Environmental Programs Division Office 405 - 521-3050

Programmatic/Individual Categorical Exclusion

X	PCE		ICE

Date	**12-01-2020**	Project Number	**J3-1867(004)SS**
County	**Cimarron**	State Job Piece No:	**31867(04)**
NEPA Project Manager	**Alex Peta**	Phone Number	**(405) 517-2842**
ODOT Field District	**6**	Bridge NBI No. *(For County & State Projects)* & Location No. *(County Projects Only)*	**NBI# 12594**
Project Description from JPINFO	**WIDEN, RESURFACE & BRIDGE: US-56 BEGIN 4.7 MI. SW OF THE US-56/US-385 JCT., EXTEND NE 7.96 MILES TO 1ST ST. S. IN BOISE CITY**		

This project is included in: *(Check all applicable ones)*	X	**State 8 Year Construction Program**
		County 5 Year Construction Program
	X	**State Transportation Improvement Program**
This project has potential for federal funds: *(Check applicable one)*		**YES**
	X	**NOT APPLICABLE**
This project is in the Metropolitan Transportation Improvement Program (If applicable) *(Check applicable one)*		**YES**
	X	**NOT APPLICABLE**

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

Existing Conditions:

The existing US-56 roadway has two 12 ft. wide driving lanes and 7 ft. wide outside shoulders. This section of US-56 is a rural principal-arterial on flat terrain with poor pavement condition. The existing US-56 bridge over the Boise City Drainage Canal (NBI #12594) is a 46-ft long RCB with minor damage and a sufficiency rating of 95.9**.** The current Annual Average Daily Traffic (AADT) is 2,100 vehicles per day (vpd) with a future 20-year AADT of 2,900 vpd.

Existing pedestrian access includes sidewalks in poor condition within Boise City. The existing facility is a curb and gutter section from 2nd to 1st Street.

Purpose & Need
To correct poor pavement condition and narrow roadway.
Alternatives considered & Proposed Improvement
The proposed roadway improvement consists of symmetrical widening along the existing alignment to add 8-ft shoulders, resurfacing the pavement along the existing mainline and replacing the curb-and-gutter section with angled parking within Boise City. The proposed bridge improvements consists of extending the RCB approximately 25-ft on both sides (to the clear-zone) and repairing a cracked wing-wall. The existing sidewalks will be replaced, and curb ramps will be added to make pedestrian access ADA compliant. The roadway will remain open to through traffic during construction.

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

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

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

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

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

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

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

Item for which the answer is YES	
Explanation that CE Classification is appropriate	

Pre-Construction Commitments:

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

The following Airport/Airfield located within 4 miles of this project. This action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction. *Boise City Airport*

Right-of-Way and Utility Commitments

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

Construction Commitments

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

Species Plan Notes

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-56 Boise City drainage canal bridge (NBI:12594) and 3 RCB culverts (located at 36.662156 / -102.625112; 36.670562 / -102.608509; and 36.672045 / -102.60559) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing bridge 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 bridge 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 bridge and culverts shall be conducted between September 1, and February 28 (when migratory bird nests are not occupied).

Cultural Resources Off Project Avoidance Note

Locations outside the project area in the following area must not be utilized for borrow, equipment staging, haul roads, spoil dumps or any off-site project-related activity. T3N R5E Cimarron Meridian: Section 28: NW ¼ SW ¼ .

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

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

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

Preparer/Reviewer Signatures

Environmental Consultant Project Manager (If Applicable)	Date
Environmental Consultant Firm Name (If Applicable)	Date
County Commissioner or City Manager (For Local Government Projects)	Date
Alexander Peta Digitally signed by Alexander Peta Date: 2020.12.01 15:10:25 -06'00'	
ODOT Environmental Project Manager	Date
Assistant Environmental Programs Division Engineer	Date
Sivanuja Sundaram Digitally signed by Sivanuja Sundaram Date: 2020.12.01 19:10:14 -06'00'	
Environmental Programs Division Engineer	Date

CONCLUSION:

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

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

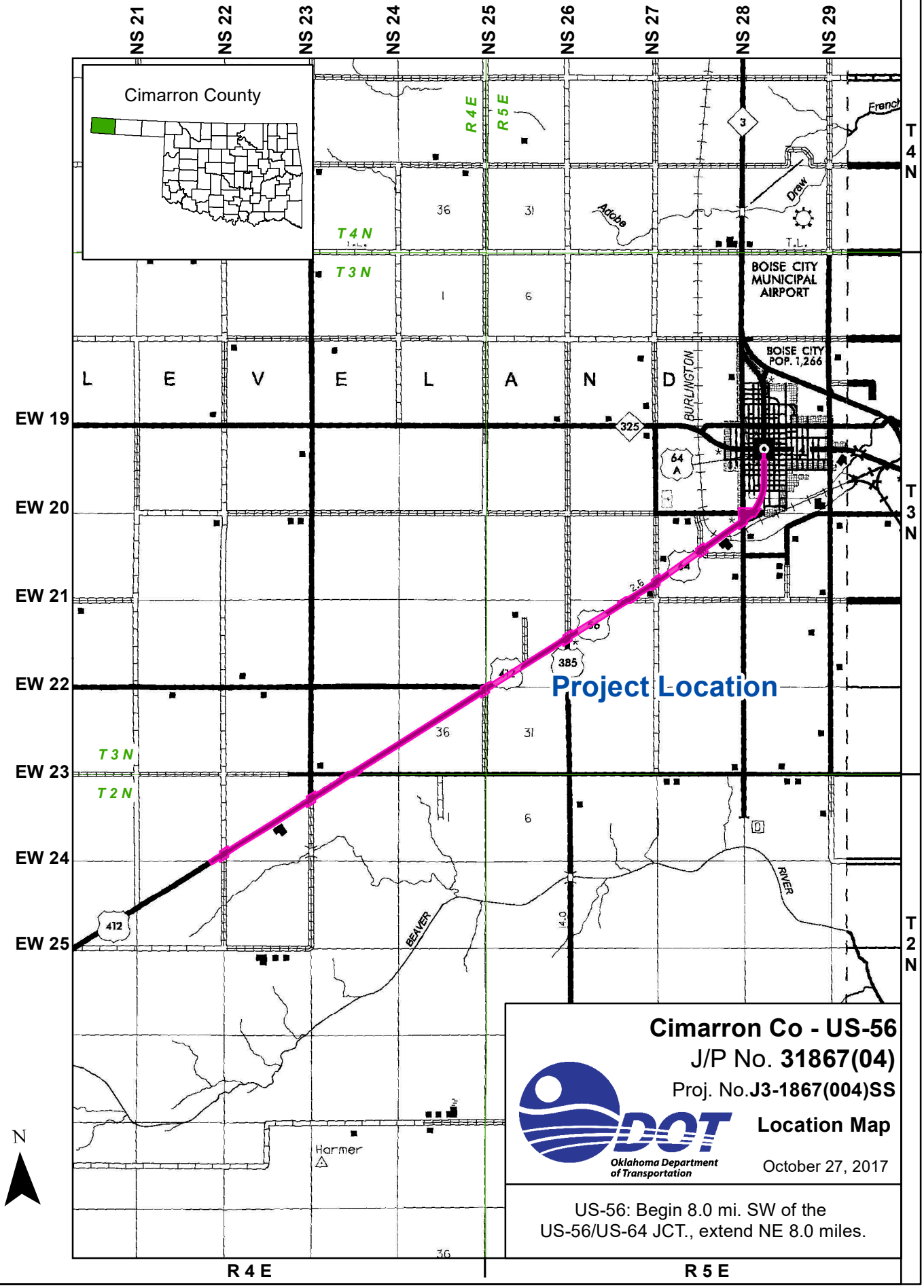
Environmental Programs Manager, FHWA	Date

Attachments:

1. Location Map
2. Current Plans and Study Footprint
3. Early Coordination
4. Tribal and Federal Properties
5. Studies and Coordination
6. Public Involvement
7. Other Section – Initiation and Inspection Reports/NEPA Submittal Checklist, NEPA Oracle Status Report, QA/QC Checklist

Distribution List (Check Applicable Ones)

X	Project Management Division (All State Projects)
X	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
X	Bridge Division (All State Bridge Projects)
	Traffic Division (For projects from Traffic Division)
	Local Government Division (County, City, TAP or Special Projects)
X	Field Division Engineer (All Projects)
X	Right-of-Way Division (All Projects)
X	Office Engineer Division (All Projects)
	Noise Specialist (For projects with noise studies)
X	FHWA (For All Projects- Place Copy of Complete Document in the Document Vault)


NS 21
NS 22
NS 23
NS 24
NS 25
NS 26
NS 27
NS 28
NS 29
Cimarron County
R 4 E
R 5 E
T 4 N
T 3 N
T 2 N
EW 19
EW 20
EW 21
EW 22
EW 23
EW 24
EW 25
L E V E L A N D
BOISE CITY MUNICIPAL AIRPORT
BOISE CITY POP. 1,266
BURLINGTON
Adobe
Draw
French
BEAVER
RIVER
Harmer
325
64 A
385
412
Project Location
N
Cimarron Co - US-56
J/P No. 31867(04)
Proj. No.J3-1867(004)SS
Location Map
Oklahoma Department of Transportation
October 27, 2017
US-56: Begin 8.0 mi. SW of the
US-56/US-64 JCT., extend NE 8.0 miles.

Oklahoma Department of Transportation

Environmental Programs Division Office 521-3050 Fax 522-5193

DATE: **June 21, 2018**

TO: **Brian Nusbaum, Project Management Division**

FROM: **Julianne Whitaker, Environmental Programs Division**

SUBJECT: **Notification of NEPA on Hold**

County	**Cimarron**	State Job Piece No:	**31867(04)**
NEPA Project Manager	**Julianne Whitaker**	Phone Number	**405-521-2927**
ODOT Field Division	**6**	Bridge NBI No. *(For County & State Projects)* & Location No. *(County Projects Only)*	**12594**
Project Description from JPINFO (*Type of Construction & Project Extent)*	**WIDEN, RESURFACE & BRIDGE: US-56 BEGIN 4.7 MI. SW OF THE US-56/US-385 JCT., EXTEND NE 7.96 MILES TO 1ST ST. S. IN BOISE CITY**		
Let Date	**2024**		

Preliminary environmental studies have been completed for the above referenced project.
Check applicable items

____ The NEPA process is on hold until the availability of 30% plans to complete some of the studies. Additional 2 to 6 months will be required to complete these studies.

__X__ The NEPA process is on hold until the availability of 65% plans (R/W Submittal) showing proposed final right-of-way. NEPA Document will be completed within 60 days of receipt of plans if the plans fall within the study footprint. Otherwise, additional time will be required to update the studies. Also, additional 60 days will be required if the plans show any potential Relocations.

Copy to: Director of Engineering – Tim Tegeler (For State Projects Only)
Engineering Manager, Roadway Design (State Projects only)
Engineering Manager, Bridge Design (State Projects only)
Field Division Engineer (State Projects Only)
Right-of-Way Division (All projects)
Local Government Division Engineer – Shannon Sheffert (Local Government Projects Only)
County, CED, Designer (Local Government Projects Only via email)
NEPA Consultant (if applicable via email)

RIGHT-OF-WAY PLANS OR FINAL PLANS AND

NEPA STUDY FOOTPRINT OR STUDY PLANS

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

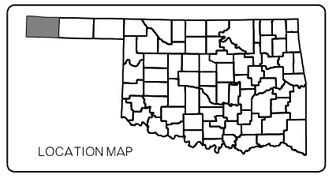
02-14-20

TRAFFIC DESIGN
PROJECT ENGINEER: T. MAAROUF
SQUAD SUPERVISOR: R. SOLIZ

BRIDGE DESIGN
PROJECT ENGINEER: G. THOMAS
SQUAD SUPERVISOR: T. TREJO

ROADWAY DESIGN
ENGINEERING MANAGER: E. ELDER, PE
SQUAD SUPERVISOR: D. WINN
SQUAD MEMBERS: J. JOSLIN:, W. ZHENG,
B. RIDLEY, L. ANDERSON, M. MILLER, L. NORRIS, G. GAGE, C. ADAMS
PROJECT ENGINEER: K. NEFTZGER, EIT
K. KARLESKINT, EIT

P.E. NO.: 31867(04)



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

U.S. HIGHWAY

FEDERAL AID PROJECT NO. J3-1867(004)SS
WIDEN, RESURFACE & BRIDGE
US HIGHWAY 56

CIMARRON COUNTY

CONTROL SECTION NO. 56-13-02
STATE JOB NO. 31867(04)
BRIDGE "A" LOCATION NO. 1302-3115X
EXISTING NBIS NO. 12594

FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS

INDEX OF SHEETS

0001 - TITLE SHEET
0002-0004 - TYPICAL SECTION
B001-B002 - GENERAL PLAN AND ELEVATION SHEETS
R001 - RAILROAD DETAIL SHEET
R002-R031 - PLAN AND PROFILE SHEETS
X001-X227 - CROSS SECTIONS

BEGIN STA. 500+29.42
LENGTH = 46'-6"
END STA. 500+77.92
BRIDGE "A"

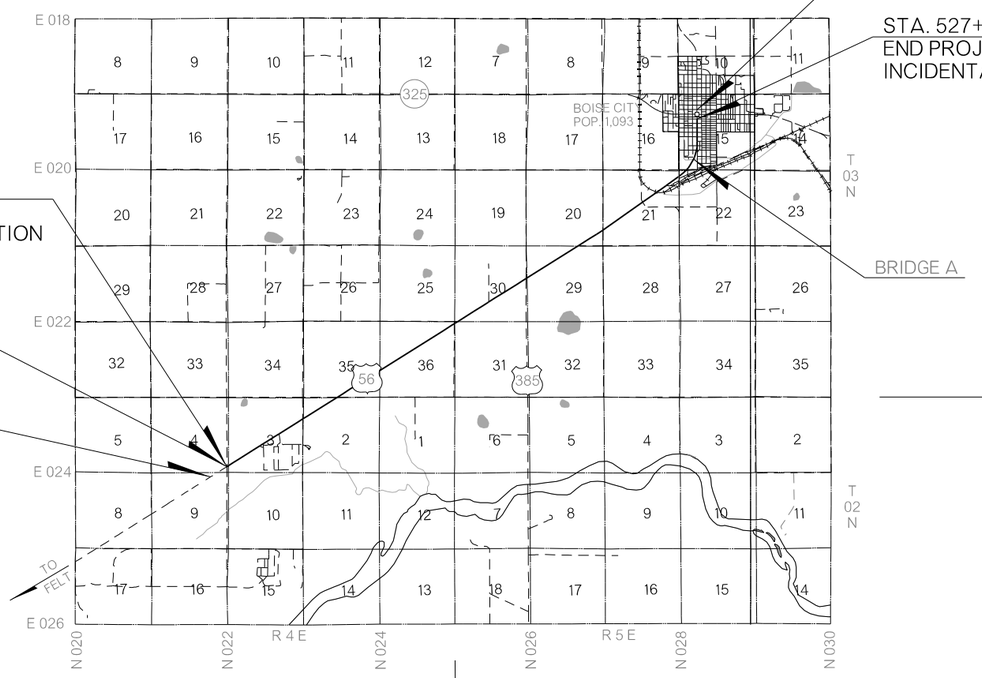
STA. 532+26.75
END INCIDENTAL CONSTRUCTION

STA. 527+26.75
END PROJECT & BEGIN INCIDENTAL CONSTRUCTION

STA. 106+00.00
BEGIN PROJECT & END INCIDENTAL CONSTRUCTION

CONTROL SUB-SECTION NO. 23.68

STA. 101+00.00
BEGIN INCIDENTAL CONSTRUCTION



DESIGN DATA

ADT 2024	= 2,100
ADT 2044	= 2,900
DHV (2-WAY)	= 270
K (DHV/ADT)	= 10%
D	= 56%
T (% DHV)	= 29%
T (% ADT)	= 33%
T^3(% ADT)	= 24%
V	= 65MPH
20 YR FLEX ESALS	= 3.49M

SCALES 1"

PLAN 1" = 100'
PROFILE HOR. 1" = 100'
VER. 1" = 10'
LAYOUT MAP 1" = 5,280'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- EXISTING FENCE
- PROPOSED FENCE
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OIL WELL
- 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

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

ROADWAY LENGTH	42,084.36	FT.	7.971	MI.
BRIDGE LENGTH	0.000	FT.	0.000	MI.
PROJECT LENGTH			7.979	MI.

EQUATIONS : NONE
EXCEPTIONS : RAILROAD STA. 463+88.93 TO 464+31.32

PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION

E. ELDER, P.E.
OKLA. LIC. NO. 19137

DATE

LICENSED PROFESSIONAL ENGINEER
EDUARDO ELDER
19137
OKLAHOMA

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

SWO 5328(1) PROJECT NO. J3-1867(004)SS
COUNTY CIMARRON HIGHWAY US-56 SHEET NO. 0001

pw:\\APP-PWS05-345.agency.OK.local:ODOT\Projects\Documents\Projects\Division 6\JP31867-04\Roadway\Plan Sheets\31867(04)-Title.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

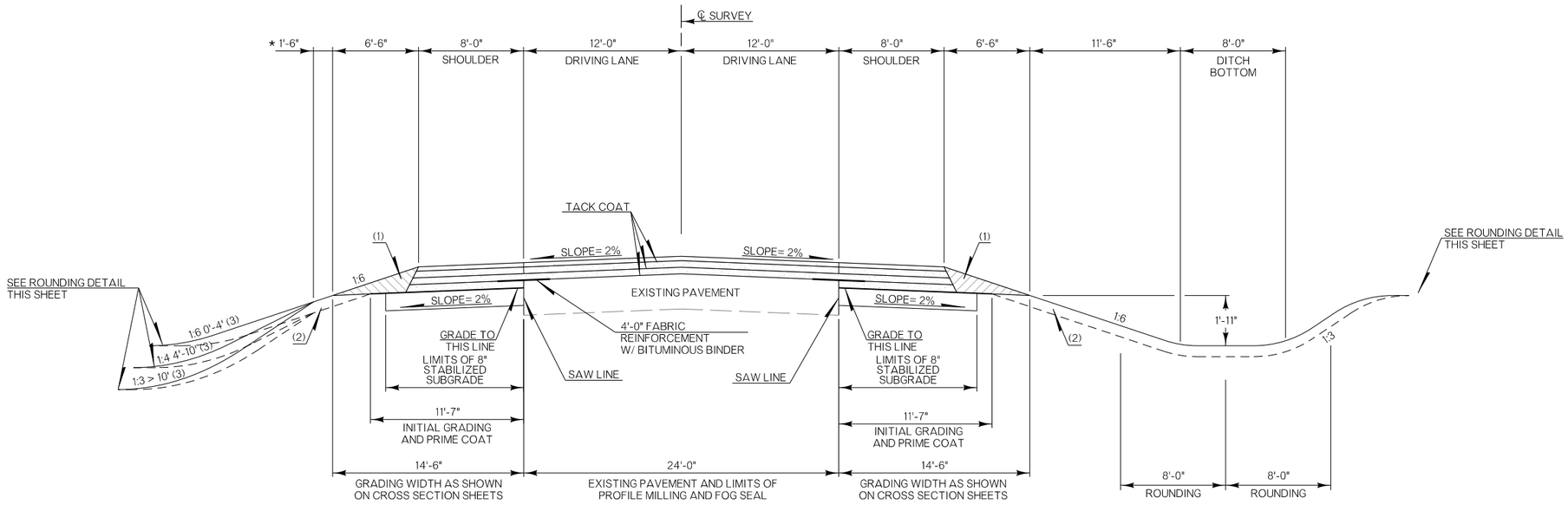
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20



* TO MINIMIZE RIGHT OF WAY, A CLEARZONE OF 16' IS USED IN FILL SECTIONS

TYPICAL NO. 1

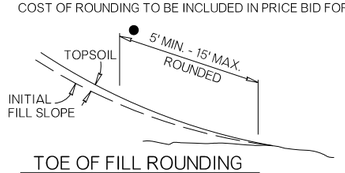
STA. 106+00.00 TO STA. 463+88.93

STA. 464+31.32 TO STA. 517+80.13

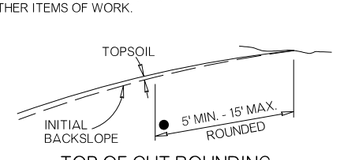
PAVEMENT REQUIREMENT		
11.5" PAVT. STRUCT.	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2.0" AC TYPE S4 (PG 70-28 OK)	2.0" AC TYPE S4 (PG 70-28 OK)
BASE COURSE	3.0" AC TYPE S3 (PG 70-28 OK)	3.0" AC TYPE S3 (PG 70-28 OK)
	3.0" AC TYPE S3 (PG 64-22 OK)	3.0" AC TYPE S3 (PG 64-22 OK)
		3.5" AC TYPE S3 (PG 64-22 OK)

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

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

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

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

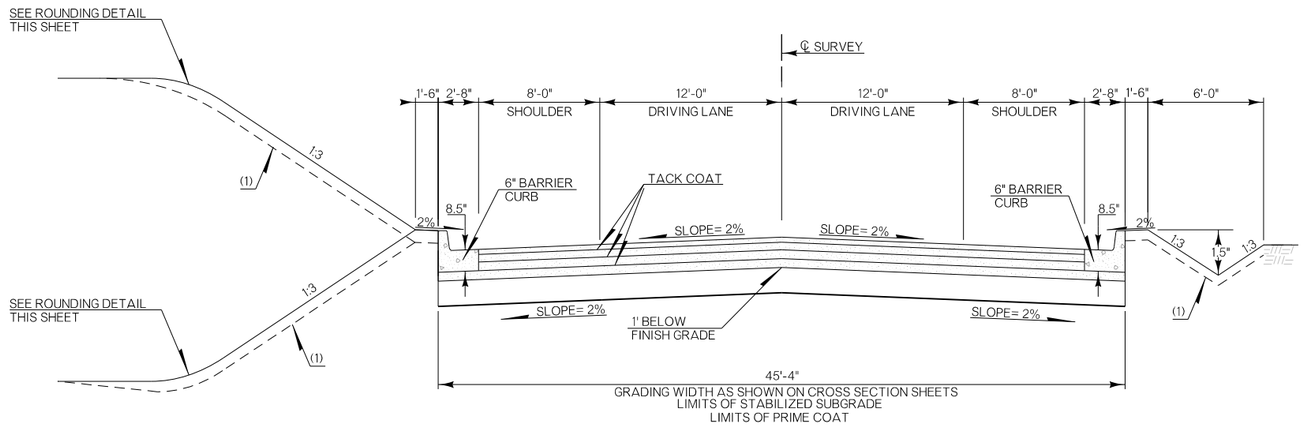
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	GG		
CHECKED			TYPICAL SECTION
APPROVED			
SQUAD			

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. 0002

02-14-20 pw:\APP-PWS05-345.agency.OK.local\ODOTProjects\Documents\Projects\Division 6\JP31867-04\Roadway\Plan Sheets\31867(04)-Typical 1.dgn

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROPOSED R/W
02-14-20



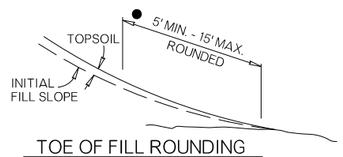
TYPICAL NO. 2

STA. 517+80.13 TO STA. 524+00.13

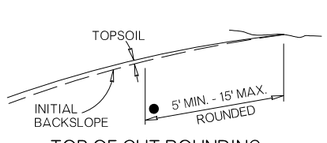
PAVEMENT REQUIREMENT		
14" PAVT. STRUCT.	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

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

(1) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

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

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	GG		
CHECKED			TYPICAL SECTION
APPROVED			
SQUAD			

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. 0003

02-14-20 pw:\\APP-PWS05-345.agency.OK.local:ODOTProjects\Documents\Projects\Division 6\JP31867-04\Roadway\Plan Sheets\31867(04) - Typical 2.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

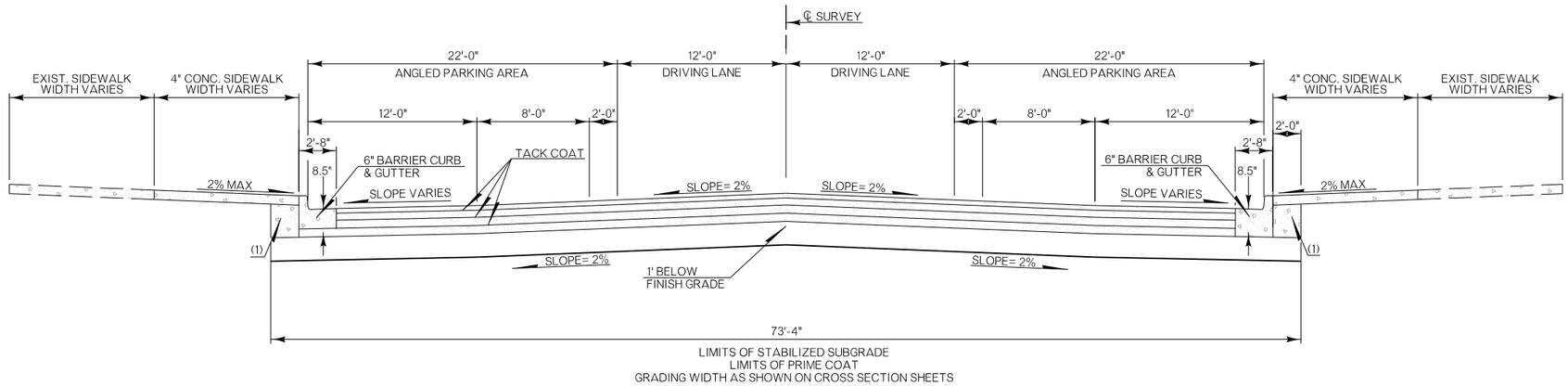
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20



TYPICAL NO. 3

STA. 524+00.13 TO STA. 527+26.75

PAVEMENT REQUIREMENT			
14" PAVT. STRUCT.	12'-0" DRIVING LANES	8'-0" SHOULDER	12'-0" PARKING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

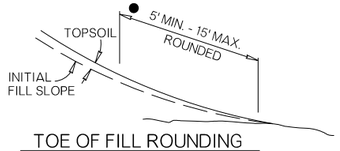
(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

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

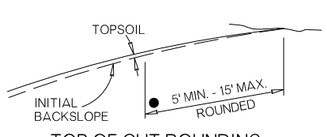
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

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 ROADWAY DESIGN DIVISION
DRAWN	GG		
CHECKED			TYPICAL SECTION
APPROVED			
SQUAD			

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. 0004

02-14-20 pw:\\APP-PWS05-345.agency.OK.local:ODOTProjects\Documents\Projects\Division 6\JP31867-04\Roadway\Plan Sheets\31867(04) - Typical 2.dgn

30% PLANS NOT FOR CONSTRUCTION

30% PLANS NOT FOR CONSTRUCTION

30% PLANS NOT FOR CONSTRUCTION

30% PLANS NOT FOR CONSTRUCTION

30% PLANS NOT FOR CONSTRUCTION

30% PLANS NOT FOR CONSTRUCTION

30% PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE

BM139 NORTHEAST CORNER OF THE NORTH HEADWALL SD
ELEVATION 4161.85, 43.1 RIGHT, STATION 508+72.00

Delta 54°57'07.60"
D 2°00'00.00"
T 1489.793'
L 2747.61'
R 2864.789'
E 364.22'
C N29°55'08.23"E

Sta. 500+68.3 ℄ 3-Wire Pwr.
Xing ℄ Low Wire Elev. =4191.8

EXISTING R/W

3 WIRE POWER

60'-5/16"

60'-1/4"

26'-0" CLEAR ZONE

26'-0" CLEAR ZONE

8'-0" SHLDR

12'-0" LANE

12'-0" LANE

8'-0" SHLDR

EXISTING R/W

501+50

501+00

500+50

500+00

499+50

4160

20

19

18

17

16

15

14

13

117

25

5

4

7

8

9

10

11

N

+50 75'

+75 78'

17'-9" END SECTION

25'-1¾" NEW CONSTRUCTION

90'-10 5/16" ALONG ℄ BRIDGE

45'-1¾" EXISTING BRIDGE

3'-0" TO BE REMOVED

3'-0" TO BE REMOVED

END BRIDGE
STA. 500+77.34

26'-1 1/16" NEW CONSTRUCTION

17'-9" END SECTION

FLOW LINE OUTLET
ELEV. = 4158.51

BM138

FT. BOISE CITY DRAINAGE CREEK

FLOW LINE INLET
ELEV. = 4158.95

BEGIN BRIDGE
STA. 500+30.00

℄ SURVEY EXISTING U.S. 56
N1° 41' 37.19"W

3 WIRE POWER

PROPOSED R/W

PROPOSED R/W

EXISTING R/W

EXISTING R/W

1'-0" HEADWALL

39'-4 1/16"

38'-2 7/16"

1'-0" HEADWALL

79'-6¾"

BM138 NORTHEAST CORNER OF THE NORTHWEST WINGWALL
ELEVATION 4165.37, 19.20 LEFT, STATION 500+65.10

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W
01/06/2020

BRIDGE "A" CIMARRON COUNTY
U.S.-56 OVER BOISE CITY DRAINAGE CANAL

GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)

EXTEND (12'-14'-12') X 4' X 46.2' R.C.BOX SKEWED 30° RIGHT
FORWARD WITH 4' CURTAIN WALLS, 18.6' LEFT & 18.4' RIGHT
℄ SURVEY STATION 500+53.67

Design		
Detail	WDY	06/19
Check		
Squad	TREJO	
Engr.	THOMAS	

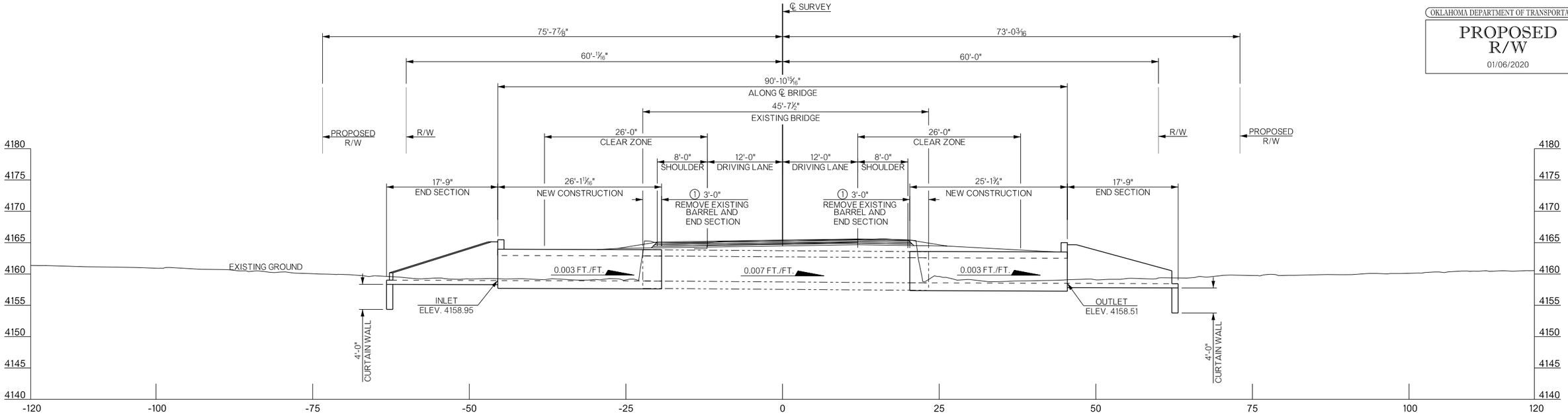
STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 31867(04) | SHEET NO. B001

30% PLANS NOT FOR CONSTRUCTION
30% PLANS NOT FOR CONSTRUCTION
30% PLANS NOT FOR CONSTRUCTION

REVISIONS		
REV. NO.	DESCRIPTION	DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W
01/06/2020



ELEVATION

DIMENSIONS ARE ALONG ℄ BRIDGE
AT ℄ SURVEY STATION 500+53.67

① - REMOVE EXISTING HEADWALL, WINGS, FOOTING AND APRON.
- REMOVE EXISTING BARREL, EXPOSING REINFORCING STEEL.
- CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL AS DIRECTED BY THE ENGINEER.

DESIGN DATA
(LOAD RESISTANCE FACTOR DESIGN)

(NEW CONSTRUCTION ONLY)

CLASS AA CONCRETE	F'C = 4,000 P.S.I
REINFORCING STEEL (GRADE 60)	FY = 60,000 P.S.I

LOADING: HL-93 AND OKLAHOMA OVERLOAD TRUCK

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5TH EDITION WITH 2010 INTERIMS

INDEX OF SHEETS

NO.	DESCRIPTION
AB01	GENERAL NOTES AND SUMMAY OF PAY QUANTITIES
B006-B007	GENERAL PLAN AND ELEVATION (BRIDGE 'B')
B008	DETAILS OF BARREL UPSTREAM AND DOWNSTREAM
B009-B011	DETAILS OF END SECTION UPSTREAM AND DOWNSTREAM

HYDRAULIC DATA

TOTAL DRAINAGE AREA = 12.24 mi²
CONTROLLED DRAINAGE AREA = 8.74 mi²
EFFECTIVE DRAINAGE AREA = 3.50 mi²

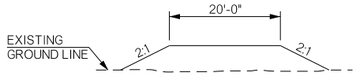
FREQ	Q (CFS)	CHW (FT)	V (FPS)
2	119	4161.38	1.50
5	324	4161.90	3.69
10	532	4162.22	5.67
25	882	4163.26	10.91
50	1210	4163.53	11.21
100	1610	4163.70	11.40
OT OR 500 = 22	821	4163.08	10.00

UTILITIES

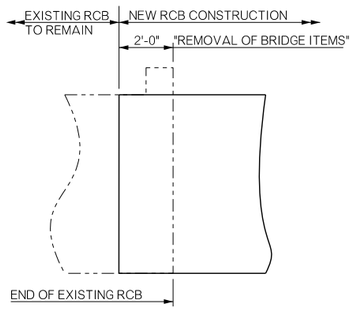
WEST TEXAS GAS CO.	806-396-5681
CITY OF BOISE CITY	580-544-2271
TRI-COUNTY ELECTRIC COOP	580-652-2418
PTCI	800-562-2556
AT&T	800-252-1133

STANDARDS

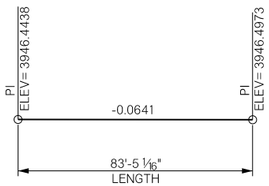
SBI-4-1



TYPICAL SECTION THRU WORK ROAD
(MAXIMUM DIMENSIONS SHOWN)



RCB EXTENSION WITH 2'-0"
REMOVAL OF EXISTING BARREL



VERTICAL PROFILE DATA

BRIDGE 'B' QUANTITIES

ITEM	UNIT	UPSTREAM	DOWNSTREAM	TOTAL
UNCLASSIFIED EXCAVATION	C.Y.	00.00	00.00	00.00
STRUCTURAL EXCAVATION UNCLASSIFIED	C.Y.	00.00	00.00	00.00
CLASS AA CONCRETE	C.Y.	00.00	00.00	00.00
REINFORCING STEEL	LB.	00.00	00.00	00.00
REMOVAL OF BRIDGE ITEMS	LSUM	----	----	1.00

BRIDGE "A" CIMARRON COUNTY
U.S.-56 OVER BOISE CITY DRAINAGE CANAL
GENERAL PLAN AND ELEVATION
(SHEET 2 OF 2)
EXTEND (12'-14'-12')X4' X 37.0' R.C.BOX SKEWED 30° RIGHT
FORWARD WITH 4' CURTAIN WALLS, 18.6' LEFT & 18.4' RIGHT
℄ SURVEY STATION 500+53.67

Design		
Detail	TT	06/19
Check		

Squad: TREJO
Engr.: THOMAS

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 31867(04) | SHEET NO. B002

30% PLANS NOT FOR CONSTRUCTION
30% PLANS NOT FOR CONSTRUCTION
30% PLANS NOT FOR CONSTRUCTION
30% PLANS NOT FOR CONSTRUCTION

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

BNSF RR. R/W

BNSF RAILWAY

BNSF RR. R/W

CULTIVAT

SEC. 21

T-3-N, R-5-E

PRES. R/W

25

GRAVEL

10'-0"

TOC/TOS

75'

GRAVEL

A001 ℄ SURVEY US56

ASPHALT

134

TOC/TOS

75'

10'-0"

+05.34

43.04

TOC/TOS

1-WIRE POWER

PRES. R/W

GRAVEL

BNSF RR. R/W

5'X2'X44.4' RDY.

RT. & FWD.

& 21.9' RT.

T. & 4170.5' RT.

US-56 WIDENING
BOISE CITY, CIMARRON COUNTY
KANSAS (WEST) DIVISION
BOISE CITY SUBDIVISION
LS: 7105, MP 123.35
DOT NO. 014070F
GPS: 36.7148454, -102.5226106

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN		
CHECKED		RAILROAD DETAIL SHEET
APPROVED		
SQUAD		

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R001

02-14-20 PW:\\APP-PWS05-345.AGENCY.OK.LOCAL:ODOTPROJECTS\DOCUMENTS\PROJECTS\DIVISION 6\JP31867-04\ROADWAY\PLAN SHEETS\31867(04) RAILROAD DETAIL.DGN

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

90+00.00

SEC. 4
T-2-N, R-4-E

POB 100+00
STA. 100+00.00

S87°09'58.15"E
2630.90'

33'

CULTIVATION

PRES. R/W

80'

105+00.00

A001 ℄ SURVEY US56 N60°34'14.39"E

4218.43

ASPHALT

80'

PRES. R/W

94.25
94.32
93.60
S31°25'E

ALL R.P.'S
#4 REBAR
FLUSH

33'

SEC. 4
T-2-N, R-4-E

EW-24

PASTURE

SEC. 9
T-2-N, R-4-E

C-13-486 STA. 106+23.8
ODOT BRASS MONUMENT SET IN CONCRETE POST @ NS22 ℄ 380.1 LT.

UTILITY LIST

WEST TEXAS GAS CO.	806-396-5681
CITY OF BOISE CITY	580-544-2271
TRI-COUNTY ELECTRIC COOP	580-652-2418
PTCI	800-562-2556
AT&T	800-252-1133

℄ SURVEY STA. 101+00.00 BEGIN INCIDENTAL CONSTRUCTION

A001 ℄ SURVEY
EXISTING GROUND

4310
4305
4300
4295
4290
4285
4280
4275
4270
4265

90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R002

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 4
T-2-N, R-4-E

SEC. 3
T-2-N, R-4-E

SEC. 3
T-2-N, R-4-E

STA 108+51.42
CONST. 26' ASPH. ℄
RETURN AS DIKE

STA. 107+61.82 ℄ 4'X3'X44.3' RDY. RCB SKEWED 60° LT. & FWD. *X'ING ℄ 21.6' LT. & 22.7' RT. FL ELEV. =4272.1 LT. & 4271.7 RT. EXTEND

GRAVEL RD

2 WIRE POWER

2637.089' N0°33'52.87"E

ALL R.P.'S #4 REBAR FLUSH

110+00

90.16

90.01

N 2°15'52" W

115+00

PASTURE

STA. 117+81.42 ℄ 4'X3'X41.8' RDY. RCB *X'ING ℄ 20.7' LT. & 21.1' RT. FL ELEV. =4264.3 LT. & 4264.0 RT. EXTEND

90.34

90.51

89.08

105+00.00

120+00.00

PRES. R/W

80'

TOC/TOS

A001 ℄ SURVEY

N60°34'14.39"E

427.49

DIRT

STA 108+01.21
CONST. 26' ASPH. ℄
RETURN AS DIKE

GAS LINE

PANHANDLE TELEPHONE COOPERATIVE INC.

GRASS

DIRT

CULTIVATION

50'

STA. 108+58.1 ℄ 2-WIRE PWR *X'ING ℄ LOW WIRE ELEV. =4299.2

GRAVEL RD

N5°22

BM. 101 STA. 117+78.3
NOTHWEST CORNER OF THE NORTH HEADWALL
21.8 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

LT. FL = 4272.32

SP. DITCH RT.

EXISTING LT. FL = 4272.1

EXISTING RT. FL = 4271.7

RT. FL = 4271.53

LT. FL = 4264.37

SP. DITCH LT.

EXISTING LT. FL = 4264.3

SP. DITCH RT.

EXISTING RT. FL = 4264.0

RT. FL = 4263.95

℄ SURVEY STA. 106+00.00
END INCIDENTAL CONSTRUCTION / BEGIN PROJECT

FG=4278.09 FG=4277.74 FG=4277.46 FG=4276.85 FG=4275.88 FG=4274.77 FG=4273.92 FG=4272.88 FG=4271.80 FG=4271.01 FG=4270.30 FG=4269.94 FG=4269.74 FG=4269.47 FG=4269.43 FG=4269.27

STR. 1
STA. 107+61.82
EXTEND EXIST. 4' X 3' X 84.30' LG. RCB SKEW 60° LT. FWD.
19.95' LG. LT. & 24.06' LG. RT.

STR. 2
STA. 117+81.42
EXTEND EXIST. 4' X 3' X 87.63' LG. RCB 24.34' LG. LT. & 25.49' LG. RT.

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R003

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 3
T-2-N, R-4-E

125+00

130+00

ALL R.P.'S
#4 REBAR
FLUSH

N30°19W

PASTURE

90.08

89.89

N 31°20 W

91.72

STA. 133+27.80 ℄ 30'X47.0' RDY.
RCP "X"ING ℄ 21.9' LT. & 25.1' RT.
℄ ELEV. =4264.2 LT. & 4263.9 RT.
EXTEND

ALL R.P.'S
#4 REBAR
FLUSH

PRES. R/W

TOC/TOS

120+00.00

135+00.00

80'

A001 ℄ SURVEY

ASPHALT

US56

N60°34'14.39"E

102

3

C

FO

DIRT

6" STEEL
WEST TEXAS GAS

GRASS

GRAVEL

SEC. 3
T-2-N, R-4-E

4285

BM. 102 STA. 133+25.4
SOUTHWEST CORNER OF THE SOUTH HEADWALL
25.9 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

LT. f_L =

EXISTING LT. f_L = 4264.2

EXISTING RT. f_L = 4263.9

RT. f_L =

STR. 3
STA. 133+27.80
EXTEND EXIST. CONST. 30' X 84.78' LG.
RCP 21.79' LG. LT. & 20.00' LG. RT.

FG=4269.27
FG=4269.21
FG=4269.20
FG=4269.26
FG=4269.24
FG=4269.27
FG=4269.36
FG=4269.28
FG=4269.30
FG=4269.23
FG=4269.12
FG=4269.01
FG=4269.03
FG=4269.05
FG=4268.89
FG=4268.84

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00 133+00 134+00 135+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R004

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

135+00.00

150+00.00

STA. 135+69.83 @ 19"X44.3' LONG STEEL PIPE S.D. @ 58.6' RT. FL ELEV. = 4264.1' W. & 4265.2' E. LEAVE

STA. 137+51.52 19"X51.6' LONG STEEL PIPE S.D. @ 58.5' RT. FL ELEV. = 4265.0' W. & 4264.4' E. LEAVE

DIRT

PRES. R/W

TOC/TOS

80'

N60°34'14.39"E

328.50

140+00

90.17

91.98

N 3°11'05" W

ALL R.P.'S #4 REBAR FLUSH

SEC. 3 T-2-N, R-4-E

PASTURE

145+00

1323.359' S87°20'12.04"E

CULTIVATION

A001 ℄ SURVEY US56

ASPHALT

GRAVEL

FO

G

STEEL POST

RAMP

228.59' N87°20'34.01"W

+20.17 130.03

SCALE

+49.30 128.49

STA. 135+70.83 * CONST. 35' ASPH. DR.

STA. 137+51.99 CONST. 24' ASPH. DR.

814.35' N60°34'14.39"E

103

4 BW

1 WIRE POWER

617.53' N60°34'14.39"E

6" STEEL WEST TEXAS GAS

78.71

101.28

80.48

S 23°58'4"E

TRACT

SEC. 3 T-2-N, R-4-E

432.56' N2°32'35.35"E

432.56' S2°32'35.35"W

GRASS

* DRIVE LOCATION TO BE DETERMINED BY ENGINEER

BM. 103 STA. 144+22.6
DELINEATOR POST FLUSH WITH GROUND
84.8 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

FG=4268.84 FG=4268.70 FG=4268.90 FG=4268.67 FG=4268.38 FG=4267.90 FG=4267.73 FG=4267.42 FG=4267.30 FG=4267.17 FG=4266.78 FG=4266.14 FG=4265.55 FG=4265.01 FG=4264.37 FG=4263.77

135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00 149+00 150+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R005

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PROPOSED R/W

02-14-20

STA. 150+37.0 ℄ GAS LINE "X"ING

150+00.00

155+00

160+00

165+00

SEC. 3
T-2-N, R-4-E

ALL R.P.'S
#4 REBAR
FLUSH

PRES. R/W

6" STEEL WEST TEXAS GAS
APPROXIMATE LOCATION.
UNABLE TO LOCATE

TOC/TOS

N60°34'14.39"E

A001 ℄ SURVEY

US56

ASPHALT

70.42'
N57°18'W

73'±

N26°53'E

95.92'
S63°39'E

37.64'
S87°20'12.04"E

STA. 151+05.82
CONST. 12' TBSC. DR.
W/ 24" CGSP

104

CULTIVATION

EW-23.5

SEC. 3
T-2-N, R-4-E

4285

4280

4275

4270

4265

4260

4255

4250

4245

4240

4235

BM. 104 STA. 155+88.0
DELINEATOR POST FLUSH WITH GROUND
89.9 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

FG=4263.77

FG=4263.10
STA. 151+05.82
CONST. 24" X 35 CGSP SD
W/ CET 87.84 RT.

FG=4262.34

FG=4261.77

FG=4261.17

FG=4260.63

FG=4260.12

FG=4259.45

FG=4258.73

FG=4258.27

FG=4257.98

FG=4257.86

FG=4257.66

FG=4257.67

FG=4257.83

FG=4257.80

150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R006

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

STA. 165+13.28 ℄ 6'X3'X40.3° RDY. RCB 'X'ING ℄ 19.9' LT. & 20.4' RT. FL ELEV. =4251.4' LT. & 4252.1' RT. EXTEND

CULTIVATION

SEC. 3
T-2-N, R-4-E

GAS LINE

GAS MARKER

STA. 169+83.5 ℄ GAS LINE 'X'ING

170+00

PRES. R/W

TOC/TOS

N60°34'14.39"E

A001 ℄ SURVEY

US56

ASPHALT

105

GRADE TO DRAIN

FO

ALL R.P.'S
#4 REBAR
FLUSH

CULTIVATION

SEC. 3
T-2-N, R-4-E

GRAVEL

NS-23

STA 170+26.44
CONST. 26' ASPH. ℄
RETURN AS DIKE

4-WIRE POWER

106

STA 170+91.68
CONST. 26' ASPH. ℄
RETURN AS DIKE

EW-23.25

CULTIVATION

SEC. 2
T-2-N, R-4-E

175+00

STA. 175+25.19 ℄ 4'X3'X41.7° RDY. RCB 'X'ING ℄ 21.1' LT. & 20.6' RT. FL ELEV. =4251.2' LT. & 4251.3' RT. EXTEND

PRES. R/W

TOC/TOS

N60°34'14.39"E

107

ALL R.P.'S
#4 REBAR
FLUSH

EW-23.25

1318.75'T
S87°12'35.17"E

SEC. 2
T-2-N, R-4-E

CULTIVATION

165+00.00

180+00.00

4285

BM. 105 165+16.5
"X" ON THE EAST END OF THE SOUTH HEADWALL
21.0 RT. STA.

BM. 106 STA. 171+69.7
#6 REBAR IN CONRETE POST @ NS23 ℄
198.5 LT.

BM. 107 STA. 175+22.2
SOUTHEAST CORNER OF THE SOUTH HEADWALL
21.8 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

RT. FL = 4252.55

EXISTING RT. FL = 4252.1

EXISTING LT. FL = 4251.4

LT. FL = 4250.55

STR. 5
STA. 165+13.28
EXT. EXIST. 6' X 3' X 97.16' LG. RCB
33.05' LG. LT. & 27.80' LG. RT.

SP. DITCH LT.

RT FL = 4251.32

SP. DITCH RT.

EXISTING RT. FL = 4251.3

EXISTING LT. FL = 4251.2

LT. FL = 4251.18

STR. 6
STA. 175+25.19
EXT. EXIST. 4' X 3' X 74.77' LG. RCB
17.39' LG. LT. & 17.32' LG. RT.

FG=4257.80 | FG=4257.65 | FG=4257.42 | FG=4257.12 | FG=4256.85 | FG=4256.90 | FG=4256.80 | FG=4256.74 | FG=4256.72 | FG=4256.83 | FG=4256.87 | FG=4257.00 | FG=4257.29 | FG=4257.53 | FG=4258.08 | FG=4258.60

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R007

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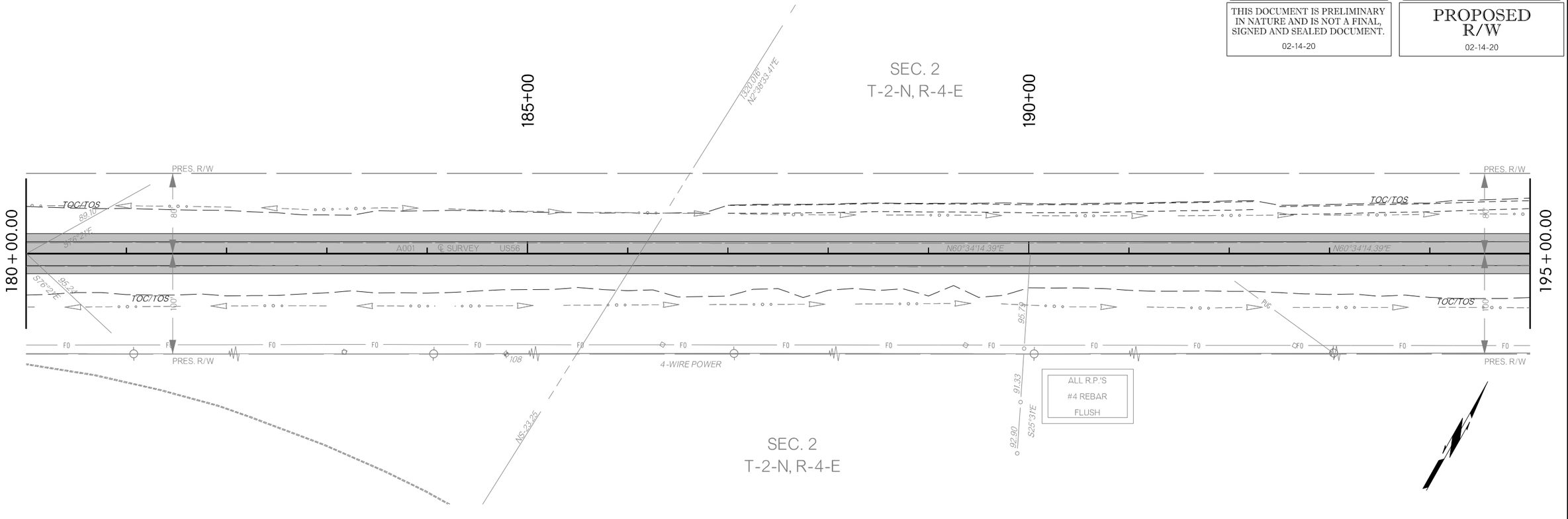
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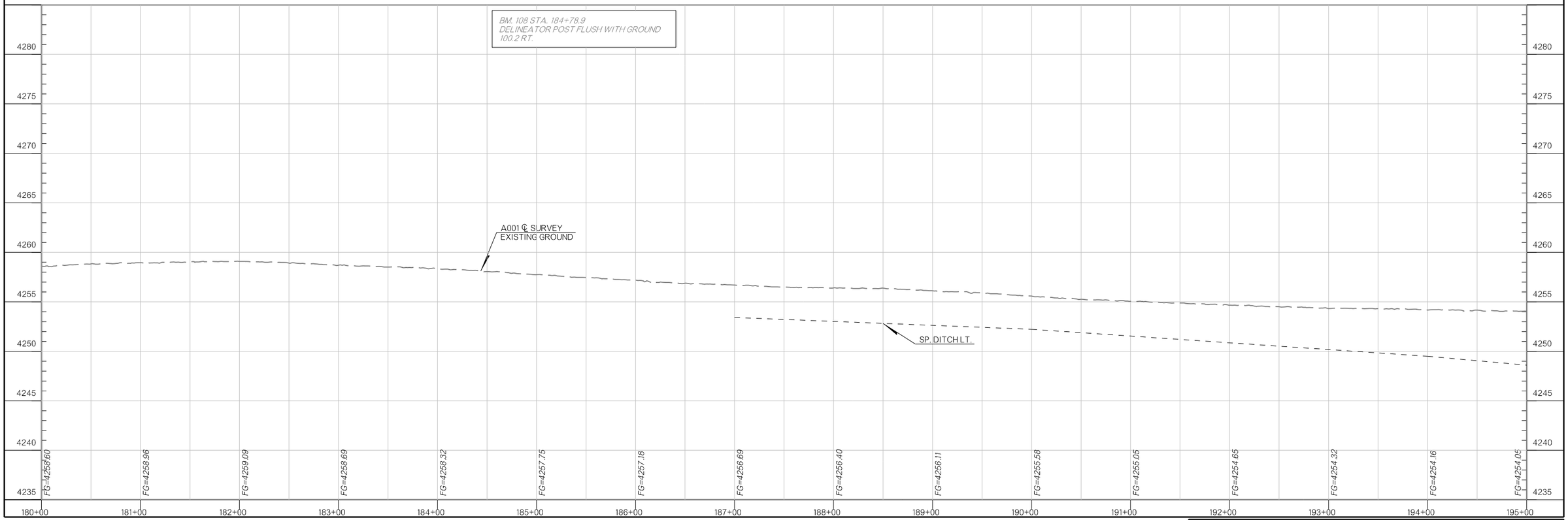
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PROPOSED R/W

02-14-20





02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R008

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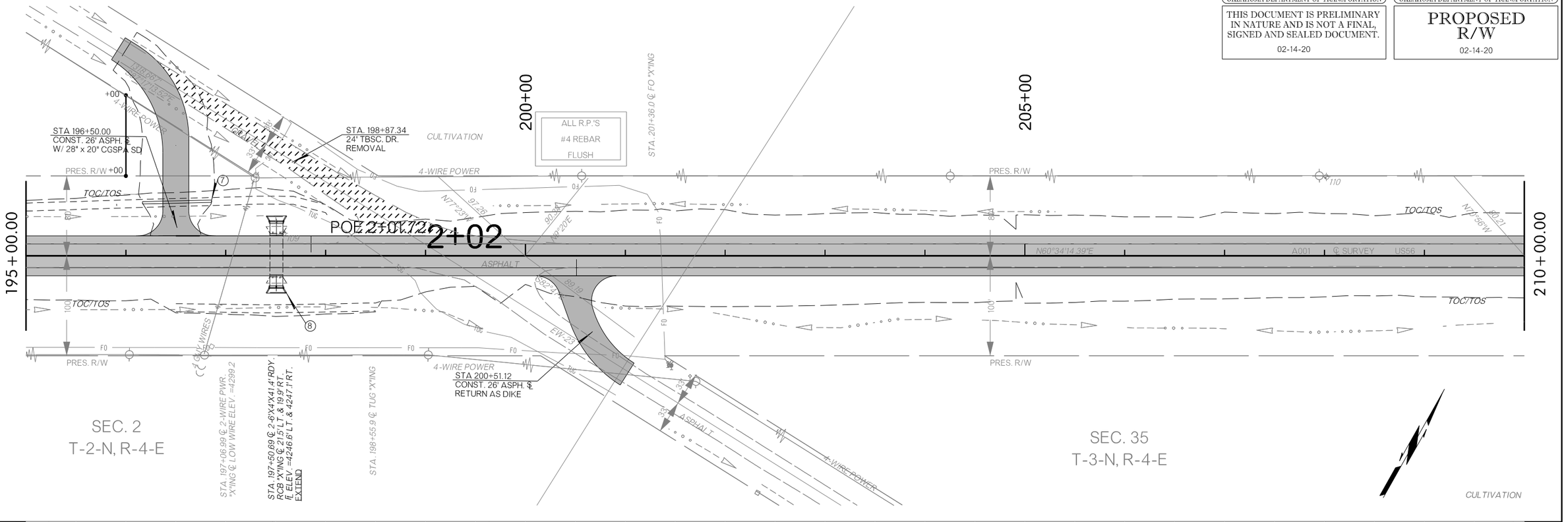
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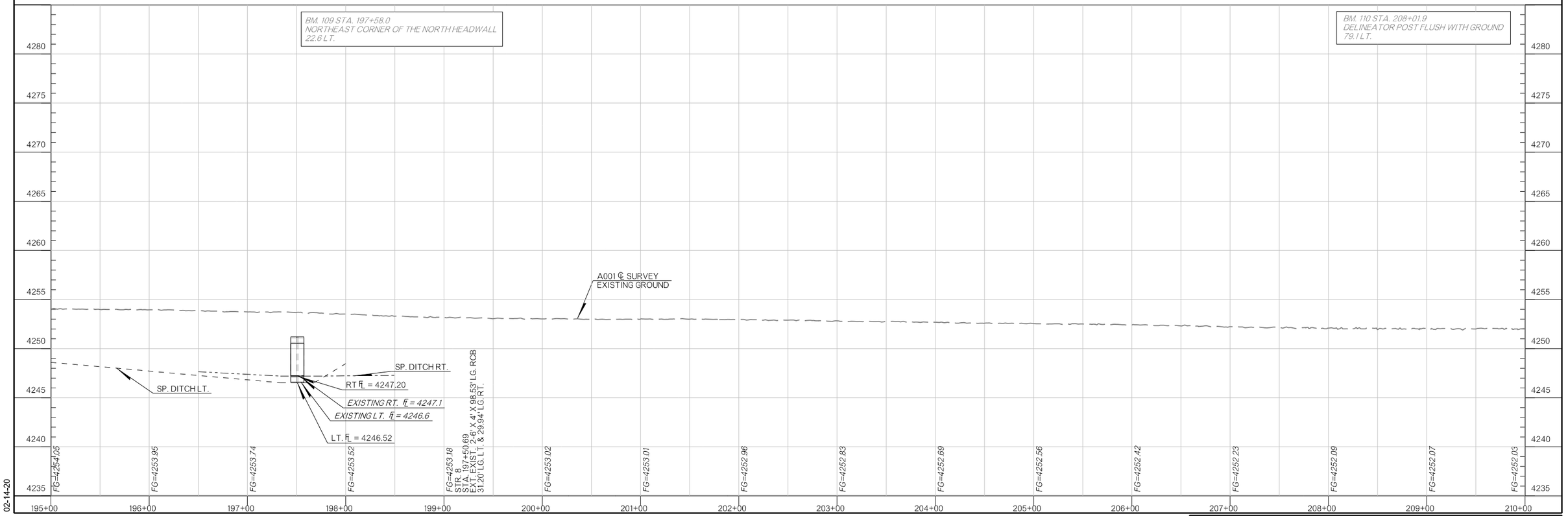
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20





02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R009

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

215+00

220+00

STA. 219+41.10 ℄ 4'X2.5'X41.9' RDY. RCB "X"ING ℄ 21.5' LT. & 20.4' RT. ℄ ELEV. =4246.3' LT. & 4246.3' RT. EXTEND

210+00.00

225+00.00

PRES. R/W

4-WIRE POWER

TOC/TOS

80'

A001 ℄ SURVEY US56

N60°34'14.39"E

ASPHALT

100'

S71°10'7"E 60.34

S22.13' N16°08'E

N73°48'W 84.14

S16°02'W 84.88

S1°3'43"E 84.88

ALL R.P.'S #4 REBAR FLUSH

SEC. 35
T-3-N, R-4-E

BM. 111 STA. 219+43.9
NORTHEAST CORNER OF THE NORTH HEADWALL
22.6 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

RT ℄ = 4246.30

LT. ℄ = 4246.30

EXISTING RT. ℄ = 4246.3

EXISTING LT. ℄ = 4246.3

STR. 9
STA. 219+41.10
EXT. EXIST. 4'X2.5'X 82.26' LG. RCB
41.11' LG LT. & 41.15' LG. RT.

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

FG=4252.03 FG=4251.79 FG=4251.60 FG=4251.47 FG=4251.42 FG=4251.19 FG=4251.17 FG=4251.05 FG=4250.94 FG=4251.01 FG=4251.08 FG=4251.06 FG=4251.13 FG=4251.19 FG=4251.13 FG=4251.12

210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R010

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PROPOSED R/W

02-14-20

SEC. 35
T-3-N, R-4-E

230+00

235+00

225+00.00

240+00.00

PRES. R/W

4-WIRE POWER

112

TOC/TOS

80'

100'

70'

60'

A001 ℄ SURVEY

US56

N60°34'14.39"E

N7°21'W 79.09

60.30

N45°59'E

S67°18'E 77.29

N7°26'W 85.05

ALL R.P.'S
#4 REBAR
FLUSH

33'

N5°24'

SEC. 35
T-3-N, R-4-E

SEC. 36
T-3-N, R-4-E

BM. 112 STA. 230+20.9
DELINEATOR POST FLUSH WITH GROUND
78.7 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

SP. DITCH LT.

4280
4275
4270
4265
4260
4255
4250
4245
4240
4235

FG=4251.12
FG=4251.28
FG=4251.38
FG=4251.52
FG=4251.53
FG=4251.40
FG=4251.35
FG=4251.40
FG=4251.56
FG=4251.48
FG=4250.91
FG=4250.22
FG=4249.46
FG=4248.59
FG=4247.55
FG=4246.73

225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R011

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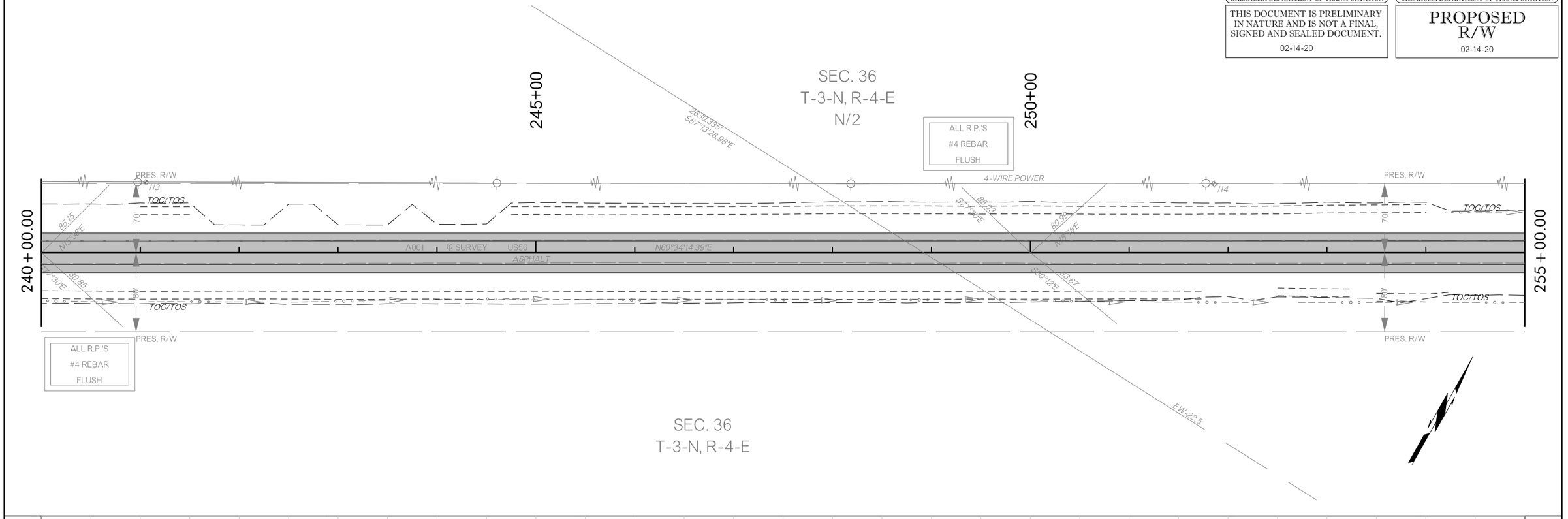
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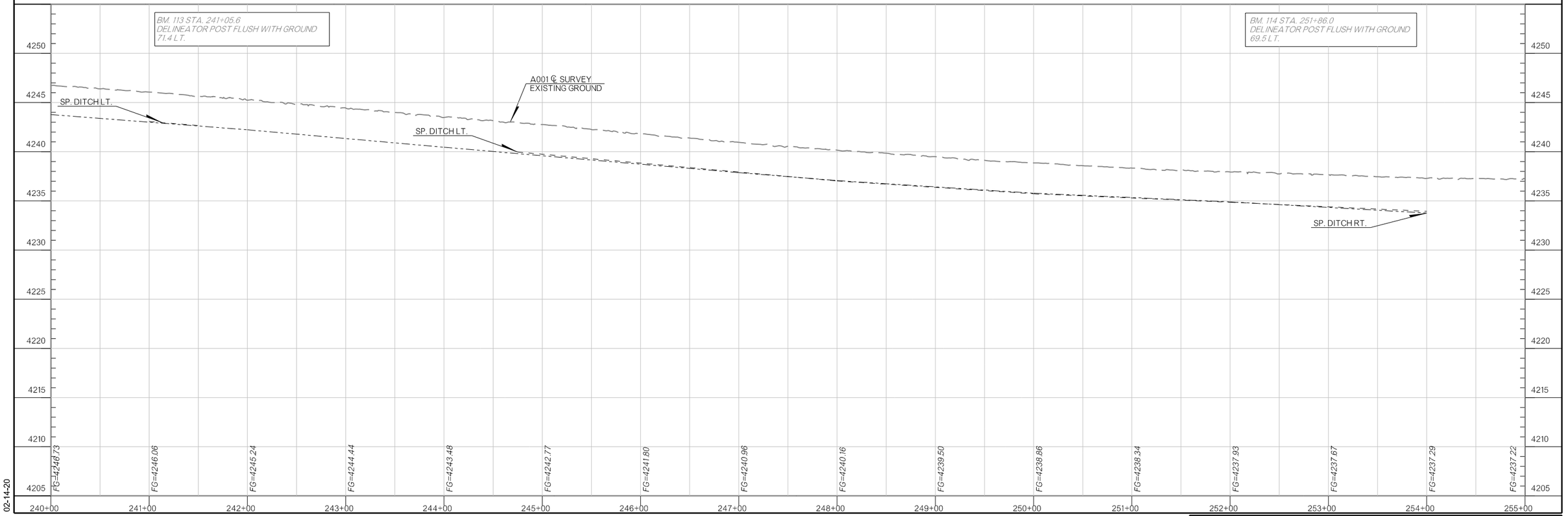
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20





02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R012

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PROPOSED R/W

02-14-20

SEC. 36
T-3-N, R-4-E
N/2

260+00

265+00

2644.063'
N5°03'49.19"E

255+00.00

270+00.00

PRES. R/W

TOC/TOS

70'

80'

A001 ℄ SURVEY

US56

N60°34'14.39"E

N71°42'W

84.08'

82.84'

N18°34'E

S72°15'E

84.91'

115

4-WIRE POWER

N72°01'W

84.39'

ALL R.P.'S
#4 REBAR
FLUSH

N5°24.5

SEC. 36
T-3-N, R-4-E

BM. 115 STA. 262+64.4
DELINEATOR POST FLUSH WITH GROUND
69.1 LT.

A001 ℄ SURVEY
EXISTING GROUND

4250
4245
4240
4235
4230
4225
4220
4215
4210
4205

FG=4237.22
FG=4237.12
FG=4236.90
FG=4236.83
FG=4236.86
FG=4236.69
FG=4236.48
FG=4236.33
FG=4236.07
FG=4235.86
FG=4235.50
FG=4235.28
FG=4234.98
FG=4234.77
FG=4234.58
FG=4234.32

255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R013

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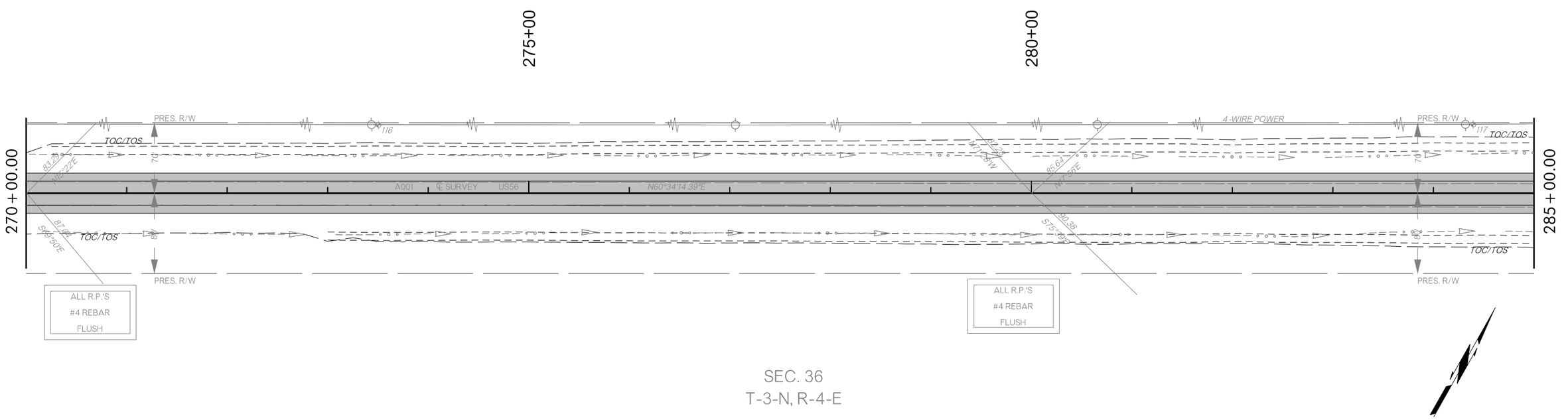
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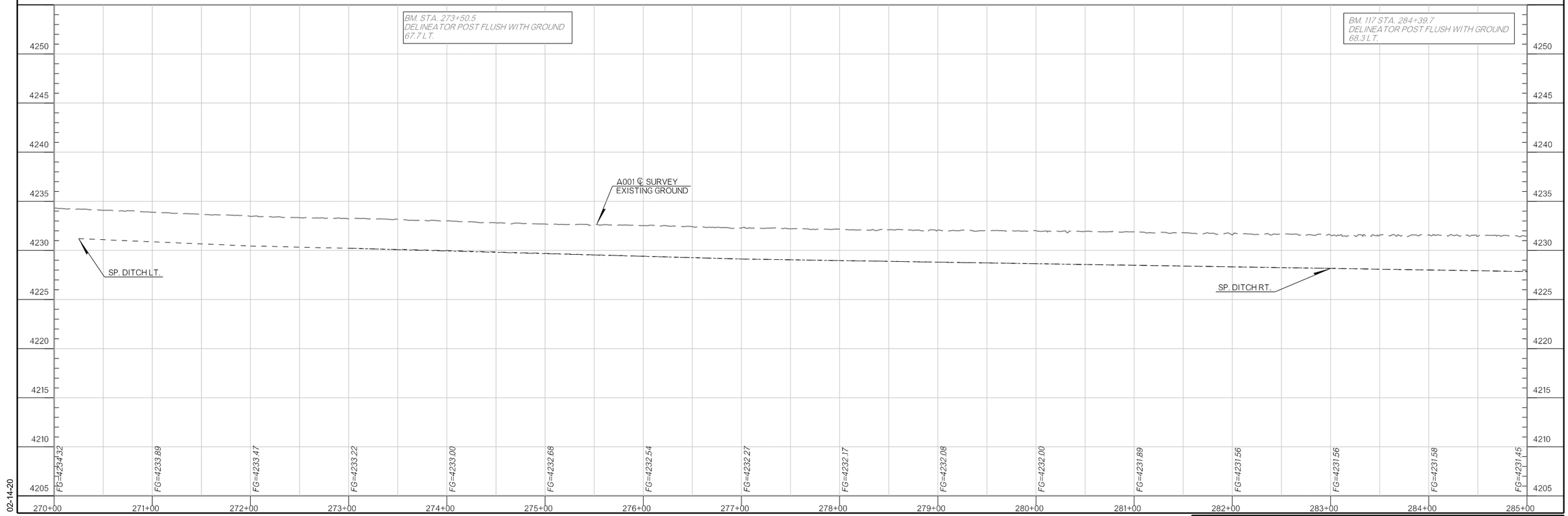
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20



SEC. 36
T-3-N, R-4-E



02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R014

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 36
T-3-N, R-4-E

SEC. 30
T-3-N, R-5-E

SEC. 31
T-3-N, R-5-E

290+00

295+00

285+00.00

300+00.00

PI STA. 295+33.48

C13487

EW-22

STA 295+67.62
CONST. 26' ASPH. & RETURN
W/ 2-28" X 20" CGSPA SD

STA. 297+97.52
20' TBSC. DR.
REMOVAL

STA. 295+89.27
20' TBSC. DR.
REMOVAL

PRES. R/W

TOC/TOS

4-WIRE POWER

A001 ℄ SURVEY

US56

N60°34'14.39"E

N60°34'02.00"E

ASPHALT

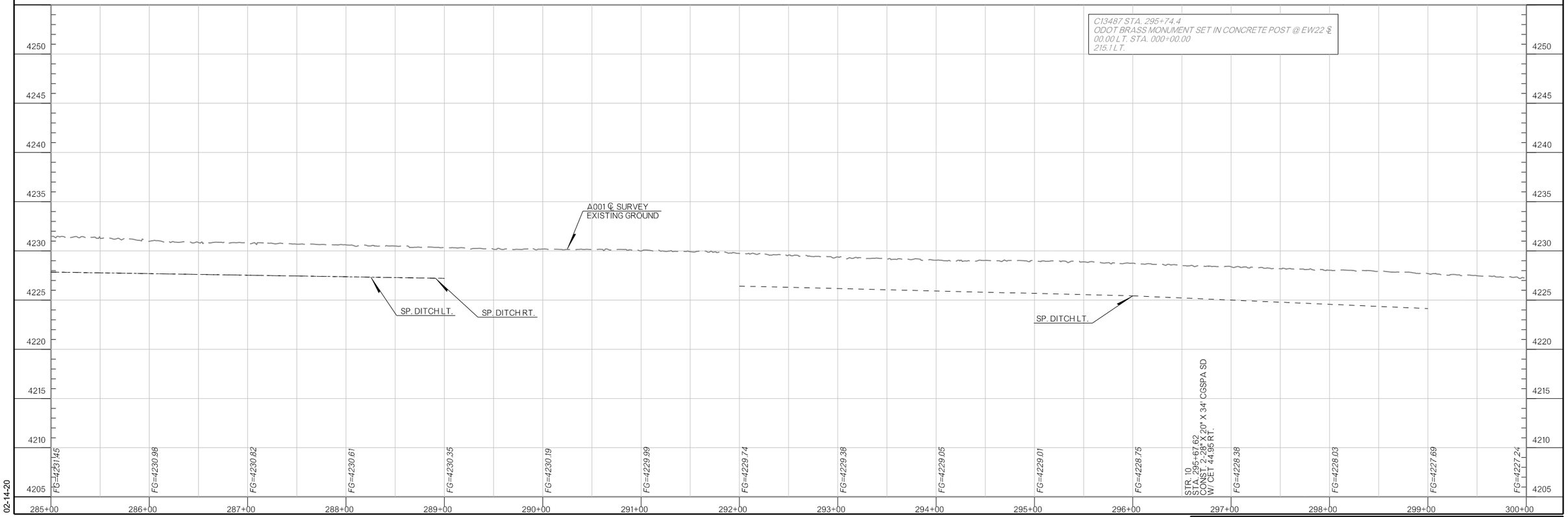
GRAVEL

STA 295+17.37
CONST. 26' ASPH. ℄
RETURN AS DIKE

ALL R.P.'S
#4 REBAR
FLUSH

STA. 296+40.69 15"X33.0' LONG STEEL PIPE S.D. ℄ 165.1' LT. ℄ ELEV. = 4225.7' W. & 4225.3' E. LEAVE

STA. 297+36.68 15"X50.2' LONG STEEL PIPE S.D. ℄ 73.3' LT. ℄ ELEV. = 4225.5' S. & 4224.6' N. REMOVE



02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R015

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 30
T-3-N, R-5-E

305+00

310+00

NS=25.25

300+00.00

315+00.00

PRES. R/W

TOC/TOS

66'

80'

A001 ℄ SURVEY

US56

N60°34'02.00"E

N62°40'W 81.8'

118

S6°48'14"E 59.65'

S76°30'E 94.65'

ALL R.P.'S
#4 REBAR
FLUSH

N17°19'17"E 13.91'

SEC. 30
T-3-N, R-5-E

33'

33'

SEC. 31
T-3-N, R-5-E

EW-22

BM. 118 STA. 306+15.6
DELINEATOR POST FLUSH WITH GROUND
81.9 LT.

A001 ℄ SURVEY
EXISTING GROUND

4250
4245
4240
4235
4230
4225
4220
4215
4210
4205

FG=4227.24
FG=4227.08
FG=4226.52
FG=4226.04
FG=4225.53
FG=4225.02
FG=4224.61
FG=4224.26
FG=4223.80
FG=4223.36
FG=4222.90
FG=4222.38
FG=4221.97
FG=4221.50
FG=4221.07
FG=4220.56

300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R016

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 30
T-3-N, R-5-E

320+00

325+00

315+00.00

330+00.00

PASTURE

PASTURE

STA. 323+39.52 ℄ 6'X3'X42.0' RDY. RCB SKEWED 60° RT. & FWD. "X"ING ℄ 20.7' LT. & 21.3' RT. fL ELEV. =4211.7' LT. & 4211.4' RT. EXTEND

STA. 323+72.5 ℄ FO "X"ING

4-BW

GRAVEL

NS-25.5

91.62

N29°34'W

90.99

ALL R.P.'S #4 REBAR FLUSH

4-WIRE POWER

PRES. R/W

119

TOC/TOS

A001 ℄ SURVEY US56

N60°34'02.00"E

ASPHALT

STA. 324+35.03
CONST. 12' TBSC. DR.
W/ 18" CGSP SD

STA. 323+10.19
CONST. 12' TBSC. DR.
W/ 35" X 24" CGSPA SD

FO

PTC

89.92

89.88

S26°43'E

91.41

ALL R.P.'S #4 REBAR FLUSH

STA. 323+09.51 35"X24"X20.0' LONG CGMPA SD ℄ 46.2' RT. fL ELEV. = 4212.7' W. & 4212.4' E. REMOVE

SEC. 30
T-3-N, R-5-E

CULTIVATION

CULTIVATION

2633.95'
N2°04'59.23"E

260.00'
S29°55'58.00"E

260.00'
N29°55'58.00"W

BM. 119 STA. 316+81.3
DELINEATOR POST FLUSH WITH GROUND
83.6 LT.

BM. 120 STA. 323+47.9
SOUTHEAST CORNER OF THE SOUTH HEADWALL
22.5 RT.

A001 ℄ SURVEY
EXISTING GROUND

STR. 11
STA. 323+10.19
CONST. 24" X 44' CGSP SD
W/ CET 46.16 RT.

STR. 12
STA. 323+39.52
EXT. EXIST. 6' X 3' X 100.45' LG. RCB
41.42' LG. LT. & 42.85' LG. RT.

STR. 13
STA. 324+35.03
CONST. 18" X 32' CGSP SD
W/ CET 46.05 LT.

SP. DITCH LT.

LT. fL = 4211.86

EXISTING LT. fL = 4211.70

SP. DITCH LT.

SP. DITCH RT.

RT fL = 4211.27

EXISTING RT. fL = 4211.40

FG=4220.50 FG=4219.95 FG=4219.29 FG=4218.81 FG=4218.29 FG=4217.91 FG=4217.46 FG=4217.05 FG=4216.83 FG=4216.47 FG=4216.32 FG=4215.88 FG=4216.05 FG=4216.00 FG=4215.79 FG=4215.83

4250 4245 4240 4235 4230 4225 4220 4215 4210 4205

315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R017

OKLAHOMA DEPARTMENT OF TRANSPORTATION

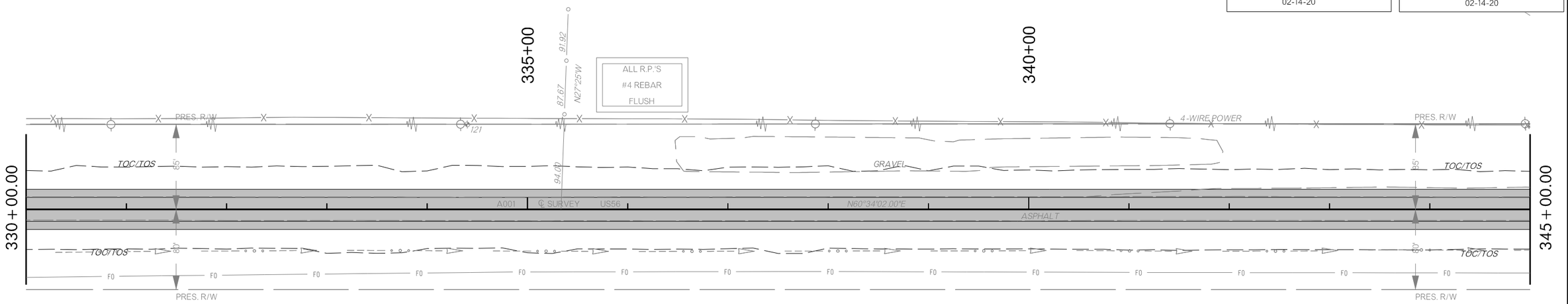
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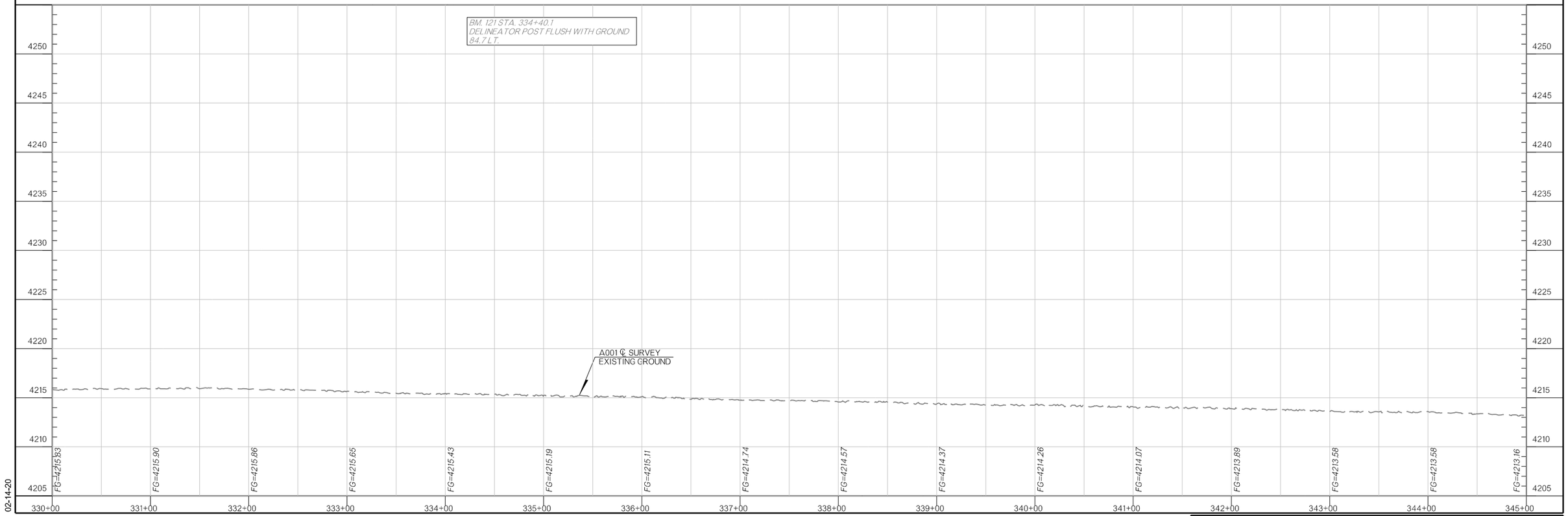
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20



SEC. 30
T-3-N, R-5-E



02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R018

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 30
T-3-N, R-5-E

SEC. 29
T-3-N, R-5-E

345+00.00

350+00

355+00

360+00

ALL R.P.'S
#4 REBAR
FLUSH

90.85
89.66
S89°09'E

PRES. R/W

122

TOC/TOS

A001 ℄ SURVEY US56 N60°34'02.00"E

FO

PASTURE

STA 354+71.69
CONST. 26' ASPH. & RETURN
W/ 18" CGSP SD

4-BW

33'

DO NOT DISTURB

4-WIRE POWER

M202

GRAVEL

ASPHALT

STA 354+34.44
CONST. 44' ASPH. & RETURN W/ 18" CGSP SD

EW-215

2562.124'
S61°18'53.02"E

CULTIVATION

NS-26

US-385

2039.100'
N2°41'02.00"E

89.88
S26°12'E

90.31

STA. 355+07.8 ℄ GAS LINE *XING
90.01
90.53
S27°45'E

ALL R.P.'S
#4 REBAR
FLUSH

ALL R.P.'S
#4 REBAR
FLUSH

PASTURE

BM. 122 STA. 345+00.7
DELINEATOR POST FLUSH WITH GROUND
83.4 LT.

M202 STA. 355+89.1
STEEL ROD
81.4 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

SP. DITCH LT

SP. DITCH RT.

4215
4210
4205
4200
4195
4190
4185
4180
4175
4170

FG=4213.16
FG=4212.90
FG=4212.76
FG=4212.76
FG=4212.45
FG=4212.24
FG=4212.10
FG=4211.92
FG=4211.72
FG=4211.63
STR. 14
STA. 354+34.44
CONST. 18" X 74' CGSP SD
W/ CET 44.8' RT.
STR. 15
STA. 354+71.69
CONST. 18" X 60' CGSP SD
W/ CET 42.54 LT.
FG=4211.32
FG=4211.07
FG=4211.01
FG=4210.92
FG=4210.92
FG=4210.70

345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00 360+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R019

OKLAHOMA DEPARTMENT OF TRANSPORTATION

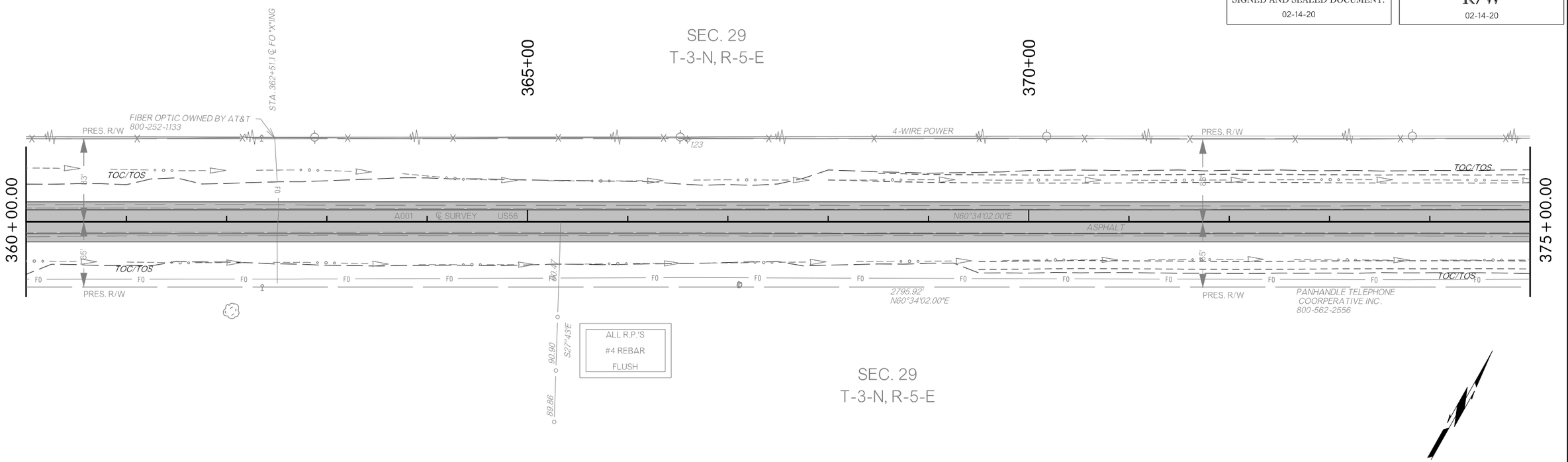
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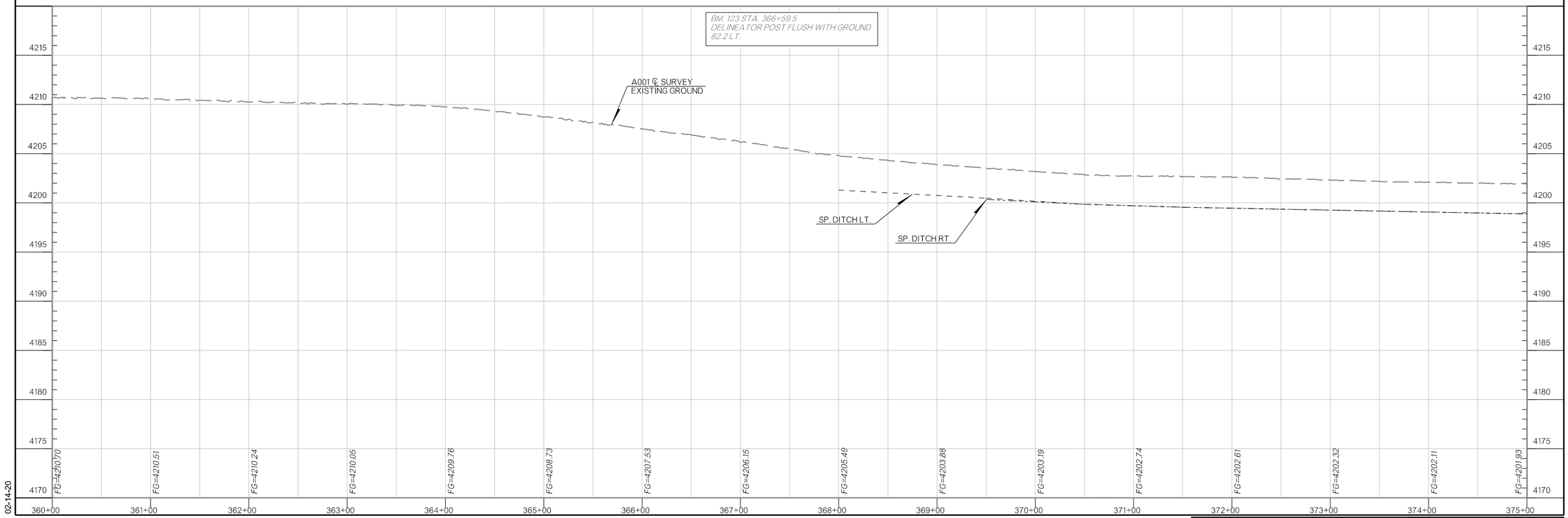
02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20





02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R020

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

380+00

385+00

SEC. 29
T-3-N, R-5-E

STA. 382+77.23 ℄ 4'X2'X38.8'RDY. RCB "X"ING ℄ 19.9' LT. & 18.9' RT. FL ELEV. =4197.1' LT. & 4196.7' RT. EXTEND

726.27'
S2°16'17.15"W

531.79'
N2°16'17.15"E

ALL R.P.'S
#4 REBAR
FLUSH

PRES. R/W

4-WIRE POWER

364.59'
N60°34'02.00"E

375+00.00

390+00.00

TOC/TOS

A001 ℄ SURVEY US56

N60°34'02.00"E

+50.00 R/W +50.00 70.00' R/W +50.00 70.00' R/W

70.00' 70.00' R/W 70.00'

S29°25'58.00"E 100.00'

N29°25'58.62"W 100.00'

40.00'
N60°34'02.00"E

380.44'
N60°34'02.00"E

N5°58'39"W 82.19'

S89°41'25"W 89.14'

N14°06'28"E 80.12'

S76°28'34"E 58.77'

S2°16'17.15"W

PTCI

PRES. R/W

93.47'
S29°48'E

PASTURE

90.82'

ALL R.P.'S
#4 REBAR
FLUSH

NS 26.5

SEC. 29
T-3-N, R-5-E

BM. 124 STA. 377+55.0
DELINEATOR POST FLUSH WITH GROUND
81.0 LT.

BM. 125 STA. 382+80.2
NORTHEAST CORNER OF THE NORTH HEADWALL
21.1 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

LT. FL = 4197.18

EXISTING LT. FL = 4197.1

EXISTING RT. FL = 4196.7

RT FL = 4196.61

SP. DITCH RT.

STR. 16
STA. 382+77.23
EXT. EXIST. 4' X 2' X 83.84' LG. RCB
24.35' LG. LT. & 22.46' LG. RT.

FG=4201.93 FG=4201.76 FG=4201.48 FG=4201.50 FG=4201.28 FG=4201.26 FG=4201.16 FG=4200.99 FG=4200.96 FG=4200.64 FG=4200.29 FG=4200.28 FG=4200.35 FG=4200.50 FG=4200.28 FG=4200.47

4215 4210 4205 4200 4195 4190 4185 4180 4175 4170

375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R021

OKLAHOMA DEPARTMENT OF TRANSPORTATION

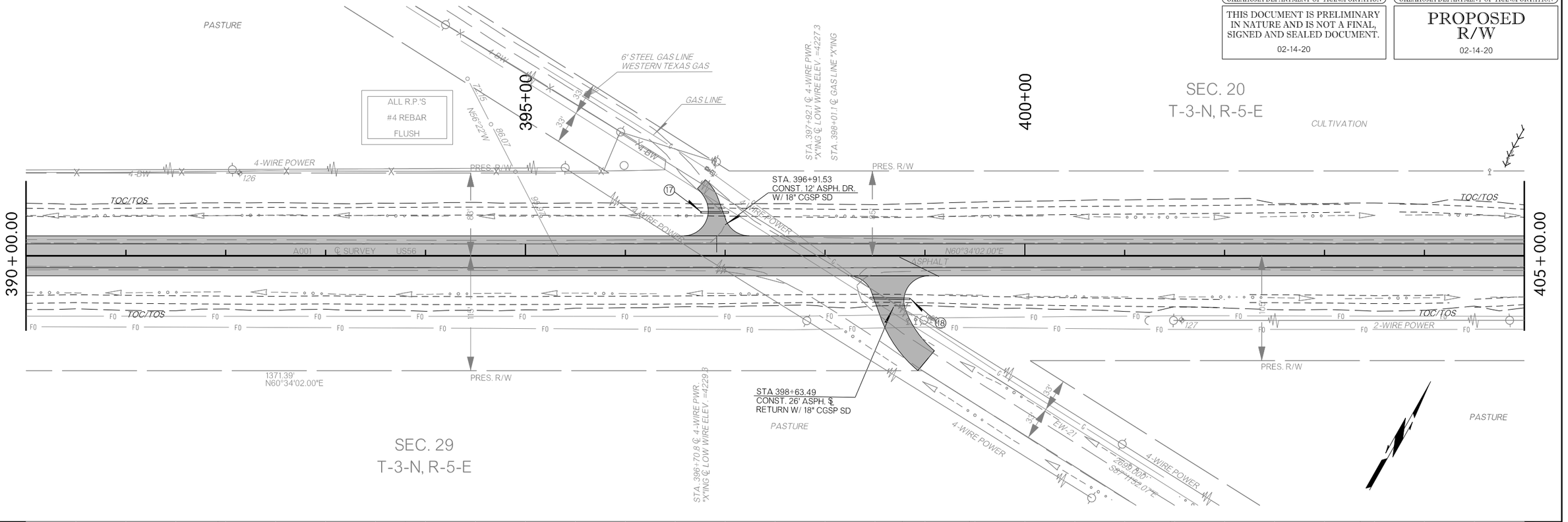
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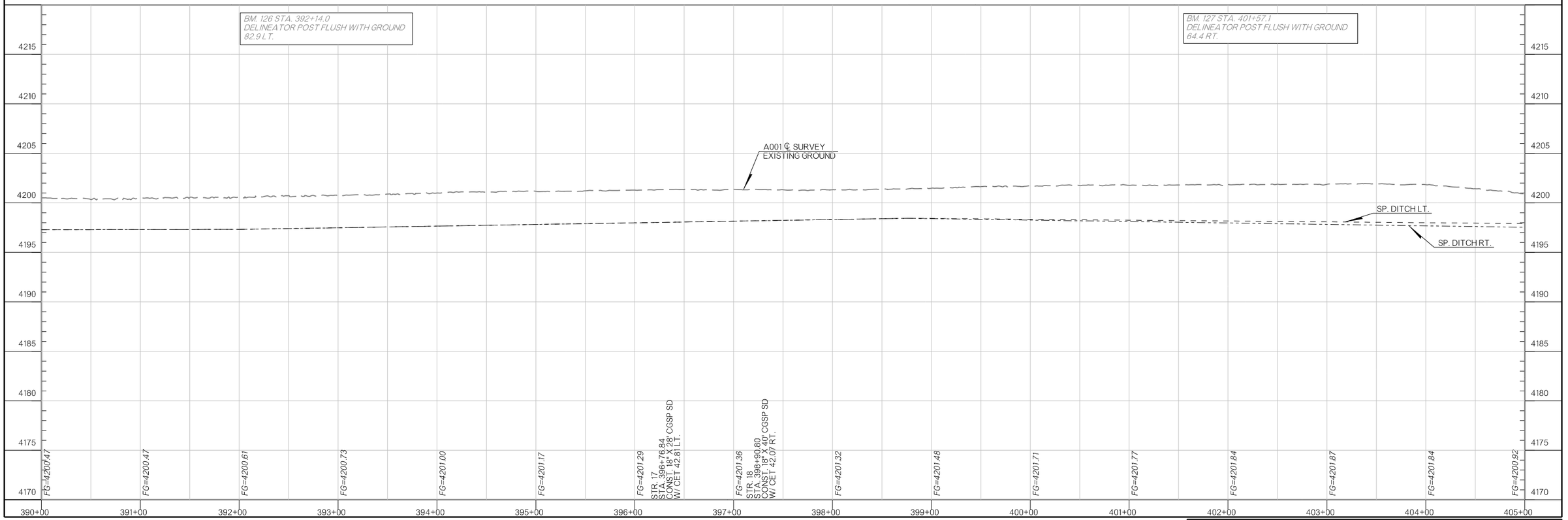
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20





02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R022

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

405+00.00

410+00

415+00

420+00.00

A001 ℄ SURVEY US56

N60°34'02.00"E

N57°28'42.03"E

PRES. R/W

TOC/TOS

ASPHALT

CULTIVATION

PASTURE

GRAVEL

FO

TUG

ALL R.P.'S #4 REBAR FLUSH

STA. 416+18.23 PC

STA. 417+75.65 ℄ 8'X3'X42.3' RDY. RCB SKEWED 60° RT. & FWD. "X"ING ℄ 18.9' LT. & 23.4' RT. fL ELEV. =4183.2' LT. & 4183.0' RT. EXTEND

STA 418+24.30 CONST. 26' ASPH. ℄ RETURN W/ 18" CGSP SD

STA. 419+35.45 PT

STA 417+43.29 CONST. 26' ASPH. ℄ RETURN W/ 18" CGSP SD

STA. 412+26.40 CONST. 18' ASPH. DR.

STA. 412+36.35 24"X32.4' LONG CGMP S.D. ℄ 45.7° RT. fL ELEV. = 4186.5' W. & 4186.4' E. LEAVE

STA. 418+10.8 ℄ 2-WIRE PWR. "X"ING ℄ LOW WIRE ELEV. =4218.0

STA. 418+37.8 ℄ FO "X"ING

P.I. 417+76.88 +00.00 110.00'

111.58'

DELTA 3°10'19.97"
D 1°00'00.00"
T 158.651'
L 317.22'
R 5729.578'
E 2.20'
C N58°58'52.01"E

SEC. 20
T-3-N, R-5-E

SEC. 21
T-3-N, R-5-E

BM. 128 STA. 411+64.8
DELINEATOR POST FLUSH WITH GROUND
63.8 RT.

N202 STA. 417+62.7
STEEL ROD @ NS27 ℄
78.8 RT.

A001 ℄ SURVEY
EXISTING GROUND

STR. 19
STA. 417+27.72
CONST. 18"X 62' CGSP SD
W/ CET 50.15 RT.

STR. 20
STA. 417+75.65
EXT. 60' RT. 8'X3'X 108.33' LG. RCB
SKEWED 60° RT. & FWD
28.27' LG. LT. & 33.26' LG. RT.

STR. 21
STA. 418+39.00
CONST. 18"X 50' CGSP SD
W/ CET 46.10 LT.

SP. DITCH LT.

SP. DITCH RT.

LT. fL = 4183.31

RT. fL = 4182.92

EXISTING LT. fL = 4183.2

EXISTING RT. fL = 4183.0

FG=4200.92 FG=4199.53 FG=4197.94 FG=4195.90 FG=4193.76 FG=4192.10 FG=4190.81 FG=4190.11 FG=4189.83 FG=4189.54 FG=4189.33 FG=4189.23 FG=4189.18 FG=4189.04 FG=4188.68 FG=4188.31

4215 4210 4205 4200 4195 4190 4185 4180 4175 4170

405+00 406+00 407+00 408+00 409+00 410+00 411+00 412+00 413+00 414+00 415+00 416+00 417+00 418+00 419+00 420+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R023

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

425+00

430+00

420+00.00

435+00.00

STA. 426+25.53 ℄ 5'X2'X37.9' RDY.
RCB *XTNG ℄ 19.3' LT. & 18.6' RT.
(L FLEV.=4180.7 LT. & 4180.3 RT.
EXTEND

ALL R.P.'S
#4 REBAR
FLUSH

PASTURE

PRES. R/W

TOC/TOS

A001 ℄ SURVEY

US56

N57°23'42.03"E

129

130

100.00'
S32°36'17.97"E

100.00'
N32°36'17.97"W

40.00'
N57°23'42.03"E

SEC. 21
T-3-N, R-5-E

BM. 129 STA. 426+29.0
NORTHEAST CORNER OF THE NORTH HEADWALL
20.5 LT.

BM. 130 STA. 434+99.4
DELINEATOR POST FLUSH WITH GROUND
60.0 LT.

A001 ℄ SURVEY
EXISTING GROUND

STR. 22
STA. 426+25.53
EXT. EXIST. 5' X 2' X 85.55' LG. RCB
23.14' LG. LT. & 26.16' LG. RT.

SP. DITCH RT.

LT. fl = 4180.79

SP. DITCH LT.

EXISTING LT. fl = 4180.7

EXISTING RT. fl = 4180.3

RT fl = 4180.20

SP. DITCH RT.

FG=4188.31 FG=4187.95 FG=4187.60 FG=4187.15 FG=4186.62 FG=4186.07 FG=4185.55 FG=4185.20 FG=4184.68 FG=4184.42 FG=4184.04 FG=4183.68 FG=4183.63 FG=4183.36 FG=4182.94 FG=4182.68

4215 4210 4205 4200 4195 4190 4185 4180 4175 4170

420+00 421+00 422+00 423+00 424+00 425+00 426+00 427+00 428+00 429+00 430+00 431+00 432+00 433+00 434+00 435+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R024

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 21
T-3-N, R-5-E
NW/4
LYING NORTH
OF HIGHWAY

440+00

445+00

435+00.00

450+00.00

ALL R.P.'S
#4 REBAR
FLUSH

ALL R.P.'S
#4 REBAR
FLUSH

RUIN

+37.59
178.17

3-BW

2644.17'
S87°31'59.12"E

98.08

97.93

N3°17'W

92.94

PRES. R/W

PANHANDLE TELEPHONE
COOPERATIVE INC.

TOC/TOS

A001 ℄ SURVEY

US56

N57°23'42.03"E

131

90.61

90.17

N26°13'W

89.46

+10.39
176.80

+43.41
177.09

+50.88
96.58

NS-27.5

EW-20.5

+87.14
159.36

SEC. 21
T-3-N, R-5-E

BM. 131 STA. 444+53.5
DELINEATOR POST FLUSH WITH GROUND
75.1 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

4195
4190
4185
4180
4175
4170
4165
4160
4155
4150

FG=4182.68
FG=4182.46
FG=4182.13
FG=4181.80
FG=4181.64
FG=4181.30
FG=4181.04
FG=4180.70
FG=4180.51
FG=4180.43
FG=4180.29
FG=4180.07
FG=4179.96
FG=4179.73
FG=4179.59
FG=4179.40

435+00 436+00 437+00 438+00 439+00 440+00 441+00 442+00 443+00 444+00 445+00 446+00 447+00 448+00 449+00 450+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R025

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 21
T-3-N, R-5-E
NE/4
TRACT

455+00

460+00

450+00.00

465+00.00

STA. 451+45.36 ℄ 10'X3'X38.2' RDY. RCB 'X'ING ℄ 19.6' LT. & 18.6' RT. ℄ ELEV. =4173.3' LT. & 4173.0' RT. EXTEND

STA. 451+96.43 ℄ 3'X2'X37.6' RDY. RCB 'X'ING ℄ 19.3' LT. & 18.5' RT. ℄ ELEV. =4174.6' LT. & 4174.4' RT. EXTEND

4175.25

166.65'
N2°32'49.22"E

3-BW

GRAVEL

STA. 451+75.86
CONST. 18' ASPH. DR.
AS DIKE

CULTIVATION

PRES. R/W

TOC/TOS

23

24

1178.42'
S57°23'42.03"W

N57°23'42.03"E

ASPHALT

16

PRES. R/W

STA. 451+72.58
CONST. 16' TBSC. DR.
AS DIKE

1419.84'
N57°23'42.03"E

PASTURE

STA. 450+38.2 ℄ TUG 'X'ING
STA. 450+38.3 ℄ FO 'X'ING
STA. 450+76.3 ℄ TUG 'X'ING

3-BW

133

GRAVEL

SEC. 21
T-3-N, R-5-E

PRES. R/W

TOC/TOS

25

A001 ℄ SURVEY

US56

ASPHALT

134

88.65

90.08

90.94

S30°23'E

ALL R.P.'S
#4 REBAR
FLUSH

STA. 463+51.57 ℄ 5'X2'X44.4' RDY. RCB SKEWED 45° RT. & FWD. 'X'ING ℄ 22.5' LT. & 21.9' RT. ℄ ELEV. =4170.7' LT. & 4170.5' RT. EXTEND

RR MP 123.35
DOT NO. 014070F
US-56

BNSF RR R/W

BNSF RAILWAY

75'

GRAVEL

BNSF RR R/W

GRAVEL

BNSF RR R/W

BM. 132 STA. 451+51.7
NORTHEAST CORNER OF THE NORTH HEADWALL
20.4 LT.

BM. 133 STA. 451+97.8
#6 REBAR IN CONRETE POST @ ?? ℄
105.9 RT.

BM. 134 STA. 463+68.9
NORTHWEST CORNER OF THE SOUTH HEADWALL
22.1 RT.

4195
4190
4185
4180
4175
4170
4165
4160
4155
4150

A001 ℄ SURVEY
EXISTING GROUND

LT. ℄ = 4173.37
SP. DITCH RT.
EXISTING LT. ℄ = 4173.3
EXISTING RT. ℄ = 4173.0
RT. ℄ = 4172.93

SP. DITCH RT.
LT. ℄ = 4174.65
SP. DITCH LT.
EXISTING LT. ℄ = 4174.6
EXISTING RT. ℄ = 4174.4
RT ℄ = 4174.34

SP. DITCH LT.
LT. ℄ = 4170.83
EXISTING LT. ℄ = 4170.7

RT. ℄ = 4170.41
EXISTING RT. ℄ = 4170.5

STR. 23
STA. 451+45.36
EXT. EXIST., 10' X 3' X 93.79' LG. RCB
23.14' LG. LT. & 27.60' LG. RT.

STR. 24
STA. 451+96.43
EXT. EXIST., 3' X 2' X 81.60' LG. RCB
23.14' LG. LT. & 26.16' LG. RT.

STR. 25
STA. 463+51.57
EXT. EXIST., 5' X 2' X 120.32' LG. RCB
28.09' LG LT. & 31.28' LG. RT.

FG=4179.40
FG=4179.19
FG=4178.91
FG=4178.00
FG=4177.17
FG=4176.57
FG=4176.02
FG=4175.46
FG=4174.91
FG=4174.45
FG=4174.26
FG=4174.37
FG=4174.79
FG=4175.73
FG=4176.23
FG=4174.30

BEGIN EXCEPTION RAILROAD
℄ SURVEY STA. 463+88.93

END EXCEPTION RAILROAD
℄ SURVEY STA. 464+31.32

450+00 451+00 452+00 453+00 454+00 455+00 456+00 457+00 458+00 459+00 460+00 461+00 462+00 463+00 464+00 465+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R026

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

470+00

475+00

SEC. 21
T-3-N, R-5-E

CULTIVATION

PRES. R/W

TOC/TOS

1816.31'
N57°23'42.03"E

465+00.00

480+00.00

N57°23'42.03"E

Δ001 ℄ SURVEY

US56

N32°36'17.97"W 1869.19'

89.54

N32°36'17.97"W

N57°23'42.03"E

745.39'

73.0'

89.54'

S12°20'2"E

135

1-WIRE POWER

2-WIRE POWER

933.34'
N57°23'42.03"E

ALL R.P.'S
#4 REBAR
FLUSH

SEC. 21
T-3-N, R-5-E

GRAVEL

BNSF RR R/W

L 403.06'
R 1501.39'

N29°24'13.52"W 251.66'

+99.93
209.86
METAL BDLG

BM. 135 STA. 472+20.4
DELINEATOR POST FLUSH WITH GROUND
73.0 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

SP. DITCH LT.

4195	4190	4185	4180	4175	4170	4165	4160	4155	4150

465+00	466+00	467+00	468+00	469+00	470+00	471+00	472+00	473+00	474+00	475+00	476+00	477+00	478+00	479+00	480+00
FG=4174.30	FG=4172.50	FG=4171.31	FG=4170.75	FG=4170.38	FG=4170.21	FG=4170.05	FG=4169.96	FG=4169.70	FG=4169.60	FG=4169.48	FG=4169.49	FG=4169.35	FG=4169.20	FG=4168.97	FG=4168.85

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R027

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 21
T-3-N, R-5-E

SEC. 22
T-3-N, R-5-E

SEC. 15
T-3-N, R-5-E

ORIGINAL TOWNSITE BOISE CITY

CULTIVATION

GRASS

ASPHALT

GRAVEL

METAL FE

CITY LIMITS

STA. 481+98.64 36"X22"X45.0' LONG RCPA S.D., ℄ 90.9' RT., fL ELEV. = 4164.3' W. & 4164.2' E. LEAVE
STA. 482+24.70 ℄ 6'X2'X49.5' RDY. RCB SKEWED 45° LT. & FWD. "X"ING ℄ 25.0' LT. & 24.5' RT. fL ELEV. =4164.7' LT. & 4164.6' RT. EXTEND

STA 483+00.00
CONST. 26' ASPH. ℄ RETURN
W/ 18" CGSP SD

PC STA. 483+62.32

STA. 489+29.41 ℄ 3'X2'X53.1' RDY. RCB SKEWED 45° RT. & FWD. "X"ING ℄ 26.9' LT. & 26.2' RT. fL ELEV. =4162.1' LT. & 4162.2' RT. EXTEND
STA. 490+12.48 36"X22"X50.3' LONG CGMPA S.D., ℄ 49.0' LT. fL ELEV. = 4162.9' S. & 4162.5' N. LEAVE
STA. 490+27.47 36"X22"X56.5' LONG CGMPA S.D., ℄ 41.8' RT. fL ELEV. = 4161.8' S. & 4161.0' N. LEAVE
STA. 491+64.72 36"X22"X48.0' LONG CGMPA S.D., ℄ 42.5' LT. fL ELEV. = 4161.8' W. & 4161.8' E. REMOVE
STA. 493+02.92 30"X63.8' LONG CGMP S.D., ℄ 41.6' LT. fL ELEV. = 4161.4' S. & 4161.4' N. REMOVE

STA 489+31.90
CONST. 24' ASPH. ℄ RETURN W/ 18" CGSP

STA. 491+65.22
CONST. 23' ASPH. DR.
W/ 18" CGSP

STA. 492+99.17
CONST. 28' ASPH. DR.
W/ 18" CGSP

STA 482+25.00
CONST. 30' ASPH.
℄ RETURN AS DIKE

STA 490+48.01
CONST. 24' ASPH.
℄ RETURN AS DIKE

ALL R.P.'S
#4 REBAR
FLUSH

383.86' N2°11'28"E

357.45' S2°11'25.28"W

S87°02'25.57"E

S86°57'39.31"E

480+00.00

485+00

490+00

495+00

A001 ℄ SURVEY
N57°23'42.03"E

TOC/TOS

PRES. R/W

Twelfth Street

METAL BLDG CONC FND

RR CAR STORAGE CONTAINER

VINYL FENCE

OVERHEAD ELEC. LINE

FO

BM. 136 STA. 482+56.9
NORTHEAST CORNER OF THE NORTH HEADWALL
26.0 LT.

B202 STA. 484+83.4
STEEL ROD
435.9 RT.

C-13-488 STA. 485+29.7
ODOT BRASS MONUMENT SET IN CONCRETE POST
@ NS28 ℄
278.7 LT.

BM. 137 STA. 494+39.0
DELINEATOR POST FLUSH WITH GROUND
74.6 RT.

A001 ℄ SURVEY
EXISTING GROUND

LT. fL = 4164.71
EXISTING LT. fL = 4164.7
EXISTING RT. fL = 4164.6
RT. fL = 4164.6
SP. DITCH LT.

RT. fL = 4162.23
EXISTING RT. fL = 4162.2
EXISTING LT. fL = 4162.1
LT. fL = 4162.10
SP. DITCH RT.
SP. DITCH LT.

FG=4168.85
STR. 26
STA. 482+24.70
EXT. EXIST. 6' X 2' X 111.39' LG. RCB
20.64' LG. LT. & 21.89' LG. RT.

FG=4168.73

FG=4168.93

FG=4168.64

STR. 27
STA. 483+06.35
CONST. 18" X 48' CGSP SD
W/ CET 43.74 LT.

FG=4168.54

FG=4168.28

FG=4167.82

FG=4167.48

STR. 28
STA. 489+29.41
EXT. EXIST. 3' X 2' X 120.93' LG. RCB
25.74' LG. LT. & 20.24' LG. RT.

FG=4167.30
STR. 29
STA. 489+17.84
CONST. 18" X 34' CGSP SD
W/ CET 44.52 LT.

FG=4166.89

FG=4166.56

FG=4166.42
STR. 30
STA. 491+65.22
CONST. 18" X 42' CGSP SD
W/ CET 43.24 LT.

FG=4166.37

STR. 31
STA. 492+99.17
CONST. 18" X 48' CGSP SD
W/ CET 43.96 LT.

FG=4166.20

FG=4166.02

FG=4165.81

4195 4190 4185 4180 4175 4170 4165 4160 4155 4150

480+00 481+00 482+00 483+00 484+00 485+00 486+00 487+00 488+00 489+00 490+00 491+00 492+00 493+00 494+00 495+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R028

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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11-12-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

REVISED PROPOSED R/W

11-12-20

⚠ REVISED PROP. R/W 11-12-20

SEC. 15
T-3-N, R-5-E

Tenth Street

Eleventh Street

Seventh Street

500+00

505+00

495+00.00

510+00.00

STA. 500+53.67 @ 12"-14"X12"X37.0' RDY. RCB SKEWED 60° RT. & FWD. X'ING @ 18.6' LT. & 18.4' RT. T. ELEV. = 4159.0' LT. & 4158.8' RT.

STA. 500+68.3 @ 3-WIRE PWR. X'ING @ LOW WIRE ELEV. = 4191.8

Delta 54°57'07.60"
D 2°00'00.00"
T 1489.793'
L 2747.61'
R 2864.789'
E 364.22'
C N29°55'08.23"E

STA. 505+24.66 5'X2'X37.8' RDY. RCB S.D. @ 46.2' LT. T. ELEV. = 4159.3' S. & 4159.3' N. REMOVE

STA. 505+92.99 36"X22"X31.8' RDY. CGMPA S.D. @ 85.6' RT. WITH HDWLLS T. ELEV. = 4159.2' S. & 4158.9' N. REMOVE

STA. 508+47.15 4'X2'X37.9' RDY. RCB S.D. @ 49.1' LT. T. ELEV. = 4159.4' S. & 4159.5' N. REMOVE

STA. 508+53.22 36"X22"X38.0' RDY. CGMPA S.D. @ 42.9' RT. WITH HDWLLS T. ELEV. = 4159.3' S. & 4159.3' N. REMOVE

METAL TRAILER

METAL BLDG

CONC. BLDG

STEEL FENCE

STEEL AND WOOD FENCE

GRAVEL

ASPHALT

TOC/TOS

PRES. R/W

3-BW

5-BW

3-HW

3 WIRE POWER

A001 ℄ SURVEY US56

+00.00
66.00'
68.00'
74.00'
R/W

+50
75'
76.00'
R/W
64.00'

64.00'
TOC/TOS
R/W
86.00'

85.50'
+75
78'
R/W
75.00'

STA. 505+23.22
CONST. 20' ASPH. DR. W/ 2 - 35" X 24" CGSPA

STA. 508+48.59
CONST. 22' ASPH. DR. W/ 35" X 24" CGSPA

STA. 505+43.28
CONST. 26' ASPH. DR. W/ 24" CGSP

STA 505+43.28
CONST. 24' ASPH. DR. W/ 35" X 24" CGSPA

69.00'
STA. 508+54.53
CONST. 20' ASPH. DR. W/ 18" CGSP

70.50'
68.50'
R/W

BRACE 4 REBAR FLUSH

BM. 138 STA. 500+65.1
NORTHEAST CORNER OF THE NORTHWEST WINGWALL 19.2 LT.

BM. 139 STA. 508+72.0
NORTHEAST CORNER OF THE NORTH HEADWALL SD 43.1 RT.

BEGIN BRIDGE STA. 500+29.42
46'-6"
END BRIDGE STA. 500+77.92

A001 ℄ SURVEY
EXISTING GROUND

STR. 32
STA. 505+23.22
CONST. 18" X 48' CGSP SD
W/ CET 45.71 LT.

STR. 33
STA. 505+43.28
CONST. 18" X 80' CGSP SD
W/ CET 53.39 RT.

STR. 34
STA. 505+49.43
CONST. 3' X 44.71' CGSP SD
W/ CET 84.84 RT.

STR. 35
STA. 508+48.59
CONST. 18" X 48' CGSP SD
W/ CET 43.43 LT.

STR. 36
STA. 508+54.53
CONST. 18" X 60' CGSP SD
W/ CET 51.15 RT.

SP. DITCH LT.
SP. DITCH RT.

INLET ELEVATION = 4158.96
OUTLET ELEVATION = 4158.11

FG=4165.67
FG=4165.65
FG=4165.81
FG=4165.52
FG=4165.44
FG=4165.41
FG=4165.20
FG=4164.83
FG=4164.93
FG=4164.71
FG=4164.60
FG=4164.47
FG=4164.09
FG=4164.06
FG=4164.17
FG=4163.94

HYDRAULIC DATA

TOTAL DRAINAGE AREA = 12.24 mi²
CONTROLLED DRAINAGE AREA = 8.74 mi²
EFFECTIVE DRAINAGE AREA = 3.50 mi²

FREQ	Q (CFS)	CHW (FT)	V (FPS)
2	119	4161.38	1.50
5	324	4161.90	3.69
10	532	4162.22	5.67
25	882	4163.26	10.91
50	1210	4163.53	11.21
100	1610	4163.70	11.40
OT OR 500 = 22	821	4163.08	10.00

4195 4190 4185 4180 4175 4170 4165 4160 4155 4150

495+00 496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 510+00

11-12-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R029

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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11-12-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

REVISED PROPOSED R/W

11-12-20

⚠	REVISED PROP. RW	11-12-20

SEC. 15
T-3-N, R-5-E

ORIGINAL TOWNSITE BOISE CITY

510+00.00

515+00

520+00

525+00

STA. 510+41.18 21"X22.3'LONG. CGMP S.D. @ 29.5'RT. ft. ELEV. = 4158.7'S. & 4159.8'N. REMOVE

STA. 511+59.86 29"X19"X40.1'RDY. CGMPA S.D. @ 30.5'RT. WITHHDWLLS ft. ELEV. = 4159.6'S. & 4159.5'N. REMOVE

STA. 510+99.93 PT

POT STA. 511+80.13 SET PK NAIL ON ℄ SIXTH STREET

S87°02'25.7"E

STA. 514+68.98 CONST. 26' ASPH. DR. W/ 18" CGSP SD

RAILROAD SPIKE (FLUSH)

FACE OF STEEL PIPE CORNER POST

STA. 517+78.92 CONST. 26' ASPH. STREET RETURN W/ 2-12" RCP SD

POT STA. 514+70.13 SET PK NAIL ON ℄ FOURTH STREET

STEEL POST

STA. 519+26.88 CONST. 22' ASPH. STREET RETURN W/ 21" X 15" CGSPA SD

STA. 519+27.53 9-14"X25.2'LONG. METAL PIPE S.D. @ 29.2'LT. ft. ELEV. = 4160.1'S. & 4160.2'N. REMOVE

STA. 520+90.60 2-14"X25.4'LONG. METAL PIPE S.D. @ 29.6'LT. ft. ELEV. = 4160.7'S. & 4160.9'N. REMOVE

STA. 520+94.06 CONST. 22' ASPH. STREET RETURN W/ 21" X 15" CGSPA SD

STA. 521+86.94 CONST. 22' COMM DRIVE (TYPE 2) W/ 21" X 15" CGSPA SD

STA. 524+00.17 CONST. 30' ASPH. STREET RETURN

POT STA. 524+00.13 SET PK NAIL ON ℄ SECOND STREET

STA. 510+99.93 PT

3-HOT WIRE

TOC/TOS

PRES. R/W

5-BW

N2°26'34.43"E

A001 ℄ SURVEY US56

STA. 510+41.32 CONST. 12' ASPH. DR. W/ 18" CGSP SD

R 2924.79' L 225.48'

STA. 511+58.42 CONST. 24' ASPH. DR. W/ 18" CGSP SD

55.00'

TOC/TOS

PRES. R/W

TOP OF DELINEATOR POST

STA. 514+69.00 CONST. 26' ASPH. DR. W/ 18" CGSP SD

R/W

55.00'

"X" ON CURB

#4 REBAR

STA. 517+78.55 CONST. 34' ASPH. STREET RETURN W/ 2 - 12" RCP SD

STA. 518+62.10 CONST. 30' TBSC DR. W/ 21" X 15" CGSPA SD

METAL BLDG CONC FND

WOOD BLDG COND FND

WOOD BLDG CONC FND

STEEL POST

METAL BLDG

WOOD AND WIRE MESH WIRE MIX

SIXTH STREET

FIFTH STREET

FOURTH STREET

S87°02'25.5"E

GRAVEL

CHAIN LINK

WIRE PANEL

2" WATER LINE

6" STEEL

STA. 520+69.4 6" LOW WIRE ELEV.=4184.0

STA. 517+68.0 @ 2" STEEL WATER LINE X'ING

STA. 517+83.2 @ 6" VIC SEWER LINE X'ING

STA. 517+88.1 @ 6" STEEL GAS LINE X'ING

STA. 517+89.1 @ 4 WIRE POWER X'ING ELEV.=4191.1

STA. 518+00.8 @ 4 WIRE POWER X'ING ℄ LOW WIRE ELEV.=4186.0

THIRD STREET

S87°02'25.4"E

STA. 520+90.34 CONST. 3' ASPH. STREET RETURN

STA. 523+98.50 CONST. 28' ASPH. STREET RETURN

NW CORNER CONCRETE

"X" ON NW CORNER CONCRETE WALK

"X" ON CURB

CONC BLDG CONC FND

FLAG POLE

STEEL POLE ENTRY WAY

ASPHALT

GRASS

METAL TRAILER

WOOD BLDG

1 WIRE POWER

BM. 140 STA. 511+80.0
NORTHEAST CORNER OF THE NORTH HEADWALL SD
31.5 RT.

BM. 141 STA. 514+31.8
DELINEATOR POST FLUSH WITH GROUND
43.7 RT.

BM 142 STA. 517+99.0
#4 REBAR ON THE BACKSIDE OF THE CURVE
52.6 RT.

BM 143 STA. 520+73.5
NORTHWEST CORNER CONCRETE DRIVE
53.0 RT.

BM. 144 STA. 523+78.6
NORTHEAST CORNER CONCRETE LIGHT POLE BASE
36.2 LT.

STR. 37 STA. 510+41.32 CONST. 18" X 48' CGSP SD W/ CET 48.31 RT.

STR. 38 STA. 511+58.42 CONST. 18" X 52' CGSP SD W/ CET 45.16 RT.

STR. 39 STA. 514+68.98 CONST. 18" X 40' CGSP SD W/ CET 45.26 LT.

STR. 40 STA. 514+69.00 CONST. 18" X 40' CGSP SD W/ CET 46.71 RT.

A001 ℄ SURVEY
EXISTING GROUND

STR. 41 STA. 517+78.55 CONST. 12" X 42' RCP SD W/ CET 41.88 RT.

STR. 42 STA. 517+78.92 CONST. 2-12" X 40' RCP SD W/ CET 36.79 LT.

STR. 43 STA. 518+62.35 CONST. 21" X 15" X 38' CGSPA SD W/ CET 32.56 RT.

STR. 44 STA. 519+27.00 CONST. 21" X 15" X 36' CGSPA SD W/ CET 32.30 LT.

STR. 45 STA. 520+96.19 CONST. 21" X 15" X 32' CGSPA SD W/ CET 31.33 LT.

STR. 46 STA. 521+87.84 CONST. 21" X 15" X 28' CGSPA SD W/ CET 30.80 LT.

SP. DITCH LT.

SP. DITCH RT.

SP. DITCH LT.

SP. DITCH RT.

FG=4163.94 FG=4163.69 FG=4163.54 FG=4163.61 FG=4163.53 FG=4163.44 FG=4163.31 FG=4163.36 FG=4163.14 FG=4162.96 FG=4163.06 FG=4163.11 FG=4163.18 FG=4163.01 FG=4163.10 FG=4164.17

4195 4190 4185 4180 4175 4170 4165 4160 4155 4150

510+00 511+00 512+00 513+00 514+00 515+00 516+00 517+00 518+00 519+00 520+00 521+00 522+00 523+00 524+00 525+00

11-12-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R030

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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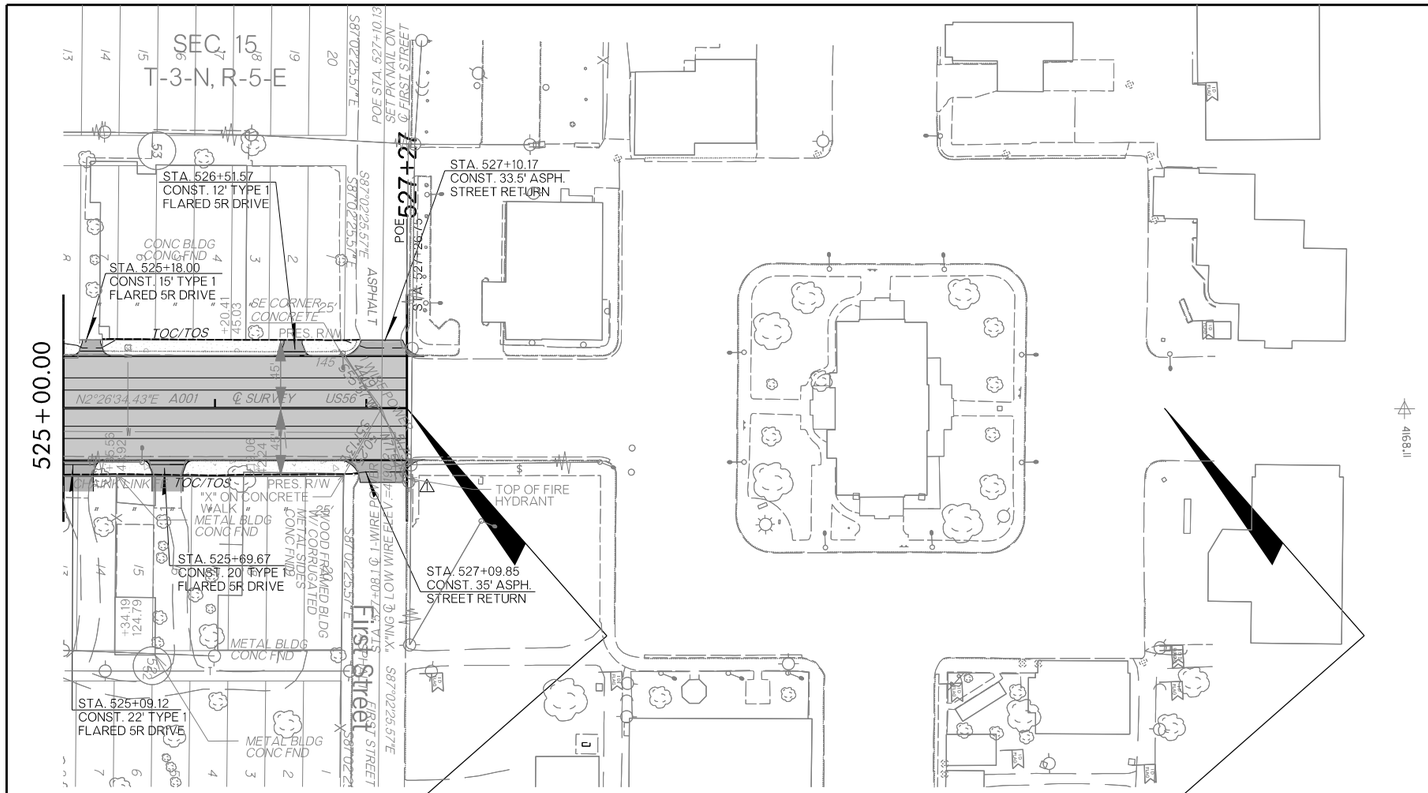
11-12-20

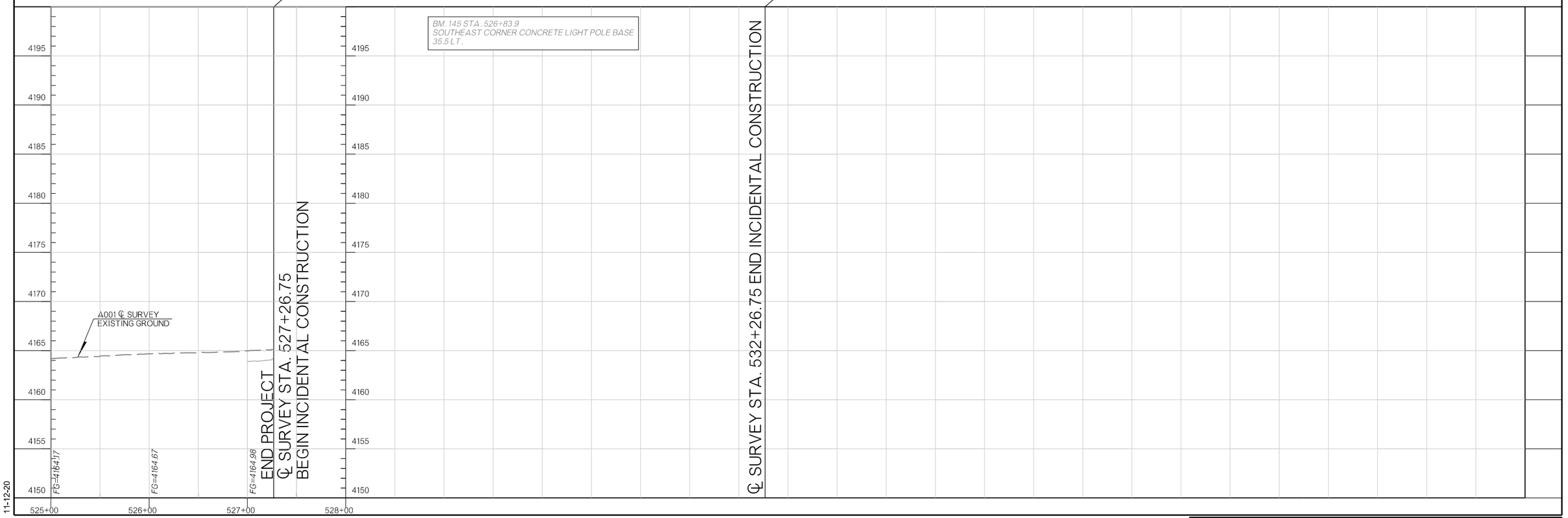
OKLAHOMA DEPARTMENT OF TRANSPORTATION

REVISED PROPOSED R/W

11-12-20

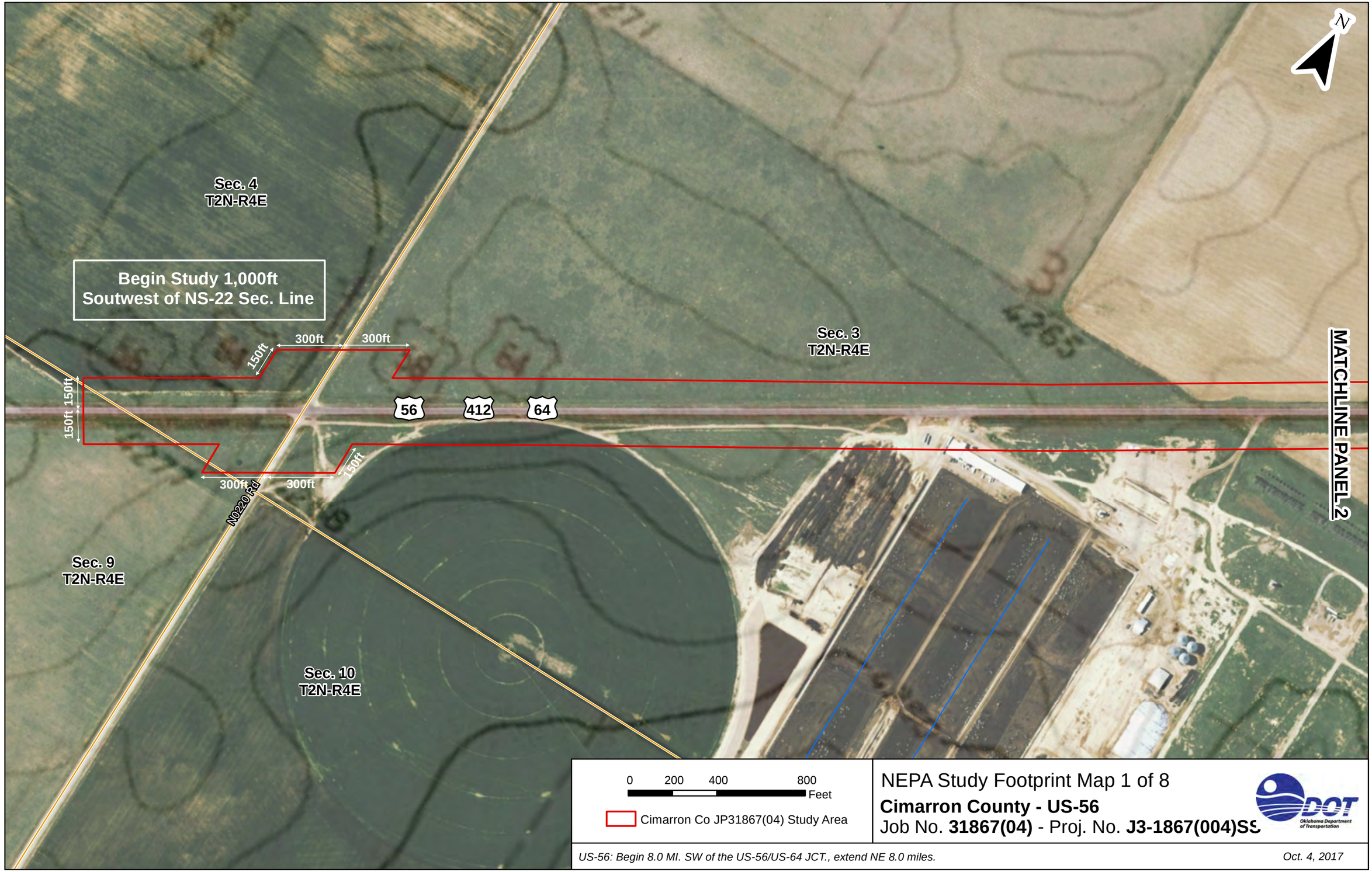
⚠ REVISED PROP. RW 11-12-20





11-12-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R031



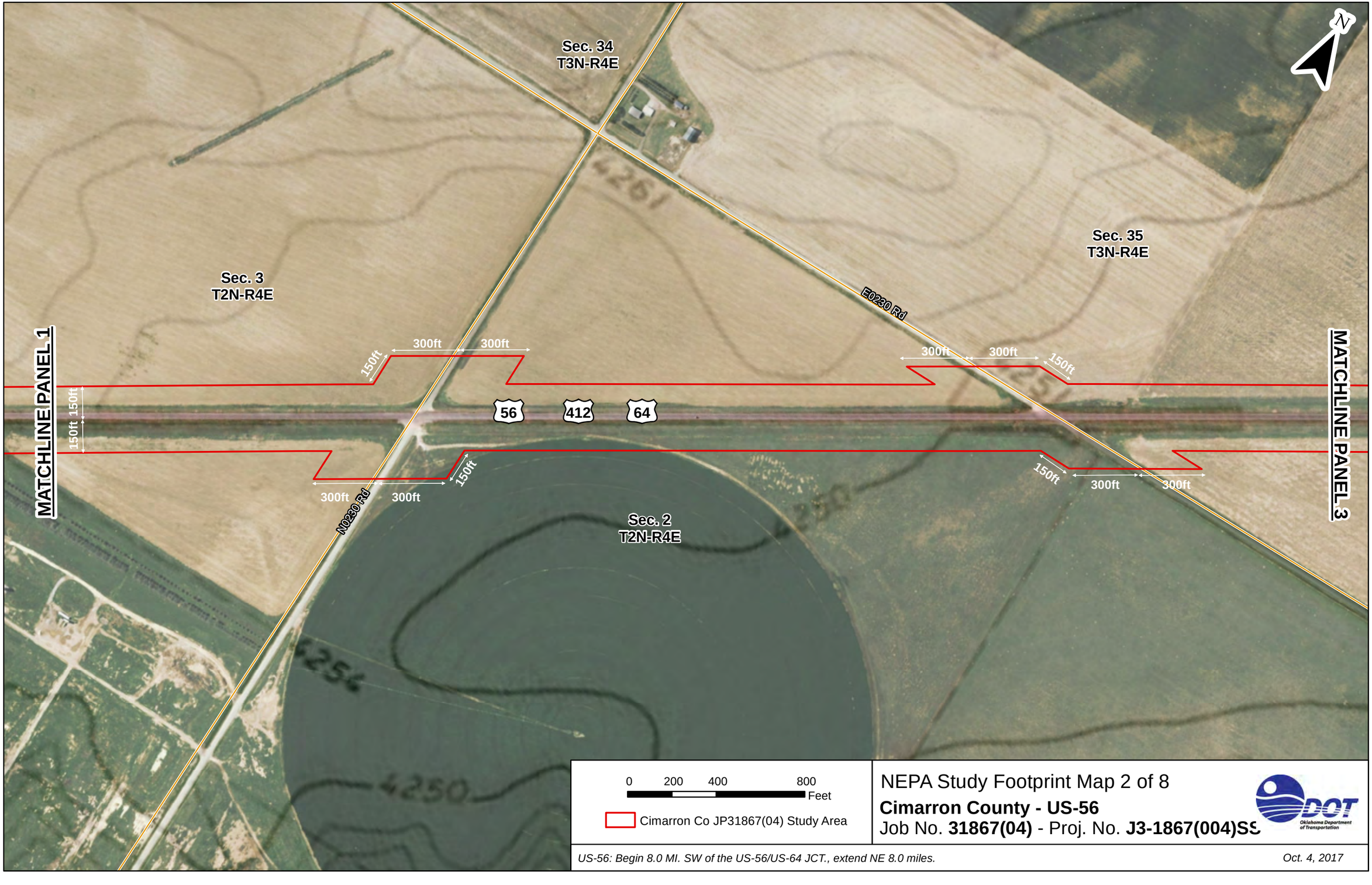
NEPA Study Footprint Map 1 of 8

Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017



0 200 400 800 Feet

Cimarron Co JP31867(04) Study Area

NEPA Study Footprint Map 2 of 8

Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017

Sec. 35
T3N-R4E

MATCHLINE PANEL 2

150ft 150ft

56 412 64

Sec. 36
T3N-R4E

MATCHLINE PANEL 4

E0230 Rd

Sec. 2
T2N-R4E

Sec. 1
T2N-R4E

0 200 400 800 Feet

Cimarron Co JP31867(04) Study Area

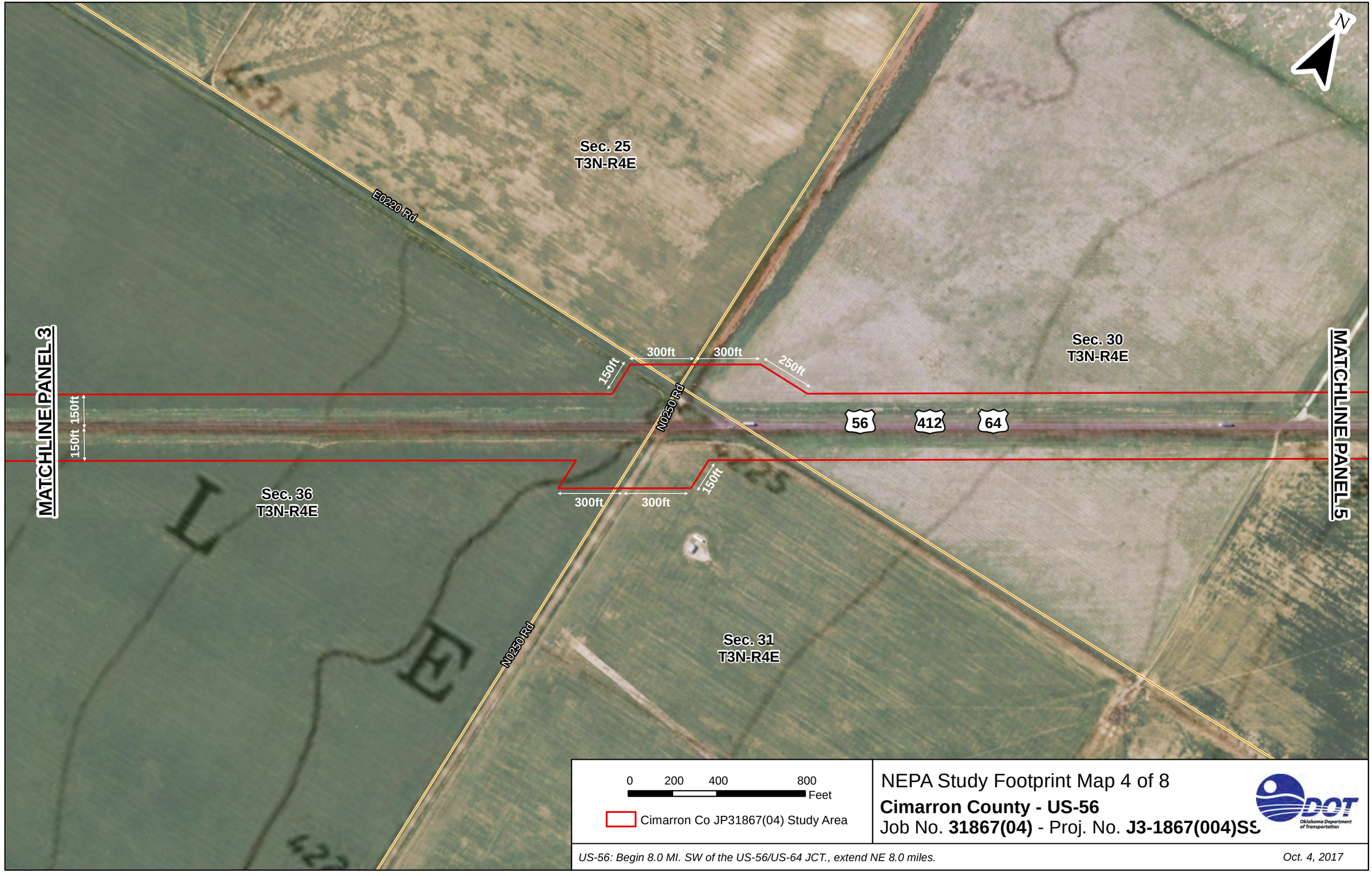
NEPA Study Footprint Map 3 of 8

Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017



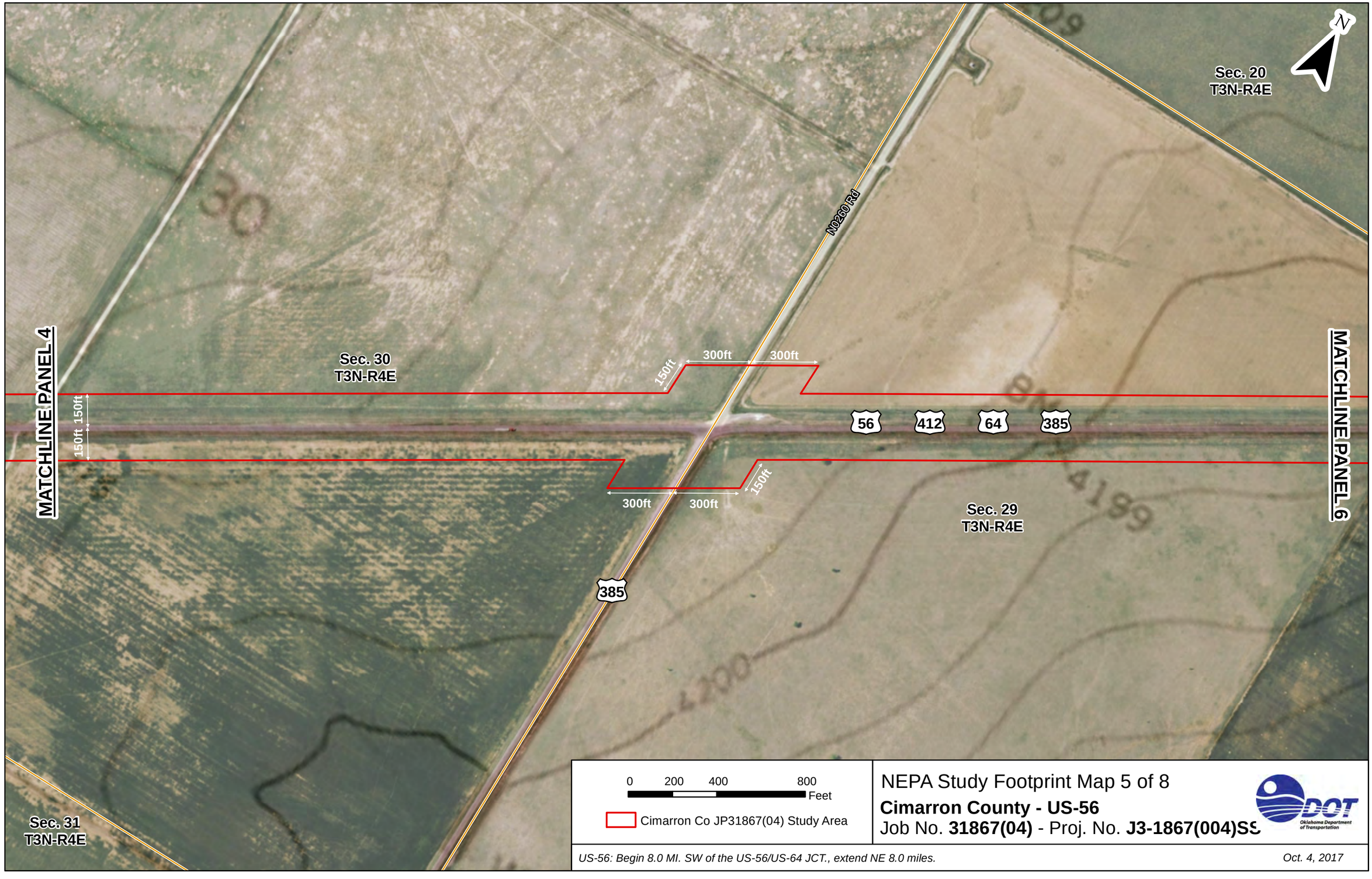
NEPA Study Footprint Map 4 of 8

Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017



0 200 400 800 Feet

Cimarron Co JP31867(04) Study Area

NEPA Study Footprint Map 5 of 8

Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017

N

Sec. 20
T3N-R4E

MATCHLINE PANEL 5

MATCHLINE PANEL 7

300ft
300ft
150ft
150ft
150ft
150ft
300ft
300ft
150ft
300ft
300ft
150ft
150ft
300ft
300ft

385
56
412
64

N0270 Rd

E0210 Rd

Sec. 21
T3N-R4E

Sec. 29
T3N-R4E

Sec. 28

0 200 400 800
Feet

Cimarron Co JP31867(04) Study Area

NEPA Study Footprint Map 6 of 8

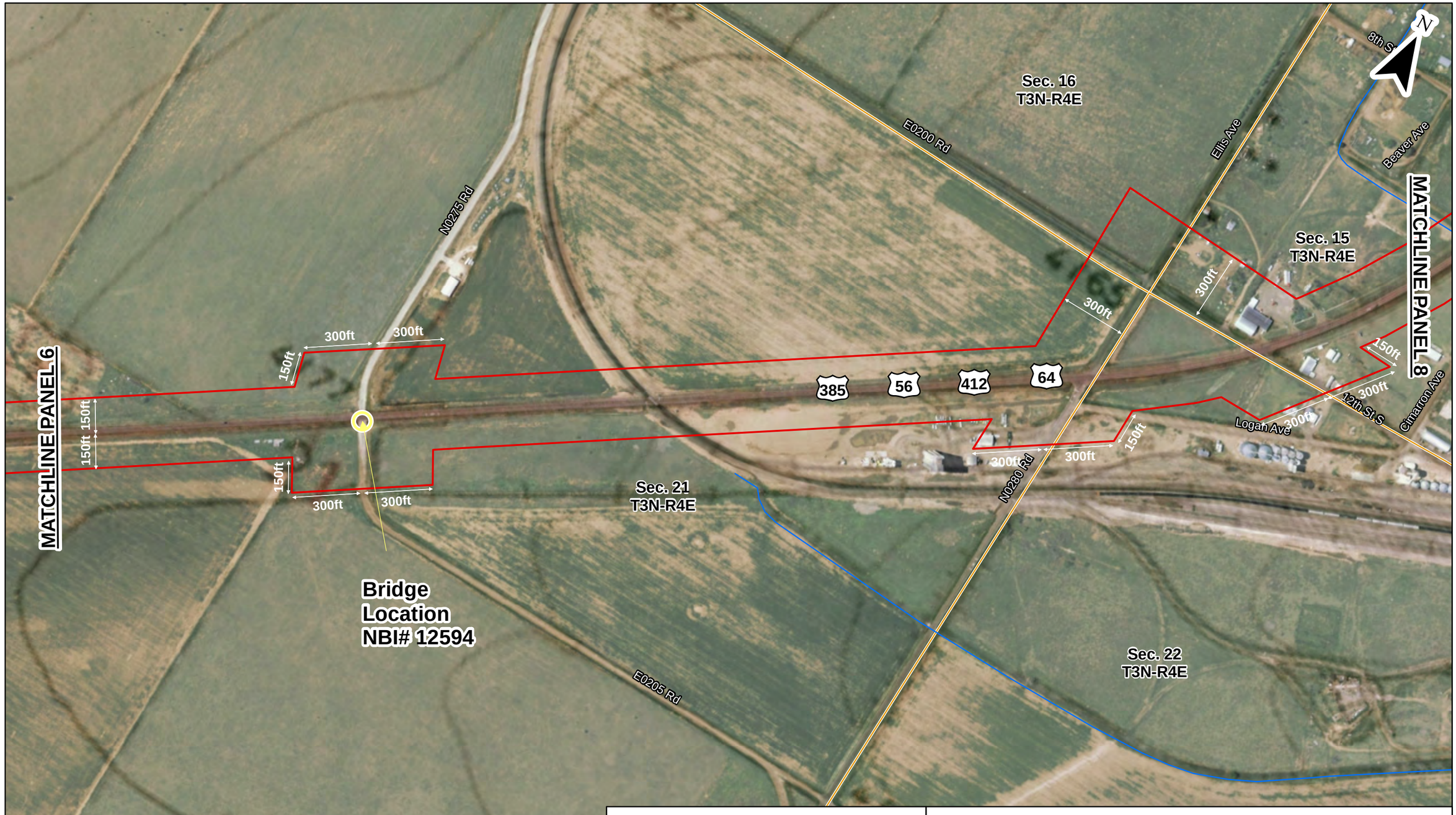
Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

ODOT Oklahoma Department of Transportation

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017



0 200 400 800 Feet

Cimarron Co JP31867(04) Study Area

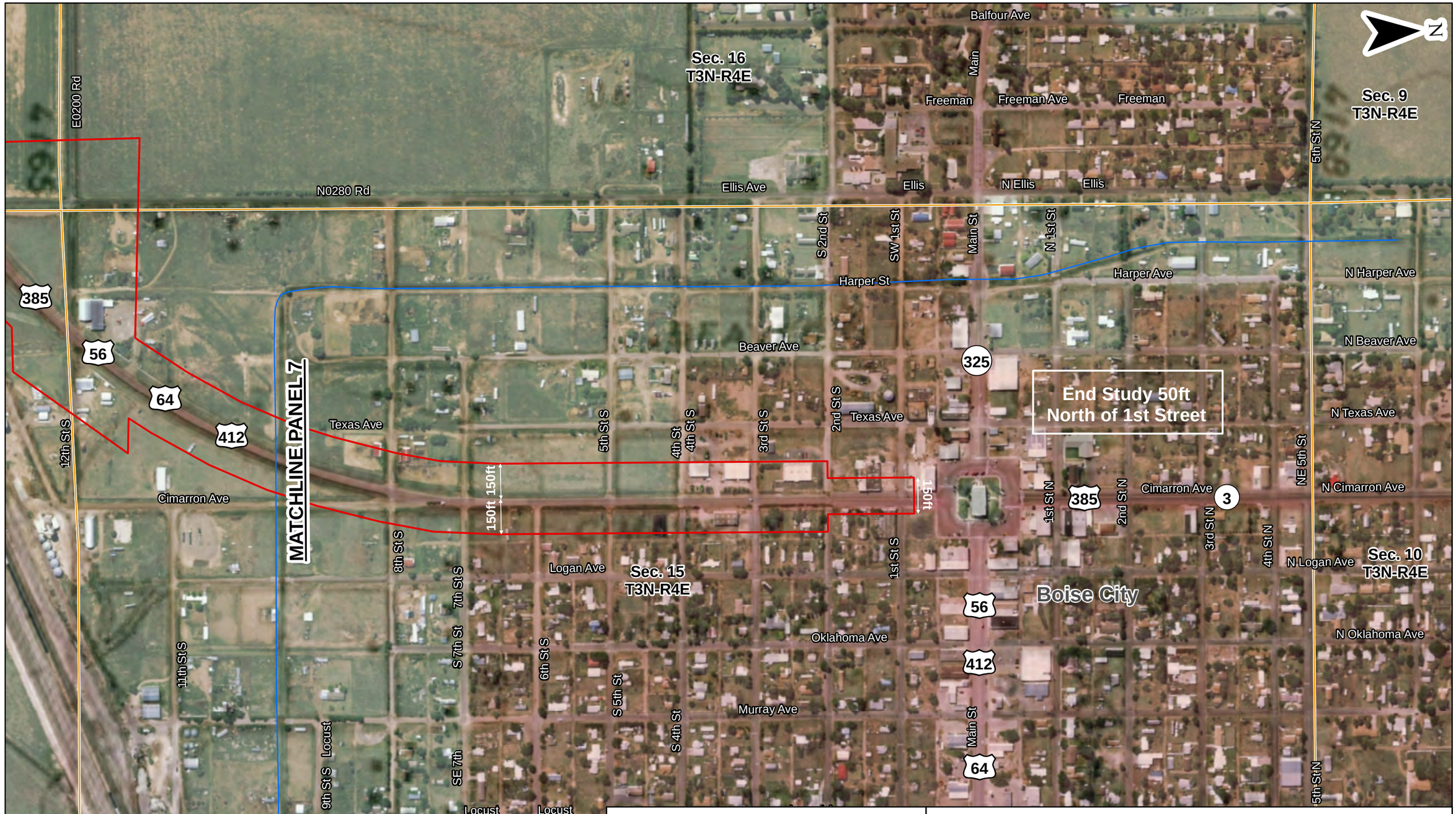
NEPA Study Footprint Map 7 of 8

Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017



0 200 400 800 Feet

Cimarron Co JP31867(04) Study Area

NEPA Study Footprint Map 8 of 8

Cimarron County - US-56

Job No. **31867(04)** - Proj. No. **J3-1867(004)SS**

US-56: Begin 8.0 MI. SW of the US-56/US-64 JCT., extend NE 8.0 miles.

Oct. 4, 2017

EARLY COORDINATION LETTERS AND RESPONSES

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
SOUTHERN PLAINS REGION
BRANCH OF NATURAL RESOURCES
1 MILE NORTH OF CITY, HWY 281 & RIVERSIDE DRIVE
P.O. BOX 368
ANADARKO, OKLAHOMA 73005

IN REPLY REFER TO: NATURAL RESOURCES (405) 247-6673

JUL 12 2018

Ms. Siv Sundaram, PE
Environmental Program Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Dear Ms. Sundaram:

We appreciated the opportunity to comment on Job Piece Number 31867(04), Project Number J3-1867(004)SS. Roadway improvements on US-56 beginning 8.0 miles southwest of the US-56/US-64 junction and extending northeast 8.0 miles in Cimarron County, Oklahoma.

A review of the Bureau of Indian Affairs (BIA), Southern Plains Regional maps of the project locations indicate that there are no tribal or Individual Indian trust lands within the proposed improvement areas. The Southern Plains Region has no jurisdiction within the project areas and there are no concerns that the proposed projects will impact Indian trust lands within the Southern Plains Region jurisdiction.

If any additional information is required, please contact John Worthington, Natural Resource Officer, at 405.247.1590.

Sincerely,

Regional Director

ACTING

RECEIVED
JUL 16 2018
ENVIRONMENTAL PROGRAMS
O.D.O.T.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 26, 2017

Ms. Jessie Durham
Acting Regional Director
Southern Plains Region
Bureau of Indian Affairs
PO Box 368
Anadarko, Oklahoma 73005

Subject: Roadway improvements on US-56 beginning 8.0 miles southwest of the US-56/US-64 junction and extending northeast 8.0 miles in Cimarron County; Job Piece Number 31867(04), Project Number J3-1867(004)SS.

Dear Ms. Durham:

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 subject roadway and bridge on US-56 in Cimarron County, Oklahoma. The project is scheduled for 2024 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 primary purpose of this project is to add eight-foot paved shoulders to the existing facility to create safer driving conditions. 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. 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 or emailed to environment@odot.org.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please contact ODOT's Environmental Project Manager, Leslie Novotny at (405) 521-2321 or lnovotny@odot.org.

Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/LN
Enclosures: Location Map & Study Area Map
Copy to: Project Management Division
Right-of-Way Division
Field Division Engineer
ODOT Cultural Resources

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 171102a
1785

Les

November 2, 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:

Cimarron County

Improvements to US-56 beginning 8.0 miles southwest of the US-56/US-64 junction and extending northeast 8.0 miles. Job Piece No. 31867(04), Project No. J3-1867(004)SS.

Our office has reviewed the information provided in your October 26, 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 no BLM administered Indian mineral interests near or within the project area. Therefore, the BLM has no concerns or objection to the proposal.

Sincerely,

John Ledbetter

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

October 26, 2017

Mr. John Ledbetter
Realty Specialist – Oklahoma Field Office
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037

Subject: Roadway improvements on US-56 beginning 8.0 miles southwest of the US-56/US-64 junction and extending northeast 8.0 miles in Cimarron County; Job Piece Number 31867(04), Project Number J3-1867(004)SS.

Dear Mr. Ledbetter:

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 subject roadway and bridge on US-56 in Cimarron County, Oklahoma. The project is scheduled for 2024 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 primary purpose of this project is to add eight-foot (8') paved shoulders to the existing facility to create safer driving conditions. 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. 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 or emailed to environment@odot.org.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please contact ODOT's Environmental Project Manager, Leslie Novotny at (405) 521-2321 or lnovotny@odot.org.

Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/LN

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

October 26, 2017

The Honorable Elton Soell
Mayor
City of Boise City
PO Box 129
Boise City, Oklahoma 73933

Subject: Roadway improvements on US-56 beginning 8.0 miles southwest of the US-56/US-64 junction and extending northeast 8.0 miles in Cimarron County; Job Piece Number 31867(04), Project Number J3-1867(004)SS.

Dear Mayor Soell:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the roadway on US-56. The exact project scope and requirements will be clarified through the planning, environmental review, and design process.

At this time, we are interested in obtaining your input regarding local priorities for the Department to consider, the construction timing, the local social, economic, and environmental implications of our project and other specific concerns of your community we should consider as we proceed. Your active participation in the project development process is essential to help ensure your concerns are considered while at the same time addressing broader state and national needs. In addition, we are also interested in finding out if this improvement might affect any historic sites or publicly owned parks or recreation areas. Please submit your input to the Environmental Project Manager identified in this letter.

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

Should you have any information or specific concerns, please contact ODOT's Environmental Project Manager, Leslie Novotny at (405) 521-2321 or lnovotny@odot.org. As always, your cooperation is greatly appreciated.

Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/LN
Enclosures: Location Map
Copy to: Project Management Division
Field Division Engineer
Right-of-Way Division

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

October 26, 2017

Subject: Roadway improvements on US-56 beginning 8.0 miles southwest of the US-56/US-64 junction and extending northeast 8.0 miles in Cimarron County; Job Piece Number 31867(04), Project Number J3-1867(004)SS.

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 subject roadway and bridge. The project is scheduled for 2024 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 primary goal of this project is to add eight-foot paved shoulders to the existing facility to create safer driving conditions. 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 ODOT's Environmental Project Manager, Leslie Novotny at (405) 521-2321 or lnovotny@odot.org. 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/LN

Enclosures: Location Map, Copy of Statute 69-702

Copy to:
- Project Management
- Survey Division
- Right-of-Way Division
- Tribal Coordination
- Field Division Engineer
- Materials Division
- ODOT Cultural Resources Specialist
- Specialists

JP 31867(04) – Cimarron Co
Parcels: 86
Mailing Labels: 55
City Letter Label: 1

Barbara Tapp
Box 539
Boise City, OK 73933

Barbara & Sterlin James
PO Box 905
Boise City, OK 73933

Bartlett Grain Southwest
4900 Main St, Suite 1200
Kansas City, MO 64112

Billy or Ruby Gore
PO Box 398
Boise City, OK 73933

Bobbie Ashford & Kristy Matthews
308 High Street
Hillsboro, OH 45133

Bourk Elevator
HC-2 Box 41
Boise City, OK 73933

Charlie & Juanita Dvorak
51500 E 4800 Rd
Pawnee, OK 74058

Chuck Ogston
HCR 1 Box 97
Boise City, OK 73933

Cimarron Co Conservation District
Box 1086
Boise City, OK 73933

Cimarron County
Box 145
Boise City, OK 73933

The Honorable Elton Soell
Mayor
City of Boise City
PO Box 129
Boise City, OK 73933

Clinton & Taryn Broaddus
PO Box 983
Boise City, OK 73933

Cynthia Ann Ramsey
348598 E 750 Rd
Cushing, OK 74023

David & Roxanne Patterson
Box 246
Boise City, OK 73933

Dick & Loyola Ellsworth
PO Box 872
Boise City, OK 73933

Doak Crabtree
PO Box 503
Stratford, TX 79084

Duane & Eunice Rasmussen
1800 Lincoln Way, Ste 100
Coeur d'Alene, ID 83814

Dude Meister
Box 981
Boise City, OK 73933

Edward Wallace
c/o Ryan Carver
1533 Shrader St
San Francisco, CO 94117

First State Bank of Boise City
PO Box 1179
Boise City, OK 73933

Galen Smith
PO Box 1293
Boise City, OK 73933

Gary Bennett
PO Box 175
Seiling, OK 73663

Green Country Equipment
PO Box 2004
Dalhart, TX 79022

Guadalupe Ruiz
PO Box 622
Boise City, OK 73933

Guy Hart
HC-1 Box 1A
Boise City, OK 73933

HCC Properties, Ltd
PO Box 910
Hilmar, CA 78945

Irene Sandoval
PO Box 514
Boise City, OK 73933

Jack & Lois Houts
PO Box 278
Wolfforth, TX 79382

James Robinson
Box 686
Boise City, OK 73933

Jennifer Moran
PO Box 92
Boise City, OK 73933

Jim or Sharon Bade
PO Box 1093
Boise City, OK 73933

Jimmy or Clarence Jenkins
8802 County Rd EE 5
Lamar, CO 81052

Kathleen Pennell
Box 818
Aberdeen, ID 83210

Kenneth Baker
c/o Charlie or Juanita Dvorak
51500 E 4800 Rd
Pawnee, OK 74058

Lee or Judy Pafford
PO Box 745
Boise City, OK 73933

Linda Flores
Box 92
Boise City, OK 73933

LJ Stafford
PO Box 5
Keyes, OK 73947

Loren Brown
Soap Week Creek Properties
Box 187
Boise City, OK 73933

Louise Awbrey
c/o Susan Hunter
1318 Salterton Ct
Raleigh, NC 27608

Loyola Ellsworth
PO Box 872
Boise City, OK 73933

Mark Samuel Davidson
2548 Wilda St
Jensen Beach, FL 34957

Mary Ione Cutter
Box 728
Boise City, OK 73933

Mike Fournier
PO Box 879
Boise City, OK 73933

Nathan Johnson
HC-1 Box 98
Boise City, OK 73933

Ricardo Rosas & Maria Del Rosario
Box 824
Boise City, OK 73933

Stephen & Linda Johnson
HC-2 Box 49
Boise City, OK 73933

Stockmen's Feed Bunk
Attn: John Schumacher
PO Box 600
Boise City, OK 73933

Stphanie van Leer-Bosell & Robin Bosell
PO Box 48
Boise City, OK 73933

Tonya Wilson
PO Box 368
Boise City, OK 73933

Triple S Land Company
Attn: Jerrod Stewart
PO Box 53
Keyes, OK 73947

Tuls Hemann Land Enterprises, LLC
PO Box 1138
Liberal, KS 67905

Wes or Traci Woolman
HC-2 Box 79
Boise City, OK 73933

Wilbur & Mary Sanford
PO Box 274
Boise City, OK 73933

Wilbur or Mary Sanford
PO Box 274
Boise City, OK 73933

William & Traci Wooman
HC-2 Box 79
Boise City, OK 73933

Winnifred Collins
PO Box 446
Boise City, OK 73933

RELOCATIONS

AND

ENVRIONMENTAL JUSTICE

Alex Peta

From: Robert Phillips
Sent: Monday, November 23, 2020 9:55 AM
To: Leslie Novotny; Daniel Nguyen
Cc: Alex Peta; John Gallegos; Diana Barlow; Chad Parsons; Korben Neftzger
Subject: RE: 31867(04)(02)(03) Cimarron County Colored Plans

Leslie,

After reviewing the revised plans with Diana. We can confirm that there will be no relocations for this project.

Thanks,

Robert Phillips

R/W & Utilities Division
Oklahoma Dept. of Transportation
200 NE 21st Street
Oklahoma City, OK 73105
(405) 522-1452

From: Leslie Novotny <LNOVOTNY@ODOT.ORG>
Sent: Friday, November 20, 2020 1:15 PM
To: Daniel Nguyen <DNGUYEN@ODOT.ORG>; Robert Phillips <RPhillips@odot.org>
Cc: Alex Peta <APETA@odot.org>; John Gallegos <JGALLEGOS@ODOT.ORG>; Diana Barlow <DBARLOW@ODOT.ORG>; Chad Parsons <CPARSONS@ODOT.ORG>; Korben Neftzger <KNeftzger@odot.org>
Subject: RE: 31867(04)(02)(03) Cimarron County Colored Plans

Robert,

Will you be able to provide an updated memo stating that there will be no relocations for this project so we can complete the NEPA? Thanks.

Leslie Novotny
ODOT Environmental Project Supervisor
Phone: 405.521.2321, 405.439.9879 (c)
lnovotny@odot.org

From: Daniel Nguyen <DNGUYEN@ODOT.ORG>
Sent: Monday, November 16, 2020 12:20 PM
To: Robert Phillips <RPhillips@odot.org>; Leslie Novotny <LNOVOTNY@ODOT.ORG>
Cc: Alex Peta <APETA@odot.org>; John Gallegos <JGALLEGOS@ODOT.ORG>; Diana Barlow <DBARLOW@ODOT.ORG>; Chad Parsons <CPARSONS@ODOT.ORG>; Korben Neftzger <KNeftzger@odot.org>
Subject: RE: 31867(04)(02)(03) Cimarron County Colored Plans

Hey All,
I just confirmed with the designer, Korben Neftzger, that there is no permanent ROW anticipated from 523+98.50 to 527+27. The toes line up with the front of the buildings/existing ROW line and we would not anticipate any relocations to take place. The utilities will be placed under the sidewalk in this area to avoid any ROW.
Please let me know if there is any additional information needed on this item.
Thanks for your help.

Daniel Nguyen
Project Management Division Manager
Office - (405)522-3618
Cell - (405)406-4916

From: Daniel Nguyen
Sent: Monday, November 16, 2020 11:54 AM
To: Robert Phillips <RPhillips@odot.org>; Leslie Novotny <LNOVOTNY@ODOT.ORG>
Cc: Alex Peta <APETA@odot.org>; John Gallegos <JGALLEGOS@ODOT.ORG>; Diana Barlow <DBARLOW@ODOT.ORG>; Chad Parsons <CPARSONS@ODOT.ORG>
Subject: RE: 31867(04)(02)(03) Cimarron County Colored Plans

Hey Robert,
I may be confused on this, but it seems that the TOC/TOS is within the Pres R/W. Is it a relocation because of an encroachment?
I'd be happy to set up a time to discuss this with the designers to ensure we're all on the same page.

Daniel Nguyen
Project Management Division Manager
Office - (405)522-3618
Cell - (405)406-4916

From: Robert Phillips <RPhillips@odot.org>
Sent: Monday, November 16, 2020 11:48 AM
To: Leslie Novotny <LNOVOTNY@ODOT.ORG>
Cc: Alex Peta <APETA@odot.org>; John Gallegos <JGALLEGOS@ODOT.ORG>; Daniel Nguyen <DNGUYEN@ODOT.ORG>; Diana Barlow <DBARLOW@ODOT.ORG>
Subject: RE: 31867(04)(02)(03) Cimarron County Colored Plans

Leslie,

After reviewing the revised plans we cannot avoid any relocations. We will still consider this a relocation.

Thanks,

Robert Phillips
R/W & Utilities Division
Oklahoma Dept. of Transportation
200 NE 21st Street
Oklahoma City, OK 73105
(405) 522-1452

From: Leslie Novotny <LNOVOTNY@ODOT.ORG>
Sent: Monday, November 16, 2020 10:22 AM
To: Robert Phillips <RPhillips@odot.org>
Cc: Alex Peta <APETA@odot.org>; John Gallegos <JGALLEGOS@ODOT.ORG>; Daniel Nguyen <DNGUYEN@ODOT.ORG>
Subject: FW: 31867(04)(02)(03) Cimarron County Colored Plans

Good morning, Robert.

We have received confirmation from Roadway that the design has been revised to avoid the commercial relocation. Attached are the revised planset and email from RW. Will you please review the attached for your records and verify that all relocations have been avoided for our records. If you are able to provide your verification ASAP, it would be greatly appreciated so we can get the NEPA completed and funding approved. If you need more time to review, please let me know. Thank you,

Leslie Novotny
ODOT Environmental Project Supervisor
Phone: 405.521.2321, 405.439.9879 (c)
lnovotny@odot.org

From: Ranita Taylor <RTAYLOR@ODOT.ORG>
Sent: Thursday, October 08, 2020 2:45 PM
To: Leslie Novotny <LNOVOTNY@ODOT.ORG>
Subject: 31867(04)(02)(03) Cimarron County Colored Plans

Here it is Leslie.

Thank you,

Ranita Taylor

Ranita Taylor, CPM
Relocation Branch Supervisor

Oklahoma Department of Transportation
200 N.E. 21 Street, 3rd Floor, Room 3C7
Direct No. (405) 522-3346
Office No. (405)521-2648
Fax (405) 522-1858

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Oklahoma Department of Transportation – Right-of-Way Division
Relocation Branch Room C7 Third Floor Office 521-2648 Fax 522-1858

October 8, 2020

To: **Environmental Programs Division**

Thru: Project Management Branch

From: Diana Barlow, Manager, Relocation Branch *Diana Barlow*

Subject: Relocation Plan – J/P 31867(04)(02)(03) a.k.a. J3-1867(002), Cimarron County; Widen, Resurface & Bridge: US-56: Begin 8.0 Miles SW of the US-56/US-64 Jct., Extend NE 8.0 Miles

---

Attached is the Relocation Plan for the above referenced project to be included in the Environmental Document.

RELOCATION PLANNING
US Highway 56
Cimarron County

This pre-planning information is provided to the Environmental Programs Division to be included in the Environmental Document to satisfy Pre-planning requirements of the Federal Regulations 49 CFR, § 24.205, relocation planning, advisory services and coordination. The proposed study for widen, resurface and bridge of U.S. Highway 56 in Cimarron County is as follows:

A pre-planning drive out was conducted on September 24, 2020. 1-Commercial Relocation would be affected by the proposed reconstruction of US-56.

The "Relo Plan Inventory" table lists sites affected by the proposed Right-of-Way. Right-of-Way Plans have been "marked-up" labeling the sites inventoried.

Relo Plan Inventory

JP 31867(04)(02)(03) Cimarron Co.,
Widen, Resurface & Bridge: US-56: Begin 8.0 Miles SW of the US-56/US-64 Jct.,
Extend NE 8.0 Miles

Location	Stationing	Description
A	524+55R to 526+80R 44' CLS	2,886 SF Concrete Block Building, 500 SF Metal Building, 1,064 SF building & 7,800 SF Wood and Concrete Block Building Commercial Relo #1 – TH Star Lumber Co.

Residential Relocations:
No residential relocations were identified at this time on this project.

Commercial Relocations

Location "A" consists of a 2,886 SF Concrete Block Building, 500 SF Metal Building, 1,064 SF building & 7,800 SF Wood and Concrete Block Building. This business could possibly be closed but there appeared to be a lot of personal property in the buildings so I am treating it as an active business. I couldn't locate any replacement locations in Boise City. It is anticipated new construction to replace these buildings. Add I year to the project schedule to allow for new construction.

Commercial Relocations

Location
"A" – 2,886 SF Concrete Block Building, 500 SF Metal Building, 1,064 SF building & 7,800 SF Wood and Concrete Block Building

Reestablishment	Move
$50,000 to $100,000	$40,000 to $100,000

“Estimated” Commercial Relocation Cost Summary
Reestablishment: $50,000.00 to $100,000.00
Move: $40,000.00 to $100,000.00

Potential Relocation Problems:
None seen at this time.

“Estimated” Relocation Plan Cost Summary:
Commercial Relocations Total: $90,000.00 to $200,000.00

If a residential or commercial property is occupied when this project begins, full relocation benefits and relocation advisory assistance will be offered to all affected displacees.

Planning Agent:
Ranita Taylor September “2020”

Relocation Plan Resources Summary:

Web based Realtor Sites:
Loopnet.com

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

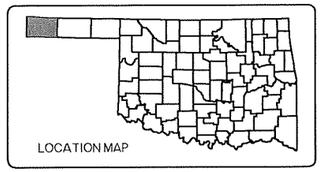
02-14-20

TRAFFIC DESIGN
PROJECT ENGINEER: T. MAAROUF
SQUAD SUPERVISOR: R. SOLIZ

BRIDGE DESIGN
PROJECT ENGINEER: G. THOMAS
SQUAD SUPERVISOR: T. TREJO

ROADWAY DESIGN
SQUAD SUPERVISOR: D. WINN
SQUAD MEMBERS: J. JOSLIN, , W. ZHENG, B. RIDLEY, L. ANDERSON, M. MILLER, L. NORRIS, G. GAGE, C. ADAMS
ENGINEERING MANAGER: E. ELDER, PE
PROJECT ENGINEER: K. NEFTZGER, EIT
K. KARLESKINT, EIT

P.E. NO.: 31867(04)



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

U.S. HIGHWAY

FEDERAL AID PROJECT NO. J3-1867(004)SS
WIDEN, RESURFACE & BRIDGE
US HIGHWAY 56

CIMARRON COUNTY

CONTROL SECTION NO. 56-13-02
STATE JOB NO. 31867(04)
BRIDGE "A" LOCATION NO. 1302-3115X
EXISTING NBIS NO. 12594

FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS

INDEX OF SHEETS

0001 - TITLE SHEET
0002-0004 - TYPICAL SECTION
B001-B002 - GENERAL PLAN AND ELEVATION SHEETS
R001 - RAILROAD DETAIL SHEET
R002-R031 - PLAN AND PROFILE SHEETS
X001-X227 - CROSS SECTIONS

BEGIN STA. 500+29.42
LENGTH = 46'-6"
END STA. 500+77.92
BRIDGE "A"

STA. 532+26.75
END INCIDENTAL CONSTRUCTION

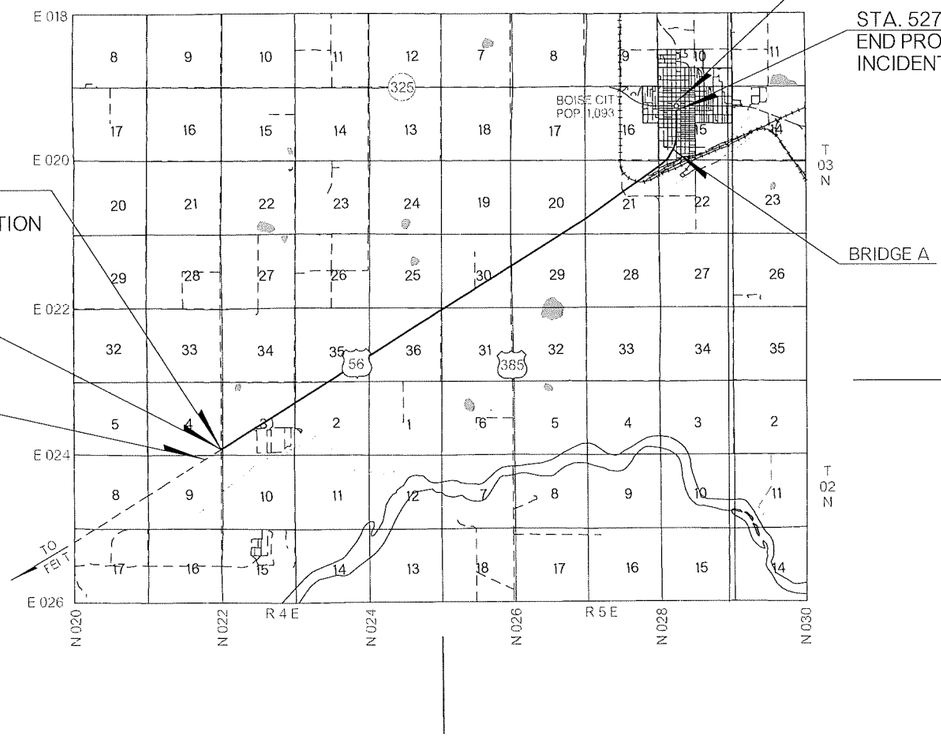
STA. 527+26.75
END PROJECT & BEGIN INCIDENTAL CONSTRUCTION

BRIDGE A

STA. 106+00.00
BEGIN PROJECT & END INCIDENTAL CONSTRUCTION

CONTROL SUB-SECTION NO. 23.68

STA. 101+00.00
BEGIN INCIDENTAL CONSTRUCTION



DESIGN DATA

ADT 2024	= 2,100
ADT 2044	= 2,900
DHV (2-WAY)	= 270
K (DHV/ADT)	= 10%
D	= 56%
T (% DHV)	= 29%
T (% ADT)	= 33%
T^3(% ADT)	= 24%
V	= 65MPH
20 YR FLEX ESALS	= 3.49M

SCALES 1"
PLAN 1" = 100'
PROFILE HOR. 1" = 100'
VER. 1" = 10'
LAYOUT MAP 1" = 5,280'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- EXISTING FENCE
- PROPOSED FENCE
- 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

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

ROADWAY LENGTH	42,084.36	FT.	7.971	MI.
BRIDGE LENGTH	0.000	FT.	0.000	MI.
PROJECT LENGTH			7.979	MI.

EQUATIONS : NONE
EXCEPTIONS : RAILROAD STA. 463+88.93 TO 464+31.32

PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION

E. ELDER, P.E.
OKLA. LIC. NO. 19137

DATE

LICENSED PROFESSIONAL ENGINEER — EDUARDO ELDER — 19137 — OKLAHOMA

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

SWO 5328(1) PROJECT NO. J3-1867(004)SS
COUNTY CIMARRON HIGHWAY US-56 SHEET NO. 0001

pw:\\APP-PWS05-345.agency.OK.local:ODOTProjects\Documents\Projects\Division 6\JP31867-04\Roadway\Plan Sheets\31867(04)-Title.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

90+00.00

SEC. 4
T-2-N, R-4-E

POB 100+00
STA. 100+00.00

26403'07"
S57°09'58.5"E

53'

CULTIVATION

PRES. R/W

80'

4278.43

A001 ℄ SURVEY US56 N60°34'14.39"E

ASPHALT

105+00.00

94.25

94.32 S31°25'E

93.60

60'

PRES. R/W

ALL R.P.'S
#4 REBAR
FLUSH

SEC. 4
T-2-N, R-4-E

EW-24

PASTURE

SEC. 9
T-2-N, R-4-E

C-13-486 STA. 106+23.8
ODOT BRASS MONUMENT SET IN CONCRETE POST @ NS22 ℄
380.1 L.T.

UTILITY LIST

WEST TEXAS GAS CO.	806-396-5681
CITY OF BOISE CITY	580-544-2271
TRI-COUNTY ELECTRIC COOP	580-652-2418
PTCI	800-562-2556
AT&T	800-252-1133

℄ SURVEY STA. 101+00.00 BEGIN INCIDENTAL CONSTRUCTION

A001 ℄ SURVEY
EXISTING GROUND

4310 4305 4300 4295 4290 4285 4280 4275 4270 4265

90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00

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COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R002

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PROPOSED R/W

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SEC. 4
T-2-N, R-4-E

SEC. 3
T-2-N, R-4-E

SEC. 3
T-2-N, R-4-E

STA 108+51.42
CONST. 26' ASPH. $
RETURN AS DIKE

STA. 107+61.82 ℄
4'X3'X44.3' RDY.
RCB SKEWED 60°
LT. & FWD.
"X"ING ℄ 21.6' LT. &
22.7' RT.
℄ ELEV. =4272.1 LT.
& 4271.7 RT.
EXTEND

GRAVEL RD

2 WIRE POWER

2837.05'
12°33'52.87"E

110+00

90.16

90.01

N21°55'22" W

ALL R.P.'S
#4 REBAR
FLUSH

PASTURE

115+00

STA. 117+81.42 ℄
4'X3'X41.8' RDY.
RCB "X"ING ℄ 20.7'
LT. & 21.1' RT.
℄ ELEV. =4264.3 LT.
& 4264.0 RT.
EXTEND

90.34

90.51

PRES. R/W

80'

90'

105+00.00

120+00.00

TOC/TOS

A001 ℄ SURVEY

U356

N60°34'14.39"E

421.99

DIRT

PRES. R/W

84'

89.08

30'

150'

50'

FO

C

STA 108+01.21
CONST. 26' ASPH. $
RETURN AS DIKE

GAS LINE

PANHANDLE TELEPHONE
COOPERATIVE INC.

GRASS

DIRT

CULTIVATION

STA. 108+58.1 ℄ 2-WIRE PWR.
"X"ING ℄ LOW WIRE ELEV. =4299.2

N5°22'

GRAVEL RD

33'

BM. 101 STA. 117+78.3
NOTHWEST CORNER OF THE
NORTH HEADWALL
21.8 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

LT. ℄ = 4272.32

SP. DITCH RT.

EXISTING LT. ℄ = 4272.1

EXISTING RT. ℄ = 4271.7

RT. ℄ = 4271.53

LT. ℄ = 4264.37

SP. DITCH LT.

EXISTING LT. ℄ = 4264.3

SP. DITCH RT.

EXISTING RT. ℄ = 4264.0

RT. ℄ = 4263.95

℄ SURVEY STA. 106+00.00
END INCIDENTAL CONSTRUCTION / BEGIN PROJECT

FG=4278.09 FG=4277.74 FG=4277.46 FG=4276.85 FG=4275.88 FG=4274.77 FG=4273.92 FG=4272.88 FG=4271.80 FG=4271.01 FG=4270.30 FG=4269.94 FG=4269.74 FG=4269.47 FG=4269.43 FG=4269.27

STA. 107+61.82
EXTEND EXIST. 4' X 3' X 84.30' LG.
RCB SKEW 60° LT. FWD.
19.95' LG. LT. & 24.06' LG. RT.

STA. 117+81.42
EXTEND EXIST. 4' X 3' X 87.63' LG.
RCB 24.34' LG. LT. & 25.49' LG. RT.

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R003

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 3
T-2-N, R-4-E

125+00

130+00

PASTURE

ALL R.P.'S
#4 REBAR
FLUSH

N30°19'W

ALL R.P.'S
#4 REBAR
FLUSH

90.08

89.89

N 31°20 W

STA. 133+27.80 @ 30°X47.0' RDY.
RCP, LNG @ 21.9' LT. & 25.1' RT.
FLEV.=4264.2 LT. & 4263.9 RT.
EXTEND

PRES. R/W

TOC/TOS

80'

A001 ℄ SURVEY

ASPHALT

℄ SURVEY US56

N80°34'14.39"E

91.72

120+00.00

135+00.00

TOC/TOS

80'

PRES. R/W.

PRES. R/W

TOC/TOS

80'

PRES. R/W

FO

DIRT

6" STEEL
WEST TEXAS GAS

GRASS

GRAVEL

SEC. 3
T-2-N, R-4-E

4285

4280

4275

4270

4265

4260

4255

4250

4245

4240

4235

A001 ℄ SURVEY
EXISTING GROUND

BM. 102 STA. 133+25.4
SOUTHWEST CORNER OF THE SOUTH HEADWALL
25.9 RT.

SP. DITCH LT.

SP. DITCH RT.

LT. ℄ =

EXISTING LT. ℄ = 4264.2

EXISTING RT. ℄ = 4263.9

RT. ℄ =

FG=4269.27 | FG=4269.21 | FG=4269.20 | FG=4269.26 | FG=4269.24 | FG=4269.27 | FG=4269.36 | FG=4269.28 | FG=4269.30 | FG=4269.23 | FG=4269.12 | FG=4269.01 | FG=4269.03 | FG=4269.05 | FG=4268.89 | FG=4268.84

STR. 3
STA. 133+27.80
EXTEND EXIST CONST. 30' X 84.78' LG.
RCP 21.79' LG. LT. & 20.00' LG. RT.

120+00 | 121+00 | 122+00 | 123+00 | 124+00 | 125+00 | 126+00 | 127+00 | 128+00 | 129+00 | 130+00 | 131+00 | 132+00 | 133+00 | 134+00 | 135+00

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COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R004

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PROPOSED R/W

02-14-20

STA. 135+69.83 ℄ 19'X44.3' LONG STEEL PIPE S.D. ℄ 58.6' RT. EL ELEV. = 4264.1' W. & 4265.2' E. LEAVE

STA. 137+51.52 19'X51.6' LONG STEEL PIPE S.D. ℄ 58.5' RT. EL ELEV. = 4265.0' W. & 4264.4' E. LEAVE

DIRT

PRES. R/W

135+00.00

140+00

145+00

150+00.00

ALL R.P.'S #4 REBAR FLUSH

SEC. 3
T-2-N, R-4-E

PASTURE

1323.35'
S86°20'12.04"E

PRES. R/W CULTIVATION

80'

TOC/TOS

N60°34'14.39"E

A001 ℄ SURVEY US56

ASPHALT

GRAVEL

FO

G

X

PRES. R/W

STEEL POST

RAMP

228.59'
N87°20'34.01"W

20.17'
10.03'

SCALE

+49.30
126.49

STA. 135+70.83 *
CONST. 35' ASPH. DR.

STA. 137+51.99
CONST. 24' ASPH. DR.

814.35'
N60°34'14.39"E

BM 103

4 BW

617.53'
N60°34'14.39"E

1 WIRE POWER

6" STEEL
WEST TEXAS GAS

78.71

S 23°59'E

80.48

TRACT

SEC. 3
T-2-N, R-4-E

432.58'
N2°52'35.35"E

432.58'
S2°52'35.35"W

GRASS

ALL R.P.'S #4 REBAR FLUSH

* DRIVE LOCATION TO BE DETERMINED BY ENGINEER

BM. 103 STA. 144+22.6
DELINEATOR POST FLUSH WITH GROUND
34.8 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

4280
4275
4270
4265
4260
4255
4250
4245
4240
4235

FG=4268.84
FG=4268.70
FG=4268.90
FG=4268.67
FG=4268.38
FG=4267.90
FG=4267.73
FG=4267.42
FG=4267.30
FG=4267.17
FG=4266.78
FG=4266.14
FG=4265.55
FG=4265.01
FG=4264.37
FG=4263.77

135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00 149+00 150+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R005

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

STA. 150+37.0 ℄ GAS LINE *X'ING

155+00

160+00

SEC. 3
T-2-N, R-4-E

ALL R.P.'S
#4 REBAR
FLUSH

150+00.00

165+00.00

PRES. R/W

6" STEEL WEST TEXAS GAS
APPROXIMATE LOCATION.
UNABLE TO LOCATE

TOC/TOS

N60°34'14.39"E

A001 ℄ SURVEY

US56

ASPHALT

70.32'

N57°18'W

73.11'

N20°53'E

95.93'

S 63°59' E

37.64'

S87°20'12.04"E

STA. 151+05.82
CONST. 12' TBSC. DR.
W/ 24" CGSP

CULTIVATION

EVI-2355

4285

4280

4275

4270

4265

4260

4255

4250

4245

4240

4235

BM. 104 STA. 155+88.0
DELINEATOR POST FLUSH WITH GROUND
89.9 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

FG=4263.77

FG=4263.10
STR. 4
STA. 151+05.82
CONST. 24" X 35' CGSP SD
W/ CET 87.84 RT.

FG=4262.34

FG=4261.77

FG=4261.17

FG=4260.63

FG=4260.12

FG=4259.45

FG=4258.73

FG=4258.27

FG=4257.98

FG=4257.86

FG=4257.66

FG=4257.87

FG=4257.83

FG=4257.80

150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R006

OKLAHOMA DEPARTMENT OF TRANSPORTATION

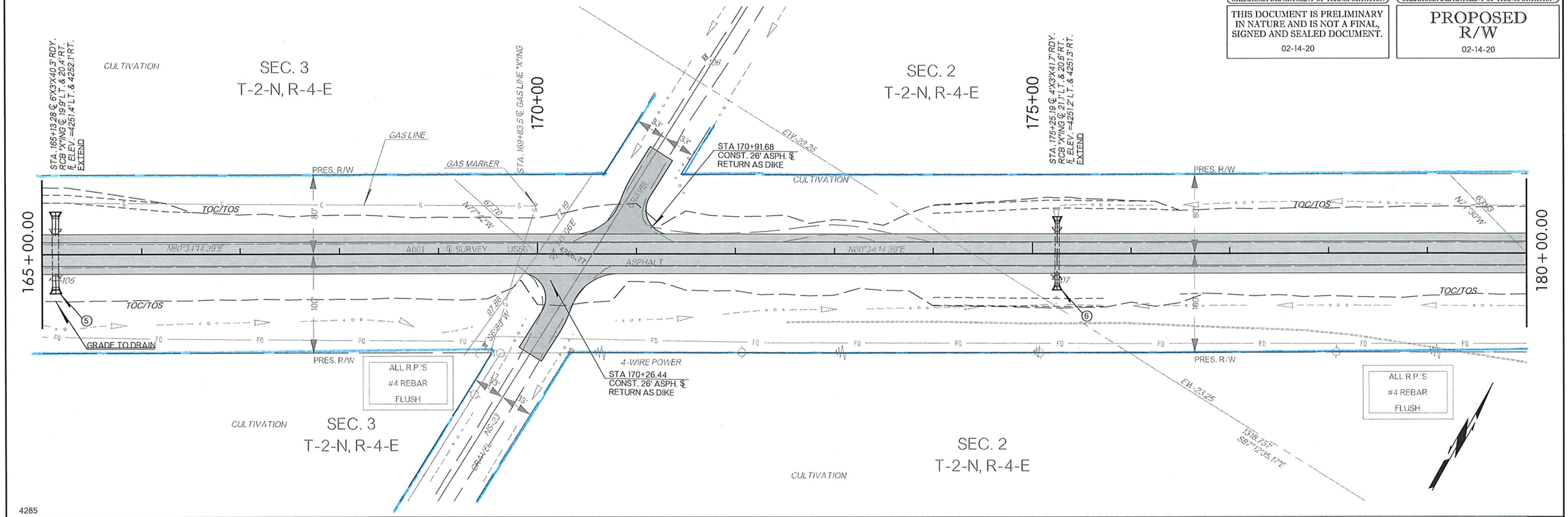
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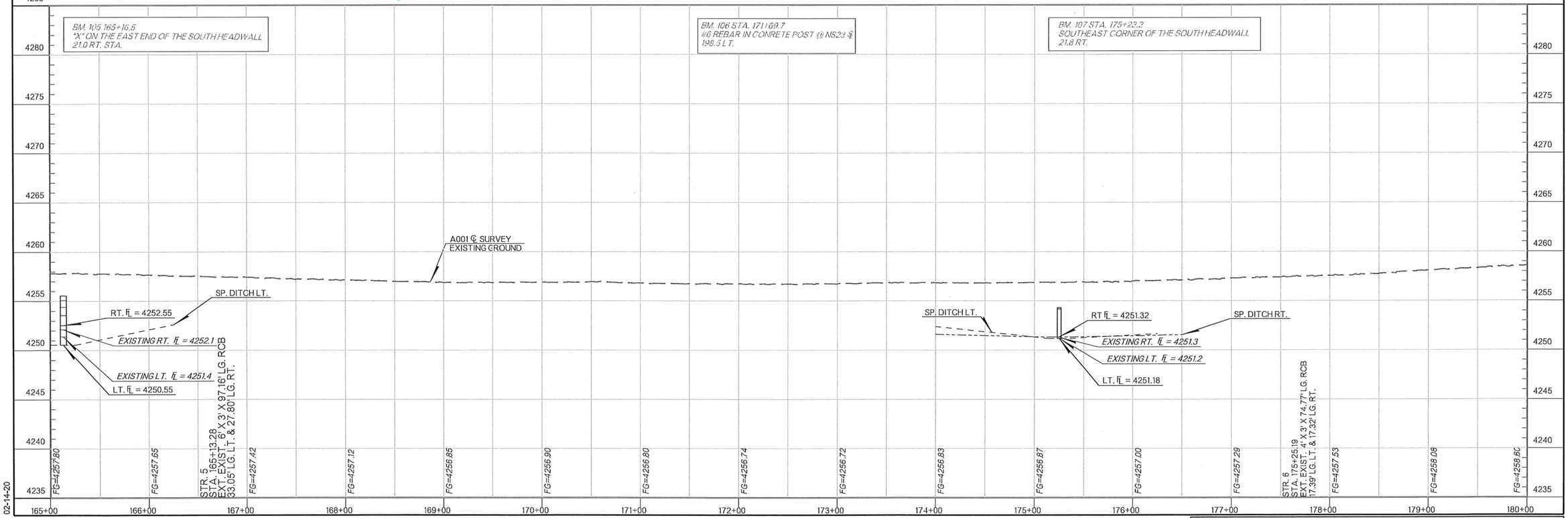
02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20





02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R007

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 2
T-2-N, R-4-E

185+00

190+00

180+00.00

195+00.00

PRES. R/W

TOC/TOS

89.10

S78°24'W

A001 ℄ SURVEY US56

N60°34'14.39"E

95.24

S76°21'E

FO

103

4-WIRE POWER

95.73

97.33

S25°31'E

92.90

ALL R.P.'S
#4 REBAR
FLUSH

N20°01'6"
N2°39'33.41"E

N55°33'25"

SEC. 2
T-2-N, R-4-E

BM. 108 STA. 184+78.9
DELINEATOR POST FLUSH WITH GROUND
100.2 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

4280
4275
4270
4265
4260
4255
4250
4245
4240
4235

FG=4258.60
FG=4258.96
FG=4259.09
FG=4258.69
FG=4258.32
FG=4257.75
FG=4257.18
FG=4256.69
FG=4256.40
FG=4256.11
FG=4255.58
FG=4255.05
FG=4254.65
FG=4254.32
FG=4254.16
FG=4254.05

180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00

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COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R008

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

STA 196+50.00
CONST. 26' ASPH. ℄
W/ 28" x 20" CGSPA SD

STA. 198+87.34
24' TBSC. DR.
REMOVAL

ALL R.P.'S
#4 REBAR
FLUSH

STA. 201+36.0 ℄ FO *X'ING

4-WIRE POWER

CULTIVATION

PRES. R/W +00

TOC/TOS

POE 2+02

ASPHALT

PRES. R/W

A001 ℄ SURVEY

US56

TOC/TOS

PRES. R/W

SEC. 2
T-2-N, R-4-E

SEC. 35
T-3-N, R-4-E

STA. 197+06.99 ℄ 2-WIRE PWR. *X'ING ℄ LOW WIRE ELEV. =1299.2

STA. 197+50.69 ℄ 2-6'X4'X41.4' RDY. RCB *X'ING ℄ 21.5' LT. & 19.9' RT. fL ELEV. =4246.6' LT. & 4247.1' RT. EXTEND

STA. 198+55.9 ℄ TUG *X'ING

4-WIRE POWER
STA 200+51.12
CONST. 26' ASPH. ℄
RETURN AS DIKE

ASPHALT

4-WIRE POWER

BM. 109 STA. 197+58.0
NORTHEAST CORNER OF THE NORTH HEADWALL
22.6 LT.

BM. 110 STA. 208+01.9
DELINEATOR POST FLUSH WITH GROUND
79.1 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

RT fL = 4247.20

EXISTING RT. fL = 4247.1

EXISTING LT. fL = 4246.6

LT. fL = 4246.52

SP. DITCH LT.

STR. 8
STA. 197+50.69
EXT. 6'X 4' X 98.53' LG. RCB
31.20' LG. LT. & 29.94' LG. RT.

FG=4254.05	FG=4253.95	FG=4253.74	FG=4253.52	FG=4253.18	FG=4253.02	FG=4253.01	FG=4252.96	FG=4252.83	FG=4252.69	FG=4252.56	FG=4252.42	FG=4252.23	FG=4252.09	FG=4252.07	FG=4252.03

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00

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COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R009

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

215+00

220+00

STA. 219+41.10 ℄ 4'X2.5'X41.9' RDY. RCB *X'ING ℄ 21.5' LT. & 20.4' RT. ℄ ELEV. =4246.3' LT. & 4246.3' RT. EXTEND

210+00.00

225+00.00

PRES. R/W

4-WIRE POWER

TOC/TOS

A001 ℄ SURVEY US56

N60°34'14.39"E

ASPHALT

42.13

N16°08'E

S0.3

S7°10'7"E

N13°12'4"W

S7°10'43"E

80'

100'

ALL R.P.'S #4 REBAR FLUSH

SEC. 35
T-3-N, R-4-E

BM 111 STA. 219+43.9
NORTHEAST CORNER OF THE NORTH HEADWALL
22.6 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

SP. DITCH LT.

EXISTING RT. ℄ = 4246.3

EXISTING LT. ℄ = 4246.3

RT ℄ = 4246.30

LT. ℄ = 4246.30

STR. 9
STA. 219+41.10
EXT. EXIST. 4' X 2.5' X 82.26' LG. RCB
41.11' LG. LT. & 41.15' LG. RT.

FG=4252.03 FG=4251.79 FG=4251.60 FG=4251.47 FG=4251.42 FG=4251.19 FG=4251.17 FG=4251.05 FG=4250.94 FG=4251.01 FG=4251.08 FG=4251.06 FG=4251.13 FG=4251.19 FG=4251.13 FG=4251.12

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R010

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 35
T-3-N, R-4-E

230+00

235+00

225+00.00

240+00.00

PRES. R/W

4-WIRE POWER

112

TOC/TOS

A001 ℄ SURVEY US56

N60°34'14.39"E

N27°11'41"W 79.09

80.20

N16°50'E

S67°10'E 77.50

33'

33'

70'

100'

85.35

N71°26'W

ALL R.P.'S
#4 REBAR
FLUSH

SEC. 35
T-3-N, R-4-E

SEC. 36
T-3-N, R-4-E

N5°24'

BM. 112 STA. 230+20.9
DELINEATOR POST FLUSH WITH GROUND
78.7' LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

SP. DITCH LT.

4280 4275 4270 4265 4260 4255 4250 4245 4240 4235

FG=4251.12 FG=4251.26 FG=4251.38 FG=4251.52 FG=4251.53 FG=4251.40 FG=4251.35 FG=4251.40 FG=4251.56 FG=4251.48 FG=4250.91 FG=4250.22 FG=4249.46 FG=4248.59 FG=4247.55 FG=4246.73

225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R011

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 36
T-3-N, R-4-E
N/2

245+00

250+00

ALL R.P.'S
#4 REBAR
FLUSH

240+00.00

255+00.00

PRES. R/W

PRES. R/W

4-WIRE POWER

BM 113

BM 114

TOC/TOS

TOC/TOS

70'

70'

85.15

N12°30'E

A001 ℄ SURVEY US56

N60°34'14.39"E

ASPHALT

S27°30'E

260.85

48'

48'

TOC/TOS

TOC/TOS

S00°12'E

93.87

PRES. R/W

PRES. R/W

ALL R.P.'S
#4 REBAR
FLUSH

N27°19'E

80.93

S27°19'W

99.03

N27°19'E

S63°19'25"
S87°19'28.98"E

ELV. 22.5

SEC. 36
T-3-N, R-4-E

BM. 113 STA. 241+05.6
DELINEATOR POST FLUSH WITH GROUND
71.4 LT.

BM. 114 STA. 251+66.0
DELINEATOR POST FLUSH WITH GROUND
69.5 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH LT.

SP. DITCH RT.

4250
4245
4240
4235
4230
4225
4220
4215
4210
4205

FG=4246.73 FG=4246.06 FG=4245.24 FG=4244.44 FG=4243.48 FG=4242.77 FG=4241.80 FG=4240.96 FG=4240.16 FG=4239.50 FG=4238.86 FG=4238.34 FG=4237.93 FG=4237.67 FG=4237.29 FG=4237.22

240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R012

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02-14-20

SEC. 36
T-3-N, R-4-E
N/2

260+00

265+00

26441.06'
N3°03'49.19"E

255+00.00

270+00.00

PRES. R/W

TOC/TOS

70'

A001 ℄ SURVEY US56

N60°34'14.39"E

50'

PRES. R/W

4-WIRE POWER

115

64.85'
N14°42'42"W

82.33'
N16°24'E

84.91'
S74°15'E

84.35'
N72°30'01"W

ALL R.P.'S
#4 REBAR
FLUSH

NS-24-5

SEC. 36
T-3-N, R-4-E

BM. 115 STA. 262+64.4
DELINEATOR POST FLUSH WITH GROUND
69.1 LT.

A001 ℄ SURVEY
EXISTING GROUND

FG=4237.22		FG=4237.12		FG=4236.90		FG=4236.83		FG=4236.86		FG=4236.69		FG=4236.48		FG=4236.33		FG=4236.07		FG=4235.86		FG=4235.50	
255+00		256+00		257+00		258+00		259+00		260+00		261+00		262+00		263+00		264+00		265+00	

FG=4235.28		FG=4234.98		FG=4234.77		FG=4234.58		FG=4234.32													
266+00		267+00		268+00		269+00		270+00													

4250 4245 4240 4235 4230 4225 4220 4215 4210 4205

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R013

OKLAHOMA DEPARTMENT OF TRANSPORTATION

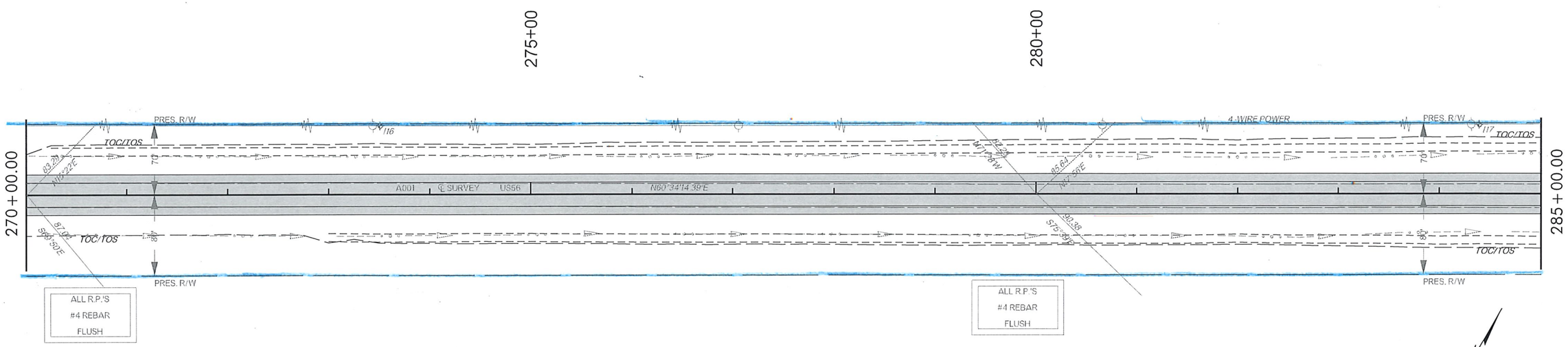
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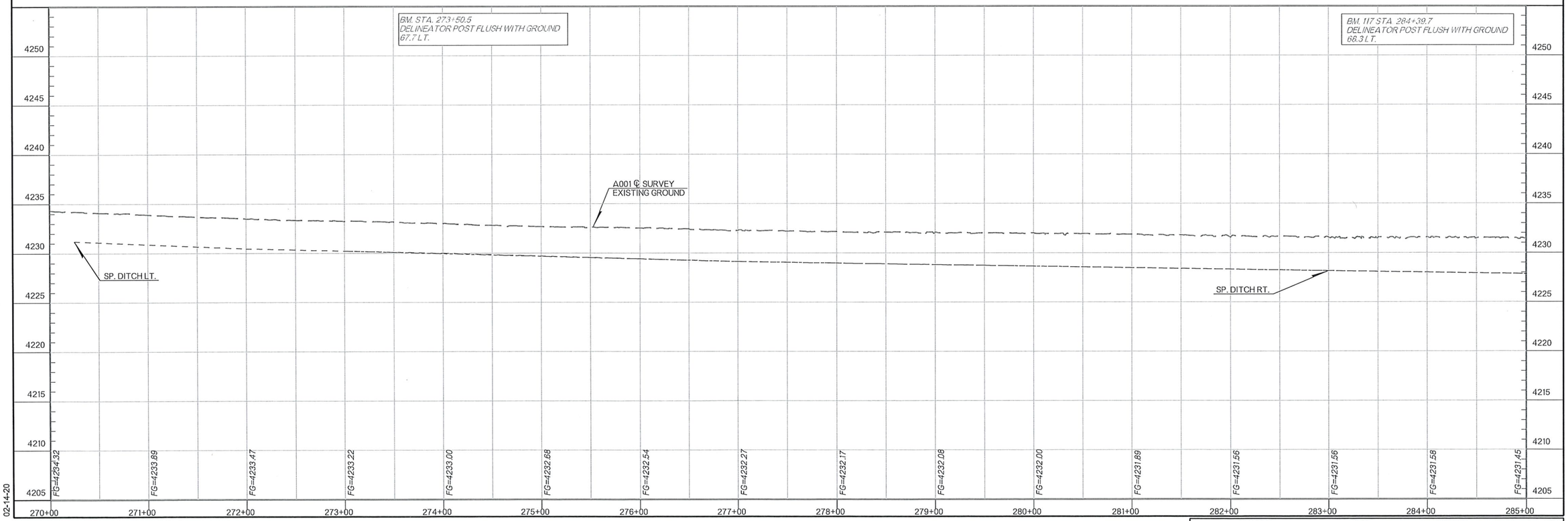
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PROPOSED R/W

02-14-20



SEC. 36
T-3-N, R-4-E



02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R014

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PROPOSED R/W

02-14-20

SEC. 36
T-3-N, R-4-E

290+00

295+00

SEC. 30
T-3-N, R-5-E

285+00.00

300+00.00

C13487

EW-22

33'

PI STA. 295+33.48

STA 295+67.62
CONST. 26' ASPH. ℄ RETURN
W/ 2-28" X 20' CGSPA SD

STA. 297+97.52
20' TBSC. DR.
REMOVAL

STA. 295+89.27
20' TBSC. DR.
REMOVAL

PRES. R/W

TOC/TOS

4-WIRE POWER

A001 ℄ SURVEY US56

N60°34'14.39"E

N60°34'02.00"E

ASPHALT

N71°11'41"W 89.54'

N13°32'26"E 81.60'

N76°46'W 89.60'

S73°18'57"E 79.81'

N13°32'26"E 83.72'

STA 295+17.37
CONST. 26' ASPH. ℄
RETURN AS DIKE

GRAVEL

ALL R.P.'S
#4 REBAR
FLUSH

ALL R.P.'S
#4 REBAR
FLUSH

STA. 296+40.69 15'X33.0' LONG STEEL PIPE S.D. @ 165.1' LT. EL ELEV. = 4225.7' W. & 4225.3' E. LEAVE

STA. 297+36.68 15'X50.2' LONG STEEL PIPE S.D. @ 73.3' LT. EL ELEV. = 4225.0' S. & 4224.6' N. REMOVE

SEC. 31
T-3-N, R-5-E

SEC. 36
T-3-N, R-4-E

C13487 STA. 295+74.4
ODOT BRASS MONUMENT SET IN CONCRETE POST @ EW22 ℄
00.00 LT. STA. 000+00.00
215.1 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

SP. DITCH LT.

STR. 10
STA. 295+67.62
CONST. 2-28" X 20' X 34' CGSPA SD
W/ CET 44.95 R.T.

4250 4245 4240 4235 4230 4225 4220 4215 4210 4205

FG=4231.45 FG=4230.98 FG=4230.82 FG=4230.61 FG=4230.35 FG=4230.19 FG=4229.99 FG=4229.74 FG=4229.38 FG=4229.05 FG=4229.01 FG=4228.75 FG=4228.38 FG=4228.03 FG=4227.69 FG=4227.24

285+00 286+00 287+00 288+00 289+00 290+00 291+00 292+00 293+00 294+00 295+00 296+00 297+00 298+00 299+00 300+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R015

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PROPOSED R/W

02-14-20

SEC. 30
T-3-N, R-5-E

305+00

310+00

NS 23.35

300+00.00

315+00.00

PRES. R/W

TOC/TOS

49'

A001 ℄ SURVEY US56

N60°34'02.00"E

81.82'

N19°14'24"W

S19°30'W 94.65'

40'

ALL R.P.'S
#4 REBAR
FLUSH

SEC. 30
T-3-N, R-5-E

N17°30'W
N2°19'19.42"E

SEC. 31
T-3-N, R-5-E

33'

EW 22

BM. 118 STA. 306+15.6
DELINEATOR POST FLUSH WITH GROUND
81.9 LT.

A001 ℄ SURVEY
EXISTING GROUND

4250
4245
4240
4235
4230
4225
4220
4215
4210
4205

FG=4227.24
FG=4227.08
FG=4226.52
FG=4226.04
FG=4225.53
FG=4225.02
FG=4224.61
FG=4224.26
FG=4223.80
FG=4223.36
FG=4222.90
FG=4222.38
FG=4221.97
FG=4221.50
FG=4221.07
FG=4220.50

300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00

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COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R016

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PROPOSED R/W

02-14-20

SEC. 30
T-3-N, R-5-E

320+00

325+00

PASTURE

PASTURE

STA. 323+39.52 ℄ 6'X3'X42.0' RDY. RCB SKEWED 60° RT. & FWD. *X'ING ℄ 20.7' LT. & 21.3' RT. fL ELEV. =4211.7' LT. & 4211.4' RT. EXTEND

STA. 323+72.5 ℄ FO *X'ING

4-BW

GRAVEL

4-BW

4-BW

4-BW

NS-25.5

91.62

90.90

N28°53'4"W

ALL R.P.'S
#4 REBAR
FLUSH

PRES. R/W

119

4-WIRE POWER

PRES. R/W

STA. 324+35.03
CONST. 12' TBSC. DR.
W/ 18" CGSP SD

315+00.00

330+00.00

TOC/TOS

12

13

GRAVEL

TOC/TOS

A001 ℄ SURVEY US56

N60°34'02.00"E

ASPHALT

120

TOC/TOS

TOC/TOS

STA. 323+10.19
CONST. 12' TBSC. DR.
W/ 35" X 24" CGSPA SD

11

PTCL

FO

FO

FO

FO

FO

PRES. R/W

PRES. R/W

ALL R.P.'S
#4 REBAR
FLUSH

88.92

88.88

S28°53'4"E

91.41

SEC. 30
T-3-N, R-5-E

CULTIVATION

STA. 323+09.51 35"X24"X20.0' LONG CGMPA S.D. ℄ 46.3' RT. fL ELEV. = 4212.7' W. & 4212.4' E. REMOVE

GRAVEL

2633.89'
N2°04'59.28"E

CULTIVATION

250.00'
S29°25'56.80"E

250.00'
N29°25'56.80"W

BM. 119 STA. 316+81.3
DELINEATOR POST FLUSH WITH GROUND
83.6 LT.

BM. 120 STA. 323+47.9
SOUTHEAST CORNER OF THE SOUTH HEADWALL
22.5 RT.

STR. 11
STA. 323+10.19
CONST. 24" X 44" CGSP SD
W/ CET 46.16 RT.

STR. 12
STA. 323+99.52
EXT. EXIST. 6" X 3' X 100.45' LG. RCB
41.42' LG. LT. & 42.85' LG. RT.

STR. 13
STA. 324+35.03
CONST. 18" X 32" CGSP SD
W/ CET 46.05 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

LT. fL = 4211.86

EXISTING LT. fL = 4211.70

SP. DITCH LT.

SP. DITCH RT.

RT fL = 4211.27

EXISTING RT. fL = 4211.40

4250	4245	4240	4235	4230	4225	4220	4215	4210	4205

315+00	316+00	317+00	318+00	319+00	320+00	321+00	322+00	323+00	324+00	325+00	326+00	327+00	328+00	329+00	330+00
FG=4220.50	FG=4219.95	FG=4219.29	FG=4218.81	FG=4218.29	FG=4217.91	FG=4217.46	FG=4217.05	FG=4216.83	FG=4216.47	FG=4216.12	FG=4215.88	FG=4216.05	FG=4216.00	FG=4215.79	FG=4215.83

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R017

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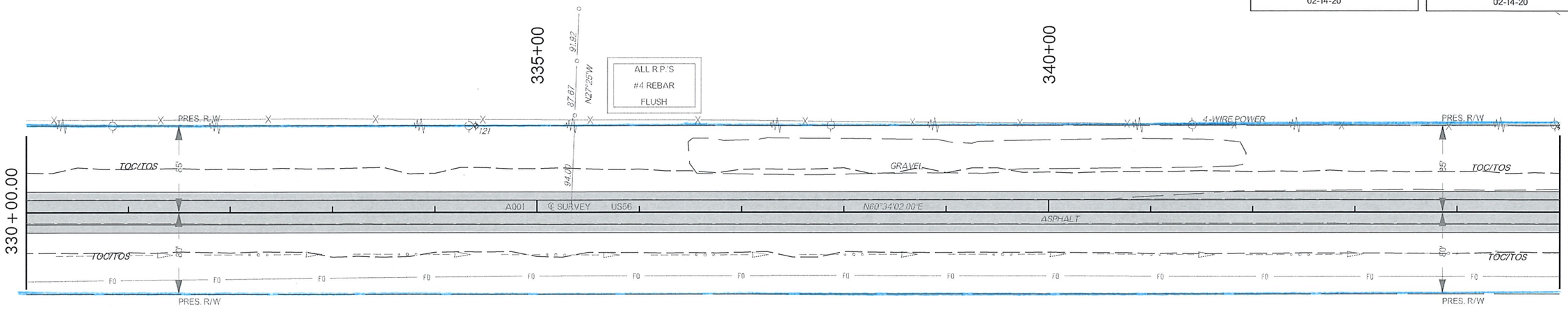
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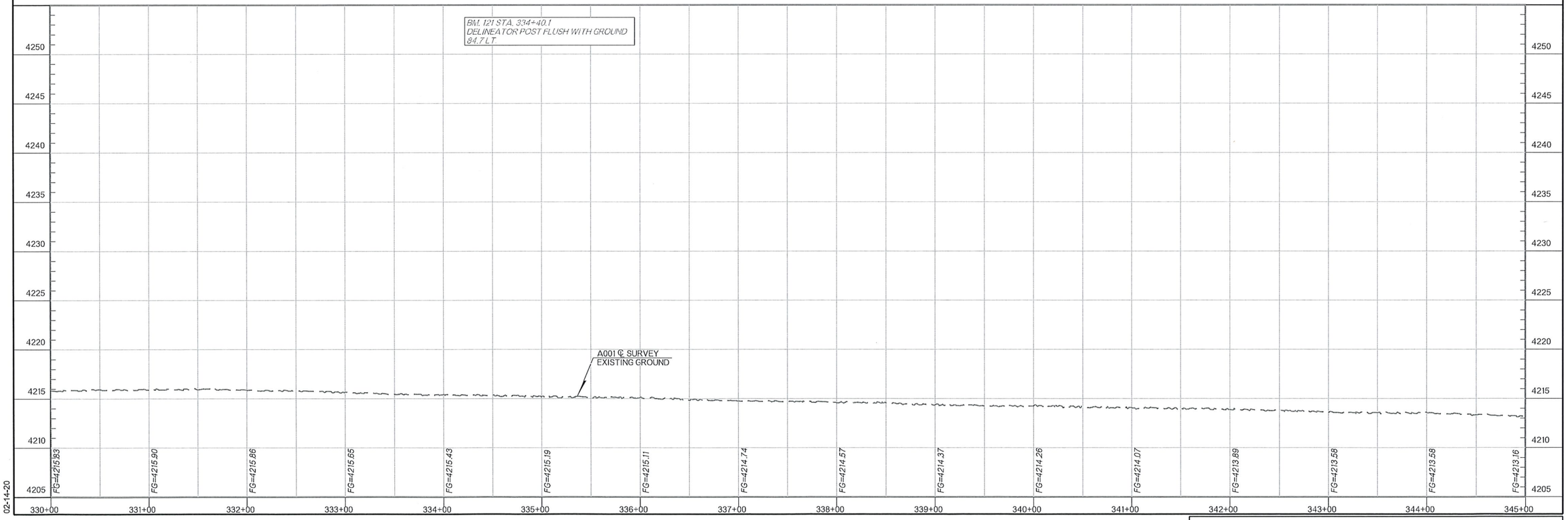
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PROPOSED R/W

02-14-20



SEC. 30
T-3-N, R-5-E



02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R018

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PROPOSED R/W
02-14-20

SEC. 30
T-3-N, R-5-E

SEC. 29
T-3-N, R-5-E

PASTURE

ALL R.P.'S
#4 REBAR
FLUSH

350+00

355+00

345+00.00

360+00.00

STA 354+71.69
CONST. 26' ASPH. ℄ RETURN
W/ 18" CGSP SD

DO NOT DISTURB

4-WIRE POWER

PRES. R/W

TOC/TOS

A001 ℄ SURVEY US56 N69°34'02.00"E

M202

GRAVEL

ASPHALT

FO

STA 354+34.44
CONST. 44' ASPH. ℄
RETURN W/ 18" CGSP SD

EW-21.5

2662.124'
S87°18'53.02"E

CULTIVATION

US-385

NS-26 ASPHALT

70°19'00"
NE°41'02.00"E

S26°12'E

S27°45'E

STA 355+07.8 ℄ GAS LINE 'X'ING

ALL R.P.'S
#4 REBAR
FLUSH

SEC. 29
T-3-N, R-5-E

PASTURE

BM. 122 STA. 345+00.7
DELINEATOR POST FLUSH WITH GROUND
83.4 LT.

M202 STA. 355+89.1
STEEL ROD
81.4 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

SP. DITCH LT

SP. DITCH RT.

4215 4210 4205 4200 4195 4190 4185 4180 4175 4170

FG=4213.16 FG=4212.90 FG=4212.76 FG=4212.76 FG=4212.45 FG=4212.24 FG=4212.10 FG=4211.92 FG=4211.72 FG=4211.63

STR. 14
STA. 354+34.44
CONST. 18" X 44' CGSP SD
W/ CET 44.8' RT.

STR. 15
STA. 354+71.69
CONST. 18" X 60' CGSP SD
W/ CET 42.54 LT.

FG=4211.32 FG=4211.07 FG=4211.01 FG=4210.92 FG=4210.92 FG=4210.70

345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00 360+00

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COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R019

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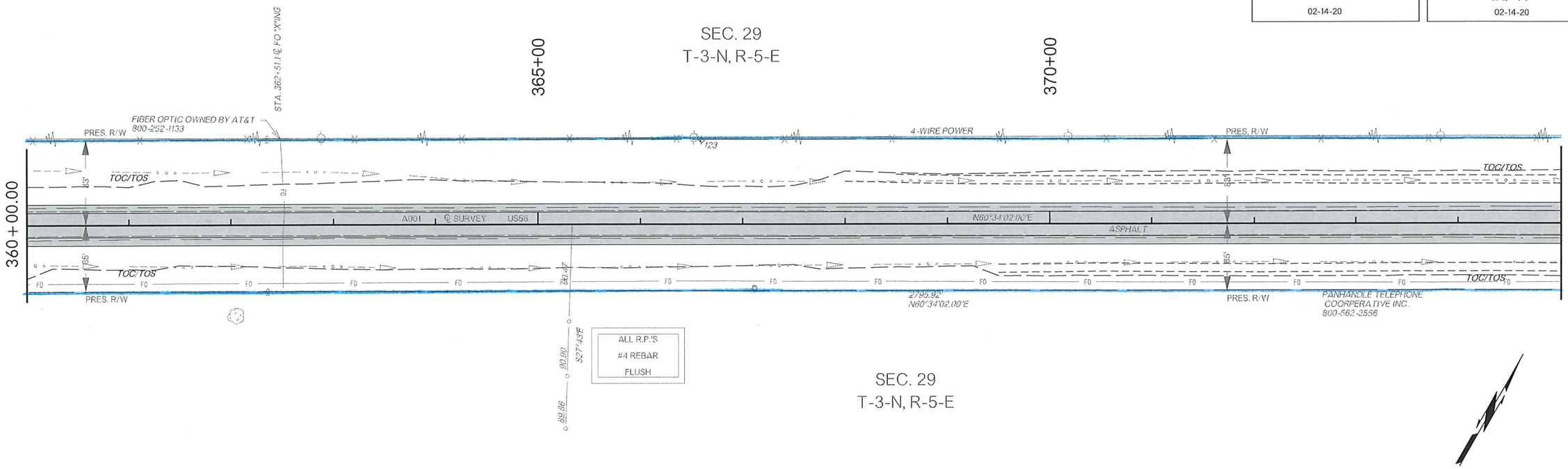
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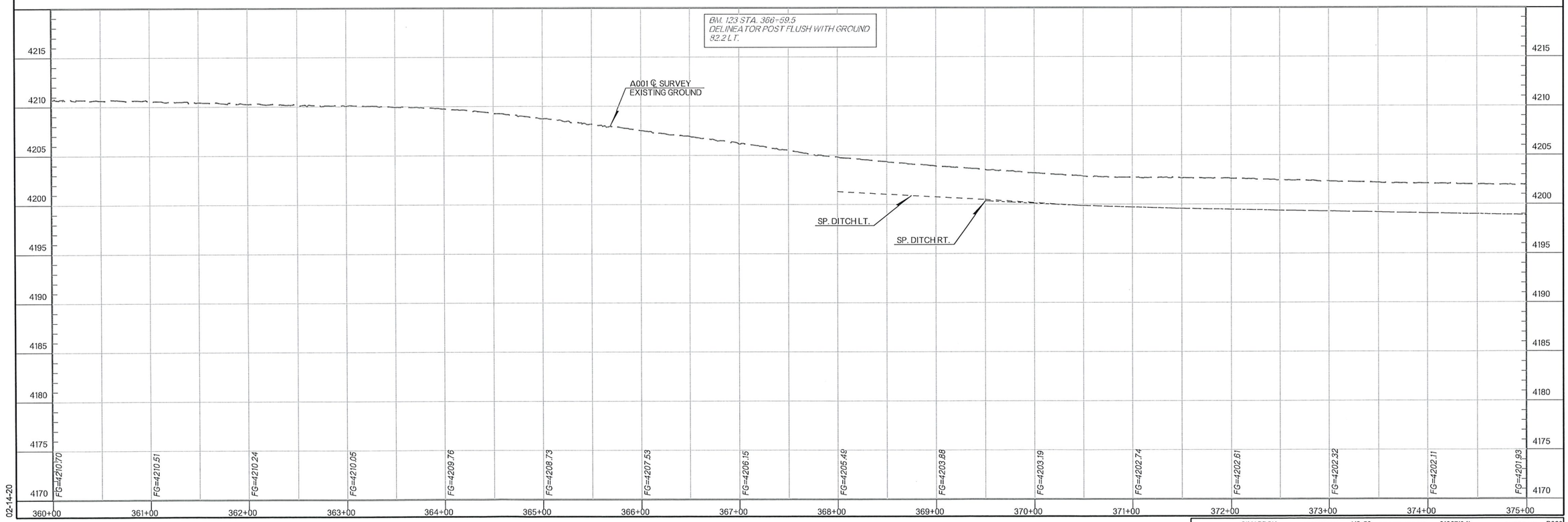
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PROPOSED R/W

02-14-20





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COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R020

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PROPOSED R/W

02-14-20

380+00

SEC. 29
T-3-N, R-5-E

385+00

STA. 382+77.23 ℄ 4'X2'X39.8' RDY.
RCB. W/WG ℄ 19.9' LT. & 18.9' RT.
(E. ELEV. =4197.1' LT. & 4196.7' RT.
EXTEND

ALL R.P.'S
#4 REBAR
FLUSH

7'16.2'
S2°16'17.15"W

531.79'
N2°16'17.15"E

PRES. R/W

124

4-WIRE POWER

364.59'
N60°34'02.00"E

TOC/TOS

16

125

A001 ℄ SURVEY US56

N60°34'02.00"E

375+00.00

390+00.00

42'

66'

PRES. R/W

+50.00
70.00'

R/W

+50.00
70.00'

+50.00
70.00'

R/W

70.00'

70.00'

R/W

368.14'
N60°34'02.00"E

70.00'

PTCI

PRES. R/W

S29°22'58.00"E
100.00'

N29°22'58.00"W
100.00'

40.00'
N60°34'02.00"E

S76°29'
89.40'

N13°30'E

420'28

802.17'

S76°29'

58.77'
S2°16'17.15"W

93.47'
S29°48'E

90.82'

PASTURE

ALL R.P.'S
#4 REBAR
FLUSH

N15°20'E

SEC. 29
T-3-N, R-5-E

BM. 124 STA. 377+55.0
DELINEATOR POST FLUSH WITH GROUND
81.0 L.T.

BM. 125 STA. 382+80.2
NORTHEAST CORNER OF THE NORTH HEADWALL
21.1 L.T.

4215
4210
4205
4200
4195
4190
4185
4180
4175
4170

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

LT. FL = 4197.18

EXISTING LT. FL = 4197.1

EXISTING RT. FL = 4196.7

RT FL = 4196.61

SP. DITCH RT.

FG=4201.93 FG=4201.76 FG=4201.48 FG=4201.50 FG=4201.28 FG=4201.26 FG=4201.16 FG=4200.99 FG=4200.96 FG=4200.64 FG=4200.29 FG=4200.28 FG=4200.35 FG=4200.50 FG=4200.28 FG=4200.47

STR. 16
STA. 382+77.23
2 X 1 EXIST. 4' X 2' X 83.84' LG. RCB
24.35' LG. L.T. & 22.46' LG. R.T.

375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R021

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PROPOSED R/W

02-14-20

PASTURE

6" STEEL GAS LINE WESTERN TEXAS GAS

GAS LINE

ALL R.P.'S #4 REBAR FLUSH

395+00

400+00

STA. 397+92.1 ℄ 4-WIRE PWR. *XING ℄ LOW WIRE ELEV. =4227.3

STA. 398+01.1 ℄ GAS LINE *XING

SEC. 20
T-3-N, R-5-E

CULTIVATION

4-WIRE POWER

PRES. R/W

STA. 396+91.53
CONST. 12' ASPH. DR.
W/ 18" CGSP SD

TOC/TOS

390+00.00

405+00.00

A001 ℄ SURVEY US56

N60°34'02.00"E

ASPHALT

FO

2-WIRE POWER

1371.39'
N60°34'02.00"E

STA. 398+63.49
CONST. 26' ASPH. ℄
RETURN W/ 18" CGSP SD

4-WIRE POWER

2696.04'
S87°41'22.07"E

SEC. 29
T-3-N, R-5-E

STA. 396+70.8 ℄ 4-WIRE PWR. *XING ℄ LOW WIRE ELEV. =4229.3

BM. 126 STA. 392+14.0
DELINEATOR POST FLUSH WITH GROUND
82.4 LT.

BM. 127 STA. 401+57.1
DELINEATOR POST FLUSH WITH GROUND
64.4 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

FG=4200.47 | FG=4200.47 | FG=4200.61 | FG=4200.73 | FG=4201.00 | FG=4201.17 | FG=4201.29 STR. 17 STA. 396+76.84 CONST. 18" X 28' CGSP SD W/ CET 42.81 LT. | FG=4201.36 STR. 18 STA. 398+90.80 CONST. 18" X 40' CGSP SD W/ CET 42.07 RT. | FG=4201.32 | FG=4201.48 | FG=4201.71 | FG=4201.77 | FG=4201.84 | FG=4201.87 | FG=4201.84 | FG=4200.92

4215 4210 4205 4200 4195 4190 4185 4180 4175 4170

390+00 391+00 392+00 393+00 394+00 395+00 396+00 397+00 398+00 399+00 400+00 401+00 402+00 403+00 404+00 405+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R022

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

410+00

415+00

405+00.00

420+00.00

PRES. R/W

TOC/TOS

A001 ℄ SURVEY US56

N60°34'02.00"E

N57°28'42.03"E

ASPHALT

185'

105'

92.14 S30°40'E

90.45

ALL R.P.'S #4 REBAR FLUSH

SEC. 20
T-3-N, R-5-E

STA. 412+26.40
CONST. 18' ASPH. DR.

STA. 412+36.35 24'X32.4' LONG CGMP S.D. ℄ 45.7' RT.
FL ELEV. = 4186.5' W. & 4186.4' E.
LEAVE

GRAVEL

PASTURE

STA. 416+18.23 PC

STA. 417+75.65 ℄ 8'X3'X42.3' RDY. RCB SKEWED 60° RT. & FWD. W/WING ℄ 18.9' LT. & 23.4' RT.
FL ELEV. =4183.2' LT. & 4183.0' RT.
EXTEND

ALL R.P.'S #4 REBAR FLUSH

STA 417+43.29
CONST. 26' ASPH. ℄ RETURN W/ 18" CGSP SD

WIRE POWER

N202

STA 418+24.30
CONST. 26' ASPH. ℄ RETURN W/ 18" CGSP SD

CULTIVATION

GRAVEL

PASTURE

PT STA. 419+35.45

PRES. R/W

TOC/TOS

PI STA 417+76.88

11.58'

+00.00
110.00'

DELTA 3°10'19.97"
D 1°00'00.00"
T 158.65'
L 317.22'
R 5729.578'
E 2.20'
C N58°58'52.01"E

STA. 418+10.8 ℄ 2-WIRE POWER W/WING ℄ LOW WIRE ELEV. = 4218.0

STA. 418+37.8 ℄ FO 'X' W/G

+00.0
R/W

SEC. 21
T-3-N, R-5-E

BM. 128 STA. 411+64.8
DELINEATOR POST FLUSH WITH GROUND
63.8 RT.

N202 STA. 417+62.7
STEEL ROD ℄ NS27 ℄
78.8 RT.

STR. 19
A. 417+27.72
CONST. 18" X 60' CGSP SD
W/ CET 50.15 RT.

STR. 20
A. 417+75.65
EXIST. 8'X3' X 108.33' LG. RCB
SKEW 60° RT. FWD.
28.27' LG. LT. & 33.26' LG. RT.

STR. 21
A. 418+39.00
CONST. 18" X 50' CGSP SD
W/ CET 46.10 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

LT. FL = 4183.31

EXISTING LT. FL = 4183.2

RT. FL = 4182.92

EXISTING RT. FL = 4183.0

FG=4200.92	FG=4199.53	FG=4197.94	FG=4195.90	FG=4193.76	FG=4192.10	FG=4190.81	FG=4190.11	FG=4189.83	FG=4189.54	FG=4189.33	FG=4189.23	FG=4189.18	FG=4189.04	FG=4188.68	FG=4188.31

4215 4210 4205 4200 4195 4190 4185 4180 4175 4170

405+00 406+00 407+00 408+00 409+00 410+00 411+00 412+00 413+00 414+00 415+00 416+00 417+00 418+00 419+00 420+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

425+00

430+00

420+00.00

435+00.00

STA. 426+25.53 @ 5'X2'X37.9' RDY. RCB, WINGS @ 19.3' LT. & 18.8' RT. FLARE WING @ 180.7' LT. & 180.3' RT. EXTEND

ALL R.P.'S #4 REBAR FLUSH

PASTURE

PRES. R/W

TOC/TOS

A001 ℄ SURVEY US56

N57°23'42.03"E

129

130

FO

TUC

100.00' S32°36'17.97"E

100.00' N32°36'17.97"W

40.00' N57°23'42.03"E

SEC. 21
T-3-N, R-5-E

BM. 129 STA. 426+29.0
NORTHEAST CORNER OF THE NORTH HEADWALL
20.5 LT.

BM. 130 STA. 434+99.4
DELINEATOR POST FLUSH WITH GROUND
60.0 LT.

STR. 22
STA. 426+25.53
EXT. 5'X2'X85.55' LG. RCB
23.14' LG. LT. & 26.16' LG. RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH RT.

LT. fl = 4180.79

SP. DITCH LT.

EXISTING LT. fl = 4180.7

EXISTING RT. fl = 4180.3

RT fl = 4180.20

SP. DITCH RT.

FG=4188.31 FG=4187.95 FG=4187.60 FG=4187.15 FG=4186.62 FG=4186.07 FG=4185.55 FG=4185.20 FG=4184.68 FG=4184.42 FG=4184.04 FG=4183.68 FG=4183.63 FG=4183.36 FG=4182.94 FG=4182.68

4215 4210 4205 4200 4195 4190 4185 4180 4175 4170

420+00 421+00 422+00 423+00 424+00 425+00 426+00 427+00 428+00 429+00 430+00 431+00 432+00 433+00 434+00 435+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R024

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 21
T-3-N, R-5-E
NW/4
LYING NORTH
OF HIGHWAY

440+00

445+00

435+00.00

450+00.00

ALL R.P.'S #4 REBAR FLUSH

ALL R.P.'S #4 REBAR FLUSH

RUIN

137.59
178.17

3-BW

2624.17'
S87°31'59.12"E

97.93
N0°1'W

98.08

92.54

PRES. R/W

PANHANDLE TELEPHONE COOPERATIVE INC.

TOC/TOS

A001 ℄ SURVEY

US56

N57°23'42.03"E

131

92.61
90.17
N26°13'W

89.96

+10.39
76.80

43.41
77.08

RUIN

50.93
N8°27'E

+87.14
159.36

RUIN

EIV 20.5

SEC. 21
T-3-N, R-5-E

BM 131 STA. 444+53.5
DELINEATOR POST FLUSH WITH GROUND
75.1 LT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

4195
4190
4185
4180
4175
4170
4165
4160
4155
4150

FG=4182.68
FG=4182.46
FG=4182.13
FG=4181.80
FG=4181.64
FG=4181.30
FG=4181.04
FG=4180.70
FG=4180.51
FG=4180.43
FG=4180.29
FG=4180.07
FG=4179.86
FG=4179.73
FG=4179.59
FG=4179.40

435+00 436+00 437+00 438+00 439+00 440+00 441+00 442+00 443+00 444+00 445+00 446+00 447+00 448+00 449+00 450+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R025

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 21
T-3-N, R-5-E
NE/4
TRACT

455+00

460+00

450+00.00

465+00.00

STA. 451+45.36 ℄ 10'X3'X38.2' RDY. RCB 'X'ING ℄ 19.6' LT. & 18.6' RT. E. ELEV. =4173.3' LT. & 4173.0' RT. EXTEND

STA. 451+96.43 ℄ 3'X2'X37.8' RDY. RCB 'X'ING ℄ 19.3' LT. & 18.5' RT. E. ELEV. =4174.6' LT. & 4174.4' RT. EXTEND

4175.25

N2°32'40.2"E

3-BW

GRAVEL

STA. 451+75.86
CONST. 18' ASPH. DR.
AS DIKE

CULTIVATION

PRES. R/W

TOC/TOS

23

24

92'

76'

1178.42'
S57°23'42.03"W

N57°23'42.03"E

ASPHALT

STA. 451+72.58
CONST. 16' TBSC. DR.
AS DIKE

133

1419.84'
N57°23'42.03"E

PASTURE

STA. 450+38.2 ℄ TUG 'X'ING
STA. 450+38.3 ℄ FO 'X'ING
STA. 450+76.3 ℄ TUG 'X'ING

SEC. 21
T-3-N, R-5-E

RR MP 123.35
DOT NO. 014070F
US-56

BNSF RR R/W

75'

BNSF RAILWAY

GRAVEL

A001 ℄ SURVEY

US56

ASPHALT

134

86.85

90.08

90.94

S30°23'E

ALL R.P.'S
#4 REBAR
FLUSH

STA. 463+51.57 ℄ 5'X2'X44.4' RDY. RCB SKEWED 45° RT. & FWD. 'X'ING ℄ 22.5' LT. & 21.9' RT. E. ELEV. =4170.7' LT. & 4170.5' RT. EXTEND

BM. 132 STA. 451+51.7
NORTHEAST CORNER OF THE NORTH HEADWALL
20.4 LT.

BM. 133 STA. 451+97.8
#6 REBAR IN CONRETE POST @ ?? ℄
105.9 RT.

BM. 134 STA. 463+68.9
NORTHWEST CORNER OF THE SOUTH HEADWALL
22.1 RT.

A001 ℄ SURVEY
EXISTING GROUND

LT. fL = 4174.65

LT. fL = 4173.37

SP. DITCH RT.

SP. DITCH LT.

EXISTING LT. fL = 4174.6

EXISTING RT. fL = 4174.4

EXISTING LT. fL = 4173.3

EXISTING RT. fL = 4173.0

RT fL = 4174.34

RT. fL = 4172.93

RT. fL = 4170.41

EXISTING RT. fL = 4170.5

LT. fL = 4170.83

EXISTING LT. fL = 4170.7

STR. 23
STA. 451+45.36
EXT. EXIST. 10' X 3' X 93.79' LG. RCB
23.14' LG. LT. & 27.80' LG. RT.

FG=4179.40

FG=4179.19

STR. 24
STA. 451+96.43
EXT. EXIST. 9' X 2' X 81.60' LG. RCB
23.14' LG. LT. & 26.16' LG. RT.

FG=4178.91

FG=4178.00

FG=4177.17

FG=4176.57

FG=4176.02

FG=4175.46

FG=4174.91

FG=4174.45

FG=4174.26

FG=4174.37

FG=4174.79

STR. 25
STA. 463+51.57
EXT. EXIST. 5' X 2' X 120.92' LG. RCB
28.09' LG. LT. & 31.28' LG. RT.

FG=4175.73

FG=4176.23

FG=4174.30

BEGIN EXCEPTION RAILROAD ℄ SURVEY STA. 463+88.93

END EXCEPTION RAILROAD ℄ SURVEY STA. 464+31.32

4195 4190 4185 4180 4175 4170 4165 4160 4155 4150

450+00 451+00 452+00 453+00 454+00 455+00 456+00 457+00 458+00 459+00 460+00 461+00 462+00 463+00 464+00 465+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R026

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

470+00

SEC. 21
T-3-N, R-5-E

475+00

CULTIVATION

PRES. R/W

TOC/TOS

1816.31'
N57°23'42.03"E

N65°19'W

89.54

N32°01'E

N57°23'42.03"E

A001 ℄ SURVEY

U556

933.34'
N57°23'42.03"E

465+00.00

480+00.00

105.4
73.0

S17°02'E

89.54

135

1-WIRE POWER

2-WIRE POWER

ALL R.P.'S
#4 REBAR
FLUSH

SEC. 21
T-3-N, R-5-E

GRAVEL

BNSF RR. R/W

L 403.06'
R 1007.33'

N42°13'E

98.15'

+99.93
209.86
METAL BDLG

BM. 135 STA. 472+20.4
DELINEATOR POST FLUSH WITH GROUND
73.0 RT.

A001 ℄ SURVEY
EXISTING GROUND

SP. DITCH LT.

SP. DITCH RT.

SP. DITCH LT.

4195
4190
4185
4180
4175
4170
4165
4160
4155
4150

FG=4174.30
FG=4172.50
FG=4171.31
FG=4170.75
FG=4170.38
FG=4170.21
FG=4170.05
FG=4169.86
FG=4169.70
FG=4169.60
FG=4169.48
FG=4169.49
FG=4169.35
FG=4169.20
FG=4168.97
FG=4168.85

465+00 466+00 467+00 468+00 469+00 470+00 471+00 472+00 473+00 474+00 475+00 476+00 477+00 478+00 479+00 480+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R027

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 21
T-3-N, R-5-E

SEC. 22
T-3-N, R-5-E

SEC. 15
T-3-N, R-5-E

ORIGINAL TOWNSITE BOISE CITY

STA. 481+98.64 36"X22"X45.0' LONG RCPA SD. ℄ 90.9' RT.
℄ ELEV. = 4164.3' W. & 4164.2' E.
LEAVE
STA. 482+24.70 ℄ 6'X2'X49.5' RDY. RCB SKEWED 45° LT. & FWD.
℄ ELEV. = 4164.7' LT. & 4164.6' RT.
EXTEND

STA 483+00.00
CONST. 26' ASPH. ℄ RETURN
W/ 18" CGSP SD

STA 482+25.00
CONST. 30' ASPH. ℄ RETURN AS DIKE

STA 483+62.32 PC
N21°12'49"W 383.86'

STA. 489+29.41 ℄ 3'X2'X53.1' RDY. RCB SKEWED 45° RT. & FWD.
"X" ING ℄ 26.9' LT. & 26.2' RT.
℄ ELEV. = 4162.1' LT. & 4162.2' RT.
EXTEND
STA. 490+12.48 36"X22"X50.3' LONG CGMPA S.D. ℄ 49.0' LT.
℄ ELEV. = 4162.9' S. & 4162.5' N.
LEAVE
STA. 490+27.47 36"X22"X56.5' LONG CGMPA S.D. ℄ 41.8' RT.
℄ ELEV. = 4161.8' S. & 4161.0' N.
LEAVE
STA. 491+64.72 36"X22"X48.0' LONG CGMPA S.D. ℄ 42.5' LT.
℄ ELEV. = 4161.8' W. & 4161.8' E.
REMOVE
STA. 493+02.92 30"X63.8' LONG CGMP S.D. ℄ 41.6' LT.
℄ ELEV. = 4161.4' S. & 4161.4' N.
REMOVE

STA 489+31.90
CONST. 24' ASPH. ℄ RETURN W/ 18" CGSP

STA 490+48.01
CONST. 24' ASPH. ℄ RETURN AS DIKE

STA. 491+65.22
CONST. 23' ASPH. DR. W/ 18" CGSP

STA. 492+99.17
CONST. 28' ASPH. DR. W/ 18" CGSP

480+00.00

485+00

490+00

495+00.00

CI3489

ALL R.P.'S #4 REBAR FLUSH

CITY LIMITS

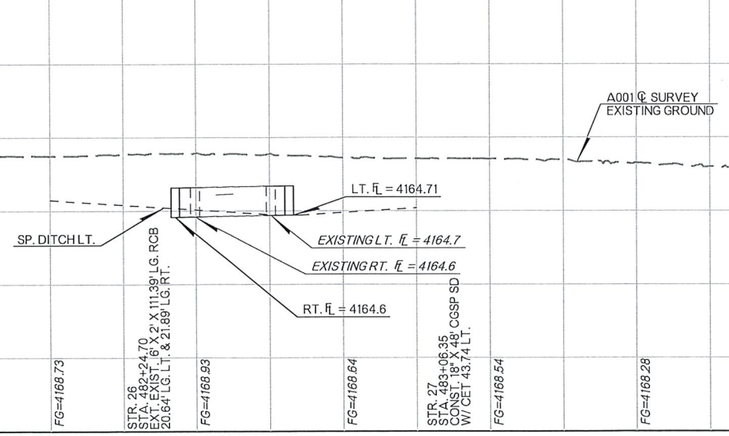
Twelfth Street

BM. 136 STA. 482+56.9
NORTHEAST CORNER OF THE NORTH HEADWALL
26.0 LT.

B202 STA. 484+83.4
STEEL ROD
435.9 RT.

C-13-488 STA. 485+29.7
ODOT BRASS MONUMENT SET IN CONCRETE POST
@ NS28 ℄
278.7 LT.

BM. 137 STA. 494+39.0
DELINEATOR POST FLUSH WITH GROUND
74.6 RT.



	FG=4168.85	FG=4168.73	STR. 26 STA. 482+24.70 20.64' LG. LT. & 21.89' LG. RT.	FG=4168.93	FG=4168.64	STR. 27 STA. 483+06.35 CONST. 18" X 48' CGSP SD W/ CET 43.74 LT.	FG=4168.54	FG=4168.28	FG=4167.82	FG=4167.48	STR. 28 STA. 489+29.41 26.74' LG. LT. & 20.24' LG. RT.	FG=4167.30	STR. 29 STA. 489+17.84 CONST. 18" X 54' CGSP SD W/ CET 44.52 LT.	FG=4166.89	FG=4166.56	FG=4166.42	STR. 30 STA. 491+65.22 CONST. 18" X 42' CGSP SD W/ CET 43.24 LT.	FG=4166.37	STR. 31 STA. 492+99.17 CONST. 18" X 48' CGSP SD W/ CET 43.96 LT.	FG=4166.20	FG=4166.02	FG=4165.81	
4195																									4195
4190																									4190
4185																									4185
4180																									4180
4175																									4175
4170																									4170
4165																									4165
4160																									4160
4155																									4155
4150																									4150
	480+00	481+00	482+00	483+00	484+00	485+00	486+00	487+00	488+00	489+00	490+00	491+00	492+00	493+00	494+00	495+00									

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R028

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 15
T-3-N, R-5-E

Tenth Street

Seventh Street

495+00.00

500+00

505+00

510+00

Delta 54°57'07.60"
D 2°00'00.00"
T 1439.793'
L 2747.61'
R 2864.789'
E 364.22'
C N29°55'08.23"E

STA. 500+53.67 @ (12'-14'-12')X37.0' RDY, RCB SKEWED 60° RT. & FWD. WING @ 18.6' LT. & 18.4' RT. (L ELEV. =4159.0' LT. & 4158.9' RT.

STA. 500+68.3 @ 3 WIRE PWR. X'ING @ LOW WIRE ELEV. =4191.8

STA. 505+24.66 5'X2'X37.8' RDY RCB S.D. @ 46.2' LT. (L ELEV. = 4159.3' S. & 4159.3' N. REMOVE

STA. 505+52.99 36"X22"X37.8' RDY. CGMPA S.D. @ 85.6' RT. WITH HDWLLS (L ELEV. = 4159.2' S. & 4158.9' N. REMOVE

STA. 508+53.22 36"X22"X38.0' RDY CGMPA S.D. @ 42.9' RT. WITH HDWLLS (L ELEV.= 4159.3' S. & 4159.3' N. REMOVE

STA. 508+47.15 4'X2'X37.9' RDY RCB S.D. @ 49.1' LT. (L ELEV. = 4159.4' S. & 4159.5' N. REMOVE

METAL TRAILER

METAL TRAILER

METAL BLDG

STEEL FENCE

STEEL FENCE

STEEL AND WOOD FENCE

GRAVEL

GRAVEL

GRAVEL

ASPHALT

ASPHALT

TOC/TOS

TOC/TOS

TOC/TOS PRES. R/W

PRES. R/W

3 WIRE POWER

24" CMP

A001 ℄ SURVEY US56

STA. 505+23.22
CONST. 20' ASPH. DR.
W/ 2 - 35" X 24" CGSPA

STA. 508+48.59
CONST. 22' ASPH. DR.
W/ 35" X 24" CGSPA

STA 505+43.28
CONST. 24' ASPH. DR.
W/ 35" X 24" CGSPA

STA 505+43.28
CONST. 26' ASPH. DR.
W/ 24" CGSP

STA. 508+54.53
CONST. 20' ASPH. DR.
W/ 18" CGSP

R/W

+00.00 66.00' 68.00' 74.00'

76.00' +50 75' 64.00'

64.00' 86.00'

85.50' +75 78' 75.00'

70.50' 68.50' 69.00'

+00 +75

BM. 138 STA. 500+65.1
NORTHEAST CORNER OF THE NORTHWEST WINGWALL 19.2 LT.

BM. 139 STA. 508+72.0
NORTHEAST CORNER OF THE NORTH HEADWALL SD 43.1 RT.

BEGIN BRIDGE STA. 500+29.42 — 46'-6" — END BRIDGE STA. 500+77.92

A001 ℄ SURVEY
EXISTING GROUND

STR. 32 STA. 505+23.22 CONST. 18" X 48' CGSP SD W/ CET 45.71 LT.

STR. 33 STA. 505+43.28 CONST. 18" X 60' CGSP SD W/ CET 53.39 RT.

STR. 34 STA. 505+49.43 CONST. 24" X 47' CGSP SD W/ CET 84.84 RT.

STR. 35 STA. 508+48.59 CONST. 18" X 48' CGSP SD W/ CET 43.43 LT.

STR. 36 STA. 508+54.53 CONST. 18" X 60' CGSP SD W/ CET 51.15 RT.

SP. DITCH LT.

SP. DITCH RT.

INLET ELEVATION = 4158.96

OUTLET ELEVATION = 4158.11

FG=4165.87 FG=4165.65 FG=4165.81 FG=4165.52 FG=4165.44 FG=4165.41 FG=4165.20 FG=4164.83 FG=4164.93 FG=4164.71 FG=4164.60 FG=4164.47 FG=4164.09 FG=4164.06 FG=4164.17 FG=4163.94

HYDRAULIC DATA

TOTAL DRAINAGE AREA = 12.24 mi²
CONTROLLED DRAINAGE AREA = 8.74 mi²
EFFECTIVE DRAINAGE AREA = 3.50 mi²

FREQ	Q (CFS)	CHW (FT)	V (FPS)
2	119	4161.38	1.50
5	324	4161.90	3.69
10	532	4162.22	5.67
25	882	4163.26	10.91
50	1210	4163.53	11.21
100	1610	4163.70	11.40
OT OR 500 = 22	821	4163.08	10.00

4195 4190 4185 4180 4175 4170 4165 4160 4155 4150

495+00 496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508+00 509+00 510+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R029

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 15
T-3-N, R-5-E

ORIGINAL TOWNSITE BOISE CITY

510+00.00

525+00.00

515+00

520+00

STA. 510+41.18 24"X22.3'LONG. CGMP S.D., @ 29.5'RT. ℄ ELEV.=4158.7'S.& 4159.8'N. REMOVE

STA. 511+59.86 29"X18"X40'T RDY CGMPA S.D., @ 30.5'RT. WITH HDWLLS ℄ ELEV.=4159.6'S. & 4159.5'N. REMOVE PT

STA. 510+99.93

POT STA. 511+70.13 SET PK NAIL ON ℄ SIXTH STREET

S87°02'56.5"E

S.6TH.

S.6W.

ORIGINAL TOWNSITE BOISE CITY

FACE OF STEEL PIPE CORNER POST

RAILROAD SPIKE (FLUSH)

STA. 514+68.98
CONST. 26' ASPH. DR.
W/ 18" CGSP SD

STA. 517+78.92
CONST. 26' ASPH. STREET
RETURN W/ 2-12" RCP SD

POT STA. 514+70.13 SET PK NAIL ON ℄ FIFTH STREET

S87°02'56.5"E

GRAVEL

WATER LINE

STEEL

STA. 519+27.53 24"X25'+LONG. METAL PIPE S.D. @ 29.2'LT. ℄ ELEV.=4160.5'S. & 4160.2'N. REMOVE

STA. 520+90.50 24"X25.4'LONG. METAL PIPE S.D. @ 29.6'LT. ℄ ELEV.=4160.7'S. & 4160.9'N. REMOVE

POT STA. 520+90.13 SET PK NAIL ON ℄ THIRD STREET

S87°02'56.5"E

METAL BLDG CONC FND

GRAVEL

STEEL POST FE STA. 519+26.88
CONST. 22' ASPH. STREET RETURN W/ 21" X 15" CGSPA SD

STA. 520+94.06
CONST. 22' ASPH. STREET RETURN W/ 21" X 15" CGSPA SD

ON HEADWALL

STA. 521+86.94
CONST. 22' COMM DRIVE (TYPE 2) W/ 21" X 15" CGSPA SD

STA. 524+00.17
CONST. 30' ASPH. STREET RETURN

CONC BLDG CONC FND

FLAG POLE

STEEL POLE ENTRY WAY

ASPHALT

NW CORNER CONCRETE

POT STA. 523+90.13 SET PK NAIL ON ℄ SECOND STREET

S87°02'56.5"E

SECOND STREET

ASPHALT

GRAVEL

3-HOT WIRE

N2°26'34.43"E

A001 ℄ SURVEY US56

TOC/TOS

PRES. R/W

STA. 510+41.32
CONST. 12' ASPH. DR.
W/ 18" CGSP SD

STA. 511+58.42
CONST. 24' ASPH. DR.
W/ 18" CGSP SD

STA. 514+69.00
CONST. 26' ASPH. DR.
W/ 18" CGSP SD

TOP OF DELINEATOR POST

STA. 517+78.55
CONST. 34' ASPH. STREET RETURN W/ 2 - 12" RCP SD

STA. 518+62.10
CONST. 30' TBSC DR. W/ 21" X 15" CGSPA SD

#4 REBAR

STA. 520+90.34
CONST. 31' ASPH. STREET RETURN

STA. 523+98.50
CONST. 28' ASPH. STREET RETURN

WOOD BLDG CONC FND

METAL BLDG

STEEL POST

WOOD BLD COND FND

WOOD AND WIRE MESH WIRE MIX

GRAVEL

SIXTH STREET

S87°02'56.5"E

WIRE FENCE

CHAIN LINK

FOUR HUNDRED FIFTY-EIGHTH STREET

S87°02'56.5"E

WATER LINE

STEEL

STA. 520+69.40 6" VCC SEWER LINE O.H. LOW WIRE ELEV.=4184.0

STA. 517-83.20 6" VCC SEWER LINE

STA. 517-89.40 6" STEEL GAS LINE

STA. 517-89.10 6" STEEL GAS LINE

STA. 518+00.8 4-WIRE POWER LINE

STA. 517+78.92 24" RCP

STA. 517+78.55 24" RCP

THIRD STREET

S87°02'56.5"E

STA. 520+96.19 24" RCP

STA. 520+96.19 24" RCP

STA. 520+96.19 24" RCP

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

02-14-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

02-14-20

SEC. 15
T-3-N, R-5-E

525+00.00

POE STA. 527+10.13
SET PK NAIL ON ℄ FIRST STREET

POE 527+27.75

STA. 526+51.57
CONST. 12' TYPE 1
FLARED 5R DRIVE

CONC BLDG
CONC FND

STA. 525+18.00
CONST. 15' TYPE 1
FLARED 5R DRIVE

SE CORNER CONCRETE

TOC/TOS

PRES. R/W

N2°26'34.43"E A001 ℄ SURVEY US56

STA. 527+10.17
CONST. 33.5' ASPH.
STREET RETURN

TOP OF FIRE HYDRANT

STA. 527+09.85
CONST. 35' ASPH.
STREET RETURN

WOOD FRAMED BLDG W/ CORRUGATED METAL SIDING CONC FND

METAL BLDG CONC FND

STA. 525+69.67
CONST. 20' TYPE 1
FLARED 5R DRIVE

STA. 525+09.12
CONST. 22' TYPE 1
FLARED 5R DRIVE

First Street

BM. 145 STA. 526+83.9
SOUTHEAST CORNER CONCRETE LIGHT POLE BASE
35.5 LT.

A001 ℄ SURVEY
EXISTING GROUND

FG=4164.17

FG=4164.67

FG=4164.98

END PROJECT
℄ SURVEY STA. 527+26.75
BEGIN INCIDENTAL CONSTRUCTION

℄ SURVEY STA. 532+26.75 END INCIDENTAL CONSTRUCTION

4195 4190 4185 4180 4175 4170 4165 4160 4155 4150

525+00 526+00 527+00 528+00

02-14-20

COUNTY CIMARRON HIGHWAY US-56 STATE JOB NO. 31867(04) SHEET NO. R031

SECTION 106

CULTURAL RESOURCES STUDIES

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

DATE: June 19, 2018

TO: Project Management Division

FROM: Environmental Programs Division

SUBJECT: Cimarron County JP 31867(04): US-56 beginning 4.7 miles southwest of the US-56/US-385 junction, extending northeast 7.96 miles to 1st Street South in Boise City.

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.

T3N R5E Cimarron Meridian:
Section 28: NW¼ SW¼

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

June 4, 2018

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

RE: File #1573-18; SH-56 Proposed Improvements Project: JP # 31867(04) (Listed on Attachment)

Dear Mr. Sundermeyer:

We have received and reviewed the documentation submitted on the referenced project in Cimarron 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

Attachment

FILE # LIST OF PROPERTIES

1573-18 SH-56 PROPOSED IMPROVEMENTS PROJECT, BOISE CITY & VICINITY, CIMARRON COUNTY

1. #1A BARN, SEC21 T3N R5E
2. #1B HOG-SHED #1, SEC21 T3N R5E
3. #1C HOG-SHED #2, SEC21 T3N R5E
4. #1D SHED, SEC21 T3N R5E
5. #2A COMMERCIAL BUILDING [1 OF 3], SEC15 T3N R5E
6. #2B COMMERCIAL BUILDING [2 OF 3], SEC15 T3N R5E
7. #2C RAILROAD BOX CAR [1 OF 2], SEC15 T3N R5E
8. #2D RAILROAD BOX CAR [2 OF 2], SEC15 T3N R5E
9. #2E, SCALES, SEC15 T3N R5E
10. #2F COMMERCIAL BUILDING [3 OF 3], SEC15 T3N R5E
11. #3 COMMERCIAL BUILDING, SEC15 T3N R5E
12. #4 COMMERCIAL BUILDING, SEC15 T3N R5E

13-14. #5A & #5B COMMERCIAL BUILDING & SECONDARY BUILDING, SEC15 T3N R5E

15. #6 HOUSE, 211 SOUTH CIMARRON AVENUE
16. #7 HOUSE, 201 SOUTH CIMARRON AVENUE
17. #8 HOUSE, 301 SOUTH CIMARRON AVENUE
18. #9 COMMERCIAL BUILDING, 217 SOUTH CIMARRON AVENUE
19. #10A LUMBER COMPANY BUILDING, 105 SOUTH CIMARRON AVENUE
20. #10B SECONDARY BUILDING [1 OF 2], 105 SOUTH CIMARRON AVENUE
21. #10C SECONDARY BUILDING [2 OF 2], 105 SOUTH CIMARRON AVENUE
22. #11 COMMERCIAL BUILDING, 108 SOUTH CIMARRON AVENUE
23. BRIDGE #1302-3115X OVER UNNAMED CREEK ON US-56
24. US-56 ROADWAY, SECS 2-4 T2N R4E, SECS 35-36 T3N R4E, SECS 15, 20-22,29-31 T3N R5E

Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

June 12, 2018

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

Re: FHWA Project JP 31867(04): Proposed Improvements to US-56 Southwest of Boise City
Legal Location: Portions of Sections 2-4 and 35-36, T3N, R4E and Sections 15, 20-22, and 29-31, T3N, R5E
Cimarron County

Dear Mr. Sundermeyer,

This agency received the submitted ODOT cultural resources survey report of investigations regarding the above-referenced undertaking for review and comment. From the information provided, I understand that ODOT Cultural Resources staff surveyed the approximately 332.96-acre study area on February 26, 2018. No archaeological sites were identified, though 11 historic buildings and building complexes were documented within the study area. ODOT recommends that none of these resources are eligible for inclusion in the National Register of Historic Places (NRHP). As such, ODOT recommends that the project as proposed will have no effect on historic properties.

I concur with the findings and recommendations as they pertain to prehistoric archaeological resources and defer opinion on the eligibility of the historic structures and overall project effects to the Historical Archaeologist with the State Historic Preservation Office.

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

Sincerely,

Kary L. Stackelbeck, Ph.D.
State Archaeologist

cc: SHPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM
111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

May 14, 2018

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

Dear Ms. Ozan:

Re: Cimarron County FHWA Project: JP 31867(04); Proposed SH-56 improvements southwest of Boise City; Submittal for comment under Section 106 of the National Historic Preservation Act.

Attached is a Cultural Resources Survey Report, which the ODOT Cultural Resources Program has prepared for the referenced project. The existing facility is comprised of two 12-foot driving lanes with seven-foot paved shoulders. The existing right-of-way width ranges from 90 to 150 feet. The proposed project includes widening the existing facility to accommodate eight-foot outside shoulders, overlaying the existing mainline pavement, reconstructing curb and gutter, sidewalks, and portions of the existing pavement, grading for proper drainage, and extending the existing reinforced concrete box culvert to meet clear zone requirements. The area of potential effect (APE) as defined by 36 CFR 800.16(d) is the NEPA study area, which is described in the report.

During this investigation, eleven buildings and building complexes were documented on Historic Preservation Resource Identification (HPRI) forms, and streetscape photographs were taken in the Boise City portion of the study area. No archeological sites were documented.

The buildings documented are all in and near Boise City. They are a combination of a few residences among 1960 to 1970 commercial buildings, and a few circa 1920s commercial buildings with substantial façade alterations. Our assessment is that all of the buildings documented lack sufficient architectural distinction or historic integrity, and are not eligible for inclusion in the NRHP, either individually or as part of historic districts.

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

Cimarron County FHWA Project: J/P 31867(04); Proposed SH-56 improvements southwest of Boise City.

Properties documented and submitted for comment.

Resource	Date	NRHP determination	Description
Building 1a	ca. 1970	Not eligible	No style
Structure 1b	ca. 1970	Not eligible	No style
Structure 1c	ca. 1970	Not eligible	No style
Building 1d	ca. 1970	Not eligible	No style
Building 2a	ca. 1970	Not eligible	No style
Building 2b	ca. 1970	Not eligible	No style
Building 2c	ca. 1950	Not eligible	No style
Building 2d	ca. 1950	Not eligible	No style
Structure 2e	ca. 1970	Not eligible	No style
Building 2f	ca. 1970	Not eligible	No style
Building 3	ca. 1965	Not eligible	No style
Building 4	ca. 1970	Not eligible	No style
Building 5a	ca. 1960	Not eligible	No style
Building 6	ca. 1940	Not eligible	No style
Building 7	ca. 1950	Not eligible	No style
Building 8	ca. 1925	Not eligible	National folk
Building 9	ca. 1922	Not eligible	Commercial style
Building 10a	ca. 1926	Not eligible	No style
Building 10b	ca. 1930	Not eligible	No style
Building 10c	ca. 1930	Not eligible	No style
Building 11	ca. 1955	Not eligible	No style

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES SURVEY REPORT

Prepared by: ODOT Cultural Resources Program

County:	Cimarron		
J/P Number:	31867(04)		
Surveyed By:	Kristina Wyckoff, Mike McKay, Greg Maggard, Anna Eddings, and Robert Moyer	**Prepared By:**	Kristina Wyckoff and Anna Eddings
Survey Date:	February 26, 2018	**Report Date:**	May 11, 2018

1. PROJECT DESCRIPTION:

This report documents a cultural resources survey for proposed improvements to US-56 beginning 4.7 miles southwest of the US-56/US-385 junction and extending northeast 7.96 miles to 1st Street in Boise City. The existing facility is comprised of two 12-foot driving lanes with seven-foot paved shoulders; the existing roadway pavement is in poor condition. Proposed improvements include widening the existing facility to accommodate eight-foot outside shoulders, overlaying the existing mainline pavement, reconstructing curb and gutter, sidewalks, and portions of the existing pavement, grading for proper drainage, and extending the existing reinforced concrete box culvert to meet clear zone requirements.

The project study area, as defined, consists of a 7.96-mile corridor of US-56 beginning 4.7 miles southwest of the US-56/US-385 junction and extending northeast to 1st Street South in Boise City. The study area reaches 150 feet east and west of the existing US-56 centerline with bump-outs to 300 feet at the intersecting county roads and a larger, triangular bump-out extending 300 feet west of Ellis Avenue and 300 feet north of 12th Street South. In total, the project study area encompasses approximately 332.96 acres.

The existing bridge carrying US-56 over an unnamed creek (Structure 1302 3115 X/NBI 12594) is a reinforced concrete box culvert constructed in 1951. This bridge is of the type discussed in the Program Comment for post-1945 concrete and steel bridges and was therefore not documented.

Legal Location:	T2N R4E Sections 2-4 T3N R4E Sections 35-36 T3N R5E Sections 15, 20-22, 29-31
U.S.G.S. Quadrangle:	Boise City (1969) and Boise City NW (1969) 7.5' quadrangles

2. ENVIRONMENTAL SETTING:

Geomorphic/Physiographic Region:

The project study area is mapped within the High Plains geomorphic province, which is comprised of a flat upland surface on Tertiary and Pleistocene alluvial and windblown sands. This province includes some sand dunes and playas, and it is deeply dissected along rivers and major streams.

Geology and Soils:

The project study area is mapped within Ogallala Formation semi-consolidated clay, silt, sand, gravel and caliche formed during the Pliocene Epoch. The study area is mapped across the Sunray-Gruver-Dumas and Dumas-Dallam-Dalhart soil associations, which are described as containing very shallow loamy soils (approximately 0-18 to 0-30 centimeters below the surface [cmbs]) which overlay silty and clayey sediments. Soil series mapped within the study area include Dalhart fine sandy loam, Sherm clay loam, and Gruver loam.

Vegetation:

The mapped vegetation for the project study area is shortgrass high plains, which is found throughout the Oklahoma panhandle. This vegetation type is frequently converted for wheat and milo production, but large areas of native vegetation remain on shallow soil overlaying sandstone and caliche. Blue grama and buffalo grass are predominant shortgrass species.

According to the USGS Land Cover map, the study area is comprised primarily of developed land representing the existing SH-56 right-of-way and Boise City with adjacent herbaceous land, approximating pasture land, and cultivated fields. Google Earth aerial and Street View imagery corroborate the land cover map. From the Google imagery, the right-of-way appears covered in dense grasses and will likely have minimal surface visibility. Visibility in the pastures and cultivated fields is more variable and may depend on the time of survey in relation to the growing season.

Surface Visibility:

XXX	0-25%	Mixed-grass pastures, manicured lawns, grasses in existing right-of-way.
XXX	25-50%	Mixed grass pastures, cultivated fields.
XXX	50-75%	Mixed grass pastures, cultivated fields.
XXX	75-100%	Plowed fields, eroded areas, road cuts.

---

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: Cheyenne and Arapaho Tribes, Comanche Nation, Osage Nation, Wichita and Affiliated Tribes.

XXX Other sources: General Land Office (GLO) Original Survey Maps (1892)
Boise City, Oklahoma Sanborn Map (1919)
USGS Boise City 7.5' Quadrangle (1969)
USGS Boise City NW 7.5' Quadrangle (1969)
Cimarron County General Highway and Transportation Map (GHM) (1936, 1955, 1963, 1969, 1975)
Cimarron County aerial imagery (1942, 1959)

Brooks, Robert L.
1983 *Resource Protection Planning Process Management Region 1*. 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 May 7, 2017.

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

1960 *Soil Survey Cimarron 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 Archeological Survey (OAS) maps indicates no previously-recorded archaeological sites are mapped within the project study area; however, one previously-recorded archaeological site (34CI202) is mapped within one mile of the study area boundaries.

In his review of archaeological sites in the state, Robert Brooks included Cimarron County in Region 1 of his Resource Protection Planning Process manuscript (Brooks 1983). This region includes the eleven westernmost counties in Oklahoma, which make up the panhandle, including Black Mesa, and the eastern boundary of the short-grass prairie (Brooks 1983:2). Sporadic archaeological studies have been conducted in this region, the majority of which occurred after increased federal funding was available in the 1960s. Brooks reports in 1979, 883 archaeological sites had been recorded in the region as a whole; one-third of those sites had been identified by federally-funded projects while the remaining two-thirds were reported by local informants.

According to Robert Brooks' 2005 Atlas of Archaeological Sites and Management Activities, in 2004, 430 archaeological sites had been recorded in Cimarron County. At that time the sites included 16 with Paleoindian period components, 32 with Archaic period components, two with Woodland period components, 119 with Village Farming period components, and 58 with 19th or 20th century occupations. As of March 2018, there are 517 archaeological sites recorded in Cimarron County.

Previously-recorded archaeological sites in the general area of the project study area have been recorded in proximity to reliable water sources, specifically major drainages and playas. Nineteenth and 20th century archaeological sites are generally recorded where buildings or occupations are indicated on historic maps and aerial photographs.

Site 34CI202 is mapped northeast of a large playa and is approximately 3,800 feet southeast of the project study area. The site was recorded as a surface scatter of artifacts representing an unassigned prehistoric open camp by Kenneth E. Saunders in 1979. At the time the site was recorded, artifacts included pottery, a side-notched arrow point, a scraper, and lithic debitage. The lithic raw materials included Alibates, obsidian. Dakota, Tessequite, chalcedony, basalt, and petrified wood. This site has not been assessed for NRHP eligibility.

The northeastern portion of the study area extends into Boise City. The town was first established in 1908, at the approximate geographic center of Cimarron County. In 1925, Boise City claimed 325 registered residents; in 1930, the population had risen to 1,256. In 2010, the population was 1,266. The local economy was and continues to be based on ranching, farming, and oil/natural gas production.

Historic maps and aerial photographs indicate the majority of the study area has been comprised of pastures and cultivated fields throughout much of the 20th century. Eleven buildings built by 1973 (45 years of age) are within the study area boundaries, and two non-extant buildings indicated on the 1963-1975 GHMs, which may represent mid-20th century archaeological sites, are mapped in or near the study area boundaries.

---

4. METHODOLOGY:

Field Investigation Methodology:

_____ 100% Windshield Survey

_____ Windshield survey with sample pedestrian survey

XXX 100% pedestrian survey

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

DISCUSSION OF METHODOLOGY:

The entire project study area was subjected to pedestrian archaeological survey with shovel tests placed at 100-meter intervals in areas where surface visibility was near 100% and at 30-meter intervals throughout the remainder of the project study area.

Prehistoric archaeological sites in the general area of the project have been recorded in close proximity to reliable water sources, specifically along drainages and adjacent to playas. No major drainages cross the project study area and no playas are visible within the study area in maps or modern or historic aerial imagery; however topographic maps and aerial images show four playas within one mile of the study area boundaries. Because of the potential for prehistoric archaeological sites in this region to occur in proximity to playas, portions of the study area nearest to these playas were investigated and shovel tested for evidence of archaeological materials. Additionally, in one portion of the study area soils observed indicated that, while not a playa, water had pooled in the area; shovel tests were excavated at 10-meter intervals across this area to investigate the potential for archaeological materials to be present in an area which, while not a playa, would have held standing water.

Two non-extant 20th century occupations are indicated on mid-20th century General Highway Maps, these locations were marked in GIS software used in the field (ESRI Collector) and the areas were investigated and shovel tested for evidence of features or archaeological materials.

Buildings in the study area found to be over 45 years old based on the aerial photographs/maps referenced above, Cimarron County tax assessor data, and/or visual inspection, were documented on Historic Preservation Resource Identification forms. Streetscape photographs were taken in representative portions of the study area.

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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.

_____ 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:

Eleven buildings and/or building complexes were recorded in the project study area. Each of the eleven buildings and/or building complexes have been documented on Historic Preservation Resource Identification forms for SHPO review (see Table 1 below). All except Building complex 1 are in the city limits of Boise City.

Building 1a	ca. 1970	Agriculture / subsistence	No style
Structure 1b	ca. 1970	Animal facility (hog shed)	No style
Structure 1c	ca. 1970	Animal facility (hog shed)	No style
Building 1d	ca. 1970	Animal facility	No style
Building 2a	ca. 1970	Commerce / trade	No style
Building 2b	ca. 1970	Commerce / trade	No style
Building 2c	ca. 1950	Commerce / trade	No style
Building 2d	ca. 1950	Commerce / trade	No style
Structure 2e	ca. 1970	Commerce / trade	No style
Building 2f	ca. 1970	Commerce / trade	No style
Building 3	ca. 1965	Commerce / trade	No style
Building 4	ca. 1970	Warehouse	No style
Building 5a	ca. 1960	Commerce / trade	No style
Building 6	ca. 1940	Single dwelling	No style
Building 7	ca. 1950	Single dwelling	No style
Building 8	ca. 1925	Single dwelling	National folk
Building 9	ca. 1922	Commerce / trade	Commercial style
Building 10a	ca. 1926	Specialty store (lumber company)	No style
Building 10b	ca. 1930	Secondary structure	No style
Building 10c	ca. 1930	Secondary structure	No style
Building 11	ca. 1955	Specialty store	No style

Table 1. Buildings documented in project study area.

The project extends through the southern part of Boise City to 1st Street South, which is roughly the southern edge of the downtown commercial district. Building complex 1, located approximately half a mile south of the city limits, is a pole barn and smaller outbuilding, with hog shed structures also. Commercial buildings documented in the southern portion of Boise City (Building complex 2, Buildings 3 through 5a) are mostly of metal and concrete block construction, date to the 1960 to 1970 period, and lack architectural style. The three houses documented (Buildings 6-8) have no stylistic decorative details, and are not particularly well-preserved. The two circa 1920s commercial buildings documented, Building 9 (generic commercial) and Building 10a (a lumber company building), both have substantial façade alterations. Building 11, located in the same block and across the street from them, is a large, circa 1955 concrete block commercial building of no distinct style, in a location where older buildings had been removed.

The attached streetscape photographs also depict the building conditions described above. Much of the study area south of 4th Street South is undeveloped land (see streetscape photo 2). In the area north of 4th St. South, where most of the documented buildings are located, there is a mix of a few residences among the 1960 to 1970 and newer commercial buildings. The few circa 1920s commercial buildings at the north end of the study area have substantial alterations described above, and are separated from the rest of downtown visually by a vacant block and several vacant lots (see Figure 4 and streetscape photo 3).

Our assessment is that all of the buildings documented lack sufficient architectural distinction or historic integrity, and are not eligible for inclusion in the NRHP, either individually or as part of historic districts.

No archaeological sites were identified or recorded during this investigation. Soils in the study area were

generally silty and clayey. In the southwestern portions of the study area, soils observed in shovel tests consisted of medium brown dry, compact silty sandy loam (approximately 0-30 cmbs), which overlay brown silty clay. Adjacent to the commercial feed lot in the southwestern portion of the study area, soils consisted of dry, mottled caliche-like silty sand (approximately 0-13 cmbs), which overlay brown silty sand and became more compacted farther from the surface. In pastures and cultivated fields near the center of the study area, soils were comprised of brown sandy loam (approximately 0-15 cmbs), which overlay reddish-brown clay loam (approximately 15-40 cmbs), which overlay reddish-brown loamy clay. The majority of the study area is located across undissected flatlands. The portion of the study area that falls in the town of Boise City is more of an etched plain where intermittent streams are present and where water pools; southwest of the Atchison, Topeka, and Santa Fe Railroad crossing, clayey soils were observed in an area that has been considerably disturbed by drainage rechanneling along the county road (NS-275). These soils were comprised of dark brown clay loam (approximately 0-10 cmbs), which overlay dark brown loamy clay (approximately 10-20 cmbs), which then overlay reddish brown loamy clay. Shovel tests were excavated at 10 meter intervals throughout this area to investigate the potential for archaeological materials in association with an area which, while not a playa, would have held standing water; no archaeological features or materials were observed.

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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 all of the buildings documented lack sufficient architectural distinction or historic integrity, and are not eligible for inclusion in the NRHP, either individually or as part of historic districts.

Pursuant to 36 CFR 800.4(d)(1), it is our opinion no historic properties are 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:

T3N R5E Section 28: NW ¼ of the SW ¼

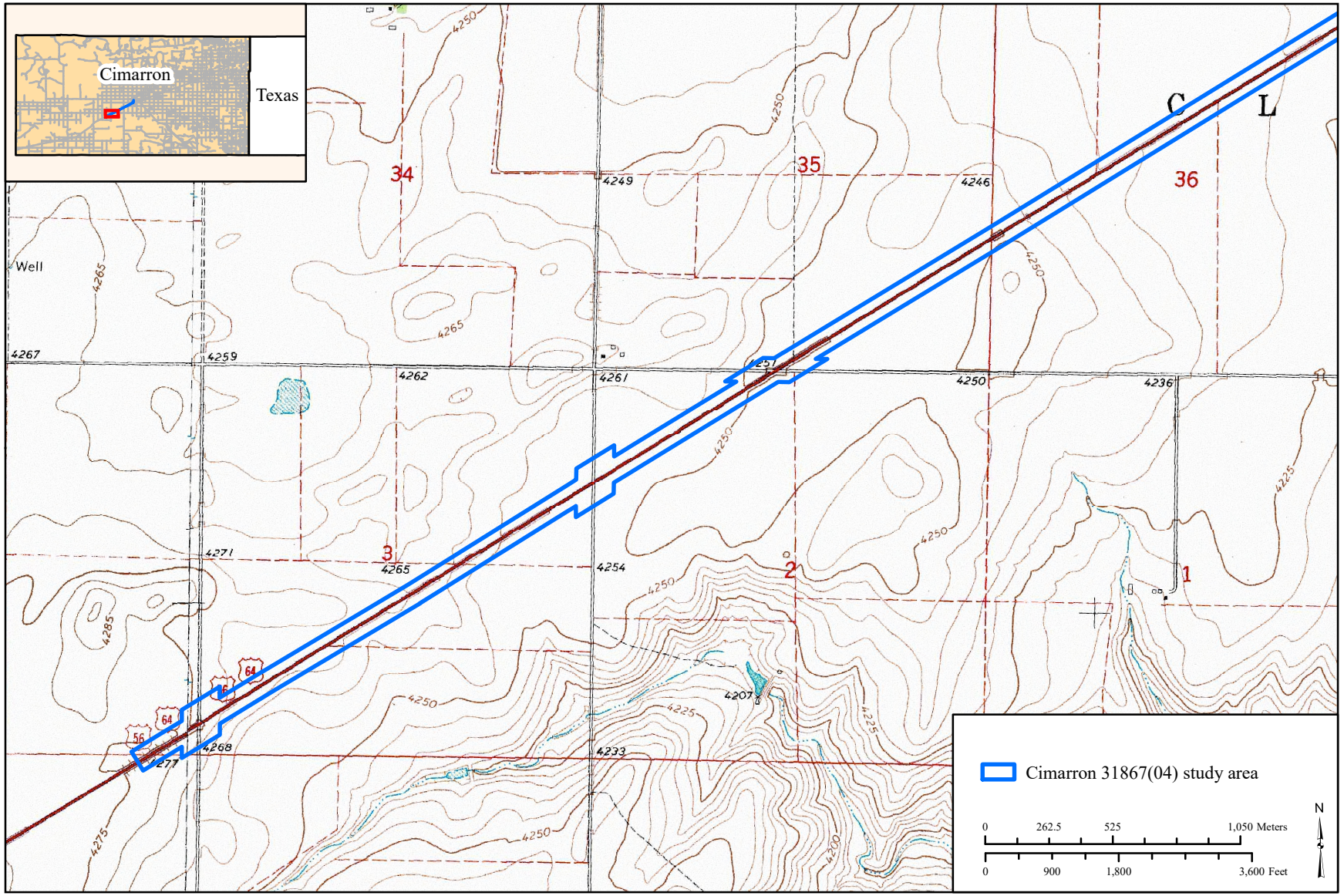


Figure 1. Cimarron County JP31867(04): SH-56 improvements southwest of Boise City. Page 1 of 3

Basemap: Boise City (1969) and Boise City NW (1969) 7.5' USGS Quadrangles.
Legal location: T2N R4E Sections 2-4; T3N R4E Sections 35-36; and T3N R5E Sections 15, 20-22, 29-31.

Oklahoma Department of Transportation

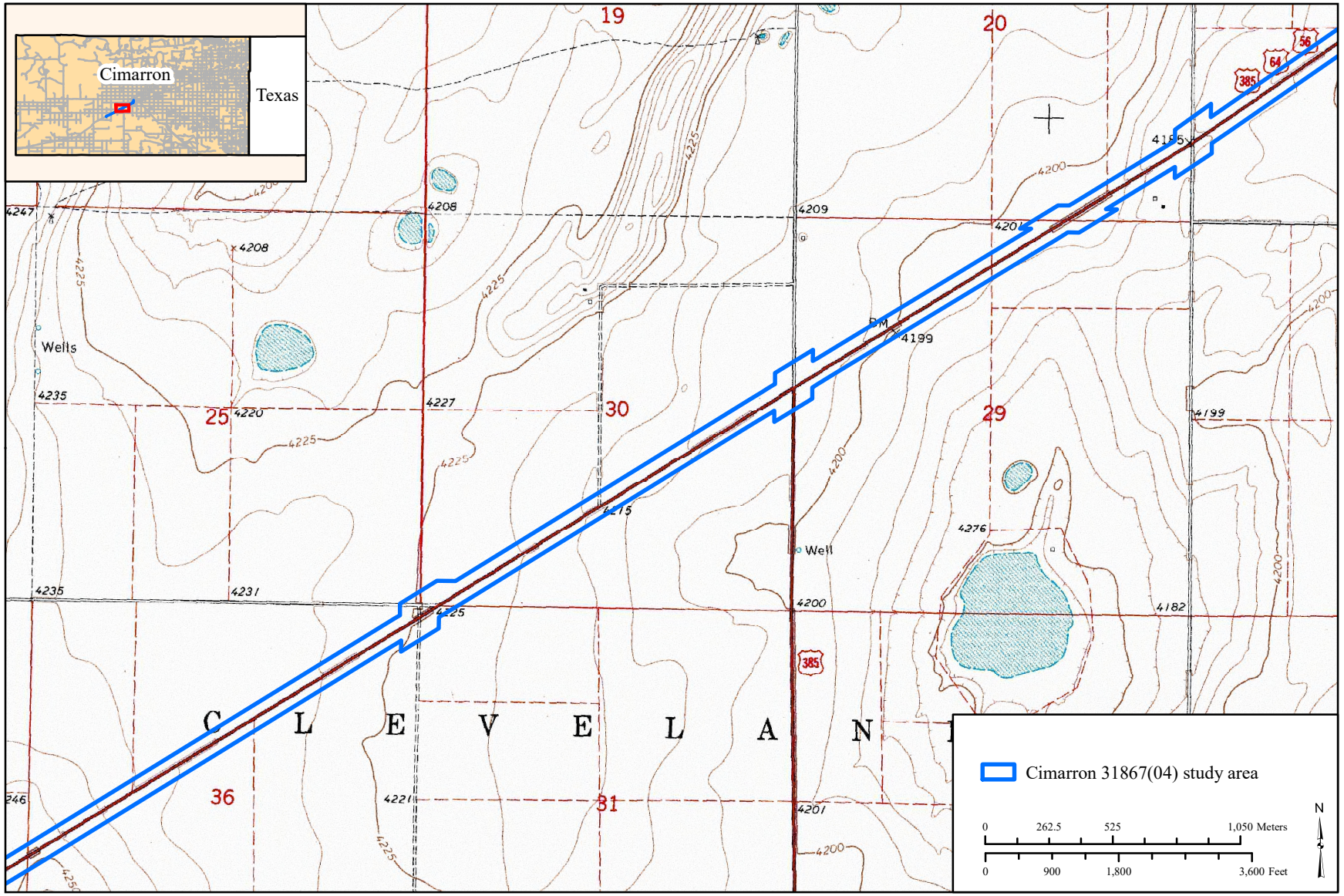


Figure 1. Cimarron County JP31867(04): SH-56 improvements southwest of Boise City. Page 2 of 3

Basemap: Boise City (1969) and Boise City NW (1969) 7.5' USGS Quadrangles.
Legal location: T2N R4E Sections 2-4; T3N R4E Sections 35-36; and T3N R5E Sections 15, 20-22, 29-31.

Oklahoma Department of Transportation

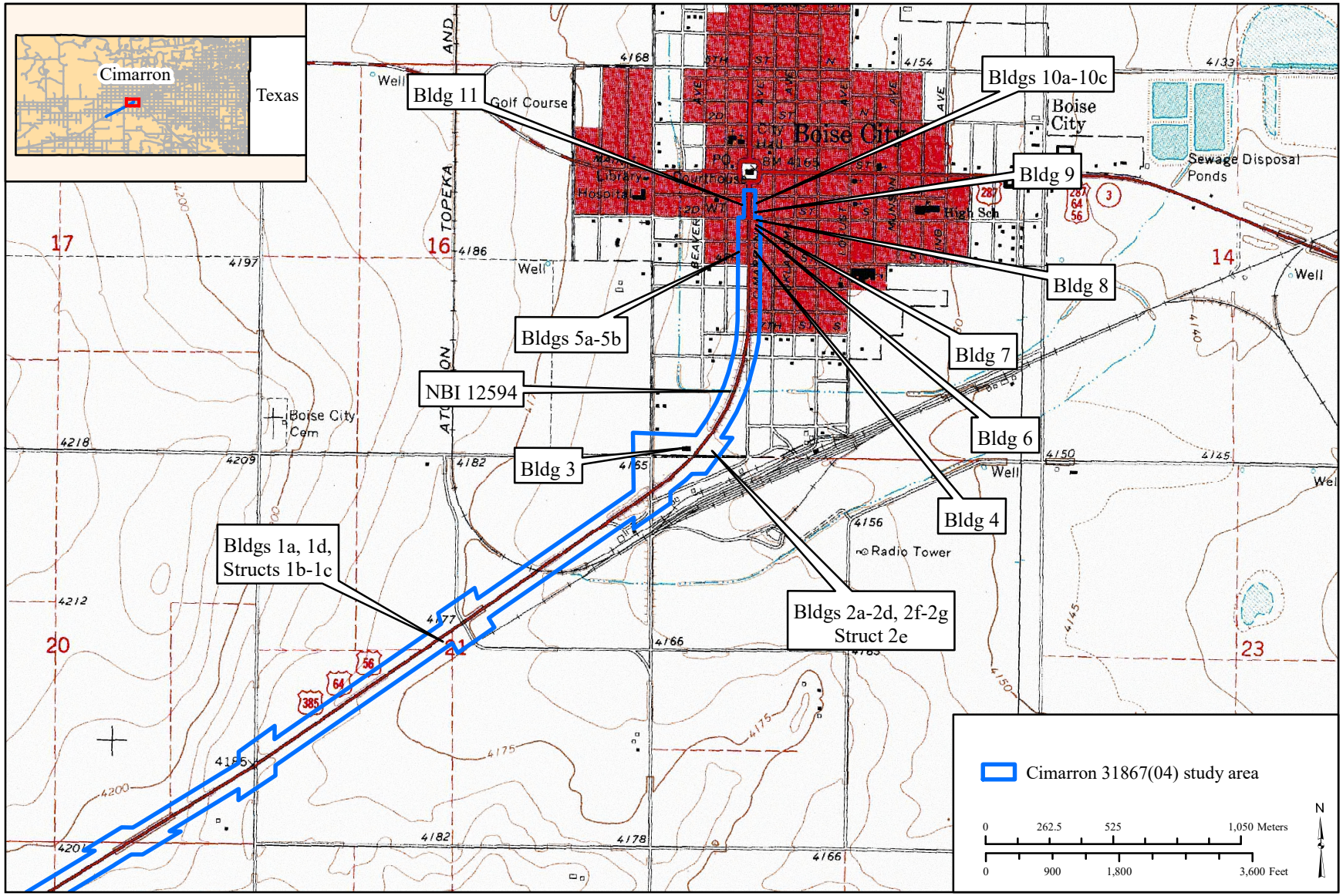


Figure 1. Cimarron County JP31867(04): SH-56 improvements southwest of Boise City. Page 3 of 3

Basemap: Boise City (1969) and Boise City NW (1969) 7.5' USGS Quadrangles.
Legal location: T2N R4E Sections 2-4; T3N R4E Sections 35-36; and T3N R5E Sections 15, 20-22, 29-31.

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

January 16, 2018

Cheyenne and Arapaho Tribes
Attn: Governor Eddie Hamilton
Post Office Box 38
Concho, OK 73022

Dear Governor Hamilton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(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	Cimarron	**Job Piece #**	31867(04)	**Anticipated Let Date**	2024
Project description	Improvements (widening, resurfacing, and bridge) on U.S. 56 beginning 4.7 miles southwest of the U.S. 56 / U.S. 385 junction and extending northeast 7.96 miles to 1st Street S in Boise City				
Location	Sec 2, 3, 4, & 9 T2N R4E; Sec 35 & 36 T3N R4E; and Sec 15, 20, 21, 22, 29, 30, & 31 T3N R5E. 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: Virginia Richey, THPO

CHEYENNE & ARAPAHO TRIBES
TRIBAL HISTORIC PRESERVATION
P.O. BOX 167
CONCHO, OKLAHOMA 73022

1-800-247-4612 Toll Free
405-422-7484 Telephone

January 19, 2018
THPO ID # 58

Oklahoma Dept. of Transportation
Rhonda S. Fair
200 N E 21st St., Room 3A8
Oklahoma City, OK 73105-3204

RE: Section 106 Consultation for Proposed Federal-Aid Undertaking in Cimarron County, Oklahoma; JP# 31867 (04)

On behalf of the Tribal Historic Preservation Office of the Cheyenne and Arapaho Tribes, thank you for the notice of the referenced project. I have reviewed your Consultation request under Section 106 of the National Historic Preservation Act regarding the project proposal and comment as follows:

At this time, it is determined to be categorized as **No Properties**; however, if at any time during the project implementation inadvertent discoveries are made that reflect evidence of traditional cultural properties (TCP) such as: ceremonial or celebration objects, stone rings, villages, burial mounds, battlefield artifacts, or human remains please cease work immediately, in area of discovery and notify the Cheyenne Arapaho THPO Office within 72 hours.

In addition, if inadvertent discoveries are made; pursuant to Title 36 Code of Federal Regulation Part 800.13, as amended; you will also be required to make arrangements for a professional archaeologist to visit the site of discovery and assess the potential significance of any artifacts or features that were unearth. If human remains are discovered State and Tribal NAGPRA representatives will be contacted and protocols will be executed.

Please contact me at (405) 422-7416 or mdemery@c-a-tribes.org, if you have any questions or concerns. Alternate contact is Virginia Richey, THPO; she can be reached directly at (405) 422-7484 or vrichey@c-a-tribes.org. Thank you again for your notification!

Best Regards,

Micah Looper
Research Analyst

CC: Virginia Richey
Tribal Historic Preservation Office/THPO
Max Bear, Director

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

May 16, 2018

Cheyenne and Arapaho Tribes
Attn: Governor Reggie Wassana
Post Office Box 38
Concho, OK 73022

Dear Governor Wassana:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(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	Cimarron	**Job Piece #**	31867(04)	**Anticipated Let Date**	2024
Project description	Improvements (widening, resurfacing, and bridge) on U.S. 56 beginning 4.7 miles southwest of the U.S. 56 / U.S. 385 junction and extending northeast 7.96 miles to 1st Street S in Boise City				

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, eleven buildings and building complexes were documented, and streetscape photographs were taken in the Boise City portion of the study area. No archeological sites were documented. Our assessment is that all of the buildings documented lack sufficient architectural distinction or historic integrity, and are not eligible for inclusion in the NRHP, either individually or as part of historic districts. 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: Virginia Richey, THPO

CHEYENNE & ARAPAHO TRIBES
TRIBAL HISTORIC PRESERVATION
P.O. BOX 167
CONCHO, OKLAHOMA 73022

1-800-247-4612 Toll Free
405-422-7484 Telephone

May 17, 2018
THPO ID # 720

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

RE: Section 106 Consultation for Proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(04)

On behalf of the Tribal Historic Preservation Office of the Cheyenne and Arapaho Tribes, thank you for the notice of the referenced project. I have reviewed your Consultation request under Section 106 of the National Historic Preservation Act regarding the project proposal and comment as follows:

At this time, it is determined to be categorized as **No Properties**; however, if at any time during the project implementation inadvertent discoveries are made that reflect evidence of traditional cultural properties (TCP) such as: ceremonial or celebration objects, stone rings, villages, burial mounds, battlefield artifacts, or human remains please cease work immediately, in area of discovery and notify the Cheyenne Arapaho THPO Office within 72 hours.

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Please contact me with the THPO ID number at (405) 422-7416 or mdemery@c-a-tribes.org, if you have any questions or concerns. Thank you again for your notification!

Best Regards,

Micah Looper
Research Analyst
Tribal Historic Preservation

CC:
Max Bear, Director

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

January 16, 2018

Comanche Nation
Attn: Martina Callahan, THPO
Post Office Box 908
Lawton, OK 73502

Dear Ms. Callahan:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(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	Cimarron	**Job Piece #**	31867(04)	**Anticipated Let Date**	2024
Project description	Improvements (widening, resurfacing, and bridge) on U.S. 56 beginning 4.7 miles southwest of the U.S. 56 / U.S. 385 junction and extending northeast 7.96 miles to 1st Street S in Boise City				
Location	Sec 2, 3, 4, & 9 T2N R4E; Sec 35 & 36 T3N R4E; and Sec 15, 20, 21, 22, 29, 30, & 31 T3N R5E. 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: Chairman William Nelson

COMANCHE NATION

Oklahoma Department of Transportation-Tribal Coordination
Attn: Ms. Rhonda S. Fair, Ph.D.
200 N.E. Street, Room 3A8
Oklahoma 73105-3204

February 01, 2018

Re: Section 106 consultation for proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(04)

Dear Ms. Fair:

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of ***"No Properties"*** have been identified. (IAW 36 CFR 800.4(d)(1)).

Please contact this office at (580) 595-9960/9618) if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office
Theodore E. Villicana ,Technician
#6 SW "D" Avenue , Suite C
Lawton, OK. 73502

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

May 16, 2018

Comanche Nation
Attn: Martina Callahan, THPO
Tribal Historic Preservation Office
Post Office Box 908
Lawton, OK 73502

Dear Ms. Callahan:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(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	Cimarron	**Job Piece #**	31867(04)	**Anticipated Let Date**	2024
Project description	Improvements (widening, resurfacing, and bridge) on U.S. 56 beginning 4.7 miles southwest of the U.S. 56 / U.S. 385 junction and extending northeast 7.96 miles to 1st Street S in Boise City				

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, eleven buildings and building complexes were documented, and streetscape photographs were taken in the Boise City portion of the study area. No archeological sites were documented. Our assessment is that all of the buildings documented lack sufficient architectural distinction or historic integrity, and are not eligible for inclusion in the NRHP, either individually or as part of historic districts. 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

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

cc: Chairman William Nelson

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

January 16, 2018

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 Cimarron County, Oklahoma; JP# 31867(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	Cimarron	**Job Piece #**	31867(04)	**Anticipated Let Date**	2024
Project description	Improvements (widening, resurfacing, and bridge) on U.S. 56 beginning 4.7 miles southwest of the U.S. 56 / U.S. 385 junction and extending northeast 7.96 miles to 1st Street S in Boise City				
Location	Sec 2, 3, 4, & 9 T2N R4E; Sec 35 & 36 T3N R4E; and Sec 15, 20, 21, 22, 29, 30, & 31 T3N R5E. 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

Osage Nation Historic Preservation Office

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Date: **February 9, 2018** **File: 1718-1755OK-1**

RE: **ODOT JP#: 31867(04) Improvements (Widening, Resurfacing, and Bridge) on U.S. 56 in Boise City, Cimarron 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#: 31867(04) Improvements (Widening, Resurfacing, and Bridge) on U.S. 56 in Boise City, Cimarron County, Oklahoma. There are no known Osage resources within the project area. This office looks forward to reviewing the final report.

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 Telephone 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

May 16, 2018

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 Cimarron County, Oklahoma; JP# 31867(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	Cimarron	**Job Piece #**	31867(04)	**Anticipated Let Date**	2024
Project description	Improvements (widening, resurfacing, and bridge) on U.S. 56 beginning 4.7 miles southwest of the U.S. 56 / U.S. 385 junction and extending northeast 7.96 miles to 1st Street S in Boise City				

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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 by email at rfair@odot.org.

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

January 16, 2018

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

Dear President Parton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(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.

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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: Gary McAdams, THPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

May 16, 2018

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

Dear President Parton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Cimarron County, Oklahoma; JP# 31867(04)

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Sincerely,

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

cc: Gary McAdams, THPO

From:	Kristina Wyckoff
To:	Julianne Whitaker
Cc:	Scott Sundermeyer; Rhonda Fair; Anna Eddings
Subject:	Cimarron 31867(04) Section 106 consultation US-56 modifications at Boise City and extending south
Date:	Tuesday, June 19, 2018 12:05:16 PM
Attachments:	Cimarron 31867(04) Section 106 consultation US-56 improvements southwest of Boise City.pdf

Julianne,
I am attaching the completed Section 106 consultation for the Cimarron 31867(04) project. No historic properties were identified in the project study area during this investigation; I have included a memo for avoidance in the project vicinity.
I have also placed a copy of this document on the ODOT U: drive at the following location: U:\Environmental Programs Division\Cultural Resources\ODOT Projects\Cimarron\31867(04) US-56 Modifications Boise City south

Please let me know if you have any questions or concerns.
Thanks,
Kristina

Kristina Wyckoff, MA
Registered Professional Archaeologist 989204
Oklahoma Department of Transportation
Cultural Resources Program
kwyckoff@odot.org
(405) 325-6989

BIOLOGICAL STUDIES

BIOLOGICAL STUDIES TRACKING FORM

NEPA Project Manager	Julianne Whitaker
State or Local Government Project	State
USFWS TAILS #	02EKOK00-2018-SLI-1127
Original IPaC List	3/15/2018
Email used to request IpaC official species list	ptcrawford@ou.edu
Last Updated Species List Date	Click here to enter a date.
ROW	Click here to enter a date.
Let Date	FFY 2024
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:	OBS- Phillip Crawford
Most Recent Field Date:	3/21/2018
Original Report Date:	3/28/2018
USFWS Consultation Submittal:	No Effect All Species
USFWS Concurrence:	None required
Original Tracking Form Prepared by :	Phillip Crawford & Elizabeth Nichols
Original Tracking Form date:	4/16/2018
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-56 Widen, resurface and bridge, beginning 4.7 miles SW of the US-54 / US-385 junction and extending NE 7.96 miles to 1st Street in Boise City, OK

Project Description

Grade, Drain, Surface and Bridge

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	☐	Choose an item.
Harperella	Endangered	☐	Choose an item.
Piping Plover	Threatened	☒	No Effect
Red Knot	Threatened	☒	No Effect
Northern Long-eared Bat	Threatened	☐	Choose an item
Arkansas River Shiner	Threatened	☐	Choose an item.
Leopard Darter	Threatened	☐	Choose an item.
Neosho Madtom	Threatened	☐	Choose an item.
Ozark Cavefish	Threatened	☐	Choose an item.
American Alligator	Threatened	☐	Choose an item.
Rabbitsfoot Mussel	Threatened	☐	Choose an item.
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)	333.1	Click here to enter text.
Number of acres of perennial plant vegetation (ABB habitat) within the NEPA Footprint & Construction Footprint (if known)	N/A	Click here to enter text.
Number of acres of forested/wooded area (Ibat and NLEB habitat) within the NEPA Footprint & Construction Footprint (if known)	N/A	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

Species Plan Notes

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-56 Boise City drainage canal bridge (NBI:12594) and 3 RCB culverts (located at 36.662156 / -102.625112; 36.670562 / -102.608509; and 36.672045 / -102.60559) was observed. Painting, repair, retrofit, rehabilitation or demolition of the existing bridge 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 bridge 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 bridge 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
None	Choose an item.	Choose an item.	0
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	Boise City drainage canal	mapped intermittent	Likely Jurisdictional	0.205	321.8
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.

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

For

USFWS TAILS #		**02EKOK00-2018-SLI-1127**			
Email used to request IPaC official species list		ptcrawford@ou.edu			
County	Cimarron	JP Number	31867(04)	Project Number	Not provided
Road Number	US-56	Water Body Name		Boise City drainage canal	
ROW Date	Not provided	Let Date	FFY 2024	Project Length	8.16 miles
Project General Location		Beginning approximately 4.7 miles SW of the US-54 / US-385 junction and extending NE 7.96 miles to 1st Street in Boise City, OK			
Project Statement From Oracle		US-56 Widen, resurface and bridge			

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

Prepared by:

Biologist Name	Phillip Crawford
Company/Agency Name	ODOT Biological Studies Program at OU
Address	111 E. Chesapeake Street
City, State Zip	Norman, OK 73019

Report Date:	March 28, 2018
Field Survey Date	March 21, 2018
Field Survey Biologist(s)	Phillip Crawford

1. PROJECT OVERVIEW

1.1 Federal Nexus

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

1.2. Project Description

Grade, Drain, Surface and Bridge

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

US-56 is currently a two-lane facility consisting of two 12 foot wide driving lanes and 7 foot wide paved shoulders. The pavement on this roadway is in poor condition. The existing US-56 bridge over the Boise City drainage canal (NBI 12594, built in 1951) is a 46 foot reinforced concrete box (RCB) culvert. The annual average daily traffic is 750 to 1300 vehicles per day. The proposed improvements will provide safer driving conditions.

Description of **proposed** improvements

The proposed improvements will include the widening of the existing facility on the existing alignment, to yield two 12 foot driving lanes with 8 foot paved shoulders, overlaying the existing mainline pavement, reconstructing curb and gutter in Boise City, grading for proper drainage, and extending the bridge to meet clear zone requirements. Several small RCB and RCP culverts may be extended or replaced. Additionally, the existing sidewalks adjacent to the highway in Boise City are in poor condition and will be replaced with ADA compliant sidewalks and curb ramps. The existing facility will remain open to traffic during construction, with phased construction and temporary lane closures. New rights-of-way may be required to make the proposed improvements.

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 0-100’ from edge of existing pavement			☒
0-300’ from edge of existing pavement			☐
0 to >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)
S02, S03, S04, S09 T02N R04E C.M.; S25, S35, S36 T03N R04E C.M.; S15, S16, S20, S21, S22, S29, S30, S31 T03N R05E C.M.;	36.6608°N 102.6278°W (south end); 36.7289°N 102.5132°W (north end)	Extends 150 feet either side of the existing US-56 centerline, with additional areas surrounding intersections	333.1 acres	Rolling Sand Plains; Canadian/Cimarron High Plains	Shortgrass Highplains

Action Area:
The project action area includes those areas directly affected by construction activities within the project construction footprint.

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

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

Species	IPaC[1]	Watershed[2]	Water Body[3]	Records[4]
	Check if Yes	Check if YES	Check if Yes	Check if Yes
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	SOUTHERN HIGH PLAINS
Soil Name	Dalhart-Vona
Soil Type	Alfisols and Aridisols
Soil Characteristics	Very deep and loamy soils on gentle slopes (6%)

Soil Class	SOUTHERN HIGH PLAINS
Soil Name	Sherm-Ulysses
Soil Type	Mollisols
Soil Characteristics	Very deep silty clayey and humus-rich soils on gentle slopes (6%)

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	17-20
Growing Season	Number of days	175-185
Mean Temperatures	Summer min/max	64/94
	Winter min/max	19/46

River System

One intermittent stream (the Boise City drainage canal) is mapped within the Action Area on the Boise City (3610265) and Boise City NW (3610266) 7.5 minute topographic quad maps.

Land Use and Land Ownership

From Woods et al. 2005	Rolling Sand Plains: Grassland, rangeland and, in suitable areas, irrigated cropland growing grain sorghum. Overgrazed rangeland is common. Cattle are wintered on sorghum-stubble fields and on locally grown feeds. Canadian/Cimarron High Plains: Mainly utilized for cropland (much of it groundwater-irrigated), with rangeland occurring on land that is too sandy or rugged for farming; much rangeland has been overgrazed and invaded by sand sagebrush. Oil and gas fields occur throughout the area, and concentrated hog feeding operations are common. Streams and springs in this area often exhibit substantially reduced flow (relative to 19th Century conditions) or are dry, due in part to depletion of the Ogallala Aquifer
From Field investigation	Areas outside of the existing rights-of-way of US-56 (which are owned by the State of Oklahoma) are occupied by cultivated fields (some fallow), grass hay meadow, old field pastureland, and commercial and residential development.

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

The study area occurs in partially-developed and developed areas southwest of and in Boise City, and is occupied by the existing paved facility and maintained rights-of-way, cultivated fields (some fallow) and improved pastureland or grass hay meadow (on formerly-plowed terrain). The occupied right-of-way bordering the highway appears to be frequently mowed, and is vegetated with native and introduced grasses and forbs, including sand dropseed *(Sporobolus cryptandrus)*, blue grama *(Bouteloua gracilis)*, buffalo grass *(Buchloe dactyloides)*, silver bluestem *(Bothriochloa saccharoides)*, yellow bluestem *(Bothriochloa ischaemum var. songarica)*, bermuda grass *(Cynodon dactylon)*, green bristlegrass *(Setaria viridis)*, hooded windmill grass *(Chloris cucullata)*, tumble windmill grass *(Chloris verticillata)*, stinkgrass *(Eragrostis cilianensis)*, prickly Russian thistle *(Salsola tragus)*, thistle *(Cirsium* sp.), velvetweed *(Gaura mollis)*, carelessweed *(Amaranthus palmeri)*, lambsquarters *(Chenopodium album)*, silverleaf nightshade *(Solanum elaeagnifolium)*, Missouri gourd *(Cucurbita foetidissima)*, sunflower *(Helianthus* sp.), prairie tea *(Croton monanthogynus)*, toothed spurge *(Euphorbia dentata)* and southern pepperwort *(Lepidium austrinum)*. Areas outside of the existing US-56 right-of-way are mainly occupied by cultivated (generally irrigated) fields of common wheat *(Triticum aestivum)* and/or cereal rye *(Secale cereale)*, corn *(Zea mays)* and grain sorghum or hay grazer *(Sorghum bicolor)*; and by grass hay meadows that appear to be dominated by yellow bluestem *(Bothriochloa ischaemum var. songarica)*, many of which had been mowed and baled following the last growing season. A few small areas of pastureland with scattered individuals of native grasses also occur within the study area, and include sand dropseed *(Sporobolus cryptandrus)*, prairie threeawn *(Aristida oligantha)* and little bluestem *(Schizachyrium scoparium)*. Very little woody vegetation occurs within the study area, though a few widely-scattered saplings and small trees of American elm *(Ulmus americana)* occur in and near the fence rows within the site. The Boise City drainage canal is the only aquatic feature mapped within the study area; this feature is mapped as terminating in a depression just east of the Boise City sewage disposal ponds and has no mapped connection to other downstream waters. A second intermittent stream is mapped as originating just east of the study area (and a small RCB extending under US-56) and south of the railroad crossing, but no stream was observed in this area (see images from Photo Site 1).

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**.	☐
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.**	☐

4. ANALYSIS OF EFFECTS

4.1 Direct Effects

Species/ Resource	Habitat impacts expected from project activities	Describe specific ACTIONS of the project and the results of those actions on species habitats, including indirect impacts to prey or drinking water, as well as improvements to habitat as a result of specific actions. If habitat within the action area identified above will not be impacted, describe why.
None	☐	

4.2 Indirect Effects

Long-term habitat alterations

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

Indirect land use impacts

None

4.3 Interrelated and Interdependent Actions and Activities

None

USFWS TAILS Number:	**02EKOK00-2018-SLI-1127**
ODOT Project JP Number:	**31867(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]
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, 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	

RECOMMENDED AVOIDANCE AND MINIMIZATION MEASURES
None required

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.

Potential Bald Eagle Habitat Present	w/in NEPA Footprint	w/in 1000 ft Buffer of NEPA Footprint	DO NOT LEAVE BLANK
Presence of Cottonwood, Sycamore, Pecan or Pine	☐	☐	None present
Open foraging areas with large trees	☐	☐	No large trees of any kind.
Distance to closest perennial water body	River or Lake	18.5 miles	Lake Carl Etling
	Stream or Pond	mi or ft	
Potential Bald Eagle Nests Observed	☐	☐	None
Bald Eagles Observed in the general vicinity	☐	☐	None
General Habitat Description within the NEPA Footprint and within 1,000-ft of the NEPA Footprint	Cultivated fields (some fallow), grass hay meadow, old field pastureland, and commercial and residential development. No trees that would provide suitable nest sites occur within 1000 feet of the study area.		
Station #s for Buffered Bald Eagle Habitat	N/A		

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.	Approx. Number of Cliff Swallow Nests	Approx. Number of Barn Swallow Nests	Approx. Number of Eastern Phoebe Nests
US-56 over Boise City drainage canal NBI 12594	0	1	0
US-56 RCB at 36.662156 -102.625112	0	1	0
US-56 RCB at 36.663649 -102.62217	0	0	0
US-56 RCB at 36.670562 -102.608509	0	1	0
US-56 RCB at 36.672045 -102.60559	0	1	0
US-56 RCB at 36.675296 -102.599166	0	0	0
US-56 RCB at 36.693688 -102.562807	0	0	0
US-56 RCB at 36.702356 -102.545657	0	0	0
US-56 RCB at 36.70747 -102.535546	0	0	0
US-56 RCB at 36.70882 -102.533185	0	0	0
US-56 RCB at 36.712814 -102.526166	0	0	0
US-56 RCB at 36.712896 -102.526022	0	0	0
US-56 RCB at 36.714728 -102.522806	0	0	0
US-56 RCB at 36.717703 -102.517586	0	0	0
US-56 RCB at 36.71894 -102.515744	0	0	0
Other MB Nests Observed on Transportation Structures	None		
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, B. J. and M. S. Gregory. 2002. General soil map of Oklahoma. In: Geology and Earth Resources of Oklahoma. K.S. Johnson et al. (eds.) Educational Publication No. 1. Oklahoma Geological Survey. Norman, OK.

Duck, L. G., and J. B. Fletcher. 1943. A game type map of Oklahoma. A Survey of the Game and Furbearing Animals of Oklahoma. Oklahoma Department of Wildlife Conservation, Oklahoma City, Oklahoma.

Oklahoma Natural Heritage Inventory. 2018. Element Database. Oklahoma Natural Heritage Inventory, Oklahoma Biological Survey, Norman OK.

U.S. Fish and Wildlife Service 2010. Federally-listed aquatic and aquatic dependent species watersheds of Oklahoma. USFWS Oklahoma Ecological Services Field Office, April 2010.

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. (2 sided color poster with map, descriptive text, summary tables, and photographs). U.S. Geological Survey, Reston, VA. Scale 1:1,250,000.

7. FIGURES

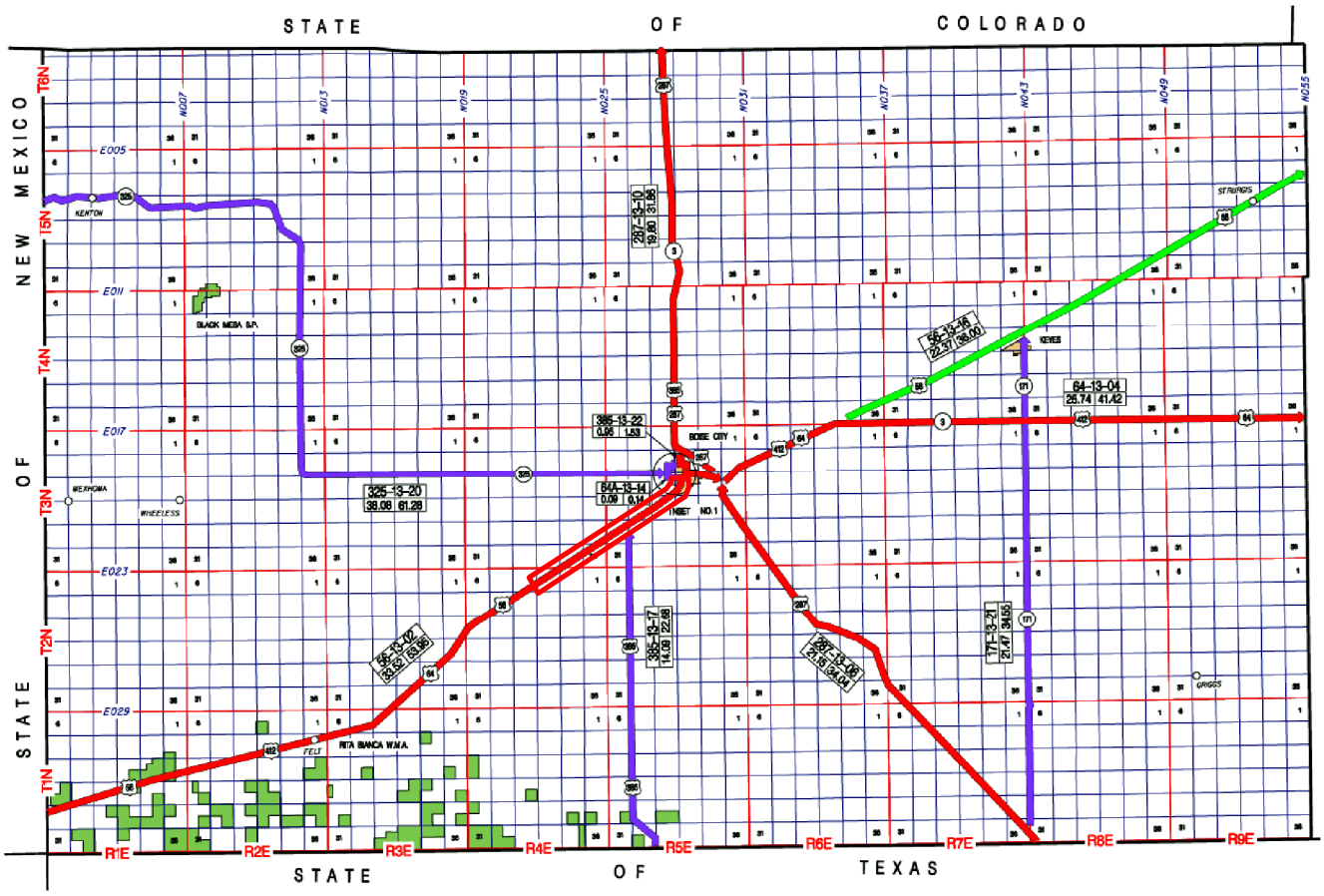


Figure 1. Control Section Map

Project Site

N

Cimarron County

J/P 31867(04)

Source: State of Oklahoma Department of Transportation

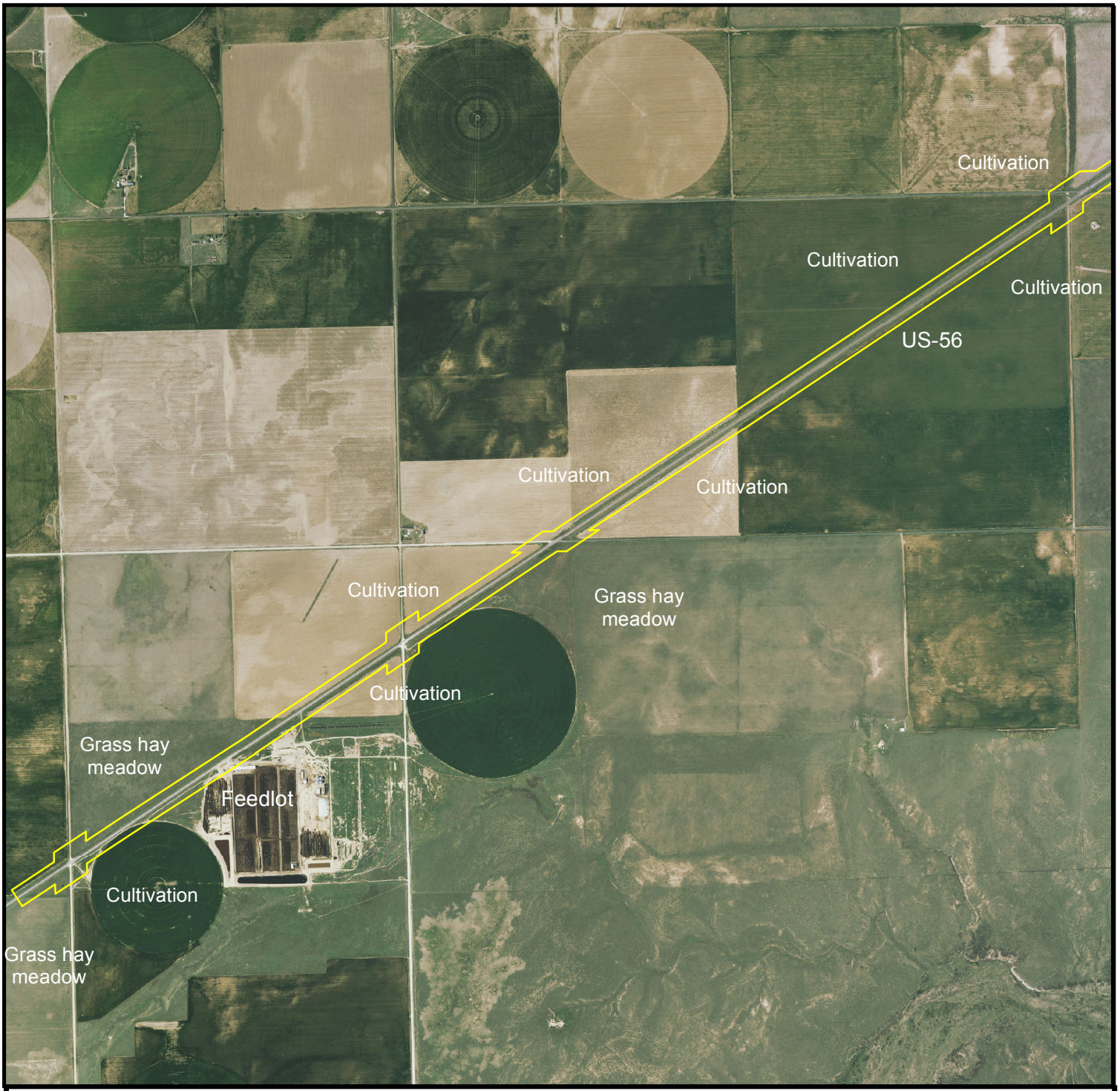


Figure 2a. Study Area and Action Area Map

Study Area and Action Area

N

Cimarron County

J/P 31867(04)

USDA-APFO National Agriculture Imagery Program
2015 Digital Orthophotography

0 1,500 3,000 6,000 Feet



Figure 2b. Study Area and Action Area Map

Study Area and Action Area

N

Cimarron County

J/P 31867(04)

USDA-APFO National Agriculture Imagery Program
2015 Digital Orthophotography

0 1,400 2,800 5,600 Feet

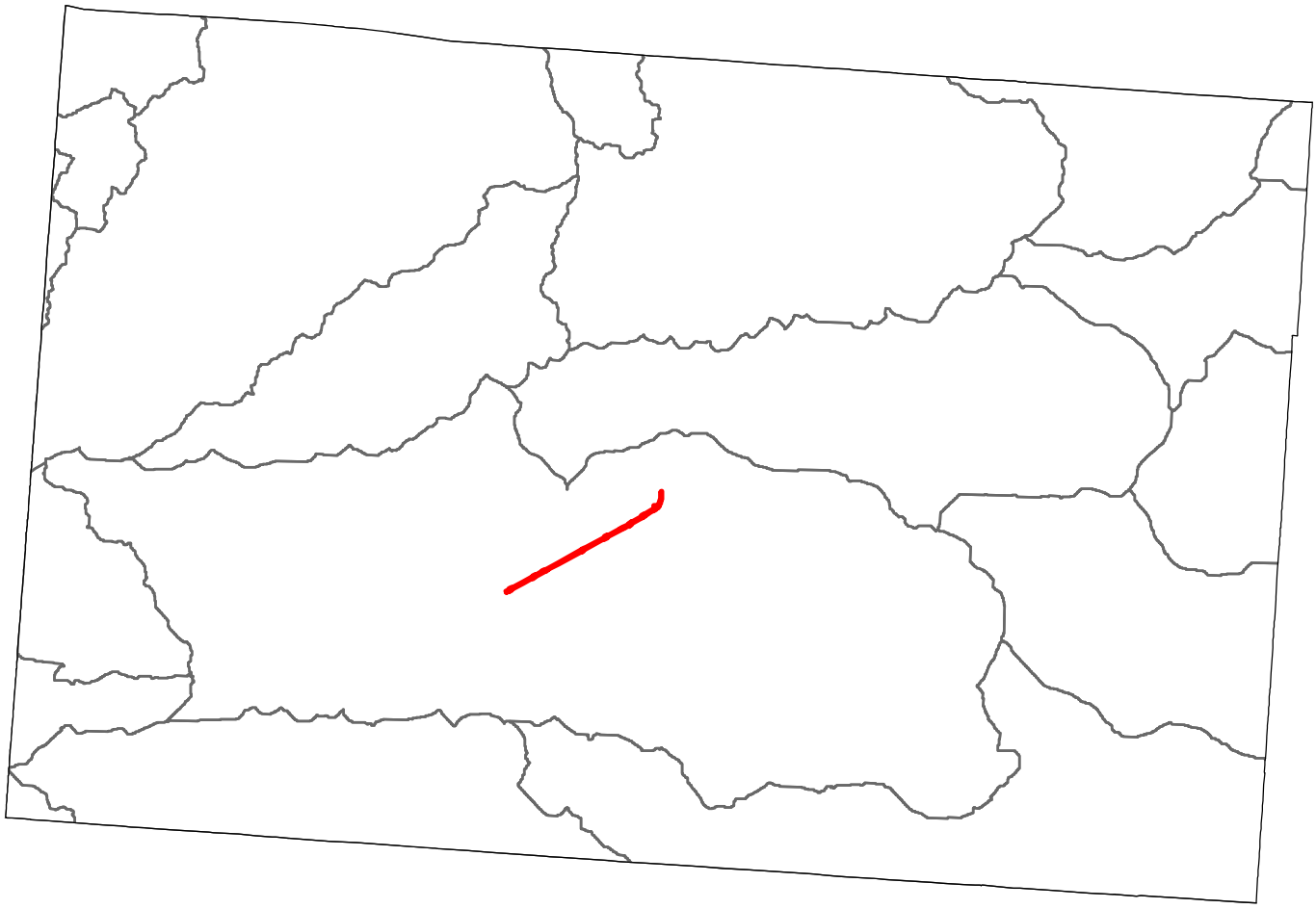


Figure 3. Critical Habitat, Occupied Waterbodies and Watersheds

Project Location

11 digit HUC watersheds

Cimarron County

J/P 31867(04)

N

0 4.5 9 18 Miles

Source: USFWS, Oklahoma Ecological Services Field Office, April 2010 (11 digit HUC watersheds)

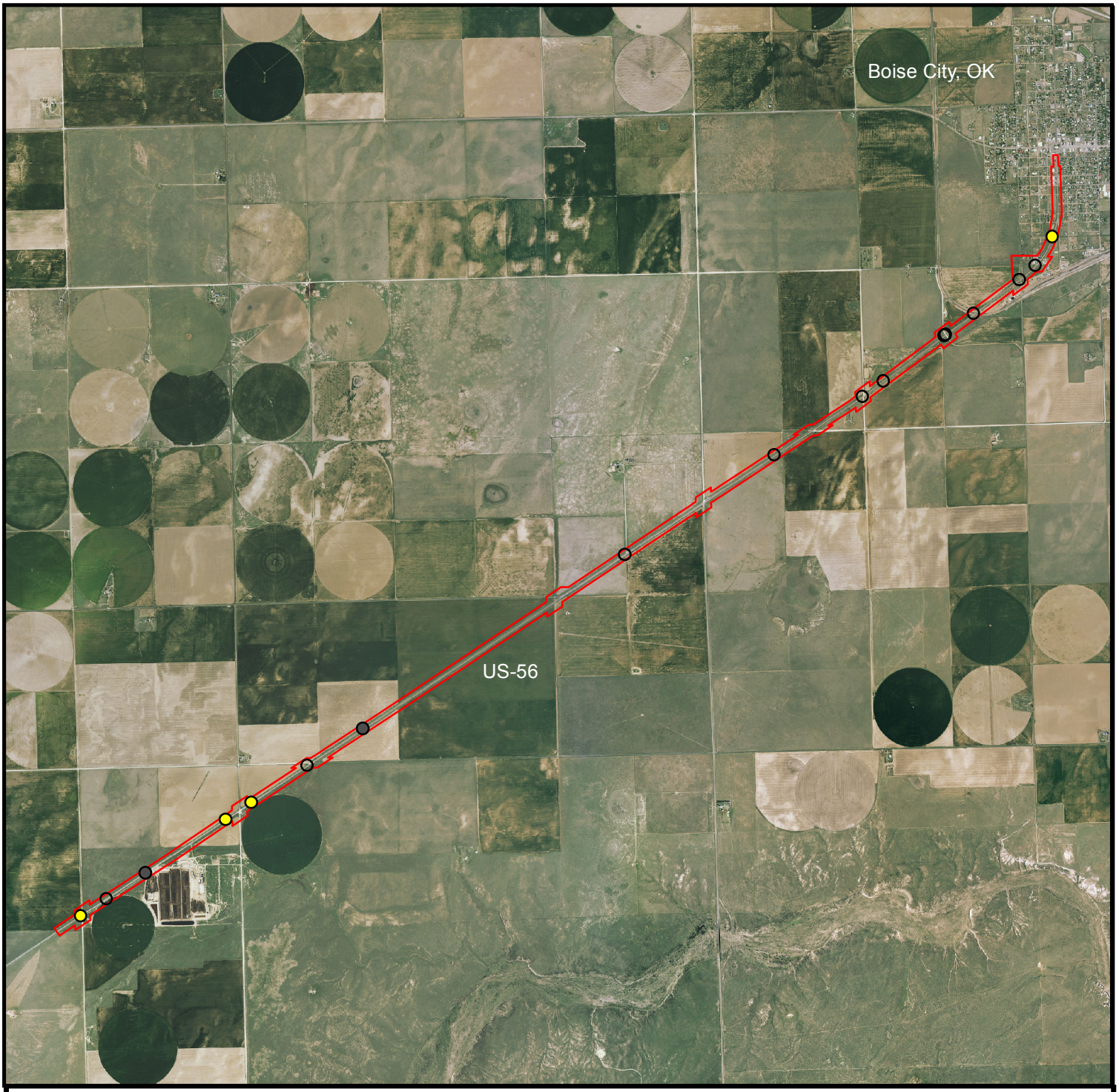


Figure 4. Swallow nest location

Study Area

Barn and/or Cliff Swallow nest location

Suitable swallow nest site without swallow nests

Structure not suitable for swallow nests

N

Cimarron County

J/P 31867(04)

USDA-APFO National Agriculture Imagery Program
2015 Digital Orthophotography

0 2,950 5,900 11,800 Feet

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: March 15, 2018
Consultation Code: 02EKOK00-2018-SLI-1127
Event Code: 02EKOK00-2018-E-02708
Project Name: CIMARRON COUNTY JP 31867(04)

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: 02EKOK00-2018-SLI-1127

Event Code: 02EKOK00-2018-E-02708

Project Name: CIMARRON COUNTY JP 31867(04)

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: US-56 Widen, resurface and bridge, beginning 4.7 miles SW of the US-54 / US-385 junction and extending NE 7.96 miles to 1st Street, in Boise City, OK

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/36.69467310915208N102.56087952111741W



Counties: Cimarron, OK

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

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

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

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

Birds

NAME	STATUS
Least Tern *Sterna antillarum* Population: interior pop. No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Wind Turbines and Wind Farms ▪ Towers (i.e. radio, television, cellular, microwave, meterological) Species profile: https://ecos.fws.gov/ecp/species/8505	Endangered
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Critical habitats

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

USFWS National Wildlife Refuge Lands And Fish Hatcheries

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

REFUGE INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

Migratory Birds

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

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

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

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see maps of where birders and the general public have sighted birds in and around your project area, visit E-bird tools such as the E-bird data mapping tool (search for the name of a bird on your list to see specific locations where that bird has been reported to occur within your project area over a certain timeframe) and the E-bird Explore Data Tool (perform a query to see a list of all birds sighted in your county or region and within a certain timeframe). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list can be found below.

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

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Jul 31

NAME	BREEDING SEASON
Burrowing Owl *Athene cunicularia* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9737	Breeds Mar 15 to Aug 31
Cassin's Sparrow *Aimophila cassinii* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9512	Breeds Aug 1 to Oct 10
Chestnut-collared Longspur *Calcarius ornatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 10
Golden Eagle *Aquila chrysaetos* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lark Bunting *Calamospiza melanocorys* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 10 to Aug 15
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker *Melanerpes lewis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew *Numenius americanus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds Apr 1 to Jul 31
Mccown's Longspur *Calcarius mccownii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9292	Breeds May 1 to Aug 15
Mountain Plover *Charadrius montanus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3638	Breeds Apr 15 to Aug 15

NAME	BREEDING SEASON
Semipalmated Sandpiper *Calidris pusilla* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Sprague's Pipit *Anthus spragueii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8964	Breeds elsewhere
Whimbrel *Numenius phaeopus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9483	Breeds elsewhere
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5
Willow Flycatcher *Empidonax traillii* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/3482	Breeds May 20 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds.

Probability of Presence (■)

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

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

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

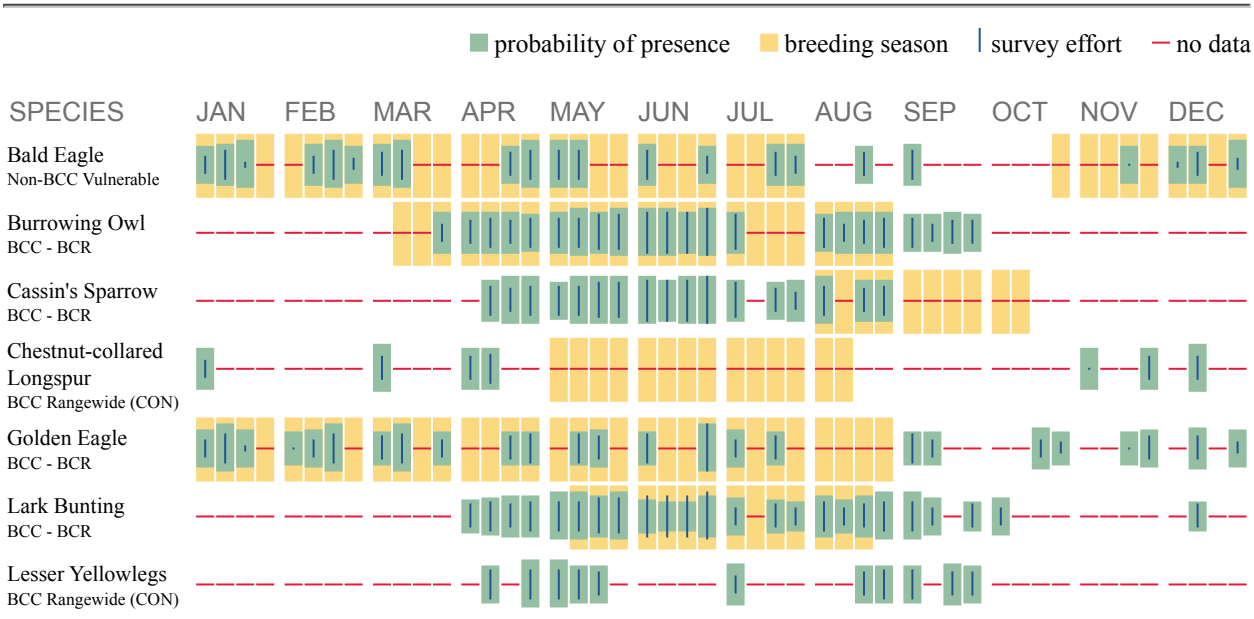
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is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

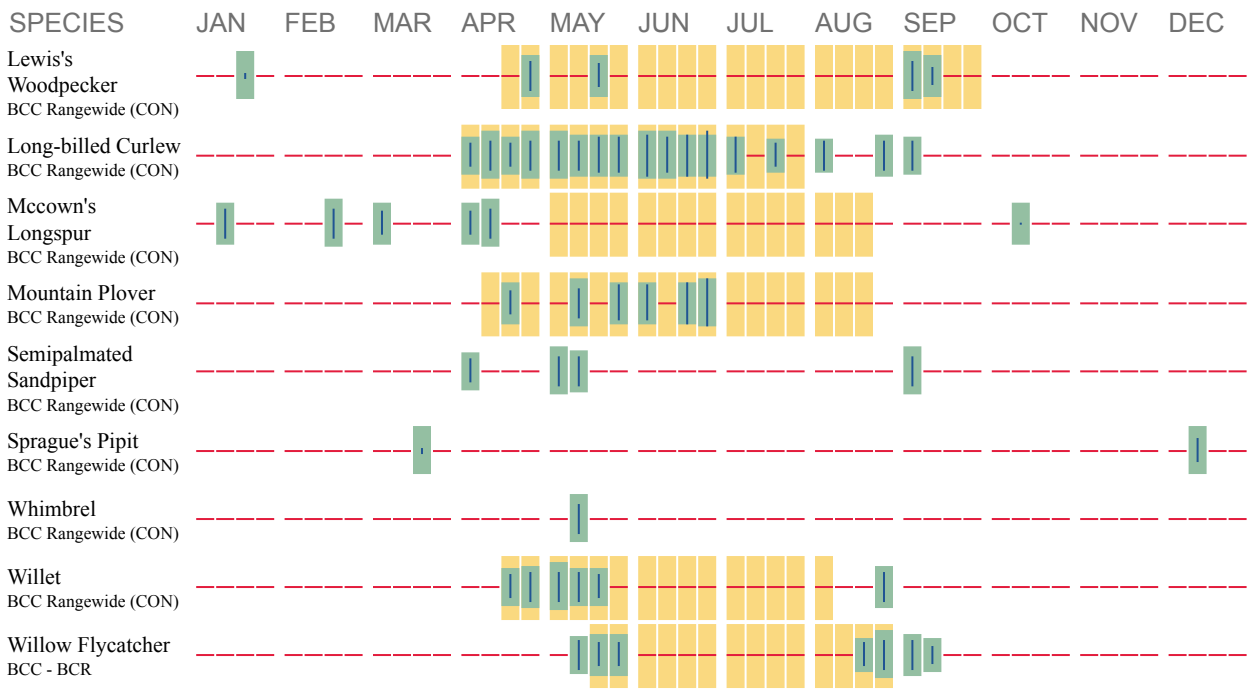
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

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

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

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information.





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
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

Migratory Birds FAQ

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

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

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

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

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

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

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

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird entry on your migratory bird species list indicates a breeding season, it is probable that the bird breeds in your project's counties at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

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

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

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

Details about birds that are potentially affected by offshore projects

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

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

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the BGEPA should such impacts occur.

Wetlands

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

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

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

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

WATERS AND WETLANDS EVALUATION REPORT

For

County	Cimarron	JP Number	31867(04)	Project Number	Not provided
Road Number	US-56	Water Body Name		Boise City drainage canal	
ROW Date	Not provided	Let Date	FFY 2024	Project Length	8.16 miles
Project General Location		Beginning approximately 4.7 miles SW of the US-54 / US-385 junction and extending NE 7.96 miles to 1st Street in Boise City, OK			
Project Statement From Oracle		US-56 Widen, resurface and bridge			

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

Prepared by:

Biologist Name	Phillip Crawford
Company/Agency Name	ODOT Biological Studies Program at OU
Address	111 E. Chesapeake Street
City, State Zip	Norman, OK 73019

Report Date:	March 29, 2018
Field Date:	March 21, 2018

PROJECT OVERVIEW

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

Description of the **existing** bridge/roadway

US-56 is currently a two-lane facility consisting of two 12 foot wide driving lanes and 7 foot wide paved shoulders. The pavement on this roadway is in poor condition. The existing US-56 bridge over the Boise City drainage canal (NBI 12594, built in 1951) is a 46 foot reinforced concrete box (RCB) culvert. The annual average daily traffic is 750 to 1300 vehicles per day. The proposed improvements will provide safer driving conditions.

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

The proposed improvements will include the widening of the existing facility on the existing alignment, to yield two 12 foot driving lanes with 8 foot paved shoulders, overlaying the existing mainline pavement, reconstructing curb and gutter in Boise City, grading for proper drainage, and extending the bridge to meet clear zone requirements. Several small RCB and RCP culverts may be extended or replaced. Additionally, the existing sidewalks adjacent to the highway in Boise City are in poor condition and will be replaced with ADA compliant sidewalks and curb ramps. The existing facility will remain open to traffic during construction, with phased construction and temporary lane closures. New rights-of-way may be required to make the proposed improvements.

Project Environmental Study Footprint

Project Location		Environmental Study Footprint	
Section Range & Township	Lat/Long (NAD 83)	Dimensions	Acreage
S02, S03, S04, S09 T02N R04E C.M.; S25, S35, S36 T03N R04E C.M.; S15, S16, S20, S21, S22, S29, S30, S31 T03N R05E C.M.;	36.6608°N 102.6278°W (south end); 36.7289°N 102.5132°W (north end)	Extends 150 feet either side of the existing US-56 centerline, with additional areas surrounding intersections	333.1 acres

Environmental Study Footprint Soils (NRCS Soil Survey Map)

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
Dalhart fine sandy loam	0 to 1	Well drained		X	
Dalhart fine sandy loam	1 to 3	Well drained		X	
Conlen-Dalhart complex	1 to 3	Well drained		X	
Sunray clay loam	0 to 1	Well drained		X	
Sherm clay loam	0 to 1	Well drained		X	
Sherm clay loam	1 to 3	Well drained		X	
Rickmore fine sandy loam	0 to 1	Well drained		X	
Gruver loam	0 to 1	Well drained		X	

Environmental Study Footprint General Description and Vegetation Present

The study area occurs in partially-developed and developed areas southwest of and in Boise City, and is occupied by the existing paved facility and maintained rights-of-way, cultivated fields (some fallow) and improved pastureland or grass hay meadow (on formerly-plowed terrain). The occupied right-of-way bordering the highway appears to be frequently mowed, and is vegetated with native and introduced grasses and forbs, including sand dropseed *(Sporobolus cryptandrus)*, blue grama *(Bouteloua gracilis)*, buffalo grass *(Buchloe dactyloides)*, silver bluestem *(Bothriochloa saccharoides)*, yellow bluestem *(Bothriochloa ischaemum var. songarica)*, bermuda grass *(Cynodon dactylon)*, green bristlegrass *(Setaria viridis)*, hooded windmill grass *(Chloris cucullata)*, tumble windmill grass *(Chloris verticillata)*, stinkgrass *(Eragrostis cilianensis)*, prickly Russian thistle *(Salsola tragus)*, thistle *(Cirsium* sp.), velvetweed *(Gaura mollis)*, carelessweed *(Amaranthus palmeri)*, lambsquarters *(Chenopodium album)*, silverleaf nightshade *(Solanum elaeagnifolium)*, Missouri gourd *(Cucurbita foetidissima)*, sunflower *(Helianthus* sp.), prairie tea *(Croton monanthogynus)*, toothed spurge *(Euphorbia dentata)* and southern pepperwort *(Lepidium austrinum)*. Areas outside of the existing US-56 right-of-way are mainly occupied by cultivated (generally irrigated) fields of common wheat *(Triticum aestivum)* and/or cereal rye *(Secale cereale)*, corn *(Zea mays)* and grain sorghum or hay grazer *(Sorghum bicolor)*; and by grass hay meadows that appear to be dominated by yellow bluestem *(Bothriochloa ischaemum var. songarica)*, many of which had been mowed and baled following the last growing season. A few small areas of pastureland with scattered individuals of native grasses also occur within the study area, and include sand dropseed *(Sporobolus cryptandrus)*, prairie threeawn *(Aristida oligantha)* and little bluestem *(Schizachyrium scoparium)*. Very little woody vegetation occurs within the study area, though a few widely-scattered saplings and small trees of American elm *(Ulmus americana)* occur in and near the fence rows within the site. The Boise City drainage canal is the only aquatic feature mapped within the study area; this feature is mapped as terminating in a depression just east of the Boise City sewage disposal ponds and has no mapped connection to other downstream waters. A second intermittent stream is mapped as originating just east of the study area (and a small RCB extending under US-56) and south of the railroad crossing, but no stream was observed in this area (see images from Photo Site 1).

WATERS AND WETLANDS EVALUATION

Data Sources Reviewed (list)

USGS 7.5 minute Quad	**NWI Map**	**USACE Wetland Regional Supplement**	**Additional Resources Reviewed**
Boise City (3610265); Boise City NW (3610266)	US Fish and Wildlife Service 2014. CONUS_wet_poly.shp	Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region (Version 2.0).	Natural Resources Conservation Service. 2015. Major Land Resource Areas Explorer. U. S. Department of Agriculture Handbook 296, 2006. Available http://www.cei.psu.edu/mlra/ (Accessed: March 20, 2018).

Wetlands and Ponds Summary Table

Field Sites	Type of Wetland or Pond	Cowardin Classification	Potential Jurisdictional Status	Acres within Environmental Study Footprint
None				0

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
1	Boise City drainage canal	Mapped intermittent	Likely	0.205	321.8

Streams and other linear aquatic features

Field Site 1 is mapped as an intermittent stream (the Boise City drainage canal; see images from Photo Site 2), though it appears to be ephemeral in nature. This stream would be classified as R4SBA (riverine, intermittent, stream bed, temporarily flooded) following the Cowardin system. An estimated 321.8 linear feet (0.205 acre) of Field Site 1 occur within the study area. This stream originates within the limits of Boise City, and carries surface runoff from residential and commercial areas. Within and near the study area this feature occupies a broad, shallow channel, the shaped banks and bed of which are occasionally mowed. At and upstream of the western edge of the study area the stream bed is vegetated with the same suite of plant species (largely upland grasses and common dandelion *(Taraxacum officinale)*) occurring in adjacent, higher areas, and the channel exhibits no evident OHWM. Slightly lower areas adjacent to and downstream of US-56 also exhibit scattered individuals of Pennsylvania smartweed *(Polygonum pensylvanicum)* and curly dock *(Rumex crispus)*. That segment of the stream exhibiting an OHWM varies between 21 feet and 57 feet in width, with an average width of 33.2 feet within the study area. Although this feature is mapped as terminating in a depression just east of the Boise City sewage disposal ponds and has no mapped connection to other downstream waters, it is depicted on the Boise City (3610265) 7.5 minute topographic quad map, and it may be considered jurisdictional by the USACE.

Wetlands and ponds

No ponds or wetlands are mapped within the study area on the Boise City (3610265) or Boise City NW (3610266) 7.5 minute topographic quad maps or the U. S. Fish and Wildlife Service's National Wetlands Inventory; no potentially-jurisdictional ponds or wetlands were observed within the study area on the survey date.

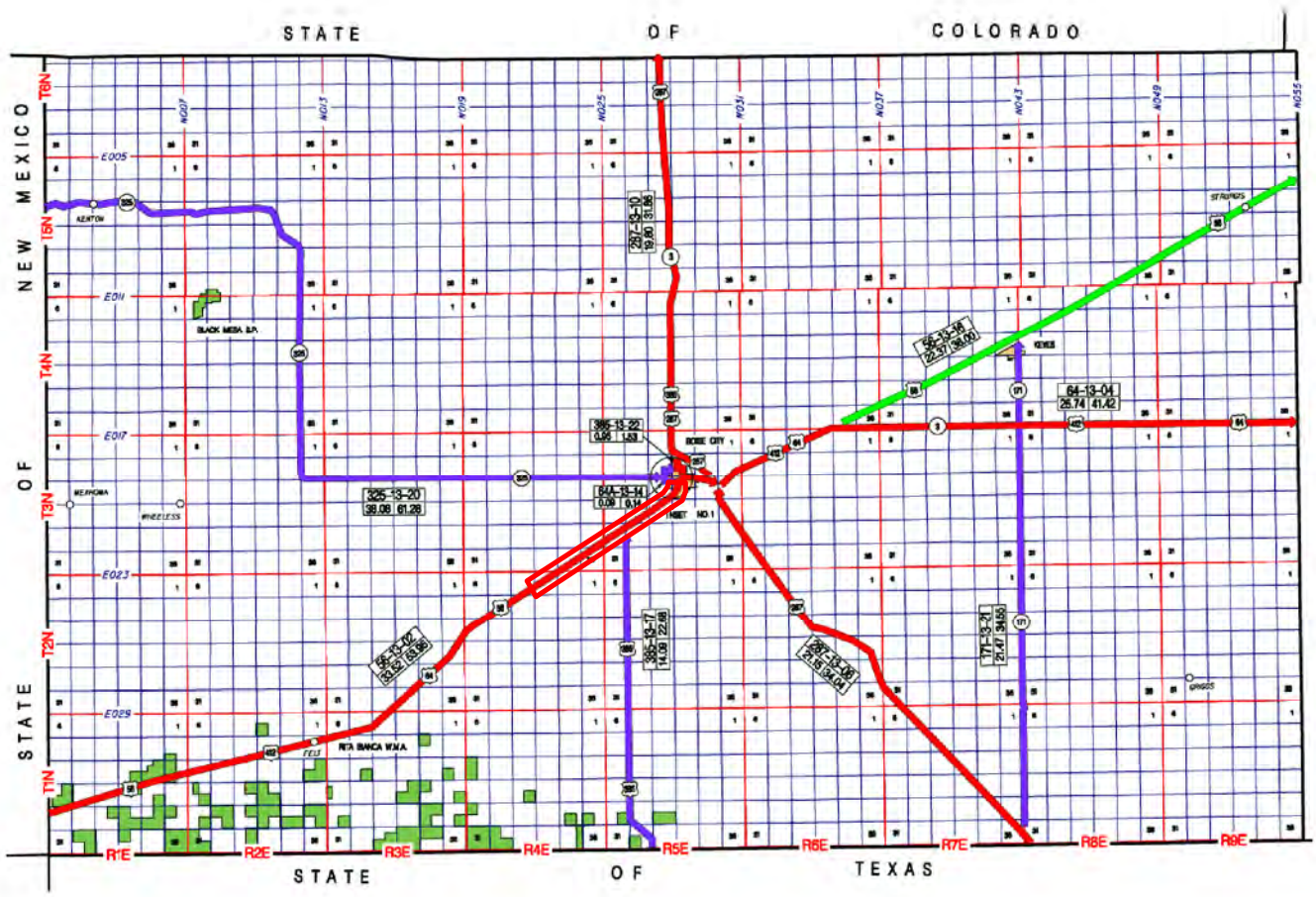


Figure 1. Control Section Map

Project Site

N

Cimarron County

J/P 31867(04)

Source: State of Oklahoma Department of Transportation

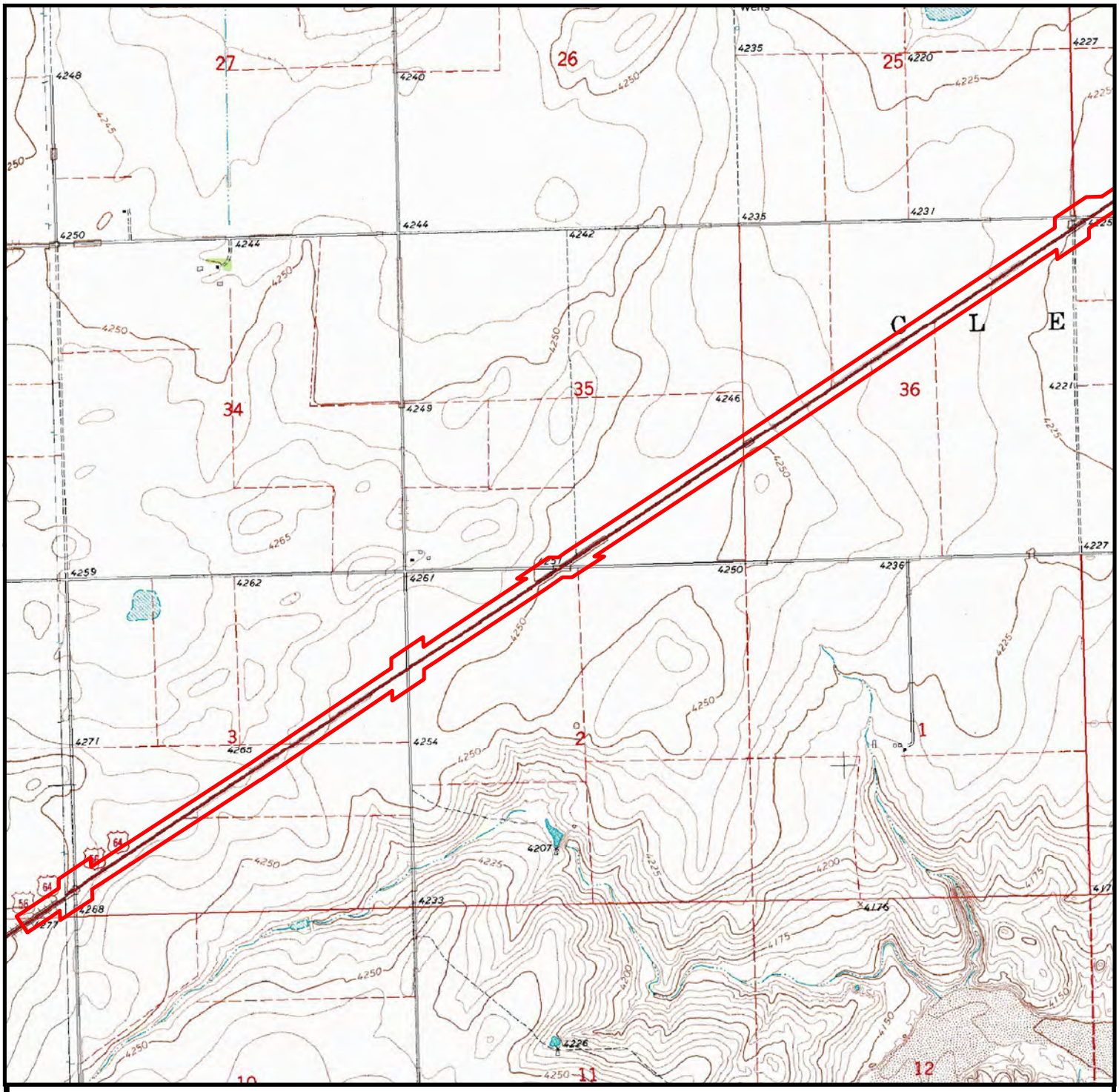


Figure 2a. Topographic Map

Study Area

N

Cimarron County

J/P 31867(04)

USGS 7.5 minute quadrangle at 1:24,000 scale

0 1,625 3,250 6,500 Feet

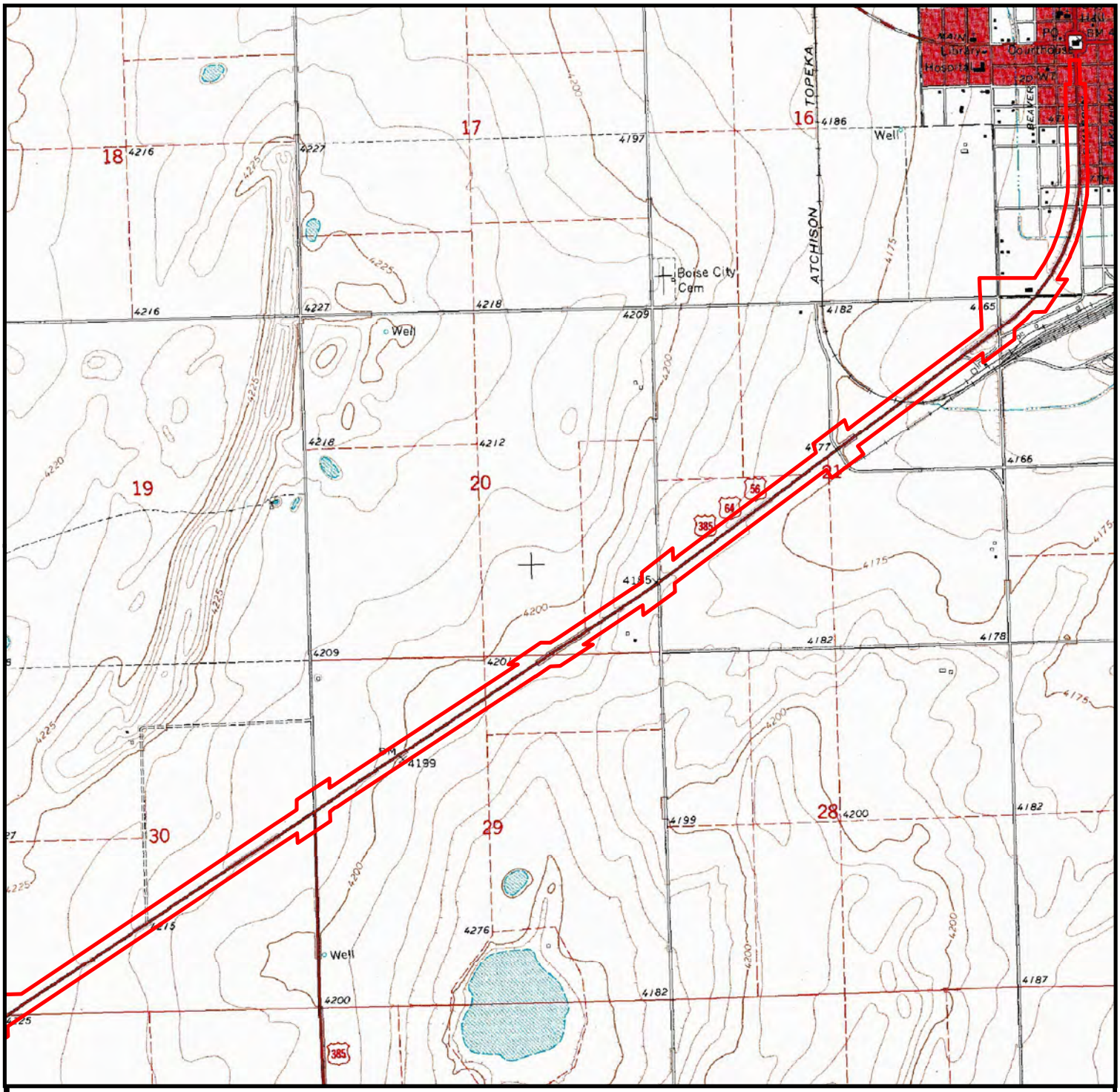


Figure 2b. Topographic Map

Study Area

N

Cimarron County

J/P 31867(04)

USGS 7.5 minute quadrangle at 1:24,000 scale

0 1,600 3,200 6,400 Feet

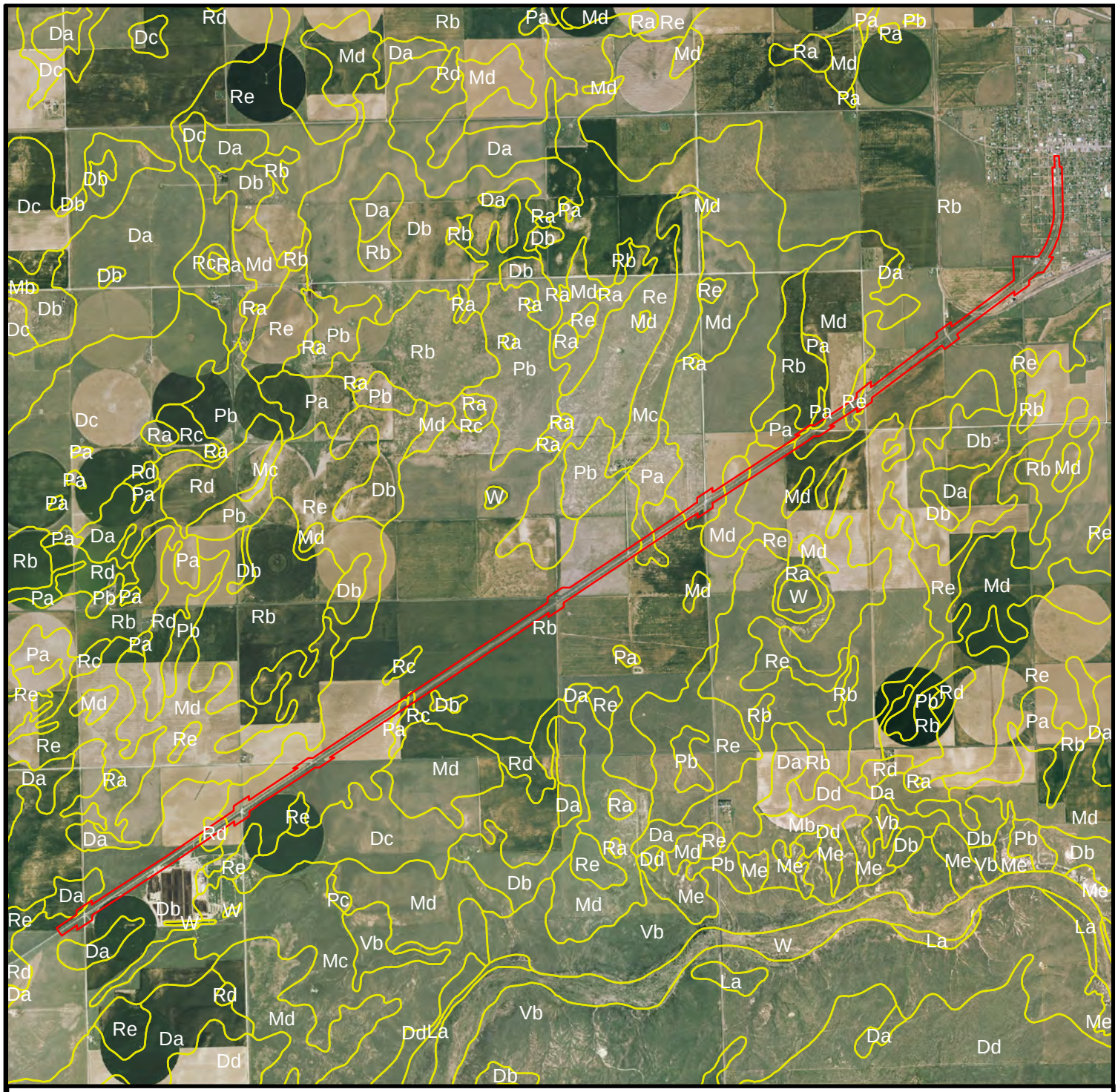


Figure 3. Soil Map

Study Area

Soil Boundaries

Soil Abbreviations

Da (Db) - Dalhart fine sandy loam, 0 to 1 (1 to 3) percent slopes
Md - Conlen-Dalhart complex, 1 to 3 percent slopes
Pa - Sunray clay loam, 0 to 1 percent slopes
Rb (Rc) - Sherm clay loam, 0 to 1 (1 to 3) percent slopes
Rd - Rickmore fine sandy loam, 0 to 1 percent slopes
Re - Gruver loam, 0 to 1 percent slopes

N

Cimarron County

J/P 31867(04)

USDA-APFO NAIP 2015 Digital Orthophotography
USDA-NRCS 2014 Soil Survey Geographic (SSURGO) Data

0 3,300 6,600 13,200 Feet

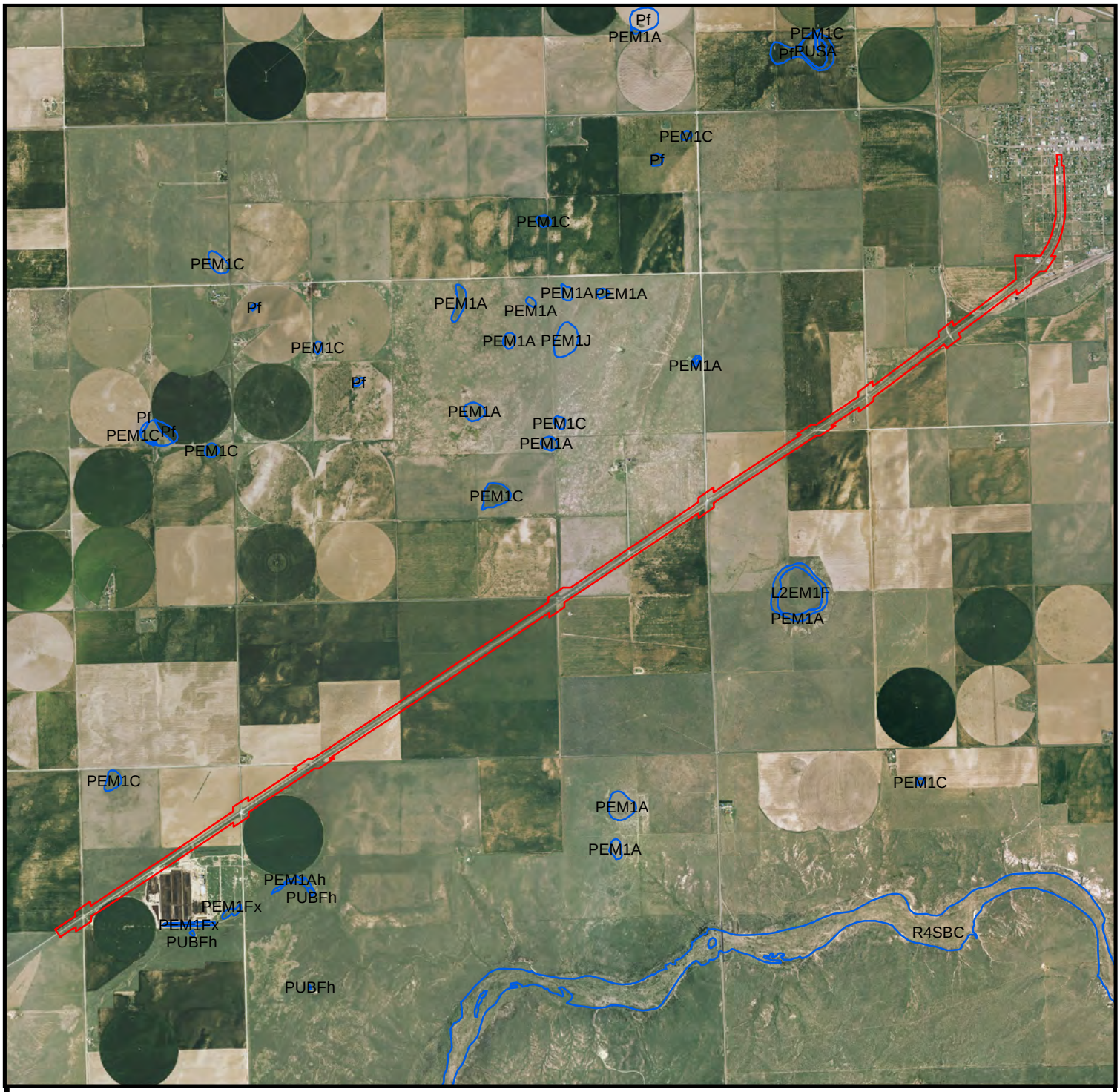


Figure 4: National Wetlands Inventory

Study Area

NWI

N

Cimarron County

J/P 31867(04)

NWI Source: US Fish and Wildlife Service 2014
USDA-APFO NAIP 2015 Digital Orthophotography

0 3,300 6,600 13,200 Feet



Figure 5a. Site Map

Study Area

Ephemeral (mapped intermittent) stream

RCB / RCP culvert

Photo Site

N

Cimarron County

J/P 31867(04)

USDA-APFO National Agriculture Imagery Program
2015 Digital Orthophotography

0 1,500 3,000 6,000 Feet



Figure 5b. Site Map

Study Area

Ephemeral (mapped intermittent) stream

RCB / RCP culvert

Photo Site

N

Cimarron County

J/P 31867(04)

USDA-APFO National Agriculture Imagery Program
2015 Digital Orthophotography

0 1,400 2,800 5,600 Feet



Photo Site 1 (PS 1): Looking WNW (upslope) from US-56; the west end of a small RCB carrying roadside, railroad and field drainage is visible.



PS 1: Looking east (downslope) from US-56; an intermittent stream is mapped as originating just east of the study area, but was not evident on survey date.



PS 2: Field Site 1 (FS 1, Boise City drainage canal), looking west from US-56.



PS 2: FS 1, looking east from US-56.

PRELIMINARY 404 REVIEW, SCENIC RIVER COORDINATION AND COAST GUARD

REQUEST FOR PRELIMINARY 404 REVIEW

Submit to 404@odot.org, With Subject "Preliminary 404 Review Request: COUNTY JP #####(##)"

Preliminary Plans (30%) and Biological must be available to complete review.

Name of Requestor: Leslie Novotny	Date Requested: 7/9/2019
Requestor's Phone Number: 405-521-2321	Date Needed By: 7/19/2019
Field Division Number: 6	Meeting Date: 7/25/2019
County Name: Cimarron	PSE Submission Date: 10/19/2023
JP Number: 31867(04)	Target Let Date: FFY 2024

Highway Number: US-56

Project Description from JP Info or IMS:

WIDEN, RESURFACE & BRIDGE: US-56 BEGIN 4.7 MI. SW OF THE US-56/US-385 JCT., EXTEND NE 7.96 MILES TO 1ST ST. S. IN BOISE CITY

WATERS/WETLANDS IN PROJECT AREA:

☒ Streams exceed 0.1 acres of impact per structure
(Channel Change and/or value from 404 Notification form)

☐ Wetlands exceed 0.1 acres total in biological report.

Preliminary (30%) Plans

☐ Attached Preliminary (30%) Plans

☒ On ProjectWise

Additional Project Information As Needed:

Plans are also available in the project folder in the shared drive.

For 404 Program Use Only:

Determination Based on Preliminary (30%) Plans

Wetlands:

☒ None Impacted

☐ Wetland impacts ≤ 0.1 acre; Mitigation likely not required

☐ Wetland impacts > 0.1 acre; Mitigation may be required

Streams:

☒ Stream Impacts ≤ 0.1 acre; mitigation likely not required

☐ None Impacted

☐ Stream impacts >0.1 acre; mitigation may be required

Other:_____

Type of Permit Application (Preliminary Determination)

☒ No PCN Required

☐ PCN with Mitigation

☐ PCN Only

☐ Individual Permit

The purpose of this form is to determine the appropriate Clean Water Act Section 404 permit application.	
* Below 0.1 acres of impact for streams:	Pre-construction Notice (PCN) to the USACE IS NOT required.
* Below 0.1 acres of impact for wetlands:	PCN to the USACE IS required. Compensatory mitigation for wetland impacts may be required.
* 0.1 to 0.5 acres of impact:	PCN to the USACE IS required. Compensatory mitigation for impact to wetlands IS required. Compensatory mitigation for stream impacts may be required.
* Above 0.5 acres of impact:	An Individual Permit IS required. Compensatory mitigation IS required.

Comments: The impacts to the stream are under 0.1 acres and there are no wetland impacts. This will be a No PCN type NWP 14. This will not require an Individual Permit.

KMT 1/29/20

N R C S COORDINATION

No response received from NRCS.

See attached Farmland Impact Rating Form and Request Letter.

From:	Leslie Novotny
To:	"delfino.rodriguez@ok.usda.gov"
Subject:	NRCS Coordination for Farmland Impact - Cimarron Co JP 31867(04) US-56
Date:	Tuesday, November 07, 2017 1:19:00 PM
Attachments:	Cimarron 3186704 NRCS Form AD-1006.pdf Cimarron Co JP31867(04) Footprint Maps.pdf Cimarron Co JP31867(04) Location Map.pdf

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November 7, 2017

Delfino Rodriguez
District Conservationist
Boise City Service Center
210 S Cimarron
Boise City, OK 73933

RE: Site assessments for Farmland Protection Policy Act (FPPA) on US-56, begin 4.7 miles Southwest of the US-56/US-385 Jct., extend Northeast 7.96 miles to 1st St. S. in Boise City, and Identification of any NRCS Structures or Properties within the Study Area

Dear Mr. Rodriguez,

The Oklahoma Department of Transportation and FHWA are in the early developmental stages of the Widen, Resurface, and Bridge Improvement on US-56, begin 4.7 miles Southwest of the US-56/US-385 Jct., extend Northeast 7.96 miles to 1st St. S. in Boise City. Please find the attached USDA Form AD-1006 and plans/footprint for the following federal actions in Cimarron County, Oklahoma.

In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act, Parts 1 and III of Form AD-1006 have been completed.
Please complete the NRCS portions of this form within the next 45 days and return one copy to me by email.

In addition, please let us know if the proposed project would impact any NRCS structures or properties such as flood control dams, wetlands, etc.
Your assistance is greatly appreciated. If you have any questions, please call me at 405-521-2321 or email to lnovotny@odot.org

Sincerely,
Leslie Novotny

Enclosures: NEPA Study Footprint, Location Map, and Form AD-1066

Leslie Novotny
Environmental Project Manager, Division 5 & 6 (State)
Environmental Programs Division
Oklahoma Department of Transportation

200 NE 21st Street, Room 3D
Oklahoma City, OK 73105
Phone: 405.521.2321
lnovotny@odot.org

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request November 7, 2017	
Name of Project US-56 4.7 SW of US-56/US-385 Jct.		Federal Agency Involved FHWA	
Proposed Land Use Transportation		County and State Cimarron County, Oklahoma	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS	Person Completing Form:
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☐ NO ☐	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount of Farmland As Defined in FPPA Acres: %	
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	127.06			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	127.06			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide Important or Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)				
2. Perimeter In Non-urban Use	(10)				
3. Percent Of Site Being Farmed	(20)				
4. Protection Provided By State and Local Government	(20)				
5. Distance From Urban Built-up Area	(15)				
6. Distance To Urban Support Services	(15)				
7. Size Of Present Farm Unit Compared To Average	(10)				
8. Creation Of Non-farmable Farmland	(10)				
9. Availability Of Farm Support Services	(5)				
10. On-Farm Investments	(20)				
11. Effects Of Conversion On Farm Support Services	(10)				
12. Compatibility With Existing Agricultural Use	(10)				
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	0	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES ☐ NO ☐

Reason For Selection:

Name of Federal agency representative completing this form:	Date:

(See Instructions on reverse side) **Form AD-1006 (03-02)**

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, http://fppa.nrcs.usda.gov/lesa/.

Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s)of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map**,** or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)

Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.

Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.

Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.

Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.

2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

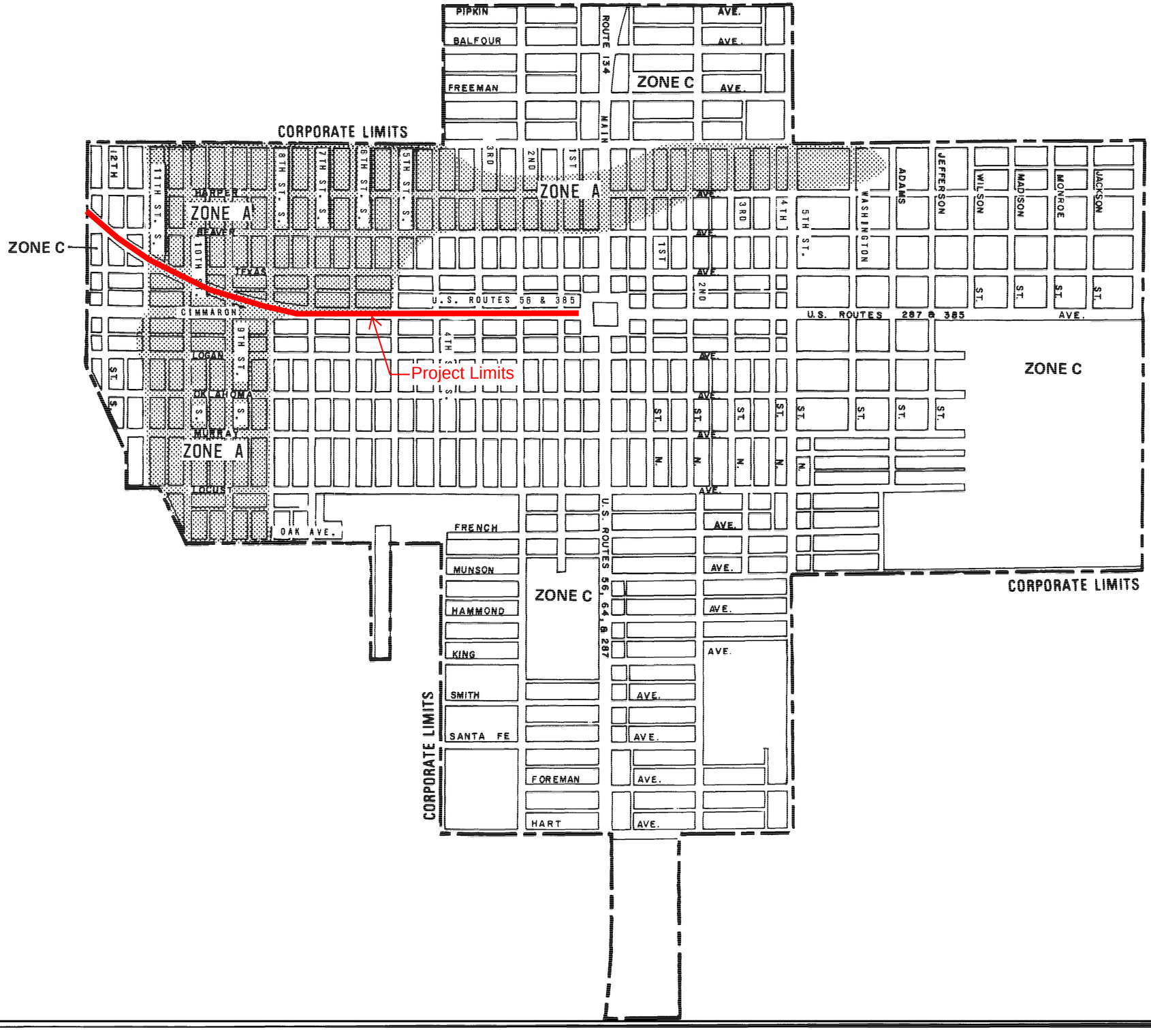
Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.
Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \text{ X } 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

FLOOD PLAIN INFORMATION



federal emergency management agency

CITY OF BOISE CITY, OK
(CIMARRON CO.)

APPROXIMATE SCALE
0 600 1200 1800 FEET

EFFECTIVE DATE
NOVEMBER 1, 1985

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

HAZARDOUS WASTE STUDIES

OKLAHOMA DEPARTMENT OF TRANSPORTATION
INITIAL SITE SCREENING REPORT – HAZARDOUS WASTE

Prepared By: Evan Mace **Project No.:** J3-1867(004)SS **County:** Cimarron
Report Date: 3/8/2018 (Update:12/30/2019) **J/P Number:** 31867(04)

1. **PROJECT DESCRIPTION:** Widen, Resurface, & Bridge: US-56: Begin 4.7 miles SW of the US-56/US-385 Jct., Extend NE 7.96 Miles to 1st Street S. in Boise City.

2. **LAND USE AND CHARACTERISTICS:** Rural farm land in southern section moving to residential and commercial in the northern part.

3. **PROJECT METHODOLOGY:**

A. Records Search:

- ☒ Electronic database search (vendor: Envirosite; report date: 3/7/2018)
- ☒ Manual database search (LUST, CERCLA, VCP, Landfill), plus:

☐ Sanborn Fire Insurance Maps	☒ UST	☒ Google Streetview
☒ Aerial photos('96, '03, '08, '11, '16)	☐ Oil and Gas Wells	☐ Survey Report
☒ RCRA CORRACTS	☐ Agency files:	☐ Other:

B. Interviews/Contacts: None conducted.

C. Field Investigation: ☐ Visit (date:) ☒ No Visit

4. **RESULTS OF INVESTIGATION:**

A. Physical Features in Immediate Project Area (USTs, AST, Others): There are USTs and a cattle feed lot located along the project length.

B. Evidence of Contamination (Vegetation Damage, Staining, Sheen): None noted.

C. Summary:
- ☐ No concerns identified in project area.
- ☒ Potential sources of contamination identified in project area.
- ☐ Known sources of contamination identified in project area.

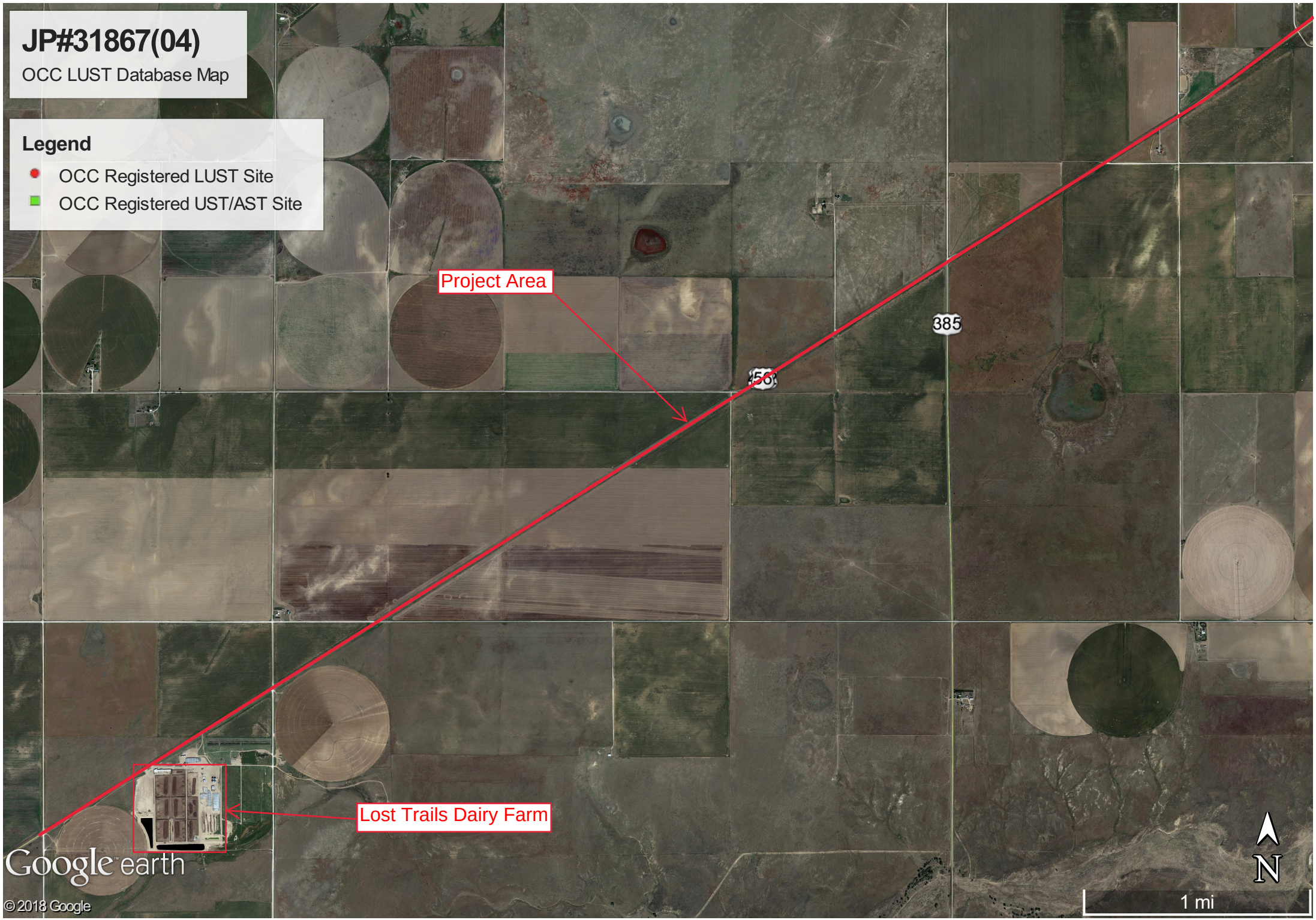
5. **RECOMMENDATIONS:**
- ☐ Approval to Proceed (No Further Action)
- ☒ Approval to Proceed, Pending:
  - ☐ Avoidance of described site(s)
  - ☐ Plan Notes regarding described site(s) (See Section 6)
  - ☒ Additional investigation by ODOT
- ☐ Approval NOT Recommended

6. **PLAN NOTES:** Request for plans memo attached.

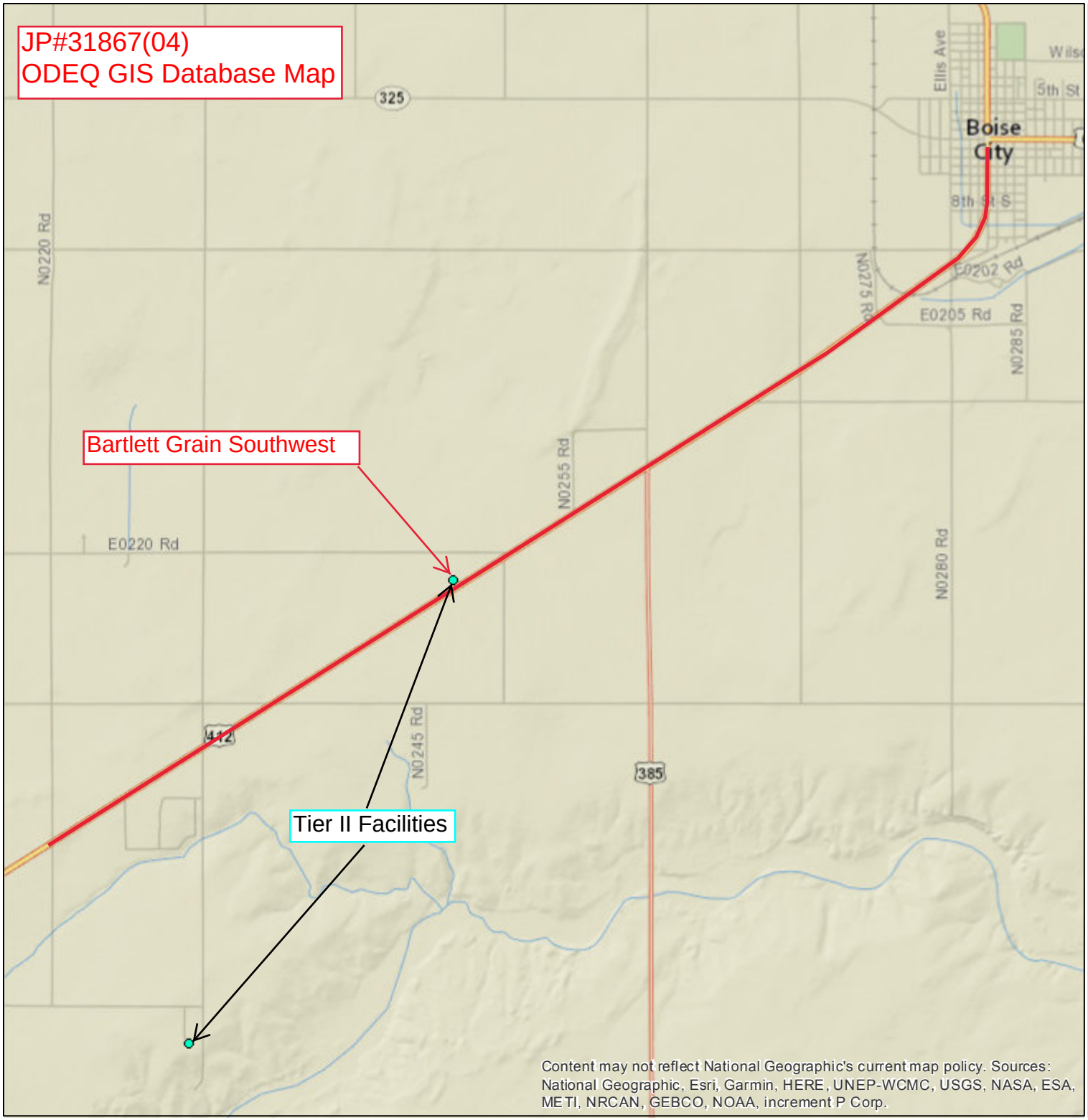
7. **GENERAL COMMENTS:** USTs and a cattle feed lot are located along the project length. Although they are not identified as leaking (LUST) sites or environmental concerns, project design plans are needed to verify that they will not impact construction.

   Update 12/30/2019: After reviewing project plans it is determined that the sites in question should not affect construction due to the scope of work being performed.

This report is based solely upon the interpretation of the available information and documents reviewed, and when indicated, visual observations of the proposed project and its vicinity. This report is intended for the sole use of ODOT. It should be recognized that this report was not intended to be a definitive investigation of contamination on any proposed project. Given the scope of the limited services undertaken, it is possible that currently unrecognized contamination may exist at any property and that the levels of this potential contamination may vary. Opinions and recommendations presented therein apply to existing conditions and those reasonably foreseeable.


JP#31867(04)
OCC LUST Database Map
Legend
OCC Registered LUST Site
OCC Registered UST/AST Site
Project Area
385
56
Lost Trails Dairy Farm
Google earth
© 2018 Google
N
1 mi


JP#31867(04)
OCC LUST Database Map
Legend
OCC Registered LUST Site
OCC Registered UST/AST Site
Boise City
LUST Site
OCC Facility No. 1304591
Case No. 064-1613
Boise City Public Works Authority
100 S Texas Ave.
Boise City, OK 73933
UST Site
OCC Facility No. 1304590
Project Location
UST Site
OCC Facility No. 1313001
Pipkin Ave
Ellis Ave
Harper St
Texas Ave
Beaver Ave
7th St S
8th St S
Oklahoma Ave
Cimarron Ave
Murray Ave
Locust Ave
King St
Smith Ave
4th St
Foreman Ave
Hart Ave
Google earth
© 2018 Google
N
2000 ft



Oklahoma Department of Environmental Quality

Legend

- RCRA Corrective Action
- Superfund Sites

Oklahoma Star Incentive Program

Environmental Performance Recognition Program

- Platinum
- Gold
- Silver

N
W E
S

0 0.55 1.1 1.65

Miles

Date: 3/7/2018

We make every effort to provide and maintain accurate, complete, usable, and timely information. However, some data and information on this map may be preliminary or out of date and is provided with the understanding that it is not guaranteed to be correct or complete. Conclusions drawn from, or actions undertaken on the basis of, such data and information are the sole responsibility of the user.

DEQ
OKLAHOMA
DEPARTMENT OF ENVIRONMENTAL QUALITY

OTHER

Project Management Division (405)522-7601 Fax (405) 522-7612 Room 1-C6

DATE: **May 30, 2017**

TO: **Distribution List**

FROM: **Project Management Division** BDN

SUBJECT: **Project Initiation Report**

J/P Number: 31867(04) County: Cimarron Highway: US-56 Division: Six
PS&E Date: TBD R/W Date: 2020 Drive-out Date: May 11, 2017
Programmed Estimate: $14,000,000.00 (Const.)
Project Description: US-56: BEGIN 8.0 MI. SW OF THE US-56/US-64 JCT., EXTEND NE 8.0 MILES

.....

EXISTING INFORMATION

Reconnaissance Information Available

■ Yes Location: http://plansrv1/osd/JP3186704
□ No

Functional Classification

Area Type:	□ Urban	□ Suburban	■ Rural	
Terrain Type:	■ Flat (Outlying Business District & Central Business District in Boise City)	□ 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: 750 south / 1,300 north % Trucks: 28% (T3) Number of Lanes: 2
Lane Width: 12’
Outside Shoulder Width: 7’ Inside Shoulder Width: N/A
■ Open Section ■ Curb & Gutter (from 2nd Street S. to 1st Street S.)
□ Divided, median width: □ Other (describe):
Pavement Type: Asphalt Pavement Condition: □ Good □ Fair ■ Poor
Shoulder Type: Asphalt Shoulder Condition: □ Good □ Fair ■ Poor
Storm Sewer ■ No □ Yes Storm Sewer Condition: □ Good □ Fair □ Poor
Sidewalks □ No ■ Left Width: varies ■ Right Width: varies

Bridges within Project extents: SEE ATTACHED INSPECTION REPORTS
Bridge NBI #: 12594 US-56 Over Boise City Drainage Canal

CONSIDERATIONS

Environmental/Right-of-Way

□ Historic Properties, list:
□ Archeological Sites, list:
□ Cemeteries, list:
■ Hazardous Waste Sites/ AST's/ Coal Mines/LUST Sites, list: LUSTs/USTs, ASTs, truck scales, 55-gal drums
■ Threatened & Endangered Species, list with seasonal restrictions: Interior Least Tern, Piping Plover, Red Knot
□ 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:

Right-of Way/Utilities

■ Additional RW Anticipated Describe: It appears that a majority of the project can be constructed within existing right-of-way. Some minor right-of-way may be required to allow for widening the shoulders to 8' and for relocation of utilities.
■ Utility Conflicts Describe:

- Overhead Power lines paralleling and crossing the roadway were observed.
- Evidence of underground and overhead telephone lines.
- There is evidence of multiple utilities in Boise City.
- Please refer to the Reconnaissance Data for a listing of known utilities.

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.) BNSF Railroad (active)

Special Considerations

- There are a couple of irrigation pivots towards the B.O.P., on the east side of the alignment. Avoidance of these areas by widening to the opposite side of the road (rather than symmetrically) may be considered. The south-most irrigation pivot may be encroaching upon our right-of-way.
- There is a dairy farm within the first mile of the project, on the east side of the roadway. The driveway configuration will need to be discussed with the property owner at the time of right-of-way acquisition.

- There is an active at-grade railroad crossing approximately 1.2 miles southwest of the E.O.P. At this crossing, the existing railroad signal/gate mechanisms will likely need to be relocated. Also, the railroad surface across the roadway will likely need to be extended to accommodate the roadway widening.

.....

PROPOSED IMPROVEMENT

Project Intent: To primary goal of this project is to provide 8' paved shoulders to this existing facility in order to present a driving condition that is safer than current conditions.

Description of Proposed Improvements: The Project Team recommends utilizing 3R design criteria to add 8' paved shoulders to this existing facility and overlay the existing mainline. It is anticipated that all of the roadway widening will occur symmetrically about the existing centerline.
For the curb and gutter section in Boise City, the recommendation is to replace the existing curb & gutter and sidewalks and reconstruct the asphalt roadway. There are also some drainage issues in town that will need to be addressed.
For the Bridge Structure (NBI# 12594), as long as the structure proves to be sufficient hydraulically, the Initiation Team recommends extending the RCB both east and west to clear zone. One wing wall is broken and the others are cracked and will need to be repaired or replaced. There is also evidence of leaking inside the barrels. This could possibly be repaired with patching and/or crack injection.

Design Speed: 65 mph (the posted speed limit is 65 mph with speed reductions down to 35 mph in Boise City)

Potential to transfer steel bridge beams to County
□ No □ Yes ■ N/A
Fully document specific reasons preventing transfer:

Project Termini
Beginning of Project: Intersection of US-56 and County Road NS-22
End of Project: North side of the intersection of US-56 and 1st Street South in Boise City (this project will tie to the Boise City Square Project, J/P No. 20941(04))

Limits of Survey: Survey shall begin 1000 feet southwest of NS-22 Section line and extend northeasterly to a point 50 feet north of 1st Street in Boise City.
Survey width shall 200 feet right and 200 feet left of the centerline of the highway for most of the project. For the areas with a bridge size structure the limits are from a minimum of 500 feet before to 500 feet after the bridge locations, DTM and Topographic Data will be extended out to a minimum of 500 feet left and right of centerline of Survey.

Limits of NEPA Survey Area: 150' Lt & Rt with more at intersections and 75' Lt & Rt in curb & gutter sections, with same length as survey limits.

Typical Section
■ Open Section ■ Curb & Gutter (from 2nd Street S. to 1st Street S.)
□ Divided, median width:

□ Other (describe):
Number of Lanes: 2 Lane Width: 12'
Outside Shoulder Width: 8' Inside Shoulder Width: N/A
Storm Sewer ■ No □ Yes
Sidewalks □ No ■ Left Width: ' ■ Right Width: '
Sidewalk decision comments: existing sidewalks are in poor condition and will be replaced with ADA compliant sidewalks and curb ramps
Overlay □ No ■ Yes, thickness: TBD
Coldmill □ No ■ Yes, thickness:
Add Shoulders □ No ■ Yes, width: 8'
Bridge Width '

Alignment
■ Existing
□ New, located □ North or □ South or □ East or □ West of existing
□ Parallel Lanes, located □ North or □ South or □ East or □ West of existing
Alignment decision comments:
□ Spot Improvements
□ Horizontal, Description:
□ Vertical, Description:

Detour
□ Shoo-fly, located □ North or □ South or □ East or □ West of existing
□ Widening, located □ North or □ South or □ East or □ West of existing
□ Crossovers
□ Close Road □ Round Robin Approved
□ Signed Detour, Route Description:
Anticipated duration of Detour:
□ Public Meeting Required □ Agreement Required
■ Phased Construction, Description: Roadway construction to be sequenced in a manner which will allow for traffic to be maintained at all times.

Aesthetics ■ No □ Yes
Description of proposed aesthetic treatments:

Traffic Items
Traffic Management Plan ■ No □ Yes
Median Barrier ■ No □ Yes
New Guardrail ■ No □ Yes
End Treatment ■ No □ Type:
Highway Lighting ■ No □ Outside or □ Median
Traffic Signals ■ No □ Location(s):

Miscellaneous
Channel Work ■ No □ Relocation □ Re-Alignment □ Cleanup
Public Involvement ■ No □ Road Closure Letters
□ Public Meeting
□ Stakeholder Meeting

PROGRAMMING INFORMATION

RW Project Needed	□ No	■ Yes (existing phase is currently programmed)
Utility Project Needed	□ No	■ Yes (existing phase is currently programmed)

Initiation Estimate

Roadway:	$ 9,305,000.00	Total Construction:	$ 10,959,624.00
Bridge:	$ 350,000.00		
Traffic Control:	$ 25,000.00	Right-of-Way:	$ 300,000.00
Signing and Striping:	$ 15,000.00	Utility:	$ 300,000.00
Highway Lighting:	$		
Traffic Signals:	$	Total Estimate:	$ 11,559,624.00
Mobilization:	$ 452,800.00		
Staking:	$ 202,956.00		
E & C:	$ 608,868.00		

Program Revisions

Estimate: $ Letting Date: Project Length: 7.96 MI.

Work Type:

Description: US-56: BEGIN 4.7 MI. SW OF THE US-56/US-385 JCT., EXTEND NE 7.96 MILES TO 1ST ST. S. IN BOISE CITY

Attendee Name	Representing
Brian Nusbaum	Project Management Division
Michael Sharkness	Roadway Design Division
Steven Bowen	Roadway Design Division
Gene Thomas	Bridge Division
Leslie Lewis	Bridge Division
Greg Worrell	Environmental Programs Division
Ron McDaniel	Field Division 6
Wayne Roesner	Field Division 6
Tanner Bell	Field Division 6

Attachments: Aerial with Preliminary RW
Bridge Inspection Report
Initiation comments from Mr. Mark Murphy (Roadway Design)

Distribution List:

Attendees
Director of Engineering
Director of Capital Programs
Right-of-Way Division
Strategic Asset & Performance Management Division
Survey Division
Traffic Engineering Division

OKLAHOMA DEPT. OF TRANSPORTATION

Roadway Design (405)521-2695 Room 2C2 Fax: (405)522-4519

Date: 12/15/16

To: **File**

From: Mark Murphy EM-Roadway Design Division

Subject: Comments for projects for reconnaissance data completed on December 12, 2016

The following are my comments that may be used for the purpose of performing a project initiation drive-out. This scheduled drive-out will be in early 2017, as no tentative dates have been established.

Cimarron County J/P No. 31867(04) – Widen & Resurface
US-56: Beg. 8.0 Mi. S.W. of the US-64 Jct., Ext. N.E. 8.0 Mi.

- The project description is calling this highway as U.S.56, but the proper designation should be U.S.412. Note, this is a principle arterial that is designated on the national highway system.
- It appears this project is set up as a 3R (widen & resurface) project. This project is a good candidate for a 3R project.
- The majority of the project is posted at 65mph, with speed reductions entering Boise City.
- Discuss with Division 6 to determine areas were local flooding may overtop the highway.
- If this project is designed using 4R, then some design exceptions are anticipated. Using 3R design criteria should not require design exceptions. See vertical curve comments below.
- From the Reconnaissance Report:
  - The 10yr accident report shows 21 accidents (no fatalities), with 9 accidents occurring within the reduced speed area of Boise City.
    - I did not see any abnormal isolation of vehicle accidents types in the high speed rural section outside of Boise City. These are typically unsafe speed and improper turns at intersections. There is a slightly higher amount appropriated to accidents by tractor trailers. I was somewhat surprised to not see many leaving the roadway to hit fixed objects; although this is a very flat area with traversable side slopes with shallow ditches. Also the sight distance is good and there are not many hazards in clear zone to hit. There were no accidents in the first 3 miles of the project (south rural end of project).
    - Of the 9 reported accidents in Boise City, 4 were right angle failure to yield as related to intersections. This is somewhat typical as there are no signalized intersections within this project in Boise City.
    - A cluster of approx. 5 accidents occurred in the Boise City Square (Court St.), and associated to right angle, failure to yield, and unsafe speed type accidents. This is due to wide unclearly marked lanes with no specific channelization within the square. This should be addressed on the Boise City square project that is in our 8yr. program.
    - It appears there could have been a rollover accident related to the 60mph V.C. crest just N. of EW-21 SL. It was a single vehicle noted as unsafe speed at night.
    - There appears to be no accidents related to horizontal alignments.
  - The composite maps (based on revised as-built plans) identified 37 vertical curves, though I had to determine one and re-evaluate another.
    - Of the 38 VC's :
      - 2 V.C.'s <u>do not meet</u> 4R design (posted 65mph speed). Both of these V.C.'s are crest curves, with 50mph being the lowest.
      - All of the V.C.'s meet our 3R design criteria.
      - All the vertical curves meet or exceed the posted speed in the speed reduced areas of Boise City.

- In addition to the V.C.’s, there is one horizontal curve that meets 4R and 3R by exceeding the minimum radius. Proper super elevation may be necessary to meet either 4R or 3R.
- All grades are well within the limits of 4R and 3R criteria, and because it is flat it has more potential of ponding on the surface.

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
12594	1302 3115 X	-1	94.90	ND

IDENTIFICATION

Bridge Description:
(12ft.-14ft.-12ft.)X 4ft.X 46.2ft. R.C.BOX SK.60 DEG. RF W/HANDRAILS

1. State: Oklahoma
2. Division: Division 6
3. County: CIMARRON
4. City: BOISE CITY
Admin Area: Unknown
5a. On/Under: Route On Structure
5b. Kind of Hwy: U.S. Hwy
5c. Lvl of Srvc: Mainline
5d. Route No.: 00056
5e. Dir. Sufx: N/A (NBI)

7. Facility Carried : U.S. 56
6. Feat. Intersect: DRAINAGE CANAL BOISECITY
9. Location: .55S OF JCT. US287
11. Mile Post: 50.120 mi
13. LRS Inv. / Sub Rte: 1302 0000 / 02
16. Latitude: 36° 43' 17.42"
17. Longitude: 102° 30' 49.38"
98. Border Brdg: Unknown (P)
% Responsible: 0.00
99. Border Brdg #:

INSPECTION

Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.
NBI:		1	24 months	8/20/2019	08/20/2021
FC:	N	0		NA	NA
UW:	N	0		NA	NA
OS:	N	0		NA	NA

CLASSIFICATION

12.Base Hwy Net.: On Base Network
20. Toll Facility: On free road
21. Custodian: State
22. Owner: State
26. Function Class: 02 Rural Other Princ
37. Historical Sig.: Not eligible for NRHP
100. Def. Hwy: Not a STRAHNET hwy

101. Parallel Str.: No || bridge exists
102. Traffic Dir.: 2-way traffic
103. Temp. Str.: Not Applicable (P)
104. Hwy System: On the NHS
105. Fed Land Hwy: N/A (NBI)
110. Defense Hwy: Not a STRAHNET hwy
112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: Concrete / Culvert
44a/b. Appr. Span: Unknown / Unknown (P)
45. # of Main Spans: 3
46. # of Appr. Spans: 0
107. Deck Type: N/A (NBI)
108a. Wearing Surface: N/A (no deck (NBI))
108b. Membrane: None
108c. Deck protection: None

CONDITION

58.Deck: N/A (NBI)
59.Sup.: N N/A (NBI)
60.Sub: N N/A (NBI)
62.Culvert: 6 Deterioration
61.Chan./Chan. Prot.: 7 Minor Damage

Flowline Notes
no scour at this time noted. 2011 chnnl grassed over good vegetation.

AGE AND SERVICE

19. Detour Length: 3.7 mi
27. Year Built: 1951
28a/b. Lanes on/und: 2 / 0
29. ADT: 4,000
30. Year of ADT: 2017
42a/b. Type of Svc on/und: Highway / Waterway

106. Year Reconst.:
109. Truck ADT: 25%

LOAD RATING AND POSTING

31. Design Load: MS 18 (HS 20)
41. Post. Status: A Open, no restriction
70. Posting: 5 At/Above Legal Loads
Date Rated: 01/01/1901
63.Op / 65.Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

	H	HS	3-3	EV3	SHV
64. Operating Rating (tons):	32.96	49.05	0.00	0.00	0.00
66. Inventory Rating (tons):	19.95	36.05	-1.00	-1.00	

GEOMETRIC DATA

10. Vert. Clearance: 99.99 ft
32. Appr Rwy Width: 24.00 ft
33. Median: No median
34. Skew: 30.00°
35. Struct. Flared: No flare
47Horizontal Clr: 37.80 ft
48. Length Max Span: 14.11 ft
49. Struct. Length: 45.93 ft

50a. Curb/Sdwlk Width L: 38.00 ft
50b. Curb/Sdwlk Width R: 0.00 ft
51. Width Curb to Curb: 37.80 ft
52. Width Out to Out: 40.00 ft
Deck Area: 1,937.50 sq. ft
53. Min.Vert.Cl.Ovr Brg: 99.99 ft
54a.Min.Vt.Undclr.Ref.: N Feature not hwy c
54b. Min. Vert. Undclr.: 0.00 ft
55a. Min.Lat.Undclr.Ref: N Feature not hwy
55. Min.Lat.Underclr. R: 0.00 ft
56. Min.Lat.Underclr. L: 0.00 ft

APPRAISAL

36a. Brdg Rail: 0 Substandard
36b. Transition: 0 Substandard
36c. Appr. Rail: 0 Substandard
36d. Appr.Rail Ends: 0 Substandard
67. Str Evaluation: 6 Equal Min Criteria

68. Deck Geom.: 5 Above Tolerable
69. Vert./Horiz. Undclr: Not applicable (NB
71. Waterway Adeq: 7 Above Minimum
72. Appr. Alignment: 8 Equal Desirable Crit
113. Scour Critical: 7 Countermeasures

PROPOSED IMPROVEMENTS

94. Bridge Cost: $230,000
95. Roadway Cost: $379,500
96. Total Cost: $644,000
97. Yr.of Cost Est.: 2015

75. Type of Work: 33 Widen w/o Deck Rel
76. Lngth of Improvement: 45.9 ft
114. Future ADT: 6,400
115. Yr.of Future ADT: 2037

NAVIGATION DATA

38. Nav. Control: Permit Not Required
39. Vert. Clearance: 0.0 ft
40. Horiz. Clearance: 0.0 ft

111. Pier Protect.: 1 Not Required
116. Lift Bridge Vert. Clr.: 0.0 ft

OKLAHOMA ITEMS

200c. Temperature: 100
200d. Weather: Ptly Cloudy
201. Struc.Stl. ASTM Desig.: -1 / -1
202. Waterprf.Membrane: -1
Date Installed: 01/01/1901
203. Type Exp. Device: _
_ _
204. Type of Railing: Conc. Railing (other)
205. Material Quantity: -1.00
208a. Type of Abutment: Other
b. Type of Found.: Bears on Natural Found.
209. Type of Pier/Found.: 1 /
No Piling/Drilled Shaft
210. Foundation Elev.: -1.00 -1.00 -1.00 -1.00 -1.00
211. Wear.Surf.Prot.Sys: None
Date Installed: 01/01/1901
213. Utilities Attached:

214a. Posted Weight Limit: NR
b. Posted Speed Limit: nr
c. Narrow/1way Brdg Sign: No
d. Vertical Clr. Sign: No
Adv. Warning Sign: No
e. Navigation Lights?: No
Working/Not Working: No
215. Overpass: U.S. HIGHWAY
221. Substr.Cond.(U/W):
222. Fill Over RCB: FG
223. Appr.Slab/Rwy Cond.: 2
225. Paint Type/Ovrct:
N/A
226. Date Painted:
227. Paint Color: -1
233. Deck Forming:
238. School Bus Rte.: Current & Desired route
240. Appr. Rwy Type.: Asphalt/Bituminous
243. Grdr Spacing/No.: /

244. Span Lengths:
245. Girder Depth:
246a. Type of Ovelay: NA
b. Overlay Thickness: 0.00
c. Overlay Date: 01/01/1901
d. Ovly Depth Changed >1": _
247. Protective Systems:
248. # Field Splices w/ Corrosion:
249. Scour Crit. POA Exists?: _
250. Headwall: 37.80
254. Thru Truss Type:
257a. OkiePROS Truck Routing: Culvert
258. Plans w/Found.in ODOT File:
259. Scour Eval. in ODOT File:
263. Interchange at Intersection: No
264. Interstate Milepoint:

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
12594	1302 3115 X	-1	94.90	ND

Inspection Date: 8/20/19 Wayne Roesner

Invoice No.: D6132019 Inspected With: Faron Leighnor

Wayne A. Roesner(FLL)

Digitally signed by Wayne A. Roesner(FLL)
Date: 2020.02.10 11:03:45 -06'00'

BRIDGE NOTES:

Full of water 2013. no scour 2013 moved item 113 to a 7 BLH. After field review item 62 was updated to 6 to reflect the current condition. W. Roesner 8-12-15

INSPECTION NOTES: **8/20/19**

< none >

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
241 / 4	Re Conc Culvert	ft	139.00	71%	99.00	26%	36.00	3%	4.00	0%	0.00
	Spall & delam. W. end exterior wall Bbl. 1. Spalls w/exp. steel to 2nd interior wall and delam. bot. deck towards E. end.bbl. 2..										
331 / 4	Re Conc Bridge Railing	ft	92.00	68%	63.00	32%	29.00	0%	0.00	0%	0.00
-1											
870 / 4	Concrete Wingwall	(EA)	4.00	0%	0.00	100%	4.00	0%	0.00	0%	0.00
	All 4 cracked @ joint. NW wing has broken steel showing. See pic.										

OKLAHOMA Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROJECT STATUS SYSTEM

Logout

Project

Home > List Projects > Edit Project

Environmental | Design | Related Projects | Project Cost | Project Revision | Commitments | Right-of-Way | DOCUMENT VAULT | Local Government | FHWA Project Status Justification | Survey

Edit PROJECT

Cancel

Job Piece: 3186704

Status Report: ☑ AP Project: ☐ VE Project: ☐ Calculated Status: Prepare NEPA Document

Production Targets	Planned Finish	Actual Finish	Status	Cond
Reconnaissance Data	08/25/2017	12/12/2016	Completed	
Project Initiation	11/22/2017	05/30/2017	Completed	
Design Resource	In House			
EC Solicitation	12/05/2017			
EC Contract	07/05/2018	07/05/2018 EC No		
Survey	09/28/2018	11/14/2018	Completed	SWO 5328(1)
Hydraulics	02/28/2019	03/08/2019	Completed	
Preliminary Field Review	07/25/2019	07/25/2019	Completed	
RW & Utility Meeting	12/16/2019	12/16/2019	Completed	
Plans Submitted to R/W	02/14/2020	02/14/2020	Completed	
NEPA Document	04/30/2020		Behind	
R/W Phase				
Legal Entry	08/11/2021		On-Time	
Prepare Traffic Plans	06/24/2021		On-Time	
Final Field Review	07/22/2021		On-Time	
Utility Out	11/26/2021		On-Time	
404 Permit	09/17/2021		On-Time	
Plans Complete	12/06/2021		On-Time	
Ready to Let	10/19/2023		On-Time	

Edit Resource and Comments

Utility Information

Latest Utility Out Date
-

Project Information

JP No.	Proj. ID	County	Div.	Maint.	HWY	Work Desc
3186704	J3-1867(004)SS	13 CIMARRON	6	6	US056	56 WIDEN, RESURFACE & BRIDGE

Project Legislative Districts

Ctrl.	Start	End	Lgth	Cong	Senate	House
002	23.790	31.750	7.960	3	27	061

Project Location

Location
US-56: BEGIN 4.7 MI. SW OF THE US-56/US-385 JCT., EXTEND NE 7.96 MILES TO 1ST ST. S. IN BOISE CITY

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	Yes		09/2015	-		NoDate	2024	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

Award Exist	Advanced	Federal	State	Other	Total
N	0.00	8,800,000.00	2,200,000.00	0.00	11,000,000.00

ODOT/FHWA Resources Assigned

PMD	Field	FHWA	NEPA	Survey	Materials	Roadway	Bridge	Traffic	RW	Rail	Nepa Consultant
Nusbaum	McDaniel	Emamian	Whitaker	-	-	Neftzger	Thomas	-	Sawyer	Hatt	000000000

Comments

no data found

Bridge Information

Proposed Bridge

NBI#	Status	Co	Ctl	Milept	Sd
12594	State Bridge	13	002	31150	

1-1

335353 en

OKLAHOMA Transportation

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 3186704

Initial

Initiation Report from PMD	05/30/2017
Footprint Review Prior to Start of Studies	
Consultant Notice To Proceed	
Property Owner Notification	10/27/2017
BLM Notification	10/27/2017
BIA Notification	10/27/2017
Consultant CR/Tribal Initiation	

Studies

Farmland NRCS Requested	11/07/2017
Farmland NRCS Complete	12/22/2017
CR Studies Requested	01/03/2018
CR Studies Due	05/24/2018
CR Studies Recd	06/19/2018
Biological Studies Requested	01/03/2018
Biological Studies Due	05/24/2018
Biological Studies Recd	04/16/2018
Meeting with 404 Permit Coordinator for Delineation	07/09/2019
Haz Waste Studies Requested	01/03/2018
Haz Waste Studies Due	05/24/2018
Haz Waste Studies Recd	05/04/2018
Noise Studies Requested	
Noise Studies Due	
Noise Studies Recd	
Relo Studies Requested	09/08/2020
Relo Studies Due	10/08/2020
Relo Studies Recd	

NEPA Document Preparation

NEPA On Hold Memo Sent Date	07/06/2018
R/W Submittal Plans Recd	
Draft Document Target Date	
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
- Public Involve
- Re-Evaluat

335353 en

CE Document Checklist (Updated 7/24/2020)

Should be included in the Other Section of all projects

JP No:	31867(04)	Prepared by	Alex Peta
County:	CIMARRON	Checked by	Leslie Novotny
Date Checked:	10/21/2020		
No	Description		Checked?
1	**Project Information**		
1.1	Correct Project No? (Check against Oracle info)		Y
1.2	Correct NBI No.? - Check against initiation report, Oracle, and plans		Y
1.3	Location No. for County projects only?		N/A
1.4	Correct Field District and County?		Y
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)		Y
1.6	Construction Program/STIP/TIP Checked?		Y
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		Y

2.2	Are the existing bridge type (span or box), width for span bridges (or length for box) and structural conditions for each bridge correct ? Check against Bridge Report.	Y	
2.3	Correct approach roadway width?	N/A	
2.4	Any roadway geometric deficiencies?	N/A	
2.5	Traffic data from plans - existing and pojected?	Y	
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)	Y-Comments in document	**Edited Purpose & Need to say: "To correct poor pavement condition and narrow roadway."**
4	**Alternatives & Proposed improvement**		
4.1	Proposed roadway and bridge width	Y	
4.2	Existing or offset alignment – reason for offset	Y	
4.3	Replacement, Rehab, Removal or new bridge where there was none. Removal of bridge or wideing of bridge.	Y	
4.4	Road open to traffic during construction (If there is a shoofly, it is considered open to traffic. Closed to traffic is only if there is a posted detour on a different route)	Need to add	**Added statement: "The roadway will remain open to through traffic during construction. "**
4.5	Mention if everthing is within existing R/W	N/A	
4	**Public Involvement**		

4.1	Check appropriate public involvement box. Include Road Closure letter, Early Coordination letters, Public Notices and Public/Stakeholder Meeting material in the appropriate Appendixes	Need to check Small City	**Checked box indicating the Small City Letter was sent.**
5	**CE Questions & Studies**		
5.1	Is the NEPA on Hold Memo included?	Y	
5.2	Are the R/W submittal or Final Plans with DATE STAMP included in the Plans & Footprint Section?	Y	
5.3	Did the preparer verify that the plans were within study limits?	Y	
5.4	Is the offset alignment far enough away so that R/W not immediately adjacent to existing R/W is needed?	N/A	
5.5	Are the following early coordination letters and responses included? (1) Property owner letter with list of property owners or letter from County Commissioner with list of property owners, (2) BLM Letter and for state projects, (3) BIA Letters, (4) Small City Letter, (5) Department of Mines	Y. Move responsed before notification letter	**Moved the response letters before the notificatoin letters.**
5.6	Were there Tribal or Federal properties identified (from plans and recon data)? If there are tribal, include all the tribal consent letters, signed permission letters and any other related permission information. If there are federal properties identified, include complete coordination information. If there are federal properties identified as a 4(f) property, this information will be included in the 4(f) appendix instead. If there are BIA properties, the project is in Osage Nation or there are federal properites, it will be an ICE.	N/A	
5.7	Are the studies arranged in the same order as the CE Questions?	Y	

5.8	CR Report complete & arranged in the chronological order from latest to oldest- includes letter to and from SHPO & OAS, CR report, Initial letters to and responses from Tribes, Final letters to and responses from Tribes? Do the CR Notes match the report? Are the notes checked in	Y
5.9	Have the 4(f) properties been identified (from Recon, county map, and plans)? If there are 4(f) properties, is the complete Section 4(f) coordination included in the Section 4(f) section?	N/A
5.10	Was Section 6(f) properties verified with Dept. of Tourism for any parks?	N/A
5.11	Is a noise study needed (offset alignments, capacity increase, or major vertical grade change)? If yes, is it included in the Noise Section and any commitments listed in the CE	N/A
5.12	Is the biological studies included and any notes for species included in the commitments.	Y
5.13	Was there a Preliminary 404 Review done by the 404 permit coordinator for any projects which had > 0.1 streams or > 0.5 AC of wetlands in the initial study? Is the 404 permit box checked (should be yes for all projects involving a bridge crossing a blue line).	Y
5.14	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?	N/A
5.15	Does the project involve one of the scenic rivers or streams (Check Oklahoma Scenic Rivers website)? If so, include coordination with Scenic Rivers in the "Other Section"	N/A

5.16	Was there coordination done with NRCS for projects involving new R/W and not in an urban area? Letter to NRCS, AD-1066 Form completed partially (if no response from NRCS) or completely (if NRCS completed their portion), and statement of no response from NRCS if applicable	Add the coordination, see comment on document	**Added NCRS coordination letter and PDF insert indicating no response was received.**
5.17	Is the project location circled on the FEMA map or printout from FEMA site saying no map is available included? If the project is in zone A-E, is the coordination with the Designer to determine the need for map revision included?	Y	
5.18	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?	Y	
5.19	Were the plans checked for road closure? Include sheets (Round Robin) which say road will not be closed for bridge joint, paint, etc. projects, letters sent and any responses. If there is road closure, were letters sent	N/A	
5.20	Does the "Other Section" include (1) initiation report for state projects or NEPA Checklist for Local Govt. projects, (2) Any additional project coordination, (3) bridge reports, (4) Project Oracle information sheet with NEPA document information, (5) Completed CE Review Checklist	Y-some pages need to be removed	**Removed footprint map and old bridge inspection report.**