



# Oklahoma Department of Transportation Project Initiation Report

Report Date: 04/27/2021  
Job Piece: 3433304 Div / County: 02 / 45 - MCCURTAIN Project ID: J3-4333(004)PM  
Highway: US259  
Project Description: US-259: FROM 6.25 MI N. OF JCT SH-3, EXTEND N. 6.00 MI

PS&E: TBD R/W: FFY 2026 Drive-out Date:  
Programmed Estimate:

## EXISTING INFORMATION

Reconnaissance Data Available Yes  
Location: <http://plansrv1.agency.ok.local/osd/JP3433304/PSEDevelopment/DataReconnaissance>

## Functional Classification

Area Type:	<input type="checkbox"/> Urban	<input type="checkbox"/> Suburban	<input checked="" type="checkbox"/> Rural	
Terrain Type:	<input type="checkbox"/> Flat	<input checked="" type="checkbox"/> Rolling	<input type="checkbox"/> Mountainous	
Access Control:	<input type="checkbox"/> Full	<input type="checkbox"/> Partial	<input checked="" type="checkbox"/> None	
Highway Type:	<input type="checkbox"/> Freeway	<input checked="" type="checkbox"/> Principal Arterial	<input type="checkbox"/> Minor Arterial	<input type="checkbox"/> Collector
	<input type="checkbox"/> NHS	<input checked="" type="checkbox"/> Non-NHS	<input type="checkbox"/> STRAHNET	<input type="checkbox"/> Scenic Hwy

## Existing Condition

Current ADT: 5150	% Trucks: 14%	Number of lanes: 2	Lane Width: 12
Outside Shoulder Width: No Shlder		Inside Shoulder Width:	Median Width:
<input checked="" type="checkbox"/> Open Section	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Divided	
<input type="checkbox"/> Other (describe)			
Pavement Type: Asph		Pavement Condition: Fair	
Shoulder Type: Asph		Shoulder Condition: Fair	
Storm Sewer <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Storm Sewer Condition:	
Sidewalks <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	Left Width:		Right Width:

## Bridges within the Project extents: SEE ATTACHED INSPECTION REPORTS

NBI 14031 - 3 cell 10x5x59' RCB that is not deficient.

## CONSIDERATIONS

### Environmental

- Cemeteries, list**  
Hochatown Cemetery, refer to recon report for location
- Hazardous Waste Sites / AST's / Coal Mines / LUSTs**  
Refer to Data Recon Report
- Threatened & Endangered Species, list with seasonal restrictions**  
Refer to Data Recon Report
- Aquatic Species, list with seasonal restrictions**  
Refer to Data Recon Report
- Wetlands, list**  
Refer to Data Recon Report
- Indian / Tribal / Federal / Wetland Reserve Program, list**  
Refer to Data Recon Report

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**Alternative Impacts**

- Other agencies / entities
- Turnpike Involvement
- Metropolitan Planning Organization

U.S. Forest Service, Choctaw Nation of Oklahoma, Kiamichi Economic Development District of Oklahoma (KEDDO), McCurtain County Commissioner District #3, City of Broken Bow

**Right of Way / Utilities**

- Additional Right of Way anticipated, list**  
TBD

- Utility Conflicts, list**  
three overhead electric transmission lines, three water lines, a sanitary sewer line, two telephone lines, and one natural gas distribution line

**Permit Information**

**Design Exception Anticipated:**

- Maintenance Agreements (Lighting, Signals,...), list**

**Permits Required:**       FAA       USACE       OWRB       Railroad       Other  
 404 Permit - TBD

**Additional Permit Comments:**

**Special Considerations:**

Ouachita National Forest, including the Forest office and tribal property

**PROPOSED IMPROVEMENTS**

**Project Intent:**

To improve the safety and operation of the highway.

**Description of Proposed Improvements:**

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The general scope of this project is to improve US-259 to meet the current and future needs for the area. This project will incorporate the following items:

- o Preliminary engineering to develop concepts for the selection of a preferred alternative.
- o Coordination with the advisory committee as representatives of the public and stakeholders.
- o Development of construction plans for the preferred alternative that will culminate in a PS&E deliverable.
- o Potential development of construction plans that will culminate in a PS&E deliverable to make interim improvements at the intersections of SH-259A (South) and Stevens Gap Road that will work with the selected alternative.

Intersection signal plans are currently being developed by Traffic Division for the US-259 & US-259A (North) intersection.

**New Bridge Info:** NBI 14031 - 3 cell 10x5x59' RCB will need to be extended with any road widening.

**Design Speed:**

Desired:

Minimum:

**Potential to transfer Steel Beams to County:**  Yes  No  N/A

**Project Termini**

**Beginning of Project:** Approx. 6.25 mi north of Jct SH-3

**End of Project:** approx. 12.0 mi north of Jct. SH-3 (Golf Course Road)

**Limits of Survey:** US 259 –

Start: At W. 5th Street in Broken Bow

End: At a point approx. 1000' north of Golf Course Road (Approx. 12 miles)

Width: 200' Left and Right of US-259 (100' Lt & Rt between 5th and 11th)

Intersecting Roads –

Sherry Lane: Extend 1000' east and west of US 259 (100' Lt & Rt)

US 259A South: Extend 1000' east of US 259 (100' Lt & Rt)

Stevens Gap Rd.: Extend 1000' east of US 259 (100' Lt & Rt)

Survey being done by ODOT.

**Limits of NEPA:** Study footprint determined by designer and provided to EPD

**Typical Section**

Open Section  Curb & Gutter  Divided  Median Width:  
 Other TBD during preliminary engineering

Number of lanes: TBD Lane Width: TBD

Outside Shoulder Width: TBD Inside Shoulder Width:

Storm Sewer:  No (only if needed in C&G section)  Yes

Sidewalks:  No  Yes

Overlay:  No  Yes Thickness: Determined by pavement design

Coldmill:  No  Yes Thickness: Determined by pavement design

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Add Shoulders  No  Yes Width: TBD as part of design  
Bridge Width:

**Alignment**

- Existing
- New, located  North  South  East  West of existing
- Parallel lanes, located  North  South  East  West of existing

Decision comments:

- Spot Improvements
- Horizontal, Description:
- Vertical, Description:

**Detour**

- Shoo-fly, located  North  South  East  West of existing
- Widening, located  North  South  East  West of existing
- Crossovers
- Close Road
- Signed Detour, Route Desc:
- Anticipated Duration of Detour:
- Agreement Required for Detour
- Phased Construction, Desc: Road will remain open during construction using phased construction and maintain access to properties.

**Aesthetics**

- Yes  No

**Traffic Items**

- Traffic Management Plan  No  Yes
- Median Barrier  No  Yes
- New Guardrail  No  Yes
- End Treatment  No  Yes, Type:
- Highway Lighting  No  Yes  Outside  Median
- Traffic Signals  No  Yes US 259 at SH 259A (South) and Stevens Gap Road

**Miscellaneous**

- Channel Work  No  Relocation  Re-alignment  Cleanup
- Public Involvement  No  Road Closure Letters
- Public Meeting
- Stakeholder Meeting

**PROGRAMMING INFORMATION**

- RW Project Needed  No  Yes
- Utility Project Needed  No  Yes

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### Initiation Estimate

Roadway:

Total Construction:

Bridge:

Traffic Control:

Signing and Striping:

Right of Way:

Highway Lighting:

Utilities:

Traffic Signals:

Mobilization:

Staking:

E & C:

Total Estimate:

Comments:

Approx. \$30 mil

### Program Revisions

Estimate:

Letting Date: /

Project Length:

Work Type:

Description:

### Attendees

Report Author: David Saulsberry

McCurtain County, JP 34333(04) – US-259 – Begin at W. 9<sup>th</sup> Street in Broken Bow, Extend North  
Approximately 12.5 Miles  
CI-2141E Task Order 2

### Reconnaissance Data Collection Executive Summary

Reconnaissance data collection was performed for the US-259 corridor beginning at W. 9<sup>th</sup> Street in Broken Bow and extending north approximately 12.5 miles in McCurtain County, Oklahoma. The data collection area included 250 feet on each side of the existing US-259. The data collection area consists primarily of undeveloped wooded land, roadway, as well as the north section of the City of Broken Bow and the small lake community of Hochatown. There are three bridges within the project area (NBIs 13819, 13820, and 14031).

This Reconnaissance Data Collection report identified several constraints in the project corridor. There are six federal properties within or immediately adjacent to the project area associated with the U.S. Forest Service, Ouachita National Forest, including the Forest office. There are three tribal fee parcels and three tribal trust parcels within the study area. All are owned or held in trust for the Choctaw Nation of Oklahoma. Utilities in the project area include three overhead electric transmission lines, three water lines, a sanitary sewer line, two telephone lines, and one natural gas distribution line. There are twenty-seven regulated trade fixtures in the project area. There are no airports, cemeteries, wildlife or waterfowl refuges, military properties, or significant cultural resources.

There are twenty-eight hazardous waste sites within or adjacent to the project area. These sites include twenty-five UST, AST, LUST and LAST sites. Based on the OCC Oil and Gas Division well database, no wells are located within the project area or within 1/8 mile of the project area. There are no water wells located within the project area; however, ten ground water wells are located adjacent to the project area.

Natural resources in the project area include several stream crossings and potential wetlands. Drainage in the project area generally flows to the south to the Little River. The project area is located within two federally listed aquatic dependent species watersheds, Little River (Rabbitsfoot, Ouachita Rock Pocketbook, Scaleshell Mussel, and Winged Mapleleaf) and Mountain Fork Rivers and its tributaries (Leopard Darter). The FEMA floodplain maps indicate no Zone AE floodplains occurring within the project area. Multiple streams and wetlands were observed during the site visit.

Threatened and endangered species in the area include the species mentioned as well as the Northern Long-Eared Bat, Piping Plover, Red Knot, Red-cockaded Woodpecker, American Alligator, American Burying Beetle, and Harperella. Depending on what specific habitat is

identified in the proposed project area, certain species may require pre-construction surveys or seasonal restrictions on tree clearing and construction.

Census data collected for the project area show Block Groups within Broken Bow at the southern end of the project area have a lower median household income and a higher percentage of families living below the poverty line than the County and the State. In addition, this southern end has a higher concentration of minority populations than the County and the State. The Native American population percentage is higher in all Block Groups (excluding Block Group 1 in Census Tract 985) than the County and State percentages.

# Oklahoma Dept. of Transportation - Bridge Inspection Report

<b>NBI No.:</b> 14031	<b>Structure No.:</b> 4516 0913 X	<b>Local ID:</b> 53	<b>Suff. Rating:</b> 81.10	<b>ND</b>																														
<b>Bridge Description:</b> (3) 10ft. X 5ft. X 59ft. LONG RCB		<b>IDENTIFICATION</b>																																
1. State: Oklahoma 2. Division: Division 2 3. County: MCCURTAIN 4. City: Unknown Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: U.S. Hwy 5c. Lvl of Svc: Mainline 5d. Route No.: 00259 5e. Dir. Sufx: N/A (NBI)		7. Facility Carried : U.S. 259 6. Feat. Intersect: CREEK 9. Location: 9.1 N JCT US-70 11. Mile Post: 9.128 mi 13. LRS Inv. / Sub Rte: 4516 0000 / 03 16. Latitude: 34° 09' 23.16" 17. Longitude: 094° 45' 13.44" 98. Border Brdg: Unknown (P) % Responsible: 0.00 99. Border Brdg #: Unknown																																
<b>STRUCTURE TYPE AND MATERIALS</b>		<b>INSPECTION</b>																																
43a/b. Main Span: Concrete / Culvert 44a/b. Appr. Span: Unknown / Unknown (P) 45. # of Main Spans: 3 46. # of Appr. Spans: 0 107. Deck Type: N/A (NBI) 108a. Wearing Surface: N/A (no deck (NBI)) 108b. Membrane: N/A (no deck (NBI)) 108c. Deck protection: N/A (no deck (NBI))		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>7/2/2019</td> <td>07/02/2021</td> </tr> <tr> <td>FC:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>			Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	7/2/2019	07/02/2021	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA
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<b>AGE AND SERVICE</b>		<b>CLASSIFICATION</b>																																
19. Detour Length: 49.7 mi 27. Year Built: 1958 28a/b. Lanes on/und: 2 / 0 29. ADT: 4,200 30. Year of ADT: 2017 42a/b. Type of Svc on/und: Highway / Waterway		12. Base Hwy Net.: On Base Network 20. Toll Facility: On free road 21. Custodian: State 22. Owner: State 26. Function Class: 02 Rural Other Princ 37. Historical Sig.: Not eligible for NRHP 100. Def. Hwy: Not a STRAHNET hwy 101. Parallel Str.: No    bridge exists 102. Traffic Dir.: 2-way traffic 103. Temp. Str.: Not Applicable (P) 104. Hwy System: On the NHS 105. Fed Land Hwy: N/A (NBI) 110. Defense Hwy: Not a STRAHNET hwy 112. NBIS Length: Long Enough																																
<b>GEOMETRIC DATA</b>		<b>CONDITION</b>																																
10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 36.00 ft 33. Median: No median 34. Skew: 0.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 59.00 ft 48. Length Max Span: 10.00 ft 49. Struct. Length: 34.00 ft		58. Deck: N/A (NBI) 62. Culvert: 8 No Major Prot 59. Sup.: N N/A (NBI) 61. Chan./Chan. Prot.: 6 Bank Slumping 60. Sub: N N/A (NBI)																																
<b>OKLAHOMA ITEMS</b>		<b>LOAD RATING AND POSTING</b>																																
200c. Temperature: 83 200d. Weather: Ptly Cloudy 201. Struc.Stl. ASTM Desig.: -1 / -1 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: 204. Type of Railing: N/A 205. Material Quantity: -1.00 208a. Type of Abutment: - b. Type of Found.: - 209. Type of Pier/Found.: - / 210. Foundation Elev.: <table border="1" style="display: inline-table; margin-right: 10px;"> <tr><td>-1.00</td><td>-1.00</td></tr> <tr><td>-1.00</td><td>-1.00</td></tr> </table> 211. Wear. Surf. Prot. Sys: None Date Installed: 01/01/1901 213. Utilities Attached:		-1.00	-1.00	-1.00	-1.00	31. Design Load: MS 18 (HS 20) <span style="float: right;">Date Rated: 04/27/2016</span> 41. Post. Status: A Open, no restriction 70. Posting: 5 At/Above Legal Loads 63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> </thead> <tbody> <tr> <td>64. Operating Rating (tons):</td> <td>31.61</td> <td>56.96</td> <td>88.11</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>18.96</td> <td>34.17</td> <td>52.86</td> <td>-1.00</td> <td></td> </tr> </tbody> </table>				H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	31.61	56.96	88.11	0.00	0.00	66. Inventory Rating (tons):	18.96	34.17	52.86	-1.00									
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<b>OKLAHOMA ITEMS</b>		<b>APPRAISAL</b>																																
214a. Posted Weight Limit: NR b. Posted Speed Limit: 55 c. Narrow/1way Brdg Sign: No d. Vertical Clr. Sign: No Adv. Warning Sign: No e. Navigation Lights?: No Working/Not Working: NA 215. Overpass: U.S. HIGHWAY 221. Substr. Cond. (U/W): 222. Fill Over RCB: 4 223. Appr. Slab/Rwy Cond.: 1 225. Paint Type/Ovrct: N/A 226. Date Painted: 227. Paint Color: -1 233. Deck Forming: 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /		36a. Brdg Rail: 0 Substandard 36b. Transition: 0 Substandard 36c. Appr. Rail: 0 Substandard 36d. Appr. Rail Ends: 0 Substandard 67. Str Evaluation: 7 Above Min Criteri 68. Deck Geom.: Not applicable (NBI) 69. Vert./Horiz. Undclr: Not applicable (NB) 71. Waterway Adeq: 8 Equal Desirable 72. Appr. Alignment: 8 Equal Desirable Crit 113. Scour Critical: 4 Stable, needs action																																
<b>OKLAHOMA ITEMS</b>		<b>PROPOSED IMPROVEMENTS</b>																																
210. Foundation Elev.: <table border="1" style="display: inline-table; margin-right: 10px;"> <tr><td>-1.00</td><td>-1.00</td></tr> <tr><td>-1.00</td><td>-1.00</td></tr> </table> 211. Wear. Surf. Prot. Sys: None Date Installed: 01/01/1901 213. Utilities Attached:		-1.00	-1.00	-1.00	-1.00	94. Bridge Cost: \$230,000 95. Roadway Cost: \$379,500 96. Total Cost: \$644,000 97. Yr. of Cost Est.: 2015 75. Type of Work: 33 Widen w/o Deck Rel 76. Lngth of Improvement: 33.1 ft 114. Future ADT: 6,720 115. Yr. of Future ADT: 2037																												
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Inspection Date: 7/2/19	Shane Miller
Invoice No.: SM-04	Inspected With: Dare Obasade

**BRIDGE NOTES:**

**INSPECTION NOTES:**      7/2/19

All OM-3 signs are missing.

**ELEMENT CONDITION STATE DATA**

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
241 / 1	Re Conc Culvert	ft	177.00	100%	177.00	0%	0.00	0%	0.00	0%	0.00
-1											
961 / 1	Scour SF	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
FX - A 18in. deep scour hole exists at SE corner.											
965 / 1	Debris SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX - Silt in two (2) north cells is 12in. to 18in. deep. North cell debris is 3ft deep											