FEDERAL HIGHWAY ADMINISTRATION (FHWA)
FINDING OF NO SIGNIFICANT IMPACT
(FONSI)

FOR

SH-33 Bridge over Cottonwood Creek
City of Guthrie, Logan County, Oklahoma

Federal Aid Project Number STPY-142A(102)
State J/P No. 21860(04)

The FHWA has determined that the proposed Oklahoma Department of Transportation (ODOT) replacement of the State Highway 33 Bridge over Cottonwood Creek in the City of Guthrie will have no significant impact on the human and natural environment. Upon completion of the action described by this FONSI, the new facility will be a new 4-lane bridge with approaches located on a slight offset to the south of the existing facility, which will be removed. The new structure will include Americans with Disabilities Act (ADA) sidewalks on both sides.

This FONSI is based on the attached Environmental Assessment (EA), which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project. The project will require removal of an historic bridge (ODOT structure 4206 1442X) and also will result in adverse effects to the Guthrie Historic District, including potential effects to the Guthrie National Historic Landmark District. A Memorandum of Agreement was developed by ODOT and FHWA in consultation with the Oklahoma State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), the City of Guthrie, the Logan County Historical Society, the National Park Service, and Preservation, Oklahoma, Inc (POK) to mitigate impact to historic properties. The project also requires a *de minimis* use of land from Cottonwood Flats, a public recreational area. FHWA completed review of a Section 4(f) evaluation for this project and found all documentation legally sufficient

Solicitation of comments regarding this action was submitted to 17 local, county, state, and federal agencies, organizations, and individuals on March 4, 2013. Five (5) comments were received. The solicitation and comments received are discussed in Section 5.1 of the EA and contained in Appendix M of the EA.

Two public meetings were held for this project as it underwent concept development. The first meeting was held on June 4, 2009 and the second on May 17, 2012. Total recorded attendance at both public meetings was 204 people. In addition, the public was notified of the Section 4(f) de minimis determination for Cottonwood Flats. Section 5.2 of the EA describes the public meetings/comments and Appendix H contains the documentation for both public meetings and the 4(f) determinations.

The EA was made available for public review on April 15, 2014, and the Public Hearing was held on May 8, 2014. A total of 95 people signed the Hearing roster. Four comments were

recorded at the Public Hearing. One additional comment was received during the post-hearing public comment period. The Public Hearing is discussed in Section 5.3 of the EA and all transcripts, materials, and comments are contained in Appendix N.

This FONSI is also based on implementation of measures described in Section 6 of the EA. This includes the following:

1. ODOT will comply with all stipulations of the Memorandum of Agreement (MOA) developed to mitigate adverse effects to historic properties as outlined in Section 4.4 and Appendix G of the EA.

2. Cliff Swallows and Barn Swallows are small nesting birds protected by the Migratory Bird Treaty Act that commonly use bridges and culverts for nesting. The nesting season runs from April 1 to August 31. Although no swallow use of the Cottonwood Creek bridge was observed during the February 2011 biological survey, swallows may occupy the bridge in future seasons. The ODOT Resident Engineer will evaluate the contractor's proposed work methods and conclude whether the proposed work would pose disruption to any nesting birds before authorizing work near the structure. If the proposed work will harm any nesting birds, the bridge may be netted prior to April 1, or work delayed until the nesting season is complete. Methods other than netting must be pre-approved by the ODOT Biologist.

3. The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. The Section 404 permit application form must be submitted by the Designer through the ODOT Project Management Division to the ODOT Environmental Programs Division at the time of ROW submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for this project.

4. The action will require a Federal Emergency Management Agency (FEMA) Letter of Map Revision (LOMR). ODOT will coordinate with the local floodplain administrator for permit requirements for the project.

5. Hydrocarbon contamination has been identified in the areas of a former auto repair and carwash facility (Sta. 1539+00 to 1540+25 LT) and in the former Maveric Mini Mart (Sta. 1541+50 to 1543+00 RT). The following plan note will be added to the plan and profile sheets by placing a box in the appropriate locations and denoting them as recognized environmental concerns:

"Lat/Lon	Station Extents	Facility
"35.8802, -97.4334	approx 1539+00 to 1540+25 LT	Frmr auto repair/car wast
"35.8800, -97.4325	approx 1541+50 to 1543+00 RT	Frmr Maveric Mini Mart

"Hydrocarbon contamination may exist at or near the referenced station extents. Based on the available information, contamination is not expected to affect construction activities,

but is still possible. In the even contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance."

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

7. ODOT will coordinate with the City of Guthrie and the Oklahoma Tourism and Recreation Department in implementing conditions and requirements of the Section 6(f) conversion and replacement approved by the Department of Interior for parcels impacted in the Cottonwood Flats Recreation Area.

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

9. ADA-compliant sidewalks and ramps will be installed on both sides of SH-33 within the project extents.

10. All properties will remain accessible during construction of the project.

The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

6-18-2014
Date

for Federal Highway Administration

SH-33 BRIDGE OVER COTTONWOOD CREEK
CITY OF GUTHRIE, LOGAN COUNTY, OKLAHOMA

FEDERAL AID PROJECT No. STPY-142A(102)
STATE J/P No. 21860(04)

ENVIRONMENTAL ASSESSMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
OKLAHOMA DEPARTMENT OF TRANSPORTATION

The proposed improvement includes replacing the SH-33 bridge and approaches over Cottonwood Creek and the Burlington Northern & Santa Fe (BNSF) Railroad from 12th St. east approximately 0.8 mile to US-77 (Division St.) in the City of Guthrie. The preferred alternative is a new 4-lane bridge with approaches located on a slight offset to the south of the existing facility. ADA-compliant sidewalks would be located on both sides of the new facility.

This highway project is proposed for funding under Title 23, United States Code (USC). This statement for the improvement has been developed in consultation with the Federal Highway Administration and is submitted pursuant to 42 USC-4332(2)(c) and 49 USC 303.

Submitted:

Date: 3/20/2014

Environmental Programs Division Engineer
Oklahoma Department of Transportation

Approved:

Date: March 24, 2014

Division Administrator
Federal Highway Administration

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1. INTRODUCTION

The Oklahoma Department of Transportation (ODOT), in coordination with the Federal Highway Administration (FHWA), has conducted an environmental analysis to evaluate the potential social, economic, and environmental effects of the proposed improvements to the State Highway 33 (SH-33) bridge over Cottonwood Creek and Burlington Northern & Santa Fe (BNSF) railroad in the City of Guthrie, Logan County.

This Environmental Assessment (EA) has been prepared to comply with the National Environmental Policy Act of 1969 (NEPA), the FHWA Technical Advisory T-6640.8A, and Title 23 Code of Federal Regulations (CFR) Part 771-772, in anticipation of federal funding for this project. This EA also strives to meet the objectives set out in the Council on Environmental Quality (CEQ) memorandum for "Improving the Process for Preparing Efficient and Timely Environmental Reviews under NEPA," dated March 6, 2012. The analysis provides appropriate information regarding the project's social, economic, and environmental impacts.

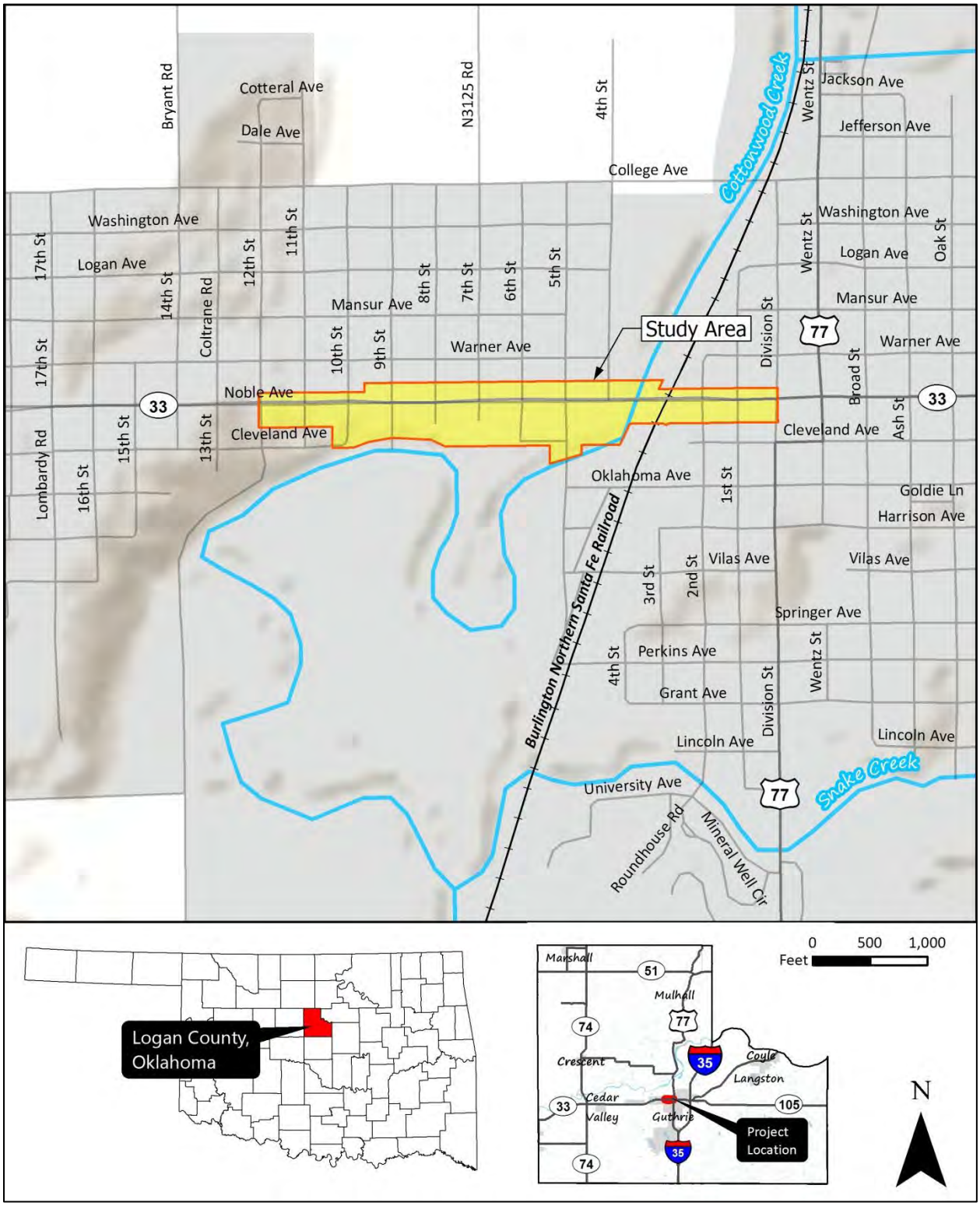
The project site is located in northwest Guthrie in Logan County on SH-33 (Noble Ave.). The existing bridge spans both Cottonwood Creek and the BNSF railroad, which is located on the east side of the stream. The project has independent utility and the logical termini are the extents needed in order to construct the project. The western terminus for the project begins at the intersection of N. 12th St. and SH-33 and extends approximately 0.8 mile to the east on SH-33 to end at the eastern terminus at Division Ave. (US-77). A vicinity map of the project is provided below (**Figure 1**), and a map of the study area is provided in **Appendix A**. The initial NEPA study area included areas 100' north and 200' south of SH-33 within the logical termini. During project development the study area expanded to include additional areas, both north and south of SH-33, as right-of-way requirements were further defined during the design process.

1.1 LAND USE & SETTING

Existing land use in the study area, mostly defined as parcels adjacent to SH-33 between 12th St. and Division St., is primarily a mix of commercial, residential, recreational, and vacant land. The Guthrie Central Business District (CBD) lies east of the Cottonwood Creek bridge and mostly south of Noble Ave. The area east of the bridge is built up with mostly commercial property and a few residential properties on the north side of Noble Ave. Immediately west of the bridge along Noble Ave. are several vacant or undeveloped parcels as well as the Cottonwood Flats recreational area north of SH-33, west of Cottonwood Creek. Land use between 6th St. and 10th St. is mostly commercial properties with some residences, both vacant and occupied; there are also vacant lots in this area. Between 10th St. and 12th St., land use is primarily comprised of residences and places of worship. Vacancies within the study corridor are high, with an estimated 18% of the properties identified as being vacant.

The location of the proposed project is within the boundaries of a National Register of Historic Places (NRHP)-listed Guthrie Historic District (Guthrie NRHP District). The SH-33 Bridge over Cottonwood Creek is located within the Guthrie NRHP District, but is not considered a contributing element to the District. However, the bridge is the only double-deck bridge in

Figure 1 – SH-33 Bridge over Cottonwood Creek Vicinity Map



Oklahoma. In addition, the bridge was constructed in 1937 as part of a federal grade-crossing construction program. Based upon its unique design, association with the New Deal-era, and construction by Works Progress Administration laborers, the bridge is considered to be individually eligible for listing on the NRHP. The National Historic Landmark (NHL)-listed Guthrie National Historic Landmark District's (Guthrie NHL District) northern boundary is located approximately 800 feet from the SH-33 Bridge. Additionally, a public recreational area, Cottonwood Flats, is located adjacent to the bridge approach on the north side of SH-33, west of Cottonwood Creek.

The Cottonwood Flats recreational area and the historic resources in the project area, including the SH-33 bridge, the Guthrie NRHP District, and the Guthrie NHL District are protected public resources under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303). Section 4(f) states that FHWA may not approve the use of land from a significant publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic site. However, if determined that there is no feasible and prudent alternative to the use of land from the property and the action includes all possible planning to minimize harm to the property resulting from use, then the taking may be approved.

1.2 EXISTING FACILITY

The existing SH-33 bridge over Cottonwood Creek is a two-lane, 756-foot long structure comprised of two levels (NBI 05047). Funded by a New Deal-era grade-crossing program, the concrete girder bridge carries SH-33, which is a Principal Urban Arterial, over Cottonwood Creek and the BNSF railroad line located on the east side of the creek. The lower deck of the bridge was designed to provide vehicular access to an ice plant that was once located north of the bridge between Cottonwood Creek and the railroad tracks. The lower deck is currently closed to vehicular traffic, though regularly used for pedestrian and bicycle access across Cottonwood Creek. The existing sidewalks on the bridge are both narrow and in poor shape. This is one of the reasons pedestrians and bicyclists use the lower deck to cross.

The bridge has a 26 foot wide clear roadway with a 24-foot roadway width consisting of one 12-foot lane in each direction. A narrow 3 foot sidewalk is located on the outside of each lane. The approach roadway width is 51 feet. The bridge, which has a sufficiency rating of 21.1, is rated as structurally deficient and functionally obsolete. In 2013, the annual average daily traffic (AADT) was 12,000 vehicles per day (vpd) with the 2033 daily traffic projected at 16,800 vpd, 11% of which is heavy truck traffic. Design traffic data for SH-33 is included in **Appendix B**.

Every year, there is a 50% chance of the roadway flooding. The project area is located within a Federal Emergency Management Agency (FEMA) designated special flood hazard zone area (Zone AE) and Floodway (FEMA, 2013). Therefore, the design is also regulated by FEMA and the City of Guthrie.

2. NEED AND PURPOSE FOR THE PROPOSED ACTION

The need and purpose section explains why the proposed action is being considered and what influences have affected the decision-making process during the project development phase. The need and purpose is the foundation of the NEPA decision-making process.

2.1 NEED FOR THE PROPOSED ACTION

The SH-33 bridge is structurally deficient and functionally obsolete; posing a safety and congestion concern for travelers utilizing the bridge. The bridge is subject to flooding which effectively closes down the main passage over Cottonwood Creek for the community and emergency vehicles. The SH-33 bridge accommodates local traffic needs and provides east-west connectivity within Guthrie. SH-33 also provides direct access to US Highway (US)-77 (Division Street), the primary north-south corridor through Guthrie. Transportation improvements on this facility are needed in the project area for the reasons outlined below.

2.1.1 Existing SH-33 Bridge is Structurally Deficient

The existing SH-33 bridge is structurally deficient. Based on current traffic, the bridge is also functionally obsolete, according to a bridge inspection report conducted in 2009 by ODOT. The deck and the substructure are rated on the National Bridge Inventory as a 4 on a scale of 1 to 10 (1 being the lowest rating), which is classified as “Poor,” while the superstructure is rated as a 5, which is classified as “Fair.” Although the bridge is not currently load posted, if this bridge becomes load posted, it may limit its use by school buses, which would not be allowed on any bridges posted for loadings less than 10 tons.

The bridge is on a principal arterial (SH-33) where the expectation of a bridge for a two-lane highway is to be at least four-feet wider than the travel way. The travel way for a two-lane highway is 24 feet wide to accommodate two lanes of traffic. Since the bridge is only 24 feet wide, it does not meet the minimum width and hence, is functionally obsolete. The bridge deck geometry was rated at a “2” on a scale of 1-10, in part due to the insufficient width to hold two lanes of traffic. Three school bus routes utilize the bridge daily during school sessions. As increasing traffic imposes more demands on the already-deficient bridge, load restrictions would likely be posted as the bridge continues to deteriorate. Load restrictions would impede the utilization of the bridge by school buses and large trucks. See **Appendix C** for the Bridge Inspection Report.

The bridge has undergone numerous repair efforts to keep it in operation. Most recently in 2012, the bridge deck buckled in the heat, requiring closure for two days for repairs. Later that year, ODOT repaired holes in the deck, requiring road closure.

The city’s hospital is located west of Cottonwood Creek, with the bridge providing the most expeditious route from east to west. Although there are four other crossings of Cottonwood Creek in Guthrie, none of these have continuous connections with major roadways. Additionally, these alternate crossings are also subject to flooding. Therefore, SH-33 offers the best

opportunity to provide improvements that ensure access to emergency facilities to all residents of the city.

2.2 SAFETY

The bridge has vertical geometry that creates sight distance problems due to the inadequate vertical curve on the east and west approaches. According to the 2011 Bridge Inspection Report, the bridge deck geometry is rated as a "2," which is considered "Critical." The current load capacity of the bridge and the height of the bridge in relation to the steep slope of the approaches create the critical condition of the bridge geometry. This geometry limits the line of sight for vehicles approaching and ascending the bridge. The bridge is heavily used by large semi-trailer trucks, which underscores the importance of clear lines of sight when entering or exiting the bridge. The limited sight distance has also contributed to collisions at the 1st and 2nd Street intersections with SH-33. Accident data is provided in **Appendix B**.

2.3 FLOODING ON SH-33

The current design of the existing bridge and approaches also contributes to overtopping of the roadway in flood conditions. The approach roadway elevation at the bridge is such that frequent flooding overtops the road, resulting in the bridge closure and traffic being detoured from the most efficient east-west route through Guthrie over the creek. Flood data reports indicate that 40 major flood events have occurred on the creek since 1889. Thirty of those events have occurred since 1959, with 24 of the 30 resulting in closures of the SH-33 bridge, often for several days. SH-33 bridge closures result in the diversion of traffic from this east-west main thoroughfare through the City to smaller roadways and water crossings. The alternate crossings also flood frequently, with at-grade railroad crossings at each. When SH-33 is closed, emergency services and access to the hospital on the west side of Guthrie are restricted. Flood closures on SH-33 also affect access to schools and employment for people commuting across Cottonwood Creek.

2.4 TRAFFIC CONGESTION ON BRIDGE

As previously mentioned, the 2013 AADT is 12,000 vpd with traffic projected to increase to 16,800 vpd by 2033. Trucks comprise approximately 11% of the current traffic on SH-33 within the project area. The City of Guthrie currently does not allow left turns onto SH-33 by northbound traffic from 2nd Street and has made 2nd Street from SH-33 north a one-way street for northbound traffic. The existing two-lane bridge, with its 24-foot clear roadway width, or bridge width, is not adequate for the current or future traffic since the traffic counts warrant a four-lane section on the bridge, based on guidelines from the Transportation Research Board Highway Capacity Manual (2010). Traffic data for SH-33 is included in **Appendix B.**

East-west mobility in Guthrie is hampered by a traffic bottleneck on SH-33 at the Cottonwood Creek Bridge, which backs up traffic in both directions, particularly in the presence of trucks. The configuration of the bridge, with its narrow lanes, limited sight distance, and awkward configuration at the 2nd Street intersection affects travel and community cohesion between east

and west Guthrie. The traffic congestion on the SH-33 Bridge and approaches makes it difficult for emergency vehicles to cross Cottonwood Creek due to the configuration of the existing bridge. Travelers descend from the crest of the bridge's vertical curve and abruptly stop at 1st or 2nd Street as traffic turns left or right.

2.5 PURPOSE OF THE PROPOSED ACTION

The purpose of the proposed project is to:

- Provide a structurally safe bridge on SH-33 that does not require load posting;
- Improve safety by providing improved sight distance on the SH-33 bridge and approaches, and meet the minimum vertical clearance over the BNSF railroad;
- Reduce road closures caused by flooding and provide a reliable crossing at Cottonwood Creek, thus maintaining the function of the existing SH-33 as the primary east-west thoroughfare in Guthrie;
- Improve mobility and operational efficiency by accommodating traffic on the bridge and approaches, including emergency vehicles and school buses.

By fulfilling this purpose, the proposed improvements would meet the need to address the structurally-deficient bridge, sight distance issues, flooding on the existing facility, and backed up traffic on the bridge and approaches.

Table 2-1 provides a summary of the need and purpose for the proposed SH-33 bridge over Cottonwood Creek.

Table 2-1: SH-33 Summary of Need and Purpose

Condition to be Addressed (Need)	Desired Outcome (Purpose)
Existing bridge is structurally-deficient, which may require load posting, thus preventing school buses from using the facility.	Provide a structurally safe bridge on SH-33 that does not require load posting.
Vertical geometry of existing structure creates sight distance problems.	Improve safety by providing improved sight distance on SH-33 bridge and approaches, and meet the minimum vertical clearance over the BNSF railroad.
Frequent flooding on SH-33 closes roadway and prevents emergency vehicles and school bus access across Cottonwood Creek.	Reduce road closures caused by flooding and provide a reliable crossing at Cottonwood Creek, thus maintaining the function of the existing SH-33 as the primary east-west thoroughfare in Guthrie.
Traffic backing up on the bridge is causing congestion on this functionally obsolete facility, which will continue to worsen over time.	Improve mobility and operational efficiency of the SH-33 bridge and approaches for traffic, including emergency vehicles and school buses.

3. ALTERNATIVES

3.1 DESCRIPTION OF ALTERNATIVES

The alternatives discussed below were developed as a result of public involvement and coordination with agencies and consulting parties, including FHWA, the State Historic Preservation Office (SHPO), the City of Guthrie, Preservation Oklahoma and the Logan County Historical Society. These alternatives were then evaluated based on their ability to meet the need and purpose of the project. Two avoidance alternatives were identified. The alternatives were developed by ODOT with a goal of causing the least overall harm to Section 4(f) resources, while meeting the need and purpose. ODOT recognizes the historically sensitive nature of the project area and has considered this in the planning process and design development of the proposed project.

A detailed analysis of all of the alternatives evaluated for the proposed improvement is located in the Section 4(f) Evaluation performed for the historic bridge and Guthrie NRHP District. The sections below summarize the Alternative Analysis from the Section 4(f) Evaluation.

3.2 ALTERNATIVES

Avoidance alternatives include those which would not result in a Section 4(f) use of the existing SH-33 bridge. For the proposed action these alternatives included the “do nothing” or no build alternative and the rehabilitation alternative. The build alternatives considered include retaining the existing bridge and building a new adjacent bridge (one-way couplet); retaining the existing bridge for bike/pedestrian access only and building a new bridge adjacent (bike and pedestrian bridge); retaining the bridge in place and constructing a bypass at a different crossing (by-pass); construct a new bridge on the existing alignment (existing alignment); align the new bridge to the north only, without right-of-way acquisition to the south, and removal of the historic bridge (north alignment alternative); align new bridge to the south only, without right-of-way acquisition to the north (south alignment alternative); and an offset alignment to the south during construction of a new 4-lane bridge and removal of the historic bridge (offset alignment).

3.2.2 No Build Alternative

The no build alternative does not correct the structurally-deficient bridge, improve the safety of the bridge due to the poor vertical geometry, reduce the number of road closures due to flooding, or relieve local traffic congestion. The no build alternative does not meet the need and purpose of the project, therefore it was not carried forward for further analysis.

3.2.3 Rehabilitation Alternative

Due to the historic nature of the bridge, the rehabilitation alternative was evaluated in order to determine the feasibility of rehabilitating the bridge to meet the need and purpose of the project. Any rehabilitation alternative would be required to meet the Secretary of the Interior Standards for Rehabilitation (SOI Standards). It was determined in the Alternatives Analysis that any

rehabilitation of the bridge that would meet the need and purpose of the project would drastically alter the character-defining features of the bridge and would not meet the SOI Standards. The rehabilitation alternative does not meet the need and purpose of the project and therefore it was not carried forward for further analysis.

3.2.4 Build Alternatives

Of the seven build alternatives considered, only four met the need and purpose for the project. The bike and pedestrian bridge, north alignment, south alignment, and offset alignment alternatives all met the need and purpose for the project and were carried forward for further analysis. The one-way couplet alternative, the bypass alternative, and the existing alignment alternative did not meet the need and purpose for the project. These three alignments were dropped from further consideration. The following alternatives are those that were carried forward for further analysis.

Bike and Pedestrian Bridge Alternative

The bike and pedestrian bridge would require constructing a new 4-lane bridge aligned to the north of the existing bridge, as well as maintaining the existing bridge for bicycle and pedestrian traffic. The new bridge would be aligned to a sufficient distance to allow its construction and allow the existing bridge to remain in place. This would require a substantial amount of additional right-of-way from Cottonwood Flats recreational area, a Section 4(f) and 6(f) property, and also require additional expenditure to maintain the existing bridge. This would also require additional acquisition of property from the National Register of Historic Places (NRHP) listed Guthrie Historic District. This alternative was not recommended for further consideration.

North Alignment Alternative

The north alignment alternative would require constructing a new 4-lane bridge aligned to the north of the existing bridge. The new bridge would be aligned to a sufficient distance to allow construction of the total width of the new structure and allow the existing bridge to remain in place during construction. Once the new bridge is open to traffic, the existing bridge would be removed. The removal of the existing bridge would be required due to the safety concerns of having a structurally-deficient bridge upstream from the new bridge, as the existing bridge could collapse and damage the new bridge. The north alignment alternative would have the same right-of-way impacts on Section 4(f) and 6(f) properties as the bike and pedestrian bridge alternative. This alternative was not recommended for further consideration.

South Alignment Alternative

The south alignment alternative would require constructing a new 4-lane bridge aligned to the south of the existing bridge. The new bridge would be aligned to a sufficient distance to allow construction of the total width of the new structure. The existing bridge would stay in place; however, it would be closed to all foot, bicycle, and vehicular traffic. The bridge could be subject to demolition by neglect if funds are not available to maintain the bridge. This alternative minimizes impacts to Section 4(f) and 6(f) resources north of SH-33, including impacts to Cottonwood Flats. However, it would present a direct impact and Section 4(f) use of the Guthrie

National Historic Landmark (NHL) District, a nationally historically significant resource and core component of the City of Guthrie's tourism, the Guthrie Historic District as well as the SH-33 bridge. This alternative was not recommended for further consideration.

Offset Alignment Alternative

The offset alignment alternative would construct a new 4-lane bridge offset 25 feet to the south of the existing alignment. Additional right-of-way (ROW) would be required from the north and south of SH-33 on the west and east side of Cottonwood Creek within the floodplain. This alternative would require the removal of the SH-33 historic bridge to meet the need and purpose of the proposed project. The nationally-significant, NRHP-eligible bridge is unique and may be the last double-deck concrete bridge remaining in the state.

The proposed design of the new bridge would not impose visual intrusions to the Guthrie NHL District. The proposed design of the bridge would not constitute a constructive use of the Guthrie NHL District.

This alternative would require the acquisition of 11 historic buildings that are considered contributing resources to the Guthrie Historic District; however, this alternative allows for the intersection of SH-33 and US-77 to remain in its existing configuration. This is beneficial because numerous buildings that contribute to the Guthrie Historic District are located near this intersection. A reconfiguration of the SH-33/US-77 intersection would involve the removal or impact of additional historic resources in addition to those proposed in this alternative. Of the build alternatives, the offset alignment alternative would have the least overall harm to the Guthrie Historic District.

Under this alternative, approximately 1.2 acres of the 60-acre Cottonwood Flats recreational area would be acquired for ROW to accommodate the toe of the slope for the approach walls. This area does not contain any recreational facilities and would be considered a *de minimis* use.

This alternative is designed to keep the route open during construction, thus minimizing traffic flow interruptions. The offset to the south with ROW acquired from both the north and south of SH-33 west of the existing bridge would minimize impacts to Section 4(f) and 6(f) resources by minimizing the impact to Cottonwood Flats and avoiding the constructive use of the Guthrie NHL District.

3.3 SELECTION OF PREFERRED ALTERNATIVE (OFFSET ALIGNMENT)

The no-build, rehabilitation, one-way couplet, bypass, and existing alignment alternatives do not meet the need and purpose. The bike and pedestrian bridge, north alignment, and south alignment alternatives meet the need and purpose; however, the impacts to Section 4(f) resources would be greater under these alternatives compared to impacts under an offset alignment alternative. The Guthrie Historic District would be impacted by all alternatives that meet the need and purpose since each alternative would require the acquisition of contributing resources. The north alignment and offset alignment alternatives both include the removal of the SH-33 Bridge, which would be at risk of demolition by neglect from the south alignment and

the bike and pedestrian bridge alternatives. The south alignment alternative would impact the Guthrie NHL District. The offset alignment alternative would require a *de minimis* use of Cottonwood Flats and a Section 6(f) conversion, yet would not impact the Guthrie NHL District. Further, the offset alignment alternative would require the least amount of ROW from the Guthrie Historic District. For these reasons, the offset alignment alternative would result in the least overall harm to Section 4(f) resources. A detailed discussion is found in the alternatives analysis in the Section 4(f) Evaluation.

Table 3-1: Summary of Alternatives that Meet the Need and Purpose: Impact to Section 4(f) Resources

Alternative	Section 4(f) Resources			
	Guthrie NHL District	**SH-33 Bridge (NRHP-eligible)**	**Guthrie NRHP District**	**Cottonwood Flats**
Retain as Bike/Pedestrian Bridge	Avoids direct impacts; may have potential for indirect impacts	Minimizes impacts; regular maintenance would be required to ensure bridge does not succumb to demolition by neglect. May have adverse visual impacts or constructive use by construction of new adjacent bridge.	Substantial ROW from properties north of SH-33 to accommodate new bridge and approaches. Would require Individual Section 4(f) evaluation.	New bridge alignment to the north would require substantial ROW from the park and would likely require an individual Section 4(f) evaluation.
North Alignment Alternative	Avoids direct impacts; may have potential for indirect impacts	Would replace the bridge, requiring Individual Section 4(f) Evaluation.	Substantial ROW from properties north of SH-33 to accommodate new bridge and approaches. Properties north of SH-33 and east of the creek would be acquired to provide ROW for the approach road and connection with the US-77 intersection. Would require Individual Section 4(f) evaluation.	New bridge alignment to the north would require substantial ROW from the park and would likely require an individual Section 4(f) evaluation.
South Alignment Alternative	Alignment to the south would be considered a use of the district, as the roadway would be aligned within the northern boundary of the NHL district and could substantially impact the district. Would require Individual Section 4(f) evaluation.	Minimizes impacts; regular maintenance would be required to ensure bridge does not succumb to demolition by neglect. May have adverse visual impacts or constructive use by construction of new adjacent bridge.	Substantial ROW from properties south of SH-33 to accommodate new bridge and approaches. Properties south of SH-33 and east of the creek would be acquired to provide ROW for the approach road and connection with the US-77 intersection. Would require Individual Section 4(f) evaluation.	Avoids impacts.
Off-set Alignment	Avoids direct impacts; may have potential for indirect impacts.	Would replace the bridge, requiring Individual Section 4(f) Evaluation	Would require the use of 11 resources that contribute to the historic district. Would require individual Section 4(f) evaluation.	Would require approximately one acre of the park which constitutes a *de minimis* use.

3.4 DESCRIPTION OF THE PREFERRED ALTERNATIVE

The preferred alternative replaces the existing structurally-deficient bridge on SH-33 with a new bridge offset to the south by 25 feet from the existing alignment. The approaches at the east and west ends of the bridge would be reconstructed to lessen the frequency of road flooding and to improve safety for both automotive and pedestrian traffic. The western terminus of the project would be 12th Street and the eastern terminus would be US-77 (Division St.). Additionally, the elevated approach walls between 5th and 8th Street would restrict access to the parcels adjacent to the roadway. The bridge would return to grade at 8th Street on the west side, and 1st Street on the east side. The roadway leading from the bridge to the project's termini would then transition from 9th Street to its terminus at 12th Street on the west. Likewise, the eastern terminus at the intersection with US-77 and SH-33 would be graded to tie into the bridge approach.

Right-of-way would be required from north and south of SH-33 on the west side of the creek within the floodplain. The ROW would be required to provide room for the approach walls and abutments. In order to raise the roadbed out of the 25-year floodplain, the proposed configuration of the bridge would require ROW from properties north and south of the bridge and west of the creek. The alternative would encompass a portion of the intersection of SH-33 and 2nd Street to accommodate a pedestrian sidewalk access point to the bridge. A turn-around point for motor vehicles heading north on 2nd Street would terminate at the bridge.

The proposed bridge and approaches would have four, 12-foot driving lanes. Sidewalks measuring seven feet would line both the east and westbound outer lanes. They would be protected from cars by an inner concrete balustrade barrier, with a decorative barrier on the outside edge of the bridge. The seven-foot wide sidewalks, located on the north and south sides of SH-33, would extend from the bridge in both directions to both termini.

The new bridge would be constructed in phases, one-half at a time, with the first phase being offset to the south, which would keep the road open to traffic during construction. Once the new bridge is constructed, traffic would be diverted to the newly constructed south portion of the bridge. The existing bridge would then be removed and the remaining portion of the new bridge constructed.

4. PREFERRED ALTERNATIVE IMPACTS

4.1 RELOCATIONS

ODOT completed a Relocation Plan identifying 12 potential residential relocations and 23 commercial displacements. Acquisition and relocation assistance would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. Housing of last resort may be required and would be provided if sufficient comparable replacement housing is not available within the

financial means of displacees. A detailed discussion of the anticipated relocations is discussed in the Relocation Plan (**Appendix D**) and in the Socioeconomic Analysis (**Appendix E**).

As mentioned, 23 commercial displacements are estimated as a result of the proposed improvement. Based on field observations, eight of these businesses appear to be vacant. All eight businesses are west of Cottonwood Creek, and were likely abandoned due to the frequent flooding and declining land value in the area. There is one displaced business located east of Cottonwood Creek. During the public meeting held in May 2012, some business owners expressed interest in relocating elsewhere in the city. A desktop review and interview with local real estate agents indicated that many commercial and industrial real estate properties are available for lease or purchase in Guthrie.

As a result of the proposed project, 12 residential properties may be acquired, two of which are potentially owner-occupied, eight that are potentially tenant-occupied, and two that are unknown. Based on field observations, four of these residential properties appear to be vacant. Field observation and communication with area realtors indicated that many residential properties of various sizes and prices are available throughout Guthrie, some just outside of the study area. According to a local real estate agent, the Guthrie real estate market has 66 available residential properties with living conditions comparable to properties in the study area. In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), ODOT would ensure that comparable replacement facilities are available for all persons or businesses displaced by the proposed project. According to the Relocation Plan, due to the lack of comparable homes available for rent, each residential relocation is expected to fall into Last Resort Housing. This means that property owners would be compensated above the fair market value for their home.

4.2 SOCIAL AND ECONOMIC IMPACTS / ENVIRONMENTAL JUSTICE

A detailed Socioeconomic Analysis for the project has been completed and is included in **Appendix E**. The study area is comprised of 13 census blocks located within three block groups that are part of two distinct census tracts. Ethnicity in the study area is predominantly white (80.3%), with residents reporting two or more races as the second most common (8.8%) and African Americans as third (6.1%). Two minority blocks occur within the study area, though each of these blocks has only one resident, and this resident reports as being non-white. Census data reports high levels of English proficiency in the study area.

Elderly individuals and those with disabilities have mobility impairments that may impact their access to and ability to use the SH-33 corridor. The city of Guthrie has a higher percentage of elderly individuals who live alone than Logan County (31.3% and 24.2%, respectively); the study area has a higher proportion of disabled individuals than the city as a whole (about 32.4% in the study area compared to 28.0% in the city). Results of the socioeconomic analysis indicate that the proposed project would not create disproportionately high and adverse health or environmental effects to any minority populations or special needs groups in proximity to the project.

The poverty rate in the city of Guthrie is higher than both Logan County and the state of Oklahoma; within the study area, the percentage of individuals living in poverty is highest in the block group on the north side of the project corridor (Census Tract 6002, Block Group 1) at 39.3%. The high rate of vacant homes and businesses observed in the field indicate that the proposed project is in a low income area. As the proposed project would require the displacement of 23 businesses and the relocation of 12 residences, it would appear to have a disproportionate effect on low income communities. The specific transportation, safety, and connectivity needs addressed by this project require a project in Guthrie and along SH-33, hence the identified low-income areas cannot be avoided. Consultation with project stakeholders during the public meeting held in May 2012 indicated broad support for the proposed project. Due to the dilapidated state of some of the residences proposed for relocation, ODOT may employ Last Resort Housing as part of their residential relocation plan, meaning that property owners would be compensated above the fair market value for their homes. The improved connectivity, reduced roadway flooding, and improved safety provided by the project is a positive benefit to the affected communities that offsets any possible negative effects. Based on public input and the benefits to property owners as part of ODOT's relocation plan, the proposed project would not have an adverse effect on low income communities.

4.3 NOISE

A traffic noise analysis was performed for this project using the FHWA Traffic Noise Model version 2.5 in accordance with FHWA 23 CFR 772 and complies with the ODOT Policy Directive *Highway Noise Abatement* C-201-3 dated July 13, 2011. Under current conditions, nine residential receptors (representing 23 dwelling units), one funeral home, and two places of worship approach or exceed the 67 dB(A) Leq(h) for NAC Activity Categories B and C. Based on the proposed project and future traffic volumes, 11 residential receptors (representing 25 dwelling units), one day care, one funeral home, and two places of worship would approach or exceed the 67 dB(A) Leq(h) for NAC Activity Categories Band C. Further, the future noise levels range from -6.0 to +5.4 decibels over current noise levels with no receivers experiencing a substantial increase in sound levels (15dB). Noise mitigation in the form of a free standing noise wall was considered for the impacted receptors identified in the analysis. All of the receptors have either direct driveway access onto SH-33 or are located adjacent to a cross street. Without access control, the gap that would be required for the driveway connections and/or cross street access would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible. See **Appendix F** for a copy of the approved Traffic Noise Assessment Report dated February 2012.

4.4 CULTURAL RESOURCES

On behalf of FHWA, the Department has consulted with the Oklahoma State Historic Preservation Office (SHPO), the Oklahoma Archaeological Survey, the appropriate Native American tribes, and the appropriate consulting parties regarding the impacts of this undertaking on historic properties. It has been determined that this project will have an adverse effect on the Cottonwood Creek bridge on SH-33 (ODOT structure 4206 1442X), which is individually eligible for the National Register of Historic Places (NRHP). It has also been

determined that this project will have an adverse effect on the Guthrie Historic District, which is listed in the NRHP. In addition, the undertaking may have the potential to adversely affect the Guthrie NHL District. A Memorandum of Agreement (MOA) has been developed in consultation with the SHPO, the Advisory Council on Historic Preservation (ACHP), the National Park Service (NPS), the City of Guthrie, the Logan County Historical Society and Preservation Oklahoma to mitigate the adverse impact of this project on historic properties. The complete Section 106 consultation record and executed MOA is contained in **Appendix G**. The stipulations of this MOA are summarized below:

1) Prior to construction, ODOT will record the existing bridge to meet the Historic American Engineering Record (HAER) standards to provide imagery, plans, and historical context to illustrate the national historical significance of the bridge. ODOT shall consult with the NPS Intermountain Regional Office for determining the appropriate level of documentation. Once the NPS Intermountain Regional Office has set the level of documentation and approved the final HAER documentation, the NPS will transmit the documentation to the Library of Congress, HABS/HAER/HALS Collection. ODOT shall submit a copy of the final materials to the Oklahoma SHPO. The HAER documentation will be completed and submitted within three years of execution of this MOA.

2) Prior to the construction of the new bridge, the existing 11 buildings that will be affected by the undertaking will be recorded and documented by ODOT. Documentation will be completed and submitted to the SHPO within two years of execution of this MOA.

3) ODOT will complete a review of the Guthrie Historic District NRHP nomination form and prepare an aerial photograph or map of the contributing properties in the district that are still extant. ODOT will produce a Geographic Information System (GIS) data file that would provide geospatial information of the Guthrie Historic District. The mapping will be completed within two years of execution of this MOA.

4) Within three years of the execution of this MOA, ODOT will provide all research documentation, research materials, copies of photographs, HAER documentation of the bridge, and documentation of the buildings, and maps produced to the City of Guthrie and the Logan County Historical Society for use in the research library or other repository.

5) ODOT will install an interpretive kiosk or panel adjacent to the new bridge presenting the history of the former double-deck viaduct. ODOT will consult with the Oklahoma SHPO and the City of Guthrie regarding the location of the kiosk or panel and the content of the information presented on the interpretive kiosk or panel. This kiosk or panel will be completed and put into place prior to the opening of the new bridge to traffic.

6) ODOT will implement design considerations to minimize effects of the new bridge within the Guthrie Historic District and the adjacent NHL District. These design elements will be developed in coordination with SHPO, NPS, and other local consulting parties to

ensure reasonable compatibility with the surrounding historic district. The existing SH-33 bridge is not part of the period of significance of the Guthrie Historic District or NHL District. However, new construction features will consider the surrounding district setting, feeling and association. ODOT and FHWA shall consult with the City of Guthrie, the Oklahoma SHPO, and the National Park Service in the development of the bridge design (see **Appendix G** for the executed MOA).

4.5 EFFECTS ON PUBLIC PARKS, WILDLIFE AND WATERFOWL REFUGES, AND HISTORIC SITES

The action involves the use of properties protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303). Section 4(f) states that FHWA may not approve the use of land from a significant publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic site. However, if determined that there is no feasible and prudent alternative to the use of land from the property and the action includes all possible planning to minimize harm to the property resulting from use, then the taking may be approved.

Cottonwood Flats recreation area, the Cottonwood Creek bridge, and the Guthrie Historic District are considered 4(f) resources, all of which would be impacted by ROW acquisition and the proposed improvements to the crossing. In addition to these, Section 4(f) applies to the historic features within the study area, including the 29 commercial and residential buildings along SH-33 and 2nd Street that are considered contributing resources to the Guthrie Historic District. Of these structures, 14 would be demolished and 15 would experience other construction impacts (sidewalk improvements, driveway access improvements, etc.). Due to the proposed project's use of Section 4(f) resources, Section 4(f) evaluations were completed. In addition, Section 6(f) conversion documentation is provided. The Section 4(f) and Section 6(f) documentation is provided in **Appendix H**.

4.5.1 Historic Properties

Although the preferred alternative would cause the least overall harm to Section 4(f) resources, there would be impacts to some of these resources, as described below. Impacts to historic resources are also addressed in the letter from the SHPO dated May 16, 2013**.** Impacts to historic resources would be mitigated under the stipulations outlined in the MOA, and summarized in **Section 4.6** of this document.

The SH-33 bridge would be removed under the preferred alternative. As such, the bridge would be impacted and this would be considered a use of this resource under the Section 4(f) statute.

The preferred alternative would have the potential to visually impact the Guthrie NHL District. Though the new bridge would be slightly visible from some areas of the Guthrie NHL District, these lines-of-sight would be minimal, and thus would not be a constructive use of the district. The bridge would be most visible from the Guthrie NHL District if one were looking north up 2nd Street from the northern boundary of the District at Cleveland Ave. From this vantage point (the most direct vantage from the Guthrie NHL District to the bridge), a person would see the

approach wall of the new bridge, rather than the current condition of 2nd Street as a through street into the residential neighborhood. The MOA outlines measures that would be taken to mitigate potential visual impacts.

The preferred alternative would impact the Guthrie Historic District, as this alternative requires the removal of 11 contributing resources to the Guthrie Historic District. The removal of 11 contributing buildings within the Guthrie Historic District represents 0.5 % of the total contributing buildings (as per the1987 survey data) in the expansive district. Of these 11, nine are properties located west of the bridge and within the 100-year floodplain. These properties and the surrounding parcels are in fair to poor condition and would continue to experience flooding and deterioration. Two of the buildings east of the creek within the proposed ROW contribute to the Guthrie Historic District. These two buildings are located where the proposed pedestrian sidewalk access to the bridge would be located. This alternative minimizes the impact to the Guthrie Historic District by utilizing the existing alignment to the maximum extent possible while maintaining traffic operations throughout the construction period.

4.5.2 Cottonwood Flats

De minimis

ODOT coordinated with the City of Guthrie with regard to avoidance and minimization of impacts to Cottonwood Flats. ODOT is proposing to construct the new 4-lane bridge with ADA-compliant sidewalks on a slightly offset alignment to the south in order to minimize impacts to Cottonwood Flats. ODOT is proposing to obtain approximately 0.96 acres of the 20 acre Cottonwood Flats recreational area, which constitutes five percent of the park land. The portion of Cottonwood Flats that would be acquired is adjacent to the current Cottonwood Creek bridge on Noble Avenue. The parcel that would be acquired is vacant of park features and does not contain any of the ball fields, RV hookups, or the area where the stage is located during the Bluegrass Festival. Some access points to Cottonwood Flats from SH-33 would be modified with construction of the new bridge. Vehicular access from 6th and 7th Streets would be eliminated due to the new approach roadway fill. However, through access would be maintained at 5th and 8th Streets. Access to SH-33 east and westbound would occur at 8th Street. In addition, the new bridge would improve safety of the pedestrian facility.

The public was notified of the *de minimis* proposal via a posting on the City of Guthrie website from January 15-31, 2013 and a comment period was extended for the same duration. No comments were received during the comment period.

A Section 4(f) *de minimis* finding was completed in regard to impacts to Cottonwood Flats recreational area. *De minimis* applies to projects that do not adversely affect the projected activities, features, or attributes of the Section 4(f) resource. Based on the avoidance, minimization, and mitigation measures described above, the proposed bridge replacement on SH-33 over Cottonwood Creek would not adversely affect the activities, features, or attributes of Cottonwood Flats recreational area (the Section 4(f) resource). The City of Guthrie concurred with this determination in a letter signed February 6, 2013. The *de minimis* documentation is provided in **Appendix H**.

Section 6(f)

In addition to being a Section 4(f) property, Cottonwood Flats is also a Section 6(f) property. Section 6(f) properties are those that have been acquired or developed using Land and Water Conservation Fund Act of 1965 (LWCF) program funds for improvements. The LWCF State Assistance Program was established to assist States in preserving, developing, and assuring citizens of the U.S. quality outdoor recreational facilities. Property acquired or developed with LWCF assistance shall be retained and used for public outdoor recreation. Any property so acquired and/or developed shall not be wholly or partly converted to other than public outdoor recreation uses without the approval of the National Park Service (NPS) pursuant to Section 6(f)(3) of the LWCF Act and these regulations. In Oklahoma, the LWCF grants program is administered by the Oklahoma Tourism and Recreation Department, in coordination with the National Park Service.

The City of Guthrie acquired 20 acres of Cottonwood Flats utilizing LWCF funds in 1992. Approximately 0.96 acres of land acquired using these funds are proposed for conversion as a part of this action. This is the same property as the proposed 4(f) *de minimis* acquisition. ODOT and the City of Guthrie have proposed to replace this property with a new 1.50 acre property. This replacement property is located directly south of Cottonwood Flats and Noble Ave., located on either side of 5th Street, north of Cottonwood Creek. This new area will be connected to the existing Cottonwood Flats with a sidewalk or trail underneath the new bridge. Pedestrians and park-goers will be free to move unimpeded between the larger Cottonwood Flats recreational area located on the north side of SH-33 and the replacement parcel, located to the south of SH-33. The estimated fair market value of the converted land is $8,640 while the estimated fair market value of the replacement land is $13,500. The proposed conversion will not cause a net loss of parkland, but will actually result in a net gain of 0.54 acres and an estimated net value gain of $4,860. The conversion proposal was approved by the National Park Service on December 11, 2013. Section 6(f) documentation is provided in **Appendix H.**

4.6 SPECIES & HABITAT ASSESSMENT

A biological assessment was performed for the referenced project (**Appendix I**). The Department has determined that the project as proposed is unlikely to adversely affect the Interior Least Tern, Whooping Crane, Arkansas River shiner and its critical habitat, and the Piping Plover. The U.S. Fish and Wildlife Service (USFWS) has concurred with ODOT's findings given the conscientious implementation of best management practices (BMPs) for water quality.

The project, as proposed, is not expected to impact Bald Eagles or Swallows. Migratory bird species that are present during the breeding season will be addressed by implementing measures, designed in coordination with the USFWS, to avoid impacts to active nests. Plan notes to that effect will be included.

4.7 JURISDICTIONAL WATERS & WETLANDS ASSESSMENT

The action involves work within Cottonwood Creek, exhibiting the characteristics of a jurisdictional waterway and potentially jurisdictional wetlands. The proposed construction activities will be evaluated to ensure that the appropriate Clean Water Act Section 404 permit application is made. The Water & Wetlands Report is located in **Appendix I**.

4.8 WATER QUALITY

Guthrie relies on two impounded lakes, Guthrie Lake and Liberty Lake, for its public water source. Both of these lakes are located south and upstream of the project site. Cottonwood Creek flows north into the Cimarron River, which is identified as a sensitive water that harbors threatened and endangered species. However, the SH-33 crossing at Cottonwood Creek lies outside the designated protected zone established for the Cimarron River. Cottonwood Creek is also on the 2012 303(d) List of Impaired Waters. A storm water pollution prevention plan (SWP3) will be developed for the project, and a temporary erosion and sediment control plan will be included in the construction plans to avoid or minimize impacts to water quality.

4.9 PRIME FARMLAND

The action occurs within an urban area. Hence, the project will not affect any farmlands.

4.10 FLOODPLAIN IMPACTS

The project site lies within Federal Emergency Management Agency (FEMA) Flood Zones A and AE based on Flood Insurance Rate Maps 40083C0265F, 40083C0270F, and 40083C0385F, all dated September 29, 2010 (**Appendix J**). The action involves an increase to the base 100-year floodplain in a regulatory floodway (Zone AE) that will require a flood map revision as determined by FEMA.

4.11 HAZARDOUS MATERIALS

An Initial Site Assessment (ISA) for hazardous waste impacts was performed to identify sites with the potential to impact soils, surface water and/or groundwater in the project area (**Appendix K**). The ISA identified 26 properties that may require additional investigation, depending on whether the total properties will be acquired. The properties identified include several current and former fueling stations, a bulk oil facility that is also a Leaking Underground Storage Tank (LUST) site, several auto repair facilities, a former dry cleaner, and a former ice making plant. The sites of concern within the project corridor were compiled from several additional sources, including a survey report, a data reconnaissance report, and a site visit.

Following the recommendations made in the ISA, a Subsurface Site Investigation (SSI) has been completed for the subject property. The SSI identified the presence of hydrocarbon contamination in the areas of a former auto repair and car wash facility (Sta. 1539+00 to 1540+25 LT) and the former Maveric Mini Mart (Sta. 1541+50 to 1543+00 RT). A plan note has

been provided and will be added to the plan and profile sheets denoting them as environmental concerns. This note can be found in commitments section. A Contaminated Materials Management Plan (CMMP) may be required to address the contamination identified. Prior to development of the CMMP, a review of design drawings will be necessary to confirm which construction activities will be affected.

4.12 AIR QUALITY

The project site is located within the 2030 Oklahoma City Area Regional Transportation Study (OCARTS) area map. As of March 2012, the OCARTS area is an air quality attainment area. The 1990 Clean Air Act amendments require that transportation projects conform to air quality implementation goals, and that Federally-funded projects be included in designated "conforming" transportation plans. The proposed project is consistent with the Encompass 2035 OCARTS plan approved in 2011 by the Association of Central Oklahoma Governments (ACOG), which acts as the regional Metropolitan Planning Organization for the Oklahoma City area.

The proposed project improvements would help keep air quality levels below established thresholds. In 2008, the U.S. Environmental Protection Agency (EPA) revised the air quality standard for ground-level ozone. The EPA may be designating areas of nonattainment in 2013 and the Oklahoma City Metropolitan Statistical Area, which includes Logan County, could be designated as nonattainment for ozone.

4.13 PEDESTRIANS & BICYCLISTS

The Guthrie Plan describes the need for an improved, ADA-compliant pedestrian facility on the new Cottonwood Creek bridge. Numerous comments were received at the two public meetings indicating support for a pedestrian facility on the new bridge. The preferred alternative will have seven-foot wide ADA compliant sidewalks on both sides of Noble Ave. ADA-compliant ramps and returns will be installed at intersections. Road cyclists will be able to share the road with vehicular traffic. The improved vertical geometry will improve line of sight on the facility which will increase safety for cyclists.

4.14 AIRPORTS

The action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction, in accordance with 14 CFR 77.13-77.17, due to the presence of Guthrie Municipal Airport, which is located approximately 1.5 miles south and east of the Cottonwood Creek bridge.

4.15 ACCESS CONTROL

Several access points to SH-33 would be modified with the preferred alternative. Vehicular access from 6th and 7th Streets would be eliminated due to the new approach roadway fill or the bridge structure itself. However, all structures south of SH-33 between 5th St. and 8th St. would

be acquired by the project. Access to SH-33 from 5th St. would be removed. However, through access under the bridge would be maintained at 5th St. Through access and access to SH-33 east and westbound would occur at 8th Street. All vehicular access to 2nd St. from SH-33 would be eliminated. Southbound traffic on 2nd St. north of SH-33 would be routed west onto Lower Noble Ave., and then south under the new bridge to connect to W. Cleveland Ave. A turn-around point for motor vehicles heading north on 2nd Street would terminate at the bridge. Full access would continue to occur at 1st St.

4.16 TEMPORARY CONSTRUCTION IMPACTS

SH-33 will remain open to through traffic during construction of this project. However, there will be temporary construction-related impacts. Temporary construction-related impacts will include traffic congestion on SH-33 within the project limits; traffic safety concerns in construction areas; temporary restricted access to homes and businesses; and noise and dust associated with construction activity. Mitigation will include signage warning drivers of construction activities and directing drivers to detour routes. Access to homes and businesses may be impacted during construction; however, all properties will remain accessible.

4.17 SECONDARY AND CUMULATIVE

Secondary effects are effects that are caused by the action and are later in time or farther removed in distance, but still reasonably foreseeable. Reasonably foreseeable actions need to be considered even if they are not specific proposals or defined projects, though the criterion for excluding future actions is whether they are considered speculative. The CEQ provides guidance on evaluating cumulative effects in a document entitled “Considering Cumulative Effects Under the National Environmental Policy Act, 1997.” The geographic and temporal boundaries should be logical and sufficient to capture relevant cumulative effects. In addition, in order for future actions to not be considered speculative, they must have enough information for a meaningful analysis. For the purposes of this analysis, actions that are not included in any formal plans are considered speculative. These include short range and long range transportation plans for the city and region, comprehensive city plans, and proposed plats in the vicinity of the project.

The proposed improvement includes widening SH-33 to four lanes within the project limits. The additional lanes are needed in order to relieve local traffic congestion and improve safety. A two-lane bridge would not address the bottle-neck issue for those descending the bridge and making a left-turn at US-77. In addition, it would not be considered a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years.

Short and long range planning documents including the ODOT Eight Year Construction Work Plan, the ACOG Encompass 2035 OCARTS Long Range Plan, the Guthrie Plan, and the OCARTS 2013-2016 Transportation Improvement Program (TIP) do not include a proposed widening on SH-33 from I-35 west to the city limits. Ms. Rene Spineto, Guthrie City Planner, indicated there are no plats for development along SH-33 from I-35 west to the city limits. The existing SH-33 corridor is already developed with a mix of residential, commercial and

institutional properties. In addition, in a letter dated April 16, 2013 to ODOT, the City of Guthrie outlined reasons to avoid widening SH-33 east of Division St. and indicated there were no plans to widen SH-33 east of Division St. in the foreseeable future (**Appendix L**).

A potential secondary effect of the proposed action could be commercial and residential properties relocating to other parts of Guthrie and inducing growth in those areas. However, the Guthrie Plan already indicates future plans to develop the south side of town as the industrial and commercial corridor. The Guthrie Plan indicates that the City plans to improve Industrial Road, located south of SH-33 and which also provides a crossing over Cottonwood Creek, as well as Backhaus Road (a North/South road that connects with Industrial Road) that could tie into the west side of Guthrie. These proposed improvements would direct traffic towards this area of Guthrie and away from SH-33, thus suggesting there would not be a future need to widen the SH-33 corridor that runs through the Guthrie Historic District. The City of Guthrie also has indicated in the Plan that they would like to have a new I-35 interchange at Industrial Road. Again, this would encourage industrial and commercial development, and subsequent traffic, to the south side of town and away from the SH-33 corridor.

Neither the City of Guthrie nor ODOT has future plans to widen the SH-33 corridor. It is therefore not reasonably foreseeable that the SH-33 corridor would be widened from Division Street east to I-35, or west of 12th Street. Research indicates any future development would be directed south of town and away from the SH-33 corridor through Guthrie.

4.18 VISUAL IMPACTS

The new bridge would be longer than the existing bridge and the elevation at the crossing would increase by approximately 10 feet. The new bridge would be approximately 40 feet wider than the existing bridge. The existing bridge does not contribute to the Guthrie Historic District, as the construction period of the bridge (1937) pre-dates the period of significance of the district (1889-1929). However, the scale and design of the bridge is currently not obtrusive to the Guthrie Historic District, and does not distract from the historical integrity of the district. The removal of the bridge itself would not visually impact the Guthrie Historic District. However, the removal of resources that contribute to the historical significance of an NRHP- historic district creates an impact to the setting of the district, and may diminish the feeling and association of historic structures within the view shed of the preferred alternative where resources are removed. The removal of the resources would alter the cohesion of the period of significance of the District; therefore, there would be a direct and indirect visual impact on the Guthrie Historic District.

The proposed design of the new bridge would potentially impose visual intrusions to the Guthrie NHL District. Although the bridge would be located approximately 510 feet from the northern-most boundary of the Guthrie NHL District, it would be partially visible from some areas of the district. Therefore there would be potential indirect visual impacts to the Guthrie NHL District.

The Department worked closely with consulting parties, including the City of Guthrie, the SHPO, ACHP, and the National Park Service (NPS), in the development of aesthetic treatments to the

new structure to minimize the view of the bridge from portions of the Guthrie NHL District, and to provide a bridge treatment design that does not distract from the historical significance of both the Guthrie NHL District, and the Guthrie Historic District. The MOA outlines efforts that would be taken to mitigate visual impacts to historic resources.

4.19 LOCAL PLANNING

The preferred alternative is consistent with local and regional planning documents, including *The Guthrie Plan* (RDG Crose Gardner Shukert, 2002) and *Encompass 2035* (Association of Central Oklahoma Governments, 2011). The Guthrie Plan calls for the replacement of the Cottonwood Creek bridge, citing the need for a new facility with good vertical sight lines, standard lane widths, and a wider pedestrian facility.

The City of Guthrie passed a resolution on May 21, 2013 supporting the construction of a new four lane bridge which would meet the purpose and need for the project **(Appendix L).**

5. COMMENTS AND COORDINATION

5.1 AGENCY SOLICITATION

On March 4, 2013, a letter soliciting comments relating to the social, economic, and environmental effects of the project was mailed to 17 local, state, and federal agencies, organizations, and individuals. A copy of this letter and a list of the recipients are provided in **Appendix M**. The following summarizes the responses received from these solicitation letters.

Comment: The Oklahoma Corporation Commission, Oil & Gas Conservation Division, stated that there were no wells found to be in the area of the project right-of-way. They also stated that the only well in the vicinity was a dry hole located just south of Cottonwood Creek between 5th and 6th St., drilled in 1982.
Response: This comment is noted.

Comment: The Oklahoma Conservation Commission commented on potential disturbance to riparian areas and resulting siltation. OCC also expressed concern over redirecting or redesigning of the channel. OCC recommendations included reduced disturbance in the creek and proper erosion control plans. They also recommended a natural stabilization method if the stream needs manipulation. OCC requested that "following completion of this project, Cottonwood Creek remain a free flowing stream (stream slope unaffected by construction) with naturally vegetated stable banks with stream substrate free of excess sedimentation from project activities."
Response: There is no channel work associated with this project and nothing to be changed at all, below top of bank. Both channel piers are at top of bank and there will be no shaping or reshaping of the channel. Proper erosion control plans will be utilized during construction.

Comment: Guthrie Public Schools commented that closure of the existing SH-33 bridge during construction would be a hardship to the District due to numerous school bus crossings daily on the bridge.
Response: A response was sent to Guthrie Schools acknowledging the need to keep the bridge open and indicating that the new bridge will be constructed one-half at a time, allowing both lanes of the existing bridge to remain open during construction.

Comment: The Bureau of Land Management responded that while they do have subsurface interests in the area, they have no plans to develop those areas.
Response: Comment is noted.

Comment: The Oklahoma Water Resources Board responded with a recommendation to contact the local floodplain administrator for possible permit requirements for the project.
Response: A request to FEMA for a flood map revision has been submitted. ODOT will coordinate with the local floodplain administrator for permit requirements for the project.

5.2 PUBLIC MEETINGS

Two public meetings have been held in order to gather public input for the proposed project. The first public meeting was held in Guthrie on June 4, 2009. The meeting attendance roster was signed by 98 people. The first meeting focused on demonstrating the need for the project, discussing the issues with constructing a new bridge and soliciting input from the public to help define what the most important issues were in designing a new facility. A survey was included on the comment form which listed 11 items perceived as critical components of the planning process for the design of a new facility. Forty written public comments were received. Thirty-seven of the forty commenters gave the strongest importance to the need to replace the bridge. Twenty-eight of the forty commenters gave the least importance to the no build option. The responses received on the desired actions listed from most important to least important were: 1) replacing the bridge; 2) reduce the flooding; 3) preserve historical structures and setting and bicycle/pedestrian facilities; 4) increasing capacity from US-177 to 19th St., reducing congestion, and keeping the road open during construction; 5) project aesthetics; 6) minimize project costs; 7) eliminating access to 2nd St.; and 8) no build option.

The second public meeting was held in Guthrie on May 17, 2012. The meeting attendance roster was signed by 106 people. This meeting presented the project survey results collected from comments at the first public meeting. The meeting also addressed the need and purpose for the project, discussed the NEPA process, and presented the alternatives considered for the proposed improvement, including the rehabilitation option. The preferred option of building a new, 4-lane bridge with ADA-compliant sidewalks on a slight offset alignment to the south was presented at this meeting. This configuration would allow the existing bridge to remain open during construction. A discussion of aesthetic treatments also took place at the meeting. The following types of comments were made during the meeting: 1) accommodation of bicycles; 2) general expressions of support of the project; and 3) people requesting purchase of their property. Three written comments were received for this meeting. One comment was supportive of the bridge, and emphasized the need to accommodate pedestrians and bicyclists

with the new facility. The other two comments were from property owners on Noble Ave. west of the bridge. One requested to be informed as the project proceeds and the other was concerned about impacts to his business if it wasn't acquired as part of the project.

In addition, the public was notified of the Section 4(f) *de minimis* proposal for Cottonwood Flats recreational area via a posting on the City of Guthrie website from January 15-31, 2013. A comment period was extended for the same duration. No comments were received during the comment period.

The Public Meeting support documentation can be found in **Appendix H** with the Section 4(f) Evaluation and documentation.

5.3 PUBLIC HEARING

Copies of the EA were made available for public review on April 15, 2014 at the Guthrie Public Library, ODOT Division 4 Headquarters in Perry, and the ODOT Central Office in Oklahoma City. An electronic copy of the EA was also made available on the ODOT website at the same time. The legal notice of Public Hearing was posted in the Guthrie Newsleader on April 19, 2014 and May 1, 2014. The notices were posted on the ODOT website as well as the City of Guthrie website and social media sites. A public hearing was held at 5:30 p.m. in Guthrie on May 8, 2014 at the Oklahoma Sports Museum, 315 W. Oklahoma, Guthrie. The purpose of the hearing was to present the alternatives considered for the project, present the preferred alternative, discuss the social, economic and environmental impacts of the preferred alternative, and provide the public with an opportunity to comment on the proposed action and the findings of the EA. The hearing roster was signed by 95 people. During the question and answer portion of the hearing, several comments or questions were voiced by attendees. One commenter questioned when the right of way process would begin and how would he be notified. ODOT indicated that once the EA is complete, they will begin the appraisal and acquisition phase, which includes a negotiation process. One commenter was concerned about being notified since she did not receive a post card for the hearing. A local restaurant owner was concerned how the construction of the project might impede local traffic and negatively impact her business. ODOT indicated they will meet with her to discuss her concerns once traffic plans are developed. A local church member in west Guthrie was concerned how the project would impact his church. ODOT indicated that the four lane widening of Noble Ave. does not extend that far west.

The public comment period was closed on May 23rd, 2014. One written comment was received during the post-hearing public comment period. The comment was supportive of the new bridge and the commenter indicated a need for cohesiveness of any aesthetic treatments with the historic nature of Guthrie and the need for historic lighting treatments on the bridge and the rest of Noble Ave. A copy of the comment, a transcript of the hearing, a meeting roster sheet, and other materials from the hearing are included in **Appendix N.**

6. COMMITMENTS

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

- ODOT will comply with the stipulations as outlined in the MOA between consulting parties regarding impacts to historic properties as a result of the project. These stipulations are listed below:

    1. Prior to the construction of the new bridge, ODOT will record the existing bridge to meet the Historic American Engineering Record (HAER) standards to provide imagery, plans, and historical context to illustrate the national historical significance of the bridge. ODOT shall consult with the NPS Intermountain Regional Office for determining the appropriate level of documentation. Once the NPS Intermountain Regional Office has set the level of documentation and approved the final HAER documentation, the NPS will transmit the documentation to the Library of Congress, HABS/HAER/HALS Collection. ODOT shall submit a copy of the final materials to the Oklahoma SHPO. The HAER documentation will be completed and submitted within three years of execution of the MOA.

    2. Prior to the construction of the new bridge, the existing 11 buildings that will be affected by the undertaking will be recorded and documented. Documentation will be completed and submitted to the SHPO within two years of execution of this MOA. This documentation will include the following:

    3. ODOT will complete a review of the Guthrie Historic District NRHP nomination form and prepare an aerial photograph or map of the contributing properties in the district that are still extant. ODOT will produce a Geographic Information System (GIS) data file that would provide geospatial information of the Guthrie Historic District. The mapping will be completed within two years of execution of this MOA.

    4. Within three years of the execution of this MOA, ODOT will provide all research documentation, research materials, copies of photographs, HAER documentation of the bridge, and documentation of the buildings, and maps produced to the City of Guthrie and the Logan County Historical Society for use in the research library or other repository.

    5. ODOT will install an interpretive kiosk or panel adjacent to the new bridge presenting the history of the former double-deck viaduct. ODOT will consult with the Oklahoma SHPO and the City of Guthrie regarding the location of the kiosk or panel and the content of the information presented on the interpretive kiosk or panel. This kiosk or

panel will be completed and put into place prior to the opening of the new bridge to traffic.

6. ODOT will implement design considerations to minimize effects of the new bridge within the Guthrie Historic District and the adjacent NHL District. These design elements will be developed in coordination with SHPO, NPS, and other local consulting parties to ensure reasonable compatibility with the surrounding historic district. The existing SH-33 bridge is not part of the period of significance of the Guthrie Historic District or NHL District. However, new construction features will consider the surrounding district setting, feeling and association. ODOT and FHWA shall consult with the City of Guthrie, the Oklahoma SHPO, and the National Park Service in the development of the bridge design.

- Cliff Swallows and Barn Swallows are small colonial nesting birds protected by the federal Migratory Bird Treaty Act. These species commonly use bridges and culverts for nesting. The nesting season for the swallows runs from April 1 to August 31. Any activities which would destroy active nests or harm eggs or birds would violate the Migratory Bird Treaty Act. Swallow use of bridge NBI No. 05047 was not observed during the initial surveys conducted as part of the biological studies in February 2011. Swallows may occupy the bridge in the future nesting seasons. The Resident Engineer will evaluate the contractor's proposed work methods and conclude whether the proposed work would pose disruption to any nesting birds before work near the structure is authorized. If the proposed work will harm any nesting birds, the bridge may be netted prior to April 1 or the work delayed until the nesting season is complete. Methods other than netting must be pre-approved by the ODOT Biologist.

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

- The action will require a FEMA Letter of Map Revision (LOMR). ODOT will coordinate with the local floodplain administrator for permit requirements for the project.

- Hydrocarbon contamination has been identified in the areas of a former auto repair and car wash facility (Sta. 1539+00 to 1540+25 LT) and the former Maveric Mini Mart (Sta. 1541+50 to 1543+00 RT). The following plan note will be added to the to the plan and profile sheets by placing a box in the appropriate locations and denoting them as recognized environmental concerns:

“Lat/Lon	**Station Extents**	**Facility**
35.8802, -97.4334	**approx 1539+00 to 1540+25 LT**	**Frmr auto repair/car wash**

35.8800, -97.4325 approx 1541+50 to 1543+00 RT Frmr Maveric Mini Mart

Hydrocarbon contamination may exist at or near the referenced station extents. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance"

A Contaminated Materials Management Plan (CMMP) may be required to address the contamination identified. Prior to development of the CMMP, a review of design drawings will be necessary to confirm which construction activities will be affected.

- ODOT will coordinate with the City of Guthrie and the Oklahoma Tourism and Recreation Department in implementing conditions and requirements of the Section 6(f) conversion and replacement approved by the Department of Interior for parcels impacted in Cottonwood Flats Recreation Area.

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

- ADA-compliant sidewalks and ramps will be installed on both sides of SH-33 within the project extents.

- All properties will remain accessible during construction of the project.

7. LIST OF PREPARERS

Scott Stegmann - CP&Y, Inc., 1000 West Wilshire Blvd., Suite 224, Oklahoma City, OK. Project Manager. M.Env.Sci. – University of Oklahoma. B.A., Geography – University of Oklahoma. 20 years environmental experience (Project management, document preparation)

Kathryn St. Clair - CP&Y, Inc., 10415 Morado Circle, Suite 200, Austin, TX. Architectural Historian. M.S., Architectural Studies – University of Texas at Austin. B.S., BioEnvironmental Science – Texas A&M University. 13 years environmental & architectural history experience (Section 106 coordination, Section 4(f) document and preparation)

Emily Tritsch - CP&Y, Inc., 10415 Morado Circle, Suite 200, Austin, TX. Environmental Planner. M.P.A., Environmental Science and Policy – Columbia University. B.A., Environmental Studies – University of California at Santa Cruz. 8 years environmental & planning experience (Socioeconomic analysis, report preparation)

Kaci Blaney - CP&Y, Inc., 10415 Morado Circle, Suite 200, Austin, TX. GIS Analyst. B.A. Geography – University of Texas at Austin. 6 years environmental experience (Document preparation, Geographic Information Systems, maps and report figures)

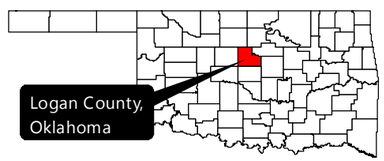
Andy Atlas - CP&Y, Inc., 10415 Morado Circle, Suite 200, Austin, TX. Vice President. M.S., Community and Regional Planning - University of Texas at Austin. B.A., Spanish – University of Texas at Austin. 17 years environmental & planning experience (Quality Assurance / Quality Control)

APPENDIX A

Study Area Map

Base Map Source: Bing Maps Aerials, 2011

LOGAN AVE
MANSUR AVE
WARNER AVE
NOBLE AVE
CLEVELAND AVE
OKLAHOMA AVE
HARRISON AVE
VILAS AVE
12TH ST
11TH ST
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
2ND ST
1ST ST
DIVISION ST
33
77
Cottonwood Creek
Burlington Northern Santa Fe Railroad
Bridge Location
NBI # 05047



SH-33 Study Area

N

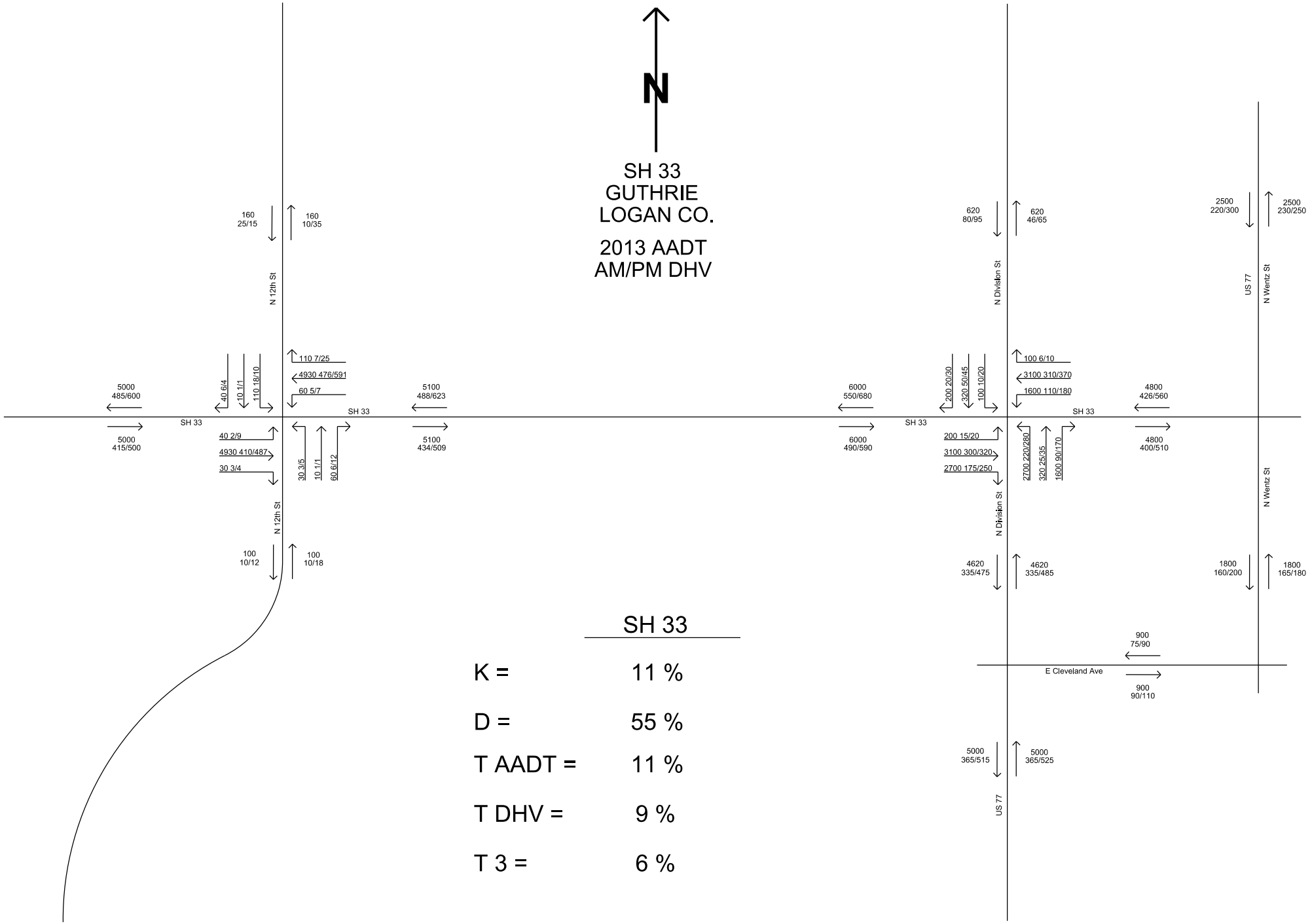
0 150 300 600 Feet

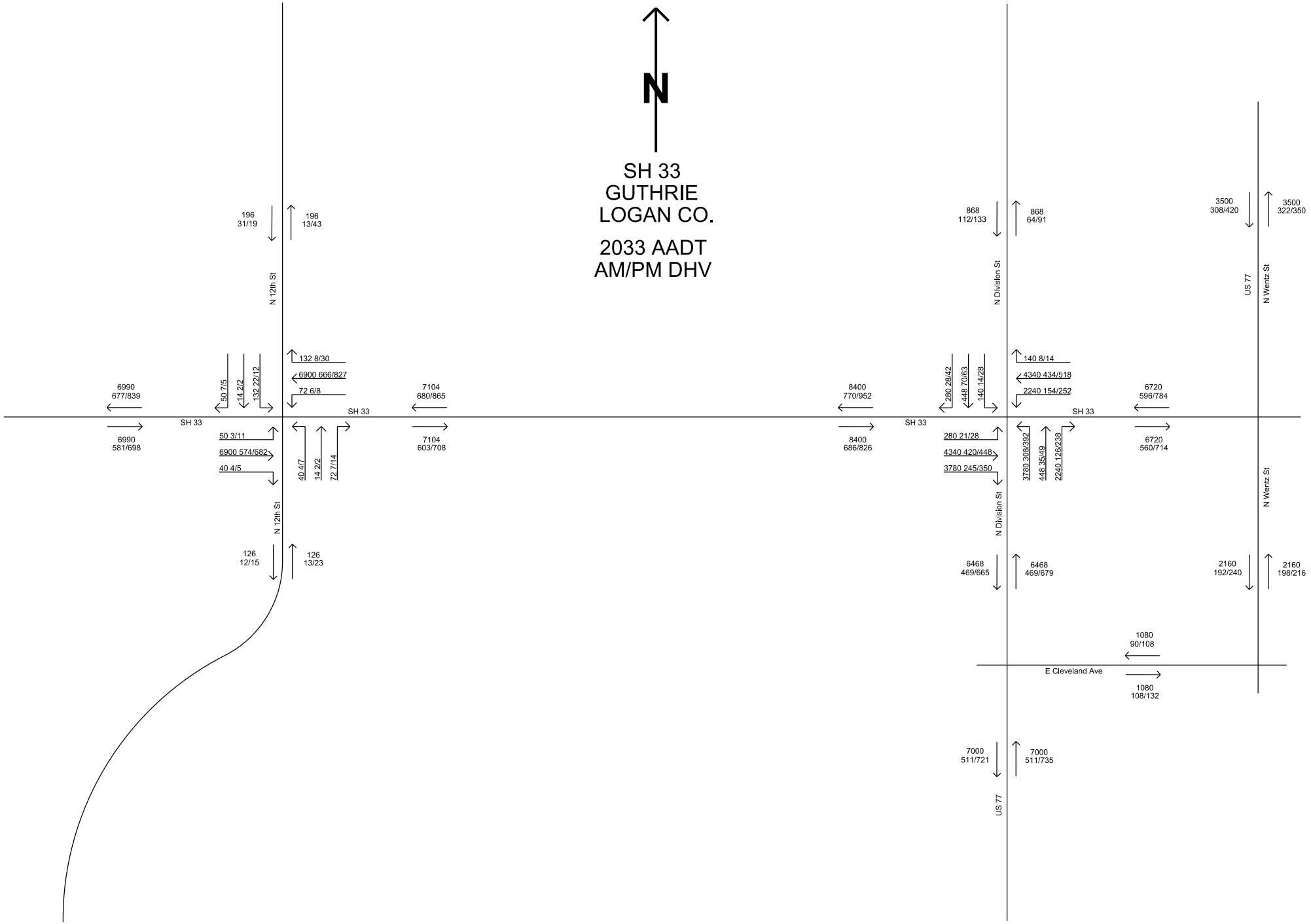
SH-33 over Cottonwood Creek
Environmental Assessment
JP 21860(04)

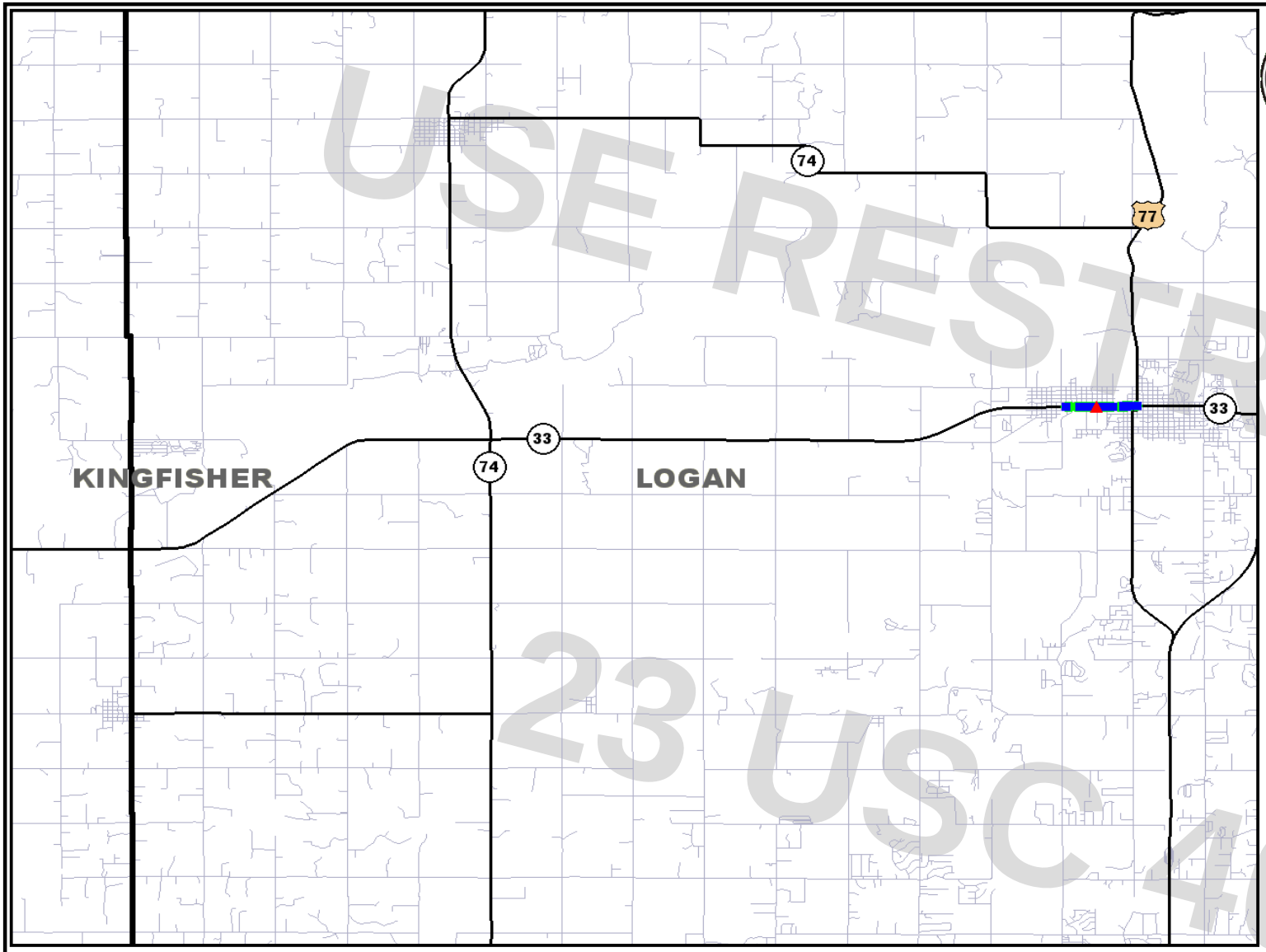
STUDY AREA MAP

APPENDIX B

Traffic & Accident Data


N
SH 33
GUTHRIE
LOGAN CO.
2013 AADT
AM/PM DHV
N 12th St
N Division St
US 77
N Wentz St
E Cleveland Ave
SH 33
160
25/15
160
10/35
620
80/95
620
46/65
2500
220/300
2500
230/250
110 7/25
4930 476/591
60 5/7
100 6/10
3100 310/370
1600 110/180
5000
485/600
40 6/4
10 1/1
110 18/10
5100
488/623
6000
550/680
200 20/30
320 50/45
100 10/20
4800
426/560
5000
415/500
40 2/9
4930 410/487
30 3/4
30 3/5
10 1/1
60 6/12
5100
434/509
6000
490/590
200 15/20
3100 300/320
2700 175/250
2700 220/280
320 25/35
1600 90/170
4800
400/510
100
10/12
100
10/18
4620
335/475
4620
335/485
1800
160/200
1800
165/180
900
75/90
900
90/110
5000
365/515
5000
365/525
SH 33
K = 11 %
D = 55 %
T AADT = 11 %
T DHV = 9 %
T 3 = 6 %


SH 33
GUTHRIE
LOGAN CO.
2033 AADT
AM/PM DHV
N
N 12th St
N Division St
US 77
N Wentz St
E Cleveland Ave
SH 33
196
31/19
196
13/43
132 8/30
6900 666/827
72 6/8
50 7/5
14 2/2
132 22/12
6990
677/839
6990
581/698
50 3/11
6900 574/682
40 4/5
40 4/7
14 2/2
72 7/14
7104
680/865
7104
603/708
126
12/15
126
13/23
868
112/133
868
64/91
140 8/14
4340 434/518
2240 154/252
280 28/42
448 70/63
140 14/28
8400
770/952
8400
686/826
280 21/28
4340 420/448
3780 245/350
3780 308/392
448 35/49
2240 126/238
6720
596/784
6720
560/714
3500
308/420
3500
322/350
6468
469/665
6468
469/679
2160
192/240
2160
198/216
1080
90/108
1080
108/132
7000
511/721
7000
511/735



USE RESTRICTED
23 USC 409

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

Collision Analysis

Legend

- Fatality
- Injury
- Property Damage

N
W
E
S

Remarks:

SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

Date Range: 01-01-2002 thru 12-31-2011

Collision Severity

	2002				2003				2004				2005				2006				2007			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Collisions		8	21	29		5	31	36		6	24	30		5	8	13	1	2	13	16		4	15	19
Persons		12		12		8		8		8		8		7		7	1	3		4		4		4

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

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Collision Severity

	2008				2009				2010				2011			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Collisions		4	14	18		6	16	22			14	14		4	10	14
Persons		4		4		6		6				0		9		9

	Study Total			
	Fatal	Injury	Property Damage	Total
Collisions	1	44	166	211
Persons	1	61		62

TOTALS REFLECT HIGHWAY COLLISIONS ONLY.

TABULATION OF COLLISIONS
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

USE RESTRICTED
23 USC 409

Collisions By Type Of Collision

Type Of Collision	2002				2003				2004				2005				2006			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Rear-End (front-to-rear)		4	9	13		3	12	15		5	7	12		3	3	6		1	4	5
Head-On (front-to-front)																				
Right Angle		1	1	2			1	1			5	5			3	3				
Angle Turning		1	8	9		2	8	10		1	6	7		1	2	3			5	5
Other Angle																				
Sideswipe Same Direction							1	1			1	1						1		1
Sideswipe Opposite Direction							2	2			1	1								
Fixed Object			1	1			3	3			1	1							1	1
Pedestrian		1		1													1		1	2
Pedal Cycle																				
Animal																				
Overturn/Rollover																				
Vehicle-Train																				
Other Single Vehicle Crash							1	1												
Other		1	2	3			3	3			3	3		1		1			2	2
Total		8	21	29		5	31	36		6	24	30		5	8	13	1	2	13	16
Percent		3.8	10.0	13.7		2.4	14.7	17.1		2.8	11.4	14.2		2.4	3.8	6.2	0.5	0.9	6.2	7.6

Collisions By Type Of Collision

Type Of Collision	2007				2008				2009				2010				2011			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Rear-End (front-to-rear)		1	9	10		3	5	8		4	8	12			5	5		1	3	4
Head-On (front-to-front)															2	2				
Right Angle		1	1	2						2	4	6								
Angle Turning			3	3			3	3			3	3			3	3		3	5	8
Other Angle																				
Sideswipe Same Direction																				
Sideswipe Opposite Direction							2	2												
Fixed Object			2	2		1	4	5							4	4			2	2
Pedestrian		2		2																
Pedal Cycle																				
Animal																				
Overturn/Rollover																				
Vehicle-Train																				
Other Single Vehicle Crash																				
Other											1	1								
Total		4	15	19		4	14	18		6	16	22			14	14		4	10	14
Percent		1.9	7.1	9.0		1.9	6.6	8.5		2.8	7.6	10.4			6.6	6.6		1.9	4.7	6.6

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

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23 USC 409

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj	PD	Tot	Pct
Rear-End (front-to-rear)		25	65	90	42.7
Head-On (front-to-front)			2	2	0.9
Right Angle		4	15	19	9.0
Angle Turning		8	46	54	25.6
Other Angle					
Sideswipe Same Direction		1	2	3	1.4
Sideswipe Opposite Direction			5	5	2.4
Fixed Object		1	18	19	9.0
Pedestrian	1	3	1	5	2.4
Pedal Cycle					
Animal					
Overturn/Rollover					
Vehicle-Train					
Other Single Vehicle Crash			1	1	0.5
Other		2	11	13	6.2
Total	1	44	166	211	100
Percent	0.5	20.9	78.7	100	

TABULATION OF COLLISIONS
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

USE RESTRICTED
23 USC 409

Units By Unit Type

Unit Type	2002				2003				2004				2005				2006			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Train																				
Pedestrian		1		1													1		1	2
Animal																				
Pedal Cycle																				
Parked Vehicle			1	1										1		1				
CMV		1	1	2			2	2			2	2		1	1	2		1	2	3
Other Single Vehicle		1	1	2			2	2			1	1					1		1	2
Other Multi-Vehicle		16	38	54		10	57	67		12	46	58		9	15	24		4	23	27
Total		19	41	60		10	61	71		12	49	61		11	16	27	2	5	27	34
Percent		4.5	9.7	14.2		2.4	14.4	16.7		2.8	11.6	14.4		2.6	3.8	6.4	0.5	1.2	6.4	8.0

Units By Unit Type

Unit Type	2007				2008				2009				2010				2011			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Train																				
Pedestrian		2		2																
Animal																				
Pedal Cycle																				
Parked Vehicle											1	1			1	1				
CMV			2	2			2	2							2	2			2	2
Other Single Vehicle		2	1	3		1	2	3							2	2			1	1
Other Multi-Vehicle		5	26	31		9	20	29		13	34	47			19	19		9	15	24
Total		9	29	38		10	24	34		13	35	48			24	24		9	18	27
Percent		2.1	6.8	9.0		2.4	5.7	8.0		3.1	8.3	11.3			5.7	5.7		2.1	4.2	6.4

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

USE RESTRICTED
23 USC 409

Units By Unit Type

Unit Type	Total				
	Fat	Inj	PD	Tot	Pct
Train					
Pedestrian	1	3	1	5	1.2
Animal					
Pedal Cycle					
Parked Vehicle		1	3	4	0.9
CMV		3	16	19	4.5
Other Single Vehicle	1	4	11	16	3.8
Other Multi-Vehicle		87	293	380	89.6
Total	2	98	324	424	100
Percent	0.5	23.1	76.4	100	

TABULATION OF COLLISIONS
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

USE RESTRICTED
23 USC 409

Vehicles By Vehicle Type

Vehicle Type	2002				2003				2004				2005				2006			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Passenger Vehicle-2 Door																				
Passenger Vehicle-4 Door		14	32	46		7	46	53		5	35	40		7	12	19	1	2	13	16
Passenger Vehicle-Convertible																				
Pickup Truck		2	6	8		2	12	14		6	10	16		2	3	5		2	7	9
Single-Unit Truck (2 axles)		1	1	2		1		1			2	2						1	1	2
Single-Unit Truck (3 or more axles)														1		1				
School Bus																				
Truck/Trailer																				
Truck-Tractor (bobtail)											1	1								
Truck-Tractor/Semi-Trailer		1	1	2			2	2							1	1			2	2
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle							1	1												
Motor Scooter/Moped																				
Motor Home																			1	1
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)																				
Passenger Van																				
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other			1	1						1	1	2		1		1			2	2
Total		18	41	59		10	61	71		12	49	61		11	16	27	1	5	26	32
Percent		4.3	9.8	14.1		2.4	14.6	16.9		2.9	11.7	14.6		2.6	3.8	6.4	0.2	1.2	6.2	7.6

TABULATION OF COLLISIONS
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

USE RESTRICTED
23 USC 409

Vehicles By Vehicle Type

Vehicle Type	2007				2008				2009				2010				2011			
	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot	Fat	Inj	PD	Tot
Passenger Vehicle-2 Door		1	3	4		1		1			4	4						2		2
Passenger Vehicle-4 Door		1	11	12		2	5	7		6	11	17			10	10		1	5	6
Passenger Vehicle-Convertible			1	1		1		1												
Pickup Truck		2	5	7		3	11	14		4	7	11			4	4		5	2	7
Single-Unit Truck (2 axles)							1	1											1	1
Single-Unit Truck (3 or more axles)																				
School Bus																		1		1
Truck/Trailer			2	2											1	1				
Truck-Tractor (bobtail)																				
Truck-Tractor/Semi-Trailer			1	1			1	1							1	1			2	2
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle						1		1			1	1								
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)		3	2	5		2	4	6		2	9	11			7	7			6	6
Passenger Van							1	1												
Truck More Than 10,000 lbs.							1	1												
Van (10,000 lbs. or less)			1	1							1	1							1	1
Other			3	3						1	2	3			1	1			1	1
Total		7	29	36		10	24	34		13	35	48			24	24		9	18	27
Percent		1.7	6.9	8.6		2.4	5.7	8.1		3.1	8.4	11.5			5.7	5.7		2.1	4.3	6.4

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Vehicles By Vehicle Type

Vehicle Type	Total				
	Fat	Inj	PD	Tot	Pct
Passenger Vehicle-2 Door		4	7	11	2.6
Passenger Vehicle-4 Door	1	45	180	226	53.9
Passenger Vehicle-Convertible		1	1	2	0.5
Pickup Truck		28	67	95	22.7
Single-Unit Truck (2 axles)		3	6	9	2.1
Single-Unit Truck (3 or more axles)		1		1	0.2
School Bus		1		1	0.2
Truck/Trailer			3	3	0.7
Truck-Tractor (bobtail)			1	1	0.2
Truck-Tractor/Semi-Trailer		1	11	12	2.9
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)					
Bus (16+ seats)					
Motorcycle		1	2	3	0.7
Motor Scooter/Moped					
Motor Home			1	1	0.2
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		7	28	35	8.4
Passenger Van			1	1	0.2
Truck More Than 10,000 lbs.			1	1	0.2
Van (10,000 lbs. or less)			3	3	0.7
Other		3	11	14	3.3
Total	1	95	323	419	100
Percent	0.2	22.7	77.1	100	



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Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								
	AM												PM												
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	Tot	Pcnt
Sunday		1	1							1	1	3	3	1			1	2	1		1	1		1	18	8.5
Monday							3		1		1		2	3	2	2	7		2	2		1	1		27	12.8
Tuesday						1	3	6	2	2		2	3	3	2	3	5	4	1						37	17.5
Wednesday		1		1			1	5	1		3	4	2	2	8	1	1	3	1	1				1	36	17.1
Thursday						2	3	3	1		2	2		1	6	5	2	2	1					1	31	14.7
Friday		1	1				4	3	2		2	1	2	6	7	5	4	1	3	1					43	20.4
Saturday	2						1				1	3	5	2		2			1	1			1		19	9.0
	Early Morning - Sunrise						Morning Peak			Mid Morning/Afternoon						PM Peak			Evening - Late Night						Tot	100
Total	11						39			88						50			23						211	
Percent	5.2						18.5			41.7						23.7			10.9						100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	157	8	1	11	1	178	84.4
Wet (Water)	18	5	1	2	1	27	12.8
Ice, Snow, or Slush	2		1			3	1.4
Mud, Dirt, Gravel, or Sand	1					1	0.5
Other	1				1	2	0.9
Total	179	13	3	13	3	211	100
Percent	84.8	6.2	1.4	6.2	1.4	100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	108	51.2
Clouds Present	74	35.1
Raining/Fog	25	11.8
Snowing/Sleet/Hail	3	1.4
Other	1	0.5
Total	211	100



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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Collision Severity				
				Ability Impaired			Odor Detected																
	Fat	Inj	P-D	Fat	Inj	P-D	Fat	Inj	P-D	Fat	Inj	P-D	Fat	Inj	P-D	Fat	Inj	P-D	Fat	Inj	P-D	Total	Pcnt
Failed to Yield		5	36			1											2	3		7	40	47	11.3
Failed to Stop		9	19			1								1			1	1		11	21	32	7.7
Failed to Signal																							
Improper Turn		1	19					1												2	19	21	5.1
Improper Start			2																		2	2	0.5
Improper Stop																							
Improper Backing			18															1			19	19	4.6
Improper Parking																							
Improper Passing			2																		2	2	0.5
Improper Lane Change			2																		2	2	0.5
Left of Center			4																		4	4	1.0
Following Too Close		12	47								1							4		13	51	64	15.4
Unsafe Speed			6																		6	6	1.4
DWI			3			4		1												1	7	8	1.9
Inattention		33	71								1							2		34	73	107	25.8
Negligent Driving			2																		2	2	0.5
Defective Vehicle		4	6																	4	6	10	2.4
Wrong Way																							
No Improper Action	1	21	55			1											1	3	1	22	59	82	19.8
Other			4															3			7	7	1.7
Total	1	85	296			7		2			2			1			4	17	1	94	320	415	100
Percent	0.2	20.5	71.3			1.7		0.5			0.5			0.2			1.0	4.1	0.2	22.7	77.1	100	

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj	PD	Tot
Bridge			2	2
Work Zone				
Cross Median				
Train Collision				



COLLISION LISTING
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

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USE RESTRICTED 23 USC 409

Highway System Collision Listing

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(42) LOGAN				(15) GUTHRIE	HWY: US-77, WENTZ ST.		AT: SH-33,					NOBLE ST.						
42	15	02	07	04.58	NOBLE ST.		YES	S	S	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	01-07-2002
42	15	02	07	04.58	NOBLE ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	02-22-2002
42	15	02	07	04.58	NOBLE ST.		YES	S	-	1			F-O CURB	IMP-TURN	DYLGT	DRY	PDO	10-06-2003
42	15	02	07	04.58	NOBLE ST.		YES	E	S	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	03-02-2004
42	15	02	07	04.58	NOBLE ST.		YES	E	S	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	09-08-2004
42	15	02	07	04.58	NOBLE ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	10-14-2006
42	15	02	07	04.58	NOBLE ST.		YES	S	S	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	08-05-2008
42	15	02	07	04.58	NOBLE ST.		YES	W	W	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	10-24-2008
(42) LOGAN				(15) GUTHRIE	HWY: US-77, WENTZ ST.		AT: SH-33,					NOBLE ST.						
42	15	04	07	00.00	NOBLE ST.		YES	N	N	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	03-26-2003
42	15	04	07	00.00	NOBLE ST.		YES	E	S	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	09-16-2003
42	15	04	07	00.00	NOBLE ST.		YES	N	-	1			F-O OTHER	IMP-TURN	DYLGT	DRY	PDO	08-20-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.		AT: US-77,					WENTZ ST.						
42	15	06	07	14.82	WENTZ ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DAWN	WET	PDO	02-15-2002
42	15	06	07	14.82	WENTZ ST.		YES	E	W	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	04-05-2002
42	15	06	07	14.82	WENTZ ST.		YES	W	S	3	1		RIGHT-ANGLE	F-STOP	DYLGT	WET	P INJ	07-02-2002
42	15	06	07	14.82	WENTZ ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-16-2003
42	15	06	07	14.82	WENTZ ST.		YES	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	03-23-2004
42	15	06	07	14.82	WENTZ ST.		YES	E	E	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	07-03-2004
42	15	06	07	14.82	WENTZ ST.		YES	E	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	10-26-2004
42	15	06	07	14.82	WENTZ ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-01-2005
42	15	06	07	14.82	WENTZ ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-24-2005
42	15	06	07	14.82	WENTZ ST.		YES	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	12-07-2005
42	15	06	07	14.82	WENTZ ST.		YES	W	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	03-28-2006
42	15	06	07	14.82	WENTZ ST.		YES	N	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-01-2006
42	15	06	07	14.82	WENTZ ST.		YES	E	E	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	12-08-2006
42	15	06	07	14.82	WENTZ ST.		YES	W	W	3			REAR-END	INATT	DYLGT	DRY	PDO	02-27-2007
42	15	06	07	14.82	WENTZ ST.		YES	W	-	1	1		PEDESTRIAN	F-YIELD	DYLGT	DRY	P INJ	05-18-2007
42	15	06	07	14.82	WENTZ ST.		YES	E	E	2			REAR-END	INATT	DARK	DRY	PDO	10-02-2008
42	15	06	07	14.82	WENTZ ST.		YES	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-17-2009
42	15	06	07	14.82	WENTZ ST.		YES	-	-	2			REAR-END	INATT	DYLGT	DRY	PDO	05-13-2009
42	15	06	07	14.82	WENTZ ST.		YES	S	E	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	10-19-2009
42	15	06	07	14.82	WENTZ ST.		YES	W	W	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	09-01-2010
42	15	06	07	14.82	WENTZ ST.		YES	E	E	2			REAR-END	INATT	DARK	DRY	PDO	12-16-2010
42	15	06	07	14.82	WENTZ ST.		YES	W	W	2	3		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	10-27-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.		AT: US-77,					WENTZ ST.						
42	15	08	07	00.00	WENTZ ST.	DRIVEWAY	YES	SW	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-29-2002
42	15	08	07	00.00	WENTZ ST.		YES	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-09-2002

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USE RESTRICTED
23 USC 409

Highway System Collision Listing

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
42	15	08	07	00.00	WENTZ ST.		YES	E	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-09-2002
42	15	08	07	00.00	WENTZ ST.		YES	N	-	1			F-O OTHER	IMP-TURN	DYLGT	DRY	PDO	01-08-2003
42	15	08	07	00.00	WENTZ ST.		YES	W	-	2			REAR-END	OTHER	DYLGT	DRY	PDO	02-12-2009
42	15	08	07	00.00	WENTZ ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-23-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 13 ST.					
42	15	06		13.82	13 ST.		YES	E	-	1	1		PEDESTRIAN	F-YIELD	DARK	DRY	P INJ	12-04-2002
42	15	06		13.82	13 ST.		YES	W	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DARK	DRY	PDO	08-15-2003
42	15	06		13.82	13 ST.		YES	E	E	2	1		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	09-21-2004
42	15	06		13.82	13 ST.		YES	W	W	2			REAR-END	F-STOP	DYLGT	WET	PDO	05-13-2005
42	15	06		13.82	13 ST.		YES	E	W	3	2		OTHER	INATT	Other	DRY	N-I INJ	08-30-2005
42	15	06		13.82	13 ST.		YES	S	E	2	1		RIGHT-ANGLE	DEF-VEH	DYLGT	DRY	N-I INJ	07-12-2007
42	15	06		13.82	13 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	09-22-2009
42	15	06		13.82	13 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-04-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.02 after 13 ST.					
42	15	06		13.84			NO	W	-	1			F-O OTHER	INATT	DYLGT	MUD	PDO	08-24-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 before 12 ST.					
42	15	06		13.87			NO	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	11-06-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 12 ST.					
42	15	06		13.90	12 ST.		YES	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	09-29-2003
42	15	06		13.90	12 ST.		YES	E	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DYLGT	ICE	PDO	12-09-2003
42	15	06		13.90	12 ST.		YES	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-05-2004
42	15	06		13.90	12 ST.		YES	S	S	2			REAR-END	FOL-CLOSE	DUSK	DRY	PDO	06-18-2006
42	15	06		13.90	12 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	06-08-2007
42	15	06		13.90	12 ST.		YES	W	E	2			ANGLE-TURNING	D-W-I	DARK	WET	PDO	06-20-2009
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 before 11 ST.					
42	15	06		13.96		DRIVEWAY	NO	S	W	2			RIGHT-ANGLE	IMP-BACK	DYLGT	DRY	PDO	05-18-2009
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 11 ST.					
42	15	06		13.97	11 ST.		YES	W	W	2			ANGLE-TURNING	F-STOP	DARK	WET	PDO	08-31-2003
42	15	06		13.97	11 ST.		YES	E	E	4			ANGLE-TURNING	DEF-VEH	DYLGT	DRY	PDO	06-03-2004
42	15	06		13.97	11 ST.		YES	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	09-10-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 after 11 ST.					
42	15	06		14.00			NO	E	-	2			OTHER	INATT	DYLGT	DRY	PDO	11-09-2002
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 before 10 ST.					
42	15	06		14.01			NO	W	W	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	05-13-2005
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 10 ST.					
42	15	06		14.04	10 ST.		YES	E	E	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-27-2002
42	15	06		14.04	10 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	09-10-2002
42	15	06		14.04	10 ST.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	10-17-2002



COLLISION LISTING
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

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Highway System Collision Listing

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
42	15	06		14.04	10 ST.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-25-2003
42	15	06		14.04	10 ST.		YES	E	E	2	1		REAR-END	F-STOP	DYLGT	DRY	P INJ	04-25-2005
42	15	06		14.04	10 ST.		YES	W	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	09-15-2011
42	15	06		14.04	10 ST.		YES	W	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	09-20-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.02 after 10 ST.					
42	15	06		14.06			NO	W	-	1	1		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	I INJ	11-14-2007
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 after 10 ST.					
42	15	06		14.07		DRIVEWAY	NO	E	E	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-25-2006
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.02 before 9 ST.					
42	15	06		14.09			NO	W	W	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	09-25-2002
42	15	06		14.09			NO	W	W	2			SIDESWIPE-SAME	FOL-CLOSE	DYLGT	OTHER	PDO	04-12-2003
42	15	06		14.09			NO	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	11-14-2003
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 9 ST.					
42	15	06		14.11	9 ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-12-2002
42	15	06		14.11	9 ST.		YES	W	W	2			ANGLE-TURNING	FOL-CLOSE	DARK	DRY	PDO	04-21-2003
42	15	06		14.11	9 ST.		YES	-	-	3			OTHER	INATT	DARK	WET	PDO	08-29-2003
42	15	06		14.11	9 ST.		YES	W	E	2			SIDESWIPE-OPP	F-YIELD	DYLGT	WET	PDO	06-02-2004
42	15	06		14.11	9 ST.		YES	W	-	1			PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	PDO	11-16-2006
42	15	06		14.11	9 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	09-20-2007
42	15	06		14.11	9 ST.		YES	N	-	1	1		F-O UTIL-POLE	D-W-I	DYLGT	DRY	P INJ	04-08-2008
42	15	06		14.11	9 ST.		YES	W	W	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	07-27-2008
42	15	06		14.11	9 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-17-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 after 9 ST.					
42	15	06		14.12		DRIVEWAY	NO	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-09-2005
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.02 after 9 ST.					
42	15	06		14.13			NO	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	06-24-2009
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 after 9 ST.					
42	15	06		14.14		DRIVEWAY	NO	W	W	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	01-07-2004
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 before 8 ST.					
42	15	06		14.15		DRIVEWAY	NO	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	12-06-2006
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 before 8 ST.					
42	15	06		14.17			NO	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-13-2009
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 8 ST.					
42	15	06		14.18	8 ST.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	05-05-2002
42	15	06		14.18	8 ST.		YES	E	E	3			REAR-END	FOL-CLOSE	OTHER	WET	PDO	06-10-2003
42	15	06		14.18	8 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-14-2005
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 after 8 ST.					
42	15	06		14.19		INCIDENT	NO	W	E	2			HEAD-ON	DEF-VEH	DYLGT	DRY	PDO	03-10-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.02 after 8 ST.					

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Highway System Collision Listing

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
42	15	06		14.20		DRIVEWAY	NO	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	02-10-2003
42	15	06		14.20		DRIVEWAY	NO	W	W	2	4		ANGLE-TURNING	INATT	DARK	DRY	N-I INJ	04-02-2003
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 00.03 after 8 ST.						
42	15	06		14.21			NO	W	W	3	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	11-18-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 7 ST.						
42	15	06		14.25	7 ST.		YES	W	W	2			REAR-END	INATT	DARK	DRY	PDO	12-20-2004
42	15	06		14.25	7 ST.		YES	E	W	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	03-01-2005
42	15	06		14.25	7 ST.		YES	E	-	1		1	PEDESTRIAN	NO-IMP-ACT	DARK	DRY	FAT	11-11-2006
42	15	06		14.25	7 ST.		YES	E	E	3	1		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	05-07-2007
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 00.02 before 6 ST.						
42	15	06		14.29			NO	W	S	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	11-05-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 6 ST.						
42	15	06		14.31	6 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	11-21-2002
42	15	06		14.31	6 ST.		YES	NW	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-08-2004
42	15	06		14.31	6 ST.		YES	S	N	2			ANGLE-TURNING	L-CENTER	DYLGT	DRY	PDO	03-28-2007
42	15	06		14.31	6 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	08-23-2007
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 00.01 after 6 ST.						
42	15	06		14.32			NO	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	04-24-2003
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 00.02 after 6 ST.						
42	15	06		14.33		DRIVEWAY	NO	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-01-2005
42	15	06		14.33			NO	W	W	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	09-19-2008
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 00.03 after 6 ST.						
42	15	06		14.34			NO	E	-	1			F-O DITCH	INATT	DARK	DRY	PDO	12-27-2002
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 00.02 before 5 ST.						
42	15	06		14.36			NO	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	05-17-2004
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 5 ST.						
42	15	06		14.38	5 ST.		YES	-	E	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	09-19-2002
42	15	06		14.38	5 ST.		YES	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-24-2003
42	15	06		14.38	5 ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-26-2003
42	15	06		14.38	5 ST.		YES	S	W	2			ANGLE-TURNING	F-YIELD	DARK	WET	PDO	10-04-2003
42	15	06		14.38	5 ST.		YES	N	N	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	09-01-2006
42	15	06		14.38	5 ST.		YES	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	11-08-2007
42	15	06		14.38	5 ST.		YES	W	W	2			ANGLE-TURNING	FOL-CLOSE	DARK	WET	PDO	12-08-2007
42	15	06		14.38	5 ST.		YES	W	W	2	1		REAR-END	F-STOP	DYLGT	DRY	P INJ	01-08-2009
42	15	06		14.38	5 ST.		YES	E	-	1			F-O BR-ABUTMENT	INATT	DARK	DRY	PDO	09-30-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: COTTONWOOD CR./RR.						
42	15	06		14.42	COTTONWOOD CR./RR.	BRIDGE	NO	E	-	2			OTHER	IMP-LN-CHG	DYLGT	WET	PDO	07-28-2004
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.							AT: 00.01 before 4 ST.						

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42	15	06		14.44			NO	E	W	2			SIDESWIPE-OPP	OTHER	DYLGT	DRY	PDO	01-12-2003
42	15	06		14.44			NO	E	-	1			F-O CURB	UNSAF-SPD	DYLGT	ICE	PDO	01-26-2004
42	15	06		14.44			NO	E	W	2			SIDESWIPE-OPP	OTHER	DYLGT	DRY	PDO	11-29-2008
42	15	06		14.44			NO	W	E	2			SIDESWIPE-OPP	L-CENTER	DARK	DRY	PDO	11-30-2008
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 before AT&SF BR.					
42	15	06		14.46			NO	E	E	2	1		REAR-END	F-STOP	DYLGT	DRY	P INJ	02-25-2009
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: AT&SF BR.					
42	15	06		14.47	AT&SF BR.	BRIDGE	NO	E	-	1			F-O BR-CURB	UNSAF-SPD	DAWN	ICE	PDO	02-07-2008
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 after AT&SF BR.					
42	15	06		14.48			NO	W	W	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-02-2003
42	15	06		14.48			NO	W	W	3	1		SIDESWIPE-SAME	DEF-VEH	DYLGT	DRY	P INJ	04-17-2006
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.06 before 2 ST.					
42	15	06		14.56			NO	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-28-2003
42	15	06		14.56			NO	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	03-25-2009
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.05 before 2 ST.					
42	15	06		14.57			NO	E	E	2			OTHER	INATT	DYLGT	DRY	PDO	09-09-2009
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.02 before 2 ST.					
42	15	06		14.60			NO	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-18-2003
42	15	06		14.60			NO	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	11-13-2008
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 before 2 ST.					
42	15	06		14.61			NO	W	E	2			SIDESWIPE-OPP	L-CENTER	DARK	WET	PDO	09-30-2003
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 2 ST.					
42	15	06		14.62	2 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	09-16-2002
42	15	06		14.62	2 ST.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-27-2002
42	15	06		14.62	2 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	03-16-2003
42	15	06		14.62	2 ST.		YES	W	W	2	1		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	08-06-2003
42	15	06		14.62	2 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	WET	PDO	12-12-2003
42	15	06		14.62	2 ST.		YES	E	E	2	1		REAR-END	SLEEPY	Other	OTHER	P INJ	03-04-2004
42	15	06		14.62	2 ST.		YES	W	W	2	1		REAR-END	F-YIELD	DYLGT	DRY	N-I INJ	06-08-2004
42	15	06		14.62	2 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	08-24-2004
42	15	06		14.62	2 ST.		YES	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	10-01-2004
42	15	06		14.62	2 ST.		YES	W	W	2			REAR-END	F-STOP	DYLGT	DRY	PDO	10-23-2004
42	15	06		14.62	2 ST.		YES	N	E	2			ANGLE-TURNING	D-W-I	DARK	DRY	PDO	02-26-2006
42	15	06		14.62	2 ST.		YES	E	E	3			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	05-04-2006
42	15	06		14.62	2 ST.		YES	-	-	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-26-2007
42	15	06		14.62	2 ST.		YES	E	E	2			REAR-END	F-STOP	DYLGT	DRY	PDO	08-28-2007
42	15	06		14.62	2 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	WET	PDO	06-10-2009
42	15	06		14.62	2 ST.		YES	W	W	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	WET	PDO	08-11-2009

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42	15	06		14.62	2 ST.		YES	N	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	09-03-2009
42	15	06		14.62	2 ST.		YES	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	10-14-2010
42	15	06		14.62	2 ST.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-29-2011
42	15	06		14.62	2 ST.		YES	W	W	2	1		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	07-01-2011
42	15	06		14.62	2 ST.		YES	E	E	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	08-14-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 after 2 ST.					
42	15	06		14.63			NO	E	E	3	3		OTHER	INATT	DYLGT	DRY	P INJ	05-10-2002
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 before 1 ST.					
42	15	06		14.66			NO	E	-	1			F-O UTIL-POLE	D-W-I	DARK	DRY	PDO	05-21-2008
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 1 ST.					
42	15	06		14.67	1 ST.		YES	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	03-31-2002
42	15	06		14.67	1 ST.		YES	E	NW	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	10-03-2003
42	15	06		14.67	1 ST.		YES	S	W	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	01-07-2004
42	15	06		14.67	1 ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-28-2004
42	15	06		14.67	1 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-04-2004
42	15	06		14.67	1 ST.		YES	SW	E	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	10-25-2004
42	15	06		14.67	1 ST.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-15-2004
42	15	06		14.67	1 ST.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-30-2004
42	15	06		14.67	1 ST.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-09-2007
42	15	06		14.67	1 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	WET	PDO	03-27-2007
42	15	06		14.67	1 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	08-09-2007
42	15	06		14.67	1 ST.		YES	E	E	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	09-29-2008
42	15	06		14.67	1 ST.		YES	W	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-26-2008
42	15	06		14.67	1 ST.		YES	W	W	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	02-20-2009
42	15	06		14.67	1 ST.		YES	W	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	I INJ	10-12-2009
42	15	06		14.67	1 ST.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-18-2009
42	15	06		14.67	1 ST.		YES	S	-	2			HEAD-ON	INATT	DYLGT	DRY	PDO	04-24-2010
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.01 after 1 ST.					
42	15	06		14.68			NO	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-14-2002
42	15	06		14.68			NO	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	04-13-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 after 1 ST.					
42	15	06		14.70			NO	E	W	2	3		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	07-21-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 before DIVISION ST.					
42	15	06		14.71			NO	E	-	1			F-O UTIL-POLE	D-W-I	DARK	DRY	PDO	03-11-2007
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: DIVISION ST.					
42	15	06		14.74	DIVISION ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-02-2002
42	15	06		14.74	DIVISION ST.		YES	-	-	2			REAR-END	INATT	DYLGT	DRY	PDO	03-16-2002
42	15	06		14.74	DIVISION ST.		YES	W	W	3	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	05-17-2002

COLLISION LISTING
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

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42	15	06		14.74	DIVISION ST.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-30-2002
42	15	06		14.74	DIVISION ST.		YES	-	-	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	10-29-2002
42	15	06		14.74	DIVISION ST.		YES	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-06-2003
42	15	06		14.74	DIVISION ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	04-07-2003
42	15	06		14.74	DIVISION ST.		YES	E	E	2			REAR-END	D-W-I	DYLGT	DRY	PDO	04-10-2003
42	15	06		14.74	DIVISION ST.		YES	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	04-21-2003
42	15	06		14.74	DIVISION ST.		YES	NE	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-22-2003
42	15	06		14.74	DIVISION ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	04-07-2004
42	15	06		14.74	DIVISION ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	05-09-2004
42	15	06		14.74	DIVISION ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	06-15-2004
42	15	06		14.74	DIVISION ST.		YES	W	N	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	09-13-2004
42	15	06		14.74	DIVISION ST.		YES	NW	E	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	WET	PDO	02-23-2005
42	15	06		14.74	DIVISION ST.	DRIVEWAY	YES	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-29-2005
42	15	06		14.74	DIVISION ST.		YES	SE	-	1			F-O OTHER	IMP-TURN	DYLGT	WET	PDO	03-18-2006
42	15	06		14.74	DIVISION ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-08-2006
42	15	06		14.74	DIVISION ST.		YES	W	W	2			OTHER	IMP-BACK	DARK	WET	PDO	12-29-2006
42	15	06		14.74	DIVISION ST.		YES	S	-	1			F-O OTHER	IMP-TURN	DARK	DRY	PDO	05-20-2007
42	15	06		14.74	DIVISION ST.		YES	E	N	2			ANGLE-TURNING	DEF-VEH	DYLGT	DRY	PDO	07-27-2007
42	15	06		14.74	DIVISION ST.		YES	S	-	1			F-O OTHER	IMP-TURN	DYLGT	DRY	PDO	03-24-2008
42	15	06		14.74	DIVISION ST.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-05-2008
42	15	06		14.74	DIVISION ST.		YES	W	W	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	06-07-2008
42	15	06		14.74	DIVISION ST.		YES	S	-	1			F-O OTHER	IMP-TURN	DYLGT	DRY	PDO	07-31-2008
42	15	06		14.74	DIVISION ST.		YES	W	W	3	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	09-27-2008
42	15	06		14.74	DIVISION ST.		YES	E	N	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	06-15-2009
42	15	06		14.74	DIVISION ST.		YES	W	W	3			REAR-END	INATT	DYLGT	DRY	PDO	08-18-2009
42	15	06		14.74	DIVISION ST.		YES	W	W	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	10-06-2009
42	15	06		14.74	DIVISION ST.		YES	S	-	1			F-O OTHER	IMP-TURN	DYLGT	DRY	PDO	03-28-2010
42	15	06		14.74	DIVISION ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	05-03-2010
42	15	06		14.74	DIVISION ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	11-08-2011
42	15	06		14.74	DIVISION ST.		YES	W	N	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	11-15-2011
42	15	06		14.74	DIVISION ST.		YES	E	-	1			F-O OTHER	OTHER	DYLGT	DRY	PDO	12-07-2011
(42) LOGAN				(15) GUTHRIE	HWY: SH-33, NOBLE ST.								AT: 00.03 before WENTZ ST.					
42	15	06		14.79			NO	E	E	2			ANGLE-TURNING	IMP-START	DYLGT	WET	PDO	12-09-2003

*** Location Near But Not At Mile Point**

QUERY CRITERIA RAN
01-01-2002 Thru 12-31-2011
SH-33 FROM 13TH ST. TO US-77 IN GUTHRIE, LOGAN COUNTY

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/30/2012 by Ken Hess

USE RESTRICTED
23 USC 409

Query Number	Query on	Query By	Mileage Range	Date range
1	County : 42-LOGAN	Control Section: 06 - SH-33	13.82-13 ST. to 14.82-WENTZ ST.	01-01-2002 to 12-31-2011

Incl. Hwy/Hwy Jct ID Colls	Checked
Terminal Locations Only Within Interchanges	Unchecked
Intersection Related Only	Unchecked
Excl. Intersection Related	Unchecked
CMV Collisions Only	Unchecked
Incl. Non-Highway Colls	Unchecked
FILTER DATA BY :	
Severity	All Selected
Special Feature	All Selected
Unsafe Unlawful	All Selected
Type of Collision	All Selected
Harmful Event for Collision	All Selected
Roadway Departure	All Selected
ROADWAY CRITERIA :	
Average Daily Traffic	All Selected
National Functional Class	All Selected
Number of Lanes	All Selected
Access Control	All Selected
Median Type	All Selected
Median Width	All Selected
Outer Shoulder Type	All Selected
Outer Shoulder Width	All Selected
Traffic Control	All Selected

UNIT CRITERIA :	
Unit Type	All Selected
Vehicle Type	All Selected
Vehicle Cond	All Selected
Vehicle Action	All Selected
Direction of Travel_1	All Selected
Direction of Travel_2	All Selected
PERSON CRITERIA :	
Restraint Used	All Selected
Person Conditions	All Selected
Age	All Selected
Sex	All Selected
ENVIROMENT CRITERIA :	
Manner of Coll.	All Selected
Agency	All Selected
Road Conditions	All Selected
Light	All Selected
Weather	All Selected
Relation Junction	All Selected
Hour	All Selected

APPENDIX C

Bridge Inspection Report

OKLAHOMA DEPARTMENT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

Inspection Date: 9/6/2011 **FO/SD:** Structurally Deficient **Sufficiency Rating:** 21.1

Federal ID: 05047 **Structure No:** 4206 1442 X

IDENTIFICATION

Description	70',61',3-60',4-50',
County Code	Logan [083]
Facility Carried	S.H. 33
Bridge District	04

CONDITION

Deck	Poor [4]
Super Rating	Fair [5]
Sub Rating	Poor [4]
Channel/Channel Protection	Bank Slumping [6]
Culvert	Not Applicable [N]

APPRAISAL

Bridge Rail	0
Transition	0
Approach Rail	0
Approach Rail Ends	0
Str. Evaluation	Minimum Tolerable [4]
Deck Geometry	2
Underclearance Vertical & Horizontal	2
Waterway Adequacy	Equal Minimum [6]
Approach Alignment	Equal Min. Criteria [6]
Scour Critical	8

NAVIGATION

Navigation Control	0
Pier Protection	1

STRUCTURAL UNIT

Element	Description	Quantity	Unit	% State 1	% State 2	% State 3	% State 4	% State 5
13	Unp Conc Deck/AC Ovl	18190.00		0	0	0	100	0
107	Paint Stl Opn Girder	4776.00		0	39.4	60	0.6	0
205	R/Conc Column	32.00		0	53.1	46.9	0	0
210	R/Conc Pier Wall	60.00		0	100	0	0	0
215	R/Conc Abutment	68.00		0	66.2	33.8	0	0
231	Paint Stl Cap	35.00		0	54.3	37.1	8.6	0
234	R/Conc Cap	534.00		24.9	48.1	23.4	3.6	0
301	Pourable Joint Seal	72.00		43.1	37.5	19.4	0	0
310	Elastomeric Bearing	8.00		100	0	0	0	0
311	Moveable Bearing	84.00		4.8	95.2	0	0	0
313	Fixed Bearing	84.00		2.4	97.6	0	0	0
321	R/Conc Approach Slab	2.00		100	0	0	0	0
331	Conc Bridge Railing	1515.00		0	99.5	0	0	0
357	Pack Rust Smart Flag	1.00		0	100	0	0	0
359	Soffit Smart Flag	1.00		0	0	0	100	0
362	Traf Impact SmFlag	1.00		0	100	0	0	0

363	Section Loss SmFlag	1.00		0	100	0	0	0
165	Paint Stl Opn Gir En	1280.00		0	30	64.5	5.5	0
309	Pourable Joint Seal	294.00		0	81.6	18.4	0	0
316	Bearing Assembly	8.00		0	100	0	0	0

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: **05047** Structure No.: 4206 1442 X Local ID:-1 Suff. Rating: 21.1 SD Health Index : 55.5

IDENTIFICATION

Description: 70',4-60',4-50',42',2-40',34',3-30' I-BM W/ 2-4' SDWK BR UNDR O P 3
1. State: Oklahoma 2. SHD District: Division 4
3. County Code: LOGAN 4. Place Code: GUTHRIE
Admin Area: Unknown
5. Inventory Route (Route On Structure) : 1 - 3 - 1 - 00033 - 0
6. Feature Intersected: COTTONWOOD CK, ST,BNSF
7. Facility Carried: S H 33 S H 33
9. Location: 14.8 E KINGFISHER CO 11. Mile Post: 14.417 mi
13. LRS Inv. Route / Subroute.: 4206HP0000 01
16. Latitude: 35 52 48.23 17. Longitude: 097 25 49.88
98. Border Br. Code: Not Applicab % Resp. : 0 99. Border Br. #: Unknown

INSPECTION

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	9/5/2013	9/5/2015
FC Freq.:	N	[redacted]	NA	NA	NA
UW Freq.:	[redacted]	N	NA	NA	NA
[redacted]	N	N	NA	NA	NA

CLASSIFICATION

12. Base Hwy Network : On Base Network
20. Toll Facility: 3 On free road
21. Custodian: 01State Highway Agency
22. Owner: 01State Highway Agency
26. Functional Class: 14 Urban Other Princ
37. Historical Sig.: 4 Hist sign not determin
100. Defense Highway: 0 Not a STRAHNET h
101. Parallel Structure: No || bridge exists
102. Dir. of Traffic 2 2-way traffic
103. Temp. Structure: Not Applicable (P)
104. Highway System: 1 On the NHS
105. Fed. Land Hwy 0 N/A (NBI)
110. National Truck Network: 0 Not part of nat
112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43. Main Span Material and Design Type
Steel Stringer/Girder
44. Approach Span Material and Design Type
Not Applicable (P) Not Applicable (P)
45. No. of Spans Main Unit: 16 46. No. of Approach Spans: 0
107. Deck Type: 1 Concrete-Cast-in-Place
108A. Wearing Surface: 6 Bituminous
108B. Membrane: 2 Preformed Fabric
108C. Deck Protection: None

CONDITION

58. Deck: 4 Poor
59. Super.: 5 Fair
60. Sub.: 4 Poor
62. Culvert: N N/A (NBI)
61. Channel/Channel Protection: 6 Bank Slumping
Flowline Notes:
8/10/2005- FL= 52.5' AT BENT #7
FAIR CHANNEL PROFILE
8/30/2007 - FL = 53.2' TO DECK

AGE AND SERVICE

27. Year Built: 1936
106. Year Reconstructed: -4
28A. Lanes on: 2
28B. Lanes Under: 2
19. Detour Length: 46.0 mi
29. ADT: 12200
30. Year of ADT: 2011
109. Truck ADT %: 7
42A. Type of Service on: 5 Highway-pedestrian
42B. Type of Service under: 8 Hwy-waterway-RR

LOAD RATING AND POSTING

31. Design Load: 2 M 13.5 (H 15)
41. Posting status: A Open, no restriction
63. Op. Rating Method: 1 LF Load Factor-Tor
Alt. Op. Rating Meth.: 1 LF Load Factor-Tc
64. Operating Rating (H / HS / 3-3): 25.1 40.4 53.4
66. Inventory Rating (H / HS / 3-3) : 15.0 24.2 32.1
65. Inv. Rating Method: 1 LF Load Factor-Tor
Alt. Inv. Rating Meth.: 1 LF Load Factor-Tor
70. Posting: 5 At/Above Legal Loads
Date Rated : 6/1/2005

GEOMETRIC DATA

10. Inv. Rte. Min. Vert. Clr.: 328.1 ft
32. Approach Roadway Width (W/ Shoulders): 51.0 ft
Deck Area: 25,768.8 sq. ft
33. Median: 0 No median
34. Skew: 0
35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 24.0 ft
48. Length Maximum Span: 69.9 ft
49. Structure Length: 757.9 ft
50A. Curb/Sdwlk Wdth L: 4.0 ft
50B. Curb/Sidewalk Width R: 4.0 ft
51. Width Curb to Curb: 24.0 ft
52. Width Out to Out: 34.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : H Hwy beneath struct 11.7 ft

	N/E			S/W		
Meas.	E1208	E1109	R2111	W1208	W1109	-1
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U

55A/55B. Minimum Lateral Undrclearance R: H Hwy beneath struct 0.4 ft
56. Minimum Lateral Undrclearance L: 0.0 ft

PROPOSED IMPROVEMENTS

94. Bridge Cost: $5,630,178
75. Type of Work: 31 Repl-Load Capacity
95. Roadway Cost: $4,500,000
76. Lgth. of Improvment: 757.9 ft
96. Total Cost: $10,703,584
114. Future ADT: 19520
97. Year of Cost Est.: 2007
115. Year of Future ADT: 2031

NAVIGATION DATA

38. Navigation Control: Permit Not Required
39. Vertical Clearance: 0.0 ft
40. Horizontal Clearance: 0.0 ft
111. Pier Protection: 1 Not Required
116. Lift Bridge Vert. Clear.: 0.0 ft

APPRAISAL

36A. Bridge Rail: 0 Substandard
36C. Approach Rail: 0 Substandard
36B. Transition: 0 Substandard
36D. Approach Rail Ends: 0 Substandard
67. Str. Evaluation: 4 Minimum Tolerable
68. Deck Geometry: 2 Intolerable - Replace
69. Underclearance, Vertical and Horizontal: 2 Intolerable - Replace
71. Waterway Adequacy: 6 Equal Minimum
72. Approach Alignment: 6 Equal Min Criteria
113. Scour Critical: 8 Stable Above Footing

200c. Temperature: 80
200d. Weather: CLEAR
201. Structural Steel ASTM Desig.: -1 -1
202. Waterproof Membrane : -1
Date Installed : 1/1/1901
203. Type Exp. Dev. : [redacted]
204. Type of Handrail: Concrete Post and Rails
205. Material and Quantity : 4605.0
208. Type of Abutment : Pedestal
Type of Foundation : Natural Foundation Matl.
209. Type of Pier / Found.: 2 Piers Yes
No Piling or Drilled Shaft
210. Foundation Elev. 9317.0 9287.0
-1.0 9321.0 -1.0
211. Wear. Surf. Prot. System : None
Date Installed : 1/1/1901
213. Utilities Attached : -1
-1 -1 -1
-1 -1 -1

214a. Posted Weight Limit: [redacted]
b. Posted Speed Limit : 35
c. Narrow/One Lane Bridge sign : N
d. Vertical Clearance Sign: YES
Advanced Warning Sign : YES
Exisiting/Recommended Posting : 1107 1107
Min./ Max Vert. Clearance : 1109 1207
e. Navigation Lights : NO
Working/Not Working : NO
215. Overpass : B - State Highway
221. Substructure Cond. (U/W) : -
222. Fill over RCB: -1
223. Appr. Slab/Rdwy Cond.: Satisfactory
224. Critical Feature Type: -1
225. Paint Type : Red Lead Ready
Overcoat : 0
226. Date Painted: -1
227. Paint Coloring: Silver
233. Deck Forming: Conventional Forming
236. Deck Cleaning : -1
238. School Bus Rte: Current and Desired Route
240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number : 4.5 / -1
244. Span Lengths :
-1 -1 -1
-1 -1 -1
-1 -1
245. Girder Depth : -1.000
246. Type of Overlay : AC Over
246. Overlay Thickness : [redacted]
246. Overlay Date : 8/10/2005
246. Overlay Depth Changed > 1"? No
247. Protective Systems : 1: Membrane
2: [redacted] 3:
4: [redacted]
[redacted] -1
249. Scour Crit. POA exists?:
250. Culvert Headwall Dist.: [redacted]
254. Thru Truss Type : [redacted]
256. Chan. Profile Up/Down Stream?:
257a. OkiePROS Auto. Truck Routing Yes
258. Plans w/ found. are in file at ODOT
259. Scour Eval. is in file at ODOT
263. Interchange at Intersection N
264. Interstate Milepoint -1.00

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: **05047** Structure No.: 4206 1442 X Local ID:-1 Suff. Rating: 21.1 SD Health Index : 55.5

Inspection Date: 9/5/2013 Reported By: GHINES

Invoice No.: -1 Inspected With: Gary Richardson

Agency :

Structure / Inspection Notes

8/10/2005 - THIS STRUCTURE WAS INITIALLY SCHEDULED TO BE REPLACED IN 2012

NOTE: THIS STRUCTURE HAS SOME UNIQUE FEATURES CONCERNING HOW THE "UNDER" ROAD IS ROUTED. THE UNDER ROUTE ROADWAY IS DIVIDED AT EACH END OF THE STRUCTURE BUT THE TWO LANES COME TOGETHER WHERE THE ROADWAY CROSSES THE CREEK 'DOUBLE-DECKER' STYLE. THERE ARE A FEW DIFFERENT OPTIONS FOR MOTORISTS TO CHANGE OR REVERSE THEIR DIRECTION OF TRAVEL UNDER SPANS #2, 4, & 15. THERE ARE ADVANCE SIGNS ON EACH APPROACH WHICH READ 12'-5" BUT THERE IS A LOW POINT UNDER SPAN #14 WHICH MEASURES ONLY 11'-9". THIS LOW POINT IS NORMALLY ONLY A CONCERN FOR EAST-BOUND TRAFFIC BUT WEST-BOUND TRAFFIC CAN MAKE A U-TURN UNDER SPAN #14 & ENCOUNTER THIS OBSTRUCTION (THERE ARE INDIVIDUAL SIGNS IN PLACE FOR EACH HAZARD). ALSO THE CLEARANCE UNDER BENT #14 CAP IS ONLY 11'-9" STRICTLY FOR EAST-BOUND TRAFFIC - THERE'S A 11'-7" SIGN ON THE EAST BUT NOT ON THE WEST!

** 9/6/2011 - THE UNDER ROUTE HAS BEEN PERMANENTLY BARRICADED OFF TO ALL TRAFFIC (PHOTOS) **

G Hines inspection comments - 9/5/2013
The bent #6 cap has been repaired since 2011 * Good asphalt roadway * PX - Heavy bank erosion & slumping on each bank - very heavy on the West * The channel is clean & centered under spans #8 & 9 * The maximum horizontal clearance (under) is at bent #5 = 19 2' * The structure underneath is NBI #27395 & it's maintained by the City of Guthrie * There are two sets of RR tracks under span #12 * Noble Street below the structure is under spans #2, 5 thru 10,14, & 15 (closed at this time) * Lots of spalling below the sidewalks * Bents #11 & 12 are the only skewed ones - those substructures have 3 piers with webwalls (crash walls) * All of the other bents have 2 piers - some with & some without webwalls * PX - The drain pipe system over the railroad has failed on the North & needs repair (2005 photo) *

Elm.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
12	4	Reinforced Concrete Deck	(SF)	18,190	1	0 %	10,914	60 %	5,475	30 %	1,800	10 %	0	0 %
107	4	Steel Open Girder Beam	(LF)	4,776	0	0 %	4,426	93 %	350	7 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	32	0	0 %	21	66 %	10	31 %	1	3 %	0	0 %
210	4	Reinforced Conc Pier Wall	(LF)	60	0	0 %	60	100 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	68	0	0 %	45	66 %	23	34 %	0	0 %	0	0 %
231	4	Steel Pier Cap	(LF)	35	0	0 %	32	91 %	3	9 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	534	53	10 %	343	64 %	138	26 %	0	0 %	0	0 %
310	4	Elastomeric Bearing	(EA)	8	8	100 %	0	0 %	0	0 %	0	0 %	0	0 %
311	4	Moveable Bearing (roller, sliding, etc.)	(EA)	84	4	5 %	74	88 %	6	7 %	0	0 %	0	0 %
313	4	Fixed Bearing	(EA)	84	2	2 %	71	85 %	11	13 %	0	0 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	2	0	0 %	2	100 %	0	0 %	0	0 %	0	0 %
331	4	Reinforced Conc Bridge Railing	(LF)	1,515	0	0 %	1,508	100 %	7	0 %	0	0 %	0	0 %
357	4	Pack Rust	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
359	4	Concrete Efflorescence	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
362	4	Superstructure Traffic Impact	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
363	4	Steel Section Loss	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
367	4	Substructure Trafic Impact	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
510	4	Wearing Surfaces	(SF)	18,190	1	0 %	10,914	60 %	5,475	30 %	1,800	10 %	0	0 %
515	4	Steel (Superstructure) Protective Coating	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
659	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	0	0 %	0	0 %	1	100 %	0	0 %
765	4	Steel Open Girder/Beam End (5 Ft.)	(LF)	1,280	250	20 %	838	65 %	192	15 %	0	0 %	0	0 %
909	4	Pourable Fixed Joint Seal	(LF)	408	0	0 %	0	0 %	408	100 %	0	0 %	0	0 %
916	4	Steel Bearing Assembly	(EA)	8	0	0 %	8	100 %	0	0 %	0	0 %	0	0 %
971	4	Fiber Reinforced Polymer (FRP) Repair	(SF)	520	520	100 %	0	0 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration
12	PX - The asphalt overlay has numerous areas of patching & some rutting. The asphalt has been repaired at most joint areas. Extensive full-depth patching in many spans has occurred since 2011 - up to 70% of span #2 & 50% of span #3 was affected (2013 photo). lots of patching was done along several joints. Curbs have been repaired where buckled. Down-graded due to soffit condition.
107	Some minor to moderate loss is present on the 2nd & 7th girders near the drains in a few areas of some spans. Some light to heavy surface rust developing mainly on beams #1, 2, 7, & 8. Most inner areas have only minor defects & deterioration along the lower flanges - not serious.
205	PX - Several columns have moderate to heavy vertical cracking & a few have some spalling. All have some degree of cracking & staining present. The worst areas are both in bents #4 & 7; the S. pier in bent #5; N. & S. piers in bent #12; & the S. pier in bent #13. None critical YET - needs attention soon. The exposed steel has been treated with 'Bridgemate' since 2007. The columns in bents #1 & #6 have been patched with fiber wrap (photo @ bent #1).
210	Bents # 11 & 12 have a "crash wall" between the piers. Minor defects (popouts, scaling) on each face .
215	PX - Both abutments have some vertical cracking & seepage . The West abutment is badly spalled along the edge of the seat from below the 2nd to the 5th & below the 6th to the 7th beams. There are 6 vertical spalls on the West (2005 photos). The exposed rebar has been treated with 'Bridgemate' since 2007. The abutments are 34' wide each.
231	There are some areas of moderate surface rust returning along the lower flange. Some areas have been plated in the past & there is still some areas of loss visible that wasn't repaired (not serious). This cap is a fracture-critical member - it's only supported at the ends but it is only @ 1" above the concrete cap.
234	PX - Several caps have extensive spalling, delaminations, cracking, & scaling present; West face of Bent #4; Bent #10 near N pier (2009 photo); & East face of Bent #14 (2005 photo). Caps need attention soon. All exposed rebar has been treated with 'Bridgemate' since 2007 - it's failing in several locations. The caps at bents #1 & #6 have been patched with fiber-wrap (photo @ bent #1).
310	The bearings on bent #6 have been converted to elastomeric type. Some initial surface rust developing on the plates & anchors - pads are OK.
311	PX - All but 4 have minor to heavy surface rust developing. Several have some loss present but none is serious at this time. Some bents have only 8 bearings to serve two spans the way the superstructure is designed.

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 21.1 SD | Health Index : 55.5

NBI No.: **05047** Structure No.: 4206 1442 X Local ID:-1

Elem.	Element Notes (Include Size and Location of Deterioration
313	There are only 2 fixed bearings at bent #5 where the steel cap is. All but two bearings overall have light to heavy surface rust & some have minor loss. Some bents have only 8 bearings to serve two spans the way the superstructure is designed.
321	The approach slabs are overlaid with asphalt & are functioning as intended at this time.
331	FX - The concrete railing has some minor cracks and misalignment. Some sections lean out slightly. Minor weathering overall.
357	FX - Minor to moderate pack rust exists at the joined areas of the beams & where the diaphragms attach.
359	The soffit in all spans has some moderate to heavy efflorescence, cracking, & discoloration. Overall average areas is approximately 50% affected - some spans have up to 90%.
362	There are some minor scrapes on a few beams in spans 2 & 5.
363	Loss not serious any area at this time - some previous repairs noted.
367	Several minor scrapes & chipped areas on the bent #5 cap noted - not serious.
510	PX - The asphalt overlay has numerous areas of patching & some rutting. The asphalt has been repaired at most joint areas. Extensive full-depth patching in many spans has occurred since 2011 - up to 70% of span #2 & 50% of span #3 was affected (2013 photo). lots of patching was done along several joints. Curbs have been repaired where buckled. Down-graded due to soffit condition.
515	Some minor to moderate loss is present on the 2nd & 7th girders near the drains in a few areas of a few spans. Some light to heavy surface rust developing mainly on beams #1, 2, 7, & 8. Most inner areas have only minor defects & deterioration along the lower flanges - not serious.
659	PX - The soffit in all spans has some moderate to heavy efflorescence, cracking, & discoloration. Some spans have light to moderate spalling under the outer areas. Overall average areas is approximately 50% affected - some spans have up to 90%.
765	FX - Most of the ends were cleaned & painted (some were patched) approximately in 2002. Most of these areas are still in good condition with only minor deterioration. Some light to heavy surface rust is developing on beams #1, 2, 7, & 8 in several areas where the joints are leaking. A few locations have some minor to moderate exfoliation returning along the top flanges & where the diaphragms are attached. Loss not serious at this time.
909	PX - Several of the joints have been partially redone since 2011 - the south half has been sawn out & sealed but the north half is still needing attention. There are now a total of 17 joints <1" wide - 15 are straight & 2 are skewed (Bents #11 & #12). From below some appear to have been sealed in the past with pourable sealant. The joints at bents #6, #7, & #8 are like new with concrete nosing & new sealant. All others have some signs of seepage & leaking below - several diaphragms have serious loss (some were replaced in the past).
916	The bearings on bent #6 have been converted to elastomeric type. Some initial surface rust developing on the plates & anchors - pads are OK.
971	The columns & caps in bents #1 & #6 have been patched with fiber wrap (photo @ bent #1). Looks good at this time.

Roadway Name : NOBLE SREET

NBI Information Applicable To The Route Under The Structure

5. Inventory Route (Route Under Structure : 2 - 5 - 1 - 00000 - 0				102. Traffic Dir.:	2 2-way traffic
10. Min. Vert. Clr.(ft.):	11.7	28b. Lanes Und.:	2	104. Highway System :	0 Not on NHS
12. Base Hwy Network :	Not on Base Network	29. ADT :	24	105. Fed Land Hwy :	0 N/A (NBI)
13. LRS Inv. Rt./ Subroute :	-1 / -1	32. Appr. Roadway Width (ft.) :	51.0	109. Truck ADT% :	5
19. Detour Len.(Mi.):	0.0	47. Total Horiz. Clr.(ft.):	19.2	110. Natl. Truck Network :	0 Not part of natl netwo
20. Toll Facility :	3 On free road	51. Roadway Width (ft.) :	18.0	114. Future ADT :	150
26. Function Class.:	17 Urban Collector	100. Defense Highway :	0 Not a STRAHNET hwy		

Agency Field: 1.(Under Rte.): U 2.(Vert. X-Ref.): -1 3.(Compass Dir.): E 4.(Vert. Post. Inc.): 1107 5.(Vert. Post. Dec.): 1107

APPENDIX D

Relocation Plan

RELOCATION PLAN
JP 21860(05) (04), STPY-142A(102), Logan 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 of State Highway 33 (Noble Street) to create a four lane bridge and approaches over Cottonwood Creek and railroads is as follows:

A pre-planning drive out was conducted on May 8, 2012. It was determined that there are 19 single family residences, 26 commercial operations and several personal property moves to be affected by the proposed construction. Guthrie, the first capital established in Oklahoma statehood, has begun capitalizing on its historic tradition. Should it be determined that a structure is identified as historic by the State Historical Society, these will be addressed as needed. This is important to note as some displacees may wish to remain close to the project area.

There are 12 single family, one and two-story houses within the project area. Ten (10) occupied and two (2) unoccupied, one (1) currently being remodeled. The houses are between 70 and 80 years old, most are in fair to poor condition. The houses range between 900 and 2,100 square feet (sf) of living space. Each may have at least 3 bedrooms, 1 bath, living room, kitchen, dining and utility room. Each residential property is on the city's septic system.

Mr. Jan Goodyear and Mrs. Diane Goodyear of Goodyear Green Century 21 Real Estate office provided a current market search of available properties for sale. The Guthrie real estate market has 66 available residential properties of comparable living requirements for sale ranging from $29,000 up to $275,000. Mr. Goodyear also advised that there are no comparable homes for rent at this time. It is expected that each residential displacement will fall into Last Resort housing.

No realtor information was obtained for the personal property moves. Although it is expected that mini-storage unit space is available if required. The commercial composition in the project area consists of eight (8) Automotive-related enterprises (body shop, lube/oil change, gas station/convenience store). One (1) Tank battery site of 4 above ground Storage Tanks and one (1) 1,000 sf metal building at the battery site. Hazardous material sites are thus identified. There is a (1) liquor store; four (4) taverns/clubs; three (3) restaurants/diners; one (1) religious ministry; one (1) martial arts studio; one (1) bicycle retail establishment; one (1) garden plant store; and six (6) vacant/closed business sites. Commercial vacant land is for sale in the project area and elsewhere. Goodyear Green, Century 21 Real Estate provided additional listings for land and commercial buildings available for sale ranging between $1,250 up to $960,000. Land tracts are divided into 2 acre lots up to 10 acres and sellers can subdivide. Existing commercial locations vary in historic downtown Guthrie ranging from $98,000 up to $350,000. Stand-alone and commercial strip center locations vary on South Division Street towards the I-35 interchange at John Vance auto sales. Prices range from $100,000 up to $425,000. Sellers will work out lease terms if someone is interested in leasing.

Residential Property		
	Plan Label	Estimated Square Feet (sf)
	A	1,200 sf
	C	1,250 sf
	D	800 sf (Shed)
	F	900 sf
	H	1,000 sf, (Garage 600 sf)
	I	1,000 sf
	J	1,600 sf, Attached Garage 600 sf
	K	900 sf
	L	400 sf (Shed/Garage)
	M	1,800 sf, Attached Garage 300 sf
	O	800 sf, (Concrete Foundation 200 sf in Back Yard)
	Q	4000 sf (Shed)
	AM	2,400 sf
	AN	1,200 sf
	AO	2,400 sf

Commercial Property		
	Plan Label	Estimated Square Feet (sf)
	C	15,000 sf
	E	1,800 sf, Attached Garage 375 sf
	G	900 sf
	P	4000 sf, (Concrete Foundation 250 sf, Adjacent to building)
	R	6,000 sf
	S	1,000 sf
	T	8,000 sf
	U	1,800 sf, Attached Garage 600 sf
	V	1,800 sf
	W	225 sf (Shed)
	X	750 sf (Shed)
	Y	100 sf (Shed)
	Z	30,000 sf (Warehouse/Barn)
	AA	4,500 sf (Storage/Warehouse)
	AB	3,600 sf, (Mobile Home 450 sf)
	AC	750 sf
	AD	6,000 sf
	AE	24,500 sf, (Lean to Shed 1,500 sf, and a dilapidated building 4,000 sf, Adjacent to building)

Commercial Property		
	Plan Label	Estimated Square Feet (sf)
	AF	3,600 SF
	AG	4,800 SF
	AH	1,00 SF (Pump Station)
	AI	900 sf
	AJ	225 sf (Shed)
	AK	2200 sf
	AL	1,200 sf (Four Diesel Fuel Tanks)
	AQ	4,500 sf, Canopy 200 sf
	AR	300 sf (Concrete Foundation)

No relocation problems are anticipated on this project. All potential displacees will be given advisory assistance and applicable relocation benefits as allowed by law. Last resort housing will be applied as necessary. There is a strong probability that the majority of the residential displacements are Caucasian, with a small mix of African-American and Hispanic-American residents. Minority and low income issues are identified on this project.

Prepared by La Mont Carter

TRAFFIC DESIGN
T.S. ENGINEERING MANAGER : J. MONTGOMERY, P.E.
T.C. ENGINEERING MANAGER : K. MCCAIN, P.E.

BRIDGE DESIGN
PROJECT ENGINEER : STEVEN J. JACOBI, P.E.
SQUAD SUPERVISOR : MICHAEL PEARSON

ROADWAY DESIGN
ENGINEERING MANAGER: EDUARDO ELDER, P.E.
ENGINEER : NOBLE SOLOMON, E.I.T.
SQUAD SUPERVISOR: ROBERT GRAY
SQUAD MEMBERS: LARRY LAYTON

P.E. NO : 21860(04)

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT NO. STPY-142A(102)
GRADE, DRAIN, BRIDGE, SURFACE & EROSION CONTROL
STATE HIGHWAY NO. 33

LOGAN COUNTY

CONTROL SECTION NO. 33-42-06
STATE JOB NO. 21860(04)
BRIDGE "A" LOCATION NO. 4206 1442X
EXISTING NBI NO. 05047 ;NEW NBI NO. XXXXX

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESCRIPTION	REVISIONS	DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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03-05-12

INDEX OF SHEETS

1.	TITLE SHEET
2.-6.	TYPICAL SECTION SHEETS
7.	SUGGESTED SEQUENCE OF CONSTRUCTION
8.	SUMMARY OF PAY QUANTITIES (ROADWAY)
9.	CURB RAMP DETAIL SHEET
10.	SIDEWALK DETAIL SHEET
11.	SECOND ST. & LOWER NOBLE AVE. DETAIL
12.-19.	PLAN & PROFILE SHEETS
20.-23.	REMOVAL DETAIL SHEETS
S1.-S17	SURVEY DATA SHEETS
X1.-X32.	CROSS SECTION SHEETS

BRIDGE "A"
BEGIN APPROACH - STA. 1538+22.45
BEGIN BRIDGE - STA. 1538+52.45
BRIDGE LENGTH 1681'-8"
END BRIDGE - 1555+34.11
END APPROACH - 1555+64.11

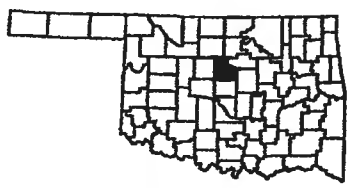
DESIGN DATA

ADT 2008	= 12,860
ADT 2030	= 16,270
DHV (ONE-WAY)	= 985
K (DHV/ADT)	= 11%
D	= 55%
T (% DHV)	= 10%
T (% ADT)	= 11%
T^3 (% ADT)	= 6%
V	= 45MPH
20YRFLEX ESALS	= 6.94M

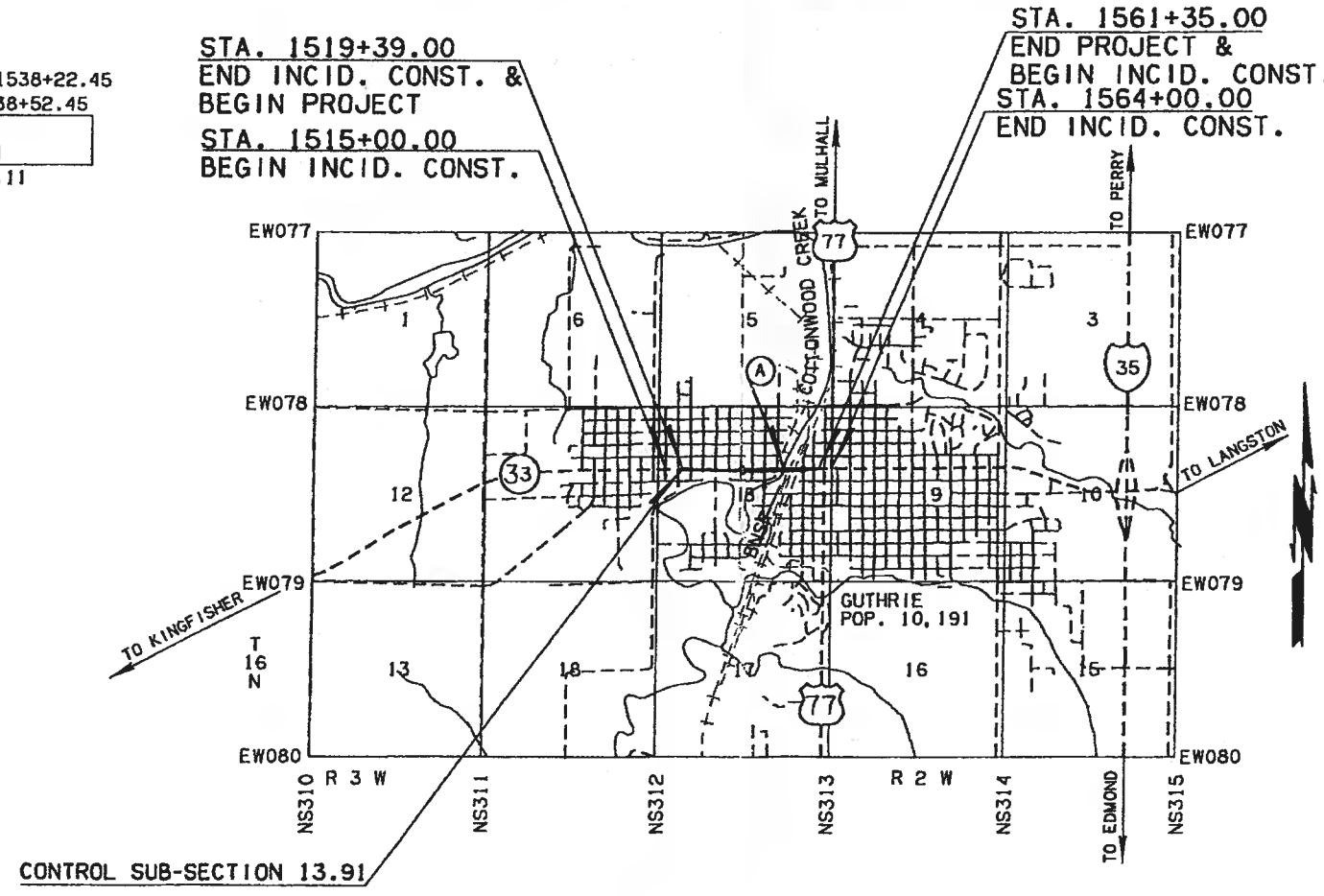
SCALES 1"

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

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



LOCATION MAP



THE FOLLOWING STANDARD DRAWINGS WILL BE REQUIRED:

ROADWAY	BRIDGE	TRAFFIC
ASCD-5-1		
CI-1-0		
CET4S-3-0		
CET6S-3-0		
CDIP-1-0		
CSCD-5-1		
DC-3-1		
FHTCP-3-0		
MFC-4-0		
MJB-3-0		
PED-3-0		
PUD-3-0		
RCB-CW1-D4-0-01E		
RCB-E1-H3-0-1-01E		
RCB-E1-H3-0-1-02E		
SBI-4-0		
SMO-3-0		
SPB-1-1		
SPI-4-0		
SSIF-4-0		
SSS-1-1		
TSC2-3-0		
TSD-2-0		
TWD-1-0		
WCR-3-0		

ROADWAY LENGTH_____ 2515.38 FT. 0.476 MI.
BRIDGE LENGTH_____ 1681.67 FT. 0.318 MI.
PROJECT LENGTH_____ 0.794 MI.

EQUATIONS : STA.1537+00.22 BACK = STA.1537+00.00 AHEAD
STA.1561+00.56 BACK = STA.1560+99.73 AHEAD

EXCEPTIONS : NONE

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

PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION

EDUARDO ELDER, P.E.
OKLA. REG. NO. 19137

DATE_____

REGISTERED 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

SWD 44321(1) PROJECT NO. STPY-142A(102) SHEET NO. 1

03-05-12

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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03-09-12

SECTION 8
T-16-N, R-2-W

Warner Ave.

Noble Ave.

Cleveland Ave.

CAPITAL HEIGHTS ADDITION

WEST GUTHRIE SUBDIVISION

1510+00

1515+00

1520+00

1522+00

379.96 N89°22'59.33"E

379.96 N89°22'54.41"E

379.96 N89°22'55.72"E

℄ BEARING N89°22'54.41"E

℄ Survey SH 33

15th Street

14th Street

13th Street

12th Street

POB 1519+39.00
X= 2134326.7677
Y= 320835.7548

STA. 1520+03.57
LT. CONST. 10'
CONC. RES. DRIVE TYPE I

STA. 1520+55.90
LT. CONST. 23'
CONC. RES. DRIVE TYPE I

STA. 1521+33.66
LT. CONST. 10'
CONC. RES. DRIVE TYPE I

STA. 1521+90.29
LT. CONST. 10'
CONC. RES. DRIVE

STA. 1519+99.26
RT. CONST. 19'
CONC. RES. DRIVE TYPE I

STA. 1520+78.39
RT. CONST. 10'
CONC. RES. DRIVE TYPE I

CONST. SIDEWALK

X= 2134349.1948
Y= 320786.3197

X= 2134424.1550
Y= 320764.5300

Sta.Eq. 1519+54 Rt. 189' ahead to Sec.Cor. North 1884.25 South 7502.74 to 1/4 Cor. N0°04'48.39"W

OG&E Electric Co. 4 Wire Power OH Elev. 1024.52

City of Guthrie ℄ C.I. Waterline

Sanitary MH Sta. 1518+54 Rt. 189' Elev. 1019.34 12" plastic Elev. W: 946.03

℄ SURVEY STA. 1515+00.00 BEGIN INCIDENTAL CONSTRUCTION

℄ SURVEY STA. 1519+39.00 END INCIDENTAL CONSTRUCTION AND BEGIN PROJECT

UTILITY OWNERSHIPS
WATER: CITY OF GUTHRIE, GUTHRIE, OK
GAS: ONG, 401 N. HARVEY AV. (405) 551-4000
TELEPHONE: AT&T, RAY SMITH (405) 341-9950
ELECTRIC TRANSIT LINES:
OG&E, 2831 N.W. 59TH ST., OKC, OK. 73107
BNSF RAILROAD, TYLER ALBA (405) 202-7345

NOTE: FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 12

03-09-12 Y:\Division 4\21860 (04) \PNP\21860_50_scalePNP1.dgn

03-09-12 Y:\Division 4\21860 (04) \PNP\21860_50_scalePNP2.dgn

1522+00

1525+00

1530+00

1535+00

1537+00

Cleveland Ave.

Warner Ave.

11th Street

10th Street

9th Street

8th Street

COTTONWOOD CREEK

Davidson's Greenhouse

Speed Lube Service Center

Flood Mart

Tin Building Personal Property

Was Rib Runner

DK's Liquor G-Mart

Quest Martial Arts

Shawn's Auto Porter Towing

816 Rex Morgan Cars

Farmers/ Flea MKT

1108 RES

1109 RES

1101 BUS

1023 BUS

1021 BUS

1019 RES

1017 RES

1014 RES

1012 RES

1006 RES

1004 RES

923 BUS

905 BUS

824 BUS

822 BUS

813 BUS

810 Personal Prop.

802 J C's Tavern

STA. 1522+09 End Taper

STA. 1522+28.83 LT. & STA. 1522+28.01 RT. CONST. 30' ASPH. STREET RETURN

STA. 1523+33.22 LT. CONST. 10' CONC. RES. DRIVE TYPE I

STA. 1523+75.17 RT. CONST. 10' CONC. RES. DRIVE TYPE I

STA. 1524+54.94 LT. CONST. 10' CONC. RES. DRIVE TYPE I

STA. 1526+08.13 LT. & STA. 1526+08.47 RT. CONST. 30' ASPH. STREET RETURN

STA. 1526+81.68 LT. CONST. 30' CONC. COMM. DRIVE TYPE 2

STA. 1529+88.08 LT. CONST. 30' ASPH. STREET RETURN

STA. 1533+68.03 LT. CONST. 30' ASPH. STREET RETURN

SECTION 8 T-16-N, R-2-W

SUBDIVISION WEST GUTHRIE

NOTE: FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

	DESIGN	
	DRAWN	LL
	CHECKED	
	APPROVED	
	SQUAD	GRAY

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 14

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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05-09-13

9TH STREET

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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05-09-12

SECTION 8
T-16-N, R-2-W

Warner Ave.

1537+00 | 1540+00 | 1545+00 | 1550+00 | 1552+00

379.96 N89°25'54.23"E

379.98 N89°25'51.57"E

379.95 N89°25'51.57"E

379.97 N89°25'51.57"E

Bar Mac Cafe

The Garage

Muddy Water Club

Vac. Comm PP

Westsidder Bus

Vacant Service Station

old car wash

metal privacy

oh fuel tanks

metal bldg

gravel

STA. 1546+08.11 CONST. ℄ STREET W/CURB & GUTTER

24" Storm Sewer as shown between the manhole at Sta.1529+88 9th Street and the manhole at Sta.1540+85 (4th Street) is an approximate location only. Manhole positions were located per magnetic noise from manhole covers. Grade for Storm Sewer begining at the manhole at 9th Street was measured. In the field, Grade between the manhole at 9th Street and the manhole at 5th street was shown as a straight grade from measured flowline at 9th Street to approximate flowline at the manhole at 5th Street per W.P.G.M. 255 B. Plans Grade forward from 5th Street was a combination of plans and field data. REMOVE

Sta.1537+00.22 BM#1 1537+00.00 BM#2 1537+00.00

Sta.1537+25 drop inlet 8' VCP ℄ 922.76 REMOVE

Sta.1537+52 RI 18" ℄ 928.75 ℄ 15" plastic pipe ℄ 9.3 W. - 918.02

Sta.1537+71 drop inlet 8" VCP ℄ 923.11 REMOVE

Sta.1537+90 drop inlet 28" LI 8" VCP ℄ 922.60 WH ℄ unknown REMOVE

Sta.1538+09 drop inlet 8" VCP ℄ 922.94 WH ℄ unknown REMOVE

Sta.1544+46 drop inlet 8" VCP ℄ 922.37 REMOVE

Sta.1544+65 drop inlet 8" VCP ℄ 922.37 REMOVE

Sta.1545+84 drop inlet 39" RCP ℄ 920.52 ℄ 24" plastic pipe ℄ 9.3 W. - 910.92

Sta.1546+33 drop inlet 8" VCP ℄ 922.52 WH ℄ unknown REMOVE

Sta.1546+62 drop inlet 32" LI 8" VCP ℄ 920.52 WH ℄ 313.40 REMOVE

Sta.1549+79 R.C. manhole Location of Manhole per W.P.G.M. 255 B. Plans. Access to manhole 2 feet diameter 3.7' concrete

Sanitary MH Sta.1537+59.88 ℄ 24" plastic pipe ℄ 9.3 W. - 919.47

Sanitary MH Sta.1539+12.58 ℄ 24" plastic pipe ℄ 9.3 W. - 919.47

Sanitary MH Sta.1545+08 RI.89' ℄ 24" plastic pipe ℄ 9.3 W. - 915.63

Sanitary MH Sta.1545+08 RI.89' ℄ 24" plastic pipe ℄ 9.3 W. - 915.63

Sanitary MH Sta.1545+95 RI.39' ℄ 24" plastic pipe ℄ 9.3 W. - 915.17

Sanitary MH Sta.1546+05 RI.85' ℄ 24" plastic pipe ℄ 9.3 W. - 915.56

Sanitary MH Sta.1546+95 RI.39' ℄ 24" plastic pipe ℄ 9.3 W. - 915.03

Sanitary MH Sta.1546+64 RI.77' ℄ 24" plastic pipe ℄ 9.3 W. - 914.70

Sanitary MH Sta.1549+05 RI.85' ℄ 24" plastic pipe ℄ 9.3 W. - 914.21

Sta.1549+62 RI.77' ℄ 8"x8" Junction Box Top Elev. 923.24 Note: Sanitary Outfall Sewer Line Only Sta.46.

Sta.1549+79 RI.77' ℄ 8"x8" Junction Box Top Elev. 923.24 Note: Sanitary Outfall Sewer Line Only Sta.46.

AT&T DROPS DOWN FROM 5th

AT&T Telephone Co. In Conduit Unverified Pair & Gauge

AT&T Telephone Co. In Conduit Unverified Attached to Bridge

AT&T UNKNOWN Pair or GAUGE

City of Guthrie Sta.12+ Type Cast Iron

6" Waterline ℄ C.I. Waterline

Pres R/W 6 wire

7 wire ah

6 wire oh

TOP OF CUT

Pres R/W

R/W

80'

60'

179.98'

379.95'

379.98'

379.97'

379.95'

379.91'

379.95'

379.98'

379.95'

379.98'

379.95'

379.98

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SECTION 8
T-16-N, R-2-W

EAST GUTHRIE SUBDIVISION

COTTONWOOD CR.

Warner Ave.

Noble Ave.

Cleveland Ave.

1st Street

2nd Street

Division Ave.

1st Street Parking

HISTORICAL SITE 13

1565+00

1560+00

1555+00

1552+00

N89°25'54.23"E

N89°25'52.81"E

N89°25'51.57"E

℄ BEARING N89°22'52.61"E

BNSF

Railroad R/W

UTILITY EASEMENT

Horizontal Curve Data (CRL)

	Station	Northing	Easting
Curve #1			
PI	1557+35.39	320849.9997	2138123.1238
PC	1556+13.54	320848.7879	2138001.2867
PT	1558+57.02	320863.6995	2138244.1942
Δ:	5°53'09.73"	Left	
D:	2°25'03.16"		
Tangent:	121.64'		
Length:	243.47'		
Radius:	2370.00'		
External:	3.13'		
Vdes:	45mph		
Curve #2			
PI	1559+78.91	320877.4048	2138365.3130
PC	1558+57.04	320863.7022	2138244.2184
PT	1560+99.73	320878.6143	2138487.1733
Δ:	5°53'13.96"	Right	
D:	2°25'03.16"		
Tangent:	121.87'		
Length:	243.52'		
Radius:	2370.00'		
External:	3.13'		
Vdes:	45mph		

EQNBK Sta. 1561+00.56=
EQNAHD Sta. 1560+99.73

NOTE: FOR LAYOUT OF SECOND STREET CUL-DE-SAC & LOWER NOBLE AVE., SEE DETAIL SHEET NO.11.

NOTE: FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS.

STA. 1561+35.00 END PROJECT AND BEGIN INCIDENTAL CONSTRUCTION

℄ SURVEY STA. 1564+00.00 END INCIDENTAL CONSTRUCTION

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 18

LOGAN CO. SH-33

03-09-12 Y:\Division 4\21860 (04) \PNP\21860_60_scalePNP4.dgn

APPENDIX E

Socioeconomic Analysis

Socioeconomic Analysis for State Highway 33 Bridge and Approaches Improvements

Guthrie, Logan County, OK



Prepared for the Oklahoma Department of Transportation

August 2012

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EXECUTIVE SUMMARY

This report provides an overview of the social and economic characteristics within the area of the proposed Cottonwood Creek Bridge and approach improvements in Guthrie, Oklahoma. With the goal of improving mobility and access, increasing sight lines and reducing flooding on the roadway, the Oklahoma Department of Transportation (ODOT) proposes replacement of the existing two-lane State Highway (SH) 33 bridge crossing with a four-lane bridge that includes improved sidewalk facilities.

Land Use

Land use in the study area, defined by the limits of the proposed right of way (ROW) between 12th Street and Division, is comprised mostly of commercial uses. Vacant or deteriorating structures are prevalent in the study area, a result of the flooding of Cottonwood Creek that removes access between Guthrie's east and west sides. Of the properties within the study area, approximately 27.8 percent are within the Cottonwood Creek floodway and approximately 18.1 percent appear to be vacant. While relocations and displacements would be required under this proposed project, these are expected to provide some benefit to residents and business owners as they would have the opportunity to relocate out of the floodplain and homeowners may potentially receive compensation above fair market value for their properties under the Last Resort Housing program.

Population and Demographic Characteristics

The study area is comprised of 13 census blocks located within three block groups that are part of two distinct census tracts. According to the Census, the population in the study area decreased by 59.0 percent, from 358 residents to 147 residents between 2000 and 2010. This trend which likely has its roots in the City's buyout of residences in the floodway in the 1990s. Ethnicity in the study area is predominantly white (80.3%), with residents reporting two or more races as the second most common (8.8%) and African Americans as third (6.1%). Two minority blocks occur within the study area, though each of these blocks has only one resident, and this resident reports as being non-white. Census data reports high levels of English proficiency in the study area.

Elderly individuals and those with disabilities have mobility impairments that may impact their access to and ability to use the SH-33 corridor. The city of Guthrie has a higher percentage of elderly individuals who live alone than Logan County (31.3% and 24.2%, respectively); the study area has a higher proportion of disabled individuals than the city as a whole (about 32.4% in the study area compared to 28.0% in the city).

Results of this study indicate that the proposed project would not create disproportionately high and adverse health or environmental effects to any minority populations in proximity to the project.

Economic Conditions

The poverty rate in the city of Guthrie is higher than both Logan County and the state of Oklahoma; within the study area, the percentage of individuals living in poverty is highest in the block group on the north side of the project corridor (Census Tract 6002, Block Group 1) at 39.3 percent. The high rate of vacant homes and businesses observed in the field indicate that the proposed project is in a low income area. As the proposed project would require

the displacement of 23 businesses and the relocation of 12 residences, it would appear to have a disproportionate effect on low income communities. Consultation with project stakeholders during the public meeting of May 17, 2012 indicated broad support for the proposed project. Due to the dilapidated state of some of the residences proposed for relocation, ODOT may employ Last Resort Housing as part of their residential relocation plan, meaning that property owners would be compensated above the fair market value for their homes. Based on public input and the benefits to property owners as part of ODOT's relocation plan, the proposed project would not have an adverse effect on low income communities.

Journey to Work data reports a relatively high proportion of Logan County residents commuting out of the county for work (38.5%), mostly to nearby Oklahoma County. Employment in Guthrie is principally in management and professional fields, sales jobs or service occupations. Education, health and social services make up the primary industries, and a majority of workers are employed at private companies (64%). Although the poverty rate is relatively high in Guthrie and in Logan County, unemployment is relatively low.

Roadway construction activities would create employment in the short term. The amount of employment created by the proposed project would depend on the phasing of the project construction. These additional jobs would contribute to construction sector employment. The proposed project could generate long-term economic benefits to the local economy as a result of improved mobility, such as increased productivity of businesses whose employees use the corridor.

Mobility Patterns

Currently, the transportation systems in Guthrie lack continuity and connectivity. East-west mobility is hampered by a traffic bottleneck on SH-33 at the Cottonwood Creek Bridge, which backs up traffic in both directions, particularly in the presence of trucks. Rather than being an issue of capacity, the configuration of the bridge, with its narrow lanes, limited sight distance, and awkward configuration at the 2nd Street intersection, makes travel between east and west Guthrie difficult. The proposed improvements to the Cottonwood Creek Bridge and the installation of ADA-compliant sidewalks would alleviate congestion, improve mobility and facilitate pedestrian movement along the project corridor.

Potential changes to travel patterns would result from eliminating or modifying access at 2nd Street, 6th Street and 7th Street; access south of SH-33 would be removed at 8th Street and 9th Street. Businesses along this section of roadway would be displaced. Access to SH-33 would be preserved at 8th Street for all remaining homes and facilities between 8th Street and Cottonwood Creek, and at 1st Street and Division for all properties between Cottonwood Creek and 1st Street.

Public Comments

A public meeting to discuss proposed improvements to the SH-33 crossing took place on May 17, 2012. More than 100 project stakeholders, public agencies and interested persons participated in the meeting. Five comments were submitted about the proposed project, four of which came from business owners. The primary concern identified in this meeting was compensation for business displacements. Appropriate pedestrian and bicycle accommodation on the improved bridge facility was another comment received.

1.0 INTRODUCTION

The Cottonwood Creek Bridge is a narrow, two-lane facility with two decks: the upper accommodating vehicle movement and the lower, closed to traffic, providing pedestrian and bicycle access over Cottonwood Creek and the Burlington Northern Santa Fe (BNSF) railroad line. The bridge, which was constructed in 1938, is in deteriorating condition and requires rehabilitation and reinvestment for the purpose of both maintenance and access.

The Oklahoma Department of Transportation (ODOT) proposes replacement of the bridge facility, with a four-lane bridge with 12-foot wide driving lanes, two-foot wide curb and gutters and five-foot ADA-compliant sidewalks. The proposed bridge, whose socioeconomic impacts are evaluated here, would provide better mobility and access between West Guthrie and Guthrie Proper (the neighborhood east of Cottonwood Creek that includes the downtown district), and minimize future flooding events to the roadway and bridge. Under the proposed project, bridge approaches would also be improved in an effort to increase vertical sight lines, preserve access to businesses on State Highway (SH) 33 (also known as Noble Avenue), and increase mobility on the bridge.

The purpose of this analysis is to provide an overview of the land use, social and economic characteristics within the area of the proposed Cottonwood Creek Bridge and approach improvements in Guthrie, Oklahoma. For the purpose of the socioeconomic analysis, the study area is defined by the extent of construction within the project limits, on SH-33 between 12th Street and Division Street (**Figure 1.1-1**). The proposed project's potential impacts on the surrounding community, including properties adjacent to the study area, were also evaluated as part of this analysis. The location of the project relative to the Cottonwood Creek floodway, as defined by the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (2010), is provided in **Figure 1.1-2.**

This report, prepared in accordance with National Environmental Policy Act (NEPA) guidance and consistent with the FHWA's direction on Community Impact Assessment (1996), includes documentation of the following social conditions: land use, population and demographic characteristics, economics conditions and mobility patterns. A summary of comments received at the SH-33 public involvement meeting that took place on May 17, 2012 at the First Christian Church (402 E. Noble Avenue) in Guthrie is also provided.

Figure 1.1-1: Project Vicinity Map

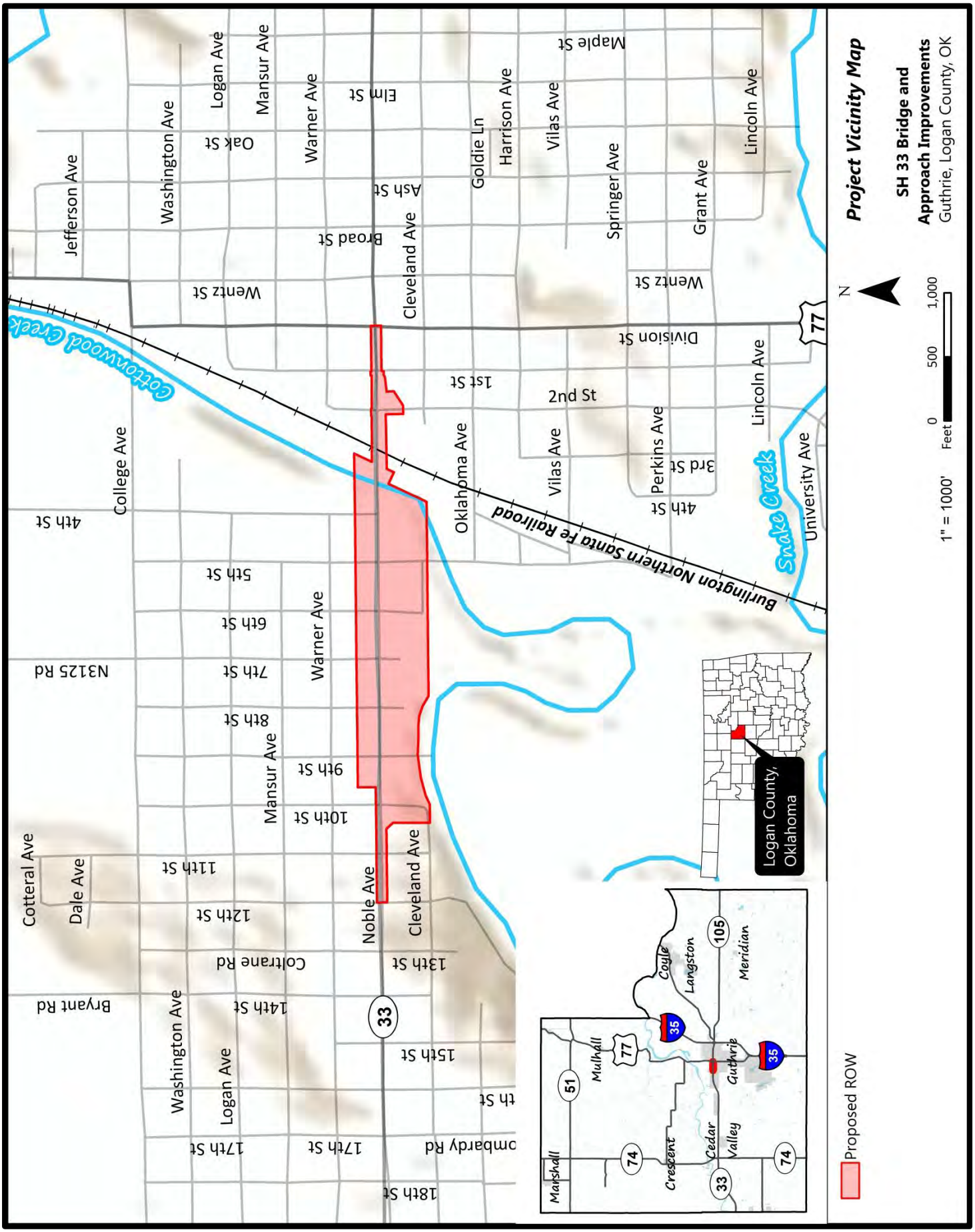
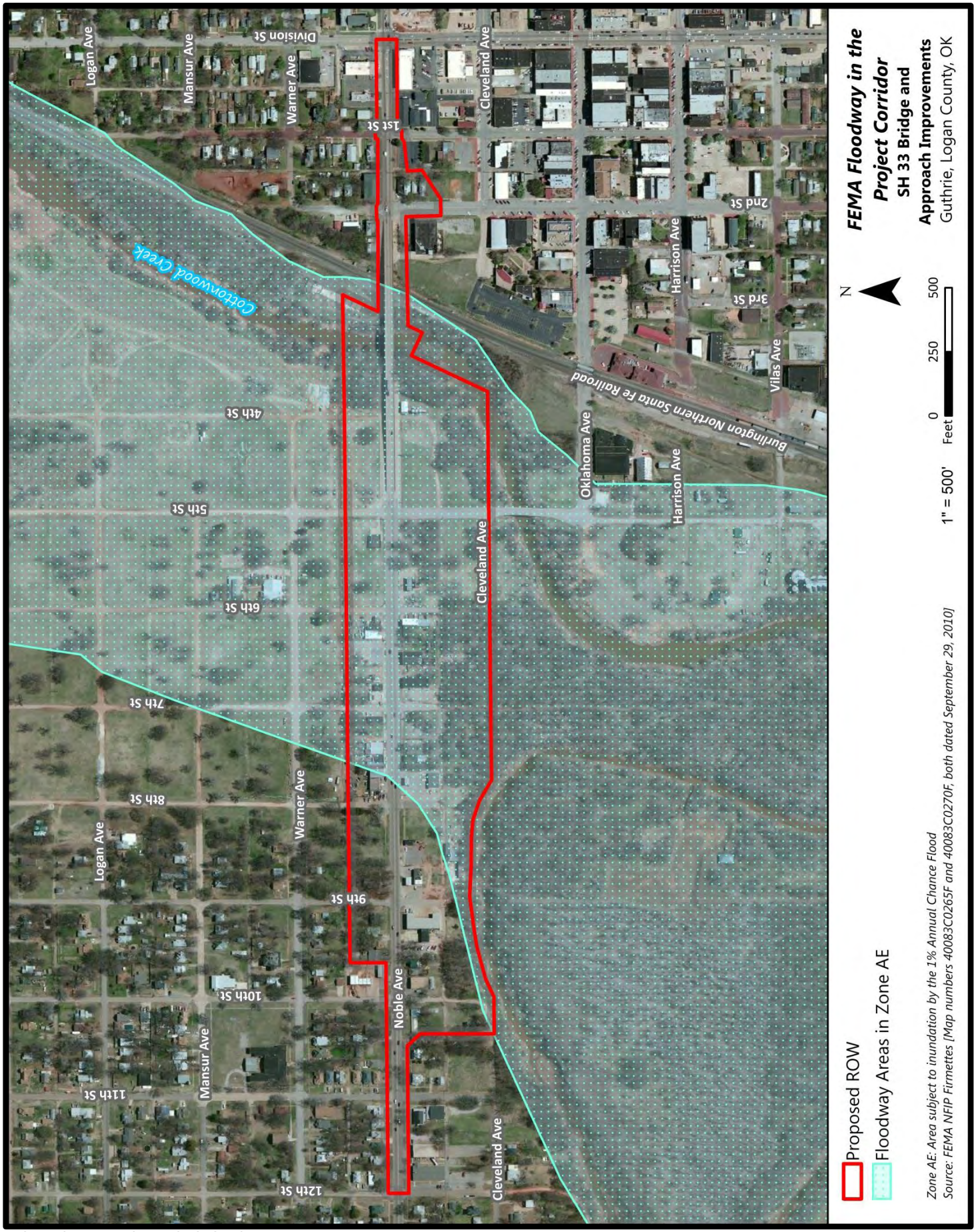


Figure 1.1-2: Floodway Map



2.0 EXISTING CONDITIONS / ENVIRONMENTAL CONSEQUENCES

2.1 Land Use

Existing Land Use

The city of Guthrie has over 17 square miles within its incorporated limits, most of which (68.5 percent) is agriculture, water or open space. Guthrie's developed area accounts for about six square miles, of which 94 percent is single-family residential uses. Commercial use makes up nearly four percent of Guthrie's urban land use. Several commercial corridors exist in Guthrie, including along SH-33 on the east end of the project, just north of downtown. Secondary commercial clusters include the study area west of Cottonwood Creek, where some churches and commercial uses remain after the City's floodway buyout program.

Land uses in the study area for the proposed project were identified during a field survey in April 2012. Land use designation as well as the current status of businesses and residences in the study area are detailed in **Table 2.1-1** and illustrated in **Figure 2.1-1**. Buildings that appeared to be vacant, listed as no longer in operation in **Table 2.1-1**, were either empty of furniture and belongings, lacking signage (for businesses) or had a property foreclosure notice on the door (for residences). Vacant land (those coded with the letter "V" in the Map Index column in **Table 2.1-1**) include either remnants of a foundation or of a paved lot; undeveloped land (coded with the letter "U") are parcels that show no signs of having been recently developed or cleared of property.

Table 2.1-1: Land Use Detail

Map Index	Name	Type	In Operation / Occupied	Within Floodplain	In Proposed ROW
C-1	Car Wash	Commercial	Yes	No	No
C-2	Quest Martial Arts	Commercial	Yes	No	Yes
C-3	Shawn's Automotive	Commercial	Yes	Yes	Yes
C-4	Porter's Towing	Commercial	Yes	Yes	Yes
C-5	Rex Morgan's Garage	Commercial	No	Yes	Yes
C-6	JC Tavern	Commercial	Yes	Yes	Yes
C-7	Bar Mac Café	Commercial	Yes	Yes	Yes
C-8	Leased Garage	Commercial	Yes	Yes	Yes
C-9	Blazen Tack	Commercial	No	Yes	Yes
C-10	KFC Restaurant	Commercial	Yes	No	No
C-11	Pharmacy	Commercial	Yes	No	No
C-12	Stables Restaurant	Commercial	Yes	No	No
C-13	Smith-Gallo Funeral Home	Commercial	Yes	No	No
C-14	Guthrie Bicycles	Commercial	Yes	No	Yes
C-15	89er Bowl	Commercial	Yes	No	No

Table 2.1-1: Land Use Detail

Map Index	Name	Type	In Operation / Occupied	Within Floodplain	In Proposed ROW
C-16	Office (Former Gas Station)	Commercial	Yes	Yes	Yes
C-17	Westside Tavern	Commercial	Yes	Yes	Yes
C-18	Garage	Commercial	Yes	Yes	Yes
C-19	[Appears Vacant]	Commercial	No	Yes	Yes
C-20	Muddy Waters Club	Commercial	Yes	Yes	Yes
C-21	[Appears Vacant]	Commercial	No	Yes	Yes
C-22	G-Mart, DK's Liquors	Commercial	Yes	Yes	Yes
C-23	Old Mill	Commercial	No	Yes	Yes
C-24	[Appears Vacant]	Commercial	No	Yes	Yes
C-25	Shamrock Gas Station and Convenience Store	Commercial	Yes	No	Yes
C-26	Cooper Tires	Commercial	Yes	No	Yes
C-27	[Two vacant businesses]	Commercial	No	No	Yes
C-28	Dawsons Greenhouse	Commercial	Yes	No	Yes
I-1	Historic Jail	City-owned Facility	No	No	No
OS-1	Cottonwood Flats (Park)	Recreation	Yes	Yes	Yes
P-1	Church	Place of Worship	Yes	No	No
P-2	Church/Daycare	Place of Worship	Yes	No	No
P-3	Church	Place of Worship	Yes	No	No
P-4	Church Parking	Place of Worship	Yes	No	No
R-1	[Single Family]	Residential	Yes	No	No
R-2	[Single Family]	Residential	Yes	No	No
R-3	[Single Family]	Residential	Yes	No	No
R-4	[Single Family]	Residential	Yes	No	No
R-5	[Single Family]	Residential	Yes	No	No
R-6	[Single Family]	Residential	Yes	No	No
R-7	[Single Family]	Residential	Yes	No	No
R-8	[Single Family]	Residential	Yes	No	No
R-9	[Single Family]	Residential	Yes	No	No
R-10	[Single Family]	Residential	Yes	No	No
R-11	[Single Family]	Residential	Yes	No	No
R-12	[Single Family]	Residential	Yes	No	No
R-13	[Multi Family]	Residential	Yes	No	No
R-14	[Multi Family]	Residential	Yes	No	No

Table 2.1-1: Land Use Detail

Map Index	Name	Type	In Operation / Occupied	Within Floodplain	In Proposed ROW
R-15	[Single Family]	Residential	Yes	No	No
R-16	[Multi Family]	Residential	Yes	No	Yes
R-17	[Single Family]	Residential	Yes	No	Yes
R-18	[Single Family]	Residential	Yes	No	Yes
R-19	[Single Family]	Residential	Yes	No	Yes
R-20	[Single Family]	Residential	Yes	No	No
R-21	[Single Family]	Residential	Yes	No	No
R-22	[Single Family]	Residential	Yes	No	No
R-23	[Single Family]	Residential	Yes	No	No
R-24	[Single Family]	Residential	Yes	No	Yes
R-25	[Single Family]	Residential	No	No	Yes
R-26	[Single Family]	Residential	No	No	Yes
R-27	[Single Family]	Residential	Yes	No	Yes
R-28	[Single Family]	Residential	No	No	Yes
R-29	[Single Family]	Residential	No	No	Yes
R-30	[Single Family]	Residential	Yes	No	Yes
R-31	[Single Family]	Residential	No	No	No
R-32	[Single Family]	Residential	No	No	No
R-33	[Single Family]	Residential	No	No	No
R-34	[Single Family]	Residential	Yes	No	No
T-1	BNSF Property	Transportation	No	Yes	Yes
T-2	BNSF Property	Transportation	Yes	Yes	Yes
U-1		Undeveloped	No	Yes	Yes
U-2		Undeveloped	No	Yes	Yes
U-3		Undeveloped	No	Yes	Yes
U-4		Undeveloped	No	Yes	Yes
U-5		Undeveloped	No	Yes	Yes
U-6		Undeveloped	No	Yes	Yes
V-1		Vacant	No	No	Yes
V-2		Vacant	No	No	Yes
V-3		Vacant	No	No	Yes
V-4		Vacant	No	No	Yes
V-5		Vacant	No	No	Yes
V-6		Vacant	No	No	Yes

Table 2.1-1: Land Use Detail

Map Index	Name	Type	In Operation / Occupied	Within Floodplain	In Proposed ROW
V-7		Vacant	No	Yes	Yes
V-8		Vacant	No	Yes	Yes
V-9		Vacant	No	Yes	Yes
V-10		Vacant	No	No	No
V-11		Vacant	No	Yes	Yes
V-12		Vacant	No	Yes	Yes
V-13		Vacant	No	No	Yes

Figure 2.1-1A: Land Use in the Study Area

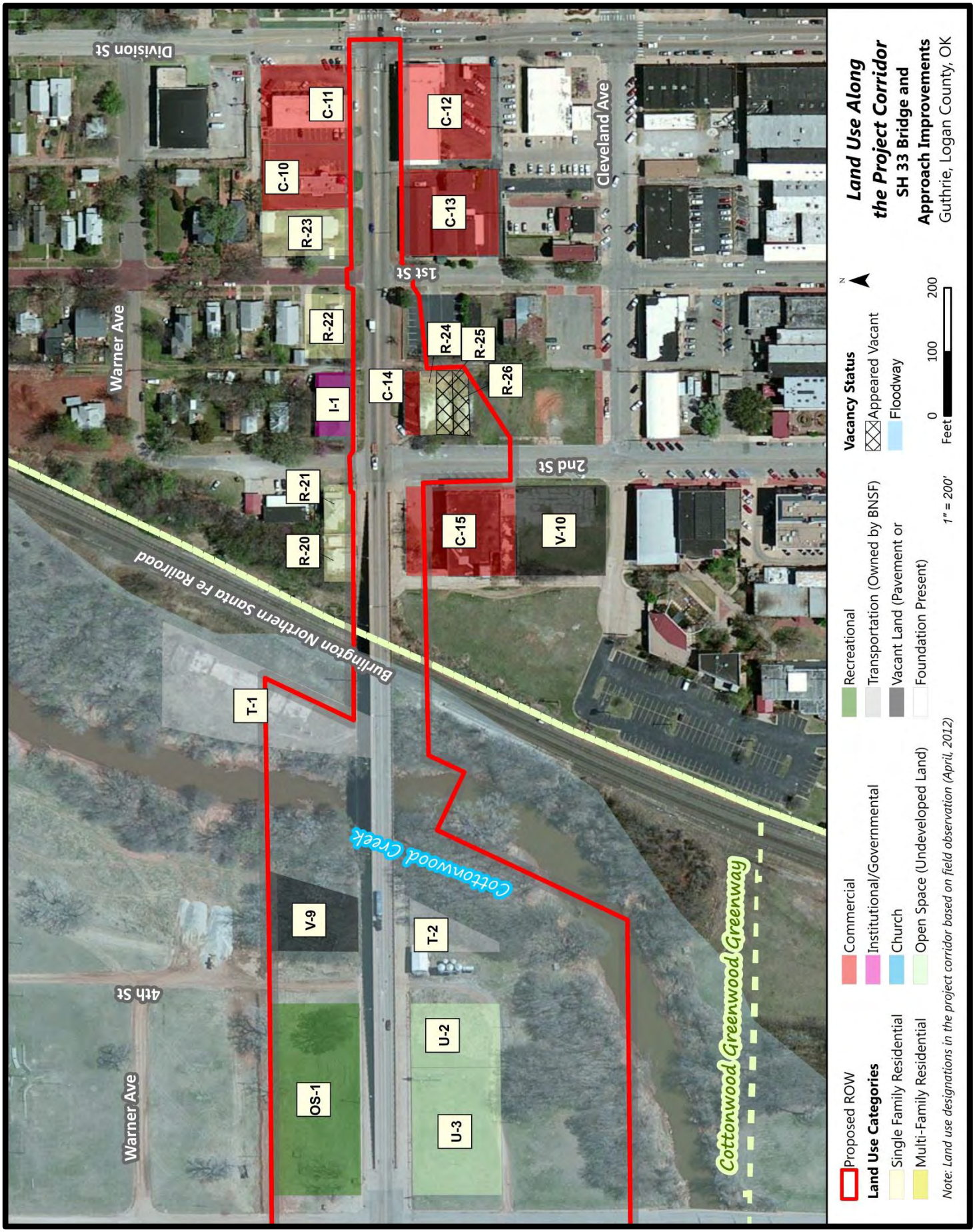


Figure 2.1-1B: Land Use in the Study Area (continued)

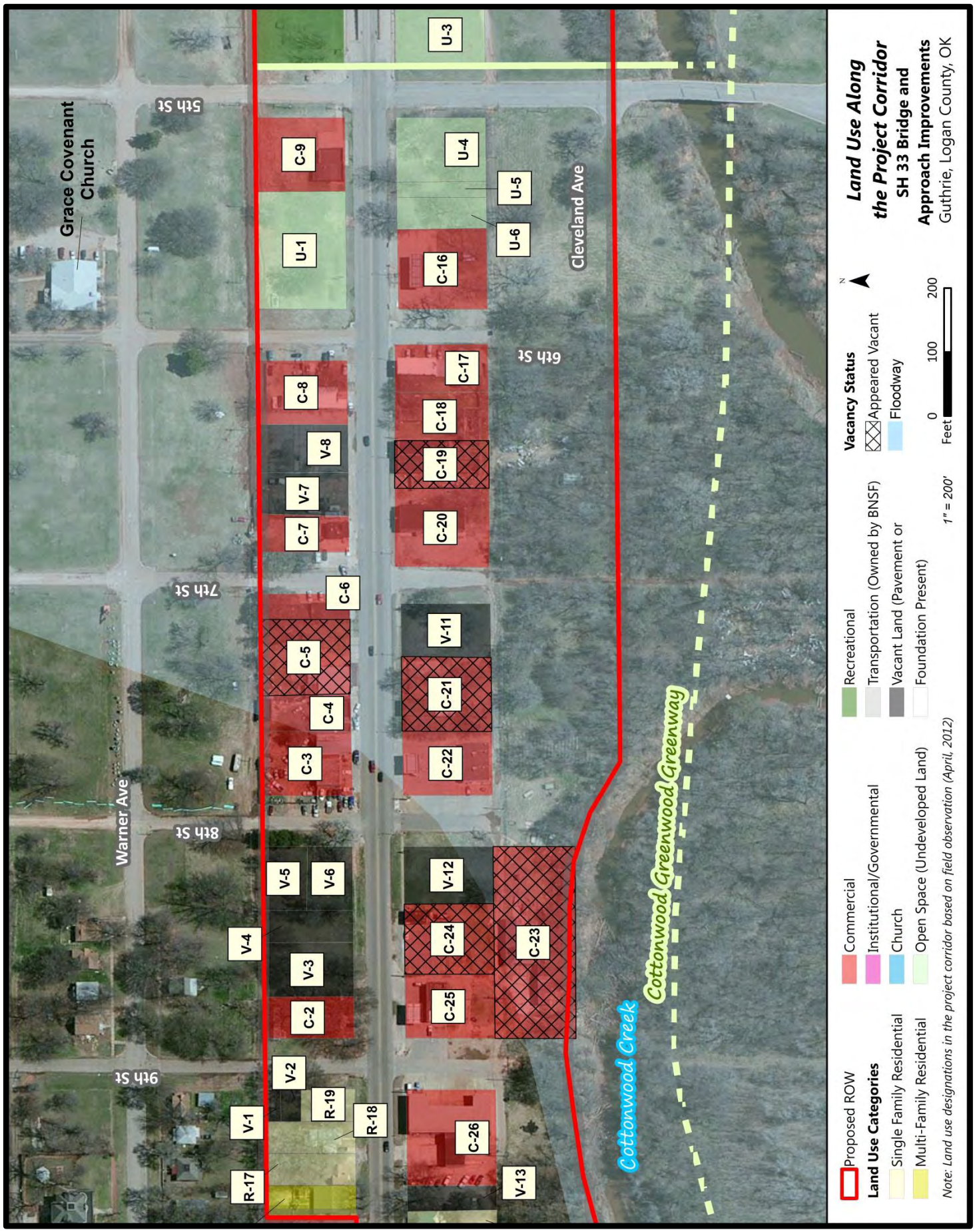
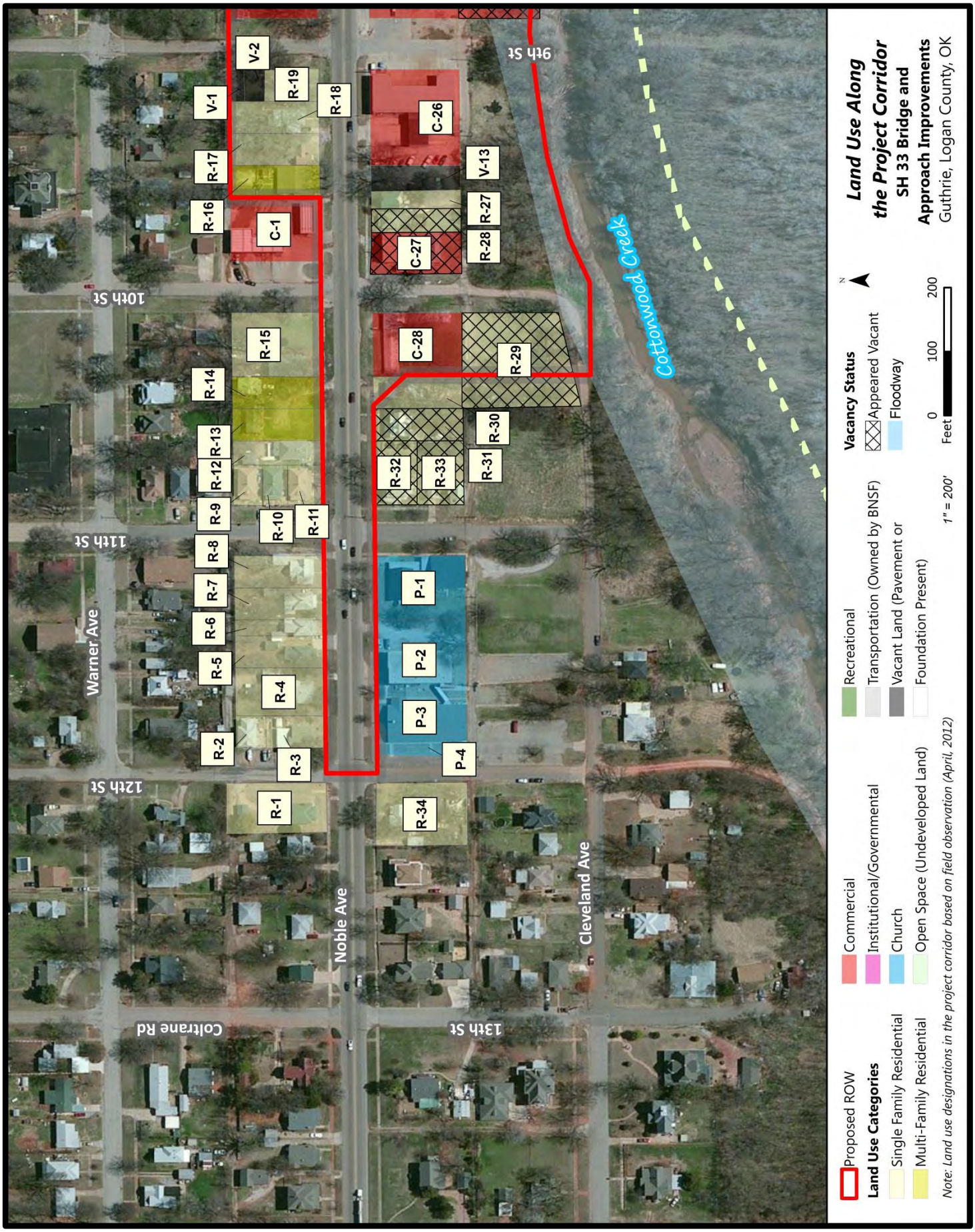


Figure 2.1-1C: Land Use in the Study Area (continued)



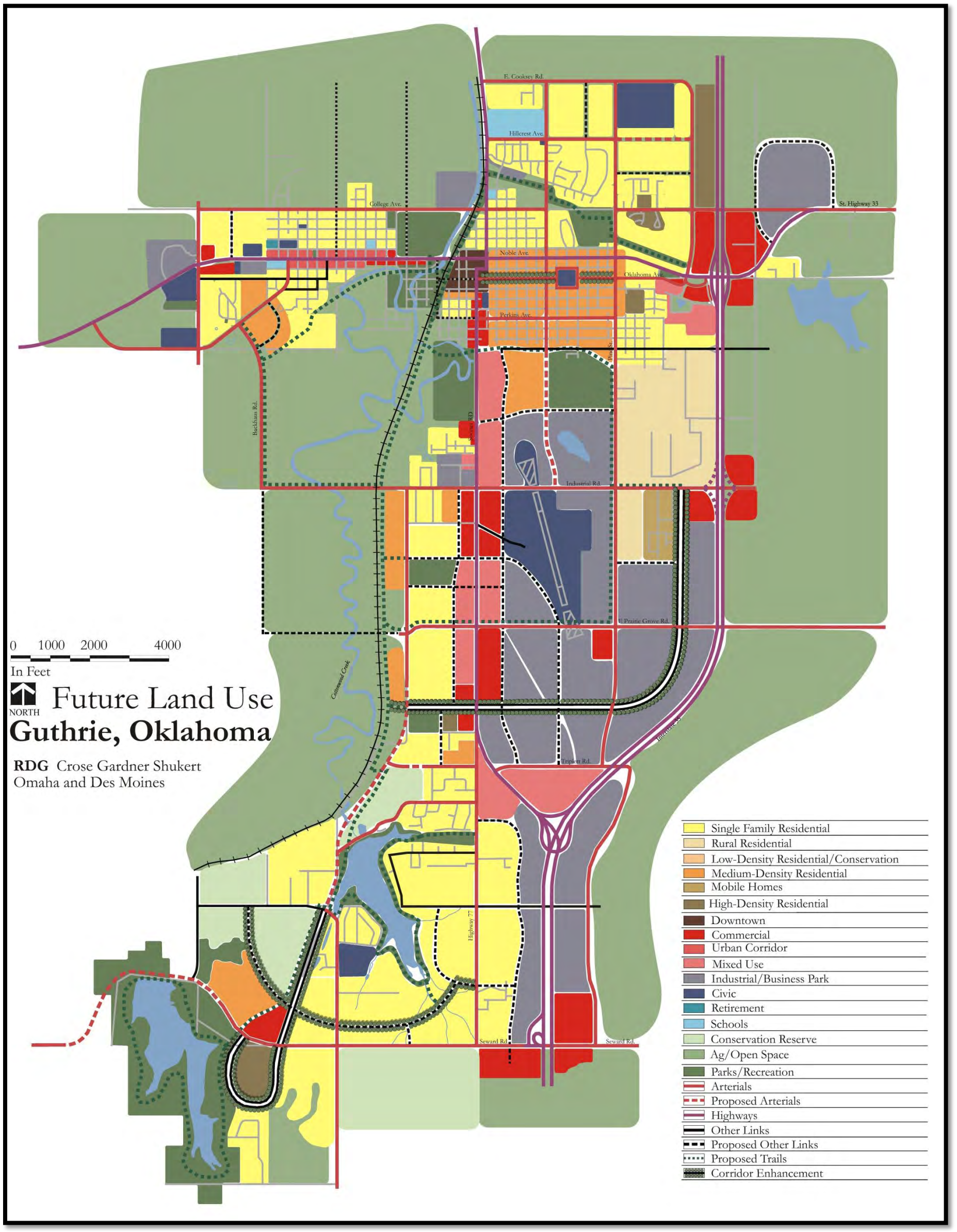
According to the Guthrie Plan (RDG Crose Gardner Shukert, 2002), the City has serious problems of poverty and housing deterioration. Frequent flooding along Cottonwood Creek has removed large areas in West Guthrie from productive use. Even so, homes and businesses continue to function within the floodplain. As indicated in **Table 2.1-1** and **Figure 2.1-1**, eight businesses and four residential properties in the project's proposed ROW appear vacant; other properties in the ROW are in degraded condition. The City has become a major landowner in this area as a result of its active flood area buyout program which used a grant from the federal government to purchase property in the Cottonwood Creek floodway. This area, known as Cottonwood Flats, now contains a recreation area managed by the City; it is host to sport facilities (baseball, soccer), RV camping, and entertainment (concerts and events, such as the International Bluegrass Festival); areas not built up for recreational uses remain undeveloped. While most properties in Cottonwood Flats were purchased and demolished, the Grace Covenant Church (6th Street and Warner Avenue), together with the businesses on SH-33 east of 8th Street, continue to operate in the floodplain.

Despite the decrease in population and loss of business in recent years, the city of Guthrie is poised for growth, as it now finds itself part of the rapidly developing Oklahoma City metropolitan area. Because of the ease of access via US Route 77 and IH-35, Guthrie is only a 30 minute commute to employment and business districts in northern Oklahoma City.

Planned Land Use

Future land use planning in the city of Guthrie seeks to "enhance neighborhoods, provide a strong parks system, [and] good roads...that are inclusive and accessible to every citizen" (RDG Crose Gardner Shukert, 2002). Guthrie's future land use and neighborhood plans, as identified in the Guthrie Plan and by the City's Community Development Department and Chamber of Commerce, are consistent with these goals as the City plans to improve access, enhance public space and encourage pedestrian mobility. **Figure 2.1-2** illustrates planned land use, as proposed in the Guthrie Plan (RDG Crose Gardner Shukert, 2002).

Figure 2.1-2: Future Land Use (Guthrie Plan)



Specific planned development actions that may impact the proposed project through land use, traffic and provision of access are:

- Capital improvements to Guthrie-Edmond Regional Airport
- Development of a comprehensive greenway system
- Improvement of Cottonwood Flats as public open space – incorporate this portion of SH-33 as a trail corridor (City of Guthrie, 2012)
- Development of the "Elbow" into a community park (R. Spineto, personal communication, 2012)

Cottonwood Flats and the "Elbow" are immediately adjacent to the study area. Planned land use developments here are relevant to the proposed project.

Cottonwood Flats

As previously discussed, Cottonwood Flats is the recently-developed recreation area to the west of Cottonwood Creek, north of SH-33, which hosts sports, camping and entertainment events year-round. This city-managed area was previously occupied by residential and commercial facilities before the floodway buyout program in the 1990s. After the demolition of the structures in the floodway[1], the City installed baseball facilities, RV hookups for camping and began hosting the International Bluegrass Festival here, making Cottonwood Flats a destination in its own right.

Under the proposed project, approximately 1.5 acres of the Flats would be acquired for ROW. This area does not contain any recreational facilities and would not impact the design or function of the Flats. The Guthrie Plan (2002) proposes expansion of Cottonwood Flats as part of the city's long-range plan. In the presence of the proposed project, this expansion could still take place by expanding the Flats to the north; there are approximately 75 acres of open space west of Cottonwood Creek, and it is expected that the recreational use of Cottonwood Flats could grow into this area.

The "Elbow" (Noble Park)

The "Elbow", located in the northeast section of Noble Park to the south of SH-33, is an area of open space owned by the City. The "Elbow" had previously contained homes, a park and ball fields, but is now absent of any private property. Recreational facilities are in poor or degraded conditions due to severe flooding here. The City of Guthrie is considering restoring the area for public recreation use, to include walking trails and a nature preserve (R. Spineto, personal communication, 2012).

Development of the "Elbow" is made difficult due to the lack of access. Noble Park is located south of Cottonwood Creek in West Guthrie. Bridged access at 5th Street and 9th Street were removed when flooding demolished or degraded these facilities beyond safe use (Chamber of Commerce, personal communication, 2012).

2.1.1 Neighborhoods

Guthrie's neighborhoods are defined by physical features, such as creeks, parks and the BNSF rail line. Existing transportation systems (Highway 77, IH-35, and SH-33, for example) impede community cohesion in these neighborhoods by making access difficult, particularly

[1] Not all properties in the floodway agreed to be bought out. Grace Covenant Church, located 6th Street and Warner Avenue, still owns and operates two structures in the Flats.

in areas where there are no traffic signals or crosswalks. In the area of the proposed project, the Cottonwood Creek corridor splits Guthrie's city center into east and west. Improving the Cottonwood Creek Bridge would support connectivity between the east and west, facilitating community cohesion for those living and working along SH-33 and improving ease of access to downtown Guthrie and area business districts. Though travel patterns would change as a result of the proposed project (discussed further in **Section 4**), the proposed bridge facility would improve mobility and reliability at the Creek crossing.

The proposed Cottonwood Creek Bridge and approach improvements would also serve to reduce flooding events on SH-33, which would benefit the neighborhoods to the west of Cottonwood Creek that experience significant flooding events periodically. During these flood events, access between the neighborhoods to the east and west of Cottonwood Creek is removed. The unreliability of access between the east and west sides of Cottonwood Creek has historically made it a challenge to live on one side and work on the other during flood conditions. In addition to impacts related to community cohesion and connectivity, the flooding of Cottonwood Creek impedes access to vital services and supplies. According to Guthrie's Chamber of Commerce, when Cottonwood Creek floods, residents of Guthrie have to take approximately a 60 mile detour through Mulhall (north of Guthrie) to access the grocery store (Homeland) located on the east side, or the Mercy Hospital (Logan Medical Center) on the west side. Residents of West Guthrie who cannot access the grocery store can purchase food and supplies from gas stations or convenience stores in their area neighborhoods, while residents of Guthrie Proper and downtown (east of Cottonwood Creek) can travel to Edmond for the nearest hospital facility (traveling to Edmond is only 20 miles and would be a better option for emergency situations than the 60 mile detour north of Guthrie) (Chamber of Commerce, personal communication, 2012).

Existing land use in the vicinity of the project study area can be defined as principally commercial with some single-family residences, recreation, houses of worship, civic and vacant properties occurring throughout. Because SH-33 east of Cottonwood Creek is the highest volume entrance into Guthrie due to its intersection with IH-35, it is known as the gateway to the city (RDG Crose Gardner Shukert, 2002). Many commercial facilities are therefore located along the corridor, including travel-oriented businesses (gas stations, convenience stores, restaurants), which are most frequent to the west of Cottonwood Creek.

The character of SH-33 in the study area changes as you move down the corridor. From east to west, the corridor changes from the downtown environment: businesses and restaurants in the area of Guthrie's historic district, to residential and commercial properties, many of which are vacant or in deteriorating condition. The vacancy, lack of maintenance and poor quality of the structures west of Cottonwood Creek result from frequent flooding which lead to loss of property, income opportunity, and revenue. Many property owners here have vacated rather than repair their homes or businesses. In response to severe flooding events west of Cottonwood Creek, the City of Guthrie bought out the properties in the floodway in the 1990s using federal funds. Properties that were purchased and subsequently demolished included mostly residences; the Grace Covenant Church, located on 6th Street, refused buyout and continues to operate in its original location. Many of the businesses that remain in West Guthrie along the SH-33 corridor are geared toward pass-through traffic: car maintenance and repair, gas stations, and bars.

The neighborhoods in this area of Guthrie are defined by the frequent flooding of Cottonwood Creek that separates its east side from the west. According to Guthrie City

Manager Matt Mueller, Cottonwood Creek tends to flood at least once a year in this area. "When it floods here, it literally cuts the community in half," Mueller said. "It separates into east and west and we have to plan accordingly" (Mueller, 2010). Mueller went on to say that the businesses west of Cottonwood Creek are the ones that get affected; "fortunately there are few residential impacts because the city bought out homes in the floodway in the 1990s," he said (*ibid*).

The area of the flood buyout is known as Cottonwood Flats and is now a recreation area and outdoor event space. These tracts, located directly to the west of Cottonwood Creek on the north side of SH-33, are now a destination of their own, though they no longer provide the residential and commercial functions of their historic use.

Real Estate

The average real estate price in the study area, is $84,044 (S. Ochs, personal communication, 2012; Location Inc, 2012). The average rental price is $430, lower than 60 percent of other neighborhoods in Oklahoma. Residential real estate is comprised mostly of single-family homes that are either owner- or renter-occupied, and were built between 1940 and 1969; some residences are considered historic and were built before 1929, the period the City and Logan County Historical Society considers significant. Vacancies account for 17.3 percent of residential properties here, which is more than 82 percent higher than the national average for neighborhoods (Location Inc., 2012).

2.1.2 Relocations and Displacements

As a result of the proposed project, 23 commercial operations would require displacement; based on field observation, eight of these businesses appear to be vacant. All of the vacant businesses were observed to the west of Cottonwood Creek, and were likely abandoned due to the frequent flooding and declining land value in this area. Of the businesses that continue to function, most in West Guthrie provide entertainment (bars, clubs) or automobile-related services (repair, towing, fuel); the only impacted business east of Cottonwood Creek is Guthrie Bicycles, which provides maintenance and repair to bicycles and is the only business of this kind in the city. All businesses on the corridor are small, having fewer than 10 employees. During the public meeting of May 17, 2012, some business owners expressed interest in relocating elsewhere in the city. A desktop review (CoStar Realty Information, Inc., 2012) and interview with local real estate agents Sylvia Ochs (S. Ochs, personal communication, 2012) and Mr. Jan Goodyear and Mrs. Diane Goodyear of Goodyear Green Century 21 Real Estate (ODOT, 2012) indicated that many commercial and industrial real estate properties are available for lease or purchase in Guthrie. The Showcase property listings (acquired in February 2012) showed six industrial, 13 retail and one office space available to rent, 11 of which were available for purchase. According to Goodyear Green Century 21 Real Estate, commercial vacant land is available for sale in the project area and elsewhere, ranging in price from $1,250 to $960,000. Existing commercial locations in historic downtown Guthrie range in price from $98,000 to $350,000, while stand-alone and commercial strip centers near the IH-35 interchange range from $100,000 to $425,000. Commercial leases are also available, the terms of which would be worked out with the seller (ODOT, 2012).

The development of the proposed project would require some residential relocations along SH-33 for ROW acquisition. As a result of the proposed project, 12 residential properties may be acquired, two of which are potentially owner-occupied, eight that are potentially

tenant-occupied, and two that are unknown (N. Ashton [ODOT], personal communication, 2012); based on field observation, four of these residential properties appear to be vacant. According to average household data provided by the 2010 Census, an estimated 33 people may be displaced as a result of this project (U.S. Bureau of the Census, 2010; Tenure, Household Size and Age of Householder [QT-H2]). As these residences are located in close proximity to the floodplain, relocation to a community whose connectivity is preserved during weather events and whose neighborhood has experience less degradation would be a beneficial impact. In addition, ODOT may employ Last Resort Housing as part of their residential relocation plan; this means that property owners would be compensated above the fair market value for their home. In this way, median home values for Guthrie residents could increase as a result of the proposed project. According to ODOT's Relocation Plan (2012), each residential relocation is expected to fall into Last Resort Housing (**Appendix A**).

Field observation and communication with area realtors indicated that many residential properties of various sizes and prices are available throughout Guthrie, some just outside of the study area. According to Goodyear Green Century 21 Real Estate, the Guthrie real estate market has 66 available residential properties with living conditions comparable to properties in the study area (ODOT, 2012)(**Appendix A**). These residences range in price from $29,000 to $275,000. According to Goodyear Green Century 21, there are no comparable homes available for rent in Guthrie at this time (*id.*). In accordance with the Uniform Relocation Act, ODOT would ensure that comparable replacement facilities are available for all persons or businesses displaced by the proposed project. More detailed information is provided in their Relocation Plan (**Appendix A**). During the public meeting of May 17, 2012, no comments were received pertaining to the proposed residential relocations. No issues with the planned relocation program have been identified, therefore.

Although the residential and commercial characteristics of SH-33 might change as a result of the proposed project, it would not necessarily be for the worst. The removal of vacant and degraded structures, as well as enhancement of area infrastructure would serve to increase the attractiveness of the area, potentially attracting new business and developments to this area of Guthrie.

2.1.3 Community/Public Resources

This section discusses community facilities and public resources that SH-33 serves in the area of the proposed project (the location of community resources relative to the proposed project is illustrated in **Figure 2.1-3**). SH-33 in the study area serves as the major east-west transportation corridor over Cottonwood Creek and the BNSF rail line; it connects one side of Guthrie to the other and provides access to community facilities and Guthrie's downtown and historic district.

Of note is the connectivity issue that exists here: during flood events, the crossing at Cottonwood Creek is impassable until floodwaters recede, which may take several days. Unless one utilizes the 60-mile detour through Mulhall north of Guthrie, access between east and west Guthrie is impossible. Beyond issues of community cohesion and connection are issues surrounding access to important lifelines: food, supplies, and medical attention. As identified in **Section 2.1** above, the hospital on one side of the river and the grocery store on the other presents problems for residents of Guthrie needing to access important supplies or services without traveling more than 20 miles. The proposed project would

remedy this connectivity issue by installing an improved crossing between West Guthrie and downtown (east of Cottonwood Creek). Because of the current issue of access during floods, alternative community facilities are presented, where appropriate, in the subsections that follow.

Schools

The proposed project lies entirely within the Guthrie School District boundaries. There are more than six schools in the district, including one high school, one middle school and four elementary schools. Only two schools are located on SH-33 (Cotteral and Central Elementary Schools), neither of which is in the study area. St. Mary's Catholic School is a private Pre-K to 8th grade school located five blocks east of the proposed project.

One day care center associated with the Noble Avenue Baptist Church is located in the study area. The daycare is located at the western end of the project to the south of SH-33.

Job Corps is a federally-funded vocational institute that provides training and education for young adults, ages 16-24, in health, office, culinary, construction and security occupations. Their Guthrie location is outside of the study area to the west. SH-33, through the proposed project, would provide access to this facility for those coming from the east.

Police/Fire Department

Police protection in the area of the proposed project is provided by the Guthrie Police Department and Logan County Sheriff, both of whom are headquartered east of Cottonwood Creek in and around downtown. State Troopers also patrol this facility as the project is part of the state highway system. The Guthrie Fire Station serves the area of the proposed project. It is located southeast of the study area, and has quick access to the study area via US Route 77. The study area is frequently utilized by emergency responders as it is Guthrie's primary east-west route.

Other Public/Community Facilities

Hospitals: The hospital facility in the city of Guthrie is Mercy Hospital, Logan Medical Center which is located on Academy Road west of the proposed project. This 25-bed critical access hospital serves Guthrie and Logan County. In the presence of a major flood event that would remove access across Cottonwood Creek, the closest available hospital facilities for residents on the east side is either Integris Health Edmond or the Oklahoma University Medical Center Edmond, both of which are approximately 20 miles away.

Churches: The city of Guthrie is home to several churches, four of which are in the area of the proposed project (**Figure 2.1-3** does not include every church in Guthrie, but only those near the study area). Travel patterns to access these churches may change as a result of the proposed project. These are discussed in more detail in **Section 2.5**.

Cemeteries: The nearest cemetery is more than a mile and a half northeast of the proposed project. This public cemetery is owned and maintained by the City of Guthrie.

Libraries: The public library is located at the east end of the proposed project to the south of SH-33. The library is near the study area, but does not fall within the ROW.

Grocery: One grocery story, Homeland Grocery, is located in this area of Guthrie, two blocks east of the project limits. The proposed project is expected to provide better and more

reliable access to the grocery store for residents of West Guthrie, particularly during flood events when the current Cottonwood Creek crossing would be impassable.

Funeral Homes: Two funeral homes are located near the study area to the east of Cottonwood Creek. While property acquisition is not anticipated for either facility, potential changes to noise or dust as a result of the proposed project may occur.

Transportation: The Guthrie-Edmond Regional Airport is located approximately two miles south of the proposed project on US Route 77. This regional airport has some commercial uses but is primarily used for private aircrafts and jet storage. Commercial air travel is available from Oklahoma City Airport about 40 miles south of Guthrie.

Transit service in the city of Guthrie is available via the First Capital Trolley Service, which employs a fleet of vehicles (including trolleys, vans, and handicap-accessible vehicles) to provide daily transit for residents, on-call shuttle service to Langston University, Stillwater, Edmond and rural areas outside of Guthrie, and city tours for visitors. The Trolley Service also provides transportation for the elderly and disabled, facilitating transit to grocery, pharmacy, doctor's offices and other destinations in and around Guthrie. (The First Capital Trolley Service has no fixed route or schedule so their services are not mapped).

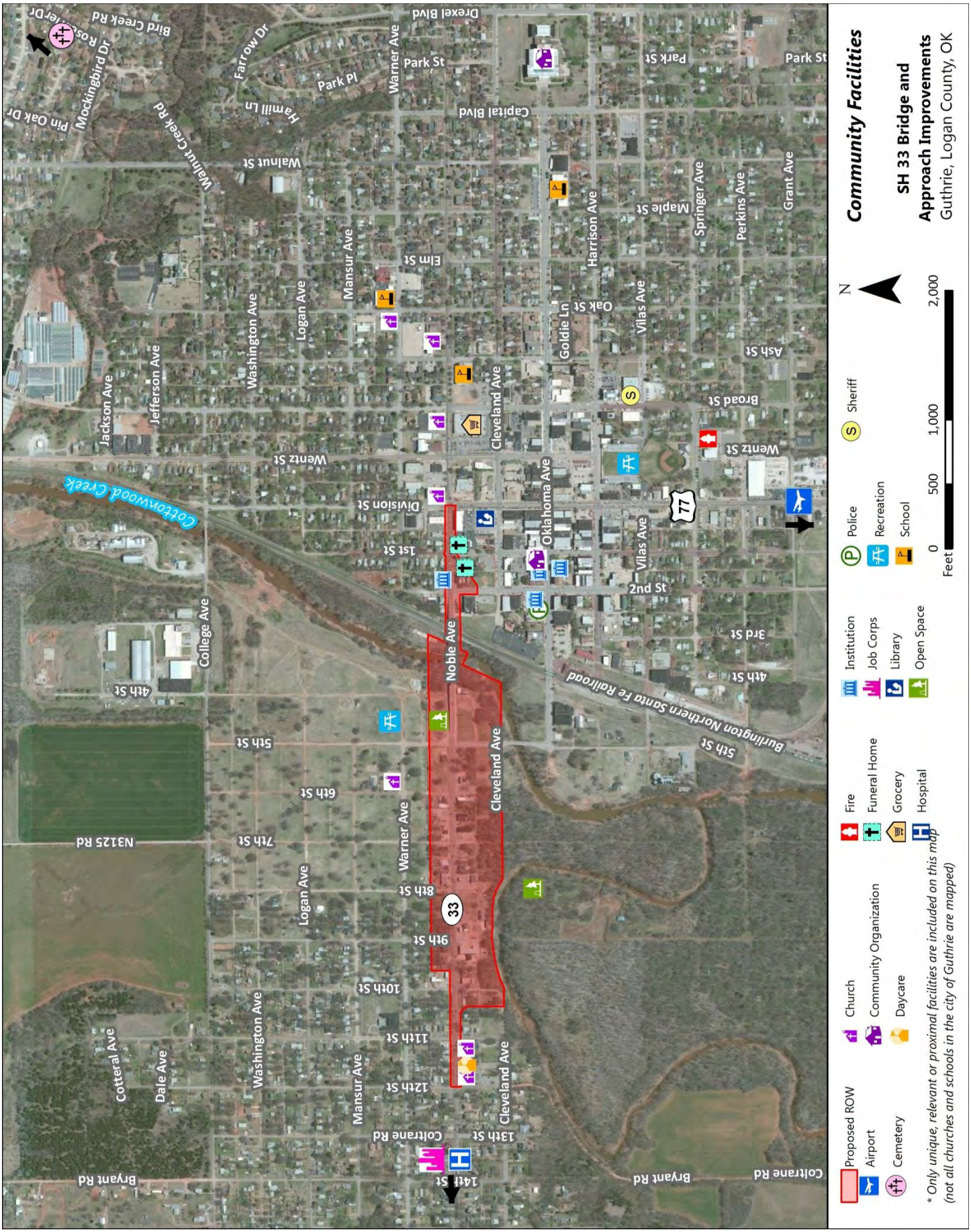
Government Offices: Guthrie's government offices are largely located downtown in the historic district. The Chamber of Commerce, City Hall, Guthrie Police Department and U.S. Post Office, are all in their original historic locations in Guthrie's city center. This area, east of Cottonwood Creek, is accessed by the study area.

Museums/Galleries/Community Organizations: Six museums, six galleries, and two community organizations are located in Guthrie's historic district, between SH-33 and Vilas Avenue, east of Cottonwood Creek. The museums include the Oklahoma Territorial Museum and State Capital Publishing Museum, the galleries include Old West Collectibles and Sundown Gallery, and the community organizations are the Scottish Rite Masonic Temple and American Legion. The proposed project would not impact these attractions.

Recreation/Entertainment: Cottonwood Flats, located north of SH-33, between Cottonwood Creek and 8th Street, consists of baseball and soccer fields, and RV campsites that are owned and maintained by the City of Guthrie. Cottonwood Flats has also been home to the International Bluegrass Festival for more than 10 years. The southern portion of the Flats, between Cottonwood Creek and 7th Street, is within the ROW for the proposed project; this area is undeveloped and contains no recreational uses, however.

Noble Park is located south of SH-33 and does not fall within the project ROW. This Park, much of which is privately-owned, includes a baseball backstop, swing set and pavilion in the city-owned portion. According to the Chamber of Commerce, however, there is no longer access to this area of the Park because the bridges at 5th Street and 9th Street that had allowed crossing of Cottonwood Creek were washed away or demolished as a result of flooding. Access to recreational uses at Noble Park is only possible when Cottonwood Creek is low enough to cross. The "Elbow," which is an area in the northern section of the Park just south of Cottonwood Creek, is proposed as a new recreation area. Access to this area is limited, however, and the timeline for developing the recreational uses here has not been set (Chamber of Commerce, personal communication, 2012).

Figure 2.1-3: Community Facilities in the Study Area



2.1.4 Section 4(f) and 6(f) Resources

Potential impacts to Section 4(f) and Section 6(f) resources are a consideration in project planning and development. Section 4(f) of the U.S. Department of Transportation Act of 1966 states that FHWA may not approve the use of land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site. However, if determined that there is no feasible and prudent alternative to the use of land from the property and the action includes all possible planning to minimize harm to the property resulting from use, then the taking may be approved. Section 6(f) of the Land and Water Conservation Fund Act establishes a fund to assist local, state, and federal agencies in meeting the demand for present and future outdoor recreation sites. This is done through grants for land acquisition, park amenities, and other park development costs. Once a city, county, or agency has used Section 6(f) for funds, either the land or the park appurtenances cannot be eliminated or acquired without coordination with the National Park Service (NPS).

While no 6(f) resources would be impacted by the proposed project, impacts to Section 4(f) resources would occur. Cottonwood Flats and the Cottonwood Creek Bridge itself are considered 4(f) resources, both of which would be impacted by ROW acquisition and the proposed improvements to the crossing. In addition to these, Section 4(f) applies to the historic features within the study area, including the 29 commercial and residential buildings along SH-33 and 2nd Street that are considered contributing resources to the National Register of Historic Places (NRHP) district. Of these structures, 14 would be demolished, and 15 would experience other construction impacts (sidewalk improvements, driveway access improvements, etc.). Due to the proposed project's potential effects on Section 4(f) resources, a Section 4(f) evaluation will be completed.

2.2 Population and Demographic Characteristics

Population and demographic information are presented here to provide context to the social environment in the study area. Population trends, ethnicity and language proficiency data are useful characteristics in reflecting current and anticipated future conditions, which are relevant for project planning. This study used best available census data for this analysis. The 2010 Census only collected short form data, which means that data on income, poverty, disability status and English proficiency were not available; 2000 Census data was used to evaluate these variables. Where appropriate, American Community Survey (ACS) five-year estimates were used to identify demographic conditions and trends in the study area.

2.2.1 Population Trends

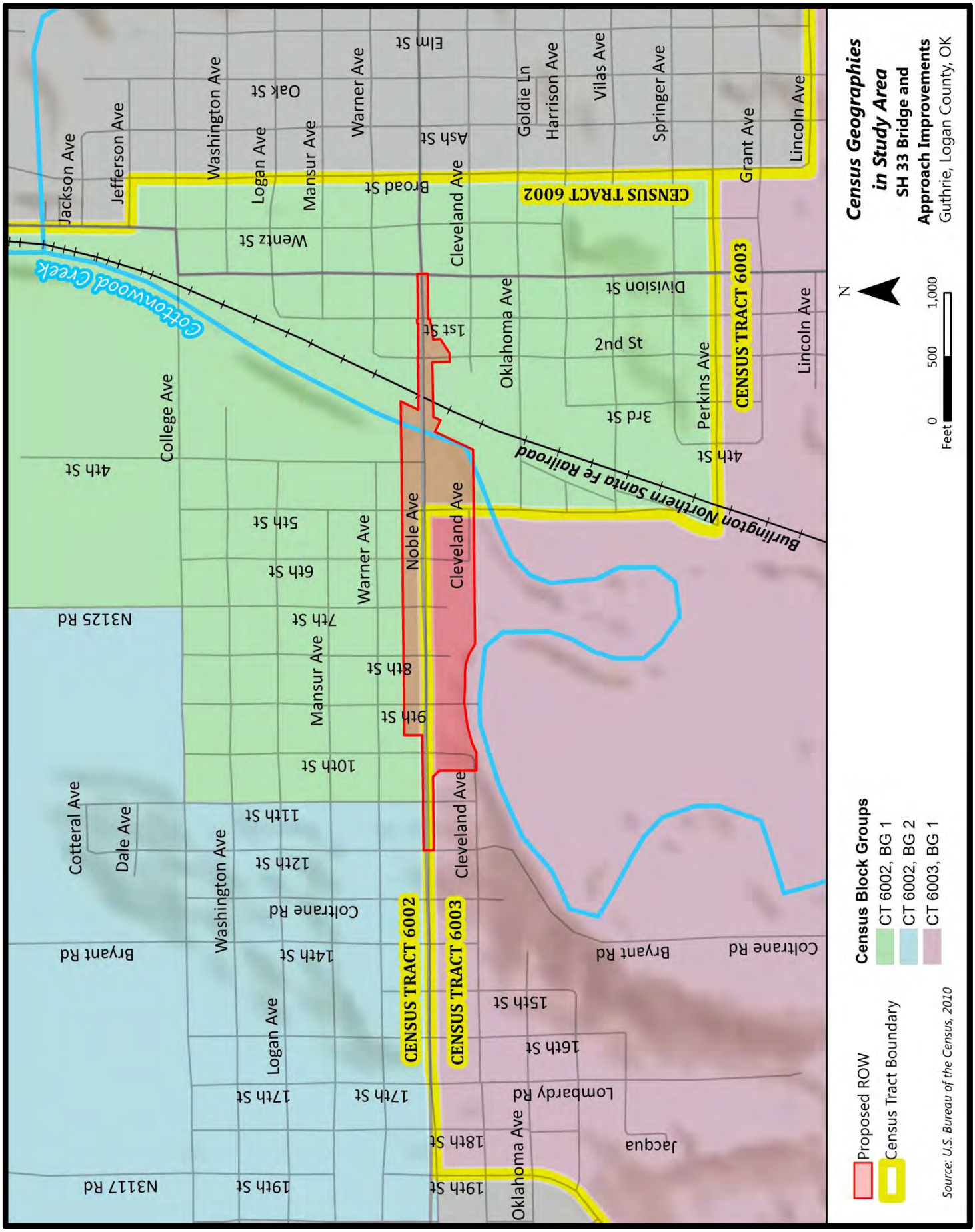
The study area lies entirely within the city of Guthrie in Logan County. Two Census tracts occur within this study area, defined as SH-33 between 12th Street and Division Street: Census tracts 6002 and 6003 (**Figure 2.2-1**). Population growth in Guthrie is slower than either Logan County or the State of Oklahoma, actually decreasing from 1990-2000; the study area, which includes few residences, saw a decrease in population between 2000 and 2010, likely resulting from the City's floodway buyout program in which residential properties in the floodway to the west of Cottonwood Creek were purchased by the City and demolished. **Table 2.2-1** shows changes in population from 1970 to 2010 according to the U.S. Bureau of the Census.

Table 2.2-1: Historic Population Trends from 1970 to 2010

Year	State of Oklahoma	Logan County	City of Guthrie	Study Area*
1970	2,559,463	19,645	9,575	
Percent Change 1970-1980	18.2%	36.8%	7.5%	
1980	3,025,290	26,881	10,290	
Percent Change 1980-1990	4.0%	7.9%	2.2%	
1990	3,145,585	29,011	10,515	
Percent Change 1990-2000	9.7%	16.9%	-5.6%	
2000	3,450,654	33,924	9,925	358
Percent Change 2000-2010	8.7%	23.4%	2.7%	- 59.0%
2010	3,751,351	41,848	10,191	147

* Population in the study area was calculated by looking at Census population figures for blocks that fall fully or partially within the study area. Because of the limited availability of block data electronically at Census.gov, only study area population for 2000 and 2010 are provided.
Sources: U.S. Bureau of the Census, 2000. U.S. Census Bureau, 2012

Figure 2.2-1: Census Geographies in the Study Area



The Oklahoma Department of Commerce has estimated future population to the year 2030 for Oklahoma, Logan County and the city of Guthrie (**Table 2.2-2**). Population growth estimates help to plan for transportation investments that meet the needs of the community. According to projections, the city of Guthrie is expected to grow at a faster rate than the state of Oklahoma, and at least as quickly as Logan County every period except for between 2020 and 2025, when the population change in Logan County is projected to be 5.1 percent to Guthrie's 5.0 percent. The city of Guthrie is projected to grow a total of 23.5 percent from 2010 to 2030, according to the data (Oklahoma State Data Center, 2002).

Table 2.2-2: Population Projections, 2010 through 2030

Year	State of Oklahoma	Logan County	City of Guthrie
2010	3,860,500	38,700	11,320
Percent Change 2010-2015	5.5%	6.2%	6.2%
2015	4,071,500	41,100	12,020
Percent Change 2015-2020	5.1%	5.8%	5.9%
2020	4,278,500	43,500	12,730
Percent Change 2020-2025	4.7%	5.1%	5.0%
2025	4,479,700	45,700	13,370
Percent Change 2025-2030	4.4%	4.6%	4.6%
2030	4,675,900	47,800	13,980

Note: Because projection data was developed in 2002, population estimates for 2010 differ from those figures reported in Table 2.2-1.
Source: State Data from Oklahoma Department of Commerce, 2002
County and City Data from Oklahoma State Data Center, Oklahoma Department of Commerce, 2002

2.2.2 Ethnicity

Data collected by the U.S. Bureau of the Census for 2010 allow analysis of the racial and ethnic composition of the study area. **Table 2.2-3** shows 2010 Census ethnicity data for the state of Oklahoma, Logan County, the city of Guthrie and the study area. Ethnicity data for the study area by census block group and block are provided in **Appendix C**.

According to census data, the proportion of minorities in Guthrie is larger than in Logan County, but smaller than for Oklahoma where minority individuals make up nearly a third of the population.

As **Table 2.2-3** shows, the study area has a relatively lower minority population than the City of Guthrie, Logan County, or the State of Oklahoma, with over 80 percent of the population classified as White (not Hispanic or Latino). Two out of the thirteen blocks in the study area have majority population of non-white residents; each of these blocks contains one resident and that resident is considered a minority. Ethnicity data in the study area by race is provided in **Appendix C**.

Table 2.2-3: Race/Ethnicity Characteristics for Oklahoma, Logan County, and the City of Guthrie (2010)

	State of Oklahoma	Logan County	City of Guthrie	Study Area
Total Population	3,751,351	41,848	10,191	147
White (not Hispanic or Latino)	2,575,381	32,864	7,542	118
Percentage of Total	68.7%	78.5%	74.0%	80.3%
African American	272,071	3,752	1,348	9
Percentage of Total	7.3%	9.0%	13.2%	6.1%
American Indian and Alaska Native	308,733	1,333	302	5
Percentage of Total	8.2%	3.2%	3.0%	3.4%
Asian	64,154	189	45	1
Percentage of Total	1.7%	0.5%	0.4%	0.7%
Native Hawaiian or Pacific Islander	3,977	19	7	0
Percentage of Total	0.1%	≈0.0%	0.1%	0.0%
Some other race	2,954	28	11	0
Percentage of Total	0.1%	0.1%	0.1%	0.0%
Two or More Races	192,074	1,493	471	13
Percentage of Total	5.1%	3.6%	4.6%	8.8%
Hispanic or Latino	332,007	2,170	465	1
Percentage of Total	8.9%	5.2%	4.6%	0.7%
Total Minority*	1,175,970	8,984	2,649	29
Percentage of Total	31.3%	21.5%	26.0%	19.7%

** "Minority" is defined as "non-white"*
Source: U.S. Bureau of the Census, 2010, Summary File 1. Race, Combination of Two Races, and Not Hispanic or Latino (QT-P4)

Historically, the study area was predominantly African American with Cottonwood Flats and the area of the "Elbow" in Noble Park being home to African American communities in the period between World War I and the late 1980s (Bruce, 2002), which is when the City began its floodway buyout program purchasing homes in Cottonwood Flats in order to encourage residents to relocate outside the floodplain.

The business owners in the study area who would be displaced as a result of the proposed project are predominantly white; while two minority business owners have been identified as experiencing displacement from the project, ethnicity does not appear to be an issue in the context of business impacts.

2.2.3 Limited English Proficiency

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency (LEP)," was signed by President Clinton on August 11, 2000. This EO calls for all federal agencies to examine the services they provide and identify any need for services to those with limited English proficiency, and to develop and implement a system to provide those services so that LEP persons can have meaningful access to them. In compliance with this EO, the SH-33 Bridge and Approach Improvement project was assessed to determine if a LEP population is located within the study area.

Individuals who do not speak English as their primary language and who have a limited ability to read, write, or understand English are considered to have LEP. These LEP individuals are identified in the Census as people who speak English "less than very well." The proportion of LEP populations per census tract and the language they speak at home is also provided in **Table 3.3-1**.

Table 2.2-4: LEP Populations in Logan County by Census Tract

Tracts	Total Population (age 5 and older)	Percent of Adults who Speak English Less than "Very Well"	Language Spoken of Individuals Who Speak English Less than "Very Well"			
			Spanish Language Speakers	Other Indo-European Language Speakers	Asian and Pacific Island Language Speakers	Other Language Speakers
CT 6002	2,623	0.7%	72.2%	0.0%	27.8%	0.0%
CT 6003	1,680	2.1%	100.0%	0.0%	0.0%	0.0%

Note: Block Group data was not available for Logan County because the population threshold for this dataset was not met.
Source: U.S. Bureau of the Census, 2000, Summary File 3. Ability to Speak English (QT-P17).

As the data show, census tract populations in the study area contain some individuals who speak English less than "very well." According to ethnicity data, provided by census block in **Appendix C**, there is only one Hispanic and one Asian/Pacific resident in the study area, indicating that the number of LEP individuals is likely limited.

Field events in April and May 2012 indicated no signs or billboards written in languages other than English, or businesses that cater to non-English speakers within the study area.

2.2.4 Other Sensitive Population Groups

In order to adequately evaluate potential impacts of proposed infrastructure modifications on area residents, consideration of other sensitive populations is required. Disabled individuals and the elderly may experience limitations in their mobility requiring further accommodation in their transportation access.

2.2.4.1 Elderly

Elderly individuals (age 65 and over) who live alone accounted for 5 percent of the Guthrie's population in 2010[2]. As the data in **Table 2.2-5** indicates, the proportion of elderly who live alone is higher in Guthrie than in Logan County.

Table 2.2-5: Elderly Individuals who Live Alone

	Total Population	65 years and over who live alone
Logan County	41,848	3.0%
City of Guthrie	10,191	5.0%

Source: U.S. Bureau of the Census, 2010, Demographic Profile Data, Profile of General Population and Housing Characteristics (DP-1).

Consultation with the Chamber of Commerce and Logan County Aging Services indicated that Guthrie has a large elderly population. This was further supported by the number of nursing homes in the city (more than five nursing homes for a city of 10,000) and that home health care services are among the largest employers in Guthrie (Chamber of Commerce, personal communication, 2012; Logan County Aging Services, personal communication, 2012). Field observations in April 2012 indicated a high proportion of elderly individuals living along the corridor (elderly persons were observed on their property), traveling along the roadway and patronizing businesses in the area of the proposed project. The relatively high number of elderly people observed may be explained by the time of day (other Guthrie residents may have been at work or school rather than walking or visiting businesses on the corridor).

2.2.4.2 Disabled Population

According to the 2000 Census, 28 percent of the Guthrie's population over the age of 5 had a disability[3]. Within the study area, nearly one third of the population of census tracts 6002 and 6003 had a disability, at 33.3 percent and 31.5 percent respectively (**Table 2.2-6**).

Field observations, conducted in April and May 2012, supported these findings as a large proportion of persons with mobility impairments were observed traveling on the corridor. Consultation with the City of Guthrie's Chamber of Commerce indicated that a high number of mobility-disabled persons, some of whom are elderly, are present in the city of Guthrie (Chamber of Commerce, personal communication, 2012). On April 16 and 17, 2012, field investigators observed seven separate instances of people with mobility impairments, five of whom were wheelchair-bound, sitting on their porches or traveling along the road within one block of the proposed project. Because of the sidewalk's level of maintenance (poor, overgrown or unstable) and material used (brick) in some places, individuals with mobility disabilities were seen traveling in the road rather than on the sidewalk (see **Photo 1** in **Appendix B**).

[2] Because of potential mobility challenges, which can result in limited access to services, elderly persons who live alone were the target of this assessment.

[3] The U.S. Bureau of the Census defines 'disability' as sensory, physical, mental or self-care impairments. Disabled individuals are also those that cannot go outside the home or are experiencing an employment disability (2000).

Table 2.2-6: Disabled Population by Census Tract

	Total Population (5 years and over)	**Population with a disability**
City of Guthrie	9,362	28.0%
CT 6002	2,567	33.3%
CT 6003	1,680	31.5%

Source: U.S. Bureau of the Census, 2000, Summary File 3, Disability Status by Sex (QT-P21).

2.3 Economic Conditions

According to the "Summary of Economic Conditions in Logan County, Oklahoma" (Oklahoma Cooperate Extension Service, 2002), some of the major economic characteristics that define the area include:

- A highly supportive agriculture sector in which agribusiness firms influence farm services throughout the county
- Exporter in farm agriculture, forestry, fishing, mining, construction and state and local government sectors
- Importer in manufacturing, transportation and public utilities, wholesale trade, federal government and military government sectors
- Self-sufficiency[4] in retail trade, finance, insurance and real estate services
- A large number of out-commuters (residents working outside their home county) relative to in-commuters (individuals commuting into Logan County for work)

Results from a desktop review found that household income and home values are lower in Guthrie than in Logan County, while the percentage of households living in poverty is higher. Guthrie also has a higher rate of unemployment than Logan County, and those residents who are employed often commute out of the city for work.

These economic conditions are discussed in greater detail in the following sections.

2.3.1 Income and Employment

The median household income in Oklahoma was $42,979 in 2010, according to the ACS 5-year estimate (U.S. Bureau of the Census, 2012). The median household income of $48,683 for residents of Logan County was 13 percent higher than the state's median household income. Guthrie's median household income of $31,393 was 27 percent lower than the state's, and 36 percent lower than the county's. Comparing data from the 2000 Census to the 2010 ACS 5-year estimates yielded the following results[5]: median household income for the state of Oklahoma and Logan County both increased from 1999-2009, while the median income for the City of Guthrie decreased during that period. Median household income in Oklahoma rose from $33,400 to $42,979, a 29 percent increase, while median household income in Logan County grew from $36,784 to $48,683, a 32 percent increase. Median household income in the City of Guthrie fell from $39,592 to $31,393, a 21 percent decrease (U.S. Bureau of the Census, 2000 and 2010) (**Table 2.3-1**).

[4] As identified by the *location quotient*, which is determined by dividing the percentage of those employed locally in a particular sector by the percentage of those employed in the same sector statewide (Hustedde, et al, 1984).
[5] It is necessary to compare sample data from the 2000 census against the ACS 5-year estimates because the U.S. Bureau of the Census no longer includes economic data as part of their decennial census, beginning in 2010.

Table 2.3-1: Household Income and Home Values (2000 and 2010)

	Median Household Income		Median Home[a] Value
	2000	2010	2000[b]
State of Oklahoma	$33,400	$42,979	$104,300
Logan County	$36,784	$48,683	$116,400
City of Guthrie	$39,592	$31,393	$91,900

Source: U.S. Bureau of the Census, 2010; U.S. Bureau of the Census, 2012
[a] Single-family owner-occupied housing units.
[b] This data is only available for 2000

Median home values in the City of Guthrie were lower than either the state of Oklahoma or Logan County for the year 2000[6]. Home values in Guthrie may be a reflection of lower income and higher poverty levels here.

In 2009, the city of Guthrie had a higher poverty rate (21.0%) than either Logan County (15.0%) or the state of Oklahoma (16.2%) (**Table 2.3-2**). Poverty rate, in this context, means the percentage of individuals whose income in 2009 was below the poverty level for a set geographical area. For instance, in 2009, 16.2 percent of the entire population of Oklahoma consisted of individuals whose income was below the poverty level. A comparison of the ACS 5-year estimates (2006-2010) against the 2000 Census show that the poverty rate in Oklahoma, Logan County and the city of Guthrie each increased from 1999 to 2009. In 1999, 14.7 percent of Oklahoma residents lived in poverty, while in 2009, an estimated 16.2 percent did so. During the same period, the poverty rate increased from 12.9 percent to 15.0 percent in Logan County and from 17.3 percent to 21.0 percent in the city of Guthrie (U.S. Bureau of the Census, 2000 and 2010).

Table 2.3-2: Individuals Living in Poverty and the Poverty Rate

	Individuals Living in Poverty		Poverty Rate		
	6002	6003	City of Guthrie	Logan County	State of Oklahoma
2000	29.1%	11.3%	17.3%	12.9%	14.7%
2010[a]	39.3%	14.8%	21.0%	15.0%	16.2%

Source: U.S. Bureau of the Census, 2000 and 2012
[a] American Community Survey 5-year Estimate (2006-2010)

The U.S. Department of Health & Human Services (DHHS) poverty level is used to determine the presence of low-income EJ populations. The DHHS set the poverty level for a family of four at an annual income of $16,700 in 1999. By 2011, the poverty level had risen to $22,350 for a family of four (DHHS, 2012). Review of the 2010 ACS 5-year estimates indicated that both census tracts 6002 and 6003 had less than 50 percent of their residents

[6] Census data on home values was not available for the year 2010, though current real estate prices from other sources are available in **Section 2.1**

below the poverty rate in 2009, at 39.3 percent and 14.8 percent, respectively (U.S. Bureau of the Census, 2010a). Because the area of the proposed project west of Cottonwood Creek endures significant flood events, reinvestment is not common and many properties are in poor condition or sit vacant. In order to reduce this loss by flood, the City of Guthrie bought out many of the properties in the floodplain area to the west of Cottonwood Creek using a federal government grant. Homes and businesses in Cottonwood Flats, as the area is known, were demolished, further reducing opportunities along this corridor.

Poverty rates specific to the study area are included in **Table 2.3-2** to illustrate the trend in this part of Guthrie. While the only available data for 2010 are five-year estimates at the Census tract level[7], the data is worth noting as the percentage of individuals living in poverty in Census tract 6002, which includes most of the study area, has increased by more than one third between 2000 and 2010.

Employment in Guthrie

As presented in **Table 2.3-3** below, employment in Guthrie is evenly divided between management, sales and service professions, with most workers being employed in companies and working in the fields of health, education and social service. Among the most common occupations in Guthrie are: management, professional (25 percent), sales and office (24 percent), and service (22 percent). An estimated 64 percent of workers in Guthrie are employed in companies, while 20 percent work for the government and 7 percent are self-employed. The leading industries in Guthrie are education, health and social services (26 percent), retail and trade (10 percent), and arts, entertainment, recreation, accommodation and food services (10 percent) (Simply Hired, 2012).

Table 2.3-3: Employment in Guthrie by Occupation, Industry and Employer

Occupation	Management and Professional	25%	Industry	Education, health and social services	26%	Employer	Private Company	64%
	Sales and Office	24%		Retail and trade	10%		Government	20%
	Service Occupations	22%		Entertainment, accommodation and food services	10%		Self-Employed	7%

Source: Simply Hired, 2012

Employment opportunities in Guthrie are largely technical positions, as opposed to professional, white collar jobs more common in Oklahoma City and Edmond. Employment training is available in Guthrie through the vocational training program called Job Corps, funded and administered by the U.S. Department of Labor. With a staff of more than 200 professionals serving a population of 650 students, Job Corps is one of the largest employers (and employee educators) in Guthrie.

A number of employment opportunities are available outside of Guthrie and Logan County. Many residents in and around Guthrie commute outside of the county for work, as illustrated in **Table 2.3-4**.

[7] There was no long form for the 2010 Census, so no SF 3 or SF 4 data exist for this decennial

Table 2.3-4: Commuting Patterns in Logan and Other Regional Counties

County	Commuting Population*	Individuals who drive their own vehicles to work	Work in the same county where they live	Commute outside their county for work
Logan	3,984	78.0%	60.4%	38.5%

** Individuals of legal working age (16 and older) who do not work from home*
Source: U.S. Bureau of the Census, 2006 – 2010 American Community Survey, 5-year estimates (S0802: Means of Transportation to Work by Selected Characteristics)

Unemployment in Guthrie

Unemployment across Oklahoma has fluctuated in the past five years, with the average annual unemployment dropping from 4.1 percent in 2007 to 3.7 percent in 2008 only to rise to 6.9 percent by 2010, and then fall slightly to 6.2 percent in 2011. Logan County has seen basically the same trend. Logan County's unemployment rate fell slightly from 3.8 percent to 3.6 percent between 2007 and 2008, and then nearly doubled to 6.4 percent in 2010. The average annual unemployment rate dropped to 5.1 percent in 2011 for Logan County (**Table 2.3-5**) (U.S. Department of Labor, 2012). While this data is not available for the city of Guthrie, it is expected that unemployment followed a similar trend: rising between 2007 and 2010, and then falling subsequent to 2010, consistent with the statewide trend.

Table 2.3-5: Average Annual Unemployment Data, 2007 – 2011

		2007	2008	2009	2010	2011
Oklahoma	Civilian Labor Force	1,734,937	1,739,855	1,762,560	1,771,234	1,770,822
	Unemployed	71,305	65,061	117,392	122,412	108,983
	Unemployment Rate	4.1%	3.7%	6.7%	6.9%	6.2%
Logan County	Civilian Labor Force	17,090	17,658	17,982	18,090	17,959
	Unemployed	653	629	1,055	1,153	920
	Unemployment Rate	3.8%	3.6%	5.9%	6.4%	5.1%

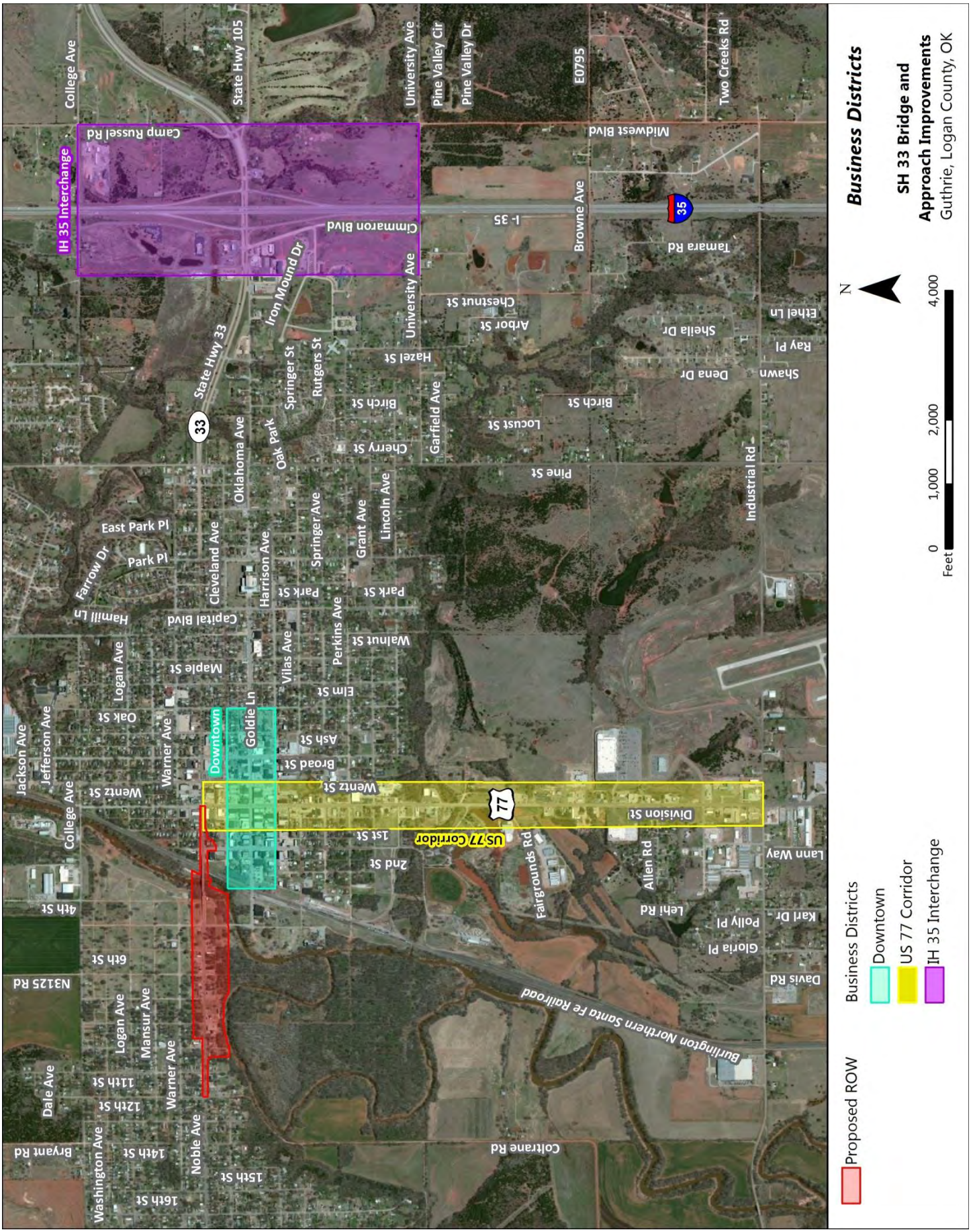
Note: 2011 data for Logan County is preliminary
Source: U.S Department of Labor, 2012.

2.3.2 Business Districts

Guthrie's primary business districts and commercial centers are located on the Division Street corridor (US Route 77), at the IH-35 / SH-33 interchange, and in their historic downtown district, where businesses are generally geared towards tourism (**Figure 2.3-1**). Within the proposed study area, SH-33 to the west of Cottonwood Creek has a greater proportion of businesses, though many of them now sit vacant (additional information on businesses and land use designations are provided in **Section 2.1**). Because it is Guthrie's primary east-west corridor, SH-33 serves as both a throughway and a destination for locals and visitors to the city. The frequent traffic along this corridor attracts business to the area; on the west side, these are predominantly geared toward travelers; fuel, convenience stores,

and automobile repair. Flooding, however, interrupts traffic flow on SH-33 periodically. During flood events, access between east and west Guthrie is removed; this has the effect of limiting access to employment or shopping for those who are required to cross Cottonwood Creek; a 60 mile detour through the town of Mulhall north of Guthrie is available to provide access from one side of Cottonwood Creek to the other during floods.

Figure 2.3-1: Business Districts in Guthrie



Economic activity in the area of the proposed project consists primarily of services (automobile maintenance and repair, convenience stores, bicycle repair, and funeral homes), restaurants, and sales (gardening). Just outside of the study area is Guthrie's historic downtown, which includes many restaurants, shops and boutiques aimed largely at tourists. Government offices (City Hall, Chamber of Commerce, Police Station and Post Office) also occupy the downtown district.

Major employers in Guthrie include Job Corps, Mercy Hospital (Logan Medical Center) and local government. Mercy Hospital is located in Guthrie on SH-33 west of the proposed project. Its expanding hospital facility offers many clinical specialties, as well as emergency and rehabilitation facilities. In local government, firefighters, police officers, teachers, and water supply and sanitation workers account for the largest number of employees in Guthrie (Onboard Infomatics, 2012).

The downtown revitalization program would support economic development on Division Street to the east of the proposed project. Economic development activities in downtown Guthrie and the expansion of the airport would result in additional employment opportunities.

Access and mobility along the corridor affect current and future businesses operating in the area. Changes in access would affect current businesses in the area of the proposed project. Improved accessibility as a result of bridge enhancements, benefiting both intra- and inter-city users, is expected to increase traffic and subsequently encourage business growth in the city. While some of the businesses currently located in the area of the proposed project would be relocated as a result of this work, business development or expansion may occur elsewhere in the city due to improved connectivity, increased visibility, and evidence of economic reinvestment in Guthrie. New and growing businesses in the city of Guthrie would have the effect of increasing employment and encouraging further utilization of the Cottonwood Creek crossing to access these businesses.

Commercial Characteristics

The primary types of business in the area of the proposed project west of Cottonwood Creek are auto-related services (maintenance, repair, and fuel) and bars; funeral homes and restaurants comprise the primary commercial services available east of Cottonwood Creek. West Guthrie, which is the neighborhood along SH-33 to the west of Cottonwood Creek, was historically a poor area, home to a large minority population; despite the changing demography in this area, many trade services, particularly automobile-related, continue to be located here (Bruce, 2002). East of Cottonwood Creek, in the neighborhood known as Guthrie Proper, which includes fowntown, more professional services, office and retail uses are established; businesses at this end of the corridor include banks, restaurants, a pharmacy and medical supply services.

Some factors that contributed to the vacancies in West Guthrie include declining population, the recent recession and the severe flooding of Cottonwood Creek. As a result, several of the low-lying areas receiving the brunt of flood impacts, are no longer occupied. Many of the structures, both commercial and residential, are in poor condition due to lack of maintenance, vacancy or both.

During a field event on April 16-17, 2012, nine commercial properties were observed to be vacant throughout the study area, all of which were located west of Cottonwood Creek. The land directly east of Cottonwood Creek is elevated and therefore does not endure the frequency or severity of flooding faced by the west side; vacancies are therefore not as prevalent east of Cottonwood Creek, though two residential properties are vacant east of Cottonwood Creek in the study area were observed to be vacant.

Build Alternative

Development of the proposed project would require ROW acquisition, business displacement and changes to access for some of the properties on the corridor. Impacts to businesses would primarily occur to the west of Cottonwood Creek, where several businesses already sit vacant. Because the commercial corridor to the west of Cottonwood Creek is underutilized, construction and operation of the proposed project is not expected to greatly impact this area.

Under the Build Alternative, 23 businesses would be displaced. Because the services provided by these businesses are available elsewhere in the city, their removal or displacement would not result in a loss of services for local residents; where the impacted business provides a service unique to Guthrie, as with Guthrie Bicycles, the owner has indicated they would relocate elsewhere in the city, maintaining the availability of service for residents. Property acquisitions as a result of the proposed project are therefore not expected to substantively affect Guthrie's primary business districts downtown, on US 77 or at the IH-35 / SH-33 interchange.

Overall, the project would take place in an area with relatively low unemployment, but relatively high poverty rates. Roadway construction activities would create employment in the short-term, with the amount of employment dependent on project phasing. These additional jobs would contribute to construction sector employment. The proposed project could generate long-term economic benefits to the local economy as a result of improved mobility, such as increased productivity of businesses whose employees use the corridor. In addition, businesses located in West Guthrie, in or near the Cottonwood Creek floodway, would have the opportunity to relocate out of the floodplain as a result of ROW acquisition under this project.

The proposed project would require business displacements as well as additional ROW along the SH-33 corridor, and access to employment and business districts would be modified both during construction and operation of the proposed bridge replacement. By providing an additional lane of traffic in both directions at the Cottonwood Creek crossing, and reducing flooding on the bridge, improving approaches, and adding continuous sidewalks, the Build Alternative is expected to improve mobility between east and west Guthrie which would enhance access to employment, shopping and services within the city.

No-Build Alternative

Absent the proposed project, the economic characteristics of the study area would remain unchanged. It is expected that development along the SH-33 commercial corridor would continue to be limited by mobility, access and the flooding of Cottonwood Creek. Reinvestment in West Guthrie may not occur, and vacant businesses may not be removed or replaced.

Under the No-Build Alternative, the benefits to employment and income as a result of construction would not be realized. The continued degradation of the Cottonwood Creek Bridge over time would challenge the safety and function of the crossing. Flooding or age could result in failure of the bridge which would interrupt access between Guthrie's east and west sides. A rushed bridge repair or a replacement following failure would not bring the facility to the level proposed under this project. Assuring the sustainability and quality of the crossing would be better served by advanced planning and maintenance as opposed to emergency response at the end of the bridge's functional life.

Further, absent the proposed project, congestion on the bridge and on the SH-33 corridor would worsen over time, further impeding access to businesses and facilities. Additionally, without the improved sidewalk facilities proposed under the project, safe pedestrian access to area business districts (including Guthrie's historic downtown) would be unavailable. This may discourage pedestrian movement on SH-33.

2.3.3 Tax and Revenue

According to the Oklahoma Tax Commission (2012), the current tax rate for the city of Guthrie is 3 percent while for Logan County it is 1 percent and for the state, 4.5 percent. The sales tax rate in the city of Guthrie and the state of Oklahoma has remained the same since at least 2000; the sales tax rate for Logan County, however, has fallen from 2 percent in 2008 to 1.75 percent in 2009 to 1 percent today.

Table 2.3-6 compares revenue from sales tax between 2009 and 2012 for Guthrie and the nearby major cities of Edmond and Oklahoma City. As is evident by this data, Guthrie has had a slightly slower sales tax growth rate over time, indicative of a loss of retail sales. Because of the lack of local industry in the city of Guthrie, retail dollars tend to be commuted to areas south, such as neighboring Edmond and Oklahoma City.

Tracking sales tax over time shows both the strength of the economy and indicates the availability of municipal sales tax revenues, which is used to provide local services and fund city budgets. Sales tax data can also be used to identify opportunities to retain local retail dollars, keeping tax revenue local, which supports economic development (Oklahoma Cooperative Extension Service, 2002).

Table 2.3-6: January Sales Tax for Guthrie and Regional Cities ($000)

	2009	2010	2011	2012	% Change 2009-2012
Edmond	3,518	3,320	3,705	3,868	10%
Guthrie	***322***	***274***	***318***	***325***	***1%***
Oklahoma City	31,200	27,466	31,025	33,495	7%

Note: Data reported for January of each year
Source: Oklahoma Tax Commission, 2009, 2010, 2011, 2012

This data shows the limited availability of funds for public works, including infrastructure improvements and economic revitalization activities which would encourage business development in Guthrie. Supporting access to and growth of the business districts would serve to retain local retail dollars as well as members of the local workforce, many of whom commute to nearby Oklahoma County for work (see **Table 2.3-4**).

2.4 Environmental Justice

Presidential Executive Order 12898, signed on February 11, 1994, requires federal agencies to "make achieving environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority populations or low-income populations." In a memorandum concerning Executive Order 12898, the President stated that federal agencies should collect and analyze information concerning a project's effects on minorities or low-income groups when required by the National Environmental Policy Act of 1969 (NEPA), and if such investigations find that minority or low-income groups experience disproportionate, adverse effects, then additional measures are to be taken. Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that:

> (1) are predominantly borne by a minority population and/or a low-income population; or
>
> (2) will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the nonminority population and/or non-low-income population (FHWA, 1998).

As the proportion of minorities in the study area is nearly half the proportion in the City of Guthrie, and less than both the State and County, work within the study area is not expected to have a disproportionate, adverse effect on minority populations. The business owners in the study area who would be displaced as a result of the proposed project are predominantly white; while two minority business owners have been identified as experiencing displacement from the project, ethnicity does not appear to be an issue in the context of business impacts.

Field observation in April and May 2012 indicated many vacant and dilapidated structures in the study area, a potential sign of poverty. According to Census data (2010), 21 percent of residents in the city of Guthrie live in poverty, which is greater than either the state or the county. Within the study area, the percentage of individuals living in poverty has increased by more than 55 percent between 2000 and 2010; census tract 6002, which includes the majority of the study area, saw a 55 percent increase in individuals living in poverty in 2010 (U.S. Census Bureau, 2000, 2010a).

Areas with a large proportion of minority groups or low income populations are considered EJ communities. EJ-designated geographies (census blocks for minority populations and block groups for low-income populations) within the study area are listed in **Table 2.4-1** and depicted in **Figure 2.4-1.** (Note: Because Census poverty data does not exist at the block level, block group data from the 2000 Census was used for this analysis. As shown in **Table 2.4-1**, one block group [block group 1 associated with census tract 6002] had a large proportion of individuals living below poverty relative to the surrounding block groups).

Table 2.4-1: EJ Populations (by minority[a] and poverty status[b]) in the Study Area

Census Tract	Block Group	Block	Population	Percent Minority	Percent Living in Poverty
6002	1	1050	5	0.0%	28.2%
		1071	**1**	**100.0%**	
		1072	8	27.3%	
		1073	7	45.2%	
		1080	**1**	**100.0%**	
		1081	2	0.0%	
		1082	9	0.0%	
		1083	12	0.0%	
	2	2060	4	20.0%	12.2%
		2061	7	5.3%	
6003	1	1044	3	6.7%	12.1%
		1049	1	40.0%	
		1051	2	0.0%	

Note: Emboldened field denote a population of more than 50%
[a] Minority populations are presented by census block (U.S. Bureau of the Census, 2010)
[b] Poverty status is presented by census block group (U.S. Bureau of the Census, 2000)

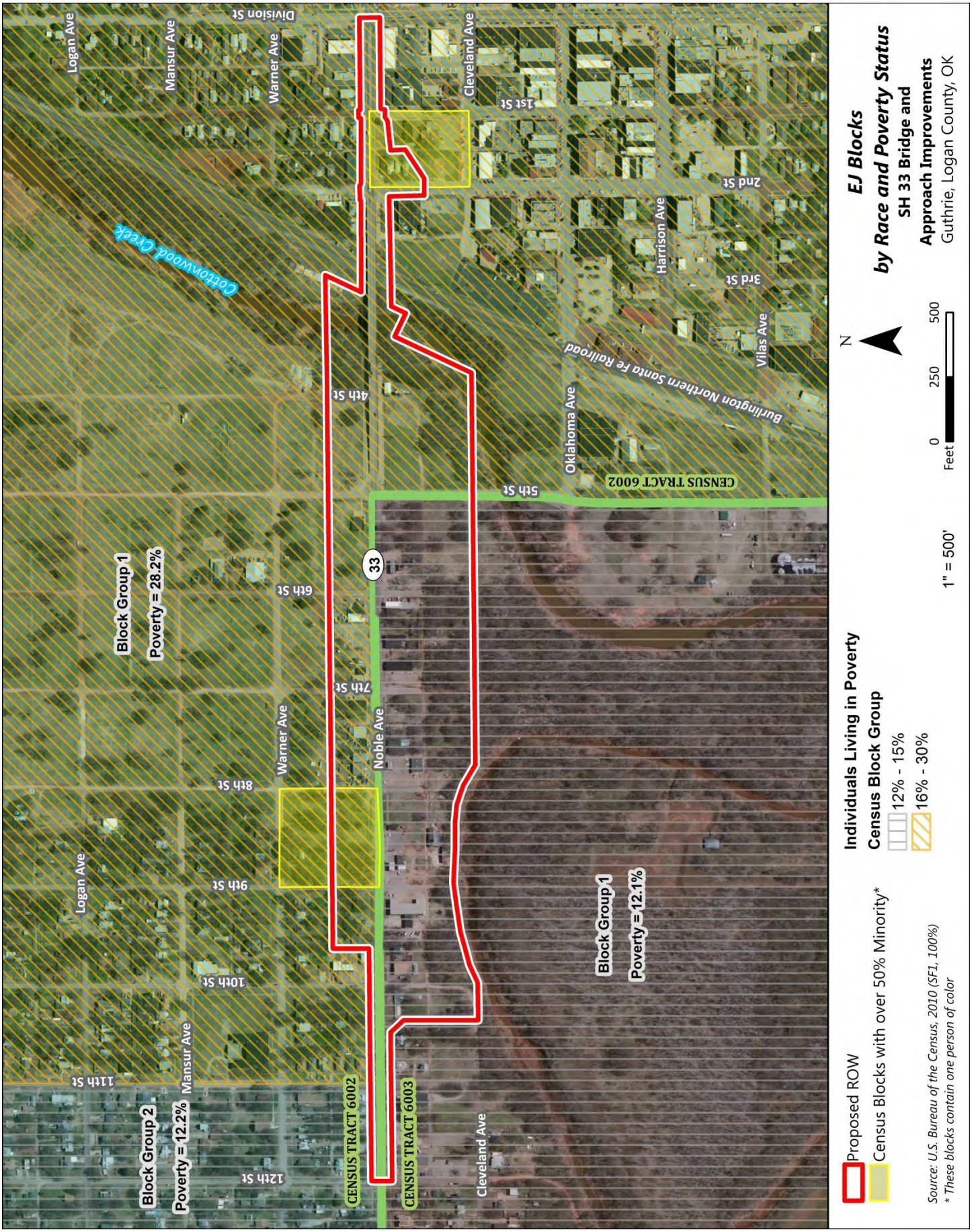
As **Table 3.2-1** shows, the study area has a relatively lower minority population than either the City of Guthrie, Logan County, or the State of Oklahoma, with over 80 percent of the population classified as White (not Hispanic or Latino) in the area affected by the project. A total of two of the eleven blocks in the study area have populations that are over 50 percent minority (these blocks are highlighted in **Figure 3.1-3**); however, each of these blocks has one resident, and this resident is considered a minority**.**

As the proportion of minorities in the study area is nearly half the proportion in the City of Guthrie, and less than both the State and County, and there was no evidence that the study area was part of a minority community, the proposed project is not expected to have a disproportionate, adverse effect on minority populations.

Based on Census data, it is impossible to determine whether the project is located in a low-income community. However, field observations and the high rate of vacant homes and businesses indicate that the proposed project is in a low income area. The problems faced by the community are exacerbated by flooding from Cottonwood Creek. With the proposed project requiring the displacement of 23 businesses and the relocation of 12 residences, it would appear to have a disproportionate effect on low income communities. However, the input received from the 91 residents, business owners, and public agency representatives who attended the public meeting on May 17, 2012 indicated broad support for the proposed project. The primary concern voiced by affected property owners related to the amount of compensation they would receive for their properties and the availability of comparable replacement properties. **Section 2.1.2** addresses the availability of property for lease and for sale in Guthrie. Due to the dilapidated state of some of the residences proposed for

relocation, ODOT may employ Last Resort Housing as part of their residential relocation plan; this means that property owners would be compensated above the fair market value for their homes. The results of the May 17, 2012 public meeting are summarized in **Section 3.0**. Based on public input and the benefits to property owners as part of ODOT's relocation plan, the proposed project would not have an adverse effect on low income communities.

Figure 2.4-1: EJ Blocks in the Study Area (by Race and Poverty Status)



2.5 TRANSPORTATION SYSTEMS/MOBILITY PATTERNS

Currently, the transportation systems in Guthrie lack continuity and connectivity. A primary goal for the future of Guthrie's transportation system, according to the Guthrie Plan (2002), is to provide good circulation for local and through traffic for a variety of users: personal, commercial, transit and freight.

Guthrie's transportation system in the area of the proposed project can be described as a traditional grid, extending from Pine Street to 21st Street, and from College to University Avenues. Within this area, SH-33 provides the only single continuous east-west axis. The limited cross-town access available in Guthrie forces traffic onto SH-33 and Division Street (the principal north-south corridor). The mobility issues surrounding this limited access are one of Guthrie's principal transportation problems.

East-west mobility is hampered by a traffic bottleneck on SH-33 at the Cottonwood Creek Bridge, which backs up traffic in both directions, particularly in the presence of trucks (RDG Crose Gardner Shukert, 2002). Rather than being an issue of capacity, the configuration of the bridge, with its narrow lanes, limited sight distance, and awkward configuration at the 2nd Street intersection, makes travel between east and west Guthrie difficult. The proposed improvements to the Cottonwood Creek Bridge and approaches would alleviate congestion on the bridge and improve mobility in Guthrie. The proposed changes to travel patterns in this area are identified below.

2.5.1 Existing travel patterns to primary destinations

Intracity transportation within Guthrie is made difficult due to the relative lack of continuous transportation links as the transportation grid is frequently interrupted by drainage ways or the BNSF ROW. Because of the limited availability of creek crossings and a single grade separation over the railroad, most of the city's east-west traffic uses SH-33. North-south through traffic is generally directed to South Division Street, which results in a mixed stream of local and regional traffic traversing the city's center. Mobility on this corridor is made difficult because of the frequent curb cuts and the narrowing of the street at the city's water plant. The limited connectivity between West Guthrie and downtown puts additional pressure on SH-33 and Division Street.

As most of the employed residents of Guthrie who do not work from home drive their own vehicles to work (78 percent, according to the U.S. Bureau of the Census, 2010a), access and mobility through the city is crucial to reliably reach employment centers. With an average travel time to work of 28 minutes, residents are spending a significant amount of time each day commuting in their vehicles. Supporting connectivity through Guthrie, particularly facilitating east-west access (provision of access to downtown and the IH-35 interchange), would aid in mobility for both intra- and inter-city commuters.

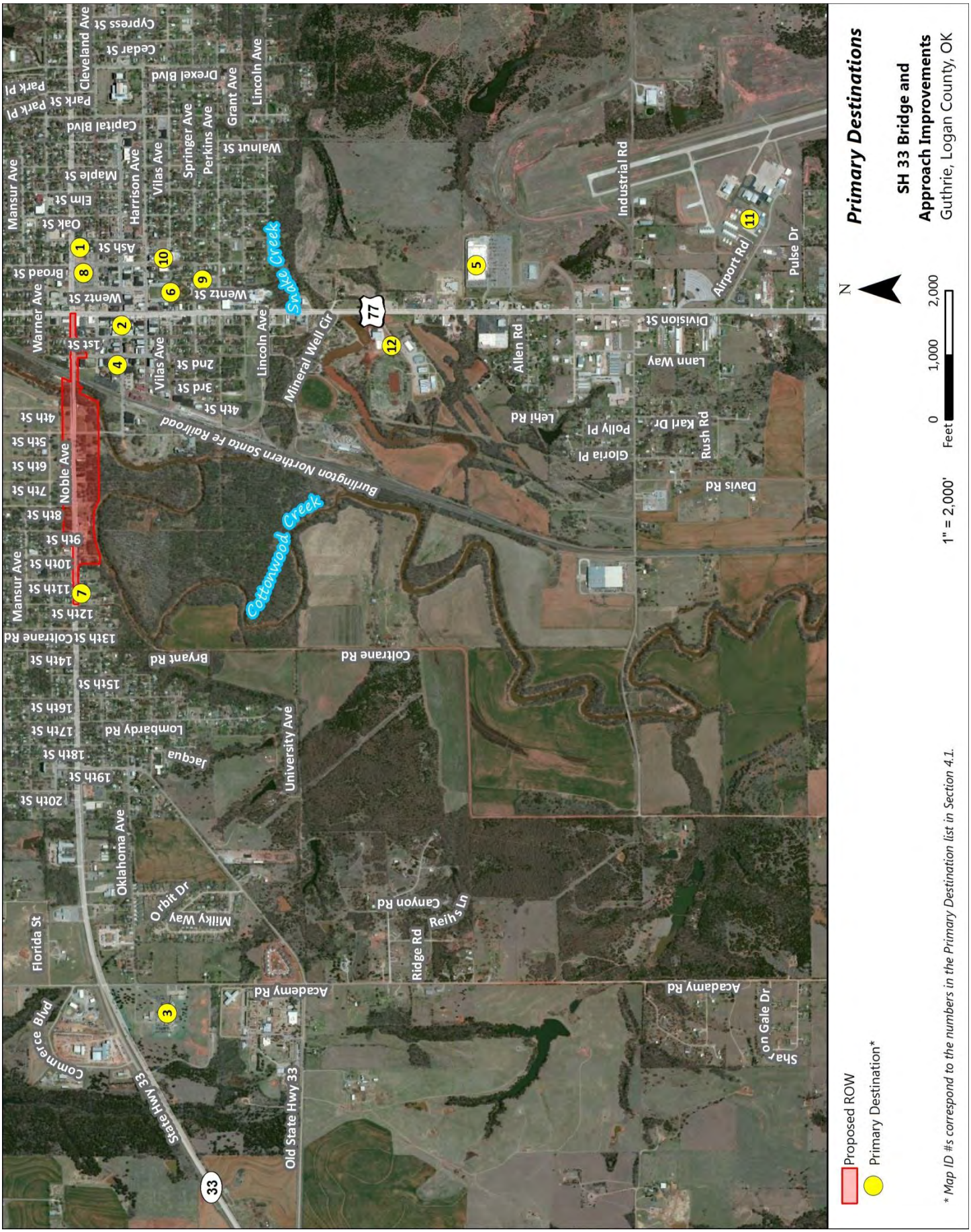
Connectivity is also important for residents to access business zones and commercial districts for shopping, employment and day-to-day activities. The primary destinations to which SH-33 provides access in the city of Guthrie include the following schools, hospitals, shopping centers and major employers (emergency responders are also included because of their need for reliable access to both sides of Cottonwood Creek) (**Table 2.5-1**).

Table 2.5-1: Map index of primary destinations in Guthrie

Map ID	Destination
1	Central Elementary
2	Downtown Guthrie
3	Mercy Hospital
4	Guthrie Police Department
5	Walmart Supercenter
6	Squires Field
7	Daycare Center at United Methodist Church
8	Homeland Grocery
9	Guthrie Fire Department
10	Logan County Sherriff's Department
11	Guthrie-Edmond Regional Airport
12	Logan County Fairgrounds

These primary destinations make up business and commercial centers, which are hubs employment and shopping (**Figure 2.5-1**). Access to these facilities is of particular concern because of the frequency and regularity of local traffic to these destinations. As noted in **Section 2.1**, flooding that removes access across Cottonwood Creek requires a detour through the town of Mulhall. The removal of this crossing during flood events interrupts access to Mercy Hospital on the west side of the Creek and to Homeland Grocery on the east side. Access to health services, employment and shopping would therefore benefit from improvement to this crossing.

Figure 2.5-1: Primary Destinations in and around the Study Area



Existing travel patterns within the study area vary depending on mode. Traveling on SH-33 by car provides many opportunities for turning movements at both signalized and unsignalized intersections along the corridor. For access to downtown, most drivers would turn south at the light on 1st Street or Division Street rather than make an unprotected turn closer to the bridge; the limited sight distance at the bridge makes it difficult to turn south onto 2nd Street from SH-33 westbound. Truck traffic from US Route 77 is directed onto SH-33 via a detour from Division Street onto Wentz Street; this route is also used to give trucks access to US Route 77 southbound from SH-33, causing them to travel an additional block on SH-33 before turning south.

2.5.2 Potential Changes to Travel Patterns

The proposed project would require closure of intersections at 2nd Street, 6th Street and 7th Street, which would remove access on these streets between the north and the south of SH-33. Access south of SH-33 would be removed for 8th Street and 9th Street.

Changes to access would occur as a result of the proposed project. In West Guthrie, the removal of access north of SH-33 between 4th Street and 8th Street means that a westbound vehicle on SH-33 who could normally turn north at 6th Street would now have to travel to 8th Street before turning north. For destinations near Cottonwood Creek, such as Cottonwood Flats and Grace Covenant Church (located on 6th Street), westbound vehicles would have to travel to 8th Street, turn north, and then travel back east on Warner Avenue. Additional traffic to the unpaved roads north of SH-33 would be expected.

Acquisition of the project's ROW, as discussed in **Section 2.1.2**, would result in removal of businesses and residences on either side of SH-33 between 4th Street and 10th Street. Eliminating access ***south*** of SH-33 from 6th through 9th Streets would therefore not result in adverse impact to commercial or residential property use on this side of the corridor. Further, because both the 5th and 9th Street bridges over Cottonwood Creek (between Cleveland Avenue and Noble Park) were demolished following recent flooding, there would be no access to Noble Park absent the proposed project.

Reconfiguration of access in West Guthrie would therefore impact travel patterns to and from properties north of SH-33 but not to the south where all origins and destinations between Cottonwood Creek and 10th Street would be removed.

Implementation of the proposed project has the potential to change travel patterns east of Cottonwood Creek, which would affect access to Guthrie's downtown and historic district. Vehicles traveling on SH-33 to destinations on 2nd Street would be required to turn at 1st Street or Division Street (US Route 77) and access properties via Cleveland Avenue (for destinations south of SH-33) or Warner Avenue (for destinations to the north). Access to downtown from SH-33 would be available via 1st Street or Division Street, which links to the primary downtown thoroughfares of Cleveland Avenue, Oklahoma Avenue and Harrison Avenue south of the corridor; truck traffic would be required to take the truck route on Wentz Street from SH-33. Vehicles on 2nd Street traveling to the other side of SH-33 (from north 2nd Street to downtown, for example) would be required to travel east to Division Street in order to cross SH-33.

Bicycle and Pedestrian Facilities

In addition to changes in vehicular routes, pedestrian routes would change due to modified sidewalk connectivity. New sidewalks would allow for safe movement across the viaduct on either side of SH-33. Improved sidewalk facilities east of Cottonwood Creek Bridge would provide better pedestrian access into the downtown historic district. Pedestrian movement across SH-33 on the east side is available via 1st Street and 2nd Street through an under-bridge sidewalk; pedestrians can also cross at the signals on 1st Street and Division Street.

Currently, pedestrians and bicyclists are able to traverse the corridor via sidewalk; however, many gaps in the system exist and, where present, sidewalks are often uneven or poorly maintained. Below the current Cottonwood Creek Bridge is another water crossing that intersects the BNSF tracks at-grade. This steel-reinforced, concrete crossing provides an alternative to crossing on the Cottonwood Creek Bridge where sidewalks are narrow, cracked or crumbling. Some pedestrians, including school-age children, use this under-bridge crossing to traverse Cottonwood Creek; it should be noted, however, that crossing of the BNSF train tracks and potential under-bridge vagrant activity makes this route potentially unsafe.

Implementation of sidewalk facilities would include a two-foot stamped concrete buffer between the sidewalk and curb to the west of Cottonwood Creek Bridge for safety of pedestrians, particularly those with mobility disabilities; facilities to the east of the bridge would contain no sidewalk buffer, in order to minimize impacts to historic properties. No crosswalks are present in the study area and none are proposed under this project. These would be the responsibility of the City of Guthrie.

Pedestrian access would change as a result of this proposed project as implementation of the improved bridge facility would close streets and modify egress/ingress locations, as discussed above. Pedestrians and bicyclists traveling west on the facility would have to go to 8th Street before they would be able to exit. This means that all destinations between Cottonwood Creek and 8th Street, including residences, the Grace Covenant Church and Cottonwood Flats, would require backtracking by pedestrians and bicyclists. Because of the organized sport activities at Cottonwood Flats, the recreation facility is a destination for area children. The proposed project would change access for children who walk to the Flats from east of Cottonwood Creek: rather than direct access via the bridge or under-bridge crossing, pedestrians would have to walk to 8th Street, travel north, and turn back east to 5th Street, a 0.5-mile detour.

In order to cross SH-33, pedestrians located between 4th and 8th Street in West Guthrie would have to travel to 8th Street, which is the easternmost crossing; vehicles would have to travel to 10th Street, which is the easternmost four-way intersection in West Guthrie. It should be noted, however, that because properties south of SH-33 between 4th Street and 10th Street would be removed as part of this project, there would be no residences or businesses to the south of SH-33 to access east of 10th Street.

Access changes east of Cottonwood Creek would stem from removal of the four-way intersection at SH-33 and 2nd Street as the bridge approach would return to grade at 1st Street. ADA-compliant sidewalks would offer ingress and egress from the bridge to 1st Street, 2nd Street and an under-bridge sidewalk with access to the other side of the corridor (north/south). While 2nd Street would be closed at the bridge to vehicles, pedestrians and

bicyclists would be able to travel under SH-33 via this under-bridge walkway and access downtown from north 2nd Street, for example.

Bicyclists traveling on SH-33 currently use the existing wide outside lane to traverse the facility. The narrowing of lanes to a width of 12 feet from 1st Street to 12th Street, as proposed under this project, would force bicyclists to ride in closer proximity to automobiles traveling on this corridor. Additional signage and safety provisions for bicycles and pedestrians in the study area would be the responsibility of the City of Guthrie.

Construction Phase

Because the bridge construction would occur in phases, there would be no interruption in service over Cottonwood Creek and BNSF line. Traffic would continue utilization of the northern facility while the new southern crossing is being constructed; traffic would then shift to the new offset bridge as the northern crossing is demolished. Potential changes to traffic patterns during the construction are negligible as the new bridge facility would be located directly adjacent to the existing crossing.

Bicyclists would be able to make the crossing at Cottonwood Creek utilizing the additional travel lane proposed on the bridge. These lanes are shared with automobiles and trucks. Appropriate safety provisions, such as additional signage for bicycles and pedestrians, would be the responsibility of the City of Guthrie.

3.0 PUBLIC MEETING

A public meeting to discuss proposed improvements to the SH-33 crossing took place on May 17, 2012 at the First Christian Church (402 E. Noble Avenue) in Guthrie (see **Photos 2 and 3** in **Appendix B**). The public meeting included exhibits showing the bridge facility, residential and business displacements and historic resources in the study area. A total of 101 people attended the meeting, 91 of whom represented project stakeholders (residents, business owners and public agencies); the remaining 10 attendees represented the project owner, ODOT. Five comments were received as part of this public meeting, four of which were submitted by business owners abutting SH-33, and one by a concerned citizen. Two business owners expressed concern over the amount of reimbursement they would receive for their displacement; another comment requested additional information about business displacements; the final owner comment expressed concern about their business being isolated following displacement of neighboring businesses. A comment submitted by a resident near the study area requested that needs of pedestrians and bicyclists be considered in design of the new bridge facility to support neighborhood access among non-motorized travelers. Of note was the lack of comments about proposed residential relocations; as a result, team members infer few issues with the relocation program as planned, detailed in **Appendix A**.

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APPENDIX A: RELOCATION PLAN

RELOCATION PLAN
JP 21860(05) (04), STPY-142A(102), Logan 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 of State Highway 33 (Noble Street) to create a four lane bridge and approaches over Cottonwood Creek and railroads is as follows:

A pre-planning drive out was conducted on May 8, 2012. It was determined that there are 19 single family residences, 26 commercial operations and several personal property moves to be affected by the proposed construction. Guthrie, the first capital established in Oklahoma statehood, has begun capitalizing on its historic tradition. Should it be determined that a structure is identified as historic by the State Historical Society, these will be addressed as needed. This is important to note as some displacees may wish to remain close to the project area.

There are 12 single family, one and two-story houses within the project area. Ten (10) occupied and two (2) unoccupied, one (1) currently being remodeled. The houses are between 70 and 80 years old, most are in fair to poor condition. The houses range between 900 and 2,100 square feet (sf) of living space. Each may have at least 3 bedrooms, 1 bath, living room, kitchen, dining and utility room. Each residential property is on the city's septic system.

Mr. Jan Goodyear and Mrs. Diane Goodyear of Goodyear Green Century 21 Real Estate office provided a current market search of available properties for sale. The Guthrie real estate market has 66 available residential properties of comparable living requirements for sale ranging from $29,000 up to $275,000. Mr. Goodyear also advised that there are no comparable homes for rent at this time. It is expected that each residential displacement will fall into Last Resort housing.

No realtor information was obtained for the personal property moves. Although it is expected that mini-storage unit space is available if required. The commercial composition in the project area consists of eight (8) Automotive-related enterprises (body shop, lube/oil change, gas station/convenience store). One (1) Tank battery site of 4 above ground Storage Tanks and one (1) 1,000 sf metal building at the battery site. Hazardous material sites are thus identified. There is a (1) liquor store; four (4) taverns/clubs; three (3) restaurants/diners; one (1) religious ministry; one (1) martial arts studio; one (1) bicycle retail establishment; one (1) garden plant store; and six (6) vacant/closed business sites. Commercial vacant land is for sale in the project area and elsewhere. Goodyear Green, Century 21 Real Estate provided additional listings for land and commercial buildings available for sale ranging between $1,250 up to $960,000. Land tracts are divided into 2 acre lots up to 10 acres and sellers can subdivide. Existing commercial locations vary in historic downtown Guthrie ranging from $98,000 up to $350,000. Stand-alone and commercial strip center locations vary on South Division Street towards the I-35 interchange at John Vance auto sales. Prices range from $100,000 up to $425,000. Sellers will work out lease terms if someone is interested in leasing.

Residential Property		
	Plan Label	Estimated Square Feet (sf)
	A	1,200 sf
	C	1,250 sf
	D	800 sf (Shed)
	F	900 sf
	H	1,000 sf, (Garage 600 sf)
	I	1,000 sf
	J	1,600 sf, Attached Garage 600 sf
	K	900 sf
	L	400 sf (Shed/Garage)
	M	1,800 sf, Attached Garage 300 sf
	O	800 sf, (Concrete Foundation 200 sf in Back Yard)
	Q	4000 sf (Shed)
	AM	2,400 sf
	AN	1,200 sf
	AO	2,400 sf

Commercial Property		
	Plan Label	Estimated Square Feet (sf)
	C	15,000 sf
	E	1,800 sf, Attached Garage 375 sf
	G	900 sf
	P	4000 sf, (Concrete Foundation 250 sf, Adjacent to building)
	R	6,000 sf
	S	1,000 sf
	T	8,000 sf
	U	1,800 sf, Attached Garage 600 sf
	V	1,800 sf
	W	225 sf (Shed)
	X	750 sf (Shed)
	Y	100 sf (Shed)
	Z	30,000 sf (Warehouse/Barn)
	AA	4,500 sf (Storage/Warehouse)
	AB	3,600 sf, (Mobile Home 450 sf)
	AC	750 sf
	AD	6,000 sf
	AE	24,500 sf, (Lean to Shed 1,500 sf, and a dilapidated building 4,000 sf, Adjacent to building)

Commercial Property		
	Plan Label	Estimated Square Feet (sf)
	AF	3,600 SF
	AG	4,800 SF
	AH	1,00 SF (Pump Station)
	AI	900 sf
	AJ	225 sf (Shed)
	AK	2200 sf
	AL	1,200 sf (Four Diesel Fuel Tanks)
	AQ	4,500 sf, Canopy 200 sf
	AR	300 sf (Concrete Foundation)

No relocation problems are anticipated on this project. All potential displacees will be given advisory assistance and applicable relocation benefits as allowed by law. Last resort housing will be applied as necessary. There is a strong probability that the majority of the residential displacements are Caucasian, with a small mix of African-American and Hispanic-American residents. Minority and low income issues are identified on this project.

Prepared by La Mont Carter

TRAFFIC DESIGN
T.S. ENGINEERING MANAGER : J. MONTGOMERY, P.E.
T.C. ENGINEERING MANAGER : K. MCCAIN, P.E.

BRIDGE DESIGN
PROJECT ENGINEER : STEVEN J. JACOBI, P.E.
SQUAD SUPERVISOR : MICHAEL PEARSON

ROADWAY DESIGN
ENGINEERING MANAGER: EDUARDO ELDER, P.E.
ENGINEER : NOBLE SOLOMON, E.I.T.
SQUAD SUPERVISOR: ROBERT GRAY
SQUAD MEMBERS: LARRY LAYTON

P.E. NO : 21860(04)

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT NO. STPY-142A(102)
GRADE, DRAIN, BRIDGE, SURFACE & EROSION CONTROL
STATE HIGHWAY NO. 33

LOGAN COUNTY

CONTROL SECTION NO. 33-42-06
STATE JOB NO. 21860(04)
BRIDGE "A" LOCATION NO. 4206 1442X
EXISTING NBI NO. 05047 ;NEW NBI NO. XXXXX

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESCRIPTION	REVISIONS	DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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03-05-12

INDEX OF SHEETS

1.	TITLE SHEET
2.-6.	TYPICAL SECTION SHEETS
7.	SUGGESTED SEQUENCE OF CONSTRUCTION
8.	SUMMARY OF PAY QUANTITIES (ROADWAY)
9.	CURB RAMP DETAIL SHEET
10.	SIDEWALK DETAIL SHEET
11.	SECOND ST. & LOWER NOBLE AVE. DETAIL
12.-19.	PLAN & PROFILE SHEETS
20.-23.	REMOVAL DETAIL SHEETS
S1.-S17	SURVEY DATA SHEETS
X1.-X32.	CROSS SECTION SHEETS

BRIDGE "A"
BEGIN APPROACH - STA. 1538+22.45
BEGIN BRIDGE - STA. 1538+52.45
BRIDGE LENGTH 1681'-8"
END BRIDGE - 1555+34.11
END APPROACH - 1555+64.11

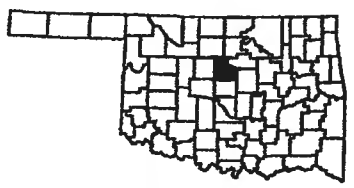
DESIGN DATA

ADT 2008	= 12,860
ADT 2030	= 16,270
DHV (ONE-WAY)	= 985
K (DHV/ADT)	= 11%
D	= 55%
T (% DHV)	= 10%
T (% ADT)	= 11%
T^3 (% ADT)	= 6%
V	= 45MPH
20YRFLEX ESALS	= 6.94M

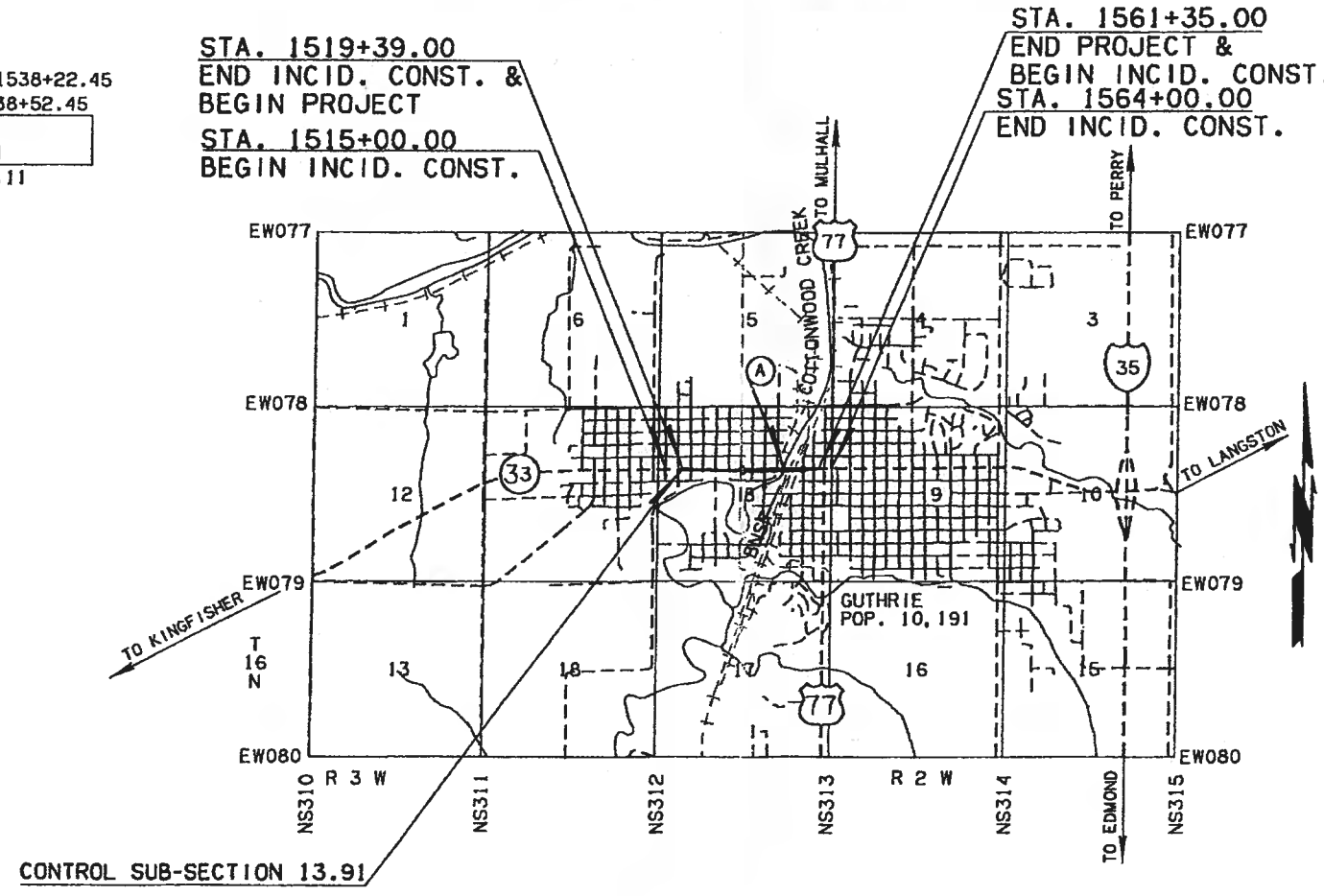
SCALES 1"

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

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



LOCATION MAP



THE FOLLOWING STANDARD DRAWINGS WILL BE REQUIRED:

ROADWAY	BRIDGE	TRAFFIC
ASCD-5-1		
CI-1-0		
CET4S-3-0		
CET6S-3-0		
CDIP-1-0		
CSCD-5-1		
DC-3-1		
FHTCP-3-0		
MFC-4-0		
MJB-3-0		
PED-3-0		
PUD-3-0		
RCB-CW1-D4-0-01E		
RCB-E1-H3-0-1-01E		
RCB-E1-H3-0-1-02E		
SBI-4-0		
SMO-3-0		
SPB-1-1		
SPI-4-0		
SSIF-4-0		
SSS-1-1		
TSC2-3-0		
TSD-2-0		
TWD-1-0		
WCR-3-0		

ROADWAY LENGTH_____ 2515.38 FT. 0.476 MI.
BRIDGE LENGTH_____ 1681.67 FT. 0.318 MI.
PROJECT LENGTH_____ 0.794 MI.

EQUATIONS : STA.1537+00.22 BACK = STA.1537+00.00 AHEAD
STA.1561+00.56 BACK = STA.1560+99.73 AHEAD

EXCEPTIONS : NONE

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

PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION

EDUARDO ELDER, P.E.
OKLA. REG. NO. 19137

DATE_____

REGISTERED 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

SWD 44321(1) PROJECT NO. STPY-142A(102) SHEET NO. 1

03-05-12

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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03-09-12

SECTION 8
T-16-N, R-2-W

Warner Ave.

Noble Ave.

Cleveland Ave.

CAPITAL HEIGHTS ADDITION

WEST GUTHRIE SUBDIVISION

1510+00

1515+00

1520+00

1522+00

379.96 N89°22'59.33"E

379.96 N89°22'54.41"E

379.96 N89°22'55.72"E

℄ BEARING N89°22'54.41"E

℄ Survey SH 33

15th Street

14th Street

13th Street

12th Street

POB 1519+39.00
X= 2134326.7677
Y= 320835.7548

STA. 1520+03.57
LT. CONST. 10'
CONC. RES. DRIVE TYPE I

STA. 1520+55.90
LT. CONST. 23'
CONC. RES. DRIVE TYPE I

STA. 1521+33.66
LT. CONST. 10'
CONC. RES. DRIVE TYPE I

STA. 1521+90.29
LT. CONST. 10'
CONC. RES. DRIVE

STA. 1519+99.26
RT. CONST. 19'
CONC. RES. DRIVE TYPE I

STA. 1520+78.39
RT. CONST. 10'
CONC. RES. DRIVE TYPE I

CONST. SIDEWALK

X= 2134349.1948
Y= 320786.3197

X= 2134424.1550
Y= 320764.5300

Sta.Eq. 1519+54 Rt. 189' ahead to Sec.Cor. North 1884.25 South 7502.74 to 1/4 Cor. N0°04'48.39"W

OG&E Electric Co. 4 Wire Power OH Elev. 1024.52

City of Guthrie ℄ C.I. Waterline

Sanitary MH Sta. 1518+54 Rt. 189' Elev. 1019.34 12" plastic Elev. W: 946.03

℄ SURVEY STA. 1515+00.00 BEGIN INCIDENTAL CONSTRUCTION

℄ SURVEY STA. 1519+39.00 END INCIDENTAL CONSTRUCTION AND BEGIN PROJECT

UTILITY OWNERSHIPS
WATER: CITY OF GUTHRIE, GUTHRIE, OK
GAS: ONG, 401 N. HARVEY AV. (405) 551-4000
TELEPHONE: AT&T, RAY SMITH (405) 341-9950
ELECTRIC TRANSIT LINES:
OG&E, 2831 N.W. 59TH ST., OKC, OK. 73107
BNSF RAILROAD, TYLER ALBA (405) 202-7345

NOTE: FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 12

03-09-12 Y:\Division 4\21860 (04) \PNP\21860_50_scalePNP1.dgn

03-09-12 Y:\Division 4\21860 (04) \PNP\21860_50_scalePNP2.dgn

1522+00

1525+00

1530+00

1535+00

1537+00

Cleveland Ave.

Warner Ave.

11th Street

10th Street

9th Street

8th Street

COTTONWOOD CREEK

Davidson's Greenhouse

Speed Lube Service Center

Flood Mart

Tin Building Personal Property

Was Rib Runner

DK's Liquor G-Mart

Quest Martial Arts

Shawn's Auto Porter Towing

816 Rex Morgan Cars

Farmers/ Flea MKT

1108 RES

1109 RES

1101 BUS

1023 BUS

1021 BUS

1019 RES

1017 RES

1014 RES

1012 RES

1006 RES

1004 RES

923 BUS

905 BUS

824 BUS

822 BUS

813 BUS

810 Personal Prop.

802 J C's Tavern

STA. 1522+09 End Taper

STA. 1522+28.83 LT. & STA. 1522+28.01 RT. CONST. 30' ASPH. STREET RETURN

STA. 1523+33.22 LT. CONST. 10' CONC. RES. DRIVE TYPE I

STA. 1523+75.17 RT. CONST. 10' CONC. RES. DRIVE TYPE I

STA. 1524+54.94 LT. CONST. 10' CONC. RES. DRIVE TYPE I

STA. 1526+08.13 LT. & STA. 1526+08.47 RT. CONST. 30' ASPH. STREET RETURN

STA. 1526+81.68 LT. CONST. 30' CONC. COMM. DRIVE TYPE 2

STA. 1529+88.08 LT. CONST. 30' ASPH. STREET RETURN

STA. 1533+68.03 LT. CONST. 30' ASPH. STREET RETURN

SECTION 8 T-16-N, R-2-W

SUBDIVISION WEST GUTHRIE

NOTE: FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

	DESIGN	
	DRAWN	LL
	CHECKED	
	APPROVED	
	SQUAD	GRAY

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 14

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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05-09-13

9TH STREET

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.
05-09-12

SECTION 8
T-16-N, R-2-W

Warner Ave.

1537+00 | 1540+00 | 1545+00 | 1550+00 | 1552+00

379.96 N89°25'54.23"E

379.98 N89°25'51.57"E

379.95 N89°25'51.57"E

379.97 N89°25'51.57"E

Bar Mac Cafe

The Garage

Muddy Water Club

Vac. Comm PP

Westsidder Bus

Vacant Service Station

old car wash

metal privacy

oh fuel tanks

metal bldg

gravel

STA. 1546+08.11 CONST. ℄ STREET W/CURB & GUTTER

24" Storm Sewer as shown between the manhole at Sta.1529+88 9th Street and the manhole at Sta.1540+85 (4th Street) is an approximate location only. Manhole positions were located per magnetic noise from manhole covers. Grade for Storm Sewer begining at the manhole at 9th Street was measured. In the field, Grade between the manhole at 9th Street and the manhole at 5th street was shown as a straight grade from measured flowline at 9th Street to approximate flowline at the manhole at 5th Street per W.P.G.M. 255 B. Plans Grade forward from 5th Street was a combination of plans and field data. REMOVE

Sta.1537+00.22 BM#1 1537+00.00 BM#2 1537+00.00

Sta.1537+25 drop inlet 8' VCP ℄ 922.76 REMOVE

Sta.1537+52 RI 18" ℄ 928.75 ℄ 15" plastic pipe ℄ 9.3 W. - 918.02

Sta.1537+71 drop inlet 8" VCP ℄ 923.11 REMOVE

Sta.1537+90 drop inlet 28" LI 8" VCP ℄ 922.60 WH ℄ unknown REMOVE

Sta.1538+09 drop inlet 8" VCP ℄ 922.94 WH ℄ unknown REMOVE

Sta.1544+46 drop inlet 8" VCP ℄ 922.37 REMOVE

Sta.1544+65 drop inlet 8" VCP ℄ 922.37 REMOVE

Sta.1545+84 drop inlet 39" RCP ℄ 920.52 ℄ 24" plastic pipe ℄ 9.3 W. - 910.92

Sta.1546+33 drop inlet 8" VCP ℄ 922.52 WH ℄ unknown REMOVE

Sta.1546+62 drop inlet 32" LI 8" VCP ℄ 920.52 WH ℄ 313.40 REMOVE

Sta.1549+79 R.C. manhole Location of Manhole per W.P.G.M. 255 B. Plans. Access to manhole 2 feet diameter 3.7' concrete

Sanitary MH Sta.1537+59.88 ℄ 24" plastic pipe ℄ 9.3 W. - 919.47

Sanitary MH Sta.1539+12.58 ℄ 24" plastic pipe ℄ 9.3 W. - 919.47

Sanitary MH Sta.1545+08 RI.89' ℄ 24" plastic pipe ℄ 9.3 W. - 915.63

Sanitary MH Sta.1545+08 RI.89' ℄ 24" plastic pipe ℄ 9.3 W. - 915.63

Sanitary MH Sta.1545+95 RI.39' ℄ 24" plastic pipe ℄ 9.3 W. - 915.17

Sanitary MH Sta.1546+05 RI.85' ℄ 24" plastic pipe ℄ 9.3 W. - 915.56

Sanitary MH Sta.1546+95 RI.39' ℄ 24" plastic pipe ℄ 9.3 W. - 915.03

Sanitary MH Sta.1546+64 RI.77' ℄ 24" plastic pipe ℄ 9.3 W. - 914.70

Sanitary MH Sta.1549+05 RI.85' ℄ 24" plastic pipe ℄ 9.3 W. - 914.21

Sta.1549+62 RI.77' ℄ 8"x8" Junction Box Top Elev. 923.24 Note: Sanitary Outfall Sewer Line Only Sta.46.

Sta.1549+79 RI.77' ℄ 8"x8" Junction Box Top Elev. 923.24 Note: Sanitary Outfall Sewer Line Only Sta.46.

AT&T DROPS DOWN FROM 5th

AT&T Telephone Co. In Conduit Unverified Pair & Gauge

AT&T Telephone Co. In Conduit Unverified Attached to Bridge

AT&T UNKNOWN Pair or GAUGE

City of Guthrie Sta.12+ Type Cast Iron

6" Waterline ℄ C.I. Waterline

Pres R/W 6 wire

7 wire ah

6 wire oh

TOP OF CUT

Pres R/W

R/W

80'

60'

179.98'

379.95'

379.98'

379.97'

379.95'

379.91'

379.95'

379.98'

379.95'

379.98'

379.95'

379.98

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT. 03-09-12

SECTION 8
T-16-N, R-2-W

EAST GUTHRIE SUBDIVISION

COTTONWOOD CR.

Warner Ave.

Noble Ave.

Cleveland Ave.

1st Street

2nd Street

Division Ave.

1st Street Parking

HISTORICAL SITE 13

1565+00

1560+00

1555+00

1552+00

N89°25'54.23"E

N89°25'52.81"E

N89°25'51.57"E

℄ BEARING N89°22'52.61"E

BNSF

Railroad R/W

UTILITY EASEMENT

Horizontal Curve Data (CRL)

	Station	Northing	Easting
Curve #1			
PI	1557+35.39	320849.9997	2138123.1238
PC	1556+13.54	320848.7879	2138001.2867
PT	1558+57.02	320863.6995	2138244.1942
Δ:	5°53'09.73"	Left	
D:	2°25'03.16"		
Tangent:	121.64'		
Length:	243.47'		
Radius:	2370.00'		
External:	3.13'		
Vdes:	45mph		
Curve #2			
PI	1559+78.91	320877.4048	2138365.3130
PC	1558+57.04	320863.7022	2138244.2184
PT	1560+99.73	320878.6143	2138487.1733
Δ:	5°53'13.96"	Right	
D:	2°25'03.16"		
Tangent:	121.87'		
Length:	243.52'		
Radius:	2370.00'		
External:	3.13'		
Vdes:	45mph		

EQNBK Sta. 1561+00.56=
EQNAHD Sta. 1560+99.73

NOTE: FOR LAYOUT OF SECOND STREET CUL-DE-SAC & LOWER NOBLE AVE., SEE DETAIL SHEET NO.11.

NOTE: FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS.

STA. 1561+35.00 END PROJECT AND BEGIN INCIDENTAL CONSTRUCTION

℄ SURVEY STA. 1564+00.00 END INCIDENTAL CONSTRUCTION

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 18

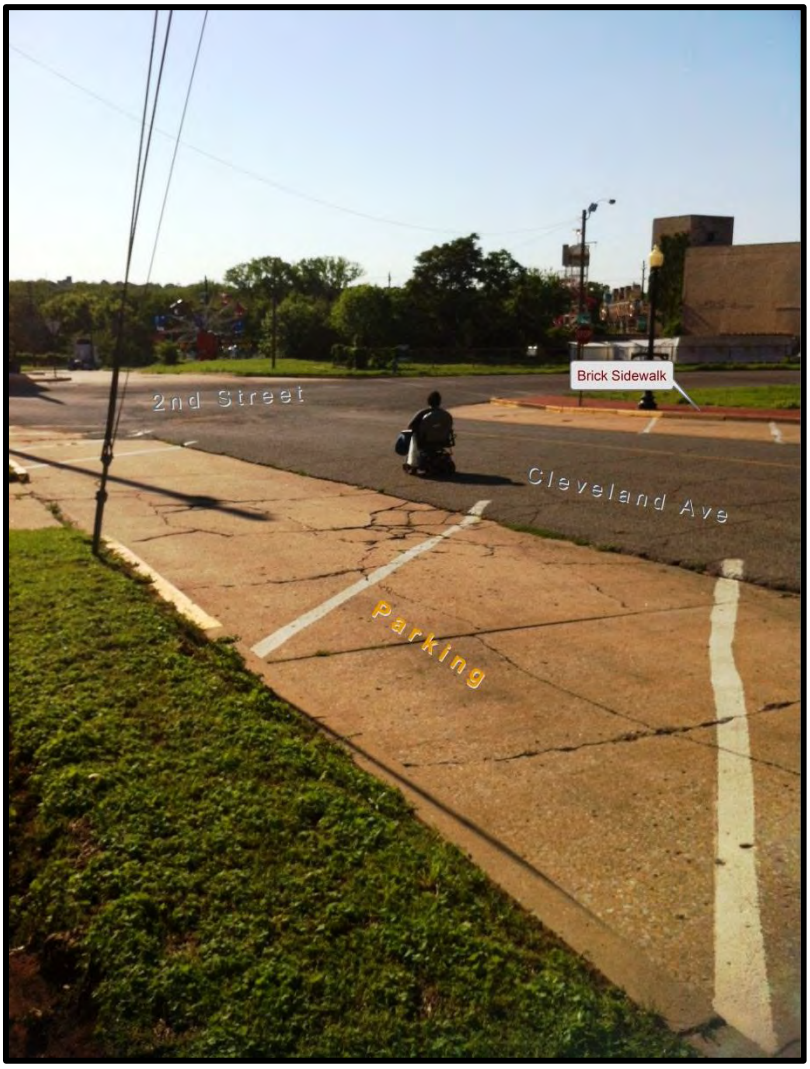
LOGAN CO. SH-33

03-09-12 Y:\Division 4\21860 (04) \PNP\21860_60_scalePNP4.dgn

APPENDIX B: PHOTOGRAPHS

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Photo 1: A wheelchair-bound woman travels west on Cleveland Avenue in the middle of the street. Sinking and cracking brick sidewalks make the facilities uneven and unstable (April 17, 2012)



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Photo 2: Public meeting at the First Christian Church (402 E. Noble Avenue) in Guthrie (May 17, 2012)



Photo 3: Historic resource exhibits on display at the public
(May 17, 2012)



APPENDIX C: CENSUS DATA

Table C-1. Ethnicity Data for Census Block Groups in the Proposed ROW

Census Tract (CT), Block Group (BG)	Total	White	African American	American Indian	Asian	Native Hawaiian/ Pacific Islander	Some other race	Two or more races	Hispanic
CT 6002, BG 1	**69**	72.5%	13.0%	1.4%	1.4%	0.0%	0.0%	10.1%	1.4%
CT 6002, BG 2	**49**	85.7%	0.0%	6.1%	0.0%	0.0%	0.0%	8.2%	0.0%
CT 6003, BG 1	**29**	89.7%	0.0%	3.4%	0.0%	0.0%	0.0%	6.9%	0.0%

Table C-2. Ethnicity Data for Census Blocks in the Proposed ROW

Block	Total	Not Hispanic or Latino							Hispanic or Latino Alone	TOTAL MINORITY
		White	African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Pacific Islander	Some Other Race	Two or More Races		
CT 6002, BG 1, Block 1050	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
CT 6002, BG 1, Block 1071	**9**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**
CT 6002, BG 1, Block 1072	8	72.7%	9.1%	0.0%	0.0%	0.0%	0.0%	18.2%	0.0%	27.3%
CT 6002, BG 1, Block 1073	7	54.8%	22.6%	3.2%	3.2%	0.0%	0.0%	12.9%	3.2%	45.2%
CT 6002, BG 1, Block 1080	**4**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**
CT 6002, BG 1, Block 1081	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
CT 6002, BG 1, Block 1082	9	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
CT 6002, BG 1, Block 1083	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
CT 6002, BG 2, Block 2060	4	80.0%	0.0%	10.0%	0.0%	0.0%	0.0%	10.0%	0.0%	20.0%
CT 6002, BG 2, Block 2061	7	94.7%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	5.3%
CT 6003, BG 1, Block 1044	3	93.3%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%
CT 6003, BG 1, Block 1049	1	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	40.0%
CT 6003, BG 1, Block 1051	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Census blocks in the study area with no population are not included in the table.
Emboldened blocks are more than 50% minority. The two blocks highlighted here each have a population of one individual. Because this individual is non-white, the blocks are considered “minority blocks”
Source: U.S. Bureau of the Census, 2010, Summary File 1, Race, Combinations of Two Races, and Not Hispanic or Latino (QT-P4).

APPENDIX F

Traffic Noise Assessment Report

Oklahoma Department of Transportation

Environmental Programs Division, 200 N.E. 21st Street, Oklahoma City, OK 73105-3204
Office (405)521-3050 / Fax (405)521-6917

DATE: **February 23, 2012**

TO: Nancy Ashton – Environmental Project Manager, Division 4

FROM: Kevin Larios, P.E. – Noise/Mitigation Engineer KML

SUBJECT: **Approved Traffic Noise Assessment Report for Proposed Bridge and Approaches on SH-33 at Cottonwood Creek in Guthrie, Logan County, J/P No. 21860(04)**

Attached is the approved Traffic Noise Assessment Report prepared for the subject project by SAIC consultants. The traffic noise analysis performed for this project used the FHWA Traffic Noise Model version 2.5 in accordance with FHWA 23 CFR 772 and complies with the ODOT Policy Directive *Highway Noise Abatement* C-201-3 dated July 13, 2011. Under current conditions nine residential receptors (representing 23 dwelling units), one funeral home, and two places of worship approach or exceed the 67 dB(A) Leq(h) for NAC Activity Categories B and C. Based on the proposed project and future traffic volumes, eleven residential receptors (representing 25 dwelling units), one day care, one funeral home, and two places of worship would approach or exceed the 67 dB(A) Leq(h) for NAC Activity Categories B and C. Further, the future noise levels range from -6.0 to +5.4 decibels over current noise levels with no receivers experiencing a substantial increase in sound levels (15 dB). Noise mitigation in the form of a free standing noise wall was considered for the impacted receptors identified in the analysis. All of the receptors have either direct driveway access onto SH-33 or are located adjacent to a cross street. Without access control, the gap that would be required for the driveway connections and/or cross street access would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible.

KML

Attachment

TRAFFIC NOISE ASSESSMENT REPORT

BRIDGE AND APPROACHES ON SH-33 AT COTTONWOOD CREEK
CITY OF GUTHRIE, LOGAN COUNTY, OKLAHOMA
State J/P No. 21860(04)

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, Oklahoma 73105
(405)521-3050
Fax (405)522-5193

Submitted by:
SAIC Energy, Environment & Infrastructure, LLC
3700 West Robinson, Suite 200
Norman, OK 73072

Prepared By:



Renee' Ellis
Environmental Specialist

February 2012

EXECUTIVE SUMMARY

This traffic noise assessment report examines the potential noise impacts associated with the proposed widening of the bridge and approaches on SH-33 over Cottonwood Creek from two lanes to four lanes located in the City of Guthrie, Logan County, Oklahoma. The project has a total length of approximately 0.79 miles. The traffic noise analysis performed for this project used the Federal Highway Administration (FHWA) Traffic Noise Model, TNM 2.5 in accordance with FHWA 23 CFR 772, *Procedures for Noise Abatement of Highway Traffic Noise and Construction Noise* and complies with the Oklahoma Department of Transportation (ODOT) Policy Directive *Highway Noise Abatement* C-201-3 dated July 13, 2011. The results of this noise analysis are summarized in the following text.

Land use along the project extent is predominantly residential and commercial. The noise sensitive land uses considered for this project were the residential dwellings, places of worship (CH-1, CH-2, and CH-3), one day care facility (C-1), one funeral home (C-5), and one park (P-1). Based on the field inspection and the preliminary design plans, thirteen (13) residential receptors, five (5) commercial properties, three (3) places of worship, and one (1) park were analyzed. Under current conditions nine (9) residential receptors (representing 23 dwelling units), one (1) funeral home, and two (2) places of worship approach or exceed the 67 dB(A) Leq(h) for NAC Activity Categories B and C. Based on the proposed project and future traffic volumes, eleven (11) residential receptors (representing 25 dwelling units), one day care, one funeral home, and two (2) places of worship would approach or exceed the 67 dB(A) Leq(h) for NAC Activity Categories B and C. Further, the future noise levels range from -6.0 to +5.4 decibels over current noise levels with no receivers experiencing a substantial increase in sound levels (15 dB).

Noise mitigation in the form of a free standing noise wall was considered for the impacted receptors identified in the analysis. All of the receptors have either direct driveway access onto SH-33 or are located adjacent to a cross street. Without access control, the gap that would be required for the driveway connections and cross street access would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible.

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2 Noise Model Traffic Volumes
3 Noise Model Validation
4 Traffic Noise Levels of Impacted Receivers Comparison

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Figure 1 Project Location
Figure 2-1 through 2-3 Receiver Detail Map
Figure 3-1 through 3-2 Field Measurement Sites

TRAFFIC NOISE ASSESSMENT REPORT
Bridge & Approaches on SH-33 at Cottonwood Creek
City of Guthrie, Logan County, Oklahoma

1.0 INTRODUCTION

SAIC Energy, Infrastructure & Environment (SAIC) performed a traffic noise analysis (Analysis) for the Oklahoma Department of Transportation (ODOT) to investigate the noise impacts that could result from the proposed widening of the bridge and approaches along SH-33 over Cottonwood Creek from two lanes to four lanes. The project has a total length of 0.79 miles and is located in the City of Guthrie, Logan County. The project location is depicted on **Figure 1** in the Appendix.

This report identifies locations where noise impacts are predicted to occur and then examines and evaluates abatement measures for reducing the noise impacts. This assessment utilized preliminary design plans/traffic data (dated October 19, 2011) as provided by the ODOT Environmental Programs Division along with aerial photographs and a field survey. The noise analysis was completed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) 2.5 computer program in accordance with FHWA 23 CFR 772, *Procedures for Noise Abatement of Highway Traffic Noise and Construction Noise* and complies with the ODOT Policy Directive *Highway Noise Abatement* C-201-3 (ODOT Noise Policy) dated July 13, 2011.

2.0 TERMINOLOGY AND SOUND THEORY

Noise is defined as unwanted or excessive sound. Criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. Known impacts of noise include speech interference, sleep interference, physiological responses, hearing loss and annoyance. Highway traffic noise is a major contributor to overall transportation noise and is considered to be a line source of energy from which the energy levels dissipate vertically and laterally from the roadway. Traffic noise is not constant. It varies as each vehicle passes a point. The time-varying characteristics of environmental noise are analyzed statistically to determine the duration and intensity of noise exposure.

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels (dB) and are logarithmic units, as opposed to the more common linear units such as that of temperature. Research indicates that, to an average listener, a 10 dB increase is perceived as twice as loud. One dBA is the smallest change in sound that an average person can detect. Usually an observer cannot perceive an increase in noise of three to four-dB if the increase takes place over several years.

This analysis will discuss the noise levels as $L_{eq}(h)$. $L_{eq}(h)$ is defined as the steady-state sound level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same period. $L_{eq}(h)$ is the hourly value of L_{eq}. $L_{eq}(h)$ is based on the more commonly known decibel (dB) and the "A-weighted" decibel unit or dB(A). Sound comprises different frequencies, each of which is perceived differently by the human ear. Since human hearing is not sensitive to low and very high frequencies, the dB(A) scale is used to approximate the response of the human ear by compensating for high and low end frequency insensitivity and renders noise level readings more meaningful. The dB(A) unit measures perceptible sound energy and factors out the fringe frequencies. All traffic noise levels in this analysis will be expressed in dB(A) Leq (h).

3.0 METHODOLOGY

Traffic noise analysis consists of a comparison of physically measured or modeled noise levels for existing conditions with projected noise levels for future conditions. FHWA's software, TNM 2.5, was used to model noise levels based on traffic data, roadway geometry, and receiver site locations. A receiver is a location, usually representing a dwelling unit, where exterior human activity occurs. For those noise sensitive receptors where no frequent exterior human activity area is identifiable, then interior noise levels can be determined using adjustment factors and compared to the NAC in determining impacts in accordance with the ODOT Noise Policy. The chosen receiver is modeled for noise levels and evaluated for noise impacts.

The FHWA has seven noise activity categories based on land use and sound levels, each of which has its own Noise Abatement Criteria (NAC). The NAC categories are listed in **Table 1**. If a project would result in higher Leq (h) values than the NAC values for a given location, then noise abatement or mitigation measures must be evaluated. For noise sensitive receptors where no frequent exterior human activity area is identifiable, then interior noise levels can be determined using adjustment factors and compared to the NAC in determining impacts in accordance with the ODOT Noise Policy. For a given receptor, an impact occurs when future noise levels approach by one dB(A), meet or exceed the FHWA NAC for its activity category. An impact also occurs when the future noise levels exceed existing noise levels by 15 dB(A) at a given receptor. Once an impact is identified, then noise abatement is considered for the impacted area. Only those areas for which mitigation is determined to be feasible and reasonable as defined by ODOT Noise Policy will be recommended.

Table 1: FHWA Noise Abatement Criteria (NAC)
Hourly A-Weighted Sound Level, decibels dB(A)

Activity Category	Activity Criteria[1] Leq (h)[2]	Activity Description
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[3]	67 (Exterior)	Residential
C[3]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E[3]	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	- -	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	- -	Undeveloped lands that are not permitted

[1] The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.
[2] The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq.
[3] Includes undeveloped lands permitted for this activity category.

4.0 TRAFFIC DATA

The traffic data used to model noise levels in this analysis is based on traffic data and projections provided by ODOT. Traffic noise levels for the existing year 2008 and future design year 2030 were calculated using the FHWA TNM 2.5 model. The unit of measure for roadway traffic is the average annual daily traffic (AADT), which is defined as the estimate of traffic volumes in vehicles per day on a roadway, averaged from the seven annual average days of the week, for a calendar year. TNM utilizes the design hourly traffic volume (DHV) to determine the existing traffic noise levels and calculates the predicted noise levels which occur when the highest volume for an hour is combined with the highest speeds and considered as the "worst hour for noise." DHV data is based on the

percentage of hourly vehicular traffic present on the facility at the design capacity consisting of cars, medium trucks and heavy trucks. **Table 2** depicts the DHV values utilized in the modeling. The modeling assumed all vehicles were traveling at 35 mph for the existing condition and 45 mph for the future condition. The design traffic data is on file with the ODOT Environmental Programs Division and available upon request.

Table 2: Noise Model Traffic Volumes (Two-Directional)

	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Existing (2008)	12,860	1,414	1,273	64	77
Future (2030)	16,270	1,790	1,611	81	98

5.0 IDENTIFICATION OF RECEIVERS

The project extent was examined to identify areas that may be affected by traffic noise. Using aerial photographs and a field reconnaissance conducted in November 2011 and January 2012 noise receptors were identified and noise measurements were conducted. The project limits is situated within the City of Guthrie with residential dwellings and businesses being the predominant form of land use and this extent of SH-33 and is within the Guthrie Historic District. There are no tracts of undeveloped land within the project corridor and much of the project falls within the Cottonwood Creek floodplain. Modeled receptors utilized in the noise analysis include thirteen (13) residential receptors classified as NAC Category B and three (3) places of worship, a park, one day care, and one funeral home classified as NAC Category C. In addition, three (3) commercial receptors were utilized in the analysis and are classified as NAC Category E. Other commercial and industrial areas (i.e., NAC Category F) facilities do exist, but in accordance with the ODOT Noise Policy there are no impact criteria for the land use facilities in this activity category and no analysis of noise impacts is required. It was determined that no NAC Category A land use areas exist within the project corridor. Each modeled receiver is depicted on the aerial maps provided as **Figures 2-1 through 2-3** in the Appendix. It is noted that an estimated 33 structures are anticipated of being displaced as a result of needed right-of-way for the project and thus were not included in this noise study.

6.0 MODEL VALIDATION

For purposes in validating the noise model, noise measurements were performed using a Metrosonics dB 3100 Noise Meter. Noise readings were conducted November 16, 2011 and January 26, 2012 and collected for 15 minutes at three locations. **Figures 3-1 and 3-2** in the Appendix depict the location of the field measurement sites. A traffic count, by vehicle type, was collected simultaneously. The existing roadway and collected traffic data were inputted into TNM 2.5. The modeled noise levels were then compared with the field recorded noise levels to determine the accuracy of the model (**Table 3**). The model is considered validated when the difference between the field-measured and model-predicted noise levels are within +/- 3 dB(A) of each other. Based on the field measurements all three sites were within +/-3 dB(A) of the predicted noise levels and, therefore, the TNM 2.5 model is considered validated. The field data, sound meter calibration certificate and the modeling results are on file with the ODOT Environmental Programs Division and available upon request.

Table 3: Noise Model Validation

	Field Recorded Noise Level (dB)A Leq(h)	TNM Predicted Noise Level (dB)A Leq(h)	Difference (dB)A Leq(h)
Field Measurement 1	67.7	64.2	-3.5
Field Measurement 2	67.9	67.9	0
Field Measurement 3	68.5	67.0	-1.5

7.0 NOISE ANALYSIS RESULTS

Existing Noise Levels: Using the 2008 traffic data and existing roadway features, the existing noise levels were modeled for each receiver. **Table 4** summarizes the existing noise levels of each receiver. Nine residential receptors, two places of worship, and one funeral home currently approach or exceed the 67 dBA Leq(h) criteria for NAC Categories B and C. No receivers currently meet or exceed the 72 dBA Leq(h) for NAC Category E. The TNM 2.5 input/output data for the existing condition is on file with the ODOT Environmental Programs Division and available upon request.

Future Noise Levels: Using the 2030 predicted traffic data, future noise levels were modeled for the same selected receivers and the proposed roadway design. **Table 4** summarizes the future noise levels of the receivers. Eleven residential receptors, two places of worship, one day care, and one funeral home are predicted to meet or exceed the 67 dB(A) Leq(h) for NAC Categories B and C. No receivers will experience a substantial (15 dB) increase in sound levels. The complete TNM 2.5

input/output data for the future condition is on file with the ODOT Environmental Programs Division and available upon request.

	Table 4: Traffic Noise Levels of Impacted Receivers Comparison (dBA Leq)					
Modeled Receiver	**Description**	**Dwelling Units**	**Existing**	**Predicted**	**Change (+/-)**	**Noise Impact**
R-1	Residence	1	65.0	66.2	+1.2	Yes
R-2	*Residence	3	66.7	68.0	+1.3	Yes
R-3	Residence	5	66.0	67.3	+1.3	Yes
R-4	*Residence	1	65.2	67.3	+2.1	Yes
R-5	*Residence	5	67.3	70.9	+3.6	Yes
R-6	*Residence	2	67.7	72.0	+4.3	Yes
R-7	Residence	5	58.1	61.0	+2.9	No
R-8	Residence	2	63.6	67.1	+3.5	Yes
R-9	*Residence	1	66.4	69.8	+3.4	Yes
R-10	*Residence	2	67.1	71.2	+4.1	Yes
R-11	*Residence	2	68.2	63.2	-5.0	No
R-12	*Residence	1	69.3	67.9	-1.4	Yes
R-13	**Residence	2	68.2	70.4	+2.2	Yes
C-1	Day Care	-	65.5	69.2	+3.7	Yes
C-2	*Commercial for Rent	-	68.3	64.9	-3.4	No
C-3	Bowling Alley	-	65.3	64.3	-1.0	No
C-4	Unmarked Commercial	-	69.4	63.1	-6.3	No
C-5	Smith-Gallo Funeral Home	-	67.5	69.8	+2.3	Yes
CH-1	Noble Avenue Baptist Church	-	66.1	68.0	+1.9	Yes
CH-2	West Guthrie United Methodist Church	-	66.2	70.2	+4.0	Yes
CH-3	Unnamed Place of Worship	-	52.7	58.1	+5.4	No
P-1	Unnamed Public Park	-	54.4	58.5	+4.1	No

* Depicts structures contributing to a historic district per ODOT Cultural Resources Survey.
**R-13 includes 1 residential structure determined to contribute to a historic district per ODOT Cultural Resources Survey.

8.0 CONSIDERATION OF ABATEMENT

The ODOT Noise Policy was used as the traffic-noise impact guideline for this analysis. This policy states that predicted noise levels attributed to roadway modifications resulting in increased traffic levels require an evaluation of measured noise impact and possible mitigation measures. Results of the analysis for the future condition indicated that eleven residential receptors (R-1, R-2, R-3, R-4, R-5, R-6, R-8, R-9, R-10, R-12 & R-13), two places of worship (CH-1 & CH-2), one day care (C-1) and one funeral home (C-5) would approach or exceed the 67 dB(A) Leq(h) for NAC Activity Categories B

and C. Noise mitigation in the form of a free standing noise wall is considered the most appropriate form of noise abatement measure for these impacted receptors. In considering noise mitigation, all of the receptors have either direct driveway access onto SH-33, or are located adjacent to a cross street. Without access control, the gap that would be required for the driveway connections and cross street access would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible. Therefore, noise mitigation is not recommended for this project.

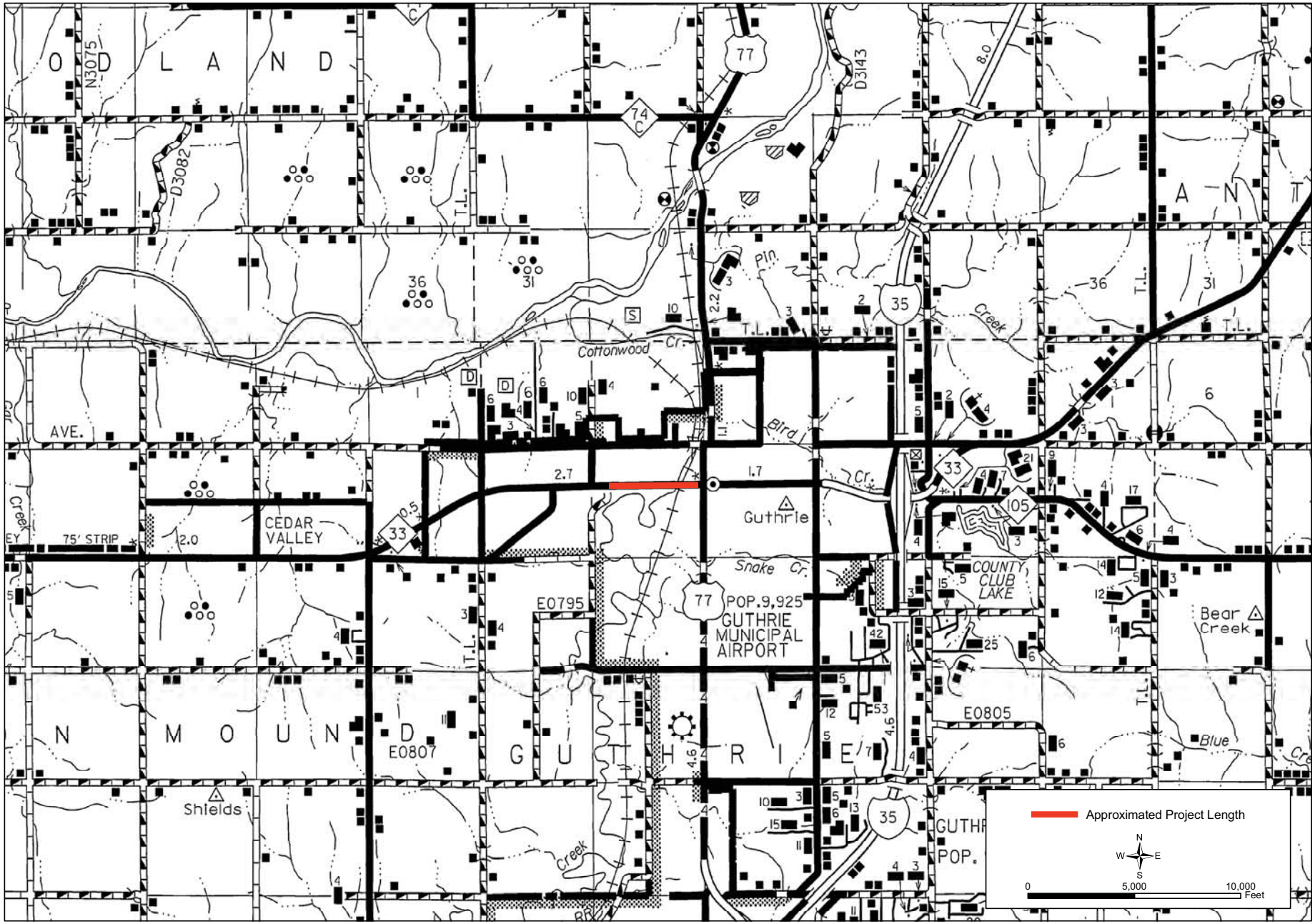
9.0 CONSTRUCTION NOISE

In general, construction noise related to highway projects is not a major issue. Sources of noise include heavy machinery like backhoes and scrapers, cranes, pile drivers, and trucks transporting materials. Typically construction noise can be minimized by implementing time of day restrictions for construction operations adjacent to noise sensitive areas. The ODOT is concerned of any special noise-sensitive land uses or activities which may be affected by construction noise from the proposed project, and any special measures which are feasible and reasonable will be added to the project plans and specifications. No special noise sensitive land uses or activities that may be affected by construction noise are in proximity to the project.

10.0 INFORMATION FOR LOCAL OFFICIALS

Traffic noise approaching and exceeding sound levels specified in the ODOT Noise Policy resulting from the proposed SH-33 widening have been identified. To aid in noise compatible land use planning, the average approximate distance from the proposed center of near two-lanes of SH-33 to the future 66 dBA impact zone is approximately 140 feet. The future 66 dBA impact zone is approximately 40 feet from the proposed center of near two-lanes along the bridge and bridge approaches due that the proposed bridge project design includes solid concrete railing. **Figures 2-1 through 2-3** depict the future noise impact contours. Development within this zone, either side of the proposed four-lane facility, should be compatible with elevated traffic noise levels. Residential land use is discouraged within these impact zones due to anticipated future noise levels.

APPENDIX



SAIC

SAIC Energy, Environment & Infrastructure, LLC

3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
www.saic.com

Figure Title: Project Location, J/P 21860

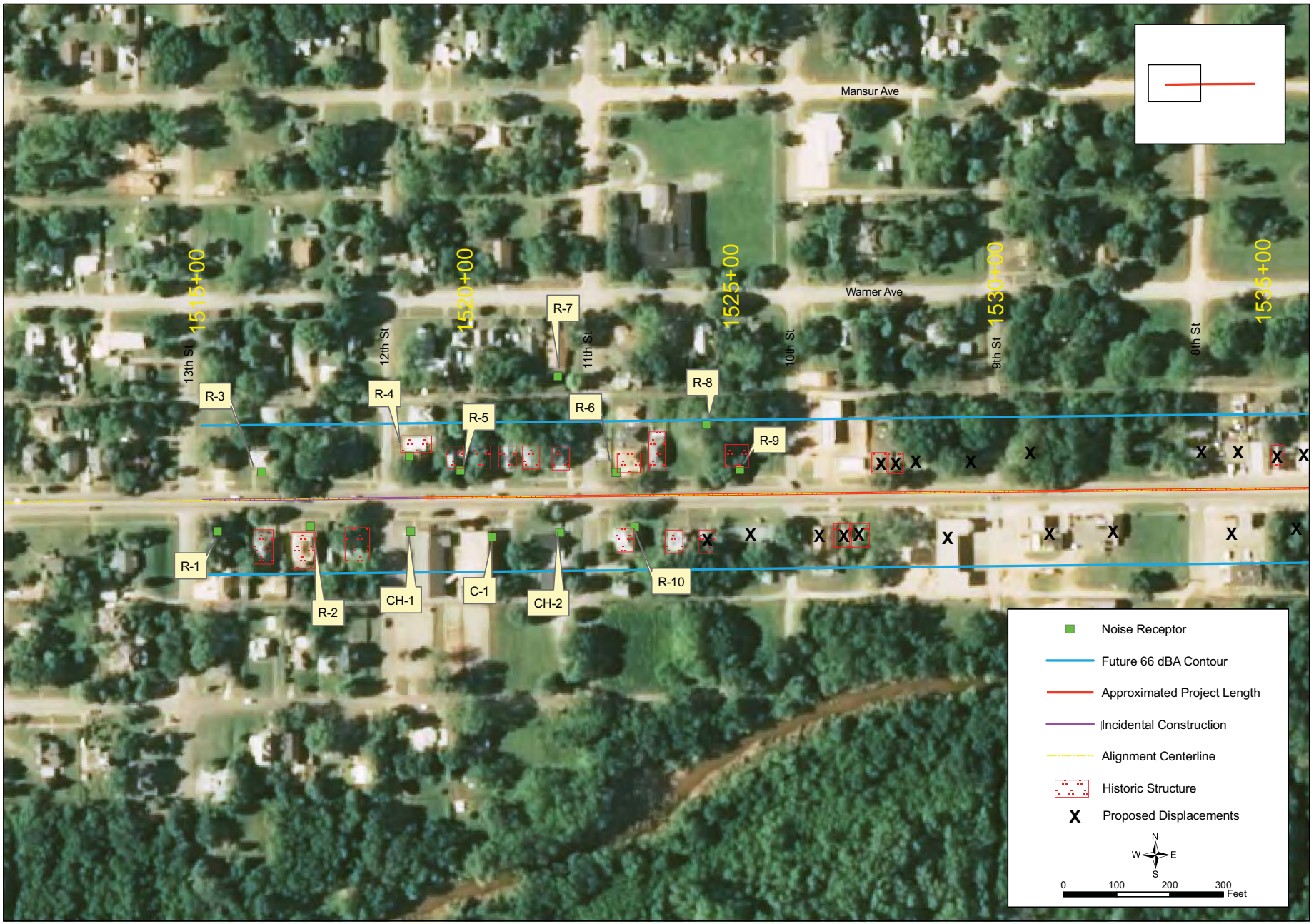
Document Title: SH-33 Bridge over Cottonwood Creek Noise Analysis

Client: ODOT

Location: Guthrie, Logan County, Oklahoma

Date	2/3/2012
Scale	As Shown
Designed By	CML
Approved By	RE
Drawn By	GMAW

Project Number
2551100301
Figure Number
1

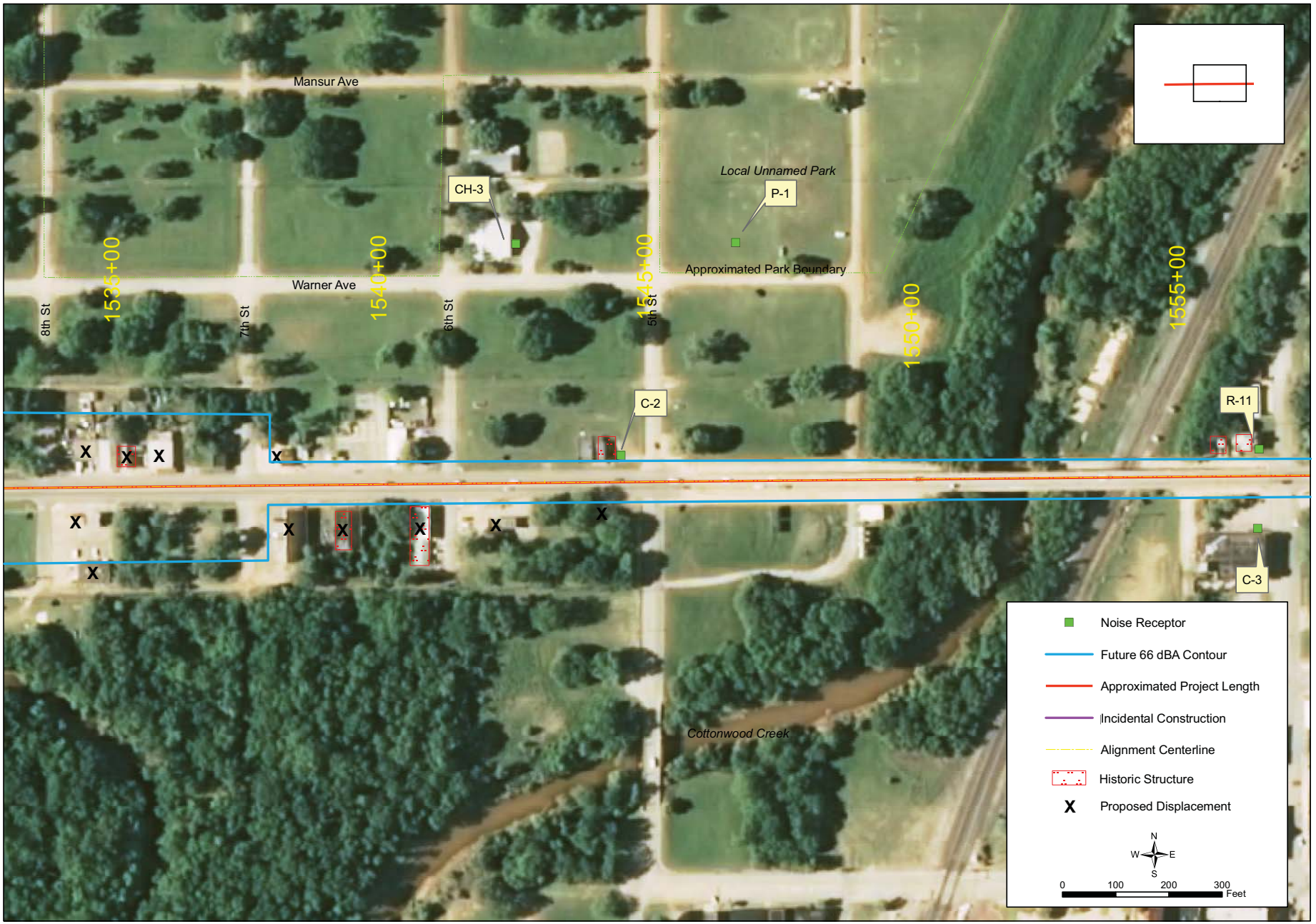


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SAIC Energy, Environment & Infrastructure, LLC
3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
www.saic.com

Figure Title: Receiver Detail, J/P 21860
Document Title: SH-33 Bridge over Cottonwood Creek Noise Analysis
Client: ODOT
Location: Guthrie, Logan County, Oklahoma

Date	2/3/2012
Scale	As Shown
Designed By	CML
Approved By	RE
Drawn By	GMAW

Project Number
2551100301
Figure Number
2-1



SAIC
SAIC Energy, Environment & Infrastructure, LLC
3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
www.saic.com

Figure Title	Receiver Detail, J/P 21860
Document Title	SH-33 Bridge over Cottonwood Creek Noise Analysis
Client	ODOT
Location	Guthrie, Logan County, Oklahoma

Date	2/3/2012
Scale	As Shown
Designed By	CML
Approved By	RE
Drawn By	GMAW

Project Number
2551100301
Figure Number
2-2



SAIC

SAIC Energy, Environment & Infrastructure, LLC

3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
www.saic.com

Figure Title: Receiver Detail, J/P 21860

Document Title: SH-33 Bridge over Cottonwood Creek Noise Analysis

Client: ODOT

Location: Guthrie, Logan County, Oklahoma

Date	2/3/2012
Scale	As Shown
Designed By	CML
Approved By	RE
Drawn By	GMAW

Project Number
2551100301
Figure Number
2-3



SAIC

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3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
www.saic.com

Figure Title	Field Measurement Sites, J/P 21860(04)
Document Title	SH-33 Bridge over Cottonwood Creek Noise Analysis
Client	ODOT
Location	Guthrie, Logan County, Oklahoma

Date	2/3/2012
Scale	As Shown
Designed By	CML
Approved By	RE
Drawn By	GMAW

Project Number
2551100301
Figure Number
3-1



SAIC

SAIC Energy, Environment & Infrastructure, LLC

3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
www.saic.com

Figure Title	Field Measurement Sites, J/P 21860(04)
Document Title	SH-33 Bridge over Cottonwood Creek Noise Analysis
Client	ODOT
Location	Guthrie, Logan County, Oklahoma

Date	2/3/2012
Scale	As Shown
Designed By	CML
Approved By	RE
Drawn By	GMAW

Project Number
2551100301
Figure Number
3-2

APPENDIX G

Section 106 Consultation and Memorandum of Agreement

MEMORANDUM OF AGREEMENT
AMONG
FEDERAL HIGHWAY ADMINISTRATION,
OKLAHOMA DEPARTMENT OF TRANSPORTATION,
THE OKLAHOMA STATE HISTORIC PRESERVATION OFFICE,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE NATIONAL PARK SERVICE
REGARDING
PROPOSED REPLACEMENT OF SH-33 VIADUCT OVER
COTTONWOOD CREEK

WHEREAS, the Oklahoma Department of Transportation (ODOT) plans to replace the existing double-deck viaduct carrying SH-33 (Noble Avenue) over Cottonwood Creek in Guthrie, Logan County, Oklahoma, a property determined eligible for listing on the National Register of Historic Places (NRHP), by constructing a new four-lane bridge on a slight offset alignment to the south; and

WHEREAS, the proposed widening of the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances, and that the proposed four-lane bridge is not being constructed to facilitate any potential future widening of SH-33 through the NRHP-listed Guthrie Historic District; and

WHEREAS, in order to construct the new bridge on the selected alignment, 11 buildings that contribute to the NRHP-listed Guthrie Historic District must be removed; and

WHEREAS, the Federal Highway Administration (FHWA) plans to fund the Project, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 CFR 800; and

WHEREAS, FHWA has determined that Federal-Aid Project STPY-155E(819)EC, State Job J/P 21860(04) will have an adverse effect to the existing double-deck viaduct over Cottonwood Creek (Structure 4206 1442X [NBI 05047]), a property determined eligible for inclusion in the National Register of Historic Places, the NRHP-listed Guthrie Historic District, and that the undertaking may have the potential to adversely affect the Guthrie National Historic Landmark (NHL), and has consulted with the Oklahoma State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800; and

WHEREAS, in accordance with 36 CFR 800.3(f) ODOT and FHWA, in consultation with the Oklahoma SHPO, identified Preservation Oklahoma, the Logan County Historical Society, and the City of Guthrie as consulting parties. ODOT and FHWA met with these parties and the Oklahoma SHPO to discuss the undertaking and ask for comments on March 23, 2012; June 20, 2012; and March 27, 2013; and

WHEREAS, under 36 CFR 800.10 Special Requirements for Protecting National Historic Landmarks and Section 110(f) of the act requires that the agency official, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to any National Historic Landmark that may be directly and adversely affected by an undertaking; and

WHEREAS, under 36 CFR 800.10 (c); The agency official is required to notify the Secretary of the Interior (delegated to the National Park Service Regional Directors) of any consultation involving a National Historic Landmark and invite the Secretary to participate in the consultation where there may be an adverse effect; and

WHEREAS, FHWA consulted with the National Park Service (NPS) Intermountain Regional Office on May 2, 2013 and invited the NPS to be consulting party in the Section 106 consultation; and

WHEREAS, the FHWA has consulted with the NPS regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as an invited signatory; and

WHEREAS, the FHWA has consulted with the City of Guthrie regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a signatory party; and

WHEREAS, the FHWA has consulted with the Logan County Historical Society, and Preservation Oklahoma, regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a concurring party; and

WHEREAS, the FHWA has consulted with the Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation, United Keetoowah Band of Cherokees, and Wichita and Affiliated Tribes in accordance with 36 CFR 800.2(c)(2), and determined that no properties of traditional religious cultural significance will be affected by the undertaking; and

WHEREAS, in accordance with 36 CFR Part 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen to participate in the consultation pursuant to 36 CFR Part 800.6(a)(1)(iii) as a signatory to this MOA; and

NOW, THEREFORE, FHWA, Oklahoma Department of Transportation, the Oklahoma SHPO, the ACHP, and the NPS agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA will ensure that the following measures are carried out. Measures will be met within the timeframes presented for each stipulation.

I. Prior to the construction of the new bridge, ODOT will record the existing bridge to meet the Historic American Engineering Record (HAER) standards to provide imagery, plans, and historical context to illustrate the national historical significance of the bridge. ODOT shall consult with the NPS Intermountain Regional Office for determining the appropriate level of documentation. Once the NPS Intermountain Regional Office has set the level of documentation and approved the final HAER documentation, the NPS will transmit the documentation to the Library of Congress, HABS/HAER/HALS Collection. ODOT shall submit a copy of the final materials to the Oklahoma SHPO. The HAER documentation will be completed and submitted within three years of execution of this MOA.
    a. Prior to beginning any work on the bridge, archival, large-format photographs will be taken and a short history of the bridge written in accordance with the appropriate level of documentation set by the NPS Intermountain Regional Office. ODOT will work with the NPS to complete the documentation to meet HAER standards.
    b. ODOT will make a reasonable attempt to seek out individuals in the Guthrie vicinity who may have worked on construction of the Cottonwood Creek Viaduct and who may be able to provide additional perspectives regarding the historic context of the bridge.

II. Prior to the construction of the new bridge, the existing 11 buildings that will be affected by the undertaking will be recorded and documented. Documentation will be completed and submitted to the SHPO within two years of execution of this MOA. This documentation will include the following:
    a. High Quality, 35 mm black and white photographs, of the buildings, documenting their appearance and current setting, together with all negatives or archival gold CD containing digital TIFF files that meet or exceed the minimum requirement for pixel depth. Photographs are to be submitted and approved by SHPO as meeting the conditions outlined above before any work takes place that will affect the property.
    b. The photographs will be a minimum 4" x 6" and no larger than 8" x 10" and will be clearly labeled with the following information:
        i. Name of property;
        ii. Location (county, city, state, and street address);
        iii. Name of photographer;
        iv. Date of photograph;
        v. Location of photographic negative;
        vi. Indication of direction camera is pointing;
        vii. Number of photograph in series.
    c. Preparation of a brief written technical description of the buildings and historical summary.
    d. All documentation will be edited, catalogued and packaged in a manner

acceptable to the Oklahoma SHPO. The Oklahoma SHPO will be the repository for the documentation

III. ODOT will complete a review of the Guthrie Historic District NRHP nomination form and prepare an aerial photograph or map of the contributing properties in the district that are still extant. ODOT will produce a Geographic Information System (GIS) data file that would provide geospatial information of the Guthrie NRHP District. The mapping will be completed within two years of execution of this MOA.
    a. This data file will be provided to the SHPO and the City of Guthrie for their use. ODOT will also retain the GIS data in its offices. The GIS data will include the boundaries of the existing historic districts (the NRHP and NHL) and the ability to select a parcel, determine the historic designation, and view an image of buildings on the parcel.

IV. Within three years of the execution of this MOA, ODOT will provide all research documentation, research materials, copies of photographs, HAER documentation of the bridge, and documentation of the buildings, and maps produced to the City of Guthrie and the Logan County Historical Society for use in the research library or other repository.

V. ODOT will install an interpretive kiosk or panel adjacent to the new bridge presenting the history of the former double-deck viaduct. ODOT will consult with the Oklahoma SHPO and the City of Guthrie regarding the location of the kiosk or panel and the content of the information presented on the interpretive kiosk or panel. This kiosk or panel will be completed and put into place prior to the opening of the new bridge to traffic.

VI. ODOT will implement design considerations to minimize effects of the new bridge within the NRHP and the adjacent NHL District. These design elements will be developed in coordination with SHPO, NPS, and other local consulting parties to ensure reasonable compatibility with the surrounding historic district. The existing SH-33 bridge is not part of the period of significance of the Guthrie NRHP or NHL District. However, new construction features will consider the surrounding district setting, feeling and association. ODOT and FHWA shall consult with the City of Guthrie, the Oklahoma SHPO, and the National Park Service in the development of the bridge design.
    a. ODOT will review and consider design elements in the configuration of the new bridge, and approaches will include measures to minimize direct and indirect impacts to the surrounding NRHP and nearby NHL historic districts. ODOT will consider appropriate landscape screening along the approach wall at 2nd Street and SH-33 to soften the view from the northern boundary of the Guthrie NHL District at 2nd Street and Cleveland Avenue.
    b. ODOT shall provide copies of plans, drawings, or other documentation regarding design elements that are proposed for the new bridge. Signatories will review these materials and provide comment within 30 days of receipt of such materials.
    c. ODOT shall not advertise this project for construction bids until all agreed-upon design and construction measures to minimize impacts to the surrounding NRHP and NHL districts are incorporated into the final Plans,

Specifications, and Estimates (PS&E) package.

VII. Duration. This MOA will be null and void if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, FHWA shall either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation 11 below. FHWA shall notify the signatories as to the course of action it will pursue.

VIII. Post-Review Discoveries. If potential historic properties are discovered or unanticipated effects on historic properties found, FHWA shall follow ODOT Spec 107.09, Protection of Archeological and Unmarked Human Burial Sites.

IX. Monitoring and Reporting. Each year following the execution of this MOA until it expires or is terminated, ODOT shall provide all signatories to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

X. Dispute Resolution. Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.

b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

c. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

XI. Amendments. This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XII. Termination. If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA and SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Federal Highway Administration

BY: _____ DATE: Dec 16, 2013

John Hartley
Environmental Program Manager
Oklahoma Division

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma Department of Transportation

BY: _____ DATE: 12/13/2013

Dawn Sullivan
Environmental Programs Division Engineer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma State Historic Preservation Office

BY: _____ DATE: 12/16/13

Bob Blackburn
State Historic Preservation Officer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Advisory Council on Historic Preservation

BY: John M. Fowler DATE: 12/23/18

~~Reid Nelson~~ John Fowler
~~Director~~ Executive Director

Invited Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

National Park Service

BY: Christine Whitacre DATE: 11/20/2013

Christine Whitacre
Program Manager, Heritage Partnerships Program
Intermountain Region

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

City of Guthrie

BY: Sereniah Breland DATE: 12-12-13

Sereniah Breland
Guthrie City Manager

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Preservation Oklahoma

BY: _____ DATE: 11/25/13

David Pettyjohn
Executive Director

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Logan County Historical Society

BY: _____ DATE: Nov. 19 2013

Chris Hirzel
President

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

December 17, 2013

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

In Reply Refer To:
HDA-OK

Mr. Reid Nelson, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Ave, NW, Suite 803
Washington, D.C. 20004-2501

Attn: Ms. Carol Legard, FHWA Liaison

Dear Mr. Nelson,

Pursuant to regulations implementing the National Historic Preservation Act, we are providing your office with a Memorandum of Agreement (MOA) among FHWA, the Oklahoma Department of Transportation (ODOT), the Oklahoma SHPO, the National Park Service (NPS), and the City of Guthrie (Guthrie), for the following project:

- Proposed Replacement of the State Highway 33 Bridge in the City of Guthrie

On May 31, 2013, you were previously notified that this undertaking would have an adverse effect on the NRHP-eligible SH 33 bridge and NRHP-listed Guthrie Historic District, including within it the Guthrie National Historic Landmark. On August 1, 2013 we were informed of the Council's decision to participate in this consultation.

Preliminary and proposed final drafts of this MOA have been reviewed by the Council and all local consulting parties. A final draft MOA incorporating suggestions from the Council and other signatory parties was circulated for signature. This MOA has been executed by FHWA, ODOT, the Oklahoma SHPO, the National Park Service (NPS) and the City of Guthrie, with Preservation Oklahoma, Inc., (POK) signing as a concurring party.

We are now providing this MOA to the Council for final execution. We previously provided all supporting documents regarding this project to the Council on May 31, 2013. Once we receive the final MOA as executed by the Council, we will circulate it to all signatories.

If you have any questions or need additional information regarding this action, please contact me at 405-254-3341.

Sincerely yours,

John D. Hartley
Environmental Program Manager

cc: MaryAnn Naber, FHWA
Scott Sundermeyer, ODOT
Melvena Heisch, 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

April 7, 2009

Ms. Melvena Heisch
Deputy State Historic Preservation Officer
Oklahoma Historical Society
Oklahoma History Center
2401 N. Laird Avenue
Oklahoma City, Oklahoma 73105-7914

Dear Ms. Heisch:

Re: Logan County Federal Highway Administration Funded Project J/P 21860(04); replacement of the SH-33/Noble Avenue Viaduct in Guthrie.

Attached are a Cultural Resources Survey Report for the referenced project and Historic Preservation Resource Identification forms for 114 pre-1964 buildings in the study area. Also attached are streetscape photographs and a bridge survey and inventory form for the Noble Avenue Viaduct. The project consists of replacing the SH-33 viaduct on the existing alignment which occurs within the NRHP listed Guthrie Historic District. The purpose of this phase of cultural resource survey is to determine the NRHP-eligibility and contributing/non-contributing status of standing structures to the Guthrie Historic District (buildings and the viaduct) adjacent to the existing alignment. These assessments will be used to help guide the project design toward minimizing impacts to the District. Additional cultural resources survey will be conducted once a study area is developed based on the potential APE for the design. The additional survey will include a survey for archeological resources and any additional structures which may occur within the study area.

Structures 1-69 are located in the NRHP-listed Guthrie Historic District. For the majority of these buildings, we agree with the current contributing/non-contributing status listed in the NRHP nomination. Our recommendations for changes to the contributing/non-contributing status of some of these buildings are found in the "Comments and Description of Findings" section of the attached report.

Within the portion of the study area in the NRHP-listed Guthrie Historic District, there are many empty lots beginning immediately west of the Noble Avenue Viaduct and continuing west to approximately 9th St. It is our preliminary assessment that this vacant land can be considered non-contributing to the district's significance.

Structures 70-113 are located outside of the Guthrie Historic District. One of these, the house at 2002 West Noble (documented as Structure 113), is listed as NRHP-eligible in the "Determinations of Eligibility in Oklahoma" handbook. It is our preliminary assessment that none of the remainder

of these buildings are NRHP-eligible, either individually or as part of a historic district.

The Noble Avenue Viaduct was constructed in 1936-37 and funded by a federal grade-crossing program. It was reported at the time to be the only double-deck bridge in the state, and it retains this distinction to the best of our knowledge. Due to the fact the viaduct is only known example of a double deck bridge in the state and was constructed a part of a 1930's era federal grade-crossing construction program, it is our assessment that the viaduct is individually eligible for the NRHP. However, the bridge is listed in the NRHP nomination as non contributing to the Guthrie Historic District. As the bridge was built beyond the period of significance for the Guthrie Historic District, we agree with its current non contributing status. The project as currently proposed will have an adverse effect on this viaduct

While the potential affect of the project to the NRHP listed Guthrie Historic District cannot be addressed at this stage, the Department is aware of the potential for adverse effects and looks forward to working with your office to minimize impacts to historic resources.

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

Sincerely,

Robert Bartlett
Director, ODOT Cultural Resources Program

RBB/ae

Oklahoma Historical Society *Founded May 27, 1893*

State Historic Preservation Office
Oklahoma History Center • 2401 North Laird Ave. • Oklahoma City, OK 73105-7914
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

April 17, 2009

Mr. Robert Bartlett, Director
ODOT Cultural Resources Program
111 E. Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #1266-09; SH-33/Noble Avenue Viaduct Project #JP-21860(04), Guthrie, Logan County

Dear Mr. Bartlett:

We have received and reviewed the documentation on the referenced project. Per your letter dated April 7, 2009, we concur with your opinions issued for the 114 properties.

Properties #1-69 are located in the National Register listed Guthrie Historic District. Based on the survey there are 32 contributing properties and 38 non-contributing properties. This historic district is listed for its significance under Criteria A and C for its association with politics/government and architecture.

Properties #70-114 are located outside the Guthrie Historic District. Property #113, 2002 West Noble Avenue, is a previously determined eligible property; the property is still an eligible property. Property #114, the Noble Avenue Viaduct is eligible for the National Register of Historic Places under Criteria A and C, for its association with transportation in Oklahoma and for its engineering. Properties #70-112 are not eligible based on alterations.

We appreciate the opportunity to comment on this project and look forward to working with you in the future.

Should further correspondence pertaining to this project be necessary, the above underlined file number must be referenced. If you have any questions, please contact Lynda Schwan, Architectural Historian, at 405/522-4478.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

Attachment (List of Properties w/Notations)

FILE # LIST OF PROPERTIES

1266-09 SH-33-NOBLE AVENUE VIADUCT PROJECT,
GUTHRIE, LOGAN COUNTY

[1-69 IN NR DIST./C=CONTRIBUTING, NC=NON-CONTRIBUTING]
[70-114 OLI PROPERTIES/NE=NOT ELIGIBLE, 113+114=ELIGIBLE]

STRUCTURES (BY THEIR #)

1. 111 EAST NOBLE AVENUE - NC
2. 115 EAST NOBLE AVENUE - C
3. 117 EAST NOBLE AVENUE - NC
4. 106 EAST NOBLE AVENUE,
   1ST UNITED PRESBYTERIAN CHURCH - C
5. 223 NORTH DIVISION,
   TALLMAN LIVERY GARAGE - C
6. 220-224 NORTH 1ST,
   SMITH-GALLO FUNERAL HOME - NC

6A. 218-1/2 NORTH 1ST - NC (INSIDE DIST./NOT IN NOM.)

7. 122 WEST NOBLE AVENUE - C
8. 124 WEST NOBLE AVENUE - NC
9. 221 NORTH 1ST - NC (HOUSE DEMO'D/JUST GARAGE)
10. 224 NORTH 2ND - NC
11. 301 NORTH 1ST - C
12. 214 WEST NOBLE AVENUE,
    1ST TERRITORIAL JAIL - NC
13. 213-221 NORTH 2ND,
    FAIRMONT CREAMERY/89ER BOWL - NC
14. 301 NORTH 2ND - C
15. 312 WEST NOBLE AVENUE - C
16. 423-425 WEST NOBLE AVENUE - NC
17. 422-424 WEST NOBLE AVENUE - NC (INSIDE DIST./NOT IN NOM.)
18. 604 WEST NOBLE AVENUE - C
19. 608 WEST NOBLE AVENUE - NC
20. 701 WEST NOBLE AVENUE - C
21. 711 WEST NOBLE AVENUE - FROM NC TO C
22. 713 WEST NOBLE AVENUE - NC
23. 719 WEST NOBLE AVENUE - NC
24. 706 WEST NOBLE AVENUE - NC
25. 722 WEST NOBLE AVENUE - NC
26. 813 WEST NOBLE AVENUE - NC
27. 802 WEST NOBLE AVENUE - NC
28. 810 WEST NOBLE AVENUE - C
29. 812 WEST NOBLE AVENUE - NC
30. 905 WEST NOBLE AVENUE - NC
31. 924 WEST NOBLE AVENUE - NC
32. 1017 WEST NOBLE AVENUE - C
33. 1019 WEST NOBLE AVENUE - C
34. 1002 WEST NOBLE AVENUE - NC
35. 1006 WEST NOBLE AVENUE - NC
36. 1012 WEST NOBLE AVENUE - C
37. 1014 WEST NOBLE AVENUE - NC
38. 1109 WEST NOBLE AVENUE - C
39. 1111 WEST NOBLE AVENUE - C
40. 1123 WEST NOBLE AVENUE - C

41. 1106 WEST NOBLE AVENUE - C
42. 1108 WEST NOBLE AVENUE - NC
43. 1110 & 1112 WEST NOBLE AVENUE - NC
44. 1120 WEST NOBLE AVENUE - C
45. 1124 WEST NOBLE AVENUE - C
46. 1201 WEST NOBLE AVENUE - NC
47. 1219 WEST NOBLE AVENUE (ED. BUILDING) - NC
48. 1219 WEST NOBLE AVENUE (CHURCH) - NC
49. 1204 WEST NOBLE AVENUE - C
50. 1206 WEST NOBLE AVENUE - C
51. 1208 WEST NOBLE AVENUE - C
52. 1210 WEST NOBLE AVENUE - C
53. 1218 WEST NOBLE AVENUE - C
54. 1224 WEST NOBLE AVENUE - NC TO C
55. 1303 WEST NOBLE AVENUE - NC TO C
56. 1309 WEST NOBLE AVENUE - C
57. 1315 WEST NOBLE AVENUE - C
58. 1323 WEST NOBLE AVENUE - C TO NC
59. 1302 WEST NOBLE AVENUE - NC
60. 1306 WEST NOBLE AVENUE - NC
61. 1312 WEST NOBLE AVENUE - NC
62. 1316 WEST NOBLE AVENUE - NC
63. 1324 WEST NOBLE AVENUE - NC
64. 221 NORTH 13TH - NC
65. 1421 WEST NOBLE AVENUE - NC
66. 1404 WEST NOBLE AVENUE - NC
67. 1412 WEST NOBLE AVENUE - C
68. 1416 WEST NOBLE AVENUE - C (NOT IN NOM.)
69. 1424 WEST NOBLE AVENUE - C

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70. 1501 WEST NOBLE AVENUE - NE
71. 1517 WEST NOBLE AVENUE - NE
72. 1521 WEST NOBLE AVENUE - NE
73. 1508 WEST NOBLE AVENUE - NE
74. 1512 WEST NOBLE AVENUE - NE
75. 1518 WEST NOBLE AVENUE - NE
76. 1524 WEST NOBLE AVENUE - NE
77. 1601 WEST NOBLE AVENUE - NE
78. 1611 WEST NOBLE AVENUE - NE
79. 1613 WEST NOBLE AVENUE - NE
80. 1615 WEST NOBLE AVENUE - NE
81. 1623 WEST NOBLE AVENUE - NE
82. 1602 WEST NOBLE AVENUE - NE
83. 1610 WEST NOBLE AVENUE - NE
84. 1612 WEST NOBLE AVENUE - NE
85. 1624 WEST NOBLE AVENUE - NE
86. 1701 WEST NOBLE AVENUE - NE
87. 1705 WEST NOBLE AVENUE - NE
88. 1717 WEST NOBLE AVENUE - NE
89. 1719 WEST NOBLE AVENUE - NE
90. 1723 WEST NOBLE AVENUE - NE
91. 1714 WEST NOBLE AVENUE - NE
92. 1724 WEST NOBLE AVENUE - NE
93. 1811 WEST NOBLE AVENUE - NE
94. 1813 WEST NOBLE AVENUE - NE
95. 1817 WEST NOBLE AVENUE - NE
96. 1823 WEST NOBLE AVENUE - NE
97. 1808 WEST NOBLE AVENUE - NE
98. 1812 WEST NOBLE AVENUE - NE

99. 1822 WEST NOBLE AVENUE - NE
100. 306 NORTH 18TH - NE
101. 1903 WEST NOBLE AVENUE - NE
102. 1907 WEST NOBLE AVENUE - NE
103. 1911 WEST NOBLE AVENUE - NE
104. 1917 WEST NOBLE AVENUE - NE
105. 1923 WEST NOBLE AVENUE - NE
106. 1902 WEST NOBLE AVENUE - NE
107. 1906 WEST NOBLE AVENUE - NE
108. 1910 WEST NOBLE AVENUE - NE
109. 1914 WEST NOBLE AVENUE - NE
110. 1922 WEST NOBLE AVENUE - NE
111. 1924 WEST NOBLE AVENUE - NE
112. 2001 WEST NOBLE AVENUE - NE
113. 2002 WEST NOBLE AVENUE - ELIGIBLE
114. BRIDGE #4206-1442X,
SEC8 T16N R2W - ELIGIBLE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES SURVEY REPORT

County: Logan
Project No: none assigned
J/P Number: 21860(04)
Surveyed By: Anna Eddings & Scott Sundermeyer
Survey Date: 11-12-08 & 11-13-08

Prepared By: Anna Eddings
Report Date: 3-31-09

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1. **PROJECT DESCRIPTION:** Cultural resources survey of a proposed project for replacing the SH-33/Noble Ave. Viaduct over Cottonwood Creek and the BNSF railroad in Guthrie. The project is for replacing the viaduct on the existing alignment. Additionally, the roadway approaches at the east and west ends of the viaduct will be reconstructed to lessen the frequency of road flooding. The study area extends along Noble Ave. from Wentz St. (US-77 north) on the east to 19th St. on the west, a distance of approximately twenty-one blocks. The present cultural resources survey includes building and bridge documentation only; archeological investigations will be conducted later. The limits of building documentation included Historic Preservation Resource Identification Forms and photographs for the buildings that line Noble Ave. from Wentz St. to 19th St., as well as some streetscape photographs.

   Legal Location: Falls on the middle east-west line of the S 1/2 of the NE 1/4 of Section 7, and falls on the middle east-west line of the S 1/2 of the N 1/2 of Section 8, and falls on the middle east-west line of the SW 1/4 of NW 1/4 of Section 9, T16N, R2W.
   U.S.G.S. Quadrangle: Guthrie North (1970, rev. 1983)

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2. **SETTING:** The study area throughout its length follows Noble Ave./SH-33, a relatively busy, two-lane highway. The majority of the study area, from 14th St. east to Wentz St., is within the NRHP-listed Guthrie Historic District. In the general vicinity of the viaduct, some commercial and otherwise non-residential development occurs. This area is, however, outside of the core of Guthrie's historic commercial development. This general vicinity of the viaduct, from about 9th St. to the east end of the study area, contains a mix of older residential and commercial buildings with some more modern commercial buildings. Immediately west of the viaduct, there is much vacant land and some sparsely developed blocks; this area is prone to flooding. From 9th St. west to 19th St., the western terminus of the study area, development is more uniformly residential, preponderantly pre-1930 houses.

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3. **PROJECT METHODOLOGY:**

A. Background Research:

XXX State Site Files at Okla. Archaeological Survey

XXX SHPO NRHP and DOE Files

XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Wichita and Affiliated Tribes of Oklahoma, Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation.

Other sources. Describe below:

Sanborn Fire Insurance Maps for Guthrie, 1894, 1895, 1898, 1901, 1903, 1908, 1914, 1926, 1926 (rev. 1948).

Guthrie City Directories, 1908-09, 1910, 1915, 1926, 1930, 1939, 1948, 1964.

Oklahoma State Highway Commission Reports, 1935-1936 and 1937-1938.

Guthrie Daily Leader (newspaper), March, April, July 1936, March 1937.

RESULTS OF BACKGROUND RESEARCH: As noted above, the majority of the study area, that is, Noble Ave. from 14th St. east to the eastern terminus at Wentz St., falls within the NRHP-listed Guthrie Historic District (NR #74001664). A number of the structures documented are contributing resources to this district (see "Results of Investigation" section below). The project is, however, outside of the Guthrie National Historic Landmark District–that is, the portion of the Guthrie Historic District designated as a National Historic Landmark. One property in the study area outside of this district is listed as NRHP-eligible in the SHPO's "Determinations of Eligibility in Oklahoma" handbook: the House at 2002 West Noble.

The Noble Ave. Viaduct was constructed in 1936-1937, funded by a New Deal-era, federal grade-crossing program. As of 1937, sixty-six new railroad grade separations (overpasses and underpasses) in Oklahoma had been funded by this program. Guthrie newspapers reported that, at the time of its construction, the Noble Ave. Viaduct was the only double-deck bridge in the state. The lower deck was to provide vehicular access to an ice plant north of the viaduct between Cottonwood Creek and the railroad tracks. Although this viaduct was a State Highway Department project constructed by a private contractor (Guy H. James), Works Progress Administration (WPA) laborers were used in its construction. This bridge is within the Guthrie Historic District, but it is designated as a non-contributing resource in the NR-nomination.

B. Field Investigation Methodology:

100% Windshield Survey

Windshield survey with sample pedestrian survey

XXX 100% pedestrian survey

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

GENERAL COMMENTS: The present cultural resources survey has only included building and bridge documentation adjacent to the existing alignment. Additional survey for cultural resources, including any

additional buildings, and an archeological survey will be conducted later.

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4. **RESULTS OF INVESTIGATION:**

NO NRHP-eligible cultural resources recorded in project impact area

Archaeological site(s) requiring further assessment

XXX Pre-1964 standing structures requiring further assessment

XXX NRHP-listed properties

COMMENTS AND DESCRIPTION OF FINDINGS: As noted above, the scope of building documentation encompassed photographs and Historic Preservation Resource Identification Forms for pre-1964 buildings lining Noble Ave. from Wentz St. west to 19th St., approximately twenty-one blocks. A total of 114 buildings were documented (although designating two buildings as 6 and 6A brings the end structure number to 113).

The majority of the study area, from Wentz St. west to 14th St., is within the NRHP-listed Guthrie Historic District, and Structures 1-69 documented are within this district. These buildings are designated in the NRHP-nomination as contributing or non-contributing to the district. Because the district's period of significance ends at 1929, only pre-1929 buildings have the potential to be contributing resources. Alterations are also a factor–significant alterations prevent some pre-1929 buildings from being contributing resources. The purpose of documenting these buildings for the present survey was to determine if more recent alterations, new information, or other factors warranted a change in contributing/non-contributing status. The result is that relatively few changes are recommended.

Structure #	Address	Date	Contributing/Non-Contributing Status in NR-Nomination	Recommended Contributing/Non-Contributing Status
Structure 1	111 E. Noble	1956	non-contributing	non-contributing
Structure 2	115 E. Noble	1895	contributing	contributing
Structure 3	117 E. Noble	1895	non-contributing	non-contributing
Structure 4	106 E. Noble	1926	contributing	contributing
Structure 5	223 N. Division	1910	contributing	contributing
Structure 6	220-224 N. 1st	ca. 1928	non-contributing	non-contributing
Structure 6A	218 1/2 N. 1st	ca. 1928	not mentioned in NR-nomination	non-contributing
Structure 7	122 W. Noble	1928	contributing	contributing
Structure 8	124 W. Noble	1921	non-contributing	non-contributing
Structure 9	221 N. 1st	ca. 1928	A detached garage. The house, which was contributing, has been demolished	non-contributing
Structure 10	224 N. 2nd	ca. 1931	non-contributing	non-contributing

Structure 11	301 N. 1st.	ca. 1908	contributing	contributing
Structure 12	214 W. Noble	1893	non-contributing	non-contributing
Structure 13	213-221 N. 2nd	1929	non-contributing	non-contributing
Structure 14	301 (303) N. 2nd	ca. 1910	contributing	contributing
Structure 15	312 (314) W. Noble	ca. 1903	contributing	contributing
Structure 16	423-425 W. Noble	ca. 1928	non-contributing	non-contributing
Structure 17	422-424 W. Noble	ca. 1928	not mentioned in NR-nomination	non-contributing
Structure 18	604 (606) W. Noble	ca. 1908	contributing	contributing
Structure 19	608 W. Noble	ca. 1930	non-contributing	non-contributing
Structure 20	701 W. Noble	1902	contributing	contributing
Structure 21	711 W. Noble	ca. 1910	In NR-nomination, counted with the attached building as a non-contributing resource	contributing
Structure 22	713 W. Noble	ca. 1935	non-contributing (attached to 21)	non-contributing
Structure 23	719 (723) W. Noble	ca. 1955	non-contributing	non-contributing
Structure 24	706 W. Noble	ca. 1945	non-contributing	non-contributing
Structure 25	722 W. Noble	ca. 1955	non-contributing	non-contributing
Structure 26	813 W. Noble	ca. 1920	non-contributing	non-contributing
Structure 27	802 W. Noble	ca. 1900	non-contributing	non-contributing
Structure 28	810 W. Noble	ca. 1900	contributing	contributing
Structure 29	812 W. Noble	ca. 1920	non-contributing	non-contributing
Structure 30	905 W. Noble	ca. 1965	non-contributing	non-contributing
Structure 31	924 W. Noble	ca. 1955	non-contributing	non-contributing
Structure 32	1017 W. Noble	ca. 1900	contributing	contributing
Structure 33	1019 W. Noble	1904	contributing	contributing
Structure 34	1002 W. Noble	ca. 1950	non-contributing	non-contributing
Structure 35	1006 W. Noble	ca. 1920	non-contributing	non-contributing
Structure 36	1012 (1010) W. Noble	ca. 1900	contributing	contributing
Structure 37	1014 W. Noble	ca. 1925	non-contributing	contributing
Structure 38	1109 W. Noble	ca. 1910	contributing	contributing

Structure 39	1111 W. Noble	1902	contributing	contributing
Structure 40	1123 W. Noble	1910	contributing	contributing
Structure 41	1106 W. Noble	ca. 1915	contributing	contributing
Structure 42	1108 W. Noble	ca. 1925	non-contributing	non-contributing
Structure 43	1110-12 W. Noble	ca. 1955	non-contributing	non-contributing
Structure 44	1120 W. Noble	ca. 1909	contributing	contributing
Structure 45	1124 W. Noble	ca. 1909	contributing	contributing
Structure 46	1201 W. Noble	1950, 1970	non-contributing	non-contributing
Structure 47	1219 W. Noble	ca. 1963	non-contributing	non-contributing
Structure 48	1219 W. Noble	ca. 1963	non-contributing	non-contributing
Structure 49	1204 (1202) W. Noble	ca. 1900	contributing	contributing
Structure 50	1206 W. Noble	1907	contributing	contributing
Structure 51	1208 W. Noble	1907	contributing	contributing
Structure 52	1210 W. Noble	1907	contributing	contributing
Structure 53	1218 W. Noble	1908	contributing	contributing
Structure 54	1224 W. Noble	ca. 1925	non-contributing	contributing
Structure 55	1303 W. Noble	ca. 1902	non-contributing	contributing
Structure 56	1309 W. Noble	1909	contributing	contributing
Structure 57	1315 W. Noble	1920	contributing	contributing
Structure 58	1323 W. Noble	ca. 1895	contributing	non-contributing
Structure 59	1302 W. Noble	ca. 1935	non-contributing	non-contributing
Structure 60	1306 W. Noble	ca. 1940	non-contributing	non-contributing
Structure 61	1312 W. Noble	ca. 1935	non-contributing	non-contributing
Structure 62	1316 W. Noble	ca. 1948	non-contributing	non-contributing
Structure 63	1324 W. Noble	1931	non-contributing	non-contributing
Structure 64	221 N. 13th	ca. 1950	non-contributing	non-contributing
Structure 65	1421 W. Noble	ca. 1937	non-contributing	non-contributing
Structure 66	1404 (1402) W. Noble	ca. 1900	non-contributing	non-contributing
Structure 67	1412 W. Noble	ca. 1900	contributing	contributing
Structure 68	1416 W. Noble	ca. 1920	not mentioned in NR-nomination	contributing

Structure 69	1424 W. Noble	1908	contributing	contributing

As noted above, there are many empty lots west of the viaduct, from Cottonwood Creek west to 9th St. particularly (see streetscape photographs 11-16), an area that is prone to flooding. Sanborn maps show that at one time this area was slightly more developed than it is now. There are no buildings at all on Noble Ave. in the block between 4th and 5th streets (see streetscape photographs 9 and 10), and there are only a few non-contributing metal oil storage-related buildings between Cottonwood Creek and 4th St. It is our preliminary assessment that this vacant land can be considered non-contributing to the district's significance.

As noted above, one of the buildings documented outside of the Guthrie Historic District has previously been designated by the SHPO as individually NRHP-eligible: the house at 2002 West Noble, documented as Structure 113. It was designed by noted Guthrie architect Joseph Foucart. Another building, the house at 1910 W. Noble, documented as Structure 108, has previously been designated by the SHPO as non-NRHP-eligible. It is our preliminary assessment that none of the other buildings documented outside of the district have the potential for individual NRHP-eligibility.

Structure 70	1501 W. Noble	ca. 1905	Colonial Revival-style house with vinyl siding and possibly other alterations
Structure 71	1517 W. Noble	ca. 1905	Ornate Colonial Revival-style house with vinyl siding
Structure 72	1521 W. Noble	ca. 1900	One-story, relatively unaltered Free Classic-style house
Structure 73	1508 W. Noble	ca. 1920	Gable-front Bungalow/Craftsman-style house with non-original siding
Structure 74	1512 W. Noble	ca. 1909	Free Classic-style house with a non-original porch
Structure 75	1518 W. Noble	ca. 1905	Two-story, hip- and gable-roofed National Folk house with vinyl siding
Structure 76	1524 W. Noble	ca. 1920	Prairie School-style house with vinyl siding
Structure 77	1601 W. Noble	ca. 1935	Minimal Traditional-style house with a prominent chimney and vinyl siding
Structure 78	1611 W. Noble	ca. 1925	House of no distinctive style, slight Tudor influence, and non-original siding
Structure 79	1613 W. Noble	ca. 1905	Gable-front-and-wing folk house with non-original windows and siding
Structure 80	1615 W. Noble	ca. 1909	Pyramidal folk house with asbestos siding and a non-original porch
Structure 81	1623 W. Noble	ca. 1909	Pyramidal folk house with non-original siding and porch alterations
Structure 82	1602 W. Noble	ca. 1905	National Folk house with asphalt siding
Structure 83	1610 W. Noble	ca. 1920	Bungalow/Craftsman-style house with asbestos siding
Structure 84	1612 W. Noble	ca. 1945	Minimal Traditional-style house with vinyl siding
Structure 85	1624 W. Noble	ca. 1950	Concrete block church building, no distinctive style

Structure 86	1701 W. Noble	ca. 1945	House with no distinctive style and vinyl siding
Structure 87	1705 W. Noble	ca. 1945	Massed-plan, side-gabled folk house with vinyl siding
Structure 88	1717 W. Noble	ca. 1911	Folk Victorian house with asbestos siding
Structure 89	1719 W. Noble	ca. 1933	Late Tudor Revival-style house with vinyl siding and non-original windows
Structure 90	1723 W. Noble	ca. 1920	Bungalow/Craftsman-style house with vinyl siding
Structure 91	1714 W. Noble	ca. 1928	Bungalow/Craftsman-style house with vinyl siding and non-original windows
Structure 92	1724 W. Noble	ca. 1955	Concrete block, gable-on-hip-roofed building
Structure 93	1811 W. Noble	ca. 1911	Two-story, Colonial Revival-style house with vinyl siding
Structure 94	1813 W. Noble	ca. 1909	Free Classic-style house with no major alterations
Structure 95	1817 W. Noble	ca. 1909	National Folk house with non-original windows
Structure 96	1823 W. Noble	ca. 1905	Queen Anne-style house with the porch removed
Structure 97	1808 W. Noble	ca. 1911	National Folk house with vinyl siding
Structure 98	1812 W. Noble	ca. 1920	House of no distinctive style, with asbestos siding and a non-original second story
Structure 99	1822 W. Noble	ca. 1920	Pyramidal folk house with non-original siding
Structure 100	306 N. 18th	ca. 1905	A house with major alterations
Structure 101	1903 W. Noble	ca. 1948	Gable-front-and-wing folk house with vinyl siding
Structure 102	1907 W. Noble	ca. 1935	Minimal Traditional-style house with vinyl siding and additions
Structure 103	1911 W. Noble	ca. 1935	Hip-roofed house, no distinctive style, with non-original siding
Structure 104	1917 W. Noble	ca. 1954	Hip-roofed Ranch-style house
Structure 105	1923 W. Noble	ca. 1962	Oblong- box-with-canopy service station
Structure 106	1902 W. Noble	ca. 1905	Pyramidal folk house with vinyl siding
Structure 107	1906 W. Noble	ca. 1909	Queen Anne-style house with aluminum siding and decorative details removed
Structure 108	1910 W. Noble	ca. 1948	Massed-plan, side-gabled folk house, previously designated as not-NRHP-eligible
Structure 109	1914 W. Noble	ca. 1925	Bungalow/Craftsman-style house with vinyl siding
Structure 110	1922 W. Noble	ca. 1925	Bungalow/Craftsman-style house with vinyl siding
Structure 111	1924 W. Noble	ca. 1920	Bungalow/Craftsman-style house, relatively unaltered
Structure 112	2001 W. Noble	1911, 1925	School building with wings constructed in 1911 and 1925, and later additions

Structure 113	2002 W. Noble	1899	Joseph Foucart-designed house, previously designated as NRHP-eligible

The buildings documented outside of the NRHP-listed Guthrie Historic District do not appear to be part of a potentially NRHP-eligible district. The western boundary of the listed Guthrie Historic District in the study area coincides with the boundary of the West Guthrie addition, while the buildings documented outside of the district are in the Capital Heights, Capital Heights Second, and Capital Heights Third additions. Although all of the houses are pre-1964 and a number of early 1900s houses are included, most have had typical siding, window, and/or porch alterations. Some vacant lots are present (see streetscape photographs 2 & 6), and several nondescript mid-century buildings break the architectural continuity (Structures 84, 85, 92, 104, and 105, for example). Overall this area does not have as much visual cohesion as the listed Guthrie Historic District, and it is our preliminary assessment that it does not have the potential for a NRHP-eligible district.

The Noble Avenue Viaduct, as noted above, was constructed in 1936-1937under the auspices of a New Deal-era grade-crossing program that, as of 1937, had funded sixty-six new railroad grade separations (overpasses and underpasses) in Oklahoma. Although not a Works Progress Administration (WPA) funded and administered project, the local WPA office furnished laborers for its construction work. When it was finished in March of 1937, the city held opening ceremonies and celebrations for both the viaduct and a new WPA armory on the same day. The viaduct replaced a bridge over Cottonwood Creek and an at-grade railroad crossing, lessening travel delays caused by trains crossing the road. At the time of its construction, the Guthrie newspaper and a photograph spread reported the viaduct to be the only double-deck bridge in the state. No other pre-interstate-era, double-deck bridges are known to exist in Oklahoma. It is our preliminary assessment that the Noble Avenue Viaduct has the potential for individual NRHP-eligibility. It is noted in the NRHP-nomination as non-contributing to the Guthrie Historic District, presumably because it was built after the district's period of significance which ends in 1929.

Attached for SHPO review are Historic Preservation Resource Identification Forms and photographs for the 114 buildings documented, a bridge survey and inventory form and photographs for the Noble Avenue Viaduct, streetscape photographs of the study area (and adjacent streets) outside of the Guthrie Historic District, and streetscape photographs of the area west of the viaduct within the Guthrie Historic District where development is sparse.

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5. RECOMMENDATIONS:

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

XXX **Approval to proceed**, pending completion of one or more of the following requirements:

Revise design to avoid/protect resources (If prudent or feasible)

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

XXX **Additional Consultation with SHPO** regarding historic standing structures or historic bridges.

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

NRHP Eligibility Archaeological Test Excavations as determined by Department Archaeologist and State Archaeologist

Implementation of MOA with SHPO regarding Mitigation of Adverse Impacts to NRHP-eligible cultural resources

COMMENTS REGARDING RECOMMENDATIONS: The portion of the study area from Wentz St. to 14th St., which includes Structures 1-69, is within the NRHP-listed Guthrie Historic District. Our recommendations for changes to the contributing/non-contributing status of some of the buildings are listed in the "Comments and Description of Findings" section above and on the Historic Preservation Resource Identification Forms. For most of these buildings, however, we agree with the contributing/non-contributing status as listed in the NRHP-nomination.

The portion of the Guthrie Historic District from the viaduct west to 9th St. has been prone to flooding and contains very sparsely-developed blocks. It is our preliminary assessment that this vacant land can be considered as non-contributing to the district's significance.

The study area outside of the NRHP-listed district, from 14th to 19th streets encompassing Structures 70-113, contains primarily 1920s and earlier houses, most with typical alterations, and some mid-century buildings and few vacant lots. It is our preliminary assessment that none of these buildings (except the NRHP-eligible house at 2002 W. Noble) merit NRHP-eligibility individually or as part of a historic district.

The Noble Avenue Viaduct was built in 1936-1937, funded by a New Deal-era federal grade crossing program, and it employed WPA laborers. It is the only known pre-interstate-era, double-deck bridge in Oklahoma. It is our preliminary assessment that it is NRHP-eligible.

Historic Preservation Resource Identification Forms and photographs for all 114 structures documented and a bridge survey and inventory form and photographs for the Noble Avenue Viaduct are attached for SHPO review. Streetscape photographs are also attached for SHPO review.

This phase of cultural resources survey has been conducted primarily for determining the NRHP-eligibility or contributing/non-contributing status of standing structures (buildings and the bridge) adjacent to the existing alignment. An archeological survey for the project will be performed later.

Anna Eddings

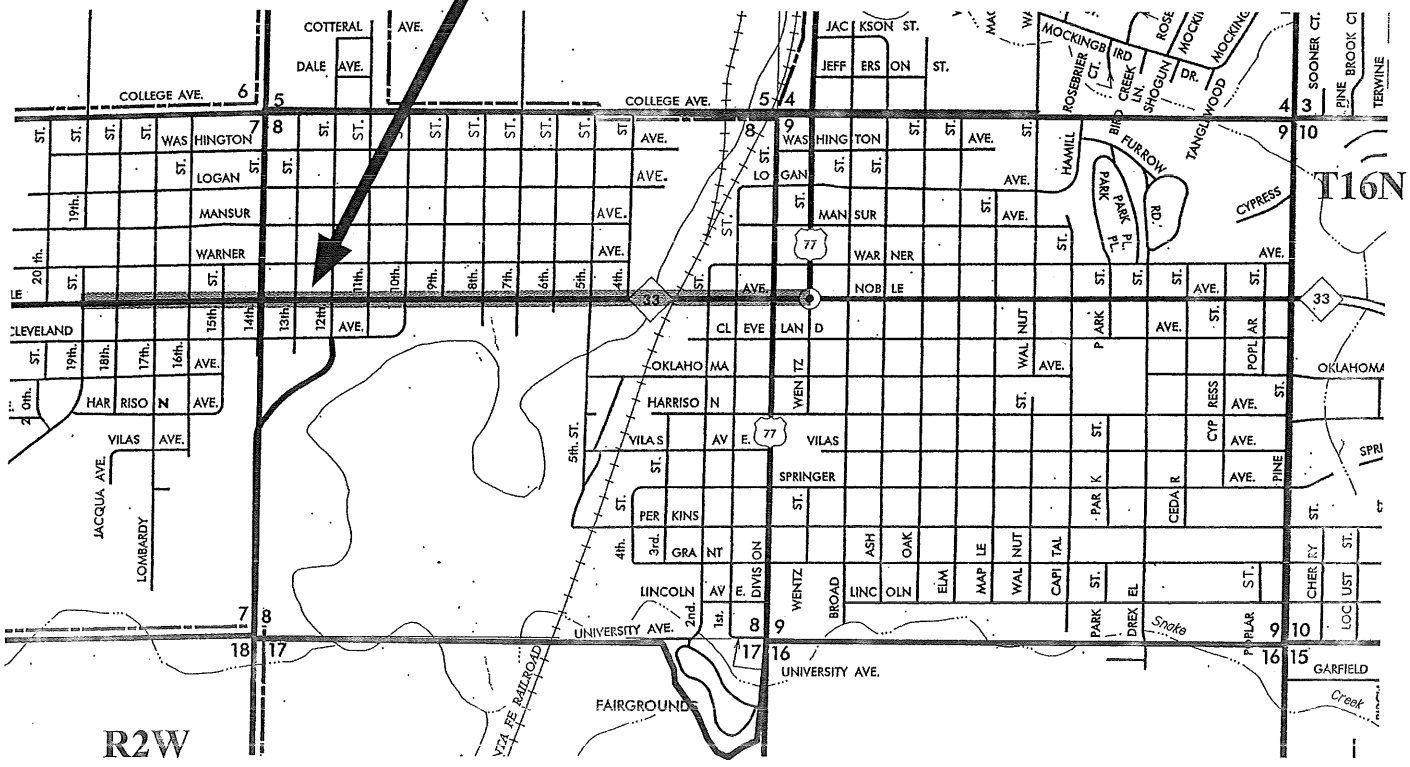
Report Preparer/Principal Investigator

Guthrie
1 of 6

N

NRHP-listed
□ = Guthrie Historic
District boundaries

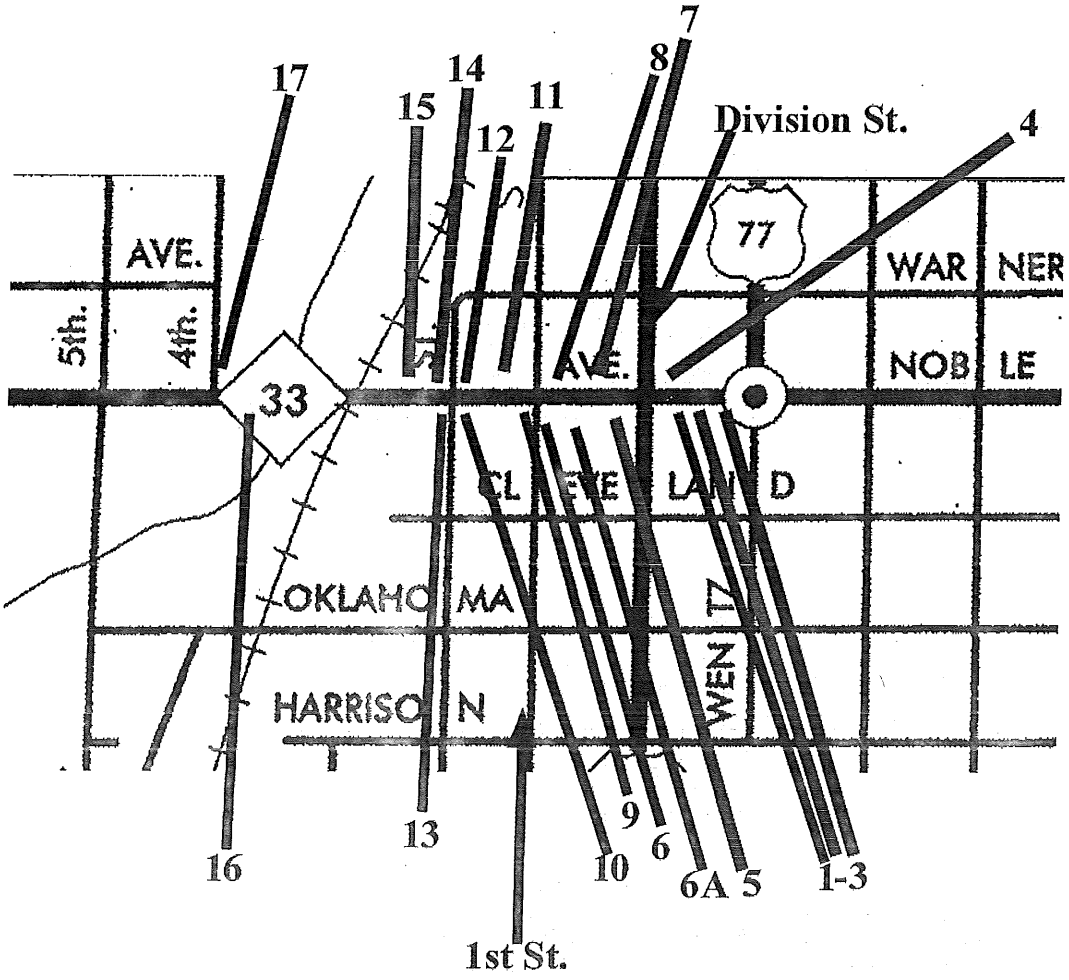
Study Area
J/P 21860(04)



Guthrie
N 2 of 6

Structures 1-17

Red lines indicate buildings that are contributing resources to the Guthrie Historic District.

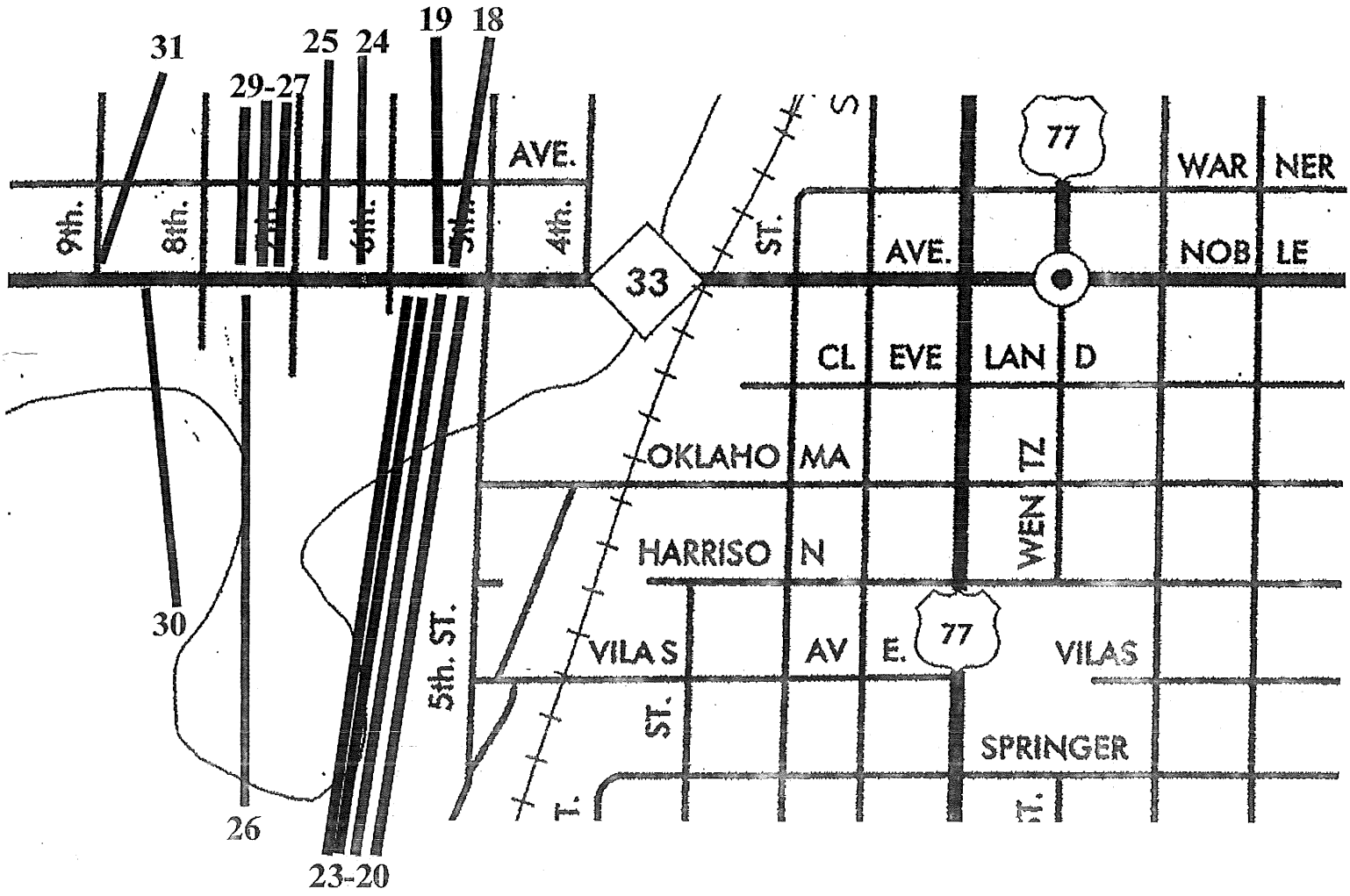


N

Guthrie
3 of 6

Structures 18-31

Red lines indicate buildings that are contributing resources to the Guthrie Historic District.

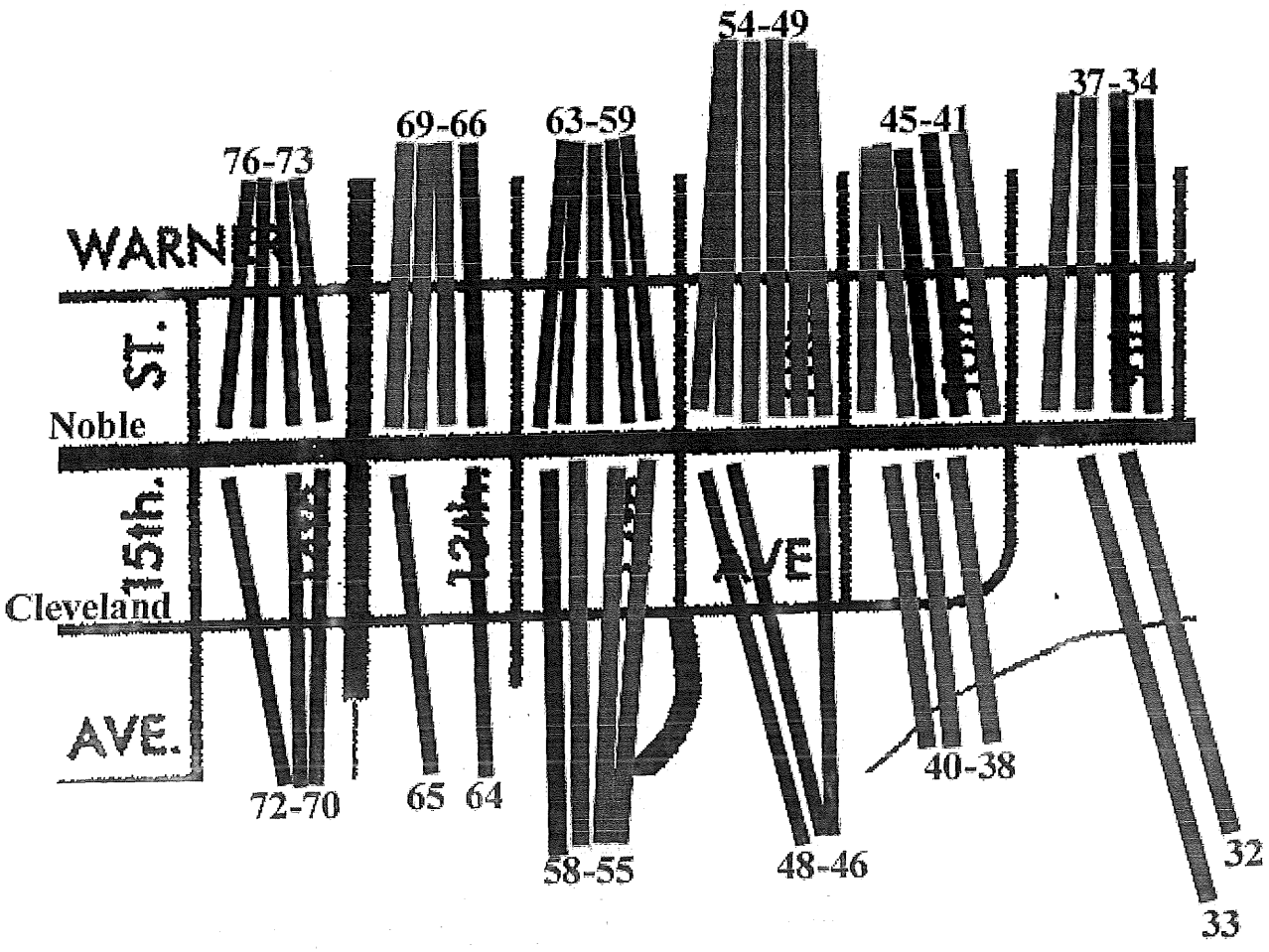


N

Guthrie
4 of 6

Structures 32-76

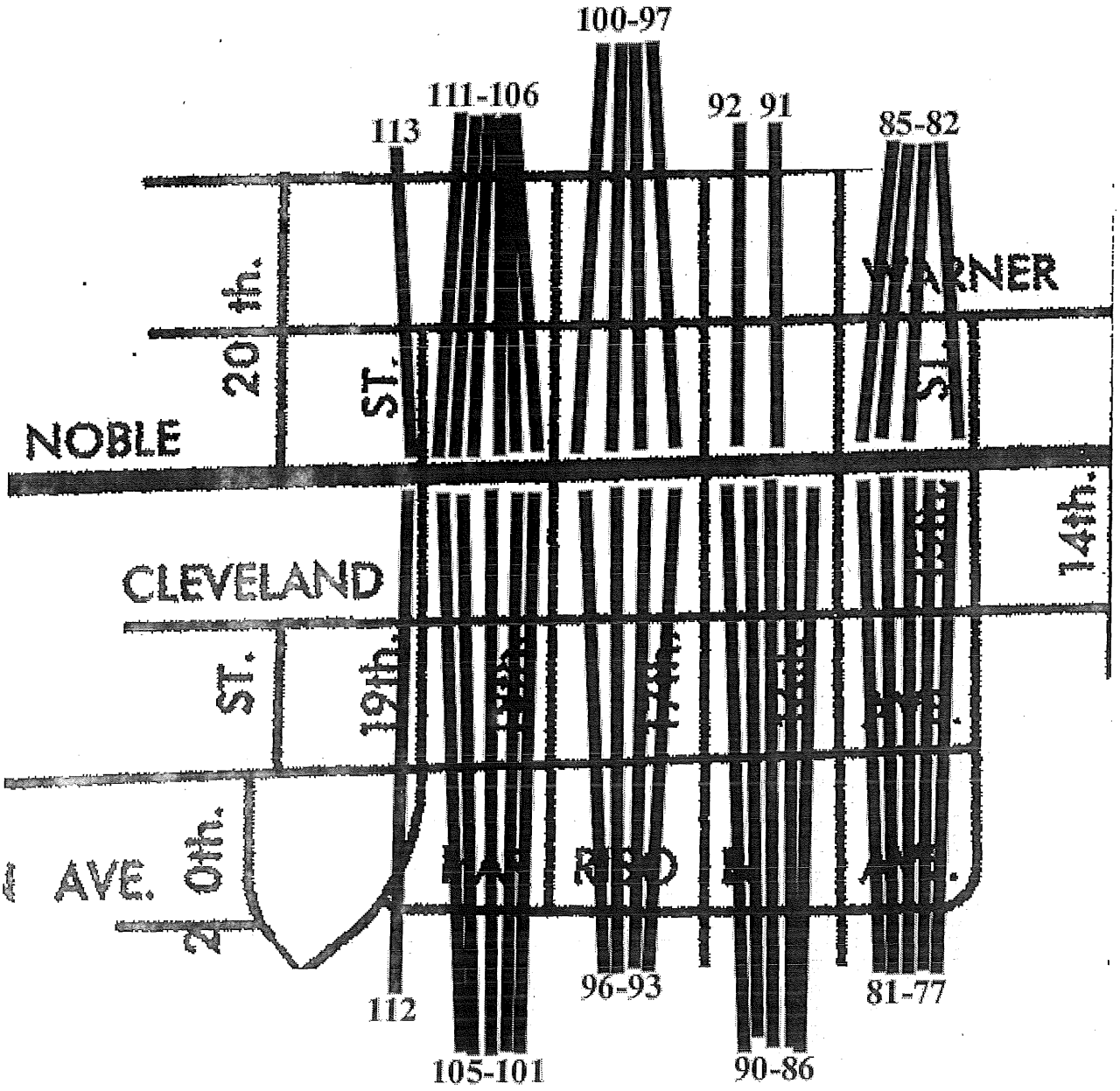
Red lines indicate buildings that are contributing resources to the Guthrie Historic District.



N

Guthrie
5 of 6

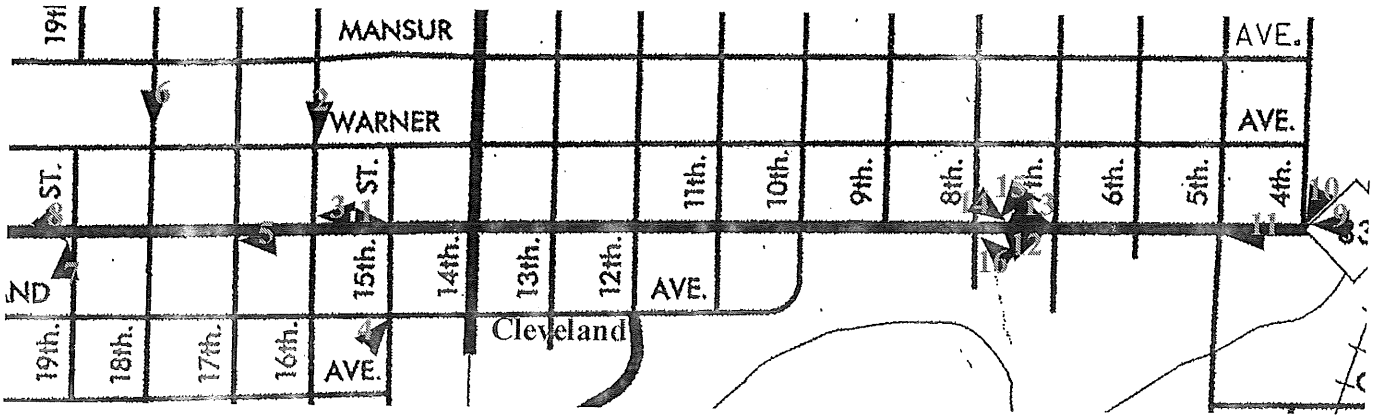
Structures 77-113



N

Guthrie
6 of 6

Arrows indicate the direction the camera is pointing for a series of streetscape photographs



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

November 11, 2010

Ms. Melvena Heisch
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Re: SHPO File # 1266-09 ; Logan County Federal Highway Administration Funded Project J/P 21860(04); replacement of the SH-33/Noble Avenue Viaduct in Guthrie.

Dear Ms. Heisch:

Attached are Historic Preservation Resource Identification forms for nine pre-1965 buildings potentially impacted by the proposed project. These buildings and the Noble Ave. Viaduct are in the NRHP-listed Guthrie Historic District. Our previous submission to your office involving this project contained Historic Preservation Resource Identification Forms for 114 pre-1964 buildings along Noble Ave., and a bridge survey and inventory form for the Noble Ave. Viaduct. The purpose of this phase of cultural resources survey was to determine the NRHP-eligibility and contributing/non-contributing status of additional standing structures (buildings and the viaduct) in the preliminary study area. This area is prone to serious flood events and the hydraulics of design alternatives to best deal with the problem are currently being studied for the project. This current submission includes additional buildings not documented in the previous survey that according to preliminary hydraulic considerations have the potential to be impacted by one or more of the designs. These assessments will be used in consideration of the project design toward minimizing impacts to the Guthrie Historic District. Additional cultural resources survey may be conducted once a study area is developed based on the Area of Potential Effect (APE) for the final design.

Below is a list of buildings documented for the current submission. All are in the Guthrie Historic District, and most were designated in the National Register Nomination as contributing or non-contributing to the district. Except for Structure 2 as noted below, we agree with the current status of the buildings:

Structure 1	1123 ½ W. Noble Ave.	not noted in the NR-nomination; recommended as contributing

Structure 2	1108 W. Cleveland Ave.	contributing in the NR-nomination; recommended non-contributing because of vinyl siding and non-original windows
Structure 3	214 N. 10th St.	contributing in the NR-nomination
Structure 4	709 ½ W. Noble Ave.	not noted in the NR-nomination; recommended as non-contributing
Structure 5	517 W. Oklahoma Ave.	contributing in the NR-nomination
Structure 6	509 W. Oklahoma Ave.	non-contributing in the NR-nomination
Structure 7	501-507 W. Oklahoma Ave.	contributing in the NR-nomination
Structure 8	behind 510 W. Harrison Ave.	non-contributing in the NR-nomination
Structure 9	510 W. Harrison Ave.	non-contributing in the NR-nomination

While the potential affect of the project to the NRHP-listed Guthrie Historic District cannot be addressed at this stage, the Department is aware of the potential for adverse effects and looks forward to working with your office to minimize impacts to historic resources.

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

Sincerely,

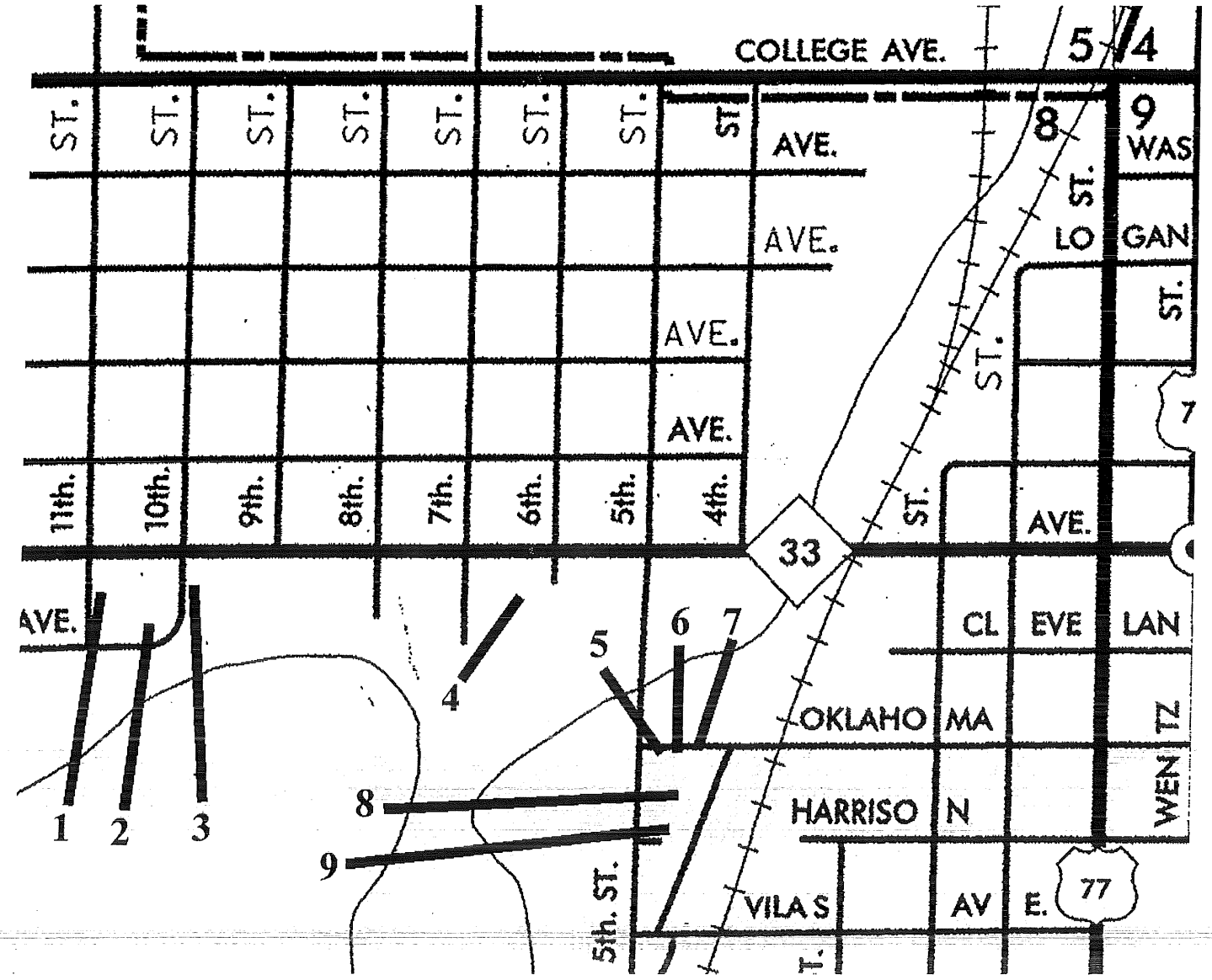
Robert Bartlett
Director, ODOT Cultural Resources Program

Noble Ave. (SH-33) Viaduct Replacement, J/P 21860(04)

N

Guthrie

Red lines indicate buildings that are contributing resources to the Guthrie Historic District.



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

November 22, 2010

Mr. Robert Bartlett, Director
ODOT Cultural Resources Program
111 E. Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #0276-11; SH-33 Noble Avenue Viaduct Project #JP-21860(04) in Guthrie, Logan County, Oklahoma

Dear Mr. Bartlett:

We have received and reviewed the documentation on the referenced project. Per your letter dated November 11, 2010, we concur with your opinions issued for the additional nine properties associated with this project.

All of the structures submitted are located within the National Register listed Guthrie Historic District. Based on the information provided, Structures #2, #4, #6, #8 and #9 (1108 West Cleveland Avenue, 709½ West Noble Avenue, 509 West Oklahoma Avenue, Behind 510 West Harrison Avenue, and 510 West Harrison Avenue) are non-contributing properties. Structures #1, #3, #5, and #7 (1123½ West Noble Avenue, 214 North 10th Street, 517 West Oklahoma Avenue, and 501-507 West Oklahoma Avenue) are contributing properties. This historic district is listed for its significance under Criteria A and C for its association with politics/government and architecture.

We appreciate the opportunity to comment on this project and look forward to working with you in the future.

Should further correspondence pertaining to this project be necessary, the above underlined file number must be referenced. If you have any questions, please contact Ms. Lynda Schwan, Architectural Historian, at 405/522-4478.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

Attachment (List of Properties w/Notations)

FILE # LIST OF PROPERTIES

0276-11 SH-33-NOBLE AVENUE VIADUCT
PROJECT, GUTHRIE, LOGAN COUNTY
(CONTINUED FROM 1266-09)

1. 1123-1/2 WEST NOBLE AVENUE C
2. 1108 WEST CLEVELAND AVENUE NC
3. 214 NORTH 10TH STREET C
4. 709-1/2 WEST NOBLE AVENUE NC
5. 517 WEST OKLAHOMA AVENUE C
6. 509 WEST OKLAHOMA AVENUE NC
7. 501-507 WEST OKLAHOMA AVENUE C
8. BEHIND 510 WEST HARRISON AVENUE NC
9. 510 WEST HARRISON AVENUE NC

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

March 9, 2011

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

Re: SHPO File # 1266-09; Logan County Federal Highway Administration Funded Project J/P 21860(04); replacement of the SH-33/Noble Avenue Viaduct in Guthrie.

Dear Ms. Heisch:

The Oklahoma Department of Transportation (ODOT) is working with the City of Guthrie to construct a new bridge and approaches on SH-33/Noble Avenue over Cottonwood Creek in Guthrie. This area is prone to serious flood events. As of our last correspondence, the design team has prepared solutions to best treat the problem. Previous correspondences between our offices have resulted in refining to project design toward minimizing impacts to the Guthrie Historic District.

ODOT understands that this project has the potential to adversely affect the Guthrie Historic District and the project, by definition, will affect the viaduct. Given the nature of the project, its potential to adversely affect the historic district and individual historic properties, and the need to mitigate any adverse effect to these properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking. Pursuant to 36 CFR 800.3(f), ODOT would appreciate input from SHPO with regard to additional consulting parties for the Section 106 process. Currently, ODOT has identified the City of Guthrie and the Logan County Historical Society as local parties with an interest in the project. Recently, ODOT has also invited Preservation Oklahoma to participate as a consulting party in other undertakings. We would also include them for this project.

Pending further comment from your office, ODOT will offer an invitation to participate as a consulting party to these groups, however we look forward to additional suggestions you may have. If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

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

March 11, 2011

Mr. Scott Sundermeyer, Asst. Dir.
ODOT Cultural Resources Program
111 E. Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #1266-09; Logan County FHWA Project #21860(04) for Replacement of the SH-33/Noble Avenue Viaduct, Guthrie, Oklahoma

Dear Mr. Sundermeyer:

We have received your letter concerning the referenced project in Logan County. We have no additional agencies or organizations to suggest as possible consulting parties for the proposed undertaking other than those noted in your letter.

You may wish to use Ms. Rene Spineto of the City of Guthrie's Planning Department as your contact for the City. She staffs the local Guthrie Historic Preservation Commission. Her contact information is: City of Guthrie, P.O. Box 908, Guthrie OK 73044; Phone 405/282-0197; Fax 405/282-0213; Email renes@cityofguthrie.com.

If you have any questions, please contact Timothy G. Baugh, Ph.D., Historical Archaeologist, at 405/521-6381. Thank you.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

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

April 5, 2011

Logan County Historical Society
Sylvia Ochs, President
P.O. Box 1512
Guthrie, Oklahoma 73044

Re: Section 106 of the National Historic Preservation Act Consultation for Logan County Federal Highway Administration Funded Project: STPY-142S(102), J/P 21860(04); Bridge and Approaches Project for SH-33/Noble Avenue Viaduct in Guthrie (ODOT Structure # 4206 1442X).

Dear Ms. Ochs:

The Oklahoma Department of Transportation (ODOT) is preparing an environmental review of the above-referenced project in order to create a safe passage over Cottonwood Creek. ODOT is working with the City of Guthrie (City) to correct a structurally deficient bridge and accommodate future traffic projections along Noble Avenue (SH-33) at Cottonwood Creek. Comments received as a result of a public meeting held in Guthrie in June 2009 were largely concerned with the frequent and recurring flooding west of the bridge and the traffic congestion that occurs at Cottonwood Creek. At this time, ODOT is working with the City to develop suitable alternatives that would correct the deficiency of the bridge and improve the current and projected future accessibility issues with the bridge.

The existing viaduct is a two-lane double-deck bridge constructed in 1936-1937. The viaduct was a State Highway Department project constructed by a private contractor (Guy H. James) using Works Progress Administration (WPA) laborers. While not a WPA project by strict definition, the viaduct was part of a U.S. Works Program Grade Crossing Project (WPGM 256) for which objective was to provide safe crossings of busy railroads in urban areas. The bridge has been determined to be eligible for inclusion in the National Register of Historic Places (NRHP) in 2009.

The project and bridge are also within the boundaries of the Guthrie Historic District, which is listed on the NRHP. The National Register District boundaries are loosely defined as between University Avenue and College Avenue, and Pine Street and 14th Street, including Mineral Wells Park, however the bridge has been determined to be individually eligible and not a contributing element to the District. The project is outside the Guthrie National Historic Landmark District.

ODOT understands that this project has the potential to adversely affect the Guthrie Historic District and the project, by definition, will affect the viaduct. Given the nature of the project, its potential to adversely affect the historic district and individual historic properties, and the need to mitigate any adverse effect to these properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking.

Under Section 106 of the National Historic Preservation Act of 1966, as amended, Federal agencies are specifically required to take into account the effects that their undertaking may have on historic properties. In accordance with 36 CFR 800.2(c) and on behalf of the Federal Highway Administration, ODOT is inviting you to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The undertaking is considered an ODOT project and ODOT and FHWA, Oklahoma Division are in consultation with the Oklahoma State Historic Preservation Office, however, we recognize that your organization may wish to participate as a consulting party. As a consulting party, you will receive documentation regarding ODOT's efforts to identify historic properties and you will be afforded an opportunity to comment on the project and its affect to the viaduct, the Guthrie Historic District, and other historic properties that may be identified during ODOT's investigations. Please let us know within 30 days of your receipt of this letter if you wish to be a consulting party to the Section 106 process for this undertaking. If we do not receive a response from within 30 days, we will presume your organization does not desire to participate as a consulting party and proceed accordingly. If you have any questions regarding this project, please contact Scott Sundermeyer at 405-325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

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

April 5, 2011

Preservation Oklahoma
Katie McLaughlin Friddle, Executive Director
405 NW 15th Street
Oklahoma City, Oklahoma 73103

Re: Section 106 of the National Historic Preservation Act Consultation for Logan County Federal Highway Administration Funded Project: STPY-142S(102), J/P 21860(04); Bridge and Approaches Project for SH-33/Noble Avenue Viaduct in Guthrie (ODOT Structure # 4206 1442X).

Dear Ms. Friddle:

The Oklahoma Department of Transportation (ODOT) is preparing an environmental review of the above-referenced project in order to create a safe passage over Cottonwood Creek. ODOT is working with the City of Guthrie (City) to correct a structurally deficient bridge and accommodate future traffic projections along Noble Avenue (SH-33) at Cottonwood Creek. Comments received as a result of a public meeting held in Guthrie in June 2009 were largely concerned with the frequent and recurring flooding west of the bridge and the traffic congestion that occurs at Cottonwood Creek. At this time, ODOT is working with the City to develop suitable alternatives that would correct the deficiency of the bridge and improve the current and projected future accessibility issues with the bridge.

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The project and bridge are also within the boundaries of the Guthrie Historic District, which is listed on the NRHP. The National Register District boundaries are loosely defined as between University Avenue and College Avenue, and Pine Street and 14th Street, including Mineral Wells Park, however the bridge has been determined to be individually eligible and not a contributing element to the District. The project is outside the Guthrie National Historic Landmark District.

ODOT understands that this project has the potential to adversely affect the Guthrie Historic District and the project, by definition, will affect the viaduct. Given the nature of the project, its potential to adversely affect the historic district and individual historic properties, and the need to mitigate any adverse effect to these properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking.

Under Section 106 of the National Historic Preservation Act of 1966, as amended, Federal agencies are specifically required to take into account the effects that their undertaking may have on historic properties. In accordance with 36 CFR 800.2(c) and on behalf of the Federal Highway Administration, ODOT is inviting you to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The undertaking is considered an ODOT project and ODOT and FHWA, Oklahoma Division are in consultation with the Oklahoma State Historic Preservation Office, however, we recognize that your organization may wish to participate as a consulting party. As a consulting party, you will receive documentation regarding ODOT's efforts to identify historic properties and you will be afforded an opportunity to comment on the project and its affect to the viaduct, the Guthrie Historic District, and other historic properties that may be identified during ODOT's investigations. Please let us know within 30 days of your receipt of this letter if you wish to be a consulting party to the Section 106 process for this undertaking. If we do not receive a response from within 30 days, we will presume your organization does not desire to participate as a consulting party and proceed accordingly. If you have any questions regarding this project, please contact Scott Sundermeyer at 405-325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

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

April 5, 2011

Ms. Rene Spinetto
Community Development Director
City of Guthrie
101 N. Second Street, P.O. Box 908
Guthrie, Oklahoma 73044

Re: Section 106 of the National Historic Preservation Act Consultation for Logan County Federal Highway Administration Funded Project: STPY-142S(102), J/P 21860(04); Bridge and Approaches Project for SH-33/Noble Avenue Viaduct in Guthrie (ODOT Structure # 4206 1442X).

Dear Ms. Spinetto:

The Oklahoma Department of Transportation (ODOT) is preparing an environmental review of the above-referenced project in order to create a safe passage over Cottonwood Creek. ODOT is working with the City of Guthrie (City) to correct a structurally deficient bridge and accommodate future traffic projections along Noble Avenue (SH-33) at Cottonwood Creek. Comments received as a result of a public meeting held in Guthrie in June 2009 were largely concerned with the frequent and recurring flooding west of the bridge and the traffic congestion that occurs at Cottonwood Creek. At this time, ODOT is working with the City to develop suitable alternatives that would correct the deficiency of the bridge and improve the current and projected future accessibility issues with the bridge.

The existing viaduct is a two-lane double-deck bridge constructed in 1936-1937. The viaduct was a State Highway Department project constructed by a private contractor (Guy H. James) using Works Progress Administration (WPA) laborers. While not a WPA project by strict definition, the viaduct was part of a U.S. Works Program Grade Crossing Project (WPGM 256) for which objective was to provide safe crossings of busy railroads in urban areas. The bridge has been determined to be eligible for inclusion in the National Register of Historic Places (NRHP) in 2009.

The project and bridge are also within the boundaries of the Guthrie Historic District, which is listed on the NRHP. The National Register District boundaries are loosely defined as between University Avenue and College Avenue, and Pine Street and 14th Street, including Mineral Wells Park, however the bridge has been determined to be individually eligible and not a contributing element to the District. The project is outside the Guthrie National Historic Landmark District.

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properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking.

Under Section 106 of the National Historic Preservation Act of 1966, as amended, Federal agencies are specifically required to take into account the effects that their undertaking may have on historic properties. In accordance with 36 CFR 800.2(c) and on behalf of the Federal Highway Administration, ODOT is inviting you to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The undertaking is considered an ODOT project and ODOT and FHWA, Oklahoma Division are in consultation with the Oklahoma State Historic Preservation Office, however, we recognize that your organization may wish to participate as a consulting party. As a consulting party, you will receive documentation regarding ODOT's efforts to identify historic properties and you will be afforded an opportunity to comment on the project and its affect to the viaduct, the Guthrie Historic District, and other historic properties that may be identified during ODOT's investigations. Please let us know within 30 days of your receipt of this letter if you wish to be a consulting party to the Section 106 process for this undertaking. If we do not receive a response from within 30 days, we will presume your organization does not desire to participate as a consulting party and proceed accordingly. If you have any questions regarding this project, please contact Scott Sundermeyer at 405-325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

Sundermeyer, Scott

From: preservationok@preservationok.org
Sent: Wednesday, April 06, 2011 3:06 PM
To: Sundermeyer, Scott
Cc: mheisch@okhistory.org
Subject: RE: Noble Ave. Viaduct, Guthrie

Hi Scott,

In response to your April 5th letter regarding the SH-33/Noble Avenue Viaduct in Guthrie, Preservation Oklahoma would like to be included as a consulting party. Thank you for the opportunity to participate, and please let me know if you need anything else from me at this point.

Thanks,
Katie

Katie McLaughlin Friddle
Executive Director
Preservation Oklahoma, Inc.

405 N.W. 15th Street
Oklahoma City, Oklahoma 73103

Phone:405-525-5325
Website:www.preservationok.org
Email:preservationok@preservationok.org

4.8.11

Chris Hirzel
Logan Co. Historical
Society.

- He would like to participate in the Guthrie bridge discussion

chir@cheapbooks.com
- 405-282-3770

Would like you to contact him or mail confirmation

Sundermeyer, Scott

Subject: Guthrie bridge - Logan County Hist. Soc.

Start: Tue 4/12/2011 12:00 AM
End: Wed 4/13/2011 12:00 AM
Show Time As: Free

Recurrence: (none)

Organizer: Sundermeyer, Scott

I spoke with Chris Hirzel at the Logan County Historical Society at 11:00 today. He'd responded by phone last week that they would like to be a consulting party for this project. We'll keep him informed regarding the progress.

Telephone Communication Log
ODOT Cultural Resources Program

Date	4.20.11
Contact	Name: Rene Spinetta Tribe / Agency: City of Guthrie Phone number: 405-282-0197
Notes	County: Logan Project/JP #: 28160(04) Rene returned my call to her following upon written request to be consulting party for this project. She confirmed that City would like to be.
Follow-up	

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Tuesday, March 20, 2012 2:23 PM
To: Sundermeyer, Scott; 'Rene Spineto'; chirzel@cheapbrothers.com; 'Katie Friddle'; 'Melvena Heisch'; 'Maxine Pruitt'; 'Matt Mueller'; 'Fortney, Justin W.'; Paul_D_Green/ODOT@fd9ns01.okladot.state.ok.us; Lynda Schwan
Subject: RE: SH-33 Cottonwood Creek consulting party meeting agenda
Attachments: Guthrie 106 meeting map.pdf; Section 106 Consulting Party Meeting Agenda.doc

Please forgive my error. I would like to add that you may find it beneficial to drive the project corridor (study area as indicated on attached map) prior to our meeting. We will be discussing how the project might affect resources along the corridor. Also, please be advised that we will be discussing the historic resources for this meeting.

Thank you-

Scott A. Sundermeyer, RPA
405.325.7201

From: Sundermeyer, Scott
Sent: Tuesday, March 20, 2012 2:21 PM
To: 'Rene Spineto'; chirzel@cheapbrothers.com; 'Katie Friddle'; 'Melvena Heisch'; Bartlett, Robert B.; 'dsullivan@ODOT.ORG'; 'Maxine Pruitt'; 'Matt Mueller'; 'Fortney, Justin W.'; Paul_D_Green/ODOT@fd9ns01.okladot.state.ok.us; 'Lynda Schwan'
Subject: SH-33 Cottonwood Creek consulting party meeting agenda

Good afternoon:

Attached is an brief agenda and copy of a map illustrating the referenced project. Rene Spineto has arranged to have our Section 106 consulting party meeting in the Guthrie City Hall 3rd floor conference room. We will be meeting at 10:00 Friday March 23.

To get everyone up to speed, the existing bridge over Cottonwood Creek (the Noble Avenue Viaduct) was constructed in 1936/37 and was funded by a federal grade-crossing program. The viaduct was determined individually eligible for the National Register of Historic Places in 2009. The proposed project is within the NRHP-listed Guthrie Historic District, however the bridge is not a contributing member of the District.

At the meeting, I will be providing preliminary project plans illustrating two alternatives for the project. These alternatives specifically address the flooding issue on the west side of Cottonwood Creek.

Please be aware that your input is very important and we welcome discussion over all the agenda topics.

Thank you –
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102

Section 106 Consulting Party Meeting - SH-33 (Noble Avenue) over Cottonwood Creek

3/23/2012
Guthrie City Hall; 3rd flood conference room

Meeting called by: Scott Sundermeyer; ODOT Cultural Resources

Attendees:

Agenda

Introduction

Purpose and Need/project history

Discuss Districts and eligible properties

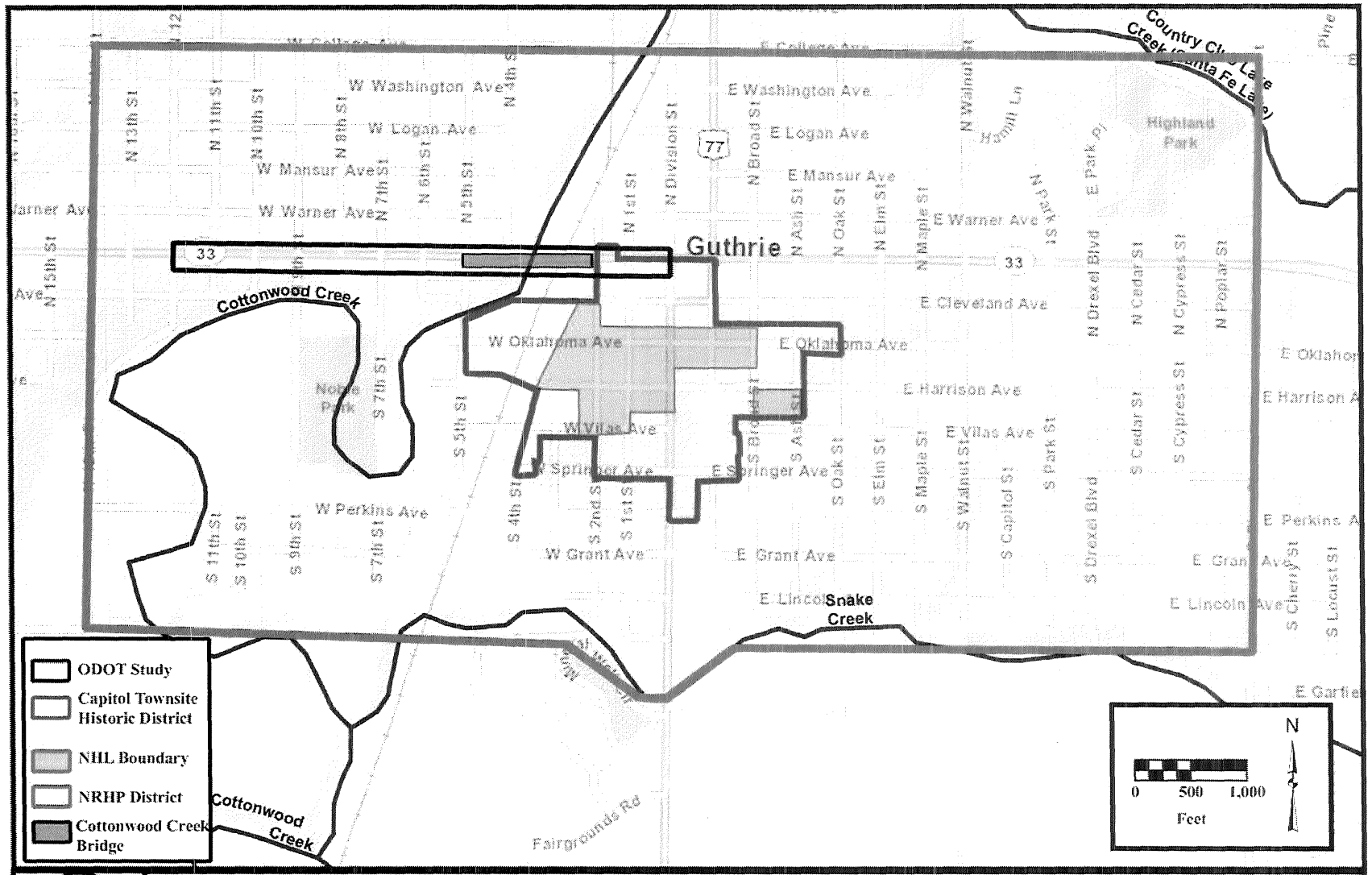
Discuss Alternatives

Discuss potential effect of project

Discuss potential mitigative efforts

Additional Information

Special notes:



ODOT Logan County Project 21860(04), Improvements to bridge over Cottonwood Creek illustrating ODOT Study Area, Capitol Townsite Historic District, Guthrie National Historic Landmark (NHL) District, Guthrie National Register of Historic Places (NRHP) District, and Cottonwood Creek bridge.

3.23.12

Guthrie SH-33 over Cottonwood Creek Sign in

Scott Sundermeyer	ODOT – Cultural –	ssundermeyer@ou.edu.
Maxine Pruitt	City of Guthrie	mpruitt@cityofguthrie.com
Melvena Heisch	SHPO	mheisch@okhistory.org
Timothy Baugh	SHPO	tbaugh@okhistory.org
Lynda Ozan	SHPO	lozan@okhistory.org
Katie Friddle	Preservation Okla.	preservationok@preservationok.org
RENÉ SPINETO	CITY of GUTHRIE	respineto@cityofguthrie.com
ED Wood	Guthrie HP + Planning Comm.	ED Wood@SBCglobal.net
Chris Harzel	charzel@cheapbrothers.com LCHS	
Robert Bartlett	ODOT Cultural Resources	rbartlett@ou.edu.
Nancy Ashton	ODOT EPD	nashton@odot.org
Tenny Maker	City of Guthrie	
Charles Downey	City of Guthrie	
ERIC HARLOW	CITY OF GUTHRIE	eharlow@cityofguthrie.com
Chuck Burtcher	City of Guthrie	cburtcher@cox.net
Justin Fortney	Guthrie Transportation Authority	justinf@health.ok.gov
Dawn Sullivan	ODOT – Env. Programs	dsullivan@odot.org

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Wednesday, April 04, 2012 3:34 PM
To: 'Katie Friddle'; 'Melvena Heisch'; 'Lynda Ozan'; 'Timothy Baugh'; 'Rene Spineto'; chirzel@cheapbrothers.com
Cc: 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'ssundaram@ODOT.ORG'; 'NAshton@ODOT.ORG'; Kathryn St. Clair
Subject: Logan County SH-33 (Noble Ave.) over Cottonwood Creek bridge project
Attachments: SH-33 Cottonwood Creek Purpose and Need.pdf

Good afternoon all –

Thank you all for your recent attendance at the Section 106 consulting party meeting for the referenced project (3/23/12). Robert Bartlett and I have put together the attached information to address some concerns regarding the bridge over Cottonwood Creek. Our meeting on Friday may have been short on discussion of the bridge as an historic property affected by this project.

What we have included is a discussion of the Purpose & Need (P&N) for the project. The P&N may be the most important aspect of the environmental document(s) prepared for a project as it establishes why the agency is proposing the expenditure of funds that may cause effects to, in this case, historic properties. ODOT is studying alternatives for inclusion in a FHWA 4(f) document that will address the P&N. This "alternatives analysis", which include a no-build and a rehabilitation alternative as well as several alternatives, will be compiled in the 4(f) document that will be reviewed by FHWA. We will make sure that the 4(f) is provided to you as well.

The P&N discussion in the attached document is followed by several appendices. Appendix A presents a detailed flood analysis of SH-33 over Cottonwood Creek. While this information is data-driven, it is fairly clear and explains the flood stage of 22 feet and indicates the level of flood impacts between 17 and 32 feet. We have also included flood probability statistics developed by the National Weather Service as well as a tabulated format illustrating historical crests for Cottonwood Creek. You'll note that the evidence coincides with the data we presented indicating that the creek floods (over the 22 foot threshold) approximately twice per decade.

Appendix B includes the most recent bridge information sheet and the inspection report. Inspections score different elements of a structure on a scale of 0 to 9. Results of the latest inspection revealed several elements that scored below 5 (fair condition). These scores are used to determine the sufficiency rating. The structure is rated at 21.1 out of 100.

Appendix C is an excerpt from the City of Guthrie's 2002 City Plan that specifically addresses the bridge . The City Plan is available online at: http://www.cityofguthrie.com/DocumentView.aspx?DID=44.

I hope you find this document helpful. We anticipate a public meeting in the next 6 to 8 weeks where we will be specifically discussing historic properties. I will make sure that you are all informed once the date is set that that you may attend.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu

Sundermeyer, Scott

From:	Sundermeyer, Scott
Sent:	Tuesday, June 05, 2012 3:53 PM
To:	'Rene Spineto'; 'chirzel@cheapbrothers.com'; 'Katie Friddle'; 'Melvena Heisch'; 'Lynda Ozan'; Timothy G. Baugh (tbaugh@okhistory.org); 'edwood@sbcglobal.net'; 'jhanke@cityofguthrie.com'
Cc:	'ssundaram@ODOT.ORG'; 'dsullivan@ODOT.ORG'; 'John.Hartley@dot.gov'; Bartlett, Robert B.; 'Kathryn St. Clair'; Ledue, Victoria U.
Subject:	Guthrie - June 20 Cottonwood Creek consulting party meeting for historic properties
Attachments:	Section 106 Consulting Party Meeting Agenda - 6-20-12.doc

Good afternoon –

We have scheduled our 2nd consulting party meeting for historic properties in the above-referenced project for June 20, 2012 at 10:00 a.m. at the Oklahoma History Center in Oklahoma City. Melvena Heisch has secured the classroom on the 1st floor for our use.

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

This meeting follows a Public Meeting held in Guthrie on May 17, 2012. It will be important for this June 20 meeting to focus solely on historic properties, therefore I would like to limit the attendance to those who have an expressed desire in consulting about these resources. It appears as though we have between 15 and 20 people who have confirmed their attendance.

Attached is an agenda. Please forward to anyone I may have left off this list.

I believe the front doors to the Oklahoma History Center open at 10:00. Please don't hesitate to contact me with any questions.

Best regards-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu

Section 106 Consulting Party Meeting - SH-33 (Noble Avenue) over Cottonwood Creek
June 20, 2012

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

1st floor classroom

Meeting called by: Scott Sundermeyer; ODOT
Cultural Resources

Consulting parties: City of Guthrie, Oklahoma Department of Transportation, Federal Highway Administration, Oklahoma State Historic Preservation Office, Preservation Oklahoma, Logan County Historical Society

Agenda

Introduction and recap of March 23 meeting

Purpose and Need

Recap Districts and eligible properties

Discuss alternatives

Discuss potential effect of project

Discuss potential mitigative efforts

Additional Information

Special notes: This meeting follows a Public Meeting held in Guthrie on May 17, 2012. The public was presented with the information presented in the above agenda.

5/2012 Sec 106 Meeting for Guthrie SH 33 Cottonwood Creek

Name	Org.	email
Siv Sundaram	ODOT-Env. Prog	ssundaramaodot.org
Scott Sundermeyer	ODOT - Cultural Resources	ssundermeyer@ou.edu
Tori Ledue	ODOT - Cultural Resources	tori.ledue@ou.edu
Michael Pearson	ODOT - Bridge Division	mpearson@odot.org
Robert Bartlett	ODOT - Cultural Resources	rbartlett@ou.edu
Kathryn St. Clair	CPJ	Kstclair@cpjj.com
Jim Overton	LCHS	overtoucpa@sbcglobal.net
Chris Hirzel	LCHS	chirzel@cheapbrothers.com
ED Wood	City Dir/Plan/LCHS	EDwood@sbcglobal.net
René Spineto	City of Guthrie	rspineto@cityofguthrie.com
John Hartley	FHWA	john.hartley@dot.gov
Timothy Baugh	SHPO	tbaugh@okhistory.org
Katie Friddle	PreservationOK	preservationok@preservationok.org
Lynda Ozan	SHPO	lozan@okhistory.org
Melvena Heisch	SHPO	mheisch@okhistory.org
Steve Jacobi	ODOT Bridge	Sjacobi@odot.org

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Thursday, June 28, 2012 9:38 AM
To: 'Katie Friddle'; 'Melvena Heisch'; 'Lynda Ozan'; 'Timothy Baugh'; 'Rene Spineto'; 'chirzel@cheapbrothers.com'; 'edwood@sbcglobal.net'
Cc: 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'ssundaram@ODOT.ORG'; 'NAshton@ODOT.ORG'; 'Kathryn St. Clair'; 'John.Hartley@dot.gov'; Ledue, Victoria U.
Subject: Logan County SH-33 (Noble Ave.) over Cottonwood Creek bridge June 20, 2012 meeting
Attachments: Guthrie Bridge Project meeting minutes June 20 2012.docx

Good morning –

Tori Ledue of our office has put together the attached set of meeting minutes from our June 20, 2012 meeting. Please review these and comment if you would like.

We will be working with folks at ODOT to prepare photomapping (basically making a map using photos and adding cartographic components) and elevation drawings of the existing and proposed bridge. We should have these complete within six to eight weeks. Once complete, we'll forward to the consulting parties for review.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu

Guthrie Bridge Project
Meeting Minutes

June 20, 2012

Present: Scott Sundermeyer, Robert Bartlett, Tori Ledue (ODOT CRP); Siv Sundaram, Steve Jacobi, Michael Pearson (ODOT); Rene Spineto, Ed Wood (City of Guthrie); Chris Hirzel, Jim Overton (Logan Co. Historical Society); Katie Friddle (POK); Melvena Heisch, Lynda Ozan, Tim Baugh (SHPO); Kathryn St. Clair (CP&Y consultant for NEPA document); John Hartley (FHWA)

Next meeting: TBD- proposed meeting after 4(f) and NEPA document have been drafted

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I. Introductions (Scott)

Scott opens the meeting with a short explanation of the purpose of the meeting: to discuss historic properties (listed in the NRHP or determined eligible) in the manner set forth through the Section 106 Process. He asks for a quick introduction of everyone present- goes around the table.

II. Recap of Previous Meeting (Scott)

The project is defined as correcting the sight distance on the bridge, correcting the deficient bridge, and minimizing the flooding of the roadway. More than each of these individual problems, it is a project to create a safe crossing of the creek.

Background data on the bridge (what was relayed to the general public on May 17th in Guthrie): the bridge is rated at 21.1 (out of 100)- a rating of deficient.
The separate parts of the bridge are rated below (all out of 10):
-deck/substructure rates at a 4, which is poor
-superstructure is rated at a 5, which is fair
-geometry is rated at a 2, which is critical

Tim Baugh- "what is geometry?"
Siv, Mike, and Robert all provide some input: geometry encompasses the load able to be carried over the bridge; the height of the bridge versus the approaches (in this case the bridge rises sharply such that the line of sight is cut off for those vehicles approaching).

Siv adds- the bridges sufficiency rating of 21.1 comes from a full inspection completed every other year. For the parts of the bridge, the AASHTO Guidelines for Historic Bridge Rehabilitation and Replacement http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25(19)_FR.pdf notes that between 4 and 5 (out of 10) is the deciding line between a bridge that is able to rehabilitated, and one that is not. This particular bridge has been repaired numerous times in the past, most recently in 1997 with a major $500,000 project. Essentially the only other step to be taken is to load-post the bridge. This would mean that school buses can no longer cross the bridge, which would create a major issue.

Scott: flood data for the area indicates that since 1889 45 major flood events have occurred on the creek. Thirty of those events have been since 1959. Twenty-four of the 30 (post 1959) have closed SH-33, for 24 hours to several days.

The bridge was built in 1937- it replaced a steel and wood Sturgis bridge. It was listed in the NRHP in 2009. The period of significance for the Guthrie Historic District near the bridge is 1889-1927; therefore the current bridge is not a contributing element to the historic district. The district was listed in the 1970s, and was updated in 1987 with the period of significance extended (per Melvena).

III. Discussion of Concerns (Scott moderating)

Scott asked about Concerns, directed first at the City of Guthrie:

Rene- history and architecture is paramount, she understands the need to evaluate historic importance, but recognizes it is not her area of expertise and will therefore defer to Melvena and the SHPO.

As for traffic, she believes that the numbers indicated by Scott as the daily "in town" traffic over the bridge are too low, and do not include through-town traffic of large semi trucks and other vehicles, so the bridge's condition is really an important thing to take into account for safety. She believes that the current footprint of the bridge likely makes the most sense. However, a replacement bridge cannot be constructed with the mindset that "a bridge is a bridge". The new bridge needs to be complementary to its surroundings and the history of the community while serving the high traffic needs.

She'd like to see accommodations for children crossing the bridge, for access to the ball fields, and to schools. The system in town has schools spread all over town, so the children move about, and it's important to incorporate pedestrian and bicycle access for kids (fighting obesity, getting kids active). There should be some protection between pedestrian walkway and the vehicular traffic on the bridge.

She expressed desire to be involved in the design process of the bridge. She also indicated desire for everything about the bridge, including lighting, to be appropriate and to speak to the history of the town. She reiterated that this cannot be an ordinary concrete structure that would be built anywhere.

She noted that the flood information previously presented by Scott sounded too low, that she could remember instances when the bridge was closed at least 3 times in a single year. With the hospital on the west side of the bridge, any flooding event that closes the bridge (even for as little as 24 hours) is a major problem. She mentioned that were several bridges crossing the creek at one time, but that they had all washed away at various flood events. The Elbow area, a predominantly black community in Guthrie, was destroyed by flooding, and is currently inaccessible. She'd like to see that opened up again if possible.

Logan County Historical Society:

-Main concern is the aesthetic of the bridge, they'd like to be involved in the design process when the time comes.

Steve Jacobi indicated that the very preliminary plans for width, number and placement of spans, height of the bridge (to account for mandatory clearance of the RR tracks below) have been decided upon. There is room for discussion, and he welcomed the City of Guthrie and Logan Co Historical Society to join in the design

process. He mentioned special treated concrete and other techniques as options to create a bridge fitting the historic feel of the area.

Preservation Concerns: SHPO and POK

Melvena- please keep in mind that it is a VERY significant bridge, and that the demolition of the bridge will be determined to be an adverse effect, there is no way around that. Also need to remember that the bridge isn't the only thing being impacted; several properties from the adjacent district will also be destroyed. This will create a large void in the district and is a major impact. On top of those, the nearby NHL in downtown Guthrie might be impacted. Also, need to look at the cumulative effect of all the impacts to the district and to the bridge.

Katie Friddle- Reiterating that it is a very big transformation that will occur with this project, everyone needs to recognize that.

Melvena- what about the flooding? How are you saying that the new bridge will not create more flooding?

Steve Jacobi- the proposed bridge is approximately twice as long, and the grade on the west side is being raised 6 ft. This has opened up the hydrology under the bridge. For the existing bridge, there is a Q2 rating- meaning that there is a 50% chance each year of a flood. The proposed bridge will have a Q25 rating, meaning that each year there will be a 4% chance of flood. There will be new FEMA maps created for floodplain, because the new bridge and grade will mean that 0.06 ft. of floodplain area will be added (at the closest contour). The USACE will be involved because it is a blue line stream.

Melvena/Lynda: Will the flooding now move into more parts of the historic district that weren't previously affected?

Steve- It appears that will not occur; the added floodplain area is very minimal.

John Hartley- Federal Highway will approve the NEPA document and fund the project, and he'd like to remind everyone that no decision has been made yet; they are still open to alternatives and are looking at other possibilities.

Melvena/Lynda- With a new bridge that high, visual impact on the NHL becomes a concern. That will need to be addressed.

Logan Co Historical Society- In the current APE, what is the access situation?

Steve- 5th Street is still open, but it goes under the bridge. There is no access from the bridge to 5th Street

Guthrie Historic District- What about providing pedestrian access from the bridge to 5th Street? This would help kids and others have access to the ball fields.

Rene- back to the FEMA floodplain mapping change. Would this impact future growth and development in Guthrie?

Steve Jacobi- No, it shouldn't, because it is such a small increase. I don't have the actual data at this time, but I will get it.

General - For construction, different options were looked at. Detouring traffic from US77 to US74 was considered, but was decided that a detour did not meet purpose and need as it did not address local average daily traffic. The plan is to offset from the current bridge and build the proposed bridge ½ at a time. The bridge is planned to be a 4 lane bridge, but does not necessarily have to be a 4 lane bridge. There are no plans for 4 lanes for anything other than the bridge, meaning that SH33 will not be 4 lanes throughout town or extending past the bridge.

Scott: Alternatives Discussion

1) Do Nothing- this option doesn't solve any of the problems that need to be addressed in this project
2) Rehab- solves the deficiency of the bridge, but doesn't solve the flooding issue or the sight deficiency
3) Relocation- this option is not possible, as the bridge is concrete and not able to be moved
4) New bridge at current footprint- currently seems to be the best option

Discussion about whether 2 or 4 lane bridge is the best option. Questions arise- would air pollution increase with 4 lanes? It is mentioned that traffic idling at standstill on 2 lanes would be worse than moving traffic in 4 lanes. Questions about possible bottle necks created from a 4 lane bridge moving to a 2 lane highway?

Siv indicates that it makes the most sense to go ahead and build the bridge to 4 lanes since the traffic counts indicate a need for it, and the projected traffic counts definitely will need it in the future. At this time, ODOT has NO plans to make the highway 4 lanes through town (which would be a large feat, because of numerous properties).

Steve- reminds the group that the bridge is not designed yet, there are many options on the table including appropriate lighting, specially treated concrete to create details and design that would complement the historic nature of the surrounding district. There will be sidewalks on the bridge, they'll be ADA approved. At the current time, there are planned grass partitions between traffic and pedestrians, as well as concrete rail protective implement.

Rene- mentions the smart street ordinance in the City of Guthrie: that all new streets need to have a set bike lane.

Steve- says they will take that into account and work it into design when the time comes. He mentions that the majority of the historic properties are impacted due to the toe fill and grade changes required to minimize flooding. Only one property appears to be impacted due to the extended floodplain boundaries.

Kathryn St Clair- having visited all of the structures to document, it was noted that all of them have had extensive damage from flooding in the past. Many of them are abandoned because of the flood issues.

Scott asked John when an appropriate time would be to have another meeting.

John Hartley- when should we reconvene? After a draft of the 4(f) document and the NEPA study document drafted. For the 4(f), the final OK will have to come from Washington, but the next meeting can come after FHWA-Oklahoma Division has looked over and preliminarily approved the document for the sake of speed.

Meeting ended with Scott/Mike/Steve presenting the renderings of the bridge and approaches. Very preliminary, and much more graphic illustration is yet to come to help everyone visualize the project.

Scott- Meeting adjourned at 11:55

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

February 14, 2013

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

Dear Ms. Heisch:

Re: SHPO File 1266-09 – Logan County Federal Highway Administration Project: STPY-155E(819)EC, J/P 21860(04) Bridge replacement on SH-33 over Cottonwood Creek.

Attached is report of additional investigations, Historic Preservation Resource Identification forms, plans, a Draft Section 4(f) analysis, and other supporting documentation for the referenced project. ODOT has consulted with your office on two prior occasions to identify and evaluate resources of the built environment for the referenced project. The attached documentation includes the results of an archeological survey of the study area and additional resources of the built environment. Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Several of these date to the establishment of Guthrie in the 19th century. Seven buildings were also identified during these investigations and are being submitted for review.

It is our opinion that the seven archeological sites have been disturbed to the extent that the late 19th and early 20th century components are not in stratigraphic context, and therefore would not contribute to our understanding of historic Guthrie. It is our opinion that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the NRHP District. Site 34LG105, the Oklahoma School for the Deaf/Park Sanitarium, extends beyond the study area boundary. The portion of the site that extends beyond the study area was not evaluated. Based on the archival research presented in the report, the portion of the site outside the study area may have the potential to retain context and does not appear to have modern overprinting. Should this portion of the site be impacted by the proposed undertaking, further evaluation of the 34LG105, south of Cleveland Avenue, would be warranted.

Structures 1, 3, and 6 were considered contributing elements to the Guthrie NRHP District in the 1987 NRHP documentation. Based on the information supplied in the report, it is our opinion that Structure 3 has suffered severe deterioration since the 1987 documentation and no longer exhibits design, feeling, or workmanship. As such, this building is unable to convey its historic significance as a contributing element to the Guthrie NRHP District. Structures 1 and 6 still exhibit characteristics that warrant their contributing status. The remaining four buildings have

been altered sufficiently or do not generally retain design characteristics that would warrant consideration in the NRHP as individual resources or as contributing elements to the District.

At this time, a draft Section 4(f) analysis has been prepared for the referenced undertaking. This document has evaluated several alternatives proposed to address the Purpose and Need of the project. The 4(f) considers the feasibility and prudency of each alternative its "use" of historic properties and other similar resources. The FHWA-Oklahoma Division has reviewed the draft 4(f) and concurred with the content of the document and the recommended alternative. The recommended alternative involves the replacement of the existing two-lane SH-33 bridge with a new four-lane facility, and removal of the existing bridge. The new four-lane bridge would address the need to facilitate traffic flow over Cottonwood Creek. Additionally, a new bridge and approaches under this alternative would improve mobility and access, increase sight-lines and reduce flooding on the roadway.

Right-of-way (ROW) would be required from north and south of SH-33. The necessary ROW is largely contained on the west side of the creek within the floodplain. The ROW would be required to allow for the earthwork to support the elevated roadway, to provide appropriate drainage off the roadway, and to raise the roadbed out of the 25-year floodplain. In order to accommodate the footprint of the new bridge, 11 buildings that contribute to the Guthrie NRHP District would need to be removed. Nine of these are on the west side of Cottonwood Creek. In all, the footprint of the project would necessitate the removal of many buildings fronting Noble Avenue from Cottonwood Creek (5th Street area), west to approximately 10th Street.

Based on the above summary and the information provided in the supporting documentation, it is our opinion that the proposed undertaking will adversely affect the NRHP-eligible SH-33 viaduct over Cottonwood Creek (ODOT Structure 4206 1442X) by replacing the existing bridge with a new structure. It is also our opinion that the proposed undertaking will adversely affect the Guthrie NRHP District through the removal of contributing elements to the District.

1014 W. Noble Ave
1012 W. Noble Ave
819 W. Noble Ave
810 W. Noble Ave
1109 W. Noble Ave
1108 West Cleveland
1019 W. Noble Ave
1017 W. Noble Ave
604 W. Noble Ave
711 W. Noble Ave
222 N. 2nd Street

It is our opinion that the recommended alternative would not adversely affect the Guthrie NHL District. Though the new bridge may be slightly visible from some areas of the Guthrie NHL District, these lines-of-sight would be minimal, and thus would not be adverse. Indeed, the existing bridge is not a contributing element to the NRHP or NHL District, therefore it is our opinion that introducing new visual elements in a context-sensitive approach are not adverse.

For your review, we are providing computer-generated photo renderings illustrating the proposed bridge height paired with the existing conditions. Please note that the renderings do represent actual design proposals for the new bridge, simply the elevation of the proposed new structure..

Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, it is our opinion that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. The adverse effect related to the removal of the historic bridge, is an adverse effect to that structure. The adverse effect to the Guthrie NRHP District is due to the proposed removal of 11 contributing buildings to the District. It has been previously determined through consultation with your office that the subject bridge is not a contributing element to the NRHP or NHL District, therefore it is our opinion that the replacement of this structure does not constitute an adverse effect to the NRHP or NHL Districts.

We look forward to your comments regarding the adverse effect and propose a third Section 106 consulting party meeting during the week of March 25, 2013 to discuss effects to the bridge and NRHP District and approaches to resolve adverse effects to these historic properties.

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

Sincerely,

Scott Sundermeyer
Assistant Director, ODOT Cultural Resources Program
cc: State Archeologist

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

March 12, 2013

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

RE: File #0890-13; Cottonwood Creek Bridge Replacement on SH-33/Noble Avenue, Guthrie, Logan County, #STPY-155E(819), #JP-21860(04), Formerly SHPO #1266-09

Dear Mr. Sundermeyer:

We have received and reviewed the documentation on the referenced project. We concur with your opinion that the following properties are contributing to the National Register of Historic Places listed Guthrie Historic District: 222 North 2nd and 1108 West Cleveland. The following properties are considered non-contributing resources: 220 North 2nd, 216 North 2nd, Eaton Mill between 8th and 9th south of Noble Avenue, 214 North 10th and 716 Cleveland Avenue.

We have also received and reviewed the archaeological report prepared by the ODOT Cultural Resources Program for the referenced project. We concur with your opinion that the seven historic archaeological sites (34LG101-107) identified within the area of potential effect are not eligible for the National Register of Historic Places.

Because the consulting parties meeting could not be scheduled until March 27th, two weeks beyond our thirty day comment period and in accordance with our e-mail exchange of today, March 12th, we will not comment on the effects of the referenced undertaking until after the March 27th meeting.

We appreciate the opportunity to comment on this project and look forward to working with you in the future. Should further correspondence pertaining to this project be necessary, the above underlined file number must be referenced. If you have any questions, please contact Ms. Lynda Schwan Ozan, Architectural Historian, at 405/522-4478.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

February 14, 2013

Scott Sundermeyer
Assistant Director
Cultural Resources Program
Oklahoma Department of Transportation
111 East Chesapeake
University of Oklahoma
Norman, OK 73019-5111

Re: Proposed bridge replacement on SH-33 in Guthrie over Cottonwood Creek. Legal Description: N ½ Section 8 T16N R2W, Logan County, Oklahoma. State Project No. STPY-155E (819)EC; J/P 21860 (04A)

Dear Mr. Sundermeyer:

I have received a report documenting the results of a cultural resource inventory for the above referenced action. Personnel from Ama Terra Environmental conducted this work on July 10-22 and December 3-7, 2012. The field inspection of some 40 acres representing the area of potential effect resulted in the documentation of seven historic residential and commercial remnants (34LG101-34LG107) and seven historic buildings within or adjacent to the Guthrie National Register Historic District. **I defer opinion on the potential eligibility of 34LG101-34LG107 and the seven historic buildings as contributing elements as well as project effect 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,

Robert L. Brooks
State Archaeologist

Cc: SHPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES SURVEY REPORT

Prepared by: ODOT Cultural Resources Program

County:	Logan	**Principal Investigator:**	Rachel Feit and Kathryn St. Clair
Project No:	Noble Avenue (SH-33) Bridge Over Cottonwood Creek; STPY-155E(819)EC		
J/P Number:	J/P 21860(04A)		
Surveyed By:	Kathryn St. Clair, Bruce Darnell, Blair Mills and Rachel Feit	**Prepared By:**	Kathryn St. Clair, Bruce Darnell and Rachel Feit
Survey Date:	7/10-7/22/12 and 12/3-12/7/12	**Report Date:**	02/11/13

1. PROJECT DESCRIPTION:

This report documents cultural resources studies for the proposed correction of a structurally deficient, functionally obsolete bridge along Noble Avenue (SH-33) east to 1st Street and west to 12th Street. The proposed improvements also include reducing the frequency of flooding of the roadway west of Cottonwood Creek. The Noble Avenue Bridge (NBI No. 05047) is considered eligible for listing in the National Register of Historic Places (NRHP).

Cultural resources (CR) studies were performed to support ODOT CRP's project coordination under Section 106 of the National Historic Preservation Act (Section 106). The CR studies were performed within the ODOT National Environmental Policy Act (NEPA) study area. The study area is defined as the Noble Avenue corridor between East 1st Street, including the Noble Avenue Viaduct, extending west to West 12th Street. The northern boundary west of the Viaduct extends to ½ of the block between Noble Avenue and Warner Avenue and the southern boundary extends to Cottonwood Creek at West 10th Street up to the Viaduct and is approximately 40 acres along a 0.8 mile corridor of Noble Avenue. See **Figure 1** for the Project Location. Previous studies of the built environment were conducted on two separate occasions (SHPO File 1266-09). The current studies are being conducted to identify archeological resources and additional resources of the built environment due to an increase of the study area since 2009.

The bridge carrying SH-33 over Cottonwood Creek (ODOT Structure No. 4206 1442X; NBI No. 05047) is a federal-aid Works Program double-decker viaduct constructed in 1936-37. The bridge has been determined individually eligible for inclusion in the NRHP, but is not a contributing resource to the NRHP-listed Guthrie Historic District (NR#74001664). The entire study area is located within the boundaries of the Guthrie Historic District.

Legal Location:	The project is within the North ½ of Section 8, Township 16N, Range 2W. More specifically, the project limits extend along Noble Avenue from W. 2nd Street to W. 10th Street.
U.S.G.S. Quadrangle:	Guthrie North

2. TOPOGRAPHY AND VEGETATION:

There is a nearly level floodplain along Cottonwood Creek. The study area falls within the Cross Timbers vegetation region, though today natural vegetation has been heavily altered. Blocks along Noble Avenue have all natural understory vegetation removed and are covered in short landscaping grass or are bare. Mature trees observed include Elm, Walnut and Cottonwood. Blocks south of Noble Avenue along Cleveland Street are now forest with heavy understory vegetation. Trees observed include Elm, Walnut, Cottonwood, Blackjack Oak, and

understory vegetation includes greenbrier, poison ivy, vines and various small second/third generation trees and shrubs.

Vegetation Coverage:

_____	0-25%
_____	25-50%
_____	50-75%
XXX	75-100%

General Soils Observations: Yellowish brown deep silty loam. Soils were very dry and compacted in places

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3. PROJECT METHODOLOGY:

A. Background Research:

XXX State Site Files at Oklahoma Archeological Survey

XXX SHPO NRHP and DOE Files

XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Cheyenne, Arapaho, Iowa Tribe of Oklahoma, Osage Nation, Wichita and Affiliated Tribes

XXX Other sources: Oklahoma Territorial Museum vertical files and maps, Logan County Courthouse, Online Census Directories, Guthrie City Directories, Oklahoma Historical Society, Logan County Historical Society, ODOT files, National Park Service On-Line, various online sources (see citations below)

RESULTS OF BACKGROUND RESEARCH:

Archeological Resources

Files at the Oklahoma Archeological Survey were reviewed and investigators found that there are no previously recorded archeological sites within the study area or within one mile of the study area. **Figure 1** depicts the boundary of the study area.

Historic Standing Structures

Most of the historic resources within the study area have previously been surveyed and documented for historical significance or evaluated as part of the documented historic districts.

The most inclusive and expansive of the districts is the Guthrie Historic District, which was nominated to the NRHP in 1974, with later revisions submitted and approved in 1987. The district boundary encompasses the majority of the city, and includes 2,167 properties contributing to the historical significance of the NRHP district, and 1,408 non-contributing properties. The period of significance of the district is defined as 1889-1929. Within the 25 years since the production of the NRHP-nomination, numerous buildings that once contributed to the district are no longer extant or are in poor condition and no longer convey the historical significance of the district. West of the Noble Avenue Viaduct along Noble Avenue and within both the district boundaries and the study area is very prone to flooding. Lots along Noble Avenue between 4th Street and 9th Street are sparsely populated with buildings, and many of these buildings are vacant. Historically, this area was not as densely developed due to the risk of flooding. The remaining commercial and residential buildings found within this portion of the historic district are in fair- to poor condition, and many retain only minimal historical features that convey the period of significance of

the historic district.

The Capitol Townsite Historic District is embedded within the boundaries of the NRHP-listed historic district, and shares the same contributing resources as the NRHP-listed district. Most of the contributing resources to the Capitol Townsite Historic District are extant and in good condition. A small portion of the study area intersects with the Townsite district boundaries along the south side of Noble Avenue east of the viaduct, and along south 2nd street within the project area.

Nominated in 1999, the National Historic Landmark (NHL) District is defined as the historic downtown and commercial core of Guthrie where the most intact and cohesive grouping of historic buildings are located. The study area does not intersect with the defined boundaries of the historic district. Oklahoma Avenue forms the northern-most boundary, closest to the project area, and the railroad tracks form the northwestern boundary.

On April 7, 2009, ODOT submitted documentation to the Oklahoma Historical Society (SHPO) regarding the subject undertaking. ODOT submitted a Cultural Resource Survey Report and Historic Preservation Resource Inventory (HPRI) forms for 114 pre-1964 buildings identified within the study area at that time. A bridge form was also prepared for the Noble Avenue Viaduct. All of the previously-inventoried structures are located within the NRHP-listed Guthrie Historic District and many are considered contributing resources to the district. The SHPO concurred with ODOT's eligibility recommendations in a letter dated April 17, 2009 (File #1266-09). The SHPO also concurred that the SH-33 Noble Avenue Viaduct is considered individually eligible for listing in the NRHP. The project is outside of the limits of the Guthrie National Historic Landmark District, and there are currently no NRHP-listed individual properties within the study area.

The study area has been modified since the 2009 coordination period and no longer includes previously inventoried structures 1-5 and 47-113, though additional historic-age buildings have been identified within the new study area and HPRI forms were prepared for these buildings and included with this report. Of the historic-age resources within the study area that have been previously coordinated with the SHPO, twenty-one (21) historic-age resources contribute to the NRHP-listed district and twenty-nine (29) historic-age resources do not contribute. **Table 1** lists all historic-age architectural resources located within the study area. **Table 2**, found in the General Comments Section of this report, lists the six resources identified as part of this study.

Table 1: Previously Coordinated Historic-Age Resources in the Study Area

Structure	Address	Date	NRHP District Contributing Status
5	223 N. Division	1910	yes
6	220-224 N. 1st	c.1928	no
6a	218 1/2 N. 1st	c.1928	no
7	122 W. Noble	1928	yes
8	124 W. Noble	1921	no
9	221 N. 1st	c.1928	no
10	224 N. 2nd	c.1931	no
11	301 N. 1st	c.1908	no
12	214 W. Noble	1893	no
13	213-221 N. 2nd	1929	no
14	301 (303) N. 2nd	c.1910	no
15	312 (314) W. Noble	c.1903	yes
16	423-425 W. Noble	c.1928	no
17	422-424 W. Noble	c.1928	no
18	604 (606) W. Noble	c.1908	no

19	608 W. Noble	c.1930	no
20	701 W. Noble	1902	no
Structure	**Address**	**Date**	**NRHP District Contributing Status**
21	711 W. Noble	c.1910	yes
22	713 W. Noble	c.1935	yes
23	719 (723) W. Noble	c.1955	no
24	706 W. Noble	c.1945	no
25	722 W. Noble	c.1955	no
26	813 W. Noble	c.1920	no
27	802 W. Noble	c.1900	no
28	810 W. Noble	c.1900	yes
29	812 W. Noble	c.1920	no
30	905 W. Noble	c.1965	no
31	924 W. Noble	c.1955	no
32	1017 W. Noble	c.1900	yes
33	1019 W. Noble	1904	no
34	1002 W. Noble	c.1950	no
35	1006 W. Noble	c.1920	no
36	1012 (1010) W. Noble	c.1900	yes
37	1014 W. Noble	c.1925	yes
38	1109 W. Noble	c.1910	yes
39	1111 W. Noble	1902	Yes
40	1123 W. Noble	1910	yes
41	1106 W. Noble	c.1915	yes
42	1108 W. Noble	c.1925	no
43	1110-12 W. Noble	1955	no
44	1120 W. Noble	c.1909	yes
45	1124 W. Noble	c.1909	yes
46	1201 W. Noble	1950, 1970	no
47	1219 W. Noble	c.1963	no
48	1219 W. Noble	c.1964	no
49	1204 (1202) W. Noble	1900	yes
50	1206 W. Noble	1907	yes
51	1208 W. Noble	1907	yes
52	1210 W. Noble	1907	yes
53	1218 W. Noble	1908	yes
54	1224 W. Noble	c.1925	yes

Historic Context of the Study Area

Birth of Guthrie

Guthrie, Oklahoma was founded in 1889 during the famous Land Run that opened the unassigned Indian lands of the Oklahoma District to homesteading (McGuire 1998, Lentz 1990). It was named for John Guthrie, a Judge in Topeka, Kansas, who also served as the Chief Attorney for the Santa Fe Railroad that linked Guthrie with towns outside the Oklahoma District (Wilson 2012). On March 2, 1889 the United States Congress passed its annual Indian Appropriations Bill with an amendment (now known as the Springer Amendment) allowing the vast, largely unoccupied Indian Territory in Oklahoma to be opened to settlement by non-Indians. The date of the opening was set for April 22nd, little more than a month from the time the bill was signed. The site for Guthrie was chosen as one of two administrative centers for the district (the other was Stillwater), in part due to its geographically central location within the territory. The

land that became the townsite of Guthrie already had a depot along the Santa Fe Railway, which had been completed in 1887, and its location on Cottonwood Creek near its confluence with the Cimmaron River made it well-suited to become an administrative center for the new territory (Lentz 1990).

Like so many Oklahoma towns, Guthrie sprang into existence literally overnight as homesteaders poured into the Oklahoma District on April 22, 1889 to record their claims. Within a day there were an estimated 12,000 people camped along the banks of Cottonwood Creek in Guthrie. The first days and months of the new city's life were chaotic. The Springer Amendment, written hastily and appended to the Indian Appropriations Bill at the last minute, outlined very few administrative details for opening the territory. There were no provisions for establishing any kind of government, townsites were limited to 320 acres and could only be established with approval by chartered townsite companies, and there was no provision for platting townsites before the opening. Therefore, on the day of the opening, the town of Guthrie was haphazardly staked and platted, causing legal title issues for years to come. The only land division that was not open to question was the "Government Acre" bounded by 1st and 2nd, Oklahoma and Cleveland Streets that was established before-hand at the instruction of John Noble, who was then Secretary of the Interior. This Government Acre block was to be the location of the United States Land Office and the Post Office (Lentz 1990, Wilson 2012).

The first trains carrying people from Kansas and from south of the Oklahoma Territory arrived in Guthrie shortly after noon on April 22nd. Once they pulled into Guthrie, homesteaders discovered that many of the town lots had already been staked and unofficially claimed by government officials, railroad workers, or lawyers who had some plausible reason for entering the territory before the appointed time. Under the Springer Amendment, the townsite of Guthrie was limited to 320 acres, or one half section. Its western border was at 7th Street and its eastern was Division Street. The northern and southern borders were at College and University Streets. Blocks were standardized at 300 square feet, and divided into 24 lots of 25 feet x 140 feet each, with a 20 foot alley bisecting the north and south halves. Not surprisingly, the demand for lots within the new town exceeded the town's federally mandated size limit. Claimants scrambled for whatever land they could find in a contest where "the accepted ethics of the occasion were for everyone to take what he could get and keep all he could take." Streets had to be extended more than a mile in just about all directions to accommodate Sooners clamoring for town lots. To solve this problem, three additional and contiguous townsites were quickly established—East Guthrie, West Guthrie and Capital Hill for a town totaling 1,280 acres (Lentz 1990). Although today Guthrie is legally a single town, these original land divisions remain in use for legal description. The border between West Guthrie and Guthrie Proper runs along 7th Street, through the current project area.

One of the tasks of the new town was to establish a government, and a general assembly was held to nominate candidates for mayor. Six candidates were put forth and eventually the race came down to a hotly contested battle between Robert Hill and Volney Hoggart, representing two opposing factions. However, a clear winner was never established by vote, and troops from Camp Guthrie were forced to intervene between the bickering groups. Eventually a new candidate, Colonel Daniel Dyer, was elected by a committee of six officials representing the two opposing factions. Unbeknownst to the committee or the citizens of the new city at large, Dyer also happened to be a "Sooner" who had entered into the territory a day early and illegally. This detail, however, was not discovered until much later. The first official meeting of the city council was on April 26, 1889, four days after the town's founding. Mayor Dyer nominated a clerk, a registrar, a police judge, a city marshal, treasurer-collector, and attorneys for the new town. The adjacent townsites of East Guthrie, West Guthrie and Capital Hill also established their own governments that functioned semi-autonomously until July 1890, when the four towns officially merged (Lentz 1990).

During the first year of its existence, Guthrie changed its appearance almost daily as wood frame buildings replaced tents, and eventually more substantial brick and sandstone buildings replaced the wooden ones. The city's commercial hub was centered around the railroad depot east of Cottonwood Creek, and the Government Acre. Commercial and civic development emanated from this point and moved eastward. Land west of Cottonwood Creek was claimed more slowly (Lentz 1990, McGuire 1998). City services and

volunteer fire departments were established. In West Guthrie, there was a fire station located within the current study area at 911 Noble Avenue (Sanborn Fire Insurance Maps 1908). That building is no longer standing. Trains from Kansas, Texas and Arkansas carried building supplies such as lumber, nails, plaster, glass and tools. Cottonwood Creek originally supplied the town's water, but new residents quickly dug wells and built cisterns on their lots. The first brick building in Guthrie was the National Bank block, located at Oklahoma and 1st Street (Lentz 1990). According to the 1889 Guthrie City Directory, the town had six banks, two newspapers, a planning mill, an electric company, a waterworks, brick yards, churches and schools (Brewster and Wray 1889). Continuing land disputes notwithstanding, the town boomed through the last decade of the nineteenth century and into the first decade of the twentieth century. By 1900, the population had almost doubled. Most of the buildings that are today standing in the city's commercial district date to the pre-1910 period (Wilson 2012).

In May 1890, Guthrie was officially designated as the Territorial Capital by the US Government. It also served as the county seat of Logan County giving it a position of political prominence within the Oklahoma Territory (Lentz 1990). It remained the territorial capital until 1913, and when Oklahoma became a state in 1907, it served as the temporary state capital. However, in 1910, after years of political disputes and rivalry, the capital was moved permanently to the burgeoning Oklahoma City (Lentz 1990, Wilson 2012). Guthrie's boom largely ended with its displacement as the state capital, and population essentially stabilized at around 10,000 since that time. Today, Guthrie is largely a bedroom community for the much larger Oklahoma City. It is also a tourist center, attracting vacationers year-round to its near pristine, quaint turn of the century downtown. Several festivals bring musicians and tourists to Guthrie in the Spring and in the Autumn and for a Territorial Christmas celebration.

Land Use in the Study Area

The current study area falls within Guthrie Proper and West Guthrie, with the dividing line between the two subdivisions along 7th Street. Most of the development in the study area was clustered along Noble and Cleveland Streets. Smaller residences or ancillary buildings sometimes fronted the numbered streets, but because of the lot orientation, most addresses were tied to the east-west trending streets. The 1889 City Directory lists a West Guthrie city administration building along Noble Avenue between 7th and 8th Streets, and in 1889 the mayor of West Guthrie, W.T. Cannon, lived just one block south of it at the northwest corner of 7th and Cleveland, on the property that later became the Oklahoma School for the Deaf. This property was owned by Victor Good, who also lived there and operated a bakery at that location (Brewster and Wray 1889, Logan County Deed Records [LCDR] 3-401). The Houghton & Company flour mill (which later became the Houghton & Douglas Cotton Gin) is listed in the 1889 directory at 600 W. Noble within the study area. There were general stores, several blacksmiths, a furniture factory, a meat market, real estate agents, a store selling farm implements, a dressmaker, a restaurant, churches, and residences all along Noble at this time as well (Brewster and Wray 1889). Along Cleveland Street, the 1889 City Directory lists a grocer, a saloon and billiard house, a meat market, the West Guthrie Lumber Company (between 5th and 6th Streets), and a restaurant as well as residences. As the years progressed, more houses and businesses gradually filled the once-empty lots. Not surprisingly, due to the bridge over Cottonwood Creek, Noble Avenue became the main commercial thoroughfare in West Guthrie and over time, businesses expanded and grew along this street within the study area.

The Houghton & Douglas Cotton Gin anchored industry in the study area from Guthrie's founding. F.E. Houghton made the 1889 Land Run and, unable to stake out property in the main part of town east of Cottonwood Creek, he claimed property just west of the creek along Noble Avenue between 5th and 6th Street. There he started milling grain and feed. Later he expanded his business to include cotton and eventually the Guthrie gin became the largest in the state. The facility covered almost the entire block at one time. Architecturally it was notable for its octagonal shaped cotton house which dominated the gin yard during the facility's lifetime (Houghton Vertical Files, Oklahoma Territorial Museum 2012).

Another important institution within the study area was the Oklahoma School for the Deaf. In 1897, the Territorial Legislature authorized a school for the Deaf and Dumb to be operated by contract. As the Territorial Capital, Guthrie was chosen for the site, and in 1898 the school opened along both sides of

Cleveland Street between 7th and 8th Streets under the stewardship of Henry Beamer and his wife (Holmes, unknown date). Prior to the school, a bakery and a hotel run by Victor Good and the former Mayor of West Guthrie had been located on the property north of Cleveland Street. The school took over the empty buildings which had been built in 1889. The first teachers were Mr. and Mrs. Ellsworth Long (Holmes, unknown date). The 1900 census lists 55 students and eight teachers administrative staff (including Beamer and his wife) living at the School for the Deaf. The school remained in operation until 1908, when the new Oklahoma State Legislature authorized a new school for the Deaf and Dumb to be located in Sulpher. The school moved the same year (Holmes unknown date).

Finally, one other business of note within the study area was the Ruemmeli and Braun Ice Plant Company, located on the east side of Cottonwood Creek just north of Noble Street. It is unclear when this facility opened. Henry Braun came to Guthrie from Missouri in 1900 as a representative of the Pabst Brewing Company to oversee their brewery and ice operations (Aspenson 1994). However, the Pabst Brewing company had filed incorporation papers in Guthrie in 1893, naming Henry Linn as their representative (Oklahoma Historical Society 2012). Consequently, it seems likely that the facility was at this location under different management as early as 1893. Although the plant is always referred to as an ice plant, the facility also brewed beer and distributed wine and spirits. When prohibition came in 1914, the plant was converted entirely to ice production and Henry Braun took over as sole owner (Aspenson 1994). The plant is pictured on the 1908, 1914 and 1924 Sanborn Fire Insurance Maps. Originally one building was constructed of brick and the remainder was wood framed, but by 1924, the original wood frame buildings had been replaced with a larger brick facility.

African Americans in the Study Area

One of the major untold stories of Guthrie is the participation of African Americans not just during the 1889 Land Run, but throughout the city's subsequent growth (Raymond 2012). The Oklahoman reported in 1904 that Guthrie had a population of more than 3,000 African Americans, making it perhaps the largest African-American population of any town in the Oklahoma Territory (Oklahoman 2008). Guthrie had African-American attorneys, doctors, ministers, teachers, blacksmiths, carpenters, printers, real estate agents, and grocers, in addition to general laborers among its population (African American History Vertical file, 2012). The 1889 City Directory listed two African-American churches of eight in Guthrie, suggesting that from its birth Guthrie had a sizable African-American population (Brewster and Wray 1889). In 1912, a African-American doctor, H.W. Conrad, established the Park Sanitarium and Bathhouse as Guthrie's only hospital for African Americans, and the second African-American hospital in the state (Raymond 2012, The Crisis 1914). This facility was located on the south side of Cleveland Street at 7th Street, just outside the study area in the buildings vacated by the School for the Deaf.

Initially African-American families were interspersed throughout the city, though most tended to live in the lower lying parts of the city near Cottonwood Creek in West Guthrie. However, with the push for statehood, there was a strong movement among white politicians to promote racial segregation. Eventually the area known as the Elbow, just southwest of the study area became the focal point for the African-American community in Guthrie (Raymond 2012). The current study area, however, was not originally dominated by African Americans; rather, during the 1890s and early 1900s, it contained a mix of African-American and white residents and businesses, and this demographic pattern persisted well into the twentieth century. Within the study area, there was an African American blacksmith, Charles Mims, who lived at the corner of eighth and Noble Avenue for many years. There was a African-American meat market and grocers along Cleveland. These families lived alongside white residents in a relatively integrated neighborhood through the 1940s, populated mostly by trades people and laborers of both races.

The Impact of Flooding on the Study Area

One of the defining factors of the built environment in the study area has been the threat of flooding. Cottonwood Creek has flooded numerous times since Guthrie's birth in 1889 and this has affected land use, demographics, and development. The first major flood occurred on April 29, 1897. The Guthrie Daily Leader called it an "appalling cataclysm" and described West Guthrie as a "scene of horror." Six bridges along Cottonwood Creek washed away, $200,000 worth of damage was suffered, and more than 100 people

drowned. The flood occurred in the middle of the night, when floodwaters backed up at the Cimarron River, and came rushing down Cottonwood Creek in a wall of water that washed away homes, livestock and people (Guthrie Daily Leader April 29, 1897). According to the list of missing persons published by the Guthrie Daily Leader, most of the flood victims were African American, which suggests that the homes closest to the creek at that time were occupied mostly by African Americans. This flood was just the first of many to threaten the West Guthrie neighborhood around the creek.

The creek flooded again in May 1908, though this flood did not create the same havoc as the 1897 flood. Nonetheless, West Guthrie was completely submerged. The newspaper reported that "the instructors of the Deaf and Dumb School were forced to wade to a place of safety, as enough skiffs could not be obtained to take them to a place of safety requiring all for the 200 students. It was a peculiar site to see the lady instructors wading waste deep in the surging waters (Guthrie Daily Leader May 25, 1908)." It is likely that this flood was one of the deciding factors toward moving the school later that year.

In October of that same year flood waters again inundated West Guthrie. Residents of the "elbow" were caught in trees, cattle stampeded, and houses filled with water. The seed house for the Houghton & Douglas Cotton gin was flooded with two feet of water and the pump house for the Ruemmeli Braun Ice Company also filled with water. Horses had to be evacuated from the ice company stalls since water stood more than four feet deep in them. Damage to actual machinery, however, was light (Guthrie Daily Leader November 30, 1908).

Floods occurred regularly after that. Jim Ham, a longtime Guthrie resident described one incident which occurred when he was a child where an acquaintance bought a house along Noble near 7th Street, and the next day a flood along Cottonwood Creek washed it away (Ham, personal communication 7-18-12). The constant threat of flooding made the study area less and less desirable. Ham recalls that even when he was child (presumably in the 1940s) residents were quickly abandoning the area south of Noble Avenue between Cottonwood Creek and 10th Street. The neighborhood south of Noble Avenue within the bend of Cottonwood Creek was an area where "winos and homeless people hung out (Ham, personal communication 7-18-12)." Among the few permanent residents still living in this area after the 1940s, most were African American, according to Ham. Eventually, most residents of the flood-prone area along the creek were bought out through a federal flood control project initiated in the mid-1980s. Buildings within the flood zone were abandoned and most, though not all, were demolished at this time.

Little construction occurred in Guthrie throughout the Great Depression with the exception of some Works Progress Administration (WPA) projects. The WPA provided funding, labor and design work for civil structures throughout the county. Guthrie benefitted from this program with the construction of several structures, including the Noble Avenue Viaduct carrying SH-33 over Cottonwood Creek. Completed in 1937 with funding from the WPA and the State Highway Commission and constructed by Guy H. James, the double deck concrete and steel girder bridge replaced a former steel and wood Sturgis suspension bridge. The bridge functioned both to provide a more robust structure less prone to flood damage and to carry the roadway over the railroad grade.

Flooding along Cottonwood Creek remains a development issue for this part of Guthrie and the current project is intended to address some of the land use concerns within the floodplain.

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B. Field Investigation Methodology:

_____ 100% Windshield Survey

_____ Windshield survey with sample pedestrian survey

_____ 80% pedestrian survey

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

GENERAL COMMENTS:

Archeology

Archeologists conducted a pedestrian inspection of the entire study area and excavated 125 shovel tests, one informal 1x1 meter unit, four long backhoe trenches and four 50 x 50 centimeter (cm) test units. Subsequent to the original survey work, the study area was adjusted to include drainage easements. Archeologists visually inspected and excavated four shovel tests within these easements (located between Cottonwood Creek and Noble Street, 4th and 5th Street). One intact modern brown glass beer bottle was found in a shovel test to the east of 5th Street approximately 20 cmbs, confirming modern disturbance in the area. The remaining three tests in the drainage easement did not reveal any cultural material and visual inspection noted large chunks of concrete are buried in the northern and southern banks of the creek, probably placed there to control erosion.

Shovel tests were placed in or around features observed in the field, or in areas where there was potential for features, based on structures indicated on Sanborn Fire Insurance Maps (**Appendix A**). Site definitions followed property boundaries relating to the major period of significance of the remains. Since all sites occurred on platted urban city blocks, site boundaries always followed historical block or lot lines. For

instance, Site 34LG106, the Houghton & Douglass Cotton gin, was known to have occupied Lots 13-20 of Block 36 in Guthrie Proper and therefore, the site boundary was drawn based on this property ownership. In some cases these ownership boundaries extended outside the APE and thus the site boundary extended outside the APE as well. This was the case for Sites 34LG103, 34LG104, and 34LG105, representing the Barmsdall Oil Storage Facility, the Ice Plant, and the Oklahoma School for the Deaf respectively. In two cases, however, archeological remains were found across an entire half a block, representing multiple households. Since each block consists of no less than 24 lots (12 on the north half and 12 on the south half) it was not practical to give each separate lot (or household) its own site number. In those cases, archeologists used the half-block as a site boundary delineator. The boundaries for residential Sites 34LG101 and 34LG107 were defined in this manner, which is particularly effective for residential urban properties that changed ownership often, or were occupied by tenants, rather than landowners. The archeological Principal Investigator has previously used this strategy of defining urban sites following lot/block lines very effectively in Austin and Houston, Texas because it allows flexibility for changing ownership and land-use that commonly occurs in urban areas.

Historic Standing Structures

The methodology for the historic structures survey consisted of reviewing historical maps, researching the Oklahoma Historical Society Historical Landmarks Database, the SHPO Determination of Eligibility files for previously identified resources, conducting research at the Logan County Territorial Museum, consulting with local historians, reviewing National Park Service documentation and the ODOT GRIP data, and conducting a reconnaissance-level survey to identify and document historic-age resources 45 years or older within the historic structures study area.

The Architectural Historian conducted two separate pedestrian surveys, one in May of 2012 and one in June of 2012, of the study area to determine the presence and note the condition of previously inventoried historic-age (all structures constructed prior to 1968) resources and to identify historic-age that have not yet been documented. HPRI forms were prepared for all historic-age resources within the study area that have not been documented, and recommendations were made on whether the buildings are considered contributing resources to the NRHP-listed historic district. The pedestrian survey included visual observations of the condition and integrity of the historic district within the boundaries of the study area. **Figure 1** shows the study area and identified archeological sites. **Figure 2** shows the location of historic-age standing resources documented during this study within the study area.

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4. RESULTS OF INVESTIGATION:

_____ No archeological sites or buildings recorded in study area.

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

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

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

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

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.

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

COMMENTS AND DESCRIPTION OF FINDINGS:

Archeology

The study area is urban and consists of platted blocks and streets organized in a grid pattern (See **Appendix A**). Although this part of Guthrie was developed in 1889, much of the land in the study area is now vacant. This is the case for a number of blocks located along Noble Avenue, particularly those closest to Cottonwood Creek. **Figure 1** shows the location of identified sites. Evidence of previous structures is visible through concrete foundation pads, brick and rock scatters, and a few standing ruins (**Figures 3 and 4**). Toward the western end of the study area, there are a few businesses (**Figures 5 and 6**). These include two bars, a saddle shop, a nursery, a gas station, a karate studio, and an auto repair shop. Additionally there are a number of standing structures that are vacant. In general, most of the standing structures are more than 40 years in age and appear to have been built between 1915 and 1970. A comparison of the standing structures along Noble Avenue in the study area with Sanborn Fire Insurance Maps from 1908 suggests only two standing structures date to 1908 or earlier: these are both located east of Cottonwood Creek. They are the old County Territorial Jail located on the Northeast side of 2nd and Noble Streets, east of Cottonwood Creek.

The southernmost edge of the study area is forested. Although this too at one time consisted of blocks and streets organized in a grid pattern, all of the structures in this area were abandoned during a Federal flood control buy-out program in the 1980s. Most of the standing structures south of Noble Avenue were demolished at this time, if not before, and the area has since regrown and become forested land. A number of mature walnuts, oaks, and elms were observed and these were interspersed with much smaller trees and underbrush that have grown up in the past 30 years. Larger mature trees generally were observed along lot lines and near former structure locations, while smaller trees were typically growing in the middle of lots. The block divisions are still visible on the ground as linear depressions representing streets that apparently were never paved. Archeologists observed one standing structure and several structure ruins in this forested portion of the study area. Additionally, archeologists observed a great deal of modern household debris in the form of mattresses, tires, bottles, blankets, etc. throughout this portion of the study area. Portions of this part of the study area have clearly been bulldozed, evidenced by piles of brick, stone and other building debris banked up against many of the larger trees.

In general, surveyors encountered very compact soils in shovel tests, especially on the properties fronting W. Noble Avenue, where development and redevelopment has occurred with regularity for more than 120 years. Debris within shovel tests along Noble Avenue generally consisted of nails, brick fragments and other construction debris, as well as modern bottle glass. Shovel tests placed in the forested area south of Noble Street, fronting Cleveland contained looser sandy loams and these typically contained household debris ranging from 20-120 years in age. A number of properties, particularly along Noble Avenue contained modern development consisting of existing buildings, slabs, or land use that precluded systematic archeological investigation. For instance, there is a modern building and parking lot covering the site of the West Guthrie Fire Station. No. 2 along Noble Avenue (at 912 W. Noble); and there is a junk yard at the site former site of a grocer at 812 W. Noble Avenue.

Investigators conducted a reasonable and good-faith effort survey of the study area and recorded seven archeological sites within the study area. These sites correspond to facilities, buildings, or residential blocks that once occupied the study area and collectively represent a snapshot view of West Guthrie at the turn of the last century. Of these seven sites, six of the sites were assessed as not containing significant archeological deposits or association to warrant listing on the NRHP. The remaining site (34LG105) was not assessed for NRHP eligibility due to the scope of effort as an identification survey. The site appears to have intact deposits and features and association with historic events, themes and persons of significance. Should the site be impacted by the proposed undertaking, further testing is recommended to fully evaluate the integrity and data potential of the archeological deposits. The seven sites are discussed in more detail below. Sanborn Fire Insurance Maps and a 1968 aerial photograph are referred to throughout the discussions. These are attached in **Appendix A**.

Site 34LG101- South Half of Block 30

Site 34LG101 is bounded by Noble Avenue on the south, 8th and 9th Streets on the east and west and the alley dividing the block in half on the north and represents the entire south half of Block 30 of the West Guthrie Subdivision. It is located 20 feet (6 m) north of the existing SH-33 center line, and is contained within the study area for the project. Its earliest period of use probably dates to the 1890s and one standing structure is still in use. However, archeological features and artifacts date primarily from the 1900-1960s period, with most remains falling within the post-1940s period.

Block 30, lots 13-24 contain numerous remains of former residences, commercial structures, and associated outbuildings. A total of 10 features were observed on this block and are labeled Block 30, Features 1-10 (**Figure 7; Appendix A, Sheets 2, 8, 12, and 20**). All features are located east of a modern garage type structure and machine shop used as a martial arts training area (Lots 15-24). These features consist of building foundations, trough like features, possible cisterns, and a possible carriage house. A chicken wire fence runs north to south in between features 7 and 10, along the Lot 19/20 or 20/21 lot line. A brick walkway runs west to east paralleling Noble Avenue, although it appears the walkway has been removed in sections.

Fifteen Shovel tests recovered more than 100 artifacts. These consisted of diverse general household debris such as clear bottle glass (n=12) and brown bottle glass (n=2), aqua bottle glass (n=1), solarized glass, clear window glass (n=12), wire nails (n=26), two square nails, whiteware ceramic (n=9), metal wire, wood, a floor tack, metal bolts, a clock key, two light bulb parts, a metal bearing, a shoe heel, plastic, a toy jack, string, a piece of slate, hundreds of coal clinkers, a stainless steel spoon, a shell button, a red faceted glass bead, tin can metal, bone (n=5), and a nail set. Artifacts observed on the surface include plastic, asphalt roof shingles, one whole soda or beer bottle with an Anchor Hocking mark that dates after 1977, and many paving bricks, some of which were labeled “Caney Brick Company, Vitrified, Caney, Kansas”, “Cleveland” and “Standard.” Other than the two cut nails, the aqua glass, the solarized glass, and the clinkers, most of the artifacts broadly represent the 1930s or later.

Feature 1 is a house foundation consisting of a poured concrete slab that likely served as the front porch, a cinder block foundation behind it, adjacent to the slab. All that remains of the foundation is the west wall section. A concrete walkway connects porch foundation to the brick walkway that runs along the front of the block along Noble Street. The foundation measures approx. six meters (20 ft) by ten meters (33 ft) and the slab measures roughly five meters (16 ft) by one and a half meters (5 ft).

Features 2 and 3 are two long building foundations located behind Feature 1. The building is depicted on a 1968 aerial and looks to be some sort of a storage structure. Features 2 and 3 measure approximately four meters (13 ft) north to south each and 1.5 meters wide (5 ft).

Feature 4 is located behind Feature 1 and just east of Features 2 and 3. Feature 4 consists of a cinderblock trough-like feature that is attached to a small concrete slab that most likely represents a small building foundation. This building can also be seen on the 1968 aerial. The cinderblock trough may have been a well, or some sort of fish pond (though a well is more likely). Water pipes and valves are attached to the west wall of the trough, possibly used to fill and/or drain it.

Feature 5 is the remains of another trough like feature that is heavily damaged and now lies in broken segments next to a large tree. The feature is constructed of concrete blocks and red brick and measures roughly two meters (6.5 ft) by one meter (3.28 ft). The function for this feature could not be immediately determined.

Feature 6 is a shallow depression measuring about two meters (6.5 ft) in diameter and found immediately south of Feature 5. The depression may represent a former cistern, though it could just as easily be a depression created from building demolition. A shovel test placed within the depression revealed ceramic whiteware, a steel ball-bearing, and a layer of dense gravelly fill material at 15 cmbs.

Feature 7 is the foundation remains of a large building measuring approximately 20 meters north (65 ft) to south by four meters (ca. 13.4 ft) east to west. Little of the foundation remains, just a concrete porch slab with a low, cinderblock wall. The concrete slab and the cinderblock wall are not continuous throughout the perimeter of building. The 1908, 1914 and 1924 Sanborn Fire Insurance Maps indicates that there were no structures in the area of Feature 7, but the 1968 aerial does show a long structure matching these dimensions at this location. Therefore, it can be assumed that this structure represents post-1950s development on the block.

Feature 8 is the foundation remains of a small building represented by fragmented cut sandstone blocks. There is very little left of Feature 8, and may represent an older historical occupation than the surrounding features. A structure is depicted at this location on the 1914 and 1924 Sanborn Fire Insurance Maps. According to the 1920 census, it was occupied by a carpenter named Fred Jessup, his wife Sarah and their three children. The Jessups were white and they rented the property. The 1910 census indicates that John Stine (also white) lived at the house with his wife and their grown son. Stine worked in the oil fields. Two shovel tests placed around this feature (GD18 and GD17) contained a mix of modern and early twentieth century debris. GD18 revealed a stainless steel spoon, wire nails, modern sewer pipe and clear glass fragments. GM17 contained wire six nail fragments, two whiteware sherds, and two fragments of clear window glass.

Feature 9 is the remains of a poured concrete foundation for a house. The house measures roughly six meters east to west (20 ft) by three and a half meters (11.5 ft) north to south. There is also a poured concrete patio in the southwestern corner of the house. There are concrete steps leading up the porch. This foundation appears to be more recent than some of the other features on the block. A dwelling is shown on the 1924 Sanborn Fire Insurance Map at this location. However a different shaped dwelling that may represent Feature 9 is depicted at this location in the 1968 aerial.

Feature 10 consists of a cinderblock foundation measuring about four by four meters (13.4 x 13.4 ft). A line of cinderblocks are visible only along the west wall of the feature, but a faint outline of the remaining foundation is noticeable. The shape of Feature 10 and its proximity to Features 8 and 9 may indicate that the building once served as garage or some other outbuilding. A shovel test (GM 14)placed outside and south of this feature contained two cut nails, two wire nails, a piece of slate, a coal clinker, one piece of brown bottle glass, a light bulb fragment, chicken and cut pig bone, clear glass, tin can fragments, purple glass, a red octagonal bead, a button, and one fragment of clear window glass from 0-30 cmbs.

Sanborn Fire Insurance Maps indicate that two houses were present at 912 and 916 W. Noble (Lots 17-20) as early as 1908 and remained there until after 1924. This block contained a mix of African-American and white residents. The house at 912 W. Noble was owned and occupied for more than 30 years (starting as early as 1902 according to the City Directory) by an African American family headed by Rosina McGill (nee Chadwick). Her husband Wesley was a wagon driver. However, investigators found no evidence of their home or the house located at 916 W. Noble. The 1968 aerial indicates that this block contained many structures, none of which correspond to those shown on Sanborn Fire Insurance Maps from 1908-1924, and it is likely that all original older dwellings were demolished during the middle of the century and replaced with newer buildings. The remains of these newer buildings are represented by most of the features recorded for this site.

This site contains numerous features and 15 shovel tests revealed quite a bit of household and industrial debris. However all but one of the features appear to be post-1940s, and much of the debris is modern or not time-diagnostic. Only one feature, Feature 8, relates to pre-1920 period. This block has been heavily overprinted by more recent development and land-use, though currently, most of the block is vacant land. During the 1900-1930 period the south half of Block 30 contained a mix of African-American and white residents occupying 3-4 residences, and if features and artifact deposits relating to this time were present, the site could be significant. However, given the more recent overprinting, the site is recommended as not eligible for NRHP-listing individually. It is also recommended as not eligible as a contributing element to the NRHP-listed district.

Site 34LG102- Southwest Corner of Block 37

Site 34LG102 is located on the southwest corner of Block 37 (lots 13 and 14) which is bounded by Noble Avenue, 6th and 7th Streets and the alley dividing the block. It is located 20 feet (6 m) north of the existing SH-33 center line and is contained within the study area for the project. Its earliest period of use probably dates to the 1890s and site occupation lasted until after 1968.

Artifacts are mostly modern, except for a few pieces of lamp glass and a car crank shaft. Six shovel tests at this site uncovered construction fill of brick, gravel and coal slag as well as about 25 individual artifacts. These include clear bottle glass (n=6, one had a partial silkscreen label), green Coke bottle glass (n=2), a clay drain pipe fragment, wire nails (n=2), pull tabs (n=6), a crank shaft, a metal bracket, a metal zipper, one glass plate fragment, one piece of whiteware, a plastic tile with the letter A, window glass (n=2), and lamp glass (n=4).

The site is located on two lots within Block 37 and consists of overlapping foundation remains related to two former structures occupying the rear portion of these lots (**Figure 8; Appendix A, Sheets 2, 3, 8, 12, and 20**). The lower foundation remains, representing a late nineteenth/early twentieth century occupation, consists of a line of cut sandstone blocks arranged in a rectangular pattern. The portion of the sandstone foundation that is visible measures about six meters (20 ft) on the west wall, eleven meters (36 ft) on the north wall, and twelve meters (39.5 ft) on the eastern wall. No evidence of the original sandstone southern wall could be found, although it may be covered by the more recent foundation constructed on top.

The more recent, and larger foundation, is placed on top of the older sandstone one, is constructed out of a mish mash of concrete cinder blocks and cut sandstone blocks laid out in a rectangular pattern. The southern wall of the second foundation is constructed out of cut sandstone blocks, while the northern portion is of cinder block construction that was at one time painted red.

A review of the 1908 Sanborn Fire Insurance Map indicates that a large house was located on these two lots. This was a T-plan dwelling with a wrap-around porch on the front, and three small out buildings next to the alley on the north (back) of the lot. Color coding on the Sanborn Fire Insurance Map suggests that the foundation of the house was stone, while the superstructure was wood-framed. Another small building was present on the corner of 7th and Noble Avenue and this was a blacksmith shop. The 1914 Sanborn Fire Insurance Map also depicts the structure, although somewhat altered. A rear addition was installed sometime between 1908 and 1914 and all of the smaller outbuildings were removed. The 1924 Sanborn Fire Insurance Map also shows the house, but it had been converted back to its original size and shape. A small out building was added in the northern portion of Lot 14 along the alley and a larger structure was had been built at the corner of 7th and Noble Avenue.

The front of this lot originally held a blacksmith shop, which totally is obliterated by a concrete foundation pad. The shop is also depicted on Sanborn Fire Insurance Maps from 1908-1914, but by 1924, the shop was gone. The shop and house was the property of Gib (also known as Charles) Mims, an African American blacksmith. He or members of his family are listed in City Directories from 1902 to 1930 (and possibly before, as pre-1902 directories were not checked because they were not indexed by addressed). Census records show that he or family members are at this address from 1900-1930. The 1930 City Directory indicates that the property had been turned into a restaurant run by his wife Mattie Mims.

The cinderblock portion of the foundation probably dates to after 1950 and represents a completely different structure from the original sandstone-foundation dwelling. A new structure can be seen on a 1968 aerial that likely relates to this period.

This site is associated with an African American blacksmith and his family who owned and occupied their property for more than 30 years and was early settlers of Guthrie. Intact archeological remains associated with this family are extremely limited at the site, compromising the eligibility for NRHP listing because of their lack of potential to yield data on early settlement of Guthrie and the role African Americans played in those events. Shovel tests suggest that this site is very disturbed, with only minimal remains present.

There is no significant depth to material, and the artifacts found in shovel tests are mixed. Therefore, it is the opinion of the principal investigator that this site lacks integrity and is therefore not eligible for NRHP-listing, nor is it eligible as a contributing element to the NRHP district.

Site 34LG103-Bamsdall Oil Warehouse

Site 34LG103 is located 20 feet north of the existing SH-33 centerline. The site is within and extends beyond the study area for the SH-33 project. The site roughly dates from the late 19-teens to around the 1950s. Three shovel tests found no associated artifacts. This site is characterized by the remains of an industrial site, situated immediately west of Cottonwood Creek, north of Noble Avenue (**Figure 9; Appendix A, Sheets 3, 4, 5, 7, 15, and 17**). The site occupied the entire irregularly shaped block (Block 34) bounded by the creek, 4th Street, Noble Avenue and Warner Street. All that remains of the site is concrete ruin (Feature 1, located entirely within the study area) measuring roughly 35 meters (112 ft) from southwest to northeast, and 11 meters wide (36 ft). The walls are about 1.5 meters (5 ft) high and there is no evidence of openings for doors anywhere within the structure.

Feature 1 is located within the study area. It is constructed of Portland cement with gravel and shell as aggregate. Board forms are visible along the walls suggesting a pre-plywood (ca. 1940) date of construction. No re-bar was noted in the broken sections of the concrete and this too suggests an early twentieth century construction date. The structure is made up of three long chambers that measure about 25 meters (82 ft) in length, with the southern end of the structure opening up into five separate (and non-connecting) chambers. There were patches of the red brick super structure present on some of the walls in the southern section. Some of the red brick superstructure that had fallen into some of the chambers suggests that they formed arched openings above the poured concrete foundation walls. Several broken concrete columns were stacked against each other in the north portion of the long chambers, along the north wall. A section of interior wall, specifically the wall dividing the middle chambers of the five chamber section has evidence of repair work after the initial construction. This possible repair work is characterized by the pouring of what seems to be a different cement mixture interspersed with brick.

Archeologists observed threaded metal bolts protruding from the concrete foundation running along the exterior of the west wall. Dates on the bolts indicate that they were patented on May 10, 1904. These bolts were irregularly spaced and 17 total were observed. Two metal water or gas pipes were observed coming out of the ground at the southeast corner of the structure.

Several mature trees were seen growing in the interior of the structure indicating that this has been a ruin for some time. The rough poured concrete walls measure about 1 foot thick and range from 5.5 to 6.5 feet (170 to 200 cm) in height.

Jim Ham, a life-long Guthrie resident, told site recorders that there used to be a cement plant at this location when he was a child (ca. 1940s, though he may be remembering a cement plant which was one block to the west). An aerial photograph from 1968 shows several industrial buildings on the north side of the block. On that same photo, a faint outline of a structure representing Feature 1, the concrete ruin, can be seen just south of these structures, but judging from tree growth around it, it may already have been a ruin at that time. The 1924 Sanborn Fire Insurance Map depicts this structure along with several structures north of it, identified as oil tanks or "oil storage." These structures are all along a rail switch line running along the west side of Cottonwood Creek and connecting to the cotton gin two blocks to the west. It is not depicted on the 1914 Sanborn Fire Insurance Map and therefore it can be assumed that it was constructed after that time. The 1926 City Directory indicates that the Bamsdall Company warehouse was on this block. The 1938 City Directory indicates that the Mid-Continent Oil company used the buildings.

The north side of the block, situated outside the study area, has been recently bulldozed and contains no evidence of any features. The site boundaries illustrated on **Figure 9** are based on the 1924 Sanborn Fire Insurance Map. No other features were noted in this area and three shovel tests revealed no artifacts and disturbed soils.

In summary, this concrete ruin was built sometime between 1915 and 1924. It is mostly disturbed and contains no significant artifact deposits that have potential to yield important new data. It is recommended as not eligible for NRHP-listing, nor can it be considered a contributing element to the NRHP-district.

Site 34LG104- The Ice Plant

Site 34LG104 is located Site 41LG104 is located about 80 feet north of the existing SH-33 centerline and its southern extent is within the study area for the SH-33 expansion. The northern two-thirds of the site extend outside the study area (**Figure 10; Appendix A, Sheets 4, 6, 15, and 18**). This site represents the remains of a former Pabst Brewery and Ice Plant (late the Ruemmeli-Braun Ice Plant or just the Braun Ice Plant) that was in operation from some time in the 1890s through the 1950s.

The artifact assemblage at this site is confined entirely to the surface. Numerous pieces of clear, aqua, sun colored amethyst, brown/amber, and milk glass were observed. Also noted were two small whiteware fragments with a green underglaze print, clear window glass with a metal mesh wire insert, sewer pipe, broken brick, cast iron machine fragments, misc metal, and coal. These were not quantified in the field, as they were crushed and scattered in a widespread non-patterned manner throughout the southern part of the site. Three shovel tests found a dense layer of demolition debris of brick and concrete just below the surface. Testing was terminated at this level as shovel tests did not contain any buried artifacts other than construction debris.

The Pabst Brewery and Ice Plant opened in the 1890s. It was managed and eventually owned by Henry Braun from the time of his arrival to Guthrie in 1900 to his death in 1939. The facility is present on the 1908, 1914 and 1924 Sanborn Fire Insurance Maps. It is unclear when the plant was decommissioned and torn down, although a 1968 aerial photograph suggests the plant was partially in ruins by then. The Guthrie City Directories through 1956 show that an ice plant was in operation until that time, though by 1940, the name had changed to the New Ice Plant. This name change suggests a change in ownership may have occurred around 1940, the year after Henry Braun died.

The Pabst Ice Company filed incorporation paperwork in Guthrie in 1893 that would allow them to brew beer and manufacture Ice (Oklahoma Historical Society 2012). Henry Mimms was their first representative. The Guthrie Daily Leader ran advertisements for the Pabst Ice Plant in 1897 and 1898. Sanborn Fire Insurance Maps for 1894 depict the Pabst ice Plant in its current location, and this is the same facility that was later managed and owned by Henry Braun. Henry Braun was a German immigrant who came to America in 1872, settling first in New Jersey, then moving to St. Louis to work as a druggist. There he was involved in the St. Louis Turnverein and was elected president of it eight times. Presumably this is where he became acquainted with beer manufacturers August Busch and Frederick Pabst. He came to Guthrie in 1900 as the representative of Pabst and the plant eventually came to be known as the Ruemmeli-Braun Ice Plant, which also distributed wholesale beer, wine and spirits. When prohibition took effect in 1914, Braun converted this plant and others in which Pabst had ownership into ice plants. He later became the sole owner of the ice plant in Guthrie (Henry Braun Vertical File, Oklahoma Territorial Museum).

What remains of the ice plant is a series of four concrete slabs and four square concrete pillars located southwest of the southernmost slab. The southernmost slab measures 9.5 meters (35 ft) by 9.5 meters (35 ft), the one north of that measures 9.5 meters (35 ft) by 6 meters (20 ft). North of the smaller slab is the largest single slab foundation piece of the ice plant, measuring about 29 meters (90 ft) by 9 meters (30 ft). The northern most slab measures 11 meters (36 ft) by 9 meters (30 ft).

The slabs are laid out very close together and seem to have been scraped clean with heavy machinery during demolition, as indicated by large gouges dug into the slab surface. The remaining standing concrete pillars measure about one meter (36 in) at the base and taper to about 0.6 m (24 in wide at the top. The pillars stand roughly 6 meters (20 ft) in height and the pillar closest to the concrete slab has a metal track bolted to the top. Numerous metal bolts were observed along the foundation of the former ice plant suggesting large machinery was in use and bolted to the floor.

It appears that the entire area was demolished, with all the building material scraped off the foundation and some of it was pushed to the creek banks in an effort to control erosion or flooding. Some of the original super structure of the ice plant is evident in the northern most slab foundation in the form of red brick walls which have been knocked over and pushed into this area. A great deal of modern trash was being dumped north of the northern most portion of the ice plant foundation which extends outside the study area.

The Pabst/Braun Ice Plant was an important business in Guthrie from 1893 to after Braun's death in 1939, and Braun himself was a notable local figure. However, the only remains of this structure are concrete slabs and collapsed brick walls. The surface around the concrete slabs is filled with a thick layer of gravel, brick, concrete, glass, and metal debris, probably resulting from the demolition of the ice house structures, and actual intact and interpretable for archeological remains. Therefore, it is recommended as not eligible for listing in the NRHP, nor is it considered a contributing element to the NRHP-listed district.

Site 34LG105- The Oklahoma School for the Deaf

Site 34GL105 is situated approximately 200 feet (60 m) south of the centerline of SH-33 and immediately north of Cottonwood Creek. The north half of the site is within the study area for the SH-33 project (**Figure 11, Appendix A, Sheets 2, 8, 12, and 20**). This period of significance for this site spans from 1889 to about 1956. Site 34LG105 has three components related to early Guthrie history and development. The evolution of the site components is clearly represented on Sanborn maps dating from 1894, 1895, 1898, 1901, 1903, 1908, and 1914 (see **Appendix A**).

The significant artifact assemblage is entirely buried under 1-2 feet (30-60 cm) of sediment but artifacts do not appear to extend below 70 cmbs, except in subsurface features such as cisterns. Seventeen shovel tests were excavated at this site yielding a total of about 60 identifiable artifacts, as well as numerous uncounted brick fragments, coal clinkers, and sandstone rocks. These artifacts include mid to late nineteenth century blue transferware (n=5, 2 patterns), plain whiteware (n=8), two cut nails, wire nails (n=4), clear glass (n=18), aqua glass (n=5), a pink glass bead, a metal trunk or harness tack, butchered bone (n=1), window glass (n=2), can metal (n=2), roofing nails (n=2), a metal hitch, brown bottle glass (n=1), and decorative glass plate or bowl fragments (n=6).

Based on archival research and Sanborn Fire Insurance Map review, the site consists of two different city blocks: Block 43, which is south of Cleveland Avenue, outside the study area and not investigated, and the South half of Block 42 (**Figure 11**). The site has three significant components related to early Guthrie history and development. The first component relates to the earliest period in Guthrie history. In 1889 during his term as Mayor of West Guthrie, W.C. Cannon, lived at this site at the corner of 7th and Cleveland (on the northeast corner of Block 43). W.C. Cannon had a two story house that may have operated as a hotel (Holmes unknown date). A West Guthrie Councilman, Victor Good lived across the street on the southeast corner of Block 42. Good owned the Lots 17-24 of Block 42 and operated a bakery, according to the 1889 Guthrie City Directory. Sanborn maps illustrate between four and five buildings on these lots between 1894 and 1895. The primary residence occupied by Good, at the far southeast corner of the block, appears to have been removed sometime between 1895 and 1898.

The second component relates to the Oklahoma School for Deaf. Started on January 5, 1898, the original school building occupied the former Cannon home/hotel on Block 43 (outside the study area). The 1898 Sanborn map indicates that the hotel had been repurposed as the Deaf Mute Asylum. By 1901 the school had expanded throughout Block 43 with a single new building located across Cleveland Avenue situated at the southeast corner of Block 42, overprinting the original Good house. The 1908 Sanborn map 1908 suggests that by that time the school had expanded to cover most of the south half of Block 42, as well as all of Block 43. The school operated from 1898 to 1908 when it was moved to Sulphur, Oklahoma. H.C. Beamer superintended the school from 1898 to 1906 (Holmes unknown date). Lots 19-24 of Block 42 were purchased by the Beamer family in 1899 and remained in their possession until 1914, when the property was foreclosed on and sold at a Sheriff's auction (LCDR 53-401). The Sanborn Fire Insurance Map dated 1908 indicates that the Oklahoma School for the Deaf consisted of school buildings in Blocks 42 and 43. The south half of Block 42 contained four dwellings (presumably for teachers or administrators) and a

school room. Block 43 contained a boys dormitory, a large dining hall attached to what was presumably a school room, and another dwelling.

The third component at the site relates to the Park Sanitarium, which was opened around 1912 and was the Oklahoma's second hospital for African Americans (Raymond 2012). The hospital occupied the buildings on Block 43 that once housed the Oklahoma School for the Deaf. It was run by H.W. Conrad, an African American doctor and remained at this location until after 1956.

After the School for the Deaf was moved in 1908, the land on Block 42, within the study area, eventually went into foreclosure and Lots 17-24 were sold at a Sheriff's auction in 1914. In 1914 Mary Gully acquired part of the School for the Deaf property on Block 42 and it remained in her family's possession until 1919 (LCDR 75-274). Gulley's husband was a doctor and it is possible that his practice may have been intended to compliment the practice for African-Americans at the Park Sanitarium illustrated on the 1914 Sanborn as occupying what was originally the school dining hall. Whatever the case, the Gulley family lived at this location in Block 42 for only a few years. The 1914 Sanborn Fire Insurance Map indicates that the Gulley family may have realigned the School for the Deaf structures on Block 42 (the one at 802 W. Cleveland, for instance) or possibly replaced them with new structures of a similar footprint. However, one building (816 W. Cleveland) located in lots 15 and 16 is represented in all three Sanborn Fire Insurance Maps at the same location. This was the home of Jane Bond, a African-American woman who is listed in the Guthrie City Directories until about 1930. Other than Bond's home on Lots 15-16, there was just one other occupied residence at the former school for the Deaf property after 1910. This was the residence at the corner of 7th and Cleveland on Lots 23-24 (802 W. Cleveland, Guthrie City Directories 1915-1938). After the Gulley family sold it in 1919 various residents (all of whom were white) lived at 802 W. Cleveland until 1940.

On block 42, archeological deposits were only found in lots 19 through 24 (the southeast quarter), although the original Oklahoma School for the Deaf included lots 15 through 24 (the entire south half of the block). There was a very large gridded concrete foundation occupying most of the SW quarter of the block (Lots 15-16), which has completely destroyed any deposits underneath. This foundation overprinted the structure that was once located at 816 W. Cleveland. A small, four inch diameter steel pipe was noted along the alley near the concrete foundation. It was likely part of a plumbing system associated with the foundation.

A surface inspection coupled with shovel testing of the SE quarter of Block 42 found no standing structures, but revealed three buried or partially buried features probably relating to the late nineteenth or early twentieth century: two cisterns and the subsurface remains of a sandstone foundation.

The first cistern (Block 42, Feature 1) measures about two meters (6.5 ft) in diameter and is constructed out of brick with a mortar lining. The cistern is a bell-shaped cistern that has been truncated at its shoulders. The shoulders are about one meter to below the surface and it is therefore assumed that the late nineteenth/early twentieth century ground surface was just above the shoulder level —about 50 cmbs (2.5 ft). Modern trash debris and soil is currently filling up the interior, which probably extends more than eight feet below the surface, as is typical for cisterns of this period.

The second cistern (Block 42 Feature 2) consists of a depression measuring roughly three meters (10 ft) in diameter and one meter deep (3.28 ft), though like Feature 1, the base of the cistern probably extends more than eight feet below the surface. The upper part of the cistern has been truncated and it is not clear whether any portion of the walls remain. The cistern has been filled in with dirt, but investigators did not dig out the edges over concern that fill inside could collapse. Feature 2 is located directly behind what would have been a structure as depicted on 1908-1924 Sanborn Fire Insurance Maps (810 W. Cleveland). An inspection of a small hollow located on the north wall on the interior of the cistern revealed a French's Mustard Jar with manufacturing mark dating it to after 1915. Also found was a clear glass bottle with an Owens manufacture mark indicating that the bottle was produced sometime after 1930. In addition to the glassware, there were broken pieces of red brick that are well represented throughout the area. Although the contents of the cistern consist of materials that post-date the School for the Deaf, the cistern itself probably dates to the School for the Deaf period or earlier. It would be unlikely that the cistern post-dates 1908, as

public health officials generally discouraged construction and use of cisterns for drinking water after 1900 because of the health risks they posed for diseases such as cholera, malaria, and typhus.

Three shovel tests around Feature 2 did not reveal any buried foundations, though one shovel test (RF4) did reveal two cut nails, two conjoining fragments of blue transfer print whiteware with a landscape motif, a large iron truck or harness tack, 2 fragments of clear glass, 4 aqua glass fragments, a pink plastic bead, 1 window glass frag., and cut bone. These were all buried ca. 30-50 cmbs (1-1.5 ft) and probably relate to the early occupations at the site. Cut nails were used in the United States until around 1900 and therefore, whatever structure they related to was likely one built before 1900. Transfer print ceramics are also temporally diagnostic, and while the pattern represented by the two conjoining sherds was not identified, landscape motifs were more popular during the mid to late nineteenth century, replaced by floral motifs during the late nineteenth and early twentieth century.

Adjacent to the Feature 1, the remains of a sandstone foundation (Feature 3) was found in one shovel test (GD58). Several blocks were noted in the test and these appeared to be in place with sandy paste mortar in between the slabs. The foundation is located roughly four to five meters (ca. 14 ft) east of the cistern at a depth of between 30 and 45 cmbs (1-1.5 ft)—about the level investigators estimate to be the former ground surface. Shovel tests placed in the vicinity of the foundation revealed an artifact assemblage consisting of clear window glass, wire nails, tar paper shingle, three possible chert chunks, and sandstone block fragments.

Apart from the cisterns no other surface features were observed at this site within the study area, but shovel tests did reveal material consistently buried between ca. 30-50 cmbs (1-1.5 ft) and this is believed to be closer to original ground surface, which may have been buried in numerous flood episodes. No material was found buried lower than 70 cmbs in shovel tests.

Based on the archeological investigations, coupled with the archival research and the Sanborn Fire Insurance Maps, the archeological features (two cisterns and a foundation remain) on Block 42 are probably attributable to the 1908 period or earlier. However, the Block 42 portion of Site 34LG105 has been overprinted by a number of subsequent occupations that extend beyond the 1930s. Although a few early period artifacts are present at the site (on Block 42), there is no clear separation between them and later period artifacts and therefore, the integrity of the Block 42 portion of Site 43LG105 is low. The portion of 34LG105 outside the study area (Block 43) appears to contain mapped evidence of resources that might produce distinctive archeological remains of the School for the Deaf or the Park Sanitarium. These include the dining hall, which appears to have been constructed in the summer of 1907 (Holmes unknown date), and dormitories. Indeed, the dining hall appears to have been repurposed as the Park Sanitarium in 1912 (Raymond 2012).

In terms of association, Site 34LG105 is associated with the 1889 Land Run, the first site of the Oklahoma School for the Deaf, and the Park Sanitarium. All are important events/institutions in the history of Oklahoma and Guthrie. However, the portion of the site within the study area has been heavily overprinted and does not contain discrete archeological deposits or elements than can have potential to provide any new data about the major period of significance. Therefore the Block 42 portion of the site is recommended not eligible for inclusion in the NRHP. The Block 43 portion of the site outside the study area has not been evaluated for NRHP eligibility. Containing mapped features associated with the W.C. Cannon home/hotel, the School for the Deaf and The Park Sanitarium, any remains pertaining to this period of use could be very important with respect to the early history of Guthrie. Further investigations are recommended for the Block 43 portion of this site, if is to be impacted by the proposed undertaking.

Site 34LG106- The Houghton & Douglass Cotton Gin

Site 34LG106, the Houghton & Douglass Cotton Gin, is located 20 feet (6 m) from the centerline of the existing SH-33 roadway and is contained within the study area for the project. The site spans the period from 1889 to the 1940s. The site is located on the south half of Block 36, between 5th and 6th streets, on the north side of Noble Avenue (**Figure 12; Appendix A, Sheets 3, 7, 12, 13, and 17**). The site was

investigated in July and December, 2012.

Initial shovel test investigations conducted in July, 2012 noted more than 125 artifacts buried between 5 and 60 cmbs, along with hundreds of uncounted brick and slag fragments. Artifacts included a clear bottle glass (n>25), brown bottle glass (n=1), aqua canning jar fragments (n=5) and milk glass canning jar lid fragments, clear glass panel bottle fragments (n=2), an aqua glass insulator, misc. pieces of metal and wire (n>10), a metal fence tack, an iron crank or level, a glass insulator, a tear-drop shaped lead hitch (or possibly the foot of some machine), broken tile, wire nails (n=18), three fragments from a horseshoe shaped rubber bushing, two metal conductors, metal bolts (n>4), window glass (n>5), and plain whiteware ceramic fragments (n=10). One panel bottle fragment was embossed with the letters "….& Co/….ooks/OK," and a canning jar lid fragment bore the lettering :….R…1ga…GE" Most of this is temporally non-diagnostic, though in general most debris likely dates to the 1940s or earlier. A layer of sooty coal and slag was encountered in some places as shallow as 5 cmbs to as deep as 60 cmbs.

In December of 2012, investigators revisited the site and documented several hundred nails, and window glass fragments from sampled screened material of four backhoe trenches and excavation and screening of four 50x50-cm test units. These items were found mostly buried at a depth of 25-60 cmbs. Other artifacts that were observed and returned to the trenches included approximately 20 whiteware fragments; aqua, purple, clear, and brown bottle glass fragments (ca. 100 frags), metal brackets and straps (n=ca.15-20), electrical connectors (n=3), a light bulb base, a padlock, a skeleton key, cut bone fragments (ca. 5),a hard rubber gasket, tin can fragments (ca. 30), a straight pin, a battery core, a huge iron square pintle, iron strap guides, a pipe fitting, and various unidentified metal machine parts. Most artifacts were unmarked or had just partial markings. Embossed lettering was visible on few aqua glass bottle fragments, but the lettering was not complete enough for identification. One brown bottle fragment was embossed with a manufacturers mark on the base: an "N" in a square with three vertical lines next to it and a "43" centered below that. This is probably from the Obear-Nestor Glass Company of St. Louis, Ill., who used an N in a square mark from 1915 to 1980. The "43" below the N probably represents the year 1943. Generally speaking artifacts represent materials that could date from around the turn of the 20th century to about 1945/50. A few later artifacts (ca. 1970+), such as beer cans, PVC piping, and alcohol bottles are present in upper levels of site.

The Site's earliest use was as a planning mill. Chester Magann purchased Lots 13 and 14 of Block 36 for $500 from Charles Day in 1893. The following year, Magann then mortgaged the property in the name of the Oklahoma Planing Mill Company to build a mill facility. In 1899, F. E. Houghton and J.E. Douglass purchased the property from Magann for $400 and opened the Houghton & Douglass Cotton Gin and Grist Mill. Sanborn Fire Insurance Maps suggest that the mill engine block for the planning mill was reused or adapted for the gin engine. The Houghton & Douglass Cotton Gin was among the first cotton gins in the state. F.E. Houghton came to Guthrie in the 1889 Land Run and originally operated a flour mill or store on the southeast corner of the same block (Block 36). His store is listed in the 1889 City Directory at 600 W. Noble (Brewster and Wray 1889).

The new Houghton & Douglass Cotton Gin and Grist Mill is on the 1901 Sanborn Fire Insurance Map on Lots 13 and 14. Notes from the Houghton family files at the Oklahoma Territorial Museum confirm that grain and feed were milled here as well as cotton and cotton seed oil (Houghton Vertical File, Oklahoma Territorial Museum). At the same time Houghton & Douglass purchased Lots 13 and 14, they also purchased Lot 15 from George Reed for $100. Deed records show that Houghton & Douglass acquired the adjacent Lots 16-19 between 1901 and 1905 through various sales, which appear to be probate sales, bank sales, or legal judgments. Lot 20 was acquired in the 1930s, also through a probate sale and legal judgment.

The property expansion between 1899 and 1902 is reflected in Sanborn Fire Insurance Maps. The 1901 configuration is quite different than later gin configurations and the corn and seed milling operations likely ceased shortly after this time. The gin alone is depicted on the 1908, 1914 and 1924 Sanborn Fire Insurance Maps. The number and configuration of buildings continued to change over time but one building remained constant— an octagonal cotton storage silo near the front of the block. A photo of the

gin from the early 20th century (**Figure 13**) shows a number of ancillary buildings present on the site. In 1927, the Houghton & Douglass Cotton Gin changed their name to the Guthrie Cotton Oil Company. By the 1930s the company had gins in Pawnee, Okfuskee, Lincoln, Kingfisher, Oklahoma, Canadian, Osage, and Payne Counties as well as in Logan.

July 2012 Initial Archeological Survey

A total of 14 shovel tests (one was expanded to a 1 x 1 meter unit) were initially excavated within Site 34LG106 in an attempt to establish the presence and condition of subsurface deposits. Conditions at the time of work were very dry and the much of the soil at this site was compacted and very cement-like. Shovel tests encountered compacted silty clay jumbled together with broken brick debris and a mixture of artifacts.

Surface evidence of the cotton gin is limited to the western half of the block and consists of a large concrete footing (Feature 1). The remainder of the block is completely vacant land except for a saddle store that occupies the southeast corner outside the site. Feature 1 measures 6.5 meters (21.5 ft) from east to west by 3.5 meters (11.5 ft) north to south. The overall height of the footing (above the ground surface) is 0.85 meters (2.7 ft). There is a lip running along the bottom edge of the footing that measures between 10-20 centimeters (4-6 in) in height. The lip continues along the west and north wall at ground level and is 45 centimeters (1.5 ft) wide. The footing is bisected by two "trenches" cut through the feature, one at ¾ of the way through and the other completely through. Portions of this feature were built with red brick rubble and the entire structure may have been originally covered with a red brick façade. Several metal bolts were observed protruding from the surface of the footing as well as a metal pipe. A metal fastening mechanism was also observed on the top southwest portion of the footing. This probably served as the foundation for the gin machinery, as Sanborn Fire Insurance Maps depict the main portion of the gin to be in this location.

Investigators placed a 1 x 1 meter unit a few meters south of the above-ground concrete footing around ST 30. This was excavated only to a depth of about 10 cmbs (4 in) before encountering very compact brick and lime presumed to be demolition debris from the gin structure.

Also observed were at least two "outlines" of rectangular structures in the grass: one approximately 30 meters (90 ft) to the east of Feature 1 and the other about 15 meters (49 ft) south. These outlines do not seem to correspond to any structure present on the 1908 and 1914, but may correspond to structures depicted in the 1924 Sanborn Fire Insurance Map. The map indicates that the outlined structure located east of the footing may be a portion of the seed house while the outlined structure south of the footing may be part of the office complex of the Houghton & Douglass Cotton Gin complex (later renamed the Guthrie Cotton Oil Co. by 1924).

Shovel testing revealed the presence of an intact, subsurface sandstone and sandy paste mortar foundation located approximately 28 meters (82 ft) to the southeast of the concrete footing. This foundation was observed in two different shovel tests placed 5 meters (ca. 15 ft) apart (RF1 and GD55). This foundation was thought to correlate to one of two rectangular structures depicted on the 1908 Sanborn Fire Insurance Map just north of the octagonal cotton house, the cotton house itself. The foundation was more fully exposed in the December 2012 investigations and designated as Feature 9 (see below).

A local informant, Jim Ham, told investigators that the city recently installed a subsurface sewer along the alley portion of Block 36. The installers apparently encountered much of the same materials during their excavation (Brick, glass, metal, etc.). Additionally, he said they tried to remove the concrete gin footing with a backhoe and found that it extends very far into the subsurface. It is not clear what the horizontal impact of that recent work was to deposits, though it is likely that their work disturbed the area at the back of Lots 13-24 and around the concrete gin footing. Ham also indicated that he remembered the gin as a small child (Ham is in his 70s) and that it was demolished before he was ten years old. It was not in operation when he was a child. K.C. Griffin, the current property owner, provided a similar account, suggesting the gin was closed, but still standing in the 1950s. Griffin noted that while no new structures were ever built on the property, it has been subsequently used as a used car lot, and for camping during the

Guthrie Folk Festival.

December 2012 Site Revisit

In December 2012 archeologists revisited the site to more fully assess artifact deposits and site related remains, particularly targeting the foundation remains exposed in STs RF1 and GD55. Four long backhoe trenches and five 50x50 cm test units were excavated within the study area **(Figures 14 and 15).** These investigations documented 11 additional features associated with the gin and abundant artifacts. Most of the artifacts originated from an artifact bearing "demolition" zone buried about 30 cmbs. This zone was easily observable in trench profiles as a thin layer of sooty soil containing artifacts. However, the vast majority of artifacts were nails and window glass fragments, with only a few other types of artifacts found (see artifacts description above). All features were identified level with or just below this sooty demolition zone. In all cases no cultural material was uncovered below a depth of 70 cmbs.

Features 2, 4, and 5 are a pier supports made of 4-5 rough cut sandstone slabs each with sandy lime mortar in between. Each was observed in Trench 1. Feature 3 is a wall segment extending along a north-south axis. Features 2-4 were spaced roughly 6 feet apart while Feature 5 was 12 feet from Feature 4. A concrete trough (Feature 6) was in between Features 4 and 5. This was about three feet deep (1 m) with corrugated sides on the interior. It was filled with loose silty loam containing a few artifacts. A large piece of sheet metal and a brick with cross-hatching was found at the bottom of the trough. The piers and the wall segment are associated with a structure, though it is not clear what structure that is. None of the features align with structures depicted on Sanborn Fire Insurance Maps for any year. Feature 8, an east-west aligned wall foundation identified in Trench 2, is also associated with this same structure and represents the its northern wall. The west end of Feature 8 aligns with the north-south trending Feature 3 and the two features probably connect to each other. Feature 8 extends for about 9 meters (27 feet).

Feature 7, 9 and 10 were found in Backhoe Trenches 2 and 3 and represent elements of the octagonal cotton storage house. Features 7 and 9 are wall foundation segments made of sandstone slabs held together with sandy lime mortar. These were found buried below 25-30 cm of soil. Feature 7 is a segment of the west wall of the cotton house, while Feature 9 may represent an interior wall and the diagonal portions of the north half of the hexagon. Portions of this wall were uncovered during the initial survey phase in STs RF1 and GD55 and backhoe trenching was able to expose the entire length of this interior wall. Each of the wall segments are 14 inches wide.

Feature 10, also associated with the octagonal cotton house, was uncovered in Trench 2 and defined in TU3. Feature 10 represents a possible collapsed wood floor for the octagonal cotton house. Investigators uncovered heavily eroded wood planks at a depth of about 58 cmbs. These were regularly aligned along an east-west axis. Artifacts found in association with the possible floor included wire nails (n=10), a piece of butchered bone, and a fragment of window glass. No artifacts were encountered below 65 cmbs.

Feature 11 was found in Trench 3 and is a concrete pier foundation with a metal post set into it. The metal post is truncated about 3 inches (10 cm) above the concrete pier. Based on its placement, the pier foundation could represent a pier support for the aerial cotton conveyor from the octagonal cotton house to the gin building.

Feature 12 is yet another sandstone wall foundation segment, probably corresponding to a rectangular structure located north of the octagonal cotton house and depicted on the 1908 Sanborn Fire Insurance Map. This feature was encountered in Trench 4 at a depth of 30 cmbs and consists of an east-west aligned wall segment constructed of sandstone slabs held together with sandy lime mortar. A test unit (TU 1) was excavated adjacent to Feature 12. Artifacts found between 30 and 40 cmbs included wire nails (n=10), thick gauge wire (n=3), two window glass fragments, and a large quantity of rusty sheet metal (n=20). Soil below 40 cmbs was sterile.

Based on the trenching results, there appears to be some discrepancy between the Sanborn Fire Insurance Maps and the archeological materials identified during these investigations. For instance, the maps for

each year consistently depict the engine block for the mill and gin (Feature 1) aligned north to south. However, the gin engine block is actually aligned east to west. Likewise, the actual location of foundation walls associated with the octagonal cotton house, as recorded with a Trimble XT GPS device, does not precisely match the size and location of the structure as depicted on Sanborn Fire Insurance Maps. Features 2-6 and 8 do not appear to correspond to any structure that is depicted on Sanborn Fire Insurance Maps.

Additional investigations were conducted at the site in an effort to further evaluate the NRHP eligibility of 34LG105 as an important industrial complex related to the development of Oklahoma and Guthrie from 1899-1930. Its latest period of use appears to have been in the 1940s and the site has not been redeveloped since. Therefore, it has not been heavily overprinted by subsequent land use.

Two phases of investigations uncovered twelve subsurface features related to the gin. The subsurface features include pier supports or wall foundations from three separate structures, as well as a possible wood floor and a concrete support and metal post that may represent a pier for the aerial conveyor to the cotton house. One above-ground feature, the gin engine foundation, remains visible and according to local informants, extends well into the subsurface.

Additionally an artifact-bearing zone of ash, charcoal and coal debris appears to be just above or level with subsurface features (all except Feature 10). This zone contains mostly nails and window glass, though some bottle glass (aqua, clear, solarized and brown), whiteware ceramics, butchered bone, scrap metal, very rusty metal machine and electrical parts, and a few miscellaneous items (such as a padlock, skeleton key, straight pin) were also noted in screened material from trenches and test units.

Overall, while Site 34LG106 contains a number of relatively intact foundation and structural remains, neither these features, nor the artifact assemblage has the potential to yield significant new data. The assemblage appears to be a collection of debris representing the very early through middle 20th century with no real vertical stratification between the earliest materials and the later. The vast majority of the debris consists of window glass and wire nails—in short architectural debris related to the structures themselves. While there are a few other types of artifacts such as whiteware, bottle glass, cut bone, and machine parts, these occur in very small numbers. Moreover, they do not appear to have any real horizontal patterning or chronometric integrity that would allow archeologists to answer specific research questions related to the gin operations, site use and transformations over time. Therefore, overall the site is recommended as not eligible because it does not have potential to yield new data (beyond what can be obtained through archival research) about early ginning operations or industry in Oklahoma.

Site 34LG107- South Half of Block 38

Site 34LG107 is located 200 feet south of the existing centerline for SH-33 roadway and is contained within the study area. This site represents an urban residential occupation that covers the period from about 1900 to the 1970s. It encompasses the south half of Block 38, Lots 13-24 (**Figure 16**).

Eleven shovel tests were placed on the south half of block, spread out over lots 15-22. These shovel tests found a low density of mixed historic and modern material (<100) recovered in the upper 60 cm of sediment that includes one bottle cap, tar paper, clear bottle glass (n=7) window glass (n=50), green bottle glass (n=6), porcelain fragments (n=2), brown bottle glass (n=2), a bone handle from a toothbrush, wire nails (n=2), coal clinkers, tar paper, a chert flake and composition roof shingles. Most of the window glass came from one shovel test (GM 55) which contained a dense layer of window glass in a zone 30-40 cmbs (1-1.4 ft). One of the fragments of bottle glass was embossed with an Owens Illinois mark indicating it was manufactured in Streator, Illinois in 1947. Another fragment of bottle glass was embossed with the lettering “CHH.”

One feature, Feature 1 is evident on lot 17 (716 Cleveland). The feature, also recorded as Historic Standing Structure- Structure 7, consists of the ruins of a house. Sanborn Fire Insurance Maps indicate that the main structure was constructed sometime prior to 1914, but altered by 1924. Visual inspection suggests it was altered several times after its original construction and is now no more than a ruin. The house itself sits on a

foundation originally built with cut sandstone, but has since been bolstered with concrete masonry units (CMU) and concrete. The exterior was wood plank drop siding. Inside walls were constructed of plaster over lathe. The original single gable cedar shingle roof was covered with asphalt shingles at some point. The windows and doorframes were somewhat narrow (less than 30-in.), as was typical of Victorian dwellings. A brick chimney ran up the center of the house and was intended for a coal stove. The original portion of the house was a two room structure, divided in the center, with holes in each wall for coal stove flues. Add addition was built to the rear, sometime before 1924, as it is depicted on the 1924 Sanborn Fire Insurance Map. This addition contained another two rooms, one of which was a bathroom. The other was probably a kitchen. All nails holding boards together were wire.

The floor of the house was hardwood planks that have mostly collapsed. Electrical lines and power outlets where added well after the original construction. These lines ran outside the walls. Archeologists found a circuit breaker box located on the interior north wall. The house is currently uninhabitable and unsalvageable. The roof and floor are caving in with many of the support beams broken. Debris within the house dates to the 1970s, suggesting it was occupied until that time.

There are several depressions on adjacent lots west and northwest of the house but shovel testing did not reveal significant artifact deposits, structural remains, or altered soils that would suggest these depressions represent former cistern, well, or privy locations. Shovel Test GM57 was placed inside the northernmost depression and revealed two fragments of clear bottle glass and one brown bottle glass fragment at a depth of 15 cmbs, but no other artifacts were noted. Soil within the depression did not have a noticeably different texture, color or consistency from surrounding tests. Shovel test GD63 was placed in the depression located 40 feet west of Feature 1 and contained no artifacts whatsoever. Soil in this test consisted of light brown silty loam (2.5YR 4/6) much like sediment in surrounding tests. The depressions may correspond to former structures (depicted on Sanborn Fire Insurance Maps) that were demolished and moved, thus leaving low areas. In either case, the depressions have no significant archeological remains that can contribute interpretable historical data.

One shovel test (GD57) noted large chunks of broken concrete buried 30-45 cmbs (1-1.5 ft), which may relate to disturbed foundation remains or former pier supports. However, this concrete did not appear to have any structural integrity. The location of this test corresponds generally to Lot 15 (718 Cleveland). Nearby shovel tests revealed a small amount of household material (window glass, clear, green, and brown bottle glass, fragmented porcelain, a polished bone handle fragment, and misc. metal fragments) to a depth of 60 cmbs.

Modern debris strewn across the site includes a pile of tires, a trailer, lumber (probably demolition debris from a former structure), and bricks and sandstone blocks are piled up around larger trees. This suggests that heavy machinery probably demo-ed structures at one time and pushed smaller debris up against trees. According to city records, this area was bought out and abandoned as part of a FEMA flood control initiative in the 1980s. Although according to Jim Ham, a local informant, most of the houses in this bend of Cottonwood creek were already abandoned by this time.

According to City Directories, in 1904 residents were (from east to west): JW Banks, JH Daniels, William Combs, ML Morrison, C McThize, and ME League. In 1915 residents were: WH Smith (704 Cleveland), Wert Seeds (708), CA Moore (716), CW Mathias (718) JE Turner (720). WH Smith is listed as “colored.” The 1910 census also has CW Mathias at 718 Cleveland. He is listed as white. The census lists other addresses for this block and indicates that residents were different from ones named in the 1915 City Directory. Census records suggest that most residents were white and rented property. Though it appears that the house at 704 Cleveland (Lots 23 and 24) was always occupied by African Americans.

The 1956 City Directory lists just three residences for the south half of Block 38— 704, 708 and 718 Cleveland. The 718 Cleveland residence, occupied by Jim Van Houten, almost certainly corresponds to the standing structure previously labeled 716 Cleveland on Sanborn Fire Insurance Maps.

Shovel testing and archival research suggests that this site has low data potential. This site is not associated with any significant persons and archeological remains are poorly defined as they are not in stratigraphic order or in context and are mixed with modern materials horizontally throughout the site. Houses that would have occupied the site were built around the turn of the century, and artifacts relating to this early period are sparse. Most of the occupants of these residences were renters; therefore association is difficult to determine. Residences were occupied by Caucasians and African-Americans alike. Survey documented one feature, a ca. 1910-1914 house ruin. No ancillary features were noted. Artifacts were mostly non-diagnostic (or could reflect any period between 1890 and 1950) and many shovel tests contained modern debris such as roof shingles, beer bottle glass, etc. The site as a whole appears to have been bull-dozed to demolish buildings in the 1980s, and is therefore disturbed such that no meaningful data in context could be retrieved. Due to these disturbances, t Site 34LG107 is recommended as not eligible for listing in the NRHP or as a contributing element to the NRHP-listed district.

Historic Standing Structures

Most of the historic-age structures were identified and documented in the 2009 ODOT study. The modification of the study area now includes seven additional historic-age structures (**Figure 2**). HPRI forms were prepared for the following structures as outlined in **Table 2** below.

Noble Avenue Viaduct (SH-33 Bridge)

Constructed in 1936-1937 with funding from a New Deal-era, federal grade crossing program, the concrete girder, double-deck SH-33 Bridge replaced a bridge over Cottonwood Creek and an at grade railroad crossing. The bridge was hailed as the only double-deck bridge in the state, and local celebrations were held accordingly. There are no other known pre-interstate era, double-deck bridges in the state of Oklahoma, and likely very few, if any, left of this design and construction period in the County. Unlike metal truss bridges, the design and construction of a concrete bridge is not conducive to moving or relocating to a different alignment, resulting in the diminished preservation efforts of these bridges. Though the bridge is considered structurally deficient, it is a unique bridge design, funded by a Federal program that helped shape social history, and is therefore historically significant on a national level for association with rural, agricultural development or other events that have made a significant contribution to our history. The bridge was determined eligible by the ODOT with concurrence by SHPO documented in correspondence dated April 17, 2009.

Structure 1

Located at 222 North 2nd Street and listed as a contributing resource in the 1987 NRHP documentation for the Guthrie Historic District, this Folk Victorian House is small in scale and modest in detail. The house is in fair condition, but retains enough integrity of form and design to contribute to the historical significance of the NRHP-listed Guthrie Historic District. Constructed in c.1902, the frame house may have served as a tenant home for nearby industries, such as the Creamery across the street at the time, railroad, cotton gin or lumber yards. The house was constructed within the period of significance of the historic district.

Structure 2

Located at 220 North 2nd Street and constructed in c.1945, the small Shotgun style house is rectangular in footprint and clad in asphalt shingles. The house is listed in the 1987 NRHP documentation for the Guthrie Historic District as a "non-contributing" resource. The house is in fair to poor condition with many alterations, and no longer retains integrity of design or workmanship. The house may have replaced a house that originally is depicted on the 1908 Sanborn Fire Insurance Map. The house lacks architectural distinction and is not known to be associated with events that have made a significant contribution to the broad patterns of our history (Criterion A). The house is not known to be associated with significant persons under Criterion B. Under Criterion C for Architecture, the house lacks architectural character or distinction.

Structure 3

Located at 216 North 2nd Street and listed as a contributing resource in the 1987 NRHP documentation for the Guthrie Historic District, the frame Folk Victorian house was constructed in c.1905. The small house

has undergone numerous additions and alterations, though does retain some original historic fabric (wood sash windows, wood siding under the asphalt shingles). However, the house is in very poor condition with the porch collapsing, windows and doors missing and significant material deterioration. The house no longer retains the design, feeling and workmanship of a Folk Victorian house, and therefore fails to convey the historical significance and period of significance of the Guthrie Historic District. Due to the deterioration of materials, the house lacks integrity of association with the Historic District.

Structure 4

Constructed in c.1912, the Eaton Feed Mill is situated between West 8th and 9th Streets, south of Noble Avenue and adjacent to Cottonwood Creek. The 1914 Sanborn Fire Insurance Map clearly depicts a "Feed Mill and Electric Motor" building, silo, shed and a residence on the same lot. The map also depicts a two-story wood structure with a gable roof and a one-story shed-roof portion extending from the south elevation. West 9th Street once extended over Cottonwood Creek behind the mill complex via a metal truss bridge, which is no longer extant. The associated house, silo and any additional outbuildings are also gone from the site. The feed mill was once owned and operated by Eaton Feeds, though now is utilized to store construction materials. Referred to as a one-story metal barn on Lots 15-16 on Block 41, the property is listed as non-contributing to the NRHP-listed Guthrie Historic District.

Currently, the mill building is comprised of two main sections. The first original portion is the two-story building sheltered by a clipped-hip, standing-seam metal roof. Large garage-style door openings in the gable ends of the building provide for modern truck entrances. Perhaps the most distinctive feature of the mill and one of the last character defining features that remains is the machinery tower protruding from the southern roof sloop near the roof ridge. The square tower is capped with a gable roof and is void of vents or registers. A shed-roofed, one-story massing extends from the southern façade of the main building. Additional sections, likely added later (dates unknown) are rectangular in footprint and sheltered with metal shed roofs. The additions extend from the western section of the mill complex. A concrete ramp leads to a loading dock which extends the length of this section. Five large hanging industrial doors are found on the north (front) façade of the addition. The hyphen that connects the original structure to the addition is slightly recessed and may pre-date the western-most addition. Two wood-planked casement windows are positioned over hanging industrial doors. Corrugated metal siding clads the entire building.

The mill building and associated additions is heavily modified and no longer functions as a feed mill. The building was originally constructed and visually expressed wood siding, and likely utilized large wooden doors, reflective of the prolific lumber and milling industry in Guthrie. The corrugated metal siding was most-likely a c.1940s addition when the siding would have started to show signs of deterioration. The associated residence, silo and outbuildings are no longer extant and diminish the integrity of association (the silo would have been considered a significant character defining feature for the resource). Once surrounded by similar industrial facilities and commercial buildings of the same construction period, the Eaton mill's historical setting is compromised by the adjacent lots occupied by a large modern gas station and tire center. The mill also lacks essential physical features to convey the architectural significance of a historic feed mill (such as silos, equipment, clearly defined functional spaces, etc.). The integrity of materials, workmanship and feeling is compromised with the addition of corrugated metal. The addition of siding has enclosed openings in the building (possibly windows, and some loading doors) thereby diminishing the expression of historic features. The mill does not retain enough architectural integrity to warrant inclusion in the NRHP as an individual resource, or as an addition to the NRHP-listed Guthrie Historic District as a contributing resource.

Structure 5

Located at 214 North 10th Street and constructed in the 1920s, the Shotgun Style house was moved to the current location after 1946 (it does not appear on the 1946 Sanborn Fire Insurance Map). The relocated condition of the house is evident by the lack of street access to the front entrance, associated outbuildings or driveway, and the unconventional placement directly behind a commercial building. The house appears vacant, and may have been utilized as a residence for the commercial building owner on or very near the property. The house is not mentioned in the 1987 NRHP nomination documentation for the Guthrie

Historic District. The one-story frame house is rectangular in footprint and sheltered with a front-gabled roof. Paired wood-framed sash windows comprise the fenestration and are characteristic of this construction period. The house is clad with aluminum siding with evidence of wood-lapped siding underneath. The integrity of setting and location of the house is compromised due to the relocation, and it is no known where the house was relocated from. The house is no longer associated with other houses of similar style, as Shotgun houses are often found in groupings within neighborhoods. The house also lacks architectural distinction and with exception to the typical massing of a Shotgun house, the style is not particularly unique or a good example of its type. The small house is not considered a contributing element to the NRHP-listed Guthrie Historic District, and it does not retain enough architectural integrity to warrant listing in the NRHP as an individual resource.

Structure 6

Located at 1108 West Cleveland Avenue and listed as a contributing resource in the 1987 NRHP documentation for the Guthrie Historic District, this Folk Victorian House is currently undergoing renovation. The house is in fair condition, but retains enough integrity of form and design to contribute to the historical significance of the Guthrie Historic District. Constructed in c.1912, the frame house retain character-defining features of a Folk Victorian house, including fish-scale siding, decorative brackets, eyebrow window and wood sash windows. The house was constructed within the period of significance of the historic district, and conveys the historical significance of the historic district.

Structure 7

Located at 716 Cleveland Avenue and recorded as a feature of Archeological Site 34LG107, a house is situated within dense vegetation on a vacant lot. The house remains on the area adjacent to Noble Park where houses were regularly flooded and subsequently, property owners in were offered a flood buy-out option in the early 1990s. Likely dating from c. 1910 (based on Sanborn Fire Insurance Maps), the house is in very poor condition and is uninhabitable with a collapsed roof and some walls. The frame house shows evidence of a National Folk Style; one-story and modest in footprint. A cut-sandstone foundation, later reinforced with CMU, once supported the house. Clad in wood plank drop siding, the small house was sheltered with a front-gabled cedar shingled roof. A brick-enclosed chimney flue extended from the roof. A later rear addition included a bathroom and perhaps a kitchen. The house lacks architectural distinction and is not known to be associated with events that have made a significant contribution to the broad patterns of our history (Criterion A). The house is not known to be associated with significant persons under Criterion B. Under Criterion C for Architecture, the house lack architectural character or distinction, and is in very poor condition.

Table 2: Identified Historic-Age Resources in the Study Area (HPRI Form Prepared)

Structure	Address	Date	NRHP District Contributing Status	Recommended Contribution Status
1	222 North 2nd Street	c.1902	yes	yes
2	220 North 2nd Street	c. 1945	no	no
3	216 North 2nd Street	c.1905	yes	no
4	Between 8th and 9th Streets South of Noble Avenue	c. 1912	no	no
5	214 North 10th Street	c.1925	no	no

6	1108 West Cleveland Avenue	c. 1912	yes	yes
7	716 Cleveland Avenue	c.1910	no	no

5. RECOMMENDATIONS:

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

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

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

__XXX__ **Additional consultation with SHPO** regarding Standing Structures or Bridges

_____ **Revise design** to avoid/protect resources (If prudent or feasible)

_____ **NRHP Eligibility Archeological Test Excavations** as determined by Department Archeologist and State Archeologist

__XXX__ **Implementation of MOA** with SHPO regarding Mitigation of Adverse Effects to NRHP-eligible cultural resources

COMMENTS REGARDING RECOMMENDATIONS:

Archeological Resources

Survey of the study area documented seven archeological sites and all are associated with the 1889 through 1915 periods. None of these sites have any standing structure components with integrity and therefore none of them are eligible for NRHP listing under Criteria A-C. Five of the archeological sites have been heavily overprinted by subsequent land use and development or do not contain significant archeological resources with potential to yield new data that would make them eligible for listing, under Criterion D, on the NRHP. Two sites, the Oklahoma School for the Deaf/Park Sanitarium (Site 34LG105) and the Houghton & Douglas Cotton Gin (Site 34LG106), have significant historical associations and initial inspection suggested they could contain archeological deposits and or features that may be able to contribute data that would make the sites eligible for listing on the NRHP. However, a re-evaluation of site 34LG106 took place in December of 2012. Four long backhoe trenches and four 50 x 50 cm test units were used to evaluate the site. Twelve features were documented and recorded relating to the Cotton Gin. These features include pier supports and wall foundations from three separate structures, as well as a possible wooden floor, a concrete support and metal post, and the above-ground gin engine footing. However, artifacts relating to these features lack contextual integrity, nor is the assemblage sufficiently diverse to yield significant new data about sites of this type. Therefore, the investigators recommend that 34lG106 is not eligible for NRHP-listing. Site 34LG105, the Oklahoma School for the Deaf/Park Sanitarium spans two blocks, only one of which (Block 42) is in the study area. The portion of the site within the study area, Block 42, has been heavily overprinted and due to this fact, does not contain any features or elements that have potential to contribute to the site's NRHP eligibility, or that warrant further assessment. However, further assessment of the Block 43 portion Site 34LG105 may be warranted should it be affected by the proposed undertaking or any future undertaking where Section 106 of the National Historic Preservation Act applies.

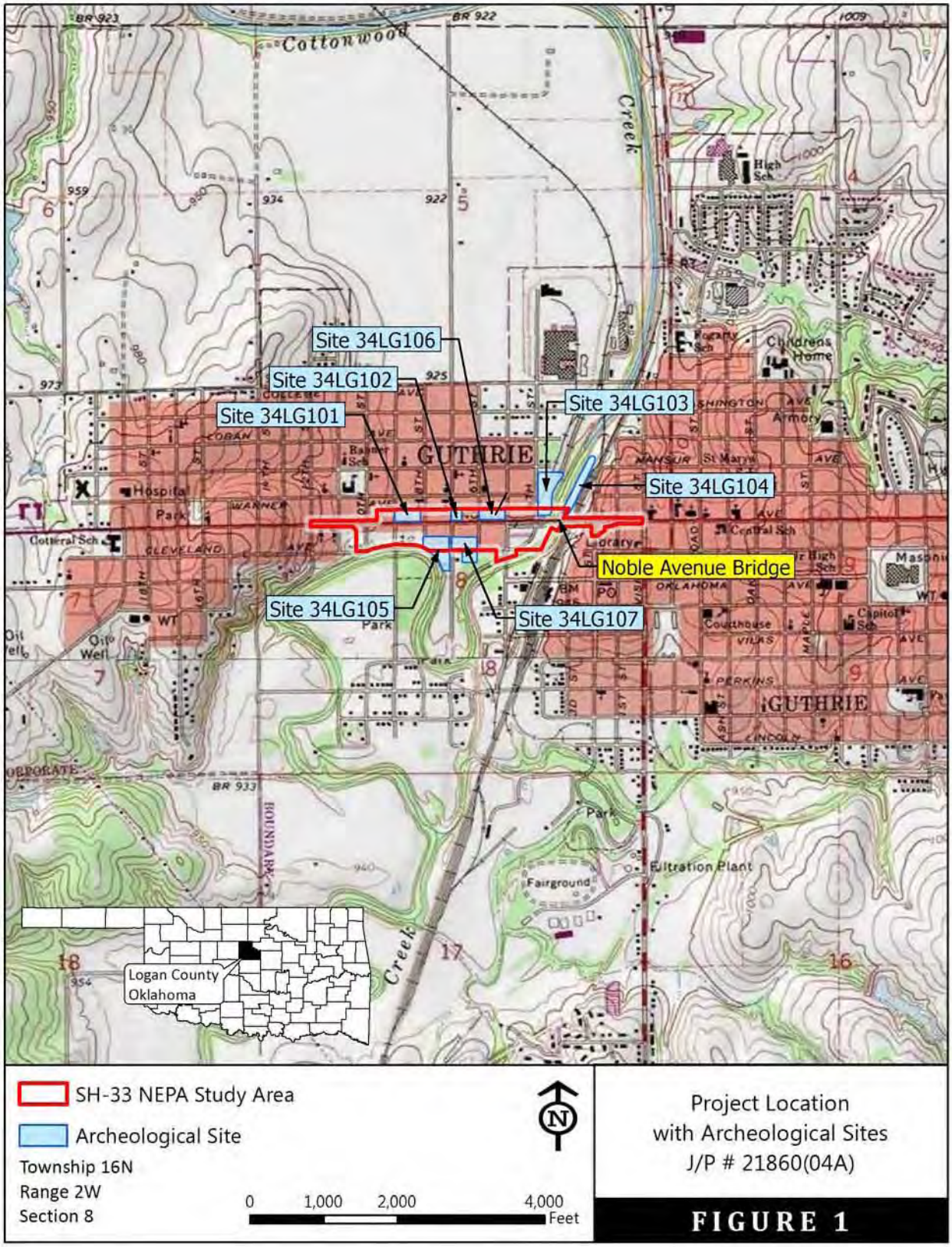
Architectural Resources

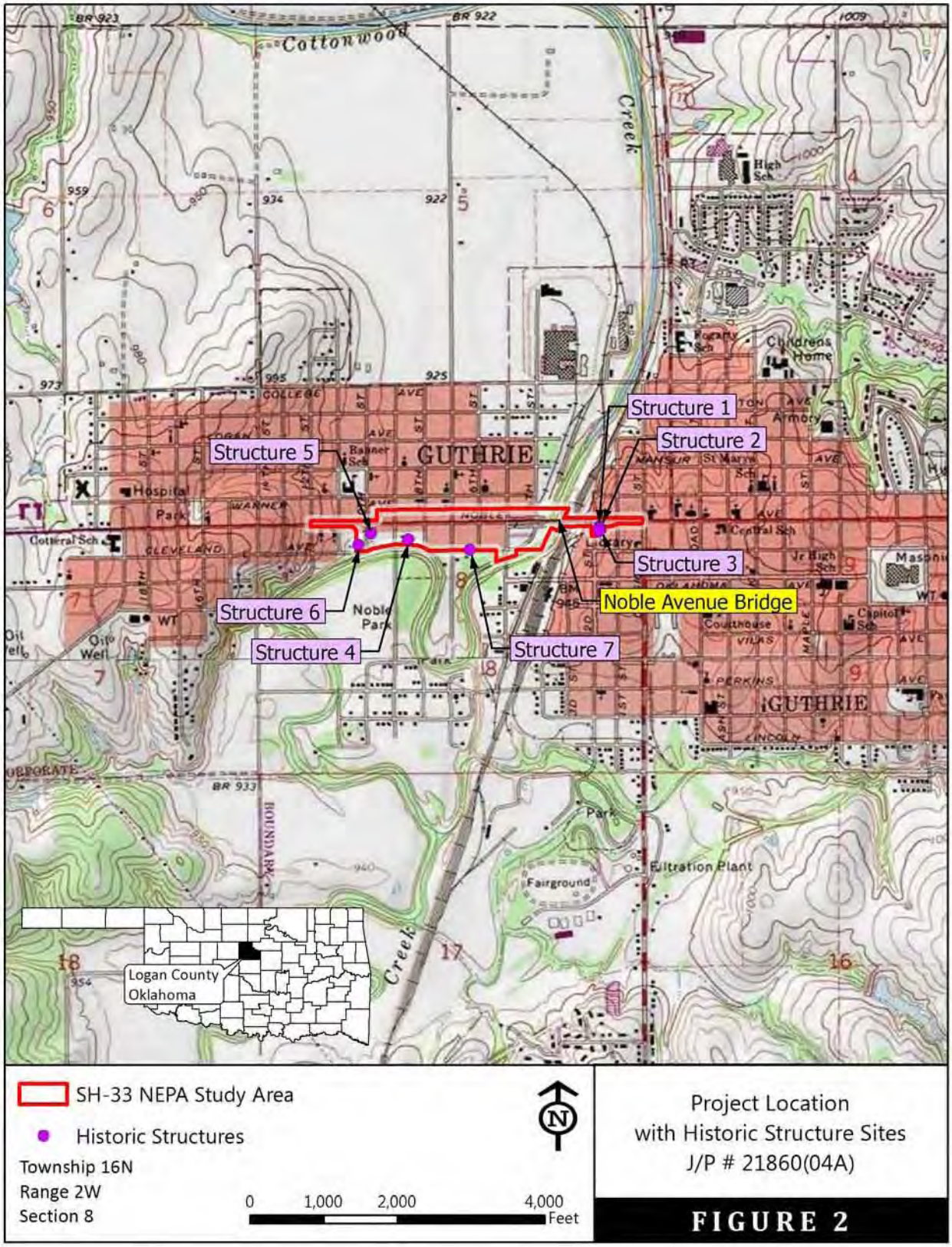
Should replacement of the bridge be necessary, the design would require the modification of roadway approaches and slight alignment adjustment of the new bridge to accomplish safety (line of sight and vertical sight distance for approaching traffic) and flood management will require the acquisition of additional right-of-way. At this time alternatives are being reviewed that will satisfy the purpose and need of the project, which is to correct a structurally deficient bridge and provide as safe passage on SH-33 over Cottonwood Creek. At this time, a determination of effect has not been made, pursuant to 36 CFR 800.4(d), as consultation regarding a recommended alternative is currently underway.

The entire study area is historically significant because it is related to the 1889 Land Run and early settlement of Oklahoma. The entire study area is encompassed within the boundaries of the NRHP-listed Guthrie Historic District. The study area currently includes twelve buildings that contribute to the NRHP-listed Guthrie Historic District. One of these twelve, the house at 216 North 2nd Street (recorded as Structure 3), is recommended as non-contributing as part of this study and the re-evaluation of the resource. The house is in very poor condition and no longer conveys architectural significance or supports the integrity of the historic district. The NRHP-eligible SH-33 bridge is also located within the study area, though does not contribute to the NRHP-listed Guthrie Historic District.

None of the resources surveyed within the NEPA study area during this survey effort are recommended as individually eligible for listing in the NRHP. Structure 1 and Structure 6 are currently considered contributing resources to the NRHP-listed Guthrie Historic District, and continue to convey the historical significance of the district. Structures 2, 4, 5 and 7 are not considered contributing resources of the NRHP-listed Guthrie Historic District.

The Guthrie National Historic Landmark (NHL) District is located approximately 550 feet from the study area. Following the alternatives assessment and establishment of a recommended alternative, the view shed from and to the NHL district will be addressed at the time a determination of effects is made. Ongoing consultation with the SHPO will be necessary to address and resolve any adverse effects, pursuant to 36 CFR 800.6. **Appendix C** provides photos of the NEPA Study Area.


Site 34LG106
Site 34LG102
Site 34LG101
Site 34LG103
Site 34LG104
Noble Avenue Bridge
Site 34LG105
Site 34LG107
GUTHRIE
Cottonwood Creek
Logan County
Oklahoma
SH-33 NEPA Study Area
Archeological Site
Township 16N
Range 2W
Section 8
0 1,000 2,000 4,000 Feet
Project Location
with Archeological Sites
J/P # 21860(04A)
FIGURE 1


Structure 1
Structure 2
Structure 3
Structure 4
Structure 5
Structure 6
Structure 7
Noble Avenue Bridge
GUTHRIE
Cottonwood Creek
Logan County
Oklahoma
SH-33 NEPA Study Area
Historic Structures
Township 16N
Range 2W
Section 8
0 1,000 2,000 4,000 Feet
Project Location
with Historic Structure Sites
J/P # 21860(04A)
FIGURE 2

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Tuesday, March 26, 2013 11:43 AM
To: 'Rene Spineto'; 'David Pettyjohn'; 'chirzel@cheapbrothers.com'; 'pdgreen@odot.org'; 'DNguyen@ODOT.ORG'; 'sjacobi@odot.org'; 'John.Hartley@dot.gov'; Melvena Heisch (mheisch@okhistory.org); 'Lynda Ozan'; 'Catharine Wood'; 'ssundaram@ODOT.ORG'; 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'Kathryn St. Clair'; Raines, Victoria L.; eelder@odot.org; 'Maxine Pruitt'; Andy A. Atlas; 'Scott Stegmann'
Subject: Guthrie - SH-33 over Cottonwood Creek consulting party meeting AGENDA
Attachments: Section 106 Consulting Party Meeting Agenda - 3-27-13.pdf

Good morning all. Please find attached the agenda for tomorrow morning's meeting for the referenced project. As a reminder, we are meeting at the Oklahoma History Center at 10:00 a.m. The doors to the building actually open at 10:00, so let's please plan to start promptly thereafter. We have a short introduction, then a PowerPoint presentation.

Please let me know by the end of the day if I can address any concerns regarding the agenda.

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105
1st floor classroom

Thanks-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

Section 106 Consulting Party Meeting - SH-33 (Noble Avenue) over Cottonwood Creek
March 27, 2013

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

1st floor classroom

Meeting called by:	Scott Sundermeyer; ODOT Cultural Resources
Consulting parties:	City of Guthrie, Oklahoma Department of Transportation, Federal Highway Administration, Oklahoma State Historic Preservation Office, Preservation Oklahoma, Logan County Historical Society

Agenda

Introductions and recap of June 20, 2012 meeting

Discuss Recommended Alternative

Briefly review any final questions regarding the alternatives

Discuss adverse effect of project to NRHP District and Viaduct

PowerPoint Presentation – effect to NHL District

Discuss mitigative efforts

Additional Information

Special notes: Several alternatives have been analyzed and presented in the 4(f) document, which has been provided to SHPO and consulting parties for review. FHWA-OK has concurred with findings presented in the analysis, including the recommended alternative, however the document has not been sent to FHWA in Atlanta, for legal sufficiency review. Key components of the 4(f) document are the "Measures to Minimize Harm" (Section 8 of the 4(f) document). It will be important for this meeting to address these measures, as proposed, or modify them so that corrections can be integrated and a Final 4(f) can be submitted to FHWA legal sufficiency review prior to approval.

March 27, 2013 Guthrie meeting

Name	organization	Email
Tori Raines	ODOT CRP	tori.ledue@ou.edu
RENÉ SPINEDO	CITY of GUTHRIE	rspinedo@cityofguthrie.com
Maxine Pruitt	CITY of Guthrie	mpruitt@cityofguthrie.com
ED Wood	CHAIRMAN GUTHRIE, LCHS BOARD	EDWOOD@SBCGLOBAL.NET
STEVEN JACOBI	ODOT - BRIDGE	sjacobi@odot.org
Daniel Nguyen	ODOT - PMD	dnguyen@odot.org
John Hartley	FHWA - OK DIVISION	john.hartley@dot.gov
PAUL GREEN	ODOT - Division 4	pdgreen@odot.org
DAVID PETTYJOHN	PRESERVATION OKLAHOMA	david@preservationok.org
Chris Herzer	Logan County Hist Society	Chiezel@cheapbrothers.com
Lynda Ozan	OK/SHPO - NR/TP	lozan@okhistory.org
Melvene Heisch	Deputy OK/SHPO	mheisch@okhistory.org
Cate Wood	OK/SHPO - 106 Coordinator	cwood@okhistory.org
Robert Whisenhunt	ODOT	rwhisenhunt@odot.org
Siv Sundaram	ODOT - Env. Prog Div.	ssundaram@odot.org
Robert Bartlett	ODOT - Env. Pro. Div. CRP	rbartlett@ou.edu
Scott Sundermeyer	odot Env. Pro Div. CRP	ssundermeyer@ou.edu
Scott Stegmann	CP&Y	sstegmann@cpyi.com
Dawn Sullivan	ODOT Env. Program Div	dsullivan@odot.org
Andy Atlas	CP&Y	aatlas@cpyi.com
Kathryn St. Clair	CP&Y	kstclair@cpyi.com
EDUARDO ELDER	ODOT - Roadway	eelder@odot.org
SCOTT SUNDERMEYER	EDOT - LR	ssundermeyer@ou.edu
Jeremiah Breland	Guthrie city mgr.	

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Tuesday, April 16, 2013 7:38 AM
To: 'Rene Spineto'; 'David Pettyjohn'; 'chirzel@cheapbrothers.com'; 'pdgreen@odot.org'; 'DNguyen@ODOT.ORG'; 'sjacobi@odot.org'; 'John.Hartley@dot.gov'; Melvena Heisch (mheisch@okhistory.org); 'Lynda Ozan'; 'Catharine Wood'; 'ssundaram@ODOT.ORG'; 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'Kathryn St. Clair'; Raines, Victoria L.; 'Maxine Pruitt'; eelder@odot.org; 'edwood@sbcglobal.net'; Scott Stegmann; Andy A. Atlas; sbreland@cityofguthrie.com
Subject: Logan Co SH-33 Cottonwood Creek Section 106 meeting minutes
Attachments: Guthrie Bridge Project meeting minutes March 27 2013.docx

Good morning all.

Please find attached the Final meeting minutes from March 27, 2013. We have incorporated all comments we received.

As discussed in our meeting, I have provided a summary of progress since March 27 below. Please note that there are two critical paths that we discussed in our meeting. These must be fulfilled before we feel comfortable continuing Section 106 consultation.

Critical path - ODOT/FHWA need to address the proposed undertaking's reasonable and foreseeable effects to the NRHP District.

> Response – complete – ODOT has reviewed all available planning documents. These documents confirm that there are no reasonable or foreseeable effects and that future development is in fact proposed south of town and away from the SH-33 corridor. A memo has been completed summarizing that review. ODOT has incorporated this information into our determination of effects correspondence, which will be submitted to SHPO and other consulting parties for review.

Critical path – ODOT has requested a letter from the City of Guthrie supporting the project. This letter must contain key elements supporting the above and should recognize the heritage tourism of Guthrie, confirming that widening of Noble/SH-33 east of Division Street would jeopardize this.

> Response – ODOT anticipates completion of this letter by April 19, 2013. At that time ODOT will include this information in our determination of effects correspondence with SHPO and other parties, finalize the correspondence letter, and submit supporting documentation for review.

Please do not hesitate to contact me with any questions about the status of our Section 106 consultation.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

Meeting Minutes

Guthrie SH-33 Bridge Project Consulting Party Meeting: March 27, 2013

In Attendance (23 Total)

Name	Organization/Affiliation
Scott Sundermeyer, Robert Bartlett, Tori Raines	ODOT Environmental Div: Cultural Resources
Siv Sundaram, Dawn Sullivan	ODOT Environmental Division
Steve Jacobi	ODOT Bridge Division
Daniel Nguyen	ODOT Project Mgmt Division
Eduardo Elder	ODOT Roadway Division
Paul Green	ODOT Division Engineer (Div 4)
Robert Whisenhunt	ODOT
John Hartley	FHWA
Rene Spineto, Maxine Pruitt	City of Guthrie
Ed Wood	City of Guthrie Historic Preservation Commission
Sereniah Breland	City Manager, City of Guthrie
Chris Hirzel	Logan County Historical Society
Andy Atlas, Scott Stegmann, Kathryn St. Clair	CP&Y
Melvena Heisch, Lynda Ozan, Cate Wood	Oklahoma SHPO
David Pettyjohn	Preservation Oklahoma, Inc.

Meeting called to order at 10:08 AM by Scott Sundermeyer (SAS)
(Introductions around the table)

Overview of previous meeting (June 2012): SAS
(This is the 3rd consulting party meeting held in regard to this project to date)

Review of the purpose and need of the proposed project: SAS and Andy Atlas (AA):
[See Table 3-1 from 4(f) document on page 4]
AA: A few notes on the purpose and need:
-We've heard from Guthrie ISD with concern about the bridge being left open during construction- this is the only route for school buses to/from school, and at least 3 bus routes need the bridge daily. This is a reason in favor of the offset alignment option to be able to keep steady service.
-As for the flood issue: Emergency vehicles have got to be able to cross the bridge and often are unable to do so because of flooding (note photo of the June 2010 flood that caused the bridge to close). It's vital to get a reliable crossing over the creek because it is the main path between the two parts of town.
-Congestion on the functionally obsolete bridge is a major issue. It's not safe- visibility is poor coming over the bridge (the slope makes it difficult to see the cars stopped ahead). It carries 13,000 vehicles per day (vpd) already, and will continue to carry increased numbers of traffic. Additionally, vehicles backing up in the bridge posed a safety threat- just last summer the bridge buckled in places; it is not

safe to have vehicles putting the extra pressure on the bridge. Also, with only 2 lanes, there is no way for emergency vehicles to cross the bridge if there is any traffic—this is a cause for concern.

Dawn Sullivan: (DS)
(see ODOT capacity study report, completed every 2 years)
As you will note, the area that includes the bridge is red: indicating that the road already is not equipped to carry the capacity it currently does. This is part of the reason for the current project boundaries, this is the area with the greatest need. Also, the area of buffer around the bridge (through the residential NRHP district) is in green meaning that is OK at its current standard to carry capacity up to 20 years. The area outside that on either side is colored blue, which means that it can carry its capacity for over the next 20 years.

SAS: Alternatives Analysis
There is the NHRP district AND the NRHP bridge (these are 2 separate entities) that we are concerned with in the immediate vicinity of the project. The 4(f) document identified 9 total alternatives for this project, including a plan to do nothing to the bridge; a plan to rehabilitate the bridge; a new bridge offset to allow the old bridge to remain in place as a pedestrian/cyclist pathway (among others). **The preferred alternative identified in the 4(f) document is: Build a new 4-lane bridge facility 25 ft. south of the existing bridge AND remove the old bridge. As a note, the current study area of the project only includes what ODOT saw as the logical terminus of the boundaries. ODOT has no intent to expand the roadway to 4-lanes along SH-33 outside of these boundaries. As mentioned earlier, the ODOT capacity study also confirms this.

Rene Spineto (RS)
What about at the west end of the project? It goes from 2 lanes, to 4 lanes around the bridge, and back to 2 lanes. Why not 4-lane the whole thing?

Melvena Heisch (MH)
Exactly, that is a reasonably foreseeable action, and that is the problem we have.

DS
I understand that it's confusing, and that is common. It's easy to see this as a corridor issue, but in fact this is a **bridge** issue. Changing the corridor to 4-lane is not reasonably foreseeable because it is specifically not on any ODOT plans for the next 20 years. If that is not sufficient, at what point do we decide that it is?

John Hartley (JH)
At FHWA, the purpose and need generally drive the project. In this situation, the purpose and need only refer to the bridge: that is the area that needs the attention immediately. So, the logical terminus is the bridge itself, and that is it; that is sufficient to drive this project as it is. In this case, it really is not a

corridor project, the issues are safety, creek crossing and hydrology- these are only issues in and immediately around the bridge. Concern about areas to the east and west of the bridge are very difficult to project and that confuses the purpose. It is understandable to voice concern, but it seems like it opens the project too wide. FHWA would like to hear more about local concerns and desires, as that is our concern.

MH
Then we need to see that reasoning in great detail in the report. The regulations are clear that reasonably foreseeable impacts must be addressed, so that has to be stated explicitly in the report.

Chris Hirzel (CH)
OK, but how will merging work with a 4-lane bridge narrowing down to 2 lanes at the road?

JH
I believe traffic diverts at that point, and having a turn lane will help ease problems in merging at the intersections.

Sereniah Breland (SB)
Is there a way for us to see an example of another bridge project that is similar to this? Where it moves from 4 lanes to 2 lanes? That might help us understand the scope and see how it has worked in other projects.

Paul Green (PG)
The point that I'd like to emphasize is that the bridge has got to be replaced, and because we know that it carries enough vehicles to need to be 4 lanes, that is what makes sense to construct. We wouldn't be changing the bridge to 4 lanes if we didn't need to replace the bridge at this time. The construction needs to last, and therefore there is no question that a 4-lane bridge is the best option.

DS
Points out that the majority of trips are local trips as opposed to highway traffic or big trucks.

AA
Points out turning lanes to be at Division Street. ODOT has a 75-year investment with construction projects, and the bridge already calls for 4 lanes to carry the capacity. A 4-lane bridge isn't proposed to meet traffic needs in 20 years, the need is there now.

SB
Just to clarify, we're not asking for a 2-lane bridge.

MH
That's not what we're asking for either.

PG
Closures have occurred recently: recall last summer with the buckling of the bridge. With the traffic backing up on the bridge and the bridge falling apart quickly, NO rehabilitation is possible.

AA
Back to the reasonably foreseeable impacts: in NEPA consultation, what we generally look at is the plans. This includes long-range plans at cities, DOTs, development. If nothing is evident in these plans, we really can't see that as reasonably foreseeable impacts. We need to check on that with regard to Guthrie specifically.

SAS
So does everyone understand the logical termini?

RS
We have no conflict with the bridge. We'd like the new bridge to complement the NRHP district.

DS
And we'll find pictures of a project that has a similar 2 lane to 4 lane situation and send them over.

JH
About the Advisory Council, we had wanted to be clear about the determination of adverse effects before taking the documentation to them (that is generally FHWA's responsibility). Now we understand we need to add some additional information but we need to be clear about what information will suffice.

DS
From what we know, planning documents show that 4-laning the area other than immediately around the bridge is not going to happen. In our minds this is sufficient; where is the disconnect? Remember, if such a project were to happen, the Section 106 process and citizen participation would have to occur all over again, so it will be addressed if that time comes.

MH
As we must fulfill the Section 106 requirements, reasonably foreseeable impacts can be indirect or unforeseen effects. That includes projects that have no federal money involved, and since those projects would NOT get accomplished under the Section 106 process, it's necessary to talk about them now as the bridge is constructed.

SAS: [Powerpoint presentation about the effects to the NHL in downtown Guthrie]
Let's take a look at the photo-mapping illustrations showing the new bridge and its expected impact on the NHL.

Kathryn St. Clair (KSC)
Just a note: the portion of the NHL that's closest to the bridge (at approximately 550 ft. away) is mainly the backs of buildings, parking lots, and a large parking pad. This is not the core of the NHL. We systematically walked through the entire NHL to investigate the viewsheds and consider the impact of the proposed bridge. We believe there is no adverse effect to the NHL by this project.

SAS:
Questions?
We believe that there is an effect on the NHL by the bridge project, but that it is not an adverse effect. Melvena, do you concur?

MH:
We're doing our own research. We're looking at real-life examples of this situation in other instances. We'll get back to you.

SAS:
OK, let's move into design aesthetics. [Continue powerpoint presentation of various examples of possible design options for new bridge]

Steve Jacobi (SJ):
We are interested in complementing and not competing with the surrounding historic district. We've got options with the pedestrian rail and the vehicle barrier. For the vehicle barrier, it must be crash-tested and meet specific criteria, but we still have some options. Want to stress, NO decisions have been made yet, these are only some examples of options.
-The new view on 2nd Street will likely be the biggest visual impact because the bridge will cut off the traffic at that intersection. We'll work with the City and SHPO to decide. (Almost) Anything is possible! We can do a style similar to an Ashlar masonry base and simulated cast stone, with a brick-like color to blend in to the surrounding buildings.

MH:
NO murals!!

All agree to that

SJ:
We also have been working with a stained concrete format with an anti-graffiti coating and it has proven very effective.

SAS: Now for a discussion about mitigating adverse effects to the bridge
We suggest completing a HAER document to thoroughly record the bridge prior to its demolition. Also we could re-evaluate the western portion of the NRHP district to update the boundaries and information. All of these documents would be shared with the City and the Historical Society. We also are working with ODOT and will work with SHPO and the City to consider some landscape screening or design standards.

SB:
One question- what will this do to the police routes? We have an issue with the emergency vehicles being able to get to calls quickly, and the public isn't going to like slowed response times… The station is at 2nd and Oklahoma.

SJ:
Well, you must consider how often they are stopped currently… with flooding issues, the train, and congestion making it impossible the cross the bridge, this should actually make response times faster and more consistent. We also discussed the option of heading one block east from the police station and crossing Cottonwood Creek on the SH-33 bridge to reduce time.

SAS:
This generally concludes the presentation. Do we think there is a need for an additional meeting after this? We will provide logical terminus information and research what we can about reasonably foreseeable impacts. Could this and design discussion be done through email?

DS:
We can get more examples from Steve J and disperse them through email.

SB:
Since this is the first time we've seen any type of rendering, we need to share them. We want to have a public meeting with this information.

MH:
We appreciate you not trying to make the bridge look "historical". Guthrie's historic preservation community has a history of taking care of its history. Citizens are important and we will defer to their opinion.

RS:
Second! Thanks to Melvena.

JH:
So now that we've shown the viewshed photographs, is that enough to make a decision about the effects to the NHL?

MH:
We're doing our own work with the National Park Service about that. One thing we know is that the color of the bridge will be important, it needs to be muted.

RS:
Exactly, it should fade away and keep the attention on the NHL

KSC:
Does that mean that you might think the brick treatment would be too instrusive?

Lynda Ozan (LO):
No red brick!! That would be too intrusive.

RS:
We want concrete or stone with a tan, muted color. No brick. The documentation is very important. HAER should not only go to the Historical Society but also to the Territorial Museum. Also having a memorial or information panel about the original bridge once the new bridge is in place would be nice.

MH:
Also, we could suggest trying to amp up the HAER documentation. Consider gathering oral histories from local citizens who may have participated in the construction of the bridge to add to the documentation.

PG:
So what is our time frame?? The City Council meeting has happened, so the public has had a chance to hear about the project. There are lots of phone calls to me and to the City, there is a public concern of the bridge falling, so this needs to be a priority. Can we get a target date?

SAS
Certainly, let's keep this moving forward.

JH:
FHWA needs to inform the Advisory Council, but we need the effected resources with the SHPO concurrence. Also, with the 4(f), it needs to go through the legal review process with the attorneys in Atlanta—so the 4(f) document must be finalized before we send it- this means that all the Section 106 Process must be completed. Legal review is up to the attorneys, they do it on their own timeline.

DS:
This has been really helpful. We need to get together and discuss everything that needs to be gathered in terms of any extra information that is needed.

SB:
We want to expedite this process as well. It's definitely a concern of citizens and we want to help however we can.

MH:
SHPO has 30 days to comment once we receive the final 4(f) document and the request for concurrence on effects along with the MOA. To clarify, we are not holding anything up—it is in the regulations that we have that 30 days. Additionally, the ACHP and the public have this time to comment. Also, remember that the MOA can be completed without the bridge design being in place.

PG:
Right now, we have a 2015 construction date, which is already going to be close with acquisition of properties. We really do appreciate everyone's work for the public.

Siv Sundaram (SS):
So what is needed right now?

JH
We need the MOA and the determination of effects.

MH
We need the request to comment on effects after this meeting. THEN we have the 30 days to respond.

RS:
So SHPO responds to effects determinations, then that goes to John at FHWA?

JH:
Yes, then we send it to the Advisory Council and invite them to participate.

MH:

JH:
Then, we send the final 4(f) document to legal and follow up with them to ensure that they get to it in a timely manner. Then a public meeting and the completion of the NEPA document.

SAS:
OK, do all parties wish to be concurring parties on the MOA? Most of the responsibility will be with ODOT. We would invite the City to be invited signatories because of their part in the design decisions.

All: Agreed

RS:
We would like to hold at least an e-meeting to keep the momentum moving. Possibly on a regular occasion (monthly) we could send a breakdown of needs and what has happened.

DS:
Absolutely, we do that internally already.

SAS:
11:30 Meeting adjourned. Thanks!

CITY OF GUTHRIE OKLAHOMA

101 North Second Street • PO Box 908 • Guthrie, Oklahoma 73044 • www.cityofguthrie.com • 405.282.0496

RECEIVED
APR 22 2013
ENVIRONMENTAL
PROGRAMS DIV.

April 16, 2013

Daniel Nguyen
Project Manager Division IV
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

RE: Cottonwood Bridge

The proposed Cottonwood Bridge project in Guthrie will provide major benefits for our citizens. A new bride and approaches would improve mobility and access, increase sight-lines and reduce flooding on the roadway. As a part of the initial analysis and design there are several key factors that the City wants to emphasize:

1. **Project Support**: The Cottonwood Bridge has been deemed "structurally deficient." The bridge carries the traffic from State Highway 33, the primary method of east/west vehicular movement across town. We are experiencing more frequent repair problems on the bridge, with each repair shutting down the bridge for longer duration. Additionally, the current bridge terminates in a flood plain and the frequent flooding then closes the State Highway with citizens having to traverse a long, circuitous route to travel from one side of town to the other. Our only hospital becomes cut off from the more populous side of town when repairs or flooding occurs, creating a possible deadly situation. This nearly 80 year old bridge desperately needs to be replaced and the City of Guthrie most emphatically wishes to see a new bridge constructed over Cottonwood Creek.

2. **Need for a Four-Lane Bridge**: The current two-lane bridge was built in 1937. It is not unusual to see traffic backed up on the bridge during peak traffic times. Those backups also include many semi-trucks and school buses. A two-lane bridge would not address the bottle-neck issue for those descending the bridge and making a left-turn at US-77. In addition, it would not be a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years.

3. **Need to Retain a Two Lane Roadway East of Division Street**: The east side of Division Street is lined with some of the finest examples of Victorian residential architecture. The City of Guthrie is known nationally for its late 1800's architecture. Any encroachments of the roadway onto those residential parcels, or demolition of those structures would be disastrous. The City of Guthrie has no plans to widen SH-33 in the foreseeable future.

CITY OF GUTHRIE OKLAHOMA

4. **Guthrie's National Landmark Historic District and Heritage Tourism**: Guthrie's Capitol Townsite Historic District and the National Landmark Historic District are essential to the economic vitality and the essence of Guthrie. Heritage tourism draws visitors to our community daily. As the first capital of the Oklahoma territory, the City of Guthrie is the center of Oklahoma's founding heritage. We guard our architecture assets carefully and enforce our Historic Preservation Ordinances thoroughly. The City and our citizens recognize the Historic District and its importance to heritage tourism and we do not want to jeopardize that. Throughout Oklahoma, Guthrie is synonymous with territorial heritage and our architectural treasures provide a living symbol of fine Victorian architecture.

The City of Guthrie appreciates its partnerships with ODOT and SHPO, and we look forward to a new bridge which safely serves the needs the Guthrie's citizens and visitors yet also compliments the historic nature of our community.

Sereniah Breland
Guthrie City Manager

Cc: Siv Sundaram, ODOT
Scott A. Sundermeyer, RPA, ODOT

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

April 18, 2013

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

Dear Ms. Heisch:

Re: SHPO File #0890-13 and 1266-09 – Logan County Federal Highway Administration Project: STPY-155E(819)EC, J/P 21860(04). Bridge replacement on SH-33 over Cottonwood Creek effects to historic properties including: Cottonwood Creek Viaduct, the Guthrie NRHP District, and Guthrie NHL District.

Thank you for your response of March 12, 2013 regarding the identification of historic properties and supporting documentation for a recommended alternative for the proposed undertaking. As discussed in our Section 106 consulting party meeting of March 27, 2013, we are including information to support a determination of effects to the above-referenced historic properties.

As indicated in the February 14, 2013 correspondence from our office, it is our opinion that the undertaking, as proposed, will adversely affect the NRHP-eligible SH-33 viaduct over Cottonwood Creek (ODOT Structure 4206 1442X) by replacing the existing bridge with a new structure. It is also our opinion that the proposed undertaking will adversely affect the Guthrie NRHP District through the removal of contributing elements to the District which are largely concentrated on the west side of Cottonwood Creek. In addition to these opinions, it was our determination that the Guthrie NHL District would not be adversely affected by the undertaking.

In our March 27 meeting, ODOT documented two concerns from our consulting parties for which we wish to provide additional supporting information: reasonable and foreseeable effects to the Guthrie NRHP District and adverse effects to the Guthrie NHL District.

Reasonable and Foreseeable effects on the Guthrie NRHP District

Your office offered the opinion that reconstruction of the Cottonwood Creek Bridge as a 4-lane facility made the eventual widening of SH-33 east through the Guthrie NRHP District a reasonably foreseeable outcome of this action. As noted in the meeting, the addition of capacity to the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances. This is not proposed to facilitate any potential widening of SH-33.

Reasonable and foreseeable effects are those that are likely to occur or probable as a result of an action, rather than those that are merely possible. Studies to address these effects require judgment based on information obtained from reliable sources such as planning documents, land use trends, or consultation with local individuals with expertise in growth patterns. ODOT has compiled data from a variety of planning documents, including the ODOT Eight Year Construction Work Plan, the Association of Central Oklahoma Governments' (ACOG) Encompass 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Long Range Plan, the Guthrie Plan and the OCARTS 2013-2016 State Transportation Improvement Program (STIP), and has also consulted with the City of Guthrie. These resources do not indicate that there is a likely or probable widening on SH-33 outside of our study area. In fact, planning documents indicate that much future development will occur south of town and would not be accessed by traffic travelling thru the Guthrie NRHP District on SH-33. The attached Memo provided from CP&Y includes references to the studies presented above. The attached letter from the City of Guthrie also describes their plans and recognizes that widening SH-33 through the NRHP-District would be detrimental to the City and its preservation priorities. In light of this information, it is our opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District other than the direct impacts resulting from construction of the proposed project that have already been acknowledged. We respectfully request your concurrence with this determination.

Adverse Effects to the Guthrie NHL District

Pursuant to 36 CFR 800.5, ODOT has applied the Criteria of Adverse Effect and determined that the project will have "No Adverse Effect" to the Guthrie NHL District based on the following.

The Guthrie NHL District is roughly 500 feet south of the proposed undertaking and is not within the footprint of the project. As such, the NHL District will not be directly affected by the undertaking such that physical characteristics of the NHL would be altered. Pursuant to 36 CFR 800.5(a)(2)(i), there will be no physical destruction of or damage to any part of the property. Pursuant to 36 CFR 800.5(a)(2)(ii), there is no proposed alteration of the property that would be inconsistent with the Secretary's Standards for the Treatment of Historic Properties.

Pursuant to Pursuant to 36 CFR 800.5(a)(2)(iii), the proposed undertaking does not involve removal of the NHL District itself and does not involve removal of contributing elements of the NHL from its historic location.

Pursuant to 36 CFR 800.5(a)(2)(vi), the proposed undertaking does not include an element that would introduce neglect or deterioration to the Guthrie NHL District. Pursuant to 36 CFR 800.5(a)(2)(vii), the proposed undertaking does not involve a historic property that is under federal ownership such that this criterion would apply.

Pursuant to Pursuant to 36 CFR 800.5(a)(2)(iv) and (v), it is our opinion that the proposed undertaking will not have an adverse effect to the Guthrie NHL District. The fact that the reconstructed bridge can merely be seen from the NHL District is not an adverse effect, unless it was so dominant in the viewshed that it detracted from the contributing resources. Further, the

replacement of an existing transportation facility is not out of character with a district where prominent features already include streets and the existing bridge is already visible from the outermost edges.

Although the proposed new bridge will be approximately 10 feet higher than the existing structure, we do not believe this is sufficient to substantially alter the setting and character of the district. The lines of sight to the existing viaduct and proposed new facility are mainly from the rear elevations of buildings within the NHL. These viewsheds are currently influenced by modern parking lots, overhead utility corridors, and extant buildings that are not contributing elements to NRHP or NHL Districts. In addition, as part of the environmental review, ODOT completed a noise study which indicated that the NHL District is outside the SH-33 traffic noise impact zone. As proposed, the undertaking does not change the character of use or setting of the NHL nor does it introduce visual atmospheric or audible elements that diminish the integrity of the property's significant historic features or contribute to its historic significance.

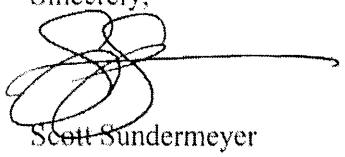
We have provided FHWA's Historic Preservation Officer in Washington D.C. with all available information regarding this project and its potential effect on the NHL. We have also provided her with the supplemental information your office prepared. Based on a review of this information, FHWA, both locally and at the headquarters level, concurs with us that the project will have no adverse effect to the NHL. We respectfully request your concurrence with this determination.

As you are aware, ODOT will continue to consult with Section 106 consulting parties regarding design elements and aesthetic treatments to ensure that the new structure is compatible and non-intrusive to the NHL and the NHRP District. These measures will be codified as stipulations in a Memorandum of Agreement (MOA) among FHWA, ODOT, SHPO, ACHP, and our consulting parties. We note that your agency has already contacted the National Park Service (NPS) with an observation that the project may have an adverse effect on the NHL. As it is our opinion that the undertaking does not constitute an adverse effect to the NHL, we will invite their participation as a consulting party as a courtesy and welcome their input regarding aesthetic measures that can be incorporated in the new bridge. We will provide them with all the documentation that has previously been shared with the current consulting parties. Should NPS then formally inform us or FHWA they would like to participate further in this consultation, we will involve them to the extent they deem appropriate.

So to summarize, pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, it is our opinion that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. The adverse effect to the historic bridge is a direct adverse effect to that structure caused by its removal. The adverse effect to the Guthrie NRHP District is due to the proposed removal of 11 contributing buildings to the District. ODOT has applied the Criteria of Adverse Effect (36 CFR 800.5) and determined that the proposed undertaking will have no adverse effect to the Guthrie NHL District.

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

Sincerely,



Scott Sundermeyer
Assistant Director, ODOT Cultural Resources Program

Cc:

FHWA-OK
City of Guthrie
Logan County Historical Society
Preservation Oklahoma
National Park Service

Memo

DATE: April 11, 2013
TO: Scott Sundermeyer – Assistant Director, ODOT-Cultural Resources Program

FROM: Kathryn St. Clair
RE: J/P 21860(04)

This memo is prepared to document the reasonably foreseeable effects of the proposed SH-33 bridge replacement project on the National Register of Historic Places (NRHP) Guthrie Historic District.

Proposed Project

The proposed project involves the replacement of the existing two-lane SH-33 Bridge with a four-lane bridge. The new four-lane bridge would address the need to facilitate traffic flow and alleviate traffic backing up on the bridge. Additionally, a new bridge and approaches under this alternative would improve mobility and access, increase sight-lines and reduce flooding on the roadway.

The structurally deficient bridge would be replaced with a new bridge offset to the south by 25 feet from the existing alignment. The approaches at the east and west ends of the bridge would be reconstructed to lessen the frequency of road flooding and to improve safety for both automotive and pedestrian traffic. The termini were developed to account for the required vertical and horizontal geometry of the bridge as the bridge approaches return to grade with the existing SH-33 roadway. The western terminus of the project would be 12th Street and the eastern terminus would be US-77 (Division Street). The bridge would return to grade at 8th Street on the west side, and 1st Street on the east side. The roadway leading from the bridge would transition from 9th Street to the project's western terminus at 12th Street. Likewise, SH-33 would be graded from its eastern terminus at the intersection of US-77 and SH-33 to tie into the bridge approach.

The proposed bridge would be 67'4" wide with four, 12-foot driving lanes. Curb and gutters with a combined width of 2'8" separate the inner pedestrian barrier from the driving lanes. Sidewalks measuring 7 feet would line both the east and westbound outer lanes. They would be protected from cars by an inner concrete balustrade barrier, with a decorative concrete barrier on the outside edge of the bridge. The approach roadway west of the creek would require grading and built-up slopes to gradually raise the roadbed out of the floodplain. The slopes would vary in width and range from 24 feet to 50 feet to accommodate the grade needed due to the varying topography. The 7-foot sidewalks would extend east and west from the bridge to both termini.

Cumulative Effects Analysis: Effects of Reasonably Foreseeable Actions Under the Proposed Project

Cumulative effects are defined by the Center for Environmental Quality (CEQ) as " an impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions (40 CFR 1508.7)." Direct effects are considered those that are caused by the project action and occur at the same place and time. Indirect effects are those that are caused by the proposed undertaking and occur at a later time and/or father removed in location (40 CFR 1508.8). Cumulative effects encompass both direct and indirect effects of the project and other past, present or reasonably foreseeable actions that are related in the sense that they may affect the same resources as the undertaking.

Under the proposed undertaking, the direct and indirect effects on historic resources are summarized in the following table:

Table 1: Direct and Indirect Effects on Historic Resources

Historic Resources		
NHL Guthrie Historic District	**SH-33 Bridge (NRHP-eligible)**	**NRHP District**
Avoids adverse effects by implementing context sensitive aesthetic treatments to the bridge design.	Removal of the bridge creates a direct effect on this historic resource. There are no indirect effects on this resource.	Removal of 11 contributing buildings constitutes a direct and indirect effect to the NRHP district.

Reasonably foreseeable actions need to be considered even if they are not specific proposals or defined projects, though the criterion for excluding future actions is whether they are considered speculative. The CEQ provides guidance on evaluating cumulative effects in a document entitled "Considering Cumulative Effects Under the National Environmental Policy Act, 1997." The geographic and temporal boundaries should be logical and sufficient to capture relevant cumulative effects. In addition, in order for future actions to not be considered speculative, they must have enough information for a meaningful analysis. For the purposes of this analysis, actions that are not included in any formal plans are considered speculative. These include short range and long range transportation plans for the city and region, comprehensive city plans, and proposed plats in the vicinity of the project.

In addition to the direct and indirect effects, ODOT has considered potential reasonably foreseeable effects on historic resources by investigating possible future projects that, when combined with this project, would create a cumulative effect on the historic resources discussed in this document. The existing two-lane bridge, with its 24-foot clear roadway width, is not adequate to accommodate current or future traffic since the traffic counts warrant a four-lane section on the bridge, based on guidelines from the Transportation Research Board Highway Capacity Manual (2010).

ODOT considered the option of constructing a two-lane bridge instead of a four-lane bridge for the purpose of minimizing the construction footprint of a new bridge and approaches. A two-lane bridge would not address the bottle-neck issue for those descending the bridge and making a left-turn at US-77. In addition, it would not be considered a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years.

ODOT consulted with the City of Guthrie to determine if there are any plans to widen SH-33 from two lanes to four lanes, or if any development is planned along the SH-33 corridor through Guthrie that may generate additional traffic within the next 20 years. The City of Guthrie, in a conversation from April 5, 2013 stated that there are no plans for future development along the SH-33 corridor between I-35 and the City's western city limit, including the Guthrie Historic District (Spineto, 2013). In addition, a master plan created in 2002 entitled The Comprehensive Plan for the City of Guthrie (the Plan) indicates future plans to develop the south side of town as the industrial and commercial corridor. The Plan indicates that the City intends to improve Industrial Road, located south of SH-33 and which also provides a crossing over Cottonwood Creek, as well as Backhaus Road (a North/South road that connects with Industrial Road) that could tie into the west side of Guthrie. These proposed improvements would direct traffic towards this area of Guthrie and away from SH-33, thus suggesting there would not be a future need to widen the SH-33 corridor that runs through the portion of the Guthrie Historic District east of Division Street (US-77). The City of Guthrie also has indicated in the Plan that they would like to have a new I-35 interchange at Industrial Road. Again, this would encourage industrial and commercial development, and subsequent traffic, to the south side of town and away from the SH-33 corridor.

In addition to the City's plans, ODOT does not have any plans to further improve or widen the SH-33 corridor through Guthrie. Short and long range planning documents, including the ODOT Eight Year Construction Work Plan, the Association of Central Oklahoma Governments' (ACOG) Encompass 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Long Range Plan, the Guthrie Plan and the OCARTS 2013-2016 State Transportation Improvement Program (STIP), do not include a proposed widening on SH-33 from I-35

west to the city limits (see references below for links to these documents). The proposed project's goal is to provide a safe and reliable crossing of SH-33 over Cottonwood Creek while utilizing as much of the current bridge and roadway footprint as possible, thus minimizing disruption to the community. Neither the City of Guthrie nor ODOT has future plans to widen the SH-33 corridor. It is therefore not reasonably foreseeable that the SH-33 corridor would be widened from Division Street to I-35, or west of 12th Street. Planning documents indicate that any future development would be directed south of town and away from the SH-33 corridor through Guthrie.

While no cumulative impacts to cultural resources are foreseeable, any ground disturbing action or above-ground development not subject to the National Historic Preservation Act (i.e. one that does not include federal funding or require a federal permit) has the potential to impact irreplaceable resources. As the entire project area and surrounding area is located within the Guthrie NRHP District, many historic resources have previously been identified, and the City of Guthrie is aware of the resources. Any future federally funded and/or permitted by the Federal government would fall under the Section 106 process.

There would be no reasonably foreseeable cumulative impacts imposed by the proposed project on historic resources identified within the project area.

References:

ACOG
http://www.acogok.org/programs_and_services/transportation_and_data_services/2030plan.asp. Accessed April 4, 2013.

Guthrie Plan, 2002
http://www.cityofguthrie.com/DocumentCenter/Home/View/44. Accessed April 4, 2013.

Spineto, Rene
Personal communication with Guthrie City Planner, Rene Spineto, on April 5, 2013.

STIP
http://www.okladot.state.ok.us/p-r-div/stip/. Accessed April 4, 2013.

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Wednesday, April 24, 2013 1:30 PM
To: 'David Pettyjohn'; 'Rene Spineto'; 'chirzel@cheapbrothers.com'; 'John.Hartley@dot.gov'; Melvena Heisch (mheisch@okhistory.org); 'Lynda Ozan'; 'Catharine Wood'; 'tom_keohan@nps.gov'
Cc: 'DNguyen@ODOT.ORG'; sbreland@cityofguthrie.com; 'SSundaram@ODOT.ORG'; 'Kathryn St. Clair'; 'DSullivan@ODOT.ORG'
Subject: Logan County SH-33 Cottonwood Creek effects documentation
Attachments: Logan Co JP 21860(04) SH-33 SHPO NHL and reasonable foreseeable letter with attachments.pdf

Good afternoon –

As we discussed in our March 27, 2013 consulting party meeting, there were some questions regarding "reasonable and foreseeable effects" to the Guthrie National Register of Historic Places (NRHP) District. In addition, there were some concerns that the proposed bridge may have an adverse effect to the Guthrie National Historic Landmark (NHL).

The attached letter and supporting information documents ODOT and FHWA's opinion that there are no reasonable and foreseeable effects to the NRHP District and that the undertaking will have no adverse effect to the NHL.

Please do not hesitate to contact me with any questions you may have.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

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

April 30, 2013

Mr. John D. Hartley
Environmental Program Manager
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Re: Documentation of Consultation under Section 106 of the NHPA and Notification to Oklahoma SHPO concerning Determination of Effect for the Logan County STPY-155E(819)EC, J/P 21860(04) Bridge replacement on SH-33 over Cottonwood Creek; Adverse Effects to the National Register of Historic Places (NRHP) eligible Viaduct carrying SH-33 over the Cottonwood Creek (ODOT Structure 4206 1442X), the NRHP-listed Guthrie NRHP District, and No Adverse Effect to the Guthrie National Historic Landmark (NHL) District.

Dear Mr. Hartley:

The Oklahoma Department of Transportation (ODOT) proposes a federal-aid highway funded bridge replacement project in Guthrie, Oklahoma. In consultation with the Oklahoma State Historic Preservation Office (SHPO) and other consulting parties, the Oklahoma Department of Transportation (ODOT) has reviewed National Register Bulletin 15 and applied the Criteria of Adverse Effect found in 36 CFR 800.5 to this undertaking and has recommended that there will be an adverse effect to the NRHP-eligible bridge carrying SH-33 over Cottonwood Creek, by constructing a new four-lane bridge on a new alignment 25 feet to the south and removing the existing bridge. In addition, in order to meet the purpose and need of the project, the construction footprint of the proposed bridge will have an adverse effect to the Guthrie NRHP District through the removal of 11 buildings that are considered contributing elements to the NRHP District. Through the review of existing documentation, ODOT has determined that the construction of a new four-lane facility does not introduce reasonably foreseeable effects to the NRHP District. In addition, ODOT has applied the Criteria of Adverse Effect and determined that the proposed undertaking will not have an adverse effect to the Guthrie NHL District. Supporting data is discussed below and provided in the attachments for your review.

In accordance with 36 CFR Part 800.4, the following identification efforts of historic properties were made:

800.4(a)(1) - The Area of Potential Effect (APE) includes the project NEPA study area as defined in the attached cultural resources report.

800.4(a)(2) - Review of existing information consisted of researching the National Register and Oklahoma Determination of Eligibility database, and the archeological files

at the Oklahoma Archeological Survey. The ODOT Cultural Resources Program has also reviewed the undertaking.

800.4(a)(3) – The public were informed via landowner notification, public notices, and public meetings held in Guthrie, Oklahoma. Pursuant to 36 CFR 800.3(f), ODOT formally consulted with the Oklahoma SHPO to identify consulting parties. In consultation with SHPO, three Section 106 consulting parties were identified: Preservation Oklahoma, Logan County Historical Society, and the City of Guthrie.

800.4(a)(4) – Consultation with tribes was conducted via letters containing project location and scope or were in accordance with any existing agreements, MOUs or PAs FHWA and ODOT have with Native American Tribes. For this undertaking, five federally recognized Tribes in Oklahoma (Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation, United Keetoowah Band of Cherokees, and Wichita and Affiliated Tribes) have demonstrated their interest in being consulted in Logan County for FHWA projects. Responses were received from the Cheyenne and Arapaho Tribes, Osage Nation, and United Keetoowah Band of Cherokees indicating that there were no areas of religious or cultural significance in the APE.

800.4(c) – A consultant conducted cultural resources surveys and reviews within the APE to determine if properties met NRHP criteria. Seven historic-period archeological sites, one historic bridge, and 130 buildings were documented in the APE. All of these properties are within the Guthrie NRHP District. Eleven buildings that contribute to the NRHP District will be removed by the proposed undertaking. In consultation with SHPO, none of the seven archeological sites have been determined to be eligible for inclusion in the NRHP.

Reasonable and Foreseeable effects on the Guthrie NRHP District

As indicated above, the proposed undertaking involves the replacement of a two-lane bridge with a new four-lane facility. The addition of capacity to the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances. This is not proposed to facilitate any potential widening of SH-33.

ODOT has compiled data from a variety of planning documents, including the ODOT Eight Year Construction Work Plan, the Association of Central Oklahoma Governments' (ACOG) Encompass 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Long Range Plan, the Guthrie Plan and the OCARTS 2013-2016 State Transportation Improvement Program (STIP), and has also consulted with the City of Guthrie. These resources do not suggest that there is a likely or probable widening on SH-33 outside of the APE. In light of this information, it is our opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District.

Adverse Effects to the Guthrie NHL District

As stated above, ODOT has issued the opinion that the proposed undertaking will have no adverse effect to the Guthrie NHL.

Pursuant to 36 CFR 800.5, ODOT has applied the Criteria of Adverse Effect and determined that the project will have "No Adverse Effect" to the Guthrie NHL District based on the following.

The Guthrie NHL District is roughly 500 feet south of the proposed undertaking and is not within the footprint of the project. As such, the NHL District will not be directly affected by the undertaking such that physical characteristics of the NHL would be altered.

800.5(a)(2)(i) - There will be no physical destruction of or damage to any part of the property.

800.5(a)(2)(ii) - There is no proposed alteration of the property that would be inconsistent with the Secretary's Standards for the Treatment of Historic Properties.

800.5(a)(2)(iii) - The proposed undertaking does not involve removal of the NHL District itself and does not involve removal of contributing elements of the NHL from its historic location.

800.5(a)(2)(vi) - The proposed undertaking does not include an element that would introduce neglect or deterioration to the Guthrie NHL District.

800.5(a)(2)(vii) - The proposed undertaking does not involve a historic property that is under federal ownership such that this criterion would apply.

800.5(a)(2)(iv) and (v) - It is our opinion that the proposed undertaking will not have an adverse effect to the Guthrie NHL District. The fact that the reconstructed bridge can merely be seen from the NHL District is not an adverse effect, unless it was so dominant in the viewshed that it detracted from the contributing resources. Further, the replacement of an existing transportation facility is not out of character with a district where prominent features already include streets and the existing bridge is already visible from the outermost edges.

Although the proposed new bridge will be approximately 10 feet higher than the existing structure, we do not believe this is sufficient to substantially alter the setting and character of the NHL district. The lines of sight to the existing viaduct and proposed new facility are mainly from the rear elevations of buildings within the NHL. These viewsheds are currently influenced by modern parking lots, overhead utility corridors, and extant buildings that are not contributing elements to NRHP or NHL Districts. In addition, as part of the Environmental Assessment, ODOT completed a noise study which indicated that the NHL District is outside the SH-33 traffic noise impact zone. As proposed, the undertaking does not change the character of use or setting of the NHL nor does it introduce visual atmospheric or audible elements that diminish the integrity of the property's significant historic features or contribute to its historic significance. In addition to the above, ODOT has informed all consulting parties, including the Oklahoma SHPO, that we will continue consultation with the parties to incorporate design elements that will minimize any effect to the NHL District.

The following documents are enclosed for your review and consideration:

- All consultation to date with the Oklahoma SHPO and Oklahoma State Archeologist
- The Cultural Resources Report
- Copies of consultation with consulting parties
- Copies of ODOT's tribal consultation
- A Draft Individual Section 4(f) Evaluation
- Letter of support for the proposed undertaking from the City of Guthrie
- Memo summarizing the existing information to support the opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District

ODOT-CRP consulted with the Oklahoma SHPO on April 18, 2013 and offered the opinion that the undertaking 1) will have a direct adverse effect to the NRHP-eligible bridge and the NRHP District, 2) will have no indirect (reasonable and foreseeable) adverse effect to the NRHP District, and 3) will have no adverse effect to the NHL District. We anticipate a response by May 18, 2013. Should SHPO concur with our opinions above, the above-referenced documentation regarding the direct adverse effects should be submitted to the Advisory Council on Historic Preservation (ACHP), pursuant to Section 800.6(a)(1) of the Section 106 regulations.

Should the Oklahoma SHPO find that the proposed undertaking has an indirect adverse effect to the NRHP District and/or an adverse effect to the NHL, we respectfully request that you notify the ACHP pursuant to 36 CFR 800.5(c)(2).

We understand the FHWA will be submitting the attached documentation to the National Park Service (NPS) for their review, in accordance with 36 CFR 800.10(c). In consideration of this, you may find it appropriate to engage the ACHP and invite their participation at this time, even with no formal response to our opinions of effect from the Oklahoma SHPO.

Please inform our office when this information has been forwarded to the ACHP so that ODOT-CRP may provide this documentation to other consulting parties, as stipulated in 36 CFR 800.6(a)(3).

If you have any questions regarding this project, please contact me at 405-325-7201.

Sincerely,

Scott A. Sundermeyer, RPA
Assistant Director, ODOT Cultural Resources Program

attachments

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

May 16, 2013

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

RE: File #0890-13; Cottonwood Creek Bridge Replacement on SH-33/Noble Avenue, Guthrie, Logan County, #STPY-155E(819)EC, #JP-21860(04), Formerly SHPO #1266-09

Dear Mr. Sundermeyer:

We have received and reviewed the documentation submitted on the referenced project in Logan County, submitted with your letter dated April 18, 2013 and received April 25, 2013. We concur with your finding that the proposed project will have an **adverse effect** on the SH-33 viaduct over Cottonwood Creek (ODOT Structure #4206-1442X), a property determined eligible for the National Register of Historic Places (NHRP) and to be removed and replaced with a new, much larger structure. The historic bridge is a unique type in Oklahoma and represents the important economic and other benefits of the federal recovery programs during the Depression of the 1930s.

We also concur with your finding that the proposed project will have an **adverse effect** on the NRHP listed Guthrie Historic District through the removal of eleven (11) contributing resources to the District as identified in the above referenced project documentation. The properties to be removed in the Guthrie Historic District are located on the west side of Cottonwood Creek.

Furthermore, we now concur with your opinion that the project has no foreseeable effects on historic properties beyond the area of potential effect (APE) through widening of the two-lane sections of SH-33 that extend from each end of the historic and proposed new bridges to connect with four-lane highway. Our decision in this regard is based, in part, on the documentation cited in and submitted with your request, including a letter from the City of Guthrie.

Despite questions raised by our staff and others at both the July 2012 and March 2013 consulting parties meetings, the exact cause of traffic backing up on the historic bridge was never explained. Nor was the problem outlined in any of your correspondence. Much time was given to discussion of the flooding and the structural deficiency of the historic bridge. But, even after questions from another consulting party during the March 2013 meeting about how a four-lane bridge feeding onto a two-lane segment of highway reduces congestion, no answer was provided.

As we reviewed the documentation you submitted, we found two references to the fact that traffic backs up on the historic bridge due to vehicles turning left off SH-33 onto intersecting SH-77. The phrases citing this issue were found in the City of Guthrie's letter concerning foreseeable effects and in the CP&Y report. A discussion about the issue would have been extremely helpful during the consulting party meetings.

RE: File #0890-13; Cottonwood Creek Bridge Replacement on SH-33/Noble Avenue, Guthrie, Logan County, #STPY-155E(819)EC, #JP-21860(04), Formerly SHPO #1266-09

Finally, we respectfully disagree with your finding that the proposed project will have no adverse effect on the Guthrie National Historic Landmark (NHL) District. By raising the new bridge higher than the historic bridge by what appears to be at least ten (10) feet and by relocating the alignment further south toward the NHL District, as well as elongating the approaches to the bridge creating expansive walls where such structures did not previously exist, the proposed project will have **adverse, visual effects** on the Guthrie NHL District. These same elements will also create an additional adverse effect on the NRHP listed Guthrie Historic District. In addition to the mass of the new bridge structure itself, we are concerned that there will be increased effects resulting from installation of lighting on the bridge. We assume that planning has not progressed to the point where the exact type and size of light standards can be known, but, given the much higher bridge structure, it seems reasonable to assume a real potential for additional visual impacts for both the NHL and NHRP districts.

We are, of course, now aware that the Federal Highway Administration has invited the National Park Service to be a consulting party (letter from FHWA to NPS dated May 2, 2013). We are puzzled by the statement in that letter that the invitation is just now being extended to NPS because the SHPO did not identify them as a consulting party. We expressed our concerns about the NHL, as well as the NHRP district, from the beginning of the discussions on this project and urged your agency and FHWA to notify NPS and the Advisory Council on Historic Preservation (ACHP) as quickly as possible. Whether or not this project would have an adverse effect on the NHL, we have planned to exercise our option to request ACHP to enter the consultation on this project, and we will do so. In our opinion, the loss of multiple contributing resources within the NHRP district and the loss of the historic bridge, which is one-of-a-kind in Oklahoma, raises the undertaking to satisfy the ACHP's criteria for entering consultation.

We are willing to continue consultation with you to minimize or mitigate the adverse effects of the proposed project. However, the adverse effects of the project clearly cannot be eliminated. We assume that FHWA will soon contact and invite the participation of the ACHP in order to complete the Section 106 process as outlined in 36 CFR Part 800.

If you may have questions, please contact me directly at 405/522-4484. Please reference the above underlined file number when responding. Thank you.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

cc: Thomas Keohan, National Park Service
John Fowler, Advisory Council on Historic Preservation

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

May 2, 2013

In Reply Refer To:
HDA-OK

Mr. John Wessels
Regional Director
National Park Service
Intermountain Regional Office
P.O. Box 25287
Lakewood, CO 80225

Dear Mr. Wessels,

Pursuant to Section 800.10 of the regulation implementing the National Historic Preservation Act, we are notifying your office of a Federal Highway Administration (FHWA) undertaking that may involve an effect to the Guthrie Historic District National Historic Landmark (NHL) and inviting the involvement of the National Park Service (NPS) in the Section 106 consultation. We are also providing you with hard copies of all Section 106 consultation that has been developed to date and provided to the Oklahoma State Historic Preservation Officer (SHPO) and other consulting parties.

The project involves replacement of the State Highway 33 Bridge over Cottonwood Creek in Guthrie, Oklahoma. At its closest point, the project lies approximately 500 feet north of the NHL. We have determined, based on cultural resources studies performed by the Oklahoma Department of Transportation (ODOT) and consultation with the Oklahoma SHPO and several other consulting parties to the Section 106 process, that the undertaking will result in an adverse effect to the Cottonwood Creek Bridge, which is individually eligible to the National Register of Historic Places (NRHP) but not contributory to the Guthrie NRHP and NHL districts. We have also determined that the project will have direct and indirect adverse effects on the Guthrie NRHP District.

Regarding potential effects to the Guthrie NHL and your agency's involvement, ODOT initially consulted with the Oklahoma SHPO on March 9, 2011 to identify potential consulting parties to this undertaking. At that time SHPO did not suggest NPS as a potential consulting party. In a June 20, 2012 meeting of consulting parties, SHPO suggested the possibility of an effect to the NHL. To evaluate this possibility, ODOT conducted a further evaluation of the project, focusing on potential visual impacts to the NHL. This resulted in an opinion that the undertaking would have no adverse effect to the NHL and the documentation was submitted by ODOT to the SHPO and other consulting parties on February 14, 2013. In a March 27, 2013, Section 106 consulting party meeting, SHPO suggested that the undertaking might have an adverse effect on the NHL and recommended your agency's involvement in the consultation process. We are pleased to invite your agency to participate in the Section 106 process for this undertaking and your expertise will be very helpful in ensuring that the undertaking is implemented in a way that best minimizes any effect to the Guthrie NHL.

For your information, the Division Office and our Headquarters Historic Preservation Officer in Washington, D.C. has reviewed the documentation regarding this undertaking and it is FHWA's opinion that, although the bridge replacement project may have an effect on the Guthrie NHL, there will be no adverse effect to the NHL pursuant to the Criteria of Adverse Effect in 36 CFR 800.5. At present we are awaiting a formal response from the SHPO regarding our opinion of effect to the NHL.

If you have any questions or concerns regarding this please contact me at 405-254-3341 or by email at john.hartley@dot.gov.

Sincerely,

John D. Hartley
Environmental Program Manager

Enclosures: Section 106 Consultation Materials
Draft Section 4(f) Evaluation and Supporting Materials

Cc: Scott Sundermeyer, ODOT-CRP (letter only)
MaryAnn Naber, FHWA-HEPE-20 (letter only)
Christine Whitacre, Heritage Partnerships Program (letter only)

United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:
H34 (IMDE-HPP)

MAY 2 2 2013

Mr. John D. Hartley
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration/ Oklahoma Division
5801 N. Broadway Ext., Ste. 300
Oklahoma City, OK 73118

Dear Mr. Hartley:

RE: HAD-OK; Bridge Replacement, Guthrie, Oklahoma

Thank you for your letter dated May 2, 2013, addressed to John Wessels, Intermountain Regional Director, National Park Service, and for providing us with information regarding the proposed replacement of State Highway 33 Bridge over Cottonwood Creek in Guthrie, Oklahoma. As noted in the material that was sent to us, the project is adjacent to the Guthrie Historic District National Historic Landmark (NHL). The Guthrie Historic District, which was designated as an NHL in 1999, is nationally significant for its association with the opening of the frontier to non-Indian settlement, beginning with the first Oklahoma Land Run in 1889. The district is also nationally significant as an outstanding collection of late 19th and early 20th century commercial architecture.

We also thank you for the invitation to participate in the consultation for this project. As stated in 36 CFR Part 800.10 (c), federal agencies are required to notify the Secretary of the Interior (delegated to the National Park Service) of any consultation involving an undertaking involving an NHL. The Intermountain Region of the National Park Service administers the National Historic Landmark program within an eight-state region, including Oklahoma.

That same paragraph in the Code of Federal Regulations specifies that the agency will invite the Secretary to participate in the consultation where there may be an adverse effect on the NHL. The National Park Service was copied on the letter dated May 16, 2013, from Melvena Heisch of the Oklahoma Historical Society, State Historic Preservation Office, to Scott Sundermeyer of the Oklahoma Department of Transportation, stating that the State Historic Preservation Office believes that the proposed project will have adverse visual effects on the Guthrie Historic District NHL. As such, the National Park Service accepts your invitation to participate as a consulting party for this project.

We look forward to consulting with your office as plans are refined and details developed. Please feel free to contact me at (303) 969-2882 and christine_whitacre@nps.gov, and/or Tom Keohan at (303) 969-2897 and tom_keohan@nps.gov .

Sincerely,

Kara Miyagishima

for Christine Whitacre
Program Manager
Heritage Partnerships Program

cc:
Melvena Heisch, OK SHPO, Oklahoma History Center, 800 Nazih Zuhdi Drive, Oklahoma City, OK 73105-7917

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 29, 2013

Mr. John D. Hartley
Environmental Program Manager
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Re: Logan County STPY-155E(819)EC, J/P 21860(04) Bridge replacement on SH-33 over Cottonwood Creek; Effects to the NRHP eligible Viaduct carrying SH-33 over the Cottonwood Creek (ODOT Structure 4206 1442X), the NRHP-listed Guthrie District, and the Guthrie National Historic Landmark (NHL) District.

Dear Mr. Hartley:

Section 106 correspondence regarding the undertaking was provided to you under separate cover in a letter dated April 30, 2013. In that correspondence our office indicated that we had presented an opinion to the Oklahoma SHPO of *adverse effect* to the NRHP-eligible Cottonwood Creek viaduct and the NRHP-listed Guthrie Historic District. We provided opinion that the proposed undertaking would have no *reasonable and foreseeable effects* to the NRHP District. In addition, we documented and supported an opinion of *no adverse effect* to the Guthrie NHL District.

In the attached letter dated May 16, 2013, the SHPO has concurred with our opinions of *adverse effect* to the viaduct and NRHP District and our opinion of *no reasonable and foreseeable effects* to the NRHP District. SHPO disagrees with our finding of *no adverse effect* to the NHL District.

The above-referenced documentation regarding the direct adverse effects to the viaduct and the NRHP District should be submitted to the Advisory ACHP, pursuant to Section 800.6(a)(1) of the Section 106 regulations.

We respectively request that FHWA concur with our opinion of no adverse effect to the NHL District and that you notify the ACHP and request their comment pursuant to 36 CFR 800.5(c)(2).

If you have any questions regarding this project, please contact me at 405-325-7201.

Sincerely,

Scott A. Sundermeyer, RPA
Assistant Director, ODOT Cultural Resources Program
attachments

U.S. Department
of Transportation
Federal Highway Administration

Oklahoma Division

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

May 31, 2013

In Reply Refer To:
HDA-OK

Mr. Reid Nelson, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Ave, NW, Suite 803
Washington, D.C. 20004-2501

Attn: Ms. Carol Legard, FHWA Liaison

Dear Mr. Nelson,

Pursuant to Section 800.6(a)(1) of regulations implementing the National Historic Preservation Act, we are notifying your office of our determination that Logan County STPY-155E(819)EC, J/P 21860(04), Bridge replacement on SH-33 over Cottonwood Creek will have an adverse effect on the NRHP-eligible Viaduct carrying SH-33 over the Cottonwood Creek (ODOT Structure 4206 1442X), and adverse effects to the NRHP-listed Guthrie NRHP District. The Oklahoma State Historic Preservation Office (SHPO) has concurred with these determinations.

In addition it is the opinion of the Oklahoma SHPO that the project will result in adverse visual effects to the Guthrie National Historic Landmark (NHL) District, located approximately 500 feet south of the proposed project. As the attached documentation will indicate, ODOT and FHWA do not believe the extent of visual impact to the Guthrie NHL rises to the level of an adverse effect such that it diminishes the qualifying characteristics of the property. However, we acknowledge the assessment of adverse effect can be subjective. We request the Council's opinion in this matter and, in order to not delay this important project, we will accept whatever opinion the Council issues regarding effect to the NHL.

We have been working with the various consulting parties to this undertaking regarding measures to mitigate effects to all affected historic properties, including the Guthrie NHL, and hope to finalize a Memorandum of Agreement (MOA) in the near future.

The following documents are enclosed for your review and consideration:

- All consultation to date with the Oklahoma SHPO and Oklahoma State Archeologist
- The Cultural Resources Report
- Copies of consultation with consulting parties
- Copies of ODOT's tribal consultation
- A Draft Individual Section 4(f) Evaluation including all attachments

- Letter of support for the proposed undertaking from the City of Guthrie
- Technical Memo summarizing the existing information to support the opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District

We look forward to the Council's participation in the resolution of adverse effect for this undertaking. If you have any questions or need additional information regarding this action, please contact me at 405-254-3341 or by email at john.hartley@dot.gov.

Sincerely,

John D. Hartley
Environmental Program Manager

Enclosures

Cc: ODOT
SHPO
City of Guthrie
Logan County Historical Society
Preservation OK
NPS

Preserving America's Heritage

July 16, 2013

Mr. John Hartley
Environmental Program Manager
Federal Highway Administration
Oklahoma Division
5801 N. Broadway Ext. Ste. 300
Oklahoma City, OK 73118

Ref: *Proposed Cottonwood Creek Bridge Replacement Project*
City of Guthrie, Oklahoma

Dear Mr. Hartley:

On June 6, 2013, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on properties listed or eligible for listing in the National Register of Historic Places and the Guthrie National Historic Landmark (NHL) District. In your letter, you requested that the ACHP provide our opinion on the extent to which there may be adverse effects to the Guthrie NHL. However, since the Federal Highway Administration (FHWA) has already made a finding of adverse effect for the undertaking as opposed to a finding of no adverse effect, the ACHP declines to provide you with our advisory opinion. Please note that the visual impacts of the replacement bridge on the Guthrie NHL must be evaluated under Sections 110(f) and 106 of the National Historic Preservation Act. Per our regulations, the National Park Service could clarify how this NHL property will be adversely effected by the proposed undertaking.

Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. We recommend that FHWA continue to consult with recognized consulting parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize or mitigate adverse effects on historic properties and the Guthrie NHL.

Going forward, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, affected Indian tribe, other consulting parties, or FHWA, we may reconsider this decision. Additionally, should circumstances change, and FHWA determines that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Oklahoma State Historic Preservation Office (SHPO) and any other consulting parties, and related background documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact Historic Preservation Specialist Najah Duvall-Gabriel at 202-606-8585 or via e-mail at ngabriel@achp.gov.

Sincerely,

Charlene Dwin Vaughn

Charlene Dwin Vaughn, AICP
Assistant Director
Federal Permitting, Licensing and Assistance Section
Office of Federal Agency Programs

Milford Wayne Donaldson, FAIA
Chairman

Clement A. Price, Ph.D.
Vice Chairman

John M. Fowler
Executive Director

Preserving America's Heritage

August 1, 2013

The Honorable Victor M. Mendez
Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Mendez:

In response to a request by the Oklahoma State Historic Preservation Officer, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Memorandum of Agreement for the proposed Noble Avenue Bridge over Cottonwood Creek Replacement Project, Oklahoma. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because the project has the potential to present procedural problems.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying John Hartley, Environmental Program Coordinator, Oklahoma Division, of this decision.

Our participation in this consultation will be handled by Najah Duvall-Gabriel who can be reached at (202) 606-8585 or via e-mail at ngabriel@achp.gov. We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a Memorandum of Agreement.

Sincerely,

John M. Fowler
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

December 17, 2013

In Reply Refer To:
HDA-OK

Mr. Reid Nelson, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Ave, NW, Suite 803
Washington, D.C. 20004-2501

Attn: Ms. Carol Legard, FHWA Liaison

Dear Mr. Nelson,

Pursuant to regulations implementing the National Historic Preservation Act, we are providing your office with a Memorandum of Agreement (MOA) among FHWA, the Oklahoma Department of Transportation (ODOT), the Oklahoma SHPO, the National Park Service (NPS), and the City of Guthrie (Guthrie), for the following project:

- Proposed Replacement of the State Highway 33 Bridge in the City of Guthrie

On May 31, 2013, you were previously notified that this undertaking would have an adverse effect on the NRHP-eligible SH 33 bridge and NRHP-listed Guthrie Historic District, including within it the Guthrie National Historic Landmark. On August 1, 2013 we were informed of the Council's decision to participate in this consultation.

Preliminary and proposed final drafts of this MOA have been reviewed by the Council and all local consulting parties. A final draft MOA incorporating suggestions from the Council and other signatory parties was circulated for signature. This MOA has been executed by FHWA, ODOT, the Oklahoma SHPO, the National Park Service (NPS) and the City of Guthrie, with Preservation Oklahoma, Inc., (POK) signing as a concurring party.

We are now providing this MOA to the Council for final execution. We previously provided all supporting documents regarding this project to the Council on May 31, 2013. Once we receive the final MOA as executed by the Council, we will circulate it to all signatories.

If you have any questions or need additional information regarding this action, please contact me at 405-254-3341.

Sincerely yours,

John D. Hartley
Environmental Program Manager

cc: MaryAnn Naber, FHWA
Scott Sundermeyer, ODOT
Melvena Heisch, SHPO

From:	Sundermeyer, Scott
To:	"chirzel@cheapbrothers.com"; "david@preservationok.org"; "rspineto@cityofguthrie.com"; "Keohan, Tom"; "Christine Whitacre"; "sbreland@cityofguthrie.com"
Cc:	"SSundaram@ODOT.ORG"; "DNguyen@ODOT.ORG"; "Najah Duvall-Gabriel"; "Melvena Heisch"; "John Hartley"; "DSullivan@ODOT.ORG"
Subject:	Logan Co JP 21860(04) Guthrie - SH-33 Cottonwood Creek FINAL MOA
Date:	Monday, November 18, 2013 8:12:00 AM
Attachments:	Logan Co JP 21860(04) SH-33 Cottonwood Creek MOA 11-4-13.docx

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Good morning –

All parties have reviewed the Memorandum of Agreement for the referenced project, and the Advisory Council on Historic Preservation has reviewed the revised draft and the consulting party comments. The attached MOA has been approved for circulation for signatures. As we have been using e-mail as our primary method of transmittal, I trust that this is still acceptable for the final version. I will attempt to contact each of you via telephone throughout the week to answer any questions you may have.

Please review the final document, find the signature sheet for your organization, sign and return to me at the address below. Once I have the signatures, I will submit to the Oklahoma SHPO and FHWA for their signatures. Once the MOA is executed, we can incorporate the Section 106 consultation into the remainder of our environmental studies and proceed with the next steps. Please do not hesitate to contact me with any questions.

Thank you all for your help and your patience-
Scott

Scott A. Sundermeyer, RPA
Cultural Resources Program Director
Oklahoma Department of Transportation
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

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

December 12, 2013

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

Dear Ms. Heisch:

Re: Logan County Federal Highway Administration Funded Project: STPY-155E(819)EC, J/P 21860(04); Memorandum of Agreement for adverse effects of the replacement of the SH-33 (Noble Avenue) bridge over Cottonwood Creek (Structure 4206 1442X [NBI 05047]); SHPO File #0890-13.

Thank you for your assistance with this undertaking. Attached is a Memorandum of Agreement (MOA) for the referenced undertaking, which will result in an adverse effect to the NRHP-eligible bridge and NRHP-listed Guthrie Historic District.

The attached MOA features several mitigative measures that ODOT and FHWA expect to have completed within three years of its execution.

If you are in agreement with stipulations included in the attached MOA, please have it signed by the State Historic Preservation Officer and return it to me for subsequent distribution. Upon your approval of the MOA, we will forward the agreement to the ACHP and will submit a fully-executed agreement to your office..

If you have any questions or need further information, please contact me at 325-7201.

Sincerely,

Scott A. Sundermeyer
Director, ODOT Cultural Resources Program

MEMORANDUM OF AGREEMENT
AMONG
FEDERAL HIGHWAY ADMINISTRATION,
OKLAHOMA DEPARTMENT OF TRANSPORTATION,
THE OKLAHOMA STATE HISTORIC PRESERVATION OFFICE,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE NATIONAL PARK SERVICE
REGARDING
PROPOSED REPLACEMENT OF SH-33 VIADUCT OVER
COTTONWOOD CREEK

WHEREAS, the Oklahoma Department of Transportation (ODOT) plans to replace the existing double-deck viaduct carrying SH-33 (Noble Avenue) over Cottonwood Creek in Guthrie, Logan County, Oklahoma, a property determined eligible for listing on the National Register of Historic Places (NRHP), by constructing a new four-lane bridge on a slight offset alignment to the south; and

WHEREAS, the proposed widening of the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances, and that the proposed four-lane bridge is not being constructed to facilitate any potential future widening of SH-33 through the NRHP-listed Guthrie Historic District; and

WHEREAS, in order to construct the new bridge on the selected alignment, 11 buildings that contribute to the NRHP-listed Guthrie Historic District must be removed; and

WHEREAS, the Federal Highway Administration (FHWA) plans to fund the Project, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 CFR 800; and

WHEREAS, FHWA has determined that Federal-Aid Project STPY-155E(819)EC, State Job J/P 21860(04) will have an adverse effect to the existing double-deck viaduct over Cottonwood Creek (Structure 4206 1442X [NBI 05047]), a property determined eligible for inclusion in the National Register of Historic Places, the NRHP-listed Guthrie Historic District, and that the undertaking may have the potential to adversely affect the Guthrie National Historic Landmark (NHL), and has consulted with the Oklahoma State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800; and

WHEREAS, in accordance with 36 CFR 800.3(f) ODOT and FHWA, in consultation with the Oklahoma SHPO, identified Preservation Oklahoma, the Logan County Historical Society, and the City of Guthrie as consulting parties. ODOT and FHWA met with these parties and the Oklahoma SHPO to discuss the undertaking and ask for comments on March 23, 2012; June 20, 2012; and March 27, 2013; and

WHEREAS, under 36 CFR 800.10 Special Requirements for Protecting National Historic Landmarks and Section 110(f) of the act requires that the agency official, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to any National Historic Landmark that may be directly and adversely affected by an undertaking; and

WHEREAS, under 36 CFR 800.10 (c); The agency official is required to notify the Secretary of the Interior (delegated to the National Park Service Regional Directors) of any consultation involving a National Historic Landmark and invite the Secretary to participate in the consultation where there may be an adverse effect; and

WHEREAS, FHWA consulted with the National Park Service (NPS) Intermountain Regional Office on May 2, 2013 and invited the NPS to be consulting party in the Section 106 consultation; and

WHEREAS, the FHWA has consulted with the NPS regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as an invited signatory; and

WHEREAS, the FHWA has consulted with the City of Guthrie regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a signatory party; and

WHEREAS, the FHWA has consulted with the Logan County Historical Society, and Preservation Oklahoma, regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a concurring party; and

WHEREAS, the FHWA has consulted with the Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation, United Keetoowah Band of Cherokees, and Wichita and Affiliated Tribes in accordance with 36 CFR 800.2(c)(2), and determined that no properties of traditional religious cultural significance will be affected by the undertaking; and

WHEREAS, in accordance with 36 CFR Part 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen to participate in the consultation pursuant to 36 CFR Part 800.6(a)(1)(iii) as a signatory to this MOA; and

NOW, THEREFORE, FHWA, Oklahoma Department of Transportation, the Oklahoma SHPO, the ACHP, and the NPS agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA will ensure that the following measures are carried out. Measures will be met within the timeframes presented for each stipulation.

I. Prior to the construction of the new bridge, ODOT will record the existing bridge to meet the Historic American Engineering Record (HAER) standards to provide imagery, plans, and historical context to illustrate the national historical significance of the bridge. ODOT shall consult with the NPS Intermountain Regional Office for determining the appropriate level of documentation. Once the NPS Intermountain Regional Office has set the level of documentation and approved the final HAER documentation, the NPS will transmit the documentation to the Library of Congress, HABS/HAER/HALS Collection. ODOT shall submit a copy of the final materials to the Oklahoma SHPO. The HAER documentation will be completed and submitted within three years of execution of this MOA.
    a. Prior to beginning any work on the bridge, archival, large-format photographs will be taken and a short history of the bridge written in accordance with the appropriate level of documentation set by the NPS Intermountain Regional Office. ODOT will work with the NPS to complete the documentation to meet HAER standards.
    b. ODOT will make a reasonable attempt to seek out individuals in the Guthrie vicinity who may have worked on construction of the Cottonwood Creek Viaduct and who may be able to provide additional perspectives regarding the historic context of the bridge.

II. Prior to the construction of the new bridge, the existing 11 buildings that will be affected by the undertaking will be recorded and documented. Documentation will be completed and submitted to the SHPO within two years of execution of this MOA. This documentation will include the following:
    a. High Quality, 35 mm black and white photographs, of the buildings, documenting their appearance and current setting, together with all negatives or archival gold CD containing digital TIFF files that meet or exceed the minimum requirement for pixel depth. Photographs are to be submitted and approved by SHPO as meeting the conditions outlined above before any work takes place that will affect the property.
    b. The photographs will be a minimum 4" x 6" and no larger than 8" x 10" and will be clearly labeled with the following information:
        i. Name of property;
        ii. Location (county, city, state, and street address);
        iii. Name of photographer;
        iv. Date of photograph;
        v. Location of photographic negative;
        vi. Indication of direction camera is pointing;
        vii. Number of photograph in series.
    c. Preparation of a brief written technical description of the buildings and historical summary.
    d. All documentation will be edited, catalogued and packaged in a manner

acceptable to the Oklahoma SHPO. The Oklahoma SHPO will be the repository for the documentation

III. ODOT will complete a review of the Guthrie Historic District NRHP nomination form and prepare an aerial photograph or map of the contributing properties in the district that are still extant. ODOT will produce a Geographic Information System (GIS) data file that would provide geospatial information of the Guthrie NRHP District. The mapping will be completed within two years of execution of this MOA.
    a. This data file will be provided to the SHPO and the City of Guthrie for their use. ODOT will also retain the GIS data in its offices. The GIS data will include the boundaries of the existing historic districts (the NRHP and NHL) and the ability to select a parcel, determine the historic designation, and view an image of buildings on the parcel.

IV. Within three years of the execution of this MOA, ODOT will provide all research documentation, research materials, copies of photographs, HAER documentation of the bridge, and documentation of the buildings, and maps produced to the City of Guthrie and the Logan County Historical Society for use in the research library or other repository.

V. ODOT will install an interpretive kiosk or panel adjacent to the new bridge presenting the history of the former double-deck viaduct. ODOT will consult with the Oklahoma SHPO and the City of Guthrie regarding the location of the kiosk or panel and the content of the information presented on the interpretive kiosk or panel. This kiosk or panel will be completed and put into place prior to the opening of the new bridge to traffic.

VI. ODOT will implement design considerations to minimize effects of the new bridge within the NRHP and the adjacent NHL District. These design elements will be developed in coordination with SHPO, NPS, and other local consulting parties to ensure reasonable compatibility with the surrounding historic district. The existing SH-33 bridge is not part of the period of significance of the Guthrie NRHP or NHL District. However, new construction features will consider the surrounding district setting, feeling and association. ODOT and FHWA shall consult with the City of Guthrie, the Oklahoma SHPO, and the National Park Service in the development of the bridge design.
    a. ODOT will review and consider design elements in the configuration of the new bridge, and approaches will include measures to minimize direct and indirect impacts to the surrounding NRHP and nearby NHL historic districts. ODOT will consider appropriate landscape screening along the approach wall at 2nd Street and SH-33 to soften the view from the northern boundary of the Guthrie NHL District at 2nd Street and Cleveland Avenue.
    b. ODOT shall provide copies of plans, drawings, or other documentation regarding design elements that are proposed for the new bridge. Signatories will review these materials and provide comment within 30 days of receipt of such materials.
    c. ODOT shall not advertise this project for construction bids until all agreed-upon design and construction measures to minimize impacts to the surrounding NRHP and NHL districts are incorporated into the final Plans,

Specifications, and Estimates (PS&E) package.

VII. Duration. This MOA will be null and void if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, FHWA shall either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation 11 below. FHWA shall notify the signatories as to the course of action it will pursue.

VIII. Post-Review Discoveries. If potential historic properties are discovered or unanticipated effects on historic properties found, FHWA shall follow ODOT Spec 107.09, Protection of Archeological and Unmarked Human Burial Sites.

IX. Monitoring and Reporting. Each year following the execution of this MOA until it expires or is terminated, ODOT shall provide all signatories to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

X. Dispute Resolution. Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.

b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

c. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

XI. Amendments. This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XII. Termination. If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA and SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Federal Highway Administration

BY: _____ DATE: Dec 16, 2013

John Hartley
Environmental Program Manager
Oklahoma Division

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma Department of Transportation

BY: _____ DATE: 12/13/2013

Dawn Sullivan
Environmental Programs Division Engineer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma State Historic Preservation Office

BY: _____ DATE: 12/16/13

Bob Blackburn
State Historic Preservation Officer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

City of Guthrie

BY: _____ DATE: 12-12-13

Sereniah Breland
Guthrie City Manager

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Advisory Council on Historic Preservation

BY: _____ DATE: _____

Reid Nelson
Director

Invited Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

National Park Service

BY: Christine Whitacre DATE: 11/20/2013

Christine Whitacre
Program Manager, Heritage Partnerships Program
Intermountain Region

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Preservation Oklahoma

BY: _____ DATE: 11/25/13

David Pettyjohn
Executive Director

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Logan County Historical Society

BY: _____ DATE: Nov. 19 2013

Chris Hirzel
President

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

31 October 2008

Cheyenne and Arapaho Tribes
Attn: Governor Darrell Flyingman
P.O. Box 38
Concho, OK 73022

Dear Governor Flyingman:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and BNSF Railroad in Guthrie; J/P# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking and the project number on all correspondence.

The Department of Transportation will also perform a cultural resources survey in consultation with the Oklahoma State Historic Preservation Office and/or the Oklahoma State Archaeologist. You will be provided a copy of the cultural resources report to review upon its completion.

If this project is likely to affect individual Native American allotments, tribally owned land, tribal cemeteries, cultural or religious sites, or lands held in trust for Native tribes by the United States government, please notify me as soon as possible. Rest assured that the Oklahoma Department of Transportation will respect all wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Lynette Gray

ADMINISTRATION
&
MANAGEMENT

CHEYENNE AND ARAPAHO TRIBES OF OKLAHOMA

P.O. Box 38
Concho, Oklahoma 73022
(405) 262-0345

February 11, 2010

Oklahoma Department of Transportation
111 E. Chesapeake Rm 102
Norman, OK
73019

RE: TCNS # /Project No. SAPY-142A(102)Sp# 21860(04) Logan Co.

To Whom It May Concern:

On behalf the Cheyenne and Arapaho Tribes, greetings and thank you for 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 commented as followed.

☐ _____ The Cheyenne and Arapaho Tribes have no interest in this area geographically. There is no likelihood of eligible properties of religious and cultural significant to the Cheyenne and Arapaho Tribes in the proposed project site.

☐ _____ The Cheyenne and Arapaho Tribes have an objection or request additional project information. The Cheyenne and Arapaho Tribes require the following addition information in order to provide a finding of effect this proposed undertaking:

_____

_____

☒ No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify the Cheyenne and Arapaho Tribes.

☐ _____ No Adverse effect. The Cheyenne and Arapaho Tribes have identified properties of cultural and religious significance within the area of effect that are believed to be eligible for listing in the National Register, for which there would be no adverse effect as a result of the proposed project.

☐ _____ Adverse effect. The Cheyenne and Arapaho Tribes have identified properties of cultural and religious significance within the area potential effect that are eligible for listing in the National Register. The Cheyenne and Arapaho Tribes believe that the proposed project would cause an adverse effect on these properties.

Best Regards,

Lgray

Lynnette Gray
Tribal Historic Preservation Officer (Acting)
Planning and Development
Cheyenne and Arapaho Tribes of Oklahoma
100 Red Moon Circle, Box 38
Concho, Oklahoma 73022
v. (405) 422-7622
f. (405) 422-1199
e. lgray@c-a-tribes.org

RECEIVED
FEB 15 2011

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

31 October 2008

Iowa Tribe of Oklahoma
Attn: Chairperson Christie Modlin
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Modlin:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and BNSF Railroad in Guthrie; J/P# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking and the project number on all correspondence.

The Department of Transportation will also perform a cultural resources survey in consultation with the Oklahoma State Historic Preservation Office and/or the Oklahoma State Archaeologist. You will be provided a copy of the cultural resources report to review upon its completion.

If this project is likely to affect individual Native American allotments, tribally owned land, tribal cemeteries, cultural or religious sites, or lands held in trust for Native tribes by the United States government, please notify me as soon as possible. Rest assured that the Oklahoma Department of Transportation will respect all wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

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

31 October 2008

Osage Nation
Attn: Chief Jim Gray
627 Grandview
Pawhuska, OK 74056

Dear Chief Gray:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and BNSF Railroad in Guthrie; J/P# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

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

28 January 2011

Cheyenne and Arapaho Tribes
Attn: Governor Janice Boswell
P.O. Box 38
Concho, OK 73022

Dear Governor Boswell:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie; Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Lynnette Gray, THPO

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

28 January 2011

Iowa Tribe of Oklahoma
Attn: Chairperson Janice Kurak
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Kurak:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie; Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Robert Fields

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

28 January 2011

Osage Nation
Attn: Chief John Red Eagle
627 Grandview
Pawhuska, OK 74056

Dear Chief Red Eagle:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie; Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

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

28 March 2012

Cheyenne and Arapaho Tribes
Attn: Governor Janice Boswell
P.O. Box 38
Concho, OK 73022

Dear Governor Boswell:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Margaret Anquoe, Acting THPO

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

28 March 2012

Iowa Tribe of Oklahoma
Attn: Chairperson Janice Kurak
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Kurak:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

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Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Robert Fields

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

28 March 2012

Osage Nation
Attn: Chief John Red Eagle
627 Grandview
Pawhuska, OK 74056

Dear Chief Red Eagle:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

TRIBAL HISTORIC PRESERVATION OFFICE

Date: **June 20, 2012** **File: 1112-691OK-6**

RE: **ODOT Project#STPY-142A(102), JP#21860(04); bridge replacement in Guthrie, OK.**

Cultural Resources Office
Rhonda S. Fair
111 E. Chesapeake, Room 102
Norman, OK 73019-5111

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project listed as ODOT Project#STPY-142A(102), JP#21860(04); bridge replacement in Guthrie, OK.. **The Osage Nation requests a copy of the Phase I cultural resources survey.**

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

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources. **The Osage Nation anticipates reviewing and commenting on the planned Phase I cultural resources survey for the proposed ODOT Project#STPY-142A(102), JP#21860(04); bridge replacement in Guthrie, OK..**

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.

Barker Fariss, Ph.D.
Archaeologist I

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

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

28 March 2012

United Keetoowah Band of Cherokees
Attn: Chief George Wickcliffe
Post Office Box 746
Tahlequah, OK 74465

Dear Chief Wickcliffe:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence.

The Department of Transportation will also perform a cultural resources survey in consultation with the Oklahoma State Historic Preservation Office and/or the Oklahoma State Archaeologist. You will be provided a copy of the cultural resources report to review upon its completion.

If this project is likely to affect individual Native American allotments, tribally owned land, tribal cemeteries, cultural or religious sites, or lands held in trust for Native tribes by the United States government, please notify me as soon as possible. Rest assured that the Oklahoma Department of Transportation will respect all wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Lisa LaRue-Stopp

Fair, Rhonda S.

From: Lisa LaRue-Baker - UKB THPO [ukbthpo-larue@yahoo.com]
Sent: Tuesday, April 10, 2012 5:01 PM
To: Fair, Rhonda S.
Cc: lstapleton@unitedkeetoowahband.org
Subject: Re: Logan Co 21860(04) bridge replacements

The United Keetoowah Band of Cherokee Indians in Oklahoma has reviewed your project and has no comment or objection at this time. However, if any inadvertent discoveries occur, please cease all work immediately and contact us.

Lisa LaRue-Baker
Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma
PO Box 748
Tahlequah, OK 74465

c 918.822.1952 f 918.458.6889
ukbthpo-larue@yahoo.com

--- On **Wed, 3/28/12, Fair, Rhonda S.** <*rsfair@ou.edu*> wrote:

From: Fair, Rhonda S. <rsfair@ou.edu>
Subject: Logan Co 21860(04) bridge replacements
To: "ukbthpo-larue@yahoo.com" <ukbthpo-larue@yahoo.com>
Date: Wednesday, March 28, 2012, 12:52 PM

Dear Lisa,

Please see the attached project notification. The original letter has been mailed to Chief Wickcliffe.

Just let me know if you have any questions.

Thanks!

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

15 February 2013

Cheyenne and Arapaho Tribes
Attn: Governor Janice Prairie Chief Boswell
P.O. Box 38
Concho, OK 73022

Dear Governor Boswell:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Margaret Anquoe, Acting THPO

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

15 February 2013

Iowa Tribe of Oklahoma
Attn: Chairperson Janice Kurak
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Kurak:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Cultural Preservation Office

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

15 February 2013

Osage Nation
Attn: Chief John Red Eagle
627 Grandview
Pawhuska, OK 74056

Dear Chief Red Eagle:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

TRIBAL HISTORIC PRESERVATION OFFICE

Date: **April 1, 2013** **File: 1213-1066OK-3**

RE: **ODOT JP# 21860(04A); Logan County proposed correction of bridge**

ODOT: Cultural Resources Program
Rhonda S. Fair
111 E. Chesapeake, Room 102
Norman, OK 73019-5111

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has evaluated your submission regarding the proposed ODOT JP# 21860(04A); Logan County proposed correction of bridge most likely **will not adversely affect properties of cultural or sacred significance to the Osage Nation. The finding of this NHPA Section 106 review has resulted in a determination of "No Properties."**

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969). **The Osage Nation concurs that as a part of the scoping process the Federal Highway Administration fulfilled NHPA and NEPA compliance by consulting with the Osage Nation Historic Preservation Office in regard to the proposed project referenced as ODOT JP# 21860(04A); Logan County proposed correction of bridge.**

The Osage Nation has vital interests in protecting its historic and ancestral cultural resources. We do not anticipate that this project will adversely impact any cultural resources or human remains protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, or Osage law. **If, however, artifacts or human remains are discovered during project construction, we ask that work cease immediately and the Osage Nation Historic Preservation Office be contacted.**

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.

Dr. Andrea A. Hunter
Tribal Historic Preservation Officer

Barker Fariss, Ph.D.
Archaeologist I

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

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

15 February 2013

United Keetoowah Band of Cherokees
Attn: Chief George Wickcliffe
Post Office Box 746
Tahlequah, OK 74465

Dear Chief Wickcliffe:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Lisa LaRue-Baker

Fair, Rhonda S.

From: Lisa LaRue-Baker - UKB THPO [ukbthpo-larue@yahoo.com]
Sent: Tuesday, February 19, 2013 9:18 AM
To: Fair, Rhonda S.
Cc: lstapleton@unitedkeetoowahband.org
Subject: Re: Logan Co JP# 21860(04) CR report

The United Keetoowah Band of Cherokee Indians in Oklahoma has reviewed your project under Section 106 of NHPA, and at this time have no comments or objections. However, if any human remains are inadvertently discovered, please cease all work and contact us immediately.

Lisa C. Baker
Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma
PO Box 746
Tahlequah, OK 74465

c 918.822.1952
ukbthpo-larue@yahoo.com

Please FOLLOW our historic preservation page and LIKE us on FACEBOOK

--- On **Fri, 2/15/13, Fair, Rhonda S.** <*rsfair@ou.edu*> wrote:

From: Fair, Rhonda S. <rsfair@ou.edu>
Subject: Logan Co JP# 21860(04) CR report
To: "ukbthpo-larue@yahoo.com" <ukbthpo-larue@yahoo.com>
Date: Friday, February 15, 2013, 10:29 AM

Dear Lisa,

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

Thanks!

Rhonda

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

15 February 2013

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

Dear President Parton:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Historic Preservation Office

APPENDIX H

Section 4(f) Evaulations and Section 6(f) Documentation

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

Subject: Final Section 4(F) Evaluation, SH-33 over Cottonwood Cr., City of Guthrie, Logan County, Oklahoma

Date: January 29, 2014

From: Assistant Chief Counsel
Matteson, Illinois

In Reply Refer To:
HCC-MW

To: Mr. Gary Corino,
Division Administrator, HDA-OK
Oklahoma City, OK

I have reviewed the above Final Section 4(f) Evaluation. The Section 4(f) evaluation adequately demonstrates that there are no feasible and prudent alternatives to the use of the 4(f) resource involved and that the proposed action includes all possible planning to minimize harm to the 4(f) resource resulting from such use.

I find the document legally sufficient.

Glenn R. Harris

RECOVERY.GOV

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **ACTION:** 4(f) Statement Legal Sufficiency Review

Date: January 15, 2014

From: John Hartley
Environmental Program Manager
Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, Oklahoma 73118

In Reply Refer To:
HDA-OK

To: Glenn R. Harris
FHWA
Assistant Chief Counsel-Midwest
4749 Lincoln Mall Drive
Matteson, Illinois 60443

As per my email of January 15, 2014, please find attached to this email a CD containing a .pdf of the final 4(f) Statement for SH-33 in Guthrie, Oklahoma and all supporting documents. You were provided a preliminary review copy of the 4(f) statement itself on April 18, 2003 and on May 23, 2003 we were informed you had no substantive comments at that time. Please provide us with your determination of this 4(f) statement's legal sufficiency at your earliest convenience.

If you need any further information do not hesitate to contact me at 1-405-254-3341 or john.hartley@dot.gov.

Thank you.

SH-33 BRIDGE OVER COTTONWOOD CREEK
SECTION 4(F) EVALUATION

Guthrie, Logan County, Oklahoma

J/P No. 21860(04) Project No. STPY-142A(102)

Prepared For:
Federal Highway Administration

Prepared By:
Oklahoma Department of Transportation

January 13, 2014

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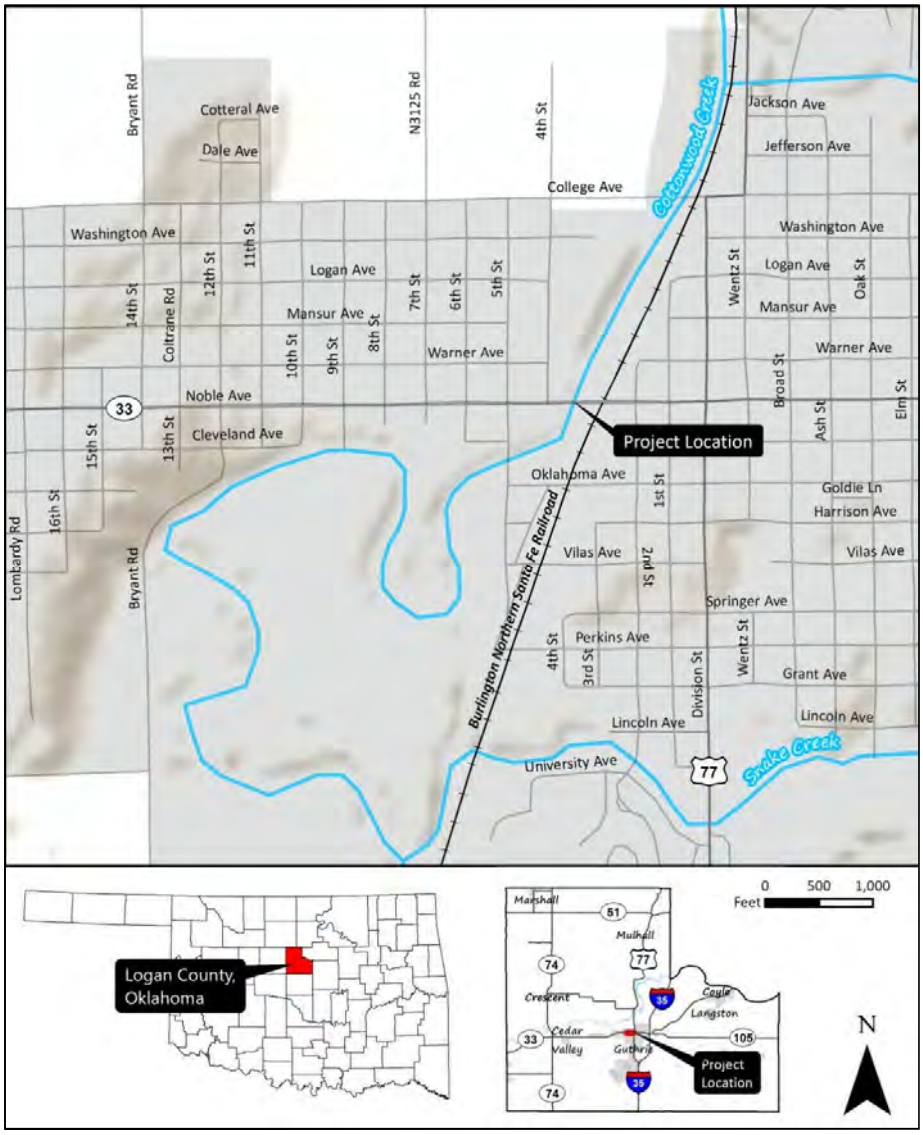
Attachments

A: Section 4(f) Resource Location Map
B: Project Area Photos and Corresponding Map
C. Public Meeting Information and Documentation from 2009; and Public Meeting Information and Documentation from 2012
D: As-Built Plans
E: Bridge Condition Photographs
F: Bridge Inspection Report and Repair History
G: Design Traffic Data
H: Hydraulic Report Summary
I: National Weather Service Flood Data
J. Historic District Boundaries and Cottonwood Creek Floodway Map
K: Secretary of the Interior's Standards for Rehabilitation
L: By-Pass Alternative Options Map
M: Off-set Alignment Alternative Preliminary Plans with Proposed Typical Sections
N. Off-set Alignment Alternative NRHP-Listed Guthrie Historic District Contributing Resources Map
O: Memorandum of Agreement (MOA)
P: Guthrie Bridge Project Meeting Minutes from June 20, 2012
Q: Agency Correspondence

1. PROJECT BACKGROUND

As part of the planning process and in accordance with the Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA), Federal Highway Administration (FHWA) guidance on Section 4(f) resources, and Oklahoma Department of Transportation (ODOT) guidelines, reasonable alternatives to the proposed action are developed and evaluated. Further, as outlined in 23 CFR 774.3, the DOT may not approve the use of Section 4(f) property unless they first determine that there is no prudent and feasible alternative to the use of land from the property, or that any use of Section 4(f) property would be a *de minimis* impact. An alternative is not prudent, according to 23 CFR 774.17(3), if it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated Need and Purpose. A project is not feasible if it cannot be built as a matter of sound engineering judgment. Alternatives that do not adequately meet the project's need and purpose can be dropped from further consideration. See **Figure 1** for a location map of the project area. The project area is defined as the land area that is encompassed by each of the alternatives discussed within this evaluation.

Figure 1: Project Location Map



Alternatives were developed and investigated by ODOT and consulting parties to identify options that meet the need and purpose for the proposed project while minimizing harm to the Section 4(f) resources within the project area. There are no alternatives that can simultaneously meet the proposed project's need and purpose while also avoiding all Section 4(f) resources. In short, all the reasonable alternatives use 4(f) resources. The location of the proposed project within the boundaries of a National Register of Historic Places (NRHP)-listed Guthrie Historic District (Guthrie NRHP District) presents challenges to meeting the need and purpose while having the least impact, both direct and indirect, to the historic district. The State Highway (SH)-33 Bridge over Cottonwood Creek is located within the Guthrie NRHP District, but is not considered a contributing element to the District. However, the bridge is the only double-deck bridge in Oklahoma. In addition, the bridge was constructed as part of a 1930's era federal grade-crossing construction program. Based upon its unique design, association with the New Deal-era, and construction by Works Progress Administration laborers, the bridge is considered to be individually eligible for listing on the NRHP. The National Historic Landmark (NHL)-listed Guthrie National Historic Landmark District's (Guthrie NHL District) northern boundary is located approximately 800 feet from the SH-33 Bridge and was considered in the alternatives analysis. Additionally, a public recreational area, Cottonwood Flats, is located adjacent to the bridge approach on the north side of SH-33, west of Cottonwood Creek.

The purpose of this alternatives analysis is to identify alternatives that address the need and purpose while causing the least overall harm to 4(f) properties, including Cottonwood Creek Bridge, the NRHP District, the NHL District and Cottonwood Flats. See **Attachment A** for a map of the identified Section 4(f) resources. Avoidance alternatives were investigated to determine if there are feasible and prudent project approaches that would not cause other severe problems of magnitude that substantially outweigh the importance of protecting the resource. **Attachment B** contains images of the project area and corresponding location map.

Many of the alternatives considered in this evaluation were developed with consideration of input provided by the public at meetings held in 2009 and 2012, from review of the Guthrie Master Plan, reviewing flood events and hydraulic data, reviewing accident statistics along the project corridor, and referencing the bridge inspection report from 2011.

1.1 PUBLIC INVOLVEMENT

A public meeting was held in 2009 where ODOT met with the community of Guthrie to gain understanding of local concerns regarding the bridge and flooding issues. Public comments included concerns about flooding on detour routes during construction of the bridge, available detour routes that could handle large truck traffic, and expressions of urgency to replace the existing bridge. Citizens also expressed concerns regarding the aesthetics of the new bridge. Results of a written survey indicated that 95% of the 40 people participating in the survey felt very strongly (on scale of 1-5, 5 being "very strongly") that the bridge should be replaced. Additionally, 55% of those surveyed felt very strongly about reducing flooding, and 25% of people felt very strongly about preserving the historical structures and setting (see **Attachment C** for Transcript of Public Meeting, Public Comments and Survey Results from 2009).

An additional public meeting to discuss proposed improvements to the SH-33 crossing took place on May 17, 2012. More than 100 project stakeholders, public agencies and interested persons participated in the meeting. Five comments were submitted about the proposed project, four of which came from business owners. The primary concern identified in four of the five comments related to compensation for business displacements. The remaining comment called for appropriate pedestrian and bicycle accommodation on the improved bridge facility. See **Attachment C** for Public Comments and a Summary of the Public Meeting from May 2012.

1.2 CONSULTING PARTIES

Correspondence with the Oklahoma Historical Society (State Historic Preservation Office or SHPO) has been ongoing through the planning process to identify historic resources within the project area and sensitive areas of historical significance, while considering alternatives that meet the need and purpose. An initial cultural

resource survey report was submitted to the SHPO on April 7, 2009 with a response received on April 17, 2009. ODOT also conducted meetings with SHPO on June 20, 2012.

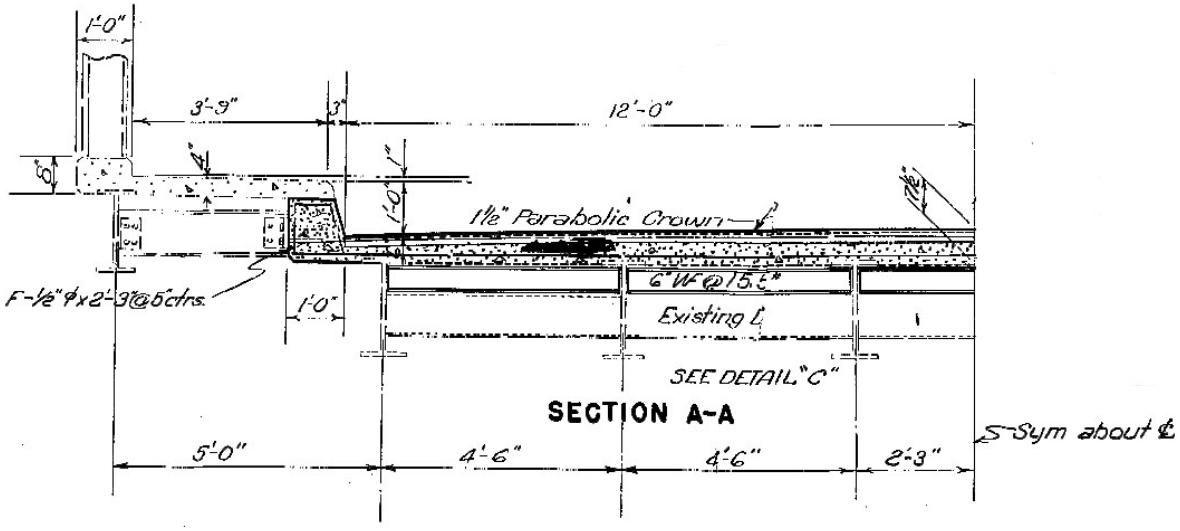
Previous studies of the built environment were conducted on three separate occasions (SHPO File 1266-09). The most-recent study was submitted to the SHPO on April 18, 2013 for consultation to identify archeological resources and additional resources of the built environment due to a change in the project area since 2009. ODOT also entered into consultation with the National Park Service (NPS) and the Advisory Council for Historic Preservation (ACHP). Additionally, ODOT analyzed the American Association of State Highway and Transportation Officials (AASHTO) "Guidelines for Historic Bridge Rehabilitation and Replacement Program" (AASHTO Guidelines) to determine the feasibility of rehabilitating the SH-33 Bridge (National Cooperative Highway Research Program, 2007).

The preliminary alternatives discussed below were developed as a result of public involvement and coordination with agencies and consulting parties, including FHWA, the SHPO, NPS, ACHP, the City of Guthrie, Preservation Oklahoma and the Logan County Historical Society. **Section 11** includes additional information regarding agency coordination.

2. EXISTING FACILITY

The existing SH-33 bridge over Cottonwood Creek is a two-lane, 756-foot long structure comprised of two levels. Constructed in 1937, the double-deck bridge is the last remaining of its kind in the state. Funded by a New Deal-era grade-crossing program, the concrete girder bridge carries SH-33, which is a Principal Urban Arterial, over Cottonwood Creek and the Burlington Northern & Santa Fe (BNSF) railroad line located on the east side of the creek. The lower deck of the bridge was designed to provide vehicular access to an ice plant that was once located north of the bridge between Cottonwood Creek and the railroad tracks. The lower deck is currently closed to vehicular traffic. See **Attachment D** for the As-Built plans for the existing bridge. **Attachment E** contains current pictures of the bridge condition. **Figure 2** below shows the existing SH-33 bridge half section of the typical section.

Figure 2: Existing SH-33 Bridge Half Section of the Typical Section



The bridge is 26 feet wide with a 24-foot roadway width consisting of one 12-foot lane in each direction. The approach roadway width is 51 feet. Constructed of 16 spans of 70-foot steel I-beams, a concrete deck, concrete piers and railing, the bridge is rated as structurally deficient (sufficiency rating of 21.1) and functionally obsolete. **Attachment F** contains the most-recent bridge inspection report and bridge repair documentation.

Concrete abutments support the embankments at the bridge approaches. In 2008, the annual average daily traffic was 12,860 vehicles per day (vpd) with the 2030 daily traffic projected at 16,270 vpd, 11 percent of which is heavy truck traffic. Traffic data for SH-33 is included in **Attachment G**. Every year, there is a 50 percent chance of the roadway flooding. The project area is located within a Federal Emergency Management Agency (FEMA) designated special flood hazard zone area (Zone AE) and Floodway (FEMA, 2013). Therefore, the design is also regulated by FEMA and the City of Guthrie. The Bridge Hydraulic Report from 2010 is on file at ODOT and an updated Hydraulic Summary Report is included as **Attachment H**.

3. NEED AND PURPOSE

Environmental documents prepared under NEPA begin with a discussion of the "need and purpose" of a proposed action. The discussion provides context and criteria for the development and review of alternatives for the proposed action, including the No-Build Alternative. The need and purpose is the foundation of the NEPA decision-making process.

The need (problems) and purpose (solutions) section presents a statement explaining why the proposed action is being considered and what influences have affected the decision-making process during the project development phase. This process provides the basis for identifying and developing the range of alternatives that will be analyzed in the alternatives section of the Environmental Assessment (EA), ultimately leading to the selection of a preferred alternative. The need and purpose provides important screening criteria for determining whether alternatives are reasonable and feasible. Reasonable alternatives, examined in detail in the environmental consequences section of the EA, must meet the defined project need and purpose. **Table 3-1** provides a summary of the need and purpose for the proposed SH-33 Bridge over Cottonwood Creek.

Table 3-1: SH-33 Summary of Need and Purpose

Condition to be Addressed (Need)	Desired Outcome (Purpose)
Existing bridge is structurally deficient, which may require load posting, thus preventing school buses from using the facility.	Provide a structurally safe bridge on SH-33 that does not require load posting.
Vertical geometry of existing structure creates sight distance problems.	Improve safety by providing improved sight distance on SH-33 bridge and approaches.
Frequent flooding on SH-33 closes roadway and prevents emergency vehicles and school bus access across Cottonwood Creek.	Reduce road closures caused by flooding and provide a reliable crossing at Cottonwood Creek, thus maintaining the function of the existing SH-33 as the primary east-west thoroughfare in Guthrie.
Traffic backing up on the bridge is causing congestion on this functionally obsolete facility, which will continue to worsen over time.	Improve mobility and operational efficiency of the SH-33 bridge and approaches for traffic, including emergency vehicles and school buses.

3.1 NEED FOR THE PROPOSED ACTION

SH-33, the only continuous east-west connector in Guthrie, is a Principal Urban Arterial which provides a major regional connection for through traffic while accommodating local traffic. SH-33 also provides direct access to US Highway (US-77) (Division Street), the primary north-south corridor through Guthrie. Transportation improvements on this facility are needed in the project area for the reasons outlined in **Table 3-1** and discussed in more detail below.

3.1.1 EXISTING SH-33 BRIDGE IS STRUCTURALLY DEFICIENT

The existing SH-33 bridge is structurally deficient with a sufficiency rating of 21.1. Based on current traffic, the bridge is also functionally obsolete, according to a bridge inspection report conducted in 2009 by ODOT. The deck and the substructure (the piers, abutments, and foundations) are rated on the National Bridge Inventory as a 4 on a scale of 1 to 10, which is classified as "Poor," while the superstructure (beams) is rated as a 5, which is classified as "Fair." Although the bridge is not currently load posted, if it becomes load posted, it may limit its use by school buses, which would not be allowed on any bridges posted for loadings less than 10 tons.

The bridge is on a principal arterial (SH-33) where the expectation of a bridge for a two-lane highway is to be four-feet wider than the travel way. The travel way for a two-lane highway is 24 feet wide to accommodate two lanes of traffic. Since the bridge is only 24 feet wide, it does not meet the minimum width and hence, is functionally obsolete. The bridge deck geometry was rated at a "2" on a scale of 1-10, in part due to the insufficient width to hold two lanes of traffic (ODOT Bridge Inspection Report, 2011; **Attachment F**). The average annual daily traffic (AADT) measured in 2008 was 12,860 vpd, with heavy trucks comprising 11 percent of the traffic. By 2030 AADT is projected at 16,270 vpd (ODOT, 2012; **Attachment G**) Three school bus routes utilize the bridge daily during school sessions. As increasing traffic imposes more demands on the already-deficient bridge, load restrictions would likely be posted as the bridge continues to deteriorate. Load restrictions would impede the utilization of the bridge by school buses and large trucks. See **Attachment F** for the Bridge Inspection Report.

The bridge has undergone numerous repair efforts to keep it in operation. In 1979, the City of Guthrie hired a contractor to inspect the SH-33 Bridge. Brawley Engineering Corporation recommended that the City of Guthrie "should obtain funds to replace the structure as soon as possible," citing the substandard width of 24 feet, the traffic capacity and the large volume of truck traffic as compelling reasons (Brawley, 1979). Most recently in 2012, the bridge deck buckled in the heat, requiring closure for two days for repairs. Later in the year ODOT repaired holes in the deck, also requiring road closure.

The city's hospital is located west of Cottonwood Creek, with the bridge providing the most expeditious route from east to west. Although there are four other crossings of Cottonwood Creek in Guthrie, none of these have continuous connections with major roadways. Additionally, these alternate crossings are also subject to flooding. Therefore, SH-33 offers the best opportunity to provide improvements that ensure access to emergency facilities to all residents of the city.

3.1.2 VERTICAL GEOMETRY CREATES SIGHT DISTANCE PROBLEMS

The bridge has vertical geometry that creates sight distance problems due to the inadequate vertical curve on the east and west approaches. According to the 2011 Bridge Inspection Report, the bridge deck geometry is rated as a "2," which is considered "Critical." The current load capacity of the bridge and the height of the bridge in relation to the steep slope of the approaches create the critical condition of the bridge geometry. This geometry limits the line of sight for vehicles approaching and ascending the bridge. The limited sight distance has also contributed to collisions at the 1st and 2nd Street intersections with SH-33, as outlined in **Table 3-2** below. **Table 3-3** provides the total number of collisions along the SH-33 corridor between 13th Street and US-77 from the years 2002-2011.

Table 3-2: Collisions Reported Between 2002 and 2011 at and Approaching the SH-33 and 1st and 2nd Street Intersections

Collision Types					
Year	**Rear-End**	**Angle-Turning**	**Right-Angle**	**Head-On/Other**	**Totals**
2002	2	2	0	0	4
2003	5	0	2	1	8
2004	5	2	3	0	10
2005	0	0	0	0	0
2006	0	1	0	0	1

Table 3-2: Collisions Reported Between 2002 and 2011 at and Approaching the SH-33 and 1st and 2nd Street Intersections

Collision Types					
Year	**Rear-End**	**Angle-Turning**	**Right-Angle**	**Head-On/Other**	**Totals**
2007	4	0	1	0	5
2008	1	2	0	0	3
2009	3	4	2	1	10
2010	0	1	0	1	2
2011	0	3	0	0	3

Table 3-3: Total Number of Collisions Reported Between 2002-2011 on SH-33 from 13th Street to US-77

Number of Collisions along SH-33 from 13th St to US--77 in Guthrie									
2002	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**
29	36	30	13	16	19	18	22	14	14

3.1.3 FLOODING ON SH-33

The current design of the existing bridge and approaches also contributes to the overtopping of the roadway. The approach roadway elevation at the bridge is such that frequent flooding overtops the road, resulting in the bridge closure and traffic being detoured from the most efficient east-west route through Guthrie over the creek. Flood data reports indicate that 40 major flood events have occurred on the creek since 1889. Thirty of those events have occurred since 1959, with 24 of the 30 resulting in closures of the SH-33 Bridge, often for several days. SH-33 bridge closures result in the diversion of traffic from this east-west main thoroughfare through the City to smaller roadways and water crossings. The alternate crossings also flood frequently, with at-grade railroad crossings at each. When SH-33 is closed, emergency services and access to the hospital on the west side of Guthrie are restricted. Flood closures on SH-33 also affect access to schools and employment for people commuting across Cottonwood Creek. **Table 3-4** below demonstrates the numerous events where floodwaters overtopped the roadway, effectively closing access to the SH-33 Bridge. The elevation of the roadway approach is 924.71 feet. The table outlines all the events that exceeded this elevation, as determined by the flood gauge located at the SH-33 Bridge. **Table 3-4** below summarizes the flood events where more than one-foot of water overtopped the roadway between 1889 and 2011. The National Weather Service provides summary data on flood stage measurements and flood impacts. Please see **Attachment I** for the National Weather Service flood impact data at Cottonwood Creek, and **Attachment J** for a map of the extent of the Cottonwood Creek floodplain over the project area. **Figure 3** demonstrates a flood condition where flood waters rose four feet over the roadway. Eight floods have overtopped the roadway at higher elevations than shown in **Figure 3**.

Figure 3: Image of SH-33 during a Flood in June 2010



Table 3-4: Historical Flood Events that Overtopped the Roadway Approach at the SH-33 Bridge

Historical Crests for Cottonwood Creek at Guthrie		
Date	**Elevation**	**Feet over Roadway**
4/19/1889	927.13	2.42
4/27/1897	927.13	2.42
5/28/1908	927.46	2.75
11/28/1909	927.10	2.39
4/29/1912	927.46	2.75
4/15/1916	927.55	2.84
3/22/1921	927.38	2.67
4/12/1927	927.88	3.17
5/5/1941	925.21	0.50
4/16/1945	925.63	0.92
4/14/1947	925.30	0.59
5/15/1949	930.31	5.60
5/6/1955	928.63	3.92
10/5/1955	925.20	0.49
5/22/1957	924.73	0.02
6/26/1958	927.45	2.74

Table 3-4: Historical Flood Events that Overtopped the Roadway Approach at the SH-33 Bridge

Historical Crests for Cottonwood Creek at Guthrie		
Date	**Elevation**	**Feet over Roadway**
9/25/1959	928.07	3.36
10/2/1959	930.99	6.28
10/5/1959	926.85	2.14
6/10/1962	928.43	3.72
9/17/1963	926.14	1.43
9/21/1965	929.82	5.11
6/8/1974	926.43	1.72
10/20/1983	931.73	7.02
10/1/1986	927.63	2.92
5/28/1987	929.63	4.92
7/3/1987	925.23	0.52
8/15/1989	926.73	2.02
9/13/1989	928.93	4.22
3/11/1990	928.23	3.52
4/18/1990	924.93	0.22
5/9/1993	931.33	6.62
6/5/1995	927.03	2.32
6/9/1995	929.63	4.92
3/31/2007	925.33	0.62
6/30/2007	927.03	2.32
7/11/2007	925.33	0.62
8/20/2007	928.13	3.42
6/15/2010	928.73	4.02

3.1.4 BACKED-UP TRAFFIC ON SH-33 AFFECTS BRIDGE OPERATIONS

The 2008 annual average daily traffic was 12,860 vpd with traffic projected to increase by 2030 to 16,270 vpd (see **Attachment G** for traffic data). Trucks comprise approximately 11 percent of the traffic on SH-33 within the project area. The City of Guthrie currently does not allow left turns onto SH-33 by northbound traffic from 2nd Street and has made 2nd Street from SH-33 north a one-way street for northbound traffic. The existing two-lane bridge, with its 24-foot clear roadway width, is not adequate for the current or future traffic since the traffic counts warrant a four-lane section on the bridge, based on guidelines from the Transportation Research Board Highway Capacity Manual (2010).

East-west mobility in Guthrie is hampered by a traffic bottleneck on SH-33 at the Cottonwood Creek Bridge, which backs up traffic in both directions, particularly in the presence of trucks. The configuration of the bridge, with its narrow lanes, limited sight distance, and awkward configuration at the 2nd Street intersection affects travel and community cohesion between east and west Guthrie. The traffic congestion on the SH-33 Bridge and approaches makes it difficult for emergency vehicles to cross Cottonwood Creek due to the configuration of the

existing bridge. Travelers descend from the crest of the bridge's vertical curve and abruptly stop at 1st or 2nd Street as traffic turns left or right.

3.2 Purpose of the Proposed Action

The purpose of the proposed project is to:

- Provide a structurally safe bridge on SH-33 that does not require load posting;
- Improve safety by providing improved sight distance on the SH-33 bridge and approaches;
- Reduce road closures caused by flooding and provide a reliable crossing at Cottonwood Creek, thus maintaining the function of the existing SH-33 as the primary east-west thoroughfare in Guthrie;
- Improve mobility and operational efficiency by accommodating traffic on the bridge and approaches, including emergency vehicles and school buses.

By fulfilling this purpose, the proposed improvements would meet the need to address the structurally deficient bridge, sight distance issues, flooding on the existing facility, and backed up traffic on the bridge and approaches.

4. Section 4(f) Resources within the Project Area

ODOT has identified four Section 4(f) Resources within the project area. Three of these are classified as historic properties; one resource is classified as a public recreation area. **See Attachment A** for a map and representative photo of each of the resources.

Guthrie NHL District

Nominated in 1999, the NHL District is defined as the historic downtown and commercial core of Guthrie where the most intact and cohesive grouping of historic buildings is located. Historically significant on a national level, the NHL District comprises the core of the downtown district, and the main tourism attraction to the City of Guthrie. The NHL District retains a high degree of historic integrity as the first capital city of Oklahoma. Cleveland Avenue forms the northern-most boundary closest to the project area, and the railroad tracks form the western-most boundary.

SH-33 Bridge over Cottonwood Creek

The viaduct carrying SH-33 over Cottonwood Creek (ODOT Structure #4206 1442X; NBI5047) is a federal-aid Works Program double-decker viaduct constructed in 1936-37. The bridge has been determined individually eligible for inclusion in the NRHP, but is not a contributing resource to the NRHP-listed Guthrie Historic District (NR#74001664). Based upon its unique design, association with the New Deal-era, and construction by Works Progress Administration laborers, the bridge is considered to be individually eligible for listing on the NRHP and is historically significant on a national level. The SHPO concurred with this finding within correspondence dated April 7, 2009.

Guthrie NRHP District

The Guthrie NRHP District was nominated to the NRHP in 1987. The district boundary encompasses the majority of the city and includes 2,167 properties contributing to the historical significance of the district, with 1,408 non-contributing properties. The period of significance of the district is defined as 1889-1929. Within the 25 years since the production of the NRHP-nomination, numerous buildings that once contributed to the district no longer are extant or are in poor condition and no longer convey the historical significance of the district. However, absent a re-evaluation of the district boundaries and contributing resources, all extant structures listed as contributing to the NRHP are, for planning purposes, considered historically significant and continuing to

contribute to the significance of the NRHP district. The NRHP-listed district encompasses the project area in its entirety.

Cottonwood Flats

Established in the late 1980s as an open space and recreation area, the Cottonwood Flats area was created when the City, with Housing and Urban Development (HUD) funding assistance (a Small City Community Development Block Grant), purchased private property within the flood prone area as a result of a flood buy-out program. Bounded by SH-33, College Avenue, Fifth and Eighth Streets, Cottonwood Flats is comprised of approximately 60 acres of floodway expanding over blocks where residential houses once stood west of Cottonwood Creek and north the viaduct. The City of Guthrie constructed baseball fields and installed aluminum bleachers for use by the public. Additionally, RV hook-up stations are found in the northern section of the park for camper and trailer utilization. According to the Guthrie Plan of 2002 (Schukert, 2002), Cottonwood Flats is classified as a natural resource area, defined as property that includes lands that preserve important natural resources, landscapes and open spaces. Given its use for recreational vehicles, festivals, baseball, and soccer by the public, Cottonwood Flats is considered a significant public recreational area to the City of Guthrie and is therefore a Section 4(f) resource.

Additional Resource in the Project Area

Bordered by Cleveland Avenue on the north and Cottonwood Creek on the east, Noble Park is an area of the City that was once occupied by a small subdivision and green space. Similar to Cottonwood Flats, the area succumbed to numerous flood events, and the City offered a property buy-out opportunity to remaining residents. Although referenced in the City of Guthrie Plan as a park, the area is now vacant, and is not officially open to the public (Guthrie Plan, 2002). All vehicular and pedestrian access is blocked or restricted with vegetation or road closures. The City does not maintain the roads throughout this area. Therefore, Noble Park is not considered significant parkland to the City of Guthrie, nor is it open to the public. This area is not considered a Section 4(f) resource as a significant park or recreation space. Should the park be impacted or affected as part of a recommended alternative, the park would be evaluated for historical significance to determine if it would be considered a Section 4(f) resource as a historic site.

5. PRELIMINARY ALTERNATIVES

The preliminary alternatives discussed below were developed as a result of public involvement and coordination with agencies and consulting parties, including FHWA, the SHPO, the City of Guthrie, Preservation Oklahoma and the Logan County Historical Society. These alternatives were then evaluated based on their ability to meet the proposed project's need and purpose. Two avoidance alternatives were identified. The four criteria for meeting the need and purpose are listed in the evaluation tables accompanying the descriptions of each preliminary alternative.

Identified Preliminary Alternatives:

- Avoidance Alternative: No-Build;
- Avoidance Alternative: Rehabilitation and Continued Use (Rehabilitation);
- Retain Bridge as One-Way Couplet; Build New Bridge Adjacent (One-Way Couplet);
- Retain Bridge for Bike/Pedestrian Access Only; Build New Bridge Adjacent (Retain as Bike and Pedestrian Bridge);
- Retain Bridge in Place and Construct By-Pass (By-Pass);
- Construct a New Bridge on the Existing Alignment (Existing Alignment);
- Align New Bridge to the North Only (without right-of-way [ROW] acquisition to the south) (North Alignment Alternative);

- Align New Bridge to the South Only (without ROW acquisition to the north) and Removal of Historic Bridge (South Alignment Alternative);
- Off-set Alignment to the South during Construction of New Four-Lane Bridge and Removal of Historic Bridge (Off-set Alignment).

The preliminary alternatives were developed by ODOT with a goal of causing the least overall harm to 4(f) resources, while meeting the need and purpose. ODOT recognizes the historically sensitive nature of the project area and has considered this in the planning process and design development of the proposed project.

5.1 NO-BUILD ALTERNATIVE

Under the No-Build alternative, a new bridge would not be constructed. Under this alternative, the existing SH-33 bridge would remain in the same configuration and would continue to be maintained and inspected on the standard schedule by ODOT. No improvements other than normal maintenance and repairs would occur within the project area.

With the No-Build Alternative, there would be no ODOT-related uses of park, recreational, archaeological, or historic resources subject to Section 4(f) provisions. However, the No-Build Alternative does not address the roadway overtopping and safety concerns with the limited visibility at the bridge approaches. Further, this alternative would not address the structural deficiencies of the bridge, and would prolong the inevitable and potentially costly repairs.

The continued degradation of the SH-33 Bridge over time would compromise the safety and function of the crossing. Flooding or deterioration could result in failure of the bridge, which would interrupt access between Guthrie's east and west sides. Assuring the sustainability and quality of the crossing would be better served by advanced planning and maintenance as opposed to emergency response at the end of the bridge's functional life.

Further, congestion on the bridge and on the SH-33 corridor would worsen over time, further impeding access to businesses and facilities. Additionally, without the improved sidewalk facilities, safe pedestrian access to downtown Guthrie area and between East and West Guthrie would be unavailable. This may discourage pedestrian movement on SH-33.

The community is in need of a safe and reliable passage over Cottonwood Creek for access to hospitals, schools, homes and businesses. As a major arterial through Guthrie, the existing bridge is not meeting the needs of the community, and further, presents a safety hazard. The continual use of the bridge would not serve the needs of the community. The existing bridge does not reliably maintain SH-33 as a primary thoroughfare. As the No-Build Alternative does not meet the need and purpose of the project, it is not recommended for further consideration.

Table 5-1: No-Build Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	No	The existing bridge is structurally deficient.
Improve safety by providing improved sight distance on SH-33 bridge and approaches.	No	The existing bridge and approaches have a geometry rating of "2" which is critical. The vertical curve of the bridge does not meet design standards.
Reduce road closures caused by flooding and provide a reliable crossing at Cottonwood Creek, thus maintaining the function of the existing SH-33 as primary thoroughfare in Guthrie.	No	This alternative does not address the flooding of the roadbed and resulting road closures; thus inhibiting the function of the roadway.

Table 5-1: No-Build Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Improve mobility and operational efficiency of the SH-33 bridge and approaches for traffic, including emergency vehicles and school buses.	No	This alternative would not support additional capacity. The existing bridge is functionally obsolete with the existing width and is not structurally sound to support current (or future) traffic capacity.

5.2 REHABILITATION ALTERNATIVE

This alternative addresses the option of rehabilitating the historic bridge for continual use to carry SH-33 over Cottonwood Creek. The bridge is considered historically significant on a national level as a rare example of a Depression-era, double-deck concrete bridge; therefore, ODOT has considered the option of rehabilitating the bridge to meet current safety standards and meet capacity needs, while addressing the Secretary of the Interior Standards for Rehabilitation (SOI Standards). The AASHTO Guidelines provide a systematic process to determine the feasibility of rehabilitating the bridge to meet the need and purpose of the project.

Published by the National Park Service in 1976, the SOI Standards are considered the primary basis for reviewing the appropriateness of changes to historic properties. Under these standards, rehabilitation is defined as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." This alternative investigates the engineering feasibility of adhering to the SOI Standards while meeting the need and purpose of the proposed project. Please see **Attachment K** for a list of the SOI Standards.

ODOT engineers investigated the current condition of the bridge to determine the adequacy of the load capacity to meet current and future traffic needs, the functional geometry with regard to line of sight, flood water management, and the structural safety of the bridge. As stated in the No-Build Alternative discussion, the bridge deck and substructure are rated a "4" or as "Poor," the superstructure is rated at "5" or "Fair" and the geometry is rated at "2", which is "Critical" according to the 2011 bridge inspection report. The AASHTO Guidelines indicate rehabilitation of historic bridges rated between a 4 and 5 may still be feasible. However, the bridge has been patched multiple times during the past 70 years. During the repairs, the bridge required the closure of the crossing in most cases, with the most recent occurrence in August 2012 when the bridge was closed for two days during a repair of the deck. With a structural deficiency rating of 21.1, extensive reconstruction would be required to ensure the structural components and materials of the bridge meet current design standards. See **Attachment F** for the Bridge Inspection Report and **Attachment E** for bridge condition photographs.

The bridge and approach geometry obstructs the line-of-sight for drivers. The railings also do not meet design standards for pedestrian safety regarding height and opening dimensions within the railings. Additionally, the ends of the railings do not provide any protection for aberrant vehicles. The railings and bridge deck do not meet loading requirements. Geometrically, the bridge width is substandard, the sidewalks do not meet ADA width requirements, and the vertical clearance over the BNSF rail line is less than what is currently required by the American Railway Engineering and Maintenance-of-Way Association (AREMA) rail design code. The narrow width of the bridge also does not meet current or future traffic needs, and does not allow for safe pedestrian or bicycle traffic.

The geometry, with the steeply arched curve of the roadbed and railing, the width and scale, and the concrete construction are character-defining features of the bridge. The rehabilitation efforts that would be required to ensure the geometry meets current safety standards and is no longer rated as "Critical" would entail extensive alteration, if not entirely rebuilding, the character-defining features of the bridge. The removal or extensive alteration of these features would compromise the integrity of the historic bridge, thus negating the purpose of rehabilitating the bridge. Another of the character defining features of the bridge is the presence of a lower deck. However, the reconfiguration of the bridge required to elevate the roadway out of the floodplain would entail the removal, or extensive alteration of, the lower deck. Reconfiguring the lower deck or removing it all

together in order to meet the need and purpose of flood alleviation would compromise the historic integrity of the bridge.

Rehabilitating the historic bridge and approaches would likely require an extended period of time (estimated at 300 days) where the crossing at SH-33 and Cottonwood Creek would be closed and traffic detoured. Closing this route would inhibit mobility through the corridor, and would present a safety hazard for emergency vehicles forced to take a detour. Additionally, the three school bus routes that currently utilize the bridge would be re-routed during construction. As a structurally deficient bridge, the bridge would require extensive structural repairs to bring it up to minimum current safety standard and to meet current and future capacity needs. It is considered an unreasonable undertaking to rehabilitate this bridge while meeting the need and purpose. Rehabilitating the bridge would result in additional construction costs, including maintenance of original materials, and operational costs during construction to divert traffic and stabilize the existing bridge. Therefore, rehabilitation is not considered a prudent alternative.

It is not feasible to meet the need and purpose of providing a safe and reliable bridge while also meeting the SOI Standards, as the majority of the bridge and approaches would be rebuilt and not rehabilitated. Rehabilitating the bridge is not considered sound engineering judgment. Much, if not all, historic fabric and character-defining features would be compromised in order to meet the need and purpose of the project.

The structural and safety concessions associated with the bridge's rehabilitation do not make this a prudent alternative. As summarized in **Table 5-2**, this alternative does not meet the need and purpose of the proposed project, due to the obstruction of mobility during construction, and the limitations of widening an existing deck and approaches while meeting the SOI standards. As the Rehabilitation Alternative does not meet the need and purpose of the project, it is neither feasible nor prudent, and it is not recommended for further consideration.

Table 5-2: Rehabilitation Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	No	With sufficient financial resources, the bridge could be rehabilitated to meet minimal safety standards. Substantial structural components would be required to supplement the existing structure. However, this cannot be achieved while maintaining character defining features of the bridge, thus negating the purpose of rehabilitation of the historic bridge.
Improve safety by providing improved sight distance on SH-33 bridge and approaches.	No	Though feasible, modifying the vertical geometry would substantially alter the existing bridge. It is not feasible to rehabilitate the bridge to meet SOI Standards for a historic bridge.
Reduce road closures caused by flooding and provide a reliable crossing at Cottonwood Creek, thus maintaining the function of the existing SH-33 as primary thoroughfare in Guthrie.	No	Rehabilitating the bridge would require road closures at the SH-33 Bridge during construction for 300 days, thus inhibiting mobility throughout the City of Guthrie.
Improve mobility and operational efficiency of the SH-33 bridge and approaches for traffic, including emergency vehicles and school buses.	No	The bridge would require widening to meet current and future capacity needs. This cannot be achieved while maintaining character defining features of the bridge, thus negating the purpose of rehabilitation of the historic bridge.

5.3 ONE-WAY COUPLET ALTERNATIVE

ODOT also evaluated the option of retaining the existing bridge in place and utilizing this as a one-way couplet while constructing the new bridge adjacent to the bridge. This option was investigated as a measure to retain

the existing bridge in place while minimizing the impact on the NRHP-listed Guthrie Historic District. The new bridge would be constructed south or north of the existing bridge to carry traffic in the east or west-bound direction and tie back into SH-33. In order for the existing bridge to be considered a safe and reliable crossing over the creek, the existing bridge would need to be reconstructed to meet current safety standards, with the roadway approaches elevated out of the floodplain. As demonstrated in **Section 5.2**, rehabilitating the bridge to SOI Standards is not feasible. The new bridge would be constructed as a two-lane bridge for east-bound traffic, and the existing bridge would have to be reconstructed to meet the need and purpose. Essentially, this alternative would require the construction of two new bridges. As **Table 5-3** illustrates, this alternative does not meet the need and purpose of the proposed project. Therefore, a one-way couplet alternative that retains the historic integrity of the existing bridge is neither prudent nor feasible.

Table 5-3: One-Way Couplet Alternative

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	No	A new bridge and approaches would be designed to meet current safety standards; though the existing bridge would not.
Improve safety by providing improved sight distance on SH-33 bridge and approaches.	No	Newly constructed approaches to a new bridge would meet geometry standards for sight distance, though travelers on the existing bridge would be faced with the current unreliable conditions.
Reduce road closures caused by flooding and provide a reliable crossing at Cottonwood Creek, thus maintaining the function of the existing SH-33 as primary thoroughfare in Guthrie.	No	Newly constructed approaches and roadway would be designed to position the roadway out of the 25-year floodplain, though travelers on the existing bridge would be stranded during flood events.
Improve mobility and operational efficiency of the SH-33 bridge and approaches for traffic, including emergency vehicles and school buses.	Yes	Two lanes in each direction would alleviate congestion on the bridge and facilitate the flow of traffic.

5.4 BUILD ALTERNATIVES THAT INCORPORATE A FOUR-LANE BRIDGE

This section evaluates the reasonable alternatives proposed by ODOT that incorporate the construction of a new four-lane bridge over Cottonwood Creek. All of the following proposed alternatives would incorporate the design of a new facility. The proposed design of the new facility would be the same for each of the build alternatives, with exception to the horizontal geometry of the approach walls, as different alternatives would be located on different alignments. However, the design and vertical geometry should be considered consistent for each alternative.

ODOT considered the option of constructing a two-lane bridge instead of a four-lane bridge for the purpose of minimizing the construction footprint of a new bridge and approaches. However, constructing a two-lane bridge would not meet the need and purpose, and would therefore negate the following alternatives that would otherwise be viable. A two-lane bridge would not address the bottle-neck issue for those descending the bridge and making a left-turn at US-77. In addition, it would not be considered a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years.

ODOT developed the design to meet current design and safety standards, provide a clear line-of-sight over the bridge, alleviate flooding on the roadway, and to accommodate current and future traffic capacity issues. The proposed design of the bridge would include the following components:

- 16-span, pre-stressed concrete beam bridge;

- Bridge length of 1,660 feet (15 spans at 100' and 1 span at 65');
- Four-lane roadway at 12' inside and 14' outside lanes;
- 52' curb to curb width;
- ADA Compliant 5' sidewalks on both sides of the bridge;
- Bridge would be 10' higher than existing bridge to meet safety standards for clearance over the BNSF railroad crossing;
- Designed to have a Q25 rating, meaning that there would be a 4% chance each year of overtopping;
- The east and west roadway approaches would have to be reconstructed to accommodate improved overtopping flood frequencies;
- Meet the ODOT and FWHA design requirements for the hydraulic design of bridge structures for the site; and,
- The grade on the west side would be raised by six feet to open up the hydrology under the bridge.

5.4.1 RETAIN AS A BIKE AND PEDESTRIAN BRIDGE ALTERNATIVE

This alternative was analyzed to determine if the historic bridge could remain in place while constructing a new bridge adjacent to the existing bridge, and realign the new bridge back into the SH-33 roadway on the east and west sides. The existing bridge would be retained in place and used for bicycle and pedestrian access, while vehicular traffic would be moved to the new bridge. The existing bridge would require regular maintenance and repairs as needed to accommodate bicycles and pedestrian traffic. The City of Guthrie would be responsible for maintaining the bridge. The new bridge would be constructed to the design features outlined in **Section 5.4**.

This alternative would entail constructing a new bridge approximately 60' offset to the north of the existing bridge to meet the need and purpose of the project. An offset to the north is preferred, as impacts are greater with an off-set to the south:

- An off-set alignment to the south would also be positioned closer to the NHL-listed Guthrie Historic District, possibly introducing constructive use impacts to the district;
- An off-set alignment to the south would require extensive intersection reconfiguration with SH-33 and US-77; positioning the intersection closer to the NHL-listed Guthrie Historic District; and,
- An off-set alignment to the south and would require ROW from properties within the NRHP-listed Guthrie Historic District east and west of the bridge.

Based on the above concerns, this alternative would have to be located to the north. The off-set alignment to the north would require ROW from numerous properties within the Guthrie NRHP District on the east and west side of the creek, as well as acreage from the Cottonwood Flats area and a reconfiguration of the intersection of SH-33 and US-77. Further, The Guthrie Police consider the lower level of the bridge as an area that entices criminal activity as it is secluded and does not connect to bicycle or pedestrian pathways (Meeting Minutes, 2008).

However, this alternative meets the need and purpose of the project as outlined in **Table 5-4**.

Table 5-4: Retain as a Bicycle and Pedestrian Bridge Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	Yes	A new bridge and approaches would be designed to meet current safety standards.
Provide improved sight distance on the SH-33 bridge and approaches.	Yes	Newly constructed approaches to a new bridge would meet geometry standards for sight distance.

Table 5-4: Retain as a Bicycle and Pedestrian Bridge Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Maintain functioning of the existing SH-33 as primary thoroughfare in Guthrie.	Yes	Newly constructed approaches and roadway would be designed to position the roadway out of the 25-year floodplain.
Improve mobility and operational efficiency by accommodating traffic, including emergency vehicles and school buses.	Yes	A new bridge and approaches would be designed to accommodate current and future capacity.

5.4.2 BY-PASS ALTERNATIVE

ODOT investigated options for a by-pass for the purpose of minimizing impacts on the existing SH-33 bridge and the Guthrie NRHP District. Additionally, the benefit of constructing a new bridge and approaches on a by-pass route would be the ability to design the bridge to meet current safety standards, improve sight distance on the approach roads, raise a Cottonwood Creek crossing out of the floodplain, and provide a bridge that accommodates traffic needs.

By-pass options were investigated on routes where east-bound traffic could connect back to SH-33 before the intersection with US-77 (Division Street; a north-south corridor). One option was for east-bound traffic to turn left on 8th Street, then a right on College Avenue, six blocks north of the existing SH-33 Bridge and corridor. A new bridge could replace the small truss bridge (which also is currently subject to flooding, and may be considered a Section 4(f) resource) to carry College Avenue over Cottonwood Creek. This option is not feasible, as College Avenue meets US-77 right after crossing the creek and the railroad line. The vertical geometry to raise the roadbed and bridge approaches out of the floodplain would then prohibit traffic from direct access to US-77 thus requiring additional ROW east of US-77. Traffic connecting back to SH-33 would then turn right down North Broad Avenue, and a new intersection would then be created at the intersection with SH-33. ROW would also be required from the Cottonwood Flats recreational area to accommodate the roadway width requirements for large trucks, and the turning radius of large vehicles at 8th and College Avenue. Any of these roadways located within the floodplain would have to be elevated, thus increasing ROW and associated impacts to adjacent properties.

The other by-pass option investigated was to divert traffic from SH-33 at 5th Street (west of the bridge) to construct a new bridge over Cottonwood Creek, and continue onto Oklahoma Avenue on the east side where traffic could connect with US-77, travel north one block and connect with SH-33. This configuration is problematic, as it would require an extensive amount of ROW from the Guthrie NRHP District, would require ROW on either side of SH-33 between 5th and 8th Streets to elevate the roadway out of the floodplain, and would run one-half block north of the Guthrie NHL District. Constructive use of the NHL would then need to be considered. See **Attachment L** for an illustration of the by-pass alternative routes.

By-passing the SH-33 Bridge does not facilitate east-west traffic flow and would eliminate the existing SH-33 as a thoroughfare, thus preventing direct access to hospitals and school routes. Leaving the structurally deficient bridge in place would create a safety hazard should the bridge collapse. Additionally, the Guthrie Police consider the lower level of the bridge as an area that entices criminal activity due to its seclusion (Meeting Minutes, 2008).

The need and purpose would not be met with this alternative, as demonstrated in **Table 5-5**.

Table 5-5: By-Pass Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning

Table 5-5: By-Pass Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	No	Although a new bridge and approaches would be designed to meet current safety standards, they would not address the need for a structurally safe bridge on SH-33.
Provide improved sight distance on the SH-33 bridge and approaches.	No	Newly constructed approaches to a new bridge would meet geometry standards for sight distance, though it would not carry SH-33 across Cottonwood Creek. It would likely be constructed on College Avenue or 5th Street.
Maintain functioning of the existing SH-33 as primary thoroughfare in Guthrie.	No	A by-pass would eliminate the functionality of SH-33 as a thoroughfare through Guthrie.
Improve mobility and operational efficiency by accommodating traffic, including emergency vehicles and school buses.	Yes	A new bridge and approaches would be designed to accommodate current and future capacity.

5.4.3 EXISTING ALIGNMENT ALTERNATIVE

This alternative would entail removing the existing bridge and replacing it with a new structure within the existing alignment. ODOT analyzed this alternative to minimize the impacts to the Guthrie NRHP District by minimizing any required ROW take. As the entire project area is located within the boundaries of the Guthrie NRHP District, minimizing the footprint of impact and designing a new bridge in a contextually sensitive manner would alleviate many of the impacts to the district.

Under this alternative, the new bridge would meet current design and safety standards and would be configured to alleviate flooding issues on the roadway. The approach roadways would be reconfigured utilizing the existing ROW, yet would require additional ROW from the north and south sides of SH-33 to allow for the approach roadway walls and slopes. The approach roadways would be elevated and gradually meet at-grade with SH-33 (at 8th Street on the west side and 1st Street on the east side) in order to achieve a safe vertical geometry. A new bridge would be designed to accommodate current and future capacity needs, with the roadway elevated out of the floodplain. This alternative would also require the closure of the SH-33 Bridge during the demolition time-period of the existing bridge, and the construction of the new bridge and approaches (estimated at 300 days). This closure period is considered a severe disruption to the community, as any detour route would not provide efficient access for emergency vehicles or access to the hospital.

This alternative does not meet the need and purpose for the project, as summarized in **Table 5-6**.

Table 5-6: Existing Alignment Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	Yes	A new bridge and approaches would be designed to meet current safety standards.
Provide improved sight distance on the SH-33 bridge and approaches	Yes	Newly constructed approaches to a new bridge would meet geometry standards for sight distance.
Maintain functioning of the existing SH-33 as primary thoroughfare in Guthrie	No	Newly constructed approaches and roadway would be designed to position the roadway out of the 25-year floodplain. However, this alternative would close SH-33 for an estimated 300 days during construction, leaving no alternative primary east-west thoroughfare in place.

Table 5-6: Existing Alignment Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Improve mobility and operational efficiency by accommodating traffic on the bridge, including emergency vehicles and school buses	No	A new bridge and approaches would be designed to accommodate traffic needs. However, the SH-33 crossing would be closed for an estimated 300 days during construction.

5.4.4 NORTH ALIGNMENT ALTERNATIVE

This alternative entails construction of a new bridge offset to the north approximately 60 feet, thus keeping the existing SH-33 Bridge and approach roads open to traffic during construction. When this construction is completed, all traffic would be rerouted onto the new bridge. The existing bridge would be left in place, but would be closed to all foot, bicycle and vehicular traffic. With the North Alignment Alternative, the removal of the existing bridge would be required due to the safety concerns of having a structurally-deficient bridge upstream from the new bridge, as the existing bridge could collapse and damage the new bridge.

This alternative would require ROW from Cottonwood Flats, and properties adjacent to SH-33 north of the highway and west of the bridge to accommodate the approach roadway and walls. Properties between 4th and 10th Streets north of SH-33 would be acquired west of the bridge, and the western terminus for roadway improvements would extend west of 12th Street. The new bridge would be much longer than the existing bridge in order to provide required clearance over the railroad tracks. Additional ROW would be required from the north side of SH-33 east of the creek, extending north of Warner Avenue with an eastern terminus east of US-77. This area of the Guthrie NRHP District is very dense with residential and commercial buildings. A component to this alternative would be reconfiguring the intersection of SH-33 with US-77. US-77 is a four-lane, north-south corridor. Currently at this location, SH-33 is configured with a center turn lane and a right-hand turn lane to facilitate traffic through the intersection. This alternative meets the criteria for the Need and Purpose of the project, as outlined in **Table 5-7.**

Table 5-7: North Alignment Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	Yes	A new bridge and approaches would be designed to meet current safety standards.
Provide improved sight distance on the SH-33 bridge and approaches.	Yes	Newly constructed approaches to a new bridge would meet geometry standards for sight distance.
Maintain functioning of the existing SH-33 as primary thoroughfare in Guthrie.	Yes	Newly constructed approaches and roadway would be designed to position the roadway out of the 25-year floodplain.
Improve mobility and operational efficiency by accommodating current and future traffic capacity, including emergency vehicles and school buses.	Yes	A new bridge and approaches would be designed to accommodate current and future capacity.

5.4.5 SOUTH ALIGNMENT ALTERNATIVE

This alternative entails constructing a new bridge off-set to the south approximately 60 feet to avoid ROW acquisition from the north side of SH-33. When this construction is completed, traffic will be rerouted onto the new bridge, and the existing bridge will be removed. This alternative would require ROW acquisition south of SH-33, between 4th and 10th Street and the western terminus for roadway improvements would extend west of 12th Street. ROW would be required from the northern section of the Guthrie NHL District. Additional ROW on the east side would be required to provide a safe roadway curve needed to tie the roadway back to SH-33, with an eastern terminus beyond US-77. Most of the buildings in this area that would be acquired for ROW are contributing to the Guthrie NRHP District. Similar to the North Alignment Alternative, a challenge to this alternative would be where SH-33 intersects with US-77. US-77 is a four-lane, north-south corridor. Currently, SH-33 has a center turn lane and a right-hand turn lane to facilitate traffic through the intersection.

This alternative meets the criteria for the Need and Purpose of the project, as outlined in **Table 5-8**.

Table 5-8: South Alignment Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	Yes	A new bridge and approaches would be designed to meet current safety standards.
Provide improved sight distance on the SH-33 bridge and approaches.	Yes	Newly constructed approaches to a new bridge would meet geometry standards for sight distance.
Maintain functioning of the existing SH-33 as primary thoroughfare in Guthrie.	Yes	Newly constructed approaches and roadway would be designed to position the roadway out of the 25-year floodplain.
Improve mobility and operational efficiency by accommodating current and future traffic capacity, including emergency vehicles and school buses.	Yes	A new bridge and approaches would be designed to accommodate current and future capacity.

5.4.6 OFF-SET ALIGNMENT ALTERNATIVE

The goal of this alternative is to meet the need and purpose with the least impact on the surrounding community by utilizing the existing bridge footprint and alignment, maintaining traffic flow during construction, and minimizing the ROW acquisition. This alternative involves the replacement of the existing two-lane SH-33 Bridge with a four-lane bridge. The new four-lane bridge would address the need to facilitate traffic flow and alleviate traffic backing up on the bridge. Additionally, a new bridge and approaches under this alternative would improve mobility and access, increase sight-lines and reduce flooding on the roadway.

The structurally deficient bridge would be replaced with a new bridge offset to the south by 25 feet from the existing alignment. The approaches at the east and west ends of the bridge would be reconstructed to lessen the frequency of road flooding and to improve safety for both automotive and pedestrian traffic. The western terminus of the project would be 12th Street and the eastern terminus would be US-77. The termini were developed to account for the required vertical geometry of the bridge, and the horizontal configuration as the bridge approaches return to grade with the SH-33 roadway. The bridge would return to grade at 8th Street on the west side, and 1st Street on the east side. The roadway leading up to the bridge (9th-12th Street) would be improved and graded to tie the main roadway with the bridge. Likewise, the eastern terminus at the intersection with US-77 and SH-33 would be graded to tie into the bridge approach.

ROW would be required from north and south of SH-33 on the west side of the creek within the floodplain. The ROW would be required to provide room for the approach walls and abutments. In order to raise the roadbed

out of the 25-year floodplain, the proposed configuration of the bridge would require ROW from properties north and south of the bridge and west of the creek. This alternative would result in a slight (.08 feet) increase in the base flood elevation upstream of the alignment (south of the proposed bridge). Under the FEMA's National Flood Insurance Program (NFIP), the work within the floodway must not result in any rise in the Base Flood Elevation (**Attachment H**). ODOT would mitigate the change in the floodplain through the acquisition of right-of-way within the affected floodplain.

The new bridge would be constructed in phases one-half at a time with the first phase being offset to the south, keeping the road open to traffic during construction. Once the new bridge is constructed, the traffic would be diverted to the new south portion of the bridge. The existing bridge would then be removed and the remaining portion of the new bridge constructed. The goal of the phased construction would be to maintain traffic flow during construction.

This alternative meets the need and purpose of the proposed project as summarized in **Table 5-9**.

Table 5-9: Off-set Alignment Alternative Assessment

Assessment Criteria for Need and Purpose	Meets Assessment Criteria?	Reasoning
Provide a structurally safe bridge on existing SH-33 that does not require load posting.	Yes	A new bridge and approaches would be designed to meet current safety standards.
Provide improved sight distance on the SH-33 bridge and approaches.	Yes	Newly constructed approaches to a new bridge would meet geometry standards for sight distance.
Maintain functioning of the existing SH-33 as primary thoroughfare in Guthrie.	Yes	Newly constructed approaches and roadway would be designed to position the roadway out of the 25-year floodplain.
Improve mobility and operational efficiency by accommodating current and future traffic capacity, including emergency vehicles and school buses.	Yes	A new bridge and approaches would be designed to accommodate current and future capacity.

6. ALTERNATIVES CARRIED FORWARD

Four of the nine alternatives assessed met all four criteria under the defined need and purpose for the proposed ODOT bridge improvement project and were carried forward for further evaluation. These alternatives were further evaluated to determine which alternative causes the least overall harm to Section 4(f) resources. All the alternatives carried forward involve the construction of a new bridge in order to meet the need and purpose. Given the vast boundaries of the Guthrie NRHP District, all of the alternatives carried forward would impact the Guthrie NRHP District, though to different degrees. No prudent or feasible alternatives avoid this resource. Additionally, public and civic interests were taken into account in the evaluation process of the alternatives carried forward.

6.1 RETAIN AS A BICYCLE AND PEDESTRIAN BRIDGE

This alternative was analyzed to determine if the historic bridge could remain in place while constructing a new bridge adjacent to the existing bridge, and align the new bridge back into the SH-33 roadway on the east and west sides. The existing bridge would be retained in place and used for bicycle and pedestrian access and vehicular traffic would be moved to the new bridge. The existing bridge would need to be maintained and repaired as needed to accommodate bicycles and pedestrian traffic. The new bridge would be constructed to the design features outlined in **Section 5,** and would be constructed approximately 60' offset to the north of the existing bridge.

Constructing a new bridge would require additional ROW from north of the existing bridge in order to meet design standards of aligning the new bridge and approaches back into the existing roadway (SH-33). A new alignment to the north of the existing bridge would require an extensive amount of ROW from Cottonwood Flats west of Cottonwood Creek, and numerous buildings (estimated at 15) that contribute to the Guthrie NRHP District. Of these resources, approximately five are located west of the bridge (in West Guthrie) and within the 100-year FEMA floodplain. These properties and the surrounding parcels are in fair to poor condition and would continue to experience flooding and deterioration. In 1986, the City of Guthrie offered property owners within the current Cottonwood Flats a property buy-out option due to the flooding in this area. This area of West Guthrie and the NRHP-listed Guthrie Historic District is relatively sparsely developed compared to other areas of the District, with some of the structures vacant or abandoned. It is not certain how much longer the buildings that exist within the floodplain would last if left in place. The remaining contributing buildings would be located east of Cottonwood Creek in an area that not subject to flooding. See **Attachment J** for a map indicating the extent of the floodplain overlaid on the project area. Constructing a new bridge in close proximity to the existing historic bridge may impose visual impacts to the setting of the historic bridge, potentially constituting a constructive use of the bridge. The proposed design of the new bridge would not impose any visual intrusions to the Guthrie NHL District, thus avoiding a constructive use of the Guthrie NHL District.

Constructing a bridge on an off-set alignment would require an extensive amount of ROW to construct a new bridge with appropriate geometry to raise the roadbed out of the floodplain. Though this alternative calls for the retention of the historic bridge, there would have to be funds in place to maintain it. This alternative does not minimize impacts to historic resources, as it would require at least six acres from Cottonwood Flats, and numerous property acquisitions from contributing resources within the Guthrie NRHP District. Additionally, the area north of SH-33 and east of the creek is a dense section of the historic district. ROW acquisition within this area would impose indirect visual impacts on the surrounding district, as much of the area would be occupied by the bridge and approach walls.

If funds are not available to maintain the existing bridge while constructing a new bridge, then the existing bridge may succumb to demolition by neglect. Additionally, constructing a new bridge adjacent to the historic bridge may impose adverse visual impacts on the historic bridge. This alternative would not minimize impacts to Section 4(f) resources, and has the potential to impact additional Section 4(f) resources, as summarized in **Table 6-1.** This alternative is not recommended for further consideration.

Table 6-1: Impacts to Section 4(f) Resources

Section 4(f) Resources			
NHL Guthrie Historic District	**SH-33 Bridge (NRHP-eligible)**	**NRHP District**	**Cottonwood Flats**
Avoids direct impacts; may have potential for indirect impacts	Minimizes impacts; regular maintenance would be required to ensure bridge does not succumb to demolition by neglect. The new bridge may have adverse visual impacts or constitute a constructive use of the historic bridge.	Substantial ROW from properties north of SH-33 to accommodate new bridge and approaches. Would require Individual Section 4(f) evaluation; may require evaluation of individual Section 4(f) resources within required ROW.	New bridge alignment to the north would require substantial ROW from the park and would require an individual Section 4(f) evaluation.

6.2 NORTH ALIGNMENT ALTERNATIVE

ODOT developed this alternative to avoid the acquisition of historic properties along the south side of SH-33 (some of which are contributing resources to the Guthrie NRHP District), while retaining the existing bridge in place. The North Alignment Alternative meets the criteria of keeping traffic flowing and minimizing interruption. This alternative would minimize impacts to the historic structures south of SH-33 and west of Cottonwood Creek. It would create more impacts to Cottonwood Flats, resulting in more property acquisition on the north side of SH-33 east of the creek, and would require reconfiguration of the roadway at the intersection with US-77.

This alternative would require ROW from Cottonwood Flats and properties adjacent to SH-33 north of the highway and west of the bridge to accommodate the approach roadway and walls. Properties between 4th and 10th Streets north of SH-33 would be acquired west of the bridge and the western terminus for roadway improvements would extend west of 12th Street. Impacts to contributing resources within the Guthrie NRHP District would be the same under this alternative as for the Bicycle/Pedestrian Alternative described in **Section 6.1**. Located within the floodplain, the area west of the creek and north of SH-33 is comprised of small commercial businesses interspersed with vacant lots. Off-setting the alignment to the north would essentially isolate the existing businesses along the south side of SH-33 west of the creek and would displace several businesses and residences east of the creek. In addition, with the North Alignment Alternative, the removal of the existing bridge would be required due to the safety concerns of having a structurally-deficient bridge upstream from the new bridge, as the existing bridge could collapse and damage the new bridge.

The new bridge would be much longer than the existing bridge in order to provide required clearance over the railroad tracks. Additional ROW would be required from the north side of SH-33 east of the creek, extending north of Warner Avenue with an eastern terminus east of US-77. This area of the Guthrie NRHP District is very dense with residential and commercial buildings. Most of the buildings in the proposed ROW east of the creek are contributing to the Guthrie NRHP District. ROW would be required from approximately 15 properties on the east side, interrupting the continuity of the Guthrie NRHP District. ROW acquisition within this area would impose indirect visual impacts on the surrounding district, as a large amount would be occupied by the bridge and approach walls.

An additional component to this alternative would be reconfiguring the intersection of SH-33 with US-77. US-77 is a four-lane, north-south corridor. Currently at this location, SH-33 is configured with a center turn lane and a right-hand turn lane to facilitate traffic through the intersection. Reconfiguration of the intersection would require ROW from additional properties within the Guthrie NRHP District and disrupt traffic flow on SH-33 as traffic returns back to the main roadway.

Constructing a new bridge in close proximity to the existing historic bridge may impose visual impacts to the setting of the historic bridge, potentially constituting a constructive use of the historic bridge.

This off-set alternative would also limit access to the existing businesses that line SH-33 east of the bridge and west of US-77, as the off-set alignment would by-pass the existing businesses between 1st Street and US-77.

This alternative meets the need and purpose of the project, though there would be impacts to historic resources, local businesses and Cottonwood Flats. This alternative could require up to three individual Section 4(f) evaluations even though it allows for the retention of the existing historic SH-33 Bridge in place. The bridge could be subject to demolition by neglect if funds are not available to maintain the bridge, and the construction of an adjacent bridge may be considered a constructive use of the historic bridge, which could require an individual Section 4(f) evaluation. As summarized in **Table 6-2**, individual 4(f) evaluations would also be required for the Guthrie NRHP District and Cottonwood Flats. This alternative is not recommended for further consideration.

Table 6-2: Impacts on Section 4(f) Resources

Section 4(f) Resources			
NHL Guthrie Historic District	**SH-33 Bridge (NRHP-eligible)**	**NRHP District**	**Cottonwood Flats**

Avoids direct impacts; may have potential for indirect impacts	Avoids immediate impacts, though bridge is subject to demolition by neglect. The new bridge may have adverse visual impacts or constitute a constructive use of the historic bridge.	Substantial ROW from properties north of SH-33 to accommodate new bridge and approaches. Properties north of SH-33 and east of the creek would be acquired to provide ROW for the approach road and connection with the US-77 intersection. Would require Individual Section 4(f) evaluation.	New bridge alignment to the north would require substantial ROW from the park and would require an individual Section 4(f) evaluation.

6.3 SOUTH ALIGNMENT ALTERNATIVE

ODOT developed this alternative to minimize impacts to historic structures and to avoid the acquisition of historic properties along the north side of SH-33. This alternative entails construction of the new bridge offset from the existing bridge ROW by 60 feet, keeping the existing road open to traffic during construction. The existing bridge would be removed after the new bridge is completed.

The nationally-significant, NRHP-eligible bridge is unique and may be the last double-deck concrete bridge remaining in the state. Removal of this bridge is considered an adverse impact to the bridge. The bridge does not contribute to the historical-significance of the Guthrie NRHP District, and it is minimally visible from the northwest boundary of the Guthrie NHL District. However, the scale and design of the bridge is currently not obtrusive to these districts, and does not distract from the historical integrity of the districts. The removal of the bridge itself does not impact the historic districts, though ODOT recognizes that the design of a new bridge would need to account for the surrounding historic environment to minimize impacts to the districts.

This alternative would require ROW or acquisition of parcels south of SH-33, between 4th and 10th Streets on the west side of Cottonwood Creek and from 2nd to east of US-77 on the east side to accommodate the approach roadway and walls. ROW would be required from the northern section of the Guthrie NHL District, east of the creek. Most of the buildings in this area that would be acquired for ROW are contributing to the Guthrie NRHP District.

This alternative would minimize impacts to the historic structures north of SH-33 and west of the creek. However, the alternative would require ROW acquisition from the northern boundary of the Guthrie NHL District at Cleveland Avenue. The alternative would also require ROW from properties within the Guthrie NRHP District on the south side of SH-33 east and west of the creek, and would require reconfiguration of the SH-33 roadway at the intersection with US-77. Most of the impacts to contributing resources would occur east of Cottonwood Creek, outside of the floodplain. This alternative would eliminate the need for ROW acquisition from Cottonwood Flats. Under this alternative, there would be a use of the Guthrie NHL District, in addition to a use of the Guthrie NRHP District (contributing resources to the Guthrie NRHP District), and the SH-33 Bridge. Additionally, re-routing traffic closer to the Guthrie NHL District would impose large volumes of truck traffic near the downtown business and tourism district.

This alternative would minimize interruption to traffic flow during construction and would minimize impacts to Section 4(f) resources north of SH-33, including impacts to Cottonwood Flats. However, it would present a direct impact and Section 4(f) use of the Guthrie NHL District, a nationally, historically significant resource and core component to the City of Guthrie's tourism, the Guthrie NRHP District and the SH-33 Bridge, as summarized in **Table 6.3-1.**

Table 6-3: Impacts on Section 4(f) Resources

Section 4(f) Resources			
NHL Guthrie Historic District	**SH-33 Bridge (NRHP-eligible)**	**NRHP District**	**Cottonwood Flats**

Table 6-3: Impacts on Section 4(f) Resources

Section 4(f) Resources			
NHL Guthrie Historic District	**SH-33 Bridge (NRHP-eligible)**	**NRHP District**	**Cottonwood Flats**
Requires ROW from the NHL District, resulting in direct impact. Would require Individual Section 4(f) evaluation.	Would replace the bridge, requiring Individual Section 4(f) evaluation.	Substantial ROW from properties south of SH-33 to accommodate new bridge and approaches. Properties south of SH-33 and east of the creek would be acquired to provide ROW for the approach road and connection with the US-77 intersection. Would require Individual Section 4(f) evaluation.	Would avoid impacts

6.4 OFF-SET ALIGNMENT ALTERNATIVE

Under this alternative, the existing bridge would be replaced with a new structure offset 25 feet to the south of the existing alignment. ROW would be required from north and south of SH-33 on the west and east side of the creek within the floodplain, for reasons described in Section **5.4.6**

This alternative would require the removal of the SH-33 historic bridge to meet the need and purpose of the proposed project. The nationally-significant, NRHP-eligible bridge is unique and may be the last double-deck concrete bridge remaining in the state. Removal of this bridge is considered an adverse impact to the bridge. The bridge does not contribute to the historical-significance of the Guthrie NRHP District, and it is minimally visible from the northwest boundary of the Guthrie NHL District. However, the scale and design of the bridge is currently not obtrusive to these districts, and does not distract from the historical integrity of the districts. The removal of the bridge itself would not impact the historic districts, though ODOT recognizes that the design of a new bridge would need to account for the surrounding historic environment to minimize impacts to the districts.

The proposed design considerations of the new bridge would minimize visual intrusions to the Guthrie NHL District. The proposed design of the bridge would not constitute a constructive use of the Guthrie NHL District.

This alternative would require the acquisition of eleven historic resources that are considered contributing resources to the Guthrie NRHP District. Of these eleven, nine are properties located west of the bridge (in West Guthrie) and within the 100-year FEMA floodplain. These properties and the surrounding parcels are in fair to poor condition and would continue to experience flooding and deterioration. In 1986, the City of Guthrie offered property owners within the current Cottonwood Flats a property buy-out option due to the flooding in this area. Similarly, the property owners with parcels south of SH-33 near Noble Park were offered a flood buy-out option due to flooding in this area. This area of West Guthrie and the NRHP-listed Guthrie Historic District is relatively sparsely developed compared to other areas of the District, with some of the structures vacant or abandoned. It is not certain how much longer the buildings that exist within the floodplain would last if left in place. See **Attachment J** for a map indicating the extent of the floodplain overlaid on the project area.

None of the buildings proposed for removal are individually listed in the NRHP. However, the removal of resources that contribute to the historical significance of a NRHP- historic district creates an impact to the setting of the district, and may diminish the feeling and association of historic structures within the view shed of this alternative where resources are removed. The removal of the resources would alter the cohesion of the period of significance of the District; therefore, there would be an impact on the Guthrie NRHP District. This proposed alternative allows for the intersection of SH-33 and US-77 to remain in the existing configuration. Numerous buildings that contribute to the Guthrie NRHP District are located near this intersection. A reconfiguration would involve the removal or impact of additional historic resources in addition to those proposed in this alternative. This alternative would have the least overall harm to the Guthrie NRHP District.

The removal of the eleven contributing resources would not impact the view shed or setting of the Guthrie NHL District. The removal of these resources would not be a constructive use of the Guthrie NHL district.

Under this alternative, approximately 0.96 acres of the 60-acre Cottonwood Flats area would be acquired for ROW to accommodate the toe of the slope for the approach walls. This area does not contain any recreational facilities and would not impact the design or function of the Flats. The Guthrie Plan (2002) proposes expansion of Cottonwood Flats as part of the city's long-range plan. In the presence of the proposed project, there would remain room for future park improvements. The portion of the park where ROW is needed under this alternative is void of recreation or park improvements, and is currently a vacant open space adjacent to the north side of SH-33.

Should the City expand the use and function of the park, it is not likely that efforts to improve the property would be made in close proximity to the roadway due to safety concerns. Further, the park currently has multiple access points from SH-33, which utilize north/south through streets. For these reasons, the use of a small portion of the Cottonwood Flats open space would not impact the purpose and use of the area.

This alternative is designed to keep the route open during construction, thus minimizing traffic flow interruption. The offset to the south with ROW acquired from both the north and south of SH-33 west of the existing bridge would minimize impacts to Section 4(f) resources by minimizing the impact to Cottonwood Flats and avoiding the constructive use of the Guthrie NHL district.

Table 6-4: Impacts on Section 4(f) Resources

Section 4(f) Resources			
NHL Guthrie Historic District	**SH-33 Bridge (NRHP-eligible)**	**NRHP District**	**Cottonwood Flats**
Avoids direct impacts; may have potential for indirect impacts	Would replace the bridge, requiring Individual Section 4(f) evaluation.	Would require the use of 11 resources that contribute to the historic district. Requires individual Section 4(f) evaluation.	Would require 1.2 acres of the park and would not adversely affect the activities, features, and attributes of the park which constitutes a *de minimis* use.

7. RECOMMENDED ALTERNATIVE

There are no prudent and feasible alternatives that would avoid all Section 4(f) resources. Therefore it is necessary to analyze which alternative would cause the least overall harm to the minimum number of resources. **Section 8** identifies the reasonable measures to minimize harm or mitigate for adverse impacts. This is an important consideration in determining the least harm alternative. In addition, regulations in 23 CFR 774.3(c) provide the following direction for determining the alternative that would cause the least overall harm: "If the analysis … concludes that there is no feasible and prudent avoidance alternative, then the Administration may approve only the alternative that: (1) Causes the least overall harm in light of the statute's preservation purpose." The least overall harm is determined by balancing the following factors:

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the need and purpose for the project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and,

- Substantial differences in costs among the alternatives.

7.1 SELECTION OF THE RECOMMENDED ALTERNATIVE

For the reasons described in **Section 5**, the No-Build, Rehabilitation, One-way Couplet, and Existing Alignment alternatives do not meet the need and purpose. The Retain as Bike/Ped, North Alignment, and South Alignment alternatives meet the need and purpose; however, the impacts to Section 4(f) resources would be greater under these alternatives compared to impacts under an Off-set Alignment Alternative. The Guthrie NRHP District would be impacted by all alternatives that meet the need and purpose since each alternative would require the acquisition of contributing resources. The South Alignment and Off-Set Alignment Alternatives both include the removal of the SH-33 Bridge, which would be at risk of demolition by neglect from the North Alignment and the Retain as Bike/Ped Alternatives. The South Alignment Alternative would impact the Guthrie NHL district. The Off-set Alignment Alternative would require a *de minimis* use of Cottonwood Flats, yet would not impact the Guthrie NHL District. Further, the Off-set Alignment Alternative would require the least amount of ROW from the Guthrie NRHP District. For these reasons, the Off-set Alignment Alternative would result in the least overall harm to Section 4(f) resources.

Table 7-1: Summary of Alternatives That Meet the Need and Purpose: Impact to Section 4(f) Resources

Alternative	Section 4(f) Resources			
	Guthrie NHL District	**SH-33 Bridge (NRHP-eligible)**	**Guthrie NRHP District**	**Cottonwood Flats**
Retain as Bike/Ped	Avoids direct impacts; may have potential for indirect impacts	Minimizes impacts; regular maintenance would be required to ensure bridge does not succumb to demolition by neglect. May have adverse visual impacts or constructive use by construction of new adjacent bridge.	Substantial ROW from properties north of SH-33 to accommodate new bridge and approaches. Would require Individual Section 4(f) evaluation.	New bridge alignment to the north would require substantial ROW from the park and would require an individual Section 4(f) evaluation.
North Alignment Alternative	Avoids direct impacts; may have potential for indirect impacts	Minimizes impacts; regular maintenance would be required to ensure bridge does not succumb to demolition by neglect. May have adverse visual impacts or constructive use by construction of new adjacent bridge.	Substantial ROW from properties north of SH-33 to accommodate new bridge and approaches. Properties north of SH-33 and east of the creek would be acquired to provide ROW for the approach road and connection with the US-77 intersection. Would require Individual Section 4(f) evaluation.	New bridge alignment to the north would require substantial ROW from the park and would require an individual Section 4(f) evaluation.

Table 7-1: Summary of Alternatives That Meet the Need and Purpose: Impact to Section 4(f) Resources

Alternative	Section 4(f) Resources			
	Guthrie NHL District	SH-33 Bridge (NRHP-eligible)	Guthrie NRHP District	Cottonwood Flats
South Alignment Alternative	Alignment to the south would be considered a use of the district, as the roadway would be aligned within the northern boundary of the NHL district and could substantially impact the district. Would require Individual Section 4(f) evaluation.	Would replace the bridge, requiring Individual Section 4(f) Evaluation.	Substantial ROW from properties south of SH-33 to accommodate new bridge and approaches. Properties south of SH-33 and east of the creek would be acquired to provide ROW for the approach road and connection with the US-77 intersection. Would require Individual Section 4(f) evaluation.	Avoids impacts.
Off-set Alignment	Avoids direct impacts; may have potential for indirect impacts.	Would replace the bridge, requiring Individual Section 4(f) Evaluation	Would require the use of 11 resources that contribute to the historic district. Would require individual Section 4(f) evaluation.	Would require one acre of the park which constitutes a *de minimis* use.

7.2 DESCRIPTION OF THE RECOMMENDED ALTERNATIVE

The recommended alternative involves the replacement of the existing two-lane SH-33 Bridge with a four-lane bridge. The new four-lane bridge would address the need to facilitate traffic flow and alleviate traffic backing up on the bridge. Additionally, a new bridge and approaches under this alternative would improve mobility and access, increase sight-lines and reduce flooding on the roadway (see **Attachment M** for preliminary plans and proposed typical sections).

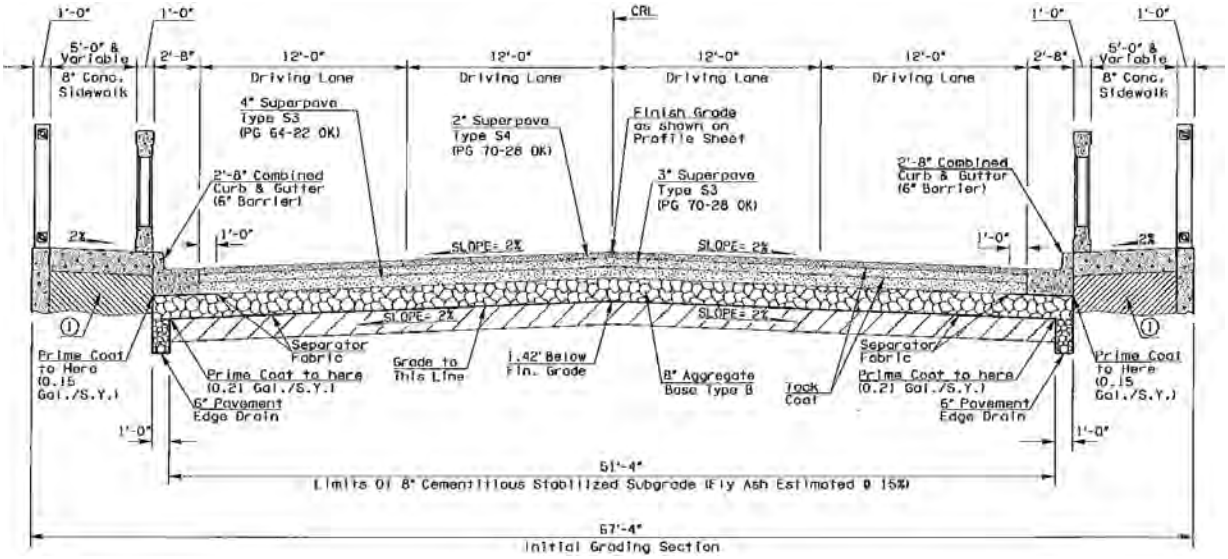
The structurally deficient bridge would be replaced with a new bridge offset to the south by 25 feet from the existing alignment. The approaches at the east and west ends of the bridge would be reconstructed to lessen the frequency of road flooding and to improve safety for both automotive and pedestrian traffic. The termini were developed to account for the required vertical geometry of the bridge and the horizontal configuration as the bridge approaches return to grade with the SH-33 roadway. The western terminus of the project would be 12th Street and the eastern terminus would be US-77. Additionally, the elevated approach walls between 5th and 8th Street would restrict access to the parcels adjacent to the roadway. The bridge would return to grade at 8th Street on the west side, and 1st Street on the east side. The roadway leading from the bridge to the project's termini would then transition from 9th Street to its terminus at 12th Street on the west. Likewise, the eastern terminus at the intersection with US-77 and SH-33 would be graded to tie into the bridge approach.

Right-of-way would be required from north and south of SH-33 on the west side of the creek within the floodplain. The ROW would be required to provide room for the approach walls and abutments. In order to raise the roadbed out of the 25-year floodplain, the proposed configuration of the bridge would require ROW from properties north and south of the bridge and west of the creek. This alternative would encompass a portion of the intersection of SH-33 and North 2nd Street to accommodate a pedestrian/sidewalk access point to the bridge. A turn-around point for motor vehicles heading north on 2nd Street would terminate at the bridge. **Attachment N** depicts the contributing resources within the proposed ROW for this alternative.

The proposed bridge would be 67'4" wide with four, 12-foot driving lanes (see **Figure 4** for the proposed typical section at the bridge). Curb and gutters with a combined width of 2'8" separate the inner pedestrian barrier from the driving lanes. Sidewalks measuring 5 feet would line both the east and westbound outer lanes. They would be protected from cars by an inner concrete balustrade barrier, with a decorative concrete barrier on the outside

edge of the bridge. The approach roadway west of the creek would require grading and built-up slopes to gradually raise the roadbed out of the floodplain. The slopes would vary in width and range from 24 feet to 50 feet to accommodate the grade needed at the varying topography. The 5-foot sidewalks would extend from the bridge in both directions to both termini. **Attachment M** provides visual detail on the location of the proposed slopes, ditches and grade cuts. Due to the close proximity of properties adjacent to the roadway, ROW would be required from many of these parcels to allow for the earthwork to support the elevated roadway and to provide appropriate drainage off the roadway.

Figure 4: Proposed Typical Section of the SH-33 Bridge over Cottonwood Creek



The new bridge would be constructed in phases, one-half at a time, with the first phase being offset to the south, which would keep the road open to traffic during construction. Once the new bridge is constructed, traffic would be diverted to the newly constructed south portion of the bridge. The existing bridge would then be removed and the remaining portion of the new bridge constructed. The estimated cost of the roadway and bridge construction would be $13,200,000.

7.3 IMPACTS OF THE RECOMMENDED ALTERNATIVE

Although the recommended alternative would cause the least overall harm to Section 4(f) resources, there would be impacts to some of these resources, as described below.

The SH-33 Bridge would be removed under this alternative. As such, this would be considered a use of this resource under the Section 4(f) statute.

The recommended alternative would not directly impact or use the Guthrie NHL District, though it may have the potential to have indirect visual impacts, however these impacts do not constitute a constructive use. Though the new bridge would be slightly visible from some areas of the Guthrie NHL District, these lines-of-sight would be minimal, and thus would not be a constructive use of the district. The bridge would be most visible from the Guthrie NHL District if one were looking north up 2nd Street from the northern boundary of the District at Cleveland Avenue. From this vantage point (the most direct vantage from the Guthrie NHL District to the bridge), a person would see the approach wall of the new bridge, rather than the current condition of 2nd Street as a through street into the residential neighborhood. **Attachment B** depicts the line-of-sight images from the NHL to the existing bridge and proposed bridge under this alternative.

The recommended alternative would require the removal of eleven contributing resources to the Guthrie NRHP District. The majority of these buildings are located west of the bridge, with the densely vegetated Noble Park and industrial buildings along Cottonwood Creek obscuring the line-of-sight from the Guthrie NHL District to West Guthrie. The two buildings on 2nd Street proposed for removal are located in an area where adjacent buildings were demolished. In their current dilapidated condition, the houses do not provide a historic setting component to the Guthrie NHL district. In consultation with the SHPO and the NPS, design considerations will be implemented to minimize effects of the new bridge on the Guthrie NHL and Guthrie NRHP Districts. Design considerations would include appropriate landscape screening and aesthetic treatments to the bridge (discussed further in **Section 8**).

The removal of eleven contributing buildings within the Guthrie NRHP District represents .005% of the total contributing buildings (as per the1987 survey data) in the expansive district. Of these eleven, nine are properties located west of the bridge (in West Guthrie) and within the 100-year FEMA floodplain. These properties and the surrounding parcels are in fair to poor condition and would continue to experience flooding and deterioration. Two of the buildings east of the creek within the proposed ROW contribute to the NRHP-listed Guthrie Historic District. These two buildings are located where the proposed pedestrian sidewalk access to the bridge would be located. This alternative minimizes the impact to the Guthrie NRHP District by utilizing the existing alignment to the maximum extent possible while maintaining traffic operations throughout the construction period.

ODOT has proposed a *de minimis* impact finding for Cottonwood Flats. FHWA has determined that de minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource (as specified in the Section 6009 of the SAFETEA-LU).

The Off-set Alignment Alternative would best meet the need of providing a bridge that would meet current safety standards and reduce the roadway overtopping frequency during flood events and subsequent road closures. This alternative would minimize the footprint of the proposed project by utilizing as much of the existing roadway (SH-33) as possible without the need for substantial intersection reconfiguration or additional ROW east of Cottonwood Creek, thus eliminating encroachment on the historic integrity of the Guthrie NHL District. This alternative would provide a safe route for pedestrians and emergency vehicles, while meeting the need to facilitate traffic flow. It would minimize disruption to traffic flow during construction and would eliminate the need for detours. The alternative would provide for a new, structurally sound bridge consistent with the planning goals outlined in the Guthrie Plan, and would cause the least overall harm to Section 4(f) resources while meeting the need and purpose of the proposed project.

8. MEASURES TO MINIMIZE OR MITIGATE HARM

Avoiding and minimizing impacts to Section 4(f) resources has been an integral part of identifying, developing and selecting the alternatives. The findings of this evaluation are important in answering the question of which reasonable alternative would have the least overall harm to Section 4(f) resources. As outlined in the previous section, there are no alternatives that meet the project's need and purpose while avoiding all Section 4(f) resources. However, a variety of options and refinements can help to minimize or mitigate harm to Section 4(f) resources. This section outlines measures agreed upon by consulting parties that would mitigate impacts to Section 4(f) resources. These measures are further stipulated in the Memorandum of Agreement (MOA) written by ODOT and signed by the following consulting parties: FHWA, ODOT, SHPO, the City of Guthrie, ACHP, NPS, Preservation Oklahoma, and the Logan County Historical Society (MOA is included as **Attachment O**).

ODOT is proposing and considered the following measures to mitigate the use of Section 4(f) resources:

Design Considerations

The Guthrie Plan recommends design considerations along SH-33 that should include: "…significant design amenities, including ornamental railings, special lighting, and trail accommodations (2002)." The design and configuration of the new bridge and approaches include measures to minimize impacts to the surrounding historic district; design considerations include red sandstone brick surface treatment of the bridge, period lighting to integrate with the historic district, a balustrade designed to reflect the scale and materials of the original bridge, and a recessed superstructure to visually minimize the scale of the bridge. Additionally, ODOT would determine appropriate landscape screening along the approach wall at 2nd Street and SH-33 to soften the view from the northern boundary of the Guthrie NHL District at 2nd Street and Cleveland Avenue.

Design considerations minimize impacts of a newly constructed bridge within a historic district. Though the existing SH-33 bridge is not part of the period of significance of the Guthrie NRHP District, any new construction features must consider the surrounding district setting, feeling and association. For this reason, ODOT is committed to minimizing impacts of a new bridge within the boundaries of the district. Providing aesthetic treatments that reflect the surrounding architectural materials and details found within the district would minimize the impact of the new construction. The new bridge would be constructed in a context-sensitive manner to provide the community with a structure that facilitates movement within the historic district, and would not compromise the historical integrity of the district.

Historic American Engineering Record (HAER) Documentation

ODOT is proposing to conduct Historic American Engineering Record (HAER) Level II documentation of the bridge. This documentation would entail assembling all existing plans and elevation drawings of the SH-33 Bridge over Cottonwood Creek, large format photographs of the existing structure, and a comprehensive written history of the bridge. The documentation effort would follow quality standards set forth by the National Park Service, and those standards currently implemented by ODOT for similar undertakings. The detailed documentation of the bridge would provide imagery, plans, and historical context to illustrate the national historical significance of the bridge.

Documentation of Eleven Buildings in the Guthrie NRHP District

ODOT is proposing the detailed documentation of the eleven buildings that would be acquired for ROW under the recommended alternative. Documentation would be completed and submitted to the SHPO and include high-resolution digital photographs each building and a written technical description and historical summary of the buildings.

Re-Evaluation of the NRHP-listed Guthrie Historic District and Historic Building GIS Layer Development

ODOT is proposing to update the contribution status of resources within the Guthrie NRHP District by preparing documentation that includes only those properties that are now extant. The original survey for the NRHP Nomination Form was conducted in 1987. Since this date, several resources within the district have been removed. Updating the data with only those contributing properties that are still extant within the district would assist with future planning endeavors and provide a current inventory of historic structures within the district. To support this effort, ODOT is proposing to produce a Geographic Information System (GIS) data file that would provide geospatial information and photographs of historic resources within the Guthrie NRHP District. This tool would provide on-line (linked to the existing City of Guthrie's planning website and GIS maps) access to those interested in the historic structures within Guthrie and provide framework for future documentation opportunities for the City. The GIS data would include the boundaries of the existing historic districts (the NRHP, and NHL) and the ability to select a parcel, determine the historic designation, and view an image of buildings on the parcel.

This effort would provide the community, researchers, and planners a comprehensive and interactive tool that would highlight the historical significance of the district. Additionally, an updated survey that distinguishes the contributing resources while removing buildings that no longer convey the significance of the historic district from the contributing resource list would aid in the preservation of the integrity of the district.

Interpretive Kiosk

ODOT would install an interpretive kiosk or panel adjacent to the new bridge presenting the history of the former SH-33 Bridge. ODOT would consult with the SHPO and the City of Guthrie regarding the location of the kiosk or panel and the content of the information presented on the interpretive kiosk or panel. This kiosk or panel would be completed and put into place prior to the opening of the new bridge to traffic.

Provide Research Documents to the City of Guthrie and the Logan County Historical Society

All research materials, copies of photographs, HAER Level II documentation of the bridge and maps produced would be submitted to the City of Guthrie and the Logan County Historical Society for use in the research library.

Table 8-1: Impacts on Section 4(f) Resources by the Recommended Alternative and Measures to Avoid, Minimize or Mitigate Impacts

Impacts and Measures to Avoid, Minimize or Mitigate	Section 4(f) Resources			
	Guthrie NHL District	**SH-33 Bridge (NRHP-eligible)**	**Guthrie NRHP District**	**Cottonwood Flats**
Impacts	No direct impacts; may have potential for indirect impacts.	Removal of the Bridge.	Removal of 11 contributing resources; construction of a new bridge and approaches within the district.	*De Minimis* use of 0.96 acres of the area.
Avoidance Measures	Avoids use.	--	--	--
Minimization Measures	Design considerations and landscape screening	--	Minimize the project footprint by replacing the bridge and utilizing existing alignments and intersections.	Minimal Use; minimize footprint of project area.
Mitigation Measures	--	HAER Level II Documentation; reuse of bridge components; provide documentation to Logan County Historical Society.	+; re-evaluation of the West Guthrie section of the Guthrie NRHP District and Historic Building GIS Layer Development.	--

9. *DE MINIMIS* USE OF SECTION 4(F) RESOURCES

A *de minimis* impact on a historic resource is defined by a finding of either "no adverse effect" or "no historic properties affected" (no effect), in compliance with Section 106 of the National Historic Preservation Act. A *de minimis* impact on parkland is defined as an impact that does not adversely affect the activities, features or attributes of the Section 4(f) resource. *De minimis* impact findings must be made in compliance with Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, pending guidance from Moving Ahead for Progress in the 21st Century Act or "Map 21") and subsequent amendments to Section 138 of Title 23 and Section 303 of Title 49, United States Code (USC). Section 4(f) regulations require agencies to afford the public with an opportunity to review and comment on the effects of the project on the protected activities, features and attributes of the Section 4(f) resources when there is a proposal to make a *de minimis* impact finding on a non-historic 4(f) resource.

ODOT coordinated with the City of Guthrie with regard to avoidance and minimization of impacts to Cottonwood Flats. ODOT is proposing to construct the new 4-lane bridge with ADA-compliant sidewalks on a slightly offset alignment to the south in order to minimize impacts to Cottonwood Flats. The slight offset would also allow the new bridge to be constructed one-half at a time, which would allow the existing bridge to remain open to traffic during construction. ODOT is proposing to obtain approximately 0.96 acres of the 20 acre Cottonwood Flats recreational area, which constitutes five percent of the park land. The portion of Cottonwood Flats that would be acquired is adjacent to the current Cottonwood Creek bridge on Noble Avenue. The parcel that would be acquired is vacant of park features and does not contain any of the ball fields, RV hookups, or the area where the stage is located during the Bluegrass Festival. Some access points to Cottonwood Flats from SH-33 would be modified with construction of the new bridge. Vehicular access from 6th and 7th Streets would be eliminated due to the new approach roadway fill. However, through access would be maintained at 5th and 8th Streets. Access to SH-33 east and westbound would occur at 8th Street. In addition, the new bridge would accommodate pedestrian traffic, which would improve access to Cottonwood Flats from the east.

The public was notified of the *de minimis* proposal via a posting on the City of Guthrie website from January 15-31, 2013 and a comment period was extended for the same duration. No comments were received during the comment period.

A Section 4(f) *de minimis* finding was completed in regard to impacts to Cottonwood Flats recreational area. *De minimis* applies to projects that do not adversely affect the projected activities, features, or attributes of the Section 4(f) resource. Based on the avoidance, minimization, and mitigation measures described above, the proposed bridge replacement on SH-33 over Cottonwood Creek would not adversely affect the activities, features, or attributes of Cottonwood Flats recreational area. The City of Guthrie concurred with this determination in a letter signed February 6, 2013

10. SECTION 6(F) RESOURCES

In addition to being a Section 4(f) property, Cottonwood Flats is also a Section 6(f) property. Section 6(f) properties are those that have been acquired or developed using Land and Water Conservation Fund Act of 1965 (LWCF) program funds for improvements. The LWCF State Assistance Program was established to assist States in preserving, developing, and assuring citizens of the U.S. quality outdoor recreational facilities. Property acquired or developed with LWCF assistance shall be retained and used for public outdoor recreation. Any property so acquired and/or developed shall not be wholly or partly converted to other than public outdoor recreation uses without the approval of the National Park Service (NPS) pursuant to Section 6(f)(3) of the LWCF Act and these regulations.

The City of Guthrie acquired 20 acres of Cottonwood Flats utilizing LWCF funds in 1992. Approximately 0.96 acres of the 20 acres acquired using LWCF funds are proposed for conversion as a part of this action. This is the same property as the proposed 4(f) de minimis acquisition. ODOT and the City of Guthrie have proposed to replace this property with a new 1.50 acre property. This replacement property is located directly south of Cottonwood Flats and Noble Ave., located on either side of 5th Street, north of Cottonwood Creek. This new area will be connected to the existing Cottonwood Flats with a sidewalk or trail underneath the new bridge. Pedestrians and park-goers will be free to move unimpeded between the larger Cottonwood Flats recreational area located on the north side of SH-33 and the replacement parcel, located to the south of SH-33. The estimated fair market value of the converted land is $8,640 while the estimated fair market value of the replacement land is $13,500. The proposed conversion will not cause a net loss of parkland, but will actually result in a net gain of 0.54 acres and an estimated net value gain of $4,860. The conversion proposal was approved by the National Park Service on December 11, 2013.

11. AGENCY CORRESPONDENCE

ODOT has coordinated with consulting parties throughout the Section 106 process and the Section 4(f) evaluation process. During the early project initiation phase in 2009, ODOT coordinated with the Oklahoma Historical Society (Oklahoma SHPO) office to determine the presence of resources considered eligible for listing in the NRHP. In 2011, following a public meeting held in 2009, consulting parties were contacted and encouraged to participate in the consultation process. In June of 2012, ODOT hosted a meeting to provide information on the project and solicit input from consulting parties (see **Attachment P** for the meeting minutes). Representatives from the SHPO, FHWA regional office, Preservation Oklahoma and the City of Guthrie were in attendance.

In February 2013, ODOT l submitted an updated Cultural Resource Survey Report to the SHPO office specifying the preliminary design of the recommended alternative, and providing information on identified resources (archeological and architectural) within the project area. Following a consulting party meeting held in March of 2013, ODOT provided additional information to the SHPO regarding the potential effects of the recommended alternative on identified resources and discussed the reasonable and foreseeable effects of the recommended alternative on resources. In May of 2013, the SHPO responded with and adverse effect finding. In May of 2013, FHWA initiated consultation with the National Park Service, and with the ACHP. Agency correspondence is included as **Attachment Q**. A Memorandum of Agreement specifying the terms of mitigation was drafted between FHWA, ODOT, SHPO, the City of Guthrie, ACHP, NPS, Preservation Oklahoma, and the Logan County Historical Society (MOA is included as **Attachment O**).

REFERENCES

Technical Reports and On-line Resources:

Brawley Engineering Corporation. Correspondence between Brawley Engineering Corporation and Mr. Don Coffin, the Director of Community Development for the City of Guthrie, 2/9/1979.

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GLOSSARY OF TERMS

AADT	average annual daily traffic
AASHTO	American Association of State Highway and Transportation Officials
AASHTO Guidelines	Guidelines for Historic Bridge Rehabilitation and Replacement Program
AREMA	American Railway Engineering and Maintenance-of-Way Association
BNSF	Burlington Northern & Santa Fe (railroad)
CEQ	Council on Environmental Quality
EA	Environmental Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GIS	Geographic Information System
HAER	Historic American Engineering Record
HUD	Housing and Urban Development
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHL District	NHL-listed Guthrie National Historic Landmark District
NRHP	National Register of Historic Places
NRHP District	NRHP-listed Guthrie Historic District
ODOT	Oklahoma Department of Transportation
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SH	State Highway
SHPO	State Historic Preservation Office
SOI Standards	Secretary of the Interior Standards for Rehabilitation
US	United States Highway
USC	United States Code
vpd	vehicles per day

Attachment A

Section 4(f) Resource Location Map

Base Map Source: Bing Maps Aerials, 2011

College Ave
Wentz St
Washington Ave
7th St
5th St
6th St
4th St
Logan Ave
Cottonwood Creek
10th St
Coltrane Rd
14th St
Mansur Ave
Warner Ave
12th St
11th St
9th St
8th St
Noble Ave
13th St
Cleveland Ave
Broad St
Ash St
Oak St
Elm St
Walnut St
Park St
Cypress St
Poplar St
Pine St
33
Oklahoma Ave
Goldie Ln
Harrison Ave
Maple St
Vilas Ave
2nd St
Cedar St
Oak Park
Bryant Rd
Burlington Northern Santa Fe Railroad
4th St
3rd St
1st St
Capital Blvd
Drexel Blvd
Springer Ave
Perkins Ave
Grant Ave
Lincoln Ave
Cherry St
Hamill Ln
Farrow Dr
Park Pl
East Park Pl
University Ave
Mineral Well Cir
Division St
77
Snake Creek

Cottonwood Flats



SH-33 Bridge

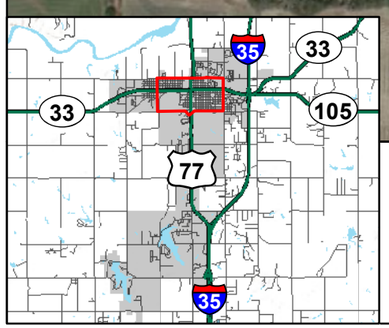


National Register of Historic Places District



National Historic Landmark District





National Register of Historic Places District Boundary
National Historic Landmark District Boundary
Cottonwood Flats Boundary
SH-33 Bridge

N

0 350 700 1,400 Feet

Section 4(f) Resources Location Map

ATTACHMENT A

Attachment B

Project Area Photos and Corresponding Map



Photo 1: View of the SH-33 Bridge looking southeast.



Photo 2: View of the SH-33 Bridge looking west.

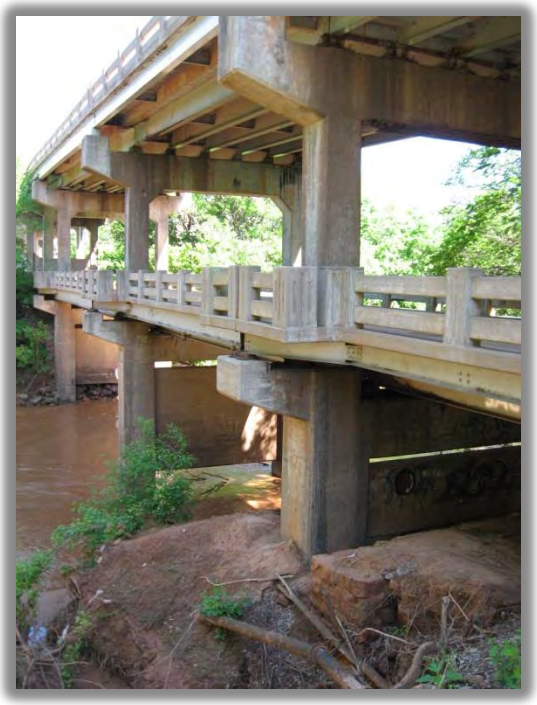


Photo 3: View of the SH-33 Bridge looking east.



Photo 4: View of the SH-33 Bridge looking east.



Photo 5: View of the railroad tracks and a house located adjacent to the SH-33 Bridge on the northeast side of the creek.



Photo 6: View of Cottonwood Flats looking northwest.



Photo 7: View from Cottonwood Flats looking southeast towards the SH-33 Bridge.



Photo 8: View of SH-33 looking east along the corridor within the NRHP-listed Guthrie Historic District.



Photo 9: View of the SH-33 Corridor looking southeast towards the SH-33 Bridge. This corridor is within the limits of the NRHP-listed Guthrie Historic District.



Photo 10: View of the SH-33 Corridor from West 9th Street looking east. This corridor is within the limits of the NRHP-listed Guthrie Historic District.



Photo 11: View of the SH-33 Corridor looking northeast. This corridor is within the limits of the NRHP-listed Guthrie Historic District.



Photo 12: View of the SH-33 Corridor looking southeast from West 10th Street. This corridor is within the limits of the NRHP-listed Guthrie Historic District.



Photo 13: View of the SH-33 Corridor looking southeast from West 7th Street. This corridor is within the limits of the NRHP-listed Guthrie Historic District.



Photo 14: View from 1st Street looking west towards the SH-33 Bridge.



Photo 15: View from 2nd Street looking northwest. This area is within the NRHP-listed Guthrie Historic District.



Photo 16: View from 2nd Street looking west towards the SH-33 Bridge.



Photo 17: View from 2nd Street and SH-33 looking south towards the National Historic Landmark (NHL) listed Guthrie Historic District (indicated with red arrows).



Photo 18: View from 2nd Street and SH-33 looking south down 2nd Street looking towards the NHL listed Guthrie Historic District (indicated with red arrow).



Photo 19: View from the base of SH-33 Bridge looking east along SH-33.



Photo 20: View from 2nd Street looking toward the NHL-listed Guthrie Historic District.



Photo 21: View from ½ block south of West Cleveland Avenue (the northern boundary of the NHL district) looking north up North 2nd Street towards SH-33.



Photo 22: View from the northwestern-most boundary of the NHL District looking northwest towards the SH-33 Bridge.



Photo 23: View from West Oklahoma Avenue looking south into the NHL Historic District.



Photo 24: View from the northwestern-most boundary of the NHL District looking northwest towards a computer-generated image of the proposed design of a 4-lane SH-33 Bridge replacement.



Photo 25: View of the intersection of US-77 and SH-33 looking west along SH-33.



Photo 26: View of the intersection with SH-33 and US-77 looking southeast along US-77.



Photo 27: View from the intersection of SH-33 and US-77 looking north along US-77.

Base Map Source: Bing Maps Aerials, 2011

LOGAN AVE
MANSUR AVE
WARNER AVE
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
NOBLE AVE
33
SH-33 Bridge
77
SEE INSET
2ND ST
1ST ST
DIVISION ST
CLEVELAND AVE
OKLAHOMA AVE
HARRISON AVE
Cottonwood Creek
Northern Santa Fe Railroad
National Historic Landmark District

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27

Photo Location and Direction

National Historic Landmark District Boundary

N

0 125 250 500 Feet

Photo Locations Map

ATTACHMENT B

Attachment C

Public Meeting Information and Documentation form 2009; and Public Meeting Information and Documentation from 2012

Partners for a Better Quality of Life

Public Meeting Summary

Date:	**Time:**
June 4, 2009	6:00 p.m.

Location:
First Christian Church
402 E. Noble, Guthrie, OK

Project:
SH-33 over Cottonwood Creek and BNSF railroad
ODOT JP 21860(04)
Logan County

A public meeting was held at 6:00 p.m. at the First Christian Church in Guthrie on June 4, 2009. Notices of the meeting were sent to local elected officials, stakeholders, property owners, local businesses, City of Guthrie staff, Guthrie Public Schools, public safety officials, and the local hospital among others. The meeting attendance roster was signed by 98 people.

Purpose

The purpose of the meeting was to demonstrate the need for the project, discuss issues with constructing a new bridge, and solicit input from the public to help define what the most important issues were in designing a new facility.

Presentation

After introductions, ODOT presented a slideshow which included the need for the project, including showing the deterioration of the structure and the resulting structural deficiencies, operational deficiencies, increased traffic, identification of historic properties in the corridor, the environmental study area, and the potential loss of access.

Questions and Answers

After the presentation, ODOT conducted a question and answer session with the audience. Questions were wide-ranging, but most of the interest was focused around a couple of items. Several comments were made on how the new structure would alleviate current flooding or overtopping and how it might impact backwater flow from the addition of fill material for the elevated roadway. ODOT indicated that a purpose of the new bridge was to accommodate flood events as much as possible and eliminate the closure of the roadway due to overtopping from flood events. Another prominent comment or concern was the issue of keeping the bridge open during construction, and if not, where traffic would be detoured during construction. ODOT discussed the option of building the bridge on an off-set alignment and keeping the existing bridge open during construction. Other comments included concerns about modifying access to properties, potential acquisition of properties in the corridor, the width and size of the new structure, the need for a 4-lane bridge, cost, how historic structures were identified, and aesthetics.

These meeting minutes have been prepared by CP&Y. If there are any conflicts or disputes with any statements above, please inform CP&Y in order that a resolution can be reached.

Written Comments

A survey was included on the comment form which listed eleven items perceived as critical components of the planning process for the design of a new facility. Forty written public comments were received. Thirty-seven of the forty commenters gave the strongest importance to the need to replace the bridge. Twenty-eight of the forty commenters gave the least importance to the no build option. The responses received on the desired actions listed from most important to least important were: 1) replacing the bridge; 2) reduce the flooding; 3) preserve historical structures and setting and bicycle/pedestrian facilities; 4) increasing capacity from US-177 to 19th St., reducing congestion, and keeping the road open during construction; 5) project aesthetics; 6) minimize project costs; 7) eliminating access to 2nd St.; and 8) no build option.

These meeting minutes have been prepared by CP&Y. If there are any conflicts or disputes with any statements above, please inform CP&Y in order that a resolution can be reached.

PUBLIC MEETING
June 4, 2009
SH-33 via duct
First Christian Church
Guthrie, Oklahoma

Craig Moody: Did everybody hear his comment about the flooding? The flooding has never really gone past 11th Street. Well, obviously we don't want to stop right on the bank because in the catastrophic event it could go further. We want to make sure we go far enough that - am I saying what you just said? We want to go just a little bit outside that when it comes to that. Yep.

Audience:

Craig Moody: This gentlemen lives higher than downtown Guthrie. Do you experience flooding? Okay. Shannon would you like to answer that question?

Shannon Sheffert: Inaudible - I did want to try and clarify something as he brought up earlier where we're talking about the corridor study that we're looking at the distance from centerline and 100 feet or maybe 300 feet on both sides. That's not something that we're looking to acquire by any means. We're just looking at the study area coming through there. Don't be alarmed that that's something Inaudible -

Craig Moody: Thank you, I apologize if I insinuated that. You're simply in a study phase right now. Yes sir.

Audience: My question or concerns Inaudible - we go up to 11th or 12th so that you can keep the highway open during the flood. Is that one long bridge structure or is that bermed earth across the bridge or is it a combination. Because the further you berm the further you back up water in those places. So a you might find down town under water if you put in that berm, like you did on highway 74. So if you raised the roadbed - the more you raise it the more you Inaudible

Craig Moody: Did everybody hear the gentlemen's comment. If we raise the roadbed the more we have backwater the more we have flooding issues. I'm glad you asked that question because on number 3 of our little survey that is one of the concerns. That is one of the questions we have to be able to answer. I know that the City does not allow homes to be built or businesses to be built within a certain area of that flooding area. Is that correct? Is that a correct statement? So our Bridge Division Engineer, Mr. Bob Rusch, brought up the fact that that could be a real challenge for us. Do we raise the roadbed and that creates a backflow or you know do we keep the roadbed where it's at? Somewhere it's gotta be a happy medium. Now what's more important? Not doing anything to the road or Department of Transportation trying to reduce the frequency of flooding on the roadway? We know that that's going to cause backwater that's going to go somewhere but what's more important to ya'll?

Casey Shell: And Craig from the Department's Bridge Division Inaudible. They'll do hydraulic calculations to see the changes in that backwater elevation and the Department has to address those. We can't just call it a backwater change without addressing it, so the Department would have to go in and actually by flooding of some properties in the area if it did increase the backwater elevation.

Audience: Inaudible Hypothetically if you - it doesn't make a difference if you build a bridge or you berm it the businesses along there won't have access to Inaudible.

Casey Shell: Depending on the grade change.

Audience: If you have a 20 foot bridge in front of your house or you have a 20 foot pile of dirt it doesn't matter you still can't get to the street

Casey Shell: That's correct and once again the difference in grade change is dependent on how far we've got to get that roadway out of the flood plain. Whether we set it at now is probably certainly what ya'll can tell me goes under water annually, every other year?

Craig Moody: I can tell you in defense of the flooding situation. I live in Oklahoma City. I've been flooded four (4) times in the past three(3) years and I live in a preferred area. Currently we are experiencing heavy rainfalls. I hope this ends soon, I hope we level off but again what Casey said. How often does this typically flood? Every 5 years, 2 years?

Audience:

Casey Shell: Ten years of rainy weather, there's ten years of dry weather. For example, it flooded three times partially in the last 3 years. But before that we had our longest stretch in the last 100. So it went back to the 80's and mid 90's when it was really wet. The Inaudible

Craig Moody: Okay, so ya'll understand the challenges we have to face in judging where that Inaudible is.

Casey Shell: Right, and we can set that elevation so that the roadway overtops theoretically every ten years, twenty five years, fifty years, one hundred years, anytime you take it up a level for the frequency then it gets a little bit higher. To keep it out of the 100 or Inaudible.

Audience:

Craig Moody: At this time we are getting into design issues and we're still studying. We don't know the answer to that question until we run those models and until we hear from you what's more

important - raising the roadbed or accepting the fact that it's going to be closed and flooded every now and then. We're still in the study phase. Some of ya'll might be thinking - well it'd be nice if you had those answers before you come out here. That's not the way it works. We've got to do these studies first with you.

Audience: There are two things. I live in that area. I don't live up on the hill, I don't live there, I live north of that road. When it floods they close Noble all the traffic goes in front of my house. And it's a joke because half of them are doctors and half are cars and a few are semis. The semis are going down a road that's meant for two cars. They can't turn right, they cut right through my ditch. I'm supposed to mow it the City doesn't come out Inaudible. I don't want the traffic to come down College, I want the highway to stay open. We don't have a fire station on the west side any more. But I want the road to stay open.

Craig Moody: Then please make that comment. Fill that out and make that comment to us. Folks if you have that concern, if you want that road to stay open we got to know that. Because if we keep the road open to traffic during construction it raises the cost of the project and the length of the project. If we're given the opportunity to close the road during construction we can do it in a third, well, in half or better the time almost and the cost is a great deal less. And it's also safer for our construction employees. So, that's a big issue, do we keep it open and I know that that's a burden on the neighboring streets because the traffic will take the path of least resistance.

Audience:

Craig Moody: Ya'll have the movie - what they call? K I M what is that?

Audience: Killer in Me

Craig Moody: Sounds real good in Guthrie. Yes sir.

Audience:

Craig Moody: The question - we could and I'm going to attempt to answer this question but I'm going to ask Greg Allen to support me on this answer. We're the Highway Department; we can work on that area there within the vicinity of our bridge. We can rip rap it, we can widen it out a little bit, but how far up the channel do we go before it, before it, I mean cause we're not going to be able to fix the flooding issue here in Guthrie. I mean that's the bottom line. We can fix what we can on the road but we're not going to be able to solve all your flooding problems. We'd like to but that's a tough challenge. Yes ma'am.

Audience: The question is - and this is a very good question. If in fact it was determined that it would be better to close the road during construction as opposed to keeping it open, where we detour that traffic, let it be College street or where ever, would we make improvements to the street before we detoured that traffic? I defer it to you Casey.

Casey Shell: That's one of the things we look at during the design. Meeting with the City to see if it's Inaudible. Some Cities don't want to detour through their town at all. Others are willing to participate with us and work with us to allow that. And also Inaudible see would have to be rebuilt before we could detour traffic on it. Obviously that's something we'd have to consider. We had to widen the roadway, replace some of the drainage structures to allow wider radius's on the corner so the trucks could make the turn. Those are all things we look at but we do consider the possibility of detouring on local streets, especially when there isn't a really good safe highway route to easily get around. And this would fit that bill. There's not a real short state highway detour around so if we were going to make it official detour route we'd have to work it out with the City of Guthrie.

Craig Moody: Let me ask something real quick and I probably didn't say this during the presentation. Currently - that's a hundred dollar fine- Currently in our construction work plan that the good Senator talked about we have identified funding for the via duct. In 2011 we are thinking once the study is complete and with federal approval that we can purchase right-of-way and utilities. Now, we don't know how much right-of-way will be required or what kind of structure we're going to put in yet but we're prepared. We're looking at about a million dollars for 2011 and it's to replace the via duct or to reconstruct the via duct we're looking at about - it's over five million dollars so in total you're looking at about six million dollars currently in our work plan and 2011 would be right-of-way and utilities, 2013 we've identified for the construction of the bridge and approaches. We do not have anything in our 8 Year Construction Work Plan yet for the roadway itself. So our focus right now is obviously on the via duct to fund but we want to complete the study from 1967 Inaudible. Yes sir.

Audience:

Greg Allen: Inaudible

Audience:

Craig Moody: The question is - for the road I assume you live west of the bridge. Right up against the road on 11th Street. What are we gonna do - are we just gonna acquire the property, what are we

gonna do?

Casey Shell: Then that will depend a lot on what type of solution we come up with. Whether we're going to raise the grade or leave a 2-lane road with shoulders. Is there on street parking in front of your home?

Audience: Yes

Casey Shell: That's one thing we looked at because we thought most of the area did have on street parking and if we wanted to go to a 4-lane curb and gutter section, we don't have outside shoulders we could probably almost squeeze that in the same footprint that's there now. Now if we start bringing it up to get it out of the flood plain when you bring it up you have the earthen hill that will have a slope to it which will push it out some. Up at 11th Street where you are and over to about to College Street probably wouldn't have that much fill but down in the bottom that's where you get more in the area where the fill slope Inaudible.

Audience:

Craig Moody: Were you praying when it was flooding? Were you praying pretty hard when it was flooding? Okay.

Audience:

Craig Moody: Let me bring something else up in respect to your question. On the east side of the bridge, one of the questions we have to ask ourselves and I showed a slide. Maybe I didn't say enough about it but it hasn't come up,. This right here - this access right here. We raise the grade right there then your access to Second Street is lost. When your access to SH33 from 2nd Street is lost. Because the challenge of getting you off on that highway right there - is you know - yes it is - it's a roller coaster right there. And that's another big issue and that's on your questionnaire. Hold on. Yes sir

Audience:

Craig Moody: Did everybody hear the comments this gentlemen just made? He's lived here for 50 years. In 1995, we've got 2 that's lived here for 50 years - In 1995 he saw the worst flood Guthrie's ever seen in that 50 year time span and it just barely got up to 11th Street. Apparently it got in the

church basement. Is that a correct statement? So I guess we need a comment from you stating that 11th Street seems to be that Inaudible where the water kind of Inaudible

Audience: That water Inaudible. So it doesn't get near as far up on College or Washington or Logan as it does on Noble. But if today the information gathered Inaudible

Craig Moody: You don't

Audience:

Craig Moody: The question is - today is an information gathering meeting. This gentleman understands that but he has some concerns about detouring traffic and wants to know when the next meeting is going to be and when we'll have those kind of answers. Now, how long do you determine it's going to take to go through the environmental process to get to the next meeting? Robert

Robert: I'm going to say Inaudible and the impacts we have. Yes ma'am.

Audience:

Craig Moody: I'm wanting to know in months, lets say, you know we going back in 6 months or a year?

Audience:

Craig Moody: We've got to get this study completed. We will be back here at least two more times I'm sure. We've got to come back to show you the results of our study then we have to come back and show you the findings of our environmental finding. And then we've got to come back with a hearing that says this is what we're going to do or this is what we're proposing to do and that would be our preferred alternate with federal approval because it's the fed's that give us the money to do this or help us with the funding. So, that scheduled for 2011.

Casey Shell: Inaudible in a year What we're trying to do today is trying to establish what is important and I know it's hard for you all to say that you want this not knowing what the impact of that choice will be. Comment, that's the important part. You know better than anybody probably in here the most logical route for a detour. I don't know the city streets in Guthrie that well but

there's bound to be one or two good railroad crossings and a bridge across the river and so logically one or the other of those is going to be our detour route.

Audience:

Craig Moody: Please write that down. Yes ma'am, you've had your hand up for a while.

Audience:

Craig Moody: Good comment. The comment is - what happens if we experience flooding when the road is closed because it also floods the detour route? Well, again what Casey said earlier - if we keep the road open to traffic, then we have to build on an offset alignment. So we have to move over because we have cars going every day. Right? We wouldn't necessarily detour them. Which means that the properties, you know, on the north or south side, which ever way we go would most definitely be impacted, okay, cause we've got to move the road over. But, if we intend to close the road during construction to minimize the impact then it will be kind of like it is now; we have no good answer.

Audience:

Casey Shell: Inaudible When 33 goes under water, Noble goes under do the detour routes we're talking about on ?th Street and the other routes do they go under water Inaudible?

Craig Moody: It's a moot point.

Audience: All talking

Casey Shell: It's under construction? There's really no way to keep it out of the flood plain during construction. That would be what we end up with after we're done. But during construction if it floods then - 33 goes under and the detour routes go under nothing we can do.

Audience:

Casey Shell: Well if it does, then we'll build on an offset Inaudible road open Inaudible

Audience:

Craig Moody: The question is - what's the life expectancy of the bridge if we're going to spend a million dollars on 19th Street and are we going to be back in 50 years to do this again? Bob? 75 years is what we're shooting for. It made it from '37 to 2009. That's pretty good. The technology and engineering today, we're hoping we can do a better job.

Audience:

Casey Shell: Another thing to consider too is not only are we talking about building a structure that will last that long but trying to anticipate what traffic volume will be and what the Inaudible roadway will be in 75 years. We don't want to build a 4-lane road 50 years from now and have a 2-lane bridge Inaudible.

Craig Moody: Yeah. Yeah. Yes ma'am.

Audience:

Craig Moody: Yes ma'am. The question is - those little baby blue boxes that are on your sheet, this nice lady just counted 26 of them. What is the process? Should we preserve them, what is the process for preserving them and I'm going to turn that over to our Director of Cultural Resources to try and answer that question.

Robert Markham: Inaudible

Audience:

Robert Markham: Inaudible

Craig Moody: One of the questions on the little survey asks about- yes ma'am

Audience:

Casey Shell: Let me go through some scenarios starting from the least impact to the shortest distance to the worst impact. We know some of the alternatives, some of the choices we have to consider. The least invasive measure we can take would be replacing the bridge basically where it is right now and do nothing. 2-lane bridge sidewalks on it and put Inaudible right back in. From there you go to the 2-lane bridge with a 2-lane roadway to bringing the roadway up out of the flood

plain. How much? That depends on how high we have to raise it to get it out of the flood plain. We could go from a little bit maybe give a 10 year cycle, flood cycle a little more 25, a little higher 50 and the highest would probably be a 100. That's the next step. The next step would be to if you wanted to Inaudible a 4-lane. If your talking a 2-lane bridge we're going to have to close the road because there's no way to do that - replace that bridge half at a time. So really in order to keep the highway open we've got to put a 4-lane bridge in. So if we put a 4-lane bridge in we want to continue the 4-lane roadway. Do we give up the on street parking. We can't put a curb and gutter section in there the same thing. It's pretty well an existing foot print if you leave it in the first place. To bring it up - The more you bring it up the more it pushes out a little bit. And the worst case scenario would be 4-lane bridge, 4-lane roadway and maintaining off street parking. And then you're pushing it out into the property farther and into the houses most likely. But just because all these boxes are on there doesn't mean that they're necessarily going to be removed in any of these scenarios. It just means that our foot print is going to get wider on each one of these different scenarios.

Audience:

Casey Shell: What about the what?

Audience:

Craig Moody: The gentlemen's asking about the correction line on 17th Street.

Audience:

Craig Moody: We would do our best to straighten that out.

Casey Shell: Once again, you know how far we extend it out is going to affect property. That's Inaudible.

Craig Moody: Yes sir

Audience:

Craig Moody: You know, that's a good question. Guthrie ever thought about a bypass?

Audience:

Craig Moody: What's the feeling on that?

Audience:

Craig Moody: Well, that is a big issue but today we're here to talk about State Highway 33 via duct from 77 to 19th Street and we have to have - the Department of Transportation has to have legitimate perimeters. Where do you stop the study area? So that's why we chose those streets.

Audience:

Craig Moody: I got people popping up.

Audience: When you gave us the traffic count 13 thousand or 11 thousand -

Craig Moody: 11 thousand 500 cars a day

Audience: Is it substantially different from the other side of 77.

Craig Moody: They're essentially the same. I know when it get to about 19th Street it falls off.

Audience: No No - on the east side of town

Craig Moody: On the east side of town it's essentially the same.

Casey Shell: So like the gentleman was saying if you 4-lane it it doesn't do you any good because you're 4-laning right into construction.

Craig Moody: We have a lot of traffic falling off right there at 77 and the downtown area.

Audience: That was my point - is it the same or is it different?

Craig Moody: Yes sir

Audience:

PUBLIC MEETING
June 4, 2009
SH-33 via duct
First Christian Church
Guthrie, Oklahoma

Casey Shell: Craig, if we can go back to the discussion on the bottleneck here from Second up to the where the Stables is - that section . As a matter of fact that is an area that is Inaudible within the study area and that is one of the things we need to consider if we want to try to get 4-lane through there. That's going to be challenging cause really the next Inaudible need to be a 5-lane so you can have a left hand turn lane and a right hand turn lane and then 2 lanes on through. But, you know I agree right now that you're still going to have a 2-lane road from Stables to the east before you get to 4-lane on the east side of town. But if you look - once again we're planning for 75 years here. The fact that at some point down in the future that we could put a curb and gutter section and lose the on street parking and carry a 4-lane all the way through so it would be 4-lanes from I-35 all the way out to 19th. So that's something to keep in mind.

Craig Moody: Yes sir

Audience:

Craig Moody: Question is - why do we need a 4-lane ?

Audience:

Craig Moody: This gentleman's comment is why do we need to worry about 4-laning the roadway when we could just lengthen the bridge? Well, that's why we're here. We need some help determining that. Comment

Audience:

Craig Moody: In 20 years. The gentleman's comment is - What would be the impact if we just kept it 2-lane and in 20 years it was 16,500 cars a day? Well, you have a lot more sitting time. You'd have a lot more congestion, you have a lot more issues with safety vehicles trying to get across. And you know, you call for an ambulance or you call for police those issues could come into play. So there's a whole gamut of issues and that's why we want to study this so that we can identify with you. Do we need to do this or do we need to just leave it 2-lanes; are ya'll willing to accept that? Yes sir.

Audience:

Craig Moody: Definitely need to replace the drainage structures. As I understand - where's

Eduardo?

Audience:

Craig Moody: Are you hiding out Ed? Is there a sewer line that runs underneath 33 down the middle of the road that was built in like 1907 or something?

Audience:

Craig Moody: Storm sewer. That's a huge engineering challenge but yes we would fix that structure.

Casey Shell: Inaudible

Audience:

Craig Moody: We are currently talking about 6 million dollars. About a million dollars for right-of-way, utilities for the bridge. Does everybody here Inaudible OK? Is 5 million going to be enough for the structure? If the Inaudible as we think it is now

Casey Shell: And that's for a 4-lane bridge. That's just for the bridge.

Craig Moody: That's just the bridge. Yes sir.

Audience: Panel: Inaudible

Craig Moody: Our estimates show that it would increase out there so we built that to help with that - mitigate that. We show it's an increase here whether we do something or not.

Audience & Panel : Inaudible

Craig Moody: Ya'll can probably tell this is no easy task for the Department of Transportation. There's a lot of impacts and that's why this study is so important. Yes ma'am.

Audience:

Casey Shell: Roadway or bridge? Bridge is typically Inaudible reinforced concrete, concrete deck. Inaudible

Audience:

Craig Moody: The gentleman is asking what are the determining factors for the little blue boxes. What determines what is historical structures and what's not?

Robert: - Inaudible on your aerial there Inaudible

Craig Moody: Robert? Who made the determination that those are contributing structures?

Robert: Those determinations were made Inaudible this district Inaudible

Craig Moody: Yes sir?

Audience:

Craig Moody: The question is - If it's decided that we are going to replace the structure, Cottonwood Creek bridge via duct, would we go ahead and take that to 11th Street or would we stop there around 5th Street then berm up? That is yet to be determined. That is a design phase bridge consideration.

Panel & Audience: Inaudible

Craig Moody: Mr. Sheffert

Shannon Sheffert: This is a question for me that I just kind of want it talked out because I don't know the answer myself. This is a very unique bridge - it's the only double decker bridge that we have in Oklahoma that I know of. Has there been any Inaudible or talk of rebuilding the bridge just like it is? Tearing the old one down, dust off the old plans to put a new one in with modifications for better steel and better corrosion resistance Inaudible. Is that an option also?

Panel:

Craig Moody: It's still too early

Casey Shell: Inaudible

Craig Moody: I crawled underneath there. There's a lot of activity going on under that bridge. Sorry.

Casey Shell: Inaudible

Craig Moody: Yes ma'am?

Audience:

Casey Shell: Yes we did. When we met with the City, when we did our initial scoping Inaudible look at the bridge. We talked about that whether we could put a historic rail up there with possibly some Inaudible light fixtures across the bridge to make it tie in like you say. That's something we certainly considered. Once again, it depends on how elaborate and how much it cost to do that. But that is something that we certainly consider and try to incorporate it in.

Craig Moody: Third one from the bottom. Include - or fourth one from the bottom, Project aesthetics - Obviously we were going to add aesthetics that raises the cost a little bit but it's also significant to the area. So, yes, that is a consideration and we'd like to know how important that is to you. Yes sir.

Audience:

Craig Moody: Absolutely. The question is - would Inaudible public places apply to this? Absolutely. Debbie Williams, work with her all the time, great lady. Yes, that would definitely apply. Yes sir.

Audience:

Craig Moody: As far as time wise - would it a detoured route be better than a construction zone? I said it earlier and I'll try and repeat it. Anytime, anywhere we're working in the state of Oklahoma our construction workers - if we can close the road we can do it in a lot less time for a lot less cost. It's a little more painful, it's a little more uncomfortable for the traveling public but we can get in and get out faster. When we have to work under const - under traffic, you know the safety costs go up, the time goes up, there's a lot of factors there. We have to protect our workers while the trucks

and semis and vehicles going by 30-40-50 miles an hour. So, yes we could sure minimize it if we could close it up for a period of time. How long that will take us this time, we don't know. That's a construction issue but yeah, that's something we look at all the time.

Casey Shell: And Craig, the complication with closing and making a local detour route is finding a local route that can sustain truck traffic. Because we can't say this is the detour route for cars only. If the State of Oklahoma designates this as our detour route it has to be fully acceptable to semis and everything else that goes Inaudible.

Craig Moody: This guy up here has already said he just loves that truck traffic coming on his street.

Audience & Panel:

Casey Shell: So that's one of the things we consider is in all likelihood it will be very difficult for us to come up with a local detour route that we can sign. We can probably sign a State Highway route which would probably take it up to Highway 51.

Craig Moody: I had a gentleman. Yes sir.

Audience:

Craig Moody: The question is - What would be the proposed width difference from what we have existing to 2-lanes that we have existing to what we're proposing? Um - we're studying. We're proposing to restructure the bridge. We're studying the roadway. Typically we come back with; it would be four (4) 12foot driving lanes, curb and gutter section is usually a foot to a foot and a half outside of that. So you got 24, 25, 26 - 52 feet for the roadway bed and then you have utilities.

Audience:

Craig Moody: 2-lanes what's out there now? Is it 11 foot or 12 foot

Casey Shell: We go back to 12 foot driving lanes Inaudible bridge and then sidewalk beyond that. Sidewalk is 5 feet wide Inaudible

Craig Moody: 42 feet. Because you - if we come back and build this, we have to make it ADA

compliant. It has to be accessible. People have to be able to pass each other on it. Unlike today, when we're up there, you know back then that - I'm sure it was a consideration but um - It's pretty tight through there right now. When two semis are passing buddy, it's real tight, even on a Inaudible good day. So this is what we're talking about that would be a lot wider. Then you have the rail outside of that.

Audience:

Craig Moody: Well, two 12 foot driving lanes, well, yeah. Yeah, I'd say 30-32 foot probably a pretty good estimate. Ya'll are asking some good questions, that's good.

Audience:

Craig Moody: Everybody going to fill out their form for us? Excellent. If you don't want to do it tonight, get online and fill it out for us. Yes ma'am.

Audience:

Craig Moody: This is a good question. How will the rail traffic be impacted during construction?

Casey Shell: It's a Inaudible . We have to coordinate with the railroad for and really the only time we would need to close the railroad or shut it down for a period of time is when we actually set the beams, the new beams over the railroad. Everything else to be done rail traffic continue just as it is right now. It's a very short duration of closure and we coordinate that with the railroad . The railroad is on site while we set the beams across the new span Inaudible.

Craig Moody: Yes ma'am

Audience:

Craig Moody: Scouring - The question is - will the pier structures themselves for the new bridge, the new Inaudible, deeper into the ground. Greg, that's a perfect question for you.

Greg Allen: Inaudible

Craig Moody: Typical construction design Inaudible - get better and better. Yes. You work for

us. He works for us.

David Conaway:

Panel & Audience:

Craig Moody: It currently looks or appears in this picture that there's two separate tracks there. If you're looking to the south of the bridge it looks like a pretty large rail yard or staging area. Is that correct? But as I crossed it I want to say there's 2 tracks there so 2 trains could actually ----

Casey Shell: One track is not active - that's an ODOT owned line there it's not an active line.

Craig Moody: Did everybody hear that? There is only one active rail line.

Audience & Panel:

Craig Moody: Any more questions? Yes sir.

Audience:

Craig Moody: Good question. What is our study doing right now for the west side of town? I think a few years ago we came out and worked - 6-8 years ago - huh? The east side yes. The question is - why is only the west side being studied right now and not the east side where this gentleman earlier said it bottlenecks?

Casey Shell: The reason we're here tonight is because we have a critically substandard, structurally deficient bridge out there that we've got to replace. And that's why we're here. Our focus is to get the bridge replaced and while we're here replacing the bridge, if it makes sense to take the 4-lane to a logical termini now. We might as well address it while we're here and that's why we're really just talking about the west side because the bridge is a necessity.

Audience:

Casey Shell: No. We wouldn't under this project. I mean from the east side, from the bridge east is not in our 8-Year Construction Work Plan.

Audience:

Casey Shell: Sir and that's something as a Division Engineer if a community has issues with a roadway, that's part of the decision making process is if the City comes to me or citizens come to me and say "hey, would you consider upgrading 33 to the east to a 4-lane section?" Then I can look at it, we can do traffic studies to determine the level of service of the roadway out there and the Inaudible of the 2-lane versus the 4-lane in that area as well.

Audience:

Craig Moody: The on street parking question is as Casey had said earlier when you have on street parking it would be the same issues on the east side as it is on the west side concerning the historic district or properties there within. Do we want to build an off-set alignment - how important is that on street parking? Can we widen out the preferred Inaudible existing or take a little bit more. Inaudible - we've been asking virtually the same question.

Audience:

Craig Moody: The next time I come out - Inaudible on street parking survey

Casey Shell: Well, Craig, let's just ask. By a show of hands, how many people would be concerned if they lost their on street parking in front of their house on the east side? West side

Craig Moody: Nobody's really worried about the on street parking?

Audience:

Craig Moody: Apparently it's not an issue. Yes ma'am.

Audience:

Craig Moody: Do you take that on the north or south side of the road because we're looking at , we're looking at - you want it to stay open to traffic during construction?

Audience:

Craig Moody: We'll tag team this one. The - I don't know if it's understood. Inaudible - The bridge that we're talking about that's in question you keep traveling on is in critical condition.

Audience: Well we know that.

Craig Moody: . So - if we just leave that alone and build another bridge somewhere else, eventually that bridge will be Inaudible.

Craig Moody: Ok, that's what we're talking about. Absolutely, building right adjacent to it and Inaudible

Casey Shell: What we do is we Inaudible on the old Inaudible and we put 2 lanes

Audience:

Craig Moody: Draw that on the map for me - I have extra maps here and please folks take extra maps, take extra surveys. There's probably - I don't know - 75 to a 100 folks here tonight. I printed up 150. Talk to your friends and neighbors about it. Get them involved also. Take your surveys with you because we know you are the stakeholders you take the time to come out but, there are a lot of other folks I'm sure that would be happy to hear about this. And being the Department of Transportation Public Involvement Officer I just love Inaudible. But, help us set the record straight. Yes ma'am.

Audience:

Craig Moody: On your comment form at the top, there is a little address. It says www.ok.odot. Something like that. Go to web page you'll see Guthrie Inaudible, you'll see my power point, you'll see the map, you'll see the questionnaire and when we come back after we complete this section of the phase, I'll be able to show ya'll graphically what the City of Guthrie decides was important.

Audience:

Craig Moody: Absolutely, yes ma'am we can do that. Yes ma'am.

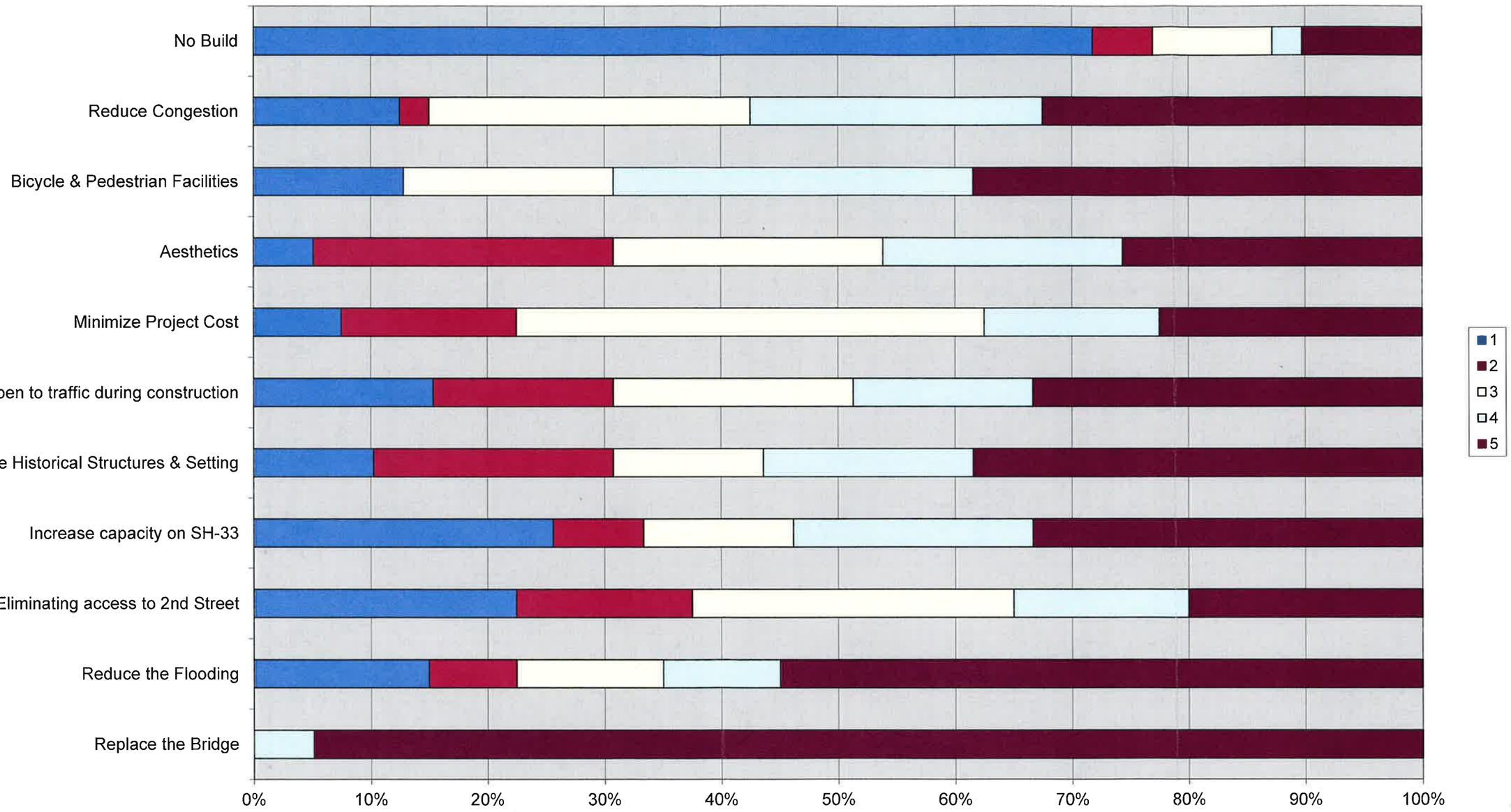
Audience:

Craig Moody: The question is - Is the City of Guthrie - what's more important to the home owners and the business owners or the City of Guthrie? I would like to think - and I'm not going to speak for the City of Guthrie but I would like to thing that the City of Guthrie and the home owners and business owners work together. So, that's a good way for me to wiggle out of that question. We're looking for a resolution. Thank you folks.

Public Survey Results 2009

	1	2	3	4	5	No Vote	Check
Replace the Bridge				2	37	1	40
Reduce the Flooding	6	3	5	4	22		40
Eliminating access to 2nd Street	9	6	11	6	8		40
Increase capacity on SH-33	10	3	5	8	13	1	40
Preserve Historical Structures & Setting	4	8	5	7	15	1	40
Road open to traffic during construction	6	6	8	6	13	1	40
Minimize Project Cost	3	6	16	6	9		40
Aesthetics	2	10	9	8	10	1	40
Bicycle & Pedestrian Facilities	5		7	12	15	1	40
Reduce Congestion	5	1	11	10	13		40
No Build	28	2	4	1	4	1	40

Cottonwood Creek Bridge Public Comments



OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

6/15/09

SH-33 Importance Survey

Personal Information is Optional

Name: Nancy Davison Address 2000 E. Roosevelt

e-Mail: City Guthrie State OK Zip 73044

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions	Scale of Importance (No Importance - - - - - - - - - - - - - - - - - - Strong Importance)				
	1	2	3	4	5
Replacement of the Cottonwood Creek Bridge	☐	☐	☐	☐	☑
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	☐	☐	☐	☐	☑
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	☐	☐	☐	☐	☑
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	☐	☐	☐	☐	☑
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	☑	☐	☐	☐	☐
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	☐	☐	☐	☐	☑
Minimize Project Cost	☐	☐	☐	☐	☑
Include Project Aesthetics (Would increase cost)	☑	☐	☐	☐	☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	☑	☐	☐	☐	☐
Reduce Highway Congestion	☐	☐	☐	☐	☑
Maintain existing conditions (Do not make any changes)	☑	☐	☐	☐	☐

Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

You may also fax this form to (405) 521-6917

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6/15/09

SH-33 Comment Form

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

COMMENTS:

Would like to know date
They will buy out property.
As this strongly affects
My Business. I sell all
My Plants Thru This
greenhouse at 1101 W Noble
in Guthrie, OK.
I start ordering all
supplies, seeds & materials
in Aug. each year.
I raise all my plants.

Nancy Dawson

Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

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Cottonwood Creek bridge Highway 33:

I own the building on the SW corner of 2nd and Noble (89er Bowl). If 2nd street is closed to traffic, I will then be on a dead end street. I believe that will adversely affect my business and decrease my property value. In reference to your statements on the intersection of 2nd & Noble (33), I have been in business at this location since 2000 and have not seen very many accidents at this intersection. Yes, there are some accidents and near misses, but where are there not accidents and near misses.

In respect to your traffic counts, I would assume that you would do the research on all aspects of this project.

What is the accident rate for this intersection for the last 1 or 5 years?

What is the traffic count for 2nd street northbound turning eastbound on Noble (33)?

What is the traffic count for eastbound Noble (33) to southbound 2nd street?

What is the traffic count for westbound Noble (33) to southbound 2nd street?

This intersection is a major access point to the downtown area.

When seconds count, how many will be added to the police officers response time when leaving the station? I see police officers all day long using the intersection of 2nd & Noble (33) to respond to incidents both east, west and points north from the station. If closed, I'm sure that there would eventually be someone that wished the officer had arrived a few seconds earlier. If you research this, please talk to the officers on the street and not the office personnel.

In regards to the water runoff, the intersection of 2nd and Noble (33) does not flood. This building was built in 1930 and in my research it has never flooded. In fact, in years past, the basement (11,000 sq.ft.) was used by a local lumber company to store dry goods such as sheetrock, bagged cement and lime and other products that had to be kept dry. I would assume that if the west side roadbed were raised that you would be sure that that flow of water to the east would not impact the east bank of the Cottonwood and the buildings that would be in a direct line with that flow.

The current bridge is not closed multiple times during the year. I believe we go multiple years in a row without a closure. When it does flood on the west side, the bridge is, more times than not, only closed for a day or two. Yes, there are occasions when it has been closed 3 or 4 days, but that is the exception. In reference to the police and fire coverage during the closures, they always post manpower on the west side before closing the bridge.

My opinion is that the bridge should be rebuilt as it is, although I could see it being extended west another block which would keep it from needing to be closed as often and affect fewer landowners. The flooding problem was addressed a few years ago and got as far as identifying land, upstream, for holding ponds. The plan apparently fell through the cracks and was abandoned. The money used to raise the roadbed out to 11th would be better used to control the flooding. As far as closing or leaving open the bridge during construction, I don't see that affecting me as much as a permanent closure of 2nd street. I would also like to know if I will still have access beside the new bridge to my overhead freight door for a semi-trailer truck to make deliveries.

Mark Pearson
89er Bowl
221 N. 2nd
Guthrie, Ok. 73044

Bus – 260-2695
Cell - 401-8700

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200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Benton's Service Center Inc. Address 1009 W. Noble Ave

e-Mail: Benton322@MSN.com City Guthrie State OK Zip 73044

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions

	Scale of Importance (No Importance ---------- Strong Importance)				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Minimize Project Cost	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Reduce Highway Congestion	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Maintain existing conditions (Do not make any changes)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐

Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

You may also fax this form to (405) 521-6917

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additional comments on back if needed

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SH-33

Comment Form

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

COMMENTS:

As a business owner on the projected construction area I am very concerned about the traffic being able to get to my business during the roadway construction and after the project is completed. I employee thirteen employees and have a responsibility to them and my customers to be able to have access to our small business that had over one million dollars in sales last year. We have been at this location for over 28 years and have invested in elevating our shop above the 100 year flood plain to allow our business to not be affected during the seasonal flooding. Our business operates and thrives on the 12,000 vehicles that pass by our location daily. The need to keep SH-33 open during construction is our priority and closing the road in front of our business would cripple us financially and would detour our customers to our competition.

The need for a new Cottonwood creek bridge is obvious but the decisions made on how and were this construction is located will affect all the businesses on SH-33, the tax revenue of the City of Guthrie and the people who depend on these businesses daily. We are the small businesses and the tax revenue which allows these projects to happen.

Sincerely,
Don E. Benton
Owner/proprietor
Benton's Service Center Inc.

Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Jim AND KATHRYN Smith Address 1911 W. Noble Avenue

e-Mail: City Guthrie State OK Zip 73044

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SH-33 Comment Form

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COMMENTS:

We would like to see the new Cottonwood Creek bridge have a historical look in keeping with the town's historical look.

Also, do not like the idea of widening Mobile Avenue. People might start to drive over the speed limit by having more lanes and it would remove so many mature trees. It would increase noise and loose the close neighborhood feel. We just wouldn't want the traffic any closer to our front door.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

8/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Cheryl Tarter Address

e-Mail: cheryl.t1@cox.net City State Zip

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions	Scale of Importance (No Importance ---------- Strong Importance)				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Minimize Project Cost	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Reduce Highway Congestion	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Maintain existing conditions (Do not make any changes)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐

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6/4/09

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Oklahoma City, OK 73105-3204
http://www.odot.org

SH-33 Importance Survey

Personal Information is Optional

Name: Melonie Zwemke Smith Address 308 Hill Dr

e-Mail: City Guthrie State OK Zip 73044

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Desired Actions

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6/4/09

SH-33

Comment Form

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COMMENTS:

City of Guthrie is Historic - yes the buildings on the west side are not pretty — but alot of us make our Living on W. Noble, rebuild the bridge + Leave the building alone — Dot needs to clean + replace the sewer Lines that they crushed + then filled in on W. Noble. Then when the water comes up, the water (at least some of it - and lenght of time of it) the water is able to Drain! There is no need to take the businesses away if all you are doing is widening the road and replacing the bridge —

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Kester Branch Address 507 E Warner

e-Mail: blackpearlsailing at yahoo.com City Guthrie State OK Zip 73044

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Jun 17 09 09:32a GEMS (405) 282-0285 p.1

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Oklahoma City, OK 73105-3204
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6/4/09

SH-33

Comment Form

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

COMMENTS:

The Cottonwood Creek Bridge is an incredibly important piece of infrastructure for the City of Guthrie. The current condition is atrocious and replacement is long past due. It is my opinion that many birds can bill killed with one stone here. The west side of Guthrie from 5th street to 11th street could certainly use some drastic urban renewal. What better way to do it than to include it within the scope of this project. The widening of the roadway along with an elevation change should accomplish this nicely. I have seen many circumstances where an ODOT Highway project has left a city in far better shape. I can think of no better place than the first Capital of Oklahoma for ODOT to strut their stuff and show all Oklahomans how remarkable this bridge and associated improvements can be. I see a bridge that not only pays homage to the past, but also brings Guthrie's horrendous traffic into the 21st Century.

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Jun 17 09 09:32a GEMS (405) 282-0285 p.2

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Oklahoma City, OK 73105-3204
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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Randy Goodnow | Address: 706 W. Noble

e-Mail: ED2226@ptl.net | City: Guthrie | State: OK | Zip: 73044

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

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Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☑
Minimize Project Cost	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☑
Include Project Aesthetics (Would increase cost)	1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐
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COMMENTS:

I've done business on Jr. Noble for 10 years the flooding is not a big factor. It's part of living & doing business on the west side. The longest the Rd. (Hwy 33) has been shut down is 2 days. Just Detour around. Hwy 33 has been detoured for the last month due to a ~~film~~ movie being filmed. Nobody complained. There is no conjestion at 2nd st. like we were led to believe at the meeting. Any town at certain times of the day are conjested. Please rebuild the bridge maybe a little wider put 2 lanes ~~thru~~ each side up to 11th St. (Highest it's ever flooded.) Don't tear our town apart. People come to Guthrie for it's Historical value! There is room to do this project without a super-Highway being built. Please leave our town with as little being torn down distroyed as possible.

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Randy Kellogg Address P.O. Box 1871

e-Mail: Kellogg.randy@Yahoo.com City Guthrie State OK Zip 73056

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X Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
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XX Maintain existing conditions (Do not make any changes)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐

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COMMENTS:

* Access to 2nd street is important access to Post Office + City Hall unless 1st street can be improved for access.

xx Unacceptable, Bridge must be replaced!

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: DARRELL BURNETT Address 1315 W. NOBLE

e-Mail: DRPDBURNETT@SBCGLOBAL.NET City GUTHRIE State OK Zip 73044

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

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Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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6/4/09

SH-33

Comment Form

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COMMENTS: DARRELL BURNETT

I THINK THAT YOU SHOULD REBUILD THE COTTONWOOD CREEK BRIDGE AS CLOSE TO THE ORIGINAL SIZE AS POSSIBLE KEEPING AS MUCH AS POSSIBLE OF THE HISTORICAL LOOK, I AM JUST A THREE YEAR RESIDENT OF GUTHRIE SO I DON'T KNOW THE HISTORY ABOUT HOW OFTEN THE CREEK FLOODS OR WHAT WAS BEEN DONE TO CONTROL THE FLOODING. I WOULD THINK THAT SOMETHING COULD BE DONE TO THE CREEK ITSELF TO REDUCE THE FREQUENCY OF FLOODING.

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Paula Burnett Address 1315 W Noble

e-Mail: dcpdburnett@sbcglobal.net City Guthrie State OK Zip 73044

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Terry Hamilton Address 11100 whitehouse Rd

e-Mail: thamilton@nicholshills.net City Cedar Valley State Zip

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SH-33

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COMMENTS:

Realizing it cant be done without any incanbience I say do it as fast as possible with the least Expense

Maintaining aesthetics is not important to me. Neither are the trees. I love both but this is an expensive long term solution and the money should be spent on an appropriate quality bridge + road that will meet needs into the foreseeable future i.e. 4 lane road & bridge.

Thanks, great meeting

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: NELDA B. BROWN Address 410 E. Washington Ave

e-Mail: nelda b@cox.net City GUTHRIE State OK Zip 73044

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Desired Actions

Scale of Importance: No Importance ---------- Strong Importance

	1	2	3	4	5
Replacement of the Cottonwood Creek Bridge	☐	☐	☐	☐	☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	☐	☐	☐	☐	☒
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	☐	☐	☐	☐	☒
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	☐	☐	☐	☒	☐
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	☐	☐	☐	☐	☒
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	☐	☐	☒	☐	☐
Minimize Project Cost	☐	☐	☒	☐	☐
Include Project Aesthetics (Would increase cost)	☐	☐	☐	☐	☒
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	☐	☐	☐	☐	☒
Reduce Highway Congestion	☐	☐	☐	☐	☒
Maintain existing conditions (Do not make any changes)	☒	☐	☐	☐	☐

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You may also fax this form to (405) 521-6917

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DIVISION
6/4/09

SH-33 Comment Form

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COMMENTS:

I know the 72-year-old viaduct in Guthrie must be replaced. And, soon. 4-lane is good.

Cars are usually not parked along W. Noble Ave. so I don't think that is an issue.

I would fully support a Hwy 33 TRUCK BYPASS. We really don't need large semi's trying to get through Guthrie. Most do not stop & shop.

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PLANNING & RESEARCH
DIVISION
6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: David Conaway Address 1611 W. NOBLE AVE.

e-Mail: dconaway@cox.net City Guthrie State OK Zip 73044

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For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions

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COMMENTS:

I am concerned about my steep sloped driveway onto SH33. That is our only access to our garage and property

I am also concerned about maintaining a free flowing construction detour.

We have lived here 16 years. There is no traffic problem and the road is wide enough just like it is right now.

People, including children, cross the street to go to the park, walk etc. It is no place for a 4 lane.

Traffic flow problems in town is on the east end of the viaduct. They are caused by the traffic light cycles.

4 lane bridge, OK. 4 lane road NO. That is West Noble Ave, A residential neighborhood street, NOT a super highway.

Problem with our traffic is NOT too much, but too fast now. 4 lanes will speed it up more.

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SH-33 Importance Survey

Personal Information is Optional

Name: TERRY MORGAN Address 4024 S DIVISION

e-Mail: 409-5093 CELL City GUTHRIE State OK Zip 73044

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COMMENTS:

Build A Bridge - So The People of Guthrie Can Get To West End of Town & Back To Downtown
Kingfisher - Golf Courses - Count

I Have Two Houses 1 on 1012 West Manson
914 West College Have Nat. Flood Ins. Policy

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SH-33 Importance Survey

Personal Information is Optional

Name: Mike Pearson Address PO Box 634

e-Mail: commissiondistrict2@gmail.com City Guthrie State OK Zip 73044

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COMMENTS:

Let CORPS OF ENGINEERS CORRECT THE FLOODING PROBLEM
BUILD BRIDGE FROM 2nd to 5th 4 Lane.
DURING CONSTRUCTION, CLOSE BRIDGE & CREATE
GOOD BYPASS ON COLLEGE.

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SH-33 Importance Survey

Personal Information is Optional

Name: Lisa M Graham Address 301 N 2nd Street

e-Mail: darkophelia1923@yahoo.com City Guthrie State OK Zip 73044

(405) 637-4609

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COMMENTS:

I live on the right side of the bridge, and would like to know what will happen to my home?

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SH-33 Importance Survey

Personal Information is Optional

Name: Rosalee Jones Address 423 N. Broad

e-Mail: ramcoschip423@yahoo.com City Guthrie State OK Zip 73044

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COMMENTS:

Traffic from west side to East side very important.

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: John Beck Address 1023 W College

e-Mail: beck_john@hotmail City Guthrie State OK Zip 73044

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COMMENTS:

I am concerned with:
how much right of way you will buy
how much you will raise the highway
Most of all what will happen with
local traffic during construction

Consider the load limit of the
bridge on college for a detour.
Is it too light for semi trucks?
IT is definitely too narrow!!

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: SHARYL PADGETT Address 1303 N. ASH

e-Mail: spadgett23@sbcglobal.net City GUTHRIE State OK Zip 73044

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COMMENTS:

Have you consider 3 lanes instead of 4 utilizing a turning lane & preserving frontage of homes?

Access to 2nd street from 33 hwy needs to remain accessible — City offices are on 2nd street!

On street parking not a concern.

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Donald h. Coffin Address 813 W. Noble

e-Mail: N/A City Guthrie State OK Zip 73044

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You may also fax this form to (405) 521-6917

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

6/4/09

SH-33 Comment Form

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

COMMENTS:

We are excited about the project and hope it will be a 4 lane highway. We'll be glad to cooperate any way we can.

We'd like for the project to start as soon as possible.

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Tenny Maker Address 407 Commerce BLVD

e-Mail: Tenny@City of Guthrie City Guthrie State ok Zip 73047

Street Supt. City of Guthrie

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions	Scale of Importance (No Importance - - - - - - - - - - - - - - - - - Strong Importance)				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Minimize Project Cost	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce Highway Congestion	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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COMMENTS:

* the Storm Water line under SH 33 at 11th is open & has been Vidied. We do have that CD.

* Would like to see road raised & a 4 Lane Rd installed. Would like to see the Flooding issue solved.

4 - 12' driving lanes
52' road way bed

* Would like to see just to the S. 2 new lanes built & traffic moved to that bridge & the old Bridge removed & the other 2 lanes built

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: George Privette Address 1424 W Noble

e-Mail: gprivette@stockmansob.com City Guthrie State OK Zip 73044

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For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions

Scale of Importance: No Importance - - - - - - - - - - - - - - - - Strong Importance

Desired Actions	1	2	3	4	5
Replacement of the Cottonwood Creek Bridge	☐	☐	☐	☐	☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	☐	☐	☒	☐	☐
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	☐	☐	☒	☐	☐
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Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	☐	☐	☐	☐	☑
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	☐	☐	☐	☐	☑
Minimize Project Cost	☐	☐	☒	☐	☐
Include Project Aesthetics (Would increase cost)	☐	☐	☐	☐	☒
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	☐	☐	☒	☐	☐
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COMMENTS:

My preference would be replacement of the existing bridge with minimal increase to the present footprint.

Guthrie is well known for its quaintness and charm. A 4-lane through a historic neighborhood destroys much of this.

I own one of the historic homes displayed in the powerpoint presentation. It has been in my family since 1943 and I have spent a lot of time and money on it simply for the pleasure of owning an attractive historic property.

West Side Guthrie is not as prestigious as the East Side, although many of Guthrie's ~~most~~ oldest, most attractive homes are located on the West Side. Please do not add to our demise by 4-laning our side of town while leaving the East Side untouched.

Call me anytime at 641-6066 Thank you for your consideration.

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SH-33 Importance Survey

Personal Information is Optional

Name: _____ Address _____

e-Mail: _____ City _____ State ____ Zip _____

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SH-33 Importance Survey

Personal Information is Optional

Name: Bennie Barker Address 1901 W. Mansur

e-Mail: bennie@cityofguthrie.com City Guthrie State OK Zip 73099

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Chyrel Peters Address 4717 Forest Hills

e-Mail: chyrelp@yahoo.com City Noble State OK Zip 73068

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Jay L. Herbert
Right-of-Way Division
Relocation Branch
Field Supervisor

200 N. E. 21st Street
Oklahoma City, OK 73105-3204

Office: (405) 521-2648
Fax: (405) 522-1858
Cell: (405) 684-1149
E-mail: jherbert@odot.org

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Oklahoma Department of Transportation

SH-33 Importance Su

Personal Information is Optional

Name: ALI KHAN Shamrock gas station Address 823 W. Noble

e-Mail: KoolAli78@yahoo.com City Guthrie State OK Zip 73044

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

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SH-33 Importance Survey

Personal Information is Optional

Name: Chuck Hayes Address 117 E. Noble

e-Mail: hayesfh@yahoo.com City Guthrie State OK Zip 73044

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SH-33 Importance Survey

Personal Information is Optional

Name: _____ Address _____

e-Mail: _____ City _____ State ____ Zip _____

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Katie Foote Address 1624 W. Logan Ave

e-Mail: katiedwiens@yahoo.com City Guthrie State OK Zip 73044

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Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Minimize Project Cost	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce Highway Congestion	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Maintain existing conditions (Do not make any changes)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐

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You may also fax this form to (405) 521-6917

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200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Rene Spineta Address 201 N. 13th St

e-Mail: rspineta@cityofguthrie.com City GUTHRIE State OK Zip 73044

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions

	Scale of Importance (No Importance ---------- Strong Importance)				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
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Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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Minimize Project Cost	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce Highway Congestion	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Maintain existing conditions (Do not make any changes)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐

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SH-33 Importance Survey

Personal Information is Optional

Name: Sandy H. Adams Address 417 E. Noble Ave

e-Mail: sandyhadamsnaw@sbcglobal.net City Guthrie State OK Zip 73044

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Desired Actions

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Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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SH-33 Importance Survey

Personal Information is Optional

Name: Kent Denham DBA. Guthrie Bicycle Address 224 N. 2nd St.

e-Mail: City Guthrie State OK Zip 73044

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Desired Actions

Scale of Importance

	No Importance ---------- Strong Importance				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☑
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☑	4 ☐	5 ☐
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☑	2 ☐	3 ☐	4 ☐	5 ☐
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☑
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Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☑
Reduce Highway Congestion	1 ☐	2 ☐	3 ☐	4 ☐	5 ☑
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6/4/09

SH-33

Comment Form

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

COMMENTS:

My business is located on the SOUTH-EAST CORNER of SH 33 AND 2ND St. DBA. GUTHRIE Bicycles. I have occupied this CORNER since 1987 AND have a close view of traffic OR flooding conditions. I welcome the re-placement of the bridge for safety AND growth for the community. The AMOUNT of traffic AND congestion is very heavy at peak times AND I have dealt with occaisonal CUT-THRU drivers ACCROSS my corner driveway. Of course my OUT-SIDE display could be damaged OR worse a bike Riding CUSTOMER exiting my door being hit concerns me. I've seen many fender-benders at this intersection. THREE OR four lanes would be a nice improvement along this busy STRETCH WITH IMPROVEMENTS for bicyclists & pedestrians A high priority. I know my business of 25 years will be greatly impacted by improvement to the BRIDGE AND RODEWAY, but I welcome the opportunity of GROWTH AS A RESULT of PROGRESS. I would ABSOLUTELY oppose closing ACCESS to 2ND St. unless I AM forced to sell AND relocate.

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Jun. 8. 2009 10:04AM ONE STOP COPY SHOP No. 0689 P. 1

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Irene McCullough Address 1312 W. Noble

e-Mail: City Guthrie State OK Zip 73044

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Desired Actions	Scale of Importance (No Importance ---------- Strong Importance)
Replacement of the Cottonwood Creek Bridge	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☑
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐
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Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☑
Minimize Project Cost	1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐
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Reduce Highway Congestion	1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐
Maintain existing conditions (Do not make any changes)	1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐

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SH-33 Comment Form

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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Ellen Gomes (City Council Member) Address 2108 W. MANSUR

e-Mail: City Guthrie State OK Zip 73045

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Desired Actions	Scale of Importance (No Importance ---------- Strong Importance)				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☐	3 ☒	4 ☒	5 ☐
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Minimize Project Cost	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Reduce Highway Congestion	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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SH-33 Comment Form

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SH-33 Importance Survey

Personal Information is Optional

Name: _____ Address _____

e-Mail: _____ City _____ State ____ Zip _____

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For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions	Scale of Importance (No Importance - - - - - - - - - - - - - - - - - Strong Importance)				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Minimize Project Cost	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Reduce Highway Congestion	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
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SH-33 Importance Survey

Personal Information is Optional

Name: [illegible] Address [illegible]

e-Mail: [illegible] City [illegible] State [illegible] Zip [illegible]

Cox, [illegible]

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For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions	Scale of Importance No Importance - - - - - - - - - - - - - - - - Strong Importance
Replacement of the Cottonwood Creek Bridge	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐ 2 ☐ 3 ☐ 4 ☒ 5 ☐
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SH-33 Importance Survey

Personal Information is Optional

Name: REX Morgan cars Address PO Box 307

e-Mail: R & N contusion City Guthrie State OK Zip 73044

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Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Anne Pearson Address 3900 S Westminster

e-Mail: City Guthrie State OK Zip 73644

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Desired Actions

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Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
Minimize Project Cost	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce Highway Congestion	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Maintain existing conditions (Do not make any changes)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐

Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

You may also fax this form to (405) 521-6917

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

6/4/09

SH-33 Comment Form

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

COMMENTS:

Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

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200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: _____ Address _____

e-Mail: _____ City _____ State ____ Zip _____

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

Desired Actions	Scale of Importance (No Importance ---------- Strong Importance)				
Replacement of the Cottonwood Creek Bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Reduce the frequency of Roadway Flooding (Would require raising the grade of the roadway)	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Eliminating access to 2nd Street upon replacing Cottonwood Creek Bridge (Raising the grade of SH-33 would eliminate the access)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Increasing capacity of SH-33 from US-77 to 19th St. (Add Lanes to SH-33)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Preserving Historical Structures and Historic Setting (trees) along SH-33 (Closing the road during construction would minimize the impact)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Keep SH-33 open to traffic during construction (Would increase cost and construction time)	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
Minimize Project Cost	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Include Project Aesthetics (Would increase cost)	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
Improve Bicycle and Pedestrian Traffic (ADA Compliant)	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
Reduce Highway Congestion	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
Maintain existing conditions (Do not make any changes)	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐

Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

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6/4/09

SH-33 Comment Form

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200 N.E. 21st Street
Oklahoma City, OK 73105-3204
http://www.odot.org

6/4/09

SH-33 Importance Survey

Personal Information is Optional

Name: Karla Privette Address 1424 W. Noble

e-Mail: City Guthrie State OK Zip 73044

The Cottonwood Creek Bridge was built in 1937 and is now Structurally Deficient with elements in Critical Condition. SH-33 currently carries 11,500 vehicles per day and is projected to carry 16,500 vehicles per day by the year 2030.

For each question below please mark the appropriate box that best fits your opinion on the importance of this issue. Use the scale to match your opinion

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6/4/09

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Please submit comments by: June 19th, 2009 to the address above at the attention of "Public Involvement Branch"

You may also fax this form to (405) 521-6917

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

Public Meeting Summary

Date:
05/17/2012

Time:
6:00 p.m.

Location:
First Christian Church
402 E. Noble, Guthrie, OK

Project:
SH-33

Prepared By:
Kathryn St. Clair

CP&Y Attendees:
Kathryn St. Clair and Andy Atlas

ODOT Attendees:
Frank Roesler (Public Involvement), Niki Powell, Shannon Sheffort, Steven Jacobi, Noble Solomon, Mike Hargus, Bob Rusch (District 2), Nancy Ashton, Craig Moody, Bruce Silvey, Cole Hackett, Donna Jacobs, Jonathan Arps (Division 4), Eduardo Elder, Siv Sundaram (Environmental Programs - EPD), Scott Sundermeyer (Environmental Programs- Cultural Resources), Robert Bartlett (Environmental Programs- Cultural Resources)

Other Attendees (***in addition to the general public and local business owners***):
Rene Spineto (City of Guthrie), CR Spineto (City of Guthrie), Ellen Gomes (Guthrie City Council Member), Bennie Barke (City of Guthrie), Nathan Turner (OK Territorial Museum), Mary Murphey (Logan County District 1), Wayne Murphy (Logan County District 2), Jerry Gammill (Guthrie Public Schools)

Purpose:
The purpose of the meeting was for ODOT and their representatives to update the local community and solicit comments about ODOT's proposed project to reconstruct SH-33 over Cottonwood Creek in Guthrie, OK. The purpose of the meeting was also provide information regarding preliminary design decisions and environmental impact studies information.

Meeting Structure:
ODOT presented a Power Point Presentation to provide the audience with project information. The presenter fielded general questions, and then referred the audience to the specific stations set up around the room where answers could be addressed directly from ODOT's staff of engineers, relocation specialists, environmental specialists, and cultural resource specialists. Attendees were encouraged to sign the sign-in sheet and complete public comment forms provided at the sign-in table.

Opening Remarks and Presentation:
Frank Roesler, started the meeting with the project background and explained the purposed and need for the bridge replacement, indicating it is a structurally deficient bridge and has been rated as critical. The bridge was built in 1937 and has an ADT of 11,500 vehicles per day which will increase at an estimated 16,500 vehicles by the year 2030. Frank conducted a Power Point presentation which provided the audience with images of the bridge, the proposed project area and details on the condition of the bridge.

This meeting summary has been prepared by CP&Y. If there are any conflicts or disputes with any statements above, please inform CP&Y in order that a resolution can be reached.

A project timeline outlined the projected milestones leading up to the bridge reconstruction. ODOT provided information on the environmental constraints associated with the project and explained to the audience the NEPA process and ODOT's decision making process. The presentation also outlined the alternatives considered during the decision making process, and key components to the proposed bridge design. Project information presented also included cost estimation and a construction period timeline. ODOT provided information on the ROW acquisition process and needs, and solicited questions from the audience. ODOT also requested that individuals complete comment forms and submit these at the meeting or mail them in.

Group Discussion on the Project Need and Proposed Design:

The group then began asking questions primarily regarding the proposed bridge design, pedestrian facilities, and relocation of homes and businesses. ODOT had numerous stations set up to field specific questions. ODOT engineers were available to assist the public in understanding the proposed bridge design and layout, cultural resource specialists assisted those with questions relating to historic resources, and relocation specialists assisted those with relocation questions. Many people expressed an interest in having a bicycle and pedestrian facility associated with the bridge and roadway modification.

This meeting summary has been prepared by CP&Y. If there are any conflicts or disputes with any statements above, please inform CP&Y in order that a resolution can be reached.

May 10, 2012

Mr. Gary Corino
Federal Highway Administration
5801 North BroadwayExtension, Suite 300
Oklahoma City, OK 73118

RE: State Highway 33 (Noble Street) Bridge over Cottonwood Creek and BNSF Railroad in the City of Guthrie, Logan County, Job Piece Number 21860(04)

Dear Mr. Corino,

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to replace the bridge on State Highway 33 (Noble Street) over Cottonwood Creek and the BNSF Railroad (See enclosed location map). The purpose of the project is to improve the safety of the existing Cottonwood Creek bridge and SH-33 and reduce flooding frequency and congestion on SH-33.

A public meeting to present information about the project and get feedback from the community will be held at 6:00 p.m., May 17, 2012 at the First Christian Church, 402 E. Noble Avenue, Guthrie, OK. The meeting will include information regarding preliminary design decisions and environmental impact studies to date.

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

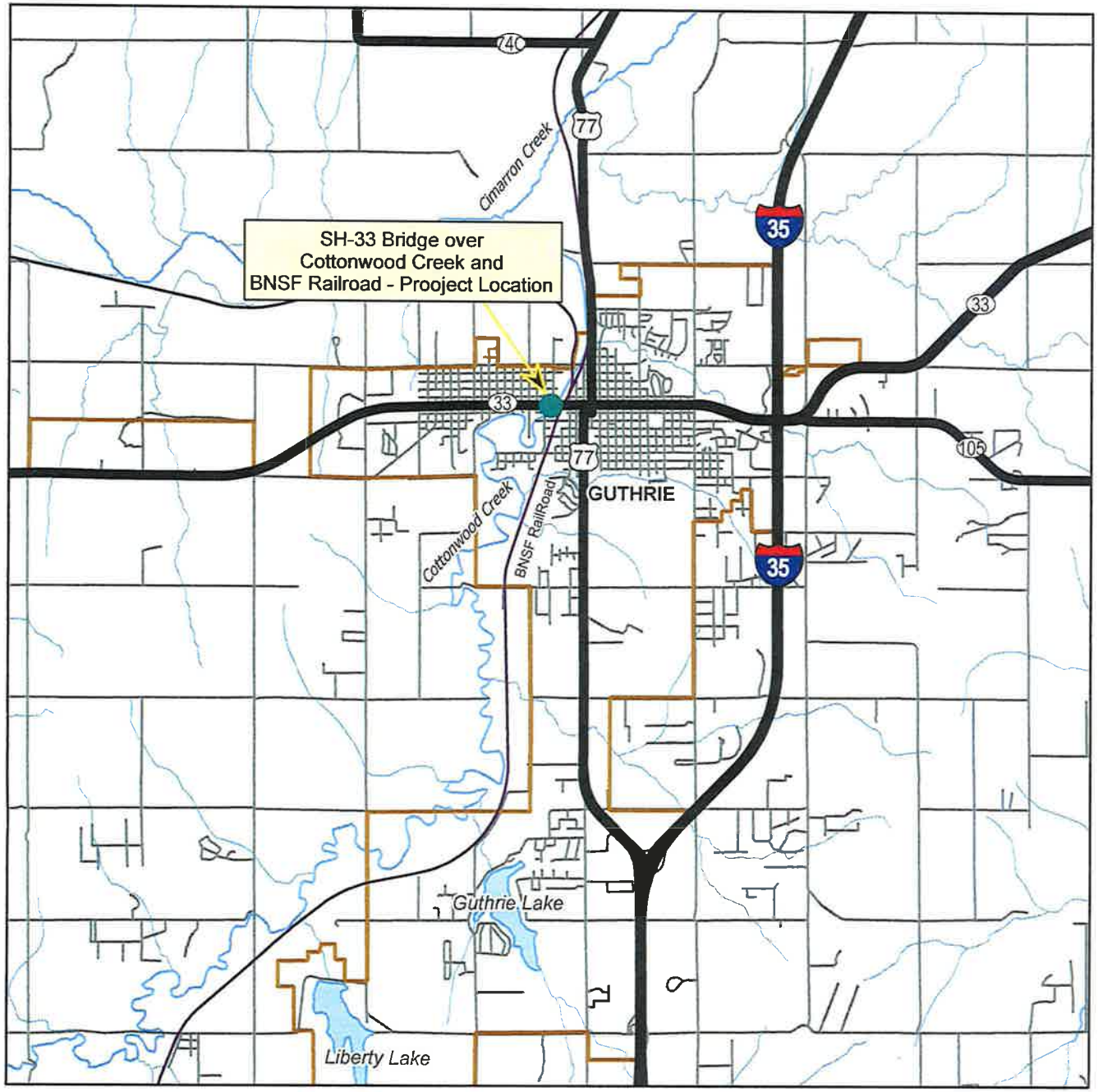
Should you have any questions regarding the project, please contact Nancy Ashton, ODOT Environmental Coordinator at (405)521-2676 or nashton@odot.org.

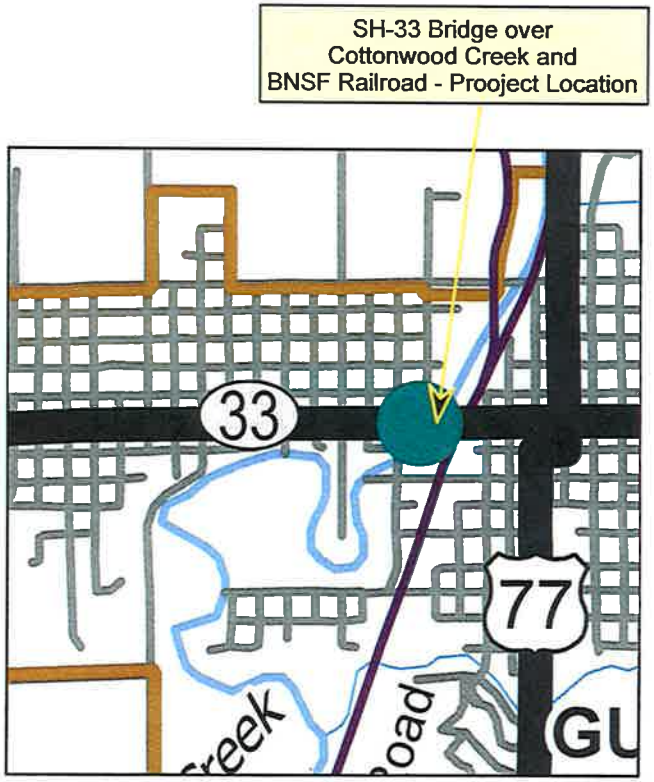
Sincerely,

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

DRS: NJA

Enclosures: Location Map





Enlarge Plan - Guthrie

Bridge Project
JP # 21860(04), NBI # 05047

SH-33 over Cottowood Creek .
Located .25 mi West of US-77

Logan County
City of Guthrie Bridge Project

N
W E
S

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PLANNING & RESEARCH DIVISION
GIS MANAGEMENT BRANCH
200 N.E. 21ST. STREET
OKLAHOMA CITY, OKLAHOMA 73105

G:/V.6.1/Environmental/Environmental_Projects_050412.gws

Sheriff Jim Bowman
312 E HARRISON 73044

Mr. Gary Corino
Federal Highway Administration
5801 North BroadwayExtension, Suite 300
Oklahoma City, OK 73118

Commissioner Greg Love
OK Transportation Commissioner
10601 N. Pennsylvania
Oklahoma City, OK 73120

Chariman Monty Pierce LOGAN CO
~~Board of County Commissioners~~
~~Logan County Courthouse~~
~~301 E. Harrison~~ PO Box 538 COURT
Guthrie, OK 73044

The Honorable James M. Inhofe
U.S. Senate
453 Russell Senate Office Building
Washington, DC 20510-3603

The Honorable James M. Inhofe
U.S. Senate
1900 NW Expressway, Suite 1210
Oklahoma City, OK 73118

The Honorable Tom A. Coburn
U.S. Senate
172 Russell Senate Office Building
Washington, DC 20510-3603

The Honorable Tom A. Coburn
U.S. Senate
100 North Broadway, Suite 1820
Oklahoma City, OK 73102

The Honorable Frank D. Lucas
U.S. House of Representatives
2311 Rayburn House Office Building
Washington, DC 20515-0001

The Honorable Frank D. Lucas
U.S. House of Representatives
10952 NW Expressway, Suite B
Yukon, OK 73099

The Honorable Jim Halligan
State Senate
2300 North Lincoln Blvd., Room 520
Oklahoma City, OK 73105

The Honorable Jason W. Murphey
State Representative
2300 North Lincoln Blvd., Room 400B
Oklahoma City, OK 73105

✓ Mr. John Johnson
Executive Director
Association of Central Oklahoma Governments
21 E. Main, Suite 100
Oklahoma City, OK 73104-2405

✓ Mayor Chuck Burtcher
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

✓ Councilmember John Wood
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

✓ Councilmember Trey Ayers
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

✓ Councilmember Mary Coffin
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

✓ Councilmember Patty Hazlewood
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

✓ Councilmember Sheri Mueller
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

✓ Councilmember Gaylord Z. Thomas
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

Serenia Breland
City Manager ~~Matt Mueller~~
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

Ms. Jeanette Nance
Office of the Governor
2300 N. Lincoln Blvd., Suite 212
Oklahoma City, OK 73105

✓ Chief of Police Damon Devereaux
City of Guthrie
306 W. Oklahoma
Guthrie, OK 73044

✓ Fire Chief Eric Harlow
City of Guthrie
209 E. Springer Avenue
Guthrie, OK 73044

Superintendent Mike Simpson
Guthrie Public Schools
802 E. Vilas
Guthrie, OK 73044

Logan County Historical Society
P.O. Box 1512
Guthrie, OK 73044

Logan County Economic Development Council
212 W. Oklahoma
Guthrie, OK 73044

Guthrie Chamber of Commerce
212 W. Oklahoma
Guthrie, OK 73044

✓ Community Development Director
Rene' Spineto
City of Guthrie
P.O. Box 908
Guthrie, OK 73044-0908

Logan Medical Center
P.O. Box 1017
Guthrie, OK 73044

Mark Sharpton Logan Co Comm. ~~215~~ 2315 SW 19TH 73044
Michael Pearson .. 1550 N. MIDWEST BLVD

Southwestern Bell
800 N. Harvey, Room 160
Oklahoma City, OK 73102

Sue Altebaumer
P.O. Box 116
Guthrie, OK 73044

Tiffany Lindsey Cole
314 E. Noble
Guthrie, OK 73044

Phillip & Pamela Reed Trust
P.O. Box 1845
La Jolla, CA 92038

First Christian Church
402 E. Noble
Guthrie, OK 73044

Dennis & Myrna Laughlin
407 E. Noble
Guthrie, OK 73044

Robert & Sharon Davis
411 East Noble
Guthrie, OK 73044

Michael & Mary Savory
1123 N. Oak
Guthrie, OK 73044

Sandy & Stephen Adams
417 E. Noble
Guthrie, OK 73044

Borrego Family Trust
422 E. Noble
Guthrie, OK 73044

Federal National Mortgage Assn.
P.O. Box 650043
Dallas, TX 75265-0043

Miles Living Trust
1602 Twin Spires Trail
Guthrie, OK 73044

James Ong
122 W. Noble
Guthrie, OK 73044

Federal Jail Preservation Soc.
302 N. Second
Guthrie, OK 73044

Wallace Owens
3374 Sunny Acres Lane
Guthrie, OK 73044

Elda L. McCoy
P.O. Box 1461
Guthrie, OK 73044

Three M. Investments
P.O. Box 977
Guthrie, OK 73044

Rex & Nicki Morgan
P.O. Box 307
Guthrie, OK 73044

Brian Gibbs
520 N. Division
Guthrie, OK 73044

Lyle Dunham
2105 Gloria Place
Guthrie, OK 73044

Charles & Rose Jones
423 N. Broad
Guthrie, OK 73044

Franklin & Ann Family, LLC
P.O. Box 1489
Guthrie, OK 73044

Jimmy Clymer
4000 S. Douglas
Guthrie, OK 73044

Beulah Nelson
HC 71 Box 198C
Kingston, OK 73439

Rex & Nicki Morgan
P.O. Box 307
Guthrie, OK 73044

Shawn and Brenda Porter
1851 S. Post Road
Guthrie, OK 73044

Margaret & Ellis Lorimor
3150 E. County Rd. 74
Guthrie, OK 73044

Noble 7, LLC
3603 N. Horseshoe Dr.
Guthrie, OK 73044

Clyde Herman Teuscher Trust
P.O. Box 6255
Norman, OK 73070

Greg & Keri Scheihing
611 E. Warner
Guthrie, OK 73044

Misty & Shad Beauchamp
1424 S. Henney
Guthrie, OK 73044

Gary or Patricia Cornforth
9924 S. Kelley
Guthrie, OK 73044

Connie Gann
P.O. Box 124
Guthrie, OK 73044

Betty Charles-Marth
1124 W. Noble
Guthrie, OK 73044

Loretta L. French Jardel
1120 W. Noble
Guthrie, OK 73044

Robert E. Sullivan
1224 W. Noble
Guthrie, OK 73044

John & Betty Goodwin Sr.
P.O. Box 71
Guthrie, OK 73044

Mull Properties LLC
6403 N.W. Grand Blvd.
Suite 200
Oklahoma City, OK 73116

Frank Wilson Trust
1510 W. Washington
Guthrie, OK 73044

Marvin Gardner
2115 W. Eseco
Cushing, OK 74023

Noble Avenue Baptist Church
1219 W. Noble
Guthrie, OK 73044

Michael Keenan
2177 Rockledge Dr.
Rockledge, FL 32955

Chris Steffee & Suzanne Adams
1123 W. Noble
Guthrie, OK 73044

Don E. Benton Rev. Liv. Trust
1215 Mockingbird Dr.
Guthrie, OK 73044

Nino Thomas Stambeck
919 N.W. 21st
Guthrie, OK 73044

Bruce & Shirley Silvey
1297 N. Council Road
Crescent, OK 73028

Manjit & Sarbjit Hayer
923 W. Noble
Guthrie, OK 73044

Donald & Shirley Coffin Tr.
P.O. Box 1305
Guthrie, OK 73044

ATCH, LLC
3521 Homesteaders Lane
Guthrie, OK 73044

Treyron, LLC
1130 N. Oak
Guthrie, OK 73044

Terry Smith
303 North Division
Guthrie, OK 73044

Jon & Tina Heyvaert
419 N. Division
Guthrie, OK 73044

Equity Trust Co. Custodian FBO
Richard Reno Roth IRA
Box 1529
Elyria, OH 44036

Dwane & Connie Sorrell
275 Simpson Rd.
Edmond, OK 73034

Dwane & Connie Sorrell
175 Simpson Rd.
Edmond, OK 73034

Velma Edens
324 N. Second
Guthrie, OK 73044

Lisa Graham
301 North Second
Guthrie, OK 73044

Bancfirst
P.O. Box 160
Guthrie, OK 73044

Bob Walker
1405 Woodview Lane
Edmond, OK 73013

Kent Denham
224 N. Second
Guthrie, OK 73044

Bambi J. Osborn
113 N. Second
Guthrie, OK 73044

Charles Doolittle
5604 Cloverlawn Drive
Oklahoma City, OK 73135

Janet Walker
319 Wagon Trail
Guthrie, OK 73044

Gary Good Properties
2614 NW 62nd
Oklahoma City, OK 73112

A & T Investments, L.P.
514 N. Maple
Guthrie, OK 73044

James & Bonita Johnston
1203 Mockingbird Rd.
Guthrie, OK 73044

Ralph & Jeanette Gray
1215 W. Cleveland
Guthrie, OK 73044

Lindsay & Leah Eastman
1223 W. Cleveland
Guthrie, OK 73044

Jeff Blair
105 W. Harrison
Guthrie, OK 73044

Jeff Charles Ward
1115 E. Pullman Dr.
Wasilla, AK 99654

Franklin & Ruth Walters
P.O. Box 1561
Guthrie, OK 73044

Carlston Barsica Trust
1016 West Warner
Guthrie, OK 73044

Johnny Gooden
1212 Willow Creek
Guthrie, OK 73044

Lyle & Shirley Dunham
2105 Gloria Pl.
Guthrie, OK 73044

Connie & Melvin Triplett
P.O. Box 124
Guthrie, OK 73044

West Ontario Partners Chicago LLC
1312 N. Fremont Street, Suite 103
Chicago, IL 60642

Rami Misbah Taha
3800 Independence Ave, Apt 1J
Riverdale, NY 10463

Tommy J. Ritter Rev. Liv. Trust
Rt. 1, Box 465
Cashion, OK 73016

Gary & Patricia Cornforth
5151 W. Hwy 33
Guthrie, OK 73044

Annette & Jeff Rhodes
1020 W. Washington
Guthrie, OK 73044

Luker Children Trust
1016 West Warner
Guthrie, OK 73044

Kelly Swanson
901 N. Benson
Altus, OK 73521

Ingrid Ghassempour
910 Mimosa dr.
Guthrie, OK 73044

Lois Grasz & Doris Nelson
1023 W. Warner
Guthrie, OK 73044

Smith-Gallo Funeral Home
220 North First Street
Guthrie, Oklahoma 73044

Davidson's Greenhouse
1101 W. Noble Avenue
Guthrie, OK 73044

Quest Academy of Martial Arts
924 W. Noble Ave.
Guthrie, OK 73044

G-Mart
823 Noble Avenue
Guthrie, OK 73044

DK Liquor
823 Noble Avenue
Guthrie, OK 73044

Mae's Westside Tavern
701 W. Noble Ave.
Guthrie, OK 73044

Bar Mac Ranch Cafe
722 W. Noble
Guthrie, OK 73044

Muddy Water's Club
719 W. Noble
Guthrie, OK 73044

Shawn's Auto
824 W. Noble
Guthrie, OK 73044

Porter's Towing
820 W. Noble
Guthrie, OK 73044

The Garage
706 W. Noble
Guthrie, OK 73044

Rex Morgan Cars
814 W. Noble
Guthrie, OK 73044


OKLAHOMA
DEPARTMENT OF
TRANSPORTATION
Planning & Research Div.
200 N.E. 21st Street,
Oklahoma City, OK 73105
Please join us
for a Public
Information
Meeting!

NOTICE OF PUBLIC MEETING

PLEASE TELL YOUR FRIENDS & NEIGHBORS

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposes to replace the bridge on State Highway 33 (Noble Street) over Cottonwood Creek and the BNSF Railroad. The purpose of the project is to improve the safety of the existing Cottonwood Creek bridge SH-33 and reduce flooding frequency and congestion on SH-33.

A public meeting to present information about the project and get feedback from the community will be held at 6:00 p.m., May 17, 2012 at the First Christian Church, 402 E. Noble Ave., Guthrie, OK. The meeting will include information regarding preliminary design decisions and environmental impact studies to date.

The date, time, & location of the public meeting is below:

DATE: May 17, 2012
TIME: 6:00pm
PLACE: First Christian Church
402 E. Noble Ave.
Guthrie, OK

Additional information about the project and the upcoming meeting can be obtained from Nancy Ashton, ODOT Environmental Coordinator, at 200 NE 21st, Oklahoma City, OK, 73105, (405) 521-2676 or nashton@odot.org.

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

WE LOOK FORWARD TO SEEING YOU THERE.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

S.H. 33 PUBLIC MEETING

05-17-2012 @ 6:00pm

First Christian Church

402 E. Noble Ave., Guthrie , OK 73044

Welcome to The Oklahoma Department of Transportation (ODOT) Public Meeting for SH-33 in Logan County, OK

PURPOSE OF THIS MEETING

The purpose of this meeting is to update the local community and solicit comments about the Department's proposed project to reconstruct SH-33 over Cottonwood Creek in Guthrie, OK.

PURPOSE OF THIS PROJECT

The purpose of this project is to reduce the frequency of roadway flooding as well as improve the Safety & Functionality of SH-33 through Guthrie by reconstructing the existing bridge structure over Cottonwood Creek & the BNSF Railroad, which has been determined eligible for inclusion in the National Register of Historical Places.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve SH-33 through the City of Guthrie, in Logan County, OK. The proposed improvements include the Reconstruction of the Cottonwood Creek Bridge on a 25' offset to the South of the existing alignment, and the reconstruction of a portion of SH-33 on either side of the new bridge structure. The reconstruction of this portion of the SH-33 facility will improve safety and access through the town as recommended by the department.



4-LANE UNDIVIDED TYPICAL SECTION

This undivided typical section includes 4-12' driving lanes, and Curb & Gutter and Sidewalks on each side.

PROJECT INFORMATION

- Estimated Total Cost of this project is *$16.4 Million*
- Right-of-Way & Utility Relocation projected to start in *2012*
- Construction on the SH-33 project projected to start in *2014*
- Reconstruction of the bridge facility with *4-12' lanes with Curb & Gutter*
- Project to be constructed under traffic *(no road closure)*
- Current ADT (Average Daily Traffic) = *12,860 vehicles a day*
- Future estimated ADT = *16,270 vehicles a day*

Oklahoma Keep Our Land Grand

DIVISION 4 INFORMATION

• Division Engineer:	*Paul Green*
• Total Road Miles:	*1,421.12*
• Total Interstate Miles:	*222.47*
• Total Bridges:	*1,148*
• Counties Serviced:	*9*

QUESTIONS? COMMENTS?

If you have an questions or comments about the Oklahoma Department of Transportation's proposed project, please visit *www.odot.org/meetings/other.php* to fill out an official comment form, or send an email to *mcoordinator@odot.org* for any questions you have.

Visit us on your mobile device! Use the barcode to the right with your barcode reader of choice to visit ODOT.org on the go.

OKLAHOMA DEPARTMENT OF TRANSPORTATION, *Environmental Programs Division*, 200 N.E. 21st St. Rm 3D2, Oklahoma City, OK 73105

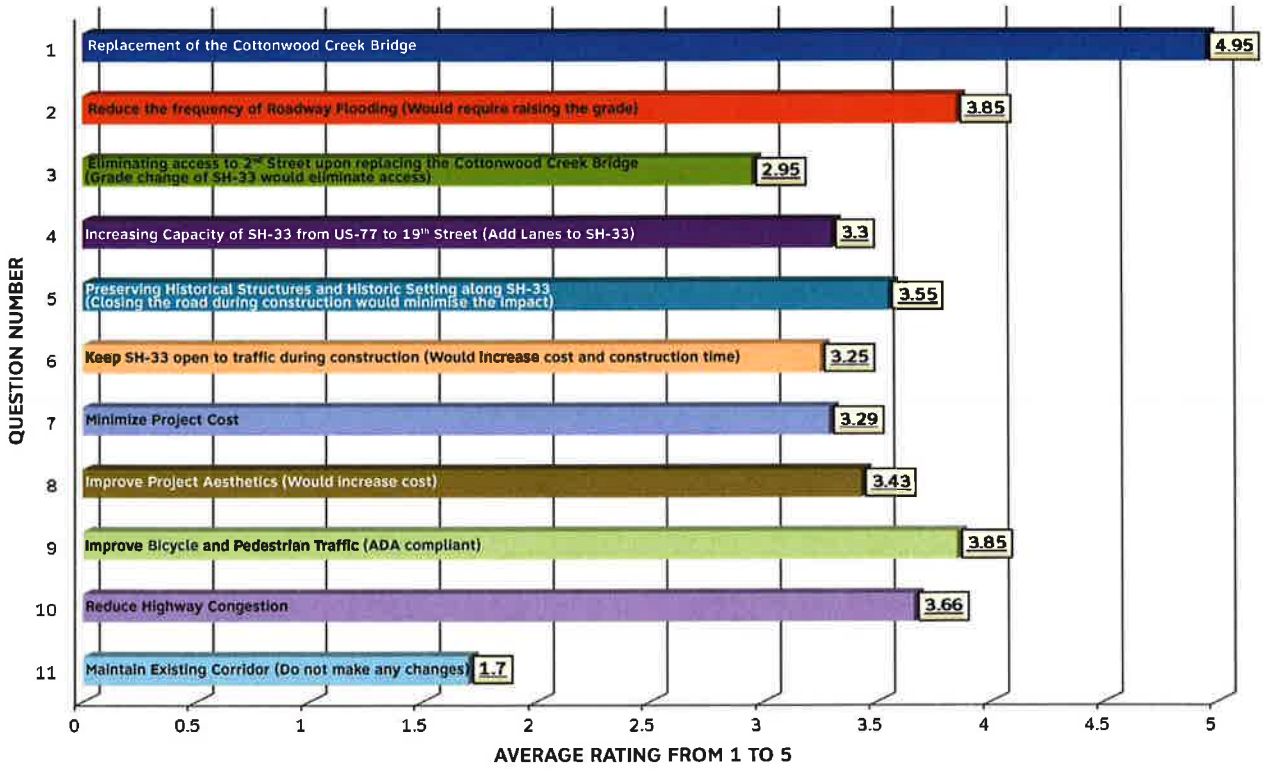
PROJECT LOCATION MAP



LEGEND

- = PROPOSED POST CONSTRUCTION ACCESS
- = PROPOSED COTTONWOOD CREEK BRIDGE
- = PROPOSED ADDITIONAL RIGHT-OF-WAY EXTENTS
- = EXISTING O.D.O.T. RIGHT-OF-WAY
- = EXISTING BNSF RIGHT-OF-WAY

Importance Survey Results - Guthrie, OK
Reconstruction of the Cottonwood Creek Bridge on SH-33



WELCOME

ODOT PUBLIC MEETING FOR SH-33 IN GUTHRIE, OK

05/17/2012 – 6:00pm

DIVISION 4 INFORMATION

- Division Engineer: **Paul Green**
- Counties Serviced: **9**
- Total Road Miles: **1,421.12**
- Total Interstate Miles: **222.47**
- Bridges: **1,148**

MEETING INFORMATION

Purpose & Intent

PURPOSE OF THIS MEETING

The purpose of this meeting is to update the local community and solicit comments about the Department's proposed project to reconstruct SH-33 over Cottonwood Creek in Guthrie, OK.



PURPOSE OF THIS PROJECT

The purpose of this project is to reduce the frequency of roadway flooding as well as improve the Safety & Functionality of SH-33 through Guthrie by reconstructing the existing bridge structure over Cottonwood Creek & the BNSF Railroad, which has been determined eligible for inclusion in the National Register of Historic Places.



PROJECT TIMELINE

- **Information Collection**
  - Traffic Counts
  - NEPA Specialist Surveys
    - Biology Surveys, Wetland Surveys, Noise Assessment, Historic & Archeological Surveys, Socioeconomic Studies.
  - Public input – ***TODAY'S MEETING***
- **Analyze Options**
  - Design Requirements
  - Right of Way Needs
  - Costs
- **Recommend Option for Improvement**

ENVIRONMENTAL INFORMATION

ENVIRONMENTAL INFORMATION

WHAT IS NEPA AND THE ODOT DECISION MAKING PROCESS?

NEPA is an acronym for the Federal Law called the National Environmental Policy Act, enacted in 1969. In order to use federal funds, a decision-making process that balances the social, economic, and environmental concerns must be conducted. Public Involvement and comments are part of the NEPA process. The Department will solicit comments from State, Federal, Tribal, and local agencies, and will continue to coordinate with them as necessary. Data will be collected on potential environmental issues such as noise, wetlands, cultural resources, historic resources, parks, displacements of homes or businesses, etc., to evaluate potential impacts of the proposed improvements. Economic impacts such as construction costs, estimated right-of-way, and utility cost data will also be evaluated. This information is utilized to make sound decisions in transportation improvements.

EXAMPLES OF ITEMS CONSIDERED DURING PROJECT DEVELOPMENT

- Biological & Water Resources
- Archeological & Historic Preservation
- Hazardous Waste Sites
- Leaking Underground Storage Tanks
- Noise Impacts
- Wetland Impacts
- Social & Economic Impacts
- Threatened or Endangered Species
- Construction Impacts
- Floodplain Impacts
- Pedestrian & Bicycle considerations
- Relocation Impacts

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CURRENT FACILITY INFORMATION

Information about the highway & bridge

CURRENT FACILITY INFORMATION

- **Current Facility**
  - 2-lane Bridge structure built in 1936
  - 2-12' lanes with Curb & Gutter & 3.5' sidewalks
  - No shoulders
  - Only functional double-decker bridge in Oklahoma
  - Eligible for the National Register of Historic Places
  - Repeated flooding of the roadway between the bridge & 11th St.
- **Current ADT (Average Daily Traffic) count:**
  - 12,860 vehicles a day, measured in 2008

PICTURES OF STRUCTURE





PICTURES OF STRUCTURE









HISTORIC DISTRICTS

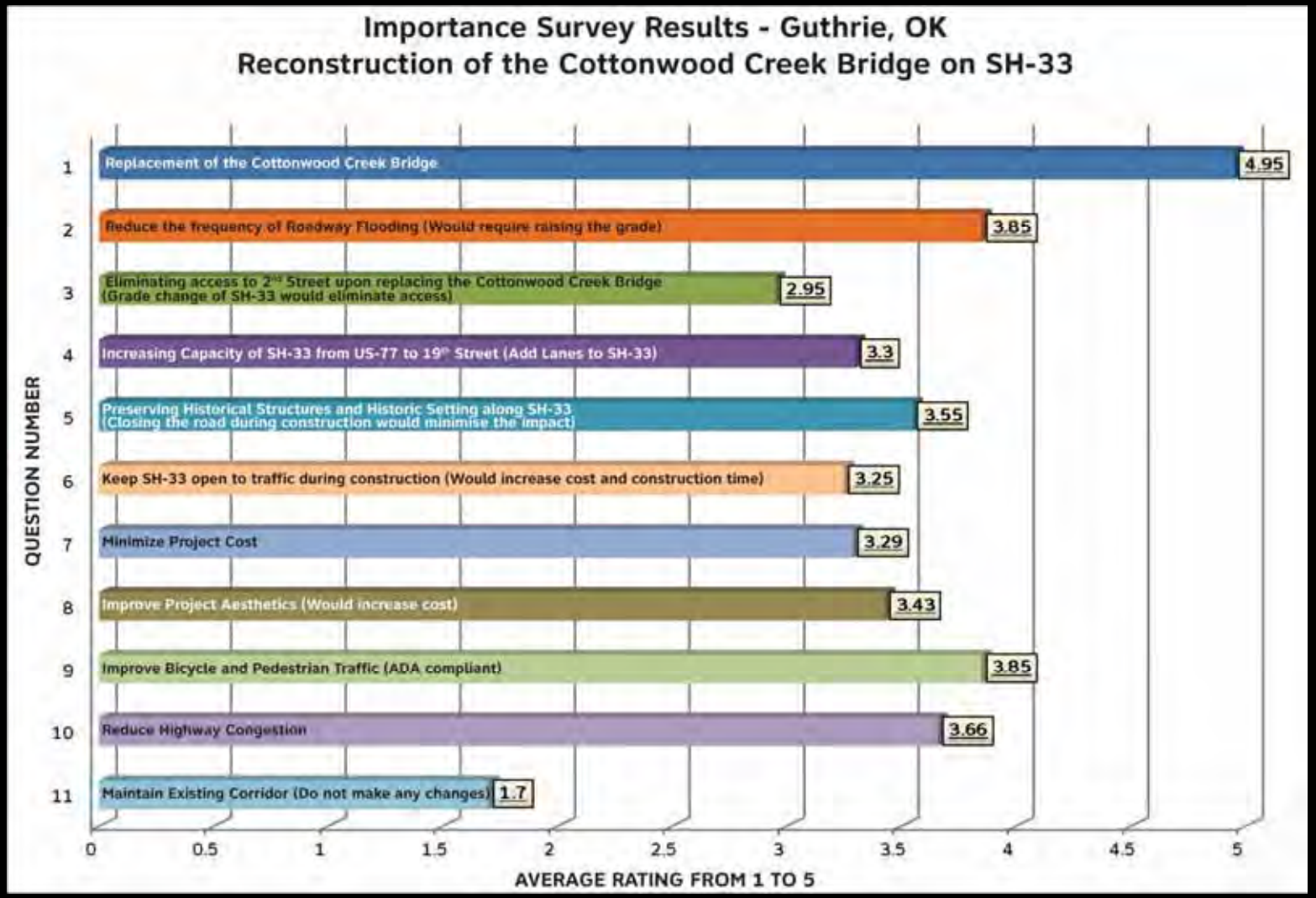


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PROPOSED PROJECT INFORMATION

Information about the project and its design

SURVEY RESULTS



ANALYZING ALTERNATIVES

Rehabilitate

- Would not solve the flooding issue.
- Would not solve the sight distance issue.
- Widening would not be cost effective.
- Because of extensive repairs to the bridge, it is not in a condition to be rehabilitated in a feasible & efficient manner

Leave in Place & Build on an offset Alignment

- Would not solve the flooding issue.

Relocation

- Bridge is made of concrete and cannot be relocated.

ANALYZING ALTERNATIVES

Do Nothing

- Would not solve the flooding issue.
- Would not solve the capacity issue.
- Would not solve the sight distance issue.
- Bridge would eventually be Load Posted, then Closed.
- Bridge is under continuous maintenance.

Replacement

- Would solve the flooding issue.
- Would solve the capacity issue.
- Would solve the sight distance issue.

PROPOSED PROJECT INFORMATION

- **Bridge Reconstruction to include:**
  - New State-of-the-art 75-year facility
  - 4-12' lanes with curb and gutter & 5' sidewalks
  - Aesthetic treatment to bridge
- **Highway Reconstruction to include:**
  - 4-12' lanes with curb and gutter & 5' sidewalks from end of bridge to 11TH St.
  - Raised grade to reduce the frequency of roadway flooding & improve sight distance
- **Future ADT Count:**
  - 16,270 vehicles a day by 2030

PROPOSED PROJECT EXTENTS



INSPIRATION FOR BRIDGE AESTHETICS

Previous City Hall Building Rock Treatment



Building within Capitol Townsite Historic District



EXAMPLE OF A TYPICAL 4 LANE ROADWAY SECTION



4-LANE UNDIVIDED TYPICAL SECTION

This undivided typical section includes 4-12′ driving lanes, and Curb & Gutter and Sidewalks on each side.

PROPOSED
POST CONSTRUCTION ACCESS



ESTIMATED PROJECT INFORMATION

- **Estimated Total Project Cost:**
  - $16.4 Million
- **Estimated Construction timeline:**
  - Projected to start in 2014
  - Right-of-Way & Utility relocation projected to begin in 2012
- **Project to be constructed <u>under traffic</u> (*NO ROAD CLOSURE*) on offset alignment**
- **Environmental Assessment to be completed this year**

RIGHT-OF-WAY INFORMATION

RIGHT OF WAY ACQUISITION







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QUESTIONS?

COMMENTS?

WWW.ODOT.ORG/MEETINGS/OTHER.PHP

THANK YOU FOR COMING

ODOT PUBLIC MEETING
SH-33 IN GUTHRIE, OK

http://www.odot.org/meetings/other.php

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ATTENDANCE ROSTER

Thursday, May 17, 2012
PUBLIC INFORMATION MEETING
SH-33 : Guthrie, OK

http://www.okladot.state.ok.us — **Planning & Research Division - Program Coordination Branch**

(PLEASE PRINT CLEARLY)

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☒ Mr. ☐ Ms. ☐ Mrs.	ERIC HARLOW 405-520-2893	209 E. SPRINGER GUTHRIE, OK	GUTHRIE FIRE-EMS	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Mona Luker	223 S. 1st St.	B&B	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	ED GOOD	P.O. BOX 7 GUTHRIE, OK. 73041	CHAIR & THRIV. H.P. COMMISSION. LCHS BOARD	☑ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Steve Bowers	1611 W. Cleveland Av Guthrie	Love Is Carriage	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Niki Powell	Guthrie	ODOT	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	SHANNON SHEFFORT	STILLWATER	ODOT	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☑ Ms. ☐ Mrs.	SYDNEY SILVEY	CRESCENT		☐ Male ☑ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Nancy Ashton	200 NE 21ST	ODOT	☐ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Rob Rusch	200 NE 21st St	ODOT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	STEVEN JACOBI	200 NE 21st ST	ODOT	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Noble Solomon	200 NE 21st St	ODOT	☒ Male ☐ Female	☐ White ☒ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Charles Jones	H23 - 7 Broad	Property Owner	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	GARY Jones	1424 S Henney Rd		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Kay Jones	1424 S Henney Rd		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Planning & Research Division - Program Coordination Branch

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Ian King	302 Brookside Dr Guthrie		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Shawn Porter Brenda Porter	1851 S Post Rd Guthrie OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Michelle Layton	1701 Tamara Rd Guthrie, OK		☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Jeri Hackett	320 S NW Drexel Ct OKC 73107 5229		☐ Male ☒ Female	☐ White ☐ Asian ☒ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mark Downing	823½ W. Noble		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.		1114 Arbor St. Guthrie, OK 73044		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Misty Mullin	3707 S. Pine		☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☒ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Andy Atlas 512-349-0700	10415 Morado Circle Austin, TX 78759	CP&Y	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Eduardo E Vet (405) 521-4848	200 NE 21 ST OKC, OK 73105	ODOT.	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☒ Mrs.	Delbert Maker Mary Jo Maker	318 N. 20th " "		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Ali Khoy	823 W. Noble	G-MART	☒ Male ☐ Female	☐ White ☒ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Melissa Feder 405-282-6000	311 Airport Rd Guthrie 73044	First Capital Trolley	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Kathy & Don Phuning 405-282-2726	291 N. 13th Guthrie, OK 73044	Property owner	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Melonie Smith	706 W Noble	Employee The Garage	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Planning & Research Division - Program Coordination Branch

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☒ Mrs.	RENÉ SPINETO 282-2726	201 N. 13th	CITY of GUTHRIE	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☒ Ms. ☐ Mrs.	DARRELL & PALICA BURNETT 282-9776	107 W. HARRISON	ROSA BELLA	☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	C R SPINETO 282-2726	201 N. 13TH	City of Guthrie	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Nelle Ford 405 590 2630			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	[illegible]	1297 N. Council Rd	Crescent 73028	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Greg Scheihing	1024 W. Noble	Shiney Boys Carwash	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	DARLENE C. MONICA MITCHELL	1006 W. Noble		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Mick Harris	118 1/2 Oklahoma Ave Guthrie	ODOT Trans. Supt. Logan Co.	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Randy Goodnow	706 West Noble Guthrie, Ok	The GARAGE	☒ ~~Male~~ ☐ Female	☒ ~~White~~ ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	[illegible]	1613 W. Noble.	Ret.	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bruce Silvey 2643601	1297 N. Council Crescent OK 73028-9522	Self Emp Ret	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Betty Abell	1114 W. Magnolia Guthrie		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Linda Dunham	2545 NW 21st OKC, OK. 73107	Westside Tavern	☐ Male ☒ ~~Female~~	☐ ~~White~~ ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Trey Cornwell 282-6676	307 N Division Guthrie, OK	Guthrie Home Care medical Equipment	☒ ~~Male~~ ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Larry Layton	1701 Tamara Rd Guthrie, OK		☐ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	George Pinnette	1424 W Noble Guthrie, OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Cole Hasset	ODOT		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	KATHY BERWEIL		GUTHRIE SCHOOLS	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Nancy Dawson	2000 E. Roosevelt	GUTHRIE	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Kent Denham	224 N. 2nd St	GUTHRIE Bicycles	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Nathan Turner	406 E. Oklahoma	OK Territorial Museum	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER	RACE [OPTIONAL]	
☐ Mr. ☑ Ms. ☐ Mrs.	[illegible]	1303 N. Ash Guthrie	Mercy Hosp	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Virginia L. Barasca	1612 W. Noble Guthrie	Retired	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	[illegible]	407 Commerce BLVD	City of Guthrie	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	[illegible]			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Shirley Durham	2105 Gloria Pl	Westside Tavern	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	JAMES BELOBRADIC	1010 W WATSON		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Lance Benton 405 623-9638 405 282-1119	1009 W. Noble	Benton's Service Center Inc.	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

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Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Nathan Webb 405-659-0728	6871 Mint Julep Lane Guthrie, OK 73044	Westside Tavern	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	MARK PEARSON 81ER BOWL 405-260-2695	221 N. 2nd	81ER BOWL	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Felicia Benton 4057403442	322 E. Cleveland Ave Guthrie OK 73044	Benton Service Center	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jim Smith 282-5088	1911 West Noble Guthrie, OK 73044		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☑ Mrs.	Marc & Debra Prather	223 N. Division Guthrie	Stables Cafe	☑ Male ☑ Female	☐ White ☐ Asian ☑ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mandi Hall	423 W. 13th Guthrie	M.S.S.	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jim Clymer	4000 So. Douglas Guthrie	N/A	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☒ Ms. ☐ Mrs.	Donald Coffin 405 282-3124	P.O Box 1305 Guthrie, OK 73044-1305	Homeowner	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mary Coffin 699-2008	3517 S. Division		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mary Murphey 274-9566	428 Brookside Dr Guthrie	Logan County Dist 1	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Wayne Murphey 204-8504	428 Brookside Guthrie	Logan County Dist #2	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mike Savory 405-820-4501	1123 N Oak Guthrie OKL	305-307 N. 2nd	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Gerald Duchaing 405-262-2247	623 E. Cleveland Guthrie, Ok.		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Ford McDaniel Ginger McDaniel	3603 N. Horseshoe Dr Guthrie OK 73044	802 W Noble	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, May 17, 2012

PUBLIC INFORMATION MEETING

SH-33 : Guthrie, OK

http://www.okladot.state.ok.us

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Don E. Benton 405-282-1119	1009 W. Noble Ave Guthrie	Benton's Service Center, Inc.	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Brian & Sandy Vinson	5074 Sunset Ln. Guthrie	Blazen V Tack 604 W. Noble Guthrie	☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☒ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Jerry Gammill	2302 Minnie Rose Guthrie	Guthrie Public Schools	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☑ Ms. ☐ Mrs.	Connie M. Triplett	P.O. Box 124 Guthrie	~~Retired~~ Home Owner	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Melvin Triplett	P.O. Box 124 Guthrie	Home Owner	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Steve Adams	417 E. Noble Guthrie	"	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Terry Smith	303 N. Division	Terry R. Smith, DDS.	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Kathy Porter Carol Porter	450 Donna ?		☑ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Justin Fortney	319 E. Mansur Ave Guthrie OK 73044		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Noel Connell	1130 N Oak Guthrie Ok		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jim Overton	700 N Western Guth		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	David Conaway	1611 W. Noble		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	SHERI L. MUELLER 282-7677	1509 W. OKLAHOMA GUTHRIE		☐ Male ☒ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Benny Mitchell	200 NE 21st OKC, OK		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

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SH-33 : Guthrie, OK

http://www.okladot.state.ok.us — **Planning & Research Division - Program Coordination Branch**

(PLEASE PRINT CLEARLY)

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☒ Ms. ☒ Mrs. Annette Rhoda	10200 Washington	G	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Jeff Rhoder	10200 Wash.	Bodyman	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs. Teresa Wehr	13482 Arrowhead Dr.	Deans Wrecker	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Dean Wehr	〃	〃	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. REX Morgan	307 PO Box	Cheers	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs. Rebecca Luker	1016 W. Warner	Stonelion Inn	☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Grant Aguirre	1016 W. Warner	Stone Lion Inn	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☒ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, May 17, 2012

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(PLEASE PRINT CLEARLY)

	NAME & PHONE	***ADDRESS***	***BUSINESS / ORGANIZATION***	***GENDER / RACE*** [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	JB Mangum	603 E Forrest Crescent OK	905 W Noble	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	KC - Griffith	5415 Cimarron Manor Guthrie 73044	600 W. Noble	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	KENNY PORTER 282-8303	1501 W. CRESCENT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Laise Dilley	6 Forrest Rd	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Paula Burnett	1117 W Harrison	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	R L Stuart	1323 W Noble	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

SH-33 COTTONWOOD CREEK BRIDGE RECONSTRUCTION

05/17/2012 **Guthrie, OK**

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

Greg Scheiking DBA Shiney Bays
NAME:

1024 W. Noble P.O. Box 1524 Carwash
ADDRESS:

Guthrie, OK 73044
CITY: STATE: ZIP:

(405) 323-3762
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 05/31/2012

"I have the following comments or questions about the proposed project to reconstruct the Cottonwood Creek Bridge that carries SH-33 in Logan County, OK."

I'm worried @ my ~~business~~ Gs property (Shiney Bays Carwash) at 10th & Noble.

Vandalizem in the future

~~this~~ ~~business~~ drop in business in the future

~~resale~~ value & resale in the future.

Will some one please contact me.

Greg Scheiking (405) 323-3762

(CONTINUED ON BACK)

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

SH-33 COTTONWOOD CREEK BRIDGE RECONSTRUCTION

05/17/2012 **Guthrie, OK**

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

Ginger McDaniel
NAME:

3603 N. Horseshoe Dr.
ADDRESS:

Guthrie OK 73044
CITY: STATE: ZIP:

405 282-2220
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 05/31/2012

"I have the following comments or questions about the proposed project to reconstruct the Cottonwood Creek Bridge that carries SH-33 in Logan County, OK."

Our property 7th & Noble (802 W. Noble) is under the legal name of Noble 7, LLC, we understand its moving forward & you will contact us please address information to my name then company.

(CONTINUED ON BACK)

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

SH-33 COTTONWOOD CREEK BRIDGE RECONSTRUCTION

05/17/2012 **Guthrie, OK**

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

Justin Fortney
NAME:

319 E. Mansur Ave
ADDRESS:

Guthrie | OK | 73044
CITY: | STATE: | ZIP:

405 - 820 - 5686
PHONE NUMBER:

justin.fortney@gmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 05/31/2012

"I have the following comments or questions about the proposed project to reconstruct the Cottonwood Creek Bridge that carries SH-33 in Logan County, OK."

Please ensure that the new bridge construction meets the needs of pedestrians and bicyclists. This bridge is a main connector between neighborhoods and entire sections of town. Many residents do not have access to motorized transportation, including children and senior citizens. Thank you so much for replacing the bridge and considering the needs of all our residents, not just motorized traffic.

Sincerely,

Justin Fortney

(CONTINUED ON BACK)

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

SH-33 COTTONWOOD CREEK BRIDGE RECONSTRUCTION

05/17/2012 **Guthrie, OK**

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

Greg Scheihing DBA Shiney Bays Carwash
NAME:

P.O. Box 1524 (1024 W. Noble)
ADDRESS:

Guthrie OK 73044
CITY: STATE: ZIP:

405-323-3762
PHONE NUMBER:

RECEIVED ODOT MAY 30 2012 PLANNING & RESEARCH DIVISION

Scheihing@cox.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 05/31/2012

"I have the following comments or questions about the proposed project to reconstruct the Cottonwood Creek Bridge that carries SH-33 in Logan County, OK."

As the owner of Shiney Bays Carwash here is a list of my comments and concerns.

Concerns:

- my business revenue will drop tremendously due to the fact there will no longer be any other commercial business around me.
- This will lower the resale and property value of my business
- We will not be able to expand or grow due the fact my property will be surrounded by ODOT Right of way.
- Due to the current proposal I fear the safety of my current customers and worry there could be vandalism, currenty we are very fortunate and have not had any problems.

Comments:

It was always a goal of mine to own my own business. I bought my property in 2003 and built the carwash from the ground up. I rely on the revenue from the carwash to pay my bills and put food on the table.

My carwash has been voted #1 in Logan County the past six years.

(CONTINUED ON BACK)

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

I fear with the current proposal, my business is in jeopardy.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

SH-33 COTTONWOOD CREEK BRIDGE RECONSTRUCTION

05/17/2012 **Guthrie, OK**

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

NAME: Don E. Beaton

ADDRESS: 1009 W. Noble Ave

CITY: Guthrie STATE: OK ZIP: 73044

PHONE NUMBER: 405-282-1119

EMAIL ADDRESS: Beaton322@MSN.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **05/31/2012**

"I have the following comments or questions about the proposed project to reconstruct the Cottonwood Creek Bridge that carries SH-33 in Logan County, OK."

See Attached Letter

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 16.05.2012 REVISION: 21.04.2011

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

1009 W. Noble Ave.
GUTHRIE, OK 73044
(405)282-1119
fax (405)282-1480
Benton322@msn.com

Benton's Service Center Inc.

May 31, 2012 RE: SH-33- Cottonwood Creek Bridge Reconstruction- Guthrie, OK

After setting through your presentation and realizing that my business will need to be relocated in order for this state project to be built as planned, I have great concern that the project costs budgeted does not allow enough money to the property owners for relocation. My business has been in this same location for 30 years. My customer base is in this local area and I have built my reputation to the point I do not have to do any advertising to earn my million dollars a year in annual sales. While I am located in the floodplain I have spent tens of thousands of dollars to elevate this location as required for building permits and current regulations required by local and state departments. My building is not a temporary structure that can be moved, like your bridge my 12,000 square foot building is made out of concrete and steel. I have looked for other buildings in this town that I could move to and have found no property that could be remodeled with eleven garage doors and a pair of 6 foot pit bays that allows me to change oil under a vehicle without lifting the car. Because my facility depends of the highway traffic and the need for easy accessibility of the 13,000 cars that drive by my business daily I have looked at building sites acceptable for rebuilding my business and they are in excess of $250,000 for land only. I have contacted a contractor to get together an estimated building cost of my current structure and with the inflation of building materials and labor the option to rebuild is quite expensive. I do not think the state has accurately estimated 10 percent of its total project budget to rebuild my single business not to mention the neighboring two gas stations that will have to be "relocated."

While this project is in its planning stages I think you need to seriously answer these relocation questions your project entails. Like the reconstruction of your bridge, my business will take over a year to rebuild and I will need to start the process very soon to ensure that the new facility will be ready to move into when I am asked to leave this current location because shutting down my business shuts down my 12 employees salaries as well as my own. Having to shut down my business because the state did not offer me enough time to relocate would also be a very expensive mistake that would cost this project additional money. I have not contacted a emanate domain attorney yet because I believe that your state department has the best intentions and is there to be forthcoming and honest in it's dealings but this project greatly effects my source of income. If you have any questions or concerns be sent to my office at the above address & telephone number.

Sincerely,

Don E. Benton

Owner/ Proprietor

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

SH-33 COTTONWOOD CREEK BRIDGE RECONSTRUCTION

05/17/2012 **Guthrie, OK**

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

Manjit Hayer
NAME:

923 W. Noble
ADDRESS:

Guthrie, Okla Okla 73044
CITY: STATE: ZIP:

(405) 282-8868.
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 05/31/2012

"I have the following comments or questions about the proposed project to reconstruct the Cottonwood Creek Bridge that carries SH-33 in Logan County, OK."

To whom it may Concern,

I am writing in regards to your presentation for building the new Cottonwood Creek Bridge on SH-33. As you may know our building has been located on 9th and Noble for about 40 yrs. We have many other Customers including our regular that depend on us, Not to mention our residences that live around us. Not only will they have to find Another place to go to but Some have no transportation to go Somewhere else. It will not only be expensive to build your bridge But to relocate the businesses and residences will be extremely expensive. Som people may not have any other place to move. We are ASKing you to reconsider Your decision to Start building a new bridge.

If we Start from ground up to rebuild and relocate it will Cost us in excess of 2 million dollars to do this not to mention Your Cost to rebuild the bridge. Not to mention our employee's expenses

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 16.05.2012 REVISION: 21.04.2011

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

On top of the amount of time and money to rebuild your bridge, we have been researching the cost to move for our residences. There are hardly any places available for most of these residences to move to and just to allow them to move.

Please reconsider and come to a conclusion that is best for everyone involved.

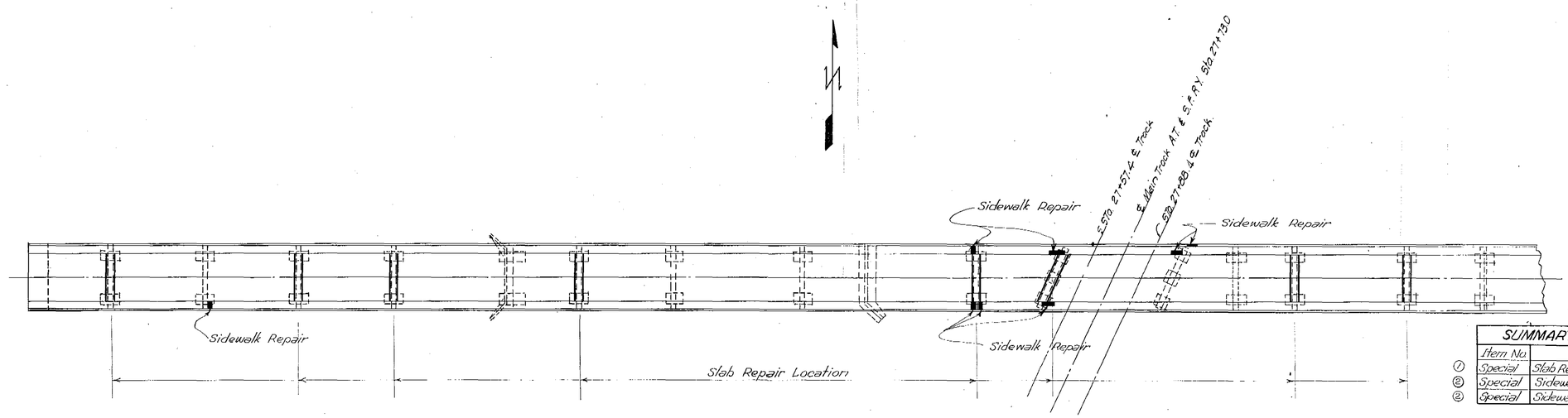
Thank You,

FORM-CF-PCB-PRD PRINTED: 16.05.2012 REVISION: 21.04.2011

Attachment D

As-Built Plans

FED. ROAD DIST. NO.	STATE	STATE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	RC-114(1)		2	3



PLAN

SUMMARY OF PAY QUANTITIES			
Item No.	Item	Unit	Total
① Special	Slab Repair Over Pier	Each	8
② Special	Sidewalk Repair Type "A"	Each	4
② Special	Sidewalk Repair Type "B"	Each	4

OPENING SLAB REPAIR TO TRAFFIC

Test beams or test cylinders shall be cast at the time the last concrete was placed in each sections of the Slab Repair in which case the Slab Repair section may be open to traffic when the test beams have a modulus of rupture of not less than 650 pounds per sq. in. or the test cylinders have a compressive strength of not less than 3,000 pounds per sq. inch. The beams or cylinders shall be cured in the same manner in which the Slab Repair section is cured. In no case shall each section as described above be opened to traffic in less than 7 days after the last concrete is poured in the section.

When unusually low temperatures prevail during the curing period the time of opening to traffic may be extended beyond the limits designated above if required by the Engineer.

GENERAL NOTES

All construction and materials shall conform to the Oklahoma Standard Specifications of 1937 and Special Provisions.

All concrete shall be Class "AA."

All reinforcing steel bars shall conform to A.S.T.M. Specifications A-305-49.

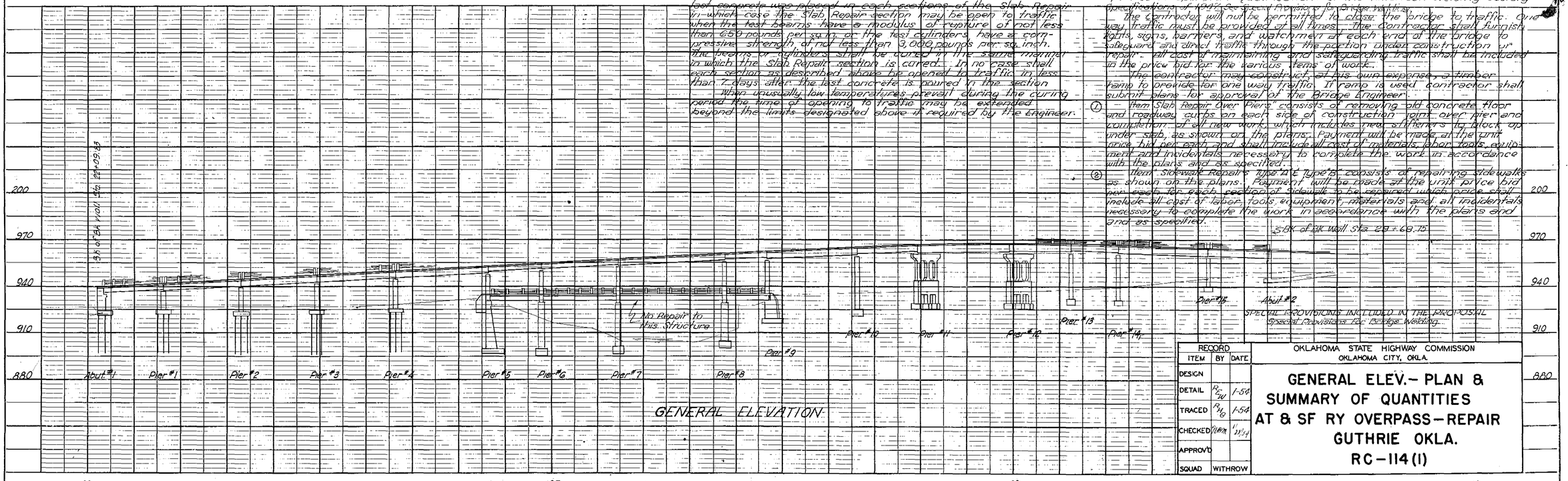
All welding shall be arc welding and shall conform to the American Welding Society Specifications of 1947. Welders shall be qualified as specified in "Operator Qualifications of the American Welding Society specifications of 1947 as Special Provisions for Bridge Welding."

The Contractor will not be permitted to close the bridge to traffic. One way traffic must be provided at all times. The Contractor shall furnish lights, signs, barriers, and watchmen at each end of the bridge to safeguard and direct traffic through the portion under construction or repair. All cost of maintaining and safeguarding traffic shall be included in the price bid for the various items of work.

The contractor may construct, at his own expense, a timber ramp to provide for one way traffic. If ramp is used contractor shall submit plans for approval of the Bridge Engineer.

① Item "Slab Repair Over Piers" consists of removing old concrete floor and roadway curbs on each side of construction joint over pier and completion of all new work, which includes new strippers to block up under slab, as shown on the plans. Payment will be made at the unit price bid per each and shall include all cost of materials, labor, tools, equipment and incidentals necessary to complete the work in accordance with the plans and as specified.

② Item "Sidewalk Repairs Type "A" & Type "B" consists of repairing sidewalks as shown on the plans. Payment will be made at the unit price bid per each for each section of sidewalk to be repaired which price shall include all cost of labor, tools, equipment, materials and all incidentals necessary to complete the work in accordance with the plans and as specified.



GENERAL ELEVATION

SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL
Special Provisions for Bridge Welding.

RECORD		
ITEM	BY	DATE
DESIGN		
DETAIL	RCM	1-54
TRACED	RMG	1-54
CHECKED	WMM	1-31-54
APPROV'D		
SQUAD	WITHROW	

OKLAHOMA STATE HIGHWAY COMMISSION
OKLAHOMA CITY, OKLA.

GENERAL ELEV.- PLAN & SUMMARY OF QUANTITIES AT & SF RY OVERPASS - REPAIR GUTHRIE OKLA. RC-114(1)

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
STRUCTURE NOTATNS CKD
BY
DATE

22 25 28 31

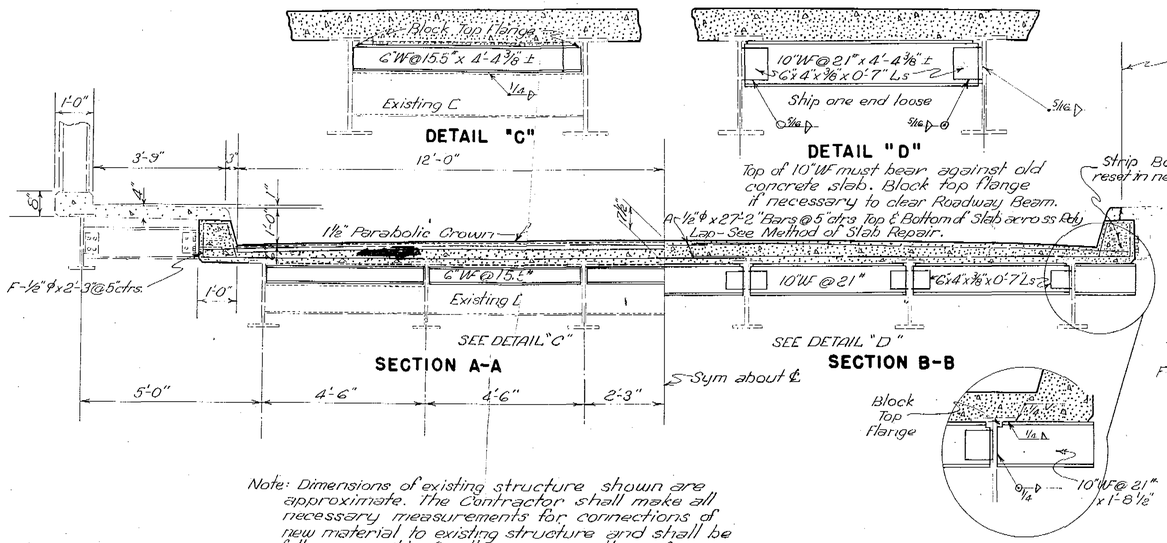
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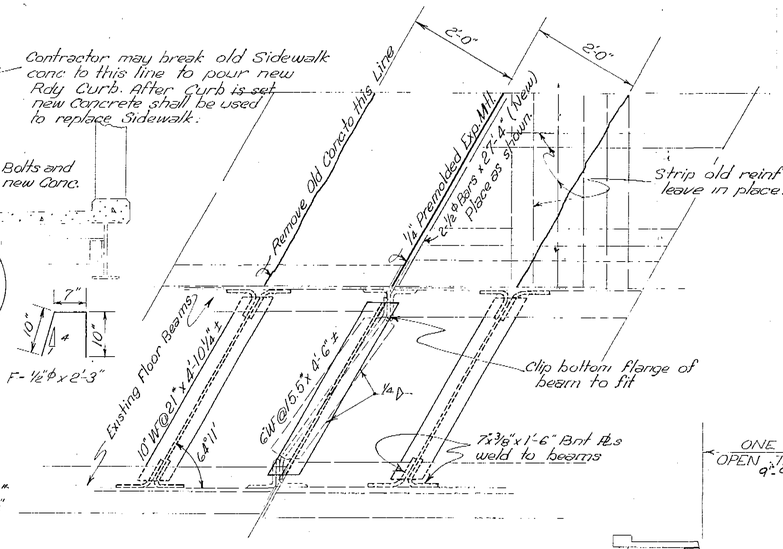
PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

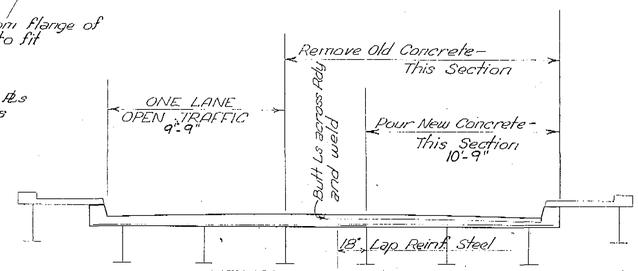
STATE PROJECT NO. RC-114(1) SHEET NO. 2

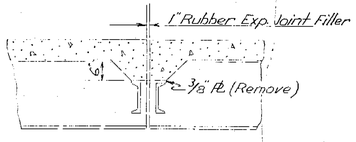
Printed in U.S.A. On IMPERIAL Tracing Cloth

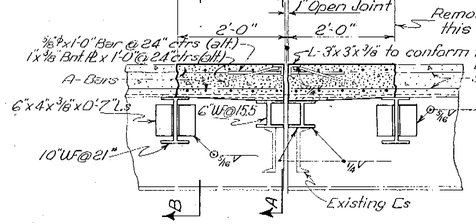
FED. ROAD DIST. NO.	STATE	STATE HWY PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	OKLA	RC-114(1)	3	3

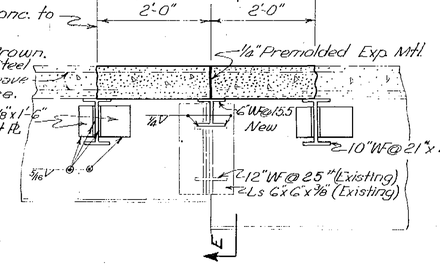


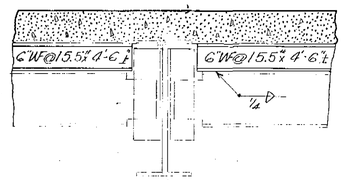










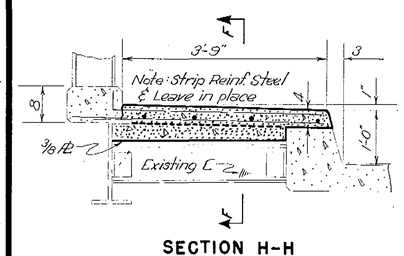


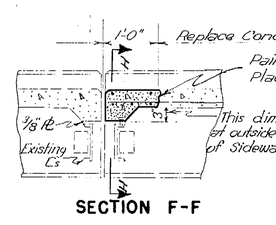
SLAB to be repaired over piers as shown in these details at pier locations shown.
- Pier No. 1
- Pier No. 3
- Pier No. 4
- Pier No. 6
- Pier No. 10
- Pier No. 11
- Pier No. 14
- Pier No. 15

SIDEWALK to be repaired over piers as shown in these details at pier locations shown.

TYPE "A"
- Pier No. 2
- Pier No. 10

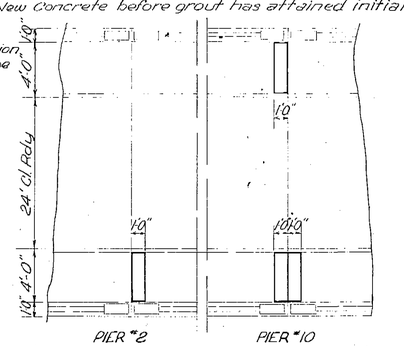
TYPE "B"
- Pier No. 11
- Pier No. 12





DETAILS OF SIDEWALK REPAIR AT PIERS NO. 2 & 10

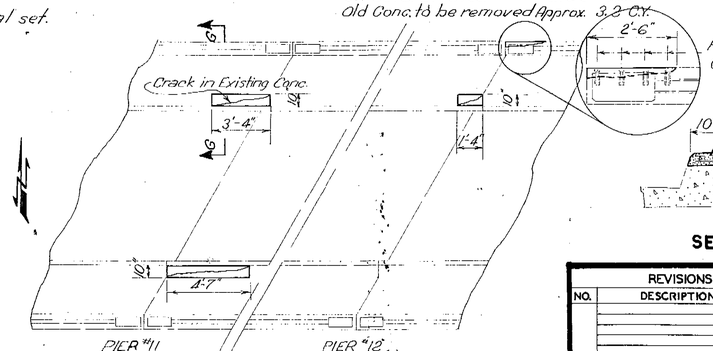
Note: Sidewalk repairs as shown in these details are over Piers 2 & 10 as show on layout at Right.



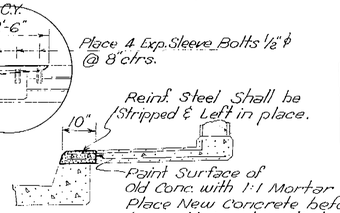
LAYOUT PLAN FOR SIDEWALK REPAIR TYPE "A"

Approx. New Material @ Each Pier
- Class "AA" Conc. 2.3 C.Y.
- Reinforcing Steel 370 Lbs.
- Structural Steel 2550 Lbs.
- Old Conc. to be removed Approx. 28 C.Y.

Approx. New Material @ Pier "11
- Class "AA" Conc. 2.6 C.Y.
- Reinforcing Steel 90 Lbs
- Structural Steel 2100 Lbs
- Old Conc. to be removed Approx. 3.2 C.Y.



LAYOUT PLAN OF SIDEWALK PATCH REPAIR TYPE "B"



QUANTITIES		
Slab Repair Over Pier	Each	8
Sidewalk Repair Type "A"	Each	4
Sidewalk Repair Type "B"	Each	4

REVISIONS			
NO.	DESCRIPTION	BY	DATE

RECORD		
ITEM	BY	DATE
DESIGN		
DETAIL	Co.	1-54
TRACED	CHG	1-54
CHECKED	JMM	1/21/54
APPROVED		
SQUAD: WITHROW		

OKLAHOMA STATE HIGHWAY COMMISSION
OKLAHOMA CITY, OKLA.

DETAILS OF BRIDGE REPAIR AT A & SF RY OVERPASS GUTHRIE OKLA.

RC-114 (1)

FED. ROAD DIST. NO.	STATE	U.S.W.P. PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	W.P.G.M. 256-B.	1938	9	34

GUTHRIE

+80 ℄ FOURTH ST.

NOBLE AVE.

COTTONWOOD CREEK

Sta. 22+00

Sta. 28+40

Typ. Cross Section for Borrow Pit.

Present Ground Line

Variable

Sketch Showing Borrow Location

Obtain Borrow Right

Cottonwood Cr.

Recording Sta. U.S. Dept. of Agri.

Guthrie Ice Co

Retaining Walls

Wood Guard Rail

Gravel Drive

Const. 4' Conc. S.W.

Brick Paving

Brick Walk

6' Board Walk

6' Brick Walk

Const. 4' Conc. Sidewalk

Remove 6' Brick Walk

Remove 4' Conc. Curb & Gutter

Remove 4' Conc. C. & G.

Const. 4' Conc. S.W.

Brick Paving 36" Conc. Gutters

24" V.C.P. Storm Sewer

6" V.C.P.

6" Water Main

+56 Storm S. Inlet

+71 Storm S. MH.

78" x 30" Iron Grate Intake

5' Conc. Walk

Storm Sewer Inlets Rt. & Lt. ~ Des. No.1 Case No. 2 Sht. No. 13

Warehouse

3-11' Storage Tanks

To Be Removed

Const. 4' Conc. Sidewalk

Beg. R.R. X-ing 64' ± Rt.

Const. 2 Storm Sewer Inlets Case No. 1 Des. No. 1 Sht. No. 13

Const. Storm Sewer Inlet Des. No. 1 Case No. 2 Sht. No. 13

Const. 15" Storm Sewer

Remove Conc. drain & Wood Box

4 Wm. P.L.

2x2 Wood box

2½ x 2½ Wood Box

Signal post

Sta. 24+20.9 End Br.

Sta. 24+43.58 Beg. Appr. Slab

Sta. 24+59.58 End Appr. Slab

Sta. 25+51.05 Bridge 140' Truss & 6' Board Walk; Wood Floor & Masonry Abuts.

Sta. 26+11.46 Beg. Appr. Slab

Sta. 26+57.46 End Appr. Slab

+57 St. Light O.H. Wire Cable Line

A.T. & S.F. Spur Track

A.T. & S.F. R.R. R/W.

A.T. & S.F. Main Line

Switch point

Sta. 195+10 A.T. & S.F. R.R. South

+25-6 W. Tele Line

+30 Fire plug

+15 Storm Sewer

Elev. 938.62

Elev. 938.32

Elev. 938.93

Elev. 939.95

Elev. 939.28

Elev. 938.36

Elev. 938.35

Elev. 937.04

Elev. 939.60

Elev. 937.03 Above

Elev. 930.47

Elev. 930.23

Elev. 932.52 Below

Elev. 925.60

Elev. 933.05

Elev. 933.61

Elev. 933.35

Elev. 924.29

Elev. 924.60

Elev. 926.87

Elev. 926.67

Elev. 914.4

Elev. 914.3

Elev. 904.9

B.M. "X" on Top S.E. Cor. of Conc. foundation 65' Lt. Sta. 23+50

B.M. "X" on N. Side of Conc. base Signal post Sta. 28+14

Struct. No. 1

Upper Roadway ℄ Sta. 25+89.0

Const. 1-70'; 1-61'; 3-60'; 4-50'; 1-42'; 2-40'; 1-34' and 3-30' I Bm. Spans, 24' Rdy. & 2-4' Sidewalks.

61', 42' and 34' Spans Skewed 44° 11'

Lower Roadway ℄ Sta. 25+50.52

Const. 1-70'; 1-50' and 2-30' I Bm. Spans

18' Rdy. & 1-4' Sidewalk.

See Sheets No. 19, 20, 23 to 31 incl.

Sta. 18+84.25 to Sta. 22+06.25 and Sta. 29+93.75 to Sta. 30+40.75 Const. Retaining Walls Rt. & Lt.

See Sheets No. 21 & 22.

Over Pass (Upper Roadway) Exception = 758.33'

Under Pass Exception = 181.38'

Extreme Closure of H.W. El. 929.0

H.W. El. 927.5

Subgrade

Finished Grade

End of Slab Upper Roadway Sta. 22+29.83

End of Slab Lower Roadway Sta. 24+59.58

End of Slab Lower Roadway Sta. 26+41.46

Sta. 22+40 Beg. Return

Sta. 23+20 End Return

Sta. 24+00 Beg. Return

Sta. 27+00.5 End Return

Sta. 28+36.21 Beg. Return

+65 P.I. 924.60

+44 P.I. 926.87

+45 P.I. 936.93

P.I. 927.29

P.I. 924.29

P.I. 933.61

P.I. 933.35

P.I. 939.95

50' V.C.

40' V.C.

30' V.C.

25' V.C.

20' V.C.

-0.20 %

+2.87 %

+5.46 %

+0.52 %

+3.51 %

0.93 %

+8.39 %

-4.18 %

F.L. 914.4 M.H. 24" S.S.

F.L. Pres. 24" Storm Sewer

F.L. 913.43 M.H. 24" Storm Sewer

24" Storm Sewer outlet El. 913.4

F.L. 904.9

Block Estimate.

Sta. 23+20 To Sta. 24+00

Emb. ±10%	61.0 C.Y.
Exc. Cl. "A"	11.0 C.Y.
Borrow	50.0 C.Y.

Construct

Conc. Paving	301.51 S.Y.
6" Lip Curb	320.0 L.F.
5" Conc. Sidewalk	71.11 S.Y.

Remove

Brick Walk	48.0 S.Y.

Block Estimate.

Sta. 27+00.5 To Sta. 28+38.21

Emb. ±10%	134.0 C.Y.
Exc. Cl. "A"	10.0 C.Y.
Borrow	124.0 C.Y.

Construct

Conc. Paving	217.45 S.Y.
6" Lip Curb	166.04 L.F.
5" Conc. Sidewalk	43.48 S.Y.
Storm Sewer Inlets Des. No. 1 Case 1 & 2	Each
15" R.C.P. for Storm Sewer	68.04 L.F.

Remove

▲ Brick & Conc. Base	37.17 S.Y.
6" Curb	98.0 L.F.
Conc. Drain	7.0 S.Y.

▲ Remove Pres. Paving 1'-6" Back From Back of New Curb. Less Quantities, Inc. in Br. Estimate

PROFILE — PLOTTED, CHECKED, TRACED, CHECKED, LETTERED

PLATE 1 — LAND PROFILE ON K & E 4½ STANDARD THE KEUFFEL & ESSER CO. CHICAGO

W.P.G.M. 256-B. Sh. #9

Fed. Road Proj. No.	State	Job No.	Sheet No.	Total Sheets
0	OKLA.	WPGM-256	15	84

GENERAL ELEVATION, PLAN & SUMMARY OF QUANTITIES OVERPASS OVER A.T.& S.F.R.R. AND BRIDGE OVER COTTONWOOD CREEK, IN GUTHRIE OKLA.

UPPER - 1-70', 1-61', 3-60', 4-50', 1-42', 2-40', 1-34', & 3-30' I.BM. SPANS. 24'-0" RDY. AND 2-4' SIDEWALKS & STA. 25+89.00

LOWER - 1-70', 1-50' & 2-30'-3" I.BM. SPANS 18'-0" RDY. AND 1-4' SIDEWALK & STA. 28+50.62

USWP&C PROJ. NO. WPGM. 256 SEC. B O-PASS.

GENERAL ELEVATION

Scale 1"=20'-0"

PLAN

Scale 1"=20'

GENERAL NOTES

This work shall be constructed in accordance with the Oklahoma Std. Specifications of 1952.

All exposed Concrete surfaces shall have a Grout-Rubbed Finish.

SUMMARY OF QUANTITIES

Item No. / Item / Location	Unit	Class A Concrete	Extra Class A Concrete Bridge Yard Rail	Removal of Reinf. Conc. Yard Rail	Structural Steel	Class A Concrete	Extra Class A Concrete Bridge Yard Rail	Class AA Concrete	Reinf. Bars	Reinf. Conc. Piling	Removal of Old Brick Pavement	Replacement of Old Brick Pavement	Level Up Exp. Joints	Total Bridge
Abutments	Cu. Yds.	410.5		58.0	17.8	127.9		196.5	72.5		133.0			1,014.2
Piers & Pier Fillers		870.8			19.1	956.5		1,154.0	149.2	1	241.3	92.5		3,483.4
Retaining Walls		42.0		6.0	2.0	92.0		134.0			134.0			410.0
Upper Superstructure				1,216.0	165,000			2,154.1						
Lower Superstructure				1,216.0	96,000			1,672.1						
Grand Totals		1,713.0	324.5	1,280.0	281,000	1,176.4	64.47	3,610.0	219.700	1,960	2	1,001.0	233.5	750

Note- After excavation for Retaining Walls No.1 is made, if it is decided, that piling are necessary any additional Reinf. Conc. Piles, Reinf. Conc. Test Piles, Reinf. Steel or Class A Conc. will be paid for at the same unit prices bid for those items on the original Contract.

Note- Any additional quantity of Class AA Conc. required to bring surface of roadway to finished grade elevation, caused by deflection of Steel, shall be at bid item.

Note- Drains (1) shall be placed as shown on Gen. Elev.

Note- Piling Inspection "150-ton" Horizontal Measurement. "150-ton" Measured on Surface of Soil.

UPPER ROADWAY BEAM LENGTHS

Span No.	Length
1	70'-0"
2	61'-0"
3	60'-0"
4	50'-0"
5	42'-0"
6	40'-0"
7	40'-0"
8	34'-0"
9	30'-0"
10	30'-0"
11	30'-0"
12	30'-0"

LOWER ROADWAY BEAM LENGTHS

Span No.	Length
13	70'-0"
14	50'-0"
15	30'-3"
16	30'-3"

Note- Beam lengths shown are measured on bottom flange of beam at face of pier. Refer to Sht. No. 6 & 10 for Beam Details.

BEAM CAMBER UPPER ROADWAY SPAN 11 & 12

Span No.	1 & 2	3 & 4	5 & 6	7 & 8
12	1/2"	3/4"	5/8"	7/8"
13	1/2"	3/4"	5/8"	7/8"

BEAM CAMBER UPPER ROADWAY

Span No.	1 & 2	3 & 4	5
1 & 2	1/2"	3/4"	5/8"
3 & 4	1/2"	3/4"	5/8"
5	1/2"	3/4"	5/8"
6 & 7 & 8	1/2"	3/4"	5/8"
9	3/8"	1/2"	3/4"
10 & 11 & 12	3/8"	1/2"	3/4"

BEAM CAMBER LOWER ROADWAY

Span No.	1 & 2	3
1 & 2	3/4"	5/8"
3	1/2"	3/8"
4	1/2"	3/8"
5	1/2"	3/8"
6 & 7 & 8	1/2"	3/8"
9	3/8"	1/4"
10 & 11 & 12	3/8"	1/4"
13	1/2"	3/8"
14	1/2"	3/8"
15	1/2"	3/8"
16	1/2"	3/8"

Note- Old Bridge in Place consists of 1301 Steel Trestle, 31 Reinforcing Floor Piles, Masonry Abuts. & Timber Bridge Yard Rail.

Item "Removal of Old Bridge" includes removing and stacking of all material in the Old Bridge, Abuts. & piling as shown on the General Elevation and as much of old brick paving and sidewalk as necessary to place the New Reinforced Concrete Abuts. & Piers in place.

Note- Removal of the Brick Paving on Concrete Base Slab Item, consists of the removal and disposal of all old brick paving and concrete base from the Sta. 22+62.5 to the Sta. 23+89.5 & from Sta. 29+62.5 to Sta. 30+42.5 for a distance out 24' on each side of the ℄ and the removal of an area of the base of Frame Bldg. for a distance 24' out from the near line of the concrete base and the removal of the brick paving & base for a 24' Roadway from Sta. 23+89.5 to Sta. 29+62.5 as shown on the General Elevation. All brick shall be disposed of as directed by the Resident Engr.

All base & mortar from the brick paving shall be removed and disposed of as directed by the Resident Engr.

Sta. for Removal of Old Brick Paving on Conc. Base Slab & Sta. for Removal of Old Brick Paving on Conc. Base of Signal Post are approximate only. When the limits of the Removal are determined and to be included in the Item, "Removal of Old Brick Paving on Conc. Base Slab" they will be shown on the Bridge Plans.

Note- 95 Reinf. Conc. Test Piles shall be driven at the locations shown on Substructure plans in Abut No.1 and Pier No.8 Before driving Test Piles, holes large enough that no friction will be developed within them, shall be excavated to an elevation as low as the base elevation of that particular section of footing or pier. See plans for Test Pile Data & for other notes governing Test Piles see Sht. CT-5, Sheet No.10

Note- The City of Guthrie shall remove and replace all water, gas, and sewer lines as shown.

All overhead wire lines etc. shall be moved by the individual owners.

Note- All Yard Rail Post spacings shown are horizontal dimensions.

B.M. X on Conc. Sidewalk Entrance to Lumber Yard Office 20' Right of Sta. 19+54 Elev. 934.85

B.M. X on top of S.E. Cor. of Conc. Foundation 95' Left of Sta. 23+60 Elev. 950.47

B.M. 60d Spike in 4" Elm. 28' Left of Sta. 31+11 Elev. 958.58

B.M. 60d Spike in 4" Elm. 28' Left of Sta. 28+94 Elev. 958.62

B.M. X on Conc. Base of Signal Post 36' Left of Sta. 29+84 Elev. 958.62

For Details of Abut No.1 see Sheet No.18
For Details of Pier No.2 see Sheet No.19
For Details of Retaining Wall No.1 see Sheet No.21
For Details of Pier No.3 & 4 see Sheet No.20
For Details of Pier No.5 & 6 see Sheet No.22
For Details of Pier No.7 & 8 see Sheet No.23
For Details of Abut No.9 & 10 see Sheet No.24
For Details of Pier No.10-11 & 12 see Sheet No.25
For Details of Upper Roadway see Sheet No.26
For Details of Lower Roadway see Sheet No.27
For Details of Reinf. Conc. Piles see Sht. CT-5, Sheet No.10

Note- All Reinf. Conc. Piles see Sht. CT-5, Sheet No.10

Note- Drains (1) shall be placed as shown on Gen. Elev.

Note- Piling Inspection "150-ton" Horizontal Measurement. "150-ton" Measured on Surface of Soil.

Note- Pier Fillers shall be placed on Pier No.1 & 8 as shown on Gen. Elev.

Note- Replacement of Old Brick Paving, Sq. Yds. shall consist of replacing the 4" concrete base slab & the 4" brick paving on each side of the ℄ of the 24' Roadway from Sta. 23+89.5 to Sta. 29+62.5 with 6" reinforced concrete base slab, 6" reinforced concrete Retaining Walls, 2" premolded expansion material, 3/4" round reinforcing bars, 2" compressed expansion material, 3/4" round reinforcing bars, 2" compressed expansion material between existing concrete, all over work will be included in the unit price bid per Sq. Yd. Replacement of Old Brick Paving The 4" concrete slab shall be Class AA Conc.

Note- Reinforcing Steel in Retaining Walls shall be placed as shown on Sht. No.21

Note- Channel shall be constructed approximately as shown on the General Elevation. All excavated material shall be disposed of as directed by the Resident Engineer.

Note- The Required Drainage shall extend continuous grades, cleanouts, drops, etc. as shown on Sheet No.21 of Plans are before construction was started.

Note- All beams with 11 anchor bolts at Loadland noted on the General Elevation, Do not age beams at these Loadlands.

Note- For this job Brick Embedding, Sht. No. 8 Retaining Wall Bases shall be omitted as Elevations Shown, Also See Sht. No. 8 Other Brick Embedding Details not necessary.

Note- Channel Changes & Re-alignment of Cottonwood Creek shall be done as shown on Sheet No.21 of Plans.

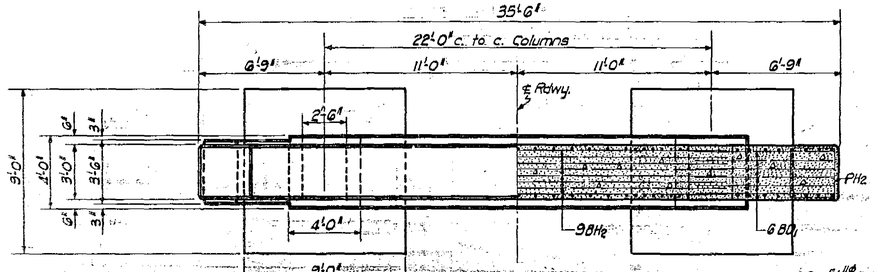
Note- Old Brick Pavement Removed from Sta. 23+89.5 to Sta. 29+62.5 shall be disposed of as directed by the Resident Engr.

Note- Stiffeners on sheet piling to be placed as shown.

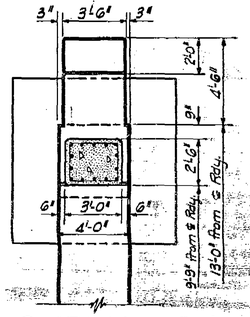
Note- Any old Pipe line disturbed by construction shall be replaced in the same manner & to the same grade as the old pipe line

FED. ROAD DIST. No.	STATE	U.S.W.P.&C. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
G	OKLA.	W.P.&M. 256 SEC. B' O'PASS	1936	25	34

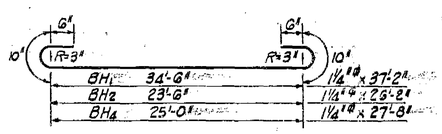
PART PLAN

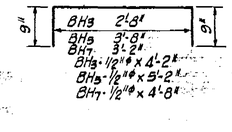


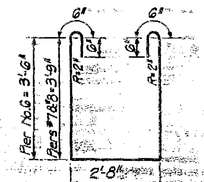
SECTION A-A

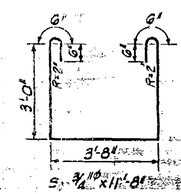


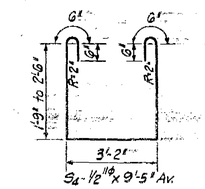
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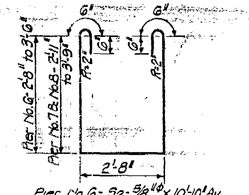


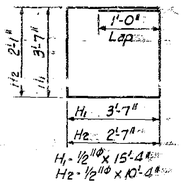


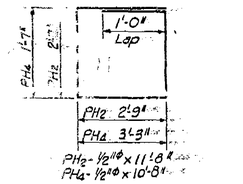










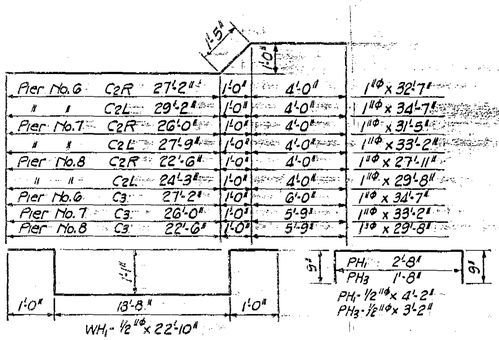


BAR LIST

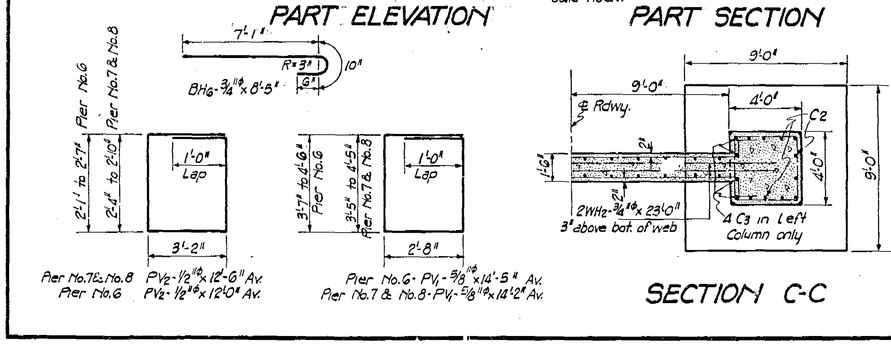
	MARK	No.	SIZE	FORM	LENGTH
Each Pier	C1	28	1" ø	Str.	10'-0"
Pier No. 6	C2R	14	"	Bnt.	32'-7"
" "	C2L	10	"	"	34'-7"
Pier No. 7	C2R	14	"	"	31'-5"
" "	C2L	10	"	"	33'-2"
Pier No. 8	C2R	14	"	"	27'-11"
" "	C2L	10	"	"	29'-8"
Pier No. 6	C4R	14	¾" ø	Str.	20'-0"
" "	C4L	14	"	"	18'-0"
Pier No. 7	C4R	14	"	"	22'-2"
" "	C4L	14	"	"	20'-5"
Pier No. 8	C4R	14	"	"	25'-2"
" "	C4L	14	"	"	23'-5"
Each Pier	D1	28	1" ø	"	8'-0"
" "	D2	28	¾" ø	"	8'-0"
" "	BD1	12	"	"	8'-0"
Pier No. 7 & No. 8 only	BD2	8	½" ø	"	10'-0"
Each Pier	BD3	7	¾" ø	"	8'-0"
Pier No. 6 & No. 7	H1	34	½" ø	Bnt.	15'-4"
Pier No. 8	H1	30	"	"	15'-4"
Pier No. 6	H2	19	"	"	10'-4"
Pier No. 7	H2	21	"	"	10'-4"
Pier No. 8	H2	25	"	"	10'-4"
Each Pier	BH1	8	1¼" ø	"	37'-2"
" "	BH2	9	"	"	26'-2"
" "	BH3	18	½" ø	"	4'-2"
" "	BH4	18	1¼" ø	"	27'-8"
" "	BH5	12	½" ø	"	5'-2"
" "	BH6	7	¾" ø	"	6'-5"
" "	BH7	3	½" ø	"	4'-8"
" "	PH1	12	"	"	4'-2"
" "	PH2	4	"	"	11'-8"
" "	PH3	7	"	"	3'-2"
" "	PH4	2	"	"	10'-8"
Pier No. 6	WH1	10	"	"	22'-10"
Pier No. 7	WH1	28	"	"	22'-10"
Pier No. 8	WH1	26	"	"	22'-10"
" "	WH2	16	⅝" ø	"	11'-8"
Pier No. 7 & No. 8	S1	27	¾" ø	"	12'-2"
Pier No. 6	S2	8	⅝" ø	"	10'-10" Av.
Pier No. 7 & No. 8	S2	8	"	"	11'-4" Av.
Each Pier	S3	19	¾" ø	"	11'-8"
" "	S4	4	½" ø	"	9'-5" Av.
Pier No. 6	PV1	8	⅝" ø	"	14'-5" Av.
Pier No. 7 & No. 8	PV1	8	"	"	14'-2" Av.
Pier No. 6	PV2	3	½" ø	"	12'-0" Av.
Pier No. 7 & No. 8	PV2	3	"	"	12'-6" Av.
Pier No. 6	WV1	24	"	Str.	4'-2"
Pier No. 7	WV1	24	"	"	13'-2"
Pier No. 8	WV1	24	"	"	12'-2"
Each Pier	WH2	2	¾" ø	"	23'-0"
Pier No. 6	C3	4	1" ø	Bnt.	34'-7"
Pier No. 7	C3	4	"	"	33'-2"
Pier No. 8	C3	4	"	"	29'-8"

SUMMARY OF QUANTITIES

	Rock Excav. Pier Base Cu. Yds.	Cl. 'A' Concrete Pier Base Cu. Yds.	Cl. 'A' Conc. Pier Base Cu. Yds.	Reinf. Steel Lbs.
PIER No. 6	18.1	66.4	43.7	12,680
PIER No. 7	23.1	77.5	42.5	13,470
PIER No. 8	47.5	78.7	37.8	13,280

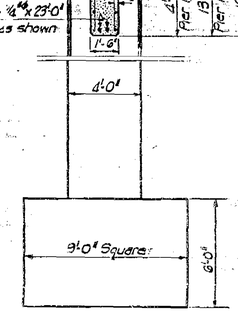


PART ELEVATION



PART SECTION

SECTION B-B



SECTION C-C

GENERAL NOTES

All concrete shall be poured in the dry.

All cost of Excavation except Excavation in Sandstone, Shale or Solid Rock shall be included in the unit price bid per Cu. Yd. for Class 'A' Conc. Pier Base.

Concrete in the footings of Pier Bases shall be poured against the Rock Foundation. The quantity of Class 'A' Concrete in Pier Bases and Rock Excavation Pier Bases paid for under those items shall be the amount within the neat lines of the concrete as shown on these plans.

All exposed edges shall have 1½" chamfer.

Any variation in the elevation of the footings of Pier Bases shall be taken care of in the 4'-0" square columns. Any resulting increase in concrete volume shall be paid for at the unit price bid per Cu. Yd. for Class 'A' Concrete Pier Base.

DETAILS OF PIERS No. 6, No. 7, & No. 8 OVERPASS OVER A.T. & S.F. R.R. & BRIDGE OVER COTTONWOOD CREEK IN GUTHRIE, OKLAHOMA

UPPER- 1-70', 1-61', 3-60', 4-50', 1-42', 2-40', 1-34' & 3-30' I-BM. SPANS - 24' RDWY. - 2-4' SIDEWALKS

LOWER- 1-70', 1-50', & 2-30'-3" I-BM. SPANS 18' RDWY. - 1-4' SIDEWALK

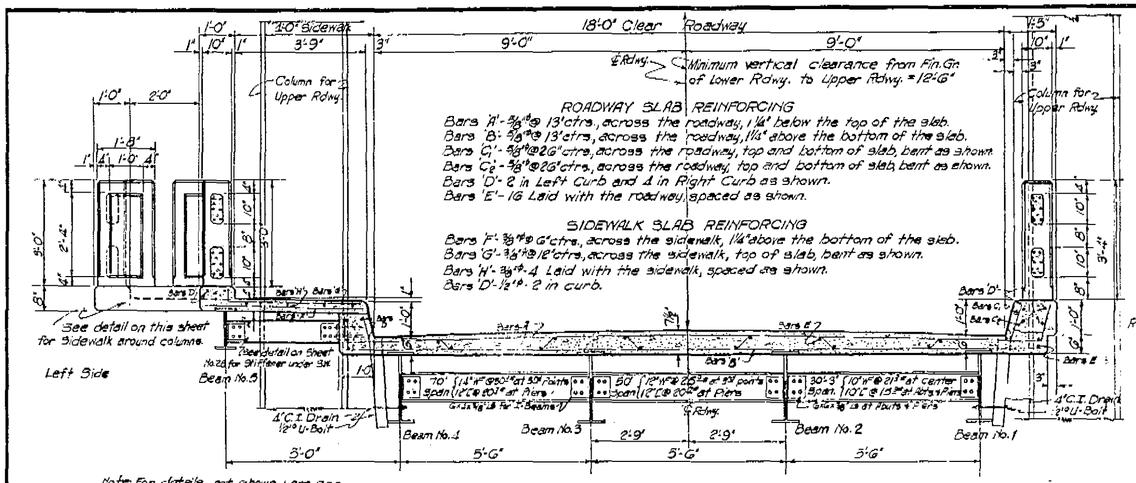
℄ STA. O'PASS. 25+89.00 ℄ STA. BR. 25+50.52

U.S.W.P.G.C. PROJ. No. W.P.G.M. 256 - SEC. 'B' O'PASS

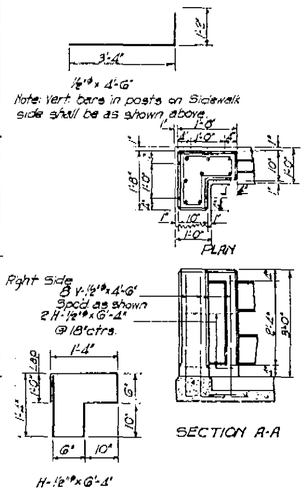
Drawn by T.F.T. Feb. 1936
Checked by H.B.S. " "

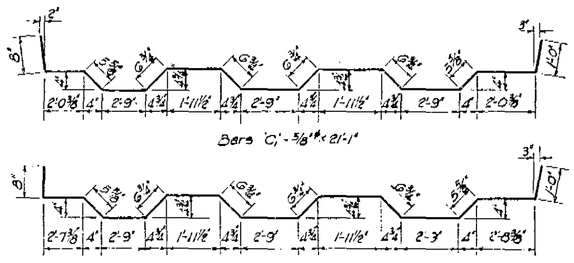
FED. ROAD DIST. No.	STATE	U.S.W.P.G.C. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
G	OKLA.	W.P.G.M. 256	1936	29	34

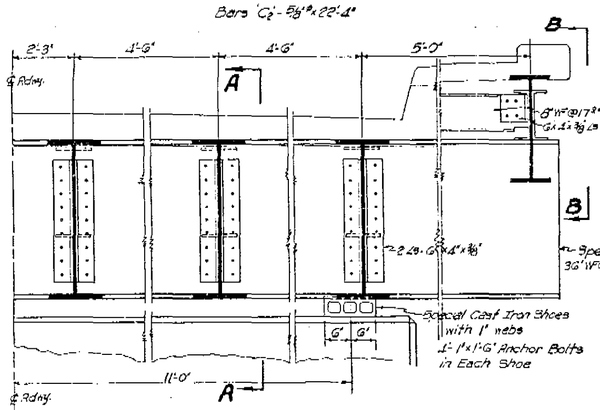
Revised. Sept. 16, 1936



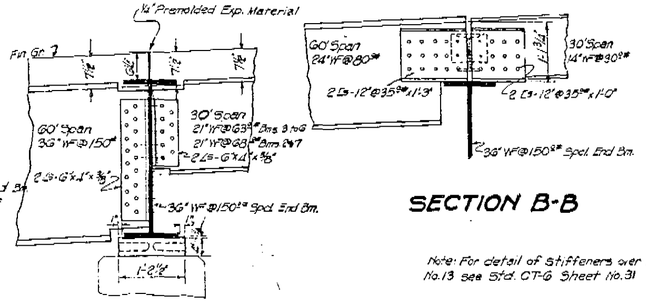
SECTION OF LOWER ROADWAY







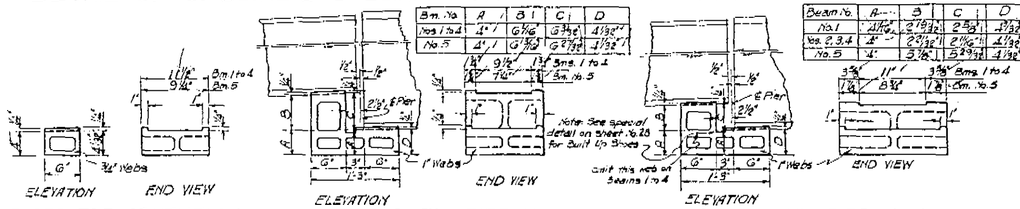
SECTION B-B



SECTION A-A

Note: For detail of Stiffeners over Pier No. 13 see Std. CT-G Sheet No. 31

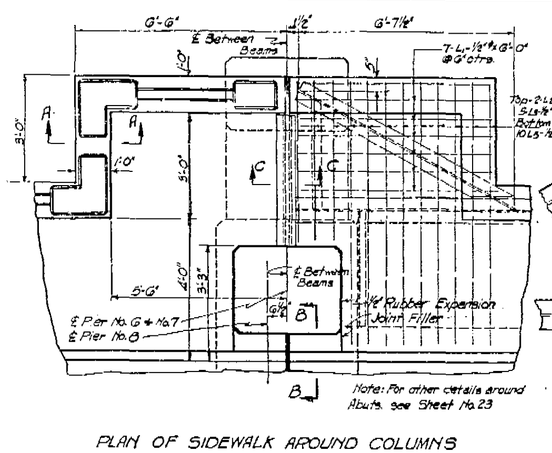
DETAIL OF SPECIAL END BEAM FOR UPPER ROADWAY AT PIER-ABUTMENT No. 5



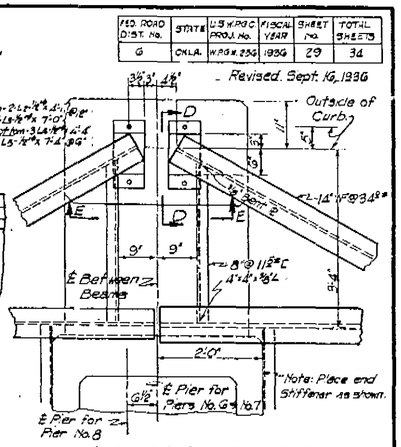
DETAILS OF C.I. SHOES FOR LOWER ROADWAY ONLY

TABLE OF BEAM SIZES

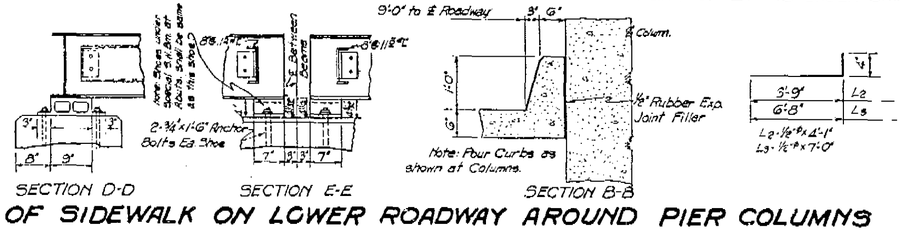
Span	Beam No. 1	Beams No. 2, 3 & 4	Beam No. 5
30'-3" Span	24" WF @ 74 lbs	24" WF @ 74 lbs	14" WF @ 34 lbs
60' Span	30" WF @ 132 lbs	30" WF @ 132 lbs	21" WF @ 83 lbs
70' Span	33" WF @ 210 lbs	33" WF @ 200 lbs	27" WF @ 102 lbs



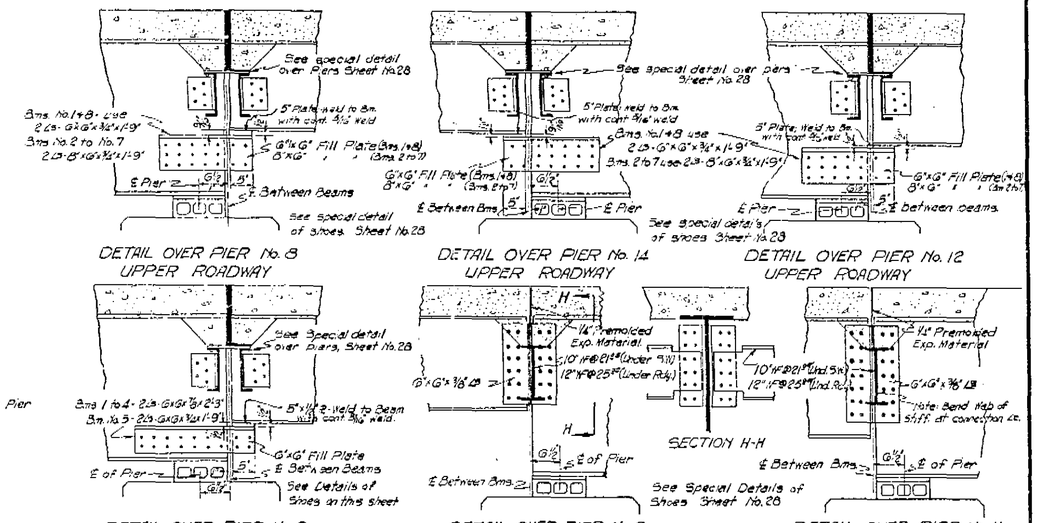
PLAN OF SIDEWALK AROUND COLUMNS



PLAN OF BEAMS UNDER S.W.



DETAIL OF SIDEWALK ON LOWER ROADWAY AROUND PIER COLUMNS



DETAILS OF LOWER ROADWAY AND SPECIAL DETAILS OVERPASS OVER A.T. & S.F. R.R. AND BRIDGE OVER COTTONWOOD CREEK IN GUTHRIE, OKLA.

UPPER, 1-70', 1-61', 3-60', 4-50', 1-42', 2-40', 1-34' AND 3-30' I-BM. SPANS
24'-0" ROADWAY AND 2-4' SIDEWALKS ~ ℄ STA. 25+89.00
LOWER, 1-70', 1-50', AND 2-30'-3" I-BM. SPANS
18'-0" ROADWAY AND 1-4' SIDEWALK ~ ℄ STA. 25+50.52
U.S.W.P.G.C. PROJ. No. W.P.G.M. 256 SEC: "O" PASS.

Drawn By: W.D.H. Feb. 1936
Checked By: A.H.L.

Attachment E

Bridge Condition Photographs



Photo 1: View of the SH-33 Bridge looking southeast.



Photo 2: View of the substructure looking east.



Photo 3: View of the lower deck and substructure of the upper deck.



Photo 4: View of the bridge approach walls and steel girders.



Photo 5: View of the concrete substructure and steel girders.



Photo 6: View of the lower deck of the bridge.



Photo 7: View of the bridge rail and sidewalk looking northwest.



Photo 8: View of the bridge deck.



Photo 9: Additional view of the bridge deck.



Photo 10: View of the deck and railing.



Photo 11: View of the bridge and narrow sidewalk.

Attachment F

Bridge Inspection Report and Repair History

OKLAHOMA DEPARTMENT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

Inspection Date: 9/6/2011 **FO/SD:** Structurally Deficient **Sufficiency Rating:** 21.1

Federal ID: 05047 **Structure No:** 4206 1442 X

IDENTIFICATION

Description	70',61',3-60',4-50',
County Code	Logan [083]
Facility Carried	S.H. 33
Bridge District	04

CONDITION

Deck	Poor [4]
Super Rating	Fair [5]
Sub Rating	Poor [4]
Channel/Channel Protection	Bank Slumping [6]
Culvert	Not Applicable [N]

APPRAISAL

Bridge Rail	0
Transition	0
Approach Rail	0
Approach Rail Ends	0
Str. Evaluation	Minimum Tolerable [4]
Deck Geometry	2
Underclearance Vertical & Horizontal	2
Waterway Adequacy	Equal Minimum [6]
Approach Alignment	Equal Min. Criteria [6]
Scour Critical	8

NAVIGATION

Navigation Control	0
Pier Protection	1

STRUCTURAL UNIT

Element	Description	Quantity	Unit	% State 1	% State 2	% State 3	% State 4	% State 5
13	Unp Conc Deck/AC Ovl	18190.00		0	0	0	100	0
107	Paint Stl Opn Girder	4776.00		0	39.4	60	0.6	0
205	R/Conc Column	32.00		0	53.1	46.9	0	0
210	R/Conc Pier Wall	60.00		0	100	0	0	0
215	R/Conc Abutment	68.00		0	66.2	33.8	0	0
231	Paint Stl Cap	35.00		0	54.3	37.1	8.6	0
234	R/Conc Cap	534.00		24.9	48.1	23.4	3.6	0
301	Pourable Joint Seal	72.00		43.1	37.5	19.4	0	0
310	Elastomeric Bearing	8.00		100	0	0	0	0
311	Moveable Bearing	84.00		4.8	95.2	0	0	0
313	Fixed Bearing	84.00		2.4	97.6	0	0	0
321	R/Conc Approach Slab	2.00		100	0	0	0	0
331	Conc Bridge Railing	1515.00		0	99.5	0	0	0
357	Pack Rust Smart Flag	1.00		0	100	0	0	0
359	Soffit Smart Flag	1.00		0	0	0	100	0
362	Traf Impact SmFlag	1.00		0	100	0	0	0

363	Section Loss SmFlag	1.00		0	100	0	0	0
165	Paint Stl Opn Gir En	1280.00		0	30	64.5	5.5	0
309	Pourable Joint Seal	294.00		0	81.6	18.4	0	0
316	Bearing Assembly	8.00		0	100	0	0	0

```
=BRRAT4206 1442 X   CT-6,SP. 30' INT. 010 30GGG   L 0       40 Y0
2600 450    2400 556 410 334 700      020  30020  12Y
S 2956
S 700
G1 1478W 13436  18520620  825   21000410                   N300
BG1C 1 1478B 1 1478
 ------------------------------------
 21"@63# (INT. BEAMS)
 ------------------------------------
 21"@68# (EXT. BEAMS)
G1 1111W 14783  20020685  8270  21130430                   N300
 ------------------------------------
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S 3895
S 644
G1 1948W 31292  26770712  9983  26840483                   N300
BG1C 1 1948B 1 1948
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S 700
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BG1C 1 1839B 1 1839
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S 3460
G1 1730W 20338  21770662  8975  23870430                   N300
BG1C 1 1730B 1 1730
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G1 1621W 20338  21770662  8975  23870430                   N300
BG1C 1 1621B 1 1621
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S 2807
G1 1404W 13436  18520620  825   21000410                   N300
BG1C 1 1404B 1 1404
 ------------------------------------
 27"@91#(#1), 24"@80#(#2), 24"@74#(#3,4), 21"@68#(#5), 21"@63#(#6)
 ------------------------------------
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S 3942
S 700
G1 1971W 31292  26770712  9983  26840483                   N300
```

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BG1C 1 1975B 1 1975
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2600 400    2400 362 362 167 644      015  45020  12Y
S 3607
S 644
G1 1804W 31292  26770712  9983  26840483                   N300
BG1C 1 1804B 1 1400B 1 1104
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2600 450    2400 500 356 167 700      020  30020  12Y
S 3825
S 700
G1 1913W 31292  26770712  9983  26840483                   N300
BG1C 1 1913B 1 1400B 1 1213
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2600 450    2400 556 410 334 700      020  30020  12Y
S 4042
G1 2021W 31292  26770712  9983  26840483                   N300
BG1C 1 2021B 1 1400B 1 1321
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BG1C 1 2130B 1 1400B 1 1430
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G1 2239W 34465  28820792 10000  27000500                   N300
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G1 2348W 49191  34130850 1050   30000564                   N300
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S 4949
S 700
G1 2475W 49191  34130850 1050   30000564                   N300
BG1C 1 2475B 2 1650
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 30"WF@124# (EXT. BEAMS)
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S 5926
S 700
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S 700
G1 2996W 90121  44160940 11972  35840625                    N300
BG1C 1 2996B 2 1998
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 36"@160# (EXT. BEAMS)
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S 6925
S 700
G1 3463W112815  53541180 12072  36320725                    N300
BG1C 1 3463B 2 2309
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 36"@182# (INT. BEAMS)
 ------------------------------------
 36"@230# (EXT. BEAMS)
G1 1111W149600  6767130  16475  35880765                    N300
 ------------------------------------
2600 450    2400 556 410 334 700      020  30020  12Y
2600 450    2400 500 322 167 700      020  30020  12Y
2600 400    2400 362 362 167 644      015  45020  12Y
 ------------------------------------
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=BRRAT4206 1442 X   PIERBEAM          010 30GFS   L 0       40 Y0
2600 200-1002400 556 410 334 700      020  83020  12N
S 5926 2956
 200100010012001000100
S59262956
-025 425 875132517752225
S 700
G1 5926W999999  400 200  1000   300 200                     N999
G2 2956W999999  400 200  1000   300 200                     N999
F1 1300W 90121  44160940 11972  35840625                    N300
F2 1300W 90121  44160940 11972  35840625                    N300
S1 5926W 90121  44160940 11972  35840625                    N300
BF1C 1 -200C 1 1100B 1 -025B 1 -175B 1  425B 2  450
BF2C 1 -200C 1 1100B 1 -025B 1 -175B 1  425B 2  450
SF1T 1 -025T 1 -175T 1  425T 2  450
SF2T 1 -025T 1 -175T 1  425T 2  450
BG1C 1 5926B 1  026B59  100
BG2C 1 2956B 1  056B29  100
SG1T 1  026T59  100
SG2T 1  056T29  100
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 21"@68# (30' SPAN, EXT. BEAM)
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21"@63# (30' SPAN, INT. BEAM)
36"@150# (60' SPAN, ALL BEAMS)
36"@150# (PIERBEAM AT PIER 5)

C. POST W/ 2 RAILS: WT. ONE SIDE = 153#/FT.
CURB: WT. ONE SIDE = 137#/FT.
S.W.: WT. ONE SIDE = 150#/FT.
S.W. CURB: WT. ONE SIDE = 100#/FT.

1936 RDWY.: 24' ASPH.: 3" 6"-7.5" DECK 6 RDWY. BEAMS
FY=30KSI O.H.=1.75' RLG.: CP-2RL. BLAST PLATES: REMOVED
40'-50'-50'-50'-60'-30'-50'-69'-30'-59'-43'-60'-35'-31'-60'-40' I-BEAM
SPAN 12 SKEW: 64.1833 DEG. L.F. 05/19/05

30' INT. GIRDER		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.71 T	14.3	14.78	1	0.80 S	16.1	14.78	1
	OR (LOADED)	1.21 T	24.3	14.78	1	1.34 S	26.8	14.78	1
HS20	IR (LOADED)	0.65 T	23.2	11.82	1	0.71 S	25.7	11.82	1
	OR (LOADED)	1.08 T	38.9	11.82	1	1.19 S	42.9	11.82	1
3-3	IR (LOADED)	0.96 T	38.2	14.78	1	1.08 S	43.1	14.78	1
	OR (LOADED)	1.63 T	65.1	14.78	1	1.79 S	71.8	14.78	1

30' EXT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.88 T	17.6	14.78	1	0.99 S	19.8	14.78	1
	OR (LOADED)	1.50 T	30.0	14.78	1	1.65 S	33.1	14.78	1
HS20	IR (LOADED)	0.79 T	28.6	11.82	1	0.88 S	31.8	11.82	1
	OR (LOADED)	1.34 T	48.1	11.82	1	1.47 S	52.9	11.82	1
3-3	IR (LOADED)	1.18 T	47.0	14.78	1	1.33 S	53.1	14.78	1
	OR (LOADED)	2.01 T	80.3	14.78	1	2.21 S	88.6	14.78	1

34' SKEWED SPAN:		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
GIRDER 1 (39')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.98 T	19.6	19.47	1	1.15 S	22.9	19.47	1
	OR (LOADED)	1.72 T	34.5	19.47	1	1.91 S	38.2	19.47	1
HS20	IR (LOADED)	0.78 T	28.0	19.47	1	0.91 S	32.7	19.47	1
	OR (LOADED)	1.37 T	49.2	19.47	1	1.51 S	54.5	19.47	1
3-3	IR (LOADED)	1.20 T	48.1	19.47	1	1.40 S	56.1	19.47	1
	OR (LOADED)	2.11 T	84.4	19.47	1	2.34 S	93.5	19.47	1
GIRDER 2 (37')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.84 T	16.8	18.39	1	0.99 S	19.7	18.39	1
	OR (LOADED)	1.48 T	29.7	18.39	1	1.65 S	32.9	18.39	1
HS20	IR (LOADED)	0.69 T	24.7	18.39	1	0.81 S	29.0	18.39	1
	OR (LOADED)	1.21 T	43.6	18.39	1	1.34 S	48.3	18.39	1
3-3	IR (LOADED)	1.05 T	42.2	18.39	1	1.24 S	49.5	18.39	1
	OR (LOADED)	1.86 T	74.5	18.39	1	2.06 S	82.5	18.39	1
GIRDER 3 (35')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.75 T	15.1	17.30	1	0.87 S	17.3	17.30	1
	OR (LOADED)	1.30 T	26.1	17.30	1	1.44 S	28.8	17.30	1
HS20	IR (LOADED)	0.64 T	22.9	17.30	1	0.73 S	26.2	13.84	1
	OR (LOADED)	1.10 T	39.6	13.84	1	1.21 S	43.6	13.84	1
3-3	IR (LOADED)	0.97 T	38.9	17.30	1	1.12 S	44.7	17.30	1
	OR (LOADED)	1.68 T	67.4	17.30	1	1.86 S	74.5	17.30	1

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
GIRDER 4 (33')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.92 T	18.3	16.21	1	1.00 S	19.9	16.21	1
	OR (LOADED)	1.51 T	30.2	16.21	1	1.66 S	33.2	16.21	1
HS20	IR (LOADED)	0.79 T	28.6	12.97	1	0.85 S	30.7	12.97	1
	OR (LOADED)	1.30 T	46.6	12.97	1	1.42 S	51.2	12.97	1
3-3	IR (LOADED)	1.22 T	48.9	16.21	1	1.32 S	52.7	12.97	1
	OR (LOADED)	2.00 T	80.1	12.97	1	2.20 S	87.8	12.97	1
GIRDER 5 (31')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.90 T	18.1	15.12	1	1.00 S	20.0	15.12	1
	OR (LOADED)	1.52 T	30.3	15.12	1	1.67 S	33.4	15.12	1
HS20	IR (LOADED)	0.81 T	29.0	12.10	1	0.88 S	31.7	12.10	1
	OR (LOADED)	1.34 T	48.1	12.10	1	1.47 S	52.9	12.10	1
3-3	IR (LOADED)	1.21 T	48.4	15.12	1	1.34 S	53.7	15.12	1
	OR (LOADED)	2.03 T	81.3	15.12	1	2.24 S	89.6	15.12	1
GIRDER 6 (29')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.87 T	17.4	14.03	1	0.98 S	19.5	14.03	1
	OR (LOADED)	1.48 T	29.5	14.03	1	1.63 S	32.6	14.03	1
HS20	IR (LOADED)	0.81 T	29.0	11.23	1	0.89 S	32.0	11.23	1
	OR (LOADED)	1.35 T	48.4	11.23	1	1.48 S	53.3	11.23	1
3-3	IR (LOADED)	1.16 T	46.5	14.03	1	1.30 S	52.1	14.03	1
	OR (LOADED)	1.97 T	78.8	14.03	1	2.17 S	86.9	14.03	1
40' INT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.91 T	18.2	19.71	1	1.03 S	20.6	19.71	1
	OR (LOADED)	1.56 T	31.2	19.71	1	1.72 S	34.4	19.71	1
HS20	IR (LOADED)	0.72 T	25.8	19.71	1	0.81 S	29.2	19.71	1
	OR (LOADED)	1.23 T	44.2	19.71	1	1.35 S	48.7	19.71	1
3-3	IR (LOADED)	1.11 T	44.4	19.71	1	1.26 S	50.3	19.71	1
	OR (LOADED)	1.90 T	75.9	19.71	1	2.10 S	83.8	19.71	1
40' EXT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.94 T	18.9	19.71	1	1.12 S	22.3	19.71	1
	OR (LOADED)	1.68 T	33.5	19.71	1	1.86 S	37.2	19.71	1
HS20	IR (LOADED)	0.74 T	26.7	19.71	1	0.88 S	31.6	19.71	1
	OR (LOADED)	1.32 T	47.5	19.71	1	1.46 S	52.7	19.71	1
3-3	IR (LOADED)	1.15 T	45.9	19.71	1	1.36 S	54.3	19.71	1
	OR (LOADED)	2.04 T	81.6	19.71	1	2.26 S	90.6	19.71	1
42' SKEWED SPAN:		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
GIRDER 1 (37')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.24 T	24.8	18.03	1	1.35 S	27.1	18.03	1
	OR (LOADED)	2.05 T	41.1	18.03	1	2.26 S	45.1	18.03	1
HS20	IR (LOADED)	1.02 T	36.8	18.03	1	1.11 S	40.1	14.43	1
	OR (LOADED)	1.69 T	60.9	14.43	1	1.86 S	66.8	14.43	1
3-3	IR (LOADED)	1.57 T	62.8	18.03	1	1.71 S	68.5	18.03	1
	OR (LOADED)	2.60 T	103.9	18.03	1	2.86 S	114.2	18.03	1
GIRDER 2 (39')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.15 T	23.0	19.12	1	1.27 S	25.3	19.12	1
	OR (LOADED)	1.92 T	38.4	19.12	1	2.11 S	42.2	19.12	1
HS20	IR (LOADED)	0.92 T	33.0	19.12	1	1.01 S	36.5	19.12	1
	OR (LOADED)	1.53 T	55.2	19.12	1	1.69 S	60.8	19.12	1
3-3	IR (LOADED)	1.42 T	56.6	19.12	1	1.56 S	62.5	19.12	1
	OR (LOADED)	2.37 T	94.7	19.12	1	2.60 S	104.2	19.12	1

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
GIRDER 3 (41')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.84 T	16.8	20.21	1	0.98 S	19.5	20.21	1
	OR (LOADED)	1.47 T	29.4	20.21	1	1.63 S	32.5	20.21	1
HS20	IR (LOADED)	0.65 T	23.6	20.21	1	0.76 S	27.3	20.21	1
	OR (LOADED)	1.14 T	41.2	20.21	1	1.27 S	45.6	20.21	1
3-3	IR (LOADED)	1.02 T	40.6	20.21	1	1.18 S	47.1	20.21	1
	OR (LOADED)	1.77 T	70.9	20.21	1	1.96 S	78.5	20.21	1
GIRDER 4 (43')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.85 T	16.9	21.30	1	0.99 S	19.9	21.30	1
	OR (LOADED)	1.50 T	29.9	21.30	1	1.66 S	33.1	21.30	1
HS20	IR (LOADED)	0.64 T	23.2	21.30	1	0.76 S	27.2	21.30	1
	OR (LOADED)	1.14 T	40.9	21.30	1	1.26 S	45.4	21.30	1
3-3	IR (LOADED)	1.00 T	40.1	21.30	1	1.18 S	47.1	21.30	1
	OR (LOADED)	1.77 T	70.8	21.30	1	1.96 S	78.5	21.30	1
GIRDER 5 (45')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.82 T	16.3	22.39	1	1.02 S	20.4	22.39	1
	OR (LOADED)	1.52 T	30.5	22.39	1	1.70 S	34.0	22.39	1
HS20	IR (LOADED)	0.61 T	21.9	22.39	1	0.76 S	27.4	22.39	1
	OR (LOADED)	1.14 T	40.9	22.39	1	1.27 S	45.6	22.39	1
3-3	IR (LOADED)	0.95 T	38.0	22.39	1	1.19 S	47.5	22.39	1
	OR (LOADED)	1.77 T	71.0	22.39	1	1.98 S	79.2	22.39	1
GIRDER 6 (47')		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.05 T	20.9	23.47	1	1.26 S	25.3	23.47	1
	OR (LOADED)	1.89 T	37.9	23.47	1	2.11 S	42.1	23.47	1
HS20	IR (LOADED)	0.77 T	27.5	23.47	1	0.92 S	33.3	23.47	1
	OR (LOADED)	1.39 T	49.9	23.47	1	1.54 S	55.5	23.47	1
3-3	IR (LOADED)	1.20 T	48.0	23.47	1	1.45 S	58.0	23.47	1
	OR (LOADED)	2.17 T	86.9	23.47	1	2.42 S	96.7	23.47	1
50' INT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.85 T	17.0	24.74	1	1.04 S	20.8	24.74	1
	OR (LOADED)	1.56 T	31.2	24.74	1	1.74 S	34.7	24.74	1
HS20	IR (LOADED)	0.61 T	22.0	24.74	1	0.75 S	26.9	24.74	1
	OR (LOADED)	1.12 T	40.3	24.74	1	1.25 S	44.9	24.74	1
3-3	IR (LOADED)	0.96 T	38.4	24.74	1	1.18 S	47.1	24.74	1
	OR (LOADED)	1.76 T	70.4	24.74	1	1.96 S	78.5	24.74	1
50' EXT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.02 T	20.4	24.74	1	1.26 S	25.3	24.74	1
	OR (LOADED)	1.89 T	37.8	24.74	1	2.10 S	42.1	24.74	1
HS20	IR (LOADED)	0.73 T	26.4	24.74	1	0.91 S	32.7	24.74	1
	OR (LOADED)	1.36 T	48.8	24.74	1	1.51 S	54.4	24.74	1
3-3	IR (LOADED)	1.15 T	46.1	24.74	1	1.43 S	57.1	24.74	1
	OR (LOADED)	2.13 T	85.3	24.74	1	2.38 S	95.1	24.74	1
60' INT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.09 T	21.9	29.63	1	1.32 S	26.3	29.63	1
	OR (LOADED)	1.97 T	39.5	29.63	1	2.19 S	43.9	29.63	1
HS20	IR (LOADED)	0.76 T	27.4	29.63	1	0.92 S	33.0	29.63	1
	OR (LOADED)	1.37 T	49.5	29.63	1	1.53 S	55.0	29.63	1
3-3	IR (LOADED)	1.09 T	43.4	29.63	1	1.31 S	52.3	29.63	1
	OR (LOADED)	1.96 T	78.4	29.63	1	2.18 S	87.2	29.63	1

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
60' EXT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.11 T	22.2	29.63	1	1.42 S	28.3	29.63	1
	OR (LOADED)	2.11 T	42.2	29.63	1	2.36 S	47.2	29.63	1
HS20	IR (LOADED)	0.77 T	27.8	29.63	1	0.99 S	35.5	29.63	1
	OR (LOADED)	1.47 T	52.9	29.63	1	1.64 S	59.1	29.63	1
3-3	IR (LOADED)	1.10 T	44.1	29.63	1	1.41 S	56.2	29.63	1
	OR (LOADED)	2.09 T	83.8	29.63	1	2.34 S	93.7	29.63	1
61' INT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.05 T	20.9	29.96	1	1.28 S	25.6	29.96	1
	OR (LOADED)	1.91 T	38.3	29.96	1	2.13 S	42.6	29.96	1
HS20	IR (LOADED)	0.73 T	26.3	29.96	1	0.89 S	32.1	29.96	1
	OR (LOADED)	1.33 T	48.1	29.96	1	1.49 S	53.5	29.96	1
3-3	IR (LOADED)	1.04 T	41.5	29.96	1	1.27 S	50.6	29.96	1
	OR (LOADED)	1.89 T	75.8	29.96	1	2.11 S	84.4	29.96	1
61' EXT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.24 T	24.9	29.96	1	1.54 S	30.8	29.96	1
	OR (LOADED)	2.30 T	46.0	29.96	1	2.57 S	51.3	29.96	1
HS20	IR (LOADED)	0.87 T	31.3	29.96	1	1.07 S	38.6	29.96	1
	OR (LOADED)	1.60 T	57.8	29.96	1	1.79 S	64.4	29.96	1
3-3	IR (LOADED)	1.23 T	49.3	29.96	1	1.52 S	60.9	29.96	1
	OR (LOADED)	2.28 T	91.1	29.96	1	2.54 S	101.6	29.96	1
70' INT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	0.88 T	17.7	34.62	1	1.18 S	23.6	34.62	1
	OR (LOADED)	1.75 T	35.0	34.62	1	1.97 S	39.4	34.62	1
HS20	IR (LOADED)	0.64 T	22.9	34.62	1	0.85 S	30.6	34.62	1
	OR (LOADED)	1.26 T	45.4	34.62	1	1.42 S	51.0	34.62	1
3-3	IR (LOADED)	0.85 T	33.9	34.62	1	1.13 S	45.3	34.62	1
	OR (LOADED)	1.68 T	67.2	34.62	1	1.89 S	75.5	34.62	1
70' EXT. GIRDER		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (LOADED)	1.70 T	33.9	34.62	1	2.01 S	40.1	34.62	1
	OR (LOADED)	3.01 T	60.3	34.62	1	3.34 S	66.9	34.62	1
HS20	IR (LOADED)	1.22 T	43.9	34.62	1	1.44 S	51.9	34.62	1
	OR (LOADED)	2.17 T	78.0	34.62	1	2.40 S	86.6	34.62	1
3-3	IR (LOADED)	1.63 T	65.1	34.62	1	1.92 S	76.9	34.62	1
	OR (LOADED)	2.89 T	115.6	34.62	1	3.21 S	128.2	34.62	1
PIERBEAM @ PIER #5		FACTOR	TONS	X	FLBM	FACTOR	TONS	X	FLBM
H20	IR (LOADED)	0.51 T	10.2	11.00	2	0.75 S	15.0	11.00	2
	OR (LOADED)	1.10 T	22.1	11.00	2	1.25 S	25.1	11.00	2
HS20	IR (LOADED)	0.46 T	16.6	11.00	2	0.67 S	24.3	11.00	2
	OR (LOADED)	0.99 T	35.7	11.00	2	1.12 S	40.5	11.00	2
3-3	IR (LOADED)	0.55 T	21.9	11.00	2	0.80 S	32.1	11.00	2
	OR (LOADED)	1.18 T	47.1	11.00	2	1.34 S	53.5	11.00	2

T - TOP STEEL STRESS/STRENGTH GOVERNS
S - SERVICEABILITY STRENGTH GOVERNS

NBI 05047 42-06-1442 LOGAN CO.

As-Built Bridge Project Information Report

Reported by: David Conaway
ODOT Bridge Div. (405)521-6496

ALL OF THE FOLLOWING IS RELEVANT ONE (1) CONSTRUCTION PROJECT

Multiple Project & JP numbers indicate they were tied. As-Built documentation indicates the following as being completed

FINAL ESTIMATE REVIEWED

COPY OF THIS DOCUMENT TO CLERK OF FILES WHEN THIS DATE IS ENTERED.

RESCODE	SQUAD
45	WALTON

CONST JP#	CONST PROJECT#	COUNTY #	OLD NBI 1	WORK DONE 1	NEW NBI 1
16217(04)	CMC-142A(003)	42	05047	REPAIRED	NONE

TIED JP#S	TIED PROJECT #S	TIED COUNTY #S	OLD NBI 2	WORK DONE 2	NEW NBI 2
			OLD NBI 3	WORK DONE 3	NEW NBI 3
			OLD NBI 4	WORK DONE 4	NEW NBI 4
			OLD NBI 5	WORK DONE 5	NEW NBI 5

STORED IN BOX :

PLAN STR. 1	AS BUILT SUMMARY 1	ROUTE CARRIED 1	FEATURE INTERSECT 1
	12 /10 / 1997	SH 33	RR & COTTONWOOD CR

(COMMENT 1) SUBMITTED AS-BUILT QUANTITIES INDICATE COMPLETION OF:

VIADUCT ON NOBLE AVE IN GUTHRIE. EMERG. BRIDGE REPAIR. PAINT & OVERLAY

PLAN STR. 2	AS BUILT SUMMARY 2	ROUTE CARRIED 2	FEATURE INTERSECT 2

(COMMENT 2) SUBMITTED AS-BUILT QUANTITIES INDICATE COMPLETION OF:

PLAN STR. 3	AS BUILT SUMMARY 3	ROUTE CARRIED 3	FEATURE INTERSECT 3

(COMMENT 3) SUBMITTED AS-BUILT QUANTITIES INDICATE COMPLETION OF:

PLAN STR 4	AS BUILT SUMMARY 4	ROUTE CARRIED 4	FEATURE INTERSECT 4

(COMMENT 4) SUBMITTED AS-BUILT QUANTITIES INDICATE COMPLETION OF:

PLAN STR. 5	AS BUILT SUMMARY 5	ROUTE CARRIED 5	FEATURE INTERSECT 5

(COMMENT 5) SUBMITTED AS-BUILT QUANTITIES INDICATE COMPLETION OF:

RESCODES (FIRST# = FIELD DIV)

11 MUSKOGEE RESIDENCY MANAGER
12 SALLISAW RESIDENCY MANAGER
17 COUNTY BRIDGE MANAGER, DIV 1

21 ANTLERS RESIDENCY MANAGER
22 HEAVENER RESIDENCY MANAGER
23 MADILL RESIDENCY MANAGER
24 MCALESTER RESIDENCY MANAGER
27 COUNTY BRIDGE MANAGER, DIV 2

31 ADA RESIDENCY MANAGER
32 PURCELL RESIDENCY MANAGER
33 WEWOKA RESIDENCY MANAGER
37 COUNTY BRIDGE MANAGER, DIV 3

41 PERRY RESIDENCY MANAGER
42 EL RENO RESIDENCY MANAGER
43 ENID RESIDENCY MANAGER
44 EDMOND RESIDENCY MANAGER
45 STILLWATER RESIDENCY MANAGER
46 OKLAHOMA CITY RESIDENCY MGR.
47 COUNTY BRIDGE MANAGER, DIV 4

51 CLINTON RESIDENCY MANAGER
52 ALTUS RESIDENCY MANAGER
57 COUNTY BRIDGE MANAGER, DIV 5

61 BUFFALO RESIDENCY MANAGER
62 GUYMON RESIDENCY MANAGER
67 COUNTY BRIDGE MANAGER, DIV 6

71 DUNCAN RESIDENCY MANAGER
72 ARDMORE RESIDENCY MANAGER
73 ANADARKO RESIDENCY MANAGER
77 COUNTY BRIDGE MANAGER, DIV 7

81 TULSA RESIDENCY MANAGER
83 CLAREMORE RESIDENCY MANAGER
84 SAND SPRINGS RESIDENCY MGR.
87 COUNTY BRIDGE MANAGER, DIV 8

DISTRIBUTION:

- ___ Bridge Maint.(OFF SYSTEM)
- X Bridge Maint.(W/PROJ. PLAN SHTS)
- ___ Utility Attach. File (IF APPLICABLE)
- ___ Bridge Proj. Correspondence File
- ___ Bridge As-Built Quantity File

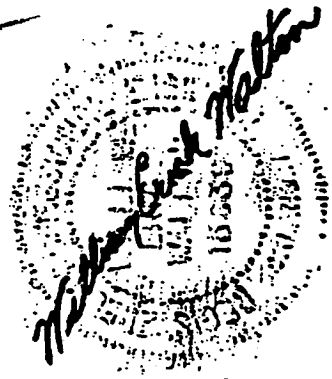
STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

45- STILLWATER

PLAN OF PROPOSED
EMERGENCY BRIDGE REPAIR AND OVERLAY
S.H. 33, GUTHRIE VIADUCT

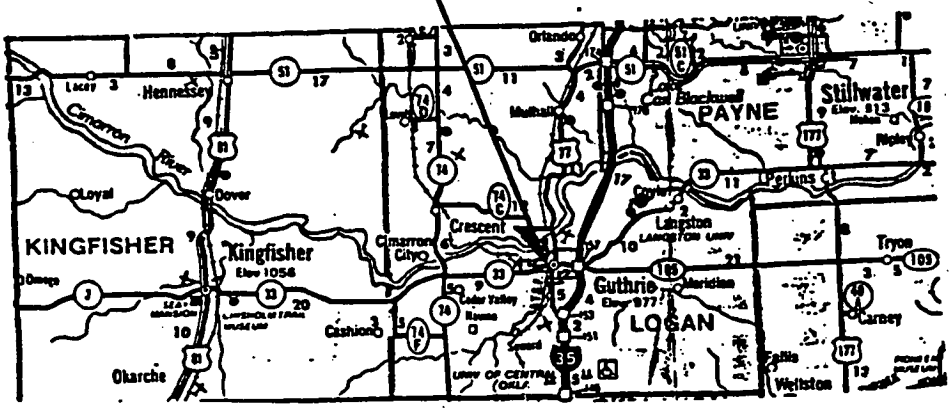
CMC-142A(003) 16217(04), LOGAN COUNTY

? NBI: 05047



William Erick Walton
P.E. #15839

Project Location



Roadway Length:	298.17 FT.	0.057 MI.
Bridge Length:	758.33 FT.	0.144 MI.
Total Project Length:	1,056.50 FT.	0.201 MI.

Equations: None
Exceptions: None

*
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Span #7 (Pier #6)

BRIDGE ANALYSIS AND RATING (BAR7) 330473

PROGRAM P4353110 07/24/96 10:21
VERSION 7.2 LAST UPDATED 03/17/92 DOCUMENTATION 07/91

INPUT:

STRUCTURE ID - 4206 1442 X - CT-6 952030

BRIDGE TYPE	SLC LEVEL	LIVE LANES	LOAD	OUTPUT	IMPACT FACTOR	GAGE DIST	PASS DIST	FATIGUE	CONC DECK	SPEC	REDIST
GGG	080			0	0.00	0.0	0.0		Y		

BRIDGE CROSS SECTION AND LOADING

DECK WIDTH	OVERHANG OR SPACING	CL OF GIRDER OR TRUSS TO CURB	ROADWAY WIDTH	DISTRIBUTION FACTORS SHEAR	MOMENT	DEFLECT
0.00	4.50	0.00	24.00	0.556	0.409	0.333

SLAB THICKNESS	HAUNCH	DEAD LOADS DL1	DL2	F'C	N	SYMMETRY
6.75	0.00	0.000	0.310	3.000	9.	

SPAN LENGTHS (SIMPLE)

SPAN #	1	2	3	4	5	6	7	8
LENGTH	50.00							

CONCRETE MEMBER PROPERTIES

TYPE	DEPTH	B	D	AS	D'	A'S	FY REINF
S	6.75	0.00	0.00	0.00	0.00	0.00	0.

ALLOWABLE FS IR	ALLOWABLE FS OR	ST DET	AV	SPECS	ALPHA
0.0	0.0		0.00	0	0.

STEEL MEMBER PROPERTIES

G	P	S	RANGE	T	WF BM M OF I OR VRT LEG	WF BM AREA OR HRZ LEG	FLANGE ANGLE THICK	FLANGE WIDTH	V A R	WF BM OR WEB PLATE DEPTH	WEB THICK
G	1	N	50.00	W	4919.10	34.13	0.8500	10.500		30.00	0.5640

TPW	TPT	BPW	BPT	COMP	FY	FY TOP	FY BOT	CG TOP	CG BOT
0.00	0.0000	0.00	0.0000	N	33.0	0.0	0.0	0.000	0.000

LATERAL BRACE POINTS AND STIFFENER SPACINGS

B OR G	S OR F	CODE	SPAN	C O D E	NO. OF SPCS	SPACING	C O D E	NO. OF SPCS	SPACING	C O D E	NO. OF SPCS	SPACING	C O D E	NO. OF SPCS	SPACING
BG			1	C	1	50.00	B	3	16.67		0	0.00		0	0.00
					0	0.00		0	0.00		0	0.00		0	0.00

DEFAULT VALUES

SLC LEVEL	GAGE DISTANCE	PASSING DISTANCE	F'C	FY REINF	ALLOWABLE FS IR	ALLOWABLE FS OR
---	6.0	4.0	---	33.	18.0	25.0

GIRDER ANALYSIS

DEAD LOADS ACTING ON GIRDER

INPUT DL1	GIRDER WEIGHT	SLAB WEIGHT	FL BEAM WEIGHT	STRINGER WEIGHT	TOTAL DL1	TOTAL DL2
0.000	0.116	0.380	0.000	0.000	0.496	0.310

NOTE: IF THE LIVE LOAD STRESS IS ZERO AT ANY SECTION THE RATING FACTOR IS PRINTED AS 999.99 INDICATING THAT IT IS INFINITE.

NOTE: IF A SECTION DOES NOT MEET CERTAIN LOAD FACTOR RATING CRITERIA, THE SECTION STRENGTH AND RATING FACTOR ARE PRINTED AS 888.88 INDICATING THAT THE LOAD FACTOR RATING METHOD IS NOT APPLICABLE AND THE SECTION SHOULD BE RATED BY ANOTHER APPROPRIATE METHOD.

GIRDER SECTION PROPERTIES

	DEPTH	GROSS AREA	MOMENT OF INERTIA	C BOTTOM	SECTION MODULUS T	SECTION MODULUS BOTTOM
NON-COMPOSITE	30.00	34.13	4919.10	15.00	327.94	327.94

DEFLECTIONS

SPAN 1 - LIVE LOAD IMPACT FACTOR FOR DEFLECTION: 1.29

X	DEAD LOAD DL1	DEAD LOAD DL2	LIVE LOAD + IMPACT H20	LIVE LOAD + IMPACT HS20	LIVE LOAD + IMPACT 3-3
0.00	0.000	0.000	0.000	0.000	0.000
5.00	0.151	0.094	0.156	0.244	0.163
10.00	0.285	0.178	0.297	0.462	0.306
15.00	0.391	0.244	0.407	0.646	0.420
20.00	0.458	0.286	0.481	0.758	0.490
25.00	0.481	0.301	0.506	0.794	0.514
30.00	0.458	0.286	0.481	0.758	0.490
35.00	0.391	0.244	0.407	0.639	0.418
40.00	0.285	0.178	0.297	0.462	0.306
45.00	0.151	0.094	0.156	0.244	0.163
50.00	0.000	0.000	0.000	0.000	0.000

****
* GIRDER - LIVE LOAD H20 *
****

MAXIMUM REACTIONS

SUPPORT	DL1	DL2	+(LL+I)	I.F.
1	12.4 (21.10K)	7.7 (34.8K)	27.0 L	1.29

NOTE : END REACTIONS AND END SHEARS DUE TO A LIVE LOAD
ARE CALCULATED BASED ON AASHTO ARTICLE 3.23.1.

UNFACTORED MOMENTS AND SHEARS

SPAN 1 - LIVE LOAD IMPACT FACTORS : POS MOM 1.29 NEG MOM 0.00

X	DL1 MOMENT	DL2 MOMENT	+(LL+I) MOMENT	-(LL+I) MOMENT	DL1 SHEAR	DL2 SHEAR	+(LL+I) SHEAR	-(LL+I) SHEAR	I.F.
0.00	0.0	0.0	0.0	0.0	12.4	7.7	27.0L	0.0	1.29
					SIMULT MOM		0.0	0.0	
5.00	55.8	34.9	88.8	0.0	9.9	6.2	19.2L	-1.7	1.29
					SIMULT MOM		95.6	75.7	
10.00	99.2	62.0	156.5	0.0	7.4	4.6	16.5L	-3.4	1.30
					SIMULT MOM		163.2	134.6	
15.00	130.2	81.4	203.2	0.0	5.0	3.1	13.8L	-5.2	1.30
					SIMULT MOM		205.4	179.6	
20.00	148.7	93.0	228.9	0.0	2.5	1.5	11.6	-7.3	1.30
					SIMULT MOM		228.9	217.1	
25.00	154.9	96.9	233.5	0.0	0.0	0.0	9.4	-9.4	1.30
					SIMULT MOM		233.5	233.5	
30.00	148.7	93.0	228.9	0.0	-2.5	-1.6	7.3	-11.6	1.30
					SIMULT MOM		217.1	228.9	
35.00	130.2	81.4	203.2	0.0	-5.0	-3.1	5.2	-13.8L	1.30
					SIMULT MOM		179.6	205.4	
40.00	99.2	62.0	156.5	0.0	-7.4	-4.7	3.4	-16.5L	1.30
					SIMULT MOM		134.6	163.2	
45.00	55.8	34.9	88.8	0.0	-9.9	-6.2	1.7	-19.2L	1.29
					SIMULT MOM		75.7	95.6	

50.00	0.0	[redacted]	0.0	0.0	-12.4	-7.8[redacted]	0.0	-27.0L	1.29
					SIMULT MOM		0.0	0.0	

FLEXURAL STRESSES - BEAM

SPAN 1
======

	TOP FIBER STEEL STRESS				BOTTOM FIBER STEEL STRESS			
X	DL1	DL2	+(LL+I)	-(LL+I)	DL1	DL2	+(LL+I)	-(LL+I)
0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
5.00	-2.041	-1.276	-3.248	0.000	2.041	1.276	3.248	0.000
10.00	-3.629	-2.269	-5.726	0.000	3.629	2.269	5.726	0.000
15.00	-4.763	-2.978	-7.435	0.000	4.763	2.978	7.435	0.000
20.00	-5.443	-3.403	-8.374	0.000	5.443	3.403	8.374	0.000
25.00	-5.670	-3.545	-8.544	0.000	5.670	3.545	8.544	0.000
30.00	-5.443	-3.403	-8.374	0.000	5.443	3.403	8.374	0.000
35.00	-4.763	-2.978	-7.435	0.000	4.763	2.978	7.435	0.000
40.00	-3.629	-2.269	-5.726	0.000	3.629	2.269	5.726	0.000
45.00	-2.041	-1.276	-3.248	0.000	2.041	1.276	3.248	0.000
50.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

SHEAR STRESSES AND ALLOWABLE STRESS RATINGS

SPAN 1
======

	SHEAR STRESSES				ALLOW COMPR	RATING FACTORS	
X	DL1	DL2	+(LL+I)	-(LL+I)	REDUCTION	IR	OR
0.00	0.733	0.458	1.596	0.000	1.000	5.76 V	8.10 V
5.00	0.586	0.366	1.137	-0.100	1.000	4.57 T	6.60 T
10.00	0.440	0.275	0.975	-0.201	1.000	2.14 T	3.29 T
15.00	0.293	0.183	0.818	-0.307	1.000	1.40 T	2.29 T
20.00	0.147	0.092	0.684	-0.432	1.000	1.11 T	1.90 T
25.00	0.000	0.000	0.558	-0.558	1.000	1.05 T	1.82 T
30.00	-0.147	-0.092	0.432	-0.684	1.000	1.11 T	1.90 T
35.00	-0.293	-0.183	0.307	-0.818	1.000	1.40 T	2.29 T
40.00	-0.440	-0.275	0.201	-0.975	1.000	2.14 T	3.29 T
45.00	-0.586	-0.366	0.100	-1.137	1.000	4.57 T	6.60 T
50.00	-0.733	-0.458	0.000	-1.596	1.000	5.76 V	8.10 V

STRENGTHS AND LOAD FACTOR RATINGS

SPAN 1
======

	MAX MOM	SERVICE	SHEAR	RATING FACTORS	
X	STRENGTH	STRENGTH	STRENGTH	IR	OR
0.00	1026.0 C	721.5	305.5	4.77 V	7.96 V
5.00	1026.0 C	721.5	305.5	4.24 I	7.06 I
10.00	1026.0 C	721.5	305.5	2.15 S	3.58 S
15.00	1026.0 C	721.5	305.5	1.51 S	2.51 S
20.00	1026.0 C	721.5	305.5	1.26 S	2.10 S
25.00	1026.0 C	721.5	305.5	1.21 S	2.01 S
30.00	1026.0 C	721.5	305.5	1.26 S	2.10 S
35.00	1026.0 C	721.5	305.5	1.51 S	2.51 S
40.00	1026.0 C	721.5	305.5	2.15 S	3.58 S
45.00	1026.0 C	721.5	305.5	4.24 I	7.06 I
50.00	1026.0 C	721.5	305.5	4.77 V	7.96 V

****
* GIRDER - LIVE LOAD HS20 *
****

MAXIMUM REACTIONS

HS 20

SUPPORT	DL1	DL2	+(LL+I)	I.F.
1	12.4	7.7	36.8	1.29
	(21.10 K)		(47.5 K)	

NOTE : END REACTIONS AND END SHEARS DUE TO A LIVE LOAD
ARE CALCULATED BASED ON AASHTO ARTICLE 3.23.1.

UNFACTORED MOMENTS AND SHEARS

SPAN 1 - LIVE LOAD IMPACT FACTORS : POS MOM 1.29 NEG MOM 0.00

======

X	DL1 MOMENT	DL2 MOMENT	+(LL+I) MOMENT	-(LL+I) MOMENT	DL1 SHEAR	DL2 SHEAR	+(LL+I) SHEAR	-(LL+I) SHEAR	I.F.
0.00	0.0	0.0	0.0	0.0	12.4	7.7	36.8	0.0	1.29
					SIMULT MOM		0.0	0.0	
5.00	55.8	34.9	135.0	0.0	9.9	6.2	27.2	-1.7	1.29
					SIMULT MOM		135.0	75.7	
10.00	99.2	62.0	232.2	0.0	7.4	4.6	23.5	-3.4	1.30
					SIMULT MOM		232.2	134.6	
15.00	130.2	81.4	291.5	0.0	5.0	3.1	19.7	-5.4	1.30
					SIMULT MOM		291.5	188.5	
20.00	148.7	93.0	324.8	0.0	2.5	1.5	15.8	-8.8	1.30
					SIMULT MOM		313.0	262.5	
25.00	154.9	96.9	326.0	0.0	0.0	0.0	12.3	-12.3	1.30
					SIMULT MOM		302.9	302.9	
30.00	148.7	93.0	324.8	0.0	-2.5	-1.6	8.8	-15.8	1.30
					SIMULT MOM		262.5	313.0	
35.00	130.2	81.4	291.5	0.0	-5.0	-3.1	5.4	-19.7	1.30
					SIMULT MOM		188.5	291.5	
40.00	99.2	62.0	232.2	0.0	-7.4	-4.7	3.4	-23.5	1.30
					SIMULT MOM		134.6	232.2	
45.00	55.8	34.9	135.0	0.0	-9.9	-6.2	1.7	-27.2	1.29
					SIMULT MOM		75.7	135.0	
50.00	0.0	0.0	0.0	0.0	-12.4	-7.8	0.0	-36.8	1.29
					SIMULT MOM		0.0	0.0	

FLEXURAL STRESSES - BEAM

SPAN 1

======

	TOP FIBER STEEL STRESS				BOTTOM FIBER STEEL STRESS			
X	DL1	DL2	+(LL+I)	-(LL+I)	DL1	DL2	+(LL+I)	-(LL+I)
0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
5.00	-2.041	-1.276	-4.941	0.000	2.041	1.276	4.941	0.000
10.00	-3.629	-2.269	-8.497	0.000	3.629	2.269	8.497	0.000
15.00	-4.763	-2.978	-10.668	0.000	4.763	2.978	10.668	0.000
20.00	-5.443	-3.403	-11.884	0.000	5.443	3.403	11.884	0.000
25.00	-5.670	-3.545	-11.930	0.000	5.670	3.545	11.930	0.000
30.00	-5.443	-3.403	-11.884	0.000	5.443	3.403	11.884	0.000
35.00	-4.763	-2.978	-10.668	0.000	4.763	2.978	10.668	0.000
40.00	-3.629	-2.269	-8.497	0.000	3.629	2.269	8.497	0.000
45.00	-2.041	-1.276	-4.941	0.000	2.041	1.276	4.941	0.000
50.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

SHEAR STRESSES AND ALLOWABLE STRESS RATINGS

SPAN 1

======

X	SHEAR STRESSES DL1	DL2	+(LL+I)	-(LL+I)	ALLOW COMPR REDUCTION	RATING FACTORS IR	OR
0.00	0.733	0.458	2.177	0.000	1.000	4.22 V	5.93 V
5.00	0.586	0.366	1.607	-0.100	1.000	3.00 T	4.34 T
10.00	0.440	0.275	1.388	-0.201	1.000	1.44 T	2.22 T
15.00	0.293	0.183	1.161	-0.322	1.000	0.98 T	1.59 T
20.00	0.147	0.092	0.935	-0.523	1.000	0.78 T	1.34 T
25.00	0.000	0.000	0.724	-0.724	1.000	0.75 T	1.30 T
30.00	-0.147	-0.092	0.523	-0.935	1.000	0.78 T	1.34 T
35.00	-0.293	-0.183	0.322	-1.161	1.000	0.98 T	1.59 T
40.00	-0.440	-0.275	0.201	-1.388	1.000	1.44 T	2.22 T
45.00	-0.586	-0.366	0.100	-1.607	1.000	3.00 T	4.34 T
50.00	-0.733	-0.458	0.000	-2.177	1.000	4.22 V	5.93 V

STRENGTHS AND LOAD FACTOR RATINGS

SPAN 1
======

X	MAX MOM STRENGTH	SERVICE STRENGTH	SHEAR STRENGTH	RATING FACTORS IR	OR
0.00	1026.0 C	721.5	305.5	3.50 V	5.83 V
5.00	1026.0 C	721.5	305.5	2.80 S	4.67 S
10.00	1026.0 C	721.5	305.5	1.45 S	2.41 S
15.00	1026.0 C	721.5	305.5	1.05 S	1.75 S
20.00	1026.0 C	721.5	305.5	0.89 S	1.48 S
25.00	1026.0 C	721.5	305.5	0.86 S	1.44 S
30.00	1026.0 C	721.5	305.5	0.89 S	1.48 S
35.00	1026.0 C	721.5	305.5	1.05 S	1.75 S
40.00	1026.0 C	721.5	305.5	1.45 S	2.41 S
45.00	1026.0 C	721.5	305.5	2.80 S	4.67 S
50.00	1026.0 C	721.5	305.5	3.50 V	5.83 V

****
* GIRDER - LIVE LOAD 3-3 *
****

MAXIMUM REACTIONS

SUPPORT	DL1	DL2	+(LL+I)	I.F.
1	12.4	7.7	25.1	1.29
	(21.10K)		(32.4K)	

NOTE : END REACTIONS AND END SHEARS DUE TO A LIVE LOAD
ARE CALCULATED BASED ON AASHTO ARTICLE 3.23.1.

UNFACTORED MOMENTS AND SHEARS

SPAN 1 - LIVE LOAD IMPACT FACTORS : POS MOM 1.29 NEG MOM 0.00
======

X	DL1 MOMENT	DL2 MOMENT	+(LL+I) MOMENT	-(LL+I) MOMENT	DL1 SHEAR	DL2 SHEAR	+(LL+I) SHEAR	-(LL+I) SHEAR	I.F.
0.00	0.0	0.0	0.0	0.0	12.4	7.7	25.1	0.0	1.29
					SIMULT MOM		0.0	0.0	
5.00	55.8	34.9	94.4	0.0	9.9	6.2	19.0	-0.9	1.29
					SIMULT MOM		94.4	39.8	
10.00	99.2	62.0	153.1	0.0	7.4	4.6	15.5	-2.4	1.30
					SIMULT MOM		153.1	94.2	
15.00	130.2	81.4	189.5	0.0	5.0	3.1	12.4	-3.9	1.30
					SIMULT MOM		183.6	134.0	
20.00	148.7	93.0	206.1	0.0	2.5	1.5	10.0	-5.4	1.30
					SIMULT MOM		198.6	159.0	

25.00	154.9	9[illegible]	207.2	0.0	0.0	0.0	7.7	-7.7	1.30
					SIMULT MOM		190.4	190.4	
30.00	148.7	93.0	206.1	0.0	-2.5	-1.6	5.4	-10.0	1.30
					SIMULT MOM		159.0	198.6	
35.00	130.2	81.4	189.5	0.0	-5.0	-3.1	3.9	-12.4	1.30
					SIMULT MOM		134.0	183.6	
40.00	99.2	62.0	153.1	0.0	-7.4	-4.7	2.4	-15.5	1.30
					SIMULT MOM		94.2	153.1	
45.00	55.8	34.9	94.4	0.0	-9.9	-6.2	0.9	-19.0	1.29
					SIMULT MOM		39.8	94.4	
50.00	0.0	0.0	0.0	0.0	-12.4	-7.8	0.0	-25.1	1.29
					SIMULT MOM		0.0	0.0	

FLEXURAL STRESSES - BEAM

SPAN 1
======

	TOP FIBER STEEL STRESS				BOTTOM FIBER STEEL STRESS			
X	DL1	DL2	+(LL+I)	-(LL+I)	DL1	DL2	+(LL+I)	-(LL+I)
0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
5.00	-2.041	-1.276	-3.456	0.000	2.041	1.276	3.456	0.000
10.00	-3.629	-2.269	-5.603	0.000	3.629	2.269	5.603	0.000
15.00	-4.763	-2.978	-6.935	0.000	4.763	2.978	6.935	0.000
20.00	-5.443	-3.403	-7.543	0.000	5.443	3.403	7.543	0.000
25.00	-5.670	-3.545	-7.581	0.000	5.670	3.545	7.581	0.000
30.00	-5.443	-3.403	-7.543	0.000	5.443	3.403	7.543	0.000
35.00	-4.763	-2.978	-6.935	0.000	4.763	2.978	6.935	0.000
40.00	-3.629	-2.269	-5.603	0.000	3.629	2.269	5.603	0.000
45.00	-2.041	-1.276	-3.456	0.000	2.041	1.276	3.456	0.000
50.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

SHEAR STRESSES AND ALLOWABLE STRESS RATINGS

SPAN 1
======

	SHEAR STRESSES				ALLOW COMPR	RATING FACTORS	
X	DL1	DL2	+(LL+I)	-(LL+I)	REDUCTION	IR	OR
0.00	0.733	0.458	1.484	0.000	1.000	6.19 V	8.71 V
5.00	0.586	0.366	1.124	-0.053	1.000	4.29 T	6.20 T
10.00	0.440	0.275	0.915	-0.141	1.000	2.19 T	3.36 T
15.00	0.293	0.183	0.732	-0.229	1.000	1.50 T	2.45 T
20.00	0.147	0.092	0.593	-0.317	1.000	1.23 T	2.11 T
25.00	0.000	0.000	0.455	-0.455	1.000	1.18 T	2.05 T
30.00	-0.147	-0.092	0.317	-0.593	1.000	1.23 T	2.11 T
35.00	-0.293	-0.183	0.229	-0.732	1.000	1.50 T	2.45 T
40.00	-0.440	-0.275	0.141	-0.915	1.000	2.19 T	3.36 T
45.00	-0.586	-0.366	0.053	-1.124	1.000	4.29 T	6.20 T
50.00	-0.733	-0.458	0.000	-1.484	1.000	6.19 V	8.71 V

STRENGTHS AND LOAD FACTOR RATINGS

SPAN 1
======

	MAX MOM	SERVICE	SHEAR	RATING FACTORS	
X	STRENGTH	STRENGTH	STRENGTH	IR	OR
0.00	1026.0 C	721.5	305.5	5.13 V	8.56 V
5.00	1026.0 C	721.5	305.5	4.01 S	6.68 S
10.00	1026.0 C	721.5	305.5	2.20 S	3.66 S
15.00	1026.0 C	721.5	305.5	1.61 S	2.69 S
20.00	1026.0 C	721.5	305.5	1.40 S	2.33 S
25.00	1026.0 C	721.5	305.5	1.36 S	2.27 S

30.00	1026.0	C	721.5	305.5	1.40	S	2.33	S
35.00	1026.0	C	721.5	305.5	1.61	S	2.69	S
40.00	1026.0	C	721.5	305.5	2.20	S	3.66	S
45.00	1026.0	C	721.5	305.5	4.01	S	6.68	S
50.00	1026.0	C	721.5	305.5	5.13	V	8.56	V

RATING SUMMARY

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.05 T	20.9	25.00	1	1.21 S	24.1	25.00	1
	OR (DESIGN)	1.82 T	36.4	25.00	1	2.01 S	40.2	25.00	1
	SLC		24.8				27.9		
HS20	IR (DESIGN)	0.75 T	27.0	25.00	1	0.86 S	31.1	25.00	1
	OR (DESIGN)	1.30 T	46.9	25.00	1	1.44 S	51.9	25.00	1
	SLC		31.9				35.9		
3-3	IR (DESIGN)	1.18 T	47.1	25.00	1	1.36 S	54.4	25.00	1
	OR (DESIGN)	2.05 T	82.0	25.00	1	2.27 S	90.7	25.00	1
	SLC		55.8				62.8		

RATING FACTOR CODES:
T - TOP STEEL STRESS/STRENGTH GOVERNS
B - BOTTOM STEEL STRESS/STRENGTH GOVERNS
C - CONCRETE STRESS/STRENGTH GOVERNS
R - REINFORCEMENT STRESS/STRENGTH GOVERNS
V - SHEAR STRESS STRESS/STRENGTH GOVERNS
S - SERVICEABILITY STRENGTH GOVERNS
I - MOMENT-SHEAR INTERACTION GOVERNS
F - SECTION DOES NOT MEET FLANGE PROJECTION/THICKNESS RATIO CRITERIA
W - SECTION DOES NOT MEET WEB DEPTH/THICKNESS RATIO CRITERIA

MAX MOM STRENGTH CODES:
C - SECTION IS COMPACT
B - SECTION IS BRACED NON-COMPACT
U - SECTION IS UNBRACED NON-COMPACT
T - SECTION IS IN TRANSITION BETWEEN COMPACT AND BRACED NON-COMPACT

Proj # CMC-142A(3)
J.P. # JP16217(04)

3" overlay with membrane

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Span #1 (W. Abutment)

BRIDGE ANALYSIS AND RATING (BAR7) 330473

PROGRAM P4353110 07/24/96 10:18
VERSION 7.2 LAST UPDATED 03/17/92 DOCUMENTATION 07/91

INPUT:

STRUCTURE ID - 4206 1442 X - CT-6 952030

BRIDGE TYPE	SLC LEVEL	LIVE LANES	LOAD OUTPUT	IMPACT FACTOR	GAGE DIST	PASS DIST	FATIGUE	CONC DECK	SPEC REDIST
GGG	080		0	0.00	0.0	0.0		Y	

BRIDGE CROSS SECTION AND LOADING

40' SPAN

DECK WIDTH	OVERHANG OR SPACING	CL OF GIRDER OR TRUSS TO CURB	ROADWAY WIDTH	DISTRIBUTION FACTORS SHEAR	MOMENT	DEFLECT
0.00	4.50	0.00	24.00	0.556	0.409	0.333

SLAB THICKNESS	HAUNCH	DEAD LOADS DL1	DL2	F'C	N	SYMMETRY
6.75	0.00	0.000	0.310	3.000	9.	

SPAN LENGTHS (SIMPLE)

SPAN #	1	2	3	4	5	6	7	8
LENGTH	40.00							

proj #

CMC-142A(3)

J.P. # JP 1621(04)

3" overlay & membrane

CONCRETE MEMBER PROPERTIES

TYPE	DEPTH	B	D	AS	D'	A'S	FY REINF
S	6.75	0.00	0.00	0.00	0.00	0.00	0.

ALLOWABLE FS IR	ALLOWABLE FS OR	ST DET	AV	SPECS	ALPHA
0.0	0.0		0.00	0	0.

STEEL MEMBER PROPERTIES

G	P	S	RANGE	T	Y	P	E	WF BM OF I OR VRT LEG	WF BM AREA OR HRZ LEG	FLANGE OR ANGLE THICK	FLANGE WIDTH	V	A	R	WF BM OR WEB PLATE DEPTH	WEB THICK
F	A															
S	N															
G	1		40.00	W				3129.20	26.77	0.7120	9.983				26.84	0.4830

TPW	TPT	BPW	BPT	COMP	FY	FY TOP	FY BOT	CG TOP	CG BOT
0.00	0.0000	0.00	0.0000	N	33.0	0.0	0.0	0.000	0.000

LATERAL BRACE POINTS AND STIFFENER SPACINGS

B OR G	S OR F	SPAN CODE	SPAN	C O D E	NO. OF SPCS	SPACING	C O D E	NO. OF SPCS	SPACING	C O D E	NO. OF SPCS	SPACING	C O D E	NO. OF SPCS	SPACING
BG		1	1	C	1	40.00	B	2	20.00		0	0.00		0	0.00
					0	0.00		0	0.00		0	0.00		0	0.00

DEFAULT VALUES

SLC LEVEL	GAGE DISTANCE	PASSING DISTANCE	F'C	FY REINF	ALLOWABLE FS IR	ALLOWABLE FS OR
---	6.0	4.0	---	33.	18.0	25.0

++
+ +
+ G I R D E R A N A L Y S I S +
+ +
++

DEAD LOADS ACTING ON GIRDER

INPUT DL1	GIRDER WEIGHT	SLAB WEIGHT	FL BEAM WEIGHT	STRINGER WEIGHT	TOTAL DL1	TOTAL DL2
0.000	0.091	0.380	0.000	0.000	0.471	0.310

NOTE: IF THE LIVE LOAD STRESS IS ZERO AT ANY SECTION THE RATING FACTOR IS PRINTED AS 999.99 INDICATING THAT IT IS INFINITE.

NOTE: IF A SECTION DOES NOT MEET CERTAIN LOAD FACTOR RATING CRITERIA, THE SECTION STRENGTH AND RATING FACTOR ARE PRINTED AS 888.88 INDICATING THAT THE LOAD FACTOR RATING METHOD IS NOT APPLICABLE AND THE SECTION SHOULD BE RATED BY ANOTHER APPROPRIATE METHOD.

GIRDER SECTION PROPERTIES

	DEPTH	GROSS AREA	MOMENT OF INERTIA	C BOTTOM	SECTION MODULUS	SECTION MODULUS BOTTOM
NON-COMPOSITE	26.84	26.77	3129.20	13.42	233.17	233.17

DEFLECTIONS

SPAN 1 - LIVE LOAD IMPACT FACTOR FOR DEFLECTION: 1.30

	DEAD LOAD		LIVE LOAD + IMPACT		
X	DL1	DL2	H20	HS20	3-3
0.00	0.000	0.000	0.000	0.000	0.000
4.00	0.092	0.061	0.122	0.181	0.115
8.00	0.174	0.115	0.232	0.344	0.220
12.00	0.239	0.157	0.316	0.475	0.280
16.00	0.280	0.184	0.372	0.554	0.331
20.00	0.294	0.194	0.388	0.579	0.348
24.00	0.280	0.184	0.372	0.554	0.331
28.00	0.239	0.157	0.316	0.475	0.280
32.00	0.174	0.115	0.232	0.344	0.220
36.00	0.092	0.061	0.122	0.181	0.115
40.00	0.000	0.000	0.000	0.000	0.000

****
* GIRDER - LIVE LOAD H20 *
****

MAXIMUM REACTIONS

SUPPORT	DL1	DL2	+(LL+I)	I.F.
1	9.4	6.2	25.9	1.30
	(15.6K)		(33.7K)	

NOTE : END REACTIONS AND END SHEARS DUE TO A LIVE LOAD
ARE CALCULATED BASED ON AASHTO ARTICLE 3.23.1.

UNFACTORED MOMENTS AND SHEARS

SPAN 1 - LIVE LOAD IMPACT FACTORS : POS MOM 1.30 NEG MOM 0.00

	DL1	DL2	+(LL+I)	-(LL+I)	DL1	DL2	+(LL+I)	-(LL+I)	
X	MOMENT	MOMENT	MOMENT	MOMENT	SHEAR	SHEAR	SHEAR	SHEAR	I.F.
0.00	0.0	0.0	0.0	0.0	9.4	6.2	25.9	0.0	1.30
					SIMULT MOM		0.0	0.0	
4.00	33.9	22.3	70.6	0.0	7.5	5.0	18.0L	-1.7	1.30
					SIMULT MOM		71.8	61.3	
8.00	60.3	39.7	124.2	0.0	5.6	3.7	15.5	-3.4	1.30
					SIMULT MOM		124.2	108.9	
12.00	79.1	52.1	160.8	0.0	3.8	2.5	13.4	-5.1	1.30
					SIMULT MOM		160.8	142.9	
16.00	90.4	59.5	180.4	0.0	1.9	1.2	11.3	-7.0	1.30
					SIMULT MOM		180.4	168.4	
20.00	94.2	62.0	182.9	0.0	0.0	0.0	9.1	-9.1	1.30
					SIMULT MOM		182.9	182.9	
24.00	90.4	59.5	180.4	0.0	-1.9	-1.2	7.0	-11.3	1.30
					SIMULT MOM		168.4	180.4	
28.00	79.1	52.1	160.8	0.0	-3.8	-2.5	5.1	-13.4	1.30
					SIMULT MOM		142.9	160.8	
32.00	60.3	39.7	124.2	0.0	-5.6	-3.7	3.4	-15.5	1.30
					SIMULT MOM		108.9	124.2	
36.00	33.9	22.3	70.6	0.0	-7.5	-5.0	1.7	-18.0L	1.30
					SIMULT MOM		61.3	71.8	

40.00	0.0	0.0	0.0	0.0	-9.4	-6.2	0.0	-25.9	1.30
					SIMULT MO		0.0	0.0	

FLEXURAL STRESSES - BEAM

SPAN 1
======

	TOP FIBER STEEL STRESS				BOTTOM FIBER STEEL STRESS			
X	DL1	DL2	+(LL+I)	-(LL+I)	DL1	DL2	+(LL+I)	-(LL+I)
0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
4.00	-1.744	-1.149	-3.634	0.000	1.744	1.149	3.634	0.000
8.00	-3.101	-2.042	-6.392	0.000	3.101	2.042	6.392	0.000
12.00	-4.070	-2.680	-8.275	0.000	4.070	2.680	8.275	0.000
16.00	-4.652	-3.063	-9.282	0.000	4.652	3.063	9.282	0.000
20.00	-4.846	-3.191	-9.413	0.000	4.846	3.191	9.413	0.000
24.00	-4.652	-3.063	-9.282	0.000	4.652	3.063	9.282	0.000
28.00	-4.070	-2.680	-8.275	0.000	4.070	2.680	8.275	0.000
32.00	-3.101	-2.042	-6.392	0.000	3.101	2.042	6.392	0.000
36.00	-1.744	-1.149	-3.634	0.000	1.744	1.149	3.634	0.000
40.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

SHEAR STRESSES AND ALLOWABLE STRESS RATINGS

SPAN 1
======

	SHEAR STRESSES				ALLOW COMPR	RATING FACTORS	
X	DL1	DL2	+(LL+I)	-(LL+I)	REDUCTION	IR	OR
0.00	0.726	0.478	1.997	0.000	1.000	4.61 V	6.49 V
4.00	0.581	0.383	1.385	-0.131	1.000	4.04 I	5.77 I
8.00	0.436	0.287	1.198	-0.262	1.000	2.03 T	3.07 T
12.00	0.291	0.191	1.034	-0.394	1.000	1.38 T	2.18 T
16.00	0.145	0.096	0.870	-0.541	1.000	1.12 T	1.84 T
20.00	0.000	0.000	0.705	-0.705	1.000	1.07 T	1.78 T
24.00	-0.145	-0.096	0.541	-0.870	1.000	1.12 T	1.84 T
28.00	-0.291	-0.191	0.394	-1.034	1.000	1.38 T	2.18 T
32.00	-0.436	-0.287	0.262	-1.198	1.000	2.03 T	3.07 T
36.00	-0.581	-0.383	0.131	-1.385	1.000	4.04 I	5.77 I
40.00	-0.726	-0.478	0.000	-1.997	1.000	4.61 V	6.49 V

STRENGTHS AND LOAD FACTOR RATINGS

SPAN 1
======

	MAX MOM	SERVICE	SHEAR	RATING FACTORS	
X	STRENGTH	STRENGTH	STRENGTH	IR	OR
0.00	725.2 C	513.0	235.0	3.83 V	6.38 V
4.00	725.2 C	513.0	235.0	3.87 I	6.45 I
8.00	725.2 C	513.0	235.0	2.00 S	3.33 S
12.00	725.2 C	513.0	235.0	1.42 S	2.37 S
16.00	725.2 C	513.0	235.0	1.21 S	2.01 S
20.00	725.2 C	513.0	235.0	1.17 S	1.95 S
24.00	725.2 C	513.0	235.0	1.21 S	2.01 S
28.00	725.2 C	513.0	235.0	1.42 S	2.37 S
32.00	725.2 C	513.0	235.0	2.00 S	3.33 S
36.00	725.2 C	513.0	235.0	3.87 I	6.45 I
40.00	725.2 C	513.0	235.0	3.83 V	6.38 V

****
* GIRDER - LIVE LOAD HS20 *
****

MAXIMUM REACTIONS

SUPPORT	DL1	DL2	+(LL+I)	I.F.
1	9.4	6.2	35.5	1.30
	(15.6K)		(46.15K)	

NOTE : END REACTIONS AND END SHEARS DUE TO A LIVE LOAD ARE CALCULATED BASED ON AASHTO ARTICLE 3.23.1.

UNFACTORED MOMENTS AND SHEARS

SPAN 1 - LIVE LOAD IMPACT FACTORS : POS MOM 1.30 NEG MOM 0.00

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X	DL1 MOMENT	DL2 MOMENT	+(LL+I) MOMENT	-(LL+I) MOMENT	DL1 SHEAR	DL2 SHEAR	+(LL+I) SHEAR	-(LL+I) SHEAR	I.F.
0.00	0.0	0.0	0.0	0.0	9.4	6.2	35.5	0.0	1.30
					SIMULT MOM		0.0	0.0	
4.00	33.9	22.3	102.1	0.0	7.5	5.0	25.5	-1.7	1.30
					SIMULT MOM		102.1	61.3	
8.00	60.3	39.7	173.5	0.0	5.6	3.7	21.7	-3.4	1.30
					SIMULT MOM		173.5	108.9	
12.00	79.1	52.1	214.4	0.0	3.8	2.5	17.9	-5.1	1.30
					SIMULT MOM		214.4	142.9	
16.00	90.4	59.5	236.5	0.0	1.9	1.2	14.5	-7.7	1.30
					SIMULT MOM		231.4	183.8	
20.00	94.2	62.0	233.9	0.0	0.0	0.0	11.1	-11.1	1.30
					SIMULT MOM		221.2	221.2	
24.00	90.4	59.5	236.5	0.0	-1.9	-1.2	7.7	-14.5	1.30
					SIMULT MOM		183.8	231.4	
28.00	79.1	52.1	214.4	0.0	-3.8	-2.5	5.1	-17.9	1.30
					SIMULT MOM		142.9	214.4	
32.00	60.3	39.7	173.5	0.0	-5.6	-3.7	3.4	-21.7	1.30
					SIMULT MOM		108.9	173.5	
36.00	33.9	22.3	102.1	0.0	-7.5	-5.0	1.7	-25.5	1.30
					SIMULT MOM		61.3	102.1	
40.00	0.0	0.0	0.0	0.0	-9.4	-6.2	0.0	-35.5	1.30
					SIMULT MOM		0.0	0.0	

FLEXURAL STRESSES - BEAM

SPAN 1

======

	TOP FIBER STEEL STRESS				BOTTOM FIBER STEEL STRESS			
X	DL1	DL2	+(LL+I)	-(LL+I)	DL1	DL2	+(LL+I)	-(LL+I)
0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
4.00	-1.744	-1.149	-5.254	0.000	1.744	1.149	5.254	0.000
8.00	-3.101	-2.042	-8.931	0.000	3.101	2.042	8.931	0.000
12.00	-4.070	-2.680	-11.033	0.000	4.070	2.680	11.033	0.000
16.00	-4.652	-3.063	-12.171	0.000	4.652	3.063	12.171	0.000
20.00	-4.846	-3.191	-12.040	0.000	4.846	3.191	12.040	0.000
24.00	-4.652	-3.063	-12.171	0.000	4.652	3.063	12.171	0.000
28.00	-4.070	-2.680	-11.033	0.000	4.070	2.680	11.033	0.000
32.00	-3.101	-2.042	-8.931	0.000	3.101	2.042	8.931	0.000
36.00	-1.744	-1.149	-5.254	0.000	1.744	1.149	5.254	0.000
40.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

SHEAR STRESSES AND ALLOWABLE STRESS RATINGS

SPAN 1

======

X	SHEAR STRESSES DL1	DL2	+(LL+I)	-(LL+I)	ALLOW COMPR REDUCTION	RATING FACTORS IR	OR
0.00	0.726	0.478	2.736	0.000	1.000	3.37 V	4.74 V
4.00	0.581	0.383	1.969	-0.131	1.000	2.84 I	4.06 I
8.00	0.436	0.287	1.673	-0.262	1.000	1.46 T	2.20 T
12.00	0.291	0.191	1.378	-0.394	1.000	1.03 T	1.63 T
16.00	0.145	0.096	1.116	-0.591	1.000	0.86 T	1.40 T
20.00	0.000	0.000	0.853	-0.853	1.000	0.84 T	1.39 T
24.00	-0.145	-0.096	0.591	-1.116	1.000	0.86 T	1.40 T
28.00	-0.291	-0.191	0.394	-1.378	1.000	1.03 T	1.63 T
32.00	-0.436	-0.287	0.262	-1.673	1.000	1.46 T	2.20 T
36.00	-0.581	-0.383	0.131	-1.969	1.000	2.84 I	4.06 I
40.00	-0.726	-0.478	0.000	-2.736	1.000	3.37 V	4.74 V

STRENGTHS AND LOAD FACTOR RATINGS

SPAN 1
======

X	MAX MOM STRENGTH	SERVICE STRENGTH	SHEAR STRENGTH	RATING FACTORS IR	OR
0.00	725.2 C	513.0	235.0	2.79 V	4.66 V
4.00	725.2 C	513.0	235.0	2.68 S	4.47 S
8.00	725.2 C	513.0	235.0	1.43 S	2.38 S
12.00	725.2 C	513.0	235.0	1.07 S	1.78 S
16.00	725.2 C	513.0	235.0	0.92 S	1.54 S
20.00	725.2 C	513.0	235.0	0.92 S	1.53 S
24.00	725.2 C	513.0	235.0	0.92 S	1.54 S
28.00	725.2 C	513.0	235.0	1.07 S	1.78 S
32.00	725.2 C	513.0	235.0	1.43 S	2.38 S
36.00	725.2 C	513.0	235.0	2.68 S	4.47 S
40.00	725.2 C	513.0	235.0	2.79 V	4.66 V

****
* GIRDER - LIVE LOAD 3-3 *
****

MAXIMUM REACTIONS

SUPPORT	DL1	DL2	+(LL+I)	I.F.
1	9.4	6.2	22.0	1.30
	(15.6 K)		28.6 K	

NOTE : END REACTIONS AND END SHEARS DUE TO A LIVE LOAD
ARE CALCULATED BASED ON AASHTO ARTICLE 3.23.1.

UNFACTORED MOMENTS AND SHEARS

SPAN 1 - LIVE LOAD IMPACT FACTORS : POS MOM 1.30 NEG MOM 0.00
======

X	DL1 MOMENT	DL2 MOMENT	+(LL+I) MOMENT	-(LL+I) MOMENT	DL1 SHEAR	DL2 SHEAR	+(LL+I) SHEAR	-(LL+I) SHEAR	I.F.
0.00	0.0	0.0	0.0	0.0	9.4	6.2	22.0	0.0	1.30
					SIMULT MOM		0.0	0.0	
4.00	33.9	22.3	64.9	0.0	7.5	5.0	16.2	-0.7	1.30
					SIMULT MOM		64.9	26.8	
8.00	60.3	39.7	109.7	0.0	5.6	3.7	13.7	-2.2	1.30
					SIMULT MOM		109.7	71.5	
12.00	79.1	52.1	136.5	0.0	3.8	2.5	11.4	-3.7	1.30
					SIMULT MOM		136.5	104.2	
16.00	90.4	59.5	152.3	0.0	1.9	1.2	9.0	-5.2	1.30
					SIMULT MOM		144.6	125.1	

20.00	94.2	62.0	151.0	0.0	0.0	0.0	6.7	-6.7	1.30
					SIMULT MOM		134.0	134.0	
24.00	90.4	59.5	152.3	0.0	-1.9	-1.2	5.2	-9.0	1.30
					SIMULT MOM		125.1	144.6	
28.00	79.1	52.1	136.5	0.0	-3.8	-2.5	3.7	-11.4	1.30
					SIMULT MOM		104.2	136.5	
32.00	60.3	39.7	109.7	0.0	-5.6	-3.7	2.2	-13.7	1.30
					SIMULT MOM		71.5	109.7	
36.00	33.9	22.3	64.9	0.0	-7.5	-5.0	0.7	-16.2	1.30
					SIMULT MOM		26.8	64.9	
40.00	0.0	0.0	0.0	0.0	-9.4	-6.2	0.0	-22.0	1.30
					SIMULT MOM		0.0	0.0	

FLEXURAL STRESSES - BEAM

SPAN 1
======

	TOP FIBER STEEL STRESS				BOTTOM FIBER STEEL STRESS			
X	DL1	DL2	+(LL+I)	-(LL+I)	DL1	DL2	+(LL+I)	-(LL+I)
0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
4.00	-1.744	-1.149	-3.338	0.000	1.744	1.149	3.338	0.000
8.00	-3.101	-2.042	-5.648	0.000	3.101	2.042	5.648	0.000
12.00	-4.070	-2.680	-7.027	0.000	4.070	2.680	7.027	0.000
16.00	-4.652	-3.063	-7.837	0.000	4.652	3.063	7.837	0.000
20.00	-4.846	-3.191	-7.771	0.000	4.846	3.191	7.771	0.000
24.00	-4.652	-3.063	-7.837	0.000	4.652	3.063	7.837	0.000
28.00	-4.070	-2.680	-7.027	0.000	4.070	2.680	7.027	0.000
32.00	-3.101	-2.042	-5.648	0.000	3.101	2.042	5.648	0.000
36.00	-1.744	-1.149	-3.338	0.000	1.744	1.149	3.338	0.000
40.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

SHEAR STRESSES AND ALLOWABLE STRESS RATINGS

SPAN 1
======

	SHEAR STRESSES				ALLOW COMPR	RATING FACTORS	
X	DL1	DL2	+(LL+I)	-(LL+I)	REDUCTION	IR	OR
0.00	0.726	0.478	1.699	0.000	1.000	5.42 V	7.63 V
4.00	0.581	0.383	1.251	-0.057	1.000	4.47 I	6.38 I
8.00	0.436	0.287	1.058	-0.172	1.000	2.30 T	3.47 T
12.00	0.291	0.191	0.878	-0.287	1.000	1.62 T	2.56 T
16.00	0.145	0.096	0.697	-0.402	1.000	1.33 T	2.17 T
20.00	0.000	0.000	0.517	-0.517	1.000	1.30 T	2.15 T
24.00	-0.145	-0.096	0.402	-0.697	1.000	1.33 T	2.17 T
28.00	-0.291	-0.191	0.287	-0.878	1.000	1.62 T	2.56 T
32.00	-0.436	-0.287	0.172	-1.058	1.000	2.30 T	3.47 T
36.00	-0.581	-0.383	0.057	-1.251	1.000	4.47 I	6.38 I
40.00	-0.726	-0.478	0.000	-1.699	1.000	5.42 V	7.63 V

STRENGTHS AND LOAD FACTOR RATINGS

SPAN 1
======

	MAX MOM	SERVICE	SHEAR	RATING FACTORS	
X	STRENGTH	STRENGTH	STRENGTH	IR	OR
0.00	725.2 C	513.0	235.0	4.50 V	7.50 V
4.00	725.2 C	513.0	235.0	4.22 S	7.04 S
8.00	725.2 C	513.0	235.0	2.26 S	3.76 S
12.00	725.2 C	513.0	235.0	1.68 S	2.80 S
16.00	725.2 C	513.0	235.0	1.43 S	2.38 S
20.00	725.2 C	513.0	235.0	1.42 S	2.36 S

24.00	725.2 C	513.0	235.0	1.43 S	2.38 S
28.00	725.2 C	513.0	235.0	1.68 S	2.80 S
32.00	725.2 C	513.0	235.0	2.26 S	3.76 S
36.00	725.2 C	513.0	235.0	4.22 S	7.04 S
40.00	725.2 C	513.0	235.0	4.50 V	7.50 V

RATING SUMMARY

MEMBER: GIRDER

LOAD		ALLOWABLE STRESS RATING FACTOR	TONS	X	SPAN	LOAD FACTOR RATING FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.07 T	21.5	20.00	1	1.17 S	23.4	20.00	1
	OR (DESIGN)	1.78 T	35.5	20.00	1	1.95 S	39.0	20.00	1
	SLC		25.0				27.8		
HS20	IR (DESIGN)	0.84 T	30.2	20.00	1	0.92 S	32.9	20.00	1
	OR (DESIGN)	1.39 T	50.0	20.00	1	1.53 S	54.9	20.00	1
	SLC		35.2				39.1		
3-3	IR (DESIGN)	1.30 T	52.1	20.00	1	1.42 S	56.7	20.00	1
	OR (DESIGN)	2.15 T	86.0	20.00	1	2.36 S	94.5	20.00	1
	SLC		60.6				67.3		

RATING FACTOR CODES:
T - TOP STEEL STRESS/STRENGTH GOVERNS
B - BOTTOM STEEL STRESS/STRENGTH GOVERNS
C - CONCRETE STRESS/STRENGTH GOVERNS
R - REINFORCEMENT STRESS/STRENGTH GOVERNS
V - SHEAR STRESS STRESS/STRENGTH GOVERNS
S - SERVICEABILITY STRENGTH GOVERNS
I - MOMENT-SHEAR INTERACTION GOVERNS
F - SECTION DOES NOT MEET FLANGE PROJECTION/THICKNESS RATIO CRITERIA
W - SECTION DOES NOT MEET WEB DEPTH/THICKNESS RATIO CRITERIA

MAX MOM STRENGTH CODES:
C - SECTION IS COMPACT
B - SECTION IS BRACED NON-COMPACT
U - SECTION IS UNBRACED NON-COMPACT
T - SECTION IS IN TRANSITION BETWEEN COMPACT AND BRACED NON-COMPACT

Proj # CMC-142A(3)

J.P. # JP 16217(04)

3" overlay with membrane

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: JULY 16, 1996

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006X1442

RECEIVED
JUL 17 1996
STATE OF OKLA.
DEPT OF TRANSP
DIVISION FOUR
PERRY, OKLA.

Please be advised that on JulY 16, 1996, a 12'x 4' hole was repaired on the above referenced bridge deck requiring the use of 35 sacks of Duracal.

John Fuller
Asst. Div. Engr.

JMF/msm

cc: G. Cyphers
File

RECEIVED
JUL 22 1996
BRIDGE DIVISION
OKLAHOMA D.O.T.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: JULY 15, 1996

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006X1442

Please be advised that on JuLY 15, 1996, a 12'x 4' hole was repaired on the above referenced bridge deck requiring the use of 49 sacks of Duracal.

John Fuller
Asst. Div. Engr.

JMF/msm

cc: G. Cyphers
File

RECEIVED
JUL 22 1996
BRIDGE DIVISION
OKLAHOMA D.O.T.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: February 22, 1996

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006X1442

Please be advised that on February 22, 1996, a 12'x4' hole was repaired on the above referenced bridge deck requiring the use of 41 sacks of Duracal.

John Fuller
Asst. Div. Engr.

JMF/msm

cc: G. Cyphers
File

RECEIVED
FEB 29 1996
BRIDGE DIVISION
OKLAHOMA D.O.T.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: February 21, 1996

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006X1442

Please be advised that on February 21, 1996, a 10'x4' hole was repaired on the above referenced bridge deck requiring the use of 39 sacks of Duracal.

John Fuller
Asst. Div. Engr.

JMF/msm

cc: G. Cyphers
File

RECEIVED
FEB 29 1996
BRIDGE DIVISION
OKLAHOMA D.O.T.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: February 8, 1996

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006X1442

RECEIVED
FEB 14 1996
BRIDGE DIVISION
OKLAHOMA D.O.T.

Please be advised that on February 8, 1996, a 8'x4' hole was repaired on the above referenced bridge deck requiring the use of 29 sacks of Duracal.

John Fuller
Asst. Div. Engr.

JMF/msm

cc: G. Cyphers
File

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: May 31, 1994

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006X1442

Please be advised that on May 27, 1994, a 7' x 5' hole was repaired on the above referenced bridge deck requiring the use of 21 sacks of Duracal.

John Fuller
Asst. Div. Engr.

JMF/kab

cc: G. Cyphers
File

RECEIVED
JUN 02 1994
BRIDGE DIVISION
OKLAHOMA D.O.T.

RATING SUMMARY FORM
BRIDGE DIVISION

Enter NBIS OR STRNO : 4206-1447
Enter NBIS # OR STRUCTURE #: _____

DATE : 3/10/93 USER ID. 952

WORKING STRESS

	OPERATING RATING		INVENTORY RATING		H.S	S.L.C.	L.F
H-20	30.9	SPAN 1	20.1	SPAN 1	22.8		25.0
HS-20	48.8	SPAN 1	31.7	SPAN 1	36.2		39.5
3-3	82.9	SPAN 1	53.8	SPAN 1	161.1		66.9

SPAN LENGTH	1	2	3	4	5	6	7	8
	30	34	40	42	50	60	61	70

LOAD FACTOR

	OPERATING RATING		INVENTORY RATING	
H-20	33.6	SPAN 1	20.2	SPAN 1
HS-20	53.1	SPAN 1	31.8	SPAN 1
3-3	90.2	SPAN 1	54.1	SPAN 1

```
=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 30   34   40   42   50   60   61   70
S 675
G1 30  W 13436  1852 620  825   21   410                    N33
G2 34  W 19501  2170 5935 9     24   476                    N33
G3 40  W 31292  2677 712  9983  2684 483                    N33
G4 42  W 31292  2677 712  9983  2684 483                    N33
G5 50  W 49191  3413 850 105    30   564                    N33
G6 60  W 90121  4416 940 11972  3584 625                    N33
G7 61  W 90121  4416 940 11972  3584 625                    N33
G8 70  W112815  53541180 12072  3632 725                    N33
BG1C 1 30  B 2 15
BG2C 1 34  B 2 17
BG3C 1 40  B 2 20
BG4C 1 42  B 3 14
BG5C 1 50  B 3 1667
BG6C 1 60  B 3 20
BG7C 1 61  B 3 2033
BG8C 1 70  B 3 2333
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	0.95 T	19.0	15.00	1	0.98 S	19.5	15.00	1
	OR (DESIGN)	1.49 T	29.8	15.00	1	1.63 S	32.6	15.00	1
	SLC		21.7				23.9		
HS20	IR (DESIGN)	0.84 T	30.3	18.00	1	0.86 S	30.9	18.00	1
	OR (DESIGN)	1.31 T	47.2	18.00	1	1.43 S	51.4	18.00	1
	SLC		34.5				37.9		
3-3	IR (DESIGN)	1.27 T	50.9	15.00	1	1.31 S	52.4	15.00	1
	OR (DESIGN)	2.00 T	80.0	15.00	1	2.18 S	87.3	15.00	1
	SLC		58.2				64.0		

```
=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 30
S 675
G1 30  W 13436  1852 620  825   21   410                    N33
BG1C 1 30  B 2 15
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.00 T	20.1	15.00	1	1.01 S	20.2	15.00	1
	OR (DESIGN)	1.55 T	30.9	15.00	1	1.68 S	33.6	15.00	1
	SLC		22.8				25.0		
HS20	IR (DESIGN)	0.89 T	31.9	18.00	1	0.88 S	31.8	18.00	1
	OR (DESIGN)	1.36 T	48.8	18.00	1	1.47 S	53.1	18.00	1
	SLC		36.2				39.5		
3-3	IR (DESIGN)	1.35 T	53.8	15.00	1	1.35 S	54.1	15.00	1
	OR (DESIGN)	2.07 T	82.9	15.00	1	2.25 S	90.2	15.00	1
	SLC		61.1				66.9		

```
=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 34
S 675
G1 34  W 19501  2170 5935 9     24   476                  N33
BG1C 1 34  B 2 17
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.08 T	21.6	17.00	1	1.09 S	21.8	17.00	1
	OR (DESIGN)	1.67 T	33.4	17.00	1	1.82 S	36.4	17.00	1
	SLC		24.5				26.9		
HS20	IR (DESIGN)	0.91 T	32.8	20.40	1	0.91 S	32.9	20.40	1
	OR (DESIGN)	1.40 T	50.5	20.40	1	1.52 S	54.9	20.40	1
	SLC		37.2				40.7		
3-3	IR (DESIGN)	1.40 T	56.1	20.40	1	1.41 S	56.3	20.40	1
	OR (DESIGN)	2.16 T	86.2	20.40	1	2.34 S	93.8	20.40	1
	SLC		63.6				69.6		

```
=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 40
S 675
G1 40  W 31292  2677 712  9983  2684 483                  N33
BG1C 1 40  B 2 20
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.28 T	25.6	20.00	1	1.30 S	25.9	20.00	1
	OR (DESIGN)	1.98 T	39.7	20.00	1	2.16 S	43.2	20.00	1
	SLC		29.1				32.0		
HS20	IR (DESIGN)	1.00 T	36.1	20.00	1	1.01 S	36.5	20.00	1
	OR (DESIGN)	1.55 T	55.8	20.00	1	1.69 S	60.8	20.00	1
	SLC		41.0				45.0		
3-3	IR (DESIGN)	1.55 T	62.1	20.00	1	1.57 S	62.8	20.00	1
	OR (DESIGN)	2.40 T	96.1	20.00	1	2.61 S	104.6	20.00	1
	SLC		70.6				77.4		

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=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 42
S 675
G1 42  W 31292  2677 712  9983  2684 483                  N33
BG1C 1 42  B 3 14
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.15 T	23.0	21.00	1	1.19 S	23.7	21.00	1
	OR (DESIGN)	1.81 T	36.3	21.00	1	1.98 S	39.6	21.00	1
	SLC		26.3				29.0		
HS20	IR (DESIGN)	0.88 T	31.7	21.00	1	0.91 S	32.7	21.00	1
	OR (DESIGN)	1.39 T	49.9	21.00	1	1.51 S	54.5	21.00	1
	SLC		36.2				39.9		
3-3	IR (DESIGN)	1.37 T	54.7	21.00	1	1.41 S	56.5	21.00	1
	OR (DESIGN)	2.16 T	86.2	21.00	1	2.35 S	94.1	21.00	1
	SLC		62.6				68.9		

```
=BRRAT4206 1442 X   CT-6              952 0 GGG080  0          Y
     450    24   556 409 333 675    00000  1203    9
S 50
S 675
G1 50  W 49191  3413 850 105    30   564                  N33
BG1C 1 50  B 3 1667
03/11/93
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MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.30 T	26.0	25.00	1	1.36 S	27.2	25.00	1
	OR (DESIGN)	2.07 T	41.5	25.00	1	2.27 S	45.3	25.00	1
	SLC		29.9				33.0		
HS20	IR (DESIGN)	0.93 T	33.5	25.00	1	0.97 S	35.0	25.00	1
	OR (DESIGN)	1.48 T	53.4	25.00	1	1.62 S	58.4	25.00	1
	SLC		38.5				42.5		
3-3	IR (DESIGN)	1.47 T	58.6	25.00	1	1.53 S	61.3	25.00	1
	OR (DESIGN)	2.34 T	93.4	25.00	1	2.55 S	102.1	25.00	1
	SLC		67.3				74.3		

```
=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 60
S 675
G1 60  W 90121  4416 940 11972  3584 625                  N33
BG1C 1 60  B 3 20
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.61 T	32.3	30.00	1	1.68 S	33.7	30.00	1
	OR (DESIGN)	2.57 T	51.4	30.00	1	2.81 S	56.2	30.00	1
	SLC		37.1				40.9		
HS20	IR (DESIGN)	1.13 T	40.6	30.00	1	1.17 S	42.3	30.00	1
	OR (DESIGN)	1.79 T	64.5	30.00	1	1.96 S	70.5	30.00	1
	SLC		46.5				51.3		
3-3	IR (DESIGN)	1.60 T	63.9	30.00	1	1.67 S	66.7	30.00	1
	OR (DESIGN)	2.54 T	101.7	30.00	1	2.78 S	111.1	30.00	1
	SLC		73.3				80.9		

```
=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 61
S 675
G1 61  W 90121  4416 940 11972  3584 625                  N33
BG1C 1 61  B 3 2033
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.54 T	30.9	30.50	1	1.62 S	32.5	30.50	1
	OR (DESIGN)	2.48 T	49.5	30.50	1	2.71 S	54.2	30.50	1
	SLC		35.5				39.3		
HS20	IR (DESIGN)	1.08 T	38.9	30.50	1	1.14 S	40.9	30.50	1
	OR (DESIGN)	1.73 T	62.3	30.50	1	1.89 S	68.2	30.50	1
	SLC		44.7				49.4		
3-3	IR (DESIGN)	1.52 T	60.8	30.50	1	1.60 S	64.0	30.50	1
	OR (DESIGN)	2.44 T	97.5	30.50	1	2.67 S	106.7	30.50	1
	SLC		70.0				77.3		

```
=BRRAT4206 1442 X   CT-6              952 0 GGGO80  0          Y
     450    24   556 409 333 675    00000  1203    9
S 70
S 675
G1 70  W112815  53541180 12072  3632 725                  N33
BG1C 1 70  B 3 2333
03/11/93
```

MEMBER: GIRDER

		ALLOWABLE STRESS RATING				LOAD FACTOR RATING			
LOAD		FACTOR	TONS	X	SPAN	FACTOR	TONS	X	SPAN
H20	IR (DESIGN)	1.44 T	28.7	35.00	1	1.57 S	31.3	35.00	1
	OR (DESIGN)	2.38 T	47.5	35.00	1	2.61 S	52.2	35.00	1
	SLC		33.4				37.2		
HS20	IR (DESIGN)	1.04 T	37.3	35.00	1	1.13 S	40.7	35.00	1
	OR (DESIGN)	1.71 T	61.7	35.00	1	1.88 S	67.8	35.00	1
	SLC		43.4				48.3		
3-3	IR (DESIGN)	1.37 T	54.9	35.00	1	1.50 S	59.9	35.00	1
	OR (DESIGN)	2.27 T	90.8	35.00	1	2.50 S	99.8	35.00	1
	SLC		63.9				71.1		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: October 20, 1992

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006X1442

Please be advised that on October 20, 1992, a 5' x 24' hole was repaired on the above referenced bridge deck requiring the use of 100 sacks of Duracal.

John Fuller
Asst. Div. Engr.

JMF/kab

cc: G. Cyphers
File

RECEIVED
OCT 23 1992
BRIDGE DIVISION
OKLAHOMA D.O.T.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Date: October 3, 1991

TO: Mr. Veldo Goins, State Bridge Engineer

FROM: Mr. John Fuller, Assistant Division Engineer

SUBJECT: Bridge No. SH033-42-006-X1442

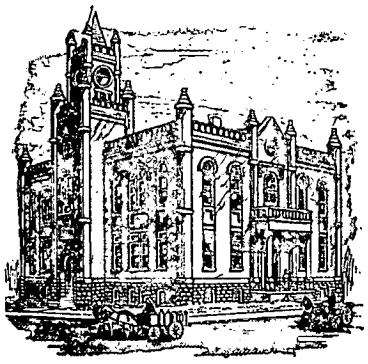
Please be advised that on September 27, 1991, a 5' x 5' hole was repaired on the above referenced bridge deck requiring the use of 17 sacks of Duracal.

John Fuller
Asst. Div. Engr.

dp

cc: G. Cyphers
File





OLD CITY HALL
Site of Oklahoma Constitutional Convention

CITY OF GUTHRIE

HISTORIC CAPITOL OF OKLAHOMA 1890-1910

CHIEF ADMINISTRATIVE OFFICES

September 23, 1986

Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105-3204

Mr. Veldo M. Goins P.E.:

In your letter and inspection report of August 16, 1986, Bridge Number 4206-1442-X (Guthrie Viaduct) was reported to have the following deficiencies:

1. Replace X-10 Signs at West end of bridge.
2. Repair deteriorated sections of deck.
3. Post underclearance (vertical) recommended posting 12'5" and advance warning also required

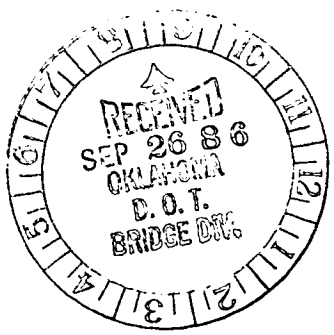
All signs needed to comply with your instructions have been ordered and should be installed within thirty days. The deck has been repaired with asphalt.

Sincerly,

Arland Perkins
Asst. City Manager

cc: Division 4
David Golden

AP/vkm



BRAWLEY ENGINEERING CORP.
Consulting Engineers
6900 N. CLASSEN BLVD. – PHONE (405) 848-5578
OKLAHOMA CITY, OKLA. 73116

February 9, 1979



Mr. Don Coffin
Director, Community Development
P.O. Box 908
Guthrie, Okla. 73044

33-42-06-1442 X

RE: Overpass - SH 33
Cottonwood Creek
Guthrie, Okla.

Dear Mr. Coffin:

As per your request, on January 30, 1979, I made an inspection of the above referenced overpass.

I found the overpass to be structurally sound, but in need of some major repairs. Some of the things that need to be repaired are as follows; transverse cracking on the bridge floor, repair of all the expansion joints, spalling on the piers and sidewalks, reinforcing steel exposed and rust on some of the structural steel.

Three other major items which are of concern that affect this overpass, are listed below:

1 - Width only 18'

2 - Traffic count of approximately 9,000 cars and trucks per day

3 - Large volume of heavy truck traffic

Because of these items listed above, it is our professional opinion that the City of Guthrie should obtain funds to replace this structure as soon as possible.

Very truly yours,

BRAWLEY ENGINEERING CORP.

Russal B. Brawley, P.E.

RBB/mh

April 14, 1975

Mr. R. E. Anderson, City Manager
P. O. Box 908
Guthrie, Oklahoma 73044

Dear Mr. Anderson:

Enclosed is a photograph of the east abutment of the bridge carrying SH 33 over A.T. & S.F. R.R. and Cottonwood Creek (Bridge No. 06-X1480, Logan County). This bridge is located within the limits of SH 33 that is the maintenance responsibility of the city.

The photograph was made in 1969; and a recent inspection reveals that part of the pedestal, shaded in red, to be completely gone. Approximately 2 inches of concrete remains to support the bearing device of the sidewalk beam. It is the opinion of the Bridge Division that this condition is potentially dangerous. The Bridge Division recommends that a high priority be given to the repair of the pedestal.

If there are any questions regarding this matter, please feel free to contact the Bridge Division in Oklahoma City, telephone AC 405 521-2606.

Yours truly,

Veldo M. Goins, P.E.
Bridge Engineer

OFS/eh

Encl

cc: R. L. Stringer

Logan Co. Br. # 18

6 - 45° end pieces cracked, one broken off over east abut. All are broken off over West abut. All are cracked over 3rd pier, 15 cracked, 4 - broken off over 4th pier. All cracked over 7th pier. 4 - cracked and 4 - broken off over 8th pier 11 - cracked, 4 - broken off over 9th pier. 14 - cracked over 14th pier. The thickening pieces cracked under both sidewalks over East abut. 2 - broken off under South sidewalk and 2 - cracked under North sidewalk over East pier. One broken off on East side under both sidewalks over 2nd pier. One broken off on West side under both sidewalks, one cracked on east side under North sidewalk over 6th pier. One broken off on West side under North sidewalk over 8th pier. All broken off under both sidewalks over 9th, 10th and 12th piers. One broken off on West side under both sidewalks over 13th pier. All broken off under both sidewalks over 14th pier. One broken off on West side under North sidewalk over 15th pier. One broken off under North sidewalk and one cracked under South sidewalk over West abut. cracks in East abut. Both pedestals under sidewalks are cracked badly from anchor bolt down to bottom. The South pedestal is worst up to ½" wide the shoe and anchor bolt have moved West ½". The conc. in abut. and pedestal is badly discolored and deterioration repairs needs in the pedestals. Minor cracks in East and 2nd pier caps. Horizontal crack in pier cap between the pier of 2nd pier. Cracks in ends and on side from anchor bolts down of pier cap of 6th pier. Minor cracks in South end of pier cap of 8th pier.

top and sides of pier caps of 2nd, 6th, 8th, 9th, 10th, 12th, 13th, 15th piers are effected by deicing chemicals and deterioration. A small piece broken off of cap of 10th pier from East caused by high loads also the bottom part of 11th pier cap has been scraped from a high loads. 8" x 20" x 1" deep spall about 3' up from ground line. One steel bar exposed and rusty also 3 - other minor spalls in West abut. Minor cracks in abut. also crack in backwall under both sidewalks down to bridge seat.

East - West - 9" x 24" x 2" deep spall in North sidewalk also end broken off over East pier. 6" x 18" x $1\frac{1}{2}$" deep spall in South sidewalk over 2nd pier 6" x10" piece broken off on West side of joint near South sidewalk over 4th pier large spall 4' x 4' x 1" deep spall on East side of joint near South sidewalk over 5th pier. One piece 6" x 24" broken off and one 6" x 9" on inside of North sidewalk over 6th pier. 4 - spalls 3" x 18" about 3' West of joint near South sidewalk reinforcing bars exposed over 6th pier. 8" x 10" x 2" deep spall in North sidewalk and 8" x 3' x 2" deep in South sidewalk over 10th pier. 3 - large spalls down to reinforcing steel near South sidewalk in 5th span from West. 6" x 6" piece broken off on inside of North sidewalk over 12th pier. 6" x 10" piece broken off on inside of South sidewalk over West pier. Minor crack in West abut. of bridge . 2 - 45° end pieces cracked over West abut.

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION

OKLAHOMA JOURNAL
9/21/65

Heavy Rains Flood Wide Area Of City

By BILL STEWART

Flooding streams cut highway travel in several areas of Oklahoma Tuesday morning, wiping out at least one bridge.

The U. S. Weather Bureau issued flash flood warnings for Logan and Kingfisher counties after a heavy thunderstorm, barely brushing Oklahoma County, dumped as much as eight inches of rain in the Lower Cimarron watershed.

Two men were killed in a collision with a city truck during heavy rain. Their car slammed into a city street department truck which was on its way to Mac Arthur Road and Britton Road to place some barricades. One of the three city employes was injured.

Kingfisher and Guthrie officials were warned to expect major overflows during Tuesday and early Wednesday.

Highway Patrol officers reported that U. S. 81 was out north of El Reno and at Kingfisher, U. S. 66 was closed west of El Reno and US 281 north of Binger was closed after the Sugar Creek bridge was washed away.

Communities adjacent to streams in Kingfisher and Logan counties were alerted to expect flooding of low-lying areas and agricultural areas.

The first storm, which knocked out power to downtown Edmond, skirted through the northwest part of Oklahoma City, teasing Midwest City areas with only a trace until the second storm hit.

A number of tornadoes were spotted aloft by Civil Defense teams in the Piedmont area moving toward Edmond but failed to touch down.

Towns from Chickasha to El Reno to Stillwater and Tulsa reported heavy rains from the slow moving clouds. Sugar Creek, which washed out the bridge north of Binger, was swollen by rains of over four inches in many areas.

The rains came on the heels of Sunday night's rains

See TWISTERS, Page 2

Page Directory

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Twisters

(Continued from Page 1)

which dumped as much as nine inches of water in Kiowa, Jackson and Greer Counties.

As a second storm moved across Oklahoma City Tuesday morning police battled a new wave of flooding and stalled cars. One section of NE 23 was flooded so badly that officers called for special barricades, to keep unsuspecting motorists from joining drivers already stranded in the high water.

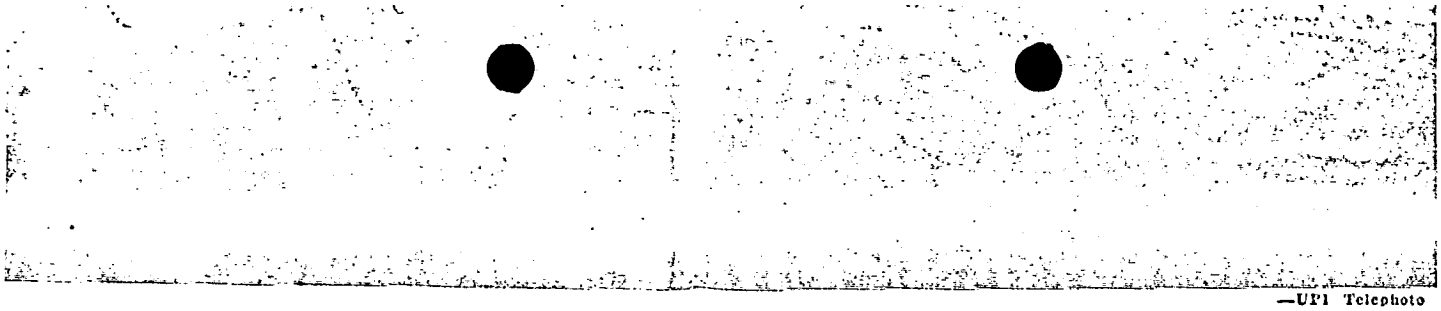
In downtown Oklahoma City water topped the curbs and entered furniture stores on Reno.

Several homes in the Rolling Wood Addition were reported flooded twice. W. Ray Newman, 4704 NW 62 Terrace, said his home flooded twice before the midnight storm. Water was reported over a foot deep in the home and several other homes in the area also were flooded.

The second storm to cross the city killed all power at the Weather Bureau at Will Rogers World Airport at 1:15 a.m.

A water department spokesman in Edmond estimated rainfall as 2½ to 3 inches during the brief storm. A fireman blamed the water for a power failure that left much of Edmond's Main Street dark.

FILE: FLOOD
LOGAN COUNTY
KINGFISHER COUNTY
OKLAHOMA COUNTY
CADDO COUNTY



—UPI Telephoto

SPECTATORS—Curious Guthrie townspeople turn out to observe streets of town flooded from rising Cottonwood Creek. The creek crested at 6 a.m., forcing some 150 families from their homes. This scene was along State Highway 33 through Guthrie.

Guthrie Residents Flee High Floodwaters Today

By THE ASSOCIATED PRESS

Hundreds of persons living in low areas on Guthrie's west side evacuated homes Monday night and early today as floodwaters from Cottonwood Creek spilled over the area.

All public schools were closed for the day and the city's biggest industry, the Oklahoma Furniture Manufacturing Co., shut down.

Sirens sounded Monday night, warning residents on the west side to go to higher ground.

The Red Cross and Civil Defense officials estimated that 300 persons were evacuated from homes over about a 50 block area. About 75 homes are involved. Authorities said floodwaters seeped into about 40 homes and the others were evacuated as a precaution.

Evacuees were sheltered in schools, churches and other buildings. Some persons simply drove their cars to high ground and stayed in them.

A converted Army truck used by Civil Defense officials took some residents out of the flood area.

By mid-morning the swirling muddy waters began receding.

Floodwaters halted traffic this morning on Oklahoma 33 which runs through Guthrie and on part of Oklahoma 74 west of Guthrie. But 74 was reopened to all traffic at mid-morning. Water was reported as much as 4 feet deep across parts of Oklahoma 33.

Guthrie residents were alerted to flood dangers about 9:30 p.m. Monday. And, at 2 a.m. today sirens were sounded to alert residents to evacuate on the west side.

Records show that Cottonwood Creek has flooded at least 12 times in the same area of Guthrie the past 25 years, the last time in June 1962.

The Tulsa River Center said Cottonwood Creek was cresting at 24.5 feet, two feet above flood stage, and should be falling by late afternoon. The center said runoff from the creek basin and adjacent areas would cause a rise on the Cimarron River during the next two days but that the Cimarron should get only to about two-thirds of bankful.

The creek climbed rapidly following heavy rains Monday.

There was a threat of more locally heavy rains in southeastern Oklahoma tonight and Wednesday as a result of Hurricane Cindy that is pushing its way into Texas from the Gulf of Mexico.

Moisture is being pushed northward into the state but forecasters say most of it will be diverted into eastern Oklahoma later in the day.

Rains which measured up to five inches Monday flooded several highways, including Oklahoma 74 west of Guthrie. It was re-opened to one way traffic Monday night as the crest moved downstream on Cottonwood Creek but was closed again today.

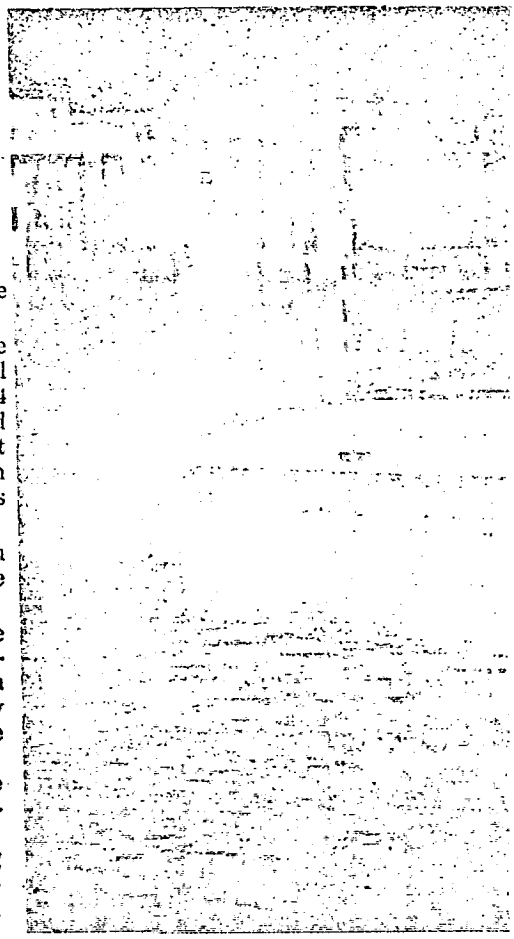
The Cottonwood runs north through Guthrie, emptying into the Cimarron River.

Weathermen say skies would be mostly cloudy in the east to partly cloudy in western Oklahoma through Wednesday, with widely scattered thunderstorms in the southeast.

There was some light drizzle early this morning in the southeast.

Low temperatures this morning ranged from 67 at Clinton Sherman Air Force Base, Guymon and Gage to 70 at McAlester.

This afternoon the mercury should climb to 76 to 86 degrees and tonight's lows should be from 60 to 70 degrees.



AMPHIBIAN—Flooding Cottonwood Creek i undated parts of Guthrie several feet deep i places today, but the waters didn't deter th

Survey Division
Form No. 16
Rev. Sept. 10, 1961

06 X1442
SH 33

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION

FLOOD INFORMATION FORM

To be used in obtaining and transmitting flood water elevations for Survey Division office record files. This information to be obtained by all Chiefs of Party or others in their vicinity in times of unusual high water, or at any time available from a reliable source. The elevations can be recorded by level reading, by measurement from bridge floor, in relation to a house, above roadbed or any other dependable, clear manner that fits the situation, the highest order possible to be used. Separate report to be made on each crossing or place obtained.

County LOGAN Date highwater occurred NOVEMBER 2,1974

Highway number _____ Name of stream COTTONWOOD CREEK

Direction and distance from nearest town, village or store IN GUTHRIE

LOCATION NO. 16

Section, Township and Range SECTION 8, T16N, R2W

Description of Location H/W OBTAINED AT COLLEGE AVE. BRIDGE AT COTTONWOOD CREEK.

Elevation 930.6 Source of levels USC&GS

Method obtained HAND LEVEL Date obtained NOVEMBER 5,1974

Did it appear to be ☐ normal ☐ medium ☒ extreme ☐ do not know

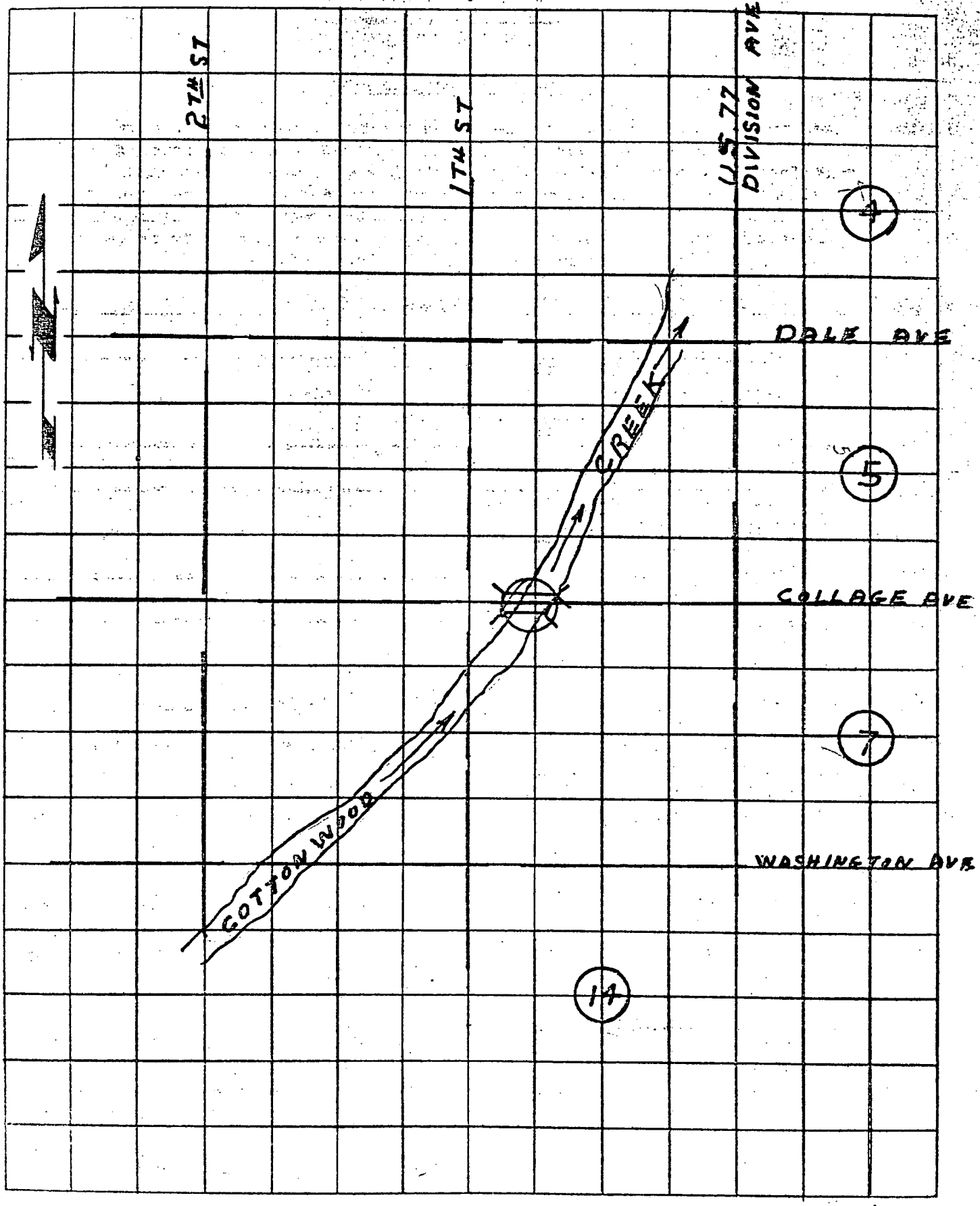
Was highwater mark obtained from actual water, drift, local resident, U. S. Engineers, etc.? DRIFT ON BRIDGE

Explanatory Remarks _____

Location to be shown on back of this sheet as a check.

Field Note: To be sent to Survey Engineer

Gene Powell
~~Chief of Party~~
LOCATION ENGINEER
NOVEMBER 25,1974
Date


27TH ST
17TH ST
US 77
DIVISION AVE
DALE AVE
COLLAGE AVE
WASHINGTON AVE
COTTONWOOD CREEK
4
5
7
12

Survey Division
Form No. 16
Rev. Sept. 10, 1961

06-X1942
SH33

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SURVEY DIVISION

FLOOD INFORMATION FORM

To be used in obtaining and transmitting flood water elevations for Survey Division office record files. This information to be obtained by all Chiefs of Party or others in their vicinity in times of unusual high water, or at any time available from a reliable source. The elevations can be recorded by level reading, by measurement from bridge floor, in relation to a house, above roadbed or any other dependable, clear manner that fits the situation, the highest order possible to be used. Separate report to be made on each crossing or place obtained.

County LOGAN Date highwater occurred NOVEMBER 2,1974

Highway number _____ Name of stream COTTONWOOD CREEK

Direction and distance from nearest town, village or store IN GUTHRIE

LOCATION NO. 21

Section, Township and Range SECTION 8, T16N, R2W

Description of Location H/W OBTAINED AT INTERSECTION OF 11TH ST. AND PERKINS AVE. ON COTTONWOOD CREEK BRIDGE.

Elevation 933.7 Source of levels USC&GS

Method obtained HAND LEVEL Date obtained NOVEMBER 5,1974

Did it appear to be ☐ normal ☐ medium ☒ extreme ☐ do not know

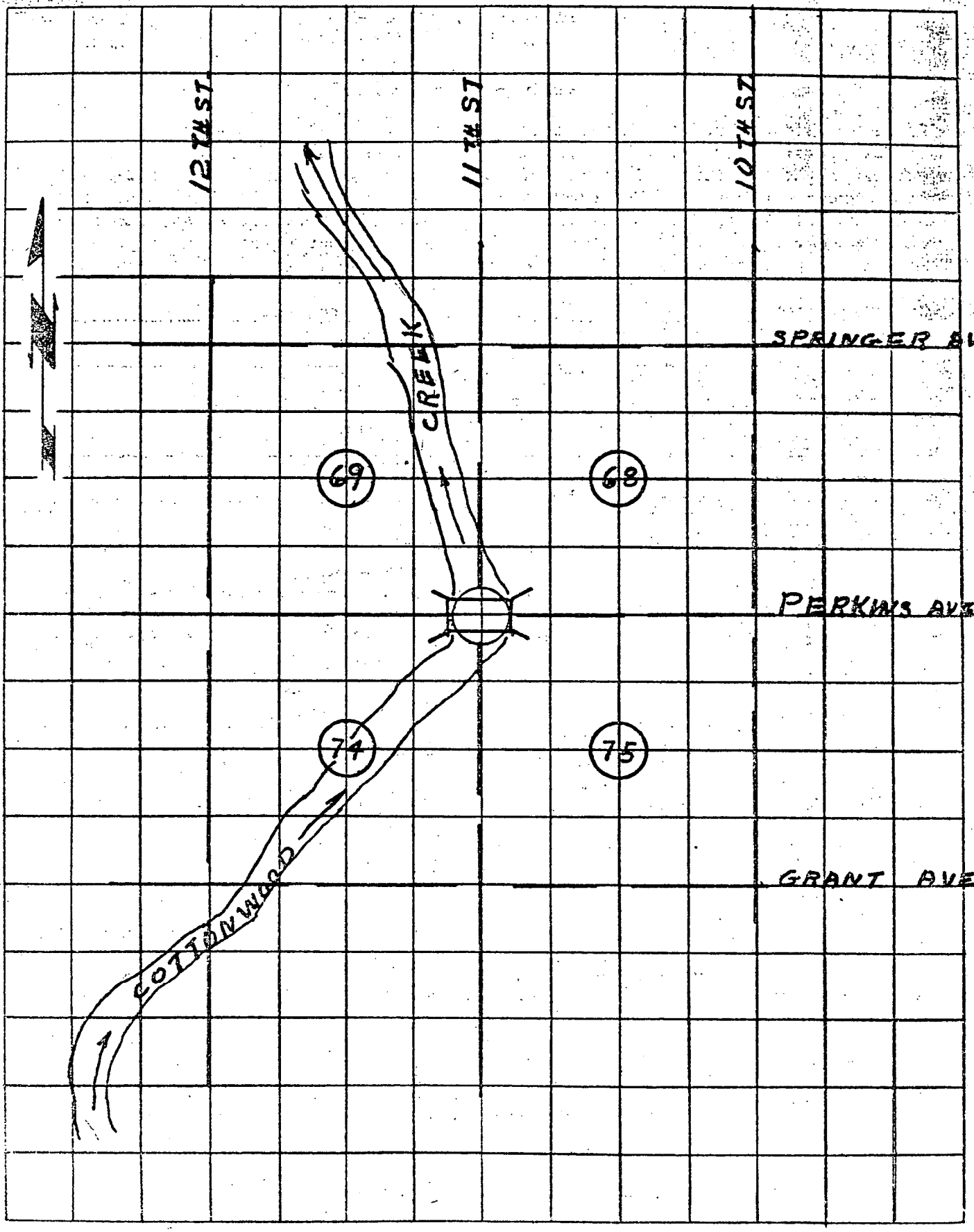
Was highwater mark obtained from actual water, drift, local resident, U. S. Engineers, etc.? DRIFT ON COTTONWOOD CREEK BRIDGE

Explanatory Remarks _____

Location to be shown on back of this sheet as a check.

Field Note: To be sent to Survey Engineer

Gene Oswalt
~~XXXXXXXXXXXX~~ Chief of Party
LOCATION ENGINEER
NOVEMBER 25,1974
Date


12TH ST
11TH ST
10TH ST
SPRINGER AVE
CREEK
69
68
PERKINS AVE.
74
75
GRANT AVE
COTTONWOOD

Attachment G

Design Traffic Data

Oklahoma Department of Transportation

Planning & Research Division

Office 521-2704 Fax 521-6917

DATE: May 2, 2008

TO: Roadway Design Division

FROM: for Planning and Research Division DJ

SUBJECT: Design Traffic on SH-33 in Guthrie, Logan County

In response to your request, we are transmitting the attached design traffic information.

DJ:ph

DESIGN TRAFFIC DATA

Functional Class Principal Arterial Proj. No. SSP-142A(102)SS

Highway/Street SH-33 City Guthrie County Logan

Description of Location Bridge over Cottonwood Creek, Noble Street RR in Guthrie

Additional Information

Assigned AADT 2008 = See Attachment

Projected AADT ~~2028~~ 2030 = See Attachment

K(dhv/aadt-two way) = 11%

D(Directional dist.) = 55%

T (% of DHV) = 10%

T (% of AADT) = 11%

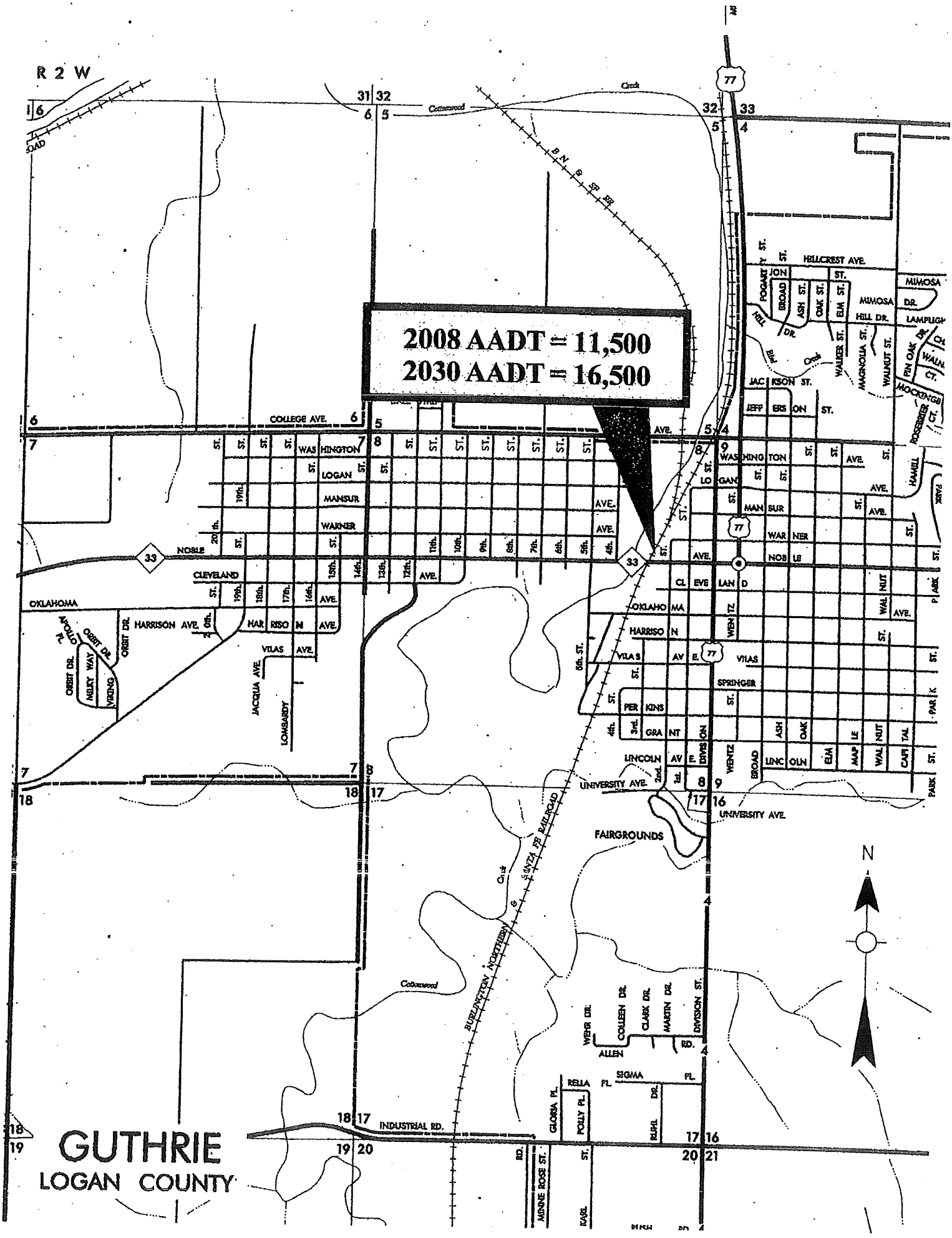
T3 (% of AADT) = 6%

T3 Overloads = 15 axles

Compiled by Paul Hagar Date 5/2/08 Checked by DJ

Proj. Egr. Eduardo Elder, P.E. Design Squad

T Includes all trucks with 6 or more tires
T3 Trucks with 3 or more axles
T3 Overloads: Number of overloaded axles per 100 T3 trucks


2008 AADT = 11,500
2030 AADT = 16,500
R 2 W
COLLEGE AVE.
NOBLE
CLEVELAND
OKLAHOMA
HARRISON AVE.
VILAS AVE.
MANSUR
WARNER
LOGAN
WASHINGTON
HILLCREST AVE.
MIMOSA DR.
MIMOSA HILL DR.
LAMPLIGHT
JACKSON ST.
JEFFERSON ST.
HOCKINGS
ROSEBERRY CT.
HAMILL PARK
WALNUT AVE.
SPRINGER
LINCOLN AVE.
UNIVERSITY AVE.
FAIRGROUNDS
INDUSTRIAL RD.
ALLEN
SIGMA FL.
RELLA FL.
POLLY PL.
GLORIA PL.
MINNE ROSE ST.
KARL ST.
RUHL DR.
COLLEEN DR.
CLARK DR.
MARTIN DR.
DIVISION ST.
WENTZ DR.
ORBIT DR.
APOLLO PL.
MERCURY WAY
VIKING
JACQUIA AVE.
LOMBARDY
BURLINGTON NORTHERN & SANTA FE RAILROAD
Cottonwood Creek
BNSF RR
77
33
N
GUTHRIE
LOGAN COUNTY

Attachment H

Hydraulic Report Summary 2011

&

Hydraulic Report/ CLOMR 2012

1/11/07 AJK

	Logan	**County**
Project No.	SSP-142A(102)SS	
JP #	21860 (04)	
NBIS#	05047	

SH-33 over Cottonwood Creek

Hydraulic Summary

Total Drainage Area =	372.00	sq. mi
Controlled Drainage Area =	0.00	sq. mi
Effective Drainage Area =	372.00	sq. mi

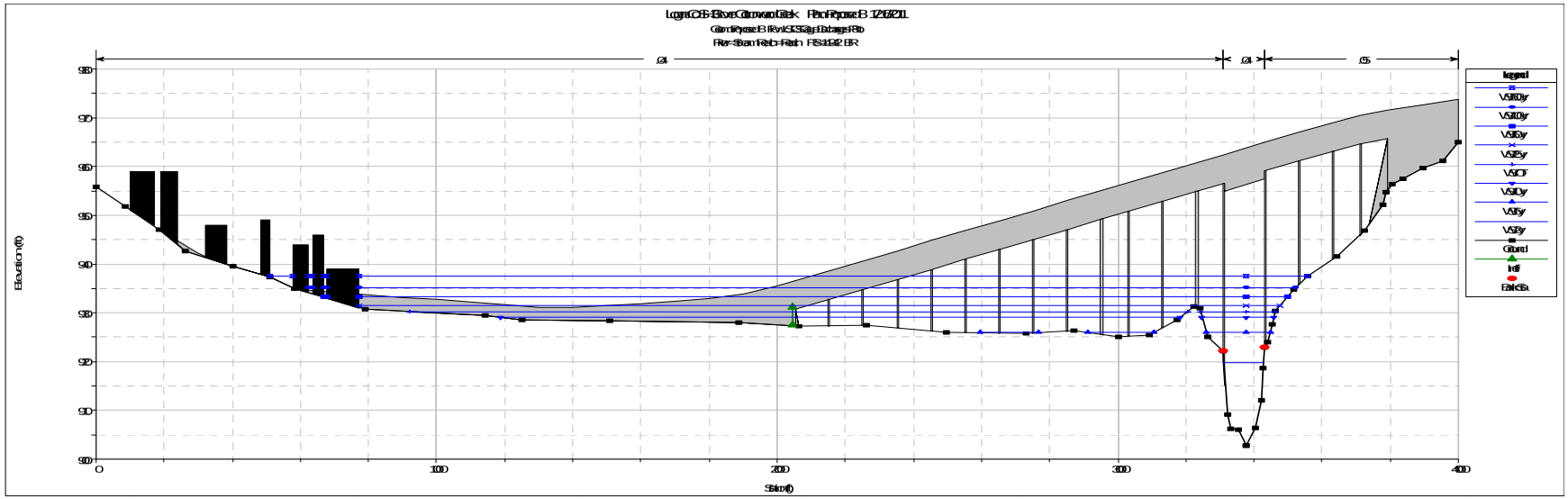
Existing Structure:	16 span I-BM		L =	756	ft	Low Bm Elev = 935.47
C/L Station	1551+95		$Q_{OT} \approx Q$	4		$Rdwy_{OT}$ Elev = 924.71
						$Rdwy_{OT}$ Sta = 1545+00
Proposed Structure:	9-100,80,2-100,80,120,2-100,2-80 PCB		L =	1740	ft	Low Bm Elev = 930.68
C/L Station	1547+22.5		$Q_{OT} \approx Q$	17		$Rdwy_{OT}$ Elev = 931.06
Offset	0	0				$Rdwy_{OT}$ Sta = 1531+75
Detour Structure:	0.00		Slope =	0	ft/ft	Inlet Elev = 0
C/L Station	0.00		$Q_{OT} \approx Q$	0		$Detour_{OT}$ Elev = 0
Offset	0	0				$Detour_{OT}$ Sta = 0

Freq.	Q (cfs)	CHW (ft)	V (fps)	Contraction Scour (ft)	Pier Scour (ft)	Total Scour (ft)
2	8220	919.86	5.75			
5	19800	926.10	8.36			
10	30400	929.13	5.24			
25	46800	931.91	5.13			
50	61000	933.58	4.88			
100	76800	935.32	4.46	6	12	18
500	119000	937.85	5.08	0	0	0
Rdwy OT	37700	930.37	5.21	4	11	15
Detour OT	0	0.00	0.00			

Notes:

1. The Natural CHW for Q_2 is 919.85 ft, typically to be used for the 404 permit.
2. Bridge Header Riprap not to go below the Top of Bank Elev of: 926 west, 947 east

Hydraulic Design is in compliance with
"Federal-Aid Policy Guide 23 CFR 650, Subpart A"


C1
C4
C5
Legend
Elevation (ft)
Station (ft)
0
100
200
300
400
90
91
92
93
94
95
96
97
98

Attachment I

National Weather Service Flood Data

From the National Weather Service: Advanced Hydrologic Prediction Service

Http://water.weather.gov

Cottonwood Creek

Choose a Location

Return to:
Cottonwood Creek Point Selection Page

Important Note:
Book-marking page saves current search criteria

at Guthrie
Flood Stage: 0 KCFS
Latest Flow:

Current
Warnings/Statements/Advisories:
None currently.

Complete information about the Cottonwood Creek at Guthrie available from

Flood Impacts at Each Flood Stage (flood stage is **22 ft**)

32 Noble Avenue is closed hours before the crest arrives... and any crossing of Cottonwood Creek must then be by boat... from east to west where the hospital is located. People living in south Guthrie west of the creek can evacuate only by routes to the west. Large areas suffer depths of 12 feet or more. Water levels will approach the highest in history of Guthrie when on April 28 1897... 200 settlers were drowned along Cottonwood Creek.

31 Noble Avenue is closed hours before the crest arrives... and any crossing of Cottonwood Creek must then be by boat... from east to west where the hospital is located. People living in south Guthrie west of the creek can evacuate only by routes to the west. Large areas will suffer life-threatening currents and flood depths near 11 feet. Rural flood plain areas near Guthrie could see similar depths.

30 Noble Avenue is closed hours before the crest arrives... and any crossing of Cottonwood Creek must then be by boat... from east to west where the hospital is located. People living in south Guthrie west of the creek can evacuate only by routes to the west. Areas west of the railroads could suffer life-threatening currents and flood depths near 10 feet. Rural flood plain areas near Guthrie could see similar depths.

29 Noble Avenue is closed hours before the crest arrives... and any crossing of Cottonwood Creek must then be by boat... from east to west where the hospital is located. People living in south Guthrie west of the creek can evacuate only by routes to the west. areas in town west of the railroads could suffer life-threatening currents and flood depths near 9 feet. Rural flood plain areas near Guthrie could see similar depths.

28 Noble Avenue is closed hours before the crest arrives... and any crossing of Cottonwood Creek must then be by boat... from east to west where the hospital is located. People living in south Guthrie west of the creek can evacuate only by routes to the west. Many areas in town west of the railroads could suffer life-threatening currents and flood depths near 8 feet. Rural flood plain areas near Guthrie could see similar depths.

27 Noble Avenue is closed hours before the crest arrives... and any crossing of Cottonwood Creek from east to west must then be by boat. persons in south Guthrie west of the creek can evacuate only by routes to the west. Many areas in town west of the railroads could suffer life-threatening currents and depths near 7 feet. Rural flood plain areas near Guthrie could see similar depths.

26 Noble Avenue is closed to auto and truck access from east to west... where the hospital is located. Residential and business areas in town could suffer life-threatening currents and flood depths approaching 6 feet. Rural flood plain areas near Guthrie could see similar depths.

25 Noble Avenue is closed to auto and small truck access from east to west... where the hospital is located. Residential and business areas in town could suffer life-threatening currents and flood depths approaching 5 feet. Rural flood plain areas near Guthrie could see similar depths.

24 Noble Avenue is closed to automobile access from east to west... where the hospital is located. Residential and business areas in town could see flood depths approaching 4 feet. Rural flood plain areas near Guthrie could experience similar depths.

23 Noble Avenue could be closed to automobile access from east to west... where the hospital is located. Bottomland residences and businesses in town may be flooded as deep as 3 feet. Rural flood plain areas near Guthrie could experience similar depths.

22 Flows over Noble Avenue cause nuisance flooding around businesses located west of the bridge. Rural flood plain areas near Guthrie and downstream to the Cimarron River could experience depths up to 2 feet.

21 Residences in southwest Guthrie may be flooded or isolated by water in streets. Rural flood plain areas near Guthrie and downstream to the Cimarron River could be covered by depths up to a foot or more.

20 Some residences in southwest Guthrie may isolated by water in low-lying streets. Cottonwood Creek reaches bankfull levels or higher in a few places along the rural flood plain downstream to the Cimarron River.

19 The creek remains with its banks downstream to the Cimarron River.

18 The creek remains with its banks downstream to the Cimarron River.

17 The creek remains with its banks downstream to the Cimarron River

Historical Crests for Cottonwood Creek at Guthrie

(1) 30.00 ft on 10/20/1983
(2) 29.60 ft on 05/09/1993
(3) 29.26 ft on 10/02/1959
(4) 28.58 ft on 05/15/1949
(5) 28.09 ft on 09/21/1965
(6) 27.90 ft on 05/28/1987
(7) 27.90 ft on 06/09/1995
(8) 27.20 ft on 09/13/1989
(9) 27.00 ft on 06/15/2010
(10) 26.90 ft on 05/06/1955
(11) 26.70 ft on 06/10/1962
(12) 26.50 ft on 03/11/1990
(13) 26.40 ft on 08/20/2007
(14) 26.34 ft on 09/25/1959
(15) 26.15 ft on 04/12/1927
(16) 25.90 ft on 10/01/1986
(17) 25.82 ft on 04/15/1916
(18) 25.73 ft on 05/28/1908
(19) 25.73 ft on 04/29/1912

(20) 25.72 ft on 06/26/1958
(21) 25.65 ft on 03/22/1921
(22) 25.40 ft on 04/27/1897
(23) 25.40 ft on 04/19/1889
(24) 25.37 ft on 11/28/1909
(25) 25.30 ft on 06/30/2007
(26) 25.30 ft on 06/05/1995
(27) 25.12 ft on 10/05/1959
(28) 25.00 ft on 08/15/1989
(29) 24.70 ft on 06/08/1974
(30) 24.41 ft on 09/17/1963
(31) 23.90 ft on 04/16/1945
(32) 23.80 ft on 03/31/2007
(33) 23.60 ft on 07/11/2007
(34) 23.57 ft on 04/14/1947
(35) 23.50 ft on 07/03/1987
(36) 23.48 ft on 05/05/1941
(37) 23.47 ft on 10/05/1955
(38) 23.20 ft on 04/18/1990
(39) 23.00 ft on 05/22/1957
(40) 22.97 ft on 10/03/1955
(41) 22.93 ft on 05/30/1980
(42) 22.75 ft on 07/24/1960
(43) 22.20 ft on 12/21/1991
(44) 21.70 ft on 05/03/1990
(45) 20.50 ft on 06/27/2007

Attachment J

Historic District Boundaries and Cottonwood Creek Floodway Map

Base Map Source: Bing Maps Aerials, 2011

COLLEGE AVE
WASHINGTON AVE
LOGAN AVE
MANSUR AVE
WARNER AVE
CLEVELAND AVE
NOBLE AVE
OKLAHOMA AVE
GOLDIE LN
HARRISON AVE
VILAS AVE
7TH ST
5TH ST
11TH ST
8TH ST
10TH ST
9TH ST
12TH ST
6TH ST
4TH ST
WENTZ ST
BROAD ST
DIVISION ST
ASH ST
OAK ST
ELM ST
1ST ST
3RD ST
2ND ST
33
77
Cottonwood Flats
Cottonwood Creek
SH-33 Bridge
National Historic Landmark District
Burlington Northern Santa Fe Railroad

Floodway
National Historic Landmark District Boundary
Cottonwood Flats Boundary
SH-33 Bridge

* The National Register of Historic Places District Boundary covers everything within the current map extent, except for the area north of College Avenue.

N

0 200 400 800 Feet

Historic District Boundaries and Cottonwood Creek Floodway

ATTACHMENT J

Attachment K

Secretary of the Interior's Standards for Rehabilitation

Secretary of the Interior's Standards for Rehabilitation

The Standards (Department of Interior regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Attachment L

By-Pass Alternative Options Map

Base Map Source: Bing Maps Aerials, 2011

N3125 RD
4TH ST
COLLEGE AVE
JEFFERSON AVE
Burlington Northern Santa Fe Railroad
7TH ST
5TH ST
WASHINGTON AVE
77
WENTZ ST
11TH ST
LOGAN AVE
8TH ST
Cottonwood Creek
BROAD ST
MANSUR AVE
10TH ST
6TH ST
OAK ST
9TH ST
WARNER AVE
DIVISION ST
ASH ST
ELM ST
1ST ST
33
NOBLE AVE
2ND ST
CLEVELAND AVE
OKLAHOMA AVE
GOLDIE LN
HARRISON AVE

National Register of Historic Places District Boundary
National Historic Landmark District Boundary
Cottonwood Flats Boundary
Bypass Alternative Option

N

Feet
0 200 400 800

By-Pass Alternative Options

ATTACHMENT L

Attachment M

Off-set Alignment Alternative Preliminary Plans with Proposed Typical Sections

TRAFFIC DESIGN
T.S. ENGINEERING MANAGER : P.E.
T.C. ENGINEERING MANAGER : P.E.

BRIDGE DESIGN
PROJECT ENGINEER : STEVEN J. JACOBI, P.E.
SQUAD SUPERVISOR : MICHAEL PEARSON

ROADWAY DESIGN
SQUAD SUPERVISOR: ROBERT GRAY
ENGINEERING MANAGER: EDUARDO ELDER, P.E.
ENGINEER : NOBLE SOLOMON, P.E.
SQUAD MEMBERS: LARRY LAYTON

P.E. NO : 21860(04)

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS
S1-S17.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.
01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESCRIPTION REVISIONS DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
R/W UTILITY MEETING
01-04-13

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT NO. STPY-142A(102)
BRIDGE AND APPROACHES
STATE HIGHWAY NO. 33

LOGAN COUNTY

CONTROL SECTION NO. 33-42-06
STATE JOB NO. 21860(04)
BRIDGE "A" LOCATION NO. 4206 1442X
EXISTING NBI NO. 05047 ; NEW NBI NO. XXXXX

INDEX OF SHEETS

1	TITLE SHEET
2-7	TYPICAL SECTION SHEETS
8	SUGGESTED SEQUENCE OF CONSTRUCTION
~~9-10~~	~~SUMMARY OF PAY QUANTITIES (ROADWAY)~~
11	CURB RAMP DETAIL SHEET
12, 12A-13	SIDEWALK DETAIL SHEETS
14	SECOND ST. & LOWER NOBLE AVE. DETAIL
14A	FIFTH STREET DETAIL
15	LEFT TURN LANE DETAIL SHEET
16	STORMWATER MANAGEMENT PLAN SHEET
17-24	PLAN & PROFILE SHEETS
S1-S17	SURVEY DATA SHEETS
X1-X44	CROSS SECTION SHEETS
DX1-DX28	PHASE ONE CROSS SECTION SHEETS
FX1-FX4	FIFTH STREET CROSS SECTION SHEETS
B1-B4	GENERAL PLAN AND ELEVATION SHEETS

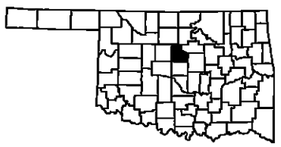
BRIDGE "A"
BEGIN BRIDGE - STA. 1538+52.45
BRIDGE LENGTH 1681'-8"
END BRIDGE - 1555+34.11

DESIGN DATA

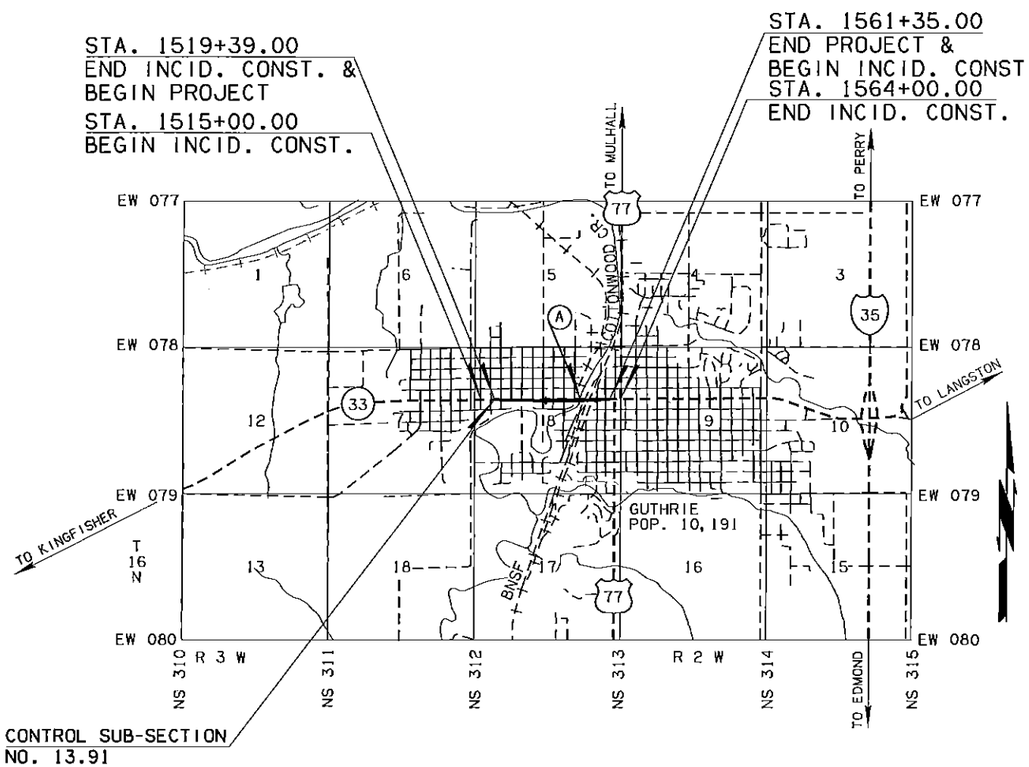
ADT 2008	=	12,860
ADT 2030	=	16,270
DHV (ONE-WAY)	=	985
K (DHV/ADT)	=	11%
D	=	55%
T (% DHV)	=	10%
T (% ADT)	=	11%
T³(% ADT)	=	6%
V	=	45MPH
20YRFLEX ESALS	=	6.94M

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

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



LOCATION MAP



PROJECT LENGTH BASED ON CRL STATIONING

ROADWAY LENGTH	2515.38 FT.	0.476 MI.
BRIDGE LENGTH	1681.67 FT.	0.318 MI.
PROJECT LENGTH		0.794 MI.

EQUATIONS : STA.1537+00.22 BK. = STA.1537+00.00 AHD.
STA.1561+00.56 BK. = STA.1560+99.73 AHD.

EXCEPTIONS : NONE

THE FOLLDWING STANDARD DRAWINGS WILL BE REQUIRED:

ROADWAY	BRIDGE	TRAFFIC
ASCD-5-1		
C1-1-0		
CET4S-3-1		
CET6S-3-1		
CDIP-1-1		
CSCD-5-2		
DC-3-2		
FHTCP-3-0		
LECS-4-0		
MFC-4-0		
MJB-3-1		
PED-3-1		
PUD-3-1		
RCB-CW1-04-0-01E		
RCB-E1-H3-0-1-01E		
RCB-E1-H3-0-1-02E		
SB1-4-1		
SMD-3-0		
SPB-1-2		
SPT-4-0		
SSIF-4-0		
SSS-1-1		
TSC2-3-0		
TSD-2-0		
TWD-1-0		
WCR-3-1		

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

PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION

EDUARDO ELDER, P.E.
OKLA. REG. NO. 19137
DATE

REGISTERED 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

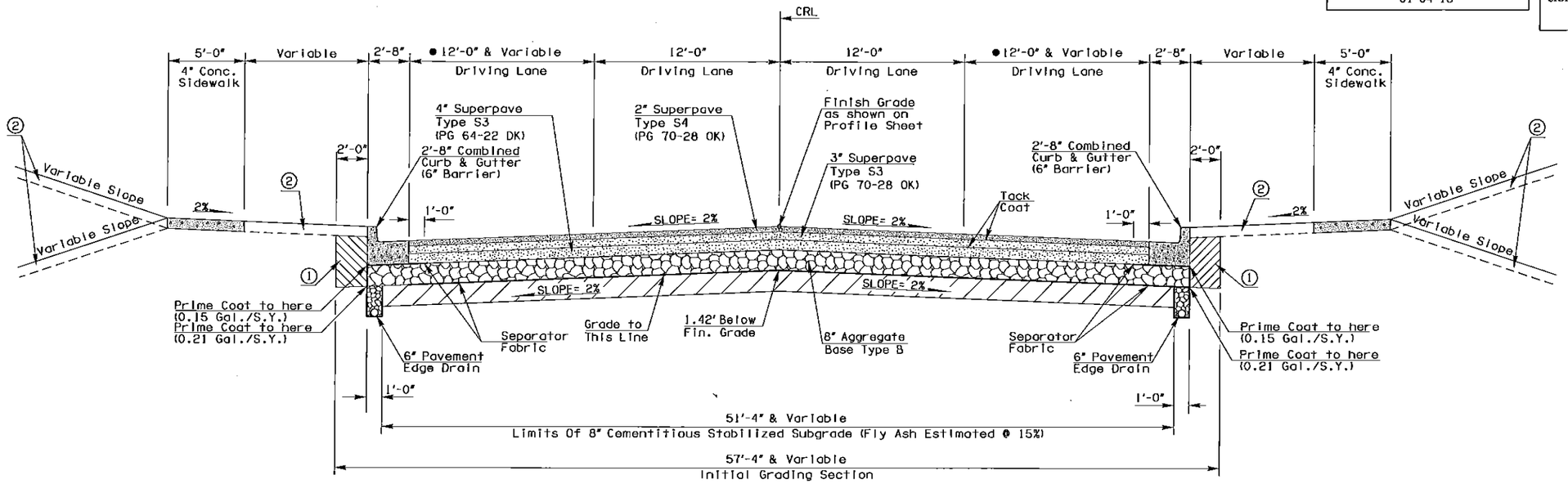
SWO 44321(1) PROJECT NO. STPY-142A(102) SHEET NO. 1

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

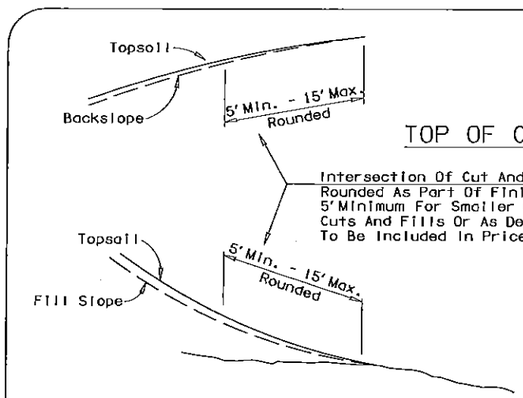
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01-04-13



TYPICAL NO. 1

STA. 1519+39.00 TO STA. 1524+00.00
STA. 1559+47.00 TO STA. 1561+35.00

TAPER FROM	7.00'	AT STA. 1519+39.00	LT. TO	12.00'	AT STA. 1522+09.00 LT.
TAPER FROM	7.00'	AT STA. 1519+39.00	RT. TO	12.00'	AT STA. 1522+09.00 RT.
TAPER FROM	12.00'	AT STA. 1558+65.00	LT. TO	6.00'	AT STA. 1561+35.00 LT.
TAPER FROM	12.00'	AT STA. 1558+65.00	RT. TO	6.00'	AT STA. 1561+35.00 RT.



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.

ROUNDING DETAIL

(1) BACKFILL NOTE:

To Be Backfilled And Compacted As Part Of The Finishing Operations.

(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 Moss Line Balance.

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

TYPICAL SECTION SHEET

STATE JOB NO. 21860(04) SHEET NO. 2

LOGAN CO. SH-33

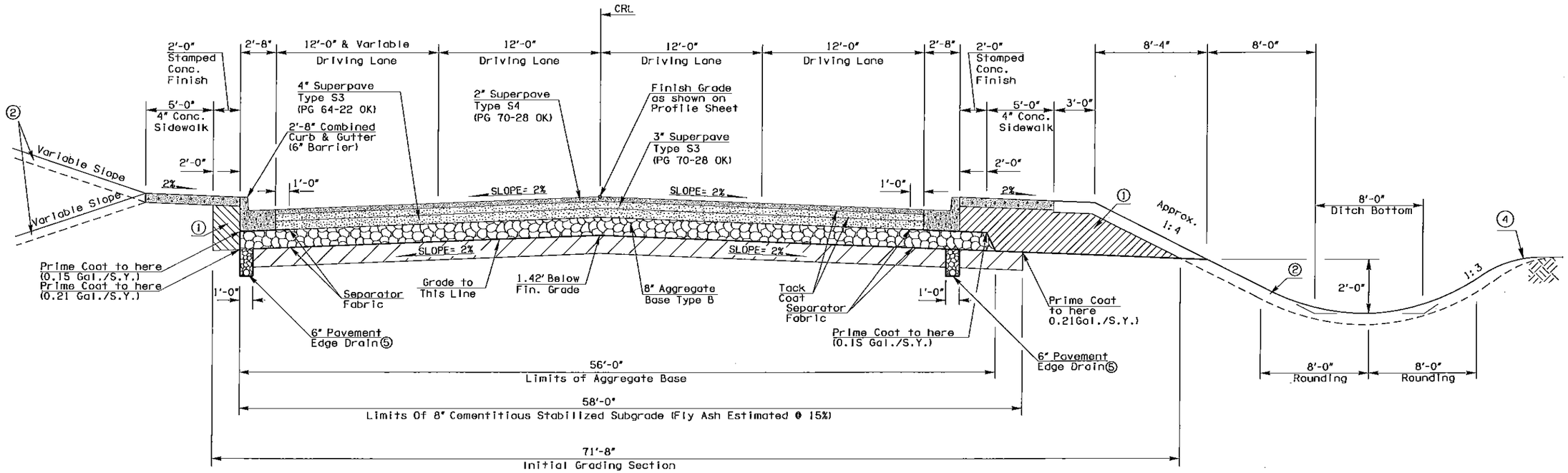
01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

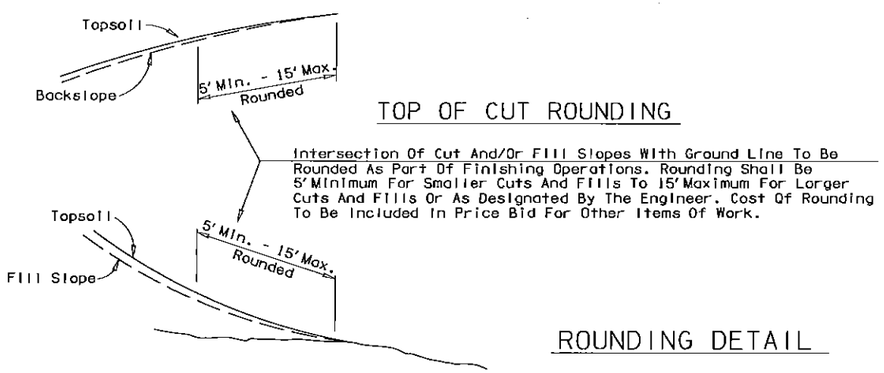
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01-04-13



TYPICAL NO. 2

STA. 1524+00.00 TO STA. 1526+23.00



(1) BACKFILL NOTE:
To Be Backfilled And Compacted As Part Of The Finishing Operations. Cost To Be Included 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.

(4) See Rounding Detail This Sheet.

(3) Distance Measured Vertically From Edge Of Initial Grading.

(5) TRENCH NOTE:
Pavement Edge Drain Trench To Be Backfilled And Compacted With T.B.S.C. Type 'E' As Part Of The Finishing Operations.

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	LL		TYPICAL SECTION SHEET
CHECKED			STATE JOB NO. 21860(04) SHEET NO. 3
APPROVED			
SQUAD	GRAY		

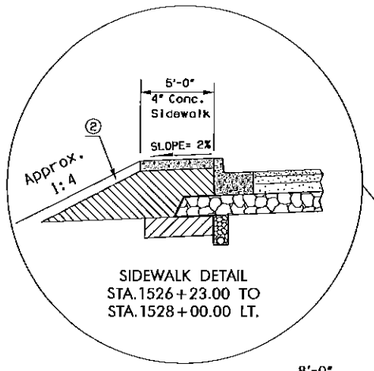
LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

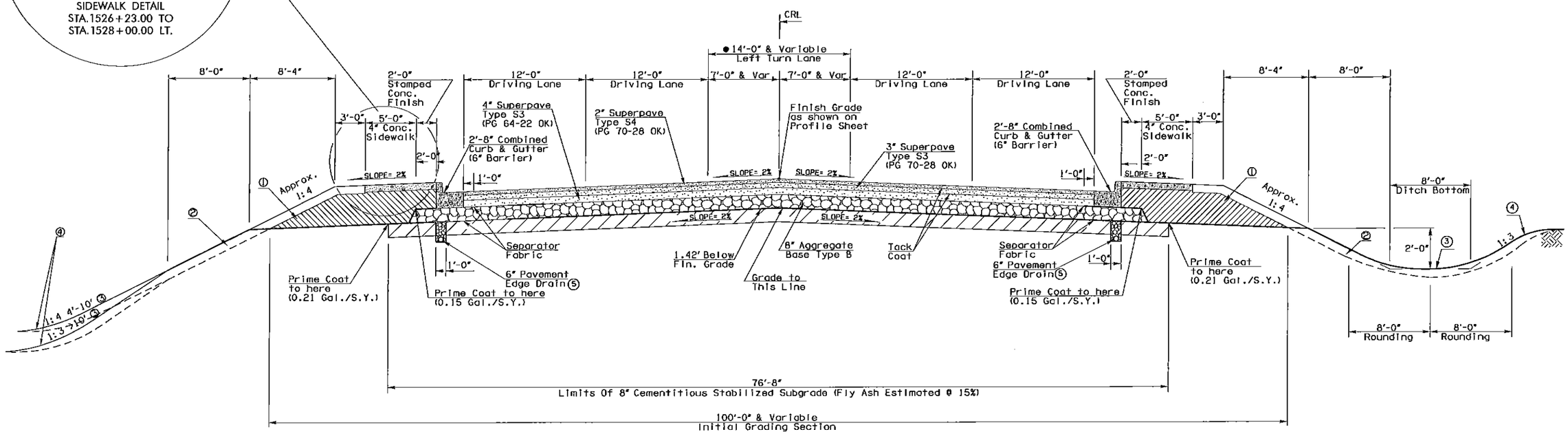
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



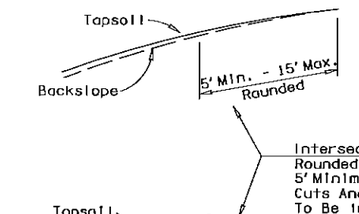
SIDEWALK DETAIL
STA. 1526+23.00 TO
STA. 1528+00.00 LT.



TYPICAL NO. 3

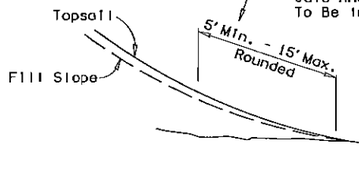
STA. 1526+23.00 TO STA. 1538+22.45

● TAPER FROM 0'-0" AT STA. 1526+48.64 TO 14-0" AT STA. 1529+52.86
MAINTAIN FULL 14'-0" FROM STA. 1529+52.86 TO STA. 1535+07.45
TAPER FROM 14'-0" AT STA. 1535+07.45 TO 0'-0" AT STA. 1538+22.45



TOP OF CUT ROUNDING

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.



ROUNDING DETAIL

TOE OF FILL ROUNDING

① BACKFILL NOTE:
To Be Backfilled And Compacted As Part Of The Finishing Operations. Cost To Be Included 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.

④ See Rounding Detail This Sheet.

③ Distance Measured Vertically From Edge Of Initial Grading.

⑤ TRENCH NOTE:
Pavement Edge Drain Trench To Be Backfilled And Compacted With T.B.S.C. Type 'E' As Part Of The Finishing Operations.

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

TYPICAL SECTION SHEET

STATE JOB NO. 21860(04) SHEET NO. 4

LOGAN CO. SH-33

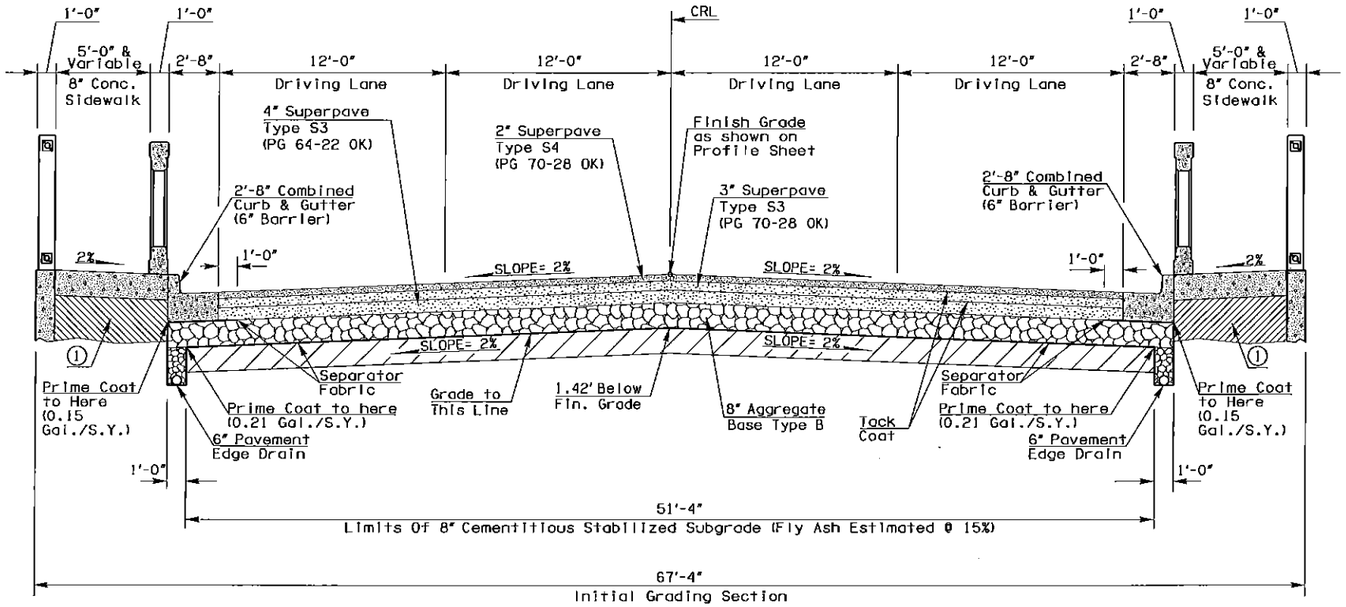
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

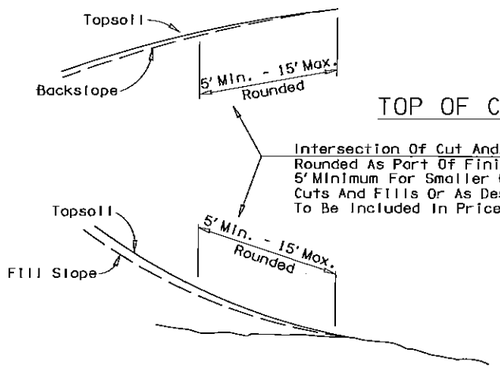
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TYPICAL NO. 4

STA. 1555+64.11 TO STA. 1559+47.00



① BACKFILL NOTE:

To Be Backfilled And Compacted As Part Of The Finishing Operations. Cost To Be Included In Unclossified Borrow.

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

TYPICAL SECTION SHEET

STATE JOB NO. 21860(04) SHEET NO. 5

LOGAN CO. SH-33

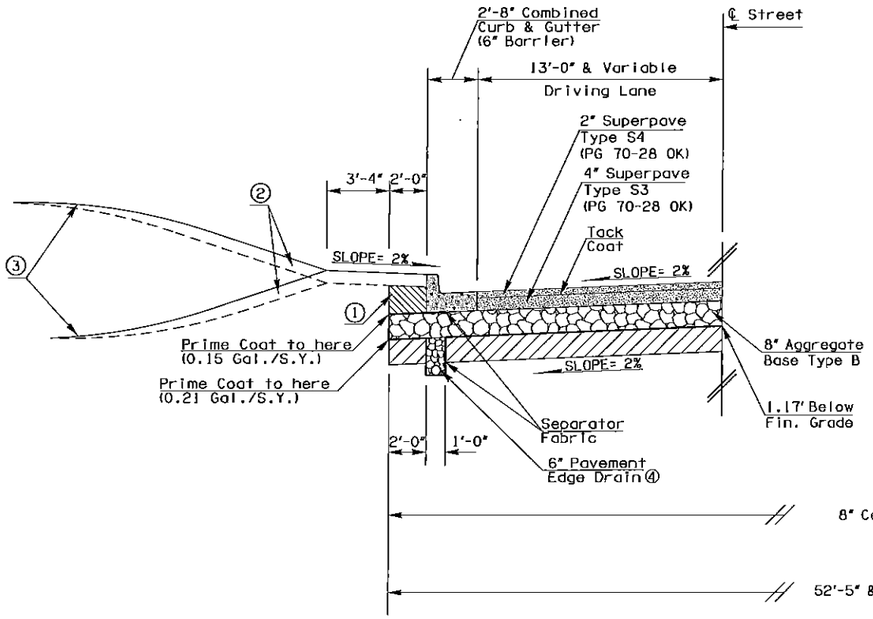
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

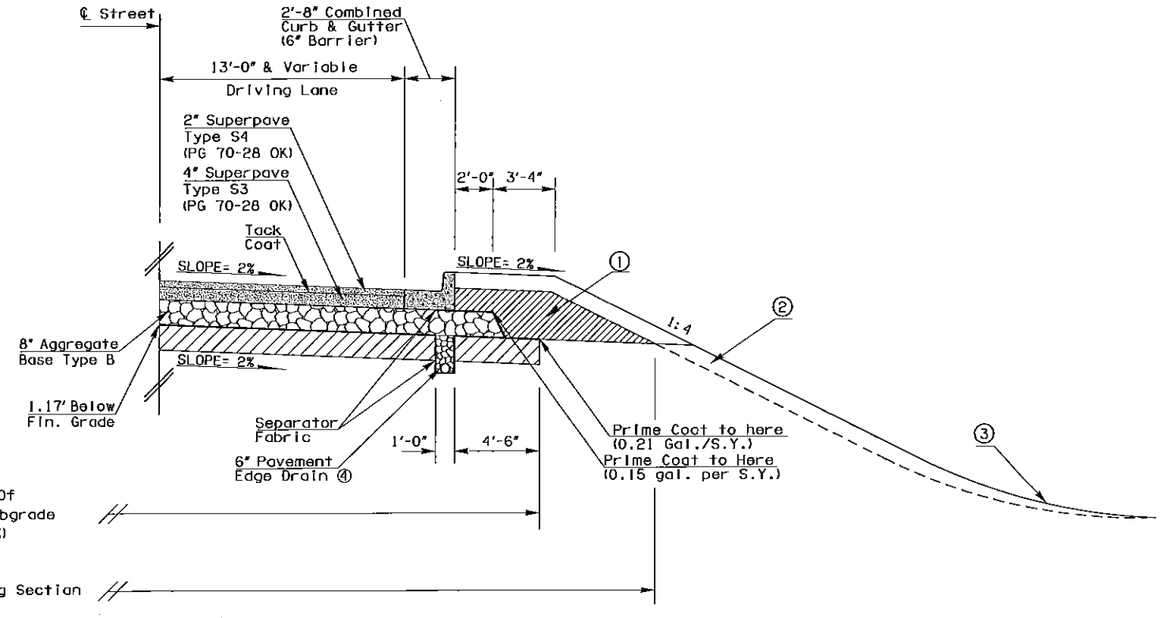
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TYPICAL CUT SECTION

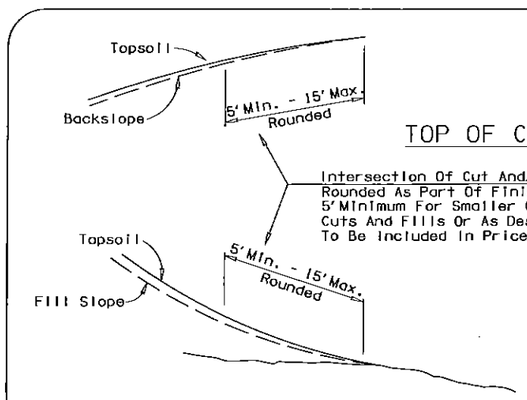


TYPICAL FILL SECTION



TYPICAL – STREET RETURN

STA. 1522+28.63 LT. (11TH STREET)
STA. 1522+28.07 RT. (11TH STREET)
STA. 1526+08.13 LT. (10TH STREET)
STA. 1529+88.08 LT. (9TH STREET)
STA. 1533+68.03 LT. (8TH STREET)
STA. 1545+08.11 (5TH STREET)
STA. 1559+87.23 LT. (1ST STREET)
STA. 1559+84.74 RT. (1ST STREET)



① BACKFILL NOTE:
To Be Backfilled And Compacted As Part Of The Finishing Operations.

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 See Rounding Detail This Sheet.

④ TRENCH NOTE:
Pavement Edge Drain Trench To Be Backfilled And Compacted With T.B.S.C. Type 'E' As Part Of The Finishing Operations.

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

TYPICAL SECTION SHEET

STATE JOB NO. 21860(04) SHEET NO. 7

01-04-13

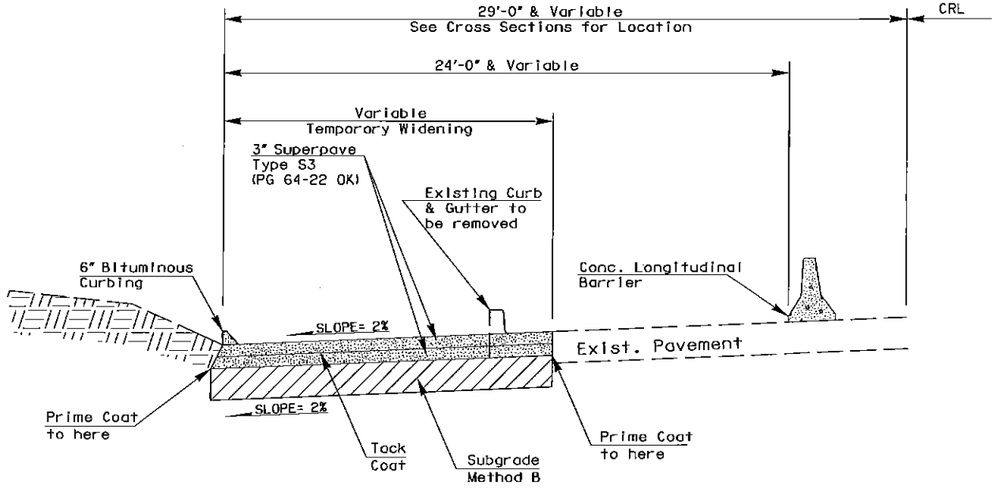
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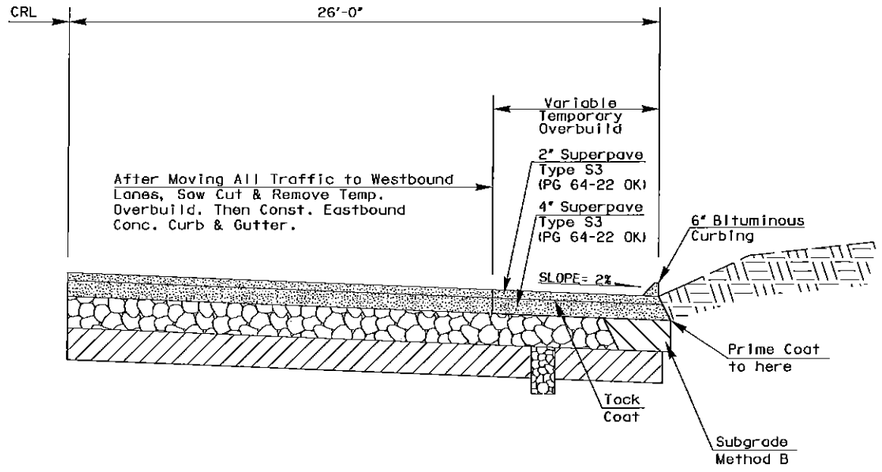
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R/W UTILITY MEETING
01-04-13



TYPICAL SECTION – TEMPORARY WIDENING LEFT

CL SURVEY STA. 1518+20.00 TO STA. 1528+00.00 LT
CL SURVEY STA. 1559+00.00 TO STA. 1563+20.00 LT



TYPICAL SECTION – TEMPORARY OVERBUILD RIGHT

CRL STA. 1518+72.00 TO STA. 1524+00.00 RT
CRL STA. 1560+12.00 TO STA. 1563+16.00 RT

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

TYPICAL SECTION SHEET

STATE JOB NO. 21860(04) SHEET NO. 6
LOGAN CO. SH-33

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R/W UTILITY MEETING
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SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE 1
- WIDEN ROADWAY ON EAST AND WEST ENDS OF PROJECT USING METHOD B FOR SOIL STABILIZATION
- SET UP BARRIERS TO KEEP TRAFFIC OUT OF EASTBOUND LANES
- SHIFT ALL TRAFFIC TO WESTBOUND LANES
- BEGIN CONSTRUCTION OF THE NEW ROADWAY DRAINAGE STRUCTURES ON THE SOUTH HALF OF THE ROADWAY

PHASE 2
- BEGIN CONSTRUCTION OF SOUTH HALF OF NEW BRIDGE WITH A TEMPORARY RETAINING WALL TO HOLD BACK FILL
- COMPLETE THE CONSTRUCTION OF DRIVEABLE ROADWAY LAYERS ON THE SOUTH HALF OF BRIDGE AND ROADWAY
- DELAY THE CONSTRUCTION OF ALL SIDEWALKS

PHASE 3
- SHIFT TRAFFIC TO NEWLY CONTRUCTED SOUTH HALF OF ROADWAY AND BRIDGE
- CONSTRUCT NORTH HALF OF ROADWAY AND BRIDGE BEGINNING WITH DRAINAGE STRUCTURES

PHASE 4
- REMOVE & REPLACE EXISTING BRIDGE
- ADD FINAL SURFACE TO ROADWAY
- ADD SIDEWALKS ON BRIDGE & ON SOUTH EAST SIDE OF BRIDGE

PHASE 5
- OPEN ALL LANES FOR TRAFFIC

NOTE: CONTRACTOR HAS THE OPTION TO PRESENT IN WRITING AN ALTERNATE SEQUENCE OF CONSTRUCTION TO THE ENGINEER FOR APPROVAL. ALTERNATE SEQUENCE SHOULD INCLUDE EARTHWORK MASS BALANCES.

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

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DESIGN DIVISION

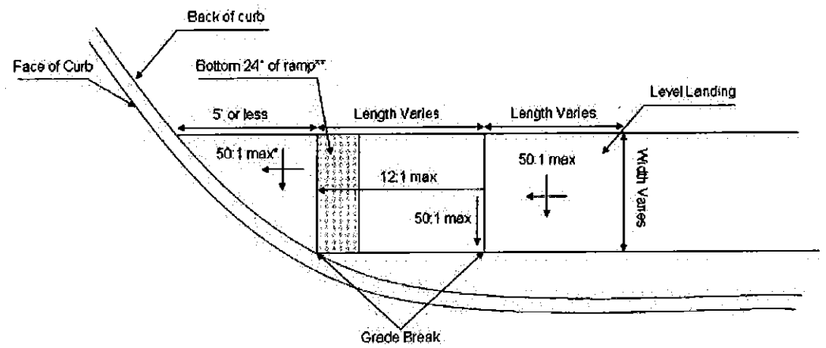
SUGGESTED SEQUENCE OF CONSTRUCTION

STATE JOB NO. 21860(04) SHEET NO. 8

LOGAN CO. SH-33

Detail

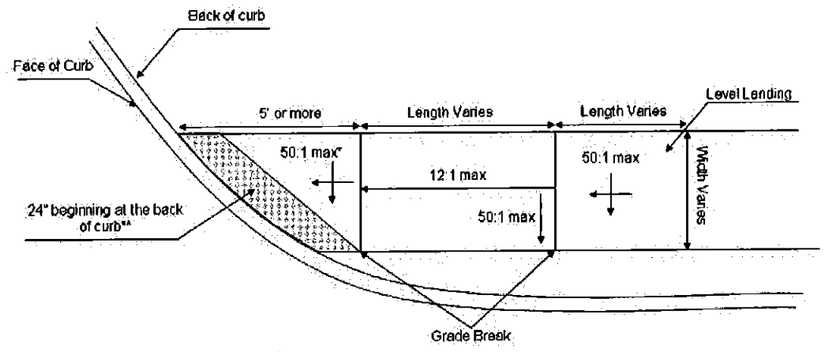
Parallel Type B Curb Ramp (modified)



* 50:1 maximum cross slope in all directions includes tangent gutter section
** Detectable Warnings (domes) must be oriented parallel to path of travel.

Detail

Parallel Type B Curb Ramp (modified)



* 50:1 maximum cross slope in all directions includes tangent gutter section
** Detectable Warnings (domes) must be oriented parallel to path of travel.

DESIGN		
DRAWN	L.L.	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

CURB RAMP DETAIL

STATE JOB NO. 21860(04) SHEET NO. 11
LOGAN CO. SH-33

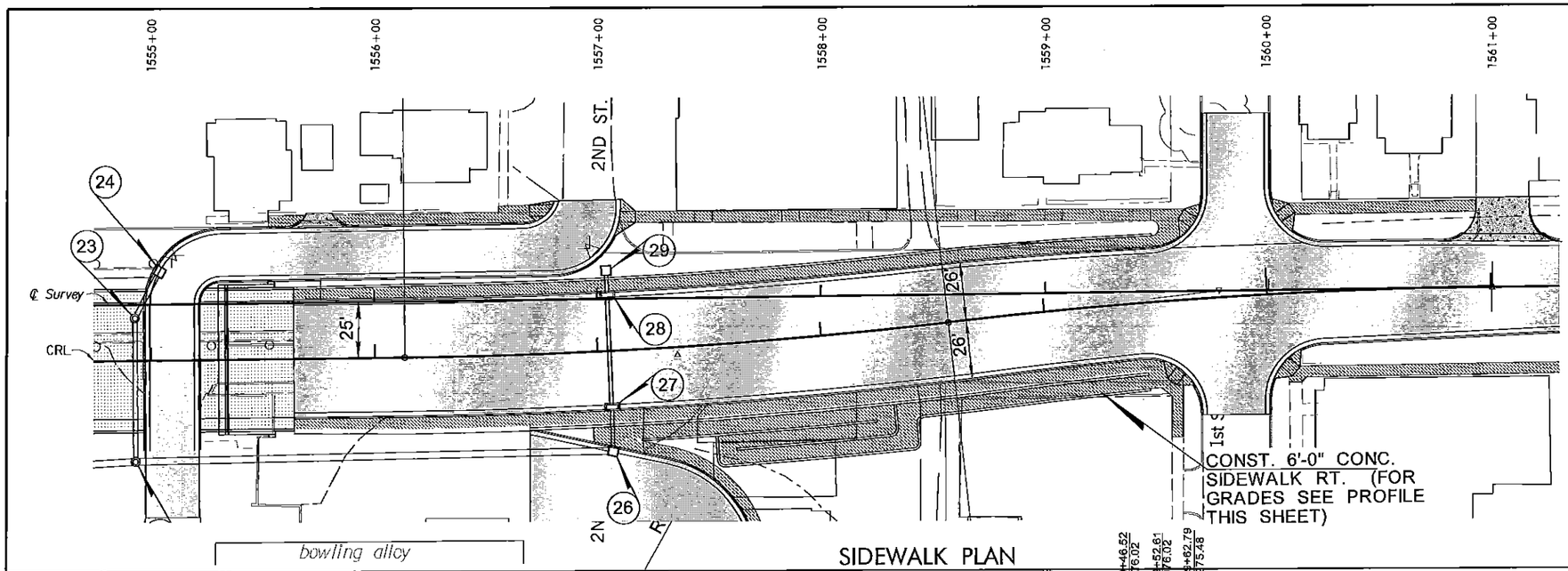
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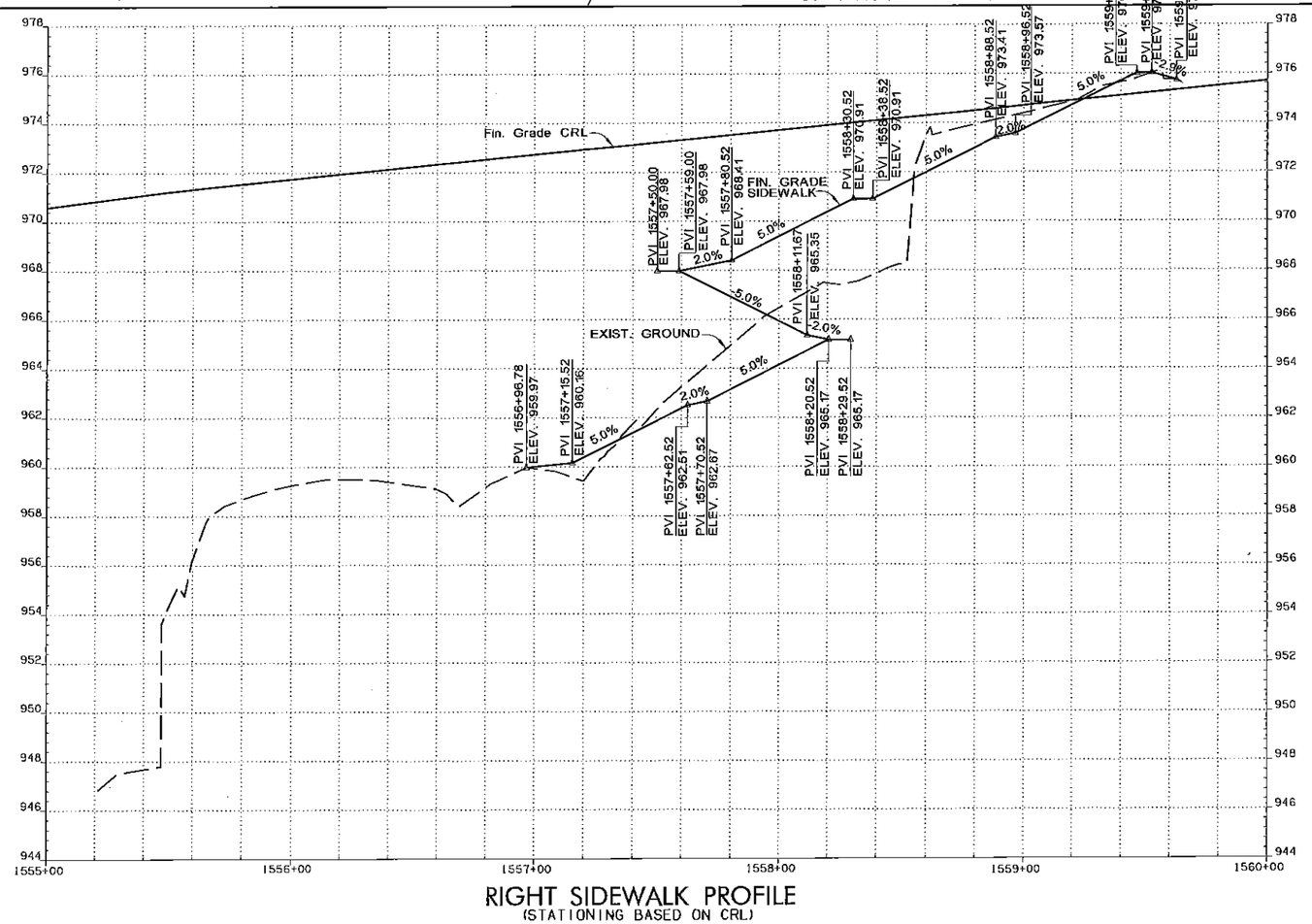
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

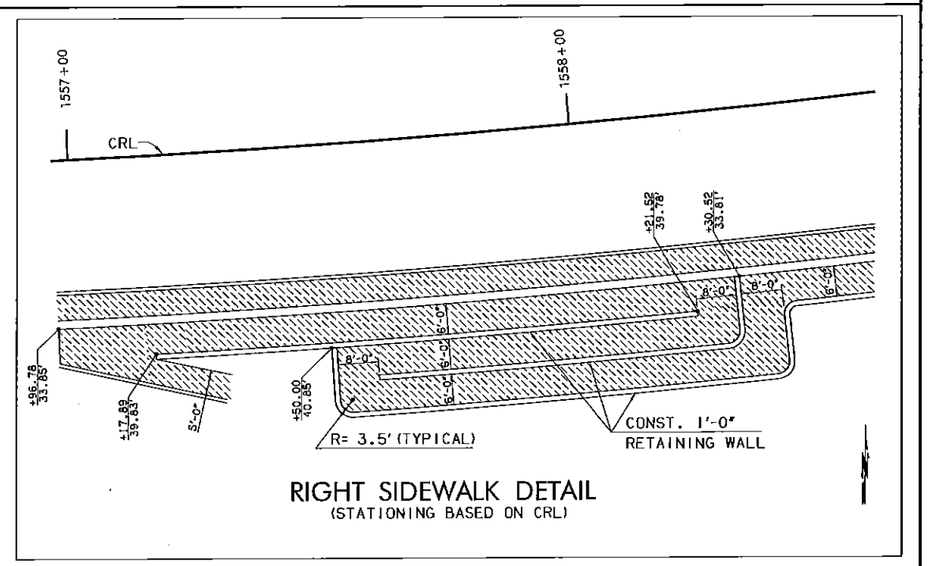


SIDEWALK PLAN

0 30
SCALE



RIGHT SIDEWALK PROFILE
(STATIONING BASED ON CRL)



RIGHT SIDEWALK DETAIL
(STATIONING BASED ON CRL)

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SIDEWALK PLAN AND PROFILE DETAIL SHEET

PROJECT NO. 21860(04) SHEET NO. 12

LOGAN CO. SH-33

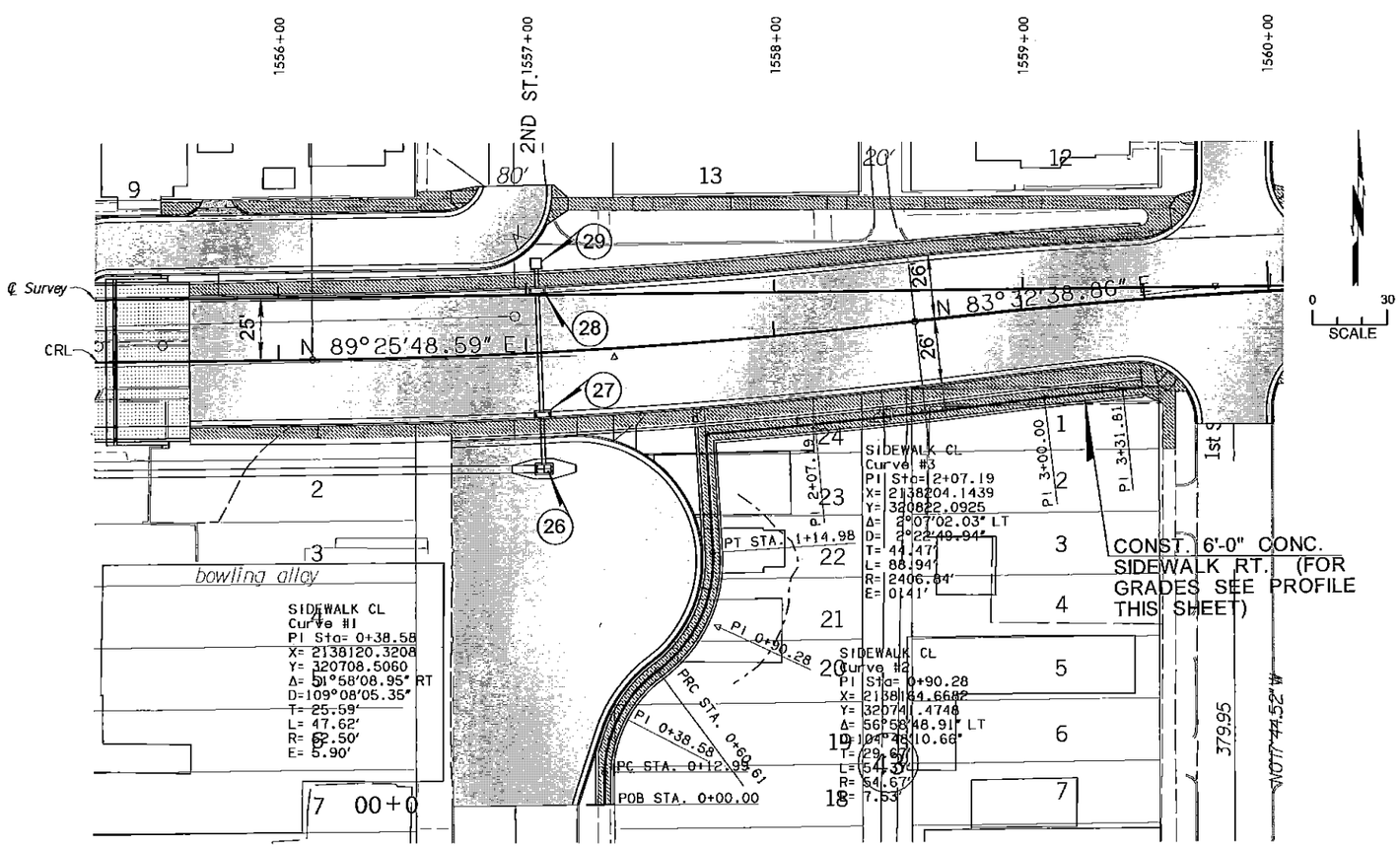
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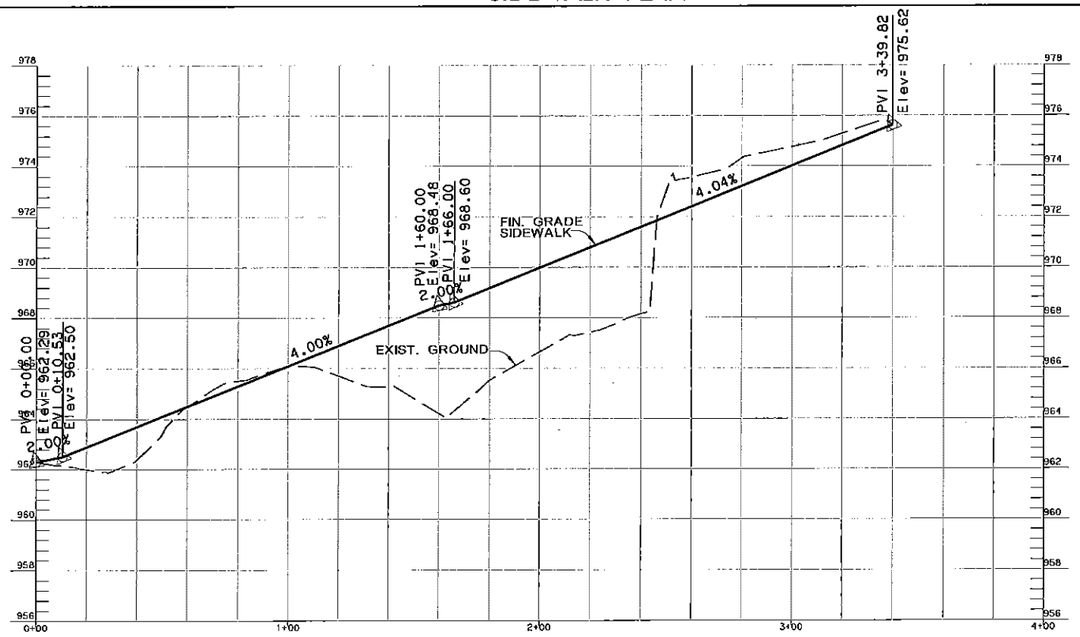
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



SIDEWALK PLAN

Alignment Name: 2nd to 1st Sidewalk Right				
Station	Point	Easting	Northing	Elev.
0+00.00	POB	2138119.7105	320669.9342	962.29
0+12.99	PC	2138119.6943	320682.9252	962.60
0+60.61	PRC	2138140.8562	320723.7725	964.51
1+14.98	PT	2138162.8009	320771.0871	966.68
1+62.71	PC	2138159.7967	320818.7279	968.54
2+51.65	PT	2138248.3365	320827.0931	972.06
2+58.63	PI	2138256.2648	320827.9903	972.38
3+00.00	PI	2138296.3377	320832.8649	974.01
3+31.81	PI	2138327.9706	320836.2241	975.30
3+39.82	POE	2138335.9365	320837.0105	975.62



RIGHT SIDEWALK PROFILE

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SIDEWALK ALTERNATE DETAIL SHEET

PROJECT NO. 21860(04) SHEET NO. 12A

LOGAN CO. SH-33

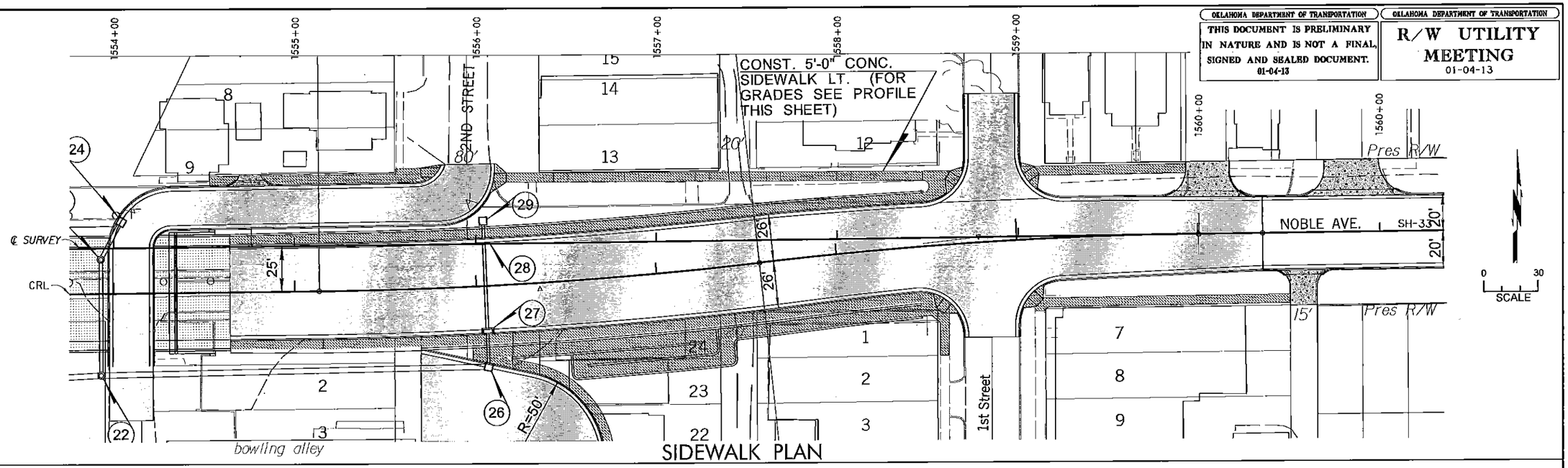
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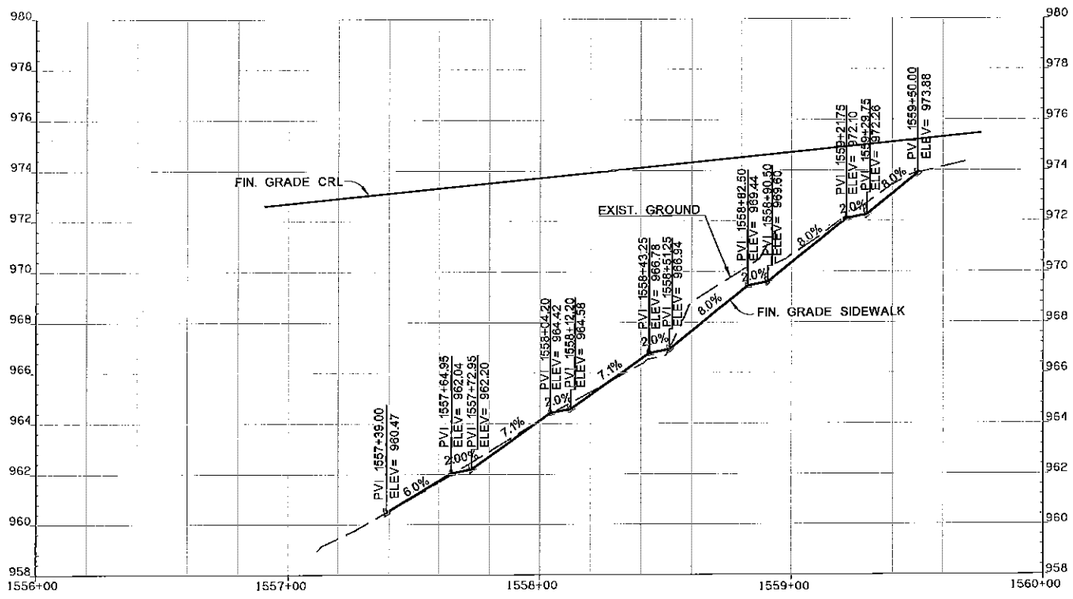
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R/W UTILITY MEETING
01-04-13



SIDEWALK PLAN



LEFT SIDEWALK PROFILE
(2ND ST. TO 1ST ST.)

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	L.L.		SIDEWALK PLAN AND PROFILE DETAIL SHEET
CHECKED			PROJECT NO. 21860(04) SHEET NO. 13
APPROVED			
SQUAD	GRAY		

LOGAN CO. SH-33

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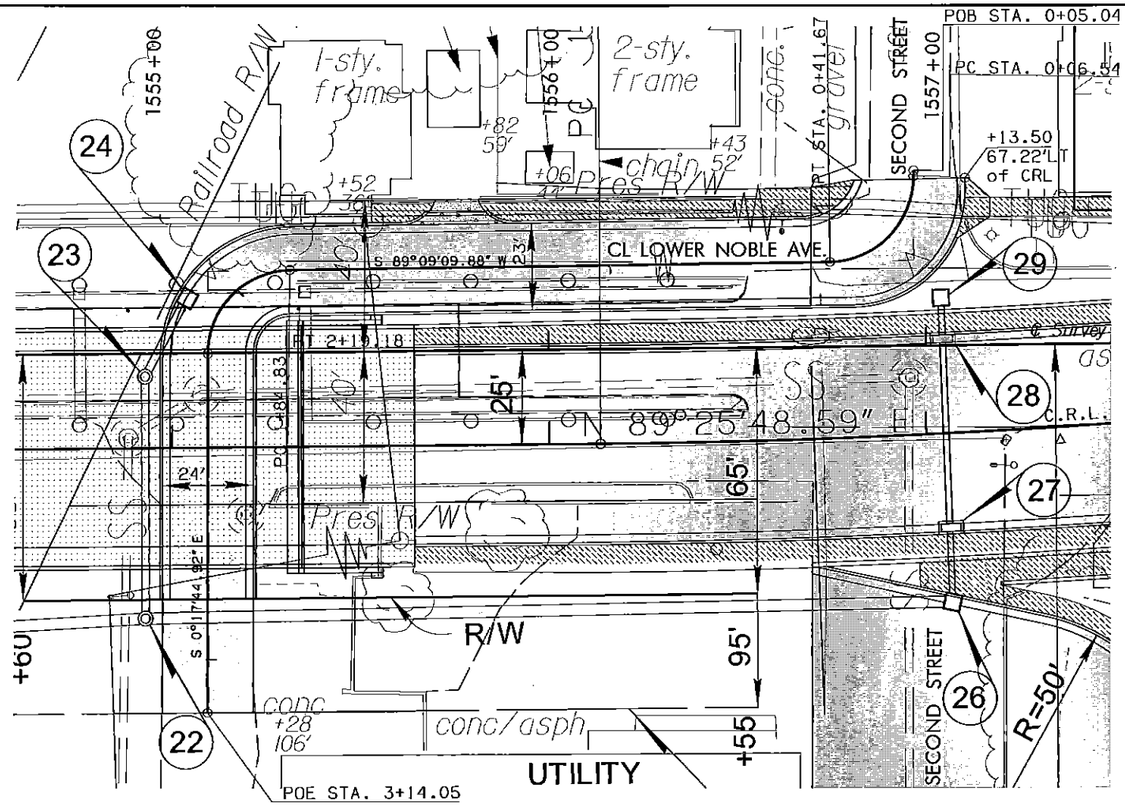
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

LOWER NOBLE AVE.
CURVE #2
PI STA= 2+06.62
X= 2137896.9598
Y= 320894.4244
Δ= 89°26'54.81" LT
D=260°26'07.30"
T= 21.79'
L= 34.35'
R= 22.00'
E= 8.96'
V= 25MPH

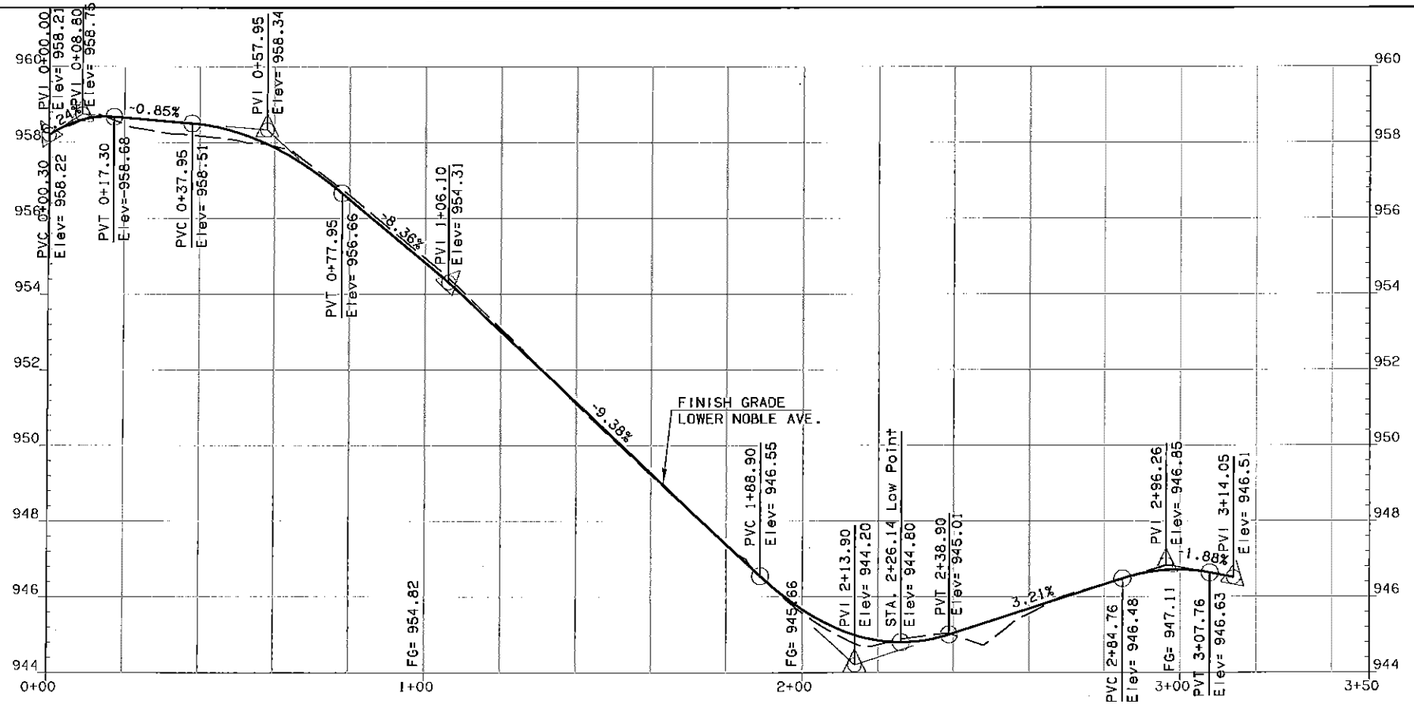


LOWER NOBLE AVE.
CURVE #1
PI STA= 0+28.83
X= 2138084.1767
Y= 320897.1931
Δ= 89°26'54.40" RT
D=254°38'52.47"
T= 22.28'
L= 35.13'
R= 22.50'
E= 9.17'
V= 25MPH

Horizontal Alignment: CL Lower Noble Ave

Point	Station	Northing	Easting
POB	0+05.04	320920.9832	2138084.0539
PC	0+06.54	320919.4772	2138084.0617
PI	0+28.83	320897.1931	2138084.1767
PT	0+41.67	320896.8636	2138061.8947
PC	1+84.83	320894.7466	2137918.7467
PI	2+06.62	320894.4244	2137896.9598
PT	2+19.18	320872.6355	2137897.0723
POE	3+14.05	320777.7658	2137897.5621

0 20 40
SCALE



PROFILE LOWER NOBLE AVE.

NOTE:
FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

SECOND STREET & LOWER NOBLE AVE. DETAIL

PROJECT NO. 21860104 SHEET NO. 14

LOGAN CO. SH-33

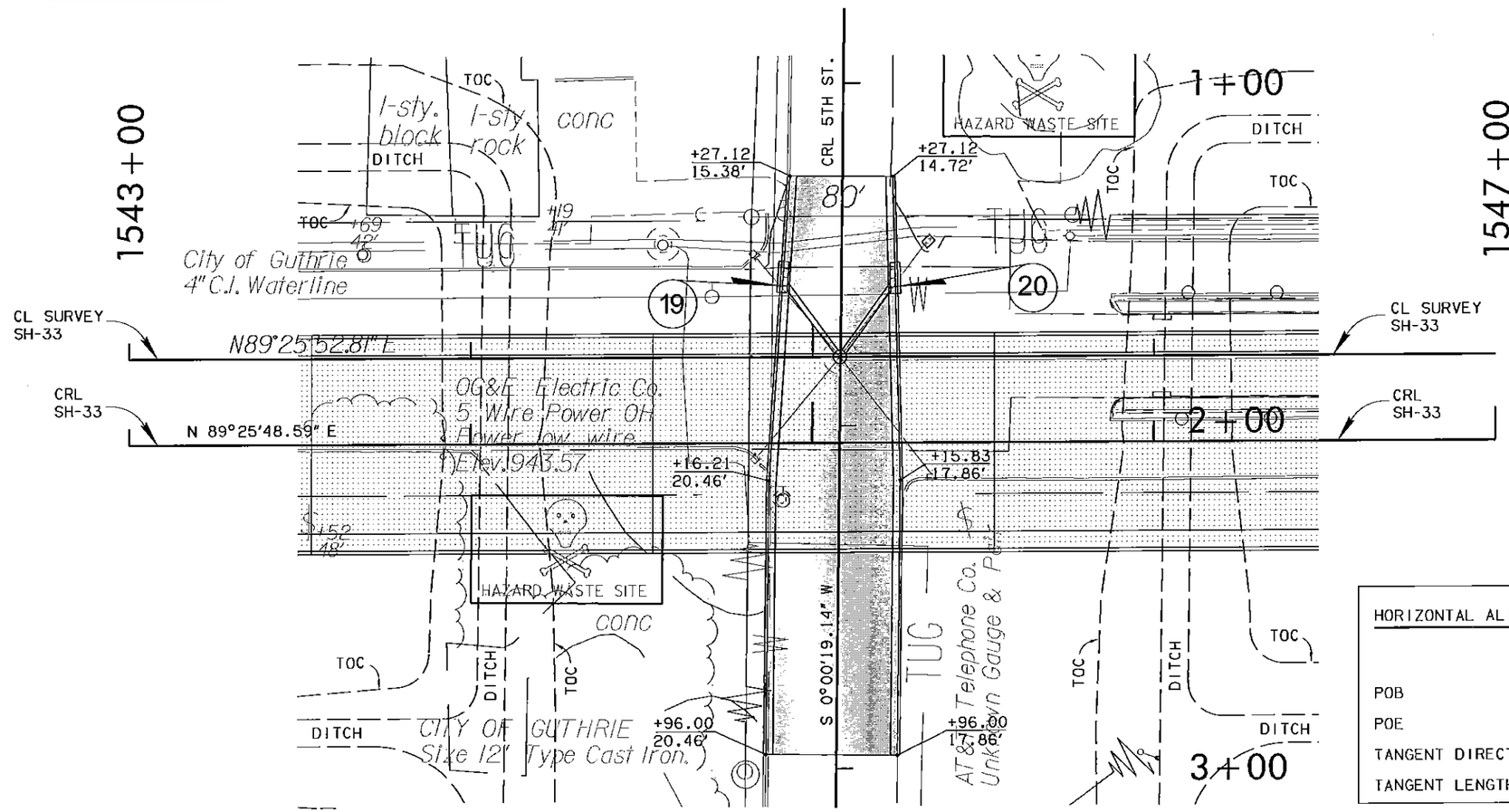
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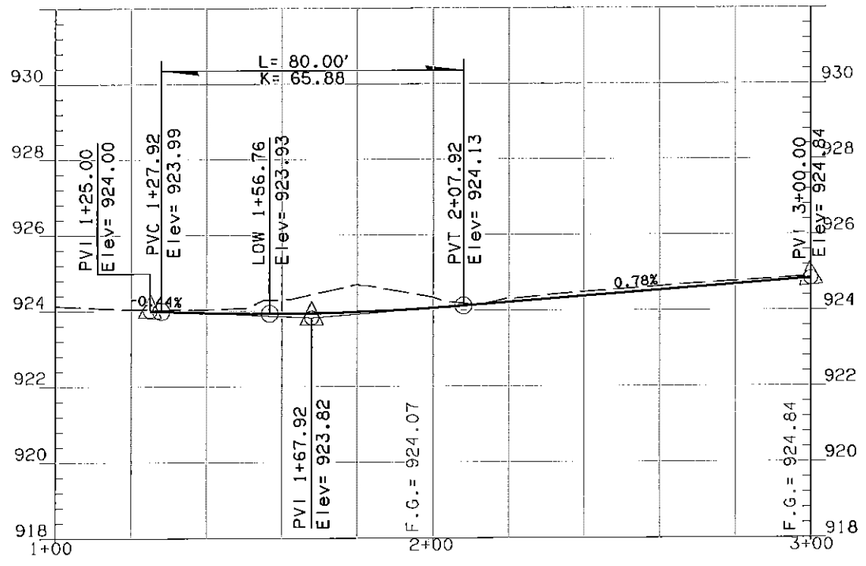
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



HORIZONTAL ALIGNMENT: 5TH STREET			
	STATION	EASTING	NORTHING
POB	00+0.00	2136895.6746	321042.7976
POE	5+59.90	2136895.6227	320482.8925
TANGENT DIRECTION:	S 0°00'19.14" W		
TANGENT LENGTH:	559.91		

NOTE: STATIONS AND OFFSETS ARE TO FACE OF CURB & BASED ON 5TH ST. ALIGNMENT



NOTE:
FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

FIFTH STREET DETAIL

STATE JOB NO. 21860(04) SHEET NO. 14A

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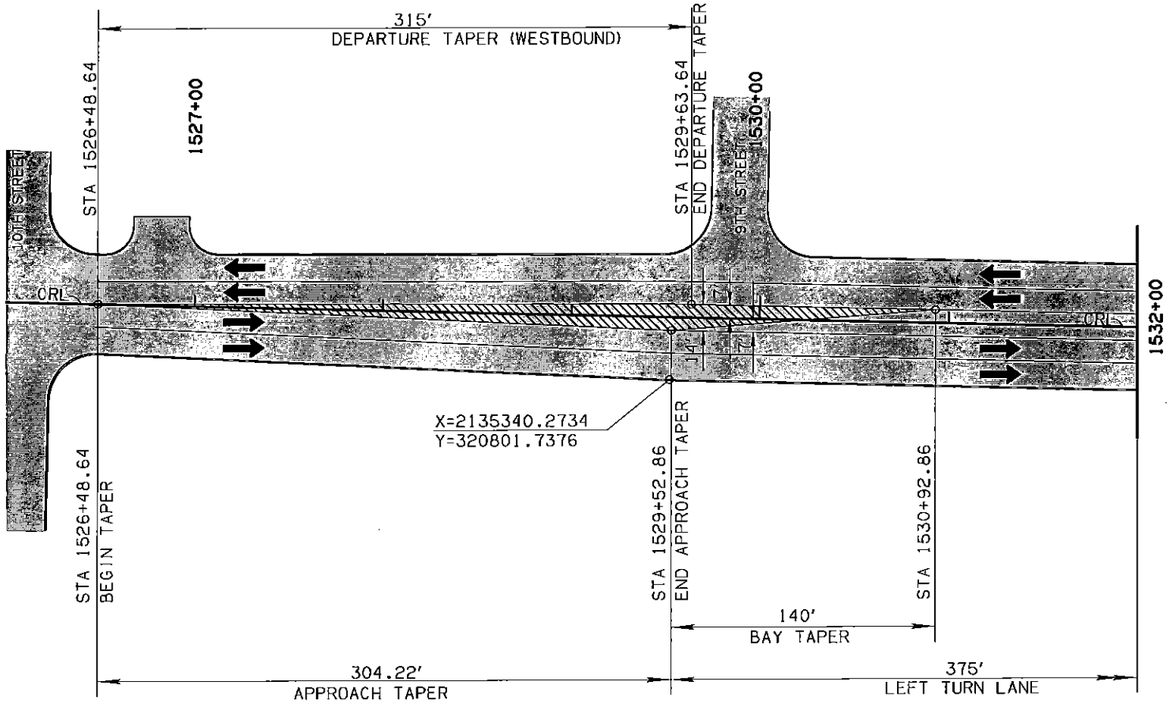
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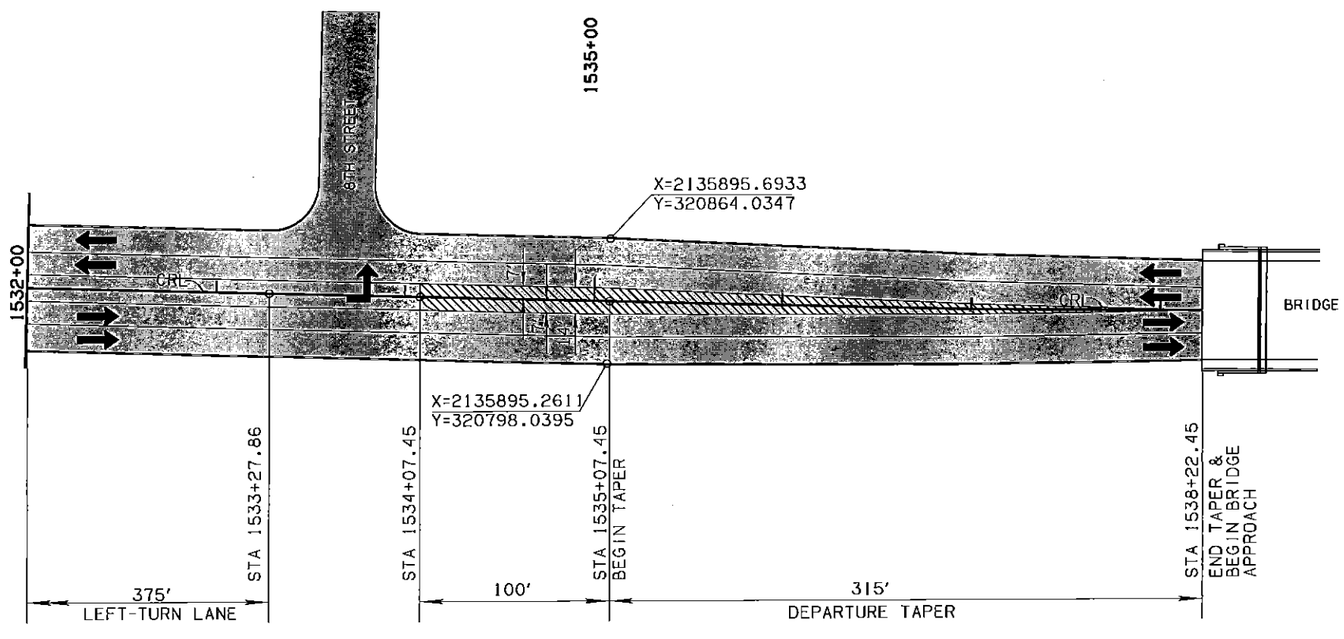
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R/W UTILITY MEETING
01-04-13





DESIGN		
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APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

LEFT TURN LANE DETAIL

STATE JOB NO. 21860(04) SHEET NO. 15

LOGAN CO. SH-33

01-04-13 Y:\Division 4\21860 (04) \Draft\Turn Lane Detail.dgn

STORM WATER MANAGEMENT PLAN

REVISIONS	
DESCRIPTION	DATE

SITE DESCRIPTION

PROJECT LIMITS: STA.1519+39.00 TO STA.1561+35.00 ON SH-33 OVER COTTONWOOD CREEK AND BNSF RAILROAD IN GUTHRIE.

PROJECT DESCRIPTION: BRIDGE AND APPROACHES – GRADE, DRAIN, SURFACE, & EROSION CONTROL

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES:

REPLACE THIS TEXT WITH PROJECT SPECIFIC SEQUENCE.

SOIL TYPE: X

AREA TO BE DISTURBED: ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

MAXIMUM ACRES TO BE DISTURBED AT ANY ONE TIME: (FOR CONTRACTOR USE)

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°52'48"N 97°26'00"W

NAME OF RECEIVING WATERS: COTTONWOOD CREEK

SENSITIVE WATERS OR WATERSHEDS: YES ☐ NO ☐

303(d) IMPAIRED WATERS: YES ☐ NO ☐

NOTE:
THIS SHEET SHOULD BE USED IN CONJUNCTION WITH A DRAINAGE MAP THAT ILLUSTRATES THE DRAINAGE PATTERNS/PATHWAYS AND RECEIVING WATERS FOR THIS PROJECT. THIS SHEET SHOULD ALSO BE USED WITH THE EROSION CONTROL SUMMARIES, PAY ITEMS, & NOTES.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- [X] TEMPORARY SEEDING
- [X] PERMANENT SODDING, SPRIGGING OR SEEDING
- [X] VEGETATIVE MULCHING
- [ ] SOIL RETENTION BLANKET
- [X] PRESERVATION OF EXISTING VEGETATION

NOTE: TEMPORARY EROSION CONTROL METHODS MUST BE USED ON ALL DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES HAVE CEASED FOR OVER 14 DAYS. METHODS USED WILL BE AS SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.

STRUCTURAL PRACTICES:

- [ ] STABILIZED CONSTRUCTION EXIT
- [X] TEMPORARY SILT FENCE
- [X] TEMPORARY SILT DIKES
- [ ] TEMPORARY BALE BARRIERS
- [ ] TEMPORARY FIBER LOG
- [ ] DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- [ ] DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- [ ] ROCK FILTER DAMS
- [ ] TEMPORARY SLOPE DRAIN
- [ ] PAVED DITCH W/ DITCH LINER PROTECTION
- [ ] TEMPORARY DIVERSION CHANNELS
- [ ] TEMPORARY SEDIMENT BASINS
- [ ] TEMPORARY SEDIMENT TRAPS
- [X] TEMPORARY SEDIMENT FILTERS
- [X] TEMPORARY SEDIMENT REMOVAL
- [X] RIP RAP
- [ ] INLET SEDIMENT FILTER
- [ ] TEMPORARY BRUSH SEDIMENT BARRIERS
- [ ] SANDBAG BERMS
- [ ] TEMPORARY STREAM CROSSINGS

OFFSITE VEHICLE TRACKING:

- [X] HAUL ROADS DAMPENED FOR DUST CONTROL
- [X] LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- [X] EXCESS DIRT ON ROAD REMOVED DAILY

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER FROM THE BEGINNING OF CONSTRUCTION UNTIL AN ACCEPTABLE VEGETATIVE COVER IS ESTABLISHED. INSPECTION BY THE CONTRACTOR AND ANY NECESSARY REPAIRS SHALL BE PERFORMED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN 0.5 INCH AS RECORDED BY A NON-FREEZING RAIN GAUGE TO BE LOCATED ON SITE. POTENTIALLY ERODIBLE AREAS, DRAINAGEWAYS, MATERIAL STORAGE, STRUCTURAL DEVICES, CONSTRUCTION ENTRANCES AND EXITS ALONG WITH EROSION AND SEDIMENT CONTROL LOCATIONS ARE EXAMPLES OF SITES THAT NEED TO BE INSPECTED.

WASTE MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF CONSTRUCTION WASTE MATERIAL IS REQUIRED BY THE CONTRACTOR. MATERIALS INCLUDE STOCKPILES, SURPLUS, DEBRIS AND ALL OTHER BY-PRODUCTS FROM THE CONSTRUCTION PROCESS. PRACTICES INCLUDE DISPOSAL, PROPER MATERIALS HANDLING, SPILL PREVENTION AND CLEANUP MEASURES. CONTROLS AND PRACTICES SHALL MEET THE REQUIREMENTS OF ALL FEDERAL, STATE AND LOCAL AGENCIES.

HAZARDOUS MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF HAZARDOUS WASTE MATERIALS IS REQUIRED. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING MANUFACTURER'S RECOMMENDATIONS, STATE AND FEDERAL REGULATIONS TO ENSURE CORRECT HANDLING, DISPOSAL, SPILL PREVENTION AND CLEANUP MEASURES. EXAMPLES INCLUDE BUT ARE NOT LIMITED TO: PAINTS, ACIDS, CLEANING SOLVENTS, CHEMICAL ADDITIVES, CONCRETE CURING COMPOUNDS AND CONTAMINATED SOILS.

GENERAL NOTES:

A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO COMPLY WITH THE OKLAHOMA POLLUTION DISCHARGE ELIMINATION SYSTEM (OPDES) REGULATIONS. THIS PLAN IS INITIATED DURING THE DESIGN PHASE, CONFIRMED IN THE PRE-WORK MEETINGS AND AVAILABLE ON THE JOB SITE ALONG WITH COPIES OF THE NOTICE OF INTENT (NOI) FORM AND PERMIT CERTIFICATE THAT HAVE BEEN FILED WITH THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ). THE PLAN MUST BE KEPT CURRENT WITH UP-TO-DATE AMENDMENTS DURING THE PROGRESSION OF THE PROJECT. ALL CONTRACTOR OFF-SITE OPERATIONS ASSOCIATED WITH THE PROJECT MUST BE DOCUMENTED IN THE SWPPP, I.E., BORROW PITS, WORK ROADS, DISPOSAL SITES, ASPHALT/CONCRETE PLANTS, ETC. THE BASIC GOAL OF STORM WATER MANAGEMENT IS TO IMPROVE WATER QUALITY BY REDUCING POLLUTANTS IN STORM WATER DISCHARGES. RUNOFF FROM CONSTRUCTION SITES HAS A POTENTIAL FOR POLLUTION DUE TO EXPOSED SOILS AND THE PRESENCE OF HAZARDOUS MATERIALS USED IN THE CONSTRUCTION PROCESS. THE PREVENTION OF SOIL EROSION, CONTAINMENT OF HAZARDOUS MATERIALS AND/OR THE INTERCEPTION OF THESE POLLUTANTS BEFORE LEAVING THE CONSTRUCTION SITE ARE THE BEST PRACTICES FOR CONTROLLING STORM WATER POLLUTION.

THE FOLLOWING SECTIONS OF THE 2009 ODOT STANDARD SPECIFICATIONS SHOULD BE NOTED:

103.05 BONDING REQUIREMENTS
104.10 FINAL CLEANING UP
104.12 CONTRACTOR'S RESPONSIBILITY FOR WORK
104.13 ENVIRONMENTAL PROTECTION
106.08 STORAGE AND HANDLING OF MATERIAL
107.01 LAWS, RULES AND REGULATIONS TO BE OBSERVED
107.20 STORM WATER MANAGEMENT
220 MANAGEMENT OF EROSION, SEDIMENTATION AND STORM WATER POLLUTION PREVENTION AND CONTROL
221 TEMPORARY SEDIMENT CONTROL

IN ADDITION:

"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, SEPTEMBER 13, 2012.

Design		
Drawn		6/12
Checked		
Approved		
Squad	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DRAWING

STORM WATER MANAGEMENT PLAN

PROJECT 21860(04) SHEET NO. 16

LOGAN CO. SH-33

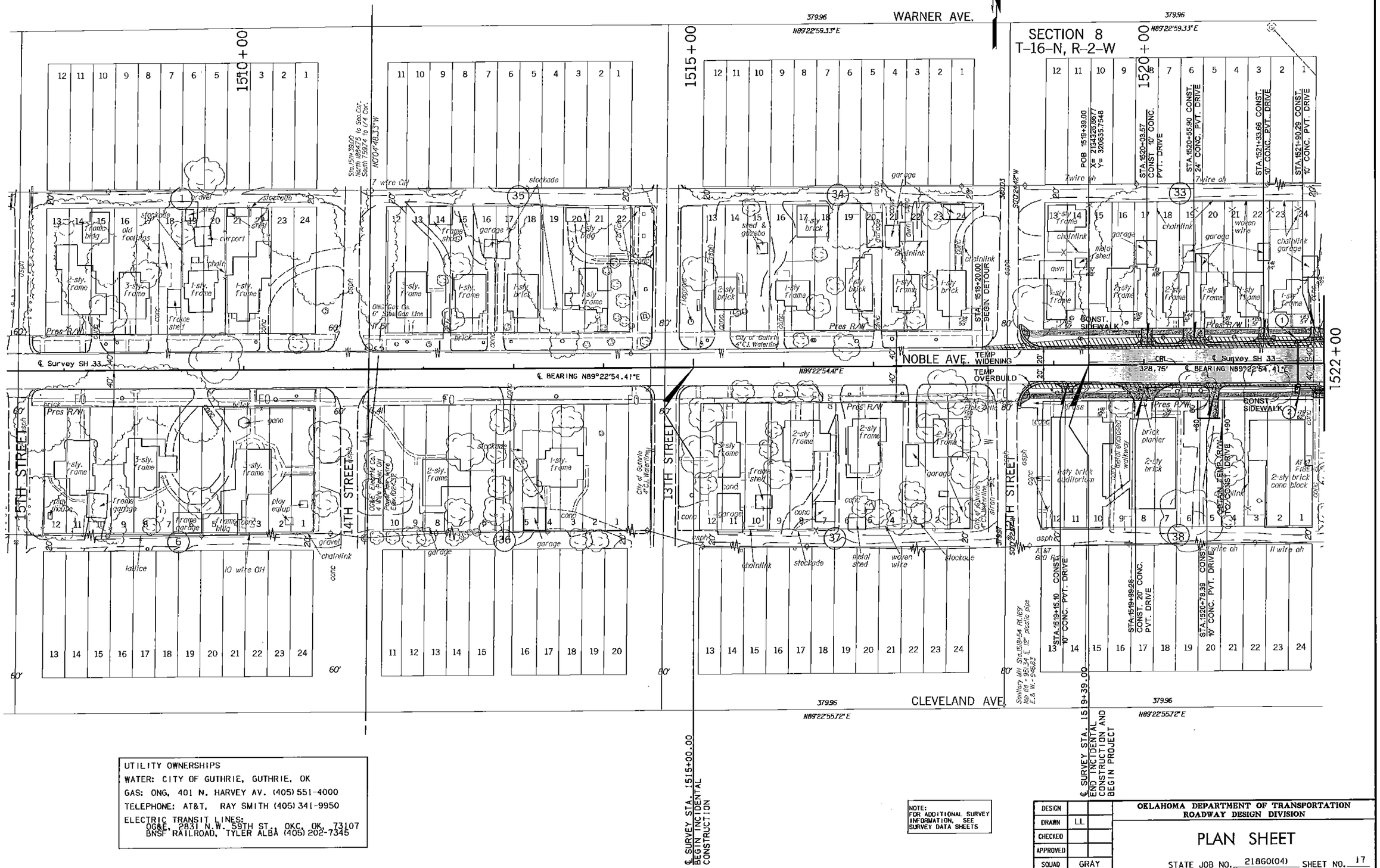
REVISED 9/01/2012

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



UTILITY OWNERSHIPS
WATER: CITY OF GUTHRIE, GUTHRIE, OK
GAS: ONG, 401 N. HARVEY AV. (405) 551-4000
TELEPHONE: AT&T, RAY SMITH (405) 341-9950
ELECTRIC TRANSIT LINES:
OG&E, 2831 N.W. 59TH ST., OKC, OK. 73107
BNSF RAILROAD, TYLER ALBA (405) 202-7345

NOTE:
FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

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DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 17

LOGAN CO SH-33

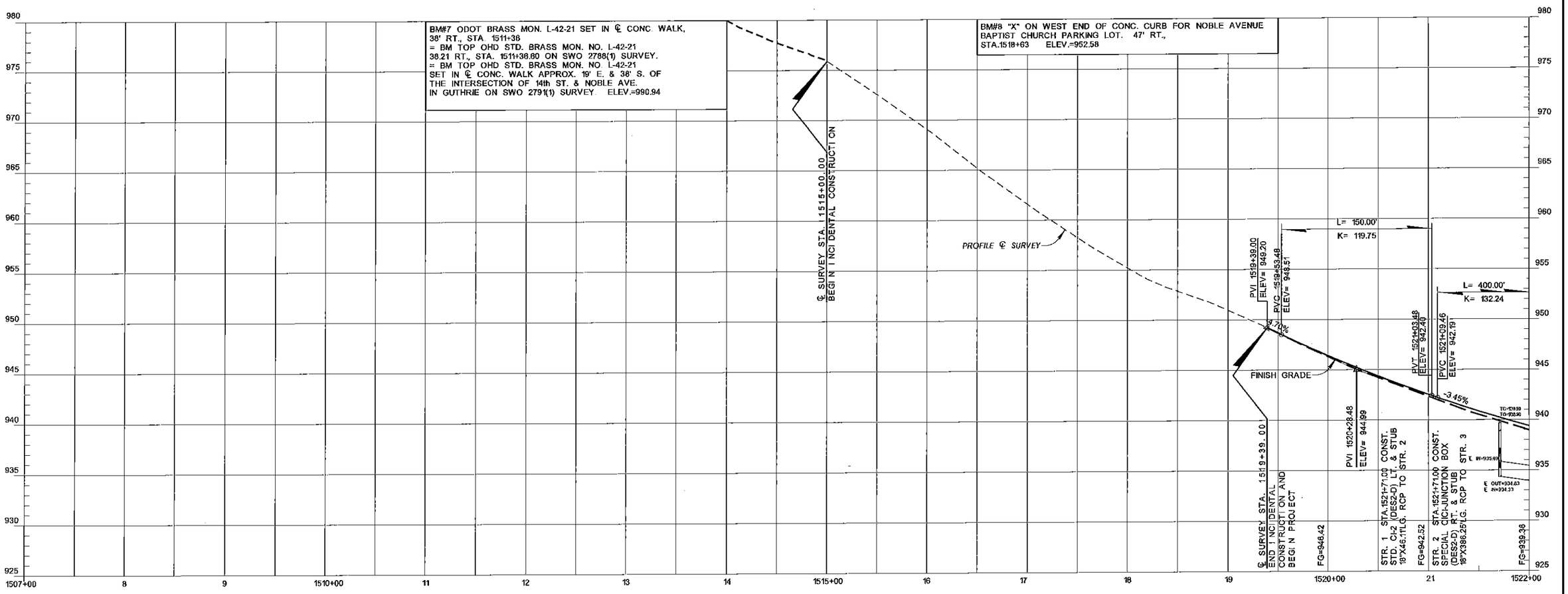
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



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DRAWN	LL		PROFILE SHEET
CHECKED			STATE JOB NO. 21860(04) SHEET NO. 18
APPROVED			LOGAN CO. SH-33
SQUAD	GRAY		

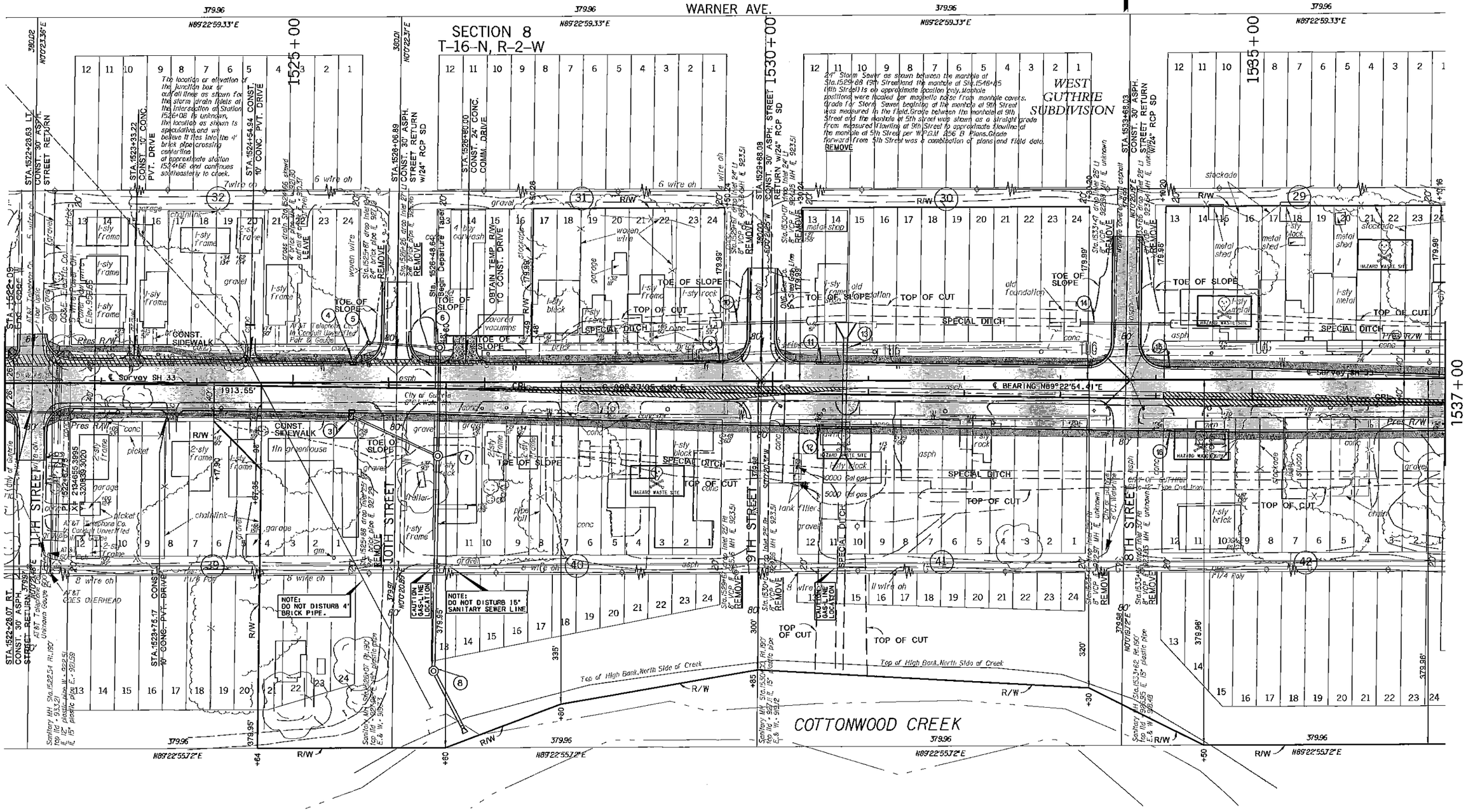
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13


WARNER AVE.
SECTION 8
T-16-N, R-2-W
WEST GUTHRIE SUBDIVISION
COTTONWOOD CREEK
10TH STREET
9TH STREET
8TH STREET
11TH STREET
1525+00
1530+00
1535+00
1522+00
1537+00
379.96
N89°22'59.33"E
N89°22'55.72"E
BEARING N89°22'54.41"E
S 00°37'05" E 595.5'
1913.55'
STA.1522+28.63 LT. CONST. 30' ASPH. STREET RETURN
STA.1522+28.07 RT. CONST. 30' ASPH. STREET RETURN
STA.1523+33.22 CONST. 30' CONC. PVT. DRIVE
STA.1524+54.94 CONST. 10' CONC. PVT. DRIVE
STA.1526+06.89 CONST. 30' ASPH. STREET RETURN w/24" RCP SD
STA.1528+80.00 CONST. 24' CONC. COMM. DRIVE
STA.1529+68.08 CONST. 30' ASPH. STREET RETURN w/24" RCP SD
STA.1533+68.03 CONST. 30' ASPH. STREET RETURN w/24" RCP SD
STA.1623+76.17 10' CONC. PVT. DRIVE
The location or elevation of the junction box or outfall lines as shown for the storm drain inlets at the intersection of Station 1526+08 is unknown, the location as shown is speculative, and we believe it ties into the 4' brick pipe crossing centerline at approximate station 1524+66 and continues southeasterly to creek.
24" Storm Sewer as shown between the manhole at Sta.1529+88 (9th Street and the manhole at Sta.1548+85 (11th Street) is an approximate location only. Manhole positions were located per magnetic noise from manhole covers. Grade for Storm Sewer beginning at the manhole at 9th Street was measured in the field. Grade between the manhole at 9th Street and the manhole at 5th street was shown as a straight grade from measured flowline at 9th Street to approximate flowline at the manhole at 5th Street per WPGM 256 B Plans. Grade forward from 5th Street was a combination of plans and field data.
REMOVE
NOTE: DO NOT DISTURB 4' BRICK PIPE.
NOTE: DO NOT DISTURB 15" SANITARY SEWER LINE.
CAUTION GAS LINE LOCATION
OBTAIN TEMP. R/W TO CONST. DRIVE
Begin Departure Taper
TOE OF SLOPE
TOP OF CUT
SPECIAL DITCH
HAZARD WASTE SITE
Top of High Bank, North Side of Creek
Survey SH 33
CONST. SIDEWALK
AT&T Telephone Co. in Conduit Unverified
Fair & Gaulle
Rites R/W
City of Guthrie
Sanitary MH Sta.1522+54 Rt.180' top rim = 933.21 E.& W. - 922.51 8" plastic pipe E. - 920.58
Sanitary MH Sta.1523+62 Rt.150' top rim = 933.62 E.& W. - 919.12 15" plastic pipe
Sanitary MH Sta.1533+62 Rt.150' top rim = 933.35 E.& W. - 919.48 15" plastic pipe
Sanitary MH Sta.1525+88 Rt.180' top rim = 927.29 E.& W. - 919.79 15" plastic pipe
Sanitary MH Sta.1530+17 Rt.150' top rim = 933.11 E.& W. - 919.12 15" plastic pipe
Sanitary MH Sta.1529+96 Rt.150' top rim = 933.56 E.& W. - 923.51 15" plastic pipe
Sanitary MH Sta.1530+24 Rt.150' top rim = 933.56 E.& W. - 923.51 15" plastic pipe
Sanitary MH Sta.1533+47 Rt.150' top rim = 933.61 E.& W. - 923.51 15" plastic pipe
AT&T COES OVERHEAD
AT&T Telephone Co. Unknown Depth
Sta.1525+87 drop inlet 24" brick pipe E. 927.29
Sta.1525+88 drop inlet 24" brick pipe E. 927.29
Sta.1529+26 drop inlet 27" brick pipe E. 926.46
Sta.1529+96 drop inlet 24" brick pipe E. 923.51
Sta.1530+17 drop inlet 24" brick pipe E. 923.51
Sta.1530+24 drop inlet 24" brick pipe E. 923.51
Sta.1533+47 drop inlet 24" brick pipe E. 923.51
Sta.1533+62 drop inlet 24" brick pipe E. 923.51
Sta.1533+68 drop inlet 24" brick pipe E. 923.51
6" VCP E. 923.51
8" VCP E. 923.51
8" VCP E. unknown
8" VCP E. 923.51
8" VCP E. 923.51
8" VCP E. unknown
8" VCP E. unknown
8" VCP E. unknown

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

BM#9 ODOT BRASS MON. NO. L-42-22 SET IN TOP OF CONC. POST BETWEEN CONC. WALK AND CURB ON N. SIDE OF NOBLE AVE. 23' LT., STA. 1524+29. = BM TOP OHD STD. BRASS MON. NO. L-42-22 23.79 LT. STA. 1524+29.34 ON SWO 2791(1) SURVEY. = BM TOP OF CONC. POST BETWEEN CONC. WALK & CURB ON N. SIDE OF NOBLE AVE. APPROX. 140' W. & 25' N. OF INT. OF 10th ST. & NOBLE AVE. IN GUTHRIE. ELEV.=934.00

BM#10 "[]" ON NW CORNER NORTH END OF PARAPET WALL, 39' RT., STA. 1535+08 ELEV.=929.38

L= 400.00'
K= 132.24

L= 170.00'
K= 236.04

L= 210.00'
K= 119.36

-3.45%

-0.42%

+0.30%

FINISH GRADE

Profile ℄ Survey

Profile CRL

SPECIAL DITCH LT.

SPECIAL DITCH RT.

STR. 3 STA. 1525+62.00 CONST. SPECIAL CICI-JUNCTION BOX (DES2-D) RT. & STUB 18"X75.71LG. RCP TO STR. 6

PVT 1525+09.46
ELEV= 934.45

STR. 4 STA. 1525+62.00 CONST. STD. CI-2 (DES2-D) LT. & STUB 18"X23.67LG. RCP TO STR. 5

STR. 5 STA. 1525+79.59 CONST. STD SWD(TYPE-2) 43.38' LT. & STUB 18"X73.06LG. RCP TO STR. 8

1526+08.30
10th St.

STR. 6 STA. 1526+52.68 CONST. STD 4' GRATED MH 40.86' LT. & STUB 18" RCP FROM STR.5; STUB 24"X112.48'LG. RCP TO STR. 7

STR. 7 STA. 1526+52.68 CONST. STD. 4' MH 61.04' RT. & STUB RCP FROM STR. 3 & STR. 6. STUB 36"X223.51'LG. RCP TO STR. 8

STR. 8 STA. 1526+52.68 CONST. STD 4' M/H 276.98' RT. & STUB 24" RCP FROM STR. 6. STUB 24"X80'LG. RCP TO COTTONWOOD CREEK. ℄ OUT COTTONWOOD CREEK = 920.25

STR. 9 STA. 1529+44.00 CONST. STD. CI-2 (DES2-D) LT. & STUB 18"

STR. 11 STA. 1530+50.00 CONST. STD CI-2 (DES2-D) LT. & STUB 18"

STR. 12 STA. 1530+50.00 CONST. STD. CI-2 (DES2-D) RT.

PVC 1529+65.00
ELEV= 932.51

1529+68.25
9th St.

LO 1530+65.26
ELEV=932.30

STR. 13 STA. 1530+75.00 CONST. 4'X3'X116.58LG. RCB CROSS DRAIN
6169' LT. & 65.69' RT.

PVT 1531+35.00
ELEV= 932.40

1533+68.20
8th St.

STR. 15 STA. 1534+12.00 CONST. STD. CI-2 (DES2-D) LT. & STUB 18"

STR. 16 STA. 1534+12.49 CONST. STD. CI-2 (DES2-D) RT.

PVC 1536+12.07
ELEV= 933.81

PVI 1523+09.46
ELEV= 935.30

Cross Drain Sta. 1524+66 Skewd
4 Brick Pipe MH ℄ = 921.80
Outfall At Creek ℄ = 910.37
LEAVE

TG=933.70
TG=933.51
℄ IN=929.30
℄ OUT=928.08
℄ IN=928.20
℄ OUT=925.73
℄ IN=925.23

TG=930.76
℄ OUT=924.12
℄ IN=923.82
MH RIM=930.74
℄ OUT=923.35
℄ OUT=923.29
℄ IN=922.78
MH RIM=931.50
℄ IN=921.68
℄ OUT=921.50

PVI 1530+50.00
Elev= 932.15
℄ LT=924.35
℄ RT=923.35

FG=939.38
FG=936.99
FG=935.36
FG=934.43
FG=934.06
FG=933.64
FG=933.21
FG=932.79
FG=932.39
FG=932.32
FG=932.59
FG=932.89
FG=933.18
FG=933.48
FG=933.76
FG=934.39

1522+00 23 24 1525+00 26 27 28 29 1530+00 31 32 33 34 1535+00 36 1537+00

965 960 955 950 945 940 935 930 925 920 915

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PROFILE SHEET

STATE JOB NO. 21860(04) SHEET NO. 20
LOGAN CO. SH-33

01-04-13 Y:\Division 4\21860 (04) \PNP\21860_Profile_50_2.dgn

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

WARNER AVE.

SECTION 8
T-16-N, R-2-W

COTTONWOOD CR.

7TH STREET

6TH STREET

5TH STREET

4TH STREET

1537+00

1540+00

1545+00

1550+00

1552+00

COTTONWOOD CREEK

BNSF

Railroad R/W

end of 48" camp

COMPA approx. 48" wide

OBTAIN TEMP R/W TO CONST. SPECIAL DITCHES

8 X 2' Concrete beams run length of bridge

TOP OF CUT

SPECIAL DITCH

Pres R/W

HAZARD WASTE SITE

AT&T Telephone Co. In Conduit Unverified Pair & Gauge

AT&T Telephone Co. In Conduit Unverified Attached to Bridge

24" Storm Sewer as shown between the manhole at Sta.1529+88 9th Street and the manhole at Sta.1543+85 14th Street is an approximate location only. Manhole positions were located per magnetic noise from manhole covers. Grade for Storm Sewer beginning at the manhole at 9th Street was measured in the field. Grade between the manhole at 9th Street and the manhole at 5th street was shown as a straight grade from measured flowline at 9th Street to approximate flowline at the manhole at 5th Street per W.P.D.M. 256 @ Plans Grade forward from 5th Street was a combination of plans and field data.

Manhole Covered with Asphalt

CAUTION GAS LINE LOCATION

NOTE: FOR ADDITIONAL SURVEY INFORMATION, SEE SURVEY DATA SHEETS

DESIGN		
DRAWN	L.L.	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 21

LOGAN CO. SH-33

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

24" Storm Sewer as shown between the manhole at Sta. 1529+69 (9th Street)and the manhole at Sta. 1540+65 (4th Street) is an approximate location only. Manhole positions were located per magnetic noise from manhole covers. Grade for Storm Sewer begining at the manhole at 9th Street was measured in the field. Grade between the manhole at 9th Street and the manhole at 5th street was shown as a straight grade from measured flowline at 9th Street to approximate flowline at the manhole at 5th Street per W.P.G.M. 256 B Plans. Grade forward from 5th Street was a combination of plans and field data.

BM#11 "X" ON NW CORNER CONC. WALK ON NW COR. OF BRIDGE OVERPASS, 18' LT., STA. 1545+88.
= BM "X" ON CONC. WALK 18.5' LT., STA. 1545+88, ON SWO 2788(1) SURVEY. = "+" NW COR. OF WALK ON NW COR. OVERPASS SH 33 & 5th ST. TAKEN FROM HIGH WATER GUTHRIE LOGAN CO.
ELEV.=925.51

BM#12 "X" ON TOP SE COR. OF CONC. FOUNDATION, 70' LT. STA. 1549+58
= BM "+" ON TOP SE COR. CONC. FD. 69 LT. STA. 1549+58 ON SWO 2788(1) SURVEY = "X" ON TOP SE COR. OF CONC. FD. 65'LT. STA. 23+50 U.S.W.P. PROS. NO. W.P.G.M. 256 - B. RDY. & OVERPASS.
ELEV. 930.13

L= 210.00'
K= 119.36

STA. 1538+52.45 BEGIN BRIDGE

PVT 1538+21.85
ELEV= 936.28

Finish Grade

+2.05%

+0.30%

2.05%

PVI 1537+16.85
ELEV= 934.12

1537+47.93 7th St.

PROFILE CRL

PROFILE ℄ SURVEY

1541+27.89 6th St.

1545+07.86 5th St.

1548+87.83 4th St.

TG=923.73

TG=923.73

SPECIAL DITCH LT.

SPECIAL DITCH RT.

EIN=920.56

EIN=920.56

SPECIAL DITCH LT.

SPECIAL DITCH RT.

SPECIAL DITCH LT. & RT.

EOUT=916.50

EOUT=916.00

STR. 17 (DES2-D) STA. 1538+00.00 CONST. STD. CI-2 LT. & STUB 18"

STR. 18 (DES2-D) STA. 1538+00.00 CONST. STD. CI-2 RT. & STUB 18"

STR. 19 CRL STA. 1544+91.28 CONST. STD. CI-2 (DES2-D) LT. & STUB 18"x25' RCP & CONNECT TO EXIST. MH. ADJUST EXIST. MH TO NEW FIN. GRADE

STR. 20 CRL STA. 1545+24.11 CONST. STD. CI-2 (DES2-D) LT. & STUB 18'25' RCP & CONNECT TO EXIST. MH

COTTONWOOD CREEK

FG=934.39 FG=935.85 FG=937.88 FG=939.84 FG=941.99 FG=944.05 FG=946.10 FG=948.16 FG=950.21 FG=952.27 FG=954.32 FG=956.38 FG=958.43 FG=960.49 FG=962.54 FG=964.60

975 970 965 960 955 950 945 940 935 930 925 920 915 910 905 900 895 890

1537+00 38 39 1540+00 41 42 43 44 1545+00 46 47 48 49 1550+00 51 1552+00

DESIGN		
DRAWN	LL	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PROFILE SHEET

STATE JOB NO. 21860(04) SHEET NO. 22

LOGAN CO. SH-33

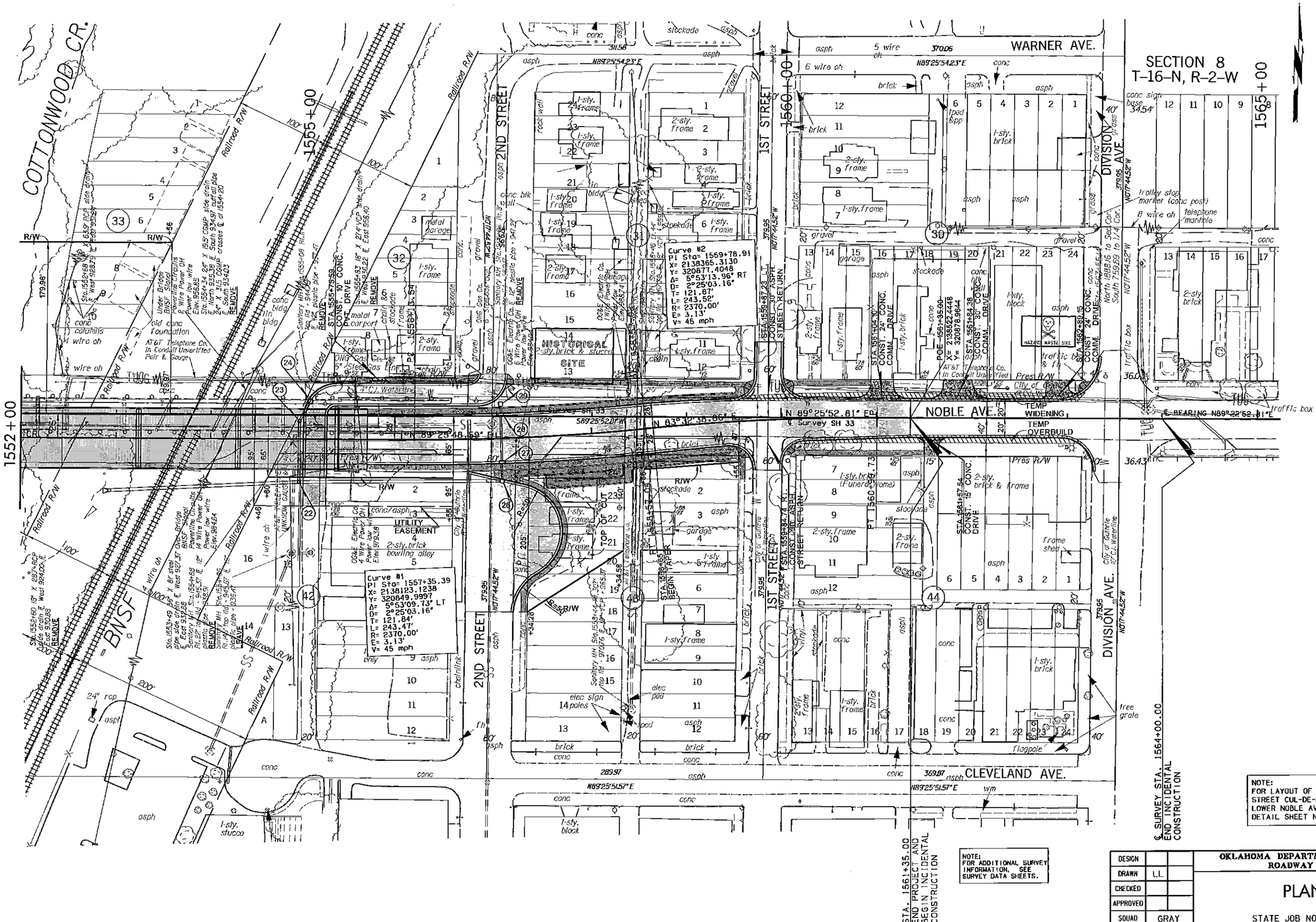
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



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DRAWN	L.L.	
CHECKED		
APPROVED		
SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PLAN SHEET

STATE JOB NO. 21860(04) SHEET NO. 23

LOGAN CO. SH-33

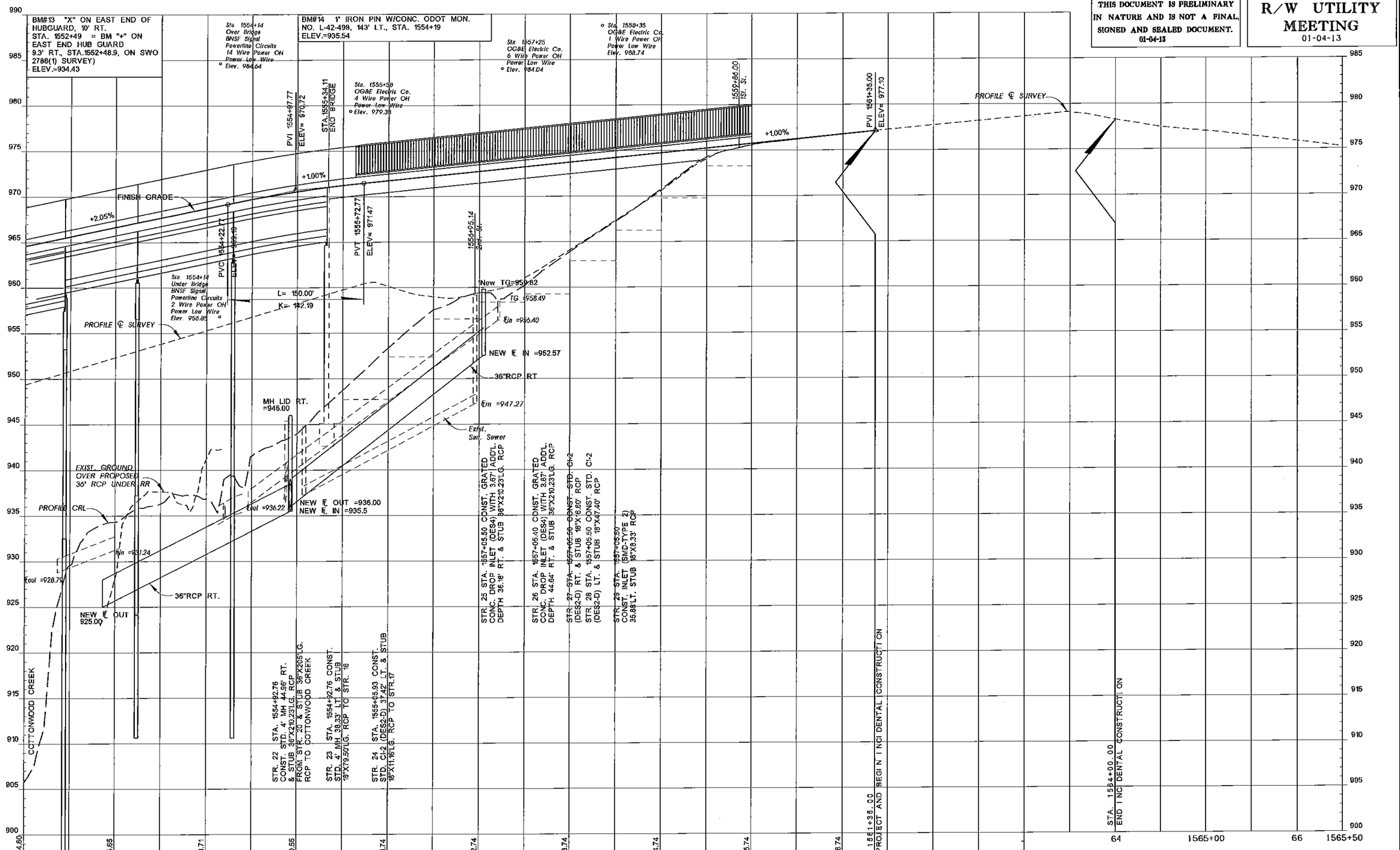
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SQUAD	GRAY	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

PROFILE SHEET

STATE JOB NO. 21860(04) SHEET NO. 24
LOGAN CO. SH-33

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01-04-13

SURVEY DATA SHEETS

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					
DESCRIPTION				DATE	

SURVEY CONTROL DATA

1. HORIZONTAL CONTROL:

   A. HORIZONTAL CONTROL FOR THIS SURVEY IS THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM, NAD83 (2007), (NORTH ZONE).

   B. ACCURACY - THE PRIMARY CONTROL NETWORK, THE SECONDARY CONTROL NETWORK AND SECTION BOUNDARIES FOR THIS SURVEY ARE IN GENERAL COMPLIANCE WITH THE NGS SECOND ORDER, CLASS II STANOARDS FOR HORIZONTAL CONTROL (1:20,000).

2. BEARINGS:

   THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE NGS OKLAHOMA STATE PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL. THE ANGLE OF VARIANCE BETWEEN GRID NORTH (GN) AND THE ASTRONOMICAL TRUE NORTH (TN) IS DEPICTED DIAGRAMMATICALLY.

3. VERTICAL CONTROLS:

   A. LEVEL DATUM IS NGS NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88)

   B. ACCURACY - VERTICAL CONTROL FOR THIS SURVEY IS WITHIN THE CLOSURE REQUIREMENT OF NOAA/NGS "CLASSIFICATION, STANDARDS OF ACCURACY, AND GENERAL SPECIFICATIONS OF GEODETIC CONTROL SURVEYS" (FEB. 1974, REPRINTED FEB. 1977) THIRD ORDER STANDARDS AS A MINIMUM.

SURVEY BEGAN: JANUARY 12, 2008.
SURVEY COMPLETED: APRIL 10, 2008.

GARY S. RHOADS, PROFESSIONAL LAND SURVEYOR
JASON M. WHITTENBERG, TRANSPORTATION SPECIALIST LEVEL III
RUSSELL E. HUBER, TRANSPORTATION SPECIALIST LEVEL II
CURTIS S. HINDS, TRANSPORTATION SPECIALIST LEVEL II
JEROMY G. TURNER, SURVEY TECHNICAN II

EQUIPMENT:

EE-129 SYSTEM 500 GPS UNIT
EE-130 SYSTEM 500 GPS UNIT
EE-135 SYSTEM 500 GPS UNIT
EE-211 SYSREM 1200 GPS UNIT
EL-413 WILD NA 2002 DIGITAL LEVEL
ET-492 TC 1800 TOTAL STATION
TCRA 1203 TOTAL STATION
RANGER HAND HELD GPS CONTROLLER S/N 00011193
EC-0023 ALLEGRO HAND HELD GPS CONTROLLER

SCALES 1"
SURVEY DATA SHEETS 1" = 100
GEOMETRIC DATA SHEETS 1" = 500

CONVENTIONAL SYMBOLS

- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- EXISTING ROADS
- BASE LINE
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OILWELL
- DRAINAGE STRUCTURES - IN PLACE

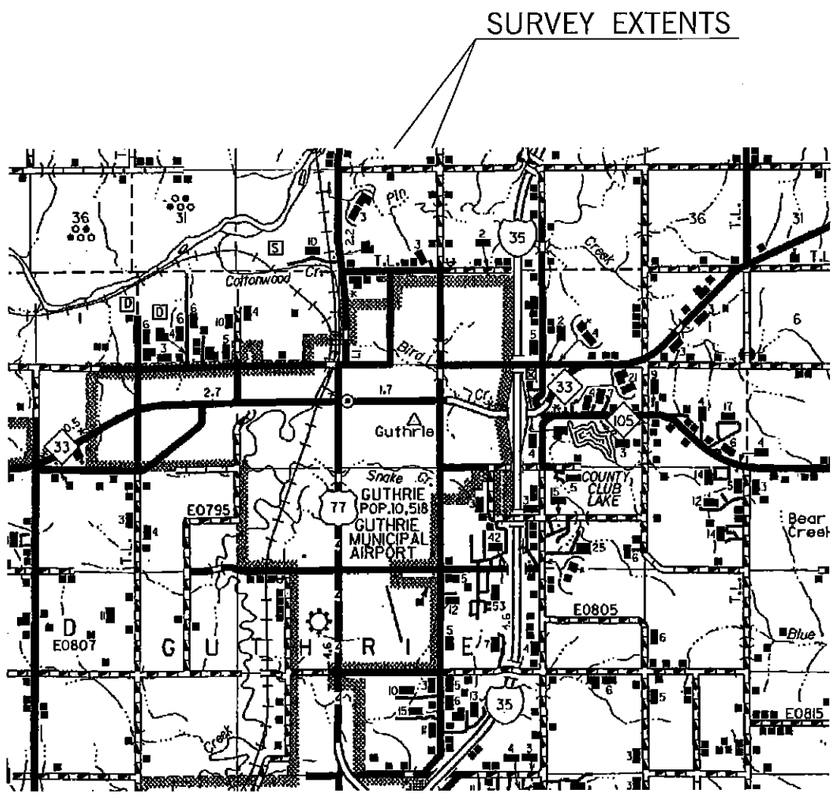
THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, JUNE 11, 2001.

811 the new national "Call Before You Dig" number.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED SEPTEMBER 11, 2001 GOVERN.

SDS 1 OF 17

PROJECT LOCATION



LOGAN COUNTY SH 33

SWO 4432(1)
STATE JOB NO. 21860(04)

Electronic File Transfer Disclaimer:

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INDEX OF SURVEY SHEETS

1. TITLE SHEET
2-4. SURVEY INFORMATION(notes, letters)
5-8. COGO POINTS & ALIGNMENT DATA
9. HORIZONTAL CONTROL DIAGRAM
10-15. SURVEY DATA SHEETS
16-17. GEOMETRIC DATA SHEETS

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 4432(1) Job/Piece 21860 (04) Engr.Contract No.

LAND SURVEYOR'S CERTIFICATION

I hereby certify that all land and property sub-division distances, angles, corners and monumentation made or used in conjunction with this survey and depicted or recorded herein or hereon were recovered, established or re-established in substantial conformity with:

-applicable instructions contained in the U.S. Government Bureau of Land Management publication "Manual of Surveying Instructions";
-its supplement, "Restoration of Lost or Obliterated Corners and Subdivision of Sections";
-"Oklahoma Minimum Standards for the Practice of Land Surveying" as adopted by the State Board of Registration for Professional Engineers and Land Surveyors; and
-sound land surveying practices;

including a thorough search, study, analysis and consideration of all existing records and field evidence.

I further certify that all survey monuments depicted exist and that all land survey work was done by me or under my direct supervision and that it is true, accurate and correct to the best of my knowledge and belief.

Dated this 16 day of APRIL, 2009.

(seal)

REGISTERED PROFESSIONAL LAND SURVEYOR — GARY S. RHOADS PLS 1102 — OKLAHOMA

Land Surveyor _____
Signature
GARY S. RHOADS
Printed Name

Oklahoma Registered Land Surveyor No. 1102

Certificate of Authorization No. _____ Exp.Date _____

PLS	GSR		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	JMW		**SURVEY DATA SHEET**
CHECKED	CSH		
APPROVED			
CREW	EL RENO		SWO 4432(1) STATE JOB NO. 21860(04) SHEET NO. 51

Oklahoma Department of Transportation

Date: April 16, 2008
To: Mr. Larry O. Reser, Chief of Surveys

From: Gary S. Rhoads, Professional Land Surveyor

Subject: SWO 4432(1) - JP No. 21860(04) - SH 33 - Logan County
Bridge over Cottonwood creek, Noble Street, and BNSF Railroad in Guthrie.

Historical Letter and Written Report

GENERAL:

Method of Survey:
This survey was performed using a combination of aerial photogrammetry and conventional field methods to include Total Station, Static and Real Time Kinematic (RTK) Global Positioning System (GPS), Electronic and Differential leveling.

Units of Measurement - English (US Survey Foot)

Survey Began: January 8, 2009
Survey Completed: April 16, 2009

Personnel on this survey:
G. S. Rhoads, Professional Land Surveyor
J. M. Whittenberg, Transportation Specialist III
R. E. Huber, Transportation Specialist II
C. S. Hinds, Transportation Specialist II
J. G. Turner, Transportation Technician II

SURVEY ASSIGNMENT:

This survey was assigned to the El Reno crew by Mr. Kyle King, Transportation Survey Manager per Survey Scope and Special Provisions letter dated January 6, 2009.

PURPOSE OF SURVEY:

The purpose of this survey is to obtain adequate information for the design and construction of a new bridge over Cottonwood creek, Noble Street, and the BNSF Railroad, and widening of the existing roadway.

SURVEY LIMITS:

This survey began at 19th Street in Guthrie and extends east to US 77.

ALIGNMENT:

A: Main Survey
The Centerline of Survey was reestablished along the existing centerline of the SH 33 as shown on the FAP No. F-256(14) Plans. These plans stop at 18th Street. At this point the alignment was established along the centerline of Noble Avenue as depicted in SWO 2788(1) Survey (1969), Field Book No. 1.
Note: Plans could not be found that covered the entire project. F-256(14)(As-Built 1972) Plans encompass a portion of the first two blocks, and the WPGM 256-B (1936) Bridge Plans cover an area along Noble Avenue, from 5th Street to 2nd Street.

B: Burlington Northern Santa Fe Ry. Co., originally Atchison Topeka & Santa Fe Ry. Co.
The Centerline is as shown on the Right of Way Map, Orlando to Waterloo, M.P. 332 to M.P. 365 (1911) and as depicted on the A.T. & S.F. Ry. Co. Station Map-Tracks & Structures, for Guthrie, dated August 31, 1946.

Previous Surveys & Projects relevant to this project:
Atchison Topeka & Santa Fe Ry. Co. Right of Way Map, Orlando to Waterloo, M.P. 332 to M.P. 365 (1911) and the A.T. & S.F. Ry. Co. Station Map-Tracks & Structures, for Guthrie, dated August 31, 1946.

FAP No. F-256 A, B, C, SH 33, Logan County, Plans, (1930).

U.S. Works Program G. C. Proj. No. W.P.G.M. 256-B Rdy. & Overpass, S.H. 33 Plans (1936).

SWO 2124(1), Logan County, SH 33, from Junction of SH 33 & US 77 in Guthrie East on SH 33 to Pine Street, Gaines H. Stout, Engineer Plans & Survey, Survey Completed May, 1956.

SWO 2788(1), F-256(15)PE, SH 33 Relocation, Logan County, from approximately 2 miles west of Guthrie on existing SH 33 northeasterly and east on Noble Avenue to 16th Street in Guthrie, J. P. Andrews, Location Engineer, Survey Completed January, 1969.

SWO 2791(1), F-256(15)PE, SH 33, Logan County, Gar Creek Bridge Survey, approximately 5 miles west of Guthrie, J. P. Andrews, Location Engineer, Survey Completed January, 1968.

SWO 2791(1), F-256(15)PE, SH 33, Logan County, Horizontal Controls, J. P. Andrews, Location Engineer, Survey Completed January, 1969.

Previous Surveys & Projects relevant to this project - Continued:

FAP No. F-256(14), SH 33, Logan County, Grading & Surfacing Plans, (As-Built 1972).

Survey Plat, by Judd Grayson Vick Everett, JGVE, Inc., of Oklahoma City, Oklahoma, in Guthrie, Logan County. Survey encompasses the area around the old Atchison, Topeka and Santa Fe Railroad Station, from the north line of Vilas Avenue to the south line of Noble Avenue, from 10 feet to 20 feet east of the centerline of Track 19 to the existing east right of way line. Survey was revised on November 14, 1990.

Topographic Survey Plat, by Smith - Roberts and Associates, Inc., of Oklahoma City, Oklahoma, in Guthrie, Logan County. Survey also encompasses the area around the old Atchison, Topeka and Santa Fe Railroad Station, from the north line of Vilas Avenue to the south line of Noble Avenue, from the centerline of Track 19 to the existing east right of way line. Survey was dated September 14, 1994.

STATIONING:

Main Survey
A Station value of 1511+39.00 was equated to the POT Station at the Centerline of Noble Street and the Section line between Sections 7 and 8, T-16-N, R-2-W, I.M., as shown in SWO 2788(1) FAP No. F-256(15) Survey Alignment Book No. 1, Page 21, completed January, 1969. This is also as shown on the Guthrie City Work Map per same SWO 2788(1) FAP No. F-256(15) revised January 24, 1969.

HORIZONTAL CONTROL:

Horizontal control for this survey is based on the National Geodetic Survey-s (NGS) Oklahoma State Plane Coordinate System of 1983(2007), North Zone. The distances and coordinates on this survey are in US Survey Feet. All angles and bearings shown are in degrees, minutes and seconds. Static GPS Data obtained from the following locations was used to perform a Static Survey:

NGS GPS Continuously Operating Reference Station (CORS) AOKDT"
NGS GPS Continuously Operating Reference Station (CORS) AOKPR"
NGS GPS Continuously Operating Reference Station (CORS) AOKTE"
ODOT Control Monument No. L-42-403 established by Perry Crew under SWO 4003(1)
ODOT Control Monument No. L-42-496 established by El Reno Crew under SWO 4432(1)
ODOT Control Monument No. L-42-497 established by El Reno Crew under SWO 4432(1)
ODOT Control Monument No. L-42-498 established by El Reno Crew under SWO 4432(1)
ODOT Control Monument No. L-42-499 established by El Reno Crew under SWO 4432(1)

HORIZONTAL CONTROL - Continued:

The Static & RTK GPS observations were observed with a Leica GPS System 500. Coordinates were checked by comparing them to the results of the two hour static sessions that were emailed to the NGS Online Positioning User Service (OPUS) Website. Secondary Control for this survey was established by double occupying all secondary points from alternate Primary Control Points established in the Static Survey.

VERTICAL CONTROL:

Vertical control for this survey is NGS North American Vertical Datum 1988 (NAVD88). A double run digital differential level line was started from a Third Order, Oklahoma Highway Department (OHD) Standard Brass Monument, L-42-17, established in 1968 per SWO 2791(1), F-256(15)PE, Gar Creek Bridge Survey, approximately 5 miles west of Guthrie, SH 33, Logan County, as shown in Level Book 1, page 39. Said benchmark was established on a level line between a United States Geological Survey (USGS) Monument, described as a standard cap Stamped 7/32 1065 ADJ 1903" and riveted on top of a 3 1/2" Iron Pipe and the following United States Coast & Geodetic Survey (USC & GS) Monuments, K 144 and L 144, described as standard brass caps set vertically in the west wall of the Atchison, Topeka and Santa Fe Railway Station and the north wall of the Federal Building in Guthrie, respectively. The published difference between the NGVD29 datum and the NAVD88 datum is 0.41 feet for the monuments in Guthrie. Therefore the established elevation of the OHD Monument L-42-17 was raised 0.41 feet to the NAVD88 datum. Therefore beginning at said OHD Monument L-42-17, described as being 2746 feet east and 1914 feet north of the southwest corner of Section 7, T-16-N, R-2-W, IM., approximately 1.2 miles west of Guthrie along the old SH 33, and continued northeasterly along the old SH 33 and the present SH 33 approximately 2.5 miles to said USC & GS Monument L 144, described as being 16.7 feet west of the northeast corner of said Federal Building, 3.3 feet east of the east side of the north entrance door, 3.2 feet west of the west side of a window, and 4.4 feet above the sidewalk. The closure was 0.02 foot in this run of approximately 2.5 miles. The allowable difference of a third order run of this distance would be 0.08 Foot. Said levels were continued 0.6 mile west to said USC & GS Monument K 144, described as being 5.5 feet north of the northwest corner of the ticket office, 1.8 feet south of the south side of a window and 4.2 feet above the sidewalk. The closure was 0.02 foot in this run of approximately 0.6 mile. The allowable difference of a third order run of this distance would be 0.04 Foot.

PHOTO CONTROLS:

A total of 33 Photo Control Targets were established on this project. Profile shots were taken along the centerline of SH 33, crossing streets and top of rail shots along the BNSF railroad for the entire project as per specifications. Additional shots were taken at intervals along said railroad on top of the west end of the railroad ties as instructed for the extents of the cross flight. A separate Aerial ALG file with the coordinates and elevations and an Aerial DGN file of these have been archived on the ODOT Mainframe Computer. A total of 37 OSSDA points were collected throughout the length of the project. These points were taken to verify the aerial photography.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	ElReno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. S2

LOGAN CO. SH-33

TOPOGRAPHY:

The following topography information was obtained during the course of this survey:

1. All drainage structures within 200 feet of the Survey Centerline.
   a. Check shots were taken on drain flow lines crossing Survey Centerline not obscured by vegetation or inundated by water at the time of the Aerial Photography.
   b. Flow line profiles were taken to a distance of 500 feet right and left of the Survey Centerline in areas obscured by vegetation or inundated by water at the time of Aerial Photography.
2. Gate widths along the existing Right of Way fences.
3. Underground utilities within 200 feet of the Survey Centerline.
4. Overhead wires/cables crossing the Survey Centerline.
5. Utility meters, valves hydrants, etc. within 200 feet of the Survey Centerline.
6. Mail boxes within 200 feet of the Survey Centerline.
7. Underground storage tanks within 200 feet of the Survey Centerline.

CROSS SECTIONS:

Aerial Survey Branch will obtain all cross sections except those listed below, which were attained by conventional field methods:

1. Profile of drainage structures within 200 feet of the Survey Centerline as described above under ATOPOGRAPHY@ (Shots only on Side Drain Structures).
2. Flow line profiles as described above under ATOPOGRAPHY@.
3. Profile of overhead wires crossing the Survey Centerline as described above under ATOPOGRAPHY@.
4. Profile of underground storage tank filler caps, etc.

CROSS SECTIONS - Continued:

5. Surface features of all areas within the survey limits that are covered by water or dense timber/vegetation at the time of the aerial photography flight as described above under ATOPOGRAPHY@.
6. Profile of the present pavement as described above under APHOTO CONTROL@.
7. Profile of all connecting roads to a distance of 300 feet.

DIGITAL TERRAIN MODEL:

Upon receiving the Surface Feature File from the Aerial Survey branch we will combine our field data with theirs and generate a Digital Terrain Model (DTM) for the project, and produce a contour file, based on said DTM.

LAND TIES:

In regard to the land ties in Guthrie, every attempt has been made to follow, establish or reestablish the centerline and land corners as was previously done per SWO 2788(1), F 256(15)PE , SH 33 Relocation, Logan County - Guthrie Plats, Survey, by J. P. Andrews, Location Engineer, completed January 24, 1969. Without being redundant we have scanned said survey report to be archived with this project. Mr. Andrews goes into detail on how he set up the many plats that lie within this survey.

Section 4, Township 16 North, Range 2 West, I.M.

Southwest Corner;
Found Oklahoma Department of Transportation (ODOT) Standard Brass Monument and some of the references per ODOT S.D. form No.11 for Station Number L-42-51, by J.P. Andrews per SWO 2788(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the southwest corner of said section. Accepted monument assigned ODOT Station Number L-42-51.

Section 5, Township 16 North, Range 2 West, I.M.

Southwest Corner;
Found ODOT 2" steel pipe and one of the references per ODOT S.D. form No.11 for Station Number L-42-82, by J.P. Andrews per SWO 2788(1) Survey dated November 19, 1968, as filed with the Department of Libraries for the southwest corner of said section. Also found 3/8" spike and shiner set inside of said 2" steel pipe and references by Justin L. Secrest, PLS 1505, per Certified Corner Record (CCR) as filed with the Department of Libraries on January 17, 2000 for the southwest corner of said section. Accepted monument for corner assigned ODOT Station Number L-42-82.

Section 5, Township 16 North, Range 2 West, I.M. - Continued:

South Quarter Corner;
Found ODOT Standard Brass Monument per ODOT S.D. form No.11 for Station Number L-42-57, by J.P. Andrews per SWO 2788(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the south quarter corner of said section. Accepted monument assigned ODOT Station Number L-42-57.

Section 6, Township 16 North, Range 2 West, I.M.

Southwest Corner;
Found ODOT Standard Brass Monument and two of the references per ODOT S.D. form No.11 for Station Number L-42-104, by J.P. Andrews per SWO 2788(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the southwest corner of said section. Also found additional references by E. D. Hill, PLS 13, per CCR as filed with the Department of Libraries on April 7, 1986 for the southwest corner of said section. Accepted monument for corner assigned ODOT Station Number L-42-104.

South Quarter Corner;
Found ODOT Standard Brass Monument per ODOT S.D. form No.11 for Station Number L-42-81, by J.P. Andrews per SWO 2788(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the south quarter corner of said section and a 3/8" rebar bearing N.12°28'50"E. 0.73 feet of said monument. Accepted monument assigned ODOT Station Number L-42-81.

Section 7, Township 16 North, Range 2 West, I.M.

Found 3/8" rebar by others, fits land ties per SWO 2788(1) Survey, by J.P. Andrews, completed January 24, 1969, as depicted in Alignment Book No. 1, Page 42 per said survey, for the west quarter corner of said section. Accepted said monument and assigned it ODOT Station Number L-42-500.

Center Corner;
Found Oklahoma Department of Transportation (ODOT) Standard Brass Monument and all of the references per ODOT S.D. form No.11 for Station Number L-42-73, by J.P. Andrews per SWO 2788(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the center corner of said section. Accepted monument assigned ODOT Station Number L-42-73.

Section 8, Township 16 North, Range 2 West, I.M.

West Quarter Corner;
Found ODOT Standard Brass Monument set in top of Original Stone per ODOT S.D. form No.11 for Station Number L-42-89, by J.P. Andrews per SWO 2788(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the west quarter corner of said section. Accepted monument assigned ODOT Station Number L-42-89.

Section 8, Township 16 North, Range 2 West, I.M. - Continued:

Center Corner;
Nothing found at corner per ODOT S.D. form No.11 for Station Number L-42-103, by J.P. Andrews per SWO 2788(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the center corner of said section. Set 1/2" rebar with cap for corner per said survey for corner assigned ODOT Station Number L-42-103.

Section 9, Township 16 North, Range 2 West, I.M.

West Quarter Corner;
Nothing found at corner per ODOT S.D. form No.11 for Station Number L-42-44, by J.P. Andrews per SWO 2788(1) Survey dated November 12, 1968, as filed with the Department of Libraries for the west quarter corner of said section. Set MAG Nail for Witness Corner 1.00 foot west and on the 1/4 section line per said survey for corner assigned ODOT Station Number L-42-44.

EXISTING RIGHT-OF-WAY:

The existing right of way shown on this survey is as shown on the plats recorded for Guthrie as recorded at the Logan County Court House in Guthrie, Oklahoma.

UTILITIES:

All utility companies being members of the Oklahoma One Call System serving the project extents were contacted by the Oklahoma One Call System, Inc. (CALL OKIE) by our request. We also requested that locators contact us so our survey personnel could meet with locators or company representatives in the field when possible to obtain horizontal locations of underground utilities as well as approximate depths and acquire utility maps when possible. All depths shown on underground utilities are approximate only, and have not been verified during the course of this survey.

HISTORICAL SITE:
Territorial Jail at approximate Station 1557+84, $60\frac{5}{32}$ Lt.

HAZARDOUS WASTE:

During the course of our field work and research, areas of possible contamination are as follows:

Abandoned Filling Station on the southeast corner of 19th Street and Noble Avenue at approximate Station 1493+50, 100' Rt.

Automotive Repair Garage on the southwest corner of 9th Street and Noble Avenue at approximate Station 1528+80, 110' Rt.

Filling Station on the southeast corner of 9th Street and Noble Avenue at approximate Station 1530+80, 80' Rt.

Automotive Repair Garage on the northeast corner of 8th Street and Noble Avenue at approximate Station 1534+62, 80' Lt.

Filling Station on the southeast corner of 8th Street and Noble Avenue at approximate Station 1534+62, 100' Rt.

Salvage on Noble Avenue at approximate Station 1536+10, 120' Lt.

Automotive Repair Garage on the northwest corner of 6th Street and Noble Avenue at approximate Station 1540+52, 100' Lt.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	El Reno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 53

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS	
DESCRIPTION	DATE

Abandoned Filling Station on Noble Avenue at approximate Station 1542+30, 70' Rt.

Abandoned Filling Station on the southwest corner of 5th Street and Noble Avenue at approximate Station 1544+43, 80' Rt.

Abandoned Filling Station on the northeast corner of 5th Street and Noble Avenue at approximate Station 1545+74, 80' Lt.

Above Ground Fuel Storage Tanks at approximate Station 1549+20, 90' Rt.

Above Ground Fuel Storage Tanks at approximate Station 1550+40, 275' Lt.

Abandoned Filling Station on the northwest corner of Division Street and Noble Avenue at approximate Station 1562+45, 80' Lt.

SWO 4432(1) - SH 33 - Logan County
Historical Letter & Written Report
Page 9 of 9

DRAINAGE INFORMATION:
A. Flow line Profiles were obtained for those areas that were obscured.

B. Extreme High Water noted in SWD 2788(1) F-256(15) SH 33, Level Book No. 2, Page 54, having been established by A. R. Irwin, Location Engineer, having occurred September 20, 1965, being 932.4 Feet, converted to NAVD88 Datum.

C. Ravine sections for drains crossing the survey centerline are to be obtained by Bridge Division and Design Division from the Digital Terrain Model (DTM) produced from the combination our data with the Surface Feature File generated by ASB.

SURVEY DATA SHEETS:
Survey Data Sheets have been archived on the ODOT Mainframe Computer in a Microstation Design File format per ODOT Survey Standards.

SUBMISSION OF SURVEY DATA:

A. Historical Letter and Written Report.

B. ODOT form SD-1, Transmittal Letter with FSVARCH.INDEX attached.

C. ODOT form SD-7, Public and Privately Owned Utilities List.

D. ODOT form SD-9, Final Cost Report of Survey.

E. Four (4) ODOT form SD-11, GPS Control Survey Monuments.

F. ODOT form SD-20, Survey Accuracy Report.

G. ODOT form SD-41, Surveyor=s Certification.

H. Cogo Data (coordinate list with alignments).

I. Benchmarks & Check Levels List, including the SWO and description of project.

J. Ten (10) Original and reduced copy (8 1/2" x 11") of each Certified Land Corner Form.

Gary S. Rhoads, Professional Land Surveyor

SDS 4 OF 17

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	ElReno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 54

LOGAN CO. SH-33

1,	2131096.7070,	319185.9554	8032,	2136135.7301,	320475.2957	8140,	2137504.6128,	321248.8344	8247,	2138124.4751,	320535.0487
2,	2129278.7315,	320765.3864	8033,	2136135.8006,	321235.2579	8141,	2137275.5690,	320486.6159	8248,	2138122.5142,	320914.9969
3,	2130279.1030,	320754.3490	8034,	2136643.3564,	322768.3087	8142,	2136895.6227,	320482.8425	8249,	2138342.4758,	320917.1801
4,	2131494.9520,	320658.4020	8035,	2136095.9378,	322714.7404	8143,	2136515.6764,	320479.0691	8250,	2138340.9278,	321217.1274
5,	2131643.5863,	320733.6355	8036,	2138372.6811,	320877.4779	8144,	2138084.6830,	320494.6515	8251,	2138120.9661,	321214.9458
6,	2132446.6090,	320855.5300	8037,	2138082.7221,	320874.5999	8145,	2138374.6420,	320497.5312	8252,	2138402.4736,	320917.7756
7,	2133524.5610,	320788.9480	8038,	2137981.2919,	321323.6544	8146,	2138080.7612,	321254.5489	8253,	2138702.3735,	320920.7522
8,	2134251.5870,	320787.8980	8039,	2132776.7559,	320819.0307	8147,	2138370.7202,	321257.4249	8254,	2138700.8255,	321220.6971
9,	2134816.7470,	320864.5090	8040,	2133136.3019,	321162.9998	8148,	2133544.1728,	320867.3138	8255,	2138400.9255,	321217.7225
10,	2135895.9730,	320813.7330	8041,	2132746.3098,	321156.8375	8149,	2133816.1251,	320870.2482	8256,	2138402.8864,	320837.7757
11,	2136975.4740,	320881.8020	8042,	2132806.3090,	321159.4779	8150,	2133816.1622,	321170.2827	8257,	2138702.7864,	320840.7523
12,	2137344.6070,	320937.5820	8043,	2132746.7038,	320858.7088	8151,	2133544.2141,	321167.3549	8258,	2138704.3344,	320540.8075
13,	2137636.3930,	320860.4770	8044,	2132806.7030,	320859.3562	8152,	2133544.1712,	320787.3091	8259,	2138404.4344,	320537.8291
14,	2137805.3013,	321014.2856	8045,	2133106.6844,	320862.5931	8153,	2133816.1158,	320790.2435	8260,	2135795.7987,	320581.6251
15,	2138117.2420,	320910.0720	8046,	2133166.6836,	320863.2405	8154,	2133816.0828,	320490.2828	8261,	2137818.0698,	321211.9415
16,	2139160.9880,	320720.4250	8047,	2133106.3023,	321162.6796	8155,	2133544.1298,	320487.3501	8262,	2137675.8627,	320910.5637
17,	2138404.2980,	320538.5780	8048,	2133166.3016,	321163.3199	8156,	2133896.1159,	320791.1067	8263,	2137620.8654,	320910.0178
19,	2137089.6162,	319296.3171	8049,	2133137.2191,	320442.9986	8157,	2134196.0567,	320794.3432	8265,	2131698.9268,	320011.0495
300,	2130888.2744,	320746.0277	8050,	2132777.2597,	320439.1528	8158,	2134196.0246,	320494.3802	8266,	2133527.1791,	320447.1650
301,	2132050.5359,	320781.7120	8051,	2132746.8093,	320778.7053	8159,	2133896.0829,	320491.1456	8267,	2133526.2944,	321167.1620
302,	2132202.8941,	320786.3897	8052,	2132747.2070,	320478.8340	8160,	2133896.1252,	320871.1115	8268,	2132446.7470,	321214.0341
303,	2132354.7883,	320799.1591	8053,	2132447.6725,	320475.6337	8161,	2134196.0657,	320874.3479	8269,	2132416.7072,	321184.2142
304,	2131874.6462,	326510.5575	8054,	2132806.8085,	320779.3527	8162,	2134196.1013,	321174.3730	8270,	2131337.1031,	321519.9655
305,	2132563.8370,	320816.7332	8055,	2133106.7863,	320782.5895	8163,	2133896.1623,	321171.1440	8271,	2138740.7666,	321261.0952
306,	2132773.6108,	320818.9968	8056,	2133107.1685,	320482.6798	8164,	2134276.0658,	320875.2112	8272,	2138738.9040,	321641.1271
307,	2132835.5299,	315080.6281	8057,	2132807.2062,	320479.4750	8165,	2134576.0064,	320878.4476	9000,	2136135.6948,	320095.3159
308,	2136135.7653,	320855.2757	8058,	2133166.7855,	320783.2370	8166,	2134576.0404,	321178.4634	9001,	2138746.5001,	320121.2708
309,	2138742.6288,	320881.1498	8059,	2133466.7621,	320786.4738	8167,	2134276.1014,	321175.2343	9002,	2138745.5002,	320121.2609
310,	2141178.0210,	320904.4657	8060,	2133467.1307,	320486.5257	8168,	2134276.0568,	320795.2064	9003,	2133531.1469,	317427.9932
311,	2133773.5799,	320829.7868	8061,	2133167.1678,	320483.3209	8169,	2134575.9977,	320798.4429	9004,	2138759.7778,	317481.6742
312,	2134787.6408,	320840.7289	8062,	2132206.9420,	321126.6538	8170,	2134575.9665,	320498.4775	9005,	2128351.5305,	317262.9922
313,	2135787.5826,	320851.5186	8063,	2132211.9375,	321126.8072	8171,	2134276.0247,	320495.2429	9006,	2128334.0523,	319901.0822
314,	2136928.7333,	320863.1462	8064,	2132186.9602,	321126.0402	8172,	2134655.9912,	320799.3060	9007,	2133527.6042,	320067.3884
315,	2138128.6742,	320875.0560	8065,	2132207.3510,	320826.5454	8173,	2134955.9387,	320802.5426	9008,	2128316.5425,	322539.4714
400,	2137929.1632,	321213.0434	8066,	2132212.3465,	320826.6988	8174,	2134955.9083,	320502.5748	9009,	2130885.9921,	322624.5246
401,	2137686.9019,	320699.6221	8067,	2132187.3693,	320825.9319	8175,	2134655.9665,	320499.3402	9010,	2133523.9076,	322711.8671
402,	2137549.8856,	320409.2452	8068,	2132207.4584,	320746.5110	8176,	2134656.0065,	320879.3109	9011,	2136135.9402,	322740.8739
403,	2137446.1702,	320105.3780	8069,	2132212.4539,	320746.6644	8177,	2134955.9470,	320882.5473	9012,	2138732.8338,	322769.2877
404,	2142868.5978,	318254.6043	8070,	2132187.4765,	320745.8975	8178,	2134955.9795,	321182.5538	9013,	2130889.1975,	319986.2234
7001,	2133912.9990,	313536.1140	8071,	2132207.8542,	320446.6760	8179,	2134656.0405,	321179.3247	L-42-17,	2131096.7070,	319185.9554
7003,	2135226.8550,	313011.2760	8072,	2132212.8500,	320446.8296	8180,	2135035.9471,	320883.4106	L-42-21,	2133524.5610,	320788.9480
7004,	2134832.0820,	314554.6740	8073,	2132187.8710,	320446.0616	8181,	2135335.8877,	320886.6470	L-42-25,	2141178.2683,	320878.6369
7005,	2135231.8990,	316098.6360	8074,	2133856.1671,	321210.7141	8182,	2135335.9186,	321186.6441	L-42-37,	2138759.7778,	317481.6742
7006,	2136259.8100,	315793.4620	8075,	2134236.1060,	321214.8048	8183,	2135035.9796,	321183.4150	L-42-44,	2138746.5001,	320121.2708
7007,	2136063.6750,	317563.9160	8076,	2134616.0450,	321218.8954	8184,	2135035.9388,	320803.4058	L-42-47,	2138740.7666,	321261.0952
7008,	2136138.6180,	318573.9260	8077,	2134995.9839,	321222.9860	8185,	2135335.8796,	320806.6423	L-42-48,	2138738.9040,	321641.1271
7009,	2137114.6420,	318112.0610	8078,	2135375.9228,	321227.0766	8186,	2135335.8607,	320614.6597	L-42-51,	2138732.8338,	322769.2877
7010,	2136861.0330,	319566.5770	8079,	2135755.8617,	321231.1672	8187,	2135035.9134,	320553.4304	L-42-57,	2136135.9402,	322740.8739
7011,	2137481.3590,	320107.2900	8080,	2133856.0785,	320450.7118	8188,	2135415.8797,	320807.5055	L-42-73,	2130889.1975,	319986.2234
7012,	2136751.4670,	321140.9290	8081,	2134236.0204,	320454.8091	8189,	2135715.8206,	320810.7420	L-42-76,	2131337.5491,	321139.9767
7013,	2137374.6590,	320881.6320	8082,	2134615.9623,	320458.9064	8190,	2135715.7893,	320610.7586	L-42-77,	2131337.1031,	321519.9655
7014,	2138086.0190,	320683.7000	8083,	2134995.9043,	320463.0038	8191,	2135415.8610,	320617.5225	L-42-81,	2130885.9921,	322624.5246
7015,	2137687.1350,	321619.9930	8084,	2135375.8462,	320467.1011	8192,	2135415.8878,	320887.5103	L-42-82,	2133523.9076,	322711.8671
7016,	2137909.3110,	322012.2430	8085,	2135755.7881,	320471.1984	8193,	2135715.8283,	320890.7467	L-42-87,	2133526.2944,	321167.1620
7017,	2137558.8170,	323578.3020	8086,	2133856.1202,	320830.6775	8194,	2135715.8577,	321190.7345	L-42-88,	2133527.1791,	320447.1650
7018,	2138234.8410,	323192.2760	8087,	2134236.0611,	320834.7772	8195,	2135415.9187,	321187.5054	L-42-89,	2133527.6042,	320067.3884
7019,	2138740.8330,	322882.9920	8088,	2134616.0019,	320838.8769	8196,	2135795.8284,	320891.6100	L-42-94,	2131698.9268,	320011.0495
7020,	2129724.4420,	320053.4090	8089,	2134995.9428,	320842.9766	8197,	2136095.7690,	320894.8464	L-42-95,	2131698.9268,	320011.0495
7021,	2129638.8040,	320718.0350	8090,	2135375.8836,	320847.0763	8198,	2136095.7968,	321194.8249	L-42-97,	2132417.7274,	320435.3115
7022,	2129610.7460,	321517.3380	8091,	2135755.8245,	320851.1760	8199,	2135795.8578,	321191.5958	L-42-99,	2132446.7251,	320855.4719
7023,	2130862.6670,	320771.9970	8092,	2134865.9257,	320501.6044	8200,	2135795.8207,	320811.6052	L-42-101,	2132416.7072,	321184.2142
7024,	2132218.6630,	320045.2020	8093,	2134955.9110,	320529.0392	8201,	2136095.7616,	320814.8417	L-42-102,	2132446.7470,	321214.0341
7025,	2132275.0380,	321550.0570	8094,	2138040.2565,	321214.1452	8202,	2136095.7337,	320514.8667	L-42-103,	2136135.6948,	320095.3159
7026,	2133572.5130,	320827.6810	8095,	2137830.0896,	320532.1250	8203,	2135860.7831,	320512.3330	L-42-104,	2128316.5425,	322539.4714
7027,	2134949.8950,	320483.6580	8096,	2137794.6068,	320451.7687	8204,	2137365.6517,	321427.4454	L-42-105,	2128351.5305,	317262.9922
7028,	2134869.2450,	321601.5580	8097,	2137777.5086,	320656.8687	8205,	2136175.7616,	320815.6707	L-42-223,	2133531.1469,	317427.9932
7029,	2136214.3350,	320855.9850	8098,	2137867.9573,	320614.2722	8206,	2136475.7079,	320818.6478	L-42-496,	2129278.7315,	320765.3864
7030,	2138919.7310,	320880.7620	8099,	2139379.4291,	319812.0908	8207,	2136475.6800,	320518.6738	L-42-497,	2131643.5863,	320733.6355
7031,	2140265.9200,	320172.7610	8100,	2131367.9358,	320800.7733	8208,	2136175.7338,	320515.6949	L-42-498,	2137805.3013,	321014.2856
7032,	2140221.4100,	320895.5590	8101,	2131667.7004,	320809.9768	8209,	2136175.7691,	320895.6747	L-42-499,	2137089.6162,	319296.3171
7033,	2140249.1960,	321619.9130	8102,	2131667.3248,	321110.0841	8210,	2136475.7153,	320898.6518	L-42-500,	2128334.0523,	319901.0822
7400,	2129278.7315,	320765.3864	8103,	2131367.5937,	321100.8804	8211,	2136475.7431,	321198.6276			
7401,	2131643.5863,	320733.6355	8104,	2131368.0372,	320720.7387	8212,	2136175.7969,	321195.6526			
7402,	2137805.3013,	321014.2856	8105,	2131667.8045,	320729.9423	8213,	2136555.7154,	320899.4458			
7403,	2137089.6162,	319296.3171	8106,	2131668.2093,	320430.0821	8214,	2136855.6616,	320902.4229			
8000,	2136135.7653,	320855.2757	8107,	2131368.4570,	320420.8649	8215,	2136855.6894,	321202.3961			
8001,	2133543.9122,	322687.0877	8108,	2131727.8020,	320731.7844	8216,	2136555.7432,	321199.4211			
8002,	2133526.7122,	320827.1230	8109,	2132027.5692,	320740.9880	8217,	2136555.7079,	320819.4418			
8003,	2131339.0461,	320000.0156	8110,	2132027.9574,	320441.1443	8218,	2136855.6542,	320822.4189			
8004,	2132417.2100,	320815.1511	8111,	2131728.2060,	320431.9270	8219,	2136855.6263,	320522.4472			
8005,	2132417.2402,	320792.9707	8112,	2131727.6981,	320811.8189	8220,	2136555.6801,	320519.4683			
8006,	2131337.9824,	320759.8348	8113,	2132027.4629,	320821.0224	8221,	2136935.6542,	320823.2129			
8007,	2131697.7493,	320770.8805	8114,	2132027.0537,	321121.1301	8222,	2137235.6005,	320826.1900			
8008,	2132057.5162,	320781.9263	8115,	2131727.3225,	321111.9264	8223,	2137235.5856,	320666.2048			
8009,	2131338.5143,	320379.9252	8116,	2132087.4604,	320822.8645	8224,	2136935.6264,	320523.2417			
8010,	2130888.7359,	320366.1255	8117,	2132387.1869,	320832.0668	8225,	2136935.6617,	320903.2169			
8011,	2130887.8127,	321126.0174	8118,	2132386.7781,	321132.1759	8226,	2137235.6079,	320906.1940			
8012,	2131698.2621,	320390.9873	8119,	2132087.0513,	321122.9724	8227,	2137235.6357,	321206.1646			
8013,	2132058.0099,	320402.0494	8120,	2132087.5668,	320742.8301	8228,	2136935.6895,	321203.1896			
8014,	2132417.7576,	320413.1115	8121,	2132387.3339,	320752.0336	8229,	2137315.6080,	320906.9880			
8015,	2133526.2452,	321207.1620	8122,	2132387.7064,	320452.2064	8230,	2137400.5960,	320907.8316			
8016,	2132416.7224,	321173.1143	8123,	2132087.9551,	320442.9892	8231,	2137490.6111,	321208.6936			
8017,	2131697.2735,	321151.0226	8124,	2137859.1723,	320595.5265	8232,	2137315.6358,	321206.9581			
8018,	2132056.9980,	321162.0684	8126,	2138782.2515,	320541.5677	8233,	2137315.6006,	320826.9840			
8019,	2132446.3162,	321155.6358	8127,	2139082.2378,	320544.4397	8234,	2137400.5885,	320827.8275			
8020,	2133466.2951,	321166.5217	8128,	2139079.1987,	320844.3702	8235,	2137330.5854,	320687.1490			
8021,	2132446.7251,	320855.4719	8129,	2138779.2124,	320841.4982	8236,	2137315.5876,	320687.0001			
8022,	2133466.6638,	320866.4774	8130,	2138778.4018,	320921.4941	8237,	2137898.0501,	320912.7690			
8023,	2132776.3094,	321159.1577	8131,	2139078.3881,	320924.3661	8238,	2138042.5172,	320914.2029			
8024,	2133136.7349,	320822.9150	8132,	2139075.3490,	321224.2966	8239,	2138040.9692,	321214.1523			
8025,	2133544.0380,	320107.5667	8133,	2138775.3627,	321221.4246	8240,	2137860.1221,	320832.3886			
8026,	2132447.2641,	320775.4730	8134,	2136970.6214,	320523.5893	8241,	2138042.9301,	320834.2030			
8027,	2137767.9924,	320871.4761	8135,	2132776.2667,	321191.6507	8242,	2138044.4781,	320534.2542			
8028,	2136515.7116,	320859.0468	8136,	2133136.2560,	321199.0961	8243,	2137666.0773,	321210.4339			
8029,	2136895.6579,	320862.8179	8137,	2136515.7469,	321239.0264	8244,	2138122.9270,	320834.9970			
8030,	2137275.6042,	320866.5890	8138,	2136895.6932,	321242.7949	8245,	2138342.8887,	320837.1802			
8031,	2138744.4911,	320501.2043	8139,	2137275.6395,	321246.5634	8246,	2138344.4367,	320537.2332			

SDS 5 OF 17

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	El Reno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 55

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS	
DESCRIPTION	DATE

Project Name: swo4432(1)
Description:
Horizontal Alignment Name: A001
Description: Existing Alignment SH33 SW02788(1)
Style: Centerline

		STATION	EASTING	NORTHING
Element: Linear				
POT (300)		1484+98.87	2130888.2743	320746.0277
BOP (8007)		1493+08.73	2131697.7493	320770.8805
Tangent Direction:	N 88°14'29.15" E			
Tangent Length:	809.86			
Element: Linear				
PI (8007)		1493+08.73	2131697.7493	320770.8805
PC (301)		1496+61.68	2132050.5359	320781.7120
Tangent Direction:	N 88°14'29.15" E			
Tangent Length:	352.95			
Element: Circular				
PC (301)		1496+61.68	2132050.5359	320781.7120
PI ( )		1498+14.11	2132202.8941	320786.3897
CC (304)		2131874.6462	326510.5575	
PRC (303)		1499+66.47	2132354.7883	320799.1591
Radius:	5731.55			
Delta:	3°02'48.61" Left			
Degree of Curvature(Arc):	0°59'58.76"			
Length:	304.79			
Tangent:	152.43			
Chord:	304.75			
Middle Ordinate:	2.03			
External:	2.03			
Tangent Direction:	N 88°14'29.15" E			
Radial Direction:	S 1°45'30.85" E			
Chord Direction:	N 86°43'04.85" E			
Radial Direction:	S 4°48'19.46" E			
Tangent Direction:	N 85°11'40.54" E			
Element: Circular				
PRC (303)		1499+66.47	2132354.7883	320799.1591
PI ( )		1501+76.25	2132563.8369	320816.7332
CC (307)		2132835.5299	315080.6281	
PT (306)		1503+85.85	2132773.6108	320818.9968
Radius:	5736.70			
Delta:	4°11'13.87" Right			
Degree of Curvature(Arc):	0°59'54.28"			
Length:	419.39			
Tangent:	209.79			
Chord:	419.29			
Middle Ordinate:	3.83			
External:	3.83			
Tangent Direction:	N 85°11'40.54" E			
Radial Direction:	S 4°48'19.46" E			
Chord Direction:	N 87°17'17.48" E			
Radial Direction:	S 0°37'05.59" E			
Tangent Direction:	N 89°22'54.41" E			
Element: Linear				
PT (306)		1503+85.85	2132773.6108	320818.9968
PI (8002)		1511+39.00	2133526.7122	320827.1230
Tangent Direction:	N 89°22'54.41" E			
Tangent Length:	753.15			
Element: Linear				
PI (8002)		1511+39.00	2133526.7122	320827.1230
POT (311)		1513+85.88	2133773.5799	320829.7868
Tangent Direction:	N 89°22'54.41" E			
Tangent Length:	246.88			
Element: Linear				
POT (311)		1513+85.88	2133773.5799	320829.7868
POT (312)		1524+00.00	2134787.6408	320840.7289
Tangent Direction:	N 89°22'54.41" E			
Tangent Length:	1014.12			
Element: Linear				
POT (312)		1524+00.00	2134787.6408	320840.7289
POT (313)		1534+00.00	2135787.5826	320851.5186
Tangent Direction:	N 89°22'54.41" E			
Tangent Length:	1000.00			
Element: Linear				
PDT (313)		1534+00.00	2135787.5826	320851.5186
PI (308)		1537+48.20	2136135.7653	320855.2757
Tangent Direction:	N 89°22'54.41" E			
Tangent Length:	348.20			
Element: Linear				
PI (308)		1537+48.20	2136135.7653	320855.2757
POT (314)		1545+41.21	2136928.7333	320863.1462
Tangent Direction:	N 89°25'52.81" E			
Tangent Length:	793.01			
Element: Linear				
POT (314)		1545+41.21	2136928.7333	320863.1462
PI (8027)		1553+80.51	2137767.9924	320871.4761
Tangent Direction:	N 89°25'52.81" E			
Tangent Length:	839.30			
Element: Linear				
PI (8027)		1553+80.51	2137767.9924	320871.4761
POT (315)		1557+41.21	2138128.6742	320875.0560
Tangent Direction:	N 89°25'52.81" E			
Tangent Length:	360.70			
Element: Linear				
POT (315)		1557+41.21	2138128.6742	320875.0560
PI (309)		1563+55.19	2138742.6288	320881.1498
Tangent Direction:	N 89°25'52.81" E			
Tangent Length:	613.98			
Element: Linear				
EOP (309)		1563+55.19	2138742.6288	320881.1498
POT (310)		1587+90.70	2141178.0210	320904.4657
Tangent Direction:	N 89°27'05.32" E			
Tangent Length:	2435.50			

Project Name: swo4432(1)
Description:
Horizontal Alignment Name: R001
Description: ATSF
Style: Centerline

		STATION	EASTING	NORTHING
Element: Linear				
POB (400)		18605+60.32	2137929.1632	321213.0433
PI (8027)		18609+38.00	2137767.9924	320871.4761
Tangent Direction:	S 25°15'38.14" W			
Tangent Length:	377.68			
Element: Linear				
PI (8027)		18609+38.00	2137767.9924	320871.4761
PC (401)		18611+28.03	2137686.9019	320699.6221
Tangent Direction:	S 25°15'38.14" W			
Tangent Length:	190.02			
Element: Circular				
PC (401)		18611+28.03	2137686.9019	320699.6221
PI ( )		18614+49.11	2137549.8856	320409.2452
CC (404)		2142868.5978	318254.6043	
PT (403)		18617+69.52	2137446.1702	320105.3780
Radius:	5729.58			
Delta:	6°24'53.58" Left			
Degree of Curvature(Chord):	1°00'00.04"			
Length:	641.49			
Tangent:	321.08			
Chord:	641.15			
Middle Ordinate:	8.98			
External:	8.99			
Tangent Direction:	S 25°15'38.14" W			
Radial Direction:	N 64°44'21.86" W			
Chord Direction:	S 22°03'11.35" W			
Radial Direction:	N 71°09'15.44" W			
Tangent Direction:	S 18°50'44.56" W			

SDS 6 OF 17

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	ElReno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. S6

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
REVISIONS					
DESCRIPTION				DATE	

CHECK LEVELS SWO 4432(1)J/P 21860(04) BRIDGE OVER COTTONWOOD CREEK & BNSF RAILROAD. BENCH MARK LIST NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 1					1034.12	1034.12	TOP OF ODOT BRASS MON. NO. L-42-17, 1566' RT., STA. 1486+59. MON. IS APPROX. 2746' EAST AND 1914' NORTH OF THE SOUTHWEST CORNER OF SEC. 7, T16N, R2W. MON. IS APPROX. 1.7 MILES W. OF GUTHRIE ALONG OLD S.H. 33. = BM OHD STD. BRASS MON. NO. L-42-17, ON SWO 2791(1) SURVEY.
TO	- 9.939	- 9.938	- 9.94	- 9.94			
BM 2					1024.18		1" IRON PIN W/CONC. ODOT MON. NO. L-42-496, (BEYOND SURVEY LIMITS NO STATIONING)
TO	- 10.795	- 10.788	- 10.79	- 10.79			
BM 3					1013.39		"X" ON SOUTH END OF CURB MEDIAN AT ENTRANCE TO NURSING HOME, (BEYOND SURVEY LIMITS NO STATIONING)
TO	+ 17.711	+ 17.712	+ 17.71	+ 17.71			
BM 4					1031.10		"X" ON SW CORNER BOTTOM CONC. STEP TO SCHOOL, 106' RT. STA. 1491+03. = BM "X" ON SW CORNER BOTTOM CONC. STEP TO SCHOOL 105' RT., STA. 1491+05, ON SWO 2788(1) SURVEY.
TO	+ 1.088	+ 1.091	+ 1.09	+ 1.09			
BM 5					1032.19		1" IRON PIN W/CONC. ODOT MON. NO. L-42-497, 36' RT., STA. 1492+53
TO	- 32.201	- 32.202	- 32.20	- 32.20			
BM 6					999.99		ODOT BRASS MON. NO. L-42-99, 49' LT., STA. 1500+62.

CHECK LEVELS SWO 4432(1)J/P 21860(04) BRIDGE OVER COTTONWOOD CREEK & BNSF RAILROAD. BENCH MARK LIST NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 6					999.99		ODOT BRASS MON. NO. L-42-99, 49' LT., STA. 1500+62.
TO	- 9.054	- 9.049	- 9.05	- 9.05			
BM 7					990.94		ODOT BRASS MON. L-42-21 SET IN ℄ CONC. WALK, 38' RT., STA. 1511+36 = BM TOP OHD STD. BRASS MON. NO. L-42-21 38.21 RT., STA. 1511+36.60 ON SWO 2788(1) SURVEY. = BM TOP OHD STD. BRASS MON. NO. L-42-21 SET IN ℄ CONC. WALK APPROX. 19' E. & 38' S. OF THE INTERSECTION OF 14th ST. & NOBLE AVE. IN GUTHRIE ON SWO 2791(1) SURVEY.
TO	- 38.366	- 38.354	- 38.36	- 38.36			
BM 8					952.58		"X" ON WEST END OF CONC. CURB FOR NOBLE AVENUE BAPTIST CHURCH PARKING LOT. 47' RT., STA. 1518+63
TO	- 18.583	- 18.591	- 18.59	- 18.58			
BM 9					934.00		ODOT BRASS MON. NO. L-42-22 SET IN TOP OF CONC. POST BETWEEN CONC. WALK AND CURB ON N. SIOE OF NOBLE AVE. 23' LT., STA. 1524+29. = BM TOP OHD STD. BRASS MON. NO. L-42-22 23.79 LT. STA. 1524+29.34 ON SWO 2791(1) SURVEY. = BM TOP OHD STD. BRASS MON. NO. L-42-22 SET IN TOP OF CONC. POST BETWEEN CONC. WALK & CURB ON N. SIDE OF NOBLE AVE. APPROX. 140' W. & 25' N. OF INT. OF 10th ST. & NOBLE AVE. IN GUTHRIE.

CHECK LEVELS SWO 4432(1)J/P 21860(04) BRIDGE OVER COTTONWOOD CREEK & BNSF RAILROAD. BENCH MARK LIST NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 9					934.00		ODOT BRASS MON. NO. L-42-22 SET IN TOP OF CONC. POST BETWEEN CONC. WALK ANO CURB ON N. SIDE OF NOBLE AVE. 23' LT., STA. 1524+29. = BM TOP OHD STD. BRASS MON. NO. L-42-22 23.79 LT. STA. 1524+29.34 ON SWO 2791(1) SURVEY. = BM TOP OHD STD. BRASS MON. NO. L-42-22 SET IN TOP OF CONC. POST BETWEEN CONC. WALK & CURB ON N. SIDE OF NOBLE AVE. APPROX. 140' W. & 25' N. OF INT. OF 10th ST. & NOBLE AVE. IN GUTHRIE.
TO	- 4.614	- 4.629	- 4.62	- 4.62			
BM 10					929.38		"□" ON NW CORNER NORTH END OF PARAPET WALL, 39' RT., STA. 1535+08
TO	- 3.866	- 3.883	- 3.87	- 3.87			
BM 11					925.51		"X" DN NW CORNER CONC. WALK ON NW COR. OF BRIDGE OVERPASS, 18' LT., STA. 1545+88. = BM "X" ON CONC. WALK 18.5' LT., STA. 1545+88, ON SWO 2788(1) SURVEY. = "+" NW COR. DF WALK ON NW COR. OVERPASS SH 33 & 5th ST. TAKEN FROM HIGH WATER GUTHRIE LOGAN CO.
TO	+ 4.630	+ 4.614	+ 4.62	+ 4.62			
8M 12					930.13		"X" ON TOP SE COR. OF CDNC. FOUNDATION, 70' LT. STA. 1549+58 = BM "+" ON TOP SE COR. CONC. FD. 69 LT. STA. 1549+58 ON SWO 2788(1) SURVEY = "X" ON TOP SE COR. OF CONC. FD. 65'LT. STA. 23+50 U.S.W.P. PROS. NO. W.P.G.M. 256 - B. RDY. & OVERPASS.

SDS 7 OF 17

PLS	GSR		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	JMW		SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	ElReno		SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 17

LOGAN CO. SH-33

CHECK LEVELS SWO 4432(1)J/P 21860(04) BRIDGE OVER COTTONWOOD CREEK & BNSF RAILROAD. BENCH MARK LIST NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 12					930.13		"X" ON TOP SE COR. OF CONC. FOUNDATION, 70' LT. STA. 1549+58 = BM "+" ON TOP SE COR. CONC. FO. 69 LT. STA. 1549+58 ON SWO 2788(1) SURVEY = "X" ON TOP SE COR. OF CONC. FD. 65'LT. STA. 23+50 U.S.W.P. PROS. NO. W.P.G.M. 256 - B. ROY. & OVERPASS.
TO	+ 4.301	+ 4.304	+ 4.30	+ 4.30			
BM 13					934.43		"X" ON EAST END OF HUBGUARO, 10' RT. STA. 1552+49 = BM "+" ON EAST END HUB GUARD 9.3' RT., STA. 1552+48.9, ON SWO 2788(1) SURVEY)
TO	+ 1.101	+ 1.116	+ 1.11	+ 1.11			
BM 14					935.54		1" IRON PIN W/CONC. ODOT MON. NO. L-42-498, 143' LT., STA. 1554+19
TO	+ 24.315	+ 24.306	+ 24.31	+ 24.31			
BM 15					959.85		"+" ON CONC. WALK AT SW CORNER OF CHURCH, 35' LT., STA. 1557+30. = BM "+" ON CONC. WALK AT SW COR. CHURCH 38.6' LT. STA. 1557+33.0 ON SWO 2788(1) SURVEY.
TO	+ 15.353	+ 15.348	+ 15.35	+ 15.35			
BM 16					975.20		"D" ON NW COR. NORTH ENO OF PARAPET WALL SOUTH SIDE, EAST ENTRANCE TO HOMELAND, (BEYOND SURVEY LIMITS NO STATIONING)

CHECK LEVELS SWO 4432(1)J/P 21860(04) BRIOGE OVER COTTONWOOD CREEK & BNSF RAILROAD. BENCH MARK LIST NAVD 88 DATUM

BM NO.	RUN 1	RUN 2	MEAN DIFF.	ADJ. DIFF.	ADJ. ELEV.	PUBLISHED ELEV.	BM DESCRIPTION
BM 16					975.20		"D" ON NW COR. NORTH END OF PARAPET WALL SOUTH SIDE, EAST ENTRANCE TO HOMELAND, (BEYOND SURVEY LIMITS NO STATIONING)
TO	+ 4.712	+ 4.718	+ 4.72	+ 4.72			
BM 17					979.92		"+" IN CENTER OF FIRST STEP TO OLD LUMBER BLDG. 339' RT. STA. 1560+13
TO	+ 5.264	+ 5.280	+ 5.27	+ 5.28			
BM 18					985.20	985.20	U.S.C.&G.S. B.M. NO. L-144 = BM U.S.C.&G.S. B.M. NO. L-144. AT GUTHRIE, LOGAN CO., AT THEFEDERAL BLDG. IN THE N. WALL, 16.7' W. OF THE N.E. COR. OF THE BLDG., 3.3' E. OF THE EAST SIDE OF THE N. ENT. DOOR, 3.2' WEST, OF THE W. SIDE OF A WINDOW, & 4.4' ABOVE THE SIDEWALKA STANDARD DISK, STAMPED " L 144 1934" & SET VERTICALLY, DN SWO 2791(1) SURVEY.
TO	- 48.475	- 48.488	- 48.48	- 48.46			
BM 19					936.74		1" IRON PIN W/CONC. ODOT MON. NO. L-42-499, 1546' RT., STA. 1546+87
TO	+ 8.753	+ 8.749	+ 8.75	+ 8.77			
BM 20					945.51	945.51	U.S.C.&G.S. B.M. NO. K-144. = BM U.S.C.&G.S. B.M. NO. K-144. AT GUTHRIE, LOGAN CO. AT THE A.T.&S.F. R.R. STATION, IN THE WALL, 5.5' N. OF THE N.W. COR. OF THE TICKET OFFICE, 1.8' S. OF THE S. SIDE OF A WINDOW & 4.2' ABOVE THE SIDEWALK. A STANDARD OISK, STAMPEO "K 144 1934" & SET VERTICALLY, ON SWO 2791(1) SURVEY.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	ElReno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

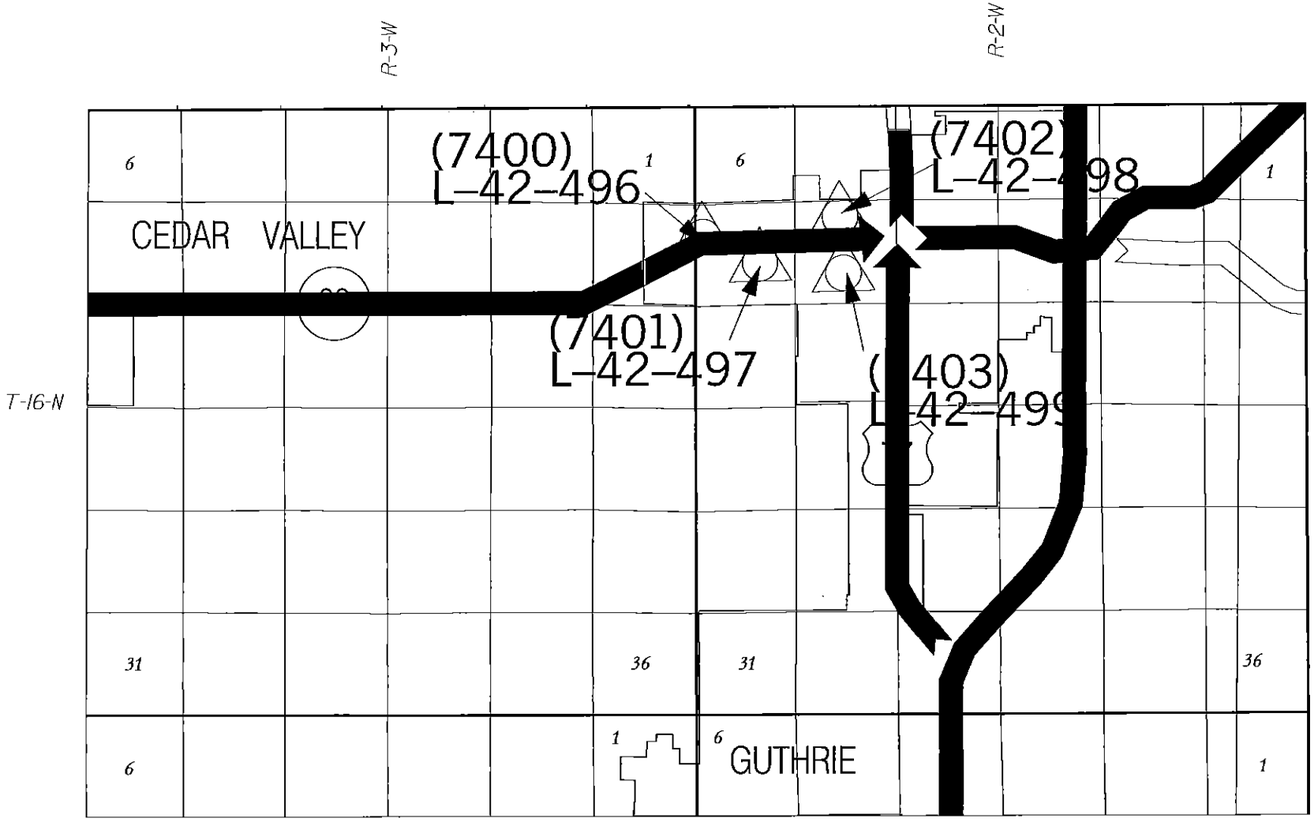
SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. S8

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS	
DESCRIPTION	DATE




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M O V E 3  Version 3.1.5

Design and Adjustment
of
3D 2D and 1D Geodetic Networks

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Licensed to Leica Geosystems AG

**SW04432(1)-JP No.21860(04) Jan 22, 2009 16.44:49**

3D constrained network on WGS 84 ellipsoid
STATIONS
Number of (partly) known stations          8
Number of unknown stations                 0

Degrees of freedom                       141
ADJUSTMENT
Number of iterations                       1
Max coord correction in last iteration     0.0000 fts
TESTING
Alfa (multi dimensional)                   0.6547
Alfa 0 (one dimensional)                   5.0%
Beta                                       80%
Critical value W-test                      1.96
Critical value T-test (3 dimensional)      1.89
Critical value T-test (2 dimensional)      2.42
Critical value F-test                      0.95
F-test                                     0.08 accepted
Results based on a-posteriori variance factor

COORDINATES (CONSTRAINED NETWORK)
```

Station		Coordinate	Corr	Prec(95.0%)
L-42-496 (7400)	Latitude	35 52 47.81396 N	0.0046fts	0.0153 fts
	Longitude	97 27 26.20497 W	0.0065 fts	0.0153 fts
	Height	933.5649	0.0000	-
L-42-497 (7401)	Latitude	35 52 47.36821 N	0.0000	0.0152 fts
	Longitude	97 26 57.46980 W	0.0001 fts	0.0152 fts
	Height	941.5149	0.0000	-
L-42-498 (7402)	Latitude	35 52 49.79153 N	0.0000	0.0154 fts
	Longitude	97 25 42.57391 W	0.0001 fts	0.0154 fts
	Height	844.9314	0.0000	-
L-42-499 (7403)	Latitude	35 52 32.84322 N	0.0000	0.0158 fts
	Longitude	97 25 51.39320 W	0.0000	0.0158 fts
	Height	846.1219	0.0000	-
L-42403	Latitude	35 52 28.81717 N	0.0000	fixed
	Longitude	97 23 37.20788 W	0.0000	fixed
	Height	928.5712	7.1980 fts	fixed
OKDT	Latitude	35 29 24.45440 N	0.0000	fixed
	Longitude	97 30 27.66644 W	0.0000	fixed
	Height	1203.1691	0.0000	fixed
OKPR	Latitude	36 16 34.46428 N	0.0000 fts	fixed
	Longitude	97 19 17.97610 W	0.0000 fts	fixed
	Height	1070.9980 fts	0.4686 fts	0.0177 fts
OKTE	Latitude	35 15 36.66864 N	0.0000 fts	fixed
	Longitude	96 53 52.10853 W	0.0000 fts	fixed
	Height	994.7432	0.3980 fts	0.0258 fts

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	El Reno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 59

SDS 9 OF 17

LOGAN CO. SH-33

SECTION 7
T–16–N, R–2–W

TN GN

Angle Of Variance
At BOP Sta.
X= 2131697.7493
Y= 320770.8805
Lat.= 35°52'47.73351"
Long.= 097°26'56.80906"
∅ = 0°19'30.37"

CURVE DATA C1
P.I. Sta.1498+14.11
X=2132202.8941
Y= 320789.3897
Δ= 3°02'48.61" Lt.
D=0°59'58.76"
T=152.43'
L=304.79'
R=5731.55'
E=2.03'

CURVE DATA C2
P.I. Sta.1501+76.25
X=2132563.8369
Y= 320816.7332
Δ= 4°11'13.87" Rt.
D=0°59'54.28"
T=209.79'
L=419.39'
R=5738.70'
E=3.83'

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

359.89 N88°14'28.34"E
359.89 N88°14'28.34"E
359.89 N88°14'28.34"E
359.64 N88°48'54.58"E
359.94 N88°14'29.15"E
359.94 N88°14'29.15"E
359.89 N88°14'29.15"E
359.57 N89°22'54.41"E
359.92 N88°14'19.44"E
359.92 N88°14'19.44"E
359.92 N88°14'19.44"E
359.55 N89°23'16.33"E

N0°33'55.2"W 3804.14
N0°41'8.15"W 3801.4
N0°41'9.19"W 3801.4
N0°44'40.98"W 3806.06
N0°44'40.98"W 3798.4
N0°44'27.48"W 3791.9
N0°38.24"W 3798.9
N0°28.06"W 3798.8
N0°44'40.98"W 3798.4

1490+00
1496+61.68
1498+14.11
1500+00
1503+00

PC 1496+61.68 Set MAG Nail
PI 1498+14.11 Set MAG Nail
PRC 1499+66.47 Set MAG Nail
PI 1501+76.25 Set MAG Nail
BOP 1493+08.73 Set MAG Nail
RP "X" ON CURB
"X" TOP CURB
"X" IN CONC WALK
"X" ON CONC CURB
ALL RPS #4 REBAR
#4 REBAR

℄ BEARING, N88°14'29.15"E
℄ Survey SH 33
A001
SH 33
19th Street
18th Street
17th Street
L-42-76
L-42-101
L-42-99
L-42-97

SCALE: 1"=50'

SDS 10 OF 17

PLS	GSR	
DRAWN	JMW	
CHECKED	GSR	
APPROVED		
CREW	EL RENO	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 510

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

SECTION 7
T-16-N, R-2-W

8135 — 360.07 N88°48'54.58" E — 8015 — 8074 — 379.96 N89°22'59.33" E — 8075

8023 — 8042 — 8040 — L-42-87 — 8151 — 8150 — 8163

8041 — 8047 — 8048 — 8020

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

140.06' — 140.04' — 140.04' — 140.02' — 140.02' — 140.02'

372.62 N0°4'30.7"W

ALL RP'S #4 REBAR — S15°57'25.65"E 59.96' — 30.00' — 60.00' — 8.00'

1505+00 — 1510+00 — Sta.1511+39.00 North 188475 to Sec.Cor. South 759.74 to 1/4 Cor. N0°04'48.33"W 2644.48' — 1511+39.00 PI — 380.04 N0°0'25.48"E — 1515+00

20' — 2 — 1 — 35 — 34

13 14 15 16 17 18 19 20 21 22 23 24 — 13 14 15 16 17 18 19 20 21 22 23 24 — 12 13 14 15 16 17 18 19 20 21 22 — 13 14 15 16 17 18 19 20

8044 — 8046 — 8148 — 8149 — 8160

22 23 24 — 8043 — 306 — 8039 — 8024 — 8022 — 8002 — 311 — 8086

1503+00 — 359.57 N89°22'54.41" E — ℄ Survey SH 33 — 360.00 N89°22'54.41" E — ℄ BEARING N89°22'54.41"E — ℄ Survey SH 33 — ℄ BEARING N89°22'54.41"E — 379.96 N89°22'54.41" E — 1517+00

8059 — L-42-21 — 8153 — 8054 — 8152 — 8156

8051 — 8055 — 8058 — 8153

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

139.94' — 139.94' — 139.95' — 139.96' — 139.97' — 139.98' — 139.98' — 139.98'

PT 1503+85.85 Set MAG Nail — 379.88 N0°4'33.56"W — 379.92 N0°4'22.9"W — 14th Street — 15th Street — 16th Street — Set MAG Nail — 50.00' — 60.00' — S0°36'27.95"E — ALL RP'S #4 REBAR — 379.97 N0°0'22.65"E — 13th Street

20' — 5 — 6 — 36 — 37

13 14 15 16 17 18 19 20 21 22 23 24 — 13 14 15 16 17 18 19 20 21 22 23 24 — 11 12 13 — 16 17 18 19 20 — 13 14 15 16 17 18 19 20

8061 — 8154 — 8159

22 23 24 — 8052 — 8057 — 8056 — 8155 — 8080 — 8081

8050 — 359.98 N89°23'16.33"E — 8049 — L-42-88 — 379.96 N89°22'55.72" E

PLS	GSR	
DRAWN	JMW	
CHECKED	GSR	
APPROVED		
CREW	EL RENO	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 2860(04) SHEET NO. SII

LOGAN CO. SH-33

SDS II OF 17

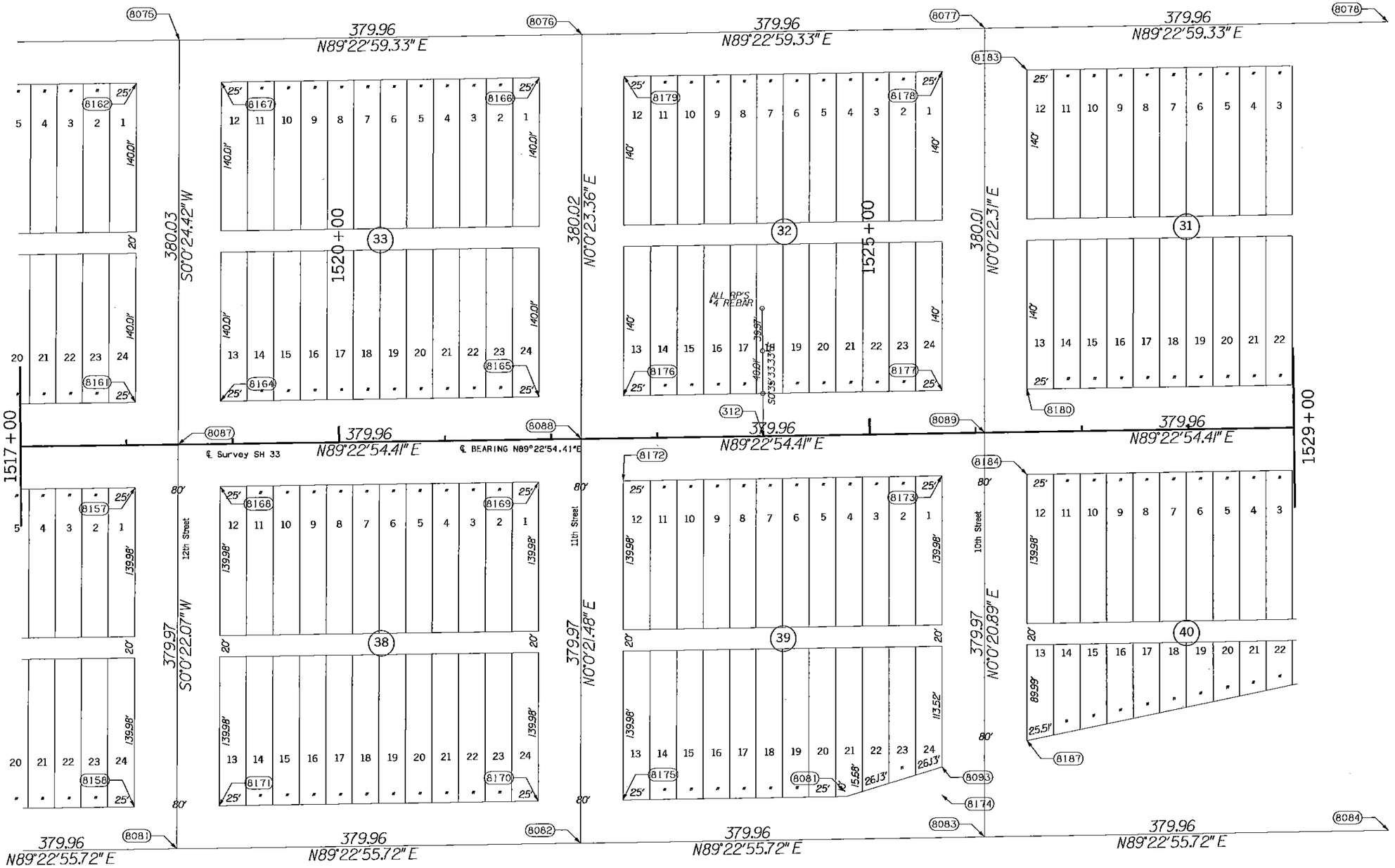
OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

SECTION 8
T–16–N, R–2–W



PLS	GSR	
DRAWN	JMW	
CHECKED	GSR	
APPROVED		
CREW	EL RENO	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. S12

SDS 12 OF 17

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

SECTION 8
T-16-N, R-2-W

N0°00'19.14" E 2645.56'

8078 379.96 N89°22'59.33" E 8079 379.96 N89°22'59.33" E 8033 379.96 N89°25'54.23" E 8211 379.96 N89°25'54.23" E

380.00 S0°0'21.25" W

379.99 N0°0'20.19" E

379.98 N0°0'19.14" E

379.98 N0°0'19.14" E

1530+00

1535+00

1540+00

Sta.1537+48.20
North 1885.60 to 1/4 Cor
South 759.99 to center Sec.

8182 8195 8194 8199 8198 8212 8216

8181 8192 8193 8196 8197 8209 8210 8213

29 30 37

"X" IN CONC SIDEWALK

"4 REBAR

8090 379.96 N89°22'54.41" E 8091 379.96 N89°22'54.41" E 308 379.97 N89°25'52.81" E 8028 379.97 N89°25'52.81" E

℄ Survey SH 33 ℄ BEARING N89°22'54.41"E ℄ Survey SH 33 ℄ BEARING N89°22'52.81"E

1529+00 1543+00

313

8185 8188 8189 8200 8201 8205 8206 8217

8186 8190 8203 8202 8208 8207 8220

41 42 38

9th Street 8th Street 7th Street 6th Street

ALL RP'S "4 REBAR

Set MAG Nail

"4 REBAR

8084 379.96 N89°22'55.72" E 8085 379.96 N89°22'55.72" E 8032 379.97 N89°25'51.57" E 8143 379.97 N89°25'51.57" E

PLS	GSR	
DRAWN	JMW	
CHECKED	GSR	
APPROVED		
CREW	EL RENO	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. S13

SDS 13 OF 17

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS

DESCRIPTION	DATE

SECTION 8
T-16-N, R-2-W

379.96 N89°25'54.23" E — 8138 — 379.96 N89°25'54.23" E — 8139

379.98 N0°0'19.14" E — 1545+00 — 379.97 N0°0'19.14" E — 1550+00 — 1555+00 — 1556+00 — 1543+00

379.97 N89°25'52.81" E — 8029 — 379.97 N89°25'52.81" E — 8030 — ℄ Survey SH 33 — ℄ BEARING N89°22'52.81"E

379.98 N0°0'19.14" E — 379.97 N0°0'19.14" E

379.97 N89°25'51.57" E — 8142 — 379.97 N89°25'51.57" E — 8141

5th Street — 4th Street

Set MAG Nail S0°33'57.42"E 49.97' — ALL BC'S 4 REBAR

"X" IN CONC SIDEWALK

N20°47'24"E 34.02'

Blocks: 36, 35, 34, 39, 40, 41, 42, 33, 32

8138 8139 8029 8030 8142 8141 8027 8243 8261 8263 8262 8237 8231 8232 8227 8228 8215 8214 8225 8226 8229 8230 8218 8219 8221 8222 8223 8224 8134 8233 8234 8235 8236 8240 8097 8098 8124 8095 314

SDS 14 OF 17

PLS	GSR		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	JMW		**SURVEY DATA SHEET**
CHECKED	GSR		
APPROVED			
CREW	EL RENO		SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. SH

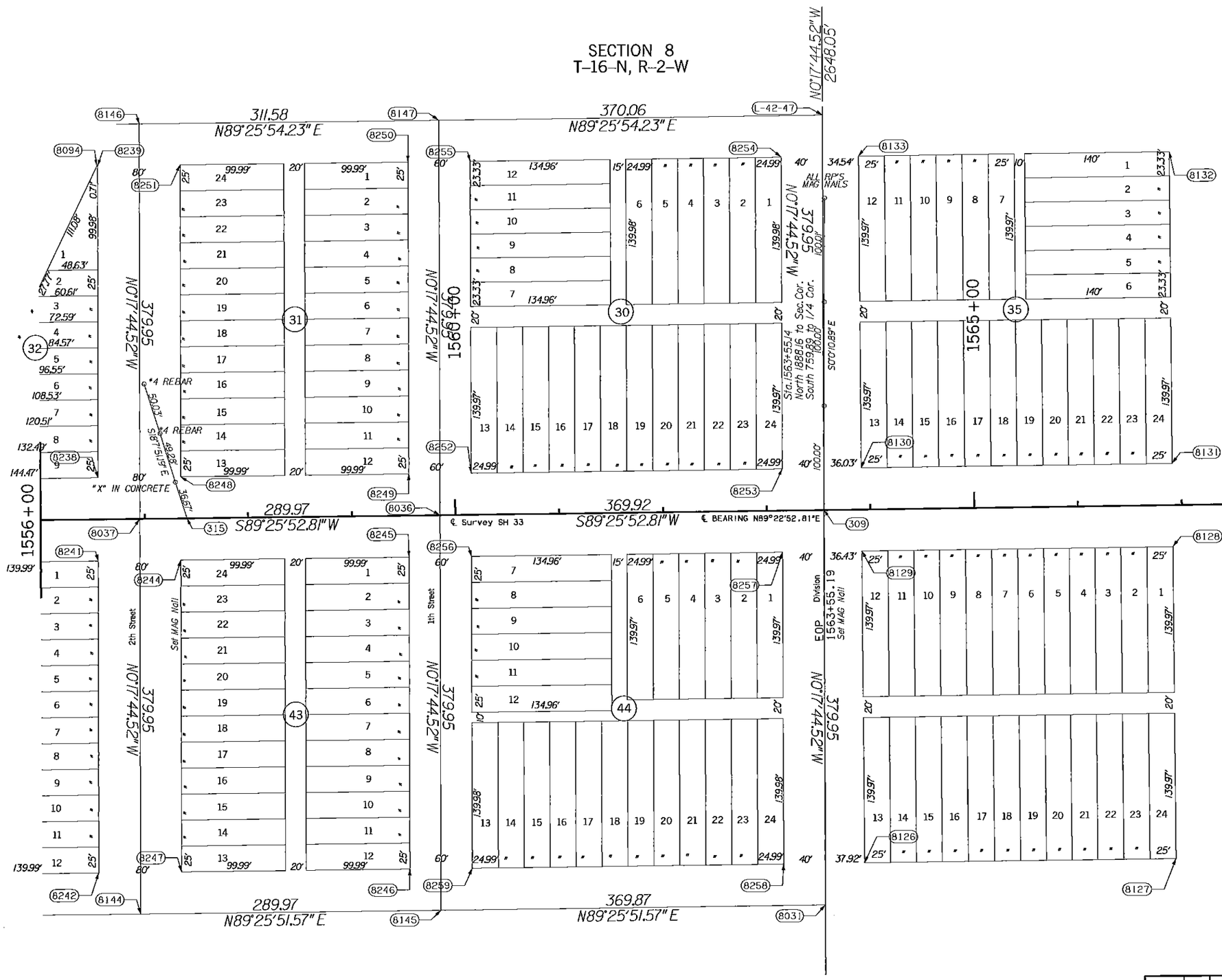
LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS	
DESCRIPTION	DATE

SECTION 8
T-16-N, R-2-W



PLS	GSR		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	JMW		
CHECKED	GSR		**SURVEY DATA SHEET**
APPROVED			
CREW	EL RENO		SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 515

SDS 15 OF 17

LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

REVISIONS	
DESCRIPTION	DATE

Found ODOT Standard Brass Monument and two of the references per ODOT S.D.form. Nail for Station Number L-42-104,by J.P.Andrews per SWO 27880 Survey dated November 13, 1968,as filed with the Department of Libraries for the southwest corner of said section. Also found additional references by E.D.Hill,PLS 13, per COR as filed with the Department of Libraries on April 7,1986 for the southwest corner of said section. Accepted monument for corner assigned ODOT Station Number L-42-104.

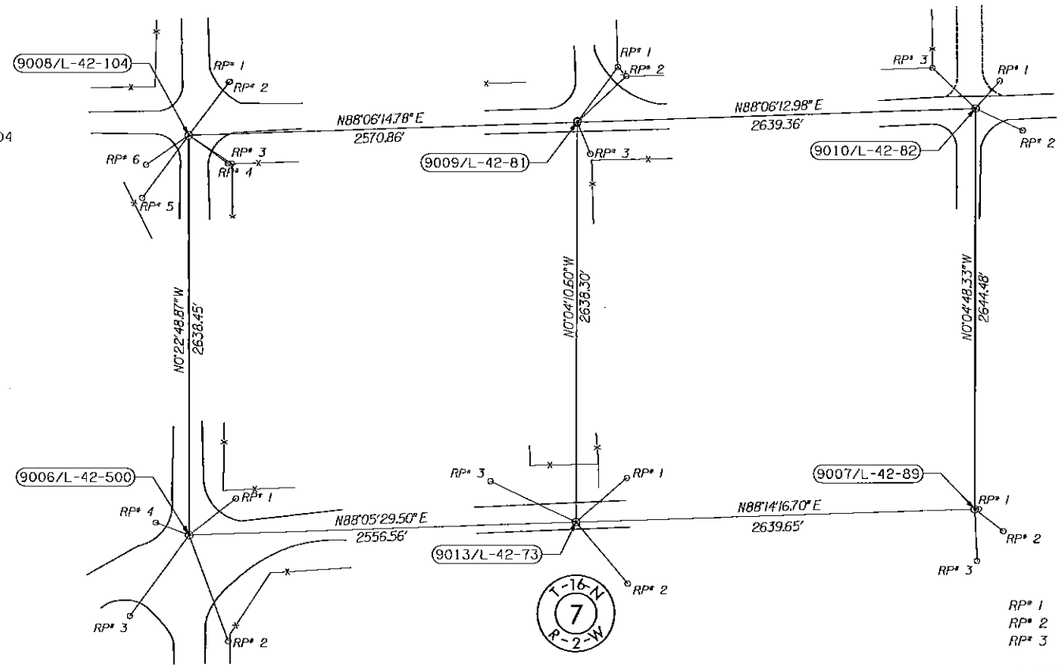
RP# 1	48.68	N36°46'31"E	Fd #4 Rebar
RP# 2	49.49	N37°51'17"E	Fd 60d SW side PP 1.3'High
RP# 3	37.49	S56°35'1"E	Fd #4 Rebar
RP# 4	35.35	S54°32'26"E	Fd 60d NW side PP 1.2'High
RP# 5	57.27	S36°48'27"W	TOP NUT FH
RP# 6	38.27	S55°33'15"W	Fd 60d N side PP 1.0'High

Found ODOT Standard Brass Monument per ODOT S.D.form. Nail for Station Number L-42-81,by J.P.Andrews per SWO 27880 Survey dated November 13,1968,as filed with the Department of Libraries for the south quarter corner of said section and a 3/8" rebar bearing N12°29'30"E 0.73 East of said monument. Accepted monument assigned ODOT Station Number L-42-81.

RP# 1	50.23	N35°58'3"E	Near face 6" Cor post
RP# 2	49.10	N46°27'58"E	Near face 6" Cor post
RP# 3	25.18	S22°40'28"E	Fd 60d N side PP 3.0'High
RP# 4	0.73	N12°31'13"E	Fd #3 Rebar

Found ODOT 2" steel pipe and one of the refrences per ODOT S.D.form. Nail for Station Number L-42-82,by J.P.Andrews per SWO 27880 Survey dated November 19,1968,as filed with the Department of Libraries for the southwest corner of said section. Also found 3/8" spike and shiner set inside of said 2" steel pipe and references by Austin L.Secrest,PLS 1505,per Certified Corner Record (COR) as filed with the Department of Libraries on January 17, 2000 for the southwest corner of said section. Accepted monument for corner assigned ODOT Station Number L-42-82.

RP# 1	26.73	N40°53'53"E	Fd 40d S side PP 1.0'High
RP# 2	38.23	S64°47'50"E	Top Nut FH
RP# 3	43.57	N46°52'39"W	Near face 2" Cor post



Found 3/8" rebar by others,fits land ties per SWO 27880 Survey,by J.P.Andrews,completed January 24,1969,as depicted in Alignment Book No.1,Page 42 per said survey,for the west quarter corner of said section. Accepted said monument and assigned it ODOT Station Number L-42-500.

RP# 1	43.19	N51°28'3"E	Fd 60d S side PP 1.0 High
RP# 2	83.01	S20°18'55"E	Fd 60d W side PP 1.0 High
RP# 3	73.66	S.36°27'5"W	NE Corner brick sign
RP# 4	26.61	N69°40'7"W	Fd "X" E side HDWL

Found Oklahoma Department of Transportation (ODOT) Standard Brass Monument and all of the references per ODOT S.D.form. Nail for Station Number L-42-73,by J.P.Andrews per SWO 27880 Survey dated November 13,1968,as filed with the Department of Libraries for the center corner of said section. Accepted monument assigned ODOT Station Number L-42-73.

RP# 1	49.01	N48°45'8"E	Fd #4 Rebar
RP# 2	58.98	S.39°58'34"E	Fd #4 Rebar
RP# 3	69.68	N64°27'37"W	Fd #4 Rebar

Found ODOT Standard Brass Monument set in top of Original Stone per ODOT S.D.form. Nail for Station Number L-42-89,by J.P.Andrews per SWO 27880 Survey dated November 13,1968,as filed with the Department of Libraries for the west quarter corner of said section. Accepted monument assigned ODOT Station Number L-42-89.

RP# 1	3.01	N86°48'13"E	Fd 2" pipe 1.0 High
RP# 2	26.32	S52°14'2"E	Set 60d W side 8" Hackberry 1.0 High
RP# 3	37.94	S2°49'7"E	Set 60d S side PP 2.0 High

SCALE:
1" = 500'

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

PLS	GSR	
DRAWN	JMW	
CHECKED		
APPROVED		
CREW	El Reno	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 516

LOGAN CO. SH-33

SDS 16 OF 17

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

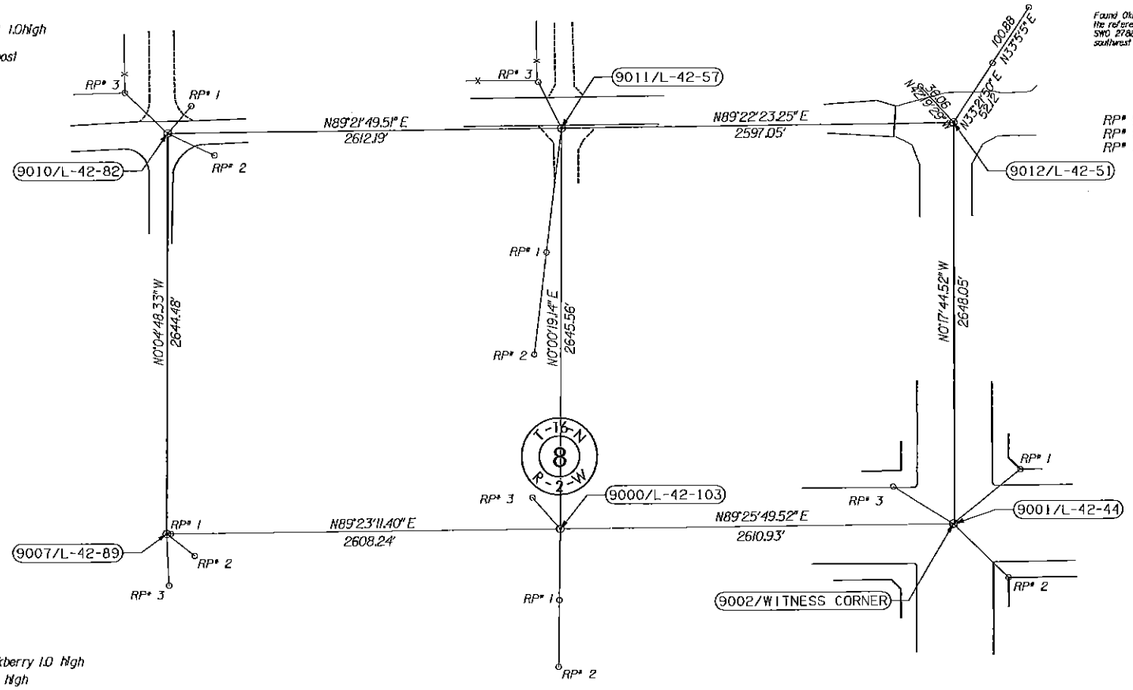
REVISIONS	
DESCRIPTION	DATE

RP# 1	91.71	S6°48'20"W	Set #4 Rebar
RP# 2	167.11	S6°48'20"W	Set MAG nail N. side PP 1' High
RP# 3	38.15	N27°15'49"W	Set MAG nail S. side PP 1' High

Found ODOT Standard Brass Monument per ODOT S.D. form Nail for Station Number L-42-57, by J.P. Andrews per SWO 27881(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the south quarter corner of said section. Accepted monument assigned ODOT Station Number L-42-57.

Found ODOT 2" steel pipe and one of the references per ODOT S.D. form Nail for Station Number L-42-82, by J.P. Andrews per SWO 27881(1) Survey dated November 15, 1968, as filed with the Department of Libraries for the southwest corner of said section. Also found 3/8" spike and shiner set inside of said 2" steel pipe and references by Justin L. Secrest, PLS 1505, per Certified Corner Record 10011 as filed with the Department of Libraries on January 17, 2000 for the southwest corner of said section. Accepted monument for corner assigned ODOT Station number L-42-82.

RP# 1	26.73	N40°53'53"E	Fd 40d S. side PP 1.0'High
RP# 2	38.23	S64°47'50"E	Top Nut FH
RP# 3	43.57	N46°52'39"W	Near Face 2" Cor post



Found Oklahoma Department of Transportation (ODOT) Standard Brass Monument and some of the references per ODOT S.D. form Nail for Station Number L-42-51, by J.P. Andrews, per SWO 27881(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the southwest corner of said section. Accepted monument assigned ODOT Station Number L-42-51.

RP# 1	100.88	N33°5'5"E	Fd "X" on concrete porch
RP# 2	52.12	N33°21'50"E	Fd #4 Rebar 0.1 deep
RP# 3	36.06	N42°19'29"W	Fd bent 60d SE side PP (at base of nail)

RP# 1	3.01	N86°48'13"E	Fd 2" pipe 1.0 High
RP# 2	26.32	S52°14'2"E	Set 60d W side 8" Hackberry 1.0 High
RP# 3	37.94	S2°49'7"E	Set 60d S side PP 2.0 High

Found ODOT Standard Brass Monument set in top of Original Stone per ODOT S.D. form Nail for Station Number L-42-89, by J.P. Andrews per SWO 27881(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the west quarter corner of said section. Accepted monument assigned ODOT Station Number L-42-89.

RP# 1	52.19	S0°31'24.42"W	Set #4 Rebar
RP# 2	101.23	S0°31'24.42"W	Set #4 Rebar
RP# 3	31.06	N42°15'57.86"W	Set 60d In S. side 30" Elm 2' High

Nothing found at corner per ODOT S.D. form Nail for Station Number L-42-103, by J.P. Andrews per SWO 27881(1) Survey dated November 13, 1968, as filed with the Department of Libraries for the center corner of said section. Set 1/2" rebar with cap for corner per said survey for corner assigned ODOT Station Number L-42-103.

RP# 1	62.94	N50°5'28"E	SWS Bldg cor
RP# 2	56.65	S45°39'39"E	NW Bldg Cor
RP# 3	52.17	N58°22'35"W	Fd "X" on curb

Nothing found at corner per ODOT S.D. form Nail for Station Number L-42-44, by J.P. Andrews per SWO 27881(1) Survey dated November 12, 1968, as filed with the Department of Libraries for the west quarter corner of said section. Set MAG Nail for Witness Corner 1.00 feet west and on the 1/4 section line per said survey for corner assigned ODOT Station Number L-42-44.

SCALE:
1" = 500'

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

PLS	GSR		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	JMW		**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	El Reno		SWO 4432 (1) PROJECT NO. 21860(04) SHEET NO. 5I7

SDS 17 OF 17

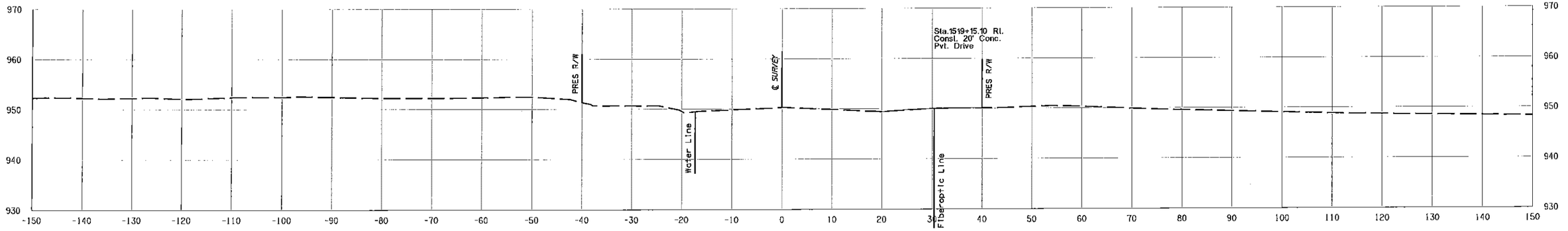
LOGAN CO. SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

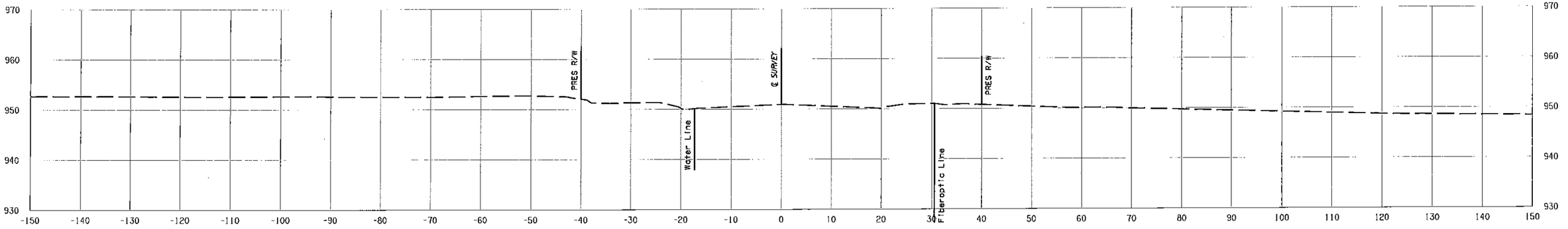
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

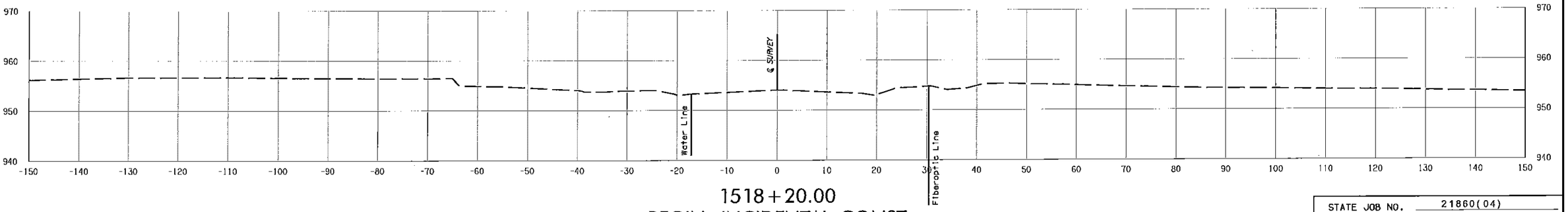
R/W UTILITY MEETING
01-04-13



1519+15.10



1519+00.00



1518+20.00
BEGIN INCIDENTAL CONST.

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X1
SH-33

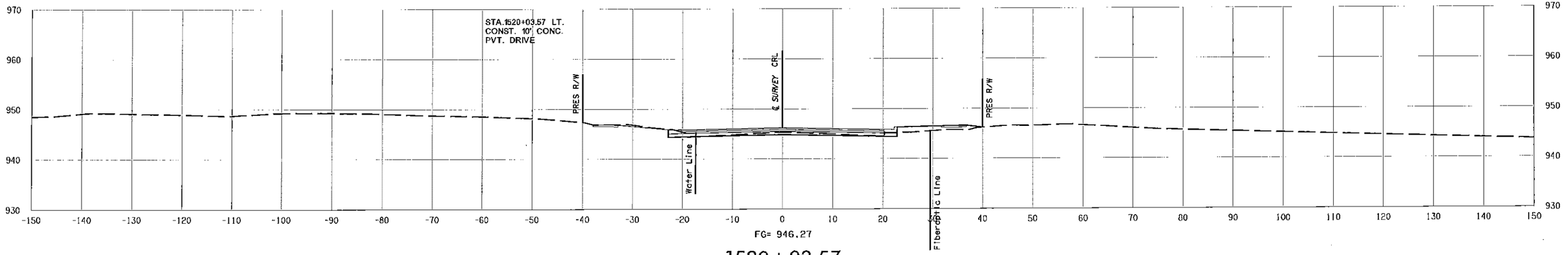
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01-04-13

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01-04-13

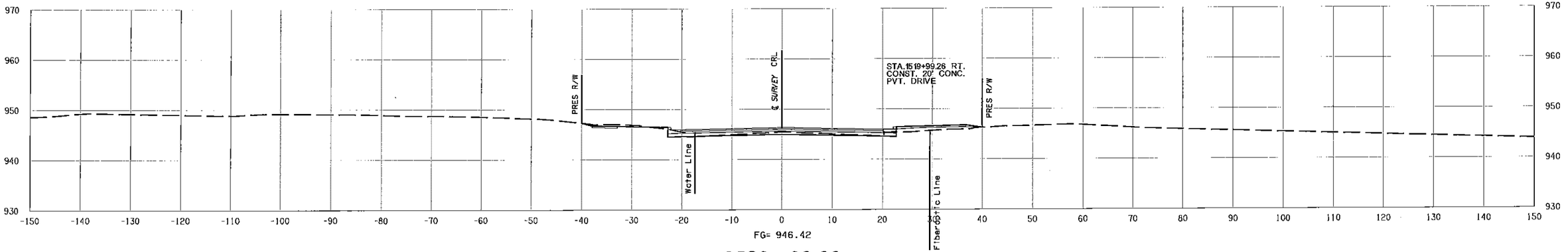
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



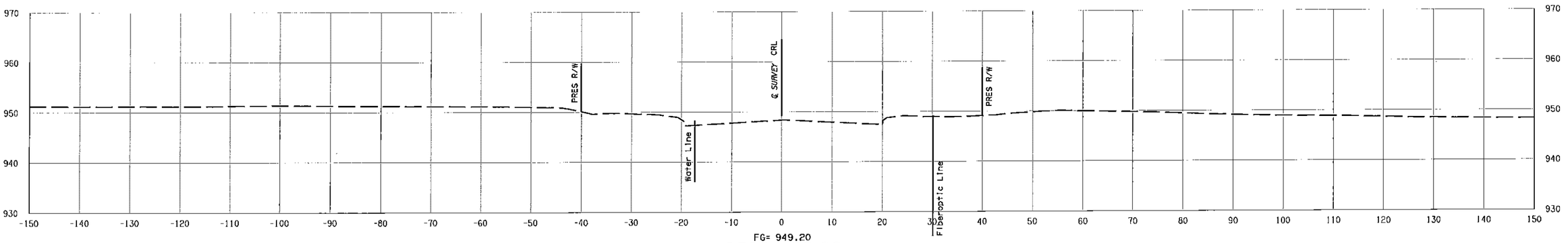
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FG= 946.42

1520+00.00



FG= 949.20

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END INCID. CONST. & BEGIN PROJECT

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01-04-13

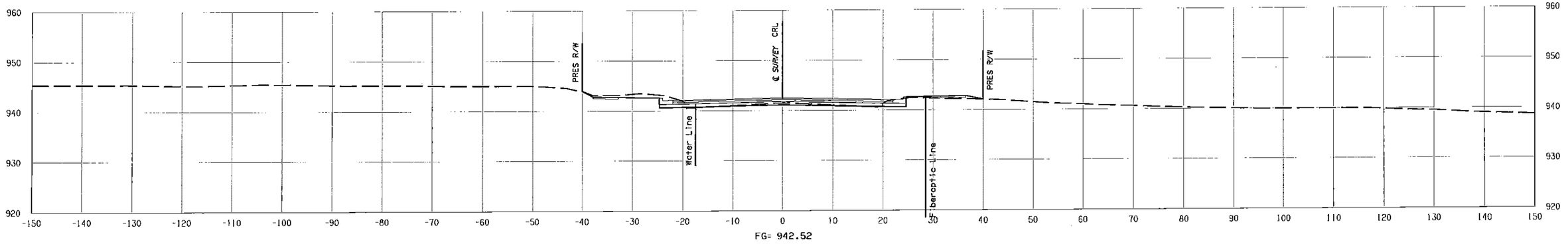
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X2
SH-33

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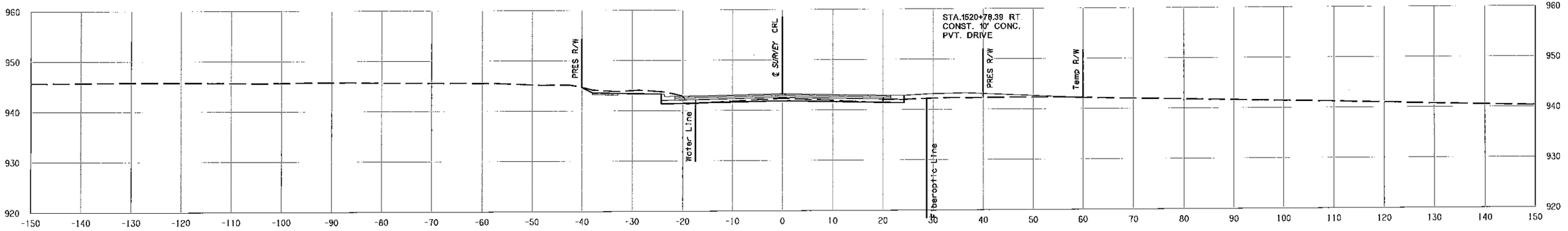
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



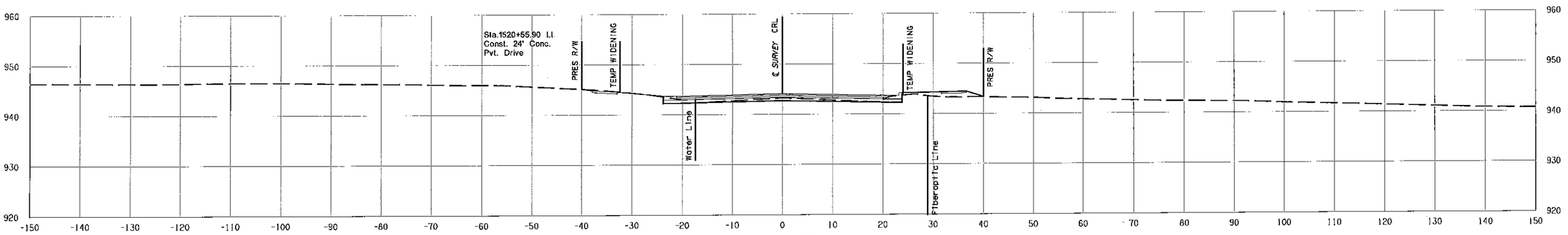
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FG= 943.29

1520+78.39



FG= 944.14

1520+55.90

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01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X3

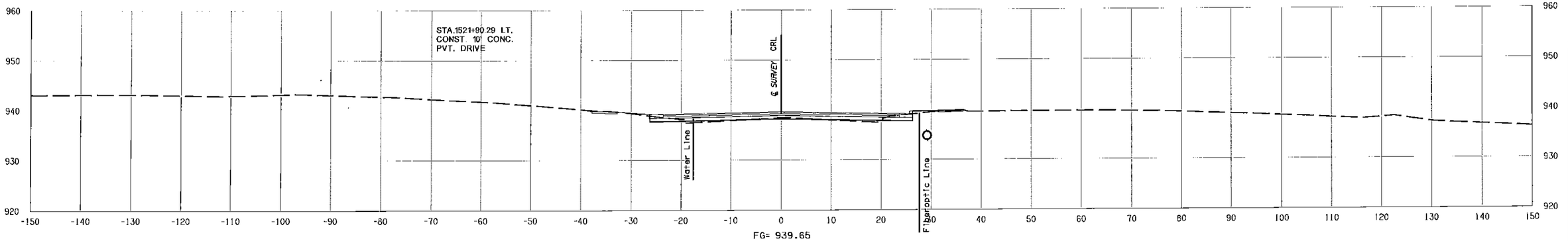
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

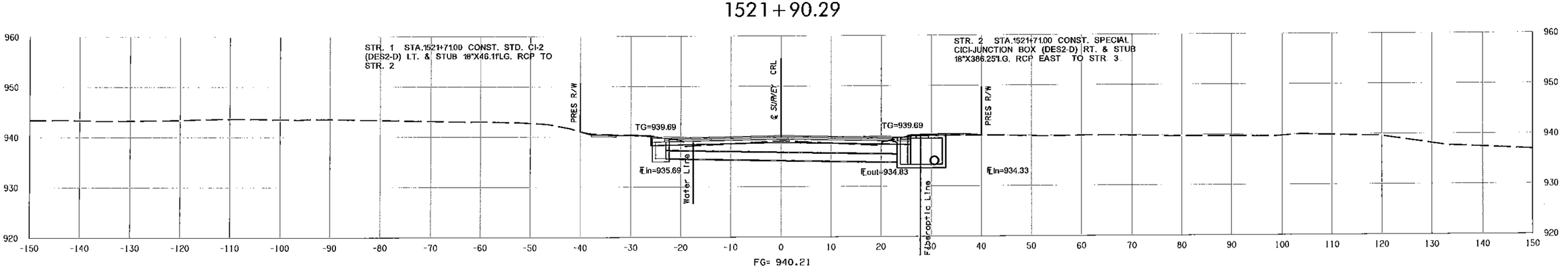
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



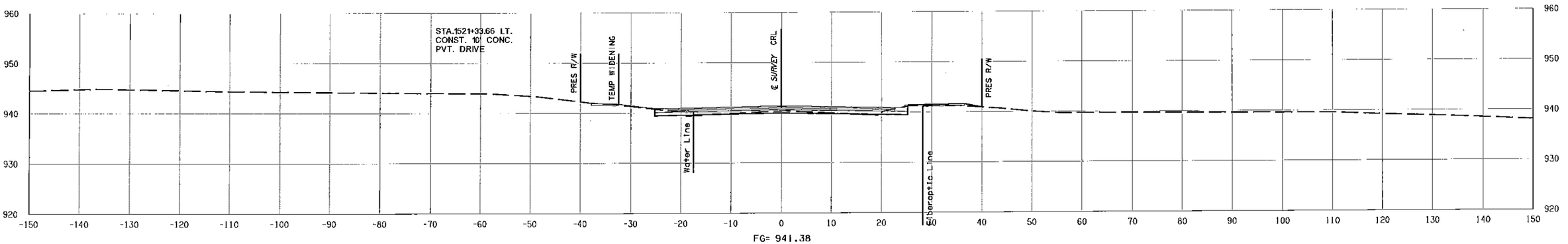
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1521+90.29



FG= 940.21

1521+71.00



FG= 941.38

1521+33.66

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01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X4

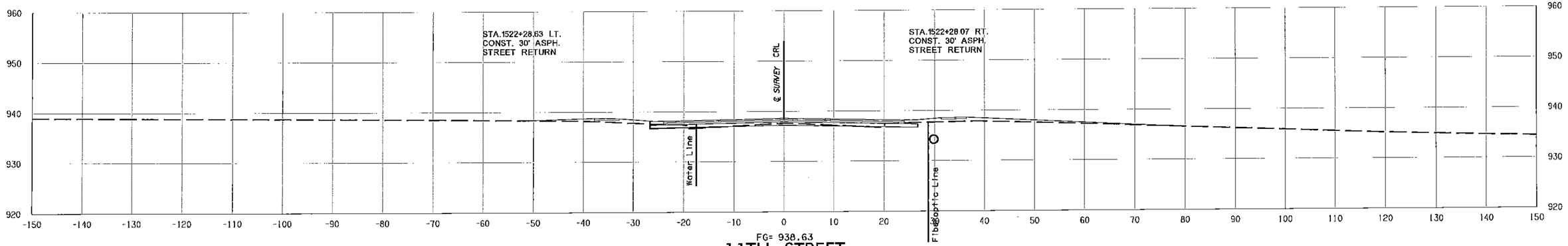
SH-33

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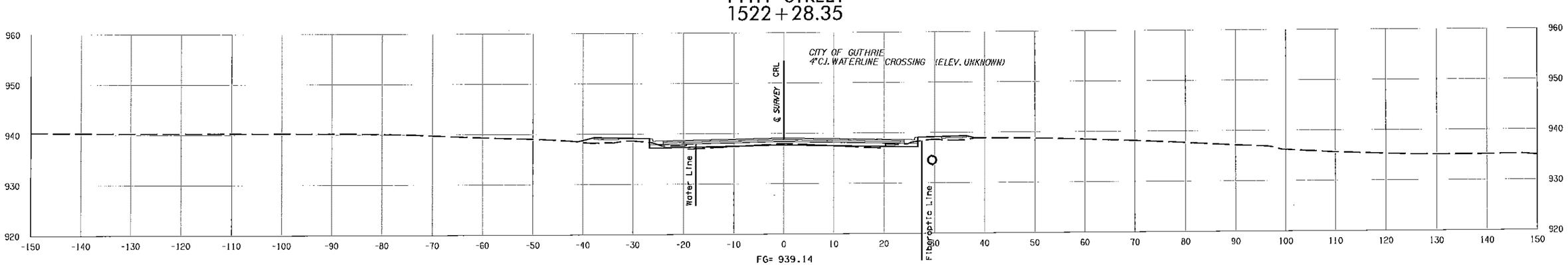
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



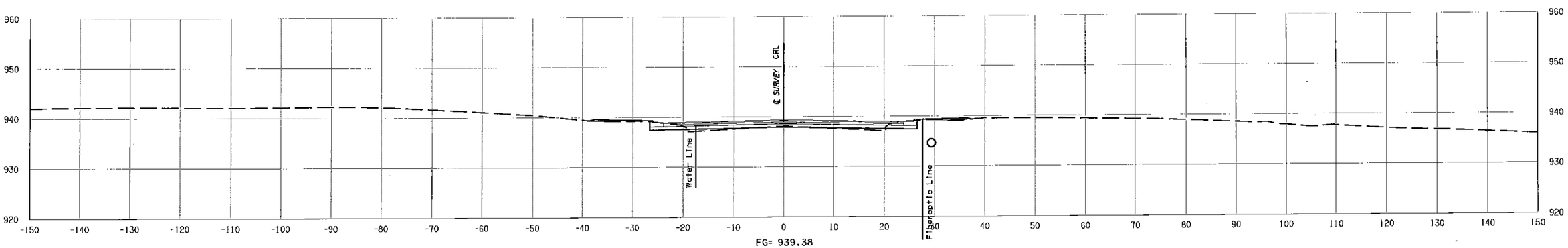
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11TH STREET
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FG= 939.14

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FG= 939.38

1522+00.00

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01-04-13

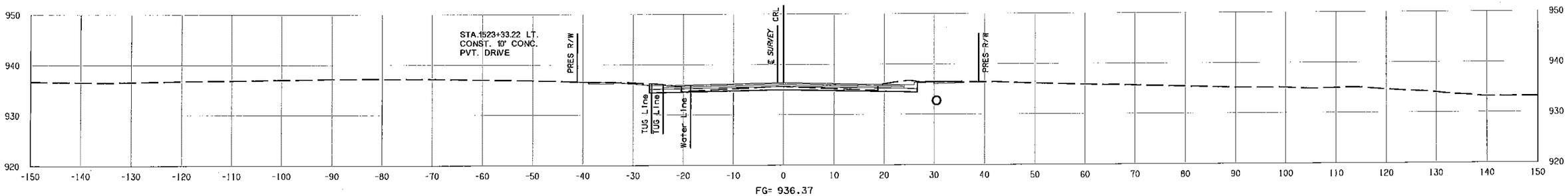
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X5

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

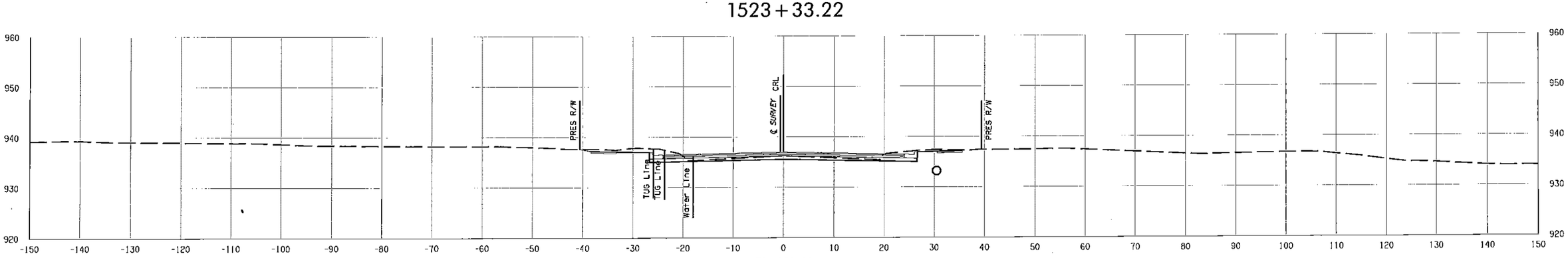
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



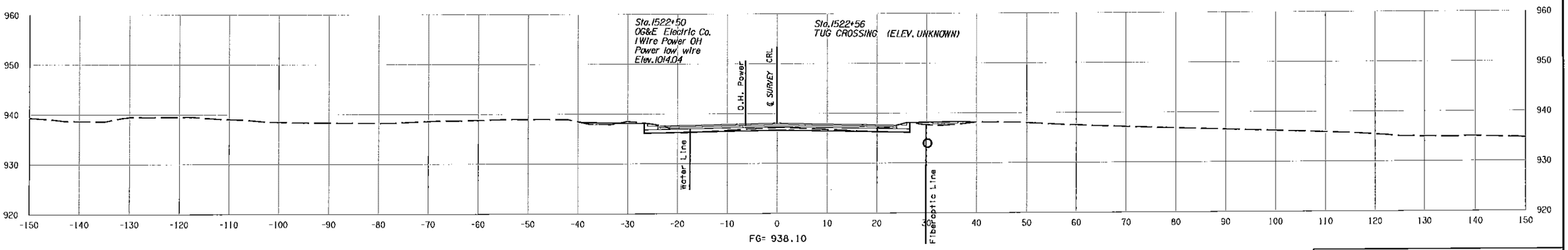
FG= 936.37

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FG= 936.99

1523+00.00



FG= 938.10

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01-04-13

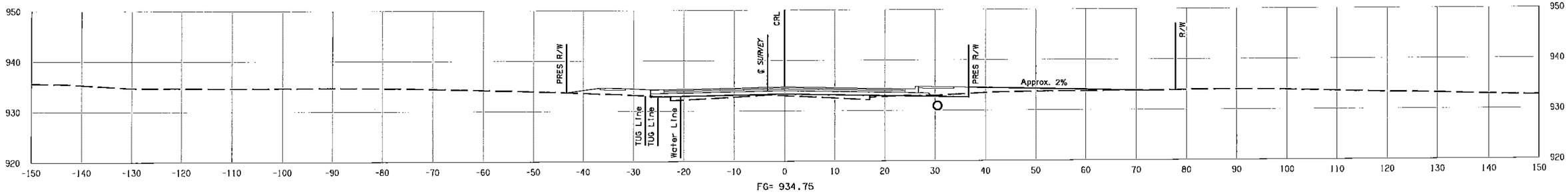
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X6
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

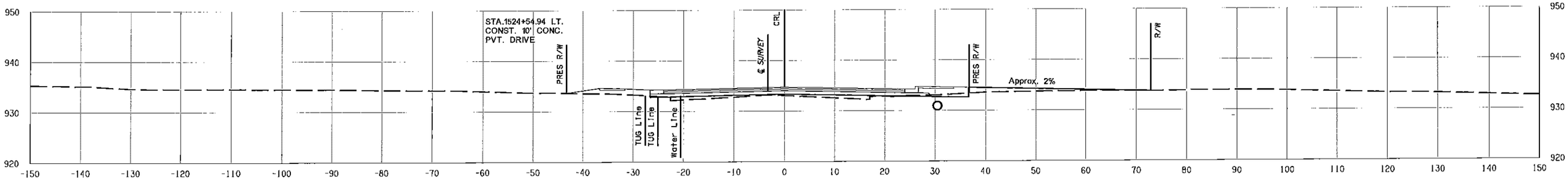
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



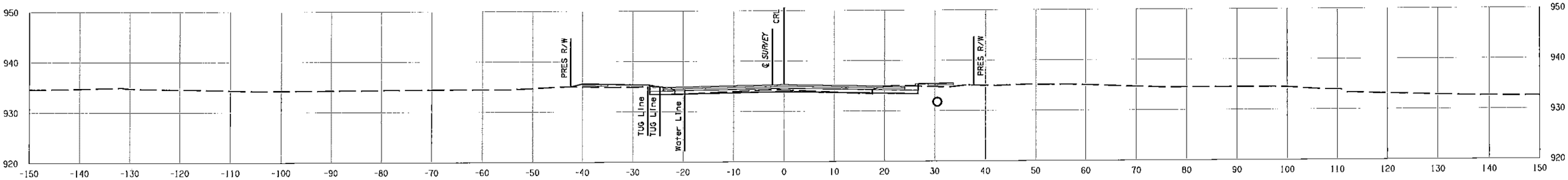
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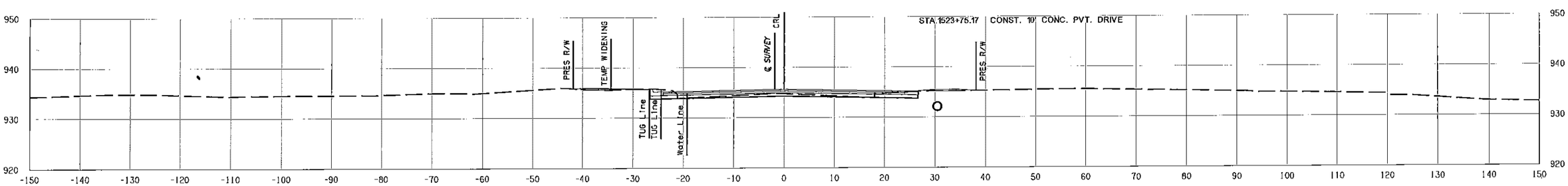
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FG= 935.36

1524+00.00



FG= 935.70

1523+75.17

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01-04-13

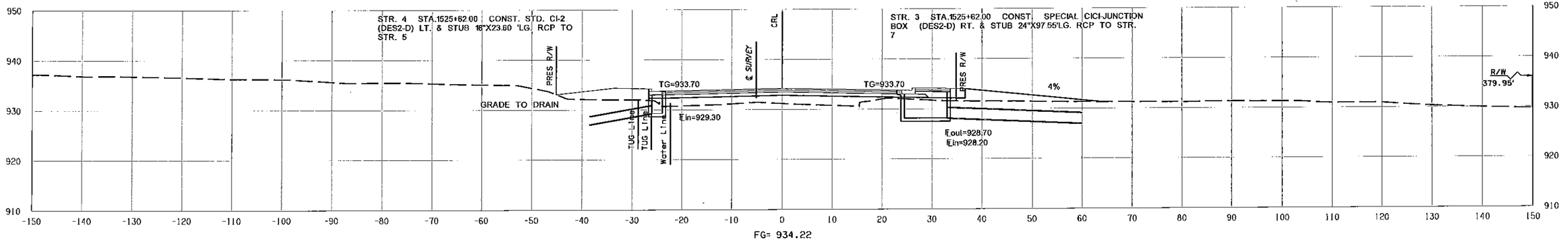
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X7
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

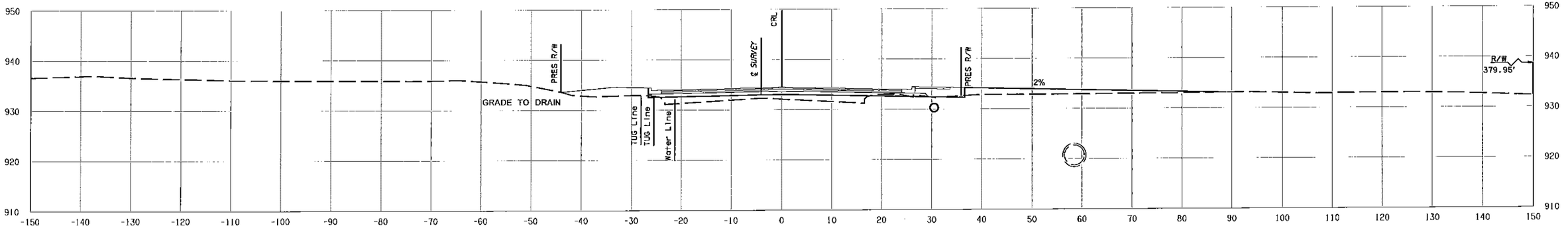
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

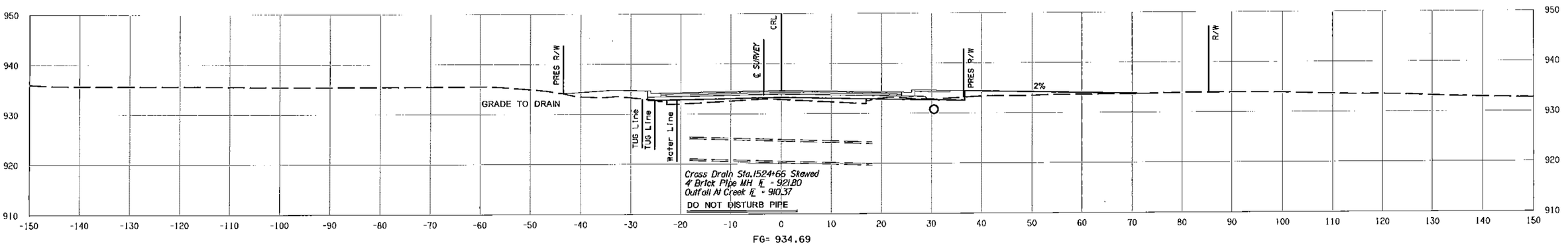
R/W UTILITY MEETING
01-04-13



1525+62.00



1525+00.00



1524+67.76

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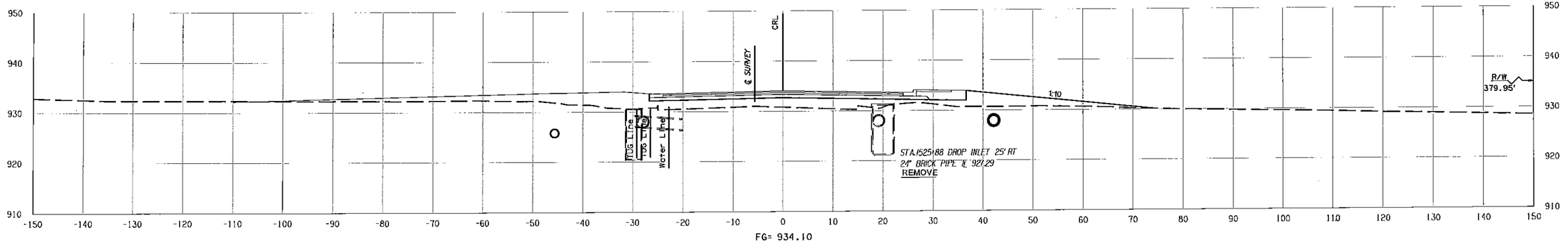
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X8

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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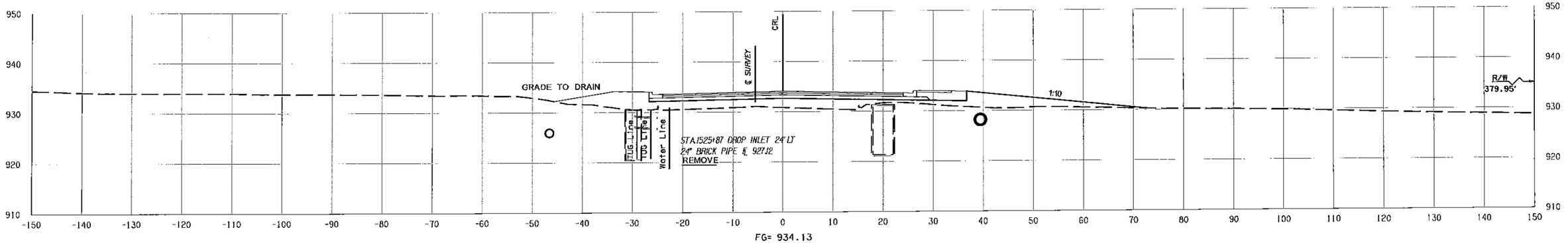
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



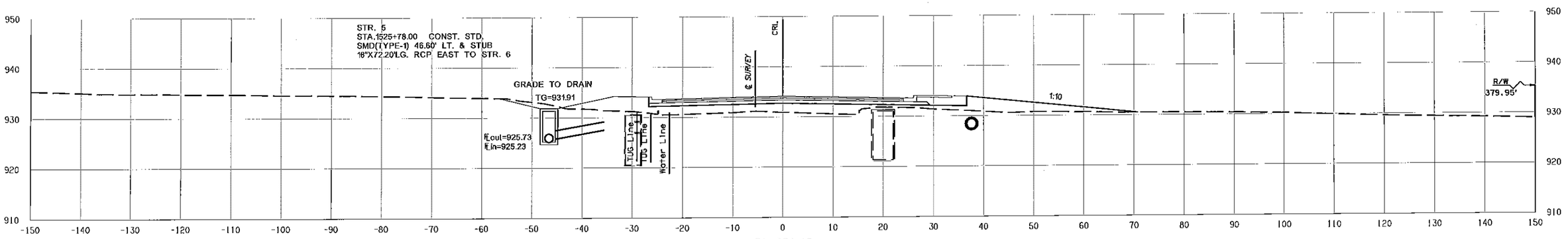
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FG= 934.13

1525+83.74



FG= 934.15

1525+79.59

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01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X9

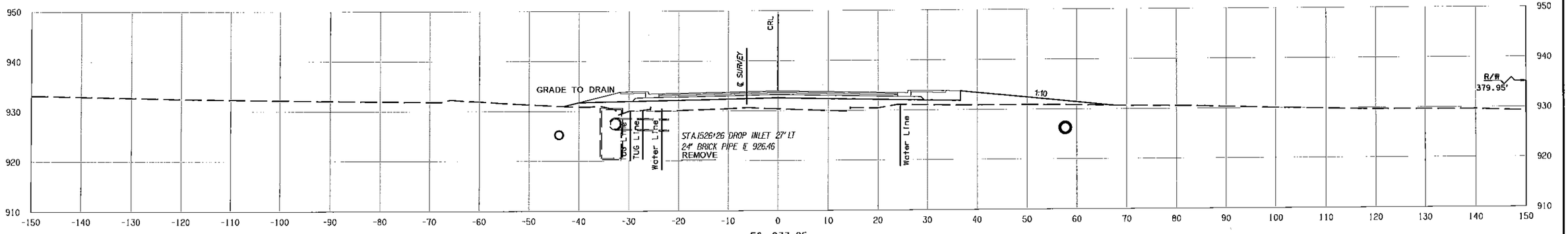
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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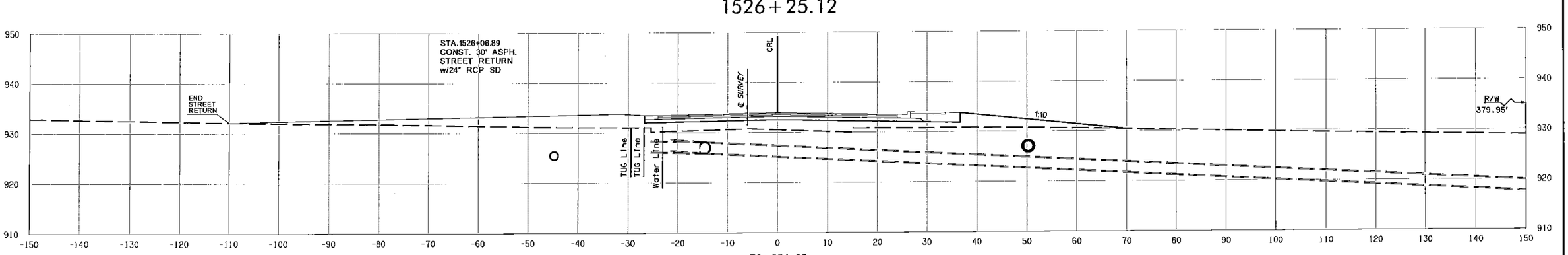
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



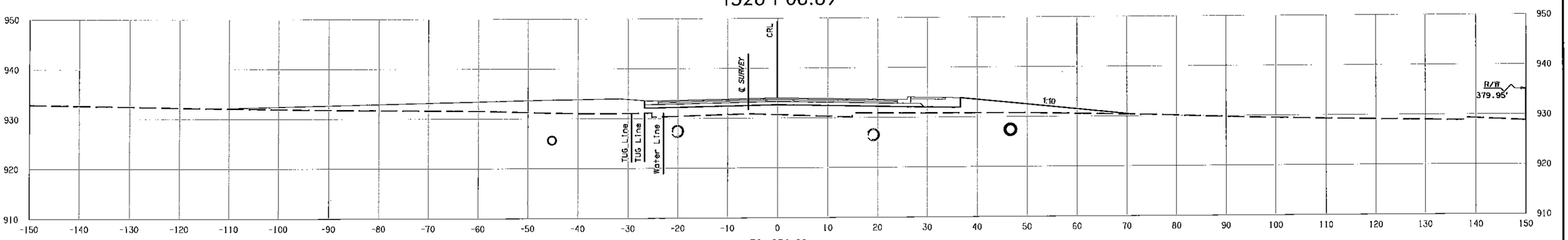
FG= 933.95

1526+25.12



FG= 934.03

10TH STREET
1526+06.89



FG= 934.06

1526+00.00

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01-04-13

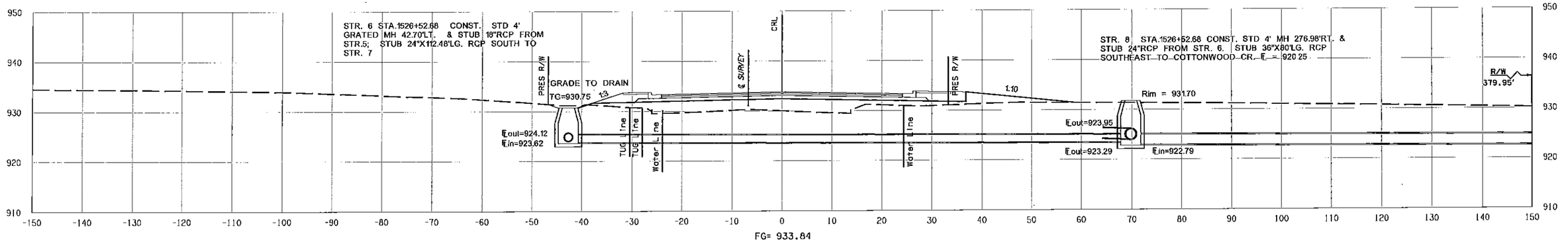
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X10
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

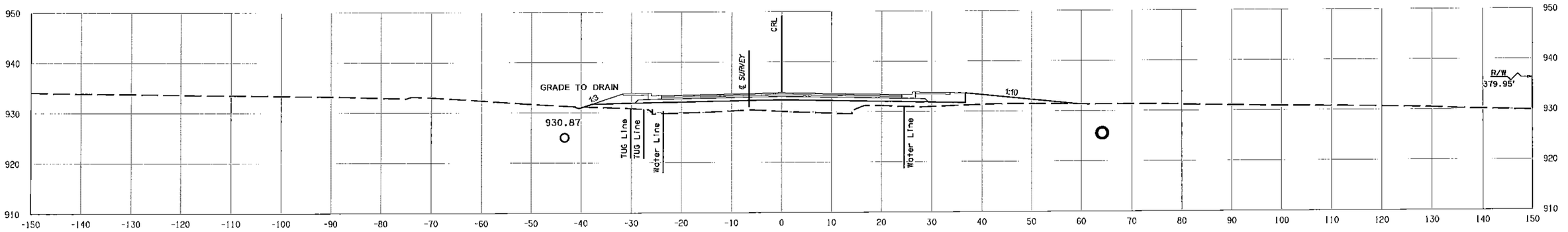
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



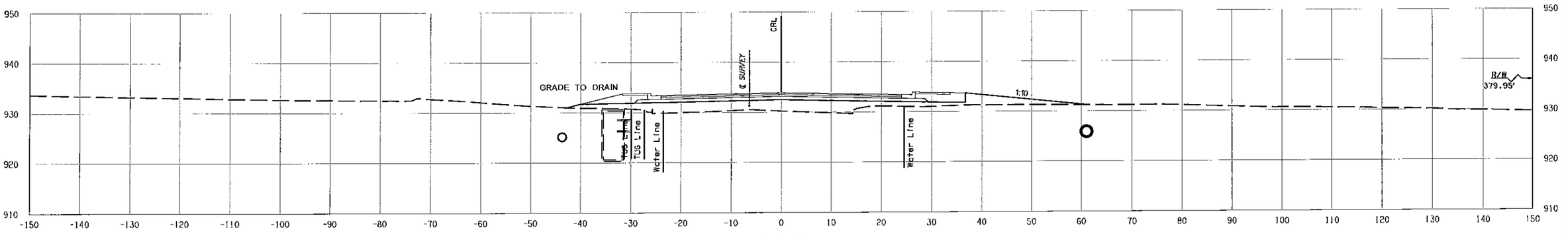
FG= 933.84

1526+52.68



FG= 933.89

1526+39.80



FG= 933.92

1526+32.68

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STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X11

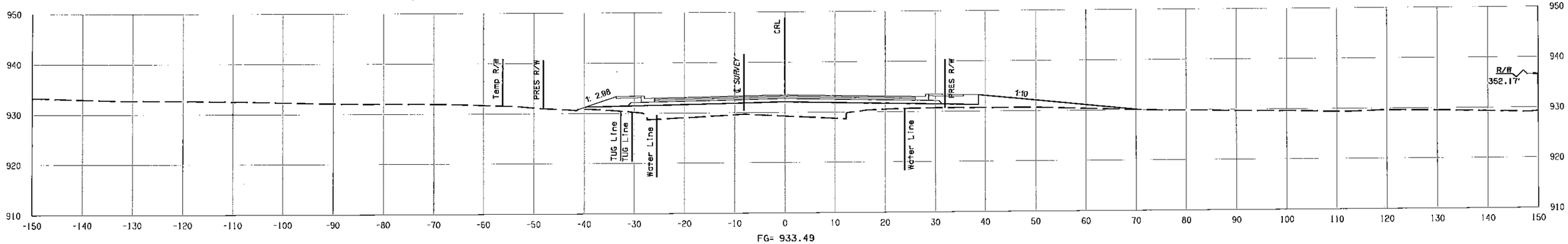
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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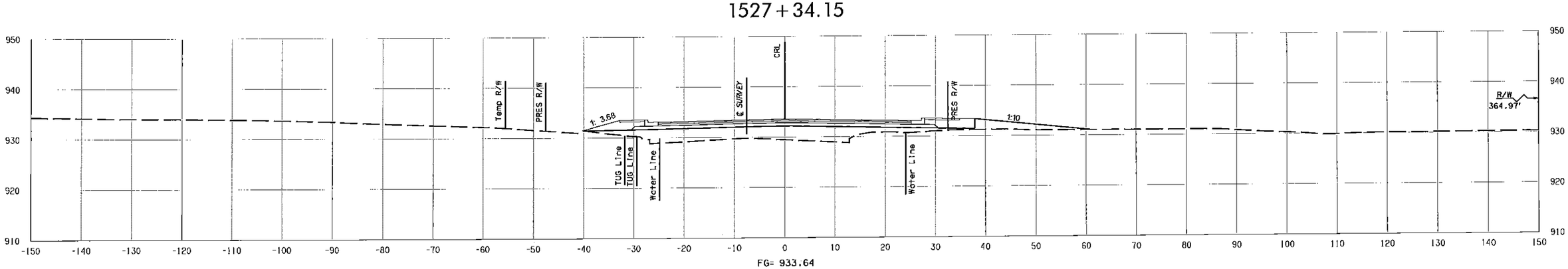
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



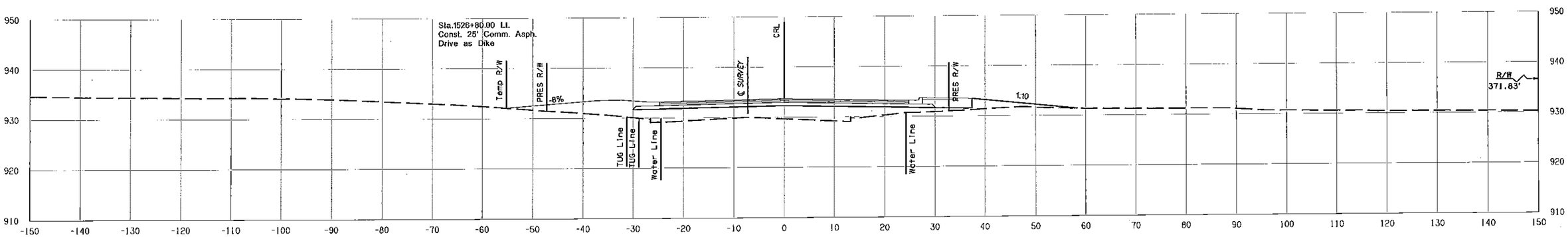
FG= 933.49

1527+34.15



FG= 933.64

1527+00.00



FG= 933.71

1526+81.68

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STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. X12

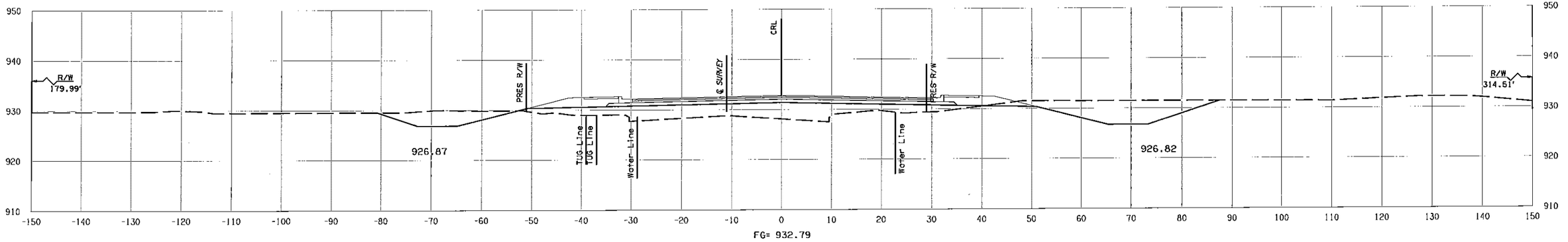
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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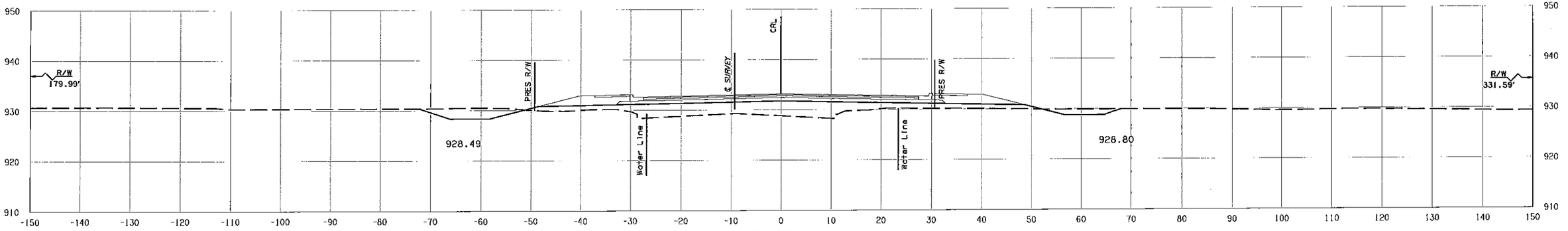
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



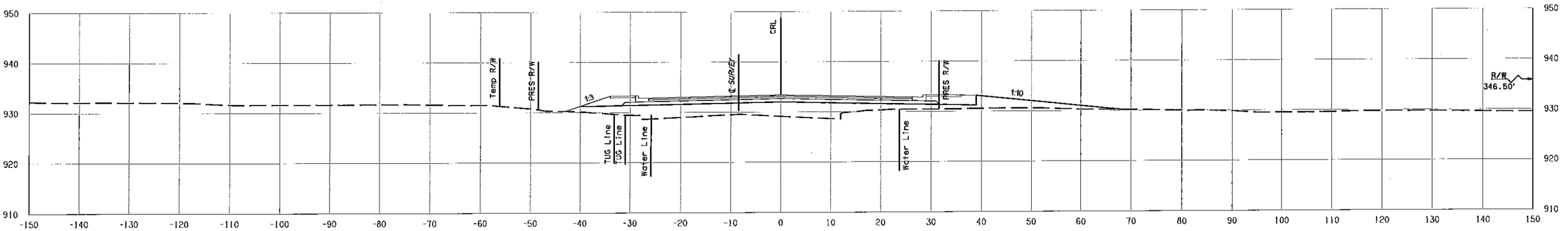
FG= 932.79

1529+00.00



FG= 933.21

1528+00.00



FG= 933.43

1527+49.30

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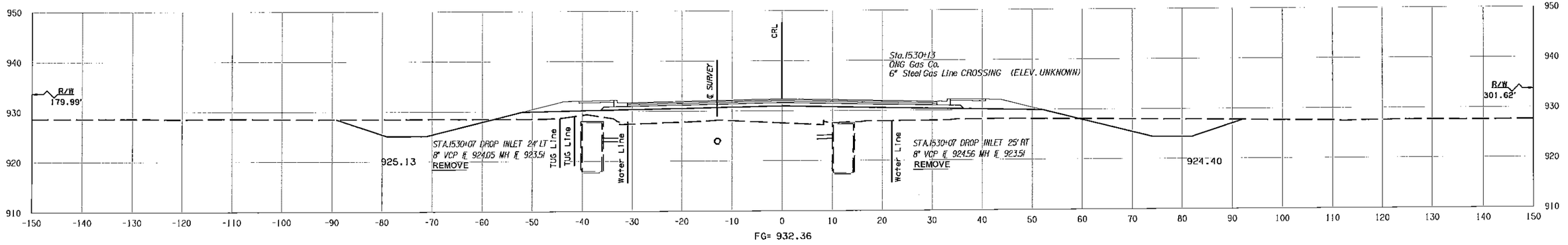
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X13
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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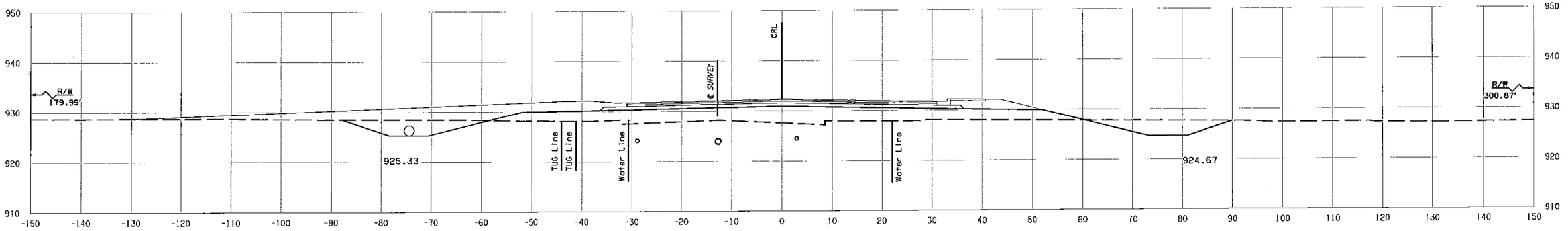
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



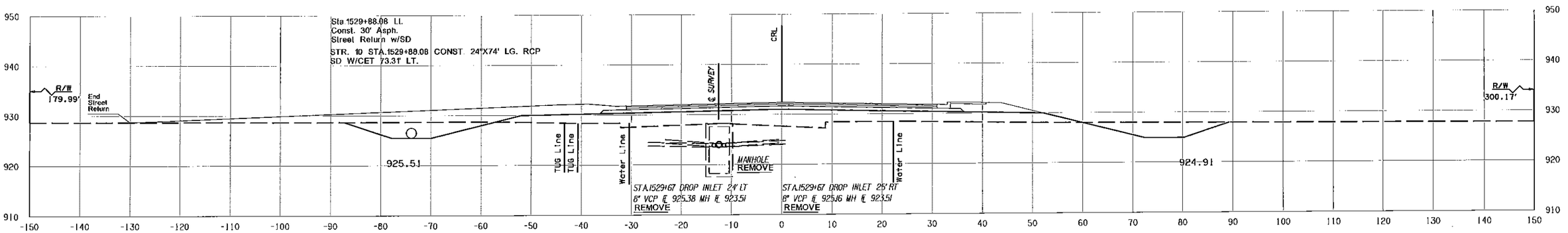
FG= 932.36

1530+13.00



FG= 932.39

1530+00.00



FG= 932.42

Str. 9 Sta.1529+44.00 Const. Std. CI-2 (Des2-D) Lt. & Stub 18"

9TH STREET
1529+88.08

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01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X14

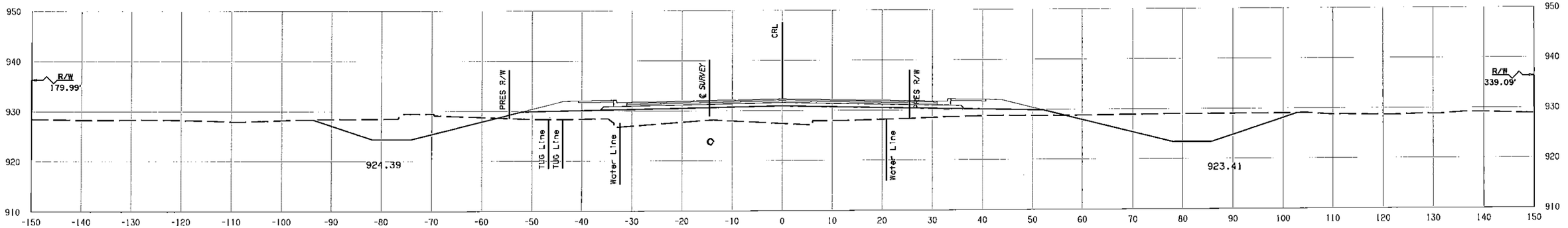
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

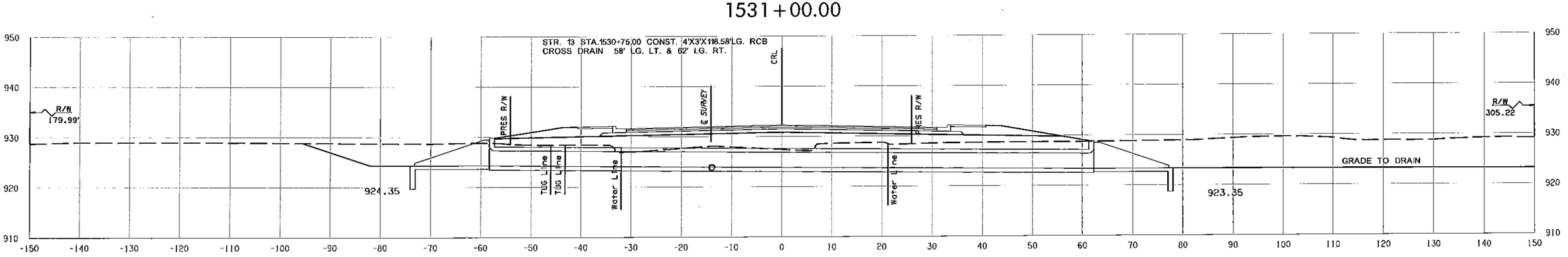
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

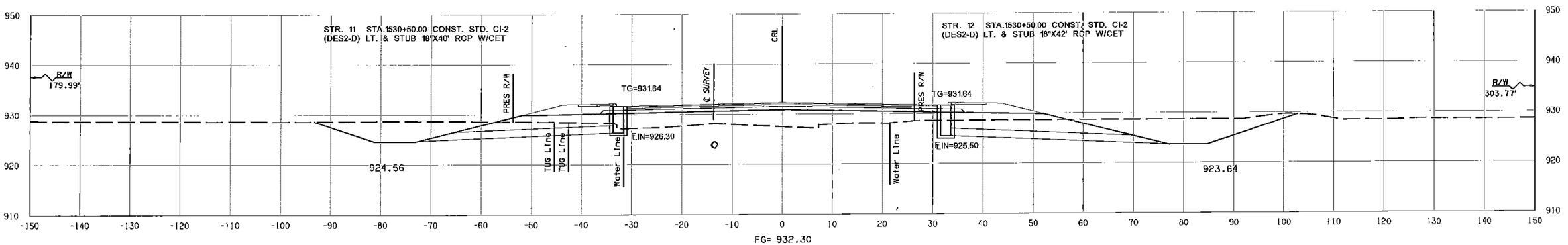
R/W UTILITY MEETING
01-04-13



1531+00.00



1530+75.00



1530+50.00

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01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X15
SH-33

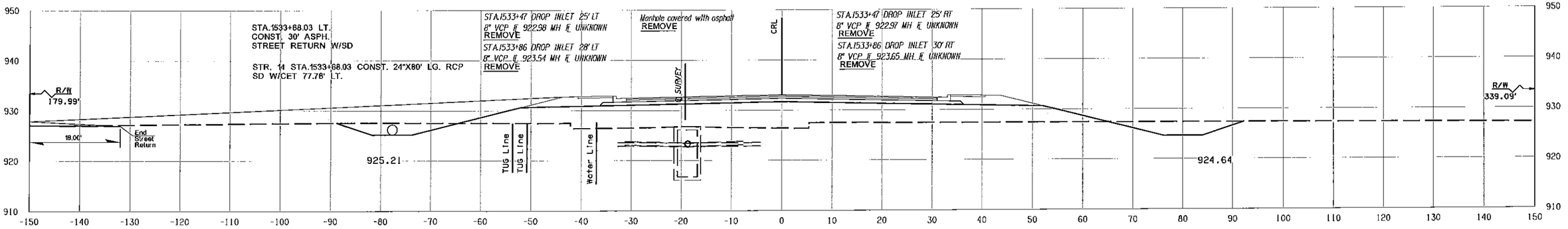
OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

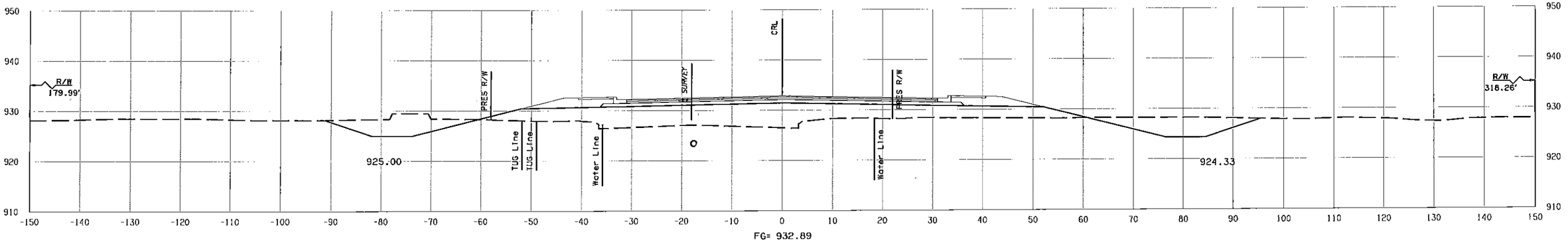
R/W UTILITY MEETING
01-04-13

R/W 179.99'



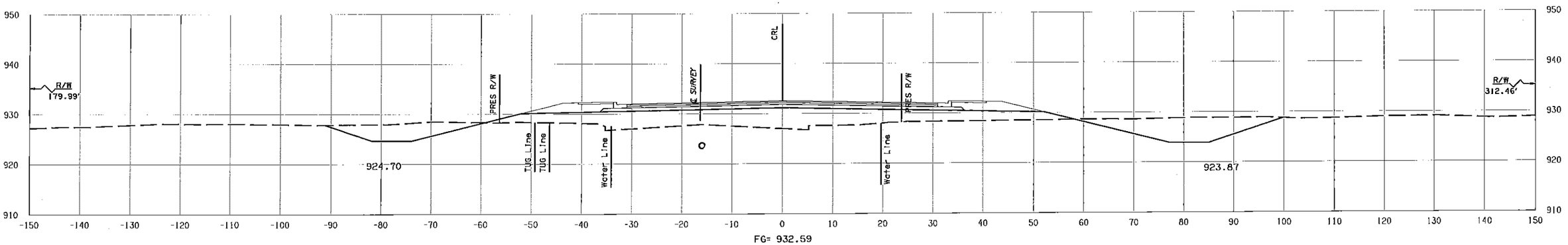
FG= 933.09

8TH STREET
1533+68.03



FG= 932.89

1533+00.00



FG= 932.59

1532+00.00

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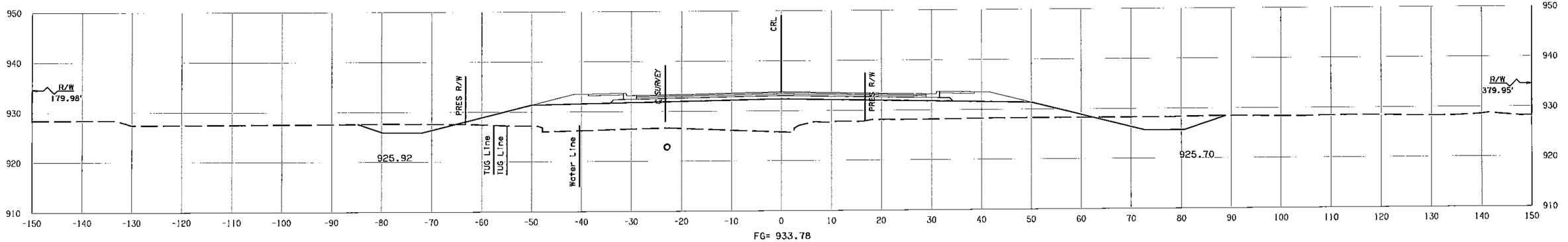
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X16
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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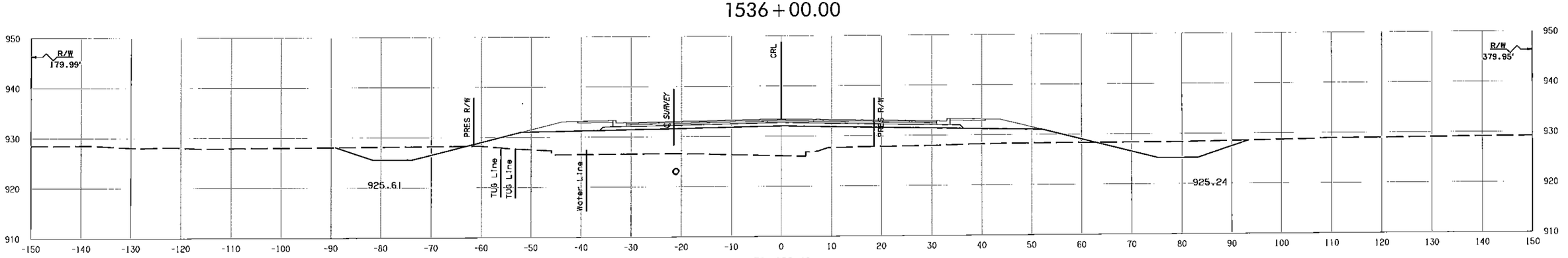
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



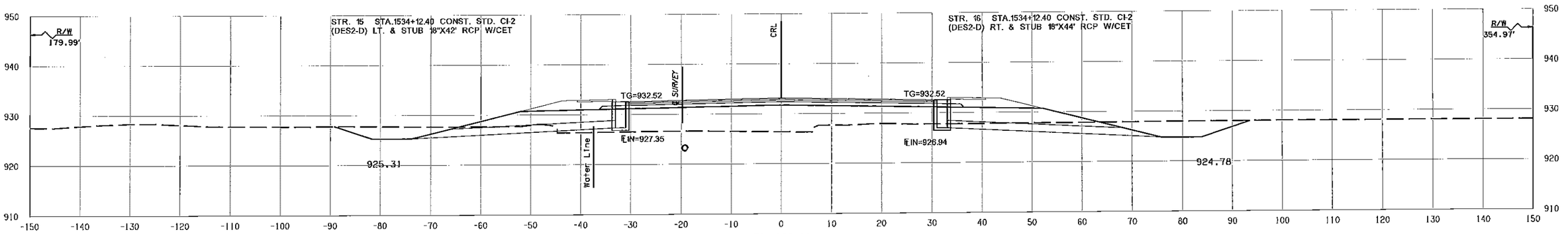
FG= 933.78

1536+00.00



FG= 933.48

1535+00.00



FG= 933.18

1534+00.00

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STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. X17

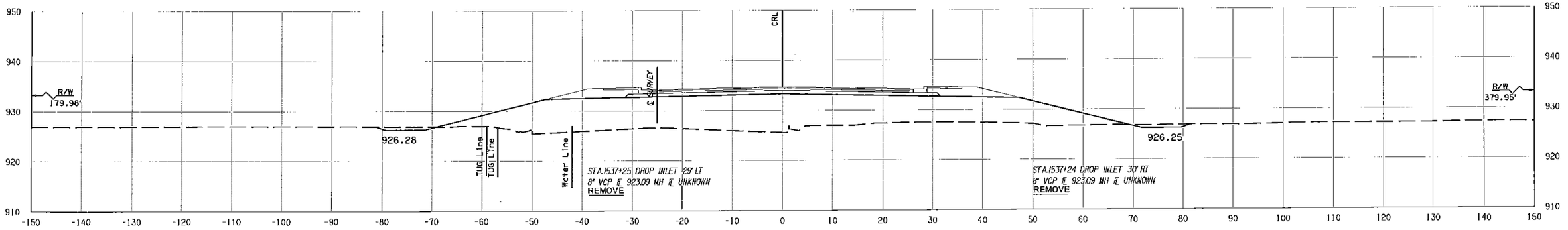
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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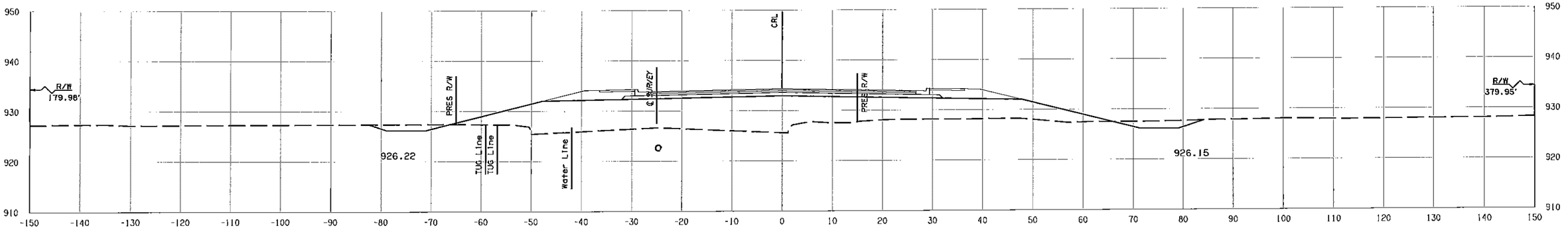
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

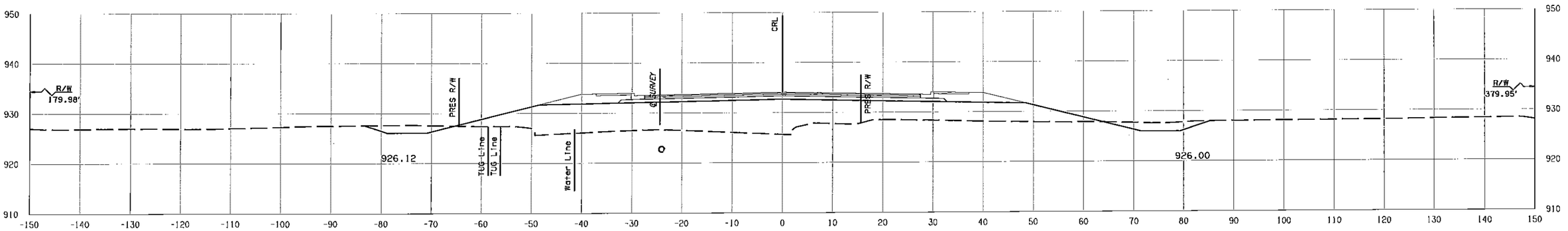


FG= 934.69

1537+24.00



1537+00.00



FG= 934.09

1536+65.62

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X18

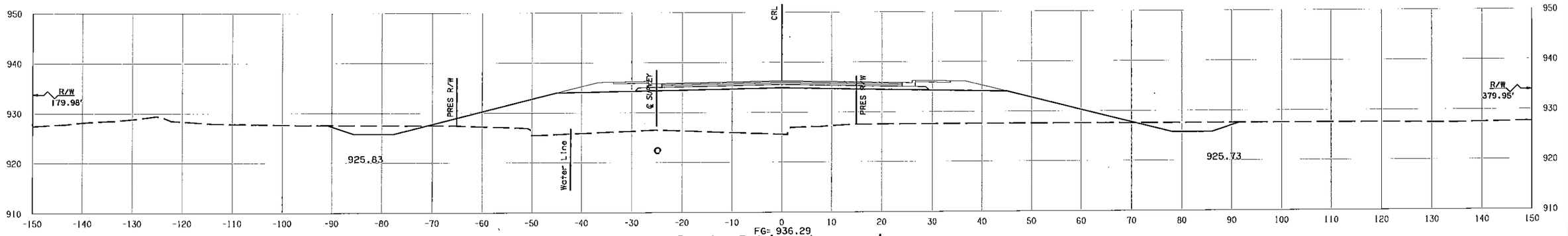
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

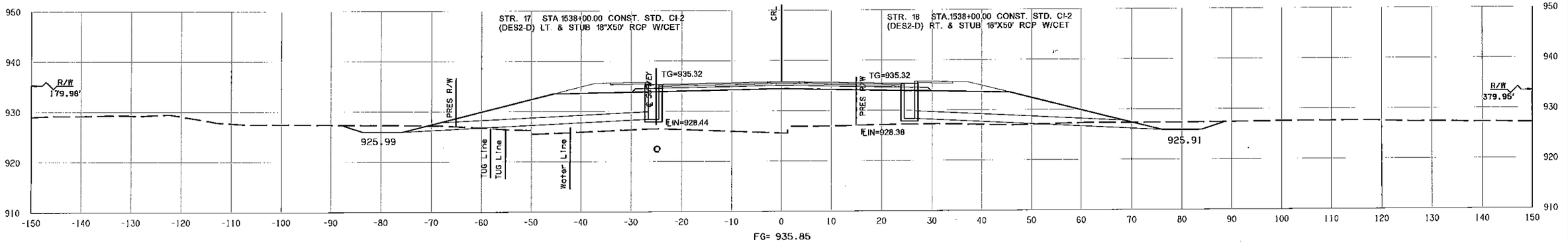
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

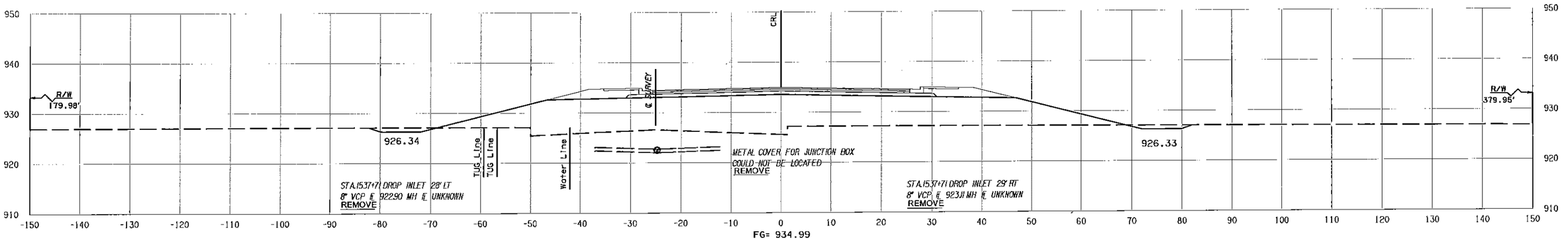
R/W UTILITY MEETING
01-04-13



Begin Bridge Approach
1538+22.45



1538+00.00



7TH STREET
1537+47.93

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

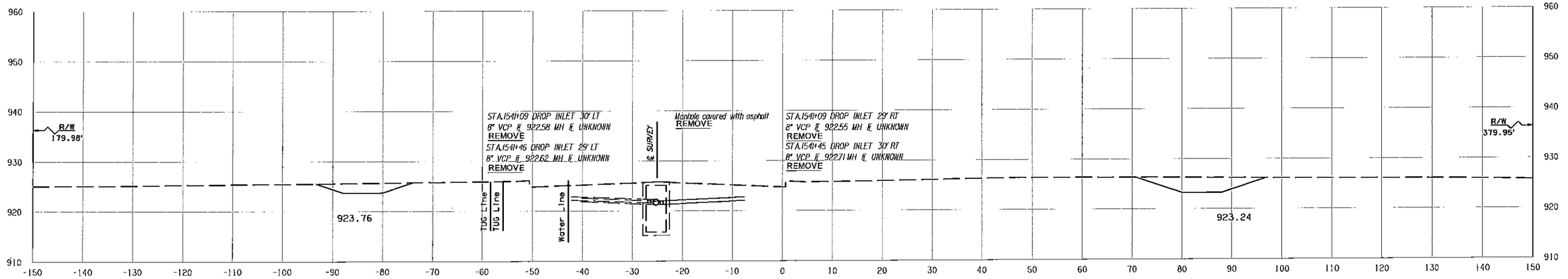
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X19

OKLAHOMA DEPARTMENT OF TRANSPORTATION

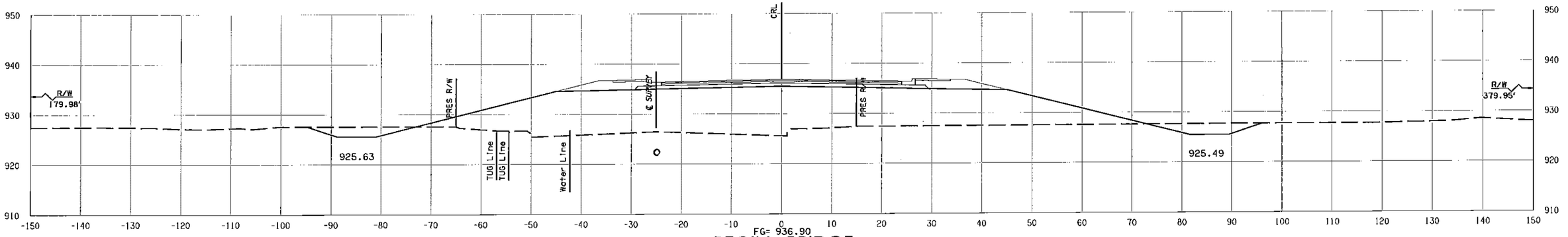
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



6TH STREET
1541+27.89



FG= 936.90

BEGIN BRIDGE
1538+52.45

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01-04-13

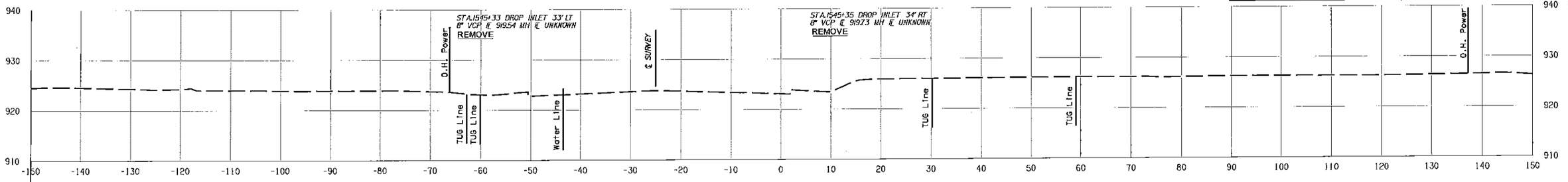
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X20
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

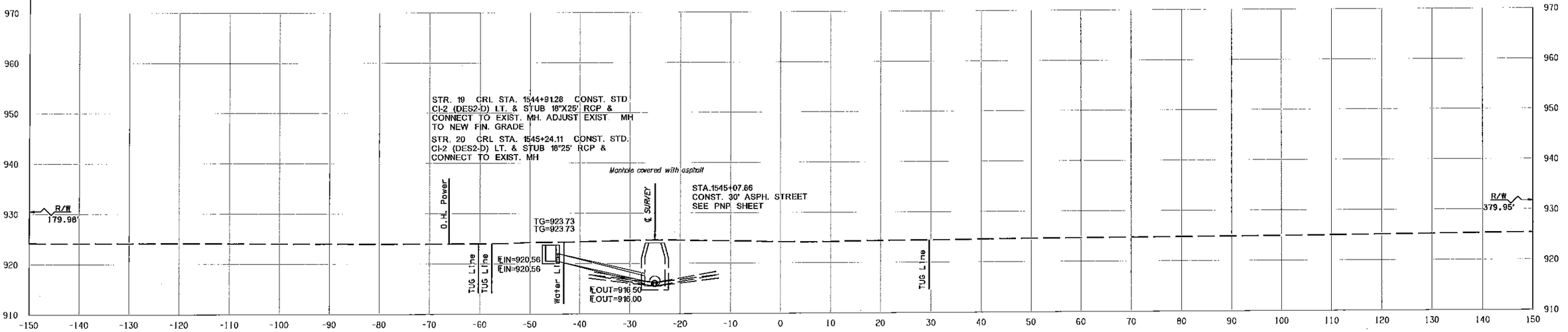
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

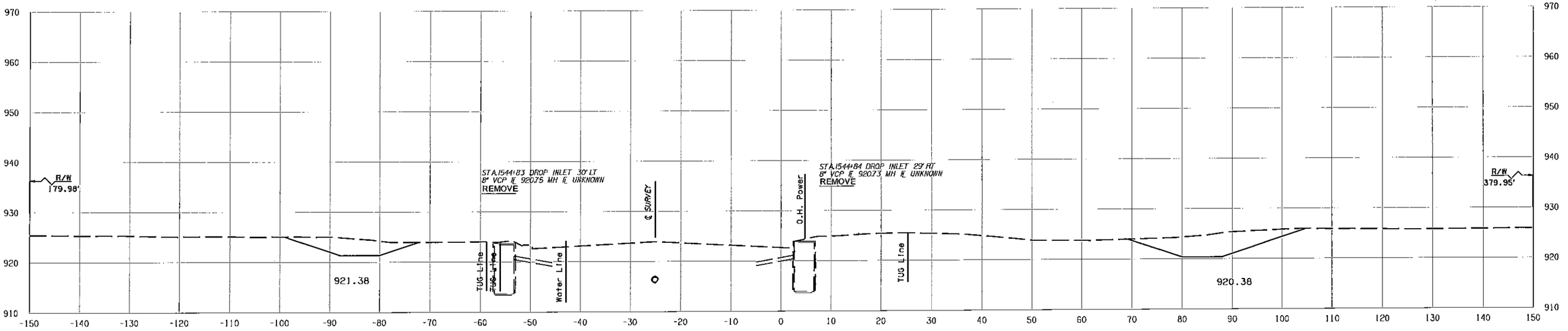
R/W UTILITY MEETING
01-04-13



1545+33.00



5TH STREET
1545+07.86



1544+81.33

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

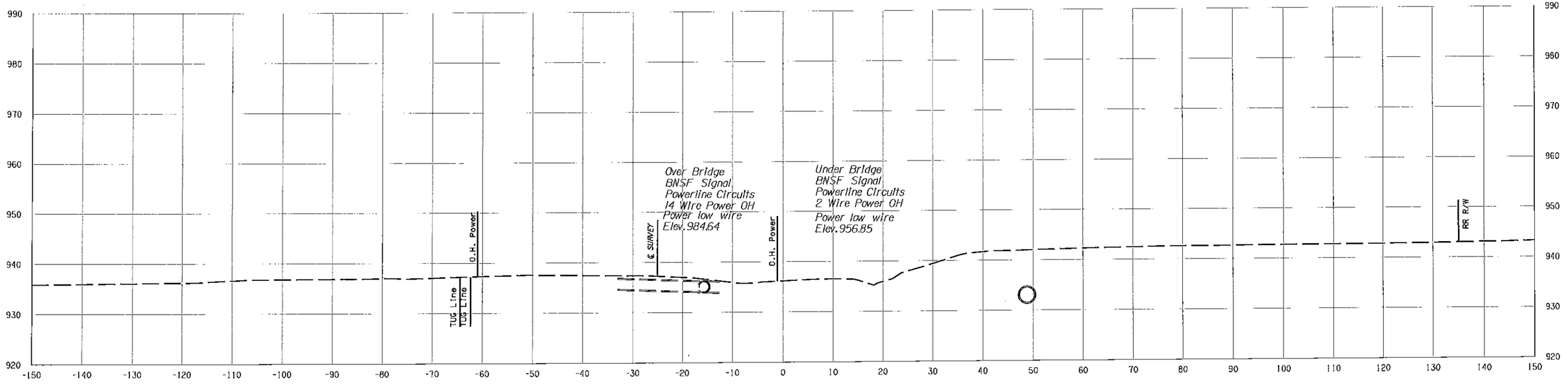
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X21
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

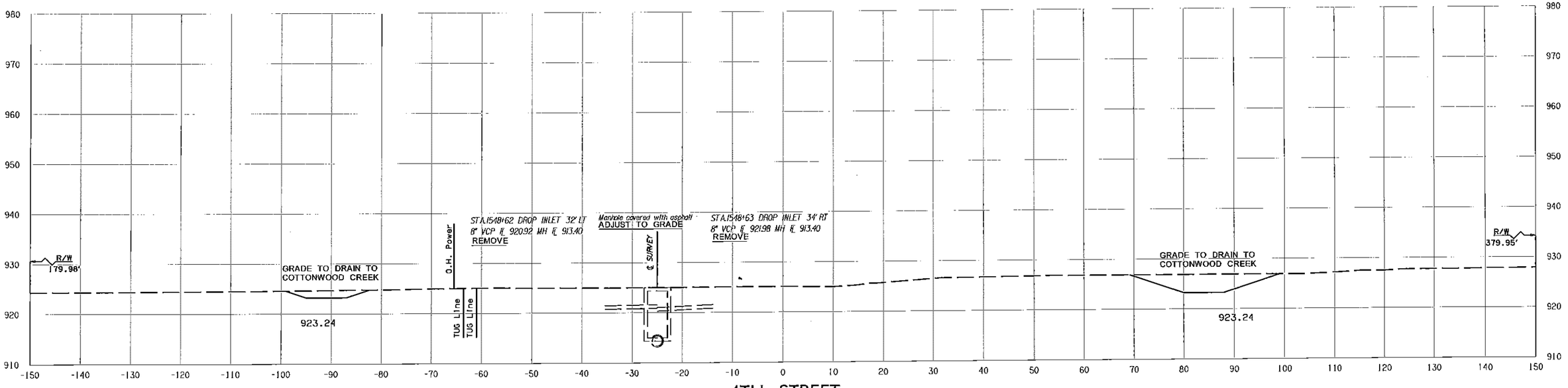
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



1554 + 14.32



4TH STREET
1548 + 87.83

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01-04-13

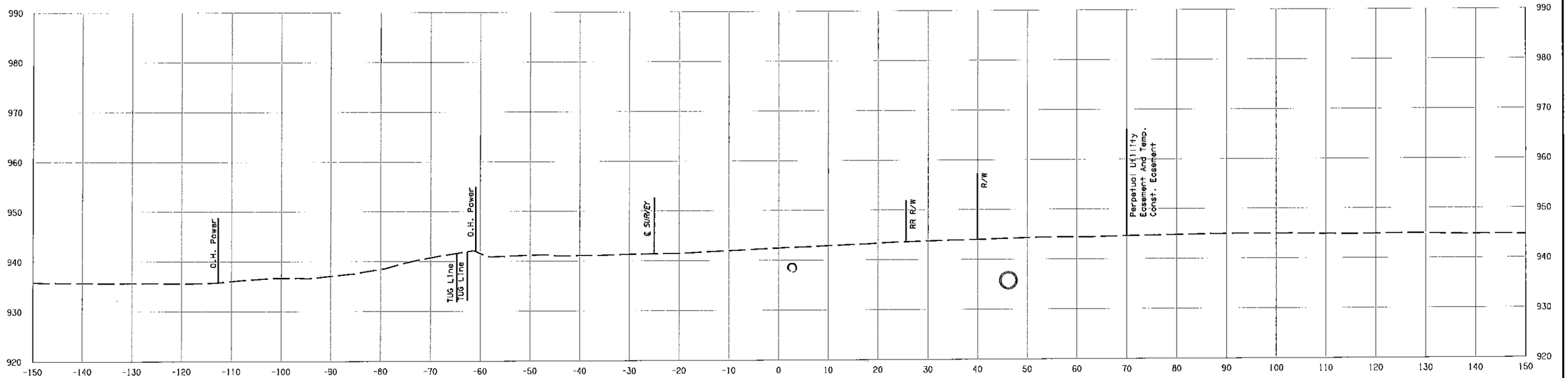
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X22
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

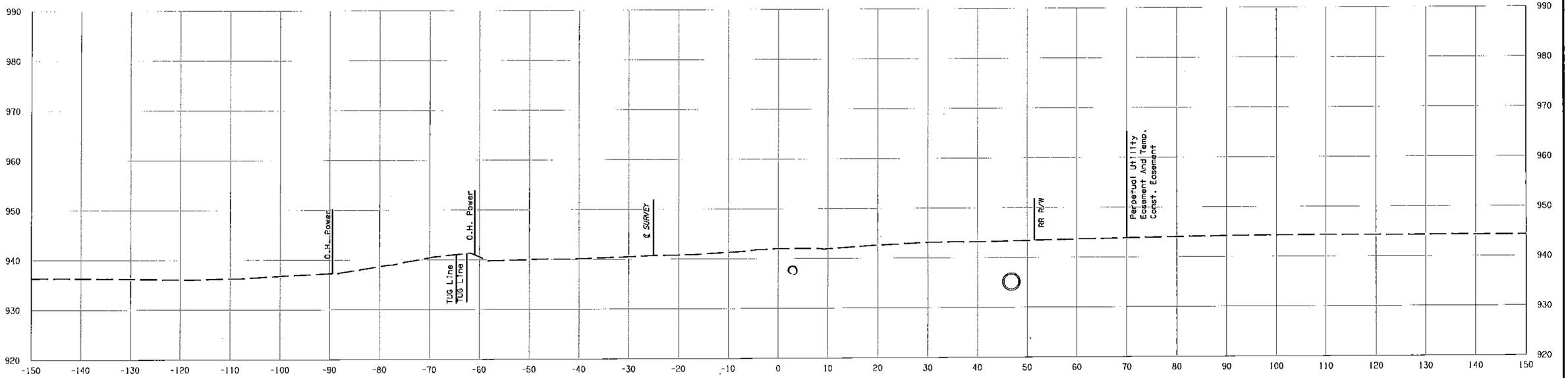
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



1554 + 67.30



1554 + 54.78

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01-04-13

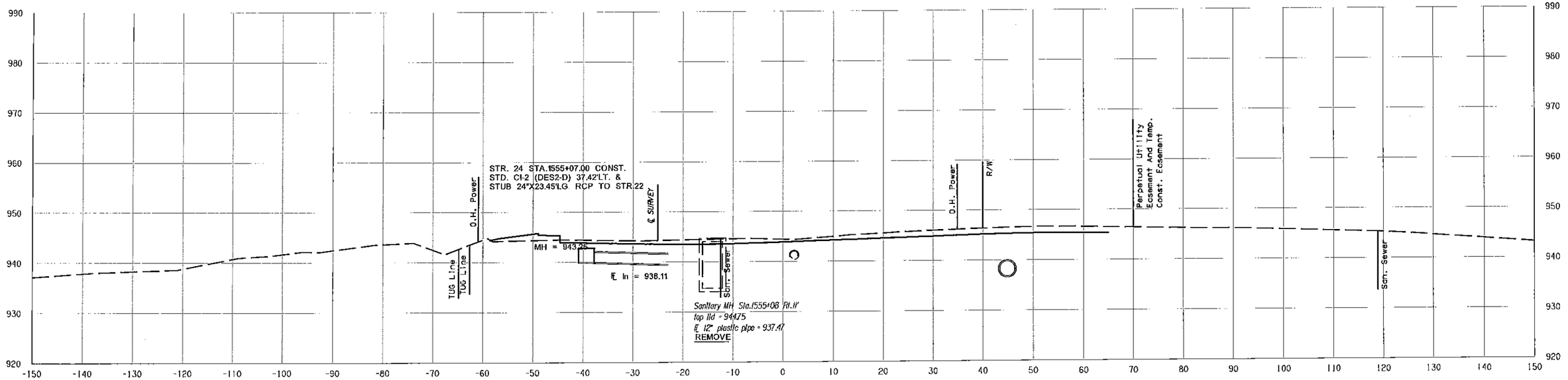
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X23
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

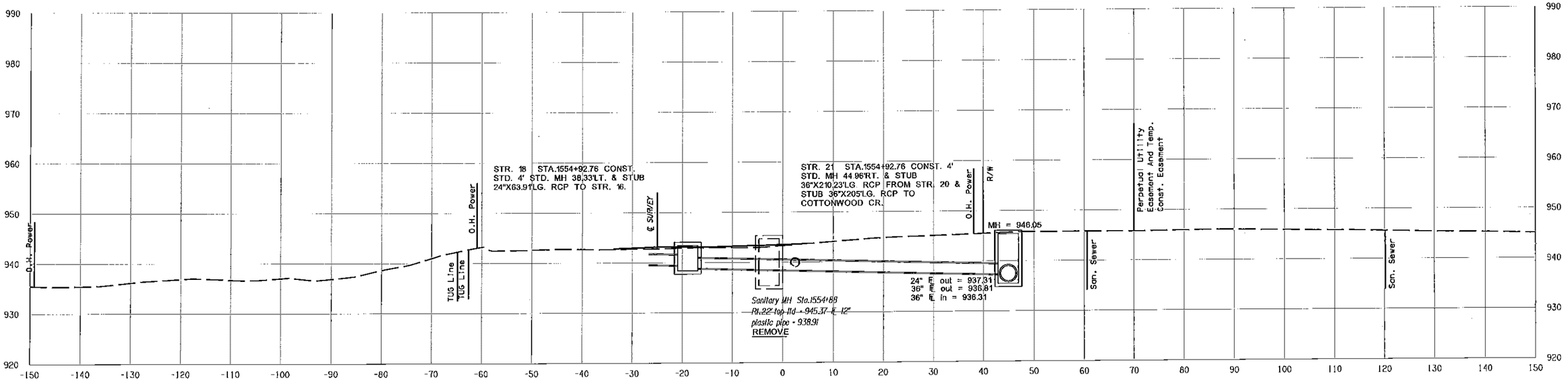
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



1555+05.05



1554+87.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

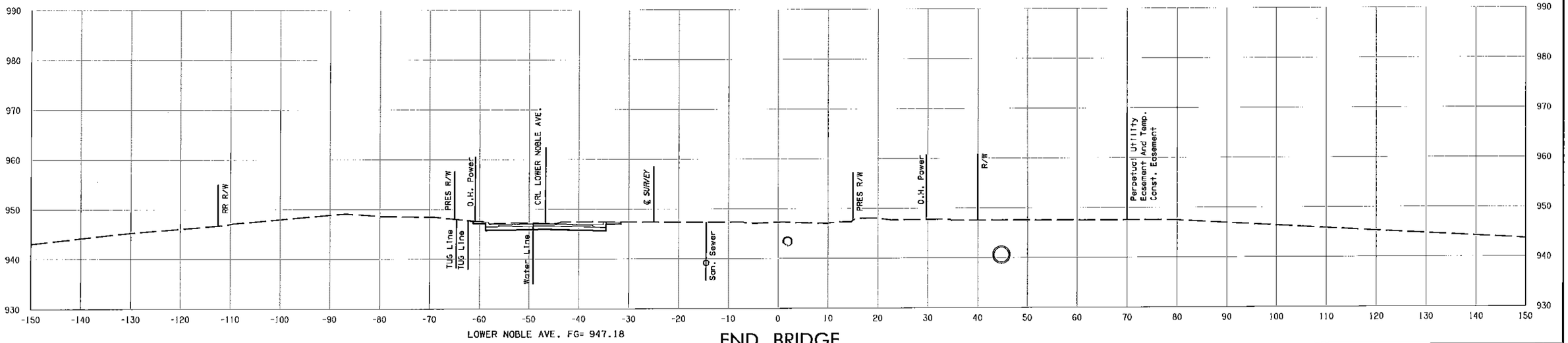
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X24

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



LOWER NOBLE AVE. FG= 947.18

END BRIDGE
1555+34.11

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01-04-13

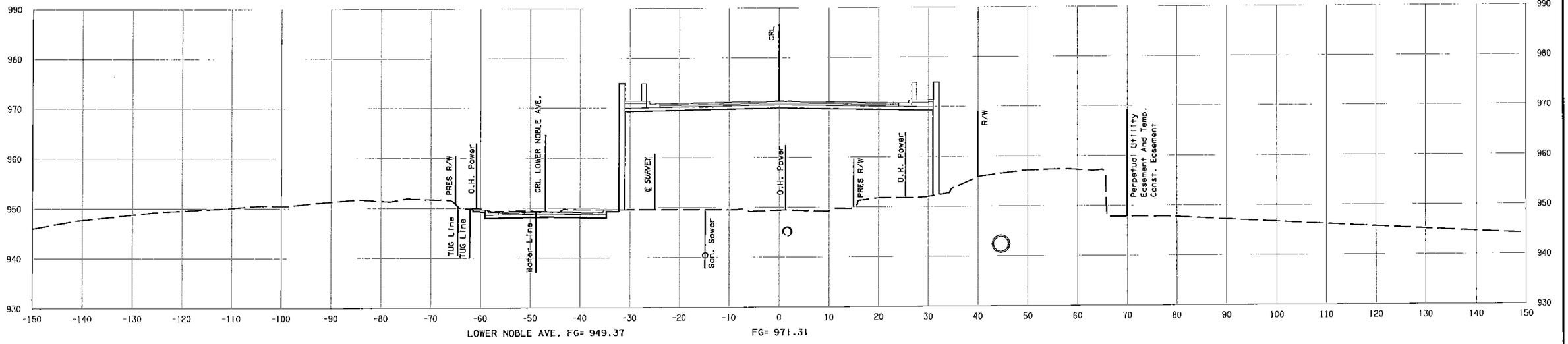
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X25
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

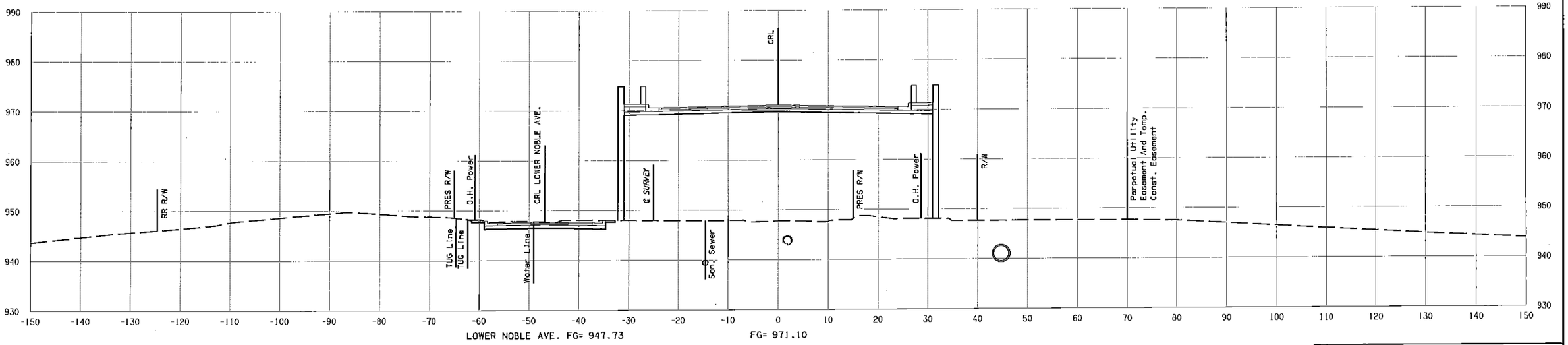
R/W UTILITY MEETING
01-04-13



LOWER NOBLE AVE. FG= 949.37

FG= 971.31

1555+57.55



LOWER NOBLE AVE. FG= 947.73

FG= 971.10

1555+40.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. X26

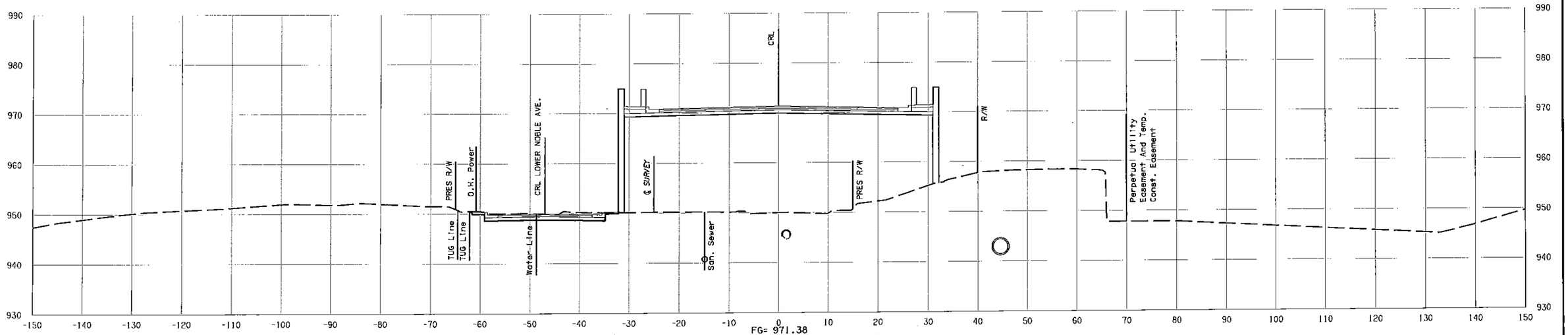
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

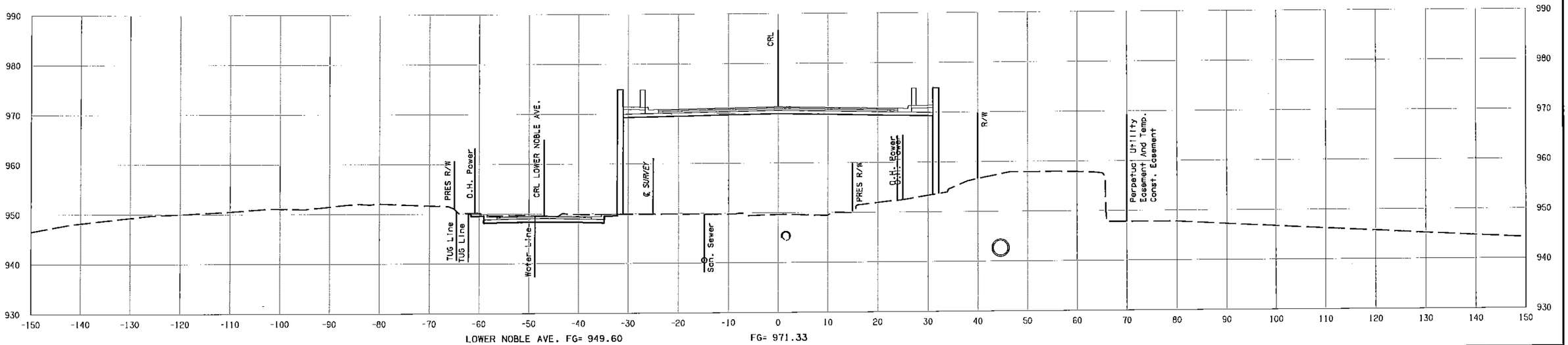
R/W UTILITY MEETING
01-04-13



LOWER NOBLE AVE. FG= 949.99

FG= 971.38

END BRIDGE APPROACH
1555+64.11



LOWER NOBLE AVE. FG= 949.60

FG= 971.33

1555+60.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

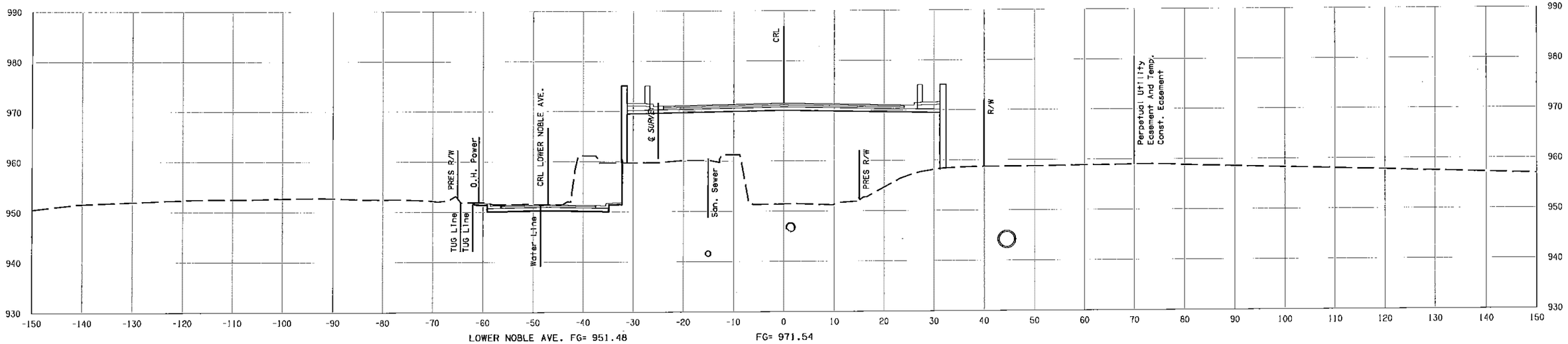
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X27
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

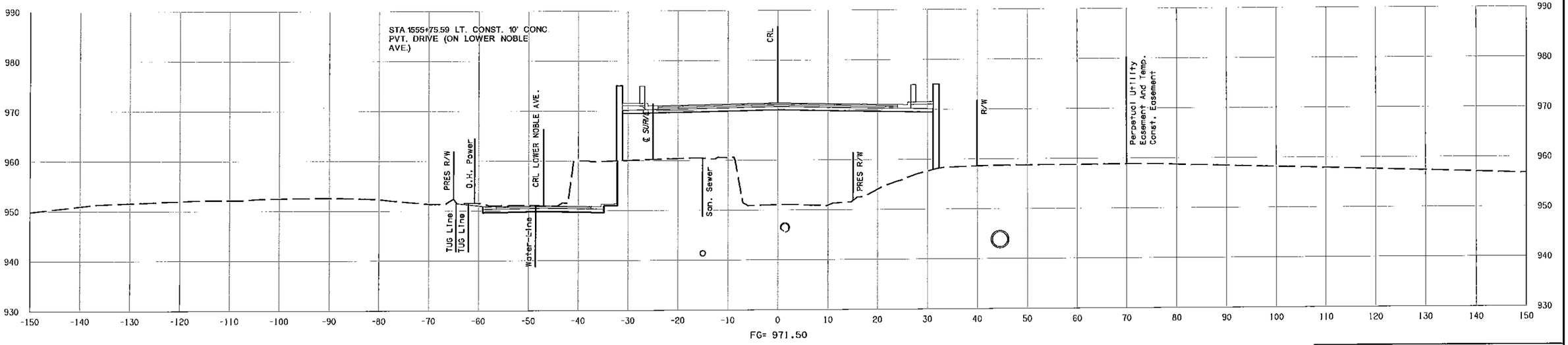
R/W UTILITY MEETING
01-04-13



LOWER NOBLE AVE. FG= 951.48

FG= 971.54

1555+80.00



FG= 971.50

1555+75.59

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

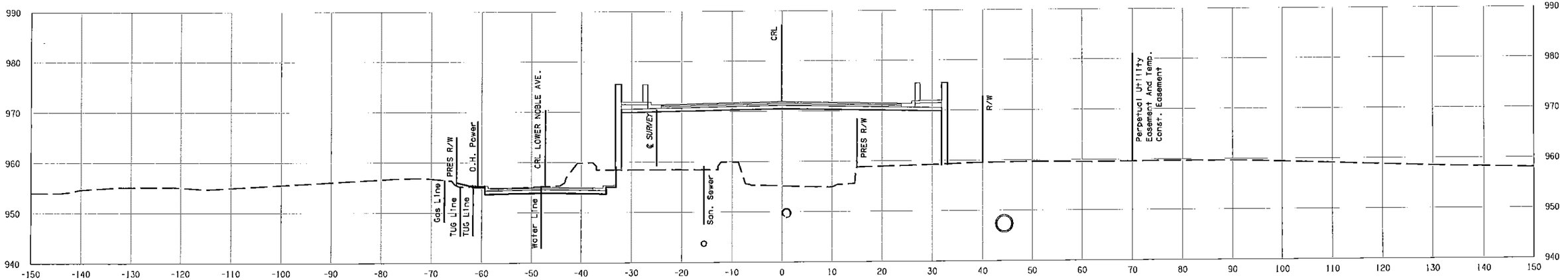
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X28
SH-33

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

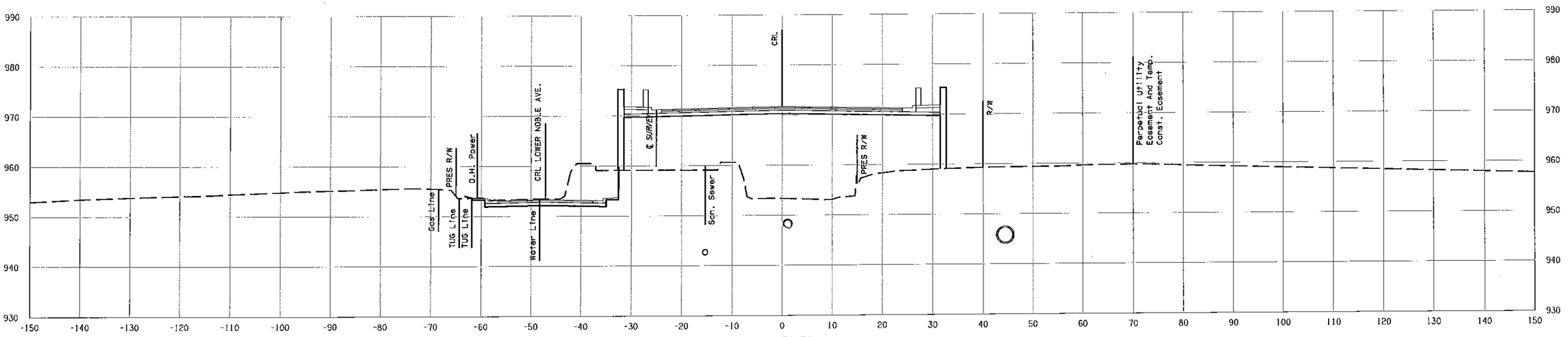
R/W UTILITY MEETING
01-04-13



LOWER NOBLE AVE. FG= 955.12

FG= 971.94

1556+20.00



LOWER NOBLE AVE. FG= 953.35

FG= 971.74

1556+00.00

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01-04-13

STATE JOB NO. 21860(04)

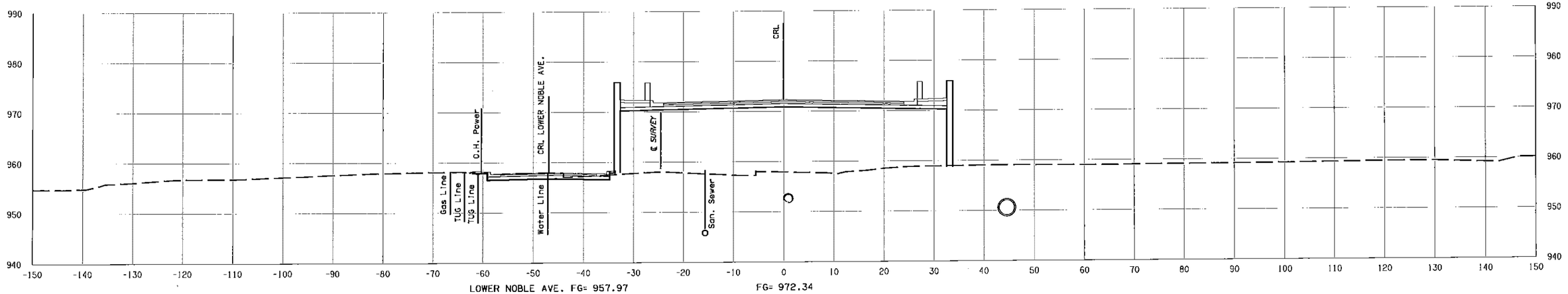
LOGAN COUNTY SHEET NO. X29

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

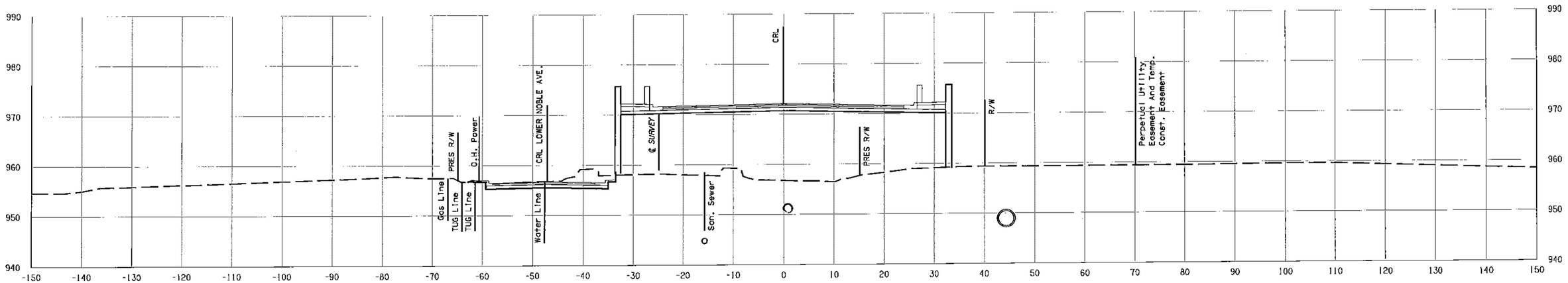
R/W UTILITY MEETING
01-04-13



LOWER NOBLE AVE. FG= 957.97

FG= 972.34

1556+60.00



LOWER NOBLE AVE. FG= 956.74

FG= 972.14

1556+40.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. X30

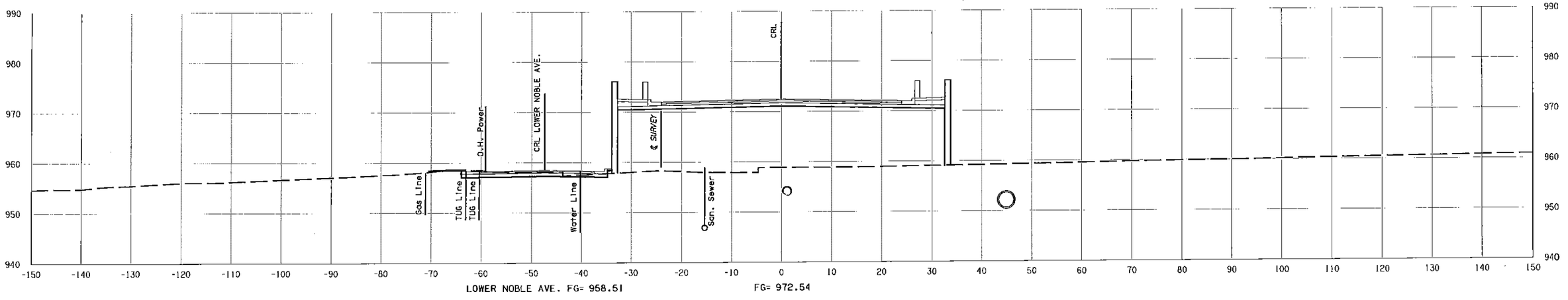
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

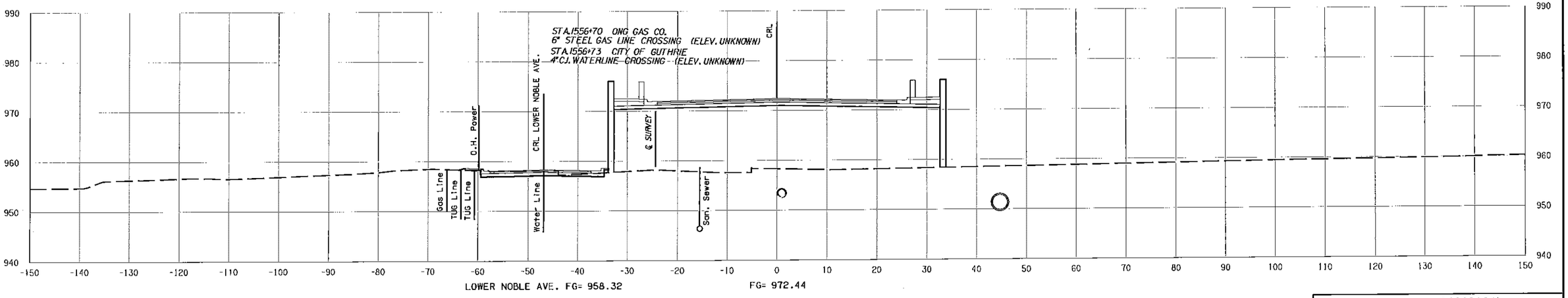
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



1556+80.00



1556+69.78

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01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X31

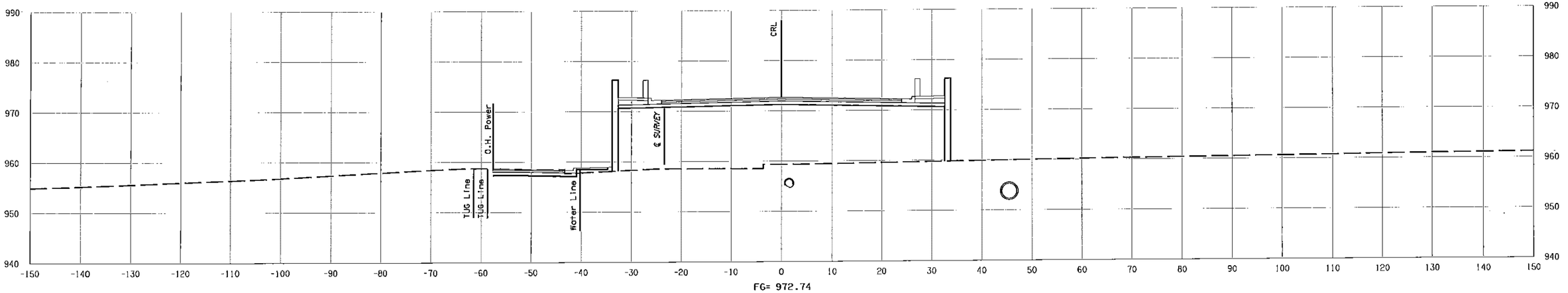
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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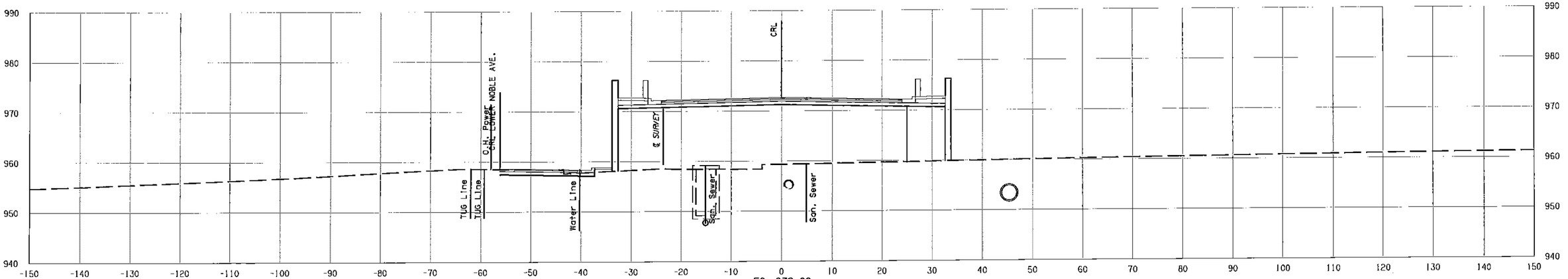
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



FG= 972.74

1557+00.00



FG= 972.69

LOWER NOBLE AVE. FG= 958.66

2ND STREET

1556+95.14

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. X32

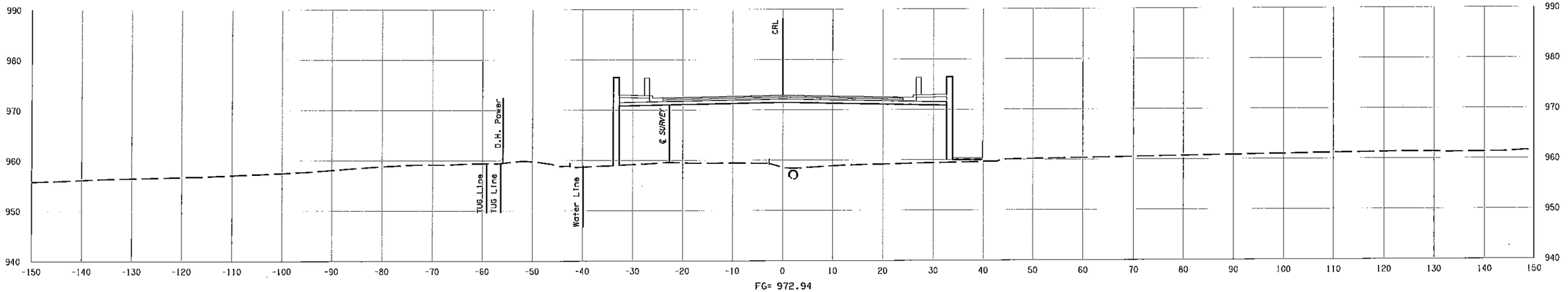
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

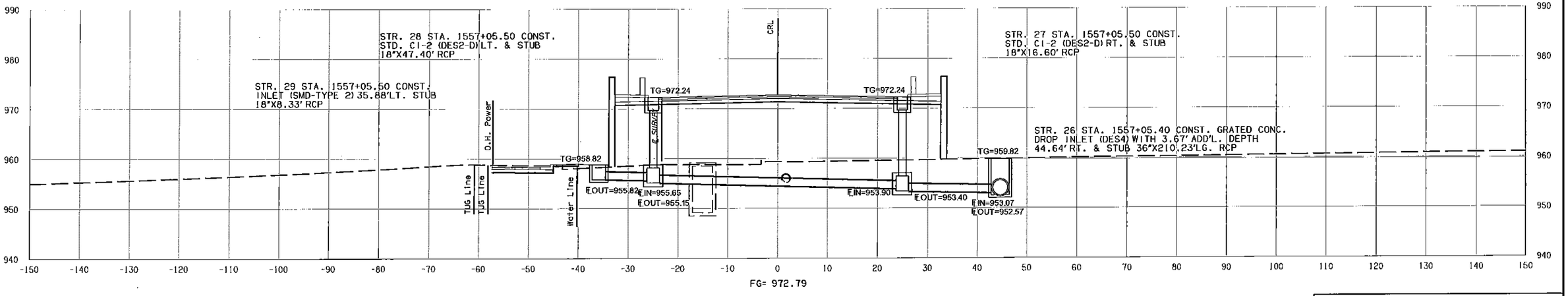
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



1557+20.00



1557+05.40

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01-04-13

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X33

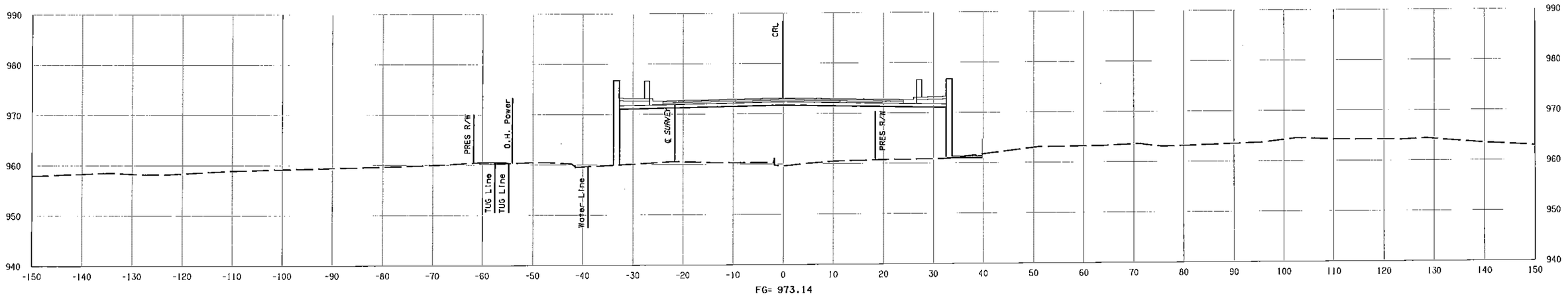
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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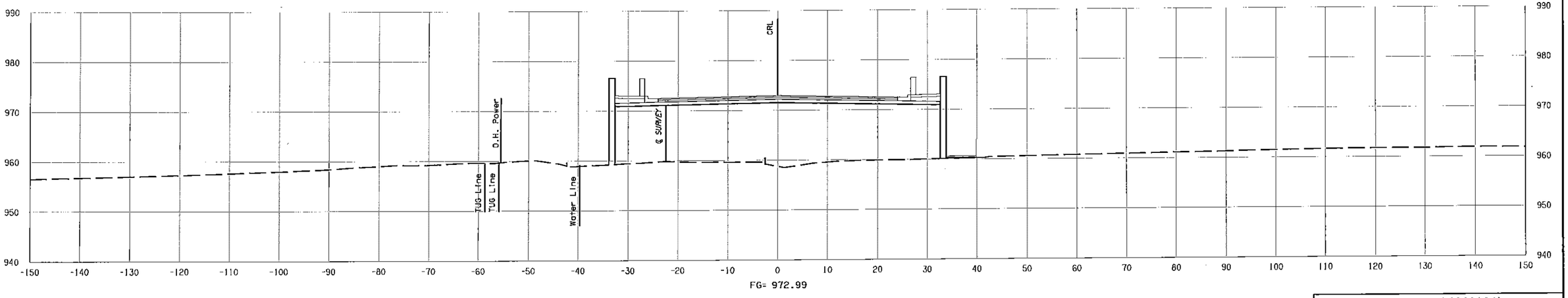
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



FG= 973.14

1557+40.00



FG= 972.99

1557+24.59

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. X34

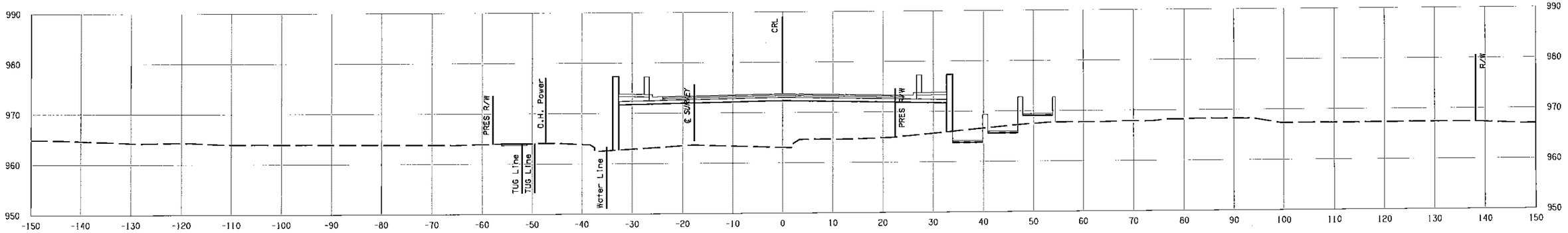
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

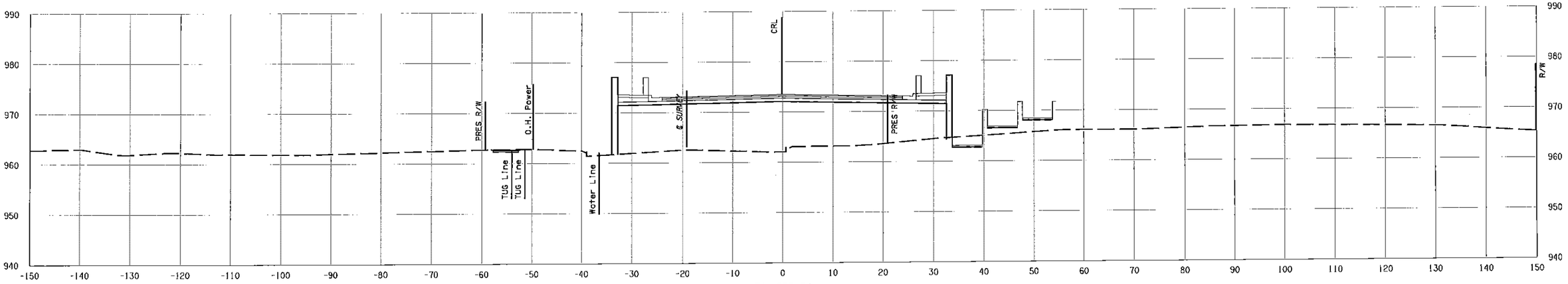
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



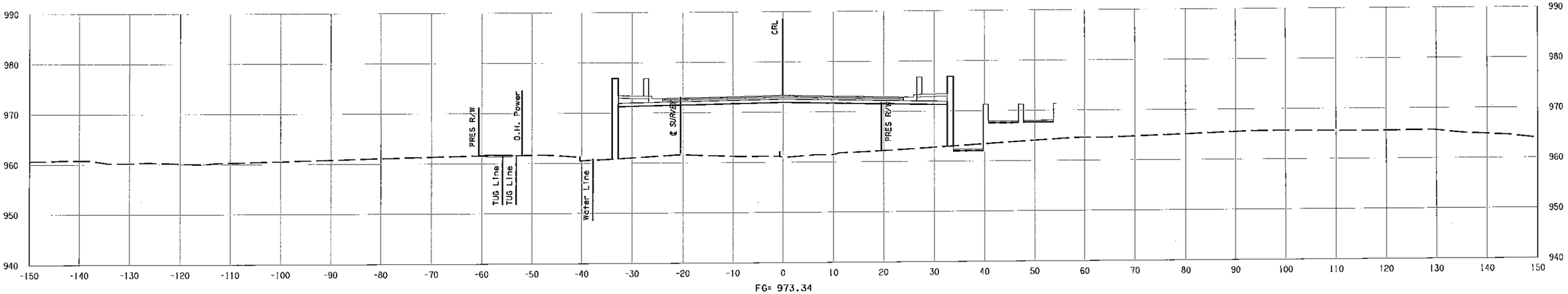
FG= 973.74

1558+00.00



FG= 973.54

1557+80.00



FG= 973.34

1557+60.00

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01-04-13

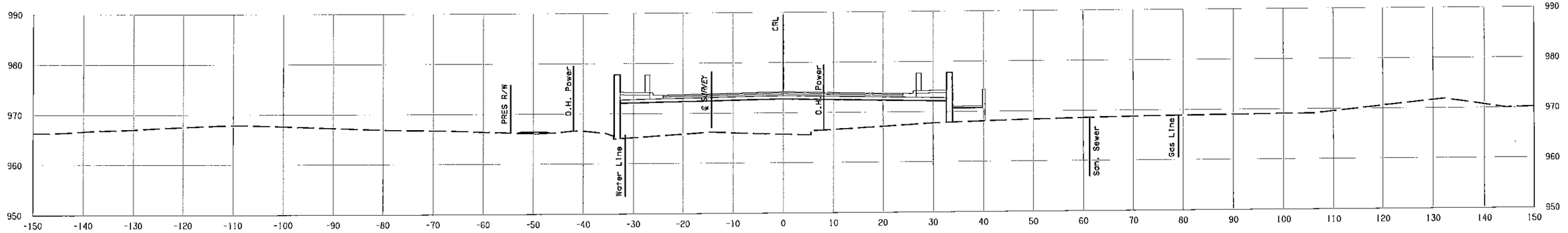
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X35
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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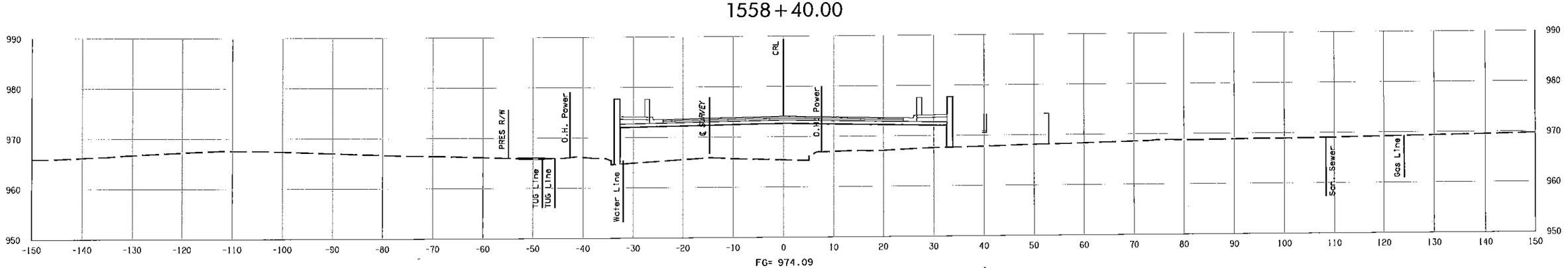
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



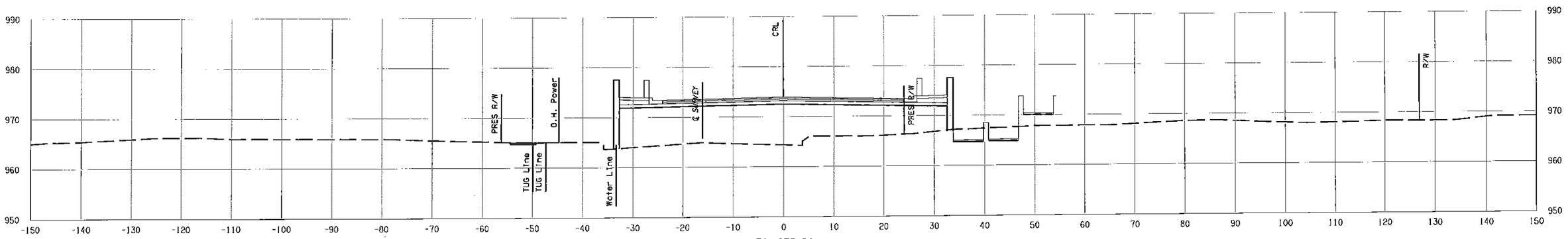
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FG= 974.09

1558+35.46



FG= 973.94

1558+20.00

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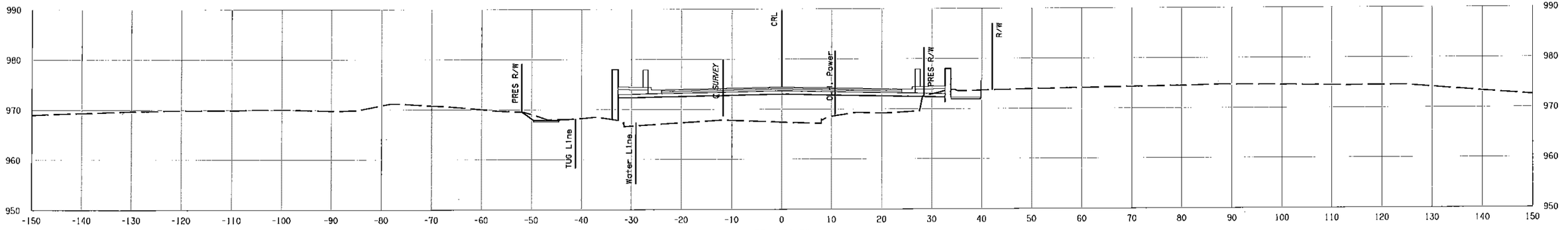
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LOGAN COUNTY SHEET NO. X36
SH-33

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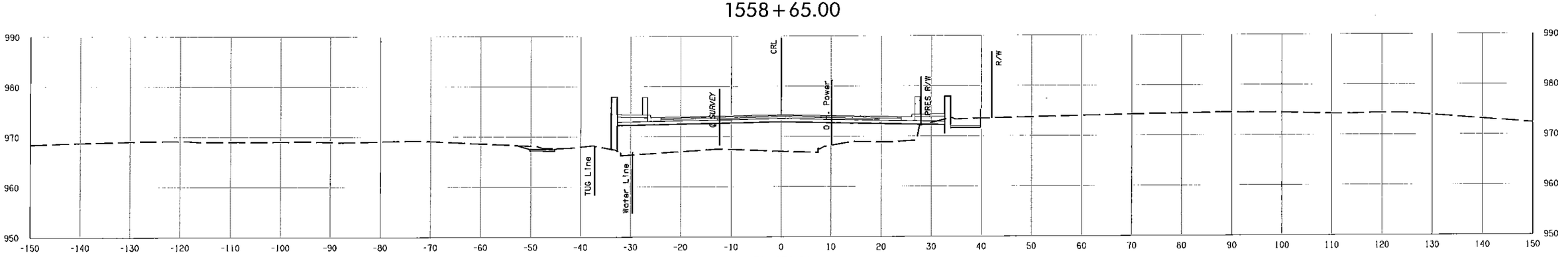
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



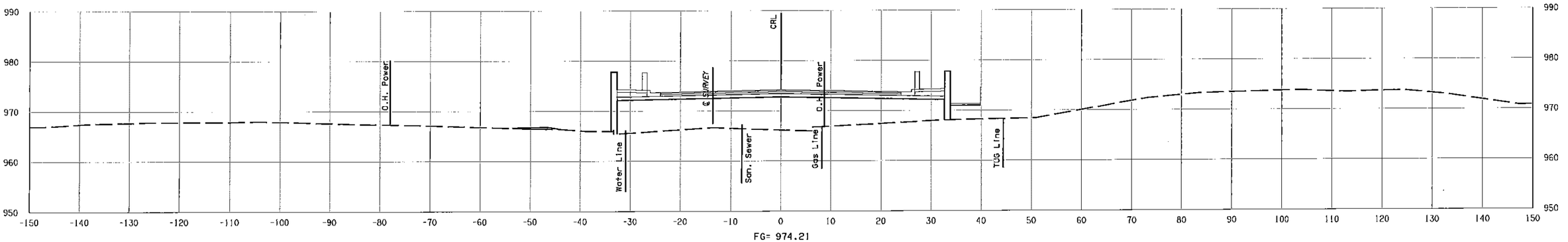
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1558+60.00



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STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X37

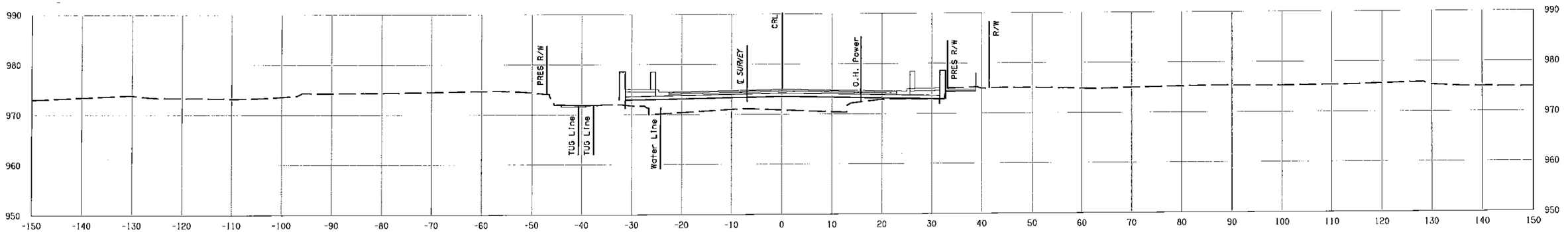
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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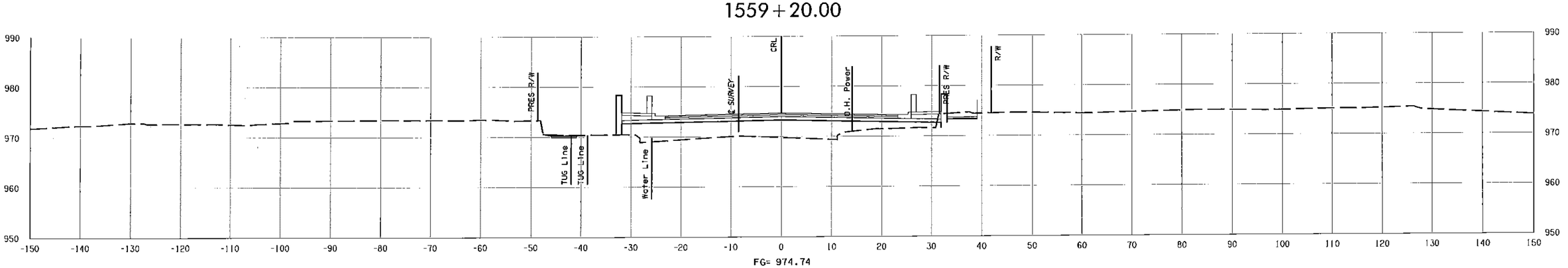
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R/W UTILITY MEETING
01-04-13



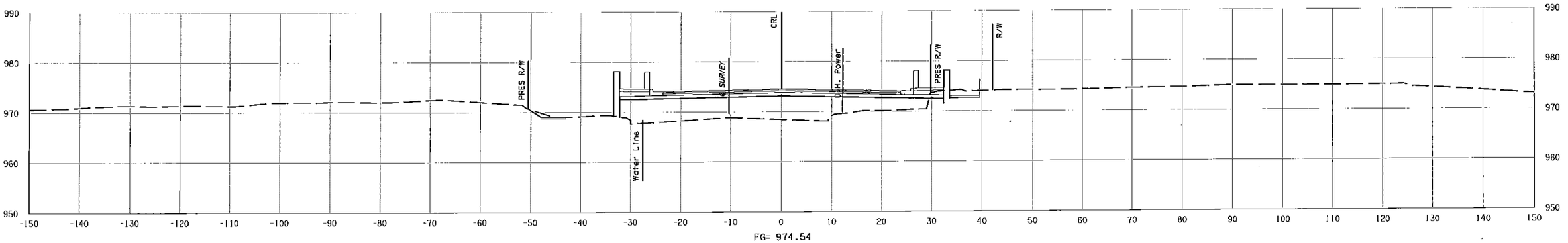
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FG= 974.74

1559+00.00



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STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. X38

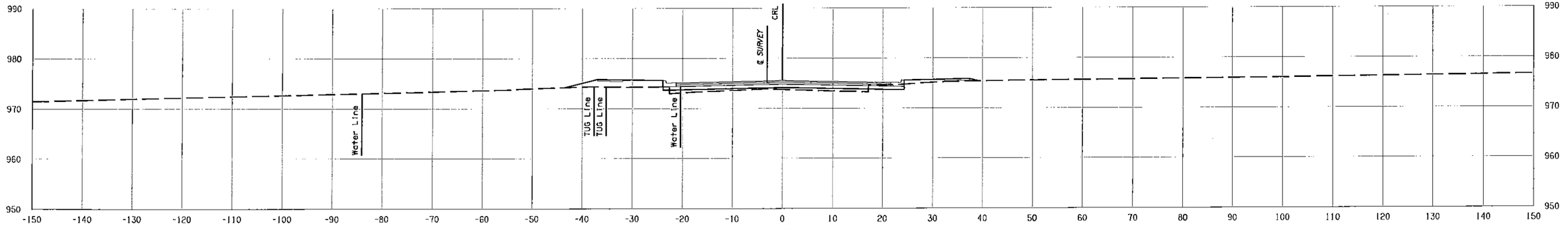
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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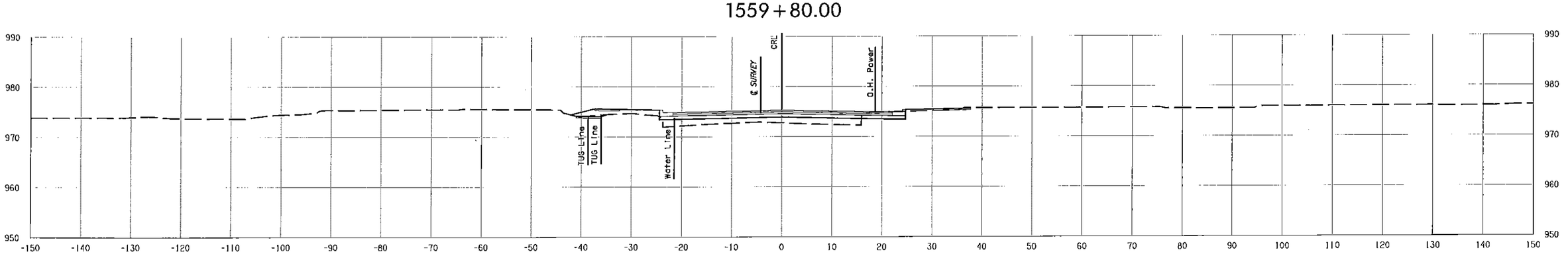
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R/W UTILITY MEETING
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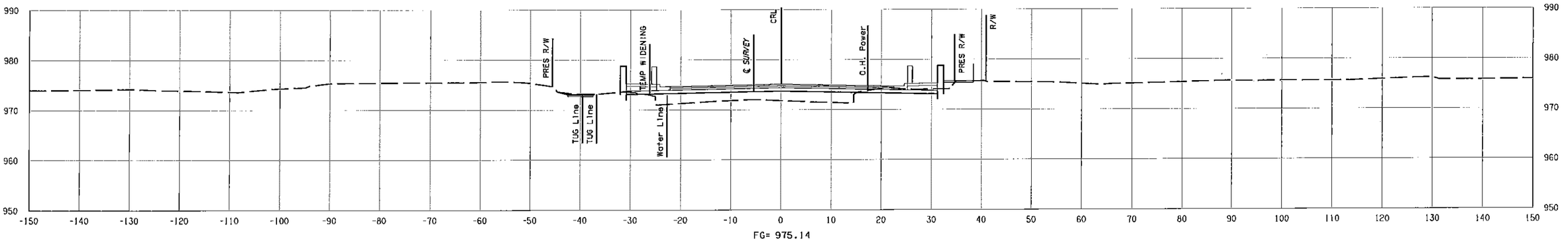
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1559+60.00



FG= 975.14

1559+40.00

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X39
SH-33

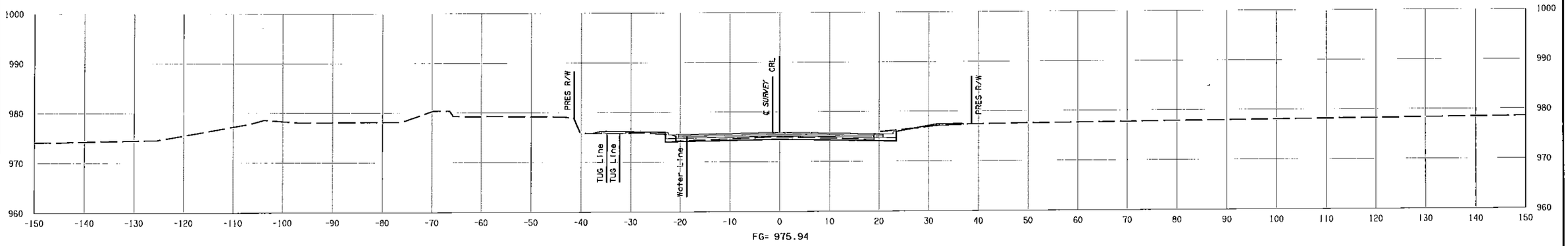
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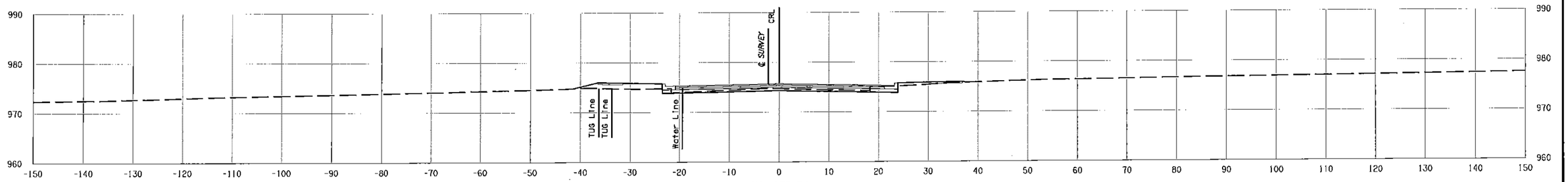
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



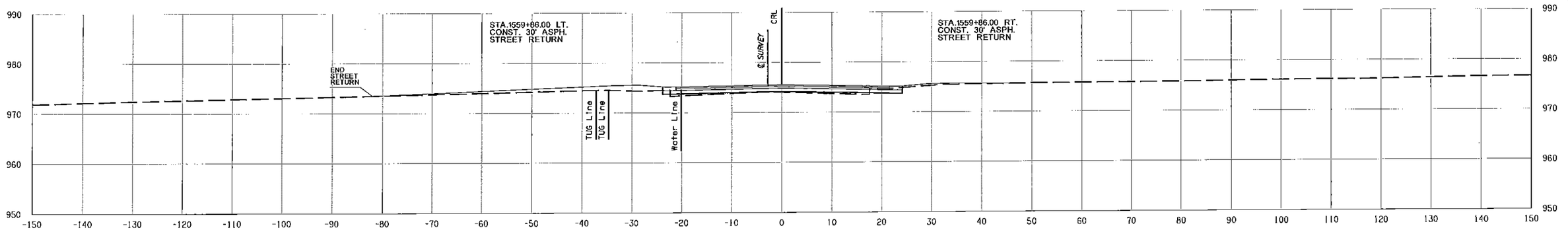
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FG= 975.74

1560+00.00



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1ST STREET
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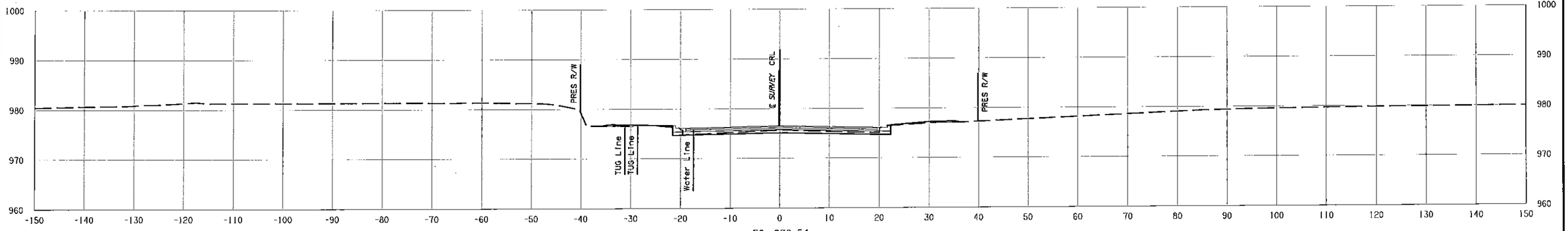
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X40

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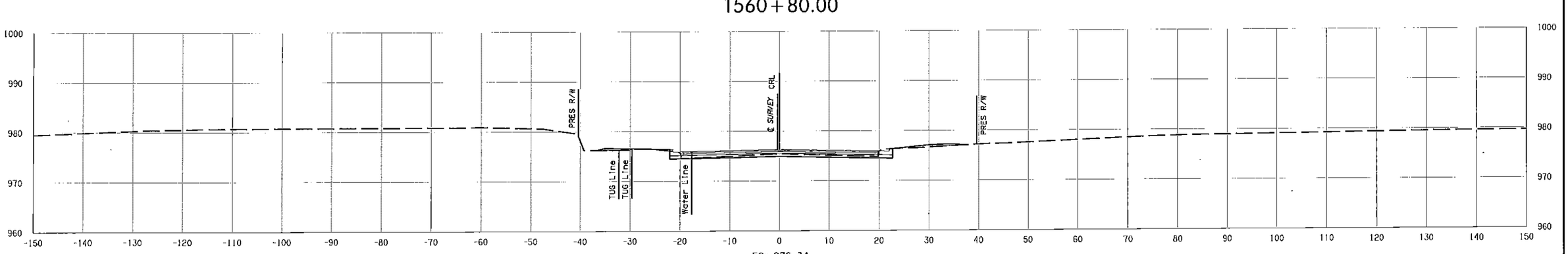
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R/W UTILITY MEETING
01-04-13



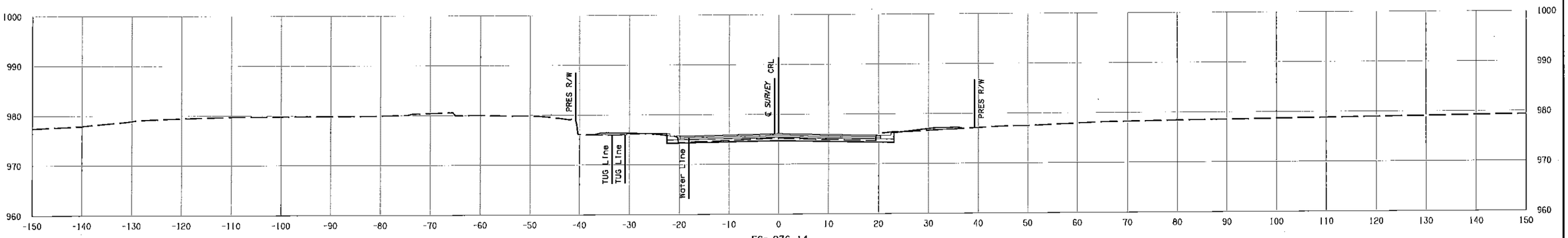
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1560+60.00



FG= 976.14

1560+40.00

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STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X41

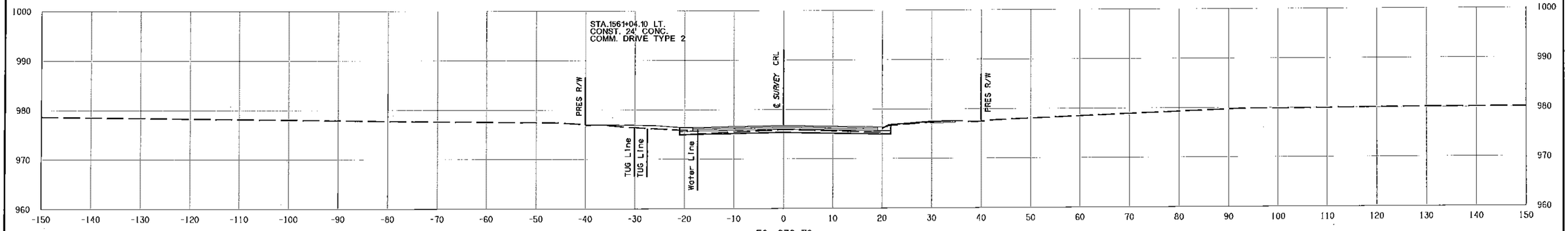
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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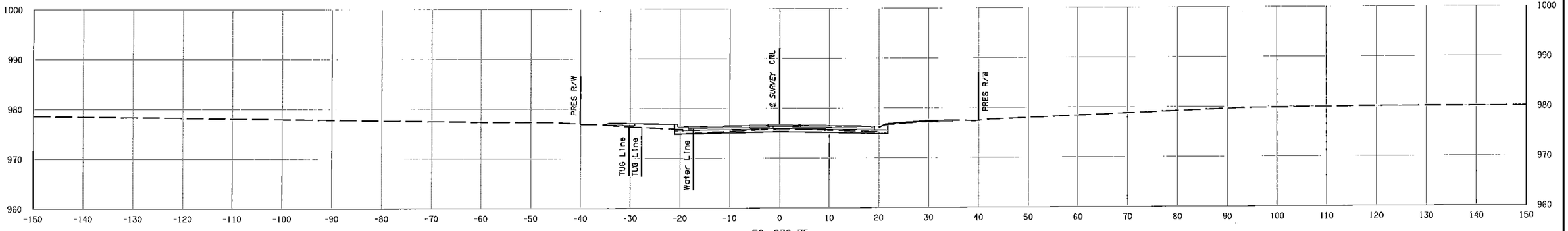
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



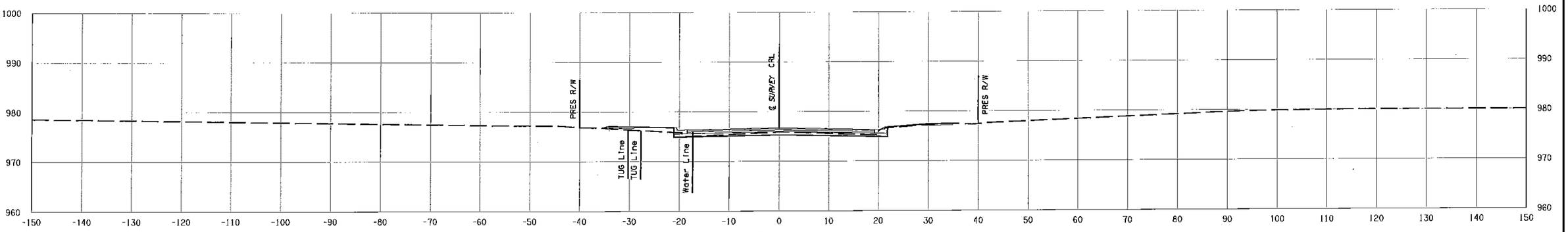
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FG= 976.75

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FG= 976.74

1561+00.00

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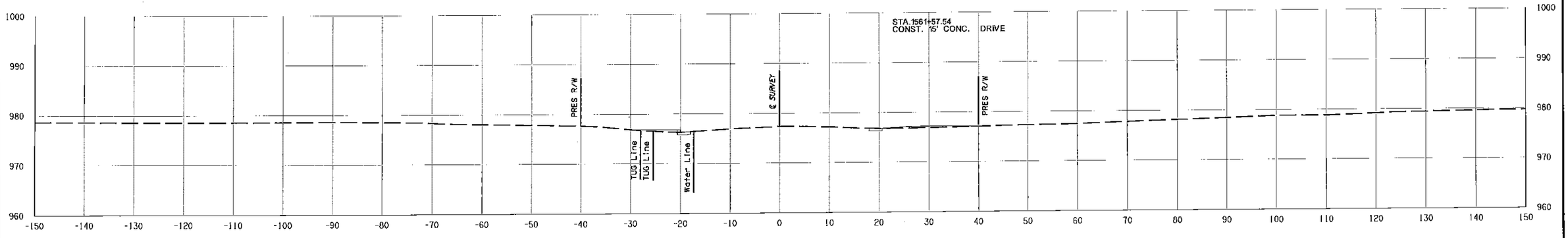
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LOGAN COUNTY SHEET NO. X42

OKLAHOMA DEPARTMENT OF TRANSPORTATION

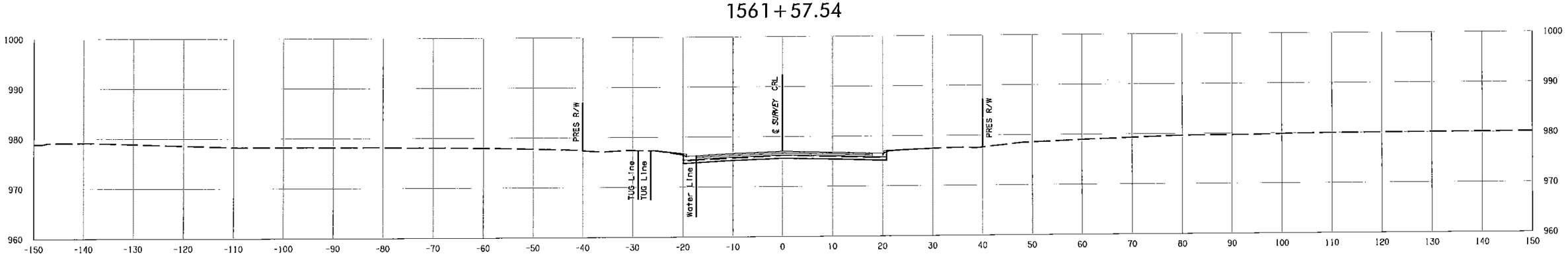
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

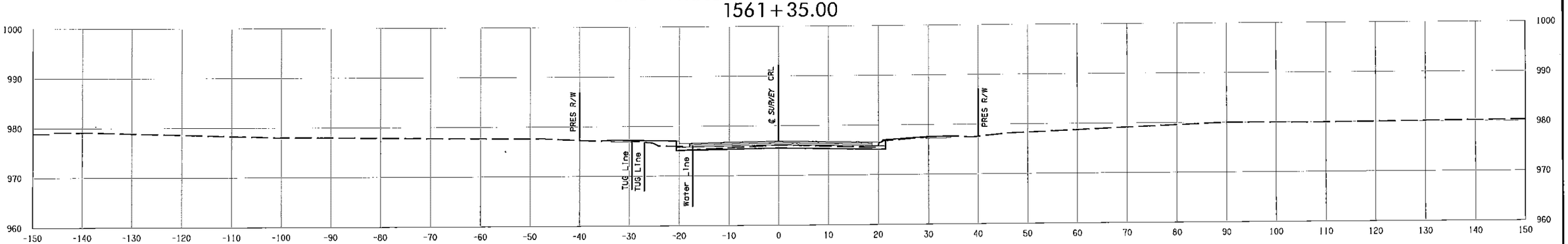


1561+57.54



FG= 977.09

END PROJECT & BEGIN INCID. CONST.
1561+35.00



FG= 976.95

1561+20.00

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STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X43

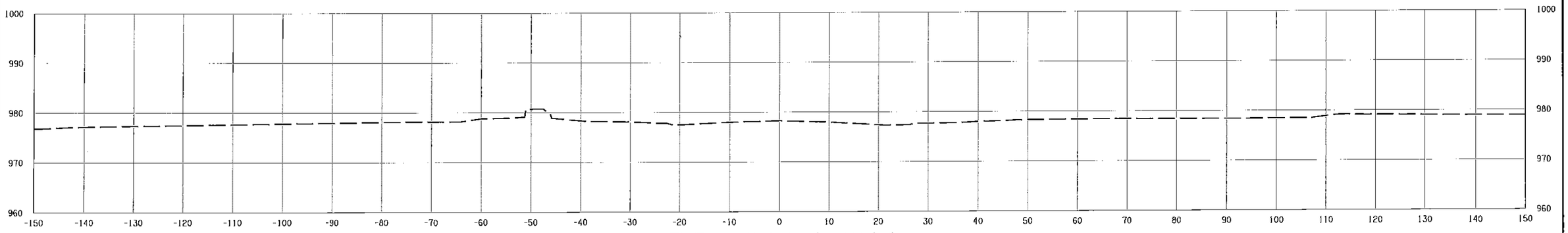
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

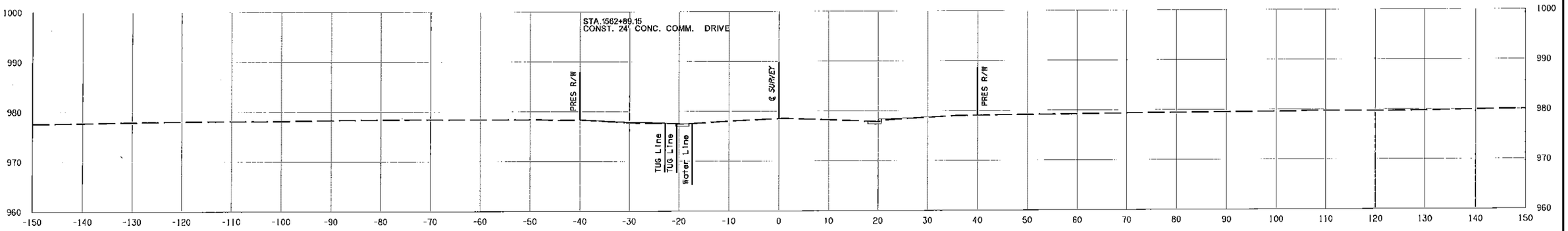
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

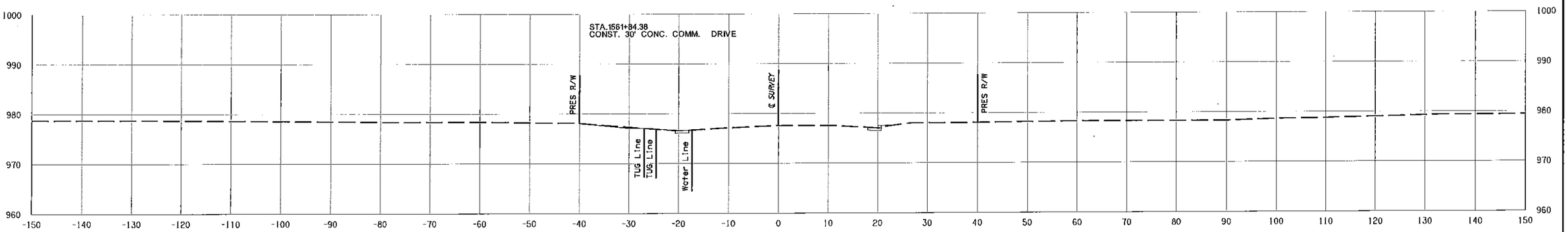
R/W UTILITY MEETING
01-04-13



END INCIDENTAL CONST.
1564+00.00



1562+89.15



1561+84.38

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STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. X44

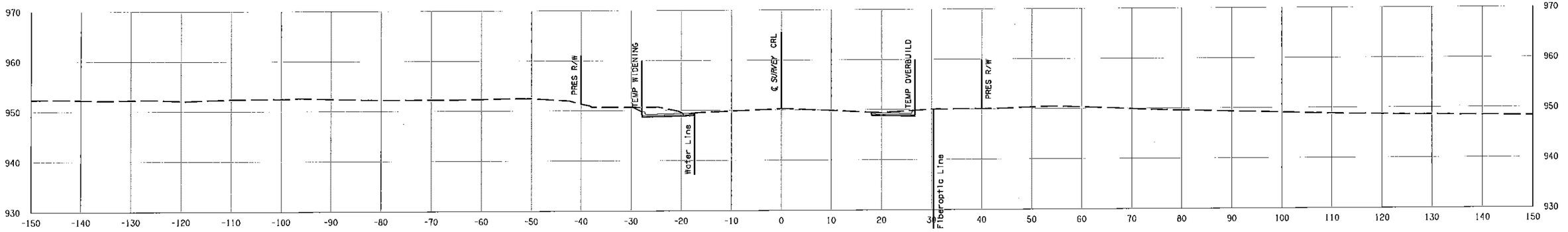
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

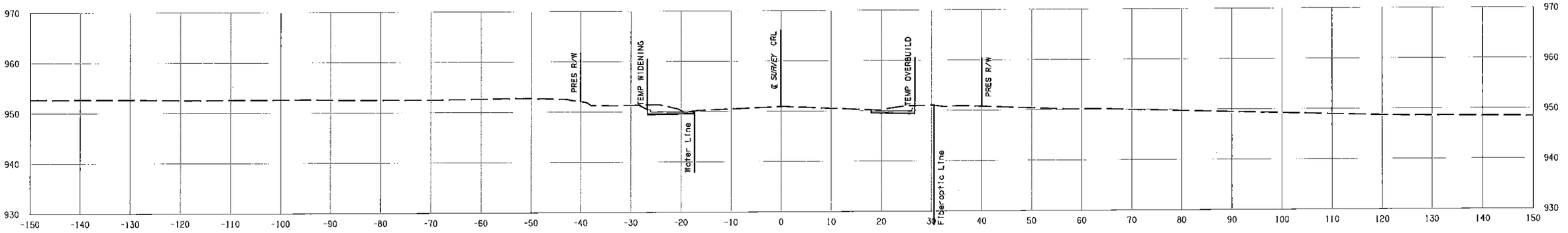
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

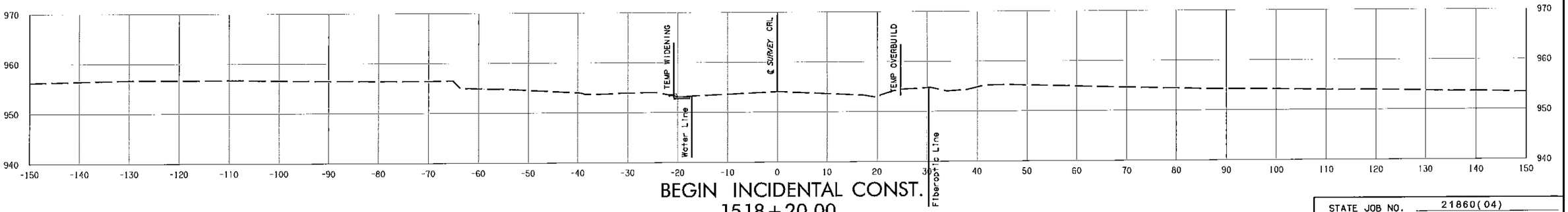
R/W UTILITY MEETING
01-04-13



1519+15.10



1519+00.00



BEGIN INCIDENTAL CONST.
1518+20.00

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01-04-13

PHASE ONE

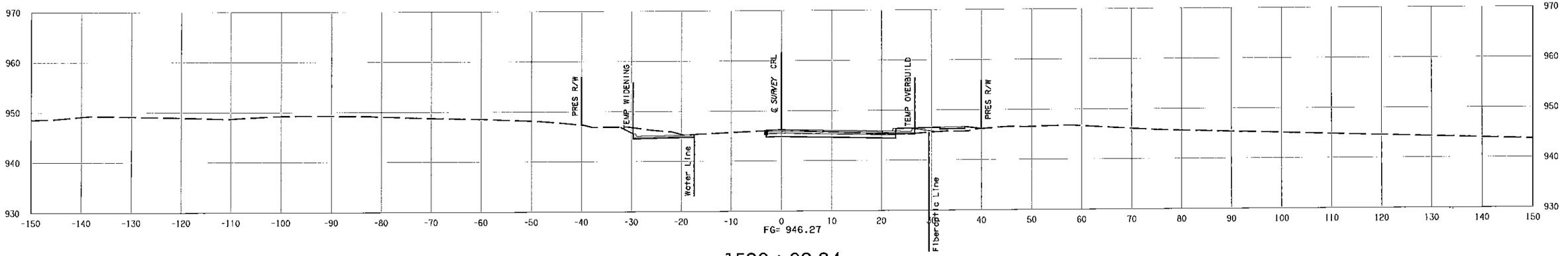
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX1
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

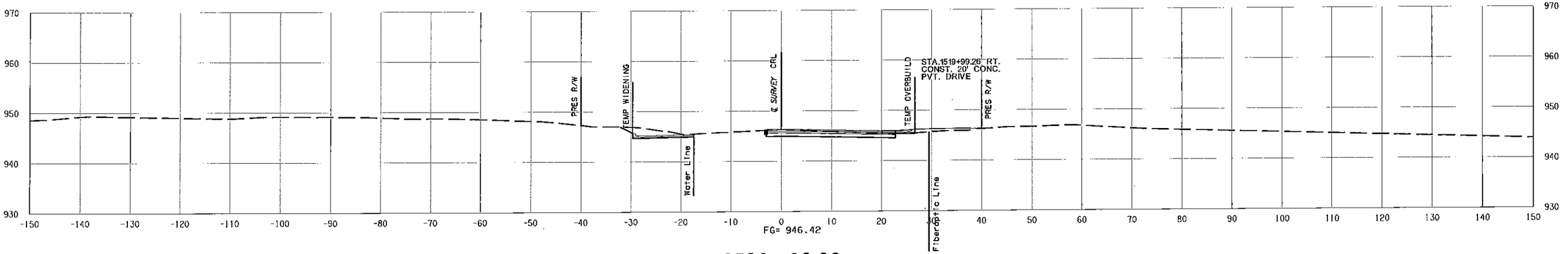
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

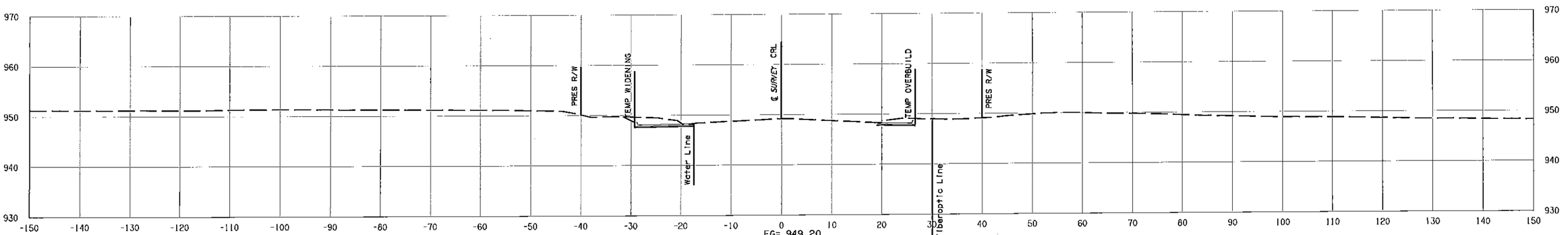
R/W UTILITY MEETING
01-04-13



1520+03.34



1520+00.00



END INCID. CONST. & BEGIN PROJECT
1519+39.00

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01-04-13

PHASE ONE

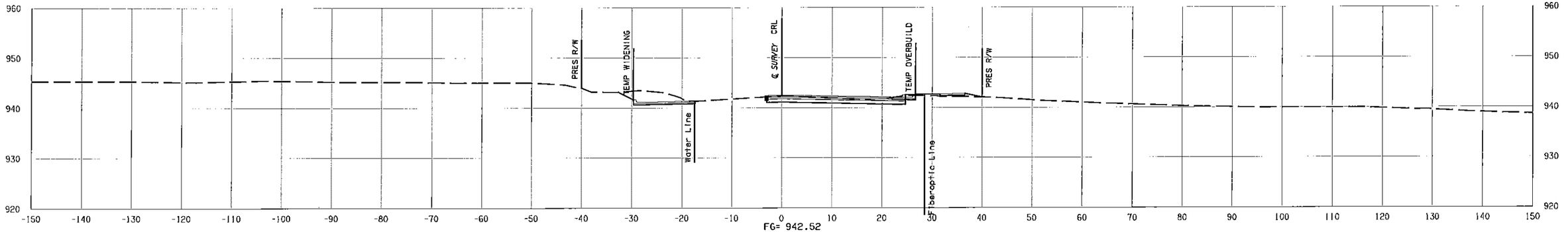
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LOGAN COUNTY SHEET NO. DX2
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

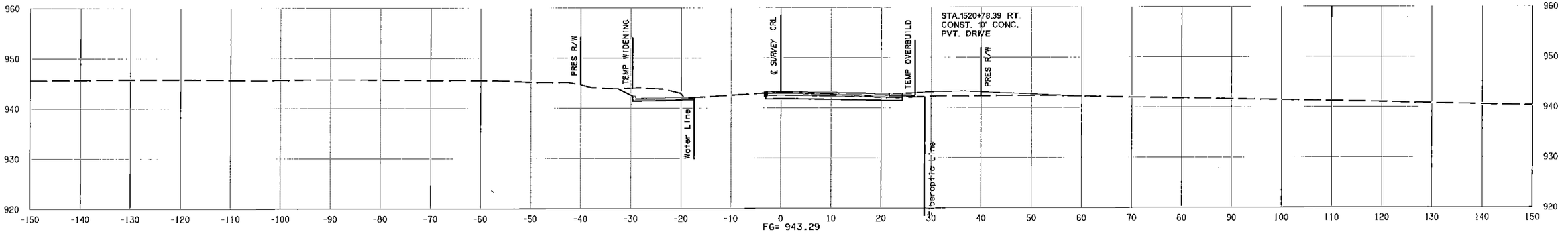
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

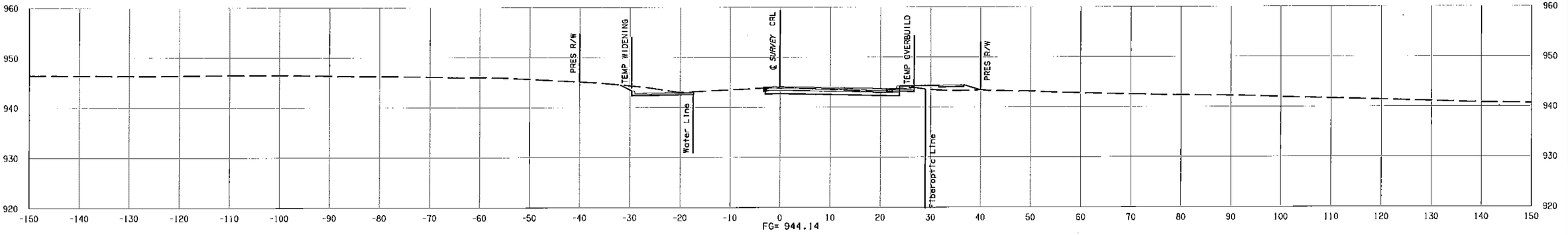
R/W UTILITY MEETING
01-04-13



1521+00.00



1520+78.39



1520+55.90

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PHASE ONE

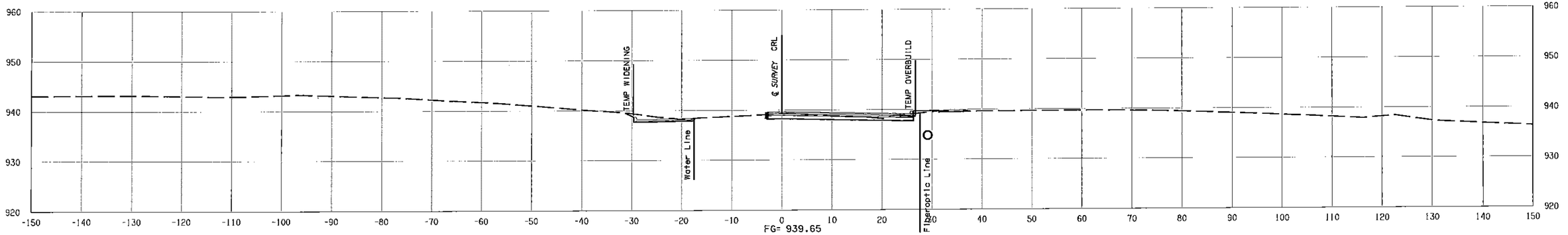
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LOGAN COUNTY SHEET NO. DX3

OKLAHOMA DEPARTMENT OF TRANSPORTATION

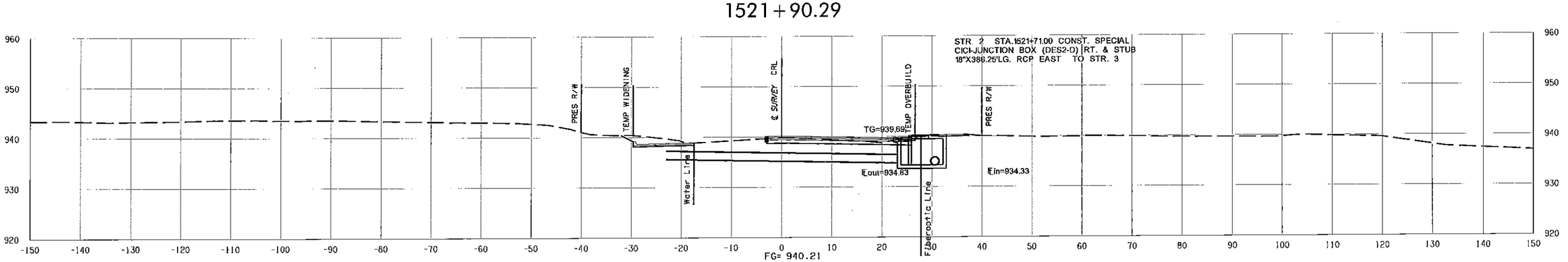
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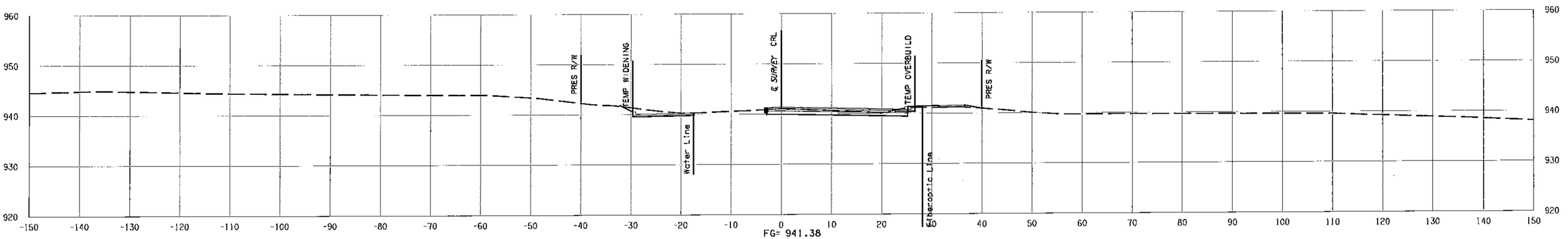
R/W UTILITY MEETING
01-04-13



1521+90.29



1521+71.00



1521+33.66

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PHASE ONE

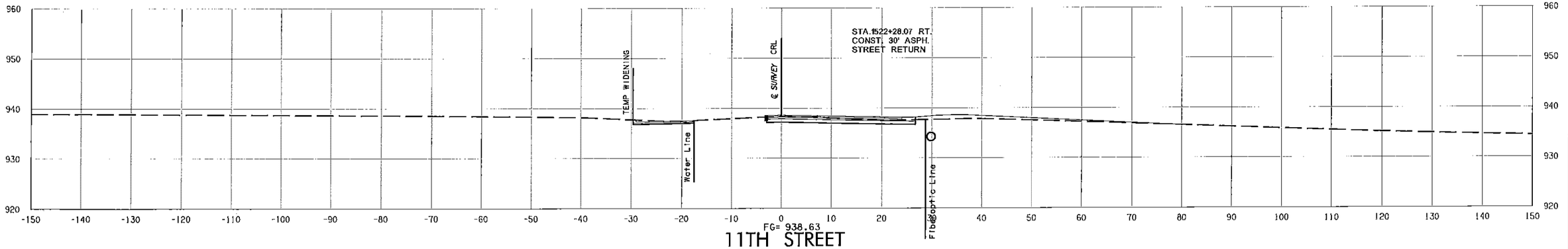
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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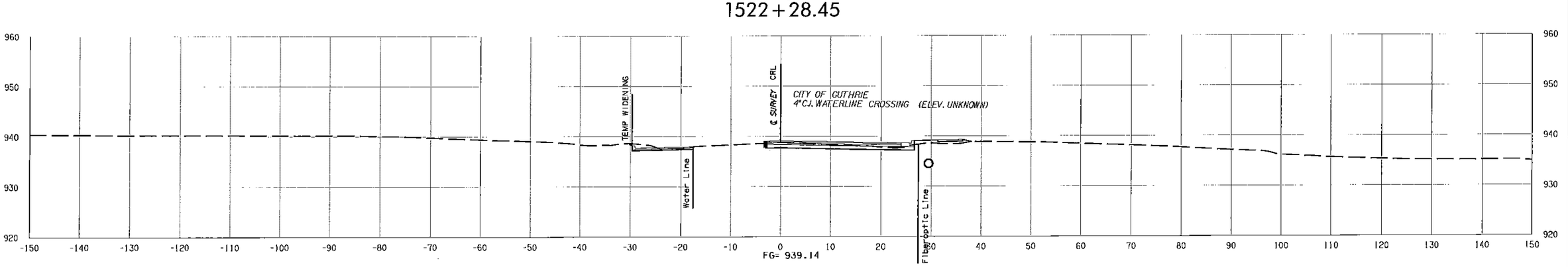
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



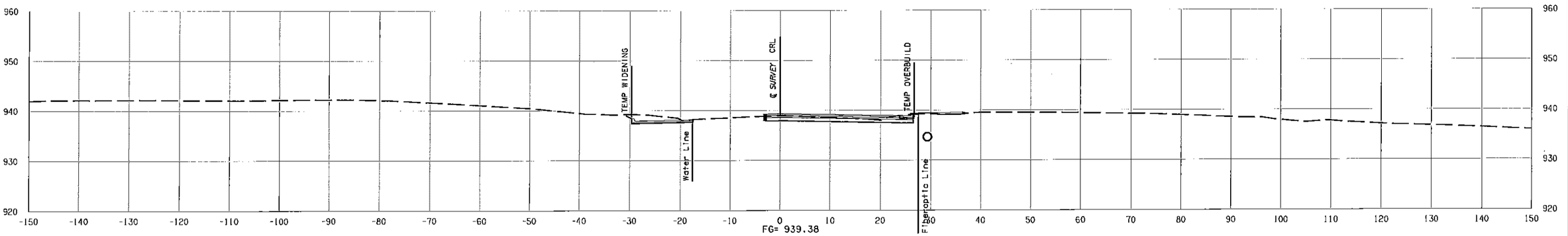
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FG= 939.14

1522+09.00



FG= 939.38

1522+00.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

PHASE ONE

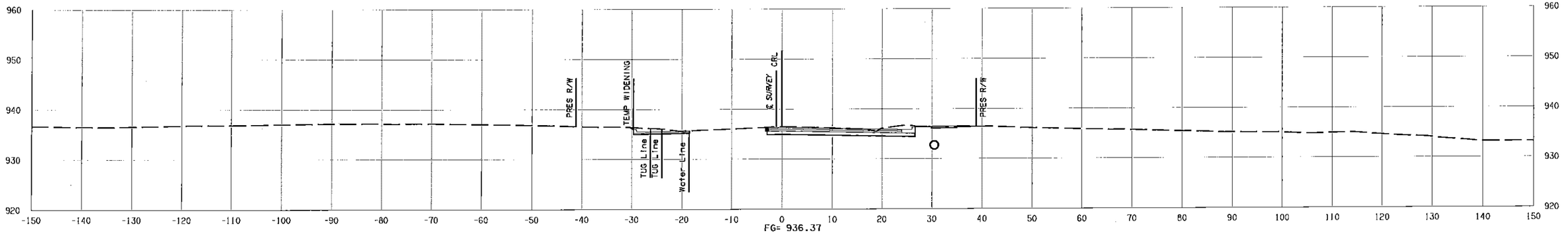
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX5
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

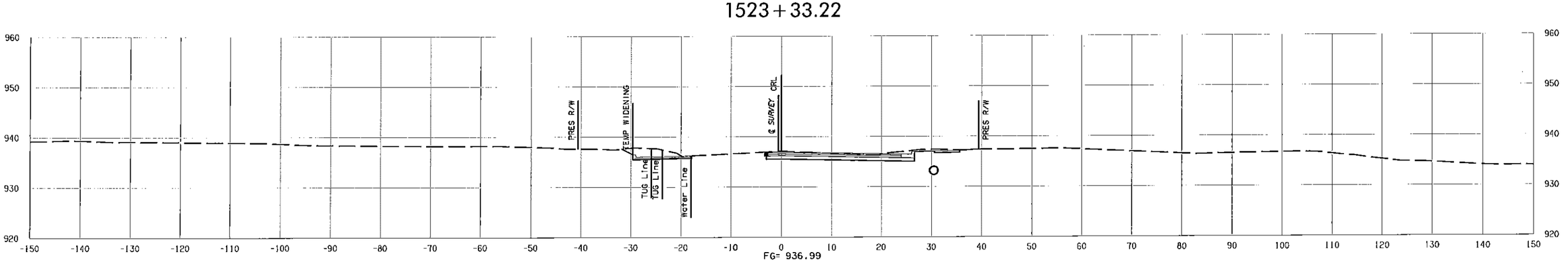
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

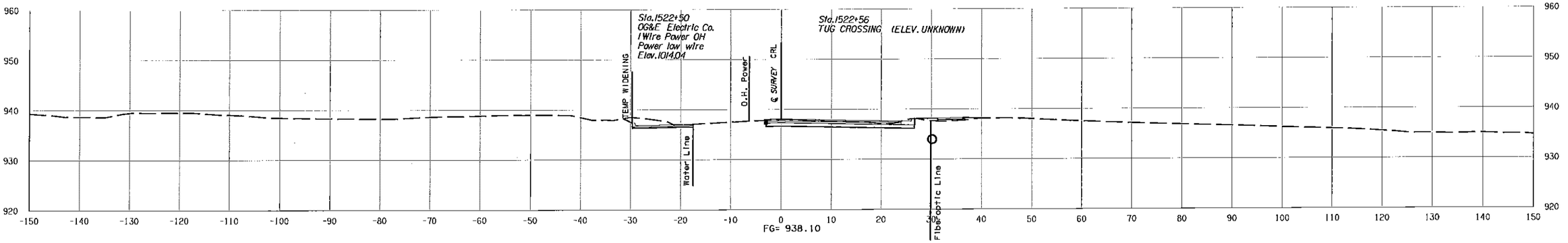
R/W UTILITY MEETING
01-04-13



1523+33.22



1523+00.00



1522+49.62

PHASE ONE

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX6
SH-33

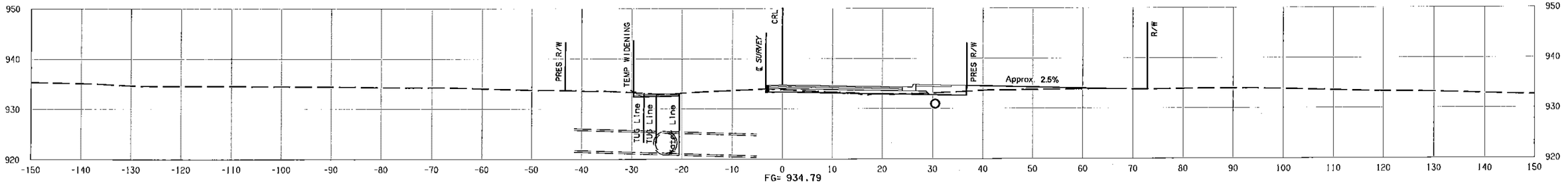
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

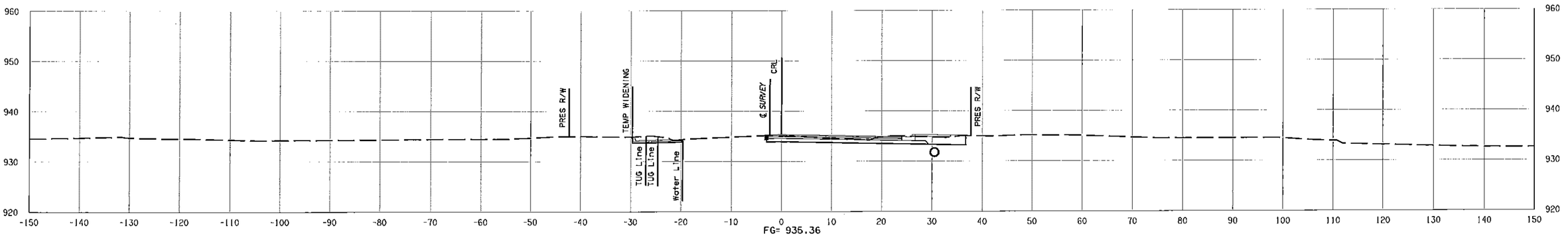
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

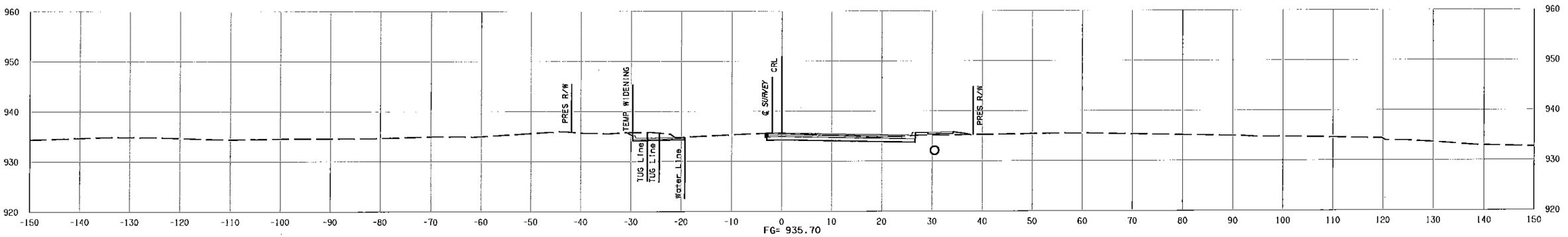
R/W UTILITY MEETING
01-04-13



1524+54.94



1524+00.00



1523+75.17

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

PHASE ONE

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX7

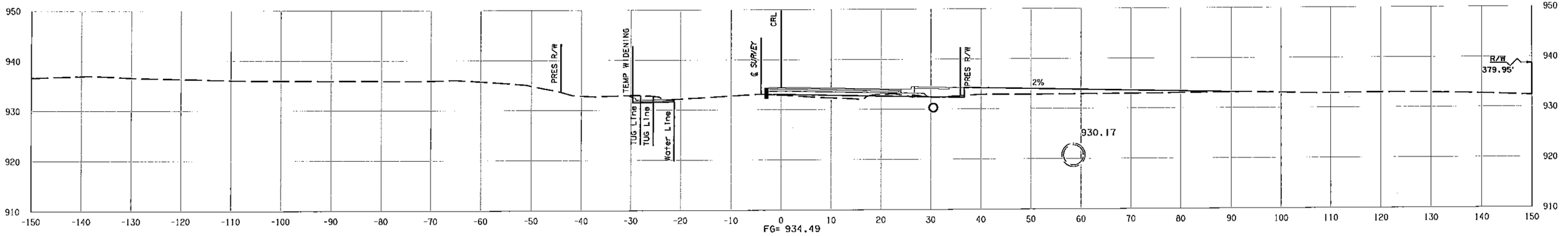
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

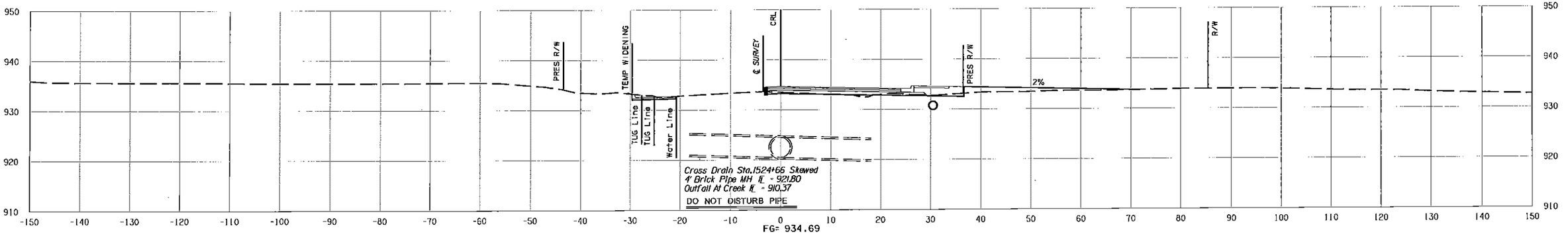
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

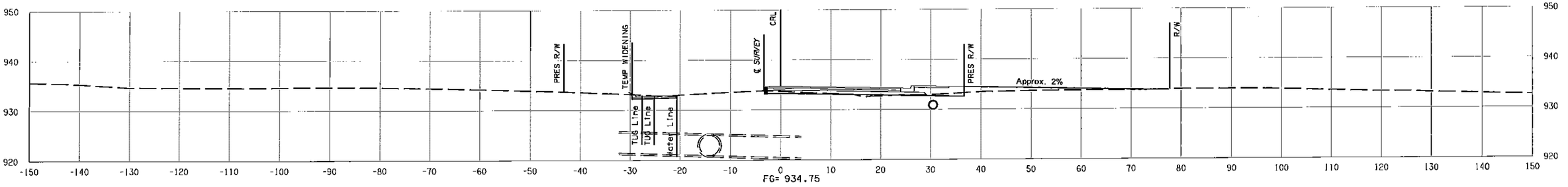
R/W UTILITY MEETING
01-04-13



1525+00.00



1524+67.76



1524+60.00

PHASE ONE

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX8

SH-33

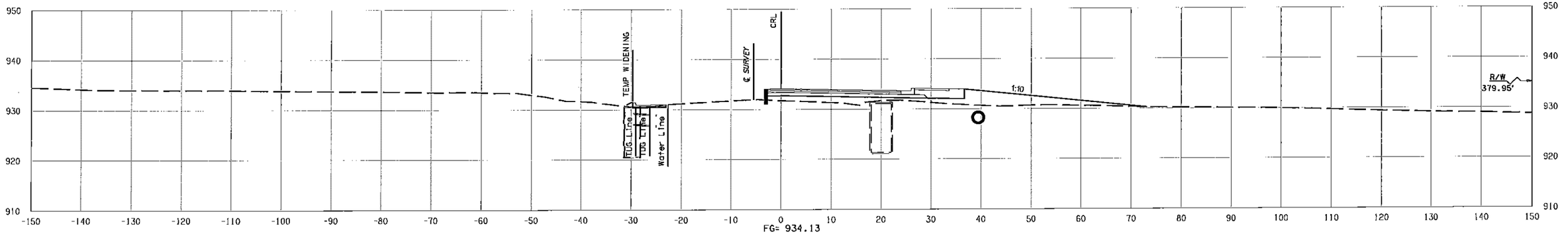
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

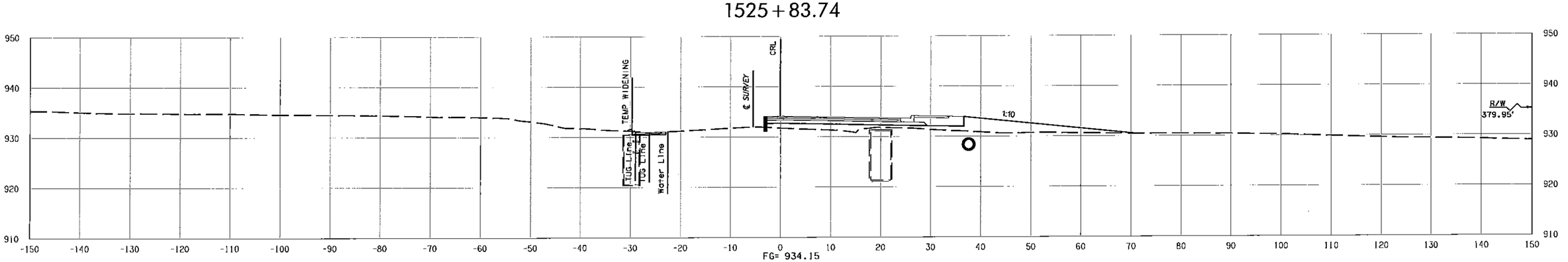
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



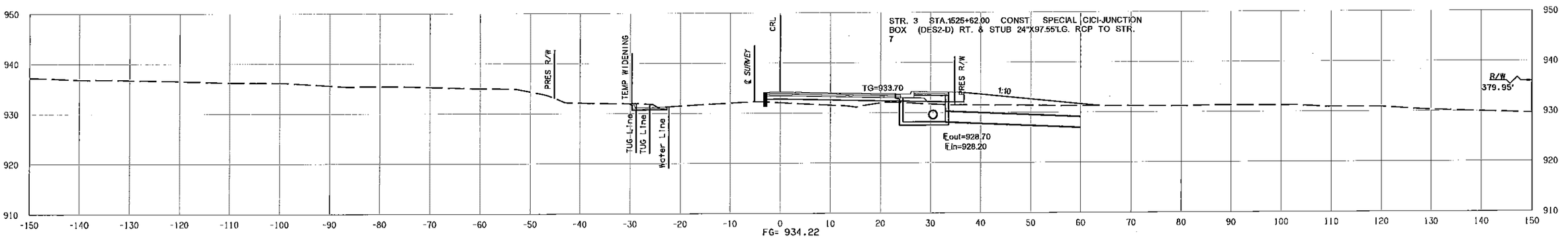
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1525+83.74



FG= 934.15

1525+79.59



FG= 934.22

1525+62.00

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01-04-13

PHASE ONE

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. DX9

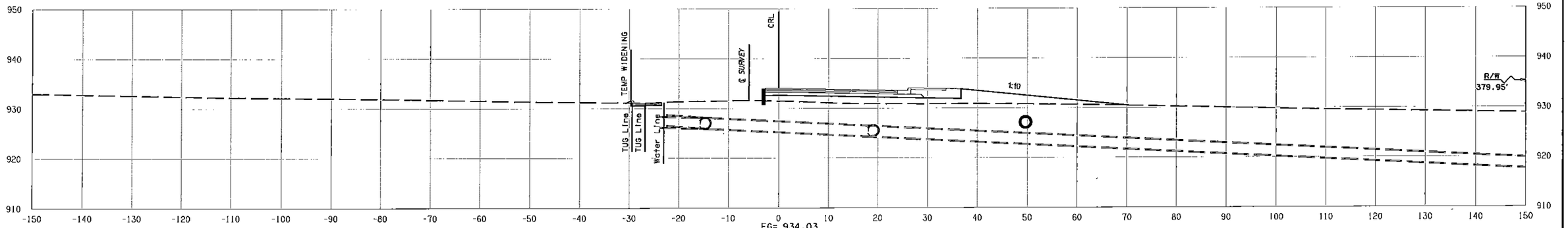
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

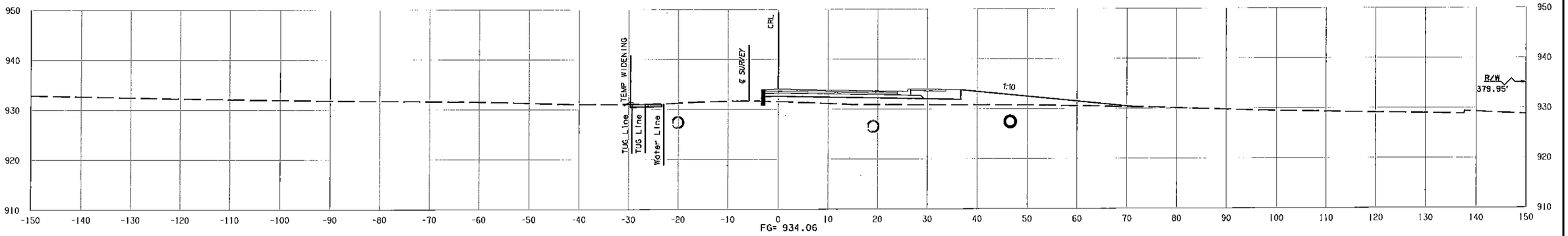
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



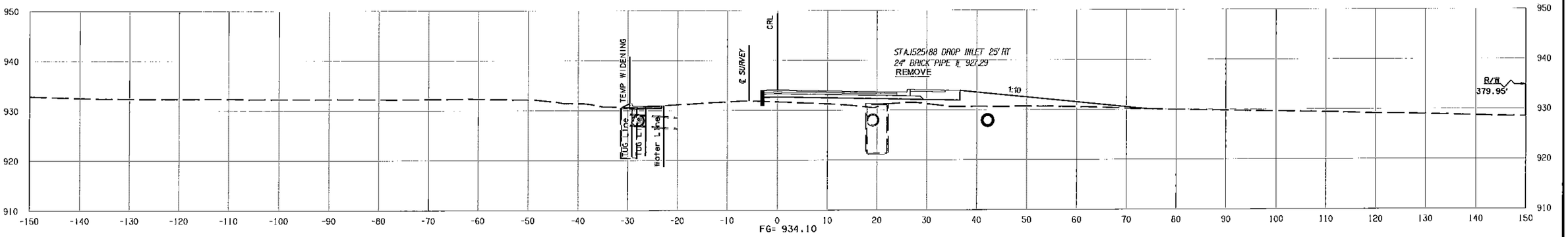
FG= 934.03

10TH STREET
1526+06.89



FG= 934.06

1526+00.00



FG= 934.10

1525+90.00

PHASE ONE

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX10
SH-33

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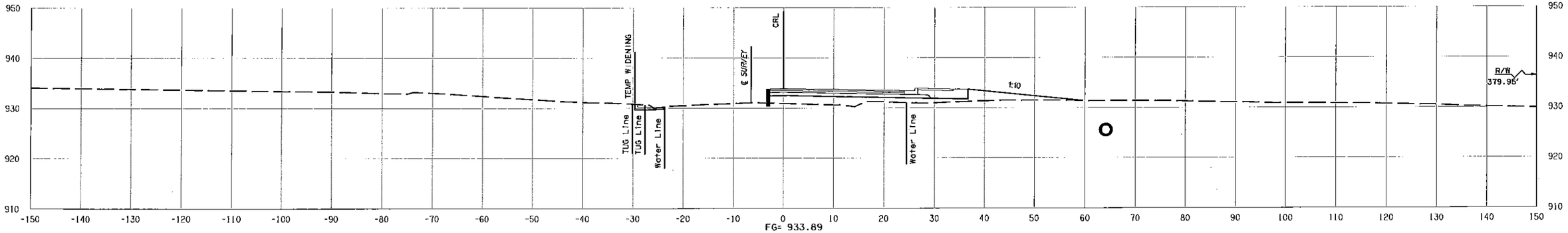
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

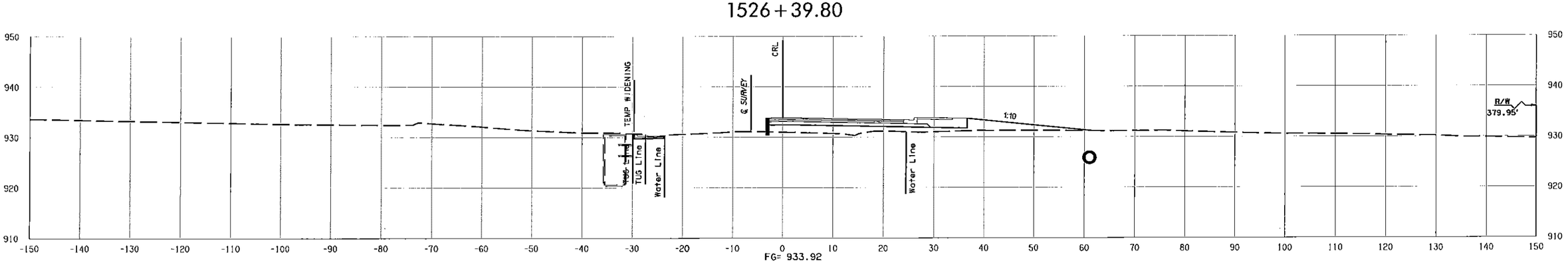
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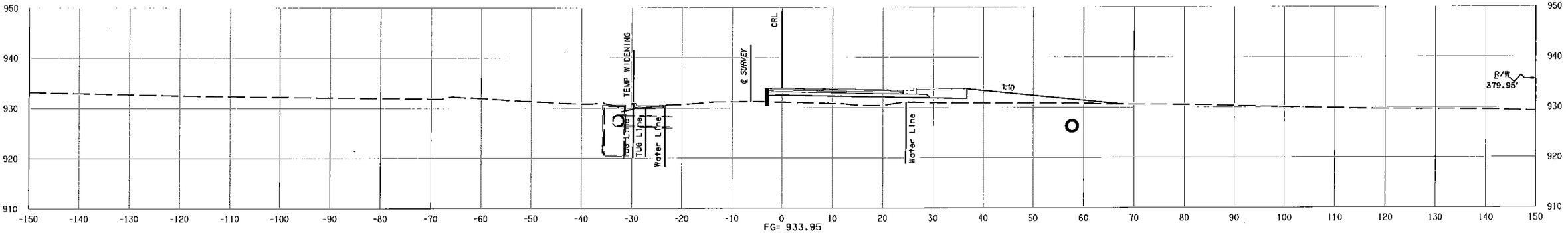
R/W UTILITY MEETING
01-04-13



1526+39.80



1526+32.68



1526+25.12

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01-04-13

PHASE ONE

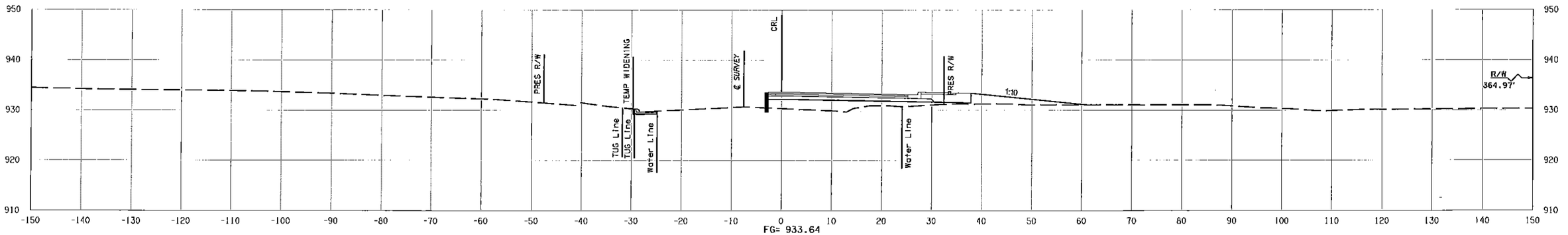
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LOGAN COUNTY SHEET NO. DX11
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

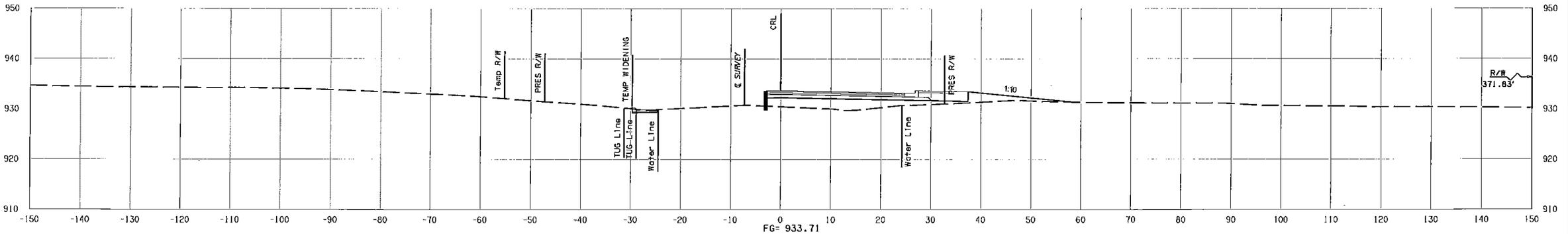
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

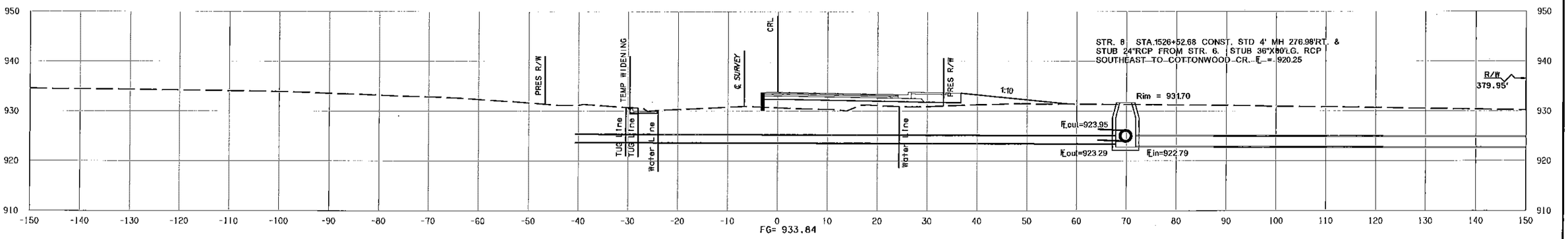
R/W UTILITY MEETING
01-04-13



1527+00.00



1526+81.68



1526+52.68

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01-04-13

PHASE ONE

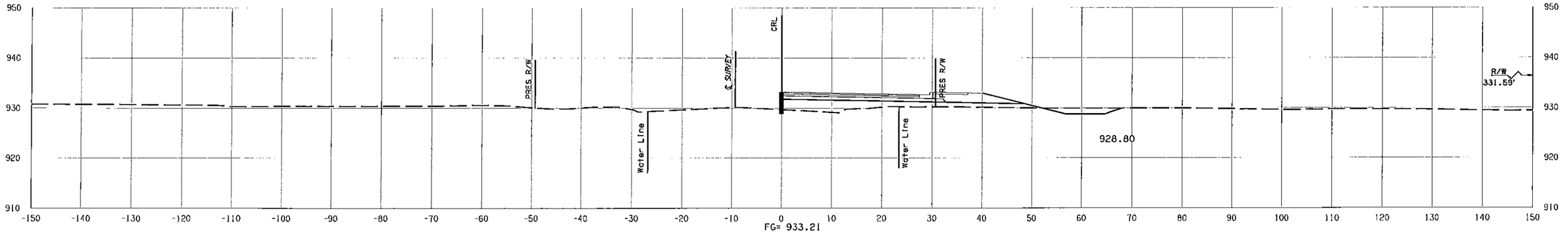
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LOGAN COUNTY SHEET NO. DX12
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

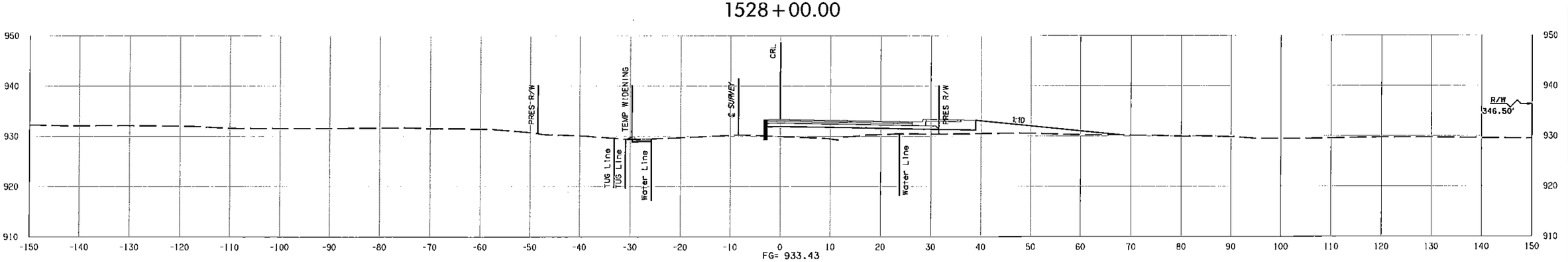
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

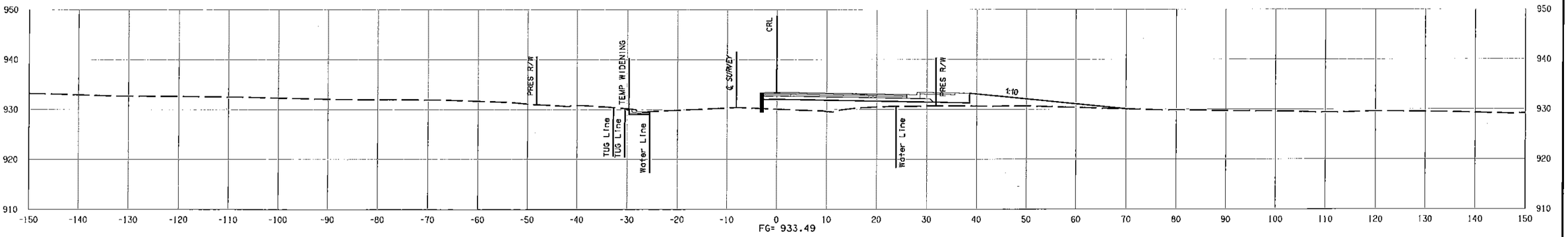
R/W UTILITY MEETING
01-04-13



1528+00.00



1527+49.30



1527+34.15

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01-04-13

PHASE ONE

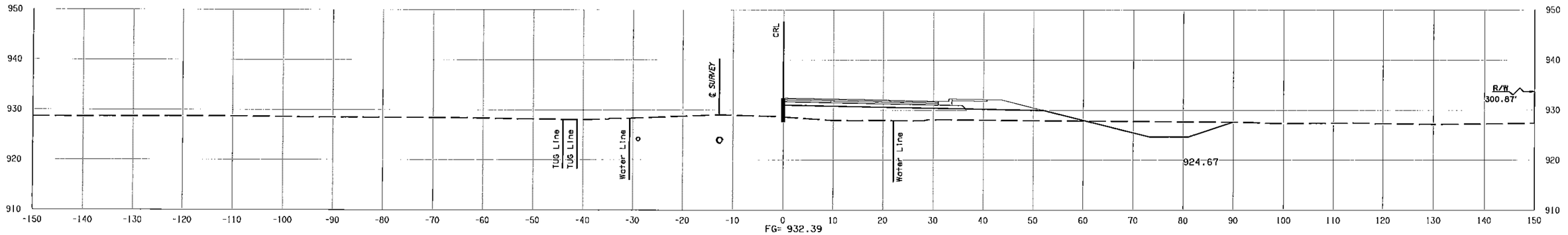
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX13
SH- 33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

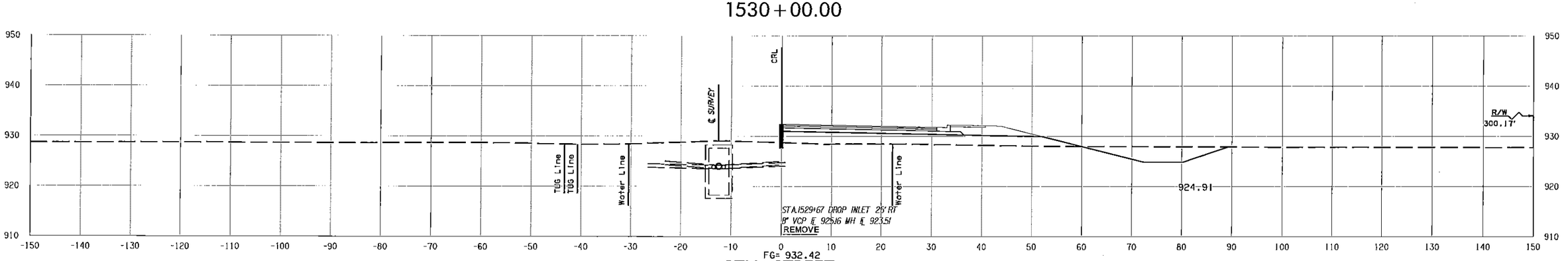
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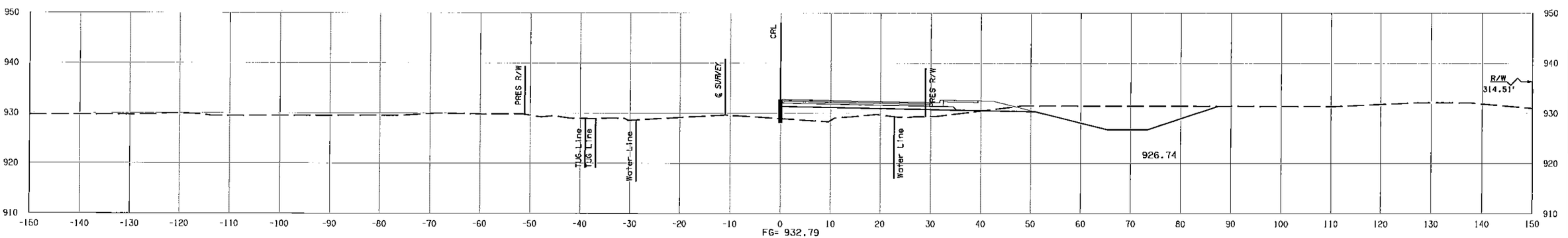
R/W UTILITY MEETING
01-04-13



1530+00.00



9TH STREET
1529+88.25



1529+00.00

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01-04-13

PHASE ONE

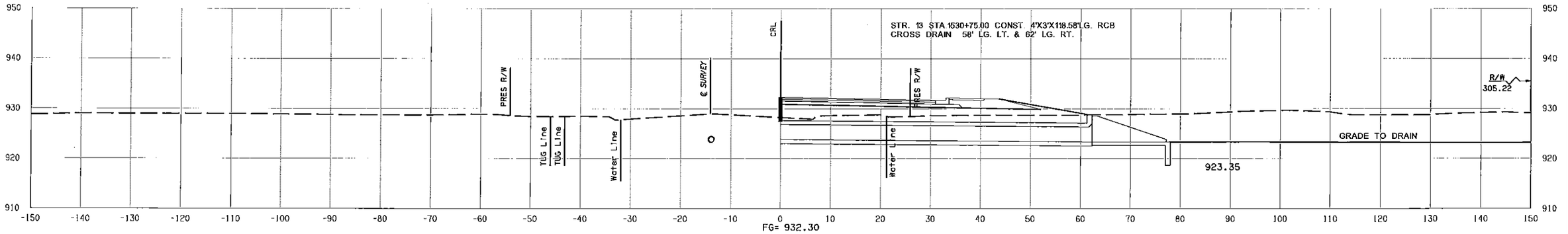
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LOGAN COUNTY SHEET NO. DX14
SH-33

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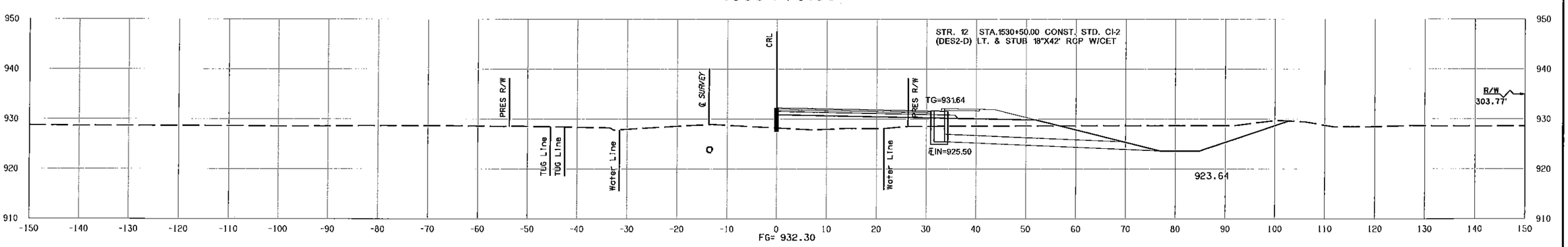
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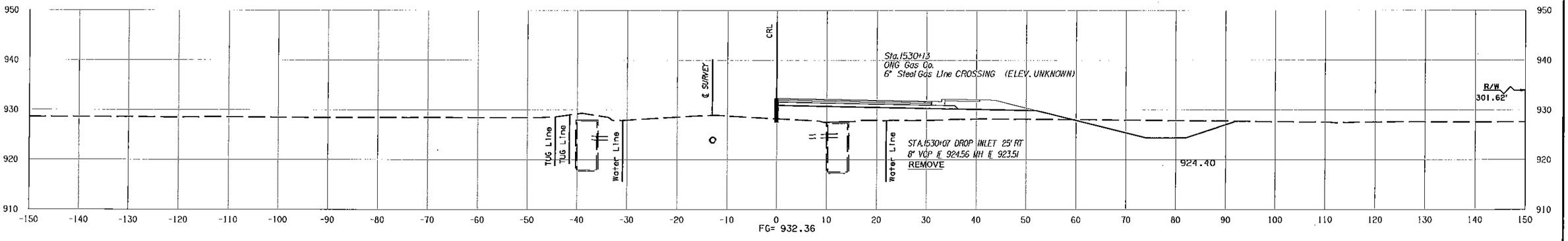
R/W UTILITY MEETING
01-04-13



1530+75.00



1530+50.00



1530+13.00

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01-04-13

PHASE ONE

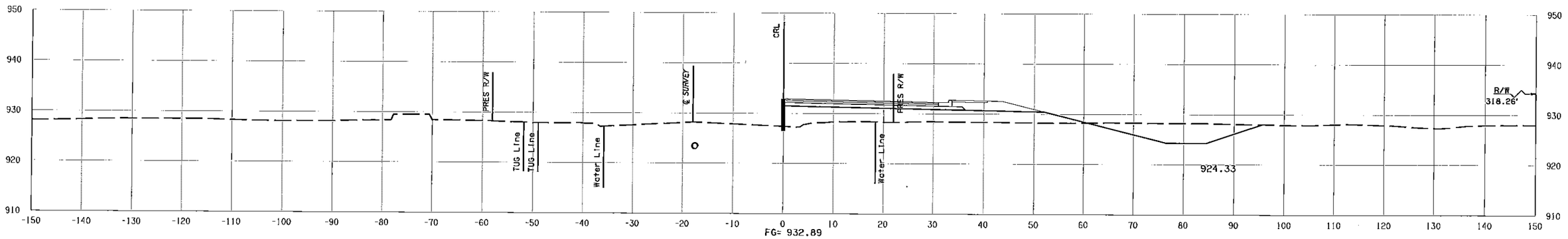
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LOGAN COUNTY SHEET NO. DX15
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

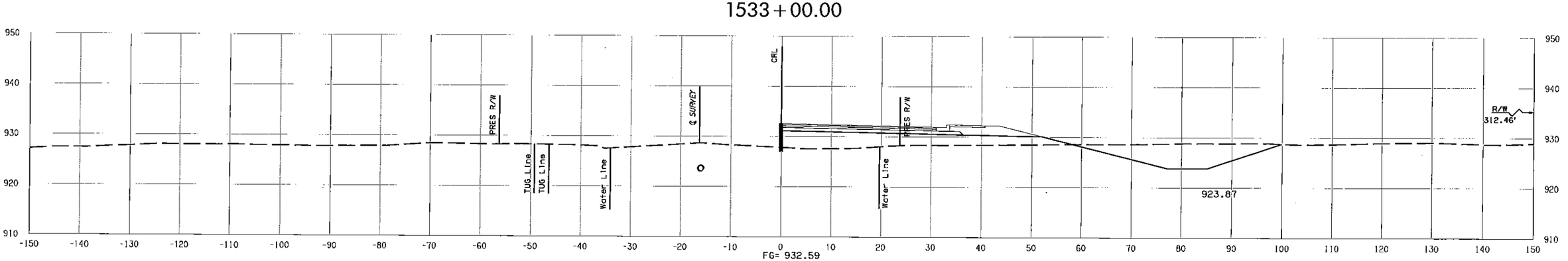
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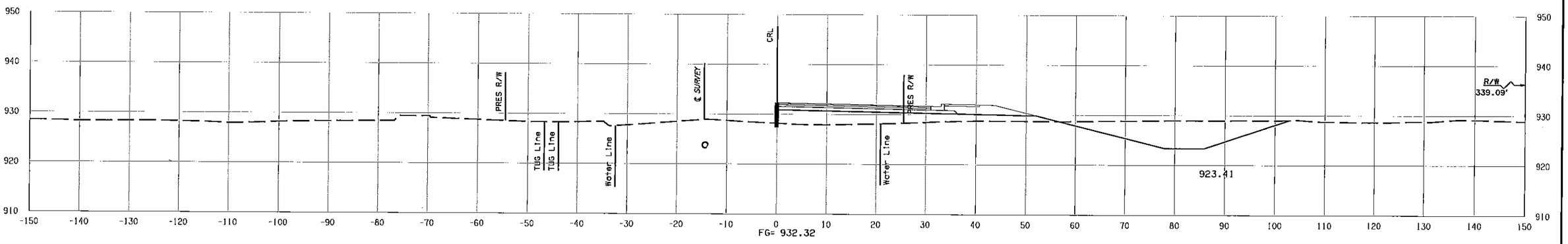
R/W UTILITY MEETING
01-04-13



1533+00.00



1532+00.00



1531+00.00

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01-04-13

PHASE ONE

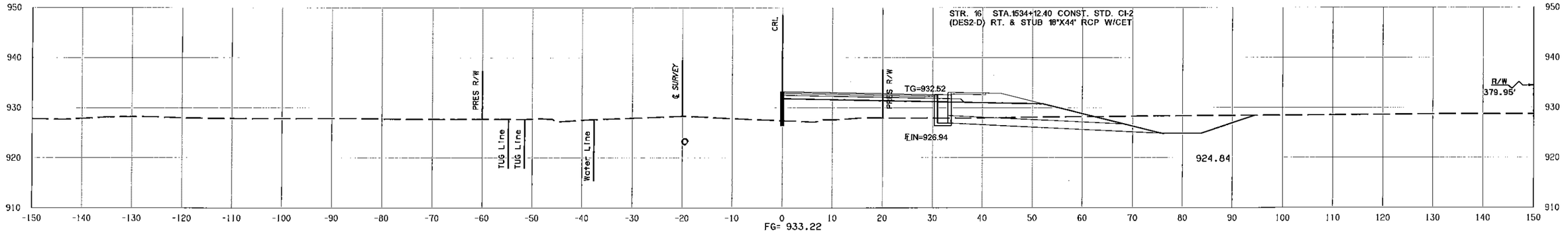
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LOGAN COUNTY SHEET NO. DX16
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

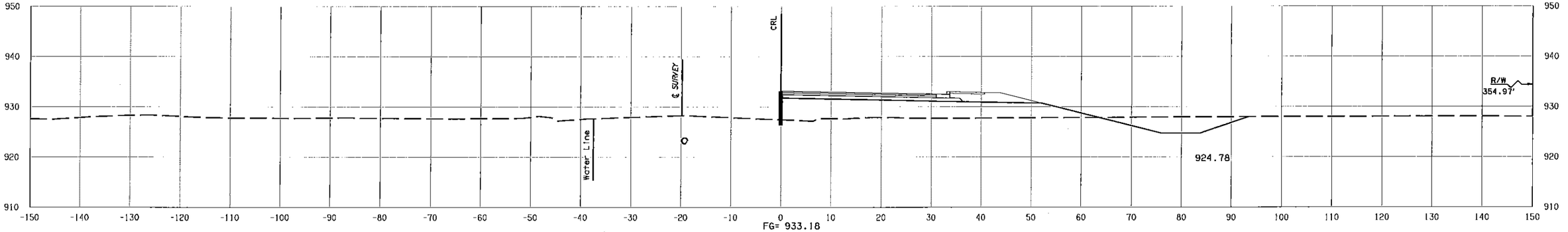
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

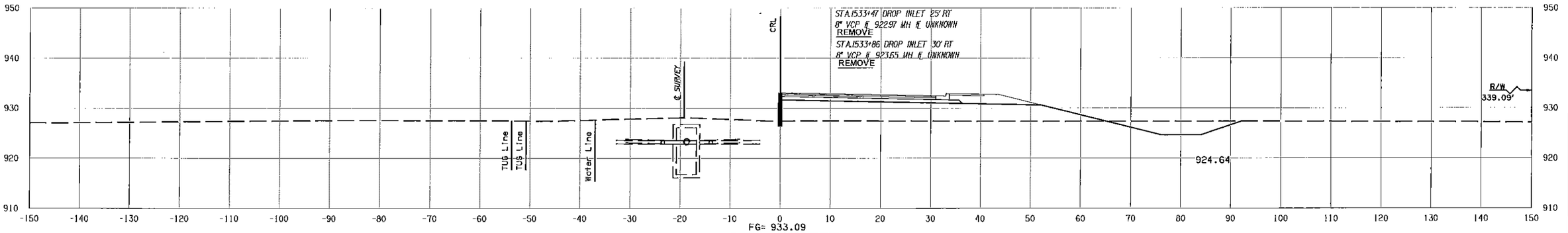
R/W UTILITY MEETING
01-04-13



1534 + 12.40



1534 + 00.00



8TH STREET
1533 + 68.03

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01-04-13

PHASE ONE

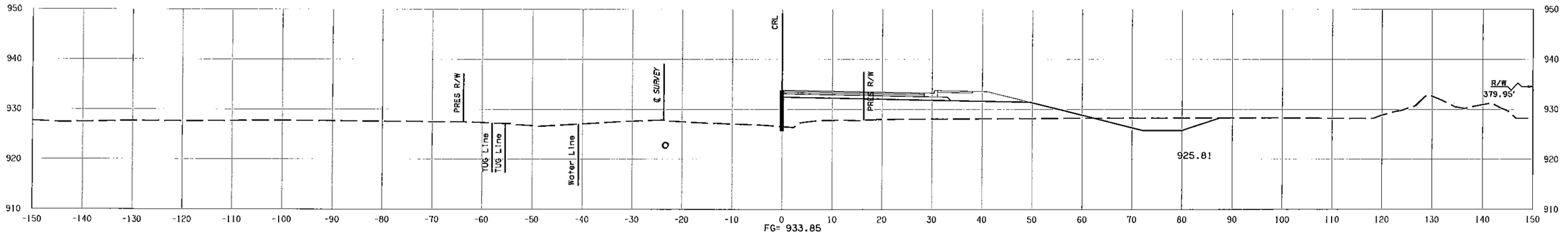
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX17
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

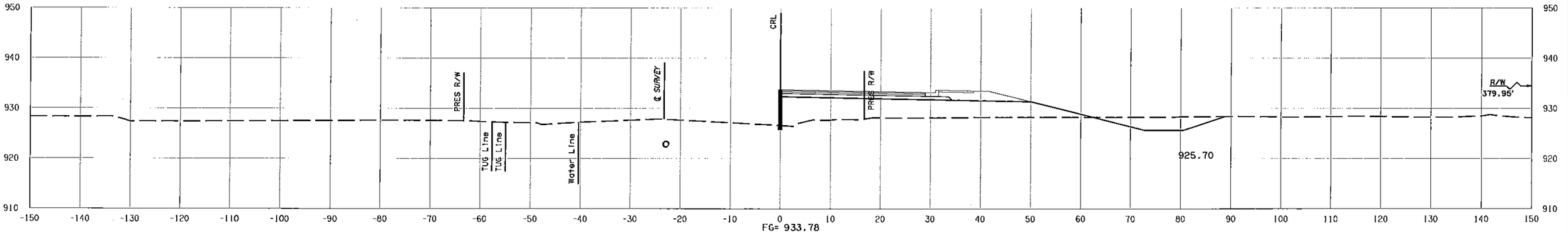
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

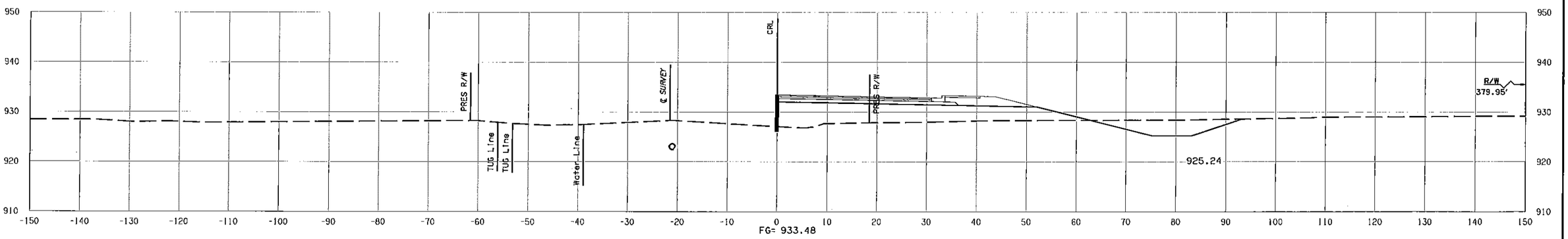
R/W UTILITY MEETING
01-04-13



1536+24.50



1536+00.00



1535+00.00

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01-04-13

PHASE ONE

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. DX18

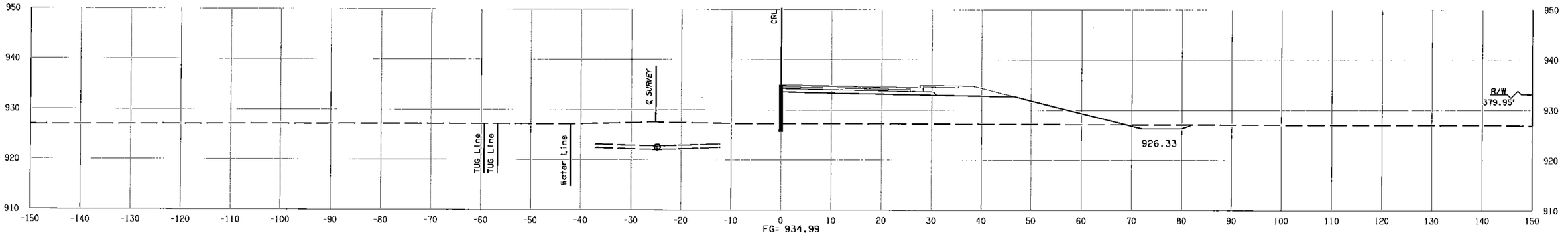
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

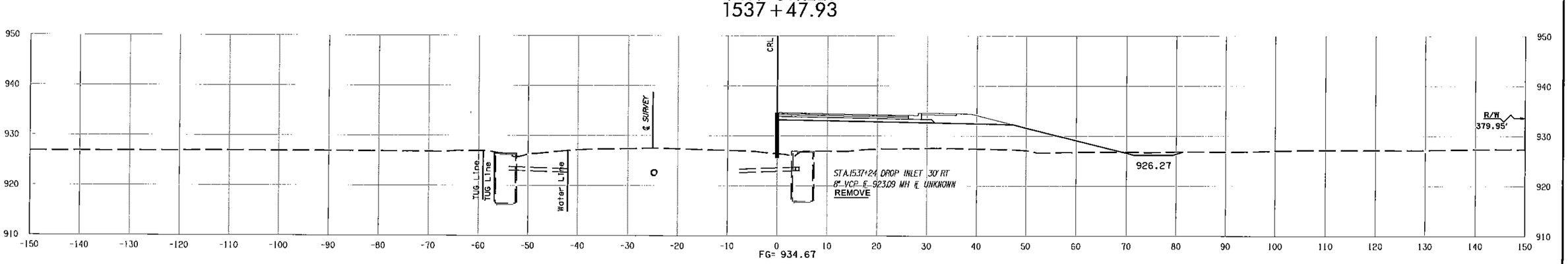
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



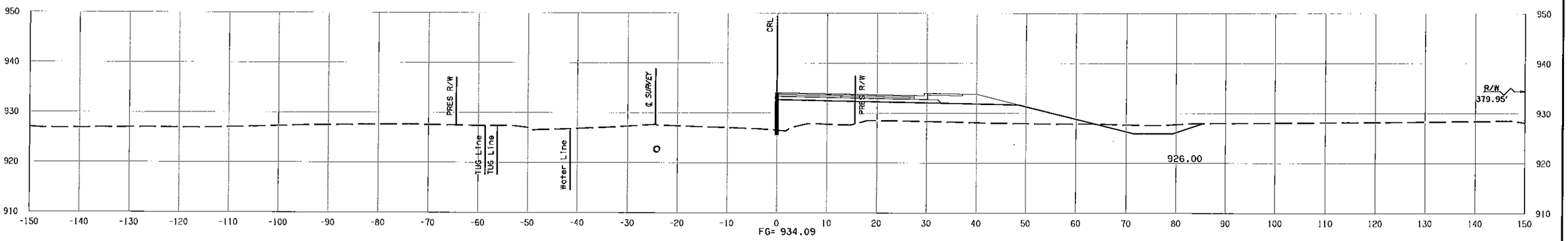
FG= 934.99

7TH STREET
1537+47.93



FG= 934.67

1537+24.00



FG= 934.09

1536+65.62

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

PHASE ONE

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX19
SH-33

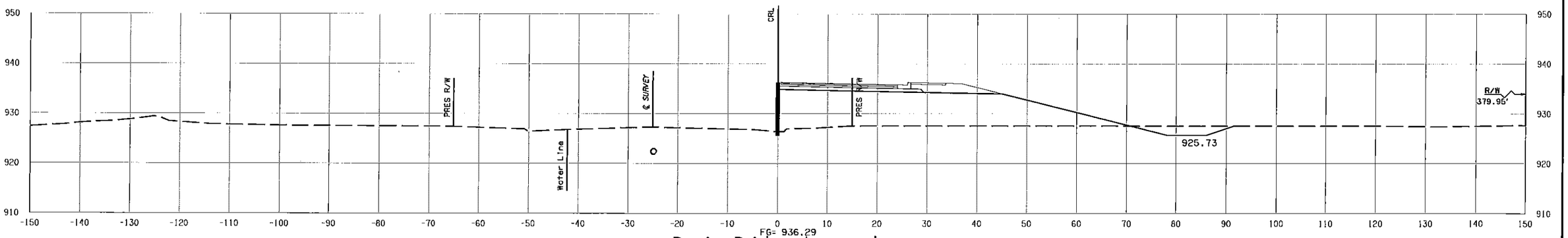
OKLAHOMA DEPARTMENT OF TRANSPORTATION

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13

1538+52.45



Begin Bridge Approach
1538+22.45

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn
01-04-13

PHASE ONE

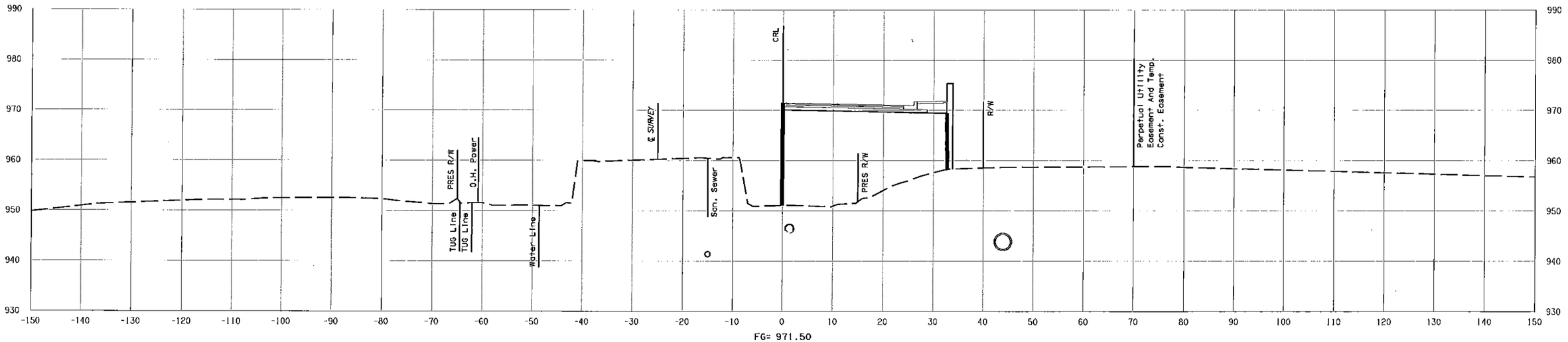
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX2D
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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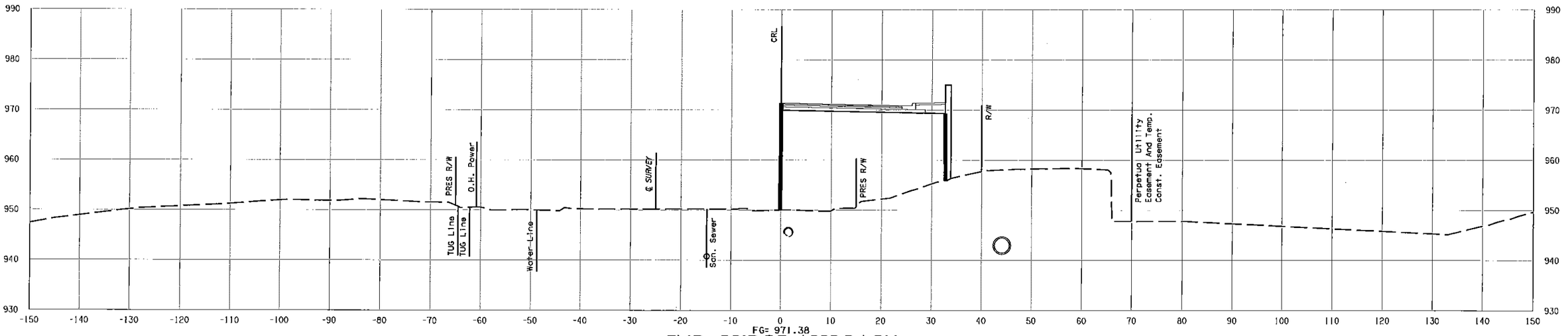
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



FG= 971.50

1555+75.59



FG= 971.38

END BRIDGE APPROACH
1555+64.11

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01-04-13

PHASE ONE

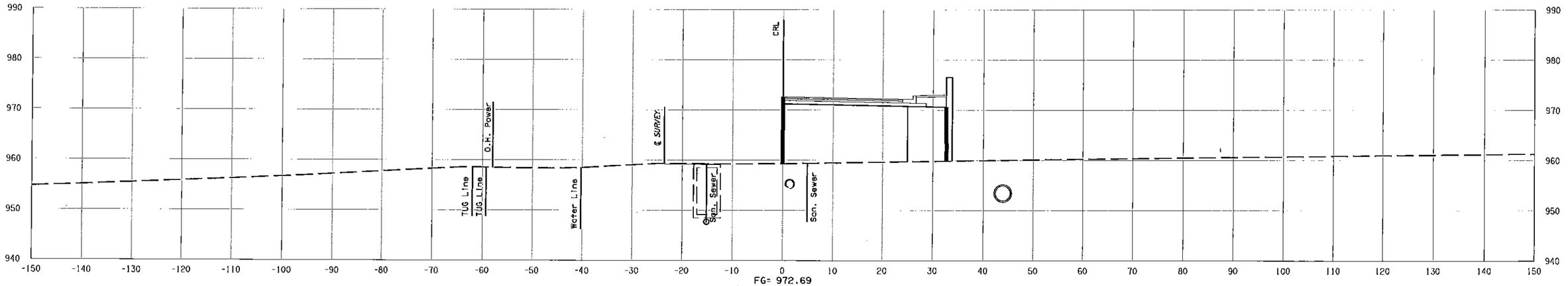
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LOGAN COUNTY SHEET NO. DX21
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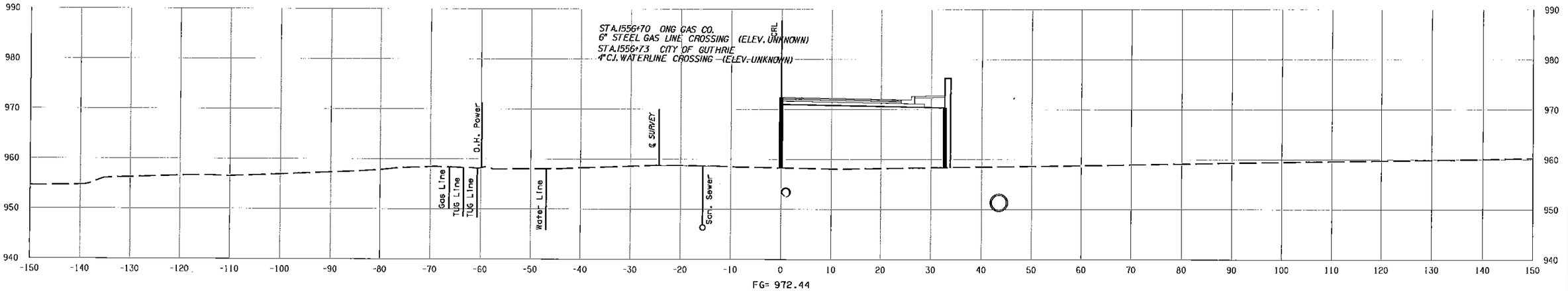
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



FG= 972.69

2ND STREET
1556+95.14



FG= 972.44

1556+69.78

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01-04-13

PHASE ONE

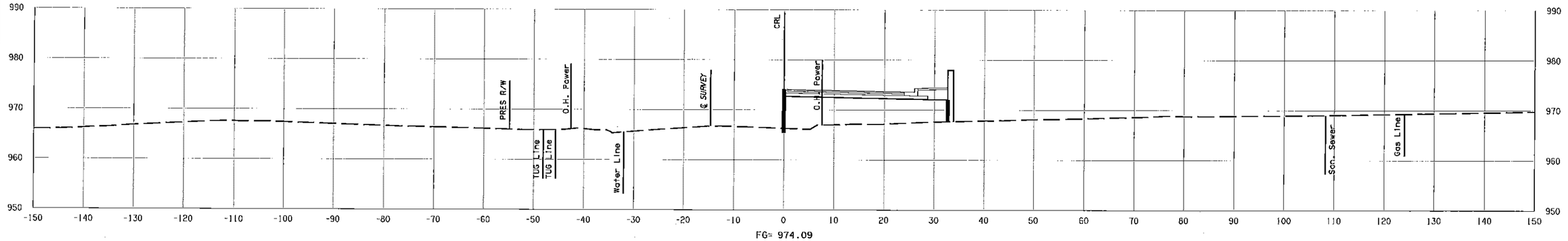
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX22
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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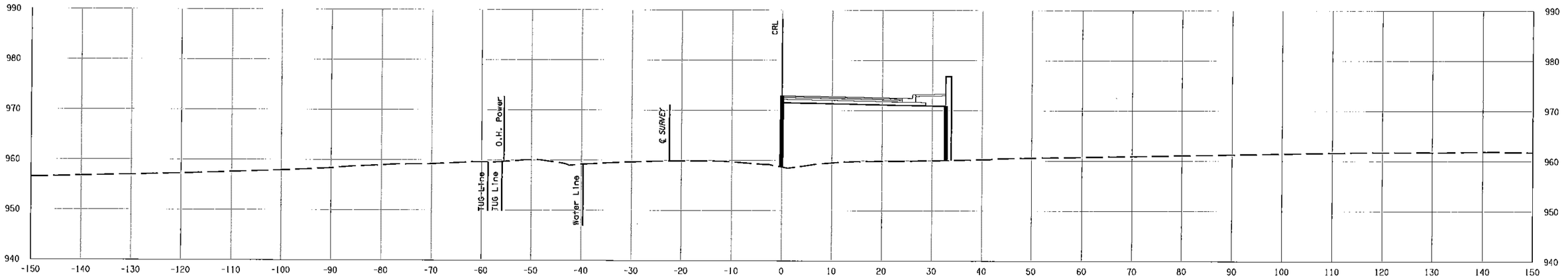
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



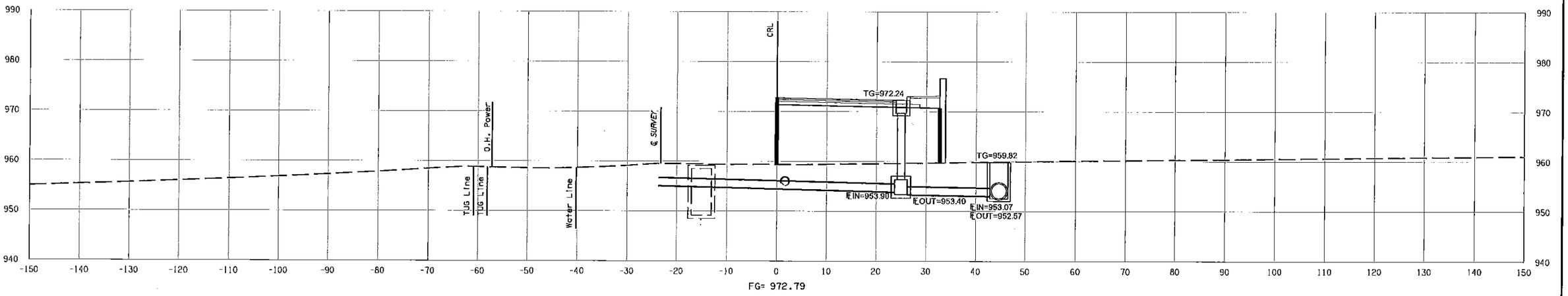
FG= 974.09

1558+35.46



FG= 972.99

1557+24.59



FG= 972.79

1557+05.40

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

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PHASE ONE

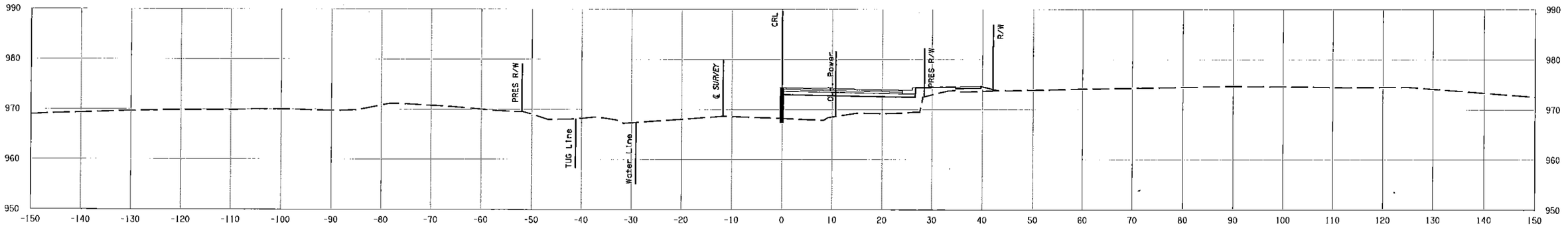
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX23
SH-33

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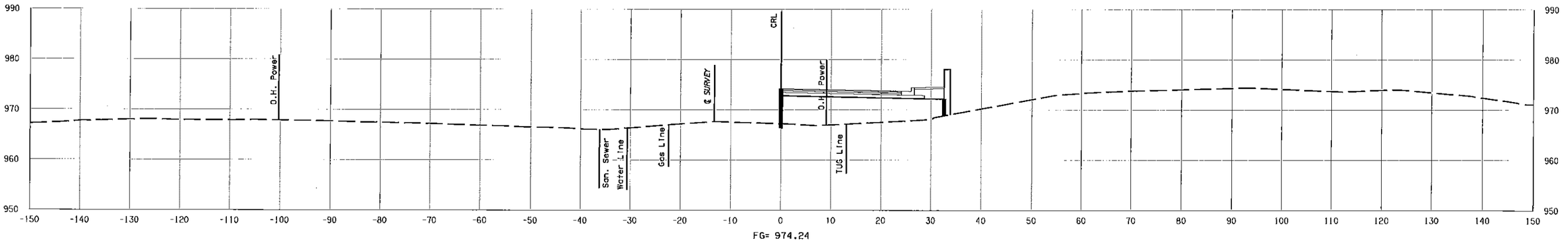
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



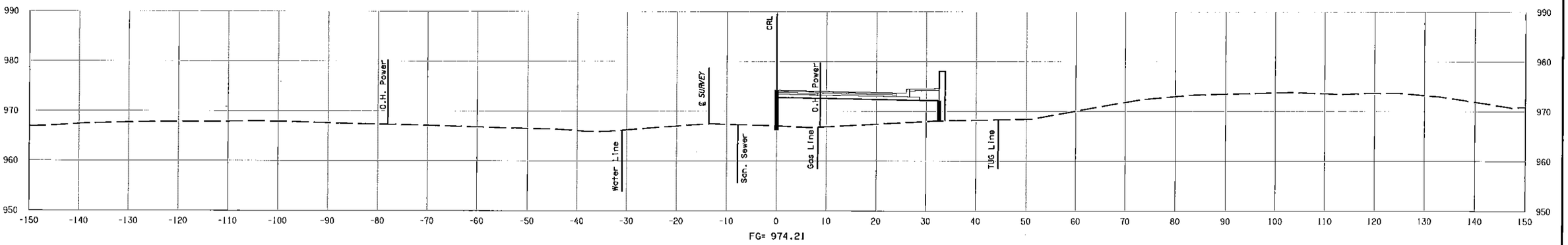
FG= 974.39

1558+65.00



FG= 974.24

1558+50.00



FG= 974.21

1558+47.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

PHASE ONE

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. DX24

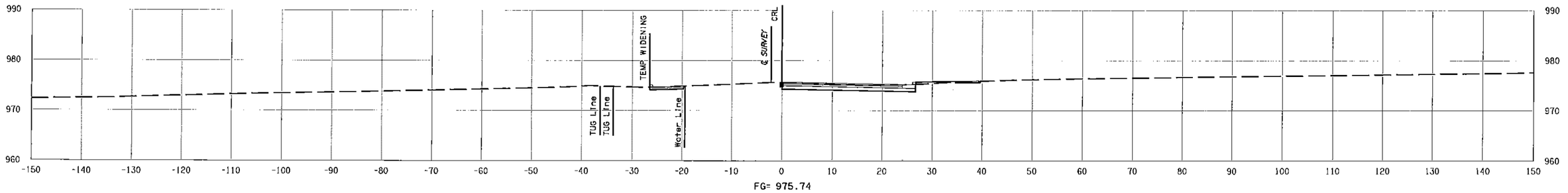
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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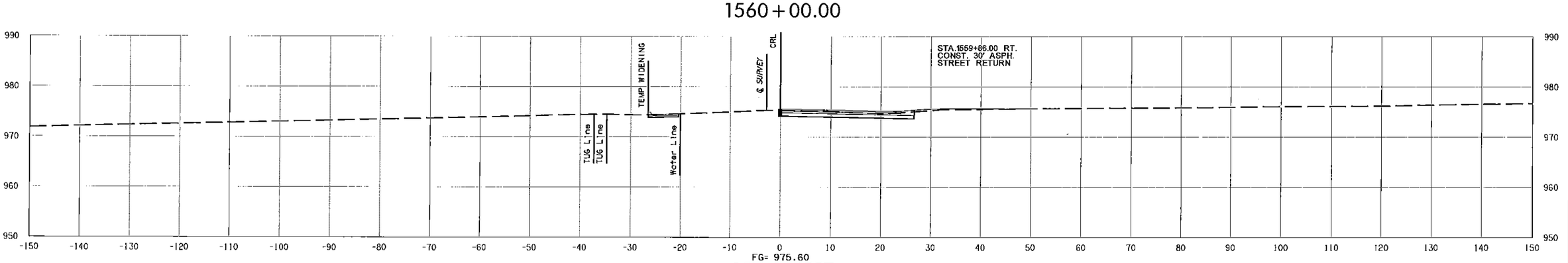
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



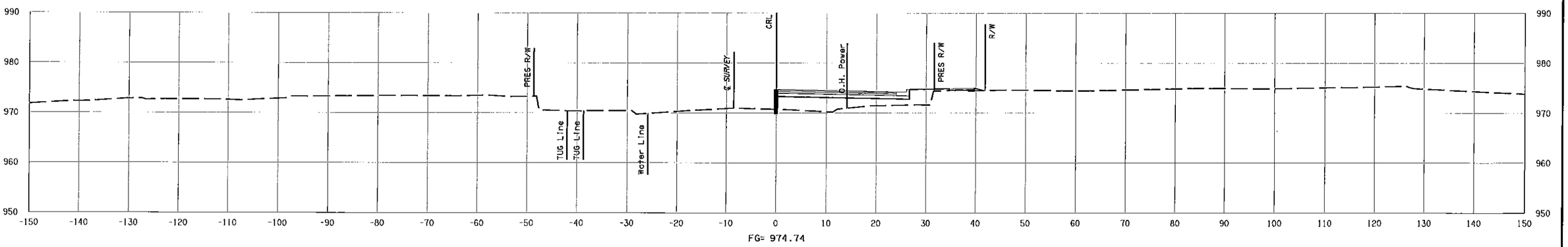
FG= 975.74

1560+00.00



FG= 975.60

1ST STREET
1559+86.00



FG= 974.74

1559+00.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

PHASE ONE

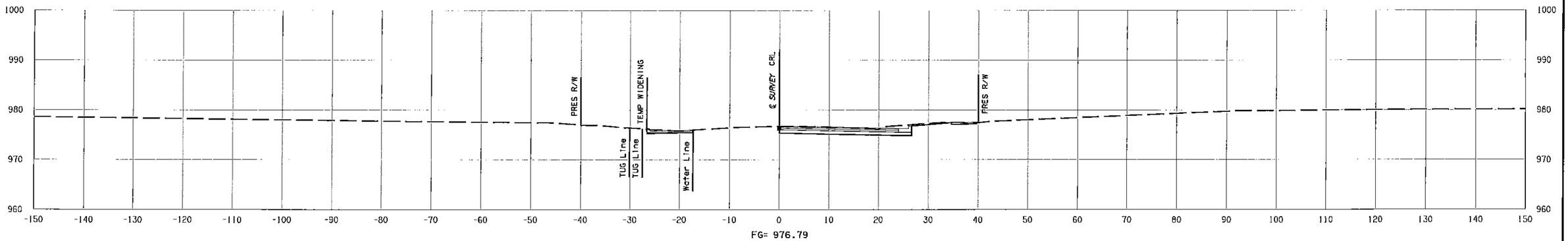
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX25
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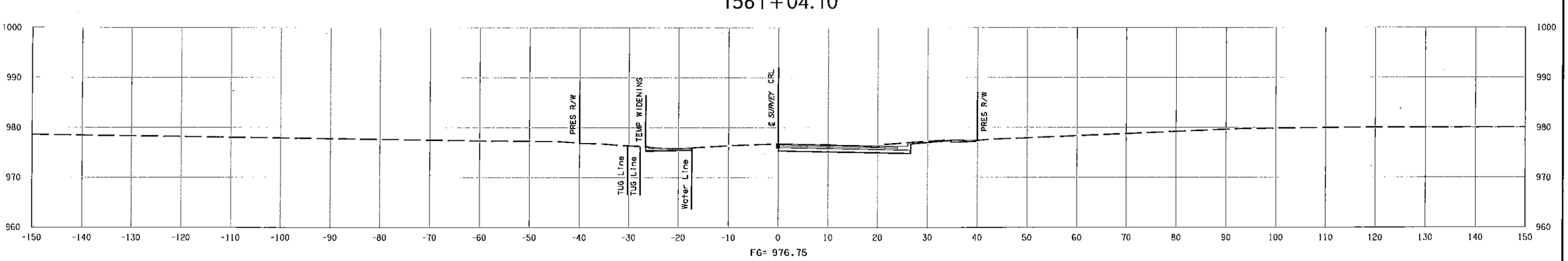
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



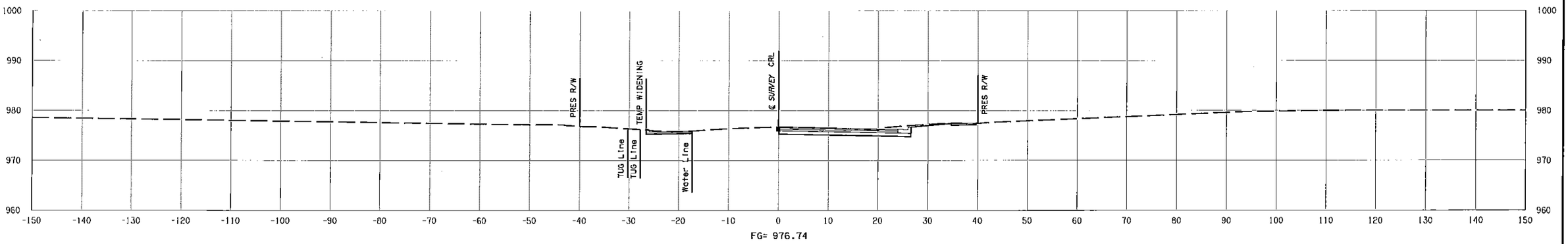
FG= 976.79

1561+04.10



FG= 976.75

1561+00.00



FG= 976.74

1561+00.00

Y:\Division 4\21860 (04) \Design\21860_XSEC01.dgn

01-04-13

PHASE ONE

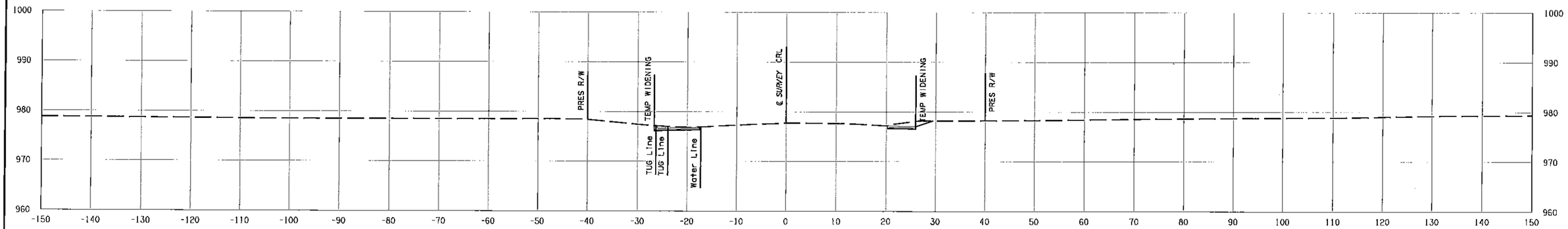
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX26
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

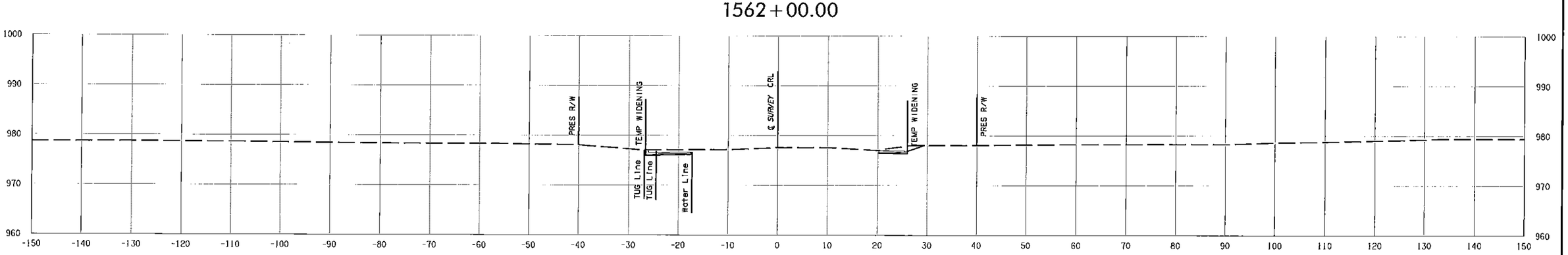
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

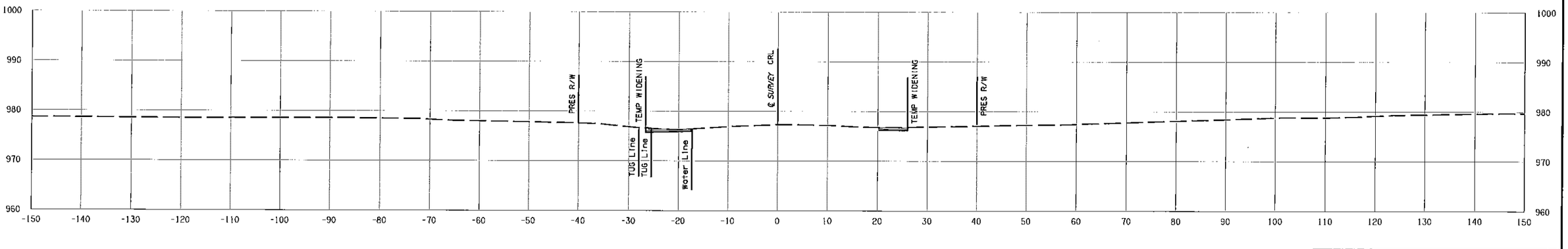
R/W UTILITY MEETING
01-04-13



1562+00.00



1561+84.38



1561+57.54

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01-04-13

PHASE ONE

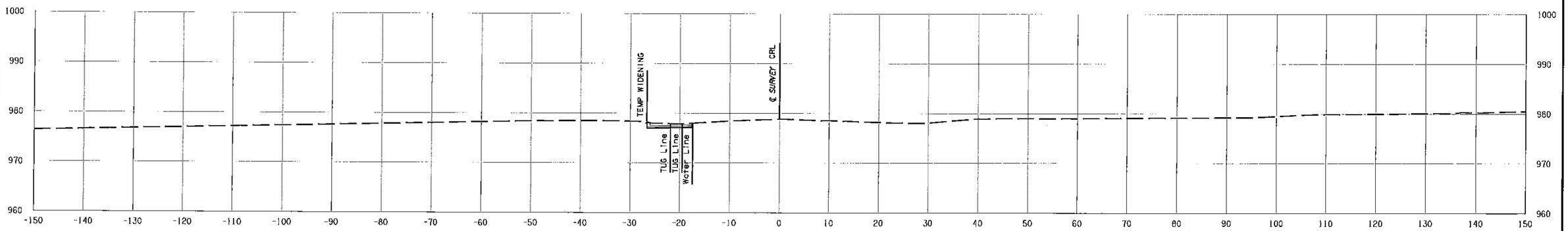
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LOGAN COUNTY SHEET NO. DX27
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

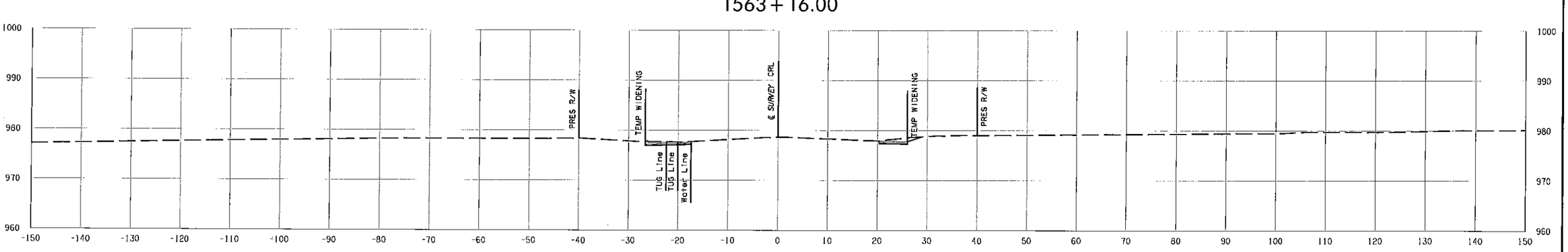
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

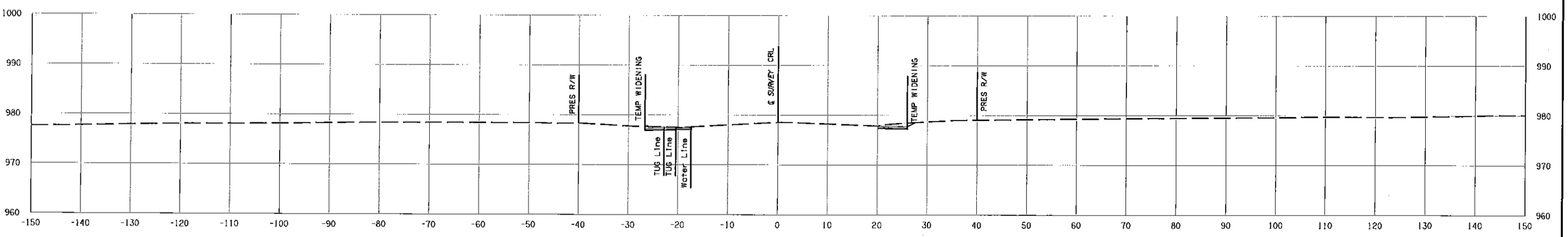
R/W UTILITY MEETING
01-04-13



1563+16.00



1563+00.00



1562+89.15

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01-04-13

PHASE ONE

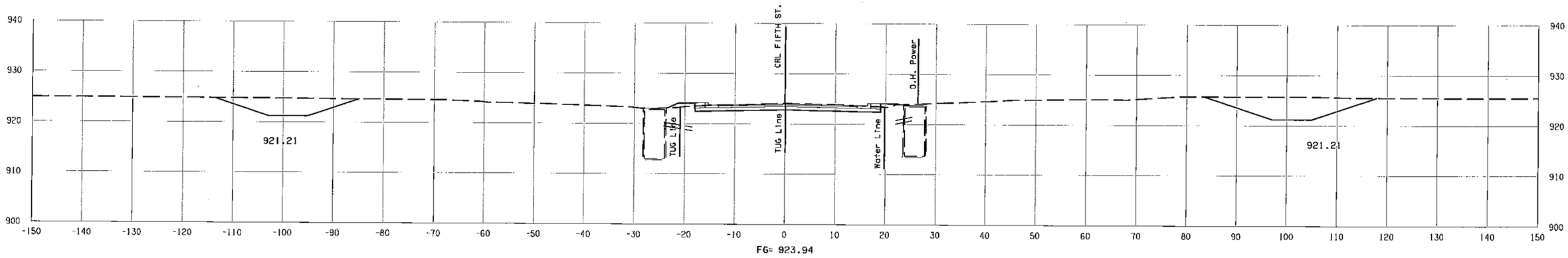
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. DX28

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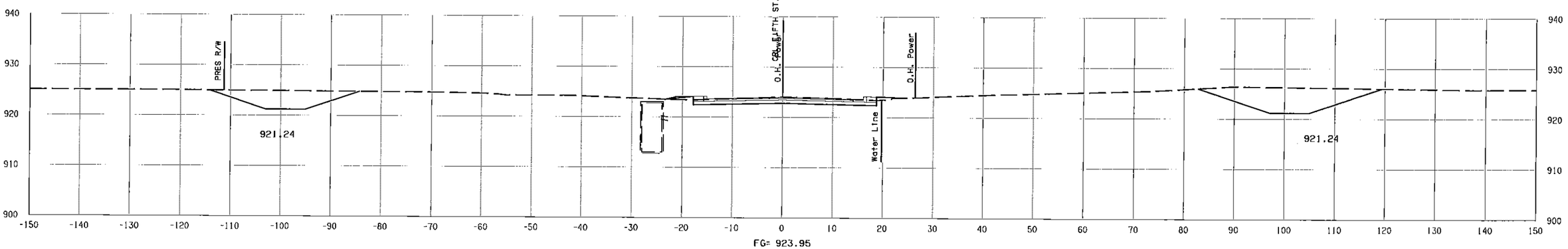
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



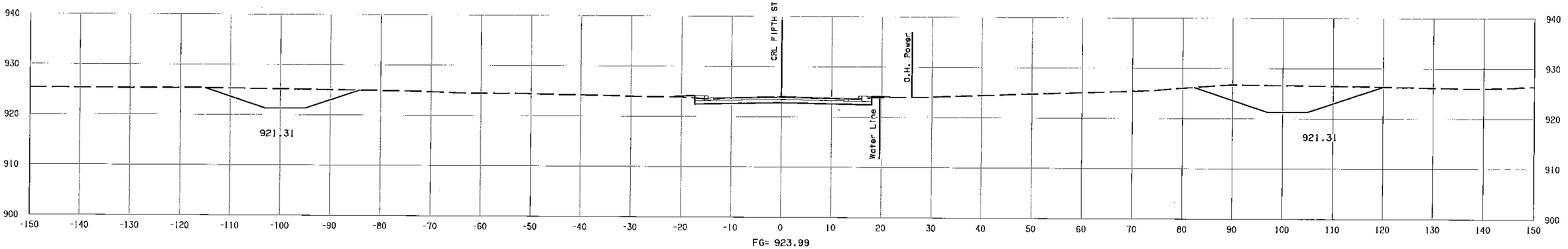
FG= 923.94

1+44.70



FG= 923.95

1+38.86



FG= 923.99

1+27.12

FIFTH STREET

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. FX1
SH-33

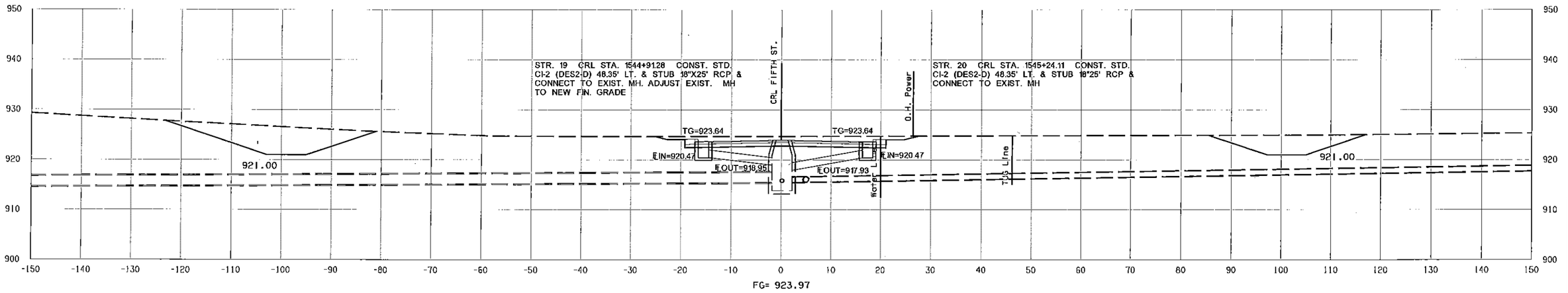
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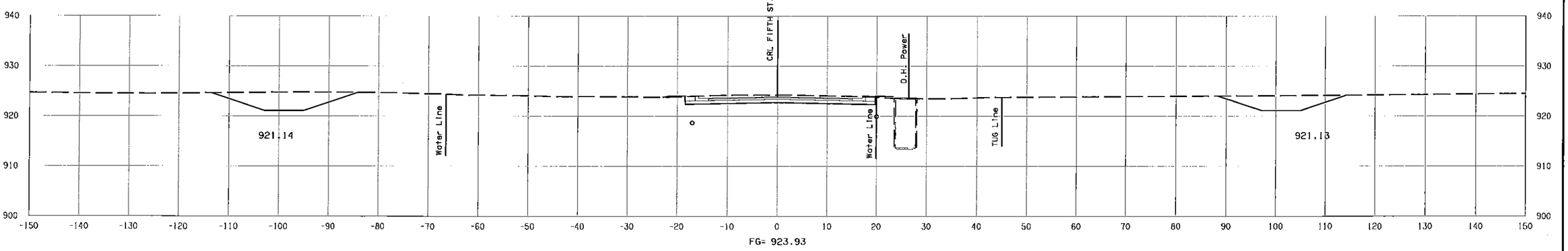
OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



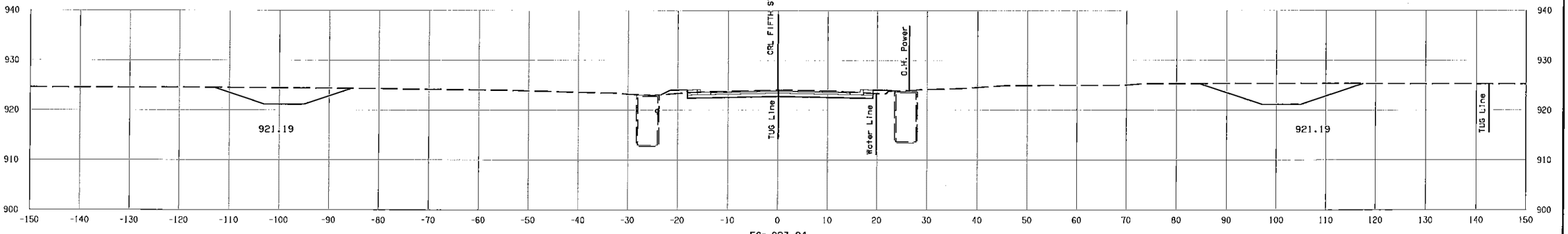
FG= 923.97

1+80.00



FG= 923.93

1+56.80



FG= 923.94

1+47.30

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01-04-13

FIFTH STREET

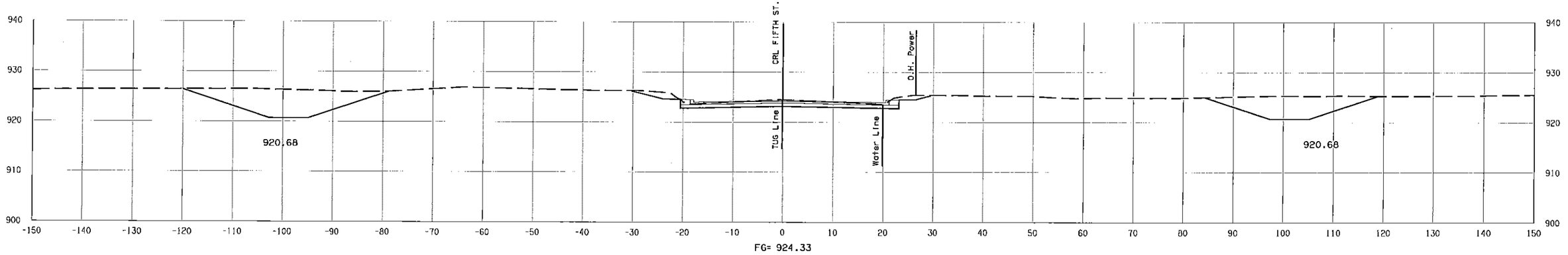
STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. FX2
SH-33

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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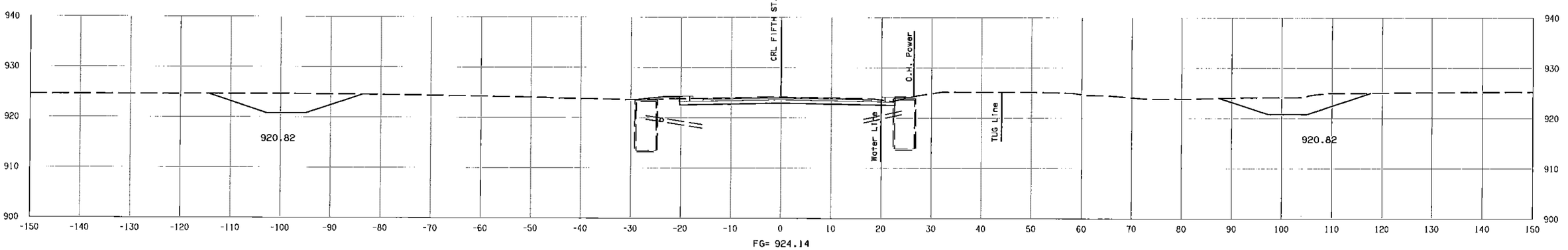
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R/W UTILITY MEETING
01-04-13



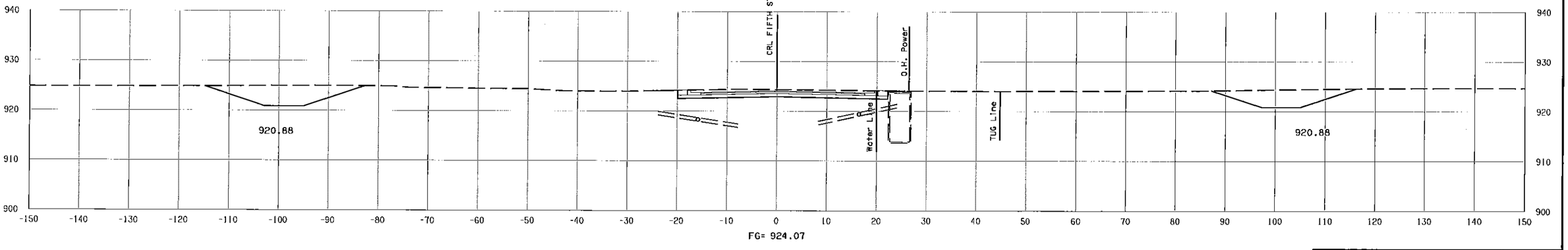
FG= 924.33

2+34.67



FG= 924.14

2+10.00



FG= 924.07

2+00.00

FIFTH STREET

STATE JOB NO. 21860(04)
LOGAN COUNTY SHEET NO. FX3
SH-33

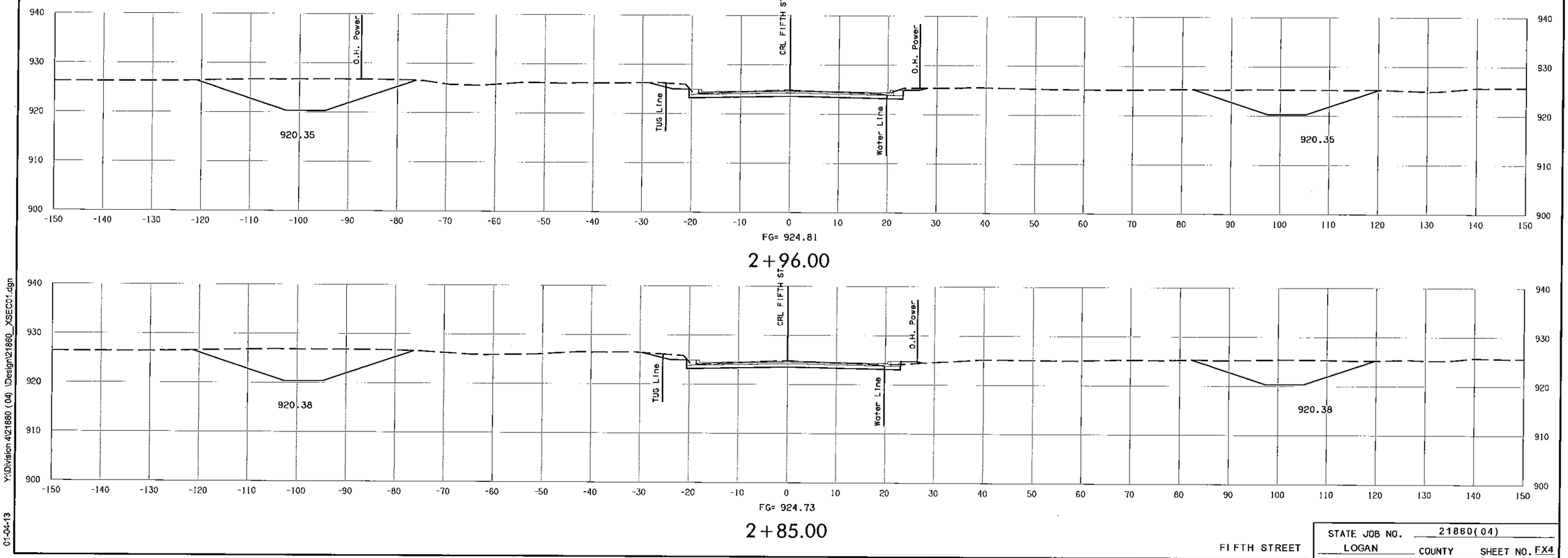
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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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01-04-13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

R/W UTILITY MEETING
01-04-13



FG= 924.81

2+96.00

FG= 924.73

2+85.00

Y:\Division 4\21880 (04) \Design\21880_XSEC01.dgn

01-04-13

FIFTH STREET

STATE JOB NO. 21860(04)

LOGAN COUNTY SHEET NO. FX4

SH-33

All Abutment piling shall be driven through the compacted fill. Piling shall be driven to point bearing on solid foundation material at the approximate elevation shown on the plans. If the Required Ultimate Pile Capacity is not obtained at this elevation, driving shall continue until the Required Ultimate Pile Capacity is obtained. The length of steel piling shown on the plans is for estimating purposes only.

1538+00 1539+00 1540+00 1541+00 1542+00 1543+00

Car Wash
metal privacy
1-Story Block
1-Story Block
conc
conc
Manhole Cover
Water Meter
Water Meter
Water Meter
Water Meter
Fire Hydrant
925
925
925
925
N

SURVEY
CONSTRUCTION REFERENCE LINE
2'-0" GUTTER
12'-0" DRIVING LANE
12'-0" DRIVING LANE
12'-0" DRIVING LANE
12'-0" DRIVING LANE
2'-0" GUTTER
52'-0" Clear Roadway
STATE HIGHWAY 33
1-Story Brick
1'-0" Rail
5'-0" Sidewalk
1'-0" Rail
1-Story Brick
Begin of Approach Slab Sta. 1538+22.45
Begin of Bridge Sta. 1538+52.45
1-Story Block

FOR INDEX OF SHEETS, DESIGN DATA AND STANDARDS SEE SHEET 4 OF 4

BENCHMARK NO. 10:
"e" ON NW CORNER NORTH END OF PARAPET WALL, 39' RT., STA. 1535+08 929.38

BENCHMARK NO. 11:
"X" ON NW CORNER CONC. WALK ON NW COR. OF BRIDGE OVERPASS, 18' LT., STA. 1545+68. ELEV. 923.51

PLAN

Begin Bridge Station 1538+52.45
Finish Grade Elevation XXX.XX

100'-10" SPAN NO. 1 | 100'-0" SPAN NO. 2 | 100'-0" SPAN NO. 3 | 100'-0" SPAN NO. 4 | 100'-0" SPAN NO. 5 | 100'-0" SPAN NO. 6

℄ Pier No. 1 Sta. XXXX+XX.XX
℄ Pier No. 2 Sta. XXXX+XX.XX
℄ Pier No. 3 Sta. XXXX+XX.XX
℄ Pier No. 4 Sta. XXXX+XX.XX
℄ Pier No. 5 Sta. XXXX+XX.XX

Bridge Seat Elev. XXX.XX
x.xx%
original ground line
Pier Cap Elev. XXX.XX
Top of Drilled Shaft Elev. XXX.XX
Bottom of Drilled Shaft Elev. XXX.XX
Pier Cap Elev. XXX.XX
Top of Drilled Shaft Elev. XXX.XX
Bottom of Drilled Shaft Elev. XXX.XX
Pier Cap Elev. XXX.XX
Top of Drilled Shaft Elev. XXX.XX
Bottom of Drilled Shaft Elev. XXX.XX
Pier Cap Elev. XXX.XX
Top of Drilled Shaft Elev. XXX.XX
Bottom of Drilled Shaft Elev. XXX.XX
Pier Cap Elev. XXX.XX
Top of Drilled Shaft Elev. XXX.XX
Bottom of Drilled Shaft Elev. XXX.XX

960 950 940 930 920 910 900 890 880 850 840

1538+00 1539+00 1540+00 1541+00 1542+00 1543+00

ELEVATION

BRIDGE "A"
SH-33 OVER COTTONWOOD CREEK AND B.N.S.F. RR
LOGAN COUNTY

GENERAL PLAN AND ELEVATION (SHEET 1 OF 4)

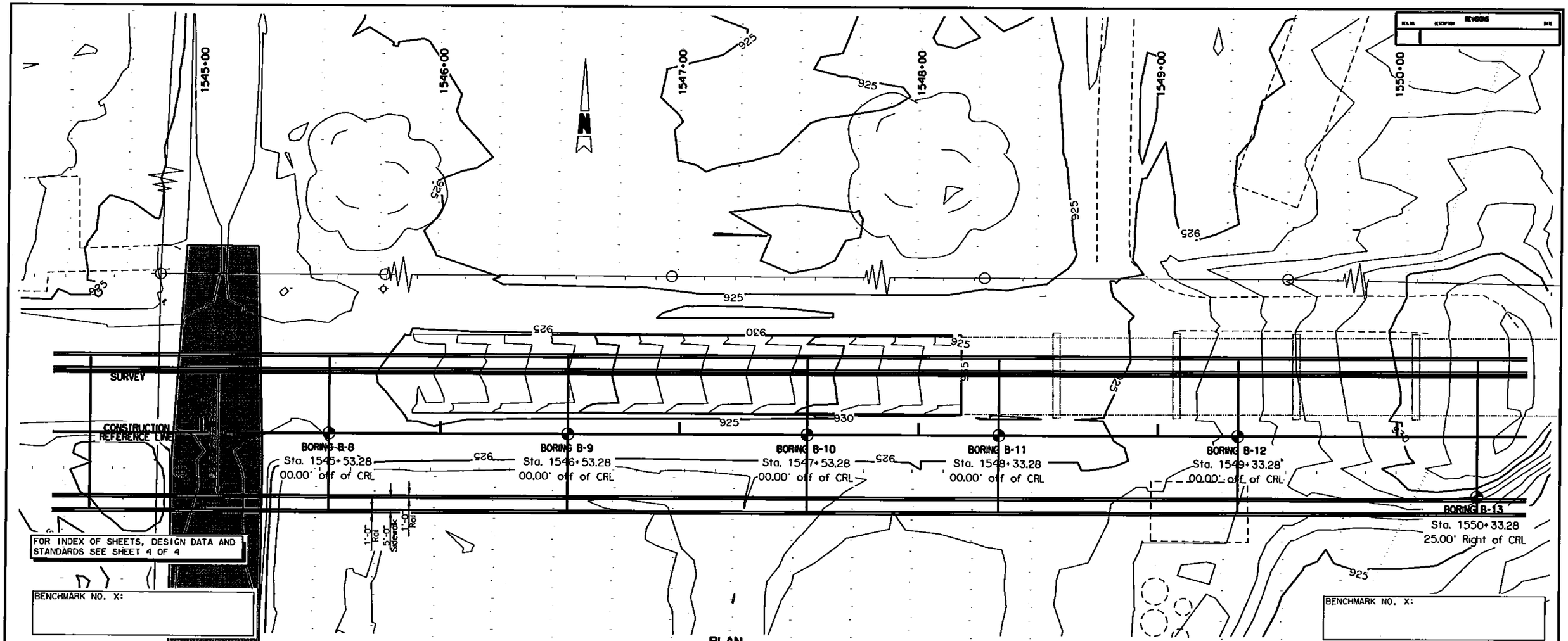
CONSTRUCT 9-100' X 80' X 130' X 80' X 2-105' P.C. BEAM TYPE IV AND J WITH 5' SIDE WALKS AND HANDRAILS WITH 52' CLEAR ROADWAY
CENTERLINE STATION XXXX+XX.XX

Design	N/A	N/A
Detail	MAP	1/11
Check	N/A	N/A

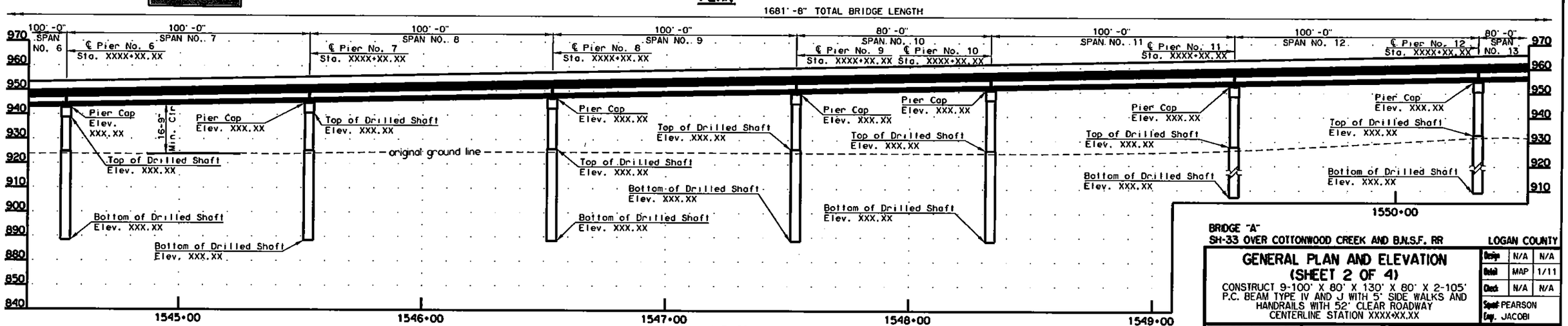
Spec. PEARSON
Engr. JACOBI

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 21860(04) | SHEET NO. B1

REVISIONS		
REV. NO.	DESCRIPTION	DATE



PLAN



ELEVATION

BRIDGE "A"
SH-33 OVER COTTONWOOD CREEK AND B.N.S.F. RR
LOGAN COUNTY

GENERAL PLAN AND ELEVATION (SHEET 2 OF 4)

CONSTRUCT 9-100' X 80' X 130' X 80' X 2-105' P.C. BEAM TYPE IV AND J WITH 5' SIDE WALKS AND HANDRAILS WITH 52' CLEAR ROADWAY
CENTERLINE STATION XXXX+XX.XX

Design	N/A	N/A
Detail	MAP	1/11
Check	N/A	N/A
Supvr.	PEARSON	
Engr.	JACOBI	

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 21860(04) | SHEET NO. B2

All Abutment piling shall be driven through the compacted fill. Piling shall be driven to point bearing on solid foundation material at the approximate elevation shown on the plans. If the Required Ultimate Pile Capacity is not obtained at this elevation, driving shall continue until the Required Ultimate Pile Capacity is obtained. The length of steel piling shown on the plans is for estimating purposes only.

REVISIONS

REV. NO.	DESCRIPTION	DATE

conc columns
conc foundation
100' B.N.S.F. PRESENT R/W
B.N.S.F. RAILWAY CO.
2-Story Frame
1-Story Frame
TUC
SURVEY
5'-0" Sidewalk
5'-0" Clear Roadway
CONSTRUCTION REFERENCE LINE
STATE HIGHWAY 33
BORING B-14
Sta. 1551+13.28
00.00' off of CRL
BORING B-15
Sta. 1552+43.28
00.00' off of CRL
BORING B-16
Sta. 1553+23.28
00.00' off of CRL
BORING B-17
Sta. 1554+28.28
25.00' Right of CRL
① POINT OF MIN. CLEARANCE ELEV. 967.37
23'-0" MIN. CLEAR ZONE
14'-0" PIER ZONE
5'-0" Sidewalk
1'-0" Rail
BORING B-18
Sta. 1555+33.28
10.00' Right of CRL
Begin of Bridge Sta. 1555+34.11
Begin of Approach Slab Sta. 1555+64.11
Proposed Drive
BORING B-19
Sta. 1555+33.28
45.00' Left of CRL
BORING B-21
40.00' Left of CRL
BORING B-20
Sta. 1557+00.00
25.00' Right of CRL

FOR INDEX OF SHEETS, DESIGN DATA AND STANDARDS SEE SHEET 4 OF 4

BENCHMARK NO. X:

PLAN

1681'-8" TOTAL BRIDGE LENGTH

End Bridge Station 1555+34.11
Finish Grade Elevation xxx.xx

80'-0" SPAN NO. 13	130'-0" SPAN NO. 14	80'-0" SPAN NO. 15	105'-0" SPAN NO. 16	105'-0" SPAN NO. 17
℄ Pier No. 13 Sta. XXXX+XX.XX	℄ Pier No. 14 Sta. XXXX+XX.XX	℄ Pier No. 15 Sta. XXXX+XX.XX	℄ Pier No. 16 Sta. XXXX+XX.XX	Bridge Seat Elev. xxx.xx

Pier Cap Elev. XXX.XX
Top of Drilled Shaft Elev. XXX.XX
Bottom of Drilled Shaft Elev. XXX.XX
original ground line
23'-6" MIN. VERTICAL CLEARANCE
16'-3" MIN. VERTICAL CLEARANCE

980 970 960 950 940 930 920 910 900 890 880 850 840

1551+00 1552+00 1553+00 1554+00 1555+00 1556+00 1557+00

ELEVATION

BRIDGE "A"
SH-33 OVER COTTONWOOD CREEK AND B.N.S.F. RR
LOGAN COUNTY

GENERAL PLAN AND ELEVATION (SHEET 3 OF 4)

CONSTRUCT 9-100' X 80' X 130' X 80' X 2-105' P.C. BEAM TYPE IV AND J WITH 5' SIDE WALKS AND HANDRAILS WITH 52' CLEAR ROADWAY
CENTERLINE STATION XXXX+XX.XX

Design	N/A	N/A
Detail	MAP	1/11
Check	N/A	N/A
Signed: PEARSON		
Engr. JACOBI		

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 21860(04) SHEET NO. B3

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DESIGN DATA
(LOAD FACTOR DESIGN)

Class AA Concrete	f'c = x,xxx	p.s.i.
Class A Concrete	f'c = x,xxx	p.s.i.
Rienforcing Steel (Grade 60)	fy = xx,xxx	p.s.i.
Structural Steel M270 (Grade 50W)	fy = xx,xxx	p.s.i.

Loading:

Design:

ANSI/AASHTO/AWSD 1.5 BRIDGE WELDING CODE

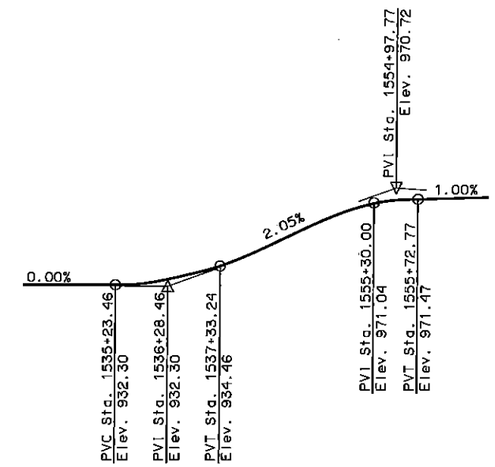
L.F.D. OPERATING RATING HS XX.XX

STANDARDS

INDEX OF SHEETS

HYDRAULIC SUMMARY

Q2	=	8220	CFS	P-QT= 25YR	47050 CFS
V2	=	5.35	FPS		5.26 FPS
CHW2	=	920.78	FT		931.98 FT
Q5	=	19800	CFS	ROADWAY OT ELEV. =	932.20
V5	=	6.82	FPS		
CHW5	=	927.20	FT		
Q10	=	30400	FT		
V10	=	4.82	FPS		
CHW10	=	930.08	FT		
Q25	=	46800	CFS		
V25	=	5.25	FPS		
CHW25	=	931.94	FT		
Q50	=	61000	CFS		
V50	=	4.98	FPS		
CHW50	=	933.59	FT		
Q100	=	76800	CFS		
V100	=	4.46	FPS		
CHW100	=	935.32	FT		
Q500	=	119000	CFS		
V500	=	5.09	FPS		
CHW500	=	937.86	FT		



VERTICAL CURVE DATA

FOUNDATION DATA
ABUTMENTS (HP 12 X 53 PILING)

		ABUTMENT NO. 1 & NO. 2
Direct Reaction	=	xx.x tons/pile

FOUNDATION DATA
PIERS (XX DIAMETER DRILLED SHAFTS)

		PIER NO. 1	PIER NO. 2	PIER NO. 3	PIER NO. 4	PIER NO. 5	PIER NO. 6	PIER NO. 7	PIER NO. 8
Direct Reaction	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Bearing Capacity	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Friction Capacity	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Total Capacity	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Depth of rock Neglected for Friction	=	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet

		PIER NO. 9	PIER NO. 10	PIER NO. 11	PIER NO. 12	PIER NO. 13	PIER NO. 14	PIER NO. 15	PIER NO. 16
Direct Reaction	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Bearing Capacity	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Friction Capacity	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Total Capacity	=	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft	xxx.x tons/Shaft
Depth of rock Neglected for Friction	=	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet	xx.x feet

BRIDGE "A"
SH-33 OVER COTTONWOOD CREEK AND B.N.S.F. RR — LOGAN COUNTY

GENERAL PLAN AND ELEVATION
(SHEET 4 OF 4)
CONSTRUCT 9-100' X 80' X 130' X 80' X 2-105' P.C. BEAM TYPE IV AND J WITH 5' SIDE WALKS AND HANDRAILS WITH 52' CLEAR ROADWAY
CENTERLINE STATION XXXX+XX.XX

Design	N/A	N/A
Detail	MAP	1/11
Check	N/A	N/A

Signed: PEARSON
Engr. JACOBI

STATE OF OKLAHOMA | DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 21860(04) | SHEET NO. B4

Attachment N

Off-set Alignment Alternative NRHP-Listed Guthrie Historic District
Contributing Resources Map

Base Map Source: Bing Maps Aerials, 2011























Offset Alignment Study Area
Contributing Historic Resource

N

0 150 300 600 Feet

Offset Alignment Alternative
NRHP-Listed Guthrie
Historic District Resources

ATTACHMENT N

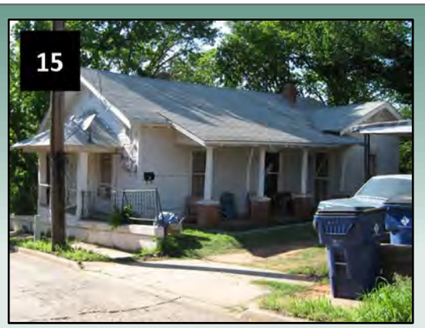
Base Map Source: Bing Maps Aerials, 2011























Offset Alignment Study Area
Contributing Historic Resource

N

0 150 300 600 Feet

Offset Alignment Alternative
NRHP-Listed Guthrie
Historic District Resources

ATTACHMENT N

Base Map Source: Bing Maps Aerials, 2011







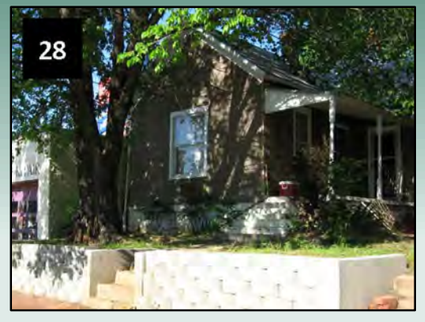


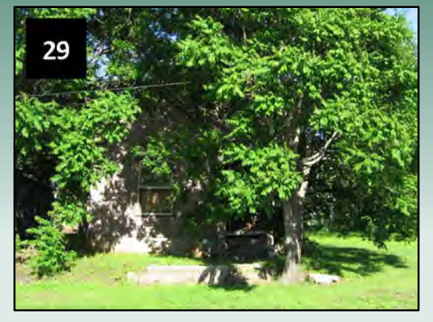


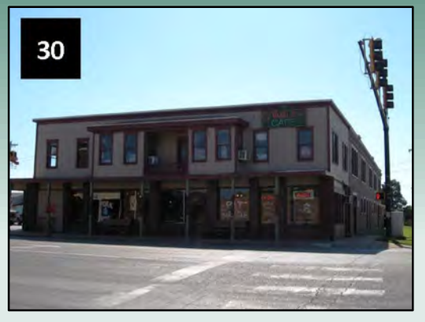












Offset Alignment Study Area
Contributing Historic Resource

N

Feet
0 150 300 600

Offset Alignment Alternative
NRHP-Listed Guthrie
Historic District Resources

ATTACHMENT N

Attachment O

Memorandum of Agreement

MEMORANDUM OF AGREEMENT
AMONG
FEDERAL HIGHWAY ADMINISTRATION,
OKLAHOMA DEPARTMENT OF TRANSPORTATION,
THE OKLAHOMA STATE HISTORIC PRESERVATION OFFICE,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE NATIONAL PARK SERVICE
REGARDING
PROPOSED REPLACEMENT OF SH-33 VIADUCT OVER
COTTONWOOD CREEK

WHEREAS, the Oklahoma Department of Transportation (ODOT) plans to replace the existing double-deck viaduct carrying SH-33 (Noble Avenue) over Cottonwood Creek in Guthrie, Logan County, Oklahoma, a property determined eligible for listing on the National Register of Historic Places (NRHP), by constructing a new four-lane bridge on a slight offset alignment to the south; and

WHEREAS, the proposed widening of the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances, and that the proposed four-lane bridge is not being constructed to facilitate any potential future widening of SH-33 through the NRHP-listed Guthrie Historic District; and

WHEREAS, in order to construct the new bridge on the selected alignment, 11 buildings that contribute to the NRHP-listed Guthrie Historic District must be removed; and

WHEREAS, the Federal Highway Administration (FHWA) plans to fund the Project, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 CFR 800; and

WHEREAS, FHWA has determined that Federal-Aid Project STPY-155E(819)EC, State Job J/P 21860(04) will have an adverse effect to the existing double-deck viaduct over Cottonwood Creek (Structure 4206 1442X [NBI 05047]), a property determined eligible for inclusion in the National Register of Historic Places, the NRHP-listed Guthrie Historic District, and that the undertaking may have the potential to adversely affect the Guthrie National Historic Landmark (NHL), and has consulted with the Oklahoma State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800; and

WHEREAS, in accordance with 36 CFR 800.3(f) ODOT and FHWA, in consultation with the Oklahoma SHPO, identified Preservation Oklahoma, the Logan County Historical Society, and the City of Guthrie as consulting parties. ODOT and FHWA met with these parties and the Oklahoma SHPO to discuss the undertaking and ask for comments on March 23, 2012; June 20, 2012; and March 27, 2013; and

WHEREAS, under 36 CFR 800.10 Special Requirements for Protecting National Historic Landmarks and Section 110(f) of the act requires that the agency official, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to any National Historic Landmark that may be directly and adversely affected by an undertaking; and

WHEREAS, under 36 CFR 800.10 (c); The agency official is required to notify the Secretary of the Interior (delegated to the National Park Service Regional Directors) of any consultation involving a National Historic Landmark and invite the Secretary to participate in the consultation where there may be an adverse effect; and

WHEREAS, FHWA consulted with the National Park Service (NPS) Intermountain Regional Office on May 2, 2013 and invited the NPS to be consulting party in the Section 106 consultation; and

WHEREAS, the FHWA has consulted with the NPS regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as an invited signatory; and

WHEREAS, the FHWA has consulted with the City of Guthrie regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a signatory party; and

WHEREAS, the FHWA has consulted with the Logan County Historical Society, and Preservation Oklahoma, regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a concurring party; and

WHEREAS, the FHWA has consulted with the Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation, United Keetoowah Band of Cherokees, and Wichita and Affiliated Tribes in accordance with 36 CFR 800.2(c)(2), and determined that no properties of traditional religious cultural significance will be affected by the undertaking; and

WHEREAS, in accordance with 36 CFR Part 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen to participate in the consultation pursuant to 36 CFR Part 800.6(a)(1)(iii) as a signatory to this MOA; and

NOW, THEREFORE, FHWA, Oklahoma Department of Transportation, the Oklahoma SHPO, the ACHP, and the NPS agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA will ensure that the following measures are carried out. Measures will be met within the timeframes presented for each stipulation.

I. Prior to the construction of the new bridge, ODOT will record the existing bridge to meet the Historic American Engineering Record (HAER) standards to provide imagery, plans, and historical context to illustrate the national historical significance of the bridge. ODOT shall consult with the NPS Intermountain Regional Office for determining the appropriate level of documentation. Once the NPS Intermountain Regional Office has set the level of documentation and approved the final HAER documentation, the NPS will transmit the documentation to the Library of Congress, HABS/HAER/HALS Collection. ODOT shall submit a copy of the final materials to the Oklahoma SHPO. The HAER documentation will be completed and submitted within three years of execution of this MOA.
    a. Prior to beginning any work on the bridge, archival, large-format photographs will be taken and a short history of the bridge written in accordance with the appropriate level of documentation set by the NPS Intermountain Regional Office. ODOT will work with the NPS to complete the documentation to meet HAER standards.
    b. ODOT will make a reasonable attempt to seek out individuals in the Guthrie vicinity who may have worked on construction of the Cottonwood Creek Viaduct and who may be able to provide additional perspectives regarding the historic context of the bridge.

II. Prior to the construction of the new bridge, the existing 11 buildings that will be affected by the undertaking will be recorded and documented. Documentation will be completed and submitted to the SHPO within two years of execution of this MOA. This documentation will include the following:
    a. High Quality, 35 mm black and white photographs, of the buildings, documenting their appearance and current setting, together with all negatives or archival gold CD containing digital TIFF files that meet or exceed the minimum requirement for pixel depth. Photographs are to be submitted and approved by SHPO as meeting the conditions outlined above before any work takes place that will affect the property.
    b. The photographs will be a minimum 4" x 6" and no larger than 8" x 10" and will be clearly labeled with the following information:
        i. Name of property;
        ii. Location (county, city, state, and street address);
        iii. Name of photographer;
        iv. Date of photograph;
        v. Location of photographic negative;
        vi. Indication of direction camera is pointing;
        vii. Number of photograph in series.
    c. Preparation of a brief written technical description of the buildings and historical summary.
    d. All documentation will be edited, catalogued and packaged in a manner

acceptable to the Oklahoma SHPO. The Oklahoma SHPO will be the repository for the documentation

III. ODOT will complete a review of the Guthrie Historic District NRHP nomination form and prepare an aerial photograph or map of the contributing properties in the district that are still extant. ODOT will produce a Geographic Information System (GIS) data file that would provide geospatial information of the Guthrie NRHP District. The mapping will be completed within two years of execution of this MOA.
    a. This data file will be provided to the SHPO and the City of Guthrie for their use. ODOT will also retain the GIS data in its offices. The GIS data will include the boundaries of the existing historic districts (the NRHP and NHL) and the ability to select a parcel, determine the historic designation, and view an image of buildings on the parcel.

IV. Within three years of the execution of this MOA, ODOT will provide all research documentation, research materials, copies of photographs, HAER documentation of the bridge, and documentation of the buildings, and maps produced to the City of Guthrie and the Logan County Historical Society for use in the research library or other repository.

V. ODOT will install an interpretive kiosk or panel adjacent to the new bridge presenting the history of the former double-deck viaduct. ODOT will consult with the Oklahoma SHPO and the City of Guthrie regarding the location of the kiosk or panel and the content of the information presented on the interpretive kiosk or panel. This kiosk or panel will be completed and put into place prior to the opening of the new bridge to traffic.

VI. ODOT will implement design considerations to minimize effects of the new bridge within the NRHP and the adjacent NHL District. These design elements will be developed in coordination with SHPO, NPS, and other local consulting parties to ensure reasonable compatibility with the surrounding historic district. The existing SH-33 bridge is not part of the period of significance of the Guthrie NRHP or NHL District. However, new construction features will consider the surrounding district setting, feeling and association. ODOT and FHWA shall consult with the City of Guthrie, the Oklahoma SHPO, and the National Park Service in the development of the bridge design.
    a. ODOT will review and consider design elements in the configuration of the new bridge, and approaches will include measures to minimize direct and indirect impacts to the surrounding NRHP and nearby NHL historic districts. ODOT will consider appropriate landscape screening along the approach wall at 2nd Street and SH-33 to soften the view from the northern boundary of the Guthrie NHL District at 2nd Street and Cleveland Avenue.
    b. ODOT shall provide copies of plans, drawings, or other documentation regarding design elements that are proposed for the new bridge. Signatories will review these materials and provide comment within 30 days of receipt of such materials.
    c. ODOT shall not advertise this project for construction bids until all agreed-upon design and construction measures to minimize impacts to the surrounding NRHP and NHL districts are incorporated into the final Plans,

Specifications, and Estimates (PS&E) package.

VII. Duration. This MOA will be null and void if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, FHWA shall either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation 11 below. FHWA shall notify the signatories as to the course of action it will pursue.

VIII. Post-Review Discoveries. If potential historic properties are discovered or unanticipated effects on historic properties found, FHWA shall follow ODOT Spec 107.09, Protection of Archeological and Unmarked Human Burial Sites.

IX. Monitoring and Reporting. Each year following the execution of this MOA until it expires or is terminated, ODOT shall provide all signatories to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

X. Dispute Resolution. Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.

b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

c. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

XI. Amendments. This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XII. Termination. If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA and SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Federal Highway Administration

BY: _____ DATE: Dec 16, 2013

John Hartley
Environmental Program Manager
Oklahoma Division

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma Department of Transportation

BY: _____ DATE: 12/13/2013

Dawn Sullivan
Environmental Programs Division Engineer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma State Historic Preservation Office

BY: _____ DATE: 12/16/13

Bob Blackburn
State Historic Preservation Officer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Advisory Council on Historic Preservation

BY: John M. Fowler DATE: 12/23/18

~~Reid Nelson~~ John Fowler
~~Director~~ Executive Director

Invited Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

National Park Service

BY: Christine Whitacre DATE: 11/20/2013

Christine Whitacre
Program Manager, Heritage Partnerships Program
Intermountain Region

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

City of Guthrie

BY: Sereniah Breland DATE: 12-12-13

Sereniah Breland
Guthrie City Manager

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Preservation Oklahoma

BY: _____ DATE: 11/25/13

David Pettyjohn
Executive Director

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Logan County Historical Society

BY: _____ DATE: Nov. 19 2013

Chris Hirzel
President

Attachment P

Guthrie Bridge Project Meeting Minutes from June 20, 2012

Guthrie Bridge Project
Meeting Minutes

June 20, 2012

Present: Scott Sundermeyer, Robert Bartlett, Tori Ledue (ODOT CRP); Siv Sundaram, Steve Jacobi, Michael Pearson (ODOT); Rene Spineto, Ed Wood (City of Guthrie); Chris Hirzel, Jim Overton (Logan Co. Historical Society); Katie Friddle (POK); Melvena Heisch, Lynda Ozan, Tim Baugh (SHPO); Kathryn St. Clair (CP&Y consultant for NEPA document); John Hartley (FHWA)

Next meeting: TBD- proposed meeting after 4(f) and NEPA document have been drafted

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I. Introductions (Scott)

Scott opens the meeting with a short explanation of the purpose of the meeting: to discuss historic properties (listed in the NRHP or determined eligible) in the manner set forth through the Section 106 Process. He asks for a quick introduction of everyone present- goes around the table.

II. Recap of Previous Meeting (Scott)

The project is defined as correcting the sight distance on the bridge, correcting the deficient bridge, and minimizing the flooding of the roadway. More than each of these individual problems, it is a project to create a safe crossing of the creek.

Background data on the bridge (what was relayed to the general public on May 17th in Guthrie): the bridge is rated at 21.1 (out of 100)- a rating of deficient.
The separate parts of the bridge are rated below (all out of 10):
-deck/substructure rates at a 4, which is poor
-superstructure is rated at a 5, which is fair
-geometry is rated at a 2, which is critical

Tim Baugh- "what is geometry?"
Siv, Mike, and Robert all provide some input: geometry encompasses the load able to be carried over the bridge; the height of the bridge versus the approaches (in this case the bridge rises sharply such that the line of sight is cut off for those vehicles approaching).

Siv adds- the bridges sufficiency rating of 21.1 comes from a full inspection completed every other year. For the parts of the bridge, the AASHTO Guidelines for Historic Bridge Rehabilitation and Replacement http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25(19)_FR.pdf notes that between 4 and 5 (out of 10) is the deciding line between a bridge that is able to rehabilitated, and one that is not. This particular bridge has been repaired numerous times in the past, most recently in 1997 with a major $500,000 project. Essentially the only other step to be taken is to load-post the bridge. This would mean that school buses can no longer cross the bridge, which would create a major issue.

Scott: flood data for the area indicates that since 1889 45 major flood events have occurred on the creek. Thirty of those events have been since 1959. Twenty-four of the 30 (post 1959) have closed SH-33, for 24 hours to several days.

The bridge was built in 1937- it replaced a steel and wood Sturgis bridge. It was listed in the NRHP in 2009. The period of significance for the Guthrie Historic District near the bridge is 1889-1927; therefore the current bridge is not a contributing element to the historic district. The district was listed in the 1970s, and was updated in 1987 with the period of significance extended (per Melvena).

III. Discussion of Concerns (Scott moderating)

Scott asked about Concerns, directed first at the City of Guthrie:

Rene- history and architecture is paramount, she understands the need to evaluate historic importance, but recognizes it is not her area of expertise and will therefore defer to Melvena and the SHPO.

As for traffic, she believes that the numbers indicated by Scott as the daily "in town" traffic over the bridge are too low, and do not include through-town traffic of large semi trucks and other vehicles, so the bridge's condition is really an important thing to take into account for safety. She believes that the current footprint of the bridge likely makes the most sense. However, a replacement bridge cannot be constructed with the mindset that "a bridge is a bridge". The new bridge needs to be complementary to its surroundings and the history of the community while serving the high traffic needs.

She'd like to see accommodations for children crossing the bridge, for access to the ball fields, and to schools. The system in town has schools spread all over town, so the children move about, and it's important to incorporate pedestrian and bicycle access for kids (fighting obesity, getting kids active). There should be some protection between pedestrian walkway and the vehicular traffic on the bridge.

She expressed desire to be involved in the design process of the bridge. She also indicated desire for everything about the bridge, including lighting, to be appropriate and to speak to the history of the town. She reiterated that this cannot be an ordinary concrete structure that would be built anywhere.

She noted that the flood information previously presented by Scott sounded too low, that she could remember instances when the bridge was closed at least 3 times in a single year. With the hospital on the west side of the bridge, any flooding event that closes the bridge (even for as little as 24 hours) is a major problem. She mentioned that were several bridges crossing the creek at one time, but that they had all washed away at various flood events. The Elbow area, a predominantly black community in Guthrie, was destroyed by flooding, and is currently inaccessible. She'd like to see that opened up again if possible.

Logan County Historical Society:

-Main concern is the aesthetic of the bridge, they'd like to be involved in the design process when the time comes.

Steve Jacobi indicated that the very preliminary plans for width, number and placement of spans, height of the bridge (to account for mandatory clearance of the RR tracks below) have been decided upon. There is room for discussion, and he welcomed the City of Guthrie and Logan Co Historical Society to join in the design

process. He mentioned special treated concrete and other techniques as options to create a bridge fitting the historic feel of the area.

Preservation Concerns: SHPO and POK

Melvena- please keep in mind that it is a VERY significant bridge, and that the demolition of the bridge will be determined to be an adverse effect, there is no way around that. Also need to remember that the bridge isn't the only thing being impacted; several properties from the adjacent district will also be destroyed. This will create a large void in the district and is a major impact. On top of those, the nearby NHL in downtown Guthrie might be impacted. Also, need to look at the cumulative effect of all the impacts to the district and to the bridge.

Katie Friddle- Reiterating that it is a very big transformation that will occur with this project, everyone needs to recognize that.

Melvena- what about the flooding? How are you saying that the new bridge will not create more flooding?

Steve Jacobi- the proposed bridge is approximately twice as long, and the grade on the west side is being raised 6 ft. This has opened up the hydrology under the bridge. For the existing bridge, there is a Q2 rating- meaning that there is a 50% chance each year of a flood. The proposed bridge will have a Q25 rating, meaning that each year there will be a 4% chance of flood. There will be new FEMA maps created for floodplain, because the new bridge and grade will mean that 0.06 ft. of floodplain area will be added (at the closest contour). The USACE will be involved because it is a blue line stream.

Melvena/Lynda: Will the flooding now move into more parts of the historic district that weren't previously affected?

Steve- It appears that will not occur; the added floodplain area is very minimal.

John Hartley- Federal Highway will approve the NEPA document and fund the project, and he'd like to remind everyone that no decision has been made yet; they are still open to alternatives and are looking at other possibilities.

Melvena/Lynda- With a new bridge that high, visual impact on the NHL becomes a concern. That will need to be addressed.

Logan Co Historical Society- In the current APE, what is the access situation?

Steve- 5th Street is still open, but it goes under the bridge. There is no access from the bridge to 5th Street

Guthrie Historic District- What about providing pedestrian access from the bridge to 5th Street? This would help kids and others have access to the ball fields.

Rene- back to the FEMA floodplain mapping change. Would this impact future growth and development in Guthrie?

Steve Jacobi- No, it shouldn't, because it is such a small increase. I don't have the actual data at this time, but I will get it.

General - For construction, different options were looked at. Detouring traffic from US77 to US74 was considered, but was decided that a detour did not meet purpose and need as it did not address local average daily traffic. The plan is to offset from the current bridge and build the proposed bridge ½ at a time. The bridge is planned to be a 4 lane bridge, but does not necessarily have to be a 4 lane bridge. There are no plans for 4 lanes for anything other than the bridge, meaning that SH33 will not be 4 lanes throughout town or extending past the bridge.

Scott: Alternatives Discussion

1) Do Nothing- this option doesn't solve any of the problems that need to be addressed in this project
2) Rehab- solves the deficiency of the bridge, but doesn't solve the flooding issue or the sight deficiency
3) Relocation- this option is not possible, as the bridge is concrete and not able to be moved
4) New bridge at current footprint- currently seems to be the best option

Discussion about whether 2 or 4 lane bridge is the best option. Questions arise- would air pollution increase with 4 lanes? It is mentioned that traffic idling at standstill on 2 lanes would be worse than moving traffic in 4 lanes. Questions about possible bottle necks created from a 4 lane bridge moving to a 2 lane highway?

Siv indicates that it makes the most sense to go ahead and build the bridge to 4 lanes since the traffic counts indicate a need for it, and the projected traffic counts definitely will need it in the future. At this time, ODOT has NO plans to make the highway 4 lanes through town (which would be a large feat, because of numerous properties).

Steve- reminds the group that the bridge is not designed yet, there are many options on the table including appropriate lighting, specially treated concrete to create details and design that would complement the historic nature of the surrounding district. There will be sidewalks on the bridge, they'll be ADA approved. At the current time, there are planned grass partitions between traffic and pedestrians, as well as concrete rail protective implement.

Rene- mentions the smart street ordinance in the City of Guthrie: that all new streets need to have a set bike lane.

Steve- says they will take that into account and work it into design when the time comes. He mentions that the majority of the historic properties are impacted due to the toe fill and grade changes required to minimize flooding. Only one property appears to be impacted due to the extended floodplain boundaries.

Kathryn St Clair- having visited all of the structures to document, it was noted that all of them have had extensive damage from flooding in the past. Many of them are abandoned because of the flood issues.

Scott asked John when an appropriate time would be to have another meeting.

John Hartley- when should we reconvene? After a draft of the 4(f) document and the NEPA study document drafted. For the 4(f), the final OK will have to come from Washington, but the next meeting can come after FHWA-Oklahoma Division has looked over and preliminarily approved the document for the sake of speed.

Meeting ended with Scott/Mike/Steve presenting the renderings of the bridge and approaches. Very preliminary, and much more graphic illustration is yet to come to help everyone visualize the project.

Scott- Meeting adjourned at 11:55

Attachment Q

Agency Coordination

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

April 7, 2009

Ms. Melvena Heisch
Deputy State Historic Preservation Officer
Oklahoma Historical Society
Oklahoma History Center
2401 N. Laird Avenue
Oklahoma City, Oklahoma 73105-7914

Dear Ms. Heisch:

Re: Logan County Federal Highway Administration Funded Project J/P 21860(04); replacement of the SH-33/Noble Avenue Viaduct in Guthrie.

Attached are a Cultural Resources Survey Report for the referenced project and Historic Preservation Resource Identification forms for 114 pre-1964 buildings in the study area. Also attached are streetscape photographs and a bridge survey and inventory form for the Noble Avenue Viaduct. The project consists of replacing the SH-33 viaduct on the existing alignment which occurs within the NRHP listed Guthrie Historic District. The purpose of this phase of cultural resource survey is to determine the NRHP-eligibility and contributing/non-contributing status of standing structures to the Guthrie Historic District (buildings and the viaduct) adjacent to the existing alignment. These assessments will be used to help guide the project design toward minimizing impacts to the District. Additional cultural resources survey will be conducted once a study area is developed based on the potential APE for the design. The additional survey will include a survey for archeological resources and any additional structures which may occur within the study area.

Structures 1-69 are located in the NRHP-listed Guthrie Historic District. For the majority of these buildings, we agree with the current contributing/non-contributing status listed in the NRHP nomination. Our recommendations for changes to the contributing/non-contributing status of some of these buildings are found in the "Comments and Description of Findings" section of the attached report.

Within the portion of the study area in the NRHP-listed Guthrie Historic District, there are many empty lots beginning immediately west of the Noble Avenue Viaduct and continuing west to approximately 9th St. It is our preliminary assessment that this vacant land can be considered non-contributing to the district's significance.

Structures 70-113 are located outside of the Guthrie Historic District. One of these, the house at 2002 West Noble (documented as Structure 113), is listed as NRHP-eligible in the "Determinations of Eligibility in Oklahoma" handbook. It is our preliminary assessment that none of the remainder

of these buildings are NRHP-eligible, either individually or as part of a historic district.

The Noble Avenue Viaduct was constructed in 1936-37 and funded by a federal grade-crossing program. It was reported at the time to be the only double-deck bridge in the state, and it retains this distinction to the best of our knowledge. Due to the fact the viaduct is only known example of a double deck bridge in the state and was constructed a part of a 1930's era federal grade-crossing construction program, it is our assessment that the viaduct is individually eligible for the NRHP. However, the bridge is listed in the NRHP nomination as non contributing to the Guthrie Historic District. As the bridge was built beyond the period of significance for the Guthrie Historic District, we agree with its current non contributing status. The project as currently proposed will have an adverse effect on this viaduct

While the potential affect of the project to the NRHP listed Guthrie Historic District cannot be addressed at this stage, the Department is aware of the potential for adverse effects and looks forward to working with your office to minimize impacts to historic resources.

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

Sincerely,

Robert Bartlett
Director, ODOT Cultural Resources Program

RBB/ae

Oklahoma Historical Society *Founded May 27, 1893*

State Historic Preservation Office
Oklahoma History Center • 2401 North Laird Ave. • Oklahoma City, OK 73105-7914
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

April 17, 2009

Mr. Robert Bartlett, Director
ODOT Cultural Resources Program
111 E. Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #1266-09; SH-33/Noble Avenue Viaduct Project #JP-21860(04), Guthrie, Logan County

Dear Mr. Bartlett:

We have received and reviewed the documentation on the referenced project. Per your letter dated April 7, 2009, we concur with your opinions issued for the 114 properties.

Properties #1-69 are located in the National Register listed Guthrie Historic District. Based on the survey there are 32 contributing properties and 38 non-contributing properties. This historic district is listed for its significance under Criteria A and C for its association with politics/government and architecture.

Properties #70-114 are located outside the Guthrie Historic District. Property #113, 2002 West Noble Avenue, is a previously determined eligible property; the property is still an eligible property. Property #114, the Noble Avenue Viaduct is eligible for the National Register of Historic Places under Criteria A and C, for its association with transportation in Oklahoma and for its engineering. Properties #70-112 are not eligible based on alterations.

We appreciate the opportunity to comment on this project and look forward to working with you in the future.

Should further correspondence pertaining to this project be necessary, the above underlined file number must be referenced. If you have any questions, please contact Lynda Schwan, Architectural Historian, at 405/522-4478.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

Attachment (List of Properties w/Notations)

FILE # LIST OF PROPERTIES

1266-09 SH-33-NOBLE AVENUE VIADUCT PROJECT,
GUTHRIE, LOGAN COUNTY

[1-69 IN NR DIST./C=CONTRIBUTING, NC=NON-CONTRIBUTING]
[70-114 OLI PROPERTIES/NE=NOT ELIGIBLE, 113+114=ELIGIBLE]

STRUCTURES (BY THEIR #)

1. 111 EAST NOBLE AVENUE - NC
2. 115 EAST NOBLE AVENUE - C
3. 117 EAST NOBLE AVENUE - NC
4. 106 EAST NOBLE AVENUE,
   1ST UNITED PRESBYTERIAN CHURCH - C
5. 223 NORTH DIVISION,
   TALLMAN LIVERY GARAGE - C
6. 220-224 NORTH 1ST,
   SMITH-GALLO FUNERAL HOME - NC

6A. 218-1/2 NORTH 1ST - NC (INSIDE DIST./NOT IN NOM.)

7. 122 WEST NOBLE AVENUE - C
8. 124 WEST NOBLE AVENUE - NC
9. 221 NORTH 1ST - NC (HOUSE DEMO'D/JUST GARAGE)
10. 224 NORTH 2ND - NC
11. 301 NORTH 1ST - C
12. 214 WEST NOBLE AVENUE,
    1ST TERRITORIAL JAIL - NC
13. 213-221 NORTH 2ND,
    FAIRMONT CREAMERY/89ER BOWL - NC
14. 301 NORTH 2ND - C
15. 312 WEST NOBLE AVENUE - C
16. 423-425 WEST NOBLE AVENUE - NC
17. 422-424 WEST NOBLE AVENUE - NC (INSIDE DIST./NOT IN NOM.)
18. 604 WEST NOBLE AVENUE - C
19. 608 WEST NOBLE AVENUE - NC
20. 701 WEST NOBLE AVENUE - C
21. 711 WEST NOBLE AVENUE - FROM NC TO C
22. 713 WEST NOBLE AVENUE - NC
23. 719 WEST NOBLE AVENUE - NC
24. 706 WEST NOBLE AVENUE - NC
25. 722 WEST NOBLE AVENUE - NC
26. 813 WEST NOBLE AVENUE - NC
27. 802 WEST NOBLE AVENUE - NC
28. 810 WEST NOBLE AVENUE - C
29. 812 WEST NOBLE AVENUE - NC
30. 905 WEST NOBLE AVENUE - NC
31. 924 WEST NOBLE AVENUE - NC
32. 1017 WEST NOBLE AVENUE - C
33. 1019 WEST NOBLE AVENUE - C
34. 1002 WEST NOBLE AVENUE - NC
35. 1006 WEST NOBLE AVENUE - NC
36. 1012 WEST NOBLE AVENUE - C
37. 1014 WEST NOBLE AVENUE - NC
38. 1109 WEST NOBLE AVENUE - C
39. 1111 WEST NOBLE AVENUE - C
40. 1123 WEST NOBLE AVENUE - C

41. 1106 WEST NOBLE AVENUE - C
42. 1108 WEST NOBLE AVENUE - NC
43. 1110 & 1112 WEST NOBLE AVENUE - NC
44. 1120 WEST NOBLE AVENUE - C
45. 1124 WEST NOBLE AVENUE - C
46. 1201 WEST NOBLE AVENUE - NC
47. 1219 WEST NOBLE AVENUE (ED. BUILDING) - NC
48. 1219 WEST NOBLE AVENUE (CHURCH) - NC
49. 1204 WEST NOBLE AVENUE - C
50. 1206 WEST NOBLE AVENUE - C
51. 1208 WEST NOBLE AVENUE - C
52. 1210 WEST NOBLE AVENUE - C
53. 1218 WEST NOBLE AVENUE - C
54. 1224 WEST NOBLE AVENUE - NC TO C
55. 1303 WEST NOBLE AVENUE - NC TO C
56. 1309 WEST NOBLE AVENUE - C
57. 1315 WEST NOBLE AVENUE - C
58. 1323 WEST NOBLE AVENUE - C TO NC
59. 1302 WEST NOBLE AVENUE - NC
60. 1306 WEST NOBLE AVENUE - NC
61. 1312 WEST NOBLE AVENUE - NC
62. 1316 WEST NOBLE AVENUE - NC
63. 1324 WEST NOBLE AVENUE - NC
64. 221 NORTH 13TH - NC
65. 1421 WEST NOBLE AVENUE - NC
66. 1404 WEST NOBLE AVENUE - NC
67. 1412 WEST NOBLE AVENUE - C
68. 1416 WEST NOBLE AVENUE - C (NOT IN NOM.)
69. 1424 WEST NOBLE AVENUE - C

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70. 1501 WEST NOBLE AVENUE - NE
71. 1517 WEST NOBLE AVENUE - NE
72. 1521 WEST NOBLE AVENUE - NE
73. 1508 WEST NOBLE AVENUE - NE
74. 1512 WEST NOBLE AVENUE - NE
75. 1518 WEST NOBLE AVENUE - NE
76. 1524 WEST NOBLE AVENUE - NE
77. 1601 WEST NOBLE AVENUE - NE
78. 1611 WEST NOBLE AVENUE - NE
79. 1613 WEST NOBLE AVENUE - NE
80. 1615 WEST NOBLE AVENUE - NE
81. 1623 WEST NOBLE AVENUE - NE
82. 1602 WEST NOBLE AVENUE - NE
83. 1610 WEST NOBLE AVENUE - NE
84. 1612 WEST NOBLE AVENUE - NE
85. 1624 WEST NOBLE AVENUE - NE
86. 1701 WEST NOBLE AVENUE - NE
87. 1705 WEST NOBLE AVENUE - NE
88. 1717 WEST NOBLE AVENUE - NE
89. 1719 WEST NOBLE AVENUE - NE
90. 1723 WEST NOBLE AVENUE - NE
91. 1714 WEST NOBLE AVENUE - NE
92. 1724 WEST NOBLE AVENUE - NE
93. 1811 WEST NOBLE AVENUE - NE
94. 1813 WEST NOBLE AVENUE - NE
95. 1817 WEST NOBLE AVENUE - NE
96. 1823 WEST NOBLE AVENUE - NE
97. 1808 WEST NOBLE AVENUE - NE
98. 1812 WEST NOBLE AVENUE - NE

99. 1822 WEST NOBLE AVENUE - NE
100. 306 NORTH 18TH - NE
101. 1903 WEST NOBLE AVENUE - NE
102. 1907 WEST NOBLE AVENUE - NE
103. 1911 WEST NOBLE AVENUE - NE
104. 1917 WEST NOBLE AVENUE - NE
105. 1923 WEST NOBLE AVENUE - NE
106. 1902 WEST NOBLE AVENUE - NE
107. 1906 WEST NOBLE AVENUE - NE
108. 1910 WEST NOBLE AVENUE - NE
109. 1914 WEST NOBLE AVENUE - NE
110. 1922 WEST NOBLE AVENUE - NE
111. 1924 WEST NOBLE AVENUE - NE
112. 2001 WEST NOBLE AVENUE - NE
113. 2002 WEST NOBLE AVENUE - ELIGIBLE
114. BRIDGE #4206-1442X,
SEC8 T16N R2W - ELIGIBLE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES SURVEY REPORT

County: Logan
Project No: none assigned
J/P Number: 21860(04)
Surveyed By: Anna Eddings & Scott Sundermeyer
Survey Date: 11-12-08 & 11-13-08

Prepared By: Anna Eddings
Report Date: 3-31-09

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1. **PROJECT DESCRIPTION:** Cultural resources survey of a proposed project for replacing the SH-33/Noble Ave. Viaduct over Cottonwood Creek and the BNSF railroad in Guthrie. The project is for replacing the viaduct on the existing alignment. Additionally, the roadway approaches at the east and west ends of the viaduct will be reconstructed to lessen the frequency of road flooding. The study area extends along Noble Ave. from Wentz St. (US-77 north) on the east to 19th St. on the west, a distance of approximately twenty-one blocks. The present cultural resources survey includes building and bridge documentation only; archeological investigations will be conducted later. The limits of building documentation included Historic Preservation Resource Identification Forms and photographs for the buildings that line Noble Ave. from Wentz St. to 19th St., as well as some streetscape photographs.

   Legal Location: Falls on the middle east-west line of the S 1/2 of the NE 1/4 of Section 7, and falls on the middle east-west line of the S 1/2 of the N 1/2 of Section 8, and falls on the middle east-west line of the SW 1/4 of NW 1/4 of Section 9, T16N, R2W.
   U.S.G.S. Quadrangle: Guthrie North (1970, rev. 1983)

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2. **SETTING:** The study area throughout its length follows Noble Ave./SH-33, a relatively busy, two-lane highway. The majority of the study area, from 14th St. east to Wentz St., is within the NRHP-listed Guthrie Historic District. In the general vicinity of the viaduct, some commercial and otherwise non-residential development occurs. This area is, however, outside of the core of Guthrie's historic commercial development. This general vicinity of the viaduct, from about 9th St. to the east end of the study area, contains a mix of older residential and commercial buildings with some more modern commercial buildings. Immediately west of the viaduct, there is much vacant land and some sparsely developed blocks; this area is prone to flooding. From 9th St. west to 19th St., the western terminus of the study area, development is more uniformly residential, preponderantly pre-1930 houses.

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3. **PROJECT METHODOLOGY:**

A. Background Research:

XXX State Site Files at Okla. Archaeological Survey

XXX SHPO NRHP and DOE Files

XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Wichita and Affiliated Tribes of Oklahoma, Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation.

Other sources. Describe below:

Sanborn Fire Insurance Maps for Guthrie, 1894, 1895, 1898, 1901, 1903, 1908, 1914, 1926, 1926 (rev. 1948).

Guthrie City Directories, 1908-09, 1910, 1915, 1926, 1930, 1939, 1948, 1964.

Oklahoma State Highway Commission Reports, 1935-1936 and 1937-1938.

Guthrie Daily Leader (newspaper), March, April, July 1936, March 1937.

RESULTS OF BACKGROUND RESEARCH: As noted above, the majority of the study area, that is, Noble Ave. from 14th St. east to the eastern terminus at Wentz St., falls within the NRHP-listed Guthrie Historic District (NR #74001664). A number of the structures documented are contributing resources to this district (see "Results of Investigation" section below). The project is, however, outside of the Guthrie National Historic Landmark District–that is, the portion of the Guthrie Historic District designated as a National Historic Landmark. One property in the study area outside of this district is listed as NRHP-eligible in the SHPO's "Determinations of Eligibility in Oklahoma" handbook: the House at 2002 West Noble.

The Noble Ave. Viaduct was constructed in 1936-1937, funded by a New Deal-era, federal grade-crossing program. As of 1937, sixty-six new railroad grade separations (overpasses and underpasses) in Oklahoma had been funded by this program. Guthrie newspapers reported that, at the time of its construction, the Noble Ave. Viaduct was the only double-deck bridge in the state. The lower deck was to provide vehicular access to an ice plant north of the viaduct between Cottonwood Creek and the railroad tracks. Although this viaduct was a State Highway Department project constructed by a private contractor (Guy H. James), Works Progress Administration (WPA) laborers were used in its construction. This bridge is within the Guthrie Historic District, but it is designated as a non-contributing resource in the NR-nomination.

B. Field Investigation Methodology:

100% Windshield Survey

Windshield survey with sample pedestrian survey

XXX 100% pedestrian survey

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

GENERAL COMMENTS: The present cultural resources survey has only included building and bridge documentation adjacent to the existing alignment. Additional survey for cultural resources, including any

additional buildings, and an archeological survey will be conducted later.

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4. **RESULTS OF INVESTIGATION:**

NO NRHP-eligible cultural resources recorded in project impact area

Archaeological site(s) requiring further assessment

XXX Pre-1964 standing structures requiring further assessment

XXX NRHP-listed properties

COMMENTS AND DESCRIPTION OF FINDINGS: As noted above, the scope of building documentation encompassed photographs and Historic Preservation Resource Identification Forms for pre-1964 buildings lining Noble Ave. from Wentz St. west to 19th St., approximately twenty-one blocks. A total of 114 buildings were documented (although designating two buildings as 6 and 6A brings the end structure number to 113).

The majority of the study area, from Wentz St. west to 14th St., is within the NRHP-listed Guthrie Historic District, and Structures 1-69 documented are within this district. These buildings are designated in the NRHP-nomination as contributing or non-contributing to the district. Because the district's period of significance ends at 1929, only pre-1929 buildings have the potential to be contributing resources. Alterations are also a factor–significant alterations prevent some pre-1929 buildings from being contributing resources. The purpose of documenting these buildings for the present survey was to determine if more recent alterations, new information, or other factors warranted a change in contributing/non-contributing status. The result is that relatively few changes are recommended.

Structure #	Address	Date	Contributing/Non-Contributing Status in NR-Nomination	Recommended Contributing/Non-Contributing Status
Structure 1	111 E. Noble	1956	non-contributing	non-contributing
Structure 2	115 E. Noble	1895	contributing	contributing
Structure 3	117 E. Noble	1895	non-contributing	non-contributing
Structure 4	106 E. Noble	1926	contributing	contributing
Structure 5	223 N. Division	1910	contributing	contributing
Structure 6	220-224 N. 1st	ca. 1928	non-contributing	non-contributing
Structure 6A	218 1/2 N. 1st	ca. 1928	not mentioned in NR-nomination	non-contributing
Structure 7	122 W. Noble	1928	contributing	contributing
Structure 8	124 W. Noble	1921	non-contributing	non-contributing
Structure 9	221 N. 1st	ca. 1928	A detached garage. The house, which was contributing, has been demolished	non-contributing
Structure 10	224 N. 2nd	ca. 1931	non-contributing	non-contributing

Structure 11	301 N. 1st.	ca. 1908	contributing	contributing
Structure 12	214 W. Noble	1893	non-contributing	non-contributing
Structure 13	213-221 N. 2nd	1929	non-contributing	non-contributing
Structure 14	301 (303) N. 2nd	ca. 1910	contributing	contributing
Structure 15	312 (314) W. Noble	ca. 1903	contributing	contributing
Structure 16	423-425 W. Noble	ca. 1928	non-contributing	non-contributing
Structure 17	422-424 W. Noble	ca. 1928	not mentioned in NR-nomination	non-contributing
Structure 18	604 (606) W. Noble	ca. 1908	contributing	contributing
Structure 19	608 W. Noble	ca. 1930	non-contributing	non-contributing
Structure 20	701 W. Noble	1902	contributing	contributing
Structure 21	711 W. Noble	ca. 1910	In NR-nomination, counted with the attached building as a non-contributing resource	contributing
Structure 22	713 W. Noble	ca. 1935	non-contributing (attached to 21)	non-contributing
Structure 23	719 (723) W. Noble	ca. 1955	non-contributing	non-contributing
Structure 24	706 W. Noble	ca. 1945	non-contributing	non-contributing
Structure 25	722 W. Noble	ca. 1955	non-contributing	non-contributing
Structure 26	813 W. Noble	ca. 1920	non-contributing	non-contributing
Structure 27	802 W. Noble	ca. 1900	non-contributing	non-contributing
Structure 28	810 W. Noble	ca. 1900	contributing	contributing
Structure 29	812 W. Noble	ca. 1920	non-contributing	non-contributing
Structure 30	905 W. Noble	ca. 1965	non-contributing	non-contributing
Structure 31	924 W. Noble	ca. 1955	non-contributing	non-contributing
Structure 32	1017 W. Noble	ca. 1900	contributing	contributing
Structure 33	1019 W. Noble	1904	contributing	contributing
Structure 34	1002 W. Noble	ca. 1950	non-contributing	non-contributing
Structure 35	1006 W. Noble	ca. 1920	non-contributing	non-contributing
Structure 36	1012 (1010) W. Noble	ca. 1900	contributing	contributing
Structure 37	1014 W. Noble	ca. 1925	non-contributing	contributing
Structure 38	1109 W. Noble	ca. 1910	contributing	contributing

Structure 39	1111 W. Noble	1902	contributing	contributing
Structure 40	1123 W. Noble	1910	contributing	contributing
Structure 41	1106 W. Noble	ca. 1915	contributing	contributing
Structure 42	1108 W. Noble	ca. 1925	non-contributing	non-contributing
Structure 43	1110-12 W. Noble	ca. 1955	non-contributing	non-contributing
Structure 44	1120 W. Noble	ca. 1909	contributing	contributing
Structure 45	1124 W. Noble	ca. 1909	contributing	contributing
Structure 46	1201 W. Noble	1950, 1970	non-contributing	non-contributing
Structure 47	1219 W. Noble	ca. 1963	non-contributing	non-contributing
Structure 48	1219 W. Noble	ca. 1963	non-contributing	non-contributing
Structure 49	1204 (1202) W. Noble	ca. 1900	contributing	contributing
Structure 50	1206 W. Noble	1907	contributing	contributing
Structure 51	1208 W. Noble	1907	contributing	contributing
Structure 52	1210 W. Noble	1907	contributing	contributing
Structure 53	1218 W. Noble	1908	contributing	contributing
Structure 54	1224 W. Noble	ca. 1925	non-contributing	contributing
Structure 55	1303 W. Noble	ca. 1902	non-contributing	contributing
Structure 56	1309 W. Noble	1909	contributing	contributing
Structure 57	1315 W. Noble	1920	contributing	contributing
Structure 58	1323 W. Noble	ca. 1895	contributing	non-contributing
Structure 59	1302 W. Noble	ca. 1935	non-contributing	non-contributing
Structure 60	1306 W. Noble	ca. 1940	non-contributing	non-contributing
Structure 61	1312 W. Noble	ca. 1935	non-contributing	non-contributing
Structure 62	1316 W. Noble	ca. 1948	non-contributing	non-contributing
Structure 63	1324 W. Noble	1931	non-contributing	non-contributing
Structure 64	221 N. 13th	ca. 1950	non-contributing	non-contributing
Structure 65	1421 W. Noble	ca. 1937	non-contributing	non-contributing
Structure 66	1404 (1402) W. Noble	ca. 1900	non-contributing	non-contributing
Structure 67	1412 W. Noble	ca. 1900	contributing	contributing
Structure 68	1416 W. Noble	ca. 1920	not mentioned in NR-nomination	contributing

Structure 69	1424 W. Noble	1908	contributing	contributing

As noted above, there are many empty lots west of the viaduct, from Cottonwood Creek west to 9th St. particularly (see streetscape photographs 11-16), an area that is prone to flooding. Sanborn maps show that at one time this area was slightly more developed than it is now. There are no buildings at all on Noble Ave. in the block between 4th and 5th streets (see streetscape photographs 9 and 10), and there are only a few non-contributing metal oil storage-related buildings between Cottonwood Creek and 4th St. It is our preliminary assessment that this vacant land can be considered non-contributing to the district's significance.

As noted above, one of the buildings documented outside of the Guthrie Historic District has previously been designated by the SHPO as individually NRHP-eligible: the house at 2002 West Noble, documented as Structure 113. It was designed by noted Guthrie architect Joseph Foucart. Another building, the house at 1910 W. Noble, documented as Structure 108, has previously been designated by the SHPO as non-NRHP-eligible. It is our preliminary assessment that none of the other buildings documented outside of the district have the potential for individual NRHP-eligibility.

Structure 70	1501 W. Noble	ca. 1905	Colonial Revival-style house with vinyl siding and possibly other alterations
Structure 71	1517 W. Noble	ca. 1905	Ornate Colonial Revival-style house with vinyl siding
Structure 72	1521 W. Noble	ca. 1900	One-story, relatively unaltered Free Classic-style house
Structure 73	1508 W. Noble	ca. 1920	Gable-front Bungalow/Craftsman-style house with non-original siding
Structure 74	1512 W. Noble	ca. 1909	Free Classic-style house with a non-original porch
Structure 75	1518 W. Noble	ca. 1905	Two-story, hip- and gable-roofed National Folk house with vinyl siding
Structure 76	1524 W. Noble	ca. 1920	Prairie School-style house with vinyl siding
Structure 77	1601 W. Noble	ca. 1935	Minimal Traditional-style house with a prominent chimney and vinyl siding
Structure 78	1611 W. Noble	ca. 1925	House of no distinctive style, slight Tudor influence, and non-original siding
Structure 79	1613 W. Noble	ca. 1905	Gable-front-and-wing folk house with non-original windows and siding
Structure 80	1615 W. Noble	ca. 1909	Pyramidal folk house with asbestos siding and a non-original porch
Structure 81	1623 W. Noble	ca. 1909	Pyramidal folk house with non-original siding and porch alterations
Structure 82	1602 W. Noble	ca. 1905	National Folk house with asphalt siding
Structure 83	1610 W. Noble	ca. 1920	Bungalow/Craftsman-style house with asbestos siding
Structure 84	1612 W. Noble	ca. 1945	Minimal Traditional-style house with vinyl siding
Structure 85	1624 W. Noble	ca. 1950	Concrete block church building, no distinctive style

Structure 86	1701 W. Noble	ca. 1945	House with no distinctive style and vinyl siding
Structure 87	1705 W. Noble	ca. 1945	Massed-plan, side-gabled folk house with vinyl siding
Structure 88	1717 W. Noble	ca. 1911	Folk Victorian house with asbestos siding
Structure 89	1719 W. Noble	ca. 1933	Late Tudor Revival-style house with vinyl siding and non-original windows
Structure 90	1723 W. Noble	ca. 1920	Bungalow/Craftsman-style house with vinyl siding
Structure 91	1714 W. Noble	ca. 1928	Bungalow/Craftsman-style house with vinyl siding and non-original windows
Structure 92	1724 W. Noble	ca. 1955	Concrete block, gable-on-hip-roofed building
Structure 93	1811 W. Noble	ca. 1911	Two-story, Colonial Revival-style house with vinyl siding
Structure 94	1813 W. Noble	ca. 1909	Free Classic-style house with no major alterations
Structure 95	1817 W. Noble	ca. 1909	National Folk house with non-original windows
Structure 96	1823 W. Noble	ca. 1905	Queen Anne-style house with the porch removed
Structure 97	1808 W. Noble	ca. 1911	National Folk house with vinyl siding
Structure 98	1812 W. Noble	ca. 1920	House of no distinctive style, with asbestos siding and a non-original second story
Structure 99	1822 W. Noble	ca. 1920	Pyramidal folk house with non-original siding
Structure 100	306 N. 18th	ca. 1905	A house with major alterations
Structure 101	1903 W. Noble	ca. 1948	Gable-front-and-wing folk house with vinyl siding
Structure 102	1907 W. Noble	ca. 1935	Minimal Traditional-style house with vinyl siding and additions
Structure 103	1911 W. Noble	ca. 1935	Hip-roofed house, no distinctive style, with non-original siding
Structure 104	1917 W. Noble	ca. 1954	Hip-roofed Ranch-style house
Structure 105	1923 W. Noble	ca. 1962	Oblong- box-with-canopy service station
Structure 106	1902 W. Noble	ca. 1905	Pyramidal folk house with vinyl siding
Structure 107	1906 W. Noble	ca. 1909	Queen Anne-style house with aluminum siding and decorative details removed
Structure 108	1910 W. Noble	ca. 1948	Massed-plan, side-gabled folk house, previously designated as not-NRHP-eligible
Structure 109	1914 W. Noble	ca. 1925	Bungalow/Craftsman-style house with vinyl siding
Structure 110	1922 W. Noble	ca. 1925	Bungalow/Craftsman-style house with vinyl siding
Structure 111	1924 W. Noble	ca. 1920	Bungalow/Craftsman-style house, relatively unaltered
Structure 112	2001 W. Noble	1911, 1925	School building with wings constructed in 1911 and 1925, and later additions

Structure 113	2002 W. Noble	1899	Joseph Foucart-designed house, previously designated as NRHP-eligible

The buildings documented outside of the NRHP-listed Guthrie Historic District do not appear to be part of a potentially NRHP-eligible district. The western boundary of the listed Guthrie Historic District in the study area coincides with the boundary of the West Guthrie addition, while the buildings documented outside of the district are in the Capital Heights, Capital Heights Second, and Capital Heights Third additions. Although all of the houses are pre-1964 and a number of early 1900s houses are included, most have had typical siding, window, and/or porch alterations. Some vacant lots are present (see streetscape photographs 2 & 6), and several nondescript mid-century buildings break the architectural continuity (Structures 84, 85, 92, 104, and 105, for example). Overall this area does not have as much visual cohesion as the listed Guthrie Historic District, and it is our preliminary assessment that it does not have the potential for a NRHP-eligible district.

The Noble Avenue Viaduct, as noted above, was constructed in 1936-1937under the auspices of a New Deal-era grade-crossing program that, as of 1937, had funded sixty-six new railroad grade separations (overpasses and underpasses) in Oklahoma. Although not a Works Progress Administration (WPA) funded and administered project, the local WPA office furnished laborers for its construction work. When it was finished in March of 1937, the city held opening ceremonies and celebrations for both the viaduct and a new WPA armory on the same day. The viaduct replaced a bridge over Cottonwood Creek and an at-grade railroad crossing, lessening travel delays caused by trains crossing the road. At the time of its construction, the Guthrie newspaper and a photograph spread reported the viaduct to be the only double-deck bridge in the state. No other pre-interstate-era, double-deck bridges are known to exist in Oklahoma. It is our preliminary assessment that the Noble Avenue Viaduct has the potential for individual NRHP-eligibility. It is noted in the NRHP-nomination as non-contributing to the Guthrie Historic District, presumably because it was built after the district's period of significance which ends in 1929.

Attached for SHPO review are Historic Preservation Resource Identification Forms and photographs for the 114 buildings documented, a bridge survey and inventory form and photographs for the Noble Avenue Viaduct, streetscape photographs of the study area (and adjacent streets) outside of the Guthrie Historic District, and streetscape photographs of the area west of the viaduct within the Guthrie Historic District where development is sparse.

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5. RECOMMENDATIONS:

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

XXX **Approval to proceed**, pending completion of one or more of the following requirements:

Revise design to avoid/protect resources (If prudent or feasible)

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

XXX **Additional Consultation with SHPO** regarding historic standing structures or historic bridges.

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

NRHP Eligibility Archaeological Test Excavations as determined by Department Archaeologist and State Archaeologist

Implementation of MOA with SHPO regarding Mitigation of Adverse Impacts to NRHP-eligible cultural resources

COMMENTS REGARDING RECOMMENDATIONS: The portion of the study area from Wentz St. to 14th St., which includes Structures 1-69, is within the NRHP-listed Guthrie Historic District. Our recommendations for changes to the contributing/non-contributing status of some of the buildings are listed in the "Comments and Description of Findings" section above and on the Historic Preservation Resource Identification Forms. For most of these buildings, however, we agree with the contributing/non-contributing status as listed in the NRHP-nomination.

The portion of the Guthrie Historic District from the viaduct west to 9th St. has been prone to flooding and contains very sparsely-developed blocks. It is our preliminary assessment that this vacant land can be considered as non-contributing to the district's significance.

The study area outside of the NRHP-listed district, from 14th to 19th streets encompassing Structures 70-113, contains primarily 1920s and earlier houses, most with typical alterations, and some mid-century buildings and few vacant lots. It is our preliminary assessment that none of these buildings (except the NRHP-eligible house at 2002 W. Noble) merit NRHP-eligibility individually or as part of a historic district.

The Noble Avenue Viaduct was built in 1936-1937, funded by a New Deal-era federal grade crossing program, and it employed WPA laborers. It is the only known pre-interstate-era, double-deck bridge in Oklahoma. It is our preliminary assessment that it is NRHP-eligible.

Historic Preservation Resource Identification Forms and photographs for all 114 structures documented and a bridge survey and inventory form and photographs for the Noble Avenue Viaduct are attached for SHPO review. Streetscape photographs are also attached for SHPO review.

This phase of cultural resources survey has been conducted primarily for determining the NRHP-eligibility or contributing/non-contributing status of standing structures (buildings and the bridge) adjacent to the existing alignment. An archeological survey for the project will be performed later.

Anna Eddings

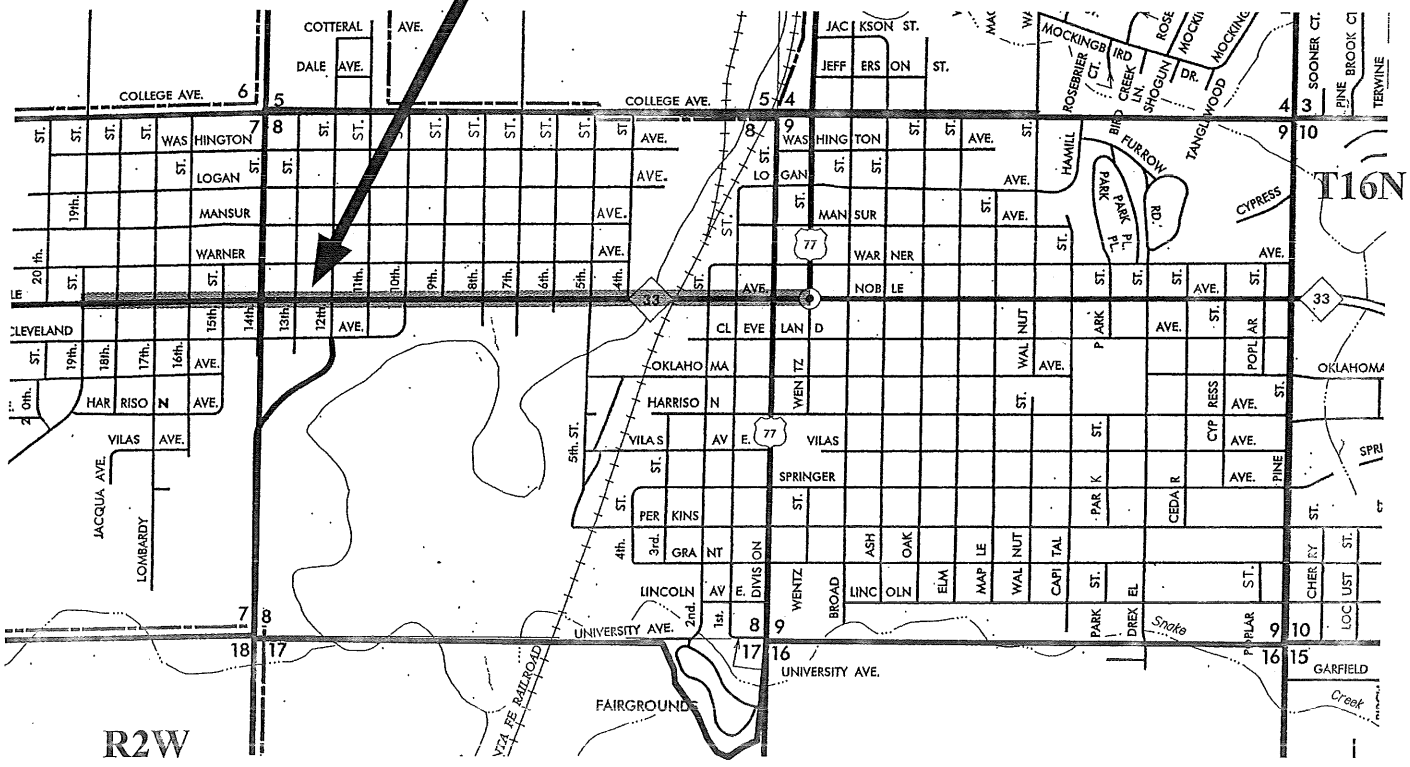
Report Preparer/Principal Investigator

Guthrie
1 of 6

N

NRHP-listed
□ = Guthrie Historic
District boundaries

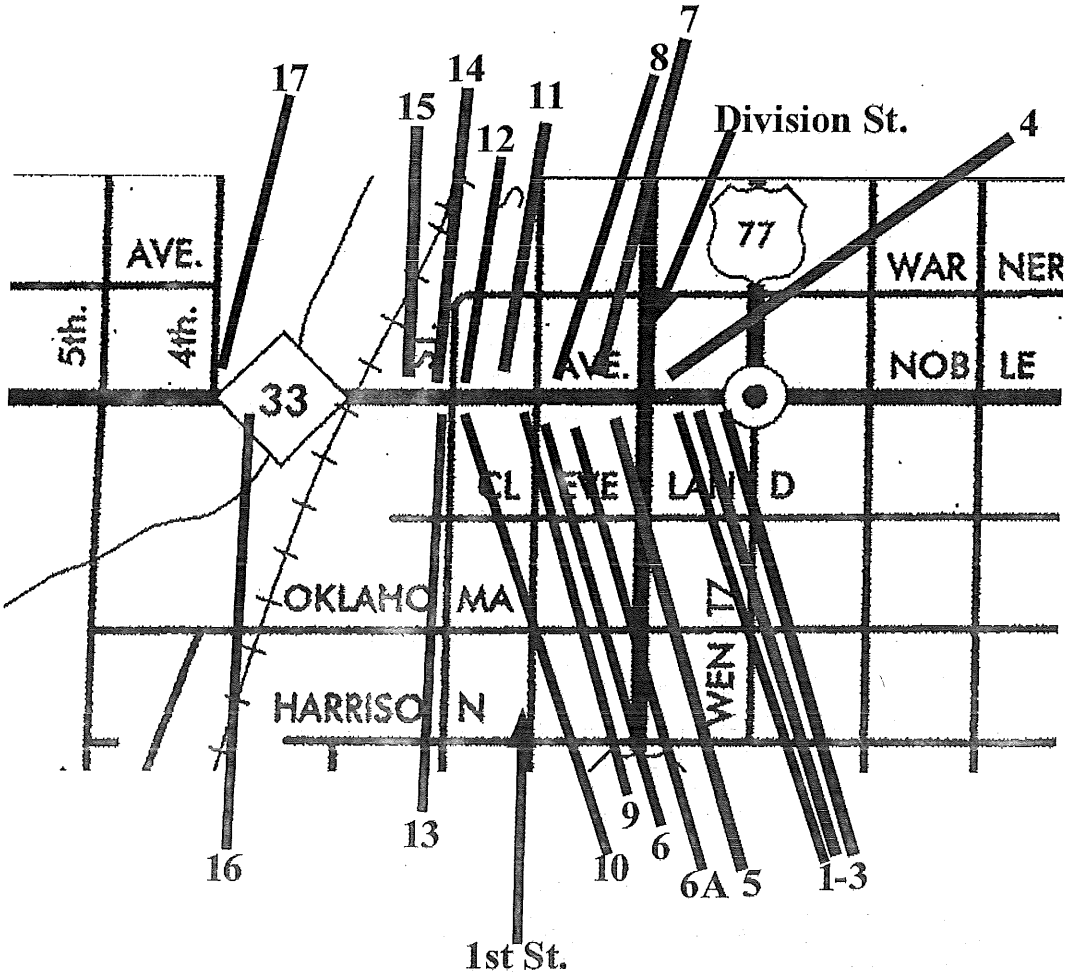
Study Area
J/P 21860(04)



Guthrie
N 2 of 6

Structures 1-17

Red lines indicate buildings that are contributing resources to the Guthrie Historic District.

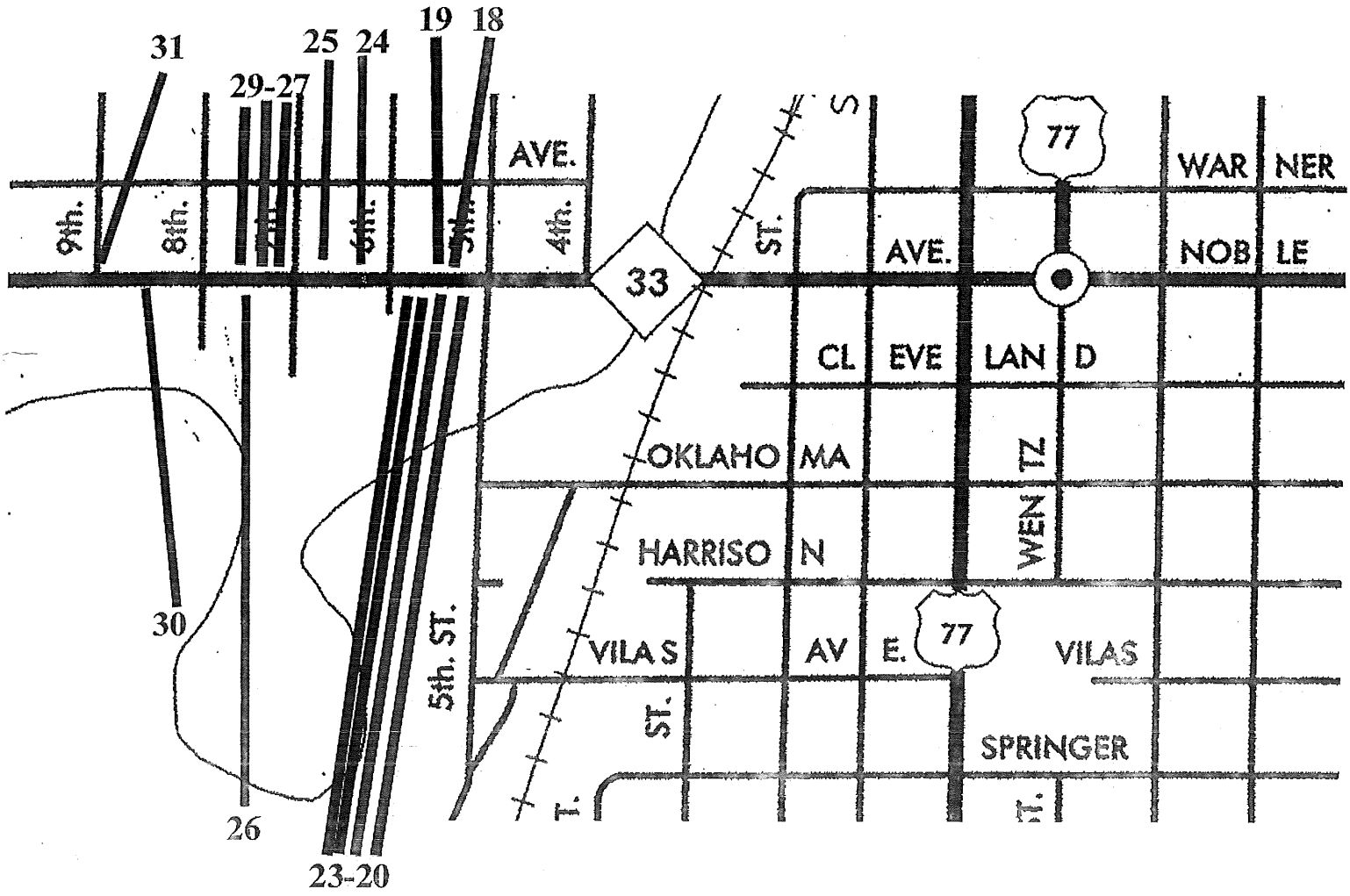


N

Guthrie
3 of 6

Structures 18-31

Red lines indicate buildings that are contributing resources to the Guthrie Historic District.

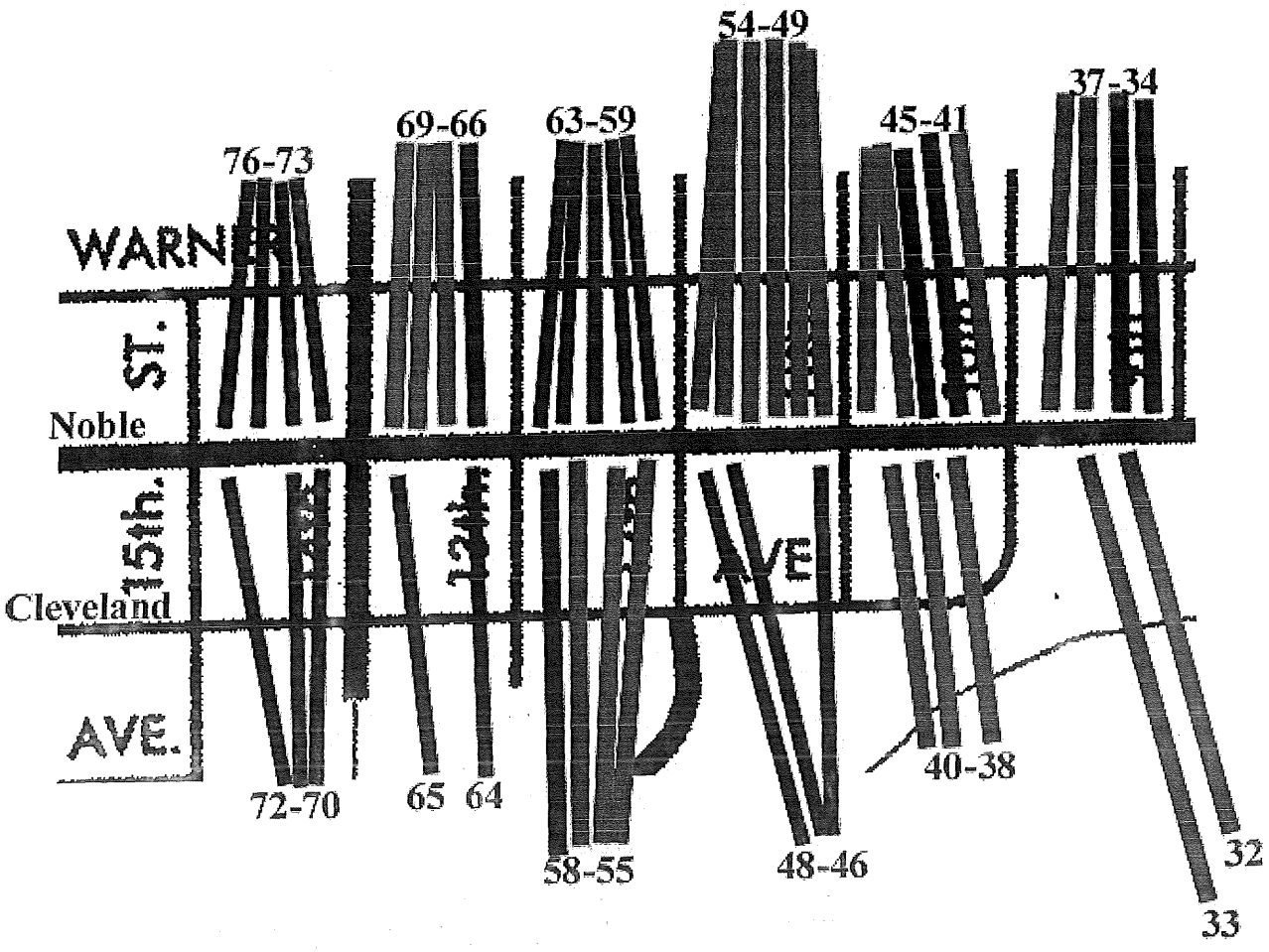


N

Guthrie
4 of 6

Structures 32-76

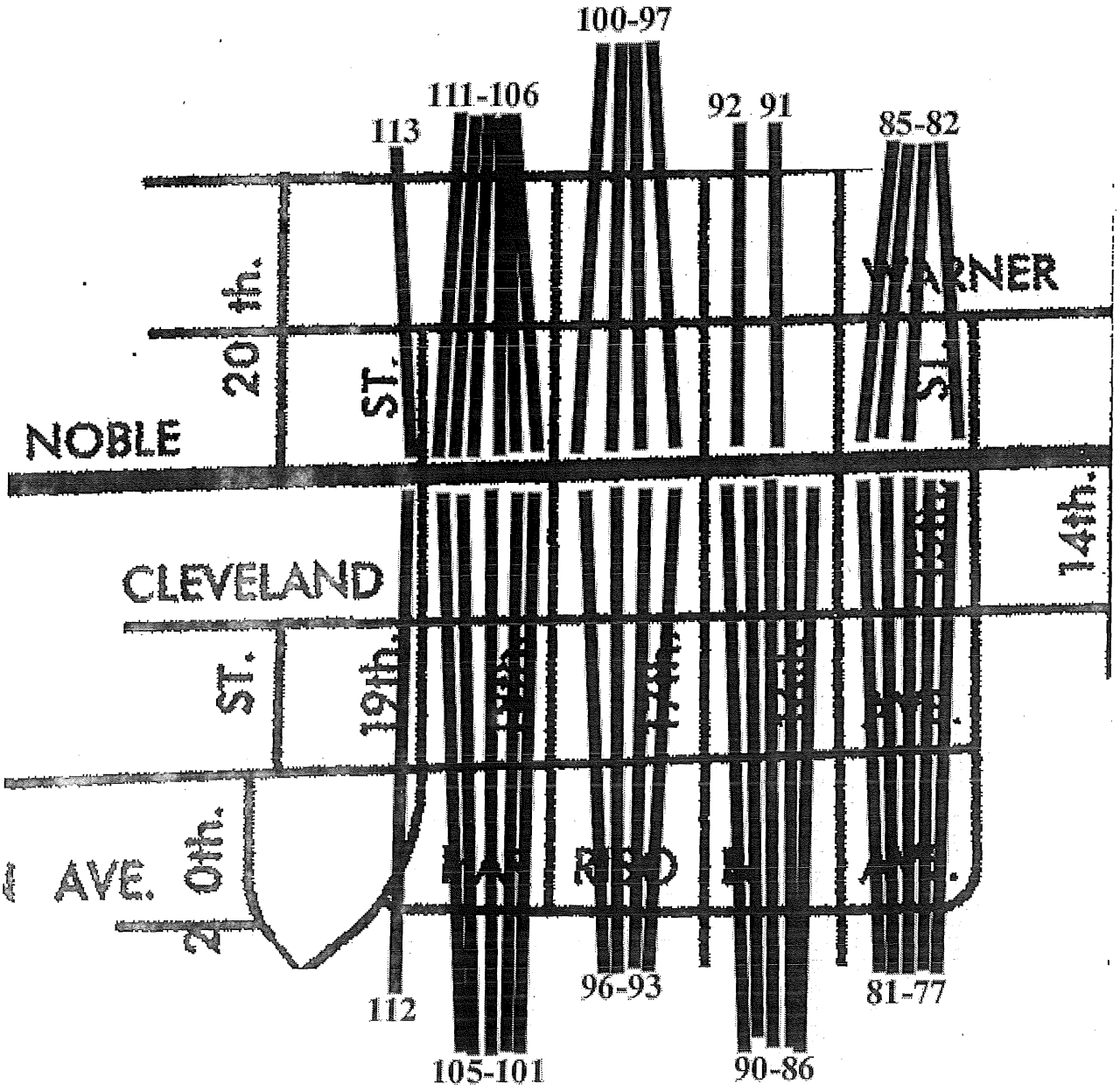
Red lines indicate buildings that are contributing resources to the Guthrie Historic District.



N

Guthrie
5 of 6

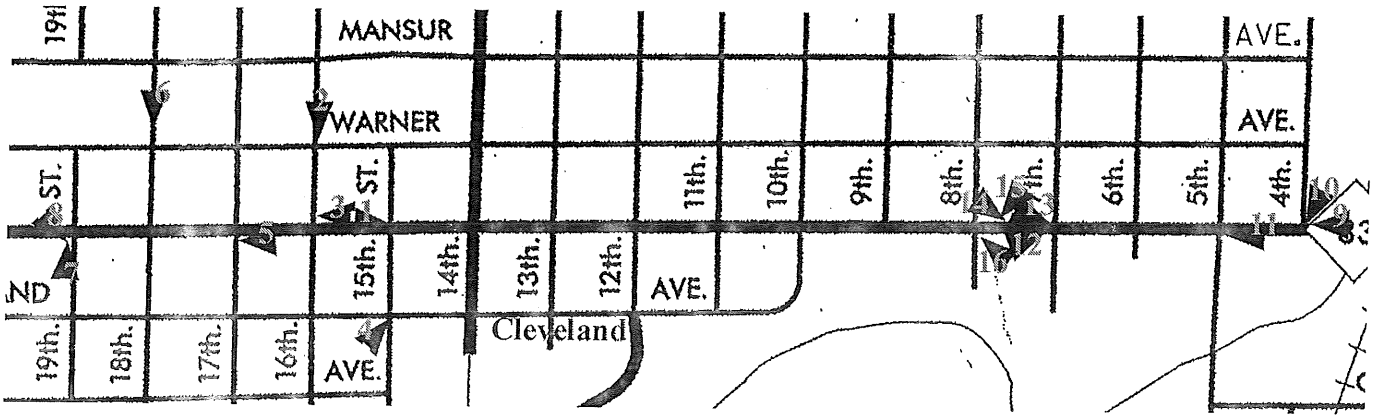
Structures 77-113



N

Guthrie
6 of 6

Arrows indicate the direction the camera is pointing for a series of streetscape photographs



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

November 11, 2010

Ms. Melvena Heisch
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Re: SHPO File # 1266-09 ; Logan County Federal Highway Administration Funded Project J/P 21860(04); replacement of the SH-33/Noble Avenue Viaduct in Guthrie.

Dear Ms. Heisch:

Attached are Historic Preservation Resource Identification forms for nine pre-1965 buildings potentially impacted by the proposed project. These buildings and the Noble Ave. Viaduct are in the NRHP-listed Guthrie Historic District. Our previous submission to your office involving this project contained Historic Preservation Resource Identification Forms for 114 pre-1964 buildings along Noble Ave., and a bridge survey and inventory form for the Noble Ave. Viaduct. The purpose of this phase of cultural resources survey was to determine the NRHP-eligibility and contributing/non-contributing status of additional standing structures (buildings and the viaduct) in the preliminary study area. This area is prone to serious flood events and the hydraulics of design alternatives to best deal with the problem are currently being studied for the project. This current submission includes additional buildings not documented in the previous survey that according to preliminary hydraulic considerations have the potential to be impacted by one or more of the designs. These assessments will be used in consideration of the project design toward minimizing impacts to the Guthrie Historic District. Additional cultural resources survey may be conducted once a study area is developed based on the Area of Potential Effect (APE) for the final design.

Below is a list of buildings documented for the current submission. All are in the Guthrie Historic District, and most were designated in the National Register Nomination as contributing or non-contributing to the district. Except for Structure 2 as noted below, we agree with the current status of the buildings:

Structure 1	1123 ½ W. Noble Ave.	not noted in the NR-nomination; recommended as contributing

Structure 2	1108 W. Cleveland Ave.	contributing in the NR-nomination; recommended non-contributing because of vinyl siding and non-original windows
Structure 3	214 N. 10th St.	contributing in the NR-nomination
Structure 4	709 ½ W. Noble Ave.	not noted in the NR-nomination; recommended as non-contributing
Structure 5	517 W. Oklahoma Ave.	contributing in the NR-nomination
Structure 6	509 W. Oklahoma Ave.	non-contributing in the NR-nomination
Structure 7	501-507 W. Oklahoma Ave.	contributing in the NR-nomination
Structure 8	behind 510 W. Harrison Ave.	non-contributing in the NR-nomination
Structure 9	510 W. Harrison Ave.	non-contributing in the NR-nomination

While the potential affect of the project to the NRHP-listed Guthrie Historic District cannot be addressed at this stage, the Department is aware of the potential for adverse effects and looks forward to working with your office to minimize impacts to historic resources.

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

Sincerely,

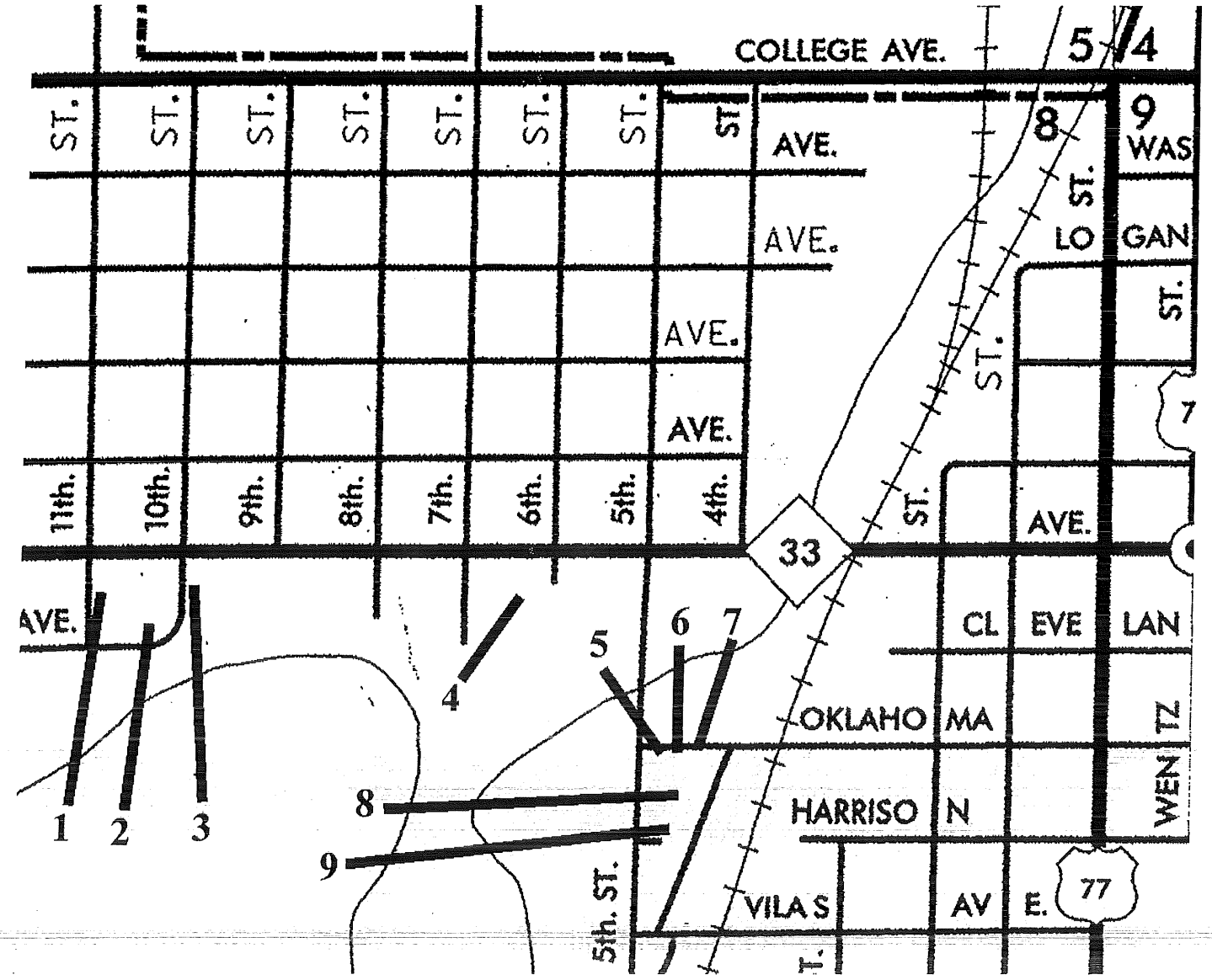
Robert Bartlett
Director, ODOT Cultural Resources Program

Noble Ave. (SH-33) Viaduct Replacement, J/P 21860(04)

N

Guthrie

Red lines indicate buildings that are contributing resources to the Guthrie Historic District.



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

November 22, 2010

Mr. Robert Bartlett, Director
ODOT Cultural Resources Program
111 E. Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #0276-11; SH-33 Noble Avenue Viaduct Project #JP-21860(04) in Guthrie, Logan County, Oklahoma

Dear Mr. Bartlett:

We have received and reviewed the documentation on the referenced project. Per your letter dated November 11, 2010, we concur with your opinions issued for the additional nine properties associated with this project.

All of the structures submitted are located within the National Register listed Guthrie Historic District. Based on the information provided, Structures #2, #4, #6, #8 and #9 (1108 West Cleveland Avenue, 709½ West Noble Avenue, 509 West Oklahoma Avenue, Behind 510 West Harrison Avenue, and 510 West Harrison Avenue) are non-contributing properties. Structures #1, #3, #5, and #7 (1123½ West Noble Avenue, 214 North 10th Street, 517 West Oklahoma Avenue, and 501-507 West Oklahoma Avenue) are contributing properties. This historic district is listed for its significance under Criteria A and C for its association with politics/government and architecture.

We appreciate the opportunity to comment on this project and look forward to working with you in the future.

Should further correspondence pertaining to this project be necessary, the above underlined file number must be referenced. If you have any questions, please contact Ms. Lynda Schwan, Architectural Historian, at 405/522-4478.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

Attachment (List of Properties w/Notations)

FILE # LIST OF PROPERTIES

0276-11 SH-33-NOBLE AVENUE VIADUCT
PROJECT, GUTHRIE, LOGAN COUNTY
(CONTINUED FROM 1266-09)

1. 1123-1/2 WEST NOBLE AVENUE C
2. 1108 WEST CLEVELAND AVENUE NC
3. 214 NORTH 10TH STREET C
4. 709-1/2 WEST NOBLE AVENUE NC
5. 517 WEST OKLAHOMA AVENUE C
6. 509 WEST OKLAHOMA AVENUE NC
7. 501-507 WEST OKLAHOMA AVENUE C
8. BEHIND 510 WEST HARRISON AVENUE NC
9. 510 WEST HARRISON AVENUE NC

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

March 9, 2011

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

Re: SHPO File # 1266-09; Logan County Federal Highway Administration Funded Project J/P 21860(04); replacement of the SH-33/Noble Avenue Viaduct in Guthrie.

Dear Ms. Heisch:

The Oklahoma Department of Transportation (ODOT) is working with the City of Guthrie to construct a new bridge and approaches on SH-33/Noble Avenue over Cottonwood Creek in Guthrie. This area is prone to serious flood events. As of our last correspondence, the design team has prepared solutions to best treat the problem. Previous correspondences between our offices have resulted in refining to project design toward minimizing impacts to the Guthrie Historic District.

ODOT understands that this project has the potential to adversely affect the Guthrie Historic District and the project, by definition, will affect the viaduct. Given the nature of the project, its potential to adversely affect the historic district and individual historic properties, and the need to mitigate any adverse effect to these properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking. Pursuant to 36 CFR 800.3(f), ODOT would appreciate input from SHPO with regard to additional consulting parties for the Section 106 process. Currently, ODOT has identified the City of Guthrie and the Logan County Historical Society as local parties with an interest in the project. Recently, ODOT has also invited Preservation Oklahoma to participate as a consulting party in other undertakings. We would also include them for this project.

Pending further comment from your office, ODOT will offer an invitation to participate as a consulting party to these groups, however we look forward to additional suggestions you may have. If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

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

March 11, 2011

Mr. Scott Sundermeyer, Asst. Dir.
ODOT Cultural Resources Program
111 E. Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #1266-09; Logan County FHWA Project #21860(04) for Replacement of the SH-33/Noble Avenue Viaduct, Guthrie, Oklahoma

Dear Mr. Sundermeyer:

We have received your letter concerning the referenced project in Logan County. We have no additional agencies or organizations to suggest as possible consulting parties for the proposed undertaking other than those noted in your letter.

You may wish to use Ms. Rene Spineto of the City of Guthrie's Planning Department as your contact for the City. She staffs the local Guthrie Historic Preservation Commission. Her contact information is: City of Guthrie, P.O. Box 908, Guthrie OK 73044; Phone 405/282-0197; Fax 405/282-0213; Email renes@cityofguthrie.com.

If you have any questions, please contact Timothy G. Baugh, Ph.D., Historical Archaeologist, at 405/521-6381. Thank you.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

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

April 5, 2011

Logan County Historical Society
Sylvia Ochs, President
P.O. Box 1512
Guthrie, Oklahoma 73044

Re: Section 106 of the National Historic Preservation Act Consultation for Logan County Federal Highway Administration Funded Project: STPY-142S(102), J/P 21860(04); Bridge and Approaches Project for SH-33/Noble Avenue Viaduct in Guthrie (ODOT Structure # 4206 1442X).

Dear Ms. Ochs:

The Oklahoma Department of Transportation (ODOT) is preparing an environmental review of the above-referenced project in order to create a safe passage over Cottonwood Creek. ODOT is working with the City of Guthrie (City) to correct a structurally deficient bridge and accommodate future traffic projections along Noble Avenue (SH-33) at Cottonwood Creek. Comments received as a result of a public meeting held in Guthrie in June 2009 were largely concerned with the frequent and recurring flooding west of the bridge and the traffic congestion that occurs at Cottonwood Creek. At this time, ODOT is working with the City to develop suitable alternatives that would correct the deficiency of the bridge and improve the current and projected future accessibility issues with the bridge.

The existing viaduct is a two-lane double-deck bridge constructed in 1936-1937. The viaduct was a State Highway Department project constructed by a private contractor (Guy H. James) using Works Progress Administration (WPA) laborers. While not a WPA project by strict definition, the viaduct was part of a U.S. Works Program Grade Crossing Project (WPGM 256) for which objective was to provide safe crossings of busy railroads in urban areas. The bridge has been determined to be eligible for inclusion in the National Register of Historic Places (NRHP) in 2009.

The project and bridge are also within the boundaries of the Guthrie Historic District, which is listed on the NRHP. The National Register District boundaries are loosely defined as between University Avenue and College Avenue, and Pine Street and 14th Street, including Mineral Wells Park, however the bridge has been determined to be individually eligible and not a contributing element to the District. The project is outside the Guthrie National Historic Landmark District.

ODOT understands that this project has the potential to adversely affect the Guthrie Historic District and the project, by definition, will affect the viaduct. Given the nature of the project, its potential to adversely affect the historic district and individual historic properties, and the need to mitigate any adverse effect to these properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking.

Under Section 106 of the National Historic Preservation Act of 1966, as amended, Federal agencies are specifically required to take into account the effects that their undertaking may have on historic properties. In accordance with 36 CFR 800.2(c) and on behalf of the Federal Highway Administration, ODOT is inviting you to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The undertaking is considered an ODOT project and ODOT and FHWA, Oklahoma Division are in consultation with the Oklahoma State Historic Preservation Office, however, we recognize that your organization may wish to participate as a consulting party. As a consulting party, you will receive documentation regarding ODOT's efforts to identify historic properties and you will be afforded an opportunity to comment on the project and its affect to the viaduct, the Guthrie Historic District, and other historic properties that may be identified during ODOT's investigations. Please let us know within 30 days of your receipt of this letter if you wish to be a consulting party to the Section 106 process for this undertaking. If we do not receive a response from within 30 days, we will presume your organization does not desire to participate as a consulting party and proceed accordingly. If you have any questions regarding this project, please contact Scott Sundermeyer at 405-325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

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

April 5, 2011

Preservation Oklahoma
Katie McLaughlin Friddle, Executive Director
405 NW 15th Street
Oklahoma City, Oklahoma 73103

Re: Section 106 of the National Historic Preservation Act Consultation for Logan County Federal Highway Administration Funded Project: STPY-142S(102), J/P 21860(04); Bridge and Approaches Project for SH-33/Noble Avenue Viaduct in Guthrie (ODOT Structure # 4206 1442X).

Dear Ms. Friddle:

The Oklahoma Department of Transportation (ODOT) is preparing an environmental review of the above-referenced project in order to create a safe passage over Cottonwood Creek. ODOT is working with the City of Guthrie (City) to correct a structurally deficient bridge and accommodate future traffic projections along Noble Avenue (SH-33) at Cottonwood Creek. Comments received as a result of a public meeting held in Guthrie in June 2009 were largely concerned with the frequent and recurring flooding west of the bridge and the traffic congestion that occurs at Cottonwood Creek. At this time, ODOT is working with the City to develop suitable alternatives that would correct the deficiency of the bridge and improve the current and projected future accessibility issues with the bridge.

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The project and bridge are also within the boundaries of the Guthrie Historic District, which is listed on the NRHP. The National Register District boundaries are loosely defined as between University Avenue and College Avenue, and Pine Street and 14th Street, including Mineral Wells Park, however the bridge has been determined to be individually eligible and not a contributing element to the District. The project is outside the Guthrie National Historic Landmark District.

ODOT understands that this project has the potential to adversely affect the Guthrie Historic District and the project, by definition, will affect the viaduct. Given the nature of the project, its potential to adversely affect the historic district and individual historic properties, and the need to mitigate any adverse effect to these properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking.

Under Section 106 of the National Historic Preservation Act of 1966, as amended, Federal agencies are specifically required to take into account the effects that their undertaking may have on historic properties. In accordance with 36 CFR 800.2(c) and on behalf of the Federal Highway Administration, ODOT is inviting you to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The undertaking is considered an ODOT project and ODOT and FHWA, Oklahoma Division are in consultation with the Oklahoma State Historic Preservation Office, however, we recognize that your organization may wish to participate as a consulting party. As a consulting party, you will receive documentation regarding ODOT's efforts to identify historic properties and you will be afforded an opportunity to comment on the project and its affect to the viaduct, the Guthrie Historic District, and other historic properties that may be identified during ODOT's investigations. Please let us know within 30 days of your receipt of this letter if you wish to be a consulting party to the Section 106 process for this undertaking. If we do not receive a response from within 30 days, we will presume your organization does not desire to participate as a consulting party and proceed accordingly. If you have any questions regarding this project, please contact Scott Sundermeyer at 405-325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

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

April 5, 2011

Ms. Rene Spinetto
Community Development Director
City of Guthrie
101 N. Second Street, P.O. Box 908
Guthrie, Oklahoma 73044

Re: Section 106 of the National Historic Preservation Act Consultation for Logan County Federal Highway Administration Funded Project: STPY-142S(102), J/P 21860(04); Bridge and Approaches Project for SH-33/Noble Avenue Viaduct in Guthrie (ODOT Structure # 4206 1442X).

Dear Ms. Spinetto:

The Oklahoma Department of Transportation (ODOT) is preparing an environmental review of the above-referenced project in order to create a safe passage over Cottonwood Creek. ODOT is working with the City of Guthrie (City) to correct a structurally deficient bridge and accommodate future traffic projections along Noble Avenue (SH-33) at Cottonwood Creek. Comments received as a result of a public meeting held in Guthrie in June 2009 were largely concerned with the frequent and recurring flooding west of the bridge and the traffic congestion that occurs at Cottonwood Creek. At this time, ODOT is working with the City to develop suitable alternatives that would correct the deficiency of the bridge and improve the current and projected future accessibility issues with the bridge.

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The project and bridge are also within the boundaries of the Guthrie Historic District, which is listed on the NRHP. The National Register District boundaries are loosely defined as between University Avenue and College Avenue, and Pine Street and 14th Street, including Mineral Wells Park, however the bridge has been determined to be individually eligible and not a contributing element to the District. The project is outside the Guthrie National Historic Landmark District.

ODOT understands that this project has the potential to adversely affect the Guthrie Historic District and the project, by definition, will affect the viaduct. Given the nature of the project, its potential to adversely affect the historic district and individual historic properties, and the need to mitigate any adverse effect to these

properties, ODOT would like to invite additional consulting parties who may have a demonstrated interest in the undertaking.

Under Section 106 of the National Historic Preservation Act of 1966, as amended, Federal agencies are specifically required to take into account the effects that their undertaking may have on historic properties. In accordance with 36 CFR 800.2(c) and on behalf of the Federal Highway Administration, ODOT is inviting you to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The undertaking is considered an ODOT project and ODOT and FHWA, Oklahoma Division are in consultation with the Oklahoma State Historic Preservation Office, however, we recognize that your organization may wish to participate as a consulting party. As a consulting party, you will receive documentation regarding ODOT's efforts to identify historic properties and you will be afforded an opportunity to comment on the project and its affect to the viaduct, the Guthrie Historic District, and other historic properties that may be identified during ODOT's investigations. Please let us know within 30 days of your receipt of this letter if you wish to be a consulting party to the Section 106 process for this undertaking. If we do not receive a response from within 30 days, we will presume your organization does not desire to participate as a consulting party and proceed accordingly. If you have any questions regarding this project, please contact Scott Sundermeyer at 405-325-7201.

Sincerely,

Scott A. Sundermeyer
Assistant Director, ODOT Cultural Resources Program

Sundermeyer, Scott

From: preservationok@preservationok.org
Sent: Wednesday, April 06, 2011 3:06 PM
To: Sundermeyer, Scott
Cc: mheisch@okhistory.org
Subject: RE: Noble Ave. Viaduct, Guthrie

Hi Scott,

In response to your April 5th letter regarding the SH-33/Noble Avenue Viaduct in Guthrie, Preservation Oklahoma would like to be included as a consulting party. Thank you for the opportunity to participate, and please let me know if you need anything else from me at this point.

Thanks,
Katie

Katie McLaughlin Friddle
Executive Director
Preservation Oklahoma, Inc.

405 N.W. 15th Street
Oklahoma City, Oklahoma 73103

Phone:405-525-5325
Website:www.preservationok.org
Email:preservationok@preservationok.org

4.8.11

Chris Hirzel
Logan Co. Historical
Society.

- He would like to participate in the Guthrie bridge discussion

chir@cheapbooks.com
- 405-282-3770

Would like you to contact him or mail confirmation

Sundermeyer, Scott

Subject: Guthrie bridge - Logan County Hist. Soc.

Start: Tue 4/12/2011 12:00 AM
End: Wed 4/13/2011 12:00 AM
Show Time As: Free

Recurrence: (none)

Organizer: Sundermeyer, Scott

I spoke with Chris Hirzel at the Logan County Historical Society at 11:00 today. He'd responded by phone last week that they would like to be a consulting party for this project. We'll keep him informed regarding the progress.

Telephone Communication Log
ODOT Cultural Resources Program

Date	4.20.11
Contact	Name: Rene Spinetta Tribe / Agency: City of Guthrie Phone number: 405-282-0197
Notes	County: Logan Project/JP #: 28160(04) Rene returned my call to her following upon written request to be consulting party for this project. She confirmed that City would like to be.
Follow-up	

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Tuesday, March 20, 2012 2:23 PM
To: Sundermeyer, Scott; 'Rene Spineto'; chirzel@cheapbrothers.com; 'Katie Friddle'; 'Melvena Heisch'; 'Maxine Pruitt'; 'Matt Mueller'; 'Fortney, Justin W.'; Paul_D_Green/ODOT@fd9ns01.okladot.state.ok.us; Lynda Schwan
Subject: RE: SH-33 Cottonwood Creek consulting party meeting agenda
Attachments: Guthrie 106 meeting map.pdf; Section 106 Consulting Party Meeting Agenda.doc

Please forgive my error. I would like to add that you may find it beneficial to drive the project corridor (study area as indicated on attached map) prior to our meeting. We will be discussing how the project might affect resources along the corridor. Also, please be advised that we will be discussing the historic resources for this meeting.

Thank you-

Scott A. Sundermeyer, RPA
405.325.7201

From: Sundermeyer, Scott
Sent: Tuesday, March 20, 2012 2:21 PM
To: 'Rene Spineto'; chirzel@cheapbrothers.com; 'Katie Friddle'; 'Melvena Heisch'; Bartlett, Robert B.; 'dsullivan@ODOT.ORG'; 'Maxine Pruitt'; 'Matt Mueller'; 'Fortney, Justin W.'; Paul_D_Green/ODOT@fd9ns01.okladot.state.ok.us; 'Lynda Schwan'
Subject: SH-33 Cottonwood Creek consulting party meeting agenda

Good afternoon:

Attached is an brief agenda and copy of a map illustrating the referenced project. Rene Spineto has arranged to have our Section 106 consulting party meeting in the Guthrie City Hall 3rd floor conference room. We will be meeting at 10:00 Friday March 23.

To get everyone up to speed, the existing bridge over Cottonwood Creek (the Noble Avenue Viaduct) was constructed in 1936/37 and was funded by a federal grade-crossing program. The viaduct was determined individually eligible for the National Register of Historic Places in 2009. The proposed project is within the NRHP-listed Guthrie Historic District, however the bridge is not a contributing member of the District.

At the meeting, I will be providing preliminary project plans illustrating two alternatives for the project. These alternatives specifically address the flooding issue on the west side of Cottonwood Creek.

Please be aware that your input is very important and we welcome discussion over all the agenda topics.

Thank you –
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102

Section 106 Consulting Party Meeting - SH-33 (Noble Avenue) over Cottonwood Creek

3/23/2012
Guthrie City Hall; 3rd flood conference room

Meeting called by: Scott Sundermeyer; ODOT Cultural Resources

Attendees:

Agenda

Introduction

Purpose and Need/project history

Discuss Districts and eligible properties

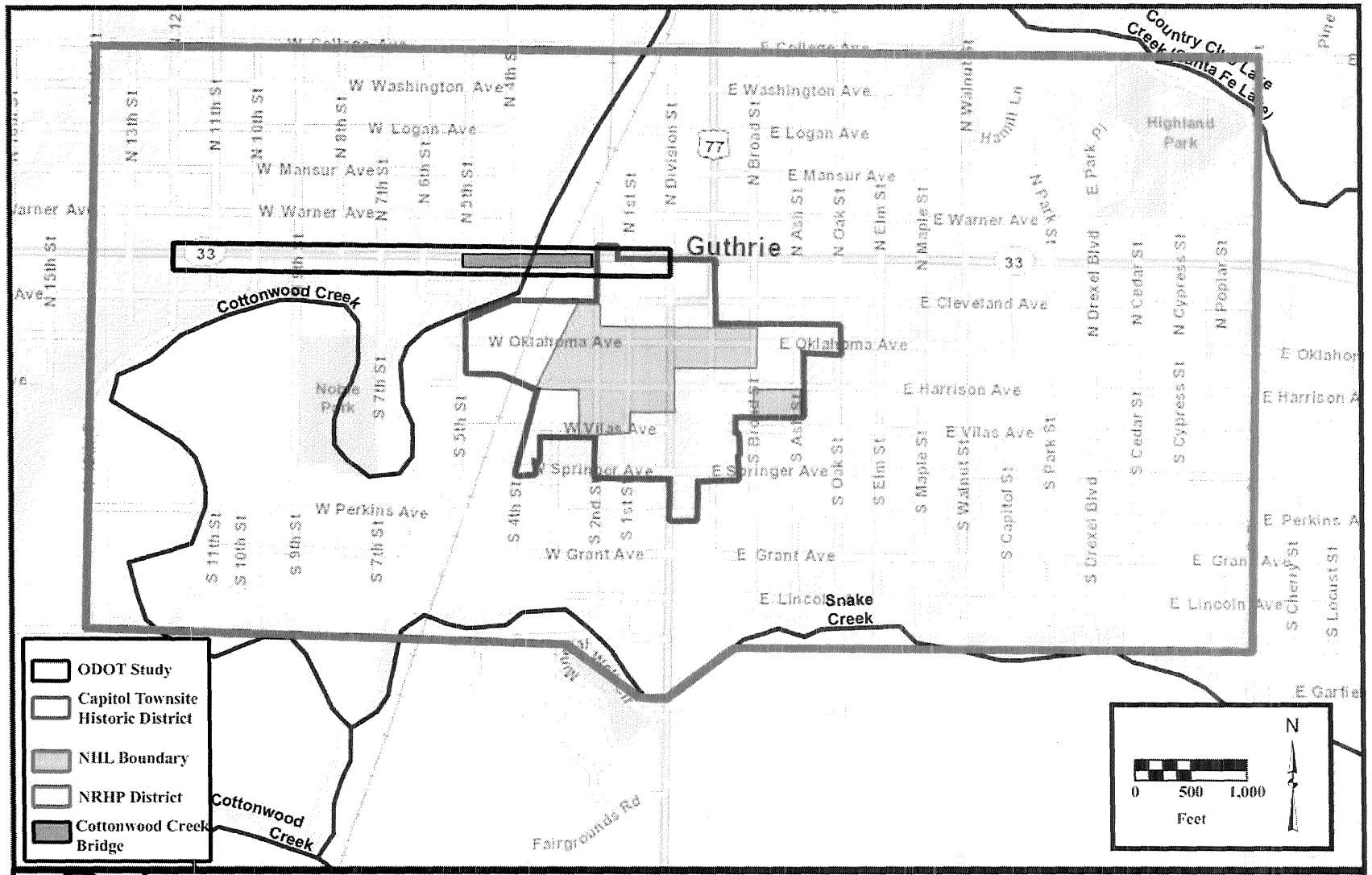
Discuss Alternatives

Discuss potential effect of project

Discuss potential mitigative efforts

Additional Information

Special notes:



ODOT Logan County Project 21860(04), Improvements to bridge over Cottonwood Creek illustrating ODOT Study Area, Capitol Townsite Historic District, Guthrie National Historic Landmark (NHL) District, Guthrie National Register of Historic Places (NRHP) District, and Cottonwood Creek bridge.

3.23.12

Guthrie SH-33 over Cottonwood Creek Sign in

Scott Sundermeyer	ODOT – Cultural –	ssundermeyer@ou.edu.
Maxine Pruitt	City of Guthrie	mpruitt@cityofguthrie.com
Melvena Heisch	SHPO	mheisch@okhistory.org
Timothy Baugh	SHPO	tbaugh@okhistory.org
Lynda Ozan	SHPO	lozan@okhistory.org
Katie Friddle	Preservation Okla.	preservationok@preservationok.org
RENÉ SPINETO	CITY of GUTHRIE	respineto@cityofguthrie.com
ED Wood	Guthrie HP + Planning Comm.	ED Wood@SBCglobal.net
Chris Harzel	charzel@cheapbrothers.com LCHS	
Robert Bartlett	ODOT Cultural Resources	rbartlett@ou.edu.
Nancy Ashton	ODOT EPD	nashton@odot.org
Tenny Maker	City of Guthrie	
Charles Downey	City of Guthrie	
ERIC HARLOW	CITY OF GUTHRIE	eharlow@cityofguthrie.com
Chuck Burtcher	City of Guthrie	cburtcher@cox.net
Justin Fortney	Guthrie Transportation Authority	justinf@health.ok.gov
Dawn Sullivan	ODOT – Env. Programs	dsullivan@odot.org

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Wednesday, April 04, 2012 3:34 PM
To: 'Katie Friddle'; 'Melvena Heisch'; 'Lynda Ozan'; 'Timothy Baugh'; 'Rene Spineto'; chirzel@cheapbrothers.com
Cc: 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'ssundaram@ODOT.ORG'; 'NAshton@ODOT.ORG'; Kathryn St. Clair
Subject: Logan County SH-33 (Noble Ave.) over Cottonwood Creek bridge project
Attachments: SH-33 Cottonwood Creek Purpose and Need.pdf

Good afternoon all –

Thank you all for your recent attendance at the Section 106 consulting party meeting for the referenced project (3/23/12). Robert Bartlett and I have put together the attached information to address some concerns regarding the bridge over Cottonwood Creek. Our meeting on Friday may have been short on discussion of the bridge as an historic property affected by this project.

What we have included is a discussion of the Purpose & Need (P&N) for the project. The P&N may be the most important aspect of the environmental document(s) prepared for a project as it establishes why the agency is proposing the expenditure of funds that may cause effects to, in this case, historic properties. ODOT is studying alternatives for inclusion in a FHWA 4(f) document that will address the P&N. This "alternatives analysis", which include a no-build and a rehabilitation alternative as well as several alternatives, will be compiled in the 4(f) document that will be reviewed by FHWA. We will make sure that the 4(f) is provided to you as well.

The P&N discussion in the attached document is followed by several appendices. Appendix A presents a detailed flood analysis of SH-33 over Cottonwood Creek. While this information is data-driven, it is fairly clear and explains the flood stage of 22 feet and indicates the level of flood impacts between 17 and 32 feet. We have also included flood probability statistics developed by the National Weather Service as well as a tabulated format illustrating historical crests for Cottonwood Creek. You'll note that the evidence coincides with the data we presented indicating that the creek floods (over the 22 foot threshold) approximately twice per decade.

Appendix B includes the most recent bridge information sheet and the inspection report. Inspections score different elements of a structure on a scale of 0 to 9. Results of the latest inspection revealed several elements that scored below 5 (fair condition). These scores are used to determine the sufficiency rating. The structure is rated at 21.1 out of 100.

Appendix C is an excerpt from the City of Guthrie's 2002 City Plan that specifically addresses the bridge . The City Plan is available online at: http://www.cityofguthrie.com/DocumentView.aspx?DID=44.

I hope you find this document helpful. We anticipate a public meeting in the next 6 to 8 weeks where we will be specifically discussing historic properties. I will make sure that you are all informed once the date is set that that you may attend.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu

Sundermeyer, Scott

From:	Sundermeyer, Scott
Sent:	Tuesday, June 05, 2012 3:53 PM
To:	'Rene Spineto'; 'chirzel@cheapbrothers.com'; 'Katie Friddle'; 'Melvena Heisch'; 'Lynda Ozan'; Timothy G. Baugh (tbaugh@okhistory.org); 'edwood@sbcglobal.net'; 'jhanke@cityofguthrie.com'
Cc:	'ssundaram@ODOT.ORG'; 'dsullivan@ODOT.ORG'; 'John.Hartley@dot.gov'; Bartlett, Robert B.; 'Kathryn St. Clair'; Ledue, Victoria U.
Subject:	Guthrie - June 20 Cottonwood Creek consulting party meeting for historic properties
Attachments:	Section 106 Consulting Party Meeting Agenda - 6-20-12.doc

Good afternoon –

We have scheduled our 2nd consulting party meeting for historic properties in the above-referenced project for June 20, 2012 at 10:00 a.m. at the Oklahoma History Center in Oklahoma City. Melvena Heisch has secured the classroom on the 1st floor for our use.

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

This meeting follows a Public Meeting held in Guthrie on May 17, 2012. It will be important for this June 20 meeting to focus solely on historic properties, therefore I would like to limit the attendance to those who have an expressed desire in consulting about these resources. It appears as though we have between 15 and 20 people who have confirmed their attendance.

Attached is an agenda. Please forward to anyone I may have left off this list.

I believe the front doors to the Oklahoma History Center open at 10:00. Please don't hesitate to contact me with any questions.

Best regards-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu

Section 106 Consulting Party Meeting - SH-33 (Noble Avenue) over Cottonwood Creek
June 20, 2012

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

1st floor classroom

Meeting called by: Scott Sundermeyer; ODOT
Cultural Resources

Consulting parties: City of Guthrie, Oklahoma Department of Transportation, Federal Highway Administration, Oklahoma State Historic Preservation Office, Preservation Oklahoma, Logan County Historical Society

Agenda

Introduction and recap of March 23 meeting

Purpose and Need

Recap Districts and eligible properties

Discuss alternatives

Discuss potential effect of project

Discuss potential mitigative efforts

Additional Information

Special notes: This meeting follows a Public Meeting held in Guthrie on May 17, 2012. The public was presented with the information presented in the above agenda.

5/2012 Sec 106 Meeting for Guthrie SH 33 Cottonwood Creek

Name	Org.	email
Siv Sundaram	ODOT-Env. Prog	ssundaramaodot.org
Scott Sundermeyer	ODOT - Cultural Resources	ssundermeyer@ou.edu
Tori Ledue	ODOT - Cultural Resources	tori.ledue@ou.edu
Michael Pearson	ODOT - Bridge Division	mpearson@odot.org
Robert Bartlett	ODOT - Cultural Resources	rbartlett@ou.edu
Kathryn St. Clair	CPJ	Kstclair@cpjj.com
Jim Overton	LCHS	overtoucpa@sbcglobal.net
Chris Hirzel	LCHS	chirzel@cheapbrothers.com
ED Wood	City Dir/Plan/LCHS	EDwood@sbcglobal.net
René Spineto	City of Guthrie	rspineto@cityofguthrie.com
John Hartley	FHWA	john.hartley@dot.gov
Timothy Baugh	SHPO	tbaugh@okhistory.org
Katie Friddle	PreservationOK	preservationok@preservationok.org
Lynda Ozan	SHPO	lozan@okhistory.org
Melvena Heisch	SHPO	mheisch@okhistory.org
Steve Jacobi	ODOT Bridge	Sjacobi@odot.org

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Thursday, June 28, 2012 9:38 AM
To: 'Katie Friddle'; 'Melvena Heisch'; 'Lynda Ozan'; 'Timothy Baugh'; 'Rene Spineto'; 'chirzel@cheapbrothers.com'; 'edwood@sbcglobal.net'
Cc: 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'ssundaram@ODOT.ORG'; 'NAshton@ODOT.ORG'; 'Kathryn St. Clair'; 'John.Hartley@dot.gov'; Ledue, Victoria U.
Subject: Logan County SH-33 (Noble Ave.) over Cottonwood Creek bridge June 20, 2012 meeting
Attachments: Guthrie Bridge Project meeting minutes June 20 2012.docx

Good morning –

Tori Ledue of our office has put together the attached set of meeting minutes from our June 20, 2012 meeting. Please review these and comment if you would like.

We will be working with folks at ODOT to prepare photomapping (basically making a map using photos and adding cartographic components) and elevation drawings of the existing and proposed bridge. We should have these complete within six to eight weeks. Once complete, we'll forward to the consulting parties for review.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu

Guthrie Bridge Project
Meeting Minutes

June 20, 2012

Present: Scott Sundermeyer, Robert Bartlett, Tori Ledue (ODOT CRP); Siv Sundaram, Steve Jacobi, Michael Pearson (ODOT); Rene Spineto, Ed Wood (City of Guthrie); Chris Hirzel, Jim Overton (Logan Co. Historical Society); Katie Friddle (POK); Melvena Heisch, Lynda Ozan, Tim Baugh (SHPO); Kathryn St. Clair (CP&Y consultant for NEPA document); John Hartley (FHWA)

Next meeting: TBD- proposed meeting after 4(f) and NEPA document have been drafted

---

I. Introductions (Scott)

Scott opens the meeting with a short explanation of the purpose of the meeting: to discuss historic properties (listed in the NRHP or determined eligible) in the manner set forth through the Section 106 Process. He asks for a quick introduction of everyone present- goes around the table.

II. Recap of Previous Meeting (Scott)

The project is defined as correcting the sight distance on the bridge, correcting the deficient bridge, and minimizing the flooding of the roadway. More than each of these individual problems, it is a project to create a safe crossing of the creek.

Background data on the bridge (what was relayed to the general public on May 17th in Guthrie): the bridge is rated at 21.1 (out of 100)- a rating of deficient.
The separate parts of the bridge are rated below (all out of 10):
-deck/substructure rates at a 4, which is poor
-superstructure is rated at a 5, which is fair
-geometry is rated at a 2, which is critical

Tim Baugh- "what is geometry?"
Siv, Mike, and Robert all provide some input: geometry encompasses the load able to be carried over the bridge; the height of the bridge versus the approaches (in this case the bridge rises sharply such that the line of sight is cut off for those vehicles approaching).

Siv adds- the bridges sufficiency rating of 21.1 comes from a full inspection completed every other year. For the parts of the bridge, the AASHTO Guidelines for Historic Bridge Rehabilitation and Replacement http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25(19)_FR.pdf notes that between 4 and 5 (out of 10) is the deciding line between a bridge that is able to rehabilitated, and one that is not. This particular bridge has been repaired numerous times in the past, most recently in 1997 with a major $500,000 project. Essentially the only other step to be taken is to load-post the bridge. This would mean that school buses can no longer cross the bridge, which would create a major issue.

Scott: flood data for the area indicates that since 1889 45 major flood events have occurred on the creek. Thirty of those events have been since 1959. Twenty-four of the 30 (post 1959) have closed SH-33, for 24 hours to several days.

The bridge was built in 1937- it replaced a steel and wood Sturgis bridge. It was listed in the NRHP in 2009. The period of significance for the Guthrie Historic District near the bridge is 1889-1927; therefore the current bridge is not a contributing element to the historic district. The district was listed in the 1970s, and was updated in 1987 with the period of significance extended (per Melvena).

III. Discussion of Concerns (Scott moderating)

Scott asked about Concerns, directed first at the City of Guthrie:

Rene- history and architecture is paramount, she understands the need to evaluate historic importance, but recognizes it is not her area of expertise and will therefore defer to Melvena and the SHPO.

As for traffic, she believes that the numbers indicated by Scott as the daily "in town" traffic over the bridge are too low, and do not include through-town traffic of large semi trucks and other vehicles, so the bridge's condition is really an important thing to take into account for safety. She believes that the current footprint of the bridge likely makes the most sense. However, a replacement bridge cannot be constructed with the mindset that "a bridge is a bridge". The new bridge needs to be complementary to its surroundings and the history of the community while serving the high traffic needs.

She'd like to see accommodations for children crossing the bridge, for access to the ball fields, and to schools. The system in town has schools spread all over town, so the children move about, and it's important to incorporate pedestrian and bicycle access for kids (fighting obesity, getting kids active). There should be some protection between pedestrian walkway and the vehicular traffic on the bridge.

She expressed desire to be involved in the design process of the bridge. She also indicated desire for everything about the bridge, including lighting, to be appropriate and to speak to the history of the town. She reiterated that this cannot be an ordinary concrete structure that would be built anywhere.

She noted that the flood information previously presented by Scott sounded too low, that she could remember instances when the bridge was closed at least 3 times in a single year. With the hospital on the west side of the bridge, any flooding event that closes the bridge (even for as little as 24 hours) is a major problem. She mentioned that were several bridges crossing the creek at one time, but that they had all washed away at various flood events. The Elbow area, a predominantly black community in Guthrie, was destroyed by flooding, and is currently inaccessible. She'd like to see that opened up again if possible.

Logan County Historical Society:

-Main concern is the aesthetic of the bridge, they'd like to be involved in the design process when the time comes.

Steve Jacobi indicated that the very preliminary plans for width, number and placement of spans, height of the bridge (to account for mandatory clearance of the RR tracks below) have been decided upon. There is room for discussion, and he welcomed the City of Guthrie and Logan Co Historical Society to join in the design

process. He mentioned special treated concrete and other techniques as options to create a bridge fitting the historic feel of the area.

Preservation Concerns: SHPO and POK

Melvena- please keep in mind that it is a VERY significant bridge, and that the demolition of the bridge will be determined to be an adverse effect, there is no way around that. Also need to remember that the bridge isn't the only thing being impacted; several properties from the adjacent district will also be destroyed. This will create a large void in the district and is a major impact. On top of those, the nearby NHL in downtown Guthrie might be impacted. Also, need to look at the cumulative effect of all the impacts to the district and to the bridge.

Katie Friddle- Reiterating that it is a very big transformation that will occur with this project, everyone needs to recognize that.

Melvena- what about the flooding? How are you saying that the new bridge will not create more flooding?

Steve Jacobi- the proposed bridge is approximately twice as long, and the grade on the west side is being raised 6 ft. This has opened up the hydrology under the bridge. For the existing bridge, there is a Q2 rating- meaning that there is a 50% chance each year of a flood. The proposed bridge will have a Q25 rating, meaning that each year there will be a 4% chance of flood. There will be new FEMA maps created for floodplain, because the new bridge and grade will mean that 0.06 ft. of floodplain area will be added (at the closest contour). The USACE will be involved because it is a blue line stream.

Melvena/Lynda: Will the flooding now move into more parts of the historic district that weren't previously affected?

Steve- It appears that will not occur; the added floodplain area is very minimal.

John Hartley- Federal Highway will approve the NEPA document and fund the project, and he'd like to remind everyone that no decision has been made yet; they are still open to alternatives and are looking at other possibilities.

Melvena/Lynda- With a new bridge that high, visual impact on the NHL becomes a concern. That will need to be addressed.

Logan Co Historical Society- In the current APE, what is the access situation?

Steve- 5th Street is still open, but it goes under the bridge. There is no access from the bridge to 5th Street

Guthrie Historic District- What about providing pedestrian access from the bridge to 5th Street? This would help kids and others have access to the ball fields.

Rene- back to the FEMA floodplain mapping change. Would this impact future growth and development in Guthrie?

Steve Jacobi- No, it shouldn't, because it is such a small increase. I don't have the actual data at this time, but I will get it.

General - For construction, different options were looked at. Detouring traffic from US77 to US74 was considered, but was decided that a detour did not meet purpose and need as it did not address local average daily traffic. The plan is to offset from the current bridge and build the proposed bridge ½ at a time. The bridge is planned to be a 4 lane bridge, but does not necessarily have to be a 4 lane bridge. There are no plans for 4 lanes for anything other than the bridge, meaning that SH33 will not be 4 lanes throughout town or extending past the bridge.

Scott: Alternatives Discussion

1) Do Nothing- this option doesn't solve any of the problems that need to be addressed in this project
2) Rehab- solves the deficiency of the bridge, but doesn't solve the flooding issue or the sight deficiency
3) Relocation- this option is not possible, as the bridge is concrete and not able to be moved
4) New bridge at current footprint- currently seems to be the best option

Discussion about whether 2 or 4 lane bridge is the best option. Questions arise- would air pollution increase with 4 lanes? It is mentioned that traffic idling at standstill on 2 lanes would be worse than moving traffic in 4 lanes. Questions about possible bottle necks created from a 4 lane bridge moving to a 2 lane highway?

Siv indicates that it makes the most sense to go ahead and build the bridge to 4 lanes since the traffic counts indicate a need for it, and the projected traffic counts definitely will need it in the future. At this time, ODOT has NO plans to make the highway 4 lanes through town (which would be a large feat, because of numerous properties).

Steve- reminds the group that the bridge is not designed yet, there are many options on the table including appropriate lighting, specially treated concrete to create details and design that would complement the historic nature of the surrounding district. There will be sidewalks on the bridge, they'll be ADA approved. At the current time, there are planned grass partitions between traffic and pedestrians, as well as concrete rail protective implement.

Rene- mentions the smart street ordinance in the City of Guthrie: that all new streets need to have a set bike lane.

Steve- says they will take that into account and work it into design when the time comes. He mentions that the majority of the historic properties are impacted due to the toe fill and grade changes required to minimize flooding. Only one property appears to be impacted due to the extended floodplain boundaries.

Kathryn St Clair- having visited all of the structures to document, it was noted that all of them have had extensive damage from flooding in the past. Many of them are abandoned because of the flood issues.

Scott asked John when an appropriate time would be to have another meeting.

John Hartley- when should we reconvene? After a draft of the 4(f) document and the NEPA study document drafted. For the 4(f), the final OK will have to come from Washington, but the next meeting can come after FHWA-Oklahoma Division has looked over and preliminarily approved the document for the sake of speed.

Meeting ended with Scott/Mike/Steve presenting the renderings of the bridge and approaches. Very preliminary, and much more graphic illustration is yet to come to help everyone visualize the project.

Scott- Meeting adjourned at 11:55

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

February 14, 2013

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

Dear Ms. Heisch:

Re: SHPO File 1266-09 – Logan County Federal Highway Administration Project: STPY-155E(819)EC, J/P 21860(04) Bridge replacement on SH-33 over Cottonwood Creek.

Attached is report of additional investigations, Historic Preservation Resource Identification forms, plans, a Draft Section 4(f) analysis, and other supporting documentation for the referenced project. ODOT has consulted with your office on two prior occasions to identify and evaluate resources of the built environment for the referenced project. The attached documentation includes the results of an archeological survey of the study area and additional resources of the built environment. Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Several of these date to the establishment of Guthrie in the 19th century. Seven buildings were also identified during these investigations and are being submitted for review.

It is our opinion that the seven archeological sites have been disturbed to the extent that the late 19th and early 20th century components are not in stratigraphic context, and therefore would not contribute to our understanding of historic Guthrie. It is our opinion that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the NRHP District. Site 34LG105, the Oklahoma School for the Deaf/Park Sanitarium, extends beyond the study area boundary. The portion of the site that extends beyond the study area was not evaluated. Based on the archival research presented in the report, the portion of the site outside the study area may have the potential to retain context and does not appear to have modern overprinting. Should this portion of the site be impacted by the proposed undertaking, further evaluation of the 34LG105, south of Cleveland Avenue, would be warranted.

Structures 1, 3, and 6 were considered contributing elements to the Guthrie NRHP District in the 1987 NRHP documentation. Based on the information supplied in the report, it is our opinion that Structure 3 has suffered severe deterioration since the 1987 documentation and no longer exhibits design, feeling, or workmanship. As such, this building is unable to convey its historic significance as a contributing element to the Guthrie NRHP District. Structures 1 and 6 still exhibit characteristics that warrant their contributing status. The remaining four buildings have

been altered sufficiently or do not generally retain design characteristics that would warrant consideration in the NRHP as individual resources or as contributing elements to the District.

At this time, a draft Section 4(f) analysis has been prepared for the referenced undertaking. This document has evaluated several alternatives proposed to address the Purpose and Need of the project. The 4(f) considers the feasibility and prudency of each alternative its "use" of historic properties and other similar resources. The FHWA-Oklahoma Division has reviewed the draft 4(f) and concurred with the content of the document and the recommended alternative. The recommended alternative involves the replacement of the existing two-lane SH-33 bridge with a new four-lane facility, and removal of the existing bridge. The new four-lane bridge would address the need to facilitate traffic flow over Cottonwood Creek. Additionally, a new bridge and approaches under this alternative would improve mobility and access, increase sight-lines and reduce flooding on the roadway.

Right-of-way (ROW) would be required from north and south of SH-33. The necessary ROW is largely contained on the west side of the creek within the floodplain. The ROW would be required to allow for the earthwork to support the elevated roadway, to provide appropriate drainage off the roadway, and to raise the roadbed out of the 25-year floodplain. In order to accommodate the footprint of the new bridge, 11 buildings that contribute to the Guthrie NRHP District would need to be removed. Nine of these are on the west side of Cottonwood Creek. In all, the footprint of the project would necessitate the removal of many buildings fronting Noble Avenue from Cottonwood Creek (5th Street area), west to approximately 10th Street.

Based on the above summary and the information provided in the supporting documentation, it is our opinion that the proposed undertaking will adversely affect the NRHP-eligible SH-33 viaduct over Cottonwood Creek (ODOT Structure 4206 1442X) by replacing the existing bridge with a new structure. It is also our opinion that the proposed undertaking will adversely affect the Guthrie NRHP District through the removal of contributing elements to the District.

1014 W. Noble Ave
1012 W. Noble Ave
819 W. Noble Ave
810 W. Noble Ave
1109 W. Noble Ave
1108 West Cleveland
1019 W. Noble Ave
1017 W. Noble Ave
604 W. Noble Ave
711 W. Noble Ave
222 N. 2nd Street

It is our opinion that the recommended alternative would not adversely affect the Guthrie NHL District. Though the new bridge may be slightly visible from some areas of the Guthrie NHL District, these lines-of-sight would be minimal, and thus would not be adverse. Indeed, the existing bridge is not a contributing element to the NRHP or NHL District, therefore it is our opinion that introducing new visual elements in a context-sensitive approach are not adverse.

For your review, we are providing computer-generated photo renderings illustrating the proposed bridge height paired with the existing conditions. Please note that the renderings do represent actual design proposals for the new bridge, simply the elevation of the proposed new structure..

Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, it is our opinion that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. The adverse effect related to the removal of the historic bridge, is an adverse effect to that structure. The adverse effect to the Guthrie NRHP District is due to the proposed removal of 11 contributing buildings to the District. It has been previously determined through consultation with your office that the subject bridge is not a contributing element to the NRHP or NHL District, therefore it is our opinion that the replacement of this structure does not constitute an adverse effect to the NRHP or NHL Districts.

We look forward to your comments regarding the adverse effect and propose a third Section 106 consulting party meeting during the week of March 25, 2013 to discuss effects to the bridge and NRHP District and approaches to resolve adverse effects to these historic properties.

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

Sincerely,

Scott Sundermeyer
Assistant Director, ODOT Cultural Resources Program
cc: State Archeologist

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

March 12, 2013

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

RE: File #0890-13; Cottonwood Creek Bridge Replacement on SH-33/Noble Avenue, Guthrie, Logan County, #STPY-155E(819), #JP-21860(04), Formerly SHPO #1266-09

Dear Mr. Sundermeyer:

We have received and reviewed the documentation on the referenced project. We concur with your opinion that the following properties are contributing to the National Register of Historic Places listed Guthrie Historic District: 222 North 2nd and 1108 West Cleveland. The following properties are considered non-contributing resources: 220 North 2nd, 216 North 2nd, Eaton Mill between 8th and 9th south of Noble Avenue, 214 North 10th and 716 Cleveland Avenue.

We have also received and reviewed the archaeological report prepared by the ODOT Cultural Resources Program for the referenced project. We concur with your opinion that the seven historic archaeological sites (34LG101-107) identified within the area of potential effect are not eligible for the National Register of Historic Places.

Because the consulting parties meeting could not be scheduled until March 27th, two weeks beyond our thirty day comment period and in accordance with our e-mail exchange of today, March 12th, we will not comment on the effects of the referenced undertaking until after the March 27th meeting.

We appreciate the opportunity to comment on this project and look forward to working with you in the future. Should further correspondence pertaining to this project be necessary, the above underlined file number must be referenced. If you have any questions, please contact Ms. Lynda Schwan Ozan, Architectural Historian, at 405/522-4478.

Sincerely,

Melvena Heisch

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

February 14, 2013

Scott Sundermeyer
Assistant Director
Cultural Resources Program
Oklahoma Department of Transportation
111 East Chesapeake
University of Oklahoma
Norman, OK 73019-5111

Re: Proposed bridge replacement on SH-33 in Guthrie over Cottonwood Creek. Legal Description: N ½ Section 8 T16N R2W, Logan County, Oklahoma. State Project No. STPY-155E (819)EC; J/P 21860 (04A)

Dear Mr. Sundermeyer:

I have received a report documenting the results of a cultural resource inventory for the above referenced action. Personnel from Ama Terra Environmental conducted this work on July 10-22 and December 3-7, 2012. The field inspection of some 40 acres representing the area of potential effect resulted in the documentation of seven historic residential and commercial remnants (34LG101-34LG107) and seven historic buildings within or adjacent to the Guthrie National Register Historic District. **I defer opinion on the potential eligibility of 34LG101-34LG107 and the seven historic buildings as contributing elements as well as project effect 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,

Robert L. Brooks
State Archaeologist

Cc: SHPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES SURVEY REPORT

Prepared by: ODOT Cultural Resources Program

County:	Logan	**Principal Investigator:**	Rachel Feit and Kathryn St. Clair
Project No:	Noble Avenue (SH-33) Bridge Over Cottonwood Creek; STPY-155E(819)EC		
J/P Number:	J/P 21860(04A)		
Surveyed By:	Kathryn St. Clair, Bruce Darnell, Blair Mills and Rachel Feit	**Prepared By:**	Kathryn St. Clair, Bruce Darnell and Rachel Feit
Survey Date:	7/10-7/22/12 and 12/3-12/7/12	**Report Date:**	02/11/13

1. PROJECT DESCRIPTION:

This report documents cultural resources studies for the proposed correction of a structurally deficient, functionally obsolete bridge along Noble Avenue (SH-33) east to 1st Street and west to 12th Street. The proposed improvements also include reducing the frequency of flooding of the roadway west of Cottonwood Creek. The Noble Avenue Bridge (NBI No. 05047) is considered eligible for listing in the National Register of Historic Places (NRHP).

Cultural resources (CR) studies were performed to support ODOT CRP's project coordination under Section 106 of the National Historic Preservation Act (Section 106). The CR studies were performed within the ODOT National Environmental Policy Act (NEPA) study area. The study area is defined as the Noble Avenue corridor between East 1st Street, including the Noble Avenue Viaduct, extending west to West 12th Street. The northern boundary west of the Viaduct extends to ½ of the block between Noble Avenue and Warner Avenue and the southern boundary extends to Cottonwood Creek at West 10th Street up to the Viaduct and is approximately 40 acres along a 0.8 mile corridor of Noble Avenue. See **Figure 1** for the Project Location. Previous studies of the built environment were conducted on two separate occasions (SHPO File 1266-09). The current studies are being conducted to identify archeological resources and additional resources of the built environment due to an increase of the study area since 2009.

The bridge carrying SH-33 over Cottonwood Creek (ODOT Structure No. 4206 1442X; NBI No. 05047) is a federal-aid Works Program double-decker viaduct constructed in 1936-37. The bridge has been determined individually eligible for inclusion in the NRHP, but is not a contributing resource to the NRHP-listed Guthrie Historic District (NR#74001664). The entire study area is located within the boundaries of the Guthrie Historic District.

Legal Location:	The project is within the North ½ of Section 8, Township 16N, Range 2W. More specifically, the project limits extend along Noble Avenue from W. 2nd Street to W. 10th Street.
U.S.G.S. Quadrangle:	Guthrie North

2. TOPOGRAPHY AND VEGETATION:

There is a nearly level floodplain along Cottonwood Creek. The study area falls within the Cross Timbers vegetation region, though today natural vegetation has been heavily altered. Blocks along Noble Avenue have all natural understory vegetation removed and are covered in short landscaping grass or are bare. Mature trees observed include Elm, Walnut and Cottonwood. Blocks south of Noble Avenue along Cleveland Street are now forest with heavy understory vegetation. Trees observed include Elm, Walnut, Cottonwood, Blackjack Oak, and

understory vegetation includes greenbrier, poison ivy, vines and various small second/third generation trees and shrubs.

Vegetation Coverage:

_____	0-25%
_____	25-50%
_____	50-75%
XXX	75-100%

General Soils Observations: Yellowish brown deep silty loam. Soils were very dry and compacted in places

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3. PROJECT METHODOLOGY:

A. Background Research:

XXX State Site Files at Oklahoma Archeological Survey

XXX SHPO NRHP and DOE Files

XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Cheyenne, Arapaho, Iowa Tribe of Oklahoma, Osage Nation, Wichita and Affiliated Tribes

XXX Other sources: Oklahoma Territorial Museum vertical files and maps, Logan County Courthouse, Online Census Directories, Guthrie City Directories, Oklahoma Historical Society, Logan County Historical Society, ODOT files, National Park Service On-Line, various online sources (see citations below)

RESULTS OF BACKGROUND RESEARCH:

Archeological Resources

Files at the Oklahoma Archeological Survey were reviewed and investigators found that there are no previously recorded archeological sites within the study area or within one mile of the study area. **Figure 1** depicts the boundary of the study area.

Historic Standing Structures

Most of the historic resources within the study area have previously been surveyed and documented for historical significance or evaluated as part of the documented historic districts.

The most inclusive and expansive of the districts is the Guthrie Historic District, which was nominated to the NRHP in 1974, with later revisions submitted and approved in 1987. The district boundary encompasses the majority of the city, and includes 2,167 properties contributing to the historical significance of the NRHP district, and 1,408 non-contributing properties. The period of significance of the district is defined as 1889-1929. Within the 25 years since the production of the NRHP-nomination, numerous buildings that once contributed to the district are no longer extant or are in poor condition and no longer convey the historical significance of the district. West of the Noble Avenue Viaduct along Noble Avenue and within both the district boundaries and the study area is very prone to flooding. Lots along Noble Avenue between 4th Street and 9th Street are sparsely populated with buildings, and many of these buildings are vacant. Historically, this area was not as densely developed due to the risk of flooding. The remaining commercial and residential buildings found within this portion of the historic district are in fair- to poor condition, and many retain only minimal historical features that convey the period of significance of

the historic district.

The Capitol Townsite Historic District is embedded within the boundaries of the NRHP-listed historic district, and shares the same contributing resources as the NRHP-listed district. Most of the contributing resources to the Capitol Townsite Historic District are extant and in good condition. A small portion of the study area intersects with the Townsite district boundaries along the south side of Noble Avenue east of the viaduct, and along south 2nd street within the project area.

Nominated in 1999, the National Historic Landmark (NHL) District is defined as the historic downtown and commercial core of Guthrie where the most intact and cohesive grouping of historic buildings are located. The study area does not intersect with the defined boundaries of the historic district. Oklahoma Avenue forms the northern-most boundary, closest to the project area, and the railroad tracks form the northwestern boundary.

On April 7, 2009, ODOT submitted documentation to the Oklahoma Historical Society (SHPO) regarding the subject undertaking. ODOT submitted a Cultural Resource Survey Report and Historic Preservation Resource Inventory (HPRI) forms for 114 pre-1964 buildings identified within the study area at that time. A bridge form was also prepared for the Noble Avenue Viaduct. All of the previously-inventoried structures are located within the NRHP-listed Guthrie Historic District and many are considered contributing resources to the district. The SHPO concurred with ODOT's eligibility recommendations in a letter dated April 17, 2009 (File #1266-09). The SHPO also concurred that the SH-33 Noble Avenue Viaduct is considered individually eligible for listing in the NRHP. The project is outside of the limits of the Guthrie National Historic Landmark District, and there are currently no NRHP-listed individual properties within the study area.

The study area has been modified since the 2009 coordination period and no longer includes previously inventoried structures 1-5 and 47-113, though additional historic-age buildings have been identified within the new study area and HPRI forms were prepared for these buildings and included with this report. Of the historic-age resources within the study area that have been previously coordinated with the SHPO, twenty-one (21) historic-age resources contribute to the NRHP-listed district and twenty-nine (29) historic-age resources do not contribute. **Table 1** lists all historic-age architectural resources located within the study area. **Table 2**, found in the General Comments Section of this report, lists the six resources identified as part of this study.

Table 1: Previously Coordinated Historic-Age Resources in the Study Area

Structure	Address	Date	NRHP District Contributing Status
5	223 N. Division	1910	yes
6	220-224 N. 1st	c.1928	no
6a	218 1/2 N. 1st	c.1928	no
7	122 W. Noble	1928	yes
8	124 W. Noble	1921	no
9	221 N. 1st	c.1928	no
10	224 N. 2nd	c.1931	no
11	301 N. 1st	c.1908	no
12	214 W. Noble	1893	no
13	213-221 N. 2nd	1929	no
14	301 (303) N. 2nd	c.1910	no
15	312 (314) W. Noble	c.1903	yes
16	423-425 W. Noble	c.1928	no
17	422-424 W. Noble	c.1928	no
18	604 (606) W. Noble	c.1908	no

19	608 W. Noble	c.1930	no
20	701 W. Noble	1902	no
Structure	**Address**	**Date**	**NRHP District Contributing Status**
21	711 W. Noble	c.1910	yes
22	713 W. Noble	c.1935	yes
23	719 (723) W. Noble	c.1955	no
24	706 W. Noble	c.1945	no
25	722 W. Noble	c.1955	no
26	813 W. Noble	c.1920	no
27	802 W. Noble	c.1900	no
28	810 W. Noble	c.1900	yes
29	812 W. Noble	c.1920	no
30	905 W. Noble	c.1965	no
31	924 W. Noble	c.1955	no
32	1017 W. Noble	c.1900	yes
33	1019 W. Noble	1904	no
34	1002 W. Noble	c.1950	no
35	1006 W. Noble	c.1920	no
36	1012 (1010) W. Noble	c.1900	yes
37	1014 W. Noble	c.1925	yes
38	1109 W. Noble	c.1910	yes
39	1111 W. Noble	1902	Yes
40	1123 W. Noble	1910	yes
41	1106 W. Noble	c.1915	yes
42	1108 W. Noble	c.1925	no
43	1110-12 W. Noble	1955	no
44	1120 W. Noble	c.1909	yes
45	1124 W. Noble	c.1909	yes
46	1201 W. Noble	1950, 1970	no
47	1219 W. Noble	c.1963	no
48	1219 W. Noble	c.1964	no
49	1204 (1202) W. Noble	1900	yes
50	1206 W. Noble	1907	yes
51	1208 W. Noble	1907	yes
52	1210 W. Noble	1907	yes
53	1218 W. Noble	1908	yes
54	1224 W. Noble	c.1925	yes

Historic Context of the Study Area

Birth of Guthrie

Guthrie, Oklahoma was founded in 1889 during the famous Land Run that opened the unassigned Indian lands of the Oklahoma District to homesteading (McGuire 1998, Lentz 1990). It was named for John Guthrie, a Judge in Topeka, Kansas, who also served as the Chief Attorney for the Santa Fe Railroad that linked Guthrie with towns outside the Oklahoma District (Wilson 2012). On March 2, 1889 the United States Congress passed its annual Indian Appropriations Bill with an amendment (now known as the Springer Amendment) allowing the vast, largely unoccupied Indian Territory in Oklahoma to be opened to settlement by non-Indians. The date of the opening was set for April 22nd, little more than a month from the time the bill was signed. The site for Guthrie was chosen as one of two administrative centers for the district (the other was Stillwater), in part due to its geographically central location within the territory. The

land that became the townsite of Guthrie already had a depot along the Santa Fe Railway, which had been completed in 1887, and its location on Cottonwood Creek near its confluence with the Cimmaron River made it well-suited to become an administrative center for the new territory (Lentz 1990).

Like so many Oklahoma towns, Guthrie sprang into existence literally overnight as homesteaders poured into the Oklahoma District on April 22, 1889 to record their claims. Within a day there were an estimated 12,000 people camped along the banks of Cottonwood Creek in Guthrie. The first days and months of the new city's life were chaotic. The Springer Amendment, written hastily and appended to the Indian Appropriations Bill at the last minute, outlined very few administrative details for opening the territory. There were no provisions for establishing any kind of government, townsites were limited to 320 acres and could only be established with approval by chartered townsite companies, and there was no provision for platting townsites before the opening. Therefore, on the day of the opening, the town of Guthrie was haphazardly staked and platted, causing legal title issues for years to come. The only land division that was not open to question was the "Government Acre" bounded by 1st and 2nd, Oklahoma and Cleveland Streets that was established before-hand at the instruction of John Noble, who was then Secretary of the Interior. This Government Acre block was to be the location of the United States Land Office and the Post Office (Lentz 1990, Wilson 2012).

The first trains carrying people from Kansas and from south of the Oklahoma Territory arrived in Guthrie shortly after noon on April 22nd. Once they pulled into Guthrie, homesteaders discovered that many of the town lots had already been staked and unofficially claimed by government officials, railroad workers, or lawyers who had some plausible reason for entering the territory before the appointed time. Under the Springer Amendment, the townsite of Guthrie was limited to 320 acres, or one half section. Its western border was at 7th Street and its eastern was Division Street. The northern and southern borders were at College and University Streets. Blocks were standardized at 300 square feet, and divided into 24 lots of 25 feet x 140 feet each, with a 20 foot alley bisecting the north and south halves. Not surprisingly, the demand for lots within the new town exceeded the town's federally mandated size limit. Claimants scrambled for whatever land they could find in a contest where "the accepted ethics of the occasion were for everyone to take what he could get and keep all he could take." Streets had to be extended more than a mile in just about all directions to accommodate Sooners clamoring for town lots. To solve this problem, three additional and contiguous townsites were quickly established—East Guthrie, West Guthrie and Capital Hill for a town totaling 1,280 acres (Lentz 1990). Although today Guthrie is legally a single town, these original land divisions remain in use for legal description. The border between West Guthrie and Guthrie Proper runs along 7th Street, through the current project area.

One of the tasks of the new town was to establish a government, and a general assembly was held to nominate candidates for mayor. Six candidates were put forth and eventually the race came down to a hotly contested battle between Robert Hill and Volney Hoggart, representing two opposing factions. However, a clear winner was never established by vote, and troops from Camp Guthrie were forced to intervene between the bickering groups. Eventually a new candidate, Colonel Daniel Dyer, was elected by a committee of six officials representing the two opposing factions. Unbeknownst to the committee or the citizens of the new city at large, Dyer also happened to be a "Sooner" who had entered into the territory a day early and illegally. This detail, however, was not discovered until much later. The first official meeting of the city council was on April 26, 1889, four days after the town's founding. Mayor Dyer nominated a clerk, a registrar, a police judge, a city marshal, treasurer-collector, and attorneys for the new town. The adjacent townsites of East Guthrie, West Guthrie and Capital Hill also established their own governments that functioned semi-autonomously until July 1890, when the four towns officially merged (Lentz 1990).

During the first year of its existence, Guthrie changed its appearance almost daily as wood frame buildings replaced tents, and eventually more substantial brick and sandstone buildings replaced the wooden ones. The city's commercial hub was centered around the railroad depot east of Cottonwood Creek, and the Government Acre. Commercial and civic development emanated from this point and moved eastward. Land west of Cottonwood Creek was claimed more slowly (Lentz 1990, McGuire 1998). City services and

volunteer fire departments were established. In West Guthrie, there was a fire station located within the current study area at 911 Noble Avenue (Sanborn Fire Insurance Maps 1908). That building is no longer standing. Trains from Kansas, Texas and Arkansas carried building supplies such as lumber, nails, plaster, glass and tools. Cottonwood Creek originally supplied the town's water, but new residents quickly dug wells and built cisterns on their lots. The first brick building in Guthrie was the National Bank block, located at Oklahoma and 1st Street (Lentz 1990). According to the 1889 Guthrie City Directory, the town had six banks, two newspapers, a planning mill, an electric company, a waterworks, brick yards, churches and schools (Brewster and Wray 1889). Continuing land disputes notwithstanding, the town boomed through the last decade of the nineteenth century and into the first decade of the twentieth century. By 1900, the population had almost doubled. Most of the buildings that are today standing in the city's commercial district date to the pre-1910 period (Wilson 2012).

In May 1890, Guthrie was officially designated as the Territorial Capital by the US Government. It also served as the county seat of Logan County giving it a position of political prominence within the Oklahoma Territory (Lentz 1990). It remained the territorial capital until 1913, and when Oklahoma became a state in 1907, it served as the temporary state capital. However, in 1910, after years of political disputes and rivalry, the capital was moved permanently to the burgeoning Oklahoma City (Lentz 1990, Wilson 2012). Guthrie's boom largely ended with its displacement as the state capital, and population essentially stabilized at around 10,000 since that time. Today, Guthrie is largely a bedroom community for the much larger Oklahoma City. It is also a tourist center, attracting vacationers year-round to its near pristine, quaint turn of the century downtown. Several festivals bring musicians and tourists to Guthrie in the Spring and in the Autumn and for a Territorial Christmas celebration.

Land Use in the Study Area

The current study area falls within Guthrie Proper and West Guthrie, with the dividing line between the two subdivisions along 7th Street. Most of the development in the study area was clustered along Noble and Cleveland Streets. Smaller residences or ancillary buildings sometimes fronted the numbered streets, but because of the lot orientation, most addresses were tied to the east-west trending streets. The 1889 City Directory lists a West Guthrie city administration building along Noble Avenue between 7th and 8th Streets, and in 1889 the mayor of West Guthrie, W.T. Cannon, lived just one block south of it at the northwest corner of 7th and Cleveland, on the property that later became the Oklahoma School for the Deaf. This property was owned by Victor Good, who also lived there and operated a bakery at that location (Brewster and Wray 1889, Logan County Deed Records [LCDR] 3-401). The Houghton & Company flour mill (which later became the Houghton & Douglas Cotton Gin) is listed in the 1889 directory at 600 W. Noble within the study area. There were general stores, several blacksmiths, a furniture factory, a meat market, real estate agents, a store selling farm implements, a dressmaker, a restaurant, churches, and residences all along Noble at this time as well (Brewster and Wray 1889). Along Cleveland Street, the 1889 City Directory lists a grocer, a saloon and billiard house, a meat market, the West Guthrie Lumber Company (between 5th and 6th Streets), and a restaurant as well as residences. As the years progressed, more houses and businesses gradually filled the once-empty lots. Not surprisingly, due to the bridge over Cottonwood Creek, Noble Avenue became the main commercial thoroughfare in West Guthrie and over time, businesses expanded and grew along this street within the study area.

The Houghton & Douglas Cotton Gin anchored industry in the study area from Guthrie's founding. F.E. Houghton made the 1889 Land Run and, unable to stake out property in the main part of town east of Cottonwood Creek, he claimed property just west of the creek along Noble Avenue between 5th and 6th Street. There he started milling grain and feed. Later he expanded his business to include cotton and eventually the Guthrie gin became the largest in the state. The facility covered almost the entire block at one time. Architecturally it was notable for its octagonal shaped cotton house which dominated the gin yard during the facility's lifetime (Houghton Vertical Files, Oklahoma Territorial Museum 2012).

Another important institution within the study area was the Oklahoma School for the Deaf. In 1897, the Territorial Legislature authorized a school for the Deaf and Dumb to be operated by contract. As the Territorial Capital, Guthrie was chosen for the site, and in 1898 the school opened along both sides of

Cleveland Street between 7th and 8th Streets under the stewardship of Henry Beamer and his wife (Holmes, unknown date). Prior to the school, a bakery and a hotel run by Victor Good and the former Mayor of West Guthrie had been located on the property north of Cleveland Street. The school took over the empty buildings which had been built in 1889. The first teachers were Mr. and Mrs. Ellsworth Long (Holmes, unknown date). The 1900 census lists 55 students and eight teachers administrative staff (including Beamer and his wife) living at the School for the Deaf. The school remained in operation until 1908, when the new Oklahoma State Legislature authorized a new school for the Deaf and Dumb to be located in Sulpher. The school moved the same year (Holmes unknown date).

Finally, one other business of note within the study area was the Ruemmeli and Braun Ice Plant Company, located on the east side of Cottonwood Creek just north of Noble Street. It is unclear when this facility opened. Henry Braun came to Guthrie from Missouri in 1900 as a representative of the Pabst Brewing Company to oversee their brewery and ice operations (Aspenson 1994). However, the Pabst Brewing company had filed incorporation papers in Guthrie in 1893, naming Henry Linn as their representative (Oklahoma Historical Society 2012). Consequently, it seems likely that the facility was at this location under different management as early as 1893. Although the plant is always referred to as an ice plant, the facility also brewed beer and distributed wine and spirits. When prohibition came in 1914, the plant was converted entirely to ice production and Henry Braun took over as sole owner (Aspenson 1994). The plant is pictured on the 1908, 1914 and 1924 Sanborn Fire Insurance Maps. Originally one building was constructed of brick and the remainder was wood framed, but by 1924, the original wood frame buildings had been replaced with a larger brick facility.

African Americans in the Study Area

One of the major untold stories of Guthrie is the participation of African Americans not just during the 1889 Land Run, but throughout the city's subsequent growth (Raymond 2012). The Oklahoman reported in 1904 that Guthrie had a population of more than 3,000 African Americans, making it perhaps the largest African-American population of any town in the Oklahoma Territory (Oklahoman 2008). Guthrie had African-American attorneys, doctors, ministers, teachers, blacksmiths, carpenters, printers, real estate agents, and grocers, in addition to general laborers among its population (African American History Vertical file, 2012). The 1889 City Directory listed two African-American churches of eight in Guthrie, suggesting that from its birth Guthrie had a sizable African-American population (Brewster and Wray 1889). In 1912, a African-American doctor, H.W. Conrad, established the Park Sanitarium and Bathhouse as Guthrie's only hospital for African Americans, and the second African-American hospital in the state (Raymond 2012, The Crisis 1914). This facility was located on the south side of Cleveland Street at 7th Street, just outside the study area in the buildings vacated by the School for the Deaf.

Initially African-American families were interspersed throughout the city, though most tended to live in the lower lying parts of the city near Cottonwood Creek in West Guthrie. However, with the push for statehood, there was a strong movement among white politicians to promote racial segregation. Eventually the area known as the Elbow, just southwest of the study area became the focal point for the African-American community in Guthrie (Raymond 2012). The current study area, however, was not originally dominated by African Americans; rather, during the 1890s and early 1900s, it contained a mix of African-American and white residents and businesses, and this demographic pattern persisted well into the twentieth century. Within the study area, there was an African American blacksmith, Charles Mims, who lived at the corner of eighth and Noble Avenue for many years. There was a African-American meat market and grocers along Cleveland. These families lived alongside white residents in a relatively integrated neighborhood through the 1940s, populated mostly by trades people and laborers of both races.

The Impact of Flooding on the Study Area

One of the defining factors of the built environment in the study area has been the threat of flooding. Cottonwood Creek has flooded numerous times since Guthrie's birth in 1889 and this has affected land use, demographics, and development. The first major flood occurred on April 29, 1897. The Guthrie Daily Leader called it an "appalling cataclysm" and described West Guthrie as a "scene of horror." Six bridges along Cottonwood Creek washed away, $200,000 worth of damage was suffered, and more than 100 people

drowned. The flood occurred in the middle of the night, when floodwaters backed up at the Cimarron River, and came rushing down Cottonwood Creek in a wall of water that washed away homes, livestock and people (Guthrie Daily Leader April 29, 1897). According to the list of missing persons published by the Guthrie Daily Leader, most of the flood victims were African American, which suggests that the homes closest to the creek at that time were occupied mostly by African Americans. This flood was just the first of many to threaten the West Guthrie neighborhood around the creek.

The creek flooded again in May 1908, though this flood did not create the same havoc as the 1897 flood. Nonetheless, West Guthrie was completely submerged. The newspaper reported that "the instructors of the Deaf and Dumb School were forced to wade to a place of safety, as enough skiffs could not be obtained to take them to a place of safety requiring all for the 200 students. It was a peculiar site to see the lady instructors wading waste deep in the surging waters (Guthrie Daily Leader May 25, 1908)." It is likely that this flood was one of the deciding factors toward moving the school later that year.

In October of that same year flood waters again inundated West Guthrie. Residents of the "elbow" were caught in trees, cattle stampeded, and houses filled with water. The seed house for the Houghton & Douglas Cotton gin was flooded with two feet of water and the pump house for the Ruemmeli Braun Ice Company also filled with water. Horses had to be evacuated from the ice company stalls since water stood more than four feet deep in them. Damage to actual machinery, however, was light (Guthrie Daily Leader November 30, 1908).

Floods occurred regularly after that. Jim Ham, a longtime Guthrie resident described one incident which occurred when he was a child where an acquaintance bought a house along Noble near 7th Street, and the next day a flood along Cottonwood Creek washed it away (Ham, personal communication 7-18-12). The constant threat of flooding made the study area less and less desirable. Ham recalls that even when he was child (presumably in the 1940s) residents were quickly abandoning the area south of Noble Avenue between Cottonwood Creek and 10th Street. The neighborhood south of Noble Avenue within the bend of Cottonwood Creek was an area where "winos and homeless people hung out (Ham, personal communication 7-18-12)." Among the few permanent residents still living in this area after the 1940s, most were African American, according to Ham. Eventually, most residents of the flood-prone area along the creek were bought out through a federal flood control project initiated in the mid-1980s. Buildings within the flood zone were abandoned and most, though not all, were demolished at this time.

Little construction occurred in Guthrie throughout the Great Depression with the exception of some Works Progress Administration (WPA) projects. The WPA provided funding, labor and design work for civil structures throughout the county. Guthrie benefitted from this program with the construction of several structures, including the Noble Avenue Viaduct carrying SH-33 over Cottonwood Creek. Completed in 1937 with funding from the WPA and the State Highway Commission and constructed by Guy H. James, the double deck concrete and steel girder bridge replaced a former steel and wood Sturgis suspension bridge. The bridge functioned both to provide a more robust structure less prone to flood damage and to carry the roadway over the railroad grade.

Flooding along Cottonwood Creek remains a development issue for this part of Guthrie and the current project is intended to address some of the land use concerns within the floodplain.

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B. Field Investigation Methodology:

_____ 100% Windshield Survey

_____ Windshield survey with sample pedestrian survey

_____ 80% pedestrian survey

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

GENERAL COMMENTS:

Archeology

Archeologists conducted a pedestrian inspection of the entire study area and excavated 125 shovel tests, one informal 1x1 meter unit, four long backhoe trenches and four 50 x 50 centimeter (cm) test units. Subsequent to the original survey work, the study area was adjusted to include drainage easements. Archeologists visually inspected and excavated four shovel tests within these easements (located between Cottonwood Creek and Noble Street, 4th and 5th Street). One intact modern brown glass beer bottle was found in a shovel test to the east of 5th Street approximately 20 cmbs, confirming modern disturbance in the area. The remaining three tests in the drainage easement did not reveal any cultural material and visual inspection noted large chunks of concrete are buried in the northern and southern banks of the creek, probably placed there to control erosion.

Shovel tests were placed in or around features observed in the field, or in areas where there was potential for features, based on structures indicated on Sanborn Fire Insurance Maps (**Appendix A**). Site definitions followed property boundaries relating to the major period of significance of the remains. Since all sites occurred on platted urban city blocks, site boundaries always followed historical block or lot lines. For

instance, Site 34LG106, the Houghton & Douglass Cotton gin, was known to have occupied Lots 13-20 of Block 36 in Guthrie Proper and therefore, the site boundary was drawn based on this property ownership. In some cases these ownership boundaries extended outside the APE and thus the site boundary extended outside the APE as well. This was the case for Sites 34LG103, 34LG104, and 34LG105, representing the Barmsdall Oil Storage Facility, the Ice Plant, and the Oklahoma School for the Deaf respectively. In two cases, however, archeological remains were found across an entire half a block, representing multiple households. Since each block consists of no less than 24 lots (12 on the north half and 12 on the south half) it was not practical to give each separate lot (or household) its own site number. In those cases, archeologists used the half-block as a site boundary delineator. The boundaries for residential Sites 34LG101 and 34LG107 were defined in this manner, which is particularly effective for residential urban properties that changed ownership often, or were occupied by tenants, rather than landowners. The archeological Principal Investigator has previously used this strategy of defining urban sites following lot/block lines very effectively in Austin and Houston, Texas because it allows flexibility for changing ownership and land-use that commonly occurs in urban areas.

Historic Standing Structures

The methodology for the historic structures survey consisted of reviewing historical maps, researching the Oklahoma Historical Society Historical Landmarks Database, the SHPO Determination of Eligibility files for previously identified resources, conducting research at the Logan County Territorial Museum, consulting with local historians, reviewing National Park Service documentation and the ODOT GRIP data, and conducting a reconnaissance-level survey to identify and document historic-age resources 45 years or older within the historic structures study area.

The Architectural Historian conducted two separate pedestrian surveys, one in May of 2012 and one in June of 2012, of the study area to determine the presence and note the condition of previously inventoried historic-age (all structures constructed prior to 1968) resources and to identify historic-age that have not yet been documented. HPRI forms were prepared for all historic-age resources within the study area that have not been documented, and recommendations were made on whether the buildings are considered contributing resources to the NRHP-listed historic district. The pedestrian survey included visual observations of the condition and integrity of the historic district within the boundaries of the study area. **Figure 1** shows the study area and identified archeological sites. **Figure 2** shows the location of historic-age standing resources documented during this study within the study area.

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4. RESULTS OF INVESTIGATION:

_____ No archeological sites or buildings recorded in study area.

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

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

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

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

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.

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

COMMENTS AND DESCRIPTION OF FINDINGS:

Archeology

The study area is urban and consists of platted blocks and streets organized in a grid pattern (See **Appendix A**). Although this part of Guthrie was developed in 1889, much of the land in the study area is now vacant. This is the case for a number of blocks located along Noble Avenue, particularly those closest to Cottonwood Creek. **Figure 1** shows the location of identified sites. Evidence of previous structures is visible through concrete foundation pads, brick and rock scatters, and a few standing ruins (**Figures 3 and 4**). Toward the western end of the study area, there are a few businesses (**Figures 5 and 6**). These include two bars, a saddle shop, a nursery, a gas station, a karate studio, and an auto repair shop. Additionally there are a number of standing structures that are vacant. In general, most of the standing structures are more than 40 years in age and appear to have been built between 1915 and 1970. A comparison of the standing structures along Noble Avenue in the study area with Sanborn Fire Insurance Maps from 1908 suggests only two standing structures date to 1908 or earlier: these are both located east of Cottonwood Creek. They are the old County Territorial Jail located on the Northeast side of 2nd and Noble Streets, east of Cottonwood Creek.

The southernmost edge of the study area is forested. Although this too at one time consisted of blocks and streets organized in a grid pattern, all of the structures in this area were abandoned during a Federal flood control buy-out program in the 1980s. Most of the standing structures south of Noble Avenue were demolished at this time, if not before, and the area has since regrown and become forested land. A number of mature walnuts, oaks, and elms were observed and these were interspersed with much smaller trees and underbrush that have grown up in the past 30 years. Larger mature trees generally were observed along lot lines and near former structure locations, while smaller trees were typically growing in the middle of lots. The block divisions are still visible on the ground as linear depressions representing streets that apparently were never paved. Archeologists observed one standing structure and several structure ruins in this forested portion of the study area. Additionally, archeologists observed a great deal of modern household debris in the form of mattresses, tires, bottles, blankets, etc. throughout this portion of the study area. Portions of this part of the study area have clearly been bulldozed, evidenced by piles of brick, stone and other building debris banked up against many of the larger trees.

In general, surveyors encountered very compact soils in shovel tests, especially on the properties fronting W. Noble Avenue, where development and redevelopment has occurred with regularity for more than 120 years. Debris within shovel tests along Noble Avenue generally consisted of nails, brick fragments and other construction debris, as well as modern bottle glass. Shovel tests placed in the forested area south of Noble Street, fronting Cleveland contained looser sandy loams and these typically contained household debris ranging from 20-120 years in age. A number of properties, particularly along Noble Avenue contained modern development consisting of existing buildings, slabs, or land use that precluded systematic archeological investigation. For instance, there is a modern building and parking lot covering the site of the West Guthrie Fire Station. No. 2 along Noble Avenue (at 912 W. Noble); and there is a junk yard at the site former site of a grocer at 812 W. Noble Avenue.

Investigators conducted a reasonable and good-faith effort survey of the study area and recorded seven archeological sites within the study area. These sites correspond to facilities, buildings, or residential blocks that once occupied the study area and collectively represent a snapshot view of West Guthrie at the turn of the last century. Of these seven sites, six of the sites were assessed as not containing significant archeological deposits or association to warrant listing on the NRHP. The remaining site (34LG105) was not assessed for NRHP eligibility due to the scope of effort as an identification survey. The site appears to have intact deposits and features and association with historic events, themes and persons of significance. Should the site be impacted by the proposed undertaking, further testing is recommended to fully evaluate the integrity and data potential of the archeological deposits. The seven sites are discussed in more detail below. Sanborn Fire Insurance Maps and a 1968 aerial photograph are referred to throughout the discussions. These are attached in **Appendix A**.

Site 34LG101- South Half of Block 30

Site 34LG101 is bounded by Noble Avenue on the south, 8th and 9th Streets on the east and west and the alley dividing the block in half on the north and represents the entire south half of Block 30 of the West Guthrie Subdivision. It is located 20 feet (6 m) north of the existing SH-33 center line, and is contained within the study area for the project. Its earliest period of use probably dates to the 1890s and one standing structure is still in use. However, archeological features and artifacts date primarily from the 1900-1960s period, with most remains falling within the post-1940s period.

Block 30, lots 13-24 contain numerous remains of former residences, commercial structures, and associated outbuildings. A total of 10 features were observed on this block and are labeled Block 30, Features 1-10 (**Figure 7; Appendix A, Sheets 2, 8, 12, and 20**). All features are located east of a modern garage type structure and machine shop used as a martial arts training area (Lots 15-24). These features consist of building foundations, trough like features, possible cisterns, and a possible carriage house. A chicken wire fence runs north to south in between features 7 and 10, along the Lot 19/20 or 20/21 lot line. A brick walkway runs west to east paralleling Noble Avenue, although it appears the walkway has been removed in sections.

Fifteen Shovel tests recovered more than 100 artifacts. These consisted of diverse general household debris such as clear bottle glass (n=12) and brown bottle glass (n=2), aqua bottle glass (n=1), solarized glass, clear window glass (n=12), wire nails (n=26), two square nails, whiteware ceramic (n=9), metal wire, wood, a floor tack, metal bolts, a clock key, two light bulb parts, a metal bearing, a shoe heel, plastic, a toy jack, string, a piece of slate, hundreds of coal clinkers, a stainless steel spoon, a shell button, a red faceted glass bead, tin can metal, bone (n=5), and a nail set. Artifacts observed on the surface include plastic, asphalt roof shingles, one whole soda or beer bottle with an Anchor Hocking mark that dates after 1977, and many paving bricks, some of which were labeled “Caney Brick Company, Vitrified, Caney, Kansas”, “Cleveland” and “Standard.” Other than the two cut nails, the aqua glass, the solarized glass, and the clinkers, most of the artifacts broadly represent the 1930s or later.

Feature 1 is a house foundation consisting of a poured concrete slab that likely served as the front porch, a cinder block foundation behind it, adjacent to the slab. All that remains of the foundation is the west wall section. A concrete walkway connects porch foundation to the brick walkway that runs along the front of the block along Noble Street. The foundation measures approx. six meters (20 ft) by ten meters (33 ft) and the slab measures roughly five meters (16 ft) by one and a half meters (5 ft).

Features 2 and 3 are two long building foundations located behind Feature 1. The building is depicted on a 1968 aerial and looks to be some sort of a storage structure. Features 2 and 3 measure approximately four meters (13 ft) north to south each and 1.5 meters wide (5 ft).

Feature 4 is located behind Feature 1 and just east of Features 2 and 3. Feature 4 consists of a cinderblock trough-like feature that is attached to a small concrete slab that most likely represents a small building foundation. This building can also be seen on the 1968 aerial. The cinderblock trough may have been a well, or some sort of fish pond (though a well is more likely). Water pipes and valves are attached to the west wall of the trough, possibly used to fill and/or drain it.

Feature 5 is the remains of another trough like feature that is heavily damaged and now lies in broken segments next to a large tree. The feature is constructed of concrete blocks and red brick and measures roughly two meters (6.5 ft) by one meter (3.28 ft). The function for this feature could not be immediately determined.

Feature 6 is a shallow depression measuring about two meters (6.5 ft) in diameter and found immediately south of Feature 5. The depression may represent a former cistern, though it could just as easily be a depression created from building demolition. A shovel test placed within the depression revealed ceramic whiteware, a steel ball-bearing, and a layer of dense gravelly fill material at 15 cmbs.

Feature 7 is the foundation remains of a large building measuring approximately 20 meters north (65 ft) to south by four meters (ca. 13.4 ft) east to west. Little of the foundation remains, just a concrete porch slab with a low, cinderblock wall. The concrete slab and the cinderblock wall are not continuous throughout the perimeter of building. The 1908, 1914 and 1924 Sanborn Fire Insurance Maps indicates that there were no structures in the area of Feature 7, but the 1968 aerial does show a long structure matching these dimensions at this location. Therefore, it can be assumed that this structure represents post-1950s development on the block.

Feature 8 is the foundation remains of a small building represented by fragmented cut sandstone blocks. There is very little left of Feature 8, and may represent an older historical occupation than the surrounding features. A structure is depicted at this location on the 1914 and 1924 Sanborn Fire Insurance Maps. According to the 1920 census, it was occupied by a carpenter named Fred Jessup, his wife Sarah and their three children. The Jessups were white and they rented the property. The 1910 census indicates that John Stine (also white) lived at the house with his wife and their grown son. Stine worked in the oil fields. Two shovel tests placed around this feature (GD18 and GD17) contained a mix of modern and early twentieth century debris. GD18 revealed a stainless steel spoon, wire nails, modern sewer pipe and clear glass fragments. GM17 contained wire six nail fragments, two whiteware sherds, and two fragments of clear window glass.

Feature 9 is the remains of a poured concrete foundation for a house. The house measures roughly six meters east to west (20 ft) by three and a half meters (11.5 ft) north to south. There is also a poured concrete patio in the southwestern corner of the house. There are concrete steps leading up the porch. This foundation appears to be more recent than some of the other features on the block. A dwelling is shown on the 1924 Sanborn Fire Insurance Map at this location. However a different shaped dwelling that may represent Feature 9 is depicted at this location in the 1968 aerial.

Feature 10 consists of a cinderblock foundation measuring about four by four meters (13.4 x 13.4 ft). A line of cinderblocks are visible only along the west wall of the feature, but a faint outline of the remaining foundation is noticeable. The shape of Feature 10 and its proximity to Features 8 and 9 may indicate that the building once served as garage or some other outbuilding. A shovel test (GM 14)placed outside and south of this feature contained two cut nails, two wire nails, a piece of slate, a coal clinker, one piece of brown bottle glass, a light bulb fragment, chicken and cut pig bone, clear glass, tin can fragments, purple glass, a red octagonal bead, a button, and one fragment of clear window glass from 0-30 cmbs.

Sanborn Fire Insurance Maps indicate that two houses were present at 912 and 916 W. Noble (Lots 17-20) as early as 1908 and remained there until after 1924. This block contained a mix of African-American and white residents. The house at 912 W. Noble was owned and occupied for more than 30 years (starting as early as 1902 according to the City Directory) by an African American family headed by Rosina McGill (nee Chadwick). Her husband Wesley was a wagon driver. However, investigators found no evidence of their home or the house located at 916 W. Noble. The 1968 aerial indicates that this block contained many structures, none of which correspond to those shown on Sanborn Fire Insurance Maps from 1908-1924, and it is likely that all original older dwellings were demolished during the middle of the century and replaced with newer buildings. The remains of these newer buildings are represented by most of the features recorded for this site.

This site contains numerous features and 15 shovel tests revealed quite a bit of household and industrial debris. However all but one of the features appear to be post-1940s, and much of the debris is modern or not time-diagnostic. Only one feature, Feature 8, relates to pre-1920 period. This block has been heavily overprinted by more recent development and land-use, though currently, most of the block is vacant land. During the 1900-1930 period the south half of Block 30 contained a mix of African-American and white residents occupying 3-4 residences, and if features and artifact deposits relating to this time were present, the site could be significant. However, given the more recent overprinting, the site is recommended as not eligible for NRHP-listing individually. It is also recommended as not eligible as a contributing element to the NRHP-listed district.

Site 34LG102- Southwest Corner of Block 37

Site 34LG102 is located on the southwest corner of Block 37 (lots 13 and 14) which is bounded by Noble Avenue, 6th and 7th Streets and the alley dividing the block. It is located 20 feet (6 m) north of the existing SH-33 center line and is contained within the study area for the project. Its earliest period of use probably dates to the 1890s and site occupation lasted until after 1968.

Artifacts are mostly modern, except for a few pieces of lamp glass and a car crank shaft. Six shovel tests at this site uncovered construction fill of brick, gravel and coal slag as well as about 25 individual artifacts. These include clear bottle glass (n=6, one had a partial silkscreen label), green Coke bottle glass (n=2), a clay drain pipe fragment, wire nails (n=2), pull tabs (n=6), a crank shaft, a metal bracket, a metal zipper, one glass plate fragment, one piece of whiteware, a plastic tile with the letter A, window glass (n=2), and lamp glass (n=4).

The site is located on two lots within Block 37 and consists of overlapping foundation remains related to two former structures occupying the rear portion of these lots (**Figure 8; Appendix A, Sheets 2, 3, 8, 12, and 20**). The lower foundation remains, representing a late nineteenth/early twentieth century occupation, consists of a line of cut sandstone blocks arranged in a rectangular pattern. The portion of the sandstone foundation that is visible measures about six meters (20 ft) on the west wall, eleven meters (36 ft) on the north wall, and twelve meters (39.5 ft) on the eastern wall. No evidence of the original sandstone southern wall could be found, although it may be covered by the more recent foundation constructed on top.

The more recent, and larger foundation, is placed on top of the older sandstone one, is constructed out of a mish mash of concrete cinder blocks and cut sandstone blocks laid out in a rectangular pattern. The southern wall of the second foundation is constructed out of cut sandstone blocks, while the northern portion is of cinder block construction that was at one time painted red.

A review of the 1908 Sanborn Fire Insurance Map indicates that a large house was located on these two lots. This was a T-plan dwelling with a wrap-around porch on the front, and three small out buildings next to the alley on the north (back) of the lot. Color coding on the Sanborn Fire Insurance Map suggests that the foundation of the house was stone, while the superstructure was wood-framed. Another small building was present on the corner of 7th and Noble Avenue and this was a blacksmith shop. The 1914 Sanborn Fire Insurance Map also depicts the structure, although somewhat altered. A rear addition was installed sometime between 1908 and 1914 and all of the smaller outbuildings were removed. The 1924 Sanborn Fire Insurance Map also shows the house, but it had been converted back to its original size and shape. A small out building was added in the northern portion of Lot 14 along the alley and a larger structure was had been built at the corner of 7th and Noble Avenue.

The front of this lot originally held a blacksmith shop, which totally is obliterated by a concrete foundation pad. The shop is also depicted on Sanborn Fire Insurance Maps from 1908-1914, but by 1924, the shop was gone. The shop and house was the property of Gib (also known as Charles) Mims, an African American blacksmith. He or members of his family are listed in City Directories from 1902 to 1930 (and possibly before, as pre-1902 directories were not checked because they were not indexed by addressed). Census records show that he or family members are at this address from 1900-1930. The 1930 City Directory indicates that the property had been turned into a restaurant run by his wife Mattie Mims.

The cinderblock portion of the foundation probably dates to after 1950 and represents a completely different structure from the original sandstone-foundation dwelling. A new structure can be seen on a 1968 aerial that likely relates to this period.

This site is associated with an African American blacksmith and his family who owned and occupied their property for more than 30 years and was early settlers of Guthrie. Intact archeological remains associated with this family are extremely limited at the site, compromising the eligibility for NRHP listing because of their lack of potential to yield data on early settlement of Guthrie and the role African Americans played in those events. Shovel tests suggest that this site is very disturbed, with only minimal remains present.

There is no significant depth to material, and the artifacts found in shovel tests are mixed. Therefore, it is the opinion of the principal investigator that this site lacks integrity and is therefore not eligible for NRHP-listing, nor is it eligible as a contributing element to the NRHP district.

Site 34LG103-Bamsdall Oil Warehouse

Site 34LG103 is located 20 feet north of the existing SH-33 centerline. The site is within and extends beyond the study area for the SH-33 project. The site roughly dates from the late 19-teens to around the 1950s. Three shovel tests found no associated artifacts. This site is characterized by the remains of an industrial site, situated immediately west of Cottonwood Creek, north of Noble Avenue (**Figure 9; Appendix A, Sheets 3, 4, 5, 7, 15, and 17**). The site occupied the entire irregularly shaped block (Block 34) bounded by the creek, 4th Street, Noble Avenue and Warner Street. All that remains of the site is concrete ruin (Feature 1, located entirely within the study area) measuring roughly 35 meters (112 ft) from southwest to northeast, and 11 meters wide (36 ft). The walls are about 1.5 meters (5 ft) high and there is no evidence of openings for doors anywhere within the structure.

Feature 1 is located within the study area. It is constructed of Portland cement with gravel and shell as aggregate. Board forms are visible along the walls suggesting a pre-plywood (ca. 1940) date of construction. No re-bar was noted in the broken sections of the concrete and this too suggests an early twentieth century construction date. The structure is made up of three long chambers that measure about 25 meters (82 ft) in length, with the southern end of the structure opening up into five separate (and non-connecting) chambers. There were patches of the red brick super structure present on some of the walls in the southern section. Some of the red brick superstructure that had fallen into some of the chambers suggests that they formed arched openings above the poured concrete foundation walls. Several broken concrete columns were stacked against each other in the north portion of the long chambers, along the north wall. A section of interior wall, specifically the wall dividing the middle chambers of the five chamber section has evidence of repair work after the initial construction. This possible repair work is characterized by the pouring of what seems to be a different cement mixture interspersed with brick.

Archeologists observed threaded metal bolts protruding from the concrete foundation running along the exterior of the west wall. Dates on the bolts indicate that they were patented on May 10, 1904. These bolts were irregularly spaced and 17 total were observed. Two metal water or gas pipes were observed coming out of the ground at the southeast corner of the structure.

Several mature trees were seen growing in the interior of the structure indicating that this has been a ruin for some time. The rough poured concrete walls measure about 1 foot thick and range from 5.5 to 6.5 feet (170 to 200 cm) in height.

Jim Ham, a life-long Guthrie resident, told site recorders that there used to be a cement plant at this location when he was a child (ca. 1940s, though he may be remembering a cement plant which was one block to the west). An aerial photograph from 1968 shows several industrial buildings on the north side of the block. On that same photo, a faint outline of a structure representing Feature 1, the concrete ruin, can be seen just south of these structures, but judging from tree growth around it, it may already have been a ruin at that time. The 1924 Sanborn Fire Insurance Map depicts this structure along with several structures north of it, identified as oil tanks or "oil storage." These structures are all along a rail switch line running along the west side of Cottonwood Creek and connecting to the cotton gin two blocks to the west. It is not depicted on the 1914 Sanborn Fire Insurance Map and therefore it can be assumed that it was constructed after that time. The 1926 City Directory indicates that the Bamsdall Company warehouse was on this block. The 1938 City Directory indicates that the Mid-Continent Oil company used the buildings.

The north side of the block, situated outside the study area, has been recently bulldozed and contains no evidence of any features. The site boundaries illustrated on **Figure 9** are based on the 1924 Sanborn Fire Insurance Map. No other features were noted in this area and three shovel tests revealed no artifacts and disturbed soils.

In summary, this concrete ruin was built sometime between 1915 and 1924. It is mostly disturbed and contains no significant artifact deposits that have potential to yield important new data. It is recommended as not eligible for NRHP-listing, nor can it be considered a contributing element to the NRHP-district.

Site 34LG104- The Ice Plant

Site 34LG104 is located Site 41LG104 is located about 80 feet north of the existing SH-33 centerline and its southern extent is within the study area for the SH-33 expansion. The northern two-thirds of the site extend outside the study area (**Figure 10; Appendix A, Sheets 4, 6, 15, and 18**). This site represents the remains of a former Pabst Brewery and Ice Plant (late the Ruemmeli-Braun Ice Plant or just the Braun Ice Plant) that was in operation from some time in the 1890s through the 1950s.

The artifact assemblage at this site is confined entirely to the surface. Numerous pieces of clear, aqua, sun colored amethyst, brown/amber, and milk glass were observed. Also noted were two small whiteware fragments with a green underglaze print, clear window glass with a metal mesh wire insert, sewer pipe, broken brick, cast iron machine fragments, misc metal, and coal. These were not quantified in the field, as they were crushed and scattered in a widespread non-patterned manner throughout the southern part of the site. Three shovel tests found a dense layer of demolition debris of brick and concrete just below the surface. Testing was terminated at this level as shovel tests did not contain any buried artifacts other than construction debris.

The Pabst Brewery and Ice Plant opened in the 1890s. It was managed and eventually owned by Henry Braun from the time of his arrival to Guthrie in 1900 to his death in 1939. The facility is present on the 1908, 1914 and 1924 Sanborn Fire Insurance Maps. It is unclear when the plant was decommissioned and torn down, although a 1968 aerial photograph suggests the plant was partially in ruins by then. The Guthrie City Directories through 1956 show that an ice plant was in operation until that time, though by 1940, the name had changed to the New Ice Plant. This name change suggests a change in ownership may have occurred around 1940, the year after Henry Braun died.

The Pabst Ice Company filed incorporation paperwork in Guthrie in 1893 that would allow them to brew beer and manufacture Ice (Oklahoma Historical Society 2012). Henry Mimms was their first representative. The Guthrie Daily Leader ran advertisements for the Pabst Ice Plant in 1897 and 1898. Sanborn Fire Insurance Maps for 1894 depict the Pabst ice Plant in its current location, and this is the same facility that was later managed and owned by Henry Braun. Henry Braun was a German immigrant who came to America in 1872, settling first in New Jersey, then moving to St. Louis to work as a druggist. There he was involved in the St. Louis Turnverein and was elected president of it eight times. Presumably this is where he became acquainted with beer manufacturers August Busch and Frederick Pabst. He came to Guthrie in 1900 as the representative of Pabst and the plant eventually came to be known as the Ruemmeli-Braun Ice Plant, which also distributed wholesale beer, wine and spirits. When prohibition took effect in 1914, Braun converted this plant and others in which Pabst had ownership into ice plants. He later became the sole owner of the ice plant in Guthrie (Henry Braun Vertical File, Oklahoma Territorial Museum).

What remains of the ice plant is a series of four concrete slabs and four square concrete pillars located southwest of the southernmost slab. The southernmost slab measures 9.5 meters (35 ft) by 9.5 meters (35 ft), the one north of that measures 9.5 meters (35 ft) by 6 meters (20 ft). North of the smaller slab is the largest single slab foundation piece of the ice plant, measuring about 29 meters (90 ft) by 9 meters (30 ft). The northern most slab measures 11 meters (36 ft) by 9 meters (30 ft).

The slabs are laid out very close together and seem to have been scraped clean with heavy machinery during demolition, as indicated by large gouges dug into the slab surface. The remaining standing concrete pillars measure about one meter (36 in) at the base and taper to about 0.6 m (24 in wide at the top. The pillars stand roughly 6 meters (20 ft) in height and the pillar closest to the concrete slab has a metal track bolted to the top. Numerous metal bolts were observed along the foundation of the former ice plant suggesting large machinery was in use and bolted to the floor.

It appears that the entire area was demolished, with all the building material scraped off the foundation and some of it was pushed to the creek banks in an effort to control erosion or flooding. Some of the original super structure of the ice plant is evident in the northern most slab foundation in the form of red brick walls which have been knocked over and pushed into this area. A great deal of modern trash was being dumped north of the northern most portion of the ice plant foundation which extends outside the study area.

The Pabst/Braun Ice Plant was an important business in Guthrie from 1893 to after Braun's death in 1939, and Braun himself was a notable local figure. However, the only remains of this structure are concrete slabs and collapsed brick walls. The surface around the concrete slabs is filled with a thick layer of gravel, brick, concrete, glass, and metal debris, probably resulting from the demolition of the ice house structures, and actual intact and interpretable for archeological remains. Therefore, it is recommended as not eligible for listing in the NRHP, nor is it considered a contributing element to the NRHP-listed district.

Site 34LG105- The Oklahoma School for the Deaf

Site 34GL105 is situated approximately 200 feet (60 m) south of the centerline of SH-33 and immediately north of Cottonwood Creek. The north half of the site is within the study area for the SH-33 project (**Figure 11, Appendix A, Sheets 2, 8, 12, and 20**). This period of significance for this site spans from 1889 to about 1956. Site 34LG105 has three components related to early Guthrie history and development. The evolution of the site components is clearly represented on Sanborn maps dating from 1894, 1895, 1898, 1901, 1903, 1908, and 1914 (see **Appendix A**).

The significant artifact assemblage is entirely buried under 1-2 feet (30-60 cm) of sediment but artifacts do not appear to extend below 70 cmbs, except in subsurface features such as cisterns. Seventeen shovel tests were excavated at this site yielding a total of about 60 identifiable artifacts, as well as numerous uncounted brick fragments, coal clinkers, and sandstone rocks. These artifacts include mid to late nineteenth century blue transferware (n=5, 2 patterns), plain whiteware (n=8), two cut nails, wire nails (n=4), clear glass (n=18), aqua glass (n=5), a pink glass bead, a metal trunk or harness tack, butchered bone (n=1), window glass (n=2), can metal (n=2), roofing nails (n=2), a metal hitch, brown bottle glass (n=1), and decorative glass plate or bowl fragments (n=6).

Based on archival research and Sanborn Fire Insurance Map review, the site consists of two different city blocks: Block 43, which is south of Cleveland Avenue, outside the study area and not investigated, and the South half of Block 42 (**Figure 11**). The site has three significant components related to early Guthrie history and development. The first component relates to the earliest period in Guthrie history. In 1889 during his term as Mayor of West Guthrie, W.C. Cannon, lived at this site at the corner of 7th and Cleveland (on the northeast corner of Block 43). W.C. Cannon had a two story house that may have operated as a hotel (Holmes unknown date). A West Guthrie Councilman, Victor Good lived across the street on the southeast corner of Block 42. Good owned the Lots 17-24 of Block 42 and operated a bakery, according to the 1889 Guthrie City Directory. Sanborn maps illustrate between four and five buildings on these lots between 1894 and 1895. The primary residence occupied by Good, at the far southeast corner of the block, appears to have been removed sometime between 1895 and 1898.

The second component relates to the Oklahoma School for Deaf. Started on January 5, 1898, the original school building occupied the former Cannon home/hotel on Block 43 (outside the study area). The 1898 Sanborn map indicates that the hotel had been repurposed as the Deaf Mute Asylum. By 1901 the school had expanded throughout Block 43 with a single new building located across Cleveland Avenue situated at the southeast corner of Block 42, overprinting the original Good house. The 1908 Sanborn map 1908 suggests that by that time the school had expanded to cover most of the south half of Block 42, as well as all of Block 43. The school operated from 1898 to 1908 when it was moved to Sulphur, Oklahoma. H.C. Beamer superintended the school from 1898 to 1906 (Holmes unknown date). Lots 19-24 of Block 42 were purchased by the Beamer family in 1899 and remained in their possession until 1914, when the property was foreclosed on and sold at a Sheriff's auction (LCDR 53-401). The Sanborn Fire Insurance Map dated 1908 indicates that the Oklahoma School for the Deaf consisted of school buildings in Blocks 42 and 43. The south half of Block 42 contained four dwellings (presumably for teachers or administrators) and a

school room. Block 43 contained a boys dormitory, a large dining hall attached to what was presumably a school room, and another dwelling.

The third component at the site relates to the Park Sanitarium, which was opened around 1912 and was the Oklahoma's second hospital for African Americans (Raymond 2012). The hospital occupied the buildings on Block 43 that once housed the Oklahoma School for the Deaf. It was run by H.W. Conrad, an African American doctor and remained at this location until after 1956.

After the School for the Deaf was moved in 1908, the land on Block 42, within the study area, eventually went into foreclosure and Lots 17-24 were sold at a Sheriff's auction in 1914. In 1914 Mary Gully acquired part of the School for the Deaf property on Block 42 and it remained in her family's possession until 1919 (LCDR 75-274). Gulley's husband was a doctor and it is possible that his practice may have been intended to compliment the practice for African-Americans at the Park Sanitarium illustrated on the 1914 Sanborn as occupying what was originally the school dining hall. Whatever the case, the Gulley family lived at this location in Block 42 for only a few years. The 1914 Sanborn Fire Insurance Map indicates that the Gulley family may have realigned the School for the Deaf structures on Block 42 (the one at 802 W. Cleveland, for instance) or possibly replaced them with new structures of a similar footprint. However, one building (816 W. Cleveland) located in lots 15 and 16 is represented in all three Sanborn Fire Insurance Maps at the same location. This was the home of Jane Bond, a African-American woman who is listed in the Guthrie City Directories until about 1930. Other than Bond's home on Lots 15-16, there was just one other occupied residence at the former school for the Deaf property after 1910. This was the residence at the corner of 7th and Cleveland on Lots 23-24 (802 W. Cleveland, Guthrie City Directories 1915-1938). After the Gulley family sold it in 1919 various residents (all of whom were white) lived at 802 W. Cleveland until 1940.

On block 42, archeological deposits were only found in lots 19 through 24 (the southeast quarter), although the original Oklahoma School for the Deaf included lots 15 through 24 (the entire south half of the block). There was a very large gridded concrete foundation occupying most of the SW quarter of the block (Lots 15-16), which has completely destroyed any deposits underneath. This foundation overprinted the structure that was once located at 816 W. Cleveland. A small, four inch diameter steel pipe was noted along the alley near the concrete foundation. It was likely part of a plumbing system associated with the foundation.

A surface inspection coupled with shovel testing of the SE quarter of Block 42 found no standing structures, but revealed three buried or partially buried features probably relating to the late nineteenth or early twentieth century: two cisterns and the subsurface remains of a sandstone foundation.

The first cistern (Block 42, Feature 1) measures about two meters (6.5 ft) in diameter and is constructed out of brick with a mortar lining. The cistern is a bell-shaped cistern that has been truncated at its shoulders. The shoulders are about one meter to below the surface and it is therefore assumed that the late nineteenth/early twentieth century ground surface was just above the shoulder level —about 50 cmbs (2.5 ft). Modern trash debris and soil is currently filling up the interior, which probably extends more than eight feet below the surface, as is typical for cisterns of this period.

The second cistern (Block 42 Feature 2) consists of a depression measuring roughly three meters (10 ft) in diameter and one meter deep (3.28 ft), though like Feature 1, the base of the cistern probably extends more than eight feet below the surface. The upper part of the cistern has been truncated and it is not clear whether any portion of the walls remain. The cistern has been filled in with dirt, but investigators did not dig out the edges over concern that fill inside could collapse. Feature 2 is located directly behind what would have been a structure as depicted on 1908-1924 Sanborn Fire Insurance Maps (810 W. Cleveland). An inspection of a small hollow located on the north wall on the interior of the cistern revealed a French's Mustard Jar with manufacturing mark dating it to after 1915. Also found was a clear glass bottle with an Owens manufacture mark indicating that the bottle was produced sometime after 1930. In addition to the glassware, there were broken pieces of red brick that are well represented throughout the area. Although the contents of the cistern consist of materials that post-date the School for the Deaf, the cistern itself probably dates to the School for the Deaf period or earlier. It would be unlikely that the cistern post-dates 1908, as

public health officials generally discouraged construction and use of cisterns for drinking water after 1900 because of the health risks they posed for diseases such as cholera, malaria, and typhus.

Three shovel tests around Feature 2 did not reveal any buried foundations, though one shovel test (RF4) did reveal two cut nails, two conjoining fragments of blue transfer print whiteware with a landscape motif, a large iron truck or harness tack, 2 fragments of clear glass, 4 aqua glass fragments, a pink plastic bead, 1 window glass frag., and cut bone. These were all buried ca. 30-50 cmbs (1-1.5 ft) and probably relate to the early occupations at the site. Cut nails were used in the United States until around 1900 and therefore, whatever structure they related to was likely one built before 1900. Transfer print ceramics are also temporally diagnostic, and while the pattern represented by the two conjoining sherds was not identified, landscape motifs were more popular during the mid to late nineteenth century, replaced by floral motifs during the late nineteenth and early twentieth century.

Adjacent to the Feature 1, the remains of a sandstone foundation (Feature 3) was found in one shovel test (GD58). Several blocks were noted in the test and these appeared to be in place with sandy paste mortar in between the slabs. The foundation is located roughly four to five meters (ca. 14 ft) east of the cistern at a depth of between 30 and 45 cmbs (1-1.5 ft)—about the level investigators estimate to be the former ground surface. Shovel tests placed in the vicinity of the foundation revealed an artifact assemblage consisting of clear window glass, wire nails, tar paper shingle, three possible chert chunks, and sandstone block fragments.

Apart from the cisterns no other surface features were observed at this site within the study area, but shovel tests did reveal material consistently buried between ca. 30-50 cmbs (1-1.5 ft) and this is believed to be closer to original ground surface, which may have been buried in numerous flood episodes. No material was found buried lower than 70 cmbs in shovel tests.

Based on the archeological investigations, coupled with the archival research and the Sanborn Fire Insurance Maps, the archeological features (two cisterns and a foundation remain) on Block 42 are probably attributable to the 1908 period or earlier. However, the Block 42 portion of Site 34LG105 has been overprinted by a number of subsequent occupations that extend beyond the 1930s. Although a few early period artifacts are present at the site (on Block 42), there is no clear separation between them and later period artifacts and therefore, the integrity of the Block 42 portion of Site 43LG105 is low. The portion of 34LG105 outside the study area (Block 43) appears to contain mapped evidence of resources that might produce distinctive archeological remains of the School for the Deaf or the Park Sanitarium. These include the dining hall, which appears to have been constructed in the summer of 1907 (Holmes unknown date), and dormitories. Indeed, the dining hall appears to have been repurposed as the Park Sanitarium in 1912 (Raymond 2012).

In terms of association, Site 34LG105 is associated with the 1889 Land Run, the first site of the Oklahoma School for the Deaf, and the Park Sanitarium. All are important events/institutions in the history of Oklahoma and Guthrie. However, the portion of the site within the study area has been heavily overprinted and does not contain discrete archeological deposits or elements than can have potential to provide any new data about the major period of significance. Therefore the Block 42 portion of the site is recommended not eligible for inclusion in the NRHP. The Block 43 portion of the site outside the study area has not been evaluated for NRHP eligibility. Containing mapped features associated with the W.C. Cannon home/hotel, the School for the Deaf and The Park Sanitarium, any remains pertaining to this period of use could be very important with respect to the early history of Guthrie. Further investigations are recommended for the Block 43 portion of this site, if is to be impacted by the proposed undertaking.

Site 34LG106- The Houghton & Douglass Cotton Gin

Site 34LG106, the Houghton & Douglass Cotton Gin, is located 20 feet (6 m) from the centerline of the existing SH-33 roadway and is contained within the study area for the project. The site spans the period from 1889 to the 1940s. The site is located on the south half of Block 36, between 5th and 6th streets, on the north side of Noble Avenue (**Figure 12; Appendix A, Sheets 3, 7, 12, 13, and 17**). The site was

investigated in July and December, 2012.

Initial shovel test investigations conducted in July, 2012 noted more than 125 artifacts buried between 5 and 60 cmbs, along with hundreds of uncounted brick and slag fragments. Artifacts included a clear bottle glass (n>25), brown bottle glass (n=1), aqua canning jar fragments (n=5) and milk glass canning jar lid fragments, clear glass panel bottle fragments (n=2), an aqua glass insulator, misc. pieces of metal and wire (n>10), a metal fence tack, an iron crank or level, a glass insulator, a tear-drop shaped lead hitch (or possibly the foot of some machine), broken tile, wire nails (n=18), three fragments from a horseshoe shaped rubber bushing, two metal conductors, metal bolts (n>4), window glass (n>5), and plain whiteware ceramic fragments (n=10). One panel bottle fragment was embossed with the letters "….& Co/….ooks/OK," and a canning jar lid fragment bore the lettering :….R…1ga…GE" Most of this is temporally non-diagnostic, though in general most debris likely dates to the 1940s or earlier. A layer of sooty coal and slag was encountered in some places as shallow as 5 cmbs to as deep as 60 cmbs.

In December of 2012, investigators revisited the site and documented several hundred nails, and window glass fragments from sampled screened material of four backhoe trenches and excavation and screening of four 50x50-cm test units. These items were found mostly buried at a depth of 25-60 cmbs. Other artifacts that were observed and returned to the trenches included approximately 20 whiteware fragments; aqua, purple, clear, and brown bottle glass fragments (ca. 100 frags), metal brackets and straps (n=ca.15-20), electrical connectors (n=3), a light bulb base, a padlock, a skeleton key, cut bone fragments (ca. 5),a hard rubber gasket, tin can fragments (ca. 30), a straight pin, a battery core, a huge iron square pintle, iron strap guides, a pipe fitting, and various unidentified metal machine parts. Most artifacts were unmarked or had just partial markings. Embossed lettering was visible on few aqua glass bottle fragments, but the lettering was not complete enough for identification. One brown bottle fragment was embossed with a manufacturers mark on the base: an "N" in a square with three vertical lines next to it and a "43" centered below that. This is probably from the Obear-Nestor Glass Company of St. Louis, Ill., who used an N in a square mark from 1915 to 1980. The "43" below the N probably represents the year 1943. Generally speaking artifacts represent materials that could date from around the turn of the 20th century to about 1945/50. A few later artifacts (ca. 1970+), such as beer cans, PVC piping, and alcohol bottles are present in upper levels of site.

The Site's earliest use was as a planning mill. Chester Magann purchased Lots 13 and 14 of Block 36 for $500 from Charles Day in 1893. The following year, Magann then mortgaged the property in the name of the Oklahoma Planing Mill Company to build a mill facility. In 1899, F. E. Houghton and J.E. Douglass purchased the property from Magann for $400 and opened the Houghton & Douglass Cotton Gin and Grist Mill. Sanborn Fire Insurance Maps suggest that the mill engine block for the planning mill was reused or adapted for the gin engine. The Houghton & Douglass Cotton Gin was among the first cotton gins in the state. F.E. Houghton came to Guthrie in the 1889 Land Run and originally operated a flour mill or store on the southeast corner of the same block (Block 36). His store is listed in the 1889 City Directory at 600 W. Noble (Brewster and Wray 1889).

The new Houghton & Douglass Cotton Gin and Grist Mill is on the 1901 Sanborn Fire Insurance Map on Lots 13 and 14. Notes from the Houghton family files at the Oklahoma Territorial Museum confirm that grain and feed were milled here as well as cotton and cotton seed oil (Houghton Vertical File, Oklahoma Territorial Museum). At the same time Houghton & Douglass purchased Lots 13 and 14, they also purchased Lot 15 from George Reed for $100. Deed records show that Houghton & Douglass acquired the adjacent Lots 16-19 between 1901 and 1905 through various sales, which appear to be probate sales, bank sales, or legal judgments. Lot 20 was acquired in the 1930s, also through a probate sale and legal judgment.

The property expansion between 1899 and 1902 is reflected in Sanborn Fire Insurance Maps. The 1901 configuration is quite different than later gin configurations and the corn and seed milling operations likely ceased shortly after this time. The gin alone is depicted on the 1908, 1914 and 1924 Sanborn Fire Insurance Maps. The number and configuration of buildings continued to change over time but one building remained constant— an octagonal cotton storage silo near the front of the block. A photo of the

gin from the early 20th century (**Figure 13**) shows a number of ancillary buildings present on the site. In 1927, the Houghton & Douglass Cotton Gin changed their name to the Guthrie Cotton Oil Company. By the 1930s the company had gins in Pawnee, Okfuskee, Lincoln, Kingfisher, Oklahoma, Canadian, Osage, and Payne Counties as well as in Logan.

July 2012 Initial Archeological Survey

A total of 14 shovel tests (one was expanded to a 1 x 1 meter unit) were initially excavated within Site 34LG106 in an attempt to establish the presence and condition of subsurface deposits. Conditions at the time of work were very dry and the much of the soil at this site was compacted and very cement-like. Shovel tests encountered compacted silty clay jumbled together with broken brick debris and a mixture of artifacts.

Surface evidence of the cotton gin is limited to the western half of the block and consists of a large concrete footing (Feature 1). The remainder of the block is completely vacant land except for a saddle store that occupies the southeast corner outside the site. Feature 1 measures 6.5 meters (21.5 ft) from east to west by 3.5 meters (11.5 ft) north to south. The overall height of the footing (above the ground surface) is 0.85 meters (2.7 ft). There is a lip running along the bottom edge of the footing that measures between 10-20 centimeters (4-6 in) in height. The lip continues along the west and north wall at ground level and is 45 centimeters (1.5 ft) wide. The footing is bisected by two "trenches" cut through the feature, one at ¾ of the way through and the other completely through. Portions of this feature were built with red brick rubble and the entire structure may have been originally covered with a red brick façade. Several metal bolts were observed protruding from the surface of the footing as well as a metal pipe. A metal fastening mechanism was also observed on the top southwest portion of the footing. This probably served as the foundation for the gin machinery, as Sanborn Fire Insurance Maps depict the main portion of the gin to be in this location.

Investigators placed a 1 x 1 meter unit a few meters south of the above-ground concrete footing around ST 30. This was excavated only to a depth of about 10 cmbs (4 in) before encountering very compact brick and lime presumed to be demolition debris from the gin structure.

Also observed were at least two "outlines" of rectangular structures in the grass: one approximately 30 meters (90 ft) to the east of Feature 1 and the other about 15 meters (49 ft) south. These outlines do not seem to correspond to any structure present on the 1908 and 1914, but may correspond to structures depicted in the 1924 Sanborn Fire Insurance Map. The map indicates that the outlined structure located east of the footing may be a portion of the seed house while the outlined structure south of the footing may be part of the office complex of the Houghton & Douglass Cotton Gin complex (later renamed the Guthrie Cotton Oil Co. by 1924).

Shovel testing revealed the presence of an intact, subsurface sandstone and sandy paste mortar foundation located approximately 28 meters (82 ft) to the southeast of the concrete footing. This foundation was observed in two different shovel tests placed 5 meters (ca. 15 ft) apart (RF1 and GD55). This foundation was thought to correlate to one of two rectangular structures depicted on the 1908 Sanborn Fire Insurance Map just north of the octagonal cotton house, the cotton house itself. The foundation was more fully exposed in the December 2012 investigations and designated as Feature 9 (see below).

A local informant, Jim Ham, told investigators that the city recently installed a subsurface sewer along the alley portion of Block 36. The installers apparently encountered much of the same materials during their excavation (Brick, glass, metal, etc.). Additionally, he said they tried to remove the concrete gin footing with a backhoe and found that it extends very far into the subsurface. It is not clear what the horizontal impact of that recent work was to deposits, though it is likely that their work disturbed the area at the back of Lots 13-24 and around the concrete gin footing. Ham also indicated that he remembered the gin as a small child (Ham is in his 70s) and that it was demolished before he was ten years old. It was not in operation when he was a child. K.C. Griffin, the current property owner, provided a similar account, suggesting the gin was closed, but still standing in the 1950s. Griffin noted that while no new structures were ever built on the property, it has been subsequently used as a used car lot, and for camping during the

Guthrie Folk Festival.

December 2012 Site Revisit

In December 2012 archeologists revisited the site to more fully assess artifact deposits and site related remains, particularly targeting the foundation remains exposed in STs RF1 and GD55. Four long backhoe trenches and five 50x50 cm test units were excavated within the study area **(Figures 14 and 15).** These investigations documented 11 additional features associated with the gin and abundant artifacts. Most of the artifacts originated from an artifact bearing "demolition" zone buried about 30 cmbs. This zone was easily observable in trench profiles as a thin layer of sooty soil containing artifacts. However, the vast majority of artifacts were nails and window glass fragments, with only a few other types of artifacts found (see artifacts description above). All features were identified level with or just below this sooty demolition zone. In all cases no cultural material was uncovered below a depth of 70 cmbs.

Features 2, 4, and 5 are a pier supports made of 4-5 rough cut sandstone slabs each with sandy lime mortar in between. Each was observed in Trench 1. Feature 3 is a wall segment extending along a north-south axis. Features 2-4 were spaced roughly 6 feet apart while Feature 5 was 12 feet from Feature 4. A concrete trough (Feature 6) was in between Features 4 and 5. This was about three feet deep (1 m) with corrugated sides on the interior. It was filled with loose silty loam containing a few artifacts. A large piece of sheet metal and a brick with cross-hatching was found at the bottom of the trough. The piers and the wall segment are associated with a structure, though it is not clear what structure that is. None of the features align with structures depicted on Sanborn Fire Insurance Maps for any year. Feature 8, an east-west aligned wall foundation identified in Trench 2, is also associated with this same structure and represents the its northern wall. The west end of Feature 8 aligns with the north-south trending Feature 3 and the two features probably connect to each other. Feature 8 extends for about 9 meters (27 feet).

Feature 7, 9 and 10 were found in Backhoe Trenches 2 and 3 and represent elements of the octagonal cotton storage house. Features 7 and 9 are wall foundation segments made of sandstone slabs held together with sandy lime mortar. These were found buried below 25-30 cm of soil. Feature 7 is a segment of the west wall of the cotton house, while Feature 9 may represent an interior wall and the diagonal portions of the north half of the hexagon. Portions of this wall were uncovered during the initial survey phase in STs RF1 and GD55 and backhoe trenching was able to expose the entire length of this interior wall. Each of the wall segments are 14 inches wide.

Feature 10, also associated with the octagonal cotton house, was uncovered in Trench 2 and defined in TU3. Feature 10 represents a possible collapsed wood floor for the octagonal cotton house. Investigators uncovered heavily eroded wood planks at a depth of about 58 cmbs. These were regularly aligned along an east-west axis. Artifacts found in association with the possible floor included wire nails (n=10), a piece of butchered bone, and a fragment of window glass. No artifacts were encountered below 65 cmbs.

Feature 11 was found in Trench 3 and is a concrete pier foundation with a metal post set into it. The metal post is truncated about 3 inches (10 cm) above the concrete pier. Based on its placement, the pier foundation could represent a pier support for the aerial cotton conveyor from the octagonal cotton house to the gin building.

Feature 12 is yet another sandstone wall foundation segment, probably corresponding to a rectangular structure located north of the octagonal cotton house and depicted on the 1908 Sanborn Fire Insurance Map. This feature was encountered in Trench 4 at a depth of 30 cmbs and consists of an east-west aligned wall segment constructed of sandstone slabs held together with sandy lime mortar. A test unit (TU 1) was excavated adjacent to Feature 12. Artifacts found between 30 and 40 cmbs included wire nails (n=10), thick gauge wire (n=3), two window glass fragments, and a large quantity of rusty sheet metal (n=20). Soil below 40 cmbs was sterile.

Based on the trenching results, there appears to be some discrepancy between the Sanborn Fire Insurance Maps and the archeological materials identified during these investigations. For instance, the maps for

each year consistently depict the engine block for the mill and gin (Feature 1) aligned north to south. However, the gin engine block is actually aligned east to west. Likewise, the actual location of foundation walls associated with the octagonal cotton house, as recorded with a Trimble XT GPS device, does not precisely match the size and location of the structure as depicted on Sanborn Fire Insurance Maps. Features 2-6 and 8 do not appear to correspond to any structure that is depicted on Sanborn Fire Insurance Maps.

Additional investigations were conducted at the site in an effort to further evaluate the NRHP eligibility of 34LG105 as an important industrial complex related to the development of Oklahoma and Guthrie from 1899-1930. Its latest period of use appears to have been in the 1940s and the site has not been redeveloped since. Therefore, it has not been heavily overprinted by subsequent land use.

Two phases of investigations uncovered twelve subsurface features related to the gin. The subsurface features include pier supports or wall foundations from three separate structures, as well as a possible wood floor and a concrete support and metal post that may represent a pier for the aerial conveyor to the cotton house. One above-ground feature, the gin engine foundation, remains visible and according to local informants, extends well into the subsurface.

Additionally an artifact-bearing zone of ash, charcoal and coal debris appears to be just above or level with subsurface features (all except Feature 10). This zone contains mostly nails and window glass, though some bottle glass (aqua, clear, solarized and brown), whiteware ceramics, butchered bone, scrap metal, very rusty metal machine and electrical parts, and a few miscellaneous items (such as a padlock, skeleton key, straight pin) were also noted in screened material from trenches and test units.

Overall, while Site 34LG106 contains a number of relatively intact foundation and structural remains, neither these features, nor the artifact assemblage has the potential to yield significant new data. The assemblage appears to be a collection of debris representing the very early through middle 20th century with no real vertical stratification between the earliest materials and the later. The vast majority of the debris consists of window glass and wire nails—in short architectural debris related to the structures themselves. While there are a few other types of artifacts such as whiteware, bottle glass, cut bone, and machine parts, these occur in very small numbers. Moreover, they do not appear to have any real horizontal patterning or chronometric integrity that would allow archeologists to answer specific research questions related to the gin operations, site use and transformations over time. Therefore, overall the site is recommended as not eligible because it does not have potential to yield new data (beyond what can be obtained through archival research) about early ginning operations or industry in Oklahoma.

Site 34LG107- South Half of Block 38

Site 34LG107 is located 200 feet south of the existing centerline for SH-33 roadway and is contained within the study area. This site represents an urban residential occupation that covers the period from about 1900 to the 1970s. It encompasses the south half of Block 38, Lots 13-24 (**Figure 16**).

Eleven shovel tests were placed on the south half of block, spread out over lots 15-22. These shovel tests found a low density of mixed historic and modern material (<100) recovered in the upper 60 cm of sediment that includes one bottle cap, tar paper, clear bottle glass (n=7) window glass (n=50), green bottle glass (n=6), porcelain fragments (n=2), brown bottle glass (n=2), a bone handle from a toothbrush, wire nails (n=2), coal clinkers, tar paper, a chert flake and composition roof shingles. Most of the window glass came from one shovel test (GM 55) which contained a dense layer of window glass in a zone 30-40 cmbs (1-1.4 ft). One of the fragments of bottle glass was embossed with an Owens Illinois mark indicating it was manufactured in Streator, Illinois in 1947. Another fragment of bottle glass was embossed with the lettering “CHH.”

One feature, Feature 1 is evident on lot 17 (716 Cleveland). The feature, also recorded as Historic Standing Structure- Structure 7, consists of the ruins of a house. Sanborn Fire Insurance Maps indicate that the main structure was constructed sometime prior to 1914, but altered by 1924. Visual inspection suggests it was altered several times after its original construction and is now no more than a ruin. The house itself sits on a

foundation originally built with cut sandstone, but has since been bolstered with concrete masonry units (CMU) and concrete. The exterior was wood plank drop siding. Inside walls were constructed of plaster over lathe. The original single gable cedar shingle roof was covered with asphalt shingles at some point. The windows and doorframes were somewhat narrow (less than 30-in.), as was typical of Victorian dwellings. A brick chimney ran up the center of the house and was intended for a coal stove. The original portion of the house was a two room structure, divided in the center, with holes in each wall for coal stove flues. Add addition was built to the rear, sometime before 1924, as it is depicted on the 1924 Sanborn Fire Insurance Map. This addition contained another two rooms, one of which was a bathroom. The other was probably a kitchen. All nails holding boards together were wire.

The floor of the house was hardwood planks that have mostly collapsed. Electrical lines and power outlets where added well after the original construction. These lines ran outside the walls. Archeologists found a circuit breaker box located on the interior north wall. The house is currently uninhabitable and unsalvageable. The roof and floor are caving in with many of the support beams broken. Debris within the house dates to the 1970s, suggesting it was occupied until that time.

There are several depressions on adjacent lots west and northwest of the house but shovel testing did not reveal significant artifact deposits, structural remains, or altered soils that would suggest these depressions represent former cistern, well, or privy locations. Shovel Test GM57 was placed inside the northernmost depression and revealed two fragments of clear bottle glass and one brown bottle glass fragment at a depth of 15 cmbs, but no other artifacts were noted. Soil within the depression did not have a noticeably different texture, color or consistency from surrounding tests. Shovel test GD63 was placed in the depression located 40 feet west of Feature 1 and contained no artifacts whatsoever. Soil in this test consisted of light brown silty loam (2.5YR 4/6) much like sediment in surrounding tests. The depressions may correspond to former structures (depicted on Sanborn Fire Insurance Maps) that were demolished and moved, thus leaving low areas. In either case, the depressions have no significant archeological remains that can contribute interpretable historical data.

One shovel test (GD57) noted large chunks of broken concrete buried 30-45 cmbs (1-1.5 ft), which may relate to disturbed foundation remains or former pier supports. However, this concrete did not appear to have any structural integrity. The location of this test corresponds generally to Lot 15 (718 Cleveland). Nearby shovel tests revealed a small amount of household material (window glass, clear, green, and brown bottle glass, fragmented porcelain, a polished bone handle fragment, and misc. metal fragments) to a depth of 60 cmbs.

Modern debris strewn across the site includes a pile of tires, a trailer, lumber (probably demolition debris from a former structure), and bricks and sandstone blocks are piled up around larger trees. This suggests that heavy machinery probably demo-ed structures at one time and pushed smaller debris up against trees. According to city records, this area was bought out and abandoned as part of a FEMA flood control initiative in the 1980s. Although according to Jim Ham, a local informant, most of the houses in this bend of Cottonwood creek were already abandoned by this time.

According to City Directories, in 1904 residents were (from east to west): JW Banks, JH Daniels, William Combs, ML Morrison, C McThize, and ME League. In 1915 residents were: WH Smith (704 Cleveland), Wert Seeds (708), CA Moore (716), CW Mathias (718) JE Turner (720). WH Smith is listed as “colored.” The 1910 census also has CW Mathias at 718 Cleveland. He is listed as white. The census lists other addresses for this block and indicates that residents were different from ones named in the 1915 City Directory. Census records suggest that most residents were white and rented property. Though it appears that the house at 704 Cleveland (Lots 23 and 24) was always occupied by African Americans.

The 1956 City Directory lists just three residences for the south half of Block 38— 704, 708 and 718 Cleveland. The 718 Cleveland residence, occupied by Jim Van Houten, almost certainly corresponds to the standing structure previously labeled 716 Cleveland on Sanborn Fire Insurance Maps.

Shovel testing and archival research suggests that this site has low data potential. This site is not associated with any significant persons and archeological remains are poorly defined as they are not in stratigraphic order or in context and are mixed with modern materials horizontally throughout the site. Houses that would have occupied the site were built around the turn of the century, and artifacts relating to this early period are sparse. Most of the occupants of these residences were renters; therefore association is difficult to determine. Residences were occupied by Caucasians and African-Americans alike. Survey documented one feature, a ca. 1910-1914 house ruin. No ancillary features were noted. Artifacts were mostly non-diagnostic (or could reflect any period between 1890 and 1950) and many shovel tests contained modern debris such as roof shingles, beer bottle glass, etc. The site as a whole appears to have been bull-dozed to demolish buildings in the 1980s, and is therefore disturbed such that no meaningful data in context could be retrieved. Due to these disturbances, t Site 34LG107 is recommended as not eligible for listing in the NRHP or as a contributing element to the NRHP-listed district.

Historic Standing Structures

Most of the historic-age structures were identified and documented in the 2009 ODOT study. The modification of the study area now includes seven additional historic-age structures (**Figure 2**). HPRI forms were prepared for the following structures as outlined in **Table 2** below.

Noble Avenue Viaduct (SH-33 Bridge)

Constructed in 1936-1937 with funding from a New Deal-era, federal grade crossing program, the concrete girder, double-deck SH-33 Bridge replaced a bridge over Cottonwood Creek and an at grade railroad crossing. The bridge was hailed as the only double-deck bridge in the state, and local celebrations were held accordingly. There are no other known pre-interstate era, double-deck bridges in the state of Oklahoma, and likely very few, if any, left of this design and construction period in the County. Unlike metal truss bridges, the design and construction of a concrete bridge is not conducive to moving or relocating to a different alignment, resulting in the diminished preservation efforts of these bridges. Though the bridge is considered structurally deficient, it is a unique bridge design, funded by a Federal program that helped shape social history, and is therefore historically significant on a national level for association with rural, agricultural development or other events that have made a significant contribution to our history. The bridge was determined eligible by the ODOT with concurrence by SHPO documented in correspondence dated April 17, 2009.

Structure 1

Located at 222 North 2nd Street and listed as a contributing resource in the 1987 NRHP documentation for the Guthrie Historic District, this Folk Victorian House is small in scale and modest in detail. The house is in fair condition, but retains enough integrity of form and design to contribute to the historical significance of the NRHP-listed Guthrie Historic District. Constructed in c.1902, the frame house may have served as a tenant home for nearby industries, such as the Creamery across the street at the time, railroad, cotton gin or lumber yards. The house was constructed within the period of significance of the historic district.

Structure 2

Located at 220 North 2nd Street and constructed in c.1945, the small Shotgun style house is rectangular in footprint and clad in asphalt shingles. The house is listed in the 1987 NRHP documentation for the Guthrie Historic District as a "non-contributing" resource. The house is in fair to poor condition with many alterations, and no longer retains integrity of design or workmanship. The house may have replaced a house that originally is depicted on the 1908 Sanborn Fire Insurance Map. The house lacks architectural distinction and is not known to be associated with events that have made a significant contribution to the broad patterns of our history (Criterion A). The house is not known to be associated with significant persons under Criterion B. Under Criterion C for Architecture, the house lacks architectural character or distinction.

Structure 3

Located at 216 North 2nd Street and listed as a contributing resource in the 1987 NRHP documentation for the Guthrie Historic District, the frame Folk Victorian house was constructed in c.1905. The small house

has undergone numerous additions and alterations, though does retain some original historic fabric (wood sash windows, wood siding under the asphalt shingles). However, the house is in very poor condition with the porch collapsing, windows and doors missing and significant material deterioration. The house no longer retains the design, feeling and workmanship of a Folk Victorian house, and therefore fails to convey the historical significance and period of significance of the Guthrie Historic District. Due to the deterioration of materials, the house lacks integrity of association with the Historic District.

Structure 4

Constructed in c.1912, the Eaton Feed Mill is situated between West 8th and 9th Streets, south of Noble Avenue and adjacent to Cottonwood Creek. The 1914 Sanborn Fire Insurance Map clearly depicts a "Feed Mill and Electric Motor" building, silo, shed and a residence on the same lot. The map also depicts a two-story wood structure with a gable roof and a one-story shed-roof portion extending from the south elevation. West 9th Street once extended over Cottonwood Creek behind the mill complex via a metal truss bridge, which is no longer extant. The associated house, silo and any additional outbuildings are also gone from the site. The feed mill was once owned and operated by Eaton Feeds, though now is utilized to store construction materials. Referred to as a one-story metal barn on Lots 15-16 on Block 41, the property is listed as non-contributing to the NRHP-listed Guthrie Historic District.

Currently, the mill building is comprised of two main sections. The first original portion is the two-story building sheltered by a clipped-hip, standing-seam metal roof. Large garage-style door openings in the gable ends of the building provide for modern truck entrances. Perhaps the most distinctive feature of the mill and one of the last character defining features that remains is the machinery tower protruding from the southern roof sloop near the roof ridge. The square tower is capped with a gable roof and is void of vents or registers. A shed-roofed, one-story massing extends from the southern façade of the main building. Additional sections, likely added later (dates unknown) are rectangular in footprint and sheltered with metal shed roofs. The additions extend from the western section of the mill complex. A concrete ramp leads to a loading dock which extends the length of this section. Five large hanging industrial doors are found on the north (front) façade of the addition. The hyphen that connects the original structure to the addition is slightly recessed and may pre-date the western-most addition. Two wood-planked casement windows are positioned over hanging industrial doors. Corrugated metal siding clads the entire building.

The mill building and associated additions is heavily modified and no longer functions as a feed mill. The building was originally constructed and visually expressed wood siding, and likely utilized large wooden doors, reflective of the prolific lumber and milling industry in Guthrie. The corrugated metal siding was most-likely a c.1940s addition when the siding would have started to show signs of deterioration. The associated residence, silo and outbuildings are no longer extant and diminish the integrity of association (the silo would have been considered a significant character defining feature for the resource). Once surrounded by similar industrial facilities and commercial buildings of the same construction period, the Eaton mill's historical setting is compromised by the adjacent lots occupied by a large modern gas station and tire center. The mill also lacks essential physical features to convey the architectural significance of a historic feed mill (such as silos, equipment, clearly defined functional spaces, etc.). The integrity of materials, workmanship and feeling is compromised with the addition of corrugated metal. The addition of siding has enclosed openings in the building (possibly windows, and some loading doors) thereby diminishing the expression of historic features. The mill does not retain enough architectural integrity to warrant inclusion in the NRHP as an individual resource, or as an addition to the NRHP-listed Guthrie Historic District as a contributing resource.

Structure 5

Located at 214 North 10th Street and constructed in the 1920s, the Shotgun Style house was moved to the current location after 1946 (it does not appear on the 1946 Sanborn Fire Insurance Map). The relocated condition of the house is evident by the lack of street access to the front entrance, associated outbuildings or driveway, and the unconventional placement directly behind a commercial building. The house appears vacant, and may have been utilized as a residence for the commercial building owner on or very near the property. The house is not mentioned in the 1987 NRHP nomination documentation for the Guthrie

Historic District. The one-story frame house is rectangular in footprint and sheltered with a front-gabled roof. Paired wood-framed sash windows comprise the fenestration and are characteristic of this construction period. The house is clad with aluminum siding with evidence of wood-lapped siding underneath. The integrity of setting and location of the house is compromised due to the relocation, and it is no known where the house was relocated from. The house is no longer associated with other houses of similar style, as Shotgun houses are often found in groupings within neighborhoods. The house also lacks architectural distinction and with exception to the typical massing of a Shotgun house, the style is not particularly unique or a good example of its type. The small house is not considered a contributing element to the NRHP-listed Guthrie Historic District, and it does not retain enough architectural integrity to warrant listing in the NRHP as an individual resource.

Structure 6

Located at 1108 West Cleveland Avenue and listed as a contributing resource in the 1987 NRHP documentation for the Guthrie Historic District, this Folk Victorian House is currently undergoing renovation. The house is in fair condition, but retains enough integrity of form and design to contribute to the historical significance of the Guthrie Historic District. Constructed in c.1912, the frame house retain character-defining features of a Folk Victorian house, including fish-scale siding, decorative brackets, eyebrow window and wood sash windows. The house was constructed within the period of significance of the historic district, and conveys the historical significance of the historic district.

Structure 7

Located at 716 Cleveland Avenue and recorded as a feature of Archeological Site 34LG107, a house is situated within dense vegetation on a vacant lot. The house remains on the area adjacent to Noble Park where houses were regularly flooded and subsequently, property owners in were offered a flood buy-out option in the early 1990s. Likely dating from c. 1910 (based on Sanborn Fire Insurance Maps), the house is in very poor condition and is uninhabitable with a collapsed roof and some walls. The frame house shows evidence of a National Folk Style; one-story and modest in footprint. A cut-sandstone foundation, later reinforced with CMU, once supported the house. Clad in wood plank drop siding, the small house was sheltered with a front-gabled cedar shingled roof. A brick-enclosed chimney flue extended from the roof. A later rear addition included a bathroom and perhaps a kitchen. The house lacks architectural distinction and is not known to be associated with events that have made a significant contribution to the broad patterns of our history (Criterion A). The house is not known to be associated with significant persons under Criterion B. Under Criterion C for Architecture, the house lack architectural character or distinction, and is in very poor condition.

Table 2: Identified Historic-Age Resources in the Study Area (HPRI Form Prepared)

Structure	Address	Date	NRHP District Contributing Status	Recommended Contribution Status
1	222 North 2nd Street	c.1902	yes	yes
2	220 North 2nd Street	c. 1945	no	no
3	216 North 2nd Street	c.1905	yes	no
4	Between 8th and 9th Streets South of Noble Avenue	c. 1912	no	no
5	214 North 10th Street	c.1925	no	no

6	1108 West Cleveland Avenue	c. 1912	yes	yes
7	716 Cleveland Avenue	c.1910	no	no

5. RECOMMENDATIONS:

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

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

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

__XXX__ **Additional consultation with SHPO** regarding Standing Structures or Bridges

_____ **Revise design** to avoid/protect resources (If prudent or feasible)

_____ **NRHP Eligibility Archeological Test Excavations** as determined by Department Archeologist and State Archeologist

__XXX__ **Implementation of MOA** with SHPO regarding Mitigation of Adverse Effects to NRHP-eligible cultural resources

COMMENTS REGARDING RECOMMENDATIONS:

Archeological Resources

Survey of the study area documented seven archeological sites and all are associated with the 1889 through 1915 periods. None of these sites have any standing structure components with integrity and therefore none of them are eligible for NRHP listing under Criteria A-C. Five of the archeological sites have been heavily overprinted by subsequent land use and development or do not contain significant archeological resources with potential to yield new data that would make them eligible for listing, under Criterion D, on the NRHP. Two sites, the Oklahoma School for the Deaf/Park Sanitarium (Site 34LG105) and the Houghton & Douglas Cotton Gin (Site 34LG106), have significant historical associations and initial inspection suggested they could contain archeological deposits and or features that may be able to contribute data that would make the sites eligible for listing on the NRHP. However, a re-evaluation of site 34LG106 took place in December of 2012. Four long backhoe trenches and four 50 x 50 cm test units were used to evaluate the site. Twelve features were documented and recorded relating to the Cotton Gin. These features include pier supports and wall foundations from three separate structures, as well as a possible wooden floor, a concrete support and metal post, and the above-ground gin engine footing. However, artifacts relating to these features lack contextual integrity, nor is the assemblage sufficiently diverse to yield significant new data about sites of this type. Therefore, the investigators recommend that 34lG106 is not eligible for NRHP-listing. Site 34LG105, the Oklahoma School for the Deaf/Park Sanitarium spans two blocks, only one of which (Block 42) is in the study area. The portion of the site within the study area, Block 42, has been heavily overprinted and due to this fact, does not contain any features or elements that have potential to contribute to the site's NRHP eligibility, or that warrant further assessment. However, further assessment of the Block 43 portion Site 34LG105 may be warranted should it be affected by the proposed undertaking or any future undertaking where Section 106 of the National Historic Preservation Act applies.

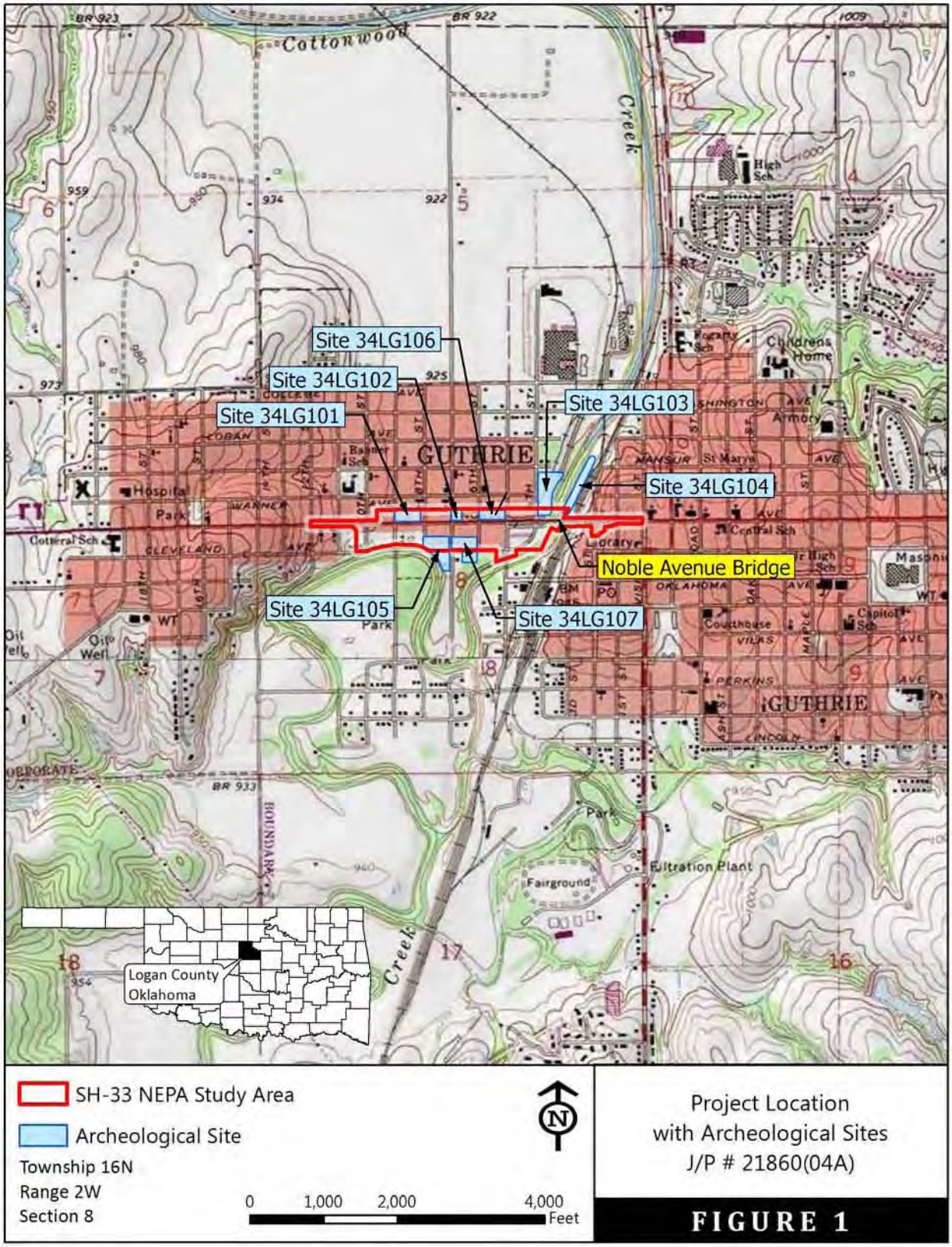
Architectural Resources

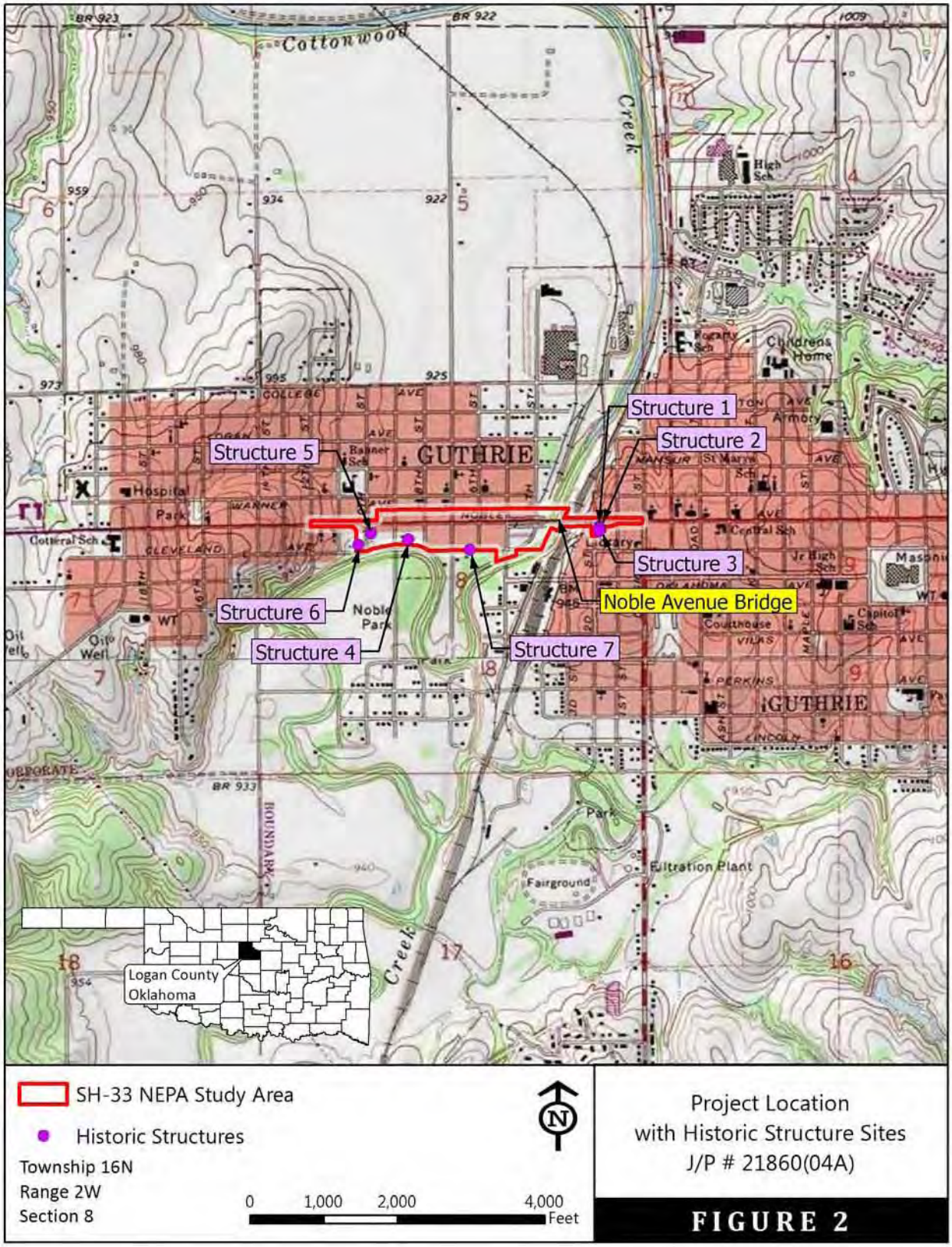
Should replacement of the bridge be necessary, the design would require the modification of roadway approaches and slight alignment adjustment of the new bridge to accomplish safety (line of sight and vertical sight distance for approaching traffic) and flood management will require the acquisition of additional right-of-way. At this time alternatives are being reviewed that will satisfy the purpose and need of the project, which is to correct a structurally deficient bridge and provide as safe passage on SH-33 over Cottonwood Creek. At this time, a determination of effect has not been made, pursuant to 36 CFR 800.4(d), as consultation regarding a recommended alternative is currently underway.

The entire study area is historically significant because it is related to the 1889 Land Run and early settlement of Oklahoma. The entire study area is encompassed within the boundaries of the NRHP-listed Guthrie Historic District. The study area currently includes twelve buildings that contribute to the NRHP-listed Guthrie Historic District. One of these twelve, the house at 216 North 2nd Street (recorded as Structure 3), is recommended as non-contributing as part of this study and the re-evaluation of the resource. The house is in very poor condition and no longer conveys architectural significance or supports the integrity of the historic district. The NRHP-eligible SH-33 bridge is also located within the study area, though does not contribute to the NRHP-listed Guthrie Historic District.

None of the resources surveyed within the NEPA study area during this survey effort are recommended as individually eligible for listing in the NRHP. Structure 1 and Structure 6 are currently considered contributing resources to the NRHP-listed Guthrie Historic District, and continue to convey the historical significance of the district. Structures 2, 4, 5 and 7 are not considered contributing resources of the NRHP-listed Guthrie Historic District.

The Guthrie National Historic Landmark (NHL) District is located approximately 550 feet from the study area. Following the alternatives assessment and establishment of a recommended alternative, the view shed from and to the NHL district will be addressed at the time a determination of effects is made. Ongoing consultation with the SHPO will be necessary to address and resolve any adverse effects, pursuant to 36 CFR 800.6. **Appendix C** provides photos of the NEPA Study Area.


Site 34LG106
Site 34LG102
Site 34LG101
Site 34LG103
Site 34LG104
Noble Avenue Bridge
Site 34LG105
Site 34LG107
GUTHRIE
Cottonwood Creek
Logan County
Oklahoma
SH-33 NEPA Study Area
Archeological Site
Township 16N
Range 2W
Section 8
0 1,000 2,000 4,000 Feet
Project Location
with Archeological Sites
J/P # 21860(04A)
FIGURE 1


Structure 1
Structure 2
Structure 3
Structure 4
Structure 5
Structure 6
Structure 7
Noble Avenue Bridge
GUTHRIE
Cottonwood Creek
Logan County
Oklahoma
SH-33 NEPA Study Area
Historic Structures
Township 16N
Range 2W
Section 8
0 1,000 2,000 4,000 Feet
Project Location
with Historic Structure Sites
J/P # 21860(04A)
FIGURE 2

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Tuesday, March 26, 2013 11:43 AM
To: 'Rene Spineto'; 'David Pettyjohn'; 'chirzel@cheapbrothers.com'; 'pdgreen@odot.org'; 'DNguyen@ODOT.ORG'; 'sjacobi@odot.org'; 'John.Hartley@dot.gov'; Melvena Heisch (mheisch@okhistory.org); 'Lynda Ozan'; 'Catharine Wood'; 'ssundaram@ODOT.ORG'; 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'Kathryn St. Clair'; Raines, Victoria L.; eelder@odot.org; 'Maxine Pruitt'; Andy A. Atlas; 'Scott Stegmann'
Subject: Guthrie - SH-33 over Cottonwood Creek consulting party meeting AGENDA
Attachments: Section 106 Consulting Party Meeting Agenda - 3-27-13.pdf

Good morning all. Please find attached the agenda for tomorrow morning's meeting for the referenced project. As a reminder, we are meeting at the Oklahoma History Center at 10:00 a.m. The doors to the building actually open at 10:00, so let's please plan to start promptly thereafter. We have a short introduction, then a PowerPoint presentation.

Please let me know by the end of the day if I can address any concerns regarding the agenda.

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105
1st floor classroom

Thanks-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

Section 106 Consulting Party Meeting - SH-33 (Noble Avenue) over Cottonwood Creek
March 27, 2013

Oklahoma History Center
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

1st floor classroom

Meeting called by:	Scott Sundermeyer; ODOT Cultural Resources
Consulting parties:	City of Guthrie, Oklahoma Department of Transportation, Federal Highway Administration, Oklahoma State Historic Preservation Office, Preservation Oklahoma, Logan County Historical Society

Agenda

Introductions and recap of June 20, 2012 meeting

Discuss Recommended Alternative

Briefly review any final questions regarding the alternatives

Discuss adverse effect of project to NRHP District and Viaduct

PowerPoint Presentation – effect to NHL District

Discuss mitigative efforts

Additional Information

Special notes: Several alternatives have been analyzed and presented in the 4(f) document, which has been provided to SHPO and consulting parties for review. FHWA-OK has concurred with findings presented in the analysis, including the recommended alternative, however the document has not been sent to FHWA in Atlanta, for legal sufficiency review. Key components of the 4(f) document are the "Measures to Minimize Harm" (Section 8 of the 4(f) document). It will be important for this meeting to address these measures, as proposed, or modify them so that corrections can be integrated and a Final 4(f) can be submitted to FHWA legal sufficiency review prior to approval.

March 27, 2013 Guthrie meeting

Name	organization	Email
Tori Raines	ODOT CRP	tori.ledue@ou.edu
RENÉ SPINEDO	CITY of GUTHRIE	rspinedo@cityofguthrie.com
Maxine Pruitt	CITY of Guthrie	mpruitt@cityofguthrie.com
ED Wood	CHAIRMAN GUTHRIE, LCHS BOARD	EDWOOD@SBCGLOBAL.NET
STEVEN JACOBI	ODOT - BRIDGE	sjacobi@odot.org
Daniel Nguyen	ODOT - PMD	dnguyen@odot.org
John Hartley	FHWA - OK DIVISION	john.hartley@dot.gov
PAUL GREEN	ODOT - Division 4	pdgreen@odot.org
DAVID PETTYJOHN	PRESERVATION OKLAHOMA	david@preservationok.org
Chris Herzer	Logan County Hist Society	Chiezel@cheapbrothers.com
Lynda Ozan	OK/SHPO - NR/TP	lozan@okhistory.org
Melvene Heisch	Deputy OK/SHPO	mheisch@okhistory.org
Cate Wood	OK/SHPO - 106 Coordinator	cwood@okhistory.org
Robert Whisenhunt	ODOT	rwhisenhunt@odot.org
Siv Sundaram	ODOT - Env. Prog Div.	ssundaram@odot.org
Robert Bartlett	ODOT - Env. Pro. Div. CRP	rbartlett@ou.edu
Scott Sundermeyer	odot Env. Pro Div. CRP	ssundermeyer@ou.edu
Scott Stegmann	CP&Y	sstegmann@cpyi.com
Dawn Sullivan	ODOT Env. Program Div	dsullivan@odot.org
Andy Atlas	CP&Y	aatlas@cpyi.com
Kathryn St. Clair	CP&Y	kstclair@cpyi.com
EDUARDO ELDER	ODOT - Roadway	eelder@odot.org
SCOTT SUNDERMEYER	EDOT - LR	ssundermeyer@ou.edu
Jeremiah Breland	Guthrie city mgr.	

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Tuesday, April 16, 2013 7:38 AM
To: 'Rene Spineto'; 'David Pettyjohn'; 'chirzel@cheapbrothers.com'; 'pdgreen@odot.org'; 'DNguyen@ODOT.ORG'; 'sjacobi@odot.org'; 'John.Hartley@dot.gov'; Melvena Heisch (mheisch@okhistory.org); 'Lynda Ozan'; 'Catharine Wood'; 'ssundaram@ODOT.ORG'; 'dsullivan@ODOT.ORG'; Bartlett, Robert B.; 'Kathryn St. Clair'; Raines, Victoria L.; 'Maxine Pruitt'; eelder@odot.org; 'edwood@sbcglobal.net'; Scott Stegmann; Andy A. Atlas; sbreland@cityofguthrie.com
Subject: Logan Co SH-33 Cottonwood Creek Section 106 meeting minutes
Attachments: Guthrie Bridge Project meeting minutes March 27 2013.docx

Good morning all.

Please find attached the Final meeting minutes from March 27, 2013. We have incorporated all comments we received.

As discussed in our meeting, I have provided a summary of progress since March 27 below. Please note that there are two critical paths that we discussed in our meeting. These must be fulfilled before we feel comfortable continuing Section 106 consultation.

Critical path - ODOT/FHWA need to address the proposed undertaking's reasonable and foreseeable effects to the NRHP District.

> Response – complete – ODOT has reviewed all available planning documents. These documents confirm that there are no reasonable or foreseeable effects and that future development is in fact proposed south of town and away from the SH-33 corridor. A memo has been completed summarizing that review. ODOT has incorporated this information into our determination of effects correspondence, which will be submitted to SHPO and other consulting parties for review.

Critical path – ODOT has requested a letter from the City of Guthrie supporting the project. This letter must contain key elements supporting the above and should recognize the heritage tourism of Guthrie, confirming that widening of Noble/SH-33 east of Division Street would jeopardize this.

> Response – ODOT anticipates completion of this letter by April 19, 2013. At that time ODOT will include this information in our determination of effects correspondence with SHPO and other parties, finalize the correspondence letter, and submit supporting documentation for review.

Please do not hesitate to contact me with any questions about the status of our Section 106 consultation.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

Meeting Minutes

Guthrie SH-33 Bridge Project Consulting Party Meeting: March 27, 2013

In Attendance (23 Total)

Name	Organization/Affiliation
Scott Sundermeyer, Robert Bartlett, Tori Raines	ODOT Environmental Div: Cultural Resources
Siv Sundaram, Dawn Sullivan	ODOT Environmental Division
Steve Jacobi	ODOT Bridge Division
Daniel Nguyen	ODOT Project Mgmt Division
Eduardo Elder	ODOT Roadway Division
Paul Green	ODOT Division Engineer (Div 4)
Robert Whisenhunt	ODOT
John Hartley	FHWA
Rene Spineto, Maxine Pruitt	City of Guthrie
Ed Wood	City of Guthrie Historic Preservation Commission
Sereniah Breland	City Manager, City of Guthrie
Chris Hirzel	Logan County Historical Society
Andy Atlas, Scott Stegmann, Kathryn St. Clair	CP&Y
Melvena Heisch, Lynda Ozan, Cate Wood	Oklahoma SHPO
David Pettyjohn	Preservation Oklahoma, Inc.

Meeting called to order at 10:08 AM by Scott Sundermeyer (SAS)
(Introductions around the table)

Overview of previous meeting (June 2012): SAS
(This is the 3rd consulting party meeting held in regard to this project to date)

Review of the purpose and need of the proposed project: SAS and Andy Atlas (AA):
[See Table 3-1 from 4(f) document on page 4]
AA: A few notes on the purpose and need:
-We've heard from Guthrie ISD with concern about the bridge being left open during construction- this is the only route for school buses to/from school, and at least 3 bus routes need the bridge daily. This is a reason in favor of the offset alignment option to be able to keep steady service.
-As for the flood issue: Emergency vehicles have got to be able to cross the bridge and often are unable to do so because of flooding (note photo of the June 2010 flood that caused the bridge to close). It's vital to get a reliable crossing over the creek because it is the main path between the two parts of town.
-Congestion on the functionally obsolete bridge is a major issue. It's not safe- visibility is poor coming over the bridge (the slope makes it difficult to see the cars stopped ahead). It carries 13,000 vehicles per day (vpd) already, and will continue to carry increased numbers of traffic. Additionally, vehicles backing up in the bridge posed a safety threat- just last summer the bridge buckled in places; it is not

safe to have vehicles putting the extra pressure on the bridge. Also, with only 2 lanes, there is no way for emergency vehicles to cross the bridge if there is any traffic—this is a cause for concern.

Dawn Sullivan: (DS)
(see ODOT capacity study report, completed every 2 years)
As you will note, the area that includes the bridge is red: indicating that the road already is not equipped to carry the capacity it currently does. This is part of the reason for the current project boundaries, this is the area with the greatest need. Also, the area of buffer around the bridge (through the residential NRHP district) is in green meaning that is OK at its current standard to carry capacity up to 20 years. The area outside that on either side is colored blue, which means that it can carry its capacity for over the next 20 years.

SAS: Alternatives Analysis
There is the NHRP district AND the NRHP bridge (these are 2 separate entities) that we are concerned with in the immediate vicinity of the project. The 4(f) document identified 9 total alternatives for this project, including a plan to do nothing to the bridge; a plan to rehabilitate the bridge; a new bridge offset to allow the old bridge to remain in place as a pedestrian/cyclist pathway (among others). **The preferred alternative identified in the 4(f) document is: Build a new 4-lane bridge facility 25 ft. south of the existing bridge AND remove the old bridge. As a note, the current study area of the project only includes what ODOT saw as the logical terminus of the boundaries. ODOT has no intent to expand the roadway to 4-lanes along SH-33 outside of these boundaries. As mentioned earlier, the ODOT capacity study also confirms this.

Rene Spineto (RS)
What about at the west end of the project? It goes from 2 lanes, to 4 lanes around the bridge, and back to 2 lanes. Why not 4-lane the whole thing?

Melvena Heisch (MH)
Exactly, that is a reasonably foreseeable action, and that is the problem we have.

DS
I understand that it's confusing, and that is common. It's easy to see this as a corridor issue, but in fact this is a **bridge** issue. Changing the corridor to 4-lane is not reasonably foreseeable because it is specifically not on any ODOT plans for the next 20 years. If that is not sufficient, at what point do we decide that it is?

John Hartley (JH)
At FHWA, the purpose and need generally drive the project. In this situation, the purpose and need only refer to the bridge: that is the area that needs the attention immediately. So, the logical terminus is the bridge itself, and that is it; that is sufficient to drive this project as it is. In this case, it really is not a

corridor project, the issues are safety, creek crossing and hydrology- these are only issues in and immediately around the bridge. Concern about areas to the east and west of the bridge are very difficult to project and that confuses the purpose. It is understandable to voice concern, but it seems like it opens the project too wide. FHWA would like to hear more about local concerns and desires, as that is our concern.

MH
Then we need to see that reasoning in great detail in the report. The regulations are clear that reasonably foreseeable impacts must be addressed, so that has to be stated explicitly in the report.

Chris Hirzel (CH)
OK, but how will merging work with a 4-lane bridge narrowing down to 2 lanes at the road?

JH
I believe traffic diverts at that point, and having a turn lane will help ease problems in merging at the intersections.

Sereniah Breland (SB)
Is there a way for us to see an example of another bridge project that is similar to this? Where it moves from 4 lanes to 2 lanes? That might help us understand the scope and see how it has worked in other projects.

Paul Green (PG)
The point that I'd like to emphasize is that the bridge has got to be replaced, and because we know that it carries enough vehicles to need to be 4 lanes, that is what makes sense to construct. We wouldn't be changing the bridge to 4 lanes if we didn't need to replace the bridge at this time. The construction needs to last, and therefore there is no question that a 4-lane bridge is the best option.

DS
Points out that the majority of trips are local trips as opposed to highway traffic or big trucks.

AA
Points out turning lanes to be at Division Street. ODOT has a 75-year investment with construction projects, and the bridge already calls for 4 lanes to carry the capacity. A 4-lane bridge isn't proposed to meet traffic needs in 20 years, the need is there now.

SB
Just to clarify, we're not asking for a 2-lane bridge.

MH
That's not what we're asking for either.

PG
Closures have occurred recently: recall last summer with the buckling of the bridge. With the traffic backing up on the bridge and the bridge falling apart quickly, NO rehabilitation is possible.

AA
Back to the reasonably foreseeable impacts: in NEPA consultation, what we generally look at is the plans. This includes long-range plans at cities, DOTs, development. If nothing is evident in these plans, we really can't see that as reasonably foreseeable impacts. We need to check on that with regard to Guthrie specifically.

SAS
So does everyone understand the logical termini?

RS
We have no conflict with the bridge. We'd like the new bridge to complement the NRHP district.

DS
And we'll find pictures of a project that has a similar 2 lane to 4 lane situation and send them over.

JH
About the Advisory Council, we had wanted to be clear about the determination of adverse effects before taking the documentation to them (that is generally FHWA's responsibility). Now we understand we need to add some additional information but we need to be clear about what information will suffice.

DS
From what we know, planning documents show that 4-laning the area other than immediately around the bridge is not going to happen. In our minds this is sufficient; where is the disconnect? Remember, if such a project were to happen, the Section 106 process and citizen participation would have to occur all over again, so it will be addressed if that time comes.

MH
As we must fulfill the Section 106 requirements, reasonably foreseeable impacts can be indirect or unforeseen effects. That includes projects that have no federal money involved, and since those projects would NOT get accomplished under the Section 106 process, it's necessary to talk about them now as the bridge is constructed.

SAS: [Powerpoint presentation about the effects to the NHL in downtown Guthrie]
Let's take a look at the photo-mapping illustrations showing the new bridge and its expected impact on the NHL.

Kathryn St. Clair (KSC)
Just a note: the portion of the NHL that's closest to the bridge (at approximately 550 ft. away) is mainly the backs of buildings, parking lots, and a large parking pad. This is not the core of the NHL. We systematically walked through the entire NHL to investigate the viewsheds and consider the impact of the proposed bridge. We believe there is no adverse effect to the NHL by this project.

SAS:
Questions?
We believe that there is an effect on the NHL by the bridge project, but that it is not an adverse effect. Melvena, do you concur?

MH:
We're doing our own research. We're looking at real-life examples of this situation in other instances. We'll get back to you.

SAS:
OK, let's move into design aesthetics. [Continue powerpoint presentation of various examples of possible design options for new bridge]

Steve Jacobi (SJ):
We are interested in complementing and not competing with the surrounding historic district. We've got options with the pedestrian rail and the vehicle barrier. For the vehicle barrier, it must be crash-tested and meet specific criteria, but we still have some options. Want to stress, NO decisions have been made yet, these are only some examples of options.
-The new view on 2nd Street will likely be the biggest visual impact because the bridge will cut off the traffic at that intersection. We'll work with the City and SHPO to decide. (Almost) Anything is possible! We can do a style similar to an Ashlar masonry base and simulated cast stone, with a brick-like color to blend in to the surrounding buildings.

MH:
NO murals!!

All agree to that

SJ:
We also have been working with a stained concrete format with an anti-graffiti coating and it has proven very effective.

SAS: Now for a discussion about mitigating adverse effects to the bridge
We suggest completing a HAER document to thoroughly record the bridge prior to its demolition. Also we could re-evaluate the western portion of the NRHP district to update the boundaries and information. All of these documents would be shared with the City and the Historical Society. We also are working with ODOT and will work with SHPO and the City to consider some landscape screening or design standards.

SB:
One question- what will this do to the police routes? We have an issue with the emergency vehicles being able to get to calls quickly, and the public isn't going to like slowed response times… The station is at 2nd and Oklahoma.

SJ:
Well, you must consider how often they are stopped currently… with flooding issues, the train, and congestion making it impossible the cross the bridge, this should actually make response times faster and more consistent. We also discussed the option of heading one block east from the police station and crossing Cottonwood Creek on the SH-33 bridge to reduce time.

SAS:
This generally concludes the presentation. Do we think there is a need for an additional meeting after this? We will provide logical terminus information and research what we can about reasonably foreseeable impacts. Could this and design discussion be done through email?

DS:
We can get more examples from Steve J and disperse them through email.

SB:
Since this is the first time we've seen any type of rendering, we need to share them. We want to have a public meeting with this information.

MH:
We appreciate you not trying to make the bridge look "historical". Guthrie's historic preservation community has a history of taking care of its history. Citizens are important and we will defer to their opinion.

RS:
Second! Thanks to Melvena.

JH:
So now that we've shown the viewshed photographs, is that enough to make a decision about the effects to the NHL?

MH:
We're doing our own work with the National Park Service about that. One thing we know is that the color of the bridge will be important, it needs to be muted.

RS:
Exactly, it should fade away and keep the attention on the NHL

KSC:
Does that mean that you might think the brick treatment would be too instrusive?

Lynda Ozan (LO):
No red brick!! That would be too intrusive.

RS:
We want concrete or stone with a tan, muted color. No brick. The documentation is very important. HAER should not only go to the Historical Society but also to the Territorial Museum. Also having a memorial or information panel about the original bridge once the new bridge is in place would be nice.

MH:
Also, we could suggest trying to amp up the HAER documentation. Consider gathering oral histories from local citizens who may have participated in the construction of the bridge to add to the documentation.

PG:
So what is our time frame?? The City Council meeting has happened, so the public has had a chance to hear about the project. There are lots of phone calls to me and to the City, there is a public concern of the bridge falling, so this needs to be a priority. Can we get a target date?

SAS
Certainly, let's keep this moving forward.

JH:
FHWA needs to inform the Advisory Council, but we need the effected resources with the SHPO concurrence. Also, with the 4(f), it needs to go through the legal review process with the attorneys in Atlanta—so the 4(f) document must be finalized before we send it- this means that all the Section 106 Process must be completed. Legal review is up to the attorneys, they do it on their own timeline.

DS:
This has been really helpful. We need to get together and discuss everything that needs to be gathered in terms of any extra information that is needed.

SB:
We want to expedite this process as well. It's definitely a concern of citizens and we want to help however we can.

MH:
SHPO has 30 days to comment once we receive the final 4(f) document and the request for concurrence on effects along with the MOA. To clarify, we are not holding anything up—it is in the regulations that we have that 30 days. Additionally, the ACHP and the public have this time to comment. Also, remember that the MOA can be completed without the bridge design being in place.

PG:
Right now, we have a 2015 construction date, which is already going to be close with acquisition of properties. We really do appreciate everyone's work for the public.

Siv Sundaram (SS):
So what is needed right now?

JH
We need the MOA and the determination of effects.

MH
We need the request to comment on effects after this meeting. THEN we have the 30 days to respond.

RS:
So SHPO responds to effects determinations, then that goes to John at FHWA?

JH:
Yes, then we send it to the Advisory Council and invite them to participate.

MH:

JH:
Then, we send the final 4(f) document to legal and follow up with them to ensure that they get to it in a timely manner. Then a public meeting and the completion of the NEPA document.

SAS:
OK, do all parties wish to be concurring parties on the MOA? Most of the responsibility will be with ODOT. We would invite the City to be invited signatories because of their part in the design decisions.

All: Agreed

RS:
We would like to hold at least an e-meeting to keep the momentum moving. Possibly on a regular occasion (monthly) we could send a breakdown of needs and what has happened.

DS:
Absolutely, we do that internally already.

SAS:
11:30 Meeting adjourned. Thanks!

CITY OF GUTHRIE OKLAHOMA

101 North Second Street • PO Box 908 • Guthrie, Oklahoma 73044 • www.cityofguthrie.com • 405.282.0496

RECEIVED
APR 22 2013
ENVIRONMENTAL
PROGRAMS DIV.

April 16, 2013

Daniel Nguyen
Project Manager Division IV
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

RE: Cottonwood Bridge

The proposed Cottonwood Bridge project in Guthrie will provide major benefits for our citizens. A new bride and approaches would improve mobility and access, increase sight-lines and reduce flooding on the roadway. As a part of the initial analysis and design there are several key factors that the City wants to emphasize:

1. **Project Support**: The Cottonwood Bridge has been deemed "structurally deficient." The bridge carries the traffic from State Highway 33, the primary method of east/west vehicular movement across town. We are experiencing more frequent repair problems on the bridge, with each repair shutting down the bridge for longer duration. Additionally, the current bridge terminates in a flood plain and the frequent flooding then closes the State Highway with citizens having to traverse a long, circuitous route to travel from one side of town to the other. Our only hospital becomes cut off from the more populous side of town when repairs or flooding occurs, creating a possible deadly situation. This nearly 80 year old bridge desperately needs to be replaced and the City of Guthrie most emphatically wishes to see a new bridge constructed over Cottonwood Creek.

2. **Need for a Four-Lane Bridge**: The current two-lane bridge was built in 1937. It is not unusual to see traffic backed up on the bridge during peak traffic times. Those backups also include many semi-trucks and school buses. A two-lane bridge would not address the bottle-neck issue for those descending the bridge and making a left-turn at US-77. In addition, it would not be a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years.

3. **Need to Retain a Two Lane Roadway East of Division Street**: The east side of Division Street is lined with some of the finest examples of Victorian residential architecture. The City of Guthrie is known nationally for its late 1800's architecture. Any encroachments of the roadway onto those residential parcels, or demolition of those structures would be disastrous. The City of Guthrie has no plans to widen SH-33 in the foreseeable future.

CITY OF GUTHRIE OKLAHOMA

4. **Guthrie's National Landmark Historic District and Heritage Tourism**: Guthrie's Capitol Townsite Historic District and the National Landmark Historic District are essential to the economic vitality and the essence of Guthrie. Heritage tourism draws visitors to our community daily. As the first capital of the Oklahoma territory, the City of Guthrie is the center of Oklahoma's founding heritage. We guard our architecture assets carefully and enforce our Historic Preservation Ordinances thoroughly. The City and our citizens recognize the Historic District and its importance to heritage tourism and we do not want to jeopardize that. Throughout Oklahoma, Guthrie is synonymous with territorial heritage and our architectural treasures provide a living symbol of fine Victorian architecture.

The City of Guthrie appreciates its partnerships with ODOT and SHPO, and we look forward to a new bridge which safely serves the needs the Guthrie's citizens and visitors yet also compliments the historic nature of our community.

Sereniah Breland
Guthrie City Manager

Cc: Siv Sundaram, ODOT
Scott A. Sundermeyer, RPA, ODOT

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

April 18, 2013

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

Dear Ms. Heisch:

Re: SHPO File #0890-13 and 1266-09 – Logan County Federal Highway Administration Project: STPY-155E(819)EC, J/P 21860(04). Bridge replacement on SH-33 over Cottonwood Creek effects to historic properties including: Cottonwood Creek Viaduct, the Guthrie NRHP District, and Guthrie NHL District.

Thank you for your response of March 12, 2013 regarding the identification of historic properties and supporting documentation for a recommended alternative for the proposed undertaking. As discussed in our Section 106 consulting party meeting of March 27, 2013, we are including information to support a determination of effects to the above-referenced historic properties.

As indicated in the February 14, 2013 correspondence from our office, it is our opinion that the undertaking, as proposed, will adversely affect the NRHP-eligible SH-33 viaduct over Cottonwood Creek (ODOT Structure 4206 1442X) by replacing the existing bridge with a new structure. It is also our opinion that the proposed undertaking will adversely affect the Guthrie NRHP District through the removal of contributing elements to the District which are largely concentrated on the west side of Cottonwood Creek. In addition to these opinions, it was our determination that the Guthrie NHL District would not be adversely affected by the undertaking.

In our March 27 meeting, ODOT documented two concerns from our consulting parties for which we wish to provide additional supporting information: reasonable and foreseeable effects to the Guthrie NRHP District and adverse effects to the Guthrie NHL District.

Reasonable and Foreseeable effects on the Guthrie NRHP District

Your office offered the opinion that reconstruction of the Cottonwood Creek Bridge as a 4-lane facility made the eventual widening of SH-33 east through the Guthrie NRHP District a reasonably foreseeable outcome of this action. As noted in the meeting, the addition of capacity to the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances. This is not proposed to facilitate any potential widening of SH-33.

Reasonable and foreseeable effects are those that are likely to occur or probable as a result of an action, rather than those that are merely possible. Studies to address these effects require judgment based on information obtained from reliable sources such as planning documents, land use trends, or consultation with local individuals with expertise in growth patterns. ODOT has compiled data from a variety of planning documents, including the ODOT Eight Year Construction Work Plan, the Association of Central Oklahoma Governments' (ACOG) Encompass 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Long Range Plan, the Guthrie Plan and the OCARTS 2013-2016 State Transportation Improvement Program (STIP), and has also consulted with the City of Guthrie. These resources do not indicate that there is a likely or probable widening on SH-33 outside of our study area. In fact, planning documents indicate that much future development will occur south of town and would not be accessed by traffic travelling thru the Guthrie NRHP District on SH-33. The attached Memo provided from CP&Y includes references to the studies presented above. The attached letter from the City of Guthrie also describes their plans and recognizes that widening SH-33 through the NRHP-District would be detrimental to the City and its preservation priorities. In light of this information, it is our opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District other than the direct impacts resulting from construction of the proposed project that have already been acknowledged. We respectfully request your concurrence with this determination.

Adverse Effects to the Guthrie NHL District

Pursuant to 36 CFR 800.5, ODOT has applied the Criteria of Adverse Effect and determined that the project will have "No Adverse Effect" to the Guthrie NHL District based on the following.

The Guthrie NHL District is roughly 500 feet south of the proposed undertaking and is not within the footprint of the project. As such, the NHL District will not be directly affected by the undertaking such that physical characteristics of the NHL would be altered. Pursuant to 36 CFR 800.5(a)(2)(i), there will be no physical destruction of or damage to any part of the property. Pursuant to 36 CFR 800.5(a)(2)(ii), there is no proposed alteration of the property that would be inconsistent with the Secretary's Standards for the Treatment of Historic Properties.

Pursuant to Pursuant to 36 CFR 800.5(a)(2)(iii), the proposed undertaking does not involve removal of the NHL District itself and does not involve removal of contributing elements of the NHL from its historic location.

Pursuant to 36 CFR 800.5(a)(2)(vi), the proposed undertaking does not include an element that would introduce neglect or deterioration to the Guthrie NHL District. Pursuant to 36 CFR 800.5(a)(2)(vii), the proposed undertaking does not involve a historic property that is under federal ownership such that this criterion would apply.

Pursuant to Pursuant to 36 CFR 800.5(a)(2)(iv) and (v), it is our opinion that the proposed undertaking will not have an adverse effect to the Guthrie NHL District. The fact that the reconstructed bridge can merely be seen from the NHL District is not an adverse effect, unless it was so dominant in the viewshed that it detracted from the contributing resources. Further, the

replacement of an existing transportation facility is not out of character with a district where prominent features already include streets and the existing bridge is already visible from the outermost edges.

Although the proposed new bridge will be approximately 10 feet higher than the existing structure, we do not believe this is sufficient to substantially alter the setting and character of the district. The lines of sight to the existing viaduct and proposed new facility are mainly from the rear elevations of buildings within the NHL. These viewsheds are currently influenced by modern parking lots, overhead utility corridors, and extant buildings that are not contributing elements to NRHP or NHL Districts. In addition, as part of the environmental review, ODOT completed a noise study which indicated that the NHL District is outside the SH-33 traffic noise impact zone. As proposed, the undertaking does not change the character of use or setting of the NHL nor does it introduce visual atmospheric or audible elements that diminish the integrity of the property's significant historic features or contribute to its historic significance.

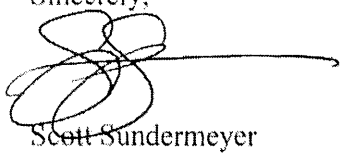
We have provided FHWA's Historic Preservation Officer in Washington D.C. with all available information regarding this project and its potential effect on the NHL. We have also provided her with the supplemental information your office prepared. Based on a review of this information, FHWA, both locally and at the headquarters level, concurs with us that the project will have no adverse effect to the NHL. We respectfully request your concurrence with this determination.

As you are aware, ODOT will continue to consult with Section 106 consulting parties regarding design elements and aesthetic treatments to ensure that the new structure is compatible and non-intrusive to the NHL and the NHRP District. These measures will be codified as stipulations in a Memorandum of Agreement (MOA) among FHWA, ODOT, SHPO, ACHP, and our consulting parties. We note that your agency has already contacted the National Park Service (NPS) with an observation that the project may have an adverse effect on the NHL. As it is our opinion that the undertaking does not constitute an adverse effect to the NHL, we will invite their participation as a consulting party as a courtesy and welcome their input regarding aesthetic measures that can be incorporated in the new bridge. We will provide them with all the documentation that has previously been shared with the current consulting parties. Should NPS then formally inform us or FHWA they would like to participate further in this consultation, we will involve them to the extent they deem appropriate.

So to summarize, pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, it is our opinion that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. The adverse effect to the historic bridge is a direct adverse effect to that structure caused by its removal. The adverse effect to the Guthrie NRHP District is due to the proposed removal of 11 contributing buildings to the District. ODOT has applied the Criteria of Adverse Effect (36 CFR 800.5) and determined that the proposed undertaking will have no adverse effect to the Guthrie NHL District.

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

Sincerely,



Scott Sundermeyer
Assistant Director, ODOT Cultural Resources Program

Cc:

FHWA-OK
City of Guthrie
Logan County Historical Society
Preservation Oklahoma
National Park Service

Memo

DATE: April 11, 2013
TO: Scott Sundermeyer – Assistant Director, ODOT-Cultural Resources Program

FROM: Kathryn St. Clair
RE: J/P 21860(04)

This memo is prepared to document the reasonably foreseeable effects of the proposed SH-33 bridge replacement project on the National Register of Historic Places (NRHP) Guthrie Historic District.

Proposed Project

The proposed project involves the replacement of the existing two-lane SH-33 Bridge with a four-lane bridge. The new four-lane bridge would address the need to facilitate traffic flow and alleviate traffic backing up on the bridge. Additionally, a new bridge and approaches under this alternative would improve mobility and access, increase sight-lines and reduce flooding on the roadway.

The structurally deficient bridge would be replaced with a new bridge offset to the south by 25 feet from the existing alignment. The approaches at the east and west ends of the bridge would be reconstructed to lessen the frequency of road flooding and to improve safety for both automotive and pedestrian traffic. The termini were developed to account for the required vertical and horizontal geometry of the bridge as the bridge approaches return to grade with the existing SH-33 roadway. The western terminus of the project would be 12th Street and the eastern terminus would be US-77 (Division Street). The bridge would return to grade at 8th Street on the west side, and 1st Street on the east side. The roadway leading from the bridge would transition from 9th Street to the project's western terminus at 12th Street. Likewise, SH-33 would be graded from its eastern terminus at the intersection of US-77 and SH-33 to tie into the bridge approach.

The proposed bridge would be 67'4" wide with four, 12-foot driving lanes. Curb and gutters with a combined width of 2'8" separate the inner pedestrian barrier from the driving lanes. Sidewalks measuring 7 feet would line both the east and westbound outer lanes. They would be protected from cars by an inner concrete balustrade barrier, with a decorative concrete barrier on the outside edge of the bridge. The approach roadway west of the creek would require grading and built-up slopes to gradually raise the roadbed out of the floodplain. The slopes would vary in width and range from 24 feet to 50 feet to accommodate the grade needed due to the varying topography. The 7-foot sidewalks would extend east and west from the bridge to both termini.

Cumulative Effects Analysis: Effects of Reasonably Foreseeable Actions Under the Proposed Project

Cumulative effects are defined by the Center for Environmental Quality (CEQ) as " an impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions (40 CFR 1508.7)." Direct effects are considered those that are caused by the project action and occur at the same place and time. Indirect effects are those that are caused by the proposed undertaking and occur at a later time and/or father removed in location (40 CFR 1508.8). Cumulative effects encompass both direct and indirect effects of the project and other past, present or reasonably foreseeable actions that are related in the sense that they may affect the same resources as the undertaking.

Under the proposed undertaking, the direct and indirect effects on historic resources are summarized in the following table:

Table 1: Direct and Indirect Effects on Historic Resources

Historic Resources		
NHL Guthrie Historic District	**SH-33 Bridge (NRHP-eligible)**	**NRHP District**
Avoids adverse effects by implementing context sensitive aesthetic treatments to the bridge design.	Removal of the bridge creates a direct effect on this historic resource. There are no indirect effects on this resource.	Removal of 11 contributing buildings constitutes a direct and indirect effect to the NRHP district.

Reasonably foreseeable actions need to be considered even if they are not specific proposals or defined projects, though the criterion for excluding future actions is whether they are considered speculative. The CEQ provides guidance on evaluating cumulative effects in a document entitled "Considering Cumulative Effects Under the National Environmental Policy Act, 1997." The geographic and temporal boundaries should be logical and sufficient to capture relevant cumulative effects. In addition, in order for future actions to not be considered speculative, they must have enough information for a meaningful analysis. For the purposes of this analysis, actions that are not included in any formal plans are considered speculative. These include short range and long range transportation plans for the city and region, comprehensive city plans, and proposed plats in the vicinity of the project.

In addition to the direct and indirect effects, ODOT has considered potential reasonably foreseeable effects on historic resources by investigating possible future projects that, when combined with this project, would create a cumulative effect on the historic resources discussed in this document. The existing two-lane bridge, with its 24-foot clear roadway width, is not adequate to accommodate current or future traffic since the traffic counts warrant a four-lane section on the bridge, based on guidelines from the Transportation Research Board Highway Capacity Manual (2010).

ODOT considered the option of constructing a two-lane bridge instead of a four-lane bridge for the purpose of minimizing the construction footprint of a new bridge and approaches. A two-lane bridge would not address the bottle-neck issue for those descending the bridge and making a left-turn at US-77. In addition, it would not be considered a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years.

ODOT consulted with the City of Guthrie to determine if there are any plans to widen SH-33 from two lanes to four lanes, or if any development is planned along the SH-33 corridor through Guthrie that may generate additional traffic within the next 20 years. The City of Guthrie, in a conversation from April 5, 2013 stated that there are no plans for future development along the SH-33 corridor between I-35 and the City's western city limit, including the Guthrie Historic District (Spineto, 2013). In addition, a master plan created in 2002 entitled The Comprehensive Plan for the City of Guthrie (the Plan) indicates future plans to develop the south side of town as the industrial and commercial corridor. The Plan indicates that the City intends to improve Industrial Road, located south of SH-33 and which also provides a crossing over Cottonwood Creek, as well as Backhaus Road (a North/South road that connects with Industrial Road) that could tie into the west side of Guthrie. These proposed improvements would direct traffic towards this area of Guthrie and away from SH-33, thus suggesting there would not be a future need to widen the SH-33 corridor that runs through the portion of the Guthrie Historic District east of Division Street (US-77). The City of Guthrie also has indicated in the Plan that they would like to have a new I-35 interchange at Industrial Road. Again, this would encourage industrial and commercial development, and subsequent traffic, to the south side of town and away from the SH-33 corridor.

In addition to the City's plans, ODOT does not have any plans to further improve or widen the SH-33 corridor through Guthrie. Short and long range planning documents, including the ODOT Eight Year Construction Work Plan, the Association of Central Oklahoma Governments' (ACOG) Encompass 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Long Range Plan, the Guthrie Plan and the OCARTS 2013-2016 State Transportation Improvement Program (STIP), do not include a proposed widening on SH-33 from I-35

west to the city limits (see references below for links to these documents). The proposed project's goal is to provide a safe and reliable crossing of SH-33 over Cottonwood Creek while utilizing as much of the current bridge and roadway footprint as possible, thus minimizing disruption to the community. Neither the City of Guthrie nor ODOT has future plans to widen the SH-33 corridor. It is therefore not reasonably foreseeable that the SH-33 corridor would be widened from Division Street to I-35, or west of 12th Street. Planning documents indicate that any future development would be directed south of town and away from the SH-33 corridor through Guthrie.

While no cumulative impacts to cultural resources are foreseeable, any ground disturbing action or above-ground development not subject to the National Historic Preservation Act (i.e. one that does not include federal funding or require a federal permit) has the potential to impact irreplaceable resources. As the entire project area and surrounding area is located within the Guthrie NRHP District, many historic resources have previously been identified, and the City of Guthrie is aware of the resources. Any future federally funded and/or permitted by the Federal government would fall under the Section 106 process.

There would be no reasonably foreseeable cumulative impacts imposed by the proposed project on historic resources identified within the project area.

References:

ACOG
http://www.acogok.org/programs_and_services/transportation_and_data_services/2030plan.asp. Accessed April 4, 2013.

Guthrie Plan, 2002
http://www.cityofguthrie.com/DocumentCenter/Home/View/44. Accessed April 4, 2013.

Spineto, Rene
Personal communication with Guthrie City Planner, Rene Spineto, on April 5, 2013.

STIP
http://www.okladot.state.ok.us/p-r-div/stip/. Accessed April 4, 2013.

Sundermeyer, Scott

From: Sundermeyer, Scott
Sent: Wednesday, April 24, 2013 1:30 PM
To: 'David Pettyjohn'; 'Rene Spineto'; 'chirzel@cheapbrothers.com'; 'John.Hartley@dot.gov'; Melvena Heisch (mheisch@okhistory.org); 'Lynda Ozan'; 'Catharine Wood'; 'tom_keohan@nps.gov'
Cc: 'DNguyen@ODOT.ORG'; sbreland@cityofguthrie.com; 'SSundaram@ODOT.ORG'; 'Kathryn St. Clair'; 'DSullivan@ODOT.ORG'
Subject: Logan County SH-33 Cottonwood Creek effects documentation
Attachments: Logan Co JP 21860(04) SH-33 SHPO NHL and reasonable foreseeable letter with attachments.pdf

Good afternoon –

As we discussed in our March 27, 2013 consulting party meeting, there were some questions regarding "reasonable and foreseeable effects" to the Guthrie National Register of Historic Places (NRHP) District. In addition, there were some concerns that the proposed bridge may have an adverse effect to the Guthrie National Historic Landmark (NHL).

The attached letter and supporting information documents ODOT and FHWA's opinion that there are no reasonable and foreseeable effects to the NRHP District and that the undertaking will have no adverse effect to the NHL.

Please do not hesitate to contact me with any questions you may have.

Best-
Scott

Scott A. Sundermeyer, RPA
Assistant Director
ODOT Cultural Resources Program
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

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

April 30, 2013

Mr. John D. Hartley
Environmental Program Manager
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Re: Documentation of Consultation under Section 106 of the NHPA and Notification to Oklahoma SHPO concerning Determination of Effect for the Logan County STPY-155E(819)EC, J/P 21860(04) Bridge replacement on SH-33 over Cottonwood Creek; Adverse Effects to the National Register of Historic Places (NRHP) eligible Viaduct carrying SH-33 over the Cottonwood Creek (ODOT Structure 4206 1442X), the NRHP-listed Guthrie NRHP District, and No Adverse Effect to the Guthrie National Historic Landmark (NHL) District.

Dear Mr. Hartley:

The Oklahoma Department of Transportation (ODOT) proposes a federal-aid highway funded bridge replacement project in Guthrie, Oklahoma. In consultation with the Oklahoma State Historic Preservation Office (SHPO) and other consulting parties, the Oklahoma Department of Transportation (ODOT) has reviewed National Register Bulletin 15 and applied the Criteria of Adverse Effect found in 36 CFR 800.5 to this undertaking and has recommended that there will be an adverse effect to the NRHP-eligible bridge carrying SH-33 over Cottonwood Creek, by constructing a new four-lane bridge on a new alignment 25 feet to the south and removing the existing bridge. In addition, in order to meet the purpose and need of the project, the construction footprint of the proposed bridge will have an adverse effect to the Guthrie NRHP District through the removal of 11 buildings that are considered contributing elements to the NRHP District. Through the review of existing documentation, ODOT has determined that the construction of a new four-lane facility does not introduce reasonably foreseeable effects to the NRHP District. In addition, ODOT has applied the Criteria of Adverse Effect and determined that the proposed undertaking will not have an adverse effect to the Guthrie NHL District. Supporting data is discussed below and provided in the attachments for your review.

In accordance with 36 CFR Part 800.4, the following identification efforts of historic properties were made:

800.4(a)(1) - The Area of Potential Effect (APE) includes the project NEPA study area as defined in the attached cultural resources report.

800.4(a)(2) - Review of existing information consisted of researching the National Register and Oklahoma Determination of Eligibility database, and the archeological files

at the Oklahoma Archeological Survey. The ODOT Cultural Resources Program has also reviewed the undertaking.

800.4(a)(3) – The public were informed via landowner notification, public notices, and public meetings held in Guthrie, Oklahoma. Pursuant to 36 CFR 800.3(f), ODOT formally consulted with the Oklahoma SHPO to identify consulting parties. In consultation with SHPO, three Section 106 consulting parties were identified: Preservation Oklahoma, Logan County Historical Society, and the City of Guthrie.

800.4(a)(4) – Consultation with tribes was conducted via letters containing project location and scope or were in accordance with any existing agreements, MOUs or PAs FHWA and ODOT have with Native American Tribes. For this undertaking, five federally recognized Tribes in Oklahoma (Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation, United Keetoowah Band of Cherokees, and Wichita and Affiliated Tribes) have demonstrated their interest in being consulted in Logan County for FHWA projects. Responses were received from the Cheyenne and Arapaho Tribes, Osage Nation, and United Keetoowah Band of Cherokees indicating that there were no areas of religious or cultural significance in the APE.

800.4(c) – A consultant conducted cultural resources surveys and reviews within the APE to determine if properties met NRHP criteria. Seven historic-period archeological sites, one historic bridge, and 130 buildings were documented in the APE. All of these properties are within the Guthrie NRHP District. Eleven buildings that contribute to the NRHP District will be removed by the proposed undertaking. In consultation with SHPO, none of the seven archeological sites have been determined to be eligible for inclusion in the NRHP.

Reasonable and Foreseeable effects on the Guthrie NRHP District

As indicated above, the proposed undertaking involves the replacement of a two-lane bridge with a new four-lane facility. The addition of capacity to the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances. This is not proposed to facilitate any potential widening of SH-33.

ODOT has compiled data from a variety of planning documents, including the ODOT Eight Year Construction Work Plan, the Association of Central Oklahoma Governments' (ACOG) Encompass 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Long Range Plan, the Guthrie Plan and the OCARTS 2013-2016 State Transportation Improvement Program (STIP), and has also consulted with the City of Guthrie. These resources do not suggest that there is a likely or probable widening on SH-33 outside of the APE. In light of this information, it is our opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District.

Adverse Effects to the Guthrie NHL District

As stated above, ODOT has issued the opinion that the proposed undertaking will have no adverse effect to the Guthrie NHL.

Pursuant to 36 CFR 800.5, ODOT has applied the Criteria of Adverse Effect and determined that the project will have "No Adverse Effect" to the Guthrie NHL District based on the following.

The Guthrie NHL District is roughly 500 feet south of the proposed undertaking and is not within the footprint of the project. As such, the NHL District will not be directly affected by the undertaking such that physical characteristics of the NHL would be altered.

800.5(a)(2)(i) - There will be no physical destruction of or damage to any part of the property.

800.5(a)(2)(ii) - There is no proposed alteration of the property that would be inconsistent with the Secretary's Standards for the Treatment of Historic Properties.

800.5(a)(2)(iii) - The proposed undertaking does not involve removal of the NHL District itself and does not involve removal of contributing elements of the NHL from its historic location.

800.5(a)(2)(vi) - The proposed undertaking does not include an element that would introduce neglect or deterioration to the Guthrie NHL District.

800.5(a)(2)(vii) - The proposed undertaking does not involve a historic property that is under federal ownership such that this criterion would apply.

800.5(a)(2)(iv) and (v) - It is our opinion that the proposed undertaking will not have an adverse effect to the Guthrie NHL District. The fact that the reconstructed bridge can merely be seen from the NHL District is not an adverse effect, unless it was so dominant in the viewshed that it detracted from the contributing resources. Further, the replacement of an existing transportation facility is not out of character with a district where prominent features already include streets and the existing bridge is already visible from the outermost edges.

Although the proposed new bridge will be approximately 10 feet higher than the existing structure, we do not believe this is sufficient to substantially alter the setting and character of the NHL district. The lines of sight to the existing viaduct and proposed new facility are mainly from the rear elevations of buildings within the NHL. These viewsheds are currently influenced by modern parking lots, overhead utility corridors, and extant buildings that are not contributing elements to NRHP or NHL Districts. In addition, as part of the Environmental Assessment, ODOT completed a noise study which indicated that the NHL District is outside the SH-33 traffic noise impact zone. As proposed, the undertaking does not change the character of use or setting of the NHL nor does it introduce visual atmospheric or audible elements that diminish the integrity of the property's significant historic features or contribute to its historic significance. In addition to the above, ODOT has informed all consulting parties, including the Oklahoma SHPO, that we will continue consultation with the parties to incorporate design elements that will minimize any effect to the NHL District.

The following documents are enclosed for your review and consideration:

- All consultation to date with the Oklahoma SHPO and Oklahoma State Archeologist
- The Cultural Resources Report
- Copies of consultation with consulting parties
- Copies of ODOT's tribal consultation
- A Draft Individual Section 4(f) Evaluation
- Letter of support for the proposed undertaking from the City of Guthrie
- Memo summarizing the existing information to support the opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District

ODOT-CRP consulted with the Oklahoma SHPO on April 18, 2013 and offered the opinion that the undertaking 1) will have a direct adverse effect to the NRHP-eligible bridge and the NRHP District, 2) will have no indirect (reasonable and foreseeable) adverse effect to the NRHP District, and 3) will have no adverse effect to the NHL District. We anticipate a response by May 18, 2013. Should SHPO concur with our opinions above, the above-referenced documentation regarding the direct adverse effects should be submitted to the Advisory Council on Historic Preservation (ACHP), pursuant to Section 800.6(a)(1) of the Section 106 regulations.

Should the Oklahoma SHPO find that the proposed undertaking has an indirect adverse effect to the NRHP District and/or an adverse effect to the NHL, we respectfully request that you notify the ACHP pursuant to 36 CFR 800.5(c)(2).

We understand the FHWA will be submitting the attached documentation to the National Park Service (NPS) for their review, in accordance with 36 CFR 800.10(c). In consideration of this, you may find it appropriate to engage the ACHP and invite their participation at this time, even with no formal response to our opinions of effect from the Oklahoma SHPO.

Please inform our office when this information has been forwarded to the ACHP so that ODOT-CRP may provide this documentation to other consulting parties, as stipulated in 36 CFR 800.6(a)(3).

If you have any questions regarding this project, please contact me at 405-325-7201.

Sincerely,

Scott A. Sundermeyer, RPA
Assistant Director, ODOT Cultural Resources Program

attachments

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

May 16, 2013

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

RE: File #0890-13; Cottonwood Creek Bridge Replacement on SH-33/Noble Avenue, Guthrie, Logan County, #STPY-155E(819)EC, #JP-21860(04), Formerly SHPO #1266-09

Dear Mr. Sundermeyer:

We have received and reviewed the documentation submitted on the referenced project in Logan County, submitted with your letter dated April 18, 2013 and received April 25, 2013. We concur with your finding that the proposed project will have an **adverse effect** on the SH-33 viaduct over Cottonwood Creek (ODOT Structure #4206-1442X), a property determined eligible for the National Register of Historic Places (NHRP) and to be removed and replaced with a new, much larger structure. The historic bridge is a unique type in Oklahoma and represents the important economic and other benefits of the federal recovery programs during the Depression of the 1930s.

We also concur with your finding that the proposed project will have an **adverse effect** on the NRHP listed Guthrie Historic District through the removal of eleven (11) contributing resources to the District as identified in the above referenced project documentation. The properties to be removed in the Guthrie Historic District are located on the west side of Cottonwood Creek.

Furthermore, we now concur with your opinion that the project has no foreseeable effects on historic properties beyond the area of potential effect (APE) through widening of the two-lane sections of SH-33 that extend from each end of the historic and proposed new bridges to connect with four-lane highway. Our decision in this regard is based, in part, on the documentation cited in and submitted with your request, including a letter from the City of Guthrie.

Despite questions raised by our staff and others at both the July 2012 and March 2013 consulting parties meetings, the exact cause of traffic backing up on the historic bridge was never explained. Nor was the problem outlined in any of your correspondence. Much time was given to discussion of the flooding and the structural deficiency of the historic bridge. But, even after questions from another consulting party during the March 2013 meeting about how a four-lane bridge feeding onto a two-lane segment of highway reduces congestion, no answer was provided.

As we reviewed the documentation you submitted, we found two references to the fact that traffic backs up on the historic bridge due to vehicles turning left off SH-33 onto intersecting SH-77. The phrases citing this issue were found in the City of Guthrie's letter concerning foreseeable effects and in the CP&Y report. A discussion about the issue would have been extremely helpful during the consulting party meetings.

RE: File #0890-13; Cottonwood Creek Bridge Replacement on SH-33/Noble Avenue, Guthrie, Logan County, #STPY-155E(819)EC, #JP-21860(04), Formerly SHPO #1266-09

Finally, we respectfully disagree with your finding that the proposed project will have no adverse effect on the Guthrie National Historic Landmark (NHL) District. By raising the new bridge higher than the historic bridge by what appears to be at least ten (10) feet and by relocating the alignment further south toward the NHL District, as well as elongating the approaches to the bridge creating expansive walls where such structures did not previously exist, the proposed project will have **adverse, visual effects** on the Guthrie NHL District. These same elements will also create an additional adverse effect on the NRHP listed Guthrie Historic District. In addition to the mass of the new bridge structure itself, we are concerned that there will be increased effects resulting from installation of lighting on the bridge. We assume that planning has not progressed to the point where the exact type and size of light standards can be known, but, given the much higher bridge structure, it seems reasonable to assume a real potential for additional visual impacts for both the NHL and NHRP districts.

We are, of course, now aware that the Federal Highway Administration has invited the National Park Service to be a consulting party (letter from FHWA to NPS dated May 2, 2013). We are puzzled by the statement in that letter that the invitation is just now being extended to NPS because the SHPO did not identify them as a consulting party. We expressed our concerns about the NHL, as well as the NHRP district, from the beginning of the discussions on this project and urged your agency and FHWA to notify NPS and the Advisory Council on Historic Preservation (ACHP) as quickly as possible. Whether or not this project would have an adverse effect on the NHL, we have planned to exercise our option to request ACHP to enter the consultation on this project, and we will do so. In our opinion, the loss of multiple contributing resources within the NHRP district and the loss of the historic bridge, which is one-of-a-kind in Oklahoma, raises the undertaking to satisfy the ACHP's criteria for entering consultation.

We are willing to continue consultation with you to minimize or mitigate the adverse effects of the proposed project. However, the adverse effects of the project clearly cannot be eliminated. We assume that FHWA will soon contact and invite the participation of the ACHP in order to complete the Section 106 process as outlined in 36 CFR Part 800.

If you may have questions, please contact me directly at 405/522-4484. Please reference the above underlined file number when responding. Thank you.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

cc: Thomas Keohan, National Park Service
John Fowler, Advisory Council on Historic Preservation

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

May 2, 2013

In Reply Refer To:
HDA-OK

Mr. John Wessels
Regional Director
National Park Service
Intermountain Regional Office
P.O. Box 25287
Lakewood, CO 80225

Dear Mr. Wessels,

Pursuant to Section 800.10 of the regulation implementing the National Historic Preservation Act, we are notifying your office of a Federal Highway Administration (FHWA) undertaking that may involve an effect to the Guthrie Historic District National Historic Landmark (NHL) and inviting the involvement of the National Park Service (NPS) in the Section 106 consultation. We are also providing you with hard copies of all Section 106 consultation that has been developed to date and provided to the Oklahoma State Historic Preservation Officer (SHPO) and other consulting parties.

The project involves replacement of the State Highway 33 Bridge over Cottonwood Creek in Guthrie, Oklahoma. At its closest point, the project lies approximately 500 feet north of the NHL. We have determined, based on cultural resources studies performed by the Oklahoma Department of Transportation (ODOT) and consultation with the Oklahoma SHPO and several other consulting parties to the Section 106 process, that the undertaking will result in an adverse effect to the Cottonwood Creek Bridge, which is individually eligible to the National Register of Historic Places (NRHP) but not contributory to the Guthrie NRHP and NHL districts. We have also determined that the project will have direct and indirect adverse effects on the Guthrie NRHP District.

Regarding potential effects to the Guthrie NHL and your agency's involvement, ODOT initially consulted with the Oklahoma SHPO on March 9, 2011 to identify potential consulting parties to this undertaking. At that time SHPO did not suggest NPS as a potential consulting party. In a June 20, 2012 meeting of consulting parties, SHPO suggested the possibility of an effect to the NHL. To evaluate this possibility, ODOT conducted a further evaluation of the project, focusing on potential visual impacts to the NHL. This resulted in an opinion that the undertaking would have no adverse effect to the NHL and the documentation was submitted by ODOT to the SHPO and other consulting parties on February 14, 2013. In a March 27, 2013, Section 106 consulting party meeting, SHPO suggested that the undertaking might have an adverse effect on the NHL and recommended your agency's involvement in the consultation process. We are pleased to invite your agency to participate in the Section 106 process for this undertaking and your expertise will be very helpful in ensuring that the undertaking is implemented in a way that best minimizes any effect to the Guthrie NHL.

For your information, the Division Office and our Headquarters Historic Preservation Officer in Washington, D.C. has reviewed the documentation regarding this undertaking and it is FHWA's opinion that, although the bridge replacement project may have an effect on the Guthrie NHL, there will be no adverse effect to the NHL pursuant to the Criteria of Adverse Effect in 36 CFR 800.5. At present we are awaiting a formal response from the SHPO regarding our opinion of effect to the NHL.

If you have any questions or concerns regarding this please contact me at 405-254-3341 or by email at john.hartley@dot.gov.

Sincerely,

John D. Hartley
Environmental Program Manager

Enclosures: Section 106 Consultation Materials
Draft Section 4(f) Evaluation and Supporting Materials

Cc: Scott Sundermeyer, ODOT-CRP (letter only)
MaryAnn Naber, FHWA-HEPE-20 (letter only)
Christine Whitacre, Heritage Partnerships Program (letter only)

United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:
H34 (IMDE-HPP)

MAY 2 2 2013

Mr. John D. Hartley
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration/ Oklahoma Division
5801 N. Broadway Ext., Ste. 300
Oklahoma City, OK 73118

Dear Mr. Hartley:

RE: HAD-OK; Bridge Replacement, Guthrie, Oklahoma

Thank you for your letter dated May 2, 2013, addressed to John Wessels, Intermountain Regional Director, National Park Service, and for providing us with information regarding the proposed replacement of State Highway 33 Bridge over Cottonwood Creek in Guthrie, Oklahoma. As noted in the material that was sent to us, the project is adjacent to the Guthrie Historic District National Historic Landmark (NHL). The Guthrie Historic District, which was designated as an NHL in 1999, is nationally significant for its association with the opening of the frontier to non-Indian settlement, beginning with the first Oklahoma Land Run in 1889. The district is also nationally significant as an outstanding collection of late 19th and early 20th century commercial architecture.

We also thank you for the invitation to participate in the consultation for this project. As stated in 36 CFR Part 800.10 (c), federal agencies are required to notify the Secretary of the Interior (delegated to the National Park Service) of any consultation involving an undertaking involving an NHL. The Intermountain Region of the National Park Service administers the National Historic Landmark program within an eight-state region, including Oklahoma.

That same paragraph in the Code of Federal Regulations specifies that the agency will invite the Secretary to participate in the consultation where there may be an adverse effect on the NHL. The National Park Service was copied on the letter dated May 16, 2013, from Melvena Heisch of the Oklahoma Historical Society, State Historic Preservation Office, to Scott Sundermeyer of the Oklahoma Department of Transportation, stating that the State Historic Preservation Office believes that the proposed project will have adverse visual effects on the Guthrie Historic District NHL. As such, the National Park Service accepts your invitation to participate as a consulting party for this project.

We look forward to consulting with your office as plans are refined and details developed. Please feel free to contact me at (303) 969-2882 and christine_whitacre@nps.gov, and/or Tom Keohan at (303) 969-2897 and tom_keohan@nps.gov .

Sincerely,

Kara Miyagishima

for Christine Whitacre
Program Manager
Heritage Partnerships Program

cc:
Melvena Heisch, OK SHPO, Oklahoma History Center, 800 Nazih Zuhdi Drive, Oklahoma City, OK 73105-7917

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 29, 2013

Mr. John D. Hartley
Environmental Program Manager
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Re: Logan County STPY-155E(819)EC, J/P 21860(04) Bridge replacement on SH-33 over Cottonwood Creek; Effects to the NRHP eligible Viaduct carrying SH-33 over the Cottonwood Creek (ODOT Structure 4206 1442X), the NRHP-listed Guthrie District, and the Guthrie National Historic Landmark (NHL) District.

Dear Mr. Hartley:

Section 106 correspondence regarding the undertaking was provided to you under separate cover in a letter dated April 30, 2013. In that correspondence our office indicated that we had presented an opinion to the Oklahoma SHPO of *adverse effect* to the NRHP-eligible Cottonwood Creek viaduct and the NRHP-listed Guthrie Historic District. We provided opinion that the proposed undertaking would have no *reasonable and foreseeable effects* to the NRHP District. In addition, we documented and supported an opinion of *no adverse effect* to the Guthrie NHL District.

In the attached letter dated May 16, 2013, the SHPO has concurred with our opinions of *adverse effect* to the viaduct and NRHP District and our opinion of *no reasonable and foreseeable effects* to the NRHP District. SHPO disagrees with our finding of *no adverse effect* to the NHL District.

The above-referenced documentation regarding the direct adverse effects to the viaduct and the NRHP District should be submitted to the Advisory ACHP, pursuant to Section 800.6(a)(1) of the Section 106 regulations.

We respectively request that FHWA concur with our opinion of no adverse effect to the NHL District and that you notify the ACHP and request their comment pursuant to 36 CFR 800.5(c)(2).

If you have any questions regarding this project, please contact me at 405-325-7201.

Sincerely,

Scott A. Sundermeyer, RPA
Assistant Director, ODOT Cultural Resources Program
attachments

U.S. Department
of Transportation
Federal Highway Administration

Oklahoma Division

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

May 31, 2013

In Reply Refer To:
HDA-OK

Mr. Reid Nelson, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Ave, NW, Suite 803
Washington, D.C. 20004-2501

Attn: Ms. Carol Legard, FHWA Liaison

Dear Mr. Nelson,

Pursuant to Section 800.6(a)(1) of regulations implementing the National Historic Preservation Act, we are notifying your office of our determination that Logan County STPY-155E(819)EC, J/P 21860(04), Bridge replacement on SH-33 over Cottonwood Creek will have an adverse effect on the NRHP-eligible Viaduct carrying SH-33 over the Cottonwood Creek (ODOT Structure 4206 1442X), and adverse effects to the NRHP-listed Guthrie NRHP District. The Oklahoma State Historic Preservation Office (SHPO) has concurred with these determinations.

In addition it is the opinion of the Oklahoma SHPO that the project will result in adverse visual effects to the Guthrie National Historic Landmark (NHL) District, located approximately 500 feet south of the proposed project. As the attached documentation will indicate, ODOT and FHWA do not believe the extent of visual impact to the Guthrie NHL rises to the level of an adverse effect such that it diminishes the qualifying characteristics of the property. However, we acknowledge the assessment of adverse effect can be subjective. We request the Council's opinion in this matter and, in order to not delay this important project, we will accept whatever opinion the Council issues regarding effect to the NHL.

We have been working with the various consulting parties to this undertaking regarding measures to mitigate effects to all affected historic properties, including the Guthrie NHL, and hope to finalize a Memorandum of Agreement (MOA) in the near future.

The following documents are enclosed for your review and consideration:

- All consultation to date with the Oklahoma SHPO and Oklahoma State Archeologist
- The Cultural Resources Report
- Copies of consultation with consulting parties
- Copies of ODOT's tribal consultation
- A Draft Individual Section 4(f) Evaluation including all attachments

- Letter of support for the proposed undertaking from the City of Guthrie
- Technical Memo summarizing the existing information to support the opinion that there are no reasonably foreseeable indirect effects to the Guthrie NRHP District

We look forward to the Council's participation in the resolution of adverse effect for this undertaking. If you have any questions or need additional information regarding this action, please contact me at 405-254-3341 or by email at john.hartley@dot.gov.

Sincerely,

John D. Hartley
Environmental Program Manager

Enclosures

Cc: ODOT
SHPO
City of Guthrie
Logan County Historical Society
Preservation OK
NPS

Preserving America's Heritage

July 16, 2013

Mr. John Hartley
Environmental Program Manager
Federal Highway Administration
Oklahoma Division
5801 N. Broadway Ext. Ste. 300
Oklahoma City, OK 73118

Ref: *Proposed Cottonwood Creek Bridge Replacement Project*
City of Guthrie, Oklahoma

Dear Mr. Hartley:

On June 6, 2013, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on properties listed or eligible for listing in the National Register of Historic Places and the Guthrie National Historic Landmark (NHL) District. In your letter, you requested that the ACHP provide our opinion on the extent to which there may be adverse effects to the Guthrie NHL. However, since the Federal Highway Administration (FHWA) has already made a finding of adverse effect for the undertaking as opposed to a finding of no adverse effect, the ACHP declines to provide you with our advisory opinion. Please note that the visual impacts of the replacement bridge on the Guthrie NHL must be evaluated under Sections 110(f) and 106 of the National Historic Preservation Act. Per our regulations, the National Park Service could clarify how this NHL property will be adversely effected by the proposed undertaking.

Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. We recommend that FHWA continue to consult with recognized consulting parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize or mitigate adverse effects on historic properties and the Guthrie NHL.

Going forward, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, affected Indian tribe, other consulting parties, or FHWA, we may reconsider this decision. Additionally, should circumstances change, and FHWA determines that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Oklahoma State Historic Preservation Office (SHPO) and any other consulting parties, and related background documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact Historic Preservation Specialist Najah Duvall-Gabriel at 202-606-8585 or via e-mail at ngabriel@achp.gov.

Sincerely,

Charlene Dwin Vaughn

Charlene Dwin Vaughn, AICP
Assistant Director
Federal Permitting, Licensing and Assistance Section
Office of Federal Agency Programs

Milford Wayne Donaldson, FAIA
Chairman

Clement A. Price, Ph.D.
Vice Chairman

John M. Fowler
Executive Director

Preserving America's Heritage

August 1, 2013

The Honorable Victor M. Mendez
Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Mendez:

In response to a request by the Oklahoma State Historic Preservation Officer, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Memorandum of Agreement for the proposed Noble Avenue Bridge over Cottonwood Creek Replacement Project, Oklahoma. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because the project has the potential to present procedural problems.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying John Hartley, Environmental Program Coordinator, Oklahoma Division, of this decision.

Our participation in this consultation will be handled by Najah Duvall-Gabriel who can be reached at (202) 606-8585 or via e-mail at ngabriel@achp.gov. We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a Memorandum of Agreement.

Sincerely,

John M. Fowler
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

5801 N Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

December 17, 2013

In Reply Refer To:
HDA-OK

Mr. Reid Nelson, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Ave, NW, Suite 803
Washington, D.C. 20004-2501

Attn: Ms. Carol Legard, FHWA Liaison

Dear Mr. Nelson,

Pursuant to regulations implementing the National Historic Preservation Act, we are providing your office with a Memorandum of Agreement (MOA) among FHWA, the Oklahoma Department of Transportation (ODOT), the Oklahoma SHPO, the National Park Service (NPS), and the City of Guthrie (Guthrie), for the following project:

- Proposed Replacement of the State Highway 33 Bridge in the City of Guthrie

On May 31, 2013, you were previously notified that this undertaking would have an adverse effect on the NRHP-eligible SH 33 bridge and NRHP-listed Guthrie Historic District, including within it the Guthrie National Historic Landmark. On August 1, 2013 we were informed of the Council's decision to participate in this consultation.

Preliminary and proposed final drafts of this MOA have been reviewed by the Council and all local consulting parties. A final draft MOA incorporating suggestions from the Council and other signatory parties was circulated for signature. This MOA has been executed by FHWA, ODOT, the Oklahoma SHPO, the National Park Service (NPS) and the City of Guthrie, with Preservation Oklahoma, Inc., (POK) signing as a concurring party.

We are now providing this MOA to the Council for final execution. We previously provided all supporting documents regarding this project to the Council on May 31, 2013. Once we receive the final MOA as executed by the Council, we will circulate it to all signatories.

If you have any questions or need additional information regarding this action, please contact me at 405-254-3341.

Sincerely yours,

John D. Hartley
Environmental Program Manager

cc: MaryAnn Naber, FHWA
Scott Sundermeyer, ODOT
Melvena Heisch, SHPO

From:	Sundermeyer, Scott
To:	"chirzel@cheapbrothers.com"; "david@preservationok.org"; "rspineto@cityofguthrie.com"; "Keohan, Tom"; "Christine Whitacre"; "sbreland@cityofguthrie.com"
Cc:	"SSundaram@ODOT.ORG"; "DNguyen@ODOT.ORG"; "Najah Duvall-Gabriel"; "Melvena Heisch"; "John Hartley"; "DSullivan@ODOT.ORG"
Subject:	Logan Co JP 21860(04) Guthrie - SH-33 Cottonwood Creek FINAL MOA
Date:	Monday, November 18, 2013 8:12:00 AM
Attachments:	Logan Co JP 21860(04) SH-33 Cottonwood Creek MOA 11-4-13.docx

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Good morning –

All parties have reviewed the Memorandum of Agreement for the referenced project, and the Advisory Council on Historic Preservation has reviewed the revised draft and the consulting party comments. The attached MOA has been approved for circulation for signatures. As we have been using e-mail as our primary method of transmittal, I trust that this is still acceptable for the final version. I will attempt to contact each of you via telephone throughout the week to answer any questions you may have.

Please review the final document, find the signature sheet for your organization, sign and return to me at the address below. Once I have the signatures, I will submit to the Oklahoma SHPO and FHWA for their signatures. Once the MOA is executed, we can incorporate the Section 106 consultation into the remainder of our environmental studies and proceed with the next steps. Please do not hesitate to contact me with any questions.

Thank you all for your help and your patience-
Scott

Scott A. Sundermeyer, RPA
Cultural Resources Program Director
Oklahoma Department of Transportation
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, OK 73019
405.325.7201
ssundermeyer@ou.edu
http://www.odotculturalresources.info/

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

December 12, 2013

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

Dear Ms. Heisch:

Re: Logan County Federal Highway Administration Funded Project: STPY-155E(819)EC, J/P 21860(04); Memorandum of Agreement for adverse effects of the replacement of the SH-33 (Noble Avenue) bridge over Cottonwood Creek (Structure 4206 1442X [NBI 05047]); SHPO File #0890-13.

Thank you for your assistance with this undertaking. Attached is a Memorandum of Agreement (MOA) for the referenced undertaking, which will result in an adverse effect to the NRHP-eligible bridge and NRHP-listed Guthrie Historic District.

The attached MOA features several mitigative measures that ODOT and FHWA expect to have completed within three years of its execution.

If you are in agreement with stipulations included in the attached MOA, please have it signed by the State Historic Preservation Officer and return it to me for subsequent distribution. Upon your approval of the MOA, we will forward the agreement to the ACHP and will submit a fully-executed agreement to your office..

If you have any questions or need further information, please contact me at 325-7201.

Sincerely,

Scott A. Sundermeyer
Director, ODOT Cultural Resources Program

MEMORANDUM OF AGREEMENT
AMONG
FEDERAL HIGHWAY ADMINISTRATION,
OKLAHOMA DEPARTMENT OF TRANSPORTATION,
THE OKLAHOMA STATE HISTORIC PRESERVATION OFFICE,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE NATIONAL PARK SERVICE
REGARDING
PROPOSED REPLACEMENT OF SH-33 VIADUCT OVER
COTTONWOOD CREEK

WHEREAS, the Oklahoma Department of Transportation (ODOT) plans to replace the existing double-deck viaduct carrying SH-33 (Noble Avenue) over Cottonwood Creek in Guthrie, Logan County, Oklahoma, a property determined eligible for listing on the National Register of Historic Places (NRHP), by constructing a new four-lane bridge on a slight offset alignment to the south; and

WHEREAS, the proposed widening of the bridge itself is driven solely by local factors related to its current design, placement with respect to adjacent intersections, and local events in the area of the bridge that cause traffic to back up on the bridge, resulting in a safety concern due to its very poor condition and poor sight distances, and that the proposed four-lane bridge is not being constructed to facilitate any potential future widening of SH-33 through the NRHP-listed Guthrie Historic District; and

WHEREAS, in order to construct the new bridge on the selected alignment, 11 buildings that contribute to the NRHP-listed Guthrie Historic District must be removed; and

WHEREAS, the Federal Highway Administration (FHWA) plans to fund the Project, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 CFR 800; and

WHEREAS, FHWA has determined that Federal-Aid Project STPY-155E(819)EC, State Job J/P 21860(04) will have an adverse effect to the existing double-deck viaduct over Cottonwood Creek (Structure 4206 1442X [NBI 05047]), a property determined eligible for inclusion in the National Register of Historic Places, the NRHP-listed Guthrie Historic District, and that the undertaking may have the potential to adversely affect the Guthrie National Historic Landmark (NHL), and has consulted with the Oklahoma State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800; and

WHEREAS, in accordance with 36 CFR 800.3(f) ODOT and FHWA, in consultation with the Oklahoma SHPO, identified Preservation Oklahoma, the Logan County Historical Society, and the City of Guthrie as consulting parties. ODOT and FHWA met with these parties and the Oklahoma SHPO to discuss the undertaking and ask for comments on March 23, 2012; June 20, 2012; and March 27, 2013; and

WHEREAS, under 36 CFR 800.10 Special Requirements for Protecting National Historic Landmarks and Section 110(f) of the act requires that the agency official, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to any National Historic Landmark that may be directly and adversely affected by an undertaking; and

WHEREAS, under 36 CFR 800.10 (c); The agency official is required to notify the Secretary of the Interior (delegated to the National Park Service Regional Directors) of any consultation involving a National Historic Landmark and invite the Secretary to participate in the consultation where there may be an adverse effect; and

WHEREAS, FHWA consulted with the National Park Service (NPS) Intermountain Regional Office on May 2, 2013 and invited the NPS to be consulting party in the Section 106 consultation; and

WHEREAS, the FHWA has consulted with the NPS regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as an invited signatory; and

WHEREAS, the FHWA has consulted with the City of Guthrie regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a signatory party; and

WHEREAS, the FHWA has consulted with the Logan County Historical Society, and Preservation Oklahoma, regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a concurring party; and

WHEREAS, the FHWA has consulted with the Cheyenne and Arapaho Tribes, Iowa Tribe of Oklahoma, Osage Nation, United Keetoowah Band of Cherokees, and Wichita and Affiliated Tribes in accordance with 36 CFR 800.2(c)(2), and determined that no properties of traditional religious cultural significance will be affected by the undertaking; and

WHEREAS, in accordance with 36 CFR Part 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen to participate in the consultation pursuant to 36 CFR Part 800.6(a)(1)(iii) as a signatory to this MOA; and

NOW, THEREFORE, FHWA, Oklahoma Department of Transportation, the Oklahoma SHPO, the ACHP, and the NPS agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA will ensure that the following measures are carried out. Measures will be met within the timeframes presented for each stipulation.

I. Prior to the construction of the new bridge, ODOT will record the existing bridge to meet the Historic American Engineering Record (HAER) standards to provide imagery, plans, and historical context to illustrate the national historical significance of the bridge. ODOT shall consult with the NPS Intermountain Regional Office for determining the appropriate level of documentation. Once the NPS Intermountain Regional Office has set the level of documentation and approved the final HAER documentation, the NPS will transmit the documentation to the Library of Congress, HABS/HAER/HALS Collection. ODOT shall submit a copy of the final materials to the Oklahoma SHPO. The HAER documentation will be completed and submitted within three years of execution of this MOA.
    a. Prior to beginning any work on the bridge, archival, large-format photographs will be taken and a short history of the bridge written in accordance with the appropriate level of documentation set by the NPS Intermountain Regional Office. ODOT will work with the NPS to complete the documentation to meet HAER standards.
    b. ODOT will make a reasonable attempt to seek out individuals in the Guthrie vicinity who may have worked on construction of the Cottonwood Creek Viaduct and who may be able to provide additional perspectives regarding the historic context of the bridge.

II. Prior to the construction of the new bridge, the existing 11 buildings that will be affected by the undertaking will be recorded and documented. Documentation will be completed and submitted to the SHPO within two years of execution of this MOA. This documentation will include the following:
    a. High Quality, 35 mm black and white photographs, of the buildings, documenting their appearance and current setting, together with all negatives or archival gold CD containing digital TIFF files that meet or exceed the minimum requirement for pixel depth. Photographs are to be submitted and approved by SHPO as meeting the conditions outlined above before any work takes place that will affect the property.
    b. The photographs will be a minimum 4" x 6" and no larger than 8" x 10" and will be clearly labeled with the following information:
        i. Name of property;
        ii. Location (county, city, state, and street address);
        iii. Name of photographer;
        iv. Date of photograph;
        v. Location of photographic negative;
        vi. Indication of direction camera is pointing;
        vii. Number of photograph in series.
    c. Preparation of a brief written technical description of the buildings and historical summary.
    d. All documentation will be edited, catalogued and packaged in a manner

acceptable to the Oklahoma SHPO. The Oklahoma SHPO will be the repository for the documentation

III. ODOT will complete a review of the Guthrie Historic District NRHP nomination form and prepare an aerial photograph or map of the contributing properties in the district that are still extant. ODOT will produce a Geographic Information System (GIS) data file that would provide geospatial information of the Guthrie NRHP District. The mapping will be completed within two years of execution of this MOA.
    a. This data file will be provided to the SHPO and the City of Guthrie for their use. ODOT will also retain the GIS data in its offices. The GIS data will include the boundaries of the existing historic districts (the NRHP and NHL) and the ability to select a parcel, determine the historic designation, and view an image of buildings on the parcel.

IV. Within three years of the execution of this MOA, ODOT will provide all research documentation, research materials, copies of photographs, HAER documentation of the bridge, and documentation of the buildings, and maps produced to the City of Guthrie and the Logan County Historical Society for use in the research library or other repository.

V. ODOT will install an interpretive kiosk or panel adjacent to the new bridge presenting the history of the former double-deck viaduct. ODOT will consult with the Oklahoma SHPO and the City of Guthrie regarding the location of the kiosk or panel and the content of the information presented on the interpretive kiosk or panel. This kiosk or panel will be completed and put into place prior to the opening of the new bridge to traffic.

VI. ODOT will implement design considerations to minimize effects of the new bridge within the NRHP and the adjacent NHL District. These design elements will be developed in coordination with SHPO, NPS, and other local consulting parties to ensure reasonable compatibility with the surrounding historic district. The existing SH-33 bridge is not part of the period of significance of the Guthrie NRHP or NHL District. However, new construction features will consider the surrounding district setting, feeling and association. ODOT and FHWA shall consult with the City of Guthrie, the Oklahoma SHPO, and the National Park Service in the development of the bridge design.
    a. ODOT will review and consider design elements in the configuration of the new bridge, and approaches will include measures to minimize direct and indirect impacts to the surrounding NRHP and nearby NHL historic districts. ODOT will consider appropriate landscape screening along the approach wall at 2nd Street and SH-33 to soften the view from the northern boundary of the Guthrie NHL District at 2nd Street and Cleveland Avenue.
    b. ODOT shall provide copies of plans, drawings, or other documentation regarding design elements that are proposed for the new bridge. Signatories will review these materials and provide comment within 30 days of receipt of such materials.
    c. ODOT shall not advertise this project for construction bids until all agreed-upon design and construction measures to minimize impacts to the surrounding NRHP and NHL districts are incorporated into the final Plans,

Specifications, and Estimates (PS&E) package.

VII. Duration. This MOA will be null and void if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, FHWA shall either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation 11 below. FHWA shall notify the signatories as to the course of action it will pursue.

VIII. Post-Review Discoveries. If potential historic properties are discovered or unanticipated effects on historic properties found, FHWA shall follow ODOT Spec 107.09, Protection of Archeological and Unmarked Human Burial Sites.

IX. Monitoring and Reporting. Each year following the execution of this MOA until it expires or is terminated, ODOT shall provide all signatories to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

X. Dispute Resolution. Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.

b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

c. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

XI. Amendments. This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XII. Termination. If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA and SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Federal Highway Administration

BY: _____ DATE: Dec 16, 2013

John Hartley
Environmental Program Manager
Oklahoma Division

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma Department of Transportation

BY: _____ DATE: 12/13/2013

Dawn Sullivan
Environmental Programs Division Engineer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Oklahoma State Historic Preservation Office

BY: _____ DATE: 12/16/13

Bob Blackburn
State Historic Preservation Officer

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

City of Guthrie

BY: _____ DATE: 12-12-13

Sereniah Breland
Guthrie City Manager

Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Advisory Council on Historic Preservation

BY: _____ DATE: _____

Reid Nelson
Director

Invited Signatory

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

National Park Service

BY: Christine Whitacre DATE: 11/20/2013

Christine Whitacre
Program Manager, Heritage Partnerships Program
Intermountain Region

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Preservation Oklahoma

BY: _____ DATE: 11/25/13

David Pettyjohn
Executive Director

Concurring Party

MOA for STPY-155E(819)EC; State Job 21860(04) SH-33 (Noble Avenue) over Cottonwood Creek in Logan County, Oklahoma (Structure 4206 1442X [NBI 05047])

Logan County Historical Society

BY: _____ DATE: Nov. 19 2013

Chris Hirzel
President

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

31 October 2008

Cheyenne and Arapaho Tribes
Attn: Governor Darrell Flyingman
P.O. Box 38
Concho, OK 73022

Dear Governor Flyingman:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and BNSF Railroad in Guthrie; J/P# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking and the project number on all correspondence.

The Department of Transportation will also perform a cultural resources survey in consultation with the Oklahoma State Historic Preservation Office and/or the Oklahoma State Archaeologist. You will be provided a copy of the cultural resources report to review upon its completion.

If this project is likely to affect individual Native American allotments, tribally owned land, tribal cemeteries, cultural or religious sites, or lands held in trust for Native tribes by the United States government, please notify me as soon as possible. Rest assured that the Oklahoma Department of Transportation will respect all wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Lynette Gray

ADMINISTRATION
&
MANAGEMENT

CHEYENNE AND ARAPAHO TRIBES OF OKLAHOMA

P.O. Box 38
Concho, Oklahoma 73022
(405) 262-0345

February 11, 2010

Oklahoma Department of Transportation
111 E. Chesapeake Rm 102
Norman, OK
73019

RE: TCNS # /Project No. SAPY-142A(102)Sp# 21860(04) Logan Co.

To Whom It May Concern:

On behalf the Cheyenne and Arapaho Tribes, greetings and thank you for 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 commented as followed.

☐ _____ The Cheyenne and Arapaho Tribes have no interest in this area geographically. There is no likelihood of eligible properties of religious and cultural significant to the Cheyenne and Arapaho Tribes in the proposed project site.

☐ _____ The Cheyenne and Arapaho Tribes have an objection or request additional project information. The Cheyenne and Arapaho Tribes require the following addition information in order to provide a finding of effect this proposed undertaking:

_____

_____

☒ No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify the Cheyenne and Arapaho Tribes.

☐ _____ No Adverse effect. The Cheyenne and Arapaho Tribes have identified properties of cultural and religious significance within the area of effect that are believed to be eligible for listing in the National Register, for which there would be no adverse effect as a result of the proposed project.

☐ _____ Adverse effect. The Cheyenne and Arapaho Tribes have identified properties of cultural and religious significance within the area potential effect that are eligible for listing in the National Register. The Cheyenne and Arapaho Tribes believe that the proposed project would cause an adverse effect on these properties.

Best Regards,

Lgray

Lynnette Gray
Tribal Historic Preservation Officer (Acting)
Planning and Development
Cheyenne and Arapaho Tribes of Oklahoma
100 Red Moon Circle, Box 38
Concho, Oklahoma 73022
v. (405) 422-7622
f. (405) 422-1199
e. lgray@c-a-tribes.org

RECEIVED
FEB 15 2011

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

31 October 2008

Iowa Tribe of Oklahoma
Attn: Chairperson Christie Modlin
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Modlin:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and BNSF Railroad in Guthrie; J/P# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking and the project number on all correspondence.

The Department of Transportation will also perform a cultural resources survey in consultation with the Oklahoma State Historic Preservation Office and/or the Oklahoma State Archaeologist. You will be provided a copy of the cultural resources report to review upon its completion.

If this project is likely to affect individual Native American allotments, tribally owned land, tribal cemeteries, cultural or religious sites, or lands held in trust for Native tribes by the United States government, please notify me as soon as possible. Rest assured that the Oklahoma Department of Transportation will respect all wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

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

31 October 2008

Osage Nation
Attn: Chief Jim Gray
627 Grandview
Pawhuska, OK 74056

Dear Chief Gray:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and BNSF Railroad in Guthrie; J/P# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

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

28 January 2011

Cheyenne and Arapaho Tribes
Attn: Governor Janice Boswell
P.O. Box 38
Concho, OK 73022

Dear Governor Boswell:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie; Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Lynnette Gray, THPO

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

28 January 2011

Iowa Tribe of Oklahoma
Attn: Chairperson Janice Kurak
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Kurak:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie; Project # STPY-142A(102), JP# 21860(04)

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Robert Fields

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

28 January 2011

Osage Nation
Attn: Chief John Red Eagle
627 Grandview
Pawhuska, OK 74056

Dear Chief Red Eagle:

RE: Logan County bridge replacement on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie; Project # STPY-142A(102), JP# 21860(04)

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Sincerely,

Rhonda S. Fair
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

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

28 March 2012

Cheyenne and Arapaho Tribes
Attn: Governor Janice Boswell
P.O. Box 38
Concho, OK 73022

Dear Governor Boswell:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Margaret Anquoe, Acting THPO

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

28 March 2012

Iowa Tribe of Oklahoma
Attn: Chairperson Janice Kurak
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Kurak:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

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Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Robert Fields

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

28 March 2012

Osage Nation
Attn: Chief John Red Eagle
627 Grandview
Pawhuska, OK 74056

Dear Chief Red Eagle:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

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Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

TRIBAL HISTORIC PRESERVATION OFFICE

Date: **June 20, 2012** **File: 1112-691OK-6**

RE: **ODOT Project#STPY-142A(102), JP#21860(04); bridge replacement in Guthrie, OK.**

Cultural Resources Office
Rhonda S. Fair
111 E. Chesapeake, Room 102
Norman, OK 73019-5111

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project listed as ODOT Project#STPY-142A(102), JP#21860(04); bridge replacement in Guthrie, OK.. **The Osage Nation requests a copy of the Phase I cultural resources survey.**

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

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources. **The Osage Nation anticipates reviewing and commenting on the planned Phase I cultural resources survey for the proposed ODOT Project#STPY-142A(102), JP#21860(04); bridge replacement in Guthrie, OK..**

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.

Barker Fariss, Ph.D.
Archaeologist I

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

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

28 March 2012

United Keetoowah Band of Cherokees
Attn: Chief George Wickcliffe
Post Office Box 746
Tahlequah, OK 74465

Dear Chief Wickcliffe:

RE: Logan County proposed improvements and bridge replacements on State Highway 33 over Cottonwood Creek, Noble Street, and the BNSF railroad in Guthrie (revised project plans); Project # STPY-142A(102), JP# 21860(04)

Pursuant to Section 800.2(c)(3) of the 1999 Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding places of traditional cultural value which may be affected by the above referenced Federal-Aid undertaking.

In order to provide the most thorough consideration of traditional cultural properties, we would appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence.

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Lisa LaRue-Stopp

Fair, Rhonda S.

From: Lisa LaRue-Baker - UKB THPO [ukbthpo-larue@yahoo.com]
Sent: Tuesday, April 10, 2012 5:01 PM
To: Fair, Rhonda S.
Cc: lstapleton@unitedkeetoowahband.org
Subject: Re: Logan Co 21860(04) bridge replacements

The United Keetoowah Band of Cherokee Indians in Oklahoma has reviewed your project and has no comment or objection at this time. However, if any inadvertent discoveries occur, please cease all work immediately and contact us.

Lisa LaRue-Baker
Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma
PO Box 748
Tahlequah, OK 74465

c 918.822.1952 f 918.458.6889
ukbthpo-larue@yahoo.com

--- On **Wed, 3/28/12, Fair, Rhonda S.** <*rsfair@ou.edu*> wrote:

From: Fair, Rhonda S. <rsfair@ou.edu>
Subject: Logan Co 21860(04) bridge replacements
To: "ukbthpo-larue@yahoo.com" <ukbthpo-larue@yahoo.com>
Date: Wednesday, March 28, 2012, 12:52 PM

Dear Lisa,

Please see the attached project notification. The original letter has been mailed to Chief Wickcliffe.

Just let me know if you have any questions.

Thanks!

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

15 February 2013

Cheyenne and Arapaho Tribes
Attn: Governor Janice Prairie Chief Boswell
P.O. Box 38
Concho, OK 73022

Dear Governor Boswell:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Margaret Anquoe, Acting THPO

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

15 February 2013

Iowa Tribe of Oklahoma
Attn: Chairperson Janice Kurak
Route 1 Box 721
Perkins, OK 74059

Dear Chairperson Kurak:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

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Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Cultural Preservation Office

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Phone: 405-325-7201/325-8665; FAX: 405-325-7604

15 February 2013

Osage Nation
Attn: Chief John Red Eagle
627 Grandview
Pawhuska, OK 74056

Dear Chief Red Eagle:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Andrea Hunter

TRIBAL HISTORIC PRESERVATION OFFICE

Date: **April 1, 2013** **File: 1213-1066OK-3**

RE: **ODOT JP# 21860(04A); Logan County proposed correction of bridge**

ODOT: Cultural Resources Program
Rhonda S. Fair
111 E. Chesapeake, Room 102
Norman, OK 73019-5111

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has evaluated your submission regarding the proposed ODOT JP# 21860(04A); Logan County proposed correction of bridge most likely **will not adversely affect properties of cultural or sacred significance to the Osage Nation. The finding of this NHPA Section 106 review has resulted in a determination of "No Properties."**

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969). **The Osage Nation concurs that as a part of the scoping process the Federal Highway Administration fulfilled NHPA and NEPA compliance by consulting with the Osage Nation Historic Preservation Office in regard to the proposed project referenced as ODOT JP# 21860(04A); Logan County proposed correction of bridge.**

The Osage Nation has vital interests in protecting its historic and ancestral cultural resources. We do not anticipate that this project will adversely impact any cultural resources or human remains protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, or Osage law. **If, however, artifacts or human remains are discovered during project construction, we ask that work cease immediately and the Osage Nation Historic Preservation Office be contacted.**

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.

Dr. Andrea A. Hunter
Tribal Historic Preservation Officer

Barker Fariss, Ph.D.
Archaeologist I

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

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

15 February 2013

United Keetoowah Band of Cherokees
Attn: Chief George Wickcliffe
Post Office Box 746
Tahlequah, OK 74465

Dear Chief Wickcliffe:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Lisa LaRue-Baker

Fair, Rhonda S.

From: Lisa LaRue-Baker - UKB THPO [ukbthpo-larue@yahoo.com]
Sent: Tuesday, February 19, 2013 9:18 AM
To: Fair, Rhonda S.
Cc: lstapleton@unitedkeetoowahband.org
Subject: Re: Logan Co JP# 21860(04) CR report

The United Keetoowah Band of Cherokee Indians in Oklahoma has reviewed your project under Section 106 of NHPA, and at this time have no comments or objections. However, if any human remains are inadvertently discovered, please cease all work and contact us immediately.

Lisa C. Baker
Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma
PO Box 746
Tahlequah, OK 74465

c 918.822.1952
ukbthpo-larue@yahoo.com

Please FOLLOW our historic preservation page and LIKE us on FACEBOOK

--- On **Fri, 2/15/13, Fair, Rhonda S.** <*rsfair@ou.edu*> wrote:

From: Fair, Rhonda S. <rsfair@ou.edu>
Subject: Logan Co JP# 21860(04) CR report
To: "ukbthpo-larue@yahoo.com" <ukbthpo-larue@yahoo.com>
Date: Friday, February 15, 2013, 10:29 AM

Dear Lisa,

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

Thanks!

Rhonda

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

15 February 2013

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

Dear President Parton:

Re: Logan County proposed correction of structurally deficient, functionally obsolete bridge on Noble Avenue (State Highway 33) in Guthrie; JP# 21860(04A)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is continuing consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, conducted a cultural resources survey of the proposed project area. A copy of this report is enclosed and describes our efforts to identify historic properties that may be affected by the proposed undertaking.

Seven historic-period archeological sites (34LG101 through 34LG107) were recorded during the investigations. Our opinion is that these sites are not eligible for inclusion in the NRHP as individual resources or as contributing elements to the Guthrie NRHP District. The existing bridge over Cottonwood Creek is NRHP-eligible, and several buildings within the Guthrie NRHP District will be affected by this undertaking. Pursuant to 36 CFR 800.4(d)(2), and based upon the results of this study, our opinion is that the project as proposed will have an adverse effect to historic properties including the subject bridge and the Guthrie NRHP District. We are continuing consultation with the Oklahoma SHPO.

If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.325.8665 or by email at rsfair@ou.edu.

Sincerely,

Rhonda S. Fair, Ph.D.
Tribal Liaison
ODOT Cultural Resources Program

cc: Historic Preservation Office

United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:
H40 (IMDE-ONR) HAER

JAN - 2 2014

Mr. Scott A. Sundermeyer, RPA
Cultural Resources Program Director
Oklahoma Department of Transportation
Oklahoma Archeological Survey
111 E. Chesapeake Avenue, Rm. 102
Norman, Oklahoma 73019

Dear Mr. Sundermeyer:

Thank you for your request regarding the appropriate Historic American Engineering Record (HAER) documentation for the Noble Avenue Viaduct (SH-33 Bridge), spanning Cottonwood Creek and the Burlington Northern Santa Fe Railway (BNSF) tracks on State Highway 33 (Noble Avenue) in Guthrie, Logan County, Oklahoma.

The documentation outlined below will satisfy HAER standards:

1. At least 12 archival-quality, large-format photographs and negatives of the viaduct, including views of significant engineering and historic features.

2. A written narrative at least 10 pages in length, placing the structure in historical and engineering context, and describing the character-defining attributes.

3. A black-and-white location map, clearly showing the location of the property. This can be adapted from an existing map, but must be free from copyright. Reproduce on 8-1/2" x 11" archival quality paper, place a heading in the upper right, and include as a page in the written narrative.

4. Please include 8"x10" large-format photographs and negatives of select original construction drawings (cover sheet, plans and elevations) and include in the index to photographs.

5. After we have provided comments on your draft submittal, and any adjustments have been made (if necessary), please provide with your final submittal an archival gold compact disc or DVD containing pdf files of the cover sheet, index to photographs, and narrative report (including the map and any graphics that are part of the narrative report).

The documentation must be edited, cataloged, and packaged according to "Preparing HABS/HAER/HALS Documentation," "HAER Guidelines for Historical Reports" and "HABS/HAER/HALS Photography Guidelines" available at http://www.cr.nps.gov/hdp/standards/guidelines.htm

We have requested a HAER number and will email it to you when we receive it.

Upon request, we provide archival supplies (cover sheets, photo mount cards, and negative sleeves) for any official HAER documentation that is submitted to our office for transmittal to the Library of Congress. Allow approximately two weeks for delivery of supplies.

If you have any questions, please contact historian Shirl Kasper at shirl_kasper@nps.gov or at (303) 969-2232. Thank you for your interest in the recordation of our nation's endangered historic resources.

Sincerely,

Christine Whitacre

Christine Whitacre, Program Manager
Heritage Partnerships Program

cc:
Melvena Heisch, Deputy State Historic Preservation Officer, Oklahoma Historical Society, 800 Nazih Zuhdi Drive, Oklahoma City, OK 73105
John D. Hartley, Environmental Program Manager, Federal Highway Administration, Oklahoma Division, 5801 N. Broadway Ext., Ste. 300, Oklahoma City, OK 73118
Chris Hirzel, President, Logan County Historical Society, P.O. Box 1512, Guthrie, OK 73044
Kathryn St. Clair, Architectural Historian, 10415 Morado Circle, Building I Suite 200, Austin, TX 78759

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

February 4, 2013

Ms. Maxine Pruitt
Municipal Services Director
City of Guthrie
407 Commerce Blvd.
Guthrie, Oklahoma 73044

Re: Section 4(f) *de minimis* finding for ODOT proposed bridge replacement on SH-33 over Cottonwood Creek in Guthrie, Logan County; ODOT J/P 21860(04)

Dear Ms. Pruitt:

The Oklahoma Department of Transportation (ODOT) is preparing environmental documentation on the proposed Federal-aid bridge replacement project on SH-33 over Cottonwood Creek in Guthrie. The alignment for the proposed project indicates the need for new permanent right-of-way from the Cottonwood Flats recreational area, which is owned and maintained by the City of Guthrie. Due to the proposed transportation use of property located within the Flats, Section 4(f) regulations of the U.S. Department of Transportation Act of 1966 apply to the project. Section 4(f) affords protection to publicly-owned recreation areas (resources) including city, state, and national parks, wildlife refuges and management areas and historic sites.

ODOT is proposing to construct the new 4 lane bridge with ADA compliant sidewalks on a slightly off-set alignment to the south in order to minimize impacts to Cottonwood Flats. The slight off-set would also allow the new bridge to be constructed one-half at a time, which would allow the existing bridge to remain open to traffic during construction. ODOT is proposing to obtain approximately 1.2 acres of the 60 acre Cottonwood Flats recreational area, which constitutes less than 2 percent of the park land. The portion of Cottonwood Flats that would be acquired is adjacent to the current Cottonwood Creek bridge on Noble Avenue (please see figure for reference). The parcel that would be acquired is vacant of park features and does not contain any of the ball fields, RV hookups, or the area where the stage is located during the Bluegrass Festival. Some access points to Cottonwood Flats from SH-33 would be modified with construction of the new bridge. Vehicular access from 6th & 7th Streets would be eliminated due to the new approach roadway fill. However, through access would be maintained at 5th & 8th Streets. Access to SH-33 east and westbound would occur at 8th Street. In addition, the new bridge would accommodate pedestrian traffic, which would improve access to Cottonwood Flats from the east.

ODOT is proposing to apply a *de minimis* finding in regard to impacts to Cottonwood Flats recreational area. *De minimis* applies to projects that do not adversely affect the projected activities, features, or attributes of the Section 4(f) resource. Based on the avoidance, minimization, and mitigation measures described above, the proposed bridge replacement on SH-33 over Cottonwood Creek will not adversely affect the activities, features, or attributes of Cottonwood Flats recreational area (the Section 4(f) resource).

A public notice soliciting comments on the proposed *de minimis* impacts finding was posted on the City of Guthrie website for two weeks. No comments were received during the comment period.

Your concurrence in the determination of this finding is hereby respectfully requested.

Sincerely,

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

DRS/SS/CPY

Concur Maxine Pruitt Date 2-6-13

Maxine Pruitt, Municipal Services Director
City of Guthrie

Home

Posted on: January 15, 2013

PUBLIC NOTICE- SH-33 COTTONWOOD CREEK BRIDGE REPLACEMENT

PUBLIC NOTICE

SH-33 COTTONWOOD CREEK BRIDGE REPLACEMENT
SECTION 4(F) DE MINIMIS IMPACTS TO COTTONWOOD FLATS

The Oklahoma Department of Transportation (ODOT) is preparing environmental documentation on the proposed bridge replacement on SH-33 over Cottonwood Creek in Guthrie. The alignment for the proposed project indicates the need for new permanent right-of-way from the Cottonwood Flats recreational area, which is owned and maintained by the City of Guthrie. Due to the proposed transportation use of property located within the Flats, Section 4(f) regulations of the U.S. Department of Transportation Act of 1966 apply to the project. Section 4(f) affords protection to publicly-owned recreation areas (resources) including city, state, and national parks, wildlife refuges and management areas and historic sites.

ODOT has coordinated with the City of Guthrie with regard to avoidance, minimization, and mitigation of impacts of the proposed project on Cottonwood Flats. ODOT is proposing to construct the new 4 lane bridge with ADA compliant sidewalks on a slightly off-set alignment to the south in order to minimize impacts to Cottonwood Flats. The slight off-set would also allow the new bridge to be constructed one-half at a time, which would allow the existing bridge to remain open during construction. ODOT is proposing to obtain approximately 1.2 acres of the 60 acre Cottonwood Flats recreational area, which constitutes less than 2 percent of the park land. The portion of Cottonwood Flats that would be acquired is adjacent to the current Cottonwood Creek bridge on Noble Avenue (please see figure for reference). The parcel that would be acquired is vacant of park features and does not contain any of the ball fields, RV hookups, or the area where the stage is located during the Bluegrass Festival. Some access points to Cottonwood Flats from SH-33 would be modified with construction of the new bridge. Vehicular access from 6th & 7th Streets would be eliminated due to the new approach roadway fill. However, through access would be maintained at 5th & 8th Streets. Access to SH-33 east and westbound would occur at 8th Street. In addition, the new bridge would accommodate pedestrian traffic, which would improve access to Cottonwood Flats from the east.

Based on the avoidance, minimization, and mitigation of impacts to

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Cottonwood Flats recreational area as described above, ODOT is proposing a de minimis impact finding with regard to Section 4(f) of the U.S. Department of Transportation Act (1966). ODOT welcomes your comments on the effects of this project on the projected activities, features, and attributes of Cottonwood Flats recreational area (the Section 4(f) resource). Please mail or e-mail any written comments you have by January 31, 2013 to:

Mr. Scott Stegmann
CP&Y
1000 W. Wilshire Blvd., Suite 224
Oklahoma City, OK 73116
sstegmann@cpyi.com

or

Ms. Siv Sundaram
Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st , Room 3D-2A
Oklahoma City, OK 73105
environment@odot.org

For a PDF version of the site specifics please see
http://cityofguthrie.com/DocumentCenter/
You can search our Document Center, Under "Public Information" you will see "City Newsletter" click "City Newsletter" and see "Public Announcements" to view the PDF Document

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Stay Up To Date

Posted on: December 3, 2012



Cottonwood Flats

SH 33 Bridge and Approach Improvements

Guthrie, Logan County, OK

Scott Stegmann

From: Maxine Pruitt <mpruitt@cityofguthrie.com>
Sent: Friday, January 04, 2013 2:30 PM
To: Scott Stegmann
Cc: Rene Spineto
Subject: RE: SH-33 over Cottonwood Creek bridge replacement project - Section 4(f) impacts to park land at Cottonwood Flats

Scott,
I will try to answer your questions about the Cottonwood Flats.

1. The City of Guthrie and the Guthrie Public Works Authority are the owner(s) of the property known as Cottonwood Flats. Some parcels are filed under the "City of Guthrie" and some under "Guthrie Public Works". Not sure of all the legal descriptions, but if they are needed we will do our best to provide. The officials for those entities are the Guthrie City Council with its Mayor, Chuck Burtcher and the Guthrie Public Works Authority Trustees with its Chairman, Chuck Burtcher. Actually, they are one and the same.

2. In reviewing the area you have highlighted showing the parcels, the amount of land is closer to 50 – 55 acres rather than 36.1. I believe there is 3 plus acres per square block, so in a 16 block area there would be 48 acres, but deducting the parcels that are privately owned, but then adding the area east of 4th Street and south of Warner Ave., I believe the acreage would be considerably more than the 36.1.

3. The boundaries, etc., are okay.

4. Of which I am aware, there are no measures that could minimize potential impacts to the features of the Flats from the proposed project.

If this is not sufficient let me know and I will do my best to provide the needed information.

One thing, however, the Bluegrass Festival utilizes all of the park area, not just the oval area shown.

We are really excited about this project and are willing to work with ODOT any way we can as things progress.

Regards,
Maxine Pruitt

From: Scott Stegmann [mailto:sstegmann@cpyi.com]
Sent: Friday, January 04, 2013 9:37 AM
To: Maxine Pruitt
Subject: FW: SH-33 over Cottonwood Creek bridge replacement project - Section 4(f) impacts to park land at Cottonwood Flats

This is a private message which has only been sent to the following recipients:

To: "mpruitt@cityofguthrie.com"
Cc: "rspineto@cityofguthrie.com", "Andy A. Atlas", "Kathryn St. Clair", "Siv Sundaram (ssundaram@odot.org)"

The following attachment has been securely sent to you.

City-Owned Property in Cottonwood Flats.pdf (22.7MB)

Additional download options are available at the Pick-Up Portal

You can respond to this message with attachments of your own. [Reply to sender] [Reply to all]

Powered by GlobalSCAPE® Mail Express™

Sorry, referenced figure attached to this e-mail.

Scott

Scott Stegmann
CP&Y

From: Scott Stegmann
Sent: Friday, January 04, 2013 9:33 AM
To: 'mpruitt@cityofguthrie.com'
Cc: rspineto@cityofguthrie.com; Siv Sundaram (ssundaram@odot.org); Andy A. Atlas; Kathryn St. Clair
Subject: SH-33 over Cottonwood Creek bridge replacement project - Section 4(f) impacts to park land at Cottonwood Flats

Hello Maxine,

I work for CP&Y, we are a consultant engineering firm employed by ODOT to assist in the environmental clearance for the bridge replacement on SH-33 over Cottonwood Creek. ODOT's preliminary plans for the new bridge indicate the need for approximately 1 acre of permanent right-of-way from an area located within what has been identified as Cottonwood Flats park (Flats). I have attached a graphic for your use showing where this new right-of-way would be located. This parcel is located adjacent to the roadway, and does not appear to contain any features of the Flats recreational area. However, due to the potential transportation use of property located within the Flats, Section 4(f) regulations of the U.S. Department of Transportation Act of 1966 apply to the project. Section 4(f) affords protection to publicly-owned recreation areas (resources) including city, state, and national parks, wildlife refuges and management areas and historic sites. ODOT is considering proposing a *de minimis* finding for impacts to the Flats, meaning that the use of that small area of park land will not adversely affect the projected activities, features, or attributes of the Section 4(f) resource (the Flats). The referenced graphic also shows features of the Flats, such as the baseball fields, Bluegrass Festival grounds, and RV hookups. In addition, the access points to the Flats from SH-33 are shown both how they currently exist and also how they will be modified with the project. We have obtained some information on the Flats from Ms. Rene Spineto, however we have a few more questions regarding the resource (the Flats) before we can proceed. This information will help us in developing and completing the 4(f) documentation.

1. Is the City of Guthrie the owner of record for Cottonwood Flats? Who is the official(s) with jurisdiction over the Flats?

2. The attached graphic was developed using the City's tax parcel maps from the on-line GIS system. We have estimated that the City-owned parkland at the Flats is 36.1 acres. If this is incorrect, please provide the correct acreage.

3. If the boundaries, features, or access points of the Flats on the attached figure are incorrect or incomplete, please describe.

4. Are there any measures that could minimize potential impacts to the features of the Flats from the proposed project?

We anticipate further coordination with the City of Guthrie, including a public involvement component. This would likely consist of a notice on the City's website notifying the public of ODOT's intent to make a *de minimis* finding with regard to impacts to the Flats.

Here is a link to a FHWA webpage with some more info on Section 4(f) and *de minimis*: http://environment.fhwa.dot.gov/4f/4fAtGlance.asp

I look forward to your response and please give me a call to discuss if you have any questions.

Sincerely,
Scott Stegmann

Scott Stegmann
CP&Y
1000 West Wilshire Boulevard, Suite 224
Oklahoma City, Oklahoma 73116
405.848.2346 | 405.848.2393 Fax
sstegmann@cpyi.com | www.cpyi.com


Eco-tip: If you must print this e-mail, please print it double-sided.

United States Department of the Interior

National Park Service

Midwest Region
601 Riverfront Drive
Omaha, Nebraska 68102-4226

40-00949.4(MWR-NSSP/G)

DEC 1 1 2013

Ms. Susan Henry
Planning Coordinator, Grants Section
Oklahoma Tourism and Recreation Department
120 North Robinson, Ste. 600
Oklahoma City, Oklahoma 73102

Dear Ms. Henry:

Reference is made to your November 26 correspondence regarding Land and Water Conservation Fund (LWCF) grant number 40-00949, Guthrie Land Acquisition. We concur with your recommendation for approval of the section 6(f)(3) conversion and its replacement land. Accordingly, we have approved amendment number 4.

The approved amendment deletes 0.96 acres from the project scope and replaces the converted parkland with 1.50 acres of replacement park land at Cottonwood Flats Park. With this approval, all necessary actions related to this conversion are now complete. Enclosed are a copy of the approved amendment and Standard Form 424.

Sincerely,

Roger A. Knowlton
Outdoor Recreation Planner

Enclosures 2

TAKE PRIDE IN AMERICA

OMB Control No. 1024-0031
Expires: 10/31/2016

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE OKLAHOMA

Project Amendment No. 4

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 40-00949 is hereby made and agreed upon by the United States of America, acting through the Director of the National Park Service and by the State of OKLAHOMA pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

To resolve the conversion of .96 acres of land worth $8,640, included within the original 6(f)(3) boundary of this project, the following land is provided as replacement for those taken.

One and one-half acres, to be added to the existing Cottonwood Flats Park, located on 5th street, south of SH 33, west of Cottonwood Creek in Guthrie, Logan County, Oklahoma, and valued at $13,500.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness thereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By _____
(Signature)

(Title)

National Park Service
United States Department of the Interior

Date 12/11/2013

STATE

OKLAHOMA
(State)

By _____
(Signature)

KRISTINA S. MAREK
(Name)

STATE LIAISON OFFICER
(Title)

Paperwork Reduction Act Statement: This information collection is authorized by the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601-4 et seq.). Your response is required to obtain or retain a benefit. We use this information to document changes made to original grant agreement. We estimate that it will take 3 hours to complete this form, including the time necessary to review instructions gather data and review the form.

You may send comments on the burden estimate or any aspect of this form to the Information Collection Clearance Officer, National Park Service, 1849 C Street, NW. (2601), Washington, DC 20240. We may not collect or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

OKLAHOMA TOURISM &
RECREATION DEPARTMENT
•
120 NORTH ROBINSON
SUITE 600
OKLAHOMA CITY, OK
73102
•
P.O. BOX 52002
OKLAHOMA CITY, OK
73152
•
405-230-8300

November 26, 2013

Roger A. Knowlton, Outdoor Recreation Planner
National Park Service Midwest Region
601 Riverfront Drive
Omaha, NE 68102

RE: City of Guthrie Small Conversion Request – Cottonwood Flats Park
Project # 40-00949

Dear Mr. Knowlton:

The City of Guthrie is requesting approval to replace .96 acres within the 20 acre Cottonwood Flats Park with 1.50 acres that will be part of the same park and provide access to the river. The land is needed for a proposed new highway bridge. The current park and replacement property will be connected with a bicycle/pedestrian trail that will be constructed as part of the bridge project.

Fair Market valuations have been conducted for both properties. The fair market value of the converted property is valued at $8,640 and the replacement property is valued at $13,500 for a net gain in value of $4,860 and a gain of .54 acre.

The City of Guthrie has provided a clear justification and has met all of the compliance requirements. We are requesting approval for this conversion. Please let me know if you need any additional information.

Sincerely,

Kris Marek, Director,
Oklahoma State Parks
State Liaison Officer for the
Land and Water Conservation Fund

C: Susan Henry, ASLO

Enclosures: PD/ESF
EA
Amendment to Project Agreement
Form 424 and DNF
6(f)(3) Boundary Maps

OKLAHOMA NATIVE AMERICA
OKLAHOMA STATE PARKS
INTEGRIS DISCOVER OKLAHOMA
Oklahoma TODAY
OKLAHOMA FILM & MUSIC

National Park Service
U.S. Department of the Interior

LWCF Proposal Description and Environmental Screening Form

The purpose of this Proposal Description and Environmental Screening Form (PD/ESF) is to provide descriptive and environmental information about a variety of Land and Water Conservation Fund (LWCF) state assistance proposals submitted for National Park Service (NPS) review and decision. The completed PD/ESF becomes part of the "federal administrative record" in accordance with the National Environmental Policy Act (NEPA) and its implementing regulations. The PD portion of the form captures administrative and descriptive details enabling the NPS to understand the proposal. The ESF portion is designed for States and/or project sponsors to use while the LWCF proposal is under development. Upon completion, the ESF will indicate the resources that could be impacted by the proposal enabling States and/or project sponsors to more accurately follow an appropriate pathway for NEPA analysis: 1) a recommendation for a Categorical Exclusion (CE), 2) production of an Environmental Assessment (EA), or 3) production of an Environmental Impact Statement (EIS). The ESF should also be used to document any previously conducted yet still viable environmental analysis if used for this federal proposal. The completed PD/ESF must be submitted as part of the State's LWCF proposal to NPS.

Except for the proposals listed below, the PD/ESF **must** be completed, including the appropriate NEPA document, signed by the State, and submitted with each new federal application for LWCF assistance and amendments for: scope changes that alter or add facilities and/or acres; conversions; public facility exceptions; sheltering outdoor facilities; and changing the original intended use of an area from that which was approved in an earlier LWCF agreement. Consult the LWCF Program Manual (www.nps.gov/lwcf) for detailed guidance for your type of proposal and on how to comply with NEPA.

For the following types of proposals <u>only this Cover Page is required</u> because these types of proposals are administrative in nature and are categorically excluded from further NEPA environmental analysis. **<u>NPS will complete the NEPA CE Form</u>.** Simply check the applicable box below, and complete and submit only this **Cover Page** to NPS along with the other items required for your type of proposal as instructed in the LWCF Program Manual.

- ☐ SCORP planning proposal
- ☐ Time extension with no change in project scope or with a reduction in project scope
- ☐ To delete work **and** no other work is added back into the project scope
- ☐ To change project cost with no change in project scope or with a reduction in project scope
- ☐ To make an administrative change that does not change project scope

Project Name of LWCF Proposal: *Cottonwood Flats Partial Conversion*

Date Submitted to NPS:

Prior LWCF Project Number(s) *40-00949, Cottonwood Flats*

Local or State Project Sponsoring Agency *City of Guthrie*

Local or State Sponsor Contact

Name/Title:
Ms. Sereniah Breland
City Manager
Office/Address:
City of Guthrie
101 N. Second St.
PO Box 908
Guthrie, OK 73044
Phone/Fax: *405.282.2489 / 405.282.0192* **Email:** *sbreland@cityofguthrie.com*

Using a separate sheet for narrative descriptions and explanations, address each item and question in the order it is presented, and identify each response with its item number such as Step 1-A1, A2; Step 3-B1; Step 6-A1, A29; etc.

Step 1. Type of LWCF Proposal

☒ **Project Amendment**

☐ **Increase in scope or change in scope from original agreement.** *Complete Steps 3A, and 5 through 7.*

☒ **6(f) conversion proposal.** *Complete Steps 3B, and 5 through 7.*

Step 3. Project Amendment (See LWCF Manual for guidance.)

☒ B. Section 6(f) (3) Conversion Proposal

Prior to developing your Section 6(f) (3) conversion proposal, you must consult the LWCF Manual and 36 CFR 59.3 for complete guidance on conversions. Local sponsors must consult early with the State LWCF manager when a conversion is under consideration or has been discovered. States must consult with their NPS-LWCF manager as early as possible in the conversion process for guidance and to sort out and discuss details of the conversion proposal to avoid mid-course corrections and unnecessary delays. **A critical first step is for the State and NPS to agree on the size of the Section 6(f) park land impacted by any non-recreation, non-public use, especially prior to any appraisal activity.** Any previous LWCF project agreements and actions must be identified and understood to determine the actual Section 6(f) boundary.

The Section 6(f) (3) conversion proposal including the required NEPA environmental review documents (CE recommendation or an EA document) must focus on the loss of public outdoor recreation park land and recreational usefulness, and its replacement per 36 CFR 59, and **not** the activities precipitating the conversion or benefits thereof, such as the impacts of constructing a new school to relieve overcrowding or constructing a hotel/restaurant facility to stimulate the local economy. Rather, the environmental review must 1) focus on "resource impacts" as indicated on the ESF (Step 6), including the loss of public park land and recreation opportunities (ESF A-15), and 2) the impacts of creating new replacement park land and replacement recreation opportunities. ***A separate ESF must be generated for the converted park area and each replacement site.*** Section 6(f)(3) conversions always have more than minor impacts to outdoor recreation (ESF A-15) as a result of loss of parkland requiring an EA, except for "small" conversions as defined in the LWCF Manual Chapter 8.

For NPS review and decision, the following elements are required to be included in the State's completed conversion proposal to be submitted to NPS:

1. A letter of transmittal from the SLO recommending the proposal. ☐ Attached.

2. A detailed explanation of the sponsor's need to convert the Section 6(f) parkland including all efforts to consider other practical alternatives to this conversion, how they were evaluated, and the reasons they were not pursued.

   ☒ ESF for converted property (attached) ☒ ESF for replacement property (attached)

3. An explanation of how the conversion is in accord with the State Comprehensive Outdoor Recreation Plan (SCORP). ***Attached in conversion proposal letter.***

4. Completed "State Appraisal/Waiver Valuation Review form in Step 7 for each of the converted and replacement parcels certifying that the appraisals meet the "Uniform Appraisal Standards for Federal Land Acquisitions." States must retain copies of the appraisals/waiver valuations and make them available for review upon request. ☒ completed.

5. For the park land proposed for conversion, a detailed description including the following:
   a. Specific geographic location on a map, **See figure NW part of Guthrie, North of SH 33 where the highway crosses Cottonwood Creek.**

   9-digit zip code: **73044**

   Name of park: **portion of Cottonwood Flats Park (0.96 acres)**

b. Description of the area proposed for the conversion including the acreage to be converted and any acreage remaining. ***Cottonwood flats consists of approximately 20 acres. The acreage to be converted is 0.96 acres.***

For determining the size of the conversion, consider not only the physical footprint of the activity precipitating the conversion, but how the precipitating activity will impact the entire 6(f) park area.

In many cases the size of the converted area is larger than the physical footprint. Include a description of the recreation resources: ***The acre to be converted is flat and grassy with 4 trees. It is adjacent to the bridge viaduct road.***

Facilities, and recreation opportunities that will be impacted, ***This parcel is on the south margin of the whole 20 acres. All of the facilities and activities in the park are west and north of this area. At times, this area to be converted has been used for overflow parking.***

Activities and facilities displaced or lost by the proposed conversion. ***Some parking could be lost, but this is 0.5% of the park area, and on the margin, with no water features, no terrain features, no play equipment, no landscaping or garden features.***

For proposals to partially convert a Section 6(f) park area, the remaining 6(f) park land must remain recreationally viable and not be impacted by the activities that are precipitating the conversion. If it is anticipated that the precipitating activities impact the remaining Section 6(f) area, the proposed area for the conversion should be expanded to encompass all impacted park land. ***The precipitating activity, replacing the SH 33 bridge, and placing it above flood waters on the main route to the main hospital More information is attached in the conversion proposal letter.***

c. Description of the community and population served by the park, including users of the park and uses. ***Attached in conversion proposal letter***

d. For partial conversions, a revised 6(f) map clearly indicating both the portion that is being converted and the portion remaining intact under Section 6(f). ☒ ***Attached***.

6. For each proposed replacement site: ***The replacement site is directly south, ½ block of the converted site. It consists of 2 half-blocks.***

a. Specific geographic location on a map. ***On 5th street, south of SH 33, west of Cottonwood Creek.***

9-digit zip code, The ***zip code is 73044.***

The geographical relationship of converted and replacement sites: ***The replacement sites are ½ block south of the highway. They will be linked by a walkway along 5th street under the new bridge. Block 40 will provide creek bank frontage, and Block 39 can provide shady picnic areas, and access to city Right-of-Way along Cottonwood Creek.***

If site will be added to an existing public park/outdoor recreation area, indicate on map ***It will adjoin Cottonwood Flats via a walkway under the new bridge. Specific description of replacement sites.***

A strip, piece or parcel of land lying in Lots 13 thru 24 inclusive, Block 39, in the Town site of Guthrie Proper, a subdivision to the City of Guthrie, according to the recorded plat thereof, in Logan County, Oklahoma. Said parcel of land being described by metes and bounds as follows:

Beginning at the NW corner of said Lot 13, thence N 89°25'53" E along the North line of said Lots 13 thru 24 a distance of 299.96 feet to the NE corner of said Lot 24, thence S 00°01'19" W along the East line of said Lot 24 a distance of 139.98 feet to the SE corner of said Lot 24, thence S 89°25'52" W along the South line of said Lots 24 thru 13 a distance of 299.96 feet to the SW corner of said Lot 13, thence N 00°00'19" E along the West line of said Lot 13 a distance of 139.98 feet to the point of beginning, containing 0.96 acres, being 41,987 square feet, more or less.

All bearings contained in this description are based on the Oklahoma State Plane Coordinate System and are not astronomical bearings.

A strip, piece or parcel of land lying in Lots 13 thru 21 inclusive, Block 40, in the Town site of Guthrie Proper, a subdivision to the City of Guthrie, according to the recorded plat thereof, in Logan County, Oklahoma. Said parcel of land being described by metes and bounds as follows:

Beginning at the NW corner of said Lot 13, thence N 89°25'49" E along the North line of said Lots 13 thru 21 a distance of 299.96 feet to the NE corner of said Lot 21, thence S 61°42'32" W along the Southerly line of Lots 21, 20, 19, 18, 17, 16, 15 and 14 a distance of 300.91 feet to a point on the South line of said Lot 14, thence S 89°25'51" W along the said South line a distance of 35.00 feet to the SW corner of said Lot 13, thence N 00°00'19" E along the West line of said Lot 13, a distance of 139.98 feet to the point of beginning. Containing 0.54 acres, being 23,443 square feet, more or less. All bearings contained in this description are based on the Oklahoma State Plane Coordinate System and are not astronomical bearings.

☒ Attached.

b. Description of the site's physical characteristics and resource attributes with number and types of resources and features on the site, for example, 15 acres wetland, 2,000 feet beachfront, 50 acres forest, scenic views, 75 acres riparian, vacant lot, special habitat, any unique or special features, structures, recreation amenities, historic/cultural resources, hazardous materials/contamination history, restrictions, institutional controls, easements, rights-of-way, overhead/underground utilities including overhead wires, towers, etc. *Attached in conversion proposal letter.* ***The replacement parcels are south of Noble Avenue (SH 33) and will be connected via a walkway under the new bridge. The ½ acre parcel provides creek front, the 0.96 acre is wooded riparian. There is approximately 600 linear feet of stream front to Cottonwood Creek. The replacement area is shown in Figure 6(b).***

c. Identification of the owner of the replacement site and its recent history of use/function up to the present.
Parcel owners:
Oklahoma Land Co., LLC - Vacant lot
Holiness Church – Vacant wooded lot
Robert H. Carmincke – Vacant wooded lot
Bob Walker – Vacant wooded lot
Wesley Wehr – Vacant wooded lot
Charles & Christina Doolittle – Vacant wooded lot

d. Detailed explanation of how the proposed replacement site is of reasonably equivalent usefulness and location as the property being converted, including a description of the recreation needs that will be met by the new replacement parks, populations to be served, and new outdoor recreation resources, facilities, and opportunities to be provided. ***Attached in conversion proposal letter.***

e. Identification of owner and manager of the new replacement park? ***City of Guthrie, Municipal Services Division.***

f. Name of the new replacement park. ***Cottonwood Flats***
If the replacement park is added to an existing public park area, will the existing area be included within the 6(f) boundary? ***Yes the new area will be included in the 6(f)3 boundary.***
What is the name of the existing public park area? . ***Cottonwood Flats.***

g. Timeframe for completing the new outdoor recreation area(s) to replace the recreation opportunity lost per the terms of conversion approval and the date replacement park(s) will be open to the public. ***One year after bridge construction is complete. Bridge is currently scheduled to begin in 2016. Sidewalk for pedestrians and cyclists will be constructed near the end of the construction period. There will be ongoing meetings with the City of Guthrie Public Works director regarding possible improvements.***

h. New Section 6(f) map for the new replacement park. ☒ Attached.

7. NEPA environmental review, including NHPA Section 106 review, **for both the converted and replacement sites in the same document to analyze how the converted park land and recreational usefulness will be replaced**. Except for "small" conversions (see LWCF Manual Chapter 8), conversions usually require an EA.

Proceed to Steps 5 through 7 

(Converted Land)

Step 5. Summary of Previous Environmental Review (including E.O. 12372 - Intergovernmental Review)

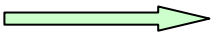
To avoid duplication of effort and unnecessary delays, describe any prior environmental review undertaken at any time and still viable for this proposal or related efforts that could be useful for understanding potential environmental impacts. Consider previous local, state, federal (e.g. HUD, EPA, USFWS, FHWA, DOT) and any other environmental reviews. At a minimum, address the following:

1. Date of environmental review(s), purpose for the environmental review(s) and for whom they were conducted.
   ODOT, on behalf of FHWA, conducted an environmental assessment (EA) for proposed bridge replacement project on SH-33. All studies have been completed.
2. Description of the proposed action and alternatives.
   Attached.
3. Who was involved in identifying resource impact issues and developing the proposal including the interested and affected public, government agencies, and Indian tribes. ***Consultation with appropriate resource agencies, such as USFWS, Tribal governments, SHPO, and local and State historical societies has been conducted. Two public meetings have been held to present the project purpose and need and receive input on alternatives and impacts.***
4. Environmental resources analyzed and determination of impacts for proposed actions and alternatives.
   Information included in Section 4 of draft EA for the bridge replacement (attached).
5. Any mitigation measures to be part of the proposed action.
   Mitigation commitments included in Section 6 of the draft EA for the bridge replacement (attached).
6. Intergovernmental Review Process (Executive Order 12372):
   Does the State have an Intergovernmental Review Process? Yes ☐ No ☒
   If yes, has the LWCF Program been selected for review under the State Intergovernmental Review Process? Yes ☐ No ☐.
   If yes, was this proposal reviewed by the appropriate State, metropolitan, regional and local agencies, and if so, attach any information and comments received about this proposal. ☐ Attached.
   If proposal was not reviewed, explain why not.

7. Public comment periods (how long, when in the process, who was invited to comment) and agency response.
   Two public meetings have been held by ODOT for the proposed bridge replacement project. In addition, a public notice of the Section 4(f) de minimis proposal for Cottonwood Flats was posted on the Guthrie website for 2 weeks to receive comments. No comments were received from any agencies for the de minimis impacts to the park. A summary of the public involvement is included in Section 5.2 of the draft EA (attached).
8. Any formal decision and supporting reasons regarding degree of potential impacts to the human environment.
   All formal decisions from resource agencies are included as Appendices in the Support Documentation (attached).
9. Was this proposed LWCF federal action and/or any other federal actions analyzed/reviewed in any of the previous environmental reviews? Yes ☒ No ☐
   If so, what was analyzed and what impacts were identified? Provide specific environmental review document References. ***The Federal action analyzed was the FHWA/ODOT-sponsored bridge replacement project on SH-33 over Cottonwood Creek. An environmental assessment titled "SH-33 BRIDGE OVER COTTONWOOD CREEK, CITY OF GUTHRIE, LOGAN COUNTY, OKLAHOMA, FEDERAL AID PROJECT No. STPY-142A(102), STATE JP 21860(04) is being prepared for this undertaking and is near completion. The impacts identified are included in Section 4 of the draft EA (attached). The negative impacts of traffic disruption, park boundaries displaced, residential and commercial relocations, and impacts to historic properties, including the bridge, were weighed against failure of a structurally deficient bridge, traffic safety, commerce, and road closure due to flooding resulting in lack of access for emergency services.***

Use resource impact information generated during previous environmental reviews described above and from recently conducted site inspections to complete the Environmental Screening Form (ESF) portion of this PD/ESF under Step 6. Your ESF responses should indicate your proposal's potential for impacting each resource as determined in the previous environmental review(s), and include a reference to where the analysis can be found in

an earlier environmental review document. If the previous environmental review documents contain proposed actions to mitigate impacts, briefly summarize the mitigation for each resource as appropriate. The appropriate references for previous environmental review document(s) must be documented on the ESF, and the actual document(s) along with this PD/ESF must be included in the submission for NPS review.

Proceed to Steps 6 through 7 

(Converted Land)

Step 6. Environmental Screening Form (ESF)

This portion of the PD/ESF is a working tool used to identify the level of environmental documentation which must accompany the proposal submission to the NPS. By completing the ESF, the project sponsor is providing support for its recommendation in Step 7 that the proposal **either:**

☐ 1. meets criteria to be categorically excluded (CE) from further NEPA review and no additional environmental documentation is necessary; or

☐ 2. requires further analysis through an environmental assessment (EA) or an environmental impact statement (EIS).

An ESF alone does not constitute adequate environmental documentation unless a CE is recommended. If an EA is required, the EA process and resulting documents must be included in the proposal submission to the NPS. If an EIS may be required, the State must request NPS guidance on how to proceed.

The scope of the required environmental analysis will vary according to the type of LWCF proposal. For example, the scope for a new LWCF project will differ from the scope for a conversion. Consult the LWCF Manual for guidance on defining the scope or extent of environmental analysis needed for your LWCF proposal. As early as possible in your planning process, consider how your proposal/project may have direct, indirect and cumulative impacts on the human environment for your type of LWCF action so planners have an opportunity to design alternatives to lessen impacts on resources, if appropriate. When used as a planning tool in this way, the ESF responses may change as the proposal is revised until it is ready for submission for federal review. Initiating or completing environmental analysis after a decision has been made is contrary to both the spirit and letter of the law of the NEPA.

The ESF should be completed with input from resource experts and in consultation with relevant local, state, tribal and federal governments, as applicable. The interested and affected public should be notified of the proposal and be invited to participate in scoping out the proposal (see LWCF Manual Chapter 4). At a minimum, a site inspection of the affected area must be conducted by individuals who are familiar with the type of affected resources, possess the ability to identify potential resource impacts, and to know when to seek additional data when needed.

At the time of proposal submission to NPS for federal review, the completed ESF must justify the NEPA pathway that was followed: CE recommendation, production of an EA, or production of an EIS. The resource topics and issues identified on the ESF for this proposal must be presented and analyzed in an attached EA/EIS. Consult the LWCF Manual for further guidance on LWCF and NEPA.

The ESF contains two parts that must be completed:

Part A. Environmental Resources **Part B. Mandatory Criteria**

Part A: For each environmental resource topic, choose an impact estimate level (none, negligible, minor, exceeds minor) that describes the degree of potential **negative** impact for each listed resource that may occur directly, indirectly and cumulatively as a result of federal approval of your proposal. For each impacted resource provide a brief explanation of how the resource might be affected, how the impact level was determined, and why the chosen impact level is appropriate. If an environmental review has already been conducted on your proposal and is still viable, include the citation including any planned mitigation for each applicable resource, and choose an impact level as mitigated. If the resource does not apply to your proposal, mark NA in the first column. Add any relevant resources (see A.24 on the ESF) if not included in the list.

Use a separate sheet to briefly clarify how each resource could be adversely impacted; any direct, indirect, and cumulative impacts that may occur; and any additional data that still needs to be determined. Also explain any planned mitigation already addressed in previous environmental reviews.

Part B: This is a list of mandatory impact criteria that preclude the use of categorical exclusions. If you answer "yes" or "maybe" for any of the mandatory criteria, you must develop an EA or EIS regardless of your answers in Part A. Explain all "yes" and "maybe" answers on a separate sheet.

Guthrie Cottonwood Flats Converted portion: South half of Block 35

A. ENVIRONMENTAL RESOURCES Indicate potential for adverse impacts. Use a separate sheet to clarify responses per instructions for Part A on page 9.	**Not Applicable-** Resource does not exist	**No/Negligible Impacts-** Exists but no or negligible impacts	**Minor Impacts**	**Impacts Exceed Minor** EA/EIS required	**More Data Needed to Determine Degree of Impact** EA/EIS required
1. Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.	☐	☒	☐	☐	☐
2. Air quality	☐	☒	☐	☐	☐
3. Sound (noise impacts)	☐	☒	☐	☐	☐
4. Water quality/quantity	☒	☐	☐	☐	☐
5. Stream flow characteristics	☒	☐	☐	☐	☐
6. Marine/estuarine	☒	☐	☐	☐	☐
7. Floodplains/wetlands	☐	☒	☐	☐	☐
8. Land use/ownership patterns; property values; community livability	☐	☒	☐	☐	☐
9. Circulation, transportation	☐	☐	☒	☐	☐
10. Plant/animal/fish species of special concern and habitat; state/ federal listed or proposed for listing	☒	☐	☐	☐	☐
11. Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.	☒	☐	☐	☐	☐
12. Unique or important wildlife/ wildlife habitat	☒	☐	☐	☐	☐
13. Unique or important fish/habitat	☒	☐	☐	☐	☐
14. Introduce or promote invasive species (plant or animal)	☒	☐	☐	☐	☐
15. Recreation resources, land, parks, open space, conservation areas, rec. trails, facilities, services, opportunities, public access, etc. *Most conversions exceed minor impacts. See Step 3.B*	☐	☐	☒	☐	☐
16. Accessibility for populations with disabilities	☐	☒	☐	☐	☐
17. Overall aesthetics, special characteristics/features	☐	☒	☐	☐	☐
18. Historical/cultural resources, including landscapes, ethnographic, archeological, structures, etc. Attach SHPO/THPO determination.	☐	☒	☐	☐	☐
19. Socioeconomics, including employment, occupation, income changes, tax base, infrastructure	☐	☒	☐	☐	☐
20. Minority and low-income populations	☐	☒	☐	☐	☐
21. Energy resources (geothermal, fossil fuels, etc.)	☒	☐	☐	☐	☐
22. Other agency or tribal land use plans or policies	☒	☐	☐	☐	☐
23. Land/structures with history of contamination/hazardous materials even if remediated	☒	☐	☐	☐	☐
24. Other important environmental resources to address.	☒	☐	☐	☐	☐

B. MANDATORY CRITERIA If your LWCF proposal is approved, would it…	Yes	No	To be determined
1. Have significant impacts on public health or safety?	☐	☒	☐
2. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands, wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (E.O. 11990); floodplains (E.O 11988); and other ecologically significant or critical areas.	☐	☒	☐
3. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA section 102(2)(E)]?	☐	☒	☐
4. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	☐	☒	☐
5. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	☐	☒	☐
6. Have a direct relationship to other actions with individually insignificant, but cumulatively significant, environmental effects?	☐	☒	☐
7. Have significant impacts on properties listed or eligible for listing on the National Register of Historic Places, as determined by either the bureau or office.(Attach SHPO/THPO Comments)	☐	☒	☐
8. Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.	☐	☒	☐
9. Violate a federal law, or a state, local, or tribal law or requirement imposed for the protection of the environment?	☐	☒	☐
10. Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898)?	☐	☒	☐
11. Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007)?	☐	☒	☐
12. Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area, or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112)?	☐	☒	☐

Explanation of Minor Impacts on Conversion of 1.2 acres of Cottonwood Flats Park into State Highway 33 Right-of-Way.

#9. This proposal causes a minor situation of changing the traffic flow into Cottonwood Flats Park by preventing ingress and exit from Cottonwood Flats using 5th St from State Highway 33 in the existing alignment. New ingress will be designed on 5th street entrance will add a pedestrian entrance underneath the elevated new bridge. .

#15. This impact on loss of park land is negligible because it consists of 0.96 acres of street frontage land, out of 20 acres. The vista to the south is a cement wall, supporting the existing bridge and the road under the bridge, crossing the creek. The conversion and Right-of-Way request removes a narrow strip of land 180 feet deep.



(Replacement Land)

Step 5. Summary of Previous Environmental Review (including E.O. 12372 - Intergovernmental Review)

To avoid duplication of effort and unnecessary delays, describe any prior environmental review undertaken at any time and still viable for this proposal or related efforts that could be useful for understanding potential environmental impacts. Consider previous local, state, federal (e.g. HUD, EPA, USFWS, FHWA, DOT) and any other environmental reviews. At a minimum, address the following:

1. Date of environmental review(s), purpose for the environmental review(s) and for whom they were conducted.
   ODOT, on behalf of FHWA, is conducting an environmental assessment (EA) for proposed bridge replacement project on SH-33. All studies, with the exception of the Section 106, have been completed.
2. Description of the proposed action and alternatives.
   Attached.
3. Who was involved in identifying resource impact issues and developing the proposal including the interested and affected public, government agencies, and Indian tribes. *Consultation with appropriate resource agencies, such as USFWS, Tribal governments, SHPO, and local and State historical societies has been conducted. Two public meetings have been held to present the project purpose and need and receive input on alternatives and impacts.*
4. Environmental resources analyzed and determination of impacts for proposed actions and alternatives.
   Information included in Section 4 of draft EA for the bridge replacement (attached).
   Of note: The former Roadrunner Fuels site, 423 W. Noble, is located immediately north of and adjacent to the proposed replacement parcel. There are still six large above ground storage tanks and an underground storage tank on the lot. These tanks have been temporarily out of use since at least 1996. This parcel will be acquired by ODOT for construction of the bridge project. ODOT's hazardous waste consultant has recommended a subsurface investigation of this property if the area is to be disturbed as part of the bridge replacement project. These tanks will need to be removed in order to construct the new bridge. (Please see attached highlighted section of consultant report in attachment)
5. Any mitigation measures to be part of the proposed action.
   Mitigation commitments included in Section 6 of the draft EA for the bridge replacement (attached).
6. Intergovernmental Review Process (Executive Order 12372):
   Does the State have an Intergovernmental Review Process? Yes ☐ No ☐
   If yes, has the LWCF Program been selected for review under the State Intergovernmental Review Process? Yes ☐ No ☐.
   If yes, was this proposal reviewed by the appropriate State, metropolitan, regional and local agencies, and if so, attach any information and comments received about this proposal. ☐ Attached.
   If proposal was not reviewed, explain why not.

7. Public comment periods (how long, when in the process, who was invited to comment) and agency response.
   Two public meetings have been held by ODOT for the proposed bridge replacement project. In addition, a public notice of the Section 4(f) de minimis proposal for Cottonwood Flats was posted on the Guthrie website for 2 weeks to receive comments. A summary of the public involvement is included in Section 5.2 of the draft EA (attached).
8. Any formal decision and supporting reasons regarding degree of potential impacts to the human environment.
   All formal decisions from resource agencies are included as Appendices in the Support Documentation (attached).
9. Was this proposed LWCF federal action and/or any other federal actions analyzed/reviewed in any of the previous environmental reviews? Yes ☒ No ☐
   If so, what was analyzed and what impacts were identified? Provide specific environmental review document references. *Federal action is the FHWA/ODOT-sponsored bridge replacement project on SH-33 over Cottonwood Creek. An environmental assessment is being prepared for this undertaking and is near completion. The impacts identified are included in Section 4 of the draft EA (attached).*

Use resource impact information generated during previous environmental reviews described above and from recently conducted site inspections to complete the Environmental Screening Form (ESF) portion of this PD/ESF under Step 6. Your ESF responses should indicate your proposal's potential for impacting each resource as

determined in the previous environmental review(s), and include a reference to where the analysis can be found in an earlier environmental review document. If the previous environmental review documents contain proposed actions to mitigate impacts, briefly summarize the mitigation for each resource as appropriate. The appropriate references for previous environmental review document(s) must be documented on the ESF, and the actual document(s) along with this PD/ESF must be included in the submission for NPS review.

Proceed to Steps 6 through 7



(Replacement Land)

Step 6. Environmental Screening Form (ESF)

This portion of the PD/ESF is a working tool used to identify the level of environmental documentation which must accompany the proposal submission to the NPS. By completing the ESF, the project sponsor is providing support for its recommendation in Step 7 that the proposal **either:**

☐ 1. meets criteria to be categorically excluded (CE) from further NEPA review and no additional environmental documentation is necessary; or

☐ 2. requires further analysis through an environmental assessment (EA) or an environmental impact statement (EIS).

An ESF alone does not constitute adequate environmental documentation unless a CE is recommended. If an EA is required, the EA process and resulting documents must be included in the proposal submission to the NPS. If an EIS may be required, the State must request NPS guidance on how to proceed.

The scope of the required environmental analysis will vary according to the type of LWCF proposal. For example, the scope for a new LWCF project will differ from the scope for a conversion. Consult the LWCF Manual for guidance on defining the scope or extent of environmental analysis needed for your LWCF proposal. As early as possible in your planning process, consider how your proposal/project may have direct, indirect and cumulative impacts on the human environment for your type of LWCF action so planners have an opportunity to design alternatives to lessen impacts on resources, if appropriate. When used as a planning tool in this way, the ESF responses may change as the proposal is revised until it is ready for submission for federal review. Initiating or completing environmental analysis after a decision has been made is contrary to both the spirit and letter of the law of the NEPA.

The ESF should be completed with input from resource experts and in consultation with relevant local, state, tribal and federal governments, as applicable. The interested and affected public should be notified of the proposal and be invited to participate in scoping out the proposal (see LWCF Manual Chapter 4). At a minimum, a site inspection of the affected area must be conducted by individuals who are familiar with the type of affected resources, possess the ability to identify potential resource impacts, and to know when to seek additional data when needed.

At the time of proposal submission to NPS for federal review, the completed ESF must justify the NEPA pathway that was followed: CE recommendation, production of an EA, or production of an EIS. The resource topics and issues identified on the ESF for this proposal must be presented and analyzed in an attached EA/EIS. Consult the LWCF Manual for further guidance on LWCF and NEPA.

The ESF contains two parts that must be completed:

Part A. Environmental Resources **Part B. Mandatory Criteria**

Part A: For each environmental resource topic, choose an impact estimate level (none, negligible, minor, exceeds minor) that describes the degree of potential **negative** impact for each listed resource that may occur directly, indirectly and cumulatively as a result of federal approval of your proposal. For each impacted resource provide a brief explanation of how the resource might be affected, how the impact level was determined, and why the chosen impact level is appropriate. If an environmental review has already been conducted on your proposal and is still viable, include the citation including any planned mitigation for each applicable resource, and choose an impact level as mitigated. If the resource does not apply to your proposal, mark NA in the first column. Add any relevant resources (see A.24 on the ESF) if not included in the list.

Use a separate sheet to briefly clarify how each resource could be adversely impacted; any direct, indirect, and cumulative impacts that may occur; and any additional data that still needs to be determined. Also explain any planned mitigation already addressed in previous environmental reviews.

Part B: This is a list of mandatory impact criteria that preclude the use of categorical exclusions. If you answer "yes" or "maybe" for any of the mandatory criteria, you must develop an EA or EIS regardless of your answers in Part A. Explain all "yes" and "maybe" answers on a separate sheet.

Replacement for Cottonwood Flats: blocks 40 and 39 -

A. ENVIRONMENTAL RESOURCES Indicate potential for adverse impacts. Use a separate sheet to clarify responses per instructions for Part A on page 9.	**Not Applicable-** Resource does not exist	**No/Negligible Impacts-** Exists but no or negligible impacts	**Minor Impacts**	**Impacts Exceed Minor** EA/EIS required	**More Data Needed to Determine Degree of Impact** EA/EIS required
1. Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.	☐	☒	☐	☐	☐
2. Air quality	☐	☒	☐	☐	☐
3. Sound (noise impacts)	☐	☒	☐	☐	☐
4. Water quality/quantity	☐	☒	☐	☐	☐
5. Stream flow characteristics	☐	☒	☐	☐	☐
6. Marine/estuarine	☒	☐	☐	☐	☐
7. Floodplains/wetlands	☐	☒	☐	☐	☐
8. Land use/ownership patterns; property values; community livability	☐	☒	☐	☐	☐
9. Circulation, transportation	☐	☐	☒	☐	☐
10. Plant/animal/fish species of special concern and habitat; state/ federal listed or proposed for listing	☐	☒	☐	☐	☐
11. Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.	☒	☐	☐	☐	☐
12. Unique or important wildlife/ wildlife habitat	☒	☐	☐	☐	☐
13. Unique or important fish/habitat	☐	☒	☐	☐	☐
14. Introduce or promote invasive species (plant or animal)	☐	☒	☐	☐	☐
15. Recreation resources, land, parks, open space, conservation areas, rec. trails, facilities, services, opportunities, public access, etc. *Most conversions exceed minor impacts. See Step 3.B*	☐	☒	☐	☐	☐
16. Accessibility for populations with disabilities	☐	☒	☐	☐	☐
17. Overall aesthetics, special characteristics/features	☐	☒	☐	☐	☐
18. Historical/cultural resources, including landscapes, ethnographic, archeological, structures, etc. Attach SHPO/THPO determination.	☐	☒	☐	☐	☐
19. Socioeconomics, including employment, occupation, income changes, tax base, infrastructure	☐	☒	☐	☐	☐
20. Minority and low-income populations	☐	☒	☐	☐	☐
21. Energy resources (geothermal, fossil fuels, etc.)	☒	☐	☐	☐	☐
22. Other agency or tribal land use plans or policies	☐	☒	☐	☐	☐
23. Land/structures with history of contamination/hazardous materials even if remediated	☒	☐	☐	☐	☐
24. Other important environmental resources to address.	☒	☐	☐	☐	☐

B. MANDATORY CRITERIA If your LWCF proposal is approved, would it…	Yes	No	To be determined
1. Have significant impacts on public health or safety?	☐	☒	☐
2. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands, wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (E.O. 11990); floodplains (E.O 11988); and other ecologically significant or critical areas.	☐	☒	☐
3. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA section 102(2)(E)]?	☐	☒	☐
4. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	☐	☒	☐
5. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	☐	☒	☐
6. Have a direct relationship to other actions with individually insignificant, but cumulatively significant, environmental effects?	☐	☒	☐
7. Have significant impacts on properties listed or eligible for listing on the National Register of Historic Places, as determined by either the bureau or office.(Attach SHPO/THPO Comments)	☐	☒	☐
8. Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.	☐	☒	☐
9. Violate a federal law, or a state, local, or tribal law or requirement imposed for the protection of the environment?	☐	☒	☐
10. Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898)?	☐	☒	☐
11. Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007)?	☐	☒	☐
12. Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area, or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112)?	☐	☒	☐

The following individual(s) provided input in the completion of the environmental screening form. *List all reviewers including name, title, agency, field of expertise. Keep all environmental review records and data on this proposal in state compliance file for any future program review and/or audit. The ESF may be completed as part of a LWCF pre-award site inspection if conducted in time to contribute to the environmental review process for the proposal.*

1. Siv Sundaram, ODOT, Environmental Programs Division, Asst. Div. Engineer

2. **Melvina Heisch, State Historical Preservation Office, Historical and Cultural Resources**

3. **Eve Atkinson, Planner, OTRD, Geography and Natural Resources, Accessibility**

4. Susan Henry, Grants Administrator, OTRD, Oklahoma State Parks, LWCF

The following individuals conducted a site inspection to verify field conditions.
List name of inspector(s), title, agency, and date(s) of inspection.

1. Eve Atkinson, Planner, OTRD, August 9, 2013
2. James Teague, Oklahoma Univ., Biological Studies Program, Oklahoma Biological Survey, February 21, 2011

3. Tim Vermillion, NEPA Coordinator, ODOT, August 9, 2013

State may require signature of

LWCF sub-recipient applicant here: _____Date_____

Step 7. Recommended NEPA Pathway and State Appraisal/Waiver Valuation

State NEPA Pathway Recommendation

☒ *I certify that a site inspection was conducted for each site involved in this proposal and to the best of my knowledge, the information provided in this LWCF Proposal Description and Environmental Screening Form (PD/ESF) is accurate based on available resource data. All resulting notes, reports and inspector signatures are stored in the state's NEPA file for this proposal and are available upon request. On the basis of the environmental impact information for this LWCF proposal as documented in this LWCF PD/ESF with which I am familiar, I recommend the following LWCF NEPA pathway:*

☒ This proposal qualifies for a Categorical Exclusion (CE).

- CE Item #:
- Explanation: Small conversion

☐ This proposal requires an Environmental Assessment (EA) **which is attached** and has been produced by the State/sponsor in accordance with the LWCF Program Manual.

☐ This proposal may require an Environmental Impact Statement (EIS). NPS guidance is requested per the LWCF Program Manual.

Name/Title:

Agency:

SLO/ASLO Original Signature: _____ **Date:** 11-26-13

Reproduce this certificate as necessary. Complete for each LWCF appraisal or waiver valuation.

State Appraisal/Waiver Valuation Review (Converted Land)

Property address:
Date of appraisal transmittal letter/waiver:
Real property value: $
Effective date of value:

I certify that: ☐ *a State-certified Review Appraiser has **reviewed** the appraisal and has determined that it was prepared in conformity with the Uniform Appraisal Standards for Federal Land Acquisitions.*

OR

☒ *the State has reviewed and approved a **waiver valuation** for this property per 49 CFR 24.102(c)(2)(ii).*

Reproduce this certificate as necessary. Complete for each LWCF appraisal or waiver valuation.

State Appraisal/Waiver Valuation Review (Replacement Land)

Property address:
Date of appraisal transmittal letter/waiver:
Real property value: $
Effective date of value:

I certify that: ☐ *a State-certified Review Appraiser has **reviewed** the appraisal and has determined that it was prepared in conformity with the Uniform Appraisal Standards for Federal Land Acquisitions.*

OR

☒ *the State has reviewed and approved a **waiver valuation** for this property per 49 CFR 24.102(c)(2)(ii).*

APPENDIX I

Species & Habitat Assessment and Jurisdictional Water & Wetlands Report

Oklahoma Department of Transportation
Endangered Species Act Section 7 Biological Assessment
Bald Eagle Assessment,
Swallow Assessment
and
Jurisdictional Waters and Wetlands Evaluation

County: Logan
J/P Number: 21860(04)
Report Prepared by: James Teague
USFWS Concurrence Date: April 8, 2011
Summary Prepared by: James Teague

NEPA PM: Nancy Ashton
Project Number: STPY-142A(102)
Report Date: February 28, 2011
Let Date: April, 2013
Date Submitted: April 19, 2011

1. Project Description:
   a. Project Name: SH-33 over Cottonwood Creek
   b. Work Description: Bridge and Approaches
   c. Footprint acreage: ~ 30.916 acres

2. Federally Listed Species Effect Determinations: includes species for Kingfisher County because of close proximity.

Species	Listing Status	Effect Determination & Concurrence	USFWS Concurrence Requirements
Interior Least Tern	Endangered	May affect, unlikely to adversely affect	WQ BMPs
Whooping Crane	Endangered	May affect, unlikely to adversely affect	WQ BMPs
Arkansas River shiner	Threatened	May affect, unlikely to adversely affect	WQ BMPs
Arkansas River shiner critical habitat	Designated	May affect, unlikely to adversely affect	WQ BMPs
Piping Plover	Threatened	May affect, unlikely to adversely affect	WQ BMPs

3. Acres of ABB suitable habitat: NA

4. Bald Eagle Assessment:__x__ not expected to impact *or* ____ may impact

5. Swallow Assessment:__x__ not expected to impact *or* ____ will likely impact

6. Migratory Birds: Species that are present during the breeding season will be addressed by implementing measures, designed in coordination with the USFWS, to avoid impacts to active nests. This will be done prior to letting the project for construction. If necessary, plan notes will be provided.

7. Plan Notes: none required

8. Jurisdictional Waters and Wetlands Evaluation:

Wetlands and Ponds

Field Site	Type	Description (Cowardin Classification)	Acres within study footprint
FS-1	Palustrine forested	PFO1A- palustrine, forested, broad-leaved deciduous, temporarily flooded	0.798

Streams and Drainages

Field Site(s)	Water Body Name	Type (USGS Designation)	Acres within study footprint	Linear Feet within study footprint	Upstream/ Downstream OHWM elevation at approximately 25 ft	Upstream/ Downstream OHWM Elevation at approximately 50 ft
FS-3	Unnamed tributary of Cottonwood Creek	Unmapped, ephemeral	0.057	174	NA	NA
FS-2	Cottonwood Creek	Mapped, perennial (R2UB2/3H- riverine, lower perennial, unconsolidated bottom, sand and mud bed, permanently flooded	0.646	302	917/916	913/908

cc: Project Management Division 4

21440-2011-I-0097
CPA-0048

AB

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

RECEIVED
MAR 08 2011
U.S. FISH & WILDLIFE SERVICE
TULSA ES

February 28, 2011

Dr. Dixie Bounds, Field Supervisor
U. S. Fish and Wildlife Service
Ecological Services
Oklahoma Field Office
9014 East 21st Street
Tulsa, Oklahoma 74129

Dear Dr. Bounds:

Logan Co.
JP 21860(04)

The Oklahoma Department of Transportation (ODOT) proposes to replace the existing double deck bridge over Cottonwood Creek in Guthrie, Oklahoma with a 4 lane structure with sidewalks. The study area occurs in Section 8 in (T16N, R2W) at latitude/longitude coordinates (35.8801N, 97.4293W) (center of the existing bridge), in NAD83 datum. The study area encompasses 30.916 acres of urban areas and forested riparian areas as well as ephemeral and perennial streams. The proposed action will occur on the existing alignment. The new bridge will be constructed in phases. The first portion to be constructed will occur on the south side of the existing structure. Once completed, traffic will be detoured onto this section while the northern portion is constructed. The grade may need to be raised at the ends of the approaches to avoid overtopping during flood events. Extensive new right-of-way will be required to complete the proposed activities especially on the south side of the roadway and the east side of bridge. The proposed action will involve significant clearing within the existing urban areas and forested wetland areas; in-stream activities are likely. These activities will take place using heavy machinery. The existing roadway will remain open during construction activities with the planned phased construction. The proposed action is needed as the existing bridge has been deemed structurally deficient with a sufficiency rating of 21.1.

The ODOT, acting as the duly authorized agent for the Federal Highway Administration, is hereby initiating the informal section 7 consultation process for the above mentioned project as a component of the agency's implementation of the procedural provisions of the National Environmental Policy Act. The information contained in this letter and the enclosed documents constitutes the ODOT's report of our biological evaluation of the proposed project site. Please find enclosed the results of the Biological Studies Report and aerial photographs delimiting the environmental study area discussed in the federally listed species review. The proposed action may affect, unlikely to adversely affect, the Interior Least Tern, Whooping Crane, Arkansas river shiner, Arkansas river shiner critical habitat, and Piping Plover.

Your concurrence in this matter is hereby respectfully requested. If you have any questions or comments regarding this request or need additional information, please contact James Teague at (405) 325-1019 or Julianne W. Hoagland at (405) 521-2515.

Sincerely,
James Teague

for

Julianne W. Hoagland
ODOT Biological Resources Program Coordinator

Attachments: Biological Studies Report and aerial photographs

CONCURRENCE WITH NOT LIKELY TO ADVERSELY AFFECT FINDING
Based on information provided with your determination, the Service concurs with your finding that the described action is not likely to adversely affect federally-listed or proposed species or their habitats.
Date: 4/8/2011 Consultation # 21440-2011-I-0097
Approved by: Sheila L. Baxter
This determination is valid for one year. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.
U.S. Fish and Wildlife Service – Oklahoma Ecological Services
http://www.fws.gov/southwest/es/Oklahoma/

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

February 28, 2011

Dr. Dixie Bounds, Field Supervisor
U. S. Fish and Wildlife Service
Ecological Services
Oklahoma Field Office
9014 East 21st Street
Tulsa, Oklahoma 74129

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Sincerely,
James Teague JWH

for

Julianne W. Hoagland
ODOT Biological Resources Program Coordinator

Attachments: Biological Studies Report and aerial photographs

Threatened and Endangered Species Assessment
Bald Eagle Assessment
Swallow Assessment
and
Potential Jurisdictional Waters and Wetlands Evaluation

Logan County, Oklahoma
J/P 21860(04) and Project No: STPY-142A(102)
SH-33, Bridge and Approaches

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

Report Prepared By:
James Teague
Oklahoma Biological Survey
111 E. Chesapeake St.
Norman, OK 73019

February 28, 2011

Field Investigations Conducted By:
James Teague

Location and Description of the Proposed Action and Study Area

The Oklahoma Department of Transportation (ODOT) proposes to replace the existing double deck bridge over Cottonwood Creek in Guthrie, Oklahoma with a 4 lane structure with sidewalks (See Figure 1). The study area occurs in Section 8 in (T16N, R2W) at latitude/longitude coordinates (35.8801N, 97.4293W) (center of the existing bridge), in NAD83 datum. The study area encompasses 30.916 acres of urban areas and forested riparian areas as well as ephemeral and perennial streams. The proposed action will occur on the existing alignment. The new bridge will be constructed in phases. The first portion to be constructed will occur on the south side of the existing structure. Once completed, traffic will be detoured onto this section while the northern portion is constructed. The grade may need to be raised at the ends of the approaches to avoid overtopping during flood events. Extensive new right-of-way will be required to complete the proposed activities especially on the south side of the roadway and the east side of bridge. The proposed action will involve significant clearing within the existing urban areas and forested wetland areas; in-stream activities are likely. These activities will take place using heavy machinery. The existing roadway will remain open during construction activities with the planned phased construction. The proposed action is needed as the existing bridge has been deemed structurally deficient with a sufficiency rating of 21.1.

Field investigations were performed on February 21, 2011 by James Teague of the ODOT's Biological Studies Program at the Oklahoma Biological Survey. A pedestrian survey was performed on the entire study area identifying suitable habitat for threatened and endangered species; potentially jurisdictional waters of the United States were also identified and delineated using the United States Army Corps of Engineers (Corps) Great Plains Interim Regional Supplement to the Corps 1987 Wetland Delineation Manual (USACOE, 2009). A brief description of the study area is included along with supporting photographic images (See Appendix A).

The study area occurs within the Cross Timbers Transition level IV Ecoregion (Woods et al, 2005). The ecoregion is a transition area between the less rugged grass plains to the west and more rugged rolling, oak savannas to the east. Prairie grasses, Eastern red cedar (*Juniperus virginiana*), oak, and elm are the predominant cover types although the upland tree species are becoming more abundant partly the result of fire suppression in the ecoregion. Husbandry and crop cultivation are the predominant land uses. Streams generally have rockier streambeds than neighboring ecoregions; however, they as well as forested riparian areas and wetlands have become degraded because of stream channelization and land use changes.

The study area occurs within the Post oak-Blackjack oak game types (Duck and Fletcher, 1945). The game type occupies 17,600 square miles of rolling to rough terrain in the east-central portion of the state with some fingers extending towards the west. Historically the area was a mixture of oak forest and grassland dominated by post oak (*Quercus stellata*), blackjack oak (*Quercus marilandica*), little bluestem (*Schizachyrium scoparium*), and big bluestem (*Andropogon gerardii*) over sandstone and shale. The area generally receives between 32-40 inches of precipitation a year. The majority of the habitat occurs outside of the floodplain providing more stable habitat for a diversity of game. Much of the small game habitat occurs in ecotonal areas created by roadway and railroad right of ways as well as field and forest margins. The region generally has poor soils but still produces cotton, grain sorghum, berries, peanuts, and orchard crops in some areas.

The study area is composed of: well maintained right-of-way, residences, and businesses; weedy lots; ephemeral and perennial streams; as well as palustrine forested wetlands (See Figure 6). The right-of-way, residences, and businesses are composed of daffodils, ornamental shrubs, Eastern red cedar, Bermuda grass (*Cynodon dactylon*), common dandelion (*Taraxacum officinale*), wild onion (*Allium* sp.), burning bush (*Euonymus* sp.), Johnson's grass (*Sorghum halepense*), goldenrod (*Solidago* sp.), great ragweed (*Ambrosia trifida*), saw greenbrier (*Smilax bona-nox*), roundleaf greenbrier (*Smilax rotundifolia*), poison ivy (*Toxicodendron radicans*), Japanese honeysuckle (*Lonicera japonica*), trumpet creeper (*Campsis radicans*), American elm (*Ulmus americanus*), mulberry (*Morus* sp.), hackberry (*Celtis occidentalis*), pecan (*Carya illinoinensis*), Eastern cottonwood (*Populus deltoides*), shortleaf pine (*Pinus echinata*), and sweetgum (*Liquidambar styraciflua*). The weedy lots are composed of Johnson's grass, Spanish gold (*Grindelia papposa*), broomweed (*Amphiachyris dracunculoides*), and Illinois bundleflower (*Desmanthus illinoensis*). The streams, forested wetlands, and riparian areas are composed of, in varying combinations, poison ivy, hackberry, American elm, pecan, fescue (*Festuca* sp.), wild rye (*Elymus* sp.), Indian woodoats (*Chasmanthium latifolium*), sugarberry (*Celtis laevigata*), black walnut (*Juglans nigra*), southern catalpa (*Catalpa bignonioides*), sycamore (*Platanus occidentalis*), black oak (*Quercus velutina*), and red maple (*Acer rubrum*).

The study area contains three well drained soil series (See Table 1; Figure 4) (NRCS, 2009; Galloway, 1960). The soils range from silt loam to urban in nature. None of the soil series are listed on the Natural Resource Conservation Service's (NRCS) National Hydric Soils list (NRCS, 2008).

Table 1: Descriptions of soil series within study area

Map Unit Symbol	Map Unit Name	Slopes (%)	Drainage Classification	Hydric Soils Status
AspA	Ashport silt loam, occasionally flooded	0-1	W	N
AstA	Ashport silt loam, frequently flooded	0-1	W	N
URB	Urban land	-	-	-

W= well drained
N= not on the NRCS's National Hydric Soils List

Species Assessment

Endangered, Threatened, Candidate Species and Critical Habitat

The United States Fish and Wildlife Service (Service) is charged with protecting species that are threatened or endangered with extinction along with critical habitat needed for their survival under the Endangered Species Act of 1973 (ESA, 1973). The Service lists four species for Logan County in Oklahoma that are protected under the Endangered Species Act. Aquatic Dependent Species and Aquatic Species (HUC 11) watersheds as well as occupied waterbodies and critical habitat has been designated within the county (See Table 2 and Figure 3) (USFWS(a), 2011). The potential for the listed species to occur in the study area is marginal based on comparisons of available habitat from aerial photos (See Figures 2, 5, and 6), field inspections, and species habitat requirements (USFWS(b), 2011). A search of the Oklahoma Natural Heritage Inventory revealed that the Arkansas River shiner was observed on the Cimarron River in 1965. The Interior Least Tern was observed on the Cimarron River on several occasions in 1989. The Bald Eagle was observed nesting on the shores on the Cimarron River in 1991 and 1992. Observations were made within 5 miles of the study area (ONHI, 2011).

Table 2: Federally-Listed Species, Status, and Critical Habitat in Logan Counties			
Species or Critical Habitat	**Listing Status**	**Species Status within the County**	**Species' Status Within and Adjacent to the Proposed Project Biological Study Area**
Interior Least Tern (*Sterna antillarum*)	Endangered	Aquatic Dependent Species (HUC 11) watersheds and occupied waterbodies designated. Documented occurrences including breeding activities. Situated within the probable migratory pathway between breeding and winter habitats. Contains sites that could provide stopover habitat during migration.	Suitable habitat not present within the study area. The study area is located within a designated Aquatic Dependent Species watershed approximately 2.75 miles upstream of potentially suitable habitat within the Cimarron River. .
Whooping Crane (*Grus americana*)	Endangered	Documented current occurrences (within the last 25 years). Situated within the probable migratory pathway between breeding and winter habitats. Contains sites that could provide stopover habitat during migration.	Suitable habitat not present within the study area. The study area is located approximately 2.75 miles upstream of potentially suitable habitat within the Cimarron River.
Arkansas River shiner (*Notropis girardi*)	Threatened	Aquatic Species watersheds and critical habitat designated	Potentially suitable habitat located within the study area. Study area is located within a designated Aquatic Species watersheds approximately 2.75 stream miles upstream of the Cimarron River.
Arkansas River shiner critical habitat	Designated	Cimarron River	Study area occurs approximately 2.75 stream miles upstream of the Cimarron River.
Piping Plover (*Charadrius melodus*)	Threatened	Situated within the probable migratory pathway between breeding and winter habitats. Contains sites that could provide stopover habitat during migration.	Suitable habitat not present within the study area. Study area is located approximately 2.75 stream miles upstream of the Cimarron River, the closest potentially suitable habitat for this species.

Interior Least Tern

The Interior Least Tern is a migratory bird that travels from overwintering grounds in the Bahamas, Central America, and Mexico to nesting sites on the Atlantic coast, throughout the central United States, and California. The Tern nests on sparsely vegetated sandflats and gravel bars near wide rivers and lakes where it feeds on a variety of minnow species and other small fish. In Oklahoma, the Tern can be found nesting and foraging along the Arkansas, Cimarron, Canadian, and Red Rivers. Suitable habitat does not occur within the study area. The study area occurs within a designated Aquatic Dependent Species watershed approximately 2.75 stream miles upstream of the Cimarron River, an occupied waterbody for this species. The proposed action has the potential to release sediment and pollutants into the Cimarron River. Conscientious implementation and maintenance of erosion and sediment control measures as well as chemical and fuel handling procedures (WQ BMPs) should render these inputs negligible. Consequently, any effects on potentially suitable habitat and the aquatic food base of this species should be discountable. Considering the proximity of the study area to the Cimarron River, the absence of suitable habitat within the study area, and the results of the ONHI search, the proposed action may affect, unlikely to adversely affect, the Interior Least Tern.

Whooping Crane

The Whooping Crane is a migratory bird that historically travelled from overwintering grounds in the southern United States and northern Mexico to nesting grounds throughout the prairie states to northern Canada. Numbers have declined due to habitat destruction, shootings, and incidental collisions. In Oklahoma, the Crane primarily uses the Salt Plains Wildlife Refuge near Jet, Oklahoma (USFWS (b), 2011) and Hackberry Flats near Frederick, Oklahoma (OKDW, 2000) as a key stopover area during the spring and fall migrations; however the Crane may also be seen foraging in wetlands, streams, and grain fields throughout the state during their migration periods. Suitable habitat for this species does not occur within the study area. The study area occurs approximately 2.75 stream miles upstream of potentially suitable stopover habitat within the Cimarron River. Conscientious implementation and maintenance of erosion and sediment control measures as well as chemical and fuel handling procedures (WQ BMPs) should render these inputs negligible. Consequently, any effects on potentially suitable habitat and the aquatic food base of this species should be discountable. Considering the absence of suitable habitat within, the proximity of the study area to the Cimarron River, and the results of the ONHI search, the proposed action may affect, unlikely to adversely affect, the Whooping Crane.

Arkansas River shiner

The Arkansas River shiner is a small minnow that lives in wide, shallow, sandy bottomed stream and river systems. Remnant populations have been found in the South Canadian River in Oklahoma, Texas, and New Mexico and the Cimarron River in Kansas and Oklahoma. In Logan County, the Cimarron River is considered critical habitat for this species. Further, the adjacent watersheds are considered Aquatic Species (HUC 11) Watersheds. The study area occurs within a designated Aquatic Species watershed approximately 2.75 stream miles upstream of the Cimarron River, designated critical habitat for this species. The stretch of Cottonwood Creek within the study area could be considered potentially suitable habitat for this species considering this stream's flow regime, streambed composition, and proximity to the Cimarron River. However, we know of no occurrences of this species within this stream system. The proposed action will impact the water quality of Cottonwood Creek for some period of time during and immediately after construction activities and has the potential to release sediment and pollutants into the Cimarron River. Conscientious implementation and maintenance of erosion and sediment control measures as well as chemical and fuel handling procedures (WQ BMPs) should render inputs to the Cimarron River negligible. Consequently, any effects on potentially suitable habitat and the aquatic food base of this species should be discountable. Considering the location of the study area and the results of the ONHI search, the proposed action may affect, unlikely to adversely affect, the Arkansas River shiner and shiner critical habitat.

Piping Plover

The Piping Plover is a migratory bird that historically travelled from overwintering grounds in the southern Atlantic and Gulf coasts, Bahamas, and West Indies to nesting sites on the Atlantic coast, northern Great Plains, and upper Midwest. The Plover nests on sparsely vegetated sand flats, gravel bars, and mudflats near wide rivers, lakes, and oceans where it feeds on a variety of invertebrates. In Oklahoma, the Plover can be seen during the migration periods mainly in the northwestern part of the state but may also stopover in other areas that provide suitable foraging habitat. Suitable habitat does not occur within the study area. The study area occurs approximately 2.75 stream miles upstream of potentially suitable stopover habitat for this species within the Cimarron River. The proposed action has the potential to release sediment and pollutants into the Cimarron River. Conscientious implementation and maintenance of erosion

and sediment control measures as well as chemical and fuel handling procedures (WQ BMPs) should render these inputs negligible. Consequently, any effects on potentially suitable habitat and the aquatic food base of this species should be discountable. Considering the absence of suitable habitat within the study area, the proximity of the study area to the Cimarron River, and the results of the ONHI search, the proposed action may affect, unlikely to adversely affect, the Piping Plover.

Bald Eagle

The Bald Eagle (*Haliaeetus leucocephalus*) was removed from the threatened and endangered species list by the Service on August 8, 2007; however the species is still protected under the Bald and Golden Protection Act and the Migratory Bird Treaty Act (USFWS (c), 2007). Bald Eagles require tall trees or cliffs located near large water bodies such as lakes and rivers to nest and feed (USFWS (d), 2007). The study area contains forested riparian areas that could be used for roosting and nesting by this species if it did occur in the area. However, this is unlikely considering the proximity to the residential and urban areas of Guthrie. This species is more likely to use forested areas closer to the Cimarron River. Further, no eagles, Bald Eagle nests, or other signs of Bald Eagle were seen in or within 700 feet of the study area. The proposed action is not expected to negatively impact the Bald Eagle.

Potential Jurisdictional Waters and Wetlands Evaluation

The entire study area was visually inspected to locate areas of potentially-jurisdictional wetlands and waterways. Each potential wetland area, except in-stream wetlands, was evaluated according to the Corps 1987 Wetland Delineation Manual (USACOE, 1987) and the Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region. Waterways were characterized on the basis of channel morphology, estimated flow patterns, and associated vegetation; indications of an ordinary high water mark (such as a clear, natural line impressed on the bank, the presence of drift lines, shelving, the destruction of terrestrial vegetation, or pronounced changes in vegetation types) were also noted. This finding has been performed and prepared in compliance with Executive Order 11990, A Protection of Wetlands and is in compliance with 23 CFR 771, 777 and Technical Advisory T6640.8A. The Corps 1987 Wetland Delineation Manual and the Interim Regional Supplements are limited in scope to those wetlands that may be considered to be "waters of the United States" and are thus subject to the Clean Water Act section 404 regulatory program. The Manual and Supplements specify that, under normal circumstances, three positive wetland indicators - a predominance of hydrophytic vegetation, the presence of hydric soils and verifiable wetland hydrology - must be present at a given site for that site to be identified as a jurisdictional wetland subject to regulation by the Corps. The identification of jurisdictional waterways is predicated on the verification in the field of characteristics generally associated with non-wetland aquatic ecosystems, such as channel and watershed characteristics, water flow rates and patterns, and associated vegetation.

The study area has one ephemeral (Field Site 3) and one perennial (Field Site 2) stream as well as three palustrine forested wetlands (Field Site 1) (See Figure 6). Pursuant to confirmation by the Corps, it is my professional opinion that perennial stream and palustrine forested wetlands satisfy the criteria to be considered waters of the United States (jurisdictional waters) as defined by the Corps 1987 Wetlands Delineation Manual and Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region; the ephemeral stream may be jurisdictional. Field Site 2 is depicted as a perennial stream on the topographic mapping (See Figure 2). No wetlands are depicted within the study area (See Figure 5).

Field Site 1 is composed of three temporarily flooded, broad-leaved deciduous, palustrine forested (PFO1A) (Cowardin, 1979) wetlands that together occupy approximately 0.798 acres of the study area. These features have hydrophytic vegetation and wetland hydrology. The soils are of a red parent material but are considered hydric (See Field Site 1 Wetland Dataform and Image 5). These wetlands occur on high flood benches within the immediate floodplain of Cottonwood Creek.

Field Site 2 can best be described as a mapped, permanently flooded, lower perennial (R2UB2/3H) stream with a sand and mud bed. This stream, Cottonwood Creek, occupies approximately 0.646 acres (~ 302 linear feet) of the study area. The stream was flowing within a valley with steep but vegetated banks (See Images 6 and 7). The ordinary high water mark of the stream ranges from 916 to 908 feet above sea level (se= 1.8 to 2.1 ft) within approximately 50 ft upstream and downstream of the existing bridge. The stream ranges from 81 to 98 ft wide within this same stretch.

Field Site 3 can best be described as an unmapped ephemeral stream that occupies approximately 0.057 acres (174 linear feet) of the study area. This stream drains the adjacent urban areas of Guthrie and flows southwest under the railroad tracks into Field Site 2. The stream was flowing through a deeply scoured channel during field investigations.

The study area contains one ephemeral (0.0.057 acres; ~ 174 linear feet) and one perennial (0.646 acres; ~ 302 linear feet) streams and three palustrine forested wetlands (0.0.798 acres). As project plans are refined, and the linear extent and volume of dredge and/or fill operations that will occur below the OHWM of jurisdictional waters and in wetlands are determined, the proposed construction activities should be evaluated to ensure that the appropriate Section 404 permit application is made.

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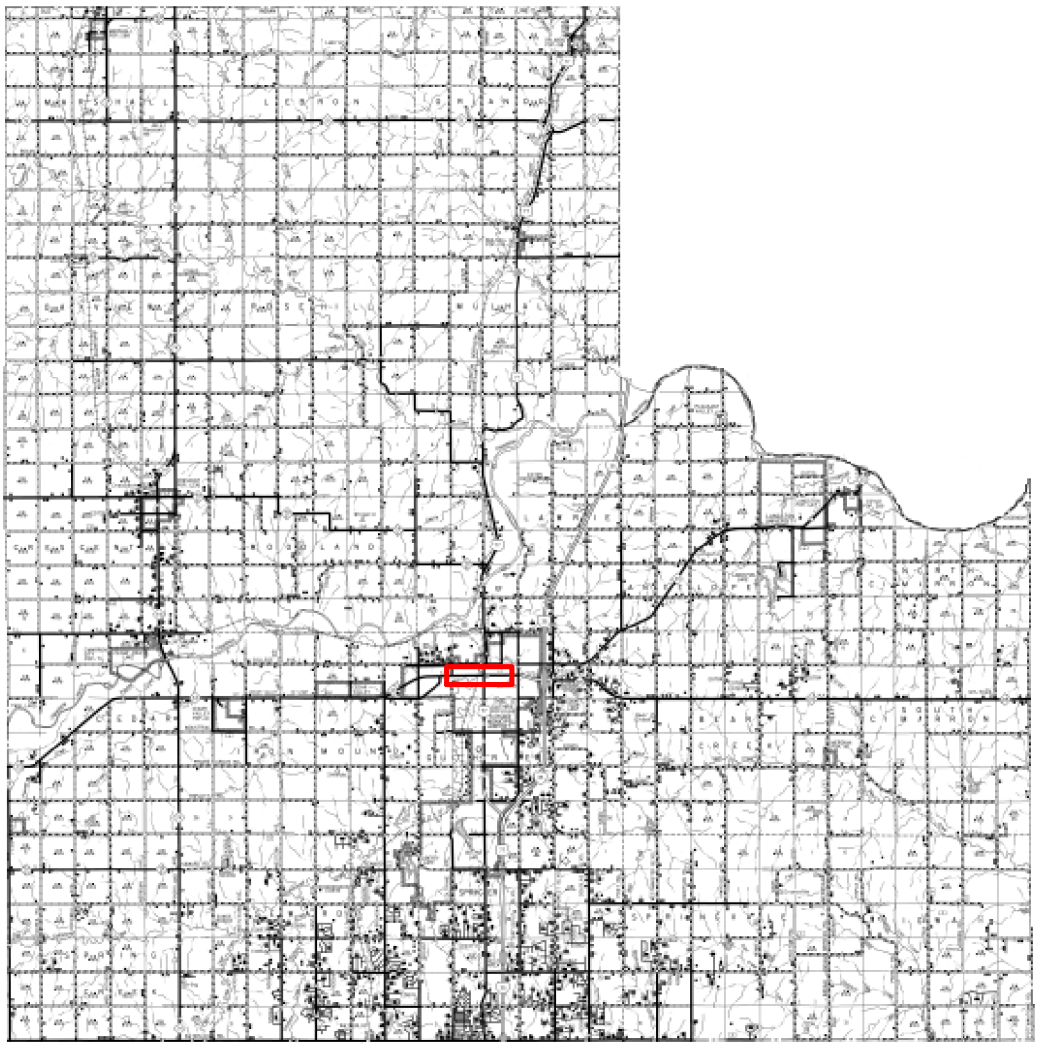


Figure 1. County Wide Section Line Map

Project Location

N

Logan County

J/P 21860(04)

Project #: STPY-142A(102)

Source: State of Oklahoma Department of Transportation

Not to scale

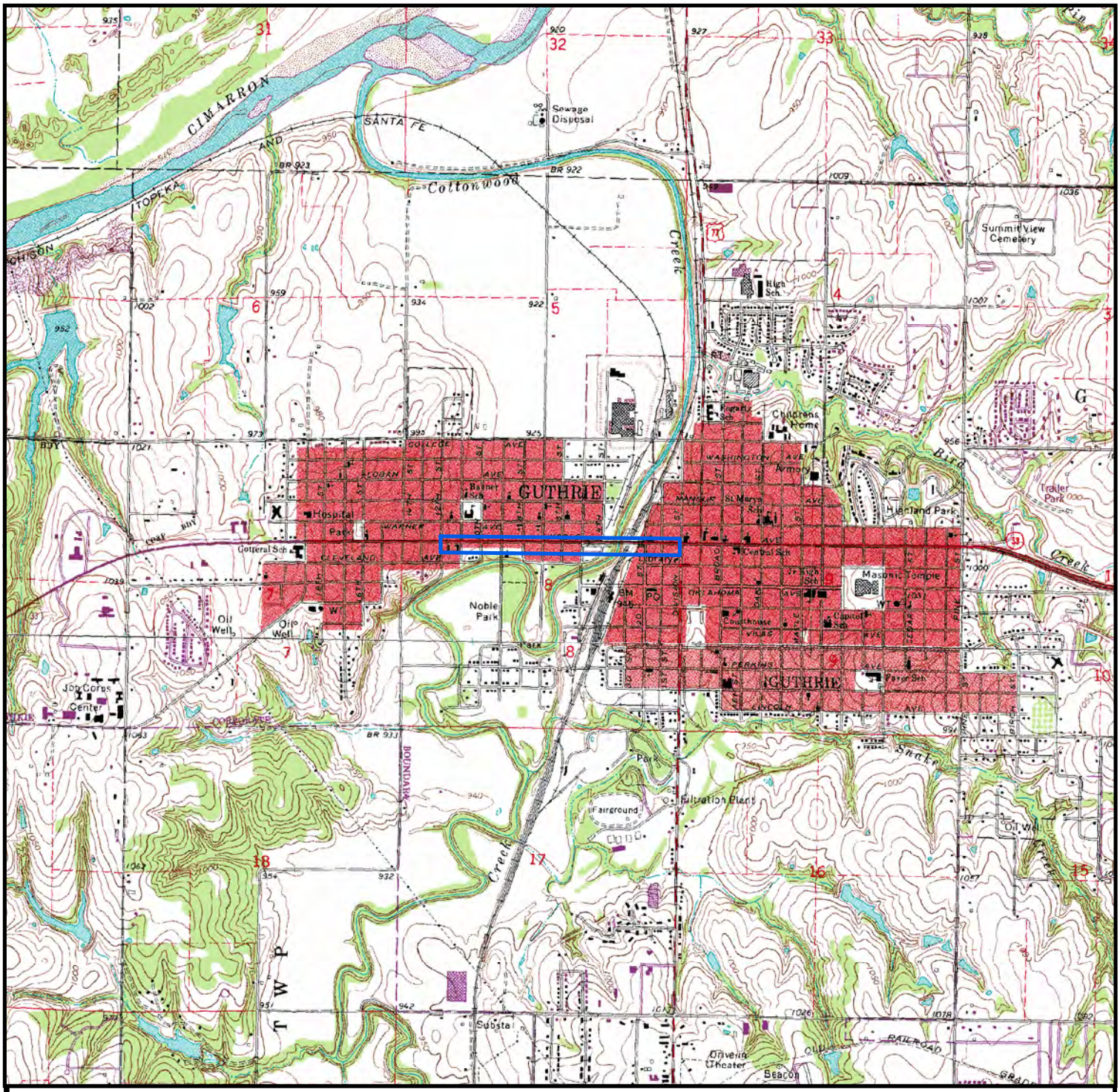


Figure 2. Topographic Map

Study Area

N

Logan County

J/P 21860(04)

Project #: STPY-142A(102)

USGS 7.5 minute quadrangle at 1:24,000 scale

0 0.25 0.5 1 Miles

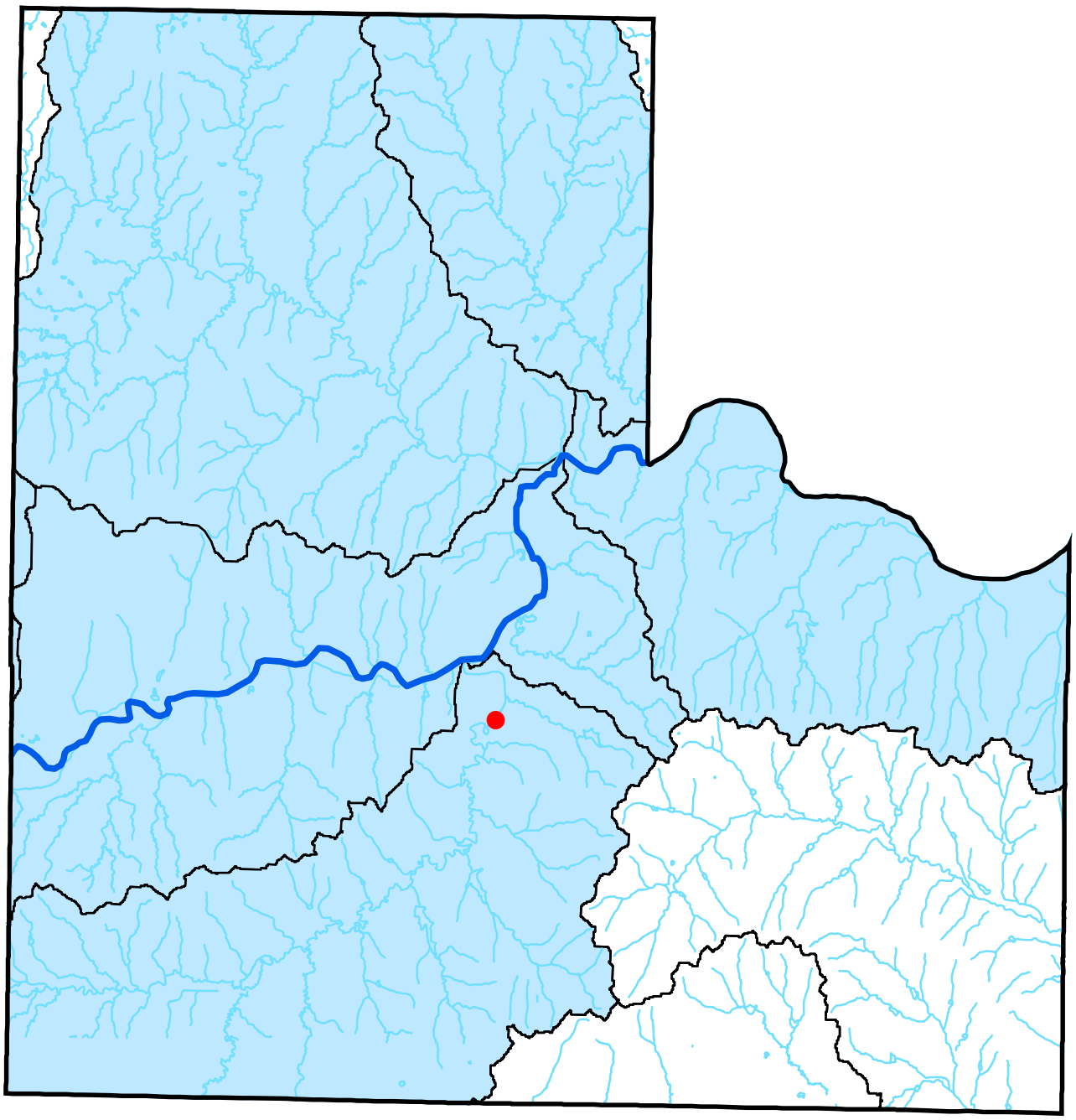


Figure 3. Critical Habitat, Occupied Waterbodies and Watersheds

Oklahoma streams

Interior Least Tern occupied waterbody
Arkansas River shiner critical habitat

Interior Least Tern and Arkansas River shiner
Aquatic Dependent Species and Aquatic Species Watersheds

Project Location

Source: USFWS, Oklahoma Ecological Services Field Office, December 2007 (11 digit HUC watersheds)

N

0 2.5 5 10 Miles

Logan County

J/P 21860(04)

Project #: STPY-142A(102)

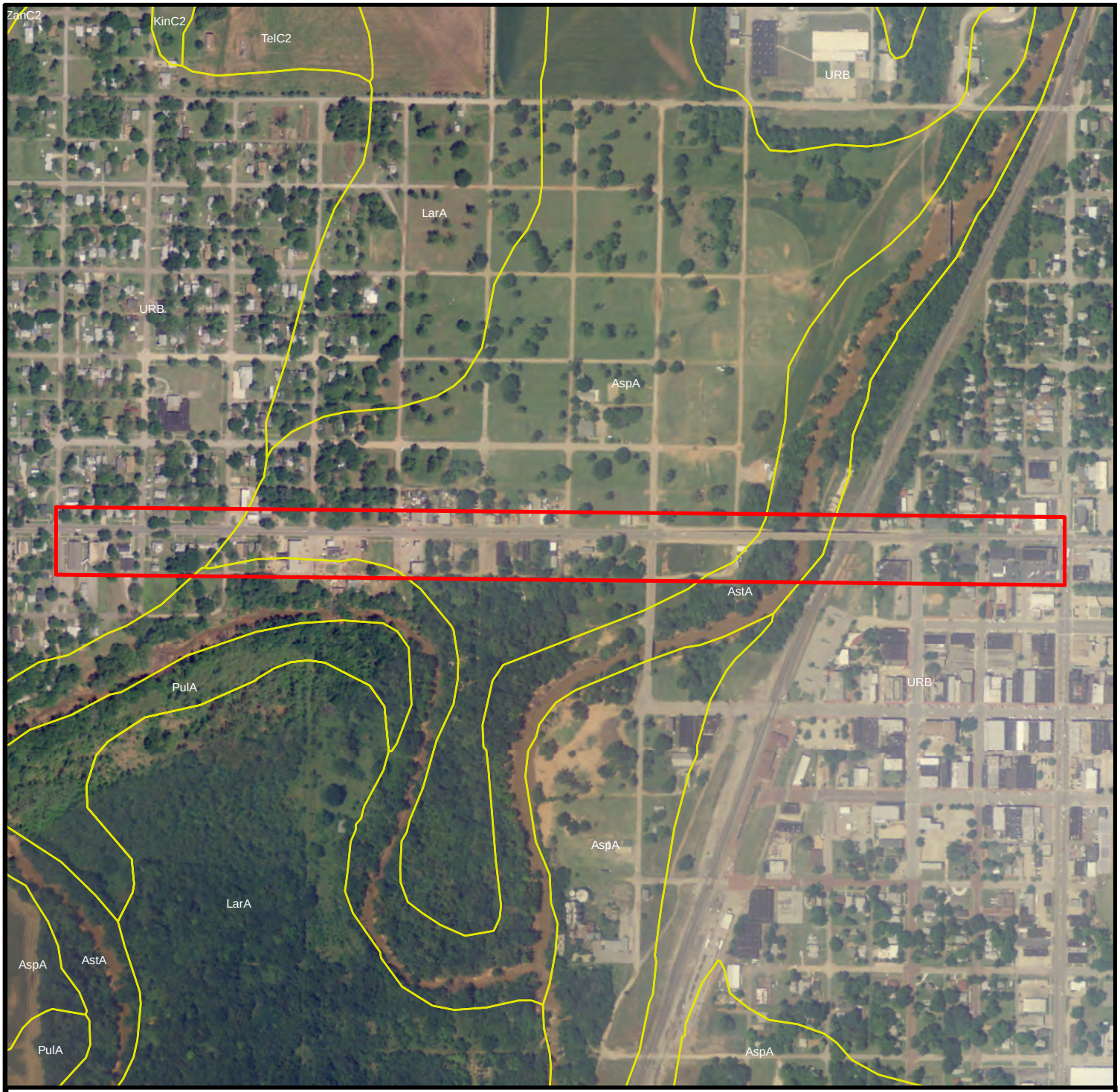


Figure 4. Soil Map

Project Area

Soil Descriptions

AspA: Ashport silt loam, 0-1% slopes, occasionally flooded

AstA: Ashport silt loam, 0-1% slopes, frequently flooded

URB: Urban land

N

Logan County

J/P 21860(04)

Project #: STPY-142A(102)

USDA-APFO NAIP 2008 Digital Orthophotography
USDA-NRCS 2008 Soil Survey Geographic (SSURGO) Data

0 250 500 1,000 Feet

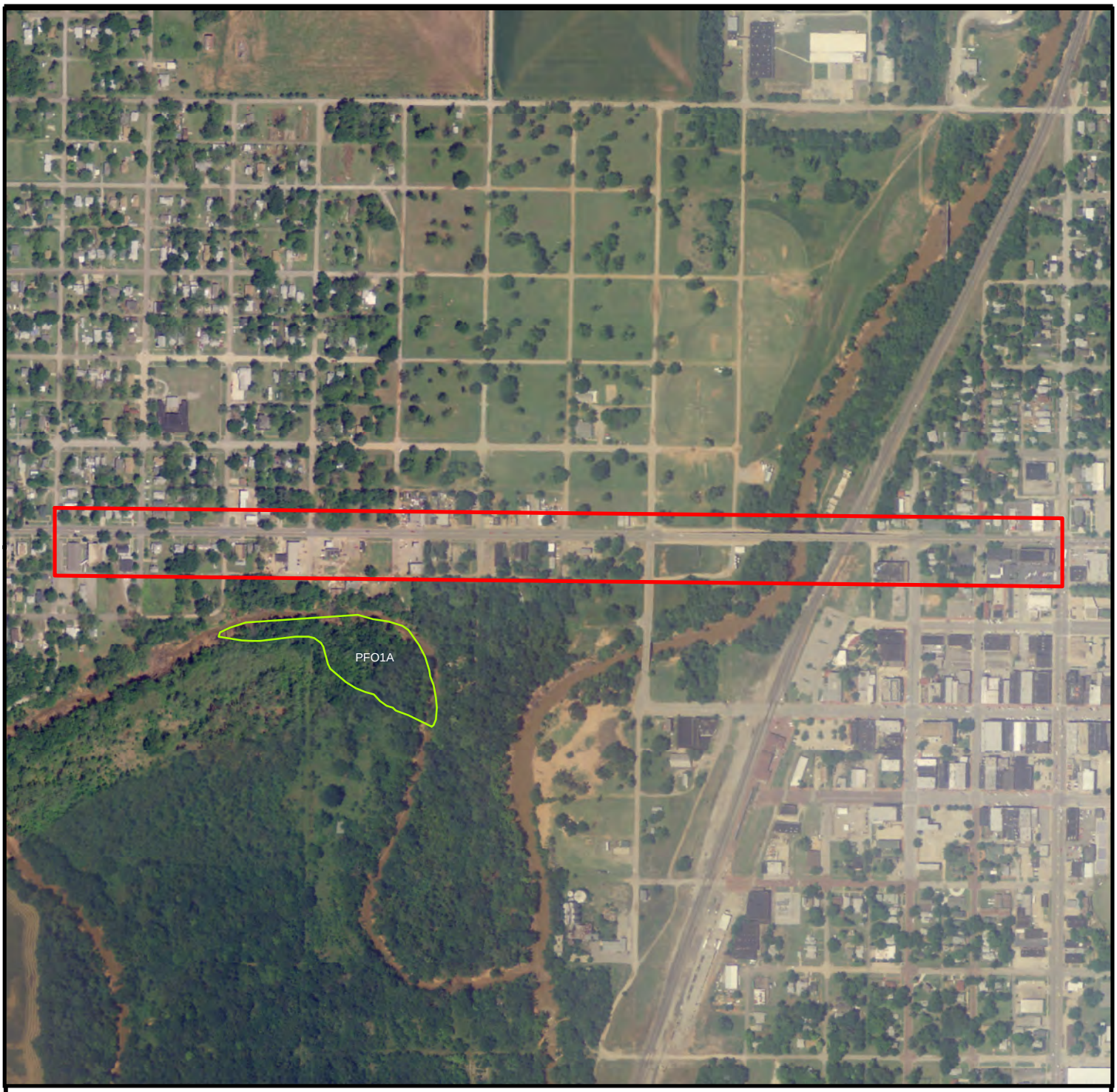


Figure 5. NWI Map

Study Area

NWI

N

Logan County

J/P 21860(04)

Project #: STPY-142A(102)

0 250 500 1,000

Feet

NWI Source: US Fish and Wildlife Service 2009

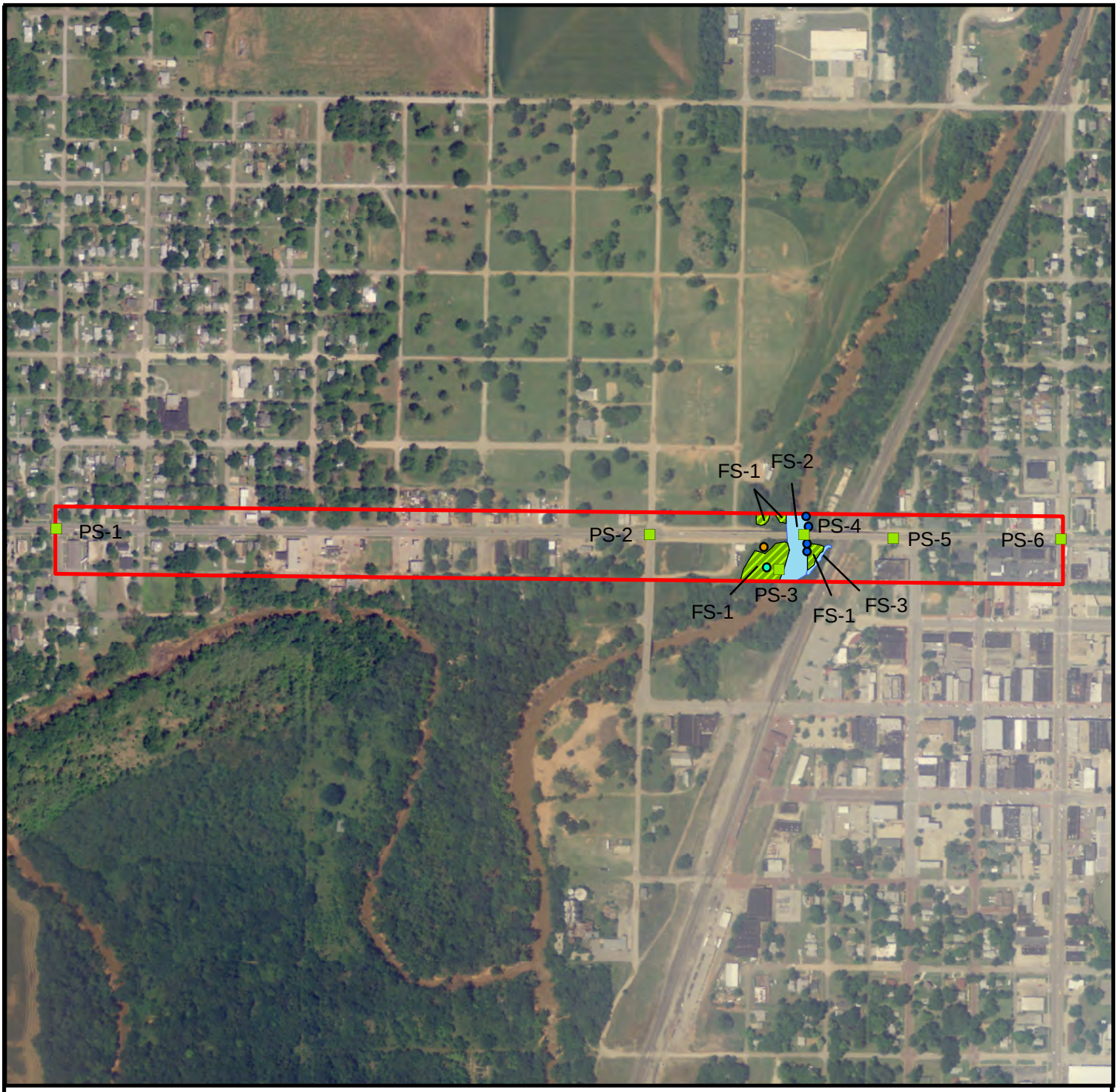


Figure 6. Site Map

Study Area

OHWM elevation points

Wetland

Stream

Photo Sites

Wet DP

Up DP

N

Logan County

J/P 21860(04)

Project #: STPY-142A(102)

0 250 500 1,000 Feet

USDA-APFO National Agriculture Imagery Program
2008 Digital Orthophotography

Appendix A: Photo Images for ODOT J/P 21860(04) Bridge and Approaches in Logan County, Oklahoma



Image 1 (PS 1): looking NE from the western extent of the study area.



Image 2 (PS 1): looking SE from the western extent of the study area.



Image 3 (PS 2): looking NW from the roadway.



Image 4 (PS 2): looking SW from the roadway.



Image 5 (PS 3): looking NW from within FS-1.



Image 6 (PS 4): looking N (downstream) at FS-2.



Image 7 (PS 4): looking S (upstream) at FS-2.



Image 8 (PS 4): looking E from the FS-2 crossing.



Image 9 (PS 4): looking W from the FS-2 crossing.



Image 10 (PS 5): looking SE from the roadway.



Image 11 (PS 5): looking NE from the roadway.



Image 12 (PS 6): looking SW from the eastern extent of the study area.



Image 13 (PS 6): looking NW from the eastern extent of the study area.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: J/P 21860(04)	City/County: Guthrie, Logan	Sampling Date:2-21-11
Applicant/Owner: ODOT	State: OK	Sampling Point: FS-1/PFO
Investigator(s): JKT	Section, Township, Range: 8, T16N, R2W	
Landform (hillslope, terrace, etc.): terrace	Local relief (concave, convex, none): concave	Slope (%):0-1
Subregion (LRR):	Lat: 35.8797N Long: 97.4298W	Datum: NAD83
Soil Map Unit Name: Ashport silt loam, frequently flooded	NWI classification: unmapped	

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

Are Vegetation [ ] Soil [ ] or Hydrology [ ] significantly disturbed? Are "Norman Circumstances" present? Yes [x] No [ ]

Are Vegetation [ ] Soil [ ] or Hydrology [ ] Naturally problematic? (If needed, explain any answers in Remarks)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	x	No		**Is the Sampled Area within a Wetland?** Yes ___x___ No _____
Hydric Soil Present?	Yes	x	No		
Wetland Hydrology Present	Yes	x	No		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:_____)	Absolute % Cover	Dominant Species?	Indicator Status
1.*Ulmus americana*		Y	Fac
2.*Celtis laevigata*		Y	Fac
3.*Platanus occidentalis*		Y	Fac+
4.*Acer rubrum*		N	Fac
_____ = Total Cover			
Sapling/Shrub Stratum (Plot size:_____)			
1.*Ulmus americana*		Y	Fac
2.*Platanus occidentalis*		Y	Fac+
3.			
4.			
5.			
_____ = Total Cover			
Herb Stratum (Plot size:_____)			
1.*Chasmanthium latifolium*		Y	Fac
2.*Festuca* sp.		N	-
3.*Elymus* sp.		N	-
4.			
5.			
6.			
7.			
8.			
9.			
10.			
_____ = Total Cover			
Woody Vine Stratum (Plot size:_____)			
1.*Toxicodendron radicans*		Y	Fac
2.			
_____ = Total Cover			
% Bare Ground in Herb Stratum _____			

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 7 (A)

Total Number of Dominant Species Across All Strata: 7 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 7/7= 100 (A/B)

Prevalence Index worksheet:

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

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

__x_ Dominance Test is > 50%

___ Prevalence Index is ≤ 3.0[1]

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

___ Problematic Hydrophytic Vegetation[1] (Explain)

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

Hydrophytic Vegetation Present? Yes ___x___ No _____

Remarks

SOIL

Sampling Point: FS-1/PFO

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	5YR 5/4						Sandy silt loam	
8-16	5YR 5/6						Sandy loam	

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

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- [ ] Histosol (A)
- [ ] Histic Epipedon (A2)
- [ ] Black Histic (A3)
- [ ] Hydrogen Sulfide (A4)
- [ ] Stratified Layers (A5) (**LRR F**)
- [ ] 1 cm Muck (A9) (**LRR F, G, H**)
- [ ] Depleted Below Dark Surface (A11)
- [ ] Thick Dark Surface (A12)
- [ ] Sandy Mucky Mineral (S1)
- [ ] 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- [ ] 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- [ ] Sandy Gleyed Matrix (S4)
- [ ] Sandy Redox (S5)
- [ ] Stripped Matrix (S6)
- [ ] Loamy Mucky Mineral (F1)
- [ ] Loamy Gleyed Matrix (F2)
- [ ] Depleted Matrix (F3)
- [ ] Redox Dark Surface (F6)
- [ ] Depleted Dark Surface (F7)
- [ ] Redox Depressions (F8)
- [ ] High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- [ ] 1 cm Muck (A9) (**LRR I, J**)
- [ ] Coast Prairie Redox (A16) (**LRR F, G, H**)
- [ ] Dark Surface (S7) (**LRR G**)
- [ ] High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- [ ] Reduced Vertic (F18)
- [x] Red Parent Material (TF2)
- [ ] Other (Explain in Remarks)

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

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes [x] **No** [ ]

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- [ ] Surface Water (A1)
- [ ] High Water Table (A2)
- [x] Saturation (A3)
- [ ] Water Marks (B1)
- [x] Sediment Deposits (B2)
- [x] Drift Deposits (B3)
- [ ] Algal Mat or Crust (B4)
- [ ] Iron Deposits (B5)
- [ ] Inundation Visible on Aerial Imagery (B7)
- [ ] Water-Stained Leaves (B9)
- [ ] Salt Crust (B11)
- [ ] Aquatic Invertebrates (B13)
- [ ] Hydrogen Sulfide Odor (C1)
- [ ] Dry-Season Water Table (C2)
- [ ] Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- [ ] Presence of Reduced Iron (C4)
- [ ] Thin Muck Surface (C7)
- [ ] Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- [ ] Surface Soil Cracks (B6)
- [x] Sparsely Vegetated Concave Surface (B8)
- [x] Drainage Patterns (B10)
- [ ] Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- [ ] Crayfish Burrows (C8)
- [ ] Saturation Visible on Aerial Imagery (C9)
- [x] Geomorphic Position (D2)
- [ ] FAC-Neutral Test (D5)
- [ ] Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes [ ] No [x] Depth (inches): [ ]

Water Table Present? Yes [ ] No [x] Depth (inches): [ ]

Saturation Present? Yes [x] No [ ] Depth (inches): [s]
(includes capillary fringe)

Wetland Hydrology Present? Yes ___x____ No _____

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

Remarks: s= surface and below

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: J/P 21860(04)	City/County: Guthrie, Logan	Sampling Date:2-21-11
Applicant/Owner: ODOT	State: OK	Sampling Point: UP DP
Investigator(s): JKT	Section, Township, Range: 8, T16N, R2W	
Landform (hillslope, terrace, etc.): slope	Local relief (concave, convex, none): decline	Slope (%):0-1
Subregion (LRR):	Lat: 35.8800N Long: 97.4298W	Datum: NAD83
Soil Map Unit Name: Ashport silt loam, frequently flooded	NWI classification: NA	
Are climatic/hydrologic conditions on the site typical for this time of year? Yes [x] No [ ] (If no, explain in Remarks)		
Are Vegetation [ ] Soil [ ] or Hydrology [ ] significantly disturbed?	Are "Norman Circumstances" present? Yes [x] No [ ]	
Are Vegetation [ ] Soil [ ] or Hydrology [ ] Naturally problematic?	(If needed, explain any answers in Remarks)	

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes [ ]	No [x]	**Is the Sampled Area within a Wetland?**	Yes _____ No ___x____
Hydric Soil Present?	Yes [ ]	No [x]		
Wetland Hydrology Present	Yes [ ]	No [x]		

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:_____)	Absolute % Cover	Dominant Species?	Indicator Status
1.*Celtis occidentalis*		Y	Fac
2.*Juglans nigra*		Y	FacU
3.*Catalpa bignonioides*		Y	Up
4.			
_____ = Total Cover			
Sapling/Shrub Stratum (Plot size:_____)			
1.			
2.			
3.			
4.			
5.			
_____ = Total Cover			
Herb Stratum (Plot size:_____)			
1.*Chasmanthium latifolium*		Y	Fac
2.*Sorghum halepense*		Y	FacU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
_____ = Total Cover			
Woody Vine Stratum (Plot size:_____)			
1.			
2.			
_____ = Total Cover			
% Bare Ground in Herb Stratum _____			

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 2 (A)
Total Number of Dominant Species Across All Strata: 5 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 2/5=40 (A/B)

Prevalence Index worksheet:

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

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

___ Dominance Test is > 50%
___ Prevalence Index is ≤ 3.0[1]
___Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

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

Hydrophytic Vegetation Present? Yes _____ No ___x____

Remarks

SOIL

Sampling Point: UP DP

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	5YR 6/6						Sandy silt loam	

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

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- [ ] Histosol (A)
- [ ] Histic Epipedon (A2)
- [ ] Black Histic (A3)
- [ ] Hydrogen Sulfide (A4)
- [ ] Stratified Layers (A5) (**LRR F**)
- [ ] 1 cm Muck (A9) (**LRR F, G, H**)
- [ ] Depleted Below Dark Surface (A11)
- [ ] Thick Dark Surface (A12)
- [ ] Sandy Mucky Mineral (S1)
- [ ] 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- [ ] 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- [ ] Sandy Gleyed Matrix (S4)
- [ ] Sandy Redox (S5)
- [ ] Stripped Matrix (S6)
- [ ] Loamy Mucky Mineral (F1)
- [ ] Loamy Gleyed Matrix (F2)
- [ ] Depleted Matrix (F3)
- [ ] Redox Dark Surface (F6)
- [ ] Depleted Dark Surface (F7)
- [ ] Redox Depressions (F8)
- [ ] High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- [ ] 1 cm Muck (A9) (**LRR I, J**)
- [ ] Coast Prairie Redox (A16) (**LRR F, G, H**)
- [ ] Dark Surface (S7) (**LRR G**)
- [ ] High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- [ ] Reduced Vertic (F18)
- [ ] Red Parent Material (TF2)
- [ ] Other (Explain in Remarks)

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

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes [ ] **No** [x]

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

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

- [ ] Surface Water (A1)
- [ ] High Water Table (A2)
- [ ] Saturation (A3)
- [ ] Water Marks (B1)
- [ ] Sediment Deposits (B2)
- [ ] Drift Deposits (B3)
- [ ] Algal Mat or Crust (B4)
- [ ] Iron Deposits (B5)
- [ ] Inundation Visible on Aerial Imagery (B7)
- [ ] Water-Stained Leaves (B9)
- [ ] Salt Crust (B11)
- [ ] Aquatic Invertebrates (B13)
- [ ] Hydrogen Sulfide Odor (C1)
- [ ] Dry-Season Water Table (C2)
- [ ] Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- [ ] Presence of Reduced Iron (C4)
- [ ] Thin Muck Surface (C7)
- [ ] Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- [ ] Surface Soil Cracks (B6)
- [ ] Sparsely Vegetated Concave Surface (B8)
- [ ] Drainage Patterns (B10)
- [ ] Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- [ ] Crayfish Burrows (C8)
- [ ] Saturation Visible on Aerial Imagery (C9)
- [ ] Geomorphic Position (D2)
- [ ] FAC-Neutral Test (D5)
- [ ] Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes [ ] No [x] Depth (inches): [ ]

Water Table Present? Yes [ ] No [x] Depth (inches): [ ]

Saturation Present? (includes capillary fringe) Yes [ ] No [x] Depth (inches): [ ]

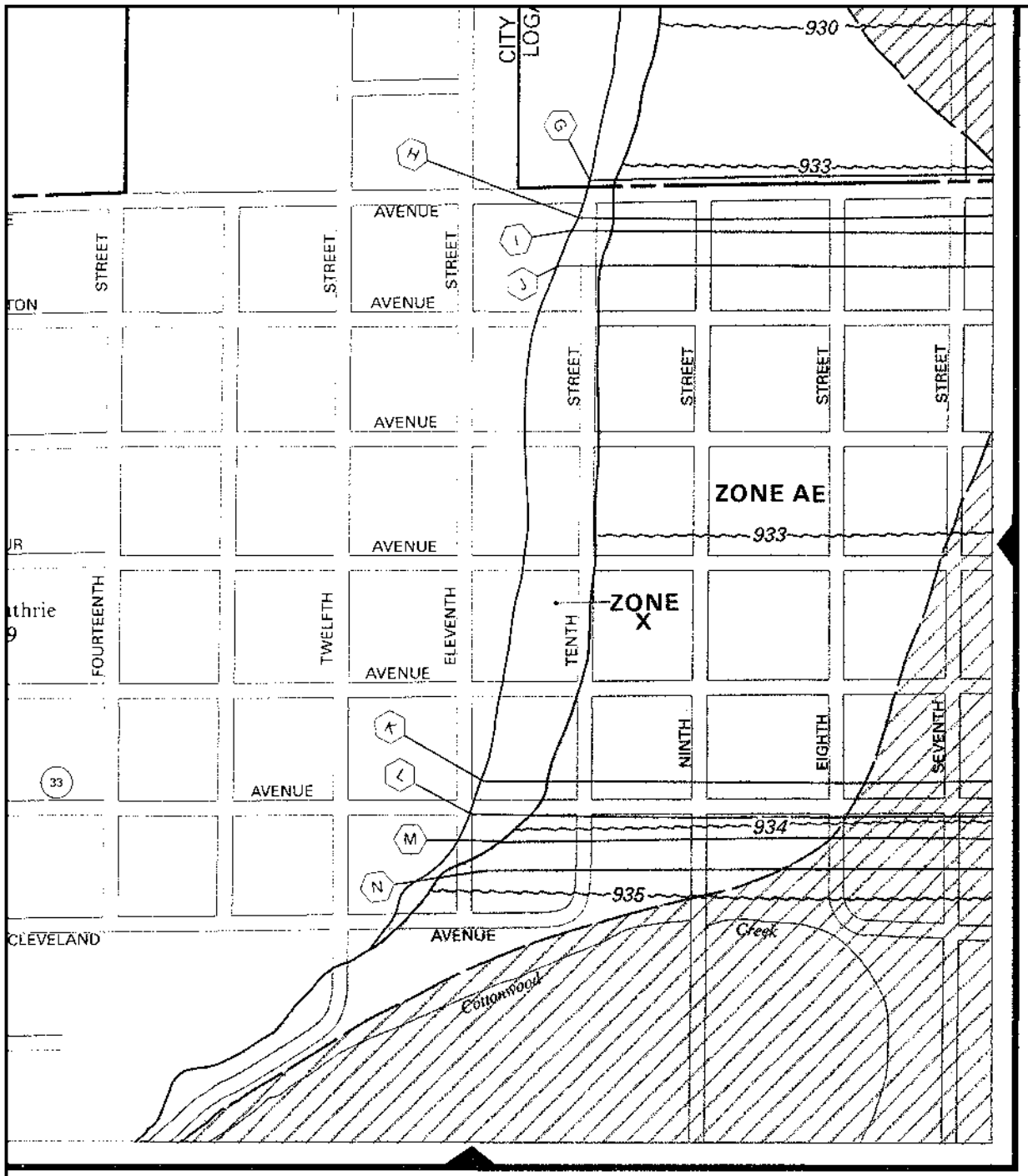
Wetland Hydrology Present? Yes _____ No ___x____

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

Remarks:

APPENDIX J

FEMA Flood Insurance Rate Maps



APPROXIMATE SCALE

500 0 500 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

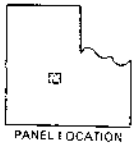
LOGAN COUNTY, OKLAHOMA AND INCORPORATED AREAS

PANEL 136 OF 250

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
GUTHRIE, CITY OF	400099	0136	D
UNINCORPORATED AREAS	400096	0136	D



PANEL LOCATION

MAP NUMBER

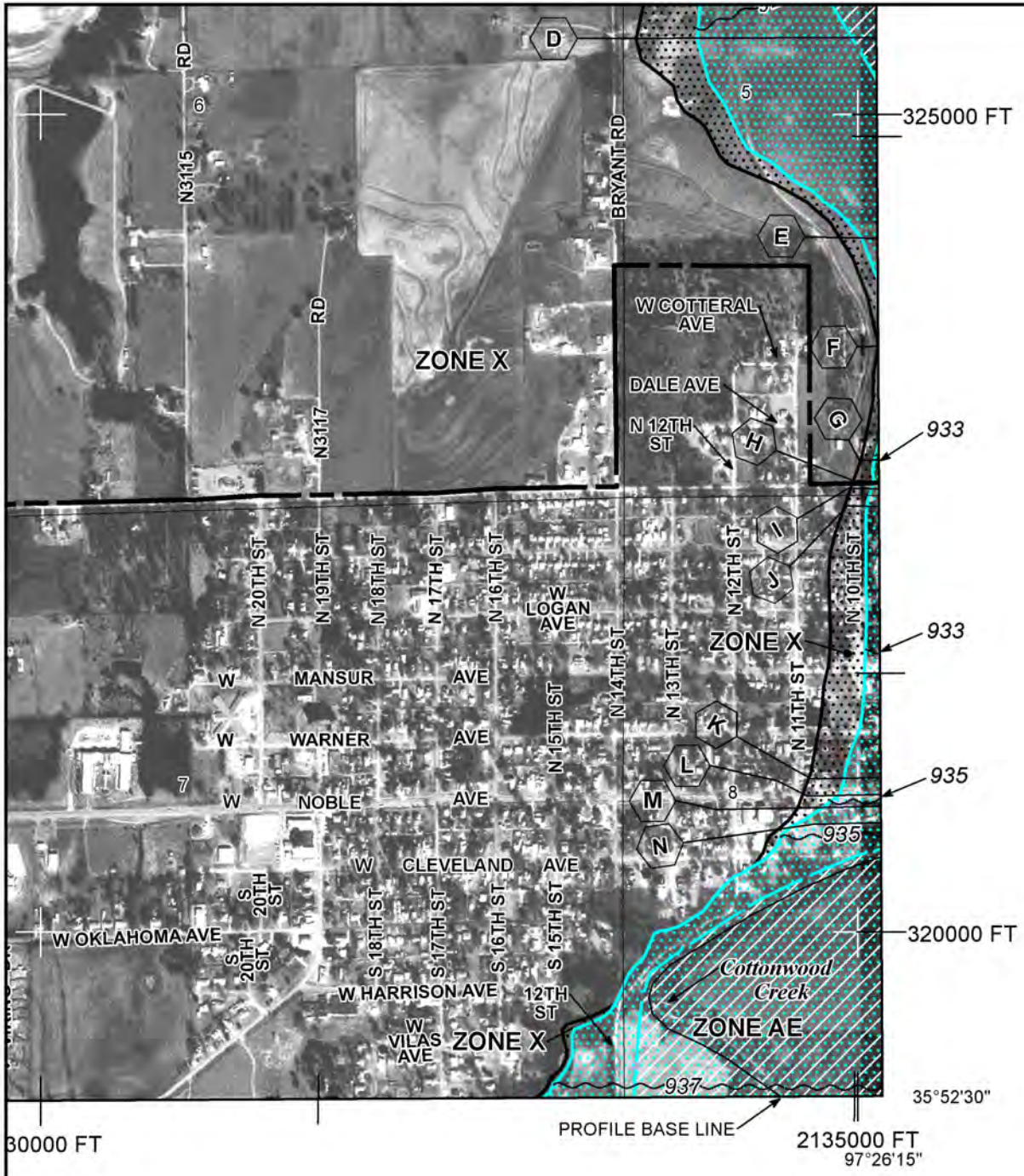
40083C0136 D

EFFECTIVE DATE:

DECEMBER 5, 1989

Federal Emergency Management Agency

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



MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 FEET

00 0 300 600 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0265F

FIRM

FLOOD INSURANCE RATE MAP

LOGAN COUNTY, OKLAHOMA

AND INCORPORATED AREAS

PANEL 265 OF 575

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GUTHRIE, CITY OF	400099	0265	F
LOGAN COUNTY, UNINCORPORATED AREAS	400096	0265	F

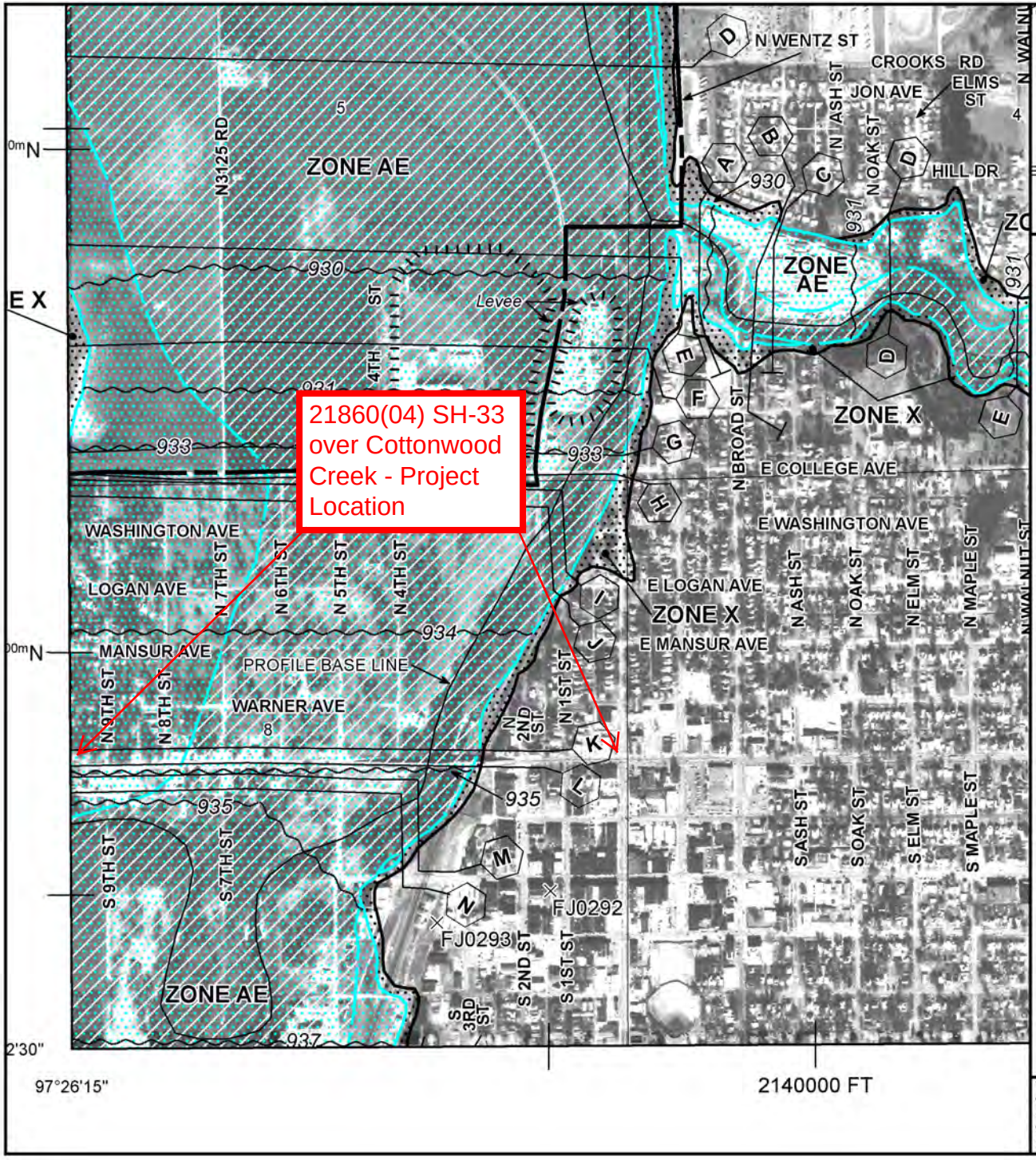
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
40083C0265F

MAP REVISED
SEPTEMBER 29, 2010

Federal Emergency Management Agency

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ance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

0 500 1,000 1,500 2,000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0270F

FIRM

FLOOD INSURANCE RATE MAP

LOGAN COUNTY, OKLAHOMA

AND INCORPORATED AREAS

PANEL 270 OF 575

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GUTHRIE, CITY OF	400099	0270	F
LOGAN COUNTY, UNINCORPORATED AREAS	400096	0270	F

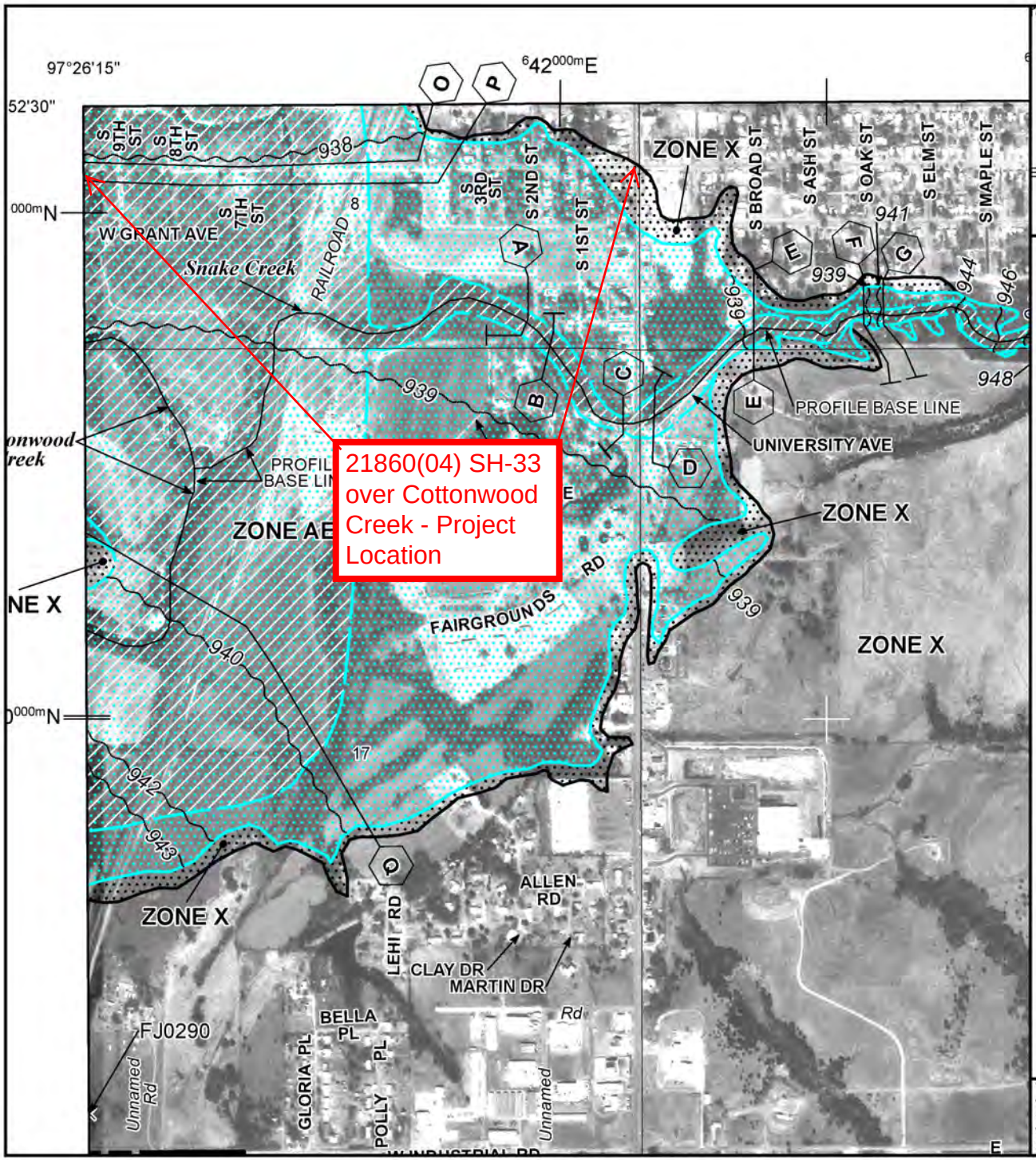
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
40083C0270F

MAP REVISED
SEPTEMBER 29, 2010

Federal Emergency Management Agency

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



ance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

0 500 1,000 1,500 2,000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0385F

FIRM

FLOOD INSURANCE RATE MAP

LOGAN COUNTY, OKLAHOMA

AND INCORPORATED AREAS

PANEL 385 OF 575

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GUTHRIE, CITY OF	400099	0385	F
LOGAN COUNTY, UNINCORPORATED AREAS	400096	0385	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
40083C0385F
MAP REVISED
SEPTEMBER 29, 2010

Federal Emergency Management Agency

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

APPENDIX K

Initial Site Assessment

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSULTANT REPORT REVIEW – HAZARDOUS WASTE

Reviewed By:	Kris Mutz	**County:**	Logan
Review Date:	October 7, 2013	**Project No.:**	J2-1860(004)
Consultant:	Enercon	**J/P Number:**	21860(04)

1. PROJECT DESCRIPTION: SH-33 over Cottonwood Creek, Noble Street Railroad in Guthrie.

2. LEVEL OF INVESTIGATION: ☐ Assessment ☒ Sampling

3. SUMMARY OF INVESTIGATION

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

Sampling indicated the presence of hydrocarbons above the ODEQ cleanup levels for TPH in two locations. Enercon recommends further characterization of the SH-33 corridor to delineate identified contamination.

4. RECOMMENDATIONS*:

☐ Approval to Proceed (No Further Action)
☒ Approval to Proceed, Pending:
- ☐ Avoidance of described site(s)
- ☒ Plan Notes regarding described site(s) (See Section 5)
- ☒ Additional investigation

☐ Approval NOT Recommended

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

5. PLAN NOTES: A plan note will be developed to address the possibility of encountering hydrocarbon contamination in the areas of borings ESB-U-1 and ESB-K-1.

6. GENERAL COMMENTS: Based on the available information, a Contaminated Materials Management Plan (CMMP) may be required to address contamination which may be encountered during construction of the left special ditch between stations 1539+00 and 1540+25, and during ground-disturbing construction activities between stations 1541+50 and 1543+00, including installation of the bridge pier at station 1542+50. However, prior to development of the CMMP, a review of design drawings, when available, will be necessary to confirm which construction activities will be affected.

Analysis of groundwater samples collected by Enercon also identified that selenium in ESB-P-1 and arsenic in ESB-S-1 exceeded the established applicable USEPA Drinking Water MCLs. Because arsenic, barium, and selenium are known to be commonly occurring metals in central Oklahoma aquifers, these MCL exceedances do not warrant additional investigation.

*****ATTACH EXCERPTS FROM REPORT, AS APPROPRIATE*****

FINAL

SUBSURFACE SITE INVESTIGATION
STATE HIGHWAY 33
BRIDGE OVER COTTONWOOD CREEK CONSTRUCTION PROJECT
GUTHRIE, LOGAN COUNTY, OKLAHOMA

Project No. BRFY-142A(102), Job/Piece No. 21860(04)
Engineering Contract No. EC-1418A, Task Order No. 02a
ENERCON Project No. OKDOT251

Prepared For:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
Oklahoma City, Oklahoma

Prepared by:

Julie Turrentine
Project Geologist / Project Manager

Reviewed by:

Jefferson Laughlin, P.G.
Sr. Project Manager

ENERCON

FINAL

SUBSURFACE SITE INVESTIGATION
STATE HIGHWAY 33
BRIDGE OVER COTTONWOOD CREEK CONSTRUCTION PROJECT
GUTHRIE, LOGAN COUNTY, OKLAHOMA

Project No. BRFY-142A(102), Job/Piece No. 21860(04)
Engineering Contract No. EC-1418A, Task Order No. 02a
ENERCON Project No. OKDOT251

1.0 INTRODUCTION

In June of 2013, the Oklahoma Department of Transportation (ODOT) requested Enercon Services, Inc. (ENERCON) to conduct an investigation of soil and groundwater conditions along the State Highway 33 (SH-33) reconstruction project corridor in Guthrie, Logan County, Oklahoma. The scope of the subsurface site investigation (SSI) was developed based on review the project Initial Site Assessment (ISA) completed in 2011, observations from visual site reconnaissance, and discussion of areas of previous unidentified use. Soil and groundwater samples were collected to identify potential contamination within the construction area to plan for waste management and construction worker protection during construction activities as well as to mitigate potential construction delays and/or materials management concerns. A summary of the known site background information, investigation methods, and investigation findings are presented herein.

The area of interest (AOI) for the SSI included areas within and adjacent to the existing SH-33 Right-of-Way (ROW). The portion of SH-33 (also identified as Noble Street) included in the SSI began at Division Street at the eastern end of the corridor and extended approximately 0.86-mile westward to North 12th Street in Guthrie, Logan County, Oklahoma. The AOI includes an existing elevated bridge crossing of Cottonwood Creek. The AOI project corridor is shown on an aerial photograph on Figure 1. A topographic site location map is included as Figure 2. The AOI was characterized by an urban setting with more than a century of development in areas. Current land usage within the AOI was primarily commercial, residential, abandoned/unimproved lots, gas stations, a bulk fuel storage site, and an active railway.

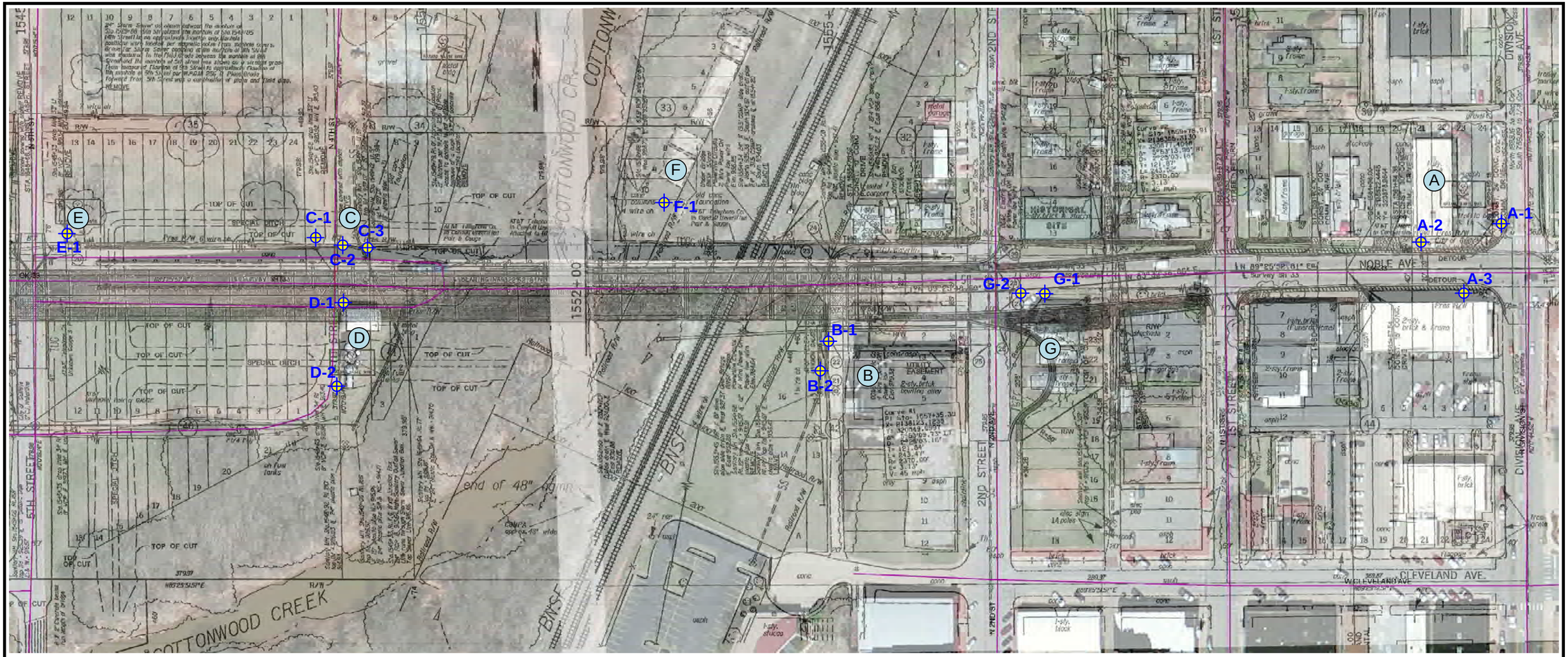
1.1 Background

An ISA was completed by Cardinal Engineering, Inc. (Cardinal) in April 2011. The ISA included a review of historical information related to the AOI. The ISA included a review of available state and federal databases, historical Sanborn records, historical aerial imagery, and visual site reconnaissance. The purpose of the ISA was to assess land uses within the AOI for potential Recognized Environmental Conditions (RECs) by reviewing publically-available information and findings of the visual site inspection. In addition to the RECs identified by the ISA, several additional potential RECs were identified and listed in the project workplan (ENERCON 2013) based upon historical land use and/or

5.0 RECOMMENDATIONS

Based on the results of this SSI, ENERCON has identified potential subsurface concerns. Additional characterization of the SH-33 corridor to delineate identified contamination, particularly in the vicinity of Borings ESB-K-1 and ESB-U-1, is recommended. This SSI was based on a limited number of sampling locations in an attempt to identify the presence of any existing subsurface concerns based on the limited information available for the numerous potential RECs. The scope of this investigation was not intended to fully delineate identified contamination. Further investigation of petroleum impacted sites should be conducted in accordance with OCC site investigation requirements. Additional investigation in these affected areas may be used to provide information necessary to estimate the waste volume requiring special handling and excavation costs. The ODOT may also consider notifying regulatory agencies (ODEQ and/or OCC) of the detected exceedences of metals in groundwater and TPH in soil and groundwater.

Based on the limited number of borings and the scope of this SSI, the possibility of encountering contamination during construction activities still exists. In this type of area with numerous sites with potential historical releases or spills, there is the possibility for remaining unidentified subsurface impacts. Therefore, ENERCON recommends that caution be taken during the excavation phase of construction. Should evidence of impacted soil or groundwater be encountered, such as stained or discolored soil, petroleum or chemical odors, discarded oil or chemical containers, or any other overt indications of contamination, ENERCON would recommend air monitoring (field screening) for volatile organic vapors to ensure the protection of worker health and safety.



INDEX OF SITES:

- (A) Historical Gas Station (currently Cromwell Pharmacy)
- (B) Historical Gas Station (currently a bowling alley)
- (C) Former Waite Phillips Petroleum (bulk oil facility)
- (D) Roadrunner Fuels / Teter Oil Co (ASTs, potential UST, confirmed historical release)
- (E) Potential Historical UST (currently vacant lot)
- (F) Historical Ice Plant
- (G) Historical UST site (currently a bicycle shop)

Oklahoma Department of Transportation
SH-33 over Cottonwood Creek
and Noble Street Railroad
Guthrie, Logan County, Oklahoma

NOTE:
All boring locations were converted to temporary wells, except for boring B-2, which showed no indication of groundwater above the drill rig refusal depth.

Map Background Source: ODOT Construction Plans over Aerials, provided to ENERCON in May 2013.

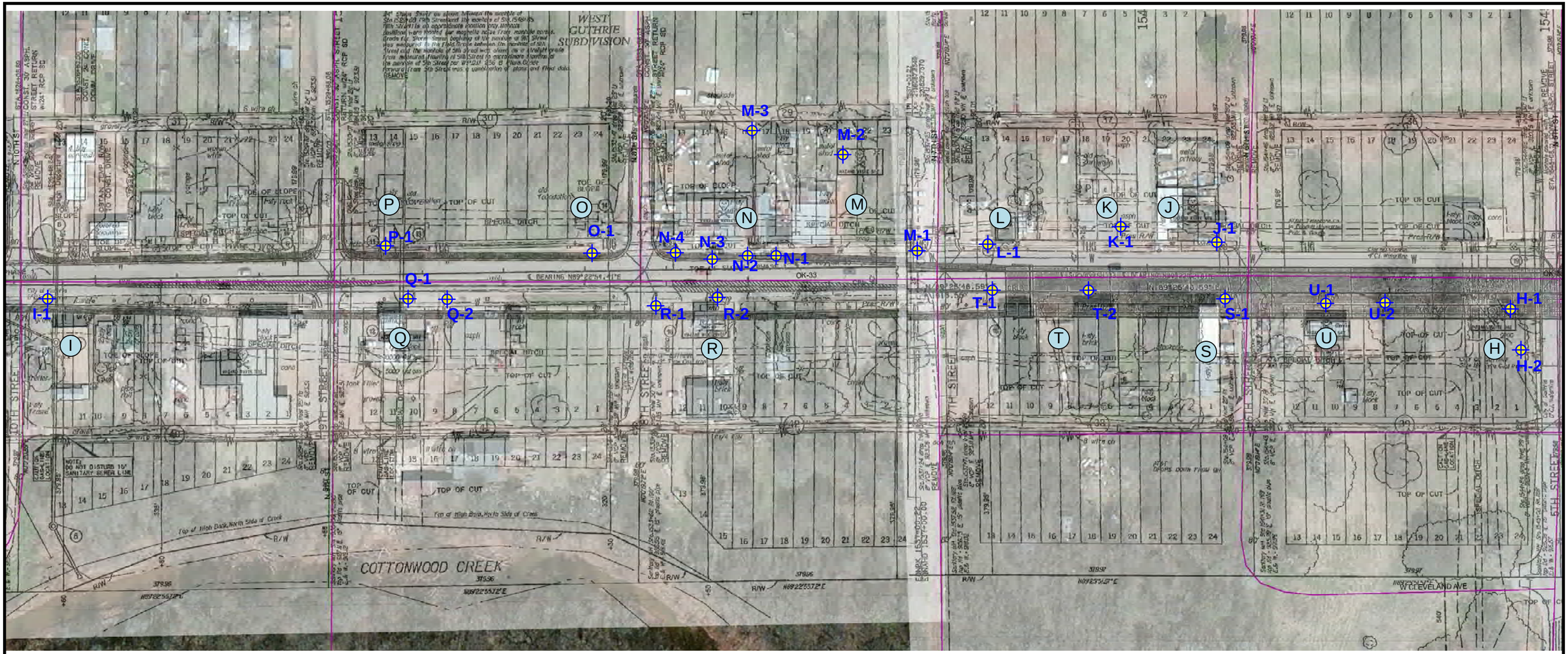
N

Not to Scale

ENERCON

Figure 3a
Soil Boring Location Map
(Eastern extent of project corridor)

Project: OKDOT251



INDEX OF SITES:

- (H) Historical Gas Station / UST (currently vacant lot)
- (I) Historical Dry Cleaner (currently a retail shop)
- (J) Historical Gas Station / UST
- (K) Historical Auto Repair Shop / Former Car Wash
- (L) Historical Auto Repair Shop
- (M) Historical Auto Repair Shop & Current Salvage Area
- (N) Potential Historical UST Sites / Currently Shawn's Automotive, Rex Morgan Cars
- (O) Potential Historical UST (currently vacant lot)
- (P) Historical Auto Repair Shop (currently martial arts academy)
- (Q) MSS Super Store and Historical Gas Station
- (R) G Mart Gas Station
- (S) Potential Historical UST / Historical Auto Repair Shop
- (T) Two Historical Auto Repair Shops
- (U) Former Maverick Mini-Mart Gas Station

Oklahoma Department of Transportation
SH-33 over Cottonwood Creek
and Noble Street Railroad
Guthrie, Logan County, Oklahoma

NOTE:
All boring locations were converted to temporary wells, except for boring B-2, which showed no indication of groundwater above the drill rig refusal depth.

Map Background Source: ODOT Construction Plans over Aerials, provided to ENERCON in May 2013.

N

Not to Scale

ENERCON

Figure 3b
Soil Boring Location Map
(Western extent of project corridor)

Project: OKDOT251

Oklahoma Department of Transportation

Environmental Programs Division Office 521-3050 Fax 522-5193

DATE: **October 7, 2013**

TO: Roadway Design Division, Project Management Division, Bridge Division

FROM: Environmental Programs Division KM

SUBJECT: **SH-33 over Cottonwood Creek, Noble Street Railroad in Guthrie, Logan County. Project No. J2-1860(004); JP No. 21860(04).**

A Subsurface Site Investigation has been conducted for the subject project. The investigation identified the presence of hydrocarbon contamination in the areas of a former auto repair and car wash facility (Sta. 1539+00 to 1540+25 Lt) and the former Maveric Mini Mart (Sta. 1541+50 to 1543+00 Rt). Please have these locations added to the plan and profile sheets by placing a box in the appropriate locations and denoting them as recognized environmental concerns.

Please have the following added to the "Environmental Mitigation Notes" of the project plans per Policy Directive C-201-2D(2):

"Lat/Lon	**Station Extents**	**Facility**
35.8802, -97.4334	**approx. 1539+00 to 1540+25 Lt.**	**Frmr auto repair/car wash**
35.8800, -97.4325	**approx. 1541+50 to 1543+00 Rt.**	**Frmr Maveric Mini Mart**

Hydrocarbon contamination may exist at or near the referenced station extents. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance."

This mitigation measure should be discussed at all pre-work conferences per Policy Directive C-201-2-E(1). If you have any questions, please contact Kris Mutz at (405)521-2673.

KWM

Xc: NEPA Project Manager
Division 4 Engineer
Right-of Way & Utilities Division

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSULTANT REPORT REVIEW – HAZARDOUS WASTE

Reviewed By:	Kris Mutz	**County:**	Logan
Review Date:	January 14, 2013	**Project No.:**	STPY-142A(120)
Consultant:	Cardinal	**J/P Number:**	21860(04)

1. PROJECT DESCRIPTION: SH-33 bridge and approaches over Cottonwood Creek.

2. LEVEL OF INVESTIGATION: ☒ Assessment ☐ Sampling

3. SUMMARY OF INVESTIGATION

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

Twenty-six (26) properties were identified that may require additional investigation, depending on whether the total properties will be acquired. Those properties included several current and former gas stations, a bulk oil facility that is also a LUST site, several auto repair facilities, a former drycleaner and a former ice-making plant.

4. RECOMMENDATIONS*:

☐ Approval to Proceed (No Further Action)
☒ Approval to Proceed, Pending:
- ☐ Avoidance of described site(s)
- ☐ Plan Notes regarding described site(s) (See Section 6)
- ☒ Additional investigation

☐ Approval NOT Recommended

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

5. PLAN NOTES: Twenty-six (26) sites of concern have been identified in the project area which will require additional investigation. Plan notes and/or recommendations for contaminated materials management will be developed pending further environmental investigation and a review of the pending right-of-way plans.

6. GENERAL COMMENTS: Environmental sites of concern within the project corridor were compiled from several additional sources, including a survey report, a data reconnaissance report, and a site visit. Environmental work supplemental to that identified in this ISA may be performed.

*****ATTACH EXCERPTS FROM REPORT, AS APPROPRIATE*****

INITIAL SITE ASSESSMENT
FOR
SH-33 (NOBLE STREET) BRIDGE AND APPROACHES OVER COTTONWOOD
GUTHRIE, OKLAHOMA
ODOT Project No. STPY-142A(120)
Job Piece No: 21860(04)

Cardinal Engineering, Inc., Project No. 10141.020

Prepared For:

Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73015-3204

Prepared by:

Cardinal Engineering, Inc.,

Steve Mason, P.E.
President and Senior Engineer

Laurie Bennett
Environmental Professional

1.0 Executive Summary

The Oklahoma Department of Transportation (ODOT) requested an Initial Site Assessment (ISA) of the SH-33 bridge and approaches over Cottonwood Creek and BN & SF Railroad in Guthrie, Oklahoma for bridge modification. This corridor of road was predominantly characterized by commercial and retail development. The area of investigation is approximately 0.86 miles in total length along SH-33 (Noble Avenue). ODOT requested the ISA realizing the potential for presence of hazardous waste or soil and groundwater pollution within or adjacent to the proposed project area that could lead to project delays and escalated reconstruction costs.

The purpose of the ISA was to identify and evaluate the environmental and safety issues that may exist within and adjacent to the proposed corridor from 12th Street to Division along SH-33 (Noble Avenue), Guthrie, Oklahoma. Issues of concern included potential contamination within the corridor from currently UST sites (open and closed), closed LUST case sites, AST sites (open and closed), LAST sites, drycleaning facilities (open and closed), RCRA Small Quantity Generator, Non-generator and Conditionally Exempt Small Quantity Generator sites, Solid Waste Recycling Center, and a CERCLIS site. In total, twenty-seven (27) individual sites of potential concern were identified and assessed.

Sites with Recognized Environmental Conditions as discussed in this ISA that pose a possible risk to the SH-33 Bridge at Cottonwood Creek Modification are listed below. Recommendations for the Recognized Environmental Conditions are provided in the Findings and Recommendations section of this ISA.

- **G Mart** (Shamrock Gas Station), 823 W Noble - Currently an in-use UST site with no reported releases. The site is identified adjacent to SH-33 at the southeast corner of 7th and SH-33.

- **Maveric Mini-Mart #5**, 621 W Noble - permanently out of use UST site. Maveric Mini-Mart #5 is located adjacent to SH-33 at the southeast corner of 5th and SH-33. Maveric Mini-Mart is a permanently out of use UST site with USTs removed from the ground in 1998.

- **MSS Super Store Inc** (Shell Gas Station), 923 W Noble - currently in use UST site with closed SOR case - MSS Super Store is located adjacent to SH-33 at the southeast corner of 9th and SH-33. MSS Super Store Inc is a currently in use UST site with a closed SOR case in 2008. Additionally, the site has a permanently out of use UST.

- **Guthrie Speed Lube**, 1009 W Noble - permanently out of use UST site that is identified as Cooper Tires. The site is located adjacent to SH-33 at the southwest corner of 9th and SH-33. Guthrie Speed Lube is identified as a permanently out of use UST site. The site currently operates as Cooper Tire.

- **Hall Oil Co Bulk Plant**, 320 N 4th Street - closed AST/UST site with an open SOR case, that is currently a gravel lot. The former Hall Oil site has two (2) filled USTs and five (5) removed ASTs. A SOR case was opened in 2009. No additional work has been performed on the SOR to either close the case or open a LAST case. Hall Oil Co Bulk Plant is located approximately 500 feet north of the corridor at 4th and Warner.

- **Newt's Discount Drug/Goodyear Auto Service Center** - 104 W Noble - permanently out of use UST and RCRA non-gen site that is has been scraped and is currently under construction. Newt's Discount Drug/Goodyear Auto Service Center is located adjacent to SH-33 at the southeast corner of Division and SH-33. The site is identified as a permanently out of use UST site and a handler of hazardous waste (RCRA-nonGen) site with no violations.

- **Roadrunner Fuels** - 423 W Noble - closed bulk fueling station, still occupied with a building, six (6) large ASTS and a UST. Roadrunner Fuels is located at the southeast corner of 4th and SH-33. The site is identified as a closed LUST site and temporarily out of use AST/UST site. A subsurface investigation was performed in 1991 and confirmed at that time that subsurface contamination did not exceed Category II levels set by the OCC. A LUST case was opened and closed in 1994, ten days apart. The tanks have been temporarily out of use since at least 1996.

- **Guthrie Co -** 111 East Noble - one (1) currently in use AST and one (1) permanently out of use AST - currently occupied with an office building for AT&T. Guthrie Co., is located adjacent to the east end of the corridor. Guthrie Co did not report a release of product from their ASTs.

- **Teter's 66 -** 122 E Cleveland - closed UST site with three (3) permanently out of use USTs, currently an operating dry cleaners identified as Dean's Cleaners. Teter's 66 is located approximately 200 feet southeast of the eastern end of the corridor. The site is identified as a permanently out of use UST site and an operating dry cleaners. former RCRA-Non generator site that was cited on twenty-two (22) RCRA violations. The last inspection date noted was in 2001 and the site was in compliance.

- **Red "S" Gas** - 220 E Cleveland - closed UST site, now occupied with Homeland Grocery Store. Red "S" Gas was located approximately 500 feet east southeast of the

eastern end of the corridor. This site is identified as a permanently out of use UST site.

- **D & B** - 101 W Oklahoma - permanently out of use UST site, now an unoccupied office building that is currently for lease. D & B is located approximately 300 feet south of the eastern end of the corridor. This site is identified as a permanently out of use UST site with three (3) permanently out of use USTs.

- **Keep U Neat Cleaners** - 115 E Oklahoma - closed drycleaners. Keep U Neat Cleaners is located approximately 477 feet south of the east end of the corridor. The site is identified as closed dry cleaners that was a RCRA-CESQG and SQG site. No violations were noted.

- **Orval Balsiger** - 124 N Wentz - permanently out of use UST site with a closed LUST case. The site is currently occupied with Kumbo Tire and is located approximately 400 feet southeast of the eastern end of the corridor. Orval Balsiger is identified as a permanently out of use UST site with four (4) permanently out of use USTs. The LUST case was opened in 1998 and closed in 2003.

- **Hall Oil Co, Inc.,** - 120 S Division - permanently out of use UST site and temporarily out of use UST site. Hall Oil Co Inc., is located approximately 550 feet south of the east end of the corridor. The site is currently Guthrie Book Keeping Tax Service. The site is identified with one (1) permanently out of use UST and three (3) temporarily out of use USTs. There were no gas pumps identified at the site.

- **Sadler Cleaner** - 208 E Oklahoma - former drycleaning site. Sadler Cleaner is located approximately 624 feet southeast of the east end of the corridor. The site is currently occupied with Dance Central Oklahoma.

- **Oklahoma Masonic Home** - Oklahoma and Broad Streets - closed LUST case site with one (1) permanently out of use UST. Oklahoma Masonic Home is located approximately 800 feet southeast of the east end of the corridor. The site is currently currently utilized as the Oklahoma Masonic Home.

- **Guthrie Daily Leader** - 107 W Harrison - RCRA-CESQG site. The Guthrie Daily Leader is located approximately 855 feet south of the east end of the corridor. The site is currently the Guthrie Daily Leader and maintains a RCRA-CESQG designation with no violations.

- **Bill Knight Chevrolet Company** - 102 E Harrison - RCRA-CESQG site. Bill Knight Chevrolet is closed. The site now is either occupied with Short Service Center or just a small office that has two motorcycles and an older car in the showroom. The site is located approximately 864 feet south from the east end of the corridor. The site is identified as a RCRA-CESQG site with no violation.

- **City Garage** - 312 West Harrison - Permanently out of use UST site. City Garage is an active site for the City of Guthrie. The site is located approximately 800 feet south of the eastern end of the corridor. The site is identified as a permanently out of use UST site with two (2) permanently out of use USTs.

- **Short Service Center** - 101 East Harrison - RCRA SQG site. Short Service Center is an active car service center. The site is located approximately 873 feet south from the east end of the corridor. The site is identified as a RCRA SQG site with no violations.

- **Tom Ayers Ford** - 200 E Harrison - RCRA Non-Gen. Tom Ayers Ford is not in business. Located at the former site is a used car lot with no service center. The site is located approximately 938 feet south southeast from the east end of the corridor. The site is identified as a RCRA Non-Gen site with no violations.

- **LED's Party Supplies** - 223 S Division - Permanently out of use UST site. LED's Party Supplies is no longer in business. Currently Cow Boy's restaurant locates the former site. LED's Party Supplies is located approximately 1000 feet south of the east end of the corridor. The site is identified as a permanently out of use UST site with three (3) permanently out of use USTs.

- **Warren Dewberry (Sinclair)** - 223 S 2nd Street - Open LUST case and permanently out of use UST site. Warren Dewberry's Sinclair station has been scraped. In its place is a parking area for the adjacent Red Cross. The site is located approximately 500 feet south of the eastern portion of the corridor. The LUST case was opened in 2001 and is currently active. There is one permanently out of use UST identified at the site. It is unknown if the UST was removed or filled in place.

- **Former Service Station AT&SF** - 617 Division Street - Closed LUST case site and permanently out of use UST site. The former service station for the AT&SF has been scraped. In its place is an undeveloped lot. The site is located approximately 1/4 north of the eastern end of the corridor. The LUST case was opened in 1994 and closed in 2008. The site is also identified with two permanently out of use USTs.

- **O'Reilly Auto Parts** - 109 W Springer - SWRC. O'Reilly's is an operational auto parts store that accepts used oil and batteries from individuals for recycling. The site is located approximately 1700 feet south of the corridor on the east end. The site is currently operational.

- **Oklahoma Furniture Manufacture** - 302-24 W College - RCRA-Non-Gen and CERCLIS site. Oklahoma Furniture Manufacture is not in business. It was located at either the current site for Shawnee Mills or Stewart Industries. This site is located approximately 1800 feet to the north of the corridor. There were no RCRA violations found at this site. This site does not qualify for the NPL based on existing information. The site cleanup started 03/24/1993 and was finished 06/30/1993. There were no violations associated with the RCRA-Non-Gen designation.

- **Montgomery Oil Co.,** 618 S Division - Permanently out of use UST site. Montgomery Oil is not in business. The site is currently occupied by the Bone Yard Grill and is located approximately 2600 feet from the east end of the corridor. The site is identified as a permanently out of use UST site with six (6) permanently out of use USTs.

Identified in the historical Sanborn Maps are sites that could have a negative impact to the corridor and construction. These sites are not identified in the current EDR report, do not have names for the facilities and are in business for an unknown period of time. It can be assumed that the gas station sites were not in business in the 1980s when registration was required for all USTs. Additionally, gas station sites that may have had a release in the 40s, 50s, 60s, 70s most likely have naturally attenuated. However, the physical UST and associated piping may still exist and be uncovered during construction which could cause a delay. Listed below is the information and location of the sites from the historical Sanborn Maps.

- In the 1926 Sanborn Map, located within the maps identified as "SH-33 Between Divison and Cottonwood Creek" a gas station is located at the southwest corner of SH-33 and Division. The gas station is **not** present in the later maps. It is an unregistered UST site and is unknown if the USTs were ever removed.

- In the 1948 and 1962 Sanborn Maps, located within the maps identified as "SH-33 Between Division and Cottonwood Creek" a gas station is identified at the northwest corner of SH-33 and Division. Additionally, a drycleaners is identified approximately ½ a block south of SH-33 on 2nd Street on the east side of the road. **Neither** of these sites is identified in the current EDR report.

- In the 1926 Sanborn Map, located within the maps identified as "SH-33 Between 1st and 6th" a bulk fueling station is located at the northeast corner of SH-33 and 4th Street. The fueling station is identified in the 1948 and 1962 Sanborn Maps and is **not** the Hall Co., bulk fueling station that was identified in the EDR report. Additionally, gas stations are located on the northeast corner and the southwest corner of 5th and SH-33. These gas stations are **not** identified in the current EDR report.

  The bulk fueling station identified in the Sanborn maps grew into a large operation and possibly became Hall Co. However, the original site is identified as Waite Phillips Petroleum and was originally located at the northeast corner of SH-33 and 4th Street, immediately adjacent to the corridor.

- Two gas stations that are identified at the northeast and southwest corners of 5th and SH-33. The gas station located at the northeast corner notes the UST is located in 5th Street, adjacent to the station. The gas station located at the southwest corner identifies the USTs on site. In the 1962 Sanborn Map, the southeast gas station is identified as vacant and the USTs are not present. The gas station on the northeast corner is also not identified as a gas station but the UST is still present in the roadway.

- In the 1948 and 1962 Sanborn Maps, located within the maps identified as "SH-33 Between 6th and 8th", five (5) gas stations are identified. They are located at the northwest and northeast corners of 8th and SH-33, half-way between 7th and 8th on the north side of the SH-33, west of the northwest corner of 6th and SH-33 and at the southwest corner of 6th and SH-33. Of the five (5) site, four (4) have their USTs located in SH-33 on both the east and west bound sides of the street. These gas stations are **not** identified in the current EDR report.

- In the 1962 Sanborn Map, located within the maps identified as "SH-33 Between 6th and 8th", six (6) auto repair shops are identified between 8th and 6th Street on the north and south sides of the street. They are not identified as RCRA generator or Non-gen sites in the current EDR report and may not have been.

- In the 1962 Sanborn Map, located within the maps identified as "SH-33 Between 8th and 11th", a drycleaners is identified at the southeast corner of 10th and SH-33, a gas station is identified just off the southeast corner of 9th and SH-33 with an auto repair shop located at the northeast corner of 9th and SH-33. These sites are **not** identified in the current EDR report.

Identified during the site visit:

- During the site visit, a Gulf fuel sign was identified at a building located at the northwest corner of 6th and SH-33. No pump islands or fuel pumps were identified. However, the appearance of the site as well as the sign give some credibility that the site is a former gas station. The site is not identified in the EDR report or Sanborn Maps; however, the Sanborn maps last year in this area was 1962 and USTs did not have to be registered until the 1980s. It could have operated during the gap between the two sources.

  Cardinal recommends utilizing ground penetrating radar and a subsurface investigation if this site is impacted by the construction.

2.0 INVESTIGATIVE METHODS AND EVALUATION CRITERIA

2.1 Purpose

The Oklahoma Department of Transportation (ODOT) requested Cardinal Engineering, Inc., (Cardinal) conduct an Initial Site Assessment (ISA) for the SH-33 bridge and approaches over Cottonwood Creek and BN & SF Railroad in Guthrie, Oklahoma. The area of investigation was approximately 0.86 miles in total length along SH-33 (Noble Avenue). This ISA report was completed because experience has shown that the presence of hazardous waste, soil contamination, or groundwater pollution within or adjacent to the proposed ODOT project could lead to project delays and escalated costs.

2.2 Authorization

Cardinal was contracted by the ODOT as part of ODOT Project No. STPY-142A (102), Job Piece No. 21860(04).

2.3 Standard of Investigation

This report was specifically prepared according to the scope of work guidelines provided by ODOT, for Initial Site Assessments.

2.4 Existing Information Review

Existing information was collected and reviewed regarding the corridor and potential off-site sources of contamination. Such information included the site history of activities; reports of investigations previously conducted along the corridor; reports and maps published by State

- Manjit Hayer, 923 W Nobel Avenue - monitoring well. The well has not been plugged.

- Warren Dewberry Sinclair - monitoring wells. The wells have not been plugged.

4.3 Local Geology

The Oklahoma Water Resource Board and the Oklahoma Geologic Survey (OGS) Hydrologic Atlas 4 were reviewed to determine subsurface geologic characteristics along the SH-33 corridor.

The regional aquifer is the Garber Sandstone and Wellington Formation. According to the OWRB geotechnical borings in the general area of the SH-33 corridor,depth to groundwater is approximately twelve to thirteen feet.

5.0 FINDINGS AND RECOMMENDATIONS

Summarized below are the major findings from this Initial Site Assessment and appropriate recommendations. The findings are presented in the order as they are found in the EDR Radius Map.

- **G Mart** (Shamrock Gas Station), 823 W Noble - Currently an in-use UST site with no reported releases. The site is identified adjacent to SH-33 at the southeast corner of 7th and SH-33. The site appears to be crossgradient with the corridodr

  Due to the fact that this site is currently operational and has no reported releases and is in compliance, Cardinal assigns this site a **low to moderate** environmental risk. The reason for the indecisive risk assignment is because the USTs have been in the ground since 1976 which would present a moderate risk; however they have never reported a release of product.

  Carinal recommends prior to construction, revisiting G Mart's status to confirm that there has not been a release of product that would inhibit construction or worker safety.

- **Maveric Mini-Mart #5**, 621 W Noble - permanently out of use UST site. Maveric Mini-Mart #5 is located adjacent to SH-33 at the southeast corner of 5th and SH-33. Maveric Mini-Mart is a permanently out of use UST site with USTs removed from the ground in 1998. This site is currently abandoned.

  Due to the fact that this site had its USTs removed from the ground in 1988 and has

had no reported release of product, Cardinal assigns this site a **low environmental risk.**

Cardinal has no recommendations.

- **MSS Super Store Inc** (Shell Gas Station), 923 W Noble - currently in use UST site with closed SOR case - MSS Super Store is located adjacent to SH-33 at the southeast corner of 9th and SH-33. MSS Super Store Inc is a currently in use UST site with a closed SOR case in 2008. Additionally, the site has a permanently out of use UST. There is no mention in the OCC case file how the tank was removed from service.

  Due to the age of the tanks, 1984, and the fact that there was a SOR case opened, Cardinal assign this site a **low to moderate** environmental risk. Cardinal recommends prior to construction, revising MSS Super Store's UST status to confirm that there has not been a release of product that would inhibit construction or worker safety.

- **Guthrie Speed Lube**, 1009 W Noble - permanently out of use UST site that is identified as Cooper Tires. The site is located adjacent to SH-33 at the southwest corner of 9th and SH-33. Guthrie Speed Lube is identified as a permanently out of use UST site. The site currently operates as Cooper Tire.

  Due to the fact that this site never had a reported release of product and is on the edge of the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Hall Oil Co Bulk Plant**, 320 N 4th Street - closed AST/UST site with an open SOR case, that is currently a gravel lot. The former Hall Oil site has two (2) filled USTs and five (5) removed ASTs. A SOR case was opened in 2009. No additional work has been performed on the SOR to either close the case or open a LAST case. Hall Oil Co Bulk Plant is located approximately 500 feet north of the corridor at 4th and Warner.

  Due to the fact that no additional work has been performed at this site regarding the SOR, Cardinal assigns this site a **moderate** environmental risk. The reason the site is not categorized as a high environmental risk is due to the groundwater flow direction toward the Cottonwood Creek and not in the direction of the corridor and the site is located slightly north of the corridor.

  According to the OCC case file, ODOT is the current owner of this site and therefore

is responsible for the SOR investigation. Cardinal recommends that ODOT activate the SOR case and determine subsurface impact by delineation.

- **Newt's Discount Drug/Goodyear Auto Service Center** - 104 W Noble - permanently out of use UST and RCRA non-gen site that is has been scraped and is currently under construction. Newt's Discount Drug/Goodyear Auto Service Center is located adjacent to SH-33 at the southeast corner of Division and SH-33. The site is identified as a permanently out of use UST site and a handler of hazardous waste (RCRA-nonGen) site with no violations.

  Due to the fact that this site has been scraped to the soil, Cardinal believes that subsurface issues with the permanently out of use UST (if the tank is still in the ground) would have been addressed at that time if there was a subsurface issue. Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendation.

- **Roadrunner Fuels** - 423 W Noble - closed bulk fueling station, still occupied with a building, six (6) large ASTS and a UST. Roadrunner Fuels is located at the southeast corner of 4th and SH-33. The site is identified as a closed LUST site and temporarily out of use AST/UST site. A subsurface investigation was performed in 1991 and confirmed at that time that subsurface contamination did not exceed Category II levels set by the OCC. A LUST case was opened and closed in 1994, ten days apart. The tanks have been temporarily out of use since at least 1996, according to the OCC case file.

  Due to the fact that this site has a UST in the ground and six (6) large USTs aboveground with no evidence in the OCC case file regarding use of the site, Cardinal assigns this site a **moderate to high** environmental risk. This site tends to present the largest problem for construction as it is adjacent to the Cottonwood Creek Bridge to the south. The degree of environmental concern largely depends upon the area of construction. If this area is not disturbed, it appears to be a moderate concern as the groundwater flow direction is parallel with the roadway as confirmed by the Phase II conducted in 1991.

  Cardinal recommends a subsurface investigation if this area is to be disturbed for construction. Additionally, the ASTs and UST will need to be removed prior to construction by the current owner who is identified as Dan Meinders d/b/a Roadrunner Fuels, to prevent ownership of the tanks, as in the Hall Oil Company case north of Roadrunner Fuels.

- **Guthrie Co -** 111 East Noble - one (1) currently in use AST and one (1) permanently out of use AST - currently occupied with an office building for AT&T. Guthrie Co., is located adjacent to the east end of the corridor. Guthrie Co did not report a release of product from their ASTs.

  Due to the fact that this site is located adjacent to the east of the corridor with the apparent groundwater flow direction away from the corridor and that there has not been a reported release from the ASTS, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Teter's 66 -** 122 E Cleveland - closed UST site with three (3) permanently out of use USTs, currently an operating dry cleaners identified as Dean's Cleaners. Teter's 66 is located approximately 200 feet southeast of the eastern end of the corridor. The site is identified as a permanently out of use UST site and an operating dry cleaners. former RCRA-Non generator site that was cited on twenty-two (22) RCRA violations. The last inspection date noted was in 2001 and the site was in compliance.

  Due to the fact that the site is outside of the corridor and downgradient with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low to moderate** environmental risk. It is possible for drycleaning chemicals to travel upgradient; however, with the gradient the risk lowers.

  Cardinal has no recommendations with the exception to the workers to be aware of solvent smells during construction.

- **Red "S" Gas** - 220 E Cleveland - closed UST site, now occupied with Homeland Grocery Store. Red "S" Gas was located approximately 500 feet east southeast of the eastern end of the corridor. This site is identified as a permanently out of use UST site.

  Due the fact that the USTs never reported a release of product, the site is outside of the corridor with the gradient away from the corridor, Cardinal assigns this site a **low** risk.

  Cardinal has no recommendations.

- **D & B** - 101 W Oklahoma - permanently out of use UST site, now an unoccupied office building that is currently for lease. D & B is located approximately 300 feet south of the

eastern end of the corridor. This site is identified as a permanently out of use UST site with three (3) permanently out of use USTs.

Due to the fat that the site never reported a release of product, has permanently out of use USTs, is downgradient of the corridor with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

Cardinal has no recommendations.

- **Keep U Neat Cleaners** - 115 E Oklahoma - closed drycleaners. Keep U Neat Cleaners is located approximately 630 feet south of the east end of the corridor. The site is identified as closed dry cleaners that was a RCRA-CESQG and SQG site. No violations were noted.

  Due to the fact that this site is not in service, outside and downgradient of the corridor with the apparent groundwater flow direction south and away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Orval Balsiger** - 124 N Wentz - permanently out of use UST site with a closed LUST case. The site is currently occupied with Kumbo Tire and is located approximately 450 feet southeast of the eastern end of the corridor. Orval Balsiger is identified as a permanently out of use UST site with four (4) permanently out of use USTs. The LUST case was opened in 1998 and closed in 2003.

  Due to the fact that the LUST case is closed, the USTs are identified as permanently out of use, the site does not operate as a UST site, it is downgradient with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Hall Oil Co, Inc.,** - 120 S Division - permanently out of use UST site and temporarily out of use UST site. Hall Oil Co Inc., is located approximately 550 feet south of the east end of the corridor. The site is currently Guthrie Book Keeping Tax Service. The site is identified with one (1) permanently out of use UST and three (3) temporarily out of use USTs. There were no gas pumps identified at the site.

  Due to the fact that this site does not operate as a gas station, is topographically downgradient of the corridor, and never reported a release of product, Cardinal

assigns this site a **low** environmental risk.

Cardinal has no recommendations.

- **Sadler Cleaner** - 208 E Oklahoma - former drycleaning site. Sadler Cleaner is located approximately 624 feet southeast of the east end of the corridor. The site is currently occupied with Dance Central Oklahoma.

  Due to the fact that the site is not operational, is downgradient with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.
  Cardinal has no recommendations.

- **Oklahoma Masonic Home** - Oklahoma and Broad Streets - closed LUST case site with one (1) permanently out of use UST. Oklahoma Masonic Home is located approximately 800 feet southeast of the east end of the corridor. The site is currently currently utilized as the Oklahoma Masonic Home.

  Due to the fact that the LUST case is closed with the UST permanently out of use with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Guthrie Daily Leader** - 107 W Harrison - RCRA-CESQG site. The Guthrie Daily Leader is located approximately 855 feet south of the east end of the corridor. The site is currently the Guthrie Daily Leader and maintains a RCRA-CESQG designation with no violations.

  Due to the fact that the site maintains a RCRA-CESQG with no violations, is downgradient of the corridor with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Bill Knight Chevrolet Company** - 102 E Harrison - RCRA-CESQG site. Bill Knight Chevrolet is closed. The site now is either occupied with Short Service Center or just a small office that has two motorcycles and an older car in the showroom. The site is located approximately 864 feet south from the east end of the corridor. The site is identified as a RCRA-CESQG site with no violations.

Due to the fact that the site is not in operation as Bill Knight Chevrolet, has no reported violations, is downgradient with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

Cardinal has no recommendations.

- **City Garage** - 312 West Harrison - Permanently out of use UST site. City Garage is an active site for the City of Guthrie. The site is located approximately 800 feet south of the eastern end of the corridor. The site is identified as a permanently out of use UST site with two (2) permanently out of use USTs.
  Due to the fact that the site is identified as a permanently out of use UST site, is topographically downgradient of the corridor with the apparent groundwater flow not in the direction of the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Short Service Center** - 101 East Harrison - RCRA SQG site. Short Service Center is an active car service center. The site is located approximately 873 feet south from the east end of the corridor. The site is identified as a RCRA SQG site with no violations.

  Due to the fact that Short Service Center has no identified RCRA SQG violations, is downgradient with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Tom Ayers Ford** - 200 E Harrison - RCRA Non-Gen. Tom Ayers Ford is not in business. Located at the former site is a used car lot with no service center. The site is located approximately 938 feet south southeast from the east end of the corridor. The site is identified as a RCRA Non-Gen site with no violations.

  Due to the fact that Tom Ayers Ford no longer is in operation, is downgradient with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **LED's Party Supplies** - 223 S Division - Permanently out of use UST site. LED's

Party Supplies is no longer in business. Currently Cow Boy's restaurant locates the former site. LED's Party Supplies is located approximately 1000 feet south of the east end of the corridor. The site is identified as a permanently out of use UST site with three (3) permanently out of use USTs.

Due to the fact that LED's party supplies is no longer in business, never reported a release of product, is downgradient of the corridor with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

Cardinal has no recommendations.

- **Warren Dewberry (Sinclair)** - 223 S 2nd Street - Open LUST case and permanently out of use UST site. Warren Dewberry's Sinclair station has been scraped. In its place is a parking area for the adjacent Red Cross. The site is located approximately 500 feet south of the eastern portion of the corridor. The LUST case was opened in 2001 and is currently active. There is one permanently out of use UST identified at the site. It is unknown if the UST was removed or filled in place.

  Although the site has an active LUST case, it is topographically downgradient of the Subject Property of the corridor with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Former Service Station AT&SF** - 617 Division Street - Closed LUST case site and permanently out of use UST site. The former service station for the AT&SF has been scraped. In its place is an undeveloped lot. The site is located approximately 1/4 north of the eastern end of the corridor. The LUST case was opened in 1994 and closed in 2008. The site is also identified with two permanently out of use USTs.

  Due to the fact that this site is a closed LUST case site with two (2) permanently out of use USTs with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **O'Reilly Auto Parts** - 109 W Springer - SWRC. O'Reilly's is an operational auto parts store that accepts used oil and batteries from individuals for recycling. The site is located approximately 1700 feet south of the corridor on the east end. The site is currently operational.

Due to the fact that this site is directionally downgradient of the corridor with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a low environmental risk.

Cardinal has no recommendations.

- **Oklahoma Furniture Manufacture** - 302-24 W College - RCRA-Non-Gen and CERCLIS site. Oklahoma Furniture Manufacture is not in business. It was located at either the current site for Shawnee Mills or Stewart Industries. This site is located approximately 1800 feet to the north of the corridor. There were no RCRA violations found at this site. This site does not qualify for the NPL based on existing information. The site cleanup started 03/24/1993 and was finished 06/30/1993. There were no violations associated with the RCRA-Non-Gen designation.

  Due to the fact that this site is not in business, the clean-up was completed in 1993, the apparent groundwater flow direction is away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

- **Montgomery Oil Co.,** 618 S Division - Permanently out of use UST site. Montgomery Oil is not in business. The site is currently occupied by the Bone Yard Grill and is located approximately 2600 feet from the east end of the corridor. The site is identified as a permanently out of use UST site with six (6) permanently out of use USTs.

  Due to the fact that this site is not in business, is 2600 feet downgradient of the corridor with the apparent groundwater flow direction away from the corridor, Cardinal assigns this site a **low** environmental risk.

  Cardinal has no recommendations.

Identified in the historical Sanborn Maps are sites that could have a negative impact to the corridor and construction. These sites are not identified in the current EDR report, do not have names for the facilities and are in business for an unknown period of time. It can be assumed that the gas station sites were not in business in the 1980s when registration was required for all USTs. Additionally, gas station sites that may have had a release in the 40s, 50s, 60s, 70s most likely have naturally attenuated. However, the physical UST and associated piping may still exist and be uncovered during construction which could cause a delay. Listed below is the information and location of the sites from the historical Sanborn

Maps.

- In the 1926 Sanborn Map, located within the maps identified as “SH-33 Between Divison and Cottonwood Creek” a gas station is located at the southwest corner of SH-33 and Division. The gas station is **not** present in the later maps. It is an unregistered UST site and is unknown if the USTs were ever removed.

  Due to the fact that the gas station was not identified in later maps indicates that if a release did occur any contamination reside is likely attenuated. However, the UST is identified in the roadway of North Division, approximately ½ block south of the intersection of SH-33 and Division. As a result of the location of the UST, Cardinal assigns this site a **moderate** environmental risk. If construction activities are not to occur in this area is appears to be a non-issue.

  Cardinal recommends utilizing ground penetrating radar to determine if the USTs and associated piping are in the ground. If USTs are found, a subsurface investigation is recommended.

- In the 1948 and 1962 Sanborn Maps, located within the maps identified as “SH-33 Between Division and Cottonwood Creek” a gas station is identified at the northwest corner of SH-33 and Division. Additionally, a drycleaners is identified approximately ½ a block south of SH-33 on 2nd Street on the east side of the road. **Neither** of these sites is identified in the current EDR report.

  Due to the fact that this site was a former gas station, crossgradient to the corridor with an unknown tank status, Cardinal assigns this site a **moderate** environmental risk. If a release of product did occur, it has most likely naturally attenuated. However, there are two (2) USTs identified immediately north of SH-33 that could present a construction risk.

  The groundwater flow direction in the area of the historical drycleaners appears to be west and towards Cottonwood Creek. This site presents a **low** environmental risk if there is no construction planned for this site. It presents a **moderate** risk if the area is slated for construction.

  Cardinal recommends utilizing ground penetrating radar to determine if the USTs and associated piping are in the ground. If the USTs are identified, a subsurface investigation is recommended.

If construction activities are to occur in the location of the former dry cleaners, a subsurface investigation is recommended.

- In the 1926 Sanborn Map, located within the mps identified as "SH-33 Between 1st and 6th" a bulk fueling station is located at the northeast corner of SH-33 and 4th Street. The fueling station is identified in the 1948 and 1962 Sanborn Maps and is **not** the Hall Co., bulk fueling station that was identified in the EDR report. Additionally, gas stations are located on the northeast corner and the southwest corner of 5th and SH-33. These gas stations are **not** identified in the current EDR report.

  The bulk fueling station identified in the Sanborn maps grew into a large operation and possibly became Hall Co. However, the original site is identified as Waite Phillips Petroleum and was originally located at the northeast corner of SH-33 and 4th Street, immediately adjacent to the corridor. As a result of the large storage of fuel for an extended length of time immediately adjacent to the corridor, Cardinal assigns this site a **moderate to high** environmental risk.

  Cardinal recommends a subsurface investigation in the area of the former Waite Phillips Petroleum site. ODOT may be the current owner of this parcel and an investigation could be coupled with the SOR related to the Hall Oil Co., site.

  Two gas stations that are identified at the northeast and southwest corners of 5th and SH-33. The gas station located at the northeast corner notes the UST is located in 5th Street, adjacent to the station. The gas station located at the southwest corner identifies the USTs on site. In the 1962 Sanborn Map, the southeast gas station is identified as vacant and the USTs are not present. The gas station on the northeast corner is also not identified as a gas station but the UST is still present in the roadway. If a release of fuel did occur at either site, it has probably naturally attenuated; however, the UST in the road present the biggest risk if construction extends to the north on 5th approximately 50 feet. As a result Cardinal assigns a **moderate** environmental risk.

  Cardinal recommends utilizing ground penetrating radar to determine if the USTs and associated piping are still in ground. If the USTs are found, a subsurface investigation is recommended.

- In the 1948 and 1962 Sanborn Maps, located within the maps identified as "SH-33 Between 6th and 8th", five (5) gas stations are identified. They are located at the northwest and northeast corners of 8th and SH-33, half-way between 7th and

8th on the north side of the SH-33, west of the northwest corner of 6th and SH-33 and at the southwest corner of 6th and SH-33. Of the five (5) site, four (4) have their USTs located in SH-33 on both the east and west bound sides of the street. These gas stations are **not** identified in the current EDR report.

If a release of fuel did occur at any of the sites, the contamination has probably naturally attenuated; however, the USTs in the road present the biggest risk. As a result Cardinal assigns a **moderate** environmental risk.

Cardinal recommends utilizing ground penetrating radar to determine if the USTs and associated piping are still in ground. If the USTs are found, a subsurface investigation is recommended.

- In the 1962 Sanborn Map, located within the maps identified as "SH-33 Between 6th and 8th", six (6) auto repair shops are identified between 8th and 6th Street on the north and south sides of the street. They are not identified as RCRA generator or Non-gen sites in the current EDR report and may not have been.

  It is unknown how these sites disposed of parts cleaners, used oil and car fluids; however, over time these fluids would have more than likely naturally attenuated. As a result, Cardinal assigns a **moderate** environmental risk.

  Cardinal recommendations a subsurface investigation if the sites identified on the Site Map (Exhibit B) are to be disturbed during construction.

- In the 1962 Sanborn Map, located within the maps identified as "SH-33 Between 8th and 11th", a drycleaners is identified at the southeast corner of 10th and SH-33, a gas station is identified just off the southeast corner of 9th and SH-33 with an auto repair shop located at the northeast corner of 9th and SH-33. These sites are **not** identified in the current EDR report.

  None of the above sites are still present and most likely if any contamination occurred would have been naturally attenuated. The apparent groundwater flow direction appears to be east southeast towards Cottonwood Creek and in this area away from the corridor. As a result, Cardinal assigns a **moderate** environmental risk.

  Cardinal recommends utilizing ground penetrating radar to determine if the USTs and associated piping are still in ground. If the USTs are found, a

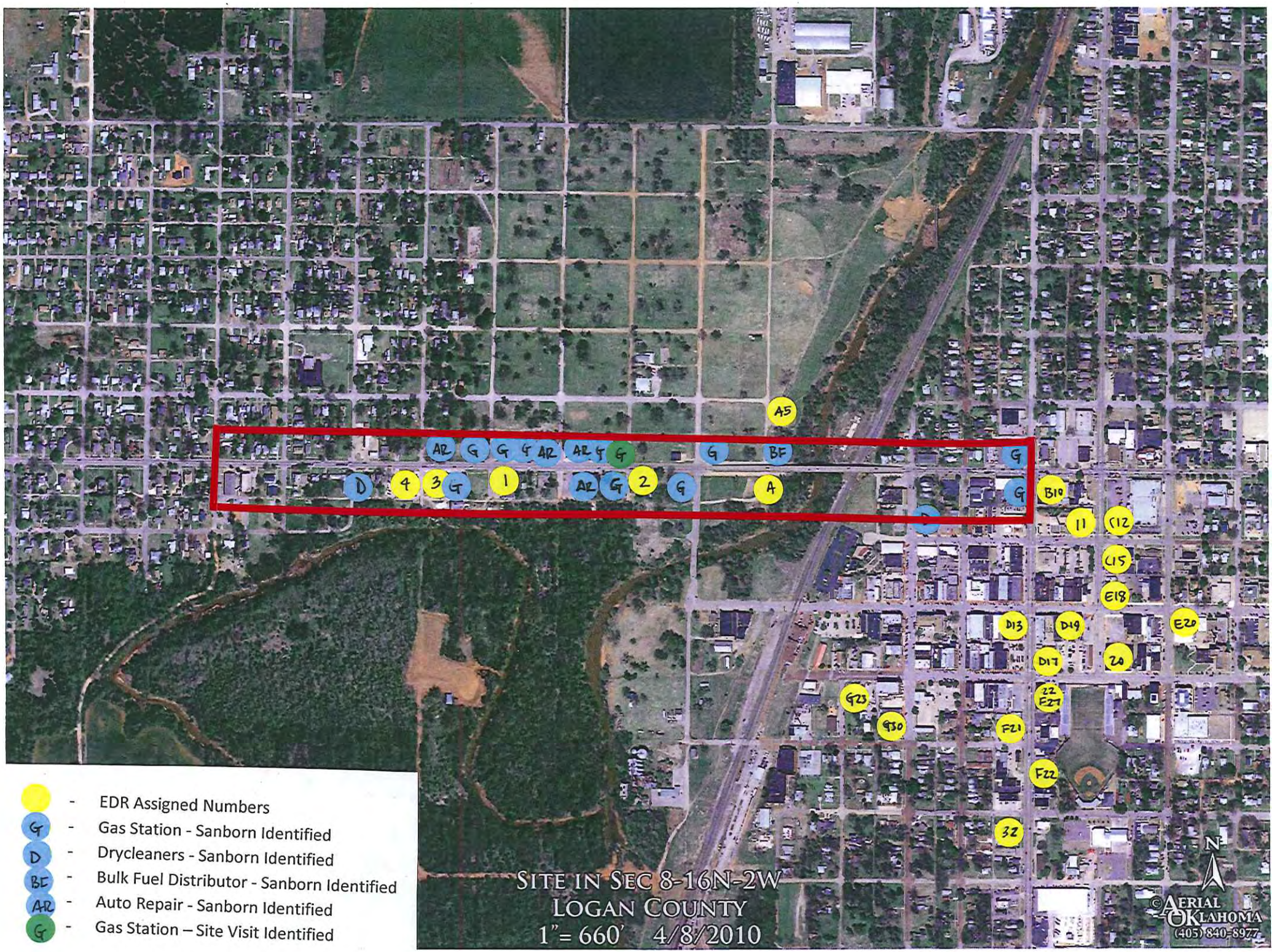
subsurface investigation is recommended.

If the former drycleaners or auto repair shop are part of the ODOT construction, a subsurface investigation is recommended.

Identified during the site visit:

- During the site visit, a Gulf fuel sign was identified at a building located at the northwest corner of 6th and SH-33. No pump islands or fuel pumps were identified. However, the appearance of the site as well as the sign give some credibility that the site is a former gas station. The site is not identified in the EDR report or Sanborn Maps; however, the Sanborn maps last year in this area was 1962 and USTs did not have to be registered until the 1980s. It could have operated during the gap between the two sources.

  Cardinal recommends utilizing ground penetrating radar and a subsurface investigation if this site is impacted by the construction.



- EDR Assigned Numbers
- G - Gas Station - Sanborn Identified
- D - Drycleaners - Sanborn Identified
- BF - Bulk Fuel Distributor - Sanborn Identified
- AR - Auto Repair - Sanborn Identified
- G - Gas Station – Site Visit Identified



Former Guthrie Speed Lube

Permanently Out of Use UST Site (EDR 4)



MSS Super Store Inc. - Closed SOR Case Site and Currently in Use UST site (EDR 3)



G – Mart - Currently in Use UST site (EDR 1)



Former Maveric Mini-Mart #5 - Permanently Out of Use UST site (EDR 2)



Roadrunner Fuels – Closed LUST site with Temporary Out of UST UST and ASTS (EDR A-9)



Former Hall Oil Co., Bulk Plant – Open SOR Case, Permanently Out Of Use USTs, Removed ASTs

(EDR A5, A6)



Former Oklahoma Furniture Manufacturer – RCRA Non-Gen, CERCLIS (EDR 33)



Former Montgomery Oil Company – Permanently Out of Use UST site (EDR 34)



Former Newt's Discount Drug/Goodyear Auto Service Center/Guthrie Co

Permanently Out of Use UST site, RCRA Non-Gen, Permanently Out of Use AST and In Use AST

(EDR B7,B8,B10)



Former Teter's 66 – Closed UST Site, Operating Dry Cleaners (EDR 11)



Former Red “S” Gas – Permanently Out of Use UST site (EDR C12)



Former D & B – Permanently Out of Use UST Site (D13)



Former Orval Balsiger – Closed LUST Site, Permanently Out of Use USTs (C15,C16)



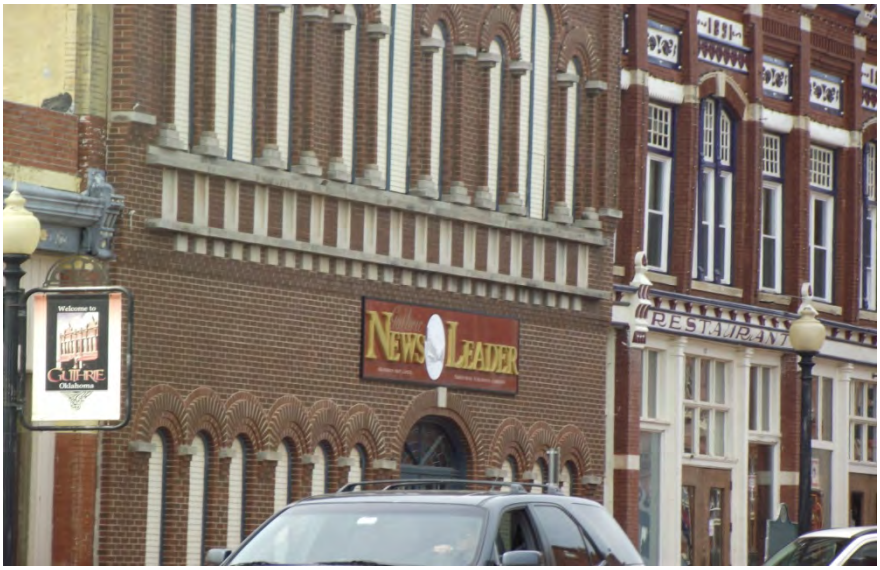
Former Hall Oil Co., Inc. – Permanently and Temporarily Out of Use UST site (EDR D17)



Former Sadler Cleaners – Former Drycleaners (EDR E18)



Oklahoma Masonic Home – Closed LUST Case Site, Permanently Out of Use UST (EDR E20)



Guthrie Daily Leader – RCRA CESQG (EDR F21)



Former Bill Knight Chevrolet – RCRA CESQG (F22)



Guthrie City Yard – Permanently Out of Use UST Site (G23,G24)



Short Service Center – RCRA SQG (EDR F25)



Former Tom Ayers Ford – RCRA-NonGen (EDR 26)



Former Led's Party Shop – Permanently Out of Use UST Site (EDR F27, F28)



Former Warren Dewberry (Sinclair) – Open LUST Case Site, Permanently Out of Use UST Site

(EDR G29, G30)



Former Service Station AT&SF – Closed LUST Case Site, Permanently Out of Use UST Site (EDR 31)



O'Reilly Auto Parts – SWRC (EDR 32)



Possible Former Gas Station

Northwest Corner of SH-33 and 6th Street

APPENDIX L

City of Guthrie Support Documentation

RECEIVED
APR 22 2013
ENVIRONMENTAL
PROGRAMS DIV.

CITY OF GUTHRIE OKLAHOMA

101 North Second Street • PO Box 908 • Guthrie, Oklahoma 73044 • www.cityofguthrie.com • 405.282.0496

April 16, 2013

Daniel Nguyen
Project Manager Division IV
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

RE: Cottonwood Bridge

The proposed Cottonwood Bridge project in Guthrie will provide major benefits for our citizens. A new bride and approaches would improve mobility and access, increase sight-lines and reduce flooding on the roadway. As a part of the initial analysis and design there are several key factors that the City wants to emphasize:

1. **Project Support**: The Cottonwood Bridge has been deemed "structurally deficient." The bridge carries the traffic from State Highway 33, the primary method of east/west vehicular movement across town. We are experiencing more frequent repair problems on the bridge, with each repair shutting down the bridge for longer duration. Additionally, the current bridge terminates in a flood plain and the frequent flooding then closes the State Highway with citizens having to traverse a long, circuitous route to travel from one side of town to the other. Our only hospital becomes cut off from the more populous side of town when repairs or flooding occurs, creating a possible deadly situation. This nearly 80 year old bridge desperately needs to be replaced and the City of Guthrie most emphatically wishes to see a new bridge constructed over Cottonwood Creek.

2. **Need for a Four-Lane Bridge**: The current two-lane bridge was built in 1937. It is not unusual to see traffic backed up on the bridge during peak traffic times. Those backups also include many semi-trucks and school buses. A two-lane bridge would not address the bottle-neck issue for those descending the bridge and making a left-turn at US-77. In addition, it would not be a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years.

3. **Need to Retain a Two Lane Roadway East of Division Street**: The east side of Division Street is lined with some of the finest examples of Victorian residential architecture. The City of Guthrie is known nationally for its late 1800's architecture. Any encroachments of the roadway onto those residential parcels, or demolition of those structures would be disastrous. The City of Guthrie has no plans to widen SH-33 in the foreseeable future.

CITY OF GUTHRIE OKLAHOMA

4. **Guthrie's National Landmark Historic District and Heritage Tourism**: Guthrie's Capitol Townsite Historic District and the National Landmark Historic District are essential to the economic vitality and the essence of Guthrie. Heritage tourism draws visitors to our community daily. As the first capital of the Oklahoma territory, the City of Guthrie is the center of Oklahoma's founding heritage. We guard our architecture assets carefully and enforce our Historic Preservation Ordinances thoroughly. The City and our citizens recognize the Historic District and its importance to heritage tourism and we do not want to jeopardize that. Throughout Oklahoma, Guthrie is synonymous with territorial heritage and our architectural treasures provide a living symbol of fine Victorian architecture.

The City of Guthrie appreciates its partnerships with ODOT and SHPO, and we look forward to a new bridge which safely serves the needs the Guthrie's citizens and visitors yet also compliments the historic nature of our community.

Sereniah Breland
Guthrie City Manager

Cc: Siv Sundaram, ODOT
Scott A. Sundermeyer, RPA, ODOT

RESOLUTION NO. 2013 - 05
SUPPORT OF CONSTRUCTION OF NEW COTTONWOOD BRIDGE

WHEREAS, the Cottonwood Bridge on Noble Avenue (aka "The Viaduct") in the City of Guthrie has been deemed structurally deficient by the Oklahoma Department of Transportation; and,

WHEREAS, the Cottonwood Bridge carries the traffic from State Highway 33, the primary method of east/west vehicular movement across the City of Guthrie; and,

WHEREAS, the City of Guthrie is experiencing frequent repair problems on the bridge, with each repair shutting down the bridge for longer durations; and,

WHEREAS, the current bridge terminates in a flood plain and the frequent flooding then closes State Highway 33 with citizens having to traverse a long, circuitous route to travel from one side of town to the other; and,

WHEREAS, the City of Guthrie's only hospital becomes cut off from the more populous side of town when repairs or flooding occurs, creating a possible deadly situation; and,

WHEREAS, the City of Guthrie's Comprehensive Plan has identified the Cottonwood Bridge at Noble Avenue as a major system problem in Guthrie's traffic network, and its deteriorating condition,

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF GUTHRIE, that the City Council supports the efforts of the Oklahoma Department of Transportation to design and construct a new bridge over the Cottonwood Creek on Noble Avenue which serves not only the citizens of Guthrie but also travelers within Logan County.

APPROVED AND PASSED, this 21st day of May, 2013.

Mark Spradlin, Mayor

ATTEST: (seal)

Wanda Calvert, City Clerk

APPROVED AS TO LEGAL FORM:

Randel Shadid, City Attorney


PROJECT LOCATION MAP
OKLAHOMA
11TH STREET
9TH STREET
7TH STREET
33
COTTONWOOD CREEK
5TH STREET
BNSF RAILROAD
1ST STREET
DIVISION ST.
77
LEGEND
= PROPOSED POST CONSTRUCTION ACCESS
= PROPOSED COTTONWOOD CREEK BRIDGE
= PROPOSED ADDITIONAL RIGHT-OF-WAY EXTENTS
= EXISTING O.D.O.T. RIGHT-OF-WAY
= EXISTING BNSF RIGHT-OF-WAY
SH-33 LOGAN CO.

RESOLUTION NO. 2013 – 06
COTTONWOOD BRIDGE ROAD DESIGN

WHEREAS, the existing Cottonwood Bridge on Noble Avenue (aka "The Viaduct") in the City of Guthrie was built in 1937 and it is not unusual to see traffic backed up on the bridge during peak traffic times, including many semi-trucks and school buses; and,

WHEREAS, the Cottonwood Bridge on Noble Avenue (aka "The Viaduct") in the City of Guthrie has been deemed structurally deficient by the Oklahoma Department of Transportation; and,

WHEREAS, the Cottonwood Bridge carries the traffic from State Highway 33, the primary method of east/west vehicular movement across the City of Guthrie; and,

WHEREAS, the City of Guthrie's Comprehensive Plan calls for replacement of the exiting bridge, with a two-lane bridge; and,

WHEREAS, the Oklahoma Department of Transportation has conducted a thorough and complete analysis of traffic flow and volumes; and,

WHEREAS, a two-lane bridge would not address projected increases in volume; and,

WHEREAS, it would not be a prudent use of funds to construct a two-lane bridge designed to last for the next 75 years; and,

WHEREAS, the 2002 Guthrie Comprehensive Plan should be amended to reflect the Oklahoma Department of Transportation's traffic growth projections for the Cottonwood Bridge of four lanes, rather than two lanes,

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF GUTHRIE, that the City Council supports modifying the recommendation in the 2002 Guthrie Comprehensive Plan to include expansion of the Cottonwood Bridge to four lanes of traffic.

APPROVED AND PASSED, this 21st day of May, 2013.

Mark Spradlin, Mayor

ATTEST: (seal)

Wanda Calvert, City Clerk

APPROVED AS TO LEGAL FORM:

Randel Shadid, City Attorney

APPENDIX M

Agency Solicitations

Scott Stegmann

From: Scott Stegmann
Sent: Tuesday, March 12, 2013 12:10 PM
To: Lloyd Roettger
Cc: Kathy Bertwell; Trent Gibson; Dennis Schulz; ssundaram@odot.org; pgreen@odot.org; dnguyen@odot.org; Andy A. Atlas
Subject: RE: Bridge over Cottonwood J/P No. 21860

Mr. Roettger,

ODOT is proposing to build the new, wider bridge on SH-33 one-half at a time, which will allow the existing bridge over Cottonwood Creek & the BNSF RR to remain open to traffic during construction. Once the first half of the new bridge is built, both lanes of traffic will be shifted to the new structure, the existing bridge will be dismantled, and the second half of the new structure will be built. A key purpose of this project is to reduce the number of road closures on SH-33 due to it's value as the main east-west corridor in Guthrie. We understand that emergency vehicles, school buses, and many others rely on this crossing staying open. ODOT is committed to reducing any lane closures to the greatest extent practicable.

Thank you for your comments.

Scott Stegmann
CP&Y

From: Lloyd Roettger [mailto:lloyd.roettger@guthrieps.net]
Sent: Friday, March 08, 2013 5:36 PM
To: Scott Stegmann; ssundaram@odot.org
Cc: Kathy Bertwell; Trent Gibson; Dennis Schulz
Subject: Bridge over Cottonwood J/P No. 21860

Dear Sirs,

I represent Guthrie School District Transportation and we use the Noble Avenue Viaduct to move buses full of children every day. In fact our school buses cross that bridge a total of 104 times per day. The plan appears to be that you will close the bridge completely. That would mean we would likely have to use College which is a real problem in that it has a bridge and rail crossing in close proximity to a stop sign further there is a hill that is difficult for buses to navigate. The rail crossing requires a complete stop procedure each time a bus crosses which will slow down a lot of traffic. My original understanding was that one lane of the bridge would remain open for our use, is that no longer the case?

Respectfully

Lloyd C. Roettger, Ph.D.
Bus Route Supervisor
Guthrie Public Schools
405-282-5919

BRAD HENRY
GOVERNOR

JARI ASKINS
LIEUTENANT GOVERNOR

OKLAHOMA CONSERVATION COMMISSION

MIKE THRALLS
EXECUTIVE DIRECTOR

BEN POLLARD
ASSISTANT DIRECTOR

Responsible Care For Oklahoma's Natural Resources

March 11, 2013

RECEIVED
MAR 1 3 2013
ENVIRONMENTAL
PROGRAMS DIV.

Dawn Sullivan, P.E.
Planning & Research Division Engineer
Oklahoma Dept. of Transportation
200 NE 21st St.
Oklahoma City, OK 73105

RE: Solicitation for input for State Highway 33 (Noble Avenue) Bridge over Cottonwood Creek and BNSF Railroad in the City of Guthrie, Logan County, Oklahoma, J/P No. 21860(04)

Dear Ms. Sullivan:

Thank you for the opportunity to review this ODOT proposal as described in your letter of March 4, 2013. The proposed plan calls for the construction of a new four-lane State Highway 33 bridge over Cottonwood Creek and increased right-of-way for flood easement.

The project area has been reviewed using the Soil Survey of LeFlore County and the US Fish and Wildlife Service National Wetlands Inventory (NWI) maps. Hydric soils are not indicated on the soil survey map. Wetlands are not indicated north of Cottonwood Creek. However, the NWI maps do indicate a temporary flooded palustrine forested wetland south and adjoining Cottonwood Creek in the area of 7th Street west to 10th Street. In addition, many unmapped riparian areas have the potential to contain wetland ecosystems. As a courtesy, our response has been forwarded to the U.S. Army Corps of Engineers Regulatory Branch in Tulsa.

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

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

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

Sincerely,

Brooks A Tramell

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

cc: U.S. Army Corps of Engineers
Wetlands file
Shanon Phillips, OCC Water Quality Division Director

Patrice Douglas
Commissioner

Dana Murphy
Commissioner

Bob Anthony
Commissioner

OKLAHOMA
Corporation Commission

101 S. 6th/P.O. Box 1107
Kingfisher, OK 73750-1107

Telephone: (405)375-5570
FAX: (405)375-5576

OIL & GAS CONSERVATION DIVISION

Tony Cupp, Manager

11 Mar 13

Oklahoma Department of Transportation
Attn: D. R. Sullivan, P.E.
Environmental Programs Division Engineer
200 N.E. 21st Street
Oklahoma City OK 73105

Re: Solicitation for input for State Highway 33 (Noble Avenue) Bridge over Cottonwood Creek and BNSF Railroad in the city of Guthrie, Logan County, OK. (J/P No. 21860(04)

Attention:

In response to the letter dated 4 Mar 13, on the above referenced project, after review of the records in the OCC Kingfisher District Office, there were no wells found to be in the area of the project right of way.

The only well appearing in the section (8-16N-2W) was located South of Highway 33 close to the actual creek. It is marked on the enclosed map. The GPS is. Lat. = 35.878468 and the Long. = -97.43208. This well was a dry hole drilled in 8/82.

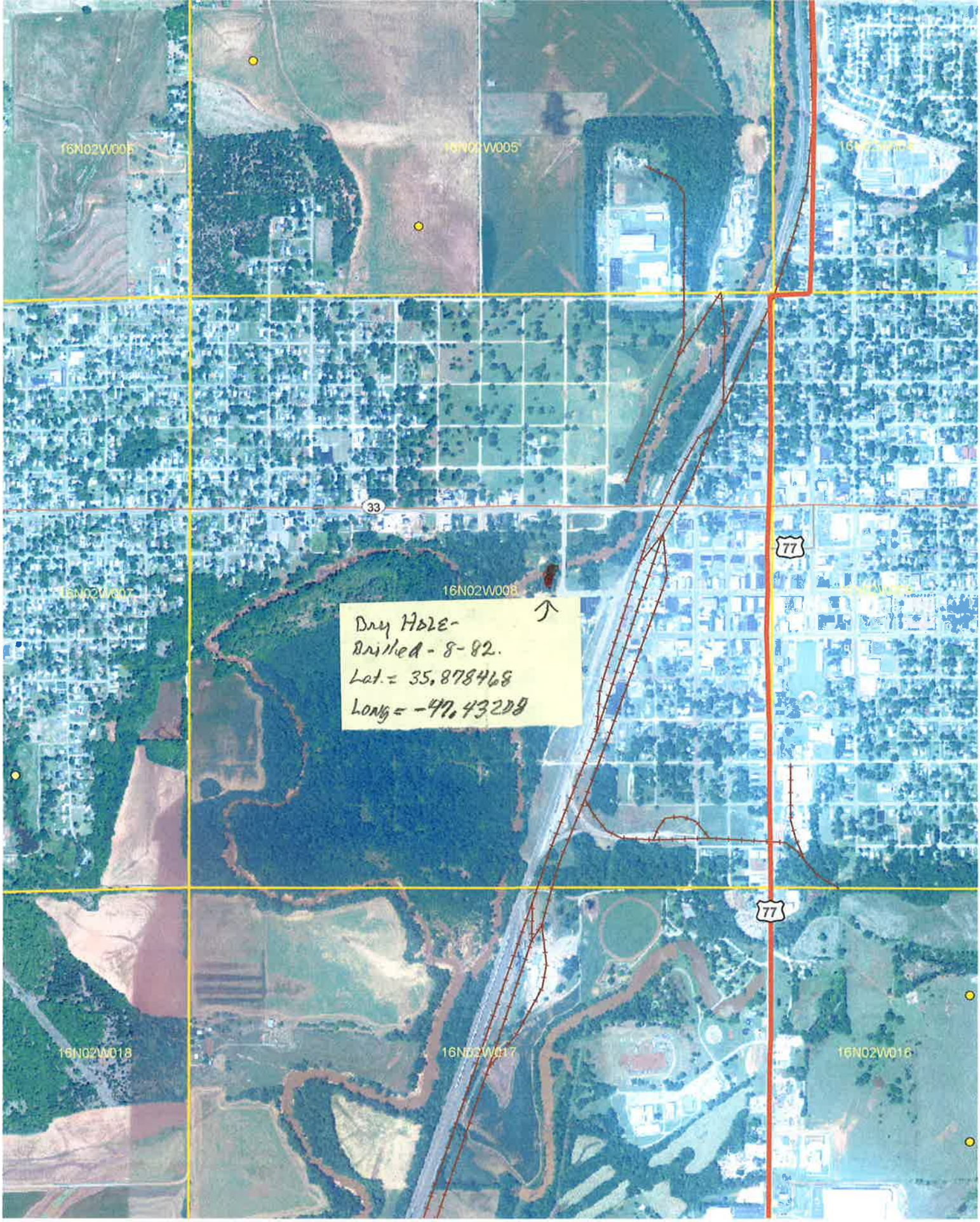
If there are any questions please contact me at this office. Thank you.

Tony Cupp
District Manager
Kingfisher, OK

Encl: 2

XC: Ron Duncan, Director (acting) Oil & Gas Conservation Division
Wayne Wright, Manager Field Operations
Brad Ice, Logan County Supervisor
Larry Adams, Logan County Inspector

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Dry Hole - 8-26-82

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Oklahoma Field Office
7906 E. 33rd Street, Suite 101
Tulsa, Oklahoma 74145
www.blm.gov/nm

TAKE PRIDE IN AMERICA

In Reply Refer To:
ODOT Project Response 050713
1785 (040)

May 7, 2013

Ms. Dawn Sullivan
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan:

We wish to thank you for extending the opportunity to the Bureau of Land Management (BLM) Oklahoma Field Office in Tulsa, Oklahoma, to provide comments on the following proposed projects:

- Bridge on SH-33 over Cottonwood Creek and BNSF Railroad (JP 21860(04)) in Logan County
- Bridge on US-59 over Spavinaw Creek (ODOT/FHWA) in Delaware County

While we do have a subsurface interest in these locations, we have no plans to develop those areas. Our office has reviewed the information provided in your letters and has no concerns or objections to these proposals.

Sincerely,

Janine Book
Resource Program Manager
Oklahoma Field Office

RECEIVED
MAY 10 2013
ENVIRONMENTAL
PROGRAMS DIV.

cc:
NM (441, Central File)
NM (044, L. Levesque)

J. D. STRONG
EXECUTIVE DIRECTOR

MARY FALLIN
GOVERNOR

RECEIVED
MAR 27 2013
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PROGRAMS DIV.

STATE OF OKLAHOMA
WATER RESOURCES BOARD
www.owrb.ok.gov

OKLAHOMA WATER RESOURCES BOARD
Planning & Management Division
Oklahoma City, OK

PUBLIC NOTICE REVIEW

___ We have no comments to offer. _X_ We offer the following comments.

WE RECOMMEND THAT YOU CONTACT THE LOCAL FLOODPLAIN ADMINISTRATOR FOR POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. THE OWRB WEB SITE, www.owrb.ok.gov, contains a directory of floodplain administrators and is located under forms/floodplain management/floodplain administrators, listed alphabetically by name of community. **If this development would fall on STATE OWNED or operated property, a floodplain development permit is required from OWRB.** The Chapter 55 Rules and permit application for this requirement can be found on the OWRB web site listed above. If this project is proposed in a non-participating community, try to ensure that this project is completed so that it is reasonably safe from flooding and so that it does not flood adjacent property if at all possible.

Reviewer: Cathy Poage, CFM **Date:** 03/26/2013

Project Name: Proposed Improvements to SH 33 Bridge over Cottonwood Creek and BNSF Railroad J/) No. 21860(04), Located roughly from N. 12th St. extending approx. ½ mile East to Division Avenue, in Guthrie, Logan County, OK

FIRM Name: ODOT, Dawn R. Sullivan, P.E.

* Guthrie participates in the NFIP and has a floodplain development permitting system. Please see paragraph above.

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

March 4, 2013

Ms. Lori Wrotenberry
Director - Oil & Gas Conservation Division
Oklahoma Corporation Commission
Jim Thorpe Building, 2101 N. Lincoln Blvd.
Oklahoma City, OK 73105

Re: Solicitation for input for State Highway 33 (Noble Avenue) Bridge over Cottonwood Creek and BNSF Railroad in the City of Guthrie, Logan County, Oklahoma, J/P No. 21860(04)

Dear Ms. Wrotenberry:

The Oklahoma Department of Transportation is soliciting comments on possible improvements to the State Highway 33 bridge over Cottonwood Creek and BNSF Railroad in Guthrie, Oklahoma. The project limits are roughly from N. 12th St. extending approximately ½ mile east to Division Ave. Please see the enclosed figure which depicts the areas associated with the improvements to SH-33.

The purpose and need of this project is to correct the structural deficiency of the bridge, to improve safety of the facility, to reduce road closures due to flooding, and to reduce traffic congestion on the bridge. Two public meetings have been held to get public input on the proposed project. The first meeting was in June 2009 and the second was in May 2012. Based on public input and the engineering analysis, the proposed improvement consists of replacing the existing bridge, improving the vertical sight distance, and reducing road closures due to flooding on SH-33, as well as widening SH-33 to 4-lanes within the new bridge extents to reduce congestion. The additional right-of-way needed is due to the proposed acquisition of flood easement for the project.

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 Programs Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. ODOT has contracted with CP&Y, Inc. on this project. For further information or if you have any questions, please contact any of the following:

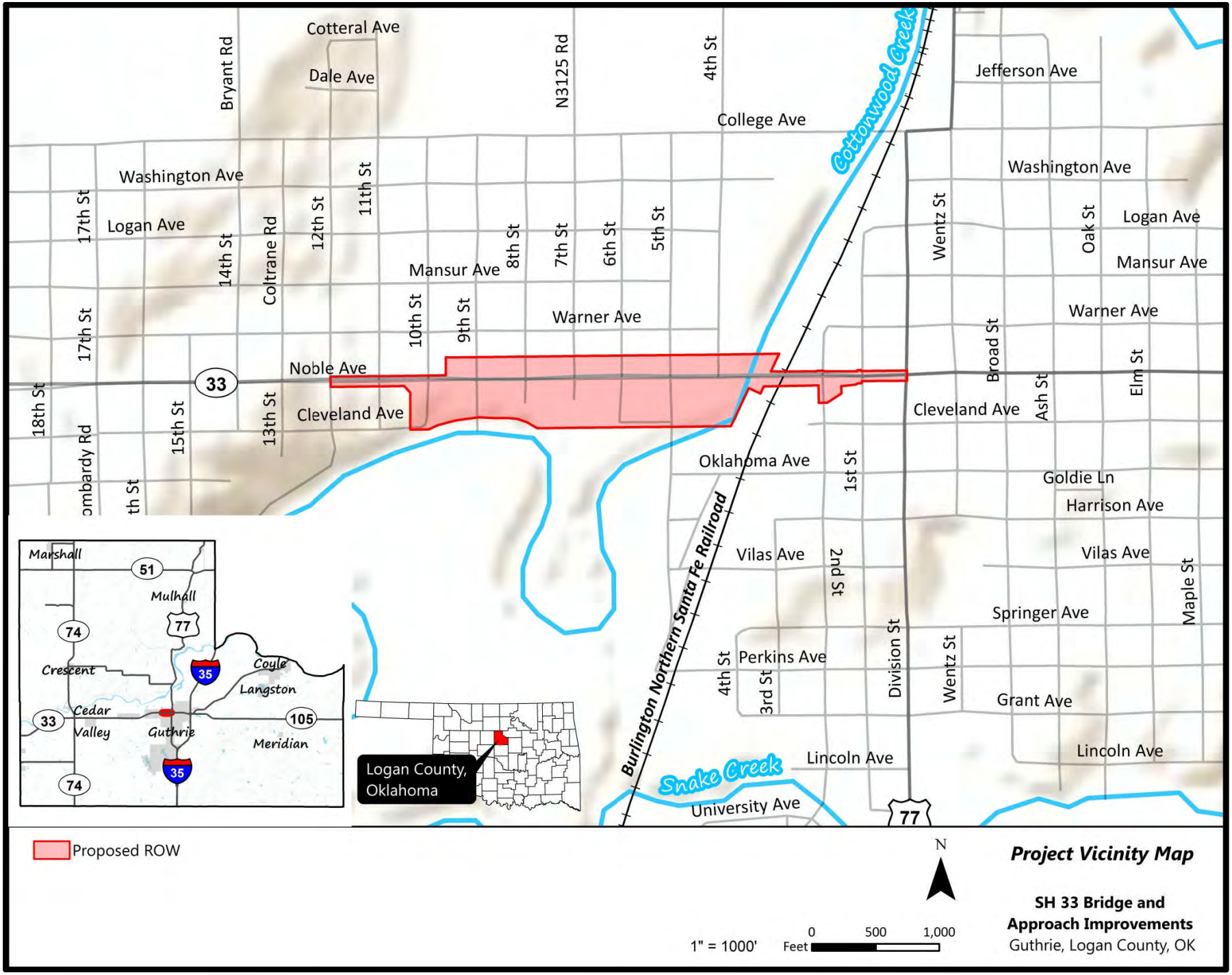
Mr. Scott Stegmann, CP&Y, Inc. 405-848-2346, sstegmann@cpyi.com
Ms. Siv Sundaram, ODOT 405-522-3791, ssundaram@odot.org

Sincerely,

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

DRS/SS/CPY

Enclosures: Location Map


Cotteral Ave
Dale Ave
Bryant Rd
N3125 Rd
4th St
College Ave
Cottonwood Creek
Jefferson Ave
Washington Ave
Logan Ave
17th St
14th St
Coltrane Rd
12th St
11th St
8th St
7th St
6th St
5th St
Mansur Ave
Wentz St
Oak St
Warner Ave
10th St
9th St
Broad St
Elm St
Noble Ave
33
18th St
15th St
13th St
Cleveland Ave
Ash St
Oklahoma Ave
1st St
Goldie Ln
Harrison Ave
Vilas Ave
2nd St
Maple St
Springer Ave
Perkins Ave
3rd St
Division St
Grant Ave
Lincoln Ave
Burlington Northern Santa Fe Railroad
Snake Creek
University Ave
77
Marshall
51
Mulhall
74
77
Crescent
Coyle
35
Langston
Cedar Valley
Guthrie
105
Meridian
Logan County, Oklahoma
Proposed ROW
N
1" = 1000'
0
500
1,000
Feet
Project Vicinity Map
SH 33 Bridge and Approach Improvements
Guthrie, Logan County, OK

Title	First Name	Last Name	Job Title	Company	Address Line	City	State	ZIP Code
Mr.	Richard	Fields	Assistant Field Office Manager	Bureau of Land Management	7906 E. 33rd St., Suite 101	Tulsa	OK	74145-1352
Mr.	Andrew	Comer	Regulatory Branch Chief (Attn: Env. Analysis Section)	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Mr.	Jerry	Hayden	Field Office Director	U.S. Housing & Urban Development	301 W. 6th St., Suite 200	Oklahoma City	OK	73102
Mr.	John A.	Wessels	Regional Director - Intermountain Region Office, Plann	National Park Service	12795 W. Alameda Parkway	Denver	CO	80225
Mr.	Steve	Spencer	Regional Environmental Officer	U.S. Department of the Interior	1001 Indian School NW, Suite 348	Albuquerque	NM	87104
Mr.	Victor N.	Bird	Director	Oklahoma Aeronautics Commission	120 N. Robinson, Suite 1244W	Oklahoma City	OK	73102
Ms.	Lori	Wrotenberry	Director - Oil & Gas Conservation Division	Oklahoma Corporation Commission	Jim Thorpe Building, 2101 N. Lincoln Blvd.	Oklahoma City	OK	73105
Ms.	Carolyn	Sullivan	Energy Program Manager	Oklahoma Department of Commerce	PO Box 26980, 900 N. Stiles	Oklahoma City	OK	73104
Mr.	Richard	Hatcher	Director	Department of Wildlife Conservation	1801 N. Lincoln Blvd.	Oklahoma City	OK	73152-8804
Mr.	Mike	Thralls	Executive Director	Oklahoma Conservation Commission	2800 N. Lincoln Blvd., Ste. 160	Oklahoma City	OK	73105
Commissioner	Jim	Reese	Secretary of Agriculture	Department of Agriculture	2800 N. Lincoln Blvd., PO Box 54298	Oklahoma City	OK	73105-4298
Mr.	J.D.	Strong	Executive Director	Oklahoma Water Resources Board	3800 N. Classen	Oklahoma City	OK	73118
Dr.	G. Randy	Keller	Director	Oklahoma Geological Survey	100 E. Boyd, Room N-131	Norman	OK	73019-0628
Dr.	Janet	Barresi	State Superintendent	State Department of Education	2500 N. Lincoln Blvd., Rm. 121			
Ms.	Kristina	Marek	Director, Research & Development Division	Oklahoma Tourism & Recreation Department	First National Center, 120 N. Robinson Ave.,	Oklahoma City	OK	73102
Mr.	John	Johnson	Executive Director	ACOG	21 E. Main St., Suite 100	Oklahoma City	OK	73104-2405
Superintendent	Terry	Simpson		Guthrie Public Schools	802 E. Vilas	Guthrie	OK	73044

APPENDIX N

Public Hearing

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

April 10, 2014

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

Dear Mr. Corino:

RE: Notice of Public Hearing and Availability of Approved Environmental Assessment Document for SH-33 State Highway 33 (Noble Avenue) Bridge over Cottonwood Creek and BNSF Railroad in the City of Guthrie, Logan County, Oklahoma, J/P No. 21860(04)

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the State Highway 33 bridge over Cottonwood Creek and BNSF Railroad in Guthrie, Oklahoma. A Public Hearing to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking is scheduled for 5:30 PM on May 8, 2014 at the Oklahoma Sports Museum, 315 W. Oklahoma Ave., Guthrie, Oklahoma.

The EA Document describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, the Agency coordination and Public Involvement activities conducted as part of the Assessment.

Copies of the EA are available for public inspection at the following locations and on line at the ODOT website http://www.okladot.state.ok.us/meetings/other.php

Guthrie Public Library
201 N. Division St.
Guthrie, OK

ODOT Division 4 Headquarters
2609 West US-77
Perry, OK

ODOT Central Office
Env. Programs Division, Rm 3D2a
200 NE 21st St
Oklahoma City, OK

The Public Hearing is further described in the attached Notice of Public Hearing. Should you have any questions regarding the project, please contact Scott Stegmann, CP&Y at (405) 848-2346 or sstegmann@cpyi.com , or Tim Vermillion, ODOT Environmental Programs, at (405) 521-2676 or tvermillion@odot.org

Sincerely,

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

DRS/CPY/TV

Enclosure: Notice of Public Hearing

NOTICE OF PUBLIC HEARING

All interested persons are hereby given notice The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to the State Highway 33 bridge over Cottonwood Creek and BNSF Railroad in Guthrie, Oklahoma. The project limits are roughly from N. 12th St. extending approximately ½ mile east to Division Ave. The proposed project consists of replacing the existing bridge, improving the vertical sight distance, reducing road closures due to flooding on SH-33, as well as widening SH-33 to 4-lanes within the new bridge extents to reduce traffic congestion. A Public Hearing has been scheduled to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking.

The Hearing will begin at 5:30 PM on May 8, 2014 at Oklahoma Sports Museum, 315 W. Oklahoma Ave., Guthrie, Oklahoma. A brief presentation will be made at 6:00 PM followed by a question and answer session and comment period. Comment forms will be provided and a court reporter will be available to record verbal comments. Representatives from ODOT will be available to answer questions regarding the findings of the EA, as well as relocation assistance, right-of-way acquisition, and construction schedule.

The EA Document describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA are available for public inspection at the following locations and on line at the ODOT website http://www.okladot.state.ok.us/meetings/other.php

Guthrie Public Library
201 N. Division St.
Guthrie, OK

ODOT Division 4 Headquarters
2609 West US-77
Perry, OK

ODOT Central Office
Environmental Programs Div.
200 NE 21st St
Oklahoma City, OK

If any person wishes to submit a written statement concerning this project or the Environmental Assessment, they may submit their comments to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 NE 21st Street, Oklahoma City, Oklahoma, 73105 or email environment@odot.org, by no later than May 22, 2014.

Additional information about the project and the upcoming meeting can be obtained from Scott Stegmann, CP&Y at (405) 848-2346 or sstegmann@cpyi.com , or Tim Vermillion, ODOT Environmental Programs, at (405) 521-2676 or tvermillion@odot.org

ODOT strives to accommodate the needs of all residents. If you require special accommodation for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at (405) 521-2350 or froesler@odot.org at least three working days in advance of the meeting date.

Title	First Name	Last Name	Job Title	Agency	Street
Mr.	Gary	Corino	Division Administrator	Federal Highway Administration	5801 N Broadway Extension, Suite 300
Commissioner	Greg	Love	District IV Commissioner	Oklahoma Transportation Commission	10601 N. Pennsylvania
Commissioner	Mark	Sharpton	Commissioner	Logan County	2315 SW 19th
Commissioner	Michael	Pearson	Commissioner	Logan County	1550 N. Midwest Blvd.
Commissioner	Monty	Piearcy	Commissioner	Logan County	PO Box 661
Senator	A.J.	Griffin	State Senate	OK State Senate	2300 N. Lincoln Blvd., Room 428B
Senator	A.J.	Griffin	State Senate	OK State Senate	PO Box 1233
Representative	Jason W.	Murphey	State Representative	OK House of Representatives	2300 North Lincoln Blvd., Room 437
Representative	Dale	DeWitt	State Representative	OK House of Representatives	2300 North Lincoln Blvd., Room 328
Representative	Dale	DeWitt	State Representative	OK House of Representatives	14235 West Stateline Rd.
Congressman	Frank D.	Lucas	U.S. House of Representatives	US House of Representatives	2311 Rayburn House Office Building
Congressman	Frank D.	Lucas	U.S. House of Representatives	US House of Representatives	10952 NW Expressway, Suite B
Senator	James M.	Inhofe	US Senator	US Senate	453 Russell Senate Office Building
Senator	James M.	Inhofe	US Senator	US Senate	1900 NW Expressway, Suite 1210
Senator	Tom A.	Coburn	US Senator	US Senate	100 N. Broadway Ave., Suite 1820
Senator	Tom A.	Coburn	US Senator	US Senate	172 Russell Senate Office Building
Mr.	Richard	Fields	Asst. Field Station Manager - Multi Resources	Bureau of Land Management	7906 E. 33rd St, Ste. 101
Mr.	Andrew	Comer	Regulatory Branch Chief (Attn: Env. Analysis Section)	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue
Mr.	Jerry	Hayden	Field Office Director	U.S. Housing & Urban Development	301 W. 6th Street, Suite 200
Mr.	Steve	Spencer	Regional Environmental Officer	U.S. Department of the Interior	1001 Indian School NW, Suite 348
Mr.	Victor N.	Bird	Director	Oklahoma Aeronautics Commission	120 N. Robinson, Suite 1244W
Ms.	Lori	Wrotenbery	Director - Oil & Gas Conservation Division	Oklahoma Corporation Commission	Jim Thorpe Building, 2101 North Lincoln Blvd.
			Environmental Review Coordinator	DEQ Customer Assistance Program	P.O. Box 1677
Mr.	Reid	Nelson	Director - Office of Federal Agency Programs	Advisory Council on Historic Preservation	1100 Pennsylvania Ave., NW, Suite 103
Mr.	John	Wessels	Regional Director - Intermountain Regional Office	National Park Service	PO Box 25287
Mr.	Chris	Hirzel	President	Logan County Historical Society	PO Box 1512
Mr.	David	Pettyjohn	Executive Director	Preservation Oklahoma	405 NW 15th St.
Ms.	Melvena	Heisch	Deputy Historic Preservation Officer	Oklahoma Historical Society	800 Nazih Zuhdi Drive
Ms.	Carolyn	Sullivan	Energy Program Manager	Oklahoma Department of Commerce	P.O. Box 26980, 900 North Stiles
Mr.	Richard	Hatcher	Director	Department of Wildlife Conservation	1801 North Lincoln Blvd., P.O. Box 53465
Mr.	Mike	Thralls	Executive Director	Oklahoma Conservation Commission	2800 North Lincoln Blvd., Ste. 160
Commissioner	Jim	Reese	Secretary of Agriculture	Department of Agriculture	2800 N. Lincoln Blvd., P.O. Box 54298
Mr.	J.D.	Strong	Executive Director	Oklahoma Water Resources Board	3800 North Classen
Dr.	G. Randy	Keller	Director	Oklahoma Geological Survey	100 East Boyd, Room N-131
Dr.	Janet	Barresi	State Superintendent	State Department of Education	2500 North Lincoln Blvd., Rm. 121
Ms.	Kristina S.	Marek	Director, Research & Development Division	Oklahoma Tourism & Recreation Department	120 North Robinson Avenue, Ste. 600
Mr.	John	Johnson	Executive Director	Association of Central Oklahoma Governments	21 E. Main Street, Suite 100
Ms.	Keili	McEwea	Office of the Governor		2300 N. Lincoln, Suite 212

City of Guthrie:					
			Postmaster	Guthrie Post Office	201 W. Oklahoma Ave.
				Mercy Hospital Logan County	200 S. Academy Rd.
				Guthrie EMS	209 E. Springer Ave.
Ms.	Sereniah	Breland	City Manager	City of Guthrie	PO Box 908
Mr.	Gaylord Z.	Thomas	Councilmember	City of Guthrie	PO Box 908
Mr.	John	Wood	Councilmember	City of Guthrie	PO Box 908
Ms.	Mary	Coffin	Councilmember	City of Guthrie	PO Box 908
Mr.	Jeff	Taylor	Councilmember	City of Guthrie	PO Box 908
Ms.	Sharyl	Padgett	Councilmember	City of Guthrie	PO Box 908
Mr.	Trey	Ayers	Councilmember	City of Guthrie	PO Box 908
Mr.	Mark	Spradlin	Mayor	City of Guthrie	PO Box 908
Ms.	Rene	Spineto	Director	City of Guthrie Community Development	PO Box 908
Ms.	Maxine	Pruitt	Municipal Services Director	City of Guthrie	PO Box 908
Chief	Eric	Harlow	Chief	City of Guthrie Fire Department	209 E. Springer Ave.
Chief	Damon	Deveraux	Chief	City of Guthrie Police Department	306 W. Oklahoma
Ms.	Mary	Coffin	President	Guthrie Chamber of Commerce	212 W. Oklahoma
Dr.	Mike	Simpson	Superintendent	Guthrie Public Schools	802 E. Vilas
Sheriff	Jim	Bauman	Sheriff	Logan County Sheriffs Office	312 E. Harrison

NOTICE OF PUBLIC HEARING

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to the State Highway 33 bridge over Cottonwood Creek and the BNSF Railroad in Guthrie, Oklahoma. A Public Hearing has been scheduled to provide the public with an opportunity to comment on the proposed action and the findings of an Environmental Assessment (EA) for this undertaking. The date, time, and location of the hearing are given below.

The hearing will open at 5:30 p.m. to the public. A brief presentation will begin at 6:00 PM followed by a question and answer session and comment period. Comment forms will be provided and a court reporter will be available to record verbal comments. Representatives from ODOT will be available to answer questions regarding the findings of the EA, as well as relocation assistance, right-of-way acquisition, and construction schedule.

Copies of the Environmental Assessment document are available for public inspection at:

Guthrie Public Library
201 N. Division St.
Guthrie, OK

ODOT Division 4 Headquarters
2609 West US-77
Perry, OK

ODOT Central Office
Environmental Programs, Rm. 3D2a
200 NE 21st St
Oklahoma City, OK

Date: May 8, 2014

Time: 5:30 PM

Place: Oklahoma Sports Museum
315 W. Oklahoma
Guthrie, OK

And online at the ODOT website http://www.okladot.state.ok.us/meetings/other.php

Additional information about the project and the upcoming hearing can be obtained from Scott Stegmann, CP&Y at (405) 848-2346 or sstegmann@cpyi.com , or Tim Vermillion, ODOT Environmental Programs, at (405) 521-2676 or tvermillion@odot.org

ODOT strives to accommodate the needs of all residents. If you require special accommodation for the hearing, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at (405) 522-2350 or froesler@odot.org a least three working days in advance of the hearing date.

First Name	Last Name	Address	City	State	Zip
Betty M.	Abell	114 W. Magnolia	Guthrie	OK	73044
Chris Steffee & Suzanne	Adams	1123 W. Noble	Guthrie	OK	73044
Sandy & Stephen	Adams	417 E. Noble	Guthrie	OK	73044
Sandy H.	Adams	417 E. Noble Ave.	Guthrie	OK	73044
Steve	Adams	417 E. Noble	Guthrie	OK	73044
Grant	Aguirre	1016 W. Warner	Guthrie	OK	73044
Jim	Ahlgren	101 N. 2nd	Guthrie	OK	73044
Clarence & Alice	Allen	1624 E. Oklahoma	Guthrie	OK	73044
Sue	Altebaumer	PO Box 116	Guthrie	OK	73044
Federal National Mortgage	Association	PO Box 650043	Dallas	TX	75265-0043
Robert	Ball	1703 W. Cleveland	Guthrie	OK	73044
Bennie	Barker	1901 W. Mansur	Guthrie	OK	73044
Christy	Barker	1901 W. Mausur	Guthrie	OK	73044
Misty & Shad	Beauchamp	1424 S. Henney	Guthrie	OK	73044
John	Beck	1023 W. College	Guthrie	OK	73044
James	Belobraydic	1010 W. Windsor	Guthrie	OK	73044
Don and Constance	Benton	1009 W. Noble	Guthrie	OK	73044
Felicia	Benton	322 E. Cleveland Ave.	Guthrie	OK	73044
Lance	Benton	1009 W. Noble	Guthrie	OK	73044
Kathy	Bertwell	4650 W. CO RD 75	Guthrie	OK	73044
Jeff	Blair	105 W. Harrison	Guthrie	OK	73044
Steve	Bowers	1611 W. Cleveland Ave.	Guthrie	OK	73044
Carole	Boyett	1404 W. Noble	Guthrie	OK	73044
Jennifer	Bozarth	1610 W. Noble	Guthrie	OK	73044
Lester	Branch	507 E. Warner	Guthrie	OK	73044
Joel	Brodsky	1027-41 Ave., #3	Oakland	CA	94601
Kathleen	Brown	HC71 Box 198C	Kingston	OK	73439
Nelda B.	Brown	410 E. Washington Ave.	Guthrie	OK	73044
Darrell & Paula	Burnett	117 W. Harrison	Guthrie	OK	73044
Chuck	Burtcher	5111 Quail Dr.	Guthrie	OK	73044
John	Burtcher	1023 W. College	Guthrie	OK	73044
Shirly	Butler	1306 W. Noble	Guthrie	OK	73044
Larry	Byte	3701 S. Broadway	Guthrie	OK	73044
Fitness Center	C/O Bonnie Harlan	324 Huntington	Guthrie	OK	73044
Franklyn and Ann Spitz Family, LLC	C/O Franklyn & Anna Spitz	PO Box 1489	Guthrie	OK	73044
Household Finance Corp. III	C/O HSBC Mortgage Services	636 Grand Regency Blvd	Brandon	FL	33510
West Side Grill	C/O James Mangum	905 W. Noble	Guthrie	OK	73044
Kenneth & Irene McCullough	C/O Michelle Kitzman	1312 W. Noble	Guthrie	OK	73044
Gary & Kay Jones	C/O Mull Properties, LLC	6403 N. Grand Blvd., Ste. 200	Oklahoma City	OK	73116
Westside Liquor Store	C/O Patrick Henry	621 W. Noble	Guthrie	OK	73044
Eighty-Niner Bowl	C/O Pearson Enterprises, Inc.	221 N. 2nd St.	Guthrie	OK	73044
Secretary of HUD	C/O Pyramid Real Estate Serv. 03	4500 S. Garnett, Ste 250	Tulsa	OK	74146
McKee T's	C/O Sarah McKee	221 N. 2nd St.	Guthrie	OK	73044
Michael & Laurinda Fields	C/O Wanda F. Holland	PO Box 225	Guthrie	OK	73044
Wanda	Calvert	101 N. Second St.	Guthrie	OK	73044
Betty M.	Charles-Marth	1124 W. Noble	Guthrie	OK	73044
Sammy & Donna	Clift	PO Box 375	Guthrie	OK	73044
Jim	Clymer	4000 S. Douglas	Guthrie	OK	73044
Jimmy L.	Clymer	4000 S. Douglas	Guthrie	OK	73044
Mary	Cobb	212 W. Oklahoma	Guthrie	OK	73044
Wheeler & Yvonne	Coburn	316 Amsey Lane	Guthrie	OK	73044
Donald L.	Coffin	813 W. Noble	Guthrie	OK	73044
Mary	Coffin	3517 S. Division	Guthrie	OK	73044
Tifffany Lindsey	Cole	314 E. Noble	Guthrie	OK	73044
David & Diane	Conaway	1611 W. Noble Ave.	Guthrie	OK	73044
Gary & Patricia	Cornforth	5151 W. Hwy 33	Guthrie	OK	73044
Gary or Patricia	Cornforth	9924 S. Kelley	Guthrie	OK	73044
Mathew	Cornwell	3309 Eric Land	Edmond	OK	73034
Newt	Cornwell	1130 N. Oak	Guthrie	OK	73044
Treyron, LLC	Cornwell	307 N. Division	Guthrie	OK	73044
Nancy	Davison	2000 E. Roosevelt	Guthrie	OK	73044
Robery & Sharon	Davison	411 East Noble	Guthrie	OK	73044
Kent	Denham	224 N. 2nd St.	Guthrie	OK	73044
Damon	Devereaux	5511 Meadow Lake Dr.	Guthrie	OK	73044
Louise	Dilley	6 Forrest Rd.	Guthrie	OK	73044
Charles	Doolittle	5604 Cloverlawn Dr.	Oklahoma City	OK	73135
Mark	Downing	823 1/2 W. Noble	Guthrie	OK	73044

Gerald	Duehning	623 E. Cleveland	Guthrie	OK	73044
Linda	Dunham	2545 NW 21st	Oklahoma City	OK	73107
Lyle & Shirley	Dunham	2105 Gloria Place	Guthrie	OK	73044
Lindsay & Leah	Eastman	1223 W. Cleveland	Guthrie	OK	73044
Velma	Edens	324 N. 2nd St.	Guthrie	OK	73044
Ryan Joseph & Kylee	Elzbade	1813 W. Noble	Guthrie	OK	73044
Melissa	Felser	311 Airport Rd.	Guthrie	OK	73044
Robert & Mary	Ferris	1808 W. Noble	Guthrie	OK	73044
Katie	Foote	1624 W. Logan Ave.	Guthrie	OK	73044
Charles	Ford	423 N. Broad	Guthrie	OK	73044
Justin	Fortney	319 E. Mansur Ave.	Guthrie	OK	73044
Van	French	111 N. Capitol	Guthrie	OK	73044
Jerry	Gammill	2302 Minnie Rose	Guthrie	OK	73044
Marvin	Garnder	2115 W. Eseco	Cushing	OK	74023
Ingrid	Ghassempour	910 Mimosa Dr.	Guthrie	OK	73044
Brian	Gibbs	520 N. Division	Guthrie	OK	73044
Nixie	Goff	107 W. Harrison Ave.	Guthrie	OK	73044
Ellen	Gomes	2108 W. Mansur	Guthrie	OK	73044
Johnny	Gooden	1212 Willow Creek	Guthrie	OK	73044
Randy	Goodnow	706 W. Noble	Guthrie	OK	73044
John & Betty	Goodwin	PO Box 71	Guthrie	OK	73044
Lisa	Graham	301 N. 2nd St.	Guthrie	OK	73044
Loretta & Ted	Graham	1120 W. Noble	Guthrie	OK	73044
Ralph & Jeanette	Gray	1215 W. Cleveland	Guthrie	OK	73044
K.C.	Griffin	5615 Cimarron Maner	Guthrie	OK	73044
Charles	Gunkel	2503 Minnie Rose St.	Guthrie	OK	73044
Jeni	Hackett	3205 NW Drexel Ct.	Oklahoma City	OK	73107-5229
Mundit	Haiet	923 W. Noble	Guthrie	OK	73044
Terry	Ham	1914 W. Noble	Guthrie	OK	73044
Terry	Hamilton	11100 Whitehouse Rd.	Guthrie	OK	73044
Mikki	Hargus	118 1/2 Oklahoma Ave.	Guthrie	OK	73044
John	Harkness	221 North Cedar Mountain Ave.	Edmond	OK	73034
Eric	Harlow	209 E. Springer	Guthrie	OK	73044
Manjit & Sarbjit	Hayer	923 W. Noble	Guthrie	OK	73044
Chuck	Hayes	117 E. Noble	Guthrie	OK	73044
Patty	Hazlewood	6721 Lake Shore Dr.	Guthrie	OK	73044
Jon & Tina	Heyvaert	419 N. Division	Guthrie	OK	73044
Kimberly Darleen	Hinkle	PO Box 1571	Guthrie	OK	73044
Gary and Lori	Hurren	1412 W. Noble	Guthrie	OK	73044
Loretta L. French	Jardel	1120 W. Noble	Guthrie	OK	73044
Glenda D.	Jarnagin	1416 W. Noble	Guthrie	OK	73044
James & Bonita	Johnson	1203 Mockingbird Rd	Guthrie	OK	73044
Gary	Jones	1424 S. Henney Rd.	Guthrie	OK	73044
Kay	Jones	1424 S. Henney Rd.	Guthrie	OK	73044
Rosa Lee	Jones	423 N. Broad	Guthrie	OK	73044
Michael	Keenan	2177 Rockledge Dr	Rockledge	FL	32955
Randy	Kellogg	PO Box 1371	Guthrie	OK	73044
Ali	Khan	823 W. Noble	Guthrie	OK	73044
Edgar B	Kich	5802 S. Sooner Road	Guthrie	OK	73044
Ian	King	302 Brookside Dr.	Guthrie	OK	73044
Dennis & Myrna	Laughlin	407 E. Noble	Guthrie	OK	73044
Larry	Layton	101 Tamara Rd.	Guthrie	OK	73044
Michelle	Layton	1701 Tamara Rd	Guthrie	OK	73044
Charles & Rosa	Lee Jones	423 N. Broad	Guthrie	OK	73044
Rebecca	Liker	1016 W. Warner	Guthrie	OK	73044
Margaret & Ellis	Lorimor	3150 E. County Road 74	Guthrie	OK	73044
Mona	Luker	223 S. 1st St.	Guthrie	OK	73044
Delbert & Mary Jo	Maker	318 N. 20th	Guthrie	OK	73044
Terry	Maker	407 Commerce Blvd.	Guthrie	OK	73044
Terry	Maln	407 Commerce Blvd.	Guthrie	OK	73044
Bud	Maness	2002 W. Noble	Guthrie	OK	73044
JB	Manguer	905 W. Noble	Guthrie	OK	73044
Elda L.	McCoy	PO Box 1461	Guthrie	OK	73044
Kenneth and Irene	McCullough	1312 W. Noble	Guthrie	OK	73044
Ford & Ginger	McDaniel	3603 N. Horseshoe Drive	Guthrie	OK	73044
Kevin	McDowel	PO Box 354	Crescent	OK	73028
Darlene C. Monica	Mitchell	1006 W. Noble	Guthrie	OK	73044
Van	Mitchell	1016 N. Shore Drive	Edmond	OK	73044

Rex & Nicki	Morgan	PO Box 307	Guthrie	OK	73044
Terry	Morgan	4024 S. Division	Guthrie	OK	73044
Kelly L.	Moyers	11900 Highwy 105	Guthrie	OK	73044
Sheri L.	Mueller	1509 W. Oklahoma	Guthrie	OK	73044
Misty	Mullikin	3707 S. Pine	Guthrie	OK	73044
Mary	Murphey	428 Brookside Dr.	Guthrie	OK	73044
Wayne	Murphey	428 Brookside Dr.	Guthrie	OK	73044
Lois Grisz & Doris	Nelson	1023 W. Warner	Guthrie	OK	73044
Beulah	Nelson	HC 71, Box 198C	Guthrie	OK	73044
Anita and Holland	Niederstadt	1309 W. Noble	Guthrie	OK	73044
Sylvia	Ochs	614 N. Oak	Guthrie	OK	73044
Vern and Faye	Ogden	1609 W. Ridgecrest Dr.	Guthrie	OK	73044
James	Ong	122 W. Noble	Guthrie	OK	73044
Bambi J.	Osborn	113 N. Second	Guthrie	OK	73044
Jim	Overton	700 N. Walnut	Guthrie	OK	73044
Wallace	Owen	3374 Sunny Acres Ln.	Guthrie	OK	73044
Randy	Owen	4919 Davis Road	Guthrie	OK	73044
Sharyl	Padgett	1303 N. Ash	Guthrie	OK	73044
West Ontario	Partners Chicago LLC	1312 N. Fremont St., Ste 103	Guthrie	OK	73044
Tommy and Hilda	Patterson	1303 W. Noble	Guthrie	OK	73044
Christine	Payne	315 N. 13th St.	Guthrie	OK	73044
Anne	Pearson	3900 S. Westminster	Guthrie	OK	73044
Anne	Pearson	PO Box 545	Guthrie	OK	73044
Mark	Pearson	221 N. 2nd St.	Guthrie	OK	73044
Mike	Pearson	PO Box 634	Guthrie	OK	73044
Jack and Chyrel	Peters	4717 Forest Hills	Noble	OK	73068
Kathy & Don	Phinney	201 N. 13th	Guthrie	OK	73044
Shawn & Brenda	Porter	1851 S. Post Road	Guthrie	OK	73044
Shawn and Brenda	Porter	824 W. Noble	Guthrie	OK	73044
Marc & Debra	Prather	223 N. Division	Guthrie	OK	73044
George & Karan	Privette	1424 W. Noble	Guthrie	OK	73044
George & Karan	Privette	405 Ridgecrest	Guthrie	OK	73044
Harvey	Pruitt	1911 W. Noble Ave	Guthrie	OK	73044
Maxine	Pruitt	101 N. 2nd	Guthrie	OK	73044
Jim & Virginia	Rarasua	1612 W. Noble Ave.	Guthrie	OK	73044
McCullough	Residence	1312 W. Noble	Guthrie	OK	73044
Tommy J. Ritter	Rev. Liv. Trust	Rt. 1, Box 465	Guthrie	OK	73044
Annette & Jeff	Rhodes	1020 W. Washington	Guthrie	OK	73044
Equity Trust Co	Richard H. Reno	Box 1529	Elyria	OK	44026
Anna and Jesse	Rowray	1412 W. Noble	Guthrie	OK	73044
Virginia	Sarasua	1612 W. Noble	Guthrie	OK	73044
Mike & Mary Beth	Savory	1123 N. Oak	Guthrie	OK	73044
Greg & Keri	Scheihing	611 E. Warner	Guthrie	OK	73044
Greg & Keri	Sheihing	1024 W. Noble	Guthrie	OK	73044
Bruce & Shirley	Silvey	1297 N. Council Road	Crescent	OK	73028
Jim	Smith	1911 West Noble	Guthrie	OK	73044
Jim and Kathryn	Smith	1911 W. Noble Ave.	Guthrie	OK	73044
Melonie Z.	Smith	706 W. Noble	Guthrie	OK	73044
Melonie Zwemke	Smith	208 Hill Dr.	Guthrie	OK	73044
Terry	Smith	303 N. Division	Guthrie	OK	73044
Dwayne & Connie	Sorrell	275 Simpson Rd.	Edmond	OK	73034
Thomas & Connie	Sorrell	175 Simpson Road	Edmond	OK	73034
Rene	Spineto	201 N. 13th St.	Guthrie	OK	73044
Nino	Stambeck	919 NW 21st	Guthrie	OK	73044
Larry and Bobbye	Steves	1219 W. Noble	Guthrie	OK	73044
R.L.	Stuart	1323 W. Noble	Guthrie	OK	73044
Robert and Darlene	Stuart	1323 W. Noble	Guthrie	OK	73044
Robert E.	Sullivan	1224 W. Noble	Guthrie	OK	73044
Kelly	Swanson	901 N. Benson	Altus,	OK	73521
Rami Misbah	Taha	3800 Independence Ave., Apt 1J	Riverdale	NY	10463
Cheryl	Tarter	620 Cole Drive	Guthrie	OK	73044
Clyde Herman	Teuscher Trust	7800 E. 105 Highway	Guthrie	OK	73044
Gaylord Z.	Thomas	1403 W. Cleveland	Guthrie	OK	73044
Connie & Melvin	Triplett	PO Box 124	Guthrie	OK	73044
Nathan	Turner	406 E. Oklahoma	Guthrie	OK	73044
Miles Living Trust	Vernon W. Miles	1602 Twin Spires Trail	Guthrie	OK	73044
Brion & Sandy	Vinson	5074 Sunset Ln.	Guthrie	OK	73044
Bob	Walker	1405 Woodview Lane	Edmond	OK	73013

Janet	Walker	319 Wagon Trail	Guthrie	OK	73044
Franklin & Ruth	Walters	PO Box 1561	Guthrie	OK	73044
Jeff Charles	Ward	1115 E. Pullman Dr.	Wasilla	AK	99654
Christopher & Robbin	Watson	1811 W. Noble	Guthrie	OK	73044
Nathan	Webb	6871 Mint Julep Lane	Guthrie	OK	73044
Dean	Wehr	13482 Arrowhead Dr.	Guthrie	OK	73044
Teresa	Wehr	13482 Arrowhead Dr.	Guthrie	OK	73044
Jana Sue	Willhoite	1615 W. Noble	Guthrie	OK	73044
Charles Frank	Wilson	PO Box 31	Guthrie	OK	73044
Kenneth	Wohcer	509 W. Oklahoma	Guthrie	OK	73044
Ed	Wood	PO Box 7	Guthrie	OK	73044
A&T Investments, L.P.		514 N. Maple	Guthrie	OK	73044
ATCH, LLC		3521 Homsteaders Land	Guthrie	OK	73044
Bancfirst		PO Box 160	Guthrie	OK	73044
Bar Mac Ranch Café		722 W. Noble	Guthrie	OK	73044
Benton's Service Center, Inc.		1009 W. Noble	Guthrie	OK	73044
Borrego Family Trust		422 E. Noble	Guthrie	OK	73044
Bross Enterprises, Inc.		5450 W. Camp Drive	Guthrie	OK	73044
Christon Barsica Trust		1016 West Warner	Guthrie	OK	73044
Davidson's Greenhouse		1101 W. Noble Ave.	Guthrie	OK	73044
Discovery Ranch, Inc.		2000 W. Sublett Road	Arlington	TX	76017
DK Liquor		823 Noble Avenue	Guthrie	OK	73044
Don E. Benton Rev. Liv. Trust		1215 Mockingbird Dr.	Guthrie	OK	73044
Donald & Shirley Coffin Trust		PO Box 1305	Guthrie	OK	73044
Federal Jail Preservation Soc.		302 N. Second	Guthrie	OK	73044
First Capitol Trolley		PO Box 1512	Guthrie	OK	73044
First Christian Church		402 E. Noble	Guthrie	OK	73044
Frank Wilson Trust		1510 W. Washington	Guthrie	OK	73044
Franklin & Ann Family, LLC		PO Box 1489	Guthrie	OK	73044
Fun Stuff Studio		604 W. Noble	Guthrie	OK	73044
Gary Good Properties		2614 NW 62nd	Oklahoma City	OK	73112
Glyde Herman Teuscher Trust		PO Box 76255	Guthrie	OK	73044
G-Mart		823 Noble Ave.	Guthrie	OK	73044
Guthrie Bicycles		224 N. 2nd St.	Guthrie	OK	73044
Guthrie Eye Care Clinic, Inc.		2114 W. Noble	Guthrie	OK	73044
James Thomas Rev. Liv. Trust		5310 Primrose Lane	Guthrie	OK	73044
Living Water Assembly of God, Inc.		2423 W. Noble	Guthrie	OK	73044
Locker Room		PO Box 906	Guthrie	OK	73044
Logan County Economic Development Council		212 W. Oklahoma	Guthrie	OK	73044
Logan County Historical Society		PO Box 1512	Guthrie	OK	73044
Logan Medical Center		PO Box 1017	Guthrie	OK	73044
Luker Children Trust		1016 West Warner	Guthrie	OK	73044
Mae's Westside Tavern		701 W. Noble Ave	Guthrie	OK	73044
Muddy Water's Club		719 W. Noble	Guthrie	OK	73044
Mull Properties LLC		6403 N.W. Grand Blvd, Suite 200	Guthrie	OK	73044
Noble 7, LLC		3603 N. Horseshoe Drive	Guthrie	OK	73044
Noble Avenue Baptist Church		1219 W. Noble	Guthrie	OK	73044
O.T. Properties, LLC		PO Box 562	Guthrie	OK	73044
Occupant		1114 Arbor St.	Guthrie	OK	73044
Occupant		1297 N. Council Road	Guthrie	OK	73044
Occupant		1303 N. Ash	Guthrie	OK	73044
Occupant		1324 W. Warner	Guthrie	OK	73044
Occupant		1610 W. Noble	Guthrie	OK	73044
Occupant		621 W. Noble	Guthrie	OK	73044
Old Santa Fe Depot of Guthrie		409 W. Oklahoma	Guthrie	OK	73044
Phillip & Pamela Reed Trust		PO Box 1845	La Jolla	CA	92038
Porter's Towing		820 W. Noble	Guthrie	OK	73044
Quest Academy of Martial Arts		924 W. Noble Ave.	Guthrie	OK	73044
Razor's Edge Beauty Salon		117 N. 2nd St.	Guthrie	OK	73044
Rex Morgan Cars		PO Box 307	Guthrie	OK	73044
Rex Morgn Cars		814 W. Noble	Guthrie	OK	73044
SCF Financial Group		115 N. 2nd St.	Guthrie	OK	73044
Shawn's Auto		824 W. Noble	Guthrie	OK	73044
Shear Sensations		113 N. 2nd St.	Guthrie	OK	73044
Shiney Boys Car Wash		PO Box 1524	Guthrie	OK	73044
Smith Gallo Funeral Home		220 North First Street	Guthrie	OK	73044
Southwestern Bell		800 N. Harvey, Room 160	Oklahoma City	OK	73102
The Garage		706 W. Noble	Guthrie	OK	73044

Three M Investments		PO Box 977	Guthrie	OK	73044
Treyron, LLC		1130 N. Oak	Guthrie	OK	73044

(Published in the Guthrie News Leader on April 19 & May 1, 2014) 2T

NOTICE OF PUBLIC HEARING

All interested persons are hereby given notice The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to the State Highway 33 bridge over Cottonwood Creek and BNSF Railroad in Guthrie, Oklahoma. The project limits are roughly from N. 12th St. extending approximately ½ mile east to Division Ave. The proposed project consists of replacing the existing bridge, improving the vertical sight distance, reducing road closures due to fl ooding on SH-33, as well as widening SH-33 to 4-lanes within the new bridge extents to reduce traffi c congestion. A Public Hearing has been scheduled to provide the public with an opportunity to comment on the proposed action and the fi ndings of an Environmental Assessment (EA) for this undertaking.

The Hearing will begin at 5:30 PM on May 8, 2014 at Oklahoma Sports Museum, 315 W. Oklahoma Ave., Guthrie, Oklahoma. A brief presentation will be made at 6:00 PM followed by a question and answer session and comment period. Comment forms will be provided and a court reporter will be available to record verbal comments. Representatives from ODOT will be available to answer questions regarding the fi ndings of the EA, as well as relocation assistance, right-of-way acquisition, and construction schedule.

The EA Document describes the project's purpose and need, the range of alternatives considered including the Preferred Alternative, the social, economic and environmental effect of the alternatives, the Agency coordination and Public Involvement activities conducted as part of the Assessment. Copies of the EA are available for public inspection at the following locations and on line at the ODOT website http://www.okladot.state.ok.us/meetings/other.php

Guthrie Public Library
201 N. Division St.
Guthrie, OK

ODOT Division 4 Headquarters
2609 West US-77
Perry, OK

ODOT Central Offi ce
Environmental Programs Div.
200 NE 21st St
Oklahoma City, OK

If any person wishes to submit a written statement concerning this project or the Environmental Assessment, they may submit their comments to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 NE 21st Street, Oklahoma City, Oklahoma, 73105 or email environment@odot.org, by no later than May 22, 2014.

Additional information about the project and the upcoming meeting can be obtained from Scott Stegmann, CP&Y at (405) 848-2346 or sstegmann@cpyi.com , or Tim Vermillion, ODOT Environmental Programs, at (405) 521-2676 or tvermillion@odot.org ODOT strives to accommodate the needs of all residents. If you require special accommodation for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Offi cer, at (405) 521-2350 or froesler@odot.org at least three working days in advance of the meeting date.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, May 8, 2014

PUBLIC HEARING

SH-33 - Guthrie, OK

http://www.okladot.state.ok.us

Oklahoma Department of Transportation

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Frank V. Roesler III Office: (405) 521-2350 Cell: (405) 318-1424	200 N.E. 21st Street Oklahoma City OK 73105	Oklahoma Department of Transportation	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Clinton Tillette (405) 522-1041	200 N.E. 21st Street Oklahoma City OK 73105	Oklahoma Department of Transportation	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☑ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Rex Morgan 405-740-8709	PO Box 309 Guthrie OK 73044	Rex Morgan Cars	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Nicki Morgan	PO Box 309 Guthrie OK 73044	Rental property	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☒ Ms. ☒ Mrs.	Jim & Virginia Sarasua	1612 W. Noble Ave Guthrie, OK 73044	Home Owner	☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☒ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	MARK SPRADLIN	816 Taylor Rd Guthrie	MAYOR	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	MAUREEN Miles	1010 W MANSUR GUTHRIE OK, 73044		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☑ Mr. ☐ Ms. ☐ Mrs. Jim Morton	5110 W Canyon Rd	Retired	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs. Paul Green	200 NE 21st OKC	ODOT	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. [illegible]	4720 Richmond Square	SRLS	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☒ Mrs. Nathan Webb Lindsay Webb	6871 Mint Julep Ln Guthrie, OK 73044	Westside Tavern 701 W. Noble	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Linda Dunham 405-435-4622	2545 NW 21st OKC, OK 73107	Westside Tavern 701 W Noble	☐ Male ☑ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☒ Mrs.	Mark McNally	PO Box 1358 Guthrie 73044		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Charles Gunkel	2503 Minnie Rose St. Guthrie, OK. 73044		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☒ Mrs.	Mike + April LaNoy	717 E Cleveland Guthrie		☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Wallace Cole	3574 Seminole Rd Guthrie		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☒ Ms. ☐ Mrs.	Shelly Williams 405 613-7291	PO Box 1928 Stillwater, 74076	ODOT	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	DAVID CONAWAY dconaway@cox.net	1611 W. NOBLE AVE GUTHRIE 73044	ODOT RETIRED	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Debbie Prather 4056501891	223 N. Division Guthrie OK	Stables Cafe	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	ALI KHAN 405-501-7357	823 W. Noble Guthrie OK 73044	G-MART	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☒ Mrs.	Teresa Wood 260-3868 Edwin Wood	511 E. Washington		☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	MARK & SUSAN PEARSON 401-8700	221 N. 2	89ER BOWL	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bob & Elsie Oltmans 260-1195	4020 Canyon Rd Guthrie OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☒ Ms. ☐ Mrs.	Monica Mitchell 405-250-2764	100620 Noble Guthrie OK		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Don E. Benton 405-282-1119	1009 W. Noble Guthrie, OK	Benton's Service Center Inc	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	ERIC HARLOW 405-520-2893	209 E. SPRINGER GUTHRIE, OK 73044	CITY OF GUTHRIE	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Anna F. Spitz	719 W Noble		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Frankelyn Spitz	719 W. Noble		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Karen Long	701 W Noble		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	John White	701 W Noble		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Kent Denham 405 282 8524	224 N. 2nd St 282 8524	Guthrie Bicycles	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Cole Hackett	200 NE 21st St OKC	ODOT Media Relations	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Matt Duehring	5633 Cimarron Mnr Guthrie	citizen	☑ Male ☐ Female	☐ White ☐ Asian ☑ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Terry Smith	303 N. Division Guthrie	Terry R. Smith, DDS	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Greg Scheihing	1024 W. Noble	Shiney Boys Car Wash	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	D. Schwab	1003 W. Washington		☐ Male ☑ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	S Smithson	1011 W. Washington		☐ Male ☑ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Marc Prather 282 0893	223 W Division	stable cafe	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☑ Ms. ☐ Mrs.	Seresiah Breland		City of Guthrie	☐ Male ☑ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Monika Lamb	1524 W Noble		☐ Male ☑ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	SHANNON SHEFFIELD	OKC	ODOT	☑ Male	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	MARK RADFORD	BOX 222 CRESCENT	COURIER NEWSPAPER	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Van Mitchell	Guthrie	Edmond Sun	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Lindsay Weeks	16871 Mint Julep Ln		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Jim Smith 282-5088	1911 W. Noble Guthrie		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Ron Powell 282-4739	4628 S. Post Rd Guthrie		☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	John Chadwell 200-64/29	706 W Noble		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☒ Mrs.	Ford & Ginger McDaniel 282-2220			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Marvin Gardner 918-225-1702			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jack Smith			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Charles Lamb 820-4407	1524 West Noble		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☒ Mrs.	RENE SPINETO 282-0197	201 N 13th Guthrie	CITY of GUTHRIE	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jerry Gammill 282-4183	2302 Minnie Rose Guthrie OK	Guthrie Public Schools	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	LaVerne Dowding 260-0132	4301 Canyon Rd Guthrie	BancFirst	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Susan Dowding 260-0132	4301 Canyon Rd Guthrie		☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Linda Durham 405-435-4622	2545 NW 21 OKC, OK	Westside Tavern	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Buck Ray (405) 990-7029	1801 N. Lincoln Okc Ok 73105	ODWC	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	James Long 405-627-8239	512 E. Washington Guthrie OK 73044	Energy Force	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, May 8, 2014

PUBLIC HEARING

SH-33 - Guthrie, OK

http://www.okladot.state.ok.us

Oklahoma Department of Transportation

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☑ Mrs.	Jessica Kratchmer (405)639-8485	200 NE 21st St.	ODOT	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Robert Jones	1123 W. Noble Ave		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Nathan Turner	406 E. Oklahoma	OHS	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Dean Wehn	112 Amsey Ln.		☐ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs.	Teresa Wehn	112 Amsey Ln.		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Les Mons Carter	ODOT / RW-Rep		☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☑ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Mike Simpson	802 E. Vilas Guthrie		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Eduardo Eibel (405) 521-4842	200 NE 21st ST OKC, OK 73105	ODOT - Roadway	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Rob Rusch 521-2604	"	ODOT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Kristen Wallace	"	ODOT	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Brenda Porter	824 W Noble	Property Owner	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Shawn Porter	824 W. Noble	Property Owner	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Kevin Larios	200 NE 21st St. OKC, OK 73105	ODOT Environmental Programs.	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	TERRY MORGAN	912 W MANSUR	ODOT	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☒ Ms. ☒ Mrs.	Charles E Jones Rosa Lee Jones	423 N Broad Guthrie OK 73044	Jones Farm Shop 711 W Noble	☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Mary Padgett	1303 N Ash Guthrie	Mercy	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Marine Priddy	City of Guthrie Pub. Wks.	C. of G. Public Works	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Scott Sundermeyer		ODOT	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	SV SUNDARAM		ODOT-ENV Prog	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	CHAD PARSONS		ODOT - R/W	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☒ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	GREG MASSEY		ODOT R/W	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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Oklahoma Department of Transportation

(PLEASE PRINT CLEARLY)

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☐ Mr. ☑ Ms. ☐ Mrs. Nancy Davison 282-3064	3000 E Rossell Guthrie, OK	Davison's Greenhouse	☐ Male ☑ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs. Gleanna McNeal 918-285-0142	317 N. 11th St. Guthrie, OK	Mercy	☐ Male ☒ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Frank Rhode 282 4016			☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Caleb Austin 521-2695			☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Richard Hendricks 414-1342			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Jim Luckett Jr	602 Ridge Crest Dr. Guthrie	C of C	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs. Josie Wall			☐ Male ☑ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

PUBLIC HEARING

SH 33 over Cottonwood Creek
Environmental Assessment



Welcome

Presented by:

Oklahoma Department of Transportation

CP&Y, Inc.

Purpose of this Hearing

- Federally Funded Project – Part of NEPA Process
- Summarize Public Input
- Present Purpose & Need for Project
- Discuss Alternatives Considered
- Present Preferred Alternative
- Discuss Social, Economic, and Environmental Impacts of Preferred Alternative
- Receive Input from Public on the Project

Public Input

Previous Meetings

- June 2009
  - Indicated strong support for bridge replacement
  - Need for reduced flooding and overtopping of SH-33
  - Keep road open if possible during construction

- May 2012
  - Presented option of building on off-set alignment to south (preferred alignment)
  - Public cited need to accommodate bicycles
  - Questions regarding property acquisition and business impacts
  - General support of project

Project Purpose & Need

Project Need

- Structurally deficient bridge
- Sight distance issues due to poor vertical geometry
- Temporary closures due to flooding
- Traffic congestion on bridge



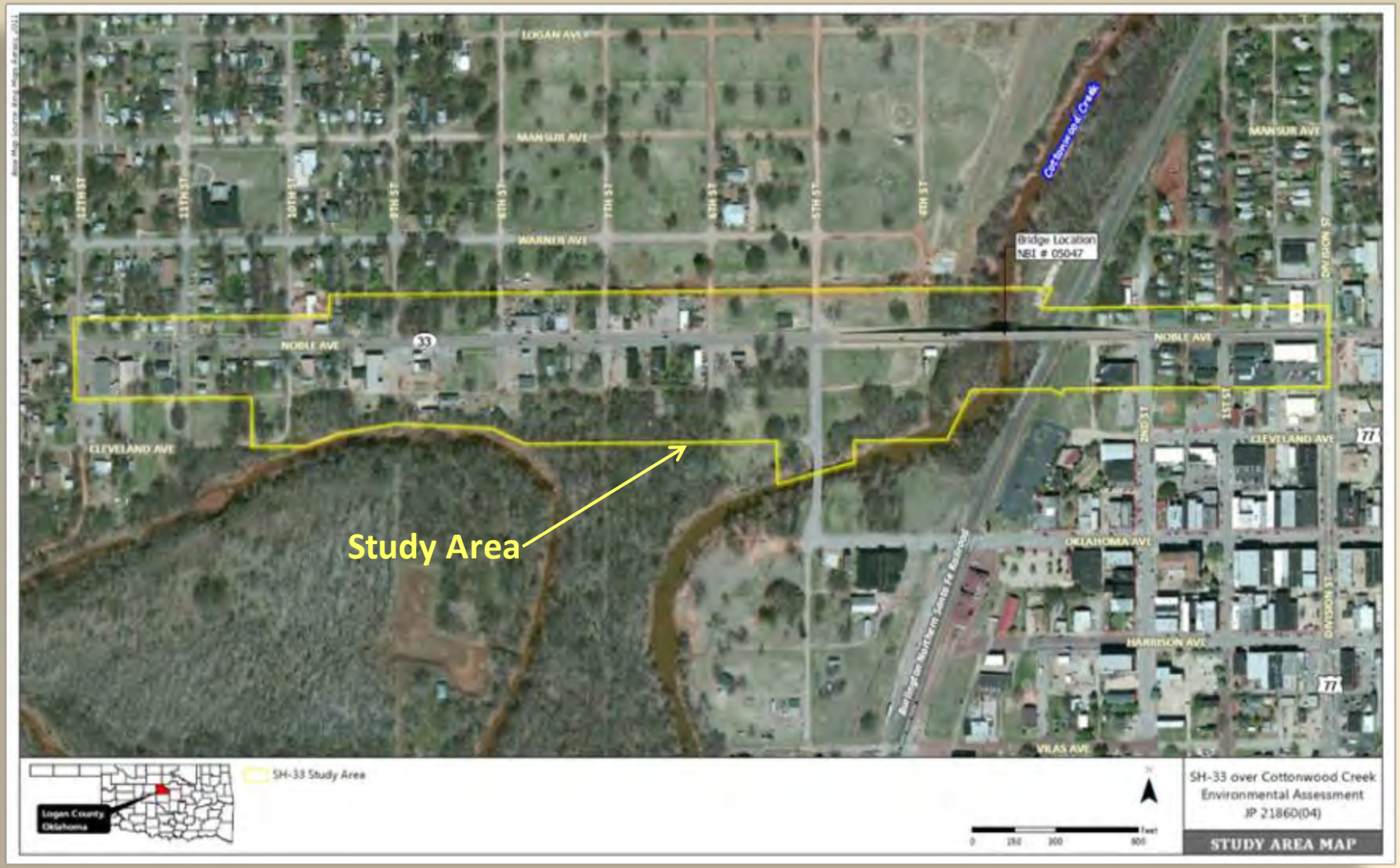


Project Purpose & Need

Project Purpose

- Provide a structurally safe bridge that is not load posted
- Improve safety by improving sight distance
- Reduce road closures caused by flooding
- Improve mobility and efficiency for traffic, including emergency vehicles and school buses

Study Area


LOGAN AVE
MANSUR AVE
WARNER AVE
NOBLE AVE
CLEVELAND AVE
OKLAHOMA AVE
HARRISON AVE
VILAS AVE
Cottonwood Creek
Bridge Location
NBI # 05047
Study Area
SH-33 Study Area
Logan County
Oklahoma
SH-33 over Cottonwood Creek
Environmental Assessment
JP 21860(04)
STUDY AREA MAP

Existing Conditions

- Narrow 2-lane bridge built in 1936 (WPA-era)
- Narrow 3’ sidewalks on both sides
- Structurally deficient
- Functionally obsolete
- Road closures due to poor pavement condition and roadway overtopping from flooding

Section 4(f) & Section 106

- **Section 4(f)** of the 1966 DOT Act states that FHWA may not approve the use of land from a significant ***publicly-owned park, recreation area, wildlife or waterfowl refuge***, or ***historic site*** unless it is determined that there is no feasible and prudent alternative to the use of land from the property and the action includes all possible planning to minimize impacts

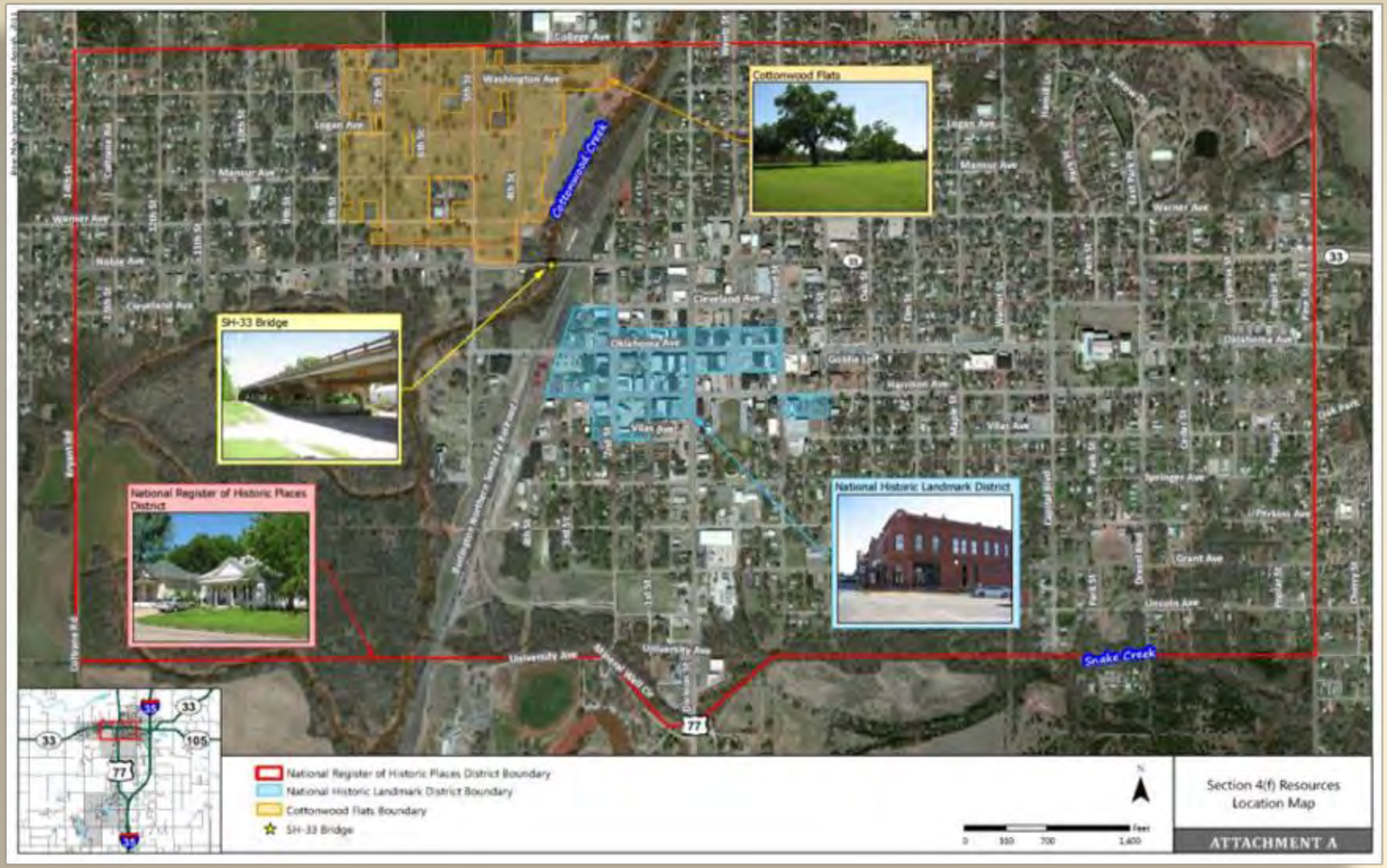
- **Section 106 of the NHPA** requires agencies receiving federal funds to take into account the effects of the project on historically significant resources (eligible or listed on the NRHP).







Section 4(f) Properties



Alternatives Considered

- Retain Existing as Bike & Pedestrian Bridge
  - Would construct a new bridge to the north and leave the existing bridge in place as a bike/pedestrian crossing
  - Did not consider south alignment due to direct impacts to the NHL District
- North Alignment
  - Would construct a new bridge on the north side of the existing and then remove the existing bridge

Alternatives Considered

- South Alignment
  - Would construct a new bridge on the south side of the existing and leave the existing bridge in place
- Partial Off-set South Alignment
  - Would construct the new bridge on a 25’ offset to the south, minimizing the footprint and allowing the bridge to remain open during construction. Existing bridge will be removed.

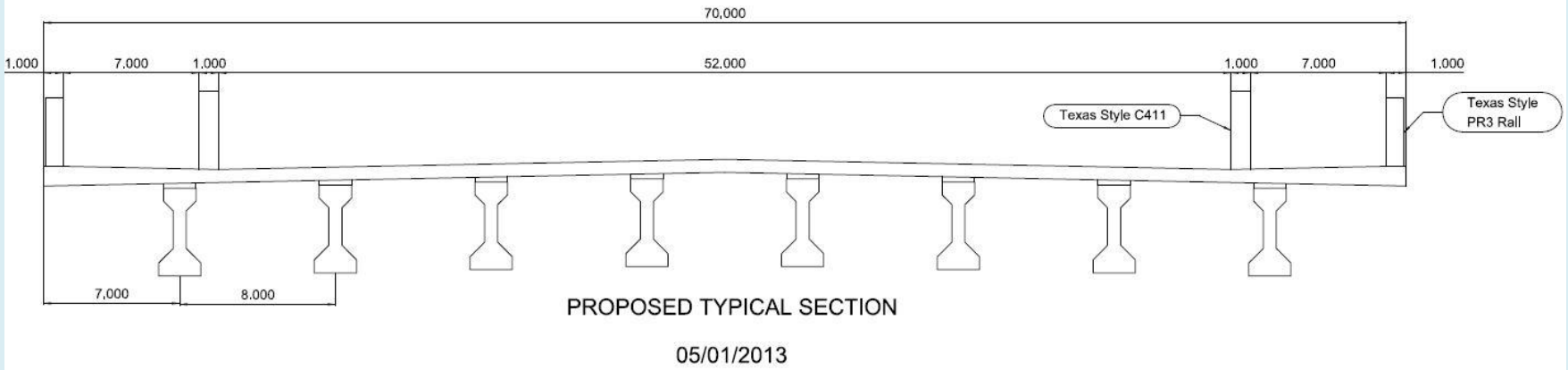
Alternatives Analysis

IMPACTS TO 4(f) RESOURCES				
ALTERNATIVE	**Guthrie NHL District**	**SH-33 Bridge (NRHP-eligible)**	**Guthrie NRHP District**	**Cottonwood Flats**
Bike & Pedestrian (Bridge Remains)	Avoids direct impacts	Minimizes impacts; requires maintenance	Section 4(f) use; requires Individual Evaluation	Section 4(f) use and likely Individual Evaluation
North Alignment (Bridge Removed)	Avoids direct impacts	Section 4(f) use; requires Individual Evaluation	Section 4(f) use; requires Individual Evaluation	Section 4(f) use and likely Individual Evaluation
South Alignment (Bridge Remains)	Section 4(f) Use	Minimizes impacts; requires maintenance	Section 4(f) use; requires Individual Evaluation	Avoids impacts
Partial off-set South Alignment (Bridge Removed)	Avoids direct impacts	Section 4(f) use; requires Individual Evaluation	Section 4(f) use; requires Individual Evaluation	Approximately 1 acre of park; *de minimis* use

Preferred Alternative (Partial Offset South)

- Offset new bridge approximately 25 feet south of the existing centerline
- Four 12 foot wide driving lanes with 7 foot wide sidewalks on both sides, with traffic barrier
- Western terminus of improvements at 12th St., eastern terminus at Division St. (US-77)
- Bridge height raised approximately 10’ to provide clearance for railroad crossing and reduce flooding
- Lengthen bridge to return to grade at 8th St to the west and 1st St to the east
- Bridge constructed one half at a time in order to maintain through traffic during construction

Proposed Typical Section



Project Impacts

Cultural Resources

- Project will result in an adverse affect to the Cottonwood Creek bridge and the Guthrie Historic District under Section 106 of the NHPA
- Project may have the potential to adversely affect the Guthrie NHL District

- Mitigation: Memorandum of Agreement has been executed between:
  - FHWA
  - ODOT
  - City of Guthrie
  - Preservation OK
  - State Historic Preservation Office
  - Advisory Council on Historic Preservation
  - National Park Service
  - Logan Co. Historical Society

Project Impacts

Cultural Resources (continued)

Memorandum of Agreement includes:

- Historic American Engineering Record (HAER) Documentation of the bridge, which will be submitted to the Library of Congress by the National Park Service
- Historical documentation of the 11 contributing structures to be removed, which will be submitted to the SHPO and the City of Guthrie
- Production of GIS layer indicating all contributing resources to the Guthrie Historic District
- Install an interpretive kiosk or panel adjacent to the new bridge presenting information about the 1936 double-decker bridge



Project Impacts

Visual Impacts

- Potential visual impacts to the National Historic Landmark Guthrie Historic District

- In accordance with the Memorandum of Agreement, ODOT will implement design considerations to minimize visual impacts to the Guthrie National Historic Landmark District, in consultation with the City of Guthrie. Considerations may include:
  - Landscape screening at 2nd Street and the bridge approach wall
  - Aesthetic treatments to the bridge

Project Impacts

Section 4(f) Resources

- Historic Properties Impacted:
  - Cottonwood Creek bridge
  - Guthrie Historic District
- No use of the Guthrie NHL District
- Preferred alternative minimizes impacts to the Guthrie Historic District

Project Impacts

Section 4(f) Resources

Parks & Recreational Areas



- Cottonwood Flats Recreational Area
  - Protected by Section 4(f) & 6(f)
  - Approximately 1 acre to be acquired
  - *De minimis* finding prepared for Section 4(f) use
  - Park land also protected by Section 6(f) of the Land & Water Conservation Fund Act
  - Conversion of land requires in-kind replacement
  - Propose to replace acquired parcel with 1.5 acre parcel located south of Noble Ave.
  - Sidewalk along 5th St will be constructed under the bridge to connect both sides

Project Impacts



Project Impacts

Relocations

- 23 commercial relocations anticipated
- 12 residential relocations anticipated
- All relocations will comply with the Uniform Act

Noise

- The exterior noise levels for 25-residential, 1-day care, 1-funeral home and 2-places of worship will be impacted in the future condition
- Mitigation was determined not feasible

Flood Zone

- Slight increase to base 100-year floodplain upstream (less than ½ inch)
- Will be mitigated by the acquisition of ROW upstream of the new facility
- No insurable structures are within the Special Flood Hazard Area in the effected reach
- Local coordination for flood map revision

Project Impacts

Hazardous Waste

- Subsurface contamination in the vicinity of 6th St., near several former automotive repair and filling stations
- Any contaminated waste material generated by the project will be properly managed and handled

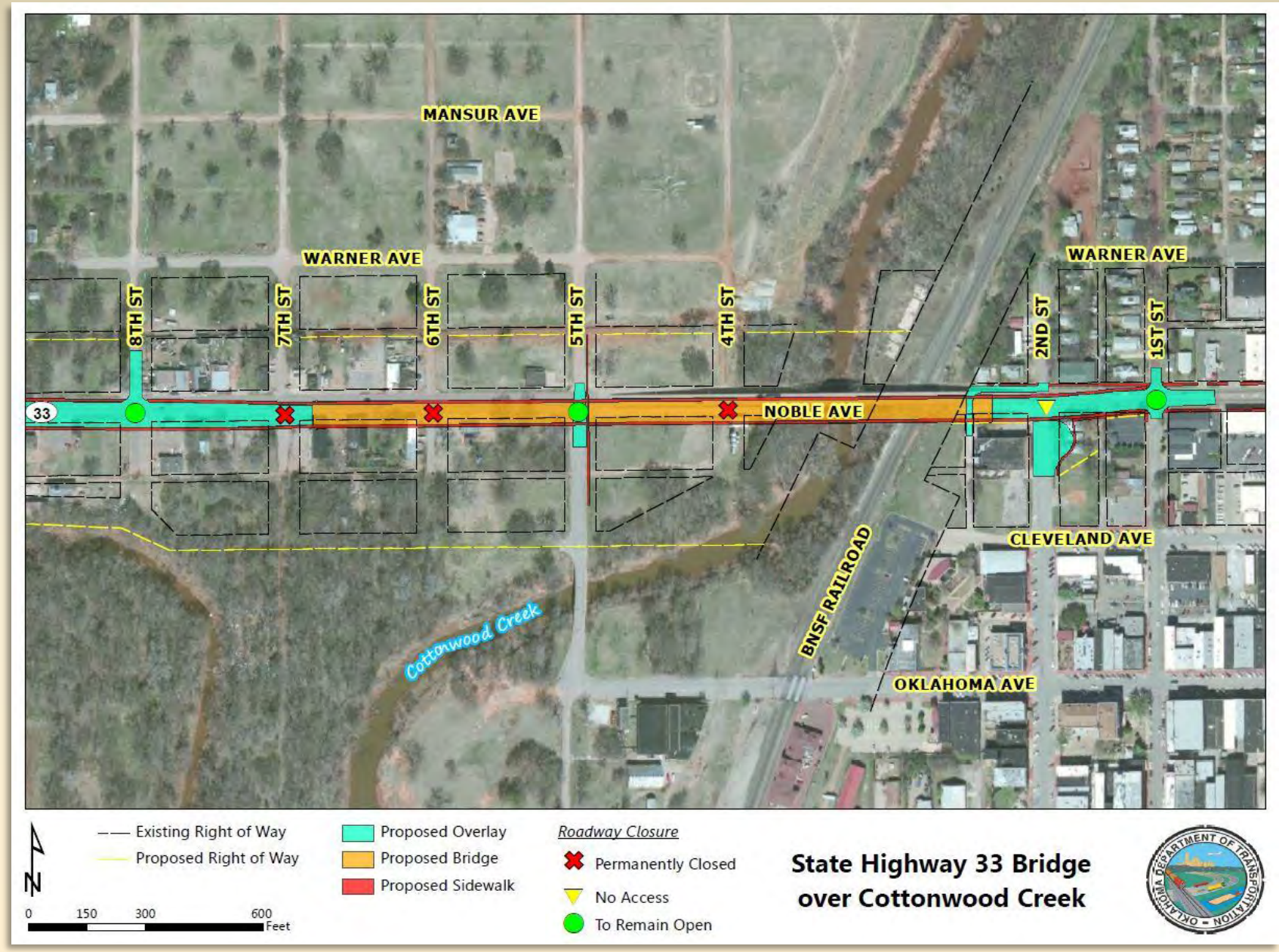
Pedestrians & Bicyclists

- Seven foot wide sidewalks on both sides of new bridge
- ADA-compliant

Guthrie Airport

- Coordinate with FAA prior to construction

Project Impacts



Project Impacts

Temporary Construction Impacts

- Road will remain open during construction
- Temporary construction impacts include
  - Congestion
  - Traffic safety concerns in construction areas
  - Noise and dust in construction areas
- Signage will be utilized to inform drivers of any detours
- Access to homes and businesses may be temporarily impacted, but all properties will remain accessible

Project Schedule

- Completion of Environmental Assessment – Summer 2014
- Right-of-Way Appraisals, Acquisition & Utility Relocations begin Summer 2014 – 2016 (est. 2 years)
- Construction Letting - 2016

Public Participation

- Environmental Assessment is available for review at:
  - Guthrie Public Library, 201 N. Division St
  - ODOT Division 4, 2609 West US-77 Hwy, Perry
  - ODOT Central Office - Environmental Programs Division, 200 NE 21st, Oklahoma City
- Final Opportunity for Public Comment
- Submit Comments by May 22nd
- Comment Options
  - Tonight: Written or Oral Transcript
  - Future: Submit via Mail or Website

Information Sources

- Web address:
  http://www.okladot.state.ok.us/meetings/other.php

- Tim Vermillion – ODOT
  Phone: 405-521-2676
  200 Northeast 21st Street
  Oklahoma City, OK 73105
  E-mail: tvermillion@odot.org

- Scott Stegmann – CP&Y
  Phone: 405-848-2346
  2000 North Classen Boulevard, Ste. 1410
  Oklahoma City, OK 73106
  E-mail: sstegmann@cpyi.com

Questions & Answers

Please be sure to provide your name and address with comments and questions



Thank You!

PUBLIC HEARING - 05/08/2014

SH 33 OVER COTTONWOOD CREEK

ENVIRONMENTAL ASSESSMENT

PRESENTED BY:

OKLAHOMA DEPARTMENT OF TRANSPORTATION

& CP&Y, INC.

*** * * * ***

TRANSCRIPT OF PUBLIC HEARING

HELD AT

OKLAHOMA SPORTS MUSEUM

315 WEST OKLAHOMA AVENUE

GUTHRIE, OKLAHOMA

ON MAY 8, 2014

5:30 P.M.

*** * * * ***

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REPORTED BY: REBECCA S. YOUNG, CSR, RPR, CLVS

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* * * * *

(5:32 p.m.)

MR. ROESLER: I like to see good, healthy crowds like this.

My name is Frank Roesler, III. I'm the Oklahoma Department of Transportation Public Involvement Officer. I want to welcome you all out tonight to this public meeting. You guys are super early, and I'm glad to see you here. That lets me know that this project is close to your hearts and that you want to find out some more information about what's going on.

On our notice that we sent out, we are actually going to open up the next 30 minutes as kind of an open house, and we're going to start the formal presentation at 6 o'clock.

So feel free to walk around and say hello to your fellow ODOT-ers as well as our consultants with CP&Y. They're the ones that are doing the environmental assessment for this project. Maybe we can answer some of those questions for you before we get to the formal presentation.

During that time, at about 6 o'clock, when we go ahead and start, that's when we'll go through the slide show and presentation and put some more information in your hands, if you haven't already had

it by then.

So, again, feel free to walk around, to look at some of the displays, talk to some people.

We've also got our right-of-way and relocation specialists here. If I can have you guys raise your hands. We've got La Mont Carter there in the very back. He's going to be helping answer some questions for this project. We've got Scott Stegmann with CP&Y and Kathryn St. Clair. They're the ones that are doing the environmental. We've got a handful of other people that are environmental. We've got Kevin Larios with our sound. Siv Sundaram with environmental. Scott Sundermeyer is back there. Tim Vermillion is back there as well. Clinton Tillett, he's is my public involvement officer; he's there as well. We've got Caleb Austin, head of roadway. We've got Brian Taylor with us as well and Daniel Nguyen. The names go on and on and on.

But anyway, if you've got any questions, look for us. We'll see if we can answer those. At 6 o'clock we'll start the formal presentation.

Thanks again, guys. I appreciate it.

(At 5:53 p.m. the presentation commenced as follows:)

MR. ROESLER: It's better now that we have the

air conditioning on. If I could get everybody to go ahead and take a seat and join us for the presentation, if you would like to. I'm not going to require that you join us for the presentation, but it's got a lot of good information about the project that we've collected so far.

This is our official ODOT Public Hearing. This is the last time that we're going to be out for this project. This hearing is the official last public meeting for the environmental assessment. And CP&Y will talk a little bit more about that in detail as we get into the presentation itself.

So with that being said, I'm going to say a few things. I introduced myself. My name is Frank -- three minutes ago, so you remember. Frank, Frank III.

Before we get things officially really started, I want to make sure that everybody got a comment form and handout in your hand. If you don't have one, I want to ask you to raise your hand so we can put one in your hand.

The reason why I'm so adamant about this is because not only does the handout itself contain all the materials that we have on our boards here today, with a little bit more information, but it also contains a comment form. This comment form is the best

and absolute most effective way to get your comments to ODOT.

Now, this being a formal hearing, we also have a court reporter with us tonight. She will take verbal comments and write them down. We've also got a voice recorder if you just want to speak into a microphone and talk for a little bit and let us know. But this way, this is in writing as well, but this is in writing in your words.

Not only can you fill these out tonight, but when you go home and for the next two weeks, you can fill it out online and it will come to our environmental programs division. So you don't have to fill out your comments tonight. You can take it home and think about it.

But that comment form is going to be, like I said, the best, official, most effective way to get your comments about the project and about the environmental assessment as a whole.

So it looks like everybody has got one. That's good to hear.

When we go on into -- after the formal presentation, we'll have a question-and-answer session. During that question-and-answer session, if you have a question or a comment or if you just want to tell us

how much you love this project, then we have a microphone up here in the back corner, and we're going to ask you to step up to the microphone to verbalize that comment or question, so that way not only can the whole audience hear, as well as our court reporter, and we can get it into the document and the official record.

So I think at this point in time I would like to turn the microphone over to Brian Taylor, the Division Engineer for Oklahoma Department of Transportation for Division IV. Mr. Taylor.

MR. TAYLOR: Thank you. I want to welcome everybody for coming out. Thank you for letting us use this facility, something that I did not know existed, and I'll definitely bring my family back to check out.

We are replacing a bridge built in 1936. It's approximately 700 -- a little over 750 foot long. It is both structurally deficient and functionally obsolete. "Structurally deficient" means there's problems with the structure structurally, and the "functionally obsolete," it's too narrow.

This roadway carries about 13,000 vehicles per day. And we're really happy to be here to talk to you about it. I encourage everybody to get your comments turned in. I also encourage you to put those in

writing.

There's a couple of people I want to introduce. I know we do have the Mayor of Guthrie with us this evening, Mr. Mark Spradlin.

MAYOR SPRADLIN: I want to introduce a few people. Our City Manager, Sereniah Breland, middle of the second row; she's here with the city. We've got Rene Spineto from planning. We've got Maxine Pruitt from facilities. We've got Sharyl Padgett, city counsel personnel. We have Police Chief Damon Devereaux back here, hiding. We have the famous Police Chief back here on the back. Fire Chief, sorry. Same difference sometimes. And two of the most important people here are Aaron Ryburn and Jim Ahlgren, running the cameras and microphones and everything. So they've been here working, setting up. They're going to keep it going.

And we also have the person here that's responsible for most of the traffic jams, our school superintendent, Mike Simpson. Running those buses over the bridge doesn't help. And just next to him is his favorite buddy, Laverne Alley, so thank her.

Other than that, I hope I didn't miss anybody that I saw from the city. A few other police officers and people running around. Whatever. Sharyl Padgett,

I got her. She needs to be introduced twice.

All right. Brian, thank you, sir.

MR. TAYLOR: Thank you, Mayor.

Also two of my predecessors are here tonight. One of them was here when the project was originally put into the program. The other one was here for the last public meeting. And so we're honored tonight to have the Director of Operations for the Department of Transportation and the Chief Engineer.

Casey and Brother Paul, would you-all like to say a word?

MR. GREEN: Thanks, Brian. Just a pleasure to be here, and it really is exciting to see this project moving on. And it's something that we knew was very, very important in the community many, many years ago. And we are at the threshold of being able to make it a reality, and I look forward to that.

I was here for a couple of the rehab projects we've had to do on it to get us to this point, so I'm very happy to say we're to the point where we're about to get to where we can start buying the properties and move forward with construction of the bridge.

I think there's certainly been a lot of folks in the audience here that support that over the years, and I just wish we'd gotten to it sooner. There's a

lot of details to this bridge and a lot of things to work out. You know, this is kind of a unique, special community. So we're glad we're able to do the right thing and be happy to move forward.

MR. TAYLOR: I want to thank the directors for being out and the chief engineers for being out here to let us know. They were the ones that brought the original deed to the table and programmed it, but I'm going to be the one that gets to build it. And we're excited about it. And I'll turn the meeting back over to Frank. We just encourage your participation.

MR. ROESLER: Thank you, Mr. Taylor.

Now, all right. Let's get to the meat and potatoes of this thing. Right? Turn off your cell phones and mute them, so that way we don't disturb the presentation and you can get all the information you can get out of this presentation.

Mr. Stegmann of CP&Y.

MR. STEGMANN: All right. Thank you. Welcome. My name is Scott Stegmann. I'm the environmental project manager with CP&Y and I'm in charge of the environmental assessment for this project. Thank you for coming out tonight.

So the purpose of this hearing. I don't know if it was mentioned, but this is a federally funded

project, and this is part of the NEPA process, part of the environmental assessment process, the environmental assessment document that will be completed.

Tonight we're going to summarize previous public input. We're going talk about the purpose and need for the project. We're going to talk about the alternatives that were considered. We're going to present the preferred alternative and discuss the social, economic, and environmental impact of the preferred alternative. And then we hope to get some input from you-all on the project.

So the previous meetings held, the first one was in June 2009. The public indicated strong support for the bridge replacement, indicated the need for reduced flooding and overtopping of State Highway 33. And you also wanted to keep the road open, if possible, during construction.

ODOT came back out in May of 2012, and we presented an option of building on an offset alignment to the south, which is the preferred alignment. We talked about a need to accommodate bicycles and pedestrians on the new facility. And there was overall general support of the project.

So discussing the project need. Back to what Brian was mentioning before. This is a structurally

deficient bridge. You have a lot of sight distance issues and safety concerns as a result of poor vertical geometry at the end points, as you can see in the photo to the right. And I'm sure you're familiar with the temporary closures due to the overtopping of State Highway 33 due to flooding. And being a two-lane bridge, you also have a lot of traffic congestion on the bridge.

So the purpose of this project is to provide a structurally safe bridge that is safe to travel on and is not load-posted. We want to improve the safety by improving the sight distance and the geometry of the bridge and the end points. We want to reduce the road closures caused by the overtopping on State Highway 33. And we want to improve the mobility and efficiency for traffic, including emergency vehicles going to the hospital located on the west side and school buses that traverse the bridge every day.

This slide shows our environmental study area, and it kind of extends -- this is a study area; this is not the proposed right-of-way. We're starting at 12th Street, extending all the way to Division on the west, and it kind of extends a half block north of Noble Avenue and then down to the Cottonwood Creek and a couple of blocks.

So again, talking about the existing bridge. It's a narrow bridge, built in 1936, which is the WPA era. It's a historic bridge. Narrow, as you're familiar with, I'm sure. Three-foot wide sidewalks on both sides.

As Brian mentioned, it's structurally deficient, and its also functionally obsolete, which means, as he indicated, that the lanes are very narrow. And as I mentioned before, you have the road closures due to the poor pavement condition and the overtopping from flooding.

I'm going to talk briefly about Section 4(f) and Section 106. Section 4(f) of the DOT Act is a regulation that provides protection to public resources such as parks, historic properties, wildlife, management areas, things of that nature.

And whenever a project is going to impact those type of properties, you have to go through a process that analyzes why you can't avoid impacts to the property. And if you can't avoid impacts to the property, you're required to minimize and potentially mitigate for those impacts.

Section 106 of the National Historic Preservation Act also requires that projects that are federally funded take into account effects on historic

resources.

These are the Section 4(f) properties that we identified within the project vicinity. The red area around the entire area here is the Guthrie Historic District, the National Register Historic District. The blue shaded area, as I'm sure you're familiar with, is the National Historic Landmark District. The bridge itself is a Section 4(f) property. It is individually eligible as historic.

And then we have the Cottonwood Flats Recreational Area north of State Highway 33 and west of Cottonwood Creek. All of these are Section 4(f) properties.

So I'm going to talk about the alternatives that were considered during the 4(f) process.

The first one that we looked at was to retain the existing bridge as a bike and pedestrian bridge. You would construct a new full bridge, the complete bridge, to the north of the existing bridge and leave the existing bridge in place as a bike and pedestrian facility. This would require extensive funding for maintenance and also to bring it up to standards for the structural deficiencies to ensure that it's safe to traverse on. We did not consider placing the new bridge alignment to the south due to the direct impacts

to the National Historic Landmark District.

The second alternative we looked at was a north alignment. That would construct a new bridge on the north side and then -- complete construction of the entire new bridge and then remove the existing bridge. That would be due to potential of the old bridge falling in and damaging the new structure, is why you would remove the existing bridge.

The next one we considered was a south alignment, building the new full width of the new bridge completely on the south offset and leave the existing bridge in place. Again, as I mentioned, this would have direct impacts to the National Historic Landmark District.

As an offshoot of that, ODOT considered a partial offset on the south alignment. Would construct the new bridge on a 25-foot offset to the south, 25 feet offset of the center line, minimizing the footprint, allowing it to remain open during construction.

So what they would do is, they would build the new bridge -- half of the new bridge to the south, put traffic on that, take out the old bridge, and then build the other half of the new bridge. And that is the preferred alternative. The existing bridge would

be removed.

This chart kind of shows a comparison of the different alternatives and their impacts to the 4(f) resources. And when you compile this chart, the least overall impactful to 4(f) resources is the partial offset alignment to the south, which is the preferred.

Again, the preferred alternative for the new structure is to offset the new bridge approximately 25 feet south of the existing center line. We'll have four 12-foot-wide driving lines, with 7-foot sidewalks on both sides, with traffic barrier.

The bridge height would be raised approximately 10 feet to ensure clearance for the railroad crossing and also to reduce flooding. And, again, the bridge would be constructed one half at a time in order to maintain through traffic during construction.

This is the proposed typical section for the new structure. As you can see, 7-foot-wide sidewalks with traffic barrier on both sides. And these would be the driving lanes, and there would be four driving lines across this width. Looks like 52 feet.

So now I am going to hand it over to Kathryn St. Clair with our group and, she's going to talk about the cultural resources impact.

MS. ST. CLAIR: Thank you, Scott. I'm going to go over some of the impacts on the cultural resources from the preferred alternative.

Under Section 106, we identified the -- that there's potential for adverse effects on the Cottonwood Creek Bridge and Guthrie Historic District. And it was determined that the project may have the potential to adversely affect the National Historic Landmark District as well.

For these reasons, a Memorandum of Agreement was executed to minimize and mitigate these adverse effects on cultural resources. And a MOA, a Memorandum of Agreement, was signed by a variety of folks, including FHWA, ODOT, City of Guthrie, Preservation Oklahoma, the State Historic Preservation Office, Advisory Council, National Park Service, and Logan County Historical Society.

The Memorandum of Agreement entails several steps that will be taken to minimize or mitigate the adverse effects, including what is called a Historic American Engineering Record Documentation. It's an intensive level documentation process, which will be done for the bridge itself. It's large-format archival photographs, historic context and write-up. And that will be provided to the National Park Service, as well

as the Territorial Museum, for their collections.

In addition, there's 11 buildings within the Historic District that would be removed, and they are considered contributing properties to the district. For that reason, we'll be documenting those as well with archival photographs and documentation, also providing to the Territorial Museum for collections.

And in this process, we'll be conducting a survey of the National Historic District. It was originally surveyed in the late '80s, and it's time for an update. And with that survey effort, we'll be producing a GIS layer that will hopefully be a useful tool for the city planning efforts as well.

In addition, we will be designing and installing an interpretive kiosk that will have some information about what the old bridge used to look like and the construction efforts that took place in 1936 for the old bridge.

Also it was determined, under the preferred alternative, a potential for visual impacts that we need to address. Visual impacts would be considered nondirect or indirect impacts, such as what will this bridge look like from the National Historic Landmark District?

To minimize any of these visual impacts, we

are considering things like a landscape screening, where you're not looking at the approach wall, but instead you'll look -- it will be screened with vegetation or aesthetic treatments to the bridge, which can be considered a decorative railing or perhaps some kind of lighting that will help compliment the bridge's design into the surrounding historic district.

The 4(f) resources identified that would be impacted under the preferred alternative is, again, on the bridge itself, since it would be removed, and the Guthrie Historic District that is within their study area.

And under the preferred alternative, there would be no impact, no use under the National Historic Landmark District as a 4(f)property.

And as Scott mentioned in the chart he showed earlier, we compared all the alternatives, and it was determined that the preferred alternative did minimize impacts to the Guthrie Historic District as well.

I'm going to pass it back over to Scott to talk about the Cottonwood Flats area.

MR. STEGMANN: Thank you, Kathryn.

As I showed on the graphic earlier, another one of the 4(f) resources that we had to take into consideration is the Cottonwood Flats Recreational

Area. This is located on the north side, as I'm sure you're familiar, of State Highway 33.

The project would acquire approximately one acre of the Cottonwood Flats Recreational Area. It was determined that, due to the fact that we're not acquiring any ball fields or RV hook-ups or anything of that nature, that it would be determined what's called de minimis or a minimal impact to the recreational area for the Section 4(f).

However, the park land was also acquired using funds from what's called Section 6(f). And the Land and Water Conservation Act Fund requires that anytime you are converting park land acquired using those funds, that you have to replace that land with land of equal value.

So what we have done is, we have -- this is the Cottonwood Flats Recreational Area right here, as outlined. This little portion right here is the one-acre parcel, highlighted in blue, that we will be acquiring and needed for the project.

What we have proposed to do is replace that land with land down here, about an acre and a half, which would be connected to the Cottonwood Flats on the north side via a sidewalk that would go underneath the new bridge along 5th Street.

This proposal has been approved by the National Park Service.

Additional impacts of the preferred alternative. We have estimated that there would be 23 commercial relocations anticipated and 12 residential relocations. All of these relocations will conform with the Uniform Relocation Act.

There was a noise study done that determined that there would be 25 residential, a daycare, one funeral home, and two places of worship that would be impacted in the future condition.

As a result of that noise study, a barrier analysis was required to determine whether or not mitigation or reducing the noise would be feasible. And due to all of the driveway connections, direct connections, to Noble Avenue and intersection connections with the side streets, that mitigation would not be feasible and we would not achieve the noise reduction that's required.

Flood Zone. There would be a very slight increase, less than one-half inch, to the base 100-year floodplain upstream. This will be mitigated by the acquisition of the right-of-way upstream of the new facility.

No insurable structures are within the special

flood hazard area in the affected reach. And local coordination will be conducted for the flood map, for any flood map revision required.

Hazardous waste. There was some subsurface contamination identified in the vicinity of 6th Street associated with a former auto repair facility and a gas station, I believe. Any contaminated material generated as result of the project will be properly handled and disposed of.

Again, pedestrians and bicyclists are going to have seven-foot-wide sidewalks on both sides of the bridge and extending along the roadway as well, and they will be fully ADA compliant, with ramps and everything.

So this graphic kind of shows some of the changes in access, if you will, as a result of the preferred alternative. Starting at 8th Street on the west side, you will be able to access State Highway 33, or Noble Avenue, from 8th Street going eastbound or westbound.

7th Street, the bridge is -- the approach roadway fill is starting to rise up, and so this intersection will be closed. You won't be able to go through at 7th Street.

6th Street will also be closed. That's where

the bridge structure will be located.

5th Street will be a through street, although you won't be able to access Noble Avenue, or State Highway 33, from there, as it will be under the bridge.

Down here at 2nd Street, going northbound on 2nd Street will require a turnaround due to the retaining wall located as the bridge is coming back down the grade right through here.

Southbound on 2nd Street, traffic will be routed west along the side street here and then underneath the bridge, similar to the condition now. And you'll be able to access the downtown area.

1st Avenue will be full access. You'll be able to turn left or right, eastbound or westbound, on 33 at 1st Avenue -- or 1st Street, excuse me.

Some temporary construction impacts to the project. As I mentioned, the road will remain open during construction. Some of the temporary construction impacts are going to be congestion. There's going to be, you know, work trucks in the area. There's going to be concerns in those construction areas. There's going to be noise and dust.

ODOT and their contractor will provide signage that will inform the drivers of any temporary lane closures or construction hazards in the area.

Temporary access to homes may -- there may be some temporary restrictions, if there's a driveway or something that's being poured, something like that, but all properties will remain accessible during the project.

So project schedule. Completing this hearing tonight, we'll have a two-week comment period. Once we gather those comments, we'll be able to wrap up the environmental assessment, get it over to federal highway. They'll have to approve it. And that will be conducted this summer.

Once that is done, ODOT will can come in with their right-of-way process and begin the appraisals and acquisitions and eventually the utility relocations in the corridor, which is currently scheduled -- the project is currently scheduled for construction letting in 2016.

So, again, the EA is available for your review at these locations. This is your final opportunity for public comment. We would like to have those comments back by May 22nd. You can write down your comments and turn them in tonight. Again, we have a court reporter over here who would be happy to take your verbal comments.

And you can also get on ODOT's website. We

have the environmental assessment uploaded on that website. We will have this presentation uploaded on that website. And there's also an electronic form that you can fill out on the website. And I think that web address is on your handout forms.

So with that, I'd like to wrap up my portion of the hearing and turn it back to Frank for some questions and answers. And thank you very much.

MR. ROESLER: Awesome. Thank you, Mr. Stegmann.

And before we go into questions, I want to thank Richard, with the Oklahoma Sports Museum, for letting us use this facility. This Oklahoma Sports Museum operates on donations only, and we are very thankful that he's letting us use this facility free of charge.

But afterwards, if you would like to, after the formal hearing has been conducted, if you would like to walk around and take a look at the museum and see some of the artifacts and memorabilia that's around, please feel free. He encourages your attendance as well as word of mouth to let your friends and relatives know that this place exists. And it's wonderful. I will, myself.

So do we have any questions or comments?

Yes. Before you start, though, can I ask you to say your name?

MR. DENHAM: Kent.

MR. ROESLER: Kent?

MR. DENHAM: Denham.

MR. ROESLER: Denham. Kent Denham. Yes, sir.

MR. DENHAM: I own the bicycle shop, and I've been concerned for a number of years. So the time frame appears to be 2014 to 2016 on property acquisition. Is there an end that you start and finish? For example, do you start at the west end and work towards the east, or is it just a situation where you approach the business or residents when you catch them there?

MR. ROESLER: That's a good question. La Mont?

MR. CARTER: Yes, sir.

MR. ROESLER: How can we answer that question? Lamont Carter, with the right-of-way relocation branch.

MR. CARTER: It has to do with the acquisition folks, in particular.

MR. ROESLER: Come to the mic, please.

MR. CARTER: It has to do -- what your speaking of in general, sir, is an acquisition question. And in the acquisition phase, it will be, if

you will, a shotgun effect for all those landowners that will be affected.

You will all be notified through mail at the same time. And then after that, whichever service contractor that we have contracted or put in place to talk with you and discuss the negotiation process, that's when they'll come and visit you.

And it will be at your availability. So when they call, please make arrangements to have an appointment with them so they can discuss the offers that have been made to you, and you can start the negotiation process from there.

Does that answer your question, sir? We're going to see everybody.

MR. DENHAM: Yes and no.

MR. CARTER: Okay.

MR. DENHAM: Summer's a long time.

MR. CARTER: Yes, it is, sir. And people are people, and negotiations take a long time. And so that's why that's built into that.

MR. DENHAM: Okay. So is there a month that it will begin?

MR. CARTER: This summer. Not a specific month, per se.

MR DENHAM: Okay. Well, summer starts

sometime this month.

MR. CARTER: Okay. So, as the gentleman said, after the environmental assessment has been signed off by the FHWA, you will be hearing from us.

MS. DUNHAM: How are we going to be hearing from --

MR. ROESLER: Hold on a second. Let me get your name.

MS. DUNHAM: Oh, I'm sorry.

MR. DENHAM: Linda Dunham.

MS. DUNHAM: Yes. I was not notified of this meeting and word of mouth. But I'm an owner of a property on Noble. So how am I going to be notified?

MR. ROESLER: Well, Greg Massey, can you answer that question?

MS. DUNHAM: Are you going to mail me or call me?

MR. ROESLER: I'm going to do a lot of walking tonight.

MR. MASSEY: If you're an actual property owner on the project --

MS. DUNHAM: Yes.

MR. MASSEY: -- we've actually pulled title for at least what we have right now as far as parcels go, and we will have addresses and phone numbers for

every single property owner that's affected.

And once the appraisal process is finished, they're going to let you, first off, analyze (inaudible). And then once the appraisal is either done or inaudible, you'll get a letter from our consultant that will let you know -- or a phone call preferably, and then they will follow up with you in person at the scheduled time. But --

MS. DUNHAM: Let's try again one more time. I'm sorry. I was not notified of this meeting, so I was missed. I don't have a water bill.

MR. ROESLER: Thankfully -- or hopefully your postcard is still in the mail or got lost. All I can say is that we apologize for that, that interruption. But if you are a property owner and you're going to be -- and your property will be affected by this project, you will be notified.

MR. MASSEY: Frank, let's get her name, address, and phone number tonight.

MR. ROESLER: All right. Any other comments or questions? Yes, ma'am.

MS. PRATHER: Yes.

MR. ROESLER: And they're suggesting that we use the mic in the back.

MS. PRATHER: Okay.

MR. ROESLER: I think that is from our film and audio crew, to make sure that we get everything on camera.

MS. PRATHER: My name is Debbie Prather. I'm at the corner of Noble and Division. That would be Highway 33 and just a block west of Highway 77.

My business is not showing that it's actually going to be affected. I am in the red area, though.

So basically my question is, as far as I'm concerned, is: How is it going to affect my business at the corner of Noble and Division as far as traffic flow? Will it be rerouted around that corner at any time from any direction? And is my business going to be affected? I have the Stables Cafe.

MR. ROESLER: I love that restaurant so much.

MS. PRATHER: Thanks.

MR. ROESLER: Oh, my goodness. I eat the chili mac like it's going out of style.

Well, let's see, who can answer that question? That's a good question. Mr. Taylor, you want to take it?

MALE VOICE: Be sidewalk construction.

MR. TAYLOR: I believe the best way of doing this -- we'll personally visit you. That's a tough answer. You will definitely be inconvenienced. There

will be construction and detours and shifting traffic to get them into the proper lane. So there will be a lot of construction activities. Although the new construction may not impact your business, you will definitely be inconvenienced by the construction.

I think it would be best if I visited with you one on one and brought the plans. There's formal plans being prepared, and I can present you with what our intentions are for the area.

MS. PRATHER: When will you be doing that?

MR. ROESLER: As soon as you get a phone call from him.

MR. TAYLOR: I would hope -- there's a certain time frame where we can actually start doing a lot of work after this meeting. And we can prepare our final plans and get them to a point where I can answer a lot of questions right now. Some of those questions I can't answer.

And also we have -- I noticed we have the division construction engineer here with us this evening. Joe, will you raise your hand? And also the division program manager, Daniel Nguyen. Both of those guys are a big help to me. Probably Joe and myself will be the ones to visit with you one on one. We can do that tonight. We can start tonight.

MR. ROESLER: Thank you, Mr. Taylor.

Yes, sir?

MR. POWELL: Ron Powell. My concern is the House of Worship at 11th Street. How far out is the four-lane going? I'm assuming there's going to be a four-lane after the bridge, and how far out is it going to be?

MR. ROESLER: That's a good question. I don't know. Who can answer that question?

Eduardo Elder? Where is he? Eduardo is here? Ladies and gentlemen, Eduardo Elder is engineering manager for this area.

MR. POWELL: The question, how far out is the four-lane going?

MR. STEGMANN: To the west or to the east?

MR. POWELL: To the west.

MR. ELDER: (Inaudible), between 11th and 12th.

MR. POWELL: Okay. Between 11th and 12th. Okay. I attend the House of Worship at 11th, so I was just determining if we were going to be affected or not.

MR. ELDER: From my understanding (inaudible),

(Inaudible voices.)

MR. ELDER: You won't be affected that way. A

temporary right-of-way to connect a driveway.

MR. POWELL: Okay. But it's not going to be four-lane out to -- because we're a block -- almost a block in from where the green ends.

MR. ELDER: Correct. We are going to be transitioning into --

MR. POWELL: Right up in there. Okay. Thank you.

MR. ROESLER: Thank you.

Anybody else? It's quiet. Wonderful.

Well, it sounds like you got your questions answered, or at least got some information in your hands. And I'm really glad to hear that and see that, because that means that a good -- I won't say "good" -- an informed crowd is a good crowd, because that way you've got the best information you can.

So I think because we have no more questions or comments -- oh, wait, oh, we've got one more? I'm sorry. I apologize. I was distracted by the memorabilia.

All right. Well, then, we're going to close things out for tonight. Thank you very much for coming out. Feel free to walk around and enjoy the rest of the venue, as well as we'll be around to answer any questions you may have.

Again, the court reporter is here up front. My name is Frank. And thank you again for coming.

(Record concluded 6:30 p.m.)

* * * * *

-- CERTIFICATE OF COURT REPORTER --

I, REBECCA S. YOUNG, Certified Shorthand Reporter within and for the State of Oklahoma, and the officer before whom the foregoing record was taken, do hereby certify that I reported in machine shorthand the proceedings contained herein; that the foregoing transcript is a full, true, and correct transcript of the proceedings; and that I am not related to nor attorney for any of said parties, nor otherwise interested in the event of said action.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 27th day of May, 2014.

Rebecca S. Young

REBECCA S. YOUNG, CSR, RPR
Oklahoma CSR No. 135

Rebecca S. Young
State of Oklahoma
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CSR # 135
My Certificate Expires 12/31/14

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

http://www.odot.org/meetings/other.php

SH-33 COTTONWOOD CREEK BRIDGE RECONSTRUCTION

05/08/2014 **Guthrie, OK**

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

Joe Chappell
NAME:

519 N. Park
ADDRESS:

Guthrie OK 73044
CITY: STATE: ZIP:

405-826-9080
PHONE NUMBER:

jchappell99@hotmail.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST., RM: 3D2a
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: 05/23/2014

"I have the following comments or questions about the proposed project to reconstruct the Cottonwood Creek Bridge that carries SH-33 in Logan County, OK."

Very hopeful that the bridge is cohesive with the historical charm an architectural of the city of Guthrie.

Hoping that it will renevate and improve a declining area of our city.

Historic Light treatments on bridge and on the rest of noble would have a positive impact on west Guthrie.

(CONTINUED ON BACK)

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