance Zone 1072: Mohawk Blvd from Lewis to approx. 820 ft southwest of Troost Ave; Troost Ave, Utica Ave, Wheeling PI, and Xanthus PI from Mohawk Blvd to 31st PI N; Troost PI from 31st PI N north to cul-de-sac; 32nd St N from Utica Ave to Wheeling PI; 31st PI N from Troost Ave to Yorktown Ave; Yorktown Ave from 31st PI N to 31st St N; and 31st St N from Yorktown Ave east approx. 360 ft to private drive; 31st PI from Xanthus PI to cul-de-sac approx. 615 ft east of Zunis Ave; 32nd St N, 32nd PI N, and 33rd St N from Lewis Ave west to dead ends; and Zunis Ave from 33rd St N to 31st PI N.	\$ 2,870,000		<b>Design Kickoff Pending</b>
1.06	Maintenance Zone 1076: Detroit Ave from 36th St N to cul-de-sac north of 36th PI N; 36th PI N and 36th St N Service Rd from Detroit Ave to Elgin Ave; and Elgin Ave from 36th St N to 36th PI N; Hartford Ave from 36th St N to approx. 460 ft north of 39th St N; 37th St N from Hartford Ave to Garrison Ave; 39th St N from Hartford Ave to dead end approx. 660 ft west of Garrison Ave; Garrison Ave from 37th St N to dead end approx. 120 ft N of 40th PI N; 40th PI N and 40th St N from Garrison Ave to Elgin Ave; Frankfort Ave from 40th PI N to 40th St N; and Elgin Ave from cul-de-sac approx. 300 ft south of 40th St N to dead end approx. 175 ft north of 40th PI N.	\$ 2,370,000		<b>95% Design</b>
1.07	Maintenance Zone 1078: 55th St N from MLK Jr Blvd to Elgin Ave; Frankfort Ave from 51st PI N to 54th St N; and Hartford Ave from 56th St N to 46th St N.	\$ 2,600,000		<b>95% Design</b>
1.08	Maintenance Zone 1097: Delaware Ave from 46th St N to 41st St N; 45th St N from Delaware Ave west to cul-de-sac; 44th PI N and 44th St N from Delaware Ave west to dead ends; Mohawk Blvd from E 36th St N to approx. 235 ft northeast of Delaware Ave; Birmingham Ave from Mohawk Blvd north to dead end; and 37th St N from Birmingham Ave to cul-de-sac.	\$ 1,210,000		<b>Design Kickoff Pending</b>
1.09	Maintenance Zone 1098: 51st St N from Lewis Ave east approx. 0.6 mi to private drive and 49th St N from Lewis Ave east approx. 0.5 mi to private drive.	\$ 470,000		<b>Pending Design Funding</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 1**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation (continued)**

1.10	Maintenance Zone 1153: Marshall St from Union Ave east to dead end; Tacoma Pl; Tacoma Ave, Santa Fe Ave, Rosedale Ave, Quanah Ave, Phoenix Ave, and Olympia Ave from Marshall St to Newton St; Cheyenne Ave from John Hope Franklin Blvd to Marshall St; Main St from John Hope Franklin Blvd to Latimer St; Jasper St from Cheyenne Ave to Main St, and Haskell Pl from Denver Ave to Main St..	\$ 2,260,000		<b>65% Design</b>
1.11	Maintenance Zone 1155: Knoxville Ave, Louisville Ave, and New Haven Ave from 36th St N extending north to dead ends; and 38th St N from Knoxville Ave to Louisville Ave.	\$ 510,000		<b>95% Design</b>
1.12	Maintenance Zone 1157: 41st W Ave from Edison St extending north approx. 475 ft and 39th W Ave from Edison St extending north approx. 680 ft.	\$ 110,000		<b>30% Design</b>

**Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.

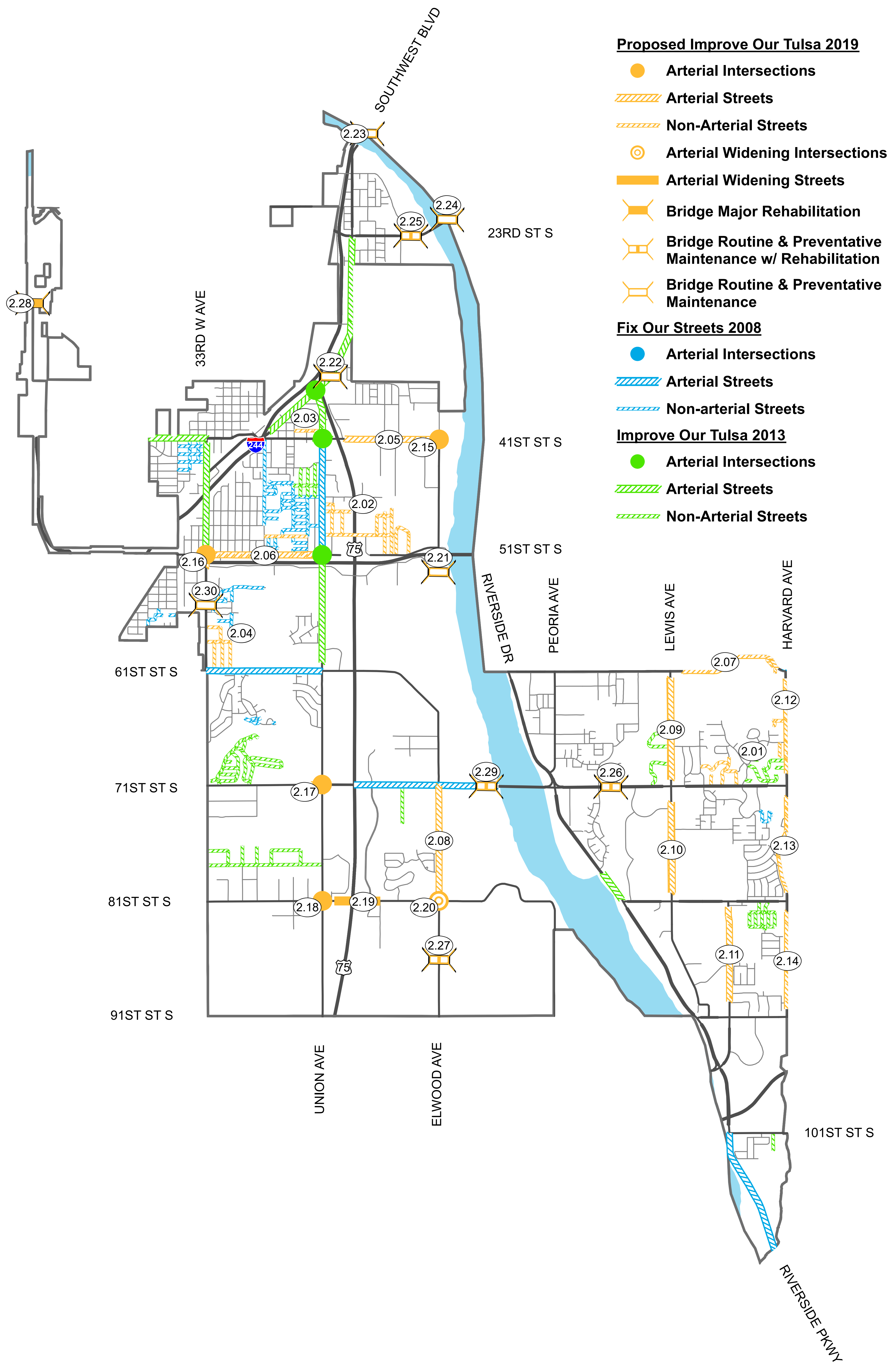
1.13	56th St N - MLK Jr Blvd to approx. 1500 ft west of Peoria Ave	\$ 610,000		<b>Pending Design Funding</b>
1.14	46th St N - Peoria Ave to Lewis Ave	\$ 1,200,000		<b>90% Design</b>
1.15	46th St N - Elwood Ave to MLK Jr Blvd	\$ 250,000		<b>Pending Design Funding</b>
1.16	36th St N - Peoria Ave to Lewis Ave	\$ 400,000		<b>Pending Design Funding</b>
1.17	36th St N - Osage County Line to MLK Jr Blvd	\$ 450,000		<b>10% Design</b>
1.18	31st St N - 53rd W Ave to 41st W Ave	\$ 540,000		<b>Design Kickoff Pending</b>
1.19	Apache St - Harvard Ave to Yale Ave	\$ 990,000		<b>Design Kickoff Pending</b>
1.20	Pine St - Gilcrease Museum Rd to Union Ave	\$ 470,000		<b>0% Construction</b>
1.21	Pine St - Peoria Ave to Lewis Ave	\$ 340,000	anticipate \$610K STP funds	<b>65% Design</b>
1.22	Edison St - 33rd W Ave to Union Ave	\$ 787,500	funding shared with CD 4	<b>0% Construction</b>
1.23	33rd W Ave - Apache St to Pine St	\$ 1,350,000		<b>0% Construction</b>
1.24	33rd W Ave - Pine St to Edison St	\$ 700,000		<b>0% Construction</b>
1.25	Gilcrease Museum Rd - Apache St to Pine St	\$ 800,000		<b>30% Design</b>
1.26	MLK Jr Blvd - 56th St N to 46th St N	\$ 600,000		<b>Pending Design Funding</b>
1.27	MLK Jr Blvd - 36th St N to Apache St	\$ 1,950,000		<b>Design Kickoff Pending</b>
1.28	MLK Jr Blvd - Apache St to Pine St	\$ 750,000		<b>Design Kickoff Pending</b>
1.29	Peoria Ave - 56th St N to 46th St N	\$ 850,000		<b>95% Design</b>
1.30	Peoria Ave - 46th St N to 36th St N	\$ 900,000		<b>95% Design</b>
1.31	Peoria Ave - Pine St to Admiral Blvd	\$ 450,000	anticipate \$850K STP funds	<b>Pending Design Funding</b>
1.32	Lewis Ave - Pine St to Admiral Pl	\$ 80,000	funding shared with CD 3 anticipate \$145K STP funds	<b>30% Design</b>
1.33	Harvard Ave - Mohawk Blvd to 36th St N	\$ 500,000		<b>30% Design</b>
1.34	36th St N & Harvard Ave Intersection	\$ 90,000		<b>30% Design</b>
1.35	Apache St & MLK Jr Blvd Intersection	\$ 300,000		<b>Design Kickoff Pending</b>
1.36	Pine St & Gilcrease Museum Rd Intersection	\$ 100,000		<b>65% Design</b>

**Arterial Street Widening**

1.37	Gilcrease Museum Rd - Pine St to Admiral Blvd	\$ 12,000,000		<b>65% Design</b>
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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 1**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
<b><u>Bridge Maintenance and Rehabilitation</u></b>				
1.38	Bridge #201C - at Tulsa Zoo main entrance	\$ 100,000	abutment repairs, substructure painting	<b>30% Design</b>
1.39	Bridge #216 - on Mohawk Blvd, 0.25 mi east of Peoria Ave	\$ 50,000	scour repair	<b>Pending Design Funding</b>
1.40	Bridge #219D - on Tisdale Expwy, 0.5 mi north of Pine St	\$ 50,000	scour repair	<b>Design Kickoff Pending</b>
1.41	Bridge #286 - on 46th St N, 100 ft east of Kenosha Ave	\$ 150,000	deck and substructure repairs, deck sealing	<b>30% Design</b>
1.42	Bridge #340 - on W Reading St between Queen St and Olympia Ave	\$ 50,000	scour repair	<b>Design Kickoff Pending</b>
1.43	Bridge #343 - on Apache St, 0.5 mi east of Peoria Ave	\$ 50,000	spall repairs, bridge rail replacement	<b>30% Design</b>
<b>Total Council District 1</b>		<b>\$ 48,487,500</b>		

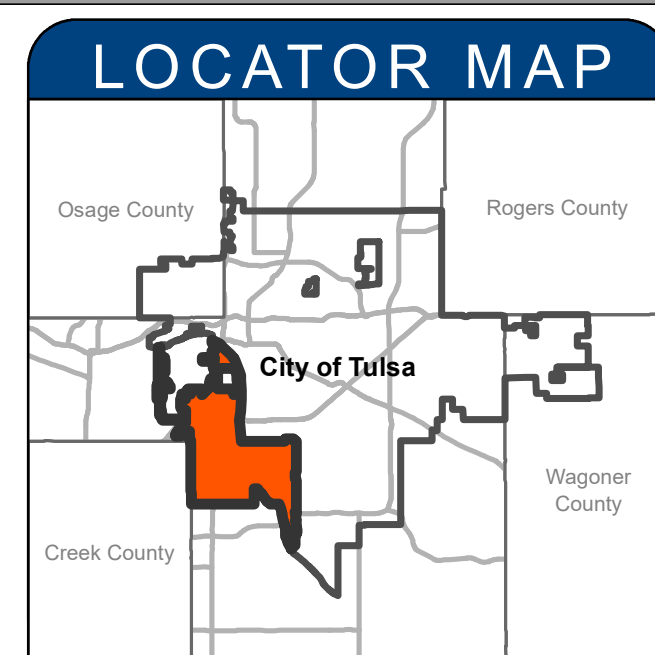


# Improve Our Tulsa 2019

## Proposed Arterial and Non-Arterial Streets

### Council District 2

July 17, 2019







**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 2**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
<b><u>Non-Arterial Streets Rehabilitation</u></b>				
These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.				
2.01	Maintenance Zone 2056: Florence Pl and Gary Av from 61st St S extending south to cul-de-sacs; Birmingham Ct from 71st St S extending north to cul-de-sac; 69th St S from Birmingham Ave to Delaware Ave; Columbia Ave/Delaware Ave from 71st St S to approx. 320 ft north of 69th St S; 69th Pl S from Columbia Ave to Delaware Pl; Delaware Pl from 69th Pl S to 71st St S; 65th St S from Harvard Ave to private drive, approx. 130 ft west of Gary Ave; Gary Ave from 65th St S extending south to cul-de-sac; and Gary Ave from 67th St S extending south to cul-de-sac.	\$ 2,000,000		<b>30% Design</b>
2.02	Maintenance Zone 2065: 49th St S from 25th W Ave to Waco Ave; 46th Pl S from Union Ave to Tacoma Ave; Tacoma Ave from 46th Pl S to 47th St S; 47th St S from Union Ave east to dead end; Tacoma Ave and Santa Fe Ave from 47th St S to 49th St S; 49th St S from Union Ave to Jackson Ave; Nogales Ave from 49th St S to 48th St S; 48th St S from Nogales Ave to Lawton Ave; Maybelle Ave from 51st St S to private drive approx. 195 ft north of 48th St S; Lawton Ave from 51st St S to cul-de-sac approx. 340 ft north of 48th St S; Jackson Ave and Indian Ave from 51st St S to 49th St S; and 49th St S from Jackson Ave to Indian Ave.	\$ 3,840,000		<b>Pending Utility Relocation</b>
2.03	Maintenance Zone 2066: 40th St S from Yukon Ave to Union Ave	\$ 1,400,000		<b>Pending Utility Relocation</b>
2.04	Maintenance Zone 2131: 57th St S from 33rd W Ave to 31st W Ave; 31st W Ave from 57th St S to 58th St S; 58th St S from 33rd W Ave to 30th W Ave; and 32nd W Ave, 31st W Ave, and 30th W Ave from 58th St S to 61st St S.	\$ 590,000		<b>Pending Design Funding</b>
<b><u>Arterial Streets Rehabilitation</u></b>				
These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.				
2.05	41st St S - Union Ave to Elwood Ave	\$ 2,080,000		<b>30% Design</b>
2.06	51st St S - 33rd W Ave to Union Ave	\$ 1,560,000		<b>Pending Design Funding</b>
2.07	61st St S - Lewis Ave to Harvard Ave	\$ 510,000	funding shared with CD 9	<b>Pending Utility Relocation</b>
2.08	Elwood Ave - 71st St S to 81st St S	\$ 1,130,000		<b>Pending Design Funding</b>
2.09	Lewis Ave - 61st St S to 71st St S	\$ 1,260,000		<b>Pending Design Funding</b>
2.10	Lewis Ave - 71st St S to 81st St S	\$ 1,100,000		<b>Pending Design Funding</b>
2.11	Delaware Ave - 81st St S to 91st St S	\$ 1,400,000		<b>40% Design</b>
2.12	Harvard Ave - 61st St S to 71st St S	\$ 425,000	funding shared with CD 8	<b>Pending Design Funding</b>
2.13	Harvard Ave - 71st St S to 81st St S	\$ 715,000	funding shared with CD 8	<b>Design Kickoff Pending</b>
2.14	Harvard Ave - 81st St S to 91st St S	\$ 400,000	funding shared with CD 8	<b>Pending Design Funding</b>
2.15	41st St S & Elwood Ave Intersection	\$ 230,000		<b>30% Design</b>
2.16	51st St S & 33rd W Ave Intersection	\$ 365,000		<b>Pending Design Funding</b>
2.17	71st St S & Union Ave Intersection	\$ 320,000		<b>Pending Design Funding</b>
2.18	81st St S & Union Ave Intersection	\$ 140,000		<b>Pending Design Funding</b>
<b><u>Arterial Street Widening</u></b>				
2.19	81st St S - Tacoma Ave to Maybelle Ave	\$ 8,300,000	Partnership with ODOT	<b>ODOT 65% Design</b>
2.20	81st St S & Elwood Ave Intersection	\$ 6,000,000		<b>Design Kickoff Pending</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 2**  
**April 24, 2023**

<b>Project ID</b>	<b>Project Description</b>	<b>Estimated Cost</b>	<b>Comments</b>	<b>Status</b>
<b>Bridge Maintenance and Rehabilitation</b>				
2.21	Bridge #179 - on Elwood Ave south of I-44, at RiverParks Trail and Wastewater Treatment Plant	\$ 40,000	scour repair	<b>95% Design</b>
2.22	Bridge #232 - at 3600 Southwest Blvd, northeast of US 75	\$ 50,000	scour repair	<b>95% Design</b>
2.23	Bridge #245 - on 11th St S over the Arkansas River	\$ 430,000	funding shared with CD 4 deck repair, joint resealing	<b>Pending Utility Relocation</b>
2.24	Bridge #258 - on 21st St S over the Arkansas River and Riverside Dr	\$ 137,500	funding shared with CD 4 joint resealing	<b>Pending Utility Relocation</b>
2.25	Bridge #263 - on 23rd St S, 400 ft east of Jackson Ave, over UP Railroad	\$ 465,000	deck and substructure repairs, deck sealing, joint resealing, painting	<b>95% Design</b>
2.26	Bridge #301 - on 71st St S, 0.5 mi east of Riverside Dr	\$ 165,000	joint repair, spall repairs at abutments and piers	<b>95% Design</b>
2.27	Bridge #359 - on Elwood Ave, 0.5 mi south of 81st St S	\$ 50,000	channel clearing, bridge rail replacement	<b>0% Construction</b>
2.28	Bridge #232A - on 57th W Ave, 0.20 mi north of 31st St S	\$ 700,000	scour repair	<b>Pending 404 Permit</b>
2.29	Bridge #301A - on 71st St S, 0.4 mi east of Elwood Ave, over UP Railroad	\$ 200,000	deck and substructure repairs, deck sealing, joint resealing	<b>95% Design</b>
2.30	Bridge #425 - on 33rd W Ave, 0.2 mi north of 57th St S	\$ 50,000	scour repair	<b>Pending Design Funding</b>
<b>Total Council District 2</b>		<b>\$ 36,052,500</b>		

**Proposed Improve Our Tulsa 2019**

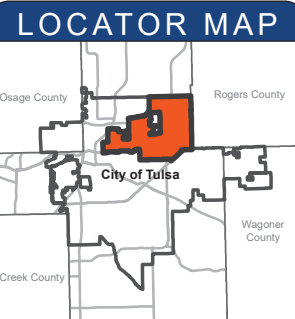
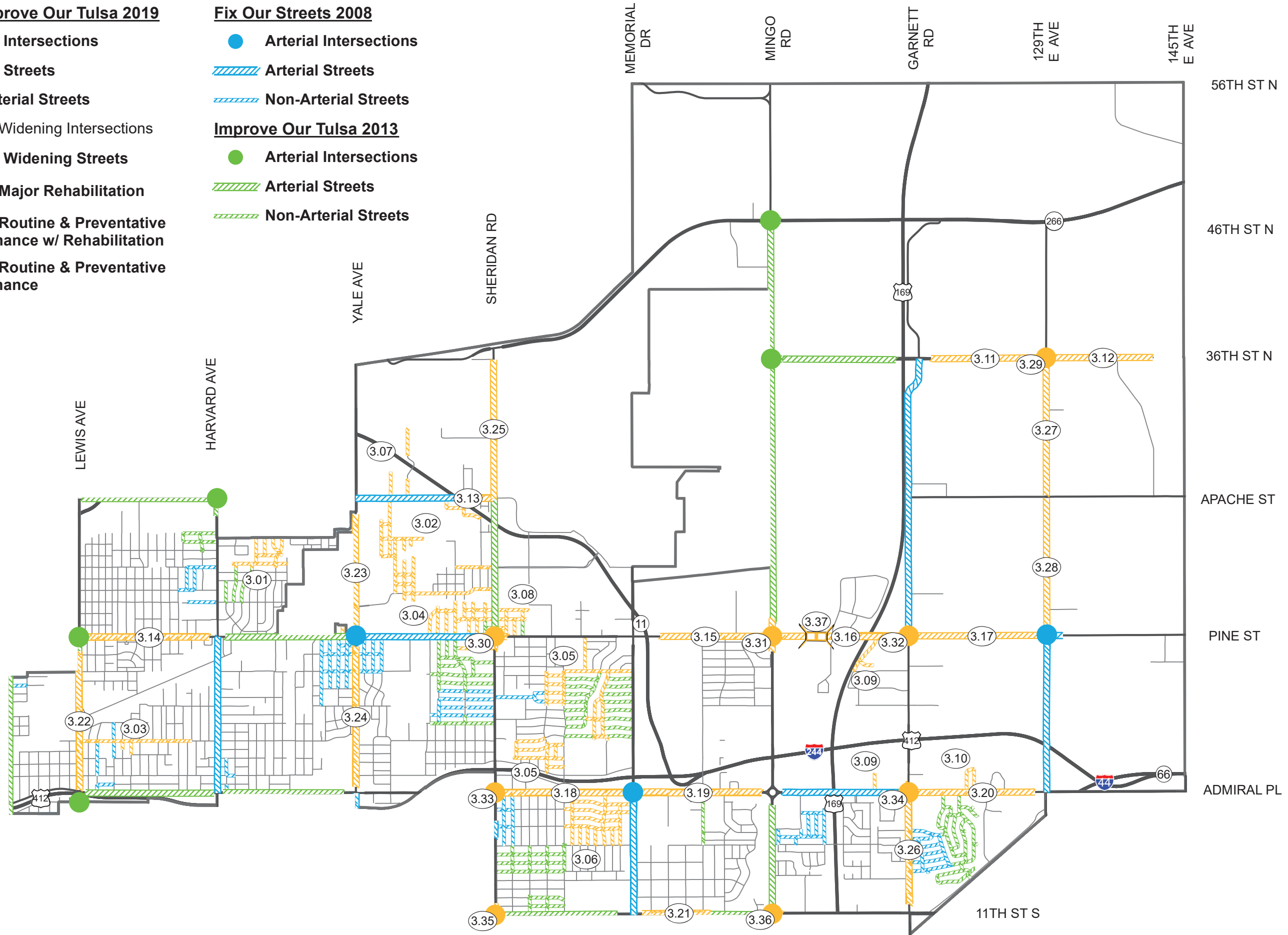
- Arterial Intersections
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**Fix Our Streets 2008**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets

**Improve Our Tulsa 2013**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets



**Improve Our Tulsa 2019**  
**Proposed Arterial and Non-Arterial Streets**  
**Council District 3**  
 July 17, 2019

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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 3**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

3.01	Maintenance Zone 3004: Louisville Ave and Oswego Ave from Xyler St to Virgin PI; Virgin PI from dead end west of Jamestown Ave to Pittsburg Ave; Jamestown Ave, Louisville Ave and Oswego Ave from Virgin PI south approx. 150 ft; Marion Ave from Xyler St to Woodrow St; Woodrow St from Louisville Ave to Oswego Ave; New Haven Ave from Xyler St to Oswego Ave; Woodrow PI from Oswego Ave extending southeast to cul-de-sac; and Vandalia Ave and Vandalia PI from Pine Street extending north to dead ends.	\$ 1,280,000		<b>Design Kickoff Pending</b>
3.02	Maintenance Zone 3005: Darlington Ave from Apache to Woodrow St; Woodrow St from Darlington PI to Canton Ave; Canton Ave from Woodrow St to private drive approx. 180 ft north of Young PI; Young PI from Canton Ave to Darlington Ave; Xyler St from Canton Ave to private drive approx. 490 ft east of Fulton Ave; Fulton Ave from Xyler St to south approx. 280 ft to private drive; Erie Ave from Xyler St south approx. 430 ft to private drive; Darlington PI from Xyler St to Tecumseh St; Erie Ave from dead end approx. 240 ft south of Tecumseh St to dead end approx. 560 ft north of Ute PI; Fulton Ave from private drive approx. 295 ft south of Tecumseh St to dead end approx. 675 ft north of Ute PI; Ute PI and Ute St from Darlington PI to Fulton Ave; Tecumseh St from Erie Ave to Sheridan Rd; Virgin St from Kingston PI to Sheridan Rd; and Kingston Ave/Zion St/Maplewood Ave/Young PI from Apache St to Norwood PI.	\$ 3,350,000		<b>Design Kickoff Pending</b>
3.03	Maintenance Zone 3008: Independence St from Lewis Ave to Florence PI; Birmingham PI from Independence St extending south approx. 335 ft; and Columbia Ave from Independence St to Haskell St.	\$ 1,280,000		<b>Pending Design Funding</b>
3.04	Maintenance Zone 3010: Irvington Ave from Pine St to Reading St; and Joplin Ave from Pine St to dead end approx. 180 ft north of Reading St; Kingston Ave from Pine St to dead end approx. 95 ft north of Reading St; Kingston PI from Pine St to approx. 380 ft north of Reading St; Reading St from Irvington Ave to Kingston PI; Queen St from Kingston PI to Sheridan Rd; Maplewood Ave from Queen St to BNSF Railroad ROW approx. 250 ft north of Reading St; Norwood Ave from Queen St to dead end approx. 300 ft north of Reading St; Oxford St from Queen St to dead end approx. 275 ft north of Reading St; Reading St from Maplewood Ave to Sheridan Rd; Maplewood Ave and Norwood Ave from Pine St to Queen St; and Oklahoma PI from Sheridan Rd extending approx. 0.25 mi west.	\$ 1,830,000		<b>10% Design</b>
3.05	Maintenance Zone 3011: Independence St from 71st E Ave to 67th E Ave; 67th E Ave from Independence St to Haskell St; Haskell PI from 67th E Ave to 73rd E Ave; Haskell St from dead end approx. 120 ft west of 67th E Ave to 73rd E Ave; 71st E Ave from approx. 185 ft north of Haskell PI to Easton St; 72nd E Ave from Haskell PI to Haskell St; Easton PI from 71st E Ave to 73rd E Ave; 71st E Ave from approx. 165 ft north of Newton St to approx. 165 ft south of Latimer PI; Newton St, Marshall PI, Marshall St, and Latimer PI from 71st E Ave to 73rd E Ave; 73rd E Ave from approx. 155 ft south of Latimer PI to Newton PI; Newton PI from 73rd E Ave to Memorial Dr; 75th E Ave from Pine St to Newton PI; 78th E Ave from Newton PI to Independence St; 77th E Ave from 78th E Ave to Norvell Park entrance approx. 125 ft south of Independence St; King St from 76th E Ave to 78th E Ave; 78th E Ave from Independence St south approx. 150 ft; and Independence St from 77th E Ave to 78th E Ave.	\$ 3,210,000		<b>Design Kickoff Pending</b>
3.06	Maintenance Zone 3017: 74th E Ave and 78th E Ave from Admiral PI to E 4th PI; 80th E Ave from 1st St to 4th PI; 1st St from 74th E Ave to Memorial Dr; 2nd St from 73rd E Ave to Memorial Dr; 3rd St from 74th E Ave to 80th E Ave; 4th St from 73rd E Ave to 80th E Ave; and 75th E Ave, 76th E Ave, 77th E Ave, and 79th E Ave from 4th St to 4th PI.	\$ 2,980,000		<b>Design Kickoff Pending</b>
3.07	Maintenance Zone 3075: Darlington Ave from Apache St north approx. 990 ft to dead end; Erie Ave from Apache St north approx. 725 ft and from approx. 475 ft northwest of Hwy 11 north approx. 1025 ft to private drive.	\$ 280,000		<b>95% Design</b>
3.08	Maintenance Zone 3080: Reading St from Sheridan Rd to dead end approx. 225 ft east of 68th E Ave; Queen St from Sheridan Rd to dead end approx. 150 ft east of 68th E Ave; Pine PI from Sheridan Rd to 66th Ave; 66th E Ave from Pine St to Reading St; 67th E Ave from Pine St to Queen St; and 68th E Ave from Queen St to Reading St.	\$ 440,000		<b>Pending Design Funding</b>
3.09	Maintenance Zone 3081: 108th E Ave from Pine St to Newton St; Newton PI from 108th E Ave approx. 605 ft southeast to dead end; and 109th E Ave from Admiral PI north approx. 710 ft to entrance of City of Tulsa Safety Training Center.	\$ 840,000		<b>95% Design</b>
3.10	Maintenance Zone 3082: 120th E Ave and 121st E Ave from Admiral PI to Archer St and Archer St from 120th E Ave to 121st E Ave.	\$ 290,000		<b>Pending Design Funding</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 3**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
<b>Arterial Streets Rehabilitation</b>				
These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.				
3.11	36th St N - Garnett Rd to 129th E Ave	\$ 1,670,000		<b>30% Design</b>
3.12	36th St N - 129th E Ave to 141st E Ave	\$ 500,000		<b>Pending Design Funding</b>
3.13	Apache St - Gilcrease Expy to Sheridan Rd	\$ 200,000		<b>Pending Design Funding</b>
3.14	Pine St - Lewis Ave to Harvard Ave	\$ 610,000	anticipate \$1.14M STP funds	<b>10% Design</b>
3.15	Pine St - State Hwy 11 to Mingo Rd	\$ 550,000	anticipate \$1.05M STP funds	<b>30% Design</b>
3.16	Pine St - Mingo Rd to Garnett Rd	\$ 1,250,000		<b>Pending Design Funding</b>
3.17	Pine St - Garnett Rd to 129th E Ave	\$ 1,150,000		<b>10% Design</b>
3.18	Admiral Pl - Sheridan Rd to Memorial Dr	\$ 1,200,000		<b>10% Design</b>
3.19	Admiral Pl - Memorial Dr to Mingo Rd	\$ 2,340,000		<b>10% Design</b>
3.20	Admiral Pl - Garnett Rd to 129th E Ave	\$ 1,060,000		<b>10% Design</b>
3.21	11th St S - Memorial Dr to 89th E Ave	\$ 225,000	funding shared with CD 5 anticipate \$425K STP funds	<b>Pending Design Funding</b>
3.22	Lewis Ave - Pine St to Admiral Pl	\$ 240,000	funding shared with CD 1 anticipate \$435K STP funds	<b>65% Design</b>
3.23	Yale Ave - Apache St to Pine St	\$ 1,310,000		<b>10% Design</b>
3.24	Yale Ave - Pine St to Admiral Pl	\$ 1,100,000		<b>Pending Design Funding</b>
3.25	Sheridan Rd - 36th St N to Apache St	\$ 930,000		<b>Pending Design Funding</b>
3.26	Garnett Rd - Admiral Pl to 11th St S	\$ 950,000		<b>Pending Design Funding</b>
3.27	129th E Ave - 36th St N to Apache St	\$ 1,690,000		<b>10% Design</b>
3.28	129th E Ave - Apache St to Pine St	\$ 1,310,000		<b>65% Design</b>
3.29	36th St N & 129th E Ave Intersection	\$ 350,000		<b>30% Design</b>
3.30	Pine St & Sheridan Rd Intersection	\$ 680,000		<b>Pending Design Funding</b>
3.31	Pine St & Mingo Rd Intersection	\$ 650,000	anticipate \$1.2M STP funds	<b>30% Design</b>
3.32	Pine St & Garnett Rd Intersection	\$ 575,000		<b>10% design</b>
3.33	Admiral Pl & Sheridan Rd Intersection	\$ 150,000	funding shared with CD 5	<b>10% Design</b>
3.34	Admiral Pl & Garnett Rd Intersection	\$ 540,000		<b>Pending Design Funding</b>
3.35	11th St S & Sheridan Rd Intersection	\$ 135,000	funding shared with CD 5	<b>Pending Design Funding</b>
3.36	11th St S & Mingo Rd Intersection	\$ 180,000	funding shared with CD 5	<b>Pending Design Funding</b>

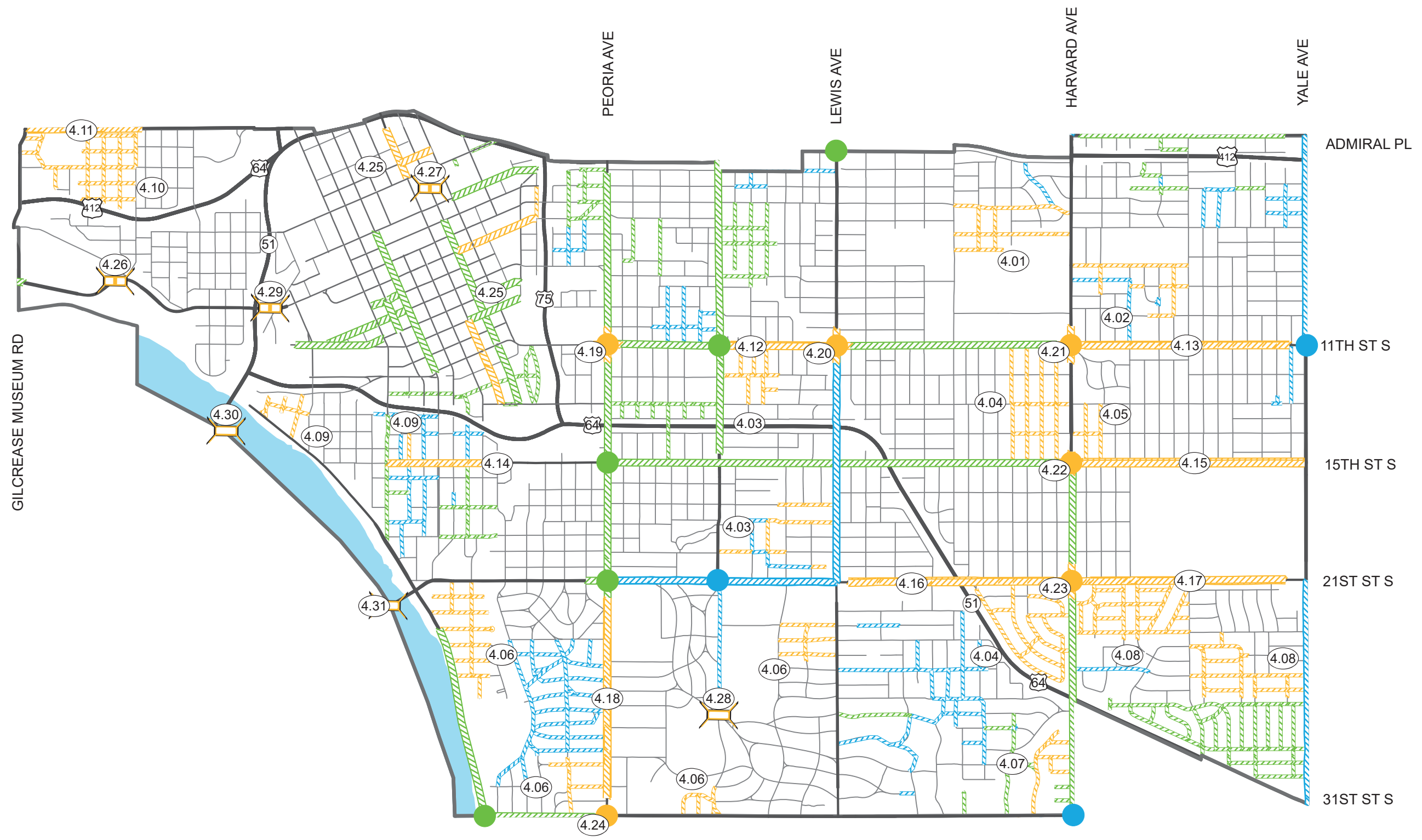
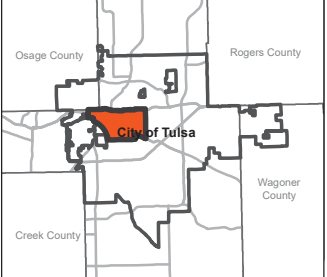
**Bridge Maintenance and Rehabilitation**

3.37	Bridge #225 - on Pine St, 0.5 mi east of Mingo Rd	\$ 650,000	repair spalls, reseal joints, seal deck	<b>Pending Design Funding</b>
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<b>Total Council District 3</b>	<b>\$ 37,975,000</b>
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LOCATOR MAP



**Proposed Improve Our Tulsa 2019**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets
- Arterial Widening Intersections

**Arterial Widening Streets**

- Bridge Major Rehabilitation
- Bridge Routine & Preventative Maintenance w/ Rehabilitation
- Bridge Routine & Preventative Maintenance

**Fix Our Streets 2008**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets

**Improve Our Tulsa 2013**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets

# Improve Our Tulsa 2019

# Proposed Arterial and Non-Arterial Streets

## Council District 4

July 17, 2019

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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 4**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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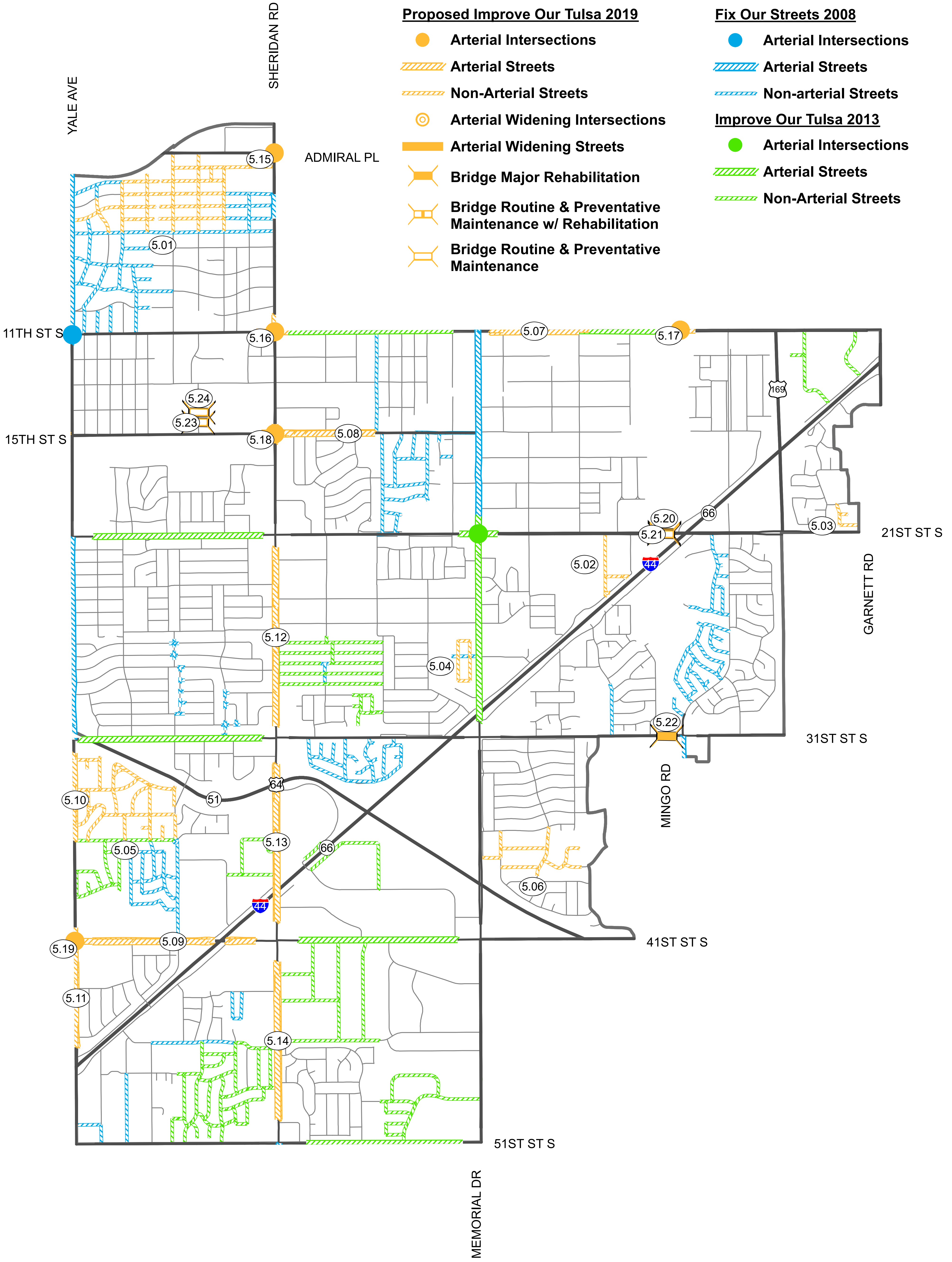
**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

4.01	Maintenance Zone 4014: 3rd St S and 4th Pl S from Delaware Ave to Harvard Ave; 5th St S from Delaware Ave to approx. 190 ft east of College Ave; and Evanston Ave and College Ave from 3rd St S to 5th St S.	\$ 1,890,000		<b>Pending Utility Relocation</b>
4.02	Maintenance Zone 4015: 5th Pl S from Harvard Ave to Pittsburg Ave; Jamestown Ave from 5th Pl S to 7th St S; 7th St S from Louisville Ave to Marion Ave and from New Haven Ave to Pittsburg Ave; Oswego Ave from 5th Pl S to 9th St S; and 9th St S from Oswego Ave to approx. 260 ft west of New Haven Ave.	\$ 820,000		<b>Design Kickoff Pending</b>
4.03	Maintenance Zone 4021: Victor Ave from 11th St S to 12th St S; Wheeling Ave and Xanthus Ave from 11th St S to 13th St S; 12th St S from Utica Ave to Xanthus Ave; 12th Pl S from Xanthus Ave extending east approx. 330 ft; 17th St S from Lewis Ave to approx. 185 ft west of Yorktown Ave; 17th Pl S from Lewis Ave to Xanthus Ave; 19th St S from Utica Ave to Wheeling Ave and from Xanthus Ave to Yorktown Ave; and 20th St S from Zunis Ave extending east approx. 330 ft to dead end.	\$ 3,260,000		<b>Pending Utility Relocation</b>
4.04	Maintenance Zone 4022: Florence Ave, Florence Pl, Gary Ave, and Gary Pl from 11th St S to 15th St S; 13th St S from Florence Ave to Harvard Ave; 14th St S from Florence Ave to Gary Pl; Delaware Ct from cul-de-sac north of 21st Pl S to Gary Pl; Florence Ave from 21st St S to Gary Pl; Florence Pl and Gary Ave from 22nd St S to Gary Pl; 24th Pl S from Gary Pl to Harvard Ave; Gary Pl from Delaware Ct to Gary Ave and from 22nd St S to Florence Pl; 22nd St S from Delaware Ct to Florence Ave and from Florence Pl to Harvard Ave; and 23rd St from Delaware Ct to Florence Pl.	\$ 3,450,000		<b>Pending Utility Relocation</b>
4.05	Maintenance Zone 4023: Indianapolis Ave and Jamestown Ave from 13th St S to 15th St S; and 14th St S from Harvard Ave to Jamestown Ave.	\$ 490,000		<b>Pending Utility Relocation</b>
4.06	Maintenance Zone 4029: Main St from 21st St S to Woodward Blvd; Boston Ave from 21st St S to dead end approx. 500 ft south of 26th Pl S; 22nd St S from cul-de-sac west of Main St to dead end east of Boston Ave; Woodward Blvd from Riverside Dr to dead end east of Boston Ave; 24th St S from Riverside Dr to cul-de-sac east of Boston Ave; 25th St S from Riverside Dr to Boston Pl; 26th St S from Riverside Dr to approx. 420 ft east of Boston Ave; 26th Pl S from Riverside Dr to approx. 375 ft east of Boston Ave; 29th Pl S from Peoria Ave to approx. 440 ft west of Woodward Blvd; 30th St S from Peoria Ave to Woodward Blvd; Woodward Blvd from 31st St S to approx. 160 ft north of 29th Pl S; Trenton Ave and Troost Ave from 31st St S to 30th Pl S; 30th Pl S from Trenton Ave to Utica Ave; Utica Ave from 30th St S to 31st St S; 22nd Pl S, 23rd St S, and 24th St S from Yorktown Ave to Lewis Ave; and Zunis Ave from 22nd Pl N to approx. 150 ft south of 24th St S.	\$ 1,950,000		<b>Pending Design Funding</b>
4.07	Maintenance Zone 4030: Gary Ave/Gary Dr from 31st St S extending north to dead end; 27th Pl S and 28th St S from Gary Dr to Harvard Ave; 29th St S from Gary Pl to Harvard Ave; and Gary Pl from 29th St S to 28th St S.	\$ 1,030,000		<b>45% Construction</b>
4.08	Maintenance Zone 4031: 21st Pl S from Jamestown Ave to Louisville Ave and from Marion Ave to Oswego Ave; 22nd St from Harvard Ave to Oswego Ave and from Oswego Pl to Pittsburg Ave; 22nd Pl from Jamestown Ave to Louisville Ave, Marion Ave to Oswego Ave, and from Oswego Pl to Pittsburg Ave; 23rd St S from Harvard Ave to Pittsburg Ave; Indianapolis Ave from 22nd St S to 23rd St S; Jamestown Ave and Oswego Ave from 21st St S to 23rd St S; Louisville Ave and Marion Ave from 21st St S to approx. 150 ft south of 23rd St S; Oswego Pl from Pittsburg Ave to 23rd St S; 24th St S from Pittsburg Ave to approx. 160 ft east of Sandusky Ave; 24th Pl S from Quebec Ave to Sandusky Ave; 25th St S from Pittsburg Ave to Yale Ave; 25th Pl S from Quebec Ave to Sandusky Ave and from Toledo Ave to Yale Ave; Quebec Ave from 24th St S to approx. 220 ft south of 25th Pl S; Richmond Ave from 23rd St S to 24th St S; Sandusky Ave from 24th St S to approx. 160 ft S of 25th Pl S; and Toledo Ave and Winston Ave from 25th St S to approx. 160 ft south of 25th Pl S.	\$ 3,250,000		<b>Design Kickoff Pending</b>
4.09	Maintenance Zone 4067: Lawton Ave from Riverside Dr to dead end approx. 135 ft north of 13th St S; Jackson Ave from entrance to private drive approx. 130 ft south of 13th St S to dead end approx. 260 ft north of 13th St S; Indian Ave from Riverside Dr to 12th St S; 13th St S from Lawton Ave to Houston Ave; and Carson Ave from 14th St S to 15th St S.	\$ 1,070,000		<b>10% Design</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 4**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
<b><u>Non-Arterial Streets Rehabilitation (continued)</u></b>				
4.10	Maintenance Zone 4069: Easton Ct and Easton Pl from Gilcrease Museum Rd to 23rd W Ave; 23rd W Ave from Edison St to Easton St; Zenith Ave from Easton St to Brady Pl; Easton St from 23rd W Ave to Union Ave; Easton Ct from Union Ave to dead end approx. 425 ft west of Xenophon Ave; Easton Pl from Union Ave to private drive approx. 125 ft west of Xenophon Ave; Cameron St from Union Ave to dead end approx. 210 ft west of Xenophon Ave; Brady St from Union Ave to dead end approx. 140 ft west of Xenophon Ave; Xenophon Ave from Edison St to Brady St; Waco Ave from Edison St to dead end approx. 100 ft south of Brady St; Vancouver Ave from Edison St to dead end approx. 215 ft south of Brady St; and Union Ave from Edison St to Easton St.	\$ 3,920,000		<b>65% Design</b>
<b><u>Arterial Streets Rehabilitation</u></b>				
These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.				
4.11	Edison St - 33rd W Ave to Union Ave	\$ 262,500	funding shared with CD 1	<b>0% Construction</b>
4.12	11th St S - Utica Ave to Lewis Ave	\$ 500,000	anticipate \$940K STP funds	<b>10% Design</b>
4.13	11th St S - Harvard Ave to Yale Ave	\$ 700,000	anticipate \$1.3M STP funds	<b>10% Design</b>
4.14	15th St S - Boston Ave to Denver Ave	\$ 875,000		<b>Pending Design Funding</b>
4.15	15th St S - Harvard Ave to Yale Ave	\$ 1,890,000		<b>65% Design</b>
4.16	21st St S - Lewis Ave to Harvard Ave	\$ 900,000		<b>Pending Design Funding</b>
4.17	21st St S - Harvard Ave to Yale Ave	\$ 990,000		<b>Pending Design Funding</b>
4.18	Peoria Ave - 21st St S to 31st St S	\$ 900,000		<b>10% Design</b>
4.19	11th St S & Peoria Ave Intersection	\$ 270,000		<b>Pending Design Funding</b>
4.20	11th St S & Lewis Ave Intersection	\$ 270,000		<b>95% Construction</b>
4.21	11th St S & Harvard Ave Intersection	\$ 320,000		<b>Pending Design Funding</b>
4.22	15th St S & Harvard Ave Intersection	\$ 850,000		<b>65% Design</b>
4.23	21st St S & Harvard Ave Intersection	\$ 1,170,000		<b>Design Kickoff Pending</b>
4.24	31st St S & Peoria Ave Intersection	\$ 180,000	funding shared with CD 9	<b>10% Design</b>
<b><u>Central Business District (CBD)</u></b>				
4.25	Streets, Alleyways, and Arena District Master Plan Implementation	\$ 19,200,000	funding shared with all CDs	<b>On Going</b>
<b><u>Bridge Maintenance and Rehabilitation</u></b>				
4.26	Bridge #167 - on Charles Page Blvd, 75 ft south of Newblock Park Trail	\$ 130,000	spall repairs, patching	<b>0% Construction</b>
4.27	Bridge #173 - on Detroit Ave from Archer St and 1st St	\$ 400,000	deck and substructure repairs, deck sealing, joint resealing, painting	<b>65% Construction</b>
4.28	Bridge #236 - on Utica Ave at the intersection of Utica Ave, Terwilliger Blvd and Victor Ave	\$ 50,000	scour repair	<b>Pending Design Funding</b>
4.29	Bridge #241 - on W 3rd St/Charles Page Blvd between US 64 & S Houston Ave, over BNSF Railroad and Heavy Traffic Way	\$ 1,100,000	deck and substructure repairs, deck sealing, joint resealing, painting	<b>100% Design</b>
4.30	Bridge #245 - on 11th St S over the Arkansas River	\$ 430,000	funding shared with CD 2 deck repair, joint resealing	<b>100% Design</b>
4.31	Bridge #258 - on 21st St S over the Arkansas River and Riverside Dr	\$ 137,500	funding shared with CD 2 joint resealing	<b>100% Design</b>
<b>Total Council District 4</b>		<b>\$ 52,655,000</b>		



**Proposed Improve Our Tulsa 2019**

- Arterial Intersections
- ▨ Arterial Streets
- ▨ Non-Arterial Streets
- ⊙ Arterial Widening Intersections
- ▬ Arterial Widening Streets
- ⌘ Bridge Major Rehabilitation
- ⌘ Bridge Routine & Preventative Maintenance w/ Rehabilitation
- ⌘ Bridge Routine & Preventative Maintenance

**Fix Our Streets 2008**

- Arterial Intersections
- ▨ Arterial Streets
- ▨ Non-arterial Streets

**Improve Our Tulsa 2013**

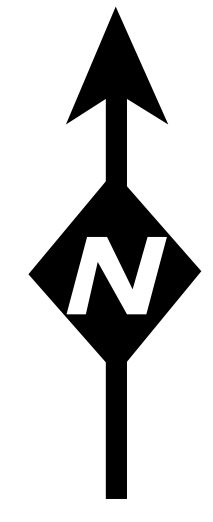
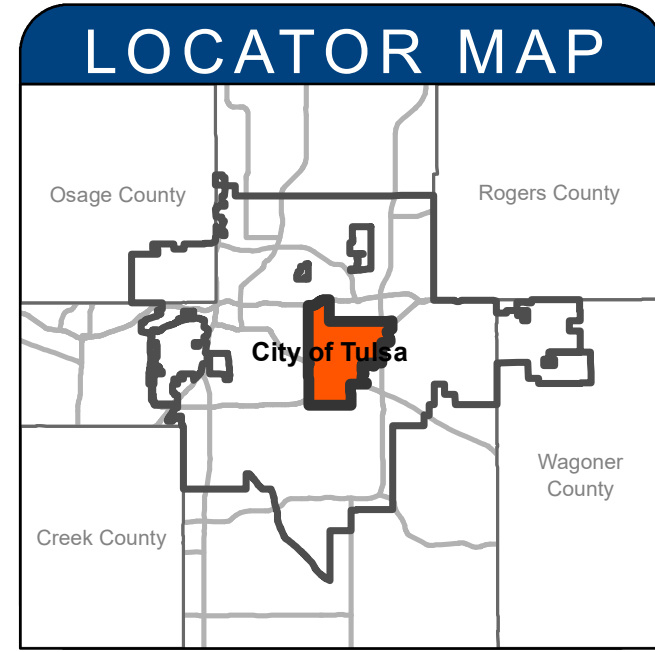
- Arterial Intersections
- ▨ Arterial Streets
- ▨ Non-Arterial Streets

# Improve Our Tulsa 2019

## Proposed Arterial and Non-Arterial Streets

### Council District 5

July 17, 2019



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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 5**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

5.01	Maintenance Zone 5016: Admiral Blvd from Hudson Ave to Sheridan Rd; 2nd St S and 4th Ter S from Darlington Ave to Lakewood Ave (excluding Railroad ROW); 3rd St S from Darlington Ave to Lakewood Ave; 4th St S from Yale Ave to Lakewood Ave (excluding Railroad ROW); Allegheny Ave from 3rd St S to 4th PI S; Darlington Ave from 2nd St S to 4th PI S; Fulton Ave from dead end approx. 190 ft north of 2nd St S to 4th PI S; Hudson Ave and Joplin Ave from Admiral PI to 4th PI S; Kingston Ave from Admiral Blvd to 2nd St S; Lakewood Ave from Admiral Blvd to 4th PI S; and Norwood Ave from Admiral PI to Admiral Blvd.	\$ 7,080,000		<b>90% Design</b>
5.02	Maintenance Zone 5026: 91st E Ave from 21st St S to Skelly Dr and 22nd PI S from 91st E Ave to Skelly Dr.	\$ 210,000		<b>Pending Design Funding</b>
5.03	Maintenance Zone 5027: 109th E Ave from 19th St S to 20th St S; 19th PI S from 109th E Ave east approx. 220 ft to cul-de-sac; and 20th St S from 109th E Ave to 111th E Ave.	\$ 980,000		<b>90% Design</b>
5.04	Maintenance Zone 5033: 26th PI S and 27th PI S from 79th E Ave and 80th E Ave; and 79th E Ave and 80th E Ave from 26th PI S to 27th PI S.	\$ 280,000		<b>Design Kickoff Pending</b>
5.05	Maintenance Zone 5039: 32nd St S from Yale Ave to Braden Ave; 32nd PI S from Darlington Ave to Hudson Ave; 33rd St S from Yale Ave to 32nd PI S; 35th St S from Braden Ave to Hudson Ave; 35th PI S from Fulton Ave extending west to cul-de-sac; Allegheny Ave from 32nd St S extending south to cul-de-sac and from 33rd St S to Yale Ave; Braden Ave from cul-de-sac north of 32nd St S to 33rd St S and from Allegheny Ave to 36th St S; Darlington Ave from 32nd PI S to 36th St S; Erie Ave from Fulton Ave to 35th St S; Fulton Ave from 32nd PI S to 36th St S; Granite Ave from 36th St S extending north to cul-de-sac; and Hudson Ave from dead end approx. 75 ft north of 32nd PI S to Irvington Ave and from 35th St S to 36th St S.	\$ 1,530,000		<b>Design Kickoff Pending</b>
5.06	Maintenance Zone 5040: 37th St S from Memorial Dr to 85th E Ave and from 88th E Ave extending east to cul-de-sac; 37th PI S from 82nd E Ave to approx. 465 ft east of 88th E Ave; 82nd E Ave from 35th St S to 37th St S; 85th E Ave from 35th St S to approx. 200 ft south of 37th PI S; and 88th E Ave from 37th St S to 37th PI S.	\$ 780,000		<b>95% Design</b>

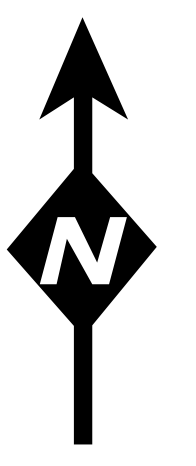
**Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.

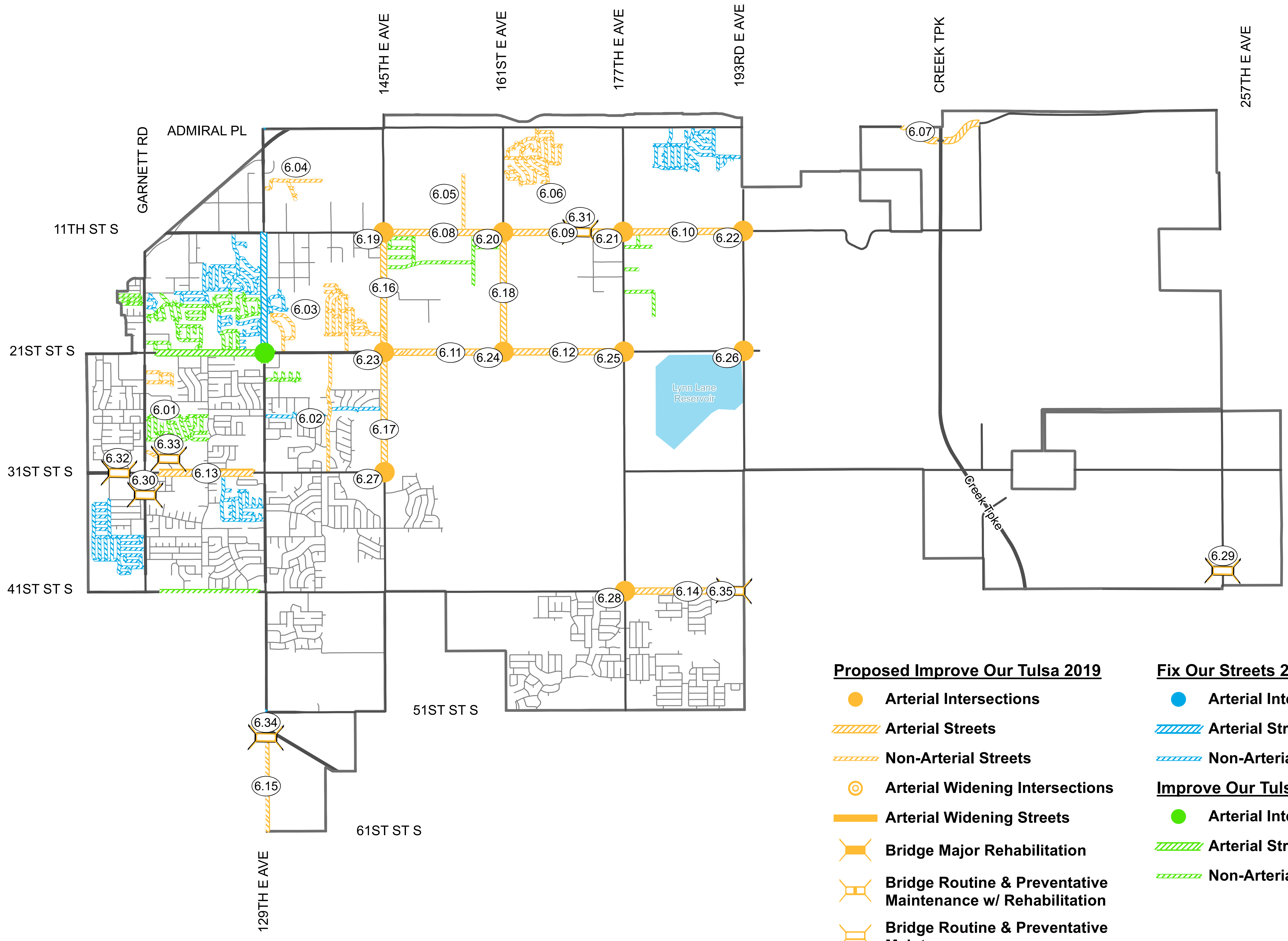
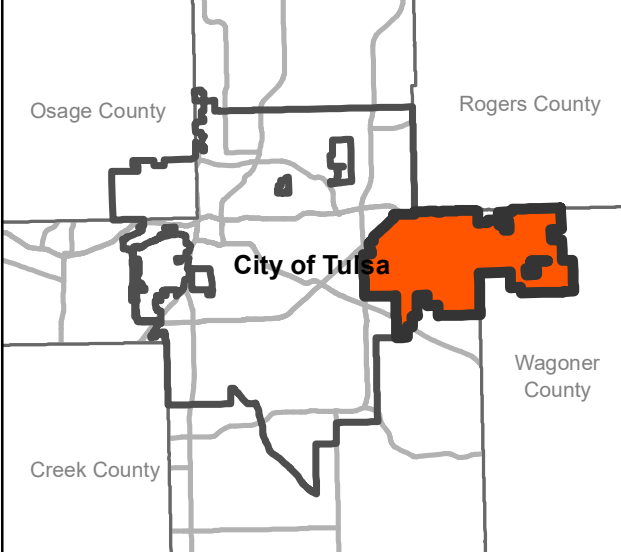
5.07	11th St S - Memorial Dr to 89th E Ave	\$ 225,000	funding shared with CD 3 anticipate \$425K STP funds	<b>Pending Design Funding</b>
5.08	15th St S - Sheridan Rd to 73rd E Ave	\$ 540,000		<b>Pending Design Funding</b>
5.09	41st St S - Yale Ave to Sheridan Ave	\$ 850,000		<b>Pending Design Funding</b>
5.10	Yale Ave - 31st St S to 36th St S	\$ 270,000	funding shared with CD 9	<b>Pending Design Funding</b>
5.11	Yale Ave - 41st St S to I-44	\$ 400,000	funding shared with CD 9	<b>Pending Design Funding</b>
5.12	Sheridan Rd - 21st St S to 31st St S	\$ 750,000		<b>Pending Design Funding</b>
5.13	Sheridan Rd - 31st St S to 41st St S	\$ 1,500,000		<b>Pending Design Funding</b>
5.14	Sheridan Rd - 41st St S to 51st St S	\$ 7,400,000		<b>Coordinating w/Federal Grant</b>
5.15	Admiral PI & Sheridan Rd Intersection	\$ 50,000	funding shared with CD 3	<b>Design Kickoff Pending</b>
5.16	11th St S & Sheridan Rd Intersection	\$ 405,000	funding shared with CD 3	<b>Pending Design Funding</b>
5.17	11th St S & Mingo Rd Intersection	\$ 180,000	funding shared with CD 3	<b>Pending Design Funding</b>
5.18	15th St S & Sheridan Rd Intersection	\$ 450,000		<b>Pending Design Funding</b>
5.19	41st St S & Yale Ave Intersection	\$ 800,000	funding shared with CD 9	<b>Pending Design Funding</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 5**  
**April 24, 2023**







Project ID	Project Description	Estimated Cost	Comments	Status
<b>Bridge Maintenance and Rehabilitation</b>				
5.20	Bridge #261A - on westbound 21st St S, 350 ft west of Skelly Dr	\$ 175,000.00	deck and substructure repairs, deck sealing, joint resealing, crack sealing	<b>0% Construction</b>
5.21	Bridge #261B - on eastbound 21st St S, 350 ft west of Skelly Dr	\$ 175,000.00	deck and substructure repairs, deck sealing, joint resealing, crack sealing	<b>0% Construction</b>
5.22	Bridge #269 - on 31st St S, 400 ft west of Mingo Rd	\$ 200,000.00	funding shared with CD7 deck and substructure repairs, deck sealing, joint resealing, crack sealing, painting	<b>95% Design</b>
5.23	Bridge #474 - on Joplin Ave, 250 ft north of 15th St S	\$ 40,000.00	scour repair	<b>Pending Design Funding</b>
5.24	Bridge #482 - on Joplin Ave, 300 ft north of 15th St S	\$ 50,000.00	scour repair	<b>Pending Design Funding</b>
<b>Total Council District 5</b>		\$ <b>25,320,000</b>		






**LOCATOR MAP**






**Proposed Improve Our Tulsa 2019**

-  Arterial Intersections
-  Arterial Streets
-  Non-Arterial Streets
-  Arterial Widening Intersections
-  Arterial Widening Streets
-  Bridge Major Rehabilitation
-  Bridge Routine & Preventative Maintenance w/ Rehabilitation
-  Bridge Routine & Preventative Maintenance

**Fix Our Streets 2008**

-  Arterial Intersections
-  Arterial Streets
-  Non-Arterial Streets

**Improve Our Tulsa 2013**

-  Arterial Intersections
-  Arterial Streets
-  Non-Arterial Streets

**Improve Our Tulsa 2019**  
**Proposed Arterial and Non-Arterial Streets**  
**Council District 6**  
 July 17, 2019

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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 6**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

6.01	Maintenance Zone 6035: 22nd St S from Garnett to 115th E Ave; 22nd PI S from 115th E Ave to 116th E Ave; 23rd St S from Garnett Rd to 116th E Ave; 115th E Ave from 22nd St S to 23rd St S, and 116th E Ave from 22nd PI S to dead end approx. 185 ft south of 23rd St S; 29th St S from Garnett Rd to 115th E Ave; 115th E Ave from 29th St S to 28th PI S; 28th PI S from 115th E Ave to 116th E Ave; and 116th E Ave from 28th PI S extending south approx. 580 ft.	\$ 1,140,000		<b>90% Design</b>
6.02	Maintenance Zone 6142: 137th E Ave from 21st St S to 31st St S.	\$ 900,000		<b>Pending Utility Relocation</b>
6.03	Maintenance Zone 6144: 131st E Ave/130th E Ave from 21st St S to approx. 95 ft north of 17th PI S; 133rd E Ave from 19th St S to 17th PI S; 17th PI S from 130th E Ave to 133rd E Ave; 19th St S from 131st E Ave to 133rd E Ave; 137th E Ave from 19th PI S to 15th St S; 138th E Ave from 19th PI S to 139th E Ave and from 15th St S to 14th St S; 139th E Ave from 19th PI S to 15th St S and from 15th St S approx. 150 ft northeast to dead end; 140th E Ave from 21st St S to 15th St S; 141st E Ave from 19th PI S to 17th St S; 142nd E Ave from 18th PI S north approx. 155 ft to dead end; 143rd E Ave from 19th PI S to 18th PI S; 14th St S from 138th E Ave approx. 540 ft west to dead end; 15th St S from dead end approx. 155 ft east of 140th E Ave to dead end approx. 370 ft west of 137th E Ave; 17th St S from 137th E Ave to 138th E Ave and from 139th E Ave to 141st E Ave; 18th St S from 138th E Ave to 139th E Ave; 18th PI S from 141st E Ave to 143rd E Ave; 19th St S from 140th E Ave to 143rd E Ave; and 19th PI S from dead end approx. 135 ft west of 137th E Ave to 140th E Ave and from 141st E Ave to 145th E Ave.	\$ 4,300,000		<b>Pending Design Funding</b>
6.04	Maintenance Zone 6148: 4th PI S from 130th E Ave approx. 0.4 mi east to private drive; 5th St S from 129th E Ave to 130th E Ave and from 132nd E Ave approx. 160 ft east to dead end; 6th St S from 132nd E Ave approx. 135 ft east to private drive; 130th E Ave from 5th St S to 4th PI S; and 132nd E Ave from 4th PI S to dead end approx. 230 ft south of 6th St S.	\$ 350,000		<b>Pending Design Funding</b>
6.05	Maintenance Zone 6149: 156th E Ave from 11th St S to north approx. 0.5 mi to dead end.	\$ 200,000		<b>Design Kickoff Pending</b>
6.06	Maintenance Zone 6150: Admiral Blvd from 166th E Ave to 168th E Ave; 1st St S from 162nd E Ave to dead end approx. 140 ft east of 169th E Ave; 1st PI S from 164th E Ave to 166th E Ave; 1st Ct S from 164th E Ave approx. 170 ft east to cul-de-sac; 2nd St S from 161st E Ave to 169th E Ave; 2nd PI S from 2nd St S to 167th E Ave; 3rd St S from 161st E Ave to 162nd E Ave and from 164th E Ave to 167th E Ave; 4th St S from 161st E Ave to 162nd E Ave and from 167th E Ave approx. 280 ft west to cul-de-sac; 4th PI S from 162nd E Ave to 164th E Ave; 161st E Ave from 4th St S to 3rd St S; 162nd E Ave from dead end approx. 160 ft south of 4th PI S to cul-de-sac approx. 365 ft northwest of 3rd St S and from 2nd St S to 1st St S; 163rd E Ave from 4th PI S to 2nd St S and from 1st St S to cul-de-sac approx. 155ft southwest of 1st St S; 164th E Ave from 4th PI S to 3rd St S, 2nd St S to 1st PI S; and from 1st St S to cul-de-sac approx. 165 ft northwest; 164th E Ave from 3rd St S to 2nd St S and from 1st PI S to 1st St S; 166th E Ave from 2nd St S to Admiral PI; 167th E Ave from dead end approx. 160 ft south of 4th St S to 1st St S; 168th E Ave from 2nd St S to Admiral Blvd; and 169th E Ave from 2nd St S to 1st St S.	\$ 4,200,000		<b>Design Kickoff Pending</b>

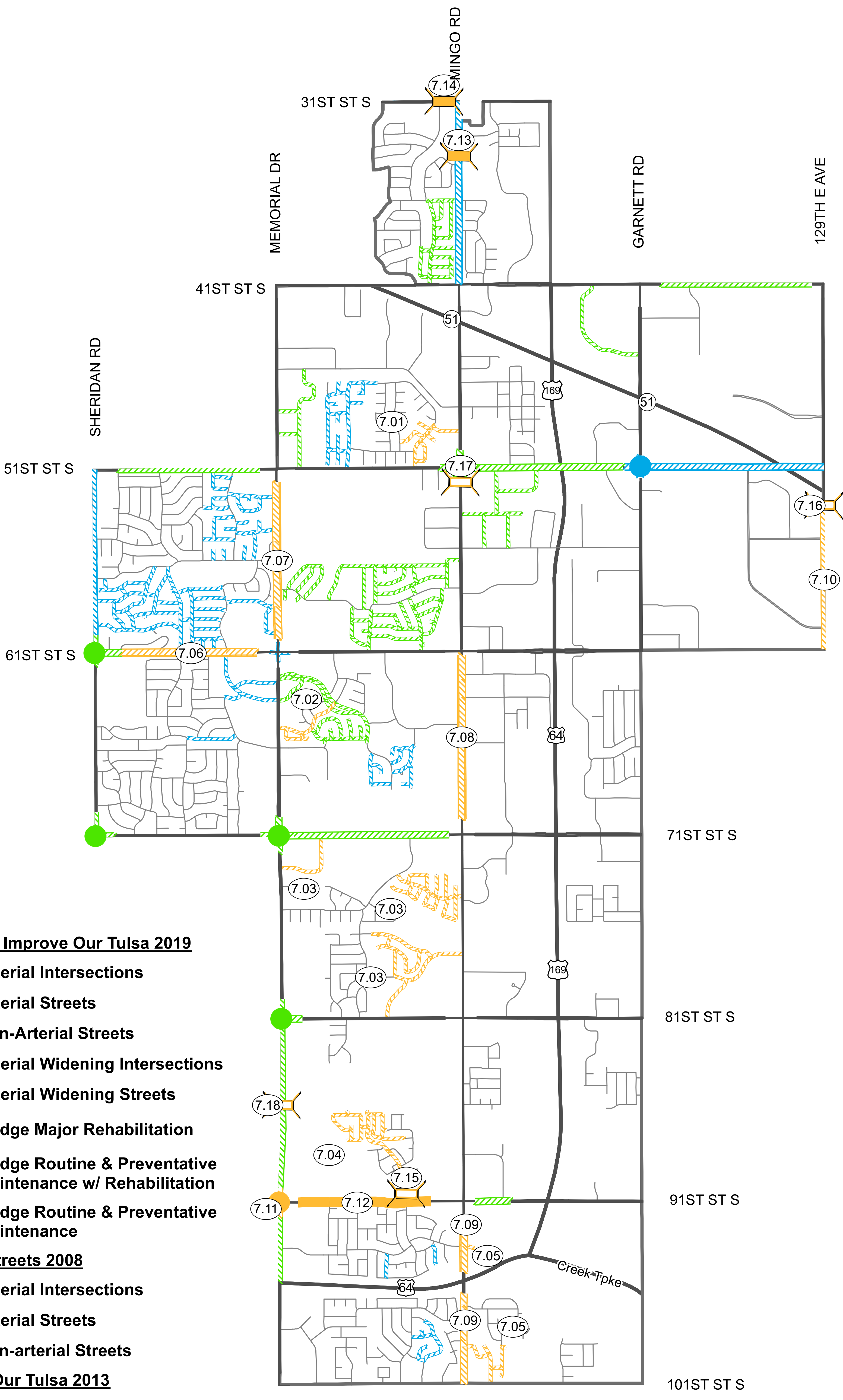
**Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.

6.07	Admiral PI - 225th E Ave to 22200 Block E Admiral PI	\$ 850,000		<b>10% Design</b>
6.08	11th St S - 145th E Ave to 161st E Ave	\$ 750,000		<b>Design Kickoff Pending</b>
6.09	11th St S - 161st E Ave to 177th E Ave	\$ 1,000,000		<b>Pending Design Funding</b>
6.10	11th St S - 177th E Ave to 193rd E Ave	\$ 1,240,000		<b>10% Design</b>
6.11	21st St S - 145th E Ave to 161st E Ave	\$ 540,000		<b>Pending Design Funding</b>
6.12	21st St S - 161st E Ave to 177th E Ave	\$ 540,000		<b>Pending Design Funding</b>
6.13	31st St S - Garnett Rd to 129th E Ave	\$ 700,000	anticipate \$1.28M STP funds	<b>10% Design</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 6**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
<b><u>Arterial Streets Rehabilitation (continued)</u></b>				
6.14	41st St S - 177th E Ave to 193rd E Ave	\$ 600,000		Pending Design Funding
6.15	129th E Ave - 51st St S to 61st St S	\$ 395,000	funding shared with CD 7	Pending Design Funding
6.16	145th E Ave - 11th St S to 21st St S	\$ 710,000		Pending Design Funding
6.17	145th E Ave - 21st St S to 31st St S	\$ 725,000		Pending Design Funding
6.18	161st E Ave - 11th St S to 21st St S	\$ 1,750,000		10% Design
6.19	11th St S & 145th E Ave Intersection	\$ 270,000		Pending Design Funding
6.20	11th St S & 161st E Ave Intersection	\$ 270,000		10% Design
6.21	11th St S & 177th E Ave Intersection	\$ 320,000		Design Kickoff Pending
6.22	11th St S & 193rd E Ave Intersection	\$ 270,000		10% Design
6.23	21st St S & 145th E Ave Intersection	\$ 1,620,000		Pending Design Funding
6.24	21st St S & 161st E Ave Intersection	\$ 270,000		Pending Design Funding
6.25	21st St S & 177th E Ave Intersection	\$ 270,000		Pending Design Funding
6.26	21st St S & 193rd E Ave Intersection	\$ 270,000		Pending Design Funding
6.27	31st St S & 145th E Ave Intersection	\$ 270,000		Pending Design Funding
6.28	41st St S & 177th E Ave Intersection	\$ 270,000		Pending Design Funding
<b><u>Bridge Maintenance and Rehabilitation</u></b>				
6.29	Bridge #153 - on 257th E Ave, 0.75 mi south of 31st St S	\$ 50,000	scour repair	Pending Design Funding
6.30	Bridge #183 - on Garnett Rd, 400 ft south of 31st St S	\$ 40,000	scour repair	Pending Design Funding
6.31	Bridge #252 - on 11th St S, 0.33 mi west of 177th E Ave	\$ 50,000	scour repair	Pending Design Funding
6.32	Bridge #271 - on 31st St S, 0.25 mi west of Garnett Rd	\$ 50,000	scour repair	Pending Design Funding
6.33	Bridge #322 - on 116th E Ave, 0.10 mi north of 31st St S	\$ 40,000	scour repair, crack sealing	Pending Design Funding
6.34	Bridge #329 - on 129th E Ave, 0.20 mi south of 51st St S	\$ 20,000	funding shared with CD 7 scour repair	30% Design
6.35	Bridge #478 - on 41st St S, 0.10 mi west of 193rd E Ave	\$ 50,000	scour repair, repair of headwalls	Pending Design Funding
<b>Total Council District 6</b>		<b>\$ 25,290,000</b>		



**Proposed Improve Our Tulsa 2019**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets
- Arterial Widening Intersections
- Arterial Widening Streets
- Bridge Major Rehabilitation
- Bridge Routine & Preventative Maintenance w/ Rehabilitation
- Bridge Routine & Preventative Maintenance

**Fix Our Streets 2008**

- Arterial Intersections
- Arterial Streets
- Non-arterial Streets

**Improve Our Tulsa 2013**

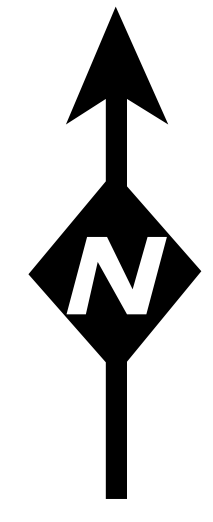
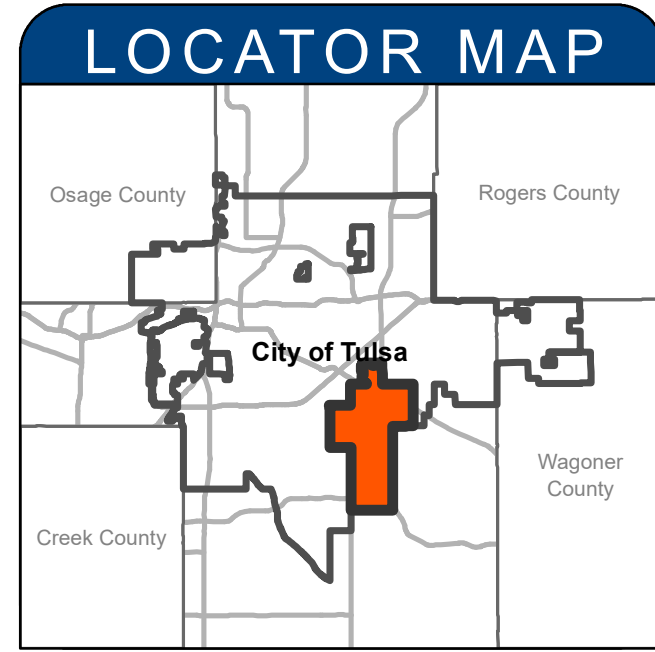
- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets

# Improve Our Tulsa 2019

## Proposed Arterial and Non-Arterial Streets

### Council District 7

July 17, 2019



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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 7**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

7.01	Maintenance Zone 7048: 94th E Ave from 51st St S to approx. 85 ft north of 48th PI S; 94th E PI from 50th PI S to 94th E Ave; 48th PI S from 94th E Ave to Mingo Rd; 49th St S from 94th E Ave extending west approx. 400 ft to cul-de-sac and from 94th E Ave extending east approx. 325 ft to cul-de-sac; 49th PI S from 94th E Ave to 91st E Ave; and 50th PI S from 94th E Ave to 94th E PI.	\$ 3,900,000		<b>Pending Utility Relocation</b>
7.02	Maintenance Zone 7060: 65th St S/87th E Ave from Memorial Dr to 63rd St S; 65th PI S from 81st E PI to cul-de-sac approx. 170 ft east of 83rd E Ave; and 81st E PI and 83rd E Ave from 65th St S to 65th PI S.	\$ 990,000		<b>95% Design</b>
7.03	Maintenance Zone 7104: 73rd St S from Memorial Dr to 85th E Ave; 85th E Ave from 73rd St S to 71st St S; 75th St from 90th E Ave to Mingo Rd; 74th St S from 91st E Ave to 93rd E Ave; 76th St S from cul-de-sac approx. 510 ft west of 91st E Ave to 92nd E Ave, 93rd E Ave to 94th E Ave, and from 95th E Ave to 96th E Ave; 91st E Ave and 93rd E Ave from 74th St S to 76th St S; 92nd E Ave from 75th St S to 76th St S; 94th E Ave from 76th St S to cul-de-sac approx. 620 ft north of 75th St S; 95th E Ave from 76th St S to cul-de-sac approx. 680 ft north of 75th St S; 96th E Ave from 76th St S to cul-de-sac approx. 315 ft north of 75th St S; 92nd E Ave from 81st St S to 79th St S and from 92nd E PI to 77th PI S; 90th E Ave from 77th PI S to 77th St S; 91st E Ave from 79th St S to 77th PI S; 92nd E PI from 92nd E Ave to 77th St S; 93rd E Ave from 79th St S to 78th St S; 78th St S from Mingo Rd to 93rd E Ave; 77th St S from 93rd E Ave to approx. 560 ft west of 90th E Ave, including cul-de-sac; 77th PI S from 92nd E Ave to cul-de-sac approx. 300 ft west of 90th E Ave; and 79th St S from 91st E Ave to 92nd E Ave.	\$ 2,710,000		<b>Pending Design Funding</b>
7.04	Maintenance Zone 7109: 92nd E Ave from 91st St S to 87th PI S; 89th E Ave from 87th PI S to dead end approx. 115 ft north of 86th St S; 88th E Ave from 87th PI S to 86th St S; 87th E Ave from 87th PI S to cul-de-sac approx. 130 ft north of 86th E Ave and from 86th St S extending north approx. 125 ft to dead end; 86th E Ave from 87th E Ave to 86th St S; 89th E PI from 87th PI S to 86th St S; 90th E Ave from 87th PI S to 86th St S; 86th St S from 86th E Ave to 88th E Ave and from 89th E Ave to 90th E Ave; 87th St S from 88th E Ave to 89th E Ave and from 90th E Ave extending east approx. 120 ft; and 87th PI S from cul-de-sac approx. 125 ft west of 87th E Ave to 88th E Ave, and from 89th E Ave to approx. 675 ft east of 90th E Ave.	\$ 1,580,000		<b>Design Kickoff Pending</b>
7.05	Maintenance Zone 7115: 93rd St S from Mingo Rd east approx. 300 ft to cul-de-sac; 99th St S from Mingo Rd to 98th E Ave and from 100th E PI extending east approx. 115 ft to dead end; 99th PI S from 98th E Ave to 99th E Ave; 100th St S from 99th E Ave to 100th E PI; 98th E Ave from 99th St S to 99th PI S; 99th E Ave from cul-de-sac approx. 295 ft north of 99th PI S to 101st St S; and 100th E PI from cul-de-sac approx. 270 ft south of 100th St S extending north approx. 910 ft.	\$ 430,000		<b>Pending Design Funding</b>

**Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.

7.06	61st St S - Sheridan Rd to Memorial Dr	\$ 1,500,000		<b>Pending Design Funding</b>
7.07	Memorial Dr - 51st St S 61st St S	\$ 8,000,000		<b>10% design</b>
7.08	Mingo Rd - 61st St S to 71st St S	\$ 660,000	Anticipate \$1.24M STP funds	<b>10% design</b>
7.09	Mingo Rd - 91st St S to 101st St S	\$ 1,190,000		<b>Pending Design Funding</b>
7.10	129th E Ave - 51st St S to 61st St S	\$ 395,000	Combine w/Bridge #329. Funding shared with CD 6 50% - CD 7	<b>Pending Design Funding</b>
7.11	91st St S & Memorial Dr Intersection	\$ 1,200,000	Funding shared with CD 8. CD 7 50% - CD 8 50%	<b>Pending Design Funding</b>

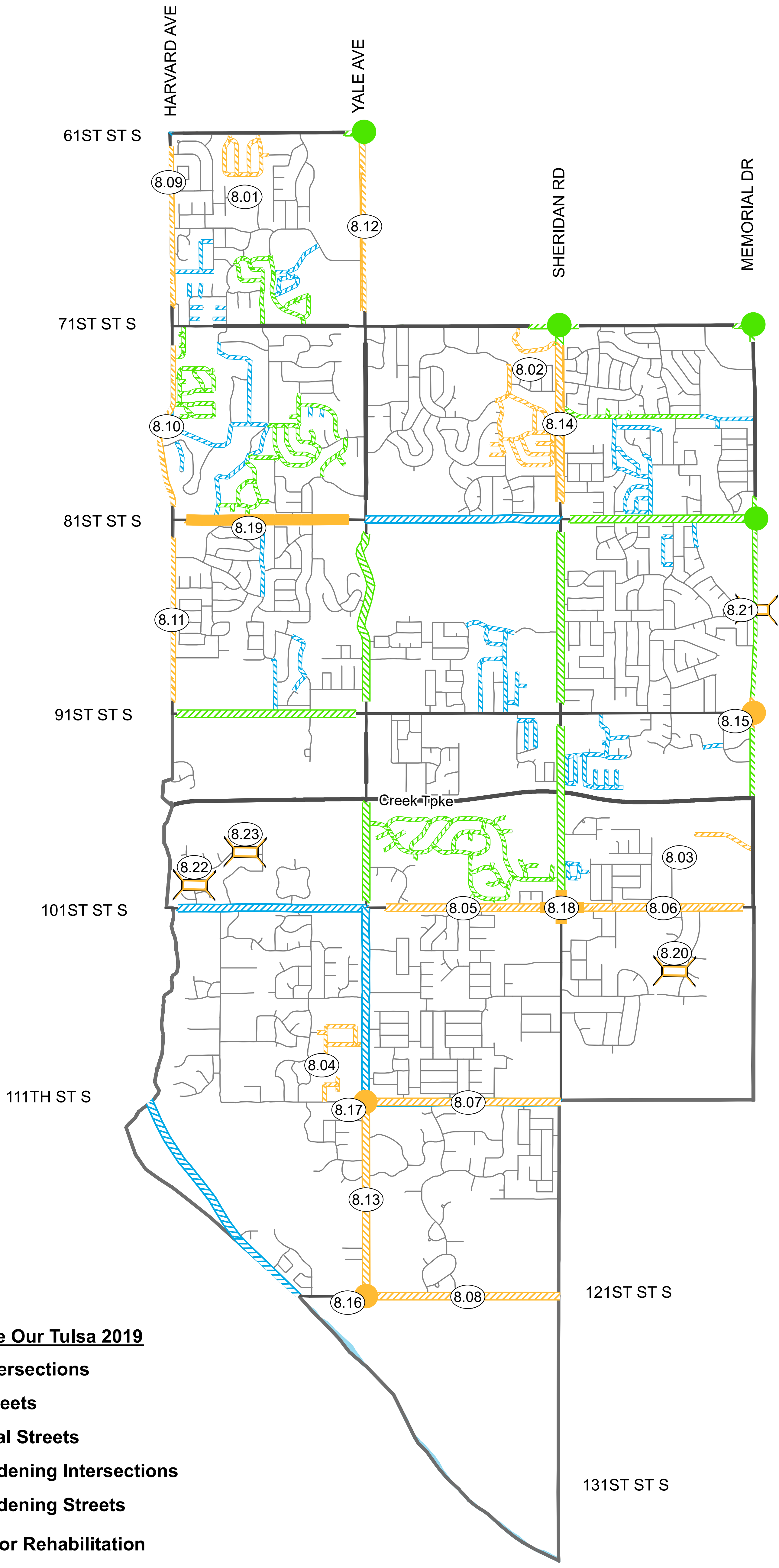
**Arterial Street Widening**

7.12	91st St S - Memorial Dr to Mingo Rd	\$ 10,700,000		<b>80% Design</b>
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**Bridge Maintenance and Rehabilitation**

7.13	Bridge #204 - on Mingo Rd, 1000 ft south of 31st St S	\$ 1,200,000	deck and beam replacement, substructure repairs	<b>95% Design</b>
7.14	Bridge #269 - on 31st St S, 400 ft west of Mingo Rd	\$ 200,000	Funding Shared with CD 5	<b>95% Design</b>
7.15	Bridge #315 - on 92nd E Ave, 275 ft north of 91st St S	\$ 125,000	Combine w/MZ 7109	<b>Pending Design Funding</b>
7.16	Bridge #329 - on 129th E Ave, 0.20 mi south of 51st St S	\$ 20,000	funding shared with CD 6 scour repair	<b>Pending Design Funding</b>
7.17	Bridge #336 - on Mingo Rd, 400 ft south of 51st St S	\$ 40,000	scour repair	<b>Pending Design Funding</b>
7.18	Bridge #404 - on Memorial Dr, 0.5 mi south of 81st St S	\$ 25,000	funding shared with CD 8 scour repair	<b>Pending Design Funding</b>

<b>Total Council District 7</b>	<b>\$ 34,865,000</b>			
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**Proposed Improve Our Tulsa 2019**

- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets
- Arterial Widening Intersections
- Arterial Widening Streets
- Bridge Major Rehabilitation
- Bridge Routine & Preventative Maintenance w/ Rehabilitation
- Bridge Routine & Preventative Maintenance

**Fix Our Streets 2008**

- Arterial Intersections
- Arterial Streets
- Non-arterial Streets

**Improve Our Tulsa 2013**

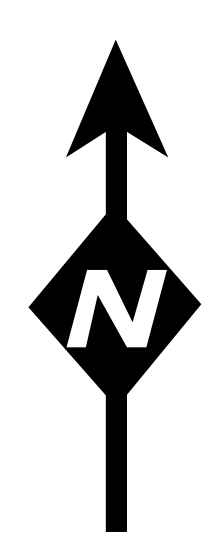
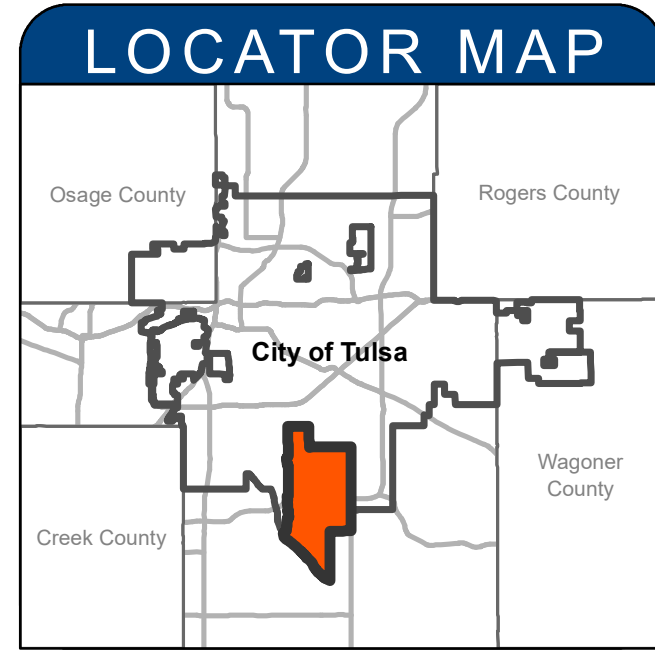
- Arterial Intersections
- Arterial Streets
- Non-Arterial Streets

# Improve Our Tulsa 2019

## Proposed Arterial and Non-Arterial Streets

### Council District 8

July 17, 2019



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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 8**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

8.01	Maintenance Zone 8057: Louisville Ave and Oswego Ave from 61st St S to 63rd St S; Marion Ave from Louisville Ave to 63rd St S; New Haven Ave from Oswego Ave to 63rd St S; 63rd St S from Louisville Ave to Oswego Ave; and 62nd St S from Oswego Ave extending east approx. 210 ft.	\$ 1,900,000		<b>0% Construction</b>
8.02	Maintenance Zone 8102: Lakewood Ave from 71st St S to 72nd St S; 72nd St S from Lakewood Ave to Sheridan Rd; 77th St S from Sheridan Rd to Joplin Ave; 76th Pl S from Norwood Ave extending east approx. 145 ft to cul-de-sac; 76th St S from Norwood Ave to approx. 100 ft west of Joplin Ave; 77th Pl S from Oxford Ave extending west approx. 445 ft to cul-de-sac and from Joplin Ave extending west approx. 290 ft to cul-de-sac; 78th St S from Oxford Ave to Lakewood Ave and from Joplin Ave extending west approx. 395 ft to cul-de-sac; 78th Pl S from Oxford Ave to Kingston Ave; Joplin Ave from 76th St S to 78th St S; Kingston Ave from approx. 540 ft north of 75th St S to 76th St S and from 77th St S to 78th Pl S; Lakewood Ave from 77th St S to 78th St S; Maplewood Ave and Norwood Ave from 76th St S to 77th St S; and Oxford Ave from 77th St S to 78th Pl S.	\$ 2,550,000		<b>Pending Utility Relocation</b>
8.03	Maintenance Zone 8113: 98th St S from Memorial Dr to private road at 75th E Ave.	\$ 240,000		<b>95% Design</b>
8.04	Maintenance Zone 8116: 108th St S from Yale Ave to Toledo Ave; 107th St S from Winston Ave to approx. 240 ft west of Toledo Ave; Winston Ave from 108th St S to 107th St S; Toledo Ave from 107th St S to private road approx. 245 ft south of 108th St S; Toledo Ave from 111th St S to 100th St S; Urbana Ave from cul-de-sac approx. 185 ft south of 110th St S to private road approx. 185 ft north of 110th St S; and 110th St S from Toledo Ave to Urbana Ave.	\$ 700,000		<b>Design Kickoff Pending</b>

**Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.

8.05	101st St S- Yale Ave to Sheridan Ave	\$ 1,000,000		<b>Pending Design Funding</b>
8.06	101st St S - Sheridan Rd to Memorial Dr	\$ 930,000		<b>Pending Design Funding</b>
8.07	111st St S - Yale Ave to Sheridan Rd	\$ 1,000,000		<b>Pending Design Funding</b>
8.08	121st St S - Yale Ave to Sheridan Rd	\$ 925,000		<b>Pending Design Funding</b>
8.09	Harvard Ave - 61st St S to 71st St S	\$ 425,000	funding shared with CD 2	<b>Pending Design Funding</b>
8.10	Harvard Ave - 71st St S to 81st St S	\$ 715,000	funding shared with CD 2	<b>Design Kickoff Pending</b>
8.11	Harvard Ave - 81st St S to 91st St S	\$ 400,000	funding shared with CD 2	<b>Pending Design Funding</b>
8.12	Yale Ave - 61st St S to 71st St S	\$ 945,000	funding shared with CD 9	<b>Pending Design Funding</b>
8.13	Yale Ave - 111th St S to 121st St S	\$ 1,200,000		<b>Design Kickoff Pending</b>
8.14	Sheridan Rd - 71st St S to 81st St S	\$ 740,000	anticipate \$1.36M STP funds	<b>10% Design</b>
8.15	91st St S & Memorial Dr Intersection	\$ 1,200,000	funding shared with CD 7	<b>Pending Design Funding</b>
8.16	121st St S & Yale Ave Intersection	\$ 275,000		<b>Pending Design Funding</b>
8.17	111th St S & Yale Ave Intersection	\$ 300,000		<b>Design Kickoff Pending</b>

**Arterial Street Widening**

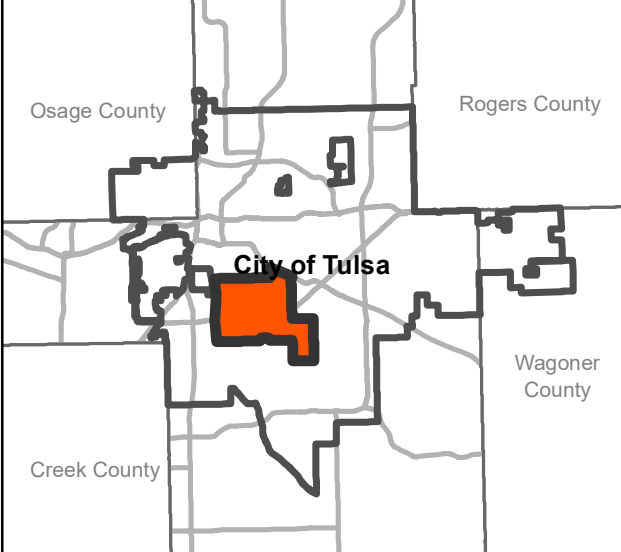
8.18	101st St S & Sheridan Rd Intersection	\$ 12,000,000		<b>10% Design</b>
8.19	81st St S - Harvard Ave to Yale Ave	\$ 15,000,000		<b>10% Design</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 8**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
<b><u>Bridge Maintenance and Rehabilitation</u></b>				
8.20	Bridge #346 - on 76th E Ave, 300 ft west of 77th E Ave	\$ 50,000	scour repair	<b>Pending Design Funding</b>
8.21	Bridge #404 - on Memorial Dr, 0.5 mi south of 81st St S	\$ 25,000	funding shared with CD 7 scour repair	<b>Pending Design Funding</b>
8.22	Bridge #423 - on Jamestown Ave, 0.10 mi north of 101st St S	\$ 100,000	scour repair	<b>30% Design</b>
8.23	Bridge #424 - on 98th St S, between Oswego Ave and Louisville Ave	\$ 40,000	scour repair	<b>Pending Design Funding</b>
<b>Total Council District 8</b>		<b>\$ 42,660,000</b>		

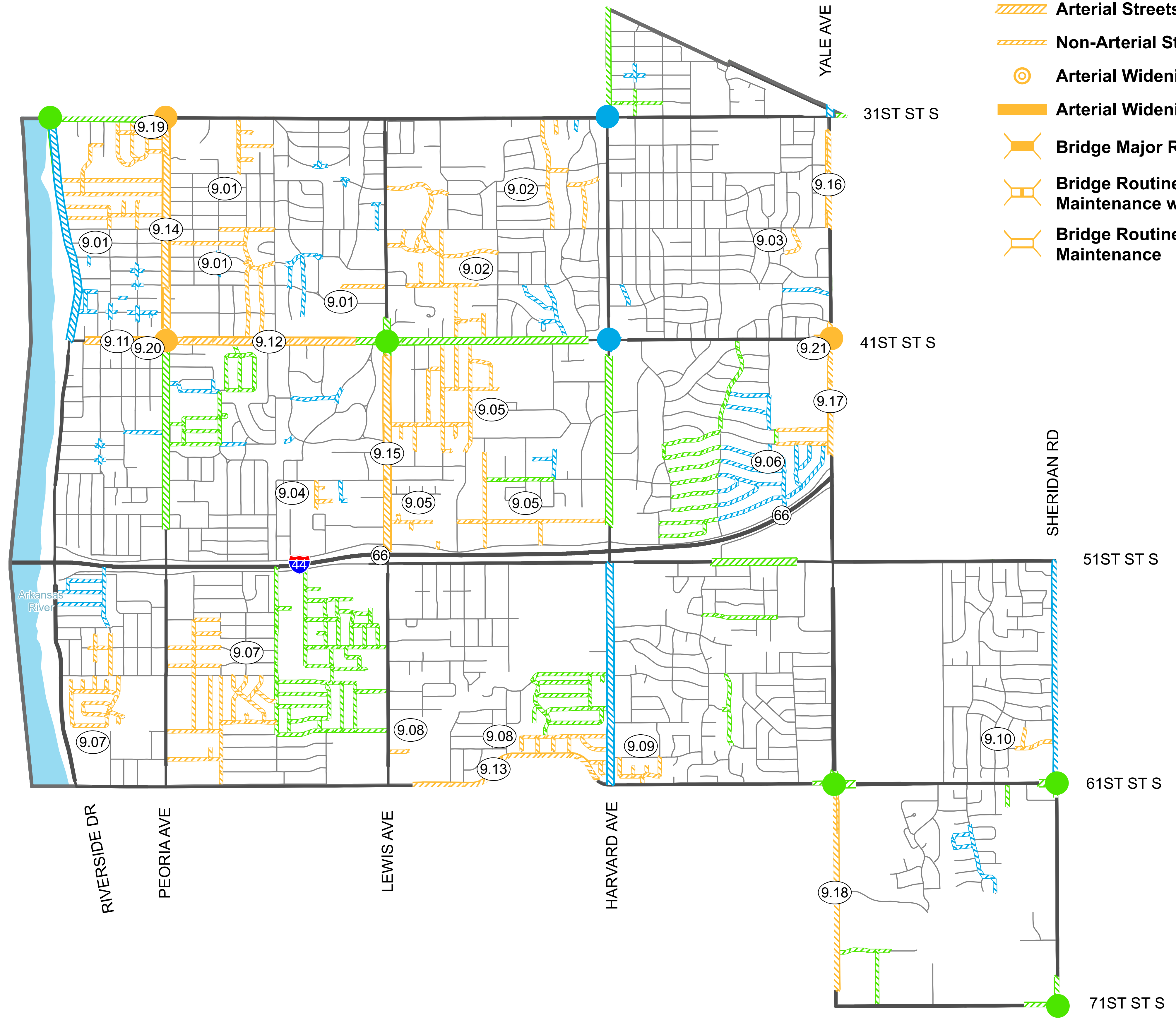


**LOCATOR MAP**



**Proposed Improve Our Tulsa 2019**

- Arterial Intersections
- ▨ Arterial Streets
- ▨ Non-Arterial Streets
- Arterial Widening Intersections
- ▬ Arterial Widening Streets
- ▨ Bridge Major Rehabilitation
- ▨ Bridge Routine & Preventative Maintenance w/ Rehabilitation
- ▨ Bridge Routine & Preventative Maintenance



**Fix Our Streets 2008**

- Arterial Intersections
- ▨ Arterial Streets
- ▨ Non-Arterial Streets

**Improve Our Tulsa 2013**

- Arterial Intersections
- ▨ Arterial Streets
- ▨ Non-Arterial Streets

**Improve Our Tulsa 2019**  
**Proposed Arterial and Non-Arterial Streets**  
**Council District 9**  
 July 17, 2019

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**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 9**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, non-arterial and residential streets. This continues the non-arterial street maintenance program.

9.01	Maintenance Zone 9036: Madison Ave, Woodward Blvd, and Owasso Ave from 31st St S to 32nd Pl S; 31st Pl S and 32nd Pl S from Madison Ave to Owasso Ave; 31st Ct S, 31st Pl S, and 32nd St S from Owasso Ave to Peoria Ave; 33rd Pl S, 34th St S, and 35th Pl S from Riverside Dr to Peoria Ave; 32nd St S from Cincinnati Ave to Detroit Ave; 35th St S from Riverside Dr to Madison Ave; Cincinnati Ave from 32nd St S to 34th St S; Madison Ave from 35th St S to 36th St S; Madison Pl from 35th Pl S extending north approx. 330 ft to dead end; Norfolk Ave from 36th St S to dead end approx. 330 ft north of 35th Pl S; Trenton Ave from 31st St S to 33rd St S; 31st Pl S and 32nd Pl S from Trenton Ave extending east approx. 330 ft to private drives; 32nd St S from Trenton Ave to Utica Ave; 36th St S from Utica Ave to Rockford Ave; 36th Pl S from Trenton Ave to Peoria Ave; 37th St S from Trenton Ave to Utica Ave; Trenton Ave from 36th St S to 41st St S; Troost Ave from 37th St S to 41st St S; and 38th St S from Lewis Ave extending west approx. 0.2 mi to cul-de-sac.	\$	4,120,000		<b>65% Design</b>
9.02	Maintenance Zone 9037: 34th St S from Lewis Ave to Birmingham Ave; 36th Pl S from Lewis Ave to Atlanta Pl; 37th St S from Birmingham Ave to Delaware Ave; 38th St S from Atlanta Ave extending approx. 545 ft east of Birmingham Pl; 40th St S from Birmingham Pl extending east approx. 260 ft to cul-de-sac and from Columbia Pl extending west approx. 325 ft to dead end; Lewis Pl from 36th St S to 36th Pl S; Atlanta Ave from Atlanta Pl to 36th Pl S; Atlanta Pl from 34th St S to Birmingham Ave and from 38th St S extending north approx. 550 ft to cul-de-sac; Birmingham Ave from 36th St S to 38th St S; Birmingham Pl from 38th St S to 41st St S; Columbia Pl from 41st St S to dead end approx. 155 ft north of 40th St S; Florence Ave from 31st St S to 36th St S; Florence Ct from 31st St S extending south approx. 390 ft to cul-de-sac; Gary Ave from 34th St S to 36th St S; 33rd St S from Florence Ave to Florence Pl; and 34th St S from Florence Pl to Gary Pl.	\$	2,030,000		<b>95% Design</b>
9.03	Maintenance Zone 9038: Urbana Ave from 36th St S to 37th St S and 37th St S from Urbana Ave to Toledo Ave.	\$	890,000		<b>0% Construction</b>
9.04	Maintenance Zone 9043: Yorktown Ave from 47th St S to dead end approx. 160 ft south of 48th St S; 47th Pl S from Yorktown Ave extending east approx. 190 to cul-de-sac; and 48th St S from Yorktown Ave extending east approx. 390 ft to dead end.	\$	150,000		<b>Pending Design Funding</b>
9.05	Maintenance Zone 9044: 45th St S from Lewis Ave to Columbia Ave; 46th St S from Birmingham Ave extending east approx. 220 ft to cul-de-sac; 44th St S from Birmingham Ave to private drive approx. 165 ft east of Columbia Pl; 43rd St S from Atlanta Pl to Birmingham Ave; 42nd St S from Columbia Ave to Columbia Pl; Lewis Pl from 45th St S extending south approx. 330 ft to cul-de-sac; Atlanta Ave from 45th St S extending south approx. 630 ft; Atlanta Pl from 43rd St S to 45th St S; Birmingham Ave from 41st St S to 46th St S; Birmingham Pl from 41st St S to 44th St S and from 45th St S extending south approx. 300 ft to cul-de-sac; Columbia Ave from 41st St S to approx. 360 ft south of 45th Pl S; Columbia Pl from 42nd St S to 44th St S; 49th St S from Lewis Ave extending east approx. 0.2 mi to cul-de-sac; Lewis Pl from 49th St S extending north approx. 190 ft to cul-de-sac; and cul-de-sac located at 550 ft east of Lewis St from 49th St S extending south approx. 180 ft; Street and cul-de-sac on Skelly Dr beginning at approx. 1180 ft east of Lewis Ave and extending north approx. 175 ft; 49th St S from Harvard Ave to Columbia Ave; Columbia Pl from Skelly Drive to approx. 650 ft north of 47th St S; and College Ave from Skelly Dr to 49th St S.	\$	3,450,000		<b>30% Design</b>
9.06	Maintenance Zone 9045: 45th St S and 46th St S from Yale Ave to Toledo Ave.	\$	580,000		<b>Pending Utility Relocation</b>
9.07	Maintenance Zone 9049: 55th St S from 180 ft west of Cincinnati Ave to Madison Ave; Cincinnati Ave from approx. 335 ft north of 55th St S to approx. 300 ft south of 55th St S; Madison Ave from approx. 345 ft north of 55th St S to 56th St S; Boston Ave from cul-de-sac approx. 300 ft north of 56th Pl S to 58th St S; Boston Pl from 56th Pl S extending north approx. 280 ft to cul-de-sac and from 57th St S to 57th Pl S; Cincinnati Ave from 56th St S to 56th Pl S; Detroit Pl from 56th Pl S extending north approx. 280 ft to cul-de-sac; Madison Ave from 56th St S to 58th St S; Madison Pl from 57th Pl S extending south approx. 200 ft to cul-de-sac; 56th Pl S and 58th St S from Boston Ave to Madison Ave; 57th St S and 57th Pl S from Boston Pl to Madison Ave; 57th Pl S from Madison Ave to private drive approx. 130 ft east of Madison Pl; Quincy Ave from 53rd Pl S to 58th St S; Quincy Pl from 56th St S to 58th St S and from 60th St S extending north approx. 280 ft to cul-de-sac; Rockford Ave from 56th St S to 61st St S; Rockford Pl from 56th St S to 58th St S; St Louis Ave from 56th St S to 56th Pl S and from 58th St S extending north approx. 200 ft to cul-de-sac; Trenton Ave from 56th St S to 58th St S; 56th Ct S from Trenton Ave to Utica Ave; 56th Pl S from Rockford Pl to Trenton Ave; 58th St S from Rockford Ave to Utica Ave; 60th St S, 58th St S; and 55th Pl S from Peoria Ave to Rockford Ave; 55th St S from Peoria Ave to approx. 640 ft east of Quincy Ave; and 54th St S and 53rd Pl S from Quincy Ave to Rockford Ave.	\$	3,620,000		<b>90% Design</b>

**IMPROVE OUR TULSA 2019**  
**Arterial and Non-Arterial Streets**  
**Council District 9**  
**April 24, 2023**

Project ID	Project Description	Estimated Cost	Comments	Status
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**Non-Arterial Streets Rehabilitation (continued)**

9.08	Maintenance Zone 9050: 59th Ct S from Lewis Ave east approx. 490 ft to cul-de-sac; 58th St S from Delaware PI to cul-de-sac approx. 560 ft east of 58th PI S; 58th PI S from 58th St S to Harvard Ave; 59th St S Service Rd from Florence Ave to 59th St S; 59th St S from 61st St S to cul-de-sac approx. 120 ft east of Gary PI; Gary PI from 59th St S extending south approx. 330 ft to cul-de-sac; Florence Ave and Evanston Ave from 58th St S to 61st St S; and Evanston Ct and Delaware PI from 58th St S extending south approx. 340 ft to cul-de-sacs.	\$ 1,350,000		<b>90% Design</b>
9.09	Maintenance Zone 9051: Indianapolis Ave and Knoxville Ave from 59th PI S To 60th St S; Indianapolis PI from 60th St S extending north approx. 260 ft to cul-de-sac; Jamestown Ave from 60th St S extending north approx. 225 ft to cul-de-sac; Jamestown Ave from 61st St S to 60th St S; and 60th St S from Indianapolis Ave to Knoxville Ave.	\$ 1,070,000		<b>Pending Utility Relocation</b>
9.10	Maintenance Zone 9052: 60th St S from Sheridan Rd to approx. 190 ft west of Maplewood Ave and Maplewood Ave from 60th St S extending north approx. 500 ft.	\$ 180,000		<b>Pending Utility Relocation</b>

**Arterial Streets Rehabilitation**

These projects will resurface, repair, reconstruct, and improve, within the existing right-of-way, arterial streets. This continues the arterial street maintenance program.

9.11	41st St S - Riverside Dr to Peoria Ave	\$ 300,000		<b>Pending Design Funding</b>
9.12	41st St S - Peoria Ave to Lewis Ave	\$ 830,000		<b>Pending Design Funding</b>
9.13	61st St S- Lewis Ave to Harvard Ave	\$ 510,000	funding shared with CD 2	<b>95% Design</b>
9.14	Peoria Ave - 31st St S to 41st St S	\$ 1,215,000		<b>10% Design</b>
9.15	Lewis Ave - 41st St S to I-44	\$ 1,530,000		<b>30% Design</b>
9.16	Yale Ave - 31st St S to 36th St S	\$ 270,000	funding shared with CD 5	<b>Pending Design Funding</b>
9.17	Yale Ave - 41st St S to I-44	\$ 400,000	funding shared with CD 5	<b>Pending Design Funding</b>
9.18	Yale Ave - 61st St S to 71st St S	\$ 945,000	funding shared with CD 8	<b>Pending Design Funding</b>
9.19	31st St S & Peoria Ave Intersection	\$ 180,000	funding shared with CD 4	<b>10% Design</b>
9.20	41st St S & Peoria Ave Intersection	\$ 275,000		<b>Pending Design Funding</b>
9.21	41st St S & Yale Ave Intersection	\$ 800,000	funding shared with CD 5	<b>Pending Design Funding</b>
<b>Total Council District 9</b>		<b>\$ 24,695,000</b>		



# NEIGHBORHOOD TRAFFIC CALMING PROGRAM



CITY OF  
**Tulsa**  
A New Kind of *Energy*™

January 2016

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## 1. **Introduction and Background**

Tulsans live among a highly mobile population where there is continual travel to and from home, work, school, shopping, entertainment and many other destinations. We are most dependent on motorized vehicles; however we do walk and bike to destinations. Thanks to careful planning efforts, the destinations are linked by a hierarchy of streets that include primary and secondary arterials, collectors, and local residential streets. Residential streets may fit into any of these categories except arterials.

Today, because of the increased dependency of vehicles for mobility, we see a dramatic increase in vehicle speeds and daily neighborhood traffic volume on local streets. Additionally, as delay on arterials has increased, some motorists have decided to bypass the congested arterials and use neighborhood streets to get from one arterial to another or as a shortcut to their destination. For these reasons the Mayor, City Council and Streets and Stormwater Department offer neighborhoods participation in the City of Tulsa Traffic Calming Program.

### 1.1. **Traffic Calming Program Principles**

The purpose of traffic calming is to restore streets to their intended function. To do this, the City of Tulsa takes an integrated approach, called the 3 E's, which includes:

- Community **Education** and participation,
- **Enforcement** of established regulations, and the
- **Engineering** and application of traffic control devices that singly or collectively reduce speed and/or traffic volume by physical changes to the roadway in combination with existing speed and volume reducing measures already in place

Tulsa Police Department will continue a sustained presence and will conduct selective speed enforcement on our neighborhood streets. Grant opportunities for increased speed control will be pursued when available. Ordinance modifications that enhance traffic safety in residential neighborhoods especially those with schools will continually be evaluated for change.

Traffic Operations will work with registered neighborhood associations and other neighborhood groups who collectively seek traffic calming measures for their residential streets. In addition, residential and commercial developers are encouraged to propose designs that seek to mitigate additional, adverse traffic impacts to residential neighborhoods.

## 1.2. Recommended Practices for Engineering

Speed humps are the primary traffic calming device used in the City of Tulsa for existing residential and collector streets. Design and application of speed humps follow the Institute of Transportation Engineers (ITE) Guidelines for the Design and Application of Speed Humps.

Speed humps are raised lengths of pavement extending across the width of the street. A tapered edge near the curb accommodates stormwater runoff. Speed humps in use by the City of Tulsa are typically twenty-two (22) feet in length as you drive across them and three (3) inches tall in height.



**Figure 1:** 22-Foot Speed Hump

Since 1992, the Streets and Stormwater Department has collected and researched many other cities' traffic calming programs. Additionally, Department officials have participated in hours of traffic calming discussion with citizens, City Council members, and mayoral staff members. Based on the research and discussions, the following highlights a list of common factors that are used in developing traffic calming plans:

- Consideration of **safety** first in all aspects of the planning, design and implementation of traffic calming measures
- Consideration of all **services** (school buses, transit, fire, snowplowing, garbage, ambulance, etc.)
- Consideration of **environmental impacts** and where possible, removal of existing multi-way stop intersection locations in favor of an environmentally friendly traffic calming application that minimizes vehicle acceleration and deceleration
- Identification of the **issues and concerns** brought forth by citizens, citizen groups or registered neighborhood associations
- Assessment of **operations of adjacent arterials** and consideration of improvements to the arterial network first, thereby reducing or removing incentives for motorists to intrude on residential collector and local residential streets
- Measurement of **existing conditions**
- Avoidance of intentionally **diverting traffic** off of the target street to other adjacent neighborhood streets
- Avoidance of restricting **ingress/egress** to residences
- Promotion of **alternate modes of transportation** (bicycles, buses, walking and carpooling)
- Emphasizing of traffic calming measures on residential collector and local residential streets adjacent to **schools** and those designated or known as school routes where children walk or bicycle to school

## **2. Traffic Calming Process**

### **2.1. Participation Application**

Individual residents or neighborhood associations can initiate traffic calming requests. An application to participate in the City of Tulsa Neighborhood Traffic Calming Program (see Appendix 2) can be downloaded from the City's website at [www.cityoftulsa.org](http://www.cityoftulsa.org) or requested by calling either the Customer Care Center at (918) 663-9401. Please mail completed applications to:

Neighborhood Traffic Calming Program  
4015 North Harvard Avenue  
Tulsa, OK 74115

### **2.2. Planning**

On receipt of a traffic calming application, Traffic Operations staff will first identify site-specific project limits and work directly with the contact person to clearly define the problem. Acknowledgement will be sent to the individual (contact person) making the inquiry. That person must reside on the requested street segment within the boundaries defined on the traffic calming application. The acknowledgement will confirm that a study is underway and will indicate an anticipated completion date.

### **2.3. Warrants for Installation Eligibility**

After the project limits and scope of the problem are defined, Traffic Operations staff will commence with both data collection and review of existing operational and geometric characteristics of the street in question. Eligibility for a traffic calming installation will be verified by checking collected data to the warrants and a review of the operational and geometric characteristics of the street segment. Traffic calming warrants are based on the following primary factors:

- **85<sup>th</sup> percentile speed**

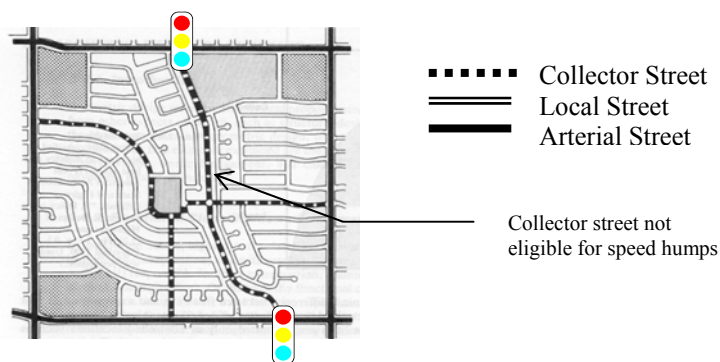
The 85th percentile speed on the street section must be at least 5 mph over the posted speed limit. The 85th percentile speed on residential collectors with homes facing away from the street must be 7mph over the posted speed limit.

- **24-hour traffic volume**

The average daily traffic must be between 600 and 5,000 vehicles per day to qualify for speed humps.

The following factors shall also be reviewed in determining if a request meets the warrants:

- 2.3.1. The street shall provide access (via a driveway or on-street parking) to abutting residential properties (residential local or collector streets). Multiple dwellings, such as apartment complexes, are considered to be residential properties; however, they are considered to be one (1) residence.
- 2.3.2. The street shall not have more than one traffic lane in each direction.
- 2.3.3. The street segment or block under consideration must be at least 300 feet in length.
- 2.3.4. The street shall have a regulatory speed limit of 30 mph or less.
- 2.3.5. The street should have curb and gutter. Considerations may be given to streets without curb and gutter. In such cases, special care should be used to accommodate drainage and prevent vehicle run-arounds.
- 2.3.6. Street segment boundaries identified for traffic calming should be uninterrupted segments of street, i.e. no stop signs. If an applicant does identify a street segment with interrupted points, then the project plan may direct the existing interrupted points be removed.
- 2.3.7. No consideration will be given to speed hump installation on a residential collector street segment where traffic signals are located at beginning and ending terminal points with a higher classified roadway than a collector street. Additionally, the City will reserve the right to remove any traffic calming devices on a residential collector street segment that if at a later date, traffic signals are installed on the terminal points of a segment.



**Figure 3:** Roadway Classification

If the requested street does not meet criteria and warrants, the requestor will be notified through the U. S. Postal Service. No further study action will be taken. Reconsideration for the street segment in questions will not be undertaken for another 36 months unless compelling evidence is otherwise shown.

## **Petitions, Verifications and Endorsements**

If the street segment meets criteria and warrants for traffic calming, residents living along the affected street segment will be asked to complete a petition (see **Appendix 6**) to show that the neighborhood is in support of participation in the City of Tulsa Neighborhood Traffic Calming Program. By participating in the program, residents are agreeing that they are in favor of having speed humps installed on their street.

A verification statement (see **Appendix 4**) confirming the signatures on the participation petition are valid and represent at least two-thirds (67%) of the residences adjacent to the project street is required from the contact person.

Registered neighborhood associations adjacent to the street segment area will be asked to sign an endorsement statement (see **Appendix 5**), endorsing the traffic calming installation.

The contact person will be responsible for soliciting the neighborhood(s) for signatures and submitting the petition along with any other required documents as detailed in their petition packet.

A successful petition must document that at least two-thirds (67%) of all residences adjacent to the project support the installation of speed humps. In addition, eighty percent (80%) of properties within the affected area must be accounted for, either by signature and indication of preference (in favor or oppose) or by written statement by the contact person why a specific property was not represented. Petitions must be completed and returned to the City of Tulsa Traffic Operations Division by no later than 5 p.m. on the due date indicated. Neighborhoods will be given 45 days from the date that the petition package is mailed to complete their petition and return it to the City.

If a petition is not received by the deadline, the requestor will be notified through the U.S. Postal Service. No further study action will be taken. Reconsideration for the street segment in questions will not be undertaken for another 36 months unless compelling evidence is otherwise shown.

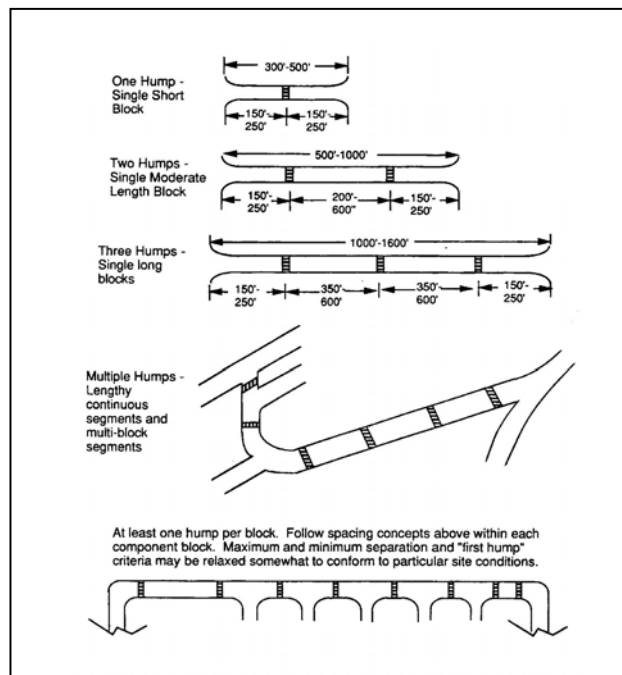
Traffic Operations staff will prepare a participation packet of information including petition forms and program information for the contact person to use in collecting signatures. Specific locations will not be given at this stage. The petition is an affirmation of participation in the program only. Locations and design will be prepared by Traffic Operations staff and presented to the residents for comment only upon receipt of a successful petition for participation.

**Please Note: Upon successful completion of the petition, the neighborhood agrees to the installation of speed humps and associated signs on their street regardless of location or number of speed humps which are determined necessary in the Traffic Calming Plan to address the speeding problem. The speed humps or signs may be placed in front of any residence located within the project area. Requests will be considered during the comment period, but may or may not be accommodated.**

## 2.4. Traffic Calming Plan

Upon receipt of a successful petition, Traffic Operations staff will begin development of a traffic calming plan to determine the number of speed humps needed as well as their recommended locations. The criteria listed in Section 1.2 for recommended engineering practices will be used in developing the plan along with the following spacing guidelines:

- 2.4.1. Speed humps will typically be placed 200 to 600 feet apart. Other spacing may be used upon based on engineering judgment.
- 2.4.2. On single short blocks (300 to 500 feet), a single speed hump will typically be positioned near the mid-point.
- 2.4.3. On single blocks of moderate length (500 to 1,000 feet), a two speed hump configuration at third points will typically be used.
- 2.4.4. On very long blocks (1,000 to 1,600 feet), three speed humps will typically be placed on approximate quarter points.
- 2.4.5. On lengthy continuous street segments or segments comprised of a number of blocks, desirable interior speed hump spacing will typically be 400 to 600 feet.



**Figure 4:** Speed Hump Spacing

## 2.5. **Public Meeting and Comment Period**

A successful traffic calming program must involve the public and participation by those living along the affected street and adjacent registered neighborhood associations is essential.

When the Traffic Calming Plan is completed, the plan will be presented to residents via a letter and a public meeting. The contact person will be responsible for locating a suitable meeting site for the public meeting. Once the date of the public meeting is set, a letter and a map showing the proposed speed hump locations will be mailed to each street address located in the project area to alert residents of the meeting and the plan one week prior to the meeting date.

Comments on the Traffic Calming Plan will be taken from residents beginning on the date of mailing of the meeting notification letters and ending five (5) days after the Public Meeting is held.

After the comment period concludes, Traffic Operations staff will review the comments and make adjustments to the Traffic Calming Plan to accommodate the requests within reasonable limits without compromising the plan objectives or safety.

## 2.6. **Project Prioritization**

Once a Traffic Calming Plan has been presented to the public and any adjustments made, traffic calming projects will be prioritized on a citywide basis. This ensures proper allocation of City resources and it ensures an equitable process to Tulsa citizens. Projects will be ranked for funding and installation based on engineering judgment and points assigned on the basis of

- 85<sup>th</sup> percentile speed,
- 24-hour traffic volume,
- Total number of reported crashes over a two-year period, and
- Proximity to special traffic generators.

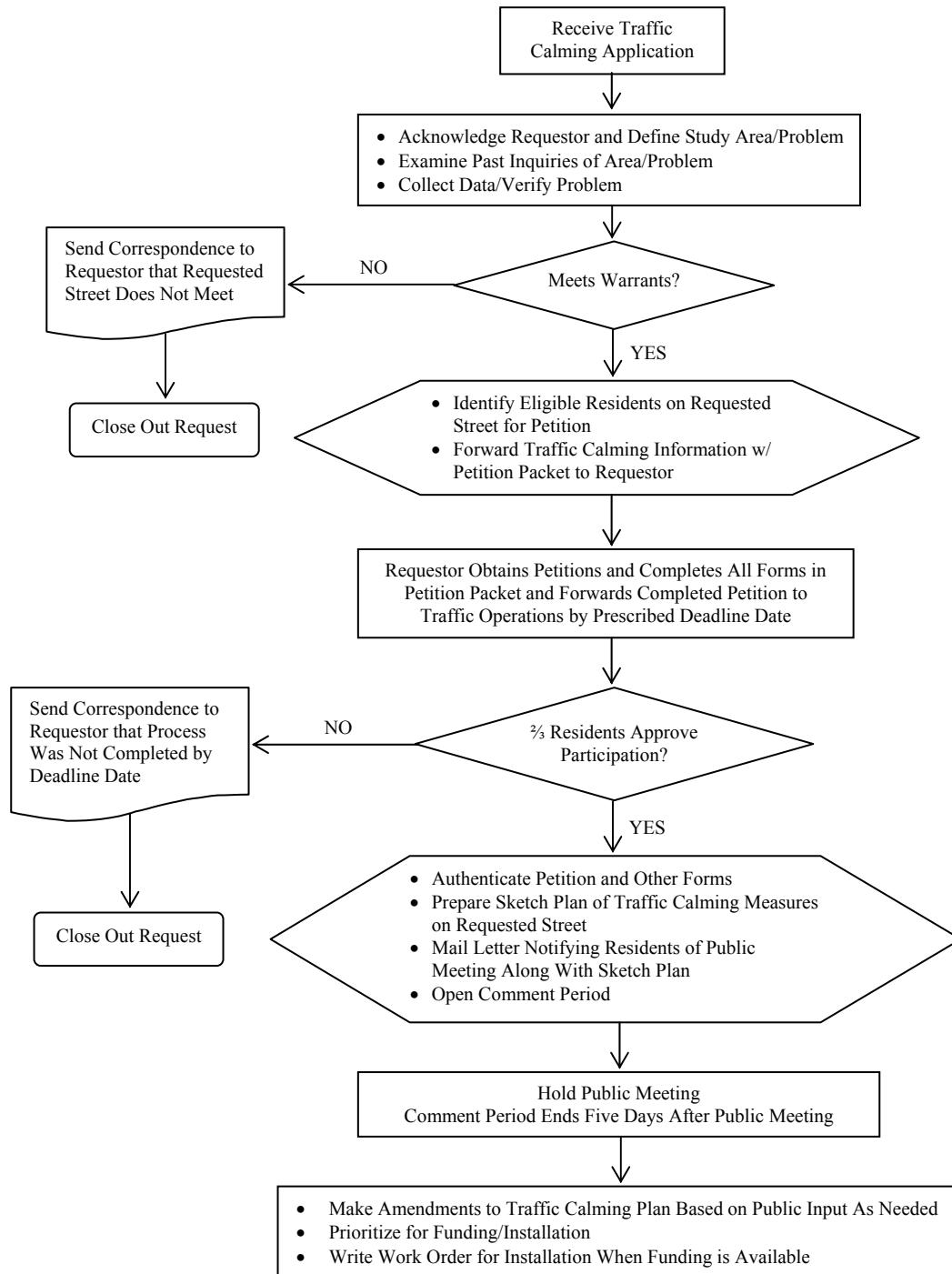
The street segment installation accumulating the greatest number of points will be considered to have the highest priority. Among project installations with the same rank, higher priority will be given to the application with the earliest application date subsequent to the effective date of the traffic calming program. Installation will commence and continue based on the availability of capital funding.

## 2.7. **Authority and Scope**

The Director of Streets and Stormwater issues and administers the traffic calming program. The Director retains the full authority to install or remove traffic calming devices for cause independent of this guideline.

The City of Tulsa Streets and Stormwater Department will prepare and maintain current design standards and installation and removal procedures for speed humps and other traffic calming devices in accordance with current City of Tulsa design practices and the criteria herein established.

## 2.8. Implementation





### **3. Removal Procedures**

#### **3.1. Maintenance or Construction Activities**

Any traffic calming speed hump that is removed or damaged during the course of publicly funded construction will be reinstalled upon completion of that construction at City of Tulsa expense. Speed humps partially or completely removed during routine City of Tulsa maintenance activities will be repaired or reconstructed to original conditions upon completion of those maintenance activities at City of Tulsa expense.

Any speed hump that is removed or damaged during the course of privately funded maintenance or construction will be reinstalled upon completion of those activities at the expense of the party damaging the speed hump.

The replacement of speed humps completely removed through the above actions is not automatic, but contingent upon a review for conformance with current policies and procedures.

#### **3.2. Citizen Requests**

##### **3.2.1. Request Process**

Citizens may request a street segment be reviewed for the possible removal of some or all of the existing humps. An application (see **Appendix 3**) can be downloaded from the City's website at [www.cityoftulsa.org](http://www.cityoftulsa.org) or requested by calling (918) 663-9401. Forward completed applications to:

Neighborhood Traffic Calming Program  
4015 North Harvard Ave  
Tulsa, OK 74115

The removal request must originate from a resident whose property is within the affected segment area. The affected area will be determined by Traffic Operations staff and will include primarily those properties facing or abutting the street segment on which speed humps are located. A property will be considered part of the affected area if its only ingress and egress route requires traveling over existing speed humps requested to be removed.

##### **3.2.2. Eligibility**

City of Tulsa Department of Streets and Stormwater will determine eligibility for removal consideration by these factors:

- a. A request for removal of the subject speed humps must not have been denied within the past three (3) years.

- b. The same residences included in the petition area for the original Traffic Calming Plan for installation must be included in the petition area for the removal of the speed humps.
- c. The speed humps must have been in place for at least one year or at least one year has elapsed since any previous speed hump removal occurred.

### 3.2.3. **Notification / Evidence of Support**

Subsequent to the determination of eligibility for speed hump removal on a segment, a map of the affected area will be prepared, and a petition packet sent to the contact person for documenting support for the removal. All properties within the affected area must be accounted for, either by signature and indication of preference (in favor or oppose) or by written statement by the contact person why a specific property was not represented. There must be at least a 67 percent evidence of support to further the process. Requests with either no petition, or with a petition that does not account for all properties, will be considered incomplete and will not further the process.

### 3.2.4. **Removal Determination**

The specific street segment indicated on the removal application will be the basis to identify the speed humps for removal. Final determination for the removal will be at the discretion of the City of Tulsa Streets and Stormwater Department staff. Based on engineering judgment, the review process may recommend removal of none, some, or all of the speed humps. Factors considered, but not limited to, are:

- a. Existing speed hump locations and spacing
- b. Stop/yield signs along the segment
- c. Historical and existing traffic speed and volume information
- d. Collision History
- e. Presence or absence of sidewalks, schools and parks

If speed studies conducted along the requested segment or portions of the segment show the 85th percentile speed is greater than or equal to 8 mph over the posted speed limit, then no hump removal will occur along the segment or portion of the segment represented by the study.

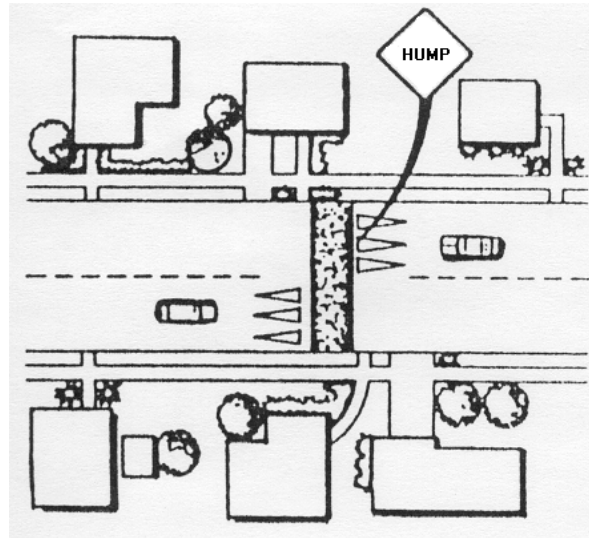
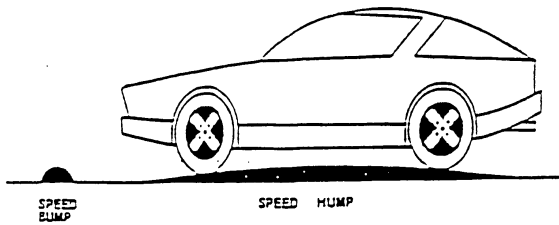
Following the removal of any speed hump, the segment may not be reconsidered for additional hump removal or reinstallation for at least three years. A new application must be submitted to have a segment receive consideration for additional removal.

# APPENDICES

**Appendix 1 – Speed Humps**

**Speed Hump**

**Definition:** Speed humps are parabolic-shaped humps in the street. The height of the speed hump determines how fast it may be traversed without causing discomfort to the driver or damage to the vehicle. Discomfort increases as speed over the hump increases. Typically speed humps are placed in a series rather than singularly. Speed humps are gradual changes in the roadway surface usually 12-24 feet long and 3-4 inches high and differ dramatically from speed bumps that were traditionally installed on private property. Speed bumps are about 1-2 feet long, and are much more abrupt. Speed humps are generally placed approximately 300 feet apart and require signage and pavement markings in each direction that warns the driver to slow down. Speed humps are effective in reducing speed while not creating hazards to emergency response and transit vehicles.



Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Reduces vehicle speeds in the vicinity of the hump without increasing crashes. Better if used in a series at 300' to 500' spacing</li> <li>Self enforcing</li> <li>Relatively inexpensive</li> </ul>	<ul style="list-style-type: none"> <li>May create noise particularly if there are loose items in the vehicle or trailer</li> <li>If not properly designed, drivers may try to skirt around to avoid impact</li> <li>May be a problem for emergency vehicles</li> <li>May impact drainage</li> <li>Driver may speed up between humps</li> <li>May increase volumes on other streets</li> <li>Difficult to properly construct</li> <li>Required signage/markings may be considered unsightly</li> </ul>

Evaluation Considerations						
Safety	Speed Reduction	Traffic Reduction	Fuel Consumption	Pollution	Cost	Emergency Services
Possible Improvements	Yes	Possible	Small Increase	Small Increase	Low to Medium	Possible Problems

**Appendix 2. – Application for Traffic Calming**



**City of Tulsa**  
 Streets and Stormwater Department  
 Traffic Operations Division

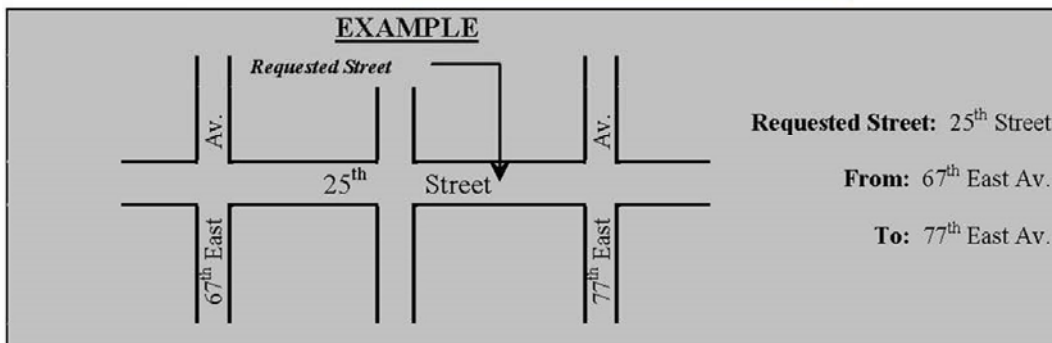
**APPLICATION FOR TRAFFIC CALMING**

The following is a request to initiate the installation of traffic calming devices. Please complete the information in Parts A. and B. below.

**A. Street Study Information**

Please provide the name of the street to be considered (Requested Street). Indicate the boundaries of the street segment by identifying intersecting streets (From and To). Consideration will be given for only the described segment. Complete additional applications for other street segments.

<b>Requested Street:</b>	
<b>From:</b>	
<b>To:</b>	



**B. Contact Person Information**

Each request must provide a contact person who lives on the requested street within the study area boundary. The contact person will receive all correspondence and be responsible for gathering evidence of support when requested.

**Name:**    
(FIRST) (LAST)

**Address:**

**City:**  **Zip Code:**  **Daytime Ph. #:**

**Email Address:**

I understand this request will be processed according to the procedures detailed in the Neighborhood Traffic Calming Guideline. I agree to be the contact person for the above request.

**Signature of Applicant:**  **Date:**

*please send completed applications to:*  
 Neighborhood Traffic Calming Program, 4015 North Harvard Ave, Tulsa, OK 74115

**Appendix 3. – Application for Removal of Traffic Calming**



**City of Tulsa**  
 Streets and Stormwater Department  
 Traffic Operations Division

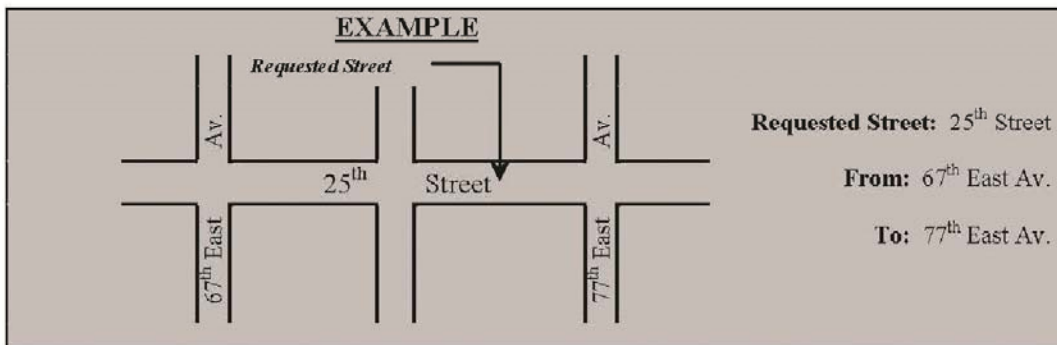
**APPLICATION FOR REMOVAL  
 OF TRAFFIC CALMING**

The following is a request to remove traffic calming devices. Please complete the information in Parts A. and B. below.

**A. Street Study Information**

Please provide the name of the street to be considered (Requested Street). Indicate the boundaries of the street segment by identifying intersecting streets (From and To). Consideration will be given for only the segment described; however, the residences in the area that originally approved the installation of the speed humps will be notified regardless of the segment requested on this application. Complete additional applications for other street segments.

<b>Requested Street:</b>	
<b>From:</b>	
<b>To:</b>	



**B. Contact Person Information**

Each request must provide a contact person who lives on the requested street within the study area boundary. The contact person will receive all correspondence and be responsible for gathering evidence of support when requested.

**Name:**  (FIRST)  (LAST)

**Address:**

**City:**  **Zip Code:**  **Daytime Ph. #:**

**Email Address:**

I understand this request will be processed according to the procedures detailed in the Neighborhood Traffic Calming Guideline. I agree to be the contact person for the above request.

**Signature of Applicant:**  **Date:**

*please send completed applications to:*  
 Neighborhood Traffic Calming Program, 4015 North Harvard Ave, Tulsa, OK 74115

**Appendix 4. – Verification Statement**



**City of Tulsa**  
Streets and Stormwater Department  
Traffic Operations Division

**VERIFICATION STATEMENT**  
*Speed Hump Petition*

Request No.: \_\_\_\_\_

There are a total of \_\_\_\_\_ properties adjacent to \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_. There are \_\_\_\_\_ valid signatures on the speed hump petition, which represent \_\_\_\_\_ percent of the properties adjacent to the street within the aforementioned section.

I verify that the signatures on the speed hump petition are valid and only one signature per residence has been considered in the above percentage.

**Signature of Contact Person:** \_\_\_\_\_ **Date:** \_\_\_\_\_  
(Must be the same as that on the *Application for Traffic Calming*)

**Name:**   
(FIRST) (LAST)

**Address:**

**City:**  **Zip Code:**  **Daytime Ph. #:**

**Email Address:**

**Appendix 5. – Endorsement Statement**



**City of Tulsa**  
Streets and Stormwater Department  
Traffic Operations Division

**ENDORSEMENT STATEMENT**  
*Speed Hump*

Request No.: \_\_\_\_\_

In a meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_, the:

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

Neighborhood Association(s) approved and endorsed the speed hump project on \_\_\_\_\_ from \_\_\_\_\_ to \_\_\_\_\_. The association(s) acknowledge(s) that because of installation of speed humps on the above mentioned street, there may be an increase in traffic on nearby streets.

The contact person has confirmed that signatures on the speed hump petition are valid and represent two-thirds of the residences adjacent to the speed hump street within the section mentioned above.

	<b>HOA Officer Printed Name</b>	<b>HOA Officer Signature</b>	<b>Date</b>
1.			
2.			
3.			
4.			



**Appendix 6. – Petition for Traffic Calming**



**City of Tulsa**  
 Streets and Stormwater Department  
 Traffic Operations Division

**PETITION FORM**

Request No.: \_\_\_\_\_

Date: \_\_\_\_\_

Page \_\_\_\_\_ of \_\_\_\_\_

Petition to modify the traffic flow on \_\_\_\_\_ Between  
 \_\_\_\_\_ and \_\_\_\_\_

**BEFORE YOU SIGN THIS PETITION, KNOW WHAT YOU ARE SIGNING! IT IS RECOMMENDED THAT YOU FIRST READ THE CITY'S 2013 NEIGHBORHOOD TRAFFIC CALMING PROGRAM GUIDELINE found on the City's website at [www.cityoftulsa.org/Community/Drive25/documents/trafficcalmingfinalreport.pdf](http://www.cityoftulsa.org/Community/Drive25/documents/trafficcalmingfinalreport.pdf)**

All persons signing this petition do hereby certify that they reside within the area potentially impacted by the installation of speed humps. To be successful, this petition must get signatures from at least eighty percent (80%) of the residences located adjacent to the street segment where speed humps are requested AND at least two-thirds (2/3) of those who sign the petition must be in favor. If this petition is successful, the Traffic Calming Plan will be developed by Traffic Operations Division staff to address the speeding and safety issues. The Plan will be presented to residents by letter and public meeting. Comments on the Plan will be taken from residents, and adjustments to the Plan will be made to accommodate specific requests within reasonable limits without compromising the Plan's objectives or safety. However, it may not be possible to accommodate all requests. **Please Note: Upon successful completion of this petition, your neighborhood will be agreeing to the installation of speed humps and associated signs on your street regardless of location or number of speed humps which are determined necessary in the Traffic Calming Plan to address the speeding problem. The speed humps or signs may be placed in front of any residence located within the project area.**

SIGNATURE	PRINT NAME	PRINT STREET ADDRESS	Speed Humps?	
			YES	NO