



Oklahoma Department of Transportation

Environmental Programs Division

Office 521-3050 Fax 522-5193

Programmatic/Individual Categorical Exclusion

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PCE	X	ICE

Date	October 19, 2016	Project Number	STP-205C(061)SS
County	Beckham	State Job Piece No:	26999(04)
NEPA Project Manager	Judy Dennis	Phone Number	405-521-2321
ODOT Field Division	V	Bridge NBI No. (For County & State Projects) & Location No. (County Projects Only)	Bridge "A": NBI# 03804 Bridge "B": NBI# 03815
Project Description from JPINFO	SH-34: OVER THE NORTH FORK OF THE RED RIVER & OVERFLOW, APPROXIMATELY 2.4 & 3.6 MILES NORTH OF GREER COUNTY LINE		
This project is included in: (Check all applicable ones)	X	State 8 Year Construction Program	
		County 5 Year Construction Program	
		State Transportation Improvement Program	
This project is in the Metropolitan Transportation Improvement Program (If applicable) (Check applicable one)		YES	
	X	NOT APPLICABLE	

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

<p>Existing Conditions (Describe existing bridge width, approach roadway width, etc., traffic (current and projected), Existing Problems such as sufficiency rating):</p> <p>Bridge "A", NBI #03804, is located on SH-34 over the North Fork of the Red River Overflow. Bridge "A" is narrow with a clear roadway width of 22 feet and an approach roadway width of 26 feet. The Bridge "A" sufficiency rating is 62.0. Bridge "A" is also considered "at-risk" with the deck, superstructure, and substructure condition rating a "5" or "fair".</p> <p>Bridge "B", NBI #03815, is located on SH-34 over the North Fork of the Red River. Bridge "B" is a camelback pony truss bridge and has been assessed as eligible for listing on the National Register of Historic Places (NRHP). Bridge "B" is narrow with a clear roadway width of 22 feet and an approach roadway width of 24 feet. Bridge "B" has a sufficiency rating of 52.7 and is fracture critical. Bridge "B" is also considered "at-risk" with the deck, superstructure, and substructure condition rating a "5" or "fair". Average Annual Daily Traffic (AADT) is 850 vehicles per day (vpd) with a future 20 year AADT of 1,350 vpd.</p>

Purpose & Need (Why the project is needed such as structural deficiency or bridge does not meet current state/federal standards for width or vertical clearance or the roadway has sharp horizontal curves or sight distance problems or narrow shoulders which do not meet current standards):

The purpose of the project is to provide a safe crossing and preserve transportation continuity over the North Fork of the Red River and its Overflow. The need for the project is to address the current structural and functional deficiencies of the existing bridges and approach roadway.

Alternatives considered & Proposed Improvement (Provide reason why an offset alignment to one side is selected vs the other side, Proposed construction such as roadway and bridge widths, AND mention whether the road will be open to traffic during construction.):

As part of the Section 4(f) analysis for the historic Bridge "B", five alternatives were considered for the project: 1) Do nothing; 2) Rehabilitation of existing bridge; 3A) Retain existing bridge as one-half of a one-way pair, 3B) Build a new bridge on off-set alignment and retain existing bridge as a monument or bike/pedestrian facility only, and 4) Build a new bridge on an off-set alignment and remove the existing bridge. Alternative 1 does not meet the project purpose and need. Alternatives 2, 3A, and 3B meet the purpose and need; however, these alternatives would be neither feasible nor prudent. These alternatives would result in substantially higher project costs for the rehabilitation and continued maintenance of the existing bridge. Additionally, bridge closure for rehabilitation may have social and economic impacts as a result of the estimated closure duration and a lengthy detour of 31 miles. Without costly preventative maintenance, retaining the existing bridge as a monument (Alternative 3B) could result in collapse of the bridge into the channel causing flow to be impeded and endangering downstream structures during a storm event. Replace on an off-set alignment (Alternative 4) was chosen as the preferred alternative.

The proposed improvement consists of replacing both bridges with new 40 foot-wide bridges off-set to the east of the existing alignment. The east side was chosen in order to improve to roadway geometry at Bridge "A" and to avoid a large meander in the river at the Bridge "B" crossing. The roadway will have two (2) 12-foot wide driving lanes with 8-foot wide, paved shoulders. New right-of-way will be required for the project. The existing bridges will remain open to through traffic during construction.

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

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

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

Criteria Identified in Section III.b.3. of the 2011 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA:

Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.

Description/Question	Yes	No
Item(a)		
1. Does the project involve residential or commercial relocation?		X
2. Does the project involve acquisition of right-of-way not adjacent to the existing facility?	X	
3. Does the project involve property in which another Federal Agency or Federally Recognized Tribe has ownership, oversight or any other encumbrance?		X
Item(b)		
Does the project involve a determination of adverse effect by Oklahoma State Preservation Office (SHPO) or a designated Tribal Historic Preservation (THPO) in accordance with Section 106? An exception to this would apply if adverse effects are addressed programmatically as part of a previously executed general Section 106 Programmatic Agreement with SHPO, FHWA and	X	

Criteria Identified in Section III.b.3. of the 2011 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA:

Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.

Description/Question	Yes	No
others, and a project-specific MOA will not be required.		
Item (c)		
Does the project involve a Programmatic Section 4(f) or <i>de minimis</i> finding which has not been previously approved by FHWA?	X	
Item (d)		
Does the project involve a Section 6(f) property?		X
Item (e)		
Does the project involve any impact on Noise Abatement Criteria (NAC) Category A, B, C or D receptors?		X
Item (f)		
1. Does the project involve a finding of “may effect, likely to adversely affect” to a federally listed endangered or threatened species or its critical habitat determined during the Section 7 Informal Consultation Process? The exception to this is the American Burying Beetle or any other species which has been addressed under a separate formal programmatic agreement.		X
2. Does the project involve a Section 7 Formal Consultation Process?		X
Item (g)		
Does the project require an Individual Section 404 Permit (This is for major River Crossings, waters or wetlands impact greater than 0.5 AC, Projects with Formal Consultation, or others as determined by USACE)?		X
Item (h)		
Does the project require a Coast Guard Permit?		X
Item (i)		
Does the project involve construction across or adjacent to a river designated as a component in the National System of Wild and Scenic Rivers?		X
Item (j)		
Does the project involve an adverse impact on prime farmland where Natural Resources Conservation Agency (NRCS) has required consideration of alternatives and measures to avoid and minimize impacts?		X
Item (k)		
Does the project involve increase to the base 100 Year floodplain in a regulatory floodway (Zone A-E in a FEMA Map) that will require a flood map revision as determined by the appropriate state or local authority?		X
Item (l)		
Does the project involve any known Superfund site?		X
Item (m)		
Does the project involve any permanent changes to the operation of an Interstate highway, associated interchanges or ramps?		X
Item (n)		
Does the project have potential for disproportionately high and adverse impact on minority or low income populations, based on known demographics in the project vicinity, extent of R/W, relocations, and other identified impacts?		X
Item (o)		

Criteria Identified in Section III.b.3. of the 2011 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA:

Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.

Description/Question	Yes	No
Does the project have any substantial or public controversy on environmental grounds?		X

Item (p)

If the project involves road closure or ramp closure, do any of the following conditions apply? *(Check the boxes ONLY if the project involves road closure)*

i. No Access will be provided to local traffic or posted		
ii. Through traffic dependent businesses will be affected		
iii. The detour closure will interfere with special events or activities		
iv. The detour or closure will substantially alter the environmental consequences of the action, such as by creating unsafe conditions on the detour route or requiring additional work or expansion to detour routes to carry the additional traffic.		
v. There is a public controversy associated with the detour or closure		

Explanation for Individual CE (If any of the answers above are YES):

Item for which the answer is YES **(a) 2**

Explanation that CE Classification is appropriate

The project will require new right-of-way that is not located adjacent to the existing right-of-way.

Item for which the answer is YES **(b) & (c)**

Explanation that CE Classification is appropriate

On behalf of the FHWA, the Department has consulted with the Oklahoma State Historic Preservation Office (SHPO), Preservation Oklahoma, the Oklahoma Historic Bridge and Highway Group, and appropriate Native American Tribes, regarding the adverse effect on the SH-34 bridge over the North Fork of the Red River, which is eligible for listing on the National Register of Historic Places.

The action will involve use of a historic property protected by Section 4(f) of the Department of Transportation Action (49 U.S.C. 303). A Programmatic Section 4(f) evaluation was completed. Five alternatives were considered: four avoidance alternatives and one use alternative. These alternatives were discussed above in the "Alternatives Considered and Proposed Improvement" section of this CE document.

A Memorandum of Agreement among FHWA, SHPO, Preservation Oklahoma, and ODOT has been executed with measures for minimizing the harm resulting from replacing the bridge. The Programmatic Section 4(f) Evaluation and Memorandum of Agreement are attached (Commitments are listed in the next section).

Commitments (Check Applicable ones)

X	Plan notes requiring avoidance of cultural resources in off-project areas will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).
	Properties eligible for the National Register of Historic Places (NRHP) have been identified within the project area. Plans need to be submitted to Environmental Programs Division by the Designer for further coordination with the State Historic Preservation Office (SHPO) prior to the bid solicitation process or construction.
	Properties eligible for the National Register of Historic Places (NRHP) have been identified within the project area. The State Historic Preservation Office (SHPO)'s approval is based on the project as currently proposed. The following Plan notes will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).

Commitments (Check Applicable ones)	
	Properties eligible for the National Register of Historic Places (NRHP) have been identified within the project area. The State Historic Preservation Office (SHPO)'s approval is based on the project as currently proposed. If there are any changes to the project plans, further coordination with the SHPO will be required through the Environmental Programs Division prior to the bid solicitation process or field changes during construction.
	(Only for Special Projects) Properties eligible for the National Register of Historic Places (NRHP) have been identified within the project area. Further coordination with the State Historic Preservation Office (SHPO) is required by the ODOT Project Management's Special Projects Branch prior to the bid solicitation process or construction. The SHPO letter which cites the information needed to proceed is included in the Appendix. The file number from the SHPO letter should be referenced in all correspondence with SHPO. Copies of such coordination should be provided to the Environmental Programs Division for the project record.
	(Only for Special Projects) Properties eligible for the National Register of Historic Places (NRHP) have been identified within the project area. The State Historic Preservation Office (SHPO)'s approval is based on the project as currently proposed. The following Plan notes will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2). If there are any changes to the project plans, further coordination with the SHPO will be required by the ODOT Project Management's Special Projects Branch prior to the bid solicitation process or field changes during construction. Please reference the SHPO letter which cites the conditions of approval and reference the file number from SHPO letter in all correspondence. Copies of such coordination should be provided to the Environmental Programs Division for the project record.
	The project occurs in an area where the American burying beetle (ABB) occurs. Special Provision 656-4 for ABB will be added to the final project plans/contract per policy Directive C-201-2D(2).
	The following plan note needs to be added to the plans. Bald Eagle Note: The Bald Eagle nesting season in Oklahoma extends from September 16, through May 31. Nest search surveys can only be conducted when leaves are not on the trees. A Bald Eagle survey shall be completed by the ODOT Biologist for this project prior to construction start. Survey results are valid only for the nesting season in which the survey was performed. If nests are observed, a 660 foot no-work buffer shall be placed around the nest. If the buffer cannot be maintained, all clearing, external construction and landscaping activities, within 660 feet of the nest, shall be conducted between June 1 and September 15, outside the nesting season.
X	Plan notes requiring construction season restrictions for the following species will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2). <i>(List species or notes below)</i>
	Plan notes requiring avoidance and minimization of impacts for the following species will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2). <i>(List species below)</i>
	The following Plan notes requiring construction season restrictions for the migratory birds will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2). <i>(List notes below)</i>
X	Migratory birds are protected by the federal Migratory Bird Treaty Act. These birds commonly use bridges and culverts for nesting. The nesting season for the birds runs from April 1 to August 31. Any activities which would destroy active nests or harm eggs or birds would violate the Migratory Bird Treaty Act. Migratory bird use of bridge NBI No. 03804 and bridge NBI No. 03815 has been observed during the initial survey conducted as part of the biological studies in 2015. Migratory bird use of the remaining bridges and culverts was not observed during the initial survey. Migratory birds may occupy these structures in the future nesting seasons. The Resident Engineer will evaluate the contractor's proposed work methods and conclude whether the proposed work would pose

Commitments (<i>Check Applicable ones</i>)	
	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.
X	The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. For State Projects, the 404 permit application form needs to be submitted by the Designer through Project Management Division to Environmental Programs Division at the time of Right-of-Way submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for the project. For Local Government Projects or Special Projects, a copy of the 404 permit obtained by the County/City should be submitted by Local Government Division or Special Projects to Environmental Programs Division for the Project File.
	The action involves work in Critical Resource Waters and requires Pre Construction Notification (PCN) to USACE regardless of the area of impact. For Local Government Projects or Special Projects, a copy of the PCN by the County should be submitted by Local Government Division or Special Projects Branch to Environmental Programs Division for the Project File.
	The action will require a FEMA Map revision.
	Plan notes requiring avoidance of potential hazardous materials remains areas will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).
	The Department's Hazardous Coordinator has determined that a Preliminary Site Investigation (PSI) is required for this project. Construction Plans need to be submitted by the Designer to Environmental Programs Division at the time of Right-of-Way submittal for the PSI.
	The following plan note regarding Road Closure will be added to the plans (<i>Add plan notes restricting road closure</i>).
	<i>(Only for Local Government Projects)</i> The roadway will be closed to traffic during construction. The County or City will be responsible for notifying all local residential and commercial property owners, schools, and emergency services providers prior to construction. The County or City will be responsible for posting the detour routes. The Contractor will provide access to local property owners at all times during construction.
	<i>(Only for Local Government Projects)</i> The Local Government Project Manager shall coordinate any required species surveys with Environmental Programs Division prior to letting the project. Note the seasonal restrictions for surveys in the biological studies summary.
	The following Airport/Airfield located within 4 miles of this project. This action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction. (<i>List the name of the Airport below</i>)
	Other (<i>List Commitment below</i>)
X	The Memorandum of Agreement (MOA) regarding the replacement of the historic bridge on SH-34 over the North Fork of the Red River stipulates that the following measures will be carried out: 1) Prior to construction of the new bridge, ODOT will record the existing bridge at the equivalent of Level II documentation as specified by the Historic American Engineering Record (HAER) and provide such records to SHPO. 2) In accordance with 23 USC 144(g), ODOT will make the bridge available for donation. Should a recipient emerge, ODOT will negotiate a Donation Agreement with the recipient. The template of the donation agreement is attached to the MOA as Appendix A. Should ODOT identify a qualified recipient for one or more spans of the bridge, the template Agreement will be executed between ODOT and the Recipient.
	Other (<i>List Commitment below</i>)

The mitigation measures above should be discussed at all Pre-work conferences per Policy Directive C-201-2E(1). The Designer shall provide a **copy of the final plans with the mitigation notes** to Environmental Programs Division for the project Records.

Development of the project including coordination and assessment of potential social, economic and environmental impacts has been considered in accordance with DOT ORDER 5610.1C, and CEQ REGULATIONS 40 CFR 1500-1508 as amended, 23 CFR 771.117 and the 2011 FHWA/ODOT Programmatic Agreement for processing of categorical exclusions. Implementation of this action as a “Categorical Exclusion” will satisfy the requirements of the National Environmental Policy Act.

Preparer/Reviewer Signatures

Scott Stegmann <i>Scott Stegmann</i>	10/19/2016				
Environmental Consultant Project Manager (If Applicable)	Date				
CP&Y					
Environmental Consultant Firm Name (If Applicable)	Date				
County Commissioner or City Manager (For Local Government Projects)	Date				
<i>Judy Dennis</i> ODOT Environmental Project Manager	10/20/16 Date				
Assistant Environmental Programs Division Engineer	Date				
<i>[Signature]</i> Environmental Programs Division Engineer	10/20/16 Date				
CONCLUSION:					
ODOT has reviewed the conditions identified in Section IIIb.3 of Federal Highway Agency (FHWA)/ODOT Programmatic Agreement for Processing Categorical Exclusions (CE) and determined that an Individual CE must be submitted to FHWA for approval.	<table border="1"> <tr> <td>X</td> <td>YES</td> </tr> <tr> <td></td> <td>NO</td> </tr> </table>	X	YES		NO
X	YES				
	NO				

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

<i>Karen D. Ortow</i>	11/18/2016
Environmental Programs Manager, FHWA	Date

Attachments:

- | | |
|---------------------------------|---------------------|
| Location Map | Plans and Footprint |
| Memos with Plan Notes | Studies |
| NEPA On Hold Memo if applicable | NEPA Status Report |

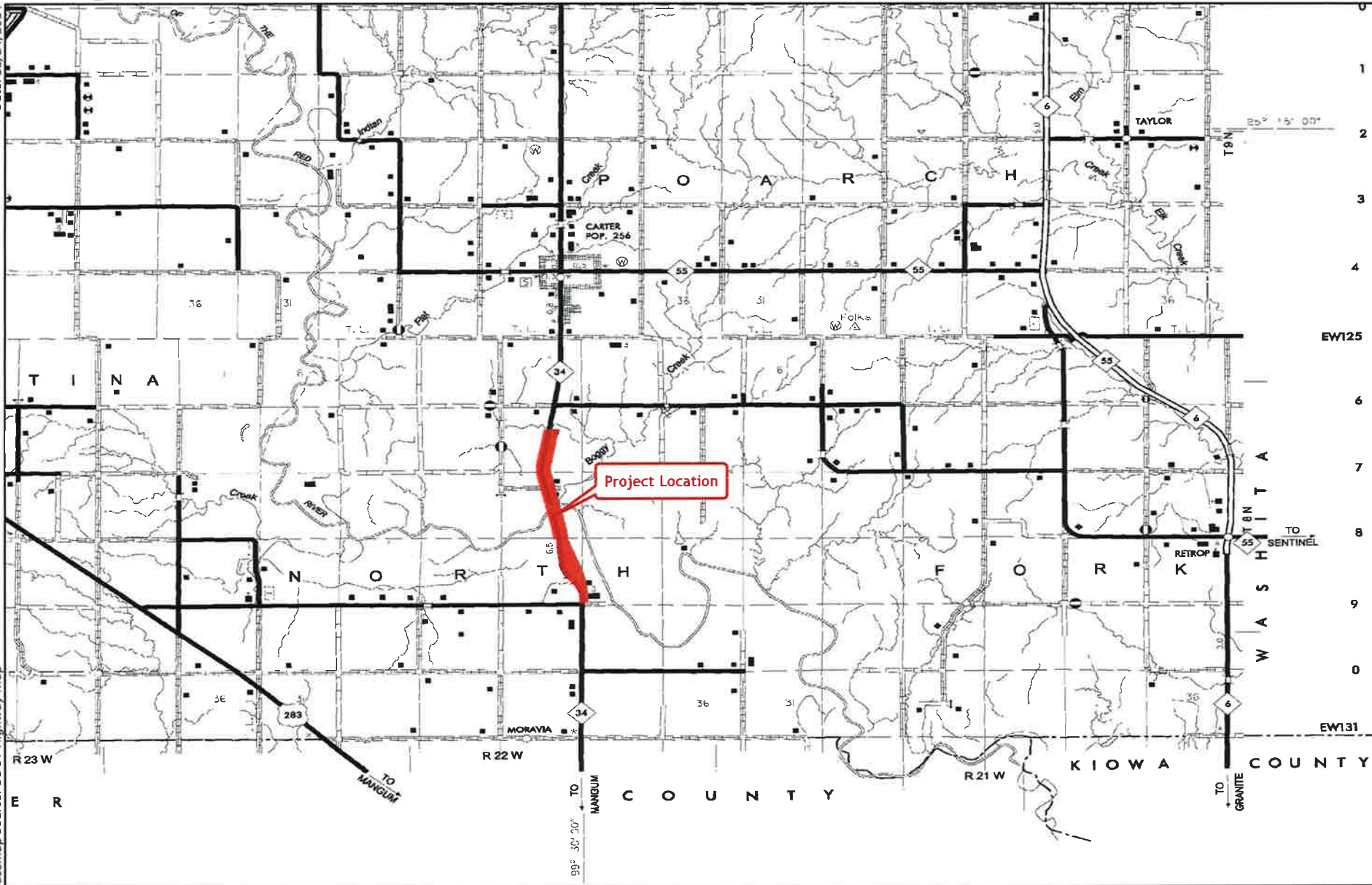
Distribution List (Check Applicable Ones)

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

Copy to: Reading File

Date: 11/24/2014

Basemap Source: ODOT Highway Map



Vicinity Map
 J/P Number: 26999(04) & 28770(04)
 SH-34 in Beckham County





Oklahoma Department of Transportation

Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

DATE: June 22, 2015

TO: Project Management Division

FROM: Environmental Programs Division

Handwritten initials 'SS' enclosed in a hand-drawn circle.

SUBJECT: Beckham County: JP 26999(04) / JP 28770(04); Bridge replacements along SH-34 over the North Fork of the Red River and its Overflow, 2.4 miles north of the Greer County Line.

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

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

T8N R22W:

Section 22: NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$

SAS

This Copy for Environmental Programs Division Reading File