

## **Documented Categorical Exclusion (DCE) for**

***US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, includes bridges over Wewoka Cr. and CRI&P railroad, Carter Cr., and 8 unnamed creeks  
Seminole County***

***Project Numbers: STP-167B(091), STP-167B(122)SS, STP-1006(011)***

***Job Piece Numbers: 21006(04)(07)(11)***

### **Existing Conditions and Purpose and Need for the Action**

The project extents are on US-270 in Seminole County from the junction at SH-270A in Seminole, east to the Y at US-270B west of Wewoka, and includes bridges over Wewoka Cr., CRI&P railroad, Carter Cr., and eight unnamed creeks. The existing roadway has two 12-foot wide driving lanes with 10-foot wide paved shoulders.

There are eleven (11) bridges located within the project extents. NBI# 13079 over Carter Creek has a clear roadway width of 28 feet and is structurally deficient with a sufficiency rating of 30.2. NBI# 10053 over an unnamed creek has a clear roadway width of 44 feet and is structurally deficient with a sufficiency rating of 64.8. NBI# 12977 over an unnamed creek has a clear roadway width of 44 feet and has a sufficiency rating of 95.1. NBI# 12934 over an unnamed creek has a clear roadway width of 44 feet and has a sufficiency rating of 84.3. NBI# 12935 over an unnamed creek has a clear roadway width of 44 feet and has a sufficiency rating of 95.9. NBI# 12980 over an unnamed creek has a clear roadway width of 44 feet and has a sufficiency rating of 94.9. NBI# 01807 over an unnamed creek has a clear roadway width of 44 feet and has a sufficiency rating of 98.1. NBI# 13653 over the Union Pacific R.R. has a clear roadway width of 28 feet and is structurally deficient with a sufficiency rating of 59.9. NBI# 13925 over Wewoka Creek has a clear roadway width of 28 feet and is structurally deficient with a sufficiency rating of 58.1. NBI# 13783 over an unnamed creek has a clear roadway width of 44 feet and has a sufficiency rating of 98.3. NBI# 13757 over an unnamed creek has a clear roadway width of 42 feet and has a sufficiency rating of 97.3.

This corridor has seen traffic volumes increase over the last ten years. Current traffic volumes are estimated at 7,350 vehicles per day (VPD) and are projected to increase to over 10,000 VPD by 2040. This section of US-270 also has a history of accidents. Several residential drives connect directly to the highway requiring the through traffic to stop to allow these turning movements. In addition, some of the county road intersections connecting to US-270 have poor horizontal geometry.

The need for the project is to accommodate increasing traffic volumes along the corridor and to address the current geometric and capacity deficiencies on the existing roadway. The purpose of the project is to improve the efficiency of the US-270 corridor while also improving safety.

The project is in the Oklahoma Department of Transportation's (ODOT) Current 8 Year Construction Program.

### **Description of Proposed Action**

The proposed improvements to US-270 include expanding and widening the existing two-lane road to four, 12-foot wide driving lanes with 10-foot wide shoulders on the existing and off-set alignments alternating to the north and south. The off-set alignment was chosen instead of a symmetrical widening in

order to maintain through traffic during construction. A 16-foot wide paved center median will be constructed from the SH-270A junction extending east approximately 3.25 miles. The remaining improvement will be a 4-lane undivided open section with 12-foot lanes and 10-foot shoulders. County road intersections with poor geometry will be improved and left turn lanes will be added as warranted. All bridges within the extents of the project will be replaced and widened to the matching typical section.

In order to improve the roadway geometry, the new roadway will be offset to the north at the Carter Creek and unnamed creek bridge crossings. It will then transition back to the south side of the existing alignment for the remainder of the project extent. The reason the south side was chosen instead of the north is because of several constraints identified along the corridor on the north side of US-270 including the Rest Haven Cemetery, petroleum storage tanks, and gas transmission lines. Also, the Union Pacific Railroad is located parallel to US-270 on the south side.

The project will be built without closing the road. Access to homes and businesses will be maintained during construction.

### **Public Involvement & Agency Solicitations**

The property owners in the general area were notified by ODOT prior to starting any field environmental studies according to a letter dated June 8, 2015. The Bureau of Land Management (BLM) and Bureau of Indian Affairs (BIA) were informed about the project in letters dated July 23, 2015.

A public meeting for the US-270 roadway improvements was held at 6:00 p.m. at the Donald W. Reynolds Wellness Center in Seminole on September 29, 2015. Prior to the meeting, ODOT issued a media release. A public notice was placed on the ODOT webpage along with the project information materials. Written meeting invitations were mailed to federal, state, and local officials, property owners, and other stakeholders. Stakeholders included the City of Seminole city council, Seminole police and fire departments, emergency management and hospital staff, area school superintendents, and the local U.S. Post Office, among others.

A total of 41 people attended the meeting, including nine representatives from ODOT, the City of Seminole Public Works Director, and a number of local constituents, landowners, and business owners. The purpose of the meeting was to present the proposed improvements to US-270 and solicit input from the public and stakeholders in order to facilitate ODOT in moving forward with the environmental documentation and design phases of the project. Various aspects of the project were addressed, including purpose and need of the project, existing conditions of the highway corridor, and results of the environmental studies performed in conjunction with planned project.

The involved parties expressed several concerns regarding the proposed improvements of US-270. Below is a summary of the main comments communicated at the meeting:

- Several public attendees expressed their disapproval of the proposed project. Some individuals opined that the project did not adequately address traffic safety in the area and that future traffic volumes in the area did not warrant additional highway lanes because those estimates were, in their opinion, inaccurate. Others were also concerned with the displacements that would result from the proposed expansion as well as sufficient compensation for the costs of relocation and right-of-way acquisition. In each of these instances, ODOT representatives reiterated that the purpose of meeting was to present a possible solution and obtain feedback from the public so that any concerns could be accounted for.

- Several people asked how traffic would be impacted during construction and in particular, how traffic would be rerouted over bridges. ODOT advised that connectivity and access will be maintained throughout the entire construction process.
- One person was concerned that additional lanes would lead to increased speeds along US-270 and render the corridor more dangerous. ODOT indicated that the project was driven by the need to make the roadway safer, which included necessary geometric, vertical sight distances, and horizontal sight distances improvements. In addition, the proposed facility expansion would serve to address the increase in traffic volumes that has already been seen along the corridor.

A two-week period after the meeting was allowed for written public comments, which ended on October 13, 2015. Eight written comments were received. A synopsis of the comments is presented below.

- Four commenters were concerned with the impacts to adjacent property that would result from the proposed improvements. Of these four comments, three were concerned with the encroachment of the proposed right-of-way into the land owner's front yards and driveways as well as the closer proximity of the roadway to their homes.

*Response: ODOT responded via e-mail to each commenter that they would be contacted by the ODOT right-of-way service provider and any right-of-way or relocation requests would be determined for need during the negotiation and acquisition phase.*

- One commenter was concerned with the displacement of a residential property as a result of the project. The commenter indicated they were not willing to give up their property due to its desirable location along US-270 and also due to their deteriorating health.

*Response: ODOT responded via e-mail to the concerned citizen that they would be contacted by the ODOT right-of-way service provider and any right-of-way or relocation requests would be determined for need during the negotiation and acquisition phase.*

- One commenter was generally unsupportive of the project and concerned with the need for the project. The commenter's opinion was that traffic volume estimated were inflated and safety concerns along the corridor have already been addressed.

*Response: ODOT responded in a letter, which was copied to the Governor's office. ODOT outlined the traffic volumes, the history of accidents, and explained the project construction estimates.*

- One comment received from the Seminole Chamber of Commerce voiced support for the project.

*Response: Comment noted.*

Solicitation letters were mailed to 26 different federal, state, and local officials on September 15, 2015. Four responses to the solicitation were received. The Oklahoma Aeronautics Commission indicated if the project lies within 4 miles of a municipal airport, the proper notification to the Federal Aviation Administration may need to occur prior to construction. Seminole Municipal Airport is located within 4 miles, therefore notification may be required. The National Park Service and Oklahoma Tourism Department indicated there were no park concerns. The Oklahoma Conservation Commission indicated a

need to be cognizant of and minimize potential disturbance to wetlands and riparian corridors in the project area.

## Social, Economic and Environmental Impacts

### Demographics

The study area for the proposed project is comprised of four census tracts, four block groups, and 26 populated blocks, with a total population of 514 individuals. The population of the study area is 43.8 percent minority, which is higher than both the Seminole County (32.8 percent) and State of Oklahoma (31.3 percent) minority percentages. **Table 1** provides a summary of the race and ethnicity data for the study area, county, and state.

**Table 1: Race and Ethnicity by Census Block, 2010 Census**

Race and Ethnicity in the Study Area by Census Block*, 2010												
Census Tract	Block Group	Census Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Minority
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races		
5832	3	3105	28	25	0	0	0	0	0	3	0	10.7%
		3106	2	2	0	0	0	0	0	0	0	0.0%
		3107	4	1	0	0	0	0	0	3	0	75.0%
		3109	5	2	0	2	0	0	0	1	0	60.0%
		3110	6	6	0	0	0	0	0	0	0	0.0%
		3114	12	8	3	0	0	0	0	1	0	33.3%
		3117	2	1	0	0	0	0	0	0	1	50.0%
5833	2	2012	2	2	0	0	0	0	0	0	0	0.0%
		2013	2	2	0	0	0	0	0	0	0	0.0%
		2014	1	1	0	0	0	0	0	0	0	0.0%
		2020	6	4	1	1	0	0	0	0	0	33.3%
		2021	41	20	7	7	0	0	0	7	0	51.2%
		2029	88	66	0	14	0	0	0	2	6	25.0%
		2031	17	10	2	5	0	0	0	0	0	41.2%
5836	1	1023	32	27	2	3	0	0	0	0	0	15.6%
		1025	96	13	18	56	0	0	0	7	2	86.5%
		1040	4	4	0	0	0	0	0	0	0	0.0%
5839	1	1001	5	0	0	5	0	0	0	0	0	100%
		1004	16	12	2	2	0	0	0	0	0	25.0%
		1007	63	41	4	6	0	0	0	12	0	34.9%
		1008	17	1	9	3	0	0	0	4	0	94.1%
		1010	2	2	0	0	0	0	0	0	0	0.0%
		1043	5	4	0	0	0	0	0	1	0	20.0%
		1045	4	2	0	2	0	0	0	0	0	50.0%
		1047	44	31	6	6	0	0	0	0	1	29.5%
1061	10	2	0	6	0	0	0	2	0	80.0%		
<b>Total Study Area</b>			514	289	54	118	0	0	0	43	10	43.8%
<b>Seminole County</b>			25,482	17,133	1,152	4,500	65	16	22	1,691	903	32.8%
<b>State of Oklahoma</b>			3.75M	2.56M	272,071	308,733	64,154	3,977	2,954	192,074	332,007	31.3%

Source: US Census, 2010, Summary File 1, "Race, Combination of Two Races, and Not Hispanic or Latino" (P9)

Notes: EJ populations are indicated by the rows highlighted in green.

\* Only populated blocks are discussed in this table; the project area also includes 20 unpopulated blocks, for a total of 46 blocks.

## Relocations

A total of 12 residential, six commercial, and three personal property displacements would occur as a result of the proposed project. A map of the displacements is located in the Relocation Plan. Four houses and eight mobile homes would be displaced as a result of the proposed project. Six of the mobile home relocations would occur at one site.

The following five businesses would be displaced:

- Rental property office (one structure)
- Welding service (one structure)
- Mobile home park office (one structure)
- Environmental containment (one structure)
- Heat and air conditioning service (one structure)
- Fireworks stand (one structure)

The types of businesses that would be affected are not location-dependent and would be able to relocate in the project vicinity without hardship on the business owners. Impacts to employees are not likely to be significant, as the businesses would likely relocate and continue operation.

Acquisition and relocation assistance would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. The Relocation Plan indicates that there is limited decent, safe, and sanitary (DSS) comparable replacement housing available for all residences, so additional time of six to eight months would be needed to find replacement housing or for new construction to be completed (*US Highway 270 Relocation Plan*, Page 4). Due to the lack of DSS comparable replacement housing options in or near the study area, “housing of last resort” procedures would be implemented to secure DSS replacement housing for displaced individuals. DSS comparable replacement housing would be constructed for project-related relocations for which existing DSS comparable replacement housing is not available.

## Environmental Justice Populations

**Table 1** identifies environmental justice (EJ) populations in the study area. Census blocks with minority populations of 50 percent or greater are highlighted in green in the table. Nine blocks in the study area are considered to be EJ communities due to the concentrations of minority individuals residing within them. The EJ communities are Blocks 3107, 3109, and 3117 of Block Group (BG) 3, Census Tract (CT) 5832; Block 2021 of BG 2, CT 5833; Block 1025 of BG 1, CT 5836; and Blocks 1001, 1008, 1045, and 1061 of BG 1, CT 5839. The Census geographies and EJ blocks identified in **Table 1** are illustrated in the Environmental Justice Populations figure.

## Income and Poverty

No block groups in the study area have median household incomes below the Department of Health and Human Services (HHS) poverty guideline of \$24,300 for a family of four, and no block groups have a proportion of households below the poverty threshold that is 50 percent or greater. **Table 2** provides the median household income for the study area block groups, Seminole County, and the State of Oklahoma. Block group median incomes range from \$34,013 to \$44,375, which is similar to the Seminole County figure (\$35,607) but lower than the state median household income (\$46,235).

**Table 2: Median Household Income by Block Group, 2014 ACS**

Census Tract	Block Group	Median Household Income (2014 \$)
5832	3	\$41,429
5833	2	\$39,471
5836	1	\$34,013
5839	1	\$44,375
<b>Seminole County</b>		\$35,607
<b>State of Oklahoma</b>		\$46,235

Source: US Census, 2014 ACS 5-Year Estimates, Table B19013 "Median Household Income in the Past 12 Months (in 2014 Inflation-Adjusted Dollars)" and Table DP03 "Selected Economic Characteristics."

**Table 3** provides the household poverty percentages for study area block groups, Seminole County, and the State of Oklahoma. The majority of the study area has a percentage of households below the poverty threshold that is within the range of the Seminole County figure (16.9 percent). BG 3 of CT 5832 has a considerably higher percentage of households below poverty, however, at 28.5 percent. All poverty figures for the study area and the county are higher than the state's figure (12.6 percent).

**Table 3: Household Poverty by Block Group, 2014 ACS**

Census Tract	Block Group	Total Households	Percent Households Below Poverty
5832	3	354	28.5%
5833	2	323	14.2%
5836	1	247	17.8%
5839	1	274	14.2%
<b>Seminole County</b>		6,447*	16.9%*
<b>State of Oklahoma</b>		964,329*	12.6%*

Source: US Census, 2014 ACS 5-Year Estimates, Table B17017 "Household Income in the Past 12 Months Below Poverty Level" and Table DP03 "Selected Economic Characteristics."

\*The county and state figures are based on "Total Families" rather than "Total Households."

#### Gender, Age, and Disability Status

**Table 4** provides a breakdown of sex by age for the study area block groups. The data indicate that males and females are generally evenly represented in the study area and adults make up over 75 percent of the population in the study area block groups. **Table 5** presents the population of individuals aged 65 and over and the percentage of that population who lives alone. Between 16 and 34 percent of individuals aged 65 and over live alone in the study area block groups. **Table 6** presents the disability status of the population in the study area census tracts. The proportions of individuals with a disability range from over 12 percent in Census Tract 5833 to nearly 24 percent in Census Tract 5836.

**Table 4: Sex by Age by Block Group, 2014 ACS**

Census Tract	Block Group	Total Population Estimate	Males under 18	Males 18 and Over	Females under 18	Females 18 and Over
5832	3	985	144	386	79	376
5833	2	955	122	347	137	349
5836	1	653	104	264	23	262
5839	1	652	62	270	53	267

<b>Seminole County</b>	25,460	3,282	9,116	3,202	9,860
<b>State of Oklahoma</b>	3,818,851	482,655	1,408,871	458,670	1,468,655

Source: US Census, 2014 ACS 5-Year Estimates, Table B01001 "Sex by Age."

**Table 5: Population Aged 65 and Over Living Alone by Block Group, 2014 ACS**

Census Tract	Block Group	Total Population Aged 65 and Over	Percent of Total Elderly Population Living Alone
5832	3	163	16.0%
5833	2	118	29.7%
5836	1	154	20.1%
5839	1	74	33.8%
<b>Seminole County</b>		4,279	26.6%
<b>State of Oklahoma</b>		534,068	28.1%

Source: US Census, 2014 ACS 5-Year Estimates, Table B09020 "Relationship by Household Type for the Population 65 Years and Over."

**Table 6: Disability Status by Census Tract, 2014 ACS**

Census Tract	Total Population Estimate	Percent Individuals with a Disability	
5832	3,442	17.5%	
5833	2,637	12.6%	
5836	3,993	23.9%	
5839	1,711	22.4%	
<b>Seminole County</b>		25,060	20.8%
<b>State of Oklahoma</b>		3,737,426	15.6%

Source: US Census, 2014 ACS 5-Year Estimates, Table B18101 "Sex by Age by Disability Status."

### Relocations in Environmental Justice Communities

According to the Relocation Plan for the proposed project dated November 8, 2016, a total of six commercial, two personal property, and 12 residential relocations are anticipated as a result of the proposed project. A total of two commercial, seven residential, and one personal property relocation would occur in minority EJ communities as a result of the proposed project. No relocations are anticipated in the block group with the highest poverty rate in the study area (BG 3 of CT 5832), however, individuals or households below the poverty level nonetheless could be adversely impacted by relocations for the proposed project. The first site, identified as Location C in the Relocation Plan, would include a mobile home park of one commercial building (landlord) and six residential mobile homes. This site is located at engineering station 149+00L, east of EW 124 on SH 270, in EJ Census Block 2021. A personal property relocation, identified as Location D in the Relocation Plan, would occur just east of the mobile home park at engineering station 161+50L, also in EJ Census Block 2021. A third site, Location F in the Relocation Plan, is a 750-square-foot metal building located east of EW 125 Road along SH 270 near engineering station 216+50R. This commercial relocation is located in EJ Census Block 3117. The fourth site, Location G in the Relocation Plan, is a 1,300-square-foot wood frame residence located at 216+50L, across the road from Location F and also in EJ Census Block 3117.

### EJ Relocation Impact Summary

Ten of the 20 potential project relocations would occur in minority EJ communities, which equates to 50 percent of the total relocations; therefore EJ populations would not experience a greater number of relocations than non-EJ populations. The Relocation Plan indicates, however, that there is limited decent, safe, and sanitary (DSS) comparable replacement housing available for all residences, so additional time of six to eight months would be needed to find replacement housing or for new construction to be completed (*US Highway 270 Relocation Plan*, Page 3). Due to the nature of the replacement housing situation and the lower-income characteristics of the study area in general, there is a potential for adverse impacts to EJ populations to be disproportionately high and adverse relative to non-EJ populations. If replacement housing is found at a significant distance away from the current residences of the EJ populations affected, this distance and change of location of residence could have a greater adverse impact on the affected EJ populations than non-EJ populations in a similar scenario, because EJ populations may be more reliant on the network of people in proximity to their current residences for transportation and other assistance. If access to transportation is adversely impacted, then their ability to get to their place of employment and access other lifeline services would be adversely impacted as well. The replacement search summarized in the Relocation Plan occurred within a 30-mile radius of the City of Seminole.

Due to the lack of DSS comparable replacement housing options in or near the study area, “housing of last resort” procedures would be implemented to secure DSS replacement housing for displaced individuals. For any proposed relocation for which DSS comparable replacement housing is not available, DSS comparable replacement housing would be constructed. The use of housing of last resort would minimize the potential for disproportionately high and adverse impacts to EJ populations; thus, it does not appear that EJ populations would be disproportionately adversely impacted by relocations for the proposed project.

#### **Noise Impacts in Environmental Justice Communities**

A total of 27 noise impacts are anticipated as a result of the proposed project; seven of these would occur in EJ census blocks. The following are the impacted noise receivers located in EJ blocks:

- R18, R23, R24, R25, and R26 in Block 2021
- R28 in Block 3117
- R58 in Block 3109

Noise Receiver R18 is the mobile home park identified in the Relocation Plan as Location C. R23 is not one of the structures mentioned in the Relocation Plan. R24 is a residence identified in the Relocation Plan as an “uninhabited house and garage loft” (Relocation Plan Sheet #10). R25 is Rest Haven Cemetery. The cemetery would experience an increase of 1.8 A-weighted decibels [dB(A)]. R26 is a residence that is located within the ROW and is identified in the Relocation Plan as an “abandoned house” (Relocation Plan Sheet #11). R28 is a residence identified in the Relocation Plan as Location G. Finally, R58 is not one of the structures mentioned in the Relocation Plan. Of the seven noise impacts in EJ blocks, four are either uninhabited or would be relocated. No mitigation is proposed for any of the potential noise impacts. Additional details on the types and locations of receivers and potential noise impacts can be found in the Noise Assessment for the proposed project. The potential noise impacts for the proposed project would not disproportionately adversely affect EJ communities in the study area, as only seven of the 27 total noise impacts would occur in EJ communities and no mitigation is proposed for any project-related noise impacts, as it was determined that no mitigation measures would be feasible for any of the noise impacts.

#### **Access Impacts in Environmental Justice Communities**

A 16-foot wide paved center median would be constructed as part of the proposed project from the SH-270A junction east approximately 3.25 miles. The median would not be raised, so it would still allow for open access throughout this section of roadway. No changes in access along the corridor are anticipated.

### **Public Involvement and Engagement in Environmental Justice Communities**

All property owners within the study area were mailed an invitation to the public meeting. Door hangings or other such physical methods could be used in the future to inform renters living in the study area whose landlords did not share the public meeting invitation with them. Some members of the public expressed concerns about being separated from family members or caregivers due to the proposed relocations. Efforts would be made during the right-of-way relocation phase to keep these caregiving situations intact by providing additional time to address the situation and potentially relocating both parties (caregiver and family member) if necessary. Identified mobility concerns or issues will be addressed and mitigated to the extent reasonable and feasible at the time of relocation.

### **Displacement Surveys**

In conjunction with the proposed widening project on US-270 east of Seminole, residential and commercial relocation surveys were conducted between May 30, 2017 and June 15, 2017. Universal Field Services, Inc. Right of Way Agents conducted the surveys and filed a report for each contact.

Surveys were given either in person or by certified mail to those who owned or rented properties that would be displaced and relocated as a result of the proposed project. Survey forms differed based on residential or commercial displacements. Residential surveys included questions concerning household demographics. Commercial surveys included information about business type and the effects displacement would have on employees and customers. Both forms included open ended questions about opinions on the proposed project.

A total of ten residential surveys and five commercial surveys were completed. Survey questionnaires, letters of explanation of completion, and return envelopes were left with envelopes in mailboxes and surveyors attempted to hand deliver surveys to two tenants of residential rental properties. Finally, surveys were sent by regular and certified mail to the same tenants. There has been no response from these tenants.

All of the respondents were aware of the proposed project. Five residential respondents and two commercial respondents attended the public meeting held in Seminole on September 29, 2015. It should be noted that one of the business owners was also in attendance as a home owner.

#### Residential Displacement Surveys

Comments and concerns from residential respondents included concerns over how long the process was taking and the acquisition of property, trying to find decent or similar housing elsewhere, or needing to move out of the community all together. Two respondents replied that they had special needs that required housing with disability features. One respondent replied that his property was left in disarray after ODOT utility relocations.

When asked if felt that the US-270 project will positively benefit the community, six replied yes, three replied no, one was unsure, and one was left blank. When asked if felt the US-270 project will negatively impact the community, three replied no, three replied yes, two replied it was negatively affect their property, one replied no comment, and two were left blank.

#### Commercial Displacement Surveys

Comments and concerns from commercial respondents included loss of location, cost of relocating, and the effects on their business if displaced. Another concern was the increase in noise and speed from more traffic. There were also concerns about the effect on their employees. One respondent replied that they would need to travel farther and another replied that they would probably lose their jobs. All but one respondent replied that their business depended on traveling public on US-270. Two respondents replied

that are not planning to relocate their business, one replied that they were planning to relocate, one said if they had the funds they would relocate, and one was left blank.

When asked if they felt the US-270 project will positively benefit the community, two replied yes and three replied no. When asked if they felt the US-270 project will negatively impact the community, one replied yes, three replied no, and one replied that it would negatively impact his business.

Reasons people - whether they were filling out the residential or commercial survey - gave for being in favor of the project include improved access, transportation is essential for the economy, better flow of traffic, and existing congestion.

### EJ Populations

The residential survey questions included demographic information such as race, income, and language. Of the 26 populated blocks in the study area, nine are minority EJ blocks – more than 50% of the population are minority individuals residing within them. Median household income is counted in block groups; none of the block groups had a median income below the Department of Health and Human Services (DSS) poverty guideline. Households living below poverty level ranged from 14.2 % to 28.5%. The percentage of individuals living with a disability ranged from 12.6% to 23.9% and those over the age of 65 living alone ranged from 16.0% to 33.8%.

Of the respondents, two identified as American Indian or Alaskan Native, one identified as American Indian or Alaskan Native and White, one identified as Black or African American, and one chose other. The remaining six respondents identified as White. Three respondents indicated that their income was \$24,000 or lower; the majority had an income of \$28,000 or higher. Six of the respondents own their homes and five rent. Two respondents indicated they have special needs and require ADA or other disability features in their homes. Three indicated they were retired. Almost all of the respondents are fluent in English. One reported they did not speak English well and three speak English well.

### ODOT Responses – Advisory Assistance Results

Residential relocations are necessary for this project. ODOT will do a study to determine what housing is available in the vicinity of the project. ODOT aims to find houses that are functionally equivalent and decent, safe, and sanitary for those who need to relocate. A Replacement Housing Payment differential payment will be calculated to assist relocating homeowners in acquiring replacement housing that fit their needs. It will be the relocated homeowners' choice which house is selected. If no suitable housing is available for physically disabled homeowners, ODOT would investigate options regarding new construction or modifications to an existing house to accommodate the disability. ODOT will provide relocation advisory assistance throughout the whole process.

In regards to the unoccupied houses/improvements that would be displaced/relocated, ODOT will offer fair market value to acquire the improvements. Acquisition will address every improvement in the right-of-way to be acquired. If there is personal property to move, the Relocation Branch will provide relocation advisory assistance and funds to move personal property from the right-of-way.

Additionally, ODOT will assess the issues and needs of relocating homeowners with family nearby that need to stay together. ODOT will interview them personally and determine the best course of action based on their living needs for keeping the family together.

### **Community Impacts Summary**

Environmental Justice populations would not experience disproportionately high or adverse impacts as a result of the proposed project. EJ populations would not experience a greater number of relocations than non-EJ populations, but the existing stock of DSS replacement housing in or near the study area is

limited. The use of housing of last resort would minimize the potential for disproportionately high or adverse impacts to EJ populations by ensuring the provision of DSS comparable replacement housing in or near the study area for all affected individuals; thus, it does not appear that EJ populations would be disproportionately adversely impacted by residential relocations for the proposed project. Additionally, EJ populations are not anticipated to be adversely affected by the proposed business relocations, as the businesses would likely relocate in or near the study area and continue operation; thus adverse impacts to employment of EJ populations or provision of services to EJ populations due to the proposed project are not anticipated. Furthermore, EJ populations would not experience disproportionately high or adverse noise impacts or changes in access along the corridor. Approximately 26 percent of total noise impacts would occur in EJ blocks, and no mitigation is proposed for any project-related noise impacts. Adverse changes are not anticipated as a result of the proposed project, therefore adverse impacts to EJ populations would not occur.

### **Cultural Resources**

On behalf of the Federal Highway Administration (FHWA), ODOT has consulted with the Oklahoma State Historic Preservation Office (SHPO), the Oklahoma Archaeological Survey, and appropriate Native American tribes regarding the impacts of this undertaking on historic properties. No historic properties are present in the project area of potential effect (APE). Plan notes dated September 28, 2015 requiring avoidance of cultural resources in off-project areas will be added to the project plans under “Environmental Mitigation Notes” per policy Directive C-201-2D(2).

### **Section 4(f) and Section 6(f) Involvement**

The action does not involve the use of properties protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. 303).

### **Waters and Wetlands**

The action involves work in Wewoka Creek and six of its tributaries, and Carter Creek, all exhibiting the characteristics of a jurisdictional waterway and potentially jurisdictional wetlands. The proposed construction activities will be evaluated to ensure that the appropriate Clean Water Act Section 404 permit application is made.

### **Threatened & Endangered Species, Bald Eagles, and Migratory Birds**

A biological field review was performed for the referenced project. The Department has determined that the project, as proposed, will have no effect on the federally-listed Interior Least Tern, Whooping Crane, Piping Plover, and Red Knot. The project, as proposed, is likely to adversely affect the American Burying Beetle (ABB). The ABB is protected by the Endangered Species Act. Suitable habitat for this species occurs within the immediate vicinity of the proposed project. In order to avoid adverse impacts to the ABB, the Designer needs to submit Microstation or shapefiles to the ODOT Biologist immediately. For all projects within a U.S. Fish and Wildlife Service defined conservation priority area, ODOT will mitigate incidental take of ABB by withdrawing credits from ODOT’s pre-approved mitigation bank account.

The project, as proposed, could adversely affect Cliff Swallows and Barn Swallows, species protected by the Migratory Bird Treaty Act (MBTA), if construction activities occur during the nesting season of this species. A Swallows plan note requiring avoidance of demolition or construction of any existing structures with swallow use during the nesting season will be added to the final construction plans.

### **Floodplains**

The project is located in a regulated floodway (Zone AE). However, a flood map revision will not be required.

### **Farmlands**

In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act (FPPA), Parts 1 and III of Form AD-1006 was completed and sent to Natural Resources Conservation Services (NRCS). However, the site assessment score received a total score less than 160 points. Hence FPPA does not apply.

### **Hazardous Waste**

The hazardous waste study identified three (3) historic leaking underground storage tank sites, areas of oil and gas activity, and an illicit dump site. Plan notes regarding these sites will be included in the project plans.

### **Temporary Construction Impacts**

The road will remain open to through traffic and access will be provided to all businesses and driveways during construction.

### **Noise**

A traffic noise analysis was performed for this project using the FHWA Traffic Noise Model version 2.5 (TNM 2.5) in accordance with FHWA 23 CFR 772 and which complies with the ODOT Noise Policy dated July 13, 2011. The land use within the project limits is predominantly residential with one cemetery, one place of worship and some small commercial properties, and a portion of the project corridor consisting of undeveloped lands. Three (3) receptor sites were analyzed along the existing highway through field measurements with an approved sound level meter for the purpose in validating the noise model were performed satisfactorily. Fifty-nine (59) receiver sites were analyzed and under existing conditions five (5) residential receivers are impacted with noise levels that approach, meet or exceed the 67 dB(A)  $L_{eq}(h)$  for NAC Category 'B'. Based on the build alternative, thirty (30) residential receivers would approach, meet, or exceed the 67 dB(A)  $L_{eq}(h)$  for NAC Category 'B'. It is noted that based on preliminary right-of-way plans, nine (9) of the impacted residential receivers are anticipated to be displaced leaving an estimated twenty-one (21) that would likely experience an increase in future noise levels. In addition, two (2) receivers, a cemetery (Rest Haven Cemetery) and a place of worship (Lima Highway Church), meet or exceed the 67 dB(A)  $L_{eq}(h)$  for NAC Category 'C' and two (2) commercial receivers meet or exceed the 72 dB(A)  $L_{eq}(h)$  for NAC Category 'E' in the proposed roadway conditions. For all receivers evaluated the noise levels are projected to increase ranging from 1.8 to 7.4 dB over current conditions and that no receivers would experience a substantial increase in sound levels (15 dB increase). The results of this analysis conclude that there are traffic noise impacts as a result of the proposed roadway conditions. Noise mitigation in the form of a free standing noise wall was considered for the identified impacted receivers. These receivers have direct driveway access onto US-270. Without access control, the gap that would be required for the driveway connections would make noise abatement measures ineffective, and therefore, noise mitigation would not prove feasible.

### **Other Permits & Coordination**

The action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction, in accordance with 14 CFR 77.13 – 77.17 due to the location of Seminole Municipal airport within 4 miles of the project location.

### **Summary of Commitments**

1. Relocations are anticipated for the project. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. Housing of last resort may be required and will be provided if sufficient comparable replacement housing is not available within the financial means of displacees.

- The following plan notes requiring avoidance of cultural resources in off-project areas will need to be added to the final project plans under “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.**

**T8N R6E:**

**Section 35:**

**Derelict RR R/W: NW<sup>1</sup>/<sub>4</sub> NE<sup>1</sup>/<sub>4</sub> NE<sup>1</sup>/<sub>4</sub>**

**SW <sup>1</sup>/<sub>4</sub> NE <sup>1</sup>/<sub>4</sub> NE <sup>1</sup>/<sub>4</sub>**

**SE <sup>1</sup>/<sub>4</sub> NE <sup>1</sup>/<sub>4</sub> NE <sup>1</sup>/<sub>4</sub>**

**NE <sup>1</sup>/<sub>4</sub> NE <sup>1</sup>/<sub>4</sub> NW <sup>1</sup>/<sub>4</sub> NE <sup>1</sup>/<sub>4</sub>**

- The American Burying Beetle (ABB) is protected by the Endangered Species Act. Suitable habitat for this species occurs within the immediate vicinity of the proposed project. In order to avoid adverse impacts to the ABB, the Designer needs to submit Microstation or shapefiles to the ODOT Biologist immediately. For all projects within a U.S. Fish and Wildlife Service defined conservation priority area, ODOT will mitigate incidental take of ABB by withdrawing credits from ODOT’s pre-approved mitigation bank account.
- The following plan note for American Burying Beetle needs to be added to the plans:  
**American Burying Beetle (ABB)**  
**The American Burying Beetle is a large carrion burying beetle that is listed as endangered under the Endangered Species Act. In order to avoid adverse impacts, no artificial lighting shall be used during construction. Carcasses and all food trash shall be removed from the permanent and temporary right-of-way throughout project activities.**
- The following plan note for migratory birds needs to be added to the plans:  
**Migratory birds are protected by the federal Migratory Bird Treaty Act. These birds commonly use bridges and culverts for nesting. The nesting season for the birds runs from April 1 to August 31. Any activities which would destroy active nests or harm eggs or birds would violate the Migratory Bird Treaty Act. Migratory bird use of bridge NBI Nos. 10053; 12977; 12934; 12935; 12980; 01807; 13783; 13925; 13757 and culverts at Sta 132+71; Sta 209+13; Sta 240+87; Sta 350+84; Sta 383+72; Sta 417+05; and Sta 495+43 has been observed during the initial surveys conducted as part of the biological studies in 2015. Migratory bird use of the remaining bridges and culverts was not observed during the initial survey. Migratory birds may occupy these structures in the future nesting seasons. The Resident Engineer will evaluate the contractor's proposed work methods and conclude whether the proposed work would pose disruption to any nesting birds before work near the structure is authorized. If the proposed work will harm any nesting birds, the bridge may be netted prior to April 1 or the work delayed until the nesting season is complete. Methods other than netting must be pre-approved by the ODOT Biologist.**
- The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. 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.

7. The following plan notes requiring avoidance of potential hazardous materials areas will be added to the final project plans under “Environmental Mitigation Notes” per Policy Directive C-201-2D(2):

<b>“Station</b>	<b>OCC Fac./Case No.</b>	<b>Facility</b>
<b>app. 104+75 to 107+50 RT 25 ft.</b>	<b>6702166/064-0191</b>	<b>Dowell Schlumberger</b>
<b>app. 107+00 to 109+00 LT 50 ft.</b>	<b>6719421/064-2803</b>	<b>Seminole Batch Plant</b>
<b>app. 213+50 to 216+50 RT 25 ft.</b>	<b>6702350/064-BI</b>	<b>Halliburton Services</b>

**Petroleum contamination may exist at or near the referenced Leaking Underground Storage Tank (LUST) sites. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT’s Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance.”**

**“An oil/gas well was observed during site reconnaissance located within the proposed right-of-way approximately at station 122+00 RT 10 ft. As a result, there is a potential to encounter crude oil products and related wastes. If such materials are found, the Resident Engineer should be notified immediately.**

**In addition, any oil/ gas wells encountered during construction activities must be plugged by properly licensed personnel, in accordance with all applicable Oklahoma Corporation Commission rules and regulations.”**

**“An illicit dump site exists at the property located approximately at station 289+50 RT to 296+25 RT. This site is the subject of an active ODEQ investigation (ODEQ case number 15-021). As such, the extent of ground disturbance needed for the project has been minimized, but not eliminated. If evidence of dumped waste is encountered, the contractor shall immediately cease work in the area and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance.**

**The contractor’s operation must proceed on items of work note related to, or in the vicinity of the potentially hazardous or contaminated materials. The contractor’s operations in the vicinity of the potentially hazardous or contaminated materials must not resume until so directed by ODOT.”**

8. Seminole Municipal Airport is 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.

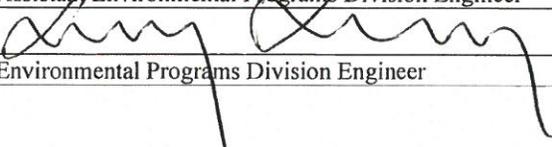
**Conclusions**

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 on the environment as defined by 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 Statement. As provided by the 2011 Federal Highway Administration (FHWA)/ODOT Programmatic Agreement Processing of Categorical

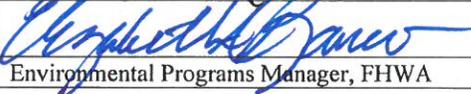
Exclusions, FHWA has previously determined that processing this action as a Documented Categorical Exclusion (DCE) is appropriate. Based on consideration of prior planning studies, appropriate agency solicitation, thorough environmental review, and public coordination, ODOT has determined that this action results in no significant impacts to the human and natural environment, involves no public controversy on environmental grounds, and no inconsistency with any federal, state or local laws, regulations, and administrative determinations relating to the environment. FHWA concurrence with this finding is requested.

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.

**Preparer/Reviewer Signatures**

	09/13/2017
Environmental Consultant Project Manager (If Applicable)	Date
CP&Y	
Environmental Consultant Firm Name (If Applicable)	
N/A	
County Commissioner or City Manager (For County Local Government or City Projects)	Date
	9-20-17
ODOT Environmental Project Manager	Date
	9-20-17
Assistant Environmental Programs Division Engineer	Date
	9/20/17
Environmental Programs Division Engineer	Date

Concurrence that this project qualifies for a Documented Categorical Exclusion:

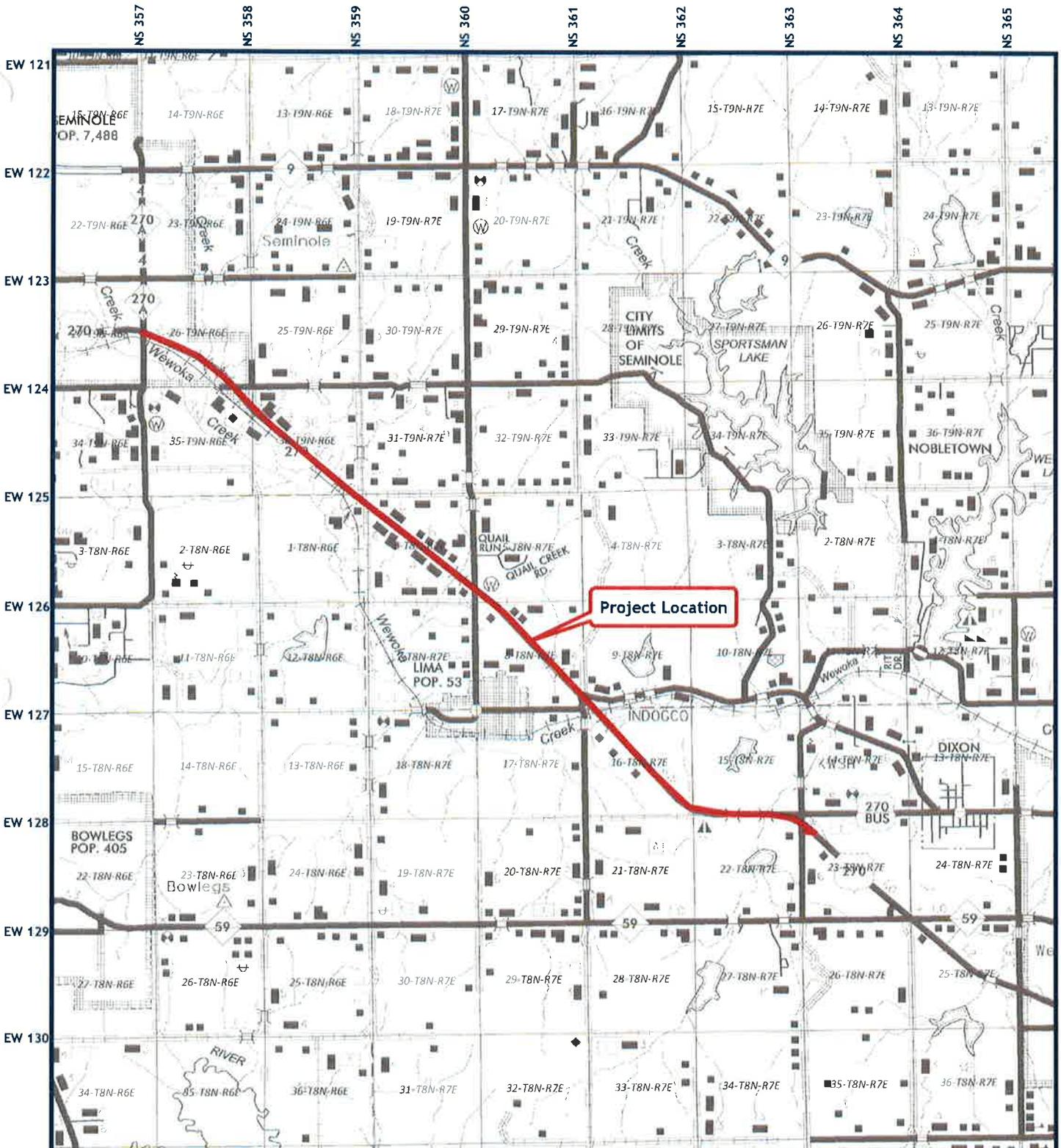
	9/20/17
Environmental Programs Manager, FHWA	Date

- Attachments:
- Memos with Plan Notes
  - Location Map
  - Plans/Study Footprint
  - Studies
  - DCE Justification Document

Distribution List (Check Applicable Ones)

XX	Project Management Division (All State Projects)
XX	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
XX	Bridge Division (All State Bridge Projects)
	Traffic Division (For projects from Traffic Division)
	Local Government Division (County or City Projects)
	Special Projects (Special Projects Only)
	Safe Routes to School Coordinator (SRTS Projects Only)
XX	Field Division Engineer (All Projects)
XX	Right-of-Way Division (All Projects)
XX	Office Engineer Division (All Projects)
XX	FHWA (All Projects. Place Copy of Complete Document on FHWA's Directory)

Copy to: Reading File



**Project Location**



## VICINITY MAP

**Grade, Drain, Surface, and Bridges  
US 270 over Carter Creek  
and 8 Unnamed Creeks  
Seminole County, OK**



Miles

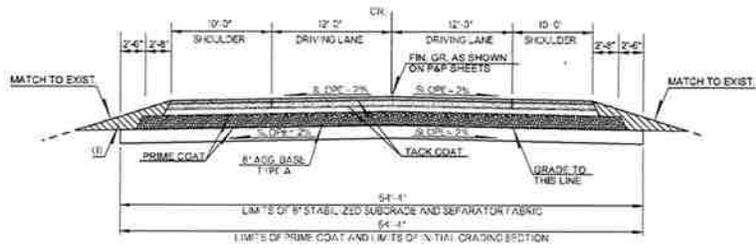


J/P Numbers: 21006(04)(07)(11)

6/1/2015  
Basemap Source: ODOT

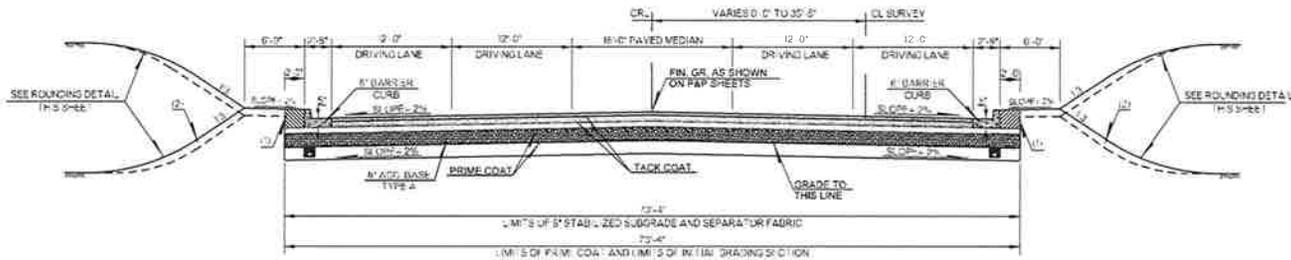
**PLANS OR FOOTPRINTS**





TYPICAL SECTION INCIDENTAL CONSTRUCTION  
 STA 69+50 TO STA 70-75

PAVT. STRUCTURE	12'x 14' DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3.5" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)



TYPICAL SECTION NO. 1 US-270  
 STA 76+75.00 TO STA 111+00.00

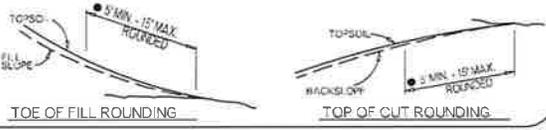
PAVT. STRUCTURE	12' DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3.5" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1) **BACKFILL NOTE:**  
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSS 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 SPECIFICATIONS. RESERVE TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SITUATIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS AS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL LUMP SUM.  
 THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE 10% OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

**ROUNDING DETAIL**

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



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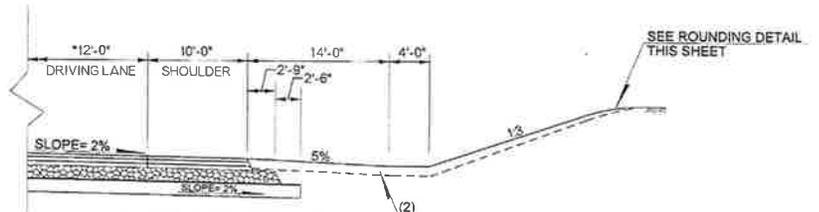
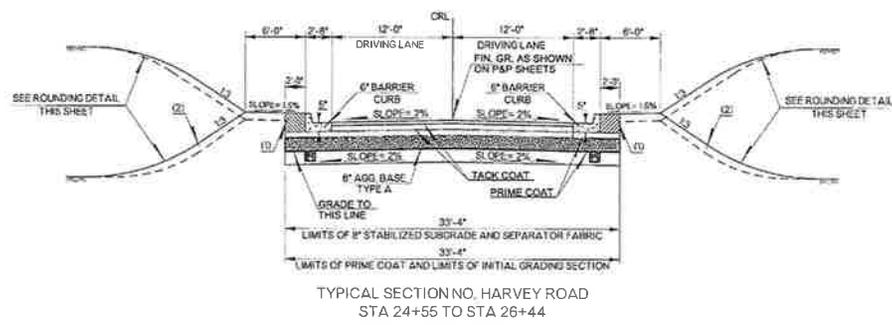
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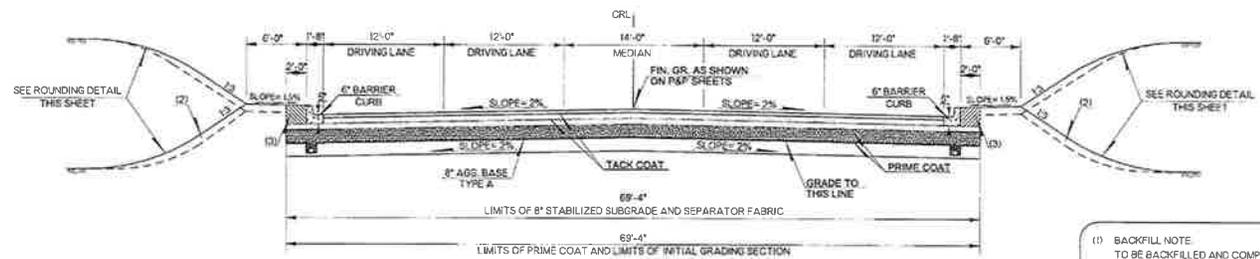
PRELIMINARY PAVEMENT DESIGN

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**REVISED**  
**PROPOSED R/W**  
 5/4/2016



PAVT. STRUCTURE	12' & 14' DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3.5" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

	PAVEMENT REQUIREMENT	
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	10'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 70-28 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)



PAVT. STRUCTURE	12' DRIVING LANES & 8' MEDIAN
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3.5" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

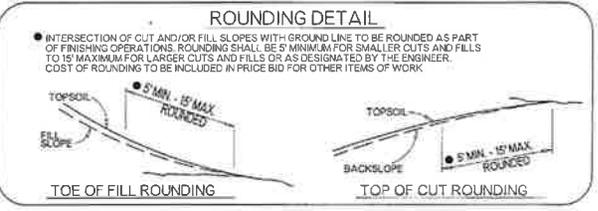
- (1) BACKFILL NOTE:  
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSQ TYPE E.
- (2) TOPSOIL NOTE:  
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. 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 OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.  
  
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS IN UNCLASSIFIED BORROW.

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TYPICAL SECTION

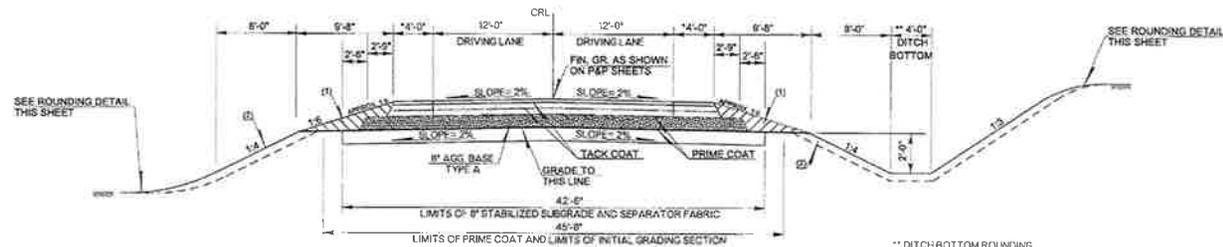
STATE JOB NO. 21008(11) SHEET NO. 4

5/4/2016 P:\11891\_200\_11891\_160011\_CADD\Sheet\Final\_S3\_21008(11)\_TYPICAL3.dwg



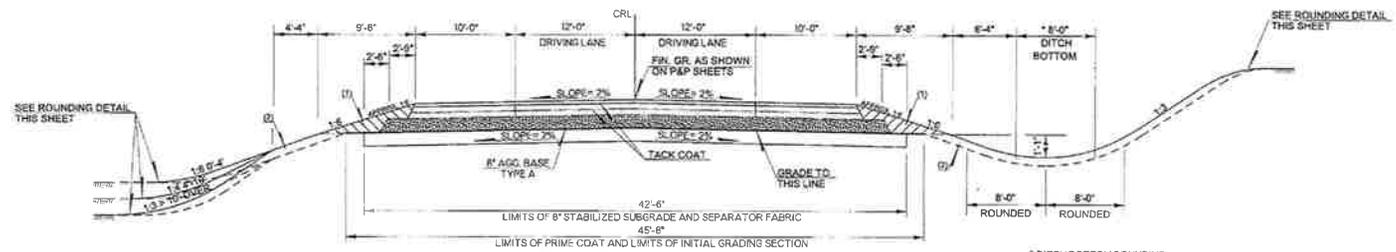
PRELIMINARY PAVEMENT DESIGN

REVISI  
PROPOSED R/W  
5/4/2016



TYPICAL SECTION NO. 6  
NS 3600 ROAD STA 5+50 TO STA 15+00  
(\*6'-0" FROM STA 8+50 TO STA 15+00)  
LAKE ROAD STA 0+42 TO STA 3+00

PAVT. STRUCTURE	12' & 14' DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3.5" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)



TYPICAL SECTION NO. 7 US 270B  
STA 489+59 TO STA 494+04

PAVT. STRUCTURE	12' & 14' DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
INTERMEDIATE COURSE	3.5" SUPERPAVE TYPE S3 (PG 70-28 OK)
BASE COURSE	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

- (1) BACKFILL NOTE:  
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSQ PER E.
- (2) TOPSOIL NOTE:  
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THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTH-WORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

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TYPICAL SECTION

STATE JOB NO. 2100R(1) SHEET NO. 5

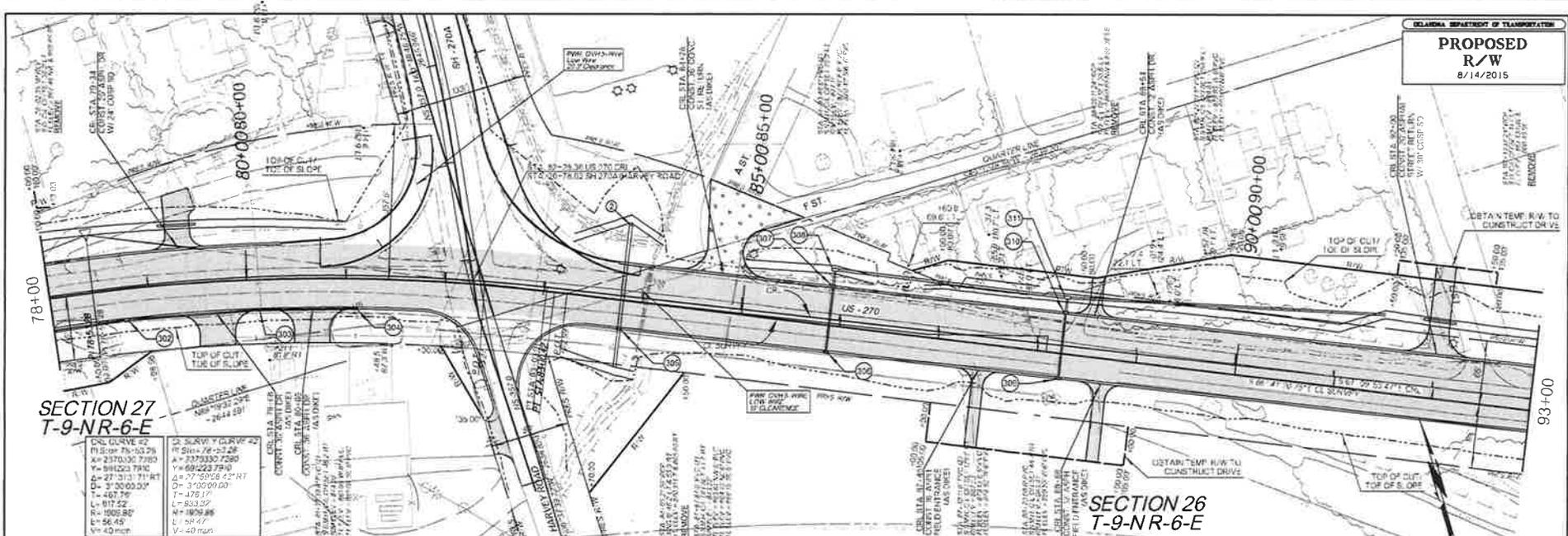
ROUNDING DETAIL

● INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



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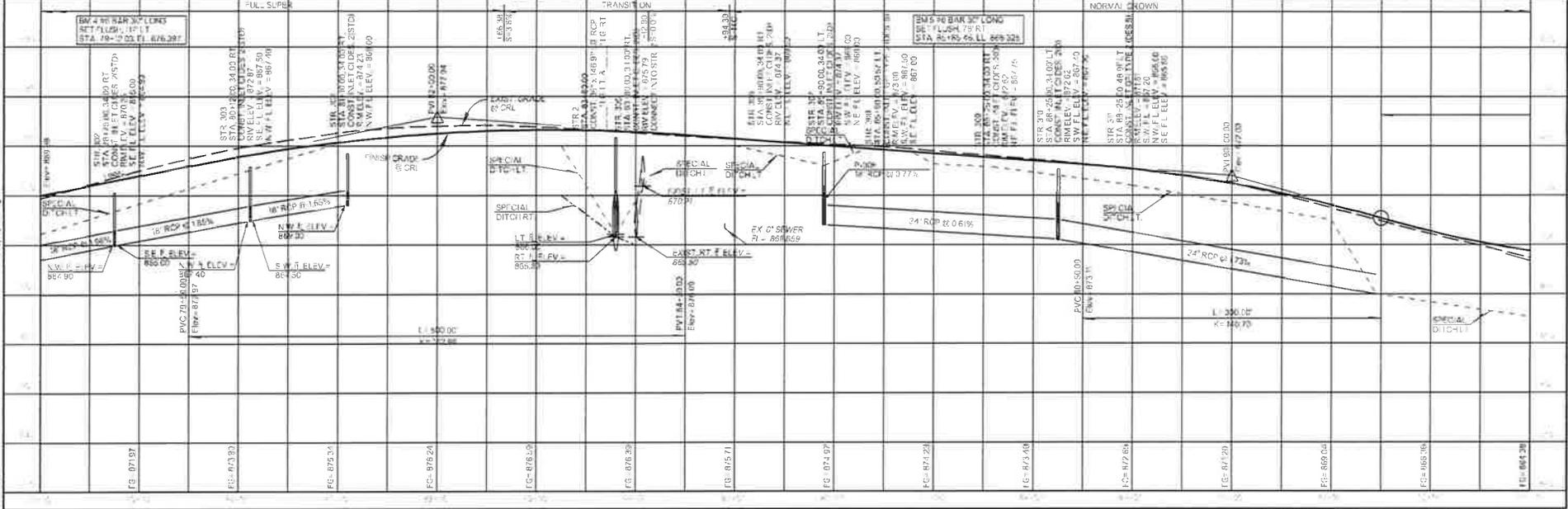




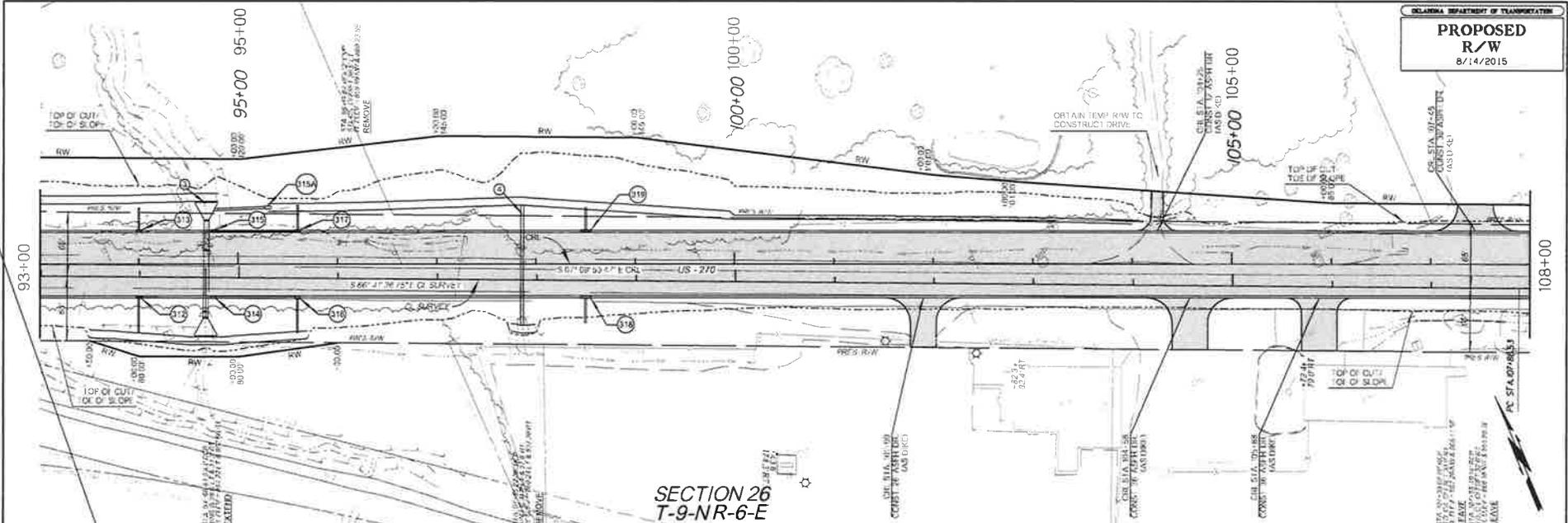
**SECTION 27  
T-9-NR-6-E**

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 CURVE 3: R=1000.00', L=58.45', Δ=27°31'31.71", T=407.76', ELEV=85.00'  
 CURVE 4: R=1000.00', L=58.45', Δ=27°31'31.71", T=407.76', ELEV=85.00'  
 CURVE 5: R=1000.00', L=58.45', Δ=27°31'31.71", T=407.76', ELEV=85.00'  
 CURVE 6: R=1000.00', L=58.45', Δ=27°31'31.71", T=407.76', ELEV=85.00'  
 CURVE 7: R=1000.00', L=58.45', Δ=27°31'31.71", T=407.76', ELEV=85.00'  
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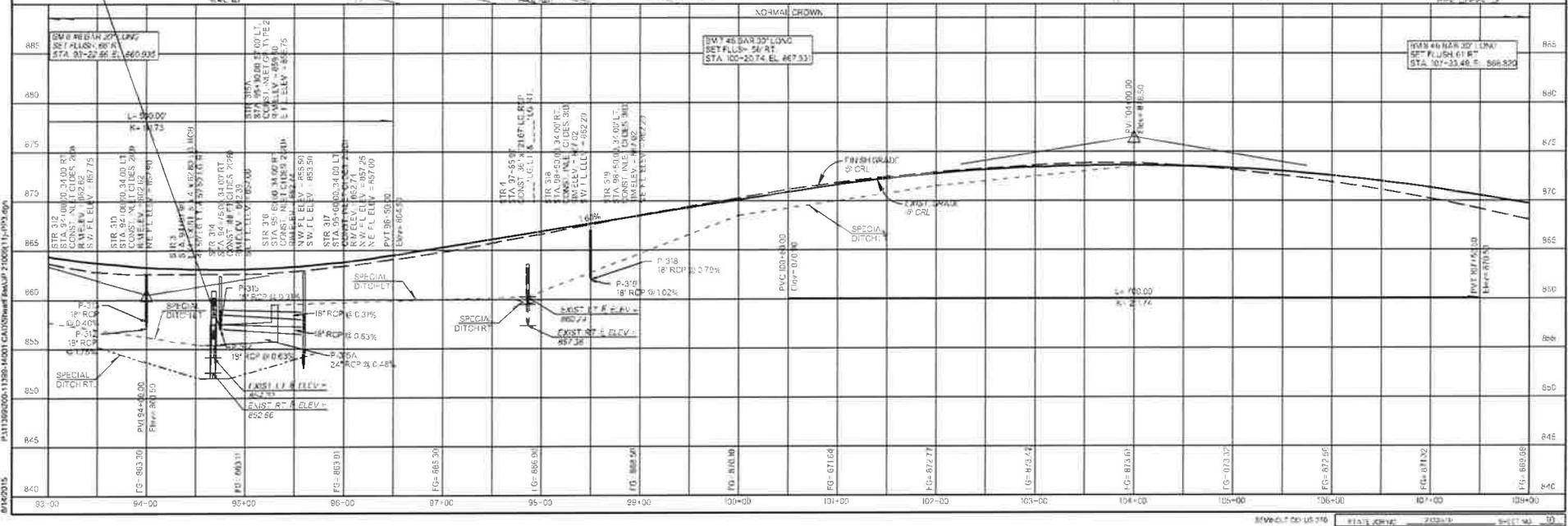
**SECTION 26  
T-9-NR-6-E**



PLAN VIEW



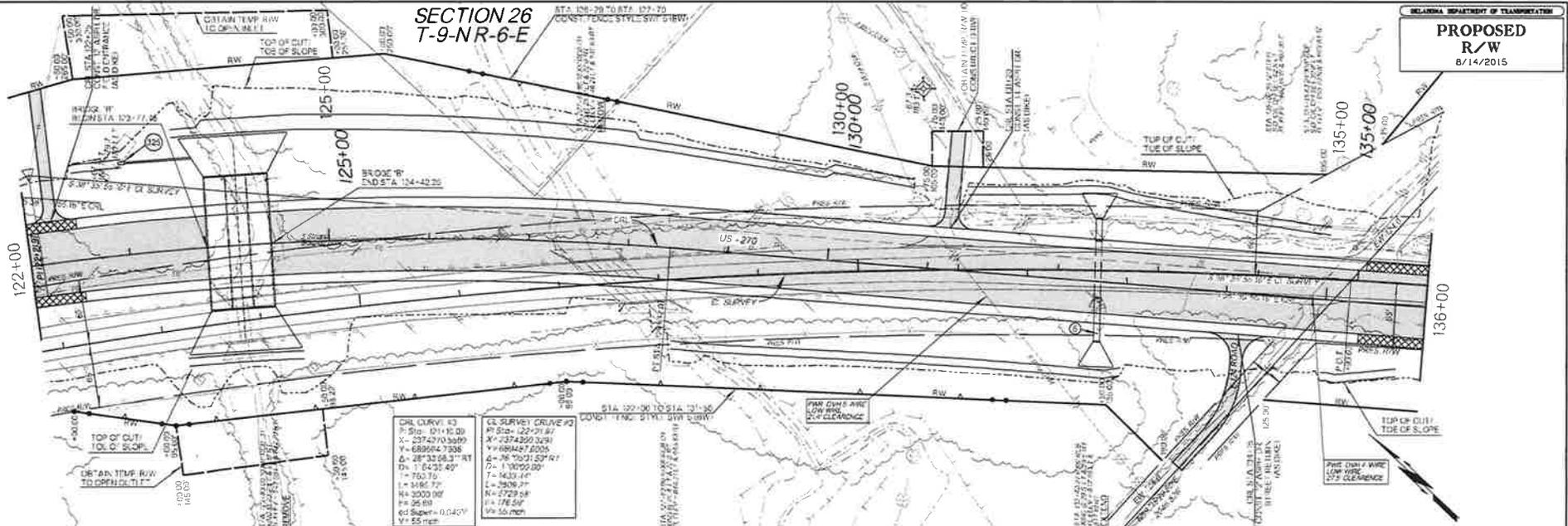
**SECTION 26**  
**T-9-NR-6-E**



#111262500.11350-14001 CADSWORK.dwg 2/10/05 11:40:49 AM

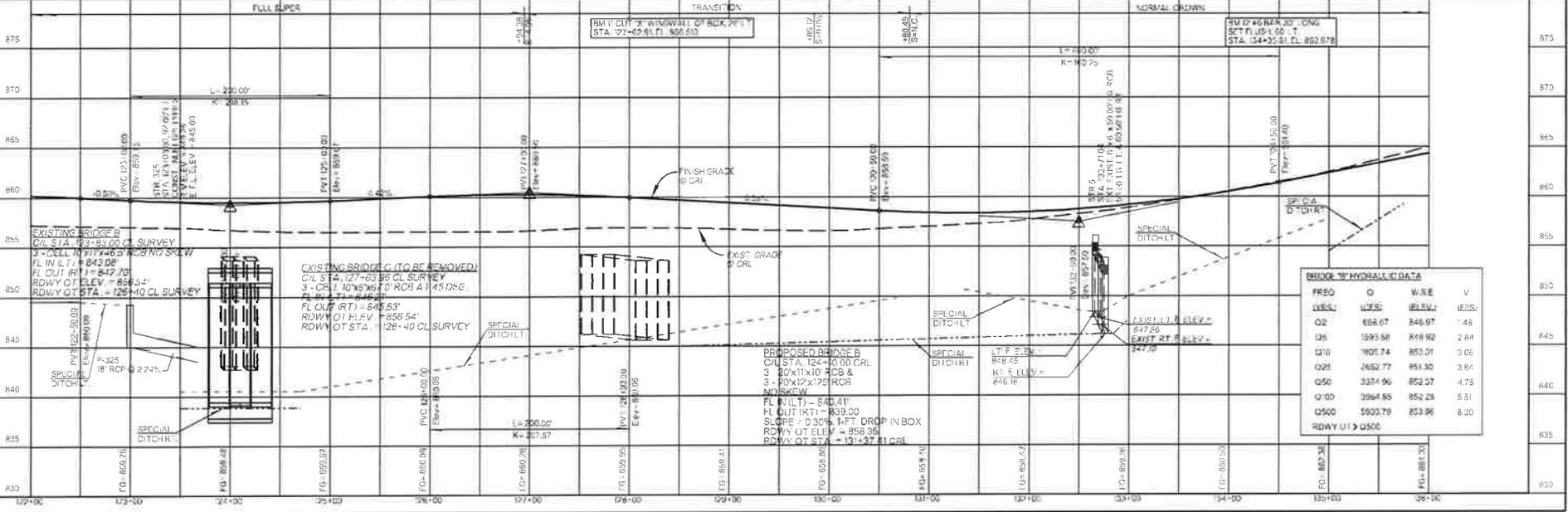


**SECTION 26  
 T-9-NR-6-E**



CL CURVE #3  
 P: Sta. 121+10.00  
 X: -2742.703699  
 Y: -689564.7338  
 Δ: 28°33'58.31" RT  
 D: 1° 04'31.40"  
 L: 762.70  
 I: 3466.73  
 H: 3000.00'  
 P: 25.69  
 E: 55.00'  
 V: 55.00'

EL SURVEY DRIVE #2  
 P: Sta. 127+00.00  
 X: -2374.850329  
 Y: -689427.6005  
 Δ: 26°33'58.31" RT  
 D: 1° 04'31.40"  
 L: 762.70  
 I: 3466.73  
 H: 3000.00'  
 P: 25.69  
 E: 55.00'  
 V: 55.00'

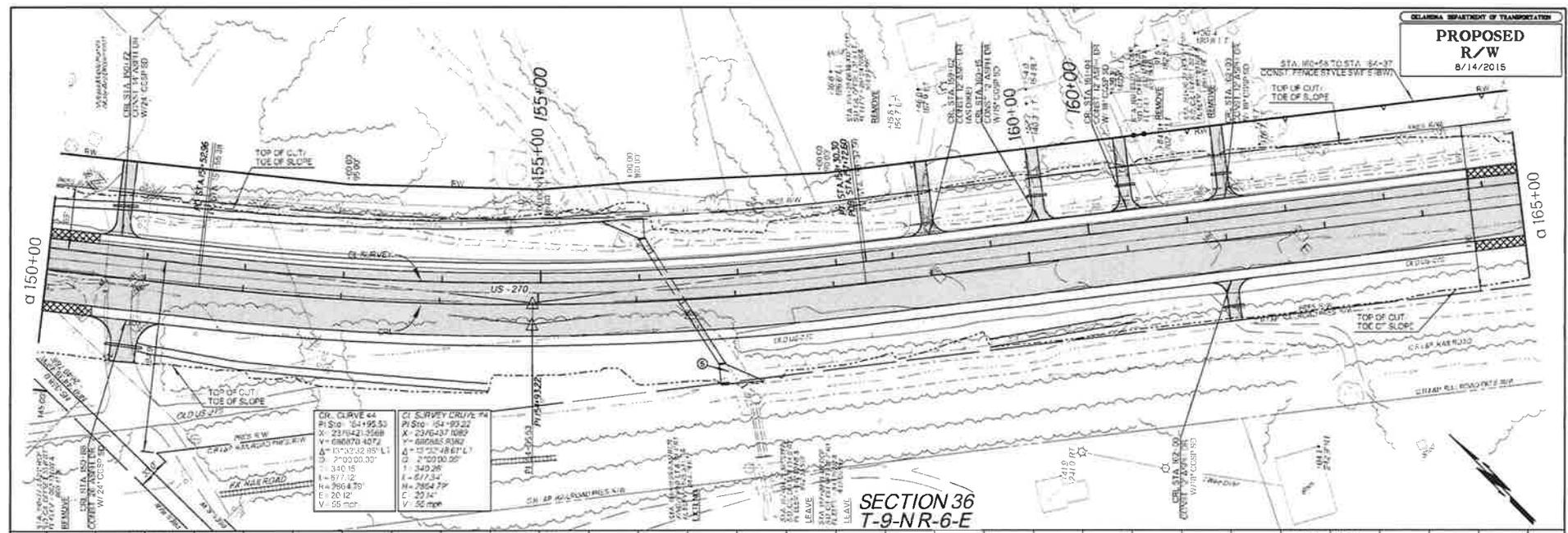


**BRIDGE #2 HYDRAULIC DATA**

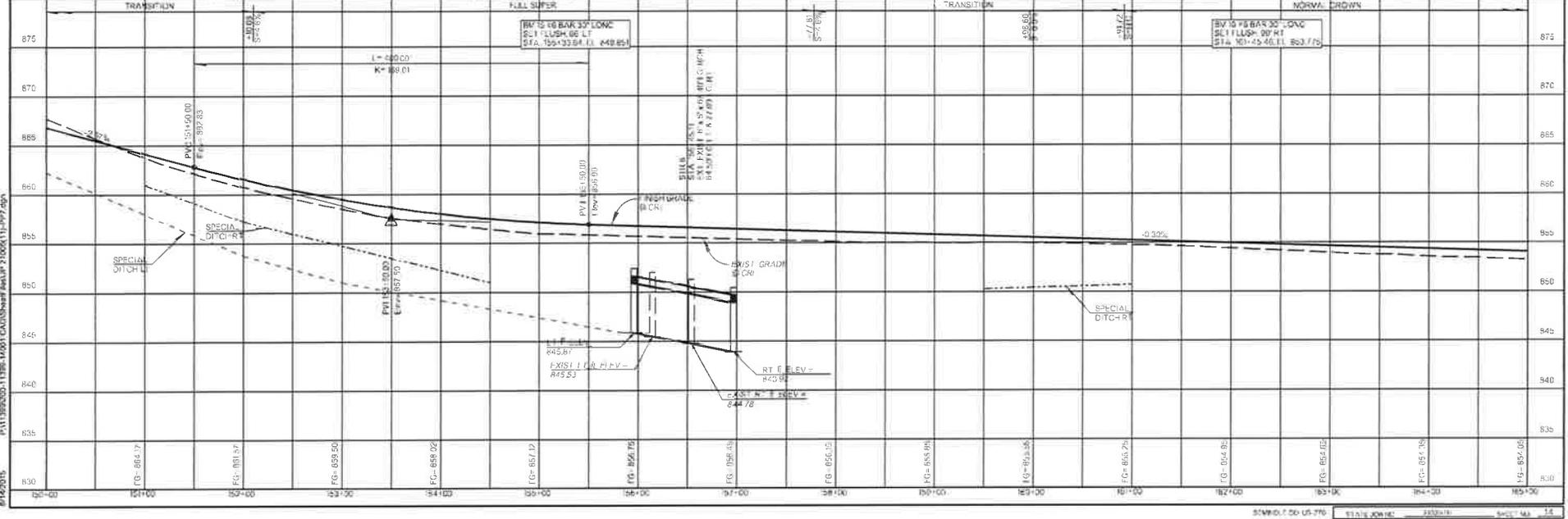
FREQ	Q	W.S.E	V
(CFS)	(CFS)	(ELEV)	(FPS)
Q2	1554.07	848.97	4.68
Q25	1593.58	848.92	2.84
Q75	1902.74	855.01	3.06
Q25	1652.77	851.30	3.84
Q50	3274.96	852.27	1.75
Q100	3964.55	852.25	5.51
Q500	5923.70	853.96	8.20

8/14/2015 P:\11396030-1\39614001\CAD\Sheet\Basin\21006115-1\915.dgn





**SECTION 36**  
**T-9-NR-6-E**

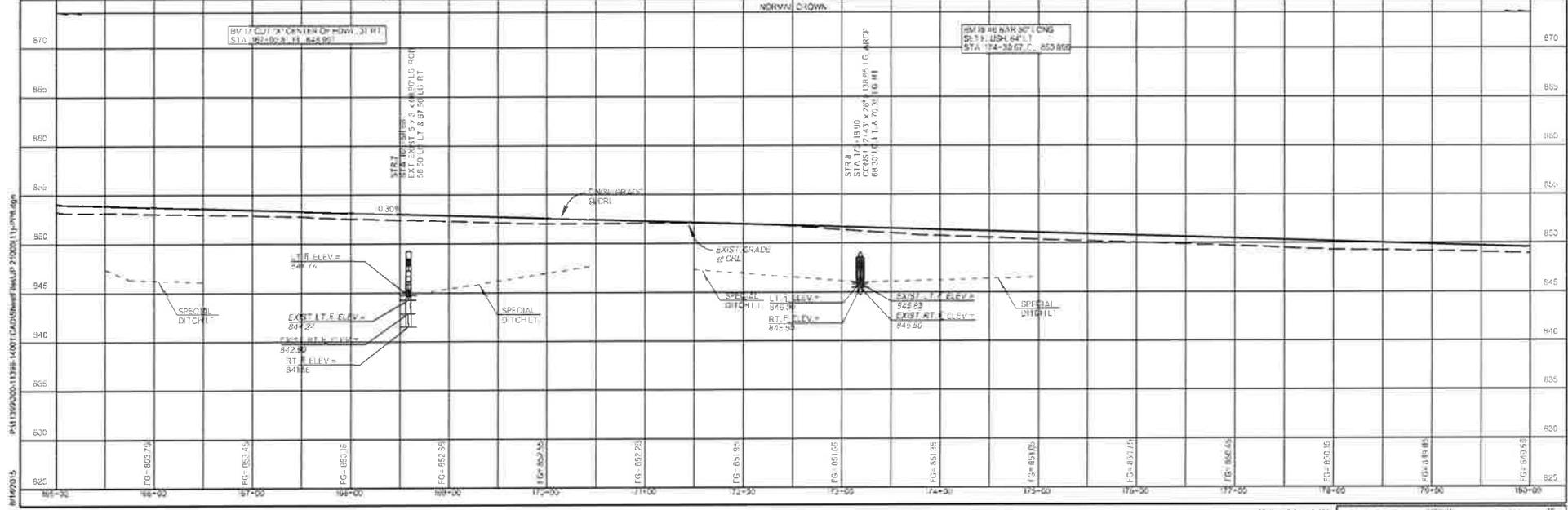
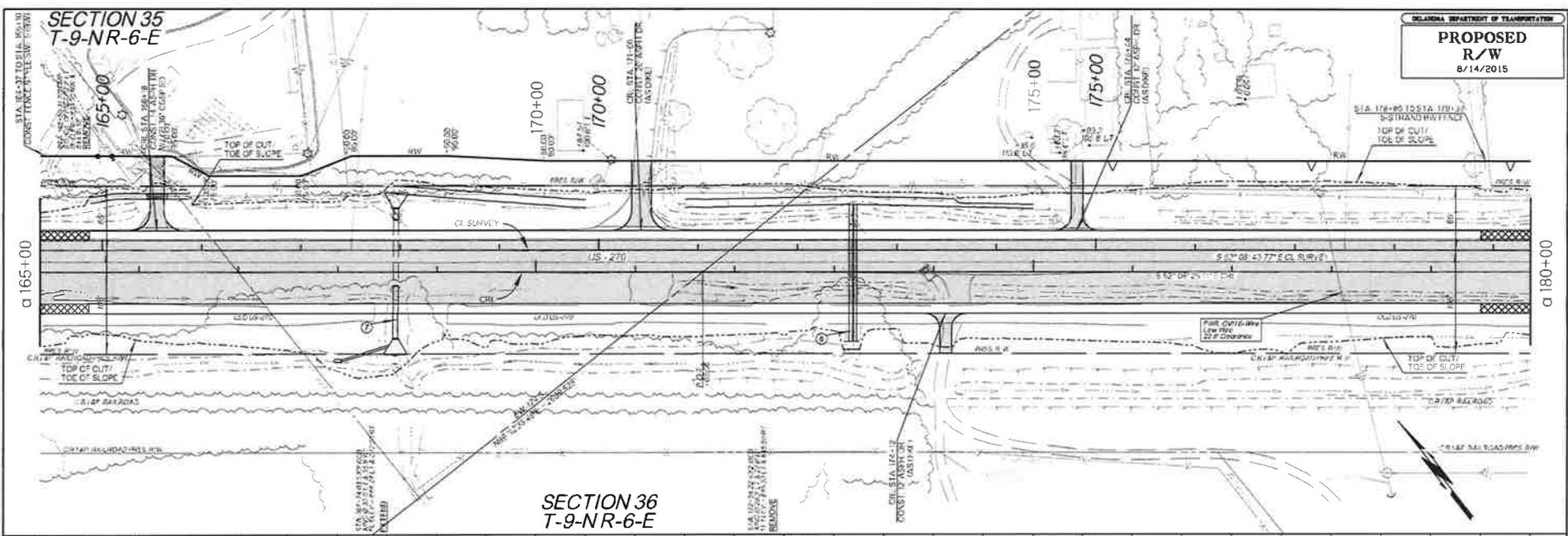


8/14/2015 P:\11359200-11359-14091\CAD\Sheet\AUP 21006111.PWT.dwg

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
 R/W**  
 8/14/2015

**SECTION 35  
 T-9-NR-6-E**

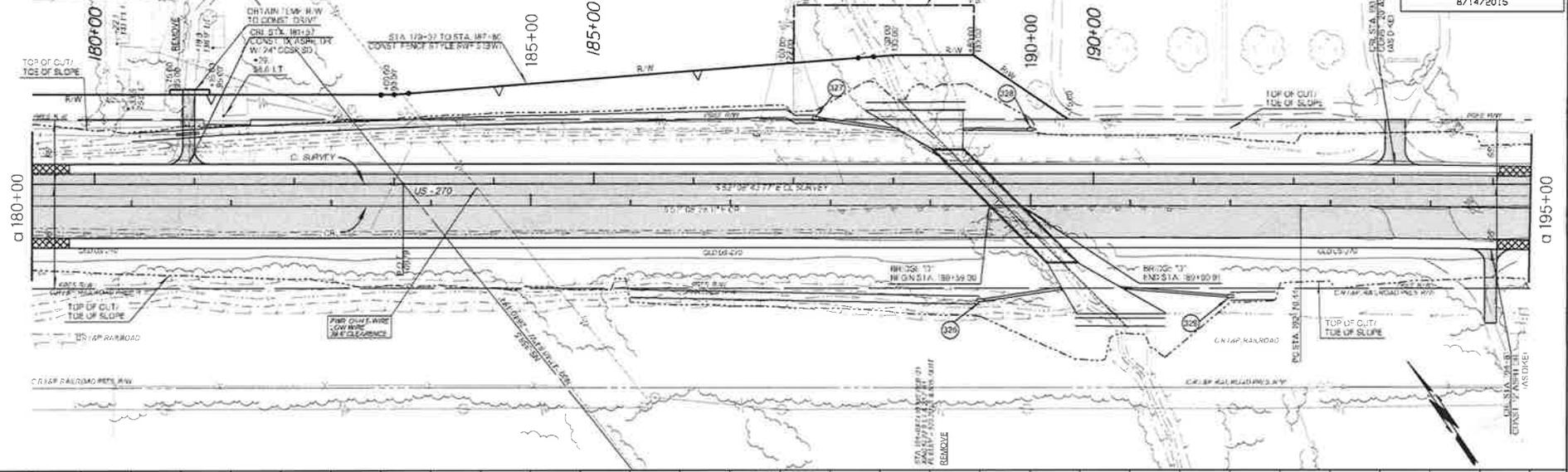
**SECTION 36  
 T-9-NR-6-E**



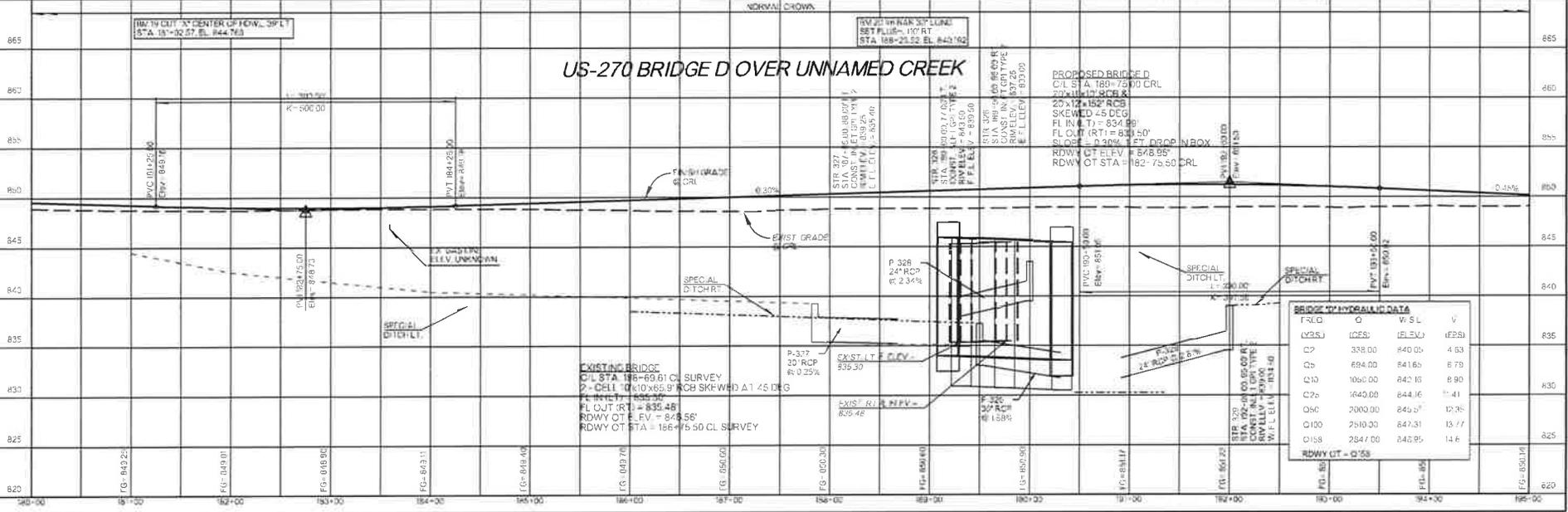
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
 2015/08/14 10:00 AM  
 T-9-NR-6-E

SECTION 36  
T-9-NR-6-E

DELAWARE DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
R/W**  
8/14/2015



US-270 BRIDGE D OVER UNNAMED CREEK

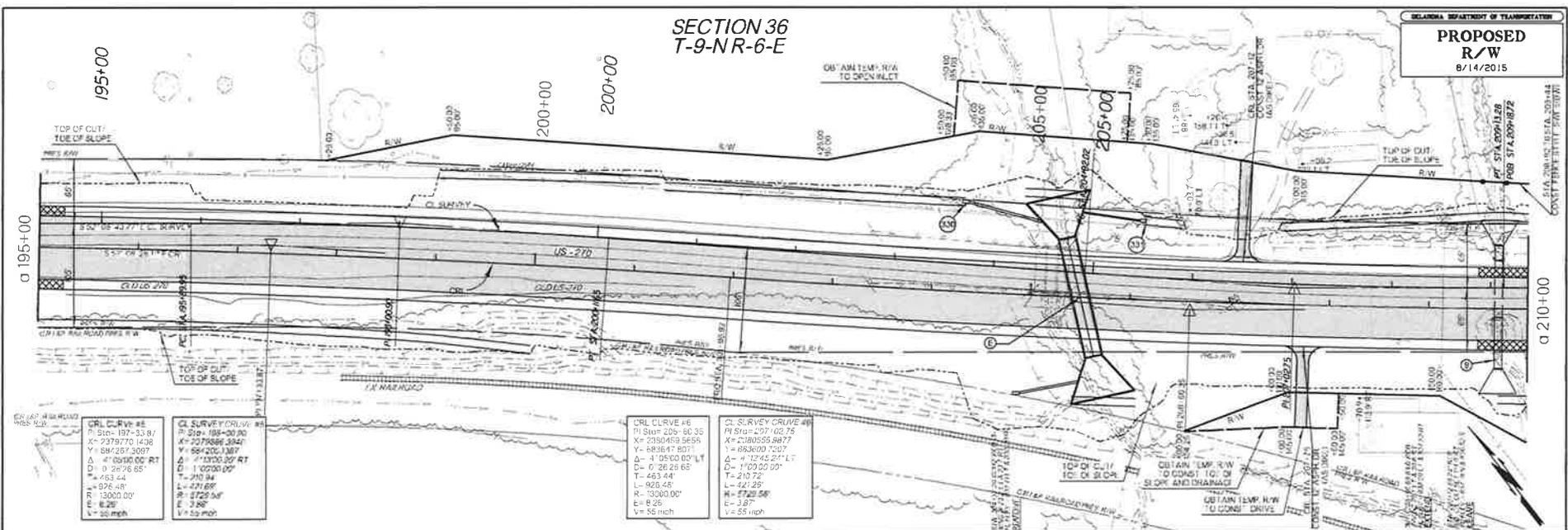


BRIDGE HYDRAULIC DATA				
FSLG	O	V	S	V
(FEET)	(FEET)	(FEET)	(FEET)	(FEET)
C1	338.00	840.00	4.53	
C2	694.00	841.60	6.79	
C3	1060.00	842.16	8.90	
C4	1640.00	844.16	11.41	
C5	2000.00	845.00	12.26	
C100	2510.00	847.31	13.77	
C158	2847.00	848.95	14.6	

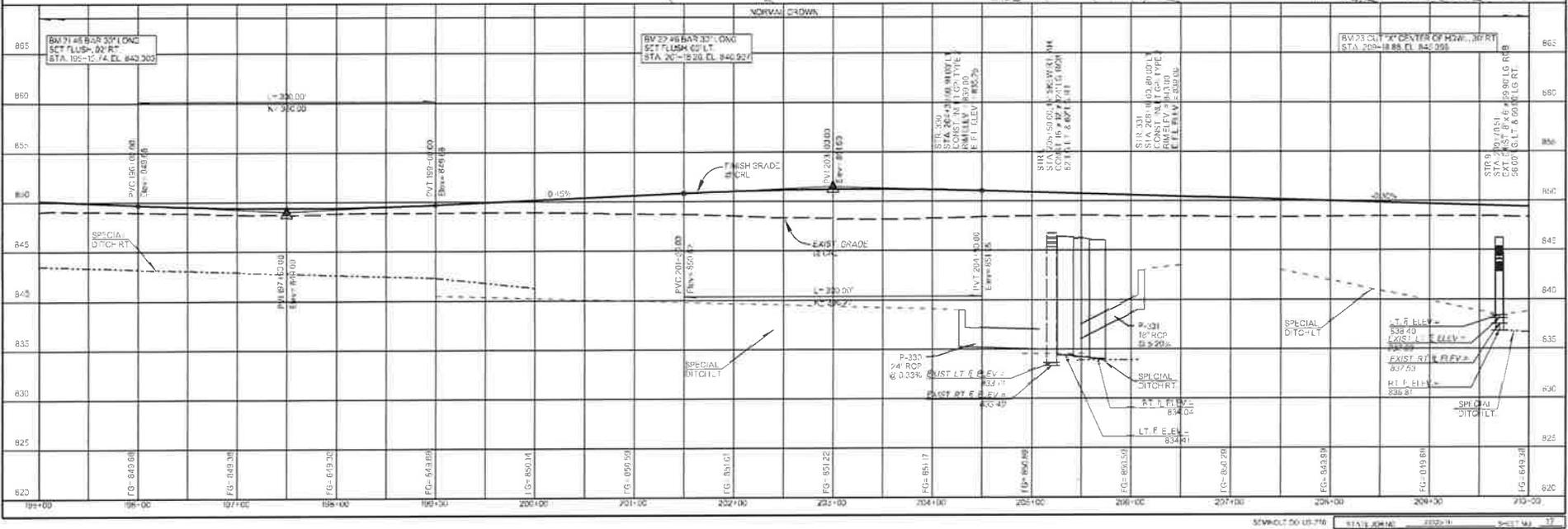
8/14/2015 P:\1135020-113501\CADD\Sheet\Map 21006411.ppt

SECTION 36  
T-9-NR-6-E

MISSOURI DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
R/W**  
8/14/2015



<p><b>CL CURVE #5</b> PI Sta= 197+53.87 X= 2379770.1438 Y= 684201.3007 Δ= 4° 05'00.00" RT D= 0° 28'26.65" T= 103.44' L= 976.48' R= 13000.00' E= 6.25' V= 55 mph</p>	<p><b>CL SURVEY CURVE #6</b> PI Sta= 198+00.00 X= 2379886.3941 Y= 684201.3007 Δ= 4° 05'00.00" RT D= 1° 00'00.00" T= 210.34' L= 421.68' R= 1720.00' E= 1.28' V= 55 mph</p>	<p><b>CL CURVE #6</b> PI Sta= 205+80.35 X= 2380459.5655 Y= 684261.8011 Δ= 4° 05'00.00" LT D= 0° 28'26.65" T= 483.44' L= 926.45' R= 13000.00' E= 6.25' V= 55 mph</p>	<p><b>CL SURVEY CURVE #6</b> PI Sta= 207+02.75 X= 2380555.8877 Y= 684300.0000 Δ= 4° 12'45.21" LT D= 1° 00'00.00" T= 210.72' L= 421.25' R= 1720.00' E= 1.28' V= 55 mph</p>
---	---	---	---

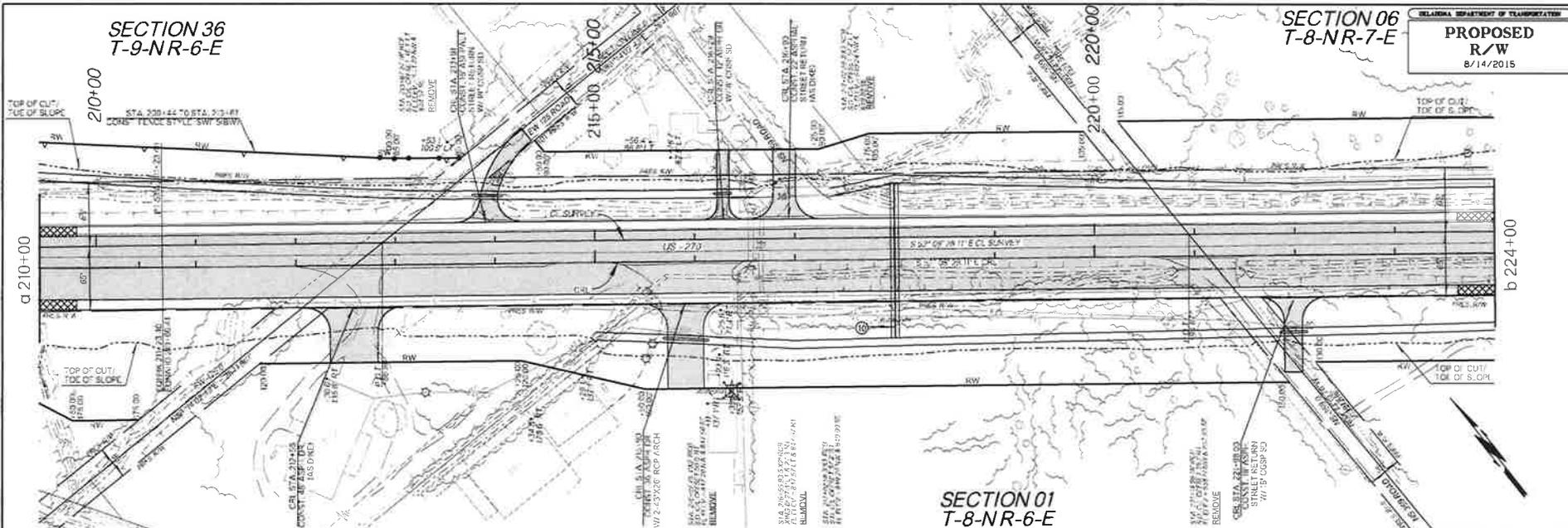


8/14/2015 13:36:4001 CADSWHEF (MUR 2100511) (P10) (59)

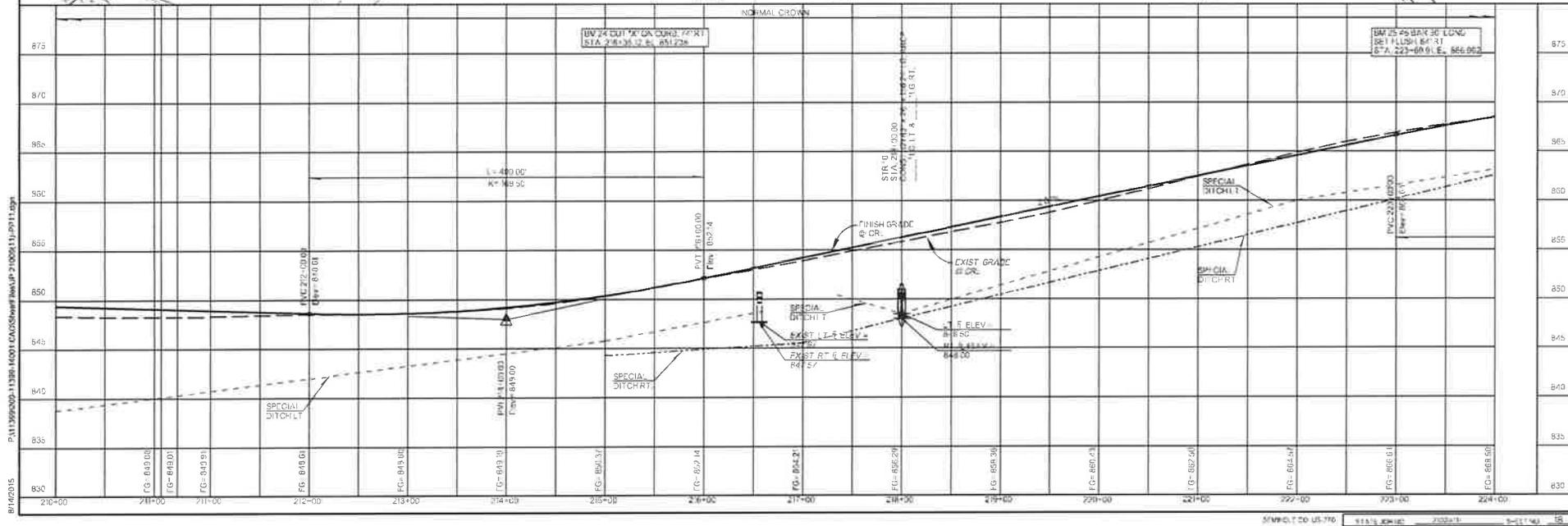
**SECTION 36  
T-9-NR-6-E**

**SECTION 06  
T-8-NR-7-E**

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
R/W**  
8/14/2015

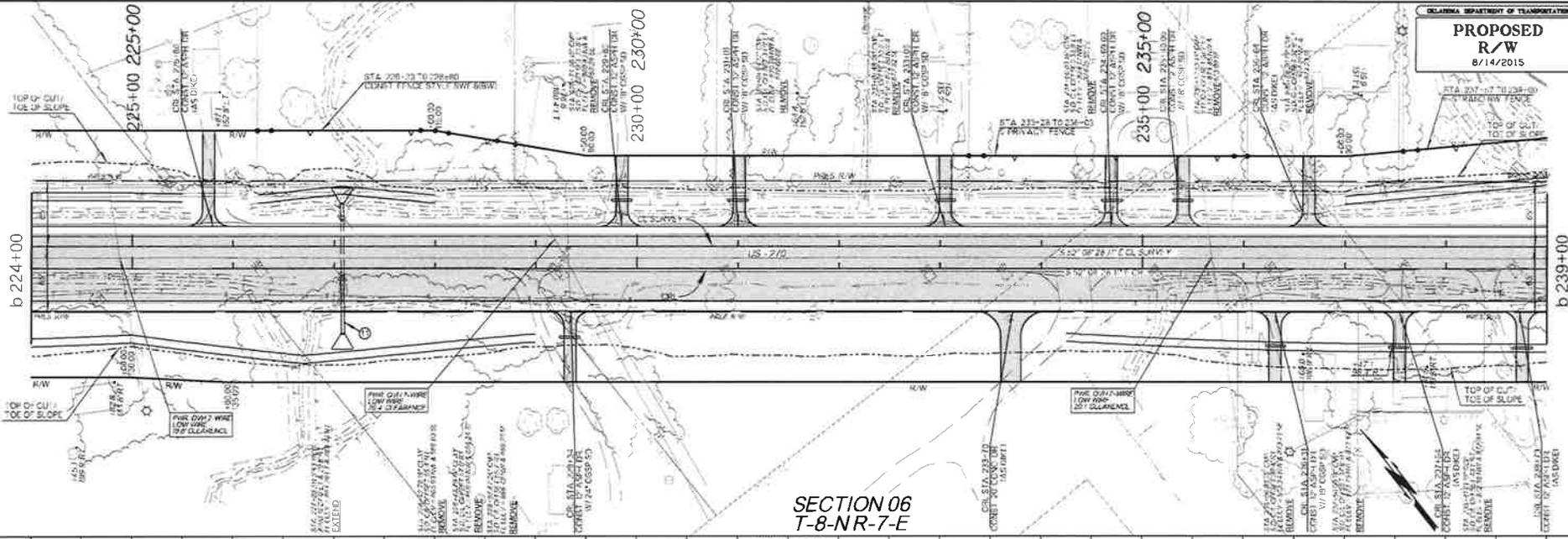


**SECTION 01  
T-8-NR-6-E**

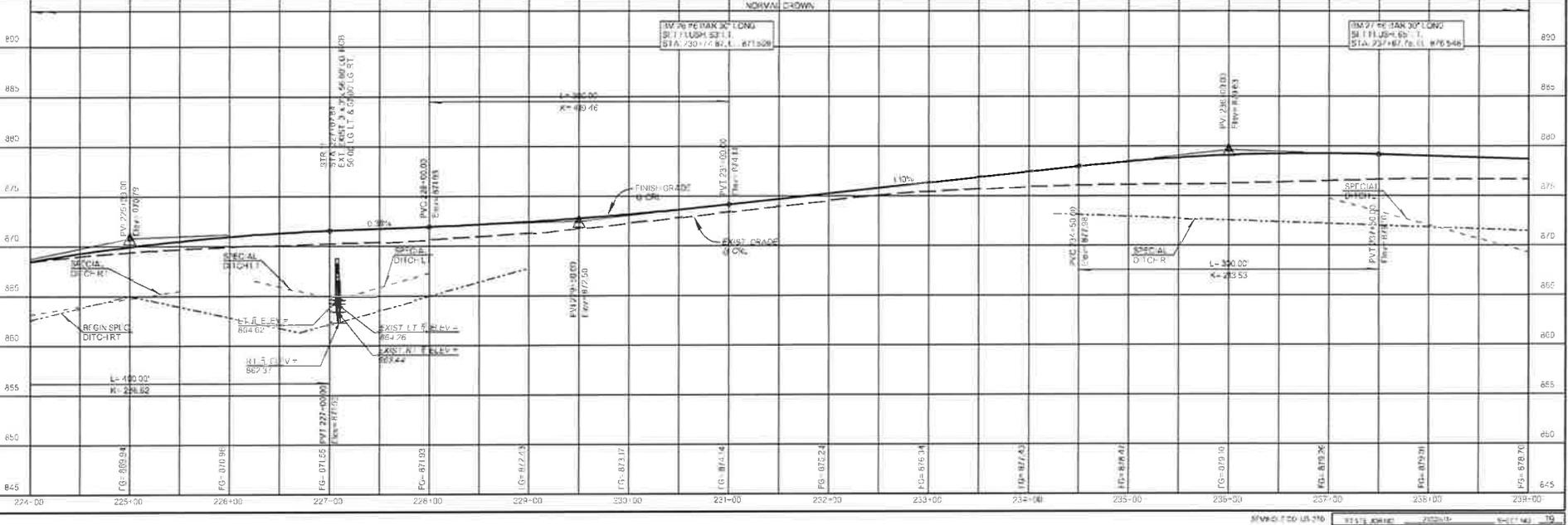


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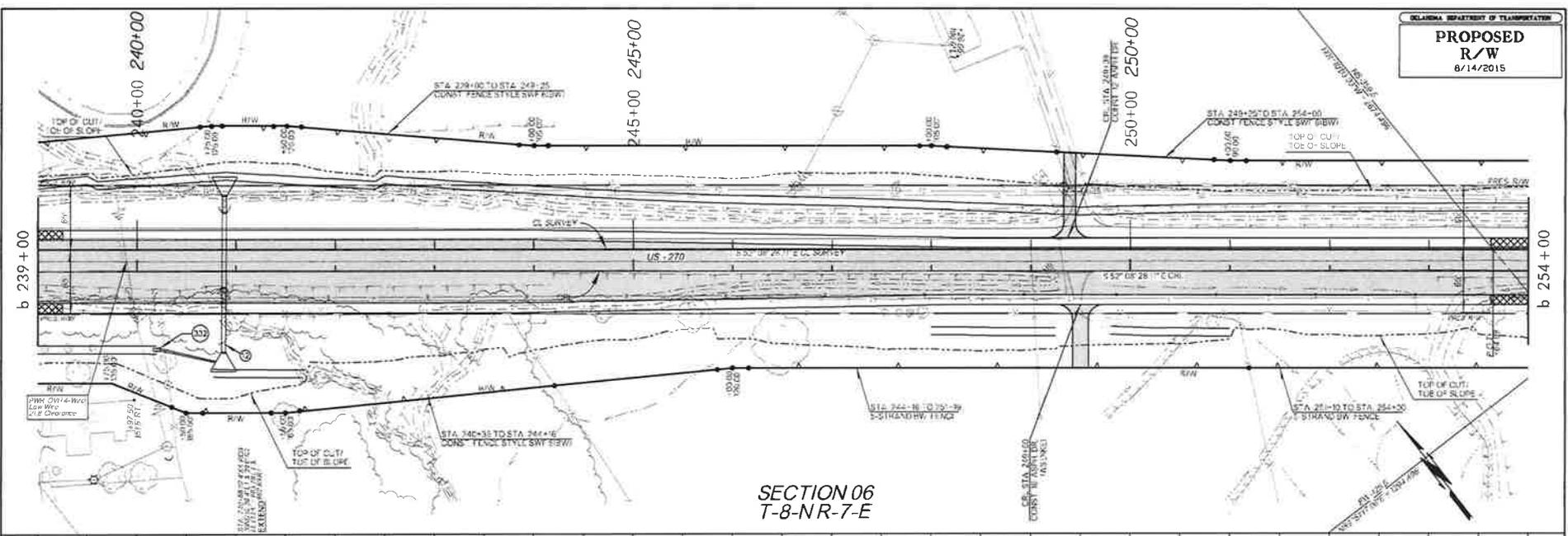
FLORIDA DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
 R/W**  
 6/14/2015



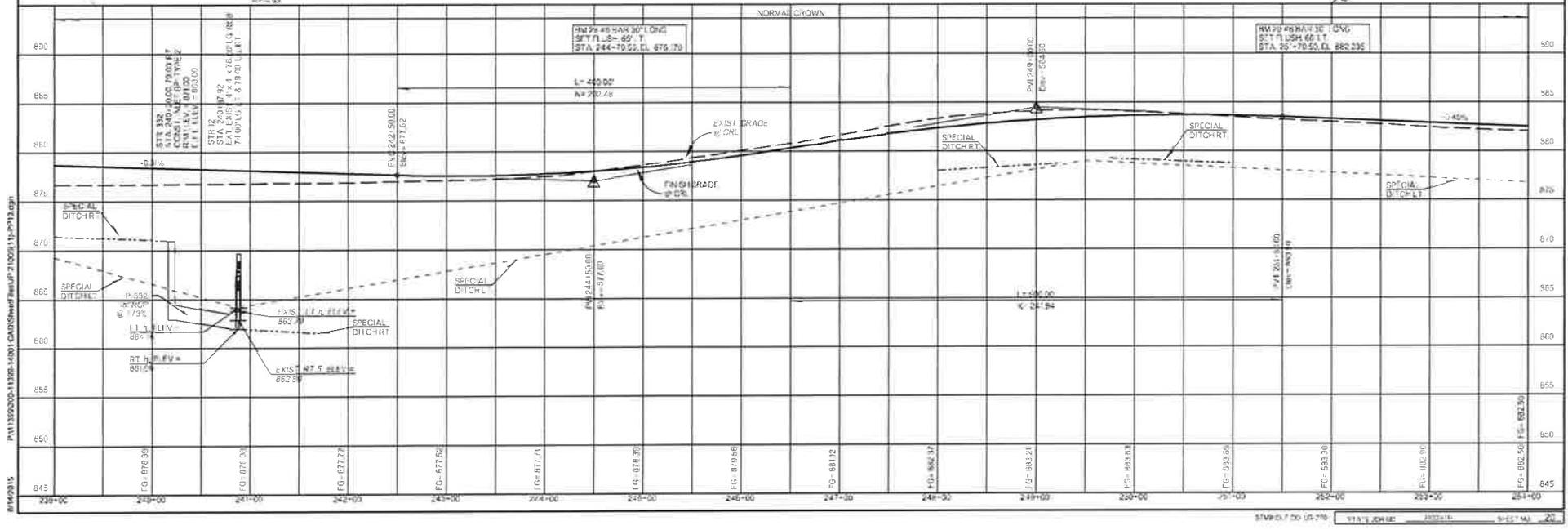
**SECTION 06  
 T-8-NR-7-E**



8/14/2015 P:\11389200-11389200\CADD\Sheet\06A.P 21006114.PW1259P



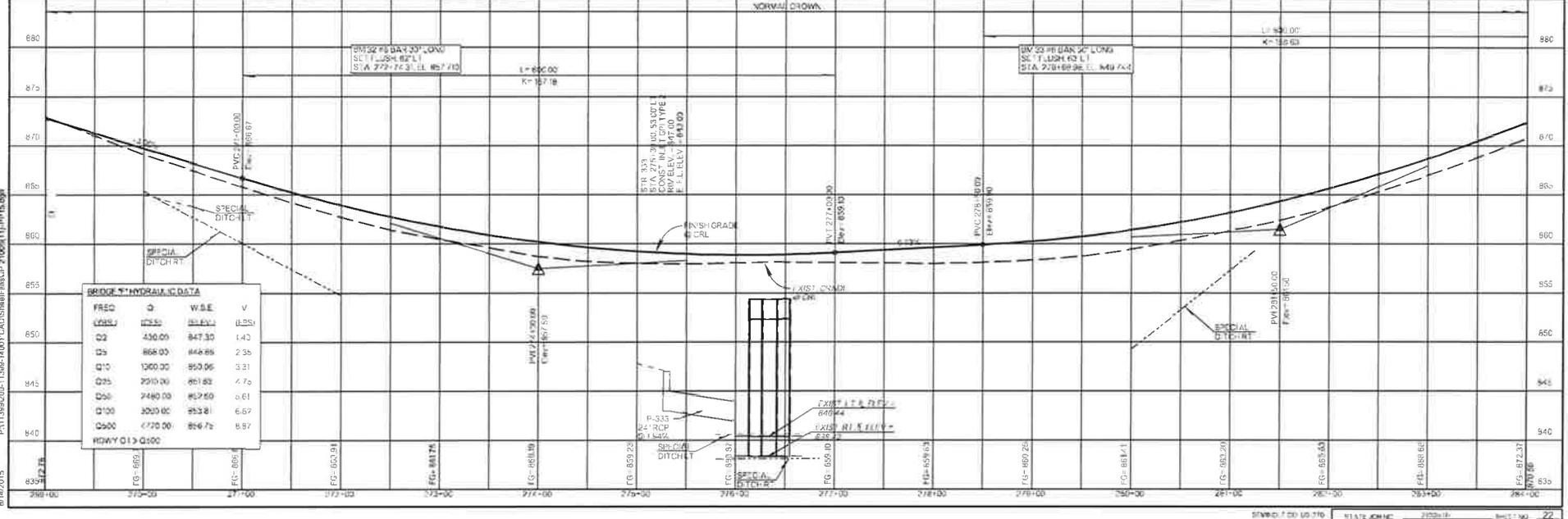
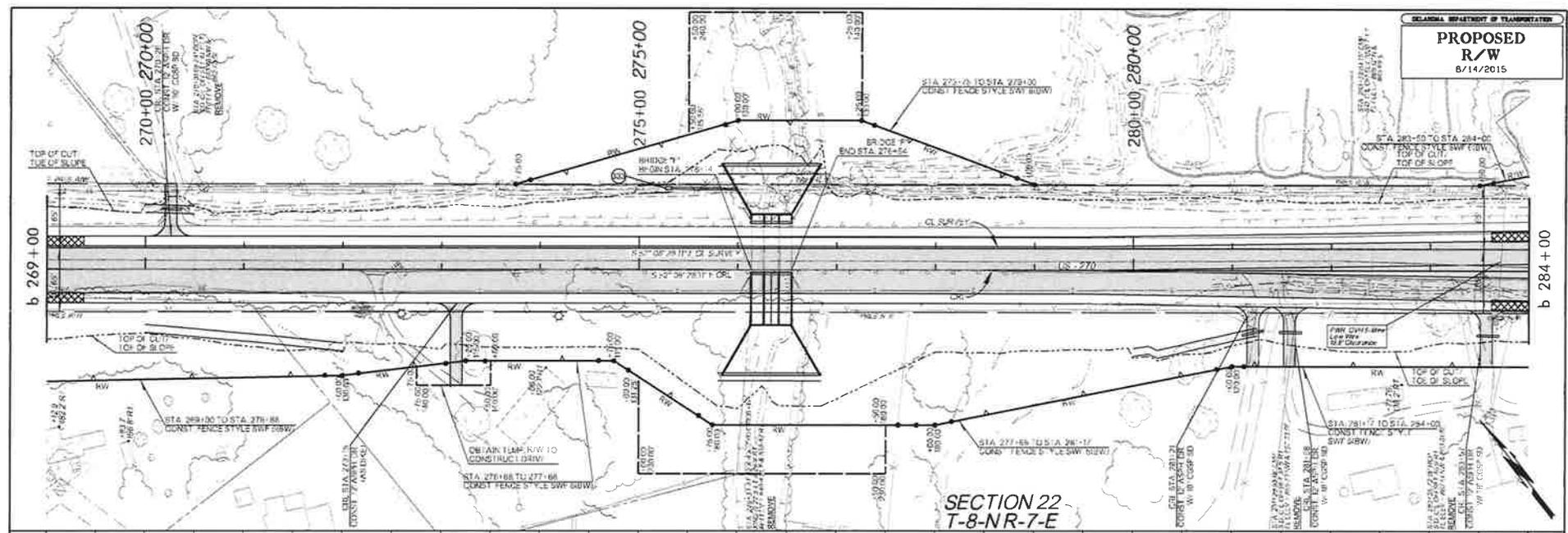
**SECTION 06**  
**T-8-NR-7-E**



8/14/2015 P:\11356200-113564001-CAD\Sheet\Map-21009115-P013.dgn



**SECTION 22  
 T-8-NR-7-E**



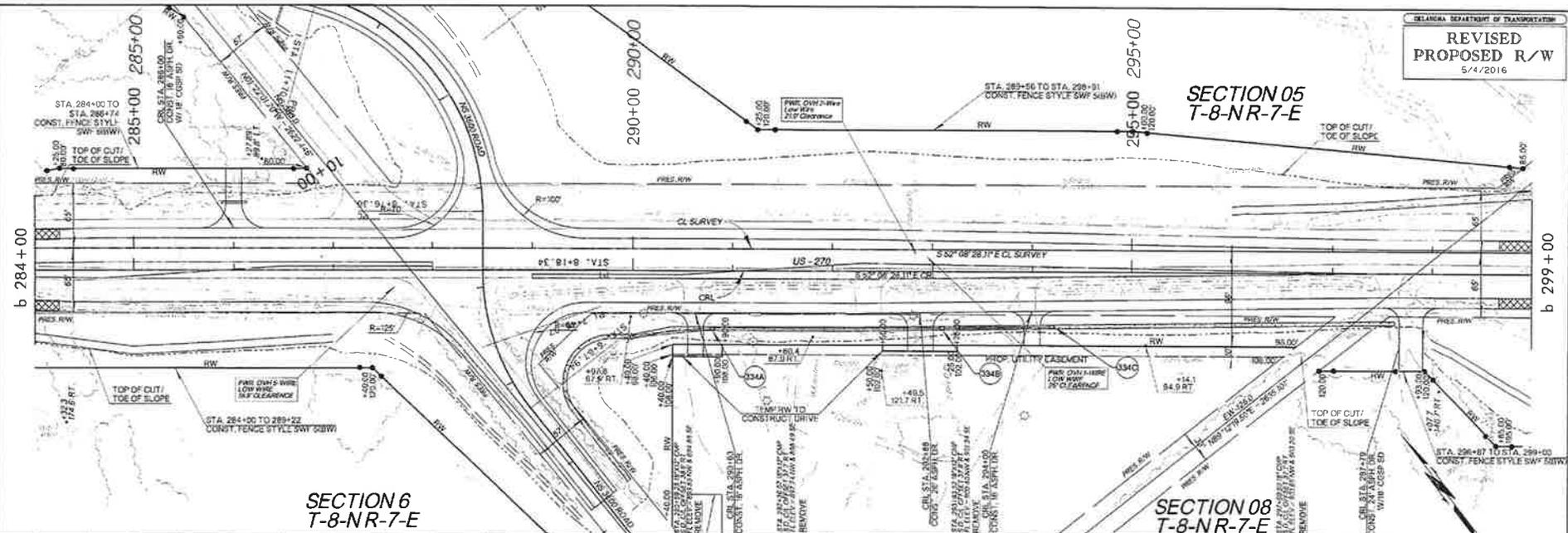
**BRIDGE TYPING HYDRAULIC DATA**

FREQ	Q	W.S.E.	V
(FPS)	(CFS)	(FEET)	(FPS)
Q2	430.00	847.30	1.43
Q5	860.00	846.88	2.36
Q10	1300.00	850.06	3.31
Q25	2510.00	861.82	4.75
Q50	2440.00	857.60	6.61
Q100	3020.00	853.81	6.67
Q500	4770.00	856.72	8.97

RDWY Q1 > Q100

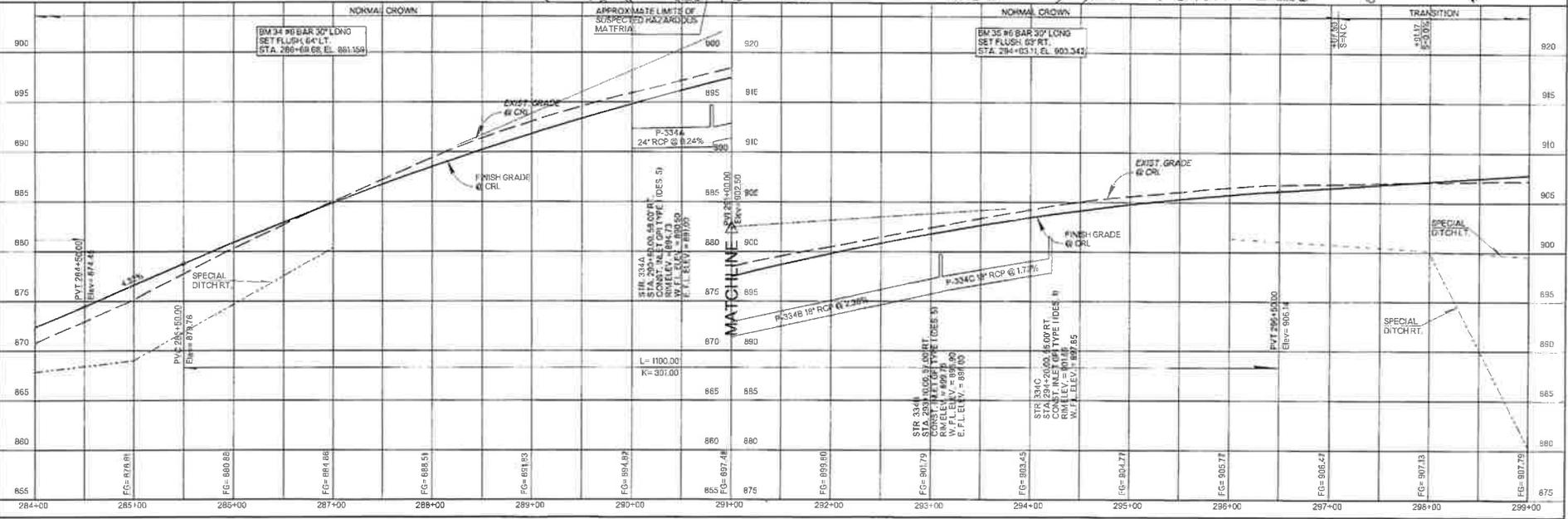
8/14/2015 P:\11389200-11389-14001\CADD\Sheet\Final\PT 21006\111\PT15.DWG

SECTION 05  
 T-8-NR-7-E



SECTION 06  
 T-8-NR-7-E

SECTION 08  
 T-8-NR-7-E



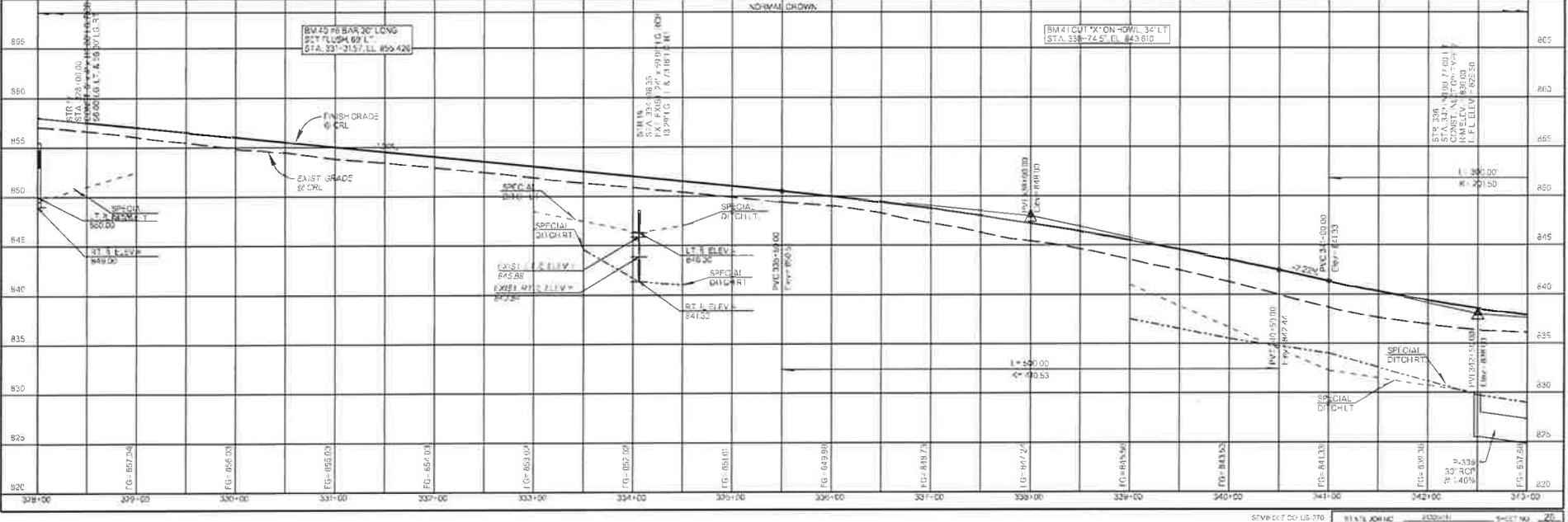
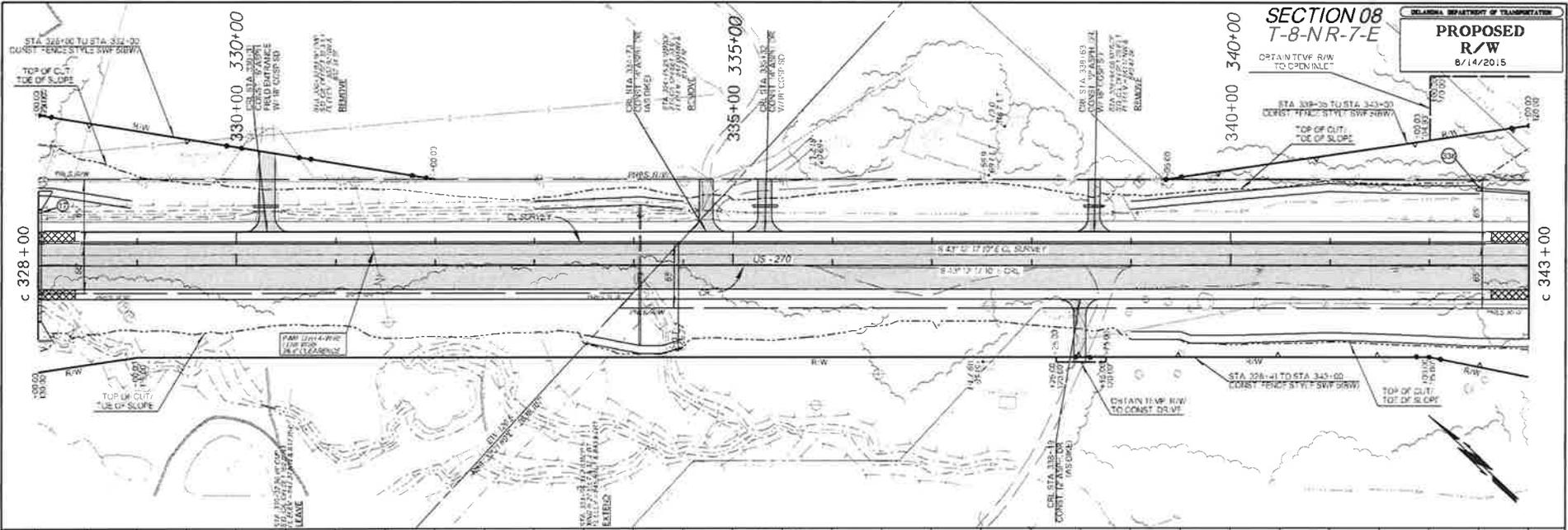
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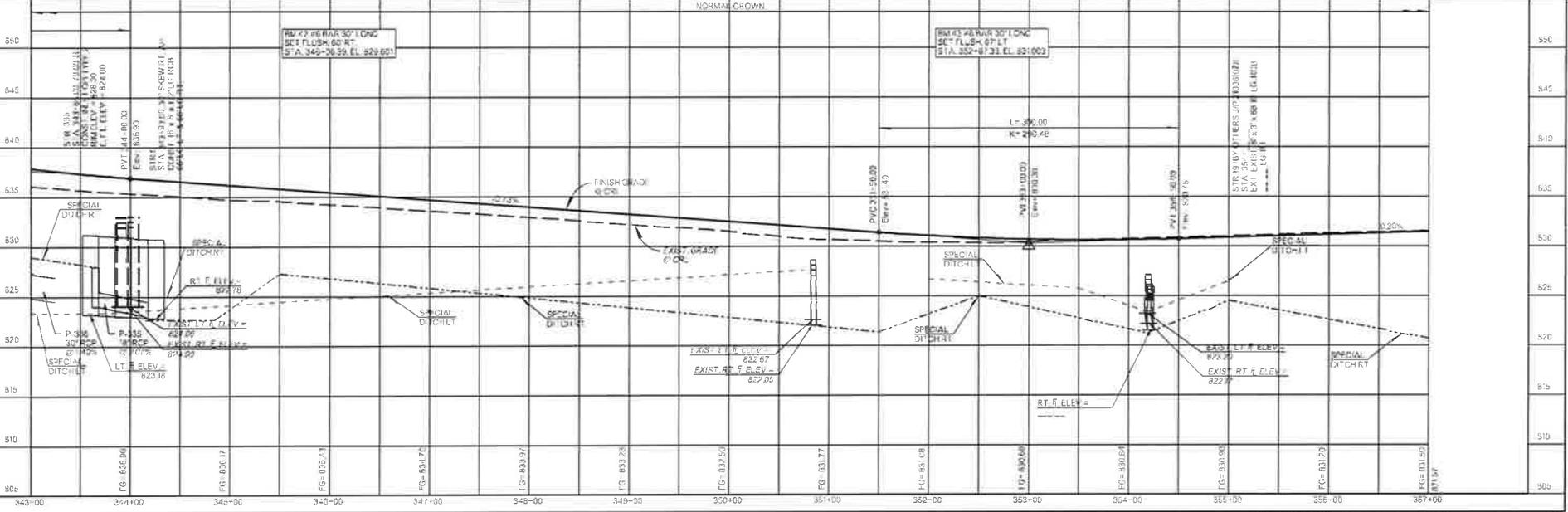
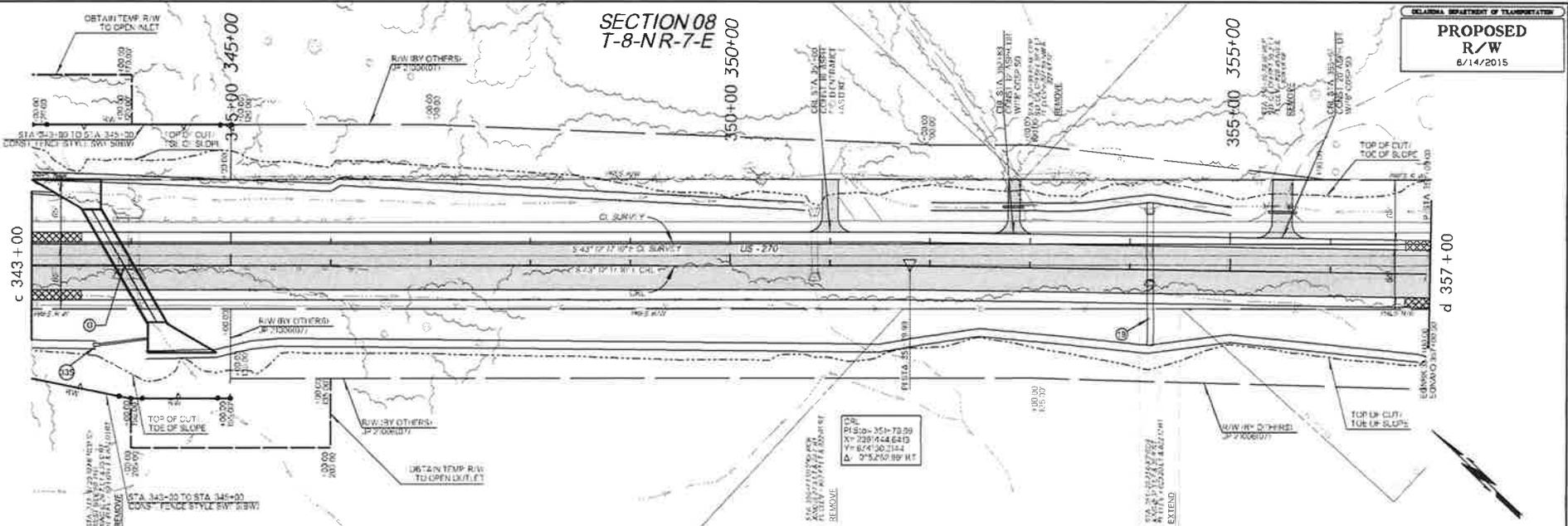
**SECTION 08**  
**T-8-NR-7-E**

OBTAIN TRUE R/W TO OPEN INLET



8/14/2015 P:\11326200-11326-14001\CAD\Sheet\Map-21009113.rvt 10:59:11

**SECTION 08  
 T-8-NR-7-E**

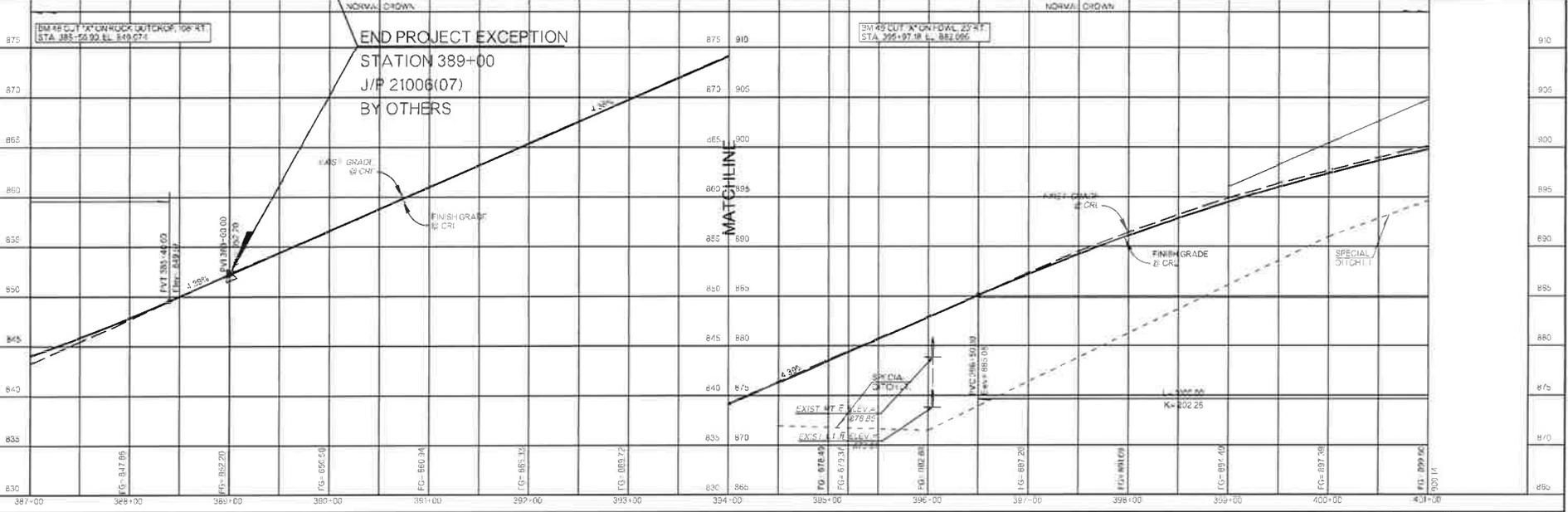
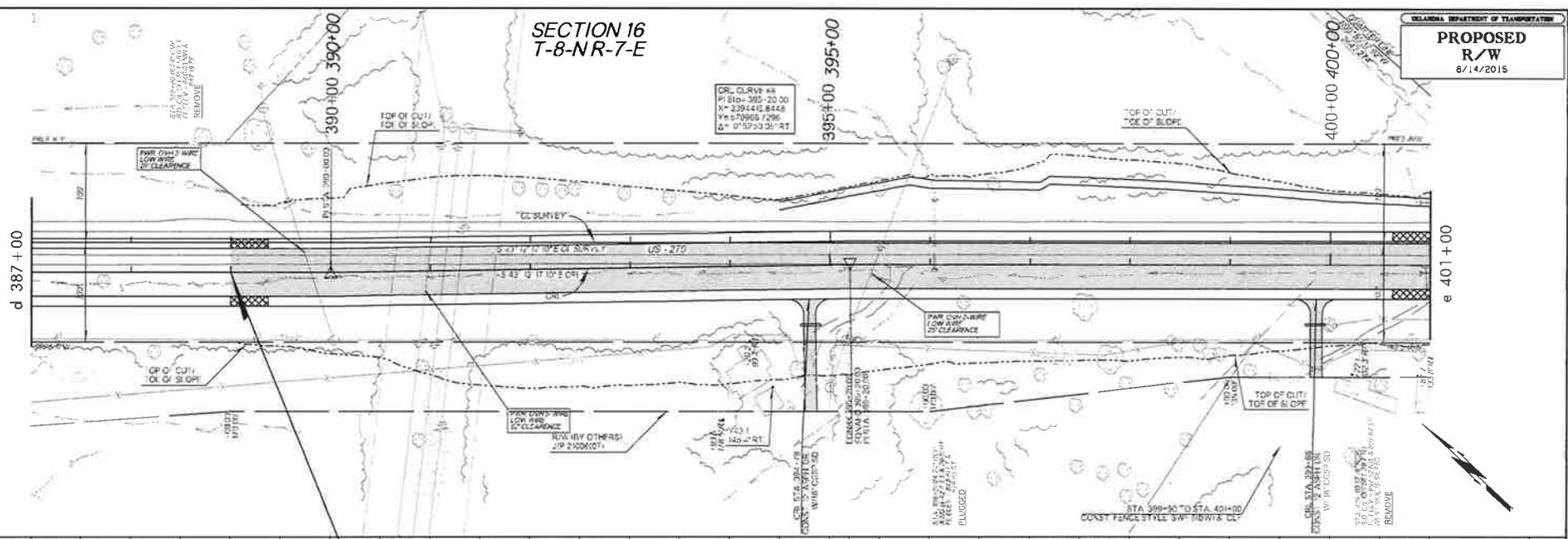


8/14/2015  
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**SECTION 16**  
**T-8-NR-7-E**

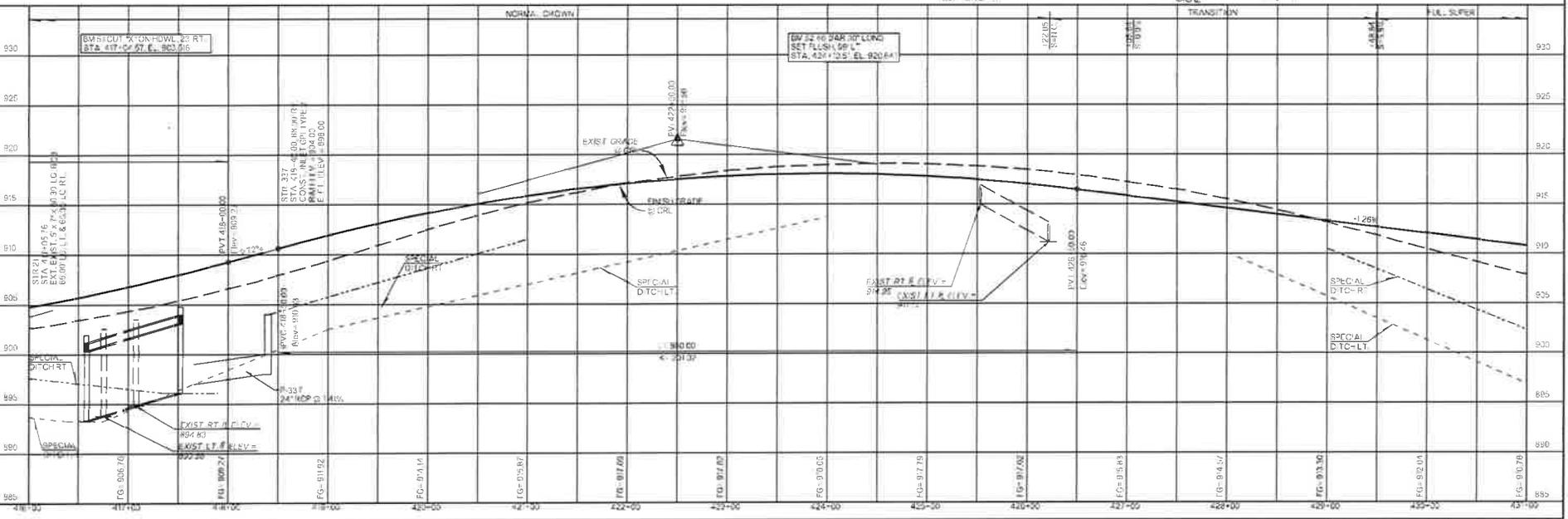
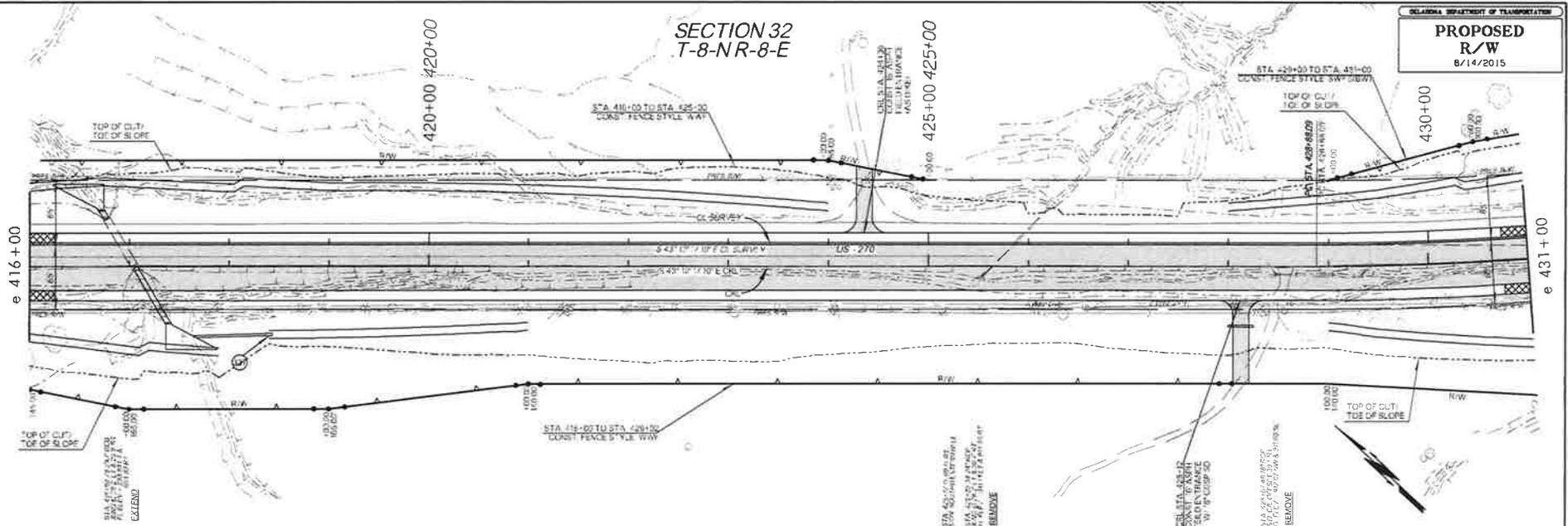


**END PROJECT EXCEPTION**  
 STATION 389+00  
 J/P 21006(07)  
 BY OTHERS

01/14/2015 PVI 389020-11388-14001 CAD\$Sheet\$RevUP 21006(11)-0003.dwg



**SECTION 32  
 T-8-NR-8-E**



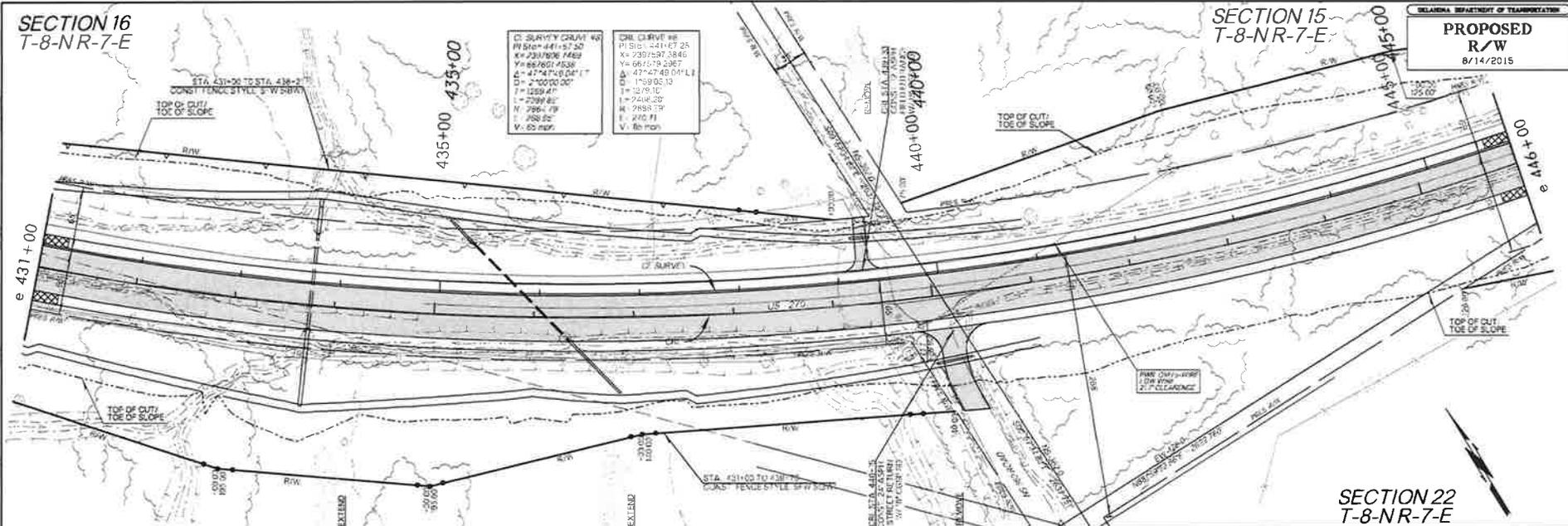
8/14/2015 P:\11390202-11398-14001 CAD\Sheet\B&A\21000611\PT2A.dwg

**SECTION 16**  
T-8-NR-7-E

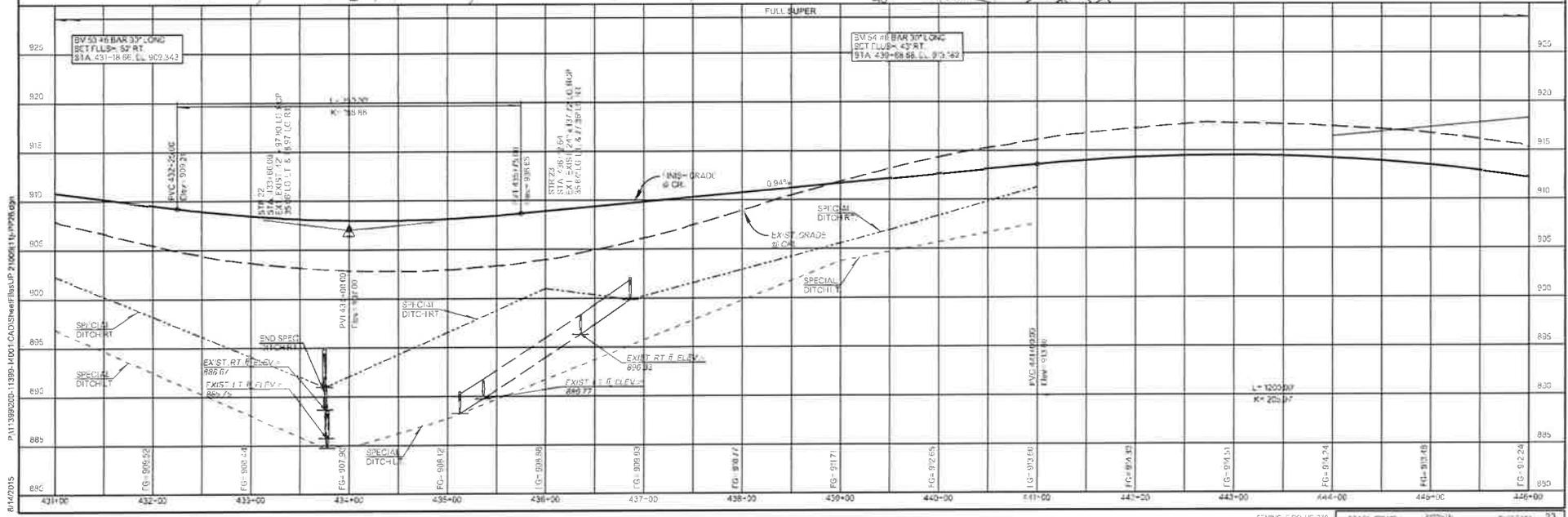
**SECTION 15**  
T-8-NR-7-E

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED R/W**  
8/14/2015

<b>GRAVITY CURVE</b> W STA=441+57.50 X=231706.7489 Y=66179.2267 D=47°47'48.04" L L=1000.00' T=1259.47' M=239.84' N=286.79' V=65.84%	<b>DRIVE #</b> P(SIC)=441+67.25 X=239797.5846 Y=66179.2267 Δ=47°47'48.04" L L=1000.00' T=1259.47' M=239.84' N=286.79' V=65.84%
--	---



**SECTION 22**  
T-8-NR-7-E

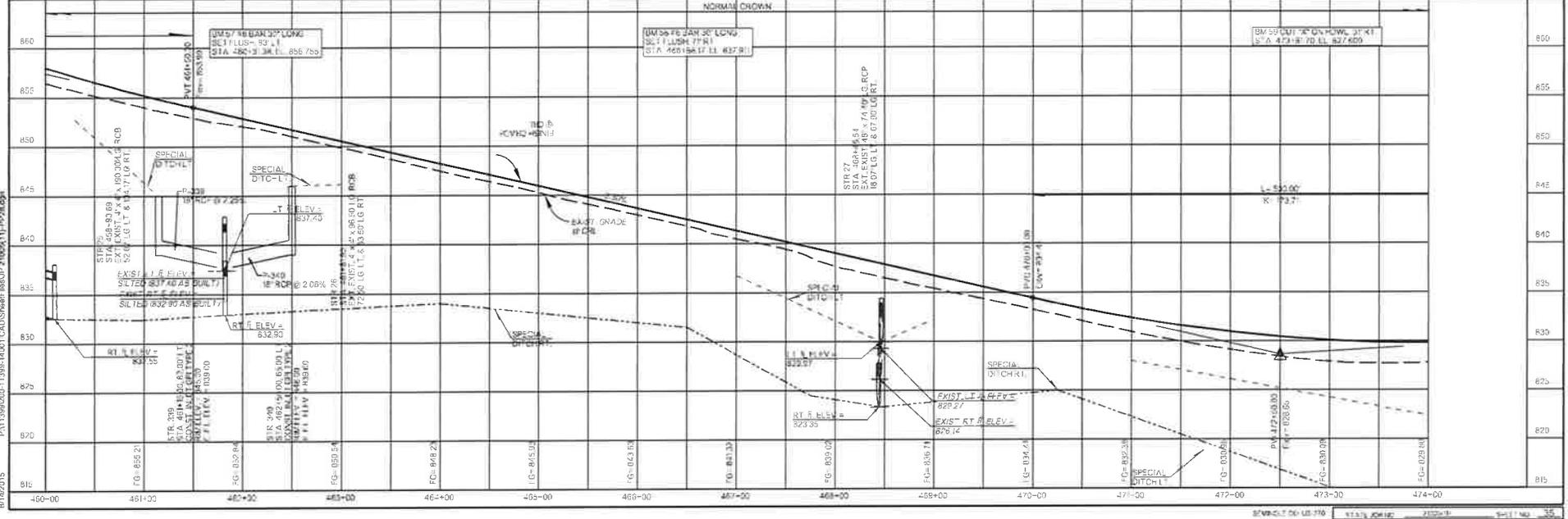
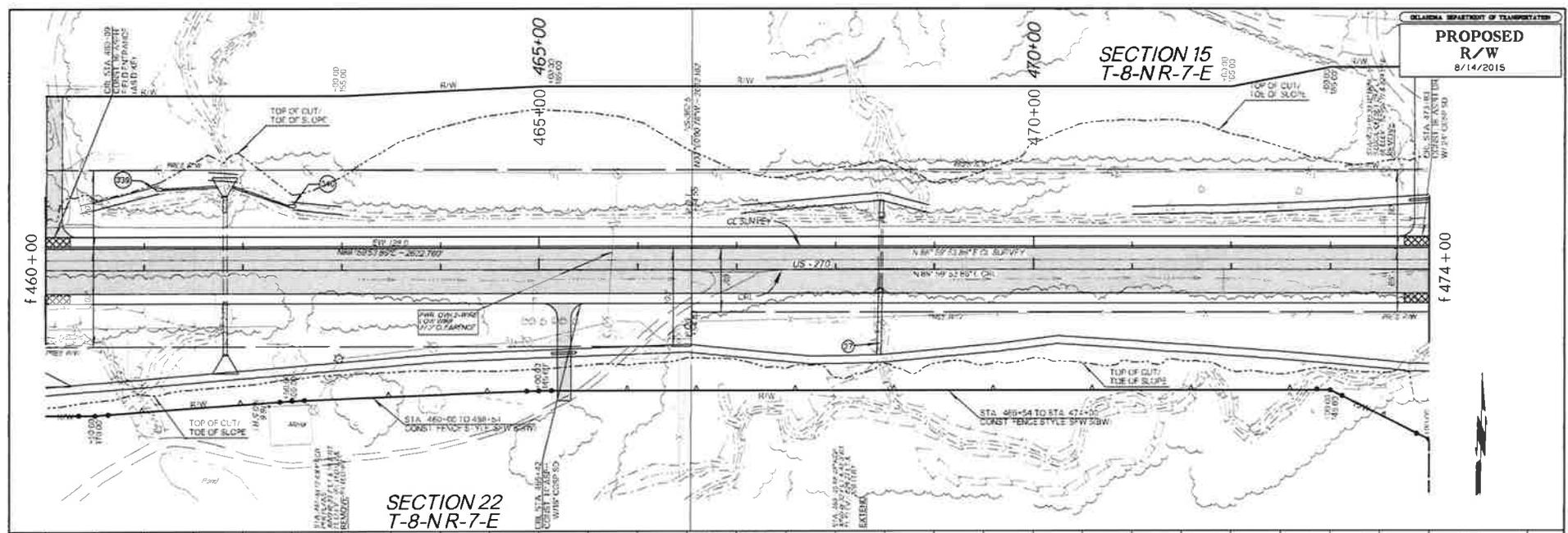


8/14/2015 PVI:359200-1395-4001 CADSWHITFIELD 2/10/06 11:47:28 AM



**SECTION 15  
 T-8-NR-7-E**

**SECTION 22  
 T-8-NR-7-E**

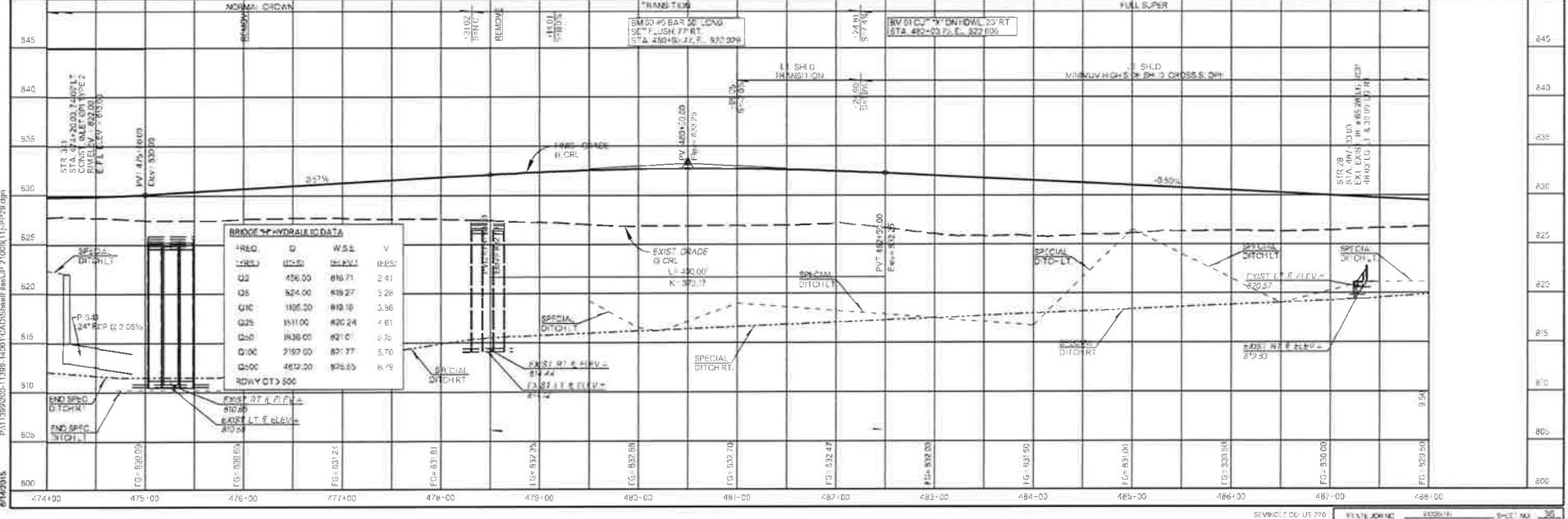
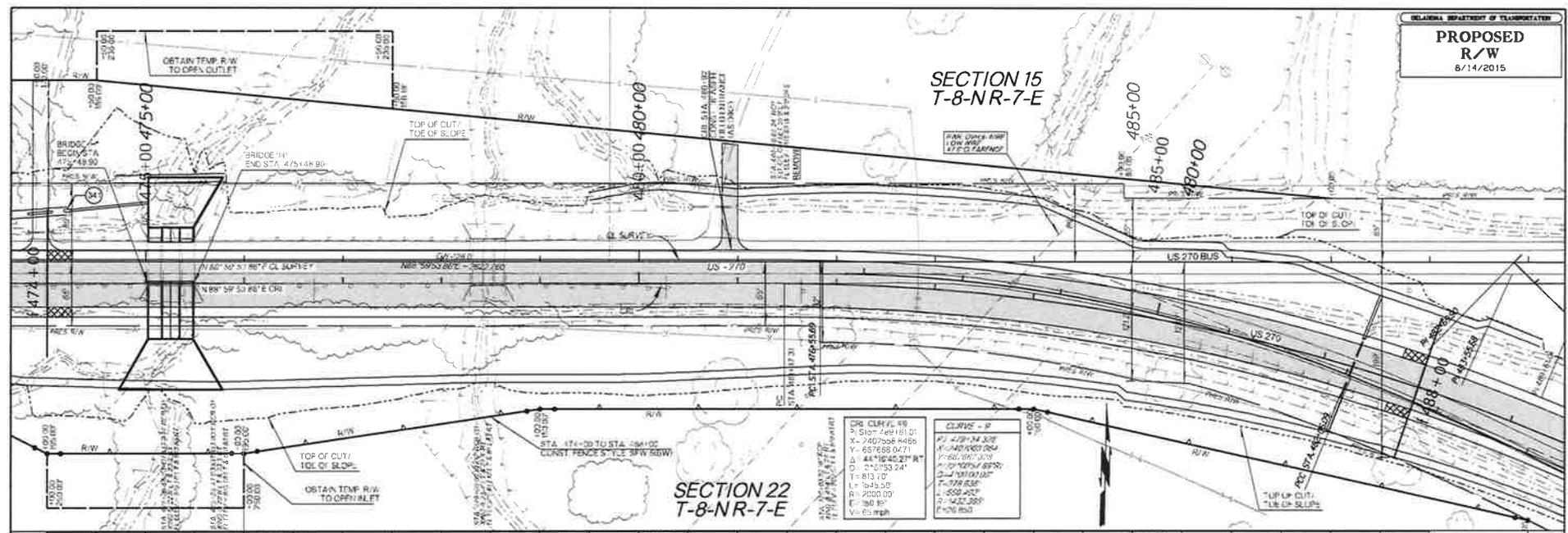


8/14/2015 P:\11399\2015\11399-4001\CADD\Sheet\Res\AP\_21000111.PPT28.dgn



**SECTION 15  
 T-8-NR-7-E**

**SECTION 22  
 T-8-NR-7-E**



**BRIDGE HYDRAULIC DATA**

REQ.	Q	W.S.E.	V
(CFS)	(CFS)	(FEET)	(FEET)
Q1	426.00	816.71	2.41
Q2	524.00	818.27	3.26
Q3	1102.50	819.19	3.56
Q25	1811.00	820.24	4.81
Q50	1938.00	821.01	6.76
Q100	2197.00	821.77	5.70
Q200	4612.00	826.55	8.79

ROWY Q13 500

EXIST RT & HWY = 817.22

EXIST LT & HWY = 817.22

EXIST RT & HWY = 817.22

EXIST LT & HWY = 817.22

P:\11395303D-11395-4001\CADD\Sheet\Sheet.P 2:0059.11-PP28.dgn

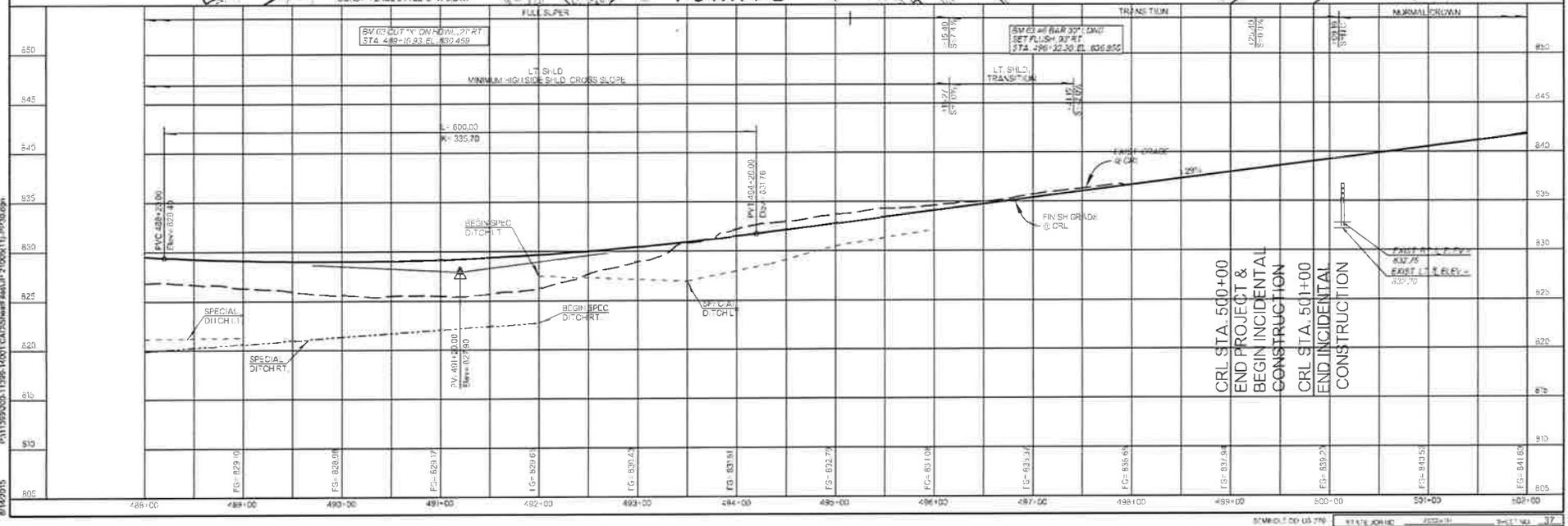
SECTION 15  
T-8-NR-7-E

SECTION 23  
T-8-NR-7-E

OHIO DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
R/W**  
8/14/2015

CURVE #3  
PI STA 489+81.00  
X=240255.8466  
Y=667695.3477  
A=44°10'43.37"RI  
D=275.15374  
T=63.70  
L=164.58  
R=2000.00'  
E=15.19'  
V=55 mm

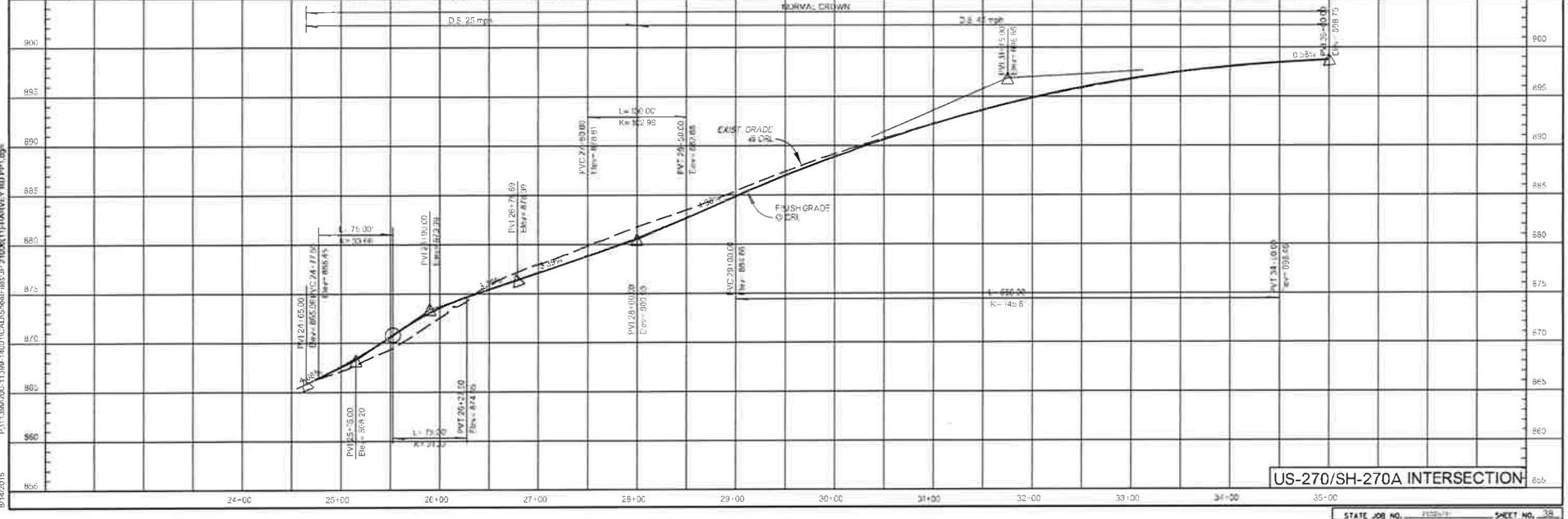
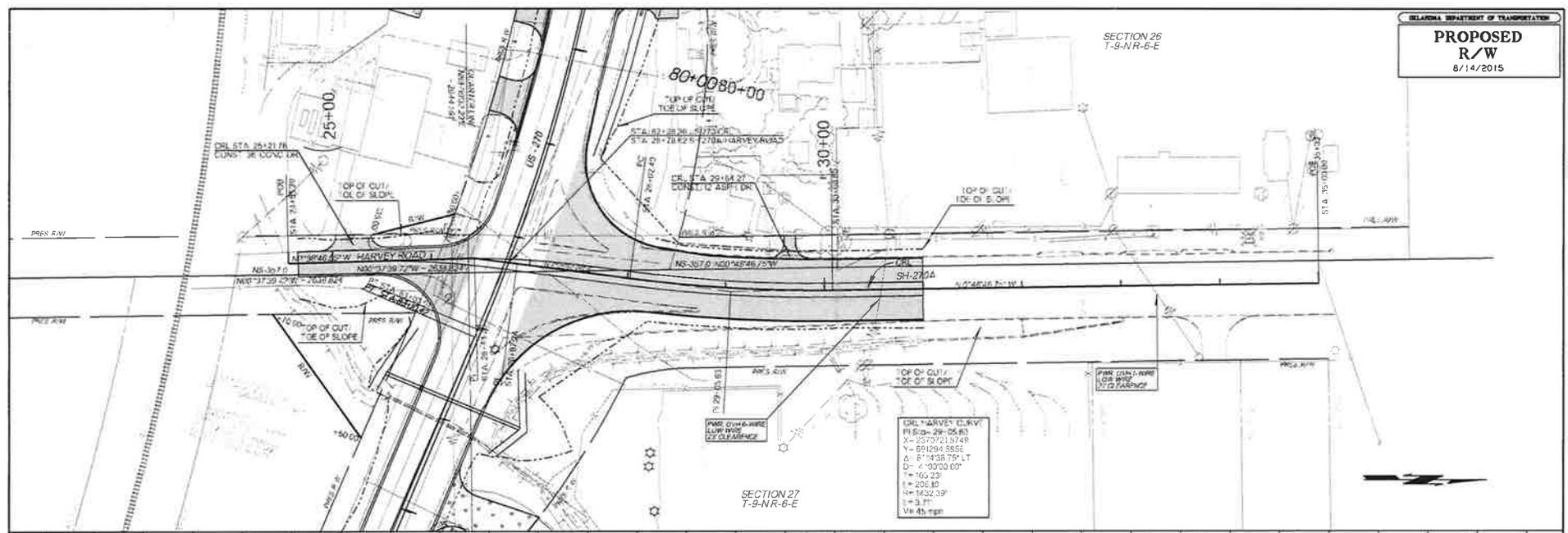
SECTION 22  
T-8-NR-7-E



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SECTION 26  
 T-9-NR-6-E

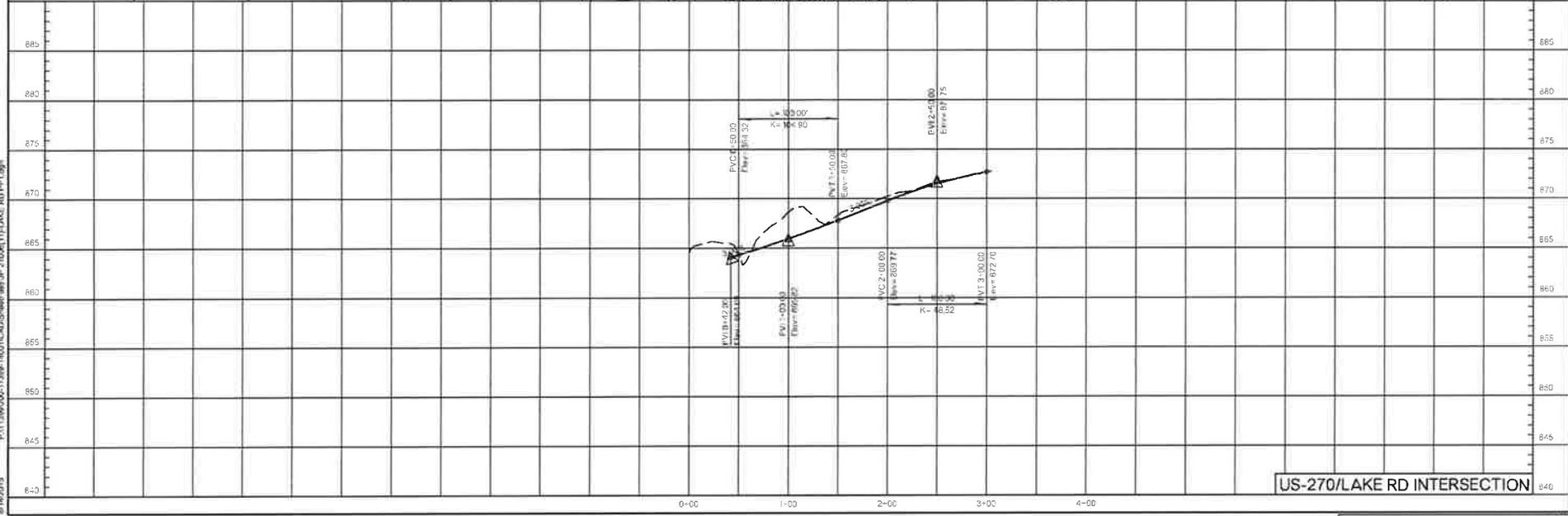
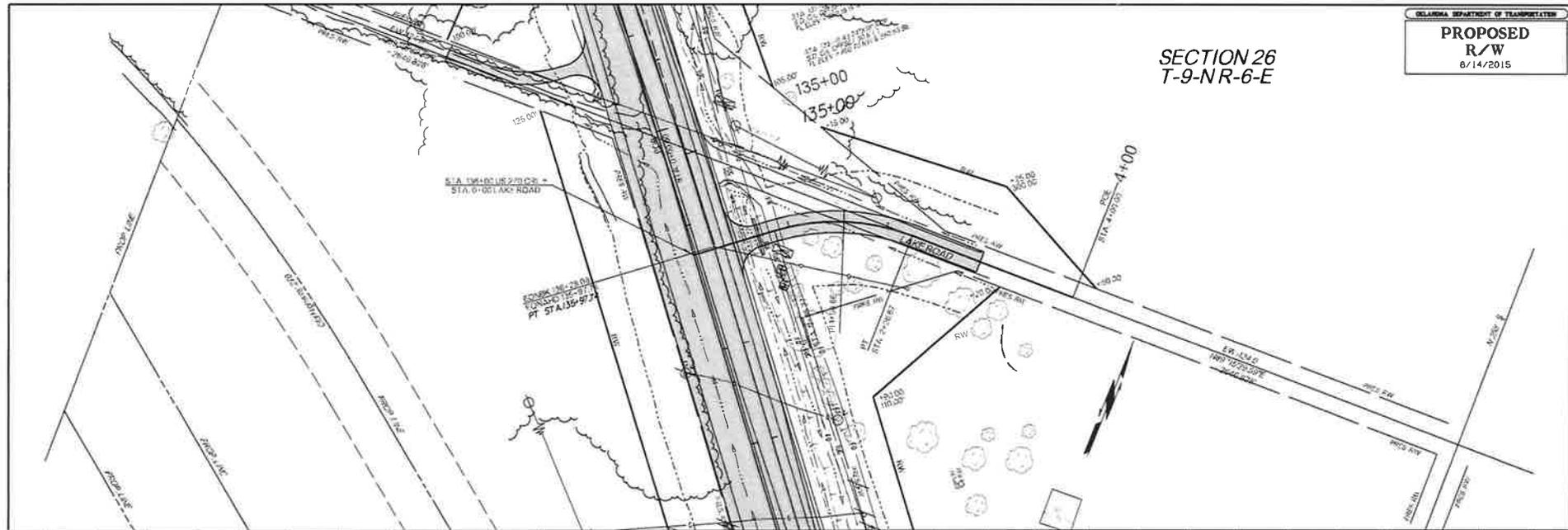
SECTION 27  
 T-9-NR-6-E



**US-270/SH-270A INTERSECTION**

9/14/2015 P:\11389-00-11389-140\CAD\Sheet\865.P 2100X11 HARVEY RD PVI.dwg

**SECTION 26  
T-9-NR-6-E**



**US-270/LAKE RD INTERSECTION**

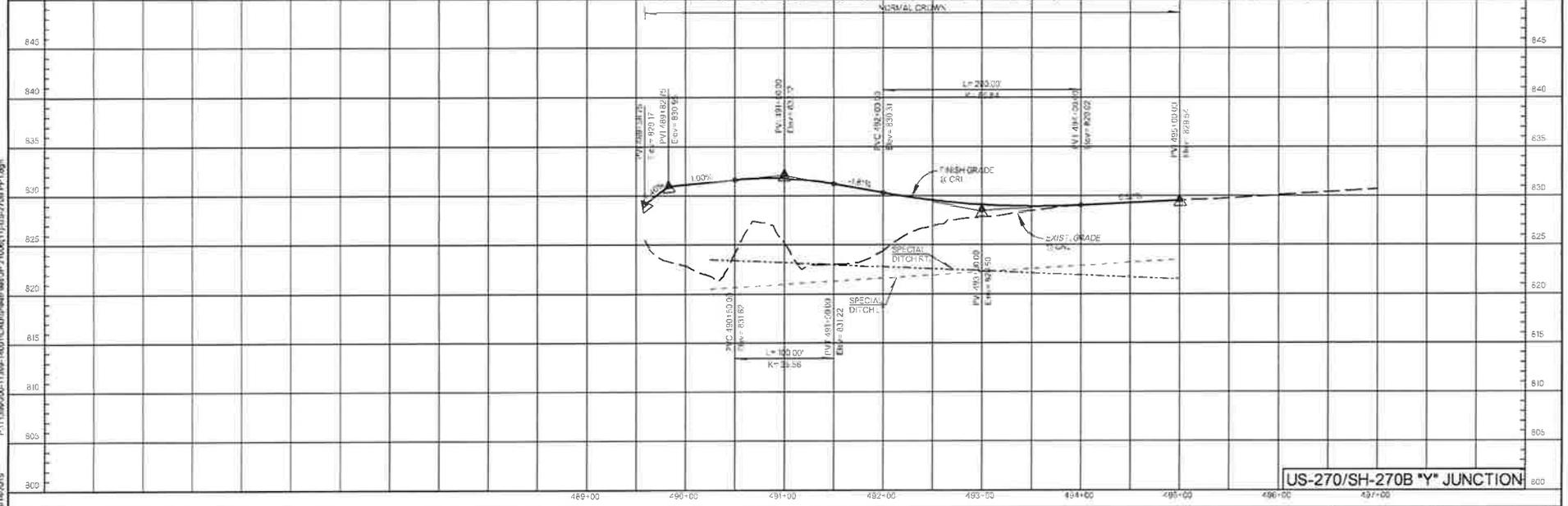
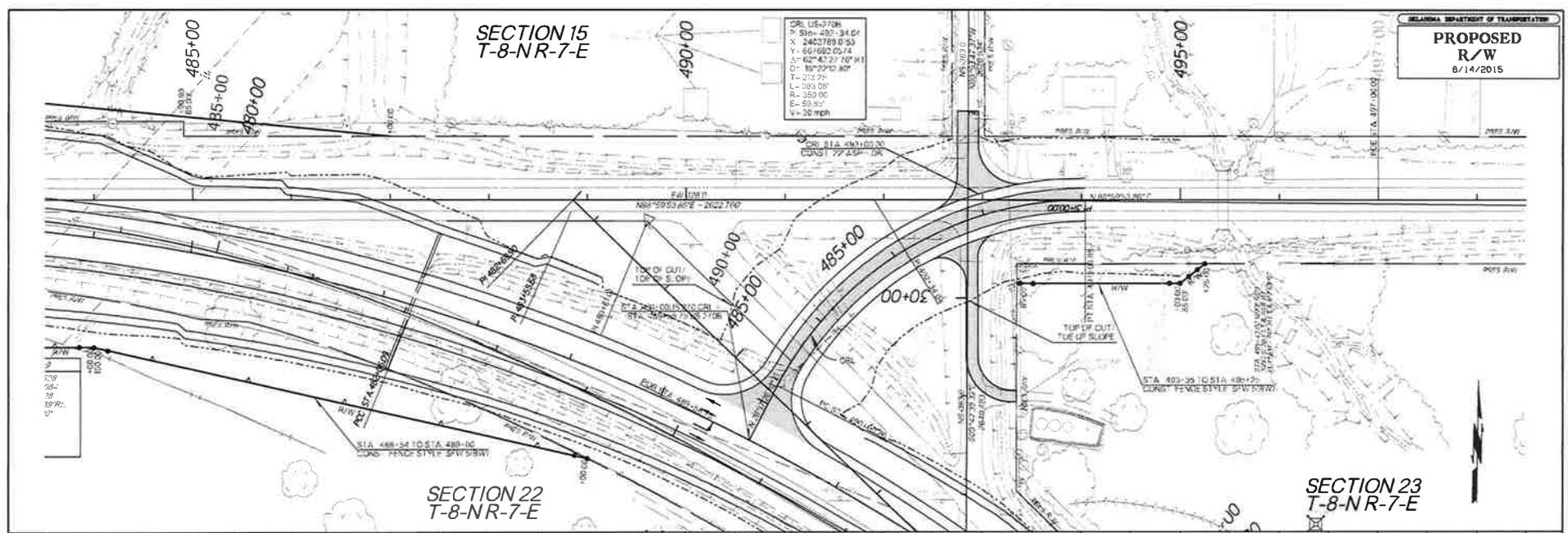


**SECTION 15  
 T-8-NR-7-E**

**SECTION 22  
 T-8-NR-7-E**

**SECTION 23  
 T-8-NR-7-E**

CR. 15+07.00  
 X= 245776.93  
 Y= 601622.0274  
 Δ= 62°42'27" 10" W  
 C= 187.292  
 T= 212.79  
 L= 385.00'  
 R= 350.00'  
 E= 59.81'  
 V= 20 mph



**US-270/SH-270B \*Y\* JUNCTION**

8/14/2015 P:\11389-200-11389-14001\CADD\Sheet\Map\_JP\_21006(11)US-270B\_PP1.dgn

**CURVE DATA**  
 CRL CURVE #3  
 PI STA. 124+10.08  
 $\Delta = 28^{\circ}33'58.31"$  RT.  
 $D = 1^{\circ}54'35.49"$   
 $R = 3000.00'$   
 $T = 763.75'$   
 $L = 1495.72'$   
 $E = 95.69'$   
 $e \text{ SUPER} = 0.0407'$

**INDEX OF SHEETS**  
 XX GENERAL PLAN AND ELEVATION

**THE FOLLOWING STANDARDS**  
**WILL BE REQUIRED**

TR-4-2-00E  
 EJ-SK-03E  
 EJ-DTL-01E  
 HP-1-2-00E  
 B40-C-TR-4-D-1-01E  
 B40-C-TR-4-D-2-01E  
 B40-C-TR-4-WO-01E

**DESIGN DATA**

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

**DESIGN:**  
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7th  
 EDITION WITH INTERIMS THROUGH 2015  
 ANSIAASHTO/AWS D1.5 BRIDGE WELDING CODE  
 ANSIAAWS D1.6 STRUCTURAL WELDING CODE - STAINLESS  
 STEEL

**MATERIAL:**  
 CLASS AA CONCRETE  $F_c = 4,000$  P.S.I.  
 CLASS A CONCRETE  $F_c = 3,000$  P.S.I.  
 REINFORCING STEEL  $F_y = 60,000$  P.S.I.  
 STRUCTURAL STEEL M270 (GRADE 50W)  $F_y = 50,000$  P.S.I.  
 STAINLESS STEEL A240 (TYPE 316)  $F_y = 30,000$  P.S.I.

**FOUNDATION DATA**

**ABUTMENTS (HP 12x53 PILING)**  
 FACTORED PILE REACTION = XX TONS/PILE

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

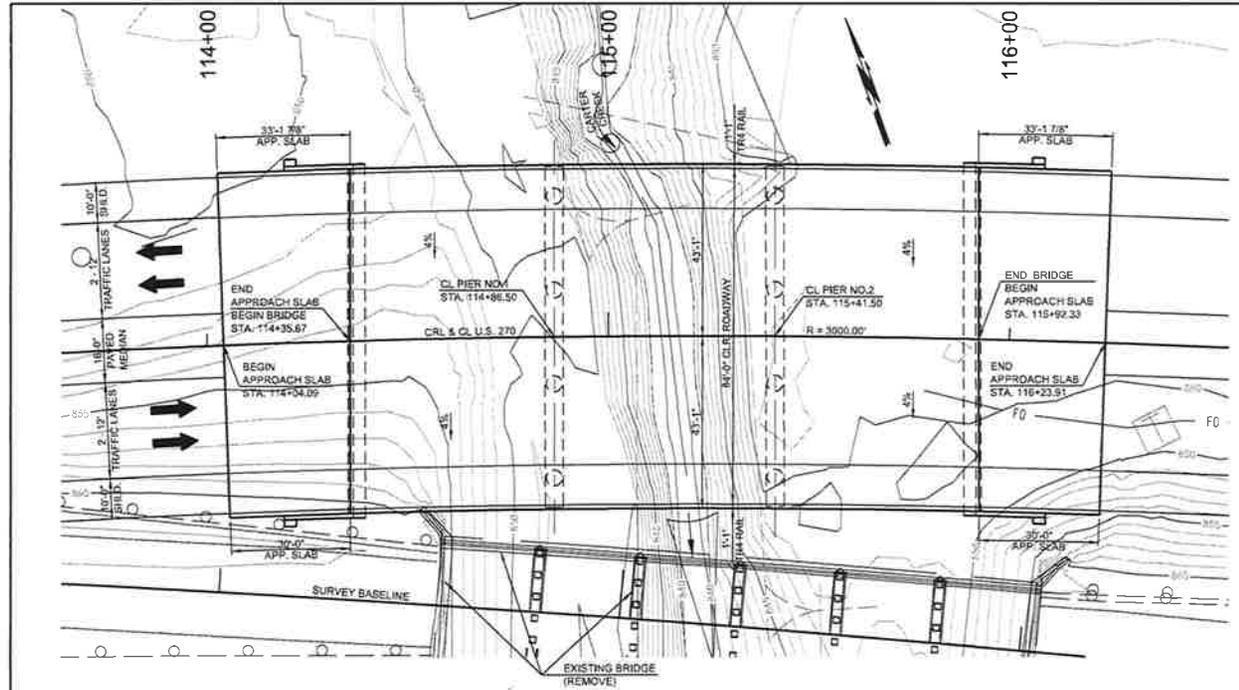
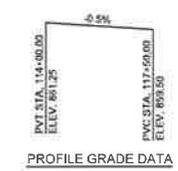
**PIERS (XX" DIAMETER DRILLED SHAFT)**

FACTORED REACTION = XX TONS/SHAFT  
 NOMINAL UNIT BEARING RESISTANCE = XX TSF  
 BEARING RESISTANCE FACTOR = XX  
 FACTORED BEARING RESISTANCE = XX TONS/SHAFT  
 NOMINAL UNIT FRICTION RESISTANCE = XX TSF  
 FRICTION RESISTANCE FACTOR = XX  
 FACTORED FRICTION RESISTANCE = XX TONS/SHAFT  
 DEPTH OF ROCK NEGLECTED FOR FRICTION = XX FEET  
 TOTAL FACTORED RESISTANCE = XX TONS/SHAFT

**HYDRAULIC DATA**

TOTAL DA 15.01 SQ. MILES  
 CONTROLLED DA 5.25 SQ. MILES  
 EFFECTIVE DA 9.76 SQ. MILES

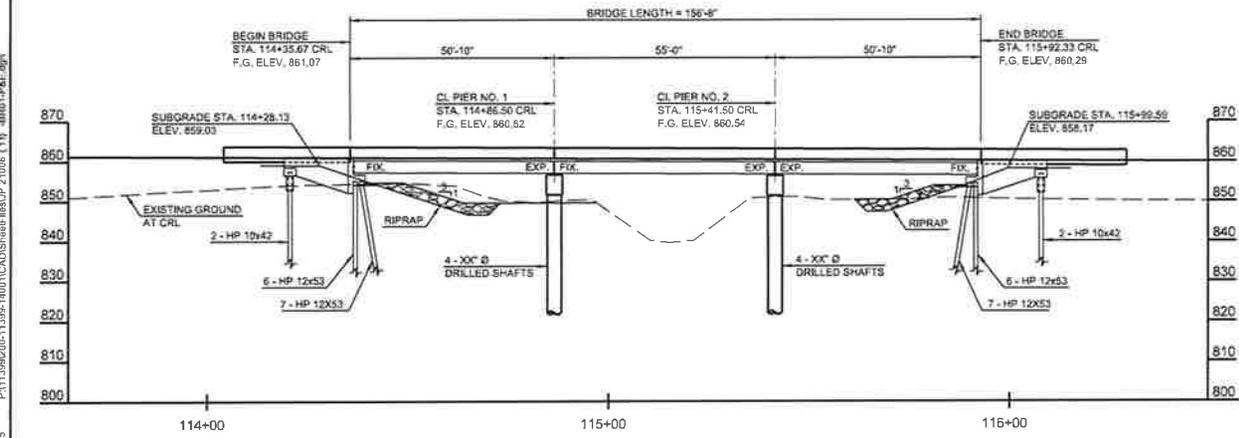
O2	287.33	CFS
V2	1.62	FPS
C.H.W. 2	846.67	FT
Q5	28.13	CFS
V5	1.18	FPS
C.H.W. 5	848.92	FT
Q10	875.26	CFS
V10	2.61	FPS
C.H.W. 10	850.01	FT
Q25	1,603.23	CFS
V25	3.58	FPS
C.H.W. 25	851.30	FT
Q50	1,963.04	CFS
V50	4.21	FPS
C.H.W. 50	851.75	FT
Q100	2,607.15	CFS
V100	5.25	FPS
C.H.W. 100	852.77	FT
Q 500	4,142.22	CFS
V 500	7.99	FPS
C.H.W. 500	854.15	FT
O OT > Q500.		
LOW CHORD	854.93	FT
ROADWAY LOW POINT	856.35	FT
MAX. CALCULATED SCOUR (100)	7.47	FT.
CONTRACTION SCOUR (100)	1.97	FT.
PIER SCOUR (100)	7.08	FT.
MAX. CALCULATED SCOUR (OT)	8.08	FT.
CONTRACTION SCOUR (OT)	7.64	FT.
PIER SCOUR (OT)	7.04	FT.



**EXISTING BRIDGE**  
 6 SPAN STRUCTURE CONSISTING OF 6 -  
 25' CONCRETE SLAB SPANS HAVING A  
 CLEAR ROADWAY WIDTH OF 28'-0"

**PLAN**  
 1"=15'

**PROPOSED BRIDGE DESCRIPTION:**  
 CONSTRUCT 3 SPAN (50'-55'-50')  
 CONCRETE BRIDGE HAVING 84'-0" CLEAR  
 ROADWAY WITH TYPE II PC BEAMS AND  
 TR4 TRAFFIC RAILS OVER CARTER CREEK



**ELEVATION**  
 1"=15'

DESIGN	LWN	3-15
DRAWN	MRM	3-15
CHECKED	-	-
APPROVED	-	-
SOUND	TT	-

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
**GENERAL PLAN AND ELEVATION**  
 3 SPAN (50'-55'-50') TYPE II PC BEAMS  
 CL STA. 115+14.00.  
 STATE JOB NO. 21006104 SHEET NO. 42  
 SEMINOLE CO. U.S. 270

P:\11596200-11395-1400\CAD\Sheet\filea\IP 21006 (11) 40601.P&E.dgn  
 8/13/2015

**CURVE DATA**  
 CRL CURVE #3  
 P.I. STA. 121+10.09  
 $\Delta = 26^{\circ}33'59.31''$  RT.  
 $D = 11^{\circ}15'00.00''$   
 $T = 4574.3195'$   
 $L = 7190.6482'$   
 $R = 5000.00'$   
 $E = 85.89'$   
 $e \text{ Super} = 0.0407'$

**INDEX OF SHEETS - BRIDGE "B"**  
 45 GENERAL PLAN AND ELEVATION

**THE FOLLOWING STANDARDS WILL BE REQUIRED:**

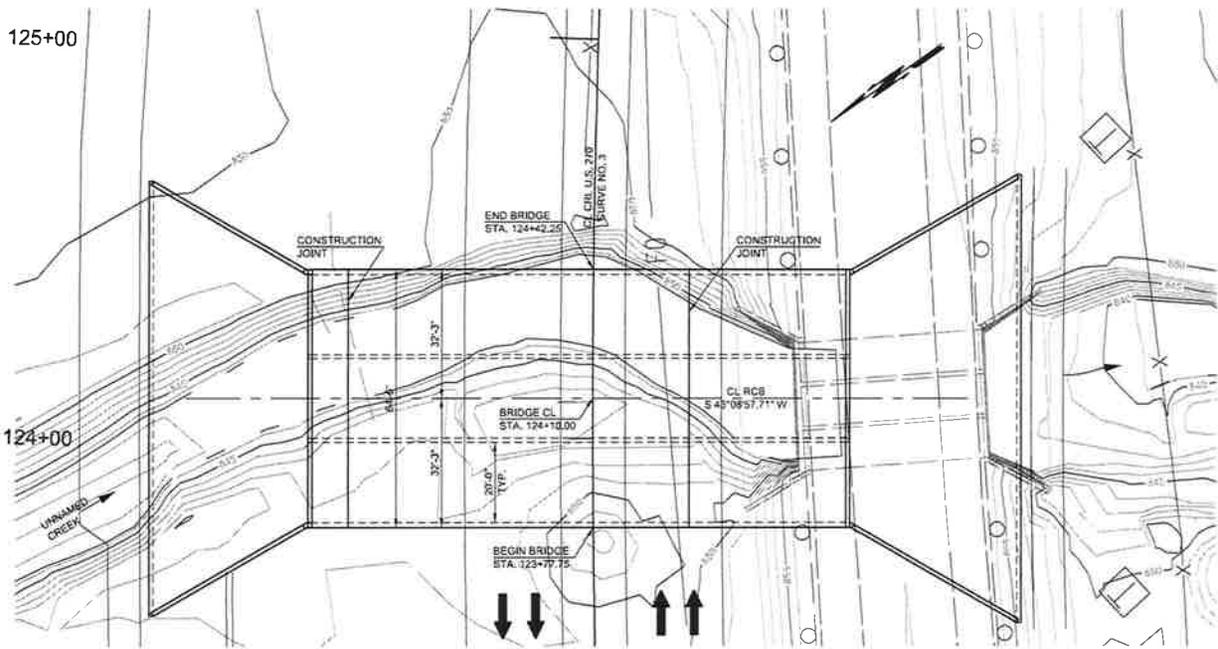
- SB1-4-2
- RCB-C3-20(2-4)-02E
- RCB-E3-H11-0-1-01E
- RCB-E3-H11-0-2-01E
- RCB-E3-H12-0-1-01E
- RCB-E3-H12-0-2-01E
- RCB-CW1-08-0-01E

**DESIGN DATA**

1. DESIGNED IN ACCORDANCE WITH 2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FOURTH EDITION, AND 2008 INTERIMS.
2. DESIGNED FOR HL-93 LOADING AND ODOT OVERLOAD TRUCK.
3. MATERIALS:  
 CONCRETE (CLASS AA)  $f_c = 4$  KSI  
 REINFORCING STEEL  $f_y = 60$  KSI

**HYDRAULIC DATA**

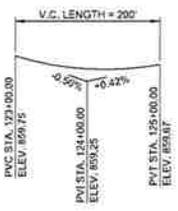
TOTAL DRAINAGE AREA	15.01 SQ. MILES
CONTROLLED DRAINAGE AREA	5.25 SQ. MILES
EFFECTIVE DRAINAGE AREA	9.76 SQ. MILES
RDWAY, OT ELEV.	658.35 FT
Q2	668.67 CFS
V2	1.48 FPS
C.H.W. 2	846.97 FT
Q5	1593.88 CFS
V5	2.84 FPS
C.H.W. 5	848.82 FT
Q10	1905.74 CFS
V10	3.06 FPS
C.H.W. 10	850.01 FT
Q25	2652.77 CFS
V25	3.84 FPS
C.H.W. 25	851.30 FT
Q50	3564.96 CFS
V50	4.75 FPS
C.H.W. 50	851.75 FT
Q100	3964.85 CFS
V100	5.51 FPS
C.H.W. 100	852.37 FT
Q500	5903.79 CFS
V500	8.20 FPS
CHWS00	854.15 FT
Q OT > C500	



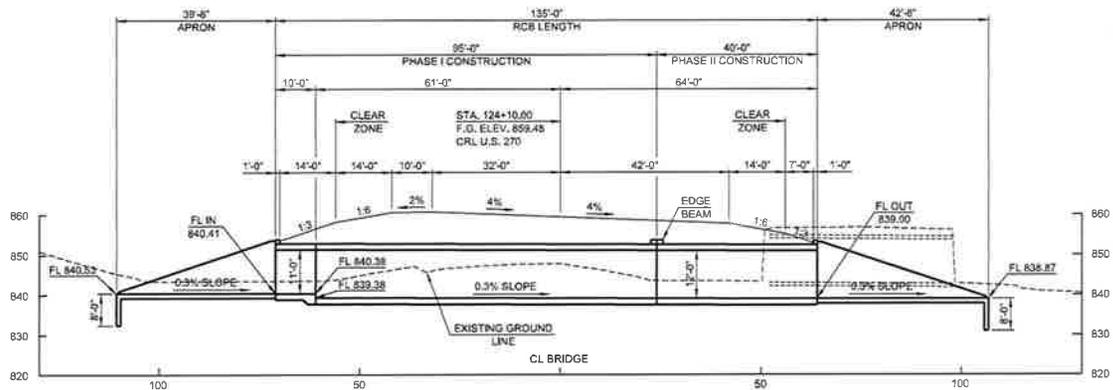
BM 10: #6 BAR 30" LONG  
 SET FLUSH, 63 RT  
 STA. 121+44.89, EL. 852.70

**PLAN**  
 1"=15'

BM 11: CUT "X" WINGWALL  
 OF BOX, 38" RT  
 STA. 127+82.91, EL. 856.51



**PROFILE GRADE DATA**



**ELEVATION**  
 1"=15'

**QUANTITIES - BRIDGE "B"**

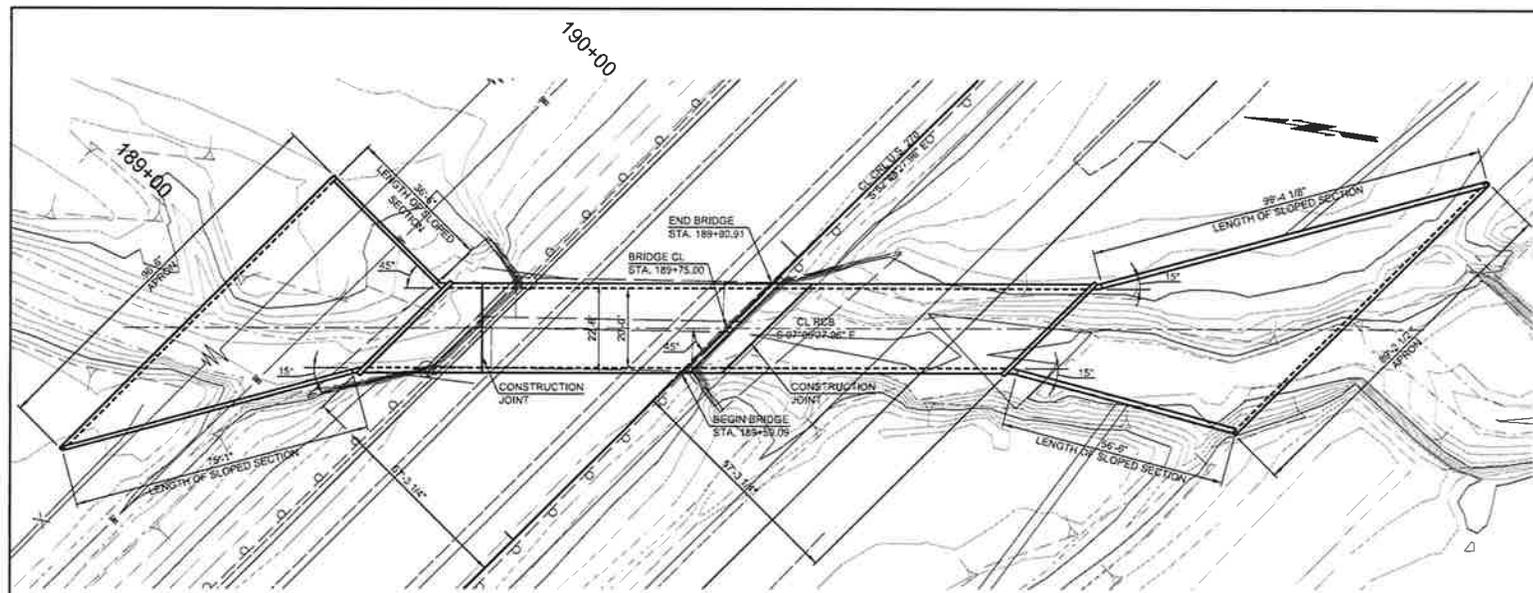
ITEM	UNIT	BARREL	END SECTIONS	TOTAL
UNCLASSIFIED EXCAVATION	CY			
STRUCTURAL EXCAVATION UNCLASSIFIED	CY			
CLASS AA CONCRETE	CY			
REINFORCING STEEL	LB			
REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM			

BRIDGE "B" U.S. 270 OVER UNNAMED CREEK

DESIGN	CNN	3-15
DRAWN	MRM	3-15
CHECKED	-	-
APPROVED	-	-
SQA/QC	TT	-

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
 GENERAL PLAN AND ELEVATION  
 3 CELL - 20'x10' RCB & 20'x12'x12.5' RCB.  
 SKEW 0 DEGREES CL STA. 124+10.00  
 STATE JOB NO. 210061041 SHEET NO. 45  
 SEMINOLE CO. U.S. 270

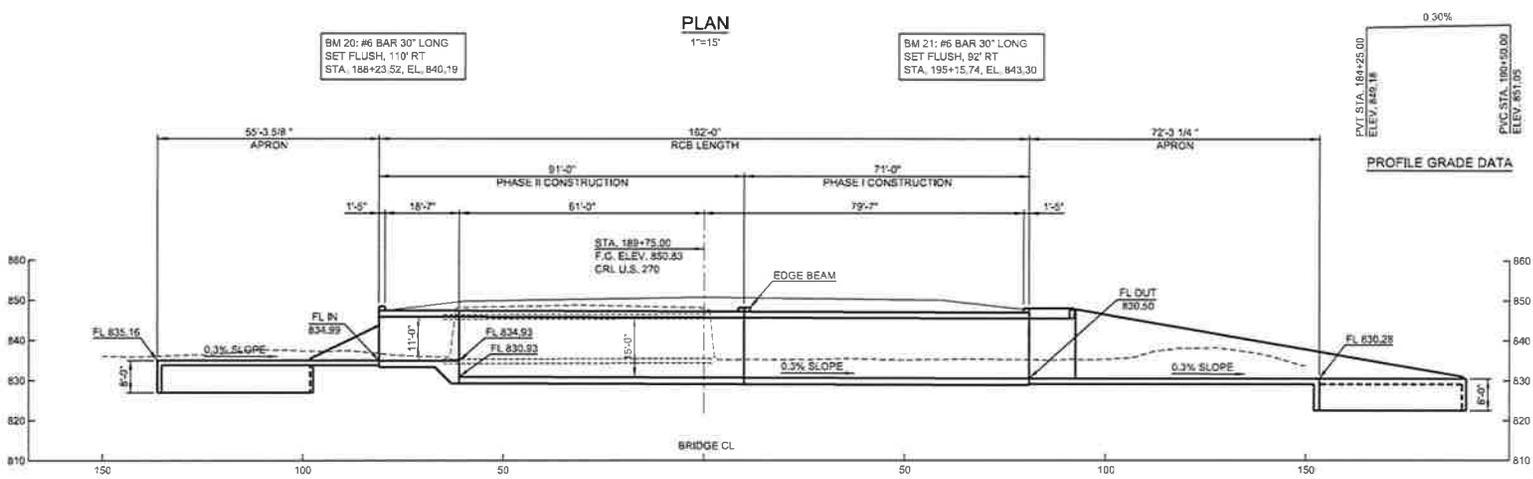
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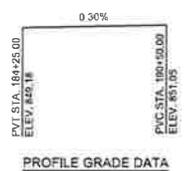
**PLAN**  
1"=15'

BM 20: #6 BAR 30" LONG  
 SET FLUSH, 110' RT  
 STA. 188+23.52, EL. 840.19

BM 21: #6 BAR 30" LONG  
 SET FLUSH, 92' RT  
 STA. 195+15.74, EL. 843.30



**ELEVATION**  
1"=15'



**PROFILE GRADE DATA**

**INDEX OF SHEETS - BRIDGE "D"**  
 45B GENERAL PLAN AND ELEVATION

**THE FOLLOWING STANDARDS WILL BE REQUIRED:**  
 SBI-4-2  
 RCB-C-1-20(2-10)-01E

**DESIGN DATA**

- DESIGNED IN ACCORDANCE WITH 2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FOURTH EDITION, AND 2008 INTERIMS.
- DESIGNED FOR HL-93 LOADING AND ODOT OVERLOAD TRUCK.
- MATERIALS:**  
 CONCRETE (CLASS AA)  $f_c = 4$  KSI  
 REINFORCING STEEL  $F_y = 60$  KSI

**HYDRAULIC DATA**

DRAINAGE AREA	1.46 SQ. MILES
RDWY, OT ELEV.	848.95 FT
Q2	338.00 CFS
V2	4.63 FPS
CHW2	840.05 FT
Q5	684.00 CFS
V5	6.79 FPS
CHW5	841.65 FT
Q10	1050.00 CFS
V10	8.90 FPS
CHW10	842.16 FT
Q25	1640.00 CFS
V25	11.41 FPS
CHW25	844.16 FT
Q50	2000.00 CFS
V50	12.35 FPS
CHW50	845.51 FT
Q100	2510.00 CFS
V100	13.77 FPS
CHW100	847.31 FT
Q500	3810.00 CFS
V500	10.04 FPS
CHW500	850.18 FT
Q OT	2847.00 CFS
V OT	14.80 FPS
CHW OT	848.95 FT
OT FREQ.	158 YRS

QUANTITIES - BRIDGE "D"				
ITEM	UNIT	BARREL	END SECTIONS	TOTAL
UNCLASSIFIED EXCAVATION	CY			
STRUCTURAL EXCAVATION UNCLASSIFIED	CY			
CLASS AA CONCRETE	CY			
REINFORCING STEEL	LB			
REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM			

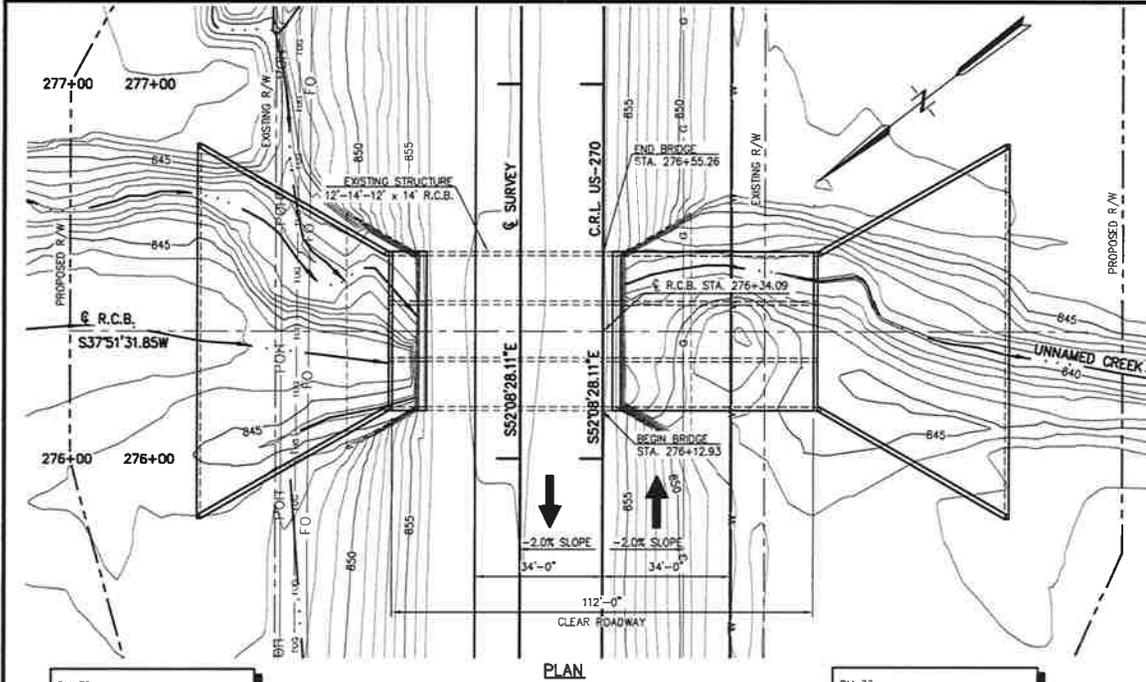
BRIDGE "D" U.S. 270 OVER UNNAMED CREEK

DESIGN	LWN	3-15
DRAWN	MRM	3-15
CHECKED	-	-
APPROVED	-	-
SQA/QC	TT	

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
**GENERAL PLAN AND ELEVATION**  
 1 CELL - 20'x11'x20' RCB & 20'x15'x142' RCB, SKEW  
 45 DEGREES R.F. CL STA. 189+75.00  
 STATE JOB NO. 2100B(04) SHEET NO. 45B  
 SEMINOLE CO. U.S. 270

P:\1139820C-1139B-1001\CAD\Sheet\PLUP 2100B (11) -BRN\PLAN - D.dwg  
 8/14/2015

**PROPOSED R/W PLANS  
7-15-2015**



**SHEET NO.**

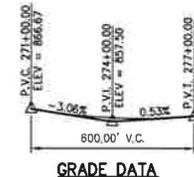
X-X	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
46	GENERAL PLAN AND ELEVATION
XX-XX	DETAILS OF R.C.B. EXTENSION

**INDEX OF SHEETS**

**TITLE**

**STANDARDS**

SBI-4-2



**GRADE DATA**

**HYDRAULIC DATA**

TOTAL D.A. = 2.40 SQ. MI.  
CONTROLLED D.A. = 0.00 SQ. MI.  
EFFECTIVE D.A. = 2.40 SQ. MI.

Q2 = 430 CFS	Q50 = 2,480 CFS
V2 = 1.40 FPS	V50 = 5.61 FPS
CHW2 = 847.30 FT	CHW50 = 852.60 FT
Q5 = 868 CFS	Q100 = 3,090 CFS
V5 = 2.35 FPS	V100 = 6.62 FPS
CHW5 = 848.88 FT	CHW100 = 853.81 FT
Q10 = 1,300 CFS	Q500 = 4,720 CFS
V10 = 3.31 FPS	V500 = 8.87 FPS
CHW10 = 850.06 FT	CHW500 = 856.75 FT
Q25 = 2,010 CFS	
V25 = 4.75 FPS	
CHW25 = 851.63 FT	

**LOAD AND RESISTANCE FACTOR DESIGN DATA**

CLASS AA CONCRETE  $f'_c = 4,000$  p.s.i.  
REINFORCING STEEL (GRADE 60)  $f_y = 60,000$  p.s.i.  
LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION WITH 2015 INTERIMS

L.F.D. OPERATING RATING: HS XX

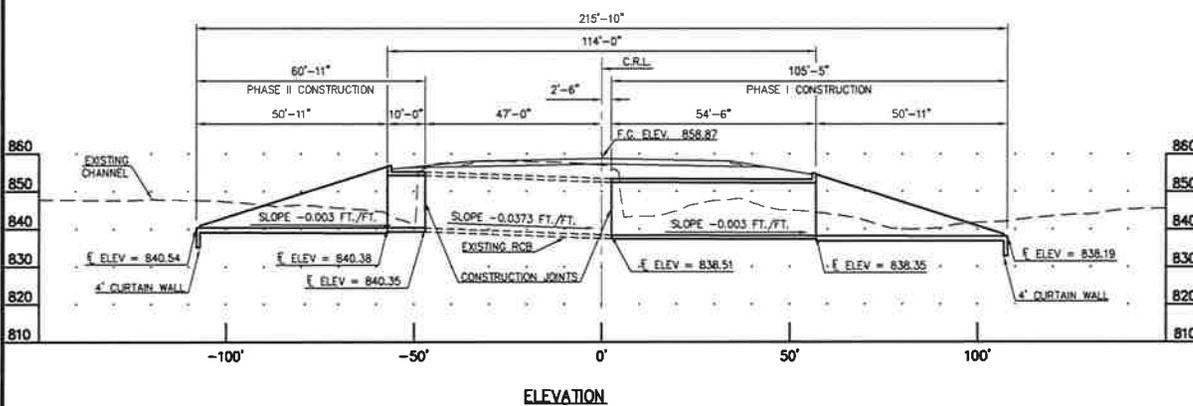
**UTILITIES**

- |  |  |
|--|--|
| TELEPHONE - AT&T                       | GAS - ONE OK                           |
| TELEPHONE - SOUTHWESTERN BELL          | GAS - SUNOCO                           |
| TELEPHONE - COX                        | GAS - BLUE KNIGHT ENERGY PARTNERS      |
| TELEPHONE - BCI ALLEGIANCE             | GAS - ATLANTIC RICHFIELD               |
| TELEPHONE - MIDCONTINENT               | GAS - ENERFIN RESOURCES                |
| TELEPHONE - SEMCRUDE TELEPHONE         | GAS - CENTERPOINT ENERGY               |
| ELECTRIC - CANADIAN VALLEY ELEC. CO-OP | GAS - SCISSOR TAIL                     |
| SANITARY SEWER - CITY OF SEMINOLE      | GAS - COPANO                           |
|  | WATER - BOWLEGS LIMA WATER DIST., INC. |
|  | WATER - CITY OF SEMINOLE               |

BM 32  
#6 BAR 30" LONG SET FLUSH,  
62' LT., STA. 272+74.31  
ELEV. 857.710

NOTE: ALL STATIONING ALONG  $\bar{C}$  SURVEY

BM 33  
#6 BAR 30" LONG SET FLUSH,  
63' LT., STA. 279+69.98  
ELEV. 849.744



NOTE: ALL DIMENSIONS AND ELEVATIONS ARE ALONG  $\bar{C}$  R.C.B.

**ITEMIZED QUANTITIES**

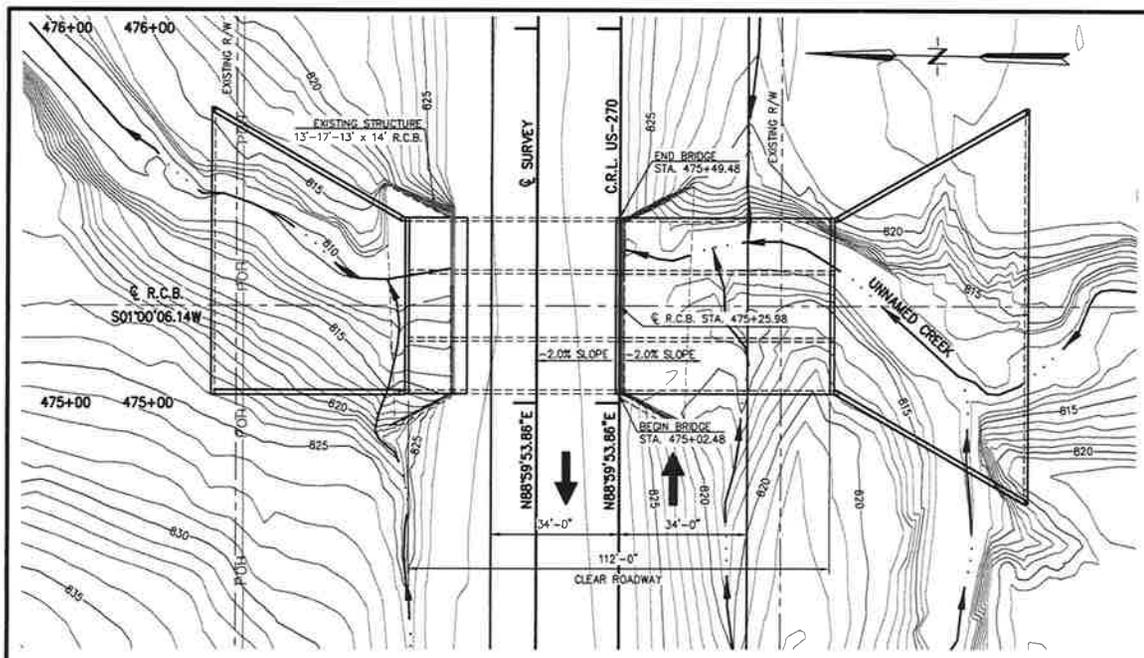
ITEM	UNIT	PHASE I	PHASE II	TOTAL
UNCLASSIFIED EXCAVATION	CY	3520.00	1740.00	5260.00
STRUCTURAL EXCAVATION UNCLASSIFIED	CY	500.00	290.00	790.00
GRANULAR BACKFILL	CY	85.00	445.00	530.00
REMOVAL OF CULVERT END	EA	1.00	1.00	2.00
CLASS AA CONCRETE	CY	533.10	296.50	829.60
REINFORCING STEEL	LB	82,730.00	33,070.00	115,800.00

THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING STATIONS, ELEVATIONS AND DIMENSIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES FROM THE STATIONS, ELEVATIONS AND DIMENSIONS SHOWN IN THESE PLANS.

DESIGN EAL	5/15	US-270 OVER UNNAMED CREEK	SEMINOLE COUNTY
DETAIL EAL	5/15	BRIDGE "F"	
CHECK SAN	5/15	<b>GENERAL PLAN AND ELEVATION</b>	
EXTEND 12'-14" x 14" R.C.B. 10'-0" LT. & 54'-6" RT.			
112' CLEAR ROADWAY, $\bar{C}$ STA. 276+34.09			
NICHOLLS CONSULTING		STATE JOB PIECE NO. 21006(04)	SHEET NO. 46

S:\JDB5\Tetra Tech\NC-1402-Us-270 over Unnamed Creeks\DWG\Unnamed Creeks - GPE.dwg, GPE F, 6/18/2015 12:00:49 PM

**PROPOSED R/W PLANS  
7-15-2015**



**PLAN**

BM 58  
#5 BAR 30" LONG SET FLUSH,  
71" RL, STA. 486+88.17  
ELEV. B37.911

NOTE: ALL STATIONING ALONG  $\phi$  SURVEY

BM 60  
#5 BAR 30" LONG SET FLUSH,  
77" LT, STA. 480+65.47  
ELEV. B22.029

**INDEX OF SHEETS**

SHEET NO.	TITLE
X-X	GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)
47	GENERAL PLAN AND ELEVATION
XX-XX	DETAILS OF R.C.B. EXTENSION

**STANDARDS**

SRI-4-2



**GRADE DATA**

**HYDRAULIC DATA**

TOTAL D.A. = 7.90 SQ. MI.  
CONTROLLED D.A. = 7.20 SQ. MI.  
EFFECTIVE D.A. = 0.70 SQ. MI.

Q2 = 456 CFS	Q50 = 1,836 CFS
V2 = 2.41 FPS	V50 = 5.15 FPS
CHW2 = 816.71 FT	CHW50 = 821.01 FT
Q5 = 824 CFS	Q100 = 2,192 CFS
V5 = 3.28 FPS	V100 = 5.70 FPS
CHW5 = 818.27 FT	CHW100 = 821.77 FT
Q10 = 1,105 CFS	Q500 = 4,612 CFS
V10 = 3.86 FPS	V500 = 8.79 FPS
CHW10 = 819.16 FT	CHW500 = 825.55 FT
Q25 = 1,511 CFS	
V25 = 4.61 FPS	
CHW25 = 820.24 FT	

**LOAD AND RESISTANCE FACTOR DESIGN DATA**

CLASS AA CONCRETE  $f_c = 4,000$  p.s.i.  
REINFORCING STEEL (GRADE 60)  $f_y = 60,000$  p.s.i.  
LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK  
DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION WITH 2015 INTERIMS  
L.F.D. OPERATING RATING: HS XXX

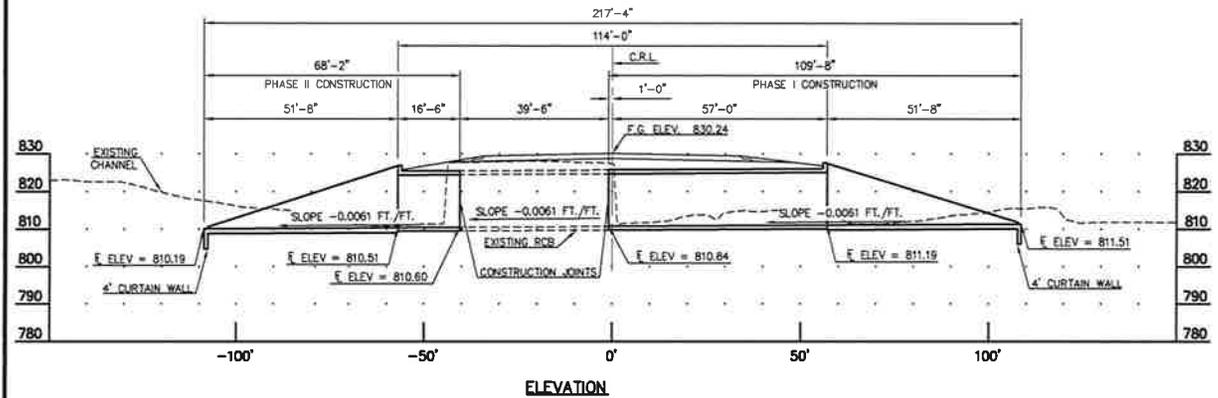
**UTILITIES**

- |  |                                       |
|--|---------------------------------------|
| TELEPHONE - AT&T                       | GAS - ONE OK                          |
| TELEPHONE - SOUTHWESTERN BELL          | GAS - SUNDOD                          |
| TELEPHONE - COX                        | GAS - BLUE KNIGHT ENERGY PARTNERS     |
| TELEPHONE - BCI ALLEGIANCE             | GAS - ATLANTIC RICHFIELD              |
| TELEPHONE - MIDCONTINENT               | GAS - ENERFIN RESOURCES               |
| TELEPHONE - SEMCRUDE TELEPHONE         | GAS - CENTERPOINT ENERGY              |
| ELECTRIC - CANADIAN VALLEY ELEC. CO-OP | GAS - SOISSOR TAIL                    |
| SANITARY SEWER - CITY OF SEMINOLE      | GAS - COPANO                          |
|  | WATER - BOWLEGS LIMA WATER DIST, INC. |
|  | WATER - CITY OF SEMINOLE              |

**ITEMIZED QUANTITIES**

ITEM	UNIT	PHASE I	PHASE II	TOTAL
UNCLASSIFIED EXCAVATION	CY	3140.00	3520.00	6660.00
STRUCTURAL EXCAVATION UNCLASSIFIED	CY	575.00	350.00	925.00
GRANULAR BACKFILL	CY	135.00	475.00	610.00
REMOVAL OF CULVERT END	EA	1.00	1.00	2.00
CLASS AA CONCRETE	CY	582.70	341.00	923.70
REINFORCING STEEL	LB	94,950.00	41,320.00	136,270.00

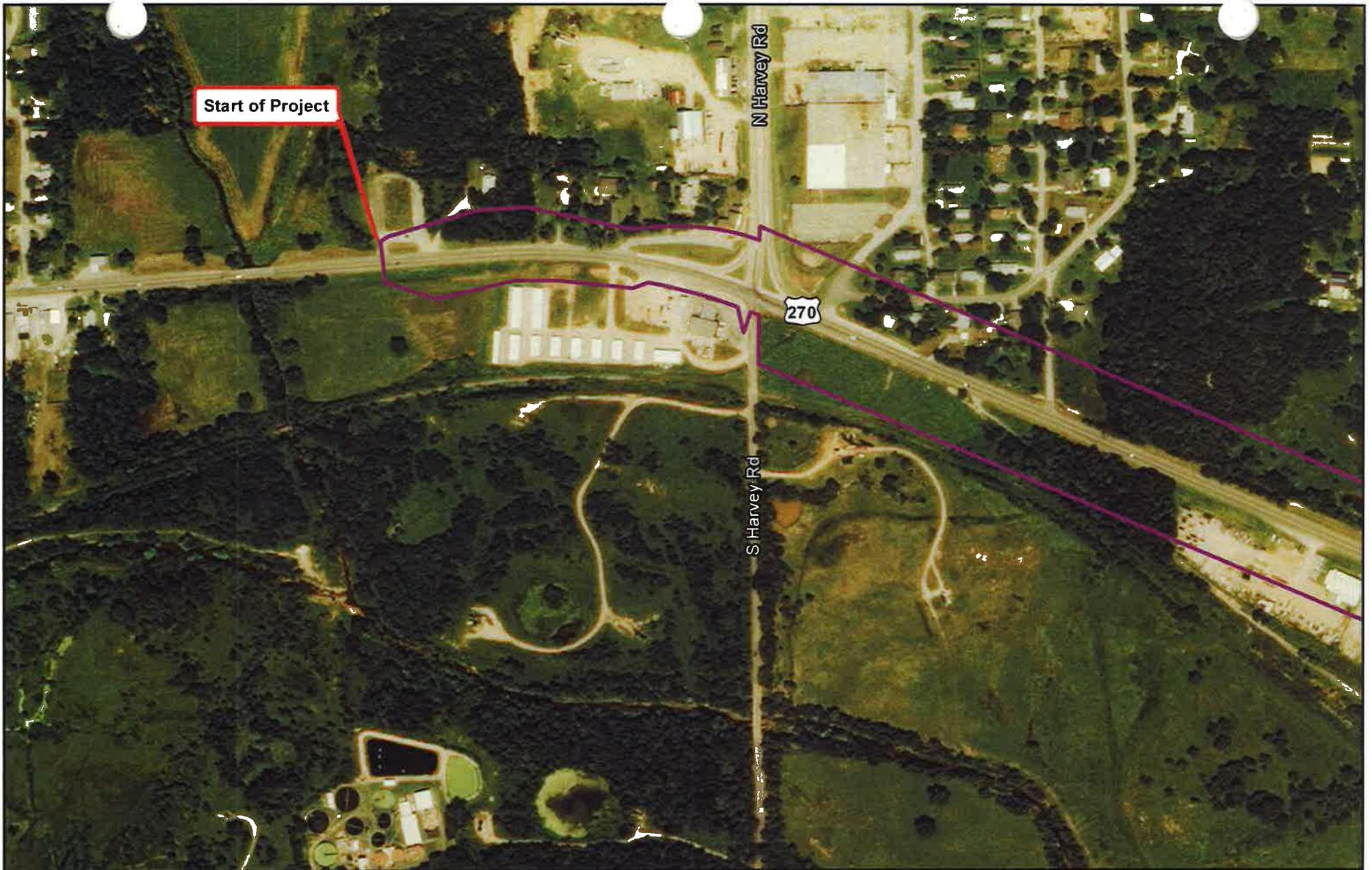
THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING STATIONS, ELEVATIONS AND DIMENSIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES FROM THE STATIONS, ELEVATIONS AND DIMENSIONS SHOWN IN THESE PLANS.



**ELEVATION**

NOTE: ALL DIMENSIONS AND ELEVATIONS ARE ALONG  $\phi$  R.C.B.

DESIGN	EAL	5/15	US-270 OVER UNNAMED CREEK	SEMINOLE COUNTY
DETAIL	EAL	5/15	BRIDGE "1"	
CHECK	SJN	5/15	<b>GENERAL PLAN AND ELEVATION</b>	
			EXTEND 13'-17'-13" x 14' R.C.B. 16'-0" LT. & 58'-0" RT. 112' CLEAR ROADWAY, $\phi$ STA. 475+25.98	
	NICHOLLS			
	CONSULTING		STATE JOB PIECE NO. 21006(04)	SHEET NO. 47



Start of Project

N Harvey Rd

270

S Harvey Rd

**NEPA Study Area**

**US-270  
Seminole County, OK  
J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

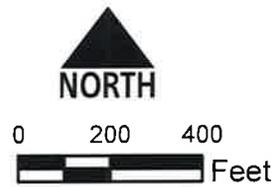




**NEPA Study Area**

**US-270  
Seminole County, OK  
J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

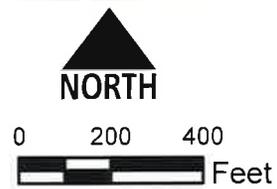


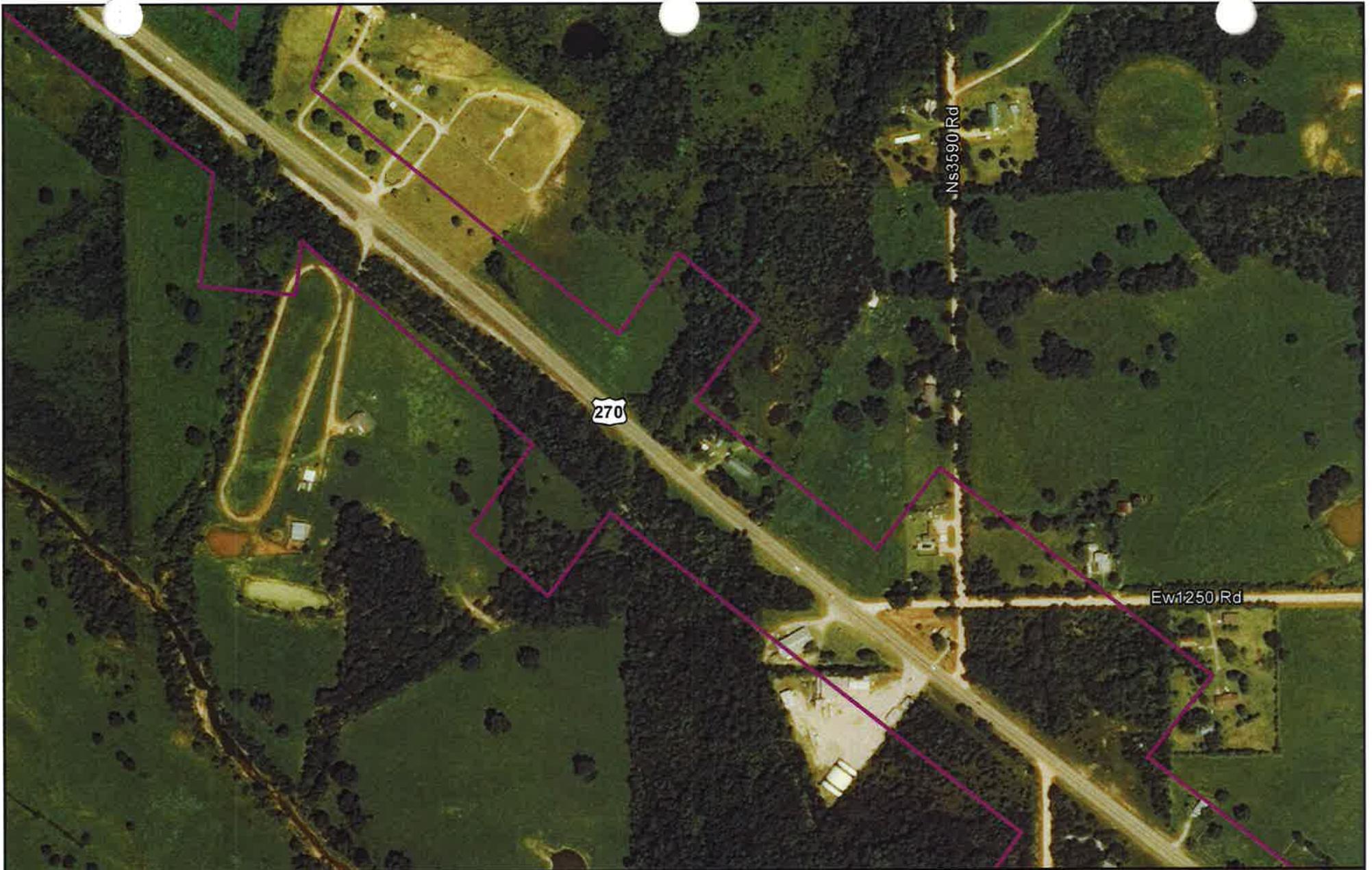


**NEPA Study Area**

**US-270  
Seminole County, OK  
J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015





**NEPA Study Area**

**US-270  
Seminole County, OK  
J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015



0 200 400  
 Feet





**NEPA Study Area**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

 **NORTH**

0 200 400  
 Feet





Ns3600 Rd

270

Ew1260 Rd

Ew126 Rd

**NEPA Study Area**

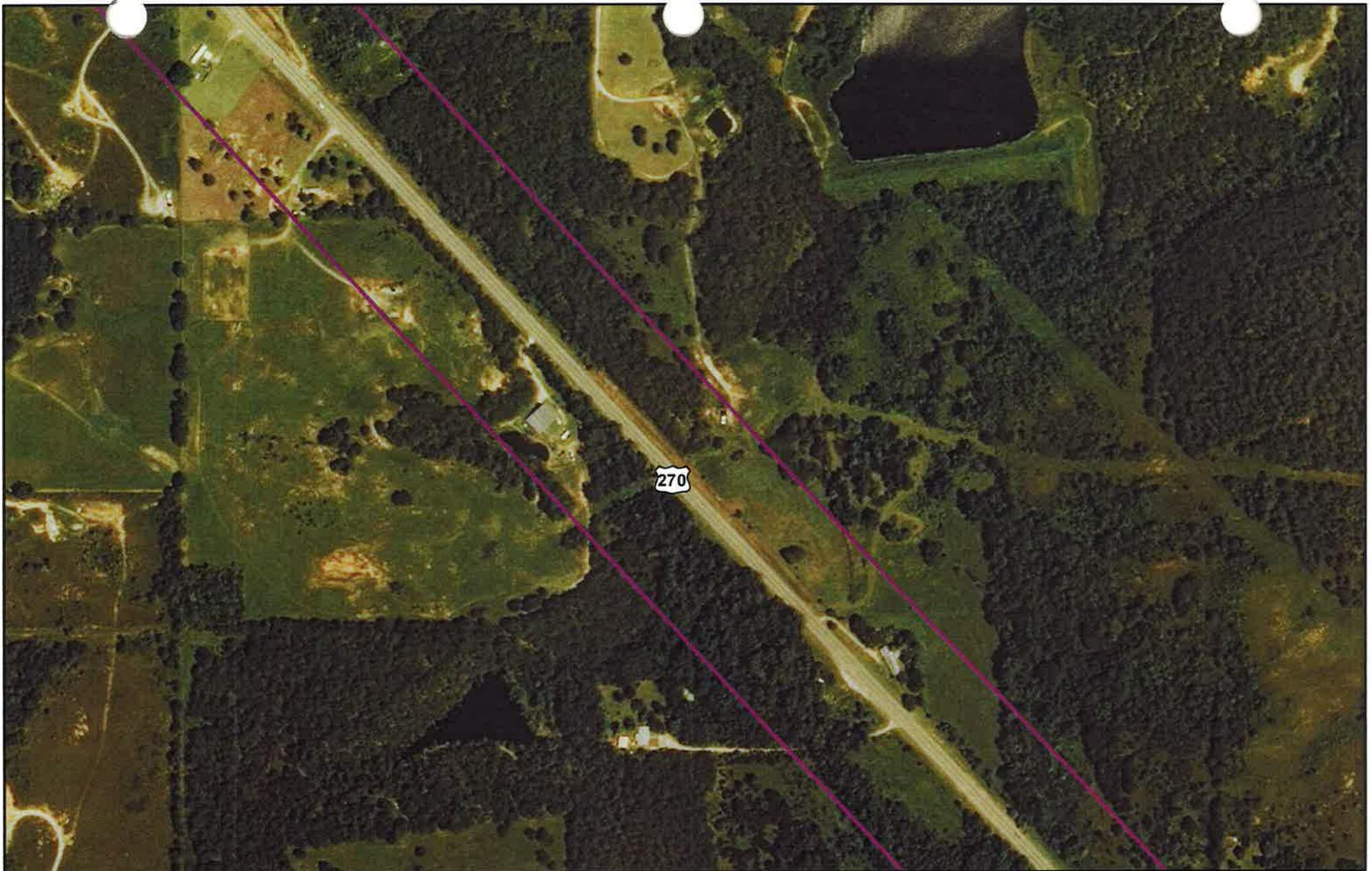
**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

  
**NORTH**

0 200 400  
 Feet





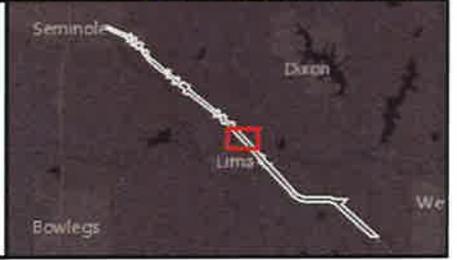
**NEPA Study Area**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

  
**NORTH**

0 200 400  
 Feet

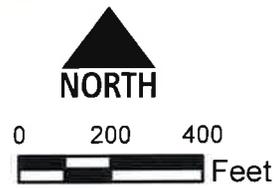




**NEPA Study Area**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

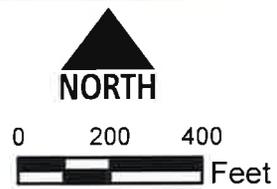




**NEPA Study Area**

**US-270  
Seminole County, OK  
J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015





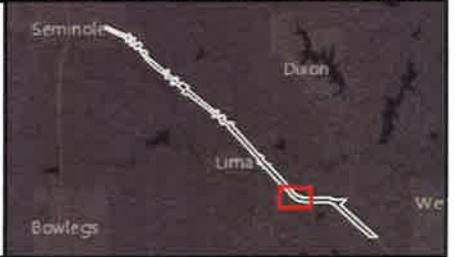
**NEPA Study Area**

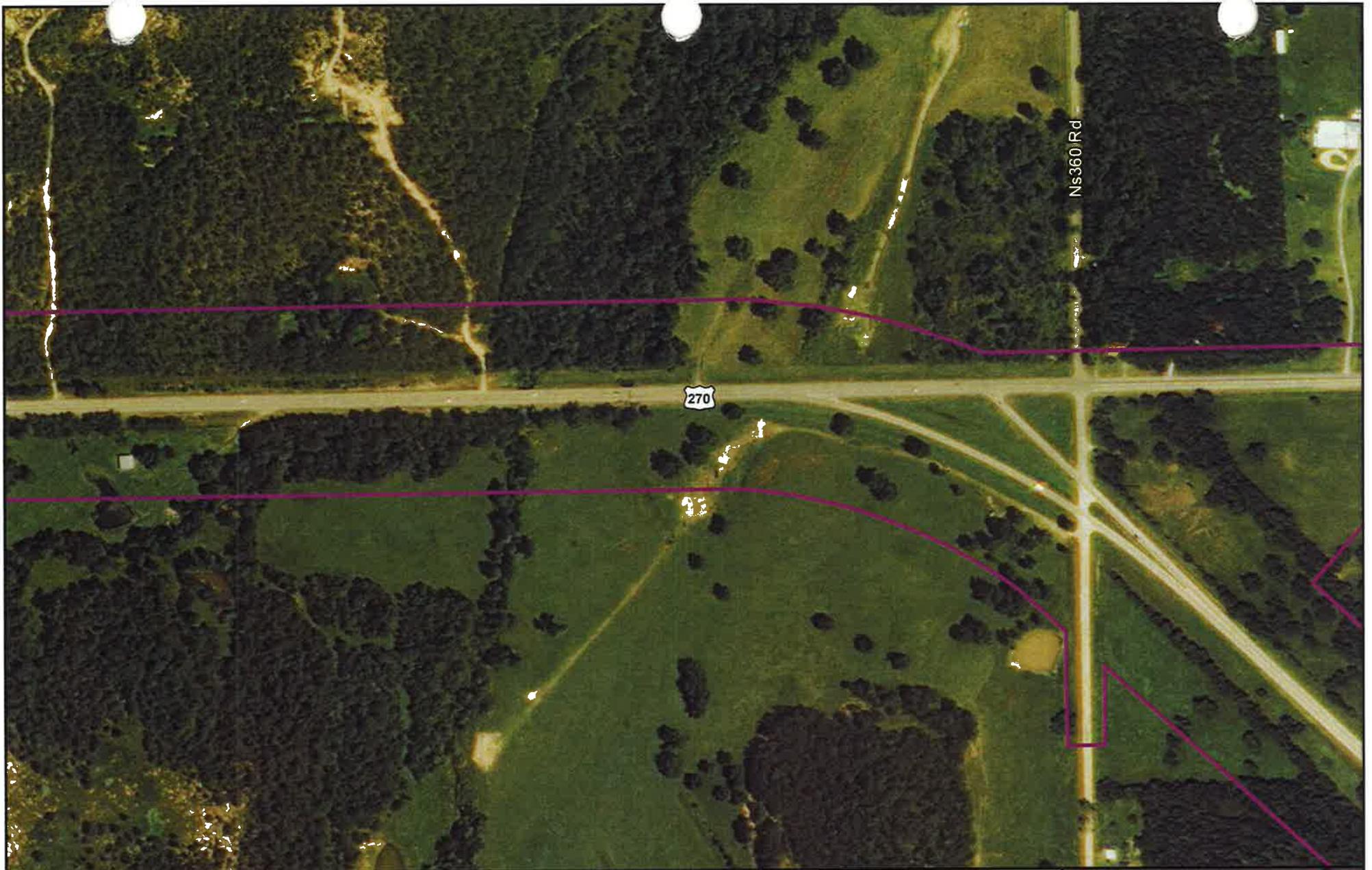
**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

  
**NORTH**

0 200 400  
 Feet

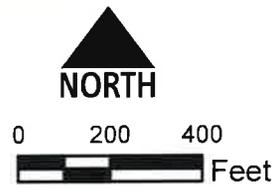




**NEPA Study Area**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015





**NEPA Study Area**

**US-270  
Seminole County, OK  
J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015

 **NORTH**

0 200 400  
 Feet

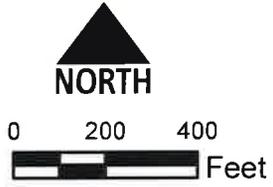




**NEPA Study Area**

**US-270  
Seminole County, OK  
J/P 21006(04)(07)(11)**

 Updated NEPA Study Area 7-22-2015



# **PUBLIC INVOLVEMENT**

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## Scott Stegmann

---

**From:** Robert Payao <RPAYAO@ODOT.ORG>  
**Sent:** Wednesday, March 9, 2016 8:06 AM  
**To:** mr.terrysmith@sbcglobal.net  
**Subject:** Public comments: US-270 Seminole JP# 21006(04)(07)(11)

Mr. & Mrs. Smith,

Thank you for your comment of the proposed US-270 project. Regarding any right of way acquisition or potential relocations of your home or out-buildings, you will be contacted by ODOT's service provider during the right-of-way negotiation and acquisition phase and fully explained the options available.

Thanks again for your comment.

Robert M. Payao, CPM  
Environmental Project Manager Division 3  
Oklahoma Dept. of Transportation  
200 N.E. 21 St., Rm 3D-2A  
Oklahoma City, OK 73105-3204  
Office 405-521-2312 Fax:405-522-5193



RECEIVED

OCT 27 2015

ENVIRONMENTAL PROGRAMS DIV.

# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## PROPOSED US-270 IMPROVEMENTS

09/29/2015  
Seminole County, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

PLEASE SUBMIT YOUR COMMENTS BY: 10/13/2015

Name: TERRY + ELLA Smith		Business / Organization:	
Address: 35818E. Hwy 270		City: Seminole	State: OK
Phone Number: 405-203-5705		Zip Code: 74868	
Email Address: mr.terrysmith@sbcglobal.net			

"I have the following comment(s) or question(s) about the proposed project to improve US-270 in Seminole County, OK."

My wife is a 100% disabled American Veteran, physically disabled not mentally. I am disabled with diabetes, Heart disease, Coronary Artery Disease and arthritis. We managed to buy our property (and home and make improvements with cash money (no loans no mortgages). We knew our health was deteriorating and wanted to own a place and make as many improvements as we could, to make the property the way we wanted it before our ~~last~~ health gave out completely.

Well we are at the point that most of the improvements have been made over the past 8 years, and due to health restrictions now there is no way my wife (Ella Smith) and I could relocate and prepare or fix the new property the way we have our current property. Not having the health to make the future improvements it would have to be hired out, and that would take a briefcase full of money to do. Several reasons we chose this property one being earning potential of road side sales of agriculture equipment & misc. items, we are not

wi

OVER →

Comments on this project can be submitted in several ways, including but not limited to:

**By US Mail or Dropoff:**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL PROGRAMS DIVISION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204

**By Fax:**  
Fax: (405) 522-5193

**By Email:**  
environment@odot.org

**On the Web:**  
www.odot.org/publicmeetings

Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Open Records Act.



Reset Form	Print Form	Submit by Email
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Willing to give up or loose that earning potential.  
We have animals - therefore residing in town is out of the question.

We have spoke to several of the land owners that reside here along U.S. 270, and none of them are willing to give up their residence (property) for the STATE'S improvements.

## Scott Stegmann

---

**From:** Robert Payao <RPAYAO@ODOT.ORG>  
**Sent:** Wednesday, March 9, 2016 7:52 AM  
**To:** sherrydgates@outlook.com  
**Subject:** US-270 Seminole JP# 21006(04)(07)(11)

Ms. Gates,

Thank you for your comment on this project. A representative from Division 3 in Ada (580-332-1526) will be in touch with you regarding the project details. ODOT has coordinated with the local US Post Office, and when the project is built, residential mailboxes will be relocated to the side of the highway where the resident lives, in order to avoid crossing the highway.

Thanks again for your comment.

Robert M. Payao, CPM  
Environmental Project Manager Division 3  
Oklahoma Dept. of Transportation  
200 N.E. 21 St., Rm 3D-2A  
Oklahoma City, OK 73105-3204  
Office 405-521-2312 Fax:405-522-5193

## Scott Stegmann

---

**From:** Siv Sundaram <SSUNDARAM@ODOT.ORG>  
**Sent:** Sunday, November 8, 2015 7:32 AM  
**To:** Scott Stegmann; Robert Payao  
**Subject:** Fwd: HWY 270 Project

Sent from my iPhone

Begin forwarded message:

**From:** Sherry Gates <[sherrydgates@outlook.com](mailto:sherrydgates@outlook.com)>  
**Date:** November 7, 2015 at 6:31:15 PM CST  
**To:** "[environment@odot.org](mailto:environment@odot.org)" <[environment@odot.org](mailto:environment@odot.org)>  
**Subject:** HWY 270 Project

Good evening Mr. Payao,

My name is Sherry Gates and I saw in the news paper today about the expansion of HWY 270. Several years ago a person was in front of our house and spoke to us about what they were doing as seeing someone in front of our house was a concern with them taking photos. I must say as I live pretty close to the HWY to turn off into my home there have been several car accidents that have taken place in front of my house and this expansion is needed for safety concerns as I have been nearly hit many times. Also, since my mailbox is across the highway I either have to walk across the highway or pull off onto the shoulder when I come home from work to check my mail. As a parent I do not allow my children to play outside because of the accidents that have taken place in front of my home. I would like more information about the upcoming project so I can determine more of how my family will be impacted by this expansion. I was not aware of the meeting that took place at the Reynolds Wellness Center on 9/29/15. I have looked through the power point demonstration it was helpful but I would like more information or to possibly just speak in person to someone regarding the project. Thank you for your time regarding this matter.

Sincerely,

Sherry Gates

Sent from Windows Mail

## Scott Stegmann

---

**From:** Robert Payao <RPAYAO@ODOT.ORG>  
**Sent:** Wednesday, March 9, 2016 8:17 AM  
**To:** jesse@mcloudteleco.com  
**Subject:** Public comments: US-270 Seminole JP# 21006(04)(07)(11)

Mr. Curren,

Thank you for your comment. ODOT and the consultant engineer are looking into this further to see if avoidance of the septic line is possible. ODOT is aware of the gas line. This matter will be addressed during the right-of-way and utility relocation phase.

Thank you for your comment.

Sincerely,  
Robert Payao

Robert M. Payao, CPM  
Environmental Project Manager Division 3  
Oklahoma Dept. of Transportation  
200 N.E. 21 St., Rm 3D-2A  
Oklahoma City, OK 73105-3204  
Office 405-521-2312 Fax:405-522-5193

**Robert Payao**

---

**From:** Siv Sundaram  
**Sent:** Tuesday, October 13, 2015 7:30 AM  
**To:** Scott Stegmann; Robert Payao  
**Subject:** FW: Proposed US-270 improvements

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

From: Beckie Lyons  
Sent: Tuesday, October 13, 2015 6:49 AM  
To: Siv Sundaram  
Subject: FW: Proposed US-270 improvements

Subject: Proposed US-270 improvements

From: Jesse Curren, P.O. Box 266, McLoud, OK, 74851 E-mail address: [jessec@mcloudteleco.com](mailto:jessec@mcloudteleco.com)

Location of property: 36051 E. Highway 270, Seminole, OK, 74868

After attending the ODOT meeting in Seminole on 29 September and examining the proposed right-of-way (ROW) re-alignment, it appears to encroach on my septic system and a buried gas line. If the point where proposed ROW rejoins the existing ROW at approximately reference station 333+00 could be moved to the northwest to approximately reference station 331+00 it would avoid my septic system and the buried gas line. Moving that point would make it unnecessary to relocate those utilities thus saving ODOT money.

I would be happy to meet an ODOT representative onsite to discuss my concerns and proposed solution.

Thank you,  
Jesse Curren

## Scott Stegmann

---

**From:** Robert Payao <RPAYAO@ODOT.ORG>  
**Sent:** Wednesday, March 9, 2016 8:21 AM  
**To:** Leslie.Williams@trican.us  
**Subject:** Public comments: US-270 Seminole JP# 21006(04)(07)(11)

Ms. Williams,

Thank you for your comment on this project. You will be contacted by ODOT's service provider during the right-of-way negotiation and acquisition phase. ODOT is looking into the possibility of adding another driveway access point for your parent's house. Any relocation requests will be determined for need and negotiated during the right-of-way negotiation and acquisition phase.

Thanks again for your comment.

Sincerely,  
Robert Payao

Robert M. Payao, CPM  
Environmental Project Manager Division 3  
Oklahoma Dept. of Transportation  
200 N.E. 21 St., Rm 3D-2A  
Oklahoma City, OK 73105-3204  
Office 405-521-2312 Fax:405-522-5193

## Robert Payao

---

**From:** Siv Sundaram  
**Sent:** Tuesday, October 13, 2015 2:42 PM  
**To:** Scott Stegmann; Robert Payao  
**Subject:** Fwd: Construction project issues - Hwy 270 between Seminole and Wewoka  
**Attachments:** image001.jpg; image002.jpg

Sent from my iPhone

Begin forwarded message:

**From:** "Williams, Leslie" <[Leslie.Williams@trican.us](mailto:Leslie.Williams@trican.us)>  
**Date:** October 13, 2015 at 1:18:33 PM CDT  
**To:** "[environment@odot.org](mailto:environment@odot.org)" <[environment@odot.org](mailto:environment@odot.org)>  
**Subject:** Construction project issues - Hwy 270 between Seminole and Wewoka



Dear Sir or Madam:

I live on my parents' (Bobby and Sharlene Phillips) land at 36036 E Hwy 270. I have some concerns about the construction project that is coming through this area, and I would like to share them with you.

First of all, I am in agreement with you that the road needs improvements. I have watched many wrecks from my window, and my boyfriend and I even joke about me living on "death hill." However, I do not like that most of my yard is being taken for right of way. I am not concerned so much about the distance to the lanes of traffic, but I have an 8-year old boy and a 5-year old girl that play in the yard you are wanting to take for right of way. We live on a hill and the part you are taking is the only flat part to set a swing set or playground equipment on. My kids like to play catch and do other activities that are hard to do on a slope.

Second, my concerns are for my parents' main location at 36038 E Hwy 270. The plans we were shown at the meeting in Seminole, OK, call for their yard to be taken for right of way and the trees in front of their house to be removed. My mom keeps my children and my sister's child, a 1-year old boy, every day while my sister and I work. The plan calls for taking their play area along with the protection and noise block the trees provide from the highway traffic. The other problem is that you are not leaving my parents access to their garage, and they are going to be unable to pull their trucks, trailers, and tractors onto their property from the highway due to lack of space in the front of their house. You are taking away their current livelihood, and making it impossible for us to let our children and pets out of the house.

In conclusion, I would like to make the following suggestions. At my location, I would like to be left with more yard for my children to play or relocated further back on the

property. At my parents' house, I think it would be beneficial to relocate them to the top of their property away from the road, so they can continue with their current lifestyle. They need room for their trucks, tractors, and trailers and animals, and they also need to be able to keep their grandkids safely.

Please let me know if you have any questions. I would be glad to discuss this matter further with you.

Thanks,

**Leslie Williams**  
District Accountant



**Trican Well Service Ltd.**  
41500 Wolverine Road  
Shawnee, OK 74804  
P 405.395.0615  
F 405.273.9885  
C 405.481.6974  
E [leslie.williams@trican.us](mailto:leslie.williams@trican.us)  
W [TricanWellService.com](http://TricanWellService.com)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

Field Division Three

P.O. Box 549  
Ada, OK 74820  
www.odot.org

January 5, 2016

Dave Anderson  
35912 EW 1250  
Seminole, OK 74868

**RE: Response to Comments regarding the Widening of US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011)**

Dear Mr. Anderson:

Thank you for sending in your comments regarding the proposed project to Governor Fallin. The project extents for improvement of US-270 in Seminole County are from the junction at SH-270A in Seminole, east to the Y at US-270B west of Wewoka, and include several bridges.

This corridor has seen traffic volumes increase over the last ten years. Current traffic volumes are estimated at 7,200 vehicles per day (vpd) in 2014 and projected to increase to over 10,000 vpd by 2040. The traffic count has been consistently between 6,900 and 7,300 vpd between 2010 and 2014. When the projected traffic approaches 10,000 vpd, the road will get congested and we need to look at a capacity increase when improving the road.

This section of US-270 also has a history of accidents. Between 2003 and 2015, there have been 268 accidents involving 7 fatalities and 128 property damage in this stretch of highway. Several residential drives connect directly to the highway requiring the through traffic to stop to allow these turning movements. In addition, some of the county road intersections connecting to US-270 have poor horizontal geometry. The need for the project is to accommodate increasing traffic volumes along the corridor and to address the current geometric and capacity deficiencies on the existing roadway. Although the accidents at the location of NS 360 and US-270 have dropped since the addition of turn lanes, the rest of the highway still needs improvement. The purpose of the project is to improve the efficiency of the US-270 corridor while also improving safety.

As presented at the public meeting on September 29, 2015 the preliminary engineering estimate for the total cost for this improvement is \$48.2 million. However, there is only \$33.8 million budgeted for the improvements between 2015 and 2020. The cost estimate will be refined as plans are developed further and the construction will be phased over several years to fit the available budget.

In addition to this project, Division 3 has a number of other improvements for various highways and bridges scheduled in the FY 2016-2023 Eight-year Construction Work Plan. A map of these projects is included for your information and can also be found at [www.ok.gov/odot/Programs\\_and\\_Projects/8\\_Year\\_Construction\\_Work\\_Plan](http://www.ok.gov/odot/Programs_and_Projects/8_Year_Construction_Work_Plan)

Should you have any questions regarding the project, please contact me at the Division 3 office in Ada at (580) 332-1526.

Sincerely,

Kevin Bloss  
Division 3 Engineer  
Oklahoma Department of Transportation  
KB:DRS:SS

CC: Office of Gov. Mary Fallin

Enc: Division 3 FY 2016-2023 Eight-year Plan map

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

AN EQUAL OPPORTUNITY EMPLOYER

10 Oct '15

RECEIVED

OCT 15 2015

Governor Fallin:

OFFICE OF THE  
GOVERNOR

I along with other property owners along SHWY 270 E. of Seminole, received a card by mail, informing use, of a public meeting 29 Sept 15. When we arrived, we were all told, that ODOT, had done a study, and found that 270 needed to be widened, part would be 5 lanes and then it would narrow to 4 lanes. The proposed roadwork, would start at Harvey Rd, on the east side of Seminole, and reach S.E. toward Newoka, to the Newoka Bypass. Total distance of 6 miles. I along with the others there, were shocked to hear that this 6 mile roadway, would cost \$48.2 million dollars! I asked if there was some traffic increase, or was a company putting in that was causing this widening. We were again only told, that a study had been done. We were given, the enclosed project information, where I read that the average daily traffic, was shown to be 7,350 vehicles per day. I don't have any idea how they arrived at this figure, but I believe that someone is inflating numbers! I moved to this area of 270, in 1959, and am a Sheriff's

Deputy, with the Seminole County Sheriff's Office. Before working at the Sheriff's Office, I worked at the Seminole Police Dept. Between my driving for work & my driving for personal needs, I travel the 2 miles, a lot. Traffic on this road, is not bumper to bumper, and over the years, it seems to have decreased. I presently live, no more than 1/4 mile from Hwy 270, so hearing the traffic, is no problem. Since this meeting, I have paid more attention to listening to the traffic, well at night, into early morning, there is almost none, to very little traffic on this highway. We were also told, that this study, had shown, that this section of 270, has a history of accidents. At the intersection of Hwy 270 & NS 360, a turn off to New Wima School, we did have a lot of accidents. But just a couple of years ago, this intersection was worked over. The hill to the east was lowered, the roadway was widened & a turn lane was added. This work seemed to pretty much fix the problem. The only worthy work shown, was the work to the bridges over Wewoka Creek & the Railway. This has been needed for sometime, but to be 4 laned, is not needed.

Any questions asked at this meeting, were only answered with, we did a study. I can't understand, how anyone could come to the conclusion, that this 6 miles needed to be widened. I asked, if this study showed, what happens to this major traffic problem, before & after this 6 miles. No answer, only this study was done.

I told them at the meeting, that other than tearing up peoples property needlessly, the only thing I could see this widening, and straightening of the highway would do, was to increase speed. One of the men from ODOT, told me, that as a lawman, I should be happy. With all roadwork, I could get into faster pursuits! The Sheriff's office, is not trying to increase pursuits, or the speed of them, if we do have to chase anybody.

If ODOT is into 4 laning any highways in our county, I can't see how, they could overlook US 377 / SHW 99. It has struck me as odd, that a impressive 4 lane highway would be built, in Pontotoc County, going N. from Ada, cross into Seminole County, and just N. of 377/99 and 52e junction go back to a 2 lane for about

1/6 mile, that again at a point just S. of  
377/99 + 59 junction go back to 4 lane  
through Seminole, onto I-40. US 377 or  
SHW 99 does have a lot of traffic, they  
might even hit that 9350 mark, of vehicles  
per day. Along with many others in  
this area, believe if \$43.2 million dollars  
is spent, the tax payers should get more  
than 6 miles of 5 & 4 lane highway to  
nowhere! I wish you would cancel this needless  
roadwork.

Thank you

Dave Anderson

DAVE ANDERSON  
35912 EW 125.0  
SEMINOLE, OKIA  
74868

405 382-2548  
405 380-8897

## Scott Stegmann

---

**From:** Robert Payao <RPAYAO@ODOT.ORG>  
**Sent:** Wednesday, March 9, 2016 8:09 AM  
**To:** leonburkitt@gmail.com  
**Subject:** Public comments: US-270 Seminole JP# 21006(04)(07)(11)

Dear Mr. & Mrs. Burkitt,

In response to your noise concerns, know that your residence was one of 59 sites included in the US-270 noise study. Based on preliminary design the new centerline of the four-lane roadway will be 25 feet closer to your home as compared to the distance from the existing roadway centerline. Utilizing a precision sound level meter, noise measurements were conducted at three (3) sites along existing US-270 within the project extent for the purpose in validating the FHWA noise computer model which proved satisfactorily in accordance with the ODOT noise policy. The noise model was then utilized to determine the existing and future noise levels based on roadway geometry, traffic data and receiver site locations. The actual receiver site at your property is located approximately 10 feet from the home's front door and identified as R48 in the noise report. For this analysis, the peak hour volumes and corresponding speeds for automobiles, medium trucks and heavy trucks result in the noisiest conditions. At your location the existing (2014) noise level is 61.3 dBA and the future (design year 2040) noise level is determined to be 63.9 dBA. It is noted that a 2.6 decibel increase over the existing condition is expected at this location. Research indicates that, to an average listener, 10 decibel increase is perceived as twice as loud. Usually an observer cannot perceive an increase in noise of three to four decibels if the increase. For residential dwellings, an impact occurs when future noise levels meet or exceed 66 dBA or when there is a substantial increase in future noise levels that exceed existing levels by 15 decibels. As such, no noise impacts occur at your location.

Regarding any right of way acquisition or potential relocations of your home or out-buildings, you will be contacted by ODOT's service provider during the right-of-way negotiation and acquisition phase and fully explained the options available. Right of way activities are anticipated to begin this year, with construction of the project starting as early as 2018.

Thank you for your comment.

Sincerely,  
Robert Payao

Robert M. Payao, CPM  
Environmental Project Manager Division 3  
Oklahoma Dept. of Transportation  
200 N.E. 21 St., Rm 3D-2A  
Oklahoma City, OK 73105-3204  
Office 405-521-2312 Fax:405-522-5193



# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## PROPOSED US-270 IMPROVEMENTS

09/29/2015  
Seminole County, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

**PLEASE SUBMIT YOUR COMMENTS BY: 10/13/2015**

Name: <b>Leon / Jenice Burkitt</b>		Business / Organization:	
Address: <b>35988 E Hwy 270</b>		City: <b>Seminole</b>	State: <b>OK</b>
Phone Number: <b>+1 (405) 303-2590</b>		Email Address: <b>leonburkitt@gmail.com</b>	

*"I have the following comment(s) or question(s) about the proposed project to improve US-270 in Seminole County, OK."*

We are concerned about this proposed road project and its impact on our property. We attended the public meeting on September 29th and listened to the plan, saw the aerial photos of the project. Our property is along the section of 5 lane at the bridge just before the Hwy 270 & CR 3600 intersection. Our biggest concern is the noise level and closeness the road will be to the house itself.

We would like to have a noise level study completed at our property. We tried to measure the amount of land that we will give up and the road edge will end up being about 30 to 40 feet from our actual house. All of the trees along the road will be gone, thus allowing more road and vehicle noise to deal with.

We have questions and concerns and would like someone from the relocation division of the project to contact us and help us understand our options. The home is a double-wide manufactured home and we are open to having it physically moved to another partial of comparable land off the highway, but still in close proximity to our current location.

We do see a need to make the road wider and safer for the traffic it handles. A good portion of the traffic is trucks from the brick company going and coming all hours of the day and night. There are times now that we can not hear each other when outside talking and sitting due to the noise from the road. And to widen and bring the road that much closer to our home, will mean we have no front yard area and will not be able to enjoy the property. Moving the home even on the property is not an option due to utility locations and flooding from the creek.

How does the process work when we have a mortgage on the property ?

Is it feasible to have our house actually moved to another property and set up with all utilities and ready to live in ? Can our 14' x 30' wooden barn shed be moved with our home ?

How long before this project is going to actually be underway ? Since it is already October, I don't see much can be done till next spring.

**Comments on this project can be submitted in several ways, including but not limited to:**

**By US Mail or Dropoff:**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204

**By Fax:**  
Fax: (405) 522-5193

**By Email:**  
environment@odot.org

**On the Web:**  
www.odot.org/publicmeetings

**Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Open Records Act.**



## Scott Stegmann

---

**From:** Robert Payao <RPAYAO@ODOT.ORG>  
**Sent:** Wednesday, March 9, 2016 8:13 AM  
**To:** sharlene.phillips@yahoo.com  
**Subject:** Public comments: US-270 Seminole JP# 21006(04)(07)(11)

Dear Ms. Phillips,

Thank you for your comment on this project. You will be contacted by ODOT's service provider during the right-of-way negotiation and acquisition phase. ODOT is looking into the possibility of adding another driveway access point at your house. Any relocation requests will be determined for need and negotiated during the right-of-way negotiation and acquisition phase.

Thanks again for your comment.

Sincerely,  
Robert Payao

Robert M. Payao, CPM  
Environmental Project Manager Division 3  
Oklahoma Dept. of Transportation  
200 N.E. 21 St., Rm 3D-2A  
Oklahoma City, OK 73105-3204  
Office 405-521-2312 Fax:405-522-5193

## Robert Payao

---

**From:** Siv Sundaram  
**Sent:** Saturday, October 03, 2015 7:19 AM  
**To:** Scott Stegmann; Robert Payao  
**Subject:** Fwd: Proposed US-270 Improvements

Sent from my iPhone

Begin forwarded message:

**From:** Sharlene Phillips <[sharlene.phillips@yahoo.com](mailto:sharlene.phillips@yahoo.com)>  
**Date:** October 2, 2015 at 6:12:13 PM CDT  
**To:** "[environment@odot.org](mailto:environment@odot.org)" <[environment@odot.org](mailto:environment@odot.org)>  
**Subject:** Proposed US-270 Improvements  
**Reply-To:** Sharlene Phillips <[sharlene.phillips@yahoo.com](mailto:sharlene.phillips@yahoo.com)>

To whom it may concern:

While we see the need for a four lane highway on 270 because of the traffic and accidents, we have some concerns to share with you. Our house is being left very close to the highway because our house was lined up with the road and when they got to our house, they edged out around it. They are taking both ends of my yard and my front yard. They are also taking my driveway. When they cut the hill down at a 3-1 slope, we are very concerned with someone running through our house. At the speed they will travel this highway, this is a great concern for us. Also since they are taking my yard on both ends and most all of the front, we are being left without a way to get into our yard on the East side of the house. This is where access to our garage, which is attached to our house is. Also we will not be able to get our trucks, trailers, tractors, etc. to that part of the yard because we can not go through the back yard to get there as there is a pond in the back yard that is too close to the house to be able to get through there. Our driveway is going to be a problem also, because there will be no turn lane to get off the highway coming from the east. Being rear ended by traffic will be a big risk for us. It is already a problem but will be even worse when there is a four lane highway. Another problem is the noise off of the four lane. Right now we have a barrier of big trees that kind of helps but those will be removed and we will get all of the noise. One more concern of ours is the fact that we keep our 3 grandchildren every day which are 8yrs. , 5yrs, and 1 year old. We will no longer be able to let them go out and play being this close to a four lane.

If there is any option to just sell the house to you, we would do that to keep from being on this highway. We would gladly move to the back side of our property to get off the highway. I hope someone will come and look at how close it really will be before they begin with this project. Thanks so much .

Sharlene Phillips  
Highway 270

Bobby and  
36038 East

Ok. 74868

Seminole,



# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## PROPOSED US-270 IMPROVEMENTS

09/29/2015  
Seminole County, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

PLEASE SUBMIT YOUR COMMENTS BY: 10/13/2015

Name: <i>Mrs. Syd Morgan</i>	Business / Organization:		
Address: <i>35966 EW 1250</i>	City: <i>Seminole</i>	State: <i>OK</i>	Zip Code: <i>74868</i>
Phone Number: <i>405-382-3404 / cell 405-580-7406</i>	Email Address:		

"I have the following comment(s) or question(s) about the proposed project to improve US-270 in Seminole County, OK."

*Mohammed may be a very smart man but he is not a good public speaker. He could not understand a lot of what he said so we missed a lot of his message.*

RECEIVED

OCT 08 2015

ENVIRONMENTAL PROGRAMS DIV.

Comments on this project can be submitted in several ways, including but not limited to:

**By US Mail or Dropoff:**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**ENVIRONMENTAL PROGRAMS DIVISION**  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204

**By Fax:**  
Fax: (405) 522-5193

**By Email:**  
environment@odot.org

**On the Web:**  
www.odot.org/publicmeetings

**Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Open Records Act.**



Reset Form	Print Form	Submit by Email
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## Meghan Bock

---

**From:** Scott Stegmann  
**Sent:** Friday, October 30, 2015 9:44 AM  
**To:** Meghan Bock  
**Subject:** FW: Hwy 270 project between Seminole and awesome

Add this as well, please

Scott

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

**From:** Robert Payao [mailto:RPAYAO@ODOT.ORG]  
**Sent:** Thursday, October 29, 2015 7:17 AM  
**To:** Scott Stegmann <sstegmann@cpyi.com>  
**Subject:** FW: Hwy 270 project between Seminole and awesome

Scott,  
FYI.....

Robert M. Payao, CPM  
Environmental Project Manager Division 3 Oklahoma Dept. of Transportation  
200 N.E. 21 St., Rm 3D-2A  
Oklahoma City, OK 73105-3204  
Office 405-521-2312 Fax:405-522-5193

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

**From:** ODOT - Public Meetings  
**Sent:** Wednesday, October 28, 2015 3:20 PM  
**To:** Kevin Bloss; Robert Payao  
**Subject:** FW: Hwy 270 project between Seminole and awesome

Thank you for your time,  
Frank Victor Roesler III  
ODOT Public Involvement Officer  
SAP Management Division  
(405) 521-2350

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

**From:** Jeff Fine [mailto:hcfan@aol.com]  
**Sent:** Wednesday, October 28, 2015 3:08 PM  
**To:** m-coordinator@odot.org  
**Cc:** beeberry@sbcglobal.net  
**Subject:** Hwy 270 project between Seminole and awesome

Mr. Roesler III,

A valued member of The Seminole Chamber of Commerce informed me of a recent meeting held at the Reynolds Wellness Center in Seminole regarding a possible project to widen highway 270 between Seminole and Wewoka. I was disappointed to find out that we had missed an opportunity to voice our support for such a project.

Consequently I am writing you to do just that, voice the support of the Seminole Chamber of Commerce Board of Directors for this project. Anytime roads and bridges are improved, it can increase commerce and improve safety.

Additionally, I am told a representative from ODOT will be speaking to the Seminole Rotary Club next Wednesday. We look forward to hearing more about the project then.

If you would kindly keep me informed on the latest developments regarding the project, it would be appreciated. You can email me here or reach me at 405-694-1881

Sincerely,

Jeff Fine  
President Seminole Chamber of Commerce

Sent from my iPhone



# *ODOT Public Meeting Summary*

## **US-270 Widening Seminole Co., JP 21006(04)(07)(11)**

---

**Meeting Date:**  
September 29, 2015

**Time:**  
6:00 p.m.

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**Location:**  
Donald W. Reynolds Wellness Center  
1001 Strother Ave.  
Seminole, Oklahoma

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**Project:**  
US-270 Widening  
Seminole County, Oklahoma

---

A public meeting for the US-270 roadway improvements was held at 6:00 p.m. at the Donald W. Reynolds Wellness Center on September 29, 2015. Prior to the meeting, ODOT issued a media release. A public notice was placed on the ODOT webpage along with the project information materials. Written meeting invitations were mailed on September 2, 2015 to federal, state, and local officials, property owners, and other stakeholders. Stakeholders included the City of Seminole city council, Seminole police and fire departments, emergency management and hospital staff, area school superintendents, and the local U.S. Post Office, among others. A total of 41 people attended the meeting, including 9 representatives from ODOT, the City of Seminole Public Works Director, and a number of local constituents, landowners, and business owners.

### **Purpose**

The purpose of the meeting was to present the proposed improvements to US-270 and solicit input from the public and stakeholders in order to facilitate ODOT in moving forward with the environmental documentation and design phases of the project. Various aspects of the project were addressed, including purpose and need of the project, existing conditions of the highway corridor, and results of the environmental studies performed in conjunction with planned project.

### **Presentation**

Frank Roesler, ODOT Public Involvement Officer, opened by providing introductions and outlining the meeting agenda. Mr. Roesler also called attention to the importance of public comments in guiding the project forward and stressed that submittal of a comment form was the most effective way for the public to get involved. Following Mr. Roesler’s introduction, Mohamed Nazari, Tetra Tech, Inc., presented on the scope of the project, including the project location, purpose and need, existing conditions, and the proposed improvements to the facility. Mr. Nazari indicated that the project was driven by increasing traffic volumes along the US-270 corridor and widening the two-lane facility would thereby improve efficiency, capacity, and

safety. Echoing Mr. Roesler's comments, Mr. Nazari reiterated that the purpose of the meeting was to inform the public regarding the roadway proposal and emphasized that public input was a critical element of the design process.

Building on the project overview, Mr. Nazari discussed the specific roadway improvements and identified various factors that have shaped the design process thus far, including design parameters, state/federal guidelines, environmental constraints, and future traffic conditions. As Mr. Nazari discussed the proposed improvements, he also provided a description of the three typical sections along SH-270 and the ways in which each design parameter could improve traffic outcomes. To wrap the discussion up, Mr. Nazari touched on the construction phase of the project and advised that in order to minimize impact to drivers and adjacent property owners, one lane of traffic in each direction would be maintained as would temporary access to driveways along US-270.

Following Mr. Nazari's project description, Scott Stegmann, CP&Y, Inc., presented on the environmental constraints shaping the design of the expanded facility. Beginning with an overview of the NEPA process and its relevance to the project at hand, Mr. Stegmann indicated that some of the constraints for this project were Rest Haven Cemetery, petroleum storage tanks & transmission lines, the Union Pacific Railroad line, and wetlands sites located near the railroad and Wewoka Cr. bridges. Mr. Stegmann then discussed the ongoing environmental studies related to the proposed project and the results of the analyses completed to date. Per the results of these studies, it was determined that 12 residential properties would require relocation and 27 residences would be impacted by increased noise levels. In addressing these issues, Mr. Stegmann advised that any adverse impacts would be managed and mitigated appropriately.

Next, Diana Barlow from the ODOT Right-of-Way & Utilities Division provided a breakdown of the right-of-way acquisition and relocation process. To conclude the presentation, Mr. Stegmann outlined the next steps in the design process: gathering of additional public input, completion of environmental documentation, and completion of preliminary design plans. Mr. Stegmann also indicated that right-of-way acquisition would begin in Federal Fiscal Year (FFY) 2015, followed by construction starting in FFY 2018.

### **Discussion**

The involved parties expressed several concerns regarding the proposed improvements of US-270. Below is a summary of the main comments communicated at the meeting.

- 1) Several public attendees expressed their disapproval of the proposed project. Some individuals opined that the project did not adequately address traffic safety in the area and that future traffic volumes in the area did not warrant additional highway lanes because those estimates were, in their opinion, inaccurate. Others were also concerned with the displacements that would result from the proposed expansion as well as sufficient compensation for the costs of relocation and right-of-way acquisition. In each of these instances, ODOT representatives reiterated that the purpose of meeting was to present a possible solution and obtain feedback from the public so that any concerns could be accounted for. Mr. Roesler also acknowledged that as users of the facility, the public has

the opportunity to offer a valuable perspective early on in the design process. Again, Mr. Roesler restated the importance of submitting a comment form to call attention to any concerns regarding the proposed facility improvements.

2) Several people asked how traffic would be impacted during construction and in particular, how traffic would be rerouted over bridges. Mr. Roesler advised that connectivity and access will be maintained throughout the entire construction process. To ensure connectivity, Mr. Roesler explained that the bridges would be built in phases.

3) One person inquired into why ODOT was purchasing property on State Highway 9. In line with this question, another public attendee asked what would happen to traffic in the areas outside of the six mile stretch being improved along US-270, especially near the Wewoka Bypass. In response, Ron Brown, ODOT Division 3 Construction Engineer, advised that SH-9 was facing similar safety and capacity issues as US-270. The challenge for ODOT is to balance needs across the entire state and that their primary goal is to ensure an effective, safe transportation network. Kevin Bloss, ODOT Division 3 Engineer, explained that their budget is limited, so not every roadway need/issue can be addressed concurrently.

4) One person was concerned that additional lanes would lead to increased speeds along US-270 and render the corridor more dangerous. Mr. Bloss replied that the project was driven by the need to make the roadway safer, which included necessary geometric, vertical sight distances, and horizontal sight distances improvements. In addition, the proposed facility expansion would serve to address the increase in traffic volumes that has already been seen along the corridor.

5) One person was concerned that his property had been previously accessed for site studies without his permission. Mr. Brown advised that ODOT is required by state law to provide 10 days notice in advance of entering onto a landowner's property for survey purposes.

**Written Comments**

Eight written comments were received. These comments are summarized in the table below.

<b>Comment Issue/Concern</b>	<b>#</b>	<b>Comment Description</b>
Impact to adjacent property	4	These comments are concerned with the impacts to adjacent property that would result from the proposed improvements. Of these four comments, three were concerned with the encroachment of the proposed right-of-way into the land owner's front yards and driveways as well as the closer proximity of the roadway to their homes. Two of these comments also expressed concern for the noise impacts that would arise from the addition of new



		lanes and removal of trees along the current right-of-way. In addition, another commenter advised that a septic system and gas line were located within the proposed right-of-way. Several of these commenters made suggestions for possible reconfigurations to the proposed alignment of US-270 and other ways to mitigate these impacts.
Displacement of residential property	1	This comment was concerned with the displacement of a residential property as a result of the proposed facility improvements. This landowner lives adjacent to US-270, and over the past eight years, he and his wife have made a number of improvements to their property. Due their deteriorating health, it would be very difficult for them to relocate. This property owner indicated that they were not willing to give up their property's earning potential. He also indicated that this was a sentiment shared by several of the landowners along US-270.
Opposition to proposed project	1	This comment was concerned with the need and purpose of this project, as identified by ODOT. It was the opinion of this constituent that the project was not necessary because traffic volume estimates were inflated, recent improvements along US-270 had already addressed the safety issues, and the costs of the project were too excessive for the benefits it intended to provide.
Support for the proposed project	1	This comment came from the Seminole Chamber of Commerce and voiced support for the proposed project based on the increase in commerce and improved safety that would occur as a result of the widening of US-270.
Effectiveness of the public meeting presentation	1	This comment was concerned with the way information was presented at the public meeting. It was the opinion of this public attendee that details of the project were at times not conveyed clearly.

## PROPOSED TYPICAL SECTIONS

(Vary based on location)



**4-Lane Open Typical Section**

Typical includes: four 12-foot driving lanes; 10-foot shoulders



**5-Lane Open Typical Section**

Typical includes: four 12-foot driving lanes; 16-foot center turn lane; 10-foot shoulders



**5-Lane Curb & Gutter Typical Section**

Typical includes: four 12-foot driving lanes; 16-foot center turn lane; curb & gutter shoulders

## DIVISION 3 INFORMATION

Division Engineer:  
Kevin Bloss P.E.



**Counties:**  
Cleveland  
Coal  
Garvin  
Hughes  
Johnston  
Lincoln  
McClain  
Okfuskee  
Pontotoc  
Pottawatomie  
*Seminole*

**Total Road Miles:**  
1,802.15

**Total Interstate Miles:**  
131.97

**Total Bridges:**  
940

Totals DO NOT include Toll Roads



[www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)



Welcome to  
The Oklahoma  
Department of  
Transportation Public  
Meeting for US-270  
in Seminole County,  
OK

## THE OKLAHOMA DEPARTMENT OF TRANSPORTATION US-270 PUBLIC MEETING

September 29<sup>th</sup>, 2015

6:00 p.m.

**Donald W. Reynolds Wellness Center**  
**1001 EW Hwy. 123**  
**Seminole, OK 74868**

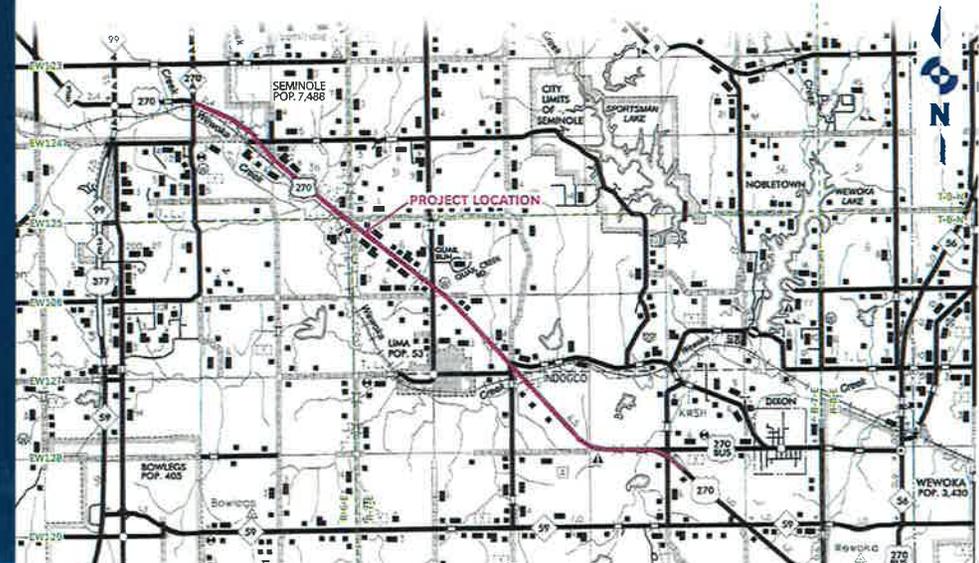
## DESCRIPTION

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve US-270 in Seminole County from the SH-270A Junction in Seminole, east to the Y at US-270B including several bridges. Traffic volumes along this corridor have increased over the last ten years enough to warrant an increase in capacity. In addition, this section of US-270 has a history of accidents.

## PURPOSE

The purpose of this meeting is to explain the project need, present the proposed improvement and environmental issues associated with it, and seek input before finalizing the design.

The purpose of the project is to accommodate increasing traffic volumes along the corridor and to address the current geometric and capacity deficiencies on the existing roadway.



## - GET INVOLVED -

If you have any questions or comments about the Oklahoma Department of Transportation's proposed projects, please visit our new ODOT website at [www.odot.org/publicmeetings](http://www.odot.org/publicmeetings) to fill out an official comment form, send an e-mail to [environment@odot.org](mailto:environment@odot.org), or send a letter to:

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

Environmental Programs Division, 200 N.E. 21st St., Oklahoma City, OK 73105, Fax. (405) 522-5193

**Please provide your comments by October 13, 2015**

## PROJECT INFORMATION

Estimated Total Cost of this project:

**\$48.2**  
Million

Right-of-way & Utility relocation projected to start in:

**2015**

Construction projected to start in:

**2018**

Current Average Daily Traffic (ADT) in year 2015:

**7,350**

Vehicles per day

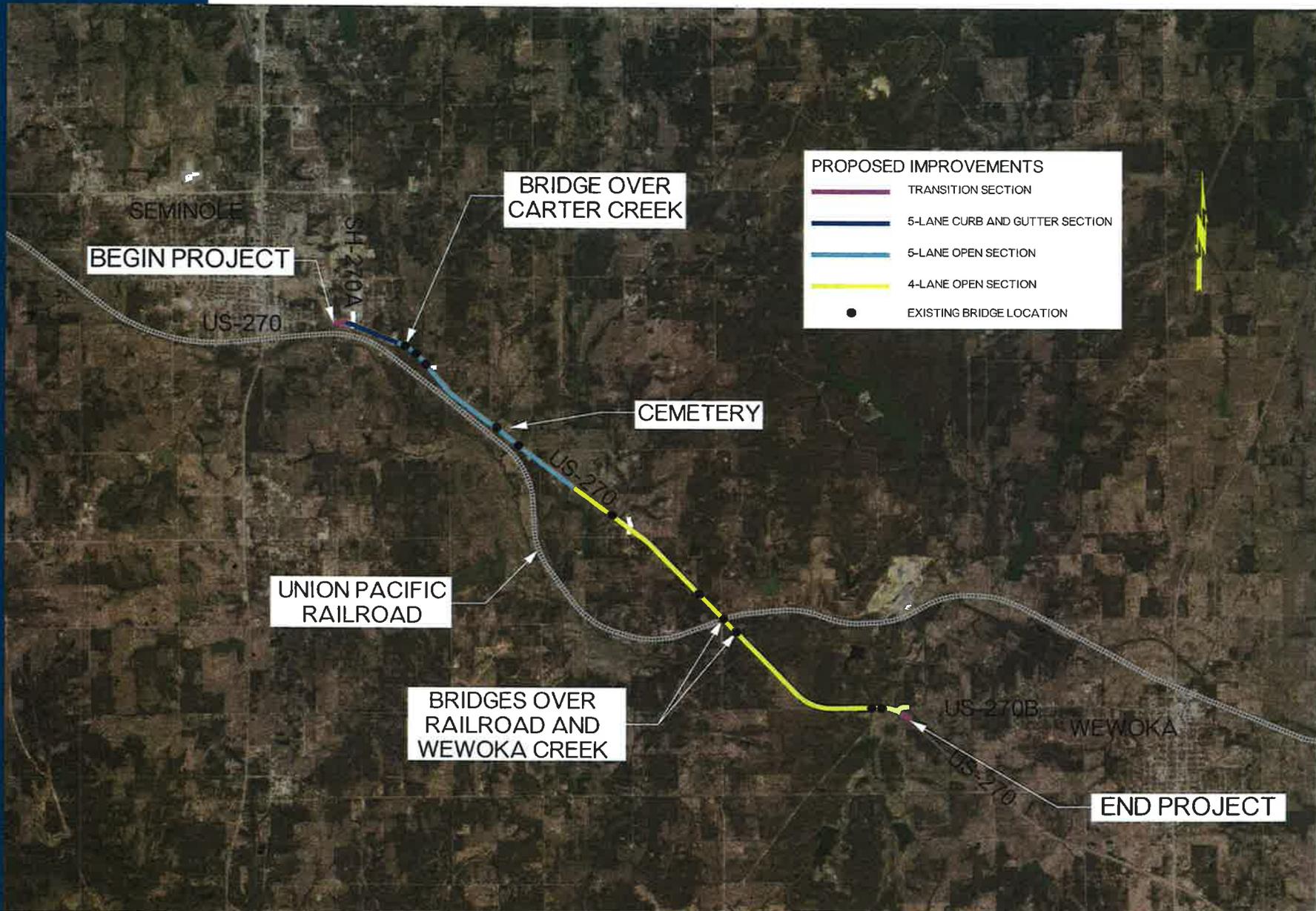
Future Estimated ADT by year 2040:

**10,800**

Vehicles per day

Constructed under traffic:

**NO ROAD CLOSURE**





Oklahoma Department of Transportation

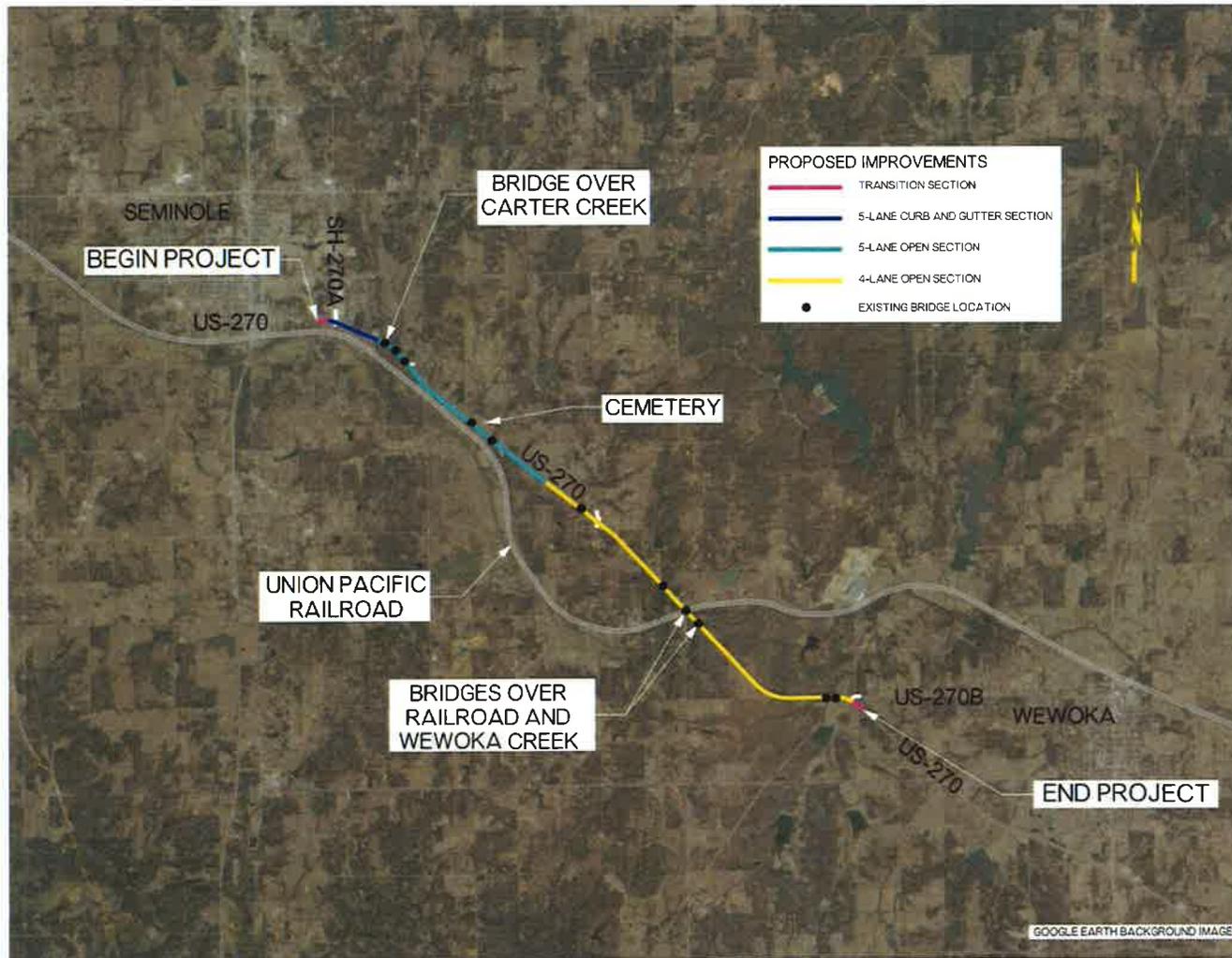
US-270  
Seminole County

*ODOT Public Meeting*  
September 29, 2015, 6:00 pm

**WELCOME**

Presented by: The Oklahoma Department of Transportation,  
Tetra Tech, and CP&Y

# Project Location Map





# Purpose of Public Meeting

- Inform the public about the proposed improvements to US-270 and the results of environmental studies
- Solicit input from the public and stakeholders
- Answer questions and address concerns to incorporate into the final design

# Project Purpose & Need

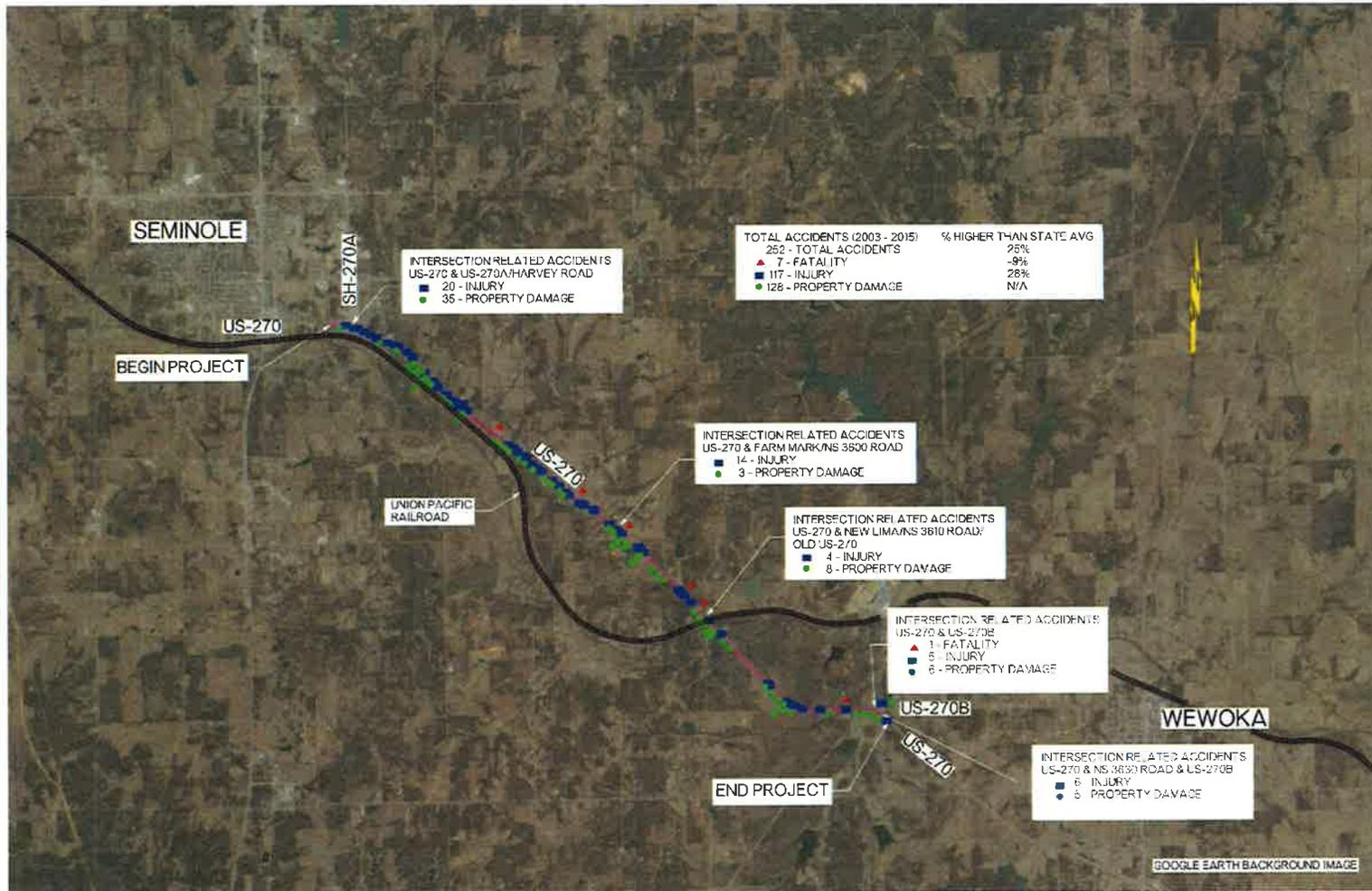
- Project Need: US-270 Deficiencies & Issues
  - Inadequate Capacity (Congestion)-cannot carry anticipated traffic volumes
  - Safety Concerns
  - History of Accidents Related to
    - Left Turning Movements
    - Inadequate Sight Distances
  
- Project Purpose:
  - Improve Efficiency
  - Improve Safety

# Existing Conditions

- Two 12 ft Driving Lanes with Two 10 ft Paved Shoulders
- Exist. Traffic (2015) 7,350 vehicles/day
- High Number of Accidents
- Deficient Structures
- Deficient Horizontal and Vertical Curves



# Accident Map



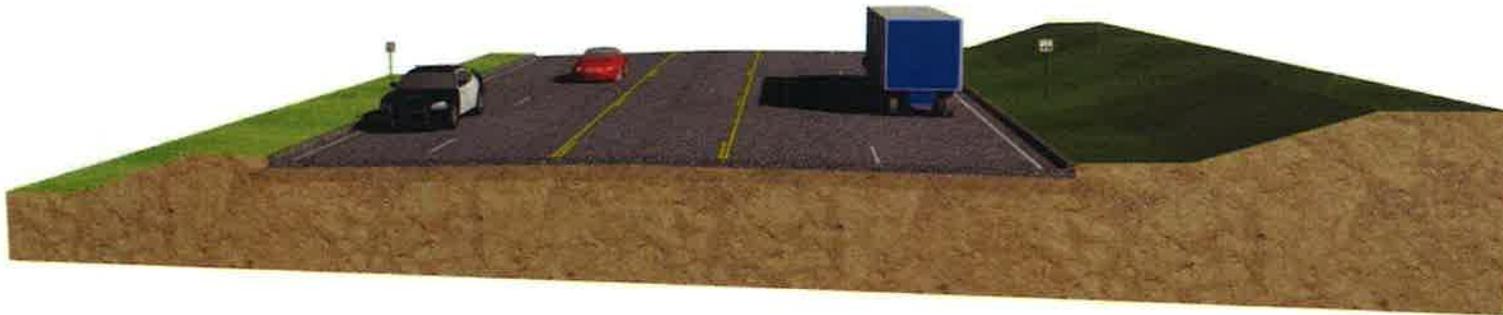
\* Accident Data from 2003 to August, 2015



# Proposed Improvements

- Reconstruction and Widening of Existing Pavement to Accommodate Future Traffic (2040)  
10,800 Vehicles/Day
- 5-Lane Curb & Gutter Section (From SH-270A East Approximately  $\frac{3}{4}$  of a Mile)
  - 4-12 ft Wide Driving Lanes
  - 16 ft Wide Paved Median
  - Curb & Gutter
- 5-Lane Open Roadway Section (From  $\frac{3}{4}$  East of SH-270A East Approximately 2.5 Miles)
  - 4-12 ft Wide Driving Lanes
  - 16 ft Wide Paved Median
  - 2-10 ft Wide Shoulders
- 4-Lane Open Roadway Section (From US-270B West Approximately 5 Miles)
  - 4-12 ft Wide Driving Lanes
  - 2-10 ft Wide Shoulders

# Proposed Improvements Typical Section



5-Lane Curb and Gutter Section

# 5 Lane Curb and Gutter Section



# Proposed Improvements Typical Section



5-Lane Open Section

# 5 Lane Open Section



# Proposed Improvements Typical Section



4-Lane Open Section

# 4 Lane Open Section





# Proposed Improvements

- US-270 & Harvey Rd./SH-270A Intersection Improvements
  - Add Traffic Signal
  - Add Left Turn Lanes on US-270
  
- US-270 & NS 3600 Rd. Intersection Improvements
  - Angle of NS 3600 Rd. Coming Into US-270 Reduced
  - US-270 Vertical Curve Flattened to Improve Sight Distance
  
- US-270 & US-270B Intersection Improvements
  - Reconfigure Intersection
  - US-270B to Tee Into US-270 in a Stop Condition
  
- US-270 Bridge Improvements
  - Replace Structurally Deficient Bridge at Carter Creek with Realignment
  - Replace/Extend/Remove Bridge Boxes
  - Replace Functionally Obsolete Bridges at Railroad & Wewoka Creek Crossings
  
- US-270 Geometric Improvements
  - Improved Vertical Curves
  - Improved Sight Distance

# Proposed Improvements

- Construction Phase
  - Maintain one lane of traffic in each direction throughout project
  - Offset Proposed Alignment to the North for Construction of Carter Creek Bridge
  - East of the Carter Creek Bridge the US-270 Alignment Will Be Offset South of the Existing Alignment
  - Provide Temporary Access Drives
    - Residential
    - Commercial
    - Field Entrances
  - Minimize Impact to Properties and Owners
  - Construction Duration Estimated at Approximately 24 Months



# Environmental Studies

US-270 Between Seminole & Wewoka in Seminole County



# Environmental Study

## NEPA: National Environmental Policy Act

- Implemented in 1970
- Studies environmental impacts of Federal undertakings

## ■ Issues Considered

- Relocation Impacts
- Wetlands Impacts
- Stream Impacts
- Floodplain Impacts
- Farmland Impacts
- Threatened & Endangered Species
- Tribal Concerns
- Cultural Issues – Historic Properties
- Archeological Sites
- Hazardous Waste Sites
- Oil & Gas Sites
- Noise Impacts



# Environmental Constraints

- Rest Haven cemetery on north side
- Petroleum storage tanks and transmission lines on north side
- Union Pacific Railroad on south side of US-270
- Wetlands at the Union Pacific Railroad bridge

# Environmental Constraints





# Environmental Study Findings

- Relocation Impacts
  - 12 Residential
  - 6 Commercial
  - 3 Personal Property Only (PPO)
- Wetland & Stream Impacts
  - Impacts to wetlands anticipated, mitigation may be required
  - Requires Army Corps of Engineers review
- Floodplain Impacts
  - Portions lie within Flood Zone AE, a regulated floodway
  - Project will not increase base flood elevation or require flood map revisions
- Farmland Impacts
  - No impacts identified
- Threatened & Endangered Species
  - American Burying Beetle habitat – Surveys will be conducted to determine any mitigation required



# Environmental Study Findings

- Tribal Concerns
  - None reported
- Cultural Resources & Archeological Sites
  - No historic properties affected
- Parks & Recreational Areas
  - None identified
- Hazardous Waste Sites
  - Oil and gas production, transmission, and storage facilities along corridor
  - Fueling station at US-270 & SH-270A



# Environmental Study Findings

- Noise Study
  - Noise study completed in accordance with ODOT noise policy. Utilized FHWA Traffic Noise Model in predicting existing and future noise levels.
  - Model inputs included traffic data, roadway geometry, and receiver site locations.
  - Receiver sites included 48 residences, one place of worship, a cemetery, and 9 commercial properties.



# Environmental Study Findings

- Noise Impacts
  - Based on the proposed project & future traffic, 27 residences, the cemetery, and the place of worship would approach or meet 67dB(A).
  - Noise mitigation in the form of a free standing wall within existing right-of-way is not feasible due to gaps created by the driveway access.



# Right of Way Process

- Appraisal
- Offer / Agreement
- Acquisition
- Relocation Benefits and Expenses
- Replacement Housing if Needed

ODOT Right of Way personnel are in attendance to answer any questions



## Next Steps

- Receive Comments from Public
- Complete Environmental Document
- Complete Preliminary Design Plans
- Begin Right-of-Way Acquisition & Utility Relocations
- Prepare Final Design Plans
- Construction of Project then begins



# Schedule of Improvements

- Schedule as identified in the ODOT 8 Year Construction Work Plan
- Right-of-Way Starting in 2015
- Construction Starting in 2018

Availability of funding (\$48.2 Million Est.) may affect the timeline for these projects.



# Questions & Comments

- More information is available online at [www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)
- Comments may be provided as following:
  - Leave your comment form here tonight
  - Mail or fax forms to ODOT:  
Oklahoma Department of Transportation  
Environmental Programs Division  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105  
Fax No. (405) 522-5193
  - Email comments to:  
[environment@odot.org](mailto:environment@odot.org)
- Comments due by October 13, 2015



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Frank V. Roesler III froesler@odot.org	200 N.E. 21st Street Oklahoma City, OK 73105 (405) 521-2350	Oklahoma Department of Trans. SAPM Division Office of Public Involvement	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Clinton A. Tillette ctillett@odot.org	200 N.E. 21st Street Oklahoma City, OK 73105 (405) 522-1041	Oklahoma Department of Trans. SAPM Division Office of Public Involvement	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	<i>Kimberly Lynne</i> <i>35921 E Hwy 270</i> <i>Seminole</i>	<i>35921 E Hwy</i> <i>270</i> <i>Seminole OK</i>		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	<i>Johnny Starnes</i> <i>none</i>			<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	<i>Michael L Gaur</i>	<i>35876 E 270th</i> <i>Seminole OK 74868</i>		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	<i>DAVE ANDERSON</i>	<i>35912 EW</i> <i>1250</i> <i>Seminole</i>		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	<i>NEIL DREWS</i> <i>ndrews@CORESLAB.COM</i>	<i>3200 N. 129th E. Ave</i> <i>Tulsa, OK</i>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	<i>ROBERT PAYAO</i>	<i>200 NE 21st</i>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL	ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Dan Houser	12545 NS 3670 Newoka, OK 74884 918-650-2462		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Bobby & Sherrlene Phillips	<del>XXXXXXXXXXXX</del> 36038 Hwy 270E Seminole		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Scott Stegmann	<del>XXXXXXXXXXXX</del>	CP&Y	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Jay Tank	12161 NS 3640 Woodk OK 74884 405-882-0860		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Rick Smith	36006 Hwy 270 Seminole, OK		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Paul Choate	1412 E Broadway Seminole, OK		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Cynthia Choate	1412 E Broadway Seminole		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Siv Sundaram	ODOT EW		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Anijonette Berry	325 NW 26th 521.2648	ODOT	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	DAVID Samples	12516 NS 3670 NEWOKA, OK 74861		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	NICK GRANKO	200 NE 21 OKC OK	ODOT RW Relo	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Leslie Williams	36036 E Hwy 270 Seminole, OK 74868		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Leon Burkitt leonburkitt@ymail.com	35988 E Hwy 270 Seminole, OK 74868	DOT Hwy 270	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	TERRY & ELLI SMITH	35818 Hwy 270	Land Owner	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Kevin Bloss	405 2496701	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	GREG MASSEY	405 522 7605	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Ronald Kiesel	35932 HWY 270 405-380-7230		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Carolyn Dimpley	405-382-8723		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	And Morgan	465-382-3404 35966 EW 1250		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	D P Oliver	405 584 1754		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Mike Grant	405-919-3452	City Seminole	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Betty Taylor	405 650-1568	Seminole	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Hugus	402-301-0895	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Ronald Kiesel	35930 E Hwy 270		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	JESSE CURREN	P.O. Box 266		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.	JESSEC@MCLLOUDTELE CO.COM	MCLLOUD, OK 74851		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Rodney Sutterfield	12566 NS 3600	Butcher's Custom	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		Seminole OK 74868	Meat Processing		<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.	rodneysutterfield@hotmail.com			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



Tuesday, September 29, 2015 ( 6:00 PM CDT)

US-270 - Seminole County, OK

# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	Jarrood Sufferfield	12566 NS 3600 Seminole OK 74868		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Bob & Pat Ruy	217 W. Proctor Squella		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



## NOTICE OF PUBLIC MEETING

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve US-270 in Seminole County from the SH-270A Junction in Seminole, east to the Y at US-270B including several bridges. Traffic volumes along this corridor have increased over the last ten years enough to warrant an increase in capacity. In addition, this section of US-270 has a history of accidents.

The purpose of the meeting is to explain the project need, present the proposed alignment and environmental issues associated with it, and seek input before finalizing the design.

The date, time and location of the public meeting is below.

<b>Date:</b>	<b>September 29, 2015</b>
<b>Time:</b>	<b>6 p.m.</b>
<b>Place:</b>	<b>Donald W. Reynolds Wellness Center 1001 EW Hwy 123 Seminole, OK</b>

Additional information about the project and the upcoming meeting can be obtained from Robert Payao, ODOT Environmental Project Manager, at 200 NE 21<sup>st</sup> Street, Oklahoma City, OK, 73105, (405) 521-2312 or [rpayao@odot.org](mailto:rpayao@odot.org) or Scott Stegmann, CP&Y, Inc. at (405) 835-2836 or [sstegmann@cpyi.com](mailto:sstegmann@cpyi.com)

If you require special accommodations for the meeting, please direct your request to Frank Roesler, III ODOT Public Involvement Officer, at 200 NE 21<sup>st</sup> Street, Oklahoma City, OK 73105, (405) 521-2350 or [froesler@odot.org](mailto:froesler@odot.org), at least three (3) working days in advance of the meeting date.

**US-270 Seminole County  
Property Owner Mailing List**

<b>OWNERNAME</b>	<b>ADDRESS1</b>	<b>ADDRESS2</b>	<b>CITY</b>	<b>STATE</b>	<b>ZIP1</b>
ANDERSON DAVE P ETALS	35912 EW 1250		SEMINOLE	OK	74868
ARNOLD THELMA A	303 HARVEY RD		SEMINOLE	OK	74868
BARTLETT LORNE &	LYNDON KEEL	14280 N 3630	SASAKWA	OK	74867
BERRY PATSY	217 W BROADWAY		SEMINOLE	OK	74868
BIERMAN JO ANN	P O BOX 216		SAVANNA	OK	74565
BNL PROPERTIES INC	P O BOX 1606		SEMINOLE	OK	74818
BOONE OPERATING INC	709 NW 54TH ST		OKLAHOMA CITY	OK	73118
BOOTS STEVEN L TR DTD	226 QUAIL CREEK RD		SEMINOLE	OK	74868
BRAUNING JEDIDIAH W & AFTON D	11863 NS 3570		SEMINOLE	OK	74868
BROOKS TRADING CO LLC	P O BOX 1467		SEMINOLE	OK	74818
BRUNER MAGGIE ETAL	417 NW 138TH CIRCLE		EDMOND	OK	73013
BURKITT LEON & JENICE	35988 E HWY 270		SEMINOLE	OK	74868
BUTCH'S PROCESSING PLANT INC	12566 NS 3600		SEMINOLE	OK	74868
BYERLY DEREK WAYNE & PATRICIA	31 MELISSA DR		SHAWNEE	OK	74801
CALDWELL INVESTMENTS	P O BOX 979		SEMINOLE	OK	74818
CARTER VICKIE	110 QUAIL CREEK RD		SEMINOLE	OK	74868
CENTAUR INTERNATIONAL LTD	ATTN: PEGGY SPURLIN	2021 E WATERLOO ROAD	EDMOND	OK	73034
CHOATE PAUL & CYNTHIA	1412 E BROADWAY		SEMINOLE	OK	74868
CLIMER W H	C/O RICK SMITH	36005 HWY 270	SEMINOLE	OK	74868
COATES JEREMY	2601 N HUDSON AVE		OKLAHOMA CITY	OK	73103
COBLE F W & ROBERTA L & DEBBIE	ROBERTSON I& LEA ANN PRESLEY	12478 NS 3590	SEMINOLE	OK	74868
COOK PATSY TR OF DOYLE COOK	IRR TR & KRISTIN BOOTS UND 1/2 INT EA	P O BOX 875	WEWOKA	OK	74884
COPELAND LUCILLE D ETAL	C/O LANA E RASBERRY	3033 JUNIPER CT.	FAIRFIELD	CA	94533
CROWE KAREN E	35966 EW 1250		SEMINOLE	OK	74868
CURREN JESSE L	P O BOX 266		MCCLOUD	OK	74851
DAVENPORT DERRIS L	P O BOX 421		SEMINOLE	OK	74818
DAVIS FREDDIE &	KELLYE G WOODFORK	1105 BARBARY DR	NORMAN	OK	73072
DAVIS LARUTH & ETALS	7/9TH & LOLA M DAVIS & ETAL 1/9TH EA	P O BOX 155	SHAWNEE	OK	74801
DOOLEY CHARLES C & SUZANNA D	4813 ELK RUN		YUKON	OK	73099
DOOLITTLE SAMMY K &	SHERRI BROWN	2625 DERBY RD	ABILENE	TX	79606
EDWARDS BOBBY JOHN ETAL	813 NE 19TH ST		OKLAHOMA CITY	OK	73105
ENOCH GREGORY ALLEN & DAWN	35925 E HWY 270		SEMINOLE	OK	74868
FLEMING VICKIE LYNN & PATRICIA	BYERLY & KEITH HUTCHISON	36087 EW 1270	WEWOKA	OK	74884
FNC CORPORATION	C/O MARK CARNEY	8523 THACKERY APT #3106	DALLAS	TX	75225
GAMBLE JOHNNIE R & SHARON K	35843 E HWY 270		SEMINOLE	OK	74868
GATES SHERRY	35963 HWY 270		SEMINOLE	OK	74868
GATES WALLACE W & GWENNA J	36151 OLD HIGHWAY 270		SEMINOLE	OK	74868
GAVIN MICHAEL L & ANN TRUSTEES	GAVIN FAMILY REVOCABLE TRUST	35876 E HWY 270	SEMINOLE	OK	74868
GOINES JOHNNY L	12416 NS 3580		SEMINOLE	OK	74868
GOODMAN JEREMY B & MEGHAN	35870 HWY 270		SEMINOLE	OK	74868
GRACO FISHING & RENTAL	TOOLS, INC.	5300 TOWN & COUNTRY BLVD, STE 220	FRISCO	TX	75034

US-270 Seminole County  
Property Owner Mailing List

HALL SANDRA L	1 CHECOTAH LANE		SHAWNEE	OK	74801
HAYS JAMES LEE ETUX	1410 E BROADWAY		SEMINOLE	OK	74868
HENDRIX LARRY O	P O BOX 1898		SEMINOLE	OK	74818
HOUSING AUTH OF SEMINOLE NAT	PO BOX 1493		WEWOKA	OK	74884
ISLAND RENTIE	C/O EVA COOPER	35881 EW 1230	SEMINOLE	OK	74868
KAY DICK & DIANA R	CO TR DICK & DIANA R KAY REV TR	P O BOX 115	BOWLEGS	OK	74830
KEAN NORMAN KYLE	820 E BROADWAY		SEMINOLE	OK	74868
KIESEL MARY E	P O BOX 379		SEMINOLE	OK	74818
KREEGER DANNY ALLEN & EVA JANE	P O BOX 29		SEMINOLE	OK	74818
LYNN R REED & REBECCA G	PO BOX 97		STUART	OK	74570
MAGRUDER EMERY CURTIS	C/O AL'S RADIATOR	P O BOX 932	SEMINOLE	OK	74818
MARTIN DALE E & MARGARET	PO BOX 59		SEMINOLE	OK	74818
MATHEWS LAND COMPANY LLC	P O BOX 1672		SEMINOLE	OK	74818
MOORE TESSIE V	35895 E HWY 270		SEMINOLE	OK	74868
OLDEN TOMMY JR ETALS UND 1/2	INT & BESSIE DAVIS UND 1/2 INT	218 S OCHEESE	WEWOKA	OK	74884
PAYNE WENDELL R & COLLETTE D	P O BOX 801		WEWOKA	OK	74884
PFLASH STOP LLC	P O BOX 218		SHAWNEE	OK	74802
PHILLIPS BOBBY & SHARLENE	36038 E HWY 270		SEMINOLE	OK	74868
POG L.L.C	P O BOX 1859		SEMINOLE	OK	74818
PRESLEY DOUG & LEA ANN	12361 NS 3610		SEMINOLE	OK	74868
PRO CORP INC	C/O J B OKEEFFE	6412 OAK TREE CIRCLE	EDMOND	OK	73025
PURKEYPILE JOE	BOX 4 SHADY ACRES		SEMINOLE	OK	74868
RESTHAVEN MEMORIAL GARDENS	P O BOX 550		SEMINOLE	OK	74818
ROCKHOLD BYRON E &	SHARON E FLANAGAN	35916 E HWY 270	SEMINOLE	OK	74868
ROOMS GAIL	1750 DALBY		SEMINOLE	OK	74868
RUSH LORETTA G &	ANNALEE C WESTERGREN	PO BOX 946	SEMINOLE	OK	74818
SAMPLEY CAROLYN	35929 E HWY 270		SEMINOLE	OK	74868
SEMGROUP ENERGY PARTNERS LLC	ATTN: TAX DEPARTMENT	6120 S YALE, STE 500	TULSA	OK	74136
SHAWVER MARY CURTIS	4809 RANGWOOD DR		FLOWER MOUND	TX	75028
SMITH JOHN F FAMILY TRUST	P O BOX 29		BEGGS	OK	74421
SMITH TERRY & ELLA	35818 E HWY 270		SEMINOLE	OK	74868
SMITH VELDA H ETAL	5009 VISTA DEL VEGAS		TORRANCE	CA	90505
SOUTHERN DANACA SUEMARIE &	ANGEL DIALENE SOUTHERN	P O BOX 98	SEMINOLE	OK	74818
STARNES JOHNNY J & SHARON L	12487 NS 3590		SEMINOLE	OK	74868
STEPHENS MATTHEW	12610 NS 3600		WEWOKA	OK	74884
STUTEVILLE KENNETH W &	MELISSA A	1530 N HARRISON #298	SHAWNEE	OK	74804
SUTTERFIELD RODNEY L & BELINDA	12566 NS 3600		SEMINOLE	OK	74868
SWEARINGEN FUNERAL HOME	1001 N MILT PHILLIPS		SEMINOLE	OK	74868
SWEARINGEN ROBERT E TRUST &	PHILLIPS DENNIS R	1001 N MILT PHILLIPS AVE	SEMINOLE	OK	74868
TANK JERRY	12161 NS 3640		WEWOKA	OK	74884
TAYLOR RONALD A & BETTY J TR	RONALD & BETTY TAYLOR FAM TR DTD10-30-08	35970 E HWY 270	SEMINOLE	OK	74868
TELLIE CURTIS E & WYNONA N	RT 4 BOX 458 A		SEMINOLE	OK	74868
THOMPSON PUMP CO	DRAWER 310		OKMULGEE	OK	74447

US-270 Seminole County  
Property Owner Mailing List

TRANQUILITY LLC	P O BOX 1522		WEWOKA	OK	74884
TRANQUILITY LLC	P O BOX 1522		WEWOKA	OK	74884
TUCKER TED V TR REV TR	DURWARD TUCKER TR REV TRUST	P O BOX 8	WEWOKA	OK	74884
URBAN DONNA SUE RLE & HOLLY R	CALZADA & JESSICA A URBAN	P O BOX 2081	SEMINOLE	OK	74818
USA FRAC PONDS LLC	220 N MAIN		SEMINOLE	OK	74868
VEAL BYRON & TANIKA HARRISON	1805 F STREET		SEMINOLE	OK	74868
VILLINES NATHAN & STACY	TR VILLINES FAMILY TR DTD 10-10-07	P O BOX 349	WEATHERFORD	OK	73096
WARD GEORGE STANLEY & SANDRA K	307 QUAIL CREEK RD		SEMINOLE	OK	74868
WASHINGTON KING S &	KING E JACKSON	226 17TH ST	RICHMOND	CA	94801
WILLBANKS RANDY	PO BOX 38		BOWLEGS	OK	74830
WILSON GERALD & DEBORAH	35887 EW 1240		SEMINOLE	OK	74868
WYNNE LINDA	35921 HWY 270		SEMINOLE	OK	74868
YANCEY TONY	1054 WILLOW PARK CIRCLE		HENDERSONVILLE	TX	37075



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division

200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
www.odot.org

September 2, 2015

Mr. Gary Corino  
Division Administrator  
Federal Highway Administration (FHWA)  
5801 N Broadway Extension, Suite 300  
Oklahoma City, Oklahoma 73118

**RE: Public Meeting for US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011)**

Dear Mr. Corino:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve US-270 in Seminole County, Oklahoma. The project extents are from the junction at SH-270A in Seminole, east to the Y at US-270B west of Wewoka, and includes several bridges. This corridor has seen traffic volumes increase over the last ten years. Current traffic volumes are estimated at 7,200 vehicles per day (VPD) and are projected to increase to over 10,000 VPD by 2040. This section of US-270 also has a history of accidents. Several residential drives connect directly to the highway requiring the through traffic to stop to allow these turning movements. In addition, some of the county road intersections connecting to US-270 have poor horizontal geometry.

The need for the project is to accommodate increasing traffic volumes along the corridor and to address the current geometric and capacity deficiencies on the existing roadway. The purpose of the project is to improve the efficiency of the US-270 corridor while also improving safety.

A public meeting to present the project information will be held on September 29<sup>th</sup>, 2015, at 6 p.m., at the Donald W. Reynolds Wellness Center, 1001 EW Hwy 123, Seminole, Oklahoma. The purpose of the meeting is to explain the project need, present the proposed design and environmental issues associated with it, and seek input before finalizing the design.

If you require special accommodations for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at 200 NE 21st Street, Oklahoma City, OK 73105 or (405) 521-2350 or [froesler@odot.org](mailto:froesler@odot.org), at least three (3) working days in advance of the meeting date.

Should you have any questions regarding the project, please contact our Environmental Consultant, Scott Stegmann, CP&Y, Inc. at (405) 835-2836 or [sstegmann@cpyi.com](mailto:sstegmann@cpyi.com) or Robert Payao, ODOT Environmental Project Manager, at (405) 521-2315 or [rpayao@odot.org](mailto:rpayao@odot.org)

Sincerely,

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/RMP/CPY

Enclosure: Project Location Map

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

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## Public Official Notification List US-270 Seminole Co

Title	First Name	Last Name	Job Title	Agency	Street	City	State	Zip
Mr.	Gary	Corino	Division Administrator	Federal Highway Administration (FHWA)	5801 N Broadway Extension, Suite 300	Oklahoma City	Oklahoma	73118
<b>Commissioner</b>	Dan	Overland	District III	Oklahoma Transportation Commissioner	1 West Main	Earlsboro	Oklahoma	74840
Chairman			Chairman, Board of County Commissioners	Seminole County Courthouse	110 S. Wewoka, Suite 103	Wewoka	Oklahoma	74884
The Honorable	Steve	Russell	U. S. House of Representatives	128 Cannon House Office Bldg.		Washington	DC	20515
The Honorable	Steve	Russell	U. S. House of Representatives	4600 SE 29th, Suite 400		Del City	Oklahoma	73115
The Honorable	Jason	Smalley	State Senate	2300 N. Lincoln Blvd., Rm. 416		Oklahoma City	Oklahoma	73105
The Honorable	Tom	Newell	State Representaive	2300 N. Lincoln Blvd., Rm. 302		Oklahoma City	Oklahoma	73105
The Honorable	Jim	Inhofe	U. S. Senate	205 Russell Senate Bldg.		Washington	DC	20510-3603
The Honorable	Jim	Inhofe	U. S. Senate	1924 S. Utica Ave., Suite 530		Tulsa	Oklahoma	74104-6511
The Honorable	James	Lankford	U.S. Senate	316 Hart Senate Office Bldg.		Washington	DC	20510
The Honorable	James	Lankford	U.S. Senate	1015 N. Broadway Ave., Suite 310		Oklahoma City	Oklahoma	73102
Mr.	Pete	Seikel	Executive Director	Central Oklahoma Economic Development District	400 N. Bell Street	Shawnee	Oklahoma	74802
The Honorable	Chayne	Fisher	Mayor of Seminole	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	Cody	Inman	Office of the Governor		2300 N. Lincoln Blvd., Ste. 212	Oklahoma City	Oklahoma	73105
Mr.	Brad	Carter	City Attorney	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	Bill	Wantland	City Council, Ward 1	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Ms.	Susan	Hammon	City Council, Ward 1	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	John	Cramer	City Council, Ward 2	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	Gary	Houck	City Council, Ward 2	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	Jeff	Griffin	City Council, Ward 3	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	Tim	Poplin	City Council, Ward 3	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	DD	Patterson	City Council, Ward 4	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	Chris	Anson	City Council, Ward 4	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Mr.	Steve	Saxon	City Manager		PO Box 1218	Seminole	Oklahoma	74818
Mr.	Mike	Grant	Public Works Director		PO Box 1218	Seminole	Oklahoma	74818
Superintendent	Jeff	Pritchard		Seminole Public Schools	PO Box 1031	Seminole	Oklahoma	74868
Superintendent	Gil	Turpin		New Lima Public Schools	116 Gross St.	Wewoka	Oklahoma	74884
Superintendent	Sam	McElvany		Wewoka Public Schools	300 W. 10th St.	Wewoka	Oklahoma	74884
Chief	Shane	Marshall	Police Chief	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Chief	Bryant	Baker	Fire Chief	City of Seminole	PO Box 1218	Seminole	Oklahoma	74818
Postmaster				Seminole Medical Center US Post Office	2401 Wrangler Blvd. 120 E. Oak Ave.	Seminole	Oklahoma	74868

**Robert Payao**

---

**From:** Siv Sundaram  
**Sent:** Tuesday, October 06, 2015 5:33 AM  
**To:** Robert Payao; Scott Stegmann  
**Subject:** Fwd: Seminole County US-270 widening from SH-270A to Y at US-270B

Sent from my iPhone

Begin forwarded message:

**From:** Eve Atkinson <[Eve.Atkinson@travelok.com](mailto:Eve.Atkinson@travelok.com)>  
**Date:** October 5, 2015 at 4:15:26 PM CDT  
**To:** "[environment@odot.org](mailto:environment@odot.org)" <[environment@odot.org](mailto:environment@odot.org)>  
**Subject:** FW: Seminole County US-270 widening from SH-270A to Y at US-270B

Here is the correct e-mail. --Eve

---

**From:** Eve Atkinson  
**Sent:** Friday, October 02, 2015 3:11 PM  
**To:** '[enviroment@odot.org](mailto:enviroment@odot.org)'  
**Subject:** Seminole County US-270 widening from SH-270A to Y at US-270B

There are no LWCF parks or state parks on this section of highway US-270.

Eve L. Atkinson, Planner II  
Oklahoma State Parks  
Oklahoma Tourism and Recreation Department  
900 North Stiles, Suite 200  
Oklahoma City, OK 73104-3234

405.522.9516.  
[Eve.Atkinson@travelok.com](mailto:Eve.Atkinson@travelok.com)



**OKLAHOMA AERONAUTICS COMMISSION**

RECEIVED  
OCT 01 2015  
ENVIRONMENTAL  
PROGRAMS DIV.

October 1, 2015

Ms. Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer  
Oklahoma Department of Transportation  
200 Northeast 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204

Re: Solicitation for Input Regarding Widening of US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka

Dear Ms. Sullivan,

This is in reference to your September 2, 2015 letter concerning the potential widening of US-270 near the city of Seminole. The Commission would like to draw your attention to the CFR Title 14 Part 77.13, which states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- any construction or alteration exceeding 200 ft above ground level
- any construction or alteration:
  - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft
  - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft
  - within 5,000 ft of a public use heliport which exceeds a 25:1 surface
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
- when requested by the FAA
- any construction or alteration located on a public use airport or heliport regardless of height or location

Based on the limited information provided in your letter and our cursory review, the potential project does not appear to pose a hazard to the safe and efficient use of

navigable airspace. However, sometimes the most critical items affecting navigable airspace can be construction equipment (i.e. cranes etc.), light poles and fixtures. Because of this, the Commission recommends that you use FAA's notice criteria tool (at the web address given below) to determine if a 7460-1 form needs to be filed with the FAA.

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

If a 7460-1 form is required for any permanent structure with this project please inform the Commission as soon as possible. You could be required to file a tall structure permit, under the rules of the Aircraft Pilot and Passenger Protection Act, with the Commission. Should you have any questions in the matter, please do not hesitate to contact me at [ctaber@oac.ok.gov](mailto:ctaber@oac.ok.gov) or (405) 604-6900.

Sincerely,



Catherine Taber  
Aviation Program Manager  
Oklahoma Aeronautics Commission

MARY FALLIN  
GOVERNOR

TODD LAMB  
LIEUTENANT GOVERNOR



Our Land • Our Heritage • Our Future

TREY LAM  
EXECUTIVE DIRECTOR

LISA KNAUF OWEN  
ASSISTANT DIRECTOR

September 23, 2015

Dawn Sullivan, P.E.  
Environmental Programs Division Engineer  
Oklahoma Dept. of Transportation  
200 NE 21<sup>st</sup> St.  
Oklahoma City, OK 73105

RECEIVED  
SEP 28 2015  
ENVIRONMENTAL  
PROGRAMS DIV.

**RE: *Solicitation for input Regarding Widening of US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011)***

Dear Ms. Sullivan:

Thank you for the opportunity to review this ODOT proposal as described in your letter of September 2, 2015. The proposed plan calls for the widening of US-270 from SH-270A east to US-270B in Seminole County to improve efficiency and safety.

This proposed project was reviewed using the Soil Survey of Seminole County and the US Fish and Wildlife Service National Wetlands Inventory (NWI) Maps. Based on both your description in the solicitation and the attached map, hydric soils and/or forested/shrub wetlands may occur in the project area. These soils and mapped wetlands occur in Sections 15, 22, 16, and 9, Township 8 North, Range 7 East. In addition, streams occur within the proposed project area and riparian areas have the potential to contain wetland ecosystems.

In addition to the potential disturbance of wetland resources, the Oklahoma Conservation Commission (OCC) has several general concerns that should be addressed throughout this project. One concern is that riparian areas will be disturbed and siltation problems may arise during this process. OCC is also concerned about mechanical disturbance in the stream itself, whether it is simply for construction or that it involve the redirecting or "re-designing" of the channels. Additionally, OCC is concerned that the cross-sectional area may be reduced and not allow for needed drainage. OCC recommends plans that reduce disturbance, and thus siltation, in the creeks and erosion control plans sufficient to minimize sedimentation impacts from construction activities outside the stream channel. OCC also recommends minimizing changes in the stream configuration (slope, width, depth and path) or if the streams must be manipulated, natural designs be used to reshape and stabilize the stream. This natural stabilization method is considerably more economical and beneficial to the environment than historical stabilization techniques. Restoring riparian corridors using natural design ultimately produces stream systems that are more stable and efficient in transporting bed load and flood flows while providing habitat for riparian/wetland wildlife. If this method cannot be used, OCC recommends that permanently protected

riparian mitigation be implemented possibly through a conservation easement. Tying to this recommendation, OCC suggests that if bridge crossings are modified, sufficient cross-sectional drainage area through the bridge crossings be incorporated in the plan to allow for maximum periodic flood drainage. Many older bridge designs do not account for all expected flood drainage and the bridge functions as a dam, constricting flow, creating stress on banks and structures, and effectively reducing the natural positive effects of the flood plain. OCC requests that following completion of this project, the streams remain free flowing (stream slope unaffected by construction) with naturally vegetated stable banks and with stream substrate free of excess sedimentation from project activities.

If you have any further questions or concerns, please contact me at 405/522-6908 or at [brooks.tramell@conservation.ok.gov](mailto:brooks.tramell@conservation.ok.gov).

Sincerely,



Brooks Tramell  
Director of Monitoring, Assessment and Wetlands Programs  
Water Quality Division

cc: Wetlands file  
Shanon Phillips, OCC Water Quality Division Director

## Scott Stegmann

---

**From:** david\_hurd@nps.gov on behalf of IMRextrev, NPS <imrextrev@nps.gov>  
**Sent:** Monday, September 14, 2015 11:44 AM  
**To:** Scott Stegmann  
**Cc:** Robert Payao (rpayao@ODOT.ORG)  
**Subject:** Re: Solicitation for Input: Proposed US-270 widening in Seminole County, Oklahoma

Dear Mr. Stegmann,

The National Park Service (NPS) would like to thank you for the opportunity to be involved in your project. The NPS has reviewed this project and has found no comments at this time.

Regards,

National Park Service  
Intermountain Region External Review Team  
Serving MT, UT, WY, CO, AZ, NM, OK, TX  
[imrextrev@nps.gov](mailto:imrextrev@nps.gov)

On Thu, Sep 3, 2015 at 8:54 AM, Scott Stegmann <[ssstegmann@cpyi.com](mailto:ssstegmann@cpyi.com)> wrote:

Dear Ms. Masica,

Please see the attached correspondence for review by your office.

Thank you,

**Scott Stegmann**

*Environmental Planning & Permitting*



2000 N. Classen Boulevard, Suite 1410

Oklahoma City, OK



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division

200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
www.odot.org

September 2, 2015

Mr. Richard Fields  
Assistant Field Office Manager - Multi Resources Oklahoma Field Office  
Bureau of Land Management  
7906 E. 33rd Street, Suite 101  
Tulsa, Oklahoma 74145-1352

**RE: Solicitation for Input Regarding Widening of US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011)**

Dear Mr. Fields:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve US-270 in Seminole County, Oklahoma. The project extents are from the junction at SH-270A in Seminole, east to the Y at US-270B west of Wewoka, and includes several bridges. This corridor has seen traffic volumes increase over the last ten years. Current traffic volumes are estimated at 7,200 vehicles per day (VPD) and are projected to increase to over 10,000 VPD by 2040. This section of US-270 also has a history of accidents. Several residential drives connect directly to the highway requiring the through traffic to stop to allow these turning movements. In addition, some of the county road intersections connecting to US-270 have poor horizontal geometry. The need for the project is to accommodate increasing traffic volumes along the corridor and to address the current geometric and capacity deficiencies on the existing roadway. The purpose of the project is to improve the efficiency of the US-270 corridor while also improving safety.

A public meeting to present the project information will be held on September 29<sup>th</sup>, 2015, at 6 p.m., at the Donald W. Reynolds Wellness Center, 1001 EW Hwy 123, Seminole, Oklahoma. The purpose of the meeting is to explain the project need, present the proposed design and environmental issues associated with it, and seek input before finalizing the design.

Any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response by October 13, 2015. Your written comments should be directed to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 NE 21<sup>st</sup> Street, Oklahoma City, Oklahoma 73105 or emailed to [environment@odot.org](mailto:environment@odot.org)

Should you have any questions regarding the project, please contact our Environmental Consultant, Scott Stegmann, CP&Y, Inc. at (405) 835-2836 or [sstegmann@cpyi.com](mailto:sstegmann@cpyi.com) or Robert Payao, ODOT Environmental Project Manager, at (405) 521-2315 or [rpayao@odot.org](mailto:rpayao@odot.org)

If you require special accommodations for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at 200 NE 21st Street, Oklahoma City, OK 73105 or (405) 521-2350 or [froesler@odot.org](mailto:froesler@odot.org), at least three (3) working days in advance of the meeting date.

Sincerely,

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/RMP/CPY

Enclosure: Project Location Map

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division

200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
www.odot.org

September 2, 2015

Ms. Sue E. Masica  
Regional Director - Intermountain Region Office, Planning & Environmental Quality  
National Park Service  
12795 W. Alameda Parkway  
Denver, Colorado 80225

**RE: Solicitation for Input Regarding Widening of US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011)**

Dear Ms. Masica:

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If you require special accommodations for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at 200 NE 21st Street, Oklahoma City, OK 73105 or (405) 521-2350 or [froesler@odot.org](mailto:froesler@odot.org), at least three (3) working days in advance of the meeting date.

Sincerely,

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/RMP/CPY

Enclosure: Project Location Map

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Solicitation List US-270 Seminole Co.

Title	First Name	Last Name	Job Title	Agency	Street	City	State	Zip
Mr	Richard	Fields	Assistant Field Office Manager - Multi Resources Oklahoma Field Office	Bureau of Land Management	7906 E. 33rd Street, Suite 101	Tulsa	Oklahoma	74145-1352
Mr	Andrew	Commer	Regulatory Branch Chief	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	Oklahoma	74128-4629
Colonel	Anthony	Funkhouser	District Engineer	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	Oklahoma	74128-4629
Mr	Steve	Nolen	Planning & Environmental (PER) Division	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	Oklahoma	74128-4629
Mr	Greg	Estep	Chief - Hydraulics & Hydrology Branch	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	Oklahoma	74128-4629
Mr	Scott	Henderson	Chief - Chief Water Management	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	Oklahoma	74128-4629
Ms	Michele	Lay	Chief - Civil Design Section	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	Oklahoma	74128-4629
Mr	David	Blackmore	Engineering Branch, Infrastructure Section	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	Oklahoma	74128-4629
Mr	Robert	Impson	Regional Director, Eastern Oklahoma Region	Bureau of Indian Affairs	P. O. Box 8002	Muskogee	Oklahoma	74402-8002
Federal Railroad Administration				Region 5	4100 International Plaza, Ste. 450	Fort Worth	Texas	76109-4820
Ms	Sharon	Gordon-Ribeiro	Tulsa Field Office Director	U.S. Housing & Urban Development	Williams Center Tower II, 2 West Second Street, Ste. 400	Tulsa	Oklahoma	74103
Ms	Sue E	Masica	Regional Director - Intermountain Region Office, Planning & Environment	National Park Service	12795 W Alameda Parkway	Denver	Colorado	80225
Mr	Steve	Spencer	Regional Environmental Officer	U.S. Department of the Interior	1001 Indian School NW, Suite 348	Albuquerque	New Mexico	87104
Mr	Victor N.	Bird	Director	Oklahoma Aeronautics Commission	120 N. Robinson, Suite 1244W	Oklahoma City	Oklahoma	73102
Mr	Tim	Baker	Director - Oil & Gas Division	Oklahoma Corporation Commission	Jim Thorpe Building, 2101 North Lincoln Blvd.	Oklahoma City	Oklahoma	73105
			Environmental Review Coordinator	DEQ Customer Assistance Program	P. O. Box 1677	Oklahoma City	Oklahoma	73101-1677
Ms	Deby	Snodgrass	Secretary of Commerce and Tourism, Executive Director of Commerce	Oklahoma Department of Commerce	900 North Stiles	Oklahoma City	Oklahoma	73104
Mr	Richard	Hatcher	Director	Department of Wildlife Conservation	1801 North Lincoln Blvd., P.O. Box 53465	Oklahoma City	Oklahoma	73152-8804
Mr	Trey	Lam	Executive Director	Oklahoma Conservation Commission	2800 North Lincoln Blvd., Ste. 160	Oklahoma City	Oklahoma	73105
Commissioner	Jim	Reese	Commissioner of Agriculture	Department of Agriculture	2800 N. Lincoln Blvd., P.O. Box 54298	Oklahoma City	Oklahoma	73105-4298
Mr	J.D.	Strong	Director	Oklahoma Water Resources Board	3800 North Classen	Oklahoma City	Oklahoma	73118
Dr.	G. Randy	Keller	Director	Oklahoma Geological Survey	100 East Boyd, Room N-131	Norman	Oklahoma	73019-0628
Ms	Joy	Hofmeister	State Superintendent	State Department of Education	2500 North Lincoln Blvd., Rm. 121	Oklahoma City	Oklahoma	73105-4599
Ms	Kristina S.	Marek	Director, State Parks	Oklahoma Tourism & Recreation Department	First National Center, 120 North Robinson Avenue, Ste. 600	Oklahoma City	Oklahoma	73102
Mr	Pete	Seikei	Executive Director	Central Oklahoma Economic Development District	400 N. Bell Street	Shawnee	Oklahoma	74802
Principal Chief	Leonard	Harjo		Seminole Nation	P. O. Box 1498	Wewoka	Oklahoma	74884

# **RELOCATIONS**

## **Displacement Survey Summary US-270 widening project in Seminole County**

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**Survey Dates:**

May 30, 2017 – June 15, 2017

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**Project:**

US-270 from SH-70A East to Y at US-270B West of Wewoka, Seminole County,  
21006(04)(07)

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In conjunction with the proposed widening project on US-270 east of Seminole, residential and commercial relocation surveys were conducted between May 30, 2017 and June 15, 2017. Universal Field Services, Inc. Right of Way Agents conducted the surveys and filed a report for each contact.

Surveys were given either in person or by certified mail to those who owned or rented properties that would be displaced and relocated as a result of the proposed project. Survey forms differed based on residential or commercial displacements. Residential surveys included questions concerning household demographics. Commercial surveys included information about business type and the effects displacement would have on employees and customers. Both forms included open ended questions about opinions on the proposed project.

A total of ten residential surveys and five commercial surveys were completed. Survey questionnaires, letters of explanation of completion, and return envelopes were left with envelopes in mailboxes and surveyors attempted to hand deliver surveys to two tenants of residential rental properties. Finally, surveys were sent by regular and certified mail to the same tenants. There has been no response from these tenants.

All of the respondents were aware of the proposed project. Five residential respondents and two commercial respondents attended the public meeting held in Seminole on September 29, 2015. It should be noted that one of the business owners was also in attendance as a home owner.

### Residential Displacement Surveys

Comments and concerns from residential respondents included concerns over how long the process was taking and the acquisition of property, trying to find decent or similar housing elsewhere, or needing to move out of the community all together. Two respondents replied that they had special needs that required housing with disability features. One respondent replied that his property was left in disarray after ODOT utility relocations.

When asked if felt that the US-270 project will positively benefit the community, six replied yes, three replied no, one was unsure, and one was left blank. When asked if felt the US-270 project will negatively impact the community, three replied no, three replied yes, two replied it was negatively affect their property, one replied no comment, and two were left blank.

### Commercial Displacement Surveys

Comments and concerns from commercial respondents included loss of location, cost of relocating, and the effects on their business if displaced. Another concern was the increase in noise and speed from more traffic. There were also concerns about the effect on their employees. One respondent replied that they would need to travel farther and another replied that they would probably lose their jobs. All but one respondent replied that their business depended on traveling public on US-270. Two respondents replied that are not planning to relocate their business, one replied that they were planning to relocate, one said if they had the funds they would relocate, and one was left blank.

When asked if they felt the US-270 project will positively benefit the community, two replied yes and three replied no. When asked if they felt the US-270 project will negatively impact the community, one replied yes, three replied no, and one replied that it would negatively impact his business.

Reasons people - whether they were filling out the residential or commercial survey - gave for being in favor of the project include improved access, transportation is essential for the economy, better flow of traffic, and existing congestion.

### EJ Populations

The residential survey questions included demographic information such as race, income, and language. Of the 26 populated blocks in the study area, nine are minority EJ blocks – more than 50% of the population are minority individuals residing within them. Median household income is counted in block groups; none of the block groups had a median income below the Department of Health and Human Services (DSS) poverty guideline. Households living below poverty level ranged from 14.2 % to 28.5%. The percentage of individuals living with a disability ranged from 12.6% to 23.9% and those over the age of 65 living alone ranged from 16.0% to 33.8%.

Of the respondents, two identified as American Indian or Alaskan Native, one identified as American Indian or Alaskan Native and White, one identified as Black or African American, and one chose other. The remaining six respondents identified as White. Three respondents indicated that their income was \$24,000 or lower; the majority had an income of \$28,000 or higher. Six of the respondents own their homes and five rent. Two respondents indicated they have special needs and require ADA or other disability features in their homes. Three indicated they were retired. Almost all of the respondents are fluent in English. One reported they did not speak English well and three speak English well.

### ODOT Responses – Advisory Assistance Results

Residential relocations are necessary for this project. ODOT will do a study to determine what housing is available in the vicinity of the project. ODOT aims to find houses that are functionally equivalent and decent, safe, and sanitary for those who need to relocate. A Replacement Housing Payment differential payment will be calculated to assist relocating homeowners in acquiring replacement housing that fit their needs. It will be the relocated homeowners' choice which house is selected. If no suitable housing is available for physically

disabled homeowners, ODOT would investigate options regarding new construction or modifications to an existing house to accommodate the disability. ODOT will provide relocation advisory assistance throughout the whole process.

In regards to the unoccupied houses/improvements that would be displaced/relocated, ODOT will offer fair market value to acquire the improvements. Acquisition will address every improvement in the right-of-way to be acquired. If there is personal property to move, the Relocation Branch will provide relocation advisory assistance and funds to move personal property from the right-of-way.

Additionally, ODOT will assess the issues and needs of relocating homeowners with family nearby that need to stay together. ODOT will interview them personally and determine the best course of action based on their living needs for keeping the family together.

Residential Displacement Survey Matrix  
US-270 in Seminole County

Name and Contact Information	Place of Employment/ Distance to Employment	Do you feel the US-270 project will positively benefit your community?	Do you feel the US-270 Project will negatively impact your community?	What concerns do you have and what hardships would you face by being displaced by the US-270 project?	Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project?	Do you or anyone in your household require disability features?	Additional Comments?	Advisory Assistance Results
Joel Brauning 905 G Broadway Seminole, OK 74868 (405) 220-1200 joelwayne@gmail.com	Cactus Pumbing	Yes, access	Contractors not keeping area free of mud and trash	His customers will have a harder time when the bridge is down	(blank)	(blank)	He is not happy about the way the contractor left his commercial business property where ODOT had worked on the utilities because now he can't open his gates and the water now runs down towards his shop and has started to fill up his drain with gravel and dirt.	
Chris Kinney 1621 F. Street Seminole, OK 74868 kinney6s@yahoo.com	GOFF, Inc. 5 mi away	No, not really - Seminole is not really a growing city.	No	Having to relocate, cost of moving, trying to find a decent place to live	Yes - he has multiple sclerosis (MS). My place is ground level because I can't walk up or down stairs.	Yes - he has MS. He needs something ground level.	None	We will do a study to determine what housing is available in the project area. We will select up to three houses that are functionally equivalent and decent, safe and sanitary to best fit his needs. We will calculate a Replacement Housing Payment differential payment to assist him in acquiring replacement housing to fit his needs. It is his choice which house he selects. If there are no housing available we may have look into new construction or modifications to an existing house to make the house accommodate his disability. We provide relocation advisory assistance for the whole process.
Ella Smith 35818 E. Hwy 270 Seminole, OK 74868 (405) 585-1695 ellamsmith@sbcglobal.net	100% disabled veteran	(blank)	(blank)	Her home will be taken. She has three acres. Husband died on April 24, 2017. She has six dogs in heavy duty home-built kennels with electricity. She has no one to re-build. Her husband did all the work.	Yes - she is 100% disabled and on oxygen. She had entire spinal surgery and needs handicap accessibility in her home. The VA spent over \$8K rebuilding for her handicap as a one-time limitation.	Yes, see previous response.	None	We will do a study to determine what housing is available in the project area. We will select up to three houses that are functionally equivalent and decent, safe and sanitary to best fit her needs. We will calculate a Replacement Housing Payment differential payment to assist her in acquiring replacement housing to fit her needs. It is her choice which house she selects. If there are no housing available that fits her needs we may have look into new construction or modifications to an existing house to make the house accommodate her disability requirements. We will see what the house needs are and provide all accessibility needs she requires for replacement housing functional to her current housing. We will provide relocation advisory assistance throughout the whole relocation process.
Johnny Goines/JoAnn Morris 12416 NS 3580 Unit #13 Seminole, OK 74868 (405) 380-4172	Johnny's Mobile Home Park/JoAnn Mobile Home Park	Yes	For my home	Take home/business	No	No	None	We will provide decent, safe, and sanitary housing functional, equal, or better than their existing home. We will calculate a Replacement Housing Payment to help them obtain decent, safe, and sanitary housing. We will also provide relocation assistance throughout the whole relocation process.
Mark Crawford 12416 NS CR 3580 Unit #10 Seminole, OK 74868 (405) 712-8298	Retired	He guesses so	No comment	He guesses he will move	No	No	None	
Patsy Berry 217 West Broadway Seminole, OK 74868 (405) 826-3104 beeberry@sbcglobal.net	Retired	Transportation is essential for the economy of an area.	It will be a positive effect.	It will probaby take a garage apartment and the house which we are planning to move into. I have built a goat fence with a nice iron gate. I plan to continue to raise goats so would like the fence replaced.	Not other than we are in our 80s and do pretty good but are not very active	Not yet - Patsy is 86 years young	Bob Berry (Patsy's husband) stated that the property has two unoccupied residences. He advised that they are completely for the highway project.	If she is not occupying the house when the offer is made, she will be offered a FMV value to acquire the improvements on her property. Acquisition will address every improvement in the ROW to be acquired. If she has personal property to move, the Relocation Branch will give relocation advisory assistance and pay to her to move her personal property from the right-of-way.
Lee Randle c/o BNL Properties PO Box 1606 Seminole, OK 74868 (405) 380-8388 Jared Ransom	BNL Properties	Better flow of passing lane if needed.	No	None	No	No	He indicated he is happy with the project.	
Jared Ransom 35928 E. Hwy 270 Seminole, OK 74868 (405) 380-2733	Sigma 20 mi away	He hopes so	Yes	It will take a few weeks	No	No	None	

Residential Displacement Survey Matrix  
US-270 in Seminole County

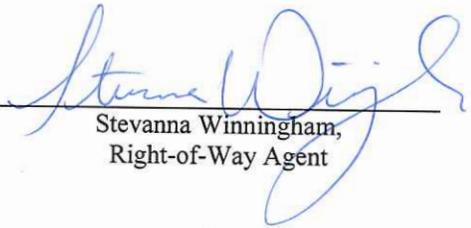
<p>Mike Kiesel 35930 E. Hwy 270 Seminole, OK 74868 (405) 382-5690</p>	<p>Self employed</p>	<p>HELL NO</p>	<p>(blank)</p>	<p>There will be more wrecks, people will be driving faster, he has been operating his business here for over 40 years. Now he will have to find a place to relocate. There is no better place. His business will suffer greatly. May have to close down. Costs too much to relocate - can't afford to do that. He sees no reason to spend that kind of money for 8 miles that goes no where.</p>	<p>(blank)</p>	<p>(blank)</p>	<p>None</p>	
<p>Kenneth and Christal Taylor 35968 E. Hwy 270 Seminole, OK 74868 (405) 684-7390 or (405) 684-7391 knc69247@yahoo.com</p>	<p>WCA - 4 mi away, Walmart - 5 mi away</p>	<p>Yes, too much traffic for a 2 lane road</p>	<p>Lose my home</p>	<p>No place to live, her mom lives there too and if they relocate, she won't see her.</p>	<p>(blank)</p>	<p>(blank)</p>	<p>She indicated she is not happy with how long the process has been taking.</p>	<p>We will assess the issues and needs by interviewing them personally and determine what their living needs are for keeping the family together and determine what may be done. We will provide relocation advisory assistance throughout the relocation process. We will provide decent, safe and sanitary replacement housing to all displaced persons that are being displaced.</p>
<p>Rick Smith 342 7th St. Seminole, OK 74868 (405) 220-5424</p>	<p>Retired</p>	<p>No, it will hurt all of us</p>	<p>It will kill every business along 270</p>	<p>I lose 60 years of life. It has knocked me out of a paid-for home and land</p>	<p>Had to move into public housing and he is not a city person to start.</p>	<p>I lose all of the needs I had.</p>	<p>He expressed concerns of his family land being taken and that the project will hurt all businesses along HWY 270.</p>	<p>We will do a study to determine what housing is available in the project area. We will select up to three houses that are functionally equivalent and decent, safe and sanitary to best fit his needs. If he currently owns his house now without a mortgage, we don't expect him to have a mortgage after he relocates unless he acquires a larger more expensive home. He will be offered a fair market value for his home. If it costs more to buy a replacement home based on our replacement housing study, we will provide relocation assistance providing additional funds to acquire a comparable house based on the market study we complete. We will know better what we need to offer him once we do this replacement housing study.</p>

Commercial Displacement Survey Matrix  
US-270 Seminole Co

Business Name and Contact Information	Occupancy Status				Business Ownership								Business Type						Is your business a Disadvantaged Business Enterprise (DBE)?		How many people does your business employ?		What is your business activity?	What percentage of your employees walk to work?	What percentage of your customers walk to your business?	Are You Aware of the US-270 Project?		Did You Attend the US-270 Public Meeting?		Do you think the US-270 project will positively benefit your community?	Do you feel the US-270 project will negatively impact your community?	Does your business depend on traveling public on US-20?	Are you planning or do you have plans to relocate your business?	What concerns do you have and what hardships would you face by beng displaced by the US-270 project?	How will the project affect your employees?			
	Owms Building	Owms Land	Rents Building	Rents Land	Sole Proprietor	Corporation	L.L.C.	Partnership	Non-profit	Farm	Franchise	Retail	Wholesale	Manufacturing	Service	Rental	Construction	Other	Yes	No	Full time	Part time				Yes	No	Yes	No									
Johnny Goines 12416 NS 3580 Unit #13 Seminole, OK 74868 Owner: Johnny Goines (405) 380-4172	X	X			X															X		0	2	Mobile Homes	100%	0%	X				X		Yes	For his business	Yes	If I have the money	It affects my mobile home business	N/A
Davis Company Logging and Perforate, Inc. 35894 Hwy 270 Seminole, OK 74868 Owner Name: Larry O. Hendrix (405) 382-0479 or (405) 380-6770 lhendrix1957@yahoo.com	X					X									X							2	0	Oil Field Service Co.	0%	0%	X				X		No	No	Yes	No	Loss of location	Travel further distances
Centaur International, LTD. 2021 E. Waterloo Rd. Edmond, OK 73034 Owners Name: Peggy S. Spurlin (405) 341-7653 or (405) 317-2858 centrint@aol.com	X	X				X																N/A	N/A	N/A	N/A	N/A	X				X		Better flow of traffic	No	Yes	No	Empeding sale of this property	N/A
Mary E. Kiesel 35930 Hwy 270 E, S Seminole, OK 74818 Owners Name: Mary E. Kiesel Contact: Ronald Kiesel Relationship: Guardian	X	X	X	X	X											X						N/A	N/A	Landlord	0%	0%	X		X			No - ROW is 10' from front door	Yes - too much traffic in front of house. Increase in speed and noise.	No	(Blank)	Same as previous answer	None	
Mike Kiesel A/C & HT6 Co 35930 E. Hwy 270 Seminole, OK 74868 Owners Name: Mike Kiesel (405) 382-5690	X				X										X							1	3	Mechanical contractor	0%	0%	X		X			No	No	Yes	Yes	Where to relocate, cost of relocating, loss of business	Probably lose their job	

JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	21
OWNER	Owner/Occupant Unit 13: Jonny L. Goines; Tenants: #10 -Mark & Beverly Crawford, #11 -Gary Wurtz & #12 - Randy Prough

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

 Stevanna Winningham, Right-of-Way Agent	6/14/17 Date	 Sara Wyly, Project Manager	6/15/17 Date
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### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

DATE	
05-24-17	UFS received the Notice to Proceed for the Justice Interview.  Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>  This parcel has been revised from a PARTIAL ACQUISITION. The parcel owners aka Landlords are Owner/Occupant: Unit #13 - Jonny L. Goines; Tenant occupants: Unit #10 - Mark & Beverly Crawford, Unit #11 - Gary Wurtz & Unit #12 - Randy Prough. The parcel is a commercial mobile home park with tenant occupied mobile homes.
05-30-17	<b>Telephone call to Jonny L. Goines, owner of mobile home park and occupant</b>  The property owner was called and I introduced myself and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet at 12:00pm on 05-30-17 at the owner's business/residence in Seminole, Oklahoma. I thanked the owner and we ended the call.
05-30-17	<b>Interview meeting with Jonny L. Goines, owner of mobile home park and occupant, Unit #13</b>  I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b>Questions/Comments:</b> The property owner stated the property is a commercial mobile home park and also his residence and occupied by a renters that are only tenants and not owners. He then completed both the interview forms and provided the tenants names and contact information. He advised he is concerned this will be a negative impact on his business due to the loss of land and also the loss of tenant income and he will begin legal eviction for Unit #12 - Randy Prough on 6-3-17. We walked and looked at the proposed right of way in front of the occupied mobile homes. We thanked the owner for his time and ended the meeting.
06-01-17	<b>Interview meeting with Mark Crawford, Tenant Occupant, Unit #10</b>  I drove to the parcel to attempt to contact the tenant occupant's.  I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b>Questions/Comments:</b> He then completed the interview form and he really didn't have any concerns. We thanked the tenant for his time and ended the meeting.  Tenants for Unit #11 - Gary Wurtz & Unit #12 - Randy Prough were not there, so I left a copy of the interview form, a business card, a self-addressed stamped envelope, a letter of explanation for completion and return to our office in their mail boxes.
06-05-17	I drove to the parcel to attempt to contact the tenant occupant's. Tenants for Unit #11 - Gary Wurtz & Unit #12 - Randy Prough were again not there, so I left a copy of the interview form, a business card, a self-addressed stamped envelope, a 2 <sup>nd</sup> letter of explanation for completion and return to our office in their mail boxes.
06-07-17	I mailed another copy of the forms, final notice letter and business cards to the tenant with a return envelope by regular and certified mail.

JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	21
OWNER	Owner/Occupant Unit 13: Jonny L. Goines; Tenants: #10 -Mark & Beverly Crawford, #11 -Gary Wurtz & #13 -Randy Prough

**DATE:**

**REPORT OF EACH CONTACT**

06-16-17	Received both envelopes returned as undelivered. Went online to oscn.net and found where property owner filed entry and detainer on 06-05-17.
06-16-17	<p><b>Updated the log for audit and submittal to ODOT.</b></p> <p>I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.</p>

**Oklahoma Department of Transportation  
Commercial Environmental Justice Survey**

**Section 1 – The following are questions about your business:**

*General Information*

BUSINESS NAME: <u>Johnny Goines</u>		
PHYSICAL ADDRESS: <u>12416 NS 3580 Unit #13</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
BUSINESS OWNER'S NAME: <u>Johnny Goines</u>		
TELEPHONE # 1: <u>405 380 4172</u>	TELEPHONE # 2:	
EMAIL:		
CONTACT PERSON:		
RELATIONSHIP:		

**OCCUPANCY STATUS:**

- Owns Building
- Owns Land
- Rents Building
- Rents Land

**BUSINESS OWNERSHIP:**

- Sole Proprietor
- Corporation
- L.L.C.
- Partnership
- Non-Profit
- Farm
- Franchise

**BUSINESS TYPE:**

- Retail
- Wholesale
- Manufacturing
- Service
- Rental
- Construction
- Other

1. Is your business considered a Disadvantaged Business Enterprise (DBE)?  Yes  No
2. How many people does your business employ? Full Time: \_\_\_\_\_ Part Time: 2
3. What is your Business Activity? Mobile Homes

**Section 2 – The following are questions about your current transportation needs:**

1. What percentage of your employees walk to work? Both
2. What percentage of your customers walk to your business? N/A

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

Yes

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

For my Business

3. Does your business depend on traveling public on US 270? yes

4. Are you planning or do you have plans to relocate your business? If I have the money

5. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.) it affects my mobile home

Business.

6. How will the project affect your employees? N/A

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: <u>Sohany Gaines / JoAnn Morris</u>		
ADDRESS: <u>12416 NS 3580 unit #13</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>405 380 4172</u>		
EMAIL: _____		

**2. Place of Employment:**

Place of Employment: Occupant 1 Sohany's mobile home park  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 2 JoAnn ~~Mobile~~ mobile home park  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information: : \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

**4. Race:**

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

**5. Household Size:**

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 2

Number of children the household? (under 18): \_\_\_\_\_

**6. Income:**

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

8. Do you rent or own your home?     Rent     Own

9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?

- Yes, Community Name mobile home  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

2. How many vehicles are in your household? 8-10

**3. What are the distances to the following:**

Church 1-5    School 1-5    Shopping 1-5    Other 1-5

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

yes

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

For my home

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

Take home/Business

4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

No

5. Do you or anyone in your household require disability features? (Please explain below.)

No

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: <u>Mark Crawford</u>		
ADDRESS: <u>12416 NS Cr 3980 #10</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>405-712-8298</u>		
EMAIL: _____		

**2. Place of Employment:**

Place of Employment: Occupant 1 Retired

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 2 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 3 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 4 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

**4. Race:**

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

**5. Household Size:**

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 2

Number of children the household? (under 18): \_\_\_\_\_

**6. Income:**

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

**8. Do you rent or own your home?**     Rent     Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

- Yes, Community Name Mobile Home Park  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

**2. How many vehicles are in your household?** 1

**3. What are the distances to the following:**

Church \_\_\_\_\_ School \_\_\_\_\_ Shopping \_\_\_\_\_ Other \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

I guess

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

No Comment

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

Guess I'll move

4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

No

5. Do you or anyone in your household require disability features? (Please explain below.)

No



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## FINAL NOTIFICATION LETTER

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

This letter will service as the final request for you to please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Also enclosed for your ease is a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## 2nd Notification

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

At your earliest convenience, would you please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Enclosed for your ease you will find a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent



FIELD SERVICES, INC.  
GENERAL OFFICES

P.O. BOX 35666 • TULSA, OK 74153-0666

UFS#: 1688 - 001 /Final Survey Notification  
Parcel: 21T Agent: SGW/KH



91 7108 2133



U.S. POSTAGE PITNEY BOWES

ZIP 74135 \$ 006.56<sup>0</sup>  
02 1W  
0001398430 JUN 08 2017

U.S. POSTAGE PITNEY BOWES  
ZIP 74135 \$ 006.56<sup>0</sup>  
02 1W  
0001398430 JUN 08 2017



731 FE I 0006/13/17  
RETURN TO SENDER  
ATTEMPTED - NOT KNOWN  
UNABLE TO FORWARD  
NIXIE  
BC: 74153066666 \*2757-08415-08-41

Randy Prough  
35863 East SH 270 Unit # 12  
Seminole, Oklahoma 74868

ANK  
74153066666

SENDER: COMPLETE THIS SECTION

- Complete Items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece or on the front if space permits.

1. Article Addressed to:  
Randy Prough  
35863 East SH 270 Unit # 12  
Seminole, Oklahoma 74868  
UFS#: 1688 - 001 /Final Survey Notification  
Agent: SGW/KH Parcel: 21T



9590 9403 0760 5196 2318 5

2. Article Number (Transfer from service label)

PS Form 91 7108 2133

CERTIFIED MAIL



91 7108 2133 3939 7993 4012



FIELD SERVICES, INC.  
GENERAL OFFICES

P.O. BOX 35666 • TULSA, OK 74153-0666

UFS#: 1688 - 001 /Final Survey Notification  
Parcel: 21T Agent: SGW/KH

6-15-17

*Handwritten signature: Ankh*



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## 1st Notification

---

Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

At your earliest convenience, would you please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Enclosed for your ease you will find a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent

# Oklahoma Department of Transportation Residential Environmental Justice Survey

## Section 1 – The following are questions about you and your household:

### 1. Contact Information:

NAME:		
ADDRESS:		
CITY:	STATE:	ZIP:
PHONE #:		
EMAIL:		

### 2. Place of Employment:

Place of Employment: Occupant 1 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 2 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 3 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 4 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

### 3. How well do you speak English?

I do not speak English well.       I speak a little English.

I speak English moderately well.    I speak English well.

I am fluent in English.

### 4. Race:

White    Black or African American       Hispanic/Latino

Native Hawaiian or Other Pacific Islander    Asian

American Indian or Alaskan Native       Other

### 5. Household Size:

1     2     3     4     5     6

7     8     9     10     11     12+

Number of adults in the household? (18 and over): \_\_\_\_\_

Number of children the household? (under 18): \_\_\_\_\_

### 6. Income:

Less than \$12,000       \$12,000 to \$15,000       \$15,000 to \$19,000

\$19,000 to \$24,000     \$24,000 to \$28,000       \$28,000 to \$32,000

\$32,000 to \$36,000     \$36,000 to \$40,000       \$40,000 to \$50,000

Greater than 50,000

### 7. How long have you lived at your current residence?

Less than 1 Year       Between 1 Year and 3 Years

Between 3 Years and 5 Years

More than 5 Years       More than 10 Years

### 8. Do you rent or own your home?   Rent   Own

### 9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?

Yes, Community Name \_\_\_\_\_

No     N/A

## Section 2 – The following are questions about your current transportation needs:

### 1. How do you get around for work or non-work purposes?

Own/lease a vehicles     Rely on friend/family for rides

Public transportation     Taxi and/or other rider service for hire

Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

### 2. How many vehicles are in your household? \_\_\_\_\_

### 3. What are the distances to the following:

Church \_\_\_\_\_ School \_\_\_\_\_ Shopping \_\_\_\_\_ Other \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?     Yes     No

2. Did you attend the US-270 public meeting?     Yes     No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

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2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

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3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

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4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

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5. Do you or anyone in your household require disability features? (Please explain below.)

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**OKLAHOMA**  
State Courts Network

The information on this page is NOT an official record. Do not rely on the correctness or completeness of this information. Verify all information with the official record keeper. The information contained in this report is provided in compliance with the Oklahoma Open Records Act, 51 O.S. 24A.1. Use of this information is governed by this act, as well as other applicable state and federal laws.

**IN THE DISTRICT COURT IN AND FOR SEMINOLE COUNTY, OKLAHOMA**

No. SC-2017-00215  
(Small Claims: ENTRY AND DETAINER )

JOHNNY GOINES V. RANDY PROUGH

Filed: 06/05/2017

Judge: SMITH, THE HONORABLE TRISHA D.

**PARTIES**

PROUGH, RANDY, Defendant  
GOINES, JOHNNY, Plaintiff

**ATTORNEYS**

None

**EVENTS**

None

**ISSUES**

1. ENTRY AND DETAINER

**DOCKET**

Date	Code	Description	Count	Party	Amount
06-05-2017		ISSUED AFFIDAVIT AND SUMMONS FOR RANDY PROUGH BACK TO PLAINTIFF			\$ 45.00
		(Entry with fee only)			\$ 6.00
					\$ 7.00



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## FINAL NOTIFICATION LETTER

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

This letter will service as the final request for you to please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Also enclosed for your ease is a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent



FIELD SERVICES, INC.  
GENERAL OFFICES

P.O. BOX 35666 • TULSA, OK 74153-0666

UFS#: 1688 - 001 / Final Survey Notification  
Parcel: 21T Agent: SGW/KH



91 7108 2133 3939 7993 4029



U.S. POSTAGE PITNEY BOWES  
ZIP 74135 \$ 006.56<sup>0</sup>  
02 117  
0001398430 JUN 08 2017



FIELD SERVICES, INC.  
GENERAL OFFICES

P.O. BOX 35666 • TULSA, OK 74153-0666

UFS#: 1688 - 001 / Final Survey Notification  
Parcel: 21T Agent: SGW/KH

*ANK*  
*P.M.L.*  
P.I.: 93703106849000  
7486836300 78888

ANK  
7486836300 78888

*[Handwritten signature]*

91 7108 2133 3939 7993 4029



CERTIFIED MAIL

SENDER: COMPLETE THIS SECTION

- Complete Items 1, 2, and 3.
- Print your name and address on the back so that we can return the card to you or on the front if space permits.
- Attach this card to the back of the envelope or on the front if space permits.

1. Article Addressed to:  
**Gary Wurtz**  
 35863 East SH 270 Unit # 11  
 Seminole, Oklahoma 74868  
 UFS#: 1688 - 001 / Final Survey  
 Agent: SGW/KH



9590 9403 0760 5198

2. Article Number (Transfer from service)

PS Fo 91 7108 2133

MIXIE 731 78 1 0006/13/17  
 RETURN TO SENDER  
 ATTEMPTED - NOT KNOWN  
 UNABLE TO FORWARD  
 BC: 74153066666 \*0582-06403-08-44

Gary Wurtz  
 35863 East SH 270 Unit # 11  
 Seminole, Oklahoma 74868

TULSA OK 74153  
 JUN 20 17 PM 5:11  
 U.S. POSTAGE PITNEY BOWES  
 ZIP 74135 \$ 006.56<sup>0</sup>  
 02 117  
 0001398430 JUN 08 2017



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX:918/494-7650  
WWW.UFSRW.COM

## 2nd Notification

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

At your earliest convenience, would you please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Enclosed for your ease you will find a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## 1st Notification

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

At your earliest convenience, would you please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Enclosed for your ease you will find a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Wunningham or Kyle Hepler  
UFS Right of Way Agent

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

*1. Contact Information:*

NAME:		
ADDRESS:		
CITY:	STATE:	ZIP:
PHONE #:		
EMAIL:		

*2. Place of Employment:*

Place of Employment: Occupant 1 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 2 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information: : \_\_\_\_\_  
 \_\_\_\_\_

*3. How well do you speak English?*

I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

*4. Race:*

White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

*5. Household Size:*

1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): \_\_\_\_\_

Number of children the household? (under 18): \_\_\_\_\_

*6. Income:*

Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

*7. How long have you lived at your current residence?*

Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

*8. Do you rent or own your home?*     Rent     Own

*9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?*

Yes, Community Name \_\_\_\_\_  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

*1. How do you get around for work or non-work purposes?*

Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_  
 \_\_\_\_\_

*2. How many vehicles are in your household?* \_\_\_\_\_

*3. What are the distances to the following:*

Church \_\_\_\_\_ School \_\_\_\_\_ Shopping \_\_\_\_\_ Other \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

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2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

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3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

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4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

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5. Do you or anyone in your household require disability features? (Please explain below.)

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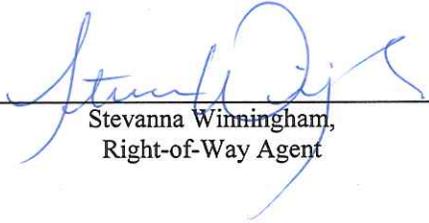
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JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	28, 29
OWNER	Owners: Patsy Berry Tenant: None

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

  
 Stevanna Winningham,  
 Right-of-Way Agent

6/14/17  
 Date

  
 Sara Wyly, Project Manager

6/15/17  
 Date

### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

#### DATE

05-24-17	UFS received the Notice to Proceed for the Justice Interview.  Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>  This parcel has been revised from a PARTIAL ACQUISITION to a TOTAL ACQUISITION. The parcel owners aka Landlords is Owner: Patsy Berry and Tenant: None. The parcel is residential and tenant occupied. At this time there is no tenant.
05-30-17	<b>Telephone call to Patsy Berry</b>  I called the property owner and spoke with Bob Berry, Patsy Berry's husband. I introduced myself and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet at 11:00am on 06-01-17 at the owners business in Seminole, Oklahoma. I thanked the owner and we ended the call.
06-01-17	<b>Interview meeting with Bob Berry, Patsy Berry's husband</b>  I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b><u>Questions/Comments:</u></b> The property owner stated the property has two unoccupied residences. He then completed the interview form and advised they are completely for the highway project. We thanked the owner for his time and ended the meeting.
06-07-17	<b>(15 min.) Updated the log for audit and submittal to ODOT.</b>  I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: <u>Patsy S. Berry</u>		
ADDRESS: <u>217 West Broadway</u>		
CITY: <u>Seminole</u>	STATE: <u>Ok</u>	ZIP: <u>74868</u>
PHONE #: <u>405-826-3104 - Bob-Harbage</u>		
EMAIL: <u>bee berry@shcglobal.net</u>		

**2. Place of Employment:**

Place of Employment: Occupant 1 Retired

Distance to Employment: N/A

Place of Employment: Occupant 2 N/A

Distance to Employment: N/A

Place of Employment: Occupant 3 N/A

Distance to Employment: N/A

Place of Employment: Occupant 4 N/A

Distance to Employment: N/A

Additional Information: \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

**4. Race:**

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

**5. Household Size:**

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 2

Number of children the household? (under 18): 0

**6. Income:**

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

**8. Do you rent or own your home?**     Rent     Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

- Yes, Community Name Seminole  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: \_\_\_\_\_

**2. How many vehicles are in your household?** 2

**3. What are the distances to the following:**

Church 2 miles School N/A Shopping 1 mile Other \_\_\_\_\_

Section 3 – The following are questions about the US-270 project:

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

Section 4 – The following are questions about how the US 270 project may affect you:

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

transportation is critical for the economy of an area.

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

it will be positive affect.

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

it will probably take a garage apt. and the house which we are planning to move into have built

a goat fence with nice iron gate, I plan to continue to raise goats so would like fence replaced.

4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

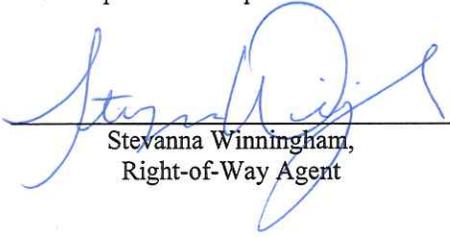
not other than we are in our 80's and do pretty good and value active

5. Do you or anyone in your household require disability features? (Please explain below.)

not yet - Pat is 26 years young.

JOB PIECE	<u>21006(05)</u>
PROJECT	<u>J2-8514(005)RB</u>
COUNTY	<u>Seminole</u>
PARCEL	<u>34</u>
OWNER	<u>Larry O. Hendrix</u>

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any ben efit of such property.

  
 Stevanna Wunningham,  
 Right-of-Way Agent

6/14/17  
 Date

  
 Sara Wyly, Project Manager

6/15/17  
 Date

### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

#### DATE

05-24-17	UFS received the Notice to Proceed for the Justice Interview.
	Stevanna Wunningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>
	This parcel has been requested from a PARTIAL ACQUISITION to a TOTAL ACQUISITION. The parcel owner is Larry O. Hendrix. The parcel is commercial and occupied.
05-30-17	<b>Telephone call to Larry O. Hendrix</b>
	The property owner was called and I introduced myself and Stevanna and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet at 1:30pm on 06-01-17 at the owner's business in Seminole, Oklahoma. We thanked the owner and we ended the call.
06-01-17	<b>Interview meeting with Larry O. Hendrix</b>
	We started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project
	<b><u>Questions/Comments:</u></b> The property owner stated that this has been taking too long and wanted to know when the offer would be coming in, We advised him that these surveys need to be finished first. We thanked the owner for his time and ended the meeting.
06-07-17	<b>Updated the log for audit and submittal to ODOT.</b>
	I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

**Oklahoma Department of Transportation  
Commercial Environmental Justice Survey**

**Section 1 – The following are questions about your business:**

*General Information*

BUSINESS NAME: <u>DAVIS COMPANY LOGGING &amp; PERFORATE, INC.</u>		
PHYSICAL ADDRESS: <u>35894 Hwy 270</u>		
CITY: <u>Seminole</u>	STATE: <u>Oklahoma</u>	ZIP: <u>74818</u>
BUSINESS OWNER'S NAME: <u>LARRY O. HENDRIX</u>		
TELEPHONE # 1: <u>405-382-0479</u>	TELEPHONE # 2: <u>405-380-6770</u>	
EMAIL: <u>lhendrix1957@yahoo.com</u>		
CONTACT PERSON: <u>LARRY HENDRIX</u>		
RELATIONSHIP: <u>OWNER</u>		

**OCCUPANCY STATUS:**

- Owns Building
- Owns Land
- Rents Building
- Rents Land

**BUSINESS OWNERSHIP:**

- Sole Proprietor
- Corporation
- L.L.C.
- Partnership
- Non-Profit
- Farm
- Franchise

**BUSINESS TYPE:**

- Retail
- Wholesale
- Manufacturing
- Service
- Rental
- Construction
- Other

1. Is your business considered a Disadvantaged Business Enterprise (DBE)?  Yes  No
2. How many people does your business employ? Full Time: 2 Part Time: \_\_\_\_\_
3. What is your Business Activity? OIL FIELD SERVICE Co.

**Section 2 – The following are questions about your current transportation needs:**

1. What percentage of your employees walk to work? 0
2. What percentage of your customers walk to your business? 0

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No
2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

No

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2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

No

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3. Does your business depend on traveling public on US 270? YES

4. Are you planning or do you have plans to relocate your business? No

5. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

LOSS OF LOCATION-

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6. How will the project affect your employees?

TRAVEL FARTHER DISTANCES

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JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	39
OWNER	Owners: Centaur International, LTD; Tenant: None

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

  
 Stevanna Winningham,  
 Right-of-Way Agent

6/14/17  
 Date

  
 Sara Wyly, Project Manager

6/15/17  
 Date

### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

#### DATE

05-24-17	UFS received the Notice to Proceed for the Justice Interview.  Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>  This parcel is a PARTIAL ACQUISITION. The parcel owners Centaur International, LTD. (Peggy Spurlin - contact). The parcel is Commercial and vacant.
06-05-17	<b>Telephone call to Peggy Spurlin</b>  The property owner was called and I introduced myself and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet at 1:00pm on 06-06-17 at the owner's house in Edmond, Oklahoma. I thanked the owner and we ended the call.
06-06-17	<b>Interview meeting with Peggy Spurlin</b>  We started the meeting with introducing myself and Stevanna Winningham as Right of Way Agent with Universal Field Services, Inc. (UFS) to the property owner and we gave her our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b><u>Questions/Comments:</u></b> The property owner stated the property is commercial and it is vacant. She then completed the interview form. She advised she was not happy how long this process has been going on. The property is for sale and she doesn't think it can sell until this is all finished so she doesn't know how much property she has left to sell. She told us the property was acquired from a law suit and they have never used it as a business site. We thanked her for her time and ended the meeting.
06-07-17	<b>(15 min.) Updated the log for audit and submittal to ODOT.</b>  I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

**Oklahoma Department of Transportation  
Commercial Environmental Justice Survey**

**Section 1 – The following are questions about your business:**

*General Information*

BUSINESS NAME: <i>Centaur Intl.</i>		
PHYSICAL ADDRESS: <i>2021 E. Waterloo Rd.</i>		
CITY: <i>Edmond</i>	STATE: <i>OK</i>	ZIP: <i>73034</i>
BUSINESS OWNER'S NAME: <i>Peggy S. Spaulin</i>		
TELEPHONE # 1: <i>405-341-7653</i>	TELEPHONE # 2: <i>405-317-2858</i>	
EMAIL: <i>centaurintl@aol.com</i>		
CONTACT PERSON: <i>Peggy Spaulin or Jim White - attorney</i>		
RELATIONSHIP:		

**OCCUPANCY STATUS:**

- Owns Building
- Owns Land
- Rents Building
- Rents Land

**BUSINESS OWNERSHIP:**

- Sole Proprietor
- Corporation
- L.L.C.
- Partnership
- Non-Profit
- Farm
- Franchise

**BUSINESS TYPE:**

- Retail
- Wholesale
- Manufacturing
- Service
- Rental
- Construction
- Other

1. Is your business considered a Disadvantaged Business Enterprise (DBE)?  Yes  No
2. How many people does your business employ? Full Time: *N/A* Part Time: \_\_\_\_\_
3. What is your Business Activity? *N/A*

**Section 2 – The following are questions about your current transportation needs:**

1. What percentage of your employees walk to work? *N/A*
2. What percentage of your customers walk to your business? *N/A*

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

*Better flow traffic*

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

*No.*

3. Does your business depend on traveling public on US 270? *Yes*

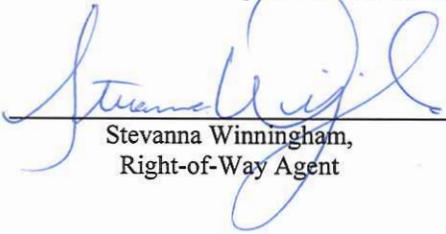
4. Are you planning or do you have plans to relocate your business? *No*

5. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.) *Impeding sale of this property*

6. How will the project affect your employees? *N/A*

JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	51
OWNER	Owner: BNL Properties, Inc., Tenant: Jared Ransom

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

  
 Stevanna Winningham,  
 Right-of-Way Agent

10/14/17  
 Date

  
 Sara Wyly, Project Manager

10/15/17  
 Date

### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

#### DATE

05-24-17	UFS received the Notice to Proceed for the Justice Interview.  Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>  This parcel has been revised from a PARTIAL ACQUISITION. The parcel owner aka Landlord is: BNL Properties, Inc. The parcel is residential tenant and occupied: Unknown.
05-29-17	<b>Telephone call to BNL Properties, Inc.</b>  The property owner was called and I introduced myself and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet at 3:00pm on 06-01-17 at the owners business in Seminole, Oklahoma. I thanked the owner and we ended the call.
06-01-17	<b>Interview meeting with Lee Randle owner of BNL Properties</b>  I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b><u>Questions/Comments:</u></b> The property owner stated the property is residential and occupied by a tenant. He then completed the interview form and advised at this time he would not provide the tenants name or contact information but he would take the form to his tenant for them to complete it and mail it back to UFS. He advised is happy the highway project. We thanked the owner for his time and ended the meeting.
06-05-17	<b>Interview meeting with Jared Ransom, Tenant occupant</b>  I drove to the parcel to try to meet with the tenant occupant. The tenant occupant was outside and I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b><u>Questions/Comments:</u></b> The tenant completed the interview form. We thanked the tenant for his time and ended the meeting.
06-07-17	<b>Updated the log for audit and submittal to ODOT.</b>  I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: LEE RANDLE % BNL Properties		
ADDRESS: P.O. BOX 1606		
CITY: SEMINOLE	STATE: OK	ZIP: 74868
PHONE #: 405-380-8388		
EMAIL: LRANDLE1964@YAHOO.COM		

**2. Place of Employment:**

Place of Employment: Occupant 1 BNL Properties  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 2 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information: : \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.  I speak a little English.  
 I speak English moderately well.  I speak English well.  
 I am fluent in English.

**4. Race:**

- White  Black or African American  Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander  Asian  
 American Indian or Alaskan Native  Other

**5. Household Size:**

- 1  2  3  4  5  6  
 7  8  9  10  11  12+

Number of adults in the household? (18 and over): \_\_\_\_\_

Number of children the household? (under 18): \_\_\_\_\_

**6. Income:**

- Less than \$12,000  \$12,000 to \$15,000  \$15,000 to \$19,000  
 \$19,000 to \$24,000  \$24,000 to \$28,000  \$28,000 to \$32,000  
 \$32,000 to \$36,000  \$36,000 to \$40,000  \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year  Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years  More than 10 Years

**8. Do you rent or own your home?**  Rent  Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

- Yes, Community Name \_\_\_\_\_  
 No  N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles  Rely on friend/family for rides  
 Public transportation  Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

**2. How many vehicles are in your household?** 4

**3. What are the distances to the following:**

Church 6 School 8 Shopping 10 Other \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

BETTER FLOW OF TRAFFIC LANE IF NEEDED

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

NO

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

NONE

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4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

NO

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5. Do you or anyone in your household require disability features? (Please explain below.)

NO

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**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: <u>Jared Ransom</u>		
ADDRESS: <u>35928 East Hwy 270</u>		
CITY: <u>Samnole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>405 380 2733</u>		
EMAIL:		

**2. Place of Employment:**

Place of Employment: Occupant 1 Sigma

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 2 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 3 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 4 \_\_\_\_\_

Distance to Employment: 20 miles

Additional Information: : \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

**4. Race:**

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

**5. Household Size:**

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 2

Number of children the household? (under 18): 2

**6. Income:**

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

**8. Do you rent or own your home?**  Rent     Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

- Yes, Community Name \_\_\_\_\_  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

**2. How many vehicles are in your household?** 2

**3. What are the distances to the following:**

Church 15 miles    School 7 min    Shopping 8 min    Other \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

Hope so

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

Yes

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

It will take a few weeks

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4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

NO

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5. Do you or anyone in your household require disability features? (Please explain below.)

NO

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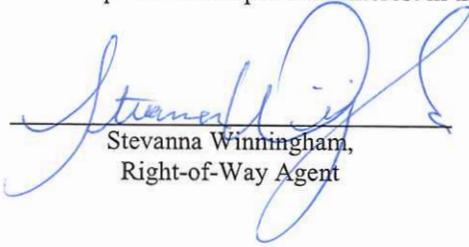
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JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	52
OWNER	Owner: Mary E. Kiesel % Ron Kiesel, Guardian; Comm/Res Tenant: Mike Kiesel

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

  
 Stevanna Winningham,  
 Right-of-Way Agent

6/14/17  
 Date

  
 Sara Wyly, Project Manager

6/15/17  
 Date

### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

#### DATE

05-24-17	UFS received the Notice to Proceed for the Justice Interview.  Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>  This parcel has been revised from a PARTIAL ACQUISITION. The parcel owner aka Landlord is: Mary E. Kiesel % Ron Kiesel, Guardian. The parcel is commercial and residential tenant occupied: Mike Kiesel Air Conditioning and Mike Kiesel.
06-01-17	<b>Telephone call to Mary E. Kiesel % Ron Kiesel</b>  The property owner was called and I introduced myself and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet at 3:00pm on 06-01-17 at the owners business in Seminole, Oklahoma. I thanked the owner and we ended the call.
06-01-07	<b>Interview meeting with Ron Kiesel</b>  I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b>Questions/Comments:</b> The property owner's guardian stated the property has two residential houses. The affected residence is occupied by a Mike Kiesel and his commercial business Mike Kiesel Air Conditioning. He stated he is concerned the proposed r/w is within 10' of the unaffected residential home and there will be too much traffic at high rates of speed. He then completed the interview form and advised he would provide the tenant his forms to fill out and be mailed back into the office. We thanked the owner for his time and ended the meeting.
06-05-17	I drove to the parcel to attempt to contact the tenant occupant. No one was at home and I left another copy of the interview forms, business cards, a self-addressed stamped envelope, a letter of explanation for completion.
06-07-17	I mailed another copy of the forms, final notice letter and business cards to the tenant with a return envelope by regular and certified mail.
06-08-17	I received the residential form completed by Mike Kiesel back in the mail. The form stated he does not believe the project will be beneficial to the community and it is too costly to move himself and his business and his business will suffer greatly if he has to move.
06-15-17	I received the green card for the final notification.
06-15-17	<b>Interview meeting with Mike Kiesel</b>  I drove to parcel to meet with Mike Kiesel to fill out the commercial form.
06-16-17	<b>Updated the log for audit and submittal to ODOT.</b>  I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

**Oklahoma Department of Transportation  
Commercial Environmental Justice Survey**

**Section 1 – The following are questions about your business:**

*General Information*

BUSINESS NAME: <u>Mary E. Kiesel</u>		
PHYSICAL ADDRESS: <u>35930 SH 270 E, S</u>		
CITY: <u>SEMINOLE</u>	STATE: <u>OK</u>	ZIP: <u>74818</u>
BUSINESS OWNER'S NAME: <u>SAME</u>		
TELEPHONE # 1:	TELEPHONE # 2:	
EMAIL:		
CONTACT PERSON: <u>Ronald Kiesel</u>		
RELATIONSHIP: <u>Guardian</u>		

**OCCUPANCY STATUS:**

- Owns Building
- Owns Land
- Rents Building
- Rents Land

**BUSINESS OWNERSHIP:**

- Sole Proprietor
- Corporation
- L.L.C.
- Partnership
- Non-Profit
- Farm
- Franchise

**BUSINESS TYPE:**

- Retail
- Wholesale
- Manufacturing
- Service
- Rental
- Construction
- Other

1. Is your business considered a Disadvantaged Business Enterprise (DBE)?  Yes  No
2. How many people does your business employ? Full Time: N/A Part Time: \_\_\_\_\_
3. What is your Business Activity? Landlord

**Section 2 – The following are questions about your current transportation needs:**

1. What percentage of your employees walk to work? 0
2. What percentage of your customers walk to your business? 0

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

NO - Right away 10' from front Door

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

Yes - To much traffic in front of house. Increase in speed and noise

3. Does your business depend on traveling public on US 270? NO

4. Are you planning or do you have plans to relocate your business? \_\_\_\_\_

5. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.) Same as above

\_\_\_\_\_

\_\_\_\_\_

6. How will the project affect your employees? NONE

\_\_\_\_\_

\_\_\_\_\_

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: <u>Mike Kiesel</u>		
ADDRESS: <u>35930 E. Hwy 270</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>405-382-5690</u>		
EMAIL: _____		

**2. Place of Employment:**

Place of Employment: Occupant 1 Self employed  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 2 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information : \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

**4. Race:**

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

**5. Household Size:**

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): \_\_\_\_\_

Number of children the household? (under 18): \_\_\_\_\_

**6. Income:**

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years 40

**8. Do you rent or own your home?**     Rent     Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

- Yes, Community Name \_\_\_\_\_  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information : \_\_\_\_\_

**2. How many vehicles are in your household?** \_\_\_\_\_

**3. What are the distances to the following:**

Church \_\_\_\_\_ School \_\_\_\_\_ Shopping \_\_\_\_\_ Other \_\_\_\_\_

Section 3 – The following are questions about the US-270 project:

1. Are you aware of the US-270 Project?  Yes  No  
2. Did you attend the US-270 public meeting?  Yes  No

Section 4 – The following are questions about how the US 270 project may affect you:

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

Hell No

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

There will be more wrecks, people will be driving faster. I've been operating my business here for over 40 years. Now I will

have to find a place to relocate. There is no better place. My business will suffer greatly. May have to close down. Cost too much to relocate. Can't afford to do that. I see no reason to spend that kind of money for 8 miles. That goes nowhere.  
4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

5. Do you or anyone in your household require disability features? (Please explain below.)

**Oklahoma Department of Transportation  
Commercial Environmental Justice Survey**

**Section 1 – The following are questions about your business:**

*General Information*

BUSINESS NAME: <u>Mike Kiesel A/C &amp; HTG Co</u>		
PHYSICAL ADDRESS: <u>35930 E. Hwy 270</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
BUSINESS OWNER'S NAME: <u>Mike Kiesel</u>		
TELEPHONE # 1: <u>405-382-5690</u>	TELEPHONE # 2:	
EMAIL:		
CONTACT PERSON:		
RELATIONSHIP:		

**OCCUPANCY STATUS:**

- Owns Building
- Owns Land
- Rents Building
- Rents Land

**BUSINESS OWNERSHIP:**

- Sole Proprietor
- Corporation
- L.L.C.
- Partnership
- Non-Profit
- Farm
- Franchise

**BUSINESS TYPE:**

- Retail
- Wholesale
- Manufacturing
- Service
- Rental
- Construction
- Other

1. Is your business considered a Disadvantaged Business Enterprise (DBE)?  Yes  No
2. How many people does your business employ? Full Time: 1 Part Time: 3
3. What is your Business Activity? Mechanical Contractor

**Section 2 – The following are questions about your current transportation needs:**

1. What percentage of your employees walk to work? NONE
2. What percentage of your customers walk to your business? NONE

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

NO

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

NO

3. Does your business depend on traveling public on US 270? YES

4. Are you planning or do you have plans to relocate your business? YES

5. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

Where to relocate, cost of relocating, loss of business

6. How will the project affect your employees?

Probably lose their Job



FIELD SERVICES, INC.  
GENERAL OFFICES

P.O. BOX 35666 • TULSA, OK 74153-0666

UFS#: 1688 - 001 /Final Survey Notification  
Parcel: 52T Agent: SGW/KH



91 7108 2133 3939 7694 0696



U.S. POSTAGE PITNEY BOWES

ZIP 74135 \$ 006.77<sup>0</sup>  
02 17  
0001398430 JUN 08. 2017.

Mike Kiesel and  
Mike Kiesel Air Conditioning  
35930 East SH 270  
Seminole, Oklahoma 74868

*Stevanna*

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY
<ul style="list-style-type: none"> <li>Complete items 1, 2, and 3.</li> <li>Print your name and address on the reverse so that we can return the card to you.</li> <li>Attach this card to the back of the mailpiece, or on the front if space permits.</li> </ul>	<p>A. Signature <i>[Signature]</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) <i>Mike Kiesel</i> C. Date of Delivery <i>6/13/17</i></p> <p>D. Is delivery address different from Item 1? <input type="checkbox"/> Yes <input type="checkbox"/> No If YES, enter delivery address below:</p> <p style="text-align: center;"><b>JUN 15 2017</b></p> <p><b>UNIVERSAL FIELD SERVICES</b></p>
<p>1. Article Addressed to: <b>Mike Kiesel and Mike Kiesel Air Conditioning 35930 East SH 270 Seminole, Oklahoma 74868</b></p> <p>UFS#: 1688 - 001 /Final Survey Notification Agent: SGW/KH Parcel: 52T</p> <p>9590 9403 0760 5196 2318 41</p>	<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®  <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™  <input checked="" type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery  <input type="checkbox"/> Certified Mail Restricted Delivery <input checked="" type="checkbox"/> Return Receipt for Merchandise  <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™  <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery  <input type="checkbox"/> Insured Mail  <input type="checkbox"/> Insured Mail Restricted Delivery</p>
<p>2. Article Number (Transfer from service label)</p>	
<p>PS Fc <b>91 7108 2133 3939 7694 0696</b> Domestic Return Receipt</p>	

<ul style="list-style-type: none"> <li>Print your name and address on the reverse so that we can return the card to you.</li> <li>Attach this card to the back of the mailpiece, or on the front if space permits.</li> </ul>	<p><input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) C. Date of Delivery</p> <p>D. Is delivery address different from Item 1? <input type="checkbox"/> Yes <input type="checkbox"/> No If YES, enter delivery address below:</p>
<p>1. Article Addressed to: <b>Mike Kiesel and Mike Kiesel Air Conditioning 35930 East SH 270 Seminole, Oklahoma 74868</b></p> <p>UFS#: 1688 - 001 /Final Survey Notification Agent: SGW/KH Parcel: 52T</p> <p>9590 9403 0760 5196 2318 41</p>	<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®  <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™  <input checked="" type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery  <input type="checkbox"/> Certified Mail Restricted Delivery <input checked="" type="checkbox"/> Return Receipt for Merchandise  <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™  <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery  <input type="checkbox"/> Insured Mail  <input type="checkbox"/> Insured Mail Restricted Delivery</p>
<p>2. Article Number (Transfer from service label)</p>	
<p>PS Fc <b>91 7108 2133 3939 7694 0696</b> Domestic Return Receipt</p>	



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## FINAL NOTIFICATION LETTER

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

This letter will service as the final request for you to please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Also enclosed for your ease is a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## 2nd Notification

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

At your earliest convenience, would you please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Enclosed for your ease you will find a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent



**GENERAL OFFICES**

P.O. BOX 35666  
TULSA, OKLAHOMA  
918/494-7600 OR 800/447-9191  
FAX: 918/494-7650  
WWW.UFSRW.COM

## 1st Notification

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Oklahoma Department of Transportation  
Justice Interview form

RE: 21006(05); SSP-167B(092)RW; Seminole County  
a tract of land in the SE/4 NE/4 and SW/4 NE/4  
US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of

To Whom It May Concern:

At your earliest convenience, would you please take a few minutes to complete the enclosed Justice Interview Survey for the Oklahoma Department of Transportation. Enclosed for your ease you will find a postage paid envelope for you to return the form back to Universal Field Services.

Please contact either of us at 918-494-7600, or toll free at 1-800-447-9191 if you need clarification regarding the purpose of the form.

Sincerely,

Stevanna Winningham or Kyle Hepler  
UFS Right of Way Agent

**Oklahoma Department of Transportation  
Commercial Environmental Justice Survey**

**Section 1 – The following are questions about your business:**

*General Information*

BUSINESS NAME:		
PHYSICAL ADDRESS:		
CITY:	STATE:	ZIP:
BUSINESS OWNER'S NAME:		
TELEPHONE # 1:	TELEPHONE # 2:	
EMAIL:		
CONTACT PERSON:		
RELATIONSHIP:		

**OCCUPANCY STATUS:**

- Owns Building
- Owns Land
  
- Rents Building
- Rents Land

**BUSINESS OWNERSHIP:**

- Sole Proprietor
- Corporation
- L.L.C.
- Partnership
- Non-Profit
- Farm
- Franchise

**BUSINESS TYPE:**

- Retail
- Wholesale
- Manufacturing
- Service
- Rental
- Construction
- Other

1. Is your business considered a Disadvantaged Business Enterprise (DBE)? Yes No
2. How many people does your business employ? Full Time: \_\_\_\_\_ Part Time: \_\_\_\_\_
3. What is your Business Activity? \_\_\_\_\_

**Section 2 – The following are questions about your current transportation needs:**

1. What percentage of your employees walk to work? \_\_\_\_\_
2. What percentage of your customers walk to your business? \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

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2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

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3. Does your business depend on traveling public on US 270? \_\_\_\_\_

4. Are you planning or do you have plans to relocate your business? \_\_\_\_\_

5. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.) \_\_\_\_\_

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6. How will the project affect your employees? \_\_\_\_\_

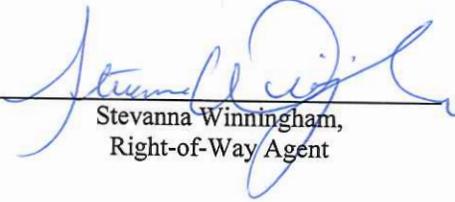
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JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	56
OWNER	Owners: Kenneth and Christal Taylor; Tenant: None

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

  
 Stevanna Winningham,  
 Right-of-Way Agent

6/14/17  
 Date

  
 Sara Wyly, Project Manager

6/15/17  
 Date

**REPORT OF EACH CONTACT**

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

**DATE**

05-24-17	UFS received the Notice to Proceed for the Justice Interview.  Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>  This parcel is a PARTIAL ACQUISITION. The parcel owners Kenneth and Christal Taylor. The parcel is residential and occupied.
05-30-17	<b>Telephone call to Betty Taylor- (Christal's mother)</b>  The property owners mother was called and I introduced myself and Stevanna and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet with Christal at 2:00pm on 06-01-17 at the owner's house in Seminole, Oklahoma. I thanked her and we ended the call.
06-06-17	<b>Interview meeting with Christal Taylor</b>  We started the meeting with introducing myself and Stevanna Winningham as Right of Way Agent with Universal Field Services, Inc. (UFS) to the property owner and we gave her our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b><u>Questions/Comments:</u></b> The property owner stated she wasn't happy with how long the process has been taking. She then filled out the survey. We thanked her for her time and ended the meeting.
06-07-17	<b>(15 min.) Updated the log for audit and submittal to ODOT.</b>  I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: <u>Kenneth and Christal Taylor</u>		
ADDRESS: <u>35968 Hwy 270E</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>(405) 684-7390</u>		<u>(405) 684-7391</u>
EMAIL: <u>knc69247@yahoo.com</u>		

**2. Place of Employment:**

Place of Employment: Occupant 1 WCA  
 Distance to Employment: 4 miles  
 Place of Employment: Occupant 2 Walmart  
 Distance to Employment: 5 miles  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information: : \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

**4. Race:**

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

**5. Household Size:**

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 2

Number of children the household? (under 18): \_\_\_\_\_

**6. Income:**

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

**8. Do you rent or own your home?**  Rent     Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

- Yes, Community Name \_\_\_\_\_  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

**2. How many vehicles are in your household?** 2

**3. What are the distances to the following:**

Church 10 miles School 2 miles Shopping 5 miles Other \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

yes, to much traffic for a 2 lane

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

lose my home

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

no place to live my mom lives here too and if I relocate I wont see her.

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4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

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5. Do you or anyone in your household require disability features? (Please explain below.)

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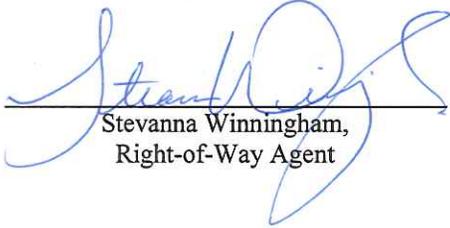
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JOB PIECE	21006(05)
PROJECT	J2-8514(005)RB
COUNTY	Seminole
PARCEL	66
OWNER	W.H. Climer

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

  
 Stevanna Winningham,  
 Right-of-Way Agent

4/14/17  
 Date

  
 Sara Wyly, Project Manager

6/15/17  
 Date

**REPORT OF EACH CONTACT**

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

**DATE**

05-24-17	UFS received the Notice to Proceed for the Justice Interview.
	Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b>File reviewed and the following was noted:</b>
	This parcel has been revised from a PARTIAL ACQUISITION to a TOTAL ACQUISITION. The parcel owners are W.H. Climer (deceased). The parcel is residential occupied.
06-01-17	<b>Interview meeting with Rick Smith (Representative)</b>
	I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b>Questions/Comments:</b> The property owner stated the property is residential occupied. He then completed the interview form. He also expressed his concerns of his family land being taken and that the project will hurt all businesses along HWY 270. We thanked the owner for his time and ended the meeting.
06-07-17	<b>Updated the log for audit and submittal to ODOT.</b>
	I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

# Oklahoma Department of Transportation Residential Environmental Justice Survey

## Section 1 – The following are questions about you and your household:

### 1. Contact Information:

NAME: <u>RICK SMITH</u>		
ADDRESS: <u>342 7TH</u>		
CITY: <u>SEMPOLE</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>405-220-5424</u>		
EMAIL:		

### 2. Place of Employment:

Place of Employment: Occupant 1 RETIRED

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 2 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 3 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Place of Employment: Occupant 4 \_\_\_\_\_

Distance to Employment: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

### 3. How well do you speak English?

- I do not speak English well.     I speak a little English.
- I speak English moderately well.     I speak English well.
- I am fluent in English.

### 4. Race:

- White     Black or African American     Hispanic/Latino
- Native Hawaiian or Other Pacific Islander     Asian
- American Indian or Alaskan Native     Other

### 5. Household Size:

- 1     2     3     4     5     6
- 7     8     9     10     11     12+

Number of adults in the household? (18 and over): \_\_\_\_\_

Number of children the household? (under 18): \_\_\_\_\_

### 6. Income:

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000
- \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000
- \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000
- Greater than 50,000

### 7. How long have you lived at your current residence?

- Less than 1 Year     Between 1 Year and 3 Years
- Between 3 Years and 5 Years
- More than 5 Years     More than 10 Years

### 8. Do you rent or own your home? Rent    Own

### 9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?

- Yes, Community Name SEMPOLE HOUSING
- No     N/A

## Section 2 – The following are questions about your current transportation needs:

### 1. How do you get around for work or non-work purposes?

- Own/lease a vehicles     Rely on friend/family for rides
- Public transportation     Taxi and/or other rider service for hire
- Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

### 2. How many vehicles are in your household? 8

### 3. What are the distances to the following:

Church N/A School N/A Shopping 3 miles Other \_\_\_\_\_

Section 3 – The following are questions about the US-270 project:

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

Section 4 – The following are questions about how the US 270 project may affect you:

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

NO IT WILL HURT ALL OF US

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

IT WILL KILL EVERY BUSINESS ALONG 270

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

I LOSE 60 YEARS OF LIFE IT HAS KNOCKED ME OUT OF A PAID FOR HOME AND LAND

4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

HAD TO MOVE INTO PUBLIC HOUSING AND NOT A CITY PERSON TO START

5. Do you or anyone in your household require disability features? (Please explain below.)

I LOSE ALL OF THE NEEDS I HAD

COMMERCIAL RELOCATION WEEKLY STATUS REPORT  
UNIVERSAL FIELD SERVICES, INC.

06-16-17

JP NO.: 21006(05)

COUNTY: Seminole County

PROJECT DESCRIPTION: US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of Wewoka

PARCEL(S)	OWNER	COMMERCIAL OPERATION	COMPLETION / COMMENTS
7	JED W. AND AFTON BRAUNING	LL	COMPLETED (05/30/17)
8	NA	PP	N/A
20	TERRY & ELLA SMITH, H&W	PP	NA - OWNER CONFIRMED NO COMMERCIAL BUSINESS ON SITE
21	JOHNNY L. GOINES	COM'L	COMPLETED (05/30/17)
22	NA	PP	N/A
28	PATSY BERRY	LL	COMPLETED (05/30/17)
32	NA	PP	N/A
34	LARRY O. HENDRIX	COM'L	COMPLETED (06/01/17)
35	NA	PP	N/A
39	CENTAUR INTERNATIONAL, LTD	COM'L	COMPLETED (06/06/17)
51	BNL PROPERTIES, INC.	LL	COMPLETED (06/01/17)
52	MARY KIESEL	LL	COMPLETED (06/01/17) GUARDIAN: RONALD KIESEL
52	MIKE KIESEL AIR CONDITIONING	COM'L	COMPLETED (06-15-17)
66	W.H. CLIMER (DECEASED)	LL	COMPLETED (05/30/17) REPRESENTATIVE - RICK SMITH NO TENANT OCCUPANT - PARCEL IN PROBATE - REPRESENTATIVE & POSSIBLE HEIR DID LIVED IN MOBILE
9	TOTAL SURVEY FORMS NEEDED		

RESIDENTIAL WEEKLY STATUS REPORT  
UNIVERSAL FIELD SERVICES, INC.

06-16-17

JP NO.:

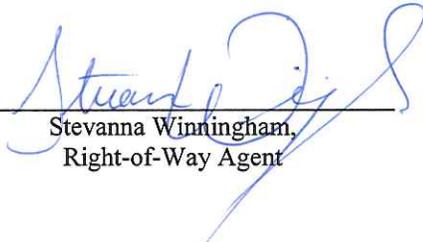
COUNTY: Seminole County

PROJECT DESCRIPTION: US-270 Over Carter & 8 Unnamed CR. From SH-270A in Seminole, East to Y at US-270B West of Wewoka

PARCEL(S)	UNIT #	RELOCATEE NAME	STATUS	COMPLETION DATE / COMMENTS
7		CHRIS KINNEY	T/O	COMPLETED (06/05/17)
20		TERRY AND ELLA SMITH, H&W	O/O	COMPLETED (05/30/17) (TERRY SMITH IS DECEASED 04-24-17)
21	#13	JOHNNY L. GOINES	O/O	COMPLETED (05/30/17)
	#10	MARK AND BEVERLEY CRAWFORD	T/O	COMPLETED (06/01/17)
	#11	GARY WURTZ	T/O	OUTSTANDING - received certified back undelivered (06/01/17: LEFT COPY IN MAIL BOX; 06/05/17: LEFT ANOTHER COPY IN MAIL BOX; 06-07-17: MAILED A FINAL NOTICE CERT./STAND. WITH FORMS AGAIN)
	#12	RANDY PROUGH <i>- currently being evicted.</i>	T/O	OUTSTANDING - received certified back undelivered, obtained entry and detainer from oscn.net (06/01/17: LEFT COPY IN MAIL BOX; 06/05/17: LEFT ANOTHER COPY IN MAIL BOX; 06-07-17: MAILED A FINAL NOTICE CERT./STAND. WITH FORMS AGAIN)
28		N/A		NO TENANT OCCUPANT
51		JARED RANSOM	T/O	COMPLETED (06/05/17)
52		MIKE KIESEL	T/O	COMPLETED (06/08/17)
56		KENNETH & CHRISTAL TAYLOR	O/O	COMPLETED (06/01/17)
66		N/A		NO TENANT OCCUPANT
9	TOTAL SURVEY FORMS NEEDED			

JOB PIECE	<u>21006(05)</u>
PROJECT	<u>J2-8514(005)RB</u>
COUNTY	<u>Seminole</u>
PARCEL	<u>7</u>
OWNER	<u>Owners: Jed W. and Afton Brauning; Tenant: Chris Kinney</u>

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

 _____ Stevanna Winningham, Right-of-Way Agent	<u>6/14/17</u> Date	 _____ Sara Wyly, Project Manager	<u>6/15/17</u> Date
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### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

**DATE**

05-24-17	<p>UFS received the Notice to Proceed for the Justice Interview.</p> <p>Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.</p>
05-24-17	<p><b><u>File reviewed and the following was noted:</u></b></p> <p>This parcel has been revised from a PARTIAL ACQUISITION to a TOTAL ACQUISITION. The parcel owners aka Landlords are Joel W. Brauning and Afton Brauning. The parcel is residential and tenant occupied. AT this time the tenants name is unknown.</p>
05-30-17	<p><b>Telephone call to Joel W. Brauning and Afton Brauning</b></p> <p>The property owner was called and I introduced myself and explained I am calling to schedule an appointment to present and complete an interview form on behalf of the Oklahoma Department of Transportation for the parcel of the land that is needed to be acquired for the highway project. We scheduled to meet at 11:45am on 05-30-17 at the owners business in Seminole, Oklahoma. I thanked the owner and we ended the call.</p>
05-30-17	<p><b>Interview meeting with Joel W. Brauning</b></p> <p>I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project</p> <p><b>Questions/Comments:</b> The property owner stated the property is residential and occupied by a tenant. He then completed the interview form and advised at this time he would not provide the tenants name or contact information until he was advised how the project would be impacting his rental property. He also advised he was not happy how the contractor left him commercial business property where ODOT had worked on the utilities because now he can't open his gates and the water now runs down towards his shop and has started to fill up his drain with gravel and dirt. I advised I would forward his concerns onto ODOT and he could always contact the division engineers and advise them. We thanked the owner for his time and ended the meeting.</p>
06-01-17	<p>I drove to the parcel to attempt to contact the tenant occupant. No one was home, so I left a copy of the interview form, a business card, a self-addressed stamped envelope, a letter of explanation for completion and return to our office.</p>
06-05-17	<p><b>Interview meeting with Chris Kinney, Tenant Occupant</b></p> <p>I drove to the parcel to attempt to contact the tenant occupant and he was home. I introduced myself and explained I have a survey form on behalf of the Oklahoma Department of Transportation for this parcel of the land that is needed to be acquired for the highway project and asked him if he would mind taking a minute of his time to complete it as the residential occupant. He completed the survey and his concerns are just being able to find a level replacement home due to not being able to climb stairs. I thanked him for his time and we ended the meeting.</p>
06-07-17	<p><b>(15 min.) Updated the log for audit and submittal to ODOT.</b></p> <p>I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.</p>

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

**1. Contact Information:**

NAME: <u>Jed Brauning</u>		
ADDRESS: <u>905 G Broadway</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>405-220-1200</u>		
EMAIL: <u>JedWayne27@gmail.com</u>		

**2. Place of Employment:**

Place of Employment: Occupant 1 Cactus Plumbing  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 2 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information: : \_\_\_\_\_

**3. How well do you speak English?**

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

**4. Race:**

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

**5. Household Size:**

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 2

Number of children the household? (under 18): 3

**6. Income:**

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

**8. Do you rent or own your home?**     Rent     Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

- Yes, Community Name \_\_\_\_\_  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

**2. How many vehicles are in your household?** 7

**3. What are the distances to the following:**

Church \_\_\_\_\_ School \_\_\_\_\_ Shopping 5 Other \_\_\_\_\_

**Section 3 – The following are questions about the US-270 project:**

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

**Section 4 – The following are questions about how the US 270 project may affect you:**

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

Yes, access

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

Contractors not keeping area free of mud & trash

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

My customers will have harder time, when bridge is down

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. Do you or anyone in your household require disability features? (Please explain below.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Oklahoma Department of Transportation  
Residential Environmental Justice Survey**

**Section 1 – The following are questions about you and your household:**

1. Contact Information:

NAME: <u>CHRIS KINNEY</u>		
ADDRESS: <u>1021 F. STREET</u>		
CITY: <u>SEMIWOLE</u>	STATE: <u>OK</u>	ZIP: <u>74808</u>
PHONE #:		
EMAIL: <u>kinney65@yahoo.com</u>		

2. Place of Employment:

Place of Employment: Occupant 1 GOFF, INC.  
 Distance to Employment: 5 MILES  
 Place of Employment: Occupant 2 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information: : \_\_\_\_\_

3. How well do you speak English?

- I do not speak English well.     I speak a little English.  
 I speak English moderately well.     I speak English well.  
 I am fluent in English.

4. Race:

- White     Black or African American     Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander     Asian  
 American Indian or Alaskan Native     Other

X NATIVE AMERICAN

5. Household Size:

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 1

Number of children the household? (under 18): 0

6. Income:

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

7. How long have you lived at your current residence?

- Less than 1 Year     Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

8. Do you rent or own your home?  Rent     Own

9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?

- Yes, Community Name \_\_\_\_\_  
 No     N/A

**Section 2 – The following are questions about your current transportation needs:**

1. How do you get around for work or non-work purposes?

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

2. How many vehicles are in your household? 1

3. What are the distances to the following:

Church 1 mi School 1 mi Shopping 1 mi Other \_\_\_\_\_

Section 3 – The following are questions about the US-270 project:

1. Are you aware of the US-270 Project?  Yes  No

2. Did you attend the US-270 public meeting?  Yes  No

Section 4 – The following are questions about how the US 270 project may affect you:

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

NO NOT REALLY - SEMINOLE IS NOT REALLY A GROWING CITY

2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

NO

3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

HAVING TO RELOCATE - COST OF MOVING - TRY TO FIND A BETTER PLACE TO LIVE

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4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

YES. I HAVE M.S. MY PLACE IS GROUND LEVEL - CANT WALK UP AND DOWN STAIRS

5. Do you or anyone in your household require disability features? (Please explain below.)

YES ME. STAIRS - I NEED SOMETHING GROUND LEVEL

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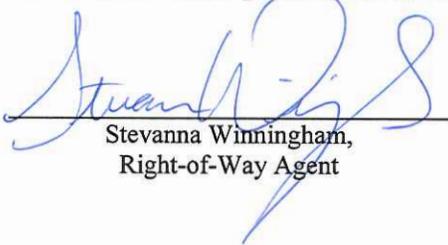
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JOB PIECE	<u>21006(05)</u>
PROJECT	<u>J2-8514(005)RB</u>
COUNTY	<u>Seminole</u>
PARCEL	<u>20</u>
OWNER	<u>Terry (deceased) &amp; Ella Smith, h/w</u>

I certify that the survey was completed without coercion; promise; or threats of any kind; by or to either party. It is understood that the survey is for use in connection with a Federal Aid or State Aid highway project and that I have no direct or indirect present or contemplated future personal interest in the parcels or in any benefit of such property.

  
 Stevanna Winningham,  
 Right-of-Way Agent

6/14/17  
 Date

  
 Sara Wyly, Project Manager

6/15/17  
 Date

### REPORT OF EACH CONTACT

Lists dates and places of contacts, persons contacted (by phone, in person or by mail, persons present), any additional information that have any bearing on the survey.

#### DATE

05-24-17	UFS received the Notice to Proceed for the Justice Interview.  Stevanna Winningham and Kyle Hepler, UFS Right of Way Agents have been assigned as the agents for the Justice Interviews.
05-24-17	<b><u>File reviewed and the following was noted:</u></b>  This parcel has been revised from a PARTIAL ACQUISITION to a TOTAL ACQUISITION. The parcel owners are Terry Smith and Ella Smith, h/w. The parcel is residential occupied.
05-30-17	<b>Telephone call to Terry Smith and Ella Smith, h/w</b>  The property owner was called and the phone number has been disconnected.
06-01-17	<b>Interview meeting with Ella Smith</b>  We drove to the parcel to attempt to contact the owner and Ms. Smith was outside on the front porch.  I started the meeting with introducing myself and Kyle Hepler as Right of Way Agents with Universal Field Services, Inc. (UFS) to the property owner and we gave him our business cards. We explained that UFS has been contracted by Oklahoma Department of Transportation to handle meeting with the residences and businesses to complete the interview forms being impacted by the project  <b>Questions/Comments:</b> The property owner stated the property is residential and commercial occupied. She then completed the interview form and advised her husband had a heart attack and passed away on April 24, 2017 while driving a tractor clearing land they had purchased to relocate onto when it came time for them to need move. She also advised her brother in law Rick Smith owns another parcel of land in the project and she called him so we could meet with him too. Mr. Smith arrived and we discussed the need for the interviews and he explained his concerns of the project. We thanked the owner for his time and ended the meeting.
06-07-17	<b>Updated the log for audit and submittal to ODOT.</b>  I updated the log and submitted it to the Project Manager, Sara Wyly for audit and to transmit to the agency.

# Oklahoma Department of Transportation Residential Environmental Justice Survey

## Section 1 – The following are questions about you and your household:

### 1. Contact Information:

NAME: <u>ELLA SMITH</u>		
ADDRESS: <u>35818 E. Hwy 270</u>		
CITY: <u>Seminole</u>	STATE: <u>OK</u>	ZIP: <u>74868</u>
PHONE #: <u>405-585-1695</u>		
EMAIL: <u>ellasmith@sbcglobal.net</u>		

### 2. Place of Employment:

Place of Employment: Occupant 1 100% Disable Vet  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 2 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 3 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Place of Employment: Occupant 4 \_\_\_\_\_  
 Distance to Employment: \_\_\_\_\_  
 Additional Information: : \_\_\_\_\_

### 3. How well do you speak English?

- I do not speak English well.       I speak a little English.  
 I speak English moderately well.    I speak English well.  
 I am fluent in English.

### 4. Race:

- White    Black or African American       Hispanic/Latino  
 Native Hawaiian or Other Pacific Islander    Asian  
 American Indian or Alaskan Native       Other

### 5. Household Size:

- 1     2     3     4     5     6  
 7     8     9     10     11     12+

Number of adults in the household? (18 and over): 1

Number of children the household? (under 18): \_\_\_\_\_

### 6. Income:

- Less than \$12,000     \$12,000 to \$15,000     \$15,000 to \$19,000  
 \$19,000 to \$24,000     \$24,000 to \$28,000     \$28,000 to \$32,000  
 \$32,000 to \$36,000     \$36,000 to \$40,000     \$40,000 to \$50,000  
 Greater than 50,000

### 7. How long have you lived at your current residence?

- Less than 1 Year       Between 1 Year and 3 Years  
 Between 3 Years and 5 Years  
 More than 5 Years     More than 10 Years

### 8. Do you rent or own your home?   Rent   Own

### 9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?

- Yes, Community Name \_\_\_\_\_  
 No     N/A

## Section 2 – The following are questions about your current transportation needs:

### 1. How do you get around for work or non-work purposes?

- Own/lease a vehicles     Rely on friend/family for rides  
 Public transportation     Taxi and/or other rider service for hire  
 Other: \_\_\_\_\_

Additional Information: : \_\_\_\_\_

2. How many vehicles are in your household? 2

### 3. What are the distances to the following:

Church 3 miles School 3 miles Shopping 3 miles Other \_\_\_\_\_

Section 3 – The following are questions about the US-270 project:

1. Are you aware of the US-270 Project?  Yes  No
2. Did you attend the US-270 public meeting?  Yes  No

Section 4 – The following are questions about how the US 270 project may affect you:

1. Do you feel the US-270 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

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2. Do you feel the US-270 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

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3. What concerns do you have and what hardships would you face by being displaced by the US-270 project? (Please explain below.)

my home will be taken. Have 3 acres, relocation  
Husband died April 24, 2017. Have 6 dogs, Heavy duty  
Home built Kennels, w/ electricity. No one to rebuild.  
My Husband did all the work AND NO ONE too rebuild

4. Do you or anyone in your household have special needs that should be addressed due to displacement by the US-270 project? (Please explain below.)

yes. 100% disabled - on oxygen COPD -  
Had entire spinal surgery. need Handicap  
Accessibility in Home. VA spent over  
\$8,000<sup>00</sup> rebuilding for Handicap. One time  
limitation

5. Do you or anyone in your household require disability features? (Please explain below.)

yes ? explained above

**US-270 from SH-70A in Seminole County East to Y at US-270B West of Wewoka**

**Seminole County, Oklahoma**

**J/P 21006(04)(07)(11)**

**Community Characteristics**

**Demographics**

The study area for the proposed project is comprised of four census tracts, four block groups, and 26 populated blocks, with a total population of 514 individuals. The population of the study area is 43.8 percent minority, which is higher than both the Seminole County (32.8 percent) and State of Oklahoma (31.3 percent) minority percentages. **Table 1** provides a summary of the race and ethnicity data for the study area, county, and state.

**Table 1: Race and Ethnicity by Census Block, 2010 Census**

Race and Ethnicity in the Study Area by Census Block*, 2010												
Census Tract	Block Group	Census Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Minority
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races		
5832	3	3105	28	25	0	0	0	0	0	3	0	10.7%
		3106	2	2	0	0	0	0	0	0	0	0.0%
		3107	4	1	0	0	0	0	0	3	0	75.0%
		3109	5	2	0	2	0	0	0	1	0	60.0%
		3110	6	6	0	0	0	0	0	0	0	0.0%
		3114	12	8	3	0	0	0	0	1	0	33.3%
		3117	2	1	0	0	0	0	0	0	1	50.0%
5833	2	2012	2	2	0	0	0	0	0	0	0	0.0%
		2013	2	2	0	0	0	0	0	0	0	0.0%
		2014	1	1	0	0	0	0	0	0	0	0.0%
		2020	6	4	1	1	0	0	0	0	0	33.3%
		2021	41	20	7	7	0	0	0	7	0	51.2%
		2029	88	66	0	14	0	0	0	2	6	25.0%
		2031	17	10	2	5	0	0	0	0	0	41.2%
5836	1	1023	32	27	2	3	0	0	0	0	0	15.6%
		1025	96	13	18	56	0	0	0	7	2	86.5%
		1040	4	4	0	0	0	0	0	0	0	0.0%
5839	1	1001	5	0	0	5	0	0	0	0	0	100%
		1004	16	12	2	2	0	0	0	0	0	25.0%
		1007	63	41	4	6	0	0	0	12	0	34.9%
		1008	17	1	9	3	0	0	0	4	0	94.1%
		1010	2	2	0	0	0	0	0	0	0	0.0%
		1043	5	4	0	0	0	0	0	1	0	20.0%
		1045	4	2	0	2	0	0	0	0	0	50.0%
		1047	44	31	6	6	0	0	0	0	1	29.5%
1061	10	2	0	6	0	0	0	2	0	80.0%		
<b>Total Study Area</b>			514	289	54	118	0	0	0	43	10	43.8%
<b>Seminole County</b>			25,482	17,133	1,152	4,500	65	16	22	1,691	903	32.8%
<b>State of Oklahoma</b>			3.75M	2.56M	272,071	308,733	64,154	3,977	2,954	192,074	332,007	31.3%

Source: US Census, 2010, Summary File 1, "Race, Combination of Two Races, and Not Hispanic or Latino" (P9)

Notes: EJ populations are indicated by the rows highlighted in green.

\* Only populated blocks are discussed in this table; the project area also includes 20 unpopulated blocks, for a total of 46 blocks.

## Relocations

A total of 12 residential, six commercial, and three personal property displacements would occur as a result of the proposed project. A map of the displacements is located in the Relocation Plan. Four houses and eight mobile homes would be displaced as a result of the proposed project. Six of the mobile home relocations would occur at one site.

The following five businesses would be displaced:

- Rental property office (one structure)
- Welding service (one structure)
- Mobile home park office (one structure)
- Environmental containment (one structure)
- Heat and air conditioning service (one structure)
- Fireworks stand (one structure)

The types of businesses that would be affected are not location-dependent and would be able to relocate in the project vicinity without hardship on the business owners. Impacts to employees are not likely to be significant, as the businesses would likely relocate and continue operation.

Acquisition and relocation assistance would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. The Relocation Plan indicates that there is limited decent, safe, and sanitary (DSS) comparable replacement housing available for all residences, so additional time of six to eight months would be needed to find replacement housing or for new construction to be completed (*US Highway 270 Relocation Plan*, Page 4). Due to the lack of DSS comparable replacement housing options in or near the study area, “housing of last resort” procedures would be implemented to secure DSS replacement housing for displaced individuals. DSS comparable replacement housing would be constructed for project-related relocations for which existing DSS comparable replacement housing is not available.

## Environmental Justice Populations

**Table 1** identifies environmental justice (EJ) populations in the study area. Census blocks with minority populations of 50 percent or greater are highlighted in green in the table. Nine blocks in the study area are considered to be EJ communities due to the concentrations of minority individuals residing within them. The EJ communities are Blocks 3107, 3109, and 3117 of Block Group (BG) 3, Census Tract (CT) 5832; Block 2021 of BG 2, CT 5833; Block 1025 of BG 1, CT 5836; and Blocks 1001, 1008, 1045, and 1061 of BG 1, CT 5839. The Census geographies and EJ blocks identified in **Table 1** are illustrated in the Environmental Justice Populations figure.

### Income and Poverty

No block groups in the study area have median household incomes below the Department of Health and Human Services (HHS) poverty guideline of \$24,300 for a family of four, and no block groups have a proportion of households below the poverty threshold that is 50 percent or greater. **Table 2** provides the median household income for the study area block groups, Seminole County, and the State of Oklahoma. Block group median incomes range from \$34,013 to \$44,375, which is similar to the Seminole County figure (\$35,607) but lower than the state median household income (\$46,235).

**Table 2: Median Household Income by Block Group, 2014 ACS**

Census Tract	Block Group	Median Household Income (2014 \$)
5832	3	\$41,429
5833	2	\$39,471
5836	1	\$34,013
5839	1	\$44,375
<b>Seminole County</b>		\$35,607
<b>State of Oklahoma</b>		\$46,235

Source: US Census, 2014 ACS 5-Year Estimates, Table B19013 "Median Household Income in the Past 12 Months (in 2014 Inflation-Adjusted Dollars)" and Table DP03 "Selected Economic Characteristics."

**Table 3** provides the household poverty percentages for study area block groups, Seminole County, and the State of Oklahoma. The majority of the study area has a percentage of households below the poverty threshold that is within the range of the Seminole County figure (16.9 percent). BG 3 of CT 5832 has a considerably higher percentage of households below poverty, however, at 28.5 percent. All poverty figures for the study area and the county are higher than the state's figure (12.6 percent).

**Table 3: Household Poverty by Block Group, 2014 ACS**

Census Tract	Block Group	Total Households	Percent Households Below Poverty
5832	3	354	28.5%
5833	2	323	14.2%
5836	1	247	17.8%
5839	1	274	14.2%
<b>Seminole County</b>		6,447*	16.9%*
<b>State of Oklahoma</b>		964,329*	12.6%*

Source: US Census, 2014 ACS 5-Year Estimates, Table B17017 "Household Income in the Past 12 Months Below Poverty Level" and Table DP03 "Selected Economic Characteristics."

\*The county and state figures are based on "Total Families" rather than "Total Households."

#### Gender, Age, and Disability Status

**Table 4** provides a breakdown of sex by age for the study area block groups. The data indicate that males and females are generally evenly represented in the study area and adults make up over 75 percent of the population in the study area block groups. **Table 5** presents the population of individuals aged 65 and over and the percentage of that population who lives alone. Between 16 and 34 percent of individuals aged 65 and over live alone in the study area block groups. **Table 6** presents the disability status of the population in the study area census tracts. The proportions of individuals with a disability range from over 12 percent in Census Tract 5833 to nearly 24 percent in Census Tract 5836.

**Table 4: Sex by Age by Block Group, 2014 ACS**

Census Tract	Block Group	Total Population Estimate	Males under 18	Males 18 and Over	Females under 18	Females 18 and Over
5832	3	985	144	386	79	376
5833	2	955	122	347	137	349
5836	1	653	104	264	23	262
5839	1	652	62	270	53	267
<b>Seminole County</b>		25,460	3,282	9,116	3,202	9,860
<b>State of Oklahoma</b>		3,818,851	482,655	1,408,871	458,670	1,468,655

Source: US Census, 2014 ACS 5-Year Estimates, Table B01001 "Sex by Age."

**Table 5: Population Aged 65 and Over Living Alone by Block Group, 2014 ACS**

Census Tract	Block Group	Total Population Aged 65 and Over	Percent of Total Elderly Population Living Alone
5832	3	163	16.0%
5833	2	118	29.7%
5836	1	154	20.1%
5839	1	74	33.8%
<b>Seminole County</b>		4,279	26.6%
<b>State of Oklahoma</b>		534,068	28.1%

Source: US Census, 2014 ACS 5-Year Estimates, Table B09020 "Relationship by Household Type for the Population 65 Years and Over."

**Table 6: Disability Status by Census Tract, 2014 ACS**

Census Tract	Total Population Estimate	Percent Individuals with a Disability
5832	3,442	17.5%
5833	2,637	12.6%
5836	3,993	23.9%
5839	1,711	22.4%
<b>Seminole County</b>	25,060	20.8%
<b>State of Oklahoma</b>	3,737,426	15.6%

Source: US Census, 2014 ACS 5-Year Estimates, Table B18101 "Sex by Age by Disability Status."

### Relocations in Environmental Justice Communities

According to the Relocation Plan for the proposed project dated November 8, 2016, a total of six commercial, two personal property, and 12 residential relocations are anticipated as a result of the proposed project.

A total of two commercial, seven residential, and one personal property relocation would occur in minority EJ communities as a result of the proposed project. No relocations are anticipated in the block group with the highest poverty rate in the study area (BG 3 of CT 5832), however, individuals or households below the poverty level nonetheless could be adversely impacted by relocations for the proposed project. The first site, identified as Location C in the Relocation Plan, would include a mobile home park of one commercial building (landlord) and six residential mobile homes. This site is located at engineering station 149+00L, east of EW 124 on SH 270, in EJ Census Block 2021. A personal property

relocation, identified as Location D in the Relocation Plan, would occur just east of the mobile home park at engineering station 161+50L, also in EJ Census Block 2021. A third site, Location F in the Relocation Plan, is a 750-square-foot metal building located east of EW 125 Road along SH 270 near engineering station 216+50R. This commercial relocation is located in EJ Census Block 3117. The fourth site, Location G in the Relocation Plan, is a 1,300-square-foot wood frame residence located at 216+50L, across the road from Location F and also in EJ Census Block 3117.

#### EJ Relocation Impact Summary

Ten of the 20 potential project relocations would occur in minority EJ communities, which equates to 50 percent of the total relocations; therefore EJ populations would not experience a greater number of relocations than non-EJ populations. The Relocation Plan indicates, however, that there is limited decent, safe, and sanitary (DSS) comparable replacement housing available for all residences, so additional time of six to eight months would be needed to find replacement housing or for new construction to be completed (*US Highway 270 Relocation Plan*, Page 3). Due to the nature of the replacement housing situation and the lower-income characteristics of the study area in general, there is a potential for adverse impacts to EJ populations to be disproportionately high and adverse relative to non-EJ populations. If replacement housing is found at a significant distance away from the current residences of the EJ populations affected, this distance and change of location of residence could have a greater adverse impact on the affected EJ populations than non-EJ populations in a similar scenario, because EJ populations may be more reliant on the network of people in proximity to their current residences for transportation and other assistance. If access to transportation is adversely impacted, then their ability to get to their place of employment and access other lifeline services would be adversely impacted as well. The replacement search summarized in the Relocation Plan occurred within a 30-mile radius of the City of Seminole.

Due to the lack of DSS comparable replacement housing options in or near the study area, “housing of last resort” procedures would be implemented to secure DSS replacement housing for displaced individuals. For any proposed relocation for which DSS comparable replacement housing is not available, DSS comparable replacement housing would be constructed. The use of housing of last resort would minimize the potential for disproportionately high and adverse impacts to EJ populations; thus, it does not appear that EJ populations would be disproportionately adversely impacted by relocations for the proposed project.

#### Noise Impacts in Environmental Justice Communities

A total of 27 noise impacts are anticipated as a result of the proposed project; seven of these would occur in EJ census blocks. The following are the impacted noise receivers located in EJ blocks:

- R18, R23, R24, R25, and R26 in Block 2021
- R28 in Block 3117
- R58 in Block 3109

Noise Receiver R18 is the mobile home park identified in the Relocation Plan as Location C. R23 is not one of the structures mentioned in the Relocation Plan. R24 is a residence identified in the Relocation Plan as an “uninhabited house and garage loft” (Relocation Plan Sheet #10). R25 is Rest Haven Cemetery. The cemetery would experience an increase of 1.8 A-weighted decibels [dB(A)]. R26 is a residence that is located within the ROW and is identified in the Relocation Plan as an “abandoned house” (Relocation Plan Sheet #11). R28 is a residence identified in the Relocation Plan as Location G. Finally, R58 is not one of the structures mentioned in the Relocation Plan. Of the seven noise impacts in EJ blocks, four are either uninhabited or would be relocated. No mitigation is proposed for any of the potential noise impacts. Additional details on the types and locations of receivers and potential noise impacts can be found in the Noise Assessment for the proposed project. The potential noise impacts for the proposed project would

not disproportionately adversely affect EJ communities in the study area, as only seven of the 27 total noise impacts would occur in EJ communities and no mitigation is proposed for any project-related noise impacts, as it was determined that no mitigation measures would be feasible for any of the noise impacts.

#### Access Impacts in Environmental Justice Communities

A 16-foot wide paved center median would be constructed as part of the proposed project from the SH-270A junction east approximately 3.25 miles. The median would not be raised, and is designed to be a continuous left turn lane, so it would still allow for open access throughout this section of roadway. No changes in access along the corridor are anticipated.

#### Public Involvement and Engagement in Environmental Justice Communities

All property owners within the study area were mailed an invitation to the public meeting. Door hangings or other such physical methods could be used in the future to inform renters living in the study area whose landlords did not share the public meeting invitation with them. Some members of the public expressed concerns about being separated from family members or caregivers due to the proposed relocations. Efforts would be made during the right-of-way relocation phase to keep these caregiving situations intact by providing additional time to address the situation and potentially relocating both parties (caregiver and family member) if necessary. Identified mobility concerns or issues will be addressed and mitigated to the extent reasonable and feasible at the time of relocation.

### **Community Impacts Summary**

EJ populations would not experience disproportionately high or adverse impacts as a result of the proposed project. EJ populations would not experience a greater number of relocations than non-EJ populations, but the existing stock of DSS replacement housing in or near the study area is limited. The use of housing of last resort would minimize the potential for disproportionately high or adverse impacts to EJ populations by ensuring the provision of DSS comparable replacement housing in or near the study area for all affected individuals; thus, it does not appear that EJ populations would be disproportionately adversely impacted by residential relocations for the proposed project. Additionally, EJ populations are not anticipated to be adversely affected by the proposed business relocations, as the businesses would likely relocate in or near the study area and continue operation; thus adverse impacts to employment of EJ populations or provision of services to EJ populations due to the proposed project are not anticipated. Furthermore, EJ populations would not experience disproportionately high or adverse noise impacts or changes in access along the corridor. Approximately 26 percent of total noise impacts would occur in EJ blocks, and no mitigation is proposed for any project-related noise impacts. Adverse changes are not anticipated as a result of the proposed project, therefore adverse impacts to EJ populations would not occur.

**Oklahoma Department of Transportation – Right-of-Way Division**

Relocation Branch

Room C7 Third Floor Office 521-2648 Fax 522-1858

November 8, 2016

**To:** Environmental Programs Division

**Thru:** Project Management Branch

**From:** Diana Barlow, Manager, Relocation Branch



**Subject:** Relocation Plan:

J/P 21006(04)&(07)Cons(05)RW(11)Util., a.k.a., STP-167B(091); STP-167B(122);  
and STPY-1006(011), Seminole County,  
US-270 From SH-70A in Seminole, East to Y at US-270B West of Wewoka.

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Attached is the Relocation Plan for the above referenced project to be included in the Environmental Document.

**RECEIVED**

**NOV 08 2016**

**ENVIRONMENTAL  
PROGRAMS DIV.**

**RELOCATION PLANNING  
US Highway 270  
Seminole County**

This pre-planning information is provided to the Environmental Programs Division to be included in the Environmental Document to satisfy Pre-planning requirements of the Federal Regulations 49 CFR, § 24.205, relocation planning, advisory services and coordination. The proposed study for the grade, drain, and surface of US Highway 270 in Seminole County is as follows:

A pre-planning drive out was conducted on October 13, 2016. A mix of Commercial and Residential Relocations that would be affected by the proposed grade, drain, and surface was determined to be present.

The "Relo Plan Inventory" table lists sites affected by the proposed Right of Way. Right of Way Plans have been "marked-up" labeling the sites inventoried.

**Relo Plan Inventory**

**JP 21006(05) Seminole Co., US-270 East of Seminole, Ok.**

LOCATION	STATIONING	DESCRIPTION
A	87+50L	PPO: Contents of Buildings
B	146+00R	1 COMMERCIAL & 2 RESIDENTIAL RELOCATIONS: 700 SF Brick House & 1140 SF Mobile Home
C	149+00L	MOBILE HOME PARK: 1 COMMERCIAL (LANDLORD) & 6 RESIDENTIAL RELOCATIONS
D	161+50L	PPO: Perpetual Roadside Garage Sale
E	208+00R	1 COMMERCIAL RELOCATION: 1800 SF Sheet Metal Bldg.
F	216+50R	1 COMMERCIAL RELOCATION: 750 SF Sheet Metal Bldg.
G	216+50L	1 RESIDENTIAL RELOCATION: 1300 SF Wood Frame House
H	236+60L	1 RESIDENTIAL RELOCATION: 1800 SF Wood Frame House
I	237+00R	1 COMMERCIAL RELOCATION: 400 SF Trailer
J	237+70R	1 RESIDENTIAL RELOCATION: 1600 SF Wood Frame House
K	265+33R	1 RESIDENTIAL RELOCATION: 1800 SF Double Wide Mobile Home
L	289+90R	1 COMMERCIAL RELOCATION: 400 SF Wood Fire-Work Stand

**Relo Plan Inventory Table Summary**

<b><u>Type of Relocation</u></b>	<b><u>Number of Relocations</u></b>	<b><u>Description of Relocations</u></b>
Commercial	6	2 Landlord; Welding; Containment; HVAC; Fireworks
PPO	2	1 Contents of Buildings & 1 Storage Tent
Residential	12	4 Houses & 8 Mobile Homes

**Commercial & PPO Relocations:**

At the time of scoping, there are: 6 Commercial Relocations and 2 Personal Property Only (PPO) moves. The Commercial Relocations are as follows: 2 landlord re-establishment relocations (Location "B" rental house and Location "C" mobile home park); a welding service; an office for an environmental containment business; a Heat & AC business; a firework (or vegetable/produce) stand. The 2 PPO's are moving contents of buildings and tents from the Right of Way. Local Realtors<sup>i</sup> solicited for help with this Relocation Plan in the Seminole, Shawnee, Wewoka area, are listed in "Relo Plan Resources Summary" (RPRS). Multiple Listing Service (MLS) is available and used by Realtors in Seminole County. Web base realtor services<sup>ii</sup> supplied the most listings of available properties in the Seminole area (with some duplication of listings). The web based realtor services utilized are listed in the RPRS. Because of the number of relocations, it is anticipated that it would take at least 6 to 8 months additional time to accomplish these relocations, if special permitting is required and the businesses have to rebuild. Relocation benefits and advisory assistance will be offered to the business based on what is eligible, reasonable and necessary for reestablishing the business.

**"Estimated" Commercial & PPO Relocation Cost Summary:**

Location "A":	Move: (PPO)	\$5,000.00 to \$8,000.00
Location "B":	Move & Re-Establishment:	\$12,000.00 to \$30,000.00 \$1000.00 to \$40,000.00
Location "C":	Move & Re-Establishment:	\$20,000.00 to \$30,000.00 \$1000.00 to \$40,000.00
Location "D":	Move: (PPO)	\$4,000.00 to \$7,000.00
Location "E":	Move & Re-Establishment:	\$8,000.00 to \$15,000.00 \$1000.00 to \$40,000.00
Location "F":	Move & Re-Establishment:	\$4,000.00 to \$8,000.00 \$1000.00 to \$40,000.00
Location "I":	Move & Re-Establishment:	\$4,000.00 to \$10,000.00 \$1000.00 to \$40,000.00
Location "L":	Move & Re-Establishment:	\$5,000.00 to \$8,000.00 \$1000.00 to \$20,000.00

**Available Commercial Replacement Properties:**

418 North Milt Phillips Ave., Seminole, OK. 74868, \$79,900.00, 1 office, 2 Service Bays, 1,650 SF, MLS #748562; 607 W. Broadway, Seminole, OK., \$49,900.00, 3000 SF, MLS #711819; 35613 E 1130, Seminole, OK. 74868, \$325,000.00, 2100 SF.

**Residential Relocations:**

At the time of scoping, there are: 12-single family residences (4-Houses, and 8 -Mobile Homes); at Location "C", there are 6-Mobile Homes (it is assumed one Residential Relocation only per dwelling). Local Realtors<sup>i</sup> solicited for help with this Relocation Plan in the Seminole, Shawnee, Wewoka area, are listed in "Relo Plan Resources Summary" (RPRS). Web base realtor services<sup>ii</sup> supplied the most listings of available properties in the Seminole area (with some duplication of listings). The web based realtor services utilized are listed in the RPRS. When limited housing is available, comparable housing generally decreases, and the need for new construction increases. With the large number of residential relocations, 6-8 months extra time must be considered for new construction. With new construction, expect the cost of the Replacement Housing Payment (RHP) to increase. Replacement property searches were made for a minimum of: 2 and 3 bedroom; 1 and 2 bathroom houses; 800 to 2000 square feet. Replacement rental property searches were made for a minimum of 1 bedroom; 1 bathroom; 500 to 1800 square feet. Search radius was 20 to 30 miles from the Seminole.

**"Estimated" Residential Relocation Cost Summary:**

Location "B <sub>1</sub> ":	RHP & Move Payment:	\$7,200.00 to \$21,000.00 \$3,000.00 to \$6,000.00
Location "B <sub>2</sub> ":	RHP & Move Payment:	\$30,000.00 to \$43,000.00 \$6,000.00 to \$60,000.00
Location "C <sub>1</sub> ":	RHP & Move Payment:	\$35,000.00 to \$50,000.00 \$6,000.00 to \$60,000.00
Location "C <sub>2</sub> ":	RHP & Move Payment:	\$7,200.00 to \$21,000.00 \$3,000.00 to \$6,000.00
Location "C <sub>3</sub> ":	RHP & Move Payment:	\$7,200.00 to \$21,000.00 \$3,000.00 to \$6,000.00
Location "C <sub>4</sub> ":	RHP & Move Payment:	\$7,200.00 to \$21,000.00 \$3,000.00 to \$6,000.00
Location "C <sub>5</sub> ":	RHP & Move Payment:	\$7,200.00 to \$21,000.00 \$3,000.00 to \$6,000.00
Location "C <sub>6</sub> ":	RHP & Move Payment:	\$7,200.00 to \$21,000.00 \$3,000.00 to \$6,000.00
Location "G":	RHP & Move Payment:	\$26,500.00 to \$37,000.00 \$3,000.00 to \$6,000.00
Location "H":	RHP & Move Payment:	\$26,500.00 to \$37,000.00 \$3,000.00 to \$6,000.00
Location "J":	RHP & Move Payment:	\$26,500.00 to \$37,000.00 \$3,000.00 to \$6,000.00
Location "K":	RHP & Move Payment:	\$26,500.00 to \$37,000.00 \$4,000.00 to \$8,000.00

**Available Residential Replacement Properties:**

Prices ranged from \$29,900 to \$122,900; Square footage ranged from 870 to 1800 square feet. 620 Timmons St., Seminole, OK. 74868, \$29,900.00, 1464 SF, 3 bedrooms, 2 baths, 1 carport attached garage; 35343 EW 1240, Seminole, OK. 74868, \$37,900.00, 1280 SF, 3 bedrooms, 2 bath; 907 W. Wilson Ave., Seminole, OK. 74868, \$83,500.00, 1684 SF, 3 bedrooms, 2 baths; 917 Lee St., Seminole, OK. 74868, \$122,900.00, 1810 SF, 3 bedrooms, 2 baths; 916 Spurr St., Seminole, Ok. 74868, \$63,900.00, 870 SF, 2 bedrooms, 1 bath.

**Available Residential Rental Properties:**

There are "rental" properties available and listed at the time of scoping. The following are some of the available rental properties in the Seminole area: 525 N. 2nd St, Seminole, OK 74868, 3 beds, 1 bath, 1,128 SF; 2215 W. Hwy-9, Seminole, OK 74868, 1 bed, 1 bath, 500 SF; 115 Sooner Rd, Shawnee, OK 74804, 4 bed, 2 bath, 1,800 SF; 35631 EW 1200., Seminole, OK 74868, 3 beds, 2 baths, 1,800 SF.

**Potential Low Income Residential Relocation Problems:**

The area of the proposed project DOES seem to have "low income" consideration. Because of "low income", residential relocation amounts tend to cause significantly higher benefit calculations. My experience is, there is the possibility of additional relocations due to additional persons co-habiting dwellings being affected by the project due to "low income" that is apparent on the project study area.

**"Estimated" Relocation Plan Cost Summary:**

<b><u>Commercial Relocations Total:</u></b>	
Move &	\$53,000.00 to \$101,000.00
Re-Establishment	\$6,000.00 to \$220,00.00
<b><u>PPO Relocations Total:</u></b>	\$9,000.00 to \$15,000.00
<b><u>Residential Relocations Total:</u></b>	
RHP &	\$214,200.00 to \$367,000.00
Move	\$43,000.00 to \$182,000.00

If vacant residential properties are occupied when this project begins, full relocation benefits and relocation advisory assistance will be offered to all residential displacees.

There are properties available at the time of scoping, but with the large number of residential relocations, 6 to 8 months extra time must be considered if new construction is necessary to provide DSS housing for all displacees.

The Code of Federal Regulations (CFR) 49, Part 24, limits a payment not to exceed \$7,200.00 for rental assistance (RAP) or down payment assistance; and homeowner-occupant (RHP) payment may not exceed \$31,000.00. Last Resort Housing (LRH) allows for these amounts to be exceeded and will most likely be necessary to relocate persons affected by the proposed plans.

**ODOT Planning Agent:  
Nicholas Granko, November 8, 2016**

**Relo Plan Resources Summary:**

**i Realtors solicited in the Seminole, Ok. 74868 zip code area:**

**Pam Robinson Real Estate, Inc, 601 N Milt Phillips, Seminole, OK, 74868 (405) 382-7653  
Dillon Robinson (405) 584-0381 cell**

**ii Web based Realtor sites:**

Landwatch.com  
Realtor.com  
Trulia.com  
Zillow.com

**iii Relocation Acronyms**

CFR = Code of Federal Regulations  
DSS = Decent Safe and Sanitary  
LRH = Last Resort Housing  
MLS = Multiple Listing Service  
PPO = Personal Property Only  
RAP = Rental Assistance Payment  
RHP = Relocation Housing Payment  
SF = Square Feet

STATE OF OKLAHOMA  
DEPARTMENT OF TRANSPORTATION

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
PROPOSED  
R/W  
8/14/2015

**RELOCATION PLAN PLANS**

"Marked-Up Relo Plans"

Relocation Plan Inventory: See Sheet #2

By ODOT Relocation Planning Agent: Nicholas Granko

November 8, 2016

PLAN OF PROPOSED  
**STATE HIGHWAY**

FEDERAL AID PROJECT NO. XXXX-XXXX(XXX)

GRADE, DRAIN, SURFACE AND BRIDGES

US-270 OVER CARTER CREEK AND 8 UNNAMED CREEKS

**SEMINOLE COUNTY**

CONTROL SECTION NO. 270-67-02

STATE JOB NO. 21006(04) & 21006(11)

BRIDGE	EXIST. NBIS NO.	NEW NBI NO.
"A"	13079	XXXXX
"B"	10053	XXXXX
"C"	12977	REMOVED
"D"	12934	XXXXX
"E"	12935	REPLACED WITH ROADWAY CLASS STRUCTURE
"F"	12980	XXXXX
"G"	01807	REPLACED WITH ROADWAY CLASS STRUCTURE
"H"	13783	XXXXX
"I"	13757	REMOVED

**R/W Color Key**  
 Blue = Present R/W  
 Red = Proposed New R/W  
 Yellow = Utility Easement  
 Green = Construction Temporary Easement  
 Orange = Channel Easement

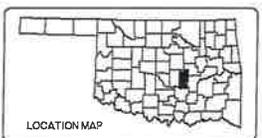
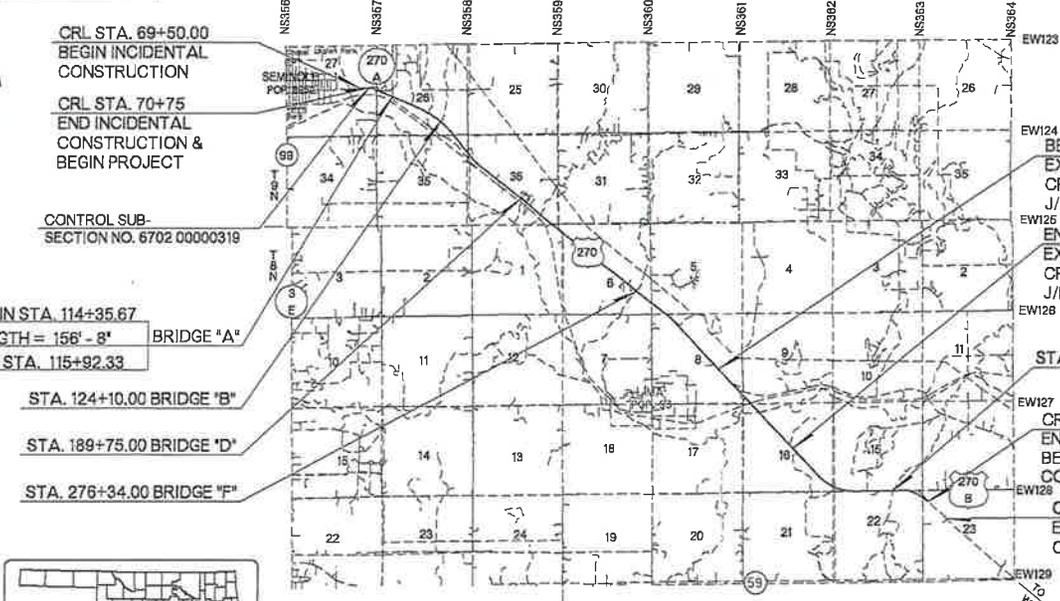
**DESIGN DATA**

ADT 2015	= 7,360
ADT 2040	= 10,800
DHV (1-WAY)	= 600
K (DHV/ADT)	= 10%
D	= 55%
T (% DHV)	= 2%
T (% ADT)	= 12%
V (% ADT)	= 5%
V	= 40 TO 65 MPH
20 YR FLEXESAL	= X.XXX

**SCALES**

PLAN 1" = 100'  
 PROFILE HOR. 1" = 100'  
 VER. 1" = 10'  
 LAYOUT MAP 1" = 3,620'

- CONVENTIONAL SYMBOLS**
- PROPOSED ROAD
  - RAILROADS
  - RANGE & TOWNSHIP SECTION LINES
  - QUARTER SECTION LINES
  - FENCES
  - GROUND LINE
  - EXISTING ROADS
  - BASING
  - GRADE LINES
  - TELEPHONE & TELEGRAPH
  - POWER LINES
  - BUILDINGS
  - WELLS
  - DRAINAGE STRUCTURES - IN PLACE
  - DRAINAGE STRUCTURES - NEW
  - RIGHT-OF-WAY LINES - EXISTING
  - RIGHT-OF-WAY LINES - NEW
  - CONTROLLED ACCESS
  - RIGHT-OF-WAY FENCE



CRL STA. 69+50.00  
BEGIN INCIDENTAL CONSTRUCTION

CRL STA. 70+75  
END INCIDENTAL CONSTRUCTION & BEGIN PROJECT

CONTROL SUB-SECTION NO. 6702 00000319

BEGIN STA. 114+35.67  
LENGTH = 156' - 8" BRIDGE "A"  
END STA. 115+92.33

STA. 124+10.00 BRIDGE "B"

STA. 189+75.00 BRIDGE "D"

STA. 276+34.00 BRIDGE "F"

EW123

EW124 BEGIN PROJECT EXCEPTION  
CRL STA. 356+00  
J/P 21006(07)

EW125 END PROJECT EXCEPTION  
CRL STA. 389+00  
J/P 21006(07)

EW126

STA. 475+25.44 BRIDGE "H"

EW127

EW128 CRL STA. 500+00  
END PROJECT & BEGIN INCIDENTAL CONSTRUCTION

EW129 TO WENOKA  
CRL STA. 501+00  
END INCIDENTAL CONSTRUCTION

R6E R7E

NOTE: PROJECT LENGTH BASED ON CRL STATIONING

ROADWAY LENGTH	39,770.72 FT.	7.532 MI.
BRIDGE LENGTH	156.66 FT.	0.030 MI.
PROJECT LENGTH		7.562 MI.

EQUATIONS : STA. 136+28.09 BK = STA. 136+97.74 AH  
 STA. 211+23.40 BK = STA. 210+66.41 AH  
 STA. 304+24.82 BK = STA. 304+28.26 AH  
 STA. 357+03.08 BK = STA. 357+03.00 AH  
 STA. 389+20.08 BK = STA. 389+20.00 AH  
 STA. 462+98.29 BK = STA. 462+77.94 AH  
 STA. 114+35.67 TO 115+92.33 BRIDGE "A"  
 STA. 356+00.00 TO 389+00.00 J/P 21006(07)

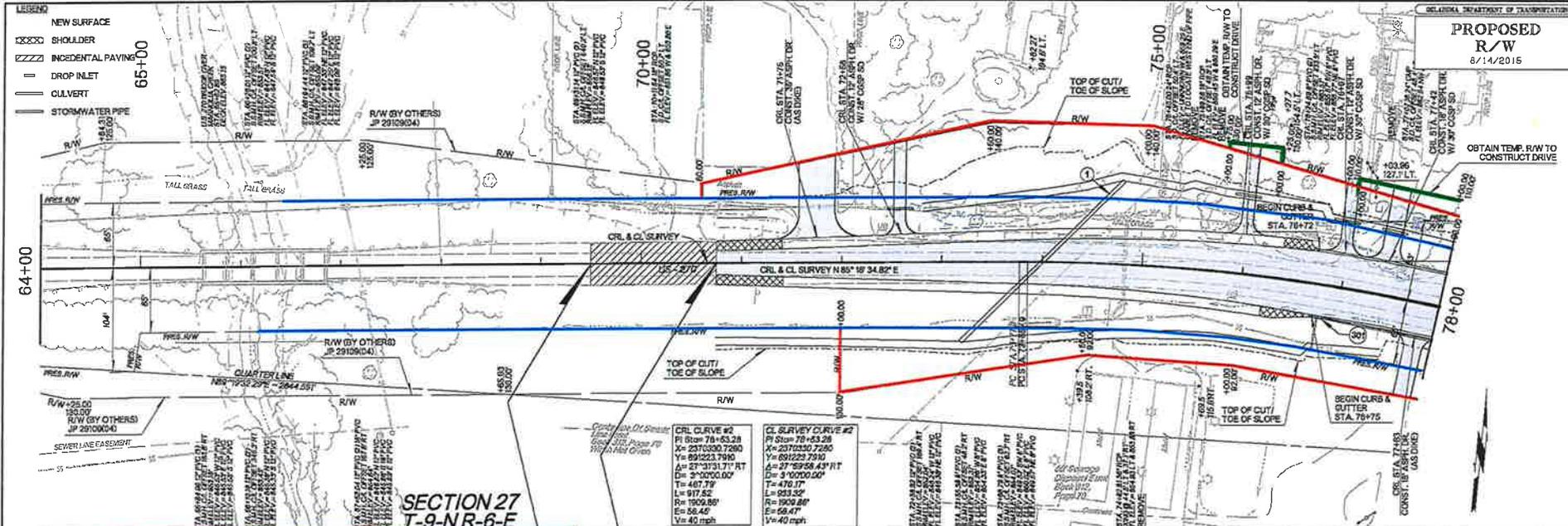
EXCEPTIONS :

**TETRA TECH** PREPARED BY: TETRA TECH FOR THE OKLAHOMA DEPARTMENT OF TRANSPORTATION

CA 2388 (EXP. 05-30-10) DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED	DATE APPROVED
BY	BY
CHIEF ENGINEER	DIVISION
PROJECT NO. XXXX-XXXX(XXX)	<b>SHEET #1</b>

2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.



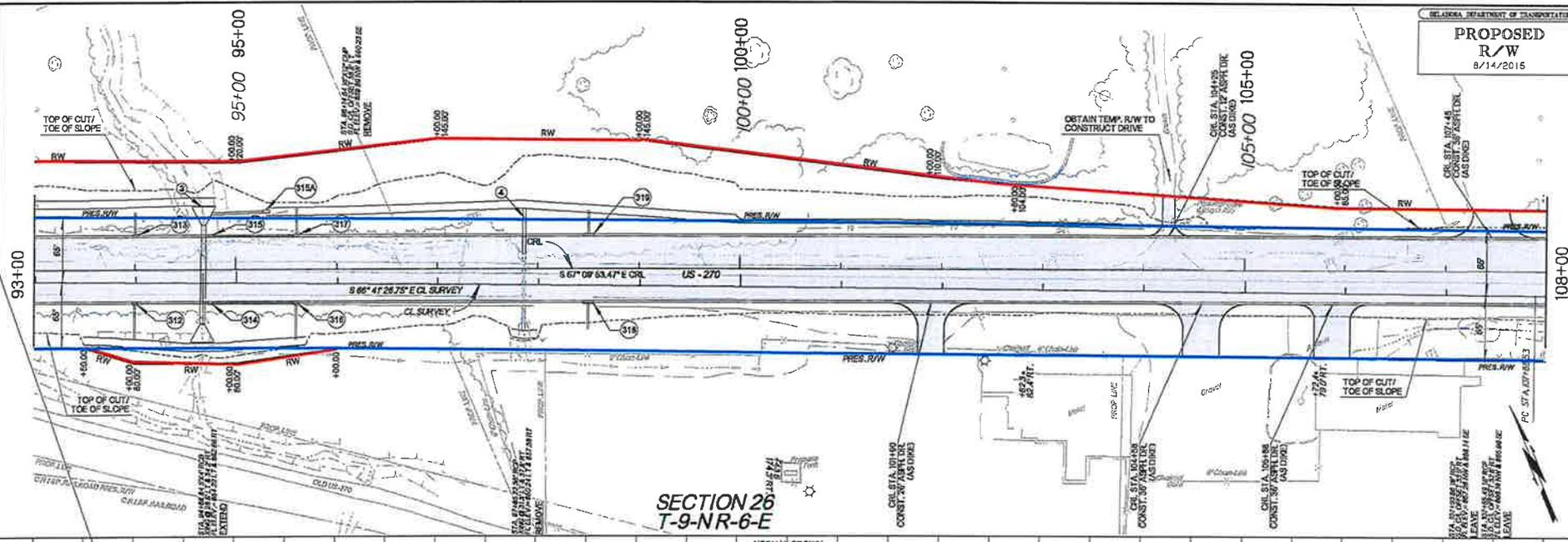
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T-9-NR-6-E**

**Relo Plan Inventory**  
JP 21006(05) Seminole Co., US-270 East of Seminole, Ok.

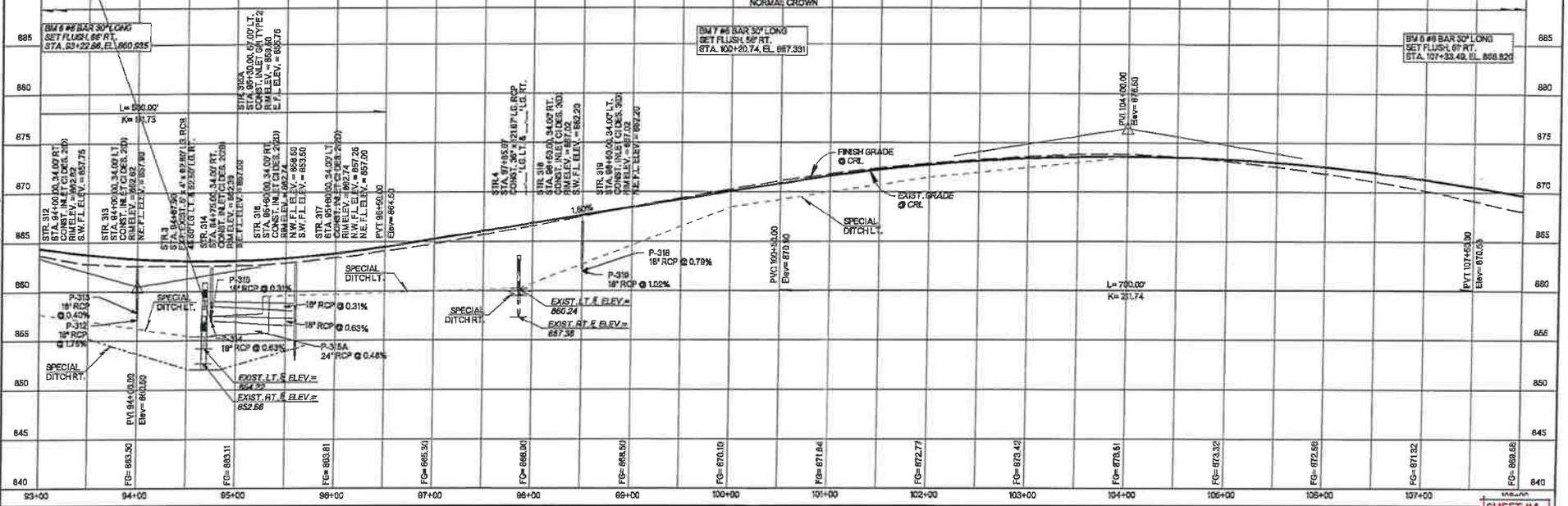
LOCATION	STATIONING	DESCRIPTION
A (Sheet #3)	87+50L	PPO; Contents of Buildings
B (Sheet #7)	146+00R	1 COMMERCIAL & 2 RESIDENTIAL RELOCATIONS: 700 SF Brick House & 1140 SF Mobile Home
C (Sheet #7)	149+00L	MOBILE HOME PARK: 1 COMMERCIAL (LANDLORD) & 6 RESIDENTIAL RELOCATIONS
D (Sheet #8)	161+50L	PPO: Perpetual Roadside Garage Sale
E (Sheet #11)	208+00R	1 COMMERCIAL RELOCATION: 1800 SF Sheet Metal Bldg.
F (Sheet #12)	216+50R	1 COMMERCIAL RELOCATION: 750 SF Sheet Metal Bldg.
G (Sheet #12)	216+50L	1 RESIDENTIAL RELOCATION: 1300 SF Wood Frame House
H (Sheet #13)	236+60L	1 RESIDENTIAL RELOCATION: 1800 SF Wood Frame House
I (Sheet #13)	237+00R	1 COMMERCIAL RELOCATION: 400 SF Trailer
J (Sheet #13)	237+70R	1 RESIDENTIAL RELOCATION: 1800 SF Wood Frame House
K (Sheet #15)	265+33R	1 RESIDENTIAL RELOCATION: 1800 SF Double Wide Mobile Home
L (Sheet #17)	289+90R	1 COMMERCIAL RELOCATION: 400 SF Wood Fire-Work Stand

**CR. STA. 70+75  
END INCIDENTAL  
CONSTRUCTION &  
BEGIN PROJECT**

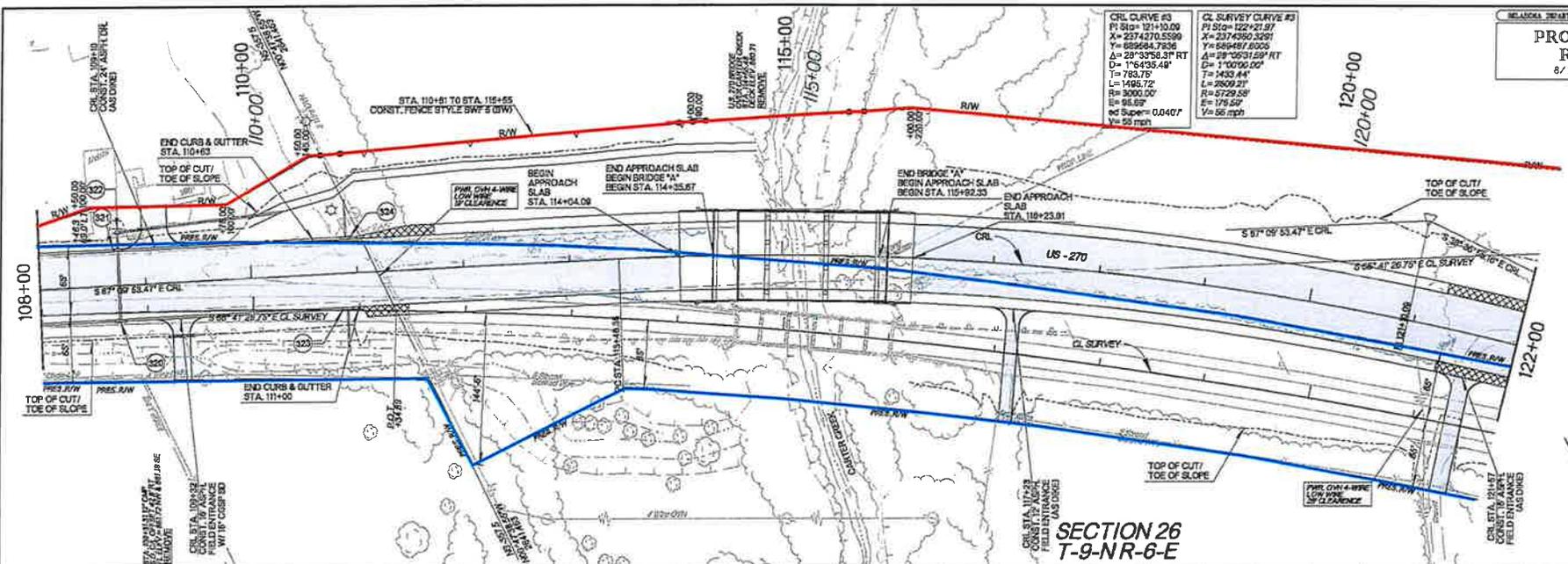




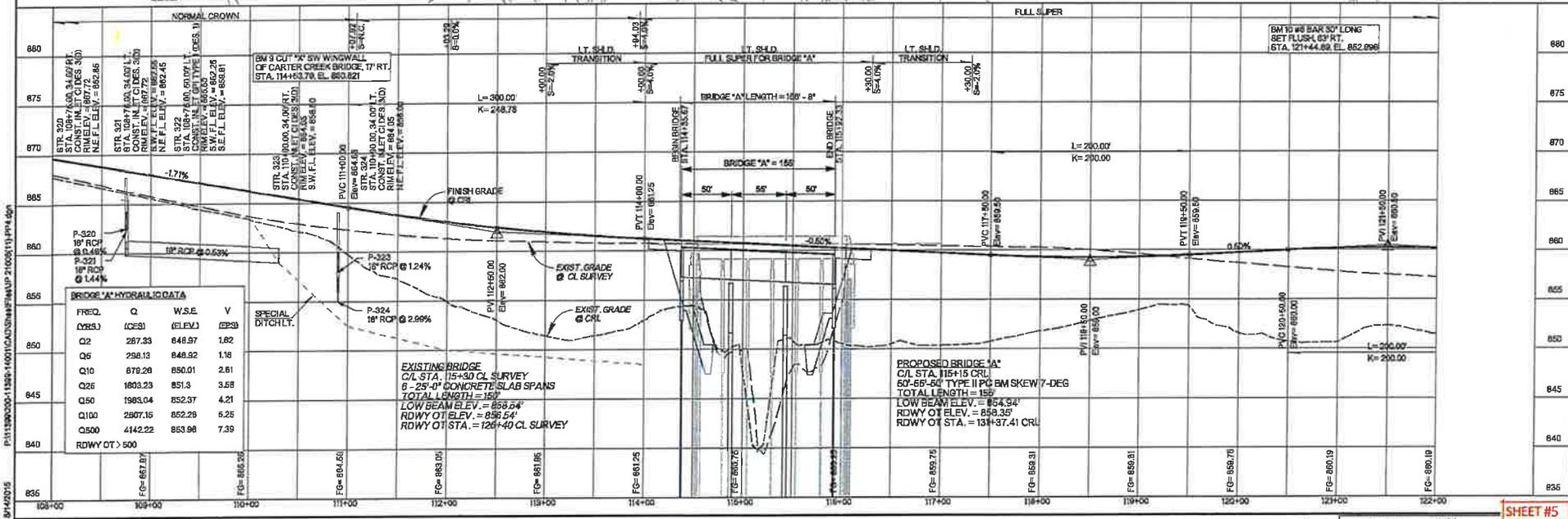
SECTION 26  
T-9-NR-6-E



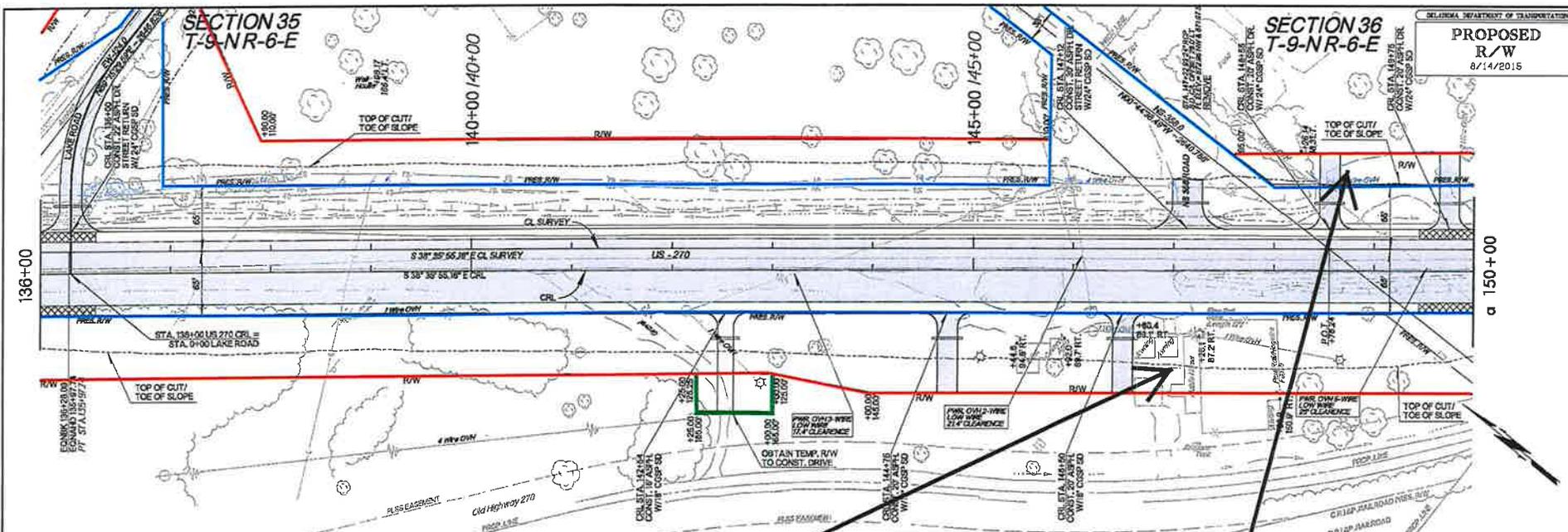
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**SECTION 26  
 T-9-NR-6-E**







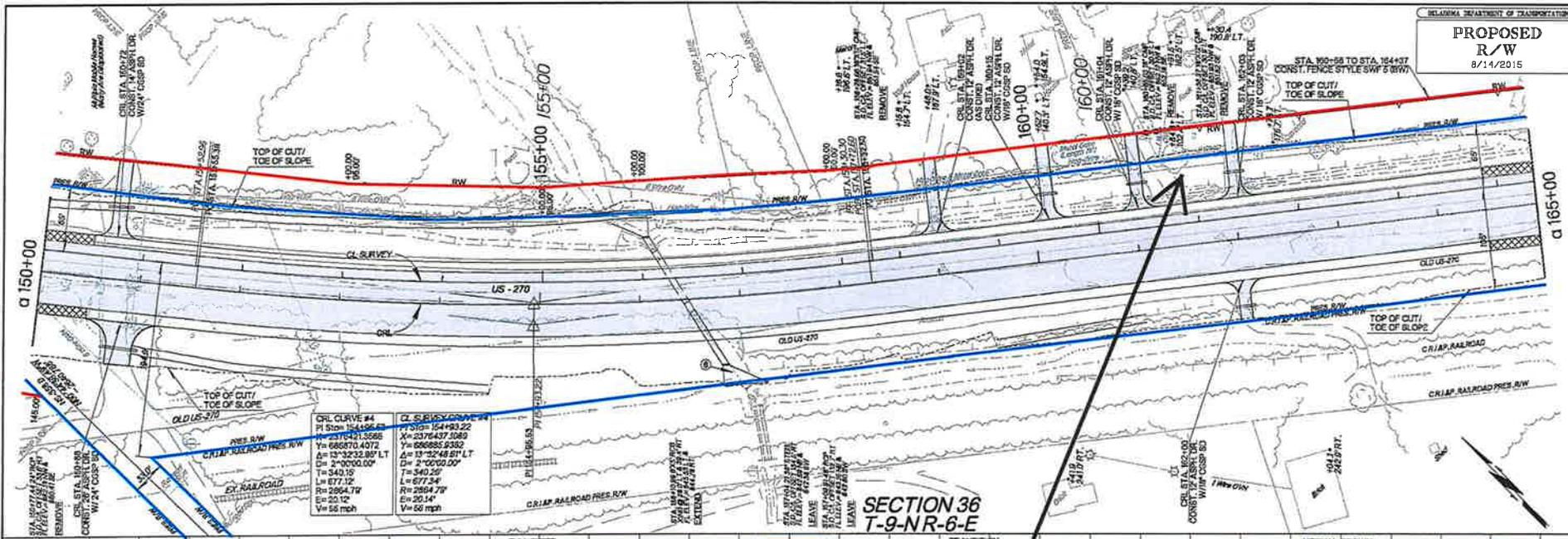
DELAWARE DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
 R/W**  
 8/14/2015



**LOCATION "B"**  
 2 Residential & 1 Commercial Relocations

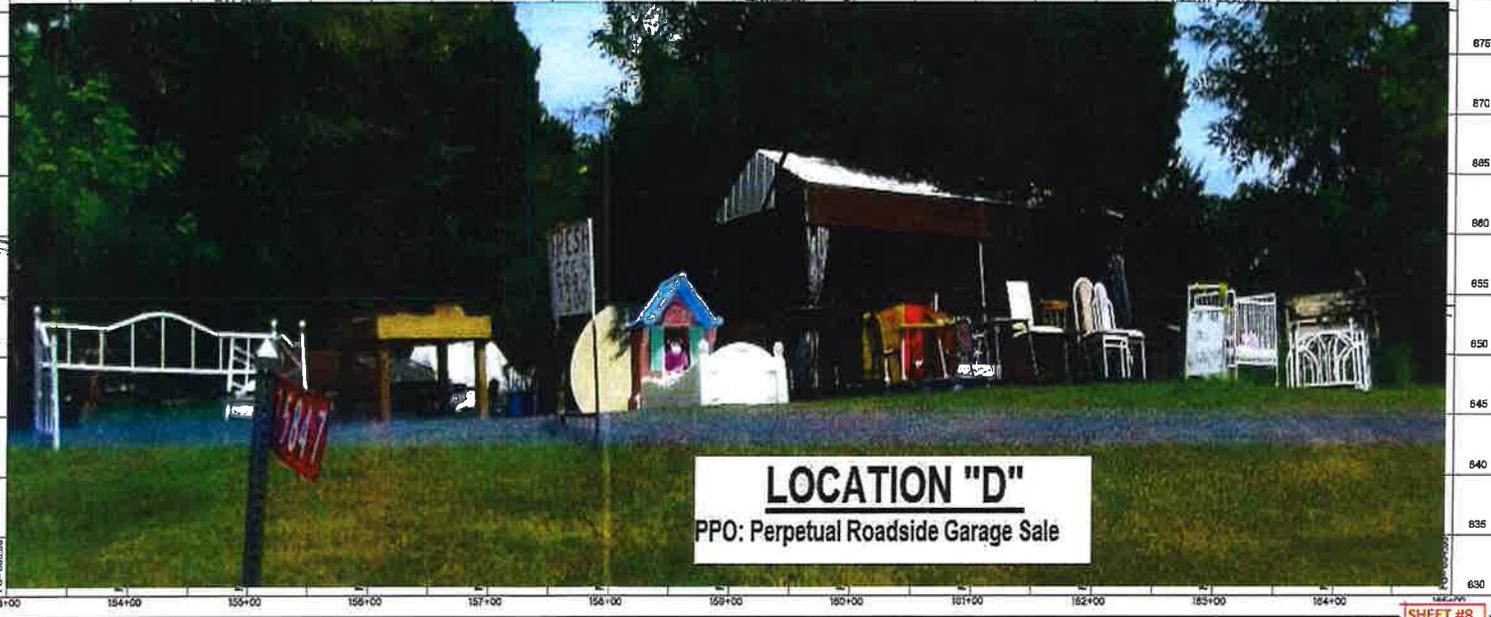
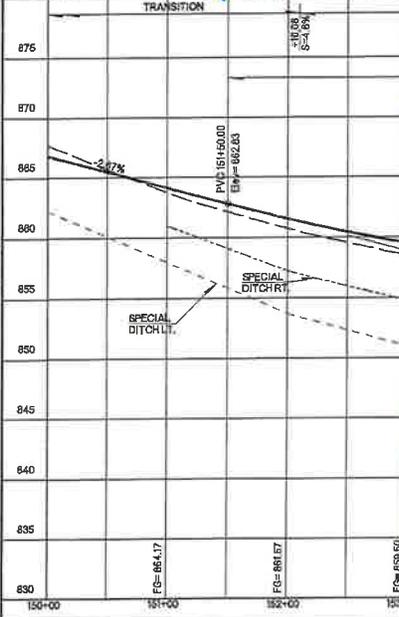
**LOCATION "C"**  
 1 Commercial & 6 Residential Relocations

8/14/2015 P:\11399000-1\89-16001\CAD\36497.dwg 21000(1)13-PR15.dgn



<p><b>CR1 CURVE #4</b>                  PI STATION 154+93.22                  PVI STATION 154+93.22                  Y= 666870.4072  <math>\Delta = 13^{\circ}32'48.61''</math> LT                  E= 2+0002.00'                  T= 340.15'                  L= 677.34'                  R= 2864.79'                  E= 20.14'                  V= 55 mph</p>	<p><b>CR2 SURVEY CURVE #4</b>                  PI STATION 154+93.22                  PVI STATION 154+93.22                  Y= 666870.4072  <math>\Delta = 13^{\circ}32'48.61''</math> LT                  E= 2+0002.00'                  T= 340.15'                  L= 677.34'                  R= 2864.79'                  E= 20.14'                  V= 55 mph</p>
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**SECTION 36  
 T-9-NR-6-E**

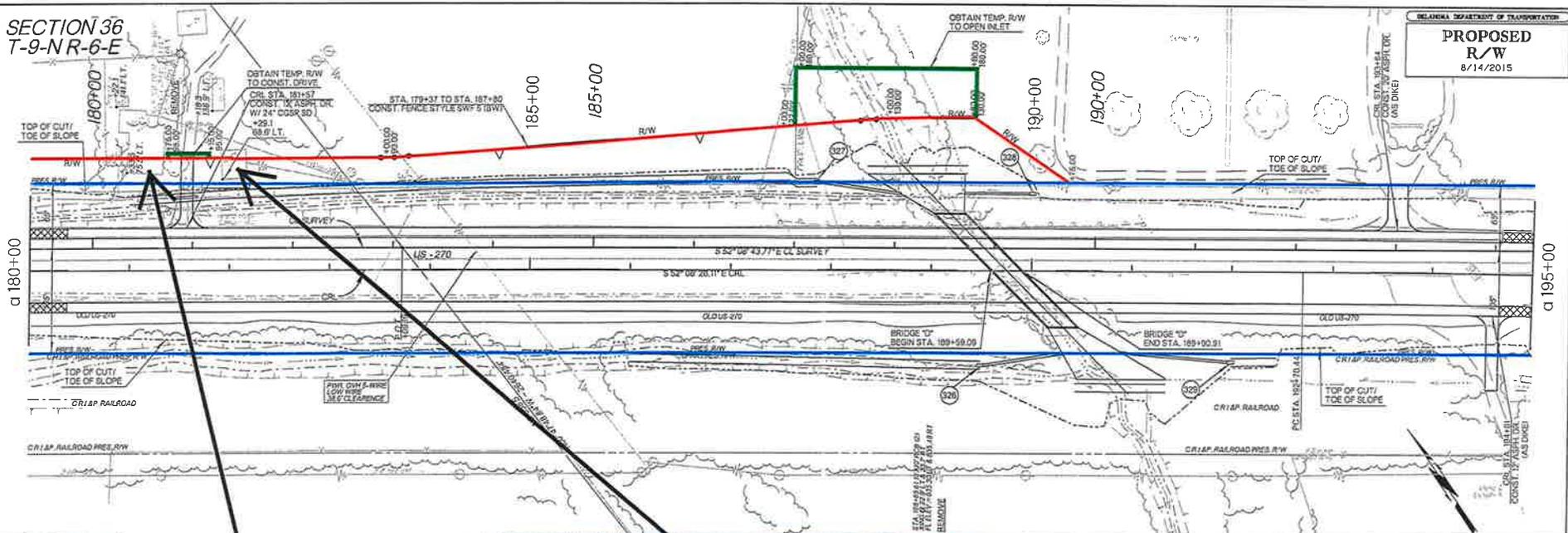


**LOCATION "D"**  
 PPO: Perpetual Roadside Garage Sale

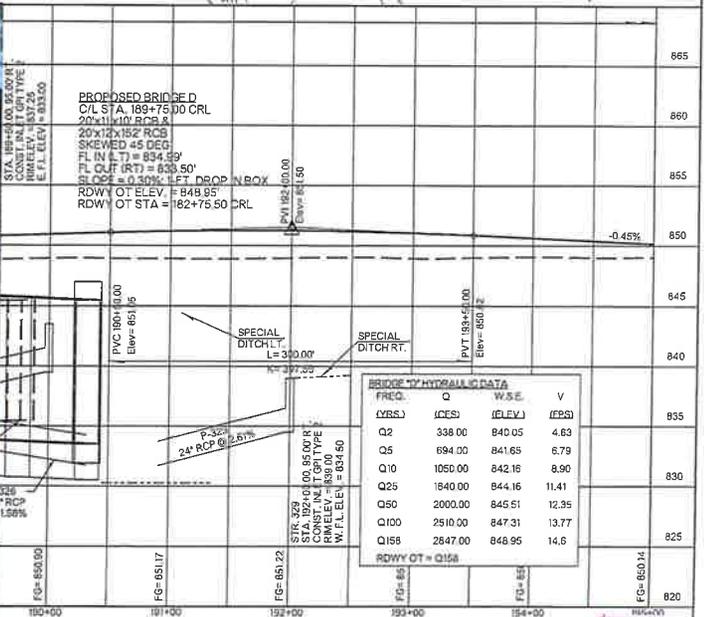
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**SECTION 36  
 T-9-N-R-6-E**



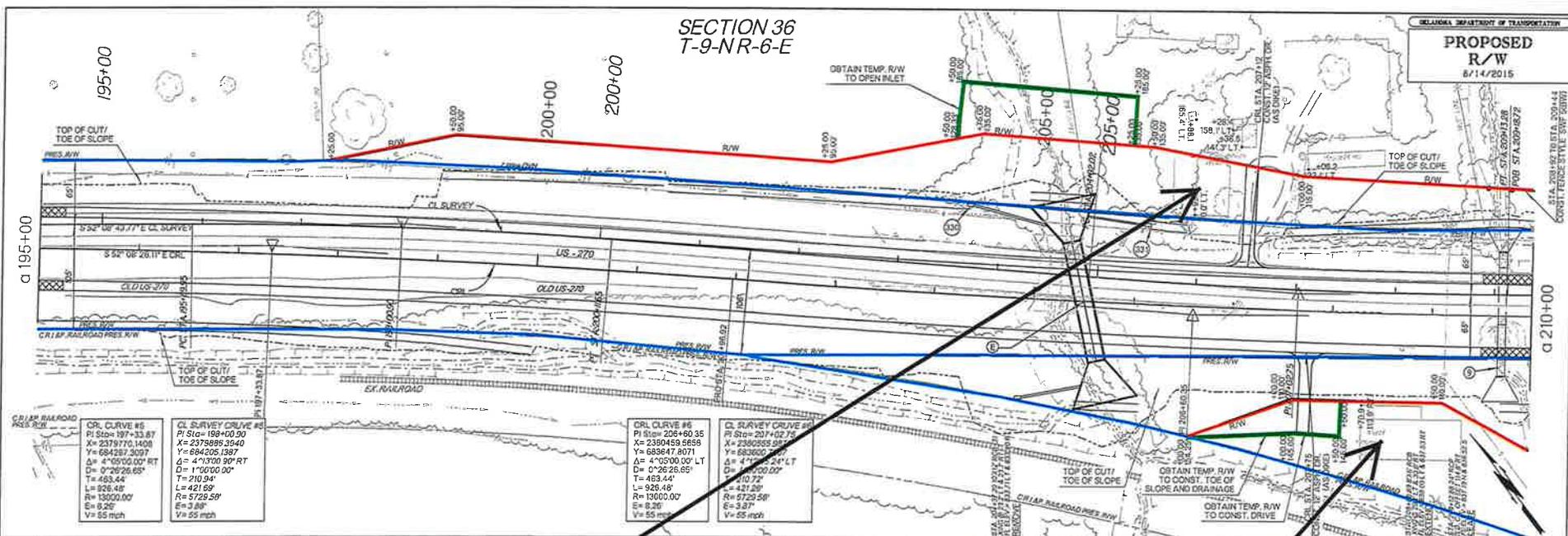
**Un-Inhabited House & Garage Loft**



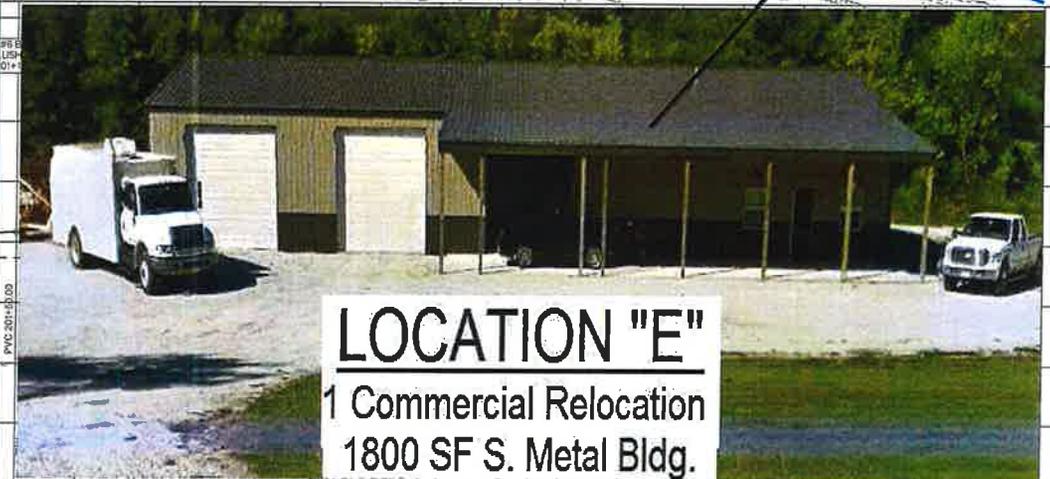
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SECTION 36  
T-9-NR-6-E

FLORIDA DEPARTMENT OF TRANSPORTATION  
**PROPOSED R/W**  
8/14/2015



Abandoned House



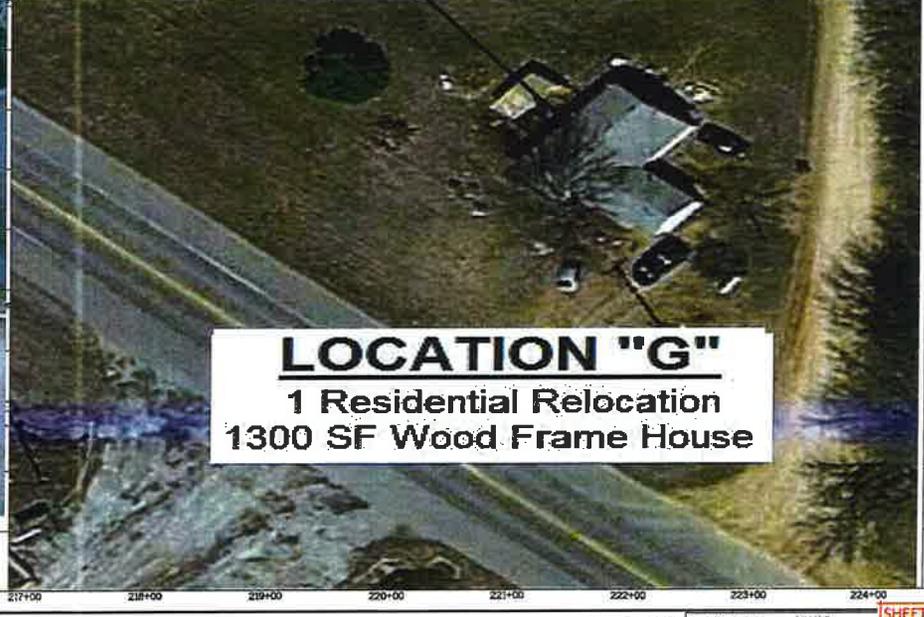
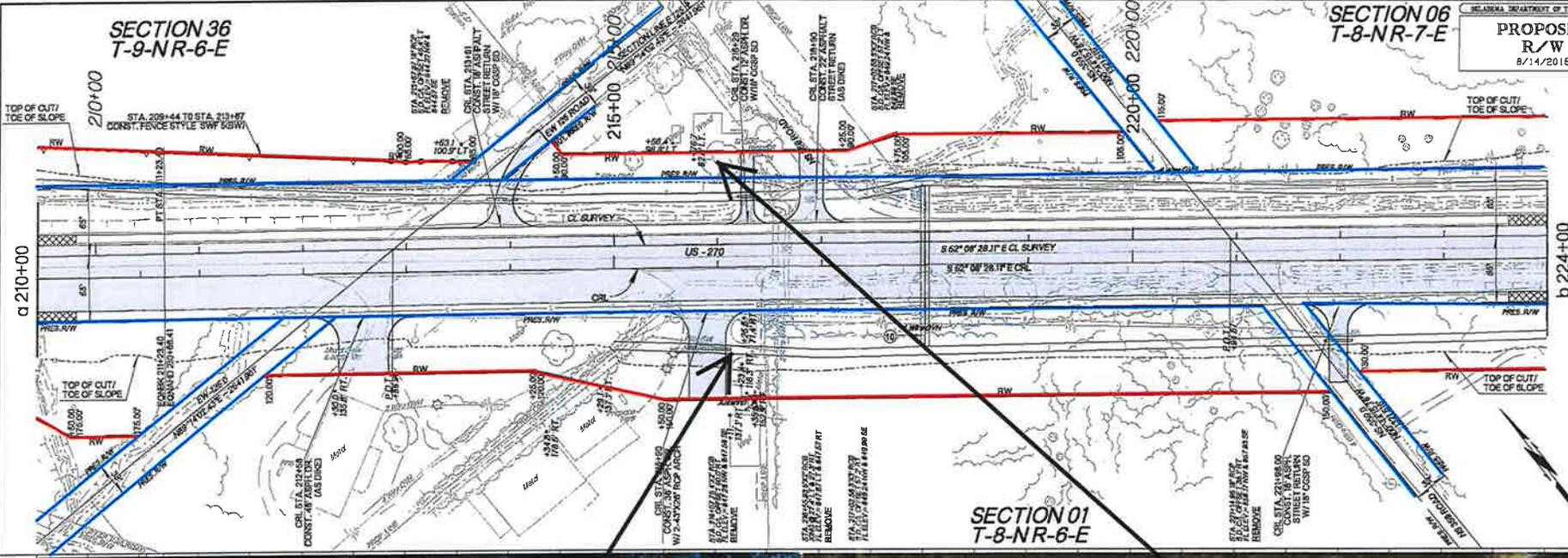
**LOCATION "E"**  
1 Commercial Relocation  
1800 SF S. Metal Bldg.

8/14/2015 P:\11196200-11196-140\DWG\CAD\CAD.dwg 2:1008111.ppt10.dgn

**SECTION 36  
T-9-NR-6-E**

**SECTION 06  
T-8-NR-7-E**

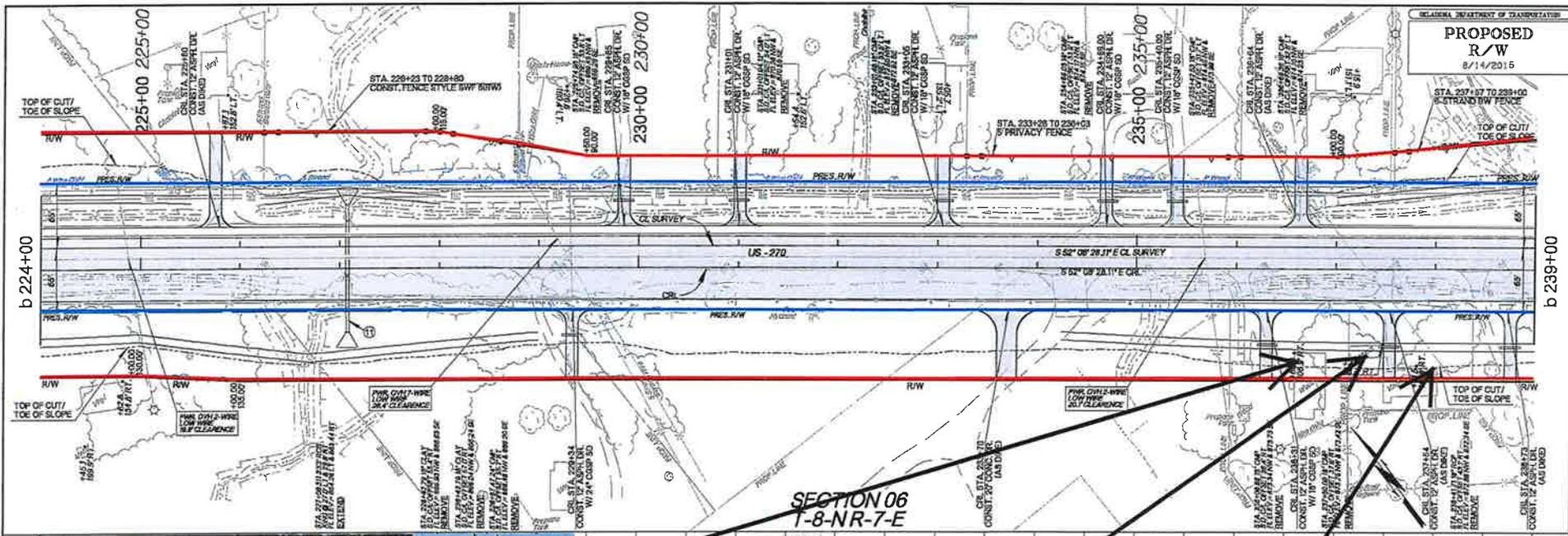
MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
R/W**  
8/14/2016



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FC= 848.06	FC= 848.01	FC= 848.01	FC= 848.06	FC= 849.19	FC= 850.37	FC= 852.14
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**PROPOSED  
R/W**  
8/14/2015



**SECTION 06  
T-8-NR-7-E**

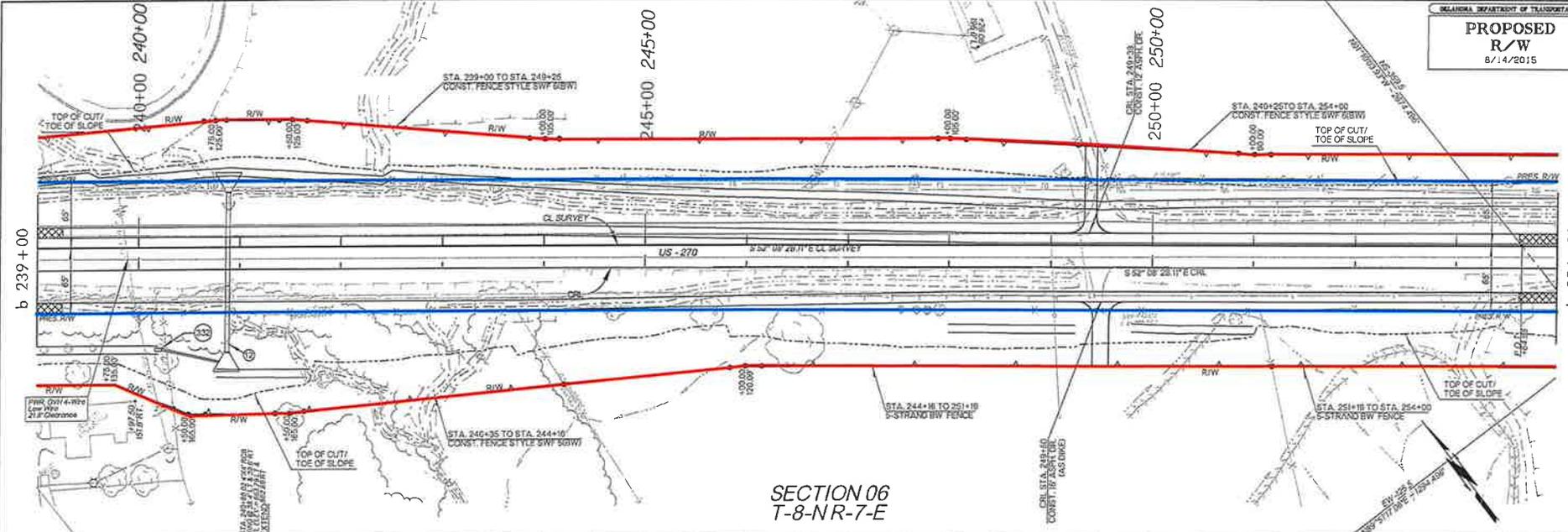


**LOCATION "H"**  
1 Residential Relocation  
1800 SF Wood Frame House

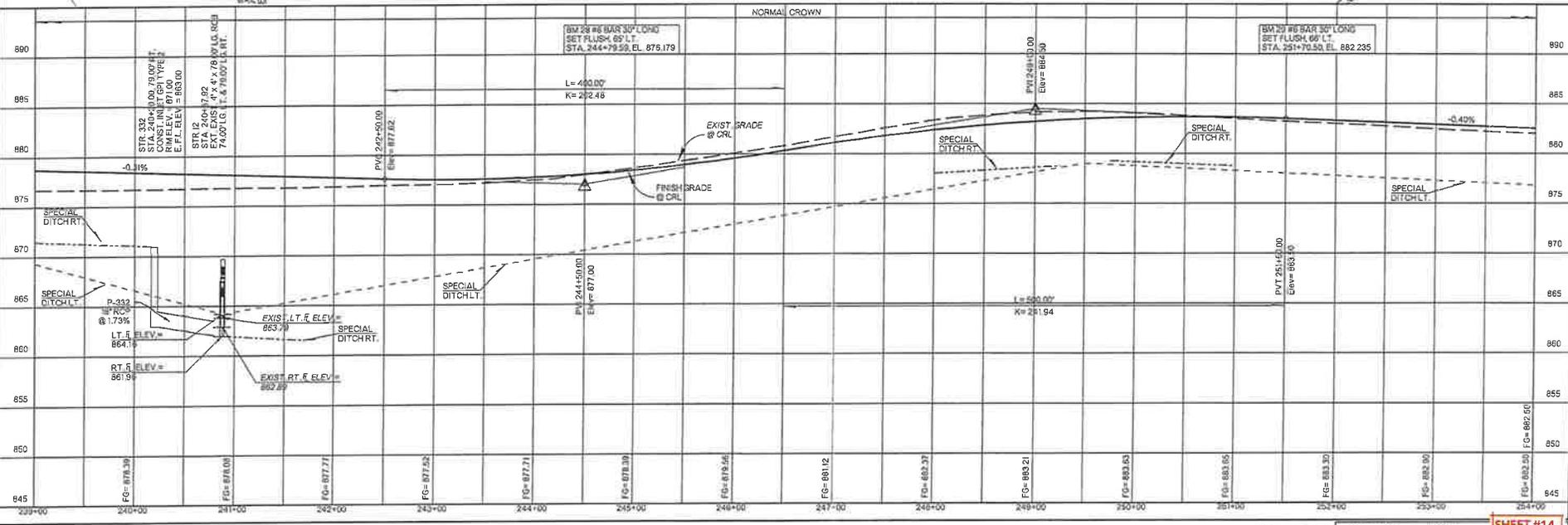
**LOCATION "I"**  
1 Commercial Relocation  
400 SF Trailer

**LOCATION "J"**  
1 Residential Relocation  
1600 SF Wood Frame House

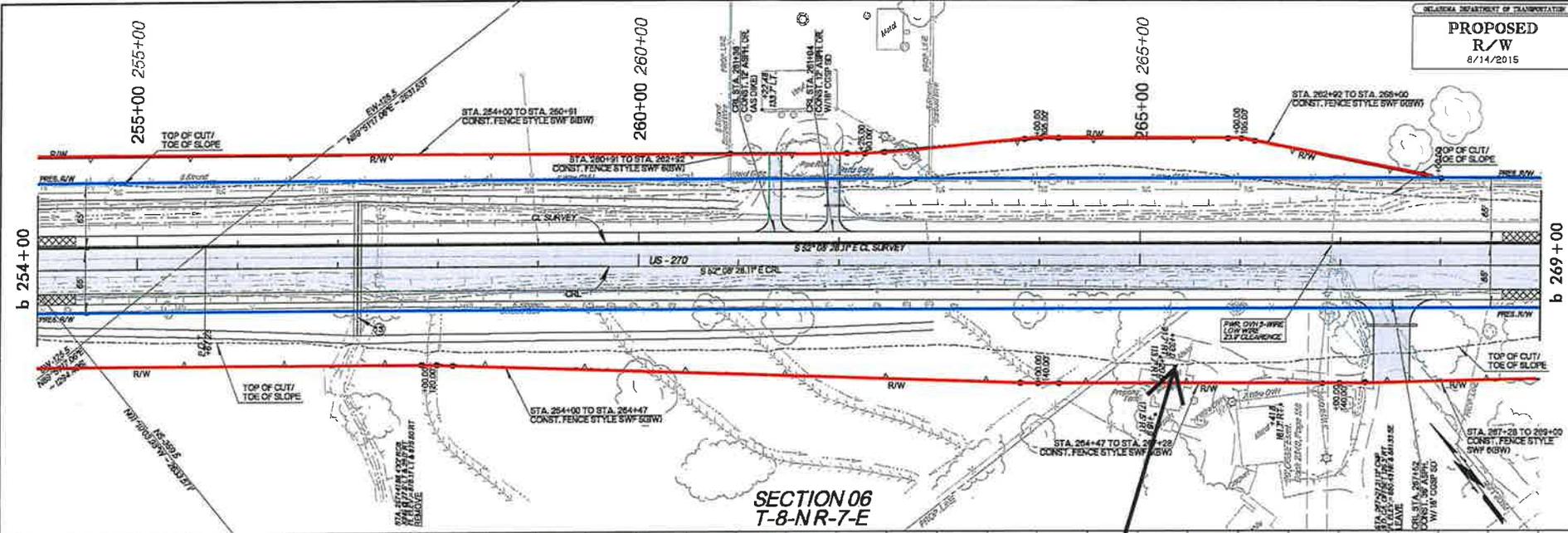
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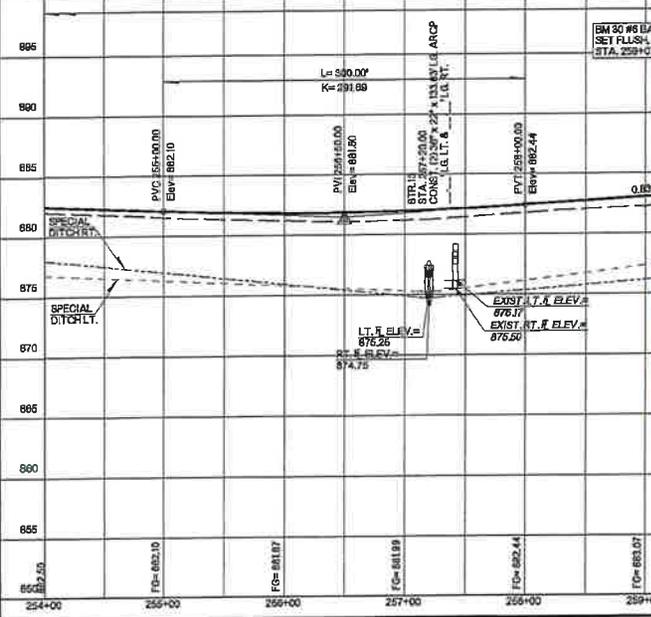
**SECTION 06**  
**T-8-NR-7-E**



8/14/2015 P:\11399200-1399-140\DCAD\sheet\p14\p14.dwg 2:00:51.13 P:\11399200-1399-140\DCAD\sheet\p14\p14.dwg



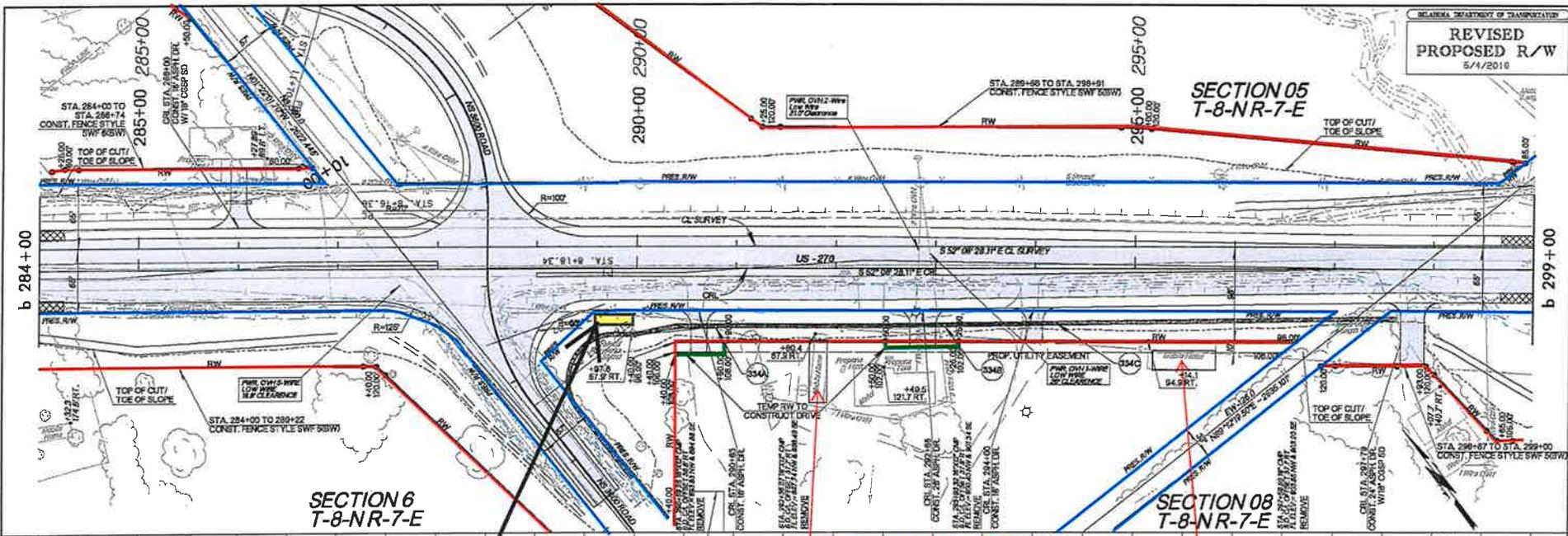
**SECTION 06  
 T-8-NR-7-E**



**LOCATION "K"**  
 1 Residential Relocation  
 100 SF Double Wide Mobile Home

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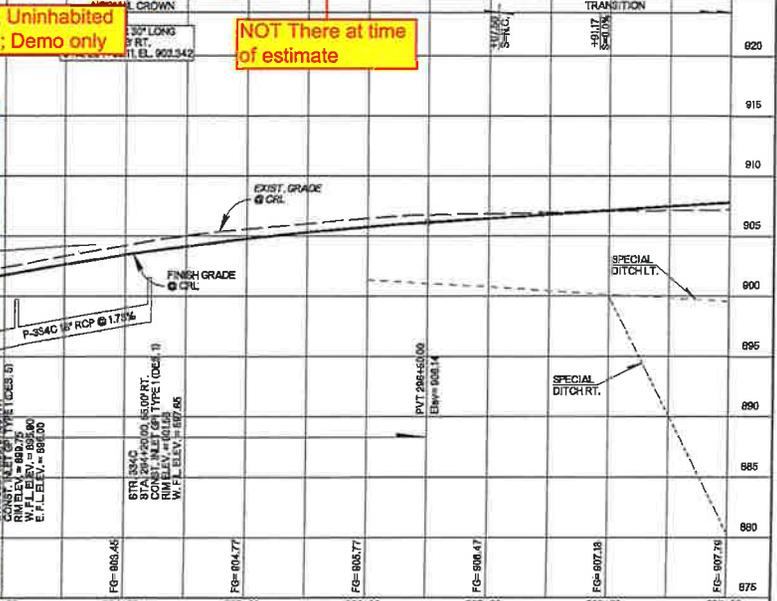


Abandoned, Uninhabited Mobile Home; Demo only

NOT There at time of estimate



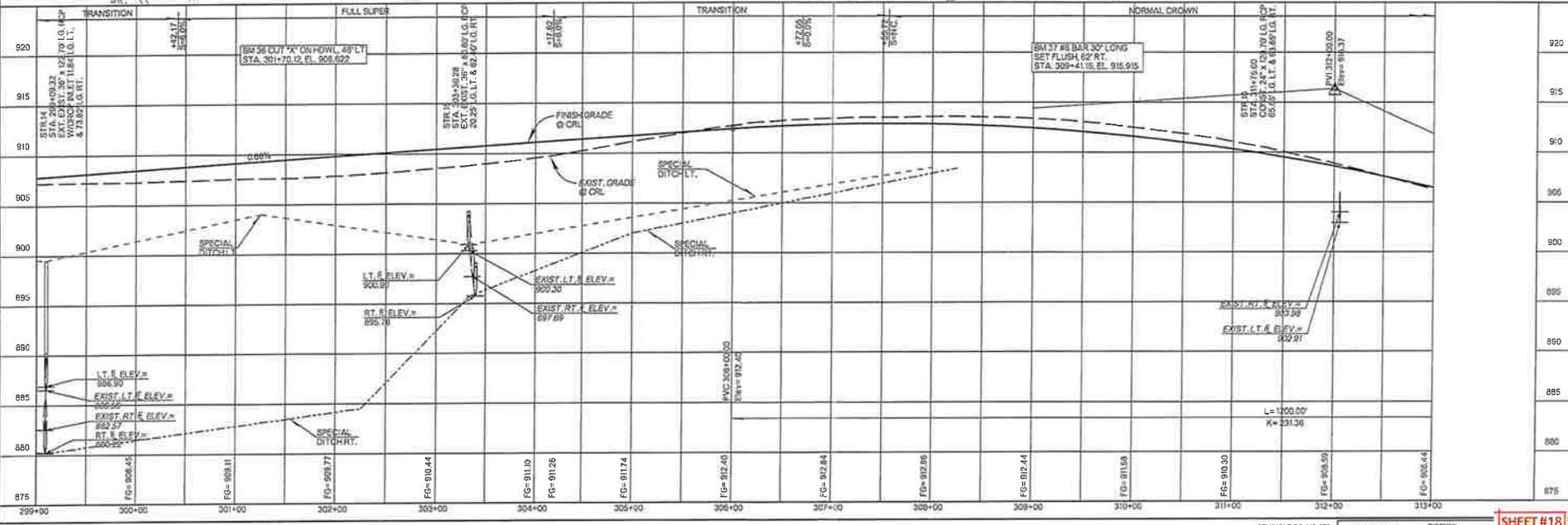
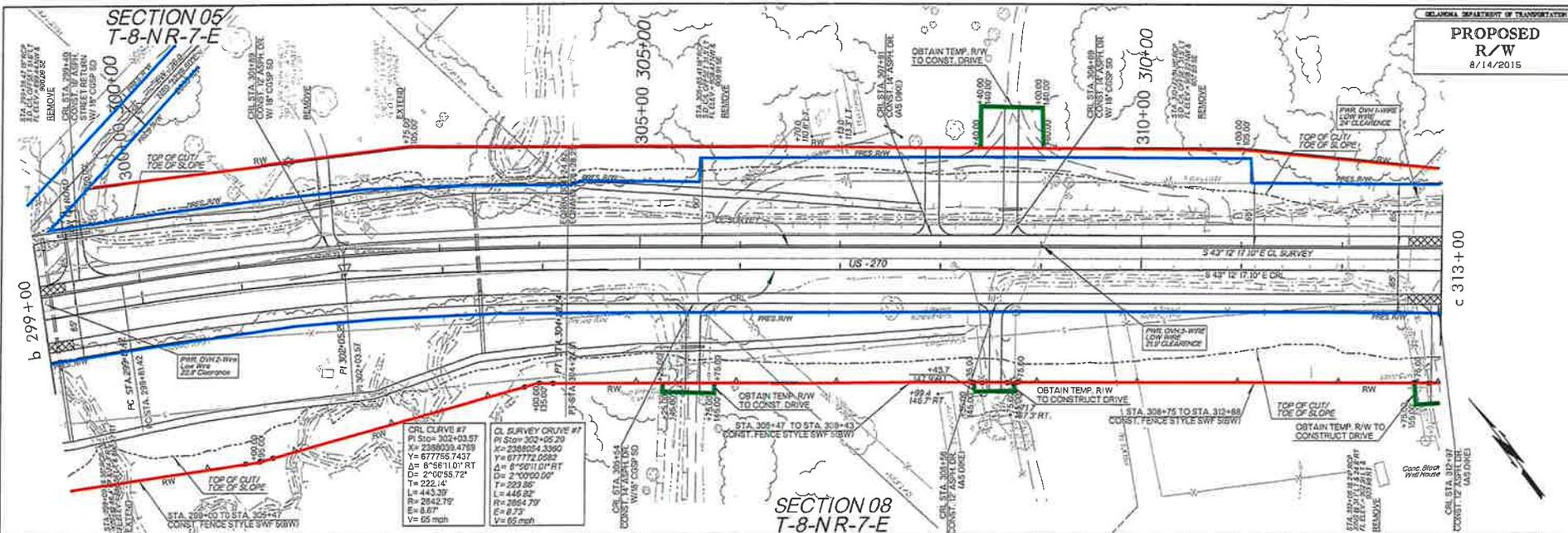
**LOCATION "L"**  
 1 Commercial Relocation  
 400 SF Wood Frame Firework Stand



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SECTION 05  
T-8-NR-7-E

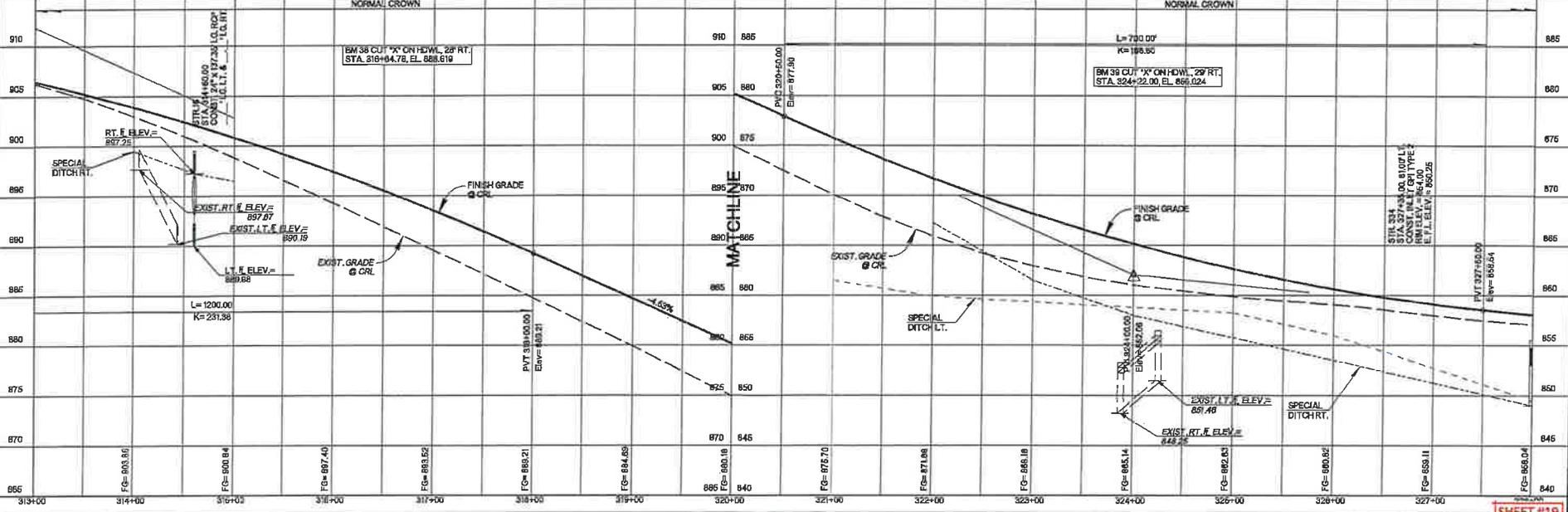
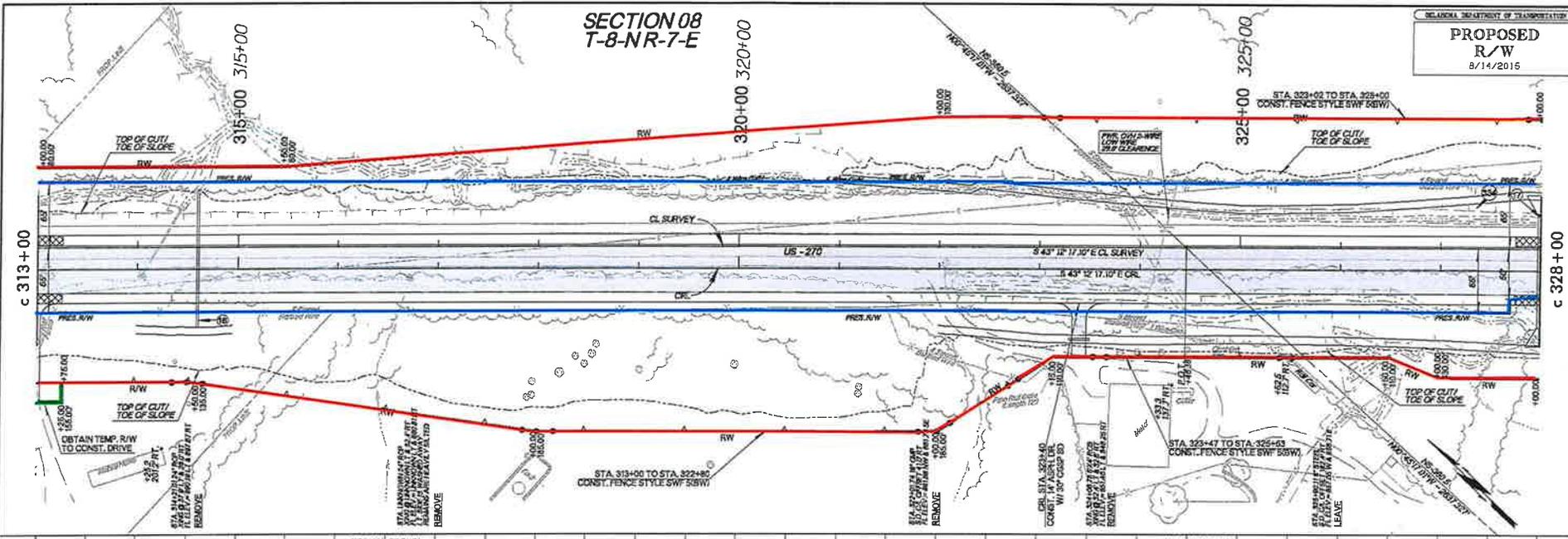
SECTION 08  
T-8-NR-7-E



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SECTION 08  
T-8-NR-7-E

PROPOSED  
R/W  
8/14/2015

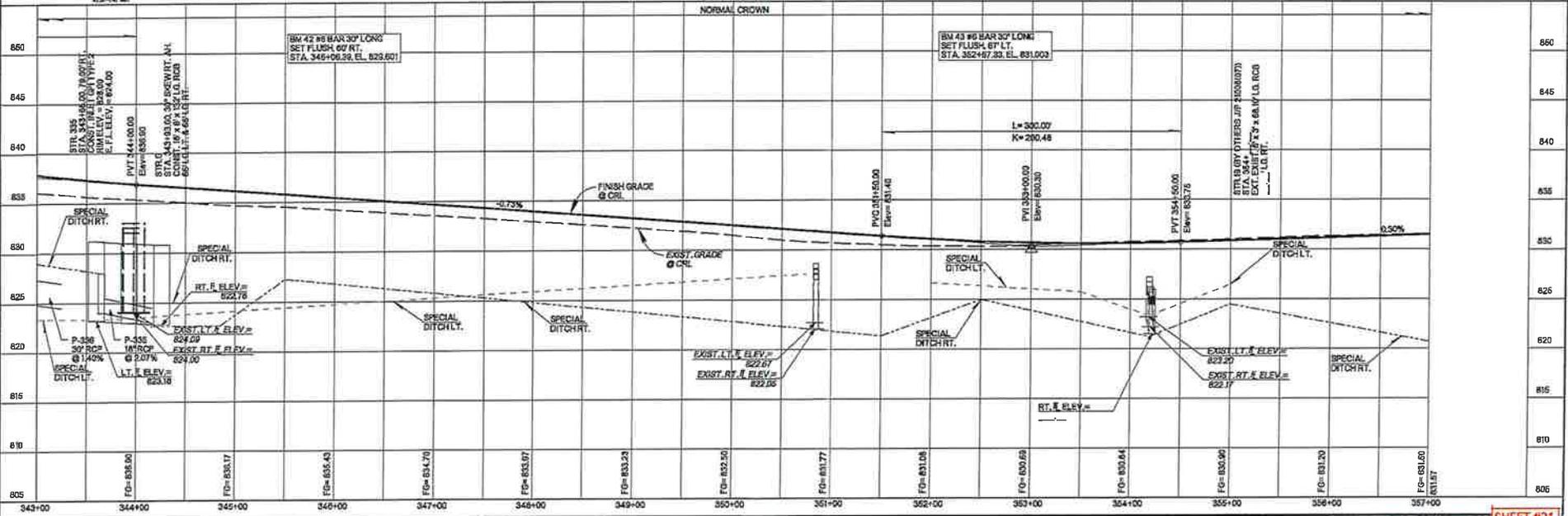
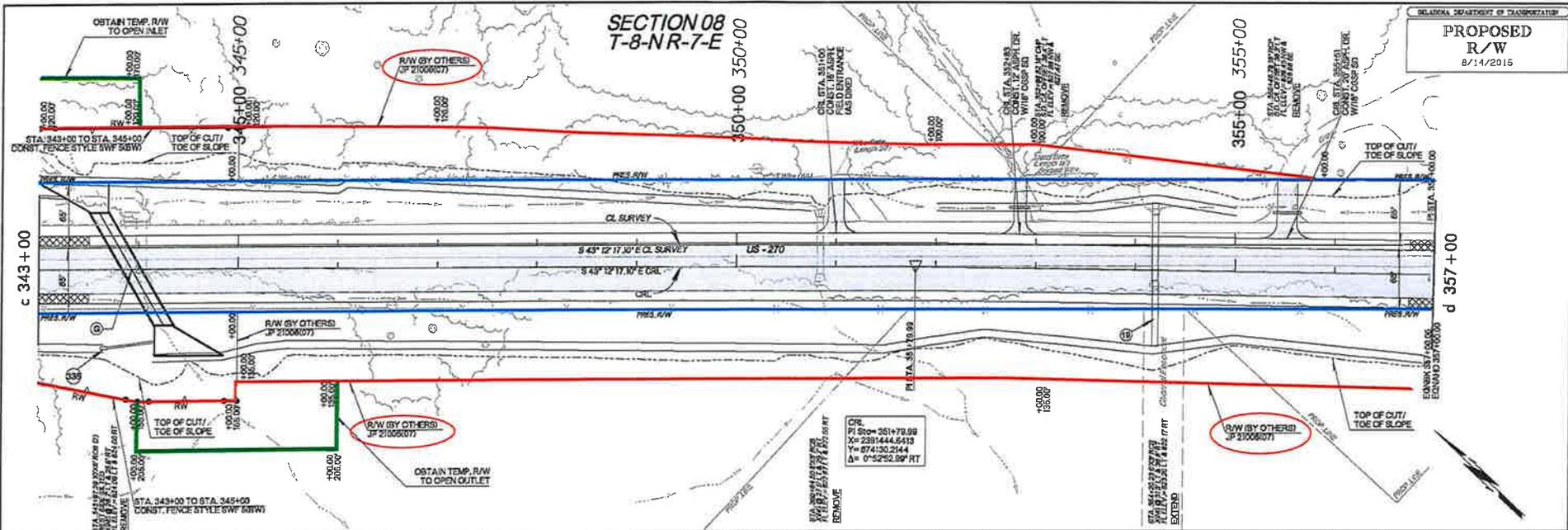


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SECTION 08  
T-8-NR-7-E

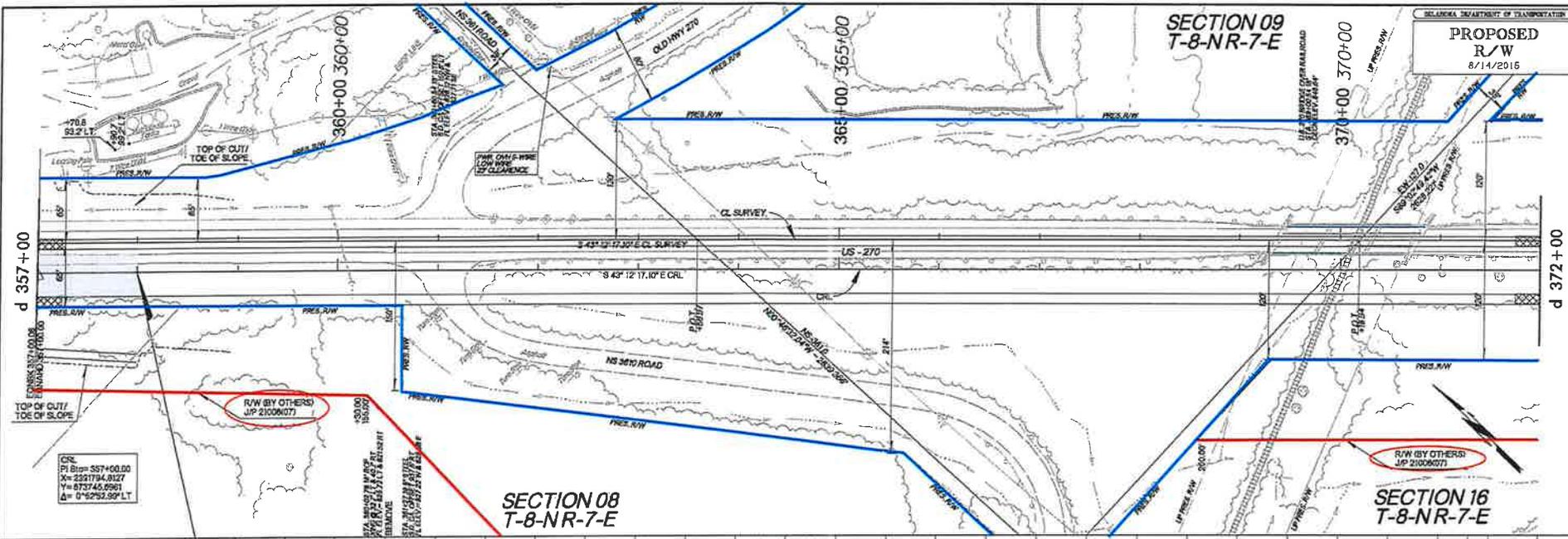
PROPOSED  
R/W  
8/14/2015



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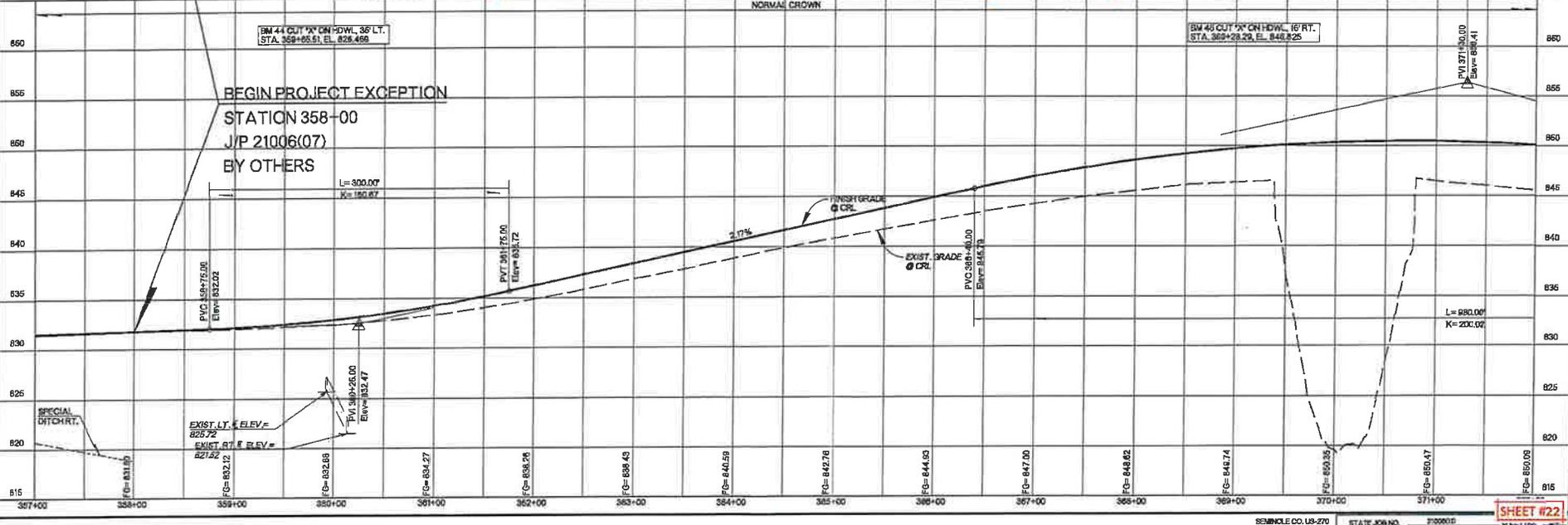
**SECTION 09  
T-8-NR-7-E**

FLORIDA DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
R/W**  
8/14/2015



**SECTION 08  
T-8-NR-7-E**

**SECTION 16  
T-8-NR-7-E**



**BEGIN PROJECT EXCEPTION  
STATION 358+00  
J/P 21006(07)  
BY OTHERS**

BM 44 CUT 'N' CN'D W/L 36' LT.  
STA. 359+95.51, EL. 825.499

BM 45 CUT 'N' CN'D W/L 16' RT.  
STA. 369+28.20, EL. 845.825

PVC 389+75.00  
Elev=832.02

EXIST. LT. ELEV = 825.72  
EXIST. RT. ELEV = 827.52

PVI 389+26.00  
Elev=832.47

FC=832.12  
FC=832.89  
FC=834.27  
FC=836.76  
FC=839.43  
FC=842.59  
FC=847.78  
FC=854.93  
FC=864.00  
FC=868.82  
FC=874.74  
FC=880.39  
FC=885.47  
FC=890.09

FINISH GRADE @ CRL

EXIST. GRADE @ CRL

PVC 389+40.00  
Elev=835.71

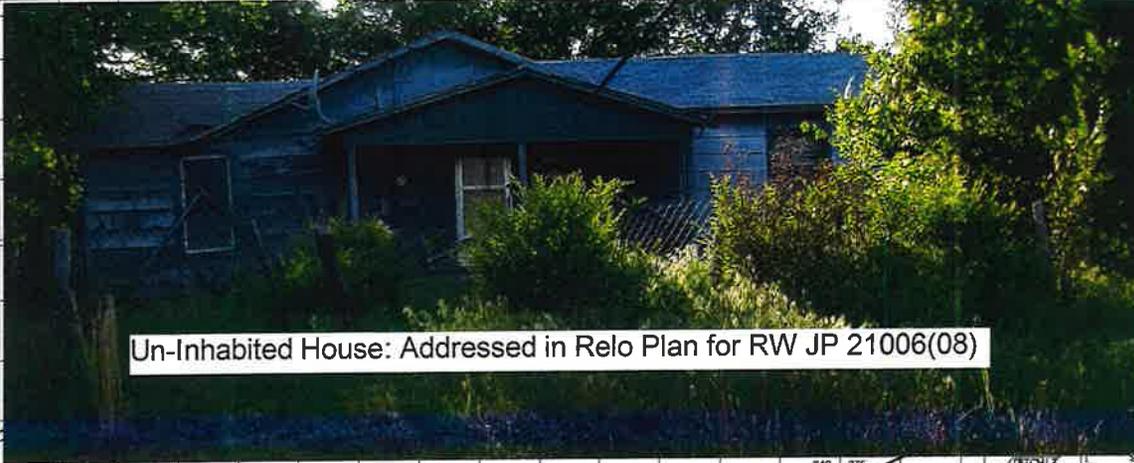
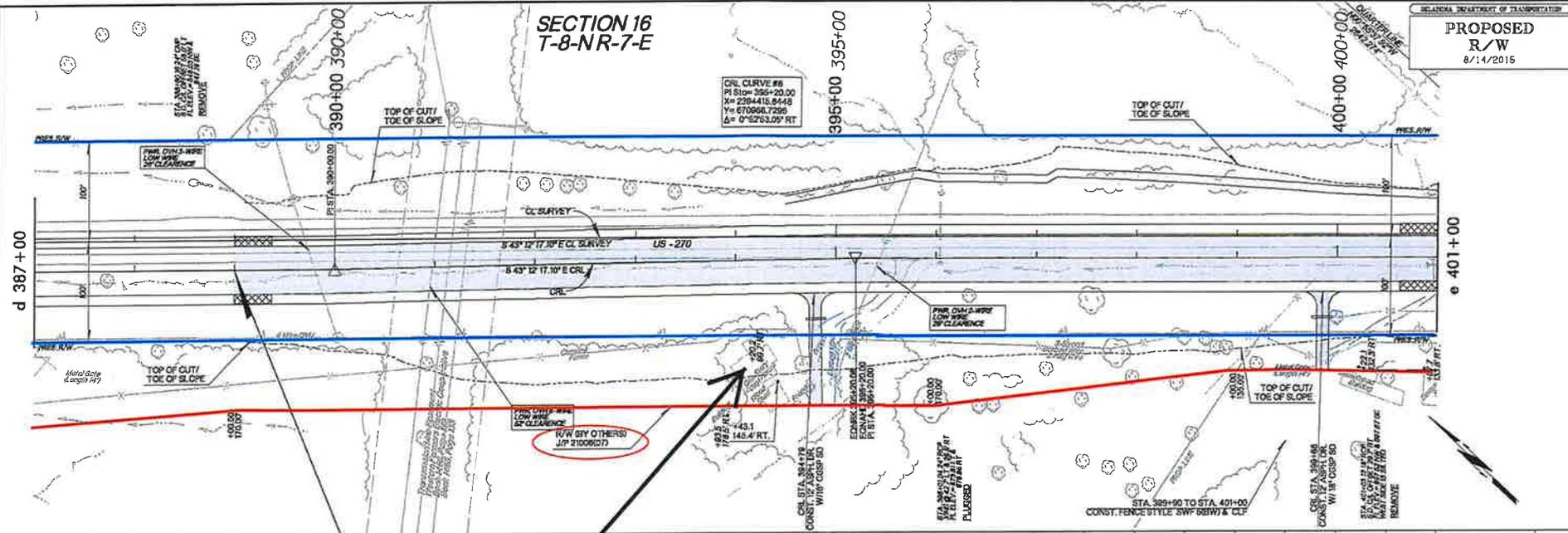
L=280.00  
K=200.00

BM 371 130.00  
Elev=854.41

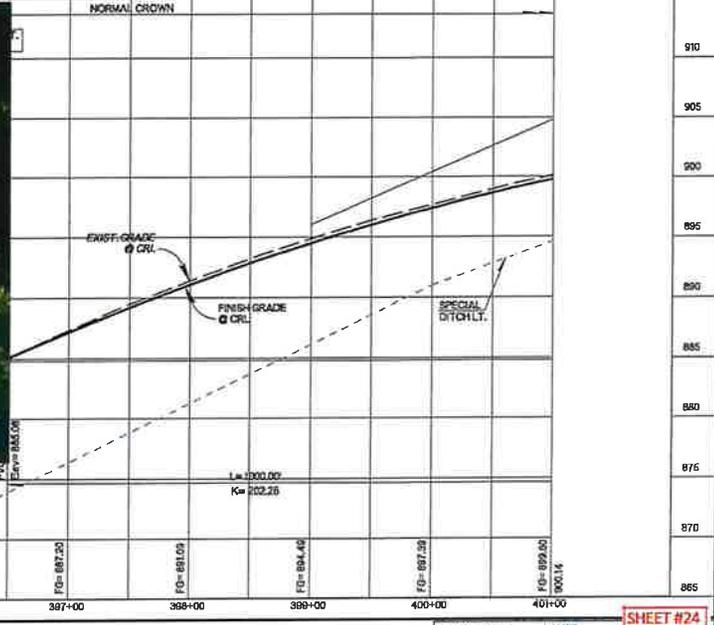
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**SECTION 16  
 T-8-NR-7-E**



**Un-Inhabited House: Addressed in Relo Plan for RW JP 21006(08)**

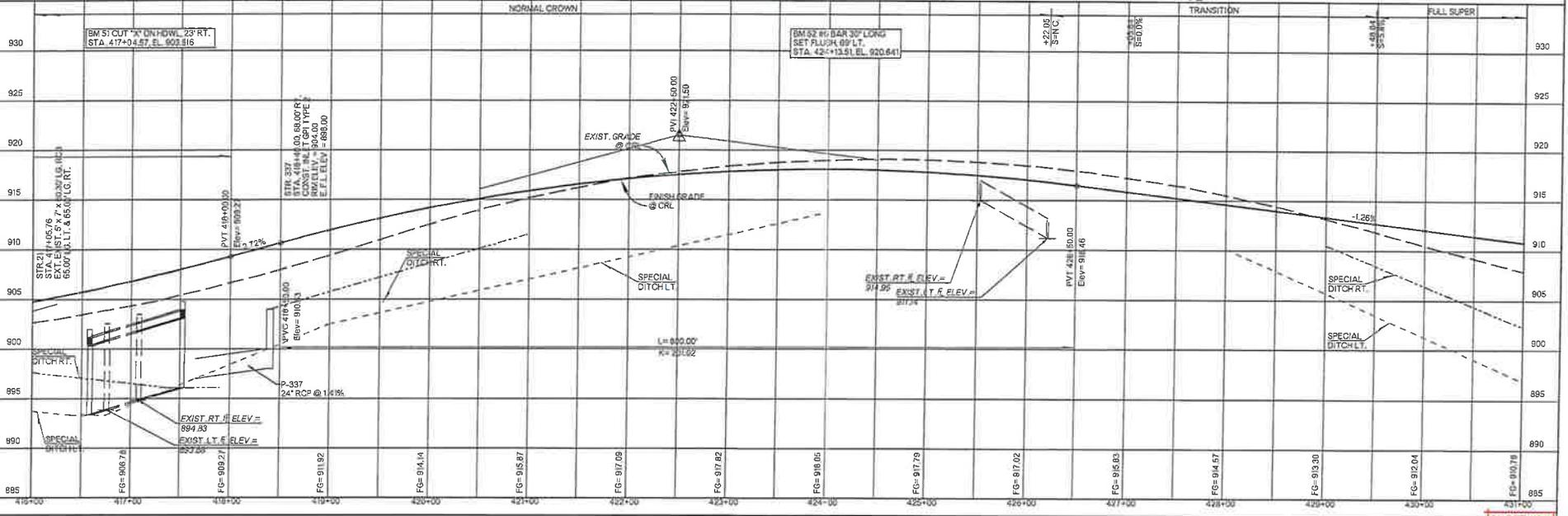
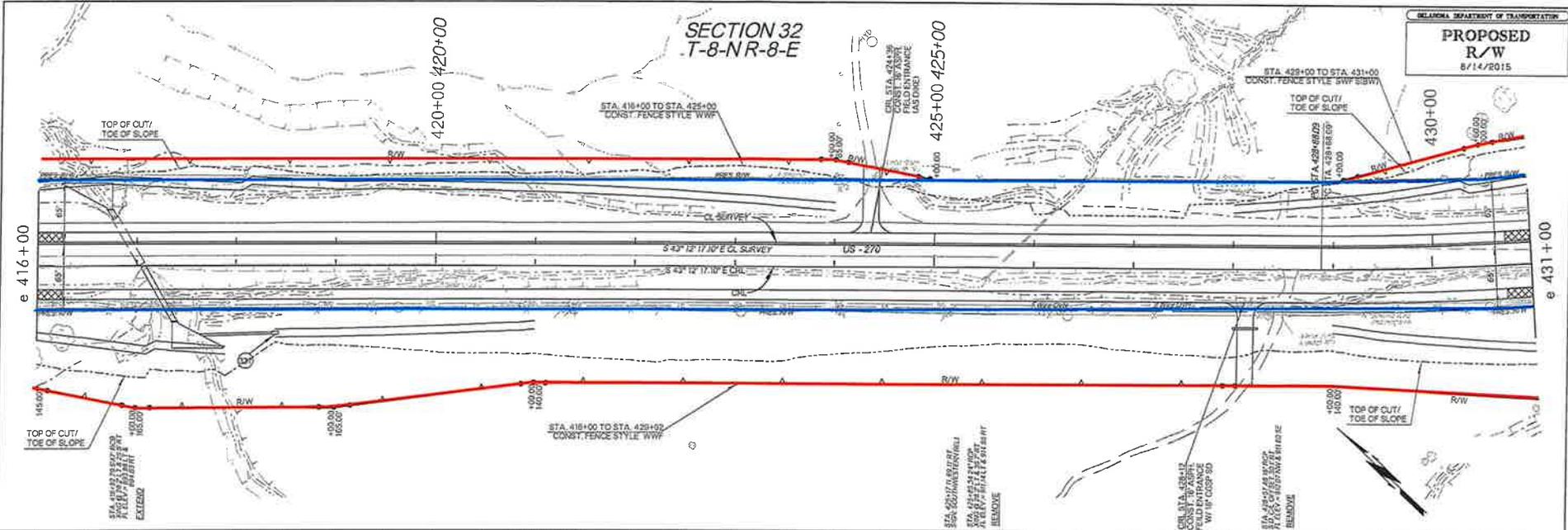


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SECTION 32  
T-8-NR-8-E

MISSOURI DEPARTMENT OF TRANSPORTATION  
**PROPOSED R/W**  
8/14/2015



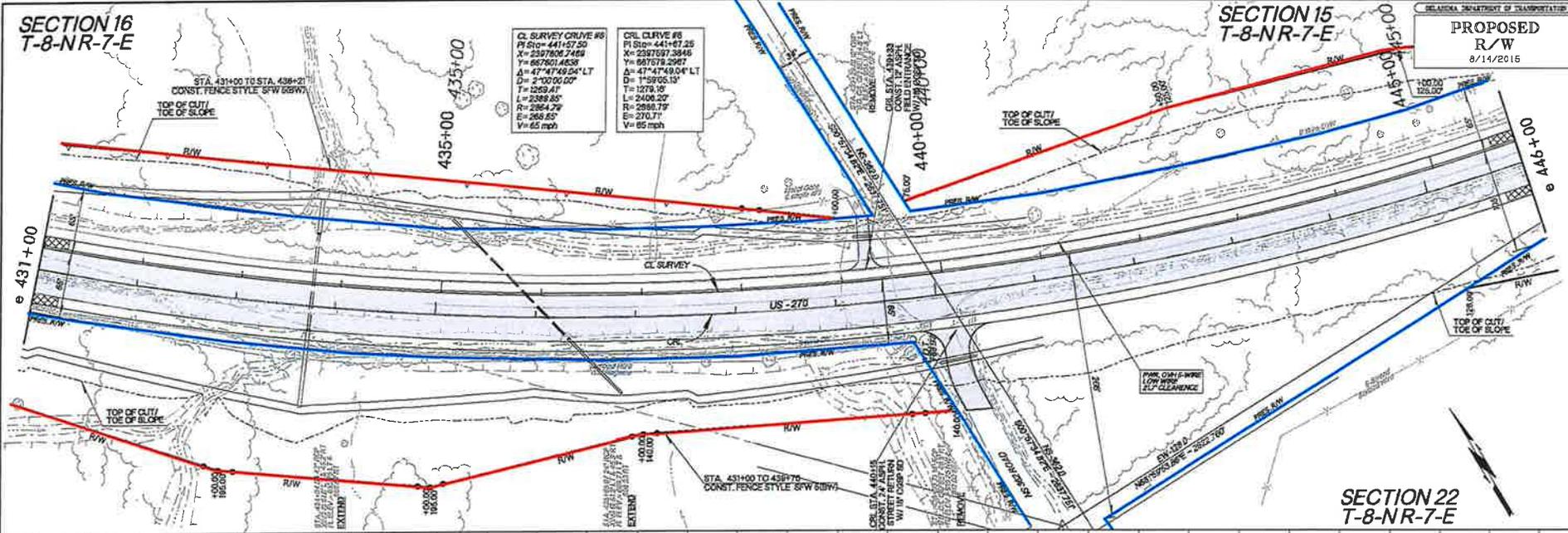
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**SECTION 16  
T-8-NR-7-E**

**SECTION 15  
T-8-NR-7-E**

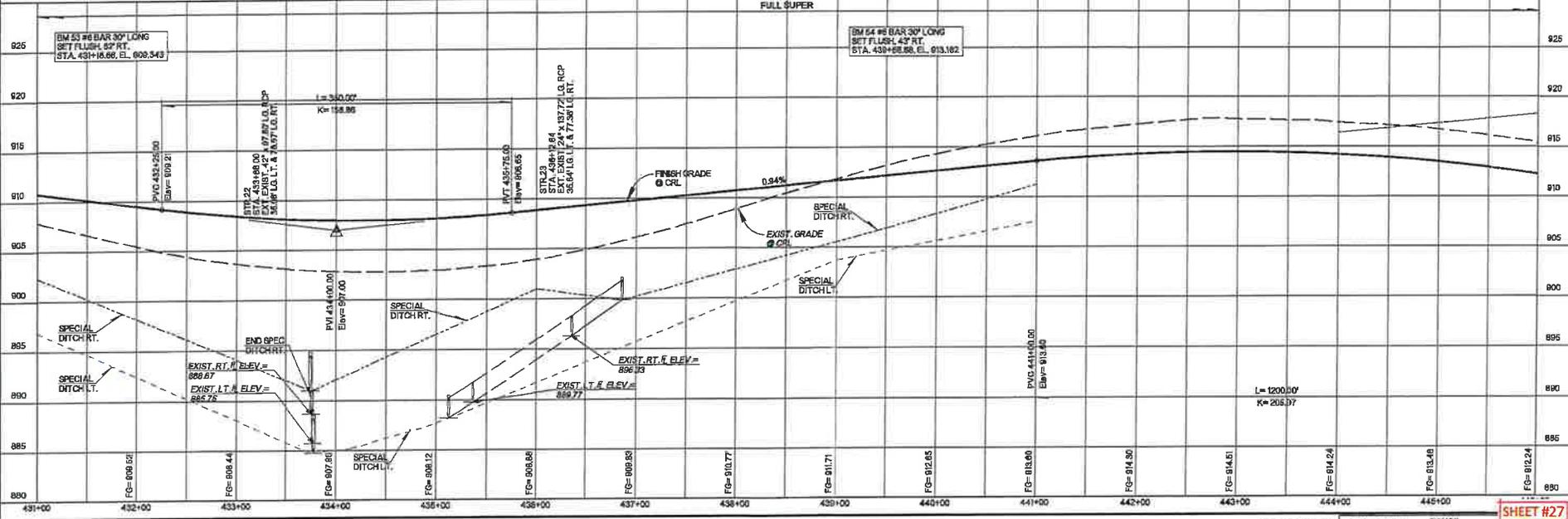
**SECTION 22  
T-8-NR-7-E**

**PROPOSED  
R/W  
8/14/2015**



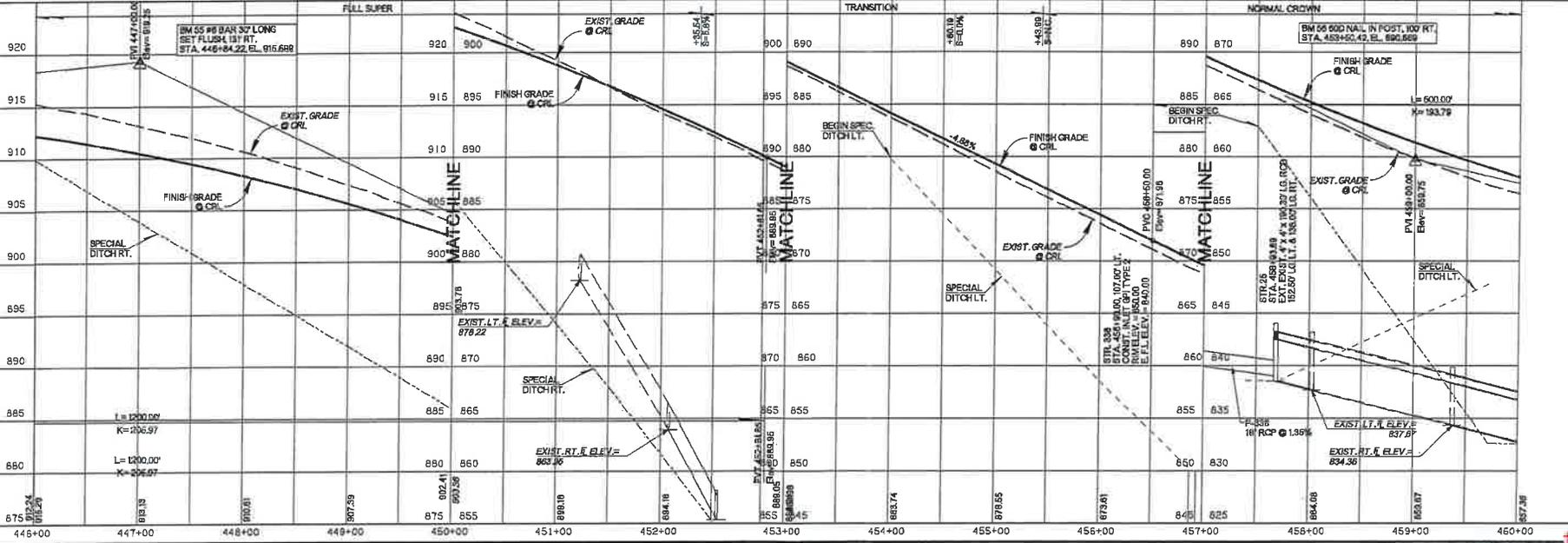
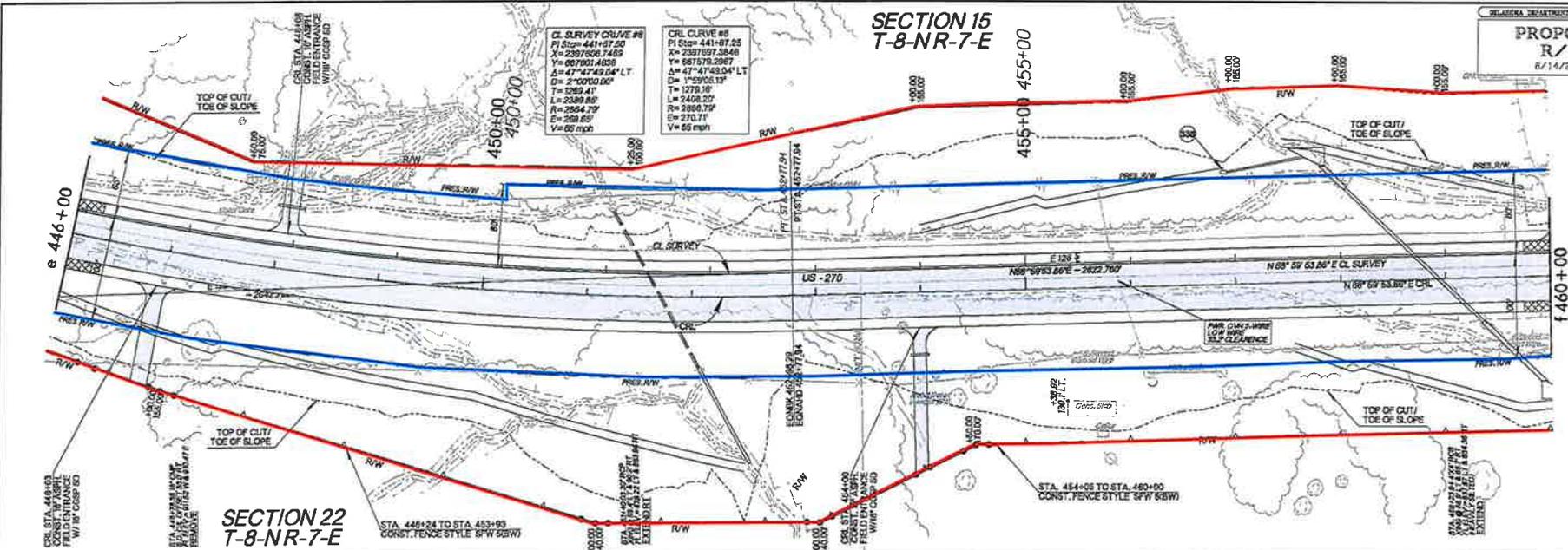
**CL SURVEY CURVE #6**  
 P1 Sta= 441+57.50  
 X= 238780.2468  
 Y= 667601.4638  
 $\Delta = 47^\circ 47' 49.04''$  LT  
 $D = 2^\circ 00' 00.00''$   
 T= 1269.41'  
 L= 2389.85'  
 R= 2864.29'  
 E= 269.65'  
 V= 65 mph

**CL CURVE #6**  
 P1 Sta= 441+57.25  
 X= 238780.2468  
 Y= 667601.4638  
 $\Delta = 47^\circ 47' 49.04''$  LT  
 $D = 1^\circ 59' 03.13''$   
 T= 1279.16'  
 L= 2406.20'  
 R= 2864.29'  
 E= 270.71'  
 V= 65 mph



8/14/2015 P:\11580200-11590-14001\CAD\DWG\746.DWG 21:00:11 4/20/15

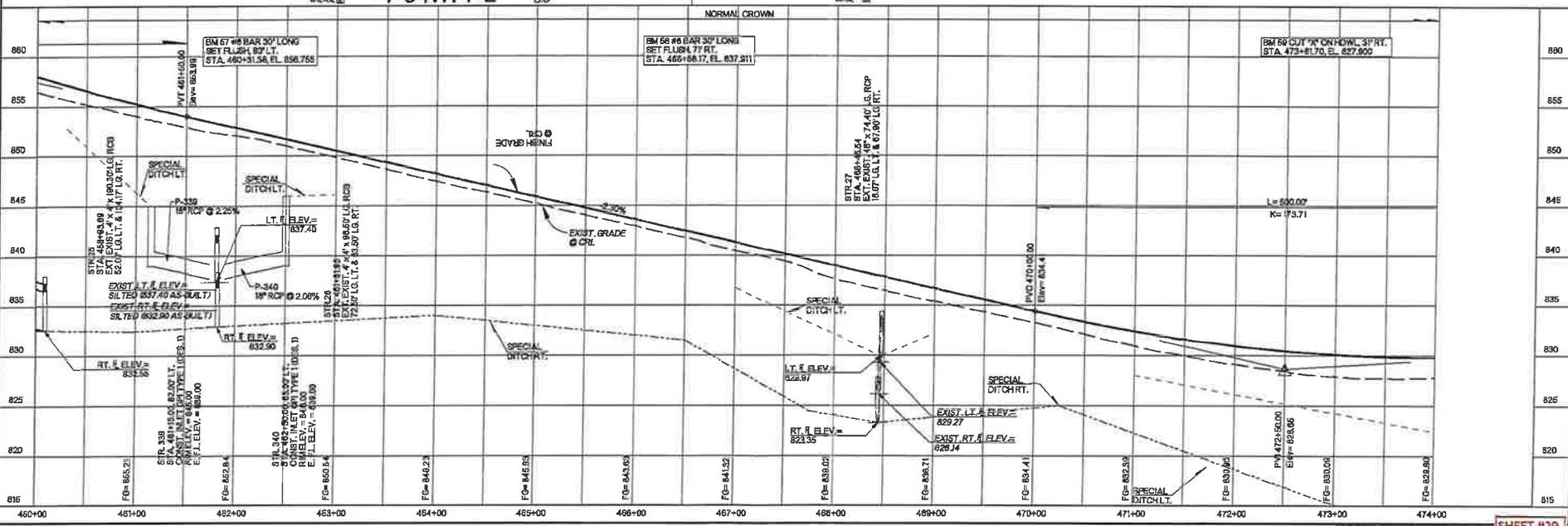
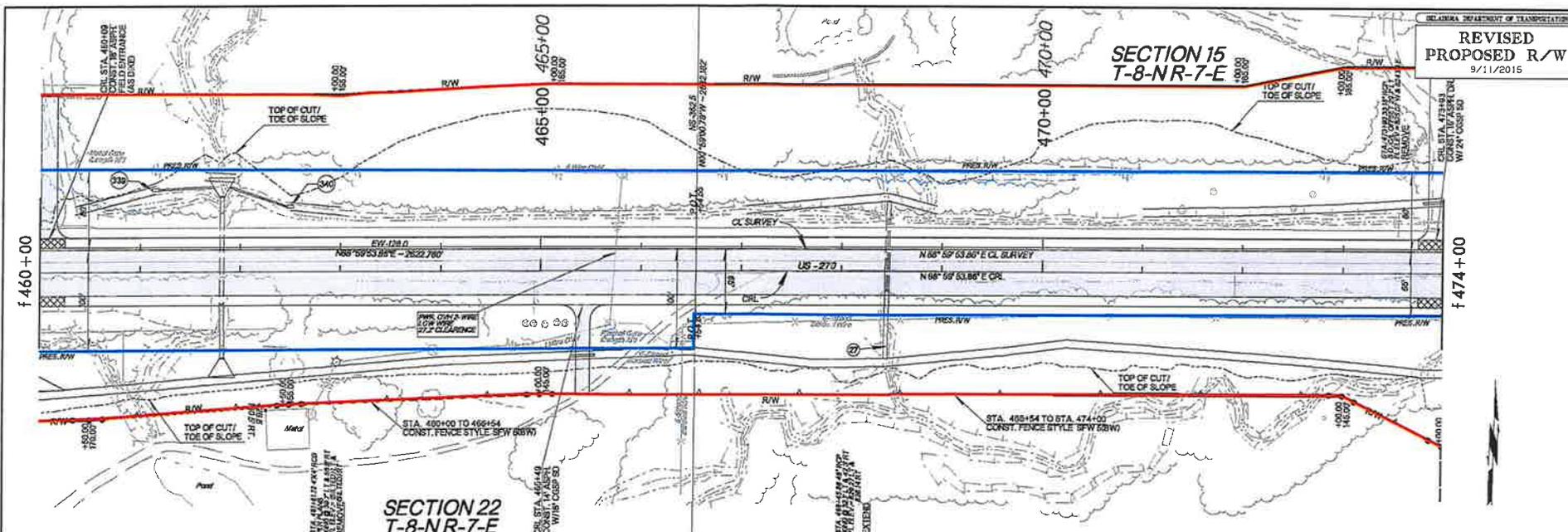
**SECTION 15  
 T-8-NR-7-E**



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SECTION 15  
T-8-NR-7-E

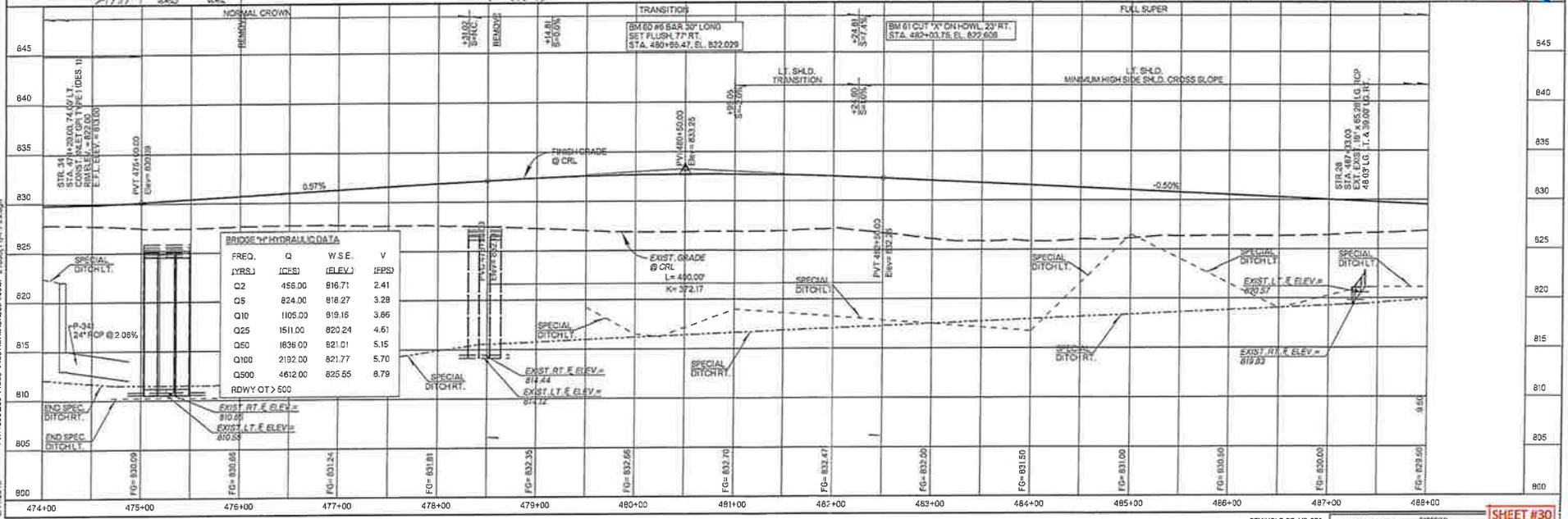
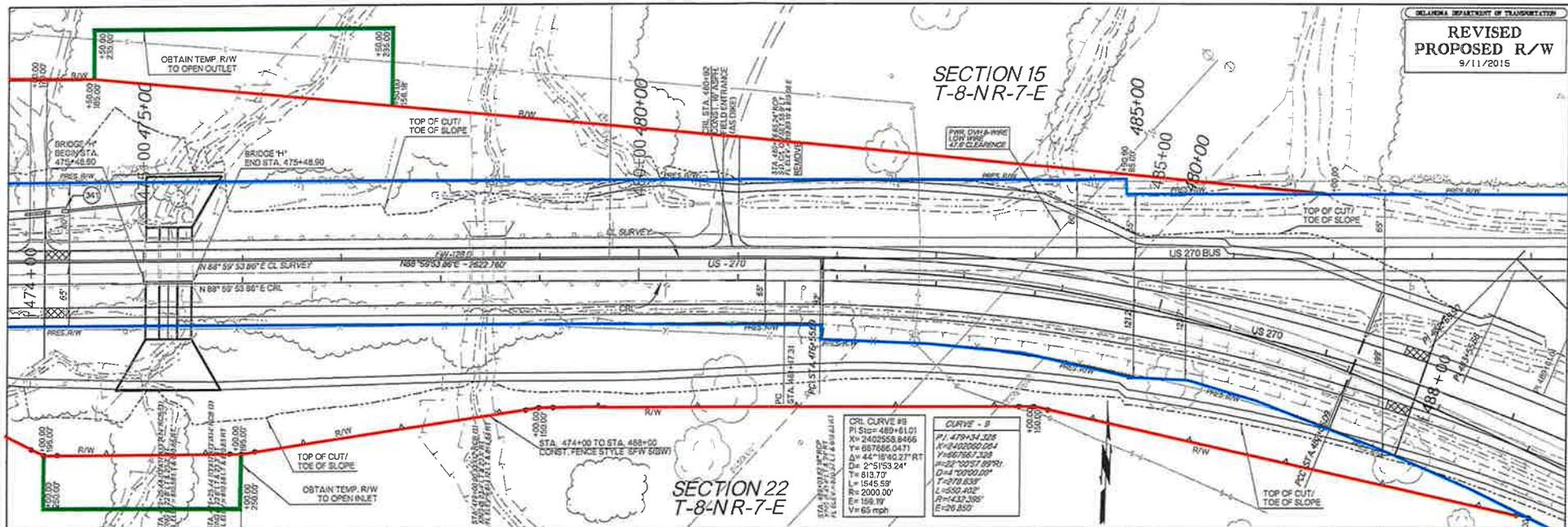
SECTION 22  
T-8-NR-7-E



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SECTION 15  
 T-8-NR-7-E

SECTION 22  
 T-8-NR-7-E

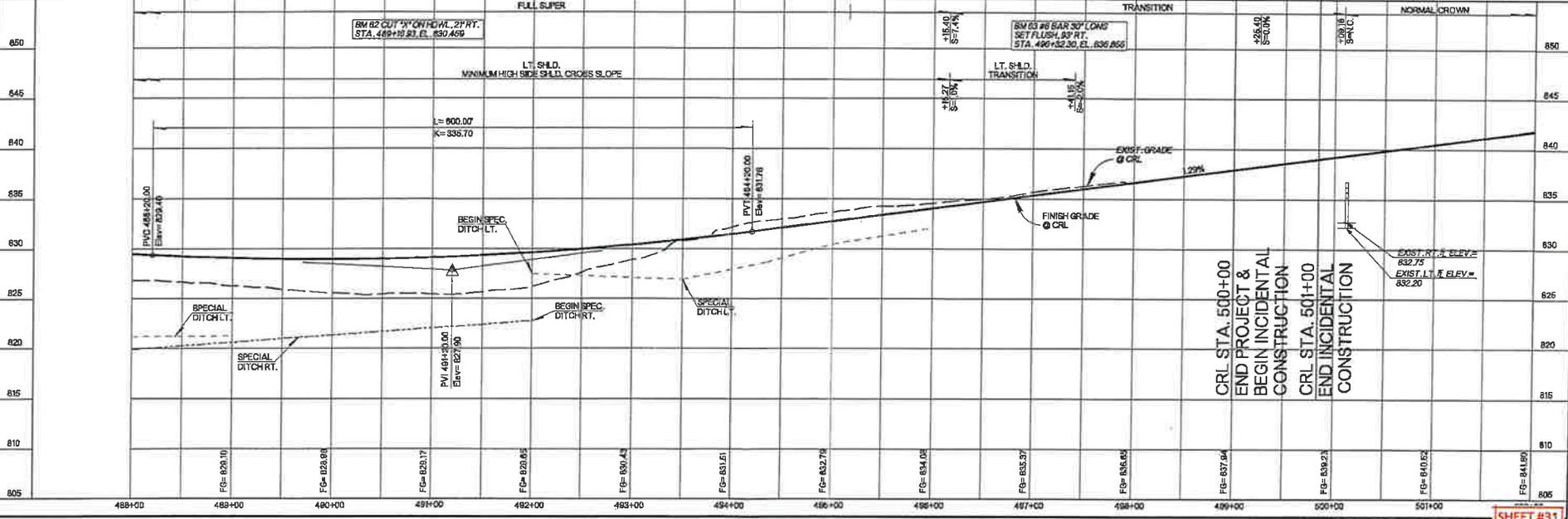
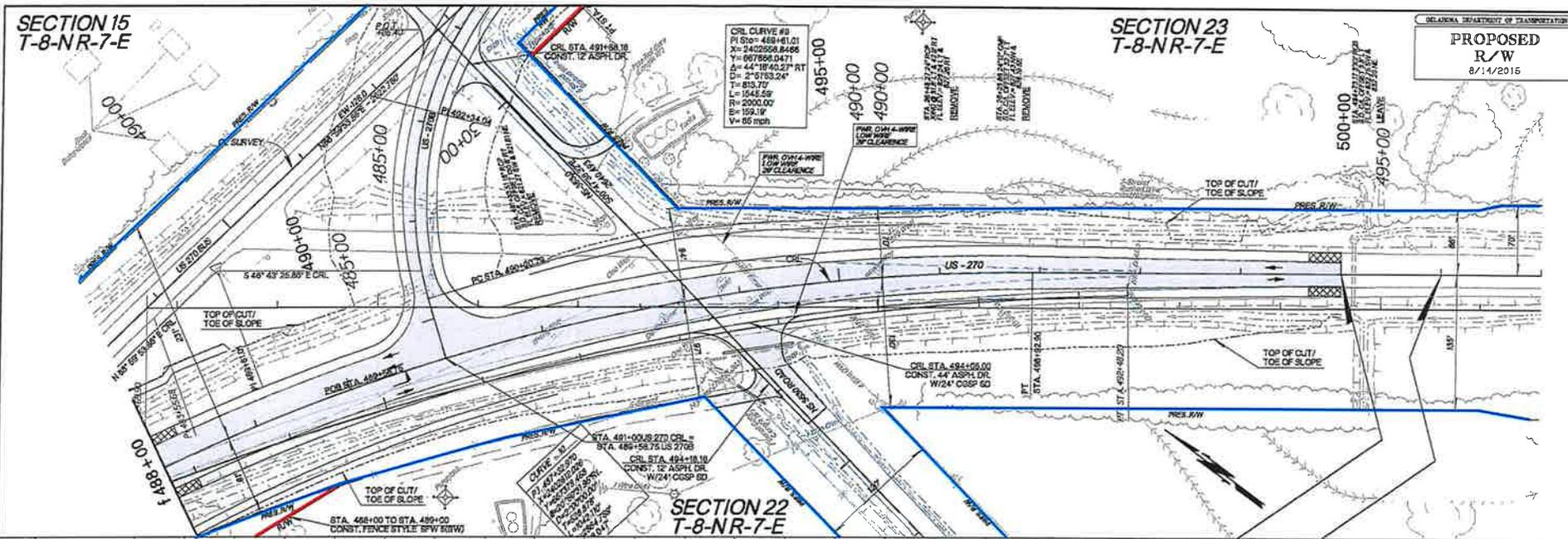


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 9/11/2015

**SECTION 15  
T-8-NR-7-E**

**SECTION 23  
T-8-NR-7-E**

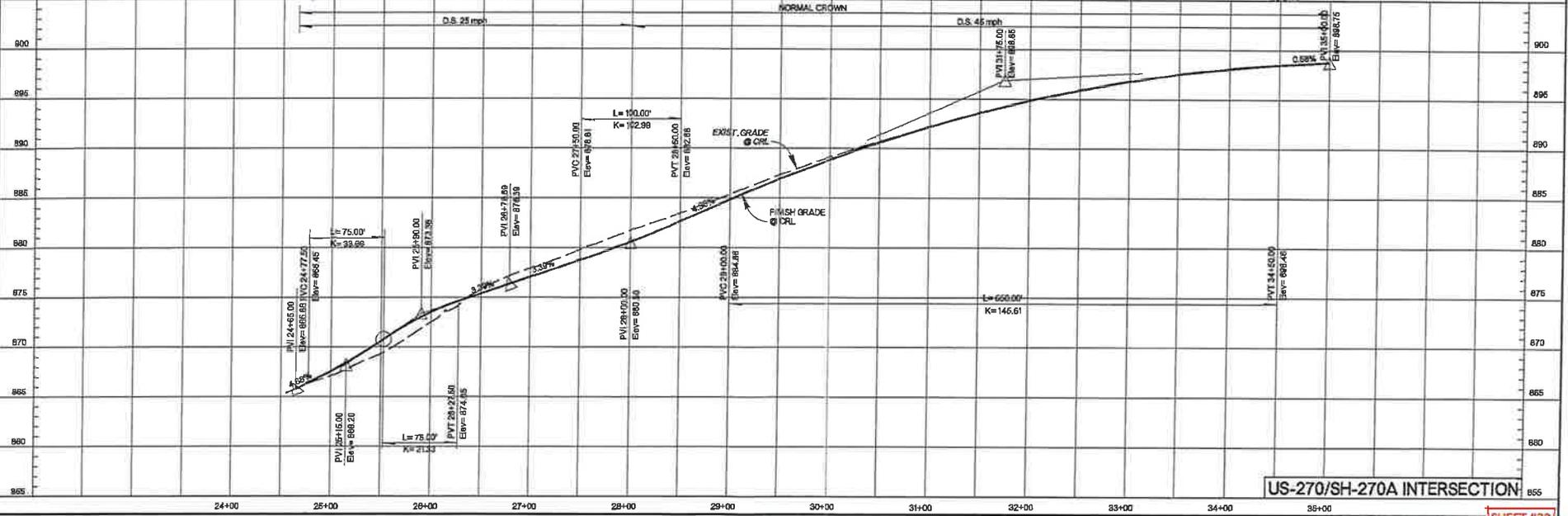
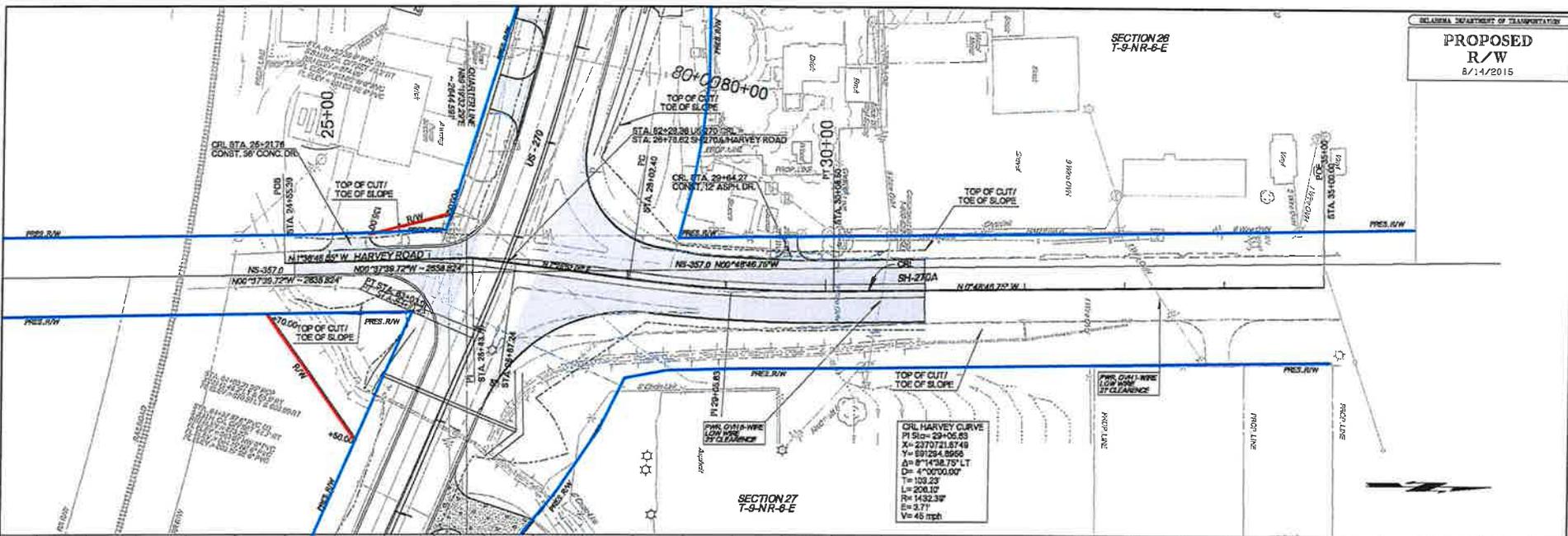
DELAWARE DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
R/W**  
8/14/2015



8/4/2015 P:\11380200-1\860-4001\CAD\SS\860\DWG\13-PP30.dwg

SECTION 26  
 T-9-NR-6-E

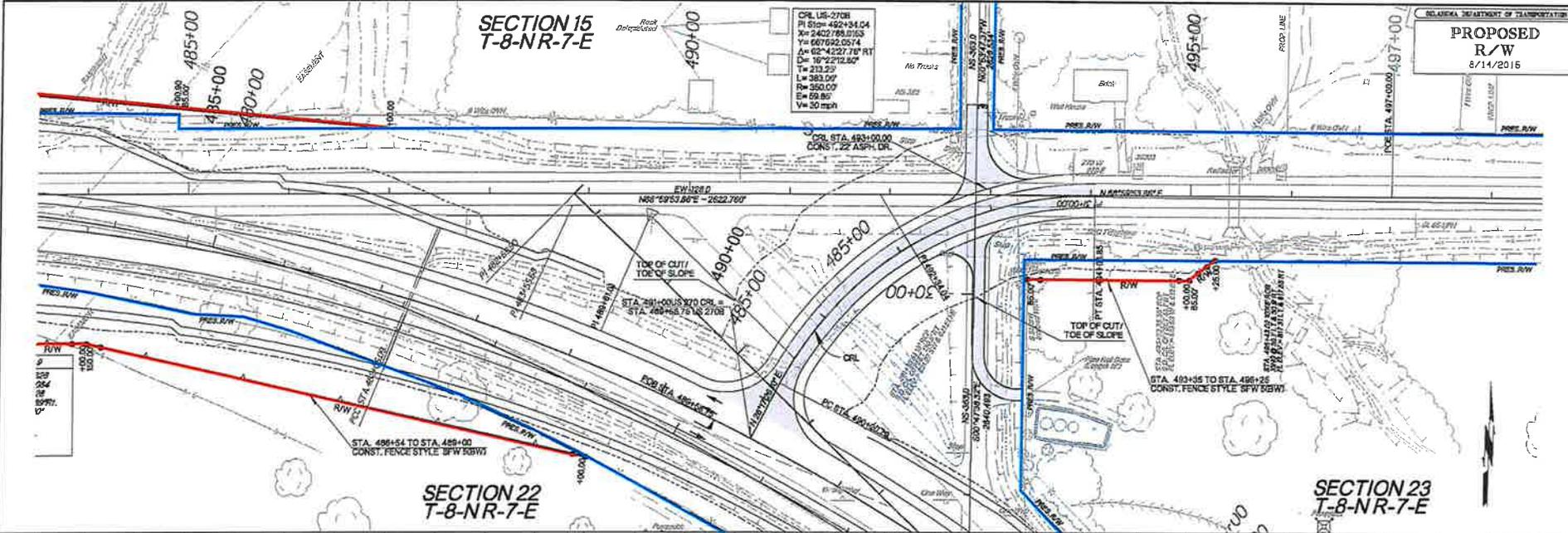
SECTION 27  
 T-9-NR-6-E



US-270/SH-270A INTERSECTION



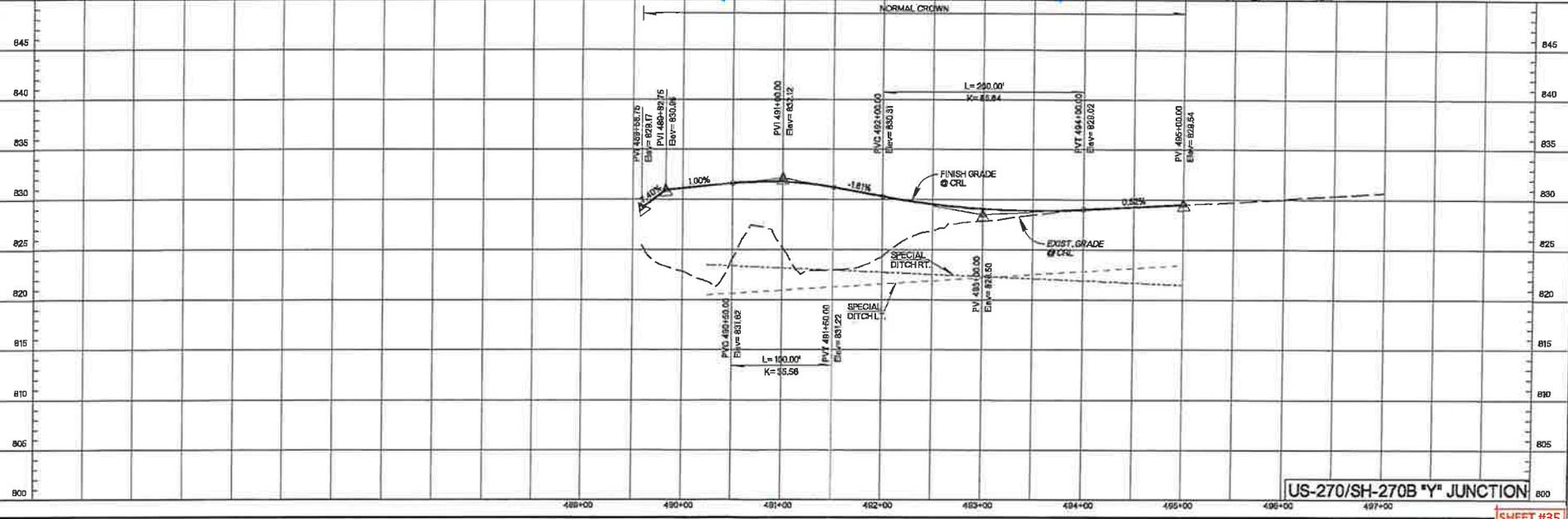




CRL US-270B  
 PI STA=492+34.04  
 X=2402.788, Y=5753.0574  
 Δ=62°42'27.78" RT  
 T=213.53  
 L=383.00'  
 R=350.00'  
 E=58.80'  
 V=50 mph

Rock Relocated

NS-303.0  
 NS-302.0  
 NS-301.0  
 NS-300.0  
 NS-299.0  
 NS-298.0  
 NS-297.0  
 NS-296.0  
 NS-295.0  
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**CULTURAL RESOURCES STUDIES**



**Oklahoma Department of Transportation**  
Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

**DATE:** September 28, 2015  
**TO:** Project Management Division  
**FROM:** Environmental Programs Division   
**SUBJECT:** Seminole County FHWA Project: JP 21006(04)(07)(11); US-270 improvements and bridge replacements beginning approximately 1200 feet east of the US-270A intersection, continuing east to the US-270B "Y" west of Wewoka, OK.

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There are potentially significant archaeological sites 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.**

T8N R6E:

Section 35:

Derelict RR R/W: NW $\frac{1}{4}$  NE $\frac{1}{4}$  NE $\frac{1}{4}$   
SW $\frac{1}{4}$  NE $\frac{1}{4}$  NE $\frac{1}{4}$   
SE $\frac{1}{4}$  NE $\frac{1}{4}$  NE $\frac{1}{4}$   
NE $\frac{1}{4}$  NE $\frac{1}{4}$  NW $\frac{1}{4}$  NE $\frac{1}{4}$

SAS

# OKLAHOMA DEPARTMENT OF TRANSPORTATION CULTURAL RESOURCES PROJECT REEVALUATION REPORT

**County:** Seminole  
**JP Number:** 21006(04)(07)(11)  
**Original CR Report Date:** March 05, 2011  
**Original SHPO File #:** 1079-11

**Request Date:** August 27, 2015  
**Completion Date:** September 28, 2015  
**Consultant:** Scott Stegman – CP&Y  
**Staff CRP Reviewer:** Mike McKay  
**ODOT Division:** Div. 3

**Project Description:** BRIDGE & APPROACHES--US-270 OVER CARTER & 8 UNNAMED CR, FROM SH-270A IN SEMINOLE, EAST TO Y AT US-270B WEST OF WEWOKA;  
BRIDGE & APPROACHES--US-270 OVER WEWOKA CREEK & RAILROAD, FROM 4.89 MI EAST OF SH-270A IN SEMINOLE, EAST 1.2 MI.;  
GRADE, DRAIN & SURFACE--US-270: FROM SH-270A IN SEMINOLE, EAST TO Y AT US-270B WEST OF WEWOKA.

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## RESULTS OF PREVIOUS CULTURAL RESOURCES SURVEY

- No Historic Properties Identified in Project APE  
 Historic Properties Identified in Project APE  
 Historic Properties Adjacent to APE  
 Off Project Avoidance Areas  
 Historic Property Mitigation Commitments

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## REEVALUATION REVIEW

**File Review**  NRHP List  SHPO DOE List  State Archeological Site Files

- No Additional Cultural Resources Recorded in Project APE  
 Additional Cultural Resources Recorded in Project APE  
 Not NRHP eligible  NRHP eligible  Non-assessed for NRHP eligibility

Additional Off Project Avoidance Areas (attach revised avoidance memo)

**Original Cultural Resources Study Adequate for Project APE**

- Additional Survey Conducted  
 Historic Property Mitigation Measures:  Complete  Not Complete

**No further Cultural Resources Concerns**

### Comments:

The NEPA footprint for this project was originally surveyed and reported on March 05, 2011. Consultation with SHPO resulted in a "no historic properties affected" determination (File #1079-11). The current re-evaluation of the project is due to changes in the proposed project footprint based on Preliminary Plans dated July 21, 2015. The boundaries of the proposed study footprint were georeferenced and overlaid on all available maps and aerial photos, and compared to the original 2011 NEPA study. In order to avoid an historic property, ODOT-CRP is establishing avoidance measures as part of this reevaluation (see plan note dated September 28, 2015). Because the changes to the proposed project footprint only include areas that have been extensively disturbed by previous commercial development, roadway construction and maintenance, or include eroded streamside dissections that have very poor potential of yielding intact cultural deposits, it is our opinion that, pursuant to 36 CFR 800.3(a)(1), the modifications do not have the potential to affect historic properties.



# 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](http://www.okhistory.org/shpo/shpom.htm)

April 15, 2011

Mr. Robert Bartlett, Dir.  
ODOT Cultural Resources Program  
111 East Chesapeake, Room #102, OU  
Norman, OK 73019

RE: File #1079-11; US-270 Improvements & Bridge Replacements: STPY-  
165B(091)& BRFY-167B(122); JP #21006(04)(07) (Attachment)

Dear Mr. Bartlett:

We have received and reviewed the documentation concerning the referenced project in Seminole 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 concur with your opinion that there are no historic properties affected by the referenced project.

Thank you for the opportunity to comment on this project. We look forward to working with you in the future.

If you have any questions, please contact Timothy G. Baugh, Ph.D., Historical Archaeologist, at 405/521-6381.

Should further correspondence pertaining to this project be necessary, please reference the above underlined file number. Thank you.

Sincerely,

Melvena Heisch  
Deputy State Historic  
Preservation Officer

MH:jr

Attachment

FILE # LIST OF PROPERTIES

1079-11 US-270 IMPROVEMENTS & BRIDGE  
REPLACEMENTS, SEMINOLE COUNTY,  
JP-21006(04)(07)

STRUCTURES:

1. #1, 1621 F STREET
2. #2, 1623 F STREET
3. #3, 1709 F STREET
4. #4, 1719 F STREET
5. #5, SEC35 T9N R6E
6. #6, SEC36 T9N R6E
7. #7, SEC36 T9N R6E
8. #8, SEC36 T9N R6E
9. #9, SEC36 T9N R6E
10. #10, SEC36 T9N R6E
11. #10A, SEC36 T9N R6E
12. #10B, SEC36 T9N R6E
13. #10C, SEC36 T9N R6E
14. #11, SEC36 T9N R6E
15. #12, SEC1 T8N R6E
16. #13, SEC36 T9N R6E
17. #14, SEC6 T8N R7E
18. #15, SEC6 T8N R7E
19. #16, SEC6 T8N R7E
20. #17, SEC6 T8N R7E
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22. #19, SEC6 T8N R7E
23. #20, SEC6 T8N R7E
24. #21, SEC6 T8N R7E
25. #22, SEC6 T8N R7E
26. #23, SEC8 T8N R7E
27. #23A, SEC8 T8N R7E
28. #24, SEC8 T8N R7E
29. #25, SEC8 T8N R7E
30. #26, SEC16 T8N R16E
31. #27, SEC16 T8N R7E
32. #28, SEC16 T8N R7E

BRIDGES:

33. #6702-0402X OVER CARTER CREEK
34. #6702-0880X OVER CRI&P RAILROAD
35. #6702-0894X OVER WEWOKA CREEK

CONCRETE BOXES:

36. #6702-0419X
37. #6702-0426X
38. #6702-0543X
39. #6702-0572X
40. #6702-0707X
41. #6702-0834X
42. #6702-1082X
43. #6702-1088X

PROJECT/STUDY AREA:

44. US-270, SECS 26,35,36 T9N R6E,  
SECS 1,5,6,8,9,16,15,23 T8N R7E



## Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

March 24, 2011

Robert Bartlett  
Director  
Cultural Resources Program  
Oklahoma Department of Transportation  
111 East Chesapeake  
University of Oklahoma  
Norman, OK 73019-5111

Re: Proposed improvements to US-270 east of Seminole including bridge and culvert replacements. Legal Description: Origin- SW ¼ SW ¼ NW ¼ Section 26 T9N R6E; Termination- SE ¼ SE ¼ SE ¼ Section 23 T8N R7E, Seminole County, Oklahoma. State Project No. STPY-165B (091) & BRFY-167B (122); J/P 21006 (04)

Dear Mr. Bartlett:

I have received a report documenting the results of a cultural resource inventory for the above referenced action. Lauren O'Shea and Rhonda Fair of the Oklahoma Highways Cultural Resource Program accomplished this work on February 19, March 15-16, and April 9, 2010. The field inspection of some 506 acres representing the area of potential effect resulted in the documentation of an historic homestead (34SM136), the Rest Haven cemetery, and 32 historic structures. The Rest Haven Cemetery is currently not within the area of potential effect. **I defer comment on the potential eligibility of 34SM136 and the 32 structures as well as project effect to the Historic Archaeologist with the State Historic Preservation Office.**

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society.

Sincerely,

  
Robert L. Brooks  
State Archaeologist

Cc: SHPO





**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma  
Norman, OK 73019-5111  
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

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23 March 2011

Ms. Melvena Heisch  
Deputy State Historic Preservation Officer  
State Historic Preservation Office  
Oklahoma Historical Society  
Oklahoma History Center  
800 Nazih Zuhdi Drive  
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Heisch:

Re: Seminole County Federal Highway Administration Funded Project: STPY-165B(091) & BRFY-167B(122); J/P 21006(04)(07); US-270 improvements and bridge replacements from SH-270A in Seminole to SH-59.

Attached is a cultural resources report for the referenced project as prepared by the ODOT Cultural Resources Program. Historic Preservation Resource Identification Forms are also included for 32 pre-1966 buildings that may potentially be impacted by the proposed project. The report documents one mid-20<sup>th</sup> century archaeological sites (34SM136). It is our assessment that the site and all of the buildings documented lack the integrity and/or architectural distinction necessary for NRHP eligibility. Therefore, it is our opinion that the project as proposed will have no effect on properties on or eligible for inclusion in the National Register of Historic Places.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Robert Bartlett  
Director, ODOT Cultural Resources Program

RBB/ae  
cc: State Archaeologist

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

**AN EQUAL OPPORTUNITY EMPLOYER**

# OKLAHOMA DEPARTMENT OF TRANSPORTATION CULTURAL RESOURCES SURVEY REPORT

**County:** Seminole  
**Project No:** STPY-167B(091) and BRFY-167B(122)  
**J/P Number:** 21006(04)(07)  
**Surveyed By:** Lauren O'Shea and Rhonda Fair  
**Survey Date:** 2/19/2010, 3/15/2010, 03/16/2010,  
04/09/2010

**Prepared By:** Lauren O'Shea and Anna Eddings  
**Report Date:** 03/15/2011

- PROJECT DESCRIPTION:** Cultural resource survey for widening US-270 to a four lane road with a median and replacement of three structurally deficient bridges, and eight "not deficient" concrete boxes on US-270 over Carter Creek, Wewoka Creek, the CRIP railroad and eight unnamed creeks. The concrete boxes may be replaced with smaller concrete boxes if approved. The existing US-270 alignment will become the future westbound lanes and will be milled and overlaid with pavement. The eastbound lanes and median will be constructed on an alignment south of the existing roadbed. Also, an eastbound turn lane will be constructed at the SH-270A/US-270 junction.

The 506 acre study area extends a length of 8 miles beginning at the eastern edge of Seminole and extending one mile east to the US-270/270A Junction. The first three miles of the study area extend a width of 200' north and south of the US-270 centerline. The remaining five miles extend a width of 300' north and south of the US-270 centerline. Additional 300x500' study areas occur around the creeks and additional 500x500' study areas occur at the county road and US-270 junctions.

The existing bridge (ODOT Structure # 6702-0402X) over Carter Creek is a concrete slab with spans built in 1953. The existing bridges (ODOT Structure #'s 6702-0419X, 6702-0426X, 6702-0543X, 6702-0572X, 6702-0707X, 6702-0834X, 6702-1082X, 6702-1088X) occur over unnamed creeks and are concrete boxes built between 1927 and 1957. The existing bridge (ODOT Structure # 6702-0880X) over the CRI&P Railroad is a concrete and steel beam structure built in 1956 and existing bridge (ODOT Structure #6702-0894X) over Wewoka Creek is a concrete and steel beam structure built in 1957. The bridges listed above are considered not eligible for inclusion in the NRHP.

**Legal Location:** A portion of the S1/2 of Section 26, the NE1/4 of the NE1/4 of Section 35, the SW1/2 of the NW1/4 and the SE1/4 of the SW1/4 and the W1/2 of the SE1/4 and the SE1/4 of the SE1/4 of Section 36, T9N, R6E. A portion of the NE1/4 of the NE1/4 of the NE1/4 of Section 1, the NW1/4 and the SE1/4 of Section 6, the SW1/4 of the SW1/4 of Section 5, the NW1/4 and the SE1/4 of Section 8, the SW1/4 of the SW1/4 of the SW1/4 of Section 9, the NW1/4 and the SE1/4 of Section 16, the southern section line of Section 15, the NW1/4 and the SE1/4 of Section 23 T8N, R7E.

**U.S.G.S. Quadrangle:** Seminole (1972 rev. 1979) and Wewoka West (1972)

2. **TOPOGRAPHY AND VEGETATION:** The study area is located on rolling upland approximately 30km north of the Canadian River and 25 to 30km south of the North Fork of the Canadian River. The upland is covered mostly in mixed hardwoods interspersed with mixed grass pasture. The far western portion of the study area occurring just east of the city of Seminole contains more residential and commercial development than the eastern portion of the study area. The majority of the study area occurs in mixed hardwoods interspersed with areas of mixed grass pasture.

**Vegetation Coverage:**

	0-25%
	25-50%
XXX	50-75%
	75-100%

**General Soils Observations:** Brown loam over sandstone bedrock.

**USDA/ASCA/SCS Associations:** Stephenville-Darnell assoc. on uplands and Gowton-Madill-Yahola assoc. in creek banks.

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3. **PROJECT METHODOLOGY:**

**A. Background Research:**

XXX State Site Files at Okla. Archaeological Survey

XXX SHPO NRHP and DOE Files

XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Caddo Nation; Muscogee Creek Nation; Kialegee Tribal Town; Osage Nation; Seminole Nation; Thlopthlocco Tribal Town; and the Wichita and Affiliated Tribes of Oklahoma.

Other sources. Describe below:

Courthouse Records located at the Seminole County Courthouse in Wewoka.

*RESULTS OF BACKGROUND RESEARCH:* Two 20<sup>th</sup> century archaeological sites (34SM120 and 34SM121) are located in the vicinity of the study area. Archaeological site 34SM120 is located 650' south of the study area and was recorded by Francie Sisson in 2003 as a 20<sup>th</sup> century farmstead. The site was assessed as not eligible for inclusion in the NRHP. Archaeological site 34SM121 is located 1800' south of the study area and was recorded by Francie Sisson in 2003 as a mid 20<sup>th</sup> century trash dump. The site was assessed as not eligible for inclusion in the NRHP.

**B. Field Investigation Methodology:**

100% Windshield Survey

Windshield survey with sample pedestrian survey

XXX 90% pedestrian survey

XXX Subsurface Testing (describe methodology of testing under comments, below):

**GENERAL COMMENTS:** Most of the study area was subjected to pedestrian survey. Road cuts, stream bank, eroded areas, and areas of bioturbation were inspected for evidence of cultural resources. Random shovel probes were excavated throughout the study area.

Residential and commercial development along the highway corridor is mixture of mostly mid to late 20<sup>th</sup> century residences and buildings representing a broad mix of styles. Most residences occur on non farming acreages.

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4. **RESULTS OF INVESTIGATION:**

No NRHP-eligible cultural resources recorded in study impact area

Archaeological site(s) requiring further assessment

XXX Pre-1966 standing structures requiring further assessment

NRHP-eligible properties

**COMMENTS AND DESCRIPTION OF FINDINGS:** The remains of a 20<sup>th</sup> century occupation were observed in the study area south of US-270 in the SW ¼ of the NE ¼ of Section 8, T8N, R7E. Archival research indicates the first record of a structure at this location appears on the 1938 USDA aerial. No structure is documented at this location on the 1897 GLO map. An occupied structure at this location is also indicated on the 1950 Oklahoma Highway Map for Seminole County, the 1956 USDA aerial and on the U.S.G.S. 1972 Wewoka West Quadrangle. A U.S. Geological Survey aerial dated to 1995 and visible through Google Earth indicates a structure at this location as well. Deed records located at the Seminole County Courthouse as well allotment records indicate the first owner of the property associated with the 20<sup>th</sup> century remains was a Seminole Freedman allottee Betty Cudjo. In 1903 Bettie Cudjo married Issac Davis, a Seminole Freedman who held an allotment just north of Bettie Cudjo. Portions of the property were deeded to J.B. Stigall in an undated transaction occurring before 1923 who leased portions of the property to the Oklahoma Mining and Investment Company and in 1923. This was followed by 23 deed transactions between 1923-1955, many involving oil development likely reflecting the oil boom of the Greater Seminole Oil Field. Other than the undated initial allotment, Bettie Cudjo's name does not appear in the deed record and there is no evidence indicating she established a residence on the allotment.

The remains of the 20<sup>th</sup> century occupation consists of two foundations and a scatter of cultural materials. One foundation is made of concrete cinder block and the other foundation is made of localized sandstone and manufactured brick indicating multiple and long term occupations. The observed cultural remains include a stove, a refrigerator, white PVC pipe, tin cans, and large glass jars, all consistent with a relative modern time period occupation as indicated on the U.S.G.S 1972 Wewoka West Quad. The only remains potentially associated with the occupation indicated on the 1938 USDA aerial are the remnants of a sandstone foundation. The sandstone foundation is approximately 8x12' and has been extended with a stem wall of manufactured brick and concrete cinder block. The second foundation is 20x50' and consists solely of cinder block. Eight shovel tests were excavated in the vicinity of the foundations. Shovel tests recovered small fragments of flat glass, two round nails, and several plain non-diagnostic whiteware sherds. All cultural materials excavated during shovel testing occur in the top 10cm of soil and no items diagnostic to the early 20<sup>th</sup> century were observed. The site was recorded as 34SM136 and based on long term and relatively modern occupations, appears to lack the data necessary for NRHP eligibility under Criterion D.

The Rest Haven Cemetery was observed in the NEPA study area of the project in the NE1/4 of the SW1/4 of the SE1/4 of Section 36. The cemetery is well-marked and maintained. Cemeteries are not typically considered eligible for inclusion in the NRHP. This cemetery has not been assessed for NRHP inclusion. The cemetery will be avoided during the project. If the design changes and right-of-way will be acquired at the location, further assessment of the Rest Haven Cemetery may be necessary.

A total of 32 buildings were documented on Historic Preservation Resource Identification (HPRID) forms for SHPO review. Four of these buildings, all houses, are in a neighborhood on the eastern edge of Seminole, while the remaining buildings documented are in the rural area between Seminole and Wewoka. Three buildings are in the Wewoka vicinity, while the rest are in the Seminole vicinity. In this rural area, the vast majority of the buildings are residences, and very few of them have associated agricultural outbuildings.

As noted above, the first four buildings (**Structures 1-4**) documented are in a neighborhood on the eastern edge of Seminole, separated from the main body of the town by undeveloped/park land and some industrial development. These four houses are in the National Folk, Ranch, and Bungalow/Craftsman-styles, and have typical alterations such as non-original siding and window/porch alterations. Overall, these houses appear typical of the neighborhood as a whole, although it appears to have a greater proportion of simple Ranch-style houses.

As noted above, the remainder of the buildings (**Structures 5-28**) are in the rural area between Seminole and Wewoka, and most are residences. Exceptions are **Structure 5**, a rural commercial building, and **Structure 24**, a church building. In the rural area, the survey documented 11 Ranch-style houses, 5 National Folk houses, 1 Bungalow/Craftsman-style house, 5 houses of no distinctive style, and 1 house that is in the Bungalow/Craftsman style with a Ranch-style addition. Most of the buildings documented have typical alterations such as vinyl or other non-original siding, and non-original windows. A number are in poor condition—vacant and deteriorating. Only two of these houses have associated outbuildings documented on HPRID forms. **Structures 10 and 10A-10C** are a Ranch-style house and three stone outbuildings that appear to be in the older, gambrel-roof-Colonial Revival-style. One outbuilding is a garage apartment, one is a barn, and the other is a generic secondary structure, and all are in poor condition. **Structure 23** is a house of no distinctive style with vinyl siding, and **Structure 23A** is a hall-and-parlor folk house that appears to have been moved to this location for use as a secondary structure.

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## 5. RECOMMENDATIONS:

**Approval to proceed** with the proposed project as planned with no additional research or revision to project plans. 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.

XXX **Approval to proceed**, pending completion of one or more of the following requirements:

**Revise design** to avoid/protect resources (if prudent or feasible)

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

XXX **Additional Consultation with SHPO** regarding historic standing structures or historic bridges.

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

**NRHP Eligibility Archaeological Test Excavations** as determined by Department Archaeologist and State Archaeologist

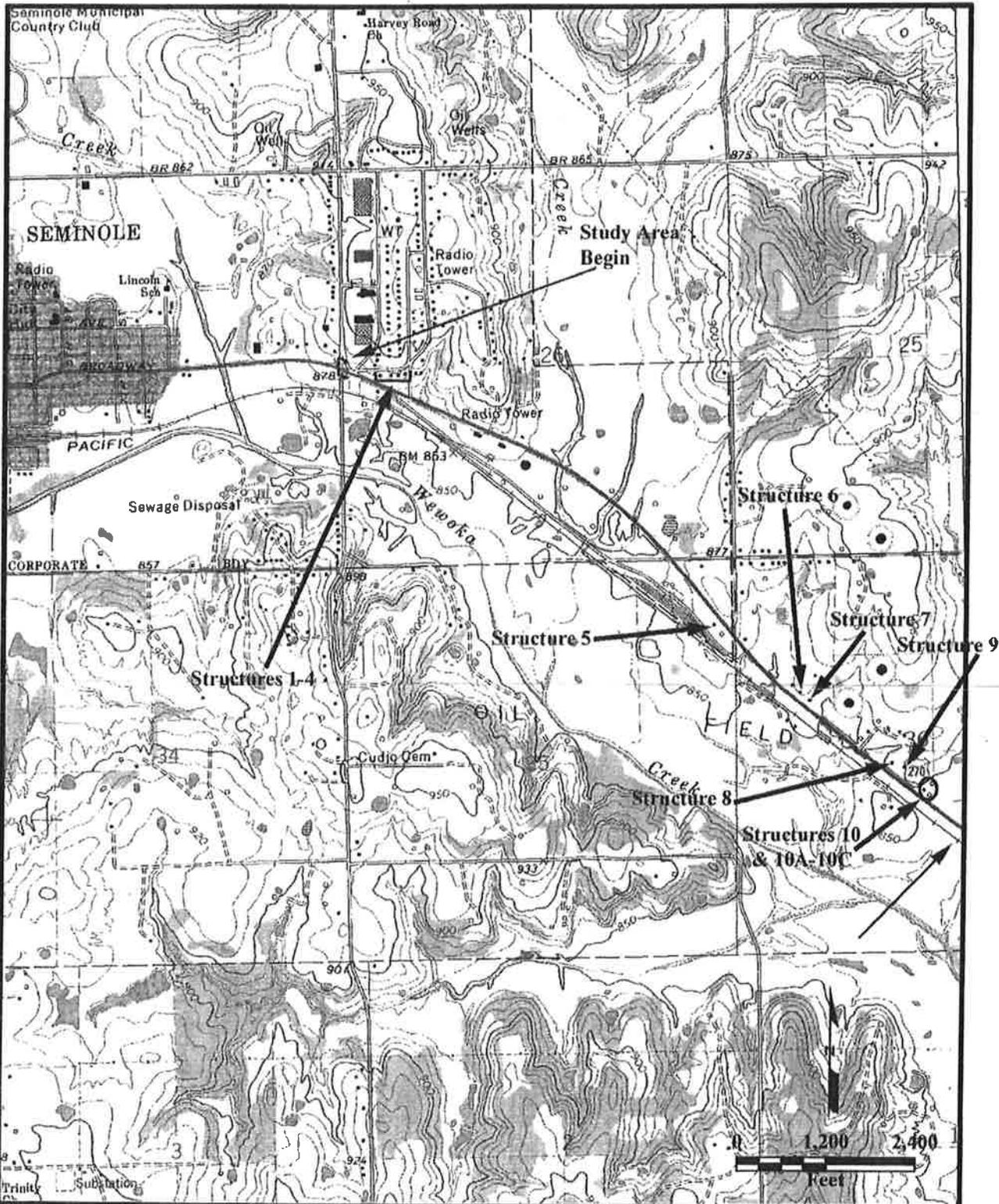
**Implementation of MOA** with SHPO regarding Mitigation of Adverse Impacts to NRHP-eligible cultural resources

**COMMENTS REGARDING RECOMMENDATIONS:** The 20th century occupation documented by this survey as archeological site 34SM136 represents a mid to late 20<sup>th</sup> century occupation. While the property was initially a Seminole Freedman allotment there is no archival evidence or direct archeological evidence that the allottee (Bettie Cudjo) lived at the location of this site. Archival review and evidence gleaned by the site survey evidence a long term occupation extending to very recent times and based on the long term and relatively modern occupations, appears to lack the data necessary for NRHP eligibility under Criterion D.

It is our assessment that none of the buildings documented on Historic Preservation Resource Identification Forms have the potential for NRHP-eligibility because of the lack of architectural distinctiveness and/or historic integrity.

The two previously recorded archaeological sites, 34SM120 & 34SM121 in the project vicinity were previously assessed as not eligible for inclusion in the NRHP. Therefore plan notes regarding these sites are not required for these resources.

*Lauren O'Shea & Anna Eddings*  
Report Preparer/Principal Investigator



**Figure 1. General study area for the Seminole County project STPY-167B(091) and BRFY-167B(122)CO, 21006(04)(05), US-270 over Carter Creek, Wewoka Creek, the CRI&P Railroad and eight unnamed creeks, R7E, T8N.**



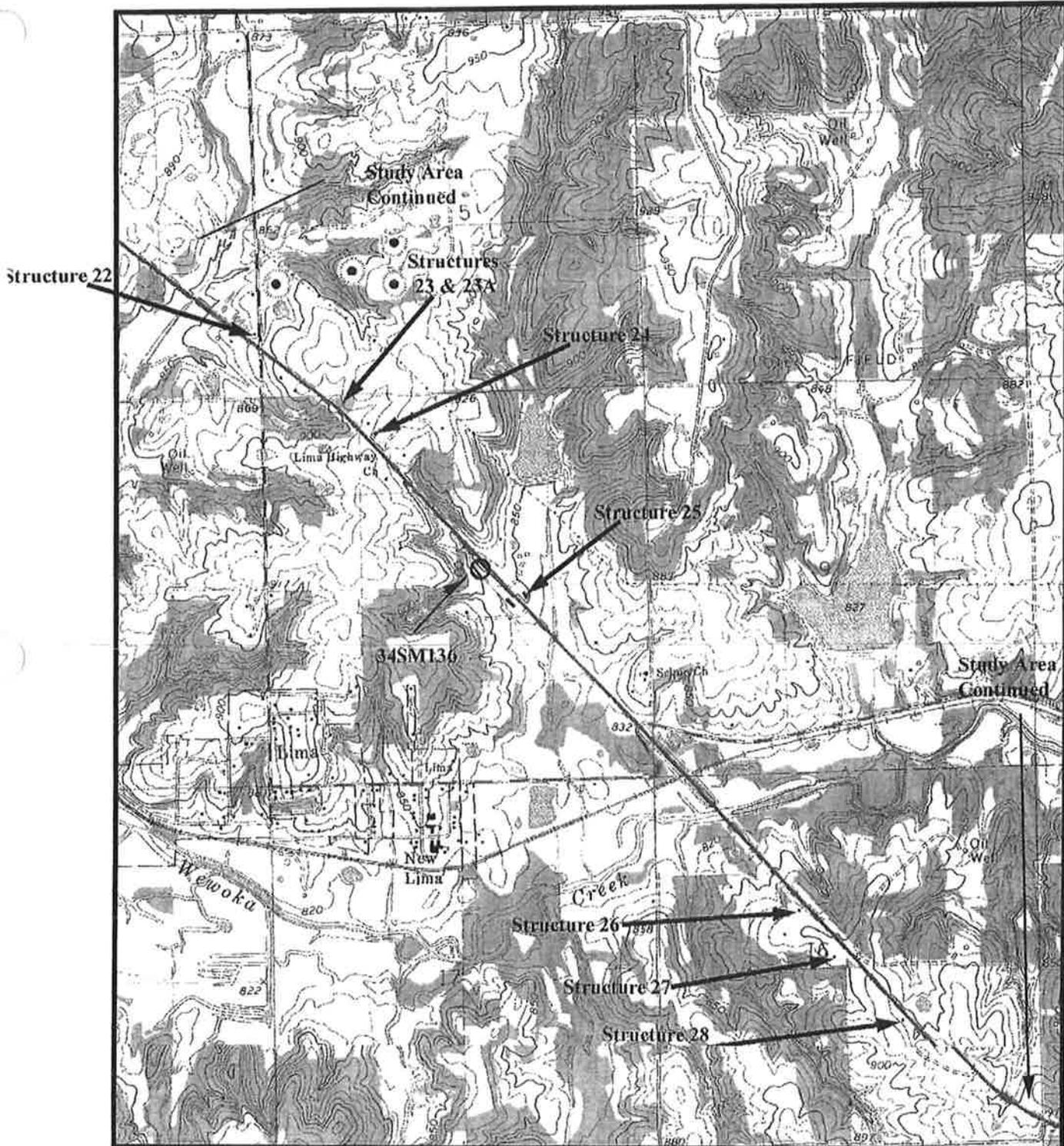
Basemap Source: USGS 7.5 minute series topographic map, Seminole (1972 rev. 1979) Quadrangle.



**Figure 1. General study area for the Seminole County project STPY-167B(091) and BRFY-167B(122), 21006 (04)(07), US-270 over Carter Creek, Wewoka Creek, the CRI&P Railroad and eight unnamed creeks, R7E, T8N**

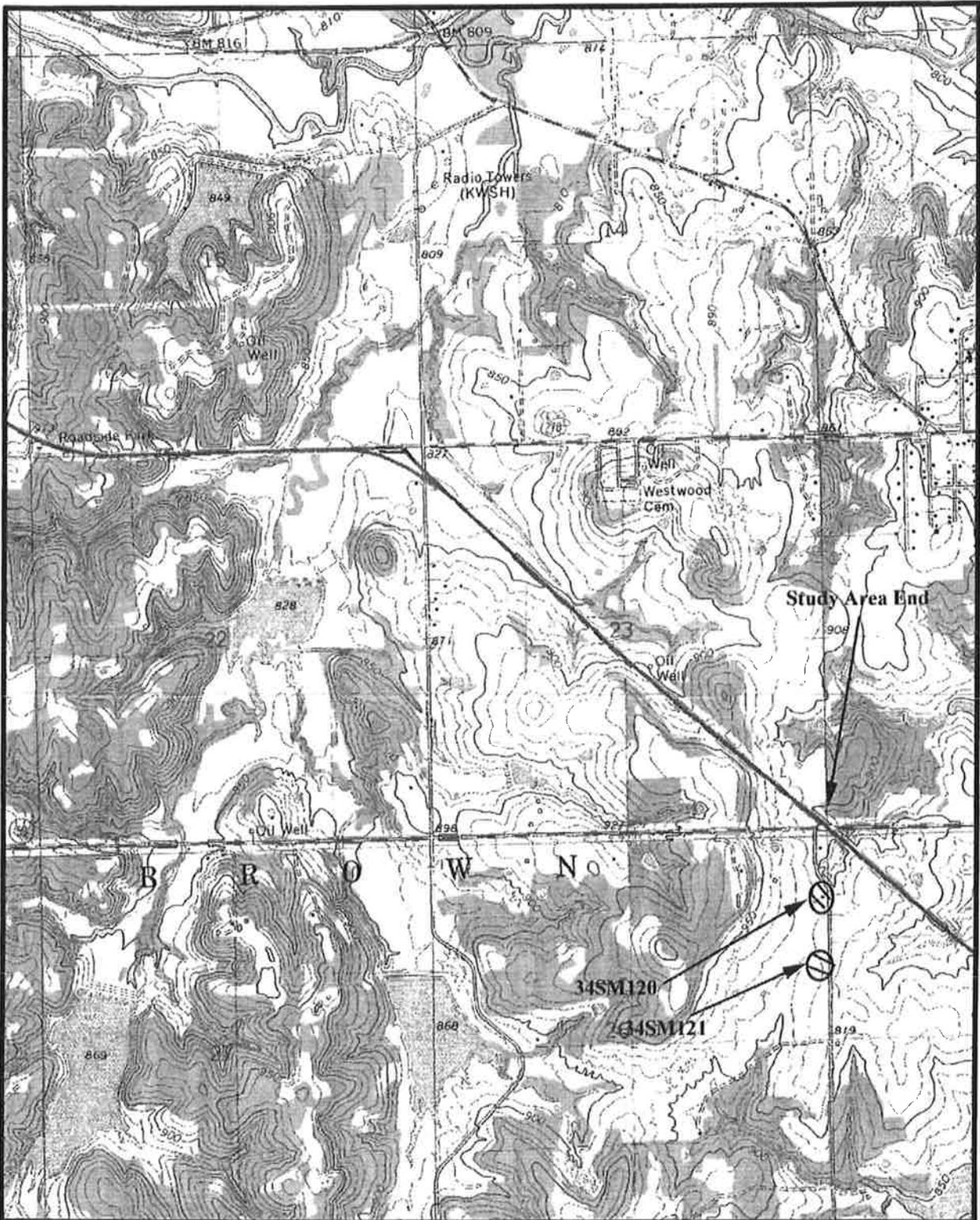


Basemap Source: USGS 7.5 minute series topographic map, Wewoka West (1972) Quadrangle.



**Figure 1. General study area for the Seminole County project STPY-167B(091) and BRFY-167B(122)CO, 21006(04)(05), US-270 over Carter Creek, Wewoka Creek, the CRI&P Railroad and eight unnamed creeks, R7E, T8N.**

Basemap Source: USGS 7.5 minute series topographic map, Wewoka West (1972) Quadrangle.



**Figure 1. General study area for the Seminole County project STPY-167B(091) and BRFY-167B(122)CO, 21006(04)(05), US-270 over Carter Creek, Wewoka Creek, the CRI&P Railroad and eight unnamed creeks, R7E, T8N.**



Basemap Source: USGS 7.5 minute series topographic map, Wewoka West (1972) Quadrangle.



**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma  
Norman, OK 73019-5111  
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

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2 December 2009

Caddo Nation  
Attn: Chairperson Brenda Edwards  
P.O. Box 487  
Binger, OK 73009

Dear Chairperson Edwards:

RE: Seminole County bridge replacements on U.S. 270 over Carter Creek, Wewoka Creek, 8 unnamed creeks, and a railroad; Project # STPY-167B(091) / BRFY-167B(122); JP# 21006(04)(07)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence.

The Department of Transportation will also perform a cultural resources survey in consultation with the Oklahoma State Historic Preservation Office and/or the Oklahoma State Archaeologist. You will be provided a copy of the cultural resources report to review upon its completion.

If this project is likely to affect individual Native American allotments, tribally owned land, tribal cemeteries, cultural or religious sites, or lands held in trust for Native tribes by the United States government, please notify me as soon as possible. Rest assured that the Oklahoma Department of Transportation will respect all wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at [rsfair@ou.edu](mailto:rsfair@ou.edu).

Sincerely,

Rhonda S. Fair  
Tribal Liaison  
ODOT Cultural Resources Program

cc: Robert Cast / Bobby Gonzalez

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**AN EQUAL OPPORTUNITY EMPLOYER**



**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma  
Norman, OK 73019-5111  
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

---

2 December 2009

Kialegee Tribal Town  
Attn: Mekko Tiger Hobia  
P.O. Box 332  
Wetumka, OK 74883

Dear Mekko Hobia:

RE: Seminole County bridge replacements on U.S. 270 over Carter Creek, Wewoka Creek, 8 unnamed creeks, and a railroad; Project # STPY-167B(091) / BRFY-167B(122); JP# 21006(04)(07)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence.

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ODOT Cultural Resources Program

cc: Tribal Historic Preservation Office

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2 December 2009

Muscogee (Creek) Nation  
Attn: Principal Chief A. D. Ellis  
P.O. Box 580  
Okmulgee, OK 74447

Dear Chief Ellis:

RE: Seminole County bridge replacements on U.S. 270 over Carter Creek, Wewoka Creek, 8 unnamed creeks, and a railroad; Project # STPY-167B(091) / BRFY-167B(122); JP# 21006(04)(07)

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Sincerely,

Rhonda S. Fair  
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ODOT Cultural Resources Program

cc: Joyce Bear / Tim Thompson

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Phone: 405-325-7201/325-8665; FAX: 405-325-7604

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2 December 2009

Osage Nation  
Attn: Chief Jim Gray  
627 Grandview  
Pawhuska, OK 74056

Dear Chief Gray:

RE: Seminole County bridge replacements on U.S. 270 over Carter Creek, Wewoka Creek, 8 unnamed creeks, and a railroad; Project # STPY-167B(091) / BRFY-167B(122); JP# 21006(04)(07)

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Tribal Liaison  
ODOT Cultural Resources Program

cc: Andrea Hunter

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---

2 December 2009

Seminole Nation  
Attn: Chief Kelly Haney  
P.O. Box 1498  
Wewoka, OK 74884

Dear Chief Haney:

RE: Seminole County bridge replacements on U.S. 270 over Carter Creek, Wewoka Creek, 8 unnamed creeks, and a railroad; Project # STPY-167B(091) / BRFY-167B(122); JP# 21006(04)(07)

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ODOT Cultural Resources Program

cc: Jennifer Johnson

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---

2 December 2009

Thlopthlocco Tribal Town  
Attn: Town King Vernon Yarholar  
P.O. Box 188  
Okemah, OK 74859-0188

Dear Town King Yarholar:

RE: Seminole County bridge replacements on U.S. 270 over Carter Creek, Wewoka Creek, 8 unnamed creeks, and a railroad; Project # STPY-167B(091) / BRFY-167B(122); JP# 21006(04)(07)

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Sincerely,

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cc: Leyahna Hicks

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---

23 March 2011

Ms. Melvena Heisch  
Deputy State Historic Preservation Officer  
State Historic Preservation Office  
Oklahoma Historical Society  
Oklahoma History Center  
800 Nazih Zuhdi Drive  
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Heisch:

Re: Seminole County Federal Highway Administration Funded Project: STPY-165B(091) & BRFY-167B(122); J/P 21006(04)(07); US-270 improvements and bridge replacements from SH-270A in Seminole to SH-59.

Attached is a cultural resources report for the referenced project as prepared by the ODOT Cultural Resources Program. Historic Preservation Resource Identification Forms are also included for 32 pre-1966 buildings that may potentially be impacted by the proposed project. The report documents one mid-20<sup>th</sup> century archaeological sites (34SM136). It is our assessment that the site and all of the buildings documented lack the integrity and/or architectural distinction necessary for NRHP eligibility. Therefore, it is our opinion that the project as proposed will have no effect on properties on or eligible for inclusion in the National Register of Historic Places.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Bartlett".

Robert Bartlett  
Director, ODOT Cultural Resources Program

RBB/ae  
cc: State Archaeologist

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---

28 March 2011

Caddo Nation  
Attn: Chairperson Brenda Edwards  
P.O. Box 487  
Binger, OK 73009

Dear Chairperson Edwards:

Re: Seminole County improvements and bridge replacements on U.S. Highway 270 over Carter Creek, Wewoka Creek, a railroad, and 8 unnamed creeks; Project # STPY-167B(091) and BRFY-167B(122), JP# 21006(04) and 21006(07)

The Oklahoma Department of Transportation has completed a cultural resources survey of the above referenced project, and we are providing you with a copy of this report for your review.

Our determination is that this project may affect standing structures that are older than 45 years, and these will require further assessment. We have recommended additional consultation with the State Historic Preservation Office. No other evidence of cultural resources eligible for the National Register was observed in the study area.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at [rsfair@ou.edu](mailto:rsfair@ou.edu).

Sincerely,

Rhonda S. Fair  
Tribal Liaison  
ODOT Cultural Resources Program

cc: Robert Cast, THPO

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28 March 2011

Muscogee (Creek) Nation  
Attn: Principal Chief A. D. Ellis  
Post Office Box 580  
Okmulgee, OK 74447

Dear Chief Ellis:

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ODOT Cultural Resources Program

cc: Ted Isham, THPO

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28 March 2011

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Attn: Mekko Tiger Hobia  
Post Office Box 332  
Wetumka, OK 74883

Dear Mekko Hobia:

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ODOT Cultural Resources Program

cc: Historic Preservation Office

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Osage Nation  
Attn: Chief John Red Eagle  
627 Grandview  
Pawhuska, OK 74056

Dear Chief Red Eagle:

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28 March 2011

Seminole Nation  
Attn: Chief Leonard Harjo  
Post Office Box 1498  
Wewoka, OK 74884

Dear Chief Harjo:

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Rhonda S. Fair  
Tribal Liaison  
ODOT Cultural Resources Program

cc: Jennifer Johnson

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28 March 2011

Thlopthlocco Tribal Town  
Attn: Mekko George Scott  
Post Office Box 188  
Okemah, OK 74859

Dear Mekko Scott:

Re: Seminole County improvements and bridge replacements on U.S. Highway 270 over Carter Creek, Wewoka Creek, a railroad, and 8 unnamed creeks; Project # STPY-167B(091) and BRFY-167B(122), JP# 21006(04) and 21006(07)

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cc: Leyahna Hicks

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**BIOLOGICAL STUDIES**

**Oklahoma Department of Transportation  
NEPA SUMMARY FORM  
Endangered Species Act Section 7 Biological Assessment  
Bald Eagle Assessment,  
Swallow Assessment  
and  
Jurisdictional Waters and Wetlands Evaluation**

County: Seminole  
J/P Number: 21006(04) & (07)  
Report Prepared by: Enercon  
USFWS Concurrence Date: ABB Only  
Form Prepared by: Elizabeth Nichols

NEPA PM: Robert Payao  
Project Number: J2-1006(004) & (007)  
Report Submitted Date: 1/15/2016  
ROW / Let Date: 2015/2018  
Date: 1/29/2016

1. Project Description:
  - a. Project Name: Bridge and Approaches: US-270 over Wewoka and Carter Creeks and 8 unnamed creeks from SH-270A in Seminole, east to Y at US-270B west of Wewoka
  - b. Work Description: The proposed project would add capacity to the existing 2-12' driving lanes by adding 2 additional drive lanes and turn lanes where needed, as well as associated grade, drain and surfacing activities. Several structurally deficient RCBs and span bridges will be replaced and widened, involving significant channel work. The expansion project will occur on existing alignment and will require additional new ROW.
  - c. Footprint acreage: 168
  
2. Federally Listed Species Effect Determinations: **USFWS Number: 02EKOK00-2016-SLI-0530**  
**NOTE:** Within 90 days of construction, a current species list must be requested to determine if any changes to federally-listed species have occurred since the original ESA section 7 consultation. If changes have occurred, further consultation may be required.

<u>Species</u>	<u>Listing Status</u>	<u>Effect Determination &amp; Concurrence</u>	<u>USFWS Concurrence Requirements</u>
American burying beetle	Endangered	May Affect, likely to adversely affect	Mitigate
Interior Least Tern	Endangered	No Effect	None
Whooping Crane	Endangered	No Effect	None
Piping Plover	Threatened	No Effect	None
Red Knot	Threatened	No Effect	None

3. Acres of ABB suitable habitat: 34.34
4. Bald Eagle Assessment:   X   not expected to impact *or*        may impact
5. Swallow Assessment:        may not impact *or*   X   will likely impact

6. Migratory Birds: species that are present during the breeding season will be addressed by implementing measures, designed in coordination with the USFWS, to avoid impacts to active nests. This will be done prior to project letting and any appropriate plan notes will be provided at that time.

7. NEPA Commitments:

a. Surveys: None

b. Habitat Conservation

Conservation Measure	NEPA Section 7 Consultation Commitment
Mitigation for ABB habitat impacts	Because the project is within a conservation priority area for the American Burying Beetle, presence within the action area is assumed. The approved amount of take will be mitigated by purchasing mitigation bank credits from a USFWS approved American burying beetle conservation bank. In addition to mitigation, no artificial lighting shall be used during construction. Carcasses and all food trash shall be removed from the permanent and temporary ROW throughout project activities. Following construction, the soil shall be ripped, to relieve compaction, prior to re-vegetation with sod in the clear zone, and native plant species within permanent ROW but outside of the clear zone.

c. Swallow and other migratory bird nesting on transportation structures

NBI/Station number/ Coordinates	NEPA Migratory Bird Treaty Act Commitment
NBI:10053; NBI:12977; NBI:12934; NBI:12935; NBI:12980; NBI:01807; NBI:13783; 35.219083, -96.640145; 35.198238, -96.611801; 35.177851, -96.584806; 35.172204, -96.578594; 35.171183, -96.577352; 35.164461, -96.569933; 35.139524, -96.551526; 35.159541, -96.545895	Cliff Swallows and Barn Swallows are small colonial nesting birds protected by the federal Migratory Bird Treaty Act. These species commonly use bridges and culverts for nesting. Swallow use of the structures involved in this project has been observed. In order to avoid impacts to swallows, work on these structures must be completed between September 1, and March 31, when nests are not occupied. If work cannot be completed between September 1 and March 31, the structures must be protected from new nest establishment prior to April 1, by means that do not result in death or injury to these birds. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of netting prior to April 1. Methods other than netting must be pre-approved by the ODOT Biologist.

8. Waters and Wetlands Evaluation:

Wetlands and Ponds:

Total Field Sites	Type	Cowardin Classification	Potential Jurisdictional Status	Acres within study footprint
2	Forested Wetlands	PFO1A	Likely	0.099
2	Forested Wetlands	PFO1A	Not Likely	0.064
3	Emergent Wetlands	PEM1A	Not Likely	0.314
2	Ponds	PUBHh	Not Likely	0.27
<b>Total</b>				<b>0.747</b>

Streams and Drainages:

Total Field Sites	Water Body Name	USGS Designation	Potential Jurisdictional Status	Acres within study footprint	Linear Feet within study footprint
1	Wewoka Creek	Mapped perennial	Likely	0.16	233
1	Magnolia Creek	Mapped intermittent	Likely	0.03	133
1	Carter Creek	Mapped intermittent	Likely	0.06	139
6	Tributaries of Wewoka Creek	Mapped intermittent	Likely	0.19	964
3	Ephemeral drainages of Wewoka Creek	Mapped intermittent	Likely	No OHWM	372
<b>Total Likely Jurisdictional</b>				<b>0.44</b>	<b>1,841</b>
23	Ephemeral drainages	Unmapped	Not Likely	No OHWM	4,304

**ENDANGERED, THREATENED AND CANDIDATE SPECIES, DESIGNATED  
CRITICAL HABITAT, BALD EAGLE AND SWALLOW ASSESSMENT**

**For**

<b>USFWS TAILS #</b>		<b>02EKOK00-2016-SLI-0530</b> (rcarroll@enercon.com)			
County	Seminole	JP Number	21006(04) & 21006(07)	Project Number	J2-1006(004) & J2-1006(007)
Road Number	US 270	Water Body Name		Magnolia Creek, Wewoka Creek, Carter Creek, and Unnamed Creeks	
ROW Date	2015	Let Date	2018	Project Length	45,082
Project General Location		The project begins at N. 8 <sup>th</sup> Street in Seminole and extends approximately 8.5 miles east, southeast to 2.75 miles west of Wewoka in Seminole County			
Project Statement		Bridge and Approaches US-270 and includes Grade, Drain and Surfacing to add capacity to roadway.			

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

Prepared by:

Biologist Name	Rebecca A. Carroll & David X Williams
Company/Agency Name	Enercon Services, Inc.
Address	1601 Northwest Expressway; Suite 1000
City, State Zip	Oklahoma City, OK 73118

Report Date:	January 14, 2016
Field Survey Date	December 7, 9, 10, 14, and 15, 2015
Field Survey Biologist(s)	Joshua P. Schatte, W. Andrew Ward, and Bradley W. Barnes

**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**

Grade, Drain, Surface and Bridge

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

This segment of US Highway 270 has a current ADT of 4,800 with 8% being trucks. The highway features two 12-foot lanes with 10-foot shoulders. The asphalt pavement and shoulders are in good condition. The purpose of the proposed project is to add capacity to the existing roadway along the existing alignment.

Description of **proposed** improvements

The new typical section will be a four-lane, undivided highway (four 12-foot driving lanes with two 10-foot outside shoulders). Turn lanes will be added and several structurally deficient RCBs and span bridges will be replaced which will require in-channel work in several intermittent streams.

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

- |  |                                     |
|--|-------------------------------------|
| In-water work is expected                                      | <input checked="" type="checkbox"/> |
| Project is on an off-set alignment                             | <input type="checkbox"/>            |
| Project involves <b>NO OFF EXISTING PAVEMENT</b> work          | <input type="checkbox"/>            |
| Project requires new ROW                                       | <input checked="" type="checkbox"/> |
| Tree removal is expected beyond 100 feet from edge of pavement | <input checked="" type="checkbox"/> |

**1.3. Project Area and Setting**

<b>Project Location</b>		<b>Environmental Study Footprint</b>		<b>Ecoregion &amp; Game Type</b>	
<u>Section Range &amp; Township</u>	<u>Lat/Long NAD 83)</u>	<u>Dimensions</u>	<u>Acreage</u>	<u>Level IV Ecoregion (Woods et al. 2005)</u>	<u>Game Type (Duck and Fletcher 1943)</u>
S26, 27, 35, & 36 T9N R6E; S1 T8N R6E; S5, 6, 8, 9, 14, 15, 16, 21, 22, 23 T8N R7E	35.1915 x -96.6023	45,082 feet long by 80 feet to 450 feet wide	168	Northern Cross Timbers subset of the Cross Timbers ecoregion (29a)	Post Oak- Blackjack Oak Forest

**Action Area:**

The project action area includes those areas that will be directly affected by construction activities as well as a 0.25 mile area surrounding the NEPA Environmental Study Footprint.

**2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT**

**Species Range and Occurrence Evaluation (Check  $\checkmark$  all that apply)**

Species	IPaC <sup>1</sup>	Watershed <sup>2</sup>	Water Body <sup>3</sup>	Records <sup>4</sup>
	Check if Yes	Check if YES	Check if Yes	Check if Yes
<b>American Burying Beetle</b>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Gray Bat	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
Ozark Big-eared Bat	<input type="checkbox"/>			<input type="checkbox"/>
Indiana Bat	<input type="checkbox"/>			<input type="checkbox"/>
Northern Long-eared Bat	<input type="checkbox"/>			<input type="checkbox"/>
Black-capped Vireo	<input type="checkbox"/>			<input type="checkbox"/>
<b>Whooping Crane</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
<b>Interior Least Tern</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Red-cockaded Woodpecker	<input type="checkbox"/>			<input type="checkbox"/>
Quachita Rock Pocketbook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scaleshell Mussel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Winged Mapleleaf	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neosho Mucket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Harperella	<input type="checkbox"/>			<input type="checkbox"/>
Rabbitsfoot Mussel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neosho Madtom	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ozark Cavefish	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
<b>Piping Plover</b>	<input checked="" type="checkbox"/>			<input type="checkbox"/>
<b>Red Knot</b>	<input checked="" type="checkbox"/>			<input type="checkbox"/>
Lesser Prairie Chicken	<input type="checkbox"/>			<input type="checkbox"/>
Arkansas River Shiner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leopard Darter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
American Alligator	<input type="checkbox"/>			<input type="checkbox"/>
Arkansas Darter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sprague's Pipit	<input type="checkbox"/>			<input type="checkbox"/>
Rattlesnake-master Borer Moth	<input type="checkbox"/>			<input type="checkbox"/>

<sup>1</sup>Species is on the Proposed Project's IPaC List

<sup>2</sup>Action Area is within a watershed associated with occupied water bodies

<sup>3</sup>Action Area includes an occupied water body

<sup>4</sup>Project site within 5 miles of known records

Designated or Proposed Critical Habitat	Action Area includes Designated Critical Habitat (Check <input checked="" type="checkbox"/> if Yes)
Whooping Crane	<input type="checkbox"/>
Arkansas River Shiner	<input type="checkbox"/>
Leopard Darter	<input type="checkbox"/>
Neosho Mucket	<input type="checkbox"/>
Rabbitsfoot	<input type="checkbox"/>

All or part of the action area is within an **American Burying Beetle** Conservation Priority Area

IPaC Special Conditions Identified (wind energy projects or cell towers) for **Interior Least Terns**

IPaC Special Conditions Identified (wind energy projects or cell towers) for **Piping Plovers**

Action area is within which **Whooping Crane** migratory corridor percentage zone  
**5%**

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

Action area is within a **Lesser Prairie Chicken** Crucial Habitat Model Focal Area

Action area is within a **Lesser Prairie Chicken** Crucial Habitat Model Connectivity Zone

Action area is within **Lesser Prairie Chicken** Crucial Habitat Modeled Habitat

Action area is within **Lesser Prairie Chicken** Crucial Habitat Modeled Non-habitat

### 3. ENVIRONMENTAL BASELINE

#### 3.1. Ecological Processes and Conditions

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

Soil Class	Northern Cross Timbers
Soil Name	Stephenville-Darnell-Niotaze
Soil Type	Sandy and Loamy
Soil Characteristics	Shallow, moderately acid, and humus-poor soils on steep slopes (up to 18%) [Alfisols; Inceptisols]

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	41.08
Growing Season	Number of days	217
Mean Temperatures	Summer mean	40 – 42
	Winter mean	80 – 82

River System

One perennial stream (Wewoka Creek) and 10 intermittent streams (including Magnolia Creek and Carter Creek) are mapped on the USGS topographic quadrangle for the project study area.

Land Use and Land Ownership

From Woods et al. 2005	Livestock farming is the main land use.
From Field investigation	The project study area was comprised primarily of maintained highway ROW, mixed grass pasture, riparian forest, upland forest, forested wetlands, and emergent wetlands.

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

Maintained Highway ROW – Dominant vegetation in this community type included Bermudagrass (*Cynodon dactylon*), paspalum (*Paspalum* spp.), and tall fescue (*Schedonorus arundinaceus*).

Mixed Grass Pasture – Dominant vegetation in this community type included Bermudagrass, silver bluestem (*Bothriochloa saccharoides*), Johnsongrass (*Sorghum halepense*), Indiangrass (*Sorghastrum nutans*), purpletop (*Tridens flavus*), and foxtail (*Setaria* spp.).

Riparian Forest – Dominant vegetation in this community type included ash species, American elm (*Ulmus americana*), hackberry (*Celtis occidentalis*), sycamore (*Platanus occidentalis*), pecan (*Carya illinoensis*), and black willow (*Salix nigra*).

Upland Forest – Dominant vegetation in this community type included post oak (*Quercus stellata*), blackjack oak (*Quercus marilandica*), eastern redcedar (*Juniperus virginiana*), and winged elm (*Ulmus alata*).

Forested Wetland – Dominant vegetation in this community type included black willow, green ash (*Fraxinus pennsylvanica*), American elm, pecan, tamarisk (*Tamarix chinensis*), and

hackberry.

Emergent Wetland – Dominant vegetation in this community type included slender spikerush (*Eleocharis tenuis*), narrowleaf cattail (*Typha angustifolia*), buttercup (*Ranunculus* spp.), fogfruit (*Phyla fruticosa*), and sedge species (*Carex* spp.).

**3.2 Species Habitat Analysis**

Pedestrian survey of entire study footprint

Bridge/Structure inspected for bat use and suitability as bat roosting habitat

SPECIES	HABITAT	
American Burying Beetle	Numbers of acres of native perennial plant vegetation (where native perennial vegetation is the dominant vegetation) within the <b>NEPA Environmental Study Footprint (include shapefiles)</b> .	34.34
Whooping Crane	Shallowly-submerged sandbars in large river channels occur within <b>0.25 miles of the NEPA Environmental Study Footprint</b> .	<input type="checkbox"/>
	If within the 75% migration corridor, provide the number of acres of emergent wetlands that occur within the <b>NEPA Environmental Study Footprint</b> .	N/A
	Croplands suitable for foraging occur within <b>0.25 miles of the NEPA Environmental Study Footprint</b> and are within 15 miles of Salt Plains National Wildlife Refuge, Hackberry Flat, or Foss Reservoir	<input type="checkbox"/>
Interior Least Tern	Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water, occur within <b>0.25 miles of the NEPA Environmental Study Footprint</b> .	<input type="checkbox"/>
Piping Plover	Sparsely vegetated sandy or gravelly shorelines and islands associated with the major river systems occur within <b>0.25 miles of the NEPA Environmental Study Footprint</b> .	<input type="checkbox"/>
	Salt flats and mudflats associated with reservoirs occur within <b>0.25 miles of the NEPA Environmental Study Footprint</b> .	<input type="checkbox"/>
Red Knot	Mudflats associated with reservoirs occur within <b>0.25 miles of the NEPA Environmental Study Footprint</b> .	<input type="checkbox"/>

**4. ANALYSIS OF EFFECTS**

**4.1 Direct Effects**

Species/ Resource	Habitat impacts expected from project activities	<b>Describe the specific impacts from the action to the species or its habitat</b>
American Burying Beetle	<input checked="" type="checkbox"/>	Suitable habitat for the ABB occurs in the project study area and will be impacted by construction. The project includes roadway widening and will occur in and beyond the maintained ROW. Impacts will include some permanent cover change and direct loss as suitable habitat is converted to new roadway as well as new maintained highway ROW.

**4.2 Indirect Effects**

Long-term habitat alterations

Species/ Resource	Long-term habitat alterations
American Burying Beetle	Long-term, indirect ABB habitat alterations are anticipated from proposed project construction because suitable habitat will be permanently lost as well as some permanent cover change impacts along the new wider highway ROW.

Indirect land use impacts

Because this project involves capacity expansion (increasing two lanes to five lanes), indirect changes in land use activities may occur. These impacts could include increased residential and commercial development along the corridor. Such development could lead to further loss of ABB habitat through land conversion.

**4.3 Interrelated and Interdependent Actions and Activities**

Because the project may impact current land use in the area, interrelated and interdependent actions may be needed in the future.

<b>USFWS TAILS Number:</b>	02EKOK00-2016-SLI-0530 (rcarroll@enercon.com)
<b>ODOT Project JP Number:</b>	21006(04) & 21006(07)

**Species Conclusion Table (Check  which apply)**

SPECIES / DESIGNATED CRITICAL HABIT	CONCLUSION		ESA SECTION 7			NOTES AND DOCUMENTATION Check <input checked="" type="checkbox"/> all that apply			
	Species Habitat present within the action area	Project Activities expected to impact habitat	No Effect	May affect, unlikely to adversely affect	May affect, Likely to adversely affect	Field Studies	database review <sup>1</sup>	USFWS Review <sup>2</sup>	Other <sup>3</sup>
American Burying Beetle	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Whooping Crane	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Interior Least Tern	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Piping Plover	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Red Knot	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>1</sup>ONHI rare species / ABB

<sup>2</sup>USFWS occupied water bodies and associate watershed maps

<sup>3</sup>Whooping Crane Migration Corridor Map; LPC Habitat Model

**CONCLUSIONS**

No Effect	Interior Least Tern, Piping Plover, Whooping Crane, Red Knot
May affect, unlikely to adversely affect	
May affect, likely to adversely affect	American Burying Beetle
Project is included in the ABB Programmatic BA & BO	<input checked="" type="checkbox"/>
Project is included in the NLEB Programmatic BA & BO	<input type="checkbox"/>

**RECOMMENDED CONSERVATION MEASURES**

Because the project is within a conservation priority area for the **American Burying Beetle**, presence within the action area is assumed. Therefore, the following conservation measures will be followed.

1. The areas of suitable habitat will be field mapped and verified.
2. The amount of ground disturbance to suitable ABB habitat within the construction footprint will be minimized to only what is necessary for project construction,
3. Construction requiring artificial lighting will be minimized. If night construction is necessary, direct light will be shielded to the work area and prevent light from projecting upwards
4. Carcasses and trash will continuously be removed from the new permanent, and any construction temporary, ROW.
5. Following construction, areas of ground disturbance – outside of the safety clear zone - will have the soil ripped and then be re-vegetated with native plant species.
6. The final acreage of suitable ABB habitat impacts will be categorized as temporary, permanent cover change or permanent. Mitigation ratios for impacts to ABB habitat will be as follows:

Impact duration	Within a conservation priority area
Temporary	1:05
Permanent Cover Change	1:1
Permanent	1:2

**5. BALD EAGLE AND SWALLOW ASSESSMENT**

**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.

Bald Eagle Habitat Present	<input type="checkbox"/>	None
Bald Eagle Nests Observed	<input type="checkbox"/>	None
Bald Eagles Observed	<input type="checkbox"/>	None

**5.2 Swallow 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.

Structure Number or Location	Approximate Number of Cliff Swallow Nests	Approximate Number of Barn Swallow Nests
NBI 10053	56	0
35.219083, -96.640145	10	8
NBI 12977	4	0
NBI 12934	50	0
NBI 12935	20	3
35.198238, -96.611801	15	0
NBI 12980	100+	0
NBI 01807	2	7
35.177851, -96.584806	0	1
35.172204, -96.578594	0	2
35.171183, -96.577352	0	10
35.164461, -96.569933	70	3
NBI 13783	35	6
35.139524, -96.551526	60	10
35.159541, -96.545895	10	0

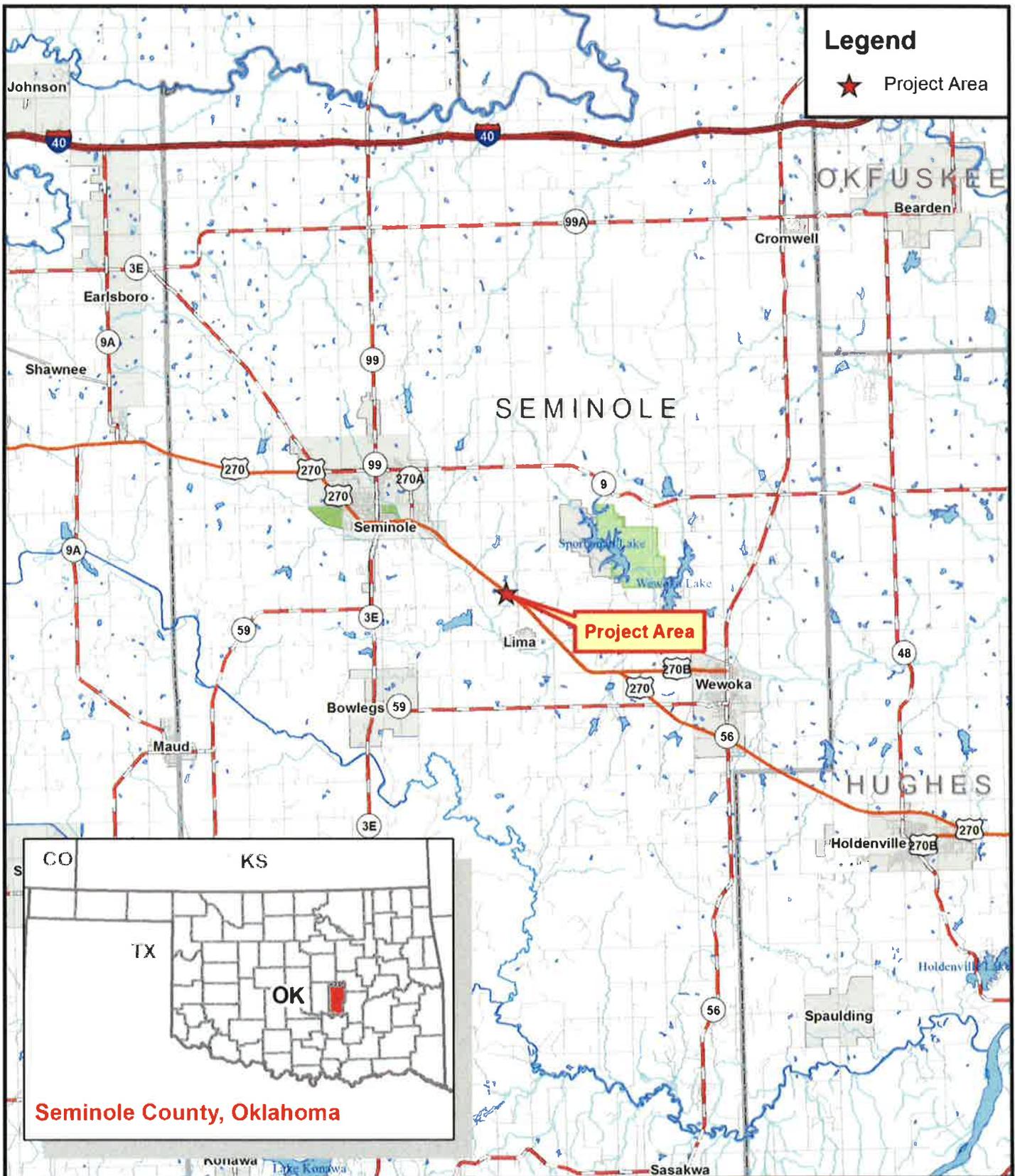
Other MB Nests Observed on Transportation Structures None

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 March 31, when nests are not occupied. If seasonal avoidance cannot be accomplished, structures shall be protected from new nest establishment prior to April 1, by means that do not result in death or injury to these birds.

## 6. REFERENCES

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## 7. FIGURES



**Legend**

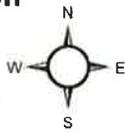
★ Project Area



**Seminole County, Oklahoma**

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP # 21006(04)  
 Sections 27, 26, 35 & 36, T9N R6E;  
 Section 1, T8N R6E; Sections 6, 5, 8, 9, 16,  
 21, 15, 14, 22 & 23, T8N R7E  
 Seminole County, Oklahoma



1:250,000

**Figure 1: Vicinity Map**  
 Source: University of Oklahoma  
 Center for Spatial Analysis

*Prepared by: A. Couch; December 22, 2015*



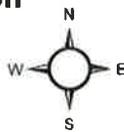
**Legend**

-  Study Area
-  Action Area



**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
US 270 Improvement Project - JP #21006(04)  
Sections 27, 26, 35 & 36, T9N R6E;  
Section 1, T8N R6E; Section 6, T8N R7E  
Seminole County, Oklahoma



1:35,000

**Figure 2.1: Action Area Map**

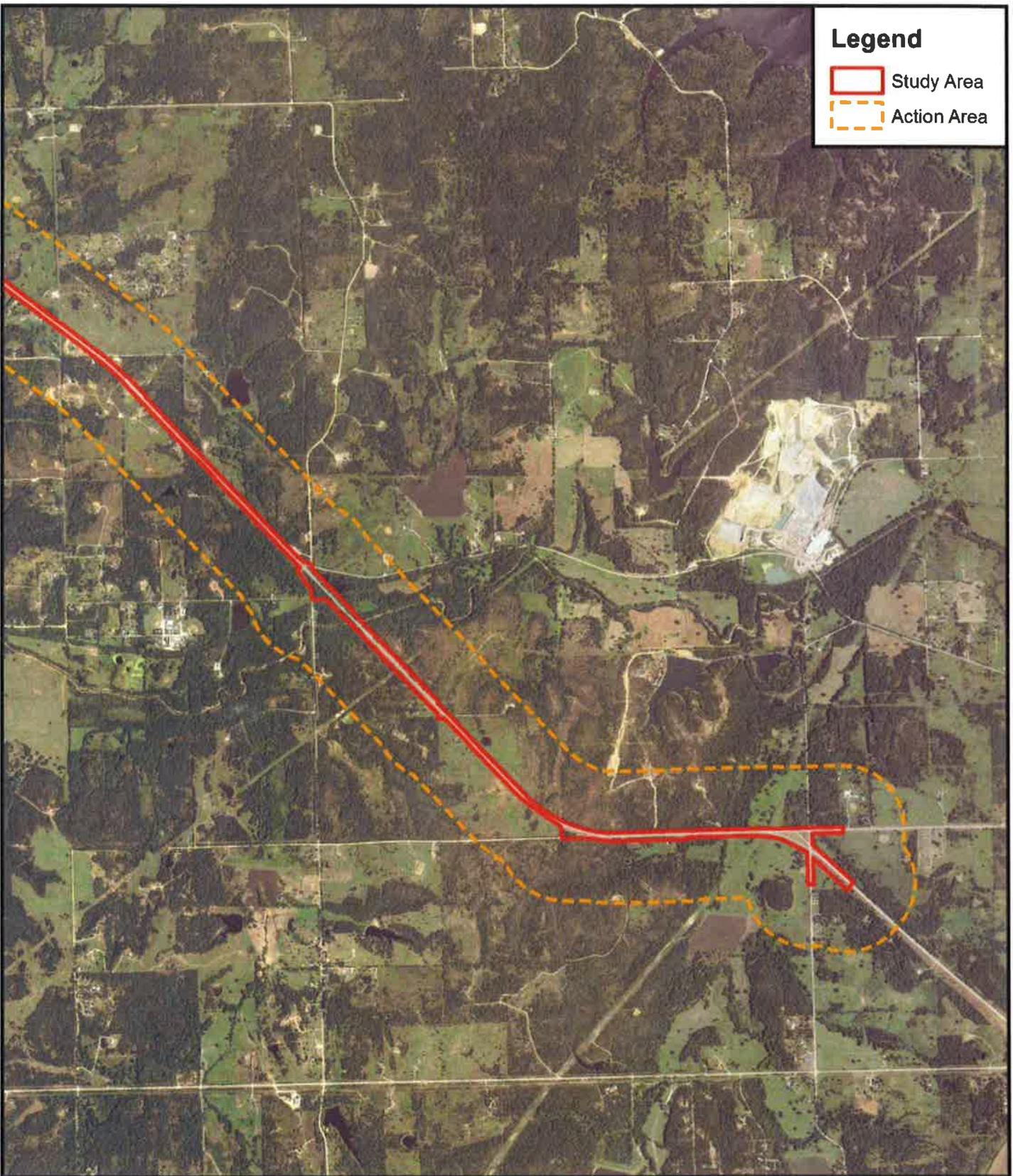
Source: 2015 USDA NAIP  
Seminole County, Oklahoma

*Prepared by: A. Couch; December 21, 2015*



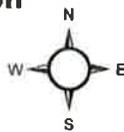
**Legend**

-  Study Area
-  Action Area



**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
US 270 Improvement Project - JP #21006(04)  
Sections 6, 5, 8, 9, 16, 21, 15, 14, 22 &  
23, T8N R7E  
Seminole County, Oklahoma

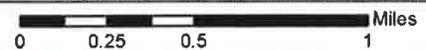


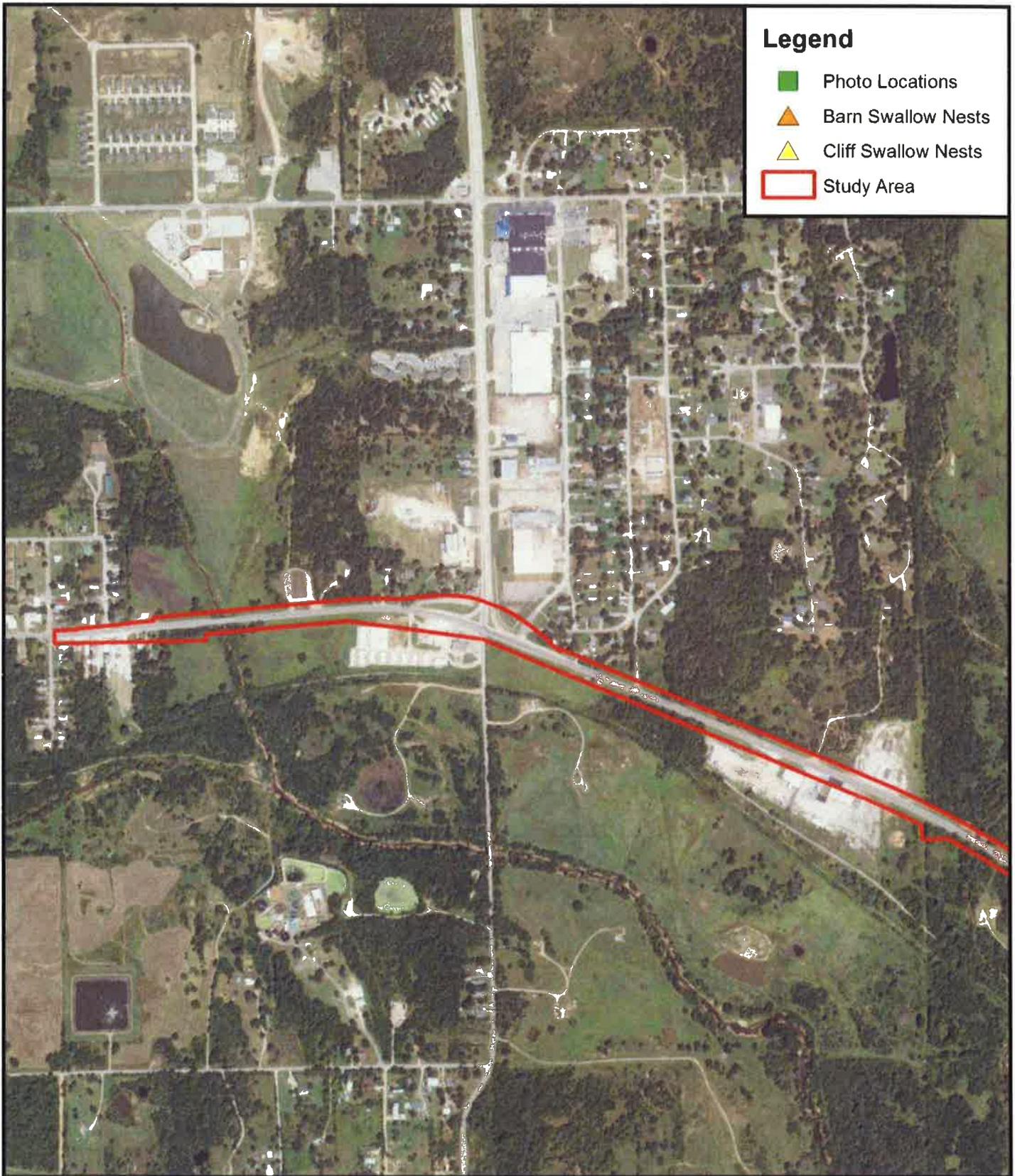
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**Figure 2.2: Action Area Map**

Source: 2015 USDA NAIP  
Seminole County, Oklahoma

Prepared by: A. Couch; December 21, 2015



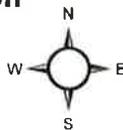


**Legend**

- Photo Locations
- ▲ Barn Swallow Nests
- ▲ Cliff Swallow Nests
- Study Area

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 27 & 26, T9N R6E  
 Seminole County, Oklahoma



1:10,000

**Figure 3.1: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; January 6, 2016*



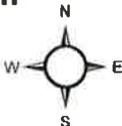


**Legend**

- Photo Locations
- ▲ Barn Swallow Nests
- ▲ Cliff Swallow Nests
- Study Area

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 26, 35 & 36, T9N R6E  
 Seminole County, Oklahoma



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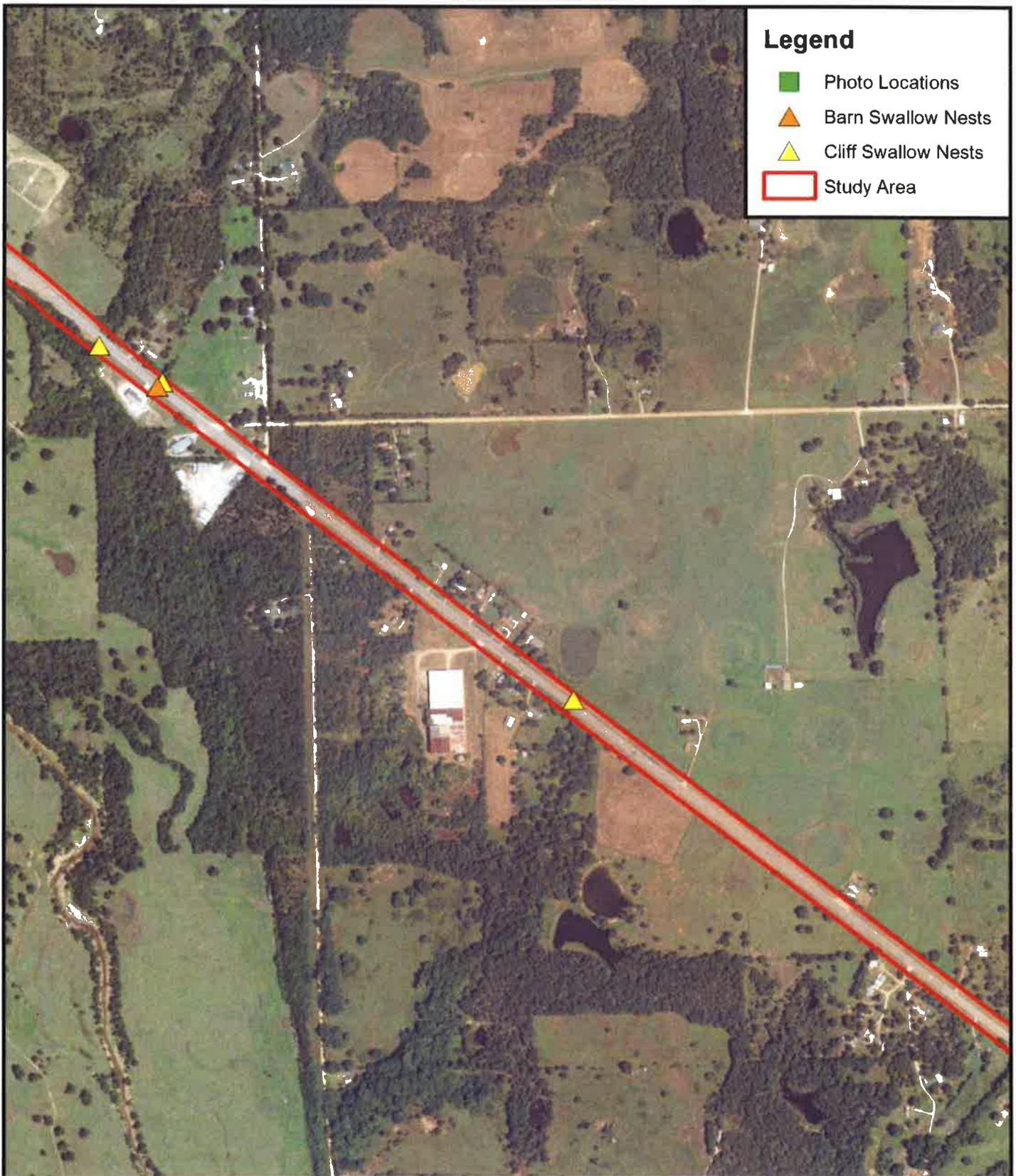
**Figure 3.2: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; January 6, 2016*



0      500      1,000      2,000 Feet

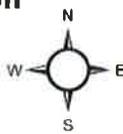


**Legend**

- Photo Locations
- ▲ Barn Swallow Nests
- ▲ Cliff Swallow Nests
- Study Area

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Section 36, T9N R6E; Section 1, T8N R6E;  
 Section 6, T8N R7E  
 Seminole County, Oklahoma

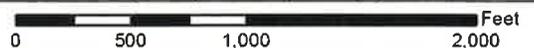


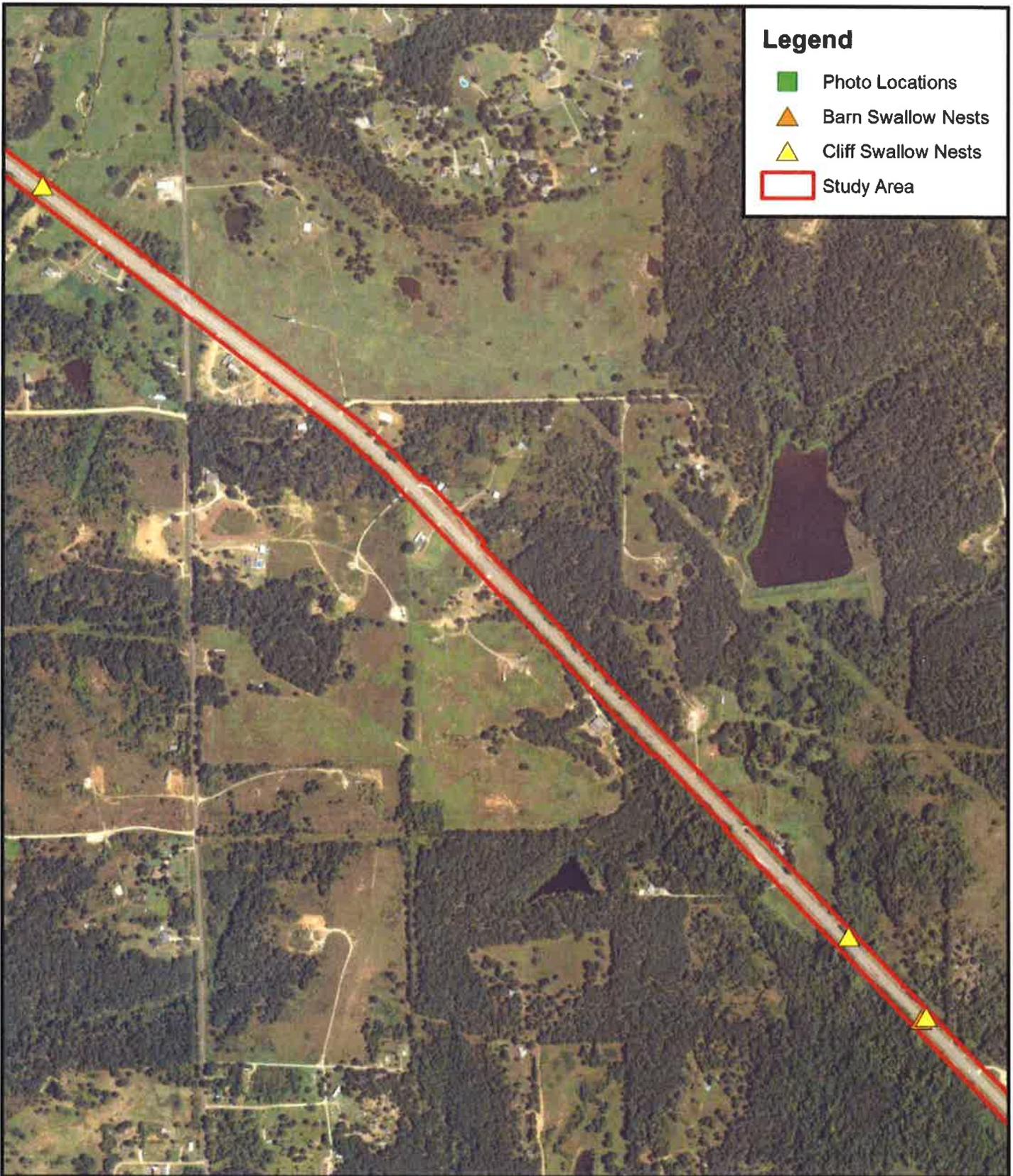
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**Figure 3.3: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; January 6, 2016*





**Legend**

- Photo Locations
- ▲ Barn Swallow Nests
- ▲ Cliff Swallow Nests
- Study Area

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 6, 5 & 8, T8N R7E  
 Seminole County, Oklahoma

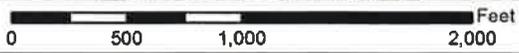


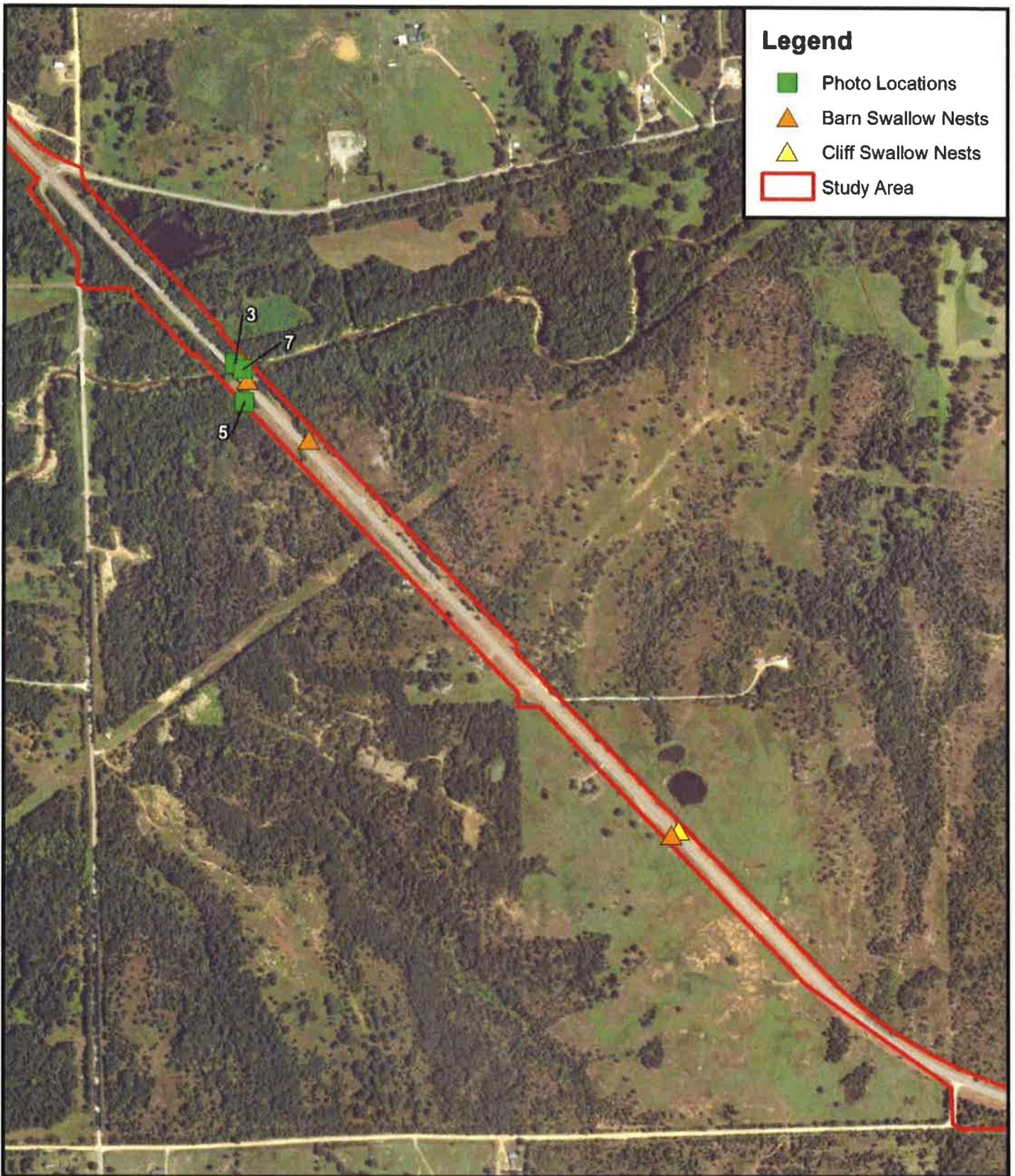
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**Figure 3.4: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; January 6, 2016*





**Legend**

- Photo Locations
- ▲ Barn Swallow Nests
- ▲ Cliff Swallow Nests
- Study Area

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 8, 9, 16, 15, 21 & 22, T8N R7E  
 Seminole County, Oklahoma

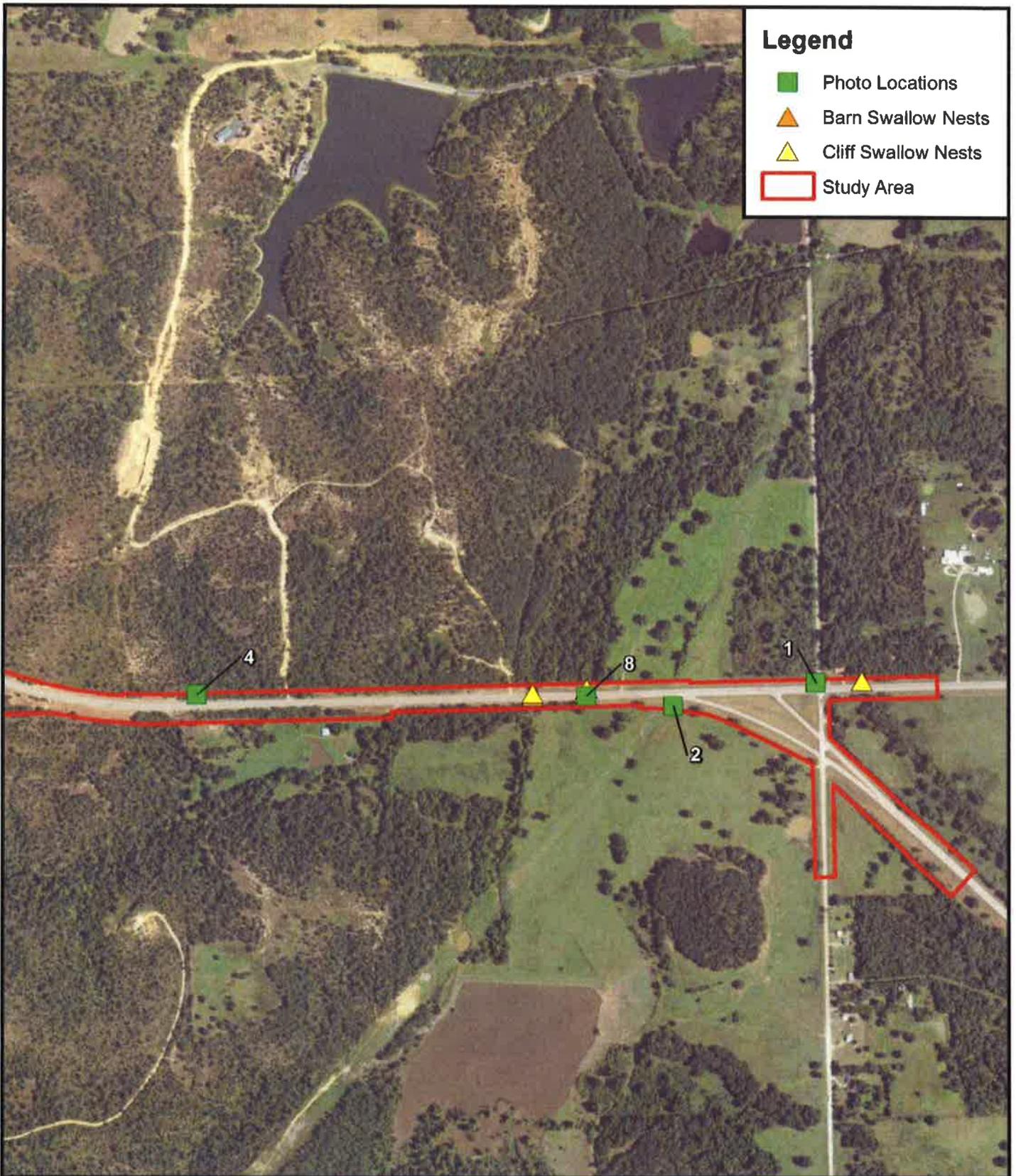
  
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**Figure 3.5: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; January 6, 2016*



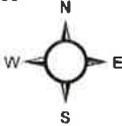


**Legend**

- Photo Locations
- ▲ Barn Swallow Nests
- ▲ Cliff Swallow Nests
- Study Area

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 15, 14, 22 & 23, T8N R7E  
 Seminole County, Oklahoma

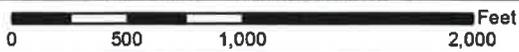


1:10,000

**Figure 3.6: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; January 6, 2016*



0 500 1,000 2,000 Feet

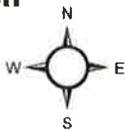


**Legend**

- Study Area
- ABB Habitat

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 27 & 26, T9N R6E  
 Seminole County, Oklahoma



1:10,000

**Figure 4.1: ABB Habitat Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

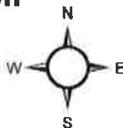
*Prepared by: A. Couch; December 29, 2015*





**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 26, 35 & 36, T9N R6E  
 Seminole County, Oklahoma

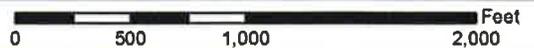


1:10,000

**Figure 4.2: ABB Habitat Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*



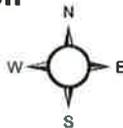


**Legend**

- Study Area
- ABB Habitat

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Section 36, T9N R6E; Section 1, T8N R6E;  
 Section 6, T8N R7E  
 Seminole County, Oklahoma

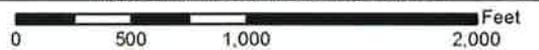


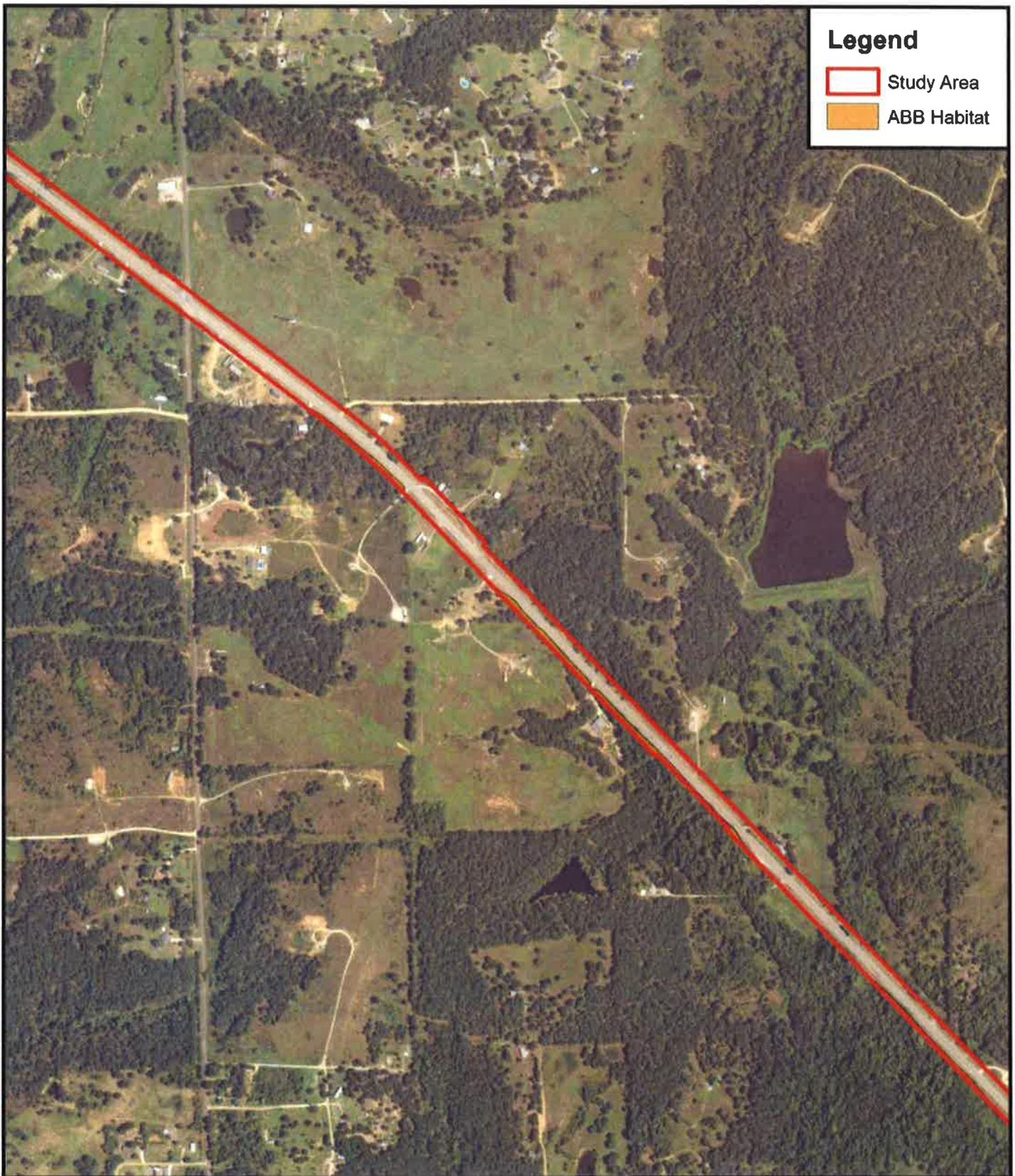
1:10,000

**Figure 4.3: ABB Habitat Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*



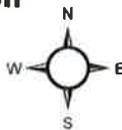


**Legend**

- Study Area
- ABB Habitat

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 6, 5 & 8, T8N R7E  
 Seminole County, Oklahoma



1:10,000

**Figure 4.4: ABB Habitat Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*



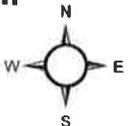


**Legend**

- Study Area
- ABB Habitat

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 8, 9, 16, 15, 21 & 22, T8N R7E  
 Seminole County, Oklahoma



1:10,000

**Figure 4.5: ABB Habitat Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*



0      500      1,000      2,000 Feet



**Legend**

- Study Area
- ABB Habitat

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 15, 14, 22 & 23, T8N R7E  
 Seminole County, Oklahoma

  
 1:10,000

**Figure 4.6: ABB Habitat Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*

  
 0      500      1,000      2,000      Feet

## REPRESENTATIVE SITE PHOTOGRAPHS



**Photograph 1:**  
Maintained Highway ROW Community Type



**Photograph 2:**  
Mixed Grass Pasture Community Type



**Photograph 3:**  
Riparian Forest Community Type



**Photograph 4:**  
Upland Forest Community Type



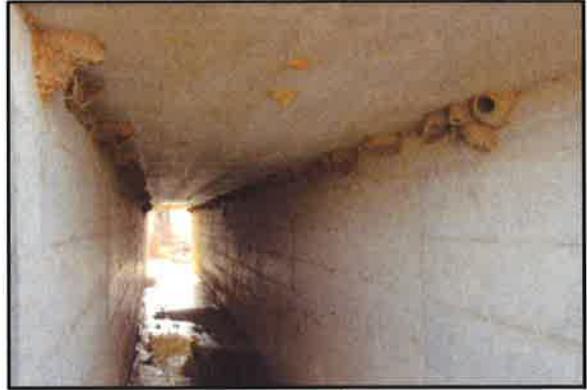
**Photograph 5:**  
Forested Wetland Community Type



**Photograph 6:**  
Emergent Wetland Community Type



**Photograph 7:**  
Wewoka Creek



**Photograph 8:**  
Swallow Nests in Culvert



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Oklahoma Ecological Services Field Office  
9014 EAST 21ST STREET  
TULSA, OK 74129  
PHONE: (918)581-7458 FAX: (918)581-7467  
URL: [www.fws.gov/southwest/es/Oklahoma/](http://www.fws.gov/southwest/es/Oklahoma/)

Consultation Code: 02EKOK00-2016-SLI-0530

January 04, 2016

Event Code: 02EKOK00-2016-E-00554

Project Name: US 270 Improvement Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/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>

Non-federal entities conducting activities that may result in take of listed species should consider seeking coverage under section 10 of the ESA, either through development of a Habitat Conservation Plan (HCP) or, by becoming a signatory to the General Conservation Plan (GCP) currently under development for the American burying beetle. Each of these mechanisms provides the means for obtaining a permit and coverage for incidental take of listed species during otherwise lawful activities.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

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 Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit through our Project Review step-wise process <http://www.fws.gov/southwest/es/oklahoma/OKESFO%20Permit%20Home.htm>.

Attachment



United States Department of Interior  
Fish and Wildlife Service

Project name: US 270 Improvement Project

## Official Species List

**Provided by:**

Oklahoma Ecological Services Field Office

9014 EAST 21ST STREET

TULSA, OK 74129

(918) 581-7458

<http://www.fws.gov/southwest/es/Oklahoma/>

**Consultation Code:** 02EKOK00-2016-SLI-0530

**Event Code:** 02EKOK00-2016-E-00554

**Project Type:** TRANSPORTATION

**Project Name:** US 270 Improvement Project

**Project Description:** Proposed roadway improvement and bridge replacements along US Highway 270 from Seminole to Wewoka in Seminole County, Oklahoma.

**Please Note:** The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior  
Fish and Wildlife Service

Project name: US 270 Improvement Project

**Project Location Map:**

**Not Available**

**Project Coordinates:** MULTIPOLYGON (((-96.67110443115234 35.23832871029175, -96.67041778564452 35.205654135963464, -96.58132553100585 35.14503815524735, -96.51437759399414 35.144757420614624, -96.51403427124023 35.17338736459755, -96.55094146728516 35.18278813800229, -96.62836074829102 35.239029737224385, -96.67110443115234 35.23832871029175)))

**Project Counties:** Seminole, OK



## Endangered Species Act Species List

There are a total of 5 threatened or endangered species on your 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. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Least tern ( <i>Sterna antillarum</i> ) Population: interior pop.	Endangered		
Piping Plover ( <i>Charadrius melodus</i> ) Population: except Great Lakes watershed	Threatened	Final designated	
Red Knot ( <i>Calidris canutus rufa</i> )	Threatened		
Whooping crane ( <i>Grus americana</i> ) Population: except where EXPN	Endangered	Final designated	
<b>Insects</b>			
American Burying beetle ( <i>Nicrophorus americanus</i> ) Population: Entire	Endangered		



United States Department of Interior  
Fish and Wildlife Service

Project name: US 270 Improvement Project

## **Critical habitats that lie within your project area**

There are no critical habitats within your project area.

## WATERS AND WETLANDS EVALUATION REPORT

### For

County	Seminole	JP Number	21006(04) 21006(07)	Project Number	J2-1006(004) J2-1006(007)
Road Number	US 270	Water Body Name	Magnolia Creek, Wewoka Creek, Carter Creek, and Unnamed Creeks		
ROW Date	2015	Let Date	2018	Project Length	45,082
Project General Location	The project begins at N. 8 <sup>th</sup> Street in Seminole and extends approximately 8.5 miles east, southeast to 2.75 miles west of Wewoka in Seminole County.				
Project Statement	Bridge and Approaches US-270 and includes Grade, Drain and Surfacing to add capacity to roadway.				

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

Prepared by:

Biologist Name	Rebecca A. Carroll & Dr. David X Williams
Company/Agency Name	Enercon Services, Inc.
Address	1601 Northwest Expressway, Suite 1000
City, State Zip	Oklahoma City, OK 73118

Date: January 15, 2016

**PROJECT OVERVIEW**

<b>Project Type (check one)</b>	<b>Check <input checked="" type="checkbox"/></b>
Bridge and Approaches or bridge widening/structure extension	
Grade, Drain, Surface and Bridge	<input checked="" type="checkbox"/>
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**

This segment of US Highway 270 has a current ADT of 4,800 with 8% being trucks. The highway features two 12-foot lanes with 10-foot shoulders. The asphalt pavement and shoulders are in good condition. The purpose of the proposed project is to add capacity to the existing roadway along the existing alignment. The project will result in improved traffic flow and increased safety for motorists.

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

The new typical section will be a four-lane, undivided highway (four 12-foot driving lanes with two 10-foot outside shoulders). Turn lanes will be added and several structurally deficient RCBs and span bridges will be replaced which will require in-channel work in several intermittent streams.

**Project Environmental Study Footprint**

<b>Project Location</b>		<b>Environmental Study Footprint</b>	
<u>Section Range &amp; Township</u>	<u>Lat/Long (NAD 83)</u>	<u>Dimensions</u>	<u>Acreage</u>
S26, 27, 35, & 36 T9N R6E; S1 T8N R6E; S5, 6, 8, 9, 14, 15, 16, 21, 22, 23 T8N R7E	35.1915 x -96.6023	45,082 feet long by 80 feet to 450 feet wide	168

**Environmental Study Footprint Soils (NRCS Soil Survey Map)**

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
Dennis Loam (7)	3 – 5	Somewhat Poorly Drained		√	Convex Slopes, Found on Hillslopes, High Available Water Storage
Gowton Loam (13)	0 – 1	Well Drained	√		Occasionally Flooded, Linear Slopes, Found on Floodplains, High Available Water Storage
Gowton Fine Sandy Loam (14)	0 – 1	Well Drained	√		Frequently Flooded, Linear Slopes, Found on Floodplains, High Available Water Storage
Konawa Fine Sandy Loam (21)	1 – 3	Well Drained		√	Convex Slopes, Found on Paleoterraces, Moderate Available Water Storage
Konawa Fine Sandy Loam (23)	3 – 5	Well Drained		√	Eroded, Convex Slopes, Found on Paleoterraces, High Available Water Storage
Pulaski Fine Sandy Loam (25)	0 – 1	Well Drained		√	Occasionally Flooded, Linear Slopes, Found on Floodplains, High Available Water Storage
Niotaze-Darnell Complex (27)	8 – 30	Somewhat Poorly Drained		√	Convex Slopes, Found on Hillslopes, Low Available Water Storage
Niotaze-Wewoka Complex (28)	3 – 12	Somewhat Poorly Drained		√	Convex Slopes, Found on Hillslopes, Very Low Available Water Storage
Oil Waste Land (29)	--	--		√	Convex Slopes, Found on Hillslopes
Pits (33)	--	--		√	Mine Spoil or Earthy Fill
Prue Loam (35)	3 – 5	Moderately Well Drained		√	Linear and Convex Slopes, Found on Hillslopes, High Available Water Storage
Seminole Loam (38)	3 – 5	Moderately Well Drained		√	Eroded, Convex Slopes, Found on Hillslopes, Moderate Available Water Storage
Seminole, Chickasha, and Mulhall Soils (39)	3 – 8	Moderately Well Drained		√	Severely Eroded, Convex Slopes, Found on Hillslopes, Moderate Available Water Storage
Stephenville Fine Sandy Loam (43)	3 – 5	Well Drained		√	Linear and Convex Slopes, Found on Hillslopes, Low Available Water Storage

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
Stephenville-Darnell Complex (44)	5 – 15	Well Drained		√	Linear and Convex Slopes, Found on Hillslopes, Low Available Water Storage
Stephenville-Darnell Complex (45)	5 – 15	Well Drained		√	Severely Eroded, Convex Slopes, Found on Hillslopes, Low Available Water Storage
Tulahassee Fine Sandy Loam (48)	0 – 1	Somewhat Poorly Drained	√		Frequently Flooded, Linear Slopes, Found on Floodplains, High Available Water Storage
Wynona Silt Loam (50)	0 – 1	Somewhat Poorly Drained	√		Occasionally Flooded, Linear Slopes, Found on Floodplains, High Available Water Storage

**Environmental Study Footprint General Description and Vegetation Present**

The study area was primarily comprised of maintained highway ROW, mixed grass pasture, riparian forest, and upland forest. Four (4) forested wetlands and three (3) emergent wetlands were delineated in the project study area. Portions of two (2) ponds were observed in the study area. One (1) perennial stream (Wewoka Creek), eight (8) intermittent streams, and 26 ephemeral drainages were identified in the project study area. Wewoka Creek and 10 of the intermittent and ephemeral streams were mapped on the US Geological Survey (USGS) topographic quadrangle.

Maintained Highway ROW – Dominant vegetation in this community type included Bermudagrass (*Cynodon dactylon*), paspalum (*Paspalum* spp.), and tall fescue (*Schedonorus arundinaceus*).

Mixed Grass Pasture – The dominant vegetation in this community type was Bermudagrass, silver bluestem (*Bothriochloa saccharoides*), Johnsongrass (*Sorghum halepense*), Indiangrass (*Sorghastrum nutans*), purpletop (*Tridens flavus*), and foxtail (*Setaria* spp.).

Riparian Forest – Dominant vegetation in this community type included ash species, American elm (*Ulmus americana*), hackberry (*Celtis occidentalis*), sycamore (*Platanus occidentalis*), pecan (*Carya illinoensis*), and black willow (*Salix nigra*).

Upland Forest – Dominant vegetation in this community type included post oak (*Quercus stellata*), blackjack oak (*Quercus marilandica*), eastern redcedar (*Juniperus virginiana*), and winged elm (*Ulmus alata*).

Forested Wetland – Dominant vegetation in this community type included black willow, green ash (*Fraxinus pennsylvanica*), American elm, pecan, tamarisk (*Tamarix chinensis*), and hackberry.

Emergent Wetland – Dominant vegetation in this community type included slender spikerush (*Eleocharis tenuis*), narrowleaf cattail (*Typha angustifolia*), buttercup (*Ranunculus* spp.), fogfruit (*Phyla fruticosa*), and sedge species (*Carex* spp.).

## WATERS AND WETLANDS EVALUATION

### Data Sources Reviewed (list)

USGS 7.5 minute Quad	NWI Map	USACE Wetland Regional Supplement	Additional Resources Reviewed
Seminole and Wewoka West, OK	USFWS – NWI	Great Plains Regional Supplement	NRCS Soil Survey

### Wetlands and Ponds Summary Table

Field Sites	Type of Wetland or Pond	Cowardin Classification	Potential Jurisdictional Status	Acres within Environmental Study Footprint
FS 5	Forested Wetland W1	PFO1A	Not Likely	0.002
FS 8	Forested Wetland W2	PFO1A	Likely	0.036
FS 9	Emergent Wetland W3	PEM1A	Not Likely	0.024
FS 23	Emergent Wetland W4	PEM1A	Not Likely	0.281
FS 26	Forested Wetland W5	PFO1A	Not Likely	0.062
FS 27	Emergent Wetland W6	PEM1A	Not Likely	0.009
FS 31	Forested Wetland W7	PFO1A	Likely	0.063
FS 24	Pond P1	PUBHh	Not Likely	0.26
FS 28	Pond P2	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
FS 1	Magnolia Creek – S1	Mapped Intermittent	Likely	0.03	133
FS 2	Ephemeral Drainage S2	Unmapped	Not Likely	< 0.1	128
FS 3	Ephemeral Drainage S3	Unmapped	Not Likely	< 0.1	135
FS 4	Carter Creek – S4	Mapped Intermittent	Likely	0.06	139
FS 6	Trib. of Wewoka Creek (S5)	Mapped Intermittent	Likely	0.05	131

Field Sites	Stream Name	USGS Mapped Status	Potential Jurisdictional Status	Acres within Environmental Study Footprint	Linear Feet within Environmental Study Footprint
FS 7	Ephemeral Drainage S6	Mapped Intermittent	Likely	< 0.1	183
FS 10	Ephemeral Drainage S7	Unmapped	Not Likely	< 0.1	131
FS 11	Ephemeral Drainage S8	Unmapped	Not Likely	< 0.1	19
FS 12	Trib. of Wewoka Creek (S9)	Mapped Intermittent	Likely	0.05	216
FS 13	Trib. of Wewoka Creek (S10)	Mapped Intermittent	Likely	0.02	153
FS 14	Ephemeral Drainage S11	Mapped Intermittent	Likely	< 0.1	56
FS 15	Ephemeral Drainage S12	Unmapped	Not Likely	< 0.1	259
FS 16	Ephemeral Drainage S13	Unmapped	Not Likely	< 0.1	65
FS 17	Ephemeral Drainage S14	Unmapped	Not Likely	< 0.1	110
FS 18	Trib. of Wewoka Creek (S15)	Mapped Intermittent	Likely	0.02	131
FS 19	Ephemeral Drainage S16	Unmapped	Not Likely	< 0.1	146
FS 20	Ephemeral Drainage S17	Unmapped	Not Likely	< 0.1	1,200
FS 21	Trib. of Wewoka Creek (S18)	Mapped Intermittent	Likely	0.02	185
FS 22	Ephemeral Drainage S19	Unmapped	Not Likely	< 0.1	266
FS 25	Ephemeral Drainage S20	Unmapped	Not Likely	< 0.1	385
FS 29	Wewoka Creek – S21	Perennial	Likely	0.16	233
FS 30	Ephemeral Drainage S22	Unmapped	Not Likely	< 0.1	149
FS 32	Ephemeral Drainage S23	Unmapped	Not Likely	< 0.1	277
FS 33	Ephemeral Drainage S24	Unmapped	Not Likely	< 0.1	62
FS 34	Ephemeral Drainage S25	Unmapped	Not Likely	< 0.1	21
FS 35	Ephemeral Drainage S26	Unmapped	Not Likely	< 0.1	19

Field Sites	Stream Name	USGS Mapped Status	Potential Jurisdictional Status	Acres within Environmental Study Footprint	Linear Feet within Environmental Study Footprint
FS 36	Ephemeral Drainage S27	Unmapped	Not Likely	< 0.1	38
FS 37	Ephemeral Drainage S28	Unmapped	Not Likely	< 0.1	13
FS 38	Ephemeral Drainage S29	Unmapped	Not Likely	< 0.1	217
FS 39	Ephemeral Drainage S30	Unmapped	Not Likely	< 0.1	334
FS 40	Ephemeral Drainage S31	Unmapped	Not Likely	< 0.1	25
FS 41	Ephemeral Drainage S32	Unmapped	Not Likely	< 0.1	154
FS 42	Trib. of Wewoka Creek (S33)	Mapped Intermittent	Likely	0.03	148
FS 43	Ephemeral Drainage S34	Unmapped	Not Likely	< 0.1	151
FS 44	Ephemeral Drainage S35	Mapped Intermittent	Likely	< 0.1	133

*Streams and Other Linear Features*

**Wewoka Creek (S21)** is mapped on the USGS topographic quadrangle as a perennial stream. Approximately 233 linear feet (0.16 acres) was located within the project study area. Wewoka Creek featured an observable ordinary high water mark (OHWM) approximately 25 to 35 feet wide and supports relatively permanent flow. Therefore, Wewoka Creek (S21) will likely be regulated by the Corps under Section 404.

**Magnolia Creek (S1)** is mapped on the USGS topographic quadrangle as an intermittent stream. Approximately 133 linear feet (0.03 acres) was located within the project study area. Magnolia Creek featured an observable OHWM approximately 6 to 12 feet wide and likely supports relatively permanent flow. Therefore, Magnolia Creek (S1) will likely be regulated by the Corps under Section 404.

**Carter Creek (S4)** is mapped on the USGS topographic quadrangle as an intermittent stream. Approximately 139 linear feet (0.06 acres) was located within the project study area. Carter Creek featured an observable OHWM approximately 16 to 20 feet wide and likely supports relatively permanent flow. Therefore, Carter Creek (S4) will likely be regulated by the Corps under Section 404.

**S5** is an unnamed tributary of Wewoka Creek and is mapped on the USGS topographic quadrangle as an intermittent stream. Approximately 131 linear feet (0.05 acres) was located within the project study area. S5 featured an observable OHWM approximately 15 to 18 feet wide and likely supports relatively permanent flow. Therefore, S5 will likely be regulated by the Corps under Section 404.

**S9** is an unnamed tributary of Wewoka Creek and is mapped on the USGS topographic quadrangle as an

intermittent stream. Approximately 216 linear feet (0.05 acres) was located within the project study area. S9 featured an observable OHWM approximately 8 to 12 feet wide and likely supports relatively permanent flow. Therefore, S9 will likely be regulated by the Corps under Section 404.

S10 is an unnamed tributary of Wewoka Creek and is mapped on the USGS topographic quadrangle as an intermittent stream. Approximately 153 linear feet (0.02 acres) was located within the project study area. S10 featured an observable OHWM approximately 3 to 6 feet wide and likely supports relatively permanent flow. Therefore, S10 will likely be regulated by the Corps under Section 404.

S15 is an unnamed tributary of Wewoka Creek and is mapped on the USGS topographic quadrangle as an intermittent stream. Approximately 131 linear feet (0.02 acres) was located within the project study area. S15 featured an observable OHWM approximately 3 to 7 feet wide and likely supports relatively permanent flow. Therefore, S15 will likely be regulated by the Corps under Section 404.

S18 is an unnamed tributary of Wewoka Creek and is mapped on the USGS topographic quadrangle as an intermittent stream. Approximately 185 linear feet (0.02 acres) was located within the project study area. S18 featured an observable OHWM approximately 4 to 6 feet wide and likely supports relatively permanent flow. Therefore, S18 will likely be regulated by the Corps under Section 404.

S33 is an unnamed tributary of Wewoka Creek and is mapped on the USGS topographic quadrangle as an intermittent stream. Approximately 148 linear feet (0.03 acres) was located within the project study area. S33 featured an observable OHWM approximately 6 to 10 feet wide and likely supports relatively permanent flow. Therefore, S33 will likely be regulated by the Corps under Section 404.

S6, S11, and S35 are unnamed tributaries of Wewoka Creek and are mapped on the USGS topographic quadrangle as intermittent streams. However, at the time of the site visit, these streams could be best described as ephemeral drainage features only carrying water during and immediately following rain events. These channels did not feature continuous observable OHWMs and likely do not support relatively permanent flow. However, because they represent mapped intermittent streams, they will likely be regulated by the Corps under Section 404.

S2, S3, S7, S8, S12, S13, S14, S16, S17, S19, S20, S22, S23, S24, S25, S26, S27, S28, S29, S30, S31, S32, and S34 are not mapped on the USGS topographic quadrangle. These channels could be best described as ephemeral drainage features. These drainages did not feature continuous observable OHWMs and likely do not support relatively permanent flow. Therefore, these drainage features will potentially, but not likely, be regulated by the Corps under Section 404.

### *Wetlands and Ponds*

#### **Forested Wetland 1 (W1) (FS 5) – Sampling Point 1**

Dominant vegetation observed in W1 included black willow and American elm. One hundred percent (100%) of the dominant vegetation was comprised of facultative wetland (FACW) or facultative (FAC) wetland plants.

W1 occurs in a poorly drained roadside ditch. Sources of wetland hydrology are run-off from the highway and upland areas and precipitation. Primary hydrology indicators observed were surface water (A1), saturation (A3), water marks (B1), and water-stained leaves (B9). Secondary hydrology indicators observed included geomorphic position (D2) and FAC-neutral test (D5).

Sampling Point 1 is located in the Tullahassee fine sandy loam map unit. This unit is rated as hydric on

the National Hydric Soils list. The sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

W1 did not feature an observable hydrological connection to a likely jurisdictional channel. Therefore, W1 will potentially, but not likely, be regulated by the Corps under Section 404.

**Forested Wetland 2 (W2) (FS 8) – Sampling Point 4**

Dominant vegetation observed in W2 included green ash and American elm. Eighty percent (80%) of the dominant vegetation was comprised of facultative wetland (FACW) or facultative (FAC) wetland plants.

W2 occurs in a poorly drained disturbed area likely associated with past oilfield development. Sources of wetland hydrology are run-off from the highway and upland areas and precipitation. Primary hydrology indicators observed were surface water (A1), saturation (A3), and water-stained leaves (B9). Secondary hydrology indicators observed included geomorphic position (D2) and FAC-neutral test (D5).

Sampling Point 4 is located in the oil waste land map unit. This unit is not rated as hydric on the National Hydric Soils list. The sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

W2 is located adjacent to a likely jurisdictional, mapped intermittent stream S6. Therefore, W2 will likely be regulated by the Corps under Section 404.

**Emergent Wetland 3 (W3) (FS 9) – Sampling Point 5**

Dominant vegetation observed in W3 included slender spikerush and narrowleaf cattail. One hundred percent (100%) of the dominant vegetation was comprised of obligate (OBL), facultative wetland (FACW) or facultative (FAC) wetland plants.

W3 occurs in a poorly drained roadside depression. Sources of wetland hydrology are run-off from the highway and upland areas and precipitation. Primary hydrology indicators observed were surface water (A1) and saturation (A3). Secondary hydrology indicators observed included geomorphic position (D2) and FAC-neutral test (D5).

Sampling Point 5 is located in the Konawa fine sandy loam map unit. This unit is not rated as hydric on the National Hydric Soils list. The sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

W3 did not feature an observable hydrological connection to a likely jurisdictional channel. Therefore, W3 will potentially, but not likely, be regulated by the Corps under Section 404.

**Emergent Wetland 4 (W4) (FS 23) – Sampling Point 7**

Dominant vegetation observed in W4 included slender fogfruit, buttercup, and sedges. Sixty percent (60%) of the dominant vegetation was comprised of facultative wetland (FACW) or facultative (FAC) wetland plants.

W4 occurs in a poorly drained roadside depression. Sources of wetland hydrology are run-off from the highway and upland areas and precipitation. Primary hydrology indicators observed were surface water (A1) and saturation (A3). The secondary hydrology indicator observed was geomorphic position (D2).

Sampling Point 7 is located in the Tullahassee fine sandy loam map unit. This unit is rated as hydric on the National Hydric Soils list. The sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

W4 did not feature an observable hydrological connection to a likely jurisdictional channel. Therefore, W4 will potentially, but not likely, be regulated by the Corps under Section 404.

**Forested Wetland 5 (W5) (FS 26) – Sampling Point 9**

Dominant vegetation observed in W5 included green ash, hackberry, and American elm. Sixty-seven percent (67%) of the dominant vegetation was comprised of facultative (FAC) wetland plants.

W5 occurs in a poorly drained disturbed area likely associated with past oilfield development. Sources of wetland hydrology are run-off from the highway and upland areas and precipitation. Primary hydrology indicators observed were surface water (A1), saturation (A3), and water-stained leaves (B9). The secondary hydrology indicator observed was geomorphic position (D2).

Sampling Point 9 is located in the Tullahassee fine sandy loam map unit. This unit is rated as hydric on the National Hydric Soils list. The sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

W5 did not feature an observable hydrological connection to a likely jurisdictional channel. Therefore, W5 will potentially, but not likely, be regulated by the Corps under Section 404.

**Emergent Wetland 6 (W6) (FS 27) – Sampling Point 11**

Dominant vegetation observed in W6 included *Carex* sedges. Fifty percent (50%) of the dominant vegetation was comprised of facultative (FAC) wetland plants.

W6 occurs in a poorly drained roadside depression. Sources of wetland hydrology are run-off from the highway and upland areas and precipitation. Primary hydrology indicators observed were surface water (A1) and saturation (A3). The secondary hydrology indicator observed was geomorphic position (D2).

Sampling Point 11 is located in the Gowton fine sandy loam map unit. This unit is rated as hydric on the National Hydric Soils list. The sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

W6 did not feature an observable hydrological connection to a likely jurisdictional channel. Therefore, W6 will potentially, but not likely, be regulated by the Corps under Section 404.

**Forested Wetland 7 (W7) (FS 31) – Sampling Point 13**

Dominant vegetation observed in W7 included green ash, pecan, and American elm. Eighty percent (80%) of the dominant vegetation was comprised of facultative wetland (FACW) or facultative (FAC) wetland plants.

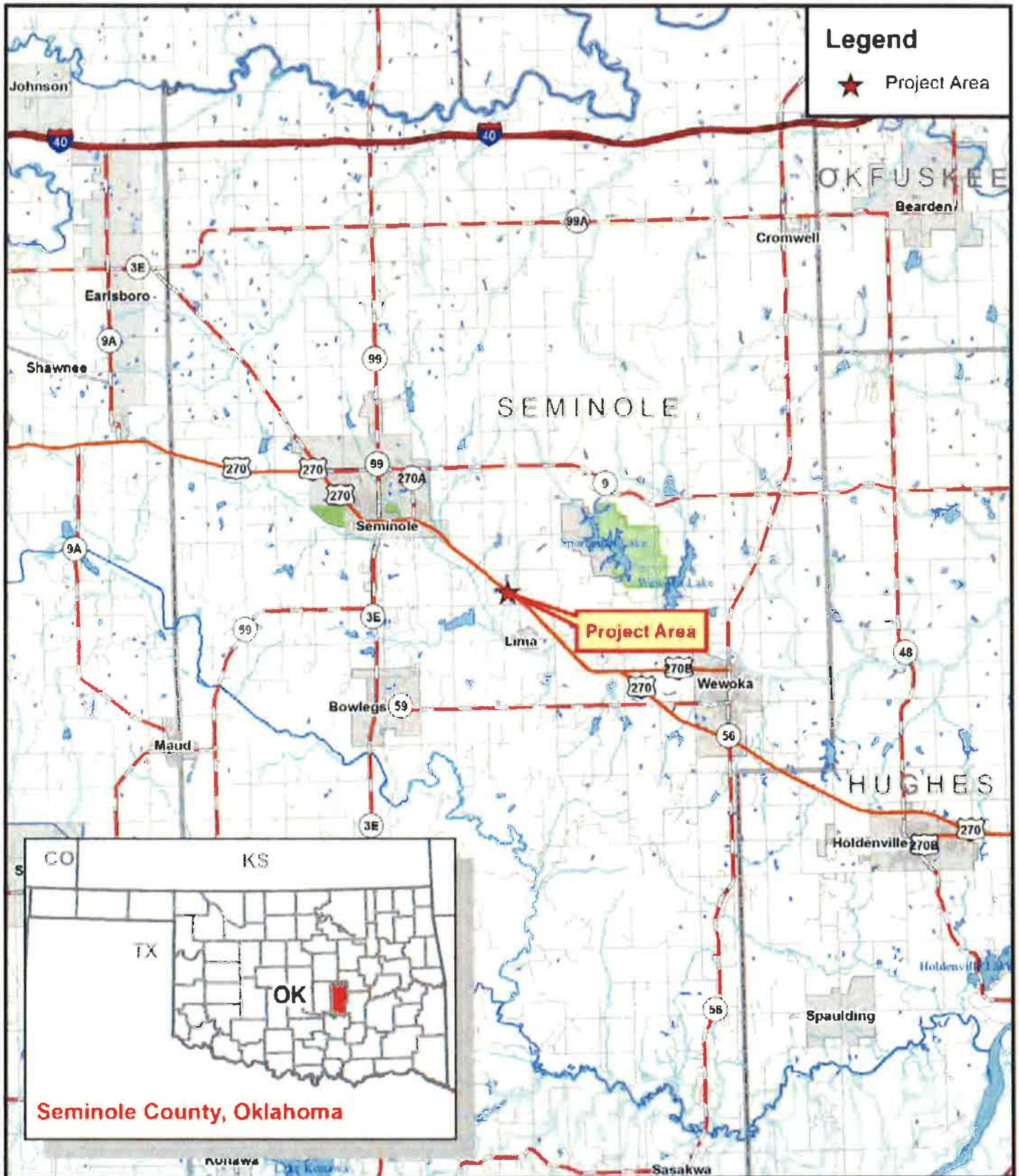
W7 occurs in a seep area near Wewoka Creek. Sources of wetland hydrology are run-off from the highway and upland areas and precipitation. The primary hydrology indicator observed was saturation (A3). Secondary hydrology indicators observed included geomorphic position (D2) and FAC-neutral test (D5).

Sampling Point 13 is located in the Gowton loam map unit. This unit is rated as hydric on the National Hydric Soils list. The sampling point featured redox concentrations in approximately ten percent (10%) of the soil profile and the hydric soil indicator observed was depleted matrix (F3).

W7 is adjacent to a likely jurisdictional, mapped perennial stream (Wewoka Creek) via ephemeral drainage S22. Therefore, W7 will likely be regulated by the Corps under Section 404.

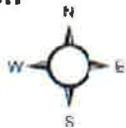
**Pond 1 (P1) (FS 24) and Pond 2 (P2) (FS 28)**

P1 and P2 were man-made ponds constructed on uplands. They do not represent impoundments of jurisdictional streams and did not feature observable hydrological connections to likely jurisdictional channels. Therefore, P1 and P2 will potentially, but not likely, be regulated by the Corps under Section 404.



**Prepared for:**  
Oklahoma Department of Transportation

**Subject Property:**  
US 270 Improvement Project - JP #21006(04)  
Sections 27, 26, 35 & 36, T9N R6E;  
Section 1, T8N R6E; Sections 6, 5, 8, 9, 16,  
21, 15, 14, 22 & 23, T8N R7E  
Seminole County, Oklahoma

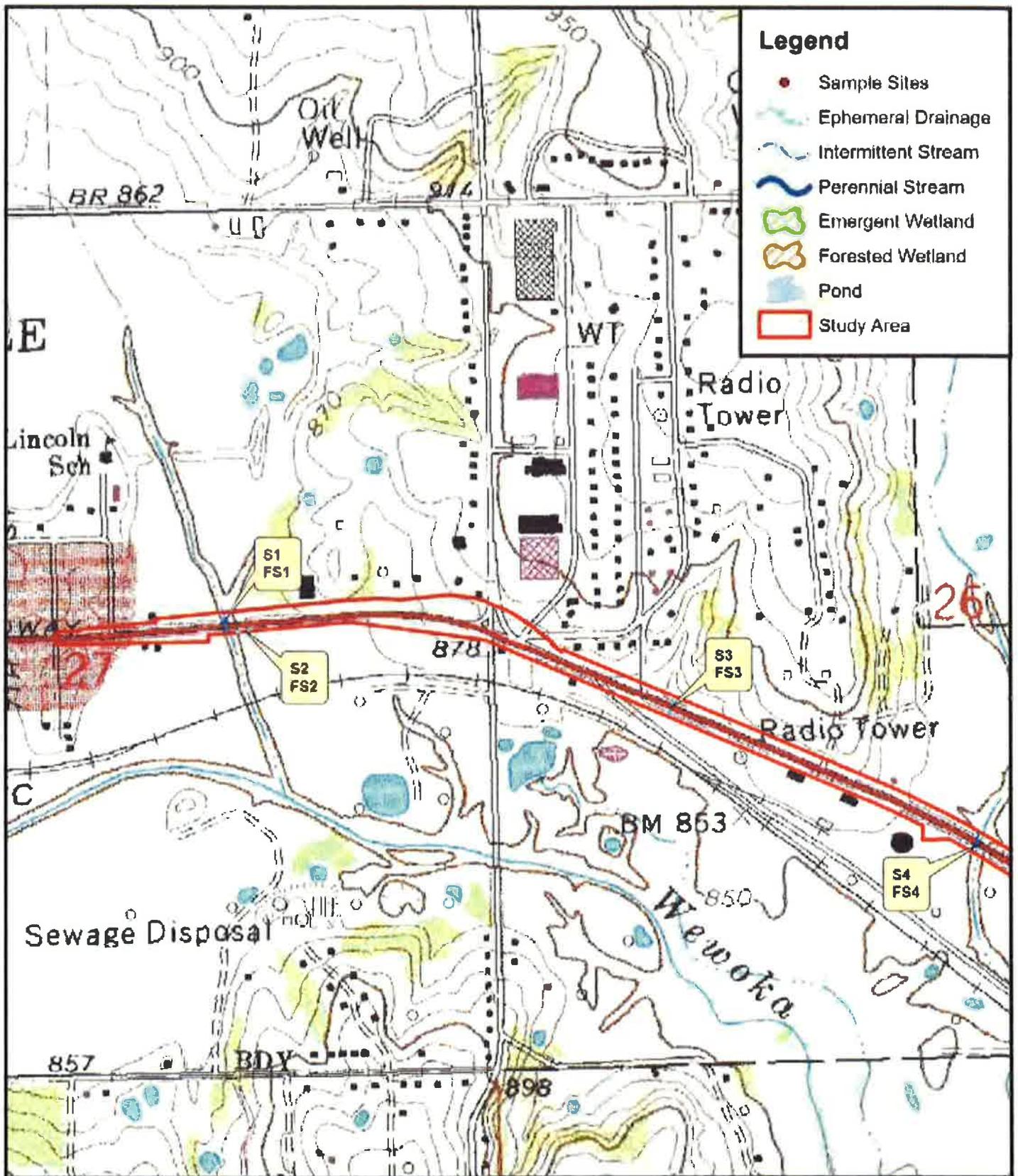


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**Figure 1: Vicinity Map**  
Source: University of Oklahoma  
Center for Spatial Analysis

Prepared by: A. Couch; December 22, 2015

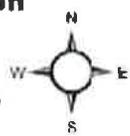




- Legend**
- Sample Sites
  - ~ Ephemeral Drainage
  - - - Intermittent Stream
  - ~ Perennial Stream
  - Emergent Wetland
  - Forested Wetland
  - Pond
  - Study Area

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
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 Sections 27 & 26, T9N R6E  
 Seminole County, Oklahoma

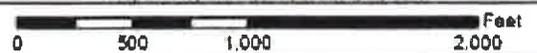


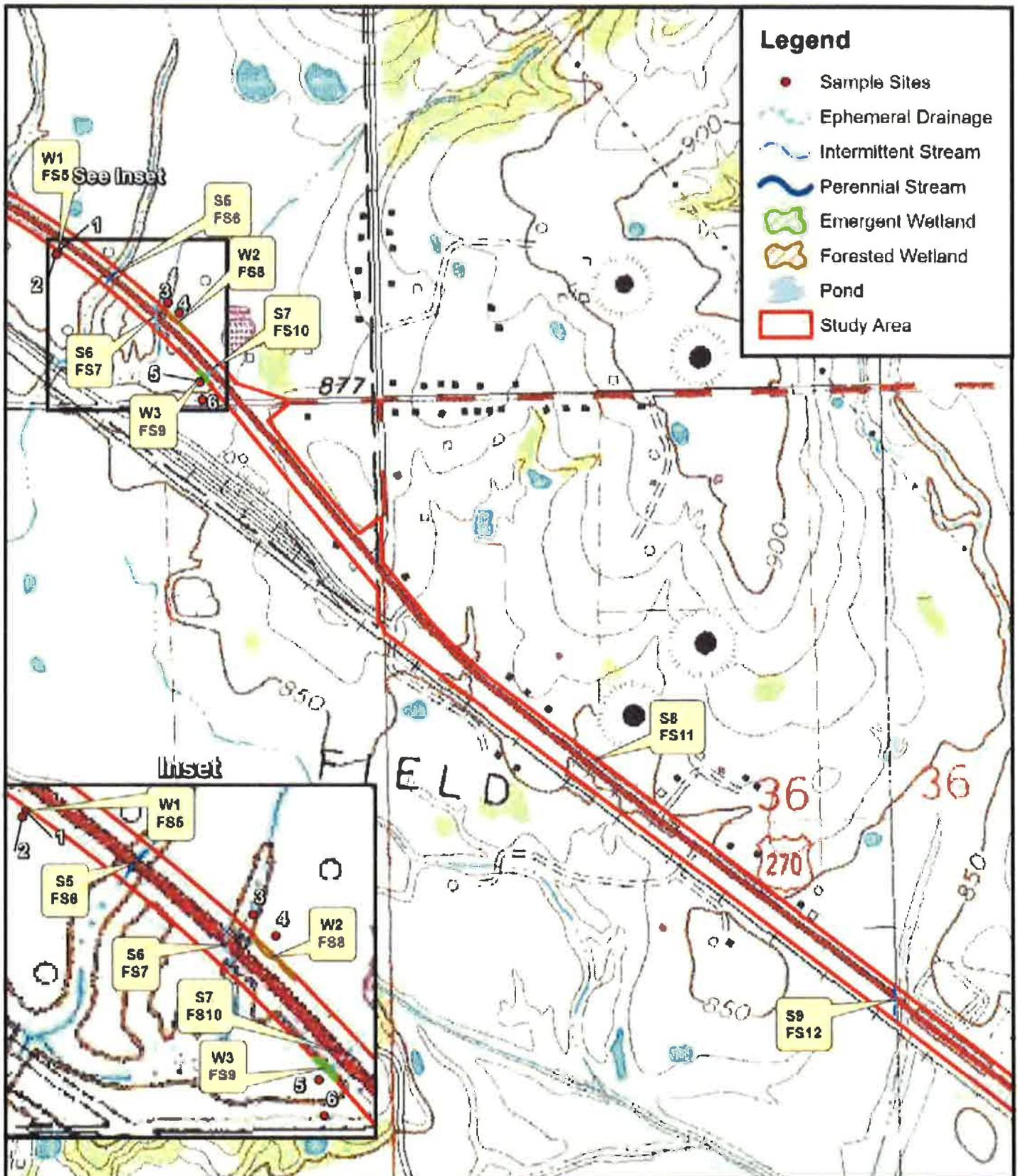
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**Figure 2.1: Site Map**

Source: USGS 7.5 Minute Series  
 Seminole, OK Quadrangle

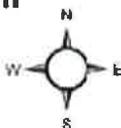
Prepared by: A. Couch; January 5, 2016





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**Subject Property:**  
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 Sections 26, 35 & 36, T9N R6E  
 Seminole County, Oklahoma



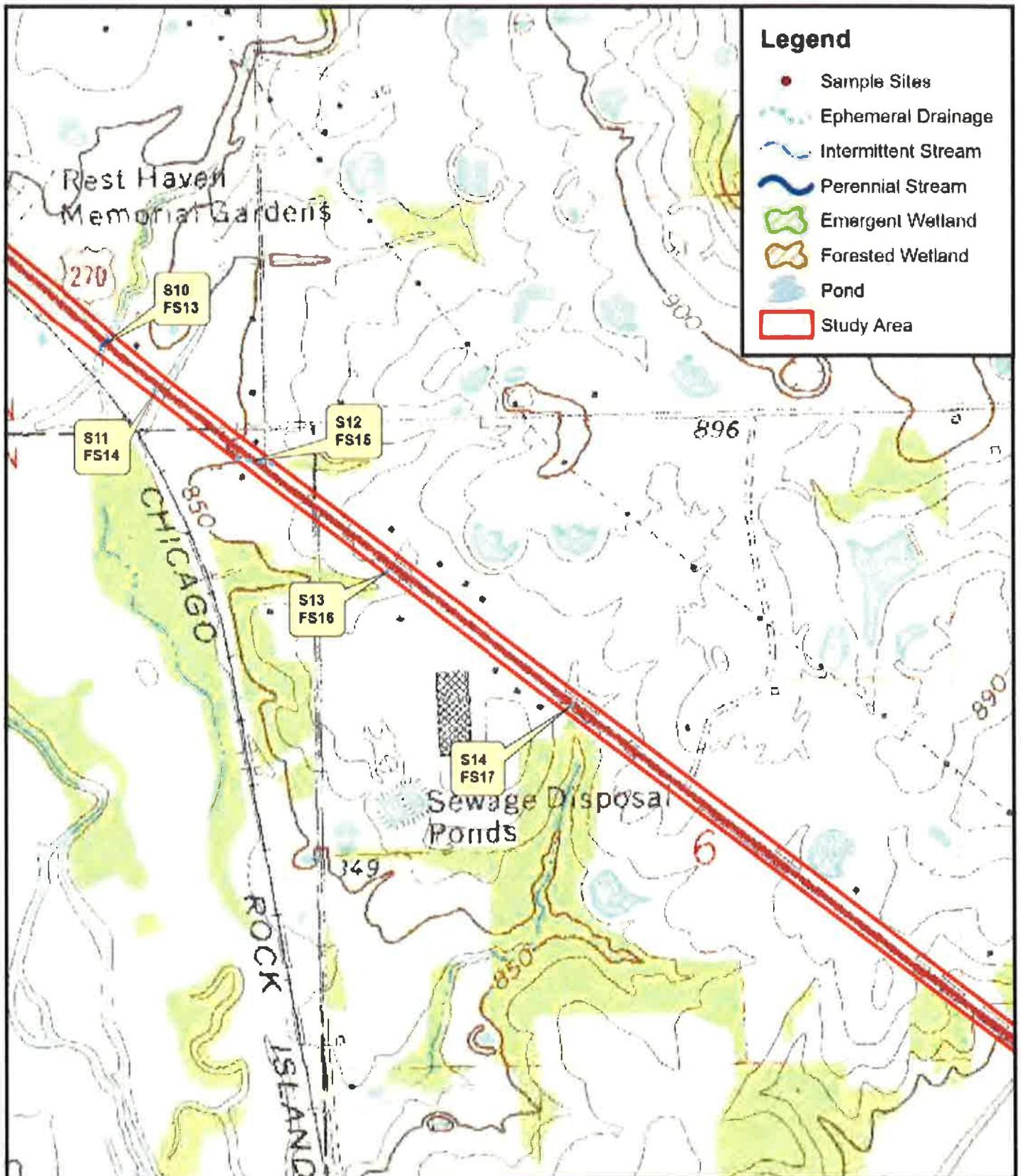
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**Figure 2.2: Site Map**

Source: USGS 7.5 Minute Series  
 Seminole and Wewoka West, OK Quadrangles

Prepared by: A. Couch; January 14, 2016



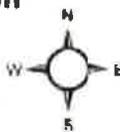


**Legend**

- Sample Sites
- ~ Ephemeral Drainage
- - - Intermittent Stream
- ~ Perennial Stream
- Emergent Wetland
- Forested Wetland
- Pond
- Study Area

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**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Section 36, T9N R6E; Section 1, T8N R6E;  
 Section 6, T8N R7E  
 Seminole County, Oklahoma



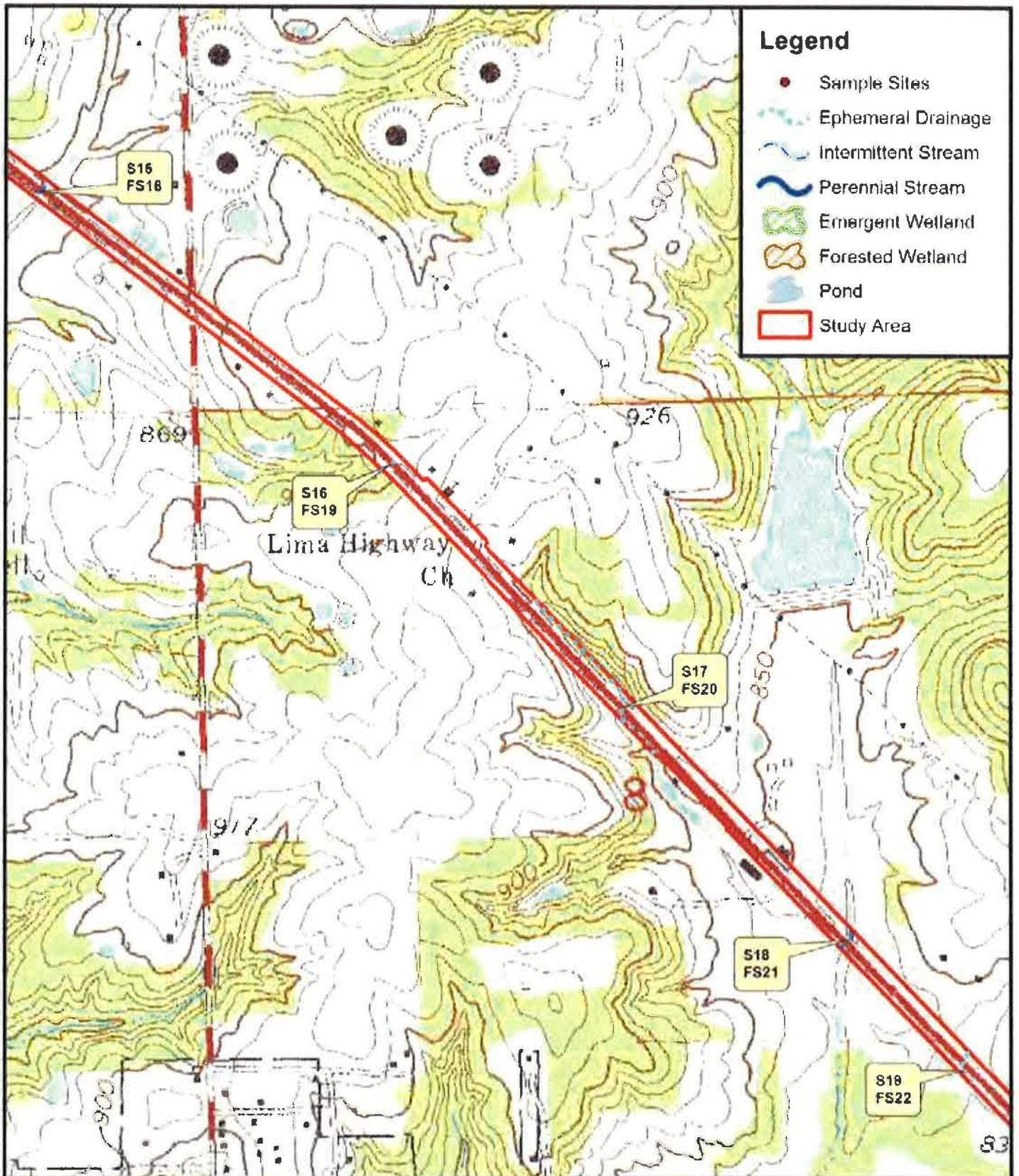
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**Figure 2.3: Site Map**

Source: USGS 7.5 Minute Series  
 Wewoka West, OK Quadrangle

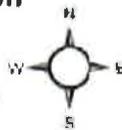
Prepared by: A. Couch; January 5, 2016





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 Sections 6, 5 & 8, T8N R7E  
 Seminole County, Oklahoma



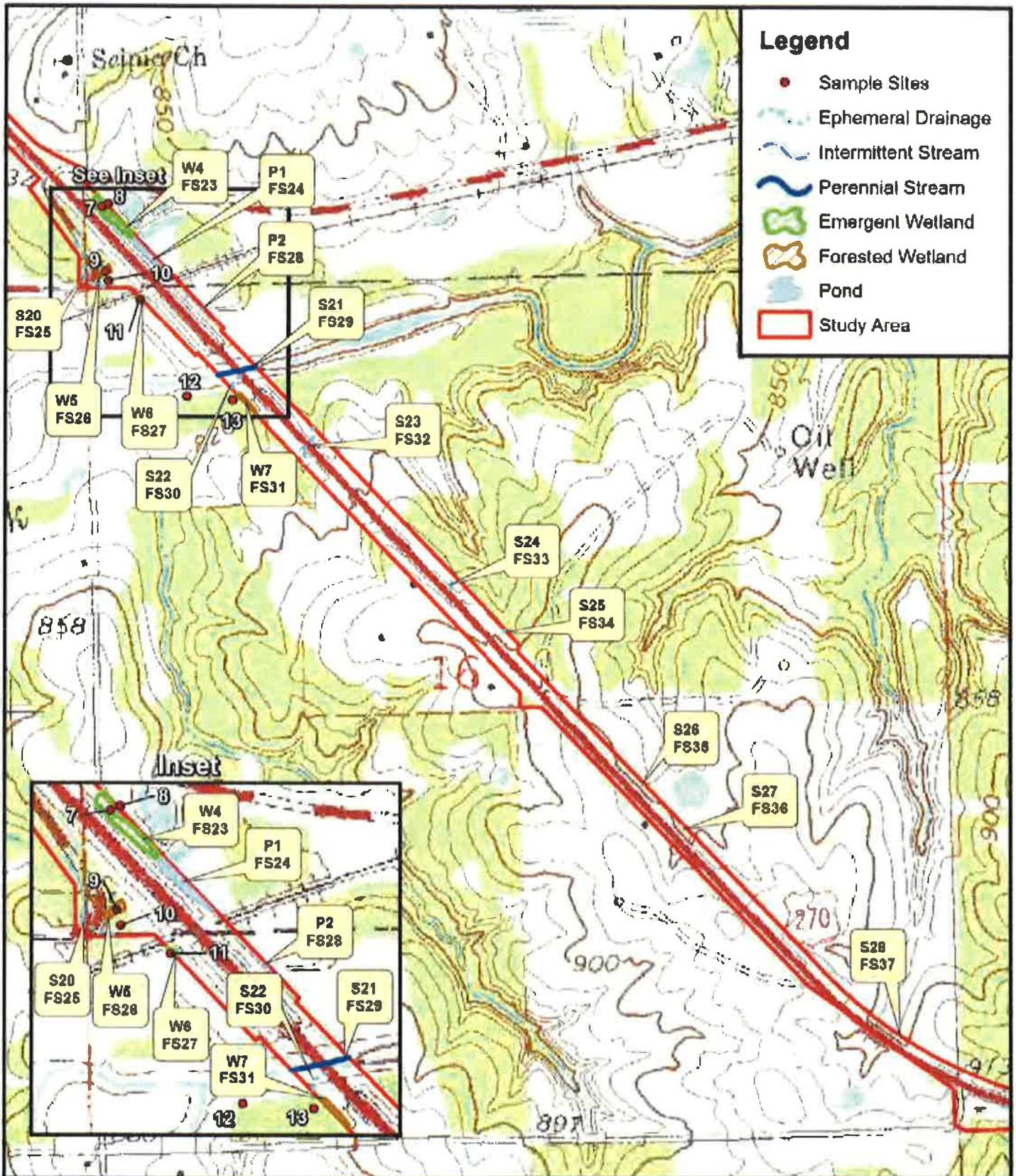
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**Figure 2.4: Site Map**

Source: USGS 7.5 Minute Series  
 Wewoka West, OK Quadrangle

Prepared by: A. Couch, January 5, 2016

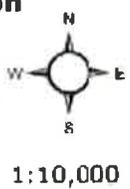




- Legend**
- Sample Sites
  - ~ Ephemeral Drainage
  - - Intermittent Stream
  - Perennial Stream
  - Emergent Wetland
  - Forested Wetland
  - Pond
  - Study Area

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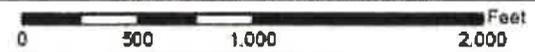
**Subject Property:**  
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 Seminole County, Oklahoma

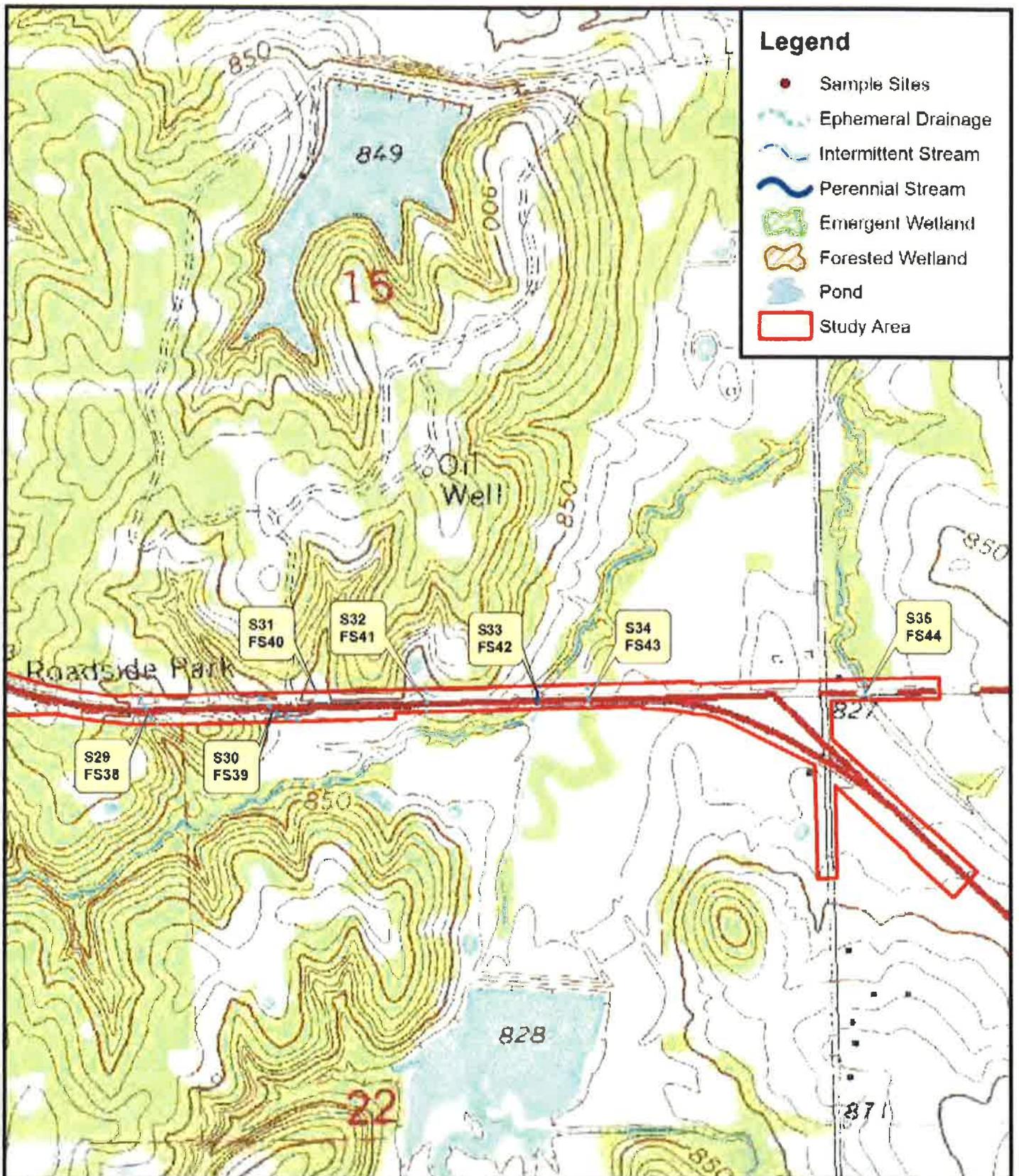


**Figure 2.5: Site Map**

Source: USGS 7.5 Minute Series  
 Wewoka West, OK Quadrangle

Prepared by: A. Couch; January 5, 2016





- Legend**
- Sample Sites
  - ~ Ephemeral Drainage
  - - Intermittent Stream
  - ~ Perennial Stream
  - Emergent Wetland
  - Forested Wetland
  - Pond
  - Study Area

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 Seminole County, Oklahoma

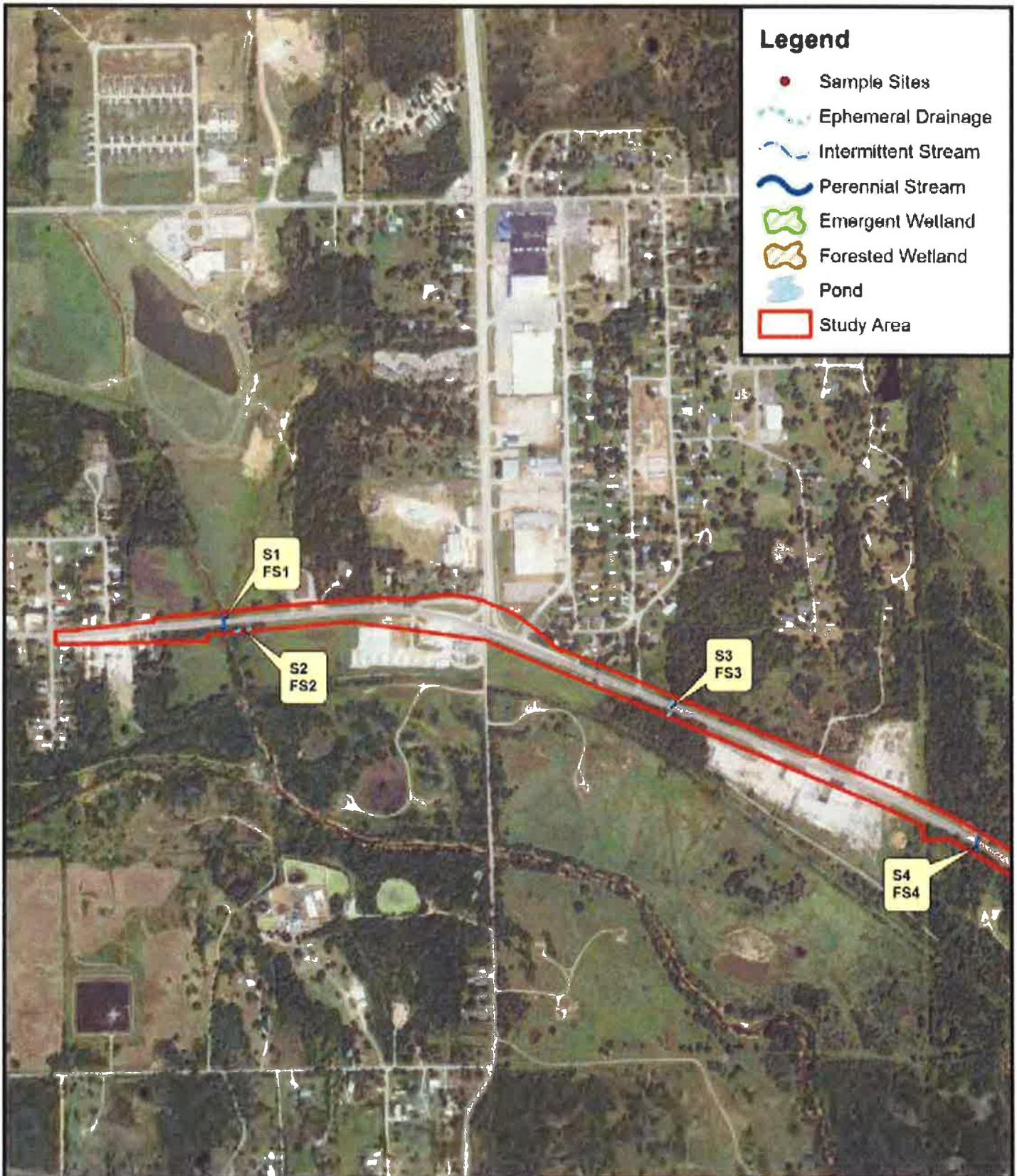
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**Figure 2.6: Site Map**

Source: USGS 7.5 Minute Series  
 Wewoka West, OK Quadrangle

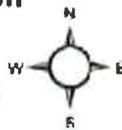
*Prepared by: A. Cooch; January 5, 2016*

0 500 1,000 2,000 Feet



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 Sections 27 & 26, T9N R6E  
 Seminole County, Oklahoma

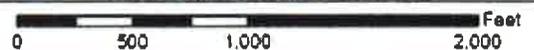


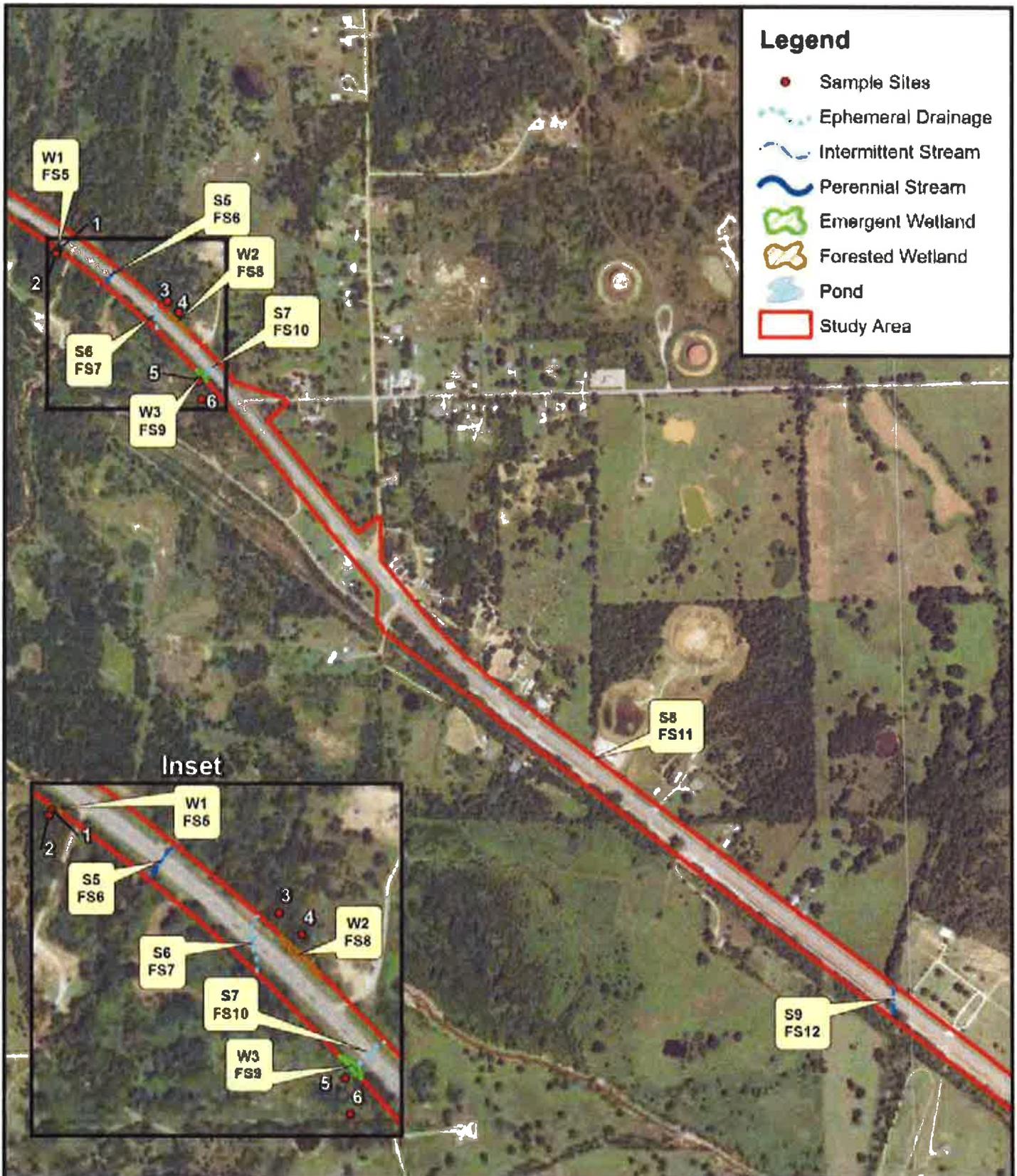
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**Figure 3.1: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

Prepared by: A. Couch; January 5, 2016





**Legend**

- Sample Sites
- ⋯ Ephemeral Drainage
- - - Intermittent Stream
- Perennial Stream
- ~ Emergent Wetland
- ~ Forested Wetland
- Pond
- Study Area

**Inset**



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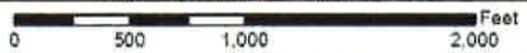


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**Figure 3.2: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

Prepared by: A. Couch; January 14, 2016



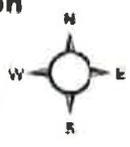


**Legend**

- Sample Sites
- ⋯ Ephemeral Drainage
- ⋯ Intermittent Stream
- ⋯ Perennial Stream
- 🌿 Emergent Wetland
- 🌳 Forested Wetland
- 🌊 Pond
- 📏 Study Area

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 Section 6, T8N R7E  
 Seminole County, Oklahoma



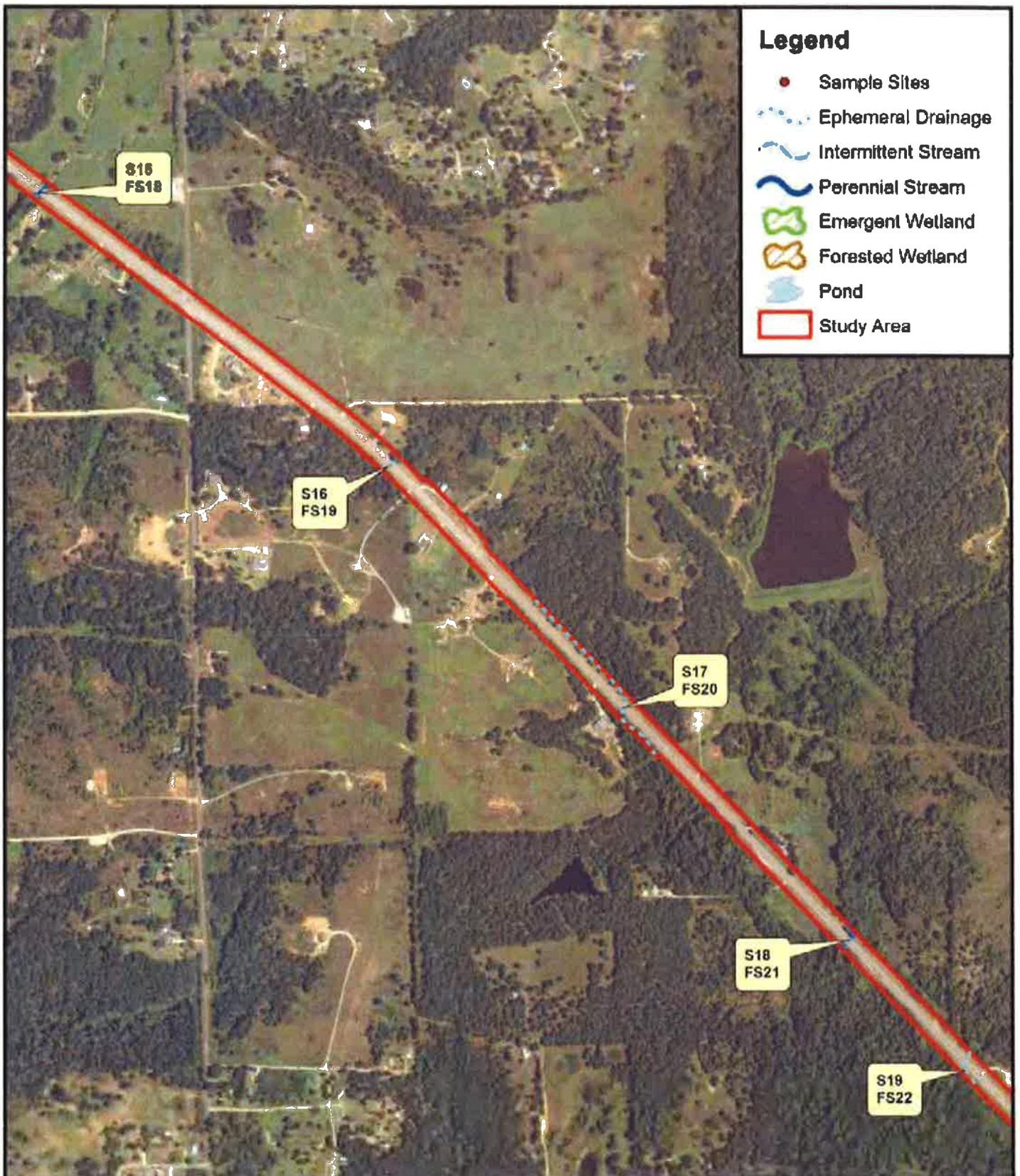
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**Figure 3.3: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

Prepared by: A. Couch; January 5, 2016



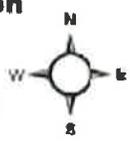


**Legend**

- Sample Sites
- ⋯ Ephemeral Drainage
- - - Intermittent Stream
- Perennial Stream
- ⬭ Emergent Wetland
- ⬭ Forested Wetland
- ⬭ Pond
- ▭ Study Area

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**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 6, 5 & 8, T8N R7E  
 Seminole County, Oklahoma



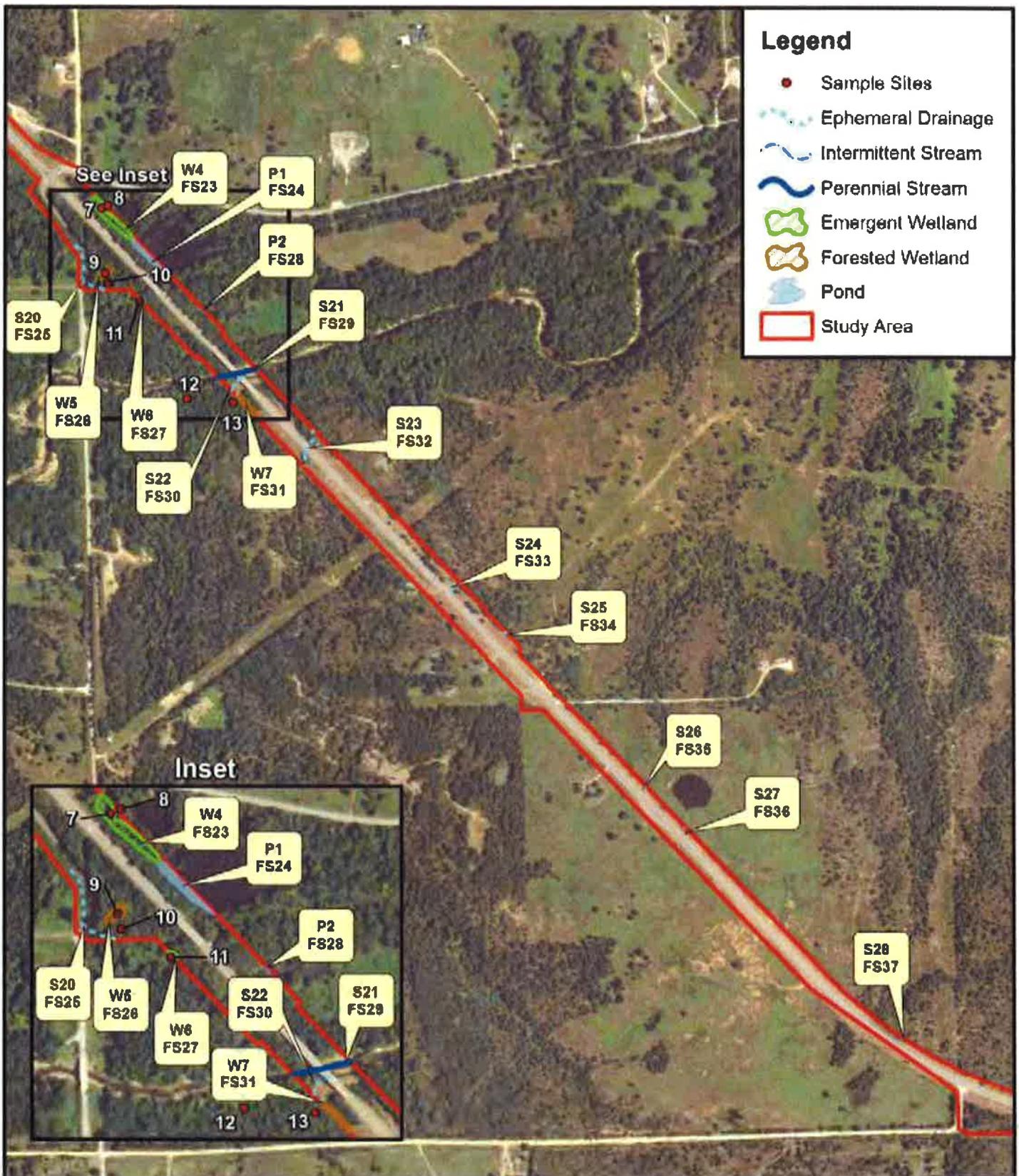
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**Figure 3.4: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

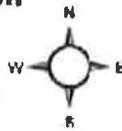
*Prepared by: A. Couch; January 5, 2016*





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**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 8, 9, 16, 15, 21 & 22, T8N R7E  
 Seminole County, Oklahoma

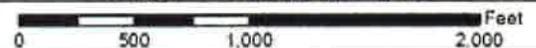


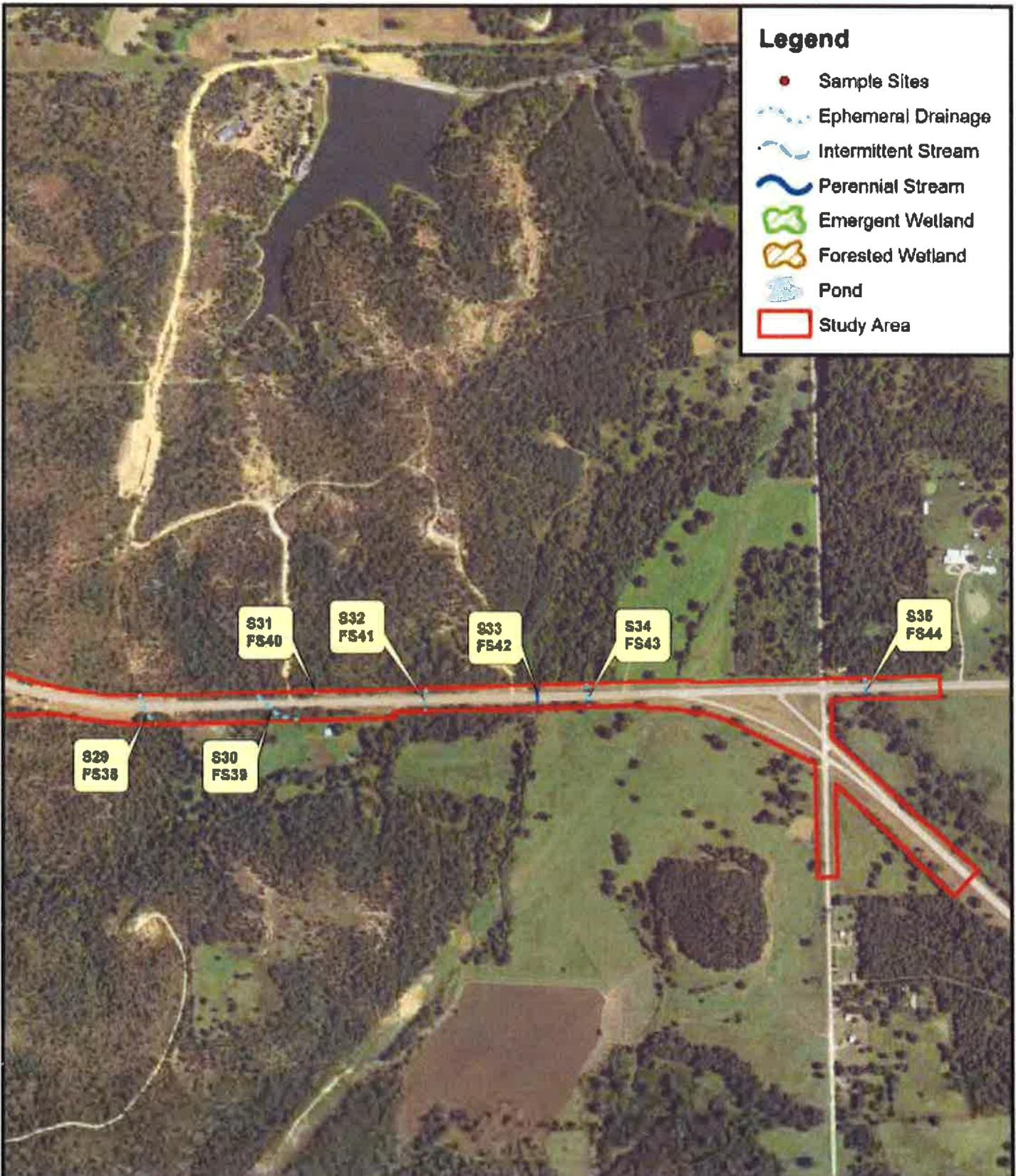
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**Figure 3.5: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

Prepared by: A. Couch; January 5, 2016



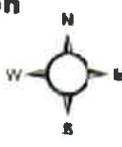


**Legend**

- Sample Sites
- ⋯ Ephemeral Drainage
- ⋯ Intermittent Stream
- ⋯ Perennial Stream
- Emergent Wetland
- Forested Wetland
- Pond
- Study Area

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**Oklahoma Department of Transportation**

**Subject Property:**  
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 Sections 15, 14, 22 & 23, T8N R7E  
 Seminole County, Oklahoma

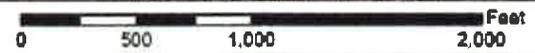


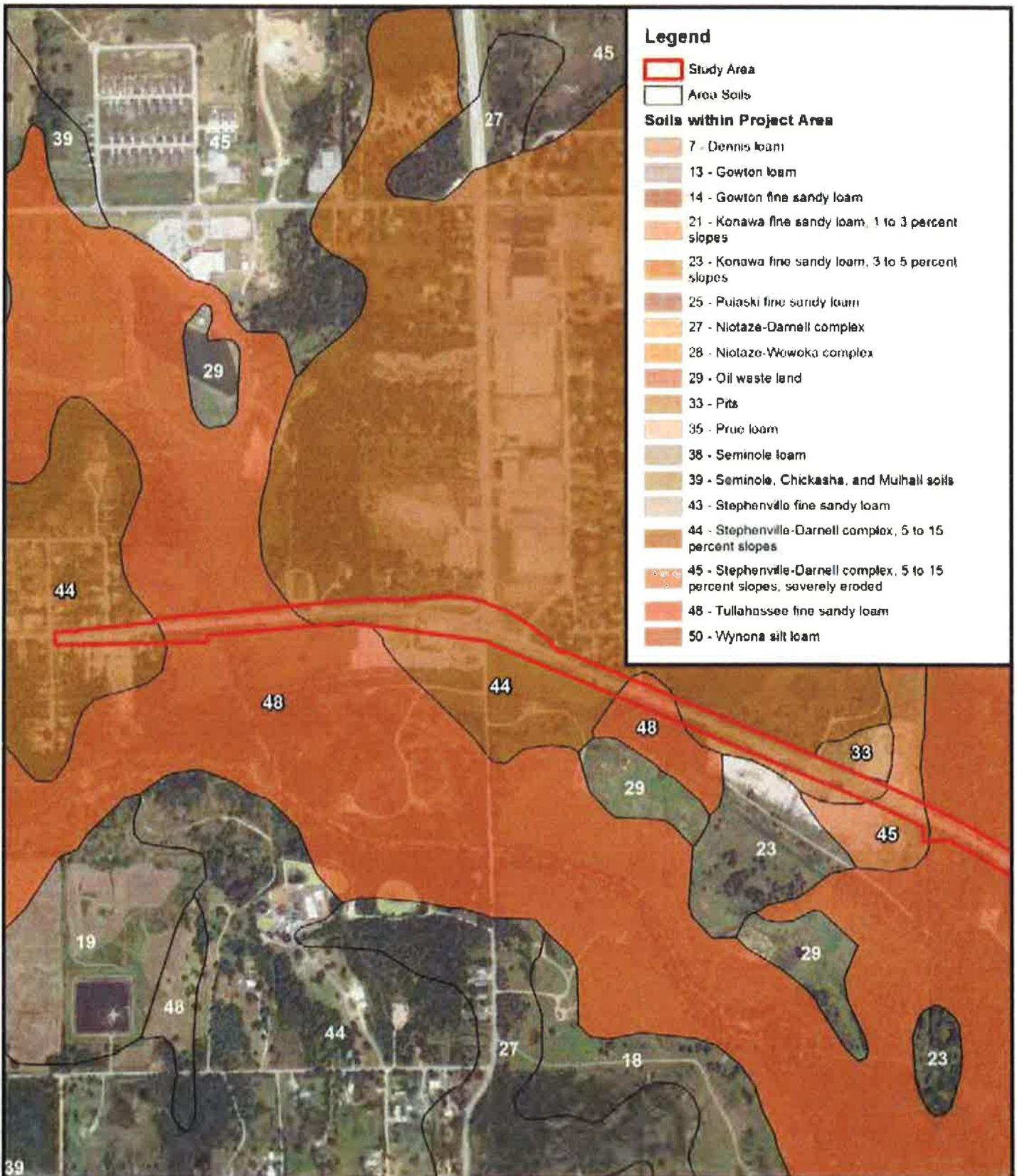
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**Figure 3.6: Site Map**

Source: 2015 USDA NAIP  
 Seminole County, Oklahoma

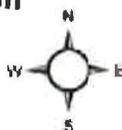
*Prepared by: A. Couch; January 5, 2016*





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 Sections 27 & 26, T9N R6E  
 Seminole County, Oklahoma

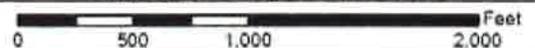


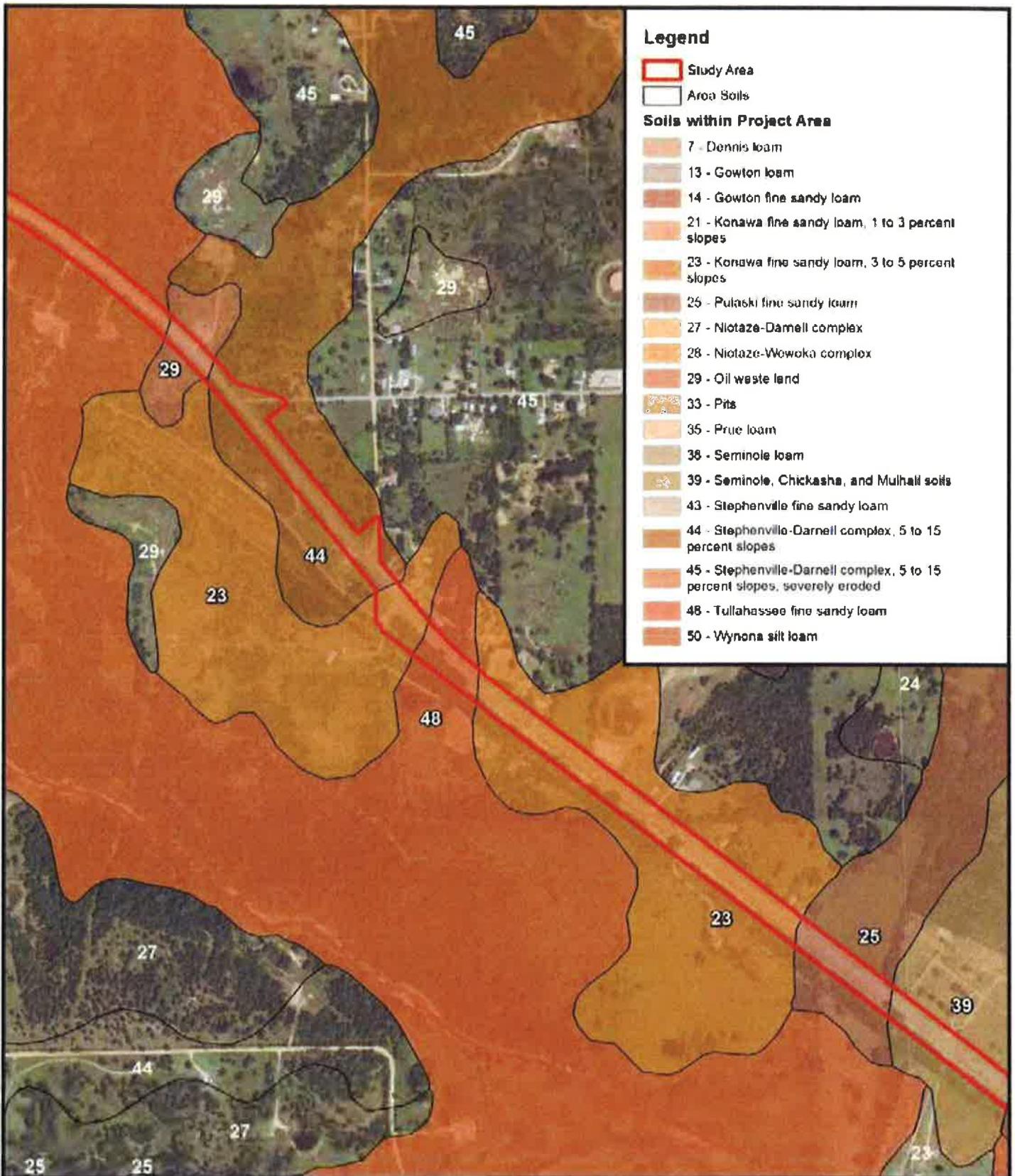
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**Figure 4.1: Soil Survey Map**

Source: USDA NRCS Soil Survey Geographic Database  
 Seminole County, Oklahoma - 2015 USDA NAIP

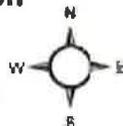
Prepared by: A. Couch; December 29, 2015





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**Subject Property:**  
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 Sections 26, 35 & 36, T9N R6E  
 Seminole County, Oklahoma



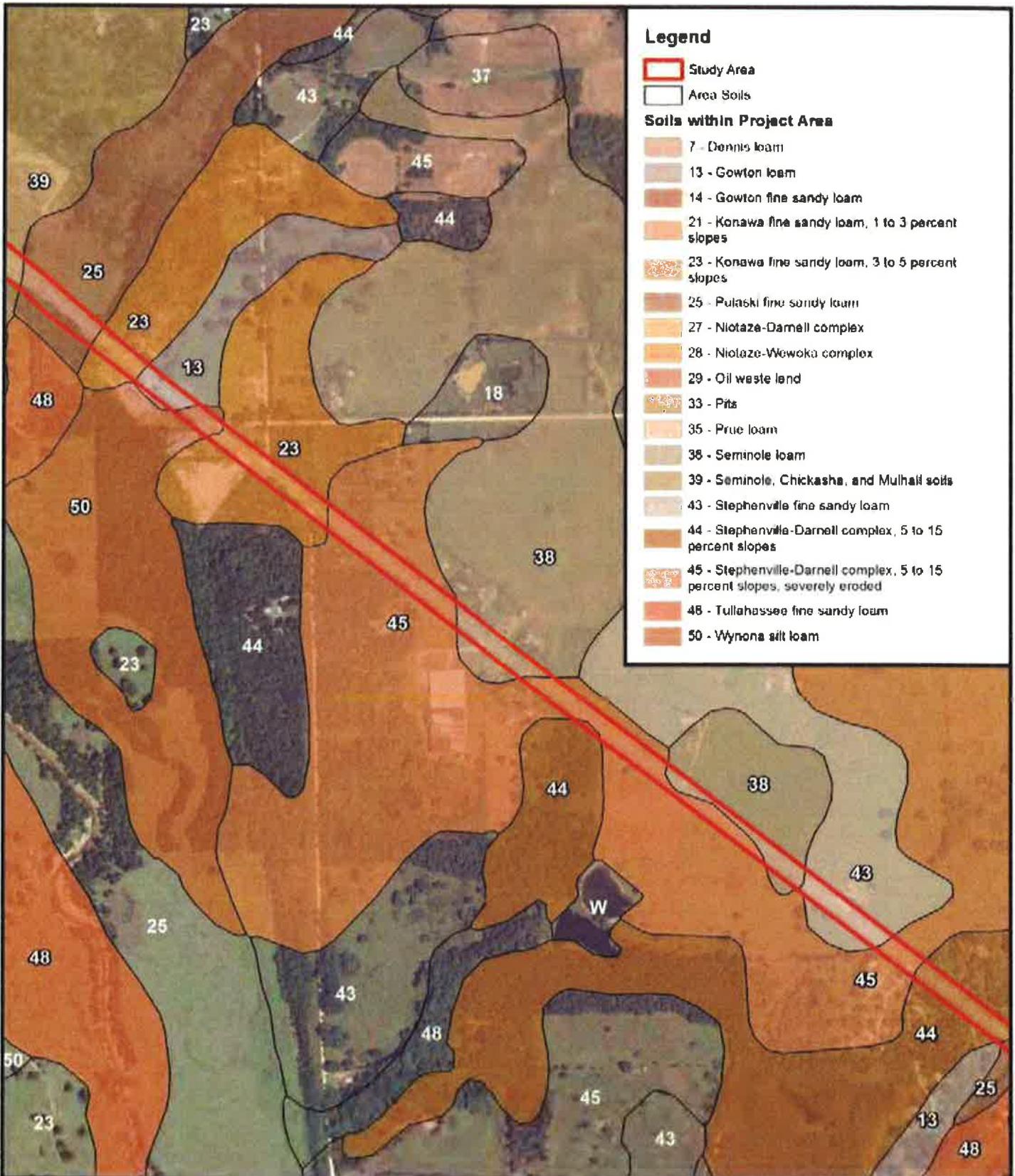
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**Figure 4.2: Soil Survey Map**

Source: USDA NRCS Soil Survey Geographic Database  
 Seminole County, Oklahoma - 2015 USDA NAIP

Prepared by: A. Couch; December 29, 2015

0 500 1,000 2,000 Feet

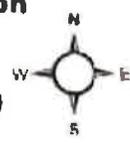


**Legend**

- Study Area
- Area Soils
- Soils within Project Area**
- 7 - Dennis loam
- 13 - Gowton loam
- 14 - Gowton fine sandy loam
- 21 - Konawa fine sandy loam, 1 to 3 percent slopes
- 23 - Konawa fine sandy loam, 3 to 5 percent slopes
- 25 - Pulaski fine sandy loam
- 27 - Niotaze-Darnell complex
- 28 - Niotaze-Wewoka complex
- 29 - Oil waste land
- 33 - Pits
- 35 - Prue loam
- 38 - Seminole loam
- 39 - Seminole, Chickasha, and Mulhall soils
- 43 - Stephenville fine sandy loam
- 44 - Stephenville-Darnell complex, 5 to 15 percent slopes
- 45 - Stephenville-Darnell complex, 5 to 15 percent slopes, severely eroded
- 48 - Tullahassee fine sandy loam
- 50 - Wynona silt loam

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Section 36, T9N R6E; Section 1, T8N R6E;  
 Section 6, T8N R7E  
 Seminole County, Oklahoma

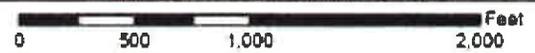


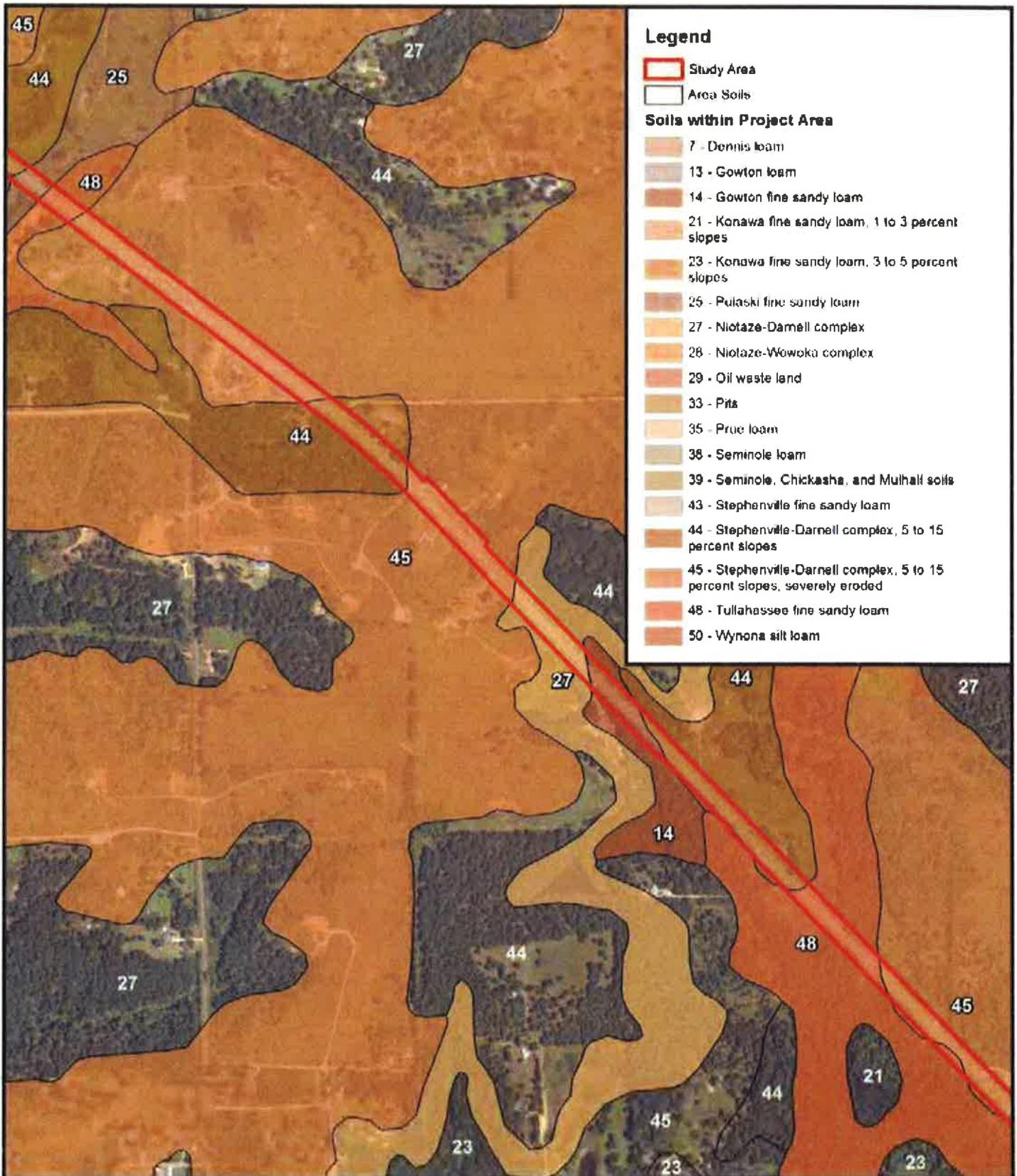
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**Figure 4.3: Soil Survey Map**

Source: USDA NRCS Soil Survey Geographic Database  
 Seminole County, Oklahoma - 2015 USDA NAIP

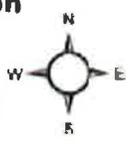
Prepared by: A. Couch; December 29, 2015





**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 6, 5 & 8, T8N R7E  
 Seminole County, Oklahoma

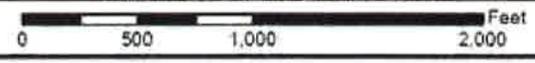


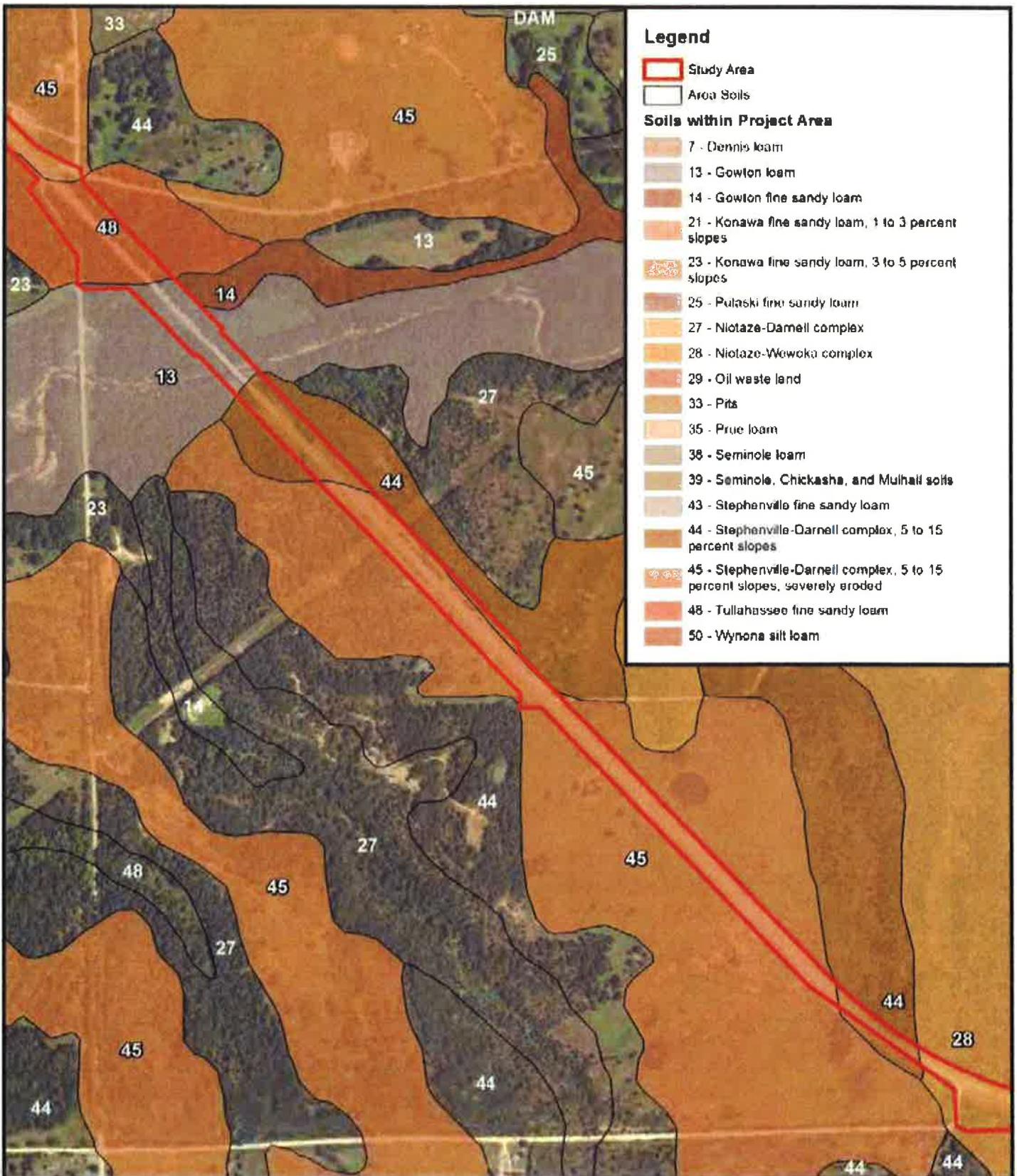
1:10,000

**Figure 4.4: Soil Survey Map**

Source: USDA NRCS Soil Survey Geographic Database  
 Seminole County, Oklahoma - 2015 USDA NAIP

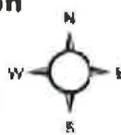
Prepared by: A. Couch; December 29, 2015.





Prepared for:  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 8, 9, 16, 15, 21 & 22, T8N R7E  
 Seminole County, Oklahoma



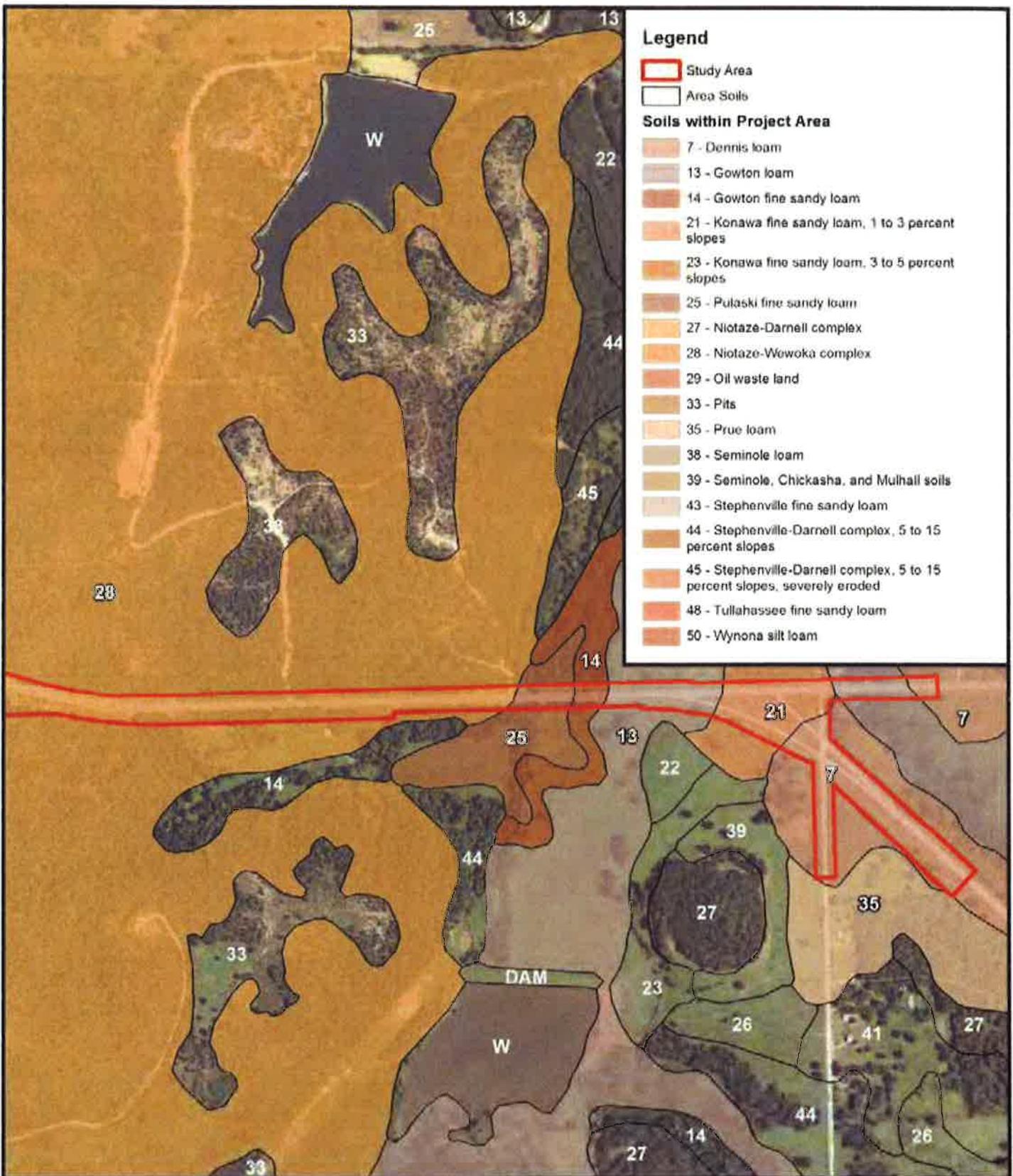
1:10,000

**Figure 4.5: Soil Survey Map**

Source: USDA NRCS Soil Survey Geographic Database  
 Seminole County, Oklahoma - 2015 USDA NAIP

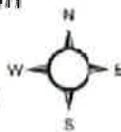
Prepared by: A. Couch; December 29, 2015.





Prepared for:  
Oklahoma Department of Transportation

**Subject Property:**  
US 270 Improvement Project - JP #21006(04)  
Sections 15, 14, 22 & 23, T8N R7E  
Seminole County, Oklahoma



1:10,000

**Figure 4.6: Soil Survey Map**

Source: USDA NRCS Soil Survey Geographic Database  
Seminole County, Oklahoma - 2015 USDA NAIP

Prepared by: A. Couch; December 29, 2015

0 500 1,000 2,000 Feet

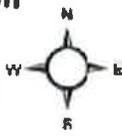


**Legend**

- Study Area
- NWI Wetland

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 27 & 26, T9N R6E  
 Seminole County, Oklahoma

  
 1:10,000

**Figure 5.1: NWI Map**

Source: US Fish and Wildlife Service - NWI  
 Seminole, OK Quadrangle  
 2015 USDA NAIP - Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*



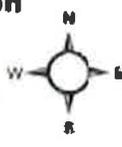


**Legend**

- Study Area
- NWI Wetland

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 26, 35 & 36, T9N R6E  
 Seminole County, Oklahoma



1:10,000

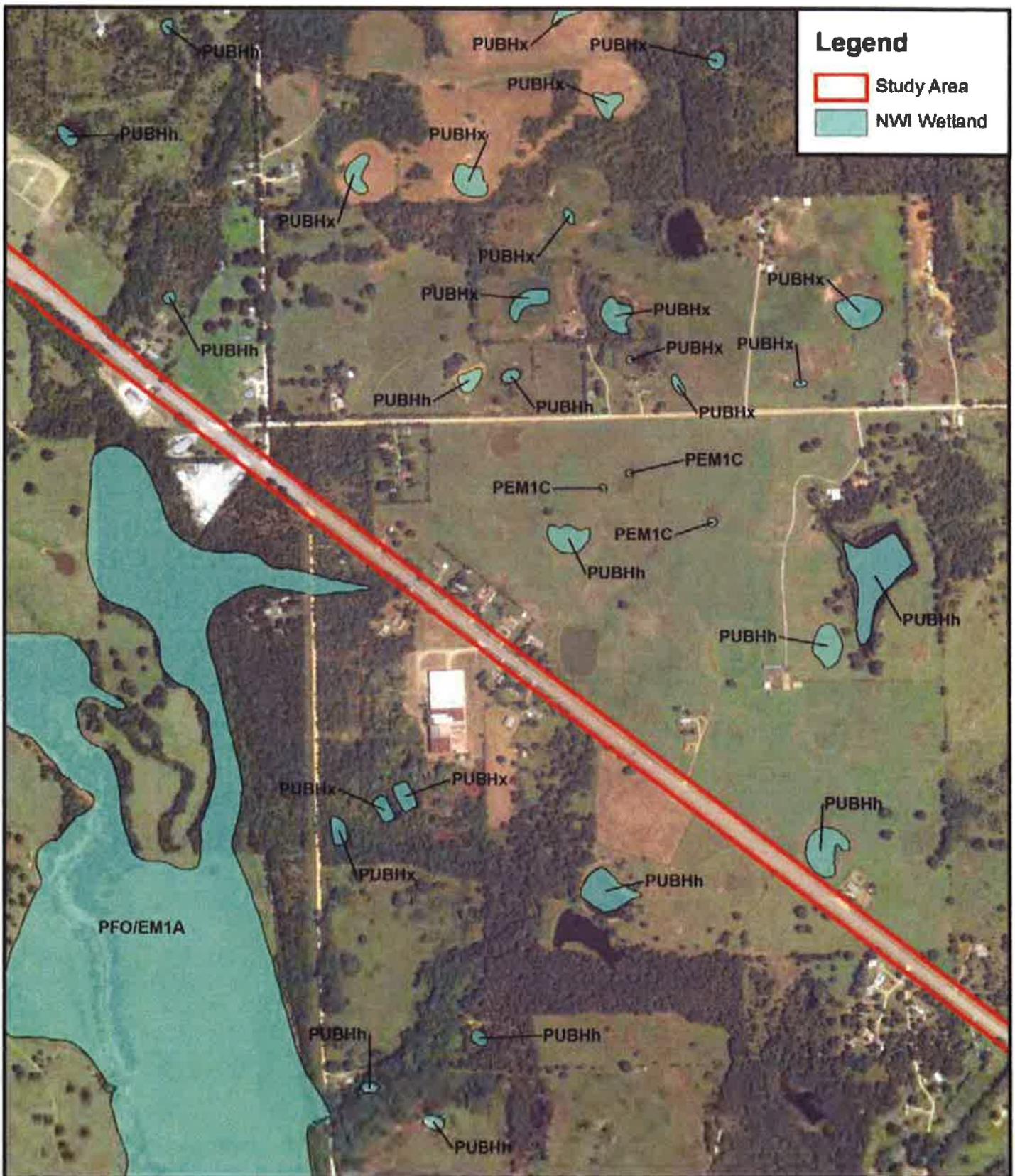
**Figure 5.2: NWI Map**

Source: US Fish and Wildlife Service - NWI  
 Seminole and Wewoka West, OK Quadrangles  
 2015 USDA NAIP - Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*



0      500      1,000      2,000      Feet

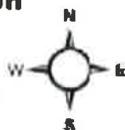


**Legend**

- Study Area
- NWI Wetland

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Section 36, T9N R6E; Section 1, T8N R6E;  
 Section 6, T8N R7E  
 Seminole County, Oklahoma



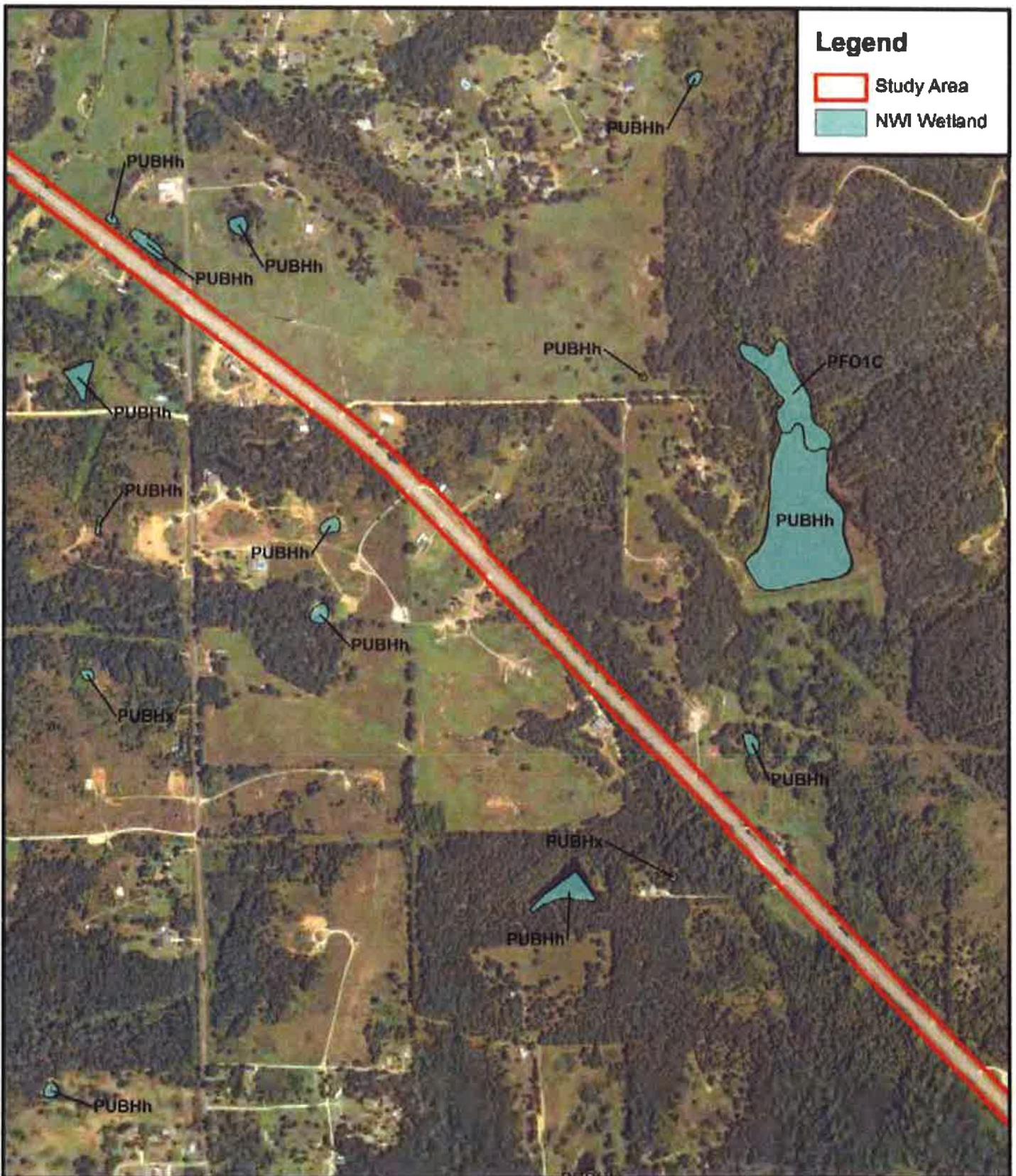
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**Figure 5.3: NWI Map**

Source: US Fish and Wildlife Service - NWI  
 Wewoka West, OK Quadrangle  
 2015 USDA NAIP - Seminole County, Oklahoma

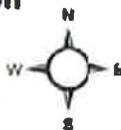
*Prepared by: A. Couch; December 29, 2015*





**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 6, 5 & 8, T8N R7E  
 Seminole County, Oklahoma



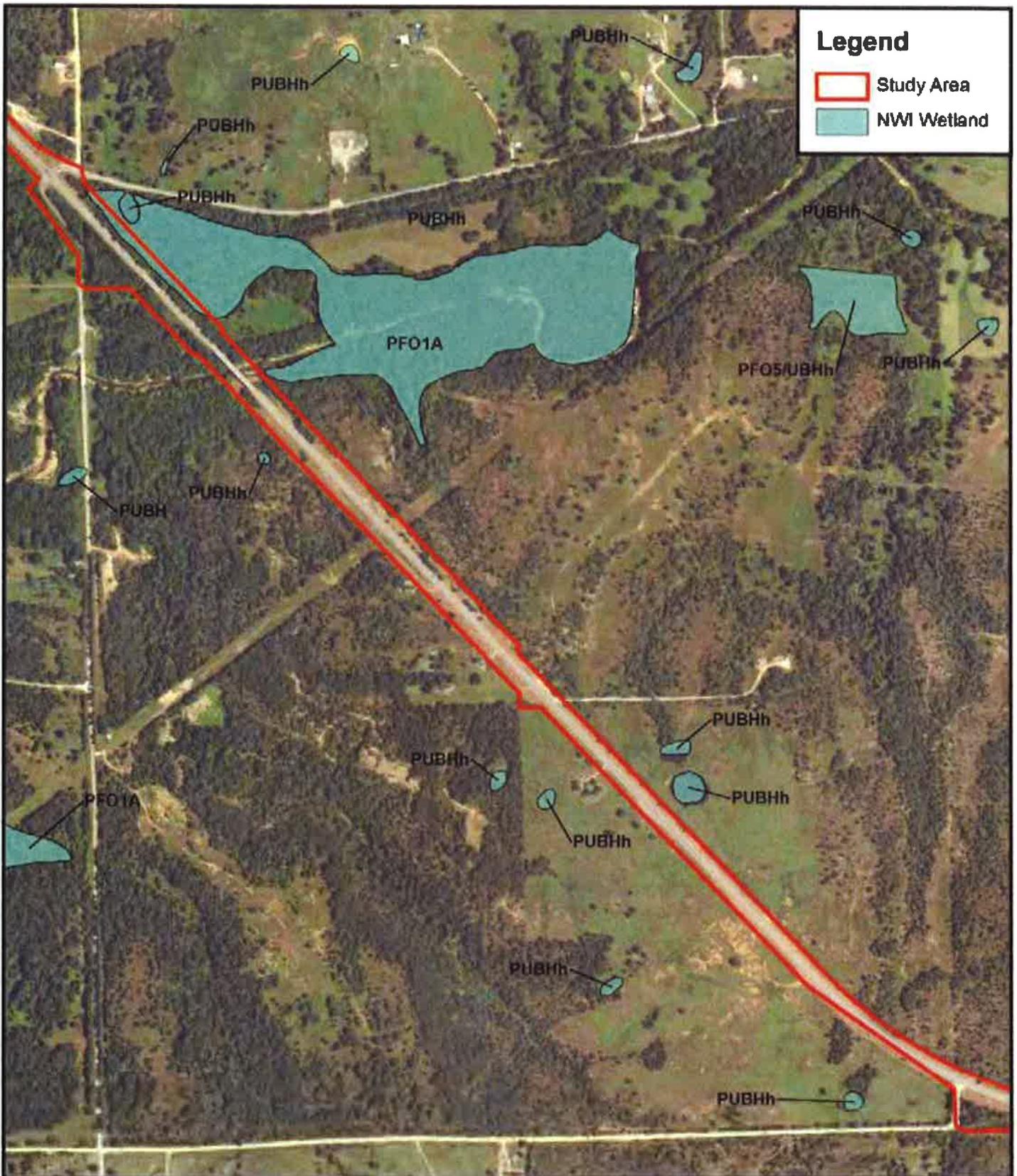
1:10,000

**Figure 5.4: NWI Map**

Source: US Fish and Wildlife Service - NWI  
 Wewoka West, OK Quadrangle  
 2015 USDA NAIP - Seminole County, Oklahoma

Prepared by: A. Couch; December 29, 2015



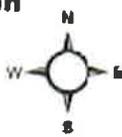


**Legend**

- Study Area
- NWI Wetland

**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 8, 9, 16, 15, 21 & 22, T8N R7E  
 Seminole County, Oklahoma



1:10,000

**Figure 5.5: NWI Map**

Source: US Fish and Wildlife Service - NWI  
 Wewoka West, OK Quadrangle  
 2015 USDA NAIP - Seminole County, Oklahoma

*Prepared by: A. Couch; December 29, 2015*

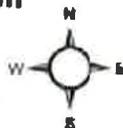


0 500 1,000 2,000 Feet



**Prepared for:**  
**Oklahoma Department of Transportation**

**Subject Property:**  
 US 270 Improvement Project - JP #21006(04)  
 Sections 15, 14, 22 & 23, T8N R7E  
 Seminole County, Oklahoma

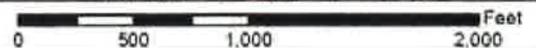


1:10,000

**Figure 5.6: NWI Map**

Source: US Fish and Wildlife Service - NWI  
 Wewoka West, OK Quadrangle  
 2015 USDA NAIP - Seminole County, Oklahoma

Prepared by: A. Couch; December 29, 2015



## REPRESENTATIVE SITE PHOTOGRAPHS



**Photograph 1:**  
Maintained Highway ROW Community Type



**Photograph 2:**  
Mixed Grass Pasture Community Type



**Photograph 3:**  
Riparian Forest Community Type



**Photograph 4:**  
Upland Forest Community Type



**Photograph 5:**  
Forested Wetland Community Type / W7



**Photograph 6:**  
Emergent Wetland Community Type / W3



**Photograph 7:**  
Forested Wetland 1 (W1)



**Photograph 8:**  
Forested Wetland 2 (W2)



**Photograph 9:**  
Emergent Wetland 4 (W4)



**Photograph 10:**  
Forested Wetland 5 (W5)



**Photograph 11:**  
Emergent Wetland 6 (W6)



**Photograph 12:**  
Pond 1 (P1)



**Photograph 13:**  
Wewoka Creek (Perennial Stream S21)



**Photograph 14:**  
Magnolia Creek (Intermittent Stream S1)



**Photograph 15:**  
Carter Creek (Intermittent Stream S4)



**Photograph 16:**  
Intermittent Stream S5



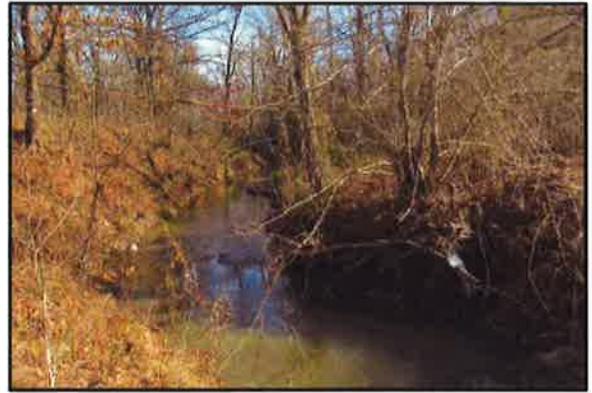
**Photograph 17:**  
Intermittent Stream S9



**Photograph 18:**  
Intermittent Stream S10



**Photograph 19:**  
Intermittent Stream S15



**Photograph 20:**  
Intermittent Stream S33



**Photograph 21:**  
Ephemeral Drainage S2



**Photograph 22:**  
Ephemeral Drainage S3



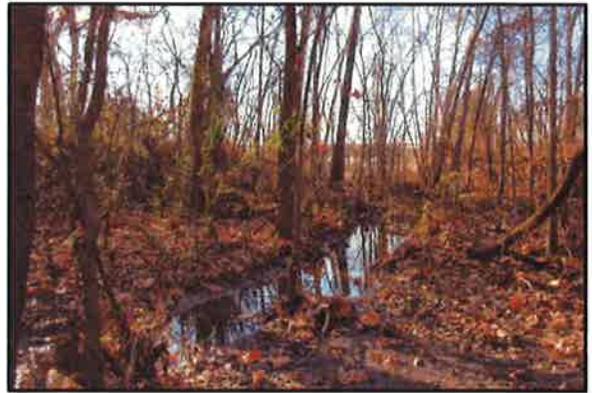
**Photograph 23:**  
Ephemeral Drainage S17



**Photograph 24:**  
Ephemeral Drainage S20



**Photograph 25:**  
Ephemeral Drainage S30



**Photograph 26:**  
Ephemeral Drainage S34

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/15/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 1  
 Investigator(s): J.P. Schatte and W.A. Ward Section, Township, Range: Section 26, Township 9 North, Range 6 East  
 Landform (hillslope, terrace, etc.): Borrow Ditch Local relief (concave, convex, none): Concave Slope (%): 0  
 Subregion (LRR): LRR J Lat: 35.22008 Long: -96.64209 Datum: NAD83  
 Soil Map Unit Name: Tallahassee Fine Sandy Loam, 0-1% Slopes, Frequently Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Indicators for all three wetland criteria were observed. Forested Wetland 1 (W1)	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status		
1. <u>Salix nigra</u>	80	<input checked="" type="checkbox"/>	FACW	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>2</u> (A)  Total Number of Dominant Species Across All Strata: <u>2</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)	
2. <u>Fraxinus pennsylvanica</u>	15	<input type="checkbox"/>	FAC		
3. _____		<input type="checkbox"/>			
4. _____		<input type="checkbox"/>			
95 = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B)  Prevalence Index = B/A = _____	
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status		
1. <u>Ulmus americana</u>	10	<input checked="" type="checkbox"/>	FAC		
2. _____		<input type="checkbox"/>			
3. _____		<input type="checkbox"/>			
4. _____		<input type="checkbox"/>			
5. _____		<input type="checkbox"/>			
10 = Total Cover					
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status		
1. _____		<input type="checkbox"/>		<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
2. _____		<input type="checkbox"/>			
3. _____		<input type="checkbox"/>			
4. _____		<input type="checkbox"/>			
5. _____		<input type="checkbox"/>			
6. _____		<input type="checkbox"/>			
7. _____		<input type="checkbox"/>			
8. _____		<input type="checkbox"/>			
9. _____		<input type="checkbox"/>			
10. _____		<input type="checkbox"/>			
_____ = Total Cover					
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status		
1. _____		<input type="checkbox"/>		<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
2. _____		<input type="checkbox"/>			
_____ = Total Cover					
% Bare Ground in Herb Stratum <u>100%</u>					

Remarks:  
 Indicators of hydrophytic vegetation were observed.

**SOIL**

Sampling Point: 1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
								NO SOIL PIT DUG

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- |  |  |
|--|--|
| <input type="checkbox"/> Histosol (A1)                             | <input type="checkbox"/> Sandy Gleyed Matrix (S4)      |
| <input type="checkbox"/> Histic Epipedon (A2)                      | <input type="checkbox"/> Sandy Redox (S5)              |
| <input type="checkbox"/> Black Histic (A3)                         | <input type="checkbox"/> Stripped Matrix (S6)          |
| <input type="checkbox"/> Hydrogen Sulfide (A4)                     | <input type="checkbox"/> Loamy Mucky Mineral (F1)      |
| <input type="checkbox"/> Stratified Layers (A5) (LRR F)            | <input type="checkbox"/> Loamy Gleyed Matrix (F2)      |
| <input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)              | <input type="checkbox"/> Depleted Matrix (F3)          |
| <input type="checkbox"/> Depleted Below Dark Surface (A11)         | <input type="checkbox"/> Redox Dark Surface (F6)       |
| <input type="checkbox"/> Thick Dark Surface (A12)                  | <input type="checkbox"/> Depleted Dark Surface (F7)    |
| <input type="checkbox"/> Sandy Mucky Mineral (S1)                  | <input type="checkbox"/> Redox Depressions (F8)        |
| <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) | <input type="checkbox"/> High Plains Depressions (F16) |
| <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)      |  |
- (MLRA 72 & 73 of LRR H)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- |  |
|--|
| <input type="checkbox"/> 1 cm Muck (A9) (LRR I, J)               |
| <input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H) |
| <input type="checkbox"/> Dark Surface (S7) (LRR G)               |
| <input type="checkbox"/> High Plains Depressions (F16)           |
| (LRR H outside of MLRA 72 & 73)                                  |
| <input type="checkbox"/> Reduced Vertic (F18)                    |
| <input type="checkbox"/> Red Parent Material (TF2)               |
| <input type="checkbox"/> Very Shallow Dark Surface (TF12)        |
| <input type="checkbox"/> Other (Explain in Remarks)              |

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

**Remarks:**

Sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Surface Water (A1)             | <input type="checkbox"/> Salt Crust (B11)                           |
| <input type="checkbox"/> High Water Table (A2)                     | <input type="checkbox"/> Aquatic Invertebrates (B13)                |
| <input checked="" type="checkbox"/> Saturation (A3)                | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                 |
| <input checked="" type="checkbox"/> Water Marks (B1)               | <input type="checkbox"/> Dry-Season Water Table (C2)                |
| <input type="checkbox"/> Sediment Deposits (B2)                    | <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) |
| <input type="checkbox"/> Drift Deposits (B3)                       | (where not tilled)  |
| <input type="checkbox"/> Algal Mat or Crust (B4)                   | <input type="checkbox"/> Presence of Reduced Iron (C4)              |
| <input type="checkbox"/> Iron Deposits (B5)                        | <input type="checkbox"/> Thin Muck Surface (C7)                     |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) | <input type="checkbox"/> Other (Explain in Remarks)                 |
| <input checked="" type="checkbox"/> Water-Stained Leaves (B9)      |   |

Secondary Indicators (minimum of two required)

- |   |
|---|
| <input type="checkbox"/> Surface Soil Cracks (B6)                   |
| <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)    |
| <input type="checkbox"/> Drainage Patterns (B10)                    |
| <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) |
| (where tilled)  |
| <input type="checkbox"/> Crayfish Burrows (C8)                      |
| <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)  |
| <input checked="" type="checkbox"/> Geomorphic Position (D2)        |
| <input checked="" type="checkbox"/> FAC-Neutral Test (D5)           |
| <input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)          |

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): 10  
 Water Table Present? Yes  No  Depth (inches): ---  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

**Remarks:**

Four primary indicators and two secondary indicators of wetland hydrology were observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/15/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 2  
 Investigator(s): J.P. Schatte and W.A. Ward Section, Township, Range: Section 26, Township 9 North, Range 6 East  
 Landform (hillslope, terrace, etc.): Terrace Local relief (concave, convex, none): None Slope (%): 0-1  
 Subregion (LRR): LRR J Lat: 35.22003 Long: -96.64212 Datum: NAD83  
 Soil Map Unit Name: Tallahassee Fine Sandy Loam, 0-1% Slopes, Frequently Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Indicators were not observed for any of the three wetland criteria.	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Ulmus americana</u>	75	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50%</u> (A/B)
2. <u>Celtis occidentalis</u>	15	<input type="checkbox"/>	FACU	
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
<u>90</u> = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Fraxinus pennsylvanica</u>	15	<input checked="" type="checkbox"/>	FAC	
2. <u>Symphoricarpos orbiculatus</u>	10	<input checked="" type="checkbox"/>	FACU	
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
<u>25</u> = Total Cover				
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
6. _____		<input type="checkbox"/>		
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
_____ = Total Cover				
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Campsis radicans</u>	15	<input checked="" type="checkbox"/>	FACU	
2. _____		<input type="checkbox"/>		
<u>15</u> = Total Cover				
% Bare Ground in Herb Stratum <u>100%</u>				

Remarks:  
 Indicators of hydrophytic vegetation were not observed.

**SOIL**

Sampling Point: 2

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-12	10YR 2/2	100					SL	
13-18	10YR 6/3	90	7.5YR 5/8	10	C	M	SL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Dark Surface (S7) (LRR G)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> High Plains Depressions (F16)
<input type="checkbox"/> Stratified Layers (A5) (LRR F)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<b>(LRR H outside of MLRA 72 &amp; 73)</b>
<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)	<input type="checkbox"/> High Plains Depressions (F16)	<sup>3</sup> Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)	<b>(MLRA 72 &amp; 73 of LRR H)</b>	

**Restrictive Layer (if present):**

Type: \_\_\_\_\_

Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Indicators of hydric soil were not observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

<u>Primary Indicators (minimum of one required; check all that apply)</u>		<u>Secondary Indicators (minimum of two required)</u>
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Dry-Season Water Table (C2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<b>(where tilled)</b>
<input type="checkbox"/> Drift Deposits (B3)	<b>(where not tilled)</b>	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Water-Stained Leaves (B9)		<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_

Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_

Saturation Present? Yes  No  Depth (inches): \_\_\_\_\_ (includes capillary fringe)

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were not observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/14/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 3  
 Investigator(s): B.W. Barnes, J.P. Schatte, W.A. Ward Section, Township, Range: Section 26, Township 9 North, Range 6 East  
 Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): None Slope (%): 0  
 Subregion (LRR): LRR J Lat: 35.21920 Long: -96.63987 Datum: NAD83  
 Soil Map Unit Name: Tullahassee Fine Sandy Loam, 0-1% Slopes, Frequently Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil Yes, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Indicators for only one of the three wetland criteria were observed.	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Ulmus americana</u>	80	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>3</u> (A)  Total Number of Dominant Species Across All Strata: <u>5</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>60%</u> (A/B)
2. <u>Salix nigra</u>	20	<input checked="" type="checkbox"/>	FACW	
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
		100 = Total Cover		
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Symphoricarpos orbiculatus</u>	50	<input checked="" type="checkbox"/>	FACU	<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B)  Prevalence Index = B/A = _____
2. <u>Ulmus americana</u>	15	<input checked="" type="checkbox"/>	FAC	
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
		65 = Total Cover		
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
6. _____		<input type="checkbox"/>		
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
		_____ = Total Cover		
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Lonicera japonica</u>	80	<input checked="" type="checkbox"/>	FACU	<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2. <u>Toxicodendron radicans</u>	10	<input checked="" type="checkbox"/>	FACU	
		90 = Total Cover		
% Bare Ground in Herb Stratum <u>100%</u>				
Remarks: Indicators of hydrophytic vegetation were observed.				

**SOIL**

Sampling Point: 3

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR 3/3	100					C	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)

- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Indicators of hydric soil were not observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)

- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Presence of Reduced Iron (C4) (where not tilled)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): \_\_\_\_\_

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were not observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/14/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 4  
 Investigator(s): B.W. Barnes, J.P. Schatte, W.A. Ward Section, Township, Range: Section 26, Township 9 North, Range 6 East  
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): 0  
 Subregion (LRR): LRR J Lat: 35.21901 Long: -96.639643 Datum: NAD83  
 Soil Map Unit Name: Oil Waste Land NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Indicators for all three wetland criteria were observed. Forested Wetland 2 (W2) (Sampling point is located within the wetland but outside the study area.)	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <i>Fraxinus pennsylvanica</i>	50	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>4</u> (A)  Total Number of Dominant Species Across All Strata: <u>5</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>80%</u> (A/B)																
2. <i>Ulmus americana</i>	20	<input checked="" type="checkbox"/>	FAC																	
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
<u>70</u> = Total Cover																				
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <i>Fraxinus pennsylvanica</i>	50	<input checked="" type="checkbox"/>	FAC	<b>Prevalence Index worksheet:</b> <table style="width:100%; border: none;"> <tr> <td style="width:50%;">Total % Cover of:</td> <td style="width:50%;">Multiply by:</td> </tr> <tr> <td>OBL species _____</td> <td>x 1 = _____</td> </tr> <tr> <td>FACW species _____</td> <td>x 2 = _____</td> </tr> <tr> <td>FAC species _____</td> <td>x 3 = _____</td> </tr> <tr> <td>FACU species _____</td> <td>x 4 = _____</td> </tr> <tr> <td>UPL species _____</td> <td>x 5 = _____</td> </tr> <tr> <td>Column Totals: _____</td> <td>(A) _____ (B) _____</td> </tr> <tr> <td align="center" colspan="2">Prevalence Index = B/A = _____</td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species _____	x 1 = _____	FACW species _____	x 2 = _____	FAC species _____	x 3 = _____	FACU species _____	x 4 = _____	UPL species _____	x 5 = _____	Column Totals: _____	(A) _____ (B) _____	Prevalence Index = B/A = _____	
Total % Cover of:	Multiply by:																			
OBL species _____	x 1 = _____																			
FACW species _____	x 2 = _____																			
FAC species _____	x 3 = _____																			
FACU species _____	x 4 = _____																			
UPL species _____	x 5 = _____																			
Column Totals: _____	(A) _____ (B) _____																			
Prevalence Index = B/A = _____																				
2. <i>Tamarix chinensis</i>	30	<input checked="" type="checkbox"/>	FACW																	
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
5. _____		<input type="checkbox"/>																		
<u>80</u> = Total Cover																				
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <i>Carex spp.</i>	10	<input checked="" type="checkbox"/>	---	<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
2. _____		<input type="checkbox"/>																		
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
5. _____		<input type="checkbox"/>																		
6. _____		<input type="checkbox"/>																		
7. _____		<input type="checkbox"/>																		
8. _____		<input type="checkbox"/>																		
9. _____		<input type="checkbox"/>																		
10. _____		<input type="checkbox"/>																		
<u>10</u> = Total Cover																				
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. _____		<input type="checkbox"/>		<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>																
2. _____		<input type="checkbox"/>																		
_____ = Total Cover																				
% Bare Ground in Herb Stratum <u>90%</u>																				

Remarks:  
 Indicators of hydrophytic vegetation were observed.

**SOIL**

Sampling Point: 4

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
								NO SOIL PIT DUG

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)

- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)

- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): 6  
 Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Three primary indicators and two secondary indicators of wetland hydrology were observed.

## WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/14/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 5  
 Investigator(s): B.W. Barnes, J.P. Schatte, W.A. Ward Section, Township, Range: Section 26, Township 9 North, Range 6 East  
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): 0  
 Subregion (LRR): LRR J Lat: 35.21784 Long: -96.63926 Datum: NAD83  
 Soil Map Unit Name: Konawa Fine Sandy Loam, 3-5% Slopes, Eroded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Indicators for all three wetland criteria were observed. Emergent Wetland 3 (W3)	

### VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
_____ = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )				
1. <i>Tamarix chinensis</i>	10	<input checked="" type="checkbox"/>	FACW	
2. <i>Fraxinus pennsylvanica</i>	10	<input checked="" type="checkbox"/>	FAC	
3. <i>Populus deltoides</i>	10	<input checked="" type="checkbox"/>	FAC	
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
30 = Total Cover				
Herb Stratum (Plot size: <u>5' radius</u> )				
1. <i>Eleocharis tenuis</i>	65	<input checked="" type="checkbox"/>	FACW	
2. <i>Typha angustifolia</i>	35	<input checked="" type="checkbox"/>	OBL	
3. <i>Persicaria pensylvanica</i>	10	<input type="checkbox"/>	FACW	
4. <i>Carex spp.</i>	10	<input type="checkbox"/>	---	
5. <i>Solidago canadensis</i>	10	<input type="checkbox"/>	FACU	
6. _____		<input type="checkbox"/>		
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
130 = Total Cover				
Woody Vine Stratum (Plot size: <u>30' radius</u> )				
1. _____		<input type="checkbox"/>		
2. _____		<input type="checkbox"/>		
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>0%</u>				

**Dominance Test worksheet:**  
 Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 5 (A)  
 Total Number of Dominant Species Across All Strata: 5 (B)  
 Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

**Prevalence Index worksheet:**

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____	(A) _____ (B) _____

Prevalence Index = B/A = \_\_\_\_\_

**Hydrophytic Vegetation Indicators:**

1 - Rapid Test for Hydrophytic Vegetation  
 2 - Dominance Test is >50%  
 3 - Prevalence Index is ≤3.0<sup>1</sup>  
 4 - Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)  
 Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup>Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes  No

Remarks:  
 Indicators of hydrophytic vegetation were observed.

US Army Corps of Engineers

Great Plains – Version 2.0

**SOIL**

Sampling Point: 5

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
								NO SOIL PIT DUG

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)

- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other wetland criteria.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)

- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): 3  
 Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Two primary indicators and two secondary indicators of wetland hydrology were observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/14/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 6  
 Investigator(s): B.W. Barnes, J.P. Schatte, W.A. Ward Section, Township, Range: Section 26, Township 9 North, Range 6 East  
 Landform (hillslope, terrace, etc.): Embankment Local relief (concave, convex, none): Convex Slope (%): 2-3  
 Subregion (LRR): LRR J Lat: 35.21754 Long: -96.63921 Datum: NAD83  
 Soil Map Unit Name: Konawa Fine Sandy Loam, 3-5% Slopes, Eroded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Indicators were not observed for any of the three wetland criteria.	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Juniperus virginiana</u>	20	<input checked="" type="checkbox"/>	UPL	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>0</u> (A)  Total Number of Dominant Species Across All Strata: <u>5</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0%</u> (A/B)
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
<u>20</u> = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B)  Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
_____ = Total Cover				
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Erigeron canadensis</u>	25	<input checked="" type="checkbox"/>	FACU	
2. <u>Andropogon virginicus</u>	20	<input checked="" type="checkbox"/>	FACU	
3. <u>Setaria pumila</u>	20	<input checked="" type="checkbox"/>	FACU	
4. <u>Cynodon dactylon</u>	15	<input type="checkbox"/>	FACU	
5. <u>Bothriochloa saccharoides</u>	10	<input type="checkbox"/>	NL	
6. <u>Dichanthelium oligosanthes</u>	10	<input type="checkbox"/>	FACU	
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
<u>100</u> = Total Cover				
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	<b>Hydrophytic Vegetation Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
1. <u>Rubus oklahomus</u>	15	<input checked="" type="checkbox"/>	FAC	
2. _____		<input type="checkbox"/>		
<u>15</u> = Total Cover				
% Bare Ground in Herb Stratum <u>0%</u>				
Remarks: Indicators of hydrophytic vegetation were not observed.				

**SOIL**

Sampling Point: 6

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-2	10YR 3/3	100					CL	
3-18	2.5YR 5/8	100					CL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)

- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Indicators of hydric soil were not observed. Some gravel was observed in the profile.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)

- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): \_\_\_\_\_

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were not observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/9/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 7  
 Investigator(s): B.W. Barnes and J.P. Schatte Section, Township, Range: Section 9, Township 8 North, Range 7 East  
 Landform (hillslope, terrace, etc.): Depression/Borrow Local relief (concave, convex, none): Concave Slope (%): 0  
 Subregion (LRR): LRR J Lat: 35.17517 Long: -96.58156 Datum: NAD83  
 Soil Map Unit Name: Tullahassee Fine Sandy Loam, 0-1% Slopes, Frequently Flooded NWI classification: PFO1A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Indicators for all three wetland criteria were observed.	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Salix nigra</u>	20	<input checked="" type="checkbox"/>	FACW	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>3</u> (A) Total Number of Dominant Species Across All Strata: <u>5</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>60%</u> (A/B)
2. <u>Populus deltoides</u>	5	<input type="checkbox"/>	FAC	
3. <u>Platanus occidentalis</u>	5	<input type="checkbox"/>	FAC	
4. _____	_____	<input type="checkbox"/>	_____	
<u>30</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Fraxinus pennsylvanica</u>	5	<input checked="" type="checkbox"/>	FAC	<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
2. _____	_____	<input type="checkbox"/>	_____	
3. _____	_____	<input type="checkbox"/>	_____	
4. _____	_____	<input type="checkbox"/>	_____	
5. _____	_____	<input type="checkbox"/>	_____	
<u>5</u> = Total Cover				
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Ranunculus spp.</u>	25	<input checked="" type="checkbox"/>	NL	<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0' <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain) <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. <u>Phyla fruticosa</u>	10	<input checked="" type="checkbox"/>	FAC	
3. <u>Carex spp.</u>	10	<input checked="" type="checkbox"/>	---	
4. _____	_____	<input type="checkbox"/>	_____	
5. _____	_____	<input type="checkbox"/>	_____	
6. _____	_____	<input type="checkbox"/>	_____	
7. _____	_____	<input type="checkbox"/>	_____	
8. _____	_____	<input type="checkbox"/>	_____	
9. _____	_____	<input type="checkbox"/>	_____	
10. _____	_____	<input type="checkbox"/>	_____	
<u>45</u> = Total Cover				
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____	_____	<input type="checkbox"/>	_____	<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2. _____	_____	<input type="checkbox"/>	_____	
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>55%</u>				

Remarks:  
 Indicators of hydrophytic vegetation were observed. Due to the time of year, the Ranunculus and Carex species were unable to be identified.

**SOIL**

Sampling Point: 7

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
								NO SOIL PIT DUG

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): 3  
 Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Two primary indicators and one secondary indicator of wetland hydrology were observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/9/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 8  
 Investigator(s): B.W. Barnes and J.P. Schatte Section, Township, Range: Section 9, Township 8 North, Range 7 East  
 Landform (hillslope, terrace, etc.): Pond Dam Local relief (concave, convex, none): Convex Slope (%): 1-2  
 Subregion (LRR): LRR J Lat: 35.17522 Long: -96.58142 Datum: NAD83  
 Soil Map Unit Name: Tullahassee Fine Sandy Loam, 0-1% Slopes, Frequently Flooded NWI classification: PFO1A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil Yes, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Indicators for only one of the three wetland criteria were observed.	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <i>Platanus occidentalis</i>	60	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>3</u> (A)  Total Number of Dominant Species Across All Strata: <u>5</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>60%</u> (A/B)																
2. <i>Ulmus americana</i>	30	<input checked="" type="checkbox"/>	FAC																	
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
	90 = Total Cover																			
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <i>Celtis occidentalis</i>	50	<input checked="" type="checkbox"/>	FACU	<b>Prevalence Index worksheet:</b> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">Total % Cover of:</td> <td style="width:50%;">Multiply by:</td> </tr> <tr> <td>OBL species _____</td> <td>x 1 = _____</td> </tr> <tr> <td>FACW species _____</td> <td>x 2 = _____</td> </tr> <tr> <td>FAC species _____</td> <td>x 3 = _____</td> </tr> <tr> <td>FACU species _____</td> <td>x 4 = _____</td> </tr> <tr> <td>UPL species _____</td> <td>x 5 = _____</td> </tr> <tr> <td>Column Totals: _____</td> <td>(A) _____ (B) _____</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A = _____</td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species _____	x 1 = _____	FACW species _____	x 2 = _____	FAC species _____	x 3 = _____	FACU species _____	x 4 = _____	UPL species _____	x 5 = _____	Column Totals: _____	(A) _____ (B) _____	Prevalence Index = B/A = _____	
Total % Cover of:	Multiply by:																			
OBL species _____	x 1 = _____																			
FACW species _____	x 2 = _____																			
FAC species _____	x 3 = _____																			
FACU species _____	x 4 = _____																			
UPL species _____	x 5 = _____																			
Column Totals: _____	(A) _____ (B) _____																			
Prevalence Index = B/A = _____																				
2. <i>Platanus occidentalis</i>	10	<input type="checkbox"/>	FAC																	
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
5. _____		<input type="checkbox"/>																		
	60 = Total Cover																			
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <i>Elymus virginicus</i>	10	<input checked="" type="checkbox"/>	FAC	<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
2. _____		<input type="checkbox"/>																		
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
5. _____		<input type="checkbox"/>																		
6. _____		<input type="checkbox"/>																		
7. _____		<input type="checkbox"/>																		
8. _____		<input type="checkbox"/>																		
9. _____		<input type="checkbox"/>																		
10. _____		<input type="checkbox"/>																		
	10 = Total Cover																			
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <i>Lonicera japonica</i>	40	<input checked="" type="checkbox"/>	FACU	<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>																
2. _____		<input type="checkbox"/>																		
	40 = Total Cover																			
% Bare Ground in Herb Stratum <u>90%</u>																				

Remarks:  
 Indicators of hydrophytic vegetation were observed.

**SOIL**

Sampling Point: 8

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR 2/1	100					C	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- |  |  |
|--|--|
| <input type="checkbox"/> Histosol (A1)                             | <input type="checkbox"/> Sandy Gleyed Matrix (S4)      |
| <input type="checkbox"/> Histic Epipedon (A2)                      | <input type="checkbox"/> Sandy Redox (S5)              |
| <input type="checkbox"/> Black Histic (A3)                         | <input type="checkbox"/> Stripped Matrix (S6)          |
| <input type="checkbox"/> Hydrogen Sulfide (A4)                     | <input type="checkbox"/> Loamy Mucky Mineral (F1)      |
| <input type="checkbox"/> Stratified Layers (A5) (LRR F)            | <input type="checkbox"/> Loamy Gleyed Matrix (F2)      |
| <input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)              | <input type="checkbox"/> Depleted Matrix (F3)          |
| <input type="checkbox"/> Depleted Below Dark Surface (A11)         | <input type="checkbox"/> Redox Dark Surface (F6)       |
| <input type="checkbox"/> Thick Dark Surface (A12)                  | <input type="checkbox"/> Depleted Dark Surface (F7)    |
| <input type="checkbox"/> Sandy Mucky Mineral (S1)                  | <input type="checkbox"/> Redox Depressions (F8)        |
| <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) | <input type="checkbox"/> High Plains Depressions (F16) |
| <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)      |  |
- (MLRA 72 & 73 of LRR H)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Indicators of hydric soil were not observed. The profile had been disturbed for borrow to build the roadway.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

**Primary Indicators (minimum of one required; check all that apply)**

- |  |  |
|--|--|
| <input type="checkbox"/> Surface Water (A1)                        | <input type="checkbox"/> Salt Crust (B11)  |
| <input type="checkbox"/> High Water Table (A2)                     | <input type="checkbox"/> Aquatic Invertebrates (B13)                                   |
| <input type="checkbox"/> Saturation (A3)                           | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                                    |
| <input type="checkbox"/> Water Marks (B1)                          | <input type="checkbox"/> Dry-Season Water Table (C2)                                   |
| <input type="checkbox"/> Sediment Deposits (B2)                    | <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where not tilled) |
| <input type="checkbox"/> Drift Deposits (B3)                       | <input type="checkbox"/> Presence of Reduced Iron (C4)                                 |
| <input type="checkbox"/> Algal Mat or Crust (B4)                   | <input type="checkbox"/> Thin Muck Surface (C7)  |
| <input type="checkbox"/> Iron Deposits (B5)                        | <input type="checkbox"/> Other (Explain in Remarks)                                    |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) |  |
| <input type="checkbox"/> Water-Stained Leaves (B9)                 |  |

**Secondary Indicators (minimum of two required)**

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): 0  
 Water Table Present? Yes  No  Depth (inches): 0  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were not observed.

## WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/9/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 9  
 Investigator(s): B.W. Barnes and J.P. Schatte Section, Township, Range: Section 9, Township 8 North, Range 7 East  
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): None Slope (%): 0  
 Subregion (LRR): LRR J Lat: 35.17408 Long: -96.581498 Datum: NAD83  
 Soil Map Unit Name: Tulahassee Fine Sandy Loam, 0-1% Slopes, Frequently Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Indicators for all three wetland criteria were observed. Forested Wetland 5 (W5)	

### VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <i>Fraxinus pennsylvanica</i>	75	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>67%</u> (A/B)
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
<u>75</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <i>Celtis occidentalis</i>	5	<input checked="" type="checkbox"/>	FACU	<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
2. <i>Ulmus americana</i>	2	<input checked="" type="checkbox"/>	FAC	
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
<u>7</u> = Total Cover				
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain) <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
6. _____		<input type="checkbox"/>		
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
_____ = Total Cover				
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2. _____		<input type="checkbox"/>		
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>100%</u>				

Remarks:  
 Indicators of hydrophytic vegetation were observed.

**SOIL**

Sampling Point: 9

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
								NO SOIL PIT DUG

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Dark Surface (S7) (LRR G)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> High Plains Depressions (F16)
<input type="checkbox"/> Stratified Layers (A5) (LRR F)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> (LRR H outside of MLRA 72 & 73)
<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)	<input type="checkbox"/> High Plains Depressions (F16)	<sup>3</sup> Indicators of hydrophytic vegetation and welland hydrology must be present, unless disturbed or problematic.
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)	<input type="checkbox"/> (MLRA 72 & 73 of LRR H)	

**Restrictive Layer (if present):**

Type: \_\_\_\_\_

Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:  
 Sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

<b>Primary Indicators (minimum of one required; check all that apply)</b>		<b>Secondary Indicators (minimum of two required)</b>
<input checked="" type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input checked="" type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Dry-Season Water Table (C2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<input type="checkbox"/> (where tilled)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> (where not tilled)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Thin Muck Surface (C7)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input checked="" type="checkbox"/> Water-Stained Leaves (B9)		<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): 6

Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:  
 Three primary indicators and one secondary indicator of wetland hydrology were observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/9/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 10  
 Investigator(s): B.W. Barnes and J.P. Schatte Section, Township, Range: Section 9, Township 8 North, Range 7 East  
 Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): None Slope (%): 0-1  
 Subregion (LRR): LRR J Lat: 35.17392 Long: -96.58145 Datum: NAD83  
 Soil Map Unit Name: Tullahassee Fine Sandy Loam, 0-1% Slopes, Frequently Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Indicators were not observed for any of the three wetland criteria.	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <i>Populus deltoides</i>	55	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>4</u> (A)  Total Number of Dominant Species Across All Strata: <u>8</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50%</u> (A/B)
2. <i>Fraxinus pennsylvanica</i>	25	<input checked="" type="checkbox"/>	FAC	
3. <i>Celtis occidentalis</i>	10	<input type="checkbox"/>	FACU	
4. <i>Ulmus americana</i>	10	<input type="checkbox"/>	FAC	
100 = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <i>Quercus velutina</i>	10	<input checked="" type="checkbox"/>	NL	<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B)  Prevalence Index = B/A = _____
2. <i>Celtis occidentalis</i>	10	<input checked="" type="checkbox"/>	FACU	
3. <i>Ulmus americana</i>	10	<input checked="" type="checkbox"/>	FAC	
4. <i>Symphoricarpos orbiculatus</i>	5	<input type="checkbox"/>	FACU	
5. <i>Juniperus virginiana</i>	5	<input type="checkbox"/>	UPL	
40 = Total Cover				
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <i>Elymus virginicus</i>	5	<input checked="" type="checkbox"/>	FAC	<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
6. _____		<input type="checkbox"/>		
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
5 = Total Cover				
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <i>Smilax bona-nox</i>	30	<input checked="" type="checkbox"/>	FACU	<b>Hydrophytic Vegetation Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2. <i>Lonicera japonica</i>	20	<input checked="" type="checkbox"/>	FACU	
50 = Total Cover				
% Bare Ground in Herb Stratum <u>95%</u>				
Remarks: Indicators of hydrophytic vegetation were not observed.				

**SOIL**

Sampling Point: 10

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR 3/3	100					C	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

<b>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</b> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) (LRR F) <input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)		<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b> <input type="checkbox"/> 1 cm Muck (A9) (LRR I, J) <input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H) <input type="checkbox"/> Dark Surface (S7) (LRR G) <input type="checkbox"/> High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73) <input type="checkbox"/> Reduced Vertic (F18) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Very Shallow Dark Surface (TF12) <input type="checkbox"/> Other (Explain in Remarks)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)		<sup>3</sup> Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.	

**Restrictive Layer (if present):**  
 Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present?    Yes     No

Remarks:  
 Indicators of hydric soil were not observed.

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (minimum of one required; check all that apply)</u>			<u>Secondary Indicators (minimum of two required)</u>		
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where not tilled) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where tilled) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> FAC-Neutral Test (D5) <input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)			

**Field Observations:**

Surface Water Present?    Yes     No     Depth (inches): \_\_\_\_\_

Water Table Present?    Yes     No     Depth (inches): \_\_\_\_\_

Saturation Present? (includes capillary fringe)    Yes     No     Depth (inches): \_\_\_\_\_

Wetland Hydrology Present?    Yes     No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:  
 \_\_\_\_\_

Remarks:  
 Indicators of wetland hydrology were not observed.

## WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/9/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 11  
 Investigator(s): B.W. Barnes and J.P. Schatte Section, Township, Range: Section 16, Township 8 North, Range 7 East  
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): 0  
 Subregion (LRR): LRR J Lat: 35.17360 Long: -96.58084 Datum: NAD83  
 Soil Map Unit Name: Gowton Fine Sandy Loam, 0-1% Slopes, Occasionally Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Indicators for all three wetland criteria were observed. Emergent Wetland 6 (W6)	

### VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:																
1. _____		<input type="checkbox"/>		Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>1</u> (A)  Total Number of Dominant Species Across All Strata: <u>2</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50%</u> (A/B)																
2. _____		<input type="checkbox"/>																		
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
= Total Cover				<b>Prevalence Index worksheet:</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Total % Cover of:</td> <td style="width: 50%;">Multiply by:</td> </tr> <tr> <td>OBL species _____</td> <td>x 1 = _____</td> </tr> <tr> <td>FACW species _____</td> <td>x 2 = _____</td> </tr> <tr> <td>FAC species <u>20</u></td> <td>x 3 = <u>60</u></td> </tr> <tr> <td>FACU species _____</td> <td>x 4 = _____</td> </tr> <tr> <td>UPL species _____</td> <td>x 5 = _____</td> </tr> <tr> <td>Column Totals: <u>20</u> (A)</td> <td><u>60</u> (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A = <u>3.0</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species _____	x 1 = _____	FACW species _____	x 2 = _____	FAC species <u>20</u>	x 3 = <u>60</u>	FACU species _____	x 4 = _____	UPL species _____	x 5 = _____	Column Totals: <u>20</u> (A)	<u>60</u> (B)	Prevalence Index = B/A = <u>3.0</u>	
Total % Cover of:	Multiply by:																			
OBL species _____	x 1 = _____																			
FACW species _____	x 2 = _____																			
FAC species <u>20</u>	x 3 = <u>60</u>																			
FACU species _____	x 4 = _____																			
UPL species _____	x 5 = _____																			
Column Totals: <u>20</u> (A)	<u>60</u> (B)																			
Prevalence Index = B/A = <u>3.0</u>																				
= Total Cover																				
<b>Sapling/Shrub Stratum (Plot size: <u>15' radius</u>)</b>																				
1. <u>Fraxinus pennsylvanica</u>	20	<input checked="" type="checkbox"/>	FAC																	
2. _____		<input type="checkbox"/>																		
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
5. _____		<input type="checkbox"/>																		
= Total Cover																				
<b>Herb Stratum (Plot size: <u>5' radius</u>)</b>																				
1. <u>Carex spp.</u>	100	<input checked="" type="checkbox"/>	---																	
2. _____		<input type="checkbox"/>																		
3. _____		<input type="checkbox"/>																		
4. _____		<input type="checkbox"/>																		
5. _____		<input type="checkbox"/>																		
6. _____		<input type="checkbox"/>																		
7. _____		<input type="checkbox"/>																		
8. _____		<input type="checkbox"/>																		
9. _____		<input type="checkbox"/>																		
10. _____		<input type="checkbox"/>																		
= Total Cover																				
<b>Woody Vine Stratum (Plot size: <u>30' radius</u>)</b>																				
1. _____		<input type="checkbox"/>																		
2. _____		<input type="checkbox"/>																		
= Total Cover																				
% Bare Ground in Herb Stratum <u>0%</u>																				

- Hydrophytic Vegetation Indicators:**
- 1 - Rapid Test for Hydrophytic Vegetation
  - 2 - Dominance Test is >50%
  - 3 - Prevalence Index is ≤3.0<sup>1</sup>
  - 4 - Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
  - Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup>Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes  No

Remarks:  
 Indicators of hydrophytic vegetation were observed. Due to the time of year this Carex sedge was unable to be identified.

**SOIL**

Sampling Point: 11

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
								NO SOIL PIT DUG

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

<b>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</b> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) (LRR F) <input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)		<input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)		<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b> <input type="checkbox"/> 1 cm Muck (A9) (LRR I, J) <input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H) <input type="checkbox"/> Dark Surface (S7) (LRR G) <input type="checkbox"/> High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73) <input type="checkbox"/> Reduced Vertic (F18) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Very Shallow Dark Surface (TF12) <input type="checkbox"/> Other (Explain in Remarks)	
--	--	--	--	--	--

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**  
 Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:  
 Sampling point was inundated at the time of the site visit; therefore, soil was assumed to be hydric based on the presence of indicators for the other two wetland criteria.

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> <b>Primary Indicators (minimum of one required; check all that apply)</b> <input checked="" type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9)			<input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where not tilled) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Other (Explain in Remarks)			<b>Secondary Indicators (minimum of two required)</b> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where tilled) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> FAC-Neutral Test (D5) <input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)		
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**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): 2

Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:  
 Two primary indicators and one secondary indicator of wetland hydrology were observed.

## WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/8/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 12  
 Investigator(s): B.W. Barnes and J.P. Schatte Section, Township, Range: Section 16, Township 8 North, Range 7 East  
 Landform (hillslope, terrace, etc.): Floodplain Depression Local relief (concave, convex, none): Concave Slope (%): 0-1  
 Subregion (LRR): LRR J Lat: 35.17195 Long: -96.57989 Datum: NAD83  
 Soil Map Unit Name: Gowton Loam, 0-1% Slopes, Occasionally Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Indicators for only two of the three wetland criteria were observed.	

### VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Platanus occidentalis</u>	30	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>6</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>67%</u> (A/B)
2. <u>Acer negundo</u>	20	<input checked="" type="checkbox"/>	FAC	
3. <u>Gleditsia triacanthos</u>	5	<input type="checkbox"/>	FACU	
4. _____		<input type="checkbox"/>		<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
55 = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Acer negundo</u>	15	<input checked="" type="checkbox"/>	FAC	
2. <u>Maclura pomifera</u>	5	<input checked="" type="checkbox"/>	FACU	
3. <u>Platanus occidentalis</u>	5	<input checked="" type="checkbox"/>	FAC	
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
25 = Total Cover				
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
6. _____		<input type="checkbox"/>		
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
_____ = Total Cover				
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Lonicera japonica</u>	15	<input checked="" type="checkbox"/>	FACU	
2. _____		<input type="checkbox"/>		
15 = Total Cover				
% Bare Ground in Herb Stratum <u>100%</u>				

Remarks:  
 Indicators of hydrophytic vegetation were observed.

**SOIL**

Sampling Point: 12

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-8	10YR 3/4	100					S	
9-18	10YR 2/2	100					SC	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> 1 cm Muck (A9) (LRR I, J)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Dark Surface (S7) (LRR G)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> High Plains Depressions (F16)
<input type="checkbox"/> Stratified Layers (A5) (LRR F)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<b>(LRR H outside of MLRA 72 &amp; 73)</b>
<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)	<input type="checkbox"/> High Plains Depressions (F16)	<sup>3</sup> Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)	<b>(MLRA 72 &amp; 73 of LRR H)</b>	

**Restrictive Layer (if present):**

Type: \_\_\_\_\_

Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Indicators of hydric soil were not observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

<b>Primary Indicators (minimum of one required; check all that apply)</b>		<b>Secondary Indicators (minimum of two required)</b>
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Dry-Season Water Table (C2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where not tilled)	<input type="checkbox"/> Crayfish Burrows (C8)
<input checked="" type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Thin Muck Surface (C7)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)
<input type="checkbox"/> Water-Stained Leaves (B9)		

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_

Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): \_\_\_\_\_

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

One primary indicator and one secondary indicator of wetland hydrology were observed.

**WETLAND DETERMINATION DATA FORM – Great Plains Region**

Project/Site: US270 Seminole County - J/P# 21006(04) City/County: Seminole County Sampling Date: 12/8/2015  
 Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 13  
 Investigator(s): B.W. Barnes and J.P. Schatte Section, Township, Range: Section 16, Township 8 North, Range 7 East  
 Landform (hillslope, terrace, etc.): Floodplain Depression Local relief (concave, convex, none): Concave Slope (%): 0-1  
 Subregion (LRR): LRR J Lat: 35.17187 Long: -96.578953 Datum: NAD83  
 Soil Map Unit Name: Gowton Loam, 0-1% Slopes, Occasionally Flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Indicators for all three wetland criteria were observed. Forested Wetland 7 (W7)	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Fraxinus pennsylvanica</u>	50	<input checked="" type="checkbox"/>	FAC	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>4</u> (A)  Total Number of Dominant Species Across All Strata: <u>5</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>80%</u> (A/B)
2. <u>Carya illinoensis</u>	25	<input checked="" type="checkbox"/>	FAC	
3. <u>Ulmus americana</u>	25	<input checked="" type="checkbox"/>	FAC	
4. <u>Salix nigra</u>	5	<input type="checkbox"/>	FACW	
		105 = Total Cover		<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B)  Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: <u>15' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Ulmus americana</u>	15	<input checked="" type="checkbox"/>	FAC	
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
		15 = Total Cover		
Herb Stratum (Plot size: <u>5' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Carex spp.</u>	5	<input checked="" type="checkbox"/>	---	
2. _____		<input type="checkbox"/>		
3. _____		<input type="checkbox"/>		
4. _____		<input type="checkbox"/>		
5. _____		<input type="checkbox"/>		
6. _____		<input type="checkbox"/>		
7. _____		<input type="checkbox"/>		
8. _____		<input type="checkbox"/>		
9. _____		<input type="checkbox"/>		
10. _____		<input type="checkbox"/>		
		5 = Total Cover		
Woody Vine Stratum (Plot size: <u>30' radius</u> )	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____		<input type="checkbox"/>		
2. _____		<input type="checkbox"/>		
		_____ = Total Cover		
% Bare Ground in Herb Stratum <u>95%</u>				

- Hydrophytic Vegetation Indicators:**
- 1 - Rapid Test for Hydrophytic Vegetation
  - 2 - Dominance Test is >50%
  - 3 - Prevalence Index is ≤3.0<sup>1</sup>
  - 4 - Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
  - Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup>Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes  No

Remarks:  
 Indicators of hydrophytic vegetation were observed.

**SOIL**

Sampling Point: 13

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	7.5YR 3/1	90	5YR 4/6	10	C	M	C	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- |  |  |
|--|--|
| <input type="checkbox"/> Histosol (A1)                             | <input type="checkbox"/> Sandy Gleyed Matrix (S4)        |
| <input type="checkbox"/> Histic Epipedon (A2)                      | <input type="checkbox"/> Sandy Redox (S5)                |
| <input type="checkbox"/> Black Histic (A3)                         | <input type="checkbox"/> Stripped Matrix (S6)            |
| <input type="checkbox"/> Hydrogen Sulfide (A4)                     | <input type="checkbox"/> Loamy Mucky Mineral (F1)        |
| <input type="checkbox"/> Stratified Layers (A5) (LRR F)            | <input type="checkbox"/> Loamy Gleyed Matrix (F2)        |
| <input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)              | <input checked="" type="checkbox"/> Depleted Matrix (F3) |
| <input type="checkbox"/> Depleted Below Dark Surface (A11)         | <input type="checkbox"/> Redox Dark Surface (F6)         |
| <input type="checkbox"/> Thick Dark Surface (A12)                  | <input type="checkbox"/> Depleted Dark Surface (F7)      |
| <input type="checkbox"/> Sandy Mucky Mineral (S1)                  | <input type="checkbox"/> Redox Depressions (F8)          |
| <input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H) | <input type="checkbox"/> High Plains Depressions (F16)   |
| <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)      | <b>(MLRA 72 &amp; 73 of LRR H)</b>                       |

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

Indicators of hydric soil were observed.

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- |  |  |
|--|--|
| <input type="checkbox"/> Surface Water (A1)                        | <input type="checkbox"/> Salt Crust (B11)  |
| <input type="checkbox"/> High Water Table (A2)                     | <input type="checkbox"/> Aquatic Invertebrates (B13)                                   |
| <input checked="" type="checkbox"/> Saturation (A3)                | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                                    |
| <input type="checkbox"/> Water Marks (B1)                          | <input type="checkbox"/> Dry-Season Water Table (C2)                                   |
| <input type="checkbox"/> Sediment Deposits (B2)                    | <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where not tilled) |
| <input type="checkbox"/> Drift Deposits (B3)                       | <input type="checkbox"/> Presence of Reduced Iron (C4)                                 |
| <input type="checkbox"/> Algal Mat or Crust (B4)                   | <input type="checkbox"/> Thin Muck Surface (C7)  |
| <input type="checkbox"/> Iron Deposits (B5)                        | <input type="checkbox"/> Other (Explain in Remarks)                                    |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) |  |
| <input type="checkbox"/> Water-Stained Leaves (B9)                 |  |

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): 0

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

One primary indicator and two secondary indicators of wetland hydrology were observed.

**FLOOD PLAIN INFORMATION**

## Scott Stegmann

---

**From:** KC, Sumesh <Sumesh.KC@tetrattech.com>  
**Sent:** Wednesday, September 7, 2016 12:38 PM  
**To:** Scott Stegmann  
**Cc:** rpayao@odot.org; llewis@odot.org; Ellen Stevens (ellen@ellenphdpe.com); Schwab, Michael  
**Subject:** US-270 (Seminole Co.) Environmental Impacts

Scott,

Flood map revision will not be required for the project JP 210006(04)(11), US-270, Seminole County.

The floodway is not close and we should be okay whether we are barely inside the AE zone.

Please let us know at [Michael.schwab@tetrattech.com](mailto:Michael.schwab@tetrattech.com) if you have any questions.

Thanks.

Sumesh KC, P.E.

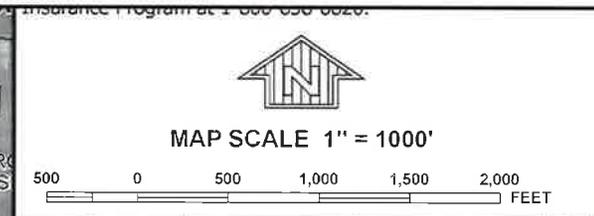
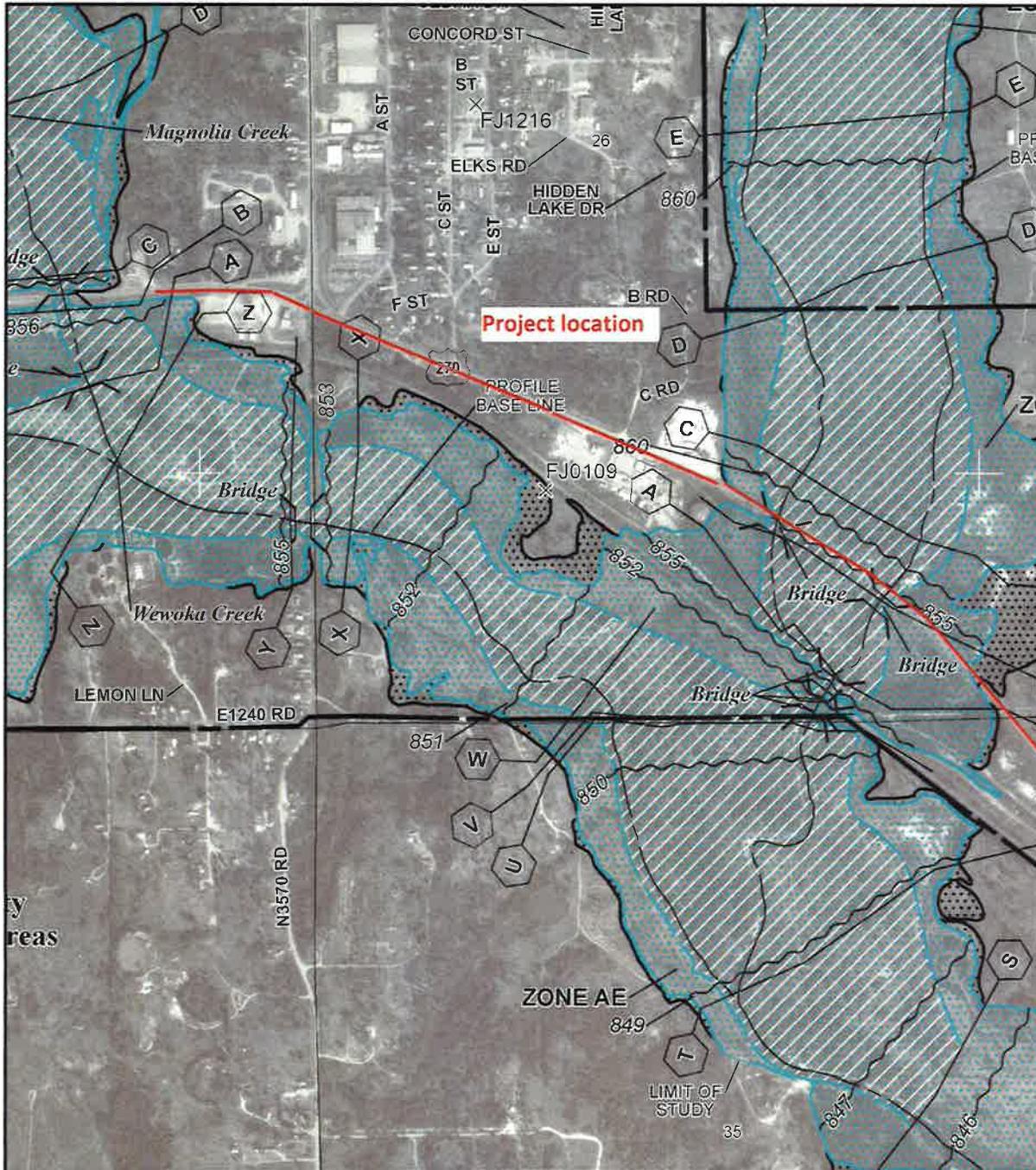
Direct: 405.416.2023 | Main: 405.606.8600 | Fax: 405.606.8601

[sumesh.kc@tetrattech.com](mailto:sumesh.kc@tetrattech.com)

Tetra Tech

119 N. Robinson Ave., Suite 700 | Oklahoma City, OK 73102 | [www.tetrattech.com](http://www.tetrattech.com)

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NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0235E

**FIRM**  
 FLOOD INSURANCE RATE MAP  
 SEMINOLE COUNTY,  
 OKLAHOMA  
 AND INCORPORATED AREAS

PANEL 235 OF 550  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SEMINOLE COUNTY	400497	0235	E
UNINCORPORATED AREAS	400192	0235	E

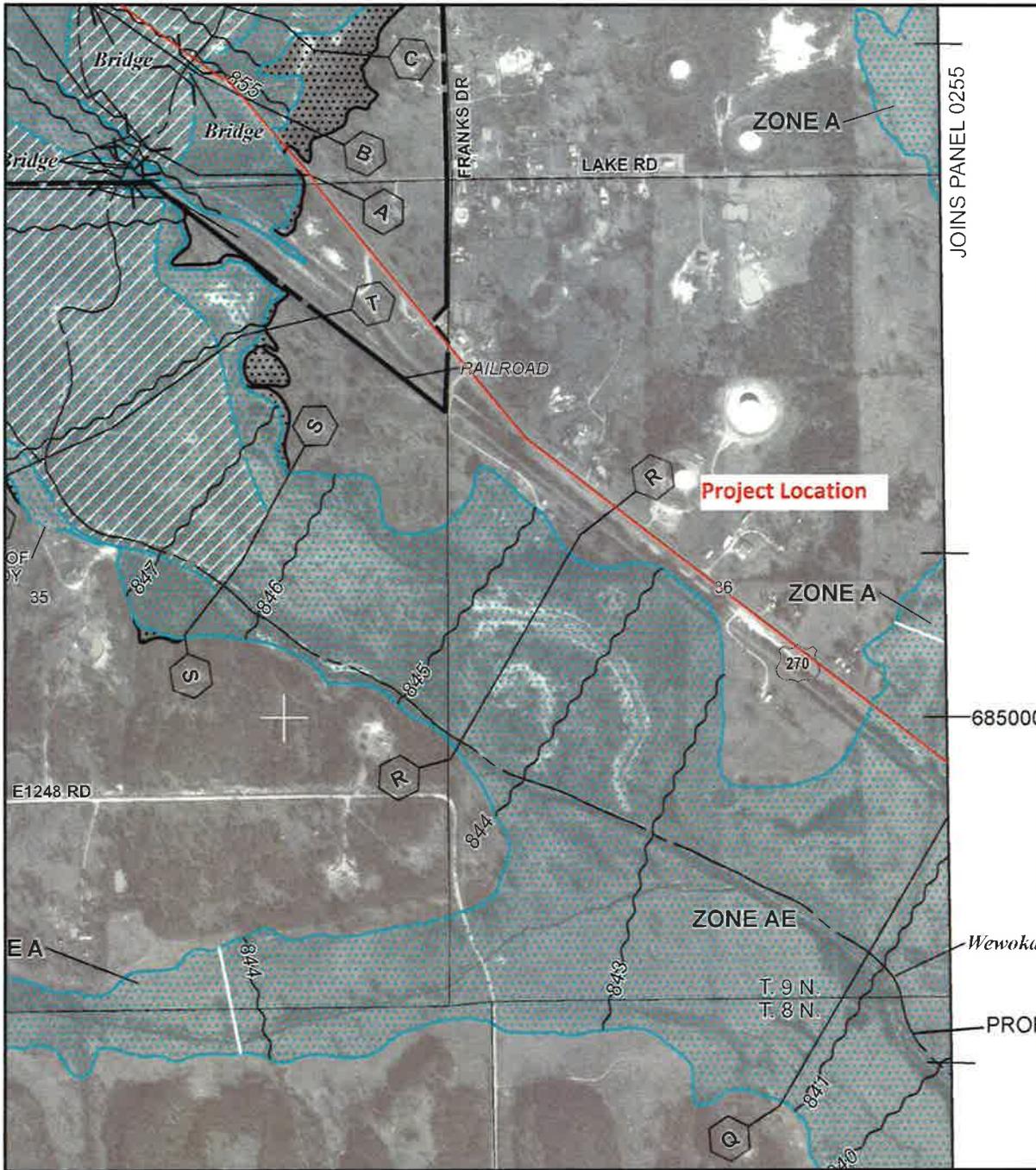
Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.



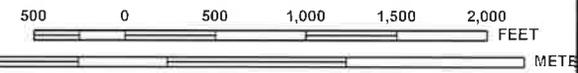
MAP NUMBER  
 40133C0235E  
 MAP REVISED  
 JULY 18, 2011

Federal Emergency Management Agency

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MAP SCALE 1" = 1000'



NFIP

PANEL 0235E

**FIRM**  
 FLOOD INSURANCE RATE MAP  
 SEMINOLE COUNTY,  
 OKLAHOMA  
 AND INCORPORATED AREAS

PANEL 235 OF 550  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
SEMINOLE COUNTY	400457	0235	E
UNINCORPORATED AREAS	400152	0235	E
SEMINOLE CITY OF	400152	0235	E

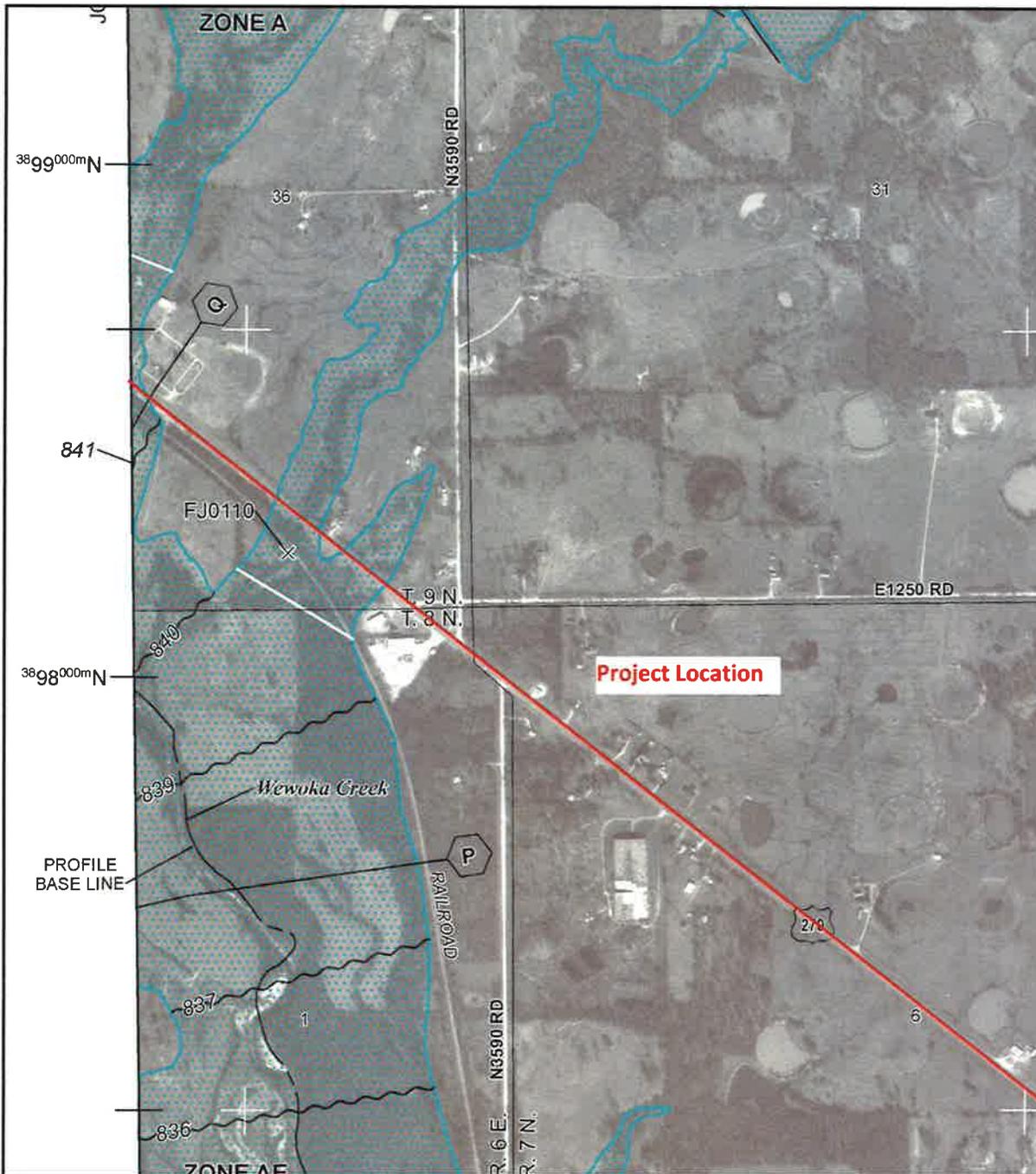
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 40133C0235E  
 MAP REVISED  
 JULY 18, 2011



Federal Emergency Management Agency

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ance Program at 1-800-638-6620.

**MAP SCALE 1" = 1000'**

**NFIP**

**PANEL 0255E**

**FIRM**  
**FLOOD INSURANCE RATE MAP**  
**SEMINOLE COUNTY,**  
**OKLAHOMA**  
**AND INCORPORATED AREAS**

**PANEL 255 OF 550**  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SEMINOLE COUNTY, UNINCORPORATED AREAS	400497	0255	E

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community

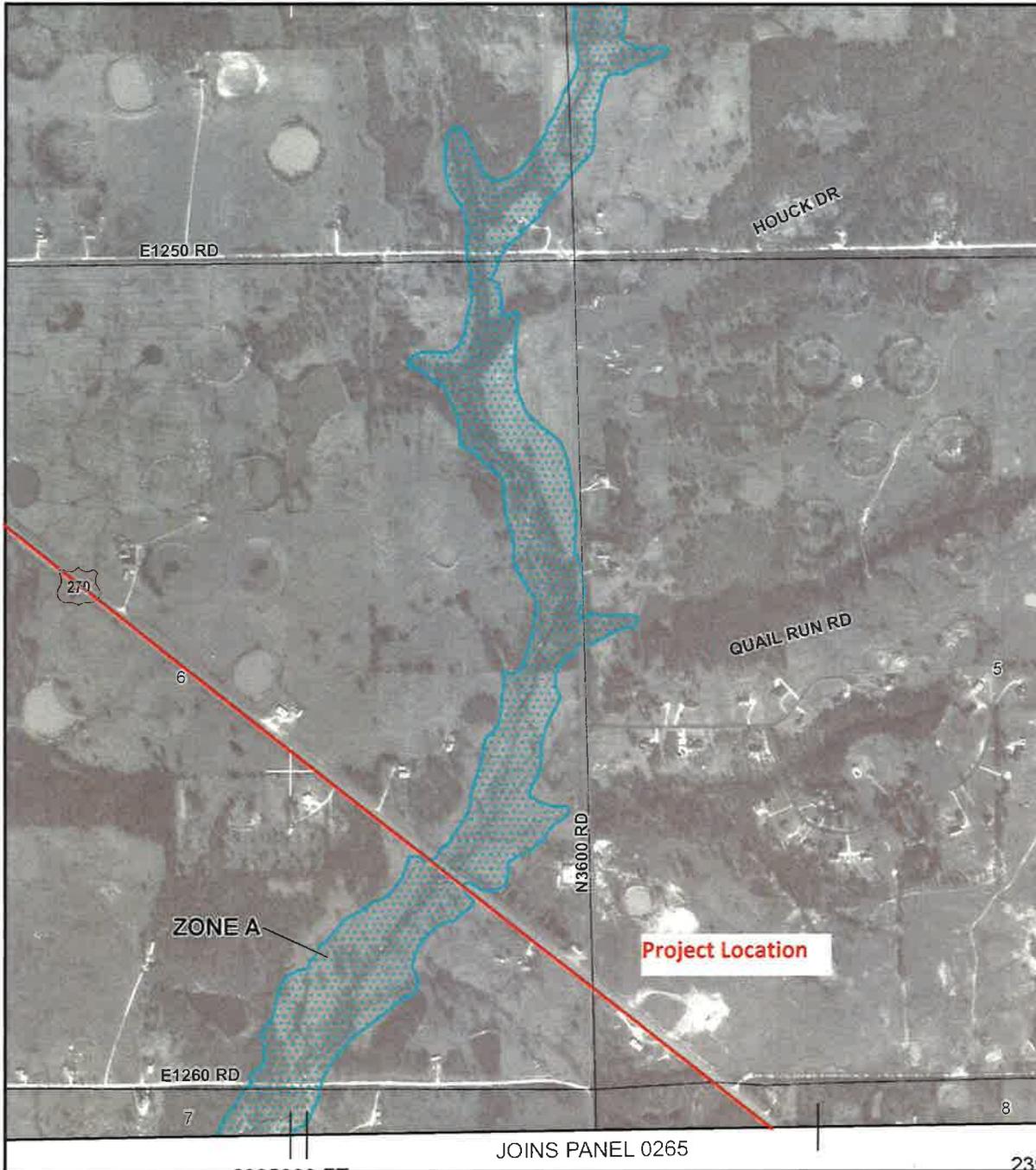
**MAP NUMBER**  
**40133C0255E**

**MAP REVISED**  
**JULY 18, 2011**

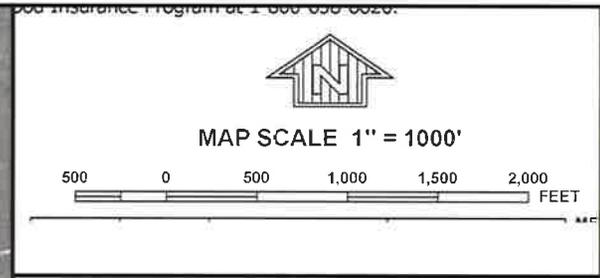
**Federal Emergency Management Agency**

**NATIONAL FLOOD INSURANCE PROGRAM**

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JOINS PANEL 0265



PANEL 0255E

**FIRM**  
**FLOOD INSURANCE RATE MAP**  
**SEMINOLE COUNTY,**  
**OKLAHOMA**  
**AND INCORPORATED AREAS**

**PANEL 255 OF 550**  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

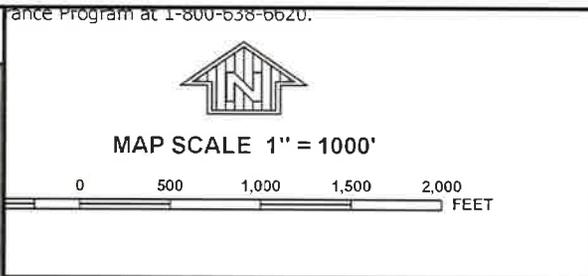
<u>COMMUNITY</u>	<u>NUMBER</u>	<u>PANEL</u>	<u>SUFFIX</u>
SEMINOLE COUNTY UNINCORPORATED AREAS	400497	0255	E

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**  
40133C0255E  
**MAP REVISED**  
JULY 18, 2011

  
 Federal Emergency Management Agency

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NFIP

PANEL 0265E

**FIRM**  
FLOOD INSURANCE RATE MAP  
SEMINOLE COUNTY,  
OKLAHOMA  
AND INCORPORATED AREAS

PANEL 265 OF 550  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LIMA TOWN OF	400301	0265	E
SEMINOLE COUNTY UNINCORPORATED AREAS	400497	0265	E

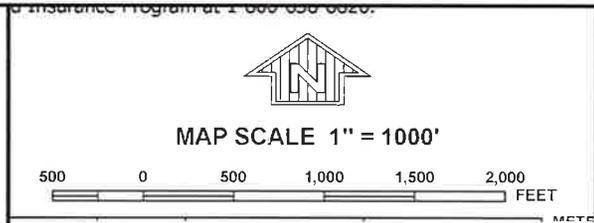
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MAP NUMBER  
40133C0265E  
MAP REVISED  
JULY 18, 2011

Federal Emergency Management Agency

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NFIP  
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0265E

**FIRM**  
FLOOD INSURANCE RATE MAP  
SEMINOLE COUNTY,  
OKLAHOMA  
AND INCORPORATED AREAS

PANEL 265 OF 550  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LIMA TOWN OF	409901	0265	E
SEMINOLE COUNTY UNINCORPORATED AREAS	400697	0265	E

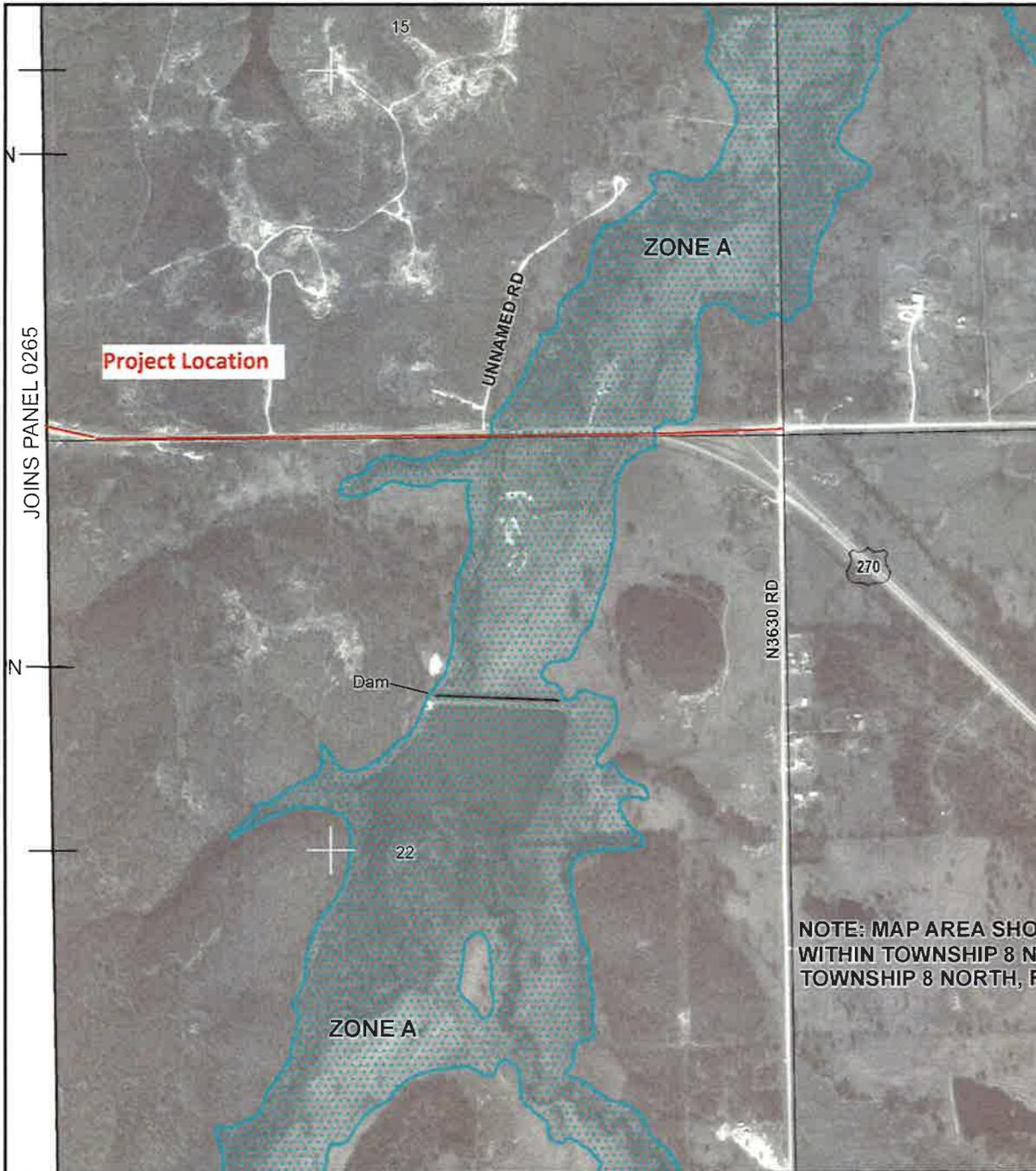
Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER  
40133C0265E  
MAP REVISED  
JULY 18, 2011

Federal Emergency Management Agency

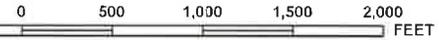
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ance Program at 1-800-638-6620.



MAP SCALE 1" = 1000'



NFIP

PANEL 0270E

**FIRM**

FLOOD INSURANCE RATE MAP  
SEMINOLE COUNTY,  
OKLAHOMA  
AND INCORPORATED AREAS

PANEL 270 OF 550

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SEMINOLE COUNTY	400497	0270	E
UNINCORPORATED AREAS	400199	0270	E
WESWOKA, CITY OF	400199	0270	E

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER  
40133C0270E

MAP REVISED  
JULY 18, 2011

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

NOTE: MAP AREA SHOWN  
WITHIN TOWNSHIP 8 NORTH,  
RANGE 15 WEST, MERIDIAN 109 WEST

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**N R C S COORDINATION**

U.S. Department of Agriculture

## FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request 11/23/09			
Name Of Project US-270: Road & Bridges (JP# 21006(04)(07))		Federal Agency Involved FHWA			
Proposed Land Use Transportation		County And State SEMINOLE, OKLAHOMA			
<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS			
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s) Wheat		Farmable Land In Govt. Jurisdiction Acres: 133,734 % 33		Amount Of Farmland As Defined in FPPA Acres: 90,225 % 22	
Name Of Land Evaluation System Used Caes		Name Of Local Site Assessment System None		Date Land Evaluation Returned By NRCS 12/8/09	
<b>PART III (To be completed by Federal Agency)</b>		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		355.0			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		355.0	0.0	0.0	0.0
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland		20.0			
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		1.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)</b>		78	0	0	0
<b>PART VI (To be completed by Federal Agency)</b> Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		15			
2. Perimeter In Nonurban Use		10			
3. Percent Of Site Being Farmed		10			
4. Protection Provided By State And Local Government		0			
5. Distance From Urban Builtup Area		0			
6. Distance To Urban Support Services		0			
7. Size Of Present Farm Unit Compared To Average		5			
8. Creation Of Nonfarmable Farmland		0			
9. Availability Of Farm Support Services		5			
10. On-Farm Investments		10			
11. Effects Of Conversion On Farm Support Services		0			
12. Compatibility With Existing Agricultural Use		0			
<b>TOTAL SITE ASSESSMENT POINTS</b>		160	0	0	0
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)		100	78	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	0 55	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>		260	133	0	0
Site Selected: <b>A</b>		Date Of Selection 07-28-16		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection: <b>Scored below 160</b>					



Robert Payao/ODOT  
11/24/2009 07:40 AM

To THOMAS.JAMES@OK.USDA.GOV  
cc  
bcc  
Subject NRCS Consult for Transportation Project

November 24, 2009

James Thomas  
District Conservationist  
Natural Resources Conservation Service  
Wewoka Service Center  
1400 S Indian Rd.  
Wewoka, OK 74884-9780

**RE: Site assessments for Farmland Protection Policy Act (FPPA)**

Dear Mr. Thomas,

The Oklahoma Department of Transportation is in the early developmental stages of road and bridges improvements in Seminole County.

US-270: From SH-270A in Seminole extending East to US-59 and bridges over Carter, Wewoka, & 8 Unnamed Creeks & Railroad, JP 21006(04) & JP 21006(07), STPY-167B(091) & BRFY-167B(122).

Please find attached copies of USDA Form AD-1006 and plans for the above referenced federal actions in Seminole County, Oklahoma:



21006(04)(07) AD1006.pdf 21006(04)(07) Seminole Co Location Map Revised.pdf

In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act, Parts I and III of Form AD-1006 have been completed. Please complete the NRCS portions of this form within the next 45 days and return one copy to:

Robert Payao  
Environmental Project Manager Division 3  
Oklahoma Department of Transportation  
200 NE 21st Street  
Oklahoma City, Oklahoma 73105

Your assistance is greatly appreciated. If you have any questions, please call me at 521-2312 or rpayao@odot.

Sincerely,

Robert Payao  
Environmental Programs Division  
Oklahoma Department of Transportation  
200 NE 21st Street  
Oklahoma City, Oklahoma 73105

Enclosures: Plans and Form AD-1066

Copy to:       Project File and Reading File

**HAZARDOUS WASTE**

**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
CONSULTANT REPORT REVIEW – HAZARDOUS WASTE**

**Reviewed By:** David Edwards

**County:** Seminole

**Review Date:** 05/31/2016  
and STPY-1006(11)

**Project No.:** STP-167B(091), STP-167B(122)SS

**Consultant:** CP&Y

**J/P Number:** 21006(04)(07)(11)

**1. PROJECT DESCRIPTION:** US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County.

**2. LEVEL OF INVESTIGATION:**

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):

CP&Y recommended the removal of the UST systems identified as historically leaking (LUST) sites, the plugging of an oil/gas well and the avoidance of the illegal dumping area that are all located within the proposed ROW as shown on the ROW plans (dated 08/15/2015).

**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:** See plan note memo attached.

**6. GENERAL COMMENTS:** Several sites including a cemetery, a property with dumped tires and various items, a property with some green storage tanks, a suspected leaking above ground storage tank site (Willis Kwik Stop, 1415 East Broadway) and approximately 20 aboveground storage tanks located on various properties were observed throughout the corridor, many associate with oil/gas activity (tank batteries, pump jacks, etc.). None of these tanks appeared to be within proposed right of way. If affected, these items would be addressed via standard Right of Way Division procedures. The ISA also identified a Brownfield Public Record cleanup site near the intersection of US-270 and Lake Road. According to the OCC, the brownfields

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

Revised 04/28/2014

cleanup sites in this area are under the OERB's abandoned oil and gas cleanup program. OERB personnel (Mr. Steve Sowers and Mr. Greg Cook) confirmed that the cleanup sites in that vicinity are not within the project study area and, as such, should not affect the project. Due to design modifications implemented to minimize the project extent in the vicinity of the active ODEQ case #15-021 (illicit dumping), a cautionary plan note memo has been deemed sufficient.

**ATTACH EXCERPTS FROM REPORT, AS APPROPRIATE.\***



# Oklahoma Department of Transportation

Environmental Programs Division

Office 521-3050 Fax 522-5193

DATE: May 31, 2016

TO: NEPA Project Manager

FROM: Environmental Programs Division

DAE

SUBJECT: US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011).

An Initial Site Assessment (ISA) has been conducted for the subject project. The ISA identified the following sites that warrant plan notes:

- 1) Leaking Underground Storage Tanks: The ISA identified three (3) historic leaking underground storage tank LUST sites located along the project area on US-270. Please have the LUST site locations added to the plan and profile sheets by placing a box in the appropriate locations with the Oklahoma Corporation Commission (OCC) facility number, case number, and denoting it as a LUST site.

Please have the following added to the "Environmental Mitigation Notes" of the project plans per Policy Directive C-201-2D(2):

"Station	OCC Fac./Case No.	Facility
app. 104+75 to 107+50 RT 25 ft.	6702166/064-0191	Dowell Schlumberger
app. 107+00 to 109+00 LT 50 ft.	6719421/064-2803	Seminole Batch Plant
app. 213+50 to 216+50 RT 25 ft.	6702350/064-BI	Halliburton Services

**Petroleum contamination may exist at or near the referenced Leaking Underground Storage Tank (LUST) sites. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance."**

- 2) Oil and Gas Activity: The ISA also identified what appeared to be an active oil and/or gas well located within the proposed project right-of-way approximately at station 122 +00 RT 10 ft. No significant contamination was witnessed during the site reconnaissance however, this well may need to be properly plugged and abandoned.

Please add the following note to a section of the project plans entitled "Environmental Mitigation Notes" per Policy Directive C-201-2D(2):

**"An oil/gas well was observed during site reconnaissance located within the proposed right-of-way approximately at station 122+00 RT 10 ft. As a result, there is a potential to encounter crude oil products and related wastes. If such materials are found, the Resident Engineer should be notified immediately.**

**In addition, any oil/ gas wells encountered during construction activities must be plugged by properly licensed personnel, in accordance with all applicable Oklahoma Corporation Commission rules and regulations.”**

- 3) **Illicit Dumping**: An illegal dump site, which is an active ODEQ investigation (ODEQ case number 15-021), exists at the property located approximately at station 289+50 RT 25 ft. to 296+25 RT 25 ft. Dumped items could not be closely observed due to limited site access and may contain hazardous materials.

Please have the area denoted as an “Illicit Dumpsite” on the Plan and Profile sheets and add the following to the “Environment Mitigation Notes” of the project plans per Policy Directive C-201-2D(2):

**“An illicit dump site exists at the property located approximately at station 289+50 RT to 296+25 RT. This site is the subject of an active ODEQ investigation (ODEQ case number 15-021). As such, the extent of ground disturbance needed for the project has been minimized, but not eliminated. If evidence of dumped waste is encountered, the contractor shall immediately cease work in the area and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance.**

**The contractor’s operation must proceed on items of work note related to, or in the vicinity of the potentially hazardous or contaminated materials. The contractor’s operations in the vicinity of the potentially hazardous or contaminated materials must not resume until so directed by ODOT.”**

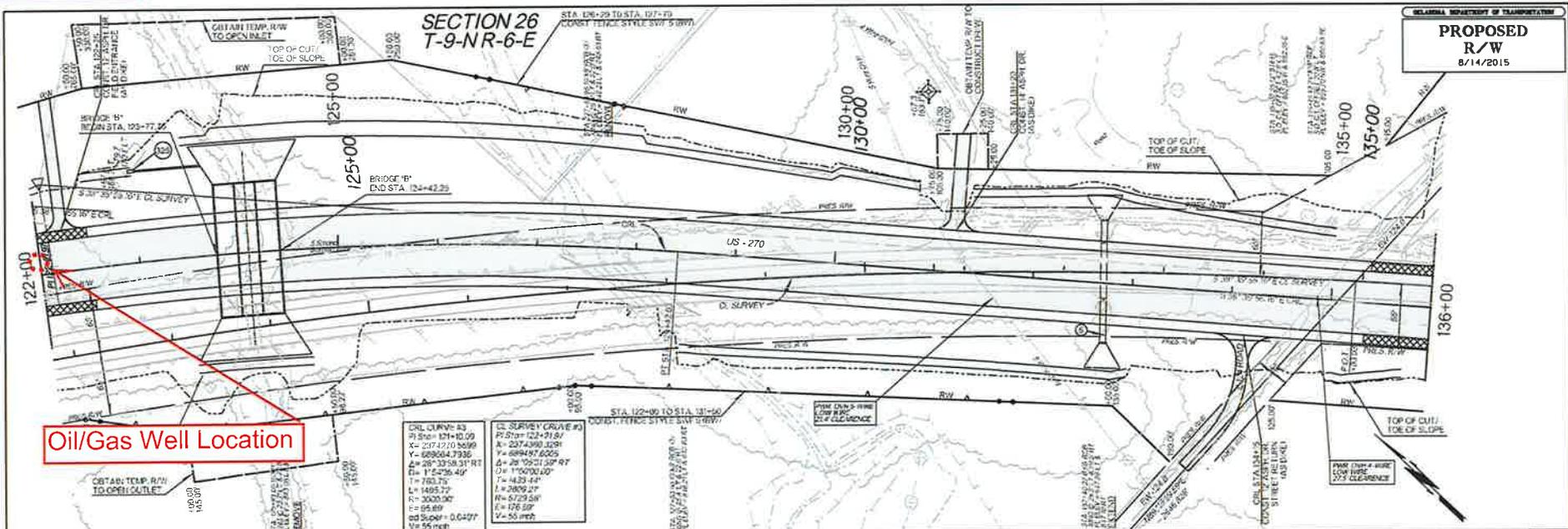
These mitigation measures should be discussed at all pre-work conferences per Policy Directive C-201-2E(1). If you have any questions, please contact David Edwards at (405) 521-2673.

DAE



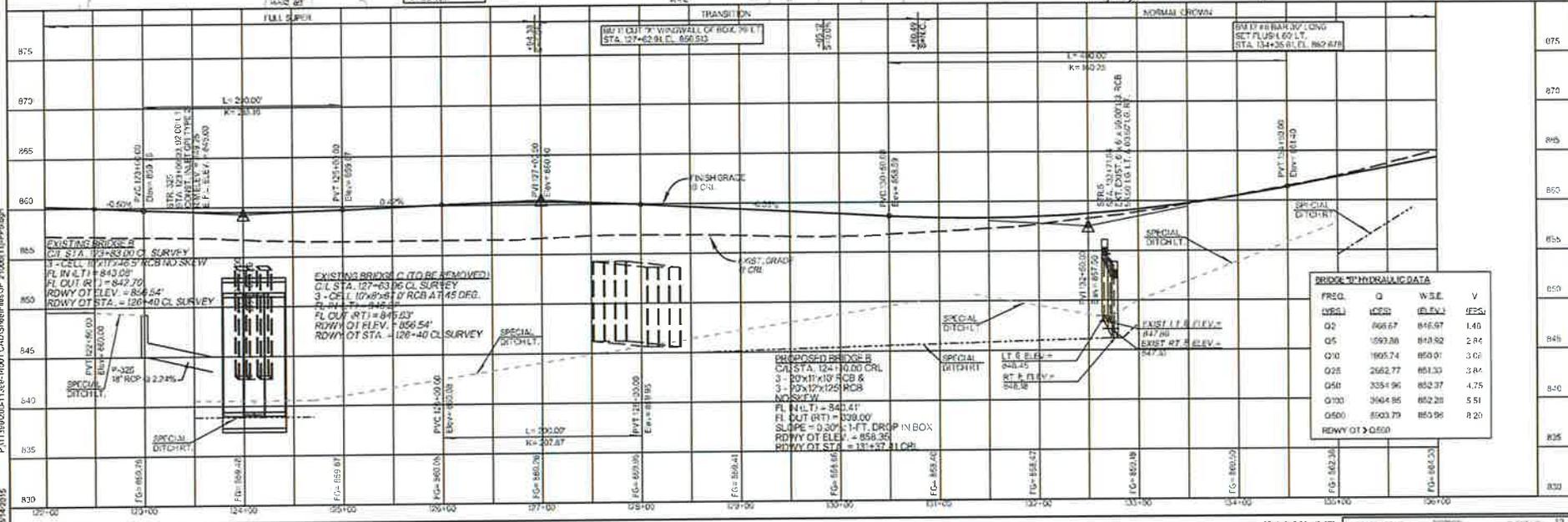


FLORIDA DEPARTMENT OF TRANSPORTATION  
**PROPOSED  
 R/W**  
 8/14/2015



**CR. CURVE #3**  
 P.I. STA. = 124+40.00  
 X = 2274210.5099  
 Y = 689664.7936  
 L = 281326.31' RT  
 Δ = 1° 52' 36.44"  
 T = 783.75'  
 L = 1405.72'  
 P = 3000.00'  
 E = 95.89'  
 S = 89.00° ± 0.0477"  
 Δ = 55.168°

**L.S. SURVEY CURVE #3**  
 P.I. STA. = 124+71.51  
 X = 2274390.3081  
 Y = 689497.6025  
 L = 281221.50' RT  
 Δ = 1° 50' 00.00"  
 T = 423.44'  
 L = 2079.21'  
 P = 5729.50'  
 E = 176.59'  
 S = 56.168°



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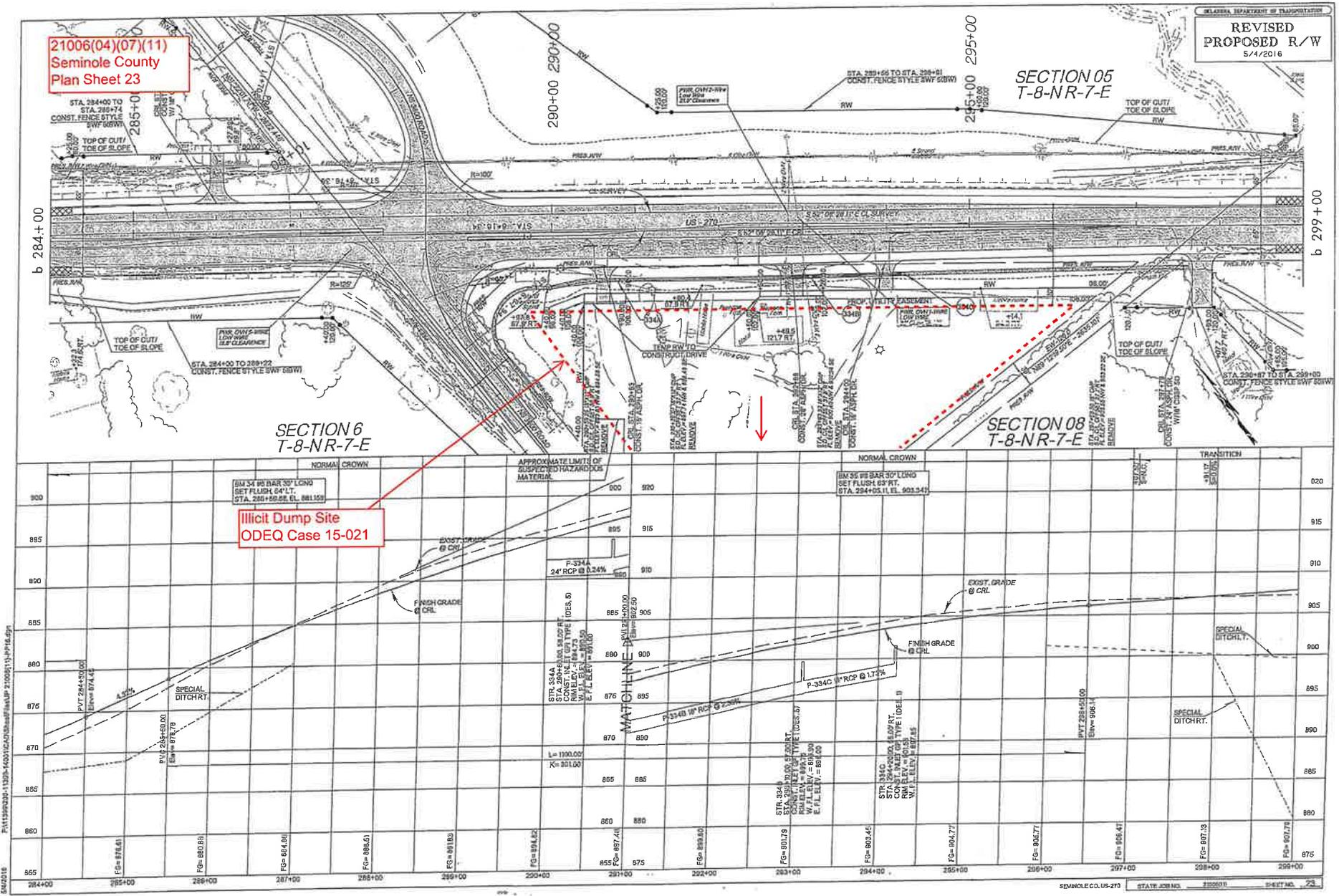
21006(04)(07)(11)  
 Seminole County  
 Plan Sheet 23

SECTION 05  
 T-8-NR-7-E

SECTION 06  
 T-8-NR-7-E

SECTION 08  
 T-8-NR-7-E

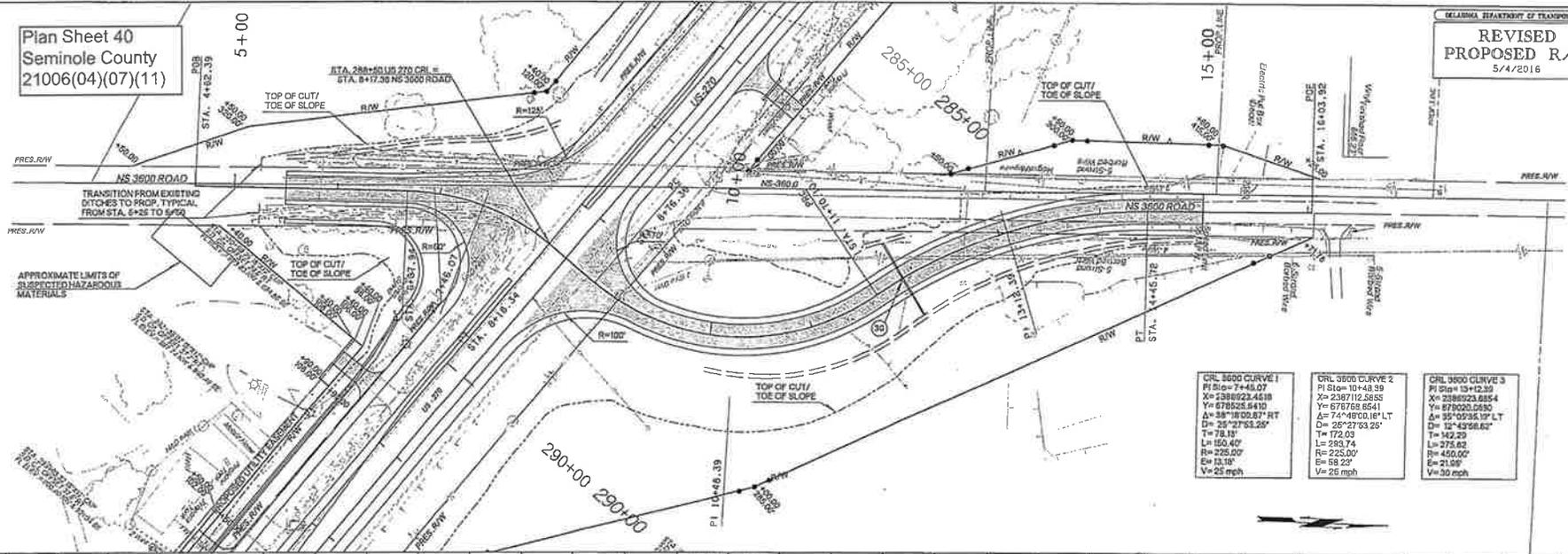
Illicit Dump Site  
 ODEQ Case 15-021



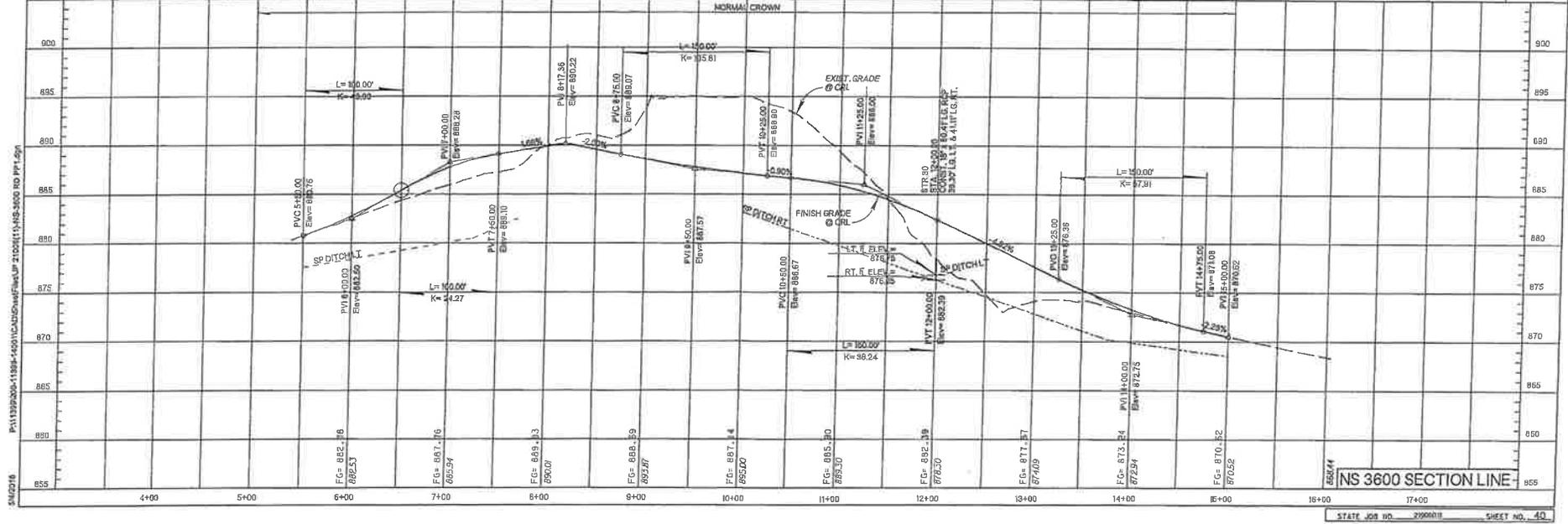
5/4/2016 P:\11300-11300-1400\11300-1400\Drawings\21006(04)(07)(11) 23.dwg

Plan Sheet 40  
Seminole County  
21006(04)(07)(11)

FLORIDA DEPARTMENT OF TRANSPORTATION  
REVISED  
PROPOSED R/W  
5/4/2016



CURVE DATA	PI STATION	PI ELEVATION
CURVE 1 PI Sta= 7+46.07 X= 1318023.4518 Y= 678526.6410 Δ= 38°18'00.87" RT C= 35°27'53.25" LT T= 78.15' L= 150.40' R= 225.00' E= 58.23° V= 25 mph	7+46.07	888.87
CURVE 2 PI Sta= 10+48.99 X= 1318023.6854 Y= 678768.6541 Δ= 74°48'00.18" LT C= 28°27'53.25" LT T= 172.03' L= 293.74' R= 225.00' E= 58.23° V= 25 mph	10+48.99	888.87
CURVE 3 PI Sta= 13+12.33 X= 1318023.6854 Y= 679020.0590 Δ= 35°03'55.19" LT C= 12°42'58.62" T= 142.29' L= 275.62' R= 450.00' E= 21.05° V= 30 mph	13+12.33	888.87



NS 3600 SECTION LINE

STATE JOB NO. 21006(04) SHEET NO. 40

**INITIAL SITE ASSESSMENT**

SEMINOLE COUNTY, OKLAHOMA  
J/P NUMBER: 21006(04)(07)(11)  
PROJECT NUMBER: TBD

US-270 OVER CARTER AND UNNAMED CREEKS, FROM JUNCTION SH-270A  
IN SEMINOLE EXTENDING EAST TO "Y" AT JUNCTION US-270B WEST OF WEWOKA

PREPARED FOR:



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL PROGRAMS DIVISION  
200 NE 21<sup>ST</sup> STREET  
OKLAHOMA CITY, OK 73105

REPORT PREPARED BY:  
SARAH ITZ



2000 N. CLASSEN BOULEVARD, SUITE 1410  
OKLAHOMA CITY, OK 73106

JANUARY 2016

FIELD INVESTIGATION CONDUCTED BY:  
SCOTT STEGMANN AND SARAH ITZ

## **X. SIGNATURES OF ENVIRONMENTAL PROFESSIONALS**

We declare that, to the best of our professional knowledge and belief, we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property.

Prepared by:



---

Sarah Itz  
Environmental Specialist

Reviewed by:



---

Scott Stegmann  
Project Manager

## I. EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT) proposes to improve US-270 from junction SH-270A in Seminole southeastward to the "Y" at junction US-270B west of Wewoka in Seminole County (**Figure 1 in Appendix A**). Currently, US-270 has two 12-foot wide travel lanes with 10-foot wide outside shoulders. The purpose of the project is to add capacity to the roadway along the existing alignment. The proposed US-270 roadway from the junction of SH-270A east approximately 5.7 miles would consist of four 12-foot wide travel lanes, one 16-foot paved center median, and two 10-foot shoulders. The typical section will then transition to a four-lane undivided roadway (four 12-foot travel lanes and two 10-foot wide outside shoulders) for the remainder of the project length.

This project is approximately 8.0 miles long. The project study area is considered to be the areas within existing and proposed rights-of-way. **Figures 2 and 3 in Appendix A** illustrate the project study area on aerial photograph and topographic map base.

An Initial Site Assessment (ISA) for the proposed project has been completed in conformance with the guidelines provided in ODOT's Hazardous Waste Scope of Services. The GeoSearch database search completed in November 2015 identified 13 potential hazardous material sites located within the appropriate ASTM search radii. Two field surveys were conducted, one in February 2010 and one in January 2016. Based on hazardous materials database searches, a review of historical aeriels, and the field survey, a total of four Recognized Environmental Conditions (RECs) were identified in the project vicinity.

Site #3 on the GeoSearch database report – currently S&S Containment, Inc. There are apparent underground storage tanks in the area of proposed right-of-way. There was a reported release at these tanks in 1989 and the case was closed in 1990. No dead or stained vegetation in this area was observed during the field investigation in January 2016. Removal of these tanks would need to be completed prior to construction in this area.

Site #8 on the GeoSearch database report – currently K-B Mobile Homes Sales. A narrow strip of proposed right-of-way would be needed from this property. A LUAST is listed at this property; however, the case has been closed since 2006. According to OWRB records, four monitoring wells are installed at this site. The cap for one was observed approximately 20 feet south of the mobile home nearest US-270 and is in the proposed right-of-way. No signs of the underground tanks were observed. Hazardous material contamination at this site is not anticipated since the LUAST case is closed. However, it is possible that underground storage tanks and monitoring wells are in the area of proposed right-of-way and may need to be removed prior to construction.

An oil/gas well (Map ID A shown on **Figure 2, Appendix A**) lies within the area of proposed right-of-way just south of Seminole on the east side of US-270. This well will need to be plugged prior to construction per ODOT protocol.

Lastly, there is an on-going DEQ case (number 15-021) along the project corridor that involves the burning of construction debris, plastic, and paint cans at 36005 Highway 270 in Seminole. A portion of this property would be acquired for new right-of way. A resolution to the on-going DEQ case may be needed prior to acquisition of the property.

It is possible that information exists beyond the scope of this investigation or that was not provided to the environmental professionals who completed this ISA. The possibility remains that unexpected environmental conditions may be encountered at the site in locations not specifically investigated. The findings presented in this report are based upon the information reasonably available and observed site conditions at the time of this field event. Conditions may have changed since that time and the findings and conclusions of this report are not meant to be indicative of future conditions at the subject property. Per ODOT guidelines, it is not necessary to confirm the actual presence of hazardous waste in soil or groundwater during this ISA.

A follow-up field investigation was conducted on January 13, 2016 to determine if there have been any changes in land use and potential hazardous material sites since the original field investigation in 2010. Several new potential hazardous material sites had turned up on the updated GeoSearch radius report dated November 2015. Conversations with Debbie Phillips of Bethel Monument and Richard Fried of S&S Containment, Inc. were initiated to acquire knowledge of LUASTs on their property, as discussed in Section VI.

Additionally, there is an on-going DEQ case (number 15-021) along the project corridor that was investigated during the field event. This case involves the burning of construction debris, plastic, and paint cans at 36005 Highway 270 in Seminole (**Figure 2**). Photographs were taken of the site from the right-of-way since access to the property was not available. Documentation of this case is provided in **Appendix E**.

Land use windshield survey forms were completed in the field and are provided in **Appendix F**. The qualifications of the environmental professionals conducting the site reconnaissance and completing the ISA report are provided in **Appendix G**.

## **VIII. FINDINGS AND RECOMMENDATIONS**

An ISA for the proposed project has been completed in conformance with the guidelines provided in ODOT's Hazardous Waste Scope of Services. Visual observations of the proposed project and adjacent areas were conducted in February 2010 and January 2016 for evidence of hazardous substances and/or contamination.

The radius report sites that could potentially pose an issue for the project and were investigated further are as follows:

**Site #2** - the Willis Quick Stop (Kwick Stop #7) is located at 1415 E. Broadway, at the southwest corner of US-270 and S. Harvey Rd. This property is an operational convenience store and gas station. Three aboveground storage tanks storing gasoline and diesel are currently in use. A suspicion of release from an AST occurred and the case was both reported and closed by the OCC in 1994. The spill was an open and shut case per the OCC case manager (Douglah, 2014). Some staining was observed near the ASTs but this appeared to be rust from the metal tanks. A narrow strip of new right-of-way would be necessary from this property; however, the area with the tanks on it will not be affected. No further investigation of this site is recommended.

**Site #3** - currently S&S Containment, Inc. There are apparent underground storage tanks in the area of proposed right-of-way. There was a reported release at these tanks in 1989 and the case was closed in 1990. No dead or stained vegetation in this area was observed during the field investigation in January 2016. Removal of these tanks would need to be completed prior to construction in this area.

**Site #5** - Brownfield Public Record site at the intersection of US-270/Lake Road. This site was not observed in the field. According to OCC records and personnel, this site is ineligible to be listed as a Brownfield, since no evidence of contamination was found by the State; only concrete engine base debris was observed. Therefore, this site is not anticipated to be an issue to the project.

**Site #8** - currently K-B Mobile Homes Sales. A narrow strip of proposed right-of-way would be needed from this property. A LUAST is listed at this property; however, the case has been closed since 2006. According to OWRB records, four monitoring wells are installed at this site (Map ID A on **Figure 2**). The cap for one was observed approximately 20 feet south of the mobile home nearest US-270 and is in the proposed right-of-way. No signs of the underground tanks were observed. Hazardous material contamination at this site is not anticipated since the LUAST case is closed. However, it is possible that underground storage tanks and monitoring wells are in the area of proposed right-of-way and may need to be removed prior to construction.

**Site #11** - Zipomatic Auto Repair. A confirmed release occurred on 12/20/1995. More information regarding this site was obtained via a phone conversation on 11/10/2014 with Salim Douglah of the OCC. Mr. Douglah indicated that the release was localized to the area of the UST, there was no migration of contamination, and the case was closed using the Risk Based Closure method based on data from a single sampling point. The closure date for the case was 8/15/1997. No new right-of-way would be needed from this property. This site is not anticipated to be an issue to the project.

**Additional Field Observations:**

Approximately 20 aboveground storage tanks were observed along the project corridor. Some were adjacent to ponds, some were near oil derricks, and others were near commercial/industrial sites. Each was inspected from the existing right-of-way since access to private properties was not granted. On either side of US-270 at Old Business 270, oil derricks and storage tanks were observed (Photos 6 and 7). No evidence of contamination was seen at any of these storage tanks.

One cemetery was observed within the project study area: Rest Haven Memorial Garden, located north of US-270, 0.3 miles west of NS 359 Road (Photo 9). A property containing some dumped tires, vacant sheds, and scrap materials was observed on the south side of US-270, approximately 0.6 miles east of the US-270 bridge over the CRI&P railroad (Photo 4). Lastly, five green storage tanks were observed in an undeveloped property where livestock was grazing (Photo 5). These tanks are on the south side of US-270, approximately 0.6 miles west of the intersection of US-270/Old Business 270. It is assumed that these tanks are for water storage; however, that could not be confirmed.

An oil/gas well (Map ID A) lies within the area of proposed right-of-way just south of Seminole on the east side of US-270. This well will need to be plugged prior to construction per ODOT protocol.

Monitoring wells (Map ID B) are shown to be in the middle of US-270. However, the owner name is Dowell Schlumberger. The property just south of the location of the monitoring wells once belonged to Dowell Schlumberger. Therefore, the correct location of the monitoring wells is assumed to be on that property and out of the US-270 right-of-way. No new right-of-way would be acquired from this property. The project would likely have no effect on this monitoring wells.

Lastly, there is an on-going DEQ case (number 15-021) along the project corridor that involves the burning of construction debris, plastic, and paint cans at 36005 Highway 270 in Seminole (**Appendix E**). A portion of this property would be acquired for new right-of way.

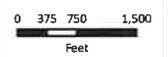
In summary, based upon field investigations, the hazardous materials database search, and other regulatory agencies' database searches, it is anticipated that there may be hazardous material issues associated with the construction of the project. Underground storage tanks at Site #3 and monitoring well(s) and possibly underground storage tanks at Site #8 would need to be removed. The oil/gas well (Map ID A) would need to be plugged. A resolution to the on-going DEQ case may be needed prior to acquisition of the property.

If unanticipated hazardous substances and/or petroleum contamination are encountered during construction, construction would cease immediately and clean-up activities or mitigation would be handled according to applicable federal and state regulations.

It is possible that information exists beyond the scope of this investigation or that was not provided to the environmental professionals who completed this ISA (resumes provided in **Appendix G**). The possibility remains that unexpected environmental conditions may be encountered at the site in locations not specifically investigated. The findings presented in this report are based upon the information reasonably available and observed site conditions at the time of this field event. Conditions may have changed since that time and the findings and conclusions of this report are not meant to be indicative of future conditions at the subject property. Per ODOT guidelines, it was not necessary to confirm the actual presence of hazardous waste in soil or groundwater during this ISA.



- Legend**
- Existing ROW
  - Proposed ROW
  - ☆ Leaking Underground & Aboveground Storage Tanks
  - ★ OCC Brownfields Public Record
  - ★ Underground & Aboveground Storage Tanks
  - OCC Oil & Gas Well
  - Approximate Location of OWRB Groundwater Well

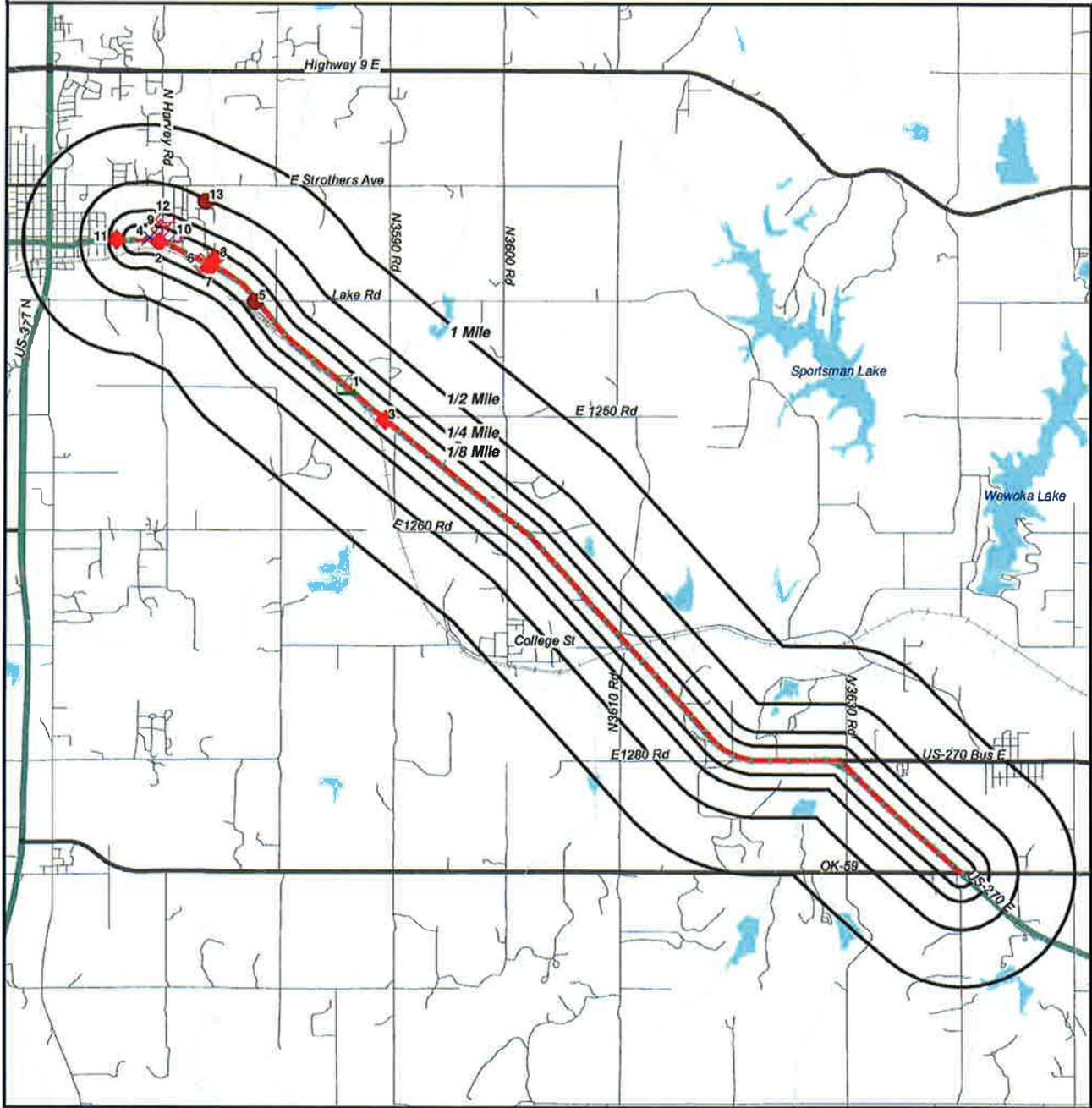


Aerial-Based  
Hazmat &  
Field Sightings  
Map

**FIGURE 2**

Base Map Source: State of Oklahoma, 2003

# Radius Map 1



- Target Property (TP)
- FRSOK
- LUAST
- ERNSOK
- BFPR
- UAST
- RCRANGR06

**US-270**  
**Seminole, Oklahoma**  
**74884**



[Click here to access Satellite view](#)

# **NOISE**



## Oklahoma Department of Transportation

Environmental Programs Division, 200 N.E. 21<sup>st</sup> Street, Oklahoma City, OK 73105  
Main Office 405.521.3050 / Fax 405.522.5193

DATE: August 21, 2015

TO: Scott Stegmann, Project Manager – CP&Y, Inc.

FROM: Kevin Larios, P.E. – Noise Analyst *KML*

SUBJECT: **Approved Traffic Noise Assessment completed for US-270 Corridor Improvement beginning at SH-270A in Seminole, extending east to Y at US-270B west of Wewoka, Seminole County, JP 21006(04)(07)(11).**

---

Attached is the approved Traffic Noise Assessment Report prepared for the subject project. The analysis had utilized the FHWA Traffic Noise Model version 2.5 (TNM 2.5) in accordance with FHWA 23 CFR 772 and complies with the ODOT Noise Policy dated July 13, 2011. The land use within the project limits is predominantly residential with one cemetery, one place of worship and some small commercial properties and a portion of the project corridor consisting of undeveloped lands. Three (3) receptor sites were analyzed along the existing highway through field measurements with an approved sound level meter for the purpose in validating the noise model were performed satisfactorily. Fifty-nine (59) receiver sites were analyzed and under existing conditions five (5) residential receivers are impacted with noise levels that approach, meet or exceed the 67 dB(A)  $L_{eq}$  (h) for NAC Category 'B'. Based on the build alternative, thirty (30) residential receivers would approach, meet or exceed the 67 dB(A)  $L_{eq}$ (h) for NAC Category 'B'. It is noted that based on preliminary right-of-way plans, nine (9) of the impacted residential receivers are anticipated to be displaced leaving an estimated twenty-one (21) that would likely experience an increase in future noise levels. In addition, two (2) receivers, a cemetery (Rest Haven Cemetery) and a place of worship (Lima Highway Church), meet or exceed the 67 dB(A)  $L_{eq}$  (h) for NAC Category 'C' and two (2) commercial receivers meet or exceed the 72 dB(A)  $L_{eq}$  (h) for NAC Category 'E' in the proposed roadway conditions. For all receivers evaluated the noise levels are projected to increase ranging from 1.8 to 7.4 dB over current conditions and that no receivers would experience a substantial increase in sound levels (15 dB increase). The results of this analysis conclude that there are traffic noise impacts as a result of the proposed roadway conditions. Noise mitigation in the form of a free standing noise wall was considered for the identified impacted receivers. These receivers have direct driveway access onto US-270. Without access control, the gap that would be required for the driveway connections would make noise abatement measures ineffective, and therefore, noise mitigation would not prove feasible.

Attachment

cc: Siv Sundaram  
Robert Payao

---

Kevin Larios, P.E.  
Noise Analyst

Direct: (405) 522-4420  
E-mail: klarios@odot.org

# TRAFFIC NOISE ASSESSMENT

---

**US-270 Corridor Improvement  
US-270: 2 to 4 lane widening beginning at SH-270A in Seminole,  
extending east to Y at US-270B west of Wewoka  
Seminole County, OK**

**State JP 21006(04)(07)(11)**

*Prepared for*

**Oklahoma Department of Transportation  
Environmental Programs Division  
200 NE 21<sup>st</sup> Street  
Oklahoma City, Oklahoma 73015  
Main Office: 405-522-3050  
FAX: 405-522-5193**

*Prepared by*



**CP&Y, Inc.  
2000 N. Classen Blvd., Suite 1410  
Oklahoma City, OK 73106  
405-848-2346**

A handwritten signature in blue ink that reads 'Scott Stegmann'. The signature is written over a horizontal line.

**Scott Stegmann  
Noise Specialist**

**August 2015**

## **Executive Summary**

The proposed corridor along US-270 east of Seminole, beginning at the SH-270A junction and extending east 7.5 miles, has been evaluated for traffic noise impacts. The project, developed to address safety and increasing traffic volumes along the corridor, consists of adding two additional 12' wide traffic lanes, one eastbound and one westbound, and a 16' wide center turning lane in the western portion of the corridor. The project will also add 10' outside shoulders eastbound and westbound. The ultimate typical section will include 4 driving lanes with a center turn lane and outside shoulders. This traffic noise study assesses the entire project to be built and is based on the current proposed alignment.

As planned, the project consists of constructing two additional 12' lanes and center turning lane on a variable alignment to the north and south of the existing roadway. The traffic noise analysis was performed using the FHWA Traffic Noise Model (TNM) 2.5 in accordance with the FHWA 23 CFR 772, *Procedures for Noise Abatement of Highway Traffic Noise and Construction* and complies with the ODOT Policy Directive *Highway Noise Abatement C-201-3* dated July 13, 2011.

Currently, the land use within the project limits is predominantly residential with some small commercial properties and a portion of the project corridor consisting of undeveloped lands. Three (3) receptor sites were analyzed through noise measurements and modeling of the roadway, and fifty-nine (59) additional receptor sites were identified during a field survey and analyzed using the TNM model. Under existing conditions, five (5) residential receivers are impacted. Further, based on the proposed facility and future traffic volumes, the noise levels are projected to increase ranging from 1.8 to 7.4 dB over current conditions. Based on the build alternative, thirty residential (30) receivers would approach, meet or exceed the 67 dB(A) Leq(h) for NAC Category B. However, based on preliminary right-of-way plans, nine (9) of the impacted residential receivers are anticipated to be displaced leaving an estimated twenty-one (21) that would likely experience an increase in future noise levels. Two (2) receivers, a cemetery (Rest Haven Cemetery) and a place of worship (Lima Highway Church), meet or exceed the NAC criteria for Category C in the proposed roadway conditions. In addition, two (2) commercial receivers meet or exceed the NAC criteria for Category E in the proposed roadway conditions. However, no receivers would experience a substantial increase in sound levels (15 decibel increase). The results of this analysis conclude that there are traffic noise impacts, however abatement measures were determined not feasible, therefore mitigation is not proposed for the project.

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## TRAFFIC NOISE ASSESSMENT REPORT

### US-270: Beginning at Junction SH-270A in Seminole, extending east approximately 7.5 miles to Y at US-270B JP No. 21006(04)(07)(11) Seminole County

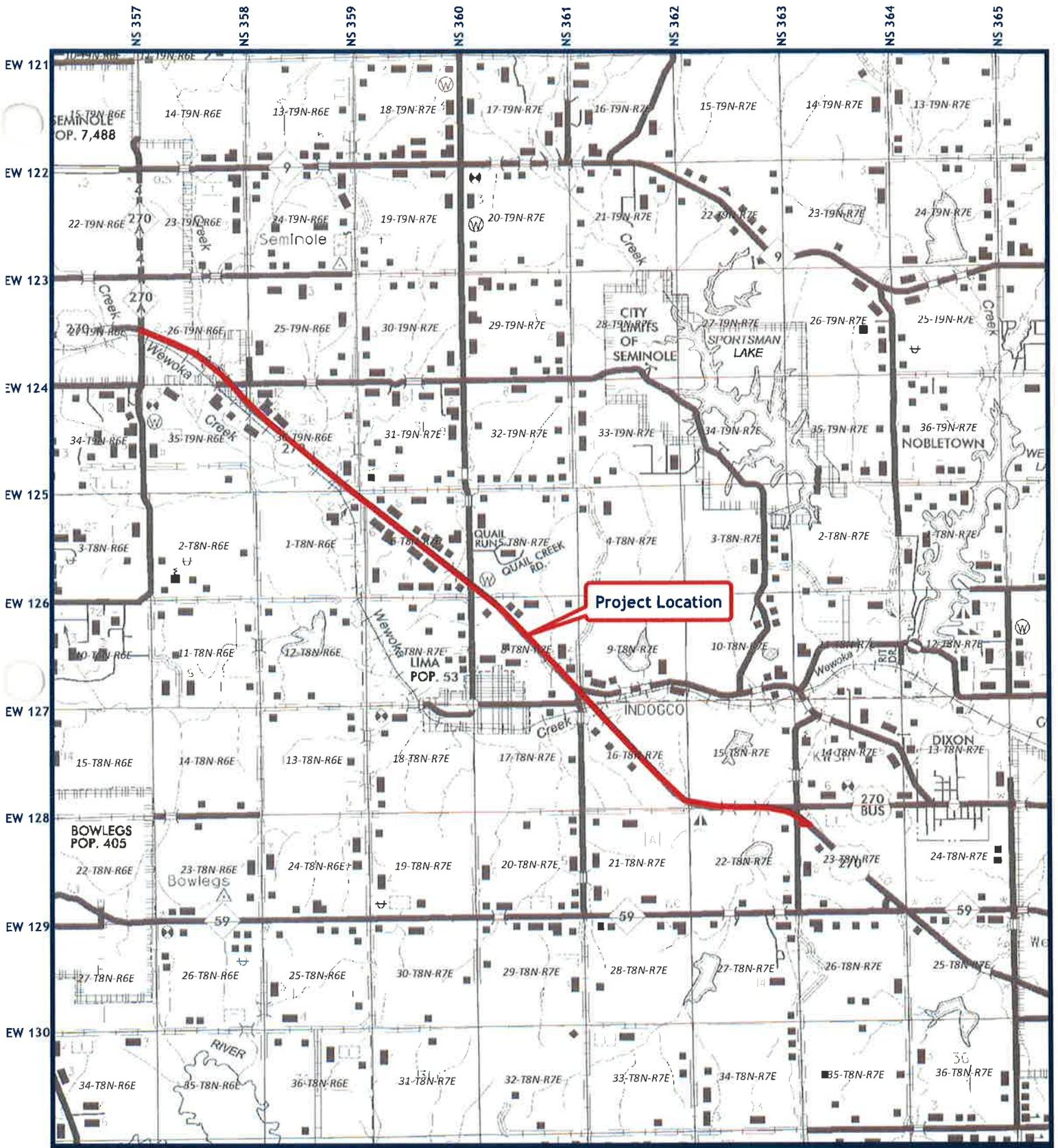
#### I. Project History and Background Information

The purpose of this report is to identify and evaluate the traffic noise impacts as a result of the proposed widening and reconstruction of US-270 in Seminole County. The project location is shown in **Figure 1**. The project, developed to address safety and increasing traffic volumes along the corridor, consists of adding two additional 12' wide traffic lanes, one eastbound and one westbound, and a 16' wide center turning lane in the western portion of the corridor. The project will also add 10' outside shoulders eastbound and westbound. The ultimate typical section will include four driving lanes with a center turn lane and outside shoulders.

The evaluation of this project is based on a field survey, a review of aerial photographic maps, preliminary design plans, and traffic data as provided by ODOT Strategic Assets & Performance Management Division. This traffic noise analysis was performed using the FHWA Traffic Noise Model (TNM) 2.5 in accordance with the FHWA 23 CFR 772, *Procedures for Noise Abatement of Highway Traffic Noise and Construction* and complies with the ODOT Policy Directive *Highway Noise Abatement* C-201-3 dated July 13, 2011.

#### II. Fundamentals of Noise and Sound Theory

Noise, defined as unwanted or excessive sound, is an undesirable by-product of our modern way of life. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as speech interference, sleep interference, physiological responses, hearing loss and annoyance. Highway traffic noise is a major contributor to overall transportation noise and is considered to be a line source of energy from which the energy levels dissipate vertically and laterally from the roadway. Traffic noise is not constant. It varies as each vehicle passes a point. The time-varying characteristics of



**Project Location**



**Figure 1: Vicinity Map**

**Grade, Drain, Surface, and Bridges  
US 270 over Carter Creek  
and 8 Unnamed Creeks  
Seminole County, OK**



J/P Numbers: 21006(04)(07)(11)

environmental noise are analyzed statistically to determine the duration and intensity of noise exposure. In an urban environment, noise is made up of two distinct parts. One is ambient or background noise. Wind noise and distant traffic noise make up the acoustical environment surrounding the project. These sounds are not readily recognized, but combine to produce a nonirritating ambient sound level. This background sound level varies throughout the day, being lowest at night and highest during the day. The other component of urban noise is intermittent and louder than the background noise. Transportation noise and local industrial noise are examples of this type of noise. It is for these reasons that environmental noise is analyzed statistically.

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels (dB) and is logarithmic, as opposed to more common linear units such as that of temperature. Sound is composed of many frequencies measured in Hertz (Hz). The healthy young adult ear generally responds to sound in the range of 20 to 20,000 Hz. For highway traffic noise, since humans are not equally sensitive to all frequencies, noise is adjusted or weighted using an A-weighted scale. The A-weighting scale is widely used in environmental analysis because it closely resembles the nonlinearity of human hearing. The unit of A-weighted noise is dB(A). Because highway traffic sounds fluctuate over time, an equivalent sound level is used to represent a single number to describe varying traffic sound levels. The term Leq(h) refers to an equivalent of an average sound level over an hour's time period that contains the same acoustic energy as the time-varying sound level during the same period. All traffic noise levels in this analysis would be expressed in dB(A) Leq(h).

### **III. Analysis Methodology**

Traffic noise analysis consists of a comparison of physically measured or modeled noise levels for existing conditions with projected noise levels for future conditions. FHWA's software, TNM 2.5 was used to model existing and future noise levels based on traffic data, roadway geometry, and receiver site locations. Traffic volumes for US-270 were included in the computer modeling. A receiver is a location, usually representing a dwelling unit, where

exterior human activity occurs. The chosen receiver is modeled for noise levels and evaluated for noise impacts.

The FHWA has seven noise activity categories based on land use and sound levels, each of which has its own Noise Abatement Criteria (NAC). The NAC categories are listed in **Table 1**. If a project would result in higher Leq(h) values than the NAC values for a given location, then noise abatement or mitigation measures must be evaluated. For the noise sensitive receptors where no frequent exterior human activity area is identifiable, then interior noise levels can be determined using adjustment factors and compared to the NAC in determining impacts in accordance with the ODOT noise policy. An impact occurs when, at a given receptor, future noise levels approach by one dB(A), meet or exceed the FHWA NAC for its activity category. An impact also occurs when the future noise levels exceed existing noise levels by 15 dB(A) at a given receptor. Once an impact is identified, then noise abatement is considered for the impacted area. Only those areas for which mitigation is determined to be feasible and reasonable as defined by ODOT Noise Policy would be recommended.

**Table 1: Federal Highway Administration Noise Abatement Criteria**

Activity Category	Activity Criteria <sup>1</sup> Leq (h) <sup>2</sup>	Activity Description
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>3</sup>	67 (exterior)	Residential
C <sup>3</sup>	67 (exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E <sup>3</sup>	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

<sup>1</sup>The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.

<sup>2</sup>The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq.

<sup>3</sup>Includes undeveloped lands permitted for this activity category.

## IV. Traffic Noise Analysis

### Traffic Data

The traffic data used to model noise levels in this report is based on traffic data and projections from the design data table on the project plans dated May 11, 2015 and information from the Strategic Asset & Performance Management Division of ODOT. The unit of measure for traffic on a roadway is the average daily traffic (ADT), which is defined as the total volume of vehicles during a given time period (greater than one year), divided by the number of days in that time period. The 2040 design year ADT values for US-270 are shown in **Table 2**.

Noise analysis should model the "worst hour for noise" which occurs when the highest volume for an hour is combined with the highest speeds. The highest hourly traffic at the design speed is the Design Hourly Volume (DHV) and is also given in **Table 2**.

**Table 2: Design Traffic Data**

Location	2014 ADT	Existing Speed	2040 ADT	2040 DHV	Design Speed
US-270	7,200	65 mph	10,800	1081	65 mph

### Existing Conditions and Model Validation

The existing US-270 roadway consists of a two lane facility. The project area was surveyed on June 9, 2015 to identify noise sensitive areas that may be affected by traffic noise. Based on aerial photographic maps and the field investigation, the areas adjacent to the project are predominantly residential with some commercial facilities. One place of worship, Lima Highway Church (R54), is located on the north side of US-270, just east of Co. Rd. EW-126 and a cemetery (Rest Haven Memorial Gardens) (R25) is located on the north side of US-270, west of Co. Rd. EW-125. The residential receivers were evaluated as NAC Category B, the place of worship and cemetery were evaluated as NAC Category C, and the commercial receivers were evaluated as NAC Category E.

To validate the noise model, noise measurements were performed using a Larson-Davis Model SoundTrack LxT2 Sound Level Meter. Noise readings were collected in 15 minute intervals at three locations as shown in **Figure 2**, labeled as Receivers MV1, MV2, and MV3. Traffic counts by vehicle type and average vehicle speeds were collected simultaneously, and various other noise sources were also noted throughout the readings. The field recorded noise levels and collected traffic data were input into FHWA TNM 2.5 to determine the accuracy of the model. To be considered validated, the difference between measured and predicted noise levels must be within +/- 3dB. As shown in **Table 3**, all receivers are within the +/- 3dB tolerance, therefore the model is considered validated. The field measurement data, sound meter calibration certificate, and the FHWA TNM 2.5 results for the field sites are on file with the ODOT Environmental Programs Division and are available upon request.

**Table 3: Field Measured & Modeled Noise Levels Comparison**

Receiver	Location	Field Measured Noise Level dB(A)	TNM Predicted Noise Level <sup>A</sup> dB(A)	Difference dB
MV1	South of EB US-270 STA 163+25	71.6	70.7	-0.9
MV2	North of WB US-270 STA 306+50	70.1	70.1	0
MV3	South of EB US-270 STA 414+50	71.6	70.1	-1.5

<sup>A</sup> Predicted Noise levels calculated using the traffic count collected during the noise reading.

### Existing Noise Environment

Fifty-nine (59) locations were modeled to identify potential noise impacts to specific receptors throughout the project corridor. Most receivers represent a single family residential dwelling or commercial building. The residences along the corridor are located on each side of US-270 and are generally widely spaced. Each residential receiver was evaluated under NAC Activity Category B, and was located 10 feet from the house in the backyard or on a front porch, whichever was closer to the proposed roadway. Commercial receivers were evaluated under

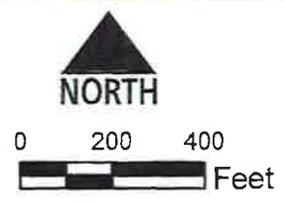


**Figure 2**

**US-270  
Seminole County, OK  
J/P 21006(04)(11)**

- Existing Alignment
- Proposed Alignment
- - - 66 db(A) Contour Line
- - - 71 db(A) Contour Line

- Noise Receivers**
- Not Impacted
  - Impacted
  - Noise Meters



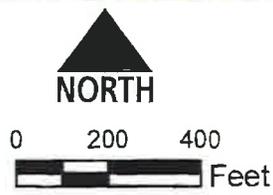


**Figure 2**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(11)**

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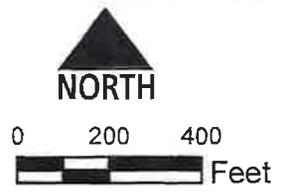


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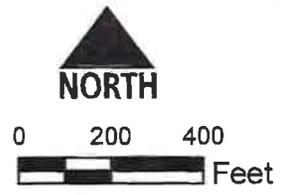


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**US-270  
Seminole County, OK  
J/P 21006(04)(11)**

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- Noise Receivers**
- Not Impacted
  - Impacted
  - Noise Meters

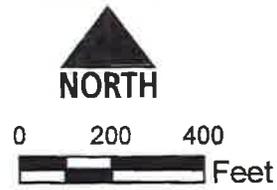




**Figure 2**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(11)**

- |   |  |
|---|--|
|  Existing Alignment    | <b>Noise Receivers</b>   |
|  Proposed Alignment    |  Not Impacted |
|  66 db(A) Contour Line |  Impacted     |
|  71 db(A) Contour Line |  Noise Meters |



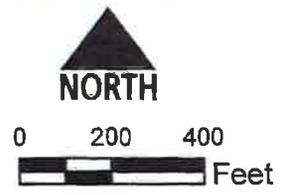


**Figure 2**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(11)**

- Existing Alignment
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- Noise Receivers**
- Not Impacted
  - Impacted
  - Noise Meters



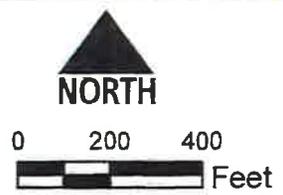


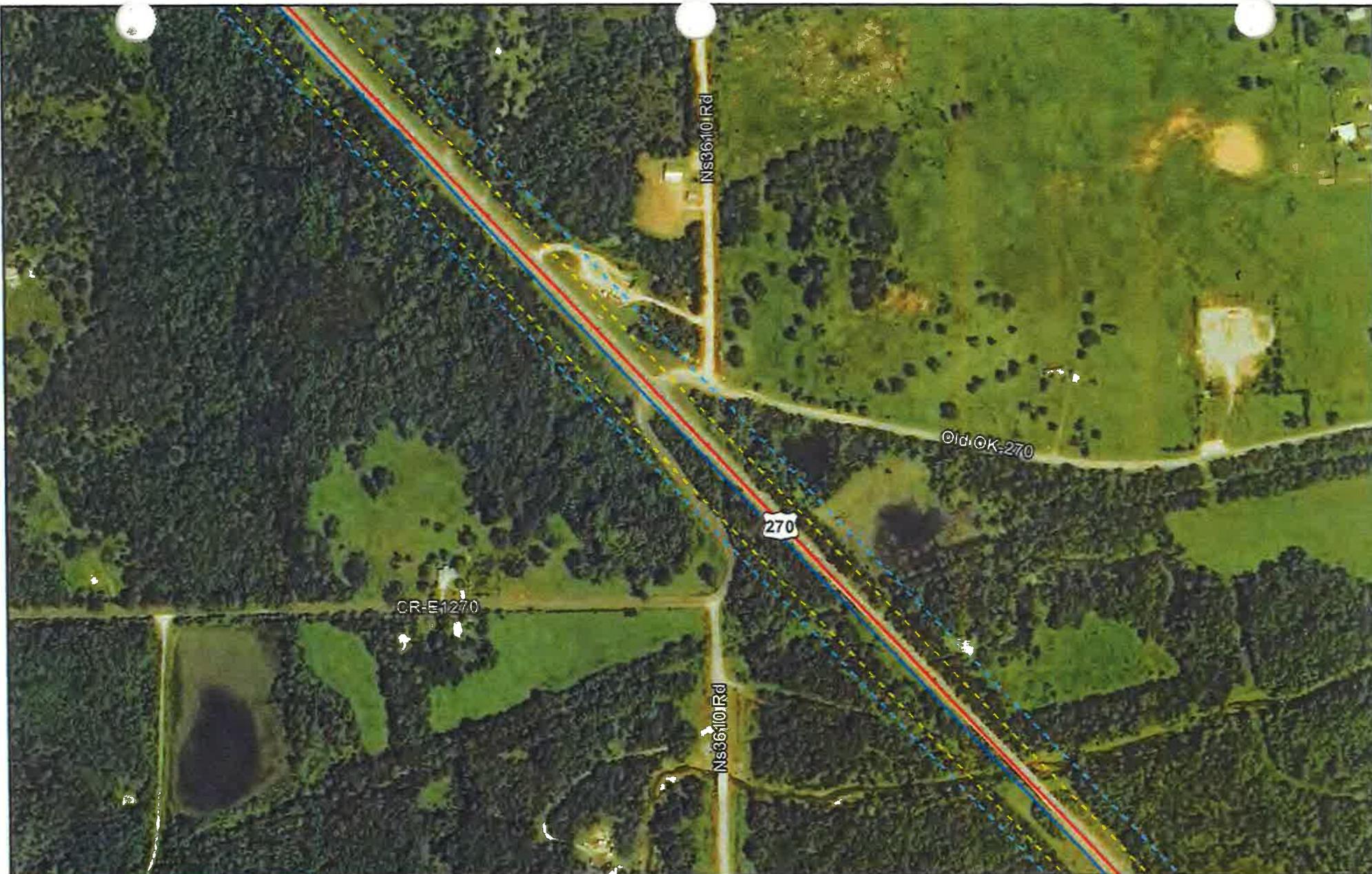
**Figure 2**

**US-270  
Seminole County, OK  
J/P 21006(04)(11)**

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  - Impacted
  - Noise Meters

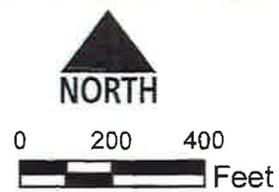


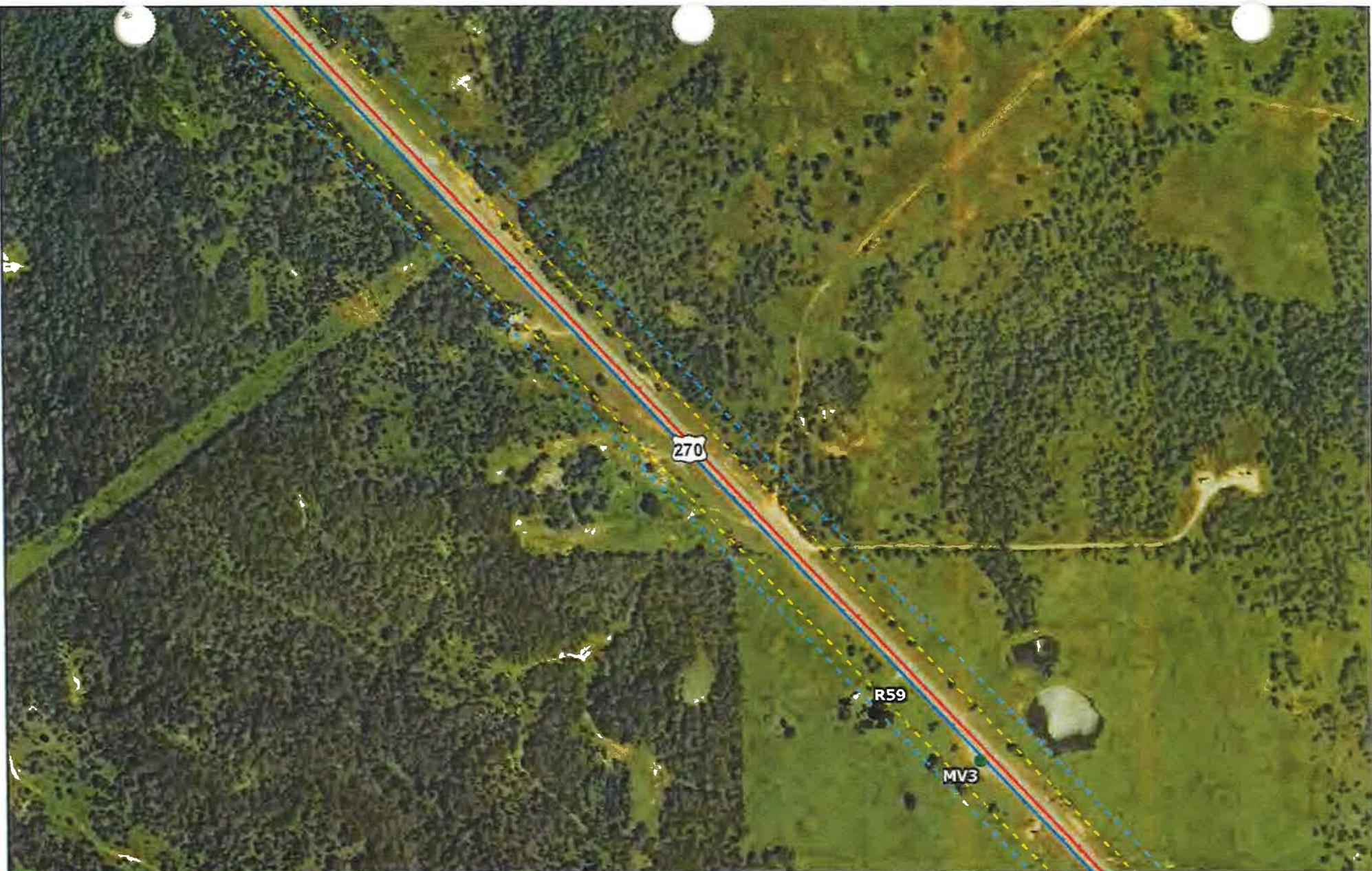


**Figure 2**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(11)**

- |  |                       |                        |
|--|-----------------------|------------------------|
|  | Existing Alignment    | <b>Noise Receivers</b> |
|  | Proposed Alignment    | Not Impacted           |
|  | 66 db(A) Contour Line | Impacted               |
|  | 71 db(A) Contour Line | Noise Meters           |



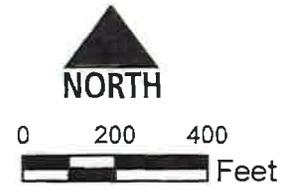


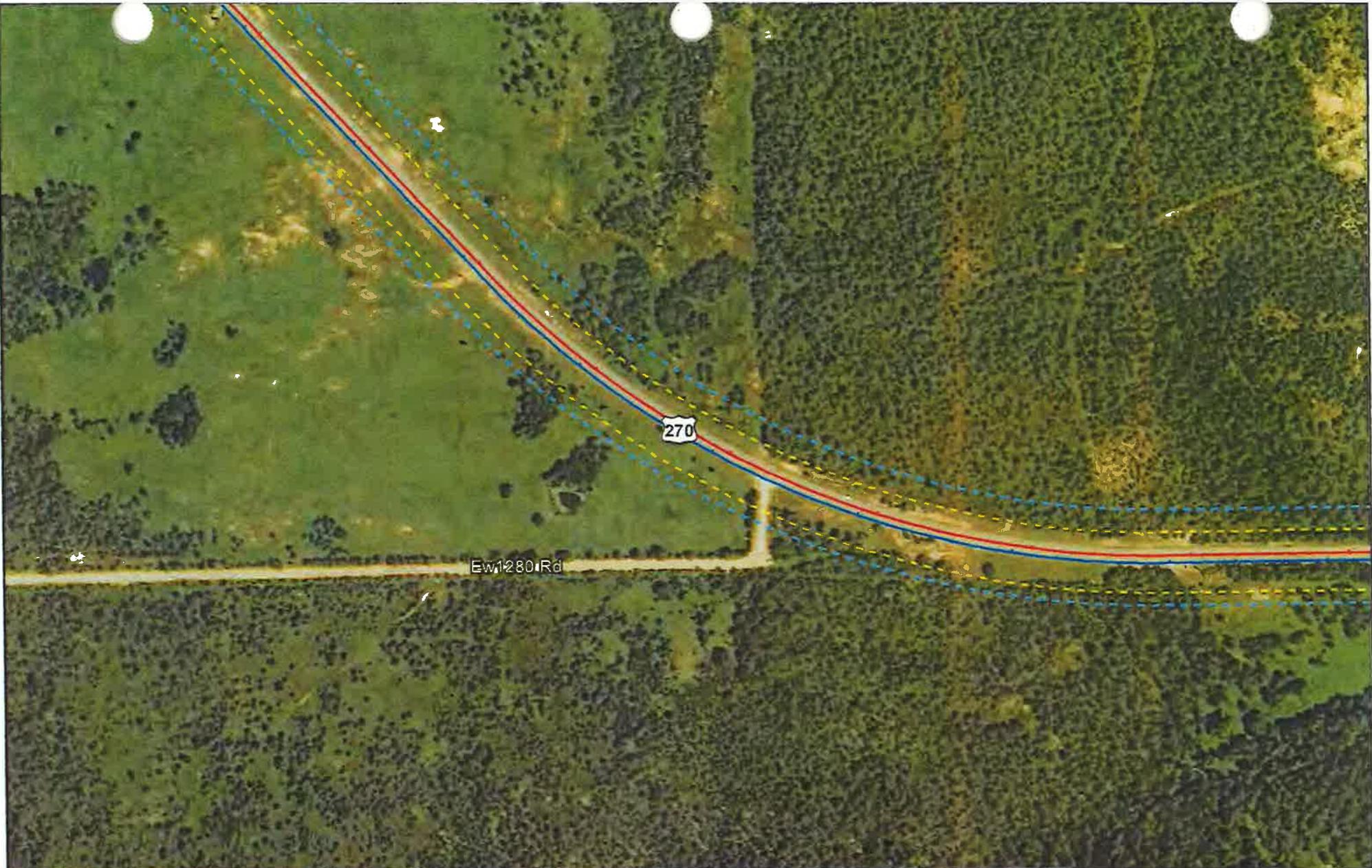
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**Seminole County, OK**  
**J/P 21006(04)(11)**

- Existing Alignment
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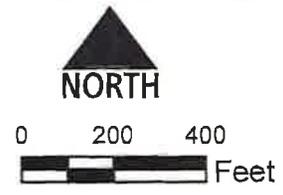


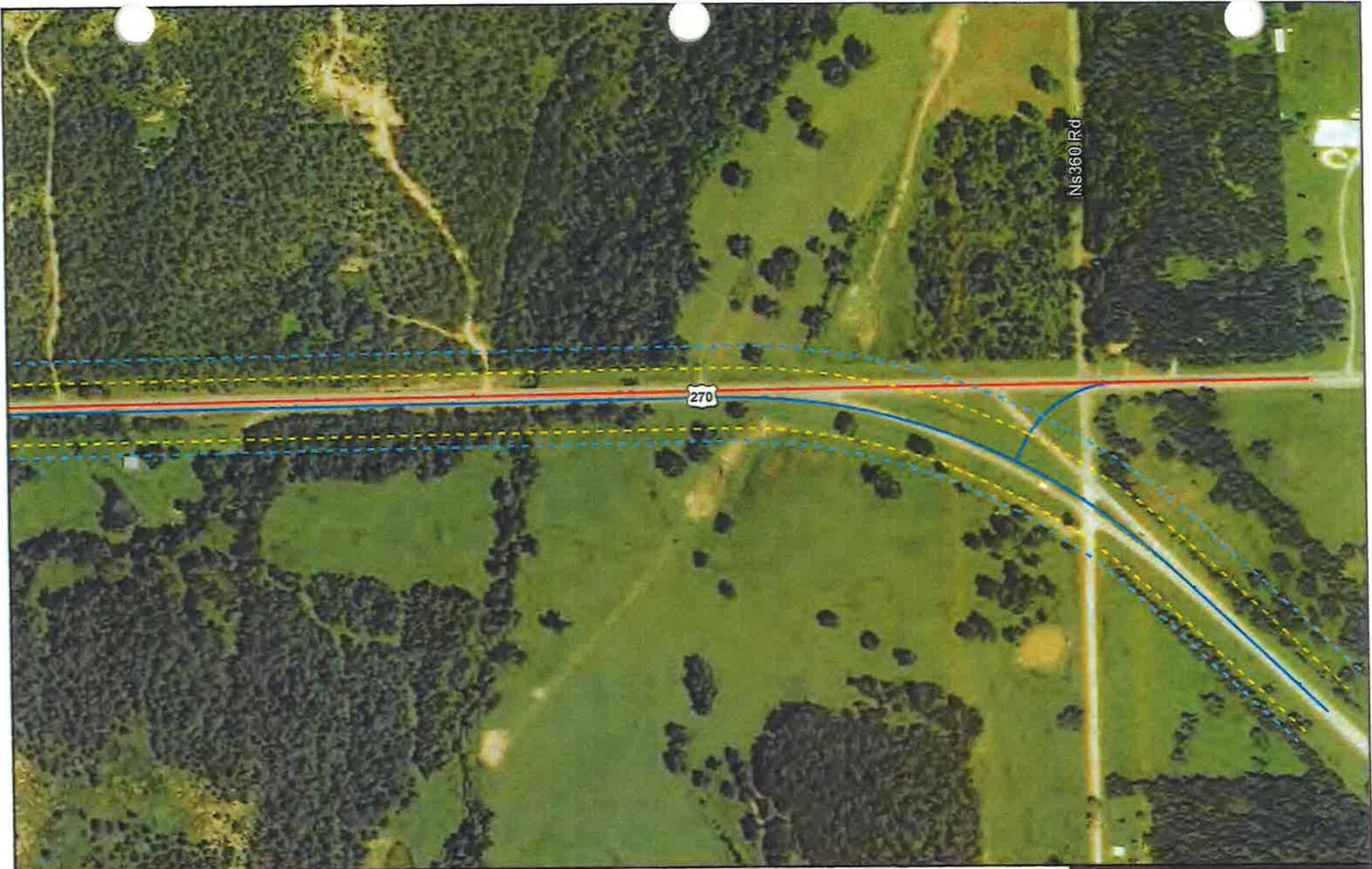
**Figure 2**

**US-270**  
**Seminole County, OK**  
**J/P 21006(04)(11)**

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- Noise Receivers**
- Not Impacted
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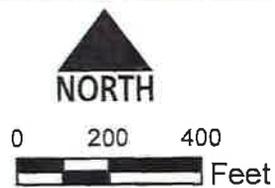


**Figure 2**

**US-270  
Seminole County, OK  
J/P 21006(04)(11)**

- Existing Alignment
- Proposed Alignment
- - - 66 db(A) Contour Line
- - - 71 db(A) Contour Line

- Noise Receivers**
- Not Impacted
  - Impacted
  - Noise Meters



NAC Activity Category E, and were located either 10 feet from the front door or at an outside use area. The receiver for Lima Highway Church was located 10 feet from the main entrance, for the Rest Haven cemetery the receiver was located in area of planned plots located nearest the highway. Locations of modeled receivers are depicted in **Figure 2**.

For the purposes of this traffic noise assessment, traffic data from the year 2014 was used for current traffic volumes. The existing noise levels for all receivers along the project corridor were modeled using FHWA TNM 2.5. The existing noise levels at each of the receivers can be found in **Table 4**. The TNM data for the existing condition is on file with the ODOT Environmental Programs Division and is available upon request.

### **Future Noise Environment**

Using predicted traffic volumes for the year 2040, future noise levels were also modeled along both the existing and proposed alignments. The predicted future noise levels were compared with the existing noise levels modeled with the 2014 traffic data. For the build alternative, the noise levels ranged from a projected increase of 1.8 dB to an increase of 7.4 dB due to the increase in traffic volume and additional capacity. For the no-build alternative, the noise levels ranged from a projected increase of 1.7 dB to 1.8 dB due to the increase in traffic along the corridor. In addition to the noise levels shown in **Table 4**, the noise impact zones were determined for the build alternative. The noise impact zone is the distance from the roadway in which traffic levels are 66 dB(A) or 71 dB(A) or greater. For the US-270 corridor the future 66 dB(A) impact zone is 138 to 168 feet from the centerline of the proposed roadway on both the EB and WB side, respectively. The future 71 dB(A) impact zone is 97 feet from the centerline of the proposed roadway on each side of the roadway. The future 66 dB(A) and 71 dB(A) impact zones for predicted traffic volumes are shown in **Figure 2** and tabulated in **Table 5**. The predicted noise levels for each of the receivers can be found in **Table 4**. The TNM data for the future condition is on file with the ODOT Environmental Programs Division and is available upon request.

<b>Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers</b>								
<b>Receptor</b>	<b>Location <sup>D</sup></b>	<b>NAC Criteria</b>	<b>Existing Noise <sup>A</sup> (2014) dB(A)</b>	<b>Predicted Noise <sup>B</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Future No-Build <sup>C</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Noise Impact</b>
<b>Receivers in JP 21006(04)(11)</b>								
R01	STA 74+00 194' Left	B	59.6	64.1	4.5	61.4	1.8	No
R02	STA 76+50 180' Left	B	60.8	63.8	3.0	62.6	1.8	No
R03	STA 78+00 180' Left	B	60.8	65.2	4.4	62.6	1.8	No
R04	STA 80+00 190' Left	B	59.9	64.8	4.9	61.7	1.8	No
R05	STA 81+00 150' Left	B	61.3	66.6	5.3	63.1	1.8	Yes
R06	STA 81+50 90' Right	E	64.7	68.6	3.9	66.5	1.8	No
R07	STA 87+00 75' Left	B	68.0	71.9	3.9	69.8	1.8	Yes
R08	STA 87+50 110' Left	B	66.0	70.2	4.2	67.8	1.8	Yes
R09	STA 88+50 170' Left	B	62.3	66.0	3.7	64.1	1.8	Yes
R10	STA 90+00 165' Left	B	62.1	66.1	4.0	63.9	1.8	Yes

Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers								
Receptor	Location <sup>D</sup>	NAC Criteria	Existing Noise <sup>A</sup> (2014) dB(A)	Predicted Noise <sup>B</sup> (2040) dB(A)	Change (+/-) dB(A)	Future No-Build <sup>C</sup> (2040) dB(A)	Change (+/-) dB(A)	Noise Impact
R11	STA 92+50 310' Left	B	55.8	60.4	4.6	57.6	1.8	No
R12	STA 102+50 125' Right	E	62.5	65.1	2.6	64.3	1.8	No
R13	STA 106+00 125' Right	E	63.1	67.1	4.0	64.9	1.8	No
R14	STA 109+50 85' Left	E	65.2	72.2	7.0	67.0	1.8	Yes
R15	STA 136+00 310' Left	B	54.6	60.0	5.4	56.3	1.7	No
R16	STA 140+00 265' Left	B	56.3	61.3	5.0	58.1	1.8	No
R17	STA 147+50 105' Right	B	64.5	70.4	5.9	66.2	1.7	Yes <sup>E</sup>
R18 (4 dwellings)	STA 149+50 65' Left	B	68.8	70.6	1.8	70.5	1.7	Yes <sup>E</sup>

<b>Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers</b>								
<b>Receptor</b>	<b>Location <sup>D</sup></b>	<b>NAC Criteria</b>	<b>Existing Noise <sup>A</sup> (2014) dB(A)</b>	<b>Predicted Noise <sup>B</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Future No-Build <sup>C</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Noise Impact</b>
R19	STA 159+00 175' Left	B	61.7	65.9	4.2	63.4	1.7	No
R20	STA 161+00 255' Right	B	57.4	62.6	5.2	68.8	1.7	No
R21	STA 161+50 90' Left	B	67.1	69.2	2.1	59.1	1.7	Yes
R22	STA 172+00 255' Left	E	56.3	62.3	6.0	58.1	1.8	No
R23	STA 175+50 105' Left	B	63.6	68.1	4.5	65.4	1.8	Yes
R24	STA 181+50 90' Left	B	65.1	68.8	3.7	66.8	1.7	Yes
R25 cemetery	STA 196+00 120' Left	C	62.9	67.1	4.2	64.7	1.8	Yes
R26	STA 207+50 115' Left	B	63.6	67.1	3.5	65.4	1.8	Yes

<b>Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers</b>								
<b>Receptor</b>	<b>Location <sup>D</sup></b>	<b>NAC Criteria</b>	<b>Existing Noise <sup>A</sup> (2014) dB(A)</b>	<b>Predicted Noise <sup>B</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Future No-Build <sup>C</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Noise Impact</b>
R27	STA 214+50 270' Left	B	55.9	61.5	5.6	57.7	1.8	No
R28	STA 216+00 90' Left	B	65.8	69.4	3.6	67.6	1.8	Yes
R29	STA 216+00 170' Right	E	59.8	65.2	5.4	61.6	1.8	No
R30	STA 225+50 130' Left	B	61.9	66.5	4.6	63.7	1.8	Yes
R31	STA 229+50 250' Right	B	56.3	63.0	6.7	58.1	1.8	No
R32	STA 230+00 155' Left	B	60.5	65.3	4.8	62.3	1.8	No
R33	STA 231+50 120' Left	B	62.9	67.1	4.2	64.6	1.7	Yes
R34	STA 233+00 130' Left	B	62.0	66.3	4.3	63.7	1.7	Yes

<b>Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers</b>								
<b>Receptor</b>	<b>Location <sup>D</sup></b>	<b>NAC Criteria</b>	<b>Existing Noise <sup>A</sup> (2014) dB(A)</b>	<b>Predicted Noise <sup>B</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Future No-Build <sup>C</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Noise Impact</b>
R35	STA 233+50 260' Right	E	55.8	63.2	7.4	57.6	1.8	No
R36	STA 235+00 140' Left	B	61.7	65.5	3.8	63.5	1.8	No
R37	STA 236+50 125' Right	B	62.3	69.6	7.3	64.1	1.8	Yes <sup>E</sup>
R38	STA 237+00 135' Left	B	61.9	65.4	3.5	63.7	1.8	No
R39	STA 237+50 110' Right	B	63.5	70.4	6.9	65.2	1.7	Yes <sup>E</sup>
R40	STA 239+00 150' Right	B	60.3	67.2	6.9	62.1	1.8	Yes
R41	STA 248+50 215' Left	B	57.9	63.8	5.9	59.6	1.7	No
R42	STA 261+50 110' Left	B	63.5	68.0	4.5	65.3	1.8	Yes

<b>Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers</b>								
<b>Receptor</b>	<b>Location <sup>D</sup></b>	<b>NAC Criteria</b>	<b>Existing Noise <sup>A</sup> (2014) dB(A)</b>	<b>Predicted Noise <sup>B</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Future No-Build <sup>C</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Noise Impact</b>
R43	STA 265+50 135' Right	B	61.5	68.5	7.0	63.3	1.8	Yes <sup>E</sup>
R44	STA 266+50 260' Right	B	55.8	63.1	7.3	57.6	1.8	No
R45	STA 267+50 470' Right	B	50.9	56.8	5.9	52.7	1.8	No
R46	STA 269+00 220' Right	B	57.3	64.3	7.0	59.0	1.7	No
R47	STA 270+50 285' Left	B	55.2	61.4	6.2	57.0	1.8	No
R48	STA 274+00 140' Right	B	61.3	63.9	2.6	63.1	1.8	No
R49	STA 282+50 150' Right	B	60.8	66.9	6.1	62.5	1.7	Yes
R50	STA 283+50 445' Left	E	51.5	57.2	5.7	53.2	1.7	No

<b>Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers</b>								
<b>Receptor</b>	<b>Location <sup>D</sup></b>	<b>NAC Criteria</b>	<b>Existing Noise <sup>A</sup> (2014) dB(A)</b>	<b>Predicted Noise <sup>B</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Future No-Build <sup>C</sup> (2040) dB(A)</b>	<b>Change (+/-) dB(A)</b>	<b>Noise Impact</b>
R51	STA 284+50 150' Right	B	60.0	67.4	7.4	61.7	1.7	Yes
R52	STA 292+00 90' Right	B	63.5	70.6	7.1	65.3	1.8	Yes <sup>E</sup>
R53	STA 298+00 150' Right	E	62.1	67.9	5.8	63.9	1.8	Yes
R54 (place of worship)	STA 306+50 100' Left	C	64.5	68.9	4.4	66.3	1.8	Yes
R55	STA 308+50 155' Right	B	60.2	67.6	7.4	62.0	1.8	Yes
R56	STA 314+00 220' Right	B	56.8	64.0	7.2	58.6	1.8	No
R57	STA 323+50 160' Right	B	60.2	67.5	7.3	62.0	1.8	Yes
R58	STA 337+00 65' Left	B	68.4	70.7	2.3	70.1	1.7	Yes

Table 4: Traffic Noise Levels (dB(A) Leq) For Modeled Receivers								
Receptor	Location <sup>D</sup>	NAC Criteria	Existing Noise <sup>A</sup> (2014) dB(A)	Predicted Noise <sup>B</sup> (2040) dB(A)	Change (+/-) dB(A)	Future No-Build <sup>C</sup> (2040) dB(A)	Change (+/-) dB(A)	Noise Impact
R59	STA 411+00  160' Right	B	60.0	67.1	7.1	61.8	1.8	Yes

<sup>A</sup> Predicted Noise levels calculated using the 2014 traffic data.

<sup>B</sup> Predicted Noise levels calculated using the 2040 traffic projections along proposed alignment.

<sup>C</sup> Predicted Noise levels calculated using the 2040 traffic projections along existing alignment.

<sup>D</sup> Stations and offsets taken along proposed alignment.

<sup>E</sup> Receiver located within proposed right-of-way based on preliminary plans dated 07/21/2015.

**Table 5: Noise Contour Impact Zones**

Location	Distance from Centerline	
	66 dB(A)	71 dB(A)
North of US-270	168 ft	97 ft
South of US-270	138 ft	97 ft

### Traffic Noise Impacts

The results of the analysis of the future roadway and traffic conditions indicates that thirty (30) receivers would approach, meet or exceed the NAC criteria for Category B in the proposed roadway conditions. Referencing Table 4 and Figure 2, these include receivers R05, R07-10, R17, R18 (4 dwellings), R21, R23-24, R26, R28, R30, R33, R34, R37, R39, R40, R42-43, R49, R51-52, R55, and R57-59. However, based on preliminary right-of-way plans, nine (9) of the

impacted receivers are anticipated to be displaced which include receivers R17, R18 (4 dwellings), R37, R39, R43, and R52. As final right-of-way plans become available, the ODOT Noise Analyst will determine the ultimate status of these receivers as it relates to this noise study. Two (2) receivers, R25 (Rest Haven Cemetery) and R54 (Lima Highway Church) meet or exceed the NAC criteria for Category C in the proposed roadway conditions. In addition, two commercial (2) receivers, R14 and R53, meet or exceed the NAC criteria for Category E in the proposed roadway conditions. No receivers would experience a substantial increase of 15 dB over the existing noise levels, with the highest increase at 7.1 dB. Therefore, the proposed project would result in traffic noise impacts and mitigation of these impacts should be evaluated.

## **V. Consideration of Abatement**

Traffic volumes along the project corridor are predicted to increase 50 percent by 2040 which equates to an increase in noise levels up to 7.4 dB for the build alternative, according to the FHWA TNM 2.5 modeling. The increases due to the proposed US-270 project would result in impacts to an estimated twenty-one (21) residences, one cemetery, and one place of worship. Noise mitigation measures have been considered for these impacted receivers which must meet two requirements to be recommended for design and construction: one is "feasibility" and the other is "reasonableness." "Feasibility" refers to the combination of acoustical and engineering factors considered in the evaluation of a noise abatement measure. The engineering considerations include whether it is possible to build an abatement measure given site constraints (access, drainage, safety, utilities) and acoustical considerations include whether the abatement measure provides an acceptable reduction in noise levels. "Reasonableness" refers to the many factors to be considered to determine if mitigation is fair and affordable. Type of noise abatement measures include traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone and the construction of noise barriers and explained in further detail as follows:

Traffic management consists of altering the flow of traffic for the purpose of lowering noise levels. This abatement measure would degrade the designed effectiveness and functionality of

the proposed project. Substantial speed reductions would be required to lower noise levels by a readily perceptible amount and would be detrimental to the efficient movement of traffic. Other measures such as time or use restrictions of certain vehicles are not allowed on state highways.

Alteration of horizontal and/or vertical alignments: Although the proposed project includes for the most part horizontal and vertical alignment alteration these design features are kept to a minimum and intended to make the necessary US-270 corridor improvements while maintaining traffic during construction. A major realignment (more than double the existing distance from roadway to receiver) would be required to achieve the minimum required reduction in noise levels and, therefore, would not be feasible when considering the stated purpose and need for the proposed project as well as other associated environmental issues.

Buffer zone: the acquisition of undeveloped property to act as a buffer zone is designed to avoid rather than abate traffic noise impacts and therefore, is not feasible for a project such as US-270 corridor improvement.

Noise barriers: this is the most common form of noise abatement consisting of a free-standing wall placed within the highway right-of-way and was considered for each of the impacted receiver locations. All impacted receivers have direct driveway access onto US-270. Without access control, the gap that would be required for the driveway connection would make noise abatement measures ineffective, and therefore, noise mitigation would not prove feasible.

In summary, none of the above abatement measures would be feasible, and therefore, noise mitigation is not proposed for this project.

## **VI. Construction Noise**

In general, construction noise related to highway projects is not a major issue. Sources of noise include heavy machinery like backhoes and scrapers, cranes, pile drivers, and trucks transporting materials. Typically construction noise can be minimized by implementing time of day restrictions for construction operations adjacent to noise sensitive areas. ODOT is

concerned of any special noise-sensitive land uses or activities which may be affected by construction noise from the proposed project, and any special measures which are feasible and reasonable will be added to the project plans and specifications. No special noise sensitive land uses or activities that may be affected by construction noise are in proximity to the project.

**OTHER**

## Documented Categorical Exclusion Justification Request

Date	4/18/2016	Project No.	STP-167B(091), STP-167B(122)SS, STP-1006(011)
County	Seminole	State Job Piece No.	21006(04)(07)(11)
NEPA Project Manager	Robert Payao	Phone Number	(405)521-2312
ODOT Field Division	3	Bridge NBI No. ( <i>County &amp; State Projects</i> ) & Location No. ( <i>County Projects Only</i> )	#13079, #10053, #12977, #12934, #12935, #12980, #01807, #13783, #13757, #13653, #13925
Project Description from JPINFO	US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, includes bridges over Wewoka Cr. and CRI&P railroad, Carter Cr., and 8 unnamed creeks, in Seminole County		

<p><b>Existing Conditions</b></p> <p>The project extents are from the junction at SH-270A in Seminole, east to the Y at US-270B west of Wewoka, and includes bridges over Wewoka Cr. and CRI&amp;P railroad, Carter Cr., and eight unnamed creeks. The existing typical section is two 12' wide lanes with 10' outside shoulders. The bridges over Carter Creek, Wewoka Creek, and the CRI&amp;P Railroad are structurally deficient.</p> <p>This corridor has seen traffic volumes increase over the last ten years. Current traffic volumes are estimated at 7,200 vehicles per day (VPD) and are projected to increase to over 10,000 VPD by 2040. This section of US-270 also has a history of accidents. Several residential drives connect directly to the highway requiring the through traffic to stop to allow these turning movements. In addition, some of the county road intersections connecting to US-270 have poor horizontal geometry.</p>
<p><b>Purpose &amp; Need</b></p> <p>The need for the project is to accommodate increasing traffic volumes along the corridor and to address the current geometric and capacity deficiencies on the existing roadway. The purpose of the project is to improve the efficiency of the US-270 corridor while also improving safety.</p>
<p><b>Alternatives considered, Logical Termini, &amp; Proposed Improvement</b></p> <p>The project extents are from the junction at SH-270A in Seminole, extending east to the Y at US-270B west of Wewoka. The proposed improvements to US-270 include expanding and widening the existing two-lane road to four, 12-foot wide driving lanes with 10-foot wide shoulders on the existing and off-set alignments to the north and south. The off-set alignment was chosen instead of a symmetrical widening in order to maintain through traffic during construction. A 16-foot wide paved center median will be constructed from the SH-270A junction extending east approximately 3.25 miles. The remaining improvement will be a 4-lane undivided open section with 12-foot lanes and 10-foot shoulders. County road intersections with poor geometry will be improved and left turn lanes will be added as warranted. All bridges within the extents of the project will be replaced and widened to the matching typical section.</p> <p>In order to improve the roadway geometry, the new roadway will be offset to the north at the Carter Creek and unnamed creek bridge crossings. It will then transition back to the south side of the existing alignment for the remainder of the project extent. The reason the south side was chosen instead of the</p>

north is because of several constraints identified along the corridor on the north side of US-270 including the Rest Haven Cemetery, petroleum storage tanks, and gas transmission lines. Also, the Union Pacific Railroad is located parallel to US-270 on the south side.

The project will be built without closing the road. Access to homes and businesses will be maintained during construction.

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

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

**IMPORTANT: ATTACH THE FOLLOWING:**

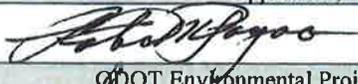
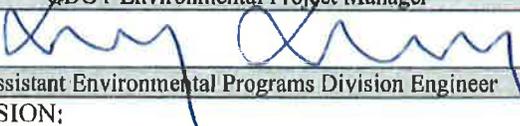
1. STUDY FOOTPRINT OR PLANS
2. THE PROJECT INITIATION REPORT, LOCAL GOVERNMENT NEPA CHECKLIST OR OTHER DOCUMENTS OUTLINING THE PROJECT SCOPE

**ATTACHMENTS (Check all that apply):**

- NEPA Study Footprint and Plans
  Location Map
  Other \_\_\_\_\_ (DESCRIBE)

Reasons DCE format is being proposed rather than EA.		
Description/Question	Yes	No
1. Based on prior planning studies and public involvement – this project has no or little substantive controversy	X	
2. This project has no new R/W or minor R/W adjacent to the existing facility and no or few residential/commercial relocations.	X	
3. The project has no potentially significant social, economic, environmental impacts identified by studies or agency solicitation	X	

**Requester's Signatures**

 CP#4	04-19-2016
Environmental Consultant Project Manager & Firm Name (If Applicable)	Date
	04/19/2016
ODOT Environmental Project Manager	Date
	4/23/16
Assistant Environmental Programs Division Engineer	Date
CONCLUSION:	
Based on the 2011 ODOT/FHWA Programmatic Agreement for Categorical Exclusion processing and information provided, FHWA concurs that this project may be processed as a Documented CE (DCE). Upon completion of all studies and coordination, a draft	YES

<b>DCE document will be submitted to FHWA for review and approval.</b>		<b>NO</b>
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<b>Special Requirements from FHWA</b>	
<b>KAREN D ORTON</b>	Digitally signed by KAREN D ORTON DN: c=US, o=U.S. Government, ou=DOT FHWA Oklahoma City OK, ou=FHWA FHWA Oklahoma City OK, cn=KAREN D ORTON Date: 2016.05.19 11:02:37 -0500
FHWA Representative	Date

**Attachments: Project Information listed above**



# Oklahoma Department of Transportation

Project Management Division

Room C9 Third Floor

Office 522-7601

Fax 522-7612

**DATE:** March 7, 2011

**TO:** Distribution List

**FROM:** Kevin Bryan, Division III Project Manager *HTB*

**SUBJECT:** REVISED - Project Initiation

Drive-out Date: 11/29/2007

Division: 3

J/P Number: 21006(04)

County: Seminole

Highway: US-270

Letting Date: *Unscheduled*

Programmed Estimate: \$12,000,000

Project Description: *US-270 over Carter & 8 Unnamed Creeks, from Junction SH-270A in Seminole extend East to "Y" at Junction US-270B West of Wewoka*

### FUNCTIONAL CLASSIFICATION:

Area Type:       Urban       Suburban       Rural  
Terrain Type:     Flat       Rolling       Mountainous  
Highway Type:     Freeway     Principal Arterial     Minor Arterial     Major Collector  
                          NHS       Non-NHS

### EXISTING INFORMATION:

Current ADT: *6,900 at SH-270A/5,400 at US-270B*      % of Trucks: **8%**      STRANET: *No*

Number of Lanes: 2      Lane Width: *12'*

Outside Shoulder Width: *10'*      Inside Shoulder Width: *NA*

Open Section       Curb & Gutter       Divided, median width:

Other (describe):

Pavement Type: *Asphalt*      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     Yes      Sidewalk Width:

Bridge Description: *Bridge "A": 6-25' Concrete Slab Spans w/ 18" safety curbs*

Feature Intersected: *Carter Creek*

NBI Number: *13079 (6702-0402X)*

Sufficiency Rating: *51.8 Structurally Deficient*

Year Built: *1953*

Bridge Width: *28.0' clear roadway*

Bridge Length: *150'*

Posted Clearance: *NA*

Bridge Description: *Bridge "B": 3-10' x 11' x 44' R.C. Box with parapets*

Feature Intersected: *Unnamed Creek*

NBI Number: *10053 (6702-0419X)*

Sufficiency Rating: *94.4 Not Deficient*

Year Built: *1943*

Bridge Description: *Bridge "C": 3-10' x 8' x 44' R.C. Box skewed 45 degrees w/ handrails*  
Feature Intersected: *Unnamed Creek*  
NBI Number: *12977 (6702-0426X)*  
Sufficiency Rating: *95.5 Not Deficient*  
Year Built: *1953*

Bridge Description: *Bridge "D": 3-10' x 10' x 44' R.C. Box skewed 45 degrees w/ parapets*  
Feature Intersected: *Unnamed Creek*  
NBI Number: *12934 (6702-0543X)*  
Sufficiency Rating: *96.3 Not Deficient*  
Year Built: *1953*

Bridge Description: *Bridge "E": 3-10' x 12' x 44' R.C. Box with parapets*  
Feature Intersected: *Unnamed Creek*  
NBI Number: *12935 (6702-0572X)*  
Sufficiency Rating: *96.3 Not Deficient*  
Year Built: *1953*

Bridge Description: *Bridge "F": 12'-14'-12' x 14' x 52' R.C. Box*  
Feature Intersected: *Unnamed Creek*  
NBI Number: *12980 (6702-0707X)*  
Sufficiency Rating: *95.3 Not Deficient*  
Year Built: *1953*

Bridge Description: *Bridge "G": 2-10' x 8' x 50' R.C. Box*  
Feature Intersected: *Unnamed Creek*  
NBI Number: *01807 (6702-0834X)*  
Sufficiency Rating: *98.3 Not Deficient*  
Year Built: *1927*

Bridge Description: *Bridge "H": 13'-17'-13' x 14' x 44' R.C. Box w/ parapets & 4' curtainwalls*  
Feature Intersected: *Unnamed Creek*  
NBI Number: *13783 (6702-1082X)*  
Sufficiency Rating: *98.5 Not Deficient*  
Year Built: *1957*

Bridge Description: *Bridge "I": 3-10' x 12' x 44' R.C. Box with parapets*  
Feature Intersected: *Unnamed Creek*  
NBI Number: *13757 (6702-1088X)*  
Sufficiency Rating: *98.5 Not Deficient*  
Year Built: *1957*

**ADDITIONAL EXISTING INFORMATION:**

*There are large petroleum/oil storage tanks along the North side of the roadway approximately 5.0 miles from the beginning of the control section. There is petroleum/oil/gas transmission equipment along the North side of the roadway approximately 5.0 miles from the beginning of the control section. There is a cemetery on the North side of the roadway approximately 5.5 miles from the beginning of the control section. The abandoned C.R.I.&P. Railroad parallels the existing roadway to the South. The railroad is nearest to the existing roadway between approximately 4.8 miles and 5.8 miles from the beginning of the control section offset approximately 150'.*

**PERMIT INFORMATION:**

Environmental Document:  ODOT  Consultant, Estimated Completion Date:  
Design Exception Anticipated:  No  As required by design  Yes, type:  
Maintenance Agreements (Lighting, Signals, etc.):  No  Yes, type:  
Permits required:  FAA  COE  OWRB  Other, type:

**PROPOSED IMPROVEMENT:**

Beginning of Project Termini: *Just West of the Junction SH-270A*  
End of Project Termini: *To just East of the "Y" at Junction US-270B*  
Limits of Survey: *Match the extent above. Channel survey required for the bridge hydraulic study is: Bridge "A", "C", & "G" - 500' of channel survey both upstream and downstream, Bridge "B", "D", "E", "H", & "I" - 500' upstream and 1000' downstream, Bridge "F" - 1,000' of channel survey both upstream and downstream. Survey is needed for the railroad structures just downstream.*

Typical Section:

Open Section  Curb & Gutter  Divided, median width:  
 Other (describe): *See "Description of Proposed Improvements"*  
Number of Lanes: Lane Width: *12'*  
Outside Shoulder Width: Inside Shoulder Width:  
Storm Sewer:  No  Yes Sidewalks:  No  Yes, width:  
Bridge Width: *For span structure - 84' clear roadway for the 5 lane section and 68' clear roadway for the 4 lane undivided section. For R.C. Box - to clear zone.*

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

Detour:

None  
 Shoo-fly, located  North or  South or  East or  West of existing  
 Widening, located  North or  South or  East or  West of existing  
 Crossovers  
 Signed, route:

Traffic Items:

New Guardrail  No  Yes  
End Treatment  No  Type: *GET*  
Highway Lighting  No  Outside or  Median  
Traffic Signals  No  Location(s):

Right-of-Way:

Additional R/W Required:  No  Yes, describe: *R/W required for construction*  
Utility Conflicts:  No  Yes, describe: *See Survey*

**DESCRIPTION OF PROPOSED IMPROVEMENTS:**

*The purpose of this project is to add capacity to the existing roadway along the existing alignment. The new typical section will be a five lane (4-12' driving lanes, 1-16' paved median, with 2-10' shoulders) from the Junction of SH-270A extending East to just East of Bridge "E". The typical section will then transition to 4 lane undivided (4-12' driving lanes with 2-10' outside shoulders). Rumble strips will be used if warranted at the request of Mr. Nabeel Abusadah with FHWA. An Eastbound left turn lane will be constructed at the Junction SH-270A. Left turn lanes will be added at Section Line NS-360 in both*

*directions. There is a construction project JP21006(07) that is within the extent of this project. The extent of the JP21006(07) project will be an exception of this project. There are two bridges within this exception. Below is the scope for each of the nine bridge locations:*

*The span bridge at Carter Creek (Bridge "A") is 4.02 miles from the beginning of the control section. It has approximately 6' of channel degradation. This bridge will be replaced. Due to potential FEMA restrictions, the bridge replacement may require a slab span design.*

*The R.C. Box at Unnamed Creek (Bridge "B") is 4.19 miles from the beginning of the control section. It has approximately 3' of degradation to the upstream and downstream channel. This bridge will be replaced.*

*The R.C. Box at Unnamed Creek (Bridge "C") is 4.26 miles from the beginning of the control section. Very little water appears to be getting to this bridge. This bridge will be removed and not replaced if approved by the hydraulic study. The drainage would be put in a roadway ditch along the North side of the roadway flowing to the channel of Bridge "B".*

*The R.C. Box at Unnamed Creek (Bridge "D") is 5.43 miles from the beginning of the control section. It has approximately 2' of degradation to the upstream and downstream channel. This bridge is in poor condition and will be replaced with a probable single barrel 20' wide R.C. Box.*

*The R.C. Box at Unnamed Creek (Bridge "E") is 5.72 miles from the beginning of the control section. It has silted in approximately 1'. It will be extended to clear zone upstream and downstream with a 12' clear height. The bridge may be replaced with a smaller R.C. Box to reduce costs if approved by the hydraulic study.*

*The R.C. Box at Unnamed Creek (Bridge "F") is 7.07 miles from the beginning of the control section. The West barrel has silted in approximately 4'. The center barrel has silted in approximately 8'. The East barrel has silted in approximately 18". It will be extended to clear zone upstream and downstream with a 14' clear height. The bridge may be replaced with a smaller R.C. Box to reduce costs if approved by the hydraulic study.*

*The R.C. Box at Unnamed Creek (Bridge "G") is 8.34 miles from the beginning of the control section. It will be extended to clear zone upstream and downstream with a 8' clear height. The bridge may be replaced with a smaller R.C. Box to reduce costs if approved by the hydraulic study.*

*The R.C. Box at Unnamed Creek (Bridge "H") is 10.82 miles from the beginning of the control section. It will be extended to clear zone upstream and downstream with a 14' clear height. The bridge may be replaced with a smaller R.C. Box to reduce costs if approved by the hydraulic study.*

*The R.C. Box at Unnamed Creek (Bridge "I") is 10.88 miles from the beginning of the control section. Very little water appears to be getting to this bridge. This bridge will be removed and not replaced if approved by the hydraulic study. The drainage would be put in a roadway ditch along the North side of the roadway flowing to the channel of Bridge "H".*

#### **NEPA REQUIREMENTS:**

*A Type 2 Categorical Exclusion will be required to satisfy the NEPA requirements for this project. An aerial map or preliminary plans showing the preliminary environmental study area (that has been reviewed and approved by design) is needed to initiate the NEPA process. Environmental Programs Division will need five copies of the aerial map (in scale) a minimum of 12 months in advance of the right-of-way let date to begin resources specialist reviews (i.e. cultural resources, biological resources, and hazardous waste/LUST evaluation).*

**CURRENTLY PROGRAMMED ESTIMATE:**

Construction: \$ 12,000,000  
Right-of-Way: \$ 1,737,946  
Utility: \$ 650,000

**INITIATION ESTIMATE:**

Roadway: \$ 22,900,000  
Bridge \$ 3,688,400  
Traffic Control: \$ 75,000  
Signing and Striping: \$ 70,000  
Mobilization: \$ 813,000  
Staking: \$ 413,200  
E & C: \$ 1,652,800

Right-of-Way: \$ 1,737,946  
Utility: \$ 650,000

Total Construction: \$ 29,612,400

c: Assistant Director for Engineering  
Assistant Director for Administration  
Bridge Division  
Division III  
FHWA - Nabeel Abusadah  
Traffic Engineering

Environmental Programs Division  
Project Management Division  
Right-of-Way Division  
Roadway Design  
Survey Division





# Oklahoma Department of Transportation

Project Management Division Room C9 Third Floor Office 522-7601 Fax 522-7612

**DATE:** December 13, 2013  
**TO:** Distribution List  
**FROM:** Kevin Bryan, Division III Project Manager *KB*  
**SUBJECT:** REVISED - Project Initiation

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Drive-out Date: 11/29/2007 Division: 3  
J/P Number: 21006(07) County: Seminole Highway: US-270  
Letting Date: 2013 Programmed Estimate: \$ 4,900,000  
Project Description: US-270 over Wewoka Creek & Railroad, from 8.3 miles East of Junction SH-270A in Seminole extend East 1.2 miles

### FUNCTIONAL CLASSIFICATION:

Area Type:  Urban  Suburban  Rural  
Terrain Type:  Flat  Rolling  Mountainous  
Highway Type:  Freeway  Principal Arterial  Minor Arterial  Major Collector  
 NHS  Non-NHS

### EXISTING INFORMATION:

Current ADT: 4,800 % of Trucks: 8% STRANET: No  
Number of Lanes: 2 Lane Width: 12'  
Outside Shoulder Width: 10' Inside Shoulder Width: NA  
 Open Section  Curb & Gutter  Divided, median width:  
 Other (describe):  
Pavement Type: Asphalt 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  Yes Sidewalk Width:

Bridge Description: Bridge "A": 45'-50'-45' I-Beam spans skewed 60 degrees w/18" safety curbs  
Feature Intersected: C.R.I.&P. Railroad  
NBI Number: 13653 (6702-0880X)  
Sufficiency Rating: 42.7 Structurally Deficient  
Year Built: 1956  
Bridge Width: 28.0' clear roadway  
Bridge Length: 142'  
Posted Clearance: NA

Bridge Description: *Bridge "B": 4-100' Continuous I-Beam spans w/ 18" safety curbs*  
 Feature Intersected: *Wewoka Creek*  
 NBI Number: *13925 (6702-0894X)*  
 Sufficiency Rating: *55.4 Structurally Deficient*  
 Year Built: *1957*  
 Bridge Width: *28.0' clear roadway*  
 Bridge Length: *401'*  
 Posted Clearance: *NA*

**ADDITIONAL EXISTING INFORMATION:**

*The C.R.I.&P. Railroad is currently inactive. Mr. Bob Rusch stated that this railroad may become active in the future.*

**PERMIT INFORMATION:**

Environmental Document:  ODOT  Consultant, Estimated Completion Date:  
 Design Exception Anticipated:  No  As required by design  Yes, type:  
 Maintenance Agreements (Lighting, Signals, etc.):  No  Yes, type:  
 Permits required:  FAA  COE  OWRB  Other, type:

**PROPOSED IMPROVEMENT:**

Beginning of Project Termini: *Minimum required to replace bridges*  
 End of Project Termini: *Minimum required to replace bridges*  
 Limits of Survey: *From 2000' West of Bridge "A" to 2000' East of Bridge "B". Survey is needed for the existing rail bed of the abandoned railroad 500' both North and South of the roadway. Channel survey 1,000' both upstream and downstream is required for the bridge hydraulic study of Wewoka Creek.*

**Typical Section:**

Open Section  Curb & Gutter  Divided, median width:  
 Other (describe):  
 Number of Lanes: *4* Lane Width: *12'*  
 Outside Shoulder Width: *10'* Inside Shoulder Width:  
 Storm Sewer:  No  Yes Sidewalks:  No  Yes, width:  
 Bridge Width: *68' clear roadway*

**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

**Detour:**

None  
 Shoo-fly, located  North or  South or  East or  West of existing  
 Widening, located  North or  South or  East or  West of existing  
 Crossovers

Signed, route: *Beginning at Junction US-270/SH-99 in Seminole, use SH-99 south to SH-59, then east on SH-59 to US-270 south of Wewoka. Use the reverse route when traveling west.*

**Traffic Items:**

New Guardrail  No  Yes  
 End Treatment  No  Type: *GET*  
 Highway Lighting  No  Outside or  Median  
 Traffic Signals  No  Location(s):

**Right-of-Way:**

Additional R/W Required:  No  Yes, describe: *R/W required for construction*  
Utility Conflicts:  No  Yes, describe: *See Survey*

**DESCRIPTION OF PROPOSED IMPROVEMENTS:**

*The purpose of this project is to add capacity to the existing roadway along the existing alignment. The new typical section will be 4 lane undivided (4-12' driving lanes and 2-10' outside shoulders). Rumble strips will be used if warranted at the request of Mr. Nabeel Abusadah with FHWA. Below is the scope for each of the two bridge locations:*

*The span bridge at C. R. I. & P. Railroad (Bridge "A") is 8.80 miles from the beginning of the control section. The railroad track that the existing bridge spans is inactive. This bridge will be replaced with a new span bridge.*

*The span bridge at Wewoka Creek (Bridge "B") is 8.94 miles from the beginning of the control section. This bridge will be replaced with a new span bridge.*

**NEPA REQUIREMENTS:**

*A Type 2 Categorical Exclusion will be required to satisfy the NEPA requirements for this project. An aerial map or preliminary plans showing the preliminary environmental study area (that has been reviewed and approved by design) is needed to initiate the NEPA process. Environmental Programs Division will need five copies of the aerial map (in scale) a minimum of 12 months in advance of the right-of-way let date to begin resources specialist reviews (i.e. cultural resources, biological resources, and hazardous waste/LUST evaluation).*

**CURRENTLY PROGRAMMED ESTIMATE:**

Construction: \$ 4,900,000  
Right-of-Way: \$ 423,146  
Utility: \$ 344,379

**INITIATION ESTIMATE:**

Roadway:	\$ 1,100,000	Right-of-Way:	\$ 423,146
Bridge	\$ 2,260,000	Utility:	\$ 344,379
Traffic Control:	\$ 10,000		
Signing and Striping:	\$ 21,000		
Mobilization:	\$ 112,730		
Staking:	\$ 52,560		
E & C:	\$ 210,220		

Total Construction: \$ 3,766,510

- |    |                                       |                                 |
|----|---------------------------------------|---------------------------------|
| c: | Assistant Director for Engineering    | Environmental Programs Division |
|    | Assistant Director for Administration | Project Management Division     |
|    | Bridge Division                       | Right-of-Way Division           |
|    | Division III                          | Roadway Design                  |
|    | FHWA - Nabeel Abusadah                | Survey Division                 |
|    | Traffic Engineering                   |                                 |





## OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

June 8, 2015

Subject: US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011).

Dear Property Owner:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the subject highway and bridges. The exact project scope and requirements will be clarified through the planning, environmental review, and design process. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and Federal Highway Administration policy, the Department is requesting any information or specific concerns you may have regarding this project's potential impact on the human environment, the natural environment, and historic properties.

Additionally, in the near future, employees or authorized agents of ODOT may be entering your property for the purpose of surveying environmental considerations, such as cultural resources, biological resources, noise, and hazardous materials. Results from these studies will be incorporated into the environmental document being prepared for this project. It may be necessary to do minor hand digging in your property as part of the survey. Any test holes will be filled in and cleaned up afterwards.

Oklahoma Statute 69-702 provides for the Department of Transportation, through its agents and employees, to enter the property and make the necessary surveys and other examinations related to the proposed highway project. A copy of Oklahoma Statute 69-702 is provided with this letter.

If you are currently leasing this property, please notify your lessee of our planned work.

Should you have any information or specific concerns, please contact our authorized agent, Scott Stegmann with CP&Y at 405-835-2836 or [sstegmann@cpyi.com](mailto:sstegmann@cpyi.com). As always, your cooperation is greatly appreciated.

Respectfully,

A handwritten signature in black ink, appearing to read "Dawn R. Sullivan".

Dawn R. Sullivan, P.E.

Environmental Programs Division Engineer

DRS/RMP/CPY

Enclosures: Location Map, Copy of Statute 69-702

Copy to: Project Management *with list of Property Owners*  
Field Division Engineer *with list of Property Owners*  
Survey Division *with list of Property Owners*  
Materials Division *with list of Property Owners*  
Right-of-Way Division *with list of Property Owners and Property Cards*  
ODOT Cultural Resources Specialist *with list of Property Owners and Property Cards*  
Specialists

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

AN EQUAL OPPORTUNITY EMPLOYER

US-270 Seminole County  
Property Owner Mailing List

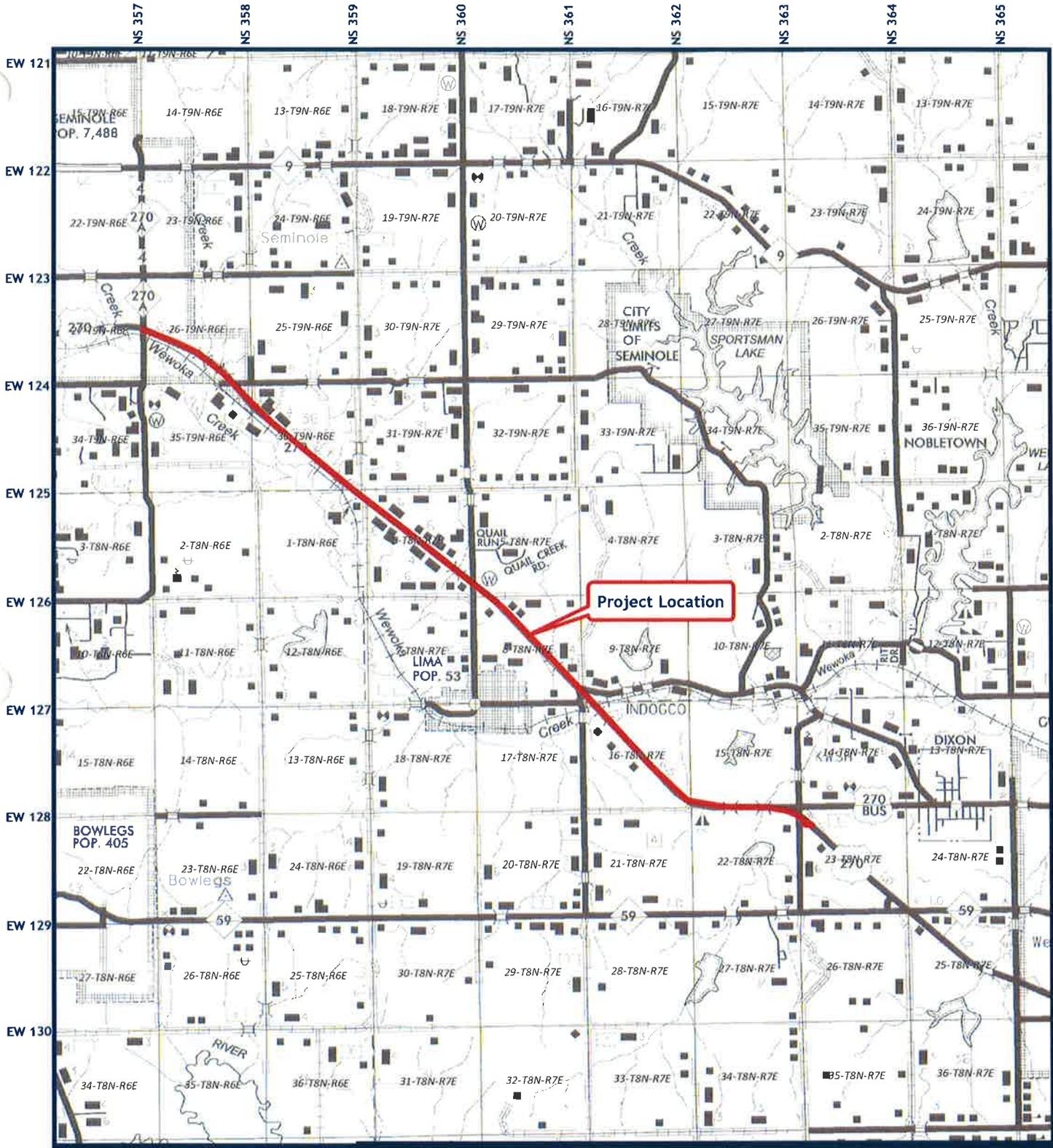
OWNERNAME	ADDRESS1	ADDRESS2	CITY	STATE	ZIP1
ANDERSON DAVE P ETALS	35912 EW 1250		SEMINOLE	OK	74868
ARNOLD THELMA A	303 HARVEY RD		SEMINOLE	OK	74868
BARTLETT LORNE &	LYNDON KEEL	14280 N 3630	SASAKWA	OK	74867
BERRY PATSY	217 W BROADWAY		SEMINOLE	OK	74868
BIERMAN JO ANN	P O BOX 216		SAVANNA	OK	74565
BNL PROPERTIES INC	P O BOX 1606		SEMINOLE	OK	74818
BOONE OPERATING INC	709 NW 54TH ST		OKLAHOMA CITY	OK	73118
BOOTS STEVEN L TR DTD	226 QUAIL CREEK RD		SEMINOLE	OK	74868
BRAUNING JEDIDIAH W & AFTON D	11863 NS 3570		SEMINOLE	OK	74868
BROOKS TRADING CO LLC	P O BOX 1467		SEMINOLE	OK	74818
BRUNER MAGGIE ETAL	417 NW 138TH CIRCLE		EDMOND	OK	73013
BURKITT LEON & JENICE	35988 E HWY 270		SEMINOLE	OK	74868
BUTCH'S PROCESSING PLANT INC	12566 NS 3600		SEMINOLE	OK	74868
BYERLY DEREK WAYNE & PATRICIA	31 MELISSA DR		SHAWNEE	OK	74801
CALDWELL INVESTMENTS	P O BOX 979		SEMINOLE	OK	74818
CARTER VICKIE	110 QUAIL CREEK RD		SEMINOLE	OK	74868
CENTAUR INTERNATIONAL LTD	ATTN: PEGGY SPURLIN	2021 E WATERLOO ROAD	EDMOND	OK	73034
CHOATE PAUL & CYNTHIA	1412 E BROADWAY		SEMINOLE	OK	74868
CLIMER W H	C/O RICK SMITH	36005 HWY 270	SEMINOLE	OK	74868
COATES JEREMY	2601 N HUDSON AVE		OKLAHOMA CITY	OK	73103
COBLE F W & ROBERTA L & DEBBIE	ROBERTSON i& LEA ANN PRESLEY	12478 NS 3590	SEMINOLE	OK	74868
COOK PATSY TR OF DOYLE COOK	IRR TR & KRISTIN BOOTS UND 1/2 INT EA	P O BOX 875	WEWOKA	OK	74884
COPELAND LUCILLE D ETAL	C/O LANA E RASBERRY	3033 JUNIPER CT.	FAIRFIELD	CA	94533
CROWE KAREN E	35966 EW 1250		SEMINOLE	OK	74868
CURREN JESSE L	P O BOX 266		MCCLOUD	OK	74851
DAVENPORT DERRIS L	P O BOX 421		SEMINOLE	OK	74818
DAVIS FREDDIE &	KELLYE G WOODFORK	1105 BARBARY DR	NORMAN	OK	73072
DAVIS LARUTH & ETALS	7/9TH & LOLA M DAVIS & ETAL 1/9TH EA	P O BOX 155	SHAWNEE	OK	74801
DOOLEY CHARLES C & SUZANNA D	4813 ELK RUN		YUKON	OK	73099
DOOLITTLE SAMMY K &	SHERRI BROWN	2625 DERBY RD	ABILENE	TX	79606
EDWARDS BOBBY JOHN ETAL	813 NE 19TH ST		OKLAHOMA CITY	OK	73105
ENOCH GREGORY ALLEN & DAWN	35925 E HWY 270		SEMINOLE	OK	74868
FLEMING VICKIE LYNN & PATRICIA	BYERLY & KEITH HUTCHISON	36087 EW 1270	WEWOKA	OK	74884
FNC CORPORATION	C/O MARK CARNEY	8523 THACKERY APT #3106	DALLAS	TX	75225
GAMBLE JOHNNIE R & SHARON K	35843 E HWY 270		SEMINOLE	OK	74868
GATES SHERRY	35963 HWY 270		SEMINOLE	OK	74868
GATES WALLACE W & GWENNA J	36151 OLD HIGHWAY 270		SEMINOLE	OK	74868
GAVIN MICHAEL L & ANN TRUSTEES	GAVIN FAMILY REVOCABLE TRUST	35876 E HWY 270	SEMINOLE	OK	74868
GOINES JOHNNY L	12416 NS 3580		SEMINOLE	OK	74868
GOODMAN JEREMY B & MEGHAN	35870 HWY 270		SEMINOLE	OK	74868
GRACO FISHING & RENTAL	TOOLS, INC.	5300 TOWN & COUNTRY BLVD, STE 220	FRISCO	TX	75034

US-270 Seminole County  
Property Owner Mailing List

HALL SANDRA L	1 CHECOTAH LANE		SHAWNEE	OK	74801
HAYS JAMES LEE ETUX	1410 E BROADWAY		SEMINOLE	OK	74868
HENDRIX LARRY O	P O BOX 1898		SEMINOLE	OK	74818
HOUSING AUTH OF SEMINOLE NAT	PO BOX 1493		WEWOKA	OK	74884
ISLAND RENTIE	C/O EVA COOPER	35881 EW 1230	SEMINOLE	OK	74868
KAY DICK & DIANA R	CO TR DICK & DIANA R KAY REV TR	P O BOX 115	BOWLEGS	OK	74830
KEAN NORMAN KYLE	820 E BROADWAY		SEMINOLE	OK	74868
KIESEL MARY E	P O BOX 379		SEMINOLE	OK	74818
KREEGER DANNY ALLEN & EVA JANE	P O BOX 29		SEMINOLE	OK	74818
LYNN R REED & REBECCA G	PO BOX 97		STUART	OK	74570
MAGRUDER EMERY CURTIS	C/O AL'S RADIATOR	P O BOX 932	SEMINOLE	OK	74818
MARTIN DALE E & MARGARET	PO BOX 59		SEMINOLE	OK	74818
MATHEWS LAND COMPANY LLC	P O BOX 1672		SEMINOLE	OK	74818
MOORE TESSIE V	35895 E HWY 270		SEMINOLE	OK	74868
OLDEN TOMMY JR ETALS UND 1/2	INT & BESSIE DAVIS UND 1/2 INT	218 S OCHEESE	WEWOKA	OK	74884
PAYNE WENDELL R & COLLETTE D	P O BOX 801		WEWOKA	OK	74884
PFLASH STOP LLC	P O BOX 218		SHAWNEE	OK	74802
PHILLIPS BOBBY & SHARLENE	36038 E HWY 270		SEMINOLE	OK	74868
POG L.L.C	P O BOX 1859		SEMINOLE	OK	74818
PRESLEY DOUG & LEA ANN	12361 NS 3610		SEMINOLE	OK	74868
PRO CORP INC	C/O J B OKEEFFE	6412 OAK TREE CIRCLE	EDMOND	OK	73025
PURKEYPILE JOE	BOX 4 SHADY ACRES		SEMINOLE	OK	74868
RETHAVEN MEMORIAL GARDENS	P O BOX 550		SEMINOLE	OK	74818
ROCKHOLD BYRON E &	SHARON E FLANAGAN	35916 E HWY 270	SEMINOLE	OK	74868
ROOMS GAIL	1750 DALBY		SEMINOLE	OK	74868
RUSH LORETTA G &	ANNALEE C WESTERGREN	PO BOX 946	SEMINOLE	OK	74818
SAMPLEY CAROLYN	35929 E HWY 270		SEMINOLE	OK	74868
SEMGROUP ENERGY PARTNERS LLC	ATTN: TAX DEPARTMENT	6120 S YALE, STE 500	TULSA	OK	74136
SHAWVER MARY CURTIS	4809 RANGWOOD DR		FLOWER MOUND	TX	75028
SMITH JOHN F FAMILY TRUST	P O BOX 29		BEGGS	OK	74421
SMITH TERRY & ELLA	35818 E HWY 270		SEMINOLE	OK	74868
SMITH VELDA H ETAL	5009 VISTA DEL VEGAS		TORRANCE	CA	90505
SOUTHERN DANACA SUEMARIE &	ANGEL DIALENE SOUTHERN	P O BOX 98	SEMINOLE	OK	74818
STARNES JOHNNY J & SHARON L	12487 NS 3590		SEMINOLE	OK	74868
STEPHENS MATTHEW	12610 NS 3600		WEWOKA	OK	74884
STUTEVILLE KENNETH W &	MELISSA A	1530 N HARRISON #298	SHAWNEE	OK	74804
SUTTERFIELD RODNEY L & BELINDA	12566 NS 3600		SEMINOLE	OK	74868
SWEARINGEN FUNERAL HOME	1001 N MILT PHILLIPS		SEMINOLE	OK	74868
SWEARINGEN ROBERT E TRUST &	PHILLIPS DENNIS R	1001 N MILT PHILLIPS AVE	SEMINOLE	OK	74868
TANK JERRY	12161 NS 3640		WEWOKA	OK	74884
TAYLOR RONALD A & BETTY J TR	RONALD & BETTY TAYLOR FAM TR DTD10-30-08	35970 E HWY 270	SEMINOLE	OK	74868
TELLIE CURTIS E & WYNONA N	RT 4 BOX 458 A		SEMINOLE	OK	74868
THOMPSON PUMP CO	DRAWER 310		OKMULGEE	OK	74447

US-270 Seminole County  
Property Owner Mailing List

TRANQUILITY LLC	P O BOX 1522		WEWOKA	OK	74884
TRANQUILITY LLC	P O BOX 1522		WEWOKA	OK	74884
TUCKER TED V TR REV TR	DURWARD TUCKER TR REV TRUST	P O BOX 8	WEWOKA	OK	74884
URBAN DONNA SUE RLE & HOLLY R	CALZADA & JESSICA A URBAN	P O BOX 2081	SEMINOLE	OK	74818
USA FRAC PONDS LLC	220 N MAIN		SEMINOLE	OK	74868
VEAL BYRON & TANIKA HARRISON	1805 F STREET		SEMINOLE	OK	74868
VILLINES NATHAN & STACY	TR VILLINES FAMILY TR DTD 10-10-07	P O BOX 349	WEATHERFORD	OK	73096
WARD GEORGE STANLEY & SANDRA K	307 QUAIL CREEK RD		SEMINOLE	OK	74868
WASHINGTON KING S &	KING E JACKSON	226 17TH ST	RICHMOND	CA	94801
WILLBANKS RANDY	PO BOX 38		BOWLEGS	OK	74830
WILSON GERALD & DEBORAH	35887 EW 1240		SEMINOLE	OK	74868
WYNNE LINDA	35921 HWY 270		SEMINOLE	OK	74868
YANCEY TONY	1054 WILLOW PARK CIRCLE		HENDERSONVILLE	TX	37075



## VICINITY MAP

**Grade, Drain, Surface, and Bridges  
US 270 over Carter Creek  
and 8 Unnamed Creeks  
Seminole County, OK**

J/P Numbers: 21006(04)(07)(11)



6/1/2015  
Basemap Source: ODOT



OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROJECT STATUS SYSTEM

Logout

Home > List Projects > Edit Project

Project

Environmental Proposed Bridge Related Projects Project Cost Project Revision Commitments Right-of-Way DOCUMENT VAULT Local Government FHWA Project Status Justification

**Edit PROJECT**

Job Piece: 2100604

PRODUCTION TARGETS	Planned Finish	Actual Finish	Proj_Status	Condition	Percent
Reconnaissance Data	09/20/2011		Behind		
Project Initiation	01/19/2012	11/29/2007	Completed		
EC Solicitation	06/11/2012				
EC Contract	12/26/2012	EC No			
Survey	03/20/2013		On-Time		
Hydraulics	06/20/2013		On-Time		
Preliminary Plan in Hand	10/18/2013		On-Time		
RW & Utility Meeting	04/19/2014		On-Time		
NEPA Document	05/20/2014		On-Time		
Plans Submitted to R/W	06/19/2014		On-Time		
R/W Phase	- Please Select -	N/A			
Legal Entry	07/09/2015		N/A		
Status of Demolition			N/A		
Utility Out	11/12/2015		On-Time		
Prepare Traffic Div. Request	03/05/2015		- Please Select -		
Final Field Review	10/01/2015		On-Time		
404 Permit	11/12/2015		On-Time		
Plans Complete					
Ready to Let	11/19/2015		On-Time		

Project Information

JP No.	Proj. ID	County	Div.	Maint.	HWY	Work Desc
2100604	STP-167B(091)	67 SEMINOLE	3	3	US270	11 BRIDGE & APPROACHES

Project Location & Legislative Districts

Ctrl.	Start	Lgth	End	Cong	Senate	House	Location
002	3.410	7.570	10.980	5	28	028	US-270 OVER CARTER & 8 UNNAMED CR, FROM SH-270A IN SEMINOLE, EAST TO Y AT US-270B WEST OF WEWOKA

Project Status

Status	8Year CWP	NHS Sys.	FHWA Oversight	Comm Appr.	Fhwa Auth	Auth FFY	Let Date	FFY	Award Date	RW JP No.	RW Let
Programmed	Yes			NoDate	-		NoDate	2018	NoDate	2100605	072015

STIP & NEPA Information

STIP FY	STIP Page	Pub Date	ODOT Appr.	TIP FY	TIP Page	MPO Appr.	NEPA Type	NEPA Appr	NEPA Re-Eval
-	-	-	-	-	-	-	-	-	//

Project Budget & Plan Resource

Advanced	Federal	State	Other	Total	Design Consultant	NEPA Consultant
\$0	\$2,180,000	\$2,180,000	\$0	\$4,360,000	To be solicited	00000000

ODOT/FHWA Resources Assigned

PMD	Field	FHWA	NEPA	Survey	Materials	Roadway	Bridge	Traffic	RW	Rail
Bryan	Rachel	Abusadah	Payao	Reser	-	Nazari	Lombardo	Drury	-	-

Comments

COMMENTS
NEPA:All studies in - pending plans

Bridge Information

NBI#	Status	Co	Ctl	Milept	Sd
01807	State Bridge	67	002	08340	
10053	State Bridge	67	002	04190	
12934	State Bridge	67	002	05430	
12935	State Bridge	67	002	05720	
12977	State Bridge	67	002	04260	
12980	State Bridge	67	002	07070	
13079	State Bridge	67	002	04020	
13757	State Bridge	67	002	10880	

Utility Information

Latest Utility Out Date
-



Home > List Projects > Edit Project

Environmental Proposed Bridge Related Projects Project Cost Project Revision Commitments Right-of-Way DOCUMENT VAULT Local Government FHWAs Project Status Justification

Job Piece: 2100607

PRODUCTION TARGETS	Planned Finish	Actual Finish	Proj_Status	Condition	Percent
Reconnaissance Data	03/08/2011	09/01/2010	Completed		
Project Initiation	07/07/2011	11/29/2007	Completed		
EC Solicitation	11/28/2011				
EC Contract	06/13/2012	EC No			
Survey	09/05/2012		Behind		
Hydraulics	12/06/2012		Behind		
Preliminary Plan in Hand	04/05/2013		On-Time		
RW & Utility Meeting	10/05/2013		Behind		
NEPA Document	11/05/2013		On-Time		
Plans Submitted to R/W	12/05/2013		On-Time		
R/W Phase		- Please Select -	N/A		
Legal Entry	12/25/2014		N/A		
Status of Demolition			N/A		
Utility Out	04/30/2015		On-Time		
Prepare Traffic Div. Request	08/21/2014		- Please Select -		
Final Field Review	03/19/2015		On-Time		
404 Permit	04/30/2015		On-Time		
Plans Complete					
Ready to Let	05/07/2015		On-Time		

Project Information

JP No.	Proj. ID	County	Div.	Maint.	HWY	Work Desc
2100607	STP-167B(122)SS	67 SEMINOLE	3	3	US270	11 BRIDGE & APPROACHES

Project Location & Legislative Districts

Ctrl.	Start	Lgth	End	Cong	Senate	House	Location
002	8.300	1.200	9.500	5	28	028	US-270 OVER WEWOKA CREEK & RAILROAD, FROM 4.89 MI EAST OF SH-270A IN SEMINOLE, EAST 1.2 MI

Project Status

Status	8Year CWP	NHS Sys.	FHWA Oversight	Comm Appr.	Fhwa Auth	Auth FFY	Let Date	FFY	Award Date	RW JP No.	RW Let
Programmed	Yes			08/2003	-		07/2017	2017	NoDate	2100608	082015

STIP & NEPA Information

STIP FY	STIP Page	Pub Date	ODOT Appr.	TIP FY	TIP Page	MPO Appr.	NEPA Type	NEPA Appr	NEPA Re-Eval
2016	4-097	-	-			-	-	-	//

Project Budget & Plan Resource

Advanced	Federal	State	Other	Total	Design Consultant	NEPA Consultant
\$0	\$3,561,335	\$3,561,335	\$0	\$7,122,670	To be solicited	00000000

ODOT/FHWA Resources Assigned

PMD	Field	FHWA	NEPA	Survey	Materials	Roadway	Bridge	Traffic	RW	Rail
Bryan	Rachel	Abusadah	Payao	Reser	-	Nazari	Lombardo	Drury	-	-

Comments

COMMENTS
NEPA:All Studies in - pending plans—SURVEY:This project was tagged for solicitation, then pulled ??? Survey has not begun as of 2/1/2012

Bridge Information

NBI#	Status	Co	Ctl	Milept	Sd
13653	State Bridge	67	002	08800	
13925	State Bridge	67	002	08940	

1-2

Consultant Resources

No data found.



Home > List Projects > Edit Project

Environmental Proposed Bridge Related Projects Project Cost Project Revision Commitments Right-of-Way DOCUMENT VAULT Local Government FHWA Project Status Justification

Job Piece: 2100611

PRODUCTION TARGETS	Planned Finish	Actual Finish	Proj_Status	Condition	Percent
Reconnaissance Data	03/19/2013	<input type="text"/>	Behind		
Project Initiation	07/18/2013	03/07/2011	Completed		
EC Solicitation	12/09/2013	<input type="text"/>			
EC Contract	07/09/2014	EC No			
Survey	09/17/2014	<input type="text"/>	Behind		
Hydraulics	12/18/2014	<input type="text"/>	On-Time		
Preliminary Plan in Hand	04/17/2015	<input type="text"/>	On-Time		
RW & Utility Meeting	10/17/2015	<input type="text"/>	On-Time		
NEPA Document	11/17/2015	<input type="text"/>	On-Time		
Plans Submitted to R/W	12/17/2015	<input type="text"/>	On-Time		
R/W Phase		- Please Select -	N/A		
Legal Entry	01/05/2017	<input type="text"/>	On-Time		
Status of Demolition			N/A		
Utility Out	05/11/2017	<input type="text"/>	On-Time		
Prepare Traffic Div. Request	09/01/2016	<input type="text"/>	- Please Select -		
Final Field Review	03/30/2017	<input type="text"/>	On-Time		
404 Permit	05/11/2017	<input type="text"/>	On-Time		
Plans Complete					
Ready to Let	05/18/2017	<input type="text"/>	On-Time		

Project Information

JP No.	Proj. ID	County	Div.	Maint.	HWY	Work Desc
2100611	STPY-1006(011)	67 SEMINOLE	3	3	US270	39 GRADE, DRAIN & SURFACE

Project Location & Legislative Districts

Ctrl.	Start	Lgth	End	Cong	Senate	House	Location
002	3.410	7.570	10.980	5	28	028	US-270: FROM SH-270A IN SEMINOLE, EAST TO Y AT US-270B WEST OF WEWOKA

Project Status

Status	8Year CWP	NHS Sys.	FHWA Oversight	Comm Appr.	Fhwa Auth	Auth FFY	Let Date	FFY	Award Date	RW JP No.	RW Let
Programmed	Yes			10/2011	-		NoDate	2020	NoDate	-	-

STIP & NEPA Information

STIP FY	STIP Page	Pub Date	ODOT Appr.	TIP FY	TIP Page	MPO Appr.	NEPA Type	NEPA Appr	NEPA Re-Eval
-	-	-	-	-	-	-	-	-	//

Project Budget & Plan Resource

Advanced	Federal	State	Other	Total	Design Consultant	NEPA Consultant
\$0	\$7,650,000	\$7,650,000	\$0	\$15,300,000	To be solicited	000000000

ODOT/FHWA Resources Assigned

PMD	Field	FHWA	NEPA	Survey	Materials	Roadway	Bridge	Traffic	RW	Rail
Bryan	Rachel	Yeager	Payao	Reser	-	Nazari	Lombardo	Drury	-	-

Comments

COMMENTS

-

Bridge Information

no data found

Consultant Resources

No data found.

Utility Information

Latest Utility Out Date

# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: **13079**

Structure No.: **6702 0402 X**

Local ID: -1

Suff. Rating: **30.2**

Health Index : **80.3**

SD

IDENTIFICATION	INSPECTION																																																																																					
Description: 6-25' CONC. SLAB SPANS WITH 2-18' SAFETY CURBS 1. State: Oklahoma      2. SHD District: Division 3 3. County Code: SEMINOLE      4. Place Code: SEMINOLE Admin. Area: Unknown 5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0 6. Feature Intersected: CARTER CREEK 7. Facility Carried: U.S., 270      U.S., 270 9. Location: 1.7 MI E SH 3      11. Mile Post: 4.019 mi 13. LRS Inv. Route./ Subroute.: 6702 0000      01 16. Latitude: 35 13 15.98      17. Longitude: 096 38 37.02 98. Border Br. Code: Jkknown (P) % Resp.: 0      99. Border Br. #: Unknown	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp Req.</th> <th>Insp Done</th> <th>Freq:</th> <th>Insp. Date:</th> <th>Next Insp.:</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>Y</td> <td>24</td> <td>11/23/2015</td> <td>11/23/2017</td> </tr> <tr> <td>FC Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS Freq.:</td> <td>Y</td> <td>N</td> <td>24</td> <td>11/7/2014</td> <td>11/7/2016</td> </tr> </tbody> </table>	Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:	NBI:		Y	24	11/23/2015	11/23/2017	FC Freq.:	N	N	NA	NA	NA	UW Freq.:	N	N	NA	NA	NA	OS Freq.:	Y	N	24	11/7/2014	11/7/2016																																																							
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Measured Clearance : -1</td> <td>245. Girder Depth : -1.000</td> </tr> <tr> <td></td> <td>Max. Measured Clearance : -1</td> <td>246. Type of Overlay : AC Over</td> </tr> <tr> <td>204. Type of Handrail: N/A</td> <td>e. Navigation Lights : -</td> <td>246. Overlay Thickness : 5.5</td> </tr> <tr> <td>205. Material and Quantity : -1.0</td> <td>Working/Not Working : -</td> <td>246. Overlay Date : 10/1/1999</td> </tr> <tr> <td>208. Type of Abutment : Skeleton</td> <td>215. Overpass : C - US Highway</td> <td>246. Overlay Depth Changed &gt; 1" ? No</td> </tr> <tr> <td>Type of Foundation : Concrete Piling</td> <td>221. Substructure Cond. (U/W) : -</td> <td>247. Protective Systems : 1: _</td> </tr> <tr> <td>209. Type of Pier / Found.: Bent      Yes</td> <td>222. Fill over RCB: 0</td> <td>2: _      3: _</td> </tr> <tr> <td>Concrete Piling</td> <td>223. Appr. Slab/Rdwy Cond.: Good</td> <td>4: _      5: _</td> </tr> <tr> <td>210. Foundation Elev.      -1.0      -1.0</td> <td>224. Critical Feature Type: -1</td> <td>248. No. of Field Splices w/ Corrosion : -1</td> </tr> <tr> <td>   -1.0      -1.0      -1.0</td> <td>225. Paint Type :</td> <td>249. Scour Crit. POA exists?: -</td> </tr> <tr> <td></td> <td>Overcoat : 0</td> <td>250. Culvert Headwall Dist.: -1.0</td> </tr> <tr> <td>211. Wear. Surf. Prot. System : None</td> <td>226. Date Painted: -1</td> <td>254. Thru Truss Type : -</td> </tr> <tr> <td>Date Installed : 1/1/1901</td> <td>227. Paint Coloring: -1</td> <td>256. Chan. Profile Up/Down Stream?: -</td> </tr> <tr> <td>213. Utilities Attached : -1</td> <td>233. Deck Forming: -</td> <td>257a. OkiePROS Auto. Truck Routing      Yes</td> </tr> <tr> <td>-1      -1      -1</td> <td>236. Deck Cleaning : -1</td> <td>258. Plans w/ found. are in file at ODOT</td> </tr> <tr> <td>-1      -1      -1</td> <td>238. School Bus Rte: Current and Desired Rout</td> <td>259. Scour Eval. is in file at ODOT</td> </tr> <tr> <td></td> <td>240. Appr. 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Overlay Depth Changed > 1" ? No	Type of Foundation : Concrete Piling	221. Substructure Cond. (U/W) : -	247. Protective Systems : 1: _	209. Type of Pier / Found.: Bent      Yes	222. Fill over RCB: 0	2: _      3: _	Concrete Piling	223. Appr. Slab/Rdwy Cond.: Good	4: _      5: _	210. Foundation Elev.      -1.0      -1.0	224. Critical Feature Type: -1	248. No. of Field Splices w/ Corrosion : -1	-1.0      -1.0      -1.0	225. Paint Type :	249. Scour Crit. POA exists?: -		Overcoat : 0	250. Culvert Headwall Dist.: -1.0	211. Wear. Surf. Prot. System : None	226. Date Painted: -1	254. Thru Truss Type : -	Date Installed : 1/1/1901	227. Paint Coloring: -1	256. Chan. Profile Up/Down Stream?: -	213. Utilities Attached : -1	233. Deck Forming: -	257a. OkiePROS Auto. Truck Routing      Yes	-1      -1      -1	236. Deck Cleaning : -1	258. Plans w/ found. are in file at ODOT	-1      -1      -1	238. School Bus Rte: Current and Desired Rout	259. Scour Eval. is in file at ODOT		240. Appr. 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**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

Suff. Rating: 30.2 Health Index : 80.3  
SD

NBI No.: 13079 Structure No.: 6702 0402 X Local ID:-1

Inspection Date: 11/23/2015 Reported By: UFD3012  
Invoice No.: -1 Inspected With: Erik Cox  
Agency :

**Adam R. Hill**  
Digitally signed by Adam R. Hill  
DN: cn=Adam R. Hill, o=ODOT Division 3, ou=with Erik W. Cox, email=ahill@odot.org, c=US  
Date: 2015.12.08 15:14:46 -0600

**Structure / Inspection Notes**

#61 (PX) ACB&D. INTERIOR SPANS NEEDS VEG'T CLEARED & FILL RESHAPED. OLD WOOD SUPSTR IN CHAN IS HANGING DRIFT & DEBRIS. SOME BANKS ARE VERTICAL. #214 (PX) NARROW BRIDGE SIGNS NEEDED. (FX) APPR FLEX DAMAGE @ THE N-W/N-E. HISTORY POSTED CARTER CREEK. #223 (FX) SOME SEALING NEEDED.

Elem.	Qty.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
38	4	Reinforced Concrete Slab	(SF)	4,628	0	0 %	2,314	50 %	2,314	50 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	37	23	62 %	14	38 %	0	0 %	0	0 %	0	0 %
210	4	Reinforced Conc Pier Wall	(LF)	154	69	44 %	72	47 %	13	9 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	62	43	66 %	10	17 %	10	17 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	154	26	15 %	79	51 %	43	28 %	7	6 %	0	0 %
301	4	Pourable Joint Seal	(LF)	141	0	0 %	0	0 %	0	0 %	141	100 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	2	0	0 %	2	100 %	0	0 %	0	0 %	0	0 %
331	4	Reinforced Conc Bridge Railing	(LF)	299	244	82 %	10	3 %	45	15 %	0	0 %	0	0 %
510	4	Wearing Surfaces	(SF)	4,628	4,628	100 %	0	0 %	0	0 %	0	0 %	0	0 %
859	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	0	0 %	0	0 %	1	100 %	0	0 %
909	4	Pourable Fixed Joint Seal	(LF)	56	0	0 %	0	0 %	0	0 %	56	100 %	0	0 %
961	4	Scour	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
966	4	Exposed Abutment Piling	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %

**Additional Elements**

Elem.	Element Notes (Include Size and Location of Deterioration)
38	FX- GUTTERS NEED CLEANOUT BADLY, SOME DELAM'S.
205	PX- CONC PILES ARE EXP. UNDER ABUTS & @ PIER WALLS - SOME HAVE OPEN CRACKS W/ HEAVY LEACHING.
210	PX- ENDS OF CAPS & WALLS HAVE DETERIORATION & HEAVY LEACHING W/ STAINS & SOME EXP REBAR, SOME PORTIONS HAVE SPALLED OFF. CRACKING W/ EFFLOR. IS GETTING HEAVIER.
215	FX- SOME MINOR SPALLS W/ EXP REBAR ENDS & SOME CRACKING.
234	PX- SEE NOTE FOR #210.
301	PX- JT'S HAVE FAILED.
321	FX- SLABS HAVE PREVIOUS SETTLEMENT, WHICH HAS BEEN CORRECTED W/ ASPH (APPR 4").
331	PX- 2 SECTIONS OF RAIL NEED REPAIR @ THE NORTH, 6' PORTION OF THE S. RAIL FELL OUT / REPLACED IT W/ GUARDRAIL.
510	< none >
859	PX- HEAVY DETERIORATION & LEACHING & STALACTITS W/ SOME STAINING & EXP REBAR TO OUTER PORTIONS @ JT'S.
909	PX- JT'S HAVE FAILED.
961	FX- 2'-5' OF PILING EXP UNDER PIER WALLS @ CHAN - NOTE SCOUR EVALUATION WAS DONE 1995 BY LESLIE LEWIS
966	PX- SEE INSP. NOTES

# OKLAHOMA DEPARTMENT OF TRANSPORTATION -

# Bridge Inspection Report

Suff. Rating: 64.8

Health Index : 79.8

NBI No.: 10053

Structure No.: 6702 0419 X

Local ID:-1

SD

**IDENTIFICATION**  
 Description:  
 3-10'X 11'X 44' RDY R.C.BOX WITH PARAPETS  
 1. State: Oklahoma 2. SHD District: Division 3  
 3. County Code: SEMINOLE 4. Place Code: SEMINOLE  
 Admin. Area: Unknown  
 5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0  
 6. Feature Intersected: CREEK  
 7. Facility Carried: U.S. 270  
 9. Location: 1.9 MI E SH 3 11. Mile Post: 4.189 mi  
 13. LRS Inv. Route / Subroute.: 6702 0000 01  
 16. Latitude: 35 13 10.52 17. Longitude: 096 38 27.81  
 98. Border Br. Code: Jkknown (P) % Resp.: 0 99. Border Br. #: Unknown

**STRUCTURE TYPE AND MATERIALS**  
 43. Main Span Material and Design Type  
 Concrete Culvert  
 44. Approach Span Material and Design Type  
 Unknown (NBI) Unknown (P)  
 45. No. of Spans Main Unit: 3 46. No. of Approach Spans: 0  
 107. Deck Type: N N/A (NBI)  
 108A. Wearing Surface: N N/A (no deck (NBI))  
 108B. Membrane: 0 None  
 108C. Deck Protection: None

**AGE AND SERVICE**  
 27. Year Built: 1943 106. Year Reconstructed: Unknown  
 28A. Lanes on: 2 28B. Lanes Under: 0 19. Detour Length: 8.7 mi  
 29. ADT: 7400 30. Year of ADT: 2013 109. Truck ADT %: 7  
 42A. Type of Service on: 1 Highway  
 42B. Type of Service under: 5 Waterway

**GEOMETRIC DATA**  
 10. Inv. Rte. Min. Vert. Clr.: 328.1 ft  
 32. Approach Roadway Width (W/ Shoulders): 44.0 ft  
 Deck Area: 1,571.5 sq. ft 33. Median: 0 No median  
 34. Skew: 0 35. Structure Flared: 0 No flare  
 47. Inv. Rte. Total Horiz. Clr.: 44.0 ft  
 48. Length Maximum Span: 9.8 ft 49. Structure Length: 34.1 ft  
 50A. Curb/Sdwk Width L: 0.0 ft 50B. Curb/Sidewalk Width R: 0.0 ft  
 51. Width Curb to Curb: 44.0 ft 52. Width Out to Out: 44.0 ft  
 53. Minimum Vertical Clearance Over Bridge: 328.1 ft  
 54A/54B. Min. Vert. Underclearance : N Feature not hwy or RR 0.0 ft  
Meas. N/E S/W  
 -1 -1 -1 -1 -1 -1  
Post. DO NOT U -1  
 55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR 0.0 ft  
 56. Minimum Lateral Underclearance L: 0.0 ft

200c. Temperature: 65  
 200d. Weather: CLEAR  
 201. Structural Steel ASTM Desig.: -1 -1  
 202. Waterproof Membrane : -1  
 Date Installed : 1/1/1901  
 203. Type Exp. Dev. : -  
 204. Type of Handrail: SFP-1  
 205. Material and Quantity : -1.0  
 208. Type of Abutment : -  
 Type of Foundation : -  
 209. Type of Pier / Found.: - -  
 210. Foundation Elev. -1.0 -1.0  
 -1.0 -1.0 -1.0  
 211. Wear, Surf. Prot. System : None  
 Date Installed : 1/1/1901  
 213. Utilities Attached : -1  
 -1 -1 -1  
 -1 -1 -1

214a. Posted Weight Limit: NR  
 b. Posted Speed Limit : NR  
 c. Narrow/One Lane Bridge sign : N  
 d. Vertical Clearance Sign: NO  
 Advanced Warning Sign : NO  
 Min. Measured Clearance : -1  
 Max. Measured Clearance : -1  
 e. Navigation Lights : -  
 Working/Not Working : -  
 215. Overpass : C - US Highway  
 221. Substructure Cond. (U/W) : -  
 222. Fill over RCB: 01  
 223. Appr. Slab/Rdwy Cond.: Good  
 224. Critical Feature Type: -1  
 225. Paint Type : -  
 Overcoat : 0  
 226. Date Painted: -1  
 227. Paint Coloring: -1  
 233. Deck Forming: -  
 236. Deck Cleaning : -1  
 238. School Bus Rte: Current and Desired Rout  
 240. Appr. Roadway Type: Asphalt/Bituminous

**INSPECTION**

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	11/23/2015	11/23/2017
FC Freq.:	N	N	NA	NA	NA
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	Y	N	24	11/7/2014	11/7/2016

**CLASSIFICATION**  
 12. Base Hwy Network : On Base Network 20. Toll Facility: 3 On free road  
 21. Custodian: 01 State Highway Agency 22. Owner: 01 State Highway Agency  
 26. Functional Class: 14 Urban Other Princ 37. Historical Sig.: 5 Not eligible for NRHP  
 100. Defense Highway: 0 Not a STRAHNET h 101. Parallel Structure: No || bridge exists  
 102. Dir. of Traffic: 2 2-way traffic 103. Temp. Structure: Not Applicable (P)  
 104. Highway System: 1 On the NHS 105. Fed. Land Hwy 0 N/A (NBI)  
 110. National Truck Network: 0 Not part of na 112. NBIS Length: Long Enough

**CONDITION**  
 58. Deck: N N/A (NBI) 59. Super.: N N/A (NBI) 60. Sub.: N N/A (NBI)  
 62. Culvert: 4 Considerable Dan 61. Channel/Channel Protection: 5 Bank Prot Eroded  
 Flowline Notes:

**CULVERT**

**LOAD RATING AND POSTING**  
 31. Design Load: 4 M 18 (H 20) 41. Posting status: A Open, no restriction  
 63. Op. Rating Method: 2 AS Allow. Stress-To Alt. Op. Rating Meth.: 2 AS Allow. Stress-T  
 64. Operating Rating (H / HS / 3-3 ): 33.0 49.0 -1.1  
 66. Inventory Rating ( H / HS / 3-3 ) : 19.9 36.0 -1.1  
 65. Inv. Rating Method: 2 AS Allow. Stress-To Alt. Inv. Rating Meth.: 2 AS Allow. Stress-T  
 70. Posting: 5 At/Above Legal Loads Date Rated : 1/1/1901

**PROPOSED IMPROVEMENTS**  
 94. Bridge Cost: \$230,000 75. Type of Work: 31 Repl-Load Capacit  
 95. Roadway Cost: \$379,500 76. Lgth. of Improvment: 34.1 ft  
 96. Total Cost: \$644,000 114. Future ADT: 11840  
 97. Year of Cost Est.: 2009 115. Year of Future ADT: 2033

**NAVIGATION DATA**  
 38. Navigation Control: Permit Not Required  
 39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft  
 111. Pier Protection: 1 Not Required 116. Lift Bridge Vert. Clear: 0.0 ft

**APPRAISAL**  
 36A. Bridge Rail: 1 Meets Standards 36C. Approach Rail: 1 Meets Standards  
 36B. Transition: 1 Meets Standards 36D. Approach Rail Ends: 1 Meets Standards  
 67. Str. Evaluation: 4 Minimum Tolerable 68. Deck Geometry: 6 Equal Min Criteria  
 69. Underclearance, Vertical and Horizontal: N Not applicable (NBI)  
 71. Waterway Adequacy: 5 Above Tolerable  
 72. Approach Alignment: 8 Equal Desirable Crit  
 113. Scour Critical: 5 Stable w/in footing

243. Girder Spacing/Number : -1.0 / -1  
 244. Span Lengths :  
 -1 -1 -1  
 -1 -1 -1  
 -1 -1  
 245. Girder Depth : -1.000  
 246. Type of Overlay : -  
 246. Overlay Thickness : -1.0  
 246. Overlay Date : 1/1/1901  
 246. Overlay Depth Changed > 1"? -  
 247. Protective Systems : 1: -  
 2: - 3: -  
 4: - 5: -  
 248. No. of Field Splices w/ Corrosion : -1  
 249. Scour Crit. POA exists?: -  
 250. Culvert Headwall Dist.: 42.0  
 254. Thru Truss Type : -  
 256. Chan. Profile Up/Down Stream?: -  
 257a. OkiePROS Auto. Truck Routing - Culv  
 258. Plans w/ found. are in file at ODOT  
 259. Scour Eval. is in file at ODOT  
 263. Interchange at Intersection N  
 264. Interstate Milepoint -1.00

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

NBI No.: 10053      Structure No.: 6702 0419 X      Local ID: -1      Suff. Rating: 64.8      Health Index : 79.8

Inspection Date: 11/23/2015      Reported By: UFD3012

Invoice No.: -1      Inspected With: Erik Cox  
Agency :

**Adam R. Hill**  
Digitally signed by Adam R. Hill  
DN: cn=Adam R. Hill, o=ODOT Division 3, ou=with Erik W. Cox, email=ahill@odot.org, c=US  
Date: 2015.12.08 15:23:10 -0600

**Structure / Inspection Notes**

HISTORY 3" BLACK PLASTIC PIPE ACROSS S. CHAN APPR 30' FROM BOX & N. CHAN 40' FROM BOX. OS INSPECTION IS TO MONITOR SETTLEMENT.  
(FX) #61 BC&E. MINOR DRIFT HUNG @ N. END, UP TO 4.5' SCOUR W/ 1.5' UNDERMINE S. END BBLs & WINGS. NOTED SCOUR HAS BEEN REPAIRED W/ RIP RAP & GROUT BY DIV 3. NBI ITEM 113 WILL BE CODED A 5. A. (FX) EROS @ S.BANKS BEYOND R/W & @ N. FROM E. WING WALL OUT APPR. 70'. BANK IS VERTICAL & RAW. RIP RAP NEEDED.

Elem.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
241	1	Reinforced Concrete Culvert	(LF)	138	81	57 %	49	37 %	8	6 %	0	0 %	0	0 %
331	1	Reinforced Conc Bridge Railing	(LF)	69	0	0 %	16	23 %	47	68 %	6	9 %	0	0 %
960	1	Settlement	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
961	1	Scour	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
965	1	Debris	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
970	1	Wing	(EA)	4	4	100 %	0	0 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
241	PX- MODERATE LEACHING & SPALLING TO HEADWALLS & BOX END. CLOSED CRACKS W/ LEACHING @ S. WING CONN'S EXTENDING INTO BBLs- S-E WING CONN. SEPERATED 3/4". MODERATE SCALING IN S. END @ TWO E. BBLs. TOPS OF S. HDWL APPR 2' @ EACH END ARE CRACKED & SPALLED POSSIBLY DUE TO MINOR SETTLEMENT (MONITOR).
331	FX- RAIL IS OUT OF ALIGNMENT UP TO 2" HORIZ. NEAR CONST. JTS. IT'S CRACKING & SEPERATING FROM HDWL NEAR BOTTOMS @ 4 PANELS.
960	FX- SEE NOTE FOR #241.
961	FX- GROUTED APRON ON S. END - SEE 2 NOTES FOR HISTORY.
965	PX- DRIFT HUNG @ N. END.
970	PX- SEE NOTE FOR #241. N-E WING CONN. HAS SEPERATED ABOUT 3/4" WHICH EXTENDS INTO BBL., MONITOR.

# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 95.1      Health Index : 97.7

NBI No.: 12977      Structure No.: 6702 0426 X      Local ID: -1      ND

<p><b>IDENTIFICATION</b></p> <p>Description: 3-10'X 8'X 44' RDY R.C.BOX SK.45 DEG. W/ HANDRAILS</p> <p>1. State: Oklahoma      2. SHD District: Division 3 3. County Code: SEMINOLE      4. Place Code: SEMINOLE Admin. Area: Unknown</p> <p>5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0 6. Feature Intersected: CREEK</p> <p>7. Facility Carried: U.S. 270      U.S. 270 9. Location: 2.0 MI E SH 3      11. Mile Post: 4.259 mi 13. LRS Inv. Route./ Subroute.: 6702 0000      01 16. Latitude: 35 13 08.13      17. Longitude: 096 38 24.58 98. Border Br. Code: Jkknown (P) % Resp.: 0      99. Border Br. #: Unknown</p> <p><b>STRUCTURE TYPE AND MATERIALS</b></p> <p>43. Main Span Material and Design Type Concrete      Culvert</p> <p>44. Approach Span Material and Design Type Unknown (NBI)      Unknown (P)</p> <p>45. No. of Spans Main Unit: 3      46. No. of Approach Spans: 0 107. Deck Type: N N/A (NBI) 108A. Wearing Surface: N N/A (no deck (NBI)) 108B. Membrane: 0 None 108C. Deck Protection: None</p> <p><b>AGE AND SERVICE</b></p> <p>27. Year Built: 1953      106. Year Reconstructed: Unknown 28A. Lanes on: 2      28B. Lanes Under: 0      19. Detour Length: 8.7 mi 29. ADT: 7400      30. Year of ADT: 2013      109. Truck ADT %: 7 42A. Type of Service on: 1 Highway 42B. Type of Service under: 5 Waterway</p> <p><b>GEOMETRIC DATA</b></p> <p>10. Inv. Rte. Min. Vert. Clr.: 328.1 ft 32. Approach Roadway Width (W/ Shoulders): 44.0 ft Deck Area: 2,152.8 sq. ft      33. Median: 0 No median 34. Skew: 45      35. Structure Flared: 0 No flare 47. Inv. Rte. Total Horiz. Clr.: 44.0 ft 48. Length Maximum Span: 9.8 ft      49. Structure Length: 46.9 ft 50A. Curb/Sdwk Width L: 0.0 ft      50B. Curb/Sidewalk Width R: 0.0 ft 51. Width Curb to Curb: 44.0 ft      52. Width Out to Out: 44.0 ft 53. Minimum Vertical Clearance Over Bridge: 328.1 ft 54A/54B. Min. Vert. Underclearance: N Feature not hwy or RR      0.0 ft</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%; text-align: center;">N/E</th> <th style="width: 10%;"></th> <th style="width: 10%; text-align: center;">S/W</th> <th style="width: 10%;"></th> <th style="width: 10%;"></th> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td>Meas.</td> <td style="text-align: center;">-1</td> </tr> <tr> <td>Post.</td> <td style="text-align: center;">DO NOT U</td> <td style="text-align: center;">-1</td> </tr> </tbody> </table> <p>55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR      0.0 ft 56. Minimum Lateral Underclearance L: 0.0 ft</p>		N/E		S/W				Meas.	-1	-1	-1	-1	-1	-1	Post.	DO NOT U	-1	<p><b>INSPECTION</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Type</th> <th style="width: 10%;">Insp Req.</th> <th style="width: 10%;">Insp Done</th> <th style="width: 10%;">Freq:</th> <th style="width: 10%;">Insp. Date:</th> <th style="width: 10%;">Next Insp.:</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td style="text-align: center;">Y</td> <td style="text-align: center;">24</td> <td style="text-align: center;">1/21/2016</td> <td style="text-align: center;">1/21/2018</td> </tr> <tr> <td>FC Freq.:</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> </tr> <tr> <td>UW Freq.:</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> </tr> <tr> <td>OS Freq.:</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> </tr> </tbody> </table> <p><b>CLASSIFICATION</b></p> <p>12. Base Hwy Network: On Base Network      20. Toll Facility: 3 On free road 21. Custodian: 01 State Highway Agency      22. Owner: 01 State Highway Agency 26. Functional Class: 14 Urban Other Princ      37. Historical Sig.: 5 Not eligible for NRHP 100. Defense Highway: 0 Not a STRAHNET h      101. Parallel Structure: No    bridge exists 102. Dir. of Traffic: 2 2-way traffic      103. Temp. Structure: Not Applicable (P) 104. Highway System: 1 On the NHS      105. Fed. Land Hwy 0 N/A (NBI) 110. National Truck Network: 0 Not part of na      112. NBIS Length: Long Enough</p> <p><b>CONDITION</b></p> <p>58. Deck: N N/A (NBI)      59. Super.: N N/A (NBI)      60. Sub.: N N/A (NBI) 62. Culvert: 6 Deterioration      61. Channel/Channel Protection: 5 Bank Prot Eroded Flowline Notes: <b>CULVERT</b></p> <p><b>LOAD RATING AND POSTING</b></p> <p>31. Design Load: 5 MS 18 (HS 20)      41. Posting status: A Open, no restriction 63. Op. Rating Method: 2 AS Allow. Stress-To      Alt. Op. Rating Meth.: 2 AS Allow. Stress-T 64. Operating Rating (H / HS / 3-3):      33.0      49.0      -1.1 66. Inventory Rating (H / HS / 3-3):      19.9      36.0      -1.1 65. Inv. Rating Method: 2 AS Allow. Stress-To      Alt. Inv. Rating Meth.: 2 AS Allow. Stress-T 70. Posting: 5 At/Above Legal Loads      Date Rated: 1/1/1901</p> <p><b>PROPOSED IMPROVEMENTS</b></p> <p>94. Bridge Cost: \$230,000      75. Type of Work: 31 Repl-Load Capacit 95. Roadway Cost: \$379,500      76. Lgth. of Improvment: 46.9 ft 96. Total Cost: \$644,000      114. Future ADT: 11840 97. Year of Cost Est.: 2009      115. Year of Future ADT: 2033</p> <p><b>NAVIGATION DATA</b></p> <p>38. Navigation Control: Permit Not Required 39. Vertical Clearance: 0.0 ft      40. Horizontal Clearance: 0.0 ft 111. Pier Protection: 1 Not Required      116. Lift Bridge Vert. Clear.: 0.0 ft</p> <p><b>APPRAISAL</b></p> <p>36A. Bridge Rail: 0 Substandard      36C. Approach Rail: 1 Meets Standards 36B. Transition: 1 Meets Standards      36D. Approach Rail Ends: 1 Meets Standards 67. Str. Evaluation: 6 Equal Min Criteria      68. Deck Geometry: 6 Equal Min Criteria 69. Underclearance, Vertical and Horizontal: N Not applicable (NBI) 71. Waterway Adequacy: 7 Above Minimum 72. Approach Alignment: 8 Equal Desirable Crit 113. Scour Critical: 8 Stable Above Footing</p>	Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:	NBI:		Y	24	1/21/2016	1/21/2018	FC Freq.:	N	N	NA	NA	NA	UW Freq.:	N	N	NA	NA	NA	OS Freq.:	N	N	NA	NA	NA				
	N/E		S/W																																																	
Meas.	-1	-1	-1	-1	-1	-1																																														
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	-1																																														
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OS Freq.:	N	N	NA	NA	NA																																															
<p>200c. Temperature: 37 200d. Weather: CLOUDY 201. Structural Steel ASTM Desig.: -1      -1 202. Waterproof Membrane: -1 Date Installed: 1/1/1901 203. Type Exp. Dev.: - 204. Type of Handrail: Metal Railing (other) 205. Material and Quantity: -1.0 208. Type of Abutment: - Type of Foundation: - 209. Type of Pier / Found.: - 210. Foundation Elev.      -1.0      -1.0    -1.0      -1.0      -1.0 211. Wear. Surf. Prot. System: None Date Installed: 1/1/1901 213. Utilities Attached: -1 -1      -1      -1 -1      -1      -1</p>	<p>214a. Posted Weight Limit: NR b. Posted Speed Limit: NR c. Narrow/One Lane Bridge sign: N d. Vertical Clearance Sign: NO Advanced Warning Sign: NO Min. Measured Clearance: -1 Max. Measured Clearance: -1 e. Navigation Lights: - Working/Not Working: - 215. Overpass: C - US Highway 221. Substructure Cond. (U/W): - 222. Fill over RCB: 01 223. Appr. Slab/Rdwy Cond.: Good 224. Critical Feature Type: -1 225. Paint Type: - Overcoat: 0 226. Date Painted: -1 227. Paint Coloring: -1 233. Deck Forming: - 236. Deck Cleaning: -1 238. School Bus Rte: Current and Desired Route 240. Appr. Roadway Type: Asphalt/Bituminous</p>	<p>243. Girder Spacing/Number: -1.0 / -1 244. Span Lengths: -1      -1      -1 -1      -1      -1 245. Girder Depth: -1.000 246. Type of Overlay: - 246. Overlay Thickness: -1.0 246. Overlay Date: 1/1/1901 246. Overlay Depth Changed &gt; 1"? - 247. Protective Systems: 1: - 2: -      3: - 4: -      5: - 248. No. of Field Splices w/ Corrosion: -1 249. Scour Crit. POA exists?: - 250. Culvert Headwall Dist.: 42.0 254. Thru Truss Type: - 256. Chan. Profile Up/Down Stream?: - 257a. OkiePROS Auto. Truck Routing      Culv 258. Plans w/ found. are in file at ODOT 259. Scour Eval. is in file at ODOT 263. Interchange at Intersection      N 264. Interstate Milepoint      -1.00</p>																																																		

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

NBI No.: 12977    Structure No.: 6702 0426 X    Local ID:-1    Suff. Rating: 95.1    Health Index : 97.7

Inspection Date: 1/21/2016    Reported By: UFD3012  
 Invoice No.: -1    Inspected With: Erik Cox  
 Agency :

**Adam R. Hill**  
Digitally signed by Adam R. Hill  
 DN: cn=Adam R. Hill, o=ODOT Division 3, ou=with  
 Erik W. Cox, email=ahill@odot.org, c=US  
 Date: 2016.02.01 08:56:51 -0600

**Structure / Inspection Notes**

#61 BC&D. CHAN NEEDS OPEN UP & CLEANOUT, S. END. S. HDWL. HAS SPALLS W/ EXP. REBAR AROUND 4 ANCHORAGES.

Elem.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
241	1	Reinforced Concrete Culvert	(LF)	194	180	93 %	13	7 %	0	0 %	0	0 %	0	0 %
330	1	Metal Bridge Railing	(LF)	95	95	100 %	0	0 %	0	0 %	0	0 %	0	0 %
919	1	Steel (Railing) Protective Coating	(SF)	106	106	100 %	0	0 %	0	0 %	0	0 %	0	0 %
970	1	Wing	(EA)	2	1	50 %	1	50 %	0	0 %	0	0 %	0	0 %

Additional Elements \_\_\_\_\_

Elem.	Element Notes (Include Size and Location of Deterioration)
241	PX- OPEN 1/4" DIAG CRACK W/ LEACHING TO N-W WING EXTENDING INTO BBL. HORIZ CRACK TO S. HDWL AND SPALL W/ EXP REBAR 1' X 6" X 3" DEEP. S-E BBL. END HAS OPEN CRACK 1/8" ..
330	SEE 2-NOTES.
919	SEE 2-NOTES.
970	SEE NOTE FOR #241.

# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 84.3      Health Index : 78.7

NBI No.: 12934      Structure No.: 6702 0543 X      Local ID: -1      ND

IDENTIFICATION	INSPECTION																														
<p>Description: 2-10'X 10'X 44' RDY R.C.BOX SK45 DEG. W/ PARAPETS</p> <p>1. State: Oklahoma      2. SHD District: Division 3 3. County Code: SEMINOLE      4. Place Code: SEMINOLE Admin. Area: Unknown</p> <p>5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0 6. Feature Intersected: CREEK</p> <p>7. Facility Carried: U.S. 270 9. Location: 3.2 MI E SH 3      11. Mile Post: 5.429 mi 13. LRS Inv. Route./ Subroute.: 6702 0000      05 16. Latitude: 35 12 25.55      17. Longitude: 096 37 30.89 98. Border Br. Code: Jkknown (P) % Resp.: 0      99. Border Br. #: Unknown</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp Req.</th> <th>Insp Done</th> <th>Freq:</th> <th>Insp. Date:</th> <th>Next Insp.:</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>Y</td> <td>24</td> <td>1/21/2016</td> <td>1/21/2018</td> </tr> <tr> <td>FC Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>	Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:	NBI:		Y	24	1/21/2016	1/21/2018	FC Freq.:	N	N	NA	NA	NA	UW Freq.:	N	N	NA	NA	NA	OS Freq.:	N	N	NA	NA	NA
Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:																										
NBI:		Y	24	1/21/2016	1/21/2018																										
FC Freq.:	N	N	NA	NA	NA																										
UW Freq.:	N	N	NA	NA	NA																										
OS Freq.:	N	N	NA	NA	NA																										
<p style="text-align: center;"><u>STRUCTURE TYPE AND MATERIALS</u></p> <p>43. Main Span Material and Design Type Concrete      Culvert</p> <p>44. Approach Span Material and Design Type Unknown (NBI)      Unknown (P)</p> <p>45. No. of Spans Main Unit: 2      46. No. of Approach Spans: 0</p> <p>107. Deck Type: N N/A (NBI) 108A. Wearing Surface: N N/A (no deck (NBI)) 108B. Membrane: 0 None 108C. Deck Protection: None</p>	<p style="text-align: center;"><u>CLASSIFICATION</u></p> <p>12. Base Hwy Network : On Base Network      20. Toll Facility: 3 On free road 21. Custodian: 01State Highway Agency      22. Owner: 01State Highway Agency 26. Functional Class: 06 Rural Minor Arteri      37. Historical Sig.: 5 Not eligible for NRHP 100. Defense Highway: 0 Not a STRAHNET h      101. Parallel Structure: No    bridge exists 102. Dir. of Traffic: 2 2-way traffic      103. Temp. Structure: Not Applicable (P) 104. Highway System: 0 Not on NHS      105. Fed. Land Hwy 0 N/A (NBI) 110. National Truck Network: 0 Not part of na      112. NBIS Length: Long Enough</p>																														
<p style="text-align: center;"><u>AGE AND SERVICE</u></p> <p>27. Year Built: 1953      106. Year Reconstructed: Unknown 28A. Lanes on: 2      28B. Lanes Under: 0      19. Detour Length: 8.7 mi 29. ADT: 6200      30. Year of ADT: 2013      109. Truck ADT %: 16 42A. Type of Service on: 1 Highway 42B. Type of Service under: 5 Waterway</p>	<p style="text-align: center;"><u>CONDITION</u></p> <p>58. Deck: N N/A (NBI)      59. Super.: N N/A (NBI)      60. Sub.: N N/A (NBI) 62. Culvert: 5 Moderate Damage      61. Channel/Channel Protection: 5 Bank Prot Eroded Flowline Notes: CULVERT</p>																														
<p style="text-align: center;"><u>GEOMETRIC DATA</u></p> <p>10. Inv. Rte. Min. Vert. Clr.: 328.1 ft 32. Approach Roadway Width (W/ Shoulders): 44.0 ft Deck Area: 1,474.7 sq. ft      33. Median: 0 No median 34. Skew: 45      35. Structure Flared: 0 No flare 47. Inv. Rte. Total Horiz. Clr.: 44.0 ft 48. Length Maximum Span: 9.8 ft      49. Structure Length: 32.2 ft 50A. Curb/Sdwk Width L: 0.0 ft      50B. Curb/Sidewalk Width R: 0.0 ft 51. Width Curb to Curb: 44.0 ft      52. Width Out to Out: 44.0 ft 53. Minimum Vertical Clearance Over Bridge: 328.1 ft 54A/54B. Min. Vert. Underclearance : N Feature not hwy or RR      0.0 ft</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>N/E</u></th> <th colspan="2" style="text-align: center;"><u>S/W</u></th> </tr> </thead> <tbody> <tr> <td><u>Meas.</u></td> <td>-1      -1      -1      -1      -1      -1</td> <td><u>Post.</u></td> <td>DO NOT U      DO NOT U      DO NOT U      DO NOT U      DO NOT U      -1</td> </tr> </tbody> </table> <p>55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR 0.0 ft 56. Minimum Lateral Underclearance L: 0.0 ft</p>	<u>N/E</u>		<u>S/W</u>		<u>Meas.</u>	-1      -1      -1      -1      -1      -1	<u>Post.</u>	DO NOT U      -1	<p style="text-align: center;"><u>LOAD RATING AND POSTING</u></p> <p>31. Design Load: 5 MS 18 (HS 20)      41. Posting status: A Open, no restriction 63. Op. Rating Method: 2 AS Allow. Stress-To      Alt. Op. Rating Meth.: 2 AS Allow. Stress-T 64. Operating Rating (H / HS / 3-3 ):      33.0      49.0      -1.1 66. Inventory Rating ( H / HS / 3-3 ):      19.9      36.0      -1.1 65. Inv. Rating Method: 2 AS Allow. Stress-To      Alt. Inv. Rating Meth.: 2 AS Allow. Stress-T 70. Posting: 5 At/Above Legal Loads      Date Rated : 1/1/1901</p>																						
<u>N/E</u>		<u>S/W</u>																													
<u>Meas.</u>	-1      -1      -1      -1      -1      -1	<u>Post.</u>	DO NOT U      -1																												
<p style="text-align: center;"><u>APPRAISAL</u></p> <p>36A. Bridge Rail: 1 Meets Standards      36C. Approach Rail: 1 Meets Standards 36B. Transition: 1 Meets Standards      36D. Approach Rail Ends: 1 Meets Standards 67. Str. Evaluation: 5 Above Min Tolerable      68. Deck Geometry: 6 Equal Min Criteria 69. Underclearance, Vertical and Horizontal: N Not applicable (NBI) 71. Waterway Adequacy: 6 Equal Minimum 72. Approach Alignment: 8 Equal Desirable Crit 113. Scour Critical: 8 Stable Above Footing</p>	<p style="text-align: center;"><u>PROPOSED IMPROVEMENTS</u></p> <p>94. Bridge Cost: \$230,000      75. Type of Work: 31 Repl-Load Capacit 95. Roadway Cost: \$379,500      76. Lgth. of Improvment: 32.2 ft 96. Total Cost: \$644,000      114. Future ADT: 9920 97. Year of Cost Est.: 2009      115. Year of Future ADT: 2033</p>																														
<p>200c. Temperature: 37 200d. Weather: CLOUDY 201. Structural Steel ASTM Desig.: -1      -1 202. Waterproof Membrane : -1 Date Installed : 1/1/1901 203. Type Exp. Dev. : - 204. Type of Handrail: SFP-1 205. Material and Quantity : -1.0 208. Type of Abutment : - Type of Foundation : - 209. Type of Pier / Found.: - 210. Foundation Elev.      -1.0      -1.0    -1.0      -1.0      -1.0 211. Wear. Surf. Prot. System : None Date Installed : 1/1/1901 213. Utilities Attached : -1 -1      -1      -1 -1      -1      -1</p>	<p style="text-align: center;"><u>NAVIGATION DATA</u></p> <p>38. Navigation Control: Permit Not Required 39. Vertical Clearance: 0.0 ft      40. Horizontal Clearance: 0.0 ft 111. Pier Protection: 1 Not Required      116. Lift Bridge Vert. Clear.: 0.0 ft</p>																														
<p>214a. Posted Weight Limit: NR b. Posted Speed Limit : NR c. Narrow/One Lane Bridge sign : N d. Vertical Clearance Sign: NO Advanced Warning Sign : NO Min. Measured Clearance : -1 Max. Measured Clearance : -1 e. Navigation Lights : - Working/Not Working : - 215. Overpass : C - US Highway 221. Substructure Cond. (U/W) : - 222. Fill over RCB: 01 223. Appr. Slab/Rdwy Cond.: Excellent 224. Critical Feature Type: -1 225. Paint Type : - Overcoat : 0 226. Date Painted: -1 227. Paint Coloring: -1 233. Deck Forming: - 236. Deck Cleaning : -1 238. School Bus Rte: Current and Desired Route 240. Appr. Roadway Type: Asphalt/Bituminous</p>	<p style="text-align: center;"><u>APPRAISAL</u></p> <p>243. Girder Spacing/Number : -1.0 / -1 244. Span Lengths : -1      -1      -1 -1      -1      -1 -1      -1      -1 245. Girder Depth : -1.000 246. Type of Overlay : - 246. Overlay Thickness : -1.0 246. Overlay Date : 1/1/1901 246. Overlay Depth Changed &gt; 1" ? - 247. Protective Systems : 1 : - 2 : -      3 : - 4 : -      5 : - 248. No. of Field Splices w/ Corrosion : -1 249. Scour Crit. POA exists?: - 250. Culvert Headwall Dist.: 42.0 254. Thru Truss Type : - 256. Chan. Profile Up/Down Stream?: - 257a. OkiePROS Auto. Truck Routing      Culv 258. Plans w/ found. are in file at ODOT 259. Scour Eval. is in file at ODOT 263. Interchange at Intersection      N 264. Interstate Milepoint      -1.00</p>																														

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

Suff. Rating: 84.3 Health Index :  
ND 78.7

NBI No.: 12934 Structure No.: 6702 0543 X Local ID:-1

Inspection Date: 1/21/2016 Reported By: UFD3012  
Invoice No.: -1 Inspected With: Erik Cox  
Agency :

**Adam R. Hill**

Digitally signed by Adam R. Hill  
DN: cn=Adam R. Hill, o=ODOT Division 3, ou=with  
Erik W. Cox, email=ahill@odot.org, c=US  
Date: 2016.02.01 08:50:27 -06'00'

**Structure / Inspection Notes**

#61 ABC&D (FX) UPSTREAM CHAN IS HITTING N-W WING - CHAN NEEDS TO BE OPENED, REDIRECTED & PROTECTED. #223 GUTTERS NEED CLEANOUT. HISTORY TWO STEEL PIPLINES CROSS N. CHAN APPR 20' FROM BOX.

Elem.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
241	1	Reinforced Concrete Culvert	(LF)	131	47	36 %	67	51 %	17	13 %	0	0 %	0	0 %
331	1	Reinforced Conc Bridge Railing	(LF)	66	51	77 %	15	23 %	0	0 %	0	0 %	0	0 %
960	1	Settlement	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
241	PX- APPROX. 1.5" WIDE CRACKS IN W. BBL FROM APRON FLOOR UP & INTO BBL. 5' N. END OF BOX, E. BBL. , S. END 15' INTO BBL. THERE IS A 1" OPEN CRACK IN E. WALL, TO TOP OF BBL. & TO CTR. BBL. WALL ALSO, LEACHING THRU S. HDWL & TOP OF BOX.
331	PX- RUSTING & CRACKING TO CONNECTION @ HDWLS, N. RAIL IS 3" OUT OF VERTICAL ALIGNMENT.
960	PX- NO CHANGE SINCE LAST INSP.





# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 94.9  
Health Index : 97.4

NBI No.: 12980      Structure No.: 6702 0707 X      Local ID: -1

IDENTIFICATION				INSPECTION																																			
Description: (12'-14'-12'')X 14'X 52' RDY RC BOX 1. State: Oklahoma      2. SHD District: Division 3 3. County Code: SEMINOLE      4. Place Code: SEMINOLE Admin. Area: Unknown 5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0 6. Feature Intersected: CREEK 7. Facility Carried: U.S. 270 9. Location: 4.9 MI E SH 3      11. Mile Post: 7.069 mi 13. LRS Inv. Route./ Subroute.: 6702 0000      05 16. Latitude: 35 11 31.18      17. Longitude: 096 36 09.39 98. Border Br. Code: Jkknown (P) % Resp.: 0      99. Border Br. #: Unknown				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp Req.</th> <th>Insp Done</th> <th>Freq:</th> <th>Insp. Date:</th> <th>Next Insp.:</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>Y</td> <td>24</td> <td>1/21/2016</td> <td>1/21/2018</td> </tr> <tr> <td>FC Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>						Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:	NBI:		Y	24	1/21/2016	1/21/2018	FC Freq.:	N	N	NA	NA	NA	UW Freq.:	N	N	NA	NA	NA	OS Freq.:	N	N	NA	NA	NA
Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:																																		
NBI:		Y	24	1/21/2016	1/21/2018																																		
FC Freq.:	N	N	NA	NA	NA																																		
UW Freq.:	N	N	NA	NA	NA																																		
OS Freq.:	N	N	NA	NA	NA																																		
STRUCTURE TYPE AND MATERIALS				CLASSIFICATION																																			
43. Main Span Material and Design Type Concrete      Culvert 44. Approach Span Material and Design Type Unknown (NBI)      Unknown (P) 45. No. of Spans Main Unit: 3      46. No. of Approach Spans: 0 107. Deck Type: N N/A (NBI) 108A. Wearing Surface: N N/A (no deck (NBI)) 108B. Membrane: 0 None 108C. Deck Protection: None				12. Base Hwy Network: On Base Network      20. Toll Facility: 3 On free road 21. Custodian: 01 State Highway Agency      22. Owner: 01 State Highway Agency 26. Functional Class: 06 Rural Minor Arteri      37. Historical Sig.: 5 Not eligible for NRHP 100. Defense Highway: 0 Not a STRAHNET h      101. Parallel Structure: No    bridge exists 102. Dir. of Traffic: 2 2-way traffic      103. Temp. Structure: Not Applicable (P) 104. Highway System: 0 Not on NHS      105. Fed. Land Hwy 0 N/A (NBI) 110. National Truck Network: 0 Not part of na      112. NBIS Length: Long Enough																																			
AGE AND SERVICE				CONDITION																																			
27. Year Built: 1953      106. Year Reconstructed: Unknown 28A. Lanes on: 2      28B. Lanes Under: 0      19. Detour Length: 8.7 mi 29. ADT: 6200      30. Year of ADT: 2013      109. Truck ADT %: 16 42A. Type of Service on: 1 Highway 42B. Type of Service under: 5 Waterway				58. Deck: N N/A (NBI)      59. Super.: N N/A (NBI)      60. Sub.: N N/A (NBI) 62. Culvert: 7 Minor Deteriorati      61. Channel/Channel Protection: 5 Bank Prot Eroded Flowline Notes: CULVERT																																			
GEOMETRIC DATA				LOAD RATING AND POSTING																																			
10a. Inv. Rte. Min. Vert. Clr.: 328.1 ft 32. Approach Roadway Width (W/ Shoulders): 44.0 ft Deck Area: 2,271.2 sq. ft      33. Median: 0 No median 34. Skew: 0      35. Structure Flared: 0 No flare 47. Inv. Rte. Total Horiz. Clr.: 44.0 ft 48. Length Maximum Span: 14.1 ft      49. Structure Length: 42.0 ft 50A. Curb/Sdwk Width L: 0.0 ft      50B. Curb/Sidewalk Width R: 0.0 ft 51. Width Curb to Curb: 44.0 ft      52. Width Out to Out: 44.0 ft 53. Minimum Vertical Clearance Over Bridge: 328.1 ft 54A/54B. Min. Vert. Underclearance: N Feature not hwy or RR      0.0 ft				31. Design Load: 5 MS 18 (HS 20)      41. Posting status: A Open, no restriction 63. Op. Rating Method: 2 AS Allow. Stress-To      Alt. Op. Rating Meth.: 2 AS Allow. Stress-T 64. Operating Rating (H / HS / 3-3):      33.0      49.0      -1.1 66. Inventory Rating (H / HS / 3-3):      19.9      36.0      -1.1 65. Inv. Rating Method: 2 AS Allow. Stress-To      Alt. Inv. Rating Meth.: 2 AS Allow. Stress-T 70. Posting: 5 At/Above Legal Loads      Date Rated: 1/1/1901																																			
N/E      S/W				PROPOSED IMPROVEMENTS																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Meas.</th> <th>-1</th> <th>-1</th> <th>-1</th> <th>-1</th> <th>-1</th> <th>-1</th> </tr> </thead> <tbody> <tr> <td>Post.</td> <td>DO NOT U</td> <td>-1</td> </tr> </tbody> </table> 55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR      0.0 ft 56. Minimum Lateral Underclearance L: 0.0 ft				Meas.	-1	-1	-1	-1	-1	-1	Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	-1	94. Bridge Cost: \$245,397      75. Type of Work: 31 Repl-Load Capacit 95. Roadway Cost: \$404,905      76. Lgth. of Improvment: 42.0 ft 96. Total Cost: \$687,112      114. Future ADT: 9920 97. Year of Cost Est.: 2009      115. Year of Future ADT: 2033																					
Meas.	-1	-1	-1	-1	-1	-1																																	
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	-1																																	
APPRAISAL				NAVIGATION DATA																																			
200c. Temperature: 39 200d. Weather: CLOUDY 201. Structural Steel ASTM Desig.: -1      -1 202. Waterproof Membrane: -1 Date Installed: 1/1/1901 203. Type Exp. Dev.: - 204. Type of Handrail: N/A 205. Material and Quantity: -1.0 208. Type of Abutment: - Type of Foundation: - 209. Type of Pier / Found.: - 210. Foundation Elev.      -1.0      -1.0 -1.0      -1.0      -1.0 211. Wear. Surf. Prot. System: None Date Installed: 1/1/1901 213. Utilities Attached: -1 -1      -1      -1 -1      -1      -1				38. Navigation Control: Permit Not Required 39. Vertical Clearance: 0.0 ft      40. Horizontal Clearance: 0.0 ft 111. Pier Protection: 1 Not Required      116. Lift Bridge Vert. Clear.: 0.0 ft																																			
APPRAISAL				APPRAISAL																																			
214a. Posted Weight Limit: NR b. Posted Speed Limit: NR c. Narrow/One Lane Bridge sign: N d. Vertical Clearance Sign: NO Advanced Warning Sign: NO Min. Measured Clearance: -1 Max. Measured Clearance: -1 e. Navigation Lights: - Working/Not Working: - 215. Overpass: C - US Highway 221. Substructure Cond. (U/W): - 222. Fill over RCB: 02 223. Appr. Slab/Rdwy Cond.: Excellent 224. Critical Feature Type: -1 225. Paint Type: - Overcoat: 0 226. Date Painted: -1 227. Paint Coloring: -1 233. Deck Forming: - 236. Deck Cleaning: -1 238. School Bus Rte: Current and Desired Route 240. Appr. Roadway Type: Asphalt/Bituminous				36A. Bridge Rail: 0 Substandard      36C. Approach Rail: 1 Meets Standards 36B. Transition: 0 Substandard      36D. Approach Rail Ends: 1 Meets Standards 67. Str. Evaluation: 7 Above Min Criteria      68. Deck Geometry: 6 Equal Min Criteria 69. Underclearance, Vertical and Horizontal: N Not applicable (NBI) 71. Waterway Adequacy: 7 Above Minimum 72. Approach Alignment: 8 Equal Desirable Crit 113. Scour Critical: 8 Stable Above Footing																																			
APPRAISAL				APPRAISAL																																			
200c. Temperature: 39 200d. Weather: CLOUDY 201. Structural Steel ASTM Desig.: -1      -1 202. Waterproof Membrane: -1 Date Installed: 1/1/1901 203. Type Exp. Dev.: - 204. Type of Handrail: N/A 205. Material and Quantity: -1.0 208. Type of Abutment: - Type of Foundation: - 209. Type of Pier / Found.: - 210. Foundation Elev.      -1.0      -1.0 -1.0      -1.0      -1.0 211. Wear. Surf. Prot. System: None Date Installed: 1/1/1901 213. Utilities Attached: -1 -1      -1      -1 -1      -1      -1				243. Girder Spacing/Number:      -1.0 / -1 244. Span Lengths: -1      -1      -1 -1      -1      NO -1 -1      -1 245. Girder Depth: -1.000 246. Type of Overlay: - 246. Overlay Thickness: -1.0 246. Overlay Date: 1/1/1901 246. Overlay Depth Changed > 1"? - 247. Protective Systems: 1: - 2: -      3: - 4: -      5: - 248. No. of Field Splices w/ Corrosion: -1 249. Scour Crit. POA exists?: - 250. Culvert Headwall Dist.: 50.0 254. Thru Truss Type: - 256. Chan. Profile Up/Down Stream?: - 257a. OkiePROS Auto. Truck Routing      Culv 258. Plans w/ found. are in file at ODOT 259. Scour Eval. is in file at ODOT 263. Interchange at Intersection      N 264. Interstate Milepoint      -1.00																																			

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

Suff. Rating: 94.9 Health Index :  
ND 97.4

NBI No.: 12980 Structure No.: 6702 0707 X Local ID: -1

Inspection Date: 1/21/2016 Reported By: UFD3012  
Invoice No.: -1 Inspected With: Erik Cox  
Agency :

**Adam R. Hill**

Digitally signed by Adam R. Hill  
DN: cn=Adam R. Hill, o=ODOT Division 3,  
ou=With Erik W. Cox, email=ahill@odo.org, c=US  
Date: 2016.02.01 08:18:16 -06'00'

**Structure / Inspection Notes**

#61 ABC&D (PX) STEAM HITTING N-E WING - THRU E. BBL ONLY - NEEDS TO BE OPENED, CLEANED & REDIRECTED. #223 NEW OVLY '03. #214 FLEX ON STEEL POST IN FILL OVER BOX NOT ATTACHED TO STR. HISTORY, CATTLE PANEL N. END OF STR APPR 25' UPSTREAM - PANELS ACROSS CHAN BOTH ENDS

Elem.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
241	1	Reinforced Concrete Culvert	(LF)	161	151	92 %	10	8 %	0	0 %	0	0 %	0	0 %
965	1	Debris	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
241	CLOSED HORIZ CRACK W/ LEACHING NEAR TOP OF S-E WING.
965	PX- UP TO 6.0' OF SILT IN CTR. BBL. & 6.0' OF SILT @ BOTH THE N. & S. APRONS.

# OKLAHOMA DEPARTMENT OF TRANSPORTATION -

# Bridge Inspection Report

Suff. Rating: 98.1

Health Index : 97.4

NBI No.: 01807

Structure No.: 6702 0834 X

Local ID:-1

ND

**IDENTIFICATION**  
 Description: 2-10'X 8'X 50' RDY R.C.BOX  
 1. State: Oklahoma 2. SHD District: Division 3  
 3. County Code: SEMINOLE 4. Place Code: Unknown  
 Admin. Area: Unknown  
 5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0  
 6. Feature Intersected: CREEK  
 7. Facility Carried: U.S, 270  
 9. Location: 6.2 MI SE SH 3 11. Mile Post: 8,338 mi  
 13. LRS Inv. Route./ Subroute.: 6702 0000 05  
 16. Latitude: 35 10 44.75 17. Longitude: 096 35 11.27  
 98. Border Br. Code: Jknown (P) % Resp.: 0 99. Border Br. #: Unknown

		INSPECTION			
Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	1/21/2016	1/21/2018
FC Freq.:	N	N	NA	NA	NA
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	N	N	NA	NA	NA

**STRUCTURE TYPE AND MATERIALS**  
 43. Main Span Material and Design Type  
 Concrete Culvert  
 44. Approach Span Material and Design Type  
 Unknown (NBI) Unknown (P)  
 45. No. of Spans Main Unit: 2 46. No. of Approach Spans: 0  
 107. Deck Type: N N/A (NBI)  
 108A. Wearing Surface: N N/A (no deck (NBI))  
 108B. Membrane: 0 None  
 108C. Deck Protection: None

**CLASSIFICATION**  
 12. Base Hwy Network : On Base Network 20. Toll Facility: 3 On free road  
 21. Custodian: 01 State Highway Agency 22. Owner: 01 State Highway Agency  
 26. Functional Class: 06 Rural Minor Arteri 37. Historical Sig.: 4 Hist sign not determin  
 100. Defense Highway: 0 Not a STRAHNET h 101. Parallel Structure: No || bridge exists  
 102. Dir. of Traffic: 2 2-way traffic 103. Temp. Structure: Not Applicable (P)  
 104. Highway System: 0 Not on NHS 105. Fed. Land Hwy 0 N/A (NBI)  
 110. National Truck Network: 0 Not part of na 112. NBIS Length: Long Enough

**CONDITION**  
 58. Deck: N N/A (NBI) 59. Super.: N N/A (NBI) 60. Sub.: N N/A (NBI)  
 62. Culvert: 7 Minor Deteriorati 61. Channel/Channel Protection: 5 Bank Prot Eroded  
 Flowline Notes:  
 CULVERT

**AGE AND SERVICE**  
 27. Year Built: 1927 106. Year Reconstructed: 1953  
 28A. Lanes on: 2 28B. Lanes Under: 0 19. Detour Length: 1.9 mi  
 29. ADT: 6200 30. Year of ADT: 2013 109. Truck ADT %: 16  
 42A. Type of Service on: 1 Highway  
 42B. Type of Service under: 5 Waterway

**LOAD RATING AND POSTING**  
 31. Design Load: 4 M 18 (H 20) 41. Posting status: A Open, no restriction  
 63. Op. Rating Method: 2 AS Allow. Stress-To Alt. Op. Rating Meth.: 2 AS Allow. Stress-T  
 64. Operating Rating (H / HS / 3-3): 33.0 49.0 -1.1  
 66. Inventory Rating (H / HS / 3-3): 19.9 36.0 -1.1  
 65. Inv. Rating Method: 2 AS Allow. Stress-To Alt. Inv. Rating Meth.: 2 AS Allow. Stress-T  
 70. Posting: 5 At/Above Legal Loads Date Rated : 1/1/1953

**GEOMETRIC DATA**  
 10. Inv. Rte. Min. Vert. Clr.: 328.1 ft  
 32. Approach Roadway Width (W/ Shoulders): 44.0 ft  
 Deck Area: 1,194.8 sq. ft 33. Median: 0 No median  
 34. Skew: 0 35. Structure Flared: 0 No flare  
 47. Inv. Rte. Total Horiz. Clr.: 44.0 ft  
 48. Length Maximum Span: 9.8 ft 49. Structure Length: 23.0 ft  
 50A. Curb/Sdwk Wdth L: 0.0 ft 50B. Curb/Sidewalk Width R: 0.0 ft  
 51. Width Curb to Curb: 44.0 ft 52. Width Out to Out: 44.0 ft  
 53. Minimum Vertical Clearance Over Bridge: 328.1 ft  
 54A/54B. Min. Vert. Underclearance : N Feature not hwy or RR 0.0 ft  
 N/E S/W  
 Meas. -1 -1 -1 -1 -1  
 Post. DO NOT U -1  
 55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR 0.0 ft  
 56. Minimum Lateral Underclearance L: 0.0 ft

**PROPOSED IMPROVEMENTS**  
 94. Bridge Cost: \$230,000 75. Type of Work: 31 Repl-Load Capacit  
 95. Roadway Cost: \$379,500 76. Lgth. of Improvement: 23.0 ft  
 96. Total Cost: \$644,000 114. Future ADT: 9920  
 97. Year of Cost Est.: 2009 115. Year of Future ADT: 2033

**NAVIGATION DATA**  
 38. Navigation Control: Permit Not Required  
 39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft  
 111. Pier Protection: 1 Not Required 116. Lift Bridge Vert. Clear.: 0.0 ft

**APPRAISAL**  
 36A. Bridge Rail: 0 Substandard 36C. Approach Rail: 1 Meets Standards  
 36B. Transition: 0 Substandard 36D. Approach Rail Ends: 1 Meets Standards  
 67. Str. Evaluation: 7 Above Min Criteria 68. Deck Geometry: 6 Equal Min Criteria  
 69. Underclearance, Vertical and Horizontal: N Not applicable (NBI)  
 71. Waterway Adequacy: 6 Equal Minimum  
 72. Approach Alignment: 8 Equal Desirable Crit  
 113. Scour Critical: 8 Stable Above Footing

200c. Temperature: 39  
 200d. Weather: CLOUDY  
 201. Structural Steel ASTM Desig.: -1 -1  
 202. Waterproof Membrane :-1  
 Date Installed: 1/1/1901  
 203. Type Exp. Dev. :-  
 204. Type of Handrail: N/A  
 205. Material and Quantity : -1.0  
 208. Type of Abutment :-  
 Type of Foundation :-  
 209. Type of Pier / Found.: -  
 210. Foundation Elev. -1.0 -1.0  
 -1.0 -1.0 -1.0  
 211. Wear. Surf. Prot. System : None  
 Date Installed : 1/1/1901  
 213. Utilities Attached : -1  
 -1 -1 -1  
 -1 -1 -1

214a. Posted Weight Limit: NR  
 b. Posted Speed Limit : NR  
 c. Narrow/One Lane Bridge sign : N  
 d. Vertical Clearance Sign: NO  
 Advanced Warning Sign : NO  
 Min. Measured Clearance : -1  
 Max. Measured Clearance : -1  
 e. Navigation Lights : -  
 Working/Not Working : -  
 215. Overpass : C - US Highway  
 221. Substructure Cond. (U/W) : -  
 222. Fill over RCB: 02  
 223. Appr. Slab/Rdwy Cond.: Excellent  
 224. Critical Feature Type: -1  
 225. Paint Type : -  
 Overcoat : 0  
 226. Date Painted: -1  
 227. Paint Coloring: -1  
 233. Deck Forming: -  
 236. Deck Cleaning : -1  
 238. School Bus Rte: Current and Desired Rout  
 240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number : -1.0 / -1  
 244. Span Lengths :  
 -1 -1 -1  
 -1 -1 -1  
 -1 -1  
 245. Girder Depth : -1.000  
 246. Type of Overlay : -  
 246. Overlay Thickness : -1.0  
 246. Overlay Date : 1/1/1901  
 246. Overlay Depth Changed > 1"? -  
 247. Protective Systems : 1: -  
 2: - 3: -  
 4: - 5: -  
 248. No. of Field Splices w/ Corrosion : -1  
 249. Scour Crit. POA exists?: -  
 250. Culvert Headwall Dist: 48.0  
 254. Thru Truss Type : -  
 256. Chan. Profile Up/Down Stream?: -  
 257a. OkiePROS Auto. Truck Routing - Culv  
 258. Plans w/ found. are in file at ODOT  
 259. Scour Eval. is in file at ODOT  
 263. Interchange at Intersection N  
 264. Interstate Milepoint -1.00



# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 59.7

Health Index : 68.5

NBI No.: 13653

Structure No.: 6702 0880 X

Local ID:-1

SD

68.5

**IDENTIFICATION**  
 Description:  
 45'-50'-45' I-BM, SPANS SK60 DEG. WITH 2-18' SAFETY CURBS  
 1. State: Oklahoma                      2. SHD District: Division 3  
 3. County Code: SEMINOLE              4. Place Code: Unknown  
 Admin. Area: Unknown  
 5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0  
 6. Feature Intersected: UPRR, UNDER  
 7. Facility Carried: U.S. 270  
 9. Location: 6.6 MI SE SH 3              11. Mile Post: 8.798 mi  
 13. LRS Inv. Route./ Subroute.: 6702 0000 05  
 16. Latitude: 35 10 26.42              17. Longitude: 096 34 50.71  
 98. Border Br. Code: Jkknown (P) % Resp.: 0      99. Border Br. #: Unknown

		<u>INSPECTION</u>			
Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	1/21/2016	1/21/2018
FC Freq.:	N	N	NA	NA	NA
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	N	N	NA	NA	NA

		<u>CLASSIFICATION</u>	
12. Base Hwy Network :	On Base Network	20. Toll Facility:	3 On free road
21. Custodian:	01State Highway Agency	22. Owner:	01State Highway Agency
26. Functional Class:	06 Rural Minor Arteri	37. Historical Sig.:	5 Not eligible for NRHP
100. Defense Highway:	0 Not a STRAHNET h	101. Parallel Structure:	No    bridge exists
102. Dir. of Traffic:	2 2-way traffic	103. Temp. Structure:	Unknown (NBI)
104. Highway System:	0 Not on NHS	105. Fed. Land Hwy 0	N/A (NBI)
110. National Truck Network:	0 Not part of na	112. NBIS Length:	Long Enough

**STRUCTURE TYPE AND MATERIALS**  
 43. Main Span Material and Design Type  
 Steel                                      Stringer/Girder  
 44. Approach Span Material and Design Type  
 Unknown (NBI)                              Unknown (P)  
 45. No. of Spans Main Unit: 3              46. No. of Approach Spans: 0  
 107. Deck Type: 1 Concrete-Cast-in-Place  
 108A. Wearing Surface: 6 Bituminous  
 108B. Membrane: 8 Unknown  
 108C. Deck Protection: 8 Unknown

<u>CONDITION</u>		
58. Deck:	4 Poor	59. Super.: 6 Satisfactory
62. Culvert:	N N/A (NBI)	60. Sub.: 5 Fair
61. Channel/Channel Protection:	N N/A (NBI)	
Flowline Notes: R/R BELOW.		

**AGE AND SERVICE**  
 27. Year Built: 1956                      106. Year Reconstructed: Unknown  
 28A. Lanes on: 2                      28B. Lanes Under: 0              19. Detour Length: 3.7 mi  
 29. ADT: 6100                      30. Year of ADT: 2013              109. Truck ADT %: 16  
 42A. Type of Service on: 1 Highway  
 42B. Type of Service under: 2 Railroad

<u>LOAD RATING AND POSTING</u>			
31. Design Load:	4 M 18 (H 20)	41. Posting status:	A Open, no restriction
63. Op. Rating Method:	1 LF Load Factor-Ton	Alt. Op. Rating Meth.:	1 LF Load Factor-To
64. Operating Rating (H / HS / 3-3):	40.9	52.8	92.2
66. Inventory Rating (H / HS / 3-3):	24.5	31.7	55.4
65. Inv. Rating Method:	1 LF Load Factor-Ton	Alt. Inv. Rating Meth.:	1 LF Load Factor-To
70. Posting:	5 At/Above Legal Loads	Date Rated:	3/1/2004

**GEOMETRIC DATA**  
 10. Inv. Rte. Min. Vert. Clr.: 328.1 ft  
 32. Approach Roadway Width (W/ Shoulders): 44.0 ft  
 Deck Area: 4,402.4 sq. ft              33. Median: 0 No median  
 34. Skew: 30                      35. Structure Flared: 0 No flare  
 47. Inv. Rte. Total Horiz. Clr.: 28.0 ft  
 48. Length Maximum Span: 49.9 ft              49. Structure Length: 142.1 ft  
 50A. Curb/Sdwk Width L: 0.0 ft              50B. Curb/Sidewalk Width R: 0.0 ft  
 51. Width Curb to Curb: 28.0 ft              52. Width Out to Out: 31.0 ft  
 53. Minimum Vertical Clearance Over Bridge: 328.1 ft  
 54A/54B. Min. Vert. Underclearance : R Railroad beneath struc      23.0 ft  

<u>N/E</u>		<u>S/W</u>	
<u>Meas.</u>	-1              -1	-1              -1	
<u>Post.</u>	DO NOT U      DO NOT U	DO NOT U      DO NOT U	

 55A/55B. Minimum Lateral Underclearance R: R Railroad beneath struc      10.8 ft  
 56. Minimum Lateral Underclearance L: 23.9 ft

<u>PROPOSED IMPROVEMENTS</u>	
94. Bridge Cost:	\$654,780
95. Roadway Cost:	\$1,080,387
96. Total Cost:	\$1,833,384
97. Year of Cost Est.:	2009
75. Type of Work:	31 Repl-Load Capacit
76. Lgth. of Improvement:	259.8 ft
114. Future ADT:	9760
115. Year of Future ADT:	2033

<u>NAVIGATION DATA</u>	
38. Navigation Control:	NA-no waterway
39. Vertical Clearance:	0.0 ft
40. Horizontal Clearance:	0.0 ft
111. Pier Protection:	1 Not Required
116. Lift Bridge Vert. Clear.:	0.0 ft

<u>APPRAISAL</u>	
36A. Bridge Rail:	1 Meets Standards
36B. Transition:	1 Meets Standards
67. Str. Evaluation:	5 Above Min Tolerable
69. Underclearance, Vertical and Horizontal:	4 Tolerable
71. Waterway Adequacy:	N Not applicable
72. Approach Alignment:	7 Above Min Criteria
113. Scour Critical:	N Not Over Waterway
36C. Approach Rail:	1 Meets Standards
36D. Approach Rail Ends:	1 Meets Standards
68. Deck Geometry:	2 Intolerable - Replace

200c. Temperature: 37  
 200d. Weather: CLOUDY  
 201. Structural Steel ASTM Desig.: -1      -1  
 202. Waterproof Membrane : -1  
 Date Installed: 1/1/1901  
 203. Type Exp. Dev.: Other Type  
 204. Type of Handrail: SFP-1  
 205. Material and Quantity : 577.0  
 208. Type of Abutment : Skeleton  
 Type of Foundation : Concrete Piling  
 209. Type of Pier / Found.: 1 Pier      Yes  
 No Piling or Drilled Shaft  
 210. Foundation Elev.              -1.0              -1.0  
    -1.0              -1.0  
 211. Wear. Surf. Prot. System : None  
 Date Installed : 1/1/1901  
 213. Utilities Attached : -1  
 -1              -1              -1  
 -1              -1              -1

214a. Posted Weight Limit: NR  
 b. Posted Speed Limit : NR  
 c. Narrow/One Lane Bridge sign : M  
 d. Vertical Clearance Sign: NO  
 Advanced Warning Sign : NO  
 Min. Measured Clearance : -1  
 Max. Measured Clearance : -1  
 e. Navigation Lights : -  
 Working/Not Working : -  
 215. Overpass : C - US Highway  
 221. Substructure Cond. (U/W) : -  
 222. Fill over RCB: 0  
 223. Appr. Slab/Rdwy Cond.: Good  
 224. Critical Feature Type: -1  
 225. Paint Type : Inorganic Zinc 3 Coat  
 Overcoat : 0  
 226. Date Painted: 0606  
 227. Paint Coloring: Gray  
 233. Deck Forming: -  
 236. Deck Cleaning : -1  
 238. School Bus Rte: Current and Desired Route  
 240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number : -1,0 / -1  
 244. Span Lengths :  
 -1              -1              -1  
 -1              -1              -1  
 -1              -1  
 245. Girder Depth : 96.000  
 246. Type of Overlay : Chipseal  
 246. Overlay Thickness : 0.5  
 246. Overlay Date : 11/1/2001  
 246. Overlay Depth Changed > 1"? No  
 247. Protective Systems : 1: \_  
    2: \_              3: \_  
    4: \_              5: \_  
 248. No. of Field Splices w/ Corrosion : -1  
 249. Scour Crit. POA exists?: \_  
 250. Culvert Headwall Dist.: -1.0  
 254. Thru Truss Type : \_  
 256. Chan. Profile Up/Down Stream?:  
 257a. OkiePROS Auto. Truck Routing      Yes  
 258. Plans w/ found. are in file at ODOT  
 259. Scour Eval. is in file at ODOT  
 263. Interchange at Intersection      P  
 264. Interstate Milepoint              -1.00

NBI No.: 13653

Structure No.: 6702 0880 X

Local ID: -1

Suff. Rating: 59.7  
SD

Health Index :  
68.5

Inspection Date: 1/21/2016

Reported By: UFD3012

Invoice No.: -1

Inspected With: Erik Cox

Agency:

**Adam R. Hill**

Digitally signed by Adam R. Hill  
DN: cn=Adam R. Hill, o=ODOT Division 3, ou=with Erik W. Cox, email=ahill@odot.org, c=US  
Date: 2016.02.01 08:04:35 -06'00'

**Structure / Inspection Notes**

Three span structure consisting of: 45'-50'-45' simply supported steel beam spans.  
Future inspection items include: bowing in the webs of the beam ends, beam ends spacing at the piers, settlement at the east abutment, exposed abutment piles at both abutments, heavy spalling on piers, deterioration to deck.

Repair Recommendations Include:

PX - Schedule the concrete deck and joints for replacement.

FX - Monitor: bowing of the exterior girder webs. If bowing continues, remove pack rust between the beam webs and diaphragms; corrosion on the beam ends for further corrosion and section loss. Consider repainting the beam ends if corrosion becomes widespread; beam ends at the piers for contact with each other. If beam ends come in contact with each other, trim the ends of the beams to allow for proper expansion; settlement at the east abutment for further settlement and distress to the beams; cracks in the abutment breastwalls for further cracking and spalling; exposed concrete abutment piles for further erosion and exposure of the piles. If erosion worsens, consider placing fill along the undermined portions of the abutments; cracks and spalls on the piers for further deterioration. If conditions worsen, consider removing all loose concrete, abrasively cleaning and painting the reinforcing steel, and patching the spalled areas; bearings for restricted movement due to pack rust under the masonry plates. Consider removing pack rust to level out the masonry plates; settlement in the east approach roadway.

Elm.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
12	4	Reinforced Concrete Deck	(SF)	3,979	0	0 %	2,387	60 %	1,592	40 %	0	0 %	0	0 %
107	4	Steel Open Girder Beam	(LF)	560	560	100 %	0	0 %	0	0 %	0	0 %	0	0 %
210	4	Reinforced Conc Pier Wall	(LF)	69	24	35 %	15	22 %	30	43 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	120	69	58 %	41	34 %	10	8 %	0	0 %	0	0 %
227	1	Reinforced Conc Pile	(EA)	5	5	100 %	0	0 %	0	0 %	0	0 %	0	0 %
301	4	Pourable Joint Seal	(LF)	70	0	0 %	0	0 %	70	100 %	0	0 %	0	0 %
311	4	Moveable Bearing (roller, sliding, etc.)	(EA)	15	0	0 %	15	100 %	0	0 %	0	0 %	0	0 %
313	4	Fixed Bearing	(EA)	15	0	0 %	0	0 %	15	100 %	0	0 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	2	0	0 %	1	50 %	1	50 %	0	0 %	0	0 %
331	4	Reinforced Conc Bridge Railing	(LF)	285	71	25 %	214	75 %	0	0 %	0	0 %	0	0 %
510	4	Wearing Surfaces	(SF)	3,979	0	0 %	2,387	60 %	1,592	40 %	0	0 %	0	0 %
515	4	Steel (Superstructure) Protective Coating	(SF)	6,057	0	0 %	6,057	100 %	0	0 %	0	0 %	0	0 %
859	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
865	4	Steel Open Girder/Beam End (5 Ft.)	(LF)	150	90	60 %	0	0 %	60	40 %	0	0 %	0	0 %
909	4	Pourable Fixed Joint Seal	(LF)	70	0	0 %	0	0 %	70	100 %	0	0 %	0	0 %
958	1	Concrete Cracking	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
960	4	Settlement	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
963	4	Steel Section Loss	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
968	4	Erosion	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
12	PX - Numerous concrete and asphalt patches exist in the asphalt wearing surface and in the exposed deck surface along the curbs. Many of these patches are deteriorating and are no longer functional. During the deck cleaning process, several spalls with exposed corroded reinforcing steel were uncovered along the curb. The asphalt wearing surface is raveling within the wheel lines due to age and traffic wear.
107	FX - The webs of the exterior beams are typically bowed up to 1/4 inch at both abutments due to pack rust between the web and end diaphragm; The beam end of beam 1 at the west abutment exhibits surface corrosion on the top and bottom flanges and the web past the bearings. Painted over section loss exists in these areas up to 1/8-inch deep; The beams at the piers are within 1/8 inch of each other at pier 1 and 1/4 inch at pier 2 due the beams sliding over the tops of the roller bearings up to 3 inches.
210	FX - Rust staining due to leaking joint exists on pier 1. A 2 square-foot spall is forming along the northwest corner of the pier; Cracks exist in the concrete bearing pedestal under beam 4 at pier 2 that extends into the pier; A 4-foot long by 6-inch wide spall with exposed reinforcing steel exists in the east edge of pier 2 between beams 4 and 5; A 4-foot spall with exposed reinforcing steel exists in the top of pier 1.
215	FX - The east end of span 3 has settled approximately 10 inches due to settlement of the east abutment; A 26-foot long horizontal crack exists along the east abutment breastwall with multiple spalls forming. A 25-foot long crack up to 1/8 inch wide exists along the west abutment breastwall;
227	FX - Four concrete abutment piles are exposed due to erosion up to 12 inches along the base of the east abutment. A 32-inch deep erosion hole exists under beam 4 at the west abutment exposing 1 abutment pile. The exposed piles were in good condition.
301	PX - The expansion joints exhibit missing joint armor, deteriorated or missing sealant, and concrete and asphalt patches adjacent to the seal. Deck drainage passes through for nearly the entire length of the joints. Both expansion joints above the piers have closed, likely due to substructure movement/settlement.
311	FX - Surface corrosion and pack rust up to 1 inch under sole plate is typical at pier 1. This condition causes the sole plate to rotate to the west.
313	FX - Surface corrosion exists on the fixed bearings due to water leaking through the joints.
321	Longitudinal cracking exists in the east and west approach roadways. Each approach has asphalt patches. Minor settlement exists at the east approach.
331	The concrete railing above pier 2 has a spall and patches adjacent to the joint. These conditions most likely are attributed to settlement of the east abutment
510	PX - Numerous concrete and asphalt patches exist in the asphalt wearing surface and in the exposed deck surface along the curbs. Many of these patches are deteriorating and are no longer functional. The asphalt wearing surface is raveling within the wheel lines due to age and traffic wear
515	FX - Surface corrosion is developing on the beam ends at the abutment. Bearings exhibit surface corrosion with no significant section loss noted. The superstructure was last painted in 2006.
859	PX - The soffit beneath the curbs typically exhibits discolored concrete with efflorescence and rust staining. Plywood forms for full depth patches exist at isolated locations within the exterior bays. Spalling/scaling concrete exposing corroded reinforcing steel was also observed near the expansion joints within the exterior bays.
865	FX - The webs of the exterior beams are typically bowed up to 1/4 inch at both abutments due to pack rust between the web and end diaphragm; The beam end of beam 1 at the west abutment exhibits surface corrosion on the top and bottom flanges and the web past the bearings. Painted over section loss exists in these areas up to 1/8-inch deep; The beams at the piers are within 1/8 inch of each other at pier 1 and 1/4 inch at pier 2 due the beams sliding over the tops of the roller bearings up to 3 inches.

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

Suff. Rating: 59.7

Health Index :

NBI No.: 13653

Structure No.: 6702 0880 X

Local ID:-1

SD

68.5

Elem.	Element Notes (Include Size and Location of Deterioration)
909	PX - The joint at the west abutment has 7 feet total of visual joint deterioration with leakage observed through the joint at these areas. The east abutment joint has multiple small areas where the seal is no longer bonded to the concrete with leakage observed through the joint at these areas. Cracks transverse to the joint are typical in the repaired concrete header and top of the backwall at both joints.
958	PX - The soffit beneath the curbs typically exhibits discolored concrete with efflorescence and rust staining. Plywood forms for full depth patches exist at isolated locations within the exterior bays. Spalling/scaling concrete exposing corroded reinforcing steel was also observed near the expansion joints within the exterior bays.
960	FX - The east end of span 3 has settled approximately 10 inches due to settlement of the east abutment. The settlement has caused a slight ramping effect over pier 2 due to the change in the roadway grade.
963	Painted over section loss up to 1/8-inch is typical on the beam ends.
968	FX - Erosion exists at both abutments exposing 4 piles at the east abutment and 1 pile at the west abutment.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION -

# Bridge Inspection Report

NBI No.: 13925

Structure No.: 6702 0894 X

Local ID: -1

Suff. Rating: 58.1  
SD

Health Index :  
56.2

**IDENTIFICATION**  
Description:  
4-100' CONT. I-BM. SPANS WITH 2-18" SAFETY CURBS  
1. State: Oklahoma 2. SHD District: Division 3  
3. County Code: SEMINOLE 4. Place Code: Unknown  
Admin. Area: Unknown  
5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0  
6. Feature Intersected: WEWOKA CREEK  
7. Facility Carried: U.S. 270  
9. Location: 6.7 MI SE SH 3 11. Mile Post: 8.938 mi  
13. LRS Inv. Route / Subroute.: 6702 0000 05  
16. Latitude: 35 10 19.17 17. Longitude: 096 34 42.63  
98. Border Br. Code: Jkknown (P) % Resp.: 0 99. Border Br. #: Unknown

**STRUCTURE TYPE AND MATERIALS**  
43. Main Span Material and Design Type  
Steel Continuous Stringer/Girder  
44. Approach Span Material and Design Type  
Unknown (NBI) Unknown (P)  
45. No. of Spans Main Unit: 4 46. No. of Approach Spans: 0  
107. Deck Type: 1 Concrete-Cast-in-Place  
108A. Wearing Surface: 6 Bituminous  
108B. Membrane: 8 Unknown  
108C. Deck Protection: 8 Unknown

**AGE AND SERVICE**  
27. Year Built: 1957 106. Year Reconstructed: Unknown  
28A. Lanes on: 2 28B. Lanes Under: 0 19. Detour Length: 3.7 mi  
29. ADT: 6100 30. Year of ADT: 2013 109. Truck ADT %: 16  
42A. Type of Service on: 1 Highway  
42B. Type of Service under: 5 Waterway

**GEOMETRIC DATA**  
10. Inv. Rte. Min. Vert. Clr.: 328.1 ft  
32. Approach Roadway Width (W/ Shoulders): 40.0 ft  
Deck Area: 12,432.3 sq. ft 33. Median: 0 No median  
34. Skew: 30 35. Structure Flared: 0 No flare  
47. Inv. Rte. Total Horiz. Clr.: 28.0 ft  
48. Length Maximum Span: 100.0 ft 49. Structure Length: 400.9 ft  
50A. Curb/Sdwk Wth L: 1.5 ft 50B. Curb/Sidewalk Width R: 1.5 ft  
51. Width Curb to Curb: 28.0 ft 52. Width Out to Out: 31.0 ft  
53. Minimum Vertical Clearance Over Bridge: 328.1 ft  
54A/54B. Min. Vert. Underclearance: N Feature not hwy or RR 0.0 ft  

N/E		S/W	
Meas.	-1 -1 -1 -1 -1 -1		
Post.	DO NOT U -1		

  
55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR 0.0 ft  
56. Minimum Lateral Underclearance L: 0.0 ft

**INSPECTION**

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	2/4/2016	2/4/2018
FC Freq.:	N	N	NA	NA	NA
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	N	N	NA	NA	NA

**CLASSIFICATION**  
12. Base Hwy Network : On Base Network 20. Toll Facility: 3 On free road  
21. Custodian: 01 State Highway Agency 22. Owner: 01 State Highway Agency  
26. Functional Class: 06 Rural Minor Arteri 37. Historical Sig.: 5 Not eligible for NRHP  
100. Defense Highway: 0 Not a STRAHNET h 101. Parallel Structure: No || bridge exists  
102. Dir. of Traffic: 2 2-way traffic 103. Temp. Structure: Not Applicable (P)  
104. Highway System: 0 Not on NHS 105. Fed. Land Hwy 0 N/A (NBI)  
110. National Truck Network: 0 Not part of na 112. NBIS Length: Long Enough

**CONDITION**  
58. Deck: 4 Poor 59. Super.: 5 Fair 60. Sub.: 5 Fair  
62. Culvert: N N/A (NBI) 61. Channel/Channel Protection: 6 Bank Slumping  
Flowline Notes:  
@ S, 3, N, SIDE, D. STR., TOP OF PARAPET, 47' 4"

**LOAD RATING AND POSTING**  
31. Design Load: 4 M 18 (H 20) 41. Posting status: A Open, no restriction  
63. Op. Rating Method: 1 LF Load Factor-Ton Alt. Op. Rating Meth.: 1 LF Load Factor-To  
64. Operating Rating (H / HS / 3-3 ): 32.3 48.3 64.0  
66. Inventory Rating ( H / HS / 3-3 ): 19.4 29.0 38.4  
65. Inv. Rating Method: 1 LF Load Factor-Tor Alt. Inv. Rating Meth.: 1 LF Load Factor-Tor  
70. Posting: 5 At/Above Legal Loads Date Rated : 10/28/2010

**PROPOSED IMPROVEMENTS**  
94. Bridge Cost: \$1,003,070 75. Type of Work: 31 Repl-Load Capacit  
95. Roadway Cost: \$1,655,066 76. Lgth. of Improvement: 426.6 ft  
96. Total Cost: \$2,808,597 114. Future ADT: 9760  
97. Year of Cost Est.: 2009 115. Year of Future ADT: 2033

**NAVIGATION DATA**  
38. Navigation Control: Permit Not Required  
39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft  
111. Pier Protection: 1 Not Required 116. Lift Bridge Vert. Clear.: 0.0 ft

**APPRAISAL**  
36A. Bridge Rail: 0 Substandard 36C. Approach Rail: 0 Substandard  
36B. Transition: 0 Substandard 36D. Approach Rail Ends: 0 Substandard  
67. Str. Evaluation: 5 Above Min Tolerable 68. Deck Geometry: 4 Tolerable  
69. Underclearance, Vertical and Horizontal: N Not applicable (NBI)  
71. Waterway Adequacy: 7 Above Minimum  
72. Approach Alignment: 8 Equal Desirable Crit  
113. Scour Critical: 8 Stable Above Footing

200c. Temperature: 30  
200d. Weather: CLEAR  
201. Structural Steel ASTM Desig.: -1 -1  
202. Waterproof Membrane : -1  
Date Installed : 1/1/1901  
203. Type Exp. Dev. : Sliding Plate  
Pourable  
204. Type of Handrail: Parapet Retrofit  
205. Material and Quantity : 2377.0  
208. Type of Abutment : Skeleton  
Type of Foundation : Concrete Piling  
209. Type of Pier / Found.: Bent Yes  
Steel Piling  
210. Foundation Elev. -1.0 7921.0  
-1.0 -1.0 -1.0  
211. Wear. Surf. Prot. System : None  
Date Installed : 1/1/1901  
213. Utilities Attached : -1  
-1 -1 -1  
-1 -1 -1

214a. Posted Weight Limit: NR  
b. Posted Speed Limit : 65  
c. Narrow/One Lane Bridge sign : -  
d. Vertical Clearance Sign: -  
Advanced Warning Sign : -  
Min. Measured Clearance : -1  
Max. Measured Clearance : -1  
e. Navigation Lights : NO  
Working/Not Working : -  
215. Overpass : C - US Highway  
221. Substructure Cond. (U/W) : -  
222. Fill over RCB: 0  
223. Appr. Slab/Rdwy Cond.: Poor  
224. Critical Feature Type: 771  
225. Paint Type : Red Lead Ready  
Overcoat : 0  
226. Date Painted: 5701  
227. Paint Coloring: Gray  
233. Deck Forming: Conventional Forming  
236. Deck Cleaning : -1  
238. School Bus Rte: Current Bus Route  
240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number : -1,0 / 5  
244. Span Lengths :  
100 100 -1  
100 -1 -1  
100 -1  
245. Girder Depth : -1,000  
246. Type of Overlay : AC Over  
246. Overlay Thickness : 2.0  
246. Overlay Date : 8/1/1991  
246. Overlay Depth Changed > 1"? No  
247. Protective Systems : 1: -  
2: - 3: -  
4: - 5: -  
248. No. of Field Splices w/ Corrosion : -1  
249. Scour Crit. POA exists?: No  
250. Culvert Headwall Dist.: -1,0  
254. Thru Truss Type : -  
256. Chan. Profile Up/Down Stream?: Down  
257a. OkiePROS Auto. Truck Routing Yes  
258. Plans w/ found, are in file at ODOT  
259. Scour Eval. is in file at ODOT  
263. Interchange at Intersection N  
264. Interstate Milepoint -1.00

edge  
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# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 98.3  
Health Index : 91.1

NBI No.: 13783      Structure No.: 6702 1082 X      Local ID:-1

**IDENTIFICATION**  
Description: (13'-17'-13')X 14'X 44' RDY RC BOX W/ PARAPETS & 4' CURTAIN WALLS  
1. State: Oklahoma      2. SHD District: Division 3  
3. County Code: SEMINOLE      4. Place Code: Unknown  
Admin. Area: Unknown  
5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0  
6. Feature Intersected: CREEK  
7. Facility Carried: U.S. 270      U.S. 270  
9. Location: 8.5 MI SE SH 3      11. Mile Post: 10.817 mi  
13. LRS Inv. Route./ Subroute.: 6702 0000      05  
16. Latitude: 35 09 33.60      17. Longitude: 096 33 09.21  
98. Border Br. Code: Jkknown (P) % Resp.: 0      99. Border Br. #: Unknown

INSPECTION		INSPECTION			
Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	1/21/2016	1/21/2018
FC Freq.:	N	N	NA	NA	NA
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	N	N	NA	NA	NA

**STRUCTURE TYPE AND MATERIALS**  
43. Main Span Material and Design Type  
Concrete      Culvert  
44. Approach Span Material and Design Type  
Unknown (NBI)      Unknown (P)  
45. No. of Spans Main Unit: 3      46. No. of Approach Spans: 0  
107. Deck Type: N N/A (NBI)  
108A. Wearing Surface: N N/A (no deck (NBI))  
108B. Membrane: 0 None  
108C. Deck Protection: None

**CLASSIFICATION**  
12. Base Hwy Network: On Base Network      20. Toll Facility: 3 On free road  
21. Custodian: 01 State Highway Agency      22. Owner: 01 State Highway Agency  
26. Functional Class: 06 Rural Minor Arteri      37. Historical Sig.: 5 Not eligible for NRHP  
100. Defense Highway: 0 Not a STRAHNET h      101. Parallel Structure: No || bridge exists  
102. Dir. of Traffic: 2 2-way traffic      103. Temp. Structure: Not Applicable (P)  
104. Highway System: 0 Not on NHS      105. Fed. Land Hwy 0 N/A (NBI)  
110. National Truck Network: 0 Not part of na      112. NBIS Length: Long Enough

**CONDITION**  
58. Deck: N N/A (NBI)      59. Super.: N N/A (NBI)      60. Sub.: N N/A (NBI)  
62. Culvert: 6 Deterioration      61. Channel/Channel Protection: 5 Bank Prot Eroded  
Flowline Notes:

**CULVERT**

**AGE AND SERVICE**  
27. Year Built: 1957      106. Year Reconstructed: Unknown  
28A. Lanes on: 2      28B. Lanes Under: 0      19. Detour Length: 3.7 mi  
29. ADT: 6100      30. Year of ADT: 2013      109. Truck ADT %: 16  
42A. Type of Service on: 1 Highway  
42B. Type of Service under: 5 Waterway

**LOAD RATING AND POSTING**  
31. Design Load: 5 MS 18 (HS 20)      41. Posting status: A Open, no restriction  
63. Op. Rating Method: 2 AS Allow. Stress-To      Alt. Op. Rating Meth.: 2 AS Allow. Stress-T  
64. Operating Rating (H / HS / 3-3):      33.0      49.0      -1.1  
66. Inventory Rating (H / HS / 3-3):      19.9      36.0      -1.1  
65. Inv. Rating Method: 2 AS Allow. Stress-To      Alt. Inv. Rating Meth.: 2 AS Allow. Stress-T  
70. Posting: 5 At/Above Legal Loads      Date Rated: 1/1/1901

**GEOMETRIC DATA**  
10. Inv. Rte. Min. Vert. Clr.: 328.1 ft  
32. Approach Roadway Width (W/ Shoulders): 44.0 ft  
Deck Area: 2,152.8 sq. ft      33. Median: 0 No median  
34. Skew: 0      35. Structure Flared: 0 No flare  
47. Inv. Rte. Total Horiz. Clr.: 44.0 ft  
48. Length Maximum Span: 17.1 ft      49. Structure Length: 46.9 ft  
50A. Curb/Sdwk Width L: 0.0 ft      50B. Curb/Sidewalk Width R: 0.0 ft  
51. Width Curb to Curb: 44.0 ft      52. Width Out to Out: 44.0 ft  
53. Minimum Vertical Clearance Over Bridge: 328.1 ft  
54A/54B. Min. Vert. Underclearance: N Feature not hwy or RR      0,0 ft  

N/E		S/W	
Meas.	-1      -1      -1      -1      -1      -1		
Post.	DO NOT U      -1		

  
55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR      0,0 ft  
56. Minimum Lateral Underclearance L: 0,0 ft

**PROPOSED IMPROVEMENTS**  
94. Bridge Cost: \$256,621      75. Type of Work: 31 Repl-Load Capacit  
95. Roadway Cost: \$423,425      76. Lgth. of Improvement: 46.9 ft  
96. Total Cost: \$718,539      114. Future ADT: 9760  
97. Year of Cost Est.: 2009      115. Year of Future ADT: 2033

**NAVIGATION DATA**  
38. Navigation Control: Permit Not Required  
39. Vertical Clearance: 0.0 ft      40. Horizontal Clearance: 0.0 ft  
111. Pier Protection: 1 Not Required      116. Lift Bridge Vert. Clear.: 0.0 ft

**APPRAISAL**  
36A. Bridge Rail: 1 Meets Standards      36C. Approach Rail: 1 Meets Standards  
36B. Transition: 1 Meets Standards      36D. Approach Rail Ends: 1 Meets Standards  
67. Str. Evaluation: 6 Equal Min Criteria      68. Deck Geometry: 6 Equal Min Criteria  
69. Underclearance, Vertical and Horizontal: N Not applicable (NBI)  
71. Waterway Adequacy: 6 Equal Minimum  
72. Approach Alignment: 8 Equal Desirable Crit  
113. Scour Critical: 7 Countermeasures

200c. Temperature: 37  
200d. Weather: CLOUDY  
201. Structural Steel ASTM Desig.: -1      -1  
202. Waterproof Membrane: -1  
Date Installed: 1/1/1901  
203. Type Exp. Dev.: -  
204. Type of Handrail: SFP-1  
205. Material and Quantity: -1,0  
208. Type of Abutment: -  
Type of Foundation: -  
209. Type of Pier / Found.: -  
210. Foundation Elev.      -1.0      -1.0  
   -1.0      -1.0  
211. Wear. Surf. Prot. System: None  
Date Installed: 1/1/1901  
213. Utilities Attached: -1  
-1      -1      -1  
-1      -1      -1

214a. Posted Weight Limit: NR  
b. Posted Speed Limit: NR  
c. Narrow/One Lane Bridge sign: N  
d. Vertical Clearance Sign: NO  
Advanced Warning Sign: NO  
Min. Measured Clearance: -1  
Max. Measured Clearance: -1  
e. Navigation Lights: -  
Working/Not Working: -  
215. Overpass: C - US Highway  
221. Substructure Cond. (U/W): -  
222. Fill over RCB: 01  
223. Appr. Slab/Rdwy Cond.: Good  
224. Critical Feature Type: -1  
225. Paint Type: -  
Overcoat: 0  
226. Date Painted: -1  
227. Paint Coloring: -1  
233. Deck Forming: -  
236. Deck Cleaning: -1  
238. School Bus Rte: Current and Desired Route  
240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number: -1,0 / -1  
244. Span Lengths:  
-1      -1      -1  
-1      -1      -1  
-1      -1  
245. Girder Depth: -1,000  
246. Type of Overlay: -  
246. Overlay Thickness: -1,0  
246. Overlay Date: 1/1/1901  
246. Overlay Depth Changed > 1"? -  
247. Protective Systems: 1: -  
2: -      3: -  
4: -      5: -  
248. No. of Field Splices w/ Corrosion: -1  
249. Scour Crit. POA exists?: -  
250. Culvert Headwall Dist.: 42.0  
254. Thru Truss Type: -  
256. Chan. Profile Up/Down Stream?: -  
257a. OkiePROS Auto. Truck Routing      Culv  
258. Plans w/ found, are in file at ODOT  
259. Scour Eval. is in file at ODOT  
263. Interchange at Intersection      N  
264. Interstate Milepoint      -1,00

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

NBI No.: **13783**      Structure No.: **6702 1082 X**      Local ID: **-1**      Suff. Rating: **98.3**      Health Index: **91.1**  
 ND

Inspection Date: **1/21/2016**      Reported By: **UFD3012**  
 Invoice No.: **-1**      Inspected With: **Erik Cox**  
 Agency :

**Adam R. Hill**  
Digitally signed by Adam R. Hill  
 DN: cn=Adam R. Hill, o=ODOT Division 3, ou=with Erik W. Cox, email=ahill@odot.org, c=US  
 Date: 2016.01.29 09:09:47 -0600

**Structure / Inspection Notes**

**#61 BC&D. FENCE APPR 50' FROM STR. UPSTREAM HAS CAUGHT DRIFT. HISTORY CONSERVATION LAKE APPR 1/2 MILE UPSTREAM HAS AFFECTED HYDRAULICS. WATER GAP ACROSS S. CHAN APPR 30' FROM STR.**

Elm.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
241	1	Reinforced Concrete Culvert	(LF)	138	116	84 %	7	5 %	15	11 %	0	0 %	0	0 %
331	1	Reinforced Conc Bridge Railing	(LF)	95	54	57 %	0	0 %	41	43 %	0	0 %	0	0 %
961	1	Scour	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
965	1	Debris	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
970	1	Wing	(EA)	2	2	100 %	0	0 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
241	FX- LARGE SPALL APPR. 12'X1'X9', W/ EXP REBAR TO TOP OF N HDWL-THIS HAS ALLOWED THE CTR SECTION OF N. RAIL. E. END TO SAG APPR 1" & BE OUT OF HORIZ ALIGN APPR 3" @ TOP. MUCH LEACHING TO S. HDWL UNDER PARAPETS. VERTICAL CRACKS W/ LEACHING IN ALL BBL'S.
331	PX- SEE NOTE FOR #241 (MONITOR).
961	FX- APPR 1' SCOUR @ S. (UPSTREAM) END OF E. BBL & 6" @ S. UPSTREAM END OF S. BBL- THIS HAS BEEN CORRECTED.
965	PX- UP TO 4.0' SILT IN BBL. # 1.
970	FX- FULL DEPTH DIAG. CRACKS TO S-E & N-W WINGS NEAR CTRS.

# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 97.3  
Health Index : 93.0

NBI No.: 13757      Structure No.: 6702 1088 X      Local ID:-1

<p><b>IDENTIFICATION</b></p> <p>Description: 3-10'X 12'X 44' RDY R.C.BOX W/ PARAPETS</p> <p>1. State: Oklahoma      2. SHD District: Division 3 3. County Code: SEMINOLE      4. Place Code: Unknown Admin. Area: Unknown</p> <p>5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0 6. Feature Intersected: CREEK</p> <p>7. Facility Carried: U.S. 270 9. Location: 8.6 MI SE SH 3      11. Mile Post: 10.878 mi 13. LRS Inv. Route./ Subroute.: 6702 0000 05 16. Latitude: 35 09 33.61      17. Longitude: 096 33 05.40 98. Border Br. Code: Jkknown (P) % Resp.: 0      99. Border Br. #: Unknown</p> <p><b>STRUCTURE TYPE AND MATERIALS</b></p> <p>43. Main Span Material and Design Type Concrete      Culvert</p> <p>44. Approach Span Material and Design Type Unknown (NBI)      Unknown (P)</p> <p>45. No. of Spans Main Unit: 3      46. No. of Approach Spans: 0 107. Deck Type: N N/A (NBI) 108A. Wearing Surface: N N/A (no deck (NBI)) 108B. Membrane: 0 None 108C. Deck Protection: None</p> <p><b>AGE AND SERVICE</b></p> <p>27. Year Built: 1957      106. Year Reconstructed: Unknown 28A. Lanes on: 2      28B. Lanes Under: 0      19. Detour Length: 3.7 mi 29. ADT: 6100      30. Year of ADT: 2013      109. Truck ADT %: 16 42A. Type of Service on: 1 Highway 42B. Type of Service under: 5 Waterway</p> <p><b>GEOMETRIC DATA</b></p> <p>10. Inv. Rte. Min. Vert. Clr.: 328.1 ft 32. Approach Roadway Width (W/ Shoulders): 44.0 ft Deck Area: 1,571.5 sq. ft      33. Median: 0 No median 34. Skew: 0      35. Structure Flared: 0 No flare 47. Inv. Rte. Total Horiz. Clr.: 42.0 ft 48. Length Maximum Span: 9.8 ft      49. Structure Length: 34.1 ft 50A. Curb/Sdwk Width L: 0.0 ft      50B. Curb/Sidewalk Width R: 0.0 ft 51. Width Curb to Curb: 42.0 ft      52. Width Out to Out: 42.0 ft 53. Minimum Vertical Clearance Over Bridge: 328.1 ft 54A/54B. Min. Vert. Underclearance: N Feature not hwy or RR      0.0 ft</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 15%; text-align: center;">N/E</th> <th style="width: 15%; text-align: center;">S/W</th> <th style="width: 15%; text-align: center;">N/E</th> <th style="width: 15%; text-align: center;">S/W</th> <th style="width: 15%; text-align: center;">N/E</th> <th style="width: 15%; text-align: center;">S/W</th> </tr> </thead> <tbody> <tr> <td>Meas.</td> <td style="text-align: center;">-1</td> </tr> <tr> <td>Post.</td> <td style="text-align: center;">DO NOT U</td> <td style="text-align: center;">-1</td> </tr> </tbody> </table> <p>55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR      0.0 ft 56. Minimum Lateral Underclearance L: 0.0 ft</p>		N/E	S/W	N/E	S/W	N/E	S/W	Meas.	-1	-1	-1	-1	-1	-1	Post.	DO NOT U	-1	<p><b>INSPECTION</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Type</th> <th style="width: 10%;">Insp Req.</th> <th style="width: 10%;">Insp Done</th> <th style="width: 10%;">Freq.</th> <th style="width: 10%;">Insp. Date:</th> <th style="width: 10%;">Next Insp.:</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td style="text-align: center;">Y</td> <td style="text-align: center;">24</td> <td style="text-align: center;">1/21/2016</td> <td style="text-align: center;">1/21/2018</td> </tr> <tr> <td>FC Freq.:</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> </tr> <tr> <td>UW Freq.:</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> </tr> <tr> <td>OS Freq.:</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> <td style="text-align: center;">NA</td> </tr> </tbody> </table> <p><b>CLASSIFICATION</b></p> <p>12. Base Hwy Network: On Base Network      20. Toll Facility: 3 On free road 21. Custodian: 01 State Highway Agency      22. Owner: 01 State Highway Agency 26. Functional Class: 06 Rural Minor Arteri      37. Historical Sig.: 5 Not eligible for NRHP 100. Defense Highway: 0 Not a STRAHNET h      101. Parallel Structure: No    bridge exists 102. Dir. of Traffic: 2 2-way traffic      103. Temp. Structure: Not Applicable (P) 104. Highway System: 0 Not on NHS      105. Fed. Land Hwy 0 N/A (NBI) 110. National Truck Network: 0 Not part of na      112. NBIS Length: Long Enough</p> <p><b>CONDITION</b></p> <p>58. Deck: N N/A (NBI)      59. Super.: N N/A (NBI)      60. Sub.: N N/A (NBI) 62. Culvert: 7 Minor Deteriorati      61. Channel/Channel Protection: 8 Protected Flowline Notes: CULVERT</p> <p><b>LOAD RATING AND POSTING</b></p> <p>31. Design Load: 5 MS 18 (HS 20)      41. Posting status: A Open, no restriction 63. Op. Rating Method: 2 AS Allow. Stress-To      Alt. Op. Rating Meth.: 2 AS Allow. Stress-T 64. Operating Rating (H / HS / 3-3):      33.0      49.0      -1.1 66. Inventory Rating (H / HS / 3-3):      19.9      36.0      -1.1 65. Inv. Rating Method: 2 AS Allow. Stress-To      Alt. Inv. Rating Meth.: 2 AS Allow. Stress-T 70. Posting: 5 At/Above Legal Loads      Date Rated: 1/1/1901</p> <p><b>PROPOSED IMPROVEMENTS</b></p> <p>94. Bridge Cost: \$230,000      75. Type of Work: 31 Repl-Load Capacit 95. Roadway Cost: \$379,500      76. Lgth. of Improvement: 34.1 ft 96. Total Cost: \$644,000      114. Future ADT: 9760 97. Year of Cost Est.: 2009      115. Year of Future ADT: 2033</p> <p><b>NAVIGATION DATA</b></p> <p>38. Navigation Control: Permit Not Required 39. Vertical Clearance: 0.0 ft      40. Horizontal Clearance: 0.0 ft 111. Pier Protection: 1 Not Required      116. Lift Bridge Vert. Clear.: 0.0 ft</p> <p><b>APPRAISAL</b></p> <p>36A. Bridge Rail: 1 Meets Standards      36C. Approach Rail: 1 Meets Standards 36B. Transition: 1 Meets Standards      36D. Approach Rail Ends: 1 Meets Standards 67. Str. Evaluation: 7 Above Min Criteria      68. Deck Geometry: 5 Above Tolerable 69. Underclearance, Vertical and Horizontal: N Not applicable (NBI) 71. Waterway Adequacy: 6 Equal Minimum 72. Approach Alignment: 8 Equal Desirable Crit 113. Scour Critical: 8 Stable Above Footing</p>	Type	Insp Req.	Insp Done	Freq.	Insp. Date:	Next Insp.:	NBI:		Y	24	1/21/2016	1/21/2018	FC Freq.:	N	N	NA	NA	NA	UW Freq.:	N	N	NA	NA	NA	OS Freq.:	N	N	NA	NA	NA				
	N/E	S/W	N/E	S/W	N/E	S/W																																														
Meas.	-1	-1	-1	-1	-1	-1																																														
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	-1																																														
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UW Freq.:	N	N	NA	NA	NA																																															
OS Freq.:	N	N	NA	NA	NA																																															
<p>200c. Temperature: 37 200d. Weather: CLOUDY 201. Structural Steel ASTM Desig.: -1      -1 202. Waterproof Membrane: -1 Date Installed: 1/1/1901 203. Type Exp. Dev.: - 204. Type of Handrail: SFP-1 205. Material and Quantity: -1.0 208. Type of Abutment: - Type of Foundation: - 209. Type of Pier / Found: - 210. Foundation Elev.      -1.0      -1.0    -1.0      -1.0      -1.0 211. Wear. Surf. Prot. System: None Date Installed: 1/1/1901 213. Utilities Attached: -1 -1      -1      -1 -1      -1      -1</p>	<p>214a. Posted Weight Limit: NR b. Posted Speed Limit: NR c. Narrow/One Lane Bridge sign: N d. Vertical Clearance Sign: NO Advanced Warning Sign: NO Min. Measured Clearance: -1 Max. Measured Clearance: -1 e. Navigation Lights: - Working/Not Working: - 215. Overpass: C - US Highway 221. Substructure Cond. (U/W): - 222. Fill over RCB: 01 223. Appr. Slab/Rdwy Cond.: Good 224. Critical Feature Type: -1 225. Paint Type: - Overcoat: 0 226. Date Painted: -1 227. Paint Coloring: -1 233. Deck Forming: - 236. Deck Cleaning: -1 238. School Bus Rte: Current and Desired Route 240. Appr. Roadway Type: Asphalt/Bituminous</p>	<p>243. Girder Spacing/Number: -1.0 / -1 244. Span Lengths: -1      -1      -1 -1      -1      -1 -1      -1 245. Girder Depth: -1.000 246. Type of Overlay: - 246. Overlay Thickness: -1.0 246. Overlay Date: 1/1/1901 246. Overlay Depth Changed &gt; 1"? - 247. Protective Systems: 1: - 2: -      3: - 4: -      5: - 248. No. of Field Splices w/ Corrosion: -1 249. Scour Crit. POA exists?: - 250. Culvert Headwall Dist.: 42.0 254. Thru Truss Type: - 256. Chan. Profile Up/Down Stream?: - 257a. OkiePROS Auto. Truck Routing: - Culv 258. Plans w/ found. are in file at ODOT 259. Scour Eval. is in file at ODOT 263. Interchange at Intersection      N 264. Interstate Milepoint      -1.00</p>																																																		

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

NBI No.: **13757**    Structure No.: **6702 1088 X**    Local ID: **-1**    Suff. Rating: **97.3**    Health Index: **93.0**  
 ND

Inspection Date: **1/21/2016**    Reported By: **UFD3012**  
 Invoice No.: **-1**    Inspected With: **Erik Cox**  
 Agency :

**Adam R. Hill**  
 Digitally signed by Adam R. Hill  
 DN: cn=Adam R. Hill, o=ODOT Division 3,  
 ou=with Erik W. Cox, email=ahill@odot.org, c=US  
 Date: 2016.01.29 09:01:05 -06'00'

**Structure / Inspection Notes**

#61 C&D (FX) SOME SILT & VEG'T NEEDS REMOVAL. #223 (FX) SOME SEALING NEEDED. HISTORY SOIL CONSERVATION LAKE APPR 1/2 MILE UPSTREAM HAS AFFECTED HYDRAULICS.

Elm.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
241	1	Reinforced Concrete Culvert	(LF)	138	108	78 %	30	22 %	0	0 %	0	0 %	0	0 %
331	1	Reinforced Conc Bridge Railing	(LF)	69	69	100 %	0	0 %	0	0 %	0	0 %	0	0 %

Additional Elements \_\_\_\_\_

Elem.	Element Notes (Include Size and Location of Deterioration)
241	PX- MODERATE DETERIORATION TO S. HDWL HEAVY DETERIORATION @ THE N. HDWL., CRACKS W/ LEACHING & STALACTITES.
331	20' OF THE CONC. PARAPET @ THE S. SIDE HAS SOME ANCHORAGE ISSUES DUE TO HDWL. DETERIORATION.



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Oklahoma Field Office  
7906 E. 33<sup>rd</sup> Street, Suite 101  
Tulsa, Oklahoma 74145  
www.blm.gov/nm



In Reply Refer To:

ODOT Project Response 111715  
1785

November 17, 2015

Ms. Dawn Sullivan  
Environmental Programs Division Engineer  
Oklahoma Department of Transportation  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204



Dear Mr. Sullivan:

Thank you for extending the opportunity to the Bureau of Land Management (BLM) Oklahoma Field Office to provide comments on the following proposed projects:

1. Blaine County
  - a. SH-51A improvements 7.5 miles south of Southard. J/P No. 20932(04), Project No. STPY-106B(048)
2. Cherokee County
  - a. US-62 widen, resurface and bridge from 3.38 miles east of SH-82 junction northeast 2.6 miles. J/P No. 27111(04), Project No. J2-7111(04)
3. Dewey County
  - a. Bridge/approaches on SH-34 over Canadian River 13.5 miles north of Custer County line. J/P No. 30333(04), Project No. J3-0333(004)
4. Garvin County *Div 3*
  - a. Bridge/approaches on US-77 over Washita River 2.95 miles north of Murray County line and US-77 over unnamed creek and Washita River overflow 1.78 miles north and east of Murray County line. J/P Nos. 27999(04) and 29544(04), Project Nos. J2-7999(004) and J2-9544(004)
5. Grady County
  - a. SH-19 improvements from 13.58 miles east of US-81 4.22 miles to Washita River bridge. J/P No. 30426(04)
6. Kingfisher County
  - a. SH-33 shoulders and resurface from 0.56 miles east of US-81 east 9.43 miles. J/P No. 31003(04)(07), Project No. J3-1003(004)(007)
7. Logan/Payne Counties
  - a. Bridge/approaches on I-35 over Cimarron River at Logan/Payne County line. J/P No. 31020(04), Project No. J3-1020(004)

8. Marshall County
  - a. US-70 Realignment near Madill. J/P No. 18835(04)(09)
9. McCurtain County
  - a. Improvements to US-259 from south of Idabel to 2 miles north of Red River bridge. J/P Nos. 24404(04) and 26343(04)
10. Oklahoma County
  - a. Improvements to I-35/I-44 and I-35/NE 63<sup>rd</sup> Street interchanges.
  - b. I-40 bridges over Sooner Road 3.1 miles east of I-35. J/P No. 28854(04), Project No. J2-8854(004)
11. Pittsburg County
  - a. US-69 and adjacent frontage roads from US-270 junction south approximately 2 miles to Fourteenth Street. J/P No. 14999(04)
12. Pushmataha County
  - a. Bridge on US-271 approximately 5.15 miles SW of LeFlore County line. J/P No. 28837(04), Project No. J2-8837(004)
13. Seminole County *Div 3*
  - a. Bridge/approaches on SH-99A over Sand Creek 9.98 miles east of SH-99 junction. J/P No. 29460(04), Project No. J2-9460(004)
  - b. US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka. J/P Nos. 21006(04)(07)(11), Project Nos. STP-167B(091), STP-167B(122)SS and STPY-1006(011)
14. Tulsa County
  - a. SH-20 reconstruction from US-75 east 4 miles to Collinsville. J/P No. 24346(04), Project No. J2-4346(004)
  - b. SH-20 intersection modification with traffic signals at 145<sup>th</sup>. J/P No. 31098(04), Project No. J3-1098(004)

Our office has reviewed the information provided in your letters and has no concerns or objections to the proposals. A search of our files shows no impact to Federal minerals in the project areas or any Federal land managed by the BLM.

Sincerely,



Laurence Levesque  
Acting Assistant Field Manager  
Multi-Resources  
Oklahoma Field Office

cc:  
NM (441, Central File)  
NM (044, L. Levesque)



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**Environmental Programs Division**

200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
[www.odot.org](http://www.odot.org)

July 23, 2015

Mr. Richard Fields  
Assistant Field Office Manager - Multi Resources  
Oklahoma Field Office  
Bureau of Land Management  
7906 E. 33rd Street, Suite 101  
Tulsa, Oklahoma 74145-1352

Subject: US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011).

Dear Mr. Fields:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to US-270 in Seminole County. The exact project scope and requirements will be clarified through the planning, environmental review, and design process. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within fifteen days from the date of this letter. Your written comments should be directed to the Environmental Program Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please our authorized agent Scott Stegmann with CP&Y at 405-835-2836 or [sstegmann@cpyi.com](mailto:ssstegmann@cpyi.com).

Respectfully,

A handwritten signature in blue ink, appearing to read "D. Sullivan", is written over a light blue circular stamp.

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/RMP/CPY

Enclosures: Location Map, Study Area Map

Copy to: Project Management Division  
Field Division Engineer  
Right-of-Way Division  
ODOT Cultural Resources

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

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IN REPLY REFER TO:

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS

Eastern Oklahoma Region

Eastern Oklahoma Regional Office

P.O. Box 8002  
Muskogee, OK 74402-8002



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ENVIRONMENTAL  
PROGRAMS DIV.

AUG 05 2015

Division of Environmental and  
Cultural Resources Management

Ms. Dawn R. Sullivan, P.E.  
Oklahoma Department of Transportation  
200 N. E. 21<sup>st</sup> Street  
Oklahoma City, Oklahoma 73105

Dear Ms. Sullivan:

On August 3, 2015, the Bureau of Indian Affairs, Eastern Oklahoma Regional Office, received a solicitation for comments from the Oklahoma Department of Transportation (ODOT), concerning improvements to US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, including bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. The possible improvements are still in the early development stage. This office has no comments regarding the project.

Two Federally recognized Tribes have been provided the notice by copy of this letter. As the Tribes may have environmental and/or cultural resources concerns relating to this action, it is recommended that ODOT coordinate directly with the Tribe on any of their concerns. The contact address is enclosed.

If additional information is required, please contact Mr. Mosby Halterman, Acting Division Chief, Division of Environmental and Cultural Resources Management, at (918) 781-4660.

Respectfully,

ACTING Regional Director

Enclosure

Honorable Leonard Harjo  
Principal Chief, Seminole Nation of Oklahoma  
P.O. Box 1498  
Wewoka, OK 74884  
Phone: (405) 257-6287

Dr. Andrea Hunter  
Director/THPO  
Osage Nation Historic Preservation Office  
627 Grandview Avenue  
Pawhuska, OK 74056



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**Environmental Programs Division**

200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
www.odot.org

July 23, 2015

Mr. Robert Impson  
Regional Director  
Eastern Oklahoma Regional Office  
Bureau of Indian Affairs  
P.O. Box 8002  
Muskogee, Oklahoma 74401-6201

Subject: US-270 from SH-270A in Seminole east to Y at US-270B west of Wewoka, include bridges over Wewoka Cr. and RR, and over Carter Cr., and 8 unnamed creeks, in Seminole County. Job Piece Numbers 21006(04)(07)(11), Project Numbers STP-167B(091), STP-167B(122)SS, and STPY-1006(011).

Dear Mr. Impson:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the subject bridge. The exact project scope and requirements will be clarified through the planning, environmental review, and design process. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within fifteen days from the date of this letter. Your written comments should be directed to the Environmental Program Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please contact our authorized agent, Scott Stegmann with CP&Y at 405-835-2836 or [sstegmann@cpyi.com](mailto:sstegmann@cpyi.com). As always, your cooperation is greatly appreciated.

Respectfully,

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/RMP/CPY

Enclosures: Location Map, Study Area Map

Copy to: Project Management Division  
Field Division Engineer  
Right-of-Way Division  
ODOT Cultural Resources

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

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Schedule for CONSULTANT  
CE 3

Step ID	Duration in Calendar days	Start Date	Date Completed	Actual Start Date	Date Completed	Comments
3.3 Notice to Proceed Date Plot Study Footprint/Approval of Study	1	9/4/2014	9/5/2014	9/4/2014	9/4/2014	PFR / RW-UT meeting held 6/4/15. Received revised ROW plans 8/19/15.
4.1 Footprint	10	9/5/2014	9/15/2014	6/4/2015	6/4/2015	Letters sent 6/8/15.
4.2 Property Owner Notification	30	9/15/2014	10/15/2014	6/8/2015	6/8/2015	Tribal completed with previous studies. Request for update sent 8/27/15
4.3 Cultural Resources & Tribal Coordination Initiation Tribal Coordination 30 Day Waiting Period prior to Start	10	9/15/2014	9/25/2014	8/27/2015	8/27/2015	Tribal completed with previous studies. Request for update sent 8/27/15
4.4 of Specialist Studies	40	9/25/2014	11/4/2014	8/27/2015	8/27/2015	Request for update sent 8/27/15 (in house)
5.1 Cultural Resources Study	30	11/4/2014	12/4/2014	8/27/2015	9/28/2015	Request for update sent 8/27/15 (in house). Follow up request sent again on 10/30/15
5.2 T&E & Wetland Studies	30	11/4/2014	12/4/2014	8/27/2015	1/15/2016	Request for update sent 8/27/15 (in house). ODOT then tasked CP&Y to update the ISA. Update sent to ODOT 1/26/16.
5.3 Hazardous Waste Studies	30	11/4/2014	12/4/2014	8/27/2015	1/25/2016	7/8/2015
5.4 Noise Studies	60	9/15/2014	11/14/2014	6/4/2015	7/8/2015	
5.5 NRCS coordination ODOT Review of Specialist Studies	60	9/15/2014	11/14/2014	11/24/2009	11/24/2009	Updated ISA (CP&Y) submitted 1/25/16
5.6 ODOT Noise Study Review	60	12/4/2014	2/2/2015	1/25/2016	6/3/2016	1/25/16
5.7 USFWS Coordination	45	2/2/2015	3/19/2015	1/15/2016	1/29/2016	Updated bio/waters (Enercon) submitted to ODOT 1/15/16 CR memo received from ODOT CRP 9/28/15
5.9 SHPO Coordination Preparation for Public Meeting	40	2/2/2015	3/14/2015	9/28/2015	9/28/2015	7/27/2015
6.1 Pre Meeting	21	2/2/2015	2/23/2015	7/7/2015	7/27/2015	7/27/2015
6.2 Public Meeting Notifications	30	2/23/2015	3/25/2015	7/27/2015	9/2/2015	9/2/2015
6.3 Public Meeting End of Public Comment Period	0	3/25/2015	3/25/2015	9/29/2015	9/29/2015	9/29/2015
6.4 Public Meeting End of Public Comment Period	30	3/25/2015	4/24/2015	9/29/2015	10/13/2015	10/13/2015
6.5 Response to Public Comments	30	4/24/2015	5/24/2015	10/13/2015	3/9/2016	Public meeting summary submitted to ODOT 11/3/15. Meeting to review held 11/19/15. Submitted draft responses to ODOT 12/16/15. Response to comments e-mailed by ODOT 3/9/16 Drafted DCE justification letter and sent to ODOT
6.6 Draft CE Preparation	15	5/24/2015	6/8/2015	4/11/2014	6/9/2016	6/9/2016
7.1 ODOT Review	15	6/8/2015	6/23/2015	6/9/2016		
7.2 Final CE Preparation	5	6/23/2015	6/28/2015			
7.3 FHWA Review of CE/Completion of Document	15	6/28/2015	7/13/2015			
7.4 Distribution of CE	15	7/13/2015	7/28/2015			

**CE Document Checklist (Updated 8/25/14)**

DCE

Should be included in the Other Section of all projects

JP No:	21006(04)(07)(11)	Prepared by	Scott Stegmann
County:	Seminole	Checked by	Tori Raines
Date Checked:	6/8/2016		
No	Description		Checked?
<b>1</b>	<b>Project Information</b>		
1.1	Correct Project No? (Check against Oracle info)		✓ ✓
1.2	Correct NBI No.? - Check against initiation report, Oracle, and plans		N/A N/A
1.3	Location No. for County projects only?		N/A N/A
1.4	Correct Field Division?		N/A N/A
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?		✓ ✓
<b>2</b>	<b>Existing Conditions</b>		
2.1	If it is a roadway project, is the roadway described first, then mentiona 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 GRIP info		bridges are SD ✓
2.3	Correct approach roadway width?		N/A N/A
2.4	Any roadway geometric deficiencies?		Yes Y
2.5	Traffic data from plans - existing and pojected?		Yes Y
<b>3</b>	<b>Purpose &amp; Need</b>		
3.1	Why is the project needed (NEVER what is proposed – REPLACE BRIDGE or WIDEN ROADWAY or ADD SHOUDERS is NOT the Purpose & Need)		Yes Y

<b>4</b>	<b>Alternatives &amp; Proposed improvement</b>		
4.1	Proposed roadway and bridge width	yes	Y
4.2	Existing or offset alignment – reason for offset	yes	Y
4.3	Replacement, Rehab, Removal or new bridge where there was none. Removal of bridge or wideing of bridge.	yes	Y
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)	yes	Y
4.5	Mention if everthing is within existing R/W	yes	Y
<b>4</b>	<b>Public Involvement</b>		
4.1	Check appropriate public involvement box. Include Road Closure letters in the "Public Involvement" section and Property Owner letters in the "Other Section".	N/A	N/A
<b>5</b>	<b>CE Questions &amp; Studies</b>		
5.1	Are the R/W submittal or Final Plans with <b>DATE STAMP</b> included in the Plans & Footprint Section?	yes	Y
5.2	Did the preparer verify that the plans were within study limits?	yes	Y
5.3	Are the studies arranged in the same order as the CE Questions?	yes	Y
5.4	Is the NEPA on Hold Memo included?	N/A	N/A
5.5	Is the offset alignment far enough away so that R/W not immediately adjacent to existing R/W is needed?	N/A	N/A
5.6	Are the federal properties identified (from plans and recon data)? <b>If there are BIA properties or the project is in Osage Nation, it will be an ICE.</b>	NONE	No
5.7	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 commitment and included at the end of the CE	✓	Y
5.8	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?	NONE	none
5.9	Was Section 6(f) properties verified with Dept. of Tourism for any parks?	NONE	none

5.10	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	YES	YES
5.11	Is the biological studies included and any notes for species included in the commitments & at the end of the CE (Exception is swallows where we include the note itself in the CE under commitments)?	YES	YES
5.12	Was there a 404 permit type determination done by the 404 permit coordinator for any projects which had > 0.5 AC o wetlands in the initial study? Is the 404 permit box checked (should be yes for all projects involving a bridge crossing a blue line)	in progress YES, over 0.5 acres	Y
5.13	Does the project involve navigable waters (check USACE Section 10 waters and then verify with Coastguard) and requires Coastguard coordination? If so, is it listed in the Commitment?	N/A	N/A
5.14	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"	N/A	N/A
5.15	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 no response from NRCS if applicable	✓	YES
5.16	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?	✓	YES
5.17	Is the haz waste note mentioned and included at the end of the CE if applicable? If the haz waste specialist required plans to complete studies, were the plans provided and a revised memo obtained?	✓	YES
5.18	Were the plans checked for road closure? Include sheets which say road will not be closed for bridge joint, paint, etc. projects. If there is road closure, were letters sent out and all the comments addressed by Field Division?	✓	✓
5.19	Does the "Other Section" include (1) initiation report for state projects or NEPA Checklist for Local Govt. projects, (2) property owner letter with list of property owners or letter from County Commissioner with list of property owners, (3) Any additional project coordination, (4), Oracle information sheet with federal funding info for County projects (4)bridge info from GRIP (5)BLM Letter and responses for state projects (6) BIA Letters and responses	✓	✓