

December 19, 2023

Ms. Lynda Ozan
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Ozan:

Re: SHPO File #0701-23; Ottawa County Federal Highway Administration Project JP 33565(04); Proposed widen and resurface on County Road EW-140: from SH-125/ EW-120 intersection, begin 1.0 miles south, then extend 1.5 miles west on EW-130, then extend 1 mile south on NS-540, then extend 1 mile west on EW-140 to US-69 (known as Route 66 Ribbon Road, northern segment); submittal for comment under Section 106 of the National Historic Preservation Act.

Introduction

Thank you for your comments by letter of January 31, 2023 on the referenced project, in which you concurred with the defined area of potential effect (APE), and set forth conditions for a “no adverse effect” determination. In addition to the comments you provided, ODOT also received comments from several consulting parties expressing concern at replacement of the original concrete curbs and asphalt of the Ribbon Road. Thank you for participating in a consulting party meeting regarding this project on September 27, 2023. Since our initial submittal, the design consultant (Guy Engineering) has proposed a new alternate design based on stakeholder input. This new design is described in detail below, and please see also the attached letter from the design consultant, typical sections, and a table for comparison between the previous design and the proposed new alternate design.

Written Scope of Work

As shown in the attached Exhibit B, the new alternate design proposes leaving the existing 9-foot asphalt pavement and 6-inch concrete curbs in place unaltered, widening the existing 5- to 8-foot-wide gravel shoulders to 12 feet on each side of the roadway, and paving them in asphalt to create durable travel lanes. The existing historic pavement would be utilized as an auxiliary lane, while the widened portion would be utilized as 11-foot driving lanes with 1-foot shoulders. For safety, the new lanes will be striped, but no striping will be applied to the historic pavement. Ditch foreslopes will be 1:2 and will have a “v” bottom ditch. All work will remain within the existing right-of-way.

In the easternmost half mile of the project, along EW-130 from S. 550 Rd. to E Street SW, the original “ribbon road” asphalt pavement, concrete curbs, and gravel shoulders have been overlaid with asphalt, creating a two-lane asphalt road. Our initial submittal to your office failed to clarify that this portion of the project is not within the boundaries of the NRHP-listed Miami Original Nine-Foot Section of Route

“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.”

66 Roadbed (National Register ID #94001610), and we apologize for this omission. In November 2023, ODOT and Guy Engineering performed pavement cores in this overlaid section, and discovered that the historic pavement appears to be severely degraded beyond repair. Therefore, removal or replacement of the existing asphalt overlay is not recommended because of the risk of damage to the historic pavement from exposure. Instead, as shown in the attached Exhibit C, on the overlaid section, the project proposes to match the design for the rest of the project described above, leaving the existing 10-foot original pavement with overlay in place. The intent is to preserve what is left of the historic pavement.

Conclusion

At this time, we request any comments you have to the proposed design. If you have any questions regarding this project, please contact me at 405-325-7201 or via email at ssundermeyer@odot.org

Sincerely,



Scott A. Sundermeyer
ODOT Cultural Resources Program Manager

Enclosures:

1. Letter from Guy Engineering to ODOT Local Government Division
2. Exhibit A, previous design
3. Exhibit B, proposed new alternate design
4. Exhibit C, proposed design for overlaid section
5. Comparison table

Cc: Kaisa Barthuli, Program Manager, Route 66 Corridor Preservation Program
Jordan Jarrett, Route 66 Corridor Preservation Program
Anne Haaker, Cultural Resource Coordinator, The Road Ahead Partnership
Rhys Martin, President, Oklahoma Route 66 Association
Jim Ross
Eve Atkinson, Oklahoma Tourism and Recreation Department
Craig Dishman, Oklahoma Tourism and Recreation Department
Bless Parker, Mayor, City of Miami
Bo Reese, City Manager, City of Miami
Scott Hilton, Commissioner, District 3, Ottawa County Commissioners
Jordan Boyd, Director, Dobson Museum & Home, Ottawa County Historical Society
Preservation Oklahoma, Inc.
Rich Dinkela, President, Route 66 Association of Missouri
Kristy Chance
Kerry Barrick, Oklahoma Main Street Program, Oklahoma Department of Commerce

December 6, 2023

Aaron Wallace
Local Government Division
Oklahoma Department of Transportation
200 NE 21st St
Oklahoma City, OK 73105

Re: JP 33565 Route 66 Ribbon Road – proposed roadway section.

Dear Mr. Wallace:

Based on Route 66 stakeholder and ODOT input, a new roadway section is being proposed for consideration by the State Historical Preservation Office.

The newly proposed typical section for Ribbon Road will keep the existing historical roadway pavement as-is (10 ft wide) and widen the pavement by 12 ft on each side (See Exhibit B attached). The existing historical road pavement would be utilized as an auxiliary lane while the widened portion would be utilized as 11 ft driving lanes with 1 ft shoulder. The new lanes will be striped for safety reasons, and no striping will be applied to the existing historical pavement. Ditch foreslopes will be 1:2 and will have a “v” bottom ditch. Construction will be limited to the original 66 ft wide right of way as documented in the as-built plans from the original construction.

The easternmost ½ mile of the project from S 550 Rd to E Street SW has been overlaid with asphalt. In November 2023, ODOT and Guy Engineering performed pavement cores and discovered that the historical pavement appears to be severely degraded beyond repair. This stretch of the road will be the same roadway section as mentioned above with one change. The historical 10 feet wide pavement section is covered with asphalt overlay and will remain as-is. (See Exhibit C attached). The intent is to preserve what is left of the historical pavement. Removal or replacement of the existing asphalt overlay is not recommended as it would expose the underlying remains of historical pavement and introduce the risk of damage.

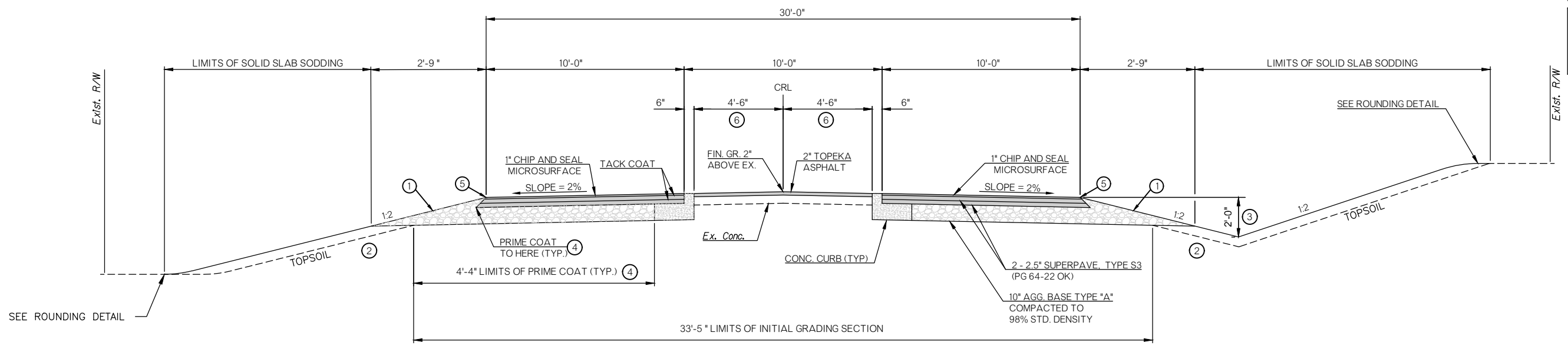
For reference, the typical section that is now being superseded is attached as Exhibit A. ODOT previously presented it to SHPO (See Exhibit A attached) was to saw-cut the existing roadway by 6 in on each side, re-construct the flush concrete curb to create the same 2” height that originally existed and widen the paved roadway by 10 ft on each side. This section had a total width of 30 ft which would be good for two (2) – 11 ft lanes with 2 ft shoulders on each side. The pavement center stripe would be at the center of the existing road. Ditch foreslopes were 1:3 and had a “v” bottom ditch. Construction was limited to the original 66 ft wide right of way as documented in the as-built plans from the original construction.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Todd Lipe".

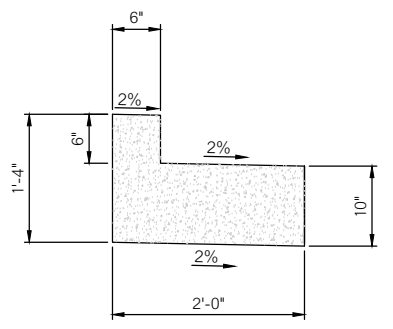
Todd Lipe, P.E., PMP

Sr. Project Manager

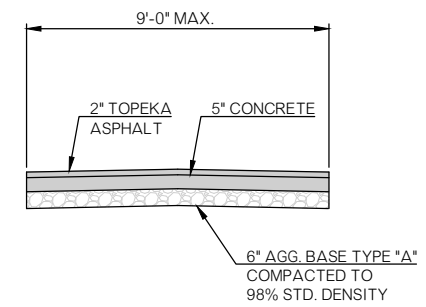


TYPICAL SECTION #1
 STA. 100+19.48 TO STA. 151+86.90 (6)
 STA. 152+96.35 TO STA. 203+74.18 (6)
 STA. 204+81.37 TO STA. 280+76.49 (6)
 STA. 281+78.56 TO STA. 286+50.00 (6)
 Not to Scale

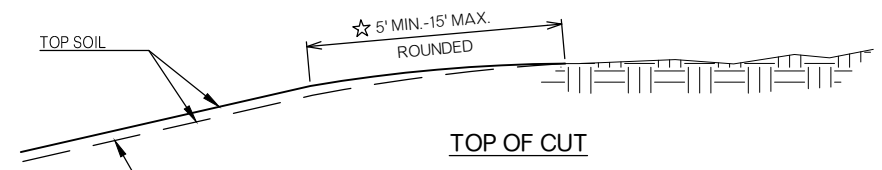
Exhibit A
Typical Section Previously Reviewed by SHPO



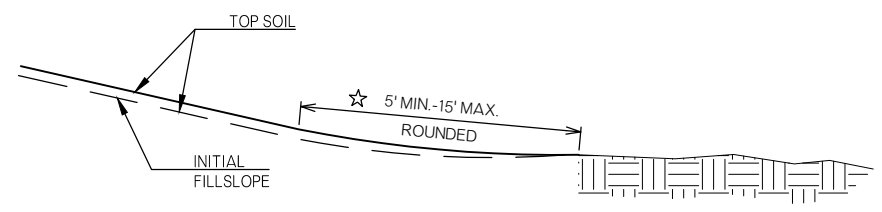
CONCRETE CURB
 Not to Scale



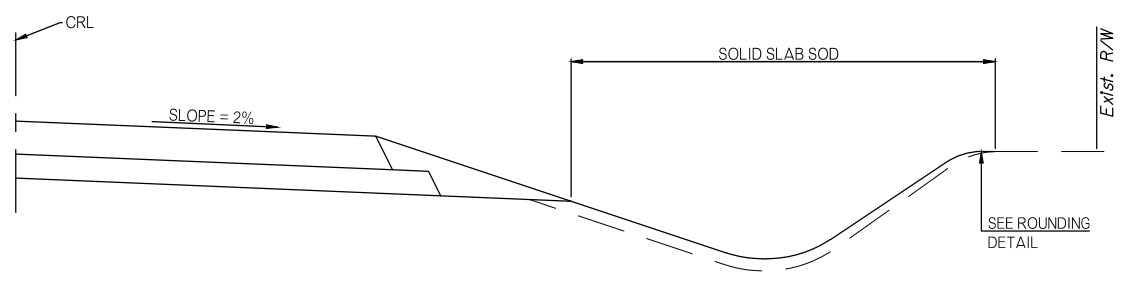
PATCHING DETAIL
 Not to Scale



TOP OF CUT



TOE OF FILL



TYPICAL SLAB SODDING
 Not to Scale

☆ INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

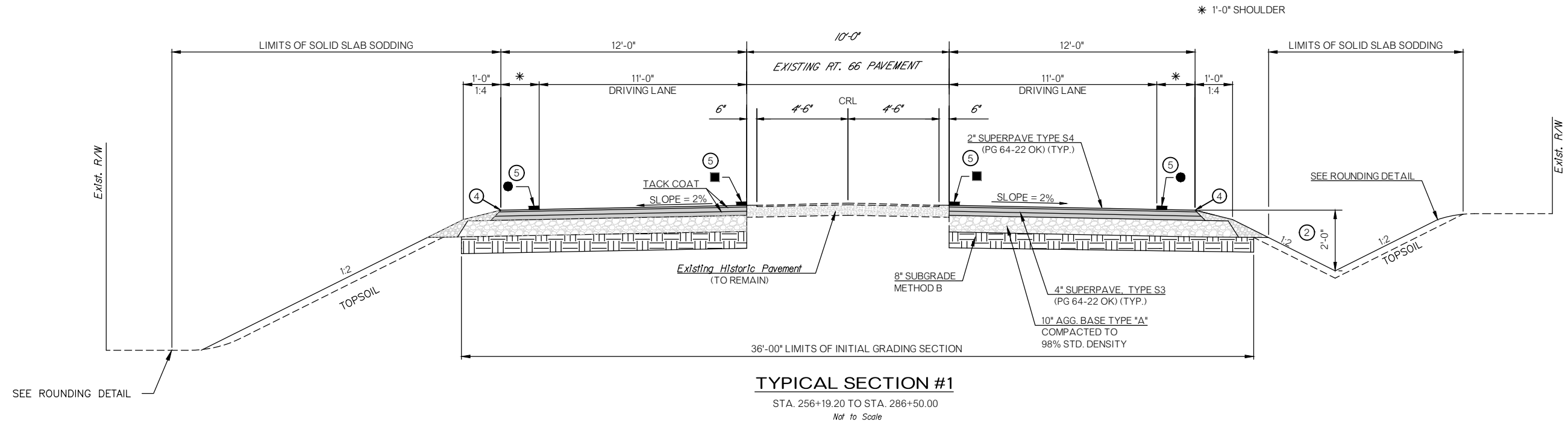
- ① BACKFILL NOTE:
THIS AREA TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E. PAYMENT WILL BE PAID AT A RATE NOT TO EXCEED 0.13 TONS PER LINEAR FOOT OF ROADWAY TYPICAL.
- ② TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE 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 OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE.
- ③ DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- ④ PRIME COAT TO BE APPLIED TO THE SUBGRADE FOR FULL WIDTH OF STABILIZED SUBGRADE. 0.35 GAL/SY BELOW AGGREGATE BASE AND 0.25 GAL/SY ABOVE AGGREGATE BASE.
- ⑤ CONSTRUCT ASPHALT SAFETY EDGE OF 30" AS PER ODOT STANDARD PSE-2-0
- ⑥ EXCEPTIONS:
STA. 100+19.48 TO STA. 101+02.21 LT. TRANSITION FROM EX. TO TYP. NO. 1
STA. 150+77.45 TO STA. 151+86.90 LT. TRANSITION FROM TYP. NO. 1 TO TYP. NO. 2
STA. 152+96.35 TO STA. 153+93.18 TRANSITION FROM TYP. NO. 2 TO TYP. NO. 1
STA. 202+66.98 TO STA. 203+74.18 LT. TRANSITION FROM TYP. NO. 1 TO TYP. NO. 2
STA. 204+81.37 TO STA. 205+88.57 TRANSITION FROM TYP. NO. 2 TO TYP. NO. 1
STA. 279+74.42 TO STA. 280+76.49 LT. TRANSITION FROM TYP. NO. 1 TO TYP. NO. 2
STA. 280+78.56 TO STA. 282+80.62 TRANSITION FROM TYP. NO. 2 TO TYP. NO. 1
STA. 285+50.00 TO STA. 286+50.00 TRANSITION FROM TYP. TO EX. PAVT.

DESIGN	BLP	02/22	OKLAHOMA DEPARTMENT OF TRANSPORTATION GUY ENGINEERING SERVICES, INC.
DRAWN	BTR	02/22	
CHECKED	MZV	02/22	
APPROVED	TTL	02/22	
SQUAD			
COUNTY <u>OTTAWA</u> HIGHWAY/ROAD <u>U.S. 66</u> STATE JOB NO. <u>33565(04)</u> SHEET NO. <u>0002</u>			TYPICAL SECTIONS (SHEET 1 OF 2)
HISTORIC ROUTE 66 RIBBON ROAD			

Tuesday, May 17, 2022, 7:28:56 AM
 V:\17-1123E-RT-66-Ribbon Rd.-33565 & 33568-01\DWG-D3\CIV3D-NORTH PLANS\1125-TYPICAL DETAILS.dwg

Exhibit B
Proposed Typical Section December 2023
based on stakeholder input
For Review by SHPO

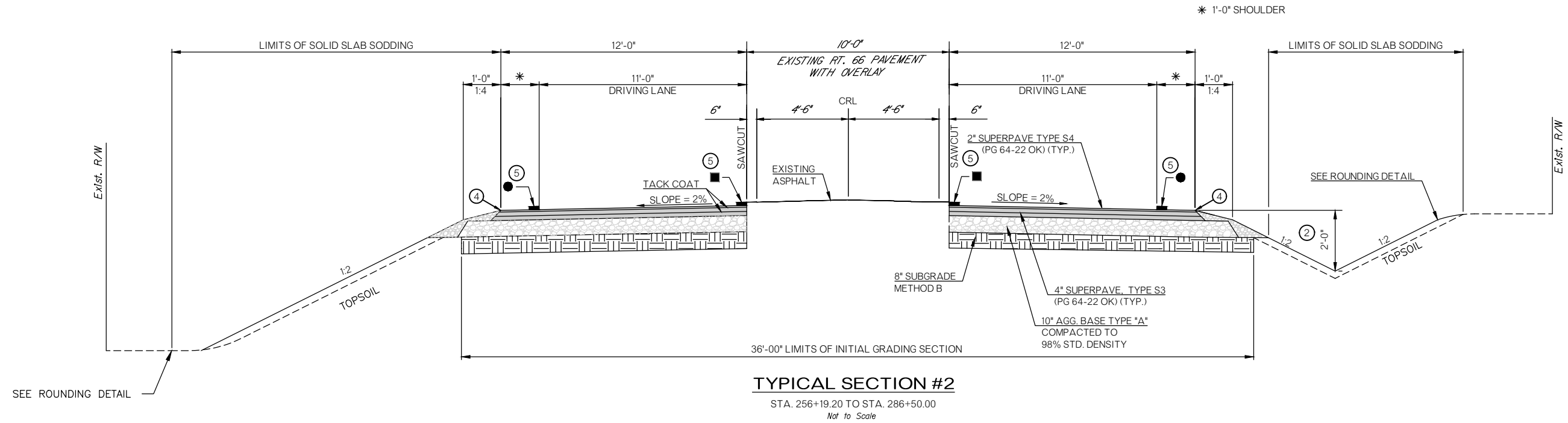


- ② DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- ③ PRIME COAT TO BE APPLIED TO THE SUBGRADE FOR FULL WIDTH OF STABILIZED SUBGRADE. 0.35 GAL/SY BELOW AGGREGATE BASE AND 0.25 GAL/SY ABOVE AGGREGATE BASE.
- ④ CONSTRUCT ASPHALT SAFETY EDGE OF 30° AS PER ODOT STANDARD PSE-2-1
- ⑤ TRAFFIC STRIPING SHALL BE AS FOLLOWS:
 ■ 4" DASHED YELLOW STRIPE
 ● 4" WHITE TRAFFIC STRIPE SHALL BE CONTINUOUS ON THE OUTSIDE OF THE DRIVING LANES.

DESIGN	BLP	12/23	OKLAHOMA DEPARTMENT OF TRANSPORTATION GUY ENGINEERING SERVICES, INC.				
DRAWN	BTR	12/23					
CHECKED	MZV	12/23					
APPROVED	TTL	12/23					
SQUAD							
TYPICAL SECTION EXHIBIT (HISTORIC)							
COUNTY	OTTAWA	HIGHWAY/ROAD	U.S. 66	STATE JOB NO.	33565(04)	SHEET NO.	0002
HISTORIC ROUTE 66 RIBBON ROAD							

Wednesday, December 6, 2023, 3:00:50 PM
V:\17-1125E RT 66 Ribbon Rd. 33565 & 33568, Ottawa D3\CIV3D NORTH PLANS\1125-GUARDRAIL EXHIBIT.dwg

Exhibit C
Proposed Typical Section December 2023
Overlaid section
For Review by SHPO



TYPICAL SECTION #2

STA. 256+19.20 TO STA. 286+50.00
Not to Scale

- (2) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- (3) PRIME COAT TO BE APPLIED TO THE SUBGRADE FOR FULL WIDTH OF STABILIZED SUBGRADE. 0.35 GAL/SY BELOW AGGREGATE BASE AND 0.25 GAL/SY ABOVE AGGREGATE BASE.
- (4) CONSTRUCT ASPHALT SAFETY EDGE OF 30° AS PER ODOT STANDARD PSE-2-1
- (5) TRAFFIC STRIPING SHALL BE AS FOLLOWS:
 - 4" DASHED YELLOW STRIPE
 - 4" WHITE TRAFFIC STRIPE SHALL BE CONTINUOUS ON THE OUTSIDE OF THE DRIVING LANES.

DESIGN	BLP	12/23	OKLAHOMA DEPARTMENT OF TRANSPORTATION GUY ENGINEERING SERVICES, INC. TYPICAL SECTION EXHIBIT (OVERLAY)
DRAWN	BTR	12/23	
CHECKED	MZV	12/23	
APPROVED	TTL	12/23	
SQUAD			
COUNTY <u>OTTAWA</u> HIGHWAY/ROAD <u>U.S. 66</u> STATE JOB NO. <u>33565(04)</u> SHEET NO. <u>0001</u>			

Wednesday, December 6, 2023, 3:00:32 PM
V:\17-1125E RT 66 Ribbon Rd. 33565 & 33568, Ottawa D3\CIVIL\NORTH PLANS\1125- TYPICAL SECTION EXHIBIT.dwg

Comparison

Item	Previous Section	Proposed New Alternate
Original historic asphalt Roadway	Remove existing thin asphalt and replace with 2" new similar mix design. This was a restoration to original condition.	Leave as-is. Historical Asphalt where remaining will remain in place. Where there is not asphalt remaining, it will not be replaced.
6" wide concrete flush curbs	Replace curbs to their original 2" height to support 2" Asphalt.	Leave as-is.
Widening/paving of gravel shoulders	10 ft wide paved asphalt shoulder with chipseal to look like original red/brown gravel shoulder.	12 ft wide paved asphalt. 11 ft striped as travel lane with 1 ft outside shoulder.
Side Slopes and ditches	1:4 slopes with Vee ditch.	1:4 for the first foot, then 1:2 with Vee ditch.
Traffic Function	Two lane traffic. Traffic would be partially on the restored ribbon road due to paved shoulders are narrow. Ribbon road would be durable to traffic due to new 2" asphalt.	Two lane traffic with center double turn lane. Traffic would be on the widened paved shoulder which will be an acceptable width for the traffic volume. Original paved section will function as a double turn lane for local residential and farm driveways. Traffic on the original historic pavement will be significantly reduced.
Striping	None	Traffic lanes will be striped on the new widened lanes. No striping on the historical asphalt. Roadside signage with double turn arrows indicating the center (historic) auxiliary lane is a double turn lane.
Right of Way	Original 66 ft.	Original 66 ft.