From:	Greg Worrell
To:	Charles Sims; Randle White; Seth Buchanan; Trapper Parks; Behnam Mazloompour; Mohamed Elyazgi; Christa Sawyer; Faria.Emamian@dot.gov; Karen Orton (Karen.Orton@dot.gov); Liz Romero (elizabeth.romero@dot.gov); Anthony Delce; John Ngoka; Huriya Yero
Cc:	Siv Sundaram; Jennifer Koscelny
Subject:	Distribution of Re-evaluation of Environmental Assessment (EA) for Division 8 Federal Aid Project: J3-0374(004), JP #30374(04) US-75 over 81st St. South, 7 mi. N of Junction US-75/SH-67, Tulsa Co.
Date:	Tuesday, August 07, 2018 9:42:00 AM
Attachments:	Tulsa 3037404 Memo.pdf

Please find the attached Re-evaluation of EA for the subject project.

The completed environmental document is located in the document vault at:

http://plansrv1/osd/JP3037404/PSEDevelopment/NEPA

Please contact me for any questions or comments.

Thank You,

Greg Worrell, Environmental Project Manager
Environmental Programs Division
Oklahoma Department of Transportation
(405) 522-8014

Oklahoma Department of Transportation

Environmental Programs Division Office 521-3050 Fax 522-5193

Re-evaluation Memo

DATE	**June 26, 2018**	Project No.	**J3-0374(004)**
County	**Tulsa**	State Job Piece No:	**30374(04)**
NEPA PROJECT MANAGER	**Greg Worrell**	PHONE NUMBER	**(405) 522-8014**
ODOT Field Division	**8**	Bridge NBI No. (For County & State Projects) & Location No. (County Projects Only)	**16492 (NB) and 16493 (SB)**
Project Description from JPINFO	**Bridge and approaches for US-75 over 81st Street South, Northbound and Southbound, 7 miles north of junction US-75/SH-67.**		
Description of the Proposed Action *(eg. Bridge Replacement on existing alignment or offset alignment to south/north/east/west, Resurfacing, Adding Shoulders, etc.)*	**The ultimate facility on US-75 from SH-67 north 10 miles to I-44 interchange in Tulsa County will upgrade US-75, on existing alignment, to a four/eight lane fully controlled access facility with improved or new interchanges and will provide improved or new frontage roads.** **The proposed interim project, constructed on existing alignment, will correct two functionally obsolete bridges over 81st Street. The project is located within the City limits. The bridges are part of a diamond interchange that carries four lanes of traffic on US-75 and three lanes of traffic on 81st Street under the bridges.** **The north and south bound bridges over 81st Street both have clear roadway widths of 37 ft and approach roadway widths of 40 ft. Both the existing bridges have sufficiency ratings of 74.4 and are both classified as functionally obsolete.** **The existing roadway on US-75 is a divided facility with four (4) 12 feet wide driving lanes, 10 ft wide paved outside shoulders, 4 ft. wide paved inside shoulders with a 32 ft grassed open section median. There is one (1) 12 ft wide driving lane for the on and off ramps for both north and south bound US-75 traffic with signalization. The existing 81st Street consists of two (2)-11-foot-wide driving lanes with a 11-foot-wide turning lane.**		

	The proposed improvement consists of replacing the two bridges with a single 270-foot-wide bridge to accommodate the ultimate construction of a diverging diamond interchange. **The design of the bridges will accommodate future six lanes of traffic on US-75 and have a minimum of 16' 9" clearance over 81st Street. The existing bridges will be replaced with a single 270-foot-wide bridge to accommodate six (6) -12 ft wide driving lanes, 10 ft wide paved outside shoulders, 12 ft wide paved inside shoulders with a 26 ft median on US-75. The bridge length will be a minimum of 92 ft in length to accommodate six 12 ft wide driving lanes, two 10 ft wide shoulders and a future sidewalk/pedestrian corridor on 81st Street.** **The permanent roadway improvements to US-75 and 81st Street roadways will be addressed in future projects.** **During construction, two lanes of US-75 traffic in each direction shall be maintained and the ramps shall remain open. One lane of 81st Street traffic in each direction shall remain open during construction.** **Minimal new right-of-way is needed for the project.**
Reason for this Re-evaluation	**Time Lapse**
Were additional studies performed for this re-evaluation? *(Necessary only if the study extents changed or the study requirements had changed since the original document was completed)*	**Yes**
Was there a meeting held to update the public?	**No**

The Oklahoma Department of Transportation has performed a re-evaluation of the following document:

Original Document *Type (CE Type?, EA, etc.)*	**EA**	Date of Original Document	**12/20/2002**
Job Piece for Original NEPA Document	**12938(04)**		
Termini for Original NEPA Document	**US-75: from and including I-44 interchange south 10 miles to SH-67 (151st Street)**		
Project Scope for Original NEPA	**Reconstruction of US 75 on existing alignment to a eight/four-lane facility from I-44 south 10 miles to SH-67. US-75 will be upgraded to a fully controlled access facility with improved or new interchanges throughout the 10-mile corridor, including the I-44 interchange, and to provide frontage roads at certain locations.**		
Were there any Re-evaluations done specifically for this project segment?	**No**	Date(s) of Re-evaluations	
Reason(s) for the previous Re-evaluation			

The status of the projects within the original study extent is as follows:

JP NO.	PROJECT EXTENT	R/W OR CONSTRUCTION	LET/AWARD DATE
12938(04)	**Interchange @ US-75 at 71st in Tulsa**	**Construction**	**9/2004**
12938(06)	**Interchange @ US-75 at 71st in Tulsa**	**R/W for 12938(04)**	**3/2003**
12938(07)	**Interchange @ US-75 at 71st in Tulsa**	**Utilities for 12938(04)**	**3/2003**
12938(08)	**Southbound Ramps @ US-75 at 81st in Tulsa**	**Construction**	**10/2003**
12938(09)	**Southbound Ramps @ US-75 at 81st in Tulsa**	**R/W for 12938(08)**	**3/2003**
12938(10)	**Southbound Ramps @ US-75 at 81st in Tulsa**	**Utilities for 12938(08)**	**3/2003**
17387(04)	**Interchange @ US-75 at 111th St. South in Jenks**	**Construction**	**9/2009**
17387(05)	**Interchange @ US-75 at 111th St. South in Jenks**	**R/W for 17387(04)**	**8/2006**
17387(06)	**Interchange @ US-75 at 111th St. South in Jenks**	**Utilities for 17387(04)**	**8/2006**

Commitments from Original Document and updates to these commitments as the result of additional studies:

1. The proper Section 404 permit needs to be obtained for Wetlands and Waters.

   The appropriate 404 permit for potentially jurisdictional waters and wetlands will be obtained. The updated Biological Report indicated stream and wetlands will be impacted.

   Status: The 404 Permit needs to be obtained prior to construction.

2. The Department's Hazardous Waste Coordinator identified several sites along the referenced 10.0-mile segment of US-75 that may require further evaluation if these sites were determined to fall within the proposed right-of-way needs for construction. Upon completion of final design plans for any proposed improvements to US-75, a copy of the plans needs to be provided to the Department's Hazardous Waste Coordinator for review.

   An updated Initial Site Assessment was completed and the relative risk of contamination in the project limits is low and approval to proceed was provided.

   Status: No plan notes are needed.

3. The United States Fish and Wildlife Service (USFWS) noted that the Bald Eagle, a listed threatened species, was known to occur in Tulsa County near Polecat Creek and recommended a biological survey of the proposed area near Polecat Creek (located near the US-75/Creek Turnpike Interchange).

   Polecat Creek is located outside of the current project and the updated Biological Report indicated that Bald Eagles are not expected to be impacted within the project limits.

   Status: No action needed.

4. Special wall systems will be provided where feasible to reduce traffic noise impacts in adjacent residential neighborhoods as project plans are finalized.

   The subject project limits were included in the original noise study report dated 2/15/2002. It is noted that the original noise study did not include any noise receptors of concern within this area due to undeveloped land-use. The proposed improvements consist of reconstructing the bridge and approaches on US-75 over 81st Street South to accommodate a future six-lane facility and function as a four-lane facility. When the ultimate six-lane facility is programmed, and preliminary

plans are available an updated noise study will be completed. See attached memo from noise specialist dated July 16, 2018.

Status: No further action needed at this time.

5. There is an Airport/ Airfield (Richard Lloyd Jones Airport) located within 4 miles of this project.

   Proper FAA permit will have to be obtained prior to construction.

   Status: This commitment still applies.

New Commitments as a result of additional studies and/or public involvement:

1. 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.

   T18N R12E: Section 14: NE¼ SE ¼ SE¼

2. Plan notes requiring construction season restrictions for the following species will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).

   Bat Bridge/Culvert Seasonal Restriction Note:
   The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid and minimize adverse impacts to listed bat species, bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall be restricted to between November 16, and March 31, outside of the active season. If bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition during the active season (between April 1, and November 15) cannot be avoided, the Resident Engineer shall contact the ODOT Biologist at 405-521-2515 to schedule a bat bridge inspection, prior to any bridge work. Inspection surveys can only be conducted between May 15, and August 15. If the survey finds listed bat species within the project's action area, bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall only be permitted between November 16, and March 31 (when bats are hibernating in caves).

3. Plan notes requiring avoidance and minimization of impacts for the following species will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).

   American Burying Beetle Commitment: The proposed project was assessed, and no suitable habitat is present within the construction footprint. No survey or mitigation is required. However, because suitable habitat is present within the study area, basic lighting and trash AMMs shall be followed.

   American Burying Beetle Note:
   The American Burying Beetle is a large carrion burying beetle that occurs within the project limits. No artificial lighting shall be used during construction without prior consultation with USFWS thru ODOT Environmental Programs Division. DO NOT PROCEED WITH ANY USE OF ARTIFICIAL LIGHTING WITHOUT WRITTEN CONSENT FROM ODOT ENVIRONMENTAL PROGRAMS DIVISION. Carcasses and all food trash shall be removed from the permanent and temporary right-of-way throughout the duration of project activities.

   Bat Tree Removal Limits Note:
   The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid and minimize adverse impacts to the species, the removal of trees and shrubs shall be restricted to areas within the actual limits of construction (toe of slope/top of cut). The Resident Engineer shall install bright-colored flagging/fencing to indicate which trees are not to be removed and ensure limits of tree removal are visibly and clearly defined for the contractor. The Resident Engineer shall also provide before and after photo-documentation to the ODOT Biologist of extent of tree clearing within the project area.

   Bat Lighting Note:
   The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid and minimize adverse impacts to listed bat species, if any permanent lighting is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed away from wooded areas and streams.

4. Plan notes for Migratory Birds will be added to the final project plans under "Environmental Mitigation Notes: per Policy Directive C-201-2D(2).

   Migratory Bird Note:
   Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most migratory bird species extends from March 1 to August 31. Migratory bird nesting use of the US-75 81st St. bridges (NBI:16492 and NBI:16493) and RCBs (located at STA. 63+20 33Rt, STA.111+59.63 and STA.122+47.47) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. If painting, repair, retrofit, rehabilitation or demolition cannot be

completed between September 1 and February 28, the bridges and culverts shall be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of weather-resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Although no nests were observed on all other structures, the birds may occupy the structures in the future. The Resident Engineer shall contact the ODOT Biologist at 405-521-2515 if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28 (when migratory bird nests are not occupied).

The Department has completed the environmental analysis and review of the referenced project and has concluded that the subject project is consistent with the original NEPA document and/or later reevaluations. In addition, there are no substantive changes in the environmental impacts of the action from those described in the original document.

All documentation, analyses, and agency coordination regarding this Re-evaluation are contained in a supporting appendix maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

Preparer/Reviewer Signatures

Greg Worrell	7-19-2018
ODOT Environmental Project Manager	Date
Assistant Environmental Programs Division Engineer	Date
Lucy Lucy	8/6/18
Environmental Programs Division Engineer	Date

Attachments (Check Applicable Ones)

	Original CE + Distribution Memo
	Original CE
	EA *(Mainbody only)*, FONSI +Distribution Memo
	Plans for the Project being Re-evaluated
	404 Permit *(if applicable)*
	Additional Studies *(if applicable)*

Distribution List (Check Applicable Ones)

	Project Management Division *(All State Projects)*
	Roadway Design Division *(All State projects with the exception of projects from Traffic Division and Special Projects)*
	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)*
	Field Division Engineer *(All Projects)*
	Right-of-Way Division *(All Projects)*
	Office Engineer Division *(All Projects)*
	FHWA *(All Projects. Place Copy of Complete Document on FHWA's Directory)*

Copy to: Reading File

ORIGINAL EA

&

DISTRIBUTION MEMO

Oklahoma Department of Transportation

Planning Division

Office 521-2704 Fax 521-6917

DATE: **January 3, 2003**

TO: Distribution Below

FROM: Planning & Research Engineer

SUBJECT: **Finding of No Significant Impact (FONSI) for proposed reconstruction of US 75, beginning at the junction of SH 67/US 75 north approximately 10.0 miles to the junction of I-44/US 75, Tulsa County. Project NHY-0009(001), J/P 12938(04).**

The Department has received a Finding of No Significant Impact (FONSI) from the Federal Highway Administration (FHWA) on the Environmental Assessment prepared for the referenced project. With receipt of the FONSI, environmental processing is complete and the Department can proceed with final design, right-of-way acquisition and construction phases as funds become available.

Please note the following environmental constraints and stipulations which must be addressed in the final design stages of project development regarding the referenced project:

- The proper Section 404 permit needs to be obtained.

- Several potential wetland locations, approximately 27.5 acres based upon preliminary estimates, were identified along the referenced 10.0 mile segment of US 75. Upon completion of preliminary design plans for any proposed improvement to US 75, a copy of the plans needs to be provided to the Department's Biologist for review. The Department's Biologist will coordinate with the U.S. Army Corps of Engineers regarding appropriate mitigation for potential wetlands that may be impacted by the proposed improvements to US 75.

- The Department's Hazardous Waste Coordinator identified several sites along the referenced 10.0 mile segment of US 75 that may require further evaluation if these sites were determined to fall within the proposed right-of-way needs for construction. Upon completion of preliminary design plans for any proposed improvement to US 75, a copy of the plans needs to be provided to the Department's Hazardous Waste Coordinator for review.

- The United States Fish and Wildlife Service (USFWS) noted that the Bald Eagle, a listed threatened species, was known to occur in Tulsa County near Polecat Creek and recommended a biological survey of the proposed area near Polecat Creek (located near the US 75/Creek Turnpike Interchange). This survey will need to be conducted within approximately one year of any proposed construction in the immediate vicinity of Polecat Creek. Upon completion of preliminary design plans for any proposed reconstruction to US 75 near Polecat Creek, a copy of the plans needs to be provided to the Department's Biologist for review.

- Special wall systems will be provided where feasible to reduce traffic noise impacts in adjacent residential neighborhoods as project plans are finalized. Exact location and design of these walls will be coordinated with affected neighborhoods. Upon completion of preliminary design plans for any proposed improvement to US 75, a copy of the plans needs to be provided to the Planning and Research Division for review by the Department's Noise Specialist.

If you have any questions regarding this memo, please contact Mr. Joe Khatib at (405) 521-3651.

DRS/jck

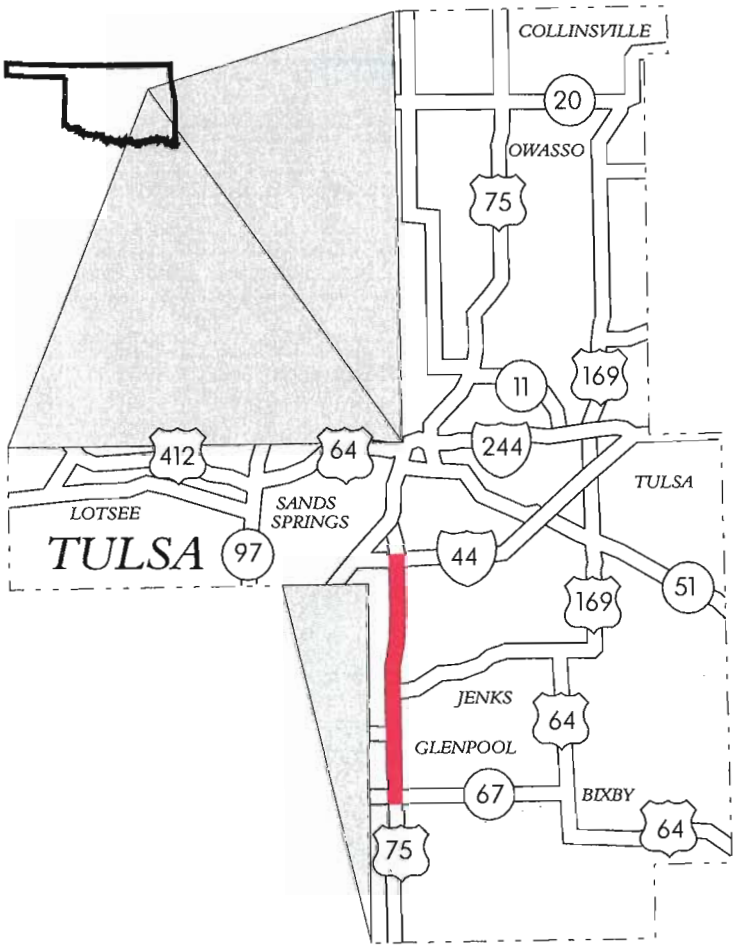
Attachment

Distribution:

Director
Chief Engineer
Assistant Director - Preconstruction
Bridge Division
Roadway Design Division - Siv Sundaram
Right-of-Way Division
Project Management Division - Ray Sanders
Survey Division
Traffic Engineering Division
Division VIII Engineer
FHWA - Nabeel Abusadah

US 75
Environmental Assessment

from SH 67 north to I–44 Interchange
Tulsa County



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

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

Reconstruction of US-75 from and including I-44 interchange
South 10 miles to SH-67 (151st Street),
Tulsa County, Oklahoma

The proposed action covered by this Environmental Assessment (EA) involves the reconstruction of US-75 on existing alignment within the project limits.

The selected alternative will upgrade US-75 to a 4, 6, and 8-lane fully controlled access facility with improved or new interchanges throughout the 10-mile corridor, including the I-44 interchange, and provide frontage roads at certain locations. The details of the planned improvements are listed in detail in the attached EA, Section V, Pages 7-9.

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached EA that has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, the environmental issues, and the impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

12/20/02

Date

Robert T. Rodriguez

for the Division Administrator
Oklahoma Division
Federal Highway Administration

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL ASSESSMENT

ON

US 75
FROM AND INCLUDING I 44 INTERCHANGE
SOUTH 10 MILES TO SH 67 (151ST Street)

TULSA COUNTY, OKLAHOMA

The proposed project is described as the reconstruction of US 75 on existing alignment to a eight/four-lane facility from I 44 south 10 miles to SH 67. US 75 will be upgraded to a fully controlled access facility with improved or new interchanges throughout the 10-mile corridor, including the I 44 interchange, and to provide frontage roads at certain locations.

This highway project is proposed for funding under Title 23, United States Code. This statement for the improvement has been developed in consultation with the Federal Highway Administration and is submitted pursuant to 42 USC-4332(2)(C).

Submitted:

Date: 6/17/02

Planning and Research Engineer
Oklahoma Department of Transportation

Approved:

Date: 6/17/02

Division Administrator
Federal Highway Administration

TABLE OF CONTENTS

I. INTRODUCTION

This document was developed to assist in meeting federal program requirements and was completed by the Oklahoma Department of Transportation (ODOT), Planning and Research Division in conformance with DOT ORDER 5610.1C, dated November 29,1978, and policy directives of the Federal-Aid Highway Policy Guide of the U.S. Department of Transportation, Federal Highway Administration. This environmental document was developed in consultation with the Federal Highway Administration and has been coordinated with other federal, state and local agencies or organizations.

II. LOCATION

This Environmental Assessment examines the anticipated social, economic and environmental effects of upgrading US 75 to interstate standards from and including I 44 interchange south ten miles to SH 67 (151st Street) in Tulsa County. This project traverses the cities of Tulsa, Jenks and Glenpool. The location of the proposed project is depicted in Figure 1 on Page 2.

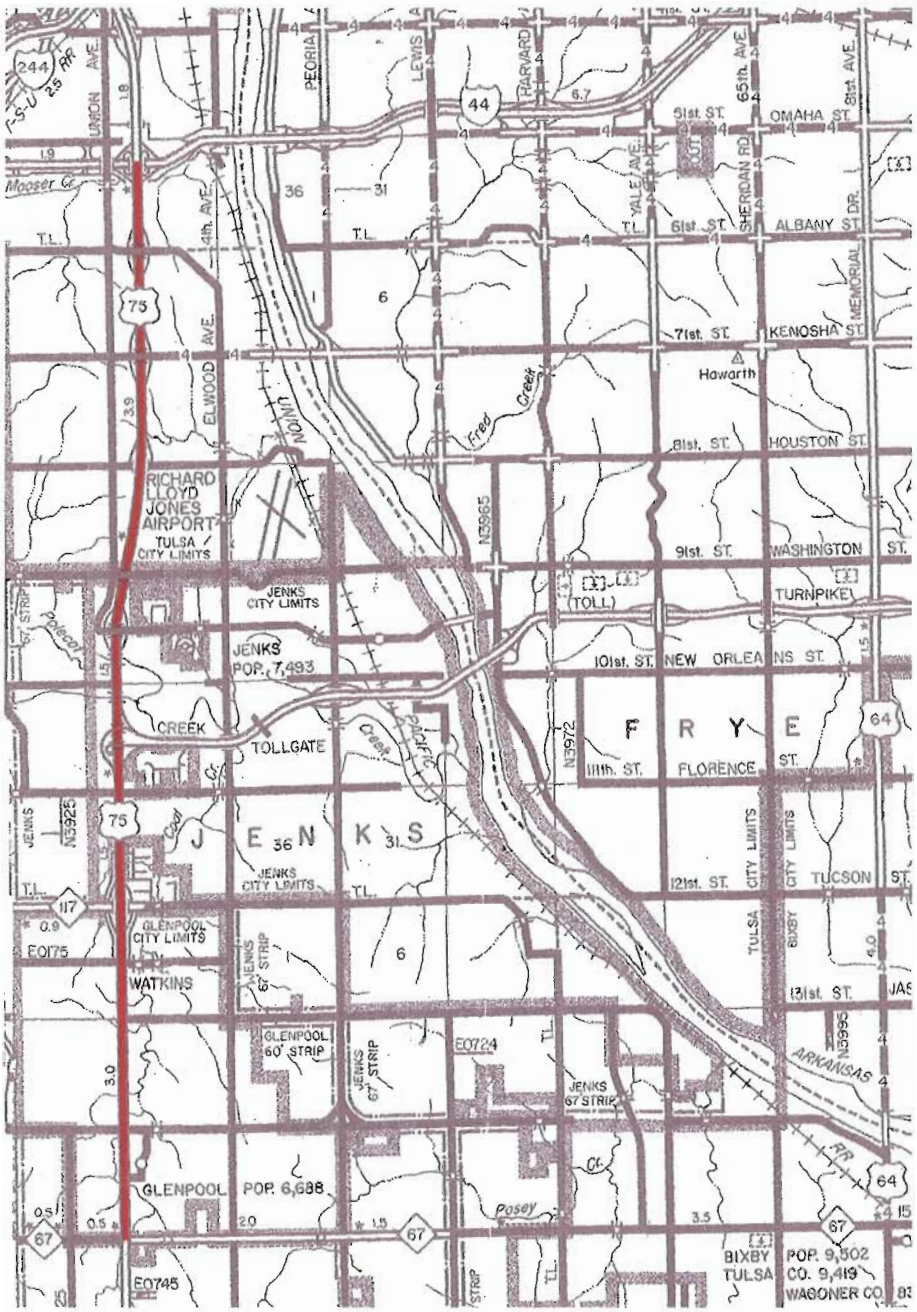
The project termini for US 75 was selected to connect to SH 67 (151st Street), which is a four-lane facility east toward Bixby, and I 44, a 4-lane interstate highway east and west. The area between these two four-lane facilities has been selected for this Environmental Assessment.

In the project area, the Arkansas River parallels US 75 to the east as close as one mile near I 44 to approximately five miles near SH 67. The Creek Turnpike is located just north of 111th Street, basically in the middle of the project area. The west leg of the Turnpike was opened to traffic in January of 2001, creating a full directional interchange north of 111th Street on US 75. The R. L. Jones Airport is located approximately 1 mile east of US 75 between 81st Street and 91st Street.

Existing US 75 is currently a four-lane facility with shoulders with a combination of at-grade intersections and interchanges. US 75 is listed as a National Highway System (NHS) route in Tulsa County. This segment of US 75 is functionally classified as a freeway or expressway. The type of existing intersection on US 75 is listed below from south to north:

151st Street South	interchange
141st Street South	at- grade intersection
131st Street South	at-grade intersection
121st Street South	interchange
111st Street South	at-grade intersection
Creek Turnpike	interchange
96st Street South	interchange
81st Street South	interchange
71st Street South	interchange
61st Street South	interchange
I 44	interchange

US 75 Corridor Improvements
Tulsa County



Project Location

Prepared by Planning Division
Date: March 6, 2002

Figure 1: The Location of the Proposed US 75 Project

III. MAJOR INVESTMENT STUDY

A Major Investment Study (MIS) was completed for this corridor in August of 1999 and is included with this Environmental Assessment. The MIS evaluated alternatives by a screening and evaluation process that included cost and cost effectiveness, transportation benefits, safety and environmental considerations. Based on the screening and evaluation, promising alternatives were subjected to a more extensive analysis. The existing condition of US 75 was evaluated as part of the functional design process to determine how to improve the existing geometric and operational features, improve performance and to improve the physical condition of exiting US 75. The completed MIS study was used as a tool in the development of this Environmental Assessment and will be made part of the project files.

The MIS study included a public participation plan to coordinate the efforts of different groups at the federal, state, and local levels. These efforts included various community development, capital improvement, and economic development plans that are being developed in the area. It also considered the planning process employed by Indian Nations Council of Governments (INCOG). INCOG participated in a Technical Advisory Committee and other meetings throughout the MIS process. The Department coordinated a public involvement plan for the MIS with INCOG by sharing data and inviting them to community meetings. The participation plan included establishing a Technical Advisory Committee representing key personnel from INCOG, Cities of Jenks, Tulsa and Glenpool, Tulsa County, Federal Highway Administration, Department personnel, Tulsa Transit, and Federal Transit Authority. In May 1998 solicitation letters were sent to various local, state and federal government agencies requesting comments on the MIS and are included in the MIS. Public meetings were held on the following dates and locations:

1) June 13, 1996, West Regional Library, 7:00 p.m.
2) August 25, 1997, City of Glenpool Community Center, 7:00 p.m.
3) May 21, 1998, Jenks City Hall, 7:00 p.m.
4) June 3, 1999, Jenks City Hall, 7:00 p.m.

The comments generated by these public meetings are included in the MIS and are considered in this Environmental Assessment. This evaluation resulted in recommendations to improve the facility by adding travel lanes based on future travel demand. Improvements to existing interchanges and providing new interchanges that meet interstate design standards were also recommended. These recommendations have been incorporated into preliminary design functional plans. These preliminary functional plans were utilized in preparing this Environmental Assessment.

IV. NEED FOR THE PROJECT

Tulsa County, in general, and Cities of Tulsa, Jenks and Glenpool are experiencing growth through residential and commercial development. This growth has resulted in traffic congestion, impaired accessibility to the transportation network and limited mobility of motorists. The Arkansas River provides a barrier to the transportation network as there are a limited number of crossings as the river transverses the Cities of Tulsa, Jenks and Glenpool.

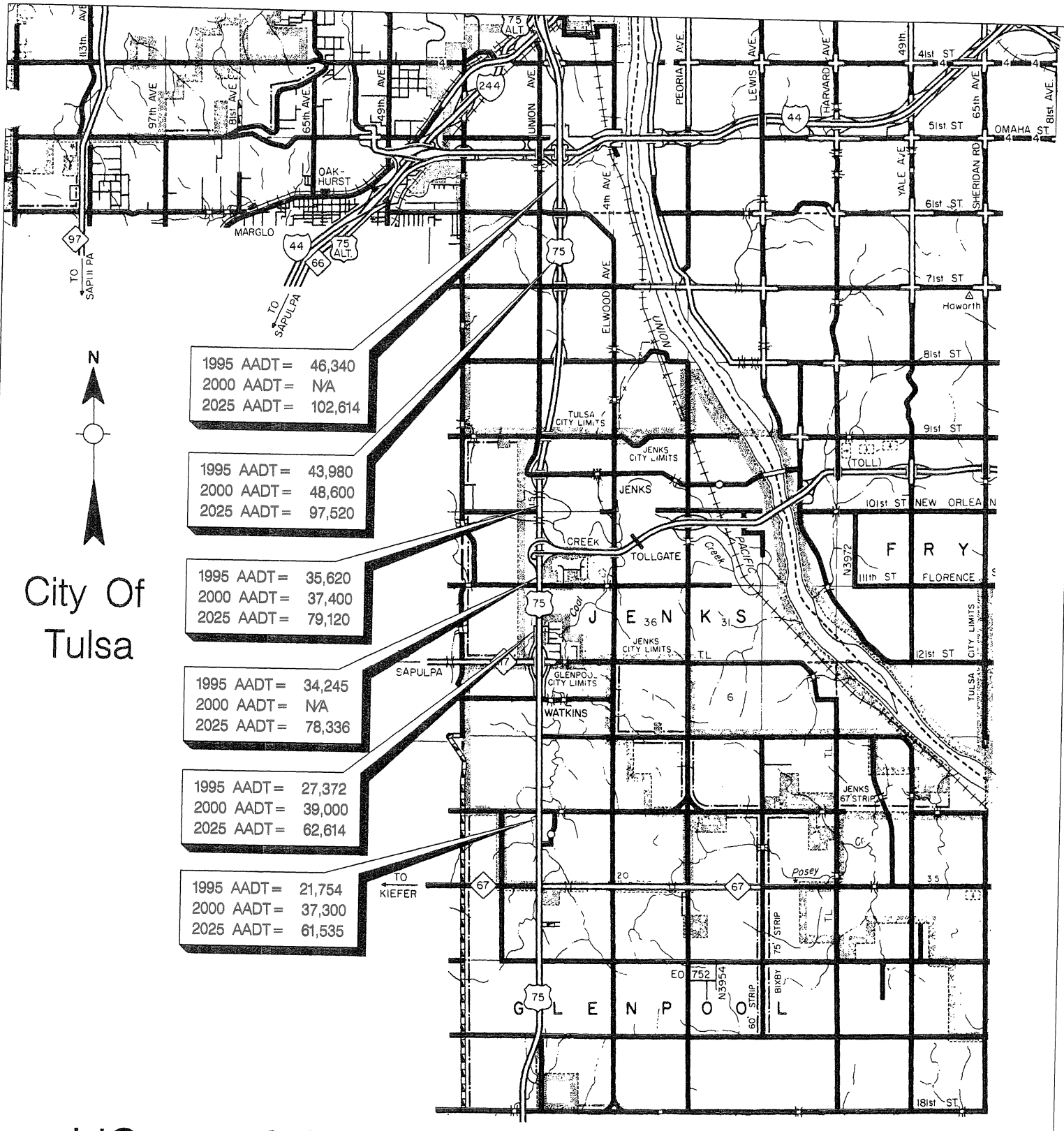
The existing capacity of US 75 is insufficient to accommodate present travel demand throughout a significant portion of the corridor. The Oklahoma Department of Transportation's 1999 Needs Study and Sufficiency Rating Report evaluates any roadway based on the present geometric design and physical condition. This report classified the segment of US 75 from SH 67 north to the Creek Turnpike as *critical.* The Turnpike area is rated as *inadequate to critical.* From 131st Street north to I 44, US 75 is rated as *adequate*.

The vertical alignment on some portions of US 75 does not meet existing design criteria for stopping sight distance and truck speed reduction. Several at-grade intersections on US 75 exist at the south end of the project. The at-grade intersections degrade the ability of the highway to carry high volumes of traffic at high speeds and do not meet interstate design criteria. The existing interchanges do not meet current design criteria for ramp geometry at most exit and entrance ramps. The interchange with the Creek Turnpike has several undesirable features. These features include low design speed, weaving within the interchange, and ramp traffic movement issues. The existing and projected future traffic along US 75 in average annual daily traffic (AADT) is presented in Table 1. Figure 2 presents a location map with existing and projected future traffic along US 75 with 1995 AADT provided.

Table 1
Existing and Projected Future Traffic along US 75
Average Annual Daily Traffic (AADT)

Location along US 75	Existing Traffic vehicles per day (VPD) (2000)	Future Projected Traffic vehicles per day (VPD) (2025)
south of I 44	N/A	102,614
north of 71st Street	48,600	97,520
north of 101st Street	37,400	79,120
north of 111th Street	N/A	78,336
north of 121St Street	39,000	62,614
south 141st Street	37,300	61,535

For US 75 to meet interstate design standards as recommended in the MIS, improvements are necessary to the existing interchanges and new interchanges are required at some locations. Additional travel lanes are necessary to accommodate future traffic. Access to US 75 in this project area will be limited to the interchange areas where possible and may require access roads. This will provide for a safer and more efficient transportation facility for existing and future travel demands.



US–75 CORRIDOR IMPROVEMENTS
TULSA COUNTY

Figure 2: Existing and Projected Future Traffic along US 75

V. ALTERNATIVES

As the completed MIS study compared a full range of alternatives and provided alternatives analysis, please reference the MIS study for a complete discussion on the *Promising Alternatives Evaluation* (Section 3-1 through 3-34). Several alternatives were examined from a variety of perspectives in order to provide the best overall transportation solution. The evaluation of the alternatives is detailed in that study. This Environmental Assessment will focus on the Build alternative vs. the No-Build alternative.

The "do-nothing" or No-Build alternative for this project area has been considered. Continued use of US 75 as a four-lane facility with a combination of at-grade intersections and interchanges throughout the 10-mile corridor would result in unsafe traffic conditions and increased accidents over time. The No-Build alternative is not viewed as a viable long term option for providing the necessary capacity or safety for this roadway that will be necessary as traffic growth continues over time. Therefore, the No-Build alternative is dropped from further consideration.

The preferred alternative or Build alternative selected for the mainline roadway of US 75 consists of lane additions as determined by existing and future traffic volumes and traffic forecasting. The number of traffic lanes is recommended to remain at four through lanes from SH 67 (151st Street) north to 141st Street. The transition from four to six through lanes begins north of 141st Street interchange and extends north to 121st Street interchange. A total of eight lanes is recommended from the 121st Street interchange north through the I 44 interchange. Auxiliary lanes may be added or dropped along the mainline roadway and/or interchange improvements when warranted to provide for traffic weaving.

Additional right-of-way will be acquired adjacent to US 75 for these improvements. The improvement generally will require new right-of-way on both sides of US 75 throughout the corridor. At 141st Street to 131st Street area, 111th Street area, and 96th Street area, additional right-of-way will be required west of existing US 75 to accommodate proposed interchanges and/or frontage roads. The preferred alternative selected for each US 75 roadway interchange is summarized below. A schematic of each interchange can be found in the MIS study.

141st and 131st Street Interchange Area

Currently 141st and 131st Streets have at-grade intersections with 141st Street being signalized. The proposed improvement is an interchange at 141st Street with additional access roads. The mainline lanes of US 75 are proposed to be offset from existing alignment to the west in order to avoid Coal Creek, Black Gold Park and other existing development immediately east of US 75. This proposal provides enhanced transportation benefits and improved safety. This proposed improvement was endorsed by the City of Glenpool and City of Jenks.

SH 117 (121st Street) Interchange
There is an existing full diamond interchange at 121st Street with closely spaced frontage roads. This area includes at-grade intersections to US 75 at 126th and 116th Street. The proposed improvement is a modification of the existing interchange with improved frontage roads. The proposed improvements allow for widening of US 75 and eliminate access to US 75 at 126th and 116th, improving safety and traffic capacity. This proposed improvement was endorsed by Jenks.

111th/Creek Turnpike Interchange
There is an existing full interchange for the Creek Turnpike and an at-grate intersection with signalization at 111th Street. Due to the close proximity of the Creek Turnpike to 111th Street, this area was examined together. The proposed improvement provides for an interchange at 111th Street by shifting the mainline of US 75 to the west. Access to 111th Street is maintained with a half diamond interchange located on the south side of 111th Street servicing traffic to/from the north. Access to 116th Street and 113th Street will be from 111th Street by a proposed new access road east of the Glenwood South Subdivision and direct access is removed from US 75. This proposed improvement was endorsed by the City of Jenks.

Jenks Road (96th Street South) Interchange
There is an existing diamond interchange at 96th Street. The proposed improvement is a traditional diamond interchange with separate frontage roads on the west side of US 75 to provide a continuation of Union Avenue to 101st Street. This will require a new bridge over Nickel Creek and realignment of both Polecat and Nickel Creeks. This proposed improvement was endorsed by the City of Jenks.

81st Street Interchange
The preferred alternative proposed is a full diamond interchange. This proposal improves the existing half diamond interchange by providing additional ramps to allow access to/from the south, providing a complete interchange with access in all directions. This proposed improvement was endorsed by the City of Jenks and City of Tulsa and will provide improved access to the R. L. Jones Airport located east on 81st Street.

71st Street Interchange
There is an existing interchange at 71st Street. The vertical alignment at 71st Street has a steep crest over US 75 which causes restricted sight distance. The proposed improvement is an interchange utilizing loop ramps. This allows for improved traffic operation for this high traffic movement to and from the north and east. The City of Tulsa was in favor of this proposed improvement.

61st Street Interchange
There is an existing diamond interchange at 61st Street which is approximately 1 mile south of the existing I 44 interchange. The preferred alternative proposed is a full diamond interchange. This improvement provides for a high level of service. The City of Tulsa supports this proposed improvement. A retaining wall will be constructed to avoid impacts to the Cecil Bales Sports Complex.

I 44 Interchange
There is an existing interchange at I 44 with frontage roads and numerous movements. The preferred alternative improves the existing loop ramps with directional ramps. Preservation of local established traffic patterns in the interchange area will be maintained when possible. This proposal would minimize local disruption.

The preferred alternative constitutes the ultimate future design of the US 75 corridor to provide a fully controlled access facility and for future growth. Intermediate design improvements may be necessary in the corridor to provide for continuity and limited allocated funds. Construction will be completed in phases. At this time, interchange improvements are recognized as a priority. Additional traffic lanes required on US 75 can be completed in stage construction to correspond with traffic growth. Traffic signals and additional lanes to accommodate turning traffic will be added when warranted.

VI. SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS

Appendix A contains a list of the social, economic and environmental factors examined by the Department in the development of this project. Based on this examination, the following areas are the major consequences of the preferred alternative for the proposed project.

Displacements of People, Businesses and Farms

The number of residential and commercial structures that would be displaced by the preferred alternative was estimated using preliminary functional plans and preliminary right-of-way estimates. These estimates were then verified by driving US 75 in the project study area. The proposed improvements to US 75 will cause the relocation of approximately 18 businesses and 46 residential properties throughout the10-mile corridor.

At the Rolling Meadow Housing addition in Glenpool, it was estimated that 31 of the 46 residential properties would be impacted from this one location. It is estimated that 7 of the 18 businesses may be relocated from the Glenpool Industrial Park. These estimated relocations are anticipated for the proposed interchange and access roads at 141st Street. Right-of-way acquisition will be kept to a minimum in this area and throughout the project length as much as possible.

Relocations will be mitigated according to the provisions in the Uniform Relocation and Real Property Acquisition Policies of 1970 administered by the Oklahoma Department of Transportation. The Oklahoma Department of Transportation maintains an adequate and well-trained staff to administer the Relocation Assistance Program. The program provides both financial and advisory assistance to families, farms, and businesses displaced by the Department's statewide transportation improvement projects.

Noise Impacts

A noise assessment was completed that conforms to the Department's Policy Directive "Highway Noise Abatement" and Federal Highway Administration Regulation 23 CFR 772. Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. Sound is commonly measured in decibels and is expressed as "dB." This noise study used 30 measurement sites for both ambient noise level measurements and noise modeling to determine noise levels for the build noise level future condition, no-build noise level future condition and existing noise level condition. Land use activities were identified that might be impacted by traffic noise. Reference the report for details on noise definitions and assessment criteria. Appendix B contains the *Noise Assessment Report for US 75 Proposed Improvements*.

The purpose of the noise study was to determine existing and future noise levels, identify noise impacted areas and to consider and evaluate measures to reduce noise impacts (possible mitigation) for the proposed highway improvement. Noise impacts are determined by two criteria. The first is whether the projected future noise level approaches or exceeds the Noise Abatement Criteria (NAC) as established by the Federal Highway Administration. The second is whether there is a substantial increase in projected future noise levels over existing noise levels for each build condition. Table 2 lists the Federal Highway Administration NAC for various land use activity categories that are used as one the two means to determine when a traffic noise impact will occur.

Reference the noise report for a full explanation of the noise modeling process. A brief summary is provided in this text. Existing noise levels range from 61 dBA Leq to 75 dBA Leq. The future (2025) noise levels without any construction improvement (No-Build Alternative) range from 64 dBA Leq to 77 dBA Leq. Noise levels for the preferred alternative were also calculated as there are considerable changes in the alignment at places. The future (2025) noise levels with construction improvements are projected to range from 65 dBA Leq to 77 dBA Leq. The 66 dBA contour along the entire length of the project corridor is provided in Appendix IV of the noise report.

Table 2 Federal Highway Administration Noise Abatement Criteria (NAC)		
Activity Category	**Leq Noise Level**	**Description of Activity Category**
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of these qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

The results of the modeling show that existing peak noise levels exceed 66 dBA at over half of the sites sampled. Approximately 85 homes are presently impacted. The predicted noise level increases under the No-Build Alternative are low to moderate, generally less than 3dBA, but large enough so that three-quarters of the sites approach or exceed the noise abatement criterion of 67 dBA. Under the No-Build Alternative, approximately 120 homes would be impacted. Under the Preferred Alternative, without mitigation, peak-hour noise levels would exceed 66 dBA at seven-eighths of the sites and approximately 144 homes would be impacted.

The proposed improvements will have an adverse impact on noise sensitive areas based upon the design year traffic and improvement criterion. Before noise mitigation can be incorporated into the project, it must be both feasible and reasonable. As the noise report indicates, a noise barrier was determined to be both feasible and reasonable and is, therefore, proposed for incorporation into the project at certain locations. Table 3 provides the general location and length recommended for noise mitigation abatement. Exhibits 6b to 6f on the following pages provide maps of the proposed noise mitigation areas.

Table 3 Proposed Noise Mitigation Areas		
Mitigation Area	**General Location**	**General Length (feet)**
1	north of W. 61st Street west side of US 75	900
2	south of W. 91st Street east side of US 75	200
3	south of W. 111Street east side of US 75	6,000
4	north of W. 151st Street west side of US 75	2,700

It should be emphasized that the above discussion and proposed mitigation measures are based upon planning-stage noise studies and preliminary functional plans. Any subsequent project design changes may require a reevaluation of this noise study. A final decision to construct the proposed noise barrier will be made upon completion of the public involvement process and final project design. During the final design stage, the areas identified above will be included in the final design plans when the design calls for construction of the roadway on new location, when existing US 75 highway is significantly changed by horizontal or vertical realignment, or when the number of through-traffic lanes is increased on US 75.

Noise Barrier and Modeling Sites
US 75 Widening Project

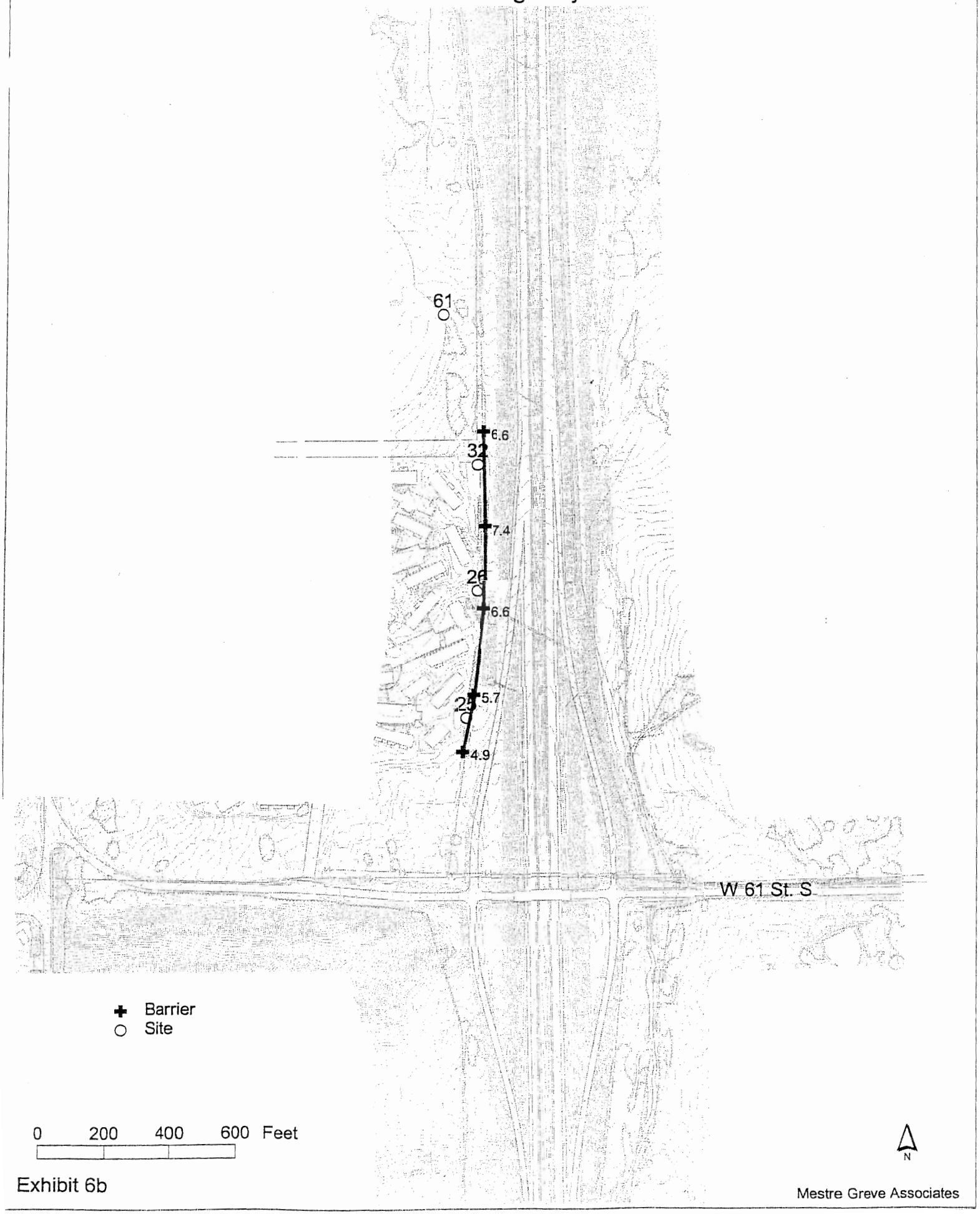


Exhibit 6b

Mestre Greve Associates

Noise Barrier and Modeling Sites
US 75 Widening Project

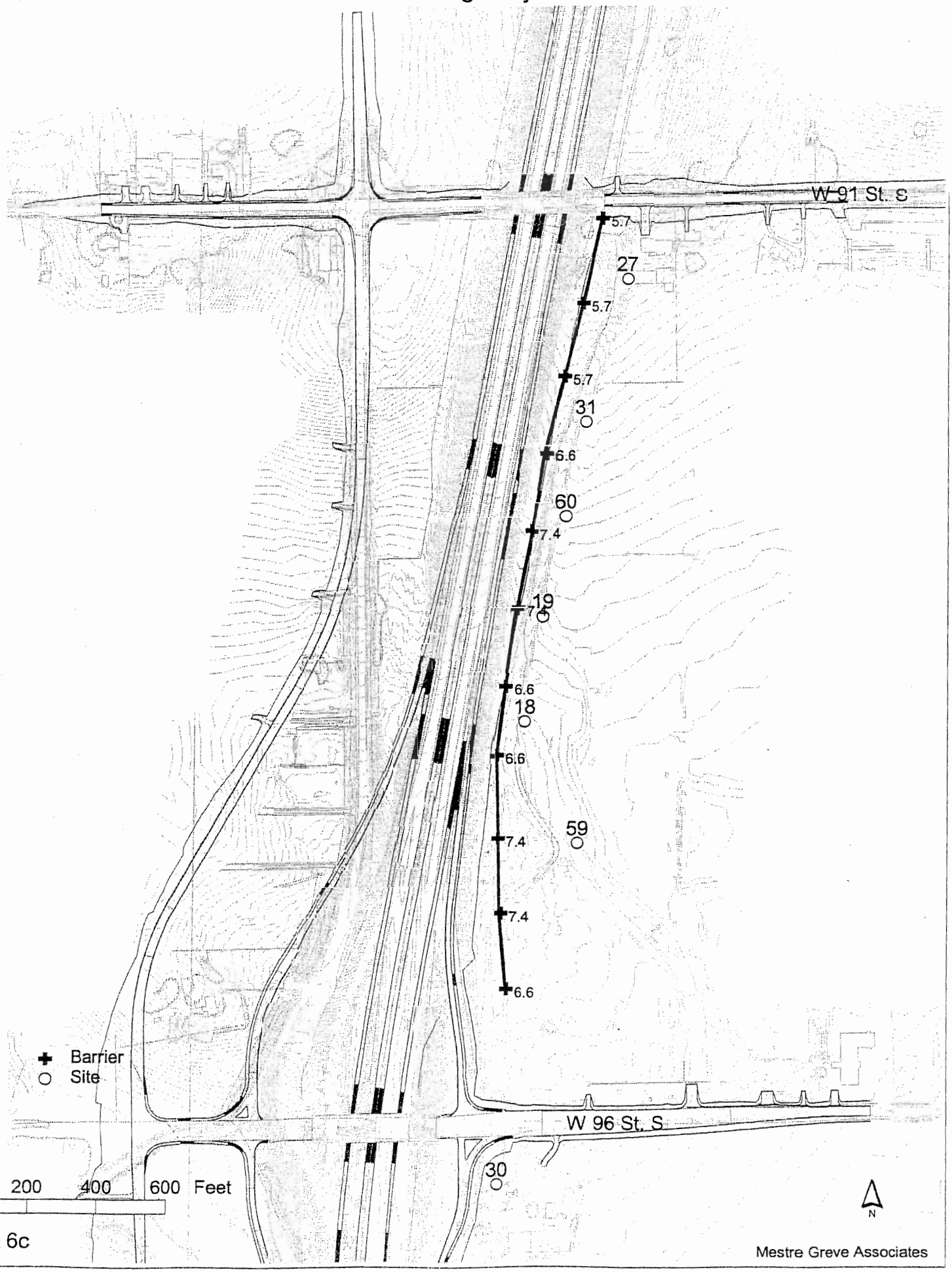
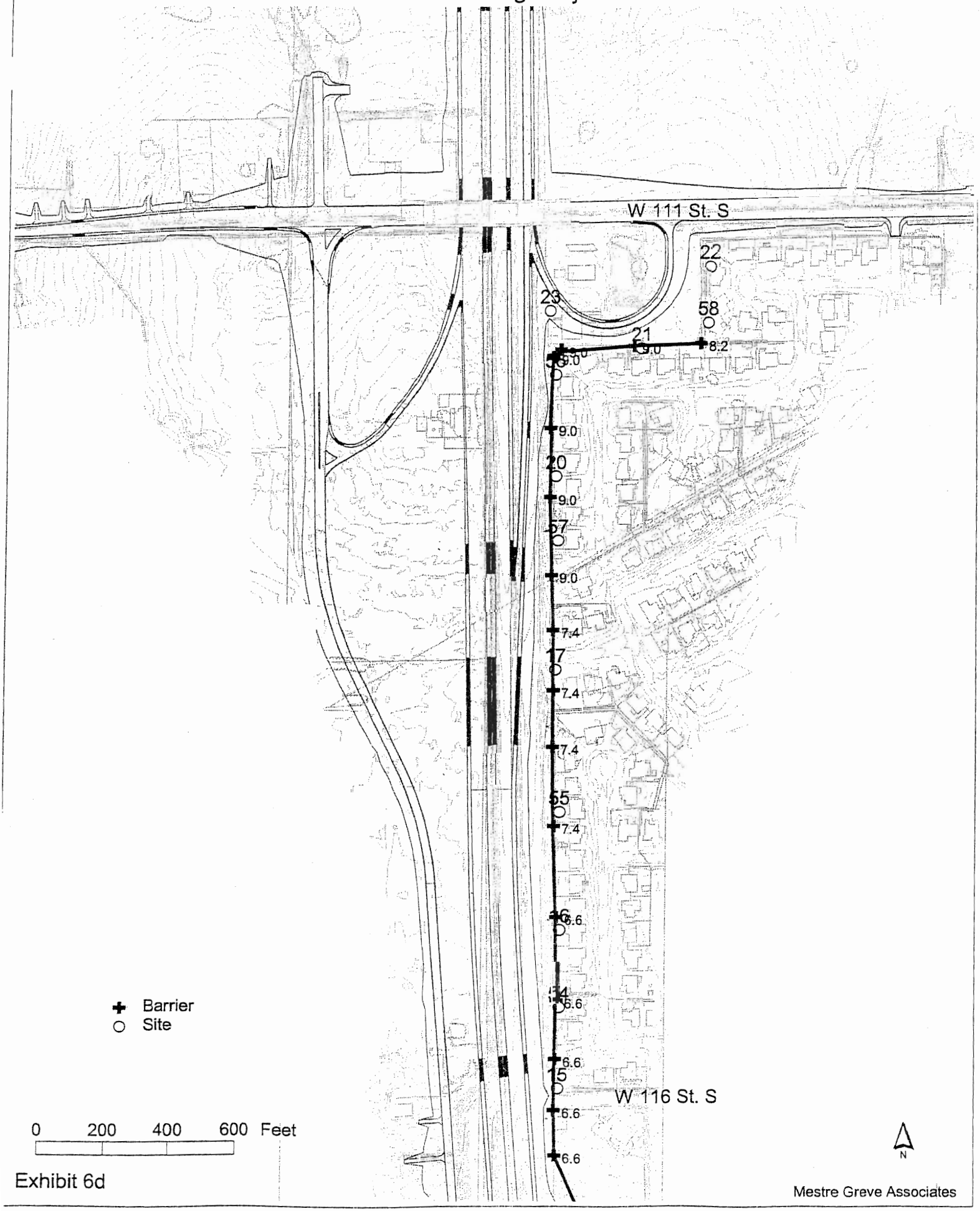


Exhibit 6c

Mestre Greve Associates


Noise Barrier and Modeling Sites
US 75 Widening Project
W 111 St. S
22
23
58
21
8.2
9.0
20
9.0
57
9.0
7.4
17
7.4
7.4
55
7.4
6.6
6.6
15
W 116 St. S
6.6
6.6
Barrier
Site
0
200
400
600 Feet
N
Exhibit 6d
Mestre Greve Associates

Noise Barrier and Modeling Sites
US 75 Widening Project

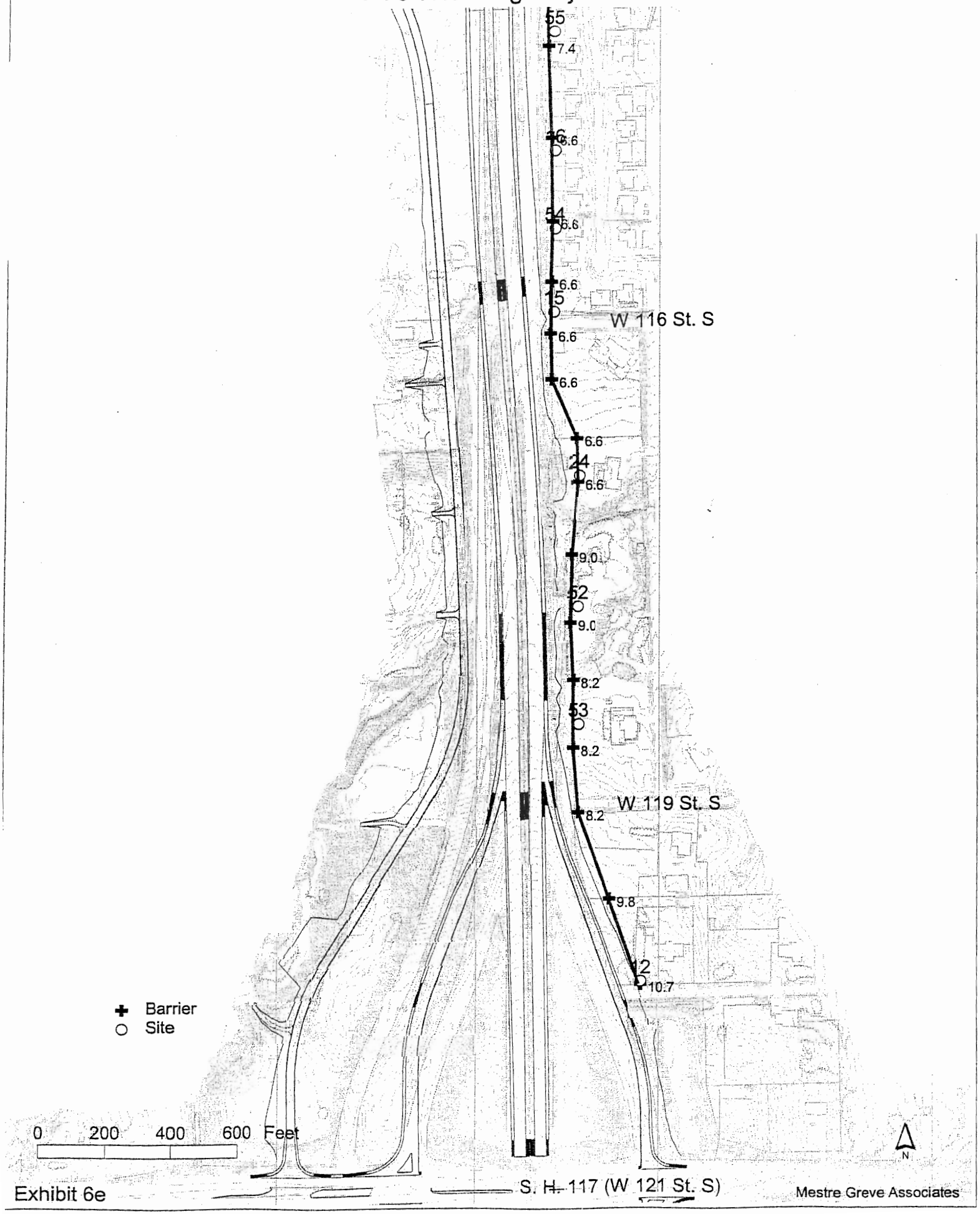


Exhibit 6e

Mestre Greve Associates

Noise Barrier and Modeling Sites
US 75 Widening Project

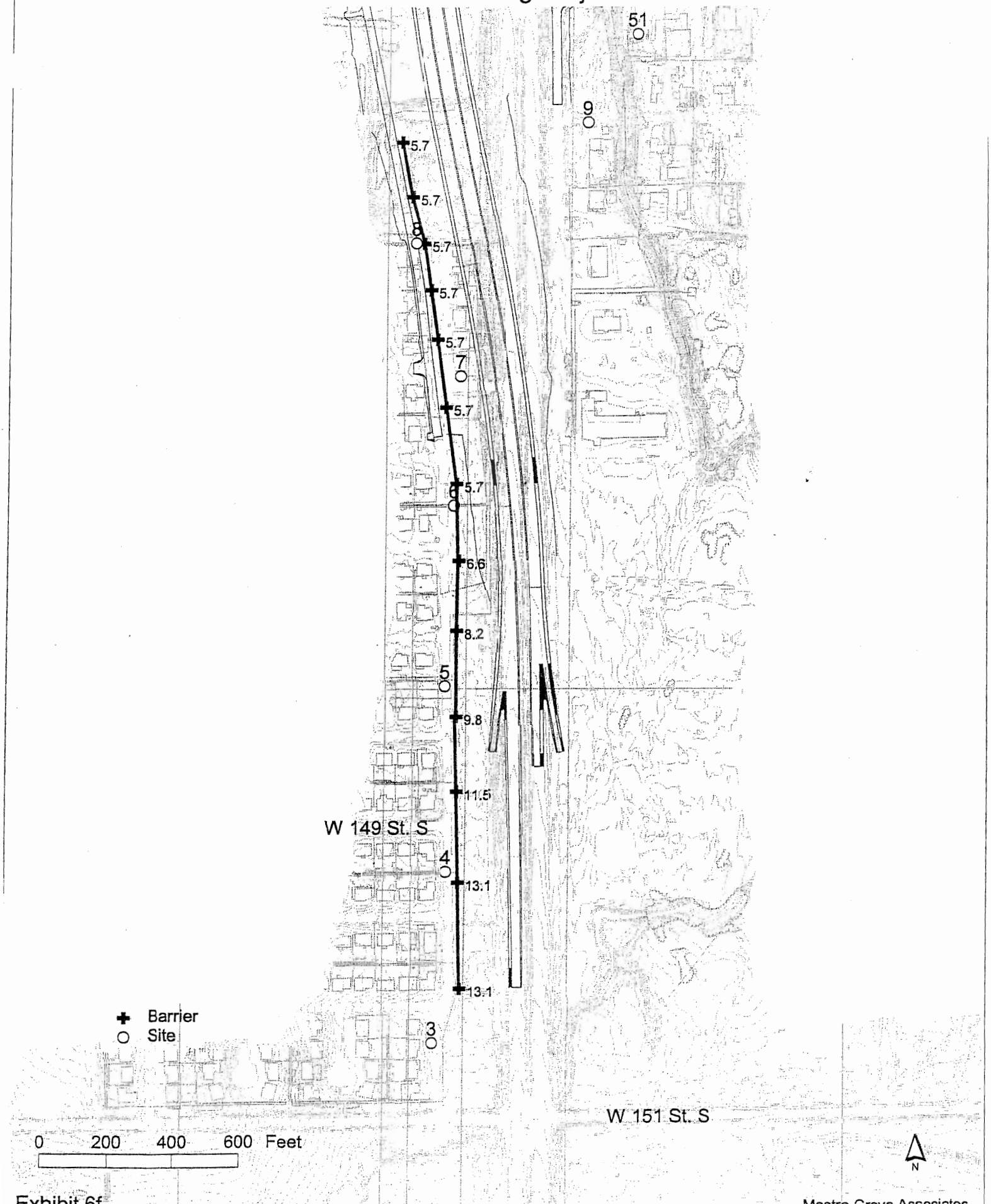


Exhibit 6f

Mestre Greve Associates

Wetland Impacts

The Department's Biologist conducted a survey with the United States Army Corps of Engineers (USACE) to determine potential areas of wetlands along the project route. Please see Appendix C for the *Biological Survey and Assessment Report*. One site of importance will be the existing mitigation site developed by the Oklahoma Transportation Authority(OTA). Wetland impacts to this site are estimated to be 16.07 acres. This site was developed by OTA to mitigate their impacts to wetlands caused during the construction of the Creek Turnpike. This site is still developing ecologically and may not recover quickly from Department construction in this area. However, it still can provide some ecological benefit to the wildlife in the area and serve some flood control functions. Two other wetland sites have been identified that include an estimated 11.48 acres which will require mitigation. It is expected that the ratio of mitigation to impacts will be approximately 10:1, or higher, for this project.

A pecan orchard, located adjacent to the area to be channelized for Polecat and Nickel creeks, has been recommended by the United States Army Corps of Engineers as a possible mitigation site for the impacts on the Creek Turnpike wetland mitigation site and all other impacts to wetlands due to this project. When more detailed design information is available, any wetlands identified will be avoided, minimized, and/or mitigated in coordination with the USACE.

This project will require extensive channelization and other channel work. One of the channelization projects will alter Polecat and Nickel creeks. Their current confluence is located east of the current highway. The proposed channel relocation will place the new channel confluence along the west side of the US 75 highway. This will place the confluence into a wetland and associated flood way of these creeks. It will also impact an adjacent pecan orchard. Channel work may occur within several stream areas and will be addressed in the permit application. Any permit required will be coordinated with the USACE.

Cultural Resources

A cultural resources survey for this project has been performed by the Department and accepted by the Oklahoma State Archaeologist in consultation with the Oklahoma State Historic Preservation Officer (SHPO). See Appendix D for the *Cultural Resource Survey Report* and documentation. An archaeological field inspection of the proposed alignment was conducted and it was determined that no impact to prehistoric cultural resources will occur. Additional consultation and documentation were provided to SHPO regarding one Pre-1955 structure. It was determined that no historic properties will be affected by the proposed project.

Should subsurface archaeological materials be exposed during construction, the Contractor and Resident Engineer will notify the Department Archaeologist in accordance with the Departments Standard Specifications for Highway Construction (Section 202.02). The appropriate agencies and Tribe(s) would also be contacted, as required.

Hazardous Waste/Petroleum Issues

An Initial Site Assessment (ISA) was conducted within the project area to identify potentially contaminated properties. Appendix E contains the *ISA Report*. This project is in an area which has been extensively explored for crude oil. Three large oil tank farms are located along the east and west side of US 75 between W. 126th Street and W. 131st Street. A review of Oklahoma Corporation Commission revealed that more than 500 oil and gas wells have been drilled within a ½ mile of US 75 through the ten mile proposed project area. As a result, petroleum, brine, and Naturally occurring radioactive materials (NORM) contamination may exist. A Preliminary Site Investigation (PSI) was performed to investigate seven (7) underground storage tank (UST) sites, seven (7) active oil/gas well sites, three (3) tank farms, and various underground pipeline crossings.

A Health and Safety Plan (H&S) and necessary Environmental Mitigation Notes will be prepared for the eventual inclusion with the design plans. NORM, abandoned oil/gas/saltwater disposal wells, tank batteries, and five (5) leaking underground storage tanks (UST) sites will be issues with this project. Depending on the presence of corrosive brine or petroleum contamination, Environmental Mitigation Notes regarding contaminate disposal, utility construction, and the use of alternative construction materials may be necessary. UST's which are located in the proposed right-of- way will be referred to the Safety & Hazards Branch for their removal. Necessary mitigation plans/notes will be developed for any construction project to address mitigation and health and safety issues.

Floodplain Issues

Three locations were identified in the Federal Emergency Management Agency (FEMA) delineated 100-year Flood Insurance Rate Map for Tulsa County. The general area of these known floodplain areas is listed below:

- Coal Creek area located from 151st Street north to 131st Street area in Glenpool
- Polecat Creek area located from 101st Street north to 91st Street in Tulsa and Jenks
- Mooser Creek area located south of the I 44 interchange in Tulsa

The proposed crossings of these surface waterways are designed to convey the 100-year storm and the new roadway surface will be elevated above the 100-year floodplain. Roadway construction will not raise the backwater more than one foot and will not cause flooding on adjacent properties.

Threatened and Endangered Species

The interior least tern, American burying beetle, bald eagle, and piping plover are listed as federal threatened and/or endangered species that occur in Tulsa County. Informal consultation with the United States Department of the Interior-Fish and Wildlife Service has determined that the American burying beetle and piping plover are not known from the project area, and therefore are not likely to be impacted by the proposed project. The two species with the potential for occurrence within the project area are the endangered interior least tern and the threatened bald eagle. Interior least

terns utilize the Arkansas River in Tulsa County for feeding and nesting, and the bald eagles are known to occur along this segment of the river. The project will not involve any impacts to the Arkansas River therefore, the proposed project is not likely to adversely affect the interior least tern.

It has been recommended by the United States Department of the Interior-Fish and Wildlife Service that a survey for Bald eagle nests and potential roost tress, be conducted along Polecat Creek in the project area. A survey will be conducted no greater than one year prior to construction activities located within the Polecat Creek area. The survey and any necessary consultation will take place during that time period.

The United States Department of the Interior-Fish and Wildlife Service provided comments and recommendations regarding the Wetland Finding report that will be taken into consideration during subsequent evaluations with the United States Army Corps of Engineers for wetland mitigation and necessary permitting issues. Please see Appendix C for documentation.

Prime Farmland Impacts

The preferred alternative will impact a small amount of prime farmland. The site assessment criteria portion of Form AD-1006, *Farmland Conversion Rating*, has been completed for this project and a rating below the maximum of 160 was obtained. The impacts to prime farmland are not expected to have a negative effect on farmland production within Tulsa County. Additionally, no irrigation facilities are impacted by the preferred alignment. The United States Department of Agriculture reviewed the proposed project. Based on their review, they have determined the proposed project will not result in any adverse impact on prime farmland (see solicitation letters in Appendix H).

The majority of the preferred alignment follows the existing roadway alignment, and impacts to farmlands are relatively limited and unavoidable. The majority of the project area located on US 75 in Glenpool is highly residential and commercial. The cities of Jenks and Tulsa have mixed commercial, residential and undeveloped land.

Potential City Park Impacts

Section 4(f) of the Federal Aid Highway Act of 1968 specifies that publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance or any land from a historic site of national, state or local significance may be used for Federal Aid projects only if there is no feasible and prudent alternate to the use of such land, and such highway programs or project includes all possible planning to minimize harm to the 4(f) land resulting from such use. Additional mitigation measures would be required to satisfy the provisions of Section 6(f) which are areas that have used Land and Water Conservation Funds (federal funds) in its development.

The Oklahoma Tourism and Recreation Department and project development activities identified park and recreational areas during the MIS process. These areas are listed in Table 4 entitled Park and Recreation Areas Located Along US 75. Throughout the project development process these parks and recreation areas were identified to be avoided. The above areas will be avoided from new right-of-way except for Lambert Park. In the Lambert Park area, Black Gold Park is located on the east side of US 75. The proposed improvement in this area avoids impacts to Coal Creek, Black Gold Park, and other existing development immediately east of US 75, but will impact Lambert Park. A retaining wall will be constructed to avoid impacts to the Cecil Bales Sports Complex and no new right-of-way will be obtained in that area.

Table 4
Park and Recreation Areas Located Along US 75

Park Name	City	General Location	Federal Funds
Black Gold Park	City of Glenpool	adjacent to US 75 (east) south of 141st Street	Yes
Lambert Park	City of Glenpool	adjacent to US 75 (west) north of 141st Street	No
Turkey Mountain Wilderness Area	City of Tulsa	one mile east of US 75 between 71st and 61st Street	Yes
Page Belcher Golf Course	City of Tulsa	one-half mile west of US 75 between 61st and 75th Street	Yes
Cecil Bales Sports Complex	City of Tulsa	adjacent to US 75 (west) at 58th Street	No

Lambert Park will be impacted by the proposed improvements. Coordination was conducted with the City of Glenpool, Federal Highway Administration and the Department concerning Lambert Park and Section 4(f) requirements. Appendix F contains the correspondence between these agencies. It has been determined that Lambert Park is not a significant resource in that it does not play an important role in meeting the recreational needs and objectives of the Glenpool community. It was determined that Lambert Park should not be afforded Section 4(f) protection.

Airport Involvement

The Department is required to notify the Federal Aviation Administration on any project that may affect airports. The proposed US 75 project is within one mile of the R.L. Jones (Riverside) Airport in South Tulsa, Oklahoma. A formal "Notice of Proposed Construction or Alteration" will have to be filed by the Department with the Southwest Region of the Federal Aviation Administration when

final design plans are available. Specific design data is required in the notice that will only be known when final design plans are prepared.

Bicycle and Pedestrian Issues

As the US 75 proposed improvements are designed to provide a facility that meets interstate design standards no bicycle or pedestrians would be encouraged to be on the US 75 highway. There are three crossings of US 75 planned as future bikeways by the ***2025 Mobility Plan***, the Long Range Transportation Plan for the Tulsa Transportation Management Area. These planned crossings are located at 151st Street Interchange (SH 67), Creek Turnpike Interchange and 61st Street Interchange. These interchange locations at US 75 will be designed to accommodate a future bicycle path.

Air Quality Impacts

The Tulsa metropolitan area is currently an attainment area for carbon monoxide (CO) with the Environmental Protection Agency and Air Quality Division of the Oklahoma Department of Environmental Quality. An air quality assessment was conducted for the proposed improvements by using an air quality computer model (CALINE4). Reference Appendix G for the *Air Quality Assessment* report for details on air quality modeling and air quality definitions. The model takes into account traffic, tabulation of selected vehicle emission factors, meteorology, type of highway design, and an atmospheric stability classification. The model was used to predict existing CO levels and future CO levels for the design year. Results of this modeling process were then compared to the National Ambient Air Quality Standards to determine if any significant air quality impacts result from the proposed project.

A background concentration of 7.6 parts per million (ppm) for CO was obtained by averaging monitoring data of the last three years for Tulsa. The National Ambient Air Quality Standards (NAAQS) for CO, which is not to be exceeded more than once a year, is 35 ppm for 1-hour and 9 ppm for 8-hours. Three receptor locations along US 75 were modeled and are located in Table 5.

Future CO levels are projected to increase over existing whether the proposed project will take place or not. During peak hour, the traffic would be above capacity levels for most of US 75. Without the project, future traffic on US 75 would be especially congested for the northbound lanes at Receptor 2 and Receptor 3. With the proposed project however, the air quality is projected to improve since it would relieve traffic congestion on US 75, and hence, the air emissions. The amount of emission improved cannot be quantified. The project, however, would have a positive benefit on the regional air quality. No exceedence of the NAAQS for CO is anticipated. No mitigation measures for local and regional emissions are recommended.

Table 5 Existing and Future Carbon Monoxide Concentration (ppm)						
Location	**Existing**		**Future-No Project**		**Future-With Project**	
	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
1. US 75 near 151st	8.4	5.1	8.4	5.1	8.7	5.4
2. US 75 near 116th	9.7	6.1	11.7	7.8	11.3	7.5
3. US 75 near I 44	9.9	6.2	10.1	6.5	10.5	6.8
Number of Exceedances:	**0**	**0**	**0**	**0**	**0**	**0**

VII. COMMENTS AND COORDINATION

A public involvement program has been an integral part of the project development for completing the Major Investment Study process and will be carried through this Environmental Assessment process. Public discussion of the need for improvements to US 75 has occurred for several years. Coordination with tribal, local, state and federal agencies, public meetings and meetings with city officials have been instrumental in identifying a preferred alignment.

Tribal Coordination

Under Section 106 of the National Historic Preservation Act, information was requested from the Seminole Nation, Wichita and Affiliated Tribes, and the Muscogee (Creek) Nation of Oklahoma regarding places of traditional importance to native peoples. Based on the recommendation from the Bureau of Indian Affairs, the Alabama Quassarte Tribal Town, Kialegee Tribal Town, and the Thlopthlocco Tribal Town were provided a copy of the *Cultural Resources Survey Report.*

The Muscogee (Creek) Nation (December 18, 2000) has responded and provided information regarding property ownership. The Muscogee (Creek) Nation owns approximately 25 acres of that part of the N/2 SW/4 of Section 14, T18N, R12E, Tulsa County, lying west of US 75 easement in favor of the county of Tulsa. The Muscogee (Creek) Nation also responded that the project will not impact sites of cultural or historical integrity. As of this date, no response has been received from the other Tribes or Tribal Towns, although further consultation may be required if requested during the project life.

Solicitations

During the MIS process letters soliciting comments were sent to tribal, local, city, state and federal agencies to assist in the MIS process. Ten (10) replies were received and they are included in the MIS (Appendix B) as relevant environmental letters. This information was utilized during the MIS process for promising alternative analysis.

As part of the Environmental Assessment process, letters soliciting comments related to anticipated social, economic and environmental effects of the proposed US-75 improvement were mailed October 24, 2000, to forty-three (43) tribal, local, city, state and federal agencies. Ten (10) replies were received and they are included as Appendix H. Comments and responses are summarized below:

1) The United States Department of the Interior Bureau of Indian Affairs (BIA) stated that tribal trust properties and/or restricted lands located within the construction corridor may be impacted from the proposed construction activities. They forwarded the information to the Muscogee (Creek) Nation. Three addresses for tribal towns that reside within the Muscogee (Creek) Nation Treaty Boundary were provided. The BIA stated tribal laws/or permits applicable to the construction project will be identified by the tribes.

Response:
The Muscogee (Creek) Nation was contacted during the solicitation letter process, and during the cultural resource survey. The Muscogee (Creek) Nation provided property ownership information that is included in this Environmental Assessment under tribal coordination. The three tribal towns were also contacted by the Department December 13, 2001. No reply has been received from the three tribal towns.

2) The United States Department of the Interior Fish and Wildlife Service stated the project does not involve any impacts to the Arkansas River; therefore, no federally listed threatened or endangered species are likely to be affected by the project. No further endangered species consultation will be needed. The Service also recommends avoiding impacts to wetland areas.

Response:
Federally listed threatened or endangered species impacts were considered in the development of this project. The interior least tern, American burying beetle, bald eagle, and piping plover are listed as federal threatened and/or endangered species that occur in Tulsa County Informal consultation that occurred subsequent to the solicitation for comments determined that the American burying beetle, piping plover and interior least tern are not likely to be impacted by the proposed project. It has been recommended by the United States Department of the Interior-Fish and Wildlife Service that a survey for Bald eagle nests and potential roost tress, be conducted along Polecat Creek in the project area. A survey will be conducted no greater than one year prior to construction activities located within the Polecat Creek area. The survey and any necessary consultation will take place during that time period. Please see Appendix C for further documentation. Coordination with the U.S. Army Corps of Engineers has occurred and will continue throughout the life of the proposed project regarding wetland identification and mitigation, as necessary.

3) The Oklahoma Historical Society stated that a survey report, forms and photographs for standings structures located within the project boundaries will be required to be submitted and reviewed by their office.

Response:
A Cultural Resources Survey for this project has been performed by the Department and accepted by the Oklahoma State Archaeologist and the Oklahoma State Historic Preservation Officer (SHPO). See Appendix D for the *Cultural Resource Survey Report* and documentation regarding cultural resources. The project, as proposed, will have no impact to properties on/or eligible for National Register of Historic Places.

4) The Department of Wildlife Conservation stated that it does not appear that the proposed reconstruction of US 75 in this location will affect state-listed endangered or threatened species. In general, several recommended guidelines to reduce highway construction impacts were provided to reduce wildlife impacts.

Response:
Federal and State listed threatened or endangered species impacts were considered in the development of this project. Both the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers have been contacted regarding this project. Coordination with the U.S. Army Corps of Engineers has occurred and will continue throughout the life of the proposed project regarding identified wetland impacts. Please see Appendix C regarding wetland impacts and the *Wetland Findings Report*. Informal consultation that occurred subsequent to the solicitation for comments with the U.S. Fish and Wildlife Service determined that the American burying beetle, piping plover and interior least tern are not likely to be impacted by the proposed project. It has been recommended by the United States Department of the Interior-Fish and Wildlife Service that a survey for Bald eagle nests and potential roost tress, be conducted along Polecat Creek in the project area. A survey will be conducted no greater than one year prior to construction activities located within the Polecat Creek area. The survey and any necessary consultation will take place during that time period. The recommended guidelines will be considered during project construction activities.

5) The Oklahoma Aeronautics and Space Commission stated that the R. L. Jones Airport in South Tulsa is the busiest airport in the State of Oklahoma. The airport is located just east of US 75 between the areas of 96th and 71st Street on Elwood Avenue. Public access is critical to this airport. They were critical of the fact that this airport was not discussed in the Major Investment Study.

Response:
The R. L. Jones Airport was identified in this Environmental Assessment. Airport issues regarding permitting within Federal Aviation Administration space were discussed in this document.

6) The Oklahoma Archeological Survey stated that no sites are listed in the project area, but based on the topographic and hydrologic setting of the project, archeological materials are likely to be encountered. An archaeological field inspection is considered necessary prior to project construction in order to identify significant archaeological resources that may exist in the project area.

Response:
A Cultural Resources Survey for this project has been performed by the Department and accepted by the Oklahoma State Archaeologist in consultation with the Oklahoma State Historic Preservation Officer (SHPO). See Appendix D for documentation regarding

cultural resources. The project, as proposed, will have no impact to prehistoric cultural resources.

7) The United States Department of the Interior Bureau of Land Management stated the proposal should have no impact on jurisdictional activities of the Bureau of Land Management and therefore, they had no substantive comments.

Response:
This comment is noted.

8) The Eastern Oklahoma Development District (EODD) has reviewed the proposed US 75 upgrading south of Tulsa. They know of no reason why the project should not proceed as planned. The EODD is not aware of any negative social, economic, or environmental consequences that will result from completion of this project.

Response:
This comment is noted.

9) The United States Department of Agriculture reviewed the proposed project. Based on their review, they have determined the proposed project will not result in any adverse impact on prime farmland. However, should vegetation be disturbed during construction, the Natural Resources Conservation Service should be contacted or an appropriate erosion control vegetation procedure should be followed.

Response:
Prime farmland impacts were considered in the development of this project. The site assessment criterion portion of the Form AD-10006, *Farmland Conversion Rating Form*, was completed for this project and a rating below the maximum of 160 was obtained. It was determined that the majority of the preferred alignment follows the existing roadway alignment, thus impact to prime farmland is relatively limited and unavoidable. An erosion control vegetation plan will be prepared of any construction project.

10) The Oklahoma Conservation Commission stated that they have reviewed the proposed activity and defer the wetlands decision to the U.S. Army Corps of Engineers.

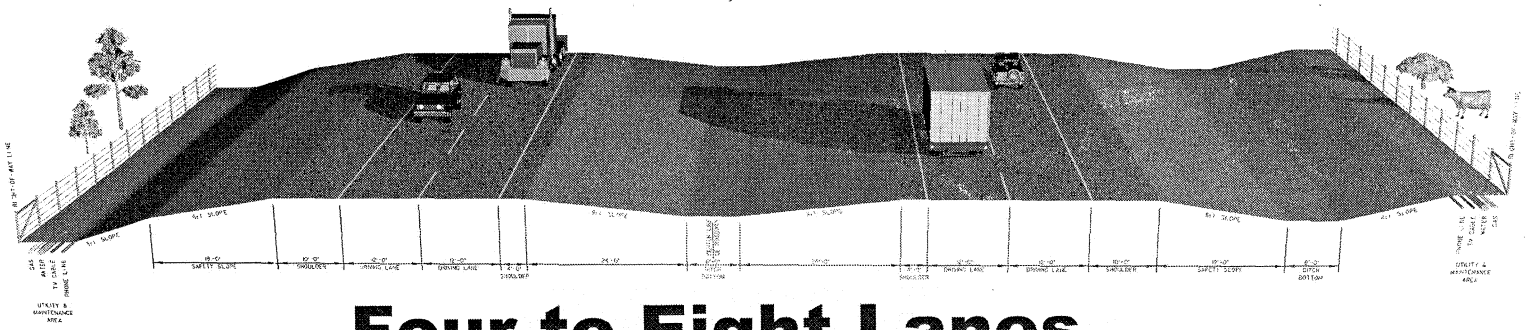
Response:
This comment is noted. Both the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers have been contacted regarding this project. Coordination with the U.S. Army Corps of Engineers has occurred and will continue throughout the life of the proposed project regarding identified wetland impacts.

MIS Public Involvement

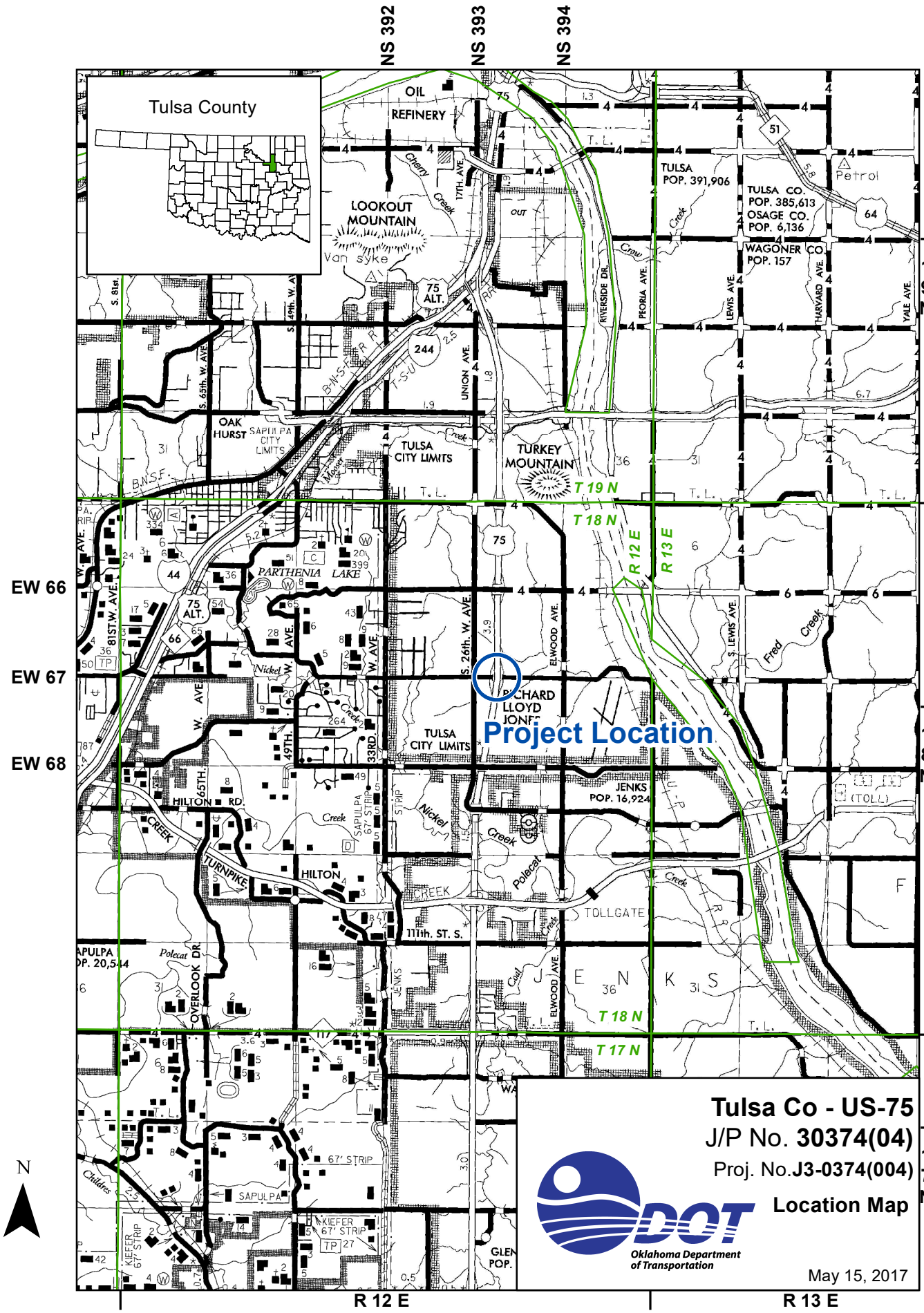
The completed US 75 MIS study provided a public involvement program during the course of the study for public input and comment. Section III, Major Investment Study, of this Environmental Assessment provides a summary of the actions conducted.

Public Hearing

A public hearing to consider the social, economic and environmental effects of the proposed project was held at the Tulsa Technology Center in Tulsa, Oklahoma on August 6, 2002. Attendance at the hearing was 161 people. Twenty-one written comments and no oral comments were received. Copies of the written comments are attached as Appendix I. Also included in Appendix I are appropriate responses to each comment.



Four to Eight Lanes



Tulsa Co - US-75

J/P No. **30374(04)**

Proj. No.**J3-0374(004)**

Location Map

Oklahoma Department of Transportation

May 15, 2017

PLANS OF THE PROJECT BEING RE-EVALUATED

5/30/2018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W
JUNE 2018

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

UNITED STATES HIGHWAY

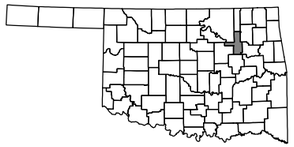
PROJECT NO. J3-0374(004)
BRIDGES AND APPROACHES
US 75 OVER W. 81st ST. S.

TULSA COUNTY

CONTROL SECTION NO. 75-72-18
STATE JOB NO. 30374(07)

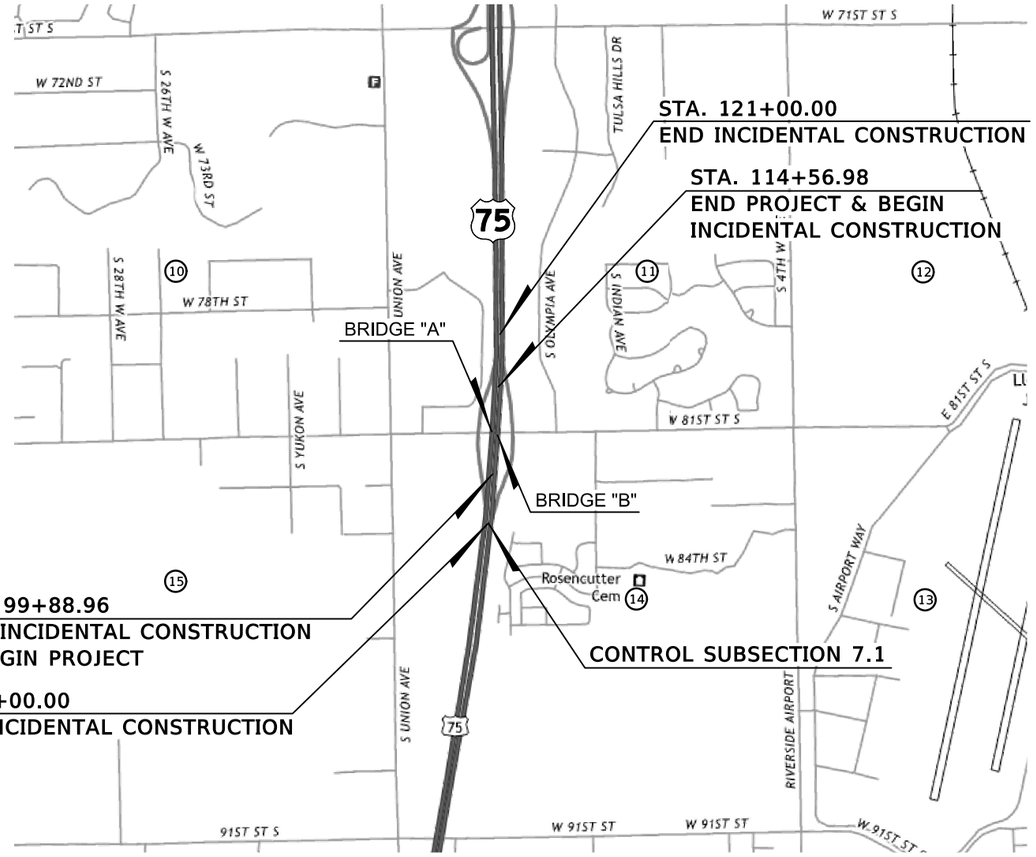
BRIDGE A LOCATION NO. 7218 0703WX EXISTING NBI NO. 16493, NEW NBI NO. 32134
BRIDGE B LOCATION NO. 7218 0703EX EXISTING NBI NO. 16492, NEW NBI NO. 32137

FOR SURVEY CONTROL DATA
SEE SURVEY DATA SHEETS S001 - S015



LOCATION MAP

DESIGN DATA	US 75	81st ST.
AADT 2018	48,800	8,960
AADT 2045	75,200	13,780
K (DHV / ADT-TWO WAY)	10%	10%
D (DIRECTIONAL DIST.)	60%	53%
T (% OF DHV)	7%	2%
T (% OF AADT)	9%	3%
T_3 OVERLOADS (AXLES)	5%	1%
20-YR RIGID ESALs	47.50 MIL	1.54 MIL
US 75	V=70 MPH	
81st ST.	V=40 MPH	



END STA. 108+47.31
LENGTH = 270.00' BRIDGE A
BEGIN STA. 105+77.31

END STA. 108+51.62
LENGTH = 270.00' BRIDGE B
BEGIN STA. 105+81.62

T 18 N

SCALES 1"
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 1000'

CONVENTIONAL SYMBOLS

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

NOTE : PROJECT IS WITHIN CORPORATE & CITY LIMITS OF TULSA

PROJECT LENGTH BASED ON CL SURVEY

ROADWAY LENGTH	1198.02 FT.	0.226 MI.
BRIDGE LENGTH	270.00 FT.	0.051 MI.
PROJECT LENGTH		0.277 MI.

EQUATIONS: NONE
EXCEPTIONS: NONE

2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION-ENGLISH GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.

CERTIFICATE OF AUTHORIZATION NO. 7569 P.E., L.S. RENEWAL DATE 6-30-18

BENHAM
a Haskell Company

Benham Design, LLC
One West Third Street, Suite 200
Tulsa, Oklahoma 74103
(918) 492-1600

Rhonda J. Dudeck, P.E.
OK P.E. NO. 16476
PROJECT ENGINEER
DATE :

REGISTERED PROFESSIONAL ENGINEER
RHONDA J. DUDECK
16476
OKLAHOMA

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

SWO 5136(1) PROJECT NO. J3-0374(004)
COUNTY TULSA HIGHWAY US-75 SHEET NO. 0001

3:00:28 PM

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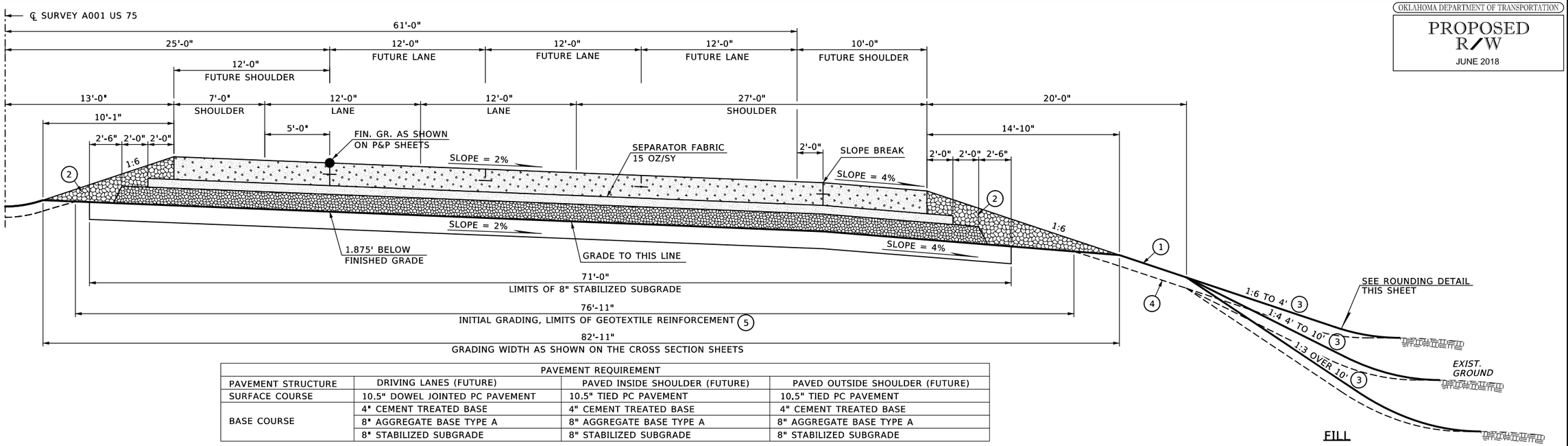
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018



PAVEMENT REQUIREMENT			
PAVEMENT STRUCTURE	DRIVING LANES (FUTURE)	PAVED INSIDE SHOULDER (FUTURE)	PAVED OUTSIDE SHOULDER (FUTURE)
SURFACE COURSE	10.5" DOWEL JOINTED PC PAVEMENT	10.5" TIED PC PAVEMENT	10.5" TIED PC PAVEMENT
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE
	8" AGGREGATE BASE TYPE A	8" AGGREGATE BASE TYPE A	8" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

1 TYPICAL HALF SECTION - US 75

N.T.S.

NORTHBOUND STA. 99+88.96 TO STA. 105+50.68
NORTHBOUND STA. 108+85.07 TO STA. 113+00.00

SOUTHBOUND STA. 99+88.96 TO STA. 105+43.62 (MIRRORED)
SOUTHBOUND STA. 108+78.49 TO STA. 114+56.98 (MIRRORED)

1. PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R013.

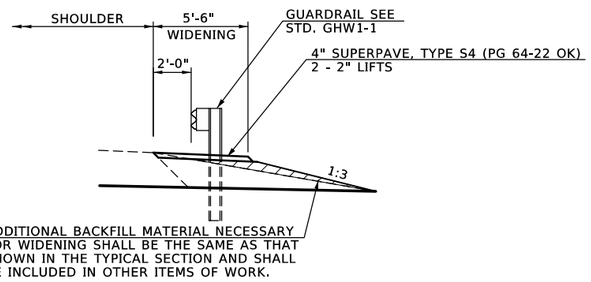
2. TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E.

3. FILL SLOPE DEPTHS ARE DEFINED FROM EDGE OF SHOULDER.

4. 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 COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED EARTHWORK.

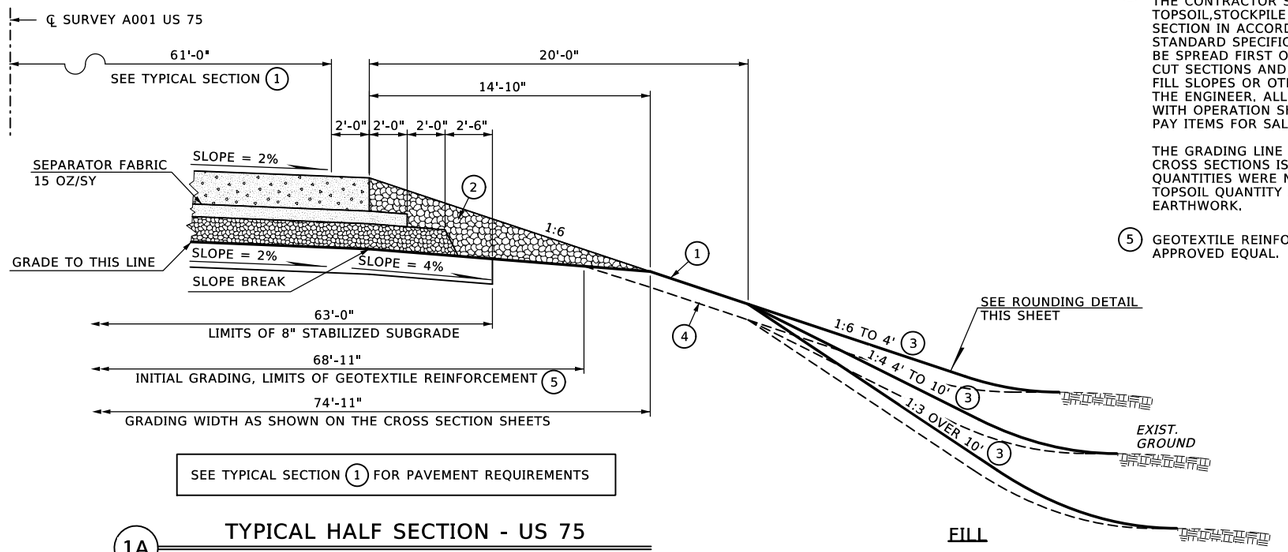
5. GEOTEXTILE REINFORCEMENT SHALL BE RS380i OR APPROVED EQUAL.



GUARDRAIL WIDENING DETAIL

N.T.S.

NORTHBOUND US-75 STA. 102+37.53 TO STA. 105+50.68 (MIRRORED)
NORTHBOUND US-75 STA. 102+75.03 TO STA. 105+50.68
SOUTHBOUND US-75 STA. 108+78.49 TO STA. 111+54.14 (MIRRORED)
SOUTHBOUND US-75 STA. 108+78.49 TO STA. 111+91.64



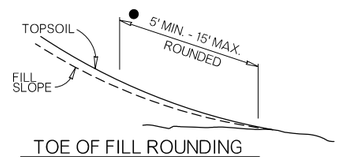
SEE TYPICAL SECTION 1 FOR PAVEMENT REQUIREMENTS

1A TYPICAL HALF SECTION - US 75

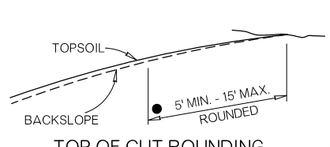
NORTHBOUND STA. 113+00.00 TO STA. 114+56.98 N.T.S.

ROUNDING DETAIL

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



TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			TYPICAL SECTION (1)
APPROVED			
SQUAD			

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. 0003

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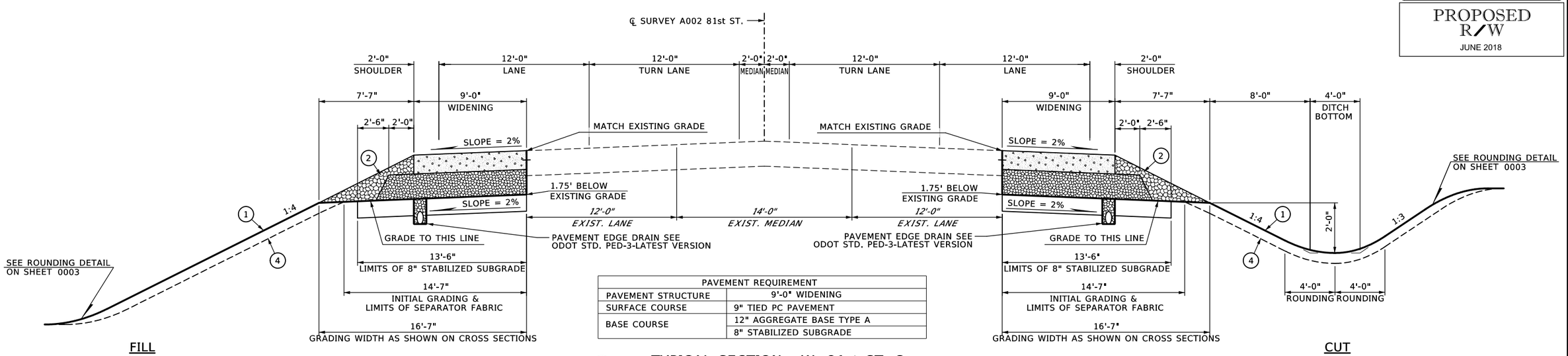
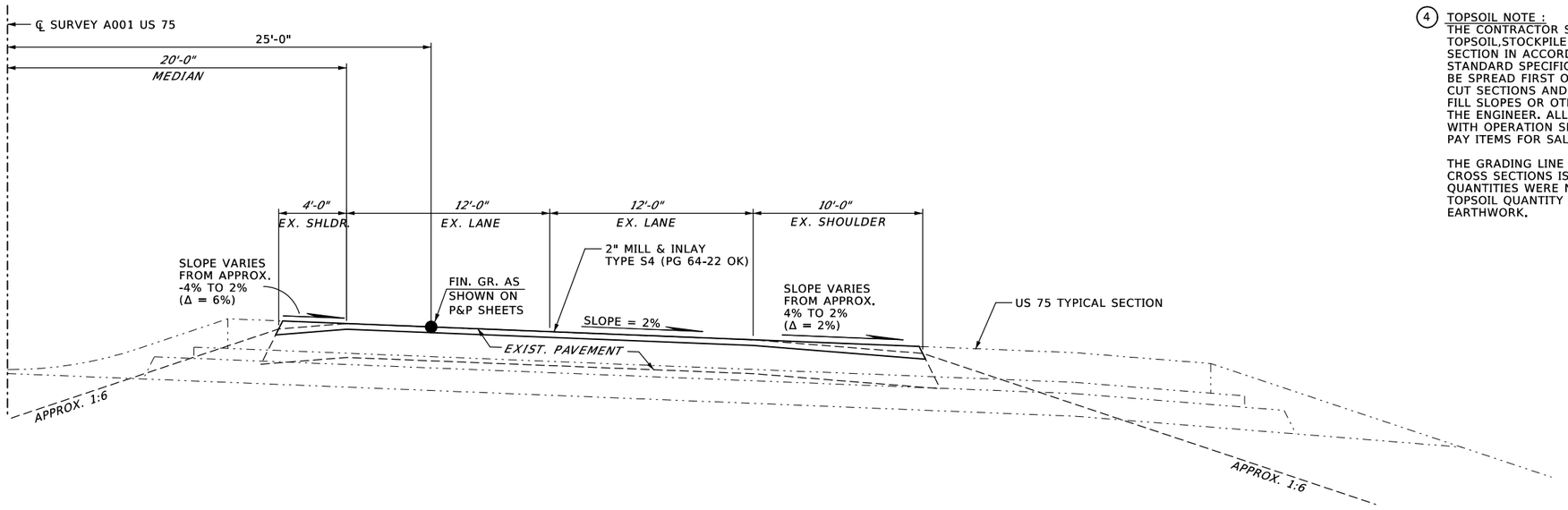
PROPOSED R/W
JUNE 2018



PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	9'-0" WIDENING
SURFACE COURSE	9" TIED PC PAVEMENT
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

(2) TYPICAL SECTION - W. 81st ST. S.

STA. 48+10.60 TO STA. 51+93.36 N.T.S.



(3) US 75 CONNECTION

N.T.S.

NORTHBOUND STA. 99+28.96 TO STA. 99+88.96
NORTHBOUND STA. 114+56.98 TO STA. 115+16.98
SOUTHBOUND STA. 99+28.96 TO STA. 99+88.96 (MIRRORED)
SOUTHBOUND STA. 114+56.98 TO STA. 115+16.98 (MIRRORED)

(1) PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R013.

(2) TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E.

(3) NOT USED.

(4) 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 COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED EARTHWORK.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			TYPICAL SECTION (2)
APPROVED			
SQUAD			

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. 0004

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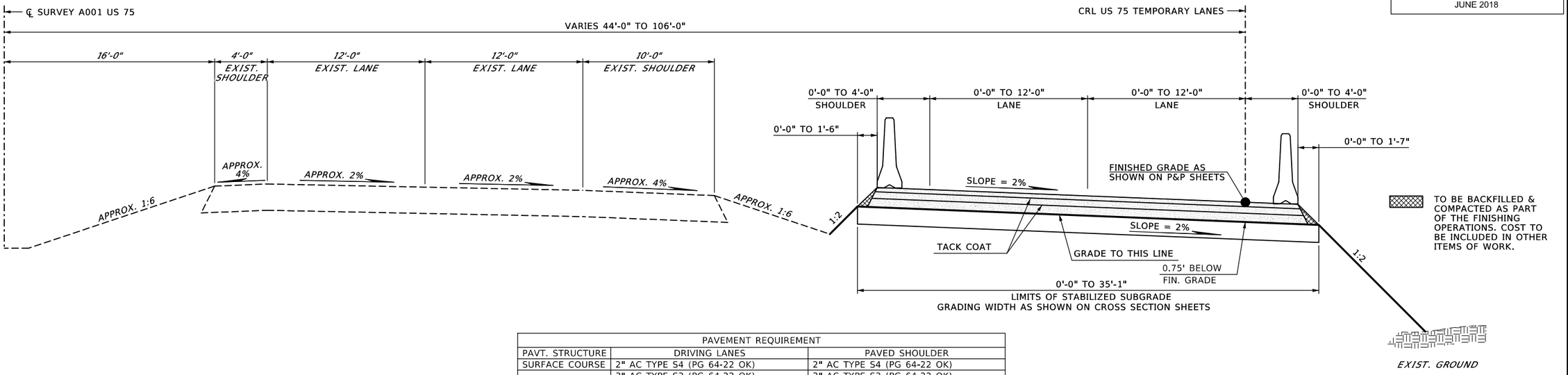


PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	DRIVING LANES	PAVED SHOULDER
SURFACE COURSE	2" AC TYPE S4 (PG 64-22 OK)	2" AC TYPE S4 (PG 64-22 OK)
BASE COURSE	3" AC TYPE S3 (PG 64-22 OK)	3" AC TYPE S3 (PG 64-22 OK)
	4" AC TYPE S3 (PG 64-22 OK)	4" AC TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

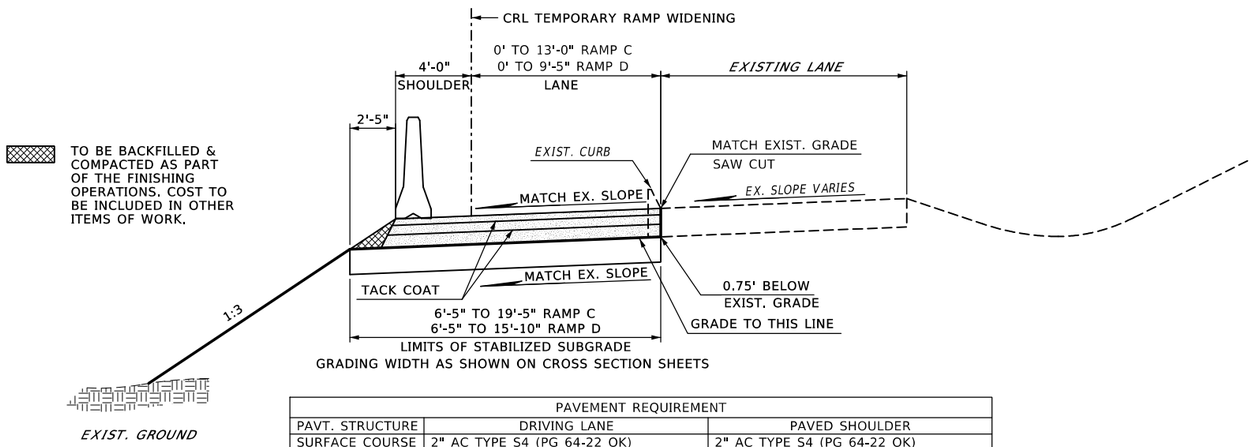
4 TYPICAL SECTION - US 75 TEMPORARY LANES

N.T.S.

CRL US 75 NB TEMPORARY LANES STA. 97+50.00 TO STA. 106+83.77
CRL US 75 NB TEMPORARY LANES STA. 107+63.77 TO STA. 116+76.20

CRL US 75 SB TEMPORARY LANES STA. 98+68.48 TO STA. 106+65.23 (MIRRORED)
CRL US 75 SB TEMPORARY LANES STA. 107+45.23 TO STA. 115+65.00 (MIRRORED)

DETOUR DESIGN BASED ON 65 MPH



PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	DRIVING LANE	PAVED SHOULDER
SURFACE COURSE	2" AC TYPE S4 (PG 64-22 OK)	2" AC TYPE S4 (PG 64-22 OK)
BASE COURSE	3" AC TYPE S3 (PG 64-22 OK)	3" AC TYPE S3 (PG 64-22 OK)
	4" AC TYPE S3 (PG 64-22 OK)	4" AC TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

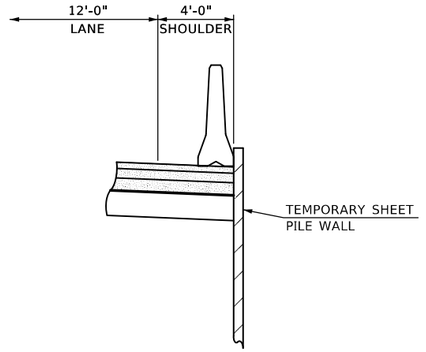
5 TYPICAL SECTION - TEMPORARY RAMP WIDENING

N.T.S.

CRL TEMPORARY RAMP C WIDENING STA. 112+00.00 TO STA. 115+82.00

CRL TEMPORARY RAMP D WIDENING STA. 113+65.00 TO STA. 116+89.00 (MIRRORED)

DETOUR DESIGN BASED ON 55 MPH



TEMPORARY SHEET PILE WALL

N.T.S.

CRL US 75 NB TEMPORARY LANES STA. 105+32.16 TO STA. 106+83.65 LEFT (MIRRORED)
CRL US 75 NB TEMPORARY LANES STA. 106+41.20 TO STA. 106+83.65 RIGHT
CRL US 75 NB TEMPORARY LANES STA. 107+61.94 TO STA. 108+69.17 LEFT (MIRRORED)
CRL US 75 NB TEMPORARY LANES STA. 107+61.94 TO STA. 107+96.21 RIGHT

CRL US 75 SB TEMPORARY LANES STA. 101+42.07 TO STA. 103+82.07 LEFT (MIRRORED)
CRL US 75 SB TEMPORARY LANES STA. 105+53.85 TO STA. 106+67.09 RIGHT
CRL US 75 SB TEMPORARY LANES STA. 106+32.07 TO STA. 106+67.09 LEFT (MIRRORED)
CRL US 75 SB TEMPORARY LANES STA. 107+45.32 TO STA. 107+72.07 LEFT (MIRRORED)
CRL US 75 SB TEMPORARY LANES STA. 107+45.32 TO STA. 108+66.16 RIGHT

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			TYPICAL SECTION (3)
APPROVED			
SQUAD			

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. 0005

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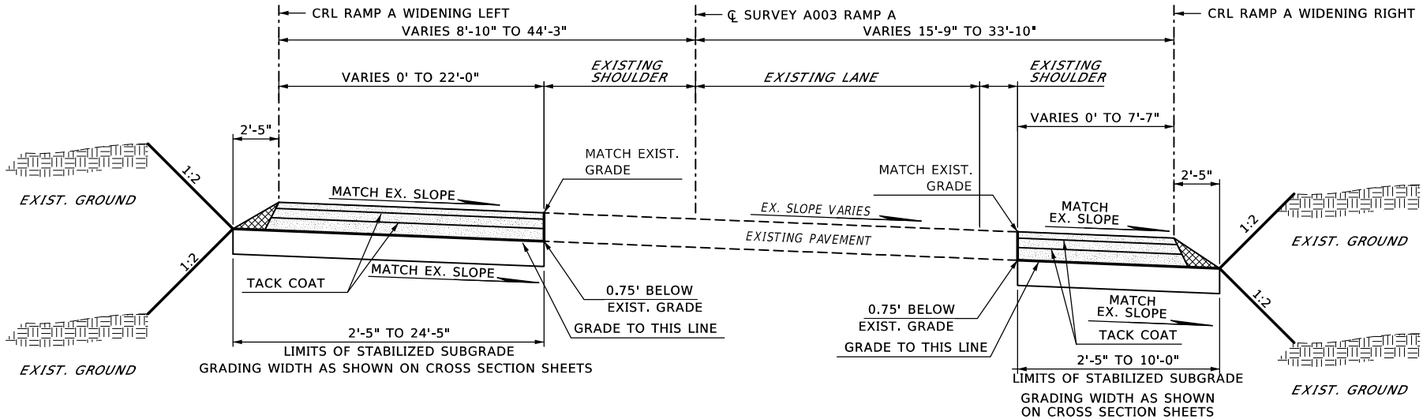
PROPOSED R/W
JUNE 2018



TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	LEFT WIDENING	RIGHT WIDENING
SURFACE COURSE	2" AC TYPE S4 (PG 64-22 OK)	2" AC TYPE S4 (PG 64-22 OK)
BASE COURSE	3" AC TYPE S3 (PG 64-22 OK)	3" AC TYPE S3 (PG 64-22 OK)
	4" AC TYPE S3 (PG 64-22 OK)	4" AC TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

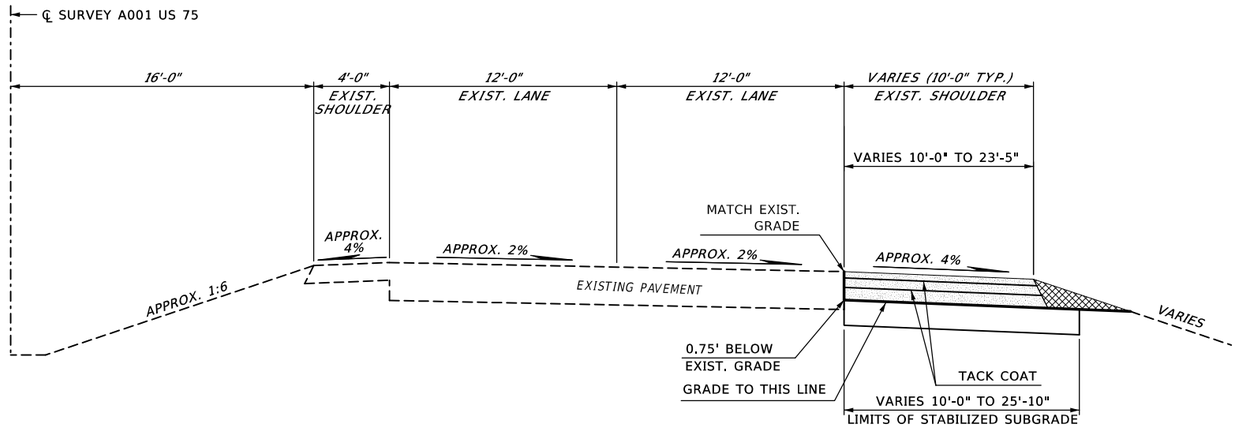
6 TYPICAL SECTION - TEMPORARY RAMP A WIDENING

N.T.S.

℄ SURVEY A003 RAMP A STA. 104+12.17 TO STA. 106+77.50

DETOUR DESIGN BASED ON 20 MPH

TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	SHOULDER RECONSTRUCTION
SURFACE COURSE	2" AC TYPE S4 (PG 64-22 OK)
BASE COURSE	3" AC TYPE S3 (PG 64-22 OK)
	4" AC TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE

7 TYPICAL SECTION - SHOULDER RECONSTRUCTION

N.T.S.

℄ SURVEY A001 US 75 STA. 97+07.58 TO STA. 99+71.48
℄ SURVEY A001 US 75 STA. 97+43.67 TO STA. 100+04.56 (MIRRORED)
℄ SURVEY A001 US 75 STA. 114+17.33 TO STA. 116+91.33 (MIRRORED)
℄ SURVEY A001 US 75 STA. 114+55.39 TO STA. 117+78.58

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			TYPICAL SECTION (4)
APPROVED			
SQUAD			

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. 0006

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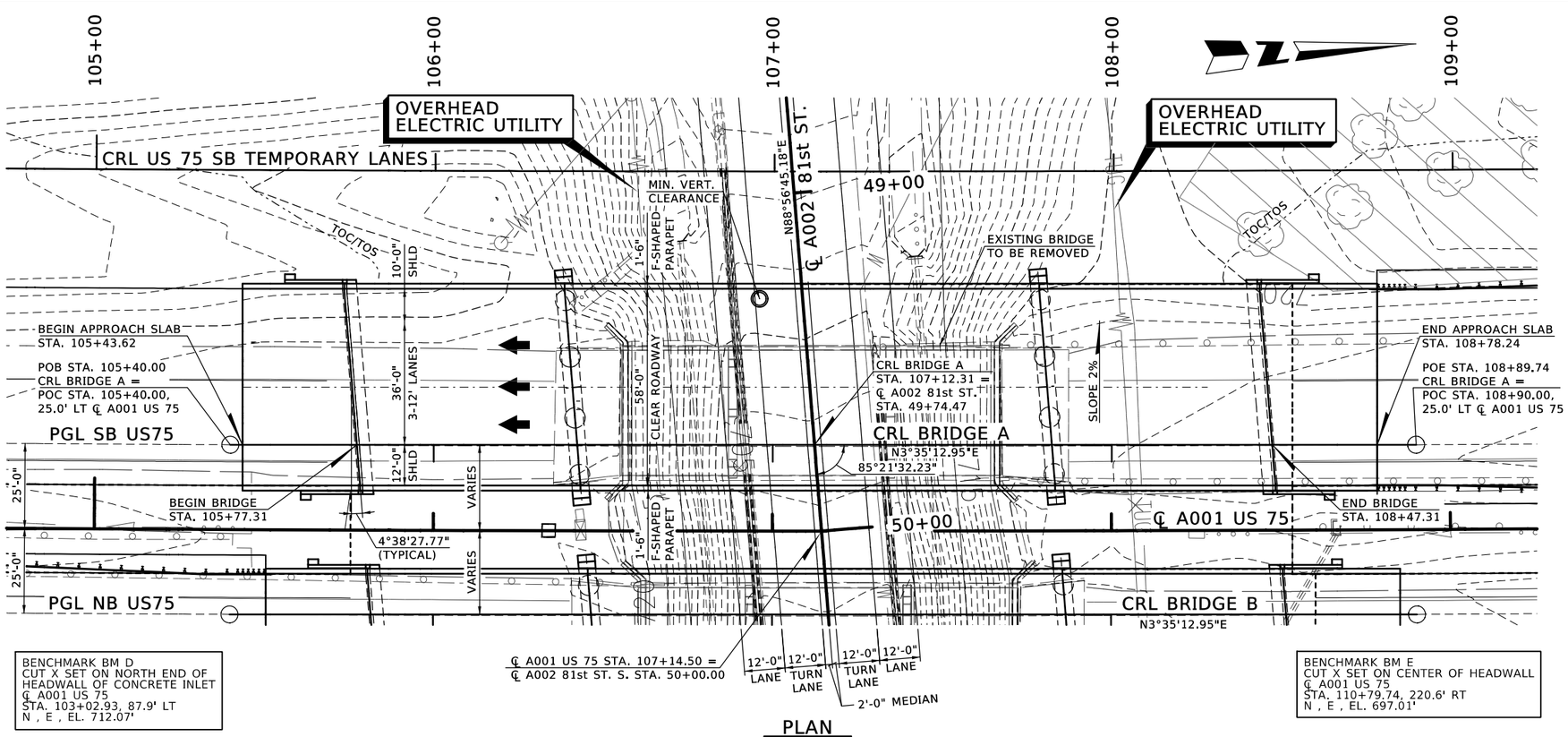
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018



BENCHMARK BM D
CUT X SET ON NORTH END OF HEADWALL OF CONCRETE INLET
℄ A001 US 75
STA. 103+02.93, 87.9' LT
N , E , EL. 712.07'

BENCHMARK BM E
CUT X SET ON CENTER OF HEADWALL
℄ A001 US 75
STA. 110+79.74, 220.6' RT
N , E , EL. 697.01'

PLAN

SCALE: 1" = 20'

DESIGN DATA
(LOAD RESISTANCE FACTOR DESIGN)

CLASS AA CONCRETE	f'c = 4,000 PSI
CLASS A CONCRETE	f'c = 3,000 PSI
REINFORCING STEEL (GRADE 60)	Fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	Fy = 30,000 PSI

LOADING: HL-93 AND OKLAHOMA OVERLOAD TRUCK OR 315 OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE
DESIGN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION.
ANSI / AASHTO / AWS D1.5 BRIDGE WELDING CODE
ANSI / AWS D1.6 STRUCTURAL WELDING CODE
STAINLESS STEEL WELDING CODE

LRFR OPERATING RATING X.XX

FOUNDATION DATA

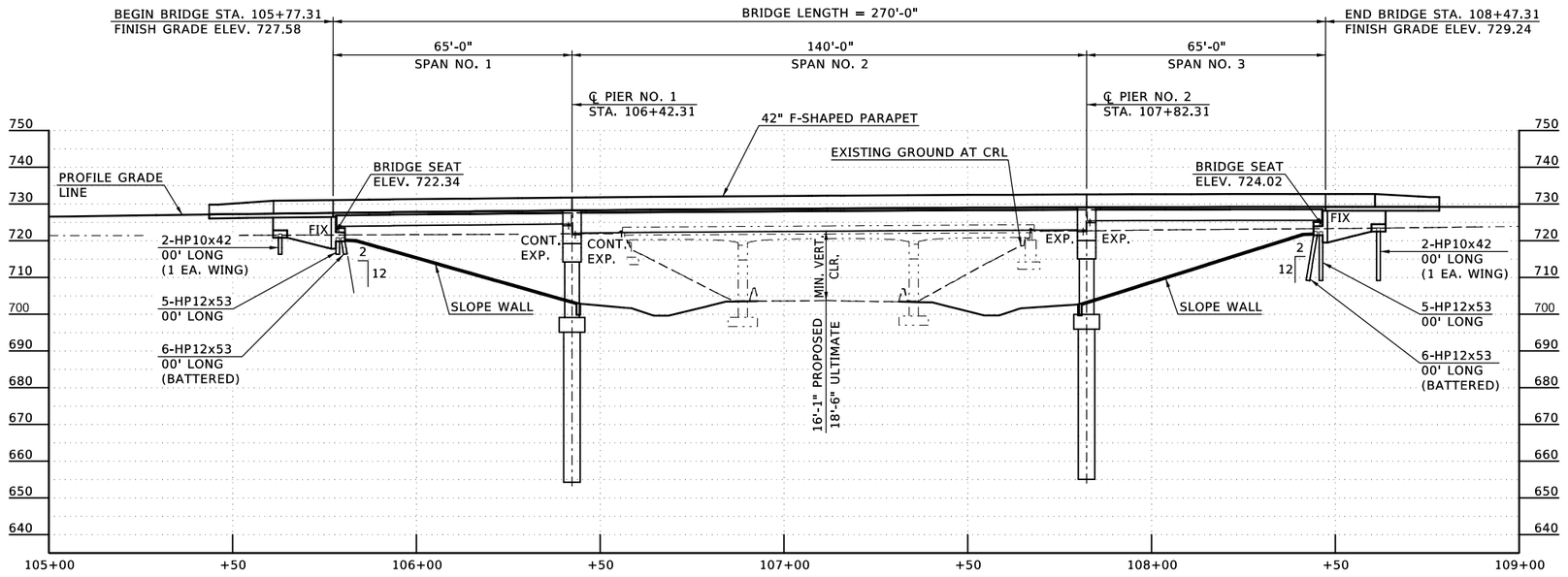
ABUTMENTS (HP 12X53 PILING)

	ABUTMENT 1	ABUTMENT 2
FACTORED PILE REACTION	= XX TONS	= XX TONS
PILE LENGTHS	= XX FT	= XX FT

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE EXISTING 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 THIS 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 1 AND 2 (XX" DIAMETER DRILLED SHAFTS)

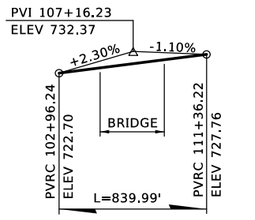
	PIER 1	PIER 2
MINIMUM DEPTH INTO ROCK	= 0.00 FT	= 0.00 FT
DEPTH OF ROCK NEG'D FOR FRICTION	= 0.00 FT	= 0.00 FT
UNIT BEARING RESISTANCE	= 0 TSF	= 0 TSF
BEARING RESISTANCE FACTOR	= 0.0	= 0.0
FACTORED BEARING RESISTANCE	= 0 T/SHAFT	= 0 T/SHAFT
UNIT FRICTION RESISTANCE	= 0 TSF	= 0 TSF
FRICTION RESISTANCE FACTOR	= 0.0	= 0.0
FACTORED FRICTION RESISTANCE	= 0.00 T/SHAFT	= 0.00 T/SHAFT
TOTAL FACTORED RESISTANCE	= 0.00 T/SHAFT	= 0.00 T/SHAFT
TOTAL FACTORED REACTION	= 0.00 T/SHAFT	= 0.00 T/SHAFT



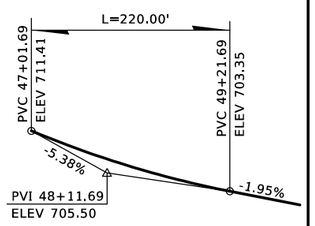
ELEVATION

SCALE HORIZ. 1" = 20'
VERT. 1" = 20'

REMOVAL: STRUCTURE NO. 38 LT., 32'-46.5'-32' C.C.S., 37' CLR. RDY., 0'-6" Cs., ℄ A001 US 75 STA. 107+11.68 32.0' LT.



℄ A001 US 75 VERTICAL CURVE DATA



ULTIMATE 81st ST. VERTICAL CURVE DATA FUTURE

BRIDGE A

DESIGN	STF	09/17
DRAWN	WZB	09/17
CHECKED	SOT	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

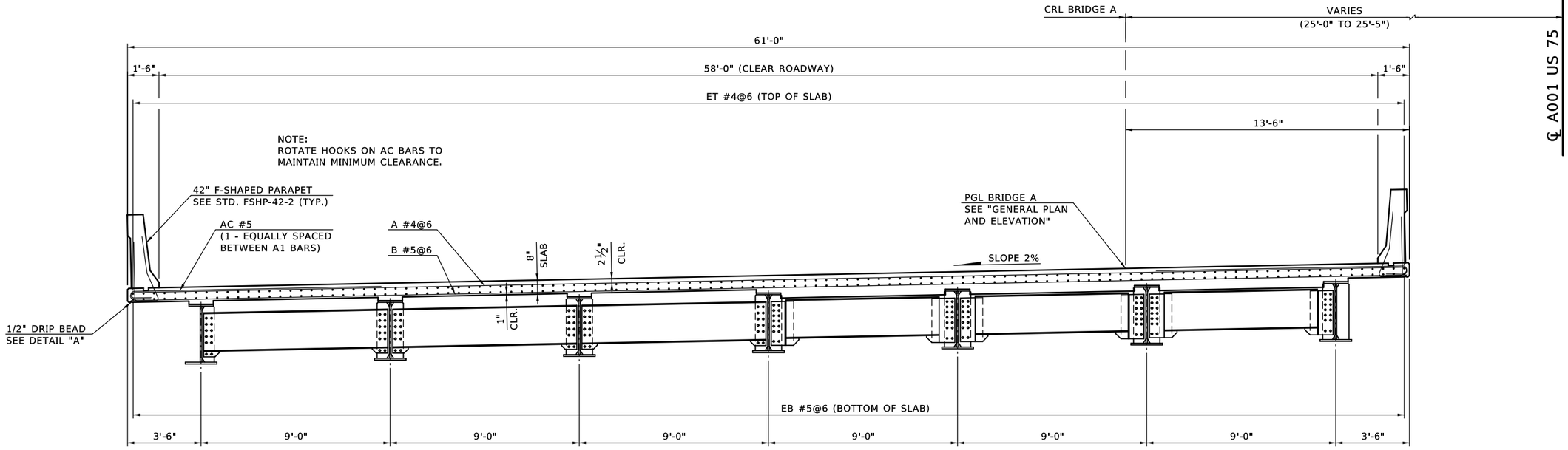
GENERAL PLAN AND ELEVATION

CONSTRUCT: 65'-140'-65' ROLLED BEAM AND STEEL PLATE GIRDER SPANS, 58' CLEAR ROADWAY, 42" F-SHAPED PARAPETS, SKEW 5° RIGHT FORWARD, ℄ STA. 107+12.31 CRL BRIDGE A

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B001

OKLAHOMA DEPARTMENT OF TRANSPORTATION

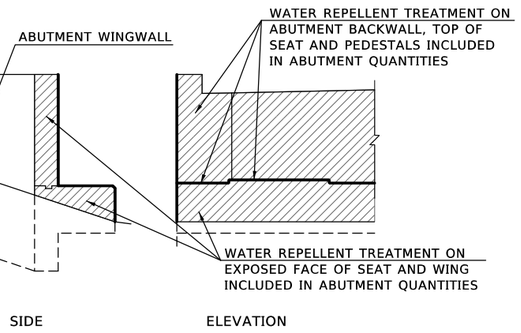
PROPOSED
R/W
JUNE 2018



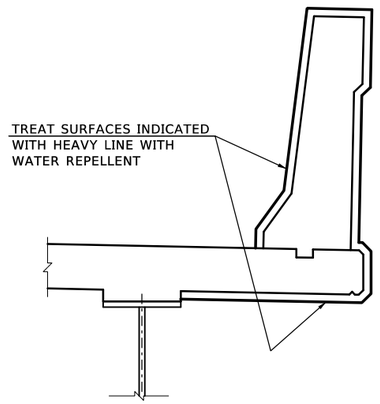
HALF SECTION AT END DIAPHRAGMS

HALF SECTION AT INTERMEDIATE DIAPHRAGMS

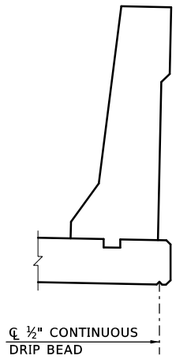
TYPICAL SECTION THRU STRUCTURE



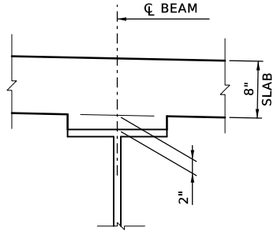
WATER REPELLENT TREATMENT DETAILS



WATER REPELLENT TREATMENT



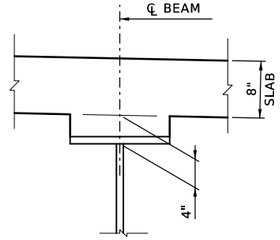
DETAIL A



NOTE:

PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE FLANGE, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

ROLLED BEAM HAUNCH DETAIL



NOTE:

PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE WEB, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

PLATE GIRDER HAUNCH DETAIL

BRIDGE A

DESIGN	STF	09/17
DRAWN	WZB	09/17
CHECKED	SOT	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

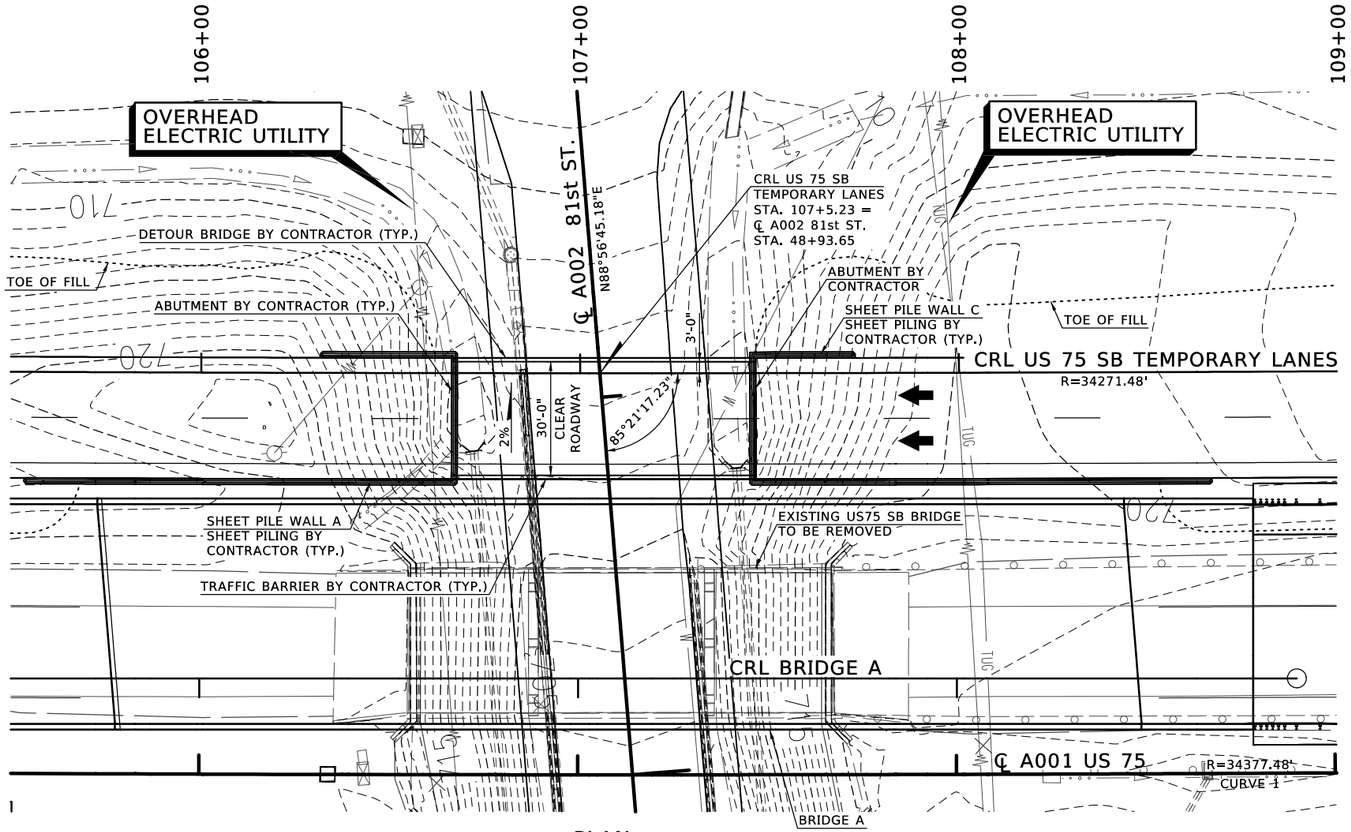
TYPICAL SECTION

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B002

OKLAHOMA DEPARTMENT OF TRANSPORTATION

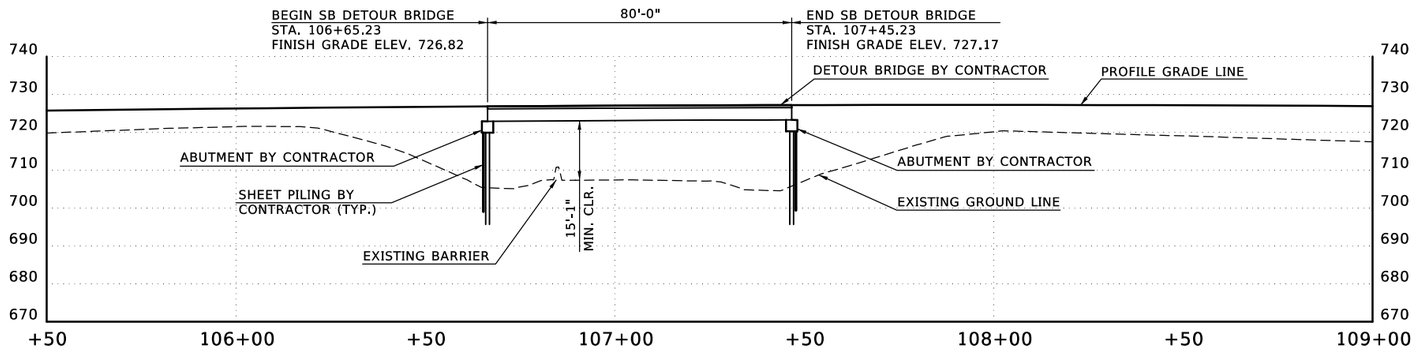
PROPOSED R/W

JUNE 2018



PLAN

SCALE: 1" = 20'

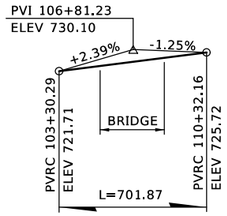


ELEVATION

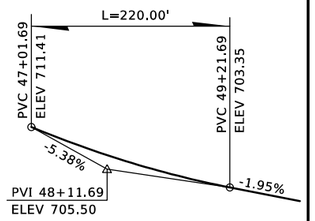
SCALE HORIZ. 1" = 20'
VERT. 1" = 20'

NOTES:

1. SEE SPECIAL PROVISION SP 502-1 FOR DETOUR BRIDGE REQUIREMENTS.
2. DETOUR BRIDGE SPAN LENGTH SHOWN IS FOR INFORMATION ONLY. VARIABLE SPAN LENGTH IS ALLOWED, PROVIDED THAT THE TEMPORARY BRIDGE CONFORMS TO THE REQUIREMENTS OF SPECIAL PROVISION SP 502-1.



CRL US 75 SB TEMPORARY LANES VERTICAL CURVE DATA



81st VERTICAL CURVE DATA

US 75

DESIGN	SF	09/17
DRAWN	JT	09/17
CHECKED	SF	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

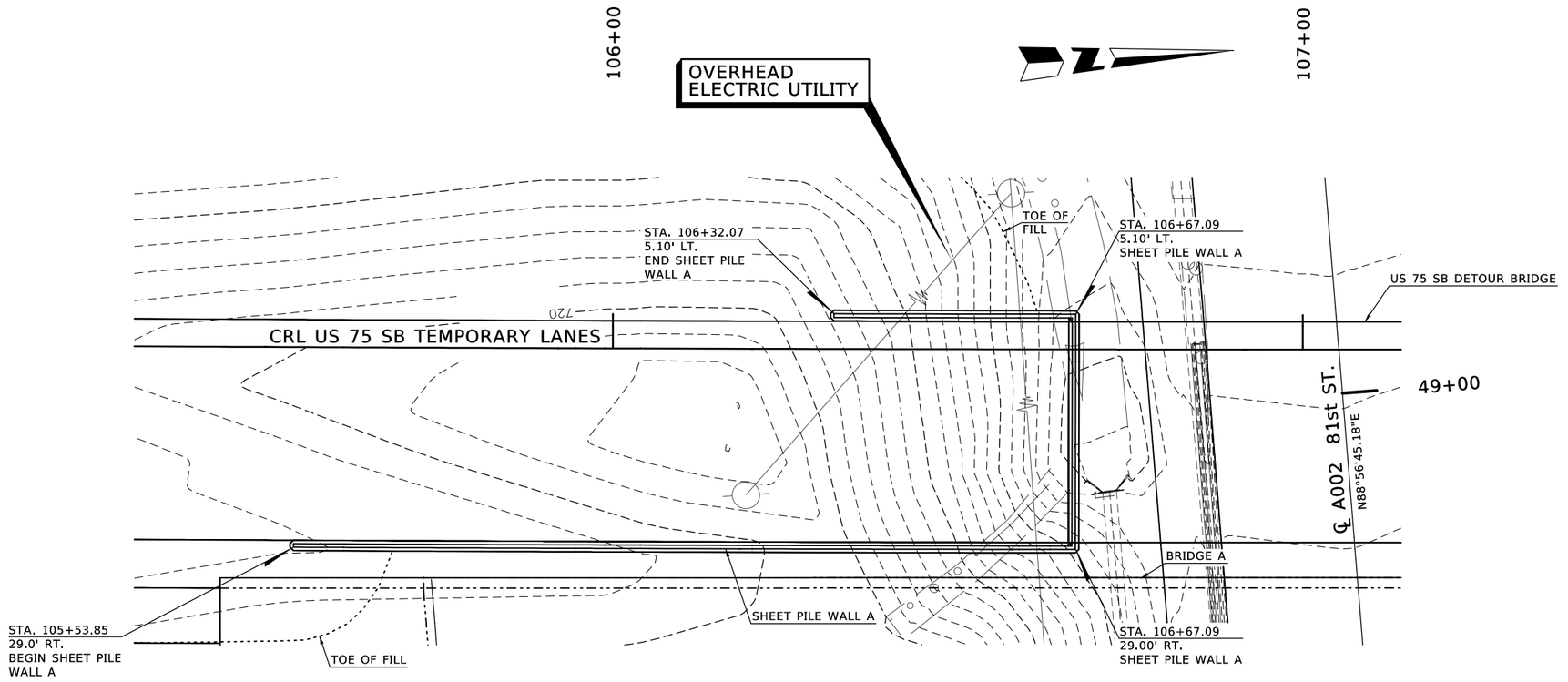
CONSTRUCT NEW 80' SPAN, 30' CLEAR ROADWAY
AT CRL US 75 SB TEMPORARY LANES STA. 107+5.23

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B003

OKLAHOMA DEPARTMENT OF TRANSPORTATION

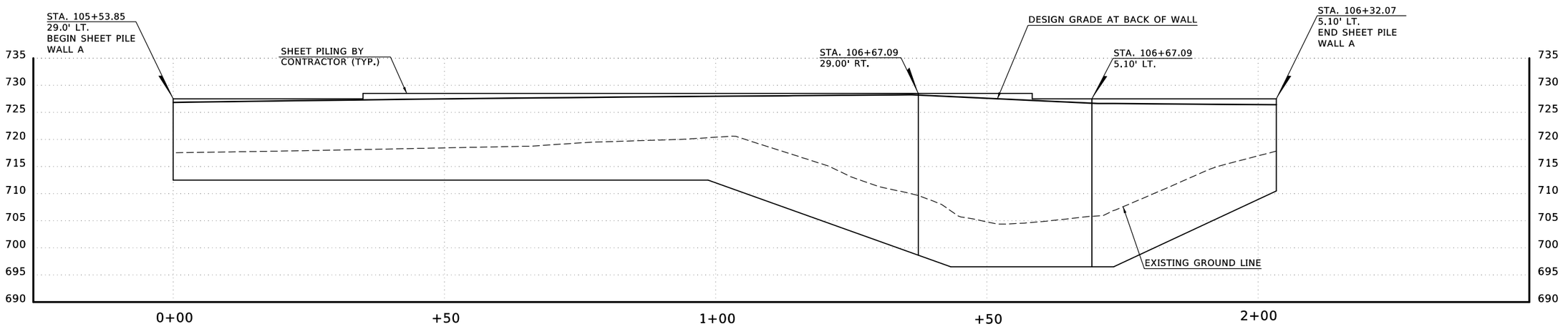
PROPOSED R/W

JUNE 2018



PLAN

SCALE: 1" = 10'



ELEVATION

SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

DESIGN	PB	09/17
DRAWN	JT	09/17
CHECKED	STF	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

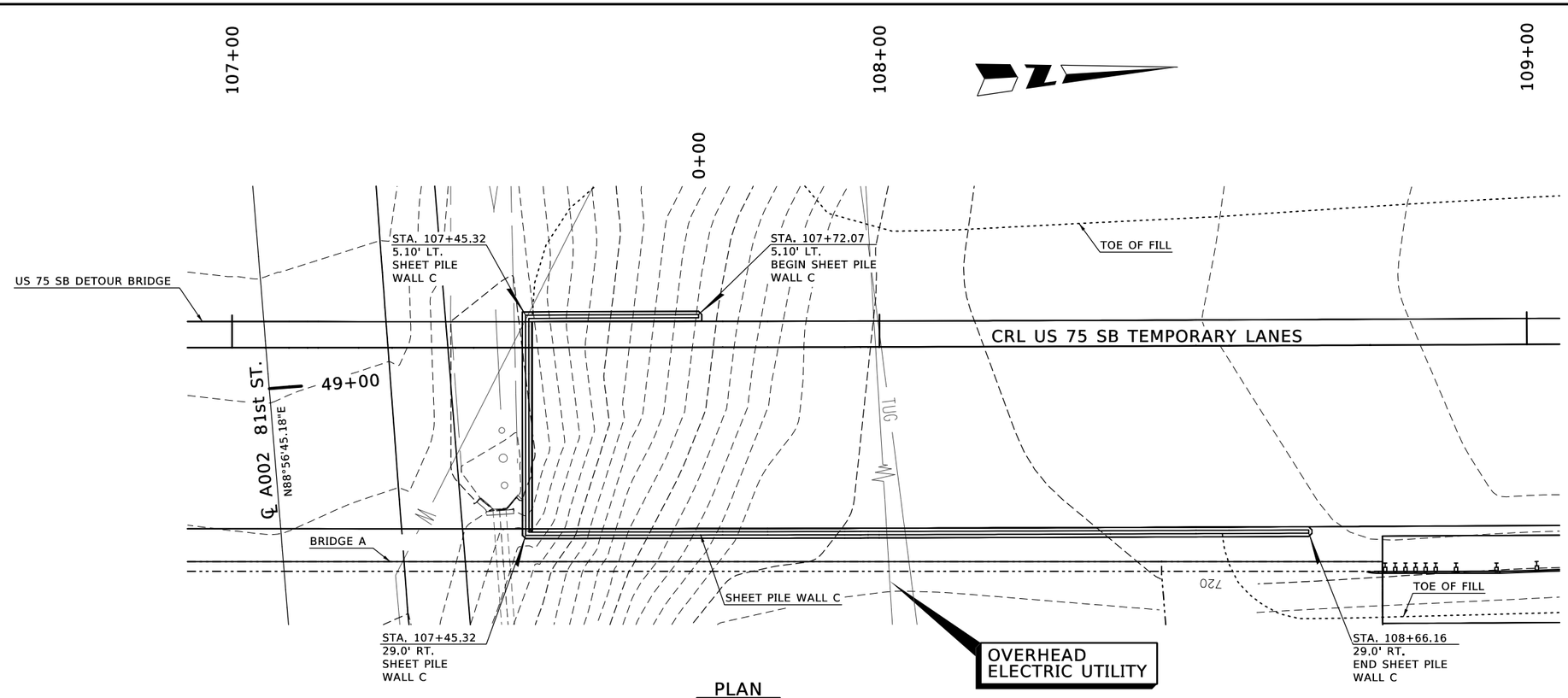
GENERAL PLAN AND ELEVATION

SHEET PILE WALL A

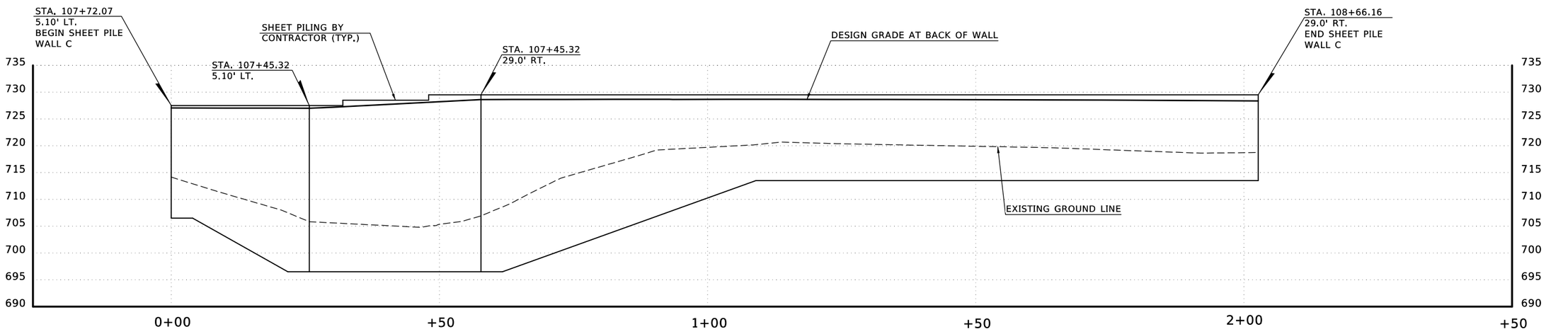
COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B004

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W
JUNE 2018



PLAN
SCALE: 1" = 10'



ELEVATION
SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

DESIGN	PB	09/17
DRAWN	JT	09/17
CHECKED	STF	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

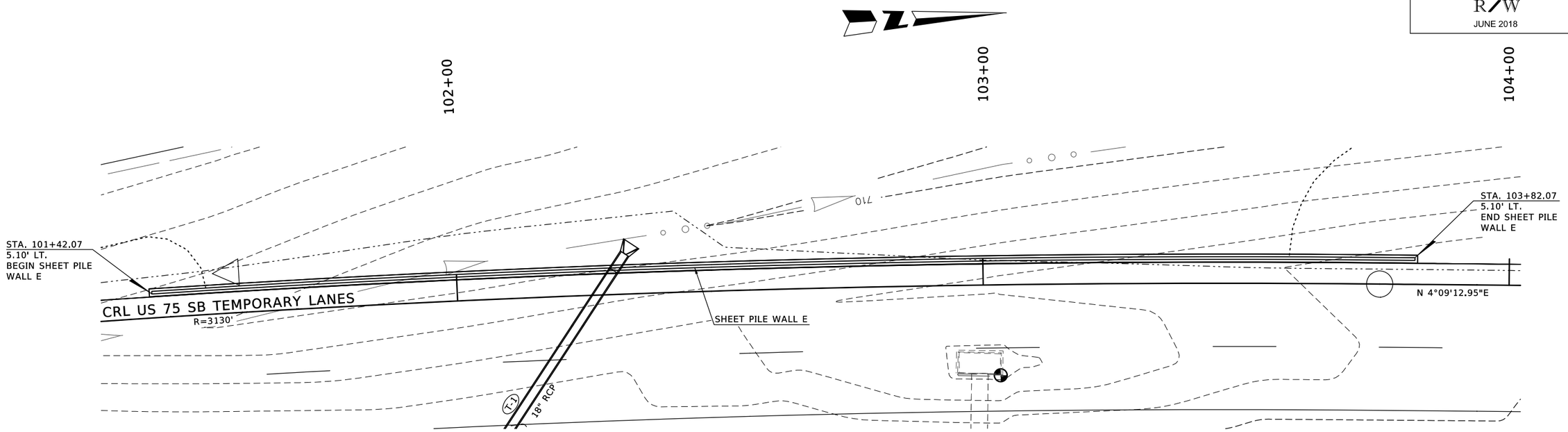
SHEET PILE WALL C

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B005

OKLAHOMA DEPARTMENT OF TRANSPORTATION

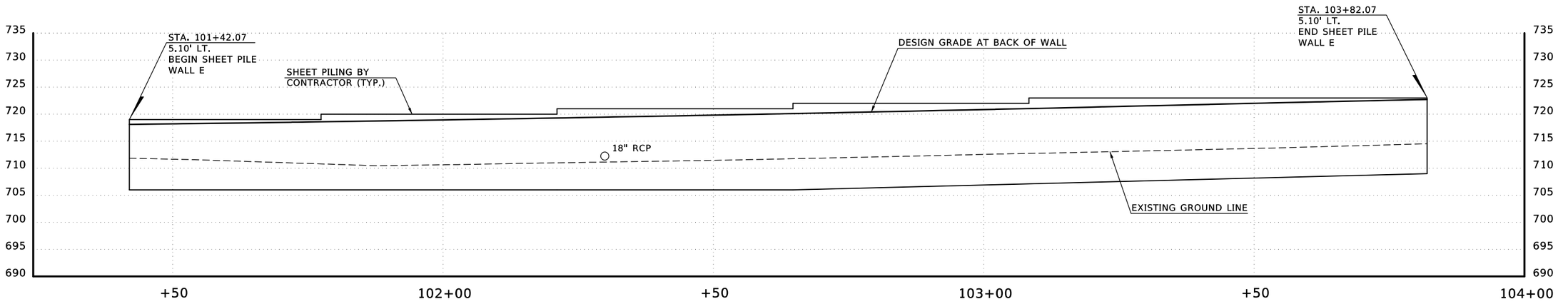
PROPOSED R/W

JUNE 2018



PLAN

SCALE: 1" = 10'



ELEVATION

SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

DESIGN	PB	09/17
DRAWN	JT	09/17
CHECKED	STF	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

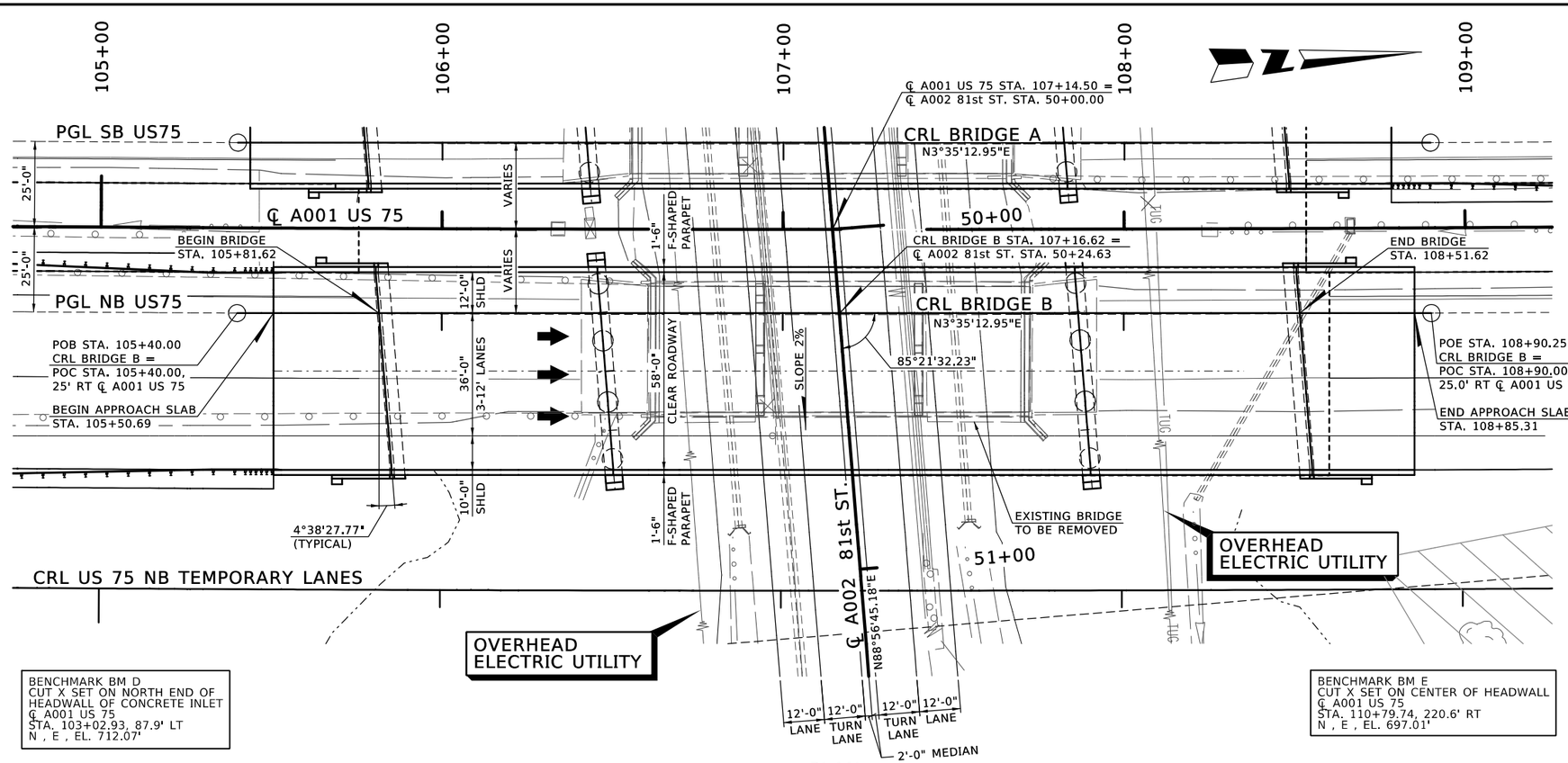
GENERAL PLAN AND ELEVATION

SHEET PILE WALL E

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B006

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W
JUNE 2018



PLAN
SCALE: 1" = 20'

BENCHMARK BM D
CUT X SET ON NORTH END OF HEADWALL OF CONCRETE INLET
℄ A001 US 75
STA. 103+02.93, 87.9' LT
N , E , EL. 712.07'

BENCHMARK BM E
CUT X SET ON CENTER OF HEADWALL
℄ A001 US 75
STA. 110+79.74, 220.6' RT
N , E , EL. 697.01'

DESIGN DATA
(LOAD RESISTANCE FACTOR DESIGN)

CLASS AA CONCRETE	f'c = 4,000 PSI
CLASS A CONCRETE	f'c = 3,000 PSI
REINFORCING STEEL (GRADE 60)	Fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	Fy = 30,000 PSI

LOADING: HL-93 AND OKLAHOMA OVERLOAD TRUCK OR 315 OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE
DESIGN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION.
ANSI / AASHTO / AWS D1.5 BRIDGE WELDING CODE
ANSI / AWS D1.6 STRUCTURAL WELDING CODE
STAINLESS STEEL WELDING CODE

LRFR OPERATING RATING X.XX

FOUNDATION DATA

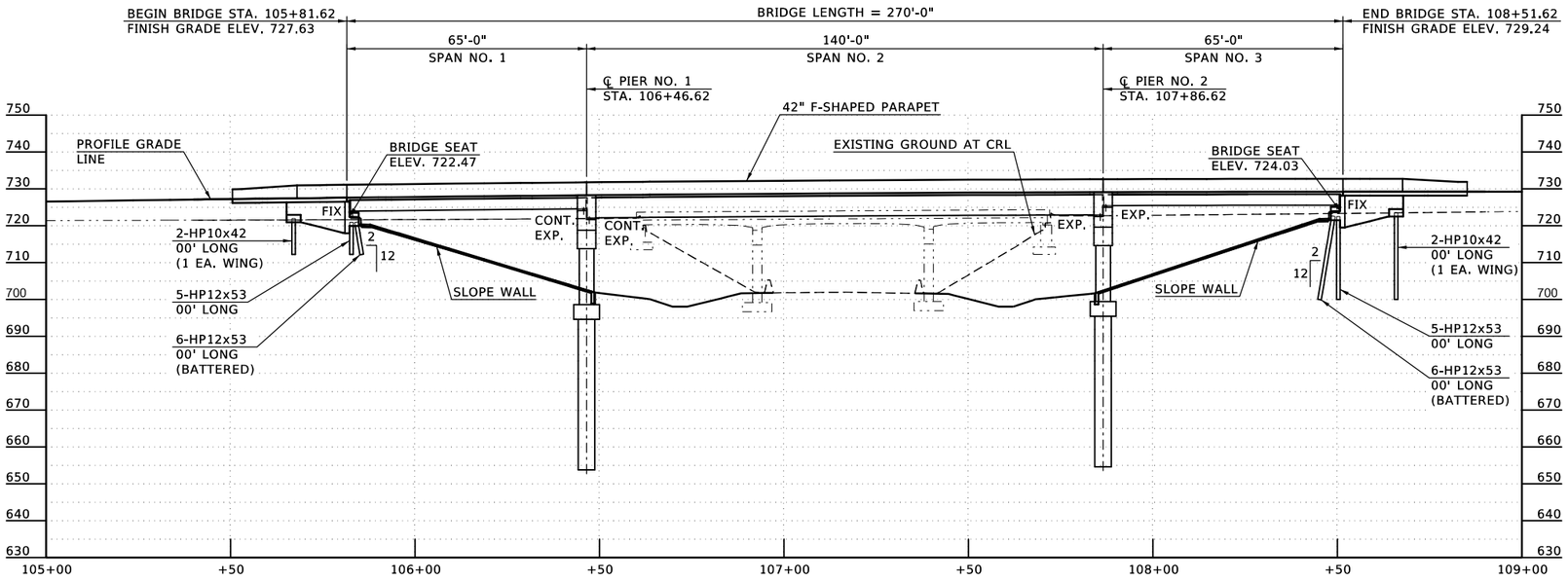
ABUTMENTS (HP 12X53 PILING)

	ABUTMENT 1	ABUTMENT 2
FACTORED PILE REACTION	= XX TONS	= XX TONS
PILE LENGTHS	= XX FT	= XX FT

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE EXISTING 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 THIS 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.

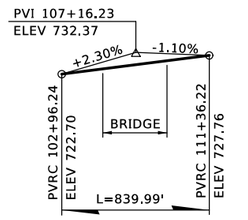
PIERS 1 AND 2 (XX" DIAMETER DRILLED SHAFTS)

	PIER 1	PIER 2
MINIMUM DEPTH INTO ROCK	= 0.00 FT	= 0.00 FT
DEPTH OF ROCK NEG'D FOR FRICTION	= 0.00 FT	= 0.00 FT
UNIT BEARING RESISTANCE	= 0 TSF	= 0 TSF
BEARING RESISTANCE FACTOR	= 0.0	= 0.0
FACTORED BEARING RESISTANCE	= 0 T/SHAFT	= 0 T/SHAFT
UNIT FRICTION RESISTANCE	= 0 TSF	= 0 TSF
FRICTION RESISTANCE FACTOR	= 0.0	= 0.0
FACTORED FRICTION RESISTANCE	= 0.00 T/SHAFT	= 0.00 T/SHAFT
TOTAL FACTORED RESISTANCE	= 0.00 T/SHAFT	= 0.00 T/SHAFT
TOTAL FACTORED REACTION	= 0.00 T/SHAFT	= 0.00 T/SHAFT

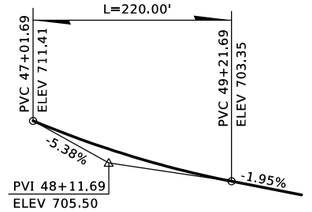


ELEVATION
SCALE HORIZ. 1" = 20'
VERT. 1" = 20'

REMOVAL: STRUCTURE NO. 39 RT., 32'-46.5'-32' C.C.S., CLR. 37' RDY., 0'-6" Cs., ℄ A001 US 75 STA. 107+17.32, 32.0' RT.



℄ A001 US 75
VERTICAL CURVE DATA



ULTIMATE 81st ST.
VERTICAL CURVE DATA
FUTURE

BRIDGE B

DESIGN	STF	09/17
DRAWN	WZB	09/17
CHECKED	SOT	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

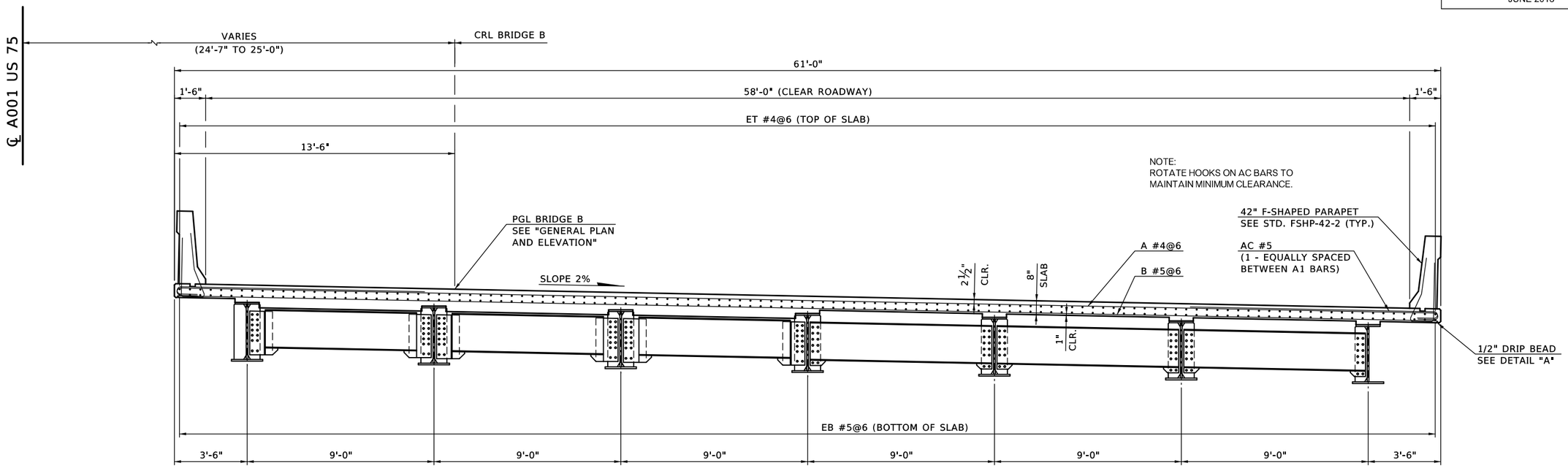
GENERAL PLAN AND ELEVATION

CONSTRUCT: 65'-140'-65' ROLLED BEAM AND STEEL PLATE GIRDER SPANS, 58' CLEAR ROADWAY, 42" F-SHAPED PARAPETS, SKEW 5° RIGHT FORWARD, ℄ STA. 107+16.62 CRL BRIDGE B

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B007

OKLAHOMA DEPARTMENT OF TRANSPORTATION

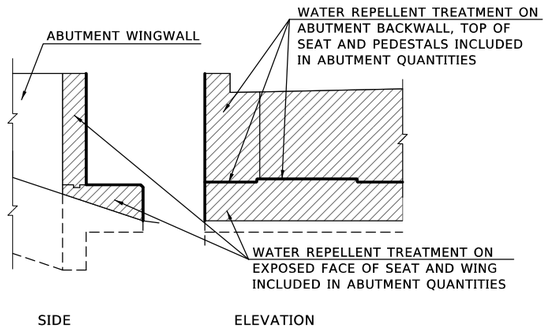
PROPOSED
R/W
JUNE 2018



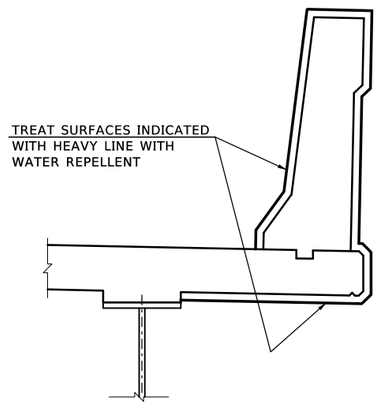
HALF SECTION AT END DIAPHRAGMS

HALF SECTION AT INTERMEDIATE DIAPHRAGMS

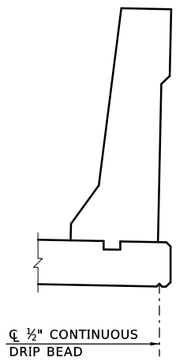
TYPICAL SECTION THRU STRUCTURE



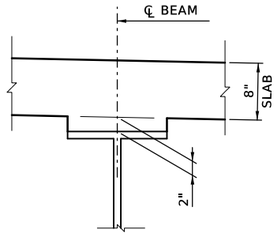
WATER REPELLENT TREATMENT DETAILS



WATER REPELLENT TREATMENT



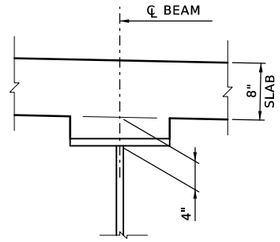
DETAIL A



NOTE:

PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE FLANGE, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

ROLLED BEAM HAUNCH DETAIL



NOTE:

PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE WEB, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

PLATE GIRDER HAUNCH DETAIL

BRIDGE B

DESIGN	STF	09/17
DRAWN	WZB	09/17
CHECKED	SOT	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

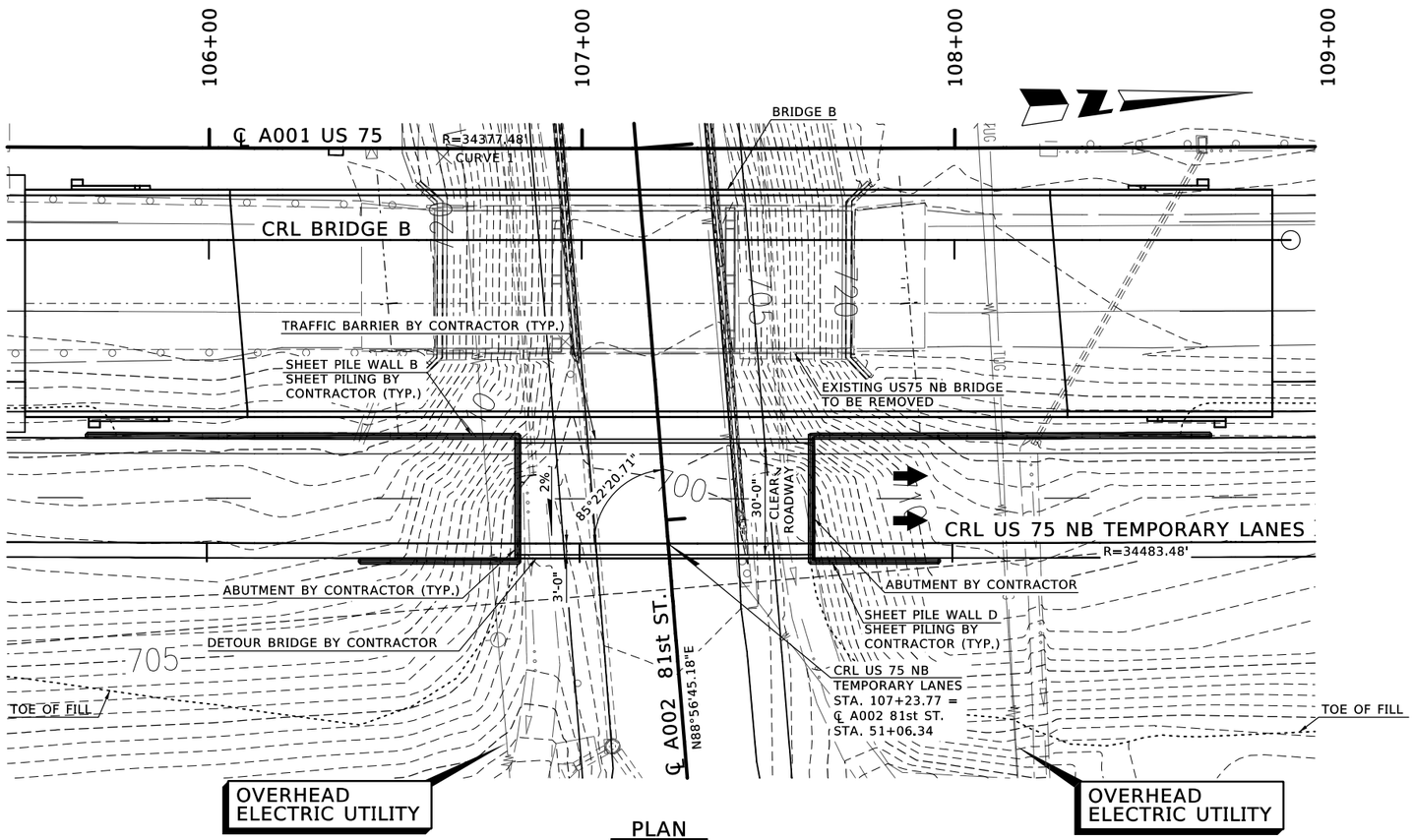
TYPICAL SECTION

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B008

OKLAHOMA DEPARTMENT OF TRANSPORTATION

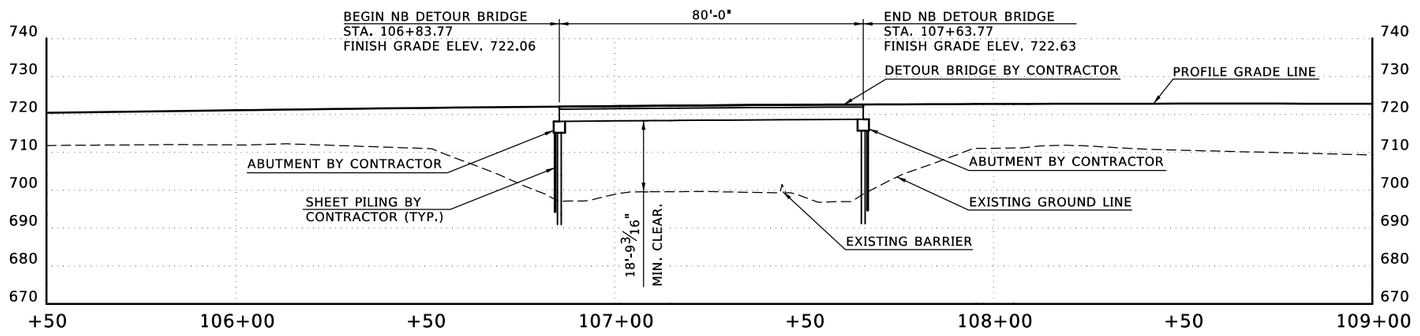
PROPOSED R/W

JUNE 2018



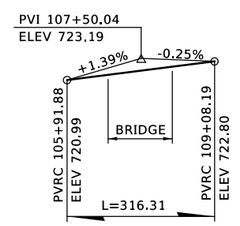
PLAN

SCALE: 1" = 20'

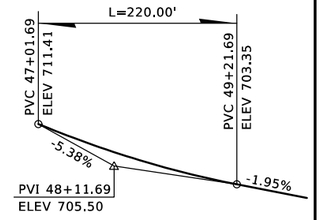


ELEVATION

SCALE HORIZ. 1" = 20'
VERT. 1" = 20'



CRL US 75 NB TEMPORARY LANES VERTICAL CURVE DATA



81st VERTICAL CURVE DATA

NOTES:

1. SEE SPECIAL PROVISION SP 502-1 FOR DETOUR BRIDGE REQUIREMENTS.
2. DETOUR BRIDGE SPAN LENGTH SHOWN IS FOR INFORMATION ONLY. VARIABLE SPAN LENGTH IS ALLOWED, PROVIDED THAT THE TEMPORARY BRIDGE CONFORMS TO THE REQUIREMENTS OF SPECIAL PROVISION SP 502-1.

US 75

DESIGN	STF	09/17
DRAWN	JT	09/17
CHECKED	STF	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

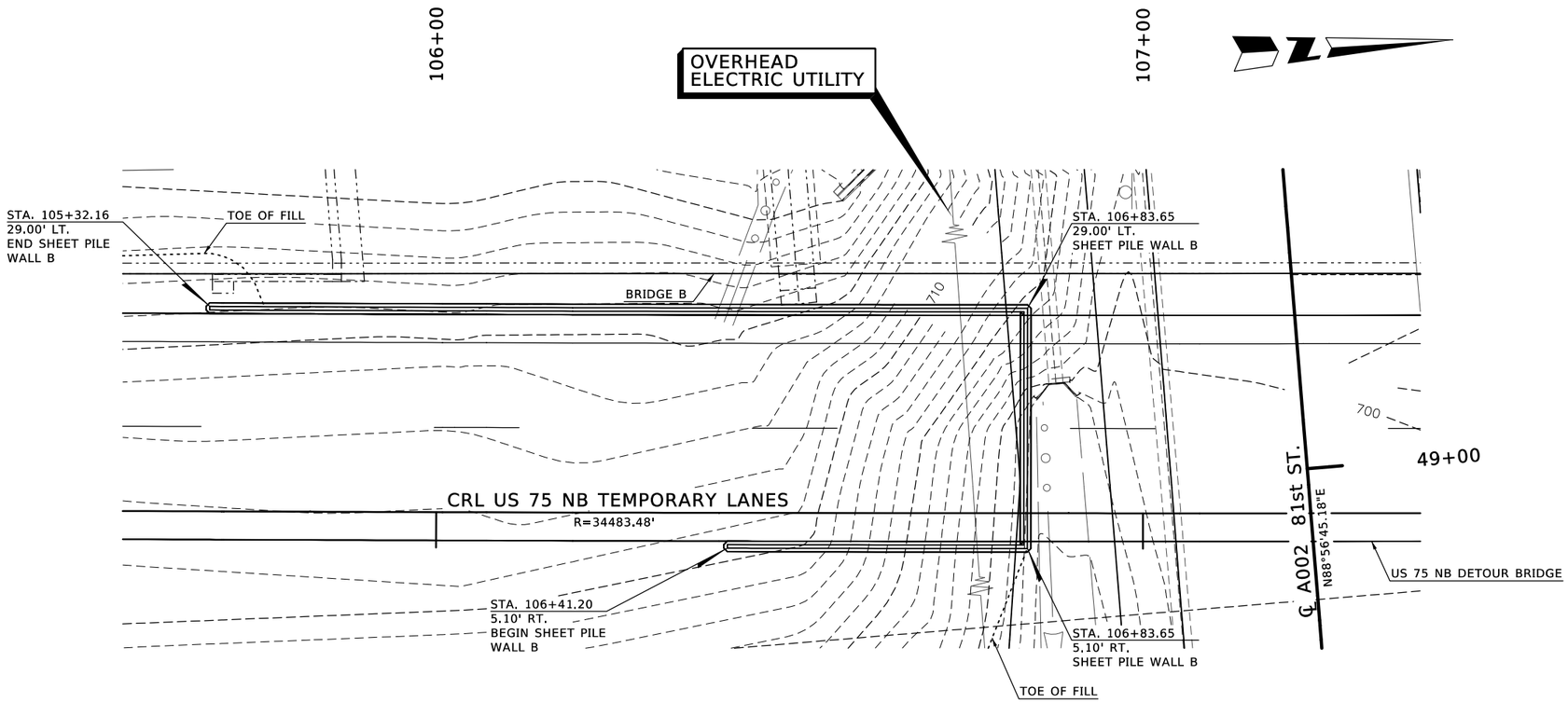
GENERAL PLAN AND ELEVATION

CONSTRUCT NEW 80' SPAN, 30' CLEAR ROADWAY AT CRL US 75 NB TEMPORARY LANES, STA. 107+23.77

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B009

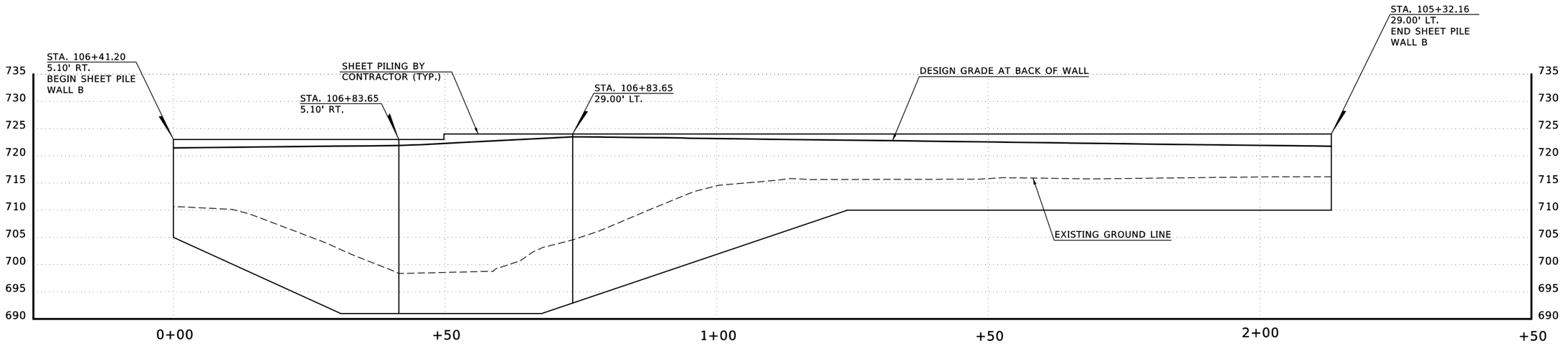
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W
JUNE 2018



PLAN

SCALE: 1" = 10'



ELEVATION

SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

DESIGN	PB	09/17
DRAWN	JT	09/17
CHECKED	STF	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

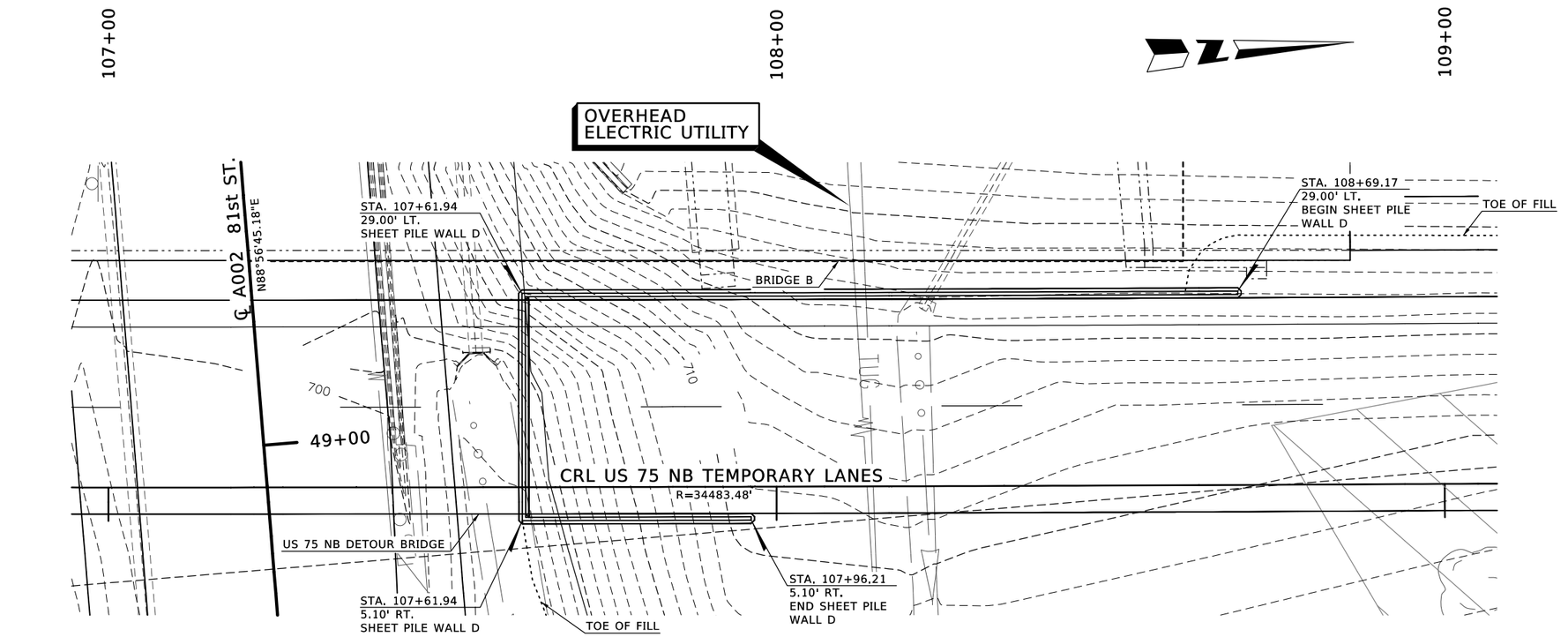
SHEET PILE WALL B

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B010

OKLAHOMA DEPARTMENT OF TRANSPORTATION

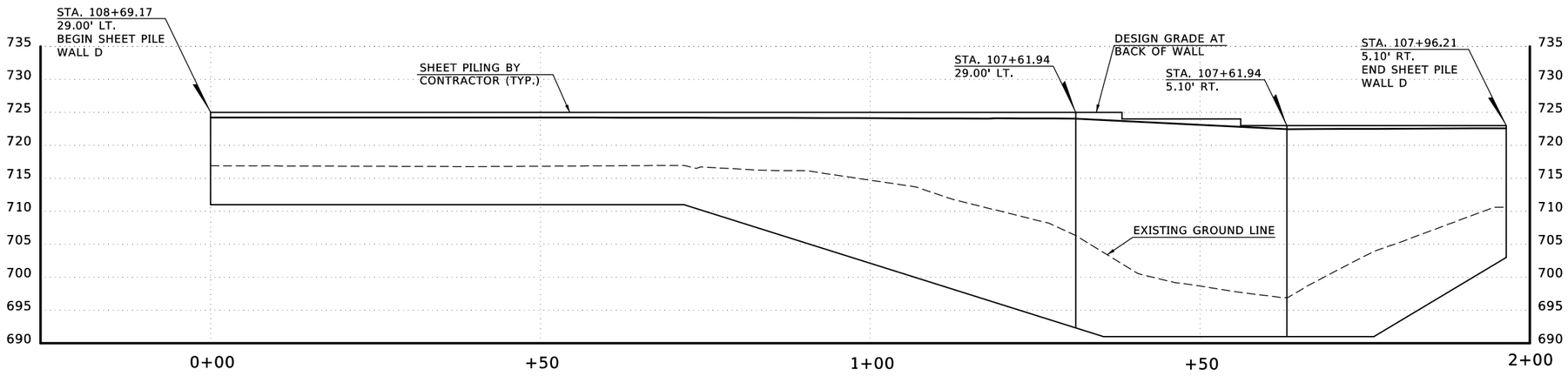
PROPOSED R/W

JUNE 2018



PLAN

SCALE: 1" = 10'



ELEVATION

SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

DESIGN	PB	09/17
DRAWN	JT	09/17
CHECKED	STF	09/17
APPROVED	STF	09/17
SQUAD	BENHAM	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

SHEET PILE WALL D

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. B011

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018

0 50' 100'

1"=50'

TEMPORARY RAMP A WIDENING

Pres. R/W

95+00

100+00

105+00

℄ A003 Ramp A

TOE OF SLOPE (TEMP.)

SHEET PILE WALL E

TOE OF SLOPE

SHEET PILE WALL A

SB DETOUR BRIDGE

CRL US 75 SB TEMPORARY LANES

BRIDGE A

℄ A002 81st ST.

℄ A001 US 75

BRIDGE B

CRL US 75 NB TEMPORARY LANES

SHEET PILE WALL B

NB DETOUR BRIDGE

TOE OF SLOPE (TEMP.)

TOE OF SLOPE

℄ A004 Ramp B

Pres. R/W

LEGEND

US 75

US 75 CONNECTION

TEMPORARY LANES

S. SANTA FE AVE.

Pres. R/W

110+00

115+00

TOE OF SLOPE (WIDENING)

℄ A005 Ramp C

TOE OF SLOPE (TEMP.)

SB DETOUR BRIDGE

SHEET PILE WALL C

TOE OF SLOPE

TEMPORARY RAMP C WIDENING

CRL US 75 SB TEMPORARY LANES

BRIDGE A

BRIDGE B

℄ A001 US 75

CRL US 75 NB TEMPORARY LANES

TOE OF SLOPE (WIDENING)

SHEET PILE WALL D

NB DETOUR BRIDGE

TOE OF SLOPE (TEMP.)

TEMPORARY RAMP D WIDENING

℄ A002 81st ST.

℄ A006 Ramp D

TOE OF SLOPE

Pres. R/W

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			US-75 LAYOUT
APPROVED			
SQUAD			

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. R005

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018

0 50' 100'

1"=50'

5/30/2018 3:01:08 PM

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90+00 95+00 100+00

Billboard

EXISTING LIMITS OF NO ACCESS

Sign Footing

Pres. R/W

6' Chainlink With 3-BW

EXIST. SPECIAL SIGN

150'

167.62'

Riprap

Paved Ditch

TOE OF SLOPE

Conc.

STA. 99+28.96

10'

24'

℄ A003 Ramp A

217.29'

℄ A001 US 75

CURVE C1

EX. SMD

Asphalt

Cable Barrier

18" CMP

EXIST. W8-13

EXIST. OVHD. SIGN STR. E-1, SPECIAL SIGN, W13-2(35), IMPACT ATTENUATOR (SAND FILLED)

BM B

EXIST. E5-1 & E13-1(35)

238.48'

℄ A004 Ramp B

EXIST. INFORMATIONAL SIGN (FACILITIES)

MATCHLINE STA. 100+00 SEE SHEET R007

LEGEND

ASPHALT

CONCRETE

WETLANDS

OPEN WATER

AMERICAN BURYING BEATLE HABITAT

NORTHERN LONG-EARED BAT HABITAT

8' Concrete Wall

House

EXISTING LIMITS OF NO ACCESS

6' Chainlink

SEC. 14, T18N, R12E

STA. 94+00.00 BEGIN INCIDENTAL CONST.

STA. 99+88.96 BEGIN US 75 CONST. J/P NO. 30374(07) END INCIDENTAL CONST.

TRANSITION FROM EXISTING CROSS SLOPE

+28.96

+88.96

NORMAL CROSS SLOPE

NB LANES

SB LANES: SAME AS NB LANES

NORMAL CROSS SLOPE

L=307.27'

K=181

V=70 MPH

PVC 99+88.96

ELEV 718.23

+0.60%

PROFILE GRADE LINE

EXISTING GROUND 25' LEFT

EXISTING GROUND 25' RIGHT

EXISTING GROUND @ ℄

EX. 18" CMP

EX. SMD TG 713.00 ℄ 710.03

BENCHMARK BM B
CUT X SET ON CONCRETE OUTFLOW STRUCTURE
STA. 94+49.92, 86' RT
N , E , EL. 710.97'

UTILITY COMPANIES	PHONE NUMBERS
CITY OF TULSA (WATER)	918-596-9566
CITY OF TULSA (SEWER)	918-596-9573
AT&T	918-596-4237
COX COMMUNICATIONS	405-417-4064
AEP/PSO (TRANSMISSION)	918-599-2362
AEP/PSO (DISTRIBUTION)	918-250-6211
ONG	918-831-8215

730 725 720 715 710 705 700 695 690

709.94 710.45 711.20 711.80 712.33 712.92 713.59 713.35 714.82 715.55 716.01 716.61 718.30 717.06

88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018

▨	WETLANDS
▨	OPEN WATER
▨	AMERICAN BURYING BEATLE HABITAT
▨	NORTHERN LONG-EARED BAT HABITAT

CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING AT APPROX. STA. 106+68 ℄ A001 US 75

CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING AT APPROX. STA. 108+06 ℄ A001 US 75

CAUTION: EXIST. UNDERGROUND TELEPHONE CROSSING AT APPROX. STA. 108+10 ℄ A001 US 75

BENCHMARK BM D
CUT X SET ON NORTH END OF
HEADWALL OF CONCRETE INLET
STA. 103+02.93, 87.9' LT
N , E , EL. 712.07'

BENCHMARK BM E
CUT X SET ON CENTER OF HEADWALL
STA. 110+79.74, 220.6' RT
N , E , EL. 697.01'

(106) STA. 102+98.76, 87.08' RT.
EX. 3' x 3' RCB EXT. 49.59' LG. RT.
℄ INLET 706.24
℄ OUTLET 705.28

(104) STA. 103+19.78, CT.
CONST. INLET (SMD-TYPE 2)
& TIE TO EX. 18" RCP
℄ INLET 721.97
℄ OUTLET 714.82

(101) STA. 111+24.24, 96.83' RT.
EX. 5' x 4' RCB
REPLACE 46' LG RT.
℄ INLET 692.50
℄ OUTLET 692.08

(102) STA. 113+40.00, CT.
CONST. INLET (SMD-TYPE 2)
W/ 101 LF 18" RCP & 18" PCES
TG 725.41
℄ INLET 721.85
℄ OUTLET 716.87

US-75 (2)

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. R007

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018

0 50' 100'

1"=50'

S. SANTA FE AVE.

EXISTING LIMITS OF NO ACCESS

Pres. R/W

115+00

120+00

125+00

SEE SHEET R007
MATCHLINE STA. 114+00

TOE OF SLOPE

Conc.

STA. 115+16.98

EXIST. E5-1
& E13-1(35)

175.6'

175.77'

EXIST. W13-2(35)

℄ A005 Ramp C

Asphalt

EX. SMD

℄ A001 US 75

CURVE C1

Cable Barrier

Asphalt

18" CMP

℄ A006 Ramp D

Conc.

183.73'

TOE OF SLOPE

EXIST. R1-2

183.72'

Gravel Ditch

BM F

EX. DROP INLET

EXIST. SPECIAL SIGN

176.04'

10'

24'

4'

4'

24'

10'

EX. SMD

EXIST. INFORMATIONAL
SIGN (FACILITIES)

4'X4' RCB

18" CMP

BM G

5' 4-Rail Plastic

Pres. R/W

5' 4-Rail Plastic

Pres. R/W

EXISTING LIMITS OF NO ACCESS

BENCHMARK BM F
CUT X SET ON NORTH WINGWALL
STA. 116+03.77, 114.5' RT
N , E , EL. 719.55'

SEC. 11, T18N, R12E

BENCHMARK BM G
CUT X SET ON SOUTH END OF HEADWALL
STA. 122+44.08, 156.7' RT
N , E , EL. 698.53'

LEGEND
ASPHALT
CONCRETE

WETLANDS
OPEN WATER
AMERICAN BURYING BEATLE HABITAT
NORTHERN LONG-EARED BAT HABITAT

STA. 114+56.98
END US 75 CONST.
J/P NO. 30374(07)
BEGIN INCIDENTAL
CONST.

STA. 121+00.00
END INCIDENTAL
CONST.

	+56.98	TRANSITION FROM EXISTING	+16.98
NB LANES	NORMAL CROSS SLOPE	CROSS SLOPE	
SB LANES	NORMAL CROSS SLOPE	SAME AS NB LANES	

L=320.76
K=181
V=70 MPH

PVT 114+56.98
ELEV 727.08

+0.67%

PROFILE GRADE LINE

EXISTING GROUND 25' RIGHT

EXISTING GROUND 25' LEFT

EXISTING GROUND @ ℄

EX. 18" CMP

EX. SMD
TG 725.96
℄ 722.75

EX. 18" CMP

EX. SMD
TG 732.89
℄ 729.36

750	745	740	735	730	725	720	715	710
								726.78
								724.82
								725.62
								725.88
								726.59
								727.32
								727.78
								728.26
								728.85
								729.97
								730.74
								731.98
								732.89

114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00

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US-75 (3) COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. R008

5/30/2018

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018

CAUTION: EXIST. POWER UNDERGROUND CROSSING AT APPROX. STA. 45+45 ℄ A002 81st ST.

CAUTION: EXIST. SANITARY SEWER CROSSING AT APPROX. STA. 45+60 ℄ A002 81st ST.

WETLANDS

OPEN WATER

AMERICAN BURYING BEATLE HABITAT

NORTHERN LONG-EARED BAT HABITAT

SEC. 11, T18N, R12E

SEC. 14, T18N, R12E

TNCO-ONE LLC

8200 UNIT DRIVE LLC

SRI REAL ESTATE PROPERTIES LLC

WALK AT TULSA HILLS LLC C/O THE PARKES COMPANIES

EXISTING LIMITS OF NO ACCESS

45+00

50+00

55+00

BRIDGE A

BRIDGE B

℄ A002 81st ST.

℄ A001 US 75

℄ A003 Ramp A

℄ A004 Ramp B

℄ A005 Ramp C

℄ A006 Ramp C

Cable Barrier

Guardrail

Asphalt

Conc.

Paved Ditch

Parapet

Pres. R/W

TOE OF SLOPE

TOP OF CUT

IMPACT ATTENUATOR

REMOVE & RELOCATE DIGITAL MESSAGE SIGN

EXIST. SPECIAL SIGN

EXIST. R5-1 & R6-1(R)

EXIST. R3-5(R)

EXIST. R5-1 & R6-1(L)

EXIST. M3-1, M3-3, M1-4(2), M1-4(2), M5-1(L), M6-1(R)

EXIST. M3-3, M3-1, M1-4(2), M1-4(2), M5-1(L), M6-1(R)

EXIST. M3-1 M1-4(2) M6-1(L)

EXIST. OM3-L

24" RCP

24" CMP

30" RCP

36" RCP

42" RCP

STA. 48+10.60 BEGIN 81st ST. CONST.

STA. 51+93.36 END 81st ST. CONST.

5' 4-Rail Plastic

Sidewalk

103

105

0 50' 100'

1"=50'

LEGEND

CONCRETE

BRIDGE "A"

BRIDGE "B"

PUG

EXISTING GROUND @ ℄

16' CLEARANCE

EX SANITARY SEWER 12" FL 711.49

SP. DITCH LT.

SP. DITCH RT.

5' MH

5'x15' JUNCT. BOX

48" RCP

EX 36" RCP ℄ 690.49

730.17 724.38 718.37 712.61 707.11 702.76 699.78 698.09 696.55 695.06 692.86

725 720 715 710 705 700 695 690 685

45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00

103 STA. 47+90.05, 59.17' RT.
CONST. 30"x86' LG RCP W/ 2-30" PCES
FL INLET 709.08
FL OUTLET 705.80

105 STA. 51+59.37, 50.25' RT.
CONST. 36" PCES W/ 36"x17' LG RCP & TIE TO EX. MH
FL INLET 692.60
FL OUTLET 690.87

W. 81st ST. S.

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. R009

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W
JUNE 2018

0 50' 100'
1"=50'

90+00 95+00 100+00

Billboard
EXISTING LIMITS OF NO ACCESS
Sign Footing
Pres. R/W
6' Chainlink With 3-BW
EXIST. SPECIAL SIGN
150'
167.62'
PC 95+62.07 CRL US 75 SB TEMP. LANES =
POC STA 95+63.05 ~ 44.00' LT
℄ A001 US 75
PI 97+50.02
Riprap
Paved Ditch
217.29'
PRC 99+37.13
℄ A003 Ramp A
CURVE S1
CRL US 75 SB
TEMPORARY LANES
N 5°30'24.64" E
N 3°52'08.09"W
℄ A001 US 75
CURVE C1
EX. SMD
Asphalt
Cable Barrier
Conc.
EXIST. OVHD. SIGN STR. E-1,
SPECIAL SIGN, W13-2(35),
IMPACT ATTENUATOR (SAND FILLED)
18" CMP
Asphalt
N 5°32'03.74" E
N 13°32'39.09" E
EXIST. W8-13
CURVE N1
CRL US 75 NB
TEMPORARY LANES
BM B
EXIST. E5-1
& E13-1(35)
℄ A004 Ramp B
Conc.
238.48'
PI 97+01.67
PRC 98+61.62
EXIST. INFORMATIONAL
SIGN (FACILITIES)
MATCHLINE STA. 100+00
SEE SHEET R011
Pres. R/W
8' Concrete Wall
House
EXISTING LIMITS OF NO ACCESS
PC 95+41.20 CRL US 75 NB TEMP. LANES =
POC STA 95+46.53 ~ 44.00' RT.
℄ A001 US 75
6' Chainlink
Pres. R/W
F0

LEGEND
ASPHALT
RECONSTRUCTION

BENCHMARK BM B
CUT X SET ON CONCRETE OUTFLOW STRUCTURE
STA. 94+49.92, 86' RT
N , E , EL. 710.97'

SEC. 14, T18N, R12E

730 725 720 715 710 705 700 695 690

EXISTING GROUND 25' LEFT
EXISTING GROUND @ ℄
EX. 18" CMP
EX. SMD
TG 713.00
℄ 710.03
EXISTING GROUND 25' RIGHT
PROFILE GRADE LINE
US 75 NB TEMPORARY LANES
PVI 97+49.20
ELEV 716.00
PVI 98+06.64
ELEV 716.01
+0.54%
+0.48%
PROFILE GRADE LINE
US 75
PROFILE GRADE LINE
US 75 SB TEMPORARY LANES
716.25 NB
716.73 NB
716.52 SB
717.21 NB
717.06 SB

88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00

US-75 TEMPORARY LANES (1)

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. R010

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018

CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING AT APPROX. STA. 106+68 ℄ A001 US 75

CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING AT APPROX. STA. 108+06 ℄ A001 US 75

SEE SHEET R010
MATCHLINE STA. 100+00

MATCHLINE STA. 114+00
SEE SHEET R012

℄ A001 US 75

℄ A002 81st ST.

℄ A003 Ramp A

℄ A004 Ramp B

℄ A005 Ramp C

℄ A006 Ramp D

CRL US 75 SB TEMPORARY LANES

CRL US 75 NB TEMPORARY LANES

SB DETOUR BRIDGE

NB DETOUR BRIDGE

TEMPORARY RAMP A WIDENING

TEMPORARY RAMP C WIDENING

TEMPORARY RAMP D WIDENING

SHEET PILE WALL A

SHEET PILE WALL B

SHEET PILE WALL C

SHEET PILE WALL D

SHEET PILE WALL E

CURVE S2 · CURVE S3 · CURVE S4 · CURVE C1 · CURVE N2 · CURVE N3 · CURVE N4

T-1 · T-2 · T-3 · T-4 · 106 · 101

BM D

EX. DROP INLET

EX. SMD TG 715.05 ℄ 714.82

EXIST. W4-1(R) · EXIST. W8-13 · EXIST. SPECIAL SIGN · EXIST. INFORMATIONAL SIGN (FACILITIES) · EXIST. R5-1a · EXIST. R5-1 & R6-1 · EXIST. R3-7(R) · EXIST. M3-1 M1-4(2) M6-1(L)

UNKNOWN SIGN

BM E

4' WROUGHT IRON

5' 4-Rail Plastic

Pres. R/W · Paved Ditch · Conc. · Asphalt · Cable Barrier · Guardrail · TOE OF SLOPE

PI 101+56.61 · PRC 103+75.39 · PI 101+18.69 · PCC 103+74.61 · PI 107+11.86 · STA. 107+45.23 END SB DETOUR BRIDGE · STA. 106+65.22 BEGIN SB DETOUR BRIDGE · PI 107+13.17 · STA. 106+83.77 BEGIN NB DETOUR BRIDGE · STA. 107+63.77 END NB DETOUR BRIDGE · PRC 110+48.30 · PCC 110+51.70 · PI 112+67.79 · PI 113+08.77

105+00 · 110+00

18" RCP · 24" RCP · 30" RCP · 36" RCP · 24" CMP · 18" CMP · 3'x3' RCB · 5'x4' RCB

0 50' 100'
1"=50'

LEGEND
ASPHALT
RECONSTRUCTION

BENCHMARK BM D
CUT X SET ON NORTH END OF HEADWALL OF CONCRETE INLET
STA. 103+02.93, 87.9' LT
N , E , EL. 712.07'

BENCHMARK BM E
CUT X SET ON CENTER OF HEADWALL
STA. 110+79.74, 220.6' RT
N , E , EL. 697.01'

SEC. 14, T18N, R12E

SEC. 11, T18N, R12E

CAUTION: EXIST. UNDERGROUND TELEPHONE CROSSING AT APPROX. STA. 108+10 ℄ A001 US 75

L=310.00' K=168 V=65 MPH · L=701.87' K=193 V=65 MPH · L=310.00' K=149 V=65 MPH

PVC 100+20.29 ELEV 717.17 · PVI 101+75.29 ELEV 718.01 · PVRC 103+30.29 ELEV 721.71 · PVI 106+81.23 ELEV 730.10 · HI 107+91.54 ELEV 727.22 · PVRC 110+32.16 ELEV 725.72 · PVI 111+87.16 ELEV 723.79 · LO 112+18.21 ELEV 724.56 · PVT 113+42.16 ELEV 725.08

PROFILE GRADE LINE US 75 · PROFILE GRADE LINE US 75 SB TEMPORARY LANES · PROFILE GRADE LINE US 75 NB TEMPORARY LANES · EXISTING GROUND @ ℄

+2.39% · -1.25% · +0.54% · +0.48% · +1.39% · -0.25% · +0.81% · +0.83%

PVI 107+50.04 ELEV 723.19 · HI 108+60.38 ELEV 722.85 · PVRC 109+08.19 ELEV 722.80 · LO 109+66.70 ELEV 722.72 · PVI 110+33.19 ELEV 722.49 · PVT 111+58.19 ELEV 723.50

81st ST. · TUG

EX. SMD TG 721.54 ℄ 718.13

EX. 18" CMP · EX. 24" CMP ℄ 700.11 · EX. 24" CMP ℄ 700.06 · EX. 30" RCP ℄ 697.27

EXISTING GROUND -25' LEFT · EXISTING GROUND -25' RIGHT

T-1 STA. 102+03.40, 65.50' LT, CONST. TEMP. INLET (SMD-TYPE 2) W/ 48 LF TEMP. 18" RCP & 18" PCES
TG 716.87
℄ INLET 711.87
℄ OUTLET 710.26

106 STA. 102+98.76, 87.08' RT, EX. 3' x 3' RCB EXT. 49.59' LG. RT.
℄ INLET 706.24
℄ OUTLET 705.28

T-2 STA. 103+02.59, 65.85' RT, CONST. TEMP. INLET (SMD-TYPE 2) W/ 61 LF TEMP. 18" RCP & 18" PCES
TG 715.88
℄ INLET 709.08
℄ OUTLET 706.15

T-3 STA. 110+04.65, 68.94' RT, CONST. TEMP. INLET (SMD-TYPE 2) W/ 84 LF TEMP. 18" RCP & 18" PCES
TG 719.62
℄ INLET 713.62
℄ OUTLET 702.14

T-4 STA. 111+03.22, 67.82' LT, CONST. TEMP. INLET (SMD-TYPE 2) W/ 87 LF TEMP. 18" RCP & 18" PCES
TG 721.57
℄ INLET 716.57
℄ OUTLET 714.39

735 · 730 · 725 · 720 · 715 · 710 · 705 · 700 · 695

717.21 NB · 717.06 SB · 717.70 NB · 717.79 SB · 718.18 NB · 719.10 SB · 718.67 NB · 721.01 SB · 719.15 NB · 723.25 SB · 719.90 NB · 725.02 SB · 721.10 NB · 726.27 SB · 722.19 NB · 727.01 SB · 722.76 NB · 727.22 SB · 722.81 NB · 726.92 SB · 722.75 NB · 726.10 SB · 723.10 NB · 726.03 SB · 723.84 NB · 724.57 SB · 724.65 NB · 724.79 SB · 725.46 NB · 725.56 SB

100+00 · 101+00 · 102+00 · 103+00 · 104+00 · 105+00 · 106+00 · 107+00 · 108+00 · 109+00 · 110+00 · 111+00 · 112+00 · 113+00 · 114+00

US-75 TEMPORARY LANES (2)

COUNTY TULSA · HIGHWAY US-75 · STATE JOB NO. 30374(07) · SHEET NO. R011

5/30/2018 3:01:14 PM

P:\FDB\1650-TUL\CIV\140054.EC1847_US75_Bist\20_DESGN\40_CAD\C\30374071_C_PnP_US75_02_TmpLanes.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

JUNE 2018

0 50' 100'

1"=50'

SEE SHEET R011
MATCHLINE STA. 114+00

115+00 120+00 125+00

Pres. R/W

PRC 114+86.56

TEMPORARY RAMP C WIDENING

TOE OF FILL

175.6'

PI 116+74.51

PT 118+61.62 CRL US 75 SB TEMP. LANES = POC STA 118+61.95 ~ 44.00' LT ℄ A001 US 75

175.77'

EXISTING LIMITS OF NO ACCESS

EX. DROP INLET

EXIST. SPECIAL SIGN

EXIST. W13-2(35)

176.04'

Conc.

℄ A005 Ramp C

CURVE S5

N 11°03'03.98" E

N 1°40'31.25" E

CRL US 75 SB TEMPORARY LANES

Asphalt

EXIST. E5-1 & E13-1(35)

EX. SMD

℄ A001 US 75

Cable Barrier

CURVE C1

18" CMP

Asphalt

CRL US 75 NB TEMPORARY LANES

N 6°21'43.19" W

N 1°38'52.16" E

CURVE N5

℄ A006 Ramp D

183.73'

183.72'

Conc.

EXIST. R1-2

TEMPORARY RAMP D WIDENING

BM F

PRC 115+64.69

Gravel Ditch

PI 117+25.16

4'x4' RCB

EXIST. INFORMATIONAL SIGN (FACILITIES)

18" CMP

BM G

5' 4-Rail Plastic

Pres. R/W

TOE OF FILL

Pres. R/W

5' 4-Rail Plastic

PT 118+85.11 CRL US 75 NB TEMP. LANES = POC STA. 118+78.47 ~ 44.00' RT ℄ A001 US 75

EXISTING LIMITS OF NO ACCESS

10'
24'
4'
4'
24'
10'

LEGEND

ASPHALT

RECONSTRUCTION

BENCHMARK BM F
CUT X SET ON NORTH WINGWALL
STA. 116+03.77, 114.5' RT
N , E , EL. 719.55'

BENCHMARK BM G
CUT X SET ON SOUTH END OF HEADWALL
STA. 122+44.08, 156.7' RT
N , E , EL. 698.53'

SEC. 11, T18N, R12E

PROFILE GRADE LINE US 75

+0.83%

+0.81%

PROFILE GRADE LINE US 75 SB TEMPORARY LANES

PVI 117+45.72 ELEV 728.43

EXISTING GROUND 25' RIGHT

EXISTING GROUND 25' LEFT

EXISTING GROUND @ ℄

EX. 18" CMP

EX. SMD TG 725.96 ℄ 722.75

PVI 116+76.20 ELEV 727.70

PROFILE GRADE LINE US 75 NB TEMPORARY LANES

EX. 18" CMP

EX. SMD TG 732.89 ℄ 729.36

725.46 NB
725.56 SB
726.27 NB
726.39 SB
727.08 NB
727.22 SB
728.05 SB

750 745 740 735 730 725 720 715 710

114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00

US-75 TEMPORARY LANES (3)

COUNTY TULSA HIGHWAY US-75 STATE JOB NO. 30374(07) SHEET NO. R012

5/30/2018 3:01:16 PM

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SEC. 15
T-18-N
R-12-E

SEC. 10
T-18-N
R-12-E

0 200 400
SCALE

Pres. R/W

S. Union Ave.

S. Unit Dr.

330'

500'

S. Tacoma Ave.

W. 80th Street

NBI 16493
SB US 75 OVER
W. 81st ST.

BEGIN STUDY
STA. 82+00

END STUDY
STA. 131+00

80+00
85+00
90+00
95+00
100+00
105+00
110+00
115+00
120+00
125+00
130+00
135+00
40+00
45+00
50+00
55+00
60+00

RCB

75

NBI 16492
NB US 75 OVER
W. 81st ST.

S. Olympia Ave.

SEC. 14
T-18-N
R-12-E

SEC. 11
T-18-N
R-12-E

S. Maybelle Ave.

W. 81st Street

30374(04) NEPA STUDY LIMITS

Oklahoma Department of Transportation

NEPA STUDY LIMITS
TULSA COUNTY
US 75 & W. 81st St. S.
INTERCHANGE
JOB. NO. 30374(04)

March 6, 2017

3/6/2017 11:02:23 AM

O:\FIDB\16501-TULV\Civil\Rhonda\ODOT EC 1847 US 75 81st\Preconstruct\Marketvoll\Interview Files\US75-81st_NEPA_Bndry.dgn

ADDITIONAL STUDIES

CULTURAL RESOURCES STUDIES

Oklahoma Department of Transportation
Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

DATE: November 01, 2017

TO: Project Management Division

FROM: Environmental Programs Division

SUBJECT: Tulsa County FHWA Project: JP 30374(04); Bridge replacements along US-75 over 81st St. South.

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.**

T18N R12E:
Section 14:
NW¼ SE¼ SE¼

SAS

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

October 10, 2017

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #2513-17; US-75 North & South Bound Bridge Replacement over 81st Street South: JP #30374(04) (Including Bldgs. #1 & #2 & 34TU205)

Dear Mr. Sundermeyer:

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

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

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

Should further correspondence pertaining to this project be necessary, please reference the above underlined file number. If you have any questions, please contact Catharine M. Wood, Historical Archaeologist, at 405/521-6381. Thank you.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:jr

Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

October 24, 2017

Scott Sundermeyer
Director, ODOT Cultural Resources Program
Oklahoma Department of Transportation
111 E Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111

Re: *Oklahoma Department of Transportation Cultural Resources Survey Report JP30374(04) Proposed US-75 over 81st Street North and Southbound, Seven Miles North of Junction US-75/SH-67.* Report by Mike McKay and Anna Eddings (ODOT).
Legal Description: Sections 10, 11, 14 and 15, T18N, R12E, Tulsa County, Oklahoma.

Dear Mr. Sundermeyer:

This agency received the above-referenced cultural resources survey report of investigations for review and comment. The survey was conducted on July 25, 2017 by ODOT. The survey involved the field inspection of approximately 87.4 acres constituting the project's direct Area of Potential Effect. During this survey, the archaeologist recorded historic site, 34TU205 within the project area. This agency confirms the recommendations contained in this report as they pertain to prehistoric archaeological resources. **However; we defer opinion on site 34TU205; as well as, project effects to the Historic Archaeologist with the Oklahoma State Historic Preservation Office (SHPO), Oklahoma Historical Society.** This review has been conducted in cooperation with the Oklahoma SHPO. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act

Sincerely,

Debra K. Green
Assistant State Archaeologist

Kary L. Stackelbeck
State Archaeologist

:brb

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

September 27, 2017

Ms. Lynda Ozan
Deputy State Historic Preservation Officer
Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105

Dear Ms. Ozan:

Re: Tulsa Federal Highway Administration Project: J/P 30374(04); US-75 over 81st Street North- and Southbound, Seven Miles North of Junction US-75 / SH-67.

Attached is a cultural resources report for the referenced project as prepared by the ODOT Cultural Resources Program. During this investigation, two buildings and one mid-20th century homestead archaeological site (34TU205) were documented.

Site 34TU205 consists of a concrete stemwall house foundation, a concrete privy foundation, and a concrete block wellhouse remnant of a mid-20th century homestead.

It is our assessment that both buildings documented (Buildings 1 and 2) lack sufficient historic integrity and / or architectural distinction and that site 34TU205 lacks architectural and depositional integrity as well as lacking an association with persons of significance to the development of Oklahoma history. Pursuant to 36 CFR 60.4, both buildings and archaeological site 34TU205 are considered to be not eligible for inclusion in the National Register of Historic Places (NRHP).

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have no effect on historic properties. We respectfully request your concurrence or comments to our opinion.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Scott Sundermeyer
Director, ODOT Cultural Resources Program

cc: State Archeologist

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES SURVEY REPORT

Prepared by: ODOT Cultural Resources Program

County:	Tulsa		
J/P Number:	30374(04)		
Surveyed By:	Mike McKay and Jen Jones	**Prepared By:**	Mike McKay and Anna Eddings
Survey Date:	July 25, 2017	**Report Date:**	September 27, 2017

1. PROJECT DESCRIPTION:

This report documents a cultural resources survey for the proposed replacement of the US-75 North- and Southbound bridges over 81st St. South, seven miles north of the SH-67 junction in Tulsa, OK. Existing US-75 typical section consists of two 12 foot wide lanes with 10 foot wide outside shoulders and four foot wide inside shoulders with a 32 foot wide grassed open section median. The project proposes replacing the bridges and existing typical section with four span bridges each having three 12 foot lanes, 10 foot outside shoulders, and 12 foot inside shoulders, all of which will be between parapet railings. Construction plans for 81st St. South will accommodate new central piers for both new US-75 bridges. Both of the roadways and the US-75 access ramps will remain open to traffic during construction.

The project study area, as defined, is approximately 4900 feet long north to south along the US-75 alignment and approximately 3250 feet long east to west along the 81st St. South alignment. The proposed study area extends 330 feet on both sides of existing 81st St. South centerline. Along US-75, the proposed study area stays within existing R/W that extends between 180 and 375 feet on both sides of existing midline. In total, the project study area encompasses approximately 87.4 acres.

The existing northbound and southbound US-75 bridges over 81st St. South (Structure #7218 0703EX; NBI #16492 and Structure #7218 0703WX; NBI #16493) are concrete continuous structures with concrete supports that were constructed in 1965. These bridges are of the type discussed in the Program Comment for post-1945 concrete and steel bridges and were therefore not documented.

Legal Location:	T18N R12E Sections 10, 11, 14, & 15
U.S.G.S. Quadrangle:	Sapulpa North (1956; PR 1983)

2. ENVIRONMENTAL SETTING:

Geomorphic/Physiographic Region:

The study area is mapped in the Central Red-Bed Plains geomorphic province where Permian red shales and sandstones form gently rolling hills and broad, flat plains.

Geology and Soils:

Most of the study area is mapped across Carboniferous Period deposits known as the Upper Holdenville Formation which consists of shale deposits with interbedded fine-grained sandstone and some beds of limestone. The extreme northern end of the study area consists of Quaternary Period terrace deposits of fine gravel, sand, silt, and clay.

As mapped, soils and sediments in the western quarter of the study area are variants of Bates – Eram - Coweta loam and clay loam. Soils and sediments in the eastern quarter of the study area consist of Okemah silt loam, but these soils and sediments are completely overprinted by existing roadways and modern commercial establishments and their parking and drainage facilities. The northern quarter of the study area is comprised of Okay loam adjacent the Niotaze – Bigheart – Rock Outcrop Complex while the southern quarter and central portions of the study area consist predominantly of Dennis – Radley silt loam. On average, soils in the study area extend to depths of 30 centimeters below the surface (cmbs) with underlying sediments that continue to depths of 175 cmbs. The Radley

soils and sediments mapped in central portions of the study area are associated with the headwaters of former streams that have been completely rechanneled, dredged as borrow, or overlain by roadways and elevated bridge approach berms. Radley soils have in the past proven to have buried soil components beginning at depths of 107 cmbs continuing to depths greater than 203 cmbs.

Vegetation:

The vegetation of the study area, as mapped, is a mosaic of Postoak and Blackjack oak woodlands interspersed with mixed grass clearings known colloquially as the Crosstimbers.

According to the USGS Land Cover map, the study area consists predominantly of low or medium intensity development interspersed with developed open space to include grass pastures and small segments of deciduous woodland. Review of Google Earth imagery dating to September of 2016 indicates the study area is now part of the rural-urban fringe and is a zone of considerable commercial development. Vegetation coverage within the study area is minimal having been replaced by roadways and commercial establishments along with parking and roadway facilities and their associated stormwater drainage infrastructure that have greatly reduced land surface visibility.

Surface Visibility:

XXX	0-25%	Sodded right-of-way, mixed-grass field; wooded area
_____	25-50%	
_____	50-75%	
_____	75-100%	

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3. CULTURAL BACKGROUND:

A. Background Research:

XXX State Site Files at Oklahoma Archeological Survey (OAS)

XXX SHPO NRHP and DOE Files

XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Alabama Quassarte Tribe; Cherokee Nation; Delaware Tribe of Indians; Kialegee Tribal Town; Muscogee (Creek) Nation; Osage Nation; Thlopthlocco Tribal Town; United Keetoowah Band of Cherokee; Wichita and Affiliated Tribes.

XXX Other sources: General Land Office (GLO) Original Survey Map (1898)
Tulsa County aerial imagery (1943; 1958; 1964)
Tulsa County General Highway and Transportation maps (GHM) (1941, 1949, 1955, 1964, 1969)
Hominy 30' Topographic Map (1912, 1915)
Sapulpa North 7.5' Topographic Map (1967, 1973)

Brooks, Robert L.
1985 Resource Protection Planning Process Management Region 5. Report submitted to the State Historic Preservation Office Oklahoma Historical Society. Unpublished manuscript on file at the Oklahoma Archeological Survey, Norman.

2005 Oklahoma Atlas of Archaeological Sites and Management Activities. http://www.ou.edu/cas/archsur/Atlas/atlas.htm accessed online January 11, 2017.

Goins, Charles Robert and Danney Goble

2006 *Historical Atlas of Oklahoma*, 4th Ed. University of Oklahoma Press. Norman, OK.

Johnson, Kenneth S. and Kenneth V. Luza
2008 Earth Sciences and Mineral Resources of Oklahoma. University of Oklahoma Press.

Odell, George H. et. al.
1990 *An Archaeological Investigation of the Arkansas River Bluffline between Jenks and Bixby, Eastern Oklahoma*. Department of Anthropology #17. University of Tulsa.

November 2012 Advisory Council on Historic Preservation (ACHP)
Program Comment Concerning Post-1945 Concrete and Steel Bridges,
http://www.odotculturalresources.info/post-1945-bridges.html

University of California Berkley California Soil Resource Lab & USDA Natural Resources Conservation Service
2017 *SoilWeb*. https://casoilresource.lawr.ucdavis.edu/gmap. Accessed online 2017.

US Geological Survey, 20140331, NLCD 2011 Land Cover (2011 Edition) US Geological Survey, Sioux Falls, SD.

1977 (Rev. 1997; 2000) *Soil Survey Tulsa County, Oklahoma*. United States Department of Agriculture, Soil Conservation Service, and Oklahoma Experiment Station. U.S. Government Printing Office, Washington, D.C.

RESULTS OF BACKGROUND RESEARCH/SUMMARY OF CULTURAL BACKGROUND:

A review of the Oklahoma Archaeological Survey (OAS) maps indicates that there are no previously-recorded archaeological sites in the project study area but that there is one previously-recorded site (34TU94) recorded within a one-mile vicinity of the study area.

Site 34TU94 is the location of a Late Prehistoric / Protohistoric Period occupation intermixed with glass shards and pottery from a more recent Anglo-American occupation. The site was recorded by Kent Dickerson and Ken Shingleton in 1990 as part of archaeological investigations conducted for the SHPO by the University of Tulsa. The study was funded in anticipation of loss of cultural sites along the bluffline feature due to expansive suburban and commercial development and as an attempt to more clearly understand Protohistoric Period occupation of the bluffline setting. Site materials and diagnostics were broadly scattered across the surface of a plowed field on the Hager Creek floodplain at the foot of the Arkansas River bluffline. Along with shovel tests, four 1 x 1 meter tests pits were excavated to depths of 60 cmbs across the site. Subsurface deposits were moderately deep, on occasion extending to 60 cmbs. No subsurface features were identified. The site was not assessed for NRHP eligibility.

Brooks includes Tulsa County in “Region 5” of his Resource Protection Planning Process Management manuscript (Brooks 1985). Region 5, the largest management region defined by Brooks, consists of southern tall grass prairie and Crosstimbers. Much of the archaeological work in this region has focused on surveys and excavations of sites threatened by major reservoir construction (Brooks 1985:5). This region includes sites from Paleoindian, Archaic, Woodland, Late Prehistoric, Protohistoric, as well as 19th and 20th century periods (Brooks 1985).

In 2004, according to the Oklahoma Atlas of Archaeological Sites and Management Activities, 158 archaeological sites had been recorded in Tulsa County (Brooks 2005). At that time, the recorded sites included one Paleoindian Period occupation, eight Archaic Period occupations, two Woodland Period occupations, eight

Late Prehistoric Period occupations, and 105 occupations from the 19th and 20th century. There are currently 205 archaeological sites recorded in Tulsa County.

Although no previously-recorded archaeological sites are mapped in the project study area, there are a few previously-recorded prehistoric archaeological sites distantly mapped on the Sapulpa North and Jenks quadrangles. These previously-recorded sites consist of surface expressions and shallow deposits that are mapped on terrace rises or upland overlooks along minor drainages such as Polecat, Mooser, or Hager Creeks. Nineteenth and 20th century archaeological sites are generally recorded where buildings or occupations are indicated on historic maps and / or aerial imagery. One late-19th century occupation has previously been mapped within the study area. The B. Covey farmstead occupied a position that is currently covered by the existing 81st St. South centerline and the eastern access ramps of US-75. At this location, all of the topography has been extensively reworked or overprinted by roadway construction. Remnants of the farmstead are not likely to remain. One early-20th century school has been mapped within the study area in the southeast corner of the 81st St. South / S. Union Ave. intersection. This location has recently been extensively reworked by landscaping and entrance drive construction for a modern hotel. Remnants of the school are not likely to remain. In addition to the school, a farmstead that included at least three buildings was demolished and the property landscaped as part of recent hotel construction and will likely exhibit no remnants. According to maps and aerial imagery from between 1936 and 1983, at least three occupations and one church were also in existence within the study area. The three additional occupations mentioned were homesteads located south of existing 81st St. centerline and west of the S. Union Ave. intersection. It is likely that houses and buildings associated with these three homesteads may yet exist. Finally, a church that is first noted on the 1973 topographic map appears to still be extant on recent aerial imagery, but it has undergone extensive additions and renovations between 1999 and 2003.

Review of old maps, aerials, and bridge data indicates that disturbance to the study area associated with construction of the existing US-75 roadway probably occurred in 1965 and shortly after. Aerial photographs taken between 1943 and 2010 exhibit a study area that was primarily agricultural rangeland with the western fringe having a moderate amount of suburban development. Most of the disturbance to the study area has occurred after 2009 with the construction of housing developments and commercial interests.

---

4. METHODOLOGY:

Field Investigation Methodology:

_____ 100% Windshield Survey

XXX Windshield survey with sample pedestrian survey

XXX 40% pedestrian survey

XXX Subsurface Testing. Describe methodology of testing under comments, below:

DISCUSSION OF METHODOLOGY:

Based on the background research, prehistoric archaeological sites in the general area have previously been recorded on the terraces and floodplain rises of minor tributaries such as Polecat, Mooser, or Hager Creeks. These sites often consist of surface expressions and shallow deposits. By contrast, the topography under review as part of the proposed project is disturbed uplands minimally dissected by very small east-flowing headwater streamlets. With this in mind and because of the level of recent and current development noted and observed throughout the study area, survey was primarily constrained to the western quadrant where some buildings were still extant, and along what little amount of US-75 R/W had not been disturbed by past roadway and commercial construction and maintenance. Those few locations were subjected to pedestrian archaeological survey along transects paralleling the existing roadways. Shovel tests were excavated where no evidence of modern disturbance / earthmoving could be discerned. In general, these tests rarely extended greater than 30

cmbs before the eroding sandstone regolith was encountered. All shovel tests exposed culturally sterile sediments and very little soil development. Excavated dirt was screened through 1/4" mesh. Since buried soils are mapped in the study area in association with sediments associated with the three small headwater tributaries crossing the north-central portion of the study area, a 3-inch bucket auger was to be employed, however; all of these small tributaries had been significantly rechanneled on both sides of existing US-75 to the point that there were no remaining pristine profiles to test. A relatively undisturbed setting located at the foot of the upland south of the mapped stream locations and west of US-75 was selected for auguring. Unfortunately, the sandstone regolith was again encountered approximately 30 cmbs. In this regard, no buried artifact deposits or soil horizons were observed during shovel testing or auger testing and no buried soils, artifact deposits, or cultural features were noted within the 30 cm deep terrace profile of the southernmost and only remaining streamlet observed at a location NW of the existing US-75 bridges.

Based upon indications from early maps and aerial imagery, the locations of one late-19th century farmstead, one early-20th century school, one mid-20th century farmstead, three mid-20th century homesteads, and one late-20th century church were noted in the western quadrant of the study area along 81st St. on both sides of the S. Union Ave. intersection. The locations of each of these properties were subjected to field review and shovel testing.

---

5. RESULTS OF INVESTIGATION:

_____ No archeological sites or buildings recorded in study area.

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

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

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

_____ Oklahoma Bridge Survey and Inventory Form.

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

Forms being submitted for agency review.

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

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

_____ Oklahoma Bridge Survey and Inventory Form.

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

COMMENTS AND DESCRIPTION OF FINDINGS:

Two buildings and one mid-20th century archaeological site (34TU205) were recorded in the project study area during this investigation.

Pedestrian archaeological survey revealed disturbances to the study area related to highway construction, oilfield activities, and more extensively due to housing and commercial development.

Historical maps and aerial imagery indicated that one mid-20th century homestead was previously located in the study area in the SW corner of the 81st St. / S. Union Ave. intersection. The homestead's location was recorded as 34TU205 as part of this survey. Due to the paucity of cultural materials noted on site during field

review, the site boundaries have been derived from boundaries observed within the 1958 and 1964 aerial imagery when compared to modern aerial imagery taken between 1995 and 2016, in addition to depictions of the occupation on the 1956, 1967, 1973, and 1983 topographic maps. No evidence of the homestead was noted in the 1943 aerial image or on earlier maps. The northern and eastern borders of the site are bounded by existing R/W. With the exception of a former dirt and gravel entry driveway, there were no artifact deposits or features associated with the site noted in roadway R/W. All of the property within the site boundary was subjected to field review with intensive shovel testing. Surface visibility approached 0%. No surface or subsurface artifact deposits were noted but three surface features were observed within the wooded copse that has now overgrown the southern two-thirds of the site. The three features consist of a concrete foundation for a single-seat privy, an approximately 20 foot by 20 foot concrete stemwall foundation with protruding steel sill plate anchor bolts, and an approximately five foot by five foot by four foot tall concrete block well house. According to the aerial imagery and maps reviewed, the building or buildings associated with the house, privy, and well house were constructed between 1944 and 1955 and were occupied until the period between 1983 and 1995. Shovel tests across the site were excavated to depths of between 20 and 40 cmbs exposing approximately 20 cm of brown loam atop a red mottled sandy loam with a few small sandstone nodules. No additional surface or subsurface artifact deposits or features were noted in association with the homestead. The original Homestead Patent associated with the site property was provided to Willie Campbell of the Creek Nation (Roll #4276) in 1903. As part of the Cahwee Estate, a Quit Claim Deed was provided by Thomas Robbins giving ownership of the property to Preston E. and Eva Cathers in 1924. The Cathers sold the property to Ross H. and Mayme Rayburn in 1929. The property became part of the Ross Site plat in 1931 and that same year the Rayburns sold the property to J.S. Mairs. The property was sold by the Mairs Estate in 1944 to family member W.S. Young and it was retained by the Young family and its descendants until 1973 through sales transfers to family members Pearl Young, Jack N. and Betty Jane Adams, and later O.L. and Jessie P. Turney along with Jack and Dorothy Anne Wofford. The property was no longer under the control of the Young family descendants when it was sold to developers in 1974. Relative to the aerial imagery, map illustrations, and the deed pedigree, it is most likely that the homestead was established ca. 1945 by W.S. Young whose family occupied the homestead until 1974. Pursuant to 36 CFR 60.4, this mid-20th century archaeological site (34TU205) lacks architectural and depositional integrity, or associations with persons of importance to Oklahoma history so it is considered to be not eligible for inclusion in the NRHP.

Two buildings have been documented on Historic Preservation Resource Identification Forms for SHPO review. Building 1 is a ca. 1970 brick church building with a large metal addition. Building 2 is a ca. 1954 brick Minimal Traditional-style house with vinyl gable ends. Our assessment is that these buildings lack sufficient historic integrity and architectural distinction, and are not eligible for inclusion in the NRHP.

Multiple soil series are mapped across the study area, however; shovel tests and the ongoing excavations taking place as part of rampant commercial development throughout the study area revealed only a limited variety of soil profiles. This is primarily due to the extensive past disturbances to which the location has been subjected. Shovel tests exposed between 5 –50 cm of brown loam atop a red-mottled sandy loam regolith within which numerous small to moderate sized sandstone gravels and cobbles were exposed. Since buried soils are mapped in the study area in association with mapped location of three small headwater stream channels crossing the north-central portion, a 3-inch bucket auger was carried into the field in order excavate deeper sediment profiles, however; the only semi-pristine topography remaining was found west of US-75 just south of the mapped location of the southernmost of the three streams. Auger tests at this location exhibited the same soil profile as elsewhere in the study area which consisted of a brown loam overlying the regolith that was only 40 cmbs. In this regard, no buried soil horizons or archaeological materials were observed within shovel tests or within the 30 cm deep erosional cut caused by the redirection of the three former rivulets down the modern drainage ditch.

The existing northbound and southbound US-75 bridges over 81st St. South (Structure #7218 0703EX; NBI #16492 and Structure #7218 0703WX; NBI #16493) are concrete continuous structures with concrete supports that were constructed in 1965. These bridges are of the type discussed in the Program Comment for post-1945 concrete and steel bridges and were therefore not documented.

6. RECOMMENDATIONS:

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

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

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

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

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

_____ **NRHP Eligibility Archaeological Test Excavations**

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

SUMMARY AND COMMENTS REGARDING RECOMMENDATIONS:

Pursuant to 36 CFR 60.4, our assessment is that the mid-20th century archaeological site documented during this study (34TU205) lacks depositional and architectural integrity or associations with persons considered important to Oklahoma History and is therefore considered to be not eligible for inclusion in the NRHP.

Pursuant to 36 CFR 60.4, our assessment is that both buildings documented (Buildings 1 and 2) lack sufficient historic integrity and architectural distinction, and are not eligible for inclusion in the NRHP.

Pursuant to 36 CFR 800.4(d)(1), it is our opinion that there are no historic properties affected. We recommend the project proceed as planned.

In order to avoid impacts to cultural resources that have not been assessed for NRHP eligibility in the project vicinity by off-project activity such as borrow pit excavation or staging of heavy equipment, it is recommended that the following areas be avoided for the establishment of off-project facilities:

T18N R12E
Section 14: NW¼ SE¼ SE¼

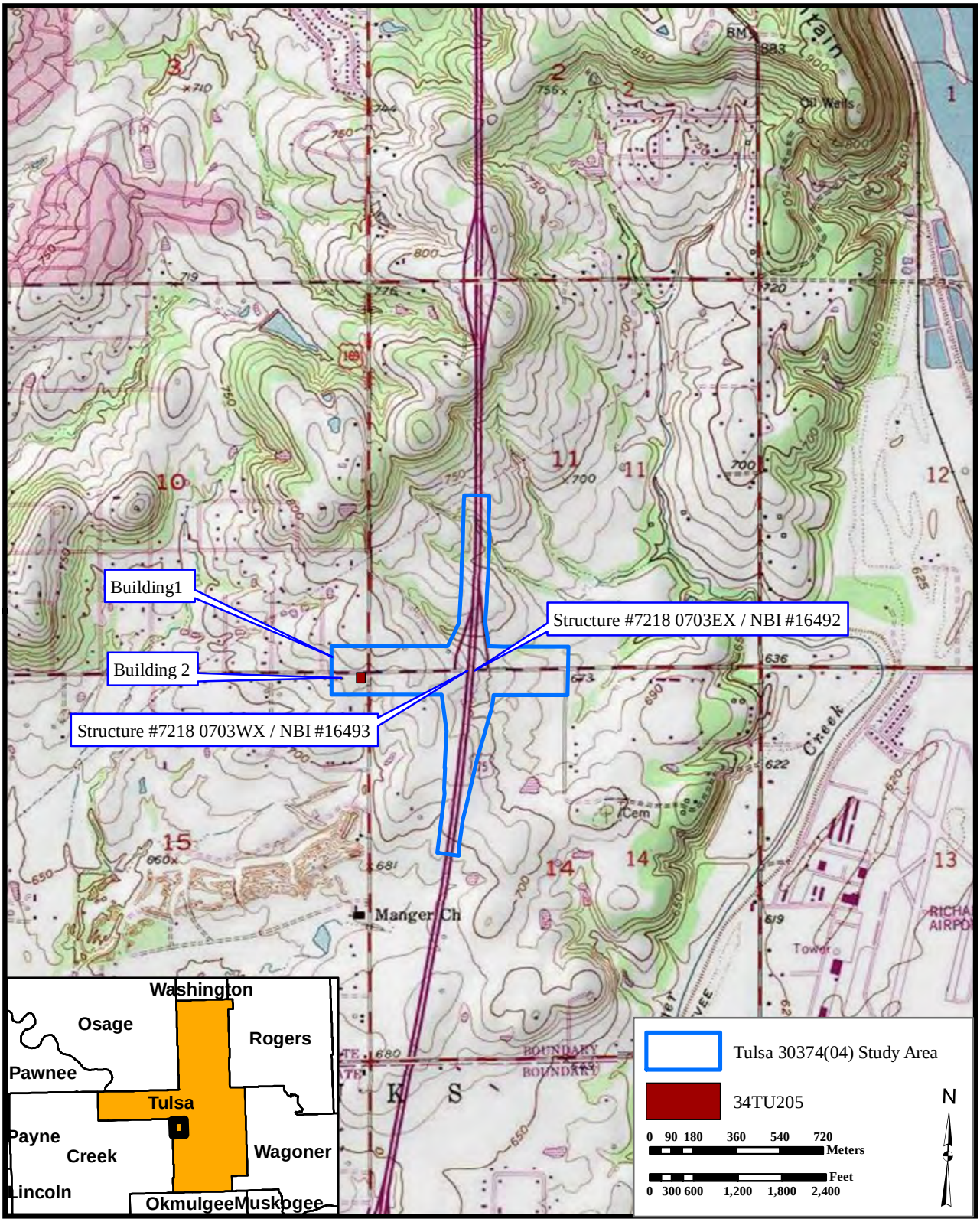

Figure 1. Tulsa 30374(04); Bridge replacements along US-75 over 81st Street South, 7 miles north of the SH-67 junction.

Geospatial Imagery Data: Sapulpa North (1956; PR 1983) USGS 7.5' Quadrangle; T18N, R12E, Sections 10, 11, 14, & 15.

ODOT Oklahoma Department of Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

Alabama Quassarte Tribal Town
Attn: Chief Tarpie Yargee
Post Office Box 187
Wetumka, OK 74883

Dear Chief Yargee:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

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

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
Project description	Bridge replacement and approach improvements on U.S. 75 over 81st Street (northbound and southbound), 7 miles north of the U.S. 75 and State Highway 67 junction				
Location	Section 11 & 14 T18N R12E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☐ yes ☒no This project involves ground disturbance: ☒ yes ☐no				

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

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

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

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

cc: Samantha Robison

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

September 29, 2017

Alabama Quassarte Tribal Town
Attn: Chief Nelson Harjo
Post Office Box 187
Wetumka, OK 74883

Dear Chief Harjo:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
Project description	Bridge replacement and approach improvements on U.S. 75 over 81st Street (northbound and southbound), 7 miles north of the U.S. 75 and State Highway 67 junction				

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

During this investigation, two buildings and one mid-20th century homestead archaeological site (34TU205) were documented. Our assessment is that both buildings documented lack sufficient historic integrity or architectural distinction and that site 34TU205 lacks architectural and depositional integrity, as well as an association with persons of significance to the development of Oklahoma history. Pursuant to 36 CFR 60.4, both buildings and archaeological site 34TU205 are considered to be not eligible for inclusion in the National Register of Historic Places. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

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

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,

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

cc: Samantha Robison

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

Cherokee Nation
Attn: Principal Chief Bill John Baker
Post Office Box 948
Tahlequah, OK 74465

Dear Principal Chief Baker:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

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

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
Project description	Bridge replacement and approach improvements on U.S. 75 over 81st Street (northbound and southbound), 7 miles north of the U.S. 75 and State Highway 67 junction				
Location	Section 11 & 14 T18N R12E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☐ yes ☒no This project involves ground disturbance: ☒ yes ☐no				

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

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

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

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

cc: Tribal Historic Preservation Office

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P.O. Box 948 • Tahlequah, OK 74465-0948 • 918-453-5000 • cherokee.org

Office of the Chief

Bill John Baker
Principal Chief
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S. Joe Crittenden
Deputy Principal Chief
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June 6, 2017

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

Re: Bridge replacement and approach improvements on US 75 over 81st Street, JP 30374(04)

Dr. Rhonda Fair:

The Cherokee Nation (CN) is in receipt of your correspondence about **Bridge replacement and approach improvements on US 75 over 81st Street, JP 30374(04)**, and appreciates the opportunity to provide comment upon this project. The CN maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the CN does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the CN requests that the Oklahoma Department of Transportation (ODOT) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, we would request ODOT conduct appropriate inquiries with other pertinent Historic Preservation Offices regarding historic and prehistoric resources not included in the CN databases or records. If you require additional information or have any questions, please contact me at your convenience.

Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs

Elizabeth Toombs, Special Projects Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

September 29, 2017

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

Re: JP 30374(04) – Bridge Replacement and Approach Improvements on US75 over 81st Street

Dr. Rhonda Fair:

The Cherokee Nation (CN) is in receipt of your correspondence about **JP 30374(04) – Bridge Replacement and Approach Improvements on US75 over 81st Street**, and appreciates the opportunity to provide comment upon this project.

The CN maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the CN does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the CN requests that the Oklahoma Department of Transportation (ODOT) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

The CN also requests ODOT conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the CN databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs

Elizabeth Toombs, Special Projects Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

September 29, 2017

Cherokee Nation
Attn: Principal Chief Bill John Baker
Post Office Box 948
Tahlequah, OK 74465

Dear Principal Chief Baker:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
Project description	Bridge replacement and approach improvements on U.S. 75 over 81st Street (northbound and southbound), 7 miles north of the U.S. 75 and State Highway 67 junction				

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

During this investigation, two buildings and one mid-20th century homestead archaeological site (34TU205) were documented. Our assessment is that both buildings documented lack sufficient historic integrity or architectural distinction and that site 34TU205 lacks architectural and depositional integrity, as well as an association with persons of significance to the development of Oklahoma history. Pursuant to 36 CFR 60.4, both buildings and archaeological site 34TU205 are considered to be not eligible for inclusion in the National Register of Historic Places. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

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

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,

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

cc: Tribal Historic Preservation Office

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Office of the Chief

Bill John Baker
Principal Chief
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S. Joe Crittenden
Deputy Principal Chief
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October 5, 2017

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

Re: Bridge Replacement and Approach Improvements on US75 over 81st Street, JP 30374(04)

Dr. Rhonda Fair:

The Cherokee Nation (CN) is in receipt of your correspondence and related report concerning the proposed **Bridge Replacement and Approach Improvements on US75 over 81st Street, JP 30374(04)**, and appreciates the opportunity to provide comment upon this project.

The CN maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the CN does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the CN requests that the Oklahoma Department of Transportation (ODOT) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the CN requests that ODOT conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the CN databases or records. If you require additional information or have any questions, please contact me at your convenience.

Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs

Elizabeth Toombs, Special Projects Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

Delaware Tribe of Indians
Attn: Chief Chester Brooks
5100 Tuxedo Blvd.
Bartlesville, OK 74006-2838

Dear Chief Brooks:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

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

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
Project description	Bridge replacement and approach improvements on U.S. 75 over 81st Street (northbound and southbound), 7 miles north of the U.S. 75 and State Highway 67 junction				
Location	Section 11 & 14 T18N R12E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☐ yes ☒no This project involves ground disturbance: ☒ yes ☐no				

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

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

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

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

cc: Brice Obermeyer

Delaware Tribe Historic Preservation Office
1 Kellogg Circle
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801
(620) 341-6699
bobermeyer@delawaretribe.org

May 31, 2017

ODOT
Attn: Rhonda Fair
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

Dear Rhonda Fair,

Thank you for informing the Delaware Tribe on the proposed construction associated with the above referenced project. Our review indicates that there are no religious or culturally significant sites in the project area. As such, we defer comment to your office as well as to the State Historic Preservation Office and/or the State Archaeologist.

We wish to continue as a consulting party on this project and look forward to receiving a copy of the cultural resources survey report if one is performed. We also ask that if any human remains are accidentally unearthed during the course of the survey and/or the construction project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery.

If you have any questions, please feel free to contact this office by phone at (620) 341-6699 or by e-mail at bobermeyer@delawaretribe.org

Sincerely,

Brice Obermeyer

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1200 Commercial St
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

September 29, 2017

Delaware Tribe of Indians
Attn: Chief Chester Brooks
5100 Tuxedo Blvd.
Bartlesville, OK 74006-2838

Dear Chief Brooks:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
Project description	Bridge replacement and approach improvements on U.S. 75 over 81st Street (northbound and southbound), 7 miles north of the U.S. 75 and State Highway 67 junction				

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

During this investigation, two buildings and one mid-20th century homestead archaeological site (34TU205) were documented. Our assessment is that both buildings documented lack sufficient historic integrity or architectural distinction and that site 34TU205 lacks architectural and depositional integrity, as well as an association with persons of significance to the development of Oklahoma history. Pursuant to 36 CFR 60.4, both buildings and archaeological site 34TU205 are considered to be not eligible for inclusion in the National Register of Historic Places. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

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

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,

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

cc: Brice Obermeyer

Delaware Tribe Historic Preservation Office
1 Kellogg Circle
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801
(620) 341-6699
bobermeyer@delawaretribe.org

October 11, 2017

ODOT
Attn: Rhonda Fair
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

Re: **Job Piece # 30374(04)**
Bridge replacement and approach improvements on US 75 over 81st Street (northbound and southbound). 7 miles north of the US 75 Highway 67 junction
Tulsa County

Dear Rhonda Fair,

Thank you for providing the survey report for the above referenced project. Our review also indicates that there are no religious or culturally significant sites in this project area and we have no objection to the proposed project. We defer comment to your office as well as to the State Historic Preservation Office and/or the State Archaeologist.

However, we ask that if any human remains are accidentally unearthed during the course of the project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery.

If you have any questions, feel free to contact this office by phone at (620) 341-6699 or by e-mail at bobermeyer@delawaretribe.org.

Sincerely,

Brice Obermeyer

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1200 Commercial St
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

Kialegee Tribal Town
Attn: Mekko Jeremiah Hobia
Post Office Box 332
Wetumka, OK 74883

Dear Mekko Hobia:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

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

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
Project description	Bridge replacement and approach improvements on U.S. 75 over 81st Street (northbound and southbound), 7 miles north of the U.S. 75 and State Highway 67 junction				
Location	Section 11 & 14 T18N R12E. See enclosed map.				
Additional information	This project is on a new alignment: ☐ yes ☒no This project will require new or temporary right of way: ☐ yes ☒no This project involves ground disturbance: ☒ yes ☐no				

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

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

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

cc: Historic Preservation Office

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

September 29, 2017

Kialegee Tribal Town
Attn: Mekko Jeremiah Hobia
Post Office Box 332
Wetumka, OK 74883

Dear Mekko Hobia:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	**Job Piece #**	30374(04)	**Anticipated Let Date**	2021
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In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

During this investigation, two buildings and one mid-20th century homestead archaeological site (34TU205) were documented. Our assessment is that both buildings documented lack sufficient historic integrity or architectural distinction and that site 34TU205 lacks architectural and depositional integrity, as well as an association with persons of significance to the development of Oklahoma history. Pursuant to 36 CFR 60.4, both buildings and archaeological site 34TU205 are considered to be not eligible for inclusion in the National Register of Historic Places. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

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Director
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cc: Historic Preservation Office

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

Muscogee (Creek) Nation
Attn: Principal Chief James Floyd
Post Office Box 580
Okmulgee, OK 74447

Dear Principal Chief Floyd:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

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Director
ODOT Tribal Coordination

cc: Tribal Historic Preservation Office

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
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Sincerely,

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

cc: Corain Lowe-Zepeda, THPO

Rhonda Fair

From: Section106 <Section106@mcn-nsn.gov>
Sent: Wednesday, October 18, 2017 12:22 PM
To: Rhonda Fair
Subject: RE: Tulsa County JP# 30374(04) CR report - US 75 Bridge Replacement

Rhonda S. Fair, Ph.D.
Director – Tribal Coordination
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

RE: Tulsa Co. Bridge Replacement Project ODOT JP# 30374 (04)

Dr. Fair:

Thank you for the correspondence regarding the proposed bridge replacement and approach improvements on US 75 over 81st Street 7 miles north of US 75 and State Highway 67, Tulsa Co, OK., which is within our area of interest. We concur with the findings and recommendations of the report. We are unaware of **any known historic/cultural properties** located within the project' s APE and that work should proceed as planned. However, as the project is located in an area that is of general historic interest to the Tribe, we request that work be stopped and our office contacted immediately if any Native American cultural materials are encountered. This stipulation should be placed on the construction plans to insure contractors are aware of it. Please feel free to contact me with any further questions or concerns.

Thank You,

David J. Proctor
Historic and Cultural Preservation Department, Traditional Cultural Advisor
Muscogee (Creek) Nation
P.O. Box 580 / Okmulgee, OK 74447
T 918.732.7732
F 918.758.0649
Davidp@MCN-nsn.gov
http://www.muscogeenation-nsn.gov/

Federal and state agencies, museums, and consulting partners, as of October 1, 2015 please send all Section 106 project notices as well as all NAGPRA notices to our section 106 email: section106@mcn-nsn.gov. If you have any questions, please give us a call at 918-732-7733.

From: Rhonda Fair [mailto:RFair@odot.org]
Sent: Thursday, September 28, 2017 1:33 PM
To: Section106
Subject: Tulsa County JP# 30374(04) CR report

Please see the attached project information and cultural resources report. Just let me know if you have any questions.

Thanks!

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

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

Dear Principal Chief Standing Bear:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 30374(04)

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Sincerely,

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

cc: Tribal Historic Preservation Office

TRIBAL HISTORIC PRESERVATION OFFICE

Date: **June 19, 2017** **File: 1617-2752OK-6**

RE: **ODOT JP#: 30374(04) Bridge Replacement and Approach Improvements on US75 over 81st Street (Northbound and Southbound), 7 miles north of the US75 and SH67 Junction in Tulsa County, Oklahoma**

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

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project **ODOT JP#: 30374(04) Bridge Replacement and Approach Improvements on US75 over 81st Street (Northbound and Southbound), 7 miles north of the US75 and SH67 Junction in Tulsa County, Oklahoma**. The proposed undertaking is located approximately 3 miles west of the Osage Cimarron Trail. Expedient graves and temporary hunting camps may be located along this trail. I understand that the cultural resources survey is scheduled to be performed in the near future. This office looks forward to reviewing the final report.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources, which are protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, and Osage law, and appreciates your consideration of the provided information in the planning process.

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

Sincerely,

James Munkres
Archaeologist

627 Grandview, Pawhuska, OK 74056, (918) 287-5328, Fax (918) 287-5376

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

September 29, 2017

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Pawhuska, OK 74056

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Sincerely,

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

cc: Tribal Historic Preservation Office

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

Thlopthlocco Tribal Town
Attn: Mekko Ryan Morrow
Post Office Box 188
Okemah, OK 74859

Dear Mekko Morrow:

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

cc: Emman Spain, THPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

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200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

United Keetoowah Band of Cherokee
Attn: Chief Joe Bunch
Post Office Box 746
Tahlequah, OK 74465

Dear Chief Bunch:

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cc: Eric Oosahwee-Voss

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Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

May 18, 2017

Wichita and Affiliated Tribes
Attn: President Terri Parton
Post Office Box 729
Anadarko, OK 73005

Dear President Parton:

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Director
ODOT Tribal Coordination

cc: Gary McAdams, THPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

September 29, 2017

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Post Office Box 729
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Director
ODOT Tribal Coordination

cc: Gary McAdams, THPO

BIOLOGICAL STUDIES

BIOLOGICAL STUDIES TRACKING FORM

NEPA Project Manager	Jennifer Koscelny / David Saulsberry
State or Local Government Project	State
USFWS TAILS #	02EKOK00-2017-SLI-1992
Original IPaC List	7/17/2017
Email used to request IpaC official species list	jpowers@enercon.com
Last Updated Species List Date	Click here to enter a date.
ROW	2018
Let Date	2021
90 Day Prior to Let IpaC List	Click here to enter a date.
Duration expected	Click here to enter text.
Original Biological Assessment and Waters and Wetlands Report Prepared By:	Able / Enercon
Most Recent Field Date:	7/20/2017
Original Report Date:	8/10/2017
USFWS Consultation Submittal:	9/25/2017
USFWS Concurrence:	10/23/2017
Original Tracking Form Prepared by :	Elizabeth Nichols
Original Tracking Form date:	10/23/2017
Update Reason	Click here to enter text.
Updated By Whom:	Click here to enter text.
Amended USFWS Consultation Submittal:	Click here to enter a date.
Amended USFWS Concurrence:	Click here to enter a date.
Tracking Form Updated By Whom:	Click here to enter text.
Tracking Form Updated Date:	Click here to enter a date.
ADD MORE LINES AS NEEDED FOR EACH TIME PROJECT IS UPDATED	

Form Date: July 7, 2017

Project Name from Oracle

US-75 over 81st Street, 7 miles north of the US-75/SH-67 in Jenks

Project Description

Bridge and Approaches or bridge widening/structure extension

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

- Work within the OHWM is expected ☐
- Project is OFF-SET alignment ☐ or NEW alignment ☐
- Project involves **NO OFF EXISTING PAVEMENT** work ☐
- Project requires new ROW (permanent &/or temporary) ☐
- Tree removal is expected <100' from edge of existing pavement ☒
  - 100'-300' from edge of existing pavement ☐
  - >300' from edge of existing pavement ☐

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Species	Listing Status	IPaC Check if Yes	Effect Determination for IPaC listed species
Black-capped Vireo	Endangered	☐	Choose an item.
Interior Least Tern	Endangered	☒	No Effect
Red-cockaded Woodpecker	Endangered	☐	Choose an item.
Whooping Crane	Endangered	☐	Choose an item.
Gray Bat	Endangered	☐	Choose an item.
Indiana Bat	Endangered	☐	Choose an item.
Ozark Big-eared Bat	Endangered	☐	Choose an item.
Neosho Mucket	Endangered	☐	Choose an item.
Ouachita Rock Pocketbook	Endangered	☐	Choose an item.
Scaleshell Mussel	Endangered	☐	Choose an item.
Winged Mapleleaf	Endangered	☐	Choose an item.
American Burying Beetle	Endangered	☒	Final Effect Analysis and Determination covered in the Programmatic BA&BO
Harperella	Endangered	☐	Choose an item.
Piping Plover	Threatened	☒	No Effect
Red Knot	Threatened	☒	No Effect
Northern Long-eared Bat	Threatened	☒	Final Effect Analysis and Determination covered in the Programmatic BA & BO
Arkansas River Shiner	Threatened	☐	Choose an item.
Leopard Darter	Threatened	☐	Choose an item.
Neosho Madtom	Threatened	☐	Choose an item.
Ozark Cavefish	Threatened	☐	Choose an item.
American Alligator	Threatened	☐	Choose an item.
Rabbitsfoot Mussel	Threatened	☐	Choose an item.
Rattlesnake-master Borer Moth	Candidate	☐	Choose an item.
Whooping Crane Critical Habitat	Designated	☐	Choose an item.
Arkansas River Shiner Critical Habitat	Designated	☐	Choose an item.
Leopard Darter Critical Habitat	Designated	☐	Choose an item.
Neosho Mucket Critical Habitat	Designated	☐	Choose an item.
Rabbitsfoot Critical Habitat	Designated	☐	Choose an item.

	NEPA Footprint	Construction Footprint
Number of acres within the NEPA Study Footprint & Construction Footprint (if known)	87	Click here to enter text.
Number of acres of perennial plant vegetation (ABB habitat) within the NEPA Footprint & Construction Footprint (if known)	3.52	0
Number of acres of forested/wooded area (Ibat and NLEB habitat) within the NEPA Footprint & Construction Footprint (if known)	5.31	Click here to enter text.

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

Conservation Commitments

American Burying Beetle Commitment: The proposed project was assessed and no suitable habitat is present within the construction footprint. No survey or mitigation is required. However, because suitable habitat is present within the study area, basic lighting and trash AMMs shall be followed.

Species Plan Notes

American Burying Beetle Note: The American burying beetle is a large carrion burying beetle that occurs near the project area. No artificial lighting shall be used during construction. Carcasses and all food trash shall be removed from the permanent and temporary ROW throughout the duration of project activities.

Bat Bridge/Culvert Seasonal Restriction Note: The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid and minimize adverse impacts to listed bat species, bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall be restricted to between November 16, and March 31, outside of the active season. If bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition during the active season (between April 1, and November 15) cannot be avoided, the Resident Engineer shall contact the ODOT Biologist at 405-521-2515 to schedule a bat bridge inspection, prior to any bridge work. Inspection surveys can only be conducted between May 15, and August 15. If the survey finds listed bat species within the project's action area, bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall only be permitted between November 16, and March 31 (when bats are hibernating in caves).

Bat Tree Removal Limits Note: The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid and minimize adverse impacts to the species, the removal of trees and shrubs shall be restricted to areas within the actual limits of construction (toe of slope/top of cut). The Resident Engineer shall install bright-colored flagging/fencing to indicate which trees are not to be removed and ensure limits of tree removal are visibly and clearly defined for the contractor. The Resident Engineer shall also provide before and after photo-documentation to the ODOT Biologist of extent of tree clearing within the project area.

Bat Lighting Note: The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid and minimize adverse impacts to listed bat species, if any permanent lighting is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed away from wooded areas and streams.

Migratory Bird Note: Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most migratory bird species extends from March 1 to August 31. Migratory bird nesting use of the US-75 81st St. bridges (NBI:16492 and NBI:16493) and RCBs (located at STA. 63+20 33Rt, STA.111+59.63 and STA.122+47.47) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the bridges and culverts shall be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of weather-resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Although no nests were observed on all other structures, the birds may occupy the structures in the future. The Resident Engineer shall contact the ODOT Biologist at 405-521-2515 if any bird use of these structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28 (when migratory bird nests are not occupied).

Waters and Wetlands Delineation Status

Original delineation

Wetlands and Ponds (do not delete extra rows so the form can be updated later if necessary)

Total Number of Sites	**Water Body Type**	**Potential Jurisdiction Status**	**Acres within the NEPA Footprint**
1	Herbaceous Wetland	Likely Jurisdictional	0.03
1	Herbaceous Wetland	Unlikely Jurisdictional	0.21
		Total Wetlands	**0.24**
1	Pond	Unlikely Jurisdictional	0.047
Click here to enter text.	Choose an item.	Choose an item.	Click here to enter text.

Streams and Drainages (do not delete extra rows)

Total Number of sites	**Water body name**	**USGS Designation**	**Potential Jurisdictional Status**	**Acres within the NEPA Footprint**	**Liner Feet within the NEPA Footprint**
1	Unnamed tributary to Hager Creek	mapped intermittent	Likely Jurisdictional	0.04	389
Click here to enter text.	Click here to enter text.	Choose an item.	Choose an item.	Click here to enter text.	Click here to enter text.

Nichols, Elizabeth

From: Fuller, Brian <brian_fuller@fws.gov>
Sent: Monday, October 23, 2017 10:36 AM
To: Julianne Whitaker; Nichols, Elizabeth
Subject: Concurrence Letter

I know ODOT is evaluating all current projects for individual consultations, if any of these projects meet the criteria we can just re-initiate consultation.

Hello Julianne and Liz,

The service has reviewed the consultation packages on the following projects:

Tulsa County JP 32626(04)

Wagner County JP 32395(04)

Tulsa County JP 30374(04)

Craig County JP 29679(04)

Wagoner County JP 29395(04)

Marshall County JP 28006(07)

Tulsa County JP 30318(08)

Adair County JP 31382(04)

Cherokee County JP 31377(04)

Cherokee County JP 31377(05)

Haskell County JP 31194(04)

Blaine County JP 32902(04)

McCurtain County JP 30657(04)

Kiowa County JP 29522(04)

Cotton County JP 26500(04)

Alfalfa County JP 31769(04)

Muskogee County JP 30416(04)

Muskogee County JP 29763(04)

Muskogee County JP 29714(04)

For the project/s listed above that occur within suitable roosting and foraging habitat for the NLEB. The service agrees with your determination that these projects would fall under the confines of the FHWA Programmatic formal Consultation for the Indiana bat and NLEB and ask that the measures as outlined in the 2016 FHWA Formal Consultation Programmatic or Final 4(d) rule, for Northern Long-Eared Bat and Activities Excepted from Take Prohibitions be followed.

For those project/s listed above that will occur within suitable ABB habitat. The Service asks that the appropriate effect determination for the ABB be made following the pre-construction survey as outlined in the FHWA ABB PBO

Based on the consultation package/s and additional information you provided, the Service agrees with your determinations and your online project review concurrence letters are now valid and the projects may proceed as outlined in the consultation packages.

The Service also asks that the following measures be incorporated where applicable:

- Please review and incorporate all applicable "Best Management Practices" (BMP's) for rivers streams and tributaries. A complete list of BMP's can be found on our website at http://www.fws.gov/southwest/es/Oklahoma/add_docs.htm.

- Please review and incorporate all applicable avoidance and minimization efforts for migratory birds.

- Within 90 days of construction, request a current species list to determine if any changes to federally-listed species occurred. If changes have occurred, consult with the Service to determine if further consultation is required.

If you have any questions concerning this matter please contact me:

Brian Fuller

brian_fuller@fws.gov

(918)382-4514

Thank you,

--
Brian Fuller
U.S. Fish & Wildlife Service
Threatened and Endangered Species Biologist
Oklahoma Ecological Service Field Office
9014 E 21st Street, Tulsa, OK 74219
email: brian_fuller@fws.gov
Phone: 918-382-4514

ENDANGERED, THREATENED AND CANDIDATE SPECIES, DESIGNATED CRITICAL HABITAT, BALD EAGLE AND SWALLOW ASSESSMENT

For

USFWS TAILS #		02EKOK00-2017-SLI-1992			
Email used to request IPaC official species list		jpowers@enercon.com			
County	Tulsa	JP Number	30374(04)	Project Number	J3-0374(004)
Road Number	US-75	Water Body Name		N/A	
ROW Date	2018	Let Date	2021	Project Length	SH-75: ~4,900 feet long; 81st Street: ~3,200 feet long
Project General Location		7 miles north of junction US-75/SH-67 in Jenks			
Project Statement From Oracle		Bridge and Approaches on US-75 over 81st Street			

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

Prepared by:

Biologist Name	Jarrod Powers
Company/Agency Name	Enercon Services, Inc.
Address	5100 East Skelly Drive, Suite 450
City, State Zip	Tulsa, OK 74135

Report Date:	August 10, 2017
Revised Date:	*September 14, 2017*
Field Survey Date	July 20, 2017
Field Survey Biologist(s)	Jarrod Powers and Jason Schmidt

1. PROJECT OVERVIEW

1.1 Federal Nexus

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

1.2. Project Description

Bridge and Approaches or bridge widening/structure extension

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

This segment of US-75 is classified as a state highway. The average daily traffic (ADT) is 55,600 vehicles per day (VPD). The existing roadway has four, 12-foot driving lanes and a 30-foot median division of the north and southbound driving lanes, and an outside shoulder width of 10 feet and an inside shoulder width of 4 feet. The roadway includes two bridge structures (NBI 16492 & 16493) over 81st street. NBI 16492 and 16493 are each 110-foot, three span bridges with a width of 40 feet. The bridges were constructed in 1965. The bridges each have a sufficiency rating of 74.4. The purpose of the project is to replace the existing bridges to replace two functionally obsolete bridges and accommodate future roadway improvements.

Description of **proposed** improvements

The existing north and south-bound bridges will be replaced with two 58-foot wide bridges, with the widening to the outside to match future planned roadway improvements. Span configurations and lengths will be determined at a future date, but will allow for 92 feet width for 81st Street under US-75 (made up of six 12-foot driving lanes and two 10-foot sidewalk/pedestrian corridors). Temporary asphalt widening and overlay to match bridge elevation and taper down to existing within the extents of the existing interchange ramps. Possible use of crossover detours, constructing one bridge at a time. Other methods of phased construction may be considered. The ODOT US-75 bridge replacement project will be constructed within existing R/W. The project footprint map established included the ultimate configuration of the US-75/81st Street interchange, in which additional R/W is required on 81st Street. Any improvements to 81st Street would most likely be separate projects and coordinated with the City of Tulsa. The re-assessment of the existing EA document is being completed for the ultimate interchange.

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

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

Tree removal is expected <100' from edge of existing pavement ☒
100'-300' from edge of existing pavement ☐
>300' from edge of existing pavement ☐

1.3. Project Area and Setting

Project Location		**Environmental Study Footprint**		**Ecoregion & Game Type**	
Section Range & Township	Lat/Long NAD 83)	Dimensions	Acreage	Level IV Ecoregion (Woods et al. 2005)	Game Type (Duck and Fletcher 1943)
Sections 10, 11, 14, & 15, T18N, R12E	36.046413, -96.007121	Along SH-75 ~4,900 ft long by an average 300 ft wide; Along 81st Street ~3,200 ft long by 650 ft wide	~87 acres	Northern Cross Timbers subset of the Cross Timbers (29a) and Osage Cuestas subset of the Central Irregular Plains (40b)	Postoak-Blackjack Oak Forest

Action Area:
The project action area includes those areas that will be directly affected by construction activities as well as a 1 mile area surrounding the Study Area for northern long-eared bats.

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

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

Species	**IPaC[1]**	**Watershed[2]**	**Water Body[3]**	**Records[4]**
	Check if Yes	**Check if YES**	**Check if Yes**	**Check if Yes**
Black-capped Vireo	☐			☐
Interior Least Tern	☒	☒	☐	☒
Red-cockaded Woodpecker	☐			☐
Whooping Crane	☐	☐		☐
Gray Bat	☐	☐		☐
Indiana Bat	☐			☐
Ozark Big-eared Bat	☐			☐
Neosho Mucket	☐	☐	☐	☐
Ouachita Rock Pocketbook	☐	☐	☐	☐
Scaleshell Mussel	☐	☐	☐	☐
Winged Mapleleaf	☐	☐	☐	☐
American Burying Beetle	☒			☐

Species	IPaC[1]	Watershed[2]	Water Body[3]	Records[4]
	Check if Yes	Check if YES	Check if Yes	Check if Yes
Harperella	☐			☐
Piping Plover	☒			☐
Red Knot	☒			☐
Northern Long-eared Bat	☒			☐
Arkansas River Shiner	☐	☐	☐	☐
Leopard Darter	☐	☐	☐	☐
Neosho Madtom	☐	☐	☐	☐
Ozark Cavefish	☐	☐		☐
American Alligator	☐			☐
Rabbitsfoot Mussel	☐	☐	☐	☐
Rattlesnake-master Borer Moth	☐			☐

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

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

All or part of the action area is within an **American Burying Beetle** Conservation Priority Area ☐

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

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 ☐

3. ENVIRONMENTAL BASELINE

3.1. Ecological Processes and Conditions

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

Soil Class	Arkansas Ridge and Valley
Soil Name	Hector-Endsaw
Soil Type	Loamy and Rocky
Soil Characteristics	Well Drained and Moderately Acid Soils on steep slopes (up to 26%) [Inceptisols; Ultisols]

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	40 inches
Growing Season	Number of days	204
Mean Temperatures	Summer min/max	78 - 80° F
	Winter min/max	38 - 40° F

River System

Within the Action Area, one mapped perennial stream, Hager Creek and five (5) unnamed intermittent streams are mapped on the US Geological Survey (USGS) topographic quadrangle. One (1) unnamed intermittent stream was identified within the study area during site reconnaissance.

Land Use and Land Ownership

From Woods et al. 2005	Land use is primarily pasture land with some crop land
From Field investigation	The study area was comprised of maintained road ROW, maintained lawns, mix grass fields, improved grass fields, isolated stands of upland tress, and an isolated stand of riparian trees

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

Terrestrial Community: Vegetation growth for most of the project area was under 8 inches providing for unsuitable American burying beetle habitat; however, some areas of suitable habitat are present. Community types that may be impacted by construction activities include maintained road ROW, maintained lawns, mixed grass fields, improved grass fields, isolated stands of upland tress, and an isolated stand of riparian trees.

Maintained Road ROW: Dominant vegetation in this community type included bermudagrass (*Cynodon dactylon*), tall fescue (*Festuca arundinacea*), and Flordia paspalum (*Paspalum floridanum*) (Photograph 1).

Maintained Lawn: Dominant vegetation in this community type included bermudagrass (Photograph 2).

Improved Grass Field: Dominant vegetation in this community type included bermudagrass, Johnsongrass (*Sorghum halepense*), and sericea (*Lespedeza cuneata*) (Photograph 3).

Mixed Grass Field: Dominant vegetation in this community type included foxtail (*Setaria parviflora*), yellow bluestem (*Bothriochloa ischaemum*), and prairie sedge (*Carex festucacea*) (Photograph 4).

Isolated Upland Trees: Dominant vegetation in this community type included pecan (*Carya illinoinensis*), hackberry (*Celtis occidentalis*), and American elm (*Ulmus americana*) (Photograph 5).

Isolated Riparian Trees: Dominant vegetation in this community type included black willow (*Salix nigra*) and cottonwood (*Populus deltoides*) (Photograph 10).

Aquatic Community:
A mapped intermittent stream was identified within the north section of the study area. The stream flows from west to east through a reinforced concrete box culvert (RCB) under US-75. Construction is not anticipated to significantly influence this drainage. The drainage had clear flowing water at the time of site reconnaissance (Photograph 10).

Two emergent wetlands were identified in the study area, one in the north section of the study area and one is the south section. Construction is not anticipated to significantly influence this feature (Photographs 11 & 12).

An unmapped pond was identified in the east section of the study area. This feature appears to be a water retention pond. Construction is not anticipated to significantly influence this feature (Photograph 13).

3.2 Species Habitat Analysis

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

SPECIES	HABITAT	
Interior Least Tern	Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water, occur within the **0.25 miles of the NEPA Environmental Study Footprint**.	☐
American Burying Beetle	Number of acres of native perennial plant vegetation (where native perennial vegetation is the dominant vegetation) within the **NEPA Environmental Study Footprint** (include shapefiles).	3.52 acres
Piping Plover	Sparsely vegetated sandy or gravelly shorelines and islands associated with the major river systems occur within the **0.25 miles of the NEPA Environmental Study Footprint.**	☐
	Salt flats and mudflats associated with reservoirs occur within the **0.25 miles of the NEPA Environmental Study Footprint.**	☐

SPECIES	HABITAT	
Red Knot	Mudflats associated with reservoirs occur within the **0.25 miles of the NEPA Environmental Study Footprint.**	☐
Northern Long-eared Bat	Limestone karsts features occur within 0.5 mile of the **NEPA Environmental Study Footprint.**	☐
	Live or dead trees/and or snags with a DBH of >= 3 inches occur within the **NEPA Environmental Study Footprint**.	☒
	Barns or sheds occur within the **NEPA Environmental Study Footprint.**	☐
	Linear treed features such as fencerows, riparian forests, and other wooded corridors occur within the **Action Area.** Wooded corridors may be dense or loose aggregates of trees with variable amounts of canopy closure.	☒
	Number of acres of forested/wooded area within the **NEPA Environmental Study Footprint** (include shapefiles). Include forests and woodlots, as well as linear features such as fencerows, riparian forests, and other wooded corridors. Wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1000 feet of other forested/wooded habitat.	5.31 acres

NEPA Bridge & Structure Inspection Form for All Listed Bat Species

ODOT Project JP Number	County	Date & Time of Day of Inspection	
JP30374(04)	Tulsa	7/20/2017	9:30 am

Identify All Bridges by NBI # and ALL Culverts ≥4 feet within the Study Area

Road Number/ Name	NBI Number (or RCB/ Culvert with Station or location)	Water Body (or road if over a roadway)	Bat Indicators: Check all that apply (Presence of at least one of these indicators is sufficient evidence that bats are using the structure).				Structure Characteristics: Check all that apply			Human disturbance or traffic under bridge/in culvert or at the structure		
			Visual	Sounds	Droppings	Staining	Concrete bridge with vertical crevices*	Bridge ≥4 feet above ground or water	Box culvert 5 to10 feet tall & > 300 feet long	High	Low	None
US-75	NBI 16492	W 81st St	☐	☐	☐	☐	☒	☒	☐	☒	☐	☐
US-75	NBI 16493	W 81st St	☐	☐	☐	☐	☒	☒	☐	☒	☐	☐
US-75	RCB 3 - Sta. 111+59.63	N/A	☐	☐	☐	☐	☐	☐	☒	☐	☐	☒
US-75	RCB 4 - Sta. 122+47.47	N/A	☐	☐	☐	☐	☐	☐	☒	☐	☐	☒

*vertical cracks or crevices 0.5 to 1.25 inches wide (cracks may occur along support beams and inner walls, especially below a fillet – a concrete filling between ceiling and vertical beam).

Areas Inspected during Field Studies (Check all that apply)

Bridges (this includes any RCBs with an NBI #)	Present & Inspected	Not Present	Culverts/Other Structures	Present & Inspected	Not Present
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	☒	☐	Crevices, rough surfaces or impactions	☒	☐
All crevices >12" deep & not sealed	☒	☐	Spaces between walls, ceiling joists	☒	☐
All guardrails	☒	☐			
All expansion joints	☒	☐			
Spaces between concrete end walls and the bridge deck	☒	☐			
Crevices, rough surfaces or impactions in concrete or stone	☒	☐			
Vertical surfaces on concrete I- beams	☒	☐			
BRIDGE COULD NOT BE FULLY INSPECTED due to height or other conditions limiting access to view all parts of bridge	☐		**CULVERTS COULD NOT BE FULLY INSPECTED due to conditions limiting access to view interior**	☐	

Inspection Notes:

4. ANALYSIS OF EFFECTS

4.1 Direct Effects

Species/ Resource	Habitat impacts expected from project activities	Describe specific ACTIONS of the project and the results of those actions on species habitats, including indirect impacts to prey or drinking water, as well as improvements to habitat as a result of specific actions. If habitat within the action area identified above will not be impacted, describe why.
American Burying Beetle	☐	Suitable habitat for the American burying beetle occurs in the project Study Area. However, this project does not require additional R/W and will occur on an existing alignment; therefore, based on the habitat location which are outside potential construction areas, it will likely not be impacted by construction activities. American burying beetles have not been documented within 0.5 miles.
Northern Long-eared Bat	☒	Suitable foraging, roosting, and maternity habitat, including wooded corridors and isolated tree patches, for the northern long-eared bat occurs in the project study area and may be impacted by construction around the bridge area. Impacts may include permanent loss of small isolated stands of trees as suitable habitat is converted to new maintained ROW. The removal of the existing bridge could impact bats, if they were roosting on the structure.

4.2 Indirect Effects

Long-term habitat alterations

Species/ Resource	Identify long-term, permanent changes in habitat
American Burying Beetle	The proposed project is not expected to result in any direct or indirect American burying beetle habitat alterations.
Northern Long-eared Bat	Although, construction and maintenance of the proposed project may result in permanent impacts to suitable northern long-eared bat roosting, foraging, and maternity habitat, it is not expected to result in long term alterations to northern long-eared bat habitat.

Indirect land use impacts

The proposed project will not foster or inhibit economic or population growth in the surrounding area. The proposed project will not result in any foreseeable growth inducing effects or induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

4.3 Interrelated and Interdependent Actions and Activities

The new bridge/roadway may require utility service relocation and/or removal. In addition, subsequent demolition and/or removal of the existing roadway and bridges may result in waste disposal impacts off-site. Thus, interrelated and interdependent actions and activities may occur.

USFWS TAILS Number:	02EKOK00-2017-SLI-1992
ODOT Project JP Number:	JP30347(04)

Species Conclusion Table (Check √ which apply)

SPECIES / DESIGNATED CRITICAL HABIT	CONCLUSION		ESA SECTION 7			NOTES AND DOCUMENTATION Check √ all that apply			
	Species Habitat present within the action area	Project Activities expected to impact habitat	No Effect	May affect, unlikely to adversely affect	May affect, Likely to adversely affect	Field Studies	database review[1]	USFWS Review[2]	Other[3]
American Burying Beetle	☒	☐	Final Effect Analysis and Determination covered in the Programmatic BA&BO			☒	☒	☐	☐
Northern long-eared bat	☒	☒	☒	Final Effect Analysis and Determination covered in the Programmatic BA&BO		☒	☒	☐	☐
			☐	Project uses the BO for the final 4(d) rule					
			☐	Individual May Affect, unlikely to adversely affect					
			☐	Individual May affect, likely to adversely affect					
Interior Least Tern	☐	☐	☒	☐	☐	☒	☒	☒	☐
Piping Plover	☐	☐	☒	☐	☐	☒	☒	☐	☐
Red Knot	☐	☐	☒	☐	☐	☒	☒	☐	☐

[1]ONHI rare species / ABB
[2]USFWS occupied water bodies and associate watershed maps
[3]Whooping Crane Migration Corridor Map; LPC Habitat Model

CONCLUSIONS

No Effect	Interior Least Tern, Piping Plover, and Red Knot
May affect, unlikely to adversely affect	
May affect, likely to adversely affect	
Not likely to jeopardize the continued existence of the species – Candidate species only	
Appropriate Effect Determination has been made for the ABB in the Programmatic BA & BO	
Appropriate Effect Determination has been made under the FHWA NLEB/Ibat Programmatic BA & BO	☒
Appropriate Effect Determination for NLEB has been made under the BO for the final 4(d) rule	☐

RECOMMENDED AVOIDANCE AND MINIMIZATION MEASURES

Because the project occurs within American Burying Beetle range, but no suitable habitat occurs within the project's construction area, impacts to the species would be insignificant. No artificial lighting will be used during construction. Carcasses and all food trash will be removed from the permanent right of way and temporary right of way throughout the duration of the project activities.

If **bridge and culvert demolition, repair, retrofit, maintenance, or rehabilitation** is to occur during listed bat species' active/maternity season (between April 1 and November 15), ODOT Environmental Programs Division will thoroughly inspect the structures or conduct an acoustic survey of the existing structures to ensure any listed bats are not using the structures, within two years prior to construction. The inspection of the bridges and culverts, and the survey to determine the presence of listed bats potentially using the bridge will be scheduled between May 15 and August 15. If evidence of use by listed bat species is observed, then bridge and culvert demolition, repair, retrofit, maintenance, and/or rehabilitation will be performed between November 16 and March 31. If bridge and culvert demolition, repair, retrofit, maintenance, and/or rehabilitation must occur between April 1 and November 15, the ODOT will re-initiate consultation with the USFWS. If the inspection and/or survey is positive, all bridge and culvert demolition, repair, retrofit, maintenance, and/or rehabilitation will be limited to the bat's inactive season.

If any **permanent lighting** is installed or replaced, downward-facing full cut-off lens lights shall be installed and directed away from suitable bat habitat.

Suitable **riparian foraging habitat** for threatened and endangered bat species occurs within the proposed project's action area. The removal of trees and shrubs will be restricted to areas within the actual limits of construction (toe of slope/top of cut). Bright-colored flagging/fencing will be installed prior to any tree-clearing to ensure limits of tree removal are visibly and clearly defined for the contractor.

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 (include shapefiles of habitat extent)	☐	No eagle habitat was identified in or adjacent to the study area.
Bald Eagle Nests Observed	☐	None
Bald Eagles Observed	☐	None

5.2 Migratory Bird Assessment

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

Identify ALL structures including pipe culverts and whether positive or negative for migratory birds (identify named streams where possible rather than just FS#). Provide shapefiles and map of structures identifying pos/neg swallow structures.	Approximate Number of Cliff Swallow Nests	Approximate Number of Barn Swallow Nests
RCB 1 (Sta. 102+99.21)	0	0
NBI 16492 (Photograph 6)	0	6
NBI 16493 (Photograph 7)	0	11
RCB 2 (Sta. 63+20 abt. 33' Rt. 81st St)	0	0
RCB 3 (Sta. 111+59.63; Photograph 8)	0	1
RCB 4 (Sta. 122+47.47; Photograph 9)	0	4
Other MB Nests Observed on Transportation Structures	0	
Based on existing plans, no work on suitable structures will occur		☐
In order to avoid impacts to migratory birds, if structures are being used by these birds, any activities that may destroy active nests, eggs or birds shall be completed between September 1, and 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:

Carter, Brian J. and Mark S. Gregory. 2008. *Soil Map of Oklahoma*. Department of Plant and Soil Sciences, Oklahoma State University. http://www.ogs.ou.edu/pubsscanned/EP9p16_19soil_veg_cl.pdf.

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Johnson, Howard L. 2008. *Climate of Oklahoma*. Oklahoma Climatological Survey. http://www.ogs.ou.edu/pubsscanned/EP9p16_19soil_veg_cl.pdf.

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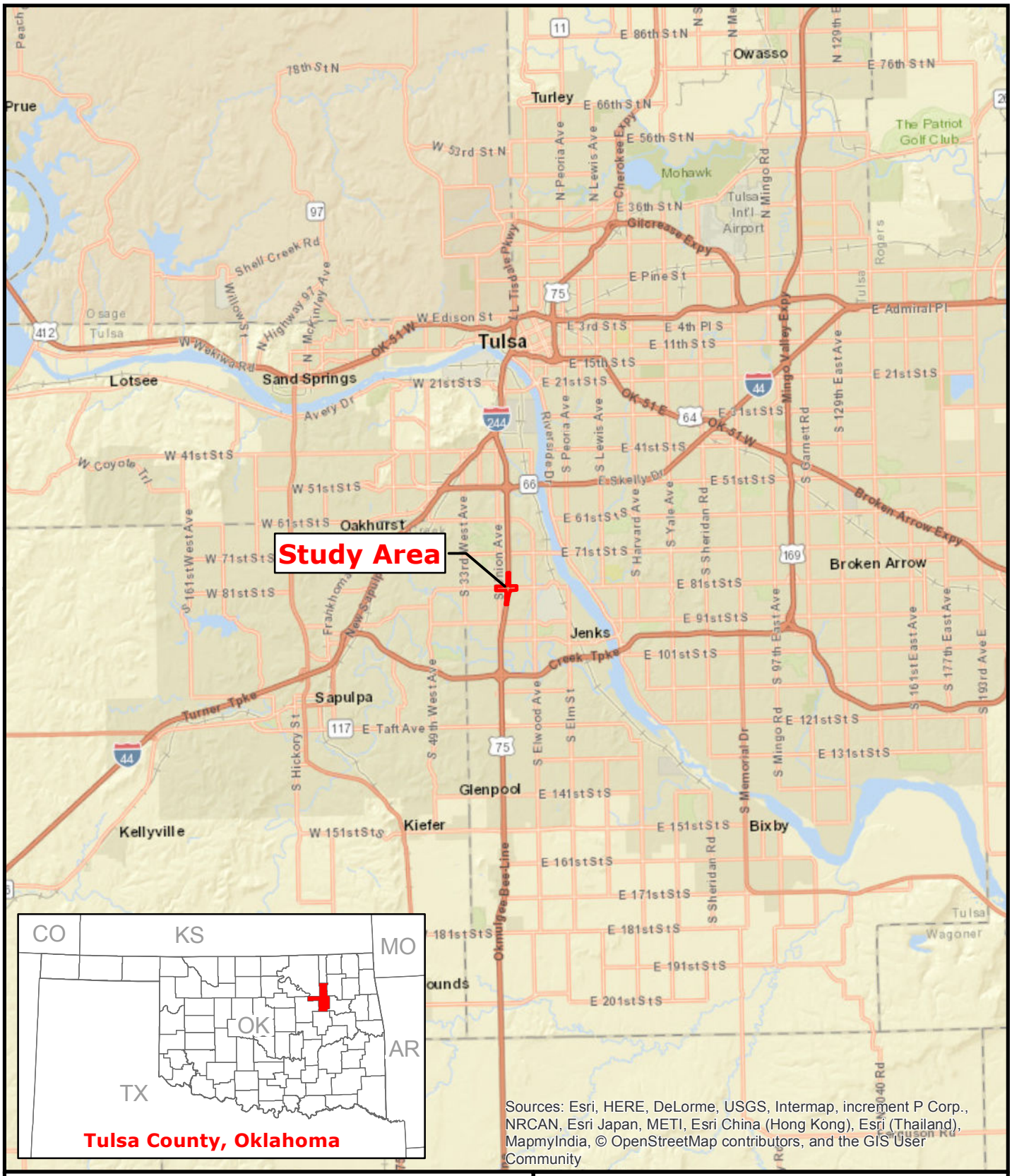
United States Fish and Wildlife Service (USFWS). July 17, 2017. *Information, Planning, and Conservation (IPaC) System. Initial Project Scoping*. http://ecos.fws.gov/ipac/.

United States Fish and Wildlife Service (USFWS). April 2010. *Federal Candidate Aquatic Species Watersheds of Oklahoma*. http://www.fws.gov/southwest/es/oklahoma/add_docs.htm.

United States Fish and Wildlife Service (USFWS). April 2011. *Federally Listed Aquatic Dependent Species Watersheds of Oklahoma*. http://www.fws.gov/southwest/es/oklahoma/add_docs.htm.

Woods, A.J., J. M. Omernik, D.R. Butler, J.G. Ford, J.E. Henley, B.W. Hoagland, D.S. Arndt, and B.C. Moran. 2005. *Ecoregions of Oklahoma*. Reston, Virginia: U.S. Geological Survey.

7. FIGURES



Prepared for:
Oklahoma Department of Transportation

Subject Property:

US-75 over 81st Street North and Southbound
JP# 30374(04)
7 miles North of JCT US-75/SH-67
Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

N
W E
S

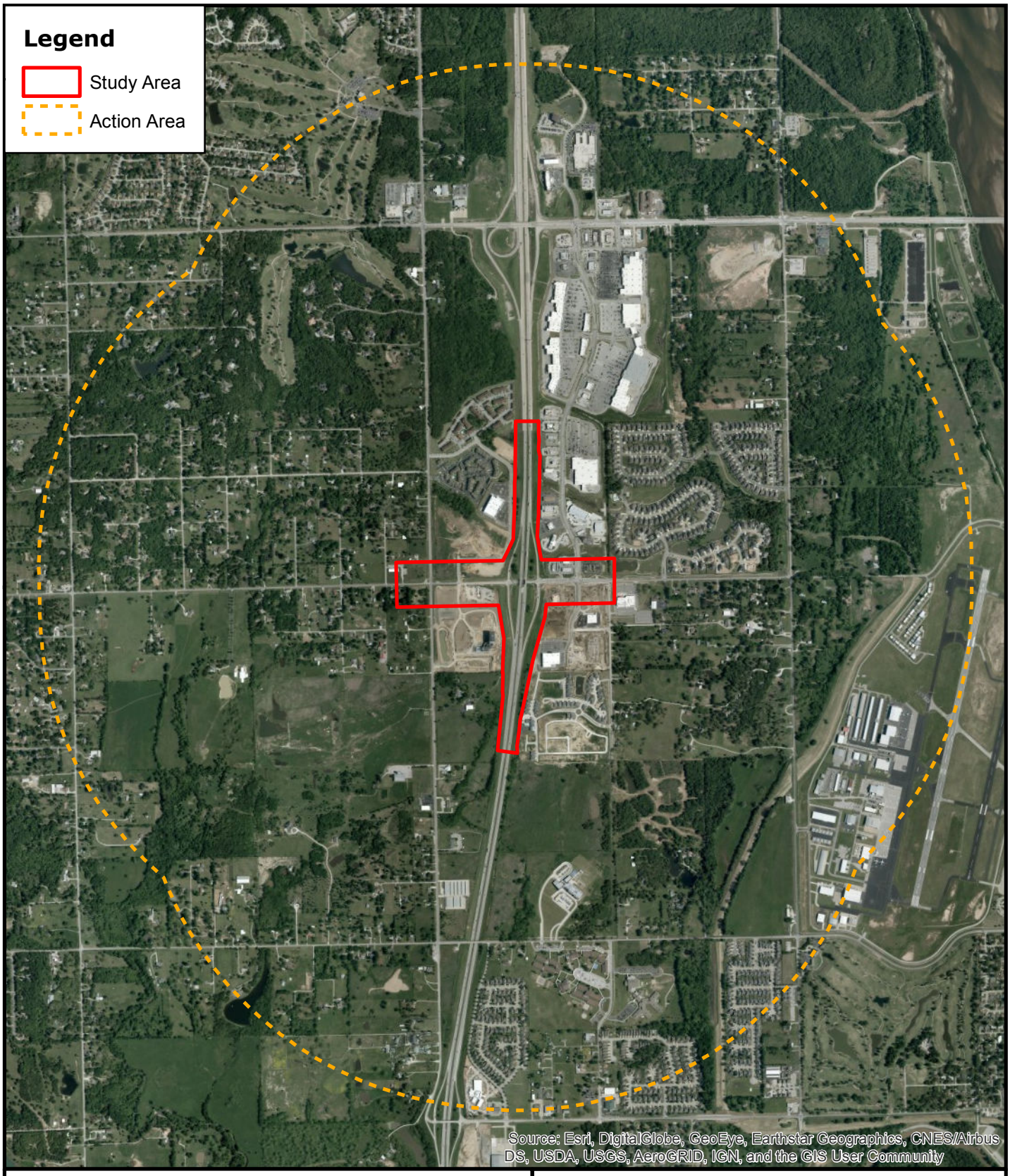
1:250,000

Figure 1: Vicinity Map

Source: ESRI World Street Map

Prepared by: SA; August 09, 2017

Miles
0 2.5 5 10



Prepared for:
Oklahoma Department of Transportation

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US-75 over 81st Street North and Southbound
JP# 30374(04)
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Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

N
W E
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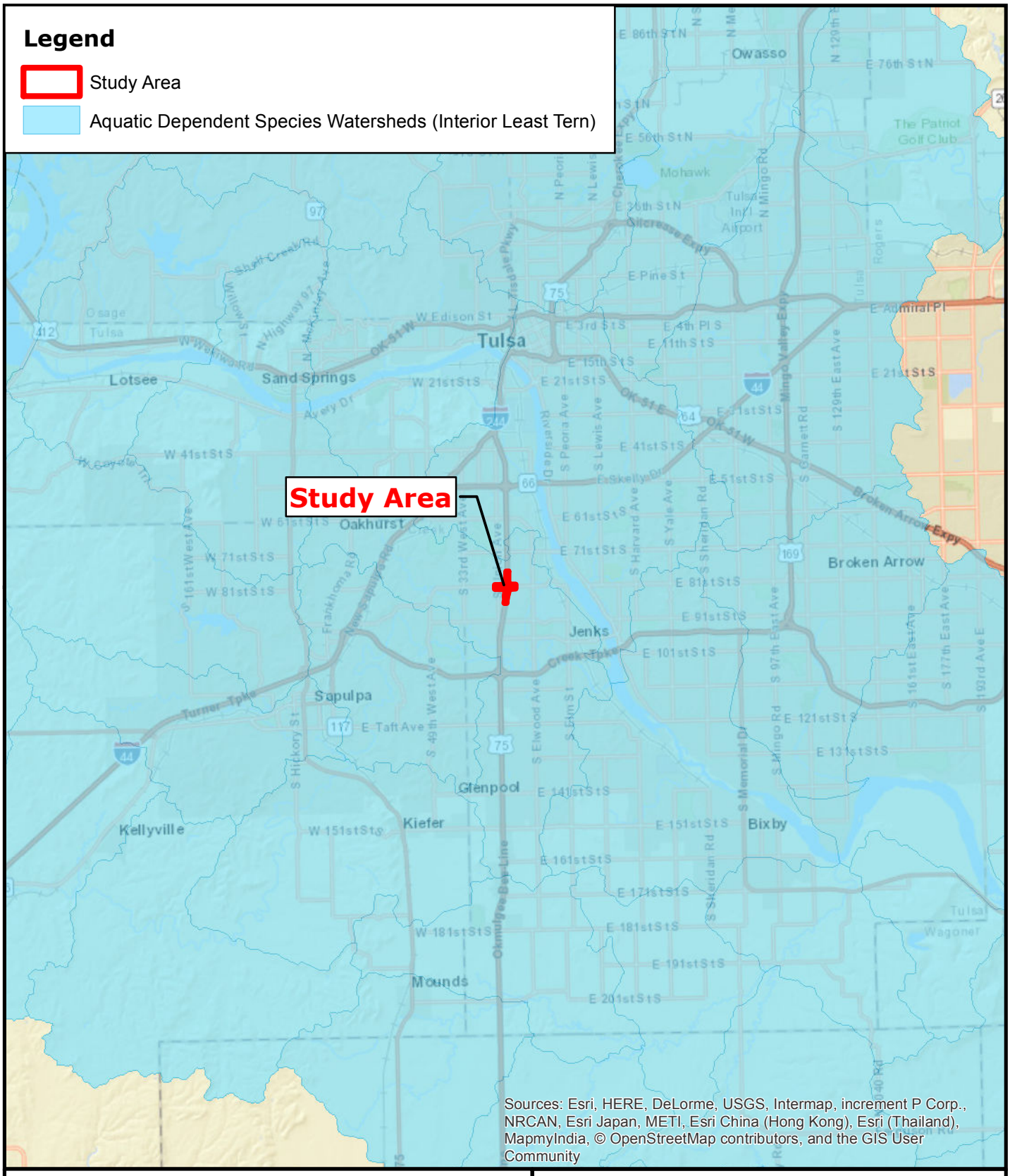
1:24,000

Figure 2: Action Area Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

0 0.25 0.5 1 Miles



Prepared for:
Oklahoma Department of Transportation

Subject Property:

US-75 over 81st Street North and Southbound
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Tulsa County, Oklahoma

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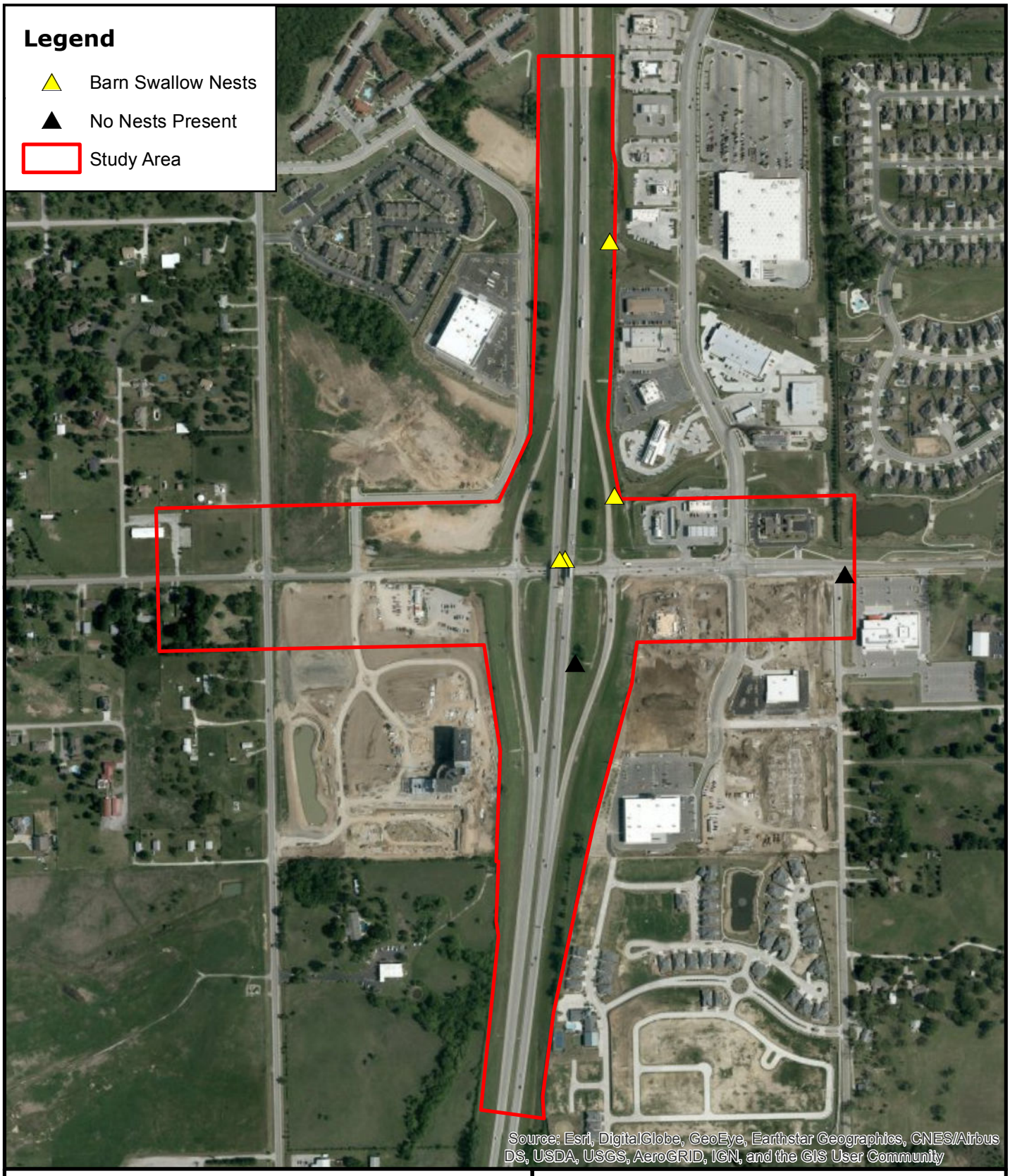
Figure 3: Federally-Listed Aquatic Dependent Species Watershed Map

Source: USFWS - Oklahoma Ecological Services Field Office Federally-Listed Aquatic Dependent Species Watersheds of Oklahoma Map (PDF); ESRI World Street Map

Prepared by: SA & JP; August 09, 2017

Miles
0 2.5 5 10



Prepared for:
Oklahoma Department of Transportation

Subject Property:

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JP# 30374(04)
7 miles North of JCT US-75/SH-67
Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

N
W E
S

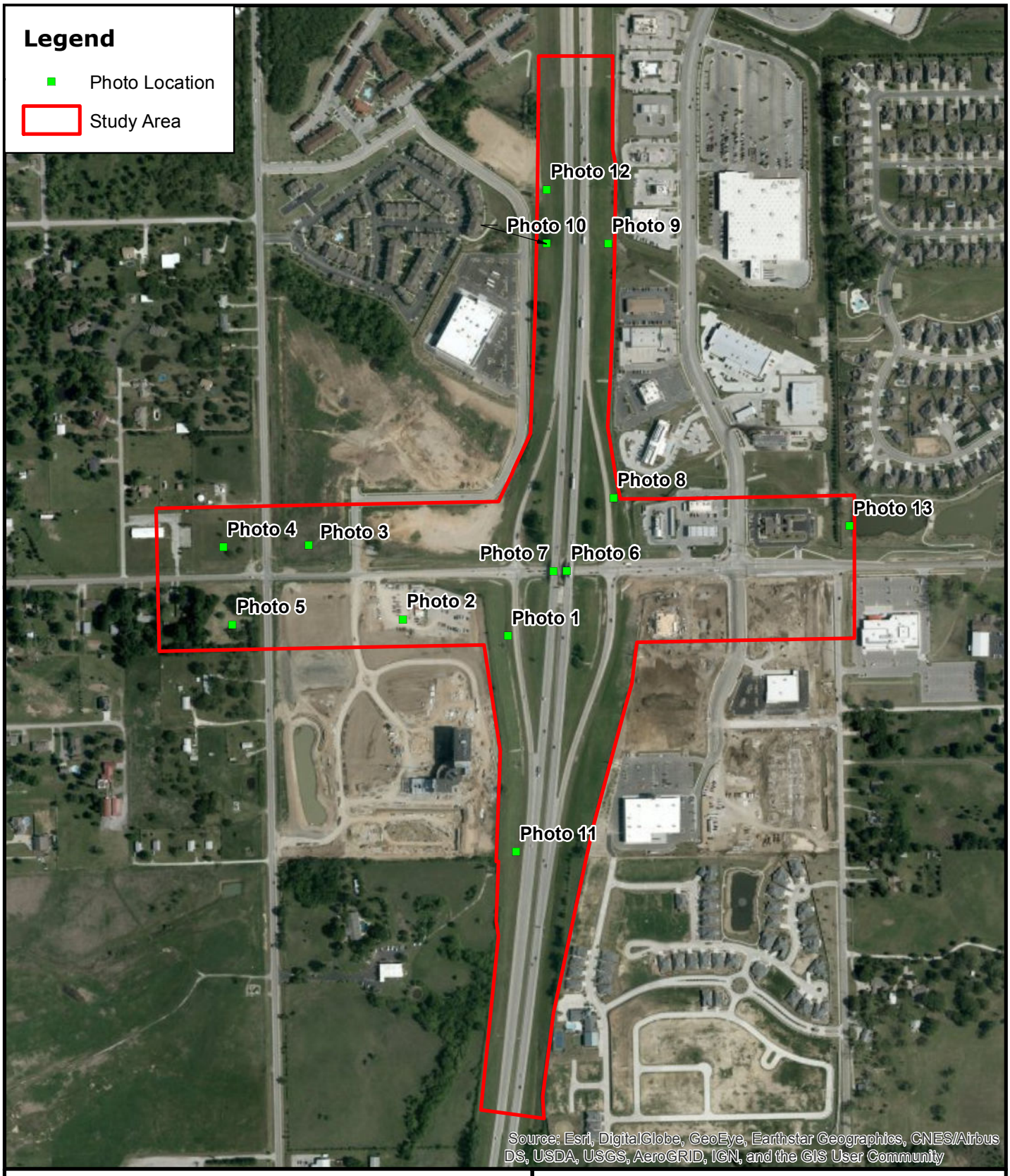
1:7,500

Figure 4: Bridge and Culvert Structures Location Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 375 750 1,500



Prepared for:
Oklahoma Department of Transportation

Subject Property:

US-75 over 81st Street North and Southbound
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Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

N
W E
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1:7,500

Figure 5: Photo Location Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
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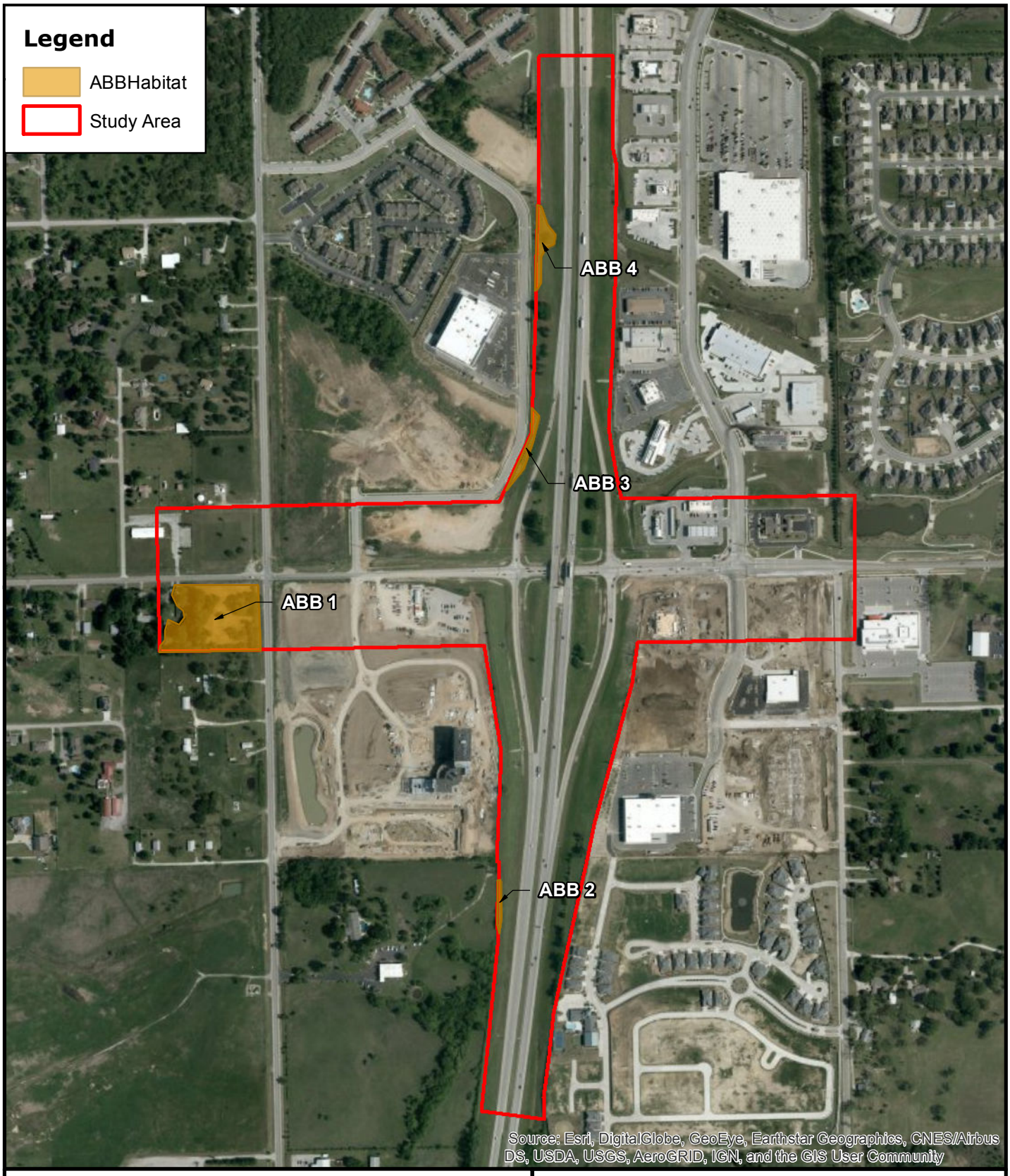

Prepared for:
Oklahoma Department of Transportation

Subject Property:

US-75 over 81st Street North and Southbound
JP# 30374(04)
7 miles North of JCT US-75/SH-67
Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

N
W E
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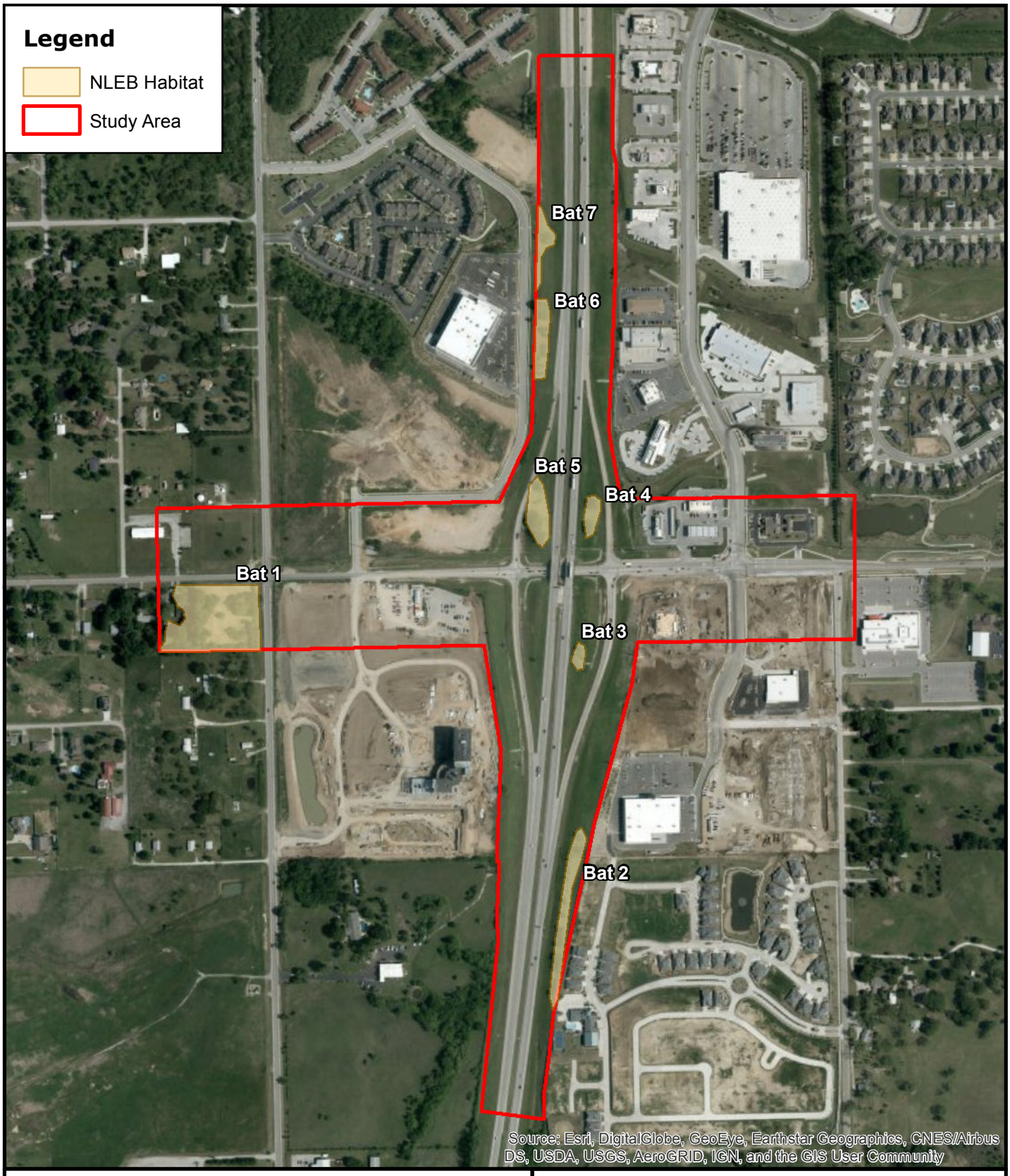
Figure 6: American Burying Beetle Habitat Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 375 750 1,500



Prepared for:
Oklahoma Department of Transportation

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US-75 over 81st Street North and Southbound
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Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

N
W E
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1:7,500

Figure 6: Northern Long-Eared Bat Habitat Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 375 750 1,500

Representative Site Photographs

Photograph 1:

Maintained Road ROW Community Type

Photograph 2:

Maintained Lawn Community Type

Photograph 3:

Improved Grass Field Community Type

Photograph 4:

Mixed Grass Field Community Type

Photograph 5:

Isolated Upland Trees

Photograph 6:

Swallow Nests, NBI 16492

Photograph 7:

Swallow Nests, NBI 16493

Photograph 8:

Swallow Nest, RCB 3

Photograph 9:

Swallow Nests, RCB 4

Photograph 10:

Intermittent Stream, S1, Isolated Riparian Trees

Photograph 11:

Emergent Wetland, W1

Photograph 12:

Emergent Wetland, W2

Photograph 13:

Pond, P1

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
Phone: (918) 581-7458 Fax: (918) 581-7467
http://www.fws.gov/southwest/es/Oklahoma/

In Reply Refer To: July 17, 2017
Consultation Code: 02EKOK00-2017-SLI-1992
Event Code: 02EKOK00-2017-E-04466
Project Name: JP 30374(04), Tulsa County

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). 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(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

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

Project Summary

Consultation Code: 02EKOK00-2017-SLI-1992

Event Code: 02EKOK00-2017-E-04466

Project Name: JP 30374(04), Tulsa County

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: US-75 over 81st Street, located 7 miles north of junction US-75/SH-67. Along SH-75, ~4,900 feet long by on average 300 feet wide and along 81st Street, ~3,200 feet long by 650 feet wide.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/36.04762146717069N96.00822214002761W

Counties: Tulsa, OK

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate 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. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Northern Long-eared Bat *(Myotis septentrionalis)*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9045

Birds

NAME	STATUS
Least Tern *(Sterna antillarum)*	Endangered

Population: interior pop.
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/8505

Piping Plover *(Charadrius melodus)*	Threatened

Population: except Great Lakes watershed
There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/6039

Red Knot *(Calidris canutus rufa)*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/1864

Insects

NAME	STATUS
American Burying Beetle *(Nicrophorus americanus)*	Endangered

Population: Wherever found, except where listed as an experimental population
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/66

Critical habitats

There are no critical habitats within your project area.

USFWS National Wildlife Refuges And Fish Hatcheries

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

There are no refuges or fish hatcheries within your project area.

Migratory Birds

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

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service[3]. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

---

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

The migratory birds species listed below are species of particular conservation concern (e.g. Birds of Conservation Concern) that may be potentially affected by activities in this location. It is not a list of every bird species you may find in this location, nor a guarantee that all of the bird species on this list will be found on or near this location. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To view available data on other bird species that may occur in your project area, please visit the AKN Histogram Tools and Other Bird Data Resources. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

NAME	SEASON(S)
Least Bittern *(Ixobrychus exilis)* https://ecos.fws.gov/ecp/species/6175	On Land: Breeding
Mississippi Kite *(Ictinia mississippiensis)*	On Land: Breeding
Rusty Blackbird *(Euphagus carolinus)*	On Land: Wintering
Harris's Sparrow *(Zonotrichia querula)*	On Land: Wintering
Scissor-tailed Flycatcher *(Tyrannus forficatus)*	On Land: Breeding
Le Conte's Sparrow *(Ammodramus leconteii)*	On Land: Wintering
Orchard Oriole *(Icterus spurius)*	On Land: Breeding
Little Blue Heron *(Egretta caerulea)*	On Land: Breeding

Bachman's Sparrow *(Aimophila aestivalis)* https://ecos.fws.gov/ecp/species/6177	On Land: Breeding
Dickcissel *(Spiza americana)*	On Land: Breeding
Henslow's Sparrow *(Ammodramus henslowii)* https://ecos.fws.gov/ecp/species/3941	On Land: Breeding
Kentucky Warbler *(Oporornis formosus)*	On Land: Breeding
Painted Bunting *(Passerina ciris)*	On Land: Breeding
Prothonotary Warbler *(Protonotaria citrea)*	On Land: Breeding
Fox Sparrow *(Passerella iliaca)*	On Land: Wintering
Red-headed Woodpecker *(Melanerpes erythrocephalus)*	On Land: Year-round
Golden Eagle *(Aquila chrysaetos)* https://ecos.fws.gov/ecp/species/1680	On Land: Wintering
Bald Eagle *(Haliaeetus leucocephalus)* https://ecos.fws.gov/ecp/species/1626	On Land: Year-round
Bell's Vireo *(Vireo bellii)* https://ecos.fws.gov/ecp/species/9507	On Land: Breeding
Loggerhead Shrike *(Lanius ludovicianus)* https://ecos.fws.gov/ecp/species/8833	On Land: Year-round
Rufous-crowned Sparrow *(Aimophila ruficeps)* https://ecos.fws.gov/ecp/species/9718	On Land: Year-round
Short-eared Owl *(Asio flammeus)* https://ecos.fws.gov/ecp/species/9295	On Land: Wintering
Swainson's Hawk *(Buteo swainsoni)* https://ecos.fws.gov/ecp/species/1098	On Land: Breeding
Hudsonian Godwit *(Limosa haemastica)*	On Land: Migrating

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data

http://www.birdscanada.org/birdmon/default/datasummaries.jsp

Wetlands

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

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

FRESHWATER EMERGENT WETLAND

- PEM1Ch

FRESHWATER POND

- PUBHh
- PUBFh

OTHER

- PUSAh
- PUSCh
- PUSCx
- PUSAx

OBS Ref. 2017-340-BUS-ENE

Dear Mr. Powers, July 17, 2017

We have reviewed occurrence information on federal and state threatened, endangered or candidate species, as well as non-regulatory rare species and ecological systems of importance currently in the Oklahoma Natural Heritage Inventory database for the following location you provided:

Sec. 11 and 14-T18N-R12E, Tulsa County.

We found 1 occurrence(s) of relevant species within the vicinity of the project location as described.

Interior Least Tern (Sternula antillarum athalassos), a federally listed endangered species, 4 occurrences, one each in Sec. 25 and 36-T18N-R12E, and Sec. 18 and 29-T17N-R13E, Tulsa County.

Bald Eagle (*Haliaeetus leucocephalus*), a federally protected species, 7 occurrences one each in Sec. 1,12 and 27-T18N-R12E, Sec. 18 and 32-T18N-R13E, and Sec. 25 and 26-T19N-R12E, Tulsa County.

Additionally, absence from our database does not preclude such species from occurring in the area.

If you have any questions about this response, please send me an email, or call us at the number given below.

Although not specific to your project, you may find the following links helpful.

ONHI, guide to ranking codes for endangered and threatened species:
http://vmpincel.ou.edu/heritage/ranking_guide.html

Information regarding the Oklahoma Natural Areas Registry:
http://www.oknaturalheritage.ou.edu/registry_faq.htm

Todd Fagin
Oklahoma Natural Heritage Inventory
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WATERS AND WETLANDS EVALUATION REPORT

For

County	Tulsa	JP Number	30374(04)	Project Number	J3-0374(004)
Road Number	US-75	Water Body Name		N/A	
ROW Date	2018	Let Date	2021	Project Length	SH-75: ~4,900 feet long; 81st Street: ~3,200 feet long
Project General Location		US-75 over 81st Street North and Southbound, located 7 miles north of junction US-75/SH-67			
Project Statement		Bridge and Approaches on US-75 over 81st Street			

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

Prepared by:

Biologist Name	Jarrod Powers
Company/Agency Name	Enercon Services, Inc.
Address	5100 East Skelly Drive, Suite 450
City, State Zip	Tulsa, OK 74135

Report Date:	August 11, 2017
Field Date:	July 20, 2017

PROJECT OVERVIEW

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

Description of the **existing** bridge/roadway

This segment of US-75 is classified as a state highway. The average daily traffic (ADT) is 55,600 vehicles per day (VPD). The existing roadway has four, 12-foot driving lanes and a 30-foot median division of the north and southbound driving lanes, and an outside shoulder width of 10 feet and an inside shoulder width of 4 feet. The roadway includes two bridge structures (NBI 16492 & 16493) over 81st street. NBI 16492 and 16493 are each 110-foot, three span bridges with a width of 40 feet. The bridges were constructed in 1965. The bridges each have a sufficiency rating of 74.4. The purpose of the project is to replace the existing bridges to replace two functionally obsolete bridges and accommodate future roadway improvements.

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

The existing north and south-bound bridges will be replaced with two 58-foot wide bridges, with the widening to the outside to match future planned roadway improvements. Span configurations and lengths will be determined at a future date, but will allow for 92 feet width for 81st Street under US-75 (made up of six 12-foot driving lanes and two 10-foot sidewalk/pedestrian corridors). Temporary asphalt widening and overlay to match bridge elevation and taper down to existing within the extents of the existing interchange ramps. Possible use of crossover detours, constructing one bridge at a time. Other methods of phased construction may be considered. The ODOT US-75 bridge replacement project will be constructed within existing R/W. The project footprint map established included the ultimate configuration of the US-75/81st Street interchange, in which additional R/W is required on 81st Street. Any improvements to 81st Street would most likely be separate projects and coordinated with the City of Tulsa. The re-assessment of the existing EA document is being completed for

the ultimate interchange.

Project Environmental Study Footprint

Project Location		**Environmental Study Footprint**	
Section Range & Township	Lat/Long (NAD 83)	Dimensions	Acreage
Sections 10, 11, 14, & 15, T18N, R12E	36.046413, -96.007121	Along SH-75, ~4,900 feet long by on average 300 feet wide and along 81st Street, ~3,200 feet long by 650 feet wide	~87 acres

Environmental Study Footprint Soils (NRCS Soil Survey Map)

Map Unit Name	**Percent Slope**	**Drainage Class**	**Hydric Rating**		**Description**
			YES	**NO**	
Bates loam (3)	1 – 3	Well Drained		√	Convex Slopes, Found on Shoulder of Interfluves, Moderate Available Water Storage
Coweta-Bates complex (10)	3 - 5	Well Drained		√	Convex Slopes, Found on Backslope of Hillslopes, Very Low Available Water Storage
Dennis silt loam (12)	1 – 3	Somewhat Poorly Drained		√	Convex Slopes, Found on Footslopes of Interfluves, High Available Water Storage
Dennis silt loam (13)	3 - 5	Somewhat Poorly Drained		√	Convex Slopes, Found on Backslope of Hillslopes, High Available Water Storage
Dennis silt loam (14)	3 - 5	Somewhat Poorly Drained		√	Eroded, Convex Slopes, Found on Backslope of Hillslopes, High Available Water Storage
Dennis-Radley complex (16)	0 - 12	Somewhat Poorly Drained	√		Convex Slopes, Found on Backslope of Hillslopes, High Available Water Storage
Eram-Coweta complex (20)	5 - 15	Moderately Well Drained		√	Convex Slopes, Found on Backslope of Hillslopes, Low Available Water Storage
Okay loam (41)	3 - 5	Well Drained		√	Convex Slopes, Found on Riser of Paleoterraces, High Available Water Storage
Okemah silt loam (43)	0 - 1	Somewhat Poorly Drained		√	Convex Slopes, Found on Tread of Paleoterraces, High Available Water Storage
Niotaze-Darnell Complex (34)	3 - 15	Somewhat Poorly Drained		√	Very Stony, Convex Slopes, Found on Backslope of Hillslopes, Low Available Water Storage

Environmental Study Footprint General Description and Vegetation Present

Terrestrial Community:
Vegetation growth for most of the project area was under 8 inches providing for unsuitable American burying beetle habitat; however, some areas of suitable habitat are present. Community types that may be impacted by construction activities include maintained road ROW, maintained lawns, mixed grass fields, improved grass fields, isolated stands of upland tress, and an isolated stand of riparian trees.

Maintained Road ROW: Dominant vegetation in this community type included bermudagrass (*Cynodon dactylon*), tall fescue (*Festuca arundinacea*), and Flordia paspalum (*Paspalum floridanum*) (Photograph 1).

Maintained Lawn: Dominant vegetation in this community type included bermudagrass (Photograph 2).

Improved Grass Field: Dominant vegetation in this community type included bermudagrass, Johnsongrass (*Sorghum halepense*), and sericea (*Lespedeza cuneata*) (Photograph 3).

Mixed Grass Field: Dominant vegetation in this community type included foxtail (*Setaria parviflora*), yellow bluestem (*Bothriochloa ischaemum*), and prairie sedge (*Carex festucacea*) (Photograph 4).

Isolated Upland Trees: Dominant vegetation in this community type included pecan (*Carya illinoinensis*), hackberry (*Celtis occidentalis*), and American elm (*Ulmus americana*) (Photograph 5).

Isolated Riparian Trees: Dominant vegetation in this community type included black willow (*Salix nigra*) and cottonwood (*Populus deltoides*) (Photograph 10).

WATERS AND WETLANDS EVALUATION

Data Sources Reviewed (list)

USGS 7.5 minute Quad	NWI Map	USACE Wetland Regional Supplement	Additional Resources Reviewed
Sapulpa North, OK	USFWS - NWI	Midwest Region	USDA 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
W1	Emergent	PEM1A	Unlikely	0.03 acres
W2	Emergent	PEM1A	Likely	0.21 acres
P1	Pond	PUB3	Unlikely	0.07 acres

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
S1	Unnamed stream, tributary to Hager Creek	Mapped Intermittent	Likely	0.04 acres	389 feet

Streams and other linear aquatic features

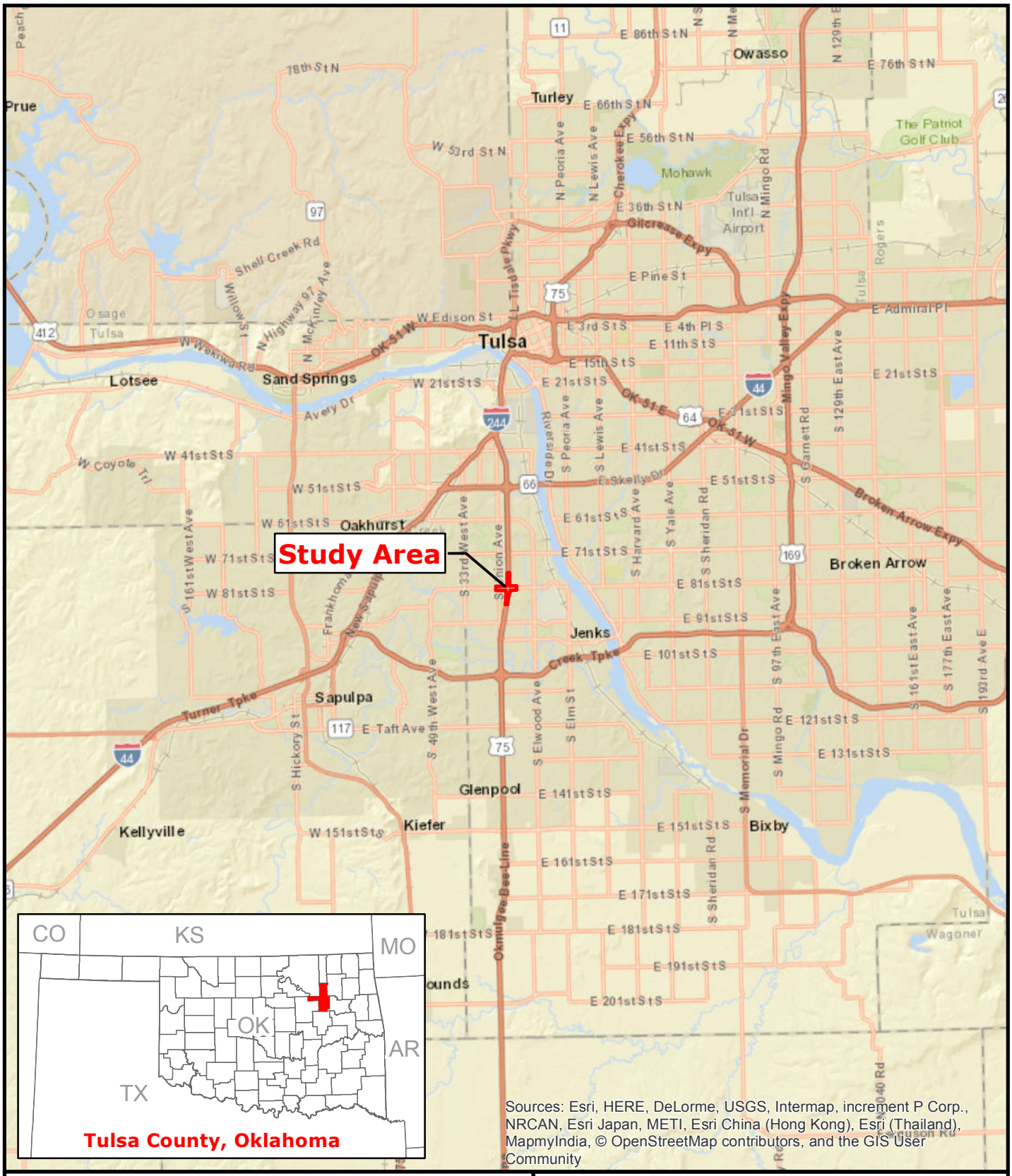
S1 is mapped on the USGS topographic quadrangle as intermittent. This stream is characterized by clay/cobble substrate and flows from west to east, the majority of the stream flows through an RCB under US-75. Approximately 389 linear feet (0.04 acres) of this channel was located within the study area. The stream has an observable average ordinary high water mark (OHWM) prior to the RCB of 4 feet. The stream had clear flowing water at the time of field reconnaissance. The stream supports intermittent flow. The stream banks were vegetated with trees, including black willow and cottonwood. S1 will likely be regulated by the US Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA) (Photograph 10).

Wetlands and ponds

W1 is an emergent wetland with a Cowardin classification of PEM1A; Palustrine, Emergent, Persistent, Temporarily Flooded. The feature is approximately 0.03 acres and is not illustrated on the NWI map. Dominant vegetation consisted of spikerush (*Eleocharis palustris*). This wetland exhibited a loamy gleyed matrix. This feature is isolated in a small depression and will likely not be regulated by the Corps under Section 404 of the CWA (Photograph 11).

W2 is an emergent wetland with a Cowardin classification of PEM1A; Palustrine, Emergent, Persistent, Temporarily Flooded. The feature is approximately 0.21 acres and is not illustrated on the NWI map. Dominant vegetation consisted of spikerush. This wetland exhibited a redox dark surface soil matrix. This feature is adjacent and flows into S1 and will likely be regulated by the Corps under Section 404 of the CWA (Photograph 12).

P1 has a Cowardin classification of PUB3; Palustrine, Unconsolidated Bottom, Mud. The feature is not illustrated on the NWI map. The feature is a storm water retention pond (0.07 acres) and will likely not be regulated by the Corps under Section 404 of the CWA (Photograph 13).



Prepared for:
Oklahoma Department of Transportation

Subject Property:

US-75 over 81st Street North and Southbound
JP# 30374(04)
7 miles North of JCT US-75/SH-67
Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

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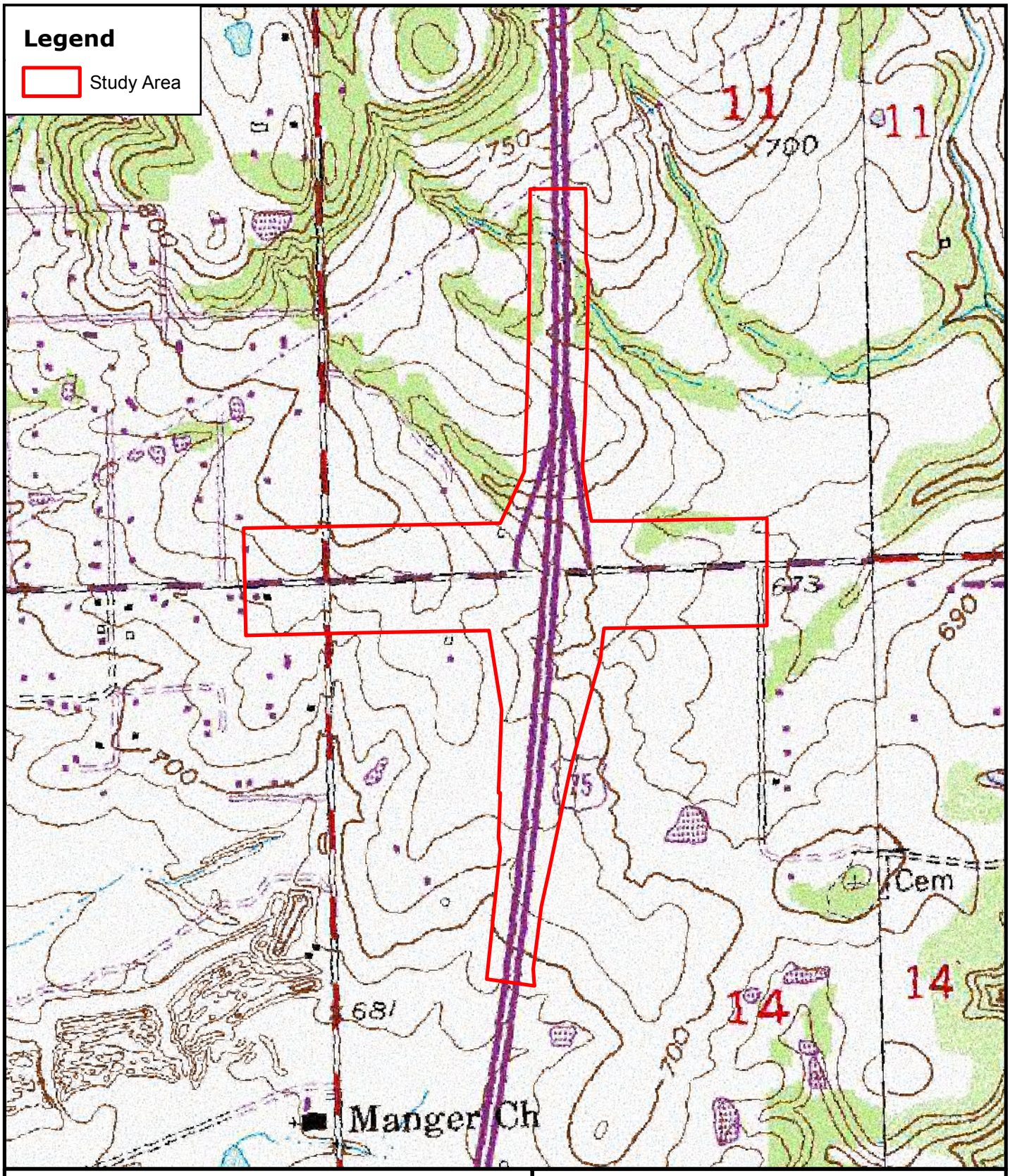
Figure 1: Vicinity Map

Source: ESRI World Street Map

Prepared by: SA; August 09, 2017

Miles
0 2.5 5 10



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Sections 10, 11, 14 & 15, T18N R12E
Tulsa County, Oklahoma

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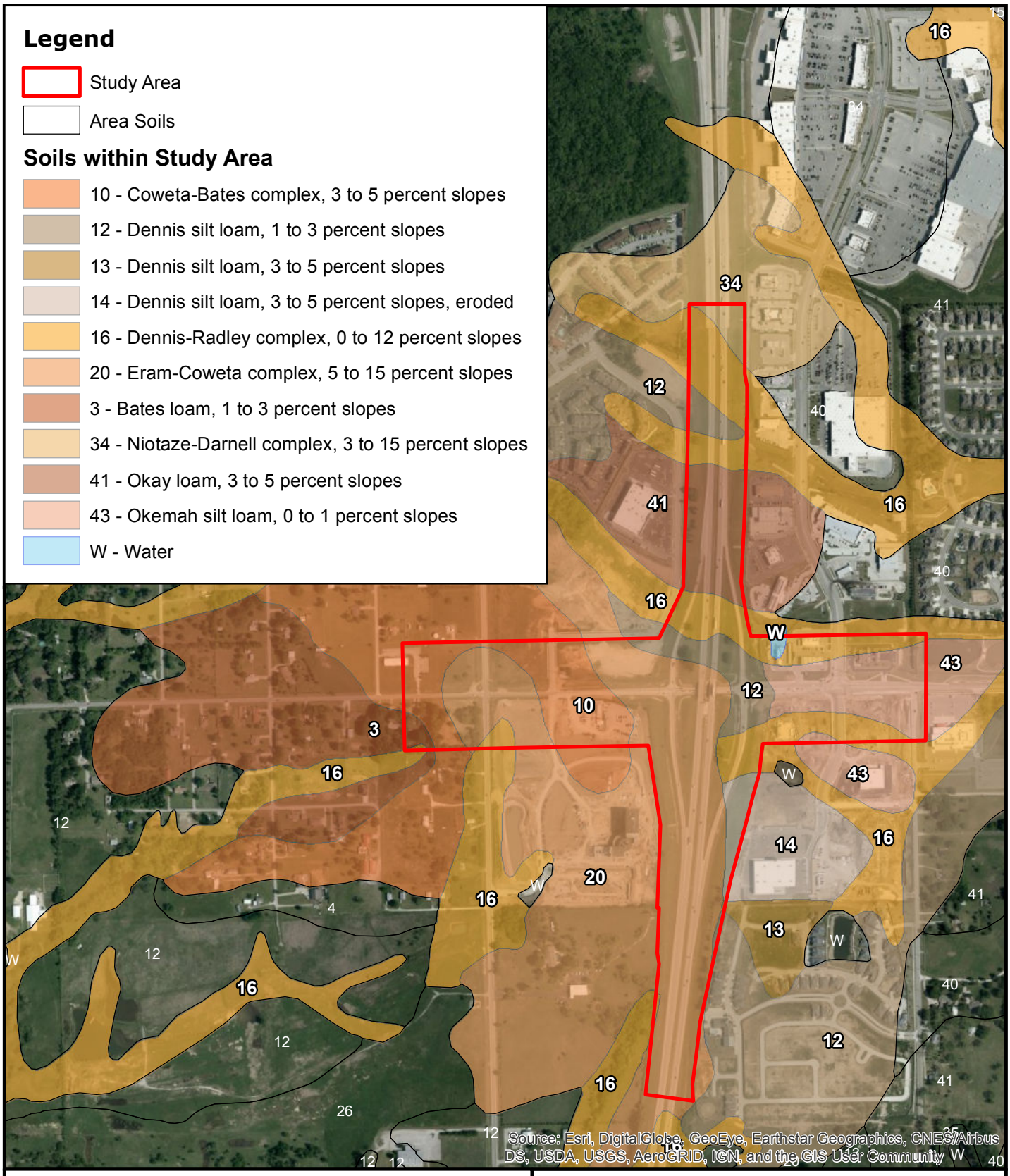
Figure 2: Topographic Map

Source: USGS 7.5 Minute Series
Sapulpa North, OK Quadrangle

Prepared by: SA; August 09, 2017

0 500 1,000 2,000 Feet



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Sections 10, 11, 14 & 15, T18N R12E
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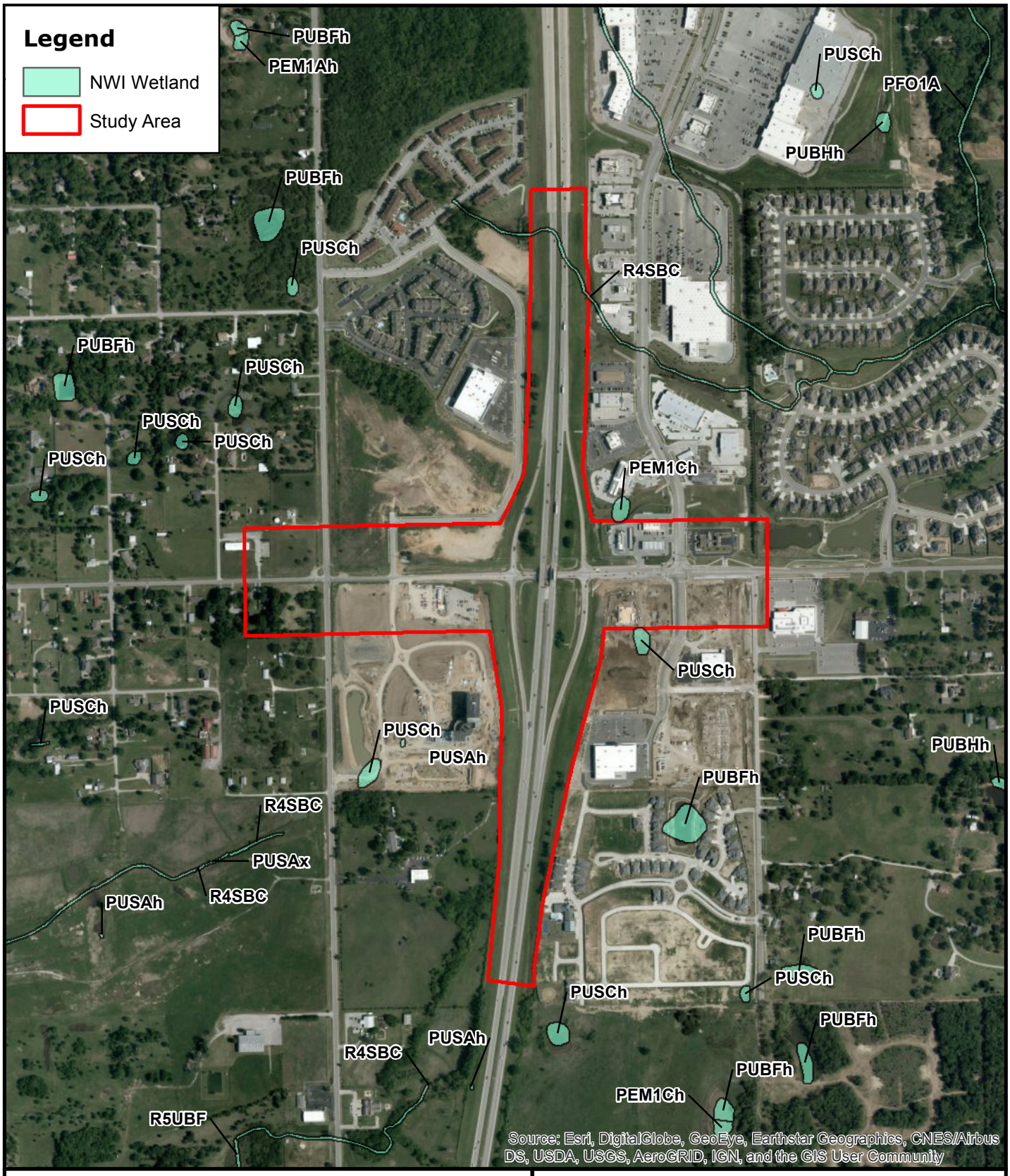
Figure 3: NRCS Soil Survey Map

Source: USDA NRCS Soil Survey Geographic Database
Tulsa County, Oklahoma;
ESRI World Imagery Basemap

Prepared by: SA; August 09, 2017

Feet
0 500 1,000 2,000



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Tulsa County, Oklahoma

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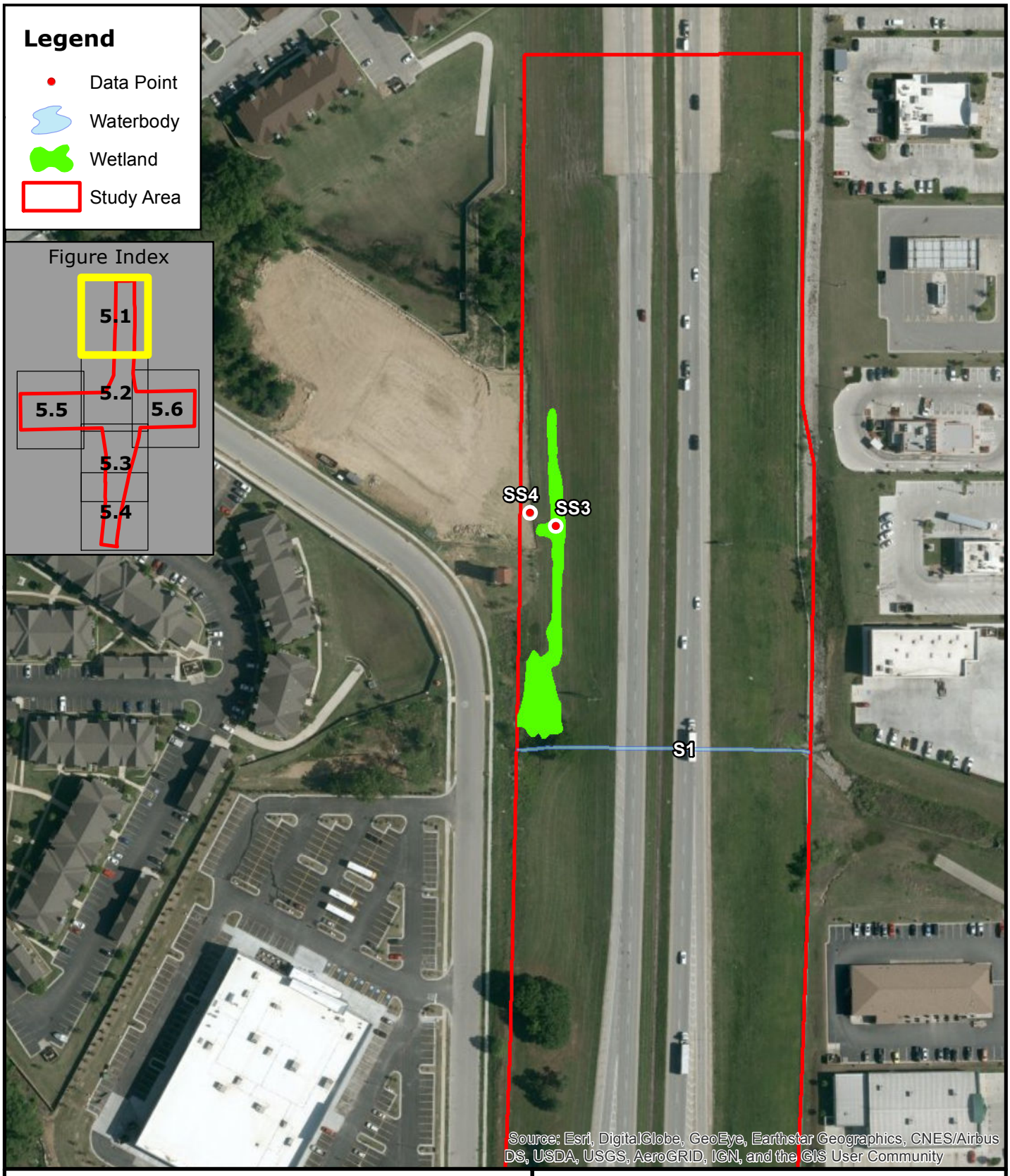
Figure 4: NWI Map

Source: US Fish and Wildlife Service - NWI
Sapulpa North, OK Quadrangle;
ESRI World Imagery Basemap

Prepared by: SA; August 09, 2017

Feet
0 500 1,000 2,000



Prepared for:
Oklahoma Department of Transportation

Subject Property:
US-75 over 81st Street North and Southbound
JP# 30374(04)
7 miles North of JCT US-75/SH-67
Section 11, T18N R12E
Tulsa County, Oklahoma

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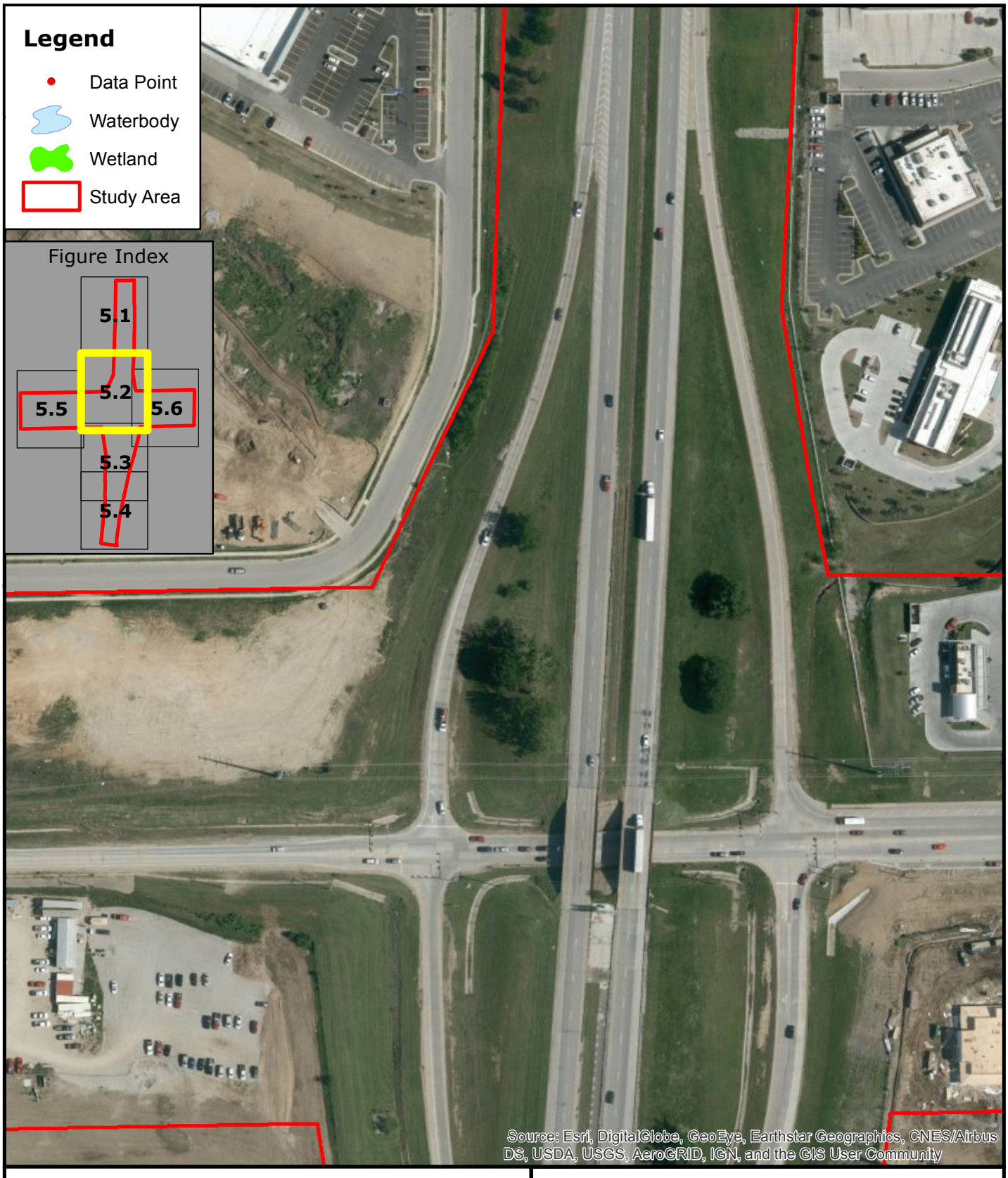
Figure 5.1: Aquatic Resources Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 100 200 400



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US-75 over 81st Street North and Southbound
JP# 30374(04)
7 miles North of JCT US-75/SH-67
Sections 11 & 14, T18N R12E
Tulsa County, Oklahoma

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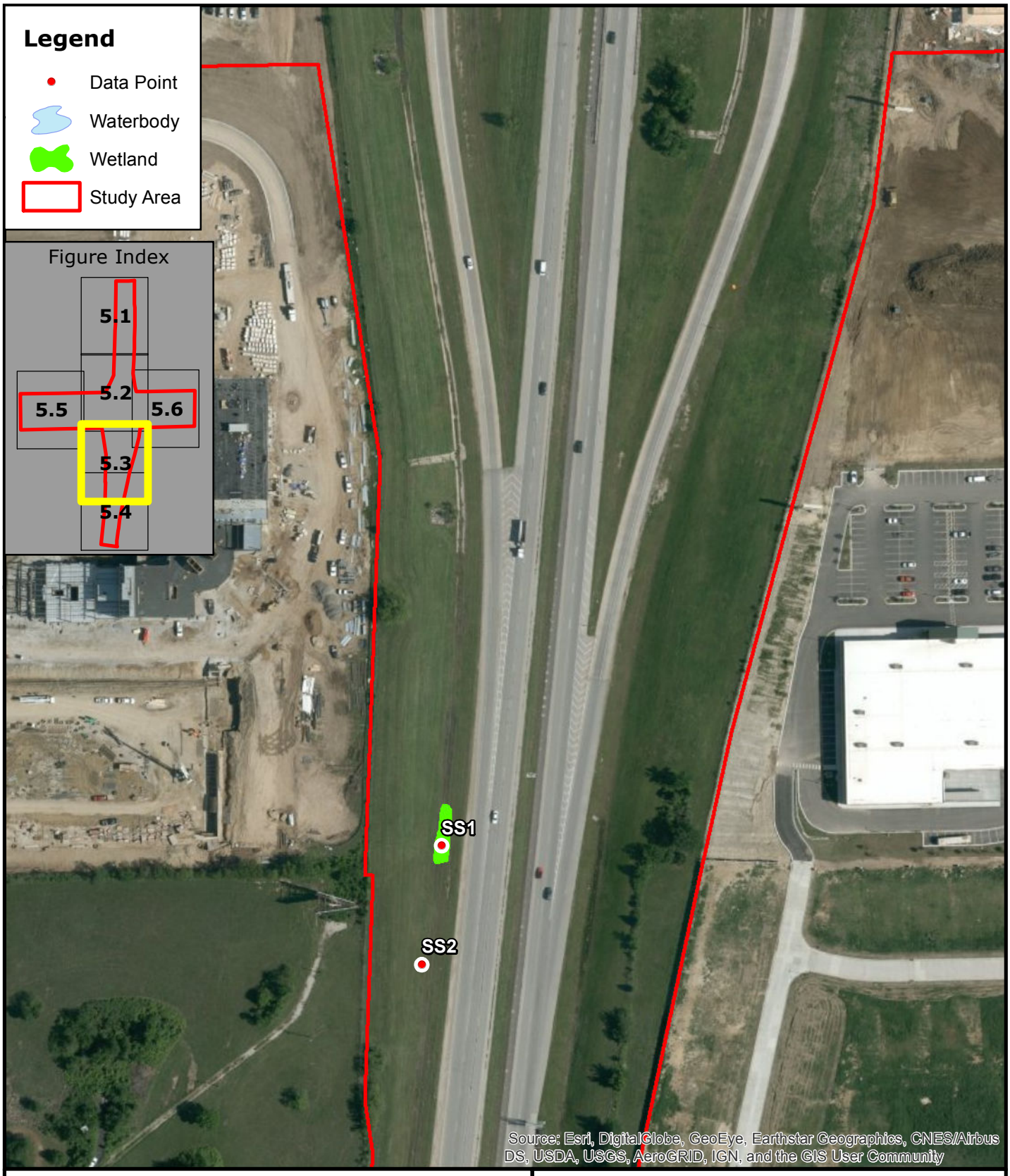
Figure 5.2: Aquatic Resources Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 100 200 400



Prepared for:
Oklahoma Department of Transportation

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JP# 30374(04)
7 miles North of JCT US-75/SH-67
Section 14, T18N R12E
Tulsa County, Oklahoma

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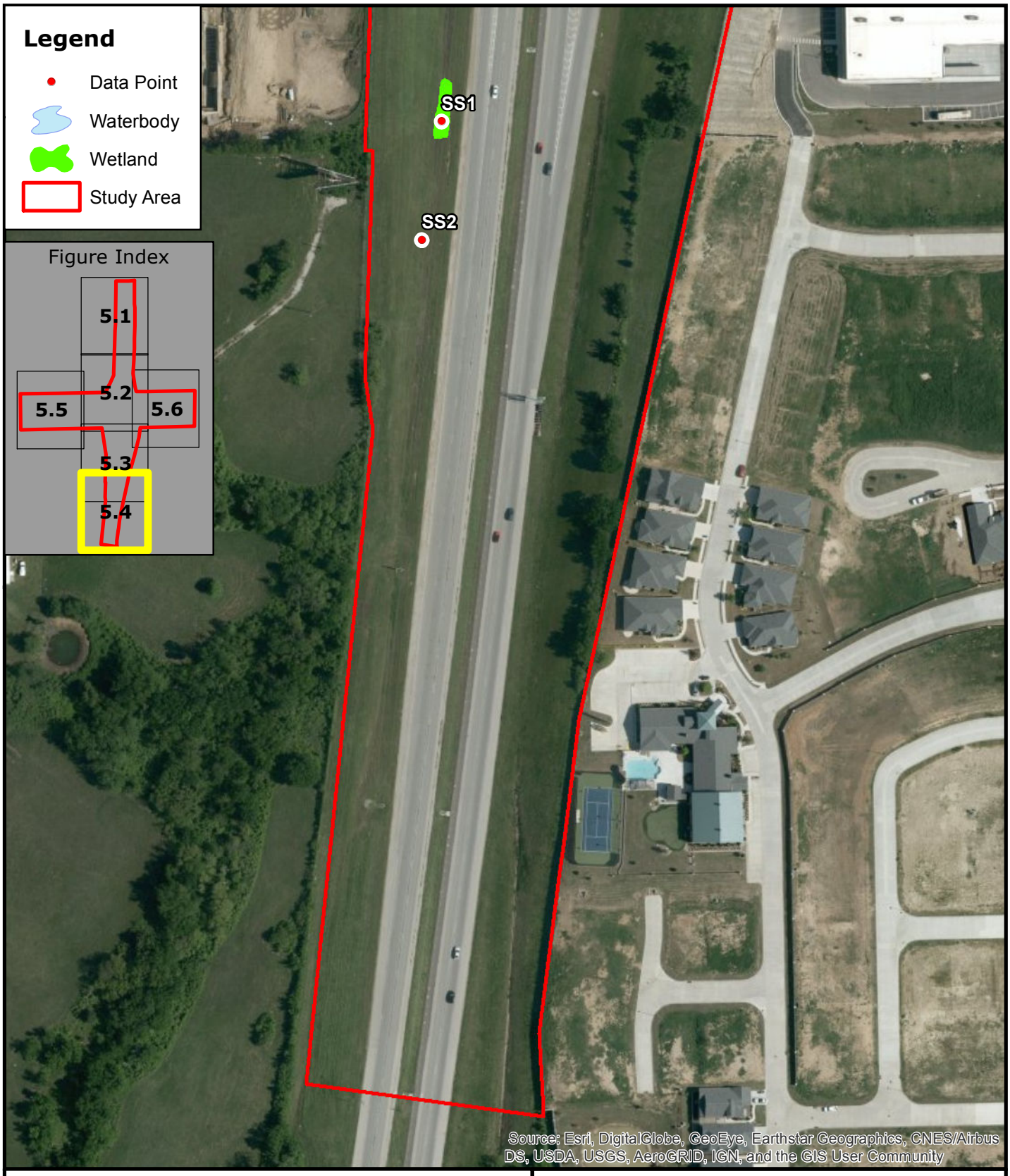
Figure 5.3: Aquatic Resources Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 100 200 400



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Oklahoma Department of Transportation

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JP# 30374(04)
7 miles North of JCT US-75/SH-67
Section 14, T18N R12E
Tulsa County, Oklahoma

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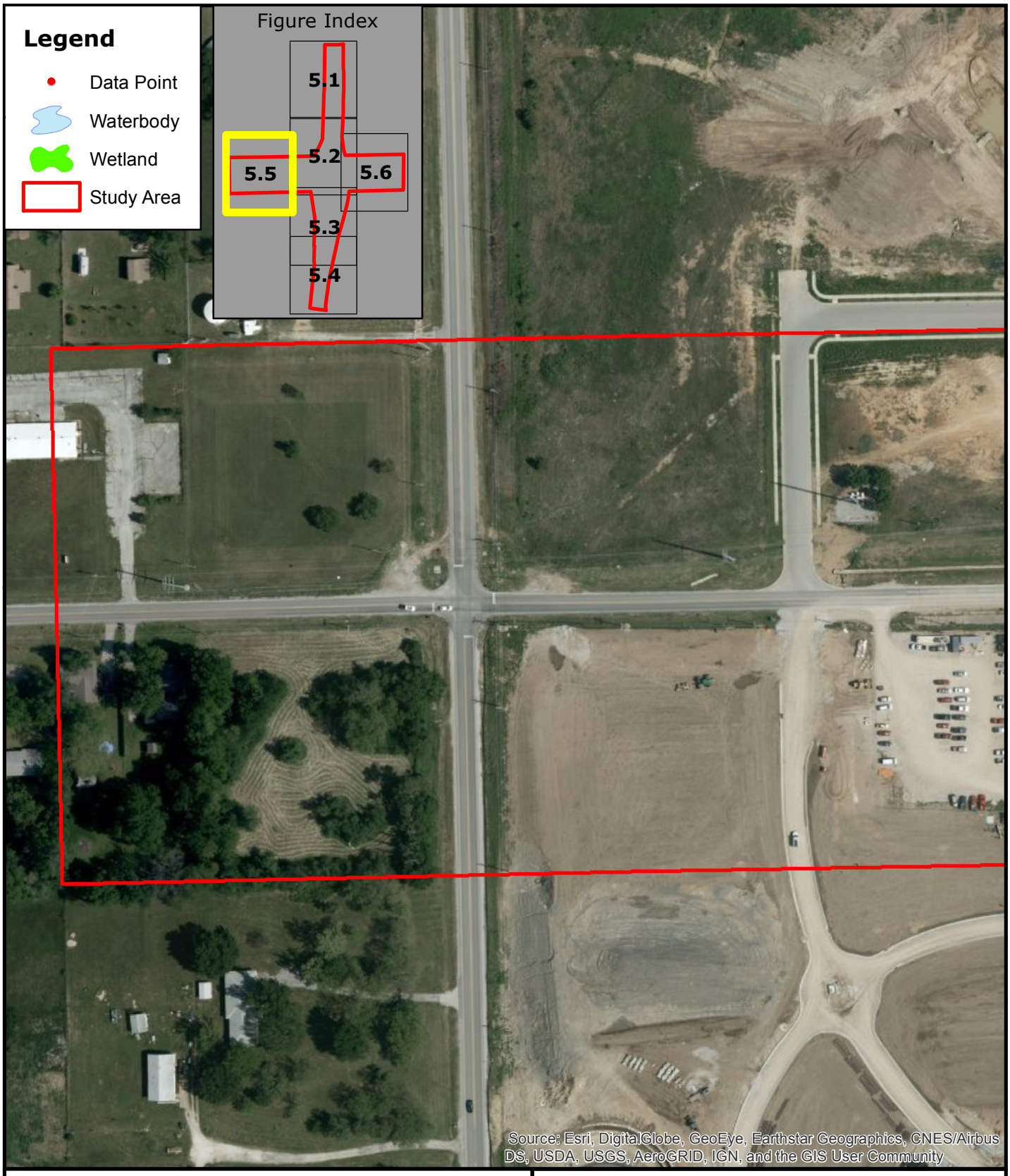
Figure 5.4: Aquatic Resources Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 100 200 400



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Tulsa County, Oklahoma

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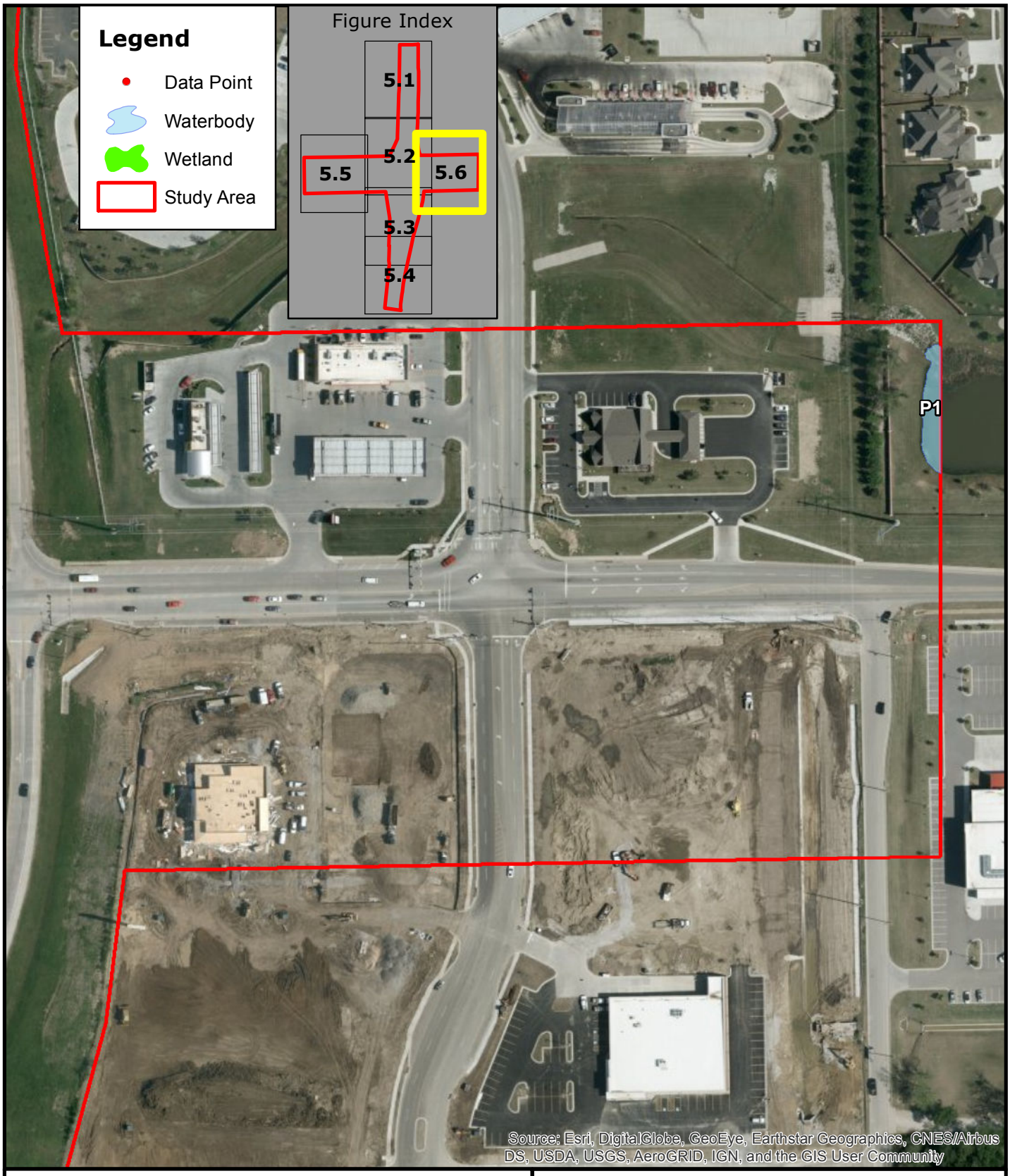
Figure 5.5: Aquatic Resources Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 100 200 400



Prepared for:
Oklahoma Department of Transportation

Subject Property:
US-75 over 81st Street North and Southbound
JP# 30374(04)
7 miles North of JCT US-75/SH-67
Sections 11 & 14, T18N R12E
Tulsa County, Oklahoma

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Figure 5.6: Aquatic Resources Map

Source: ESRI World Imagery Basemap

Prepared by: SA & JP; August 09, 2017

Feet
0 100 200 400

Representative Site Photographs

Photograph 1:

Maintained Road ROW Community Type

Photograph 2:

Maintained Lawn Community Type

Photograph 3:

Improved Grass Field Community Type

Photograph 4:

Mixed Grass Field Community Type

Photograph 5:

Isolated Upland Trees

Photograph 6:

Swallow Nests, NBI 16492

Photograph 7:

Swallow Nests, NBI 16493

Photograph 8:

Swallow Nest, RCB 3

Photograph 9:

Swallow Nests, RCB 4

Photograph 10:

Intermittent Stream, S1, Isolated Riparian Trees

Photograph 11:

Emergent Wetland, W1

Photograph 12:

Emergent Wetland, W2

Photograph 13:

Pond, P1

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WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SH-75 over 81st St.- JP30374(04) City/County: Tulsa Sampling Date: 7/20/2017

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 1

Investigator(s): J. Powers and J. Schimdt Section, Township, Range: S14, T18N, R12E

Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave

Slope (%): 1 - 3 Lat: 36.042960 Long: -96.00786 Datum: NAD83

Soil Map Unit Name: Eram-Coweta complex, 5 to 15 percent slopes NWI or WWI classification: PEM1A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ 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 X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Indicators for all three wetland criteria were observed.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. *Eleocharis palustris*	80	Y	OBL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	80	x 1 =	80
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	80 (A)		80 (B)

Prevalence Index = B/A = 1.00

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

X Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks: (Include photo numbers here or on a separate sheet.)

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	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	10YR 5/1	80	5YR 5/6	20	C	M	ClLm	
3-18	7.5YR 5/6	60	Gley2 7/5P13	40	D	M	ClLm	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- X Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** ___

Remarks:

Indicators of hydric soil were observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- X Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- X Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): _____

Water Table Present? Yes ___ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): _____

Wetland Hydrology Present? **Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were observed.

Reset Form | Print Form

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SH-75 over 81st St.- JP30374(04) City/County: Tulsa Sampling Date: 7/20/2017

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 2

Investigator(s): J. Powers and J, Schimdt Section, Township, Range: S14, T18N, R12E

Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): convex

Slope (%): 4 - 8 Lat: 36.042556 Long: -96.007952 Datum: NAD83

Soil Map Unit Name: Eram-Coweta complex, 5 to 15 percent slopes NWI or WWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ 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 _____	No X	**Is the Sampled Area within a Wetland?** Yes _____ No _____
Hydric Soil Present?	Yes _____	No X	
Wetland Hydrology Present?	Yes _____	No X	

Remarks:

Indicators for all three wetland criteria were not observed.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. *Cynodon dactylon*	80	Y	FACU
2. *Paspalum floridanum*	10	N	FACW
3. *Sorghum halepense*	5	N	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	95 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	10	x 2 =	20
FAC species	0	x 3 =	0
FACU species	85	x 4 =	340
UPL species	0	x 5 =	0
Column Totals:	95 (A)		360 (B)

Prevalence Index = B/A = 3.79

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks: (Include photo numbers here or on a separate sheet.)

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 Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-12	10YR 4/3	100					SaLm	
12-18								Gravel fill

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ 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)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

Indicators of hydric soil were not observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is 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)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes _____ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were not observed.

Reset Form | Print Form

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SH-75 over 81st St.- JP30374(04) City/County: Tulsa Sampling Date: 7/20/2017

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 3

Investigator(s): J. Powers and J, Schimdt Section, Township, Range: S11, T18N, R12E

Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave

Slope (%): 1 - 3 Lat: 36.051476 Long: -96.007174 Datum: NAD83

Soil Map Unit Name: Dennis silt loam, 1 to 3 percent slopes NWI or WWI classification: PEM1A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ 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 X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Indicators for all three wetland criteria were observed.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5)			
1. *Eleocharis palustris*	85	Y	OBL
2. *Persicaria pensylvanica*	5	N	FACW
3. *Rumex crispus*	5	N	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	95 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
	_____ = Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	85	x 1 =	85
FACW species	5	x 2 =	10
FAC species	5	x 3 =	15
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	95 (A)		110 (B)

Prevalence Index = B/A = 1.16

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

X Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks: (Include photo numbers here or on a separate sheet.)

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 Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-14	10YR 3/2	90	7.5YR 4/6	10	C	M	ClLm	
14-18	10YR 2/1	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** ___

Remarks:

Indicators of hydric soil were observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- X 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)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes X No ___ Depth (inches): 2

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? **Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were observed.

Reset Form | Print Form

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SH-75 over 81st St.- JP30374(04) City/County: Tulsa Sampling Date: 7/20/2017

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: 4

Investigator(s): J. Powers and J, Schimdt Section, Township, Range: S11, T18N, R12E

Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): convex

Slope (%): 3 - 6 Lat: 36.051523 Long: -96.007277 Datum: NAD83

Soil Map Unit Name: Dennis silt loam, 1 to 3 percent slopes NWI or WWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ 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 _____ No X	**Is the Sampled Area within a Wetland?** Yes _____ No X
Hydric Soil Present?	Yes _____ No X	
Wetland Hydrology Present?	Yes _____ No X	

Remarks:

Indicators for all three wetland criteria were not observed.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. *Cynodon dactylon*	95	Y	FACU
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	95 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	95	x 4 =	380
UPL species	0	x 5 =	0
Column Totals:	95 (A)		380 (B)

Prevalence Index = B/A = 4.00

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks: (Include photo numbers here or on a separate sheet.)

Indicators of hydrophytic vegetation were not 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 Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-18	7.5YR 4/4	100					SaLm	Fill material

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ 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)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** _____ **No** X

Remarks:

Indicators of hydric soil were not observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is 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)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____

Water Table Present? Yes _____ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No X Depth (inches): _____

Wetland Hydrology Present? **Yes** _____ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Indicators of wetland hydrology were not observed.

FLOOD PLAIN INFORMATION

National Flood Hazard Layer FIRMette

FEMA

Legend

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

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

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

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

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

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

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

N

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

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

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/30/2018 at 3:39:08 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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National Flood Hazard Layer FIRMette

FEMA

Legend

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

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee. See Notes. Zone X
	Area with Flood Risk due to Levee Zone D
OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard Zone X
	Effective LOMRs
	Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
OTHER FEATURES	20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped

N

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

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

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/30/2018 at 3:35:32 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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

HAZARDOUS WASTE STUDIES

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSULTANT REPORT REVIEW – HAZARDOUS WASTE

Reviewed By: David Edwards
Review Date: 11/20/2017
Consultant: Able
County: Tulsa
Project No.: J3-0374(004)
J/P Number: 30374(04)

1. PROJECT DESCRIPTION: Bridge & Approaches US-75 over 81st Street South, northbound and southbound, 7 miles north of jct. US-75/SH-67.

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):

4. RECOMMENDATIONS*:

☒ Approval to Proceed (No Further Action)
☐ Approval to Proceed, Pending:
- ☐ Avoidance of described site(s)
- ☐ Plan Notes regarding described site(s) (See Section 5)
- ☐ Additional investigation by ODOT

☐ Approval NOT Recommended

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

5. PLAN NOTES: None needed.

6. GENERAL COMMENTS: No further action recommended.

ATTACH EXCERPTS FROM REPORT, AS APPROPRIATE.*

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

INITIAL SITE ASSESSMENT

US-75 OVER 81ST STREET NORTH AND SOUTHBOUND
7 MILES NORTH JCT US-75/SH-67
TULSA COUNTY, OKLAHOMA

PROJECT NUMBER: J3-0374(04)
STATE JOB NUMBER: 30374(04)

PREPARED FOR:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA CITY, OK

PREPARED BY:
ABLE CONSULTING
9225 NORTH 133RD EAST AVENUE
OWASSO, OK 74055
PHONE: 918.272.4282
FAX: 918.272.4282

Jennifer Koscelny
Project Scientist

Jason Schmidt
Environmental Specialist

Dated: October 16, 2017

INITIAL SITE ASSESSMENT

US-75 OVER 81ST STREET NORTH AND SOUTHBOUND
7 MILES NORTH JCT US-75/SH-67
TULSA COUNTY, OKLAHOMA

PROJECT NUMBER: J3-0374(04)
STATE JOB NUMBER: 30374(04)

WE DECLARE THAT, TO THE BEST OF OUR PROFESSIONAL KNOWLEDGE AND BELIEF, WE MEET THE DEFINITION OF ENVIRONMENTAL PROFESSIONAL AS DEFINED IN §312.10 OF 40 CFR § 312" AND 12.13.2 "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. WE HAVE DEVELOPED AND PERFORMED THE ALL APPROPRIATE INQUIRIES IN CONFORMANCE WITH THE STANDARDS AND PRACTICES SET FORTH IN 40 CFR PART 312."

Jennifer Koscelny
Project Scientist

Jason Schmidt
Environmental Specialist

Dated: October 16, 2017

1.0 Executive Summary

The Oklahoma Department of Transportation (ODOT) requested an Initial Site Assessment (ISA) for a bridge reconstruction project on US-75 over 81st Street north and southbound in Tulsa County, Oklahoma. The purpose of this assessment is to identify potential environmental concerns by collecting historical data, reviewing regulatory information and performing a visual inspection of the site and surrounding area.

ODOT is proposing to reconstruct both north and southbound US-75 bridges over 81st Street on existing alignment. The existing bridges will be replaced with two 58' wide bridges (six 12' lanes with 12' inside shoulders and 10' outside shoulders), widening to the outside to match future roadway. 81st Street under will have a width of 92" (six 12' lanes and two 10' sidewalk/pedestrian corridors).

The immediate area within the AOI consists of maintained road right-of-way (ROW), manicured lawns, and commercial and residential buildings. Four intersections with US-75 were found to occur within the area of interest (AOI). Eleven structures are located partially or entirely within the AOI.

One UST site is located within the AOI; Kum & Go #887, 1111 W 81st Street. These five, double walled, fiberglass reinforced plastic tanks were installed in August 2012. As such, there is no risk of a migrating hydrocarbon plume to the project. Two LUST sites, both listed as closed by the Oklahoma Corporation Commission, were located more than a mile from the project area. These sites pose no risk to the project.

One historic automobile repair site is located within a mile of the AOI; J&B Service & Repair, 2040 West 81st Street. This site is outside the AOI and poses no threat to the project. Four facilities are listed on the RCRIS List of Notifiers within one mile of the AOI: Globe XRay, Gander Mountain #37, Sam's Club #4839, and Target Store T2357. These sites do not pose a hazard to the project as they are not within the AOI.

Two FINDS facilities are listed within one mile of the AOI: Globe XRay and Gander Mountain #37. Neither site poses a threat to the project as they are not within the AOI.

Creel County Landfill is included on the landfill list but is beyond one mile from the AOI and does not pose a risk to the project.

Oil and gas activity was not observed within the AOI.

No physical evidence of areas containing environmental contamination was noted within the AOI. There is a relatively low risk of contamination in the study footprint and approval to proceed and no further action is recommended.

6.0 FINDINGS & RECOMMENDATION

6.1 FINDINGS SUMMARY

Able Consulting has performed an ISA in general conformance with the scope and limitations of the Hazardous Waste Scope of Services document provided by the Oklahoma Department of Transportation for this bridge reconstruction project on US-75 over 81st Street north and southbound in Tulsa County. The AOI includes the area directly impacted by reconstruction of the roadway as well as 330' left and right of US-75 centerline. The existing bridges will be replaced with two 58' wide bridges (six 12' lanes with 12' inside shoulders and 10' outside shoulders), widening to the outside to match future roadway. 81st Street under will have a width of 92" (six 12' lanes and two 10' sidewalk/pedestrian corridors).

The immediate area within the AOI consists of maintained road right-of-way (ROW), manicured lawns, and commercial and residential buildings. Four intersections with US-75 were found to occur within the area of interest (AOI). Eleven structures are located partially or entirely within the AOI.

The EDR database search report lists two UST sites; Sam's Club #4839, 7756 S Olympia Ave West and Kum & Go #887, 1111 W 81st Street. Both sites are relatively new (less than 10 years) and use double walled fiberglass reinforced plastic tanks. There is very little risk associated with these sites.

The EDR database search report lists four RCRA sites with two also on the FINDS list, however, they are all outside the AOI and do not pose a threat to the project.

One historic auto site was located by EDR; J&B Service & Repair located at 2040 West 81st Street. This site is outside the AOI and does not pose a threat to the project.

The Creek County Landfill, on the EDR SWF/FL list is well outside the AOI and does not pose a threat to the project.

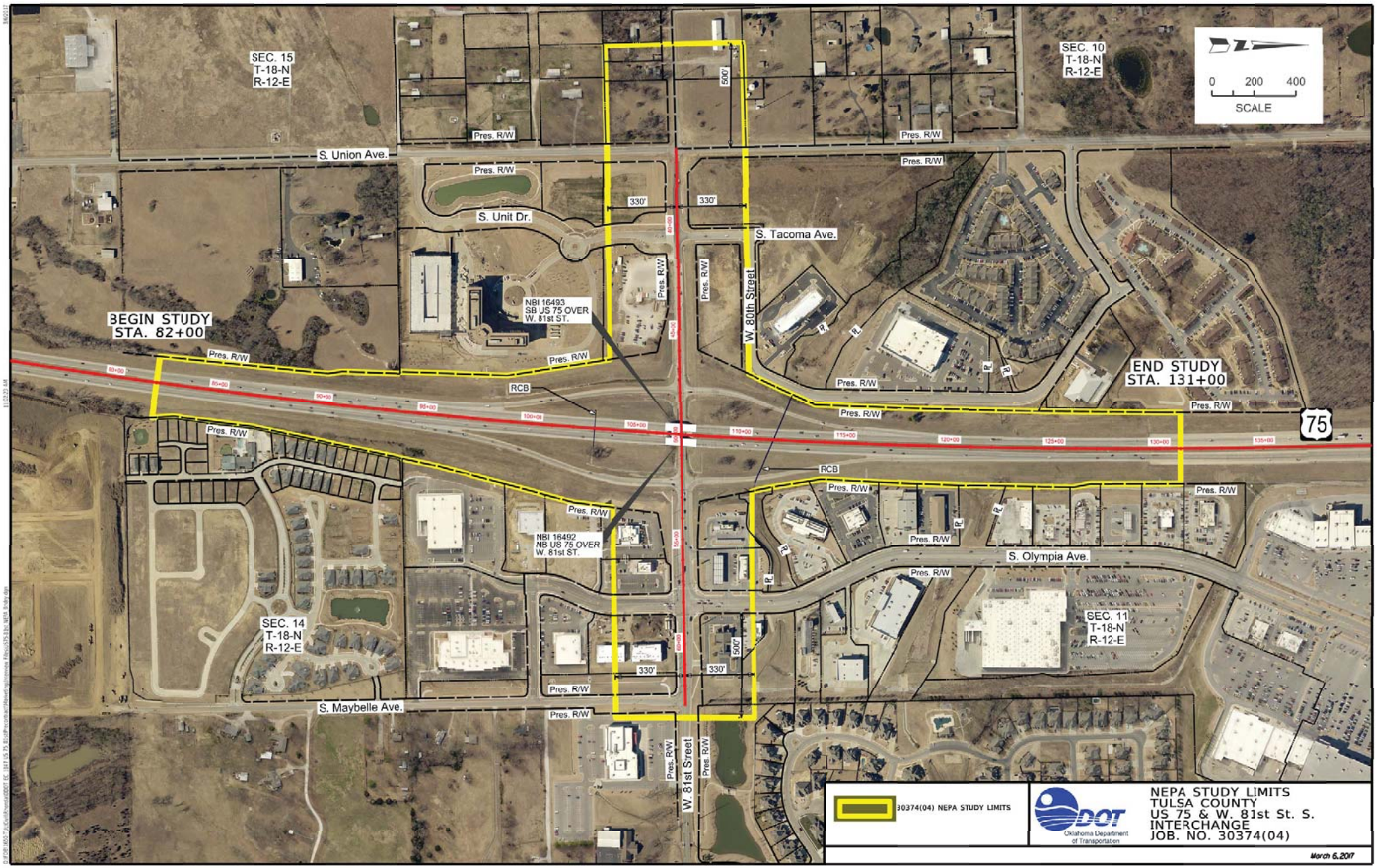
The OCC database contained two LUST sites within 1.5 miles of the AOI boundary; AJ's Conoco and Christiansen Aviation. Both LUST cases are considered closed by the OCC, outside the AOI, more than a mile from the project and are not a cause for concern.

Oil and gas activity was not observed within the AOI. No physical evidence of areas containing environmental contamination was noted within the AOI.

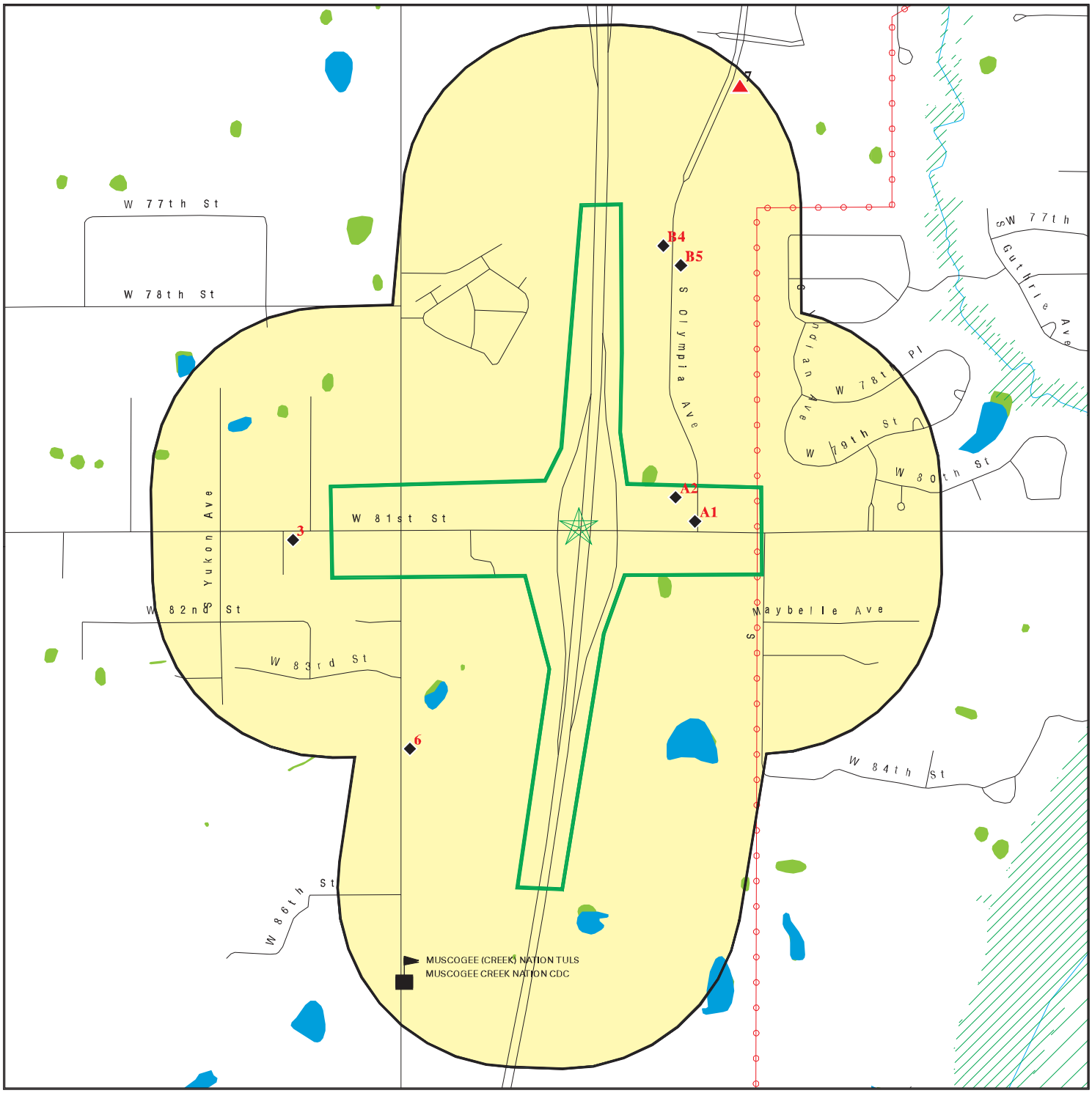
In summary, Able Consulting did not identify evidence of potential environmental impacts to properties within or adjacent to the AOI.

6.2 RECOMMENDATIONS

No physical evidence of areas containing environmental contamination was noted within the AOI. There is a relatively low risk of contamination in the study footprint and approval to proceed and no further action is recommended.


SEC. 15
T-18-N
R-12-E
SEC. 10
T-18-N
R-12-E
0 200 400
SCALE
S. Union Ave.
Pres. R/W
S. Unit Dr.
330'
500'
S. Tacoma Ave.
W. 80th Street
NBI 16493
SB US 75 OVER
W. 81st ST.
BEGIN STUDY
STA. 82+00
END STUDY
STA. 131+00
RCB
75
NBI 16492
NB US 75 OVER
W. 81st ST.
S. Olympia Ave.
SEC. 14
T-18-N
R-12-E
SEC. 11
T-18-N
R-12-E
S. Maybelle Ave.
W. 81st Sreet
30374(04) NEPA STUDY LIMITS
ODOT
Oklahoma Department of Transportation
NEPA STUDY LIMITS
TULSA COUNTY
US 75 & W. 81st St. S.
INTERCHANGE
JOB. NO. 30374(04)
March 6, 2017

DETAIL MAP - 5000788.9S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Tulsa Co JP30374 US75/81st	CLIENT: ABLE Consulting
ADDRESS: Tulsa OK Tulsa OK 74132	CONTACT: Jason A Schmidt
LAT/LONG: 36.046623 / 96.007269	INQUIRY #: 5000788.9s DATE: July 21, 2017 6:42 pm

OTHER

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Oklahoma Field Office
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037
www.blm.gov/nm

In Reply Refer To:
ODOT Proj Resp 1706271
1785

June 27, 2017

Mr. Siv Sundaram, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105-3204

Dear Mr. Sundaram:

Thank you for extending the opportunity to the Bureau of Land Management (BLM) Oklahoma Field Office to provide comments on the following proposed project:

Tulsa County
US-75 over 81st Street, located 7 miles north of Junction US-75/SH-67.
Job Piece No. 30374(04), Project No. J3-0374(004).

Our office has reviewed the information provided in your June 20, 2017, letter. A search of our files shows there are no BLM surface lands or Federal minerals within or near the project area. There are BLM administered Indian mineral interests near and within the project area. The project, as proposed, would not preclude the leasing and development of those mineral interests. Therefore, the BLM has no concerns or objection to the proposal.

Sincerely,

John Ledbetter
Realty Specialist
Oklahoma Field Office

cc:
NM (04410, Central File)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

June 20, 2017

Mr. John Ledbetter
Realty Specialist – Oklahoma Field Office
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037

Subject: US-75 over 81st Street, located 7 miles north of Junction US-75/SH-67 in Tulsa County; Job Piece Number 30374(04), Project Number J3-0374(004).

Dear Mr. Ledbetter:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the subject roadway. 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 Jennifer Koscelny with Able Consulting at 918-272-4282 or jkoscelny@ableconsulting.net.

Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/DS/Able

Enclosures: Location Map, Study Area Map

Copy to: Project Management Division
Field Division Engineer
Right-of-Way Division
ODOT Cultural Resources

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

June 20, 2017

Mr. Eddie Streater
Regional Director, Eastern OK Region
Bureau of Indian Affairs
PO Box 8002
Muskogee, Oklahoma 74401-6201

Subject: US-75 over 81st Street, located 7 miles north of Junction US-75/SH-67 in Tulsa County; Job Piece Number 30374(04), Project Number J3-0374(004).

Dear Mr. Streater:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the subject bridge in Tulsa County, Oklahoma. 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 Jennifer Koscelny with Able Consulting at 918-272-4282 or jkoscelny@ableconsulting.net.

Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/DS/Able

Enclosures: Location Map & Study Area Map

Copy to: Project Management Division
Right-of-Way Division
Field Division Engineer
ODOT Cultural Resources

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

June 20, 2017

Subject: US-75 over 81st Street, located 7 miles north of Junction US-75/SH-67 in Tulsa County; Job Piece Number 30374(04), Project Number J3-0374(004).

Dear Property Owner:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) will be preparing an environmental document on a proposal to improve the bridges on US-75 over 81st Street in Tulsa County, Oklahoma. The project is scheduled for 2021 in the current 8 Year Construction Program and, ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process, however the improvements are considered necessary to correct functionally obsolete bridges. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. If you have reason to believe that there are resources such as underground oil or gas storage tanks, contaminated soil, archaeological or historic sites, human graves, places of religious or cultural importance to Native American tribes, or other sensitive resources, please respond to the contact provided below.

In accordance with Oklahoma Statute 69-702, employees or authorized agents of ODOT may enter your property for the purpose of surveying for the environmental considerations listed above. A copy of Oklahoma Statute 69-702 is provided with this letter. The results of the studies for cultural resources, biological resources, noise, and hazardous materials will be incorporated into the environmental document being prepared for this project. Minor hand digging on your property may be necessary as part of the survey. Any test holes will be filled in and cleaned up afterwards.

If you are currently leasing this property, please notify your lessee of our planned work.

Should you have any information or specific concerns, or if you have resources listed above that may be located on your property please contact our authorized agent Jennifer Koscelny with Able Consulting at 918-272-4282 or jkoscelny@ableconsulting.net. If your concerns are related to places of traditional cultural or religious importance to Native American tribes or to burials or cemeteries affiliated with tribes, please contact Dr. Rhonda Fair, ODOT Director of Tribal Coordination, at 405-517-5670 or rfair@odot.org. As always, your cooperation is greatly appreciated.

Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/DS/Able

Enclosures: Location Map, Copy of Statute 69-702

Copy to:
- Project Management
- Field Division Engineer
- Survey Division
- Materials Division
- Right-of-Way Division
- ODOT Cultural Resources Specialist
- Tribal Coordination
- Specialists

TULSA CO – JP30347(04)
PARCELS: 38
MAILING LABELS: 18

OKLAHOMA CENTRAL
CREDIT UNION
PO BOX 471227
TULSA, OK 74147-1227

WARREN PROFESSIONAL
BUILDING
PO BOX 470372
TULSA, OK 74147-0372

STONEBROOKE OWNERS
ASSOC INC
PO BOX 480
JENKS, OK 74037

HWT INVESTMENTS LLC
8201 E 6TH AVE
DENVER, CO 80230

TUSCANY HILLS AT NICKEL
CREEK LP
C/O CASE & ASSOC
4200 E SKELLY DR #800
TULSA, OK 74135

CPBS LAND CO LLC
2301 W I-44 SERVICE RD STE
100
OKLAHOMA CITY, OK 73112

SRI REAL ESTATE
PROPERTIES
ATTN: SRI REAL ESTATE
300 JOHNNY BENCH DRIVE
OKLAHOMA CITY, OK 73104

CITY OF TULSA
175 E 2ND ST STE 260
TULSA, OK 74103

RRB INVESTMENTS LLC
3114 E 81ST ST
TULSA, OK 74137-1338

LOVE CHRISTIAN MINISTRIES
PO BOX 702494
TULSA, OK 74170

BEVERLY SUE OZMUN
8441 S UNION
TULSA, OK 74132-3203

CALLIE PAYTON
C/O BETTY LOU PAYTON
HARGROVE
1410 W 91ST ST
TULSA, OK 74132

LIFE COVENANT CHURCH
INC.
4600 E 2ND ST
EDMOND, OK 73034

WALK AT TULSA HILLS LLC
ATTN: GARY PARKES
105 REYNOLDS DRIVE
FRANKLIN, TN 370642926

8200 UNIT DRIVE LLC
C/O KE ANDREWS
1900 DALROCK RD
ROWLETT, TX 75088

J THOMAS ATHERTON INC
1924 S UTICA NO 1018
TULSA, OK 74104

STEPHEN WILSON
635 W 79TH ST
TULSA, OK 74132

TAMMY HOOPER
1736 W 81ST ST S
TULSA, OK 741322625

June 21, 2017

Siv Sundaram, P.E.
Division Engineer
Environmental Programs Division
Oklahoma Department of Transportation
Room 3D2a, 200 NE 21st Street
Oklahoma City, Oklahoma 73105

Subject: Signed verification on ODOT mailing

Dear Mrs. Sundaram:

This letter constitutes signed verification that I have personally checked and verified the ODOT letters being mailed for property owner notification letters, BIA and BLM letters for the project listed below:

- **Bridge and approaches on US-75 over 81st Street, located 7 miles north of Junction US-75/SH-67 in Tulsa County; Job Piece Number 30374(04), Project Number J3-0374(004).**

The letters are dated June 20, 2017 and will be mailed today, June 21, 2017.

Sincerely,

J Koscelny

Jennifer Koscelny, Able Consulting

9225 North 133rd East Avenue | Owasso, OK 74055 | 918.272.4282 | jkoscelny@cox.net

Oklahoma Department of Transportation
Project Management Division (405)522-7601 Fax (405) 522-7612 Room 1-C6

DATE: **June 7, 2016**

TO: **Distribution List**

FROM: **Joe Brutsché, Project Management Division**

SUBJECT: **Final Project Initiation**

J/P Number: 30374(04) County: Tulsa Highway: US-75 Division: 8
PS&E Date: 2021 R/W Date: 2018 Drive-out Date: September 29, 2014
Programmed Estimate: $ 7,200,000.00
Project Description: US-75 over 81st Street North and Southbound, 7 miles North JCT US-75/SH-67

EXISTING INFORMATION

Reconnaissance Information Available

□ Yes Location http://plansrv1/osd/JP
■ No (US-75 corridor functional plans)

Functional Classification

Area Type:	■ Urban	□ Suburban	□ Rural	
Terrain Type:	■ Flat	□ Rolling	□ Mountainous	
Access Control:	■ Full	□ Partial	□ None	
Highway Type:	■ Freeway	■ Principal Arterial	□ Minor Arterial	□ Collector
	□ NHS	□ Non-NHS	□ STRAHNET	□ Scenic Hwy

Existing Condition

Current ADT: 55,600 % Trucks: Number of Lanes: 4 Lane Width: 12’
Outside Shoulder Width: 10’ Inside Shoulder Width: 4’
■ Open Section □ Curb & Gutter ■ Divided, median width: 30’
□ Other (describe):
Pavement Type: Pavement Condition: □ Good ■ Fair □ Poor
Shoulder Type: Shoulder Condition: □ Good ■ Fair □ Poor
Storm Sewer ■ No □ Yes Storm Sewer Condition: □ Good □ Fair □ Poor
Sidewalks ■ No □ Left Width: ' □ Right Width: '

Bridges within Project extents: SEE ATTACHED INSPECTION REPORTS
Bridge One NBI #: 16492
Bridge Two NBI #: 16493

CONSIDERATIONS

Environmental/Right-of-Way

□ Historic Properties, list:
□ Archeological Sites, list:
□ Cemeteries, list:
■ Hazardous Waste / LUST Sites, list: Possible USTs need to study
■ Threatened & Endangered Species, list with seasonal restrictions: ABB, Least Tern, Piping Plover, Red Knot, Northern Long-Eared Bat
□ Aquatic Species, list with seasonal restrictions:
□ Section 4F or 6F Properties, list:
□ Farmland □ Wetlands □ Scenic Rivers and Protected Aquifers □ Critical Resource/ Sensitive Waters/Impaired Waters (type of impairment), List:
□ FEMA Flood Zone □ A □ AE □ X
□ Compensatory Flood Storage
□ Indian/Tribal/Federal/Wetland Reserve Program Properties, List:
□ Scenic Byway/Route 66

Alternative Impacts

□ Other Agencies List:
□ Turnpike Involvement
■ Metropolitan Planning Organizations List: City of Tulsa, INCOG

Right-of Way/Utilities

□ Additional RW Anticipated	Describe: None
■ Utility Conflicts	Describe: 2 overhead power crossings, Large ODOT changeable message sign.

Permit Information

Design Exception Anticipated: □ No ■ As required by design □ Yes, type:
Maintenance Agreements (Lighting, Signals, etc.): ■ No □ Yes, type:
Permits required: ■ FAA ■ USACE □ OWRB □ Railroad □ Other, type:

Comments for required permits: (Name and distance to airport, anticipated USACE permit type, Railroad owner, active or abandoned rail line, etc.)
Richard Lloyd Jones Airport is located 0.9 mile east of the project site. 404 permit may be required for impacts to jurisdictional waters or wetlands.

Special Considerations

The corridor functional plans are to be followed. No new ramp work or new right-of-way should be considered in the design. ODOT coordination with the City of Tulsa will be required to identify the needs and determine financial participation of future W. 81st Street under improvements.
An FHWA approved Environmental Assessment (EA) was completed December 20, 2002. NEPA re-evaluation will be required. Updated public involvement may be required due to scope changes, time lapse, and a need present the updated noise analysis to the affected neighborhood and or businesses.

.....

PROPOSED IMPROVEMENT

Project Intent:
Replace two functionally obsolete bridges. Permanent roadway improvements to be addressed in a future project.

Description of Proposed Improvements:
The existing bridges will be replaced with two 58' wide bridges (six 12' lanes with 12' inside shoulders and 10' outside shoulders), widening to the outside to match future roadway. Span configurations and lengths to be determined in order to allow for 92' (six 12' lanes and two 10' sidewalk/pedestrian corridors) width for 81st Street under. Temporary asphalt widening and overlay to match bridge elevation and taper down to existing within the extents of the existing interchange ramps. Possible use of crossover detours, constructing one bridge at a time. Other methods of phased construction can be considered.

Design Speed: 70 mph (ultimate for bridge) Temporary approach roadway to be designed and signed appropriately for safe speed.

Potential to transfer steel bridge beams to County
□ No ■ Yes □ N/A
Fully document specific reasons preventing transfer:

Project Termini
Beginning of Project: Approximately 850' south of 81st street (end of gore at the SB on ramp)
End of Project: Approximately 850' north of 81st street (end of gore at the SB off ramp)

Limits of Survey: Main Line US-75 from 2700' feet north of 91st Street, extending northerly, along the existing US-75 to a point 2500' north of 81st Street. Survey width will be 150' right and left, widening to 300' right and left, from the south end of the south ramps, to the north end of the north ramps.

Limits of NEPA Survey Area: NEPA re-evaluation will begin upon receipt of preliminary R/W plans, and ODOT Environmental Programs Division will use these plans as the basis for the NEPA re-evaluation study area.

Typical Section
■ Open Section □ Curb & Gutter □ Divided, median width:
□ Other (describe):
Number of Lanes: 6 at bridge, taper to 4 at ramps Lane Width: 12'
Outside Shoulder Width: 10' Inside Shoulder Width: 12' at bridge, taper to 4'
Storm Sewer ■ No □ Yes
Sidewalks ■ No □ Left Width: ' □ Right Width: '
Sidewalk decision comments: No pedestrian access along highway

Overlay □ No ■ Yes, thickness: As needed to match bridge and taper to exiting.
Coldmill □ No ■ Yes, thickness:

Add Shoulders □ No ■ Yes, width: Match bridge width and taper to existing.
Bridge Width 58' each

Alignment

■ Existing
□ New, located □ North or □ South or □ East or □ West of existing
□ Parallel Lanes, located □ North or □ South or □ East or □ West of existing
Alignment decision comments:
□ Spot Improvements
□ Horizontal, Description:
□ Vertical, Description:

Detour

□ Shoo-fly, located □ North or □ South or □ East or □ West of existing
□ Widening, located □ North or □ South or □ East or □ West of existing
■ Crossovers (to be determined)
□ Close Road □ Round Robin Approved
□ Signed Detour, Route Description:
Anticipated duration of Detour:
□ Public Meeting Required □ Agreement Required
■ Phased Construction, Description: Close one bridge at a time with use of crossovers.
Alternate method of phased construction can be considered.

Aesthetics □ No ■ Yes
Description of proposed aesthetic treatments: To be determined

Traffic Items

Traffic Management Plan	□ No	■ Yes
Median Barrier	□ No	■ Yes
New Guardrail	□ No	■ Yes
End Treatment	□ No	■ Type: GET
Highway Lighting	■ No	□ Outside or □ Median
Traffic Signals	■ No	□ Location(s):

Miscellaneous

Channel Work ■ No □ Relocation □ Re-Alignment □ Cleanup
Public Involvement □ No □ Road Closure Letters
■ Public Meeting - Information meeting to update public
□ Stakeholder Meeting

.....

PROGRAMMING INFORMATION

RW Project Needed	■ No	□ Yes
Utility Project Needed	□ No	■ Yes

Initiation Estimate

Roadway:	$3,500,000.00	Total Construction:	$7,510,000.00
Bridge:	$3,840,000.00	Right-of-Way:	$0.00
Traffic Control:	$100,000.00	Utility:	$100,000.00
Signing and Striping:	$60,000.00		
Highway Lighting:	$	Total Estimate:	$7,975,000.00
Traffic Signals:	$		
Mobilization:	$365,000.00		
Staking:	$10,000.00		
E & C:	$		

Program Revisions

Estimate: $ Letting Date: Project Length:
Work Type:
Description:

Attendee Name	Representing
Jerry Ragsdale	Field Division Eight
Mark Zishka	Field Division Eight
Mohamed Elyzgi	Bridge Division
Caleb Austin	Roadway Design Division
Steven Bowen	Roadway Design Division - Geometrics
Ben Mazloompour	Roadway Design Division
Randy Woods	Roadway Design Division
Jeffrey Hamilton	Roadway Design Division
Joe Brutsché	Environmental Programs Division
Jack Claxton	Right-of-way Division
Leroy Tackett	Survey Division
Ray Sanders	Project Management Division
Shelly Moody	Project Management Division

Attachments (Aerial with Preliminary RW)

Distribution List:

Director of Engineering
Director of Capital Programs
Bridge Division
Environmental Programs Division
FHWA
Field Division
Project Management Division
Right-of-Way Division
Roadway Design Division
Survey Division
Strategic Asset & Performance Management Division
Traffic Engineering Division

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 74.4 Health Index : 84.6

NBI No.: **16492** Structure No.: 7218 0703EX Local ID:-1 FO

IDENTIFICATION

Description:
32'-46'-32' CONT. CONC. SLAB SPANS
1. State: Oklahoma 2. SHD District: Division 8
3. County Code: TULSA 4. Place Code: TULSA
Admin. Area: Unknown
5. Inventory Route (Route On Structure) : 1 - 2 - 1 - 00075 - 0
6. Feature Intersected: 81ST ST. UNDER
7. Facility Carried: U.S. 75 U.S. 75
9. Location: 7 MI N JCT SH 67 11. Mile Post: 7.028 mi
13. LRS Inv. Route./ Subroute.: 7218 0000 03
16. Latitude: 36 02 46.88 17. Longitude: 096 00 24.81
98. Border Br. Code: Unknown (P) % Resp. : 0 99. Border Br. #: Unknown

STRUCTURE TYPE AND MATERIALS

43. Main Span Material and Design Type
Concrete Continuous Slab
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: 1 Monolithic Concrete
108B. Membrane: 8 Unknown
108C. Deck Protection: 8 Unknown

AGE AND SERVICE

27. Year Built: 1965 106. Year Reconstructed: Unknown
28A. Lanes on: 2 28B. Lanes Under: 2 19. Detour Length: 0.1 mi
29. ADT: 27400 30. Year of ADT: 2012 109. Truck ADT %: 8
42A. Type of Service on: 1 Highway
42B. Type of Service under: 1 Highway

GEOMETRIC DATA

10. Inv. Rte. Min. Vert. Clr.: 328.1 ft
32. Approach Roadway Width (W/ Shoulders): 40.0 ft
Deck Area: 4,477.8 sq. ft 33. Median: 1 Open median
34. Skew: 0 35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 37.0 ft
48. Length Maximum Span: 46.9 ft 49. Structure Length: 111.9 ft
50A. Curb/Sdwlk Wdth L: 0.0 ft 50B. Curb/Sidewalk Width R: 0.0 ft
51. Width Curb to Curb: 37.0 ft 52. Width Out to Out: 40.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : H Hwy beneath struct 18.5 ft

	N/E			S/W		
Meas.	ET1806	-1	-1	WT1806	-1	-1
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U

55A/55B. Minimum Lateral Undrclearance R: H Hwy beneath struct 1.0 ft
56. Minimum Lateral Undrclearance L: 0.0 ft

INSPECTION

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	11/21/2014	11/21/2016
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: 12 Urban Fwy/Expwy
37. Historical Sig.: 5 Not eligible for NRHP
100. Defense Highway: 0 Not a STRAHNET h
101. Parallel Structure: Right of || bridge
102. Dir. of Traffic: 1 1-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: 6 Satisfactory
59. Super.: 6 Satisfactory
60. Sub.: 6 Satisfactory
62. Culvert: N N/A (NBI)
61. Channel/Channel Protection: N N/A (NBI)
Flowline Notes:

LOAD RATING AND POSTING

31. Design Load: 5 MS 18 (HS 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):	25.3	36.7	80.2
66. Inventory Rating (H / HS / 3-3) :	15.2	22.0	48.0

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 : 4/2/2010

PROPOSED IMPROVEMENTS

94. Bridge Cost: $744,020
75. Type of Work: 31 Repl-Load Capacity
95. Roadway Cost: $1,227,633
76. Lgth. of Improvment: 190.3 ft
96. Total Cost: $2,083,256
114. Future ADT: 43840
97. Year of Cost Est.: 2007
115. Year of Future ADT: 2032

NAVIGATION DATA

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

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: 5 Above Min Tolerable
68. Deck Geometry: 5 Above Tolerable
69. Underclearance, Vertical and Horizontal: 2 Intolerable - Replace
71. Waterway Adequacy: N Not applicable
72. Approach Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

200c. Temperature: 45
200d. Weather: CLOUDY
201. Structural Steel ASTM Desig.: -1 -1
202. Waterproof Membrane : -1
Date Installed : 1/1/1901
203. Type Exp. Dev. : Pourable
-
204. Type of Handrail: Concrete Parapet - Steel Rail
205. Material and Quantity : -1.0
208. Type of Abutment : Skeleton
Type of Foundation : Natural Foundation Matl.
209. Type of Pier / Found.: 1 Pier -
No Piling or Drilled Shaft
210. Foundation Elev. -1.0 6969.0
-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: YES
Advanced Warning Sign : YES
Min. Measured Clearance : 1806
Max. Measured Clearance : 1806
e. Navigation Lights : _
Working/Not Working : _
215. Overpass : C - US Highway
221. Substructure Cond. (U/W) : -
222. Fill over RCB: -1
223. Appr. Slab/Rdwy Cond.: Poor
224. Critical Feature Type: -1
225. Paint Type : -
Overcoat : 0
226. Date Painted: -1
227. Paint Coloring: -1
233. Deck Forming: Conventional 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 :
32 -1 -1
46 -1 -1
32 -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.: -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 2
264. Interstate Milepoint -1.00

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: **16492** Structure No.: 7218 0703EX Local ID:-1 Suff. Rating: 74.4 FO Health Index : 84.6

Inspection Date: 11/21/2014 Reported By: UFD8003

Invoice No.: -1 Inspected With: -1

Agency :

Loyd Bivins

Digitally signed by Loyd Bivins
DN: cn=Loyd Bivins, o, ou=With ODOT Helper, email=LBivins@odot.org, c=US
Date: 2015.01.15 09:25:11 -06'00'

Structure / Inspection Notes

FX:BOTH SLOPEWALLS BUCKLING.

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
38	4	Reinforced Concrete Slab	(SF)	4,144	3,730	90 %	414	10 %	0	0 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	6	4	67 %	2	33 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	79	66	84 %	12	15 %	1	1 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	79	79	100 %	0	0 %	0	0 %	0	0 %	0	0 %
301	4	Pourable Joint Seal	(LF)	75	0	0 %	0	0 %	0	0 %	75	100 %	0	0 %
310	4	Elastomeric Bearing	(EA)	4	4	100 %	0	0 %	0	0 %	0	0 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	2	1	50 %	1	50 %	0	0 %	0	0 %	0	0 %
330	4	Metal Bridge Railing	(LF)	223	0	0 %	223	100 %	0	0 %	0	0 %	0	0 %
331	4	Reinforced Conc Bridge Railing	(LF)	223	220	99 %	3	1 %	0	0 %	0	0 %	0	0 %
358	4	Concrete Cracking	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
659	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration
38	FX:MINOR POTHOLES.
205	NOTE: MINOR SPALLS.
215	FX:N.ABUT.,NW COR. SPALLING.
234	< none >
301	FX : Both pourable joints failed .
310	< none >
321	NOTE: NORTH APPROACH SMALL POTHOLES.
330	NOTE: PAINT FAILED W/ MINOR CORROSSION.
331	NOTE: N/W CORNER MINOR CRACKING.
358	< none >
659	FX: N/W CORNER SPALLS W/ REBAR EXPOSED.

Roadway Name : 81ST ST. UNDER

NBI Information Applicable To The Route Under The Structure

5. Inventory Route (Route Under Structure : 2 - 5 - 1 - 00000 - 0

10. Min. Vert. Clr.(ft.):	18.5	28b. Lanes Und.:	2	102. Traffic Dir.:	2 2-way traffic
12. Base Hwy Network :	Not on Base Network	29. ADT :	500	104. Highway System :	0 Not on NHS
13. LRS Inv. Rt./ Subroute :	-1 / -1	32. Appr. Roadway Width (ft.) :	36.0	105. Fed Land Hwy :	0 N/A (NBI)
19. Detour Len.(Mi.):	0.0	47. Total Horiz. Clr.(ft.):	36.0	109. Truck ADT% :	5
20. Toll Facility :	3 On free road	51. Roadway Width (ft.) :	36.0	110. Natl. Truck Network :	0 Not part of natl netwo
26. Function Class.:	19 Urban Local	100. Defense Highway :	0 Not a STRAHNET hwy	114. Future ADT :	800

Agency Field: 1.(Under Rte.): U 2.(Vert. X-Ref.): -1 3.(Compass Dir.): E 4.(Vert. Post. Inc.): 1407 5.(Vert. Post. Dec.): 1407

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: **16493** Structure No.: 7218 0703WX Local ID:-1 Suff. Rating: 74.4 FO Health Index : 88.1

IDENTIFICATION

Description:
32'-46'-32' CONT. CONC. SLAB SPANS
1. State: Oklahoma 2. SHD District: Division 8
3. County Code: TULSA 4. Place Code: TULSA
Admin. Area: Unknown
5. Inventory Route (Route On Structure) : 1 - 2 - 1 - 00075 - 0
6. Feature Intersected: 81ST ST. UNDER
7. Facility Carried: U.S. 75 U.S. 75
9. Location: 7 MI N JCT SH 67 11. Mile Post: 7.028 mi
13. LRS Inv. Route./ Subroute.: 7218 W0000 03
16. Latitude: 36 02 46.91 17. Longitude: 096 00 26.11
98. Border Br. Code: Unknown (P) % Resp. : 0 99. Border Br. #: Unknown

INSPECTION

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	11/21/2014	11/21/2016
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: 12 Urban Fwy/Expwy
37. Historical Sig.: 5 Not eligible for NRHP
100. Defense Highway: 0 Not a STRAHNET h
101. Parallel Structure: Left of || bridge
102. Dir. of Traffic: 1 1-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

STRUCTURE TYPE AND MATERIALS

43. Main Span Material and Design Type
Concrete Continuous Slab
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: 1 Monolithic Concrete
108B. Membrane: 8 Unknown
108C. Deck Protection: 8 Unknown

CONDITION

58. Deck: 6 Satisfactory
59. Super.: 7 Good
60. Sub.: 7 Good
62. Culvert: N N/A (NBI)
61. Channel/Channel Protection: N N/A (NBI)
Flowline Notes:

AGE AND SERVICE

27. Year Built: 1965 106. Year Reconstructed: Unknown
28A. Lanes on: 2 28B. Lanes Under: 2 19. Detour Length: 0.1 mi
29. ADT: 30050 30. Year of ADT: 2012 109. Truck ADT %: 8
42A. Type of Service on: 1 Highway
42B. Type of Service under: 1 Highway

LOAD RATING AND POSTING

31. Design Load: 5 MS 18 (HS 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):	25.3	36.7	48.0
66. Inventory Rating (H / HS / 3-3) :	15.2	22.0	80.2

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 : 4/2/2010

GEOMETRIC DATA

10. Inv. Rte. Min. Vert. Clr.: 328.1 ft
32. Approach Roadway Width (W/ Shoulders): 40.0 ft
Deck Area: 4,477.8 sq. ft
33. Median: 1 Open median
34. Skew: 0
35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 37.0 ft
48. Length Maximum Span: 46.9 ft
49. Structure Length: 111.9 ft
50A. Curb/Sdwlk Wdth L: 0.0 ft
50B. Curb/Sidewalk Width R: 0.0 ft
51. Width Curb to Curb: 37.0 ft
52. Width Out to Out: 40.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : H Hwy beneath struct 15.1 ft

	N/E			S/W		
Meas.	ET1501	-1	-1	WT1501	-1	-1
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U

55A/55B. Minimum Lateral Undrclearance R: H Hwy beneath struct 1.0 ft
56. Minimum Lateral Undrclearance L: 0.0 ft

PROPOSED IMPROVEMENTS

94. Bridge Cost: $744,020
75. Type of Work: 31 Repl-Load Capacity
95. Roadway Cost: $1,227,633
76. Lgth. of Improvment: 190.3 ft
96. Total Cost: $2,083,256
114. Future ADT: 48080
97. Year of Cost Est.: 2007
115. Year of Future ADT: 2032

NAVIGATION DATA

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

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: 5 Above Min Tolerable
68. Deck Geometry: 5 Above Tolerable
69. Underclearance, Vertical and Horizontal: 2 Intolerable - Replace
71. Waterway Adequacy: N Not applicable
72. Approach Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

200c. Temperature: 45
200d. Weather: CLOUDY
201. Structural Steel ASTM Desig.: -1 -1
202. Waterproof Membrane : -1
Date Installed : 1/1/1901
203. Type Exp. Dev. : Pourable
-
204. Type of Handrail: Concrete Parapet - Steel Rail
205. Material and Quantity : -1.0
208. Type of Abutment : Skeleton
Type of Foundation : Natural Foundation Matl.
209. Type of Pier / Found.: 1 Pier -
No Piling or Drilled Shaft
210. Foundation Elev. -1.0 6992.0
-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: YES
Advanced Warning Sign : YES
Min. Measured Clearance : 1501
Max. Measured Clearance : 1506
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.: Poor
224. Critical Feature Type: -1
225. Paint Type : -
Overcoat : 0
226. Date Painted: -1
227. Paint Coloring: -1
233. Deck Forming: Conventional 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 :
32 -1 -1
46 -1 -1
32 -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.: -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 2
264. Interstate Milepoint -1.00

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: **16493** Structure No.: 7218 0703WX Local ID:-1 Suff. Rating: 74.4 FO Health Index : 88.1

Inspection Date: 11/21/2014 Reported By: UFD8003

Invoice No.: -1 Inspected With: -1

Agency :

Loyd Bivins

Digitally signed by Loyd Bivins
DN: cn=Loyd Bivins, o, ou=With ODOT Helper, email=LBivins@odot.org, c=US
Date: 2015.01.15 09:26:24 -06'00'

Structure / Inspection Notes

FX:REMOVE TREE

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
38	4	Reinforced Concrete Slab	(SF)	4,144	3,000	72 %	1,144	28 %	0	0 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	6	6	100 %	0	0 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	79	79	100 %	0	0 %	0	0 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	79	78	99 %	1	1 %	0	0 %	0	0 %	0	0 %
301	4	Pourable Joint Seal	(LF)	75	0	0 %	0	0 %	0	0 %	75	100 %	0	0 %
310	4	Elastomeric Bearing	(EA)	4	4	100 %	0	0 %	0	0 %	0	0 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	2	1	50 %	1	50 %	0	0 %	0	0 %	0	0 %
330	4	Metal Bridge Railing	(LF)	223	0	0 %	223	100 %	0	0 %	0	0 %	0	0 %
331	4	Reinforced Conc Bridge Railing	(LF)	223	217	97 %	6	3 %	0	0 %	0	0 %	0	0 %
358	4	Concrete Cracking	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
659	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration
38	FX : Deck has a large pothole in middle of lanes w/rebar exposed .
205	< none >
215	< none >
234	< none >
301	PX : Both pourable joints have failed .
310	< none >
321	FX:MOD.CRACKS S.APPR.
330	FX; MODERATE CORROSSION, PAINT FAILED.
331	NOTE: SOME MINOR VERTICAL CRACKS.
358	NOTE: SOME MINOR MAP CRACKING.
659	NOTE:MINOR EFFLOR. @ JT.

Roadway Name : 81ST ST. UNDER

NBI Information Applicable To The Route Under The Structure

5. Inventory Route (Route Under Structure : 2 - 5 - 1 - 00000 - 0

10. Min. Vert. Clr.(ft.):	15.1	28b. Lanes Und.:	2	102. Traffic Dir.:	2 2-way traffic
12. Base Hwy Network :	Not on Base Network	29. ADT :	500	104. Highway System :	0 Not on NHS
13. LRS Inv. Rt./ Subroute :	-1 / -1	32. Appr. Roadway Width (ft.) :	36.0	105. Fed Land Hwy :	0 N/A (NBI)
19. Detour Len.(Mi.):	0.0	47. Total Horiz. Clr.(ft.):	36.0	109. Truck ADT% :	5
20. Toll Facility :	3 On free road	51. Roadway Width (ft.) :	36.0	110. Natl. Truck Network :	0 Not part of natl netwo
26. Function Class.:	19 Urban Local	100. Defense Highway :	0 Not a STRAHNET hwy	114. Future ADT :	800

Agency Field: 1.(Under Rte.): U 2.(Vert. X-Ref.): -1 3.(Compass Dir.): E 4.(Vert. Post. Inc.): 1407 5.(Vert. Post. Dec.): 1407

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROJECT STATUS SYSTEM

NEPA_Completion date is submitted Successfully to the Project.

Edit PROJECT

Cancel Create

Job Piece: 3037404

PRODUCTION TARGETS	Planned Finish	Actual Finish	Proj_Status	Condition	Percent
Reconnaissance Data					
Project Initiation			- Please Select -		
EC Solicitation					
EC Contract	EC No				
Survey			- Please Select -		
Hydraulics			- Please Select -		
Preliminary Plan in Hand			- Please Select -		
RW & Utility Meeting			- Please Select -		
NEPA Document			- Please Select -		
Plans Submitted to R/W			- Please Select -		
R/W Phase		- Please Select -	- Please Select -		
Legal Entry			- Please Select -		
Status of Demolition			- Please Select -		
Utility Out			- Please Select -		
Prepare Traffic Div. Request			- Please Select -		
Final Field Review			- Please Select -		
404 Permit			- Please Select -		
Plans Complete					
Ready to Let			- Please Select -		

Edit Resource and Comments

Utility Information

Latest Utility Out Date
-

Project Information

JP No.	Proj. ID	County	Div.	Maint.	HWY	Work Desc
3037404	J3-0374(004)	72 TULSA	8	8	US075	11 BRIDGE & APPROACHES

Project Location & Legislative Districts

Ctrl.	Start	Lgth	End	Cong	Senate	House	Location
018	7.030	0.200	7.230	1	37	068	US-75 OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND, 7 MILES NORTH OF JCT. US-75/SH-67

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			10/2013	-		NoDate	2021	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	$5,760,000	$1,440,000	$0	$7,200,000	-	-

ODOT/FHWA Resources Assigned

no data found

Comments

no data found

Bridge Information

NBI#	Status	Co	Ctl	Milept	Sd
16493	State Bridge	72	018	07030	
16492	State Bridge	72	018	07030	

1-2

Consultant Resources

Go Actions

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROJECT STATUS SYSTEM

Logout

Project

Home > List Projects > Edit Project > Edit Environmental Data > Edit NEPA Document

Edit Original NEPA Document Cancel Save NEPA Document

Job Piece 3037404

Initial

Initiation Report from PMD	06/07/2016
Footprint Review Prior to Start of Studies	05/15/2017
Consultant Notice To Proceed	05/08/2017
Property Owner Notification	06/20/2017
BLM Notification	06/20/2017
BIA Notification	06/20/2017
Consultant CR/Tribal Initiation	05/18/2017

Studies

Farmland NRCS Requested	
Farmland NRCS Complete	
CR Studies Requested	07/17/2017
CR Studies Due	11/29/2017
CR Studies Recd	10/10/2017
Biological Studies Requested	07/17/2017
Biological Studies Due	11/29/2017
Biological Studies Recd	10/23/2017
Meeting with 404 Permit Coordinator for Delineation	
Haz Waste Studies Requested	07/17/2017
Haz Waste Studies Due	10/15/2017
Haz Waste Studies Recd	12/12/2017
Noise Studies Requested	
Noise Studies Due	
Noise Studies Recd	
Relo Studies Requested	

NEPA Document Preparation

NEPA On Hold Memo Sent Date	
R/W Submittal Plans Recd	
Draft Document Target Date	06/15/2018
Draft Document Actual Date	

CE Review

Draft CE Review by ODOT	
Comments To Consultant	
Revised CE from Consultant	
CE to FHWA (if applicable)	
Date of FHWA / ODOT Approval of CE	
CE Distribution	

EA Review

Draft EA Review by ODOT	
Draft EA Review by FHWA	
Comments to Consultant	
Revised EA from Consultant	
Draft EA to FHWA	
Draft EA Approval by FHWA	
Final EA from Consultant	
Final EA Reviewed	
Final EA to FHWA	
FONSI from FHWA	
FONSI Distribution	

NEPA Document Navigation

- Recon
- Section 4F
- Public Involvement
- Re-Evaluation

Monthly Status Report

NEPA Consultant: Able Eng Contract/Task Order: EC 1766A/TO 3

Project: 30374(04), TULSA County, US-75 OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND, 7 MILES NORTH OF JCT. US-75/SH-67

Step ID		Duration in Calendar days	Target Start from Task Order	Target Completion Date from Task Order:	Actual Start Date:	Actual Completion	Responsible Party	Comments
1	Task Order Request	30	2/16/2017	3/18/2017			Contract Administrator	
1.2	Task Order Approval	50	3/18/2017	5/7/2017		5/5/2017	Contract Administrator	
1.3	Notice to Proceed Date	1	5/7/2017	5/8/2017		5/8/2017	Contract Administrator	
3.1	Provide NEPA Study Footprint	10	5/8/2017	5/18/2017	5/8/2017	5/15/2017	Designer	need location map made
3.2	Approved Study Footprint and Location Map	5	5/18/2017	5/23/2017			EPD	footprint approved during cost estimate process
4	Send out Property Owner Notification	10	5/23/2017	6/2/2017		6/20/2017	Consultant	18 letters mailed 6/21/17
5.1	Cultural Resources & Tribal Coordination Initiation	10	5/23/2017	6/2/2017	5/15/2017	5/18/2017	Consultant	Tribal letters mailed 5/18/17. The following tribes were consulted: Alabama Quassarte Tribe, Cherokee Nation, Delaware Tribe of Indians, Kialegee Tribal Town, Muscogee (Creek) Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokee, and Wichita and Affiliated Tribes.
5.2	Tribal Coordination 30 Day Waiting Period prior to Start of Specialist Studies	45	6/2/2017	7/17/2017	5/18/2017	6/18/2017	Consultant	30 day period
6.1	Cultural Resources Study	30	7/17/2017	8/16/2017	7/3/2017	11/3/2017	ODOT	Notes for offsite resources. Report sent to SHPO and OAS 9/26/17. completed by ODOT-CR
6.2	T&E & Wetland Studies	30	7/17/2017	8/16/2017	7/3/2017	9/5/2017	Consultant	Submitted by Enercon 9/5/17
6.3	Hazardous Waste Studies	30	7/17/2017	8/16/2017	7/3/2017	10/19/2017	Consultant	submitted to ODOT
6.4.1	Receive Preliminary Plans	0	5/31/2017	5/31/2017	9/29/2017	9/29/2017	From Contract	
6.4.2	Review Plans with Footprint	15	5/31/2017	6/15/2017			Consultant	within footprint
6.4.3	Noise Study	30	6/15/2017	7/15/2017	no longer needed	no longer needed	Consultant	The City of Tulsa will not be participating in the 81st Street improvement, so we will be moving forward with just the bridge and approach project as originally scoped and negotiated
6.5	NRCS coordination	60	6/2/2017	8/1/2017			Consultant	
7.1	ODOT Review of Cultural Resources Studies	60	8/16/2017	10/15/2017		11/3/2017	ODOT Specialists	Notes for offsite resources.
7.2	ODOT Review of Biological Studies	60	8/16/2017	10/15/2017	9/5/2017	10/23/2017	ODOT Specialists	ABB - 3.52 acres, NLEB - 5.31 acres impacts and notes required / migratory bird notes / 0.03 likely jur. Wetland / one likely jur. stream.
7.3	ODOT Review of Haz Waste Studies	60	8/16/2017	10/15/2017	10/19/2017	12/12/2017	ODOT Specialists	Approval to Proceed
7.4	ODOT Review of Noise Studies	30	7/15/2017	8/14/2017	no longer needed	no longer needed	ODOT Specialists	The City of Tulsa will not be participating in the 81st Street improvement, so we will be moving forward with just the bridge and approach project as originally scoped and negotiated
8	USFWS	45	10/15/2017	11/29/2017	9/25/2017	10/23/2017	ODOT Specialists	completed
9	SHPO Coordination	45	10/15/2017	11/29/2017	9/27/2017	10/10/2017	ODOT Specialists	completed
10.1	Pre Public Meeting	30	7/15/2017	8/14/2017	no longer needed	no longer needed		The City of Tulsa will not be participating in the 81st Street improvement, so we will be moving forward with just the bridge and approach project as originally scoped and negotiated
10.2	Public Meeting	30	8/14/2017	9/13/2017				

10.3	Address Public Comments	15	9/13/2017	9/28/2017				
11.1	Receive R/W & Utility Meeting l Plans	0	8/1/2017	8/1/2017	4/4/2018	4/19/2018	From Contract	meeting held 4/19/18
11.5	Review Revised Plans with Footprint	15	8/1/2017	8/16/2017	4/5/2018	4/5/2018	Consultant	completed / plans within footprint
11.6	Attend Plan In Hand	15	8/16/2017	8/31/2017	4/19/2018	4/19/2018	Consultant	yes
11.7	Receive R/W Submittal Plans	0	11/1/2017	11/1/2017	6/14/2018	6/14/2018	From Contract	R/W plans received.
11.8	Review R/W Submittal Plans with Footprint	15	11/1/2017	11/16/2017			Consultant	
12.1	Draft Re-evaluation Preparation	15	11/16/2017	12/1/2017	6/14/2018	6/25/2018	Consultant	**to ODOT 6/25/18**
12.2	ODOT Review	15	12/1/2017	12/16/2017	6/25/2018		ODOT Environmental Contract Manager	
12.3	Final Re-evaluation Preparation	10	12/16/2017	12/26/2017			Consultant	
12.4	FHWA Review of Re-evaluation/Completion of Document	15	12/26/2017	1/10/2018			FHWA	
12.5	Distribution of Document	5	1/10/2018	1/15/2018			ODOT Environmental Contract Manager	**new date of 7/1/2018**

CE Document Checklist (Updated 8/25/14)

Should be included in the Other Section of all projects

JP No:	30374(04)	Prepared by	Jennifer Koscelny
County:	Tulsa	Checked by	Matt Flynn
Date Checked:	6/25/2018		
No	Description		Checked?
1	**Project Information**		
1.1	Correct Project No? (Check against Oracle info)		YES
1.2	Correct NBI No.? - Check against initiation report, Oracle, and plans		YES
1.3	Location No. for County projects only?		N/A
1.4	Correct Field Division?		YES
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)		YES
1.6	Construction Program/STIP/TIP Checked?		RE-EVALUATION
2	**Existing Conditions**		
2.1	If it is a roadway project, is the roadway described first, then mentiona any bridges mentioned within the project extent		N/A
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		YES
2.3	Correct approach roadway width?		YES
2.4	Any roadway geometric deficiencies?		NO
2.5	Traffic data from plans - existing and pojected?		RE-EVALUATION
3	**Purpose & Need**		
3.1	Why is the project needed (NEVER what is proposed – REPLACE BRIDGE or WIDEN ROADWAY or ADD SHOUDERS is NOT the Purpose & Need)		RE-EVALUATION

4	**Alternatives & Proposed improvement**	
4.1	Proposed roadway and bridge width	YES
4.2	Existing or offset alignment – reason for offset	EXISTING
4.3	Replacement, Rehab, Removal or new bridge where there was none. Removal of bridge or wideing of bridge.	REPLACEMENT
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)	OPEN TO TRAFFIC
4.5	Mention if everthing is within existing R/W	NOT
4	**Public Involvement**	
4.1	Check appropriate public involvement box. Include Road Closure letters in the "Public Involvement" section and Property Owner letters in the "Other Section".	NO MEETING
5	**CE Questions & Studies**	
5.1	Are the R/W submittal or Final Plans with DATE STAMP included in the Plans & Footprint Section?	Jun-18
5.2	Did the preparer verify that the plans were within study limits?	YES
5.3	Are the studies arranged in the same order as the CE Questions?	RE-EVALUATION
5.4	Is the NEPA on Hold Memo included?	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
5.6	Are the federal properties identified (from plans and recon data)? If there are BIA properties or the project is in Osage Nation, it will be an ICE.	N/A
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	YES
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?	NO
5.9	Was Section 6(f) properties verified with Dept. of Tourism for any parks?	RE-EVALUATION

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	NO
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
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)	RE-EVALUATION
5.13	Does the project involve navigable waters (check USACE Section 10 waters and then verify wih Coastguard) and requires Coastguard coordination? If so, it it listed in the Commitment?	NO
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"	NO
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 nor response from NRCS if applicable	NO- URBAN AREA
5.16	Is the project location cirdled on the FEMA map or printout from FEMA site saying no map is available included? If theproject is in zone A-E, is the coordination with the Designer to determine the need for map revision included?	RE-EVALUATION
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?	NOT NEEDED
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?	NO ROAD CLOSURE
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	YES