PROJECT FILE

EC 2261D Project:

BRIDGE & APPROACHES US-69: NB OVER W ARK. ST. K R.R. & MAIN ST., 3.77 & 3.88 N JCT. US-69 BUS & BRIDGE & APPROACHES US-69: SB OVER W ARK. ST., K R.R. & MAIN ST., 3.77 & 3.88 N JCT US-69 BUS

BRYAN COUNTY
J/P# 33871(04) & 33872(04)

Prepared For:

OKLAHOMA Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division
Oklahoma City, OK

Prepared By:

CC Environmental

CC Environmental, LLC
PO Box 1292
Norman, OK 73070

Environmental Programs Division Office 405 - 521-3050

Programmatic/Individual Categorical Exclusion

X	PCE		ICE

Date	**8/4/2022**	Project Number	**J3-3871(004) & J3-3872(004)**
County	**Bryan**	State Job Piece No:	**33871(04) & 33872(04)**
NEPA Project Manager	**Kathy Koon**	Phone Number	**(405) 521-2676**
ODOT Field District	**2**	Bridge NBI No. *(For County & State Projects)* & Location No. *(County Projects Only)*	**17506, 17507, 17534, 17535**
Project Description from JPINFO	**Bridge & Approaches US-69: Northbound over West Arkansas Street, Kiamichi Railroad & Main St., 3.77 & 3.88 miles north of JCT US-69 BUS —and— Bridge & Approaches US-69: Southbound over West Arkansas Street, Kiamichi Railroad & Main St., 3.77 & 3.88 miles north of JCT US-69 BUS**		

This project is included in: *(Check all applicable ones)*	X	**State 8 Year Construction Program**
		County 5 Year Construction Program
		State Transportation Improvement Program
This project has federal funds: *(Check applicable one.)*	X	**Currently has Federal Funds**
		Potential for Future Federal Funds
This project is in the Metropolitan Transportation Improvement Program (If applicable) *(Check applicable one)*		**Yes**
	X	**Not Applicable**

The Oklahoma Department of Transportation (ODOT) has completed the environmental analysis and review of the referenced project. ODOT has determined that this project does not individually or cumulatively have a significant impact of the environment as defined by the National Environmental Policy Act (NEPA) or involve unusual circumstances as defined in 23 CFR 771.117(b) and is therefore excluded from the requirements to prepare an Environmental Assessment or Environmental Impact Assessment.

Existing Conditions:

The proposed project on US-69, beginning approximately 1.5 miles north of the US-70B/US-69 JCT and extending north roughly 1 mile, includes four bridges (NBI #17535, 17507, 17534 & 17506). Bridge A (#17535) and Bridge B (#17507) are located on the northbound lanes of US-69. Bridge A crosses over the Kiamichi Railroad and West Arkansas Street, and Bridge B crosses West Main Street. Bridge C (#17534) and Bridge D (#17506) are located on the southbound lanes of US-69. Bridge C crosses over the Kiamichi Railroad and West Arkansas Street, and Bridge D crosses over West Main Street. Bridge A is 38 feet wide, has a sufficiency rating of 76.3, is functionally obsolete, and is at risk of becoming structurally deficient. Bridge B is 46 feet wide, is narrow, has a sufficiency rating of 77.3, and is at risk of becoming structurally deficient. Bridge C is 38 feet wide, is narrow, has a sufficiency rating of 51.0, and is considered structurally deficient. Bridge D is 46 feet

wide, is narrow, has a sufficiency rating of 77.2, and is at risk of becoming structurally deficient. The project segment of US-69 is an open section divided principal arterial highway with four 12-foot-wide paved driving lanes (two northbound and two southbound lanes) with 4-foot wide inside and 8 to 10-foot wide outside paved shoulders. The current (2021) annual average daily traffic (AADT) for US-69 is 27,400 vehicles per day (vpd) with a future 20-year AADT of 38,400 vpd.

Purpose & Need

To correct a structurally deficient bridge and three other bridges at-risk of becoming structurally deficient.

Alternatives considered & Proposed Improvement

The proposed improvement consists of replacing all four bridges. Bridge A will be replaced with a 38-foot-wide span bridge, while Bridges B, C, and D will be replaced with 50-foot-wide span bridges. Bridge B will be widened to allow for a safe transition and deceleration to the off-ramp. Bridges C and D will be widened to add a properly sized on-ramp acceleration lane. The approaches will consist of four (two northbound and two southbound lanes) 12-foot-wide paved driving lanes with 4-foot wide paved inside and 10-foot-wide paved outside shoulders. All improvements will occur on existing alignment and within existing right-of-way. The highway will remain open, but the ramps may be closed periodically during construction.

Did the project have public involvement *(Check the applicable items and include public involvement summary and supporting documents in the appendix)*

	Property Owner Notification			Road Closure Letter			Public/Stakeholder Meeting
	Legal Notice/Website Posting		**X**	Small City Letter			None

All documentation, analyses, and agency coordination regarding this Categorical Exclusion are attached to this document and maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA:
Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.

	Description/Question	**Yes**	**No**
i.	Does the project result in capacity expansion of a roadway by addition of through lanes?		**X**
ii.	Does the project involve any permanent changes limits of access control or to the operation of an Interstate highway, associated interchanges or ramps or requires an Access Justification Report (AJR)?		**X**
iii.	Is the project not included in or is inconsistent with the statewide transportation improvement program, and in applicable urbanized areas, the transportation improvement program?		**X**
iv.	Does the project involve acquisition of more than minor right-of-way not adjacent to the existing facility?		**X**
v.	Does the project involve residential or commercial relocation?		**X**
vi.	Does the project include acquisition of land for hardship or protective purposes, or early acquisition pursuant to Federal acquisition project (23 U.S.C. § 108(d))		**X**
vii.	Does the project have potential for disproportionately high and adverse impact on minority or low-income populations, based on known demographics in the project vicinity, extent of R/W, relocations, and other identified impacts?		**X**
viii.	Does the project involve property in which another Federal Agency or Federally Recognized Tribe has ownership, oversight or any other encumbrance?		**X**
ix.	Does the project involve a determination of adverse effect by Oklahoma State Preservation Office (SHPO) or a designated Tribal Historic Preservation Office (THPO) in accordance with Section 106?		**X**
x.	Does the project involve a Programmatic Section 4(f) or de minimis finding which has not been previously approved by FHWA?		**X**

Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA: **Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.**		
Description/Question	**Yes**	**No**
xi. Requires the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305), the Federal Aid in Sport Fish Restoration Act (16 U.S.C. 777-777k, 64 Stat. 430), the Federal Aid in Wildlife Restoration Act (16 U.S.C. 669-669i; 50 Stat. 917), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property		**X**
xii. Does the project involve any impact on Noise Abatement Criteria (NAC) Category A, B, C or D receptors?		**X**
xiii. Does the project involve a finding of "may effect, likely to adversely affect" determination under Section 7 of the Endangered Species Act or the Bald and Gold Eagle Protection Act and can be processed as under programmatic agreement?		**X**
a. Does the project involve a Section 7 Formal Consultation Process prior to start of construction?		**X**
xiv. Does the project require an Individual Section 404 Permit (This is generally for major River Crossings, waters or wetlands impact greater than 3.0 AC, Projects with Formal Consultation, structures on new alignment or others as determined by USACE.)?		**X**
xv. Does the project involve construction across or adjacent to a river designated as a component in the National System of Wild and Scenic Rivers?		**X**
xvi. Does the project require a Coast Guard Permit?		**X**
xvii. Does the project involve an adverse impact on prime farmland where Natural Resources Conservation Agency (NRCS) has required consideration of alternatives and measures to avoid and minimize impacts?		**X**
xviii. Does the project involve increase to the base 100 Year floodplain in a regulatory floodway (Zone A-E in a FEMA Map) that will require a flood map revision as determined by the appropriate state or local authority?		**X**
xix. Does the project not conform to the State Implementation Plan which is approved or promulgated by the U.S. Environmental Protection Agency in air quality non-attainment areas		**X**
xx. Does the project involve any known Superfund site?		**X**
xxi. If the project involves road or bridge closure or ramp closure, do any of the following conditions apply? (Check the boxes ONLY if the project involves road closure)		
a. No Access will be provided to local traffic or posted		**X**
b. Through traffic dependent businesses will be affected		**X**
c. The detour or closure will substantially alter the environmental consequences of the action, such as by creating unsafe conditions on the detour route or requiring additional work or expansion to detour routes to carry the additional traffic.		**X**
d. There is a public controversy associated with the detour or closure		**X**
e. The detour closure will interfere with special events or activities		**X**
xxii. Does the project have substantial public or agency controversy on environmental grounds?		**X**

Explanation for Individual CE (If any of the answers above are YES):	
Item for which the answer is YES	**N/A**
Explanation that CE Classification is appropriate	
N/A	
Item for which the answer is YES	**N/A**
Explanation that CE Classification is appropriate	
N/A	

Pre-Construction Commitments:

Monarch Commitment: ODOT, as a Certificate of Inclusion partner in the Nationwide Monarch Butterfly CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

Tree Removal Minimization Commitment: In order to avoid impacts to either tree nesting or ground nesting USFWS Birds of Conservation Concern, the removal of trees and shrubs /will be restricted to areas within the actual limits of construction, and all aspects of the project (e.g., temporary work areas, alignments) will be modified to avoid tree removal, if possible, during the design of the project. Tree removal will be limited to that specified in the project plans provided to contractors.

The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. For State Projects, the 404 permit application form needs to be submitted by the Designer through Project Management Division to Environmental Programs Division at the time of Right-of-Way submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for the project.

The following Airports/Airfields are located within 4 miles of this project. This action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction.
Alliance Health Helipad (FAA ID: OL11)
Durant Regional Airport – Eaker Field (FAA ID: DUA)

Right-of-Way and Utility Commitments

The following Construction Commitments requiring avoidance, restrictions or minimization of natural and human resources during Right-of-Way clearance and Utility relocation activities will be discussed with the Right-of-Way and Utility Owners at the start of Right-of-Way and Utility Process.

Construction Commitments

ODOT Commitment: All operators, employees, and contractors will be made aware of all environmental commitments, including the following Plan Notes.

The following plan notes requiring avoidance, restrictions or minimization of natural and human resources in the project and off-site project areas will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2.

Cultural Resources Avoidance Note:
Locations outside the project area in the following area must not be utilized for borrow, equipment staging, haul roads, spoil dumps or any off-site project-related activity.

T6S R9E
Section 29: All
Section 30: E½
Section 31: All

Species Plan Notes:
Non-Compliance: Failure to implement the commitments specified in the Plan Notes can result in non-compliance issues on the project. Work activities may be suspended on the project, for an undetermined duration, while working with regulators to bring the project back into compliance. The contractor will not be compensated for time lost.

Water Quality Conservation: Appropriate Best Management Practices to minimize impacts from storm water discharges and sedimentation in streams, as established by the Oklahoma Department of Environmental Quality, shall be conscientiously implemented throughout the proposed construction periods, in order to minimize any potential impacts to any listed species. The effectiveness of erosion controls shall be maintained for the duration of construction activities. Hazardous materials, chemicals, fuels, lubricating oils, and other such substances shall be stored at least 100 feet outside of the ordinary high water mark (OHWM). Refueling of construction equipment shall also be conducted at least 100 feet from the OHWMs. Sediment and erosion controls shall be installed around staging areas to prohibit discharge of materials from these sites. Construction waste materials and debris shall be stockpiled at least 25 feet outside of the OHWMs, and these materials shall be removed and disposed of properly following completion of the project. Preventative measure must be taken to prohibit the discharge of contaminants into any surface waters.

Migratory Bird Note: Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most migratory bird species extends from March 1 to August 31. Migratory bird nesting use of a culvert at 33.999943°, -96.403055) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing culvert shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the culvert shall be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of weather-resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Although no nests were observed on all other structures, the birds may occupy the structures in the future. The Resident Engineer shall contact the ODOT Biologist if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28 (when migratory bird nests are not occupied).

Species (choose those that apply)	**Seasonal Restriction Period**
Migratory Birds: Swallows and Phoebes (NESTS PRESENT)	March 1 – August 31

The Environmental Programs Division shall provide **the final plan sheet with the mitigation notes** to the Designer for inclusion in Final Plans and keep a copy for the project records. The mitigation measures above should be discussed at all Pre-work conferences per Policy Directive C-201-2.

All documentation, analyses, and agency coordination regarding this Categorical Exclusion are contained in a Supporting Appendix maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

Development of the project including coordination and assessment of potential social, economic and environmental impacts has been considered in accordance with DOT ORDER 5610.1C, and CEQ REGULATIONS 40 CFR 1500 -1508 as amended, 23 CFR 771.117 and the 2019 FHWA/ODOT Programmatic Agreement for processing of categorical exclusions. Implementation of this action as a "Categorical Exclusion" will satisfy the requirements of the National Environmental Policy Act.

Preparer/Reviewer Signatures

(Geoffrey A. Canty)	8/4/2022
Environmental Consultant Project Manager (If Applicable)	Date
CC Environmental, LLC	-
Environmental Consultant Firm Name (If Applicable)	Date
N/A	N/A
County Commissioner or City Manager (For Local Government Projects)	Date
Kathy Koon	8/7/2022
ODOT NEPA Project Manager	Date
David Sandsberry	8/8/2022
ODOT Environmental Programs Assistant Division Manager	Date
Joe Buttaro	8/8/2022
ODOT Environmental Programs Division Manager	Date

CONCLUSION:

ODOT has reviewed the conditions identified in Section IV.A.1.b of Federal Highway Administration 2019 (FHWA)/ODOT Programmatic Agreement for Processing Categorical Exclusions (CE) and determined that an Individual CE must be submitted to FHWA for approval.		**YES**
	X	**NO**

For Individual CEs requiring FHWA Approval:
Concurrence that this project qualifies for a Categorical Exclusion:

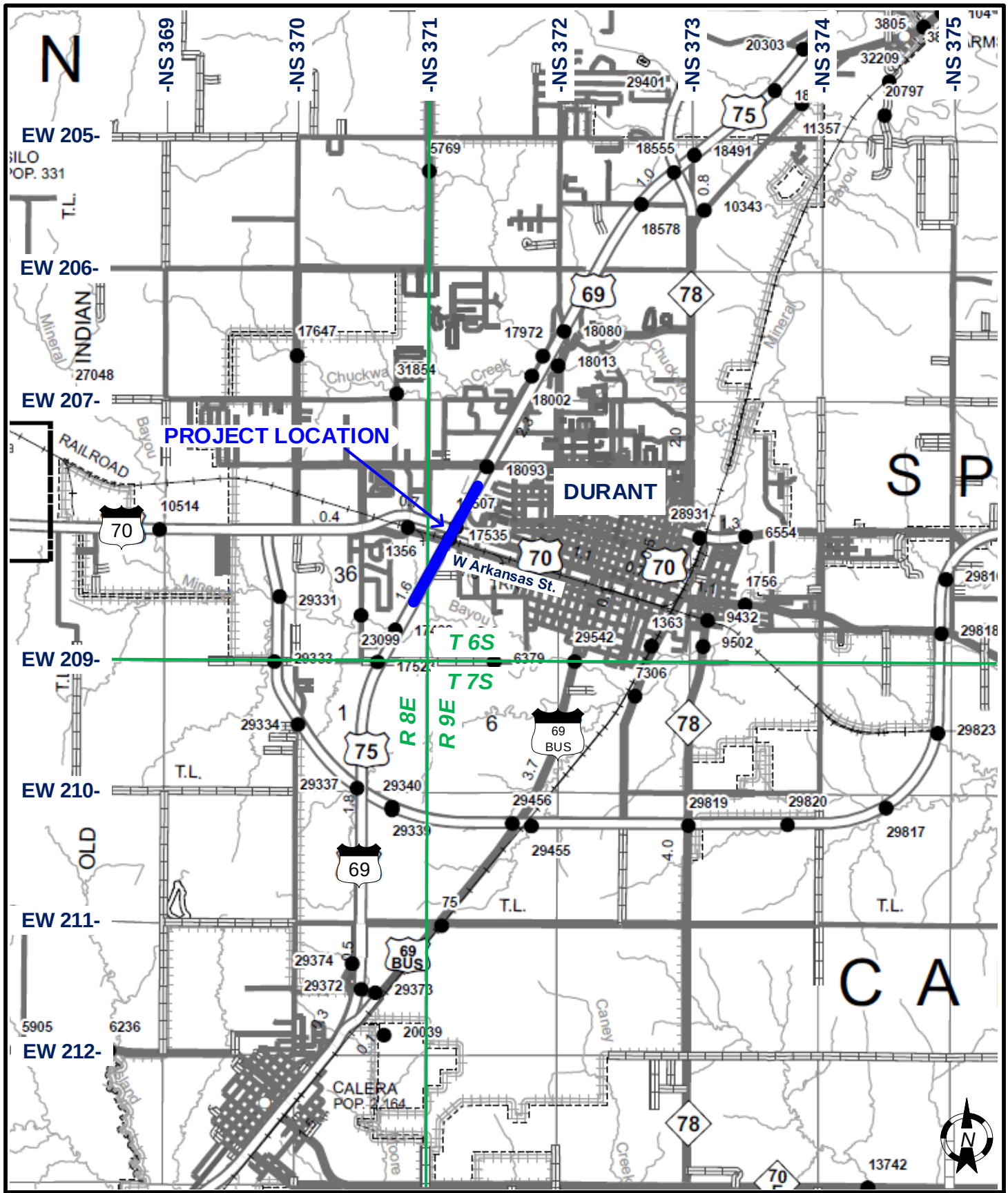
N/A	N/A
Environmental Programs Manager, FHWA	Date

Attachments:

1. Location Map
2. Current Plans and Study Footprint
3. Early Coordination
4. Studies and Coordination
5. Other Section – Initiation and Inspection Reports/NEPA Submittal Checklist, QA/QC Checklist

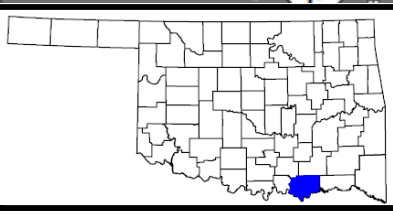
Distribution List (Check Applicable Ones)

X	Project Management Division (All State Projects)
X	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
X	Bridge Division (All State Bridge Projects)
	Traffic Division (For projects from Traffic Division)
	Local Government Division (County, City, TAP or Special Projects)
X	District Engineer (All Projects)
X	Right-of-Way Division (All Projects)
	Noise Specialist (For projects with noise studies)



LOCATION MAP

JP 33871(04) & 33872(04); J3-3871(004) & J3-3872(004)
Bridge & Approaches US-69: NB & SB over W Ark. St., KRR & Main St., 3.77 & 3.88 miles north jct. US-69 Bus
Bryan Co, OK

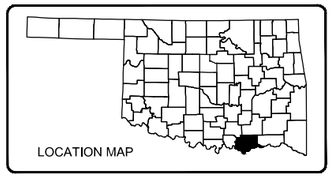


OKLAHOMA Transportation

RIGHT-OF-WAY PLANS

AND

NEPA STUDY FOOTPRINT



FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS S001 - S020

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

PROJECT NO. NHPP-013M(194)EC
BRIDGE AND APPROACHES
US-69 OVER ARKANSAS STREET, KIAMICHI RAILROAD AND MAIN STREET

BRYAN COUNTY

CONTROL SECTION NO. 69-07-02
JOB PIECE NO. 33871(04) & 33872(04)
BRIDGE "A" LOCATION NO. 0703-0377EX
EXISTING NBI NO. 17535, NEW NBI NO. XXXXX
BRIDGE "B" LOCATION NO.0703-0388EX
EXISTING NBI NO. 17507, NEW NBI NO. XXXXX
BRIDGE "C" LOCATION NO. 0703-0377WX
EXISTING NBI NO. 17534, NEW NBI NO. XXXXX
BRIDGE "D" LOCATION NO. 0703-0388WX
EXISTING NBI NO. 17506, NEW NBI NO. XXXXX

PROPOSED
R/W
6/24/22

INDEX OF SHEETS

DESIGN DATA
US-69

AADT 2021	- 27,400
AADT 2041	- 38,400
DHV (ONE WAY)	- 2,811
K (DHV/ADT)	- 12%
D	- 61%
T(% of DHV)	- 26%
T(% of AADT)	- 28%
T3(% of AADT)	- 24%
V	- 70 MPH
(20YR)FLEX ESAL'S	- 77.9 M

DESIGN DATA
RAMP A & C

ADT 2021	- 3,000
ADT 2041	- 4,200
DHV (ONE WAY)	- 420
K (DHV/ADT)	- 10%
D	- 100%
T(% of DHV)	- 5%
T(% of AADT)	- 6%
T3(% of AADT)	- 3%
V	- 25 MPH
(20YR)FLEX ESAL'S	- 1.9 M

DESIGN DATA
RAMP B

ADT 2021	- 3,000
ADT 2041	- 4,200
DHV (ONE WAY)	- 420
K (DHV/ADT)	- 10%
D	- 100%
T(% of DHV)	- 12%
T(% of AADT)	- 15%
T3(% of AADT)	- 9%
V	- 25 MPH
(20YR)FLEX ESAL'S	- 1.9 M

BRIDGE 'A' — BEGIN BRIDGE STA.1001+86.60
BRIDGE LENGTH = 254.00'
END BRIDGE STA. 1004+40.60

BRIDGE 'B' — BEGIN BRIDGE STA.1007+26.07
BRIDGE LENGTH = 245.17'
END BRIDGE STA. 1009+71.25

BRIDGE 'C' — BEGIN BRIDGE STA.1001+78.46
BRIDGE LENGTH = 254.00'
END BRIDGE STA. 1004+32.46

BRIDGE 'D' — BEGIN BRIDGE STA.1007+17.77
BRIDGE LENGTH = 245.17'
END BRIDGE STA. 1009+62.94

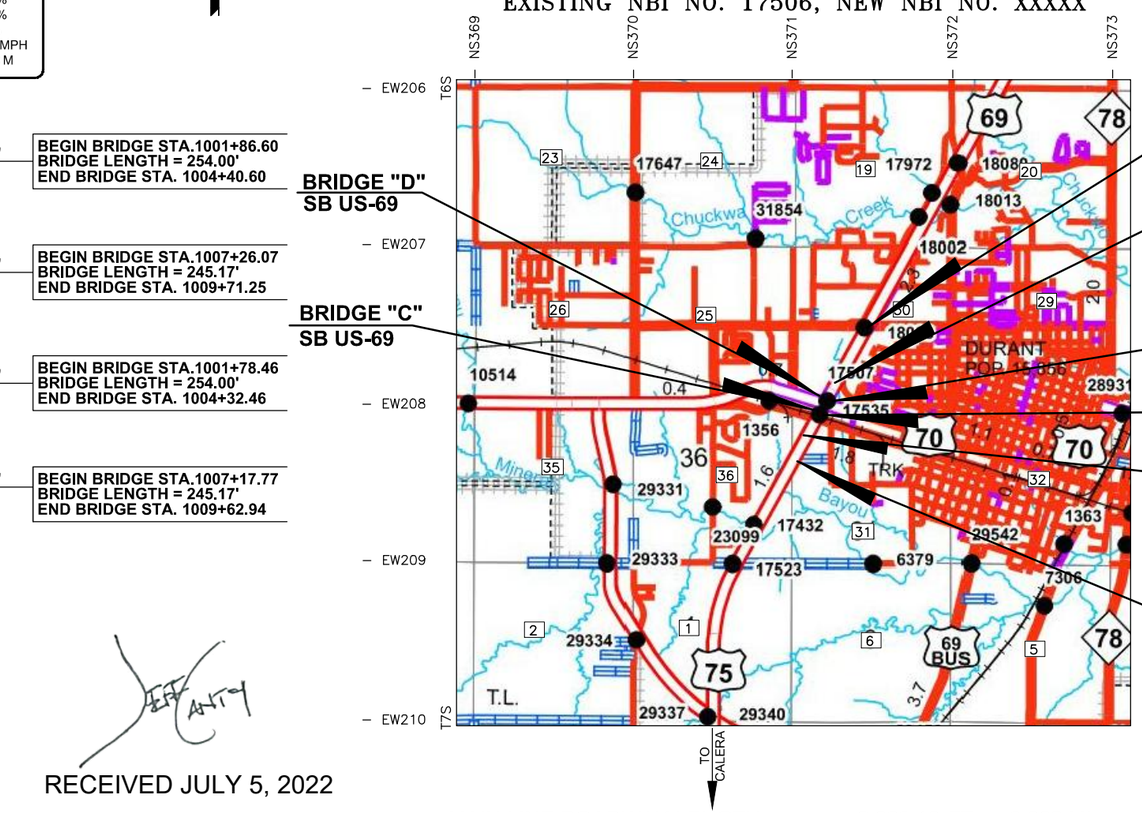
SCALES
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 2,640'

CONVENTIONAL SYMBOLS

PROPOSED ROAD
RAILROADS
RANGE & TOWNSHIP
SECTION LINES
QUARTER SECTION LINES
EXISTING FENCE
PROPOSED FENCE
GROUND LINE
EXISTING ROADS
BASE LINE
GRADE LINES (+2% ∆ -2%)
TELEPHONE & TELEGRAPH
POWER LINES
BUILDINGS
OILWELL
DRAINAGE STRUCTURES - IN PLACE
DRAINAGE STRUCTURES - NEW
PRES. R/W — RIGHT-OF-WAY LINES - EXISTING
R/W — RIGHT-OF-WAY LINES - NEW
CONTROLLED ACCESS
R/W — RIGHT-OF-WAY FENCE

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18, 2019.

RECEIVED JULY 5, 2022



STA.1021+00.00
END INCIDENTAL CONST.

STA.1016+50.00
END F.A. PROJ. NO.
NHPP-013N(194)EC
CONTROL SUB
SECTION NUMBER = 14.91

BRIDGE "B"
NB US-69

BRIDGE "A"
NB US-69

STA.991+30.71
BEGIN F.A. PROJ. NO.
NHPP-013N(194)EC

STA.987+00.00
BEGIN INCIDENTAL CONST.

MAIN LINE ROADWAY LENGTH	2,020.12 FT.	0.382 MI.
RAMP A ROADWAY LENGTH	2,116.88 FT.	0.400 MI.
RAMP B ROADWAY LENGTH	623.01 FT.	0.117 MI.
RAMP C ROADWAY LENGTH	1,080.61 FT.	0.204 MI.
BRIDGE LENGTH	998.34 FT.	0.189 MI.
PROJECT LENGTH		1.292 MI.

EQUATIONS : NONE
EXCEPTIONS : NONE

STANDARDS TO BE INCLUDED

2009 BRIDGE STANDARDS	2019 ROADWAY STANDARDS
XXXXXX	XXXXXXX

2009 TRAFFIC STANDARDS
XXXXXXX

PREPARED BY:
MKEC ENGINEERING, INC.
CA#2958 06/30/23
OKLAHOMA CITY, OKLAHOMA

GREGORY C. SPARKS, P.E. — DATE
OKLA. REG. NO. 21084

PREPARED BY:
MKEC ENGINEERING, INC.
CA#2958 06/30/23
OKLAHOMA CITY, OKLAHOMA

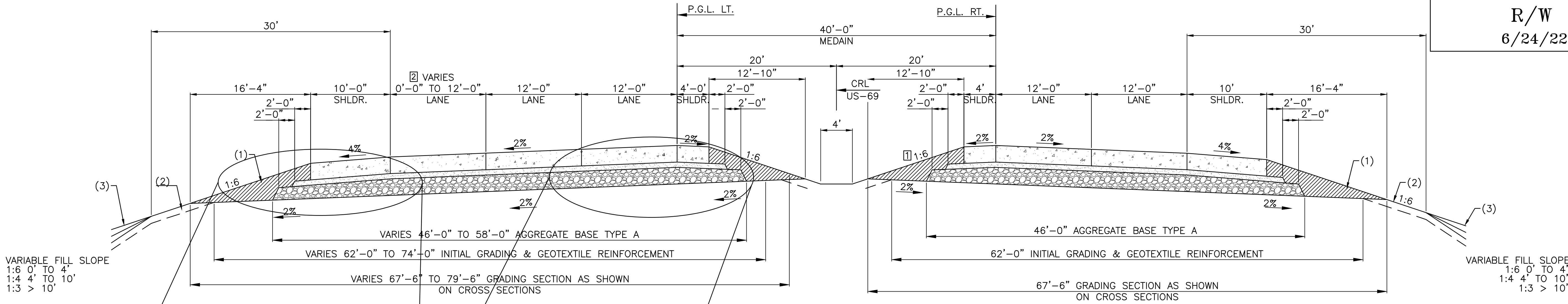
JONATHAN T. HISEY, P.E. S.E. — DATE
OKLA. REG. NO. 23127
(SHEETS AB01, B001-B002)

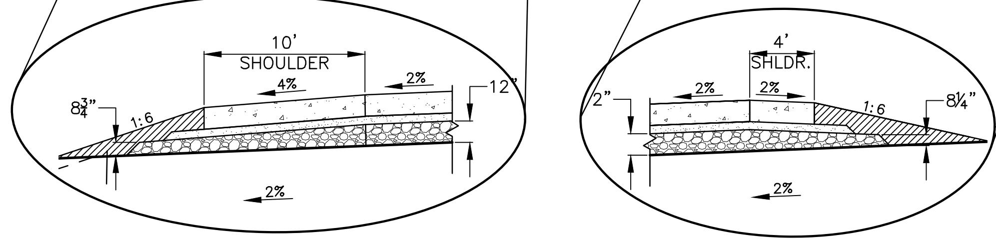
OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED	DATE APPROVED
BY	BY
CHIEF ENGINEER	DIVISION ADMINISTRATOR

SWO 5452(1) PROJECT NO. XXXX-XXX(XX)XX
COUNTY BRYAN CO. HIGHWAY US-69 SHEET NO. 0001

P.E. NO. 33871(01) PLOT DATE: June 24, 2022 DRAWING NAME: 33872O4--TITLE SHEET.DWG

PROPOSED
R/W
6/24/22





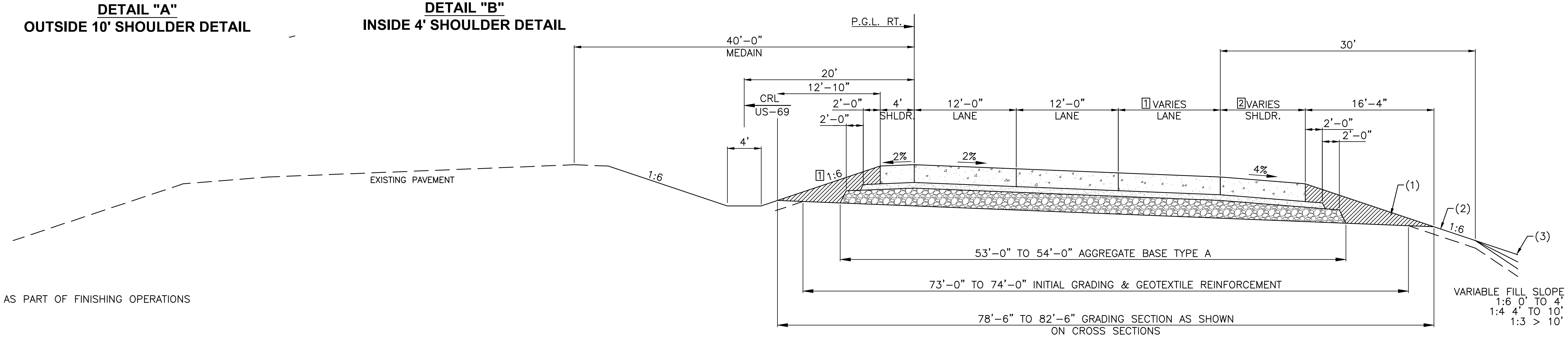
DETAIL "A"
OUTSIDE 10' SHOULDER DETAIL

DETAIL "B"
INSIDE 4' SHOULDER DETAIL

TYPICAL SECTION NO. 1
US-69
STA. 991+30.71 TO STA. 1001+39.20

1 VARIES FROM 1:7.16 TO 1:6 FROM STA. 991+30.62 TO STA. 992+02.80

2 VARIES FROM 0' TO 12' FROM STA. 991+30.62 TO STA. 997+30.62
12' FROM STA. 997+30.62 TO STA. 1001+39.20



TYPICAL SECTION NO. 2
US-69
STA. 1001+39.20 TO STA. 1001+55.89
STA. 1006+78.33 TO STA. 1006+95.35

1 0' FROM STA. 1001+39.20 TO 1001+55.88
VARIES FROM 8'-0" AT STA. 1006+78.33
TO 8'-9" AT STA.1006+95.35
DECELERATION TAPER ENDS WITH 12'-0" LANE
ON BRIDGE AT STA. 1007+77.41

2 10' FROM STA.1001+39.20 TO STA. 1001+95.35
VARIES FROM 13'-0" AT STA. 1006+78.33 TO
13'-3" AT STA. 1006+95.35.

(1) BACKFILL NOTE:
BACKFILL AND COMPACT AS PART OF FINISHING OPERATIONS WITH TBSC TYPE E.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM. THE GRADING LINE IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.

(3) SEE ROUNDING DETAIL.

(4) PRIME COAT TO BE APPLIED TO THE TOP OF THE STABILIZED SUBGRADE.

(5) A TIME PERIOD OF 1 TO 4 DAYS, OR AS DIRECTED BY THE ENGINEER, IS REQUIRED FOR MELLOWING OF SOILS TREATED WITH CHEMICALS IN ORDER TO REDUCE THE POSSIBILITY OF SULFATE INDUCED HEAVE IN SUBGRADE. SUBGRADE STABILIZATION SHOULD BE CONDUCTED USING A MIXING MOISTURE CONTENT OF AT LEAST 2% ABOVE OPTIMUM.

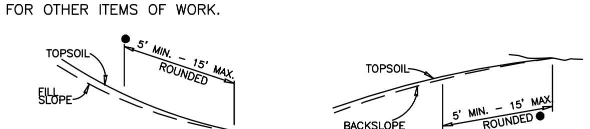
(6) VERTICAL DISTANCE IS MEASURED FROM TOP OF FINISHED SHOULDER SURFACE.

PAVEMENT REQUIREMENT TYPICAL NO. 1 & NO. 2

PVMT. STRUCTURE	4'-0" SHOULDER	12'-0" DRIVING LANES	10'-0" SHOULDER
TOP COURSE	12" P.C. CONC. PAVEMENT	12" DOWELL JOINTED P.C. CONC. PAVEMENT	12" P.C. CONC. PAVEMENT
MIDDLE COURSE	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)
AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE
	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT

ROUNDING DETAIL

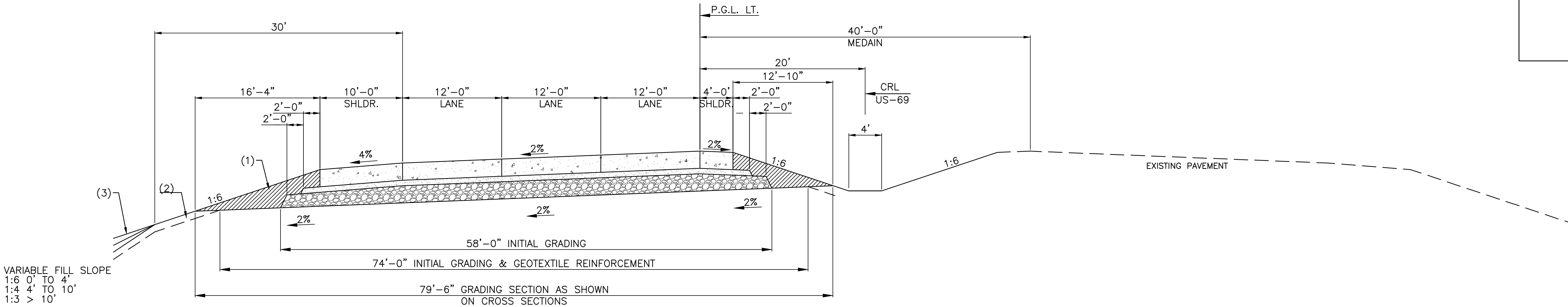
- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



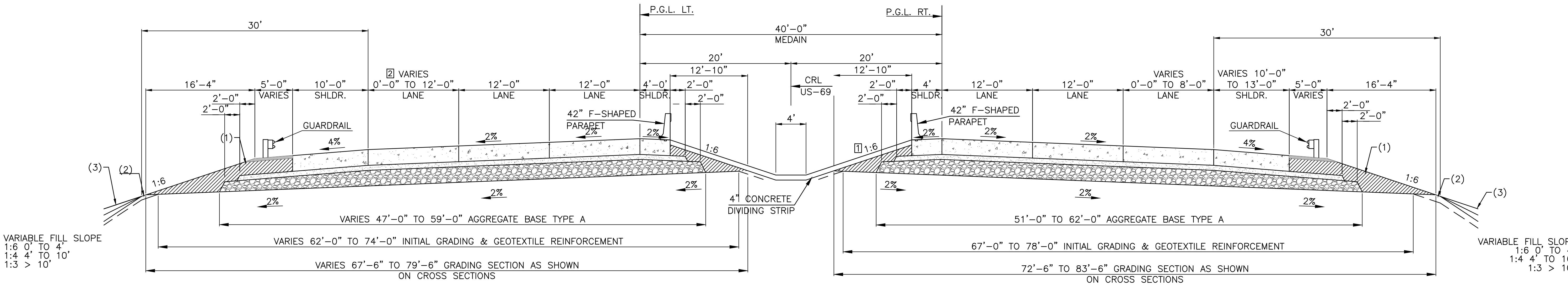
TOE OF FILL ROUNDING
TOP OF CUT ROUNDING

DESIGN	GCS	US-69 BRIDGES IN DURANT	BRYAN COUNTY
DRAWN	MJD	**TYPICAL SECTION 1 OF 6**	
CHECKED			
MKEC		JOB PIECE NO. 33872(04)	SHEET NO. 002

PROPOSED
R/W
6/24/22



TYPICAL SECTION NO. 3
US-69
STA. 1004+63.17 TO STA. 1004+77.41
STA. 1009+93.67 TO STA. 1010+10.68



TYPICAL SECTION NO. 4
US-69
STA. 1004+63.17 TO STA. 1006+95.35

1 PGL LEFT FROM STA. 1004+63.17 TO STA. 1006+78.34

2 PGL RIGHT FROM STA. 1004+77.41 TO STA. 1006+93.35

PAVEMENT REQUIREMENT TYPICAL NO. 3 & NO.4			
PVMT. STRUCTURE	4'-0" SHOULDER	12'-0" DRIVING LANES	10'-0" SHOULDER
TOP COURSE	12" P.C. CONC. PAVEMENT	12" DOWELL JOINTED P.C. CONC. PAVEMENT	12" P.C. CONC. PAVEMENT
MIDDLE COURSE	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)
AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE
	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT

(1) BACKFILL NOTE:
BACKFILL AND COMPACT AS PART OF FINISHING OPERATIONS WITH TBSC TYPE E.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM. THE GRADING LINE IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.

(3) SEE ROUNDING DETAIL.

(4) PRIME COAT TO BE APPLIED TO THE TOP OF THE STABILIZED SUBGRADE.

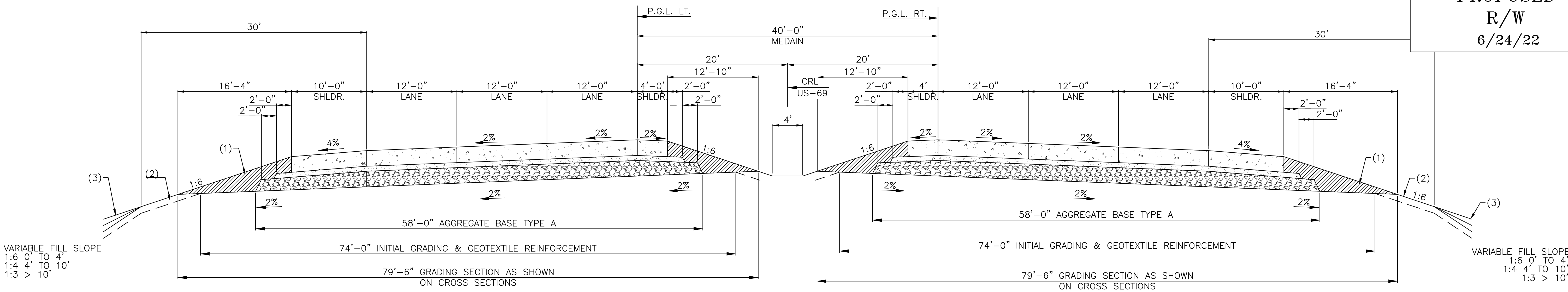
(5) A TIME PERIOD OF 1 TO 4 DAYS, OR AS DIRECTED BY THE ENGINEER, IS REQUIRED FOR MELLOWING OF SOILS TREATED WITH CHEMICALS IN ORDER TO REDUCE THE POSSIBILITY OF SULFATE INDUCED HEAVE IN SUBGRADE. SUBGRADE STABILIZATION SHOULD BE CONDUCTED USING A MIXING MOISTURE CONTENT OF AT LEAST 2% ABOVE OPTIMUM.

(6) VERTICAL DISTANCE IS MEASURED FROM TOP OF FINISHED SHOULDER SURFACE.

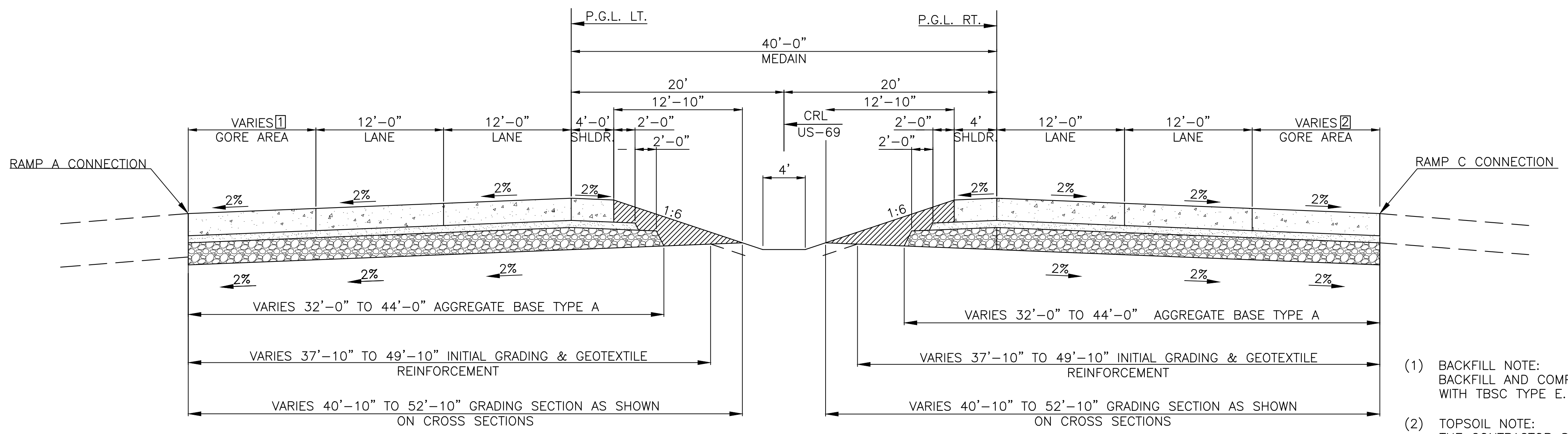
DESIGN	GCS	US-69 BRIDGES IN DURANT — BRYAN COUNTY
DRAWN	MJD	**TYPICAL SECTION**
CHECKED		**2 OF 6**
MKEC		JOB PIECE NO. 33872(04) SHEET NO. 003

PLOTTED: Friday, June 24, 2022 @ 04:43PM

PROPOSED
R/W
6/24/22



TYPICAL SECTION NO. 5
US-69
STA. 1010+10.68 TO STA. 1012+01.88



TYPICAL SECTION NO. 6
US-69
STA. 1012+01.88 TO STA. 1013+70.50

1 X FT. FROM STA. 1012+01.88 TO STA. 1013+00.00
VARIES FROM X FT. AT STA. 1013+00.00 TO X'-X" AT 1013+71.00

2 0 FT. FROM STA. 1012+01.88 TO STA. 1013+00.00
VARIES FROM 0 FT. AT STA. 1013+00.00 TO 12'-9" AT 1013+71.00

(1) BACKFILL NOTE:
BACKFILL AND COMPACT AS PART OF FINISHING OPERATIONS WITH TBSC TYPE E.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM. THE GRADING LINE IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.

(3) SEE ROUNDING DETAIL.

(4) PRIME COAT TO BE APPLIED TO THE TOP OF THE STABILIZED SUBGRADE.

(5) A TIME PERIOD OF 1 TO 4 DAYS, OR AS DIRECTED BY THE ENGINEER, IS REQUIRED FOR MELLOWING OF SOILS TREATED WITH CHEMICALS IN ORDER TO REDUCE THE POSSIBILITY OF SULFATE INDUCED HEAVE IN SUBGRADE. SUBGRADE STABILIZATION SHOULD BE CONDUCTED USING A MIXING MOISTURE CONTENT OF AT LEAST 2% ABOVE OPTIMUM.

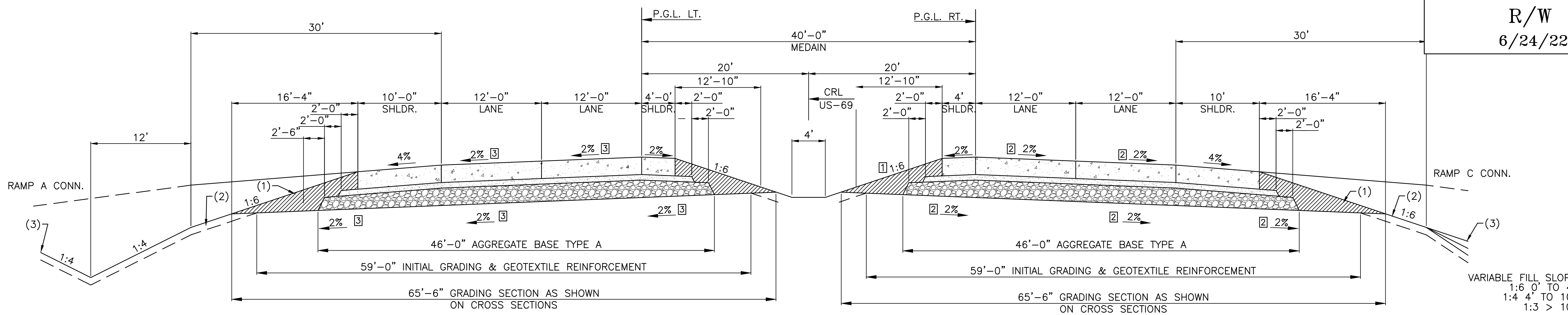
(6) VERTICAL DISTANCE IS MEASURED FROM TOP OF FINISHED SHOULDER SURFACE.

PAVEMENT REQUIREMENT TYPICAL NO. 5 & NO.6

PVMT. STRUCTURE	2'-0" SHOULDER	15'-0" DRIVING LANES	8'-0" SHOULDER
TOP COURSE	8" P.C. CONC. PAVEMENT	8" DOWELL JOINTED P.C. CONC. PAVEMENT	8" P.C. CONC. PAVEMENT
MIDDLE COURSE	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)
AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE
	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT

DESIGN	GCS	US-69 BRIDGES IN DURANT BRYAN COUNTY
DRAWN	MJD	**TYPICAL SECTION**
CHECKED		**3 OF 6**
MKEC		JOB PIECE NO. 33872(04) SHEET NO. 004

PROPOSED
R/W
6/24/22



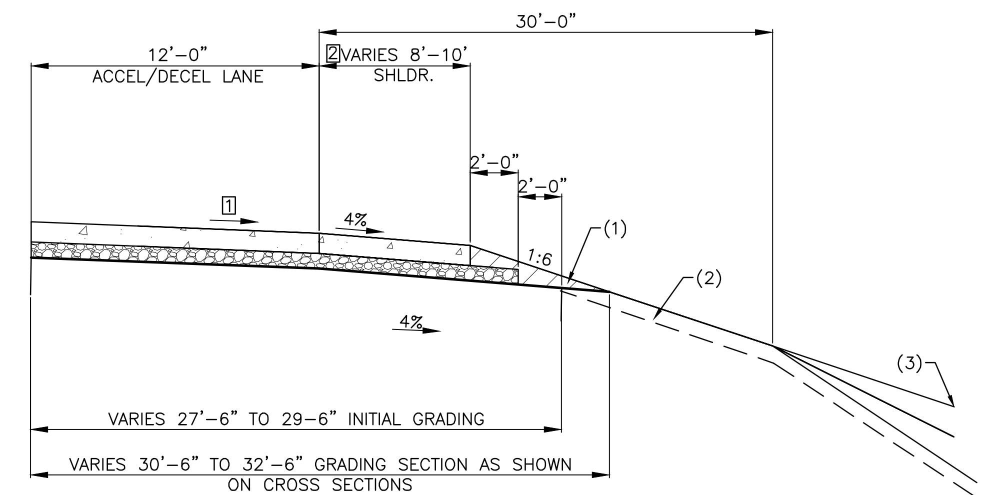
PAVEMENT REQUIREMENT TYPICAL NO. 7 & NO.9			
PVMT. STRUCTURE	2'-0" SHOULDER	15'-0" DRIVING LANES	8'-0" SHOULDER
TOP COURSE	8" P.C. CONC. PAVEMENT	8" DOWELL JOINTED P.C. CONC. PAVEMENT	8" P.C. CONC. PAVEMENT
MIDDLE COURSE	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)	4" TYPE S3(PG 64-22 OK)
AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE	12" AGGREGATE BASE
	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT

TYPICAL SECTION NO. 7
US-69
STA. 1013+70.50 TO STA. 1016+50.00

1 VARIES FROM 1:6 TO 1:6.44 FROM STA. 1016+18.07 TO STA. 1016+50.00

2 VARIES FROM 2.00% AT STA. 1016+37.85 TO 1.73% AT STA. 1016+50.00

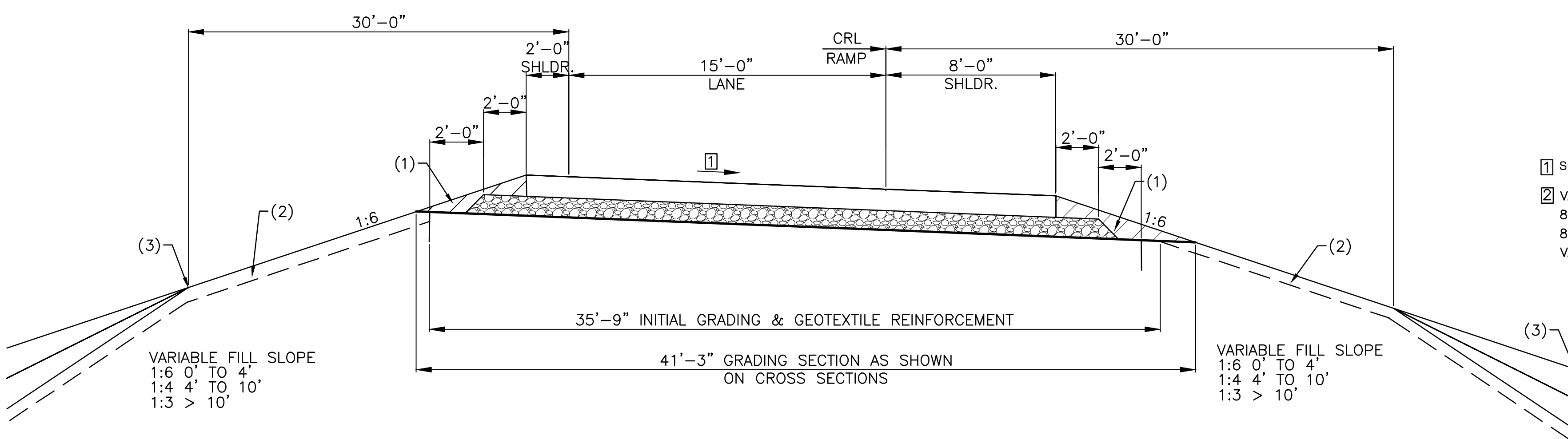
3 VARIES FROM 2.00% AT STA. 1016+14.90 TO 1.22% AT STA. 1016+50.00



TYPICAL SECTION NO.8
RAMP A
STA. 1023+15.70 TO STA. 1024+69.86
RAMP C
STA. 1012+01.88 TO STA. 1013+63.81

1 SEE SUPER ELEVATION DATA

2 VARIES FROM 10' AT STA. 1012+01.88 TO 8' AT STA. 1012+50.00
8' FROM STA. 1012+50.00 TO STA. 1013+63.81
8' FROM STA. 1023+15.70 TO STA. 1024+21.75
VARIES FROM 8' AT STA. 1024+21.75 TO 10' AT STA. 1024+69.86



TYPICAL SECTION NO. 9
RAMP A
STA. 1019+58.40 TO STA. 1023+15.70
RAMP C
STA. 1013+63.81 TO STA. 1016+36.95

1 SEE SUPER ELEVATION DATA

PAVEMENT REQUIREMENT TYPICAL NO. 8			
PVMT. STRUCTURE	2'-0" SHOULDER	15'-0" DRIVING LANES	8'-0" SHOULDER
TOP COURSE	8" P.C. CONC. PAVEMENT	8" DOWELL JOINTED P.C. CONC. PAVEMENT	8" P.C. CONC. PAVEMENT
AGGREGATE BASE	8" AGGREGATE BASE	8" AGGREGATE BASE	8" AGGREGATE BASE
	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT

(1) BACKFILL NOTE:
BACKFILL AND COMPACT AS PART OF FINISHING OPERATIONS WITH TBSC TYPE E.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM. THE GRADING LINE IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.

(3) SEE ROUNDING DETAIL.

(4) PRIME COAT TO BE APPLIED TO THE TOP OF THE STABILIZED SUBGRADE.

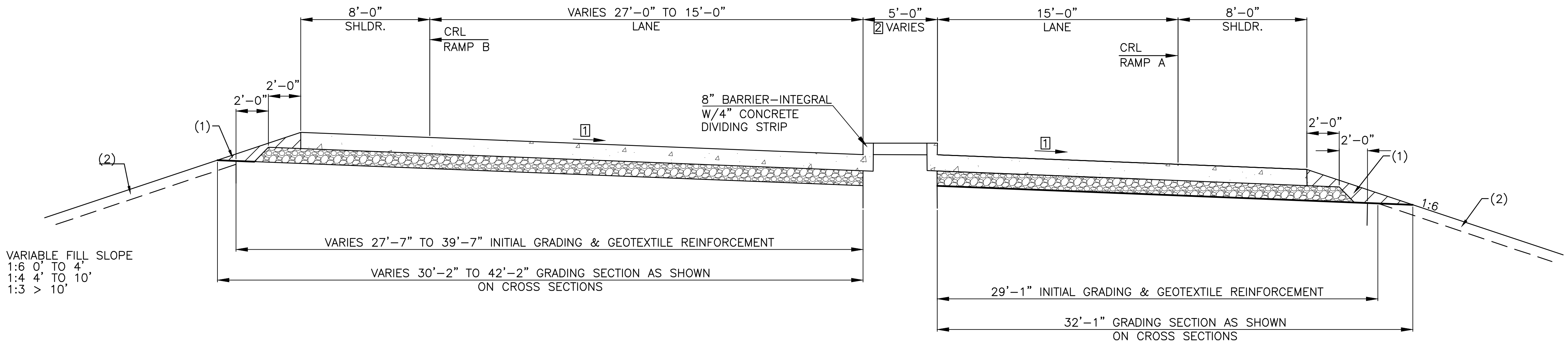
(5) A TIME PERIOD OF 1 TO 4 DAYS, OR AS DIRECTED BY THE ENGINEER, IS REQUIRED FOR MELLOWING OF SOILS TREATED WITH CHEMICALS IN ORDER TO REDUCE THE POSSIBILITY OF SULFATE INDUCED HEAVE IN SUBGRADE. SUBGRADE STABILIZATION SHOULD BE CONDUCTED USING A MIXING MOISTURE CONTENT OF AT LEAST 2% ABOVE OPTIMUM.

(6) VERTICAL DISTANCE IS MEASURED FROM TOP OF FINISHED SHOULDER SURFACE.

DESIGN	GCS	US-69 BRIDGES IN DURANT	BRYAN COUNTY
DRAWN	MJD	**TYPICAL SECTION 4 OF 6**	
CHECKED			
MKEC		JOB PIECE NO. 33872(04)	SHEET NO. 005

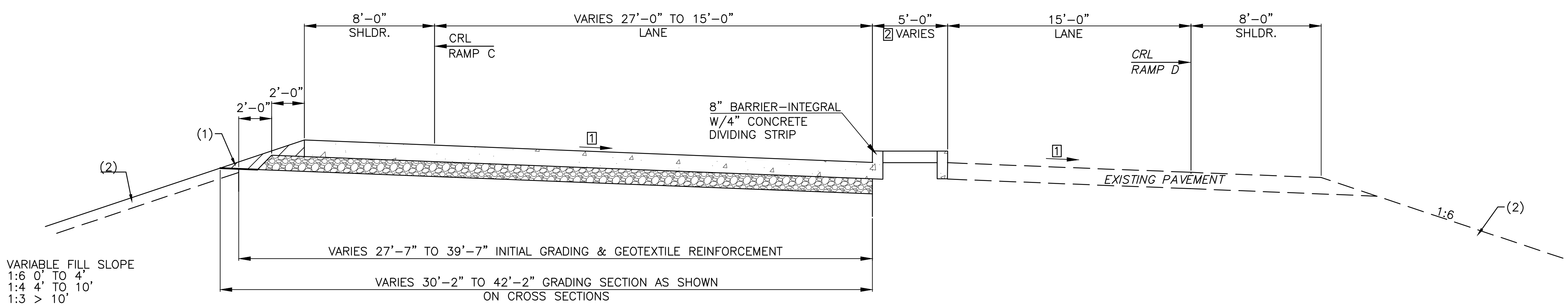
PLOTTED: Friday, June 24, 2022 @ 04:43PM

PROPOSED
R/W
6/24/22



TYPICAL SECTION NO. 10
RAMP A
STA. 1013+25.00 TO STA. 1019+58.40
RAMP B
STA. 1007+30.34 TO STA. 1013+53.35

1 SEE SUPER ELEVATION DATA
2 MATCH EXISTING



TYPICAL SECTION NO. 11
RAMP C
STA. 1016+36.95 TO STA. 1020+91.28

1 SEE SUPER ELEVATION DATA
2 MATCH EXISTING

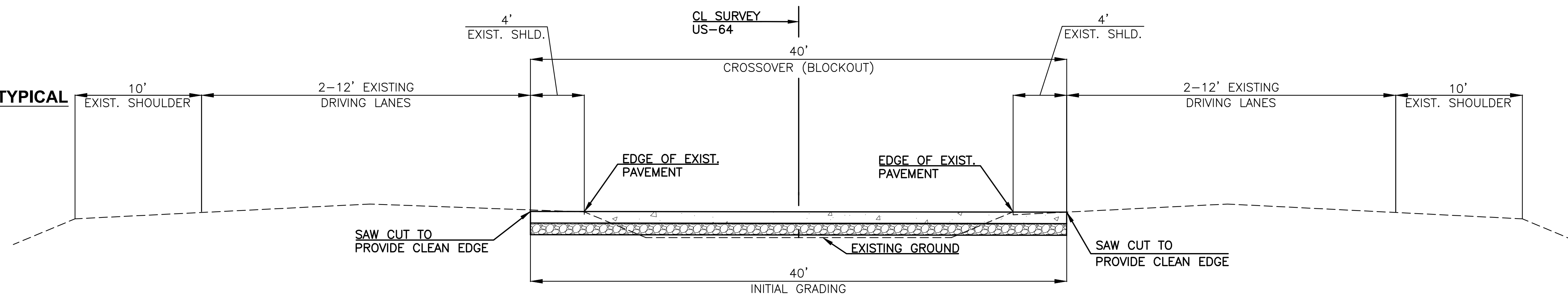
PAVEMENT REQUIREMENT TYPICAL NO. 10 & NO.11

PVMT. STRUCTURE	2'-0" SHOULDER	15'-0" DRIVING LANES	8'-0" SHOULDER
TOP COURSE	8" P.C. CONC. PAVEMENT	8" DOWELL JOINTED P.C. CONC. PAVEMENT	8" P.C. CONC. PAVEMENT
AGGREGATE BASE	8" AGGREGATE BASE	8" AGGREGATE BASE	8" AGGREGATE BASE
	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT	GEOTEXTILE REINFORCEMENT

DESIGN	MJD	US-69 BRIDGES IN DURANT	BRYAN COUNTY
DRAWN	MJD	**TYPICAL SECTION**	
CHECKED		**5 OF 6**	
MKEC		JOB PIECE NO. 33872(04)	SHEET NO. 006

PROPOSED
R/W
6/24/22

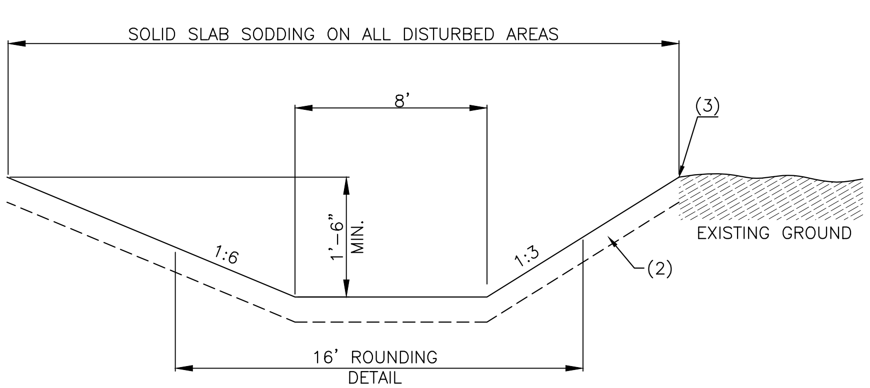
CABLE BARRIER TYPICAL



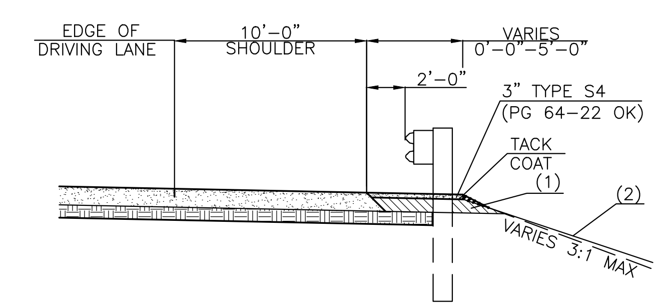
TYPICAL SECTION NO. 12
US-69 CROSSOVER
(BLOCKOUT)

STA. 987+55.20 TO STA. 990+80.72
STA. 1009+93.85 TO STA. 1013+19.36
STA. 1017+00.67 TO STA. 1020+26.19

PAVEMENT REQUIREMENT TYPICAL NO. 12	
PVMT. STRUCTURE	MEDIAN AREA
TOP COURSE	8" DOWELL JOINTED P.C. CONC. PAVEMENT
AGGREGATE BASE	8" AGGREGATE BASE



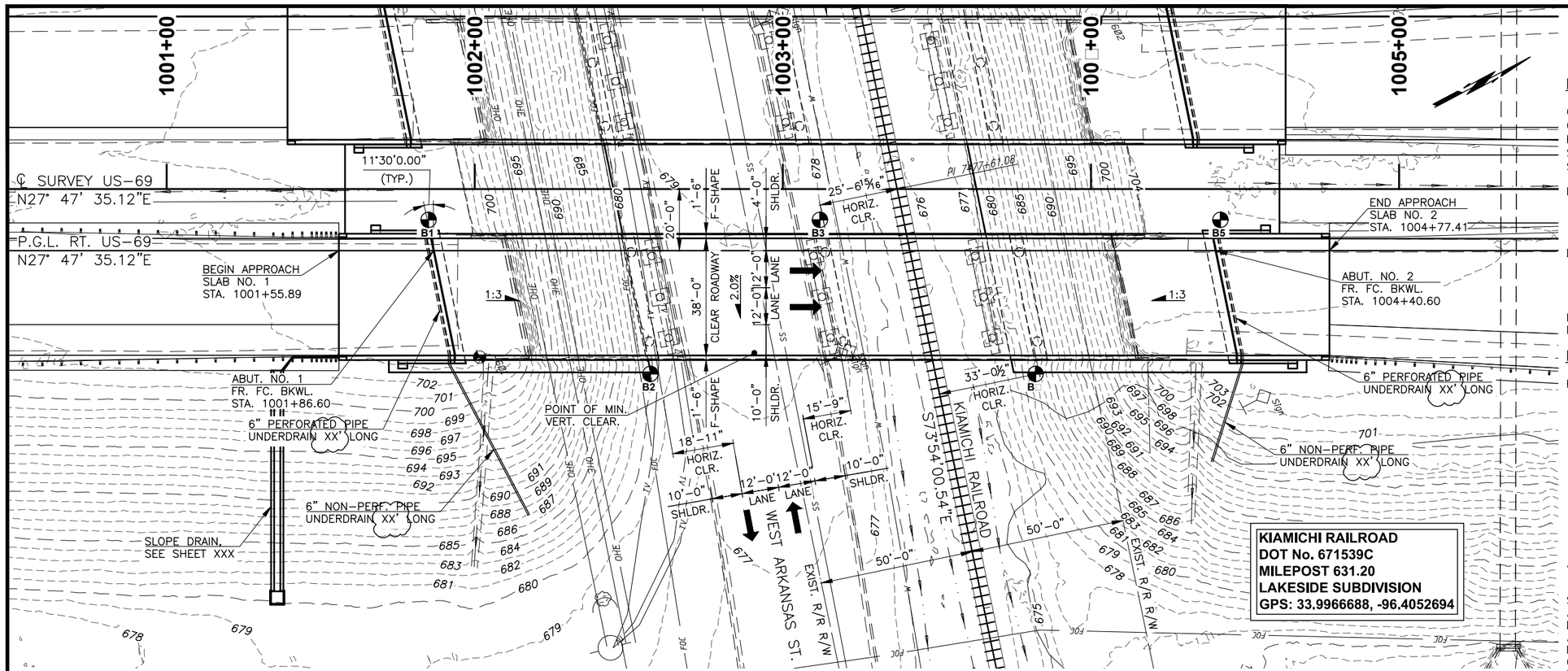
CUT SECTION



TYPICAL ASPHALT WIDENING DETAIL
AT GUARD RAIL

DESIGN	MJD	US-69 BRIDGES IN DURANT	BRYAN COUNTY
DRAWN	MJD	**TYPICAL SECTION 6 OF 6**	
CHECKED			
MKEC		JOB PIECE NO. 33872(04)	SHEET NO. 007

PLOTTED: Monday, June 27, 2022 @ 11:35AM

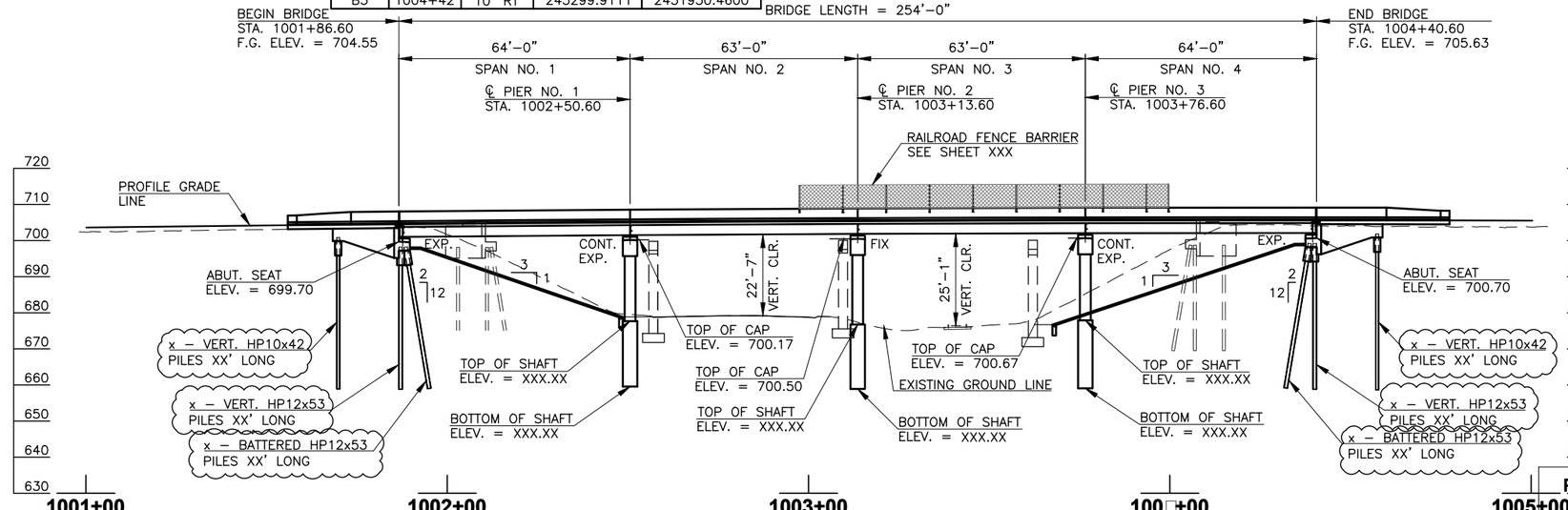


PLAN
1" = 20'

PROPOSED BORING LOCATIONS				
BORING	STA.	OFFSET	NORTHING	EASTING
B1	1001+85	10' RT	245072.5593	2451810.6261
B2	1002+57	60' RT	245112.9392	2451888.4301
B3	1003+12	10' RT	245184.9083	2451869.8436
B4	1003+82	60' RT	245223.5189	2451946.7151
B5	1004+42	10' RT	245299.9111	2451930.4600

BM# 601 – SET "+" CUT IN CENTER OF HEADWALL
STA. 1002+01.60 54.51' RT.
N = 2451857.7381 E = 245066.4889
ELEV. = 705.7110

BM# 602 – FOUND ODOT DISC
STA. 1004+01.54 54.46' LT.
N = 2451854.5733 E = 245294.1706
ELEV. = 705.8640



ELEVATION
1" = 20'

NOTE:
INTERPRETED FOUNDATION MATERIAL LINE IS FOR ESTIMATING PURPOSES ONLY.

PRELIMINARY NOT FOR CONSTRUCTION
THIS IS NOT A SIGNED AND SEALED DRAWING

MKEC TRANSPORTATION

PROPOSED R/W
06/24/2022

DESIGN DATA

CLASS A CONCRETE	f'c = 3 K.S.I.
CLASS AA CONCRETE	f'c = 4 K.S.I.
REINFORCING STEEL (GRADE 60)	fy = 60 K.S.I.
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50 K.S.I.
STAINLESS STEEL A240 (TYPE 316)	fY = 30 K.S.I.

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE
5 P.S.F. STAY-IN-PLACE FORM

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
ANSI/AWS D1.6 STRUCTURAL WELDING CODE – STAINLESS STEEL

LRFD INVENTORY RATING: ?.??
LRFD OPERATING RATING: ?.??

FOUNDATION DATA

PIER NO. 1 (?" DIAMETER DRILLED SHAFTS)

FACTORED REACTION =	???.?	TON/SHAFT
NOMINAL UNIT BEARING RESISTANCE =	??.?	T.S.F.
BEARING RESISTANCE FACTOR =	0.7	
FACTORED BEARING RESISTANCE =	????.?	TON/SHAFT
NOMINAL UNIT FRICTION RESISTANCE =	?.?	T.S.F.
FRICTION RESISTANCE FACTOR =	0.45	
FACTORED FRICTION RESISTANCE =	???.?	TON/SHAFT
DEPTH OF ROCK NEGLECTED FOR FRICTION =	?	FT
TOTAL FACTORED RESISTANCE =	????.?	TON/SHAFT

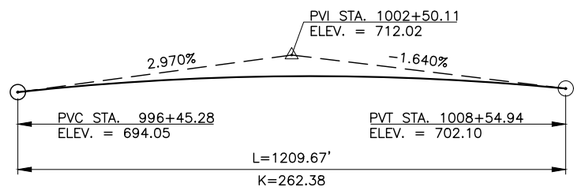
ABUTMENT NO. 1 AND NO. 2 (HP 12x53 PILING)
FACTORED PILE REACTION = ??.? TONS

STEEL PILING:
ALL PILING SHALL BE DRIVEN THRU COMPACTED FILL. PILING SHALL BE DRIVEN TO A POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF THE REQUIRED AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE REQUIRED AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

ODOT STANDARDS

FSHP-42-2-00E
HP1-2-01E
LECS-5-0
PUD-4-0

NOTE:
FOR SHEET INDEX, SUMMARY OF BRIDGE QUANTITIES, SEE SHEET B006.



PROFILE GRADE LINE DATA

US-69 N.B. OVER W. ARK. ST. & KRR BRYAN COUNTY

GENERAL PLAN AND ELEVATION - BRIDGE A

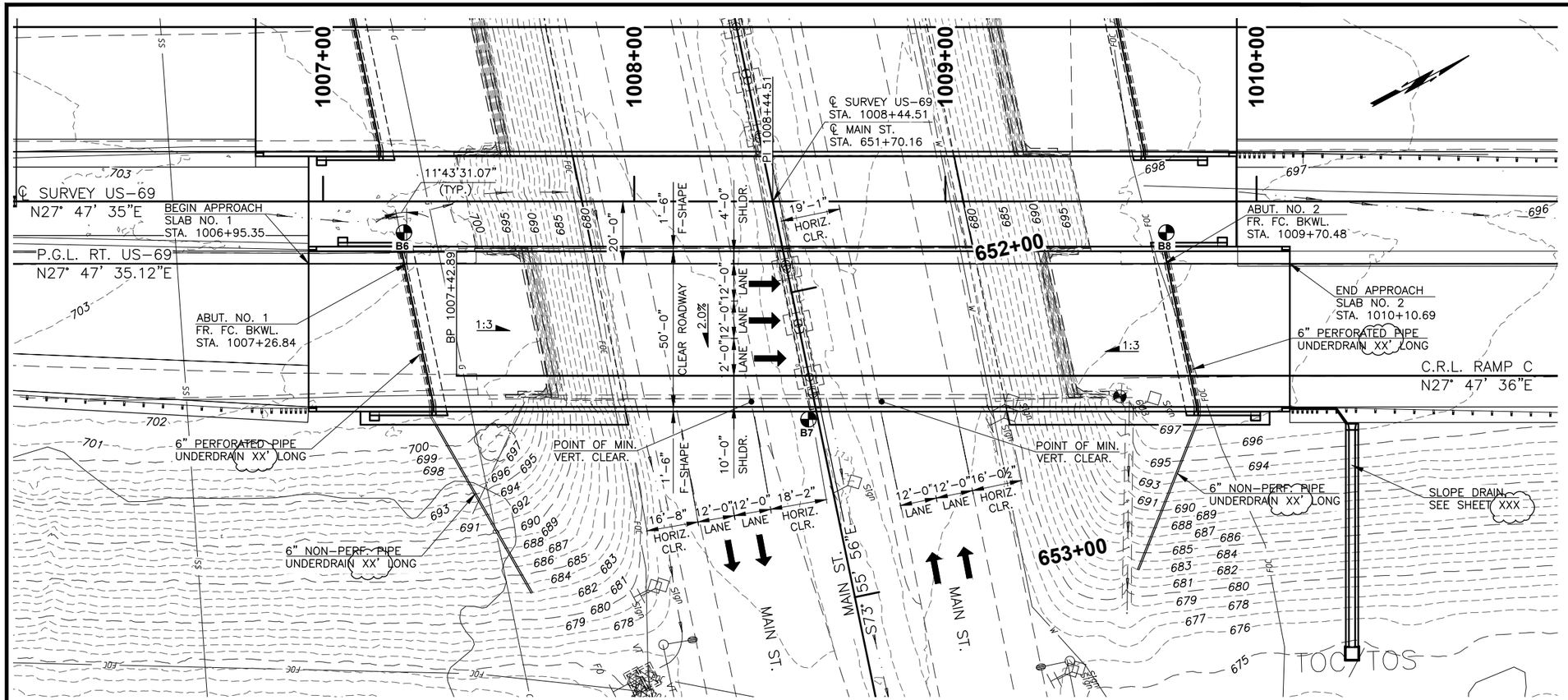
64'-63'-63'-64' CONT. PLATE GIRDER SPANS,
38'-0" CLEAR ROADWAY, 11°30'0.0" RT. FWD. SKEW,
W/ F-SHAPED PARAPET, ℄ STA. 1003+13.60

Design	J.T.H.
Detail	J.D.H.
Check	J.T.H.

MKEC

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33871(04) | SHEET NO. B001

PLOTTED: Thursday, June 23, 2022 @ 06:01PM
MKEC PROJECT NUMBER: 2103010063



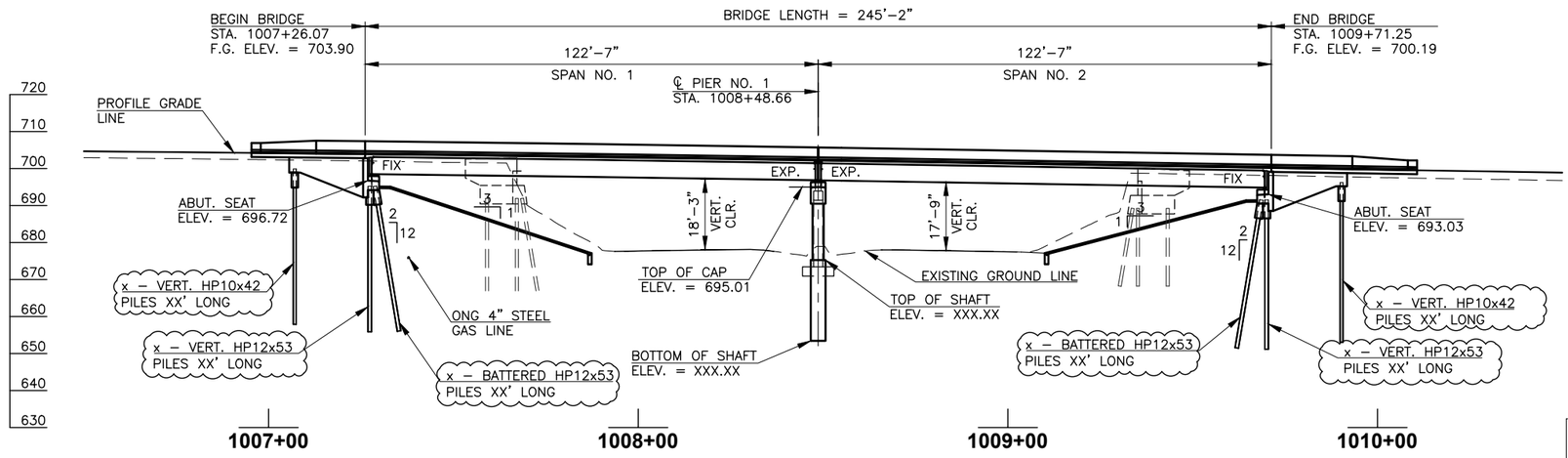
PLAN
1" = 20'

BM# 602 – FOUND ODOT DISC
STA. 1004+01.54 54.46' LT.
N = 2451854.5733 E = 245294.1706
ELEV. = 705.8640

PROPOSED BORING LOCATIONS

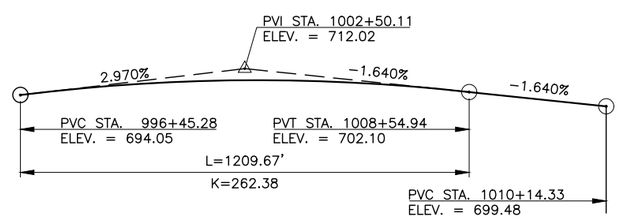
BORING	STA.	OFFSET	NORTHING	EASTING
B6	1007+26	10' RT	245551.1481	2452062.8835
B7	1008+56	70' RT	245638.1741	2452176.5782
B8	1009+71	10' RT	245767.8842	2452177.1221

BM# 603 – SET "+" CUT IN CENTER OF HEADWALL
STA. 1004+01.54 54.46' LT.
N = 2452216.7299 E = 245730.1184
ELEV. = 699.757



ELEVATION
1" = 20'

NOTE:
INTERPRETED FOUNDATION MATERIAL LINE IS FOR ESTIMATING PURPOSES ONLY.



PROFILE GRADE LINE DATA

PRELIMINARY NOT FOR CONSTRUCTION
THIS IS NOT A SIGNED AND SEALED DRAWING

MKEC TRANSPORTATION

PROPOSED R/W
06/24/2022

DESIGN DATA

CLASS A CONCRETE	f'c = 3 K.S.I.
CLASS AA CONCRETE	f'c = 4 K.S.I.
REINFORCING STEEL (GRADE 60)	fy = 60 K.S.I.
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50 K.S.I.
STAINLESS STEEL A240 (TYPE 316)	fY = 30 K.S.I.

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE
5 P.S.F. STAY-IN-PLACE FORM

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION.
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
ANSI/AWS D1.6 STRUCTURAL WELDING CODE – STAINLESS STEEL

LRFD INVENTORY RATING: ??.??
LRFD OPERATING RATING: ??.??

FOUNDATION DATA

PIER NO. ? (??" DIAMETER DRILLED SHAFTS)

FACTORED REACTION =	???.?	TON/SHAFT
NOMINAL UNIT BEARING RESISTANCE =	??.?	T.S.F.
BEARING RESISTANCE FACTOR =	0.7	
FACTORED BEARING RESISTANCE =	????.?	TON/SHAFT
NOMINAL UNIT FRICTION RESISTANCE =	?.?	T.S.F.
FRICTION RESISTANCE FACTOR =	0.45	
FACTORED FRICTION RESISTANCE =	???.?	TON/SHAFT
DEPTH OF ROCK NEGLECTED FOR FRICTION =	?	FT
TOTAL FACTORED RESISTANCE =	????.?	TON/SHAFT

ABUTMENT NO. 1 AND NO. 2 (HP 12x53 PILING)
FACTORED PILE REACTION = ??.? TONS

STEEL PILING:
ALL PILING SHALL BE DRIVEN THRU COMPACTED FILL. PILING SHALL BE DRIVEN TO A POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF THE REQUIRED AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE REQUIRED AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

ODOT STANDARDS

FSHP-42-2-00E
HP1-2-01E
LECS-5-0
PUD-4-0

NOTE:
FOR SHEET INDEX, SUMMARY OF BRIDGE QUANTITIES, SEE SHEET B004.

US-69 N.B. OVER MAIN ST. BRYAN COUNTY

GENERAL PLAN AND ELEVATION - BRIDGE B

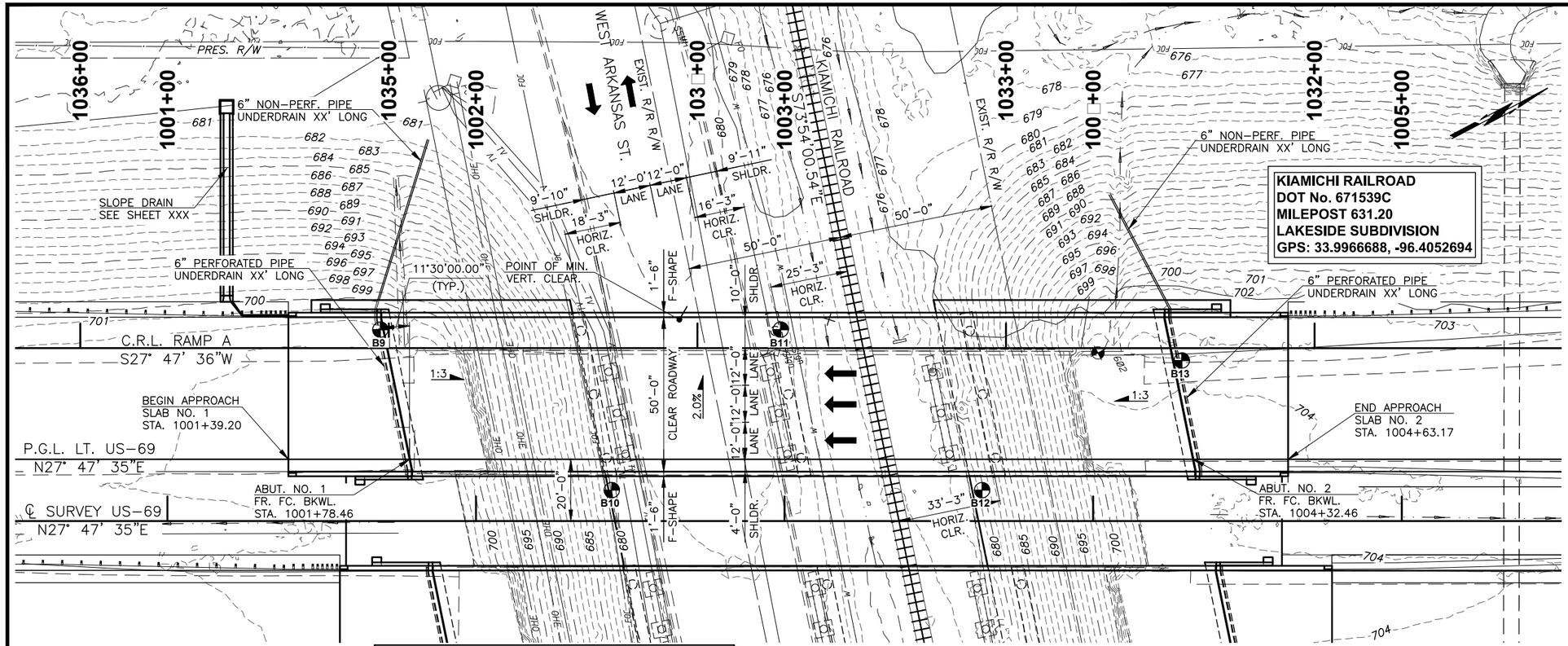
122'-7" – 122'-7" PLATE GIRDER SPANS,
50'-0" CLEAR ROADWAY, 11°43'31.07" RT. FWD. SKEW,
W/ F-SHAPED PARAPET, ℄ STA. 1008+48.66

Design	J.T.H.
Detail	J.D.H.
Check	J.T.H.

MKEC

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION | JOB PIECE NO. 33871(04) | SHEET NO. B003

PLOTTED: Thursday, June 23, 2022 @ 06:03PM MKEC PROJECT NUMBER: 2103010063

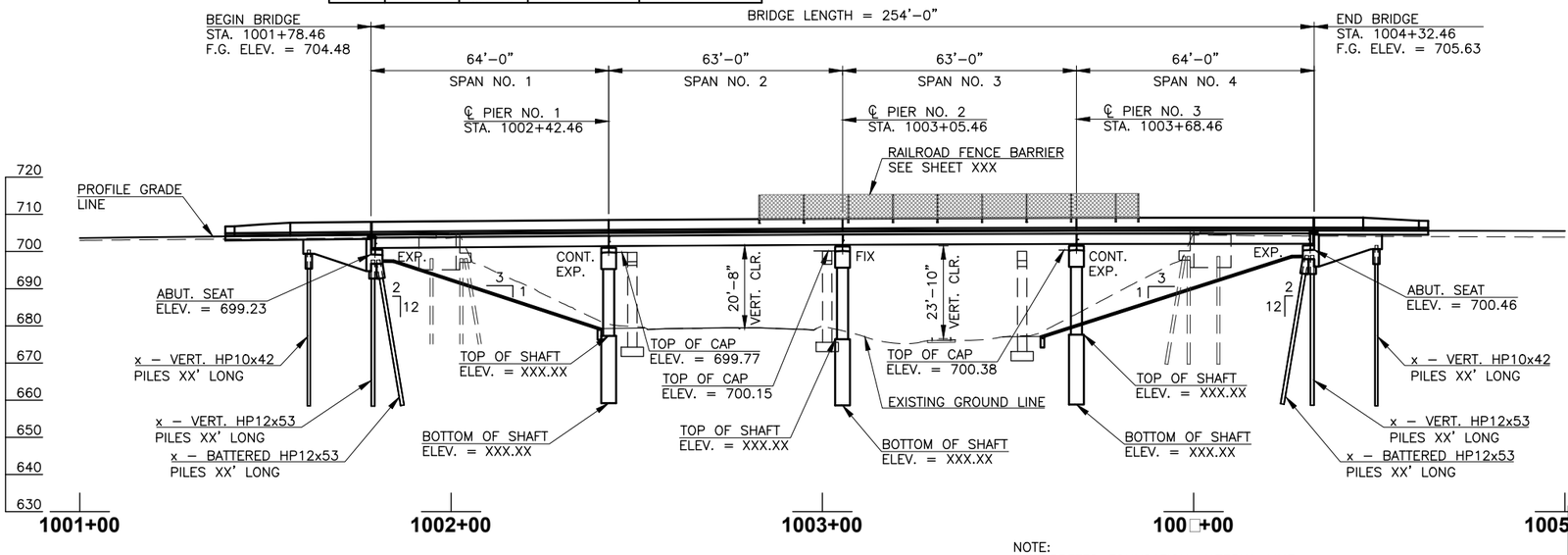


PLAN
1" = 20'

PROPOSED BORING LOCATIONS				
BORING	STA.	OFFSET	NORTHING	EASTING
B9	1001+69	62' LT	245091.9773	2451739.4717
B10	1002+57	10' LT	245134.0785	2451820.4439
B11	1003+12	62' LT	245206.9801	2451800.0881
B12	1003+82	10' LT	245240.2350	2451876.3975
B13	1004+42	52' LT	245317.3202	2451869.5509

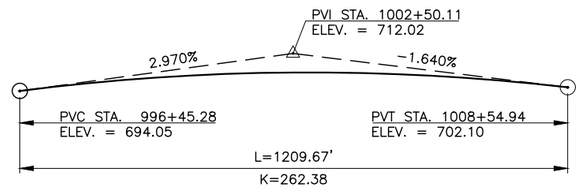
BM# 601 – SET "+" CUT IN CENTER OF HEADWALL
STA. 1002+01.60 54.51' RT.
N = 2451857.7381 E = 245066.4889
ELEV. = 705.7110

BM# 602 – FOUND ODOT DISC
STA. 1004+01.54 54.46' LT.
N = 2451854.5733 E = 245294.1706
ELEV. = 705.8640



ELEVATION
1" = 20'

NOTE:
INTERPRETED FOUNDATION MATERIAL LINE IS FOR ESTIMATING PURPOSES ONLY.



PROFILE GRADE LINE DATA

MKEC TRANSPORTATION

PROPOSED R/W
06/24/2022

DESIGN DATA

CLASS A CONCRETE	f'c = 3 K.S.I.
CLASS AA CONCRETE	f'c = 4 K.S.I.
REINFORCING STEEL (GRADE 60)	fy = 60 K.S.I.
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50 K.S.I.
STAINLESS STEEL A240 (TYPE 316)	fY = 30 K.S.I.

LOADING:
HL–93 OR OKLAHOMA OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE
5 P.S.F. STAY–IN–PLACE FORM

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION.
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
ANSI/AWS D1.6 STRUCTURAL WELDING CODE – STAINLESS STEEL

LRFD INVENTORY RATING: ?.??
LRFD OPERATING RATING: ?.??

FOUNDATION DATA

PIER NO. ? (??" DIAMETER DRILLED SHAFTS)

FACTORED REACTION =	???.?	TON/SHAFT
NOMINAL UNIT BEARING RESISTANCE =	??.?	T.S.F.
BEARING RESISTANCE FACTOR =	0.7	
FACTORED BEARING RESISTANCE =	????.?	TON/SHAFT
NOMINAL UNIT FRICTION RESISTANCE =	?.?	T.S.F.
FRICTION RESISTANCE FACTOR =	0.45	
FACTORED FRICTION RESISTANCE =	???.?	TON/SHAFT
DEPTH OF ROCK NEGLECTED FOR FRICTION =	?	FT
TOTAL FACTORED RESISTANCE =	????.?	TON/SHAFT

ABUTMENT NO. 1 AND NO. 2 (HP 12x53 PILING)
FACTORED PILE REACTION = ??.? TONS

STEEL PILING:
ALL PILING SHALL BE DRIVEN THRU COMPACTED FILL. PILING SHALL BE DRIVEN TO A POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF THE REQUIRED AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE REQUIRED AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

ODOT STANDARDS

FSHP–42–2–00E
HP1–2–01E
LECS–5–0
PUD–4–0

NOTE:
FOR SHEET INDEX, SUMMARY OF BRIDGE QUANTITIES, SEE SHEET B008.

PRELIMINARY NOT FOR CONSTRUCTION
THIS IS NOT A SIGNED AND SEALED DRAWING

US–69 S.B. OVER W. ARK. ST. & KRR BRYAN COUNTY

GENERAL PLAN AND ELEVATION - BRIDGE C

64'–63'–63'–64' CONT. PLATE GIRDER SPANS, 50'–0" CLEAR ROADWAY, 11°30'0.0" RT. FWD. SKEW, W/ F–SHAPED PARAPET, ℄ STA. 1003+05.46

Design	J.T.H.
Detail	J.D.H.
Check	J.T.H.

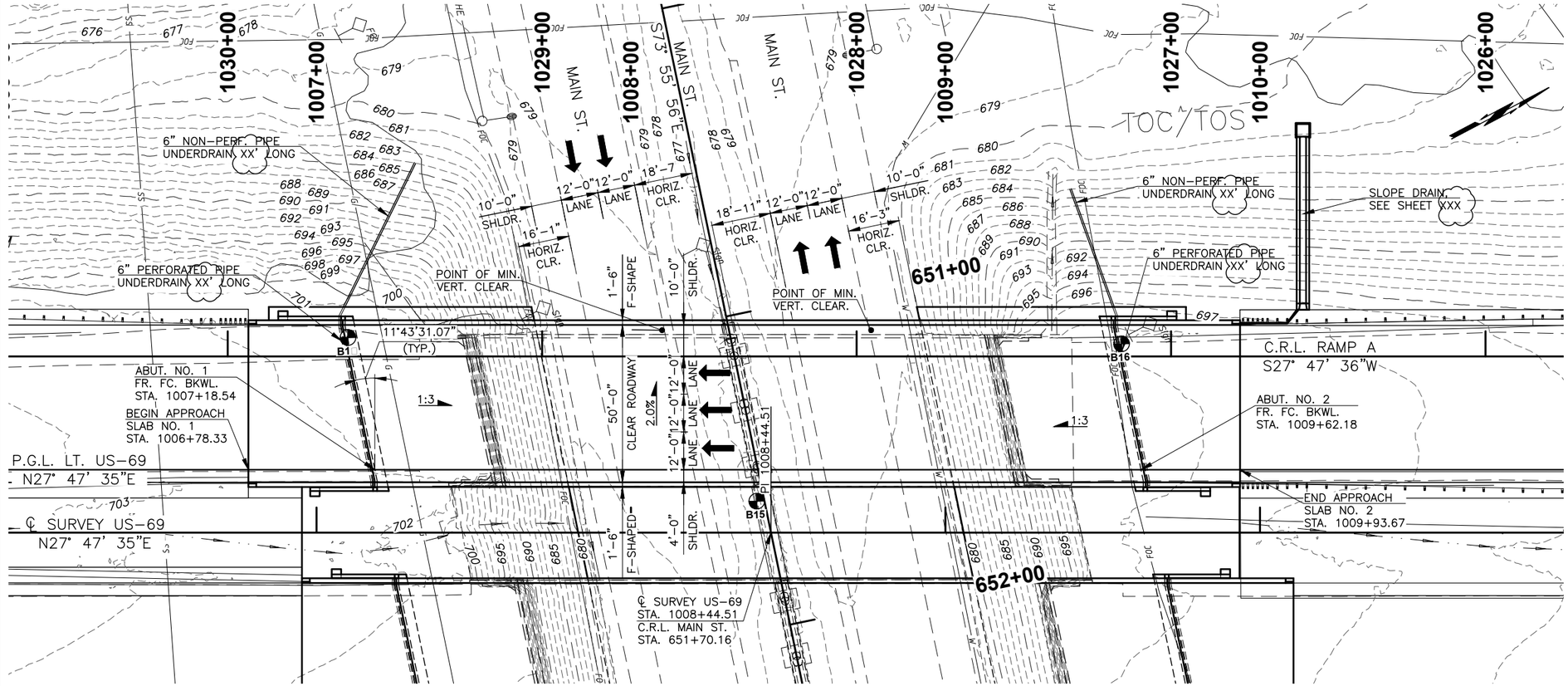
MKEC

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION | JOB PIECE NO. 33872(04) | SHEET NO. B005

PLOTTED: Thursday, June 23, 2022 @ 06:08PM MKEC PROJECT NUMBER: 2103010063

MKEC TRANSPORTATION

PROPOSED R/W
06/24/2022



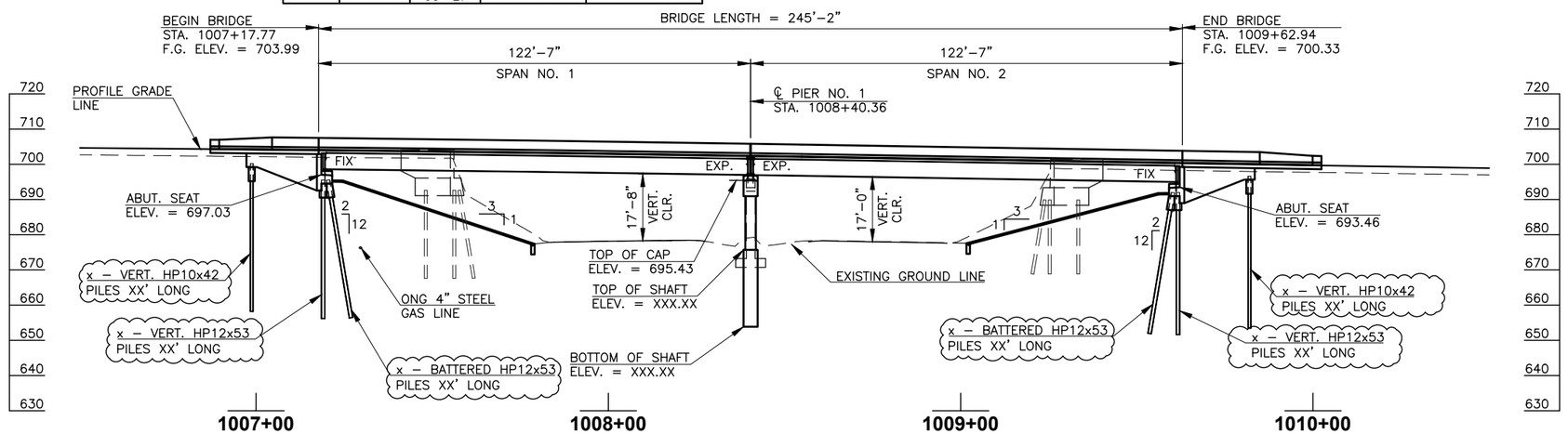
BM# 602 – FOUND ODOT DISC
STA. 1004+01.54 54.46' LT.
N = 2451854.5733 E = 245294.1706
ELEV. = 705.8640

PROPOSED BORING LOCATIONS

BORING	STA.	OFFSET	NORTHING	EASTING
B14	1007+10	62' LT	245570.5660	2451991.7292
B15	1008+40	10' LT	245661.3223	2452098.3467
B16	1009+56	60' LT	245787.2542	2452108.2033

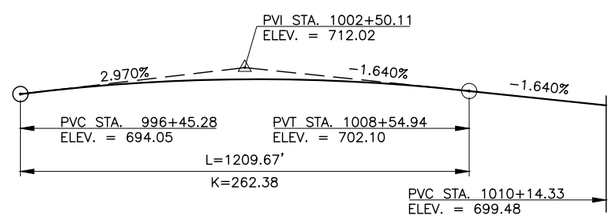
PLAN
1" = 20'

BM# 603 – SET "+" CUT IN CENTER OF HEADWALL
STA. 1004+01.54 54.46' LT.
N = 2452216.7299 E = 245730.1184
ELEV. = 699.757



NOTE:
INTERPRETED FOUNDATION MATERIAL LINE IS FOR ESTIMATING PURPOSES ONLY.

ELEVATION
1" = 20'



PROFILE GRADE LINE DATA

DESIGN DATA

CLASS A CONCRETE	f'c = 3 K.S.I.
CLASS AA CONCRETE	f'c = 4 K.S.I.
REINFORCING STEEL (GRADE 60)	fy = 60 K.S.I.
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50 K.S.I.
STAINLESS STEEL A240 (TYPE 316)	fY = 30 K.S.I.

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE
5 P.S.F. STAY-IN-PLACE FORM

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION.
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
ANSI/AWS D1.6 STRUCTURAL WELDING CODE – STAINLESS STEEL

LRFD INVENTORY RATING: ?.??
LRFD OPERATING RATING: ?.??

FOUNDATION DATA

PIER NO. ? (??" DIAMETER DRILLED SHAFTS)

FACTORED REACTION =	???.?	TON/SHAFT
NOMINAL UNIT BEARING RESISTANCE =	??.?	T.S.F.
BEARING RESISTANCE FACTOR =	0.7	
FACTORED BEARING RESISTANCE =	????.?	TON/SHAFT
NOMINAL UNIT FRICTION RESISTANCE =	?.?	T.S.F.
FRICTION RESISTANCE FACTOR =	0.45	
FACTORED FRICTION RESISTANCE =	???.?	TON/SHAFT
DEPTH OF ROCK NEGLECTED FOR FRICTION =	?	FT
TOTAL FACTORED RESISTANCE =	????.?	TON/SHAFT

ABUTMENT NO. 1 AND NO. 2 (HP 12x53 PILING)
FACTORED PILE REACTION = ??.? TONS

STEEL PILING:
ALL PILING SHALL BE DRIVEN THRU COMPACTED FILL. PILING SHALL BE DRIVEN TO A POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS. IF THE REQUIRED AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE REQUIRED AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

ODOT STANDARDS

FSHP-42-2-00E
HP1-2-01E
LECS-5-0
PUD-4-0

NOTE:
FOR SHEET INDEX, SUMMARY OF BRIDGE QUANTITIES, SEE SHEET B008.

PRELIMINARY NOT FOR CONSTRUCTION
THIS IS NOT A SIGNED AND SEALED DRAWING

US-69 S.B. OVER MAIN ST. BRYAN COUNTY

GENERAL PLAN AND ELEVATION - BRIDGE D

122'-7" – 122'-7" PLATE GIRDER SPANS,
50'-0" CLEAR ROADWAY, 11°43'31.07" RT. FWD. SKEW,
W/ F-SHAPED PARAPET, ℄ STA. 1008+40.36

Design	J.T.H.
Detail	J.D.H.
Check	J.T.H.

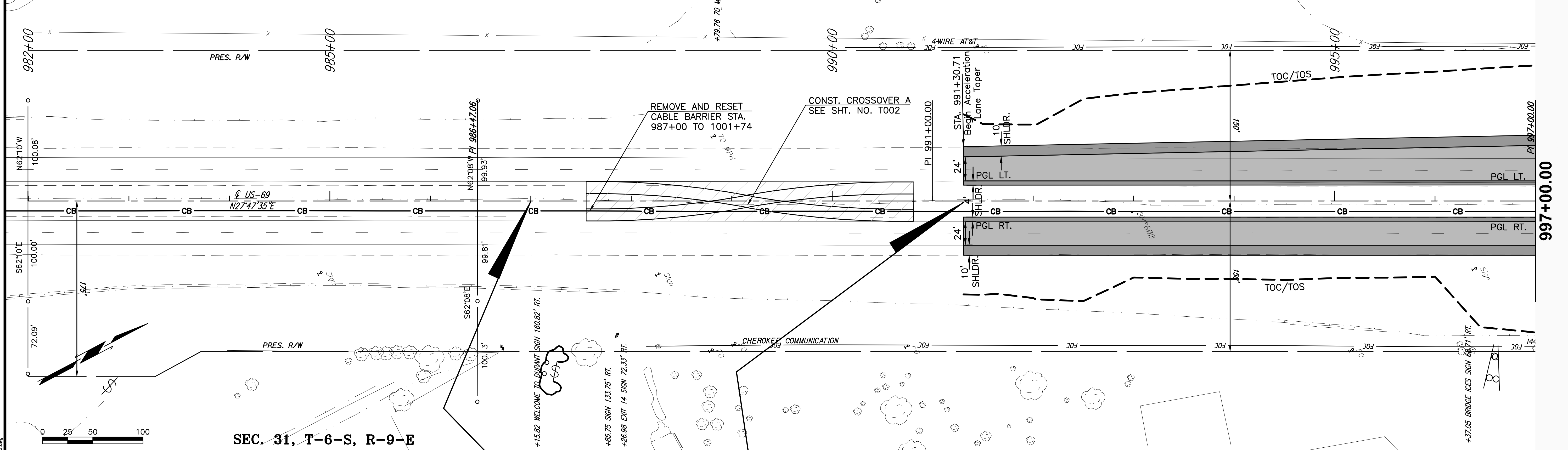
MKEC

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33872(04) | SHEET NO. B007

PLOTTED: Thursday, June 23, 2022 @ 06:12PM MKEC PROJECT NUMBER: 2103010063

NOTE: ALL DISTANCES SHOWN TO RIGHT-OF-WAY, FENCES, UTILITIES, AND OTHER EXIST. OBJECTS ARE FROM ℄ OF SURVEY.

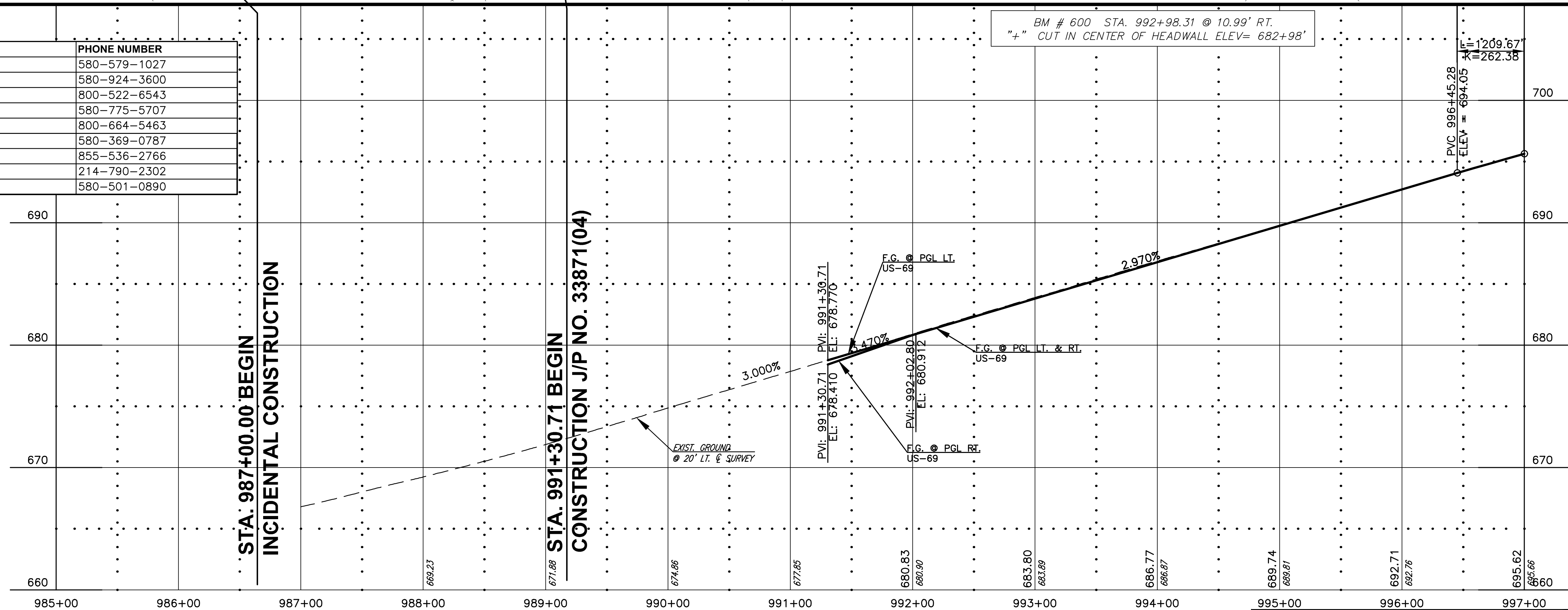
PROPOSED R/W 6/24/22



SEC. 36, T-6-S, R-8-E
982+00
985+00
990+00
995+00
PRES. R/W
4-WIRE AT&T
TOC/TOS
REMOVE AND RESET CABLE BARRIER STA. 987+00 TO 1001+74
CONST. CROSSOVER A SEE SHT. NO. T002
PI 986+47.06
PI 991+00.00
STA. 991+30.71 Begin Acceleration Lane Taper
PI 997+00.00
℄ US-69 N27°47'35"E
N62°10'W 100.08'
S62°10'E 100.00'
N62°08'W 99.93'
S62°08'E 99.81'
100.13'
72.09'
175'
150'
10' SHLDR.
24'
PGL LT.
PGL RT.
CB
997+00.00
CHEROKEE COMMUNICATION
+79.76 70 MPH SIGN 63.32' LT.
+15.82 WELCOME TO DURANT SIGN 160.82' RT.
+85.75 SIGN 133.75' RT.
+26.98 EXIT 14 SIGN 72.33' RT.
+37.05 BRIDGE ICES SIGN 68.71' RT.
0 25 50 100
SEC. 31, T-6-S, R-9-E

UTILITY COMPANY	CONTACT	PHONE NUMBER
AT&T TRANSMISSION	ALEX	580-579-1027
AT&T		580-924-3600
OG&E		800-522-6543
CITY OF DURANT WATER	MAX STINSON	580-775-5707
OKLAHOMA NATURAL GAS		800-664-5463
CHEROKEE COMMUNICATIONS	DEAN PIERCE	580-369-0787
DOBSON FIBER		855-536-2766
ZAYO FIBER	CHARLES	214-790-2302
VYVE BROADBAND		580-501-0890

- REMOVE RAISED MEDIAN ADD FLUSH MEDIAN W/ CONCRETE BARRIER
- FULL DEPTH PAVEMENT ROADWAY
- FULL DEPTH PAVEMENT SHOULDER
- SHOOFLY PAVEMENT
- CONCRETE DIVIDING STRIP



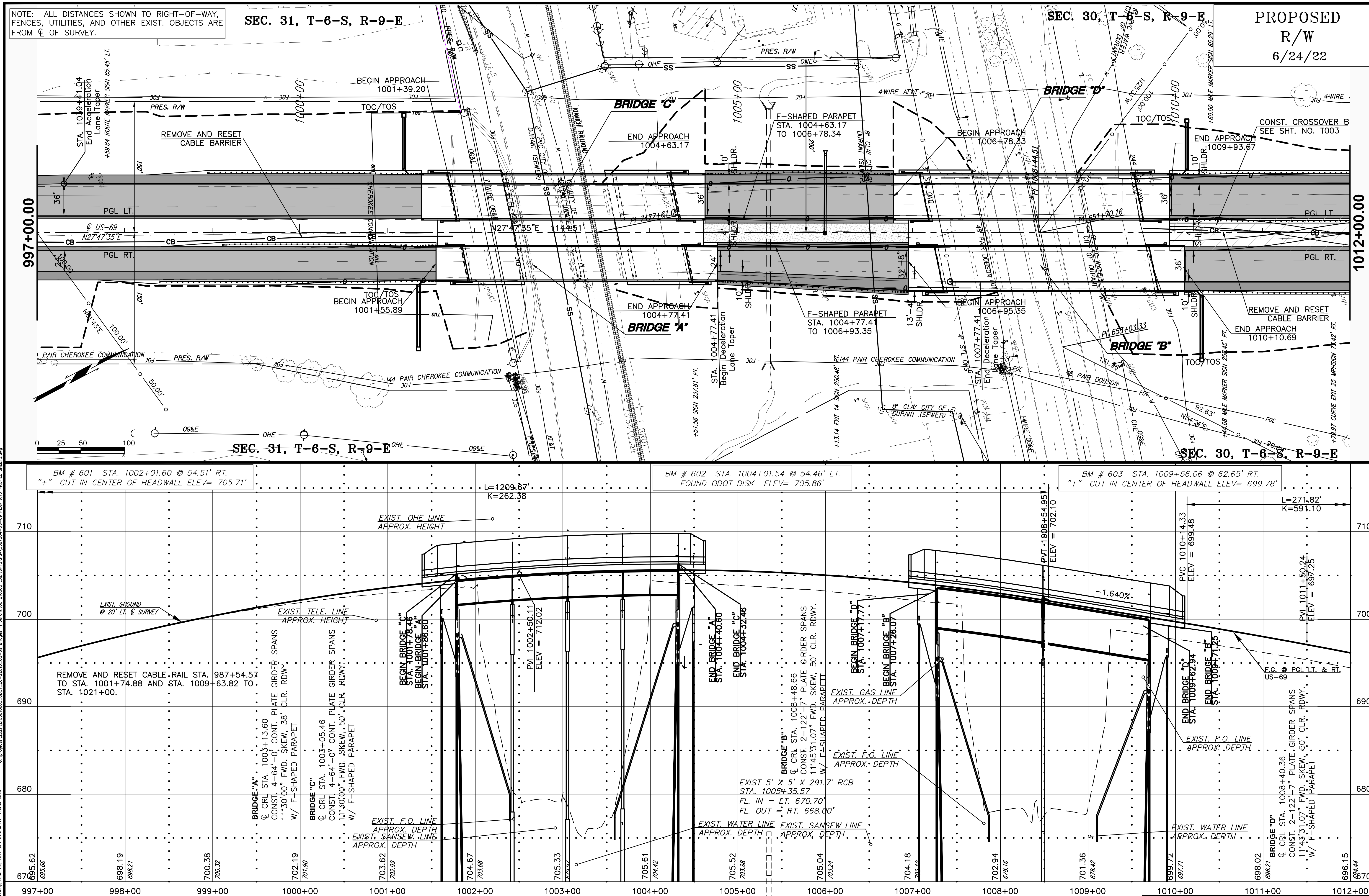
BM # 600 STA. 992+98.31 @ 10.99' RT. "+" CUT IN CENTER OF HEADWALL ELEV= 682+98'
L=1209.67' K=262.38
PVC 996+45.28 ELEV = 694.05
STA. 987+00.00 BEGIN INCIDENTAL CONSTRUCTION
STA. 991+30.71 BEGIN CONSTRUCTION J/P NO. 33871(04)
F.G. @ PGL LT. US-69
F.G. @ PGL LT. & RT. US-69
F.G. @ PGL RT. US-69
PVI: 991+30.71 EL: 678.770
PVI: 991+30.71 EL: 678.410
PVI: 992+02.80 EL: 680.912
2.970%
3.000%
EXIST. GROUND @ 20' LT. ℄ SURVEY
700
690
680
670
660
985+00
986+00
987+00
988+00
989+00
990+00
991+00
992+00
993+00
994+00
995+00
996+00
997+00
669.23
671.88
674.86
677.85
680.83
680.90
683.80
683.89
686.77
686.87
689.74
689.81
692.71
692.76
695.62
695.66

US -69 PLAN AND PROFILE

US-69 BRYAN CO.
STATE JOB PIECE NO. 33871(04) SHEET NO. R004

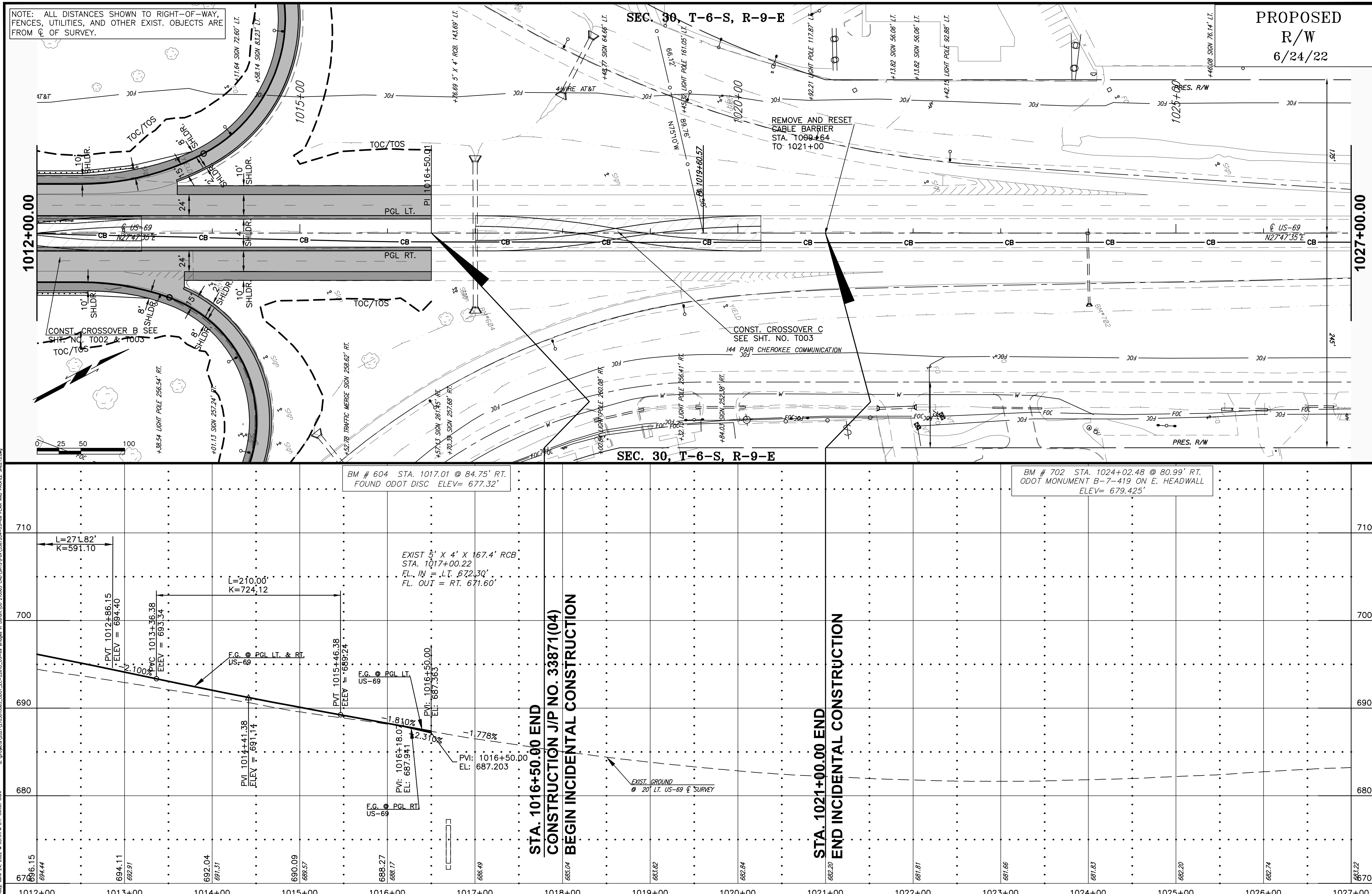
NOTE: ALL DISTANCES SHOWN TO RIGHT-OF-WAY, FENCES, UTILITIES, AND OTHER EXIST. OBJECTS ARE FROM ℄ OF SURVEY.

PROPOSED
R/W
6/24/22



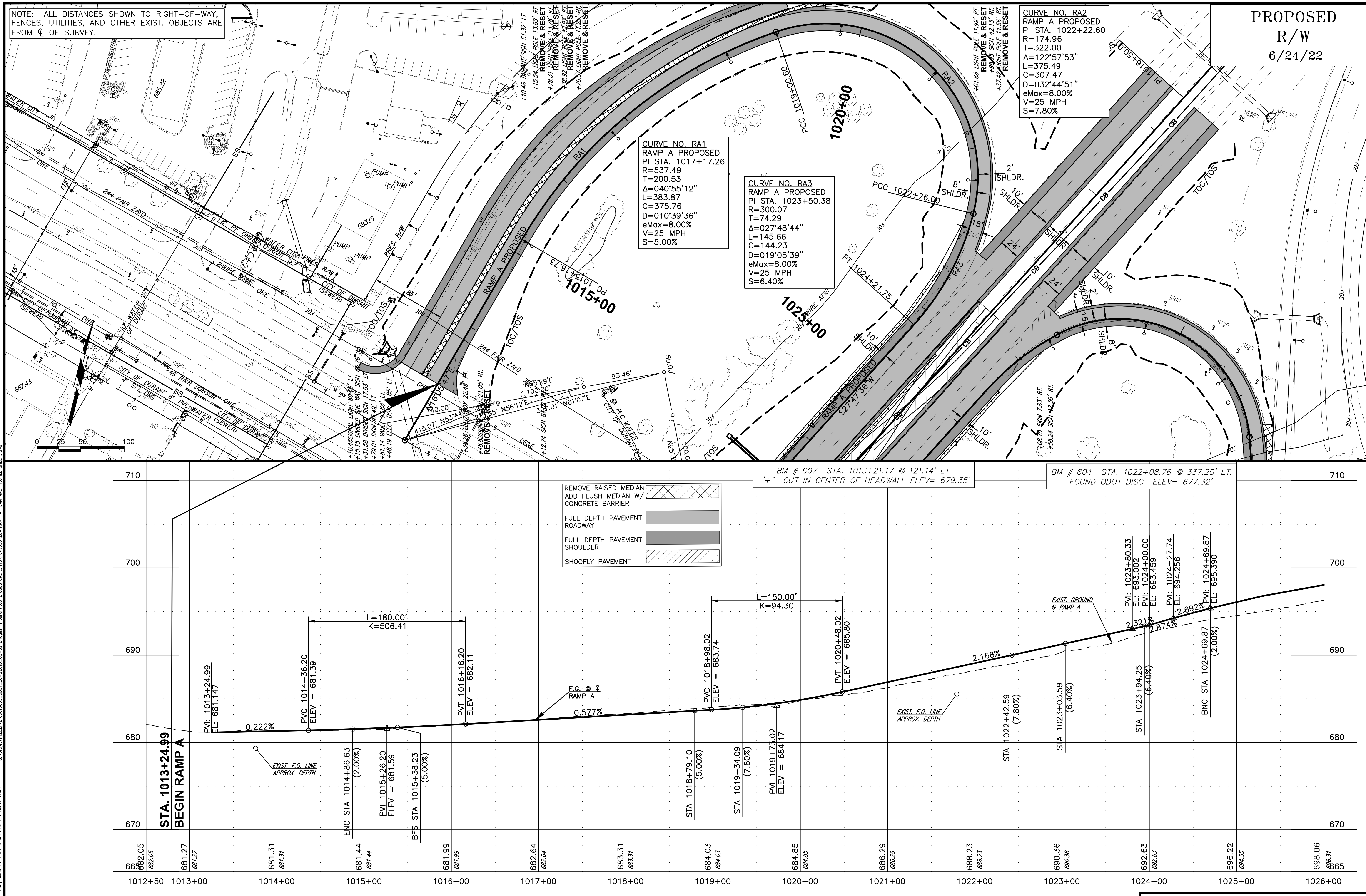
US -69 PLAN AND PROFILE

US-69	BRYAN CO.
STATE JOB PIECE NO. 33871(04)	SHEET NO. R005



US -69 PLAN AND PROFILE

US-69 BRYAN CO.
STATE JOB PIECE NO. 33871(04) SHEET NO. R006

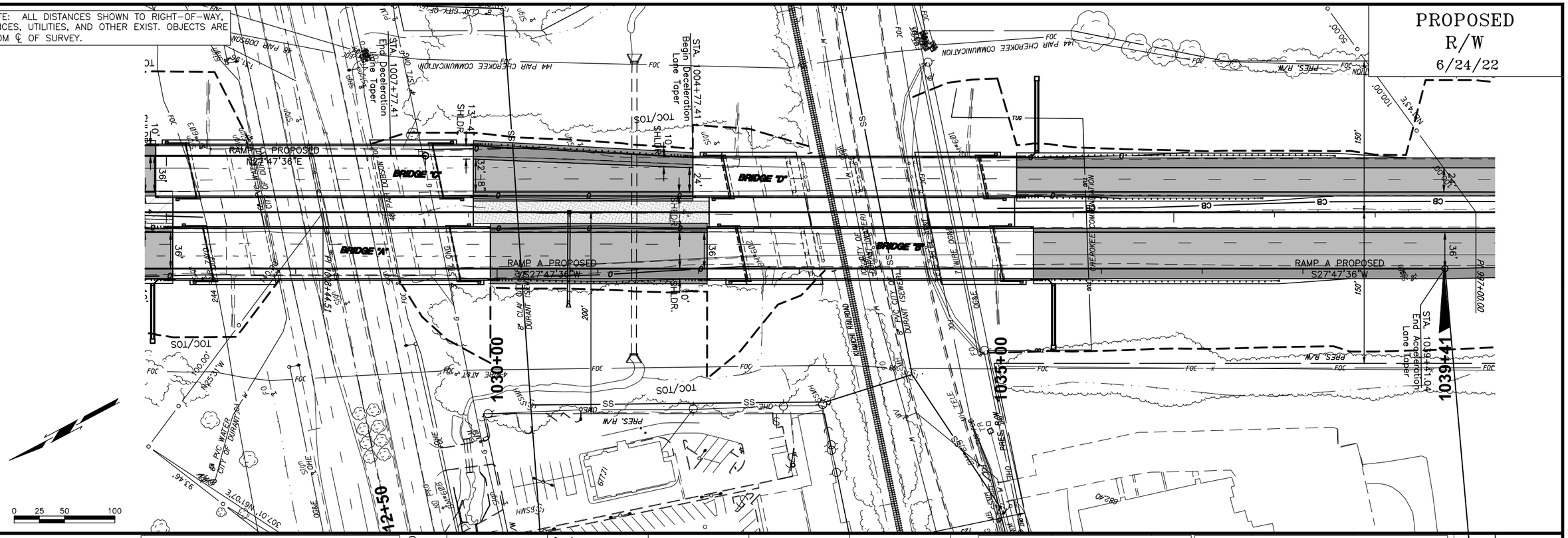


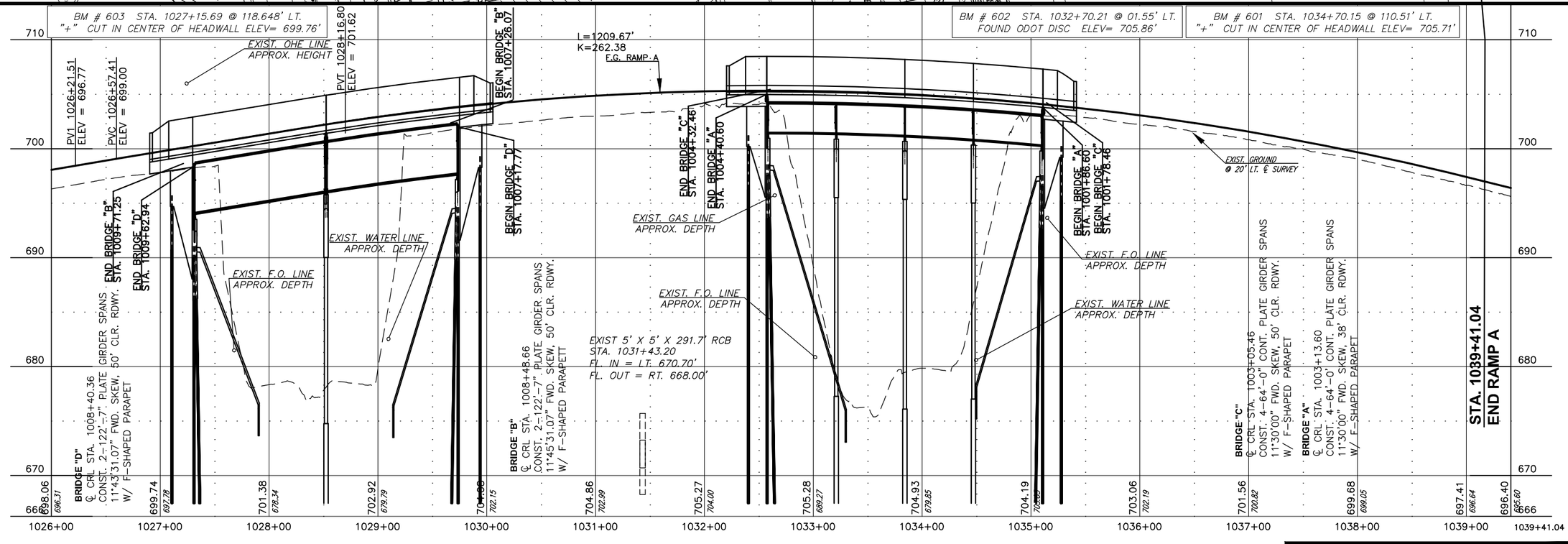
RAMP A PLAN AND PROFILE

US-69	BRYAN CO.
STATE JOB PIECE NO. 33871(04)	SHEET NO. R007

NOTE: ALL DISTANCES SHOWN TO RIGHT-OF-WAY, FENCES, UTILITIES, AND OTHER EXIST. OBJECTS ARE FROM ℄ OF SURVEY.

PROPOSED R/W 6/24/22

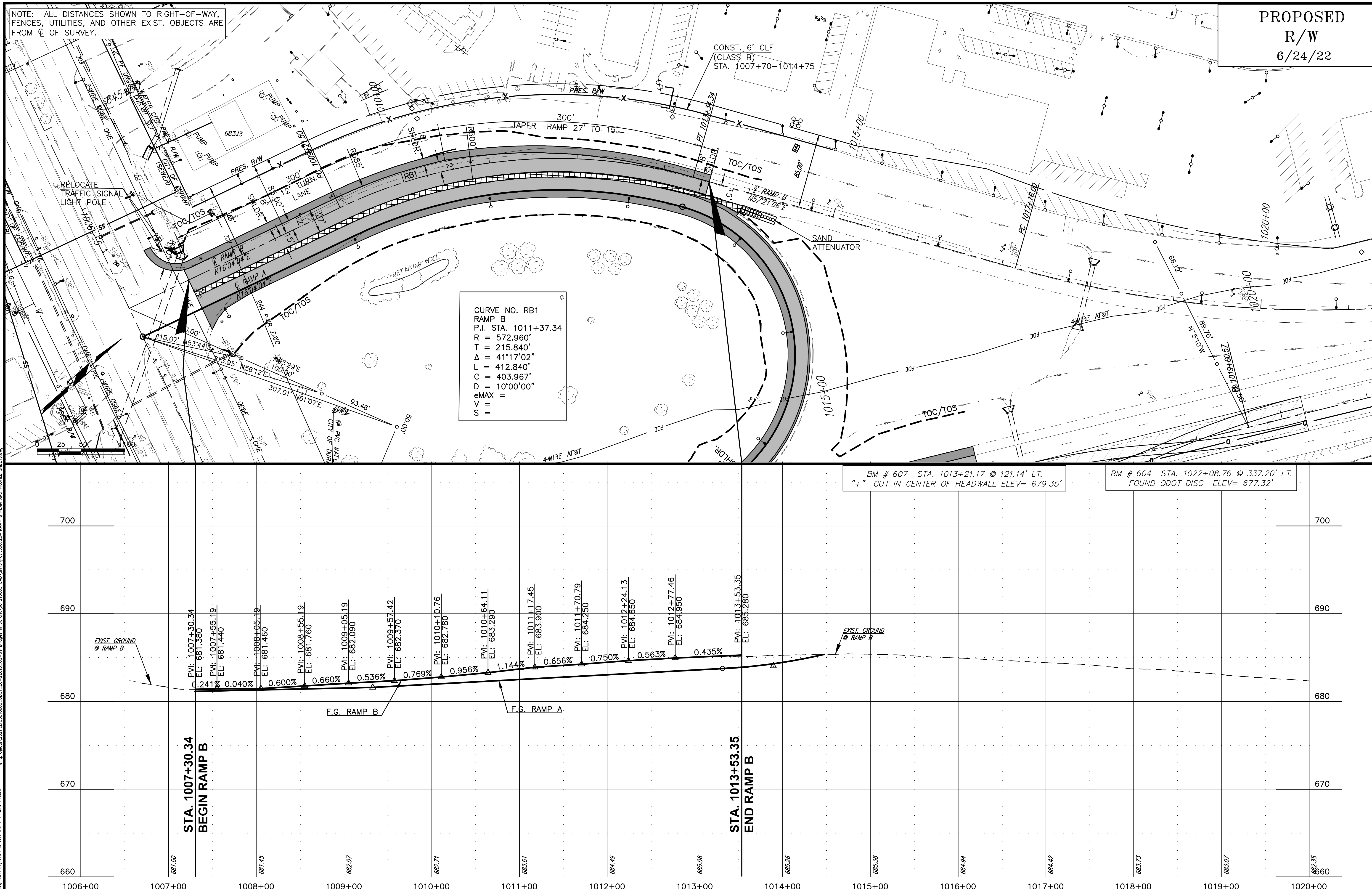




RAMP A PLAN AND PROFILE

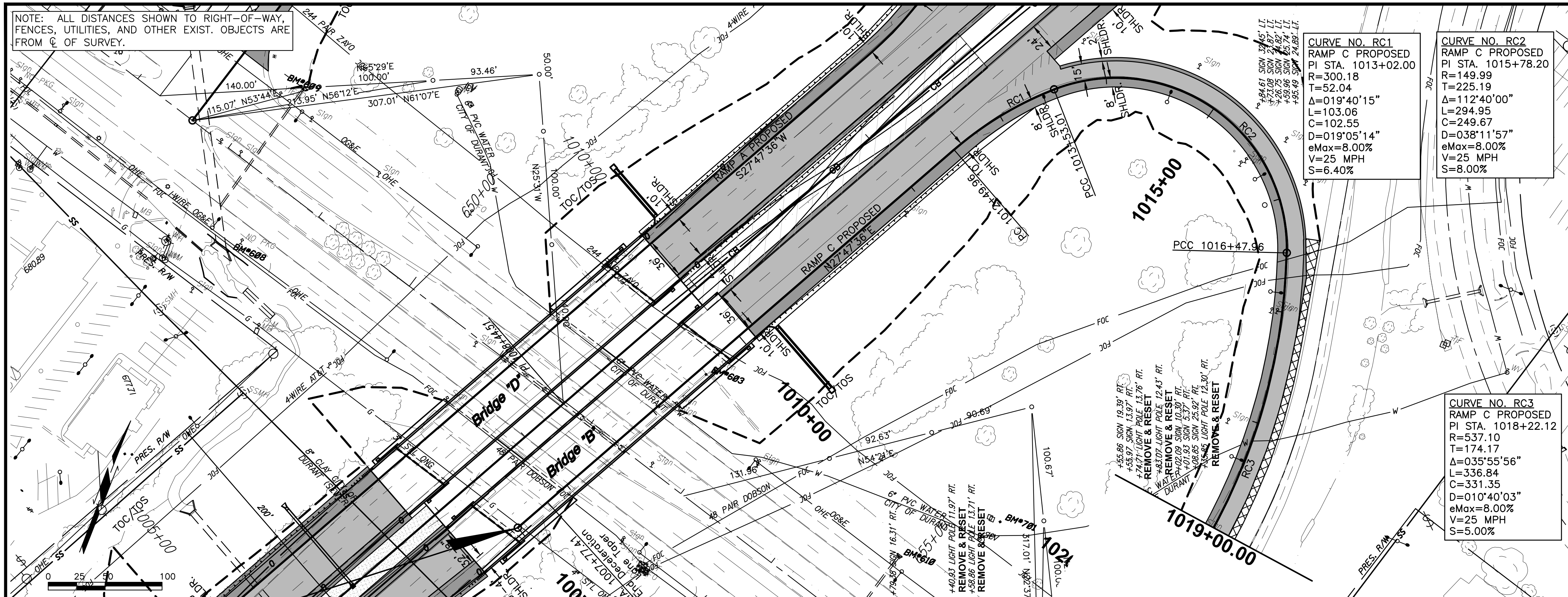
US-69 BRYAN CO.
STATE JOB PIECE NO. 33871(04) SHEET NO. R008

PLOTTED: Friday, June 24, 2022 @ 08:31PM BY: Colton Clark
G:\projects\2021\21030003_0001_EC-2260_US-69 Bridges in Durant\00 210063 CAD\SHTS\Rev\339204 RAMP A PLAN AND PROFILE SHEETS.dwg



RAMP B PLAN AND PROFILE

US-69 BRYAN CO.
STATE JOB PIECE NO. 33871(04) SHEET NO. R009



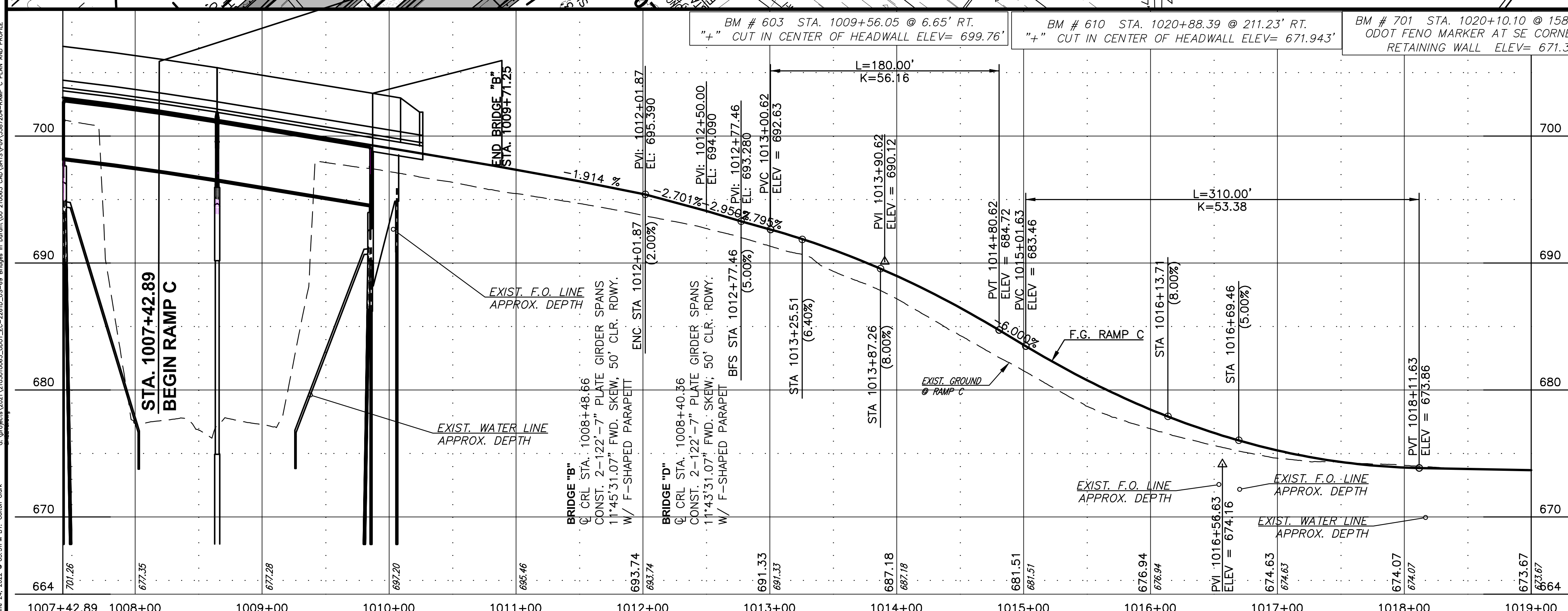
PROPOSED
R/W
6/24/22

BM # 603 STA. 1009+56.05 @ 6.65' RT.
"+" CUT IN CENTER OF HEADWALL ELEV= 699.76'

BM # 610 STA. 1020+88.39 @ 211.23' RT.
"+" CUT IN CENTER OF HEADWALL ELEV= 671.943'

BM # 701 STA. 1020+10.10 @ 158.92' RT.
ODOT FENO MARKER AT SE CORNER OF RETAINING WALL ELEV= 671.30'

REMOVE LUMINARES RAMP C LT. FOR WIDENING.
REPLACE AND UPGRADE TO LED FIXTURES.



REMOVE RAISED MEDIAN ADD FLUSH MEDIAN W/ CONCRETE BARRIER	▩
FULL DEPTH PAVEMENT ROADWAY	▒
FULL DEPTH PAVEMENT SHOULDER	▓
SHOOFLY PAVEMENT	▨

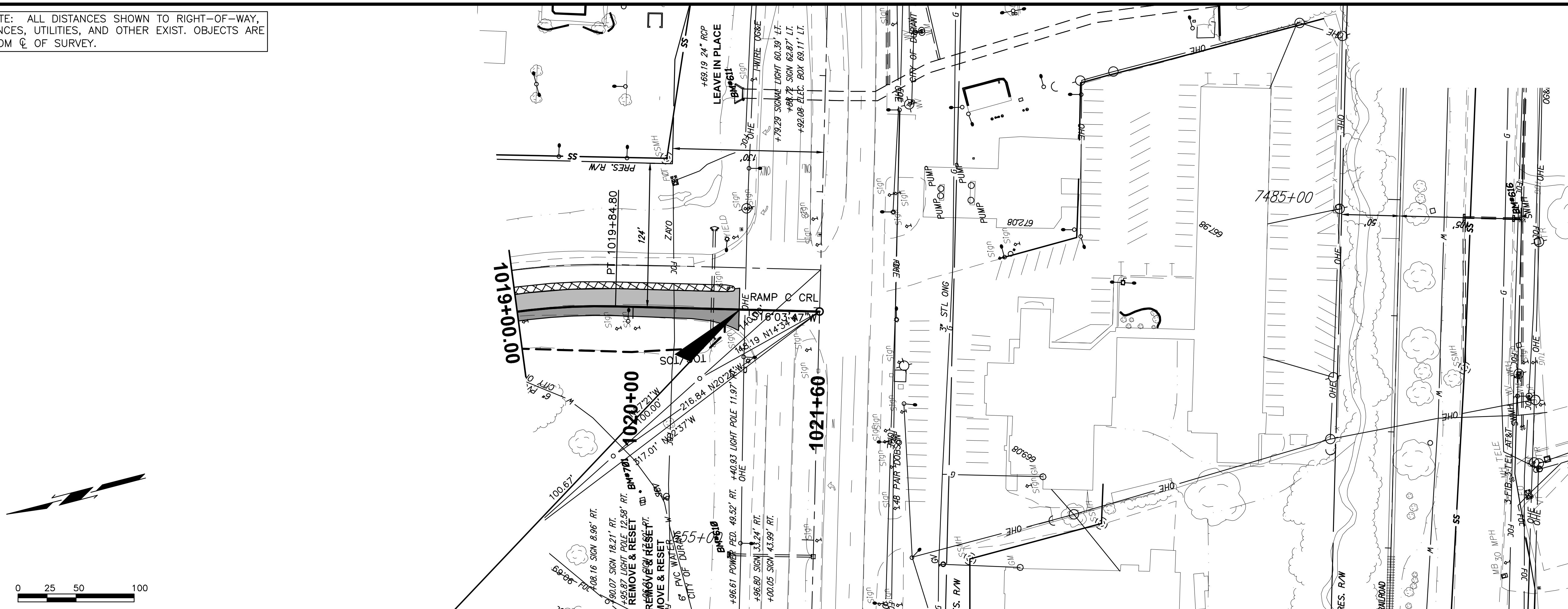
PLOTTED: Friday, June 24, 2022 @ 05:31PM BY: Colton Clark G:\projects\2021\2103010063_ODOT_EC-2261D_US-69 Bridges in Durant\00 210063 CAD\SHTS\Pav\3387204-RAMP C PLAN AND PROFILE

RAMP C PLAN AND PROFILE

US-69 BRYAN CO.
STATE JOB PIECE NO. 33871(04) SHEET NO. R010

NOTE: ALL DISTANCES SHOWN TO RIGHT-OF-WAY, FENCES, UTILITIES, AND OTHER EXIST. OBJECTS ARE FROM ℄ OF SURVEY.

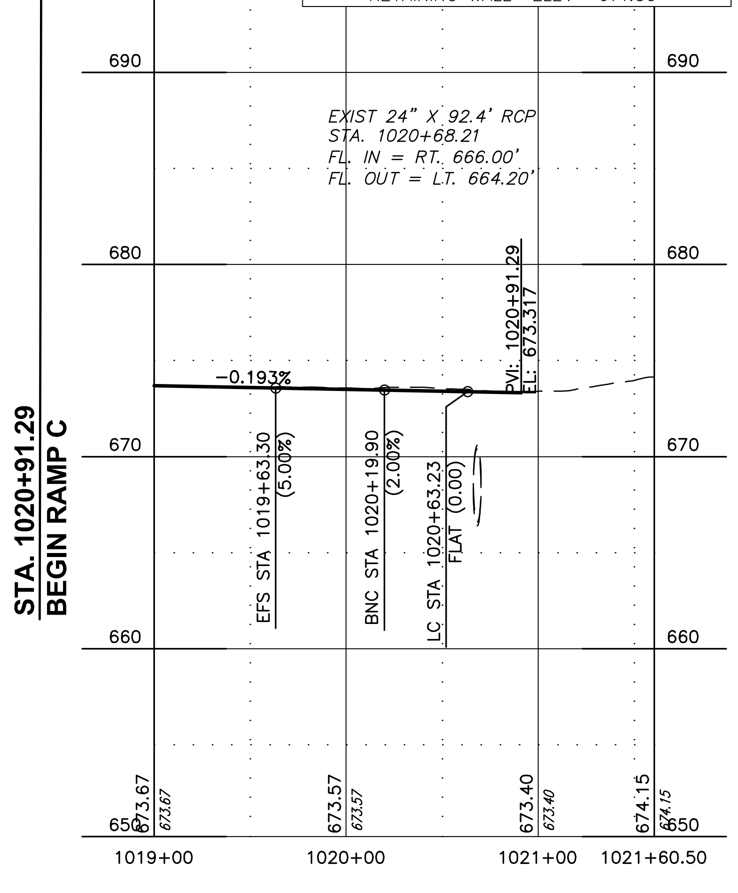
PROPOSED
R/W
6/24/22



BM # 610 STA. 1020+88.39 @ 211.23' RT.
"+" CUT IN CENTER OF HEADWALL ELEV= 671.943'

BM # 701 STA. 1020+10.10 @ 158.92' RT.
ODOT FENO MARKER AT SE CORNER OF RETAINING WALL ELEV= 671.30'

BM # 611 STA. 1020+90.17 @ 180.77' LT.
"+" CUT IN CENTER OF HEADWALL ELEV= 668.95'



REMOVE RAISED MEDIAN ADD FLUSH MEDIAN W/ CONCRETE BARRIER

FULL DEPTH PAVEMENT ROADWAY

FULL DEPTH PAVEMENT SHOULDER

SHOOFLY PAVEMENT

RAMP C PLAN AND PROFILE

US-69	BRYAN CO.
STATE JOB PIECE NO. 33871(04)	SHEET NO. R011

PLOTTED: Friday, June 24, 2022 @ 05:31PM BY: Colton Clark

COMMENTS/LEGEND

Environmental Footprint

NBI Bridges

Mapped Streams

N

0 80 160 320 480 640 Feet

ENVIRONMENTAL STUDY FOOTPRINT MAP

JP# 33871(04) / J3-3871(004)
Bridge and Approaches
US-69: NB over W Ark. St., K R.R.
& Main St., 3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

OKLAHOMA Transportation

Figure 1

DRAWN BY: LMP
APPRV BY:

SOURCE: DEQ, Tiger 2000, USGS

Date: 3/30/2021

EARLY COORDINATION LETTERS AND RESPONSES

OKLAHOMA Transportation

ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST STREET
OKLAHOMA CITY, OK 73105-3204
WWW.ODOT.ORG

April 9, 2021

The Honorable Oden Grube
Mayor of Durant
Durant City Hall
P.O. Box 578
Durant, Oklahoma 74702

Subject: Bridges on Northbound and Southbound US 69 over W. Arkansas St., Kiamichi Railroad, & Main St., 3.77 & 3.88 miles north of junction US-69B, Job Piece Nos. 33871(04) & 33872(04), Bryan County, Oklahoma ODOT Project Nos. J3-3871(004) & J3-3872(004)

Dear Mayor Grube:

The Oklahoma Department of Transportation (ODOT) is considering a proposal to replace the existing bridges on US-69 over W. Arkansas St., the Kiamichi Railroad, and Main Street in Durant, Oklahoma. The project is scheduled for 2027 in the current 8 Year Construction Program, and ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process.

At this time, we are interested in obtaining your input regarding your community's local priorities for ODOT to consider. These priorities may relate to construction timing, social, economic, and environmental impacts, or other concerns this project may have on your community. Your active participation in the project development process is essential to help ensure your concerns are considered while at the same time addressing broader state and national needs. In addition, we are also interested in finding out if this improvement might affect any historic sites or publicly owned parks or recreation areas. Please submit your input by mail or by email to environment@odot.org .

Your participation in this process will also allow you to fully understand any local financial obligations which may be associated with this project, potentially including utility relocation, removal of structures currently encroaching on highway right-of-way within your city limits, and possible future maintenance of the completed facility. As the exact project scope and requirements are clarified through the environmental review and design process, our Right of Way Division will be contacting you with further details. If you have any questions specific to right-of-way or utilities, please contact Mr. Robert Blackwell, Chief of Right-of-Way at (405) 521-2661 or rblackwell@odot.org.

Should you have any questions please contact our authorized agent Geoff Canty with CC Environmental at (405) 761-1225 or geoff@ccenviro.net. As always, your input is greatly appreciated.

Respectfully,

Sivaruja S Sundaram

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/KK/CC Environmental

Enclosures: Location Map

Copy to: Project Management Division Field District Engineer Right-of-Way Division

SECTION 106

CULTURAL RESOURCES STUDIES

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM
3200 Marshall Avenue, Room 110
Norman 73019-5111
www.odotculturalresources.info

DATE: June 1, 2022

TO: Geoff Canty, NEPA Project Manager
Kathy Koon, Environmental Project Manager

FROM: Nicholas Beale, Cultural Resources Program

SUBJECT: Bryan County FHWA Project JP 33871(04) and 33872(04): Proposed bridge replacements on Northbound and Southbound US-69 over West Arkansas Street, the Kiamichi Railroad, Main Street in Durant.

ODOT completed Section 106 consultation on behalf of FHWA for the proposed undertaking includes replacing the current four bridges on northbound and southbound US-69 over W. Arkansas Street, the Kiamichi Railroad, and Main Street, and converting the roadway into an open section divided highway, with four 12-foot driving lanes (two northbound lanes and two southbound lanes) and 4-foot inside shoulders and 8- to 10 foot outside shoulders. Acceleration and deceleration lanes will be added to the US-69 northbound off-ramp and southbound on-ramp; 52 acres were surveyed. ODOT determined the proposed project will have no effect on historic properties.

During this investigation no cultural resources were documented. The existing bridges carrying US-69 northbound and southbound over W. Arkansas Street & Kiamichi Railroad (Structure No. 0703 0377EX; NBI No. 17535) (Structure No. 0703 0377WX NBI No. 17534), and the existing bridges carrying US-69 northbound and southbound over Main Street (Structure No. 0703 0388EX; NBI No. 17507) (Structure No.0703 0388WX; NBI No. 17506) constructed in 1969 were identified as types listed in the Advisory Council on Historic Preservation's (ACHP) Program Comment for post-1945 concrete and steel bridges and require no additional documentation.

Consultation with the State Historic Preservation Office (File #1489-22) and the State Archaeologist (File #FY22-1489) resulted in concurrence with our assessment and determination.

ODOT-Cultural Resource Program also consulted with the following tribes: Caddo Nation, Chickasaw Nation, Choctaw Nation, Delaware Nation, Osage Nation, and Wichita & Affiliated Tribes.

An avoidance memo is included for off-project facilities including specific locations submitted by the Osage.

NB

Environmental Programs Division,
Office 405.521.3050 / Fax 405.522.5193

DATE: Jun 1, 2022

TO: Project Management Division

FROM: Nicholas Beale – ODOT Cultural Resources Program

SUBJECT: Bryan County FHWA Project JP 33871(04) and 33872(04): Proposed bridge replacements on Northbound and Southbound US-69 over West Arkansas Street, the Kiamichi Railroad, Main Street in Durant.

There are potentially significant cultural resources within the general vicinity of the referenced project. Please have the following note added to a section of the project plans entitled "Environmental Mitigation Notes" per Policy Directive C-201-2D(2):

Locations outside the project area in the following area must not be utilized for borrow, equipment staging, haul roads, spoil dumps or any off-site project-related activity.

T6S R9E

Section 29:	**All**
Section 30:	**E½**
Section 31:	**All**

NB

Oklahoma Historical Society *Founded May 27, 1893*
State Historic Preservation Office
Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

May 17, 2022

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
3200 Marshall Avenue, Room 110
Norman, OK 73019

RE: File #1489-22; US-69 Proposed Northbound & Southbound Bridge Replacements Project, #JP-338871(040 & #JP-33872(04)

Dear Mr. Sundermeyer:

We have received and reviewed the documentation submitted on the referenced project in Bryan County. Additionally, we have examined the information contained in the Oklahoma Landmarks Inventory (OLI) files and other materials on historic resources available in our office. We find that there are no known historic properties affected within the referenced project's area of potential effect.

In addition to our review, you must contact the Oklahoma Archeological Survey (OAS), 111 E. Chesapeake, #102, Norman OK 73019-5111 (#405/325-7211, FAX #405/325-7604), to obtain a determination about the presence of prehistoric resources that may be eligible for the National Register of Historic Places. Should the OAS conclude that there are no prehistoric archaeological sites or other types of "historic properties," as defined in 36 CFR Part 800.16(l), which are eligible for inclusion in the National Register of Historic Places within the project area and that such sites are unlikely to occur, we concur with that opinion.

The OAS may conclude that an additional on-site investigation of all or part of the project impact area is necessary to determine the presence of archaeological resources. In the event that such an investigation reveals the presence of prehistoric archaeological sites, we will defer to the judgment of the OAS concerning whether or not any of the resources should be considered "historic properties" under the Section 106 review process. If sites dating from the historic period are identified during the survey or are encountered during implementation of the project, additional assessments by the SHPO will be necessary.

Please note that this project is located within the reservation boundaries of the Choctaw Nation and is therefore on tribal lands as defined in the National Historic Preservation Act (NHPA) and the Section 106 regulations (36 CFR Part 800).

Should further correspondence pertaining to this project be necessary, please reference the above file #. If you have any questions, please contact Kristina Wyckoff, Hist. Archaeologist, at 405/521-6381. Thank you.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:pm

cc: Dr. Ian Thompson, Choctaw Nation

Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

May 26, 2022

Scott Sundermeyer, Director
ODOT Cultural Resources Program
3200 Marshall Ave, Room 110
Norman, OK 73019

Re: OAS FY22-1489 ODOT *Bryan County J/P #33871(04) and J/P #33872(04): Proposed Bridge Replacements on US-69 Northbound and Southbound over West Arkansas Street, Kiamichi Railroad, and Main Street in Durant.* Report by Maura Hogan, Monica Ray, and Harmony Cole (AmaTerra Environmental).
ODOT J/P: 33871(04) and J/P #33872(04)
Legal Description: Sections 30-31, T6S, R9E & Section 36, T6S, R8E, Bryan County, Oklahoma.

Dear Mr. Sundermeyer,

This agency received the submitted ODOT cultural resources survey report of investigations regarding the above-referenced undertaking for review and comment. From the information provided, we understand that AmaTerra Environmental staff surveyed the 51.9-acre study area, which encompasses the Area of Potential Effect (APE) from January 31-Feburary 2, 2022. No archaeological sites were identified in the proposed project area. ODOT recommends the project as proposed will have *No Effect on Historic Properties.*

We concur with the findings and recommendations as they pertain to prehistoric archaeological resources and defer opinion on overall project effects to the State Historic Preservation Office.

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act.

Sincerely,

Debra K. Green, Ph.D.
Assistant State Archaeologist

Kary L. Stackelbeck, Ph.D.
State Archaeologist

cc: SHPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM
3200 Marshall Avenue, Room 110
Norman 73019-5111
www.odotculturalresources.info

April 25, 2022

Ms. Lynda Ozan
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Ozan:

Re: Bryan County FHWA Project JP 33871(04) and 33872(04): Proposed bridge replacements on Northbound and Southbound US-69 over West Arkansas Street, the Kiamichi Railroad, Main Street in Durant; submittal for comment under Section 106 of the National Historic Preservation Act.

Attached is a cultural resources survey report for the referenced project prepared by AmaTerra. The proposed undertaking includes replacing the current four bridges on northbound and southbound US-69 over W. Arkansas Street, the Kiamichi Railroad, and Main Street, and converting the roadway into an open section divided highway, with four 12-foot driving lanes (two northbound lanes and two southbound lanes) and 4-foot inside shoulders and 8- to 10 foot outside shoulders. Acceleration and deceleration lanes will be added to the US-69 northbound off-ramp and southbound on-ramp. The current roadway consists of four 6- to 12-foot asphalt lanes with 10-foot asphalt shoulders; the existing right-of-way varies between 250 and 450 feet from the US-69 centerline. The area of potential effect (APE) as defined by 36 CFR 800.16(d) is the study area, which is described in the report.

During this investigation no cultural resources were documented. The existing bridges carrying US-69 northbound and southbound over W. Arkansas Street & Kiamichi Railroad (Structure No. 0703 0377EX; NBI No. 17535) (Structure No. 0703 0377WX NBI No. 17534) constructed in 1969 were identified as a type listed in the Advisory Council on Historic Preservation's (ACHP) Program Comment for post-1945 concrete and steel bridges and require no additional documentation.

The existing bridges carrying US-69 northbound and southbound over Main Street (Structure No. 0703 0388EX; NBI No. 17507) (Structure No.0703 0388WX; NBI No. 17506) constructed in 1969 were identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have no effect on historic properties. We respectfully request your concurrence or comments to our opinion. If you have any questions regarding this project, please contact Mr. Scott Sundermeyer at 325-7201 (ssundermeyer@odot.org).

Sincerely,

Scott Sundermeyer
Director, ODOT Cultural Resources Program

cc: State Archaeologist

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CULTURAL RESOURCES SURVEY REPORT

Bryan County ODOT J/P #33871(04) and J/P# 33872(04): Proposed Bridge Replacements on US-69 Northbound and Southbound Over West Arkansas Street, the Kiamichi Railroad, and Main Street in Durant, Oklahoma

Prepared by: Maura Hogan, Monica Ray and Harmony Cole

Principal Investigator: Maura Hogan, M.A., AmaTerra Environmental, Inc.

Date: April 2022

Lead Federal Agency: Federal Highway Administration

OKLAHOMA Transportation

County:	Bryan
J/P#:	33871(04) and 33872(04)
Surveyed by:	Monica Ray and Haley Hurlburt
Survey Date:	1/31 to 2/2/2022
Prime Consultant:	CC Environmental, LLC

MANAGEMENT SUMMARY:

On behalf of CC Environmental, LLC. and in coordination with the Oklahoma Department of Transportation (ODOT), AmaTerra Environmental, Inc (AmaTerra) completed a cultural resources study of four bridges on US-69 northbound and southbound over West Arkansas Street, the Kiamichi Railroad, and Main Street 3.77 miles north of the junction with US-69 Business in the City of Durant, Bryan County, Oklahoma. The cultural resources survey was conducted ahead of planned correction of bridges that are functionally obsolete, and correction of bridges that are at risk of becoming structurally deficient. Fieldwork was completed by AmaTerra staff from January 31, 2022, to February 2, 2022. An intensive cultural resources survey, consisting of 100% pedestrian survey and shovel testing was conducted in an area extending one mile along US-69. The study area encompasses a total of 51.9 acres.

The methods utilized for the archaeological survey conformed to the standards set forth in the ODOT-CRP Manual (Updated October 2017) and were appropriate for the anticipated potential for cultural resources and archaeological deposits to be present within the project footprint. This survey included 100% pedestrian survey with shovel testing at 30-m, 60-m, and judgmental intervals for an area extending up to one mile along US-69. All subsurface testing was negative for cultural materials and no archaeological sites, features, or Isolated Finds were identified. No newly identified resources of the built environment were documented. No resources possessing characteristics which would qualify them for inclusion in the National Register of Historic Places were identified within the project study area.

The existing bridge carrying US-69 northbound over W. Arkansas St. & Kiamichi Railroad (Structure No. 0703 0377EX; NBI No. 17535) constructed in 1969 was identified as a type listed in the Advisory Council on Historic Preservation's (ACHP) Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 northbound over Main Street (Structure No. 0703 0388EX; NBI No. 17507) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 southbound over W. Arkansas St. & Kiamichi Railroad (Structure No. 0703 0377WX NBI No. 17534) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 southbound over Main Street (Structure No.0703 0388WX; NBI No. 17506) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

Based on the results of this intensive cultural resources survey, no further work is recommended within the study area. The proposed undertaking will have **no effect** to any historic properties.

1. PROJECT DESCRIPTION:

The Oklahoma Department of Transportation (ODOT) is proposing the replacement of four bridges on northbound and southbound US-69 over W. Arkansas St., the Kiamichi Railroad, and Main St., 3.77 miles north of the junction with US-69 Business in Durant, Bryan County, Oklahoma. The project is proposed to correct bridges that are functionally obsolete and to correct bridges at risk of becoming structurally deficient. The current facility is comprised of four 6- to 12-ft. paved asphalt and concrete driving lanes with a 10-ft. asphalt outside shoulder, and a 10-ft. asphalt inside shoulder. The existing ROW extends from 250 feet from the US-69 centerline to a maximum width of 450 feet from the centerline at the exit ramps of the northern terminus of the study area.

Improvements will consist of converting the roadway into an open section divided highway, with two, 12-ft. driving lanes with 4-ft. inside shoulders and outside shoulders ranging from 8 to 10 ft. Acceleration and deceleration lanes will be added to the US-69 northbound off-ramp and southbound on-ramp, which will meet current American Association of State Highway and Transportation Officials (AASHTO) criteria. Outside shoulders will vary from 8 ft. to 4 ft. on the acceleration lanes and deceleration lanes. Roadway design will follow 4R design criteria. Vertical curves with sight distance issues will be corrected, and the proposed roadway profile grade will be tied back into the existing profile grade meeting 4R design criteria.

With the planned improvements, three bridges (Structure No. 0703 0377EX; NBI No. 17535, Structure No. 0703 0388EX; NBI No. 17507, and Structure No.0703 0388WX; NBI No. 17506) will each be replaced with a two-span bridge with a steel superstructure and skewed right forward. These bridges are anticipated to have three, 12 ft. lanes with a 4 ft. inside and a 10 ft. outside shoulder. One bridge (Structure No. 0703 0377WX; NBI No. 17534) will be replaced with a four-span bridge with a steel superstructure and skewed right forward. This bridge is anticipated to have three, 12 ft. lanes with a 4 ft. inside and a 10 ft. outside shoulder.

The study area represents the area-of-potential effect (APE) (36 CFR 800.16(d)) for the undertaking and has variable widths throughout. The study area footprint is based on plans dated January 26, 2022, and has a width varying from 135 feet from the centerline at the southern extent and 176 feet from the centerline at the northern extent, with a maximum of 610 feet from the centerline across the intersection. The project begins approximately 1.800 feet south of West Arkansas Street (Kiamichi railroad crossing) extending to a point approximately 3,000 feet north of West Arkansas Street. The total length of the study area is 1 mile along US-69 encompassing an area of 51.9 acres.

There are no buildings aged 45 years or more before the letting date located inside of the study area footprint. There are four bridges located within the study area.

The existing bridge carrying US-69 northbound over W. Arkansas St. & Kiamichi Railroad (Structure No. 0703 0377EX; NBI No. 17535) constructed in 1969 was identified as a type listed in the Advisory Council on Historic Preservation's (ACHP) Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 northbound over Main Street (Structure No. 0703 0388EX; NBI No. 17507) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 southbound over W. Arkansas St. & Kiamichi Railroad (Structure No. 0703 0377WX NBI No. 17534) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 southbound over Main Street (Structure No.0703 0388WX; NBI No. 17506) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

Legal Location:	Township 6S, Range 9E, Secs 31 and 30; Township 6S, Range 8E, Sec 36
USGS Quadrangle:	1968 Durant North and 1980 Durant South USGS 7.5-minute Series Topographic Quadrangle

2. ENVIRONMENTAL SETTING:

Geomorphic/Physiographic Region:
The study area lies within the Dissected Coastal Plain geomorphic province which is characterized by level to rolling plains consisting of mostly unlithified, south-dipping Cretaceous sands, gravels, clays, and limestone, with mantles of Quaternary alluvium and residuum in valleys and streambeds (Curtis et al. 2008, Woods et al. 2005). Elevation within the province is 125.0–216.4 m (410–710 ft.) above mean sea level. In the project area specifically the elevation averages 208.2 m (683 ft.). Bryan County has five major drainage systems, and the study area is within the Blue River drainage basin that flows to the Red River (Oklahoma Water Resources Board 2021). No minor drainages of this system occur within the study area.

Geology and Soils:
The geology of the study area consists of eroded, shallow loamy hillslopes and interfluves of residuum weathered from Pennsylvanian shale and sandstone. Soils in the area are well-developed, thick Mollisols formed within grassland ecosystems. Within the study area Dennis loam (1–3% slopes) is mapped at the north and south ends, and Fitzhugh-Bates loam (1–5% slopes) is mapped in a band in the middle portion and a small section of the southwestern terminus (Natural Resources Conservation Service-United States Department of Agriculture [NRCS-USDA] 2022, Woods et al. 2005).

Soils in the Fitzhugh series are mapped as having an A1 horizon 0–30 cm below surface (cmbs) (10YR 3/2), a B1 horizon 30–51 cmbs (7.5YR 4/2), a B21t horizon 51–91 cmbs (5YR 4/6), a B22t horizon 91–114 cmbs (5YR 4/8), a B3 horizon 114–140 cmbs (5YR 5/4), and a Cr horizon 140–183 cmbs (5Y 5/4).

Soils in the Bates series are mapped as having an A horizon 0–23 cmbs (10YR 2/2), a BA horizon 23–41 cmbs (10YR 3/2), a Bt horizon 41–48 cmbs (10YR 3/4), a BC horizon 48–84 cmbs (7.5YR 4/4), and a Cr horizon 84–94 cmbs of fine-grained sandstone with thin beds of silty shale.

Soils in the Dennis series are mapped as having an A horizon 0–28 cmbs (10YR 3/2), an AB horizon 28–33 cmbs (10YR 4/3), a BA horizon 33–43 cmbs (10YR 4/3), a Bt1 horizon 43–56 cmbs (10YR 5/4), a Bt2 horizon 56–76 cmbs (10YR 5/4), a Bt3 horizon 76–91 cmbs (10YR 5/6), a Bt4 horizon 91–127 cmbs (10YR 5/6), a Bt5 horizon 127–173 cmbs (10YR 5/8), and a C horizon 173–198 cmbs (10YR 5/8).

Naturally occurring mapped soils in the study area are well-developed and stable surfaces of the area plains. In undisturbed areas these soils have the potential for preserved archaeological deposits within A horizons. However, review of the study area indicates soils have been heavily disturbed. The study area consists of eroded urban land, comprised of roadway-adjacent and commercial development with some vacant land. Soils were expected to be disturbed within the upper 10–20 cm, with the potential for intact lower A horizons and stacked B horizons underlying the disturbances. There are some isolated areas which may retain intact A-horizon soils, particularly in the central and southern portions of the study area. Shovel tests

were estimated to reach depths of 45–65 cmbs, hitting basal clays or non-cemented bedrock at shallower depths of 20–30 cmbs along eroded areas, and reaching maximum (60–80 cm) depths along upland terrace deposits that may be present at the southern end of the project area. Due to the nature of the soils and the anticipated disturbances from previous roadwork and urban development, there is little potential for deeply buried archaeological deposits within the project area. No auger testing was conducted.

Vegetation:

The study area is located on the boundary of two, Level IV ecoregions, the Northern Post Oak Savanna and the Cretaceous Dissected Uplands. The Northern Post Oak Savanna is a northern extension of the East Central Texas Plains Level III ecoregion, and the Cretaceous Dissected Uplands are part of the South-Central Plains Level III ecoregion. The natural vegetation associated with these ecoregions includes oak-hickory-pine forest with more deciduous trees in floodplains from the Cretaceous Dissected Uplands, and tall grass prairie and cross timbers associated with the Northern Post Oak Savanna (Woods et al. 2005).

Surface Visibility:

XXX	0–25%	Within unmaintained mixed grasses and sodded areas of existing R/W
_____	25–50%	
_____	50–75%	
XXX	75–100%	Within eroded drainage areas and along roadsides

3. CULTURAL BACKGROUND:

Background Research:

XXX State Site Files at Oklahoma Archeological Survey (OAS)

XXX SHPO NRHP and DOE, and OLI Files

The Principal Investigator (PI) has conducted background research at the following repositories: the state site files at the Oklahoma Archeological Survey; SHPO, National Register of Historic Places (NRHP), and Determination of Eligibility (DOE) files (researched online); historical aerials and topographic maps, including 1936 roadway maps that show locations of historic buildings for comparison with recent topographic maps; and the ODOT-CRP online database for previously recorded bridges and culverts. Other online resources appropriate to the project were also reviewed such as census records, 1930s General Highway maps, 1920s Federal Highway Administration Program maps, online General Land Office (GLO) records, Sanborn fire insurance maps, and previous cultural resources survey reports. The main objective of such research was to identify previously recorded NRHP-eligible or listed properties within the study area and to develop a full understanding of the historical context, land use patterns, and previously identified cultural resources within the study area. Additionally, all previously identified cultural resources within one mile of the study area have been identified and examined, via file search, by location, site type, and NRHP status in order to establish areas for off-project avoidance.

Preliminary background research has confirmed that there is one NRHP-listed property, the Oklahoma Presbyterian College (ID 76001556) located within one mile of the study area. No listed Oklahoma Landmarks Inventory (OLIs) or DOEs are located within one mile of the project study area.

Oklahoma Presbyterian College (ID 76001556) opened in 1910 as the Oklahoma Presbyterian College for girls and operated under several different titles until 1966. The college had its roots in the presbyterian home mission, which established the Calvin Institute, in Durant, in 1894. The building reflects the classical

revival style and was listed in the NRHP on December 12, 1976. The college is about 692 m (2270 ft.) east of the study area.

Background research at the OAS has identified no sites that were previously recorded within the study area or within one mile of the study area. Four previously conducted surveys were recorded within one mile of the study area, and no previous archaeological surveys were conducted within the study area limits. Information regarding previous surveys has been gathered from survey cards on file at the OAS-Community Assistance Program and summarized below.

Table 1: Previous Surveys Within One Mile of Study Area.

Date	Sponsoring Agency	Surveyed by	Project Name / Number	Overlaps with Project	Survey Results/ Sites Recorded
1999	EPA/ODOC	R. Stokes and J. Baird	Durant Sewer System Improvements	No	None
2002	ODOT	Sisson et al	US-70 Durant Bypass	No	BR100, BR276-285
2004	FCC	J. Briscoe, S. Vanlandingham	Nextel Communications Durant/OK 3257C Byers II Tower	No	None
2016	FCC	ECA	10'x10' Communications Facility	No	None

Prior to field survey, a review of the 1899 Bureau of Land Management (BLM) plat maps depicted six GLO-mapped structures within one mile of the study area. A review of the 1936 General Highway and Transportation Map (Oklahoma State Highway Department 1936) shows three structures within and two structures adjacent to the study area, with outbuildings and associated elements possibly extending into the study area. A review of 1955 aerial imagery (Historic Aerials 2021) shows this study area was a largely rural agricultural part of Bryan County prior to the installation of US-75. There are at least eight primary buildings and outbuildings shown on imagery in 1955 that are within or adjacent to the study area. None are currently standing. A review of 1959 topographic maps (Historic Aerials 2021) show five buildings within or adjacent to the study area. Those same buildings, plus one additional building, are also recorded on topographic maps in 1973 (Historic Aerials 2021). Current aerial imagery shows these structures are either no longer extant or located just outside of the study area. The Kiamichi railroad is currently in use and crosses the project area approximately 1,850 feet north of the southern project terminus. No historic-aged structures or building remnants associated with the railroad were observed in current or historic aerial imagery, and this was confirmed in the field.

Bryan County Cultural Background and History

Bryan County is located in the south-central portion of Oklahoma. Bordering on the east is Choctaw County, on the north are Atoka and Johnston counties, on the west is Marshall County, and on the south is the Red River and Texas. Bryan County is separated from Marshall County by the Roosevelt Bridge and Lake Texoma (J. Milligan 2022).

According to the inventory of sites by OAS (Brooks 2005), there are at least 316 sites recorded in Bryan County. These include at least three Paleoindian (prior to 6000 BC), 55 Archaic (6000 BC to AD 1), one Woodland (AD 1 to 1000), and 19 Plains Village (AD 1000 to 1500) age sites. Additionally, there are at least 114 Historic Period occupation sites recorded.

Four notable archaeological sites in Bryan County include the Novotny, Vaden, White, and Opel sites, occupied between 1840-50, during the period of initial Choctaw and Chickasaw Nations' arrival to Indian Territory during the Removal Era (OAS 202). These sites were excavated in 1941 by Works Project Administration (WPA) crews, under the leadership of faculty from the Department of Anthropology at the University of Oklahoma. The sites are all located on Rock Creek, a tributary of the Washita River, except for the Opel Site, which is located along the Washita itself (OAS 2002). All four sites are believed to be the locations of small Chickasaw home sites which once consisted of log cabin structures. Materials encountered at these sites were typically recovered in the first eight inches of soil, with features, such as hearths and burials, extending deeper (OAS 2002). Recovered materials have been documented as a mix of European/American and Native American goods. The people living at the four sites practiced farming, raising livestock and probably hunting small game for their livelihoods (OAS 2002).

Removal Era through Nineteenth Century History

Bryan County was populated by parts of the Choctaw and Chickasaw Nations during their removal from areas of the current southeastern United States. Choctaw people first began populating Bryan County in 1831–1832, and Chickasaw people began populating the western quarter of Bryan County from 1837 to 1840. Upon their arrival to Indian Territory, the Chickasaw agreed to lease land from the Choctaw. Shortly after the arrival of the Choctaw and Chickasaw Nations, in 1842, the United States established Fort Washita in Bryan County. The fort was directed to protect new Choctaw and Chickasaw residents from threats in the western part of the territory. Existing residents considered the newcomers interlopers, and Texas settlers would conduct raids in Oklahoma as retaliation for horse stealing (J. Milligan 2022).

Bryan County was located in an important transportation corridor for nineteenth-century Indian Territory travelers and frontier era post-delivery. Important routes and stations included the Butterfield Overland Mail route and stage line, and Jonathon Nail's Crossing and the Fisher's Station or Carriage Point, four miles west of Durant. The county seat for Bryan County is Durant which was founded in 1873 when Dixon Durant erected a store on the side of the tracks of the Missouri, Kansas, and Texas Railway (incorporated into the Union Pacific in 1989) named Durant Station, which was shortened to Durant in 1882 (K. Milligan 2021). The railroad that the subject area crosses was once a branch of the St. Louis-San Francisco (Frisco) Railway, constructed between 1902 and 1903 (K. Milligan 2021). The Frisco Railway merged into Burlington Northern-Santa Fe (BNSF) in 1980 (Veenendaal 2021), and the Kiamichi Railroad Company took over operations on the line crossed by the project area in 1987 (Union Pacific 2021). Bryan County lies in the Coastal Plains physiographic region, within the Red River watershed, with major drainage provided by the Blue River (J. Milligan 2022).

Agriculture has played an important role in the development of Bryan County. Cattle ranching and cotton were major economic enterprises in the nineteenth century, though the twentieth century would bring about a diversification of economic enterprises. The primary commercial crops in Bryan County during the twentieth century were peanuts, cotton, wheat, and cattle (J. Milligan 2022).

4. METHODOLOGY:

Methods utilized during the archaeological resources survey conformed to the standards set forth in the ODOT CRP Manual (Updated October 2017) and were appropriate for the anticipated potential for cultural resources and archaeological deposits to be present within the project footprint (**Figures 2**). The study area has areas of profound disturbance near the current roadway and eroded corridors, and eroded upland and hill/backslope surfaces dominate the study area. As a result, area soils are very shallow and there is little potential for deeply buried archaeological deposits within the project area.

Shovel tests were excavated at a minimum of 30-m intervals along survey transects spaced 30 m apart throughout all areas of intact soils. In areas of profound disturbance, due to steep slopes, manmade berms, drainage ditches, utilities and dense vegetation, visual inspection supplemented by subsurface tests at the discretion of the SOI-qualified Project Archaeologist in locate the next available area of intact soils. Shovel tests were excavated at 60 m-intervals in moderately disturbed contexts, and at judgmental intervals in portions of the study area which encompassed profound disturbances. At areas of profound disturbance, a pedestrian survey with 100% visual inspection was conducted in-between shovel tests. Sediment was screened through a 1/4" hardware cloth at 10–20 cm levels, and profiles were described using the Munsell color system documented on shovel test logs. Tests were terminated upon encountering heavy, compact clays, gravels, or bedrock.

No auger testing was conducted, as the study area does not encompass any fluvial or colluvial environments, and soils were typically shallow, with a very low potential for deeply buried deposits.

No archaeological sites were encountered during this survey. Archaeological sites, when identified, are defined by the presence of above-ground or sub-surface features, the excavation of two positive shovel tests within a 10-m radius, or the presence of two or more surface artifacts within a 10-m radius.

No structures or buildings aged 45 years or older, besides the four bridges and active railroad, are located within the study area. A review of historic (1959 and 1973) topographic maps did show several structures once stood within or adjacent to the study area. Current aerial imagery shows these structures are either no longer extant or located outside of the study area and field survey, consisting of 100% pedestrian inspection, confirms the absence of any built environment resources. The Kiamichi railroad is currently in use and crosses the project area approximately 1,850 feet north of the southern project terminus. No historic-aged structures or building remnants associated with the railroad were observed in current or historic aerial imagery, and this was also confirmed in the field.

Had any resources of the built environment aged 45 years or more been encountered during field survey, these resources would have been documented by an SOI-qualified Architectural Historian and for each resource an Historic Preservation Resource Identification (HPRI) form would have been completed according to the Review and Compliance (Section 106 Process) Manual (updated November 2015) found on the SHPO website (https://www.okhistory.org/shpo/programs/106/rcmanual2015.pdf) and submitted with this report.

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5. RESULTS OF INVESTIGATION:

XXX No archeological sites or buildings recorded in study area.

____ Resources recorded in study area assessed as **not eligible** for the NRHP. Forms being submitted for agency review.

____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

____ Historic Preservation Resource Identification Form(s) for SHPO files.

Oklahoma Bridge Survey and Inventory Form.

____ **NRHP-eligible properties** recorded in study area.

Forms being submitted for agency review.

____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

Historic Preservation Resource Identification Form(s) for SHPO files.

Oklahoma Bridge Survey and Inventory Form.

Archeological sites requiring further assessment (i.e., evaluative testing)

COMMENTS AND DESCRIPTION OF FINDINGS:

No archaeological features or artifacts were encountered within the limits of the study area during this survey, and no recorded archaeological sites were identified. All subsurface testing was negative for cultural materials and no archaeological sites, features, or Isolated Finds (IF) were identified. No resources of the built environment were documented during the field survey (**Figures 1-2**).

Archaeological Resources

The study area consists of eroded urban land, comprised of roadway-adjacent and commercial development with some vacant land. Soils are profoundly disturbed due to constructed berms, slopes, drainage ditches, and prior roadwork. Due to the nature of the soils, the lack of water crossings, and the disturbances from previous roadwork and urban development, there is little potential for deeply buried archaeological deposits within the project area, and no auger testing was conducted. Shovel testing was conducted at 30-meter and 60-meter intervals within existing and proposed new right-of-way, and at judgmentally determined intervals in areas of excessive disturbance, erosion, or slope. Between the intersections of Main St. and W. Arkansas St., profound disturbances and safety limitations restricted the crew's ability to conduct shovel tests and visual inspection. These areas were photographed, and a shovel test was conducted to demonstrate profoundly disturbed soil. All shovel test sediments were screened through ¼" hardware cloth and Munselled and documented on shovel test forms, and tests were terminated upon encountering heavy, compact clays, gravels, or bedrock

Previous disturbances within the study area include profound disturbance from the current roadway and utilities corridors (**Figure 3**). Other disturbances include eroded upland and hill/backslope surfaces that dominate the area along with poured concrete drainage ditches, and other modern disturbances. These are factors that reduce the likelihood of finding intact cultural deposits within many portions of the study area. The vegetation encountered during the survey primarily included manicured grass, oak-hickory-pine forest, maintained and mixed grasses in drainage ditches, and recently excavated drainage ditches resulting in mixed surface visibility (**Figure 5 and Figure 6**). Surface visibility was best in areas where weathering, grading, and development has facilitated erosion (75–100%). Areas of dense vegetation and thick grasses provided low surface visibility (0–25%).

Soils encountered during shovel testing within the existing ROW primarily consisted of dark yellowish brown (10YR 4/4) and brown (10YR 4/3), sandy clay and sandy loam that transitions into a mottled sandy clay and clay 15–30 cmbs. The mottled sandy clay is likely fill associated with roadway construction and was found in areas of profound disturbances, such as backslopes, constructed berms, and drainage ditches. The mottled sandy clay consisted of gray (10YR 5/1) clay, and yellowish brown (10YR 5/6, 10YR 5/8) clay loam, and dark brown (10YR 3/3) sandy clay. The mottled sandy clay layer terminated 15–50 cmbs when yellowish brown (10YR 5/8) basal clay became too compact to excavate. Visually inspected areas throughout the project had at least 25% ground surface visibility or were profound roadway and utility disturbances with no potential for intact cultural deposits. Several shovel tests encountered modern plastic trash within the top 10 cm of soil, and visually inspected areas contained at least 15% surface coverage in modern roadside trash (food containers, plastic, glass bottles). The entire study area contained constructed roadway development such as backslopes, utilities, and drainage ditches greatly reducing the likelihood of intact cultural deposits.

Built Environment Resources

No resources of the built environment, besides the four bridges and active railroad, 45 years of age or older are present within the study area.

The railroad was once a branch of the St. Louis-San Francisco (Frisco) Railway, constructed between 1902 and 1903 (K. Milligan 2021). The Frisco Railway merged into Burlington Northern-Santa Fe (BNSF) in 1980 (Veenendaal 2021), and the Kiamichi Railroad Company took over operations on the line crossed by the project area in 1987, and the railway is currently in use (Union Pacific 2021). The railway consisted of one rail on top of a gravel berm with the gravels extending 5m each way of the rail. During survey, no structures associated with the railroad were observed, with the active railway and berm being the only components within the study area.

6. RECOMMENDATIONS:

____ **Plan Notes** requiring avoidance of cultural resources in off-project areas

XXX **Approval Recommended** with the proposed project as planned with no additional research. If subsurface archaeological materials are exposed during construction, the Contractor and Resident Engineer shall notify the Department Archaeologist in accordance with Section 202.04(a), Standard Specifications for Highway Construction.

_____ **Approval NOT Recommended,** until one or more of the following measures are completed.

_____ **Additional consultation with SHPO** regarding NRHP-eligible Properties

_____ **Revise design** to avoid/protect resources

_____ **NRHP Eligibility Archaeological Test Excavations**

_____ **Implementation of MOA** with SHPO regarding Mitigation of Adverse Effects to Historic Properties

SUMMARY AND COMMENTS REGARDING RECOMMENDATIONS:

No new or existing archaeological deposits, features, or sites were recorded within the study area during the cultural resources survey of the study area extending 1 mile along US-69. The study area was found to be heavily disturbed throughout due to construction of the existing roadway, buried utilities, and modern disturbances.

No buildings aged 45 years or more, besides the four bridges and active railroad, were located within the study area.

The existing bridge carrying US-69 northbound over W. Arkansas St. & Kiamichi Railroad (Structure No. 0703 0377EX; NBI No. 17535) constructed in 1969 was identified as a type listed in the Advisory Council on Historic Preservation's (ACHP) Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 northbound over Main Street (Structure No. 0703 0388EX; NBI No. 17507) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 southbound over W. Arkansas St. & Kiamichi Railroad (Structure No. 0703 0377WX NBI No. 17534) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

The existing bridge carrying US-69 southbound over Main Street (Structure No.0703 0388WX; NBI No. 17506) constructed in 1969 was identified as a type listed in the ACHP's Program Comment for post-1945 concrete and steel bridges and requires no additional documentation.

Based on the nature of this undertaking and based on the negative results of this intensive cultural resources survey, no further work is recommended within the study area. The proposed undertaking will have **no effect** to any historic properties.

To avoid impacts to cultural resources that have been assessed for NRHP eligibility within the vicinity by off-project activity such as borrow pit excavation or staging and storing of heavy equipment, it is recommended any NRHP-eligible or listed properties within 1 mile of the study area be avoided. No NRHP-listed properties within one mile of the study area have been indicated for the establishment of off-project facilities.

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2005 Ecoregions of Oklahoma (color poster with map, descriptive text, summary tables, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:1,250,000).

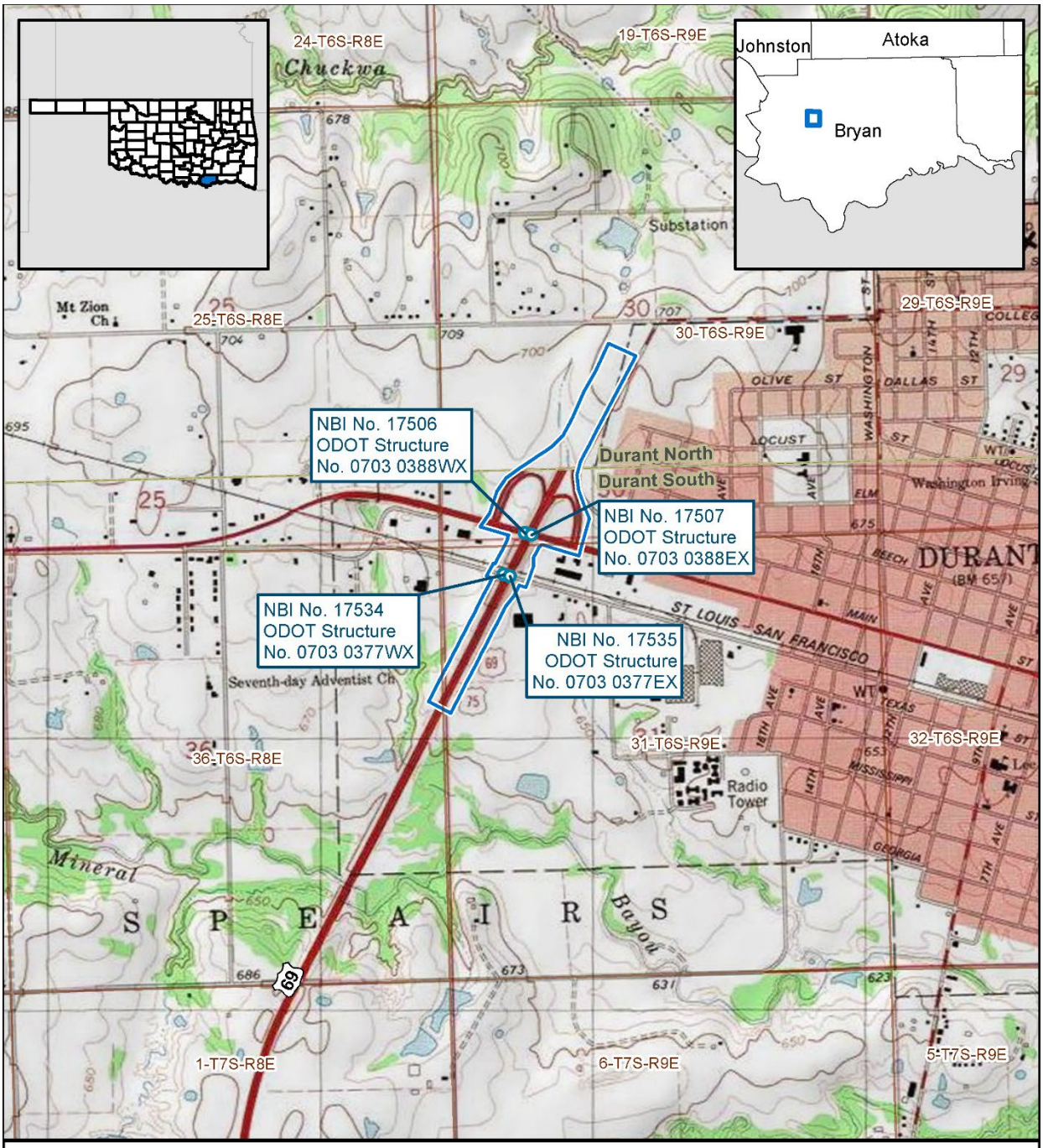

Figure 1.
Proposed 4-Bridge Replacement
and Approaches on US-69
JPs: 33871(04) and 33872(04)
Bryan County, Oklahoma

Data Sources: OAS (2021), ODOT (2021)
Topographic Source:
USGS Durant North (1969) and Durant South (1980) 7.5' Quadrangle
Date: 2/8/2022

Document Path: G:\Projects\337_CC_Env_MKEC\001_BryanCo_US69\BryanCo_US69_Fig1_Project Location_Topo_20220208.mxd

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

June 1, 2022

To: ODOT Cultural Resources Program

From: Rhonda S. Fair, Director – Tribal Coordination

Re: Summary of tribal consultation for Bryan County JP# 33871(04) and 33872(04) - Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant

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A file search conducted on 4/13/2021 and found no known potentially sensitive areas in the project area or its vicinity.

The following tribes were consulted on 4/13/2021 and 4/26/2022:

- Caddo Nation
- Chickasaw Nation
- Choctaw Nation
- Delaware Nation
- Osage Nation
- Wichita & Affiliated Tribes

The following comments were received:

- Chickasaw Nation: In support of proposed project and not presently aware of any specific historic properties affected by the project (4/20/2021, 5/2/2022).
- Choctaw Nation: Within area of interest, request for GPS coordinates and cultural resources report when available (6/17/2021). No known sites in the immediate area, but will need to review the cultural resources survey when available (8/27/2021).
- Osage Nation: Known Osage resources near the project area, Texas Road is 0.65 miles east of the project area, avoidance areas requested (5/23/2021).

Based on the file search and tribal comments, the following areas are listed for avoidance by contractor-selected off-project facilities:

- T6S R9E
  - Section 29: ALL
  - Section 30: E½
  - Section 31: ALL

Statement of possible tribal impacts:

- The Caddo Nation, Osage Nation, and Wichita and Affiliated Tribes identify Bryan County as part of their ancestral homelands.
- This project lies within the Oklahoma Statistical Tribal Area of the Choctaw Nation.
- Based on the information provided in the Request for Specialists Studies, the area of potential effect does not involve tribal trust land, individual Indian trust land, restricted land, or tribally owned fee land.
- No known tribal facilities, such as housing authority properties, tribal offices, or tribal businesses are located within or immediately adjacent to the project area. The Choctaw Nation owns one property 0.15 miles from the eastern edge of the study area. The Choctaw Nation's tribal headquarters is 0.43 miles from the study area. Access to these properties should be maintained throughout construction.

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 26, 2022

Caddo Nation
Attn: Chairman Bobby Gonzalez
P.O. Box 487
Binger, OK 73009

Dear Chairman Gonzalez:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Bryan	**Job Piece #**	33871(04) & 33872(04)	**Anticipated Let Date**	2027
Project description	Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation did not identify or record any cultural resources within the APE. Ongoing tribal consultation identified sensitive areas located outside of the APE, and these locations will be recommended for avoidance by off-site activities. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Jonathan Rohrer, THPO

OKLAHOMA Transportation

Tribal Coordination
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 13, 2021

Caddo Nation
Attn: Chairman Tamara Francis
P.O. Box 487
Binger, OK 73009

Dear Chairman Francis:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	Bryan	**Job Piece #**	33871(04) 33872(04)	**Anticipated Let Date**	2027
Project description	Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant				
Location	Sec 30 & 31 T6S R9E and Sec 36 T6S R8E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Tribal Historic Preservation Office

May 2, 2022

Dr. Rhonda S. Fair
Director of Tribal Coordination
Oklahoma Department of Transportation
200 N.E. 21st Street, Room 1-C1a
Oklahoma City, OK 73105-3204

Dear Dr. Fair:

Thank you for the letters regarding the proposed projects listed below. We accept the invitation to consult under Section 106 of the National Historic Preservation Act.

- JP# 33871(04) Bridge replacement and approach improvements on US 69 Northbound over West Arkansas Street, K Railroad, and Main Street, Durant, Bryan County, Oklahoma.
- JP# 33872(04) Bridge replacement and approach improvements on US 69 Southbound over West Arkansas Street, K Railroad, and Main Street, Durant, Bryan County, Oklahoma.
- JP# 34336(04) Widen and resurface State Highway 1 / State Highway 7 in Johnston County, Oklahoma.

The Chickasaw Nation is in support of the proposed undertakings and is not presently aware of any specific historic properties, including those of traditional religious and cultural significance, that will be impacted by these projects. In the event the agency becomes aware of the need to enforce other statutes we request to be notified under ARPA, AIRFA, NEPA, NAGPRA, NHPA and Professional Standards.

Your efforts to preserve and protect significant historic properties are appreciated. If you have any questions, please contact Ms. Karen Brunso, tribal historic preservation officer, at (580) 272-1106, or by email at karen.brunso@chickasaw.net.

Sincerely,

Lisa John, Secretary
Department of Culture and Humanities

cc: rfair@odot.org

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 26, 2022

Chickasaw Nation
Attn: Governor Bill Anoatubby
P.O. Box 1548
Ada, OK 74821

Dear Governor Anoatubby:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Bryan	**Job Piece #**	33871(04) & 33872(04)	**Anticipated Let Date**	2027
Project description	Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation did not identify or record any cultural resources within the APE. Ongoing tribal consultation identified sensitive areas located outside of the APE, and these locations will be recommended for avoidance by off-site activities. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Historic Preservation Office

April 20, 2021

Dr. Rhonda S. Fair, Director of Tribal Coordination
Oklahoma Department of Transportation
200 N.E. 21st Street, Room 1-C1a
Oklahoma City, OK 73105-3204

Dear Dr. Fair:

Thank you for the letter of notification regarding the proposed project listed below. We accept the invitation to consult under Section 106 of the National Historic Preservation Act.

- JP# 33871(04) 33872(04) Bridge replacement and approach improvements on U.S. 69, Bryan County, Oklahoma.

The Chickasaw Nation is in support of the proposed undertaking and is not presently aware of any specific historic properties, including those of traditional religious and cultural significance, that will be impacted by this project. In the event the agency becomes aware of the need to enforce other statutes we request to be notified under ARPA, AIRFA, NEPA, NAGPRA, NHPA and Professional Standards.

Your efforts to preserve and protect significant historic properties are appreciated. If you have any questions, please contact Ms. Karen Brunso, tribal historic preservation officer, at (580) 272-1106, or by email at karen.brunso@chickasaw.net.

Sincerely,

Lisa John, Secretary
Department of Culture and Humanities

cc: rfair@odot.org

OKLAHOMA Transportation

Tribal Coordination
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 13, 2021

Chickasaw Nation
Attn: Governor Bill Anoatubby
P.O. Box 1548
Ada, OK 74821

Dear Governor Anoatubby:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	Bryan	**Job Piece #**	33871(04) 33872(04)	**Anticipated Let Date**	2027
Project description	Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant				
Location	Sec 30 & 31 T6S R9E and Sec 36 T6S R8E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Historic Preservation Office

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 26, 2022

Choctaw Nation
Attn: Dr. Ian Thompson, THPO
Tribal Historic Preservation Office
P.O. Drawer 1210
Durant, OK 74702

Dear Dr. Thompson:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Bryan	**Job Piece #**	33871(04) & 33872(04)	**Anticipated Let Date**	2027
Project description	Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation did not identify or record any cultural resources within the APE. Ongoing tribal consultation identified sensitive areas located outside of the APE, and these locations will be recommended for avoidance by off-site activities. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

Rhonda Fair

From: Lindsey Bilyeu <lbilyeu@choctawnation.com>
Sent: Friday, August 27, 2021 12:50 PM
To: Rhonda Fair
Subject: [EXTERNAL] RE: RE: Job Piece # 33871(04) 33872(04), Bryan Co., OK

Rhonda,

Thank you for sending the additional information. Our office isn't aware of any known sites in the immediate project area, however, we will need to review the results of the cultural resources survey once it is available.

In the meantime, if you have any questions or concerns, please contact me.

Thank you,

Lindsey D. Bilyeu, MS
Senior Section 106 Reviewer
Choctaw Nation of Oklahoma
Historic Preservation Department
Office: (580) 642-8377
Cell: (580) 740-9624

From: Rhonda Fair <RFair@odot.org>
Sent: Tuesday, July 27, 2021 1:52 PM
To: Lindsey Bilyeu <lbilyeu@choctawnation.com>
Subject: RE: RE: Job Piece # 33871(04) 33872(04), Bryan Co., OK

Hi Lindsey,

Unfortunately, I only have the study area in KMZ format at this time.

I've attached a JPG of the study area, as well as the location map. The north end of the project is at 34.003895 lat / -96.400468 lon, and the south end is 33.990478 lat / -96.409290 lon.

Hope that this helps!

Rhonda

From: Lindsey Bilyeu <lbilyeu@choctawnation.com>
Sent: Saturday, July 17, 2021 12:23 PM
To: Rhonda Fair <RFair@odot.org>
Subject: [EXTERNAL] RE: RE: Job Piece # 33871(04) 33872(04), Bryan Co., OK

Rhonda,

Rhonda Fair

From: Rhonda Fair
Sent: Friday, June 18, 2021 9:08 AM
To: 'Lindsey Bilyeu'
Subject: RE: RE: Job Piece # 33871(04) 33872(04), Bryan Co., OK
Attachments: 33871(04) 33872(04).kmz

Good morning Lindsey,

No need to apologize! We're still early in the process, and I appreciate your response.

Attached is a KMZ of the project's study area. Will that work for you?

I'll send the cultural resources report your way as soon as it's finalized.

Have a fantastic weekend!

Rhonda

From: Lindsey Bilyeu <lbilyeu@choctawnation.com>
Sent: Thursday, June 17, 2021 12:48 PM
To: Rhonda Fair <RFair@odot.org>
Subject: [EXTERNAL] RE: Job Piece # 33871(04) 33872(04), Bryan Co., OK

Dr. Fair,

The Choctaw Nation of Oklahoma thanks ODOT for the correspondence regarding the above referenced project. I apologize for the late response to this project.

Bryan Co., OK lies in our area of historic interest. Could you please provide the GPS coordinates of the project area? Also, please provide our office with a copy of the cultural resources survey report once it is available.

If you have any questions, please contact me.

Thank you,

Lindsey D. Bilyeu, MS
Senior Section 106 Reviewer
Choctaw Nation of Oklahoma
Historic Preservation Department
Office: (580) 924-8280
Cell: (580) 740-9624

Rhonda Fair

From: Lindsey Bilyeu <lbilyeu@choctawnation.com>
Sent: Thursday, June 17, 2021 12:48 PM
To: Rhonda Fair
Subject: [EXTERNAL] RE: Job Piece # 33871(04) 33872(04), Bryan Co., OK

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Senior Section 106 Reviewer
Choctaw Nation of Oklahoma
Historic Preservation Department
Office: (580) 924-8280
Cell: (580) 740-9624

OKLAHOMA Transportation

Tribal Coordination
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 13, 2021

Choctaw Nation
Attn: Dr. Ian Thompson, THPO
Tribal Historic Preservation Office
P.O. Drawer 1210
Durant, OK 74702

Dear Dr. Thompson:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	Bryan	**Job Piece #**	33871(04) 33872(04)	**Anticipated Let Date**	2027
Project description	Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant				
Location	Sec 30 & 31 T6S R9E and Sec 36 T6S R8E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 26, 2022

Delaware Nation
Attn: President Deborah Dotson
P.O. Box 825
Anadarko, OK 73005

Dear President Dotson:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Bryan	**Job Piece #**	33871(04) & 33872(04)	**Anticipated Let Date**	2027
Project description	Bridge replacement and approach improvements on U.S. 69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with U.S. 69 Business in Durant				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation did not identify or record any cultural resources within the APE. Ongoing tribal consultation identified sensitive areas located outside of the APE, and these locations will be recommended for avoidance by off-site activities. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Erin Paden

OKLAHOMA Transportation

Tribal Coordination
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 13, 2021

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P.O. Box 825
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Location	Sec 30 & 31 T6S R9E and Sec 36 T6S R8E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Erin Paden

Rhonda Fair

From: Johnnie Jacobs <johnnie.jacobs.ctr@osagenation-nsn.gov>
Sent: Sunday, May 23, 2021 4:31 PM
To: Rhonda Fair
Subject: [EXTERNAL] 2021-3945OK-4, ODOT, 33871(04) 33872(04), Bridge replacement and approach improvements on US-69, Bryan Co., OK, Avoidance Areas

Date: May 23, 2021 **File: 2021-3945OK-4**

RE: ODOT, 33871(04) 33872(04), Bridge replacement and approach improvements on US-69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with US-69 Business in Durant, Bryan County, Oklahoma

Oklahoma Department of Transportation
Rhonda Fair
200 NE 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project ODOT, 33871(04) 33872(04), Bridge replacement and approach improvements on US-69 (northbound and southbound) over W. Arkansas Street, K Railroad, and Main Street, 3.77 miles and 3.88 miles north of the junction with US-69 Business in Durant, Bryan County, Oklahoma**.** There are known Osage resources near the project area. The Texas Road is located approximately .65 miles east of the project area. We request the following areas to be avoided. This office looks forward to reviewing the final report.

Avoidance Areas:
T6S-R9E: Section 29 – all
Section 30 – east of the project area
Section 21 – east of the project area

The Osage Nation requests that the report include a project site plan map indicating the locations of screened shovel tests labeled by their field identification numbers and a table listing shovel test locations, width (cm), actual depth (cm) of each level, soils of each level, and results. Shovel test minimum width is 30 cm. Shovel test minimum depth is to 50 cm or sterile soil, whichever is encountered first. If terminated before sterile soil is reached, please provide an explanation either in the text or in the shovel test log.

Should you have any questions or need any additional information, please feel free to contact me at the email listed above. Thank you for consulting with the Osage Nation on this matter.

Thank you,

Ms. Johnnie Jacobs
Historic Preservation Specialist
Osage Nation Historic Preservation Office
627 Grandview Avenue
Pawhuska, OK 74056

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 26, 2022

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Bryan	**Job Piece #**	33871(04) & 33872(04)	**Anticipated Let Date**	2027
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In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation did not identify or record any cultural resources within the APE. Ongoing tribal consultation identified sensitive areas located outside of the APE, and these locations will be recommended for avoidance by off-site activities. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Andrea Hunter, THPO

OKLAHOMA Transportation

Tribal Coordination
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 13, 2021

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Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Tribal Historic Preservation Office

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

April 26, 2022

Wichita and Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Gary McAdams, THPO

OKLAHOMA Transportation

Tribal Coordination
200 N.E. 21st Street
Oklahoma City, OK 73105
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Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Robin Williams, THPO

BIOLOGICAL STUDIES

BIOLOGICAL STUDIES TRACKING FORM

NEPA Project Manager	Geoff Canty / Kathy Koon
State or Local Government Project	State
USFWS TAILS #	2022-0062495 (previously 02EKOK00-2021-SLI-2253)
Original IPaC List	7/14/2021
Email used to request IpaC official species list	Leah@ccenviro.net
Last Updated Species List Date	7/11/2022
ROW	Click here to enter a date.
Let Date	2027
90 Day Prior to Let IpaC List	Click here to enter a date.
Duration expected	Click here to enter text.
Original Biological Assessment and Waters and Wetlands Report Prepared By:	CC Environmental
Most Recent Field Date:	6/24/2021
Original Report Date:	7/15/2021
USFWS Consultation Submittal:	No Effect All Species
USFWS Concurrence:	None required
Original Tracking Form Prepared by:	Elizabeth Nichols
Original Tracking Form date:	7/16/2021
Update Reason	Species Update
Amended USFWS Consultation Submittal:	Monarch only added species
Amended USFWS Concurrence:	Not required for Candidate species
Tracking Form Updated By Whom:	Elizabeth Nichols
Tracking Form Updated Date:	7/11/2022
ADD MORE LINES AS NEEDED FOR EACH TIME PROJECT IS UPDATED	

Form Date: June 2021

Project Name from Oracle

US-69: NB and SB over W. Arkansas St., Kiamichi RR and Main St, 3.77 & 3.88 Miles N JCT US-69B

Project Description

Bridge and Approaches or bridge widening/structure extension

Check if any of the following is expected as part of the proposed action

- Work within the OHWM is expected ☐
- Project is OFF-SET alignment ☐
- Project is NEW alignment ☐
- Project involves **NO OFF EXISTING PAVEMENT** work ☐
- Project requires new ROW (permanent &/or temporary) ☐

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Species	Listing Status	IPaC Check if Yes	Effect Determination for IPaC listed species
Red-cockaded Woodpecker	Endangered	☐	Choose an item.
Whooping Crane	Endangered	☒	No Effect
Gray Bat	Endangered	☐	Choose an item.
Indiana Bat	Endangered	☐	Choose an item.
Ozark Big-eared Bat	Endangered	☐	Choose an item.
Neosho Mucket	Endangered	☐	Choose an item.
Ouachita Rock Pocketbook	Endangered	☐	Choose an item.
Scaleshell Mussel	Endangered	☐	Choose an item.
Winged Mapleleaf	Endangered	☐	Choose an item.
Harperella	Endangered	☐	Choose an item.
American Burying Beetle	Threatened	☐	Choose an item.
Eastern Black Rail	Threatened	☐	Choose an item.
Piping Plover	Threatened	☒	No Effect
Red Knot	Threatened	☒	No Effect
Northern Long-eared Bat	Threatened	☐	Choose an item
Arkansas River Shiner	Threatened	☐	Choose an item.
Leopard Darter	Threatened	☐	Choose an item.
Neosho Madtom	Threatened	☐	Choose an item.
Ozark Cavefish	Threatened	☐	Choose an item.
American Alligator	Threatened	☐	Choose an item.
Rabbitsfoot Mussel	Threatened	☐	Choose an item.
Monarch Butterfly	Candidate	☒	Not likely to jeopardize the continued existence
Rattlesnake-master Borer Moth	Candidate	☐	Choose an item.
Peppered Chub	Proposed	☐	Choose an item.
Whooping Crane Critical Habitat	Designated	☐	Choose an item.
Arkansas River Shiner Critical Habitat	Designated	☐	Choose an item.
Leopard Darter Critical Habitat	Designated	☐	Choose an item.
Neosho Mucket Critical Habitat	Designated	☐	Choose an item.
Rabbitsfoot Critical Habitat	Designated	☐	Choose an item.
Peppered Chub Critical Habitat	Proposed	☐	Choose an item.

	NEPA Footprint	Construction Footprint
Number of acres within the NEPA Study Footprint & Construction Footprint (if known)	69.7	Click here to enter text.

Bald Eagle Assessment	Not expected to impact
Migratory Bird Assessment of Transportation Structures	Migratory birds found nesting on transportation structures
Assessment	nesting habitat for migratory birds will be impacted

Birds of Conservation Concern	Listed BCC may be impacted
Interior Least Tern (MBTA)	not expected to impact

Species (choose those that apply)	**Seasonal Restriction Period**
Migratory Birds: Swallows and Phoebes (NESTS PRESENT)	March 1 – August 31

Conservation Commitments

ODOT Commitment: All operators, employees, and contractors will be made aware of all environmental commitments, including the following Plan Notes.

Monarch Commitment: ODOT, as a Certificate of Inclusion partner in the Nationwide Monarch Butterfly CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

Tree Removal Minimization Commitment: In order to avoid impacts to either tree nesting or ground nesting USFWS Birds of Conservation Concern, the removal of trees and shrubs /will be restricted to areas within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid tree removal, if possible, during the design of the project. Tree removal will be limited to that specified in the project plans provided to contractors.

Species Plan Notes

Non-Compliance: Failure to implement the commitments specified in the Plan Notes can result in non-compliance issues on the project. Work activities may be suspended on the project, for an undetermined duration, while working with regulators to bring the project back into compliance. The contractor will not be compensated for time lost.

Water Quality Conservation: Appropriate Best Management Practices to minimize impacts from storm water discharges and sedimentation in streams, as established by the Oklahoma Department of Environmental Quality, shall be conscientiously implemented throughout the proposed construction periods, in order to minimize any potential impacts to any listed species. The effectiveness of erosion controls shall be maintained for the duration of construction activities. Hazardous materials, chemicals, fuels, lubricating oils, and other such substances shall be stored at least 100 feet outside of the ordinary high water mark (OHWM). Refueling of construction equipment shall also be conducted at least 100 feet from the OHWMs. Sediment and erosion controls shall be installed around staging areas to prohibit discharge of materials from these sites. Construction waste materials and debris shall be stockpiled at least 25 feet outside of the OHWMs, and these materials shall be removed and disposed of properly following completion of the project. Preventative measure must be taken to prohibit the discharge of contaminants into any surface waters.

Migratory Bird Note: Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most migratory bird species extends from March 1 to August 31. Migratory bird nesting use of a culvert at 33.999943°, -96.403055) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing culvert shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the culvert shall be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of weather-resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Although no nests were observed on all other structures, the birds may occupy the structures in the future. The Resident Engineer shall contact the ODOT Biologist if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28 (when migratory bird nests are not occupied).

Waters and Wetlands Delineation Status

Original delineation

Wetlands and Ponds

Total Number of Sites	Water Body Type	Potential Jurisdiction Status	Acres within the NEPA Footprint
1	Pond	Unlikely Jurisdictional	0.01

Streams and Drainages

Total Number of sites	Water body name	USGS Designation	Potential Jurisdictional Status	Acres within the NEPA Footprint	Liner Feet within the NEPA Footprint
2	Tributaries to Mineral Bayou	mapped intermittent	Likely Jurisdictional	0.47	2,445
1	drainage	unmapped ephemeral drainages	Unlikely Jurisdictional	0.02	597

ENDANGERED, THREATENED AND CANDIDATE SPECIES, DESIGNATED CRITICAL HABITAT, BALD EAGLE AND MIGRATORY BIRD ASSESSMENTS

For

USFWS TAILS #		**02EKOK00-2021-SLI-2253**			
Email used to request IPaC official species list		Leah@ccenviro.net			
County	Bryan	**JP Number**	33871(04) & 33872(04)	**Project Number**	J3-3871(004) J3-3872(004)
Road Number	US-69 (NB & SB)	**Water Body Name**		N/A	
ROW Date	N/A	**Let Date**	FFY 2027	**Project Length**	1 Mile
Project General Location		US-69 beginning approximately 1.5 miles north of the US-70B/US-69 JCT and extending north roughly 1 mile, in City of Durant			
Project Description & Statement From Oracle		Bridge & Approaches US-69: NB over W. Arkansas St., Kiamichi RR and Main St, 3.77 & 3.88 Miles N JCT US-69B – and – SB over W. Arkansas St., Kiamichi RR and Main St, 3.77 & 3.88 N			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	Leah Peterson
Company/Agency Name	CC Environmental, LLC.
Address	P.O. Box 1292
City, State Zip	Norman, OK 73071

Report Date:	July 15, 2021
Field Survey Date	June 24, 2021
Field Survey Biologist(s)	Leah Peterson and Dale Daniel

1. PROJECT OVERVIEW

1.1 Federal Nexus

This biological assessment, prepared by the above-named Company/Agency for the Oklahoma Department of Transportation (ODOT), addresses the above-named project in compliance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended. Section 7 of the ESA requires that, through consultation with the U.S. Fish and Wildlife Service (Service), federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat. This assessment evaluates the potential effects of the proposed transportation project on species that are federally listed under the ESA. Specific project design elements are identified that avoid or minimize adverse effects of the proposed project on listed species and designated critical habitat.

1.2. Project Description

Bridge and Approaches or bridge widening/structure extension

Description of the **existing** bridge/roadway facility and reason for proposed project

The proposed project area of US-69 is an open section divided principal arterial highway with four 12-foot-wide asphalt paved driving lanes (two northbound and two southbound lanes) with 4-foot wide inside and 8 to 10-foot wide outside asphalt paved shoulders. The pavement is deteriorating and the ramp geometry onto Main Street is substandard. This highway traverses the urban area of Durant and has an average daily traffic (ADT) of 27,700 vehicles per day.

Within this stretch of US-69, there are four bridges listed on the National Bridge Inventory (NBI). Bridges #17535 and #17507 are located on the northbound lanes of US-69. NBI# 17535 crosses over W. Arkansas Street and the Kiamichi Railroad (K.R.R), and NBI# 17507 crosses over W. Main Street. Bridges #17534 and #17506 are located on the southbound lanes of US-69. NBI# 17534 crosses over W. Arkansas Street and the K.R.R., and NBI# 17506 crosses over W. Main Street.

NBI# 17535 is a continuous steel I-beam, stringer/girder bridge comprised of four spans that are 45 ft - 52 ft - 52 ft - 45 ft. The total bridge length is 196.9 feet. The concrete-cast-in-place deck has a horizontal clearance of 38 feet. This structure was constructed in 1969, has a sufficiency rating of 76.5 and is considered functionally obsolete and is at-risk of becoming structurally deficient.

NBI# 17534 is a continuous steel I-beam, stringer/girder bridge comprised of four spans that are 45 ft - 52 ft - 52 ft - 45 ft. The total bridge length is 196.9 feet. The concrete-cast-in-place deck has a horizontal clearance of 38 feet. This structure was constructed in 1969, has a sufficiency rating of 60.5 and is considered structurally deficient.

NBI# 17507 is a steel continuous stringer/girder span bridge comprised of two 83-foot-long spans, totaling 168 feet in length. The concrete-cast-in-place deck has a horizontal clearance of 46 feet. This structure was constructed in 1969, has a sufficiency rating of 77.3 and is at-risk of becoming structurally deficient.

NBI# 17506 is a steel continuous stringer/girder span bridge comprised of two 83-foot-long spans, totaling 168 feet in length. The concrete-cast-in-place deck has a horizontal clearance of

46 feet. This structure was constructed in 1969, has a sufficiency rating of 77.2 and is at-risk of becoming structurally deficient.

The purpose of this project is to improve safety, and the need for the project is to correct a structurally deficient bridge and three other bridges at-risk of becoming structurally deficient.

Description of **proposed** improvements

ODOT proposes to replace all four bridges. There are no plans at the time of this study. The proposed new bridges will be wide enough to accommodate two driving lanes, acceleration and deceleration lanes, and shoulders. The bridges will have the appropriate vertical clearance mandated for the railroad below and will have vertical abutments. Retaining walls will be used as needed.

The approaches on either side and in-between these bridges will be reconstructed to match the proposed structures' widths. Roadway typical sections will maintain two 12-foot driving lanes, and inside shoulders will be 4-feet wide, with outside shoulders 8-10 feet wide. Ramp geometric deficiencies may be corrected as well.

The proposed improvements will be completed on the existing alignment and the acquisition of new rights-of-way or the relocation of utilities will be avoided. Traffic will be maintained throughout construction with the use of crossover lanes and single lanes with appropriate dividers for head-to-head traffic. No alterations will be made to W. Arkansas Street, Kiamichi R.R. or W. Main Street below the bridges.

Check if any of the following is expected as part of the proposed action

- Work within OHWM is expected ☐
- Project is OFF-SET alignment ☐ or NEW alignment ☐
- Project involves **NO OFF EXISTING PAVEMENT** work ☐
- Project requires new ROW (permanent &/or temporary) ☐

1.3. Project Area and Setting

Project Location		**Environmental Study Footprint**		**Ecoregion & Game Type**	
Section Range & Township	Lat/Long NAD 83)	Dimensions	Acreage	Level IV Ecoregion (Woods et al. 2005)	Game Type (Duck and Fletcher 1943)
S 25 & 36-T6S-R8E; S 30 & 31-T6S-R9E	Southern edge (33.990491°, -96.409336°); northern edge: (34.003845°, -96.400387°)	1.0 mile along US-69, ranging from 165 feet, up to 270 feet from center alignment, and including highway on- / off-ramps.	69.7 acres	33a - Northern Post Oak Savanna	Post Oak and Blackjack Oak Forest; and Tallgrass Prairie

Action Area:

The action area for the proposed project is equivalent to the NEPA Environmental Study Footprint.

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Species Range and Occurrence Evaluation (Check √ all that apply)

Species	IPaC[1]	Watershed[2]	Water Body[3]	Records[4]
	Check if Yes	Check if YES	Check if Yes	Check if Yes
Red-cockaded Woodpecker	☐			☐
Whooping Crane	☒	☐		☐
Gray Bat	☐	☐		☐
Indiana Bat	☐			☐
Ozark Big-eared Bat	☐			☐
Neosho Mucket	☐	☐	☐	☐
Ouachita Rock Pocketbook	☐	☐	☐	☐
Scaleshell Mussel	☐	☐	☐	☐
Winged Mapleleaf	☐	☐	☐	☐
Harperella	☐			☐
American Burying Beetle	☐			☐
Eastern Black Rail	☐			☐
Piping Plover	☒			☐
Red Knot	☒			☐
Northern Long-eared Bat	☐			☐
Arkansas River Shiner	☐	☐	☐	☐
Leopard Darter	☐	☐	☐	☐
Neosho Madtom	☐	☐	☐	☐
Ozark Cavefish	☐	☐		☐
American Alligator	☐			☐
Rabbitsfoot Mussel	☐	☐	☐	☐
Rattlesnake-master Borer Moth	☐			☐

[1]Species is on the Proposed Project's IPaC List
[2]Action Area is within a watershed associated with occupied water bodies
[3]Action Area includes an occupied water body
[4]Project site within 5 miles of known records

Designated or Proposed Critical Habitat	Action Area includes Designated Critical Habitat (Check √ if Yes)
Whooping Crane	☐
Arkansas River Shiner	☐
Leopard Darter	☐
Neosho Mucket	☐
Rabbitsfoot	☐

Action area is adjacent to McAlester Army Ammunition Plant or Camp Gruber/Cherokee WMA ☐

All of part of the action area is within the 10 mile **gray bat** priority area (ODOT will check) ☐
All of part of the action area is within the 2 mile **gray bat** priority area (ODOT will check) ☐

Action area is within what percentage **Whooping Crane** migratory corridor **95%**
Action area is within 15 miles of Salt Plains NWR, Hackberry Flat, or Foss Reservoir. ☐

Action area is within the historic range of the **Red-cockaded Woodpecker** ☐
Action area is within 10 miles of the McCurtain County Wilderness Area ☐
Action area is within 10 miles of the Pushmataha Wildlife Management Area ☐

3. ENVIRONMENTAL BASELINE

3.1. Ecological Processes and Conditions

Soils (Use Soil Map of Oklahoma by Carter and Gregory 2008)

Soil Class	Grand Prairie
Soil Name	Chigley-Durant-Clarita-Eiden-Ferris-Burleson
Soil Type	Alfisols; Mollisols; Vertisols
Soil Characteristics	Deep, clayey (high shrink-swell potential), and humus-rich soils on gentle slopes (7%)

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	42-45 inches
Growing Season	Number of days	230-235 days
Mean Temperatures	Summer min/max	71/93 degrees F
	Winter min/max	29/51 degrees F

River System

According to the USGS Topographic 7.5-minute map, the study footprint included two intermittent streams, each of which were unnamed tributaries and flowed south-southeast to empty into Mineral Bayou which occurs less than 0.5-mile south of the study area.

Land Use and Land Ownership

From Woods et al. 2005	Cropland, pastureland, and riparian forest with crops, mostly peanuts, soybeans, grain sorghum, small grains, hay, and cotton
From Field investigation	Mostly urban in the center with commercial businesses and national highway system off- and -on-ramps.

Terrestrial and Aquatic Community Descriptions (based on field site visit)

The study area included mostly a developed highway system with a wide area of maintained rights-of-way (ROW) on either side. In the southern portion of the footprint, outside of the ROW were small areas of dense riparian/bottomland forest. However, the center and northern portions of the footprint were predominately urban (in the City of Durant), with areas beyond the maintained ROW predominately accessory roadways or asphalt parking lots.

Herbaceous species identified within the routinely maintained ROW included silver bluestem (*Bothriochloa laguroides*), bermudagrass (*Cynodon dactylon*), Johnsongrass (*Sorghum halepense*), dallasgrass (*Paspalum dilatatum*), bahia (*Paspalum notatum),* big bluestem (*Andropogon gerardii*), ragweed (*Ambrosia artemisiifolia*), compass plant (*Silphium laciniatum*), Illinois bundleflower (*Desmanthus illinoensis*), globe flatsedge (*Cyperus echinatus*), and switchgrass (*Panicum virgatum*).

The riparian and bottomland forested areas beyond the ROW in the southern portion of the footprint included mixed deciduous and evergreen species such as elm (*Ulmus spp.*), oak (*Quercus spp.*), cedar (*Juniperus virginiana*), pine (*Pinus echinata*), black walnut (*Juglans nigra*), pecan (*Carya illinoensis*), shining sumac (*Rhus copallinum*), and privet (*Ligustrum sinense*).

Two intermittent streams were observed within the study area, both unnamed tributaries to Mineral Bayou (approximately 0.5 mile south of the project). The first stream was observed in the riparian bottomlands west of US-69 in the southern portion of the footprint. The banks of this stream were dominated by mature woody species such as sycamore (*Platanus occidentalis*), walnut, pecan, cottonwood (*Populus deltoides*), and honey locust (*Gleditsia triacanthos*). The second stream flowed through the open lawns within the on- and off- ramps for the highway, and then through the ditches east of the roadway. This streambed was populated by cattails (*Typha spp.*), southern bulrush (*Schoeneoplectus californicus*), spikerush (*Eleocharis spp.*), curled dock (*Rumex crispus*), tall goldenrod (*Solidago altissima*), willow (*Salix nigra*), and heartleaf peppervine (*Ampelopsis cordata*). Both streams were well defined with heavily vegetated banks and several inches of slowly-moving water over brown loamy substrate.

3.2 Species Habitat Analysis

Pedestrian survey of entire NEPA study footprint (including 300-foot work zone buffer in karst areas) ☒
Bridge/Structure inspected for bat use (Complete the Bridge Inspection Form) ☐

SPECIES	HABITAT	
Whooping Crane	Shallowly-submerged sandbars in large river channels occur within the **0.25 miles of the NEPA Environmental Study Footprint**.	☐
	If within the 75% migration corridor, provide the number of acres of emergent wetlands that occur within the **NEPA Environmental Study Footprint**.	
	Croplands suitable for foraging occur within the **0.25 miles of the NEPA Environmental Study Footprint** and is within the 95% migration corridor.	☐
Piping Plover	Sparsely vegetated sandy or gravelly shorelines and islands associated with the major river systems occur within the **0.25 miles of the NEPA Environmental Study Footprint.**	☐
	Salt flats or mudflats associated with reservoirs occur within the **0.25 miles of the NEPA Environmental Study Footprint.**	☐
Red Knot	Mudflats associated with reservoirs occur within the **0.25 miles of the NEPA Environmental Study Footprint.**	☐

4. ANALYSIS OF EFFECTS

4.1 Direct Effects

Species/ Resource	Habitat impacts expected from project activities	Describe specific ACTIONS of the project and the results of those actions on species habitats, including indirect impacts to prey or drinking water, as well as improvements to habitat as a result of specific actions. If habitat within the action area identified above will not be impacted, describe why.
None	☐	No habitat for any listed species

4.2 Indirect Effects

Long-term habitat alterations

Species/ Resource	Identify long-term, permanent changes in habitat
None expected	

Indirect land use impacts

Since the proposed improvements are to occur on the existing alignment, no indirect land use impacts are expected.

4.3 Interrelated and Interdependent Actions and Activities

The proposed action involves bridge replacement with some approach widening and shoulder addition. Public safety will likely improve as a result of these activities. Utilities are not expected to require relocation.

USFWS TAILS Number:	**02EKOK00-2021-SLI-2253**
ODOT Project JP Number:	**33871(04) & 33872(04)**

SPECIES / DESIGNATED CRITICAL HABIT	**CONCLUSION**		**ESA SECTION 7**			**NOTES AND DOCUMENTATION Check √ all that apply**			
	Species Habitat present within the action area	Project Activities expected to impact habitat	No Effect	May affect, not likely to adversely affect	May affect, Likely to adversely affect	Field Studies	ONHI database / ABB	USFWS occupied waterbodies & watersheds	Whooping Crane Migration Corridor
Whooping Crane	☐	☐	☒	☐	☐	☒	☒	☐	☒
Red Knot	☐	☐	☒	☐	☐	☒	☒	☐	☐
Piping Plover	☐	☐	☒	☐	☐	☒	☒	☐	☐

CONCLUSIONS

No Effect	Red Knot, Piping Plover, Whooping Crane
May affect, not likely to adversely affect	
May affect, likely to adversely affect	

RECOMMENDED AVOIDANCE AND MINIMIZATION MEASURES
None required

5. BALD AND GOLDEN EAGLE PROTECTION ACT ASESSMENT

5.1. Bald Eagle Assessment

The Bald Eagle (*Haliaeetus leucocephalus*) is a large predatory bird protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Activities that would disturb eagles are prohibited under the Bald and Golden Eagle Protection Act. "Disturb" means to agitate an eagle to the degree that causes or is likely to (1) cause injury, (2) interfere with breeding, feeding or sheltering behavior, or (3) nest abandonment.

Potential Bald Eagle Habitat Present	w/in NEPA Footprint	w/in 660 ft Buffer of NEPA Footprint	DO NOT LEAVE BLANK
Presence of Cottonwood, Sycamore, Pecan or Pine	☒	☒	Some sycamore, cottonwood, and pecan were observed in the bottomland forested areas in the southern portion of the footprint.
Open foraging areas with large trees	☐	☒	Just a small area of open agricultural land was observed within the 660-foot buffer to the southeast corner of the footprint. Much of the footprint was heavily trafficked highway and urban/industrial areas.
Distance to closest perennial water body	River or Lake	5.0	Two unnamed intermittent streams occurred within the footprint and empty into the perennial stream, Mineral Bayou, less than 0.5 mile south. Mineral Bayou then contributes to Blue River approximately 5.0 miles northeast of the study area.
	Stream or Pond	0.5 mile	
Potential Bald Eagle Nests Observed	☐	☐	none observed
Bald Eagles Observed in the general vicinity	☐	☐	none observed

General Description of Bald Eagle Nesting Habitat and Impact Determination, within the NEPA Footprint and within 660-ft of the NEPA Footprint	Although some sycamore, cottonwood, and pecan trees were observed in the southern portion of the footprint and 660-foot buffer, these forested areas were dense, and did not exhibit individual trees that rose above the surrounding canopy. Additionally, given the proximity to heavily trafficked highway and urban areas, and the intermittent nature of the streams within the study area and buffer, no suitable nesting, roosting, or foraging habitat was identified.
Station #s for Buffered Bald Eagle Habitat	N/A

6. MIGRATORY BIRD TREATY ACT (MBTA) ASSESSMENT

6.1 Structure Assessment

Cliff Swallows (*Petrochelidon pyrrhonota*) and Barn Swallows (*Hirundo rustica*) are small colonial and semi-colonial nesting birds protected by the federal Migratory Bird Treaty Act. Barn Swallows use man-made structures for nesting and live in close association with humans. Both species commonly use bridges and culverts in Oklahoma for nesting. Other migratory birds can also nest on transportation structures.

Identify ALL structures including pipe culverts and whether positive or negative for migratory birds (identify named streams where possible rather than just FS#). Provide shapefiles and map of structures identifying pos/neg swallow structures.	Approx. Number of Cliff Swallow Nests	Approx. Number of Barn Swallow Nests	Approx. Number of Eastern Phoebe Nests
Structure 1 [NBI# 17535] (33.996552°, -96.405117°)	None		
Structure 2 [NBI# 17534] (33.996585°, -96.405356°)	None		
Structure 3 (33.996750°, -96.405449°)	None		
Structure 4 [NBI# 17507] (33.997809°, -96.404245°)	None		
Structure 5 [NBI# 17506] (33.997858°, -96.404532°)	None		
Structure 6 (33.998432°, -96.405721°)	None		
Structure 7 (33.998330°, -96.405520°)	None		
Structure 8 (33.997656°, -96.402613°)	None		
Structure 9 (33.999200°, -96.402558°)	None		
Structure 10 (33.999943°, -96.403055°)		3	
Structure 11 (34.000476°, -96.403420°)	None		
Other MB and Nests Observed	None observed		
Based on existing plans, no work on suitable drainage structures will occur	☐		
In order to avoid impacts to migratory birds, if structures are being used by these birds, any activities that may destroy active nests, eggs or birds shall be completed between September 1, and February 28, when nests are not occupied. If seasonal avoidance cannot be accomplished, structures shall be protected from new nest establishment prior to March 1, by means that do not result in death or injury to these birds.			

6.2 Birds of Conservation Concern

Species Identified on IPaC list	Breeding Season
Harris's Sparrow (*Zonotrichia querula*)	Breeds elsewhere
Red-headed Woodpecker (*Melanerpes erythrocephalus*)	Breeds May 10 to Sep 10
Potential impacts to the Red-headed Woodpecker nesting habitat are expected from tree clearing.	
In order to avoid impacts to USFWS Birds of Conservation Concern, the removal of trees and shrubs will be restricted to areas within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid tree removal, if possible.	

6.3 Interior Least Tern

Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water, occur within the 0.25 miles of the NEPA Environmental Study Footprint.	☐
No potential habitat was identified; therefore, no impacts are expected.	

7. REFERENCES:

Carter, B.J. and M.S. Gregory (2008), *Soil Map of Oklahoma;* Earth Sciences and Mineral Resources of Oklahoma. Educational Publication 9, Oklahoma Geological Survey, University of Oklahoma, Norman OK, p. 16, map scale 1:2,000,000.

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe (1979), Classification of Wetlands and Deepwater Habitats of the United States. FWS/OBS-79-31. USDI Fish and Wildlife Service, Washington, DC. 103 pp.

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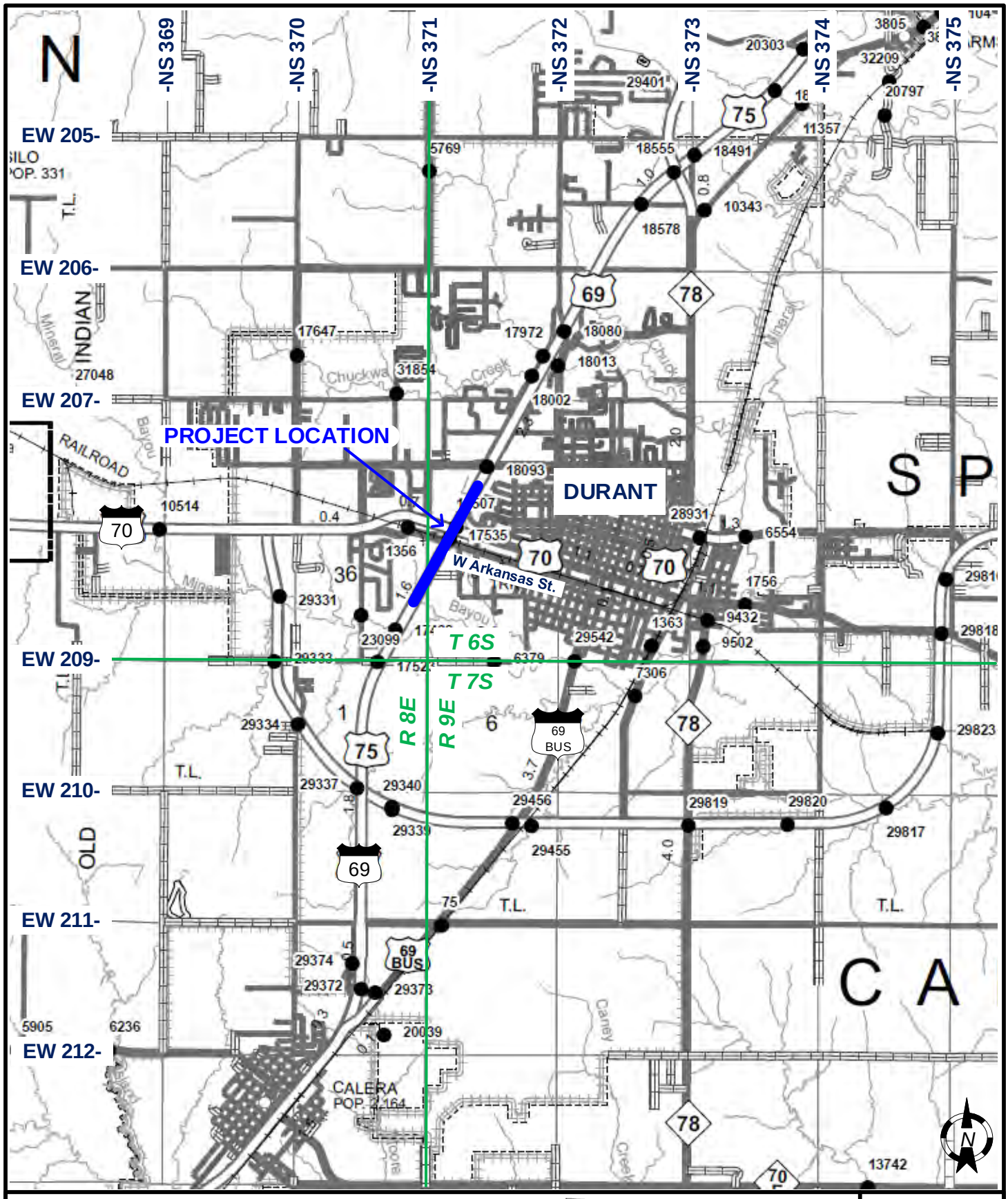
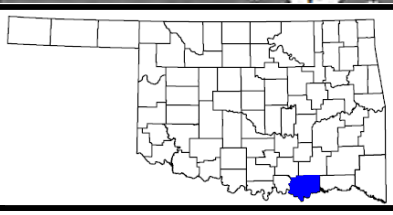
USGS (2018), *USGS Topographic Map*, US Geological Survey on-line viewer, accessed July 2021, 7.5-minute quadrangles, *Durant South,* map scale 1: 24,000.

Woods, A.J., Omernik, J.M., Butler, D.R., Ford, J.G., Henley, J.E., Hoagland, B.W., Arndt, D.S., and Moran, B.C. (2005), *Ecoregions of Oklahoma*; U.S. Geological Survey, Reston, VA, map scale 1:1,250,000.



LOCATION MAP

JP 33871(04) & 33872(04); J3-3871(004) & J3-3872(004)
Bridge & Approaches US-69: NB & SB over W Ark. St., KRR & Main St., 3.77 & 3.88 miles north jct. US-69 Bus
Bryan Co, OK



OKLAHOMA Transportation

COMMENTS/LEGEND

Action Area

N

0 80 160 320 480 640
Feet

ACTION AREA

JP 33871(04) & JP 33872(04)
Bridge & Approaches on US-69 (SB & NB):
Over W Ark. St., K R.R. & Main St.,
3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

OKLAHOMA Transportation

DRAWN BY: LMP
APPRV BY:

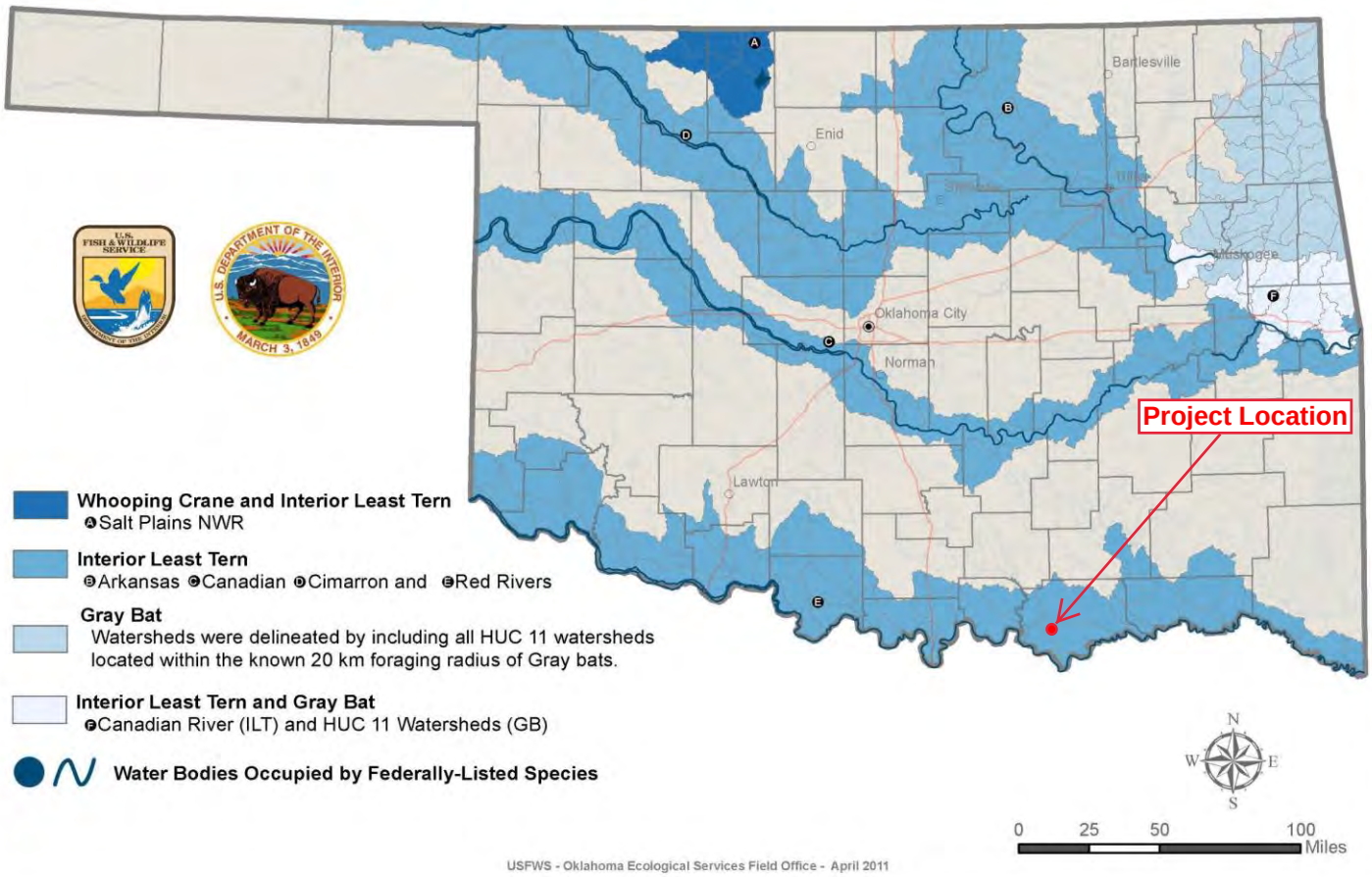
SOURCE: DEQ, Tiger 2000, USGS

Figure 2

Date: 7/1/2021

Federally-Listed Aquatic Dependent Species Watersheds of Oklahoma

These watersheds were delineated using 11 digit Hydrologic Unit Code (HUC) watersheds. All watersheds adjacent to water bodies occupied by federally-listed species are included in the delineation, as well as those 11 digit HUC watersheds within 10 miles of the occupied water body. Please note that not all 11 digit HUC watersheds that feed into sensitive occupied water bodies are included in this delineation and effects to those watersheds outside of this delineation could impact sensitive water bodies.

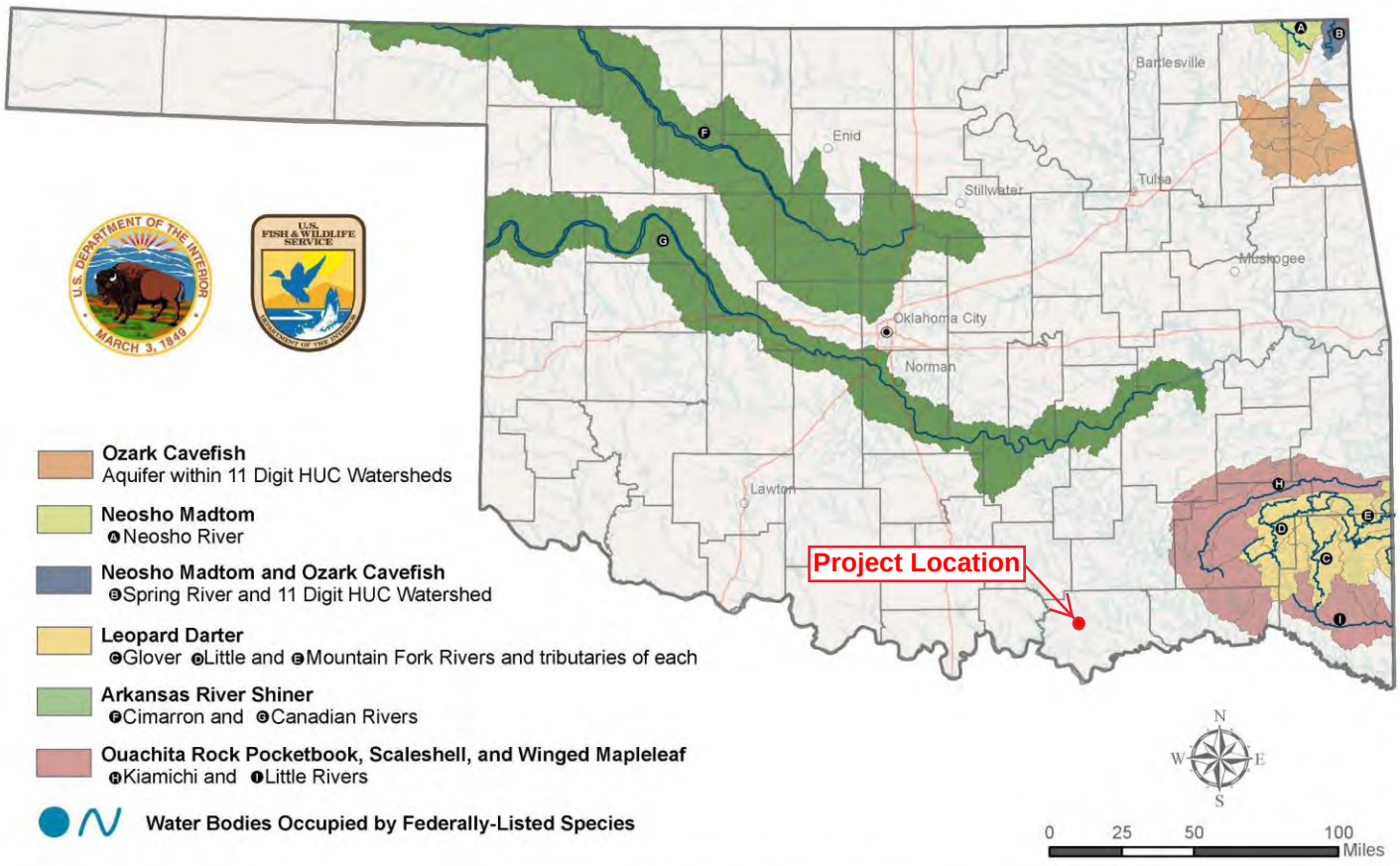


USFWS - Oklahoma Ecological Services Field Office - April 2011

COMMENTS/LEGEND	AQUATIC DEPENDENT SPECIES WATERSHEDS JP 33871(04) & 33872(04); Bridge & Approaches US-69: NB & SB over W Ark. St., KRR & Main St., 3.77 & 3.88 miles north jct. US-69 Bus Bryan Co, OK	OKLAHOMA Transportation	Figure 3a
	Environmental PO BOX 1292 NORMAN OK 73070	DRWN BY: LMP APPRVD BY: GAC CHKD BY: GAC SOURCE: USFWS	7/6/2021

Federally-Listed Aquatic Species Watersheds of Oklahoma

These watersheds were delineated using 11 digit Hydrologic Unit Code (HUC) watersheds. All watersheds adjacent to water bodies occupied by federally-listed species are included in the delineation, as well as those 11 digit HUC watersheds within 10 miles of the occupied water body. Please note that not all 11 digit HUC watersheds that feed into sensitive occupied water bodies are included in this delineation and effects to those watersheds outside of this delineation could impact sensitive water bodies.



Ozark Cavefish
Aquifer within 11 Digit HUC Watersheds

Neosho Madtom
ⒶNeosho River

Neosho Madtom and Ozark Cavefish
ⒷSpring River and 11 Digit HUC Watershed

Leopard Darter
ⒸGlover ⒹLittle and ⒺMountain Fork Rivers and tributaries of each

Arkansas River Shiner
ⒻCimarron and ⒼCanadian Rivers

Ouachita Rock Pocketbook, Scaleshell, and Winged Mapleleaf
ⒽKiamichi and ⒾLittle Rivers

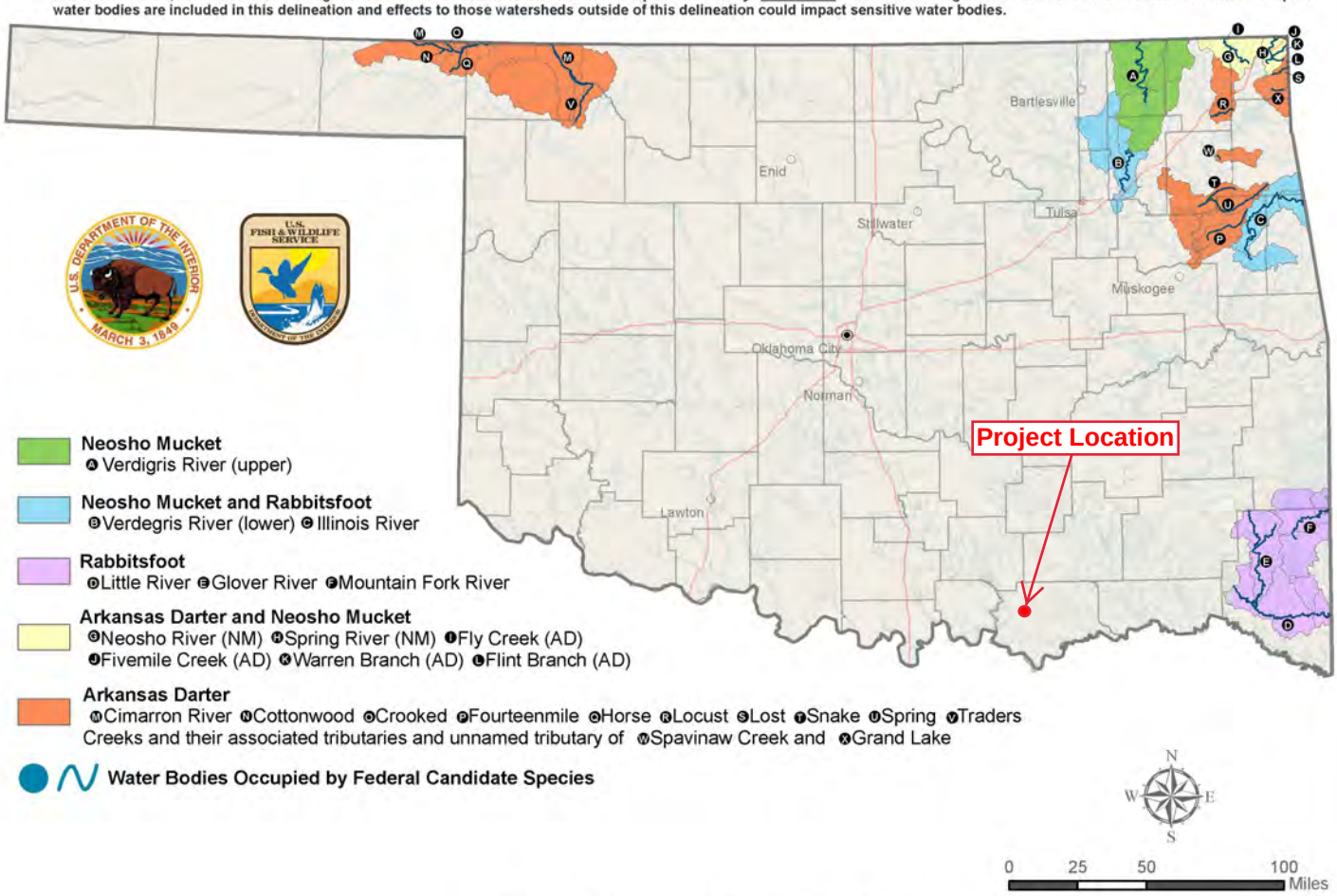
Water Bodies Occupied by Federally-Listed Species

USFWS - Oklahoma Ecological Services Field Office - April 2010

COMMENTS/LEGEND	AQUATIC SPECIES WATERSHEDS JP 33871(04) & 33872(04); Bridge & Approaches US-69: NB & SB over W Ark. St., KRR & Main St., 3.77 & 3.88 miles north jct. US-69 Bus Bryan Co, OK	OKLAHOMA Transportation	Figure 3b
	Environmental PO BOX 1292 NORMAN OK 73070 DRWN BY: DWD APPRVD BY: GAC CHKD BY: GAC SOURCE: USFWS	7/6/2021	

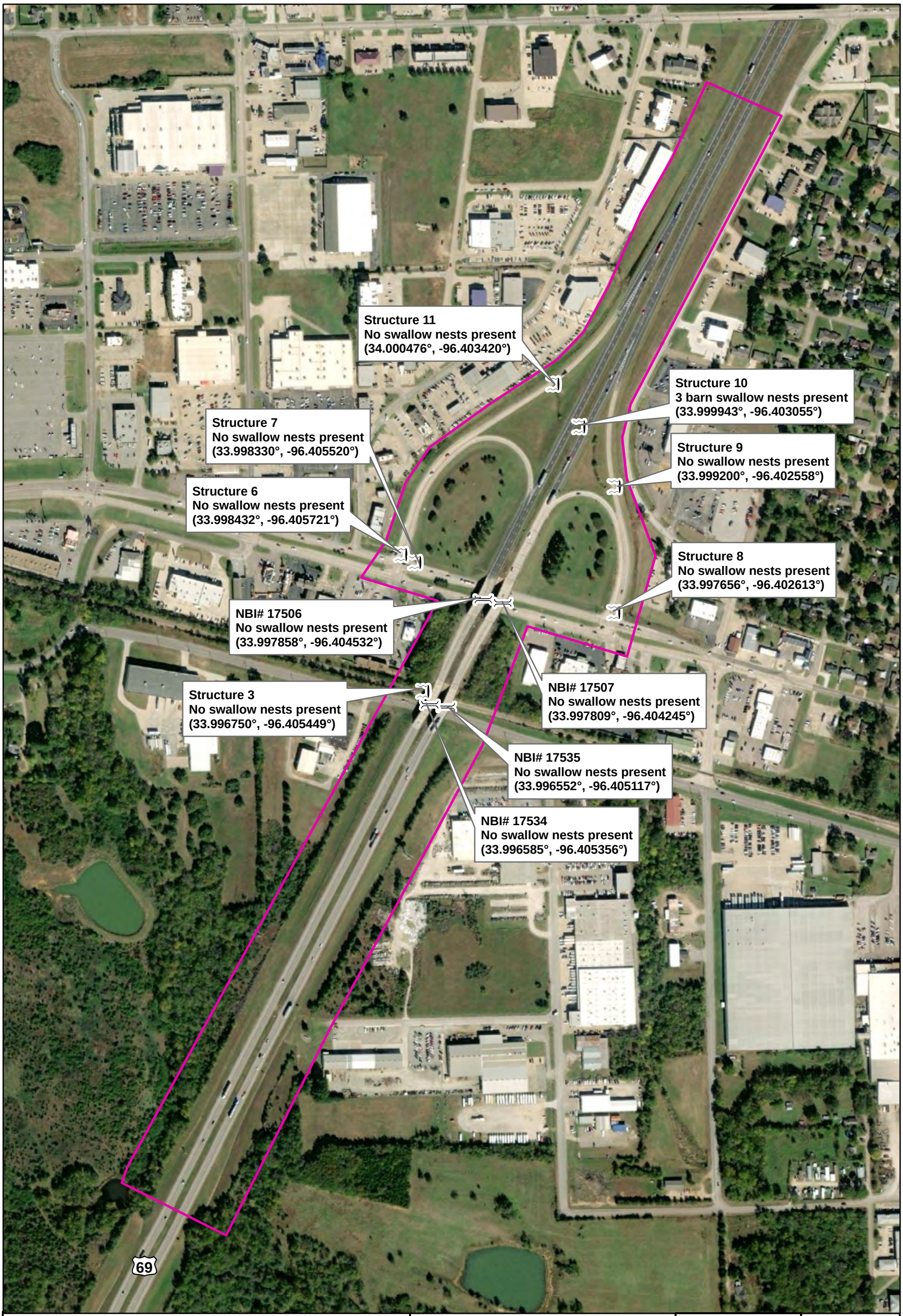
Federal Candidate Aquatic Species Watersheds of Oklahoma

These watersheds were delineated using 11 digit Hydrologic Unit Code (HUC) watersheds. All watersheds adjacent to water bodies occupied by federal candidate species are included in the delineation, as well as those 11 digit HUC watersheds within 10 miles of the occupied water body. Please note that not all 11 digit HUC watersheds that feed into sensitive occupied water bodies are included in this delineation and effects to those watersheds outside of this delineation could impact sensitive water bodies.



USFWS - Oklahoma Ecological Services Field Office - April 2010

COMMENTS/LEGEND	CANDIDATE SPECIES WATERSHEDS JP 33871(04) & 33872(04); Bridge & Approaches US-69: NB & SB over W Ark. St., KRR & Main St., 3.77 & 3.88 miles north jct. US-69 Bus Bryan Co, OK	OKLAHOMA Transportation	Figure 3c
	Environmental PO BOX 1292 NORMAN OK 73070	DRWN BY: LMP APPRVD BY: GAC CHKD BY: GAC SOURCE: USFWS	7/6/2021



COMMENTS/LEGEND

Environmental Footprint

Structures

Bridges

N

0 80 160 320 480 640 Feet

STRUCTURES

JP 33871(04) & JP 33872(04)
Bridge & Approaches on US-69 (SB & NB):
Over W Ark. St., K R.R. & Main St.,
3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

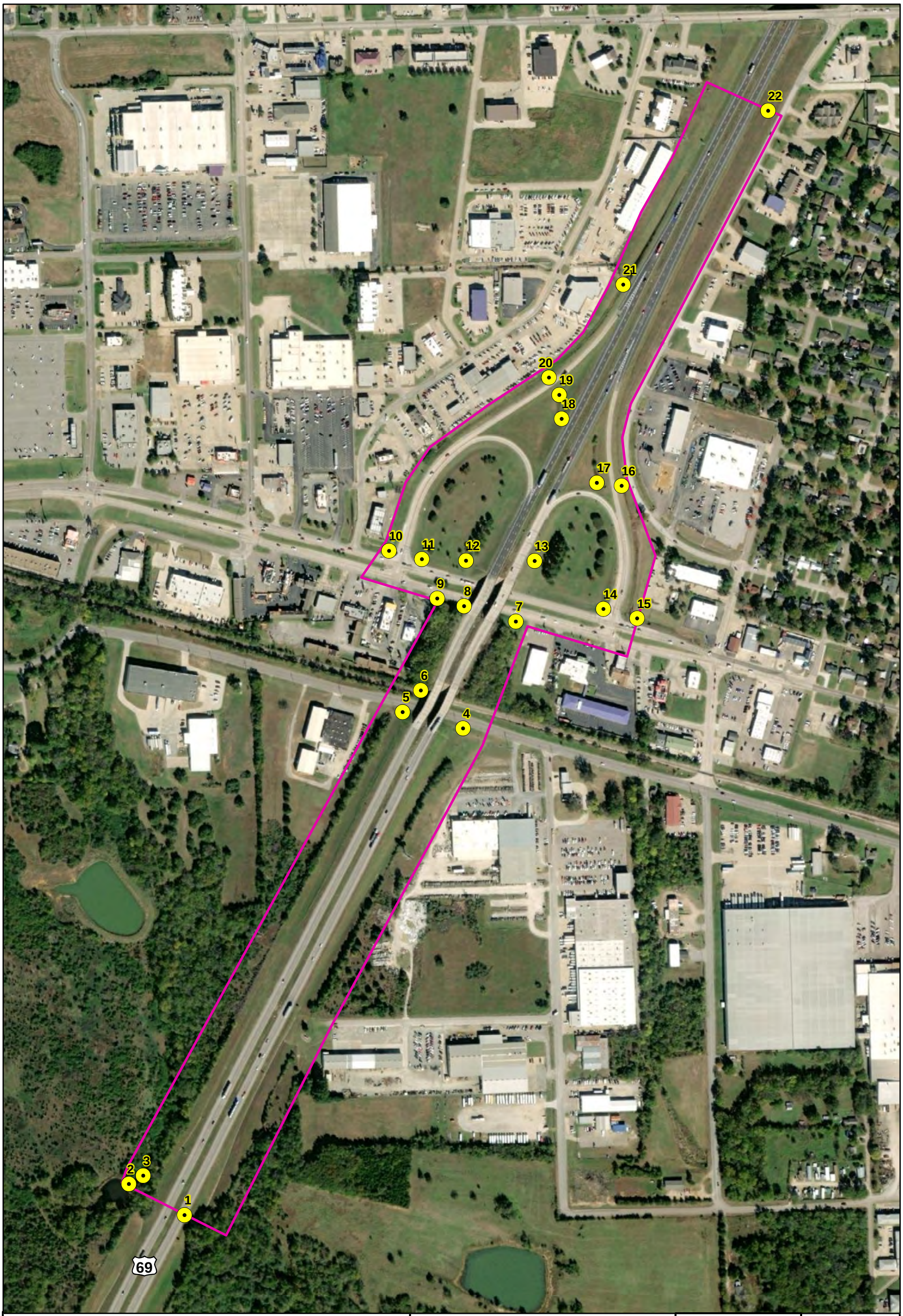
OKLAHOMA Transportation

Figure 4

DRAWN BY: LMP
APPRV BY:

SOURCE: DEQ, Tiger 2000, USGS

Date: 7/1/2021



COMMENTS/LEGEND

Environmental Footprint

Photo Locations

N

0 80 160 320 480 640 Feet

PHOTO LOCATIONS

JP 33871(04) & JP 33872(04)
Bridge & Approaches on US-69 (SB & NB):
Over W Ark. St., K R.R. & Main St.,
3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

OKLAHOMA Transportation

Figure 5

DRAWN BY: LMP
APPRV BY:

SOURCE: DEQ, Tiger 2000, USGS

Date: 7/1/2021

Photograph 1-A: Southern edge of study area, along US-69, facing south outside of study area.

Photograph 1-B: Western edge of study area, along US-69 lanes, facing north into study area.

Photograph 2: PUBHh on southwest corner of footprint.

Photograph 3: [R4SBC-01] observed on west side of US-69.

Photograph 4: NBI# 15735 (US-69 NB) over Ark St and K.R.R, recently painted and no swallows observed.

Photograph 5: NBI# 15734 (US-69 SB) over Ark St and K.R.R, recently painted and no swallows observed.

Photograph 6: Structure #3 north of K.R.R west side of US-69, no feature observed.

Photograph 7: NBI# 17507 (US-69 NB) over Main St, recently painted and no swallows observed.

Photograph 8: NBI# 17506 (US-69 SB) over Main St, recently painted and no swallows observed.

Photograph 9: NDF observed, west of US-69 bridges along Main Street. Facing south from Main St.

Photograph 10: Structure #6 and start of NDF at west corner of west US-69 SB off/on ramp and Main Street. No swallows observed.

Photograph 11: Structure #7 in east corner of US-69 SB off/on ramp and Main Street. No swallows observed.

Photograph 12: Maintained ROW in round-about on US-69 SB off/on ramp.

Photograph 13: Maintained ROW in round-about on US-69 NB off/on ramp.

Photograph 14: Structure #8 crossing of US-69 NB off/on ramp and Main Street. No swallows observed.

Photograph 15-A: R4SBC-02 on east side of US-69 NB off/on ramp, facing east along Main Street.

Photograph 15-B: R4SBC-02 on east side of US-69 NB off/on ramp, facing north along curve of ramp.

Photograph 16-A: R4SBC-02 at Structure #9, facing south along stream bed, east of the US-69 NB off/on ramp.

Photograph 16-B: Structure # 9, no swallows observed.

Photograph 17: R4SBC-02 observed in between on and off ramp to northbound US-69, facing north.

Photograph 18-A: Structure #10 carrying R4SBC-02 across US-69 NB and SB lanes.

Photograph 18-B: R4SBC-02 continued in between on and off ramp to southbound US-69, facing northwest.

Photograph 19: Structure #11, carrying R4SBC-02 across US-69 SB off ramp, 3 barn swallow nests observed.

Photograph 20: R4SBC-02, continued on west side of US-69 SB off ramp, facing north.

Photograph 21: Drainage from parking lot to the west into R4SBC-02.

Photograph 22-A: Northern edge of study area, along US-69, facing south into study area.

Photograph 22-B: Northern edge of study area, along US-69, facing north outside of study area.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
Phone: (918) 581-7458 Fax: (918) 581-7467

In Reply Refer To: July 11, 2022
Project Code: 2022-0062495
Project Name: Bryan JP 33871(04) & 33872(04)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
(918) 581-7458

Project Summary

Project Code: 2022-0062495
Event Code: None
Project Name: Bryan JP 33871(04) & 33872(04)
Project Type: Bridge - Replacement
Project Description: ODOT proposes to replace the four bridges on US-69 in Durant. NBI# 17535 (Northbound) and NBI# 17534 (Southbound) over W. Arkansas St. and the Kiamichi Railroad, as well as NBI# 17507 (NB) and NBI# 17506 (SB) over W. Main St. The proposed new bridges will be wide enough to accommodate two driving lanes, acceleration and deceleration lanes, and shoulders. The roads will have the appropriate vertical clearance mandated for the railroad below and will have vertical abutments. Retaining walls will be used as needed.

The approaches on either side and in-between these bridges will be updated to match the proposed structures. Roadway typicals will maintain two 12-foot driving lanes, and inside shoulders will be 4-feet wide, with outside shoulders 8-10 feet wide.

The proposed improvements will be completed on the existing alignment and the acquisition of new rights-of-way or the relocation of utilities will be avoided. Traffic will be maintained throughout construction with the use of crossover lanes and single lanes with appropriate dividers for head-to-head traffic. No alterations will be made to W. Arkansas St., Kiamichi R.R. or W. Main Street below the bridges.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.9971355,-96.40489099994298,14z

Counties: Bryan County, Oklahoma

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane *Grus americana* Population: Wherever found, except where listed as an experimental population There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

NAME	BREEDING SEASON
Kentucky Warbler *Oporornis formosus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

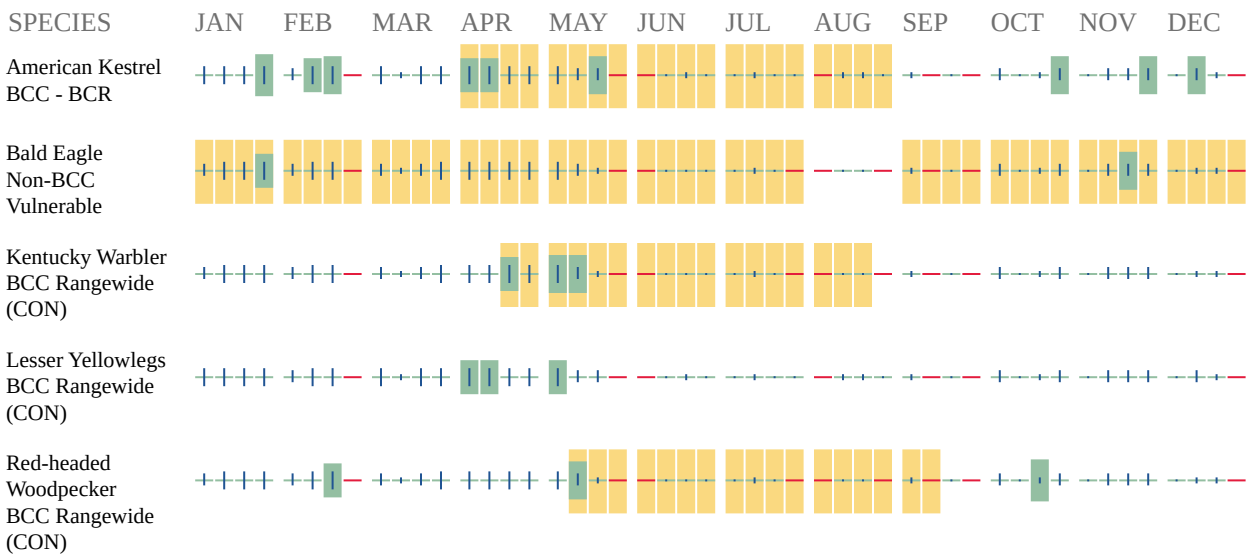
Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your

project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no

data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- Riverine

IPaC User Contact Information

Agency: Oklahoma Department of Transportation
Name: Elizabeth Nichols
Address: 111 E. Chesapeake St.
Address Line 2: ODOT Highway Program at Oklahoma Biologist Survey
City: Norman
State: OK
Zip: 73019
Email elizabeth.nichols@ou.edu
Phone: 4053256802

Lead Agency Contact Information

Lead Agency: Federal Highway Administration

WATERS AND WETLANDS EVALUATION REPORT

For

County	Bryan	**JP Number**	33871(04) & 33872(04)	**Project Number**	J3-3871(004) J3-3872(004)
Road Number	US-69 (NB&SB)	**Water Body Name**		N/A	
ROW Date	N/A	**Let Date**	FFY 2027	**Project Length**	1 Mile
Project General Location		US-69 beginning approximately 1.5 miles north of the US-70B/US-69 JCT and extending north roughly 1 mile, in City of Durant			
Project Description & Statement From Oracle		Bridge & Approaches US-69: NB over W. Arkansas St., Kiamichi RR and Main St, 3.77 & 3.88 Miles N JCT US-69B – and – SB over W. Arkansas St., Kiamichi RR and Main St, 3.77 & 3.88 N			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	Leah Peterson
Company/Agency Name	CC Environmental, LLC.
Address	P.O. Box 1292
City, State Zip	Norman, OK 73071

Report Date:	July 15, 2021
Field Date:	June 24, 2021

PROJECT OVERVIEW

Project Type (Choose one)	**Check √**
Bridge and Approaches or bridge widening/structure extension	√
Grade, Drain, Surface and Bridge	
Grade, Drain and Surface	
Asphalt Overlay Resurfacing	
Widen and Resurface existing lanes	
Pavement Reconstruction or rehabilitation	
Bridge Rehabilitation	
Safety Improvements (Cable Barrier, Guardrail, signage)	
Intersection Modifications	
Safe Routes to School (Describe)	
Enhancements (Describe)	
Other (Describe)	

Description of the **existing** bridge/roadway

The proposed project area of US-69 is an open section divided principal arterial highway with four 12-foot-wide asphalt paved driving lanes (two northbound and two southbound lanes) with 4-foot wide inside and 8 to 10-foot wide outside asphalt paved shoulders. The pavement is deteriorating and the ramp geometry onto Main Street is substandard. This highway traverses the urban area of Durant and has an average daily traffic (ADT) of 27,700 vehicles per day.

Within this stretch of US-69, there are four bridges listed on the National Bridge Inventory (NBI). Bridges #17535 and #17507 are located on the northbound lanes of US-69. NBI# 17535 crosses over W. Arkansas Street and the Kiamichi Railroad (K.R.R), and NBI# 17507 crosses over W. Main Street. Bridges #17534 and #17506 are located on the southbound lanes of US-69. NBI# 17534 crosses over W. Arkansas Street and the K.R.R., and NBI# 17506 crosses over W. Main Street.

NBI# 17535 is a continuous steel I-beam, stringer/girder bridge comprised of four spans that are 45 ft - 52 ft - 52 ft - 45 ft. The total bridge length is 196.9 feet. The concrete-cast-in-place deck has a horizontal clearance of 38 feet. This structure was constructed in 1969, has a sufficiency rating of 76.5 and is considered functionally obsolete and is at-risk of becoming structurally deficient.

NBI# 17534 is a continuous steel I-beam, stringer/girder bridge comprised of four spans that are 45 ft - 52 ft - 52 ft - 45 ft. The total bridge length is 196.9 feet. The concrete-cast-in-place deck

has a horizontal clearance of 38 feet. This structure was constructed in 1969, has a sufficiency rating of 60.5 and is considered structurally deficient.

NBI# 17507 is a steel continuous stringer/girder span bridge comprised of two 83-foot-long spans, totaling 168 feet in length. The concrete-cast-in-place deck has a horizontal clearance of 46 feet. This structure was constructed in 1969, has a sufficiency rating of 77.3 and is at-risk of becoming structurally deficient.

NBI# 17506 is a steel continuous stringer/girder span bridge comprised of two 83-foot-long spans, totaling 168 feet in length. The concrete-cast-in-place deck has a horizontal clearance of 46 feet. This structure was constructed in 1969, has a sufficiency rating of 77.2 and is at-risk of becoming structurally deficient.

The purpose of this project is to improve safety, and the need for the project is to correct a structurally deficient bridge and three other bridges at-risk of becoming structurally deficient.

Description of **proposed** improvements **SPECIFIC TO THIS PROJECT**

ODOT proposes to replace all four bridges. There are no plans at the time of this study. The proposed new bridges will be wide enough to accommodate two driving lanes, acceleration and deceleration lanes, and shoulders. The bridges will have the appropriate vertical clearance mandated for the railroad below and will have vertical abutments. Retaining walls will be used as needed.

The approaches on either side and in-between these bridges will be reconstructed to match the proposed structures' widths. Roadway typical sections will maintain two 12-foot driving lanes, and inside shoulders will be 4-feet wide, with outside shoulders 8-10 feet wide. Ramp geometric deficiencies may be corrected as well.

The proposed improvements will be completed on the existing alignment and the acquisition of new rights-of-way or the relocation of utilities will be avoided. Traffic will be maintained throughout construction with the use of crossover lanes and single lanes with appropriate dividers for head-to-head traffic. No alterations will be made to W. Arkansas Street, Kiamichi R.R. or W. Main Street below the bridges.

Project Environmental Study Footprint

Project Location		**Environmental Study Footprint**	
Section Range & Township	Lat/Long (NAD 83)	Dimensions	Acreage
S 25 & 36-T6S-R8E; S 30 & 31-T6S-R9E	Southern edge (33.990491°, -96.409336°); northern edge: (34.003845°, -96.400387°)	1.0 mile along US-69, ranging from 165 feet, up to 270 feet from center alignment, and including highway on- / off-ramps.	69.7 acres

Environmental Study Footprint Soils (NRCS Soil Survey Map)

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
24 – Dennis	1 to 3	Somewhat poorly drained		X	Loam
25 – Dennis	3 to 5	Somewhat poorly drained		X	Loam
26 – Durant	1 to 3	Moderately well drained		X	Loam
28 – Durant-Verdigris complex	0 to 5	Moderately well drained		X	
35 – Fitzhugh-Bates complex	1 to 5	Well drained		X	Eroded
38 – Gowton	0 to 1	Well drained	X		Loam, occasionally flooded

Environmental Study Footprint General Description and Vegetation Present

The study area included mostly a developed highway system with a wide area of maintained rights-of-way (ROW) on either side. In the southern portion of the footprint, outside of the ROW were small areas of dense riparian/bottomland forest. However, the center and northern portions of the footprint were predominately urban (in the City of Durant), with areas beyond the maintained ROW predominately accessory roadways or asphalt parking lots.

Herbaceous species identified within the routinely maintained ROW included silver bluestem (*Bothriochloa laguroides*), bermudagrass (*Cynodon dactylon*), Johnsongrass (*Sorghum halepense*), dallasgrass (*Paspalum dilatatum*), bahia (*Paspalum notatum),* big bluestem (*Andropogon gerardii*), ragweed (*Ambrosia artemisiifolia*), compass plant (*Silphium laciniatum*), Illinois bundleflower (*Desmanthus illinoensis*), globe flatsedge (*Cyperus echinatus*), and switchgrass (*Panicum virgatum*).

The riparian and bottomland forested areas beyond the ROW in the southern portion of the footprint included mixed deciduous and evergreen species such as elm (*Ulmus spp.*), oak (*Quercus spp.*), cedar (*Juniperus virginiana*), pine (*Pinus echinata*), black walnut (*Juglans nigra*), pecan (*Carya illinoensis*), shining sumac (*Rhus copallinum*), and privet (*Ligustrum sinense*).

Two intermittent streams were observed within the study area, both unnamed tributaries to Mineral Bayou (approximately 0.5 mile south of the project). The first stream was observed in the riparian bottomlands west of US-69 in the southern portion of the footprint. The banks of this stream were dominated by mature woody species such as sycamore (*Platanus occidentalis*), walnut, pecan, cottonwood (*Populus deltoides*), and honey locust (*Gleditsia triacanthos*). The second stream flowed through the open lawns within the on- and off- ramps for the highway, and then through the ditches east of the roadway. This streambed was

populated by cattails (*Typha spp.*), southern bulrush (*Schoeneoplectus californicus*), spikerush (*Eleocharis spp.*), curled dock (*Rumex crispus*), tall goldenrod (*Solidago altissima*), willow (*Salix nigra*), and heartleaf peppervine (*Ampelopsis cordata*). Both streams were well defined with heavily vegetated banks and several inches of slowly-moving water over brown loamy substrate.

WATERS AND WETLANDS EVALUATION

Data Sources Reviewed (list)

USGS 7.5 minute Quad	NWI Map	USACE Wetland Regional Supplement	Additional Resources Reviewed
Durant North (1968)	Durant North (2016)	Great Plains Region	
Durant South (1980)	Durant South (2018)		

Wetlands and Ponds Summary Table

Field Sites	Type of Wetland or Pond	Cowardin Classification	Potential Jurisdictional Status	Acres within Environmental Study Footprint
PUBHh	Pond	PUBHh	Not Likely	0.01

Streams and Drainages Summary Table

Field Sites	Stream Name	USGS Mapped Status	Potential Jurisdictional Status	Acres within Environmental Study Footprint	Linear Feet within Environmental Study Footprint
R4SBC-01	Unnamed Tributary to Mineral Bayou (1)	Mapped Intermittent	Likely	0.09 acre	539 feet
NDF-1	Non-mapped Drainage Feature	None	Not Likely	0.02 acre	597 feet
R4SBC-02	Unnamed Tributary to Mineral Bayou (2)	Mapped Intermittent	Likely	0.38 acre	1,906 feet

Streams and other linear aquatic features

R4SBC-01 is classified as a seasonally flooded, intermittent stream bed, riverine system. This unnamed tributary flows from north to south on the west side of US-69 in the southern portion of the footprint, and then through the west roadside ditch of US-69 until it empties into Mineral Bayou, a perennial stream approximately 0.5 mile south of the footprint. The stream flowed through dense riparian forest comprised of sycamore (*Platanus occidentalis*), walnut (*Juglans nigra*), pecan (*Carya illinoensis*), cottonwood (*Populus deltoides*), and honey locust (*Gleditsia triacanthos*). The banks were well defined with an ordinary high water mark 10 – 15 feet wide. It carried several inches of slow-moving, slightly murky water over a brown sandy loam substrate. Since it is a USGS-mapped stream, this feature is ***likely*** to be considered jurisdictional.

NDF-1 was a non-mapped feature observed on the west side of US-69, beginning as roadside drainage outside of the footprint, south of Main Street, and flowing south through a small wooded area, before turning west as a drainage ditch alongside Kiamichi R.R. This feature was poorly defined, approximately 1 – 2 feet wide, and contained small pools of shallow water. This drainage is characteristic of an ephemeral feature, conveying water only in direct response to precipitation, and is therefore ***not likely*** to be considered jurisdictional.

R4SBC-02 is classified as a seasonally flooded, intermittent stream bed, riverine system. This unnamed tributary appears to begin in the drainage ditch, flowing south on the west side of US-69 SB off-ramp lanes, collecting runoff from the commercial business lots to the west. The feature then flows southeast through structures under US-69 SB and then NB main lanes, then under US-69 NB on-ramp lanes. The feature continues southeast in the ditch and out of the footprint. It eventually flows south to empty into Mineral Bayou. It was heavily vegetated with emergent hydrophytes throughout the study area, which unlike its adjacent stream banks, was unable to be regularly mowed due to persistent flooded conditions. Species noted along the streambed included cattails (*Typha spp.*), southern bulrush (*Schoeneoplectus californicus*), spikerush (*Eleocharis spp.*), curled dock (*Rumex crispus*), and willow (*Salix nigra*). The ordinary high water mark averaged 4-5 feet wide and contained several inches of slow-moving water over a brown clayey loam substrate. Since it is a USGS-mapped stream, this feature is ***likely*** to be considered jurisdictional.

Wetlands and ponds

PUBHh – a small portion (<0.01 acre) of an agricultural stock pond occurred within the southwest corner of the study footprint. This constructed open-water impoundment did not appear to share any significant surface water connection with potentially jurisdictional features, and thus, was considered ***not likely*** to be jurisdictional.

REFERENCES

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe (1979), Classification of Wetlands and Deepwater Habitats of the United States. FWS/OBS-79-31. USDI Fish and Wildlife Service, Washington, DC. 103 pp.

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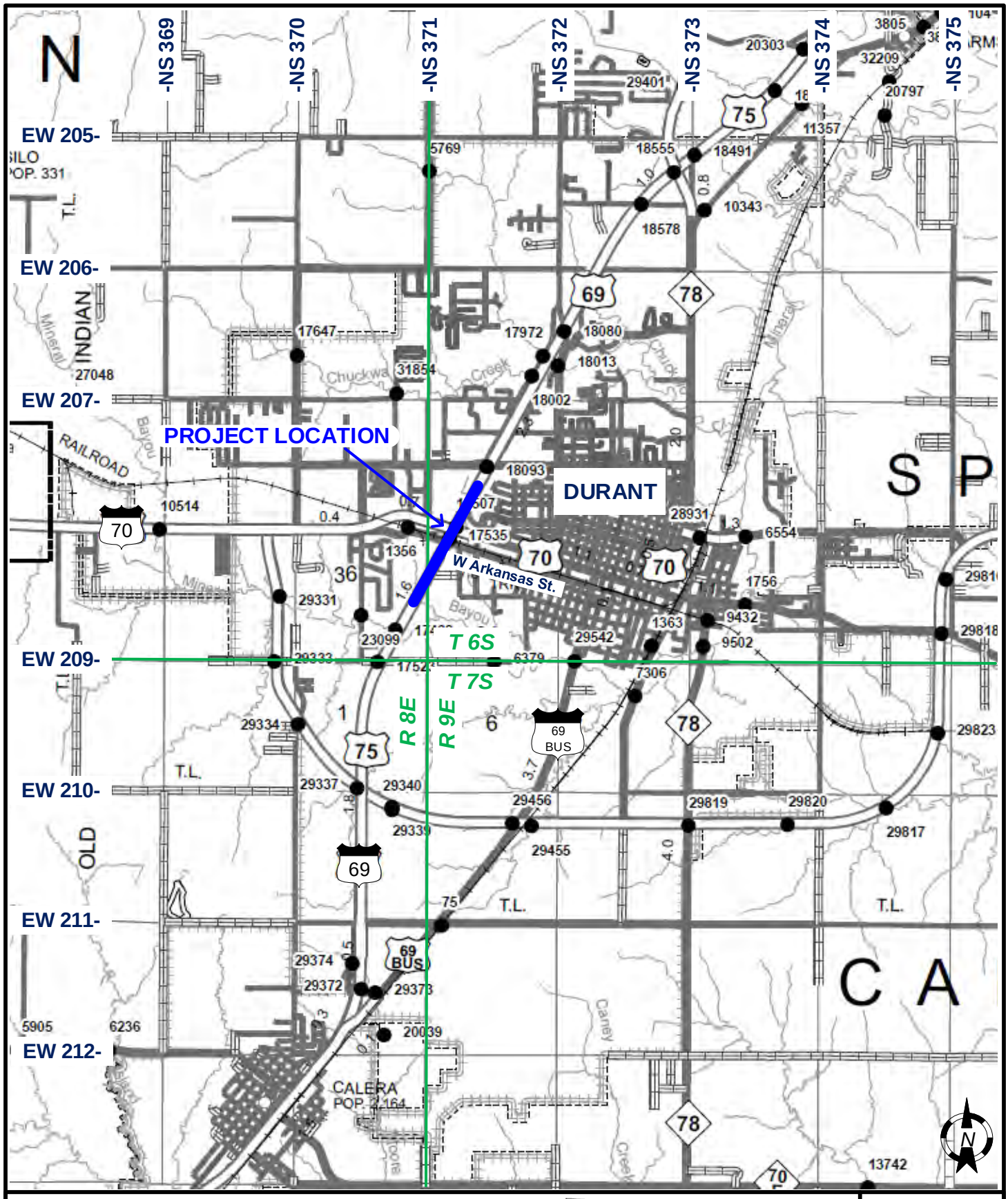
USGS (1980), *USGS Topographic Map*, US Geological Survey on-line viewer, accessed July 2021, 7.5-minute quadrangles, *Durant South,* maps scale 1: 24,000.

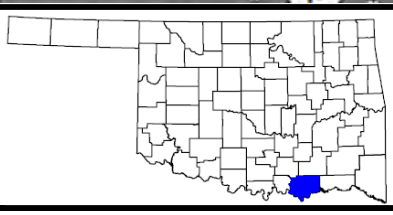
Woods, A.J., Omernik, J.M., Butler, D.R., Ford, J.G., Henley, J.E., Hoagland, B.W., Arndt, D.S., and Moran, B.C. (2005), *Ecoregions of Oklahoma*; U.S. Geological Survey, Reston, VA, map scale 1:1,250,000.

FIGURES



LOCATION MAP

JP 33871(04) & 33872(04); J3-3871(004) & J3-3872(004)
Bridge & Approaches US-69: NB & SB over W Ark. St., KRR & Main St., 3.77 & 3.88 miles north jct. US-69 Bus
Bryan Co, OK



OKLAHOMA Transportation

COMMENTS/LEGEND

Environmental Footprint

N

0 120 240 480 720 960 Feet

TOPOGRAPHIC MAP

JP 33871(04) & JP 33872(04)
Bridge & Approaches on US-69 (SB & NB):
Over W Ark. St., K R.R. & Main St.,
3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

OKLAHOMA Transportation

Figure 2

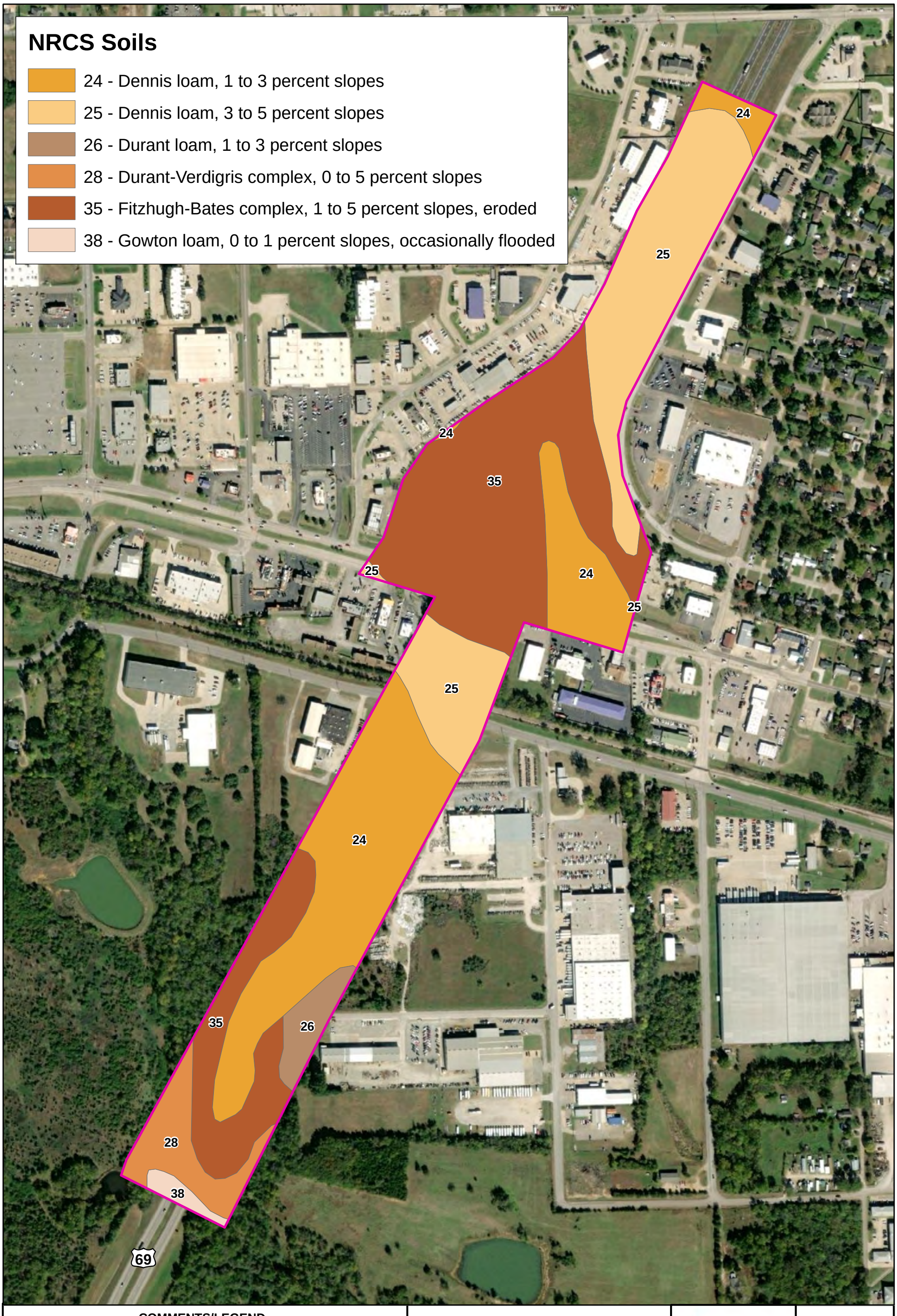
DRAWN BY: LMP
APPRV BY:

SOURCE: DEQ, Tiger 2000, USGS

Date: 7/1/2021

NRCS Soils

- 24 - Dennis loam, 1 to 3 percent slopes
- 25 - Dennis loam, 3 to 5 percent slopes
- 26 - Durant loam, 1 to 3 percent slopes
- 28 - Durant-Verdigris complex, 0 to 5 percent slopes
- 35 - Fitzhugh-Bates complex, 1 to 5 percent slopes, eroded
- 38 - Gowton loam, 0 to 1 percent slopes, occasionally flooded



COMMENTS/LEGEND

Environmental Footprint

N

0 80 160 320 480 640 Feet

NRCS SOILS

JP 33871(04) & JP 33872(04)
Bridge & Approaches on US-69 (SB & NB):
Over W Ark. St., K R.R. & Main St.,
3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

OKLAHOMA Transportation

DRAWN BY: LMP
APPRV BY:

SOURCE: DEQ, Tiger 2000, USGS

Figure 3

Date: 7/1/2021

COMMENTS/LEGEND

Environmental Footprint — Mapped Streams

NWI Wetlands

N

0 80 160 320 480 640 Feet

NATIONAL WETLAND INVENTORY MAP

JP 33871(04) & JP 33872(04)
Bridge & Approaches on US-69 (SB & NB):
Over W Ark. St., K R.R. & Main St.,
3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

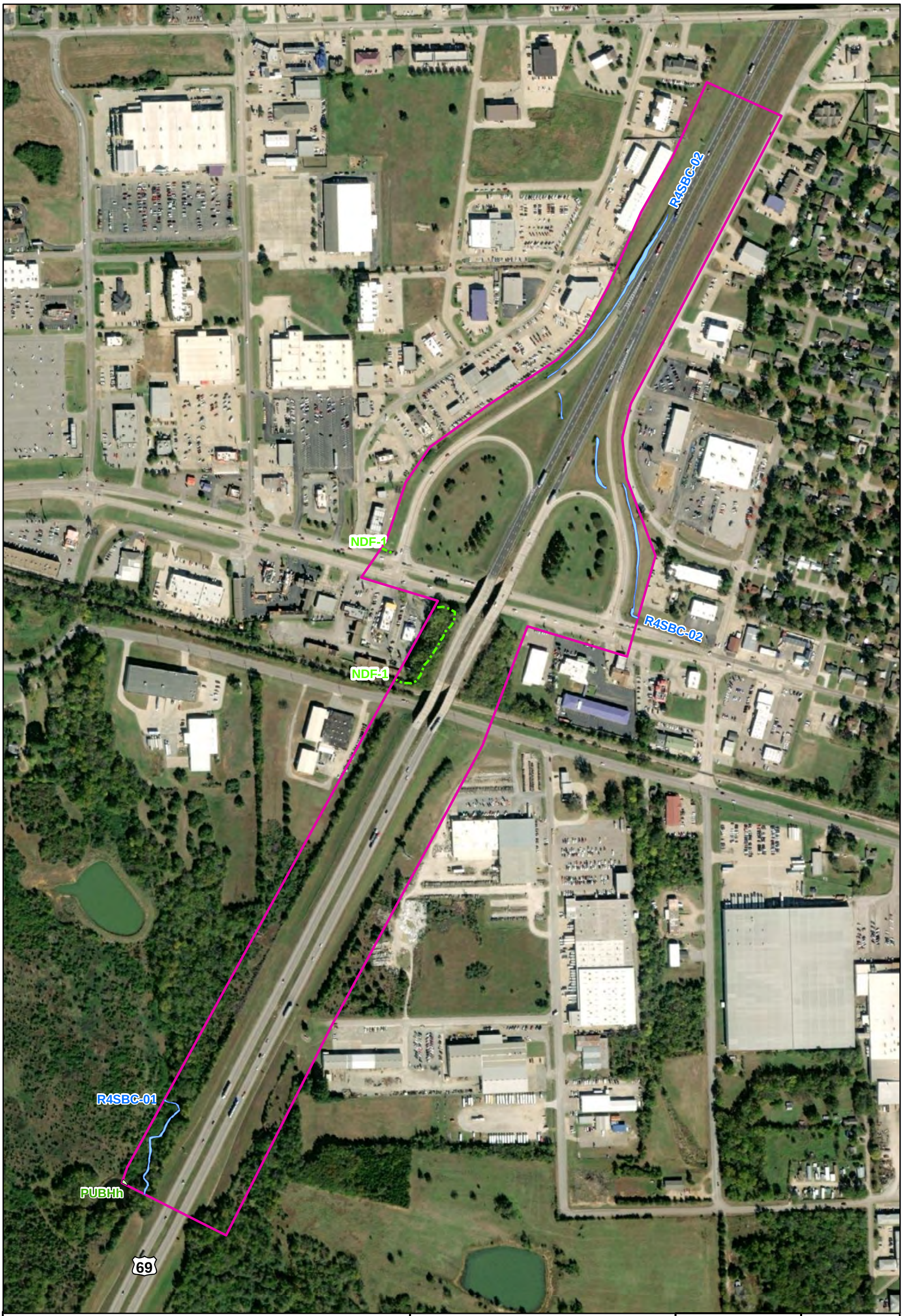
OKLAHOMA Transportation

Figure 4

DRAWN BY: LMP
APPRV BY:

SOURCE: DEQ, Tiger 2000, USGS

Date: 7/1/2021



COMMENTS/LEGEND

Environmental Footprint

Field Verified Wetlands

Field Verified Streams

Non-mapped Drainage Feature

N

0 80 160 320 480 640 Feet

DELINEATION MAP

JP 33871(04) & JP 33872(04)
Bridge & Approaches on US-69 (SB & NB):
Over W Ark. St., K R.R. & Main St.,
3.77 & 3.88 N JCT US-69 BUS
Bryan County, OK

OKLAHOMA Transportation

Figure 5

DRAWN BY: LMP
APPRV BY:

SOURCE: DEQ, Tiger 2000, USGS

Date: 7/14/2021

Photograph 1-A: Southern edge of study area, along US-69, facing south outside of study area.

Photograph 1-B: Western edge of study area, along US-69 lanes, facing north into study area.

Photograph 2: PUBHh on southwest corner of footprint.

Photograph 3: [R4SBC-01] observed on west side of US-69.

Photograph 4: NBI# 15735 (US-69 NB) over Ark St and K.R.R, recently painted and no swallows observed.

Photograph 5: NBI# 15734 (US-69 SB) over Ark St and K.R.R, recently painted and no swallows observed.

Photograph 6: Structure #3 north of K.R.R west side of US-69, no feature observed.

Photograph 7: NBI# 17507 (US-69 NB) over Main St, recently painted and no swallows observed.

Photograph 8: NBI# 17506 (US-69 SB) over Main St, recently painted and no swallows observed.

Photograph 9: NDF observed, west of US-69 bridges along Main Street. Facing south from Main St.

Photograph 10: Structure #6 and start of NDF at west corner of west US-69 SB off/on ramp and Main Street. No swallows observed.

Photograph 11: Structure #7 in east corner of US-69 SB off/on ramp and Main Street. No swallows observed.

Photograph 12: Maintained ROW in round-about on US-69 SB off/on ramp.

Photograph 13: Maintained ROW in round-about on US-69 NB off/on ramp.

Photograph 14: Structure #8 crossing of US-69 NB off/on ramp and Main Street. No swallows observed.

Photograph 15-A: R4SBC-02 on east side of US-69 NB off/on ramp, facing east along Main Street.

Photograph 15-B: R4SBC-02 on east side of US-69 NB off/on ramp, facing north along curve of ramp.

Photograph 16-A: R4SBC-02 at Structure #9, facing south along stream bed, east of the US-69 NB off/on ramp.

Photograph 16-B: Structure # 9, no swallows observed.

Photograph 17: R4SBC-02 observed in between on and off ramp to northbound US-69, facing north.

Photograph 18-A: Structure #10 carrying R4SBC-02 across US-69 NB and SB lanes.

Photograph 18-B: R4SBC-02 continued in between on and off ramp to southbound US-69, facing northwest.

Photograph 19: Structure #11, carrying R4SBC-02 across US-69 SB off ramp, 3 barn swallow nests observed.

Photograph 20: R4SBC-02, continued on west side of US-69 SB off ramp, facing north.

Photograph 21: Drainage from parking lot to the west into R4SBC-02.

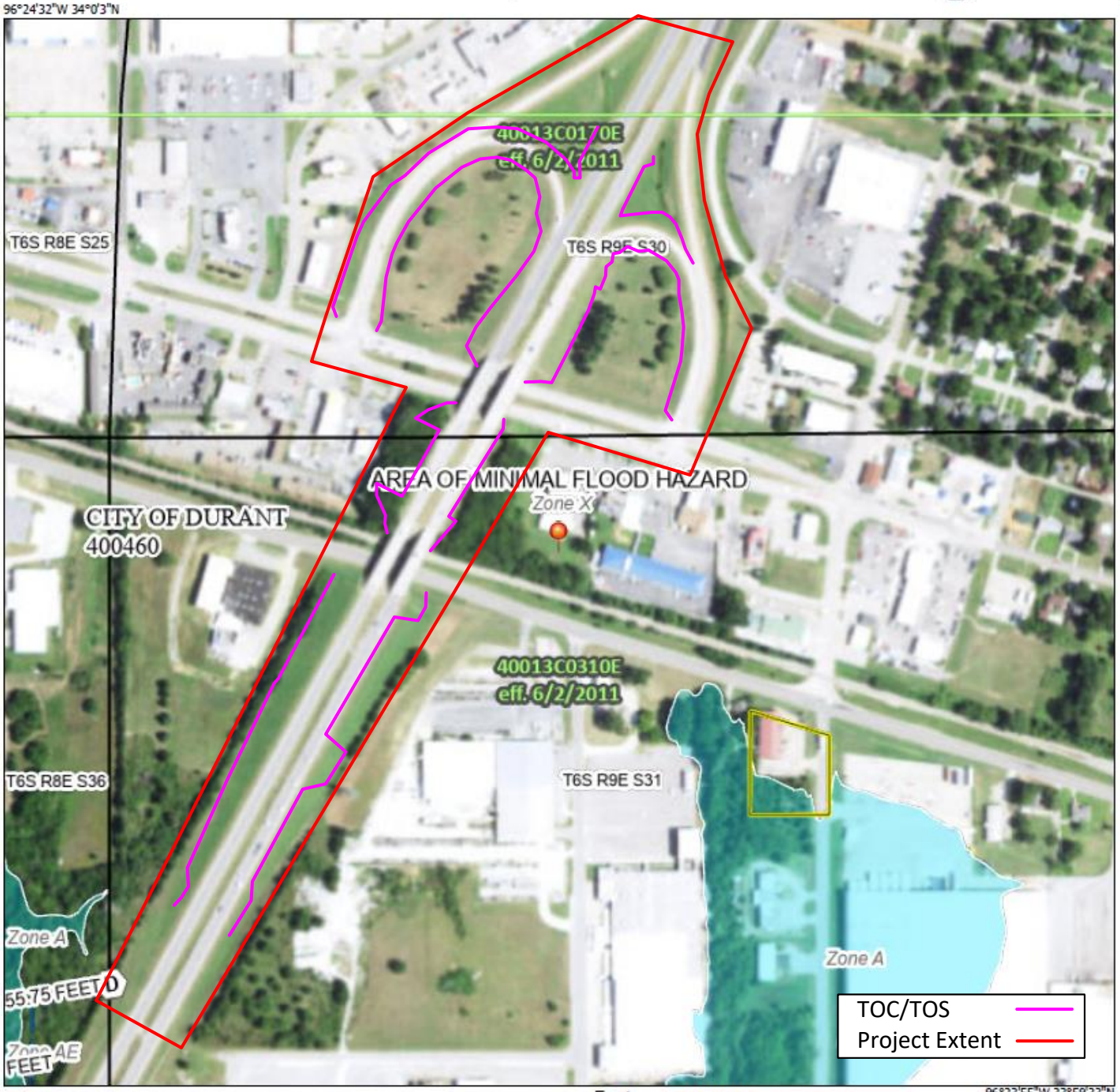
Photograph 22-A: Northern edge of study area, along US-69, facing south into study area.

Photograph 22-B: Northern edge of study area, along US-69, facing north outside of study area.

FLOOD PLAIN INFORMATION

National Flood Hazard Layer FIRMette

FEMA



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/7/2022 at 11:20 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

HAZARDOUS MATERIALS STUDIES

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSULTANT REPORT REVIEW – HAZARDOUS WASTE

Reviewed By: Evan Mace **County:** Bryan
Review Date: 9/8/2021 (Update: 7/19/2022) **J/P Number:** 33871(04) & 33872(04)
Consultant: CC Environmental

1. PROJECT DESCRIPTION: 33871(04)- BRIDGE & APPROACHES: US-69: NB OVER W ARK. ST., K R.R. & MAIN ST., 3.77 & 3.88 N JCT US-69 BUS
33872(04)- BRIDGE & APPROACHES: US-69: SB OVER W ARK. ST., K R.R. & MAIN ST., 3.77 & 3.88 N JCT US-69 BUS

2. LEVEL OF INVESTIGATION: ☐Recon ☒Assessment ☐Sampling

3. SUMMARY OF INVESTIGATION

A. Relative risk of contamination in study footprint: ☐Low ☒Moderate ☐High
B. Potential for contamination, if present, to affect project: ☐Low ☒Moderate ☐High
C. Did Consultant recommend additional work? ☒No ☐Yes (describe below):

4. RECOMMENDATIONS*:

- ☒ Approval to Proceed (No Further Action)
- ☐ Approval to Proceed, Pending:
  - ☐ Avoidance of described site(s)
  - ☐ Plan Notes regarding described site(s) (See Section 5)
  - ☐ Additional investigation by ODOT
- ☐ Approval NOT Recommended

* - If different from Consultant, explain in Section 6 General Comments

5. PLAN NOTES: None needed.

6. GENERAL COMMENTS: An ISA was performed by CC Environmental on 7/15/2021 which identified several RECs within the project area. RW plans are needed for review to determine if these sites will affect construction.

Update 7/19/2022: Upon review of the 65% RW plans, there appears to be no significant ground disturbance near the Stop & Buy/EZ Mart (2119 W Main Street), Kwik Chek Food Store #16 (2320 W Main Street), or James Phillips/By Pass (2117 W Main Street). These sites are also not part of any RW acquisition. As always, ODOT Standard Specification 107.15 shall be followed in the event contamination is encountered.

ATTACH EXCERPTS FROM REPORT, AS APPROPRIATE.*

*The full document is on file with ODOT's Environmental Programs Division. Please contact David Edwards at (405) 521-2673 or daedwards@odot.org for more information.

INITIAL SITE ASSESSMENT

Project:

US-69 NB OVER W ARKANSAS STREET, K RAILROAD & MAIN STREET, 3.77 & 3.88 N JCT US-69 BUS -and- US-69 SB OVER W ARKANSAS STREET, K RAILROAD, & MAIN STREET, 3.77 & 3.88 N JCT US-69 BUS

BRYAN COUNTY
JP#: 33871(04) & 33872(04)

EC 2261D

Prepared For:

OKLAHOMA Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
Oklahoma City, OK

Prepared By:

CC Environmental, LLC
PO Box 1292
Norman, OK 73069
(405) 321-8181

Report Date:

JULY 15, 2021

INITIAL SITE ASSESSMENT

Project:

US-69 NB OVER W ARKANSAS STREET, K RAILROAD & MAIN STREET, 3.77 & 3.88 N JCT US-69 BUS -and- US-69 SB OVER W ARKANSAS STREET, K RAILROAD, & MAIN STREET, 3.77 & 3.88 N JCT US-69 BUS

JP#: 33871(04)

EC 2261D

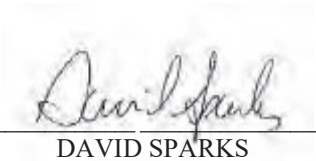
SIGNATURE CERTIFICATION:

We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR. We have the specific qualification based on education, training, and experience to assess a property of the nature, history, and setting of the study area. We have developed and performed the all appropriate inquiries in general conformation with the standards and practices set forth in 40 CFR Part 312.

CC ENVIRONMENTAL

CCE PROJECT NO. 2247

Prepared By:



DAVID SPARKS
Environmental Specialist

DALE DANIEL
Environmental Project Manager

Reviewed By:

GEOFF CANTY
Director of Environmental Services

JULY 15, 2021

PETROLEUM STORAGE TANK WORK SCOPE CERTIFICATION

I have performed review of Petroleum Storage Tank findings within a Phase I Environmental Site Assessment in accordance with the scope and limitations of ASTM Practice E 1527-13 of the **INITIAL SITE ASSESSMENT PROJECT: US-69 NB OVER W ARKANSAS STREET, K RAILROAD & MAIN STREET, 3.77 & 3.88 N JCT, us-69 BUS -AND- US-69 SB OVER W ARKANSAS STREET, K RAILROAD, & MAIN STREET, 3.77 & 3.88 N JCT US-69 BUS, BRYAN COUNTY [JP# 33871(04) & 33872(04)], EC 2261D**. The work scope was limited to review of Fuel Petroleum Storage Tank issues by an Oklahoma Corporation Commission (OCC) - Licensed Consultant.

Pursuant to Oklahoma Administrative Code (OAC) Title 165, Chapter 26, the definition of “Regulated substances” does not include compressed natural gas, liquid natural gas, or propane. Above-ground petroleum storage tanks with capacity over 110 gallons must be registered, except for farm and ranch tanks, emergency generator tanks, or tanks at fleet and commercial facilities less than 2,100 gallons individual storage capacity**.** Oil and gas tanks are not regulated under OAC Title 165, Chapter 26.

This review scope focused upon Sections 1.3.4 (Site Reconnaissance), 1.3.5 (Interviews), 1.4 (Comments & Recommendations), 3.2. (Records Review), 4.1 (Findings & Opinions), 4.2 (Recommendations), Aerial Photographs & Topographic Maps, 6.4 (Site Photographs), and 6.5.1 (EDR Database Search Results) of the Initial Site Assessment by CC Environmental, and the OCC-PST Review memo from Geoff Canty to Sheila Baber dated 7/10/2021.

The following pages illustrate EDR-listed Petroleum Storage Tank (PST) locations.

A review of the LUST list, as provided by EDR, and dated 12/03/2020 has revealed that there are 5 LUST sites within approximately 0.5 miles of the target property.

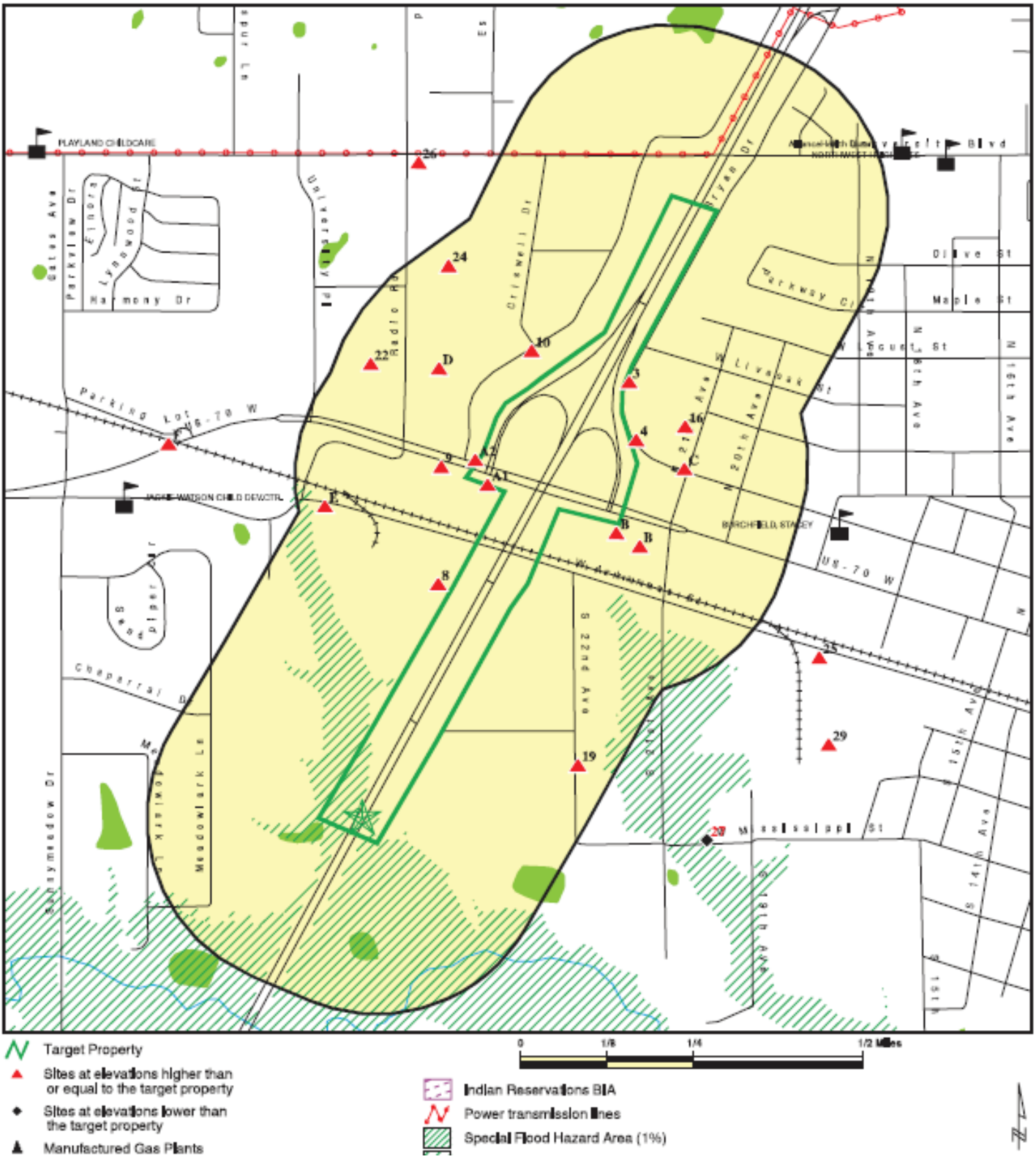
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STOP & BUY STATUS: Closed Facility Id: 0704490 Close Date: 11/02/2017 Close Date: 01/04/2006	***2119 W MAIN***	***NE 0 - 1/8 (0.013 mi.)***	***B6***	***16***
HITCHCOCK DISTRIBUTI STATUS: Closed Facility Id: 0702038 Close Date: 03/23/1999	***2901 W ARKANSAS***	***N 1/8 - 1/4 (0.199 mi.)***	***E20***	***52***
HALE-HALSELL COMPANY STATUS: Closed Facility Id: 0701449 Close Date: 06/27/1995	***1800 W ARKANSAS***	***ENE 1/4 - 1/2 (0.352 mi.)***	***25***	***59***
PARK WEST SUPERETTE STATUS: Closed Facility Id: 0713756 Close Date: 06/18/2001	***3021 UNIVERSITY***	***N 1/4 - 1/2 (0.353 mi.)***	***26***	***61***
MORSE'S OUTDOOR SPOR STATUS: Closed Facility Id: 0712422 Close Date: 10/30/1995	3702 W MAIN	NNW 1/4 - 1/2 (0.437 mi.)	F28	64

The **STOP & BUY LOCATION is situated with a topographic gradient falling away from the Area of Interest (AOI) to the south but is immediately adjacent to the AOI and is considered a Recognized Environmental Condition (REC) due to proximity**. HITCHCOCK DISTRIBUTION, and HALE-HALSELL COMPANY, are not considered RECs due to distance and topography. PARK WEST SUPERETTE is located upgradient and more than .25-mile northwest of the AOI and is not considered a REC due to distance. MORSE'S OUTDOOR SPORT is located almost .5 mile west of the AOI and is not considered a REC due to distance.

Additionally, State and tribal registered storage tanks listed within .25 mile of the Area of Interest (AOI) include **KWIK CHEK FOOD STORE at 2320 W Main (Map ID A2 within the AOI is considered a REC**), JAMES PHILLIPS at 2117 W Main (Map ID B12) is situated with a topographic gradient falling away from the AOI to the south and is not considered a REC, KMART #9082 AT 2100 W Evergreen (Map ID C14) is situated east of the AOI with topographic gradient falling to the south and is not considered a REC. THE STORE at 2432 W Main Street (Map ID 22 almost .25 mile west of the AOI is not considered a REC). HITCHCOCK DISTRIBUTION noted as LUST Map ID E20 (also listed as Map ID E21) is located approximately .25 mile west of the AOI and is not considered a REC due to distance and topography. DURANT PUBLIC SCHOOL (Map ID 19) is listed as an Above-Ground Storage Tank (AST) location within approximately .25 miles of the AOI is situated topographically downgradient and is not considered a REC.

WAL MART STORE #975 (2418 W Main Street, Map Location E23) and ODOT – DIST. B HEADQUARTERS (E Side US 69 2 miles north of JCT 70 3318 NORTH, Map Location E23) were listed as the same Historical UST location by EDR. Due to distance and topography, this location is not considered a REC.

The following map illustrates Areas A2 and B6 site locations for quick reference.



US-69 NB Over W Arkansas Street, K Railroad & Main Street
Bryan County, Oklahoma

This review has revealed no evidence of Recognized Environmental Conditions associated with Petroleum Storage Tanks, **except for potential concerns previously noted in bold font. If excavation is planned near locations adjacent to the intersections of West Main (US-70) and US-69 north and southbound entrance/exit ramps, construction workers should be aware of potential subsurface impact in these areas.**

Sheila E. Baber

Sheila E. Baber, PG
Senior Geologist, Manager, Licensed OCC Consultant #0042

1.0 INVESTIGATIVE SUMMARY

1.1 Overview of Investigation

CC Environmental, LLC (CCE) performed an Initial Site Assessment (ISA) at the request of the Oklahoma Department of Transportation (ODOT). ODOT was interested in identifying the presence of *hazardous and potentially hazardous waste* related issues within and adjacent to the existing and proposed right-of-way for the US-69 road project located approximately 3.77 and 3.88 miles north of junction US-69 Business, in Bryan County, Oklahoma (refer to Figure 6-1). The ISA was conducted in general accordance with the project requirements defined by ODOT's—*Hazardous Waste Scope of Services*. In addition, the records review process was expanded to include database searches commonly evaluated during Phase I Environmental Site Assessments performed in general accordance with American Society for Testing and Materials (ASTM) Practice E 1527-13 (ASTM, 2013). The overall objective of this site assessment was to identify the presence or likely presence of hazardous substances, petroleum products, and other potential environmental liabilities or concerns located within the proposed project study area and/or on the adjacent properties.

1.2 Project Description

As part of the National Environmental Policy Act (NEPA) process, ODOT is evaluating the proposed US-69 bridge project over W Arkansas Street, Kiamichi Railroad, and Main Street. The project includes a 4-lane open section roadway with 12-foot-wide paved driving lanes with 10-foot-wide shoulders. There are two northbound and two southbound bridges carrying US-69 over US-70 (W. Main Street), as well as over Arkansas Street and Kiamichi Railroad. The bridges over US-70 (NBI #17506 and 17507) are 168-foot-long plate/girder span bridges, and those over Arkansas Street/Kiamichi Railroad (NBI #17534 and 17535) are 197-foot I-beam span bridges.

1.3 Findings

1.3.1 Environmental Records Review

Several state and federal environmental databases were searched to determine the presence of *hazardous and potentially hazardous waste related problems*. Environmental Data Resources, Inc. (EDR) and CCE performed the various database searches. See Section 3.2 for a complete list of the data bases searched.

- According to the EDR search (2021a), and based on the extended search area, there were thirty-three sites identified within the search radius, which included USTs, hazardous waste generators and commercial sites. (Refer to Table 1-1 for a summary of the findings.)
  - No orphan sites were found to be located within their respective ASTM search radius relative to the study area.
- According to the Oklahoma Department of Environmental Quality (DEQ) Voluntary Cleanup Programs (VCP) database, the closest VCP site is located to the west approximately 2 miles from the study area.
- According to the Oklahoma Water Resources Board (OWRB) water wells search, there were four (4) domestic wells, fourteen (14) monitoring wells, thirteen (13) geotechnical borings, one (1) irrigation well, one (1), agricultural well, and one (1) geothermal well located within the vicinity of the study area. (It should be noted that records may not exist for all wells.)
- According to the Oklahoma Corporation Commission (OCC) oil and gas wells search, there were no oil and gas related wells within the footprint, and four (4) wells located within the vicinity of the study area.

1.3.2 Physical Setting Information

The physical setting was evaluated to determine information about the topographic, hydrologic, and geologic characteristics of the area, as it relates to the possible migration of hazardous substances. See Section 3.1 for further details.

- The general soil type associated with the project footprint is the Durant loam.
- There is relatively shallow groundwater. The water well identified on the Hydrologic Atlas 3 in the vicinity of the study area indicated that water was encountered at 35 feet below the ground surface.

1.3.3 Historical Use Information

The historical use of the property was evaluated through review of aerial, topographical, and other available maps to assist in identification of any known or potentially hazardous waste sites. See Section 3.2.3 for further details.

- Review of the available aerial photographs and historical topographic maps did not identify any hazardous waste sites, industrial areas (other than oilfield), or related issues within the study footprint.

1.3.4 Site Reconnaissance

A representative of CCE (Dale Daniel) conducted the site reconnaissance on June 24, 2021.

- The study area occurs along a major transportation corridor bounded primarily by commercial businesses.
- A stone countertop/interior design business was noted east adjacent to the study area. One approximately 250-gallon A-frame mounted AST was noted at the east end of the facility.
- The Stop & Buy/EZ Mart filling station was in operation SE adjacent to the study area. Three UST fill ports and four vent pipes were noted on site. No spills or leaking was evident.
- The Kwik Chek filling station was in operation west adjacent to the study area. Three fill ports and three vent pipes were noted onsite. No spills or leaking was evident.
- Two automotive sales lots were noted adjacent to the study area.
- The Quick Lane auto repair site was noted west adjacent to the study area. One 550-gallon plastic tote of used oil, five discarded steel drums, and numerous used tires were staged along the property line directly adjacent to the study area boundary. There were no signs of spills or leaking and no concrete staining in the general vicinity.

1.3.5 Interviews

Interviews were conducted with parties having varying degrees of knowledge about the site. This included interviews with local governmental agencies and individuals associated with hazardous waste sites identified during the records review. See Section 3.4 for further details.

- The Durant Emergency Management Director, Mr. Kenneth Eppler, was contacted via email on April 14, 2021 to inquire about any spills or releases associated with the study area. Mr. Eppler stated that he had no records of any environmental incidents associated with the study area.
- There were no interviews with personnel associated with hazardous waste sites; no such sites were identified within the study area during the records review.

1.4 Comments & Recommendations[1]

- There are five LUST sites identified within 0.5 mile of the study area. Only one of these sites occurs directly adjacent to the study area. It is possible that any subgrade work along the roadway adjacent to this facility could encounter petroleum odors, contamination, or free

[1] *The user is encouraged to review the entire document, but particularly for a more detailed discussion of the environmental conditions associated with the study area and the adjoining properties.*

product. If excavation work occurs near this site, or if this property will be acquired as part of the right-of-way/utilities process, then additional review and testing may be warranted.
  - Stop & Buy/EZ Mart (2119 W Main Street)

- There are two UST sites that occur in close proximity to the study area footprint that are not associated with confirmed release cases, but are associated with recent violations with the OCC and/or had documented evidence of onsite contamination. It is possible that any subgrade work along the roadway adjacent to these areas could encounter petroleum order, contamination, or free product. If excavation work occurs near these sites, or if these properties will be acquired as part of the right-of-way/utilities process, then additional review and testing may be warranted.
  - Kwik Chek Food Store #16 (2320 W Main Street)
  - James Phillips/By Pass (2117 W Main Street)

- In addition to the above-described facilities, there are multiple businesses identified in close proximity to the study area that may use and store smaller quantities of petroleum products and solvents that were not explicitly detailed in the environmental database reports. For example, one approximately 250-gallon AST was noted on the Allied Stone property, and five 55-gallon steel drums and a used oil tote were noted along the property line at the Quick Lane auto repair/maintenance shop. It is likely that the auto sales lots adjacent to the property also keep petroleum products and solvents on site. Although there was no evidence of any releases to the Property, there is still the possibility of encountering latent conditions during construction. General plan notes may be warranted.

4.0 FINDINGS, OPINIONS AND RECOMMENDATIONS

Review the following points for a discussion of the items identified during this ISA evaluation.

4.1 Findings & Opinions

4.1.1 Records Review

- According to the EDR search, there were thirty-three sites identified within the search radius of the project.
  - Review of the LUST database performed by EDR revealed five reported sites within 0.5 mile of the subject property.
    - Stop & Buy/EZ Mart 76: This site was located at 2119 W Main Street southeast adjacent to the study area. Three USTs are located on site, one of which is listed as temporarily out of use. This site is also listed as a Historical Auto Station. In February 1997, a complaint was filed with the OCC regarding hydrocarbon odor present in holes being dug for a fence installation at the neighboring property. A follow-up investigation found free product in a tank monitoring well, and case (064-1885) was opened. Four monitoring wells were installed in August 1998 and soil and groundwater samples collected. Soil and groundwater samples were reported below action levels for BTEX, naphthalene, and TPH-GRO. The OCC closed the case in December 1998. In December 2004, an emergency response was reported by the Durant Fire Department regarding a fuel release at the site, and sheen detected in a drainage culvert emptying into a stream nearby (064-2906). Four monitoring wells were installed in May 2004 and soil and groundwater samples collected. Soil and groundwater samples were reported above action levels for BTEX, naphthalene, and TPH-GRO. The OCC closed the case in January 2006 with contamination left in-place. The USTs in use failed inspection in April 2021. **Consequently, this facility was considered to be a REC.**
    - Hitchcock Distributing, Inc.: This site was located at 2901 W Arkansas Street approximately 800 feet west of the study area. A release of approximately 50 gallons of diesel was reported in 1992, and a case (064-0576) was opened. Approximately 10 gallons of free product was recovered from a vapor monitoring well, and the case was granted closure in 1999. According to OCC records, the facility was closed in 2016. Based on the distance of the site, this site was not considered to be a REC.
    - Hale-Halsell Company: This site was located at 1800 W Arkansas Street approximately 0.45 mile east of the study area outside the study area. In May 1995, during facility closure activities, total petroleum hydrocarbons encountered in a monitoring well exceeded OCC action levels and a case was opened. The case was subsequently closed in June 1995. Based on the distance of the site, this site was not considered to be a REC.
    - Park West Superette: This site was located at 3021 University Boulevard approximately 0.34 mile west of the study area. A complaint filed in May 1996 alleged that a tank line had been leaking 50 gallons of product per day for the previous year. A case was subsequently opened following a line repair (064-1926). Groundwater was monitored at the location until 2001 when the site was granted closure. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site, thus this site was not considered to be a REC.
    - Morse's Outdoor Sports: This site was located at 3702 W Main Street approximately 0.50 mile west of the study area. A confirmed release was opened at this site during site closure (064-0680) following bank foreclosure on the property. Subsurface contamination delineated during site characterization revealed that contamination was limited to the site.

This LUST case was closed in 1995. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site, thus, this site was not considered to be a REC.

- Review of the UST database performed by EDR revealed four additional reported sites within 0.25 mile of the subject property.
  - Kwik Chek Food Store #16: This site was located at 2320 W Main Street west adjacent to the study area. This site was listed as a UST site with three USTs currently in use that were installed in 1989. The USTs failed inspection in March 2021, and no re-inspection was available from the OCC. Although no leaks or spills have been reported at the site, there is the potential for latent conditions to be present, furthermore due to the most recent finding of noncompliance at the facility, **this facility was considered to be a REC.**
  - James Phillips/By Pass: This site was located at 2117 W Main Street approximately 175 feet east of the study area. This site was listed as a UST site with four USTs permanently out of use that were removed from the ground in 1998. There was no closure report available from the OCC for the 1998 closure, but a Phase II report from 2003 shows some impact to the site from the LUST on the adjoining west property (Stop & Buy/EZ Mart). The site is also listed as a Historical UST site and a Historical Auto Station site. Due to contamination from the adjacent property, **this facility was considered to be a REC.**
  - Kmart #9082: This site was located at 2100 W Evergreen Street approximately 500 feet east of the study area. This site was listed as a UST site with one UST permanently out of use that was removed from the ground in 1990. There was a closure report available from the OCC that showed soil samples reported by the laboratory as below OCC action levels. The site is also listed as a Historical UST site. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site, thus this site was not considered to be a REC.
  - The Store: This site was located at 2432 W Main Street approximately 550 feet west of the study area. This site was listed as a UST site with three USTs permanently out of use that were removed from the ground in 2017. There was a closure report available from the OCC that showed soil samples reported by the laboratory as below OCC action levels. The site is also listed as a Historical UST site. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site, thus this site was not considered to be a REC.

- Review of the AST database performed by EDR revealed one reported site within 0.25 mile of the subject property.
  - Durant Public Schools: This site was located at 304 S 22nd Street approximately 0.25 mile east of the study area. This site was listed as an AST site with one AST currently in use that was installed in 2003. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site, thus this site was not considered to be a REC.

- Review of the RCRA-LQG database performed by EDR revealed one reported site within 0.25 mile of the subject property.
  - CMC Steel Oklahoma: This site was located at 2353 E Main Street approximately 100 feet west of the study area. This site was listed as a RCRA-LQG of emissions control dust/sludge from the primary production of steel. There were no violations listed for this site. There have been no reported releases to the study area and it does not present a

material threat of a release based on the status of the site, thus this site was not considered to be a REC.

- Review of the RCRA-VSQG database performed by EDR revealed two reported sites within 0.25 mile of the subject property.
  - Aviation Power Support, LP: This site was located at 2415 W Arkansas Street west adjacent to the study area. This site was listed as a RCRA-VSQG of corrosive wastes. There were no violations listed. There have been no reported releases to the study area and it does not present a material threat of a release based on the status of the site, thus this site was not considered to be a REC.
  - Tractor Supply #396: This site was located at 2100 Evergreen Street approximately 500 feet east of the study area. This site was listed as a RCRA-VSQG of ignitable, corrosive, and spent solvent wastes. There were no violations listed. There have been no reported releases to the study area and it does not present a material threat of a release based on the status of the site, thus this site was not considered to be a REC.

- Review of the RCRA-NonGen database performed by EDR revealed four reported sites within 0.25 mile of the subject property.
  - Reynolds Chevrolet: This site was located at 2104 W Evergreen Street east adjacent to the study area. This site was listed as a RCRA-NonGen site with no violations listed. There have been no reported releases to the study area and it does not present a material threat of a release based on the status of the site, thus this site was not considered to be a REC.
  - Durant Ford Lincoln Mercury Sales Inc.: This site was located at 402 Westside Drive west adjacent to the study area. This site was listed as a RCRA-NonGen site with violations that were in compliance in 2002. There have been no reported releases to the study area and it does not present a material threat of a release based on the status of the site, thus this site was not considered to be a REC.
  - Former Wal Mart Store #975: This site was located at 2418 W Main Street approximately 500 feet west of the study area. This site was listed as a RCRA-NonGen site with no violations listed. This site is also listed as a Historical UST site with one 550-gallon used oil UST registered to the site which is listed as permanently out of use. There have been no reported releases to the study area and it does not present a material threat of a release based on the status of the site, thus this site was not considered to be a REC.
  - Nichol's $ Saver-Fast Photo 1012 Radio Road: This site was located at 1012 Radio Road approximately 0.25 mile west of the study area. This site was listed as a RCRA-NonGen site with no violations listed. There have been no reported releases to the study area and it does not present a material threat of a release based on the status of the site, thus this site was not considered to be a REC.

- Review of the US Brownfields database performed by EDR revealed two reported sites within 0.5 mile of the subject property.
  - Durant Auto Center: This site is listed as occurring approximately 0.416 mile east of the study area; however, is actually located 2 miles to the south. This site was listed briefly in the US Brownfields database before being moved into the VCP. Some benzene was recorded in a monitoring well onsite but has since to be detected, thus, no cleanup has been required. Based on the distance of the site, this site was not considered to be a REC.
  - Durant Middle School: This site was located approximately 0.47 mile east of the study area. This site was listed as a US Brownfields site that has been remediated for lead-

containing materials and asbestos. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site, thus this site was not considered to be a REC.

- Review of the SWRCY database performed by EDR revealed two reported sites within 0.5 mile of the subject property.
  - Locke Supply: This site was located at 211 W Evergreen Street approximately 500 feet east of the study area. This site was listed as a SWRCY site that accepts mercury thermostats. There have been no reported releases to the study area and it does not present a material threat of a release based on the status of the site; thus, this site was not considered to be a REC.
  - Walmart Supercenter 3712 W Main: This site was located at 3712 W Main Street approximately 0.43 mile west of the study area. This site was listed as a SWRCY site that accepts car batteries, motor oil, plastic bags and plastic hangers. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site, thus this site was not considered to be a REC.

- Review of the Historical UST database performed by EDR revealed one additional reported site within 0.25 mile of the subject property.
  - ODOT District B Headquarters: This site is listed as occurring 0.210 mile north of the study area, however, is actually located 2 miles to the northeast and was located outside the study area. This site was listed as a Historical UST site. There have been no reported releases to the study area and it does not present a material threat of a release based on the distance of the site; thus, this site was not considered to be a REC.

- Review of the OK COMPLAINT database performed by EDR revealed one reported site within the subject property.
  - Bryan County: This site was located southwest adjacent to the study area. This site was listed as an OK COMPLAINT site in 2012 for self-reported spills/releases and appears to be associated with the McDonalds which would have been operating at this location in 2012. The spill is not expected to pose an environmental risk to the study area, thus, this site was not considered to be a REC.

- According to the DEQ Voluntary Cleanup Programs (VCP) database, the closest VCP site is located approximately 2 miles west of the study boundary. This was not considered to be a REC, because there was no reported release to the study area and it does not appear to be hydrologically connected.

- According to the OWRB well database records, there were fourteen monitoring wells reported within the study footprint or the general area. The wells were associated with the identified LUST incidents.

- According to the OCC Oil & Gas Division database search, there were no wells reported to be within the same quarter sections as the NEPA study area. These were not considered to be RECs given their location and status.

4.1.2 Site Reconnaissance

- The study area was surveyed to verify the existence of facilities identified in the environmental databases, as well as discover any additional potential environmental risks to the study area not identified in the database search. In general, the conditions observed did not change opinions regarding the environmental risk of the facilities detailed in the previous section. No RECs were identified as a result of the site reconnaissance.
    - The study area occurs along a major transportation corridor bounded primarily by commercial businesses.
    - A stone countertop/interior design business was noted east adjacent to the study area. One approximately 250-gallon A-frame mounted AST was noted at the east end of the facility.
    - The Stop & Buy/EZ Mart filling station was in operation SE adjacent to the study area. Three UST fill ports and four vent pipes were noted onsite. No spills or leaking were evident.
    - The Kwik Chek filling station was in operation west adjacent to the study area. Three fill ports and three vent pipes were noted onsite. No spills or leaking was evident.
    - Two automotive sales lots were noted adjacent to the study area.
    - The Quick Lane auto repair site was noted west adjacent to the study area. One 550-gallon plastic tote of used oil, five discarded steel drums, and numerous used tires were staged along the property line directly adjacent to the study area boundary. There were no signs of spills or leaking and no concrete staining in the general vicinity.

4.1.3 Interviews

- No RECs were identified during the interview process.

4.2 Recommendations

- There are five LUST sites identified within 0.5 mile of the study area. Only one of these sites occurs directly adjacent to the study area and is associated with an emergency response regarding a fuel release and has a case closed with contamination in place. It is possible that any subgrade work along the roadway adjacent to this facility could encounter petroleum odors, contamination, or free product. If excavation work occurs near this site, or if this property will be acquired as part of the right-of-way/utilities process, then additional review and testing may be warranted.
    - Stop & Buy/EZ Mart (2119 W Main Street)

- There are two UST sites that occur in close proximity to the study area footprint that are not associated with confirmed release cases, but are associated with recent violations with the OCC and/or had documented evidence of contamination onsite. It is possible that any subgrade work along the roadway adjacent to these areas could encounter petroleum order, contamination, or free product. If excavation work occurs near these sites, or if these properties will be acquired as part of the right-of-way/utilities process, then additional review and testing may be warranted.
    - Kwik Chek Food Store #16 (2320 W Main Street)
    - James Phillips/By Pass (2117 W Main Street)

- In addition to the above-described facilities, there are multiple businesses identified in close proximity to the study area that may use and store smaller quantities of petroleum products and solvents that were not explicitly detailed in the environmental database reports. For example, one approximately 250-gallon AST was noted on the Allied Stone property, and five 55-gallon steel drums and a used oil tote were noted along the property line at the Quick Lane auto repair/maintenance shop. It is likely that the auto sales lots adjacent to the property also keep petroleum products and solvents on site. Although there was no evidence of any releases to the

Property, there is still the possibility of encountering latent conditions during construction. General plan notes may be warranted.

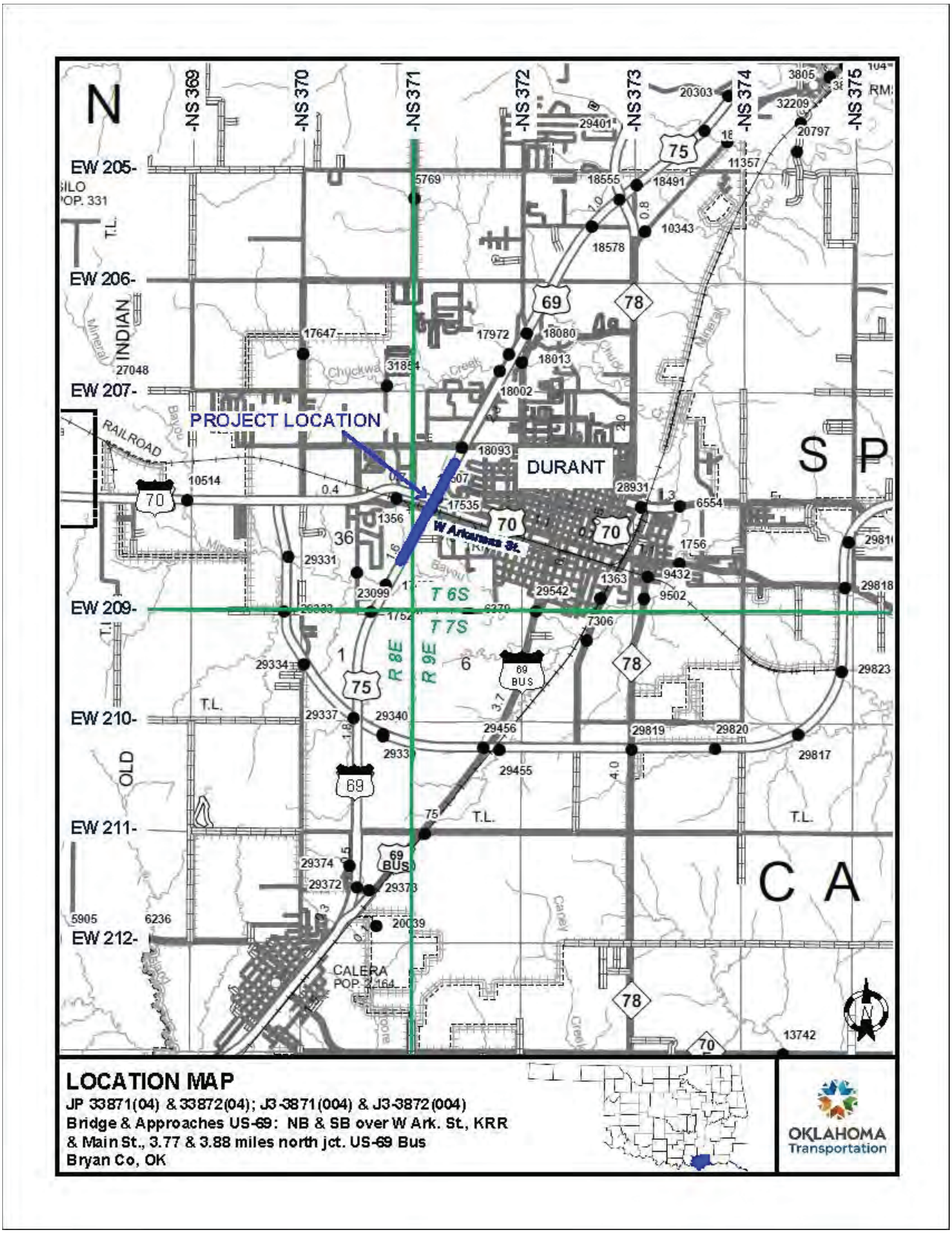


Figure 6-1: General Location Map

Figure 6-2a: Site Diagram

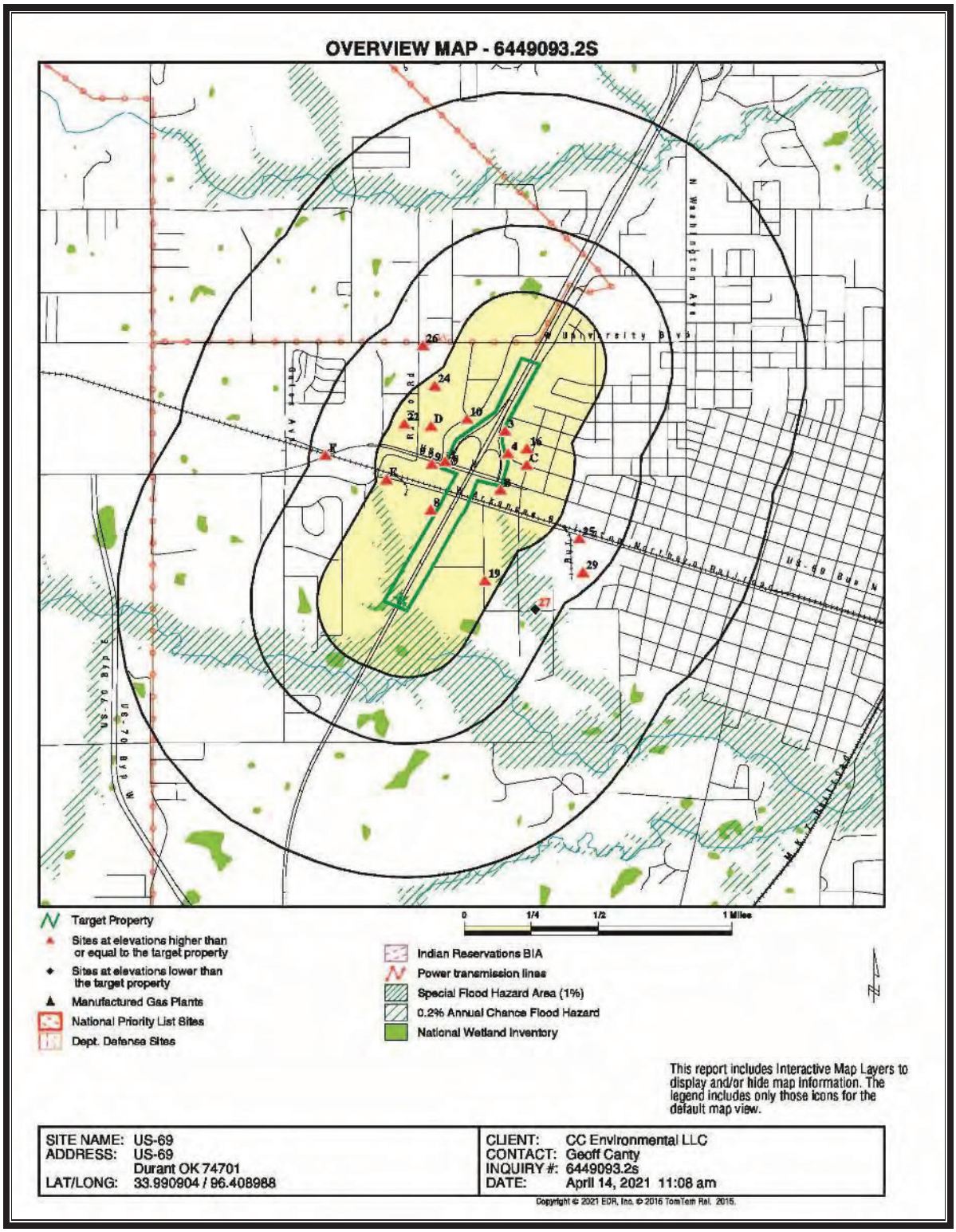


Figure 6-3: Site map depicting the extended environmental database search radii (EDR, 2021a).

OTHER

Oklahoma Department of Transportation

Project Management Division (405)522-7601 Fax (405) 522-7612 Room 1-C6

DATE: **August 9, 2019**

TO: **Distribution List**

FROM: **Project Management Division**

SUBJECT: **Project Initiation Report**

EXISTING PROGRAMMED INFORMATION

J/P Number: **33871(04)** County: **Bryan** Highway: **US-69** Division: **Two**
PS&E Date: **FFY 2026** R/W Date: **N/A** Drive-out Date: **June 19, 2019**
Programmed Estimate: **$ 10,000,000**
Project Description: **US-69 NB OVER W ARK. ST., K R.R. & MAIN ST., 3.77 & 3.88 N JCT US-69 BUS**

Reconnaissance Information Available

■ Yes Location http://plansrv1/osd/JP3387104\PSEDevelopment\DataReconnaissance
□ No

Functional Classification

Area Type:	■ Urban	□ Suburban	□ Rural	
Terrain Type:	■ Flat	□ Rolling	□ Mountainous	
Access Control:	■ Full	■ Partial	□ None	
Highway Type:	■ Freeway	□ Principal Arterial	□ Minor Arterial	□ Collector
	■ NHS	□ Non-NHS	□ STRAHNET	□ Scenic Hwy

Existing Condition

Current ADT: **27,700** % Trucks: **23%** Number of Lanes: **4** Lane Width: **12 ft**
Outside Shoulder Width: **10 ft** Inside Shoulder Width: **10 ft**
■ Open Section □ Curb & Gutter □ Divided, median width:
□ Other (describe):
Pavement Type: **Asph & Conc** Pavement Condition: ■ Good □ Fair ■ Poor
Shoulder Type: **Asphalt** Shoulder Condition: ■ Good □ Fair ■ Poor
Storm Sewer ■ No □ Yes Storm Sewer Condition: □ Good □ Fair □ Poor
Sidewalks ■ No □ Left Width: ' □ Right Width: '

Bridges within Project extents: SEE ATTACHED INSPECTION REPORTS
Bridge One NBI #: **17507**
Bridge Two NBI #: **17535**

CONSIDERATIONS

Environmental/Right-of-Way

□ Historic Properties, list: **N/A**
□ Archeological Sites, list: **None**
□ Cemeteries, list: **None**
■ Hazardous Waste Sites/ AST's/ Coal Mines/LUST Sites, list: **9 – UST's, 5 – Lusts & 1 - AST**
■ Threatened & Endangered Species, list with seasonal restrictions: **Interior Least Tern, Piping Plover, Red Knot, Whooping Crane, and American Burying Beetle**
□ Aquatic Species, list with seasonal restrictions: **None**
□ Section 4F or 6F Properties, list: **None**
□ Farmland □ Wetlands □ Scenic Rivers and Protected Aquifers ■ Critical Resource/ Sensitive Waters/**Impaired Waters (type of impairment)**, List: **Mineral Bayou Creek – 303(d)**
□ FEMA Flood Zone □ A □ AE □ X : **N/A**
□ Compensatory Flood Storage: **None**
□ Indian/Tribal/Federal/Wetland Reserve Program Properties, List: **None**
□ Scenic Byway/Route 66: **None**

Alternative Impacts

□ Other Agencies List:
□ Turnpike Involvement
□ Metropolitan Planning Organizations List:

Right-of Way/Utilities

Additional R/W Anticipated ■ No □ Yes
Describe: **Nine trade fixtures (billboards) located within the study area.**
Utility Conflicts ■ No □ Yes
Describe: **Utilities located within the limits of the study area include: overhead electric, communication, water lines, oil & gas, storm water, and sanitary.**

Permit Information

Design Exception Anticipated: □ No □ As required by design □ Yes, type:
Maintenance Agreements (Lighting, Signals, etc.): □ No □ Yes, type:
Permits required: ■ FAA ■ USACE □ OWRB ■ Railroad □ Other, type:
Comments for required permits: (Name and distance to airport, anticipated USACE permit type, Railroad owner, active or abandoned rail line, etc.) **Type of 404 Permit to be determined; Eaker Field and a Medical Center heliport is within 4.0 miles; Kiamichi RR line is active**

Special Considerations: **Bridges will be replaced within existing RW.**

PROPOSED IMPROVEMENT

Project Intent: **To correct a bridge that is at risk of becoming structurally deficient and another that is functionally obsolete and at risk of becoming structurally deficient.**

Description of Proposed Improvements:
The general scope of this project is to replace the bridges on the existing alignment. This project will incorporate the following items:

- Construct new bridges on the existing alignment.
- Avoid acquisition of new RW and if possible, avoid relocation of utilities.
  - Crossing utilities within existing RW may need to be addressed.
- Tie to the existing grade as soon as possible at each end of the project.
- Widen to the inside to reduce widening to the outside.
- Retaining walls will be allowed and used as needed.
- Roadway typical section –
  - Two 12 foot driving lanes.
  - 4 foot inside / 8-10 foot outside shoulders.
  - Accel/decel lanes will meet criteria per green book.
  - Accel/decel lanes to be included on US-69 as part of the approaches.
  - Narrow shoulder on accel/decel lane.
- Bridges –
  - Wide enough to accommodate 2 driving lanes, accel/decel lane, & shoulders.
  - Meet the minimum required clearances for the roads and RR under.
  - Vertical abutments will be used.
  - Aesthetic treatments are to be determined.
- Replace pavement on ramps and review geometry.
  - Improve ramp geometry if done within existing RW.
- Traffic control –
  - Highway will remain open to traffic during construction.
  - Crossovers will be installed to move traffic.
  - Head to head traffic will be maintained with appropriate devices.
- No alterations to the streets or RR under bridges.

Design Speed: 70 mph

Potential to transfer steel bridge beams to County
■ No □ Yes □ N/A
Fully document specific reasons preventing transfer:

Design Resource Allocation: □ ODOT ■ EXTERNAL

Project Termini
Beginning of Project: 2000’ South of the K R.R. Bridge
End of Project: 2000’ North of Main ST Bridge

Limits of Survey: This Project will have one SWO as 33872(04) - Survey Limits US 69 Begin 2000’ South of the K R.R. Bridge, extend North to a point 2000’ North of Main ST Bridge. Width 250’ Right and Left. West Arkansas ST Limits of 1000’ East and West of US 69, Width of 150’ Right and Left. Main ST Limits of 1200’ East and 1000’ West of US 69, Width of 250’ Right and Left.

Limits of NEPA Survey Area: **Same as Survey Limits**

Typical Section

■ Open Section □ Curb & Gutter □ Divided, median width:
□ Other (describe):
Number of Lanes: Four Lane Width: 12'
Outside Shoulder Width: 10' Inside Shoulder Width: 4'
Storm Sewer ■ No □ Yes
Sidewalks ■ No □ Left Width: ' □ Right Width: '
Sidewalk decision comments:
Overlay ■ No □ Yes, thickness:
Coldmill ■ No □ Yes, thickness:
Add Shoulders ■ No □ Yes, width:
Bridge Width TBD

Alignment

■ Existing
□ New, located □ North or □ South or □ East or □ West of existing
□ Parallel Lanes, located □ North or □ South or □ East or □ West of existing
Alignment decision comments:
□ Spot Improvements
□ Horizontal, Description:
□ Vertical, Description:

Detour

□ Shoo-fly, located □ North or □ South or □ East or □ West of existing
□ Widening, located □ North or □ South or □ East or □ West of existing
■ Crossovers
□ Close Road □ Round Robin Approved
□ Signed Detour, Route Description:
Anticipated duration of Detour:
□ Public Meeting Required □ Agreement Required
□ Phased Construction, Description:

Aesthetics □ No ■ Yes
Description of proposed aesthetic treatments: TBD

Traffic Items

Traffic Management Plan □ No □ Yes
Median Barrier □ No □ Yes
New Guardrail □ No □ Yes
End Treatment □ No □ Type:
Highway Lighting □ No □ Outside or □ Median
Traffic Signals □ No □ Location(s):

Miscellaneous

Channel Work □ No □ Relocation □ Re-Alignment □ Cleanup
Public Involvement □ No □ Road Closure Letters
□ Public Meeting
□ Stakeholder Meeting

PROGRAMMING INFORMATION

RW Project Needed ■ No □ Yes
Utility Project Needed ■ No □ Yes

Initiation Estimate:

Roadway:	$	Total Construction:	$
Bridge:	$		
Traffic Control:	$	Right-of-Way:	$ TBD
Signing and Striping:	$	Utility:	$ TBD
Highway Lighting:	$		
Traffic Signals:	$	Total Estimate:	$ TBD
Mobilization:	$		
Staking:	$		
E & C:	$		

Pending Program Revisions:

Estimate: $ Letting Date: Project Length:
Work Type: Description:

Attendee Name	Representing
Anthony Echelle	Field Division Two
Ryan Moy	Field Division Two
Justin Bishop	Field Division Two
David Saulsberry	Project Management Division
Steve Jacobi	Bridge Division
Patty DeFranco	Bridge Division
Anjie King	Environmental Programs Division
Steven Gauthe	Environmental Programs Division
Amber McIntyre	Environmental Programs Division
Scott Sundermeyer	Environmental Programs Division
Steven Bowen	Roadway Design Division
Mohamed Elyazgi	Roadway Design Division
James Jones	Roadway Design Division
Kyle King	Survey Division
Betsy Abraham	Traffic Division

Attachments

Distribution List:
Attendees
Director of Capital Programs
Right-of-Way Division
SAPM Division
Director of Engineering
FHWA
Traffic Engineering Division

Oklahoma Department of Transportation

Project Management Division (405)522-7601 Fax (405) 522-7612 Room 1-C6

DATE: **August 9, 2019**

TO: **Distribution List**

FROM: **Project Management Division**

SUBJECT: **Project Initiation Report**

EXISTING PROGRAMMED INFORMATION

J/P Number: **33872(04)** County: **Bryan** Highway: **US-69** Division: **Two**
PS&E Date: **FFY 2026** R/W Date: **N/A** Drive-out Date: **June 19, 2019**
Programmed Estimate: **$ 10,000,000**
Project Description: **US-69 SB OVER W ARK. ST., K R.R. & MAIN ST., 3.77 & 3.88 N JCT US-69 BUS**

Reconnaissance Information Available

■ Yes Location http://plansrv1/osd/JP3387204\PSEDevelopment\DataReconnaissance
□ No

Functional Classification

Area Type:	■ Urban	□ Suburban	□ Rural	
Terrain Type:	■ Flat	□ Rolling	□ Mountainous	
Access Control:	■ Full	■ Partial	□ None	
Highway Type:	■ Freeway	□ Principal Arterial	□ Minor Arterial	□ Collector
	■ NHS	□ Non-NHS	□ STRAHNET	□ Scenic Hwy

Existing Condition

Current ADT: **27,700** % Trucks: **23%** Number of Lanes: **4** Lane Width: **12 ft**
Outside Shoulder Width: **10 ft** Inside Shoulder Width: **10 ft**
■ Open Section □ Curb & Gutter □ Divided, median width:
□ Other (describe):
Pavement Type: **Asph & Conc** Pavement Condition: ■ Good □ Fair ■ Poor
Shoulder Type: **Asphalt** Shoulder Condition: ■ Good □ Fair ■ Poor
Storm Sewer ■ No □ Yes Storm Sewer Condition: □ Good □ Fair □ Poor
Sidewalks ■ No □ Left Width: ' □ Right Width: '

Bridges within Project extents: SEE ATTACHED INSPECTION REPORTS
Bridge One NBI #: **17506**
Bridge Two NBI #: **17534**

CONSIDERATIONS

Environmental/Right-of-Way

□ Historic Properties, list: **N/A**
□ Archeological Sites, list: **None**
□ Cemeteries, list: **None**
■ Hazardous Waste Sites/ AST's/ Coal Mines/LUST Sites, list: **9 – UST's, 5 – Lusts & 1 - AST**
■ Threatened & Endangered Species, list with seasonal restrictions: **Interior Least Tern, Piping Plover, Red Knot, Whooping Crane, and American Burying Beetle**
□ Aquatic Species, list with seasonal restrictions: **None**
□ Section 4F or 6F Properties, list: **None**
□ Farmland □ Wetlands □ Scenic Rivers and Protected Aquifers ■ Critical Resource/ Sensitive Waters/**Impaired Waters (type of impairment)**, List: **Mineral Bayou Creek – 303(d)**
□ FEMA Flood Zone □ A □ AE □ X : **N/A**
□ Compensatory Flood Storage: **None**
□ Indian/Tribal/Federal/Wetland Reserve Program Properties, List: **None**
□ Scenic Byway/Route 66: **None**

Alternative Impacts

□ Other Agencies List:
□ Turnpike Involvement
□ Metropolitan Planning Organizations List:

Right-of Way/Utilities

Additional R/W Anticipated ■ No □ Yes
Describe: **Nine trade fixtures (billboards) located within the study area.**
Utility Conflicts ■ No □ Yes
Describe: **Utilities located within the limits of the study area include: overhead electric, communication, water lines, oil & gas, storm water, and sanitary.**

Permit Information

Design Exception Anticipated: □ No □ As required by design □ Yes, type:
Maintenance Agreements (Lighting, Signals, etc.): □ No □ Yes, type:
Permits required: ■ FAA ■ USACE □ OWRB ■ Railroad □ Other, type:
Comments for required permits: (Name and distance to airport, anticipated USACE permit type, Railroad owner, active or abandoned rail line, etc.) **Type of 404 Permit to be determined; Eaker Field and a Medical Center heliport is within 4.0 miles; Kiamichi RR line is active**

Special Considerations: **Bridges will be replaced within existing RW.**

PROPOSED IMPROVEMENT

Project Intent: **To correct a bridge that is at risk of becoming structurally deficient and another that is functionally obsolete and at risk of becoming structurally deficient.**

Description of Proposed Improvements:
The general scope of this project is to replace the bridges on the existing alignment. This project will incorporate the following items:

- Construct new bridges on the existing alignment.
- Avoid acquisition of new RW and if possible, avoid relocation of utilities.
  - Crossing utilities within existing RW may need to be addressed.
- Tie to the existing grade as soon as possible at each end of the project.
- Widen to the inside to reduce widening to the outside.
- Retaining walls will be allowed and used as needed.
- Roadway typical section –
  - Two 12 foot driving lanes.
  - 4 foot inside / 8-10 foot outside shoulders.
  - Accel/decel lanes will meet criteria per green book.
  - Accel/decel lanes to be included on US-69 as part of the approaches.
  - Narrow shoulder on accel/decel lane.
- Bridges –
  - Wide enough to accommodate 2 driving lanes, accel/decel lane, & shoulders.
  - Meet the minimum required clearances for the roads and RR under.
  - Vertical abutments will be used.
  - Aesthetic treatments are to be determined.
- Replace pavement on ramps and review geometry.
  - Improve ramp geometry if done within existing RW.
- Traffic control –
  - Highway will remain open to traffic during construction.
  - Crossovers will be installed to move traffic.
  - Head to head traffic will be maintained with appropriate devices.
- No alterations to the streets or RR under bridges.

Design Speed: 70 mph

Potential to transfer steel bridge beams to County
■ No □ Yes □ N/A
Fully document specific reasons preventing transfer:

Design Resource Allocation: □ ODOT ■ EXTERNAL

Project Termini
Beginning of Project: 2000’ South of the K R.R. Bridge
End of Project: 2000’ North of Main ST Bridge

Limits of Survey: This Project will have one SWO as 33872(04) - Survey Limits US 69 Begin 2000’ South of the K R.R. Bridge, extend North to a point 2000’ North of Main ST Bridge. Width 250’ Right and Left. West Arkansas ST Limits of 1000’ East and West of US 69, Width of 150’ Right and Left. Main ST Limits of 1200’ East and 1000’ West of US 69, Width of 250’ Right and Left.

Limits of NEPA Survey Area: **Same as Survey Limits**

Typical Section

■ Open Section □ Curb & Gutter □ Divided, median width:
□ Other (describe):
Number of Lanes: Four Lane Width: 12'
Outside Shoulder Width: 10' Inside Shoulder Width: 4'
Storm Sewer ■ No □ Yes
Sidewalks ■ No □ Left Width: ' □ Right Width: '
Sidewalk decision comments:
Overlay ■ No □ Yes, thickness:
Coldmill ■ No □ Yes, thickness:
Add Shoulders ■ No □ Yes, width:
Bridge Width TBD

Alignment

■ Existing
□ New, located □ North or □ South or □ East or □ West of existing
□ Parallel Lanes, located □ North or □ South or □ East or □ West of existing
Alignment decision comments:
□ Spot Improvements
□ Horizontal, Description:
□ Vertical, Description:

Detour

□ Shoo-fly, located □ North or □ South or □ East or □ West of existing
□ Widening, located □ North or □ South or □ East or □ West of existing
■ Crossovers
□ Close Road □ Round Robin Approved
□ Signed Detour, Route Description:
Anticipated duration of Detour:
□ Public Meeting Required □ Agreement Required
□ Phased Construction, Description:

Aesthetics □ No ■ Yes
Description of proposed aesthetic treatments: TBD

Traffic Items

Traffic Management Plan □ No □ Yes
Median Barrier □ No □ Yes
New Guardrail □ No □ Yes
End Treatment □ No □ Type:
Highway Lighting □ No □ Outside or □ Median
Traffic Signals □ No □ Location(s):

Miscellaneous

Channel Work □ No □ Relocation □ Re-Alignment □ Cleanup
Public Involvement □ No □ Road Closure Letters
□ Public Meeting
□ Stakeholder Meeting

PROGRAMMING INFORMATION

RW Project Needed ■ No □ Yes
Utility Project Needed ■ No □ Yes

Initiation Estimate:

Roadway:	$	Total Construction:	$	
Bridge:	$			
Traffic Control:	$	Right-of-Way:	$	TBD
Signing and Striping:	$	Utility:	$	TBD
Highway Lighting:	$			
Traffic Signals:	$	Total Estimate:	$	TBD
Mobilization:	$			
Staking:	$			
E & C:	$			

Pending Program Revisions:

Estimate: $ Letting Date: Project Length:
Work Type: Description:

Attendee Name	Representing
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Right-of-Way Division
SAPM Division
Director of Engineering
FHWA
Traffic Engineering Division

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17506	0703 0388WX	016	77.20	ND

IDENTIFICATION

Bridge Description:
(2) 83ft. CONTINUOUS PLATE GIRDER SK 12 DEG.

1. State: Oklahoma
2. Division: Division 2
3. County: BRYAN
4. City: DURANT
Admin Area: Unknown
5a. On/Under: Route On Structure
5b. Kind of Hwy: U.S. Hwy
5c. Lvl of Srvc: Mainline
5d. Route No.: 00069
5e. Dir. Sufx: N/A (NBI)

7. Facility Carried : U.S. 69 SB
6. Feat. Intersect: U.S. 70 UNDER
9. Location: JCT US-70 & US-69
11. Mile Post: 3.879 mi
13. LRS Inv. / Sub Rte: 0700003HV / 00
16. Latitude: 33° 59' 51.77"
17. Longitude: 096° 24' 17.05"
98. Border Brdg: Unknown (P)
% Responsible: 0.00
99. Border Brdg #: Unknown

INSPECTION

Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.
NBI:		1	24 months	4/27/2020	04/27/2022
FC:	N	0		NA	NA
UW:	N	0		NA	NA
OS:	N	0		NA	NA

CLASSIFICATION

12.Base Hwy Net.: On Base Network
20. Toll Facility: On free road
21. Custodian: State
22. Owner: State
26. Function Class: 12 Urban Fwy/Expwy
37. Historical Sig.: Not eligible for NRHP
100. Def. Hwy: On Non-Interstate STRA

101. Parallel Str.: Left of || bridge
102. Traffic Dir.: 1-way traffic
103. Temp. Str.: Not Applicable (P)
104. Hwy System: On the NHS
105. Fed Land Hwy: N/A (NBI)
110. Defense Hwy: On Non-Interstate STRA
112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: Steel Cont. / Stringer/Girder
44a/b. Appr. Span: N/A / Not Applicable (P)
45. # of Main Spans: 2
46. # of Appr. Spans: 0
107. Deck Type: Concrete-Cast-in-Place
108a. Wearing Surface: Monolithic Concrete
108b. Membrane: None
108c. Deck protection: None

CONDITION

58.Deck: 7 Good
59.Sup.: 7 Good
60.Sub: 5 Fair
62.Culvert: N/A (NBI)
61.Chan./Chan. Prot.: N/A (NBI)

Flowline Notes

AGE AND SERVICE

19. Detour Length: 0.1 mi
27. Year Built: 1969
28a/b. Lanes on/und: 3 / 4
29. ADT: 10,050
30. Year of ADT: 2018
42a/b. Type of Svc on/und: Highway / Highway

106. Year Reconst.: -1
109. Truck ADT: 29%

LOAD RATING AND POSTING

31. Design Load: MS 18 (HS 20)
41. Post. Status: A Open, no restriction
70. Posting: 5 At/Above Legal Loads
Date Rated: 10/13/2010
63.Op / 65.Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

	H	HS	3-3	EV3	SHV
64. Operating Rating (tons):	37.15	53.90	65.04	0.00	0.00
66. Inventory Rating (tons):	22.27	32.41	39.02	-1.00	

GEOMETRIC DATA

10. Vert. Clearance: 99.99 ft
32. Appr Rwy Width: 54.00 ft
33. Median: Open median
34. Skew: 12.00°
35. Struct. Flared: No flare
47Horizontal Clr: 46.00 ft
48. Length Max Span: 83.01 ft
49. Struct. Length: 167.98 ft

50a. Curb/Sdwlk Width L: 0.00 ft
50b. Curb/Sdwlk Width R: 0.00 ft
51. Width Curb to Curb: 46.00 ft
52. Width Out to Out: 47.80 ft
Deck Area: 8,029.16 sq. ft
53. Min.Vert.Cl.Ovr Brg: 99.99 ft
54a.Min.Vt.Undclr.Ref.: H Hwy beneath stru
54b. Min. Vert. Undclr.: 16.33 ft
55a. Min.Lat.Undclr.Ref: H Hwy beneath str
55. Min.Lat.Underclr. R: 13.00 ft
56. Min.Lat.Underclr. L: 18.00 ft

APPRAISAL

36a. Brdg Rail: 0 Substandard
36b. Transition: 1 Meets Standards
36c. Appr. Rail: 1 Meets Standards
36d. Appr.Rail Ends: 0 Substandard
67. Str Evaluation: 5 Above Min Tolera

68. Deck Geom.: 4 Tolerable
69. Vert./Horiz. Undclr: 6 Equal Minimum
71. Waterway Adeq: N Not applicable
72. Appr. Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

PROPOSED IMPROVEMENTS

94. Bridge Cost: $760,642
95. Roadway Cost: $1,255,059
96. Total Cost: $2,129,797
97. Yr.of Cost Est.: 2015

75. Type of Work: 31 Repl-Load Capacity
76. Lngth of Improvement: 194.5 ft
114. Future ADT: 16,080
115. Yr.of Future ADT: 2038

NAVIGATION DATA

38. Nav. Control: NA-no waterway
39. Vert. Clearance: 0.0 ft
40. Horiz. Clearance: 0.0 ft

111. Pier Protect.: Not Applicable (P)
116. Lift Bridge Vert. Clr.: 0.0 ft

OKLAHOMA ITEMS

200c. Temperature: 64
200d. Weather: Cloudy
201. Struc.Stl. ASTM Desig.: -1 / -1
202. Waterprf.Membrane: -1
Date Installed: 01/01/1901
203. Type Exp. Device: Elastomeric Strip Seal
Pourable
204. Type of Railing: PTR-1 (round hand rail)
205. Material Quantity: 790.00
208a. Type of Abutment: Skeleton
b. Type of Found.: Steel Piling
209. Type of Pier/Found.: 3 / No
No Piling/Drilled Shaft
210. Foundation Elev.: 6,734.00 | 6,704.00 | 6,690.00 | 6,712.00 | -1.00
211. Wear.Surf.Prot.Sys: Silane
Date Installed: 01/01/1901
213. Utilities Attached:

214a. Posted Weight Limit: NR
b. Posted Speed Limit: NR
c. Narrow/1way Brdg Sign: No
d. Vertical Clr. Sign: Yes
Adv. Warning Sign: No
e. Navigation Lights?: No
Working/Not Working: NA
215. Overpass: U.S. HIGHWAY
221. Substr.Cond.(U/W):
222. Fill Over RCB:
223. Appr.Slab/Rwy Cond.: 3
225. Paint Type/Ovrct: Red Lead 3 Coat System
226. Date Painted: 2017
227. Paint Color: Gray
233. Deck Forming:
238. School Bus Rte.: Current & Desired route
240. Appr. Rwy Type.: Asphalt/Bituminous
243. Grdr Spacing/No.: /

244. Span Lengths:
245. Girder Depth:
246a. Type of Ovelay: NA
b. Overlay Thickness:
c. Overlay Date: 01/01/1901
d. Ovly Depth Changed >1":
247. Protective Systems:
248. # Field Splices w/ Corrosion: 12
249. Scour Crit. POA Exists?: No
250. Headwall:
254. Thru Truss Type:
257a. OkiePROS Truck Routing: Yes
258. Plans w/Found.in ODOT File:
259. Scour Eval. in ODOT File:
263. Interchange at Intersection: Full
264. Interstate Milepoint: -1.00

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17506	0703 0388WX	016	77.20	ND

Inspection Date: 4/27/20 Shane Miller

Invoice No.: SM-09 Inspected With: -1

BRIDGE NOTES:

INSPECTION NOTES: **4/27/20**

2017- Bridge was painted , new joints, new splice plates and deck was repaired

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 1	Re Concrete Deck	sq.ft	7,728.00	100%	7,703.00	0%	25.00	0%	0.00	0%	0.00
	transverse cracks present throughout. Some random cracks exist.										
107 / 1	Steel Opn Girder/Beam	ft	516.00	100%	516.00	0%	0.00	0%	0.00	0%	0.00
	-1										
515 / 1	Steel Protective Coating	sq.ft	8,756.00	100%	8,756.00	0%	0.00	0%	0.00	0%	0.00
	Painted 2017										
205 / 1	Re Conc Column	each	3.00	67%	2.00	33%	1.00	0%	0.00	0%	0.00
	Column #2 Crack in North Side Spall With Rebar South Side - Scaling^^^.										
215 / 1	Re Conc Abutment	ft	95.00	0%	0.00	100%	95.00	0%	0.00	0%	0.00
	FX - South abutment has a minor horizontal crack 4in. below top of bridge seat. North abutment has large spall under Beam #1. Crack present along face of north abutment.										
234 / 1	Re Conc Pier Cap	ft	49.00	59%	29.00	41%	20.00	0%	0.00	0%	0.00
	-1										
301 / 1	Pourable Joint Seal	ft	92.00	0%	0.00	100%	92.00	0%	0.00	0%	0.00
	Leaking										
311 / 1	Moveable Bearing	each	12.00	100%	12.00	0%	0.00	0%	0.00	0%	0.00
	-1										
313 / 1	Fixed Bearing	each	6.00	100%	6.00	0%	0.00	0%	0.00	0%	0.00
	-1										
321 / 1	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	50%	1.00	50%	1.00	0%	0.00
	Longitudinal Cracks - Rough										
330 / 1	Metal Bridge Railing	ft	334.00	99%	331.00	1%	3.00	0%	0.00	0%	0.00
	FX - East rail is loose in three (3) places.										
919 / 1	St.(Rail) Prot. Coat	(SF)	276.00	100%	276.00	0%	0.00	0%	0.00	0%	0.00
	-1										
331 / 1	Re Conc Bridge Railing	ft	334.00	100%	334.00	0%	0.00	0%	0.00	0%	0.00
	-1										
859 / 1	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
	Minor transverse cracks. Spalls With Rebar At Joint Locations..										
865 / 1	St.Open Gird End(5Ft	(LF)	60.00	100%	60.00	0%	0.00	0%	0.00	0%	0.00
872 / 1	St.Gird Und Const.Jt	(LF)	420.00	100%	420.00	0%	0.00	0%	0.00	0%	0.00
	-1										
909 / 1	Pourable Fix Jt.Seal	(LF)	336.00	100%	336.00	0%	0.00	0%	0.00	0%	0.00
	Leaking										
958 / 1	Concrete Cracking SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
	Moderate Size And Desnsity Trans Cracks										
972 / 1	Loss of Bearing SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
	Large Spalling North Abutment Seat Below Beam 1. Area of Loss Less Than %10.										

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17507	0703 0388EX	015	77.30	ND

IDENTIFICATION

Bridge Description:
(2) 83ft. CONTINUOUS PLATE GIRDER SK 12 DEG.

1. State: Oklahoma
2. Division: Division 2
3. County: BRYAN
4. City: DURANT
Admin Area: Unknown
5a. On/Under: Route On Structure
5b. Kind of Hwy: U.S. Hwy
5c. Lvl of Srvc: Mainline
5d. Route No.: 00069
5e. Dir. Sufx: N/A (NBI)

7. Facility Carried : U.S. 69 NB
6. Feat. Intersect: U.S. 70 UNDER
9. Location: JCT US-70 & US-69
11. Mile Post: 3.879 mi
13. LRS Inv. / Sub Rte: 0700003H / 00
16. Latitude: 33° 59' 52.86"
17. Longitude: 096° 24' 14.67"
98. Border Brdg: Unknown (P)
% Responsible: 0.00
99. Border Brdg #: Unknown

INSPECTION

Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.
NBI:		1	24 months	4/27/2020	04/27/2022
FC:	N	0		NA	NA
UW:	N	0		NA	NA
OS:	N	0		NA	NA

CLASSIFICATION

12.Base Hwy Net.: On Base Network
20. Toll Facility: On free road
21. Custodian: State
22. Owner: State
26. Function Class: 12 Urban Fwy/Expwy
37. Historical Sig.: Not eligible for NRHP
100. Def. Hwy: On Non-Interstate STRA

101. Parallel Str.: Right of || bridge
102. Traffic Dir.: 1-way traffic
103. Temp. Str.: Not Applicable (P)
104. Hwy System: On the NHS
105. Fed Land Hwy: N/A (NBI)
110. Defense Hwy: On Non-Interstate STRA
112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: Steel Cont. / Stringer/Girder
44a/b. Appr. Span: N/A / Not Applicable (P)
45. # of Main Spans: 2
46. # of Appr. Spans: 0
107. Deck Type: Concrete-Cast-in-Place
108a. Wearing Surface: Monolithic Concrete
108b. Membrane: None
108c. Deck protection: None

CONDITION

58.Deck: 7 Good
59.Sup.: 7 Good
60.Sub: 5 Fair
62.Culvert: N/A (NBI)
61.Chan./Chan. Prot.: N/A (NBI)

Flowline Notes

AGE AND SERVICE

19. Detour Length: 0.1 mi
27. Year Built: 1969
28a/b. Lanes on/und: 3 / 4
29. ADT: 10,100
30. Year of ADT: 2018
42a/b. Type of Svc on/und: Highway / Highway

106. Year Reconst.: -1
109. Truck ADT: 29%

LOAD RATING AND POSTING

31. Design Load: MS 18 (HS 20)
41. Post. Status: A Open, no restriction
70. Posting: 5 At/Above Legal Loads
Date Rated: 10/13/2010
63.Op / 65.Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

	H	HS	3-3	EV3	SHV
64. Operating Rating (tons):	37.37	54.12	65.26	0.00	0.00
66. Inventory Rating (tons):	22.38	32.52	39.24	-1.00	

GEOMETRIC DATA

10. Vert. Clearance: 99.99 ft
32. Appr Rwy Width: 54.00 ft
33. Median: Open median
34. Skew: 12.00°
35. Struct. Flared: No flare
47Horizontal Clr: 46.00 ft
48. Length Max Span: 83.01 ft
49. Struct. Length: 167.98 ft

50a. Curb/Sdwlk Width L: 0.00 ft
50b. Curb/Sdwlk Width R: 0.00 ft
51. Width Curb to Curb: 46.00 ft
52. Width Out to Out: 47.80 ft
Deck Area: 8,029.16 sq. ft
53. Min.Vert.Cl.Ovr Brg: 99.99 ft
54a.Min.Vt.Undclr.Ref.: H Hwy beneath stru
54b. Min. Vert. Undclr.: 16.83 ft
55a. Min.Lat.Undclr.Ref: H Hwy beneath str
55. Min.Lat.Underclr. R: 13.00 ft
56. Min.Lat.Underclr. L: 18.00 ft

APPRAISAL

36a. Brdg Rail: 0 Substandard
36b. Transition: 1 Meets Standards
36c. Appr. Rail: 1 Meets Standards
36d. Appr.Rail Ends: 0 Substandard
67. Str Evaluation: 5 Above Min Tolera

68. Deck Geom.: 4 Tolerable
69. Vert./Horiz. Undclr: 6 Equal Minimum
71. Waterway Adeq: N Not applicable
72. Appr. Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

PROPOSED IMPROVEMENTS

94. Bridge Cost: $760,642
95. Roadway Cost: $1,255,059
96. Total Cost: $2,129,797
97. Yr.of Cost Est.: 2015

75. Type of Work: 31 Repl-Load Capacity
76. Lngth of Improvement: 194.5 ft
114. Future ADT: 16,160
115. Yr.of Future ADT: 2038

NAVIGATION DATA

38. Nav. Control: NA-no waterway
39. Vert. Clearance: 0.0 ft
40. Horiz. Clearance: 0.0 ft

111. Pier Protect.: Not Applicable (P)
116. Lift Bridge Vert. Clr.: 0.0 ft

OKLAHOMA ITEMS

200c. Temperature: 64
200d. Weather: Cloudy
201. Struc.Stl. ASTM Desig.: -1 / -1
202. Waterprf.Membrane: -1
Date Installed: 01/01/1901
203. Type Exp. Device: Elastomeric Strip Seal Pourable
204. Type of Railing: PTR-1 (round hand rail)
205. Material Quantity: 790.00
208a. Type of Abutment: Skeleton
b. Type of Found.: Steel Piling
209. Type of Pier/Found.: 3 / No
No Piling/Drilled Shaft
210. Foundation Elev.: 6,730.00 | 6,700.00 | 6,715.00 | 6,720.00 | -1.00
211. Wear.Surf.Prot.Sys: Silane
Date Installed: 01/01/1901
213. Utilities Attached:

214a. Posted Weight Limit: NR
b. Posted Speed Limit: NR
c. Narrow/1way Brdg Sign: No
d. Vertical Clr. Sign: No
Adv. Warning Sign: No
e. Navigation Lights?: No
Working/Not Working: NA
215. Overpass: U.S. HIGHWAY
221. Substr.Cond.(U/W):
222. Fill Over RCB:
223. Appr.Slab/Rwy Cond.: 3
225. Paint Type/Ovrct: Red Lead 3 Coat System
226. Date Painted: 2017
227. Paint Color: Gray
233. Deck Forming:
238. School Bus Rte.: Current & Desired route
240. Appr. Rwy Type.: Asphalt/Bituminous
243. Grdr Spacing/No.: /

244. Span Lengths:
245. Girder Depth:
246a. Type of Ovelay: NA
b. Overlay Thickness:
c. Overlay Date: 01/01/1901
d. Ovly Depth Changed >1":
247. Protective Systems:
248. # Field Splices w/ Corrosion: 12
249. Scour Crit. POA Exists?: No
250. Headwall:
254. Thru Truss Type:
257a. OkiePROS Truck Routing: Yes
258. Plans w/Found.in ODOT File:
259. Scour Eval. in ODOT File:
263. Interchange at Intersection: Full
264. Interstate Milepoint: -1.00

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17507	0703 0388EX	015	77.30	ND

Inspection Date: 4/27/20 Shane Miller

Invoice No.: SM-09 Inspected With: -1

BRIDGE NOTES:

Vertical clearance dictated by height of west of parallel structure to the west.

INSPECTION NOTES: **4/27/20**

FX - SE approach guard rail is damaged.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 1	Re Concrete Deck	sq.ft	7,728.00	0%	0.00	100%	7,728.00	0%	0.00	0%	0.00
	Transverse cracks present throughout.										
107 / 1	Steel Opn Girder/Beam	ft	516.00	100%	516.00	0%	0.00	0%	0.00	0%	0.00
515 / 1	Steel Protective Coating	sq.ft	8,756.00	100%	8,756.00	0%	0.00	0%	0.00	0%	0.00
	Painted 2017										
202 / 1	Steel Column	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
	HEAVY RUST AND EXFOLIATION.										
205 / 1	Re Conc Column	each	3.00	100%	3.00	0%	0.00	0%	0.00	0%	0.00
	-1										
215 / 1	Re Conc Abutment	ft	95.00	0%	0.00	100%	95.00	0%	0.00	0%	0.00
	PX - Big Spall With Rebar exist at east ends of both abutments^ encroaching on^ bearing areas. Horizontal & vertical cracks present in both abutments.										
234 / 1	Re Conc Pier Cap	ft	49.00	96%	47.00	4%	2.00	0%	0.00	0%	0.00
	2 Small Spalls In Cap - 1 At Each End.										
301 / 1	Pourable Joint Seal	ft	92.00	100%	92.00	0%	0.00	0%	0.00	0%	0.00
311 / 1	Moveable Bearing	each	12.00	100%	12.00	0%	0.00	0%	0.00	0%	0.00
313 / 1	Fixed Bearing	each	6.00	0%	0.00	100%	6.00	0%	0.00	0%	0.00
321 / 1	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
	Both Approaches Rough With Longitudinal Cracks.										
330 / 1	Metal Bridge Railing	ft	335.00	99%	330.00	1%	5.00	0%	0.00	0%	0.00
	FX - East rail is loose at one (1) post. West rail is loose in three (3) places.										
919 / 1	St.(Rail) Prot. Coat	(SF)	276.00	100%	276.00	0%	0.00	0%	0.00	0%	0.00
	-1										
331 / 1	Re Conc Bridge Railing	ft	335.00	100%	335.00	0%	0.00	0%	0.00	0%	0.00
	-1										
859 / 1	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
	Minor traverse cracks with leaching present. Spalls At Joint Locations										
865 / 1	St.Open Gird End(5Ft	(LF)	60.00	100%	60.00	0%	0.00	0%	0.00	0%	0.00
872 / 1	St.Gird Und Const.Jt	(LF)	420.00	100%	420.00	0%	0.00	0%	0.00	0%	0.00
	-1										
909 / 1	Pourable Fix Jt.Seal	(LF)	336.00	97%	326.00	0%	0.00	3%	10.00	0%	0.00
	Leaking										
972 / 1	Loss of Bearing SF	(EA)	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
	Spalling At East End Of Both Adbutments Is Beginning To Uundermine Beam Bearing Areas.										

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17534	0703 0377WX	014	51.00	SD

IDENTIFICATION

Bridge Description:

45ft. - (2) 52ft. - 45ft. CONTINUOUS I-BEAM SK 12 DEG.

1. State: Oklahoma
2. Division: Division 2
3. County: BRYAN
4. City: DURANT
Admin Area: Unknown
5a. On/Under: Route On Structure
5b. Kind of Hwy: U.S. Hwy
5c. Lvl of Srvc: Mainline
5d. Route No.: 00069
5e. Dir. Sufx: N/A (NBI)

7. Facility Carried : U.S. 69 SB
6. Feat. Intersect: W ARKANSAS ST & K R.R.
9. Location: 3.77 N JCT US-69 BUS
11. Mile Post: 6.066 mi
13. LRS Inv. / Sub Rte: 0700003HV / 00
16. Latitude: 33° 59' 46.94"
17. Longitude: 096° 24' 20.12"
98. Border Brdg: Unknown (P)
% Responsible: 0.00
99. Border Brdg #: Unknown

INSPECTION

Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.
NBI:		1	24 months	9/3/2020	09/03/2022
FC:	N	0		NA	NA
UW:	N	0		NA	NA
OS:	N	0		NA	NA

CLASSIFICATION

12.Base Hwy Net.: On Base Network
20. Toll Facility: On free road
21. Custodian: State
22. Owner: State
26. Function Class: 12 Urban Fwy/Expwy
37. Historical Sig.: Not eligible for NRHP
100. Def. Hwy: On Non-Interstate STRA

101. Parallel Str.: Left of || bridge
102. Traffic Dir.: 1-way traffic
103. Temp. Str.: Not Applicable (P)
104. Hwy System: On the NHS
105. Fed Land Hwy: N/A (NBI)
110. Defense Hwy: On Non-Interstate STRA
112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: Steel Cont. / Stringer/Girder
44a/b. Appr. Span: N/A / Not Applicable (P)
45. # of Main Spans: 4
46. # of Appr. Spans: 0
107. Deck Type: Concrete-Cast-in-Place
108a. Wearing Surface: Monolithic Concrete
108b. Membrane: None
108c. Deck protection: None

CONDITION

58.Deck: 5 Fair
59.Sup.: 4 Poor
60.Sub: 5 Fair
62.Culvert: N/A (NBI)
61.Chan./Chan. Prot.: N/A (NBI)

Flowline Notes

AGE AND SERVICE

19. Detour Length: 0.1 mi
27. Year Built: 1969
28a/b. Lanes on/und: 2 / 2
29. ADT: 11,400
30. Year of ADT: 2018
42a/b. Type of Svc on/und: Highway / Hwy-R.R.

106. Year Reconst.:
109. Truck ADT: 29%

LOAD RATING AND POSTING

31. Design Load: MS 18 (HS 20)
41. Post. Status: A Open, no restriction
70. Posting: 5 At/Above Legal Loads
Date Rated: 04/28/2020
63.Op / 65.Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

	H	HS	3-3	EV3	SHV
64. Operating Rating (tons):	30.00	41.00	74.00	48.00	54.00
66. Inventory Rating (tons):	18.00	25.00	44.00	29.00	

GEOMETRIC DATA

10. Vert. Clearance: 99.99 ft
32. Appr Rwy Width: 54.00 ft
33. Median: Open median
34. Skew: 12.00°
35. Struct. Flared: No flare
47Horizontal Clr: 38.00 ft
48. Length Max Span: 53.15 ft
49. Struct. Length: 196.85 ft

50a. Curb/Sdwlk Width L: 0.00 ft
50b. Curb/Sdwlk Width R: 0.00 ft
51. Width Curb to Curb: 38.00 ft
52. Width Out to Out: 40.00 ft
Deck Area: 7,874.02 sq. ft
53. Min.Vert.Cl.Ovr Brg: 99.99 ft
54a.Min.Vt.Undclr.Ref.: H Hwy beneath stru
54b. Min. Vert. Undclr.: 20.67 ft
55a. Min.Lat.Undclr.Ref: H Hwy beneath str
55. Min.Lat.Underclr. R: 3.00 ft
56. Min.Lat.Underclr. L: 0.00 ft

APPRAISAL

36a. Brdg Rail: 1 Meets Standards
36b. Transition: 1 Meets Standards
36c. Appr. Rail: 1 Meets Standards
36d. Appr.Rail Ends: 1 Meets Standarc
67. Str Evaluation: 4 Minimum Tolerab

68. Deck Geom.: 6 Equal Min Criteria
69. Vert./Horiz. Undclr: 2 Intolerable - Repl
71. Waterway Adeq: N Not applicable
72. Appr. Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

PROPOSED IMPROVEMENTS

94. Bridge Cost: $865,558
95. Roadway Cost: $1,428,171
96. Total Cost: $2,423,563
97. Yr.of Cost Est.: 2015

75. Type of Work: 31 Repl-Load Capacity
76. Lngth of Improvement: 221.4 ft
114. Future ADT: 18,240
115. Yr.of Future ADT: 2038

NAVIGATION DATA

38. Nav. Control: NA-no waterway
39. Vert. Clearance: 0.0 ft
40. Horiz. Clearance: 0.0 ft

111. Pier Protect.: Not Applicable (P)
116. Lift Bridge Vert. Clr.: 0.0 ft

OKLAHOMA ITEMS

200c. Temperature: 75
200d. Weather: Ptly Cloudy
201. Struc.Stl. ASTM Desig.: -1 / 20
202. Waterprf.Membrane: -1
Date Installed: 01/01/1901
203. Type Exp. Device: Elastomeric Strip Seal
Pourable _
204. Type of Railing: PTR-1 (round hand rail)
205. Material Quantity: 632.00
208a. Type of Abutment: Skeleton
b. Type of Found.: Steel Piling
209. Type of Pier/Found.: 3 / No
No Piling/Drilled Shaft
210. Foundation Elev.: 6,734.00 | 6,714.00 | 6,758.00 | 6,750.00 | -1.00
211. Wear.Surf.Prot.Sys: Silane
Date Installed: 01/01/1901
211c. Silane Reapplied
211d. Date :
213. Utilities Attached:

214a. Posted Weight Limit: NR
b. Posted Speed Limit: NR
c. Narrow/1way Brdg Sign: No
d. Vertical Clr. Sign: Yes
Adv. Warning Sign: No
e. Navigation Lights?: No
Working/Not Working: NA
215. Overpass: U.S. HIGHWAY
218. Functionally Obsolete : FO
220. Bridge Redecked _
221. Substr.Cond.(U/W):
222. Fill Over RCB:
223. Appr.Slab/Rwy Cond.: 3
225. Paint Type/Ovrct: Organic Zinc(OZ-E-U) Gra
N/A
226. Date Painted: 2017
227. Paint Color: Silver
233. Deck Forming:
238. School Bus Rte.: Current & Desired route
240. Appr. Rwy Type.: Asphalt/Bituminous
243. Grdr Spacing/No.: /

244. Span Lengths:
245. Girder Depth:
246a. Type of Ovelay: NA
b. Overlay Thickness:
c. Overlay Date: 01/01/1901
d. Ovly Depth Changed >1": _
247. Protective Systems:
248. # Field Splices w/ Corrosion:
249. Scour Crit. POA Exists?: No
250. Headwall:
258. Plans w/Found.in ODOT File: _
259. Scour Eval. in ODOT File: _
263. Interchange at Intersection: Full
264. Interstate Milepoint:

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17534	0703 0377WX	014	51.00	SD

Inspection Date: 9/3/20 Mark Peterman

Invoice No.: MP - 2A Inspected With: Keith Bennett

BRIDGE NOTES:

INSPECTION NOTES: 9/3/20

This was an in-depth interim inspection.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 1	Re Concrete Deck	sq.ft	7,482.00	0%	0.00	100%	7,482.00	0%	0.00	0%	0.00
	FX - HEAVY TRANS CRACKS LARGE AMOUNT OF DEBRIS ON WEST SHOULDER.										
107 / 1	Steel Opn Girder/Beam	ft	470.00	0%	0.00	100%	470.00	0%	0.00	0%	0.00
	FRECKLED RUST - AND RUST COATED THROUGHTOUT. NEW PAINT. SPAN 2 BM 1 BOTTOM FLANGEBENT AT MID SPAN.										
515 / 1	Steel Protective Coating	sq.ft	8,322.00	100%	8,322.00	0%	0.00	0%	0.00	0%	0.00
	POOR CONDITION. 2017 - repainted										
202 / 1	Steel Column	each	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
	RUSTED - PITTING - EXFOLIATION 2017 - column was repaired and erosion was backfilled.										
205 / 1	Re Conc Column	each	9.00	67%	6.00	22%	2.00	11%	1.00	0%	0.00
	P3/P2 COL.2 SPALLING W/REBAR P1 COL.2 HEAVY SCALE										
215 / 1	Re Conc Abutment	ft	79.00	87%	69.00	13%	10.00	0%	0.00	0%	0.00
	SOME MINOR HORIZONTAL CRACKS NOTE - DEBRIS ON SOUTH ABBUT.										
234 / 1	Re Conc Pier Cap	ft	115.00	83%	95.00	17%	20.00	0%	0.00	0%	0.00
	2 MINOR SPALLS E END OF CAP 1 AND 3.										
302 / 1	Compressn Joint Seal	ft	82.00	100%	82.00	0%	0.00	0%	0.00	0%	0.00
	Joints replaced.										
311 / 1	Moveable Bearing	each	20.00	0%	0.00	100%	20.00	0%	0.00	0%	0.00
	Minor rust present. Bearings are slightly over-extended at abutments. NEW PAINT										
313 / 1	Fixed Bearing	each	5.00	100%	5.00	0%	0.00	0%	0.00	0%	0.00
	Minor rust present. NEW PAINT										
321 / 1	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
	HEAVY CRACKING AND BROKE CONC IN North slab . 2020 - south slab has been replaced.										
330 / 1	Metal Bridge Railing	ft	394.00	99%	389.00	1%	5.00	0%	0.00	0%	0.00
	East rail is loose in two (2) places. West rail is loose in three (3) places.										
919 / 1	St.(Rail) Prot. Coat	(SF)	276.00	100%	276.00	0%	0.00	0%	0.00	0%	0.00
	-1										
331 / 1	Re Conc Bridge Railing	ft	394.00	98%	388.00	1%	4.00	1%	2.00	0%	0.00
	E RAIL - N SPAN BROKE OFF.										
859 / 1	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
	Cracks with leaching present. Spalling with exposed rebar exists at south^ center^ and north pier diaphragms.										
865 / 1	St.Open Gird End(5Ft	(LF)	50.00	0%	0.00	46%	23.00	54%	27.00	0%	0.00
	FX - Some moderate rust & light exfoliation present. 2017 bms were sand blasted and painted. 2020 BM 5 span 2 has holes in bm at splice plate. ALSO AT SP3 BM2 AND SP2 BM4 ALL AT SPLICES.										
872 / 1	St.Gird Und Const.Jt	(LF)	450.00	0%	0.00	98%	442.00	2%	8.00	0%	0.00
909 / 1	Pourable Fix Jt.Seal	(LF)	360.00	100%	360.00	0%	0.00	0%	0.00	0%	0.00
	Replaced joints.										
957 / 1	Pack Rust Smart Flag	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
	Moderate pack rust to beam 2 splice in span 3 bottom flange.										
958 / 1	Concrete Cracking SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
	MODERATE TO HEAVY TRANS CRACKING THROUGHOUT										
963 / 1	Steel Section Loss SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
	BM ENDS / ABUTMENT BEARINGS . NEW PAINT										

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17535	0703 0377EX	013	76.30	FO

IDENTIFICATION

Bridge Description:
45ft. - (2) 52ft. - 45ft. CONTINUOUS I-BEAM SK 12 DEG.

1. State: Oklahoma
2. Division: Division 2
3. County: BRYAN
4. City: DURANT
Admin Area: Unknown
5a. On/Under: Route On Structure
5b. Kind of Hwy: U.S. Hwy
5c. Lvl of Srvc: Mainline
5d. Route No.: 00069
5e. Dir. Sufx: N/A (NBI)

7. Facility Carried : U.S. 69 NB
6. Feat. Intersect: W ARKANSAS ST & K R.R.
9. Location: 3.77 N JCT US-69 BUS
11. Mile Post: 6.066 mi
13. LRS Inv. / Sub Rte: 0700003H / 00
16. Latitude: 33° 59' 48.33"
17. Longitude: 096° 24' 17.76"
98. Border Brdg: Unknown (P)
% Responsible: 0.00
99. Border Brdg #: Unknown

INSPECTION

Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.
NBI:		1	24 months	9/3/2020	09/03/2022
FC:	N	0		NA	NA
UW:	N	0		NA	NA
OS:	N	0		NA	NA

CLASSIFICATION

12.Base Hwy Net.: On Base Network
20. Toll Facility: On free road
21. Custodian: State
22. Owner: State
26. Function Class: 12 Urban Fwy/Expwy
37. Historical Sig.: Not eligible for NRHP
100. Def. Hwy: On Non-Interstate STRA

101. Parallel Str.: Right of || bridge
102. Traffic Dir.: 1-way traffic
103. Temp. Str.: Not Applicable (P)
104. Hwy System: On the NHS
105. Fed Land Hwy: N/A (NBI)
110. Defense Hwy: On Non-Interstate STRA
112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: Steel Cont. / Stringer/Girder
44a/b. Appr. Span: N/A / Not Applicable (P)
45. # of Main Spans: 4
46. # of Appr. Spans: 0
107. Deck Type: Concrete-Cast-in-Place
108a. Wearing Surface: Monolithic Concrete
108b. Membrane: None
108c. Deck protection: None

CONDITION

58.Deck: 5 Fair
62.Culvert: N/A (NBI)
59.Sup.: 5 Fair
61.Chan./Chan. Prot.: N/A (NBI)
60.Sub: 5 Fair
Flowline Notes

AGE AND SERVICE

19. Detour Length: 0.1 mi
27. Year Built: 1969
28a/b. Lanes on/und: 2 / 2
29. ADT: 11,450
30. Year of ADT: 2018
42a/b. Type of Svc on/und: Highway / Hwy-R.R.

106. Year Reconst.:
109. Truck ADT: 29%

LOAD RATING AND POSTING

31. Design Load: MS 18 (HS 20)
41. Post. Status: A Open, no restriction
70. Posting: 5 At/Above Legal Loads
Date Rated: 04/28/2020
63.Op / 65.Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

	H	HS	3-3	EV3	SHV
64. Operating Rating (tons):	32.00	57.00	75.00	53.00	60.00
66. Inventory Rating (tons):	19.00	34.00	45.00	32.00	

GEOMETRIC DATA

10. Vert. Clearance: 99.99 ft
32. Appr Rwy Width: 54.00 ft
33. Median: Open median
34. Skew: 12.00°
35. Struct. Flared: No flare
47Horizontal Clr: 38.00 ft
48. Length Max Span: 53.15 ft
49. Struct. Length: 196.85 ft

50a. Curb/Sdwlk Width L: 0.00 ft
50b. Curb/Sdwlk Width R: 0.00 ft
51. Width Curb to Curb: 38.00 ft
52. Width Out to Out: 39.80 ft
Deck Area: 7,834.62 sq. ft
53. Min.Vert.Cl.Ovr Brg: 99.99 ft
54a.Min.Vt.Undclr.Ref.: H Hwy beneath stru
54b. Min. Vert. Undclr.: 21.70 ft
55a. Min.Lat.Undclr.Ref: H Hwy beneath str
55. Min.Lat.Underclr. R: 3.00 ft
56. Min.Lat.Underclr. L: 0.00 ft

APPRAISAL

36a. Brdg Rail: 0 Substandard
36b. Transition: 1 Meets Standards
36c. Appr. Rail: 1 Meets Standards
36d. Appr.Rail Ends: 1 Meets Standarc
67. Str Evaluation: 5 Above Min Tolera

68. Deck Geom.: 6 Equal Min Criteria
69. Vert./Horiz. Undclr: 2 Intolerable - Repl
71. Waterway Adeq: N Not applicable
72. Appr. Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

PROPOSED IMPROVEMENTS

94. Bridge Cost: $865,558
95. Roadway Cost: $1,428,171
96. Total Cost: $2,423,563
97. Yr.of Cost Est.: 2015

75. Type of Work: 31 Repl-Load Capacity
76. Lngth of Improvement: 221.4 ft
114. Future ADT: 18,320
115. Yr.of Future ADT: 2038

NAVIGATION DATA

38. Nav. Control: NA-no waterway
39. Vert. Clearance: 0.0 ft
40. Horiz. Clearance: 0.0 ft
111. Pier Protect.: Not Applicable (P)
116. Lift Bridge Vert. Clr.: 0.0 ft

OKLAHOMA ITEMS

200c. Temperature: 85
200d. Weather: Ptly Cloudy
201. Struc.Stl. ASTM Desig.: -1 / 20
202. Waterprf.Membrane: -1
Date Installed: 01/01/1901
203. Type Exp. Device: Elastomeric Strip Seal Pourable _
204. Type of Railing: PTR-1 (round hand rail)
205. Material Quantity: 632.00
208a. Type of Abutment: Skeleton
b. Type of Found.: Steel Piling
209. Type of Pier/Found.: 3 / No
No Piling/Drilled Shaft
210. Foundation Elev.: 6,735.00 | 6,715.00 | 6,760.00 | 6,740.00 | -1.00
211. Wear.Surf.Prot.Sys: Silane
Date Installed: 01/01/1901
211c. Silane Reapplied
211d. Date :
213. Utilities Attached:

214a. Posted Weight Limit: NR
b. Posted Speed Limit: NR
c. Narrow/1way Brdg Sign: No
d. Vertical Clr. Sign: Yes
Adv. Warning Sign: No
e. Navigation Lights?: No
Working/Not Working: NA
215. Overpass: U.S. HIGHWAY
218. Functionally Obsolete : FO
220. Bridge Redecked _
221. Substr.Cond.(U/W):
222. Fill Over RCB:
223. Appr.Slab/Rwy Cond.: 3
225. Paint Type/Ovrct: Organic Zinc(OZ-E-U) Gra
N/A
226. Date Painted: 2017
227. Paint Color: Silver
233. Deck Forming:
238. School Bus Rte.: Current & Desired route
240. Appr. Rwy Type.: Concrete
243. Grdr Spacing/No.: /

244. Span Lengths:
245. Girder Depth:
246a. Type of Ovelay: NA
b. Overlay Thickness:
c. Overlay Date: 01/01/1901
d. Ovly Depth Changed >1": _
247. Protective Systems:
248. # Field Splices w/ Corrosion:
249. Scour Crit. POA Exists?: No
250. Headwall:
258. Plans w/Found.in ODOT File: _
259. Scour Eval. in ODOT File: _
263. Interchange at Intersection: Full
264. Interstate Milepoint:

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
17535	0703 0377EX	013	76.30	FO

Inspection Date: 9/3/20 Mark Peterman

Invoice No.: MP - 2A Inspected With: Keith Bennett

BRIDGE NOTES:

Vertical clearance dictated by height.... of structure to the west.

INSPECTION NOTES: 9/3/20

This was an in-depth interim inspection.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 1	Re Concrete Deck	sq.ft	7,482.00	94%	7,000.00	6%	482.00	0%	0.00	0%	0.00
	MINOR SPALLS - TRANS CRACKS - PATCHES										
107 / 1	Steel Opn Girder/Beam	ft	470.00	100%	470.00	0%	0.00	0%	0.00	0%	0.00
	NEW PAINT										
515 / 1	Steel Protective Coating	sq.ft	8,322.00	100%	8,322.00	0%	0.00	0%	0.00	0%	0.00
	40% failed. 2017- repainted										
205 / 1	Re Conc Column	each	9.00	78%	7.00	11%	1.00	11%	1.00	0%	0.00
	Small spall with exposed rebar PIER 3 COL 2.Column 3 on pier 2 has 1 square foot spall with exposed rebar..										
215 / 1	Re Conc Abutment	ft	79.00	87%	69.00	6%	5.00	6%	5.00	0%	0.00
	HORIZONTAL CRACK N. ABUTMENT.East ends of north and south abutments are spalling with exposed rebar.										
234 / 1	Re Conc Pier Cap	ft	115.00	100%	115.00	0%	0.00	0%	0.00	0%	0.00
	-1										
302 / 1	Compressn Joint Seal	ft	75.00	100%	75.00	0%	0.00	0%	0.00	0%	0.00
	Joints replaced (2017).										
311 / 1	Moveable Bearing	each	20.00	100%	20.00	0%	0.00	0%	0.00	0%	0.00
	Minor rust present OVER PIERS - SOME EXFOLIATION @ ABUTMENTS. Bearings are slightly over-extended at abutments. 2017- repainted.										
313 / 1	Fixed Bearing	each	5.00	100%	5.00	0%	0.00	0%	0.00	0%	0.00
	Minor rust present. 2017- repainted.										
321 / 1	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
	Major crack near centerline of north approach slab. 2020 -east half of south slab has been replaced.										
330 / 1	Metal Bridge Railing	ft	394.00	100%	394.00	0%	0.00	0%	0.00	0%	0.00
	-1										
919 / 1	St.(Rail) Prot. Coat	(SF)	276.00	100%	276.00	0%	0.00	0%	0.00	0%	0.00
	-1										
331 / 1	Re Conc Bridge Railing	ft	394.00	100%	394.00	0%	0.00	0%	0.00	0%	0.00
	-1										
859 / 1	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
	Transverse cracks. Spall with exposed rebar exists at steel diaphragm of 2nd pier from south.										
865 / 1	St.Open Gird End(5Ft	(LF)	50.00	100%	50.00	0%	0.00	0%	0.00	0%	0.00
	Significant section loss on some lower portions of beam ends. PX - 2 small holes at splice plate bm 5 span 2 NEW PAINT										
957 / 1	Pack Rust Smart Flag	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
	Minor pack rust at splices.										
958 / 1	Concrete Cracking SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
	Moderate to heavy transverse cracks throughout deck.										
963 / 1	Steel Section Loss SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
	A few beam ends have up to 1/4in. section loss. NEW PAINT										

Updated Monthly Status Report

NEPA Consultant: MKEC/CC Eng Contract/Task Order: EC 2261D **7/15/2022**

Project: 33871(04)33872(04) BRYAN County US-69 NB and SB OVER W ARK. ST., K R.R. & MAIN ST., 3.77 & 3.88 N JCT US-69 BUS

Step ID		Duration in Calendar days	Target Start from Task Order	Target Completion Date from Task Order:	Actual Start Date:	Actual Completion	Responsible Party	Comments
1	Notice to Proceed Date	0	3/17/2021	3/17/2021	-	3/17/2021	Contract Administrator	Complete
2.1	Provide NEPA Study Footprint	15	3/17/2021	4/1/2021	3/17/2021	3/22/2021	Designer	Complete
2.2	Scope clarification and Approval of Study Footprint and Location Map	15	4/1/2021	4/16/2021	3/22/2021	4/7/2021	EPD	Complete
3.1	Send out Property Owner Notification	10	4/16/2021	4/26/2021	-	-	Consultant	N/A-within R/W; City letter mailed 4/12/21
3.2	Tribal Property Notification	0	4/16/2021	4/16/2021	-	-	Consultant	N/A No Tribal property
4.1	Cultural Resources & Tribal Coordination Initiation	15	4/16/2021	5/1/2021	4/7/2021	4/10/2021	Consultant	Complete
4.2	Tribal Coordination 30 Day Waiting Period prior to Start of Specialist Studies	45	5/1/2021	6/15/2021	4/15/2021	5/15/2021	Consultant	Complete
5.1	T&E & Wetland Studies	30	6/15/2021	7/15/2021	5/15/2021	7/15/2021	Consultant	Complete
5.2	Hazardous Waste Studies	30	6/15/2021	7/15/2021	5/15/2021	7/14/2021	Consultant	Complete
53	Cultural Resources Studies	30	11/14/2021	12/14/2021			Consultant	Pending TO
5.3	NRCS coordination	30	4/26/2021	5/26/2021	-	-	Consultant	N/A-within R/W
6.1	Receive Preliminary Plans	0	10/15/2021	10/15/2021		11/2/2021	PMD	Complete
6.2	Review Plans with Footprint	15	10/15/2021	10/30/2021	11/2/2021	11/5/2021	Consultant	Complete
6.3	Attend Plan In Hand	15	10/30/2021	11/14/2021	-	11/8/2021	Consultant	Complete
7.1	Request Relocation Studies	0	10/30/2021	10/30/2021	-	11/8/2021	EPD	N/A No relocation; staying within R/W per ODOT-PM
7.2	Relocation Studies	0	10/30/2021	10/30/2021	-	-	ODOT R/W	N/A
7.3	Identify EJ Issues	15	10/30/2021	11/14/2021	-	-	Consultant	N/A
8.1	ODOT Review of Cultural Resources Studies	60	12/14/2021	2/12/2022	1/3/2022	4/11/2022	ODOT Specialists	Complete
8.2	ODOT Review of Biological Studies	60	7/15/2021	9/13/2021	7/15/2021	7/26/2021	ODOT Specialists	Complete
8.3	ODOT Review of Haz Waste Studies	60	7/15/2021	9/13/2021	7/14/2021	9/8/2021	ODOT Specialists	Complete
9.1	USFWS	60	10/30/2021	12/29/2021	-	7/26/2021	ODOT Specialists	Complete (not required)
9.2	SHPO Coordination	60	2/12/2022	4/13/2022	4/25/2022	6/1/2022	ODOT Specialists	Complete
11.1	Receive R/W & Utility Meeting Plans	0	3/15/2022	3/15/2022		4/1/2022	PMD	Complete
11.5	Review Revised Plans with Footprint	15	3/15/2022	3/30/2022	-	4/15/2022	Consultant	Complete
11.6	Attend R/W Utility Meeting	15	3/30/2022	4/14/2022	-	4/20/2022	Consultant	Complete
12.1	Receive R/W Submittal Plans	0	6/15/2022	6/15/2022	-	6/27/2022	PMD	Complete
12.2	Review R/W Submittal Plans with Footprint	15	6/15/2022	6/30/2022	-	6/27/2022	Consultant	Complete
13.4	Draft CE Preparation	15	6/30/2022	7/15/2022	6/27/2022		Consultant	Underway--waiting on updated HW-CRR
13.5	ODOT Review	15	7/15/2022	7/30/2022			ODOT Environmental Contract Manager	
13.6	Final CE Preparation	5	7/30/2022	8/4/2022			Consultant	
13.7	FHWA Review of CE Document	10	8/4/2022	8/14/2022			FHWA	
14	Completion of CE Document	0	8/14/2022	8/14/2022			ODOT Environmental Contract Manager	

CE Document Checklist (Updated 06/20/2022)

Should be included in the Other Section of all projects

JP No:	33871(04) & 33872(04)	Prepared by	MRF	
County:	Bryan	Checked by	GAC	
Date Checked:	7/28/2022	Description	Bridge & Approaches US-69: NB over W Ark. St. K R.R. & Main St., 3.77 & 3.88 N Jct. US-69 Bus -and- Bridge & Approaches US-69: SB over W Ark. St. K R.R. & Main St., 3.77 & 3.88 N Jct. US-69 Bus	
No		Checked?	MRF	GAC
1	**Project Information**			
1.1	Correct Project No? (Check against Oracle info)		√	√
1.2	Correct NBI No.? - Check against initiation report, Oracle, and plans		√	√
1.3	Location No. for County projects only?		NA	NA
1.4	Correct Field District and County?		√	√
1.5	Correct Project Description? (Check against Oracle info and make sure it matches project extent on the plans. If it doesn't match, get the PM to fix the Oracle)		√	√
1.6	Construction Program/STIP/TIP Checked? Not in 2022-25 STIP		NA	NA
2	**Existing Conditions**			
2.1	If it is a roadway project, is the roadway described first, then mention any bridges mentioned within the project extent		√	√
2.2	Are the existing bridge type (span or box), width for span bridges (or length for box) and structural conditions for each bridge correct ? Check against Bridge Report.		√	√
2.3	Correct approach roadway width?		√	√
2.4	Any roadway geometric deficiencies?		NA	NA
2.5	Traffic data from plans - existing and projected?		√	√
3	**Purpose & Need**			
3.1	Why is the project needed (NEVER what is proposed – REPLACE BRIDGE or WIDEN ROADWAY or ADD SHOUDERS is NOT the Purpose & Need)		√	√
4	**Alternatives & Proposed improvement**			
4.1	Proposed roadway and bridge width		√	√

4.2	Existing or offset alignment – reason for offset	√	√
4.3	Replacement, Rehab, Removal or new bridge where there was none. Removal of bridge or widening of bridge.	√	√
4.4	Road open to traffic during construction (If there is a shoofly, it is considered open to traffic. Closed to traffic is only if there is a posted detour on a different route)	√	√
4.5	Mention if everything is within existing R/W	√	√
4	**Public Involvement**		
4.1	Check appropriate public involvement box. Include Road Closure letter, Early Coordination letters, Public Notices and Public/Stakeholder Meeting material in the appropriate Appendixes	√	√
5	**CE Questions & Studies**		
5.1	~~Is the NEPA on Hold Memo included?~~	Not Needed.	Not Needed.
5.2	Are the R/W submittal or Final Plans with DATE STAMP included in the Plans & Footprint Section?	√	√
5.3	Did the preparer verify that the plans were within study limits?	√	√
5.4	Is the offset alignment far enough away so that R/W not immediately adjacent to existing R/W is needed?	NA	NA
5.5	Are the following early coordination letters and responses included in Early Coordination section? (~~1) Property owner letter with list of property owners or letter from County Commissioner with list of property owners, (2) BLM Letter and for state projects, (3) BIA Letters,~~ (4) Small City Letter, ~~(5) Department of Mines~~ (No per Siv)	√	√
5.6	Were there Tribal or Federal properties identified (from plans and recon data)? If there are tribal, include all the tribal consent letters, signed permission letters and any other related permission information. If there are federal properties identified, include complete coordination information. If there are federal properties identified as a 4(f) property, this information will be included in the 4(f) appendix instead. If there are BIA properties, the project is in Osage Nation or there are federal properties, it will be an ICE.	NA	NA
5.7	Are the studies arranged in the same order as the CE Questions?	√	√
5.8	CR Report complete & arranged in the chronological order from latest to oldest- includes letter to and from SHPO & OAS, CR report, Initial letters to and responses from Tribes, Final letters to and responses from Tribes? Do the CR Notes match the report? Are the notes checked in	√	√
5.9	Have the 4(f) properties been identified (from Recon, county map, and plans)? If there are 4(f) properties, is the complete Section 4(f) coordination included in the Section 4(f) section?	NA	NA
5.10	Was Section 6(f) properties verified with Dept. of Tourism for any parks?	NA	NA
5.11	Is a noise study needed (offset alignments, capacity increase, or major vertical grade change)? If yes, is it included in the Noise Section and any commitments listed in the CE	NA	NA

5.12	Is the biological studies included and any notes for species included in the commitments.	√	√
5.13	Was there a Preliminary 404 Review done by the 404 permit coordinator for any projects which had > 0.1 streams or > 0.5 AC of wetlands in the initial study? Is the 404 permit box checked	√	√
5.14	Does the project involve navigable waters (check USACE Section 10 waters and then verify with Coastguard) and requires Coastguard coordination? If so, it listed in the Commitment?	√	√
5.15	Does the project involve one of the scenic rivers or streams (Check Oklahoma Scenic Rivers website)? If so, include coordination with Scenic Rivers in the "Other Section"	NA	NA
5.16	Was there coordination done with NRCS for projects involving new R/W and not in an urban area? Letter to NRCS, AD-1066 Form completed partially (if no response from NRCS) or completely (if NRCS completed their portion), and statement of nor response from NRCS if applicable (No per Siv)	NA	NA
5.17	Is the project location circled on the FEMA map or printout from FEMA site saying no map is available included? If the project is in zone A-E, is the coordination with the Designer to determine the need for map revision included?	√	√
5.18	Is the haz materials note mentioned and included at the end of the CE if applicable? If the hazardous material specialist required plans to complete studies, were the plans provided and a revised memo obtained?	√	√
5.19	Were the plans checked for road closure? Include sheets (Round Robin) which say road will not be closed for bridge joint, paint, etc. projects, letters sent and any responses. If there is road closure, were letters sent	√	√
5.20	Does the "Other Section" include (1) initiation report for state projects or NEPA Checklist for Local Govt. projects, (3) bridge reports, (4) Scoping Meeting Minutes (5) Updated Status Report (6) Completed CE Review Checklist	√	√