

APPENDIX L
PUBLIC COMMENTS

Hammontree, Jimmie

From: Tony HUGHES [tony_hughes@clock.creative.com]
Sent: Monday, June 06, 2005 3:28 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: What are your plans for fish affected by the dams?

As you are aware or will be made aware, Striped Bass, White Bass, Gizzard Shad, Crappie all have spawning runs up river from Webber Falls to Keystone dam. The state gets its broodstock striped bass from below Zinc dam which allows us to stock both striped bass and hybrid striped bass all over the state. Further dams on the river will just about destroy this resource. The economic impact on the state, and the fishermen of this state will be impacted by these low water dams. This will affect the WHOLE state fishery not just the Tulsa area. So input should not be limited to the communities directly adjacent to the river corridor. I plan to be in opposition to the current plan and will form a coalition of concerned anglers STATEWIDE to get our voice heard.

Sincerely, Tony Hughes, Oklahoma Striper Association

Hammontree, Jimmie

From: Tony HUGHES [tony_hughes@clock.creative.com]
Sent: Monday, June 06, 2005 3:40 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: Can I get a copy of dams structure and placement

I need to get this in the hands of our members or can you provide a web link?

Hammontree, Jimmie

From: Graham Brannin [gbrannin@ci.tulsa.ok.us]
Sent: Monday, June 06, 2005 5:06 PM
To: Arkansasrivermasterplan@chguernsey.com
Subject: Phase 2 Summary Results

I am hoping that you can either send me or give me a website to get a summary of the latest river plan results.

Thanks for your help.

D. Graham Brannin
Environmental Compliance Coordinator
City of Tulsa
918-591-4395

Hammontree, Jimmie

From: Ann Patton [apatton@ci.tulsa.ok.us]
Sent: Friday, June 10, 2005 1:03 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: Fwd: [sustainabletulsa] Arkansas River Plan Input Wanted



[sustainabletulsa]
Arkansas Ri...

can we submit email comments? Can we view a summary of the current draft issues online or - ? Thanks! ann patton

Ann Patton, Founding Director
Tulsa Partners, Inc.
532 City Hall, 200 Civic Center
Tulsa, OK 74103
ph 918-596-9626 -- cell 918-527-0161
fx 918-596-7345

apatton@ci.tulsa.ok.us

Visit <http://tulsapartners.org> to see how volunteers are helping make Tulsa a disaster-resistant community.

Hammontree, Jimmie

From: Dr. V [drv@smilesoftulsa.com]
Sent: Tuesday, June 14, 2005 2:30 PM
To: arkansasrivermasterplan@chguemsey.com
Cc: drv@smilesoftulsa.com
Subject: New Dams may hurt fishing!

Dear Sirs and madams,

I have lived in Tulsa for over 10 years and have lived in Jenks now for 5 years. I grew up seeing more sand than water in the Arkansas and always thought it would be neat to see a shore-to-shore lake similar to Towne Lake in Austin, Texas. In fact, I would encourage the committee send people down to Austin to see how a proper water system within the City can in fact beautify it immensely when balanced with natural habitat.

However, I am a fisherman as my top recreational passion and I believe damming the Arkansas again is a poor idea. One of Oklahoma's premiere fishes is the striped bass, or "striper." In fact, we have a member of this family as our official state fish: the sand bass. Not only does the Arkansas River provide habitat for the stripers, it gives them what they need to reproduce: RUNNING WATER. Without running water, the stripers eggs fall to the bottom and with not hatch before other bottom feeding species devours them. Designed by the Tulsa Corp of Engineers, the Zink Dam was built with "lay down gates" that they are "supposed" to be opened at 60,000 CFS by the Tulsa water control board. However, this has never happened because the City of Tulsa is NOT "obligated" to operate Zink dam in this fashion. As a result, the striper population has suffered.

Now, I am not an environmental activist at all. In fact, I am a dentist in Tulsa who's been married for 13 years and has 3 kids. So, I don't have any plans on tying myself to a bulldozer to stop construction, but I think it is important that you know why others and myself care about the stripers in the Arkansas River:

- 1) The stripers allow a great recreational avenue for people of all ages and incomes; not just the people who can afford to have a \$50 meal at a restaurant on the Jenks River Walk.
- 2) These fish also provide a food source for many in our community. With a dam, there numbers will deteriorate because of failed spawning runs.
- 3) Each year, the Oklahoma Wildlife Conservation Department harvests stripers and sand bass and crosses their eggs to produce a hybrid striped bass. They then stock almost a dozen other lakes in Oklahoma with hybrids. These fish are a great fighting fish and provide hundreds of jobs to businesses like fishing guides, marinas, and even boat sales and gas sales for those fisherman who fish solely for hybrids.
- 4) Additionally, the State sells or trades some of these hybrid hatchlings to other states in exchange for other species like saugeye and trout that they then in turn use to again stock Oklahoma lakes.
- 5) I want my kids to enjoy fishing for hybrids and stripers like I have been able to do here in Oklahoma.

Let's face it. If you build a dam, the stripers will die, no hybrids will be produced, none will be traded, and none will be caught by my kids or yours. In fact, you can bet you bottom dollar the State will never appropriate money to stock our lakes for fishing like the ODW is doing now and the ODW with be left empty handed in their statewide stocking program b/c they won't have any thing to barter with at all

Please investigate these facts and know that your actions of placing a 300-yard dam in Tulsa, Oklahoma will have consequences that will reach as far as the East coast. Exploring other water options like a "side pool" or "river corridor" will keep Oklahoma has a leader, allow business to flourish, and keep from drowning our natural resource of fishing which we DO NOT take for granted in Oklahoma.

Sincerely,
Corbyn VanBrunt, DDS

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No virus found in this outgoing message.
Checked by AVG Anti-Virus.

Hammontree, Jimmie

From: Danny Williams [Danny.Williams@tulsaworld.com]
Sent: Tuesday, June 14, 2005 12:45 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: Low Water Dam - Jenks

I'm not an "extremist", I am a "conservationist" and a life-long fisherman that values the Oklahoma Department of Wildlife's striped bass hatchery.

The state of Oklahoma receives a lot of revenue from fishermen and tourists who enjoy the sport of hybrid/striper fishing and I hope that much thought and attention is given to ODWC's concerns on the future state of their hatchery program.

I'm not against the dams, I simply hope a lot of thought is given in their construction and timely use. If the biologists like the plans, I like it.

Let's not first build the dams, then lose a valuable resource and have to spend much more to make it right.

Danny Williams
Sand Springs

Hammontree, Jimmie

From: Jay Pruett [jpruett@tnc.org]
Sent: Wednesday, June 15, 2005 8:03 AM
To: jimmie.hammontree@chguernsey.com
Subject: Arkansas River Corridor Project

Jimmie, nice to meet you last night at the Bixby public meeting. As I mentioned, The Nature Conservancy is interested in joining with you in discussions regarding the interior least tern and its nesting habitat in the river. TNC currently owns some land in the river and this "preserve" could be affected by the proposed project.

You mentioned that there is a meeting with the USFWS and ODWC coming up in a week or two to discuss the impacts on the interior least tern; we would like to join in that meeting if that would be acceptable. Please send me the specifics of the meeting. Thanks.

Jay

Jay A. Pruett
Director of Conservation
The Nature Conservancy of Oklahoma
2727 E. 21st St., Suite 102
Tulsa, OK 74114
918/293-2917
jpruett@tnc.org

Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Wednesday, June 15, 2005 9:55 AM
To: jimmie.hammontree@chguernsey.com
Subject: FW: Arkansas Corridor - River Vision

From: Kevin Dean [mailto:k-man-olp@olp.net]
Sent: Tuesday, June 14, 2005 10:26 PM
To: Kmetz, Andy J SWT
Subject: Arkansas Corridor - River Vision

Thank You for having your open meeting in Bixby.

#1 - I do not see Bixby developing along the river without a low water dam. I understood Bixby will not get a low water dam, do to reasons I could not understand (the person mumbled through them) and were not explained that well.

#2 - Even if Bixby was to develop along the river, the area you show us developing is a nice location and easy access from Memorial but the view you would be looking at on the other side of the river is horrible and I don't see any private investors investing millions to have a view of a sand plant. And from what I was told by one of the ladies answering questions, the sand companies have a very long lease on that land and the leases can not be broken. Unlike other businesses and homeowners that can be booted off their property if the government wants it for their use or others private use.

#3 - Bixby is the fastest growing community in the state and you show it as one of the last places to develop. I would have thought it would have been right behind Jenks, which is way ahead of all the other communities in developing next to the river.

6/21/2005

#4 - Because Bixby does not qualify for whatever reasons for a low water dam, I think they should look at developing on their side of the river where they can benefit from the Broken Arrow low water dam. And if that is the case then the bridge they want to build across at Yale should be built across the river on Garnet.

#5 - The area you showed Bixby developing was quite small compared to Sand Springs or Jenks. I think Bixby has great growth potential in many more areas next to river but only if we have a low water dam and more infrastructure to support the development.

The river is a great natural resource that all communities located next to the river should take advantage of the opportunity for development that exists. The County and City should work together to provide infrastructure to promote private investment and work with the Corps of Engineers in building low water dams. I think two of the other things to consider when looking at what location to develop is what is on the other side of the river that you will be looking at and also the locations of treatment plants along the river. Nobody wants to invest millions with a unattractive view or next to a public disposal plant, it is unsightly and on many occasions the fragrance is revolting. I also think a bridge should be located close to each low water dam to enable easy access from one side of the river to the other, which would help develop both sides of the river around the low water dam.

I hope the publics opinion carries more weight with this vision, when they have the funds to

make it happen, than it did with the Vision 2025.

I felt the publics opinion took a back seat to special interests parties, desires and needs and wants with Vision 2025.

Tulsa citizens overwhelmingly had the river vision, but unfortunately the Mayor and his good ol boy gang did not. They did have a vision, it was filling their own pockets with our tax dollars, not for what was good for Tulsa and the citizens. I could go on and on about the greedy few who want to ruin Tulsa for their own personal gain, but I won't.

The river vision has good potential and the Vision 2025 tax dollars should have went for the funding of the river vision, then all the citizens of Tulsa County could have benefited from the project instead of just the few that benefit now.

Thanks Again, I look forward to seeing this vision reach its full potential.
Kevin Dean

Hammontree, Jimmie

From: Tim Smith [slingblade@catfishing.tv]
Sent: Wednesday, June 15, 2005 12:30 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: concerns

To Whom it may concern:

We're in a little debate and I thought I'd pass this on to you since your company is the one that is totally ruining the fishing on the Arkansas river.

well the thing is that keystone dam was constructed for flood control so that tulsa wouldn't get flooded ... zink dam was constructed for recreational purposes it seems like with their little track around there where they can jog and pedestrian bridge and all that. the gate was installed on zink to allow fish to come through the dam naturally but it's only been used once that I know of. when tulsa decided they wanted zink dam and the other one that isn't there any longer I don't think that they took into consideration the rest of the river or what it'd do .. initially they may have since the gate was installed but since tulsa controls it then there is no consideration placed upon the fishery. tulsa wants their little parks for economic reasons and zink dam is part of that ... it serves no other purpose other than to provide a park type lake for tulsa. stuff like this is prevented in other areas like a large creek that goes through people's property ... they can't just dam it up without effecting their neighbors adversely. Zink dam and the 21 miles of asphalt walkway that was constructed was for "cultural developement and recreation" so basically they just said hell with everyone else ... we're gonna do what we damned well please ... this is basically what's gonna happen with these other two dams they're installing and for the same reason and to hell with our neighbors or the fishermen.

"Tiny" Tim Smith
www.catfishing.tv
www.catfishin.net
Family Tree at
<http://worldconnect.rootsweb.com/cgi-bin/igm.cgi?db=timsmithdec2004>

Hammontree, Jimmie

From: Karen Ellis [kellis2@sbcglobal.net]
Sent: Wednesday, June 15, 2005 1:00 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: Phase II Jenks/South Tulsa Riverfront Maps & H/H Low water dam study

My father, Don Dodds, used to work for the Corps of Eng. Mechanical Division, in Tulsa. He is very interested in finding information on these proposed low water dams. Are they available to the public, or, will they become available to the public? And if so, where could we find them?

Sincerely,

Karen Ellis

6/21/2005

Hammontree, Jimmie

From: SWatkins@jwooperating.com
Sent: Wednesday, June 15, 2005 2:04 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: Arkansas River

This is my plea.

This waterway is one of the only water systems that can support the successful spawn of Striped Bass. There are only a few river systems in the U.S. that can successfully have a spawn. Below the zink dam on the Arkansas is the where Oklahoma Department of Wildlife does it shocking for brood striped bass to collect the eggs to stock such fish as the hybrid striped into many lakes in 5 states. If the river is dammed it will restrict the natural movements of many fish. You will see a huge negative impact in the Oklahoma fishing industry. Striped bass and Hybrid Striped bass are one of the states most sought after sport fish. This river is all we have to keep our fisheries stocked. By slowing the current and putting a dam in, the fertilized striper eggs will fall to the bottom and die with no moving water. Please leave the river alone!!! It may only be water to you, but to the conservationists or outdoorsman this is the life blood for many fish in our great state!!!

Shawn Watkins

Hammontree, Jimmie

From: Maria Wegner-Johnson [TUfan@mail.com]
Sent: Thursday, June 16, 2005 8:01 AM
To: arkansasrivermasterplan@chguernsey.com
Subject: Arkansas River

To Whom It May Concern:

Please add me to your mailing list re: the Arkansas River Masterplan. I would like to be kept abreast of upcoming public meetings, documents, and other information that is made available. Also, due to my inability to attend this round of meetings, I would appreciate it if you could send me any information that was given out at this week's meetings, including presentations and handouts, as well as any follow-up information made available.

Thank you,

Maria Wegner-Johnson
2156 S. Florence Place
Tulsa, OK 74114

6/21/2005

Hammontree, Jimmie

From: Mike Smith [msmith5311@cox.net]
Sent: Thursday, June 16, 2005 8:14 AM
To: arkansasrivermasterplan@chguernsey.com
Subject: Arkansas River Master Plan Comments

Here are some comments I have on the Arkansas River Master Plan.

I would hope the trail could be widened to as least 10 ft. for bicycles and walkers.

I would prefer that in areas where there is enough room that a separate trail be for bicycles and walkers. Like the trail at Lake Hefner.

I would hope that in areas along Riverside Drive where the trail is to close to traffic a concrete barrier could be placed off the curb of riverside or the trail could be moved farther from traffic. As it is now the trail is to close to traffic on Riverside Drive in several areas.

I would hope that parking could be expanded at 41st and Riverside Drive. On Sat. mornings and some Sunday mornings cars are having to park in the neighborhood because the parking lot is full.

In some areas I would hope that there could be portable bathrooms placed. They would be easy to clean and more private and easier to maintain that the bathrooms that are in use now. Also I have seen this done in other cities.

Also I would like to suggest that since there are so many users of the trail on Sat. that perhaps a program could be developed where a company would sponsor a water stop on a Sat. morning with maybe some light snacks or just bottled water or maybe some sports drink.

I have heard that this is done on the River in Austin. I think this would be a great way to get more volunteers involved in the River Area and I would think that Tulsa companies would support this idea if they realized the number of people that use the River Area on Sat and Sun mornings.

These are just some comments I have that support the continued development of the Arkansas River Area.

Thank you for the opportunity to comment.

Mike Smith
4814 S. McKinley
Sand Springs, Okla. 74063

r

Hammontree, Jimmie

From: juan.carlos.olaya@metriscompanies.com
Sent: Thursday, June 16, 2005 10:42 AM
To: arkansasrivermasterplan@chguernsey.com

Good Morning Sir,

I have taken part in some meeting regarding the Arkansas Riverpath and the potential for a kayaking area. Our group have met several times with the Mayor and with the city councils.

Will these meetings have any information or updates as what progress or plans are in the works with this particular project? If so, I'd like to attend and be able to provide feedback of the potential this project may have on the city.

Your assistance is greatly appreciated.

Juan Carlos Olaya
juan.carlos.olaya@metriscompanies.com
juan-carlos70@cox.net
Bus. 918-669-8866
Pag. 888-323-4379
Cell 918-260-0782

6/21/2005

Hammontree, Jimmie

From: Rusty Patton [rustypatton@cox.net]
Sent: Thursday, June 16, 2005 11:15 AM
To: dan_alaback@alabackdesign.com
Cc: arkansasrivermasterplan@chguernsey.com
Subject: Arkansas River Plan

Hi Dan.

I have been wanting to put in my two cents on this project and when I saw in the Tulsa World that you are involved, I thought I might as well give them to you:

1. The existing low water has proven what was always painfully obvious: the lake created by a low water dam will quickly silt up, and in the end will create nothing but a shallow, stagnant mess. Given our experience with Zink Lake, it is amazing that seven more low water dams are planned.
2. Consideration should be given to an opposite approach: channel the river. Instead of damming the river, artificially narrow the river with sea walls on both sides. For example, the river could be channeled between 21st and 41st.
3. One benefit of a channeled river is that a lake will tend to form upstream from the channel.
4. Another benefit is that the increased flow of water will make the river cleaner, and will reverse the sifting problem.
5. If the river were artificially narrowed by 25 yards on each side, we could backfill to the sea wall and capture all that ground for expanded parks, development, etc.
6. I understand that there will be EPA issues, etc., but those issues can be resolved.

The problem with the Arkansas is that we have created a river park system that essentially makes the river unapproachable. At the point where there is the highest urban density, we should channel the river, so that pedestrian traffic can be right against the river. Attached is a picture of the Detroit River, which shows how a channeled river can be developed. Another example is the Mississippi River at the French Quarter in New Orleans.

Tulsa ought to consider a bold new approach to the development of the Arkansas, instead of pursuing discredited strategies like the low water dams. We can leave the river banks marshy upstream and downstream, but at Tulsa's urban center, we need to tame the river banks, so that people can get close to clean, fast moving water. Tulsa could have a vibrant river front, but we seem to be ceding that possibility to Jenks.

Rusty Patton
Patton General Counsel
1816 S. Carson, #324
Tulsa, OK 74119
Voice: 918.361.6233
Fax: 800.310.8692

6/21/2005

Hammontree, Jimmie

From: Walker, Robert L [Robert.L.Walker2@conocophillips.com]
Sent: Friday, June 17, 2005 7:21 AM
To: arkansasrivermasterplan@chguernsey.com
Subject: Thanks from Sand Springs

Congratulations and THANK YOU for the fantastic and timely work on the Arkansas River Development Master Plan.

As Mayor of Sand Springs, I too, sensed the excitement at the meeting in the Sand Springs Community Center as our citizens gathered to grasp the magnitude of the future changes that our community will enjoy from your work. Our citizens, represented by all age groups at Thursday's meeting, are anxious for the changes outlined in the plan to be implemented on the banks of the Arkansas River in Sand Springs. Community meetings and input over the past 36 months has pointed to the Arkansas River as the biggest, undeveloped asset in Sand Springs, so again, THANK YOU for moving our community further along in developing and utilizing this asset.

Please do not hesitate to contact me if I can be of any assistance with our community resources to support your work, and if any private development groups or individuals contact you in regard to starting dialogue with the City of Sand Springs - please refer them to me so that I can make arrangements to roll out the red carpet to echo your plans for the future development of the Arkansas River banks in Sand Springs.

Congratulations on a fantastic piece of work.

Bob Walker
Mayor
City of Sand Springs
Sand Springs, OK.

Cell # 918-671-8353

Bob Walker
ConocoPhillips / Treasury Services
1320 BAY POB, Bartlesville, OK 74004
Tele 918-661-1297
Fax 918-662-2976
email: Robert.L.Walker2@conocophillips.com

Hammontree, Jimmie

From: Proctor, Justin
Sent: Friday, June 17, 2005 7:46 AM
To: Hammontree, Jimmie; Senour, Ken
Cc: Showalter, Tracy
Subject: FW: comments on Ark.R. plan

This message was received via the generic GUERNSEY email address.

Justin Proctor
Marketing Manager
Ext 8191

-----Original Message-----

From: Gardb@aol.com [mailto:Gardb@aol.com]
Sent: Thursday, June 16, 2005 8:37 PM
To: solutions@chguernsey.com
Subject: comments on Ark.R. plan

I just wanted to document my suggestions that I made to Jimmie Hammontree following his presentation to the advisory committee members at the Tulsa Library yesterday:

From my standpoint as a representative of the Tulsa Audubon Society, it is vitally important that the plan includes (and emphasizes) preservation of the river's function as a wildlife habitat and migration corridor. What I heard yesterday was encouraging, especially as it relates to aquatic species, and I commend you for that. I am still a bit concerned that the needs of land-based wildlife -- like mammals, reptiles, butterflies, etc., will get lost in the shuffle of development enthusiasm. In the Phase I planning document, there is some verbiage to the effect that ***"All of the trail zones adjacent to the river should be allowed to function as riparian wildlife corridors. Forested areas adjacent to the river's edge should be left in place without significant interruption."*** Please include this idea in the plan you produce.

The natural functions and beauty of the Arkansas River are unique assets to the city of Tulsa. Like the goose that laid the golden egg, there is great opportunity to benefit and profit from it, but let's not kill it trying to maximize those profits in the short term....

Thanks for listening,

Robert Gard
Conservation Chairman, Tulsa Audubon Society

Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Friday, June 17, 2005 10:25 AM
To: Patrick Fox
Cc: jimmie.hammontree@chguernsey.com
Subject: Arkansas Corridor Comment- Historic Preservation.

Patrick,

We have no PDF files available at this time. When the project is completed at the end of July/early August, the report will be put on INCOG's web site for viewing after the report has been approved.

You can email me or Jimmie your comments directly or use the comment form you have and specify which site you are commenting on. We will be in Broken Arrow at their downtown community center this evening at 6 PM giving the same presentation if you can attend.

Thanks for you help and interest.

Andy

6/21/2005

Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Friday, June 17, 2005 10:42 AM
To: jimmie.hammontree@chguernsey.com
Subject: FW: "Arkansas Corridor, Tulsa, Oklahoma"



Army COE comment
letter 2.pdf ...

-----Original Message-----

From: Steve Carr [mailto:scarr@ci.tulsa.ok.us]
Sent: Thursday, June 16, 2005 5:16 PM
To: Kmetz, Andy J SWT
Subject: "Arkansas Corridor, Tulsa, Oklahoma"

Good Day Andy,

Please find attached my comments in response to the Arkansas Corridor, Tulsa, Oklahoma Study Concept Plan.

Good work! My additional comments and suggestions are on the "Arkansas Corridor, Tulsa, Oklahoma, Crow Creek - Question, Comments, Suggestions, Crow Creek - Question, Comments, or Suggestions" sheet.

Please feel free to contact me with any questions,

Respectfully

Stephen D. Carr, A.I.C.P.
Planner III
Public Works and Development Department
City of Tulsa
111 S. Greenwood Avenue
Tulsa, OK 74120
918.596.2600 (telephone)
596-2608 (facsimile)
scarr@ci.tulsa.ok.us



US Army Corps
of Engineers.

Arkansas Corridor, Tulsa, Oklahoma

Crow Creek

Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

These comments are submitted for the "Arkansas River Zink Lake Concept Plan". Comments are based on the exhibit in the Tulsa World article and exhibit. (Unfortunately, I could not attend the recent public forums.)

The plans contain great ideas. The "future Riverside West" is a great idea. The following recommendations: (1) promenades should be integrated/folded into the RiverParks System; (2) provide more "direct feel/orientation" to the River for all active uses/places - it is a River Corridor Plan; (3) extend "docks" into the River at certain appropriate locations (potential for restaurants, shops etc.); (4) orient retail to the River's edge (do not design typical suburban strip centers, do not orient retail to the streets), place shops, businesses, etc. right up on River; (5) place "festival area" should be adjacent to River in certain locations and integrate the festival area into other uses as well recommend. The festival area will be fully used for only special events, perhaps 4 to 6 times a year. Make the Corridor a "24/7 River Village" in urban locations and a zone for living, working, leisure, entertainment, attractions, conservation, destination features, etc.. (6) More "marina areas"; (7) more higher density residential along the corridor at select locations (not just apartment, but 4-6 story facilities; high-rise towers at other specific urban locations; (8) take advantage and provide links to Downtown (e.g. via the trails system, soft-wheel trolley or bus system along Southwest Blvd., the Route 66/11th Street Bridge, Riverside Drive, 21st and "new" 41st Street bridges, and Riverside Drive West and throughout Downtown. "Wait time" for transit should be no more than 8-10 minutes maximum; potential for re-opening/connecting a hard-wheel trolley system along the Sand Springs Line, BN&SF rail line into Brady District, to Greenwood Center, Oklahoma Jazz, west bank development, and Slushed be explored; (10) keep selected, appropriate areas as urban wilderness areas, but probably not in the urban core; (11) place "festival pavilion with amphitheater closer to the River, floating stage was great idea, may not have been adequately designed - perhaps study its modification and expansion - Mud Island in Memphis is a great venue - perhaps the "Tulsa floating" stage continues as a "brand-hook"; keep thinking comprehensively within the context of revitalizing Downtown. Take advantage of and propose new linkages to Downtown and its associated improvements; link with the Centennial Walk connectors; (13) perhaps locate more "fountains" at key locations; (14) coordinate "light pinnacles/spotlights" with the ILP Lighting System in Brady District (Phase 1 completed) and with other possible visual linkages to entertainment zones; (15) suggest an "Improvement District" for Crow Creek improvements that could be a component of a "Brookside Improvement District" to manage/ deal with, trash, lighting, security, maintenance, parking, etc.; and (16) that any ballpark be located in the urban core of Downtown area - add to the urban vitality and venues - don't spread them out. This will place ballpark attendees near existing and growing entertainment, dining, shopping businesses including the new Area, and allow better use of existing/planned parking facilities in Downtown.

Optional Information:

Name: Stephen D. Carr, A.I.C.P. Affiliation: City of Tulsa, U.D.D.
 Address: 1311 S. Richmond Avenue City: Tulsa State: OK
 Zip: 74112 Phone: 836-1518 (home) E-mail: scarr@ci.tulsa.ok.us
596-2600 (work)

Point of Contact :

Andy Kmetz

U.S. Army Corps of Engineers, Tulsa District
 1645 S. 101st East Avenue ATTN: CESWT-PEP
 Tulsa, OK 74128-4629 Phone: 918-669-7023
 e-mail: Andy.j.kmetz@usace.army.mil

Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Friday, June 17, 2005 11:15 AM
To: jimmie.hammontree@chguernsey.com
Subject: FW: Arkansas Corridor Public Meeting

-----Original Message-----

From: Danny Williams [mailto: Danny.Williams@tulsaworld.com]
Sent: Friday, June 17, 2005 9:20 AM
To: Kmetz, Andy J SWT
Subject: Arkansas Corridor Public Meeting

To whom it concerns.

I was present at the Sand Springs "Arkansas Corridor" public meeting on June 12th.

The presentation was well-done and well-thought-out.

I do have some serious concerns though. While I'd love to see some of this development, the building of low-water dams is an environmental issue that needs to be seriously addressed with the Oklahoma Department of Wildlife Conservation.

Mention was made at these meetings, that there would be times when the low-water dam's gates would have to remain open and the lakes drained for fish migration up the rivers to spawn.

I have great fears this wouldn't happen. City leaders would fight draining these lakes during these time periods. The fish spawn would be in May-June, right in the middle of prime-time outdoor activities: festivals, concerts, etc.

And if the lakes were drained? Would there be any channel or would the drained lake-bed be a flat plain of sand, silted in and with no channel deep enough for a successful migration upstream.

Who would lose if this hatchery is lost?

Oklahomans.

Local and out-of-state sport-fishermen lay down a lot cash pursuing the striper, hybrid and walleye produced from the ODWC's hatchery program, dependent on the free-flowing Arkansas.

Please work with OKWC and build this thing right.
Let's not ask for it to be torn down later!

Thanks,
Danny Williams
6102 Davidson Dr.
Sand Springs, 74063

Hammontree, Jimmie

From: Bob Chambers [Bob.Chambers@Thrifty.com]
Sent: Friday, June 17, 2005 5:13 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: Build it and they will come

I am not a resident of Tulsa, however I live in Sapulpa, just a short distance from the new Riverwalk complex in Jenks. My impression upon my first visit was how nice it would be if the river, as it runs through Tulsa from I-244 on the northwest to the new Aquarium on the south, looked like this.

Even though my family are not actually Tulsans, all the coming improvements from the Vision 2025 project will restore the vision and sophistication of Tulsa. It will be great when we can once again call Tulsa one of America's great, beautiful cities. My hope is that the dreams become reality. I would be proud to know that my tax dollars spent in Tulsa helped in some small way.

In my travels I see many cities with similar offerings, San Antonio's Riverwalk, Boise, St Louis, Austin, and Bend, Oregon. All have rivers running through the community that draw people. And these cities large and small have done a very nice job of showcasing the rivers. The Arkansas is certainly much more attractive than the more famous river in San Antonio. Do it right and we all will be proud. I may not actually live in Tulsa proper, then again maybe I am from Tulsa.

Hammontree, Jimmie

From: Bill Nix [nixfam@cox.net]
Sent: Friday, June 17, 2005 5:14 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: The river

Is or will the river be clean and safe enough for people to kyak, canoe and swim in?

Thanks
Bill Nix

6/21/2005

Hammontree, Jimmie

From: Phil Marshall [pemarshall2@cox.net]
Sent: Saturday, June 18, 2005 9:48 AM
To: arkansasrivermasterplan@chguernsey.com
Cc: Diane Wehrenberg
Subject: Crow Creek Corridor

One of the items I noticed on the June 15 meeting of the Arkansas River Plan on Crow Creek was the rendering of the wall you had pictured. The first section of the retaining wall is 4 feet 6 inches tall and looked about 10 inches thick with stone. Another wall, which if my memory is correct is another 6 feet, is to be placed on the top of the stone retaining wall that is not as wide, maybe 6 inches.

What came to mind immediately was this created a ledge on the stone retaining wall for potential security problems. I know this is a long shot, but thieves are so creative. Why not make the wall the same thickness all the way up to the 10 feet to make it harder for security breach?

Another item that were commented on was the flooding problem, is the Corps going to take care of the flooding problems? I know you are, but this was not made clear to the neighbors.

Where are the people using the trails going to park? I didn't see any parking spaces along Peoria at the Boys Scouts property. I'm sure you have taken this into consideration, but we want to make sure that the parking will not be overflowing into the residential neighborhoods.

The 2 lots the City owns in the neighborhood on 32nd St. refers to Ecosystem Restoration. Are these 2 lots being used for the flooding problems? Will this be an area that people will be able to walk around and admire the new vegetation planted? If so, where will they park? I don't believe the neighbors along this street would want this. Any chance the City can sell these 2 lots back to potential homebuyers, so new houses can be built?

I felt like the Crow Creek Corridor Plan looked promising and am pleased with the new design.

Phil Marshall, President
Brookside Neighborhood Association

Hammontree, Jimmie

From: bjmathis [bjmathis@swbell.net]
Sent: Sunday, June 19, 2005 1:48 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: South shore of arkansas river along Avery drive

I am the landowner of the south shore of the arkansas river just north of Avery drive totaling about 70 acres. The east end starts just across the street from the Chandler Park entrance. I plan to develop the property some day or sell it to someone who would like to but I have been waiting until the highway goes through. I was unable to attend the meetings but I was interested in what the red grid lines surrounding my property mean. Thank you for your help. It is exciting to see the river change into something positive.

Beverly J. Mathis

6/21/2005

Hammontree, Jimmie

From: Diane Wehrenberg [dwehrenberg@latigopetro.com]
Sent: Monday, June 20, 2005 7:24 AM
To: Phil Marshall; arkansasrivermasterplan@chguernsey.com
Cc: cynthia.kitchens@usace.army.mil; Pinc, Gaylon; rbrierre@incog.org
Subject: RE: Crow Creek Corridor

Good morning Phil - I discussed the parking for the trail-head park with Rich and Cynthia and both assured me that the parking would be placed on the south side of the creek. Access to the park will be accomplished by two bridges. Cynthia did mention that a "city official" (Major Bill??) does want parking at the trail-head park but thankfully, the Phase II plan shows two bridges across the creek for entry into the park. This addresses and alleviates a portion of the neighborhood's security and safety concerns. I was thrilled to see this revision!

Since the Brookside merchants are such proponents of a Crow Creek trail, this parking scenario will benefit them. Their potential customers can park in the business area and peruse the shops before coming to the park or accessing the trail.

I was also told that the green space on 32nd Place (one house over from mine) will not contain parking or access to the trail but will be used by the city to enter the creek. Both of these parking plans are totally preferable and acceptable to me and to my neighbors that live on the creek bank.

I agree that there are still numerous issues to finalize (fencing, security, privacy, wildlife, flooding) but I am sincerely grateful to Incog and the Corps of Engineers for their parking revisions to the Phase II plan.

Thanks for staying on top of these issues, Phil!

Diane

From: Phil Marshall [mailto:pemarshall2@cox.net]
Sent: Saturday, June 18, 2005 9:48 AM
To: arkansasrivermasterplan@chguernsey.com
Cc: Diane Wehrenberg
Subject: Crow Creek Corridor

One of the items I noticed on the June 15 meeting of the Arkansas River Plan on Crow Creek was the rendering of the wall you had pictured. The first section of the retaining wall is 4 feet 6 inches tall and looked about 10 inches thick with stone. Another wall, which if my memory is correct is another 6 feet, is to be placed on the top of the stone retaining wall that is not as wide, maybe 6 inches.

What came to mind immediately was this created a ledge on the stone retaining wall for potential security problems. I know this is a long shot, but thieves are so creative. Why not make the wall the same thickness all the way up to the 10 feet to make it harder for security breach?

Another item that were commented on was the flooding problem, is the Corps going to take care of the flooding problems? I know you are, but this was not made clear to the neighbors.

Where are the people using the trails going to park? I didn't see any parking spaces along Peoria at the Boys Scouts property. I'm sure you have taken this into consideration, but we want to make sure that the parking will not be overflowing into the residential neighborhoods.

The 2 lots the City owns in the neighborhood on 32nd St. refers to Ecosystem Restoration. Are these 2 lots being used for the flooding problems? Will this be an area that people will be able to walk around and admire the new

6/21/2005

vegetation planted? If so, where will they park? I don't believe the neighbors along this street would want this. Any chance the City can sell these 2 lots back to potential homebuyers, so new houses can be built?

I felt like the Crow Creek Corridor Plan looked promising and am pleased with the new design.

Phil Marshall, President
Brookside Neighborhood Association

Hammontree, Jimmie

From: ldshepard.nbaok [ldshepard.nbaok@prodigy.net]
Sent: Monday, June 20, 2005 1:09 PM
To: Army Corp of Engineers
Subject: Comments on River Plan

Dear Sirs,

Thank you for a very informative meeting last evening here in Broken Arrow. I enjoyed talking with several of your knowledgeable staff.

I have two areas of concern:

1) The areas you have marked as habitat being isolated along the river. You have plans for a nice large area south of BA, and in other areas. Many of them are still in their more or less natural states but what will happen when these areas become bounded by development. If there is a nice balance then there should be no problems, but if something tips the balance, there could be problems. Deer are just one. I have seen them on the Indian Springs Golf Course. If too many become compacted in that one area, they could become a pest, with people having their hedges and gardens being invaded. Rabbits, field mice, whatever, could start invading developed areas. If these areas are connected with ?, I do not like the word corridor because it implies a narrow passage way, these animals can move, then the herbivores can move along with their carnivores.

Also along these lines I hope you will include a notation about telephone poles with platforms on top. They make great nesting areas for red tailed hawks and ospreys, birds that can help keep the small herbivores in balance.

2) If memory serves me correctly, INCOG has something to do with the Tulsa Trails Project, the plan to develop 500 or so miles of trails in the Tulsa area. The River Parks Trail was the granddaddy of them all and others have been added. I am assuming that the River Parks trail will be eventually extended all the way down to maybe even Broken Arrow, I hope so. Has anything been done to make sure this trail ties into the other existing or planned trails in the area? For example, the Creek Turnpike Trail is gradually moving eastward and will eventually connect to the NSU campus on east 101st. If where it crosses 193rd E Ave or Tulsa County Line, could a trail not be planned to drop south, then follow that stream to the southwest and south, to eventually enter the Arkansas River around the Broken Arrow Sewage Treatment Plant, on the east end of the Habitat area you have planned. As far as I am concerned, something like a trail is just as important in the planning process for an area as other parts of the infrastructure.

Thank you for your concern.

Larry D. Shepard

Hammontree, Jimmie

From: Diane Wehrenberg [dwehrenberg@latigopetro.com]
Sent: Tuesday, June 21, 2005 11:00 AM
To: Hammontree, Jimmie; Phil Marshall
Cc: cynthia.kitchens@usace.army.mil; rbrierre@incog.org
Subject: RE: Crow Creek Corridor

Hello Mr. Hammontree - thank you for including me in your note to Phil Marshall.

After discussing the Phase II drawing with Rich Brierre and Cynthia Kitchens at the public presentation last week, they both confirmed that currently the public parking for the trail-head park at 32nd & Peoria will be on the south side of the creek. Cynthia did mention that one "city official" wants parking on the property - which is of great concern to me and my neighbors. I've heard that the Brookside Business Association is "pro trail" so having parking on the south side of the creek in the business district would allow the public to pursue the shops which should please the merchants.

Parking is an extremely important aspect of my neighborhood's safety and security issues. We sincerely hope that the parking for the trail-head park does not change in the final Phase II drawing.

Thank you for your efforts and support in this project.

Diane Wehrenberg
1016 East 32nd Place

From: Hammontree, Jimmie [mailto:Jimmie.Hammontree@chguernsey.com]
Sent: Tuesday, June 21, 2005 10:11 AM
To: 'Phil Marshall'
Cc: Diane Wehrenberg
Subject: RE: Crow Creek Corridor

Mr. Marshall:

Thank you for your comments and your continued input to the project. Keep in mind that the sketches and plans you have seen thus far are only conceptual in nature. The Crow Creek plan is continuing to evolve. We are not yet to the design phase so there is still time to air concerns such as these and mold the final design for the project. Security and parking are important issues that need to be addressed. We can include recommendations in the text of the conceptual plan highlighting the importance of these issues.

I believe that the Corps is in the process of addressing the flooding on a separate project. Cynthia Kitchens (669-7042) or Andy Kmetz (669-7023) should be able to provide you with additional information on that study.

If you have any further questions, please don't hesitate to contact me or others on our team with INCOG or the Corps of Engineers.

Sincerely,

Jimmie Hammontree
Environmental Planner
C. H. Guernsey & Company
5555 North Grand Blvd.
Oklahoma City, OK 73112-5507

6/21/2005

405.416.8324 office
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405.850.1131 mobile
jimmie.hammontree@chguernsey.com
www.chguernsey.com

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-----Original Message-----

From: Phil Marshall [mailto:pemarshall2@cox.net]
Sent: Saturday, June 18, 2005 9:48 AM
To: arkansasrivermasterplan@chguernsey.com
Cc: Diane Wehrenberg
Subject: Crow Creek Corridor

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I felt like the Crow Creek Corridor Plan looked promising and am pleased with the new design.

Phil Marshall, President
Brookside Neighborhood Association

Hammontree, Jimmie

From: RDeSirey@cs.com
Sent: Wednesday, June 22, 2005 11:52 AM
To: arkansasrivermasterplan@chguernsey.com
Subject: public comment

I attended the public forum last Friday in Broken Arrow. The local paper reflected that there were "mixed" opinions regarding the development of the river in Broken Arrow. I have not heard any mixed opinions regarding the development of a riverwalk area or an ecopark to complement the current use of the area. All that I have spoken to or heard from support, without reservation "or deferment to Jenks and Tulsa," the development of this stretch of the Arkansas.

When one considers the "urban sprawl" from downtown Tulsa out, the unaltered, ecologically rich environment between the golf course and the river (which I have walked through extensively with my son), could be a valuable reserve for wildlife, including an extraordinary variety of birdlife. Richard DeSirey (918) 688-5858

Hammontree, Jimmie

From: sfcab1@cox.net
Sent: Wednesday, June 22, 2005 1:48 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: No Subject

Stop draining the Arkansas river all the time. Keep a steady flow of water going through. I have heard out of towners for years call it the Arkansas ditch.

Dominic L Asberry

Hammontree, Jimmie

From: james morrison [jmorrison126@earthlink.net]
Sent: Wednesday, June 22, 2005 1:59 PM
To: arkansasrivermasterplan@chguernsey.com
Subject: Dams on Arkansas River

Mike Tinker, Jenks Assistant City Manager, says the Arkansas River at low levels is "a joke". Well I, and many others, are not laughing. Mr. Tinker and the other proponents of dams do not understand the immense resource that would be lost should these shallow lakes be built.

For starters, it is a huge waste of taxpayer's money, mostly for the benefit of the bottom line of a few developers. And besides, there is flow in the river almost every day anyway, often around the clock. Has anyone noticed it lately?

Foremost among forever lost valuable resources are items of educational value. Many remains of prehistoric animals as well as man-made artifacts, both recent and prehistoric, have been found in the river bed. Some of these may be seen in local museums.

I, as a geologist, have accompanied school kids on several occasions to show them the various rock types, outcrops, fault cuts and other natural features of interest that can only be seen in the river bed.

Another activity that is readily available but seldom engaged in is float trips. One can easily put in a canoe at 41st St, 71st St or Jenks and quickly float to Bixby or take a day and float to the Highway 72 bridge south of Coweta. One will be amazed at the wildlife and nature that can be observed so close to home. None of this is available if the river is not free flowing.

There is no need for me to reiterate the impact of dams on the fishery and ecology. Much has been said about this in the papers and the study is on-going. A few small man-made islands cannot replace the miles of sand bars now available to the least tern, a rare and interesting little bird.

In all that has been said and written about this project, no one has mentioned a major hazard - that of tragic drownings. No number of warning signs and flashing red lights will prevent an occasional individual from wandering out at the wrong time and getting in trouble.

There are many sound and logical reasons to not build these proposed dams but only a few weak and selfish reasons to do it. Expand the River Parks, build fishing piers and do whatever to beautify the river, but let it flow freely.

Jim Morrison

Hammontree, Jimmie

Gentlemen,

I attended with interest the public meeting on June 15, 2005 at the Tulsa Central Library and am impressed with the overall plan. Hopefully we will begin to see some of the concepts implemented.

I do have one comment about an area shown on the "Zinc Lake Concept Plan." On the east side of the Arkansas River just north of the 21st St. bridge there is a parcel labeled as "Potential development area" (bounded on the north by 19th St., on the south by 21st St., on the west by Riverside Dr. and on the east by Cheyenne Ave.). This area is part of the **Riverview Neighborhood** which extends from the 11th St. bridge eastward to the Midland Valley Trail.

The Urban Development Division of the City of Tulsa is working with our Neighborhood Association in applying for nomination to the **National Register of Historic Places Neighborhood**. Within this area that I'm concerned about there are several large historic homes; one of these being the **Sheppard House** at 1904 S. Cheyenne. Also, there are several unique historic apartments and condominiums all of which are being maintained. I've attached photos of these buildings.

I understand that this is only a "potential" site for development that would be "market-driven." However, in the 30+ years I've lived at this location, I've seen too much of Tulsa's rich, historic past demolished. These are structures that are part of the Tulsa's heritage and can never be replaced.

I'm requesting that this "Potential Development Area" be removed from your next phase of the plan.

Respectfully,

James W. Bond
1919 S. Cheyenne Ave.
Tulsa, OK 74119
918.587.4224

bond@bklinc.com

Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Monday, June 27, 2005 12:01 PM
To: Hammontree, Jimmie
Subject: FW: Arkansas Corridor, Crow Creek (Phase II) Public Meeting Comments

Another comment

Andy

From: Diane Wehrenberg [mailto:dwehrenberg@latigopetro.com]
Sent: Monday, June 27, 2005 11:48 AM
To: Kmetz, Andy J SWT
Cc: Kitchens, Cynthia SWT; Pinc, Gaylon; rbrierre@incog.org
Subject: Arkansas Corridor, Crow Creek (Phase II) Public Meeting Comments

Hello Mr. Kmetz: Attached is my letter with comments and concerns regarding the proposed Crow Creek Trail which is part of Phase II of the Arkansas River Corridor Study. I attended the Public Meeting a few weeks ago and was very pleased with the revisions that had been made.

Thank you so much for your interest!

Diane Wehrenberg
dwehrenberg@latigopetro.com

June 27, 2005

Andy Kmetz
U.S. Army Corp of Engineers
1645 S 101 E Avenue
Tulsa, OK 74128-4629

Attn: CESWT-PEP

Re: Arkansas River Corridor Study, Phase II
Proposed Crow Creek Trail

I have lived on the north bank of Crow Creek between Woodward and Madison on 32nd Place for the past 15 years. I am opposed to a trail in Crow Creek for several reasons but my main concern is that my safety and security will be compromised by public access to my backyard. Cynthia Kitchens, Gaylon Pinc and Rich Brierre have been very generous with their time to educate me and my concerned neighbors about the project. I believe that by working together, we can achieve a compromise that is satisfactory for all concerned.

I was thrilled to see that the Phase II plan has public parking on the south side of the creek and that there would not be entry to the trail from the green space on 32nd Place and Woodward, one lot over from my house. These changes alleviate some of my security and safety concerns, and I am confident that we can work together to resolve the other issues such as retaining privacy, fencing, lighting, etc. for those homeowners on the bank of the creek.

Thank you so much for removing the parking from the north side of the creek! I truly appreciate the time, interest and effort of the Corps of Engineers and INCOG as we work together to minimize the trail's impact on our quiet neighborhood.

Diane Wehrenberg
1016 East 32nd Place
Tulsa, OK 74105-2012
582-7770 Ext 388

C: Cynthia Kitchens, Gaylon Pinc, Rich Brierre

Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Tuesday, June 28, 2005 8:11 AM
To: Hammontree, Jimmie
Subject: FW: Arkansas River Corridor, Tulsa

Another comment

From: jo.loyd@sbcglobal.net [mailto:jo.loyd@sbcglobal.net]
Sent: Monday, June 27, 2005 5:08 PM
To: Kmetz, Andy J SWT
Subject: Arkansas River Corridor, Tulsa

I was very disappointed that no questions or comments were taken at the meeting when a good number of people attended the meeting.

A great deal of planning has gone into this project, mostly driven by commercial development interests. In past meetings there was some consideration or at least spoken acknowledgment that a wildlife corridor was needed.

At the rate of the current development and the proposed river development, in 20 years one will not be able to know when they leave Okmulgee and enter Bartlesville. This will make any green areas without the message of "bring money" very inviting and a great asset to Tulsa. An example is a great area of the Potomac River in the Washington D.C. area is preserved as a green area with trails that are heavily used by bikers and hikers. This serves also as a wildlife corridor.

According to the drawings shown at the meeting and what is printed in the paper, every square foot is planned for development. A tree or a bare spot now and then is not a wildlife corridor. The only wildlife mentioned were eagles and terns. And if the river is developed to this extent, the eagles and terns will be gone.

Please give some consideration to the impact all this development will have on wildlife or there will come a time when our descendants will have to go to a zoo to see grass.

Jo Loyd
6736 E. 28 Street
Tulsa, OK 74129
918-835-2946

Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Thursday, June 30, 2005 1:52 PM
To: jimmie.hammontree@chguernsey.com
Subject: FW: Arkansas River Corridor Plan-Tulsa, OK

-----Original Message-----

From: bisaacs79@fuse.net [mailto:bisaacs79@fuse.net]
Sent: Thursday, June 30, 2005 1:38 PM
To: Kmetz, Andy J SWT
Subject: Arkansas River Corridor Plan-Tulsa, OK

Andy:

I believe today is the deadline for receiving comments so I decided I better write. The new planning effort for the River is sincerely appreciated. I only hope that this Plan will eventually be fully implemented, unlike the last effort in the 1970s. If Tulsa hadn't stopped just with the creation of Zink Lake, this would be a much more livable and attractive city now.

After reviewing the plan and considering what is proposed at the Phase 2 stage, the following are my comments:

1. I am concerned with the vision for the Crow Creek area. The Creek should have water in it allowing for a smaller version of Oklahoma City's Bricktown Canal with small watertaxis taking people between the River and Brookside. As I understand it, right now there may not be water in the creek depending on the hydrology and certainly won't be enough for small water taxis to use. I believe this is a mistake that should be reconsidered. Without sufficient water in the creek, the natural allure of it as a connection between Brookside and the River will be gone. In addition, I wonder if consideration ought to be given to extending the Crow Creek project east to Zink Park. This is a short distance from Brookside and I believe it would be great to have it connect to the River. It is possible that some of the parking or congregation problems that neighbors have expressed could be resolved if people were able to begin at Zink as well as the Brookside trailhead.
2. The conceptual design of the buildings for the River West site needs to be changed. Right now, they are not on the River but on huge asphalt parking lots. As a result, developers will tend to build suburban style strip malls. They should be placed as close to the River as possible. I believe doing something similar to the Riverwalk Crossing in Jenks would make more sense. As for putting up parking garages, with buildings hiding them, I don't believe that will happen. Rather my concern is that we don't end up with a huge surface of asphalt by the River with buildings surrounding it.
3. I remain concerned about the fact that there will not be a new dam built which will significantly benefit Tulsa. Right now, the proposed dams in Phase 1 will primarily benefit Jenks and Sand Springs. I strongly believe that an effort should be made to "bridge the gap" between lakes ending at 71st S. and beginning at the current 31st pedestrian bridge. If another lake is not possible, perhaps consideration should be given to creating a canal along one bank of the River that would allow small boats to taxi up and down between the two lakes. I think what would really make the River neat is if people are able to take water taxis from near downtown all the way to the Jenks Bridge.
4. I think that there should be greater emphasis on converting existing park land around Zink Lake to appropriate commercial and residential development. It is important that the Tulsa region maintain the area closest to downtown as the primary Riverfront area. The River can and should complement downtown renewal efforts significantly. There are opportunities, particularly around the 31st St. Pedestrian Bridge and north of Denver to do just that. Such development will be easily accessible to the majority of Tulsa's existing population.
5. While this is a touchy subject in Tulsa, I firmly believe that a redesign and

rebuilding of the existing Riverside Drive should be incorporated into the plans. A final decision needs to be made on whether Riverside is going to be the existing 4 or 6 lanes in the future. Regardless of the decision, the Drive needs to be improved with better lighting, street repaving, street reengineering and general aesthetics. If the River is Tulsa's showpiece, Riverside Drive should be Tulsa's most beautiful street. Traffic reengineering is sorely needed at 71st and Riverside. In addition, something needs to be done to allow easier access to parkland from neighborhoods east of Riverside. Pedestrian overpasses or underpasses should be considered.

Should you or the planning staff have any questions or wish to discuss these comments further, please do not hesitate to contact me.

Sincerely

Brent Isaacs
494-8822

Hammontree, Jimmie

From: Bargas, Chris X. [CXBargas@west.com]
Sent: Friday, July 01, 2005 4:21 PM
To: arkansasrivermasterplan@chguernsey.com
Cc: phil.mulkins@tulsaworld.com
Subject: Clean water act of Public Works program reflect images of Master PLan

But please keep in mind it should always be about the tax payer, the little people, the common ones who for all purposes regarding this letter, have little to no extra money for recreational activities within our STATE at its present economy. Anybody will tell you that a budget constrained by the lack of education or by the availability of places to go work will spare a penny to see it floating down the river.

We still need to have the security of some form of retirement at the end of a career, the loyalty to companies and those that work there has all but become extinct in our present corporate society. As one of the members of our modern day society it isn't so much that I am against progress or paying for it as long as it should be able in as much to earn a medium income to afford a medium square foot home. I think its mostly that we should dare to dream that its all about being able to have a opportunity to afford the simple things we as kids were taught to enjoy things like bowling, movies, fishing, canoeing, camping, riding horses and many low cost activities in these areas. City parks create a sense of unity with in families and with in their neighborhoods but we are seeing pools and city parks closing.

Grandparents passed down to their grandchildren their beliefs in some park or by some pond or by the side of some river that ran through some town. We were taught valuable lesson in these places along those shores about life in general, you don't dwell on what you don't have, but you focus on, enjoy, take care of what you do have.

Make the area you wish to revitalize in our city reflect this mentality and refrain from letting it fill the day with talk about how this park or the picnic table your sitting at or that part of the river over there was donated by such and such. Let it instead reflect talk about the pride we feel as our tax dollars worked within our civic community and the leaders demonstrated over the years the sound management practices. Just to be able to come down here throw in a line with your grandchildren to sit there and listen to the river.

The water attibutaries like the ILLINOIS RIVER and the ARKANSAS RIVER or any river has a lot to say and show generation after generation just how it was intended and the people were assigned by some greater power than themselves to be good stewards over all the earth.

Please try to keep this in mind as we focus on matters like this that are related to the words that include progress and revitalization as we move towards plans for a better economic state. There are so many more important facets like local teachers salaries and the institution of education that require huge amounts funds just to operate. These are a perquisites to finding good careers and jobs. Keeping people here and not having them pack up using the same roads we use to get us to and from these places be it work or pleasure they are all paved with the taxpayers money.

Recently the mismanagement of funds in the corporate hands of managers of the WORLD COM, and the ENRON' of our society have faced legal fines and penalties that most could afford to pay in a short matter of time. This reflects a classic me mentality that represents short term focus on immediate gains that benefit only a few select individuals and have chosen to ignore the profit that future children's children will benefit from.

It's taken a while for that to surface here in our own city but we are seeing that reflection in our community and we have been penalized by those city managers & leaders we call pillars of our community in our town. They have run this city in the same manner. Choking us off from anything that spurns long term economic growth from any one but the likes of the Wall marts and shopping malls, and the food franchises. Per square mile there are more food franchises than anything else.

It seem to be the reverse mentality of what priorities there needs to be at work here, places to work enabling us to go buy things and visit these places. It's taken its toll on this community by several large corporate employers

like McDonald Douglas having closed their doors in the last 20 years. This city has been experiencing a mass exodus for 3 years not just by people that have lived here most of their lives, but by large and medium sized corporations that are choosing to stay away from TULSA TIME mentality all together.

Any body have ever known that is any good at fishing or hunting or smart in a business sense of the word, know there are some basics you can't ever get away from.

If your desire is to catch, attract, trap something you have to know what it is they will either bite at or be fooled in to believing it's the real thing.

There has been talk of the Arkansas river being a place to instill in our community a sense of civic pride & or civic involvement to play, fish etc etc... along the banks ever since I graduated in 77 from the local High School here. I returned 4 years later in 1981 after serving in the USMC. It was not a good time to return before the oil bust and I've heard the same talk about how to get this business here or have that in Tulsa over the next 10 years about the places we need to work in.

Now the media uses words like REVITALIZATION for the last 10 years in articles about these same areas in or around down town or north side and the list goes on.

But the only section that has seen any money pumped in to it that was once just a bunch of prairie land where people can recall that after 61st street there wasn't much to see out SOUTH except cows.

Its now a small town within a city, and a street appropriately named by our people here known as Restaurant Row.

Revitalize has connotations that there was once some form of life in its life cycle such as the fish that swam in the river that runs through our city.

It was once thought of something you could safely eat after catching. As a kid that grew up here I had heard all the small talk in the local donut shops about what you could or shouldn't eat out of the river.

It went with out saying that a visit to the donut shop also included who and what runs this town, people often referred to them as crooks and thieves.

Many coined a saying I learned at a very early age & that is still very popular today. It went something like this. "Your going to learn that money talks and" well you know how the other half of this phrase goes.

There were several other memorable quotes about many city officials over the years I heard from what seemed like honest people mad about something & how things were run in this town & its not appropriate to repeat here.

While we sat there silently eating donuts the grownups drank coffee and talked with the other patrons every Saturday. We heard every thing from the governor of this state was a no good liar and promised to do this and that Mayor said he was going to see to it that this tax increase would improve this or that.

The highways was supposed to be finished being paid for by 19 something & were supposed to be some of the best roads in the state by some public work project started back in 19 something by a President Hoover.

As a kid Saturday's was something special, mostly because it was the only time we were allowed to be around adult talk as they referred to it. Starting your mornings with sugar today is still real special.

While we ate those fried golden brown sweets covered in everything imaginable & we also caught on to much of the talk that pervaded most local donut shops in any small town. Often the room reached a fevered pitch of how city officials conducted business or someone had read some thing in the paper that upset them.

Growing up it seemed to be a lot like the way people talked in movies about organized crime in New York and it always included phrases, how much will this cost the Tax payers?

Some times people between eating donuts and swallowing coffee liked repeating what some county official said or they remember what some politician said so many years ago sounds like the same thing there saying today. As a kid it was just something to laugh at as arguments with the others broke out & the pieces of food would spew out of the mouths of the older patron about the exact words they used. I was just a kid & I didn't care or want to understand all that.

It was much later I understood why they were so upset then but I guess like my dad and his parents they had heard much like we do today politicians promise to improve this or change that echoed in their minds many years after promises were broken and the damage was done.

Hoover became the Republican Presidential nominee in 1928. He said then: **"We in America today are nearer**

to the final triumph over poverty than ever before in the history of any land."

His election seemed to ensure prosperity. Yet within months the stock market crashed, and the Nation spiraled downward into depression.

I just heard the president say something very similar this week.

I used to think my DAD was crazy talking the way he did about politicians and that he didn't know what he was talking about. I thought he just liked watching others get upset over nothing.

We were recently in the news as having some of the worse roads and bridges in need of repairs in the state. It wasn't until the federal fund purportedly were threatened to be cut off did our state officials get construction started on a stretch of a major state highway. They were pushed to rethink their tax money laundering mentality to re distribute funds from one pork barrel/ rainy day fund to another to keep the federal sugar tit in place.

My Mexican grandparents were from that era before Hoover when refrigeration was not a vastly affordable appliance to the general public. Their children as well as them experienced segregation along with the blacks who were also deprived of many civil conveniences. They got places to work at based on their color or the spelling of their last name. Legally my name many years ago was spelled, VARGAS. To Americanize it they replaced the V with the letter B so when applications were filled out and given to the employer they stood half a chance that it wouldn't be thrown away.

They were taught to keep that something special you had an abundance of hidden from the general public in a small dark place underground locked in a room called a cellar. Expensive meats and any thing of any value were kept in cellars or barrels filled with animal fat sealed with wax.

Hence the name pork barrel was born I suspect from that same era they were from and assigned to some legislative bills that passed where an abundance of funds are hidden from the public.

My parent came up in an era called Prohibition in 1959 liquor became legal to sell but before that my parents were called Bootleggers.

They ran liquor illegally on the side to make ends meet this was their title and were known to many here at that time by people with much nicer titles in this town such as SHERIFF, JUDGE, DISTRICT ATTORNEY, MAYOR and many other lawmakers and pillars of this community. People that knew who to call to get some couch medicine and other code names used over the phone knew my parent well during this era. They were regarded by these pillars of our community as friends and were regularly asked to visit them at night at their very large homes in Tulsa.

Taxes are assessed on everything from booze to gas and everything in between that you either sit on drive or store or eat or watch at home. Its why it never get voted on and turned down. Don't ask us to pass a vote on a even 16th of a penny tax increase on another venture to REVITALIZE some area in town.

But here's an idea, private investors who wish to build along the river or wherever they want to build in Tulsa County we need to have the county TAX assessor re-asses their property taxes every year as they have mine every year.

And every time they refinance we should have more money than we can spend on revitalization projects.

I've had to refinance or lets say REVITALIZE my property twice in the last 10 years. In doing this I've seen my property tax go from six hundred dollars to 800 & something. This REVITALIZING increased my property tax while many other property owners around me stayed at their past levels of over 10 years with the minimum increases over the same years.

I had a friend pull records on many owner and have disputed several times, but the count assessors office won by saying in REVITALIZING /refinancing my home it was valued at w, x, z and that's why. Little did it matter there was no major improvements made to the property.

So if these private investors want to reap the rewards of this community then they should be entitled to troll and catch as many tax payers that happen to jump off their couches turn off the TV and go swallow what ever lure these business people are spinning out there to catch us.

Instead of the usually private co-op by a few select rich individuals that know some city official that can spearhead or get a name of or has the inside scoop of some investor who is interested in starting up in Tulsa to contact the

property owner So-n-So. Little does it matter that they often don't have a commercial property zoning either because they usually know someone that knows someone that can get that changed, so the three of them and all their close friends can make a profit.

Then you have the classic co-op of the CORP OF ENGINEERS and some other entity, look at our largest Tourist attractions in this area alone, KEYSTONE LAKE, SKIATOOK LAKE, BROKEN BOW then take a look at the homes and the revenues that is generated around GRAND LAKE!

Private VS the other co-op a classic contrast to how the city officials have had such a tight grip on few select individuals that run this town. Squirreling the money away & cutting off any chance to revitalize this community has finally come to pass in these last 20 something years.

These are just a few prime examples that stand out like the huge road signs along our highways that point us to the recreational areas that dot our shore line. These areas have recently been in the news as these City or State run parks are either closed for lack of funding or have deteriorated so badly that no one visits the state parks anymore. There are many more important areas in our City that need some focus on and there will always be people that talk about politicians promises from the government in their homes or offices.

But be assured that if you build a donut shop along the river where the coffee is hot and black & the donuts are sticky sweet your Saturday's there with you children's children or their friends will be something to remember for along time.

I personally would like to start a business that would rent a boat with an electric/ Solar motor of course to promote our future interest in a partnership with nature and its delicate environment. I would also like to able to fly people in Ultralights along the Arkansas river promoting youth interested in air transportation using also Hover craft an other small personal transportation vehicles.

Chris Bargas
877-313-3994
Fax 918-664-3166
Qwest ASR

Hammontree, Jimmie

From: Pinc, Gaylon [gpinc@incog.org]
Sent: Tuesday, July 05, 2005 9:49 AM
To: Kmetz, Andy J SWT; Hammontree, Jimmie
Subject: FW: ideas and plans from Gary Breisch - River related

Andy and Jimmie,
Here is another comment received from the public that addresses River front development or improvements.
Gaylon

From: Armer, Tim
Sent: Tuesday, July 05, 2005 7:39 AM
To: Brierre, Rich; Pinc, Gaylon
Subject: FW: ideas and plans from Gary Breisch

I believe this email has more bearing on the River Plan then the Transportation Plan.
Thanks,
Tim

From: Gary Breisch [mailto:Gary.Breisch@craftontull.com]
Sent: Tuesday, June 28, 2005 08:10
To: Armer, Tim
Subject: ideas and plans from Gary Breisch

Another idea – Avery Drive between Chandler Park and Sand Springs where I live ½ mile S. of Hwy 51 on 137th W. Ave. used by me now that we moved our offices to downtown 8th & Detroit. The count has problems with that road for foundation problems all the time. Vehicles and bikes use the road frequently and it is potentially a beautiful river view road. Develop a lane or two adjacent to the RR tracks lower and more level down from the current road with parks, and trails tied to Chandler park expansion. More ideas and plans could be developed from this untapped resource with involvement by the public and private awareness of this beautiful area rich in history and scenic value.

I am also interested in developing Survey accurate GIS maps. I have a plan and documents relating to the progress of this project. I am getting support for the plan by OKIE and hope to get other sponsors for government funding. With help and this funding to make it happen, we will all benefit our economy greatly.

I would spend more time with this idea but I have to get back to work to make a living. Thanks for the opportunity to provide input and receive your information.

**Positively,
Gary**

**Gary William Breisch - R.P.L.S.- E.I.T. - B.S.C.E. - M.S.E.P. - Survey Project Manager -
Crafton, Tull & Associates, Inc. (CTA) - 220 East 8th Street, Tulsa, OK
74119. (36d08'54.06"N, 95d59'04.85"W, EL 717) - Best Messages and Mobile: 918-261-
4279 - Gary's FAX: 775-655-7663 - General Office: 918-584-0347 x239 - Best
Communication via email - "put it in writing": Email: gary.breisch@craftontull.com -
Web Site: www.crafttull.com**



"Crafton, Tull & Associates, Inc. exists to anticipate and understand the needs of our clients and provide them with successful solutions."

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Hammontree, Jimmie

From: Kmetz, Andy J SWT [Andy.J.Kmetz@SWT03.usace.army.mil]
Sent: Wednesday, July 06, 2005 7:26 AM
To: jimmie.hammontree@chguernsey.com
Subject: FW: Arkansas River Corridor Master Plan Study

Another comment.

Andy

From: Pinc, Gaylon [mailto:gpinc@incog.org]
Sent: Friday, July 01, 2005 4:39 PM
To: Kmetz, Andy J SWT
Subject: FW: Arkansas River Corridor Master Plan Study

Andy,
Here is another email comment I received recently. Please forward to the appropriate consultant.
Thanks,
Gaylon

From: Steve Brown [mailto:sbrown@cyntergyaec.com]
Sent: Friday, June 24, 2005 4:31 PM
To: Pinc, Gaylon
Subject: Arkansas River Corridor Master Plan Study

Gaylon,

I attended the Arkansas River Corridor Public Hearing at the City County Library. I also attended the briefing you and Rich gave to the AIA and Stacey Bayles. The AIA presentation was vastly better because you could tailor the presentation to professionals. I enjoyed the detailed information presented. Thank you so much for doing that for us.

I have only two comments concerning the areas in City of Tulsa, plus one other comment:

1. I understand the intent for a magnet on the Westside near the 21st-23rd Street Bridge, but a Baseball Stadium is not the right facility. I don't know what is correct, unless the Fairgrounds really does not want Driller Stadium. I believe the reality of a new facility is 20-25 years away, when the refinery and City yard are vacated. There should be another magnet use for the property in the shorter term.
2. I might be mistaken, but I believe there is a proposal for a north/south 71st Street type corridor "Riverside Drive West". No matter where it is located, to me, a high speed road creates the same narrow strip of land adjacent to the river that is difficult to for pedestrians to access and difficult for vehicles to enter and exit. Efficiently move the traffic west toward Highway 75 (perpendicular to the river), then widen and improve Hwy 75. Or have some sort of railed vehicle or walking trails, connecting from several Hwy 75 parking nodes to the river.
3. I don't know how to say this, so I'll just say it. INCOG needs to be chauvinistic and hire local design firms to work the rest of the Arkansas River Corridor Study. No offense, but there is talent and experience in the Tulsa area quite capable of accomplishing the work necessary for this study and any future work. Planning, landscape, and design firms, with a better understanding the local conditions, would respond well to this work.

7/14/2005

Thanks for my three cents worth.

STEVE BROWN, AIA

CYNERGY AEC
320 South Boston
12th Floor
Tulsa, OK 74103

918/877.6000 (O) 918/877.4000 (F)



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Arkansas Corridor, Tulsa, Oklahoma Zink Lake Riverfront Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

Why is there no development
at all between the 11th Street
Bridge and Sand Springs, south
of Charles Payne Boulevard
are the people not wealthy
enough to justify it

Optional Information:

Name: Lawrence Kirkpatrick Affiliation: _____
Address: 1108 N Harv City: Tulsa State: _____
Zip: 74115 Phone: 836-0514 E-mail: _____
formal of 509 S 39 West ave

Point of Contact :

Andy Kmetz
U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil

INCOG



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Arkansas River Corridor Master Plan Questions, Comments, or Suggestions

The Indian Nation Council of Governments and the Corps of Engineers are interested in addressing your concerns and questions regarding this study. Your input is an important part of the study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to one of the addresses below.

Watch out for Quick Sand
between n 614 41 st

Optional Information:

Name: _____ Affiliation: _____
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ E-mail: _____

Points of Contact

Mr. Gaylon Pinc, P.E.
INCOG
201 West 5th, Suite 600
Tulsa, OK 74103
Phone: 918-584-7526 Fax: 918-583-1024
e-mail: gpinc@incog.org

Ms. Cynthia Kitchens
U.S. Army Corps of Engineers, Tulsa District
ATTN: CESWT-PP-PM
1645 S. 101st East Ave.
Tulsa, OK 74128-4609
Phone: 918-669-7042 Fax: 918-669-7546
e-mail: cynthia.kitchens@usace.army.mil



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Arkansas Corridor, Tulsa, Oklahoma Bixby Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

*Our property - 20 acres east of Yale on
121. South along river is an
eagles nest that has been there
for 8-10 years.*

Optional Information:

Name: *J. Sara J. Davenport* Affiliation: _____
Address: *5202 E 21* City: *Bixby* State: *OK*
Zip: *74008* Phone: *369-2807* E-mail: *jascoent@swbell.net*

Point of Contact :

Andy Kmetz

**U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil**



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Arkansas Corridor, Tulsa, Oklahoma Jenks/South Tulsa Question, Comments, or Suggestions

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- * When are the gates expected to be open?
- * You are covering 3 miles of prime striped bass & sauger spawning areas w/ Jenks dams or any farther downstream
- * Zinc dam was also designed to open at 60,000 CFS. Has it ever opened & when?
- Who comes first developers or fish?
- * Has a statewide economic impact been done?
- * Are there open public forums planned?
- * I do not like the format!

Optional Information:

Name: Tony Hughes Affiliation: Oklahoma Anglers
 Address: #2 Decker Dr. City: Stillwater State: OK
 Zip: 74075 Phone: 405-624-5497 E-mail: tanul+hughes@nctzero.com

Point of Contact :

Andy Kmetz

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 1645 S. 101st East Avenue ATTN: CESWT-PEP
 Tulsa, OK 74128-4629 Phone: 918-669-7023
 e-mail: Andy.j.kmetz@usace.army.mil



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Arkansas Corridor, Tulsa, Oklahoma Jenks/South Tulsa Question, Comments, or Suggestions

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Jack Hitt - concerned property owner
no proposal for ~~my~~ my quarter-mile of
water front going south from just below 81st Street
I am very much concerned about being included in
The improvements

Optional Information:

Name: Jack Hitt Affiliation: _____
Address: 2057 N. Ash City: Jenks State: OK
Zip: 74037 Phone: 299-2555 E-mail: _____

Point of Contact :

Andy Kmetz

U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
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Arkansas Corridor, Tulsa, Oklahoma Jenks/South Tulsa Question, Comments, or Suggestions

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*I would like to see Covered
Fishing Docks & Air Conditioning
for comfort fishing.*

Optional Information:

Name: _____ Affiliation: _____
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ - _____ E-mail: _____

Point of Contact :

Andy Kmetz

**U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
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Arkansas Corridor, Tulsa, Oklahoma Jenks/South Tulsa Question, Comments, or Suggestions

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1. WITH DAM CONSTRUCTION AT 96th ST. (JENKS)

THERE STILL IS NO WATER IN THE RIVER BETWEEN

31st DAM AND 81st ST. SUGGEST KEYSTONE

RELEASE MINIMUM WATER ALL THE TIME, TO

KEEP WATER IN RIVER. SMALL TURBINE/GENERATOR CAN

BE INSTALLED AT KEYSTONE TO GENERATE POWER FROM THAT WATER.

2. WITH KEYSTONE RELEASING WATER PER ITS OPERATING

REQUIREMENT - ANY TIME - IT MAY NOT BE POSSIBLE TO

HAVE WATER TAXI, PADDLE BOATS, ETC IN RIVER.

RECOMMEND MODIFYING KEYSTONE OPERATING MANUAL TO
TAKE CARE OF ABOVE 2 CONCERNS.

Optional Information:

Name: JAYANT N. SHETH Affiliation: _____
Address: 5602 S. YORKTOWN PL City: TULSA State: OK
Zip: 74105 Phone: 749 - 1784 E-mail: jayant.sheth@benham.com

Point of Contact :

Andy Kmetz

U.S. Army Corps of Engineers, Tulsa District
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e-mail: Andy.j.kmetz@usace.army.mil



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Arkansas Corridor, Tulsa, Oklahoma Jenks/South Tulsa Question, Comments, or Suggestions

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Change Bizby Over look to an
amphitheater.

Optional Information:

Name: Walter Gurd Affiliation: _____
 Address: 17818 S. Mingo Rd City: Bixby State: OK
 Zip: 74008 Phone: 366-3552 E-mail: _____

Point of Contact :
 Andy Kmetz
 U.S. Army Corps of Engineers, Tulsa District
 1645 S. 101st East Avenue ATTN: CESWT-PEP
 Tulsa, OK 74128-4629 Phone: 918-669-7023
 e-mail: Andy.j.kmetz@usace.army.mil



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Arkansas Corridor, Tulsa, Oklahoma Crow Creek Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

The Sand Springs Council voted Monday to seriously look into using the STARZ center (Hissom) for a community center. This 170 acre property backs to the river ~~and~~ thus should be considered as a very development area. The S.S. Chamber has some old renderings of this area. At the very least, this area should be considered in the master plan.

Optional Information:

Name: _____ Affiliation: _____
 Address: _____ City: _____ State: _____
 Zip: _____ Phone: _____ - _____ E-mail: _____

Point of Contact :

Andy Kmetz

**U.S. Army Corps of Engineers, Tulsa District
 1645 S. 101st East Avenue ATTN: CESWT-PEP
 Tulsa, OK 74128-4629 Phone: 918-669-7023
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Arkansas Corridor, Tulsa, Oklahoma Zink Lake Riverfront Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

*Rather than placing housing/apts/private owned facilities near
the river, I would like to see retail/restaurants/parks
so that EVERYONE can enjoy & use.*

*Why would you want an indoor soccer field
next to the river when everyone will be inside
& not enjoying the river?*

Optional Information:

Name: _____ Affiliation: _____
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ E-mail: _____

Point of Contact :

Andy Kmetz

**U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil**



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Arkansas Corridor, Tulsa, Oklahoma Jenks/South Tulsa Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

My concern is the tax situation here
in Oklahoma. It is an unfair state
of affairs when one group pays no taxes
and the rest of us do nothing but pay
taxes. You should consider not only the
big companies but also the small business
people. Give them a tax break, at least!
We cannot compete with the Native Americans
in business with the tax situation as it is
now here in Oklahoma!

Optional Information:

Name: _____ Affiliation: _____
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ - _____ E-mail: _____

Point of Contact :

Andy Kmetz

U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil

add-on: The small businesses are the ones with the
charm that will make the area charmingly unique.
Agree small business owners should get equal tax breaks!



US Army Corps of Engineers

Arkansas Corridor, Tulsa, Oklahoma Crow Creek Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

I feel Crow Creek is a good area to begin some ~~major~~ major development as it is accesible to ~~Brosel~~Brookside, the convention center, PAC, and reasonably to Diller's Stadium. People wanting to shop, eat dinner etc could get to this location and there is already a nice fountain on the river as well as the Red. Bridge.

a concern I have however is how we are going to encourage new & small business ~~when~~ development on the river when they will have to pay taxes on their businesses (sales & property). The Indians are given all business opportunities with no taxes, they thrive as others are unable to compete.

Optional Information: I & Quibtrip and I know several other small business owners with the problem
Name: _____ Affiliation: _____
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ E-mail: _____

Point of Contact :
Andy Kmetz
U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil

If all others pull out or can't compete, who will pay the taxes to fund any improvements?



US Army Corps
of Engineers®

Arkansas Corridor, Tulsa, Oklahoma Jenks/South Tulsa Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

please take Crow Creek
widening to relieve flooding
concerns (EAST) of Peoria into
account. We have major flooding
issues in major storms.

Optional Information:

Name: _____ Affiliation: _____
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ E-mail: _____

Point of Contact :

Andy Kmetz

**U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil**



US Army Corps
of Engineers®

Arkansas Corridor, Tulsa, Oklahoma Crow Creek Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

On behalf of the members of our town home,
Olympic Innohomed at 15th & Riverside:
In the past the tour boats that
have come into our area have been VERY
noisy. The sounds penetrate
& interrupt all indoor conversations
& activities until the boats are out
of ear shot.

Question: Will there be noise restrictions
on boats?

Optional Information:

Name: Jeanne Wiseley Affiliation: Home owner
Address: 611 West 15th St #H2 - Tulsa State: OK
Zip: 74127 Phone: 918-295-7881 E-mail: jwiseley@gmail.com

Point of Contact :
Andy Kmetz
U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil



**US Army Corps
of Engineers**

Arkansas Corridor, Tulsa, Oklahoma Crow Creek Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

*The Route 66 design is NOT to be considered
a museum. ~~It is~~ The masterplan
design team has tried to stay away
from the "Museum" label and all
marketing research feels as this is
NOT the road or name of a successful
project. Please-please- adjust your
presentation to not reflect museum.
Very greatly appreciated and great
project. Finally Tulsa faces reality.*

Optional Information:

Name: Theresa Buchert Affiliation: South & EAST Alliance of TULSA (SEAT)
Address: 5742 S 127 E Ave City: TULSA State: OK
Zip: 74128 Phone: 693-2252 E-mail: tbuchert@aol.com

(Design team member of Route 66)
Point of Contact :
Andy Kmetz

**U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil**



US Army Corps of Engineers

Arkansas Corridor, Tulsa, Oklahoma Sand Springs Riverfront Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

I own property along the river in SAND Springs where lake is proposed. How will this impact my use of my property.

I am concerned about the Dams not working properly (allowing sediment to pass) therefore no lake and a waste of taxpayer \$.

Optional Information:

Name: Scott Waller Affiliation: Mohawk MATERIALS
Address: _____ City: _____ State: _____
Zip: _____ Phone: 584 - 2707 E-mail: S.Waller @ Mohawk MATERIALS,

Point of Contact :

Andy Kmetz

U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil

Joram Rauchwerger

P.O. Box 470083

Tulsa, Oklahoma 74147

(918) 252-3128

June 16, 2005

U.S. Army Corps of Engineers, Tulsa District
1645 S. 101 East Avenue
Tulsa, Oklahoma 74128-4629

Attn: CESWT-PEP Andy Kmetz , Project Engineer & Cynthia Kitchens, Project Manager

RE: Arkansas Corridor, Tulsa, Oklahoma - Jenks/South Tulsa - Comments & Input

Note: This letter is being faxed today to 918-669-7546

My wife and I are the owners of the following described parcel of realstate:

All of Government Lot 4 Lying West of the West Line of South Delaware Avenue in Section 29, Township 18 North, Range 13 East, Tulsa County, Oklahoma.

We own and control all of the mineral rights belonging to our property. Specifically we want to be completely assured that our property rights, mineral rights, and any other rights that are appurtenant to the ownership of our property will not be encroached upon.

In regards to Arkansas Corridor, Jenks/South Tulsa Comments and Input, our concerns are as follows:

1. Your current rendering of the Jenks/South Tulsa location shows a red dot on our property as a potential location for a public boat ramp. Please remove that red dot designation away from our property.

2. Please make the following addition to your rendering of the Jenks/South Tulsa location. Please designate all of our property as a future mixed-use commercial riverfront development which would include retail, restaurants, and entertainment venues.

Your attention to this matter is greatly appreciated.

Thank You,
Joram Rauchwerger
Joram Rauchwerger

- enclosed: 1. Topographic Survey of our property by White Surveying Company of Tulsa, Oklahoma dated November 11, 1988 signed by Tom Haynes. That Survey states: Net Usable Acreage Is 15 Acres More Or Less
2. Incog area zoning map showing our property highlighted.

- cc: 1. Ken Senour, Vice President of C. H. Guernsey & Company at fax # 405-416-8114
2. Gaylon Pinc, Manager, Incog Environmental and Engineering fax # 918-583-1024



US Army Corps
of Engineers.

Arkansas Corridor, Tulsa, Oklahoma Sand Springs Riverfront Question, Comments, or Suggestions

The Corps of Engineers is interested in addressing your concerns and questions regarding this study. The Corps encourages suggestions as well. Your input is an important part of the Corps study process. Please write your question, comment, or suggestion on the space provided below. If you would like to be kept informed about this study please provide your name and address. Feel free to use the back of this form or add pages if needed. You may also take this form with you and return it to the address below.

What funding Ratio of public to private
are you anticipating it will take to
move toward construction of the S.S. Dam?

Optional Information:

Name: KENNY TATE Affiliation: Citizen
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ E-mail: KENNY@KENNYTATE.COM

Point of Contact :
Andy Kmetz
U.S. Army Corps of Engineers, Tulsa District
1645 S. 101st East Avenue ATTN: CESWT-PEP
Tulsa, OK 74128-4629 Phone: 918-669-7023
e-mail: Andy.j.kmetz@usace.army.mil

**UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815**

January 27, 2005

Mr. Jimmie Hammontree
C. H. Guernsey & Company
5555 N Grand Blvd
Oklahoma City, OK 73112-5507

Subject: Environmental Concerns Arkansas River Master Plan and your
Commitment to Send Certification Documents

Dear Sir:

Thank you for your efforts in explaining some of the environmental issues that impact opportunities and constraints on the Arkansas River Project, as presented in Tulsa at the January 25, 2005 6-8 pm meeting at the Tulsa County Library.

With three citizens' participation meetings, in three cities, in as many days, it would tax most people's memory on conversations concerning specific points of interest and locations that are in your care and field of expertise under the Phase II of the C. H. Guernsey contract.

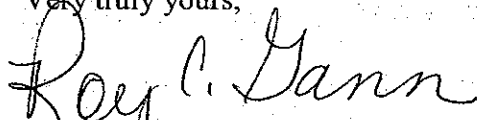
Hopefully this letter will be in your office January 31, 2005 as a helpful reminder to respond to what, when, and how, some environmental concerns could or will adversely impact the Gann family's property at 10102 South Delaware Avenue.

In our one on one review of aerial maps, sheet No. 2, dated January 25, 2005, I noticed a new footnote titled "Environmental Concerns". This was not noted in the Phase I map as displayed, dated 2004 as presented May 6, 2004 by INCOG representatives. Your answer to my concern was the Conoco High Pressure Pipeline since this has been a major concern of our family since the construction of the Riverside Parkway. I understand the concern but require a more detailed explanation from your expert point of view.

Since you were extremely busy that evening and the primary question was answered informally, off the cuff, without any backup documents I thought it wise and prudent to follow through with this written request. Does the overall Environmental Concern include the Conoco lines that lie in the Arkansas River Bed as well as the block valves on the East bank approximately 300' from the river's normal edge? The certified engineering documents that detail the reasons in the study or report that justify the environmental designation may be shipped c/o Unique Metals, at our address shown above.

Thanks again for your effort on our family's behalf in this phase.

Very truly yours,


Roy C. Gann

**UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815**

June 19, 2005

C H Guernsey & Company
5555 N Grand Blvd
Oklahoma City, OK 73112-5507

Attention: Mr. Jimmie Hammontree
Environmental Planner

Subject: Citizens Participation Notice
Arkansas River Master Plan/Area between Dam #4 and Creek Turnpike
Project Sponsors – US Army Corps of Engineers – Cynthia Kitchens
INCOG Indian Nations Council of Government
Mr. Jerry Lasker, Director
Mr. Rich Brierre, Assistant Director
Mr. Gaylen Pinc, Manager Engineering & Environmental Services
Project Consultants – C H Guernsey & Company, Mr. Jimmie Hammontree,
Environmental Planner with a Complete Team of Experts in their Professional
Fields of Service as Published

This entire notice, with attachments, because of its seriousness ought to be included in the Environmental Impact Statement Process as covered by 42 U. S. C. A. United States Code Anointed 4321

Dear Mr. Hammontree:

Once again, thank you for the quick response to clear up our concerns over certain environmental issues, so sensitive as used in the Phase I public meeting process, if left unattended would have had an adverse effect on our Tier I riverfront property's value.

Moving forward to Phase II of the Arkansas River Corridor Plan, which prompted this letter, it is based on our, one on one informal, discussion at the June 13, 2005 Jenks Public Meeting at the Jenks City Hall. I will, as memory allows, put forth my concerns as we discussed which are at the pinnacle of C H Guernsey's professional expertise in all areas of a consultant's work as

contracted for. This notice involves another basic environmental issue that not only can affect the wildlife in a dreadful way but its forces and contamination can have an enormous catastrophic impact on human life and property as well. This notice should not be ignored, overlooked, or underestimated with a price tag of roughly 45 million for the three dams or 15 million each, with the Federal Government as the primary funding source. These facts require a careful, in depth fact certain review, not a walk by, the threats are too great and the risk too high.

The problem is an above ground High Pressure Block Valve Manifold with a high pressure rating of 1369 psi. It is used for emergency shutdowns or routine maintenance of Conoco's HVL pipeline. That is the problem along with the negligent parties which enhance these environmental threats and dangers that are documented and carefully explained. These circumstances as designed and constructed, rest with ODOT and the City of Tulsa's Public Works Administration.

We contacted Conoco, explained the fallacies in the City's certified plans which included ODOT's certified plan sheet, as adopted and made a legal part of the 911103 Riverside Parkway Project. I am sure with the data we furnished Conoco they lost their confidence in the City and State's ability to provide proper protection of their assets "The block valve manifold" which creates very high liability risk for them with the HVL status.

So the City of Tulsa provided that protection through Contract 17326 which violates Public Policy, the Director's sworn duty and obligation to protect the public's Health, Safety, and Welfare. All of this misconduct just to keep from relocating the Conoco Block Valve Manifold to a safe location. These past actions provide a serious threat to the Tier I Lake and its shoreline. This wrongful act by the City provides Conoco a free ride through these hazards without having to demand, in Court, what is rightfully theirs. A system site as safe as the old, meeting the same Public Safety Standards they maintain in the normal course of their pipeline construction. This includes the present site before the City of Tulsa's Parkway improvement. This contract allows the City and Conoco to avoid substantial legal costs. Conoco is being wrongfully shielded by the City for it's refusal to relocate the valves to a safe place. If a mishap occurs the City will hide behind Governmental tort law with its recognized low damages which is much cheaper than relocating the manifold "unless it damages a Federal lake".

This is why the Feds had better be put on full notice/the US Corps Tulsa District/US Congressman - they will buy a pig in a poke or more pork than they can imagine if this is not properly addressed.

Mr. Hammontree, walk the site, look around, and check the records. I can provide you with more data, facts, dated photos, and City, State and Federal documents at your request. If you have questions, just ask.

Please note the attachment letters directed to the Federal officials were written at a time when no Federal oversight was warranted because no Federal funds were issued or no Federal declaration made. Not true in this project, the US Corps has made it clear "the Feds are in". Pipeline safety CFRS have changed and Conoco is under new ownership. All of this could make a big difference. Please note each issue with due diligence; address each with the special diligence

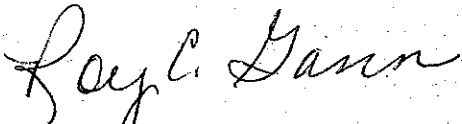
required per your or your team's expertise. These adverse conditions that impact this project are well within the corridor and they are more dangerous, pose much higher risks than the US Corps Corridor Site 38 that created our first notice to you.

I suggest for a simple solution for relocating the valve manifold, look east of Riverside Parkway and South of the Creek Turnpike to R. O. W. already under Conoco's ownership or right of way easements. The two 10" HVL lines are located in this secluded area with natural protections, no streets or future need expected, easy access with those needs covered by their present easement agreements. This area is nearly 1,000 feet long East to West, people free, with no vehicular traffic.

Please visit or revisit this site, consider or reconsider, these complaint issues and do what is morally right to protect the people's lives that depend on you and your team. This is an opportunity to correct this portion of Tier I planning integrity through professional standards and recommendations being applied under Federal regulatory authority that covers the intent and purpose of Phase II program handouts.

Thank you and I look forward to your response that will allow, if necessary, our ability to move forward in this public process according to the rules and regulations.

Yours truly,

A handwritten signature in cursive script that reads "Roy C. Gann". The signature is written in black ink and is positioned above the printed name.

Roy C. Gann

Attachments and Clarification

September 2, 1997 Mr. Stephen R. Mills, Area Engineer, Oklahoma Division, Federal Highway Administration

April 28, 1998 Mr. Dwight Horn, Division Chief Federal Aid, Federal Highway Administration, Washington, DC

July 31, 1998 Mr. Roy C. Gann/Horn Federal Highway Administration

May 12, 2000 Mr. Jim Hall, N.S. T. B. Chairman

July 10, 2000 Mr. Skip Mason, Coordinator, HAZMAT Authority, City of Tulsa Fire Headquarters

July 13, 2000 Gann/Hall, National Transportation Safety Board

September 5, 2000 Gann/Steve Largent, US Congressman

October 2, 2000 Gann/Robert Slater, Secretary of the US DOT, Washington, DC

October 9, 2000 Gann/Steve Largent, US Congressman

October 9, 2000 Gann/Don Nichols, US Senator

August 22, 2000 Tulsa World Newspaper Story Pipeline Blast Kills 11

August 25, 2000 Office of Pipeline Safety Press Release

If these support letters lack clarity or appear confusing to you, please ask for the companion material; such as the shortage of funds referenced by the July 31, 1998 Dwight A. Horn letter. The bottom line is now recorded financial history. The Project 911103 Riverside Parkway Project was a \$13,600,000.00 street improvement with an 11 million plus dollar cost overrun for the two miles of roadway for a total cost of 25 million. The City accepted the flawed design at this intersection, bought the Parkway right of way which included the block valve manifold site, all addressed in Mr. Horn's letter. These additional errors constitute a public nuisance, all crafted under or by Tulsa's Public Works Administration.

Mr. Steven R. Mills
Area Engineer, Oklahoma Division
of
Federal Highway Administration

Reference HFO-OK September 2, 1997

COPY

GANN FILE
Roy C. Gann
299-0815

10102 S. Delaware • Tulsa, OK 74137

Introduction

This file is for you, to help in understanding these bizarre circumstances.

Hopefully this division will not be misled by what appears to be extra special care by the City of Tulsa.

When in fact, with close professional review, the truth will evolve.

No matter how much cough medicine you give a person with the measles you have done little to solve the problem.

so

Ten (10) standard barriers rather than three or a re-directional device not properly researched for trajectory has the same effect. But with the Sentre it can kill or maim through head-on crashes when misused. Since professional engineers have carried this project forward gross negligence ought to be the verdict if not corrected.

UNIQUE METALS
10102 S DELAWARE AVENUE
TULSA, OK 74137

918-299-0815

September 26, 1997

U S Department Transportation
Federal Highway Administration
Oklahoma Division
715 S Metropolitan, Suite 700
Oklahoma City, OK 73108

Attention: Mr. Steven R. Mills
Area Engineer Oklahoma Division
FHWA

Reference: FHO-OK
This letter "Bomb like Conditions Exist"
101st and Riverside Parkway/Delaware

Dear Mr. Mills:

Thank you for your initial response to my call August 26, 1997 and your prompt attention to my roadside safety concerns with the City's traffic engineer agreeing to investigate and, hopefully, produce a written report something for the records. I have been following this Division's suggestions, allowing time for the City to answer our concerns. The following paragraphs states my convictions and why.

This project portion is a death trap and I stand ready to present to you and the division manager, Mr. James K. Erickson, documentation that ought to be substantial evidence of wrongdoing by some. Their position requires they know, or find out, before acting. These people are sworn or certified under law. Duty and obligation is heavy but cannot be tossed aside because it is more expedient than doing proper design and using FHWA approved or sanctioned safety equipment. Such as the Sentre System and the 32" high standard jersey barriers as directed or appropriate and accepted manner/AASHTO.

This division of the Federal Highway Administration made a conscious choice not to review the site and conditions when notified. Even though notified the conditions are bomb like because of Conoco's two 10" HVL lines and their block valve manifold is resting in the right-of-way, with the new road curving

around this manifold at a "T" intersection, at a very close distance under the circumstances. There is no clear zone and the distance is just too close for public safety. These lines are rated at 1369 psi but normal or average operation is 900 psi which is considered a high pressure system. The products transported are classified as hazardous by the U S DOT's RSPA.

This division opted to inform the local traffic safety engineer, the person charged with safety responsibility from the inception of this project. The engineer is to investigate his own acts or omissions, as well as others, in the areas of complaint. This is very self serving and not the normal way fact finding investigations are conducted when searching for the truth. If I did not believe, the City of Tulsa negligent, that under the facts and extraordinary circumstances the FHWA has the legal authority to intervene, I would not have made the calls nor written this letter.

My safety concerns cannot be corrected by excuses. It will require physical action by the agency's persuasive powers or interagency cooperation to the fullest extent possible. The City of Tulsa has accepted the responsibility while the general public and I will pay the price, under these false safety pretenses.

The 17326 Contract Agreement, enclosed, with the right-of-way covenant is so one-sided in not protecting the public's safety and other interests as established by this agency and the State. Any astute legal person can readily see this agreement is an unconscionable contract. The contract supposedly is in behalf of Tulsa citizens' public interest and ought to be void for its false base. I have enclosed Conoco's notice to me. Conoco was not satisfied with the City's protective measures of their HVL manifold and they spoke out. The critical question? Did Conoco ever accept as safe the City's solution? I think not, based on 17326. Conoco accepts no liability under the contract and understood the frailty in the City's safety stance. The assumption of risk offered by the City to Conoco is a very corrupt way to circumvent safety standards established by this Federal Authority. Congress never intended for the FHWA to stand idly by and allow such behavior. In fact, the 1973 Congressional mandates are simple, easy to read, and can be found in summary form, page eight, of the Archives Edition of the Yellow Book. The contract left Conoco in a compromised position with no liability knowing full well the dangers. How do they complain and to who? Conoco is not the City's keeper and this contract shows the City's abuse of power.

My first request to you on August 26, 1997, a letter to document my calls, second was an on-site review so the Federal Highway Administration would have expert on hands knowledge of the "BOMB LIKE CONDITIONS". There was no public access to this site at that time. This is a crucial fact in timing since my second notice to this agency was based on Tulsa World News Release the day the City

would open this street with all the negligence in place. September 5, 1997 was the transfer date. Now the driving public, and myself, and other businesses are exposed to these unnecessary risks while more time lapses and the odds change by the day. Mr. Jan Eshelman was directing that transfer on September 5, 1997.

Three short descriptions define these enclosures. My safety warning to Conoco, Conoco's safety warning to the City, and the City of Tulsa contract solution. Enclosed for your knowledge is my letter to Conoco's Pipeline Division to warn of the flagrant abuses of transportation safety as by the FHWA drafts as accepted by the AASHTO. How these abuses impact the safety of Conoco's HVL manifold through the City of Tulsa's acceptance of the Project 911103 Certified Plans, letter March 4, 1996. Conoco copied me the R. M. Sutter letter of April 22, 1996. Conoco made known to the City block valve safety was in question as per the certified plans. Conoco established the affirmative defense under the difficult circumstances of a City that would not heed expert pipeline common sense warnings. These safety warnings were well documented by Conoco's relocations staff.

These two letters in your care ought to alert you that something is very wrong. Safety warnings heeded and acted upon by Conoco. Safety warnings ignored and circumvented by the City of Tulsa.

The bottom line, the City has not to this day legally or properly addressed Conoco's safety concerns of the block valves as that safety relates back to the public and this road project. But the City has circumvented that safety concern with a full liability clause assuming all of the risks while ignoring their legal duty in basic highway safety as accepted throughout this country by the 50 states.

This is the first written attempt to create Federal Highway Administration concern. A constructive notice would be the proper name for this attempt. If this information fails to open eyes or ears of this division then I suspect a full blown documented written complaint will be filed with the appropriate U S DOT authorities, starting with this office shortly. No one in their right mind can ignore or condone the bomb like conditions that the City of Tulsa has enhanced by their reckless acts in planing design or their outrageous conduct when warned of the hazards. The buck passing has to stop, the risks are too great.

The Federal Government as a whole ought to be extremely concerned when a citizen warns of a bomb like circumstance since Oklahomans know first hand the tragic aftermath of explosions. Plus be forewarned of a hole in the Federal Highway safety protective net. A hole an 18 wheeler may drive though unscathed or redirected by slick paper mache barriers [Contract 17326] designed by our local officials. This is not "let us pretend" or "let us make an offer Conoco cannot refuse". This is real life and let the facts speak

out. Please focus on the facts and the physical truths of the site in question. This warrants immediate FHWA scrutiny and firm action by this agency, lives are in the balance.

Why the Federal Government Has the Authority

Interstate system - OPS
Hazardous material transported - RSPA
Mis-use of FHWA sanctioned safety devices - FHWA
National Transportation Safety - FHWA

Numerous other support agencies under the U S DOT, a host of Federal Acts that apply and agree, perhaps SARA Title 3, the local LEPC which was notified, and inner-agencies are to work together to solve problems and be more responsive to citizen inquiries.

A final point to ponder, if the City of Tulsa is so interested in the safety of this project, why was Mr. Eschelman not informed of the letters and 60-70 pages of our concerns sent to Mr. A. J. Hamlett, Deputy Director of Engineering Services, on April 2, 1997? I confirmed from Mr. Eschelman the date the FHWA letter was received. He did intend to do the investigation, was he aware of our June letter to the Mayor? /answer "no". Did you know about my meeting, letters, and briefs to Mr. Hamlett?/ answer "no, I need to obtain those". Are you familiar with the Yellow Book, the Roadside Design Manual, or the Centre System?/ answer "I know of them but am not familiar" meaning he has no constant working association. He should, Mr. Eschelman is twice certified. as a Professional Engineer and a Traffic Safety Engineer. He is most likely the only person in the city of Tulsa so certified. That carries a heavy public and legal responsibility.

Mr. Mills, will you please acknowledge this letter when you have had time to review and verify our allegations. Should this office have doubts I request a meeting, as suggested, as soon as possible. Please advise of what actions this Federal Highway Administration Division intends, direct or indirect, to improve or eliminate the unsafe conditions at this site. Will the circumvention question be addressed? A loophole that needs closing. All of our pleas have been by certified mail.

Very truly yours,
COPY

GANN FILE

Roy G. Gann
299-0815

RCG:A
Attch:

10102 S. Delaware • Tulsa, OK 74137

Gann-Conoco March 4, 1996
Conoco-City R. M. Sutter, April 22, 1996
City-Conoco Contract Agreement, October 28, 1996-January 27, 1997
For general review: Gann-A J Hamlett, Deputy Director
City of Tulsa, Engineering Services, letters (2) dated

April 2, May 6, 1997; Gann-Mayor Susan Savage, June 4,
1997

UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137

FILE COPY

(918) 299-0815

April 28, 1998

Mr. Dwight Horne, Division Chief
Federal Highway Administration
HNG-14
400 7TH ST
WASHINGTON DC 20590

Subject: Public Safety Based on Scientific Testing Approved by the FHWA
Accepted by the Foremost Recognized Authority in Highway Safety the
AASHTO. The testing provided the necessary documentation to establish
the credit worthiness of the ROADSIDE DESIGN MANUAL. My
interpretation of the ROADSIDE DESIGN MANUAL is supported by
crash videos as per our invoice (enclosed).

The crash worthiness of the Sentre System, Standard Jersey Barriers and
the G4 guardrail are in question. As per design and application on this
particular project. The capacity to redirect and prevent penetration is of
the utmost safety importance. When considering the HVL manifold
behind the sanctioned devices. Our letter and photos will make clear our
informational need. We have a like file, can discuss or provide text or
answer questions about the album.

I can point to the exact page, paragraph and phrase that provide sufficient
roadside safety solutions, but I, as a layman, have no recognized expertise
or degree. ~~Non professional opinions in Tulsa are considered a dime a~~
dozen. Why else would a citizen spend the effort, time, and money unless
that is what it takes to be heard in Tulsa, Oklahoma, just to save lives.

Included in this request are 37 pages of federal suggestions or safety ideals
as accepted by the AASHTO as concepts for improving roadside safety.
The underlined or checked paragraphs directly apply to our roadside safety
concerns as per our lay interpretation voiced in this request. Can this
department support our conclusions based on information enclosed? Is
more data required? Is it reasonable to believe the high pressure HVL
valves can be sufficiently protected with today's tested and accepted
safety roadside hardware? Please explain.

FILE COPY

Dear Sir:

My name is Roy Gann and I live and work in Tulsa, Oklahoma. I am writing you requesting assistance in the form of information on roadside safety as it relates to warrants on test levels 4,5, and 6 of new policy criteria or other data that will help in our struggle for a safer roadside and a safe roadway in this community. Our knowledge of roadside safety to date is primarily the YELLOW BOOKS and the ROADSIDE DESIGN MANUAL. Plus we used the 230 NCHRP test and certification reports to amplify our safety concerns. All of our concerns are traffic safety related and are technical in nature. I am not a Professional Engineer but have enough understanding to know when something is logically wrong and, in this instance, extremely dangerous and unsafe. These complex issues involve a new road alignment, and the roads negative impact on a propane/butane manifold. Classified as a HVL (highly volatile liquids) system, the old road edge as the photographs show was 29' from the valve stems. The new road is only 7' from the road's edge and traffic. The valve stems are 36" high. Normal operating pressure is 900 psi but the lines are tested for 1369 psi, a pressure that can be used. 900 psi is classified high pressure. These two 10" lines transport 4400 barrels of product per hour or 184,000 gallons of product per 60 minutes. Propane/butane are the primary products shipped six months out of the year. These products are considered hazardous by DOT P. 5800.5 HAZMAT MANUAL.

Although I am not a scholar I am versed, in a small degree, by research through AASHTO archives. Knowing from past experience any attempts to convince local authorities requires credit worthy documents by experts such as 230 TEST REPORT by NCHRP and its actual test results by plan, photos, with support text. This should explain our need to write this division (FHWA---HNG-14) for confirming roadside safety information.

It is our opinion just because authority swears it is safe by certified plans doesn't necessarily make it so. Case in point follows. We have, by extremely diligent letter writing efforts, based on long distance research from the Washington, DC area been able to persuade our local transportation safety engineer that a Sentre System's use was misapplied as documented by crash tests in the NCHRP 230 TEST REPORT.

Please use the **certified** design sheet #27 of 67 of the Riverside Parkway enclosed. Using two mylar prints in an overlay fashion matching these prints to the Sentre layout in the design sheet you will note the trajectory by 230 report tests indicate a head-on crash scenario. Supplying a creditworthy crash fact that is not acceptable creating the need to remove the Sentre that was specified by the design engineers. Removing the Sentre and adding roughly 300' of G-4 guardrail north of the manifold to the Creek Turnpike intersection as photographs show is still not addressing the dangers of the vehicle mix. To do this requires the sum total of all of the adverse roadside and roadway hazards be

considered then the sufficient safety hardware be specified, suggested, and recommended by traffic safety experts. .

As bid, designed, then constructed, no one had calculated trajectory of the Sentre. As built it was a death trap redirecting errant vehicles to the oncoming lane of unsuspecting motorists. We saved lives – the Sentre was removed. Review sheets Numbers 14 and 27 of 67 design sheets enclosed as certified and accepted as safe, this is outrageous.

So hopefully you realize, with that major error in design/construction and the lack of oversight, there is a real traffic safety emergency. Someone has to declare it so. With four different engineering groups: the city with full staff, the design firm (BKL), the ODOT staff, plus Conoco's professional engineers, all overlooking the blatant error of the Sentre's use. By using expert opinions based on creditworthy crashworthy tests, reports, or whatever, to encourage change before lives are needlessly lost. Accident prevention involving the extremely dangerous HVL manifold is the goal. Saving lives is worth the effort, one year ten months to delete the Sentre. The Sentre's use was questioned the first week the final plans were made public, after bidding and contract awards. This is roadside safety phase two and I consider this more dangerous and serious than the Sentre because of the severity. I am looking for sufficient roadside protection for the HVL manifold not more or less than needed to assure the public's safety from vehicle penetration of the roadside barrier system in use calculated on the current vehicle mix at this site and the obvious catastrophic consequence if left as is. Propane/butane fires are a block and burn scenario and are 2 ½ times hotter than natural gas. Plus the expansion rate of propane from liquid to gas is extremely high.

Our list of concerns are taken from federal guides or suggestions that have been accepted by the AASHTO:

The traffic mix

The traffic mix was not considered

18 wheel sand trucks use this road daily

250 trips per day average based on sand company records

This is in addition to the normal heavy-duty vehicle mix

~~This T-intersection is only 400' from an urban turnpike closest on and off ramps~~

There is a reverse curve within this 400'

There is no clear recovery zone

There is a lane drop at the T intersection

Safe stopping distance ought to be professionally addressed, like calculated trajectory!

Stopping distance is in question because of vision distortion. This is a 45-mph road with a reverse curve at the T and the manifold is located in the city owned right of way at the top of the T with dual left turns at the intersection, all without traffic signals leading to driver confusion.

Photos enclosed ought to dispel any questions or exaggerations on our part. Photos with explanatory text confirm some kind of warrants is in order. Surely forward thinking people would not expect loss of life to be the determining factor under such logical facts and circumstances. Let us work to stop a NTSB investigation for a pipeline accident. We cannot stop crashes but we can, and ought to, control the severity. Sufficient is the key word. Not minimums, adequate, appropriate, suitable, fit or proper. These words favor the person using them. A roadside safety barrier could be all of these adjectives and not be sufficient. A word that treats both sides justly, not more or less than needed. Sufficient and shall, should be used more. This would compel safer roads and roadsides.

Relocation of the manifold is absolute safety, a maximum roadside safety effort to protect the public. This solution is the ultimate and facts dictate its need under specific facts and circumstances as they appear, based on information furnished to date. Is there any particular roadside safety logic that addresses something as dangerous and extraordinary as all of these adverse roadside features being within a 400' length of road?

Thank you for any care and consideration that can cast light on the new roadside safety theories tested and certified or information not widely known outside the hub of the FHWA. I need credit worthy, crashworthy data that would prove beyond a doubt that G4 railing, as used, and loose jersey style 32" high barriers are not sufficient in redirecting heavy-duty vehicle mix. I would like to know are test reports available for videos purchased as per video receipt attached? Are there more films in the heavy-duty vehicle class? Is the NCHRP 350 Tests the most current roadside safety criteria for G-4 railings and Standard Jersey Barriers in pre-cast form Vs Rigid Constructed Barriers. Does this supercede The 1989 Roadside Design Guide published by the AASHTO?

Severity needs positive answers involving the bomb like conditions in place. I suspect severity at this site would be calculated by the vehicle occupant x number of fatalities from explosions and fires. Not a common set of conditions and requires extra special care. My notion is this is foolish as head-on crash scenarios that are not accepted and are inexcusable. Is it reasonable for traffic safety engineers to ignore such obvious hazards?

~~This Tulsa circumstance is so unlikely! Has it ever been addressed? What, besides the AASHTO roadside design solutions, of 42" high rigid or solid reinforced permanent barriers, will prevent penetration of the barriers? Would a SERB guardrail to replace the 27" high G4 be a part of the solution? Are these suggested solutions reasonable by transportation traffic safety logic? If so, what kind of federal highway administration support text can we look forward to receiving?~~

This is a recognized school bus route with a new school to open September, 1998 school year designed for seventh and eighth grade students with a capacity of 2,000. This is in addition to the 17 school buses already routed by this intersection. I hope this is enough information. If not, please call or write. Documentation will be supplied upon request.

The 1993 ADC maps have 9,000 left turn traffic and a one lane though traffic of 3900. The Creek Turnpike opening in January 1992 plus this new parkway overshadow this 13,000 total in 1993. A new four-lane parkway opened in 1998 and has bumped this traffic total to around 17,000 at this T intersection and manifold site. The primary traffic is on the left turn onto a section line arterial street as depicted in zoning map 56. The parkway becomes River Road, a two-lane country road, immediately after a channelization of 300' or less past the T intersection. Some of the enclosed photos were taken from the Turnpike overpass. The left turn is noted. Photos are N<E<S<W with some ¼ degree shots for a clear view of the manifold. The yellow pipe barrier is the pipeline's answer to asset protection, placed there 20 years ago when the road was 29' from the valves. We have also included the clues leading toward a major type accident, the skid marks of 375'. In another instance there was a crash with six children and no one injured. Note the 18-wheelers with the clear zone (before the road's new alignment) were guided by this crash by the police.

Mr. Horne, please acknowledge receiving this brief supplying whatever Federal Highway Administration ID classification needed so this extensive file can be referred to in the future because of the overall far reaching DOT inter-agency's oversight. The issues discussed ought to be in the proper order by defining traffic safety, then I can move forward to the next link in the safety chain and eventually obtain a safe roadway and a roadside that is free from all the hazards brought to your attention. As you will recognize, the mass amount of time, effort, and finance are not common to individual citizens. Safety commissions, safety advocates or major corporations, yes but not a single citizen-type effort.

After the HNG-14 Division makes a thorough and conscientious review please send us your safety conclusions, making recommendations or suggesting solutions where appropriate. Of course, this is to be within the normal time frame afforded such request. I would remind you that these circumstances are in place and lives are at risk every day due to the roadside hazards and the roadside hardware's insufficient capacity to stop or redirect, preventing penetration by heavy vehicles to the HVL manifold.

Very truly yours,

COPY

Roy C. Gann

Roy C. Gann

GANN FILE
Roy C. Gann
299-0815

10102 S. Delaware • Tulsa, OK 74137

Rcg; ag
Enclosure

FILE COPY



U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

July 31, 1998

Refer to: HNG-14

COMPLAINT
RESPONSE

Mr. Roy C. Gann
Unique Metals
10102 South Delaware Avenue
Tulsa, Oklahoma 74137

COPY

GANN FILE
Roy C. Gann
299-0815

10102 S. Delaware - Tulsa, OK 74137

Dear Mr. Gann:

I have received the information you sent to me for staff review and your more recent letter of July 8 requesting that the material you originally sent us be returned to you at the conclusion of the review. That material is being returned under separate cover.

I understand that you have previously contacted our division office in Oklahoma City and were informed that because the project in question was designed and constructed for the city of Tulsa with no Federal Highway Administration (FHWA) funding or involvement and is not on the designated National Highway System, the FHWA had no authority to review the safety aspects of the design. It was suggested that you contact the Office of Pipeline Safety in Houston to determine if that agency had the authority to review the situation and possibly intervene on your behalf and I have asked headquarters staff in that office to see what, if anything, had been done in that regard. I can certainly understand your frustration considering the enormous amount of effort you have expended in your attempt to identify and obtain a "safer" design.

Having said that, several members of my staff have reviewed the information you submitted and offer the following comments:

1. The "ideal" design at this location would have required relocation of the HVL manifold and the purchase of additional right-of-way to carry a full four-lane facility through the T-intersection before tying back into the existing two-lane River Road. This would have eliminated the reverse curve and the intersection lane drop and more importantly, removed the HVL manifold from its close proximity to the roadway. Unfortunately, economic constraints sometimes dictate the initial scope of public works projects and that appears to be what happened here.

2. The "as-built" condition does present some degree of risk, but the extension of the w-beam guardrail throughout the length of the reverse curve helps to delineate that curve and is an acceptable barrier for passenger cars and sport utility vehicles at speeds up to 60 mph and angles as sharp as 25 degrees. Its effectiveness decreases, of course, with higher impact speeds and angles and with larger vehicles. While there are barriers that have been tested with tractor-trailers weighing 80,000 pounds, the use of such barriers is generally subjective and limited to locations where the probability of such a crash and the potential consequences of a crash are high. At present, there are no nationally recognized warrants for higher performance level barriers.
3. A T-intersection, particularly in rural areas with high approach speeds, has traditionally caused problems for inattentive drivers as clearly evidenced by several of the accident photographs you sent us. Solutions have included the use of oversized warning signs on the approach (sometimes supplemented with rumble strips in the pavement), installation of flashing red traffic signals at the intersection on the high-speed approach, and effective delineation on the far side of the roadway. It does not appear that the accident potential at this intersection has been increased by the new construction and the shielding now provided by the concrete barriers to keep vehicles away from the gas manifold is an addition to and improvement over the original "pipe barricade" installed by the pipeline owner. Unfortunately, no traffic barrier in common use is designed to safely stop or redirect vehicles impacting at 90 degrees.

We believe the final design meets minimum safety standards, but agree that the risk of a serious accident at the site could be further reduced through the implementation of one or more of the countermeasures listed above for T-intersections. However, as noted earlier, the final decision rests with the contracting authority. A copy of this response is being sent to Mr. John Eshelman with the city of Tulsa for his information and possible further review. You may call Mr. Richard Powers at (202) 366-1320 if you have any additional questions or wish to discuss this matter further.

Sincerely yours,

Dwight A. Horne

Dwight A. Horne
Chief, Federal-Aid and Design Division

COPY

GANN FILE
Roy C. Gann
299-0815

10102 S. Delaware • Tulsa, OK 74137

**UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815**

May 12, 2000

Mr. Jim Hall
NTSB Chairman
490 L'Enfant Plaza SW
Washington, DC 20594

Dear Chairman Hall,

I want to thank you for the type of leadership you provide the NTSB. What little I see is always up front, forthright and down to earth, just simple, plain, understandable English. C-Span is my source for NTSB news.

You and your board's integrity concerning National Transportation safety for the public is highly commendable and certainly appreciated by me. I know the uphill battle must be tough but these efforts can save lives.

Sir, I am writing you, and the NTSB in a continuing effort, requesting the NTSB use its authority to affect change in the following. An interstate pipeline hazard that is in the roadside right-of-way. An accident waiting to happen that is easily preventable. This is USDOT business, like it or not. Isolating the issues out of overall context does not erase oversight duty.

The pipeline problem involving public safety is extremely serious. The safety issues that impact the pipeline system were created by Tulsa City officials, and condoned and accepted by Conoco Pipeline Corporation. These safety issues should be under the direct control of the USDOT through the FHWA or the Office of Pipeline Safety, Southwest Region, a division of the Research and Special Programs Administration, because of the intertwined facts, circumstances, and the relationship of these two transportation elements **a road and an interstate pipeline**. In this particular case these two separate USDOT Regulatory Agencies, with an unwillingness to fill the gaps between departments, has created a subtle barricade blocking the ability to receive commonsense answers that are based on USDOT's own adopted safety criteria.

COPY

GANN FILE
Roy C. Gann
299-0815

10102 S. Delaware • Tulsa, OK 74137

Data gathered from all branches of the USDOT's safety umbrella that frames the usual and expected kinds of roadside and pipeline safety circumstances. But these foolish, deliberate, and unconscionable acts and issues that involve contracts and public safety compacts of the highest degree in this country - the USDOT'S, /or Congressional Mandates.

Only fools would design and construct a parkway such as Tulsa's Public Works has created. Only arrogant officials and oppressive bureaucrats could do what has been carried out in Tulsa, Oklahoma. Understanding that sane professionals would never ever violate common sense public safety to this degree, by constructing a parkway, considering the extremely dangerous conditions present at the subject site. Please refer to our file directed to the USDOT/FHWA c/o Mr. Dwight A. Horne for a complete set of transportation safety faults, with support documentation and full description of this Conoco Interstate Pipeline System, including plans, maps and several hundred photographs.

Mr. Hall, to date no one has been injured so you or the Board and Department Staff have not had to face the horrors of another pipeline explosion, trying to explain why, like Bellingham, Washington. This notice of awareness presents the opportunity to prevent a possible catastrophic pipeline accident, at the same time help correct past pipeline safety abuses. A performance that has generated a grade of "F" for the OPS as per your past news comments. I question both departments dedication of **sincere safety care in transportation.**

I hope and pray that nine years of my life have not been a waste. First protecting my property rights, then the right to be free from fear of a pipeline explosion that casts a dangerous shadow over my life as well as the 15, 000+ travelers that pass this site daily. This bomb is always armed and ready and completely unknown to most.

DUTY AND PROFESSIONAL RESPONSIBILITY

When shrewd local bureaucrats know for sure where the FHWA regulations stop and Pipeline Safety regs begin it is not difficult to maneuver in and around the gaps avoiding certain defined safety issues, allowing this city to place public Transportation and Pipeline Safety second, to corporate asset protection including Conoco's HVL System located at 101st and South Riverside Parkway and Conoco's third party duties of liability. This is a perfect example of unethical conduct by a city, according to my understanding of morals, of government officials, sacrificing public safety of a roadway project in order to obtain Conoco's acquiescence on pipeline safety. The silences by Conoco's pipeline safety experts are as loud and clear as any emergency warning siren. All of these acts are misleading, deceiving, and giving the appearance of sufficient safety precautions. Could this be classed as legal fraud?

Federal Transportation Officials cannot anticipate this kind of abnormal planning behavior From Public Works Professionals nor be expected to have specific regulations in place for such grievous construction plans.

But in order to protect the public under USDOT's authority citizens have the legal right to expect the USDOT ranks to close and present lifesaving measures (regulations) before the NTSB is called to another pipeline accident. Note: both the FHWA and the OPS agencies under USDOT authority with transportation safety regulatory powers were fully notified by us or others.

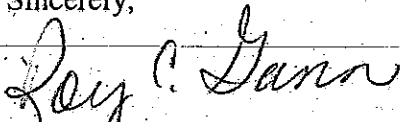
The absurdity of these particular design plans can be proved, in part, by the reckless use of a SENTRE SYSTEM outside it's intended use, a guard rail end treatment to redirect errant vehicles. In this case, placed in a position that would likely create head-on crashes at the flat "T" intersection. Several months, six or more after our notice and complaint, to the FHWA, the City removed the SENTRE SYSTEM, replacing it with 300 additional feet of guardrail. Marking or delineating a roadway hazard which is the reverse curve. No roadside hazard warnings of any kind are in place. No warning signs that describe the extreme danger of the Conoco Pipeline manifold. Certainly not a sign large enough for a driver to notice or be able to read.

Sir, the enclosed packet is making its second trip to Washington, DC. The first was to the FHWA c/o the Federal Aid and Design Division Chief, Dwight A. Home, July 8, 1998. In order to have the opportunity to reuse this same expensive file packet I am requesting the entire packet be returned after a thorough review by the NTSB which allows our future use if need be.

I am retired now and have to watch costs. I cannot afford to reproduce this file, due to cost, and/or record retrieval. Thank you in advance.

To assure this pipeline safety issue is not brushed aside, you might ask my US Senators and Congressional Representatives, is it better to prevent pipeline accidents and saving lives than to investigate, find fault, and place blame, letting the public know the Congressman's answers.

Sincerely,



Roy C. Gann

UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815

July 10, 2000

COPY

Mr. Skip Mason, Coordinator
Tulsa Fire Headquarters
HAZ MAT Authority
411 South Frankfort
Tulsa, OK 74103

GANN FILE
Roy C. Gann
299-0815
10102 S. Delaware - Tulsa, OK 74137

Attention: Ms. Kay Kittrel/Records

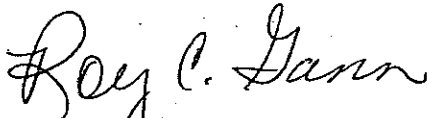
Subject: LEPC Written Plans for Worst Case Scenario – the Accidental Discharge
of Conoco's HVL Interstate System within the City Limits of Tulsa

Dear Ms. Kittrel:

As per our discussion on June 26, 2000 of the above subject and your subject search of the files it is my understanding that Conoco Pipeline Company has no written Emergency Plan on file with this department, either current or back to Mr. Chuck Lange's LEPC days, or at least to November 6, 1995, which was our last inquiry. I believe plan notice to the LEPC is a CFR requirement.

Please confirm and thank you for your search efforts. Please excuse the delay in follow-up – the July 4th holiday created the gap.

Very truly yours,


Roy C. Gann

Attch: CFR 49 Sub-section 192.615



National Transportation Safety Board

Washington, D.C. 20594

Office of the Chairman

JUL 13 2000

Mr. Roy C. Gann
Unique Metals
10102 S. Delaware Avenue
Tulsa, Oklahoma 74137

COPY

GANN FILE
Roy C. Gann
299-0815
10102 S. Delaware • Tulsa, OK 74137

Dear Mr. Gann:

Thank you for your May 12, 2000, letter, and the attachments regarding the Conoco Pipeline Corporation's highly volatile liquid (HVL) station in your community and its proximity to 101st Street and South Riverside Parkway. Your documentation of the site is indeed exhaustive and detailed.

As you noted, the National Transportation Safety Board investigates transportation accidents and does not have regulatory or enforcement authority that would empower us to decide in what proximity to public roads a pipeline company may locate its facilities. Generally, State or local authorities have jurisdiction over the location and placement of utilities facilities and public roads, as well as signage along these roads. The primary authority for the control of land, or land use measures, is vested in local governments through powers conferred by the State. Special Report 219 issued by the Transportation Research Board (TRB) entitled "Pipeline and Public Safety," discusses these issues, as well as regulatory authority in great detail and addresses the issue of the proximity of pipelines to populated areas. This publication may provide you with some information that will be relevant and helpful to you. You can obtain a copy of this report by writing to:

Transportation Research Board
National Research Council
2101 Constitution Ave., N.W.
Washington, D.C. 20418

Since 1980, the Safety Board has made a number of safety recommendations to various organizations, both public and private, to enhance public safety near pipelines. However, although the Safety Board can make safety recommendations, we cannot require compliance or force organizations to address these recommendations. For example, in 1983 in West Odessa, Texas, a liquid petroleum gas pipeline was ruptured by a rotating drill and the escaping gas ignited, killing five individuals. As a result of this accident, we issued Safety Recommendation P-84-26 to the Research and Special Programs Administration (RSPA), asking RSPA to revise its HVL pipeline regulations so that protection comparable to gas pipelines would be given to the

public at risk. Additionally, Mid-America Pipeline Company (MAPCO) received Safety Recommendation P-84-24 that asked MAPCO to:

1902 3/11

Determine periodically the stress level, burial depth, protection at road crossings, and other factors affecting the safety of its pipelines carrying highly volatile liquids; correlate these factors with the numbers of people at risk; and establish a ranked order of risks that includes appropriate preventative actions that will be initiated to preclude unacceptable risks to public safety.

In 1994 a natural gas pipeline in Edison, New Jersey, ruptured and the escaping gas ignited, sending flames 400 to 500 feet in the air. As a result of this accident, the Safety Board issued Safety Recommendation P-95-4 that asked RSPA to expedite the completion of a study on methods to reduce the risk to public safety in the siting and proximity of pipelines, and to make that study available to State and local governments. The Safety Board also made Safety Recommendation P-95-18 to the American Society of Civil Engineers (ASCE), asking ASCE to work with the American Public Works Association to develop model programs, statutes, or guidelines to aid State and local governments to implement recommendations from the New Jersey Institute of Technology's study on enhancing public safety near high pressure pipelines. I have enclosed copies of these safety recommendations for your information.

With respect to your specific concerns regarding the adequacy of the protection of the pipeline valves at the location you specified, 49 Code of Federal Regulations Sections 195.254, 195.256, and 195.258 may be applicable. I have attached a copy of these sections for your information. Pipeline safety regulations are enforced by the Office of Pipeline Safety (OPS), and highway safety regulations are enforced by the Federal Highway Administration (FHWA), under the authority of the U.S. Secretary of Transportation. Because you believe that gaps in coverage between the highway and pipeline regulations are compromising safety at this specific location, I would suggest that you contact the Secretary of Transportation for assistance in determining whether the components installed for protecting the pipeline valves are adequate. He may be contacted by addressing a letter to:

Honorable Rodney E. Slater
Secretary
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

I am forwarding a copy of your letter, along with a copy of mine, to Secretary Slater.

You have also asked that the Safety Board provide you a copy of the Office of Inspector General's report on the review of the Pipeline Safety Program that was requested by Senator Patty L. Murray. Unfortunately, I do not have an extra original copy to send to you. However, I have attached a copy of this report that my staff has downloaded from the internet at the following site: <http://www.oig.dot.gov/audits/rt20000069.htm>.

ISSUES ARE VERIFIED SERIALS

My Note RAL

I am returning your package of materials and documentation to you, at your request, under separate cover.

Y 500 1113

Sincerely,



Jim Hall
Chairman

cc: Honorable Rodney E. Slater

UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815

FILE
COPY

September 5, 2000

GANN FILE
Roy C. Garin
299-0815

10102 S. Delaware · Tulsa, OK 74137

The Honorable Steve Largent
US House of Representatives
2424 East 21st St #510
Tulsa, OK 74114

Subject: Update from August 31, 2000 Letter
Pipeline Safety, Interstate System, US DOT Authority

Dear Sir:

In order for you to fully understand my pipeline safety complaint, and justify how serious the risks are, I have attached the very latest Killer Pipeline Explosion Story from the September 4, 2000 Dallas Morning News. The 20 x 46 x 86 crater as shown would surely destroy the Conoco manifold site as well as the entire intersection at 101st and Riverside Parkway, Tulsa, Oklahoma. The New Mexico blast killed 11 people. What would be our human count considering the surrounding conditions as documented and the hazardous materials transported, classed as HVL. I believe the NTSB Chairman, Jim Hall, recognized these imminent dangers as presented and acted accordingly. I pray you will do likewise and act immediately. I hope you will voice our concerns to the Commerce Committee within the US House of Representatives.

Closing the regulatory gaps between agencies that allow the looping around the "supposed" Federal interstate pipeline safety net that everyone assumes protects the public. Senator Patty Murray knows better, the families and friends of the 342 killed by pipeline accidents since 1984 are fully aware of the so-called safety presumptions classified as CFR's.

This USDOT umbrella does more to protect the interagency decisions than it does to protect the public from pipeline accidents. Example, I warned the City and Conoco, I complained about moving a roadway that has extensive 18-wheel tractor-trailer use from 34' distance away to as close as 7' of the HVL manifold, they then used a substandard barrier system classified for normal vehicles, such as autos, not SUV's,

Pickups, nor the Heavy Duty 18-Wheelers. An apples to oranges response from the OPS, "the site is protected from vandals with a 6' high chainlink fence and topped with 3 strands of barbed wire." The OPS director totally disregarded our safety concerns. My point: this response is based on CFR's, where is the public safety common sense within the US DOT. I used the US DOT's own expert safety criteria to establish the lack of public safety integrity on this project.

Sir, help close the assumption door and open a realistic pipeline safety door to regulations that truly protect the public. For serious debate on pipeline safety and the current watered-down and polluted CFR's, your staff would only have to provide the 1995 CFRs. The regulations are a solar system apart and a public demise.

Very truly yours,

Roy C. Gann
Roy C. Gann

Atch: Dallas Morning News, September 4, 2000 Carlsbad New Mexico article with photo of crater created by explosion

COPY

GANN FILE
Roy C. Gann
299-0815

10102 S. Delaware • Tulsa, OK 74137

**UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815**

October 2, 2000

COPY

Honorable Rodney E. Slater
Secretary
U. S. Department of Transportation
400 7th Street, S. W.
Washington, D. C. 20590

**GANN FILE
Roy C. Gann
299-0815
10102 S. Delaware • Tulsa, OK 74137**

Subject: Interstate Pipeline Safety at the Highest Level, Office of the U. S. Dot,
Secretary, Honorable Rodney E. Slater

Dear Sir:

Our detailed **Pipeline Safety Complaint**, in one form or another, has traveled up, down, and around the entire gamut of governmental review. From city to state, and back and forth to the U. S. Dot's umbrella agencies and even the NTSB.

NTSB's Chairman, Mr. Jim Hall, suggested I write to you. Mr. Hall's review and suggestion, I would hope, was based on beliefs that our claims are well founded and are serious enough to warrant your attention.

GAPS

The ability of the City of Tulsa and Conoco to leave an HVL manifold in a newly purchased right-of-way for a parkway by curving the road around the manifold leaving the obstruction and creating a public nuisance. If that is not gap enough add a traffic bottleneck that compounds the dangers associated with an HVL system. Operating at 900-psi pressure – surely this is a CFR gap that needs closing before people die.

If these facts fail to cause alarm consider widening the street to within seven feet of these above ground HVL valves. Cutting a 27' safety recovery area to nothing and under this type threat is ridiculous. Review photographs before and after the project's completion noting the no recovery area as mentioned.

Even more alarming is the fact that this road is the primary route used by a sand mining operation. With an average of 250 trucks per day passing this site. Tractor-trailer class

The response to our safety complaint was a joint effort by two highly recognized US DOT/FHWA personnel, Mr. Dwight Horne, Division Chief Federal Aid HNG-14, and Mr. Richard Powers, as a roadside design expert with his expertise noted through the drafting eight chapters of the Federally sanctioned AASHTO publication/Roadside Design Guide.


I have highlighted and personally noted a path through this maze of letters, contracts, and right-of-way purchases through the court, laws, and Supreme Court tested cases. I am hopeful this will provide a clear understanding of the problem and how it has US DOT authority imbedded in its very heart and soul. A non-federal roadway encroaches upon pipeline safety. Our records should provide the facts from hearsay and clear up distortions of the truth. The City has a short memory but their letters, memos, and other recorded actions help establish our creditability. I believe these acts are in direct defiance of Congress's safety intent concerning the public safety in transportation whether pipeline or roadways. The intent and spirit of these mandates are well known and addressed in US DOT tests, guides, standards, and recommendations.

As you may know 342 people have died since 1984 in pipeline related accidents. You would not know 14 people have died from the above cause since I started this pipeline safety effort but this is true and also documented.

Please do not delay or ignore this fully documented plea allowing Conoco to be totally exempt from these conditions. If these acts are not a fraud upon the people -- what is? Design a death trap using taxes, exempt a 50% partner, and lay that burden upon the taxpayers also though a governmental tort.

Governmental tort means just that, not friends, family, nor Fortune 500 corporations such as Conoco. This kind of double-dealing is worthy of the free press and full public disclosure.

Very truly yours,


Roy C. Gann

Cc: The Honorable John McCain, U S Senator, Arizona
The Honorable Steve Largent, U S House of Representatives, Oklahoma
The Honorable Don Nickels, U S Senator, Oklahoma

UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815

October 9, 2000

COPY

The Honorable Steve Largent
U S House of Representatives
2424 E 21st Suite 510
Tulsa, OK 74114

GANN FILE
Roy C. Gann
299-0815
10102 S. Delaware • Tulsa, OK 74137

Subject: Unforeseeable Events, Dates Confirmed, as per Pipeline Safety Enclosures, a R. E. Slater Standard.

Dear Sir:

Please excuse our addendum "D" Item to the A, B, C pipeline safety complaint, a copy of which was filed with your Tulsa office personnel on Tuesday, October 3, 2000. That three part brief is an exact copy of the issues sent to the Honorable Rodney E. Slater, Secretary of the U. S. Department of Transportation dated October 2, 2000 by certified mail to Washington, D. C.

Item "D" consists of a news release by Rodney E. Slater dated October 3, 2000, one sheet. A Damage Grant Program by the US DOT/OPS October 4, 2000, one sheet.

And

A 17 page legislative amendment to benefit and insure our nation that interstate pipeline systems are as safe as "humanly possible" as per statement of US DOT secretary Slater upon introducing, "The Pipeline Safety Act of 2000", to amend Title 49 United States Code by the 106th Congress 2nd session S. 2438. The secretary's attached news words could not be more suitable or announced at a better time. When considering our particular safety complaint, please take advantage of the "humanly possible" moment to seek the Secretary's help in our behalf to remedy the hazards that endanger my life and fellow Oklahomans.

In reality the transportation safety issues identified in our complaint are many but the primary issues have been documented numerous times. Based on our

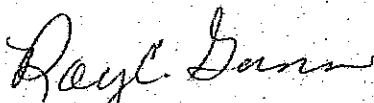
documentation pipeline safety is nowhere close to the goals and standards "humanly possible" attitude established by The Honorable Rodney E. Slater.

In fact our complaint details a malignant element that is impacting public safety more and more each day through its growth. This is the density in daily traffic at the HVL manifold site. These increases added atop the already poorly designed road as fully described throughout the complaint is feeding the expected, or anticipated, accident scenario that the City of Tulsa and her companion, Conoco, are frightened of. Together they have decided to try to excuse themselves from and escape the grossly negligent 911103 Project Plans that encroach upon the safety of Conoco's HVL manifold. Both were notified early on, at the highest corporate level, in very explicit detail, of the design faults based on US DOT/FHWA written expert opinions.

Admitting through Contract 17326, Clause #6, they fully expect and anticipate what Conoco knows though pipeline safety expertise could be a catastrophic tragedy. Refer Item "C" of A, B, C, complaint, sent previously.

These conditions and circumstances will certainly demand the US DOT Secretary's attention and extended authority if public safety at this site is to move forward to meet the highest level of pipeline safety, "humanly possible", as expressed in his news release.

Very truly yours,



Roy C. Gann

Note: Item "D" is not being sent to the US DOT Secretary, for obvious reasons

Cc: The Honorable Don Nickels, U S Senator

**UNIQUE METALS
10102 S DELAWARE AVE
TULSA OK 74137
918-299-0815**

October 9, 2000

COPY

The Honorable Don Nickels
United States Senator
3310 Mid-Continent Tower
409 S Boston
Tulsa, OK 74103-4007

**GANN FILE
Roy C. Gann
299-0815
10102 S. Delaware • Tulsa, OK 74137**

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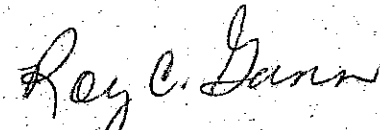
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Cc: The Honorable Steve Largent, U S House of Representatives

Office of Pipeline Safety

Research & Special Programs Administration

Carlsbad, New Mexico Pipeline Rupture Update:

Press Release

Notice: issuance of advisory bulletin. August 25, 2000

COPY

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Roy C. Gann
299-0815

10102 S. Delaware • Tulsa, OK 74137

► What Happened?

► What is the federal government doing about it?

► What else will the government do?

► How long will the investigation take?

► Was this accident caused by corrosion?

► Who regulates pipelines?

► Are pipelines inspected regularly?

► Had the failed pipeline been recently inspected?

► Will this affect natural gas supplies in my home town?

► How old was the

► What is El Paso Natural Gas Company's compliance record?

► Are the current pipeline safety laws and regulations Laws tough enough?

► Is there a way to check for corrosion in pipelines?

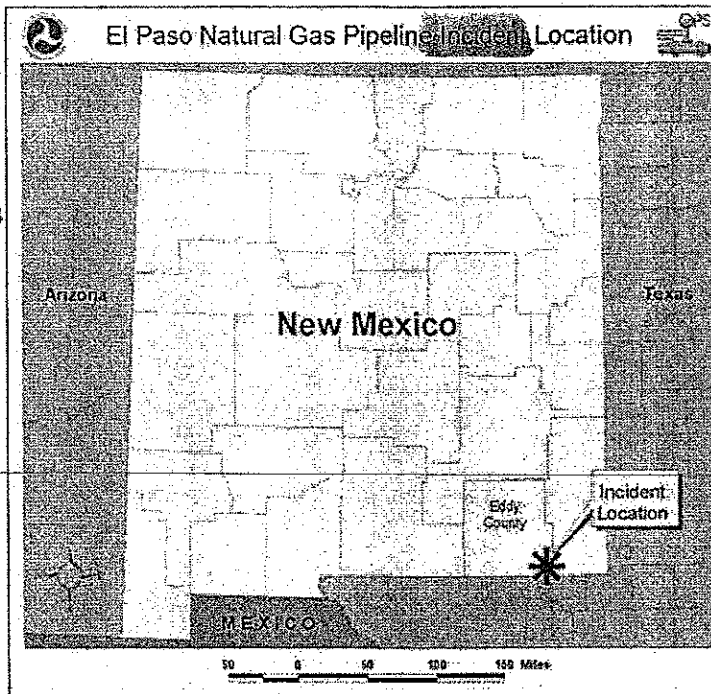
► Do federal pipeline safety rules require internal inspections of pipelines?

► How in-depth are the inspections?

► Where does El Paso Natural Gas Company operate?

► How far is the accident site from the town of Carlsbad?

► Site Photos



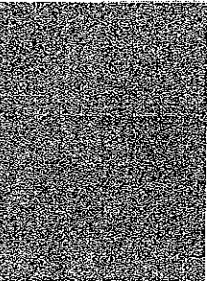
pipeline that failed?

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Research and Special Programs Administration

Last Update: 08/30/2000



Had the failed pipeline been recently inspected? OPS conducted a standard inspection in July, 1996 and began a System Integrity Inspection (SII) in May, 2000. There were no violations noted in either inspection.

BACK

Was this accident caused by corrosion? The National Transportation Safety Board (NTSB) and the Office of Pipeline Safety (OPS) investigators at the accident site observed internal corrosion in the section of the pipe that failed. The ruptured section of pipe will be taken to an NTSB metallurgy lab for examination. Until laboratory analysis is performed, it is too early to say what caused the pipe to rupture. The NTSB is responsible for determining the cause of the failure.

BACK

How old was the pipeline that failed? The pipeline that failed was originally installed around 1950. The age of a pipeline does not necessarily correlate with risk. Pipelines, if properly maintained, can operate safely for decades. A variety of factors influence a pipeline's ability to continue in service, such as the quality of the steel, the effectiveness of the operator's maintenance program, and the corrosiveness of the soil in which the pipe is buried.

BACK

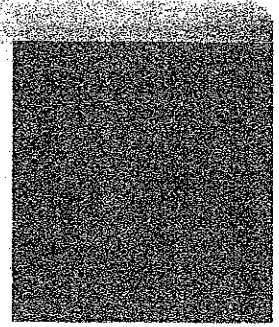
What is El Paso Natural Gas Company's compliance record? OPS has records dating back to 1984 showing that it has issued several compliance actions against El Paso. The company has addressed all infractions on record, dealing with such issues as its compliance with internal maintenance procedures, its timeliness performing required safety inspections, gas vent locations, and valve security. On more than one occasion, OPS has noted failures by El Paso to promptly restore and maintain protections against external corrosion on its system (most recently in Texas in 1990). Also, in 1997, OPS also sent El Paso a letter of concern for inadequately training company personnel in the use of processes for preventing external corrosion.

BACK

What Happened? At 5:26 a.m. on August 19, an explosion occurred on one of three adjacent large natural gas pipelines near Carlsbad, New Mexico. El Paso Natural Gas Company operates the pipeline system. The pipelines supply consumers and electric utilities in Arizona and Southern California.

~~Eleven people, including five children, died as a result of the explosion. The explosion left an 86 feet long crater.~~

BACK



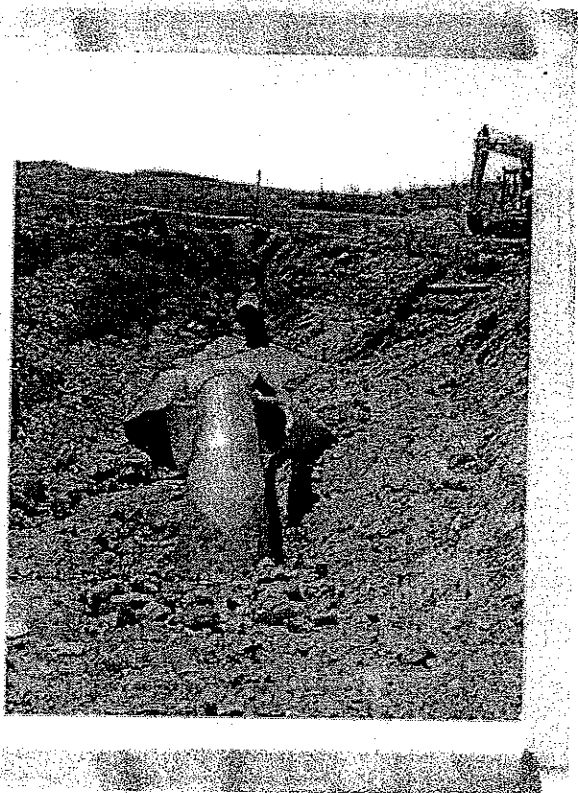
CARLSBAD NEW MEXICO

PHOTOS

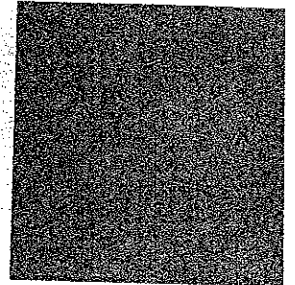
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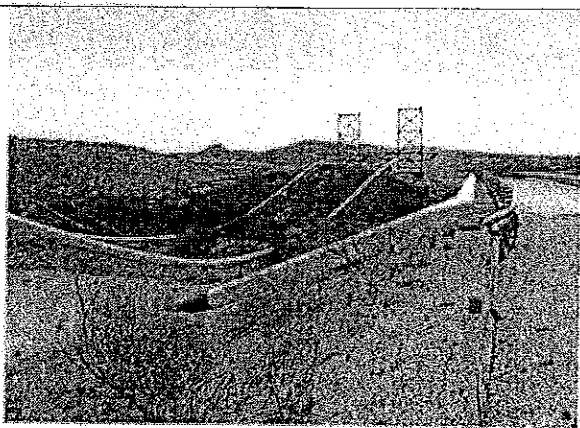
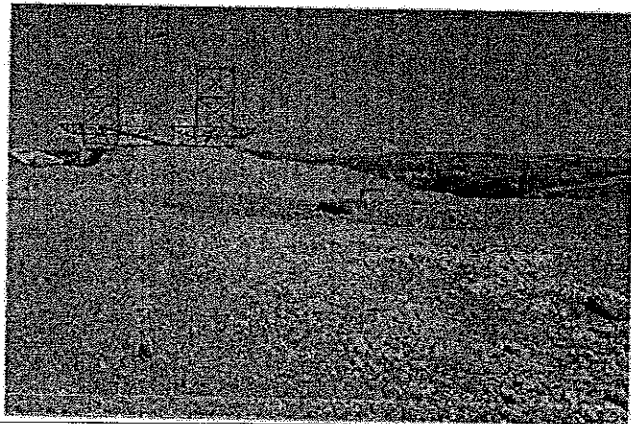
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Upstream View of Rupture Crater.



Downstream View of Suspension Bridges,
note Damaged Piece Seen in Right
Forefront.



Upstream View of Line #1100 Pipeline on
Bridge and Aerial Pipeline Crossing.

BACK

What is the federal government doing about it? The DOT Office of Pipeline Safety (OPS), <http://ops.dot.gov> and the National Transportation Safety Board have sent investigators to the site. The pipeline that failed has been shut down. Also, OPS has issued an administrative order requiring the two other adjacent El Paso Natural Gas pipelines to be shut down until OPS determines that they can be operated safely.

BACK

What else will the government do? The National Transportation Safety Board (NTSB) and the Office of Pipeline Safety (OPS) are jointly investigating the accident. NTSB will focus on finding the cause of the accident and OPS will focus on whether regulations were violated. OPS and NTSB will examine the section of the pipe that failed and conduct laboratory tests to identify flaws or corrosion in the metal. They will examine the company's records and maintenance procedures, and interview El Paso employees. If there is probable cause to believe that the company violated Federal pipeline safety regulations, OPS may take enforcement action. The Administrator of RSPA and the Chairman of the NTSB visited the accident site August 24 and 25.

BACK

How long will the investigation take? It may take several months for the National Transportation Safety Board (NTSB) and the Office of Pipeline Safety (OPS) to complete their investigation because of the time required to conduct laboratory tests on the failed pipe and to review El Paso's operating records. As the lead agency in the investigation, NTSB is responsible for deciding what information to release to the press about the progress of the investigation.

BACK

SINCE 1905

A 40

TULSA WORLD

TUESDAY, AUGUST 22, 2000

Pipeline blast could spur safety law

► Long-stalled bills may be reconsidered following the accident that killed 11 people.

By JENNIFER HOLLAND
Associated Press

WASHINGTON — A New Mexico pipeline explosion that killed 11 campers may spur Congress to act on long-stalled legislation to intensify inspections of underground pipelines.

"It's galling to think that more tragedies could happen while these Bills sit in committee," said Rep. Jay Inslee, D-Wash., a sponsor of one of the bills.

Bobby Smith, 42, died Monday in a Lubbock, Texas, hospital, the 11th victim of a Saturday explosion in a buried natural gas pipeline near Carlsbad, N.M. His daughter-in-law, Amanda Smith, 25, of Carlsbad, remained in critical condition. Amanda Smith's husband, 5-year-old daughter, 3-year-old son and mother and father were among the five children and adults who died earlier after the explosion swept flames down the Pecos River's banks and through tents, where two families had been camping.

The victims were members of two extended families from Carlsbad, Arvesta and Loving, all in southeastern New Mexico. John Sommerhalder, president of El Paso Energy's pipeline

group, said the pipeline had been installed in 1950.

National Transportation Safety Board investigator John Hammerschmidt said it will take several months to complete a report on the cause of the disaster.

Forty-two people were killed by natural gas pipeline accidents between 1986 and June 30, according to statistics of the Office of Pipeline Safety, an agency of the National Transportation Safety Board.

The last major pipeline safety bill passed in 1996.

"This is the window of opportunity," Inslee said. "We need to pass out a comprehensive pipeline safety bill now, not wait until next session."

A gasoline pipeline broke in

June 1999 in Bellingham, Wash., and the ensuing fire killed three people. That accident led to an influx of proposed regulations and reports, but none has passed.

Inslee said he already has been promised a committee hearing on the issue and expects a pipeline safety bill to make it out of Congress this session.

"My concern is the type of bill that makes it out of Congress," he said. "If it doesn't have any meat on its bones, then it's not worth it."

Various versions of House and Senate pipeline safety legislation, including bills introduced by Inslee, Rep. Bob Franks, R-N.J., and Sen. John McCain, R-Ariz.,

would order more pipeline operator training and periodic pipeline testing — the Transportation Department does not mandate rechecks once pipes are in the ground. Legislation also would increase penalties for unsafe pipelines, including cash fines and possible shutdown of a standard pipe, and public disclosure of all pipe locations.

"No longer are these pipes buried underground only in remote locations, miles away from the nearest home or business," Franks said in a speech last month.

The safety office has tried for six years to create a national pipeline map without completing the job.

"There are many things wrong with our pipeline system many things that need to be fixed," Inslee said. An inspector general's report in March criticized the Office of Pipeline Safety for failure to complete improved inspections required by a 1992 law of unusually sensitive and highly populated areas of the 325,000-mile natural gas pipelines.

OPS was supposed to have completed the first step by 1 but has not, the report said.

The outstanding congressional mandates all will be met by the end of the year, OPS said in its response to the report.

Web sites: thomas.loc.gov
ops.dct.gov