



# **Public Involvement Summary**

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**Oklahoma Turnpike Authority**

**Gilcrease Expressway Extension**

**I-44 to Edison Street**

**Tulsa County**

**May 7, 2018**



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## **Executive Summary**

This document summarizes the public outreach and involvement activities conducted by the Oklahoma Turnpike Authority (OTA) for the Gilcrease Expressway Extension from I-44 to Edison Street in Tulsa County, Oklahoma. This portion of the Gilcrease Expressway was the subject of an Environmental Assessment (EA) completed pursuant to the National Environmental Policy Act (NEPA) by the City of Tulsa in 2000. The EA was approved by the Oklahoma Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) in 2000 with a Finding of No Significant Impact (FONSI). The City of Tulsa has been making progress on the corridor (designing construction plans and purchasing right-of-way) since that time. The City of Tulsa conducted extensive public involvement as part of the EA and the preceding Major Investment Study in 1998.

A NEPA reevaluation of the 2000 EA was completed in 2005 and 2014 to authorize additional federal funds for right-of-way acquisition. In March 2017, the OTA agreed to add the Gilcrease Expressway from I-44 to Edison Street to its Driving Forward Program and to complete the design, remaining property acquisition, and construction of the project. The OTA is completing another reevaluation of the 2000 EA to authorize construction of the project. This reevaluation will include updated environmental studies and additional public involvement to be submitted for approval by ODOT and FHWA. This document summarizes the public involvement activities completed by the OTA in support of the most recent NEPA reevaluation.

ODOT and OTA prepared a Public Involvement Plan (PIP) to identify the methods of public outreach and specifically address federal requirements under Title IV of the Civil Rights Act and Executive Order 12898 on Environmental Justice. According to recent Census data, the Gilcrease Expressway passes through area occupied by low-income and minority populations. Specific outreach methods for these communities were identified and implemented by the OTA, as detailed in this document.

The OTA held a Stakeholder Meeting, a Public Meeting, and two Community/Neighborhood Meetings to present information about the Gilcrease Expressway and gather stakeholder and public input. Multiple meetings were conducted to allow multiple opportunities for residents, businesses, community organizations, and members of the public to participate in the process. Notification of these meetings was done by a combination of direct mail, hand-delivered flyers, and traditional and social media. Community organizations such as churches and service agencies were engaged to assist with notifying interested groups and individuals.

The Stakeholder and public comment period was open until March 13, 2018. Twenty-three (23) written comments were received, including seven (7) from agencies and sixteen (16) from members of the public. Agency responses are summarized in Table 1.

**Table 1: Agency Comment Summary**

<b>Agency</b>	<b>Comment</b>
Bureau of Land Management	No BLM lands or Federal minerals present. No BLM administered Indian mineral interests. No objections.
Cherokee Nation	No known cultural, historic, or pre-historic resources in the area. Please consult if items of cultural significance are discovered.
OK Department of Environmental Quality	Submit a Notice of Intent and obtain authorization under OKR10 for construction stormwater prior to construction. Arkansas River is impaired for turbidity and should be addressed in the SWPPP.
OK Department of Wildlife Conservation	No listed species of state concern beyond federal species. Limit disturbance in streams and riparian corridors. Erosion barriers are recommended.
OK Conservation Commission	General concerns with siltation, disturbance in waters, and erosion control. Recommend minimizing impacts to streams and reduce potential for flooding.
OK Geological Survey	Does not foresee issues. Geological maps are available.
OK State Parks	No LWCF parks impacted. Coordination with City of Tulsa recommended on neighborhood parks plan. Grade separation and landscaping will offset any impacts to Katy Trail.

Public comments included a few primary issues. Topics mentioned with the most frequency include questions and concerns about noise, concern with the removal of the Charles Page Boulevard interchange from the proposed design, and concerns about trespassing and safety on private properties from trail users. Table 2 summarizes the comments received. Note the total number of comments in the table is greater than the number of comment forms submitted. This is because several people made more than one comment on a single form. A more detailed discussion of the comments and the responses to those comments are included in Section 9.0.

**Table 2: Public Comment Summary**

<b>Comment</b>	<b># of Comments</b>
Include the Interchange at Charles Page Blvd.	5
Questions/Concerns about Noise and the Noise Study	4
Concerns about Safety/Trespassing on Private Property	4
Concerns about Drainage/Flooding	3
Concerns about Pollution/Trash	2
Meeting Was Informative	2
Other questions/comments	8



## **1.0 Introduction**

This document summarizes the public outreach and involvement activities conducted by the Oklahoma Turnpike Authority (OTA) for the Gilcrease Expressway Extension from I-44 to Edison Street in Tulsa County, Oklahoma. This portion of the Gilcrease Expressway was the subject of an Environmental Assessment (EA) completed pursuant to the National Environmental Policy Act (NEPA) by the City of Tulsa in 2000. The EA was approved by the Oklahoma Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) in 2000 with a Finding of No Significant Impact (FONSI). The City of Tulsa has been making progress on the corridor (completing design plans and purchasing right-of-way) since that time. The City of Tulsa conducted extensive public involvement as part of the EA and the preceding Major Investment Study in 1998.

A NEPA reevaluation of the 2000 EA was completed in 2014 to authorize additional federal funds for right-of-way acquisition. In March 2017, the OTA agreed to add the Gilcrease Expressway from I-44 to Edison Street to its Driving Forward Program and to complete the design, property acquisition, and construction of the project. The OTA is completing another reevaluation of the 2000 EA to authorize construction of the project. This reevaluation will include updated environmental studies and additional public involvement to be submitted for approval by ODOT and FHWA. This document summarizes the public involvement activities completed by the OTA in support of the most recent NEPA reevaluation.

ODOT and OTA prepared a Public Involvement Plan (PIP) to identify the methods of public outreach and specifically address federal requirements under Title IV of the Civil Rights Act and Executive Order 12898 on Environmental Justice. According to recent Census data, the Gilcrease Expressway passes through area occupied by low-income and minority populations. Specific outreach methods for these communities were identified and implemented by the OTA. Public involvement activities for the Gilcrease Expressway followed the methods outlined in the PIP and included some additional Working Group meetings. These meetings are described below.

## **2.0 Working Group Meetings**

Beginning in May 2017, the OTA has held quarterly meetings of the Gilcrease Expressway Working Group, which is comprised of the key partner agencies in the project, including FHWA, ODOT, the Indian Nations Council of Governments (INCOG), City of Tulsa, Tulsa County, and the consultant teams. These meetings generally include updates on the status of the design, right-of-way acquisition, and environmental studies for the key stakeholders. While the public do not generally participate in these meetings, the media attends and makes the public aware of meeting discussions.

## **3.0 Southwest Tulsa Historical Society Meeting**

In the summer of 2017, the Southwest Tulsa Historical Society (SWTHS) reached out to the City of Tulsa asking for an update on the Gilcrease Expressway project. The City of Tulsa, OTA, and Garver gave a joint presentation at the SWTHS membership meeting on August 17, 2017 at 6:30 PM at Ollie's Station Restaurant, 4070 Southwest Blvd. in Tulsa. Fifty-one (51) people signed in for the meeting. The presentation discussed the history of the project and the various studies and design plans completed to date, the current design and right-of-way schedules, the original Environmental Assessment and the subsequent reevaluations, and the next steps towards completing the updated environmental studies and



reevaluation document. The presentation also included a discussion of the current design. Questions from attendees were related to tolling (where the tolling would begin and end, what the toll amount would be), property acquisition, construction timing and funding, and construction of the remaining portion of the Gilcrease Expressway.

#### **4.0 Clergy Community Meeting**

The first Community Meeting was held on January 29, 2018 at 6:00 PM at the Chandler Park Recreation Center, 6500 W. 21<sup>st</sup> Street in Tulsa, OK. Area churches and non-profit organizations were invited to provide input on issues of interest to their congregations and constituents, and to assist with notification of the public meeting. This meeting was specifically identified in the PIP as a way to supplement other public meeting notification efforts, engaging local community leaders to help notify area residents. Five representatives of local churches and non-profit service agencies attended the meeting. Attendees were able to view displays of the proposed Gilcrease Expressway project and discuss specific topics with representatives from OTA's consultant team. Attendees were also provided copies of the flyer advertising the public meeting for distribution. Discussions at the meeting were primarily positive and supportive of the Gilcrease Expressway project, due to the opportunities the project will create for local economic development and improved access.

#### **5.0 Stakeholder Meeting**

##### **5.1 Stakeholder Meeting Notification**

The purpose of the Stakeholder Meeting was to update and inform key stakeholders about the project in advance of the Public Meeting, so any major concerns could be addressed and/or changes needed to the project could be made in advance of the public meeting. Notice of the Stakeholder Meeting was sent by letter on January 18, 2018 to local elected officials, Tulsa County Commissioners, the cities of Tulsa and Sand Springs, INCOG, Tulsa Regional Chamber of Commerce, local law enforcement and emergency service providers, school districts, and area churches and service organizations. The letter provided a brief description of the purpose and need for the study, and an invitation to the stakeholder meeting. The letter was accompanied by a project location map.

##### **5.2 Stakeholder Meeting Information and Format**

The Stakeholder Meeting was held on February 1, 2018 from 10:00 AM to 12:00 PM at the Chandler Park Community Center, 6500 W. 21<sup>st</sup> Street in Tulsa, OK. Thirty-six (36) people signed in for the meeting, including representatives from OTA, ODOT, City of Tulsa (Mayor's Office, City Council, Engineering Services), Tulsa County (Board of County Commissioners, Sheriff's Office, Engineering, Emergency Management), City of Sand Springs (Mayor's Office, City Council), Indian Nations Council of Governments (INCOG), Berryhill Public Schools, the OTA consultant team, and local churches.

Mr. Darian Butler, OTA Director of Engineering, opened the meeting and presented information about OTA's Driving Forward Program. Garver gave a presentation outlining the following:

- Purpose of the Meeting
- Purpose and Need for the Project
- Project History and Changes Since the 2000 EA



- Proposed Design
- Construction Considerations
- Next Steps and Schedule

Following the presentation, the floor was opened to questions and comments from stakeholders. Questions from the stakeholders were related to right-of-way acquisition, relocation assistance and the noise study.

## **6.0 Agency Solicitation**

Initial agency solicitation letters were mailed on January 26, 2018. These letters provided the purpose of the project with a brief project history and description of proposed design, accompanied by a project location map and a map of the project alignment. The letter included an invitation to the public meeting. This letter was sent to federal and state resource agencies.

Responses from agencies were generally in support of the project and did not identify any major concerns. Responses are summarized in **Section 9.0** below.

## **7.0 Public Meeting**

### **7.1 Public Meeting Notification**

Notice of the public meeting was sent by letter to the Governor's office, elected officials (federal and state), Tulsa County Commissioners, the cities of Tulsa and Sand Springs, INCOG, Tulsa Regional Chamber of Commerce, River Parks Authority, local emergency service providers, school districts, medical facilities, railroads, and area churches and service organizations. The letter provided a brief description of the purpose and need for the study, and an invitation to the public meeting. The letter was accompanied by a project location map. Notice of the public meeting was also sent by letter to all property owners and utility owners in the study area according to Tulsa County Assessor information. All letters were mailed on January 26, 2018.

In addition to the letters, printed flyers announcing the meeting were delivered to all homes and businesses in the vicinity of the corridor on January 30, 2018. Copies of the flyer were also provided to local school districts and service organizations for posting on their websites and social media outlets. The purpose of the flyer was to maximize outreach to all populations, including renters and others that may not receive or read mail addressed to property owners. Finally, the meeting was announced via a media release by the OTA on February 8, 9, and 13, 2018. The OTA placed a quarter-page display ad in the Tulsa World newspaper on February 11 and February 14, 2018.

### **7.2 Public Meeting Information and Format**

The public meeting was held on February 15, 2018 at 6:00 PM at the Chandler Park Community Center Gym, 6500 W. 21<sup>st</sup> Street in Tulsa, OK. One hundred ninety (190) people signed in for the meeting, including representatives from OTA, ODOT, FHWA, INCOG, Tulsa County, Osage County, City of Tulsa, Berryhill Fire Department, Sand Springs Chamber of Commerce, Charles Page Neighborhood



Association, Poe & Associates, Garver, CP&Y, Universal Field Services, several business owners, and members of the public.

Tim Gatz, OTA Executive Director, opened the meeting with some general remarks and discussion of the Driving Forward Program. Kirsten McCullough and Nick Braddy of Garver then gave a presentation about the project, followed by an open question and answer period. OTA, Poe & Associates, Garver, CP&Y, and Universal Field Services staff were then available for one-on-one and small group discussions. Display boards showing the proposed design and several renderings were available for public viewing. A handout with study information was provided to attendees, including a Comment Form with instructions for how to provide comments. English and Spanish versions of the handout and comment form were available.

The presentation covered:

- Purpose of the Meeting
- Purpose of the Project
- Project History and What has Changed since the 2000 Environmental Assessment
- Project Design
- Environmental Studies
- Schedule and Next Steps

Questions and comments during the open session included concerns about drainage/flooding, noise, air/water quality, and safety and security for properties adjacent to the trail.

## **8.0 Charles Page Community Meeting**

### **8.1 Charles Page Meeting Notification**

Prior to the Public Meeting, the Just a Push Foundation contacted staff with CP&Y who was responsible for preparing the Socioeconomic Study for the Gilcrease Project. The Just a Push Foundation requested transportation be provided for residents of the Charles Page area to the public meeting or a separate meeting be held for those unable to attend the Public Meeting because of accessibility issues associated with crossing the Arkansas River. Given that CP&Y identified low-income and minority populations living in this area, and access to the Public Meeting would be challenging for those without a vehicle, the OTA agreed to hold an additional Community Meeting for this area. Notification of the meeting was provided by letter to all local elected officials, local churches and service organizations, and all residents within the study area living north of the Arkansas River. The letter provided a brief description of the purpose and need for the project, and explained the Community Meeting would present the same information as the Public Meeting. The letter was accompanied by a project location map. A flyer announcing the meeting was also prepared and sent by email to the Just a Push Foundation and the Charles Page Neighborhood Association to assist with notifying residents of the meeting.

### **8.2 Charles Page Meeting Information and Format**

The Charles Page Community Meeting was held at 5:30 PM on Tuesday, March 6, 2018 at the Grace United Methodist Church, 519 N. 49<sup>th</sup> W. Avenue in Tulsa. Forty-four (44) people signed in for the meeting, including representatives from the OTA, City of Tulsa, Tulsa County, INCOG, Poe & Associates,



Garver, CP&Y, Universal Field Services, and members of the public. Jack Damrill, OTA Director of Communications, opened the meeting with some general remarks and discussion of the Driving Forward Program. Kirsten McCullough and Nick Braddy of Garver then gave the same presentation about the project that was given at the Public Meeting, followed by an open question and answer period. OTA and consultant staff were available for one-on-one and small group discussions after the formal presentation. The same display boards showing the proposed design and several renderings shown at the Public Meeting were available for viewing. Copies of the Public Meeting handout with study information was provided to attendees, including a Comment Form with instructions for how to provide comments. English and Spanish versions of the handout and comment forms were available. The comment period was extended to March 13, 2018 to allow time for meeting attendees to provide comments. Most of the comments from the attendees at the meeting were related to the elimination of the Charles Page Boulevard interchange.

## 9.0 Summary of Comments

Seven (7) written comments from agencies and sixteen (16) written comments from the public were received both before and after the Public and Charles Page Boulevard meetings.

### 9.1 Agency Comments

- **Bureau of Land Management (BLM):** the BLM did not identify any BLM surface lands or federal or Indian mineral interests within the project area. The BLM has no concerns or objections to the proposal.
- **Cherokee Nation:** The Cherokee Nation Historic Preservation Office reviewed the project and did not identify any records of cultural, historic, or pre-historic resources in the area. The Cherokee Nation requests that the OTA halt all project activities and continue consultation in the event items of cultural significance are discovered during the project. The Cherokee Nation also requests that the OTA conduct appropriate inquiries with other Historic Preservation Offices to identify historic and prehistoric resources.
- **Oklahoma Department of Environmental Quality (ODEQ):** The ODEQ directed the OTA to submit a Notice of Intent and obtain authorization under OKR10 for construction stormwater prior to construction. The ODEQ also noted that the Arkansas River is impaired for turbidity and should be addressed in the Storm Water Pollution Prevention Plan.
- **Oklahoma Department of Wildlife Conservation (ODWC):** The ODWC noted there are no species of state concern (threatened or endangered) within Tulsa County that are not jointly listed as federal species of concern. The ODWC requested that precautions be taken to limit disturbance to stream corridors and riparian zones. Erosion barriers are recommended. The ODWC pointed out they have jurisdiction only over state-listed species and recommended consultation with the US Fish and Wildlife Service for federally-listed species.
- **Oklahoma Conservation Commission (OCC):** The OCC listed several general concerns, including siltation, disturbance in waterbodies, and erosion control. They also recommended minimizing changes to stream channels, and the use of natural designs to reshape and stabilize any streams that are modified. Otherwise the OCC recommends that permanently protected riparian habitat be established. The OCC recommends all bridge structures allow for adequate flood drainage so as to not act as a dam or constrict flow. OCC asks that streams remain free-flowing after the project is complete and free of excess sedimentation.



- **Oklahoma Geological Survey (OGS):** The OGS does not foresee any geological issues with the project. The OGS provided information on recently completed maps of the geological formations in proximity to the project and encouraged review of those map by project engineers.
- **Oklahoma State Parks:** The Oklahoma Tourism and Recreation Department, State Parks Grants Office reviewed the project and noted the project does not pass adjacent to any projects funded by the Land and Water Conservation Fund. They did note the presence of the City of Tulsa Terwilliger Park adjacent to the alignment and suggested coordinating with the City of Tulsa on their comprehensive plan and recreational plan for neighborhood parks in the area. State Parks stated that the project will have no significant negative impacts if the landscaping and appropriate grade separation at the Katy Trail crossing would offset those impacts. A portion of the Katy Trail west of the Gilcrease project did receive LWCF funds but will not be affected.

## **9.2 Public Comments**

Public comments included a few primary issues. Topics mentioned with the most frequency include questions and concerns about noise, concern with the removal of the Charles Page Boulevard interchange from the proposed design, and concerns about trespassing and safety on private properties from multiuse trail users. **Table 3** tabulates the comments received. Note that the total number of comments in the table is greater than the number of comment forms submitted. This is because several people made more than one comment on a single form. Responses to comments follow **Table 3**.

**Table 3: Public Comment Matrix**

<i>Comment</i>	<i># of Comments</i>
<b>Would Like to Include the Interchange at Charles Page Boulevard</b>	<b>5</b>
The interchange would open up the area to growth/economic development	
This part of town is neglected	
Would allow trucks access to local industry	
How will the Charles Page area benefit from the project?	
Property is already acquired	
Eliminate the interchange at Edison if it is too close	
49 <sup>th</sup> W Ave and 65 <sup>th</sup> W Ave do not provide adequate access to Charles Page Blvd for trucks	
<b>Concerns/Questions about Noise</b>	<b>4</b>
How and where did you conduct the noise study?	
Not convinced the noise study is accurate	
Are you going to install noise walls?	
<b>Concern about Safety</b>	<b>4</b>
Concern about trespassing/crime	
Please consider security fence	
Consider putting the trail on the east side of the Gilcrease	
Lighting would help	
<b>Concern about Drainage/Flooding</b>	<b>3</b>
Concern that run-off will affect septic tank	
Concern about existing drainage/flooding issues	
Concern that project will make drainage/flooding worse	
<b>Concern about Pollution/Trash</b>	
There will be debris and pollution in my front yard, my neighborhood will be less desirable	
<b>Disappointed this is Now a Toll Road</b>	<b>2</b>
Seems unfair to charge people in a "working man/woman neighborhood"	
Tax dollars have already been spent on this	
<b>The Meeting was Informative</b>	<b>2</b>



<i>Comment</i>	<i># of Comments</i>
<b>Other</b>	<b>8</b>
Recommend traffic signal at 21 <sup>st</sup> Street intersection	
Concern about decline in quality of life due to proximity	
Concern about drop in property values	
Question about right-of-way acquisition	
Are there plans to extend the trail south of 51 <sup>st</sup> Street?	
Question about construction impacts (specific property)	
There is no way to get from the Gilcrease Expressway to I-244 north (to downtown)	



### 9.3 Responses to Comments

OTA's responses to the general comment topics are summarized below.

#### Noise:

The noise study was done along the entire proposed alignment of the Gilcrease Expressway. A copy of the final Gilcrease Expressway Noise Study will be available on the OTA's Driving Forward Website at [www.drivingforwardok.com](http://www.drivingforwardok.com) once it is approved by FHWA.

Traffic noise analysis consists of a comparison of existing conditions with projected noise levels for future conditions. Existing noise levels are developed with a combination of physically measured noise levels and modeled noise levels. The analysis was performed using the FHWA's computer noise model in calculating noise levels based on traffic data, roadway geometry, and the locations of noise-sensitive receptors such as homes, churches, parks, and trails, where frequent outdoor human activity occurs. Those receptors of concern located nearest to the limits of the proposed Gilcrease Expressway and US-412 collector/distributor ramps were evaluated. The analysis uses the peak hour for noise, which represents the noisiest conditions.

Two noise studies were completed. The first was completed in 1999 as part of the original Environmental Assessment. The second was completed in April 2018 and updated the original study. Traffic volumes for the year 2045 were projected based on existing traffic volumes, and computer models that factor in future growth and travel demand. Although the Gilcrease Expressway does not currently exist, sound levels were determined by field measurements and existing condition modeling of the existing roadway network within the study area.

Noise walls were considered for all impacted receptors for the entire length of the project. An impacted receptor is one that is anticipated to approach or exceed 67 dBA in the future condition, or where future noise levels are anticipated to be 15+ dBA higher than the existing condition. Noise walls must meet two requirements to be included in the project: one is "feasibility" and the other is "reasonableness." "Feasibility" refers to a combination of sound and engineering factors. Engineering considerations include whether it is possible to build a wall given site constraints such as major proposed and existing drainage features and floodplains, safety as related to placement of barriers within the clear zone of the highway, and major utilities. Sound factors include whether the wall provides an acceptable reduction in noise levels. "Reasonableness" refers to the many factors to be considered to determine if mitigation is fair and affordable. Seven noise walls were investigated in areas where future noise impacts are anticipated. None of these walls met the FHWA or ODOT criteria for feasibility or reasonableness. More details on each wall location can be found in the Gilcrease Expressway Noise Study.

Removal of Charles Page Interchange: The original conceptual plans for the Gilcrease Expressway included a folded diamond interchange at Charles Page Boulevard and a full cloverleaf-style interchange at US-412. The distance between these two interchanges is 0.6 miles. For a limited access, high-speed facility such as the Gilcrease Expressway, the recommended spacing between interchanges is 1 mile at a minimum. This spacing allows for adequate weaving distance for vehicles to accelerate and decelerate when getting on and off the freeway. At closer distances, these areas begin to overlap, so that vehicles

getting on the Gilcrease at Charles Page Boulevard, for example, would conflict with vehicles trying to exit at US-412. This distance between interchanges creates a potentially unsafe condition and could lead to a higher rate of accidents. Traffic demand at the US-412 interchange is anticipated to be much higher than at Charles Page Boulevard, so preference was given to maintaining that interchange. Traffic destined for Charles Page Boulevard would continue to access that corridor as it does today, via US-412 and 65<sup>th</sup> W. Avenue or 49<sup>th</sup> W. Avenue. The Gilcrease Expressway will provide a more convenient river crossing and a faster connection to these access points.

Crime at Adjacent Properties: The Gilcrease Expressway will be fenced to prevent trespassing on private property. In the event of an incident, the Gilcrease Expressway is anticipated to increase emergency response times to the adjacent neighborhoods. Highway lighting will increase visibility of both the highway and trail. The trail will be built with the necessary infrastructure to install lighting in the future, at the discretion of the City of Tulsa. The increase in traffic and general activity in the area is anticipated to deter criminal activity. The Oklahoma Highway Patrol will be responsible for patrolling the Gilcrease Expressway and local law enforcement will patrol the local streets.

Pollution and Trash: OTA maintenance forces will be responsible for keeping the highway and right-of-way clear of trash and mowed. The increase in traffic and visibility through the area will likely deter any illegal dumping activity, currently present today. Run-off from the roadway will be channeled into ditches and conveyed to the Arkansas River and is not anticipated to affect private property. Regional air quality is anticipated to be improved, as the additional capacity provided by the Gilcrease Expressway will relieve traffic congestion on other area freeways and will reduce idling traffic, which contributes to poor air quality. Trucks currently using S. 57<sup>th</sup> W. Avenue are expected to use the Gilcrease Expressway where they will travel at higher speeds and be further removed from residences.

Drainage: All bridges and drainage structures constructed with the project have been sized to adequately convey the necessary run-off and floodwaters. No rise in flood elevations or backwater is anticipated. Detention pond areas will be constructed to reduce the spread of floodwaters during a large storm event.

Property Values: Property values vary depending on many factors, such as housing and job availability, local schools, and property condition. In general, access to transportation facilities tends to increase property values. Access to the Gilcrease Expressway will generally improve travel times. However, it is difficult to link any upward or downward trend in property values solely to a roadway project.

Construction Timing: It is anticipated that construction will begin in early 2019 and will last approximately three (3) years. While the details of construction are not yet known, the contractor will be required to maintain access to all properties. Some short-term road closures during construction may be required.

Gilcrease to I-244 North: The interchange at I-44/I-244 will not be modified as part of this project. Traffic destined for downtown Tulsa is expected to take the Gilcrease Expressway north to US-412, then east to downtown. For drivers wanting to access I-244 northbound, access will be possible via W. 51<sup>st</sup> Street and Southwest Boulevard, as it is today.

Tolling: Completion of the Gilcrease Expressway would not have been possible within a reasonable timeframe without the involvement of the OTA. Tolling the facility was the only means to complete this



critical transportation link in the next several decades. Local streets, such as S. 57<sup>th</sup> W. Avenue, will remain available for drivers that choose not to use the Gilcrease Expressway.

