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Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. AB 1330X

**THE STATE OF OKLAHOMA BY AND THROUGH THE
OKLAHOMA DEPARTMENT OF TRANSPORTATION
- ABANDONMENT EXEMPTION –
IN PAYNE COUNTY, OKLAHOMA**

ENVIRONMENTAL/HISTORIC REPORT

(color copies included)

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*Counsel for Oklahoma Department of
Transportation*

Dated: March 11, 2024

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. AB 1330X

**THE STATE OF OKLAHOMA BY AND THROUGH THE
OKLAHOMA DEPARTMENT OF TRANSPORTATION
- ABANDONMENT EXEMPTION –
IN PAYNE COUNTY, OKLAHOMA**

ENVIRONMENTAL/HISTORIC REPORT

The State of Oklahoma by and through the Oklahoma Department of Transportation (“ODOT” or “Applicant”) will be seeking exemption authority for Applicant to abandon the rail line between approximately milepost 30.74 to approximately milepost 27.54 in Stillwater, Payne County, Oklahoma (the “Subject Line”). The Subject Line traverses through United States Postal Service ZIP Code 74074. A map of the Subject Line is attached as Exhibit A.

Applicant plans to seek Surface Transportation Board (“STB”) authorization for the abandonment through a notice of exempt abandonment pursuant to the provisions of 49 CFR §1152.50 on or after April 1, 2024. This Report is being filed in connection therewith, and in accordance with the requirements of 49 CFR §§1105.7 and 1105.8. To prepare this Report, Applicant consulted with various state and federal agencies as required by the Board’s regulations. *See* the letters attached as Exhibit B. Based on the written responses received by Applicant to-date attached as Exhibit C, Applicant states as follows:

ENVIRONMENTAL REPORT

(49 CFR 1105.7)

1. PROPOSED ACTION AND ALTERNATIVES

ODOT is an Oklahoma state agency. ODOT acquired the Subject Line that it proposes to abandon in 1998.¹ ODOT does not operate the Subject Line, it is operated by the Stillwater Central Railroad, L.L.C. (“Stillwater Central”).² The Stillwater Central will file a discontinuance exemption jointly with the ODOT abandonment exemption. However, the Stillwater Central is not required to file an environmental and historical report. The Subject Line is in Payne County, OK. It is an approximately 3.2-mile stub-ended rail line. No overhead traffic exists on the Subject Line.

There has been no common carrier rail service on or over the Subject Line since April 2018.

2. EFFECTS ON THE TRANSPORTATION SYSTEM

The abandonment will have no effect on the transportation system because no local common carrier service has taken place on the Subject Line since 2018, and, because the Subject Line is stub-ended, there is no overhead traffic. As such, no traffic will be diverted. Applicant sent a consultation letter regarding the proposed abandonment to the Oklahoma Department of Transportation, Environmental Programs Division (“ODOT E-Program”). ODOT E-Programs have not responded to Applicant. Applicant’s letter to ODOT E-Program is attached as part of Exhibit B.

3. LAND USE

¹ *State of Oklahoma by and through the Oklahoma Department of Transportation – Acquisition Exemption – The Burlington Northern and Santa Fe Railway Company*, STB Finance Docket 33620 (served July 10, 1998).

² *Stillwater Central Railroad, Inc. – Lease and Operation Exemption – the State of Oklahoma by and through the Oklahoma Department of Transportation*. STB Finance Docket No. 33621, (served July. 10, 1998).

(i) Applicant is unaware of any regional or local land use patterns with which the proposed abandonment would be inconsistent. Applicant consulted with the following agencies regarding the proposed abandonment that may be concerned with land use issues: US Department of Agriculture Natural Resources Conservation Service – Local (“NRCS Local”), US Department of Agriculture Natural Resources Conservation Service – National (“NRCS National”), Environmental Protection Agency Region 6 (“EPA Region 6”), U.S. Army Corps of Engineers Tulsa District Regulatory Office (“ACE”), National Park Service – National (“NPS National”), National Park Service – Intermountain Region, Region 6,7,8 (“NPS Local”), U.S. Fish & Wildlife Service – Southwest Region (“FWS Local”), National Geodetic Survey, National Oceanic and Atmospheric Administration (“NGS”), ODOT E-Programs, the Oklahoma Department of Environmental Quality (“ODEQ”), Payne County Board of County Commissioners Zach Cavett, Chris Reding, and Rhonda Markum.

Copies of these letters are attached as part of Exhibit B. Applicant has received written responses from the following consulted agencies, copies of which are included as part of Exhibit C:

- ACE responded that ODOT’s proposal – based on information provided – “does not indicate that a placement of dredged or fill material will be required, permanently or temporarily, into any ‘waters of the United States,’ including jurisdictional wetlands.” ACE concludes that the proposed abandonment “is not subject to regulation pursuant to Section 404 of the CWA, and a Department of the Army (DA) permit will not be required”.
- ODEQ responded that no adverse environmental impacts under its jurisdiction are anticipated. ODEQ provided additional regulatory considerations for Applicant to be aware of for “any construction activity disturbing more than one acre.”
- NGS responded that it “[f]ound no nearby NGS Monuments in area of abandonment that are in danger of being disturbed or destroyed.

(ii) Applicant does not believe that the proposed abandonment will have any adverse effect on any prime agricultural land. Consultation notices were sent to the potentially concerned agencies listed in paragraph 3(i) above, and as indicated, no responses have been received.

(iii) The State of Oklahoma does not participate in the National Coastal Zone Management Program.

(iv) Applicant believes that the right of way may be suitable for public purposes and understands that the City of Stillwater is interested in the Subject Line for trail use.³

4. **ENERGY**

The Subject Line serves no overhead traffic, and no local service has been provided to or from the Subject Line since April of 2018. As such,

- (i) the proposed abandonment will have no effect on the transportation of energy sources;
 - (ii) the proposed abandonment will have no effect on recyclable commodities;
 - (iii) the proposed abandonment will be no effect on overall energy efficiency;
- and
- (iv) the proposed abandonment will not divert any traffic from rail to motor carriage.

The effects of the proposed abandonment will not exceed the thresholds set forth in 49 CFR 1105.7(e)(4)(iv).

³ Press Release, The City of Stillwater, Oklahoma ODOT GRANTS STILLWATER \$1.2 MILLION FOR RAILS TO TRAILS PROJECT *available at* <http://stillwater.org/news/view/id/774> (Apr. 5, 2023)

5. **AIR**

The proposed abandonment will not result in any increases in rail or truck traffic or rail yard activity. The effects of the proposed abandonment will not exceed the thresholds set forth in 49 CFR 1105.7(e)(5).

6. **NOISE**

Applicant does not believe that the proposed abandonment will result in any increase in noise levels.

7. **SAFETY**

Applicant does not believe that the proposed abandonment will have any adverse effect on public health or safety.

8. **BIOLOGICAL RESOURCES**

(i) Applicant has consulted with the FWS Local, as well as to the following agencies that are potentially concerned with biological resources: ODEQ, NPS National, NPS Local, ACE, NRCS National, and NRCS Local. Copies of these consultation letters are attached as part of Exhibit B. As stated above in section 3(i), Applicant received a response from ACE. *See Section 3(i) for the ACE response.*

(ii) Applicant does not believe that there are any wildlife sanctuaries or refuges, National or State parks or forests in the vicinity of the proposed abandonment. Consultation letters were sent to the agencies identified in the paragraph 8(i) and Applicant has not received any responses.

9. **WATER**

(i) The proposed abandonment and any salvage will be handled in a manner that is consistent with the applicable local, State and Federal water quality standards. Applicant

consulted with the agencies identified in paragraph 8(i) and responses to date are incorporated under Section 3(i).

(ii) Applicant sent a consultation letter regarding the proposed abandonment to the U.S. Army Corps of Engineers. A copy of this letter is attached as part of Exhibit B and the ACE response is attached as part of Exhibit C. As stated above in section 3(i), Applicant received a response from ACE that the proposed abandonment – based on information ODOT provided – “does not indicate that a placement of dredged or fill material will be required, permanently or temporarily, into any ‘waters of the United States,’ including jurisdictional wetlands.”

(iii) ACE further states in its letter that the proposed abandonment “is not subject to regulation pursuant to Section 404 of the CWA, and a Department of the Army (DA) permit will not be required.” Applicant does not believe that a Section 404 permit will be required because (1) all of the work will be performed exclusively within the right of way; (2) there will be no impacts or disturbances to wetlands or waters, including temporary impacts, bank stabilization plans or channel disturbance; and (3) all bridges, trestles, culverts and other drainage control devices will remain in place.

Consultation letters were also sent to ODEQ and EPA. Copies of these letters are attached as part of Exhibit B. As stated above in section 3(i), Applicant received a response from ODEQ stating no adverse environmental impacts under its jurisdiction are anticipated, but noted other regulatory considerations if construction activities are to disturb more than one acre.

10. PROPOSED MITIGATION

Since no adverse environmental impacts are expected, no mitigation is proposed.

11. ADDITIONAL INFORMATION FOR RAIL CONSTRUCTION

Not applicable.

12. CONSULTATION

As shown by the copies of letters attached as Exhibit B, Applicant has consulted with the following agencies: NRCS Local, NRCS National, EPA Region 6, ACE, NPS National, NPS Local, FWS Local, NGS, ODOT E Programs, ODEQ, and the Payne County Commissioners.

13. CERTIFICATIONS

Applicant certifies that:

- (a) It consulted with the agencies listed in 49 CFR 1105.7, as described in paragraph 12 above.
- (b) On this date, it sent copies of this report to each of the agencies consulted as shown on the attached certificate of service.
- (c) Notice of the proposed abandonment was published in the Stillwater News Press on March 7, 2024. A copy of the form of notice and a certificate of publication are attached as Exhibit D.
- (d) Applicant will not file its verified notice of abandonment until at least twenty (20) days after the consulted agencies have been served with a copy of this report.

HISTORIC REPORT (49 CFR 1105.8)

1. U.S.G.S TOPOGRAPHIC MAP

U.S.G.S. topographic maps showing the location of the proposed abandonment are attached as Exhibit E.

2. DESCRIPTION OF RIGHT OF WAY

Applicant seeks an exemption to abandon the Subject Line. The Subject Line is located primarily in a mixed commercial and residential area of Stillwater, Oklahoma. The right of way is generally 10 - 30 feet wide. The right of way is crossed by approximately nine public crossings.

3. PHOTOGRAPHS OF HISTORIC STRUCTURE(S)

ODOT is of the opinion, as stated in its February 27, 2024 letter to the Oklahoma Historical Society, State Historic Preservation Office (“SHPO”), that there are no historic properties affected by the proposed abandonment. However, ODOT has identified 4 bridges that may have been constructed in 1923. Photos, incorporated into the Oklahoma Historic Bridge Inventory Form are attached herein at Exhibit F.

4. DATES OF CONSTRUCTION OF HISTORIC STRUCTURE(S)

Four bridges exist on the Subject Line, ODOT believes that these bridges were constructed circa 1923.

5. HISTORY OF CARRIER OPERATIONS IN THE AREA

ODOT acquired the Subject Line in 1998 from BNSF Railway Inc. (“BNSF”).⁴ ODOT does not operate the Subject Line, it is operated by the Stillwater Central Railroad, L.L.C. (“Stillwater Central”).⁵ The Stillwater Central will file a discontinuance exemption jointly with ODOT when ODOT files its abandonment exemption. However, the Stillwater Central is not required to file an environmental and historical report.

The Eastern Oklahoma Railway Company constructed the Subject Line between 1900 – 1902 as a segment of rail line that extended from Guthrie Junction to Cushing Junction.⁶ It was first leased and then acquired by the Atchison, Topeka & Santa Fe Railway (“ATSF”).⁷ The ATSF abandoned the segment adjacent to the Subject Line in 1957.⁸

BNSF subsequently acquired the Subject Line as part of the merger between the Burlington Northern Railroad Company and ATSF.⁹ And, as stated, ODOT acquired the Subject Line in 1998.

⁴ *State of Oklahoma by and through the Oklahoma Department of Transportation – Acquisition Exemption – The Burlington Northern and Santa Fe Railway Company*, STB Finance Docket 33620 (served July 10, 1998).

⁵ *Stillwater Central Railroad, Inc. – Lease and Operation Exemption – the State of Oklahoma by and through the Oklahoma Department of Transportation*. STB Finance Docket No. 33621, (served July. 10, 1998).

⁶ State of Oklahoma, Dept. of Transp, Survey Division, RAILROADS OF OKLAHOMA JUNE 6, 1870 – APRIL 1, 1978, at 38 line item 12 (Jan. 1, 1970, revised July 1, 1974 and April 1, 1978) available at <https://digitalprairie.ok.gov/digital/collection/okresources/id/70250> .

⁷ *Id.* at 30-31.

⁸ The Stillwater District ICC Filings, available at <https://www.abandonedrails.com/stillwater-district>.

⁹ *Burlington Northern Inc. and Burlington Northern Railroad Company – Control and Merger – Santa Fe Pacific Corp. and the Atchison, Topeka and Santa Fe Railway Co.* I.C.C. Finance Docket No. 32549, Decision No. 38 (served Aug. 23, 1995).

6. SUMMARY OF STRUCTURE DOCUMENTATION

ODOT has no documentation pertaining to any structures over 50 years old other than the Oklahoma Historic Bridge Inventory Forms enclosed as Exhibit F.

7. OPINION REGARDING CRITERIA FOR LISTING

Applicant provided notice of the proposed abandonment to the SHPO and the Oklahoma Archeological Survey (“OAS”). In Oklahoma Section 106 review is completed in cooperation with the SHPO and OAS. Correspondence with SHPO and OAS is included as part of Exhibit F.

In response to further information requested by the SHPO, ODOT, through its Cultural Resources Program provided to the SHPO a Historic Preservation Resource Identification form for the Subject Line and then four Bridge Historic Preservation Resource Identification forms for the bridges on the Subject Line. Based on ODOT’s review, ODOT provided to the SHPO its opinion that no historic properties will be affected by the abandonment of the Subject Line.

OAS provided a separate response that that no archaeological sites “are listed as occurring” within the project area and “based on the topographic and hydrologic setting, no archaeological materials are likely to be encountered.” Correspondence with the SHPO and OAS is enclosed herein as Exhibit F.

8. ENVIRONMENTAL CONDITIONS

Applicant is unaware of any prior subsurface ground disturbance or fill, or environmental conditions which might affect the archeological recovery of resources or the surrounding terrain. Moreover, as a result of the abandonment, the rail and track materials for will be removed for salvage and conversion of the Subject Line to a trail. Any salvage will take place within the right of way, would be surface work only and would not disturb subsurface resources.

Respectfully submitted,



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ehocky@clarkhill.com

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(202) 772-0916
jmarks@clarkhill.com

*Counsel for Oklahoma Department of
Transportation*

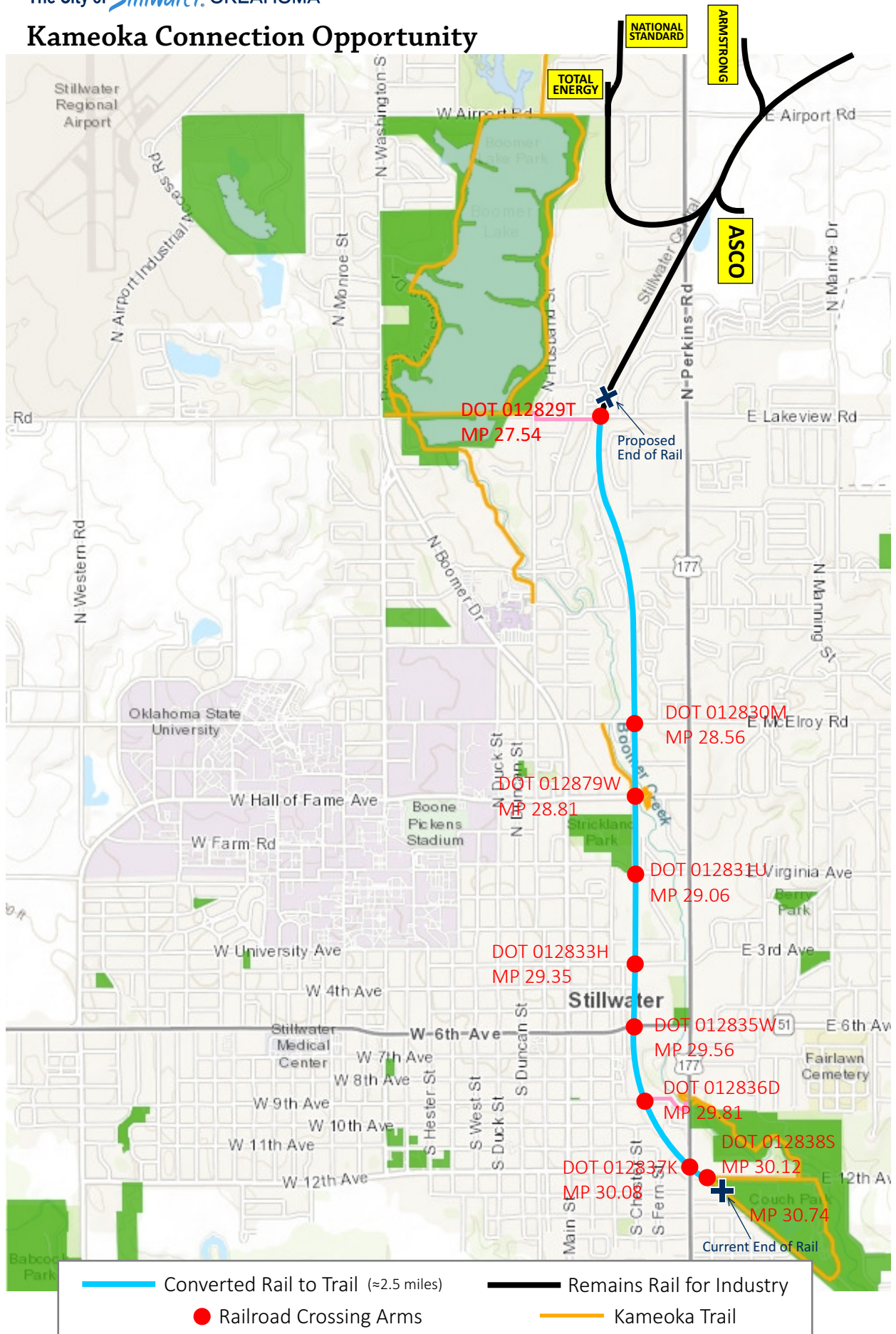
Dated: March 11, 2024

ENVIRONMENTAL/HISTORIC REPORT

EXHIBIT A

MAP

Kameoka Connection Opportunity



ENVIRONMENTAL/HISTORIC REPORT

EXHIBIT B

CORRESPONDENCE WITH CONSULTED AGENCIES

Justin J. Marks
T (202) 772-0916
F +12027720919
Email:jjmarks@ClarkHill.com

Clark Hill
1001 Pennsylvania Avenue N.W.
Suite 1300 South
Washington, DC 20004
T (202) 772-0909
F (202) 772-0919

April 25, 2023

VIA EMAIL AND/OR FIRST-CLASS MAIL

ALL AGENCIES ON THE
ATTACHED SERVICE LIST

Re: Oklahoma Department of Transportation – Abandonment Exemption –
in Payne County, Oklahoma
Surface Transportation Board Docket No. AB 1330X

To Whom it May Concern:

This letter is to advise you that Oklahoma Department of Transportation ("ODOT") intends to file a notice for exemption for ODOT to abandon approximately 2.58 miles of rail line (the "Subject Line") from approximately milepost 30.12 to approximately milepost 27.54 in Stillwater, Payne County, Oklahoma (the "Subject Line").

The Subject Line traverses through United States Postal Service ZIP Code 74074. A map of the Subject Line is attached as Exhibit A.

ODOT plans to file with the Surface Transportation Board ("STB") a notice of exemption pursuant to the provisions of 49 CFR § 1152.50 to enable ODOT to abandon the Subject Line, on or after July 10, 2023 in STB Docket No. AB 1330X.¹

Based upon information in ODOT's possession, the Subject Line does not contain federally granted rights of way.

ODOT intends to transfer the Subject Line to the City of Stillwater for trail use and the rail, ties, and other track materials will be salvaged. ODOT believes that the abandonment will not have a significant effect upon the environment.

In advance of preparing an environmental report as required by applicable STB regulations, we are consulting with appropriate agencies such as yours as to any concerns which they may have as to environmental effects of the proposed abandonment.

We would appreciate an expression from you by June 1, 2023 that, within the area of your authority, you do not perceive that the abandonment will have a significant effect upon

¹ The rail carrier that operates the Subject Line, Stillwater Central Railroad, Inc., will file simultaneously to discontinuance rail service. However, Stillwater is not required to file an environmental/historical report.

April 25, 2023
Page 2

the environment (or expressing any concerns that you have). If you have any questions about the railroad's proposal or if you need assistance in this matter, please call me at (202) 772-0916.

Thank you for your cooperation.

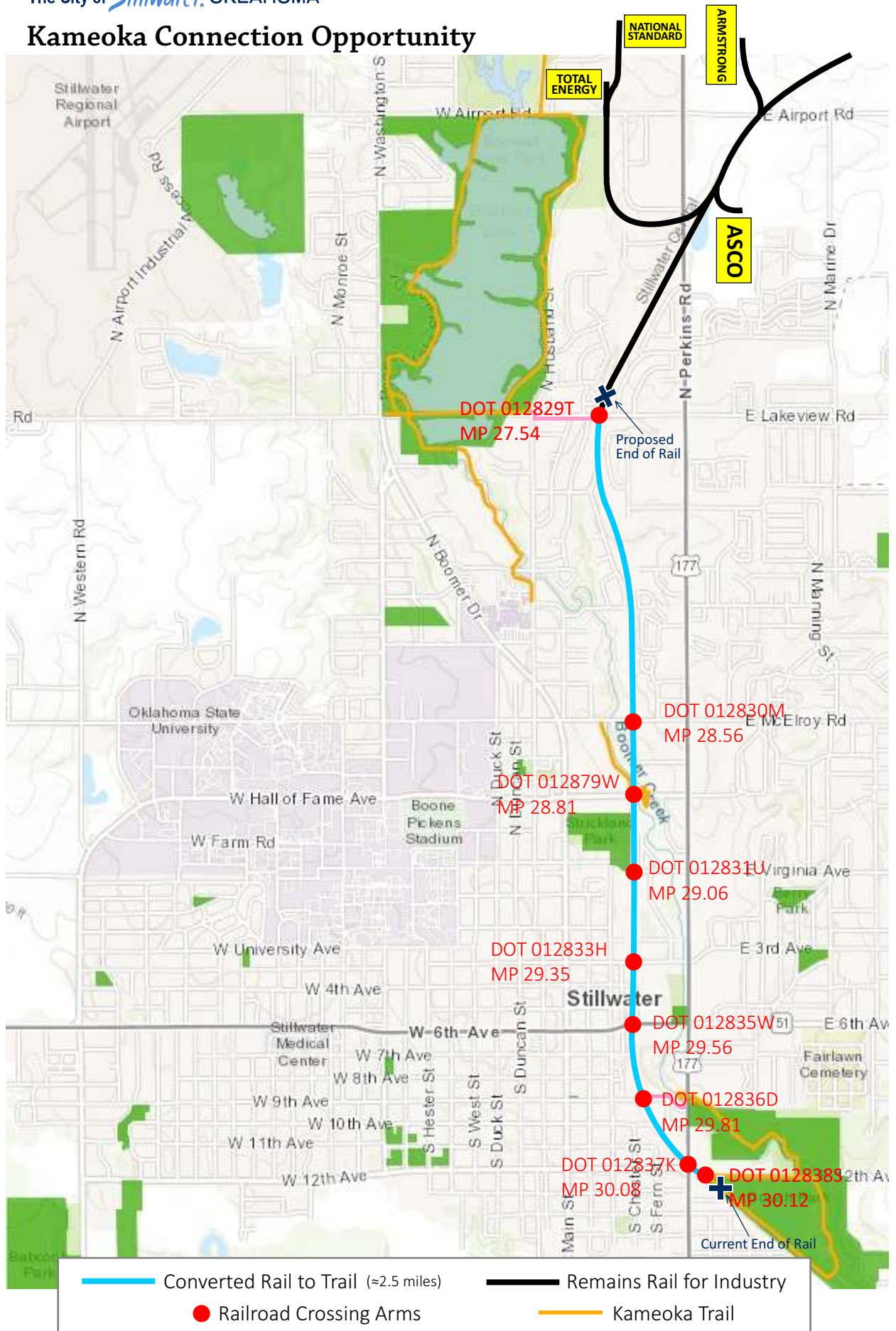
Sincerely,

A handwritten signature in blue ink that reads "Justin J. Marks". The signature is written in a cursive, flowing style.

Justin J. Marks
*Counsel to Oklahoma Department of
Transportation*

Enclosure

Kameoka Connection Opportunity



Oklahoma Abandonment
Environmental Agency Service List

Stacy Riley, Acting State Conservationist USDA Natural Resources Conservation Service 100 USDA Suite 206 Stillwater, OK 74074-2651 stacy.riley@usda.gov	Earthea Nance, Regional Administrator Office of the Regional Administrator US EPA Region 6 Main Office 1201 Elm Street, Suite 500 Dallas, Texas 75270 Nance.Earthea@epa.gov
United States Department of Agriculture Natural Resources Conservation Service Office of the Chief 1400 Independence Ave., SW Room 5105-A Washington, DC 20250	U.S. Army Corps of Engineers CESWT-RO 2488 E. 81st Street Tulsa, OK 74137-4290 ceswt-ro@usace.army.mil
National Park Service 1849 C Street, NW Washington, DC 20240	National Park Service Regional Office Intermountain Region, Regions 6, 7, 8 12795 West Alameda Parkway Lakewood, CO 80228 imr_regional_director@nps.gov
Amy Lueders, Regional Director United States Fish & Wildlife Service Southwest Region 500 Gold Ave. SW Albuquerque, NM 87102 Amy_lueders@fws.gov	National Geodetic Survey ngs.infocenter@noaa.gov
Oklahoma Department of Environmental Quality Department of Environmental Quality P.O.Box 1677 Oklahoma City, OK, 73101-1677	Oklahoma Department of Transportation Joe Brutsché Division Manager ODOT Environmental Programs Division JBrutsche@odot.org
The Honorable Zach Cavett 1502 E. Pine Cushing, OK 74023	The Honorable Chris Reding 315 W. 6th Suite 203 Stillwater, OK 74074 creding@paynecountyok.gov
The Honorable Rhonda Markum 506 Expo Circle South Stillwater, OK 74075 rmarkum@paynecountyok.gov	

Justin J. Marks
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F (202) 772-0919

May 8, 2023

VIA EMAIL AND/OR FIRST-CLASS MAIL

ALL AGENCIES ON THE
ATTACHED SERVICE LIST

Re: Oklahoma Department of Transportation – Abandonment Exemption –
in Payne County, Oklahoma
Surface Transportation Board Docket No. AB 1330X

To Whom it May Concern:

On April 25, 2023, we sent you a letter to seek your comment – if, any – regarding the abandonment of a line of railroad by Oklahoma Department of Transportation ("ODOT").

This letter is to clarify that ODOT seeks to abandon approximately 3.2 miles of rail line, not 2.58 miles as stated in the April 25 letter. The Subject Line to be abandoned extends from milepost 30.74 (not 30.12) to approximately milepost 27.54 in Stillwater, Payne County, Oklahoma. A revised map is enclosed with this letter.

As stated in our prior letter, we would appreciate an expression from you by June 1, 2023 that, within the area of your authority, you do not perceive that the abandonment will have a significant effect upon the environment (or expressing any concerns that you have). If you have any questions about the railroad's proposal or if you need assistance in this matter, please call me at (202) 772-0916.

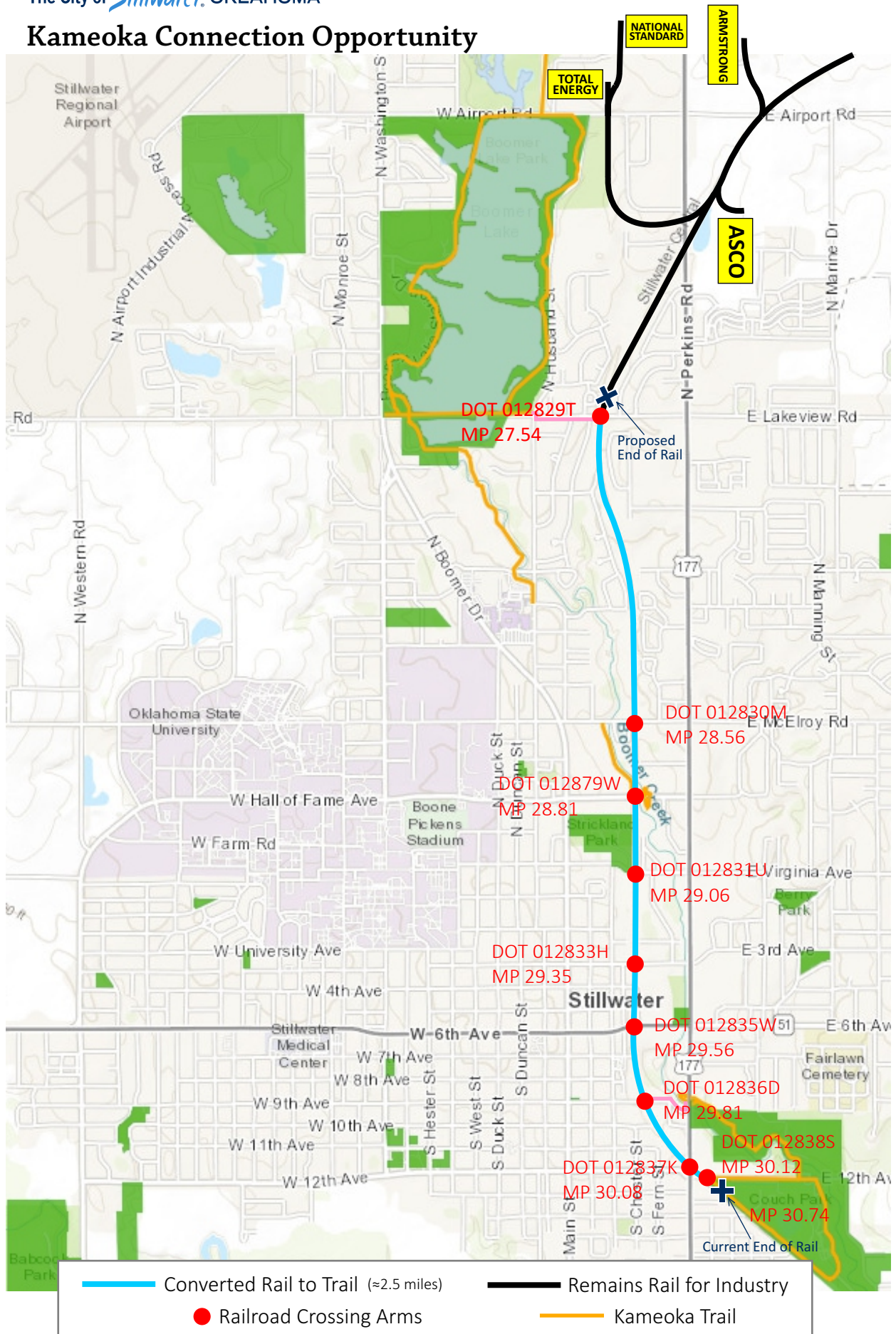
Thank you for your cooperation.

Sincerely,



Justin J. Marks
Counsel to Oklahoma Department of
Transportation

Enclosure



Oklahoma Abandonment
Environmental Agency Service List

Stacy Riley, Acting State Conservationist USDA Natural Resources Conservation Service 100 USDA Suite 206 Stillwater, OK 74074-2651 stacy.riley@usda.gov	Earthea Nance, Regional Administrator Office of the Regional Administrator US EPA Region 6 Main Office 1201 Elm Street, Suite 500 Dallas, Texas 75270 Nance.Earthea@epa.gov
United States Department of Agriculture Natural Resources Conservation Service Office of the Chief 1400 Independence Ave., SW Room 5105-A Washington, DC 20250	U.S. Army Corps of Engineers CESWT-RO 2488 E. 81st Street Tulsa, OK 74137-4290 ceswt-ro@usace.army.mil
National Park Service 1849 C Street, NW Washington, DC 20240	National Park Service Regional Office Intermountain Region, Regions 6, 7, 8 12795 West Alameda Parkway Lakewood, CO 80228 imr_regional_director@nps.gov
Amy Lueders, Regional Director United States Fish & Wildlife Service Southwest Region 500 Gold Ave. SW Albuquerque, NM 87102 Amy_lueders@fws.gov	National Geodetic Survey ngs.infocenter@noaa.gov
Oklahoma Department of Environmental Quality Department of Environmental Quality P.O.Box 1677 Oklahoma City, OK, 73101-1677	Oklahoma Department of Transportation Joe Brutsché Division Manager ODOT Environmental Programs Division JBrutsche@odot.org
The Honorable Zach Cavett 1502 E. Pine Cushing, OK 74023	The Honorable Chris Reding 315 W. 6th Suite 203 Stillwater, OK 74074 creding@paynecountyok.gov
The Honorable Rhonda Markum 506 Expo Circle South Stillwater, OK 74075 rmarkum@paynecountyok.gov	

ENVIRONMENTAL/HISTORIC REPORT

EXHIBIT C

AGENCY RESPONSES



DEPARTMENT OF THE ARMY
US. ARMY CORPS OF ENGINEERS, TULSA DISTRICT
2488 EAST 81ST STREET
TULSA, OKLAHOMA 74137-4290

May 12, 2023

Regulatory Office

Mr. Justin J. Marks
Clark Hill
1001 Pennsylvania Avenue N.W.
Washington, DC 20004

Dear Mr. Marks:

Please reference your letter of May 8, 2023, requesting agency comments for the Oklahoma Department of Transportation – Abandonment Exemption, Payne County, Oklahoma for Surface Transportation Board Docket No. AB 1330X is approximately 3.2 miles of an abandoned rail line converted to trail (Trail), located in Stillwater, Payne County, Oklahoma. We have reviewed the submitted data relative to Section 404 of the Clean Water Act (CWA).

The provided information does not indicate that a placement of dredged or fill material will be required, permanently or temporarily, into any "waters of the United States," including jurisdictional wetlands. Therefore, your proposal is not subject to regulation pursuant to Section 404 of the CWA, and a Department of the Army (DA) permit will not be required. Should future Trail maintenance and/or improvement plans necessitate such a discharge into West Boomer Creek or Boomer Creek and its unnamed tributaries, we suggest that you resubmit that portion of your project so that we may determine whether an individual DA permit will be required.

This No Permit Required does not address nor include any consideration for geographic jurisdiction on aquatic resources and shall not be interpreted as such.

Although Section 404 CWA authorization is not required, this does not preclude the possibility that other Federal, State, or local permits may be required. Please complete a "Customer Service Survey" experience with the Corps Regulatory Program, visit <https://regulatory.ops.usace.army.mil/> on the internet at your convenience and submit your comments.

Your project has been assigned Identification Number SWT-2023-00232. Please refer to this number during future correspondence. If further assistance is required, contact Mr. Marcus Ware at 918-669-7403.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew R. Commer", is located below the "Sincerely," text.

Andrew R. Commer
Chief, Regulatory Office

Marks, Justin J.

From: DEQ EnvReviews <EnvReviews@deq.ok.gov>
Sent: Tuesday, May 16, 2023 8:36 AM
To: Marks, Justin J.
Subject: Environmental Impact Review

[External Message]

Dear Mr. Marks:

In response to your request, we have completed a general environmental impact review for the project listed below.

Project

Letter dated April 25, 2023 and updated May 8, 2023 – ODOT Rail Line Abandonment Exemption, Surface Transportation Board Docket No. AB 1330X, Payne County, OK [36.12692, -97.05471]

Adverse Environmental Impacts Under DEQ Jurisdiction

None anticipated.

Additional Regulatory Considerations

Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. If you need assistance, please contact DEQ's Stormwater Unit at (405) 702-6100.

Note: This is a summary of the most common regulatory requirements that may be applicable to your project. Other regulatory requirements may apply.

For future projects, please include GPS coordinates in decimal degrees (DD.DDDDD) and continue including street addresses, section/township/range, or other location information.

Please submit future requests via either our [online contact portal](#) or [email](#) by attaching a single pdf file containing your request and any attachments.

Thank you for the opportunity to provide our comments. If you have any questions or need clarification, please contact me.

Sincerely,

Jon Roberts | Env. Programs Manager III

Office of Continuous Improvement | Department of Environmental Quality

p. 405-702-7111

[Oklahoma.gov](#) | [deq.ok.gov](#)



True North: To lead the nation in fostering a healthy and sustainable future through effective and innovative environmental actions.

Marks, Justin J.

From: NOS NGS JIRA <ngs.infocenter@noaa.gov>
Sent: Tuesday, May 9, 2023 12:32 PM
To: Marks, Justin J.
Subject: [JIRA] (IMOV-10255) Oklahoma DOT Railroad Abandonment Consultation Letter

[External Message]

A comment is added on your issue:

Re: Oklahoma DOT Railroad Abandonment Consultation Letter

Found no nearby NGS Monuments in area of abandonment that are in danger of being disturbed or destroyed.

National Ocean Service (NOS) - National Geodetic Survey (NGS)

ENVIRONMENTAL/HISTORIC REPORT

EXHIBIT D

NEWSPAPER NOTICE

Certificate of Newspaper Publication

49 C.F.R. § 1105.7(c) – Newspaper Notice

I certify that a “Notice of Intent to Abandon Rail Service” was published in the form prescribed by the Board for abandonment notices of exemption at 49 C.F.R. § 1105.12. The notice was published on March 7, 2024, in the *Stillwater News Press*, a newspaper of general circulation in Payne County, Oklahoma.

March 11, 2024



Justin J. Marks
*Attorney for the Oklahoma
Department of Transportation*

Joint Notice of Intent to Abandon and Discontinue Rail Service

The State of Oklahoma by and through the Oklahoma Department of Transportation (ODOT) and the Stillwater Central Railroad, L.L.C. (SLWC) give notice that on or after April 1, 2024, ODOT intends to file with the Surface Transportation Board, Washington, DC, a notice of exemption under 49 CFR part 1152, subpart F - Exempt Abandonments and Discontinuances permitting the abandonment of a 3.2-mile line of railroad (the Line) between railroad milepost 30.74 and milepost 27.54. In addition, jointly with ODOT's abandonment filing, SLWC intends to file a notice of exemption under 49 CFR part 1152, subpart F, to authorize the discontinuance of SLWC's common carrier operations over the Line. The Line traverses through United States Postal Service ZIP Code 74074 in Stillwater, Payne County, Oklahoma. The ODOT abandonment and SLWC discontinuance exemption proceedings will be docketed as No. AB 1330X and AB 1040 (Sub-No. 1X), respectively.

The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA) in connection with ODOT's proposed abandonment of the Line, which will normally be available 25 days after the filing of the abandonment notice of exemption. An EA is generally not required for a discontinuance notice of exemption, as SLWC intends to file. Comments on environmental and energy matters bearing on the EA associated with ODOT's abandonment notice of exemption should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, Washington, DC or by calling OEA at (202) 245-0291.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. Any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance where applicable) must be filed directly with the Board's Office of Proceedings either via e-filing or addressed to 395 E. Street S.W., Washington, DC 20423-0001 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representatives: for ODOT: Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. N.W. Suite 1300 South, Washington, DC 20004; jmarks@clarkhill.com; and for SLWC: Robert A. Wimbish, Fletcher & Sippel LLC, 29 N. Wacker Drive, Suite 800, Chicago, IL 60606; rwimbish@fletcher-sippel.com.

ENVIRONMENTAL/HISTORIC REPORT

EXHIBIT E

TOPOGRAPHICAL MAPS

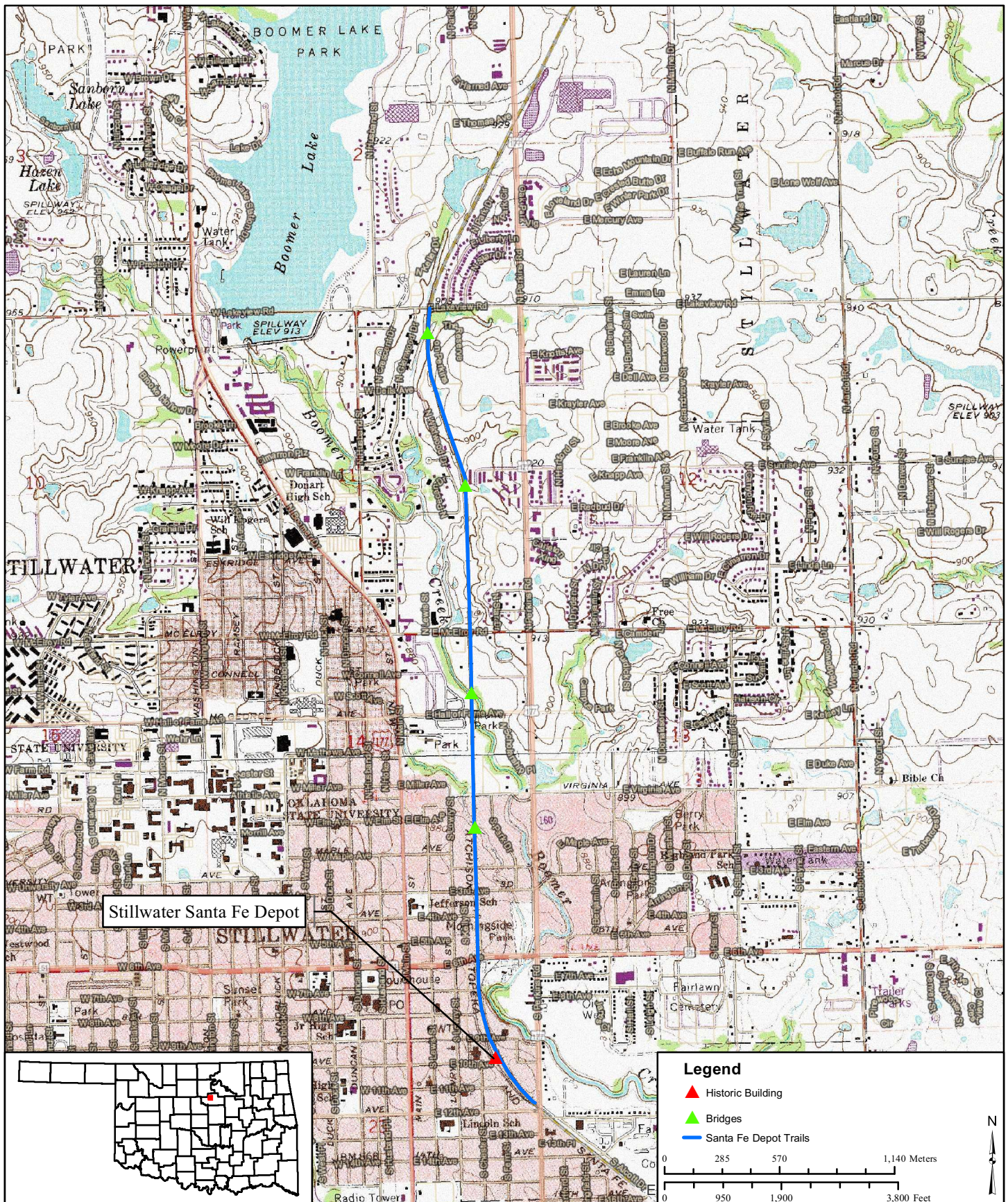


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23

ENVIRONMENTAL/HISTORIC REPORT

EXHIBIT F

SHPO CORRESPONDENCE
CONTAINING OKLAHOMA
HISTORIC BRIDGE INVENTORY
FORMS W/ PHOTOS INCLUDED
WITHIN

Justin J. Marks
T (202) 772-0916
F +12027720919
Email:jjmarks@ClarkHill.com

Clark Hill
1001 Pennsylvania Avenue N.W.
Suite 1300 South
Washington, DC 20004
T (202) 772-0909
F (202) 772-0919

April 25, 2023

VIA FIRST-CLASS MAIL

State Historic Preservation Office
Attn: Section 106 Consultation
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

Re: Oklahoma Department of Transportation – Abandonment Exemption –
in Payne County, Oklahoma
Surface Transportation Board Docket No. AB 1330X

To Whom it May Concern:

This letter is to advise you that Oklahoma Department of Transportation ("ODOT") intends to file a notice for exemption for ODOT to abandon approximately 2.58 miles of rail line (the "Subject Line") from approximately milepost 30.12 to approximately milepost 27.54 in Stillwater, Payne County, Oklahoma (the "Subject Line").

The Subject Line traverses through United States Postal Service ZIP Code 74074. A map of the Subject Line is enclosed as Exhibit A.

ODOT plans to file with the Surface Transportation Board ("STB") a notice of exemption pursuant to the provisions of 49 CFR § 1152.50 to enable ODOT to abandon the Subject Line, on or after May 22, 2023 in STB Docket No. AB 1330X.¹

Based upon information in ODOT's possession, the Subject Line does not contain federally granted rights of way.

ODOT intends to transfer the Subject Line to the City of Stillwater for trail use and the rail, ties, and other track materials will be salvaged. ODOT believes that the abandonment will not have a significant effect upon the environment.

In advance of preparing an environmental report and historical report as required by applicable STB regulations, we are initiating the Section 106 National Historic Preservation Act with you. The STB delegates Section 106 compliance to abandonment applicants, but the STB

¹ The rail carrier that operates the Subject Line, Stillwater Central Railroad, Inc., will file simultaneously to discontinuance rail service. However, Stillwater is not required to file an environmental/historical report.

April 25, 2023
Page 2

retains overall responsibility for the Section 106 review. Enclosed is the STB's policy for the Delegation of Authority for the Section 106 Review of Rail Abandonment Projects.

We would appreciate an expression from you by June 1, 2023, that, within the area of your authority, you do not perceive that the abandonment will have a significant effect upon historical resources (or expressing any concerns that you have). If you have any questions about the railroad's proposal or if you need assistance in this matter, please call me at (202) 772-0916.

Thank you for your cooperation.

Sincerely,



Justin J. Marks
*Counsel to Oklahoma Department of
Transportation*

Enclosure

Justin J. Marks
T (202) 772-0916
F +12027720919
Email:jjmarks@ClarkHill.com

Clark Hill
1001 Pennsylvania Avenue N.W.
Suite 1300 South
Washington, DC 20004
T (202) 772-0909
F (202) 772-0919

February 27, 2024

Ms. Kristina Wyckoff
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Re: SHPO File 1463-23; Payne County STB-ODOT Abandonment Exception Project #AB-1330X

Dear Ms. Wyckoff:

Thank you for your comments dated May 15, 2023. Please find the attached Historic Preservation Resource Identification ("HPRI") form for the Oklahoma Department of Transportation (ODOT) track extending 3.2 miles from milepost 30.74 to milepost 27.54 and four Bridge HPRI forms for bridges carrying the facility over various drainages, including Boomer Creek. The ODOT Cultural Resources Program ("CRP") prepared these forms for submittal.

In your May 15, 2023, letter, you requested a "detailed scope of work for the proposed trail project." For clarification, the purpose of this Section 106 consultation is not for the trail work that will be conducted by the City of Stillwater, it is for ODOT's abandonment of the rail line before the U.S. Surface Transportation Board. That being said, the proposed undertaking is to construct a ten-foot-wide multimodal trail at a depth of four feet, in concrete, along the rail line to be abandoned. The undertaking will remove the steel tracks and timber ties to accommodate the proposed trail. All bridges and associated structures, features, or facilities, associated with the rail line and not immediately within the railroad alignment will remain in place and will receive only minor maintenance. The existing railroad, constructed in 1923, consists of a standard-gauge, steel track with timber ties. The facility is in fair condition and somewhat in need of maintenance.

In addition to the rail line to be abandoned, documented on the attached HPRI form, four bridges were documented on Bridge HPRI forms, as requested by your office.

The rail line to be abandoned, constructed in 1923, features a standard-gauge and grade steel track, approximately four feet wide with timber ties. Many ties are rotted, missing, dismembered, or fractured. The facility is in fair condition and somewhat in need of maintenance. This rail line to be abandoned is consistent with early-twentieth century railroad construction and does not feature any outstanding design characteristics, nor is it representative of the work of a master engineer. The rail line is not associated with any persons, events, or groups of people of outstanding importance sufficient to be significant by association.

Bridge 1, (No NBI#, no Structure#) carrying the rail line to be abandoned over Unnamed Creek is a timber girder bridge constructed in 1923. The bridge is in fair condition and somewhat in need of maintenance. The structure is consistent with early-twentieth century railroad bridge construction and does not feature any outstanding design characteristics, nor is it representative of the work of a master. The bridge is not associated with any persons, events, or groups of people of outstanding importance sufficient to be significant by association.

Bridge 2, (No NBI#, no Structure#) carrying the rail line to be abandoned over Boomer Creek is a steel and timber stringer/girder constructed in 1923. The bridge is in good condition. The structure is consistent with early-twentieth century railroad bridge construction and does not feature any outstanding design characteristics, nor is it representative of the work of a master. The bridge is not associated with any persons, events, or groups of people of outstanding importance sufficient to be significant by association.

Bridge 3 (No NBI#, no Structure#) carrying the rail line to be abandoned over Unnamed Drainage is a steel and timber stringer/girder constructed in 1923. The bridge is in good, reconstructed condition. All original timber piers have been replaced with riveted steel beams. The structure does not feature any outstanding design characteristics, nor is it representative of the work of a master. The bridge is not associated with any persons, events, or groups of people of outstanding importance sufficient to be significant by association.

Bridge 4 (No NBI#, no Structure#) carrying the rail line to be abandoned over Unnamed Creek is a steel and timber stringer/girder constructed in 1923. The bridge is in good, reconstructed condition. All original timber piers have been replaced with riveted steel beams. The structure does not feature any outstanding design characteristics, nor is it representative of the work of a master. The bridge is not associated with any persons, events, or groups of people of outstanding importance sufficient to be significant by association.

ODOT CRP staff have provided an opinion that the properties documented are not eligible for listing on the National Register of Historic Places under Criteria A, B, C, or D either individually or as part of a district. For this reason, ODOT is providing an opinion that there are no historic properties affected by the undertaking, in accordance with 36 CFR 800.4(d)(1).

If you have any questions regarding this project, please contact me at jmarks@clarkhill.com or (202) 772-0909.

Sincerely,



Justin J. Marks

*Counsel to the State of Oklahoma by and
through the Oklahoma Department of
Transportation*

Enclosure

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

PLEASE TYPE ALL DATA IN UPPERCASE - FIELDS IN RED ARE REQUIRED

1. PROPERTY NAME:	ODOT Stillwater Segment		
2. RESOURCE NAME:	Stillwater Rail Line to be Abandoned		
3. ADDRESS:	N/A		
4. CITY:	STILLWATER	5. VICINITY:	N/A
6. COUNTY NAME:	PAYNE		
7. LOT:	MULTIPLE	8. BLOCK:	MULTIPLE
9. PLAT NAME:	N/A		
10. SECTION:	11,14,23	11. TOWNSHIP:	19N
12. RANGE:	2E		
13. LATITUDE (NORTH): (ENTER AS: "dd.ddddd")	36.127882		
14. LONGITUDE (WEST): (ENTER AS: "-dd.ddddd")	-97.054729		
15. UTM ZONE:	14	16. NORTHINGS:	N/A
17. EASTINGS:	N/A		
18. RESOURCE TYPE:	STRUCTURE		
19. HISTORIC FUNCTION:	TRANSPORTATION		
20. CURRENT FUNCTION:	TRANSPORTATION		
21. AREA OF SIGNIFICANCE, PRIMARY:	TRANSPORTATION		
22. AREA OF SIGNIFICANCE, SECONDARY:	NO DATA		
23. DESCRIPTION OF SIGNIFICANCE:	RESOURCE IS RECOMMENDED NOT NRHP ELIGIBLE UNDER CRITERIA A, B, C, OR D.		
24. DOCUMENTATION RESOURCE:	SEE CONTINUATION SHEET.		
25. NAME OF PREPARER:	MATT CORPOLONGO, PH.D.		
59. SURVEY PROJECT	YES	26. PROJECT NAME:	UNKNOWN
27. DATE OF PREPARATION:	01/17/2024	28. PHOTOGRAPHS	YES
29. YEAR:	2024		

30. ARCHITECT/BUILDER:	BETHANY CONSTRUCTION COMPANY		
31. YEAR BUILT:	1921-1923		
32. ORIGINAL SITE:	YES	33. DATE MOVED:	N/A
34. FROM WHERE:	N/A	35. ACCESSIBLE:	YES
36. ARCHITECTURAL STYLE:	NO STYLE		
37. OTHER ARCHITECTURAL STYLE:	N/A		
38. FOUNDATION MATERIAL:	EARTH		
39. ROOF TYPE:	N/A	40. ROOF MATERIAL:	NO DATA
41. WALL MATERIAL, PRIMARY:	NO DATA		
42. WALL MATERIAL, SECONDARY:	NO DATA		
43. WINDOW TYPE:	N/A	44. WINDOW MATERIAL:	NO DATA
45. DOOR TYPE:	N/A	46. DOOR MATERIAL:	NO DATA
47. EXTERIOR FEATURES:	N/A		
48. INTERIOR FEATURES:	N/A		
49. DECORATIVE DETAILS:	N/A		
50. CONDITION OF RESOURCE:	FAIR (SOMEWHAT IN NEED OF MAINTENANCE)		
51. DESCRIPTION OF RESOURCE:	SEE CONTINUATION SHEET.		
52. COMMENTS:	SEE CONTINUATION SHEET.		
53. ATTACH LOCATION MAP			
54. LISTED ON NATIONAL REGISTER:	NO		
55. NATIONAL REGISTER ENTRY:	N/A		
56. CONTINUATION	SEE CONTINUATION SHEET.		

CONTINUATION SHEET, IF APPLICABLE

CONTINUATION SHEET

24. DOCUMENTATION RESOURCE:

PAYNE COUNTY AERIAL IMAGERY.

PAYNE COUNTY GENERAL HIGHWAY AND TRANSPORTATION MAP.

PAYNE COUNTY TAX ASSESSOR RECORDS, ACCESSED VIA OKMAPS STATEWIDE LAND PARCEL DATA (12/10/2023), [HTTPS://OKMAPS.ORG/OGI/SEARCH.ASPX](https://okmaps.org/ogi/search.aspx).

NEWSOM, D. EARL. *THE ENCYCLOPEDIA OF OKLAHOMA HISTORY AND CULTURE*.
“STILLWATER” OKLAHOMA STATE HISTORICAL SOCIETY, AVAILABLE ON THE SHPO WEBSITE,
ACCESSED 12/10/2023.

OKLAHOMA HISTORICAL SOCIETY, DETERMINATION OF ELIGIBILITY, ACCESSED VIA THE
OKLAHOMA SHPO WEBSITE, ACCESSED DECEMBER 10, 2023
[HTTPS://WWW.OKHISTORY.ORG/SHPO/DOESEARCH?CITY=WILSON&COUNTY=&ACTION=SEARCH](https://www.okhistory.org/shpo/doesearch?city=wilson&county=&action=search)

OKLAHOMA HISTORICAL SOCIETY, ARCHITECTURAL AND THEMATIC SURVEYS,
ACCESSED VIA
THE OKLAHOMA SHPO WEBSITE, ACCESSED DECEMBER 10, 2023.
[HTTPS://WWW.OKHISTORY.ORG/SHPO/THEMATICS.HTM](https://www.okhistory.org/shpo/thematics.htm).;
[HTTPS://WWW.OKHISTORY.ORG/SHPO/ARCHITSURVEYS#M](https://www.okhistory.org/shpo/architsurveys#M).

OKLAHOMA INTERACTIVE SHPO MAP, ACCESSED VIA THE OKLAHOMA SHPO WEBSITE,
DECEMBER 10, 2023.
[HTTP://WWW.ARCGIS.COM/HOME/WEBMAP/VIEWER.HTML?WEBMAP=ABDA0E849B874BB29587F7C22F653517&EXTENT=-105.4553,31.9719,-89.2285,39.5898](http://www.arcgis.com/home/webmap/viewer.html?webmap=ABDA0E849B874BB29587F7C22F653517&extent=-105.4553,31.9719,-89.2285,39.5898)

OKLAHOMA LANDMARK INVENTORY, ACCESSED VIA THE OKLAHOMA SHPO WEBSITE,
DECEMBER 10, 2023, [HTTP://OLI_SHPO.OKSTATE.EDU/QUERY.ASPX](http://oli_shpo.okstate.edu/query.aspx).

OKLAHOMA TOWER PROJECTS, ACCESSED VIA THE OKLAHOMA SHPO WEBSITE,
DECEMBER 10, 2023,
[HTTPS://WWW.OKHISTORY.ORG/SHPO/TOWERSEARCH?CITY=TUTTLE&COUNTY=GRADY&ACTION=SEARCH](https://www.okhistory.org/shpo/towersearch?city=tuttle&county=grady&action=search).

STEPHEN DICK, “RAILROAD BRIDGES: UP-TO-DATE,” PURDUE UNIVERSITY PRESS.

SANBORN FIRE INSURANCE MAPS. “STILLWATER, 1920.” UNIVERSITY OF OKLAHOMA LIBRARIES,
ACCESSED DECEMBER 10, 2023.

USGS 7.5’ STILLWATER NORTH QUADRANGLE [(1967)] AND STILLWATER SOUTH QUADRANGLE [(1967)].

US GEOLOGICAL SURVEY, 20140331, NLCD 2011 LAND COVER (2011 EDITION) US
GEOLOGICAL
SURVEY, SIOUX FALLS, SD.

51. DESCRIPTOIN OF RESOURCE:

AN ABANDONED, SINGLE-LINE RAILROAD. STEEL RAILS AND TIMBER TIES ARE IN FAIR CONDITION. MANY OF THE TIES ARE ROTTED, MISSING, OR HAVE BEEN REPLACED. THE STEEL LINE APPEARS TO BE ORIGINAL IN MOST LOCATIONS, HOWEVER, THERE ARE REPLACEMENT SECTIONS ALONG THE ALIGNMENT. GRAVEL RIP RAP FORMS THE FOUNDATION OF THE RAIL LINE AND APPEARS ALONG THE ALIGNMENT. THE RESOURCE IS IN FAIR CONDITION AND SOMEWHAT IN NEED OF MAINTENANCE.

ACCORDING TO THE *OKLAHOMA ENCYCLOPEDIA OF HISTORY AND CULTURE*, THE CURRENT WATCO-OWNED STILLWATER CENTRAL RAILROAD WAS NOT THE FIRST RAIL LINE THROUGH STILLWATER, NOR WAS IT CRUCIAL IN THE FOUNDING OR DEVELOPMENT OF THE CITY NOR IS IT ASSOCIATED WITH AN IMPORTANT INDIVIDUAL OR GROUP OF INDIVIDUALS. IT IS NOT ASSOCIATED WITH AN IMPORTANT EVENT, SERIES OF EVENTS, PATTERN OF DEVELOPMENT, OR HISTORICAL THEME SIGNIFICANT TO THE AREA IN WHICH IT IS LOCATED. (D. EARL NEWSOM, *OKLAHOMA ENCYCLOPEDIA OF HISTORY AND CULTURE*) THE CURRENT STILLWATER CENTRAL LINE IS A FORMER SUBSIDIARY OF THE BNSF, WHICH REPLACED MANY OF THE OLDER, FOUNDATIONAL RAIL LINES IN THE AREA (DICK, "RAILROAD BRIDGES," 2).

52. COMMENTS:

THE RESORUCE IS REPRESENTATIVE OF TWENTIETH CENTURY RAILROAD CONSTRUCTION.

RESOURCE IS IN FAIR CONDITION AND SUFFERS FROM REPLACEMENT TIES, ROTTED TIES, AND REPLACED STEEL TIES ALONG THE ALIGNMENT.

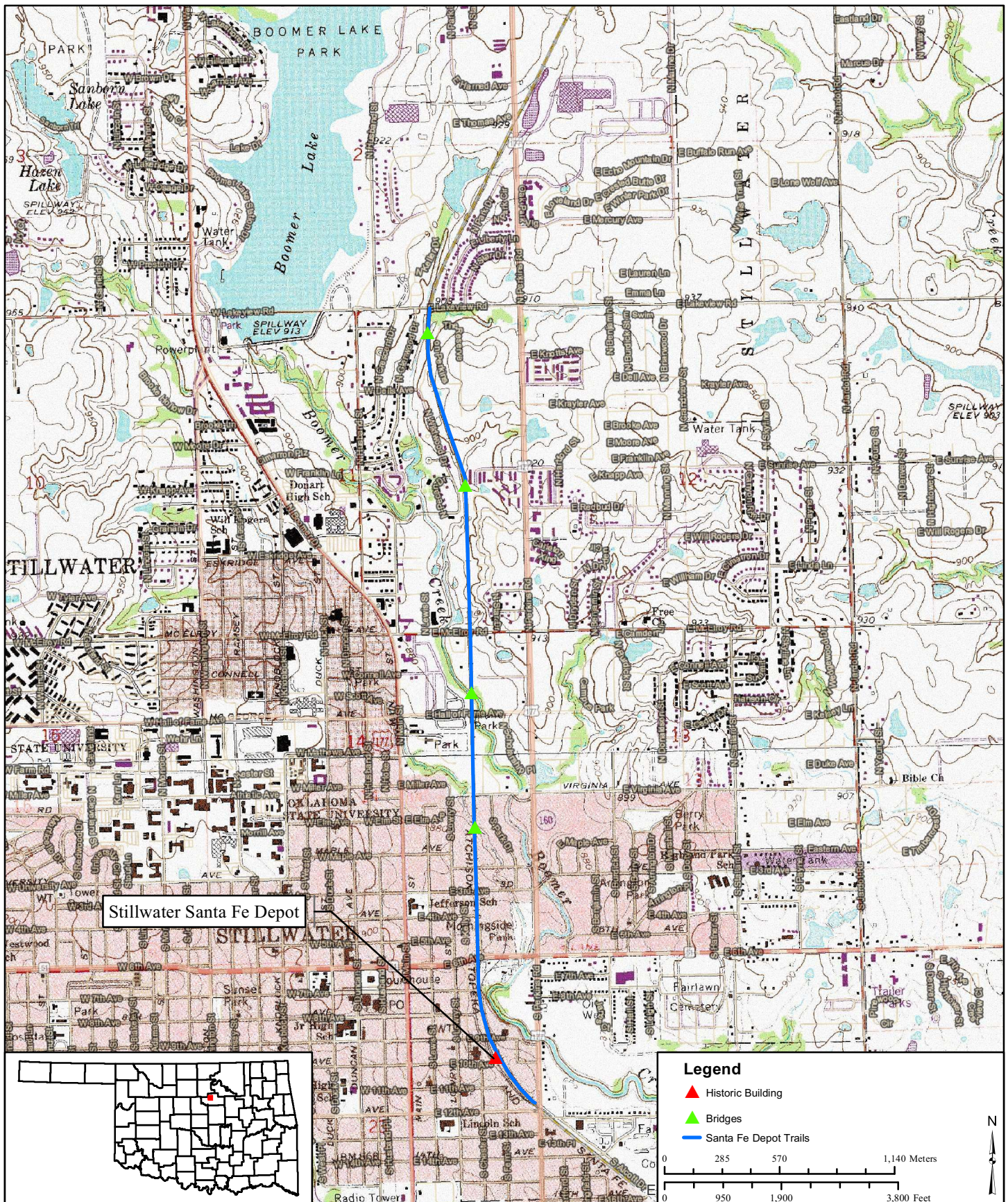


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23

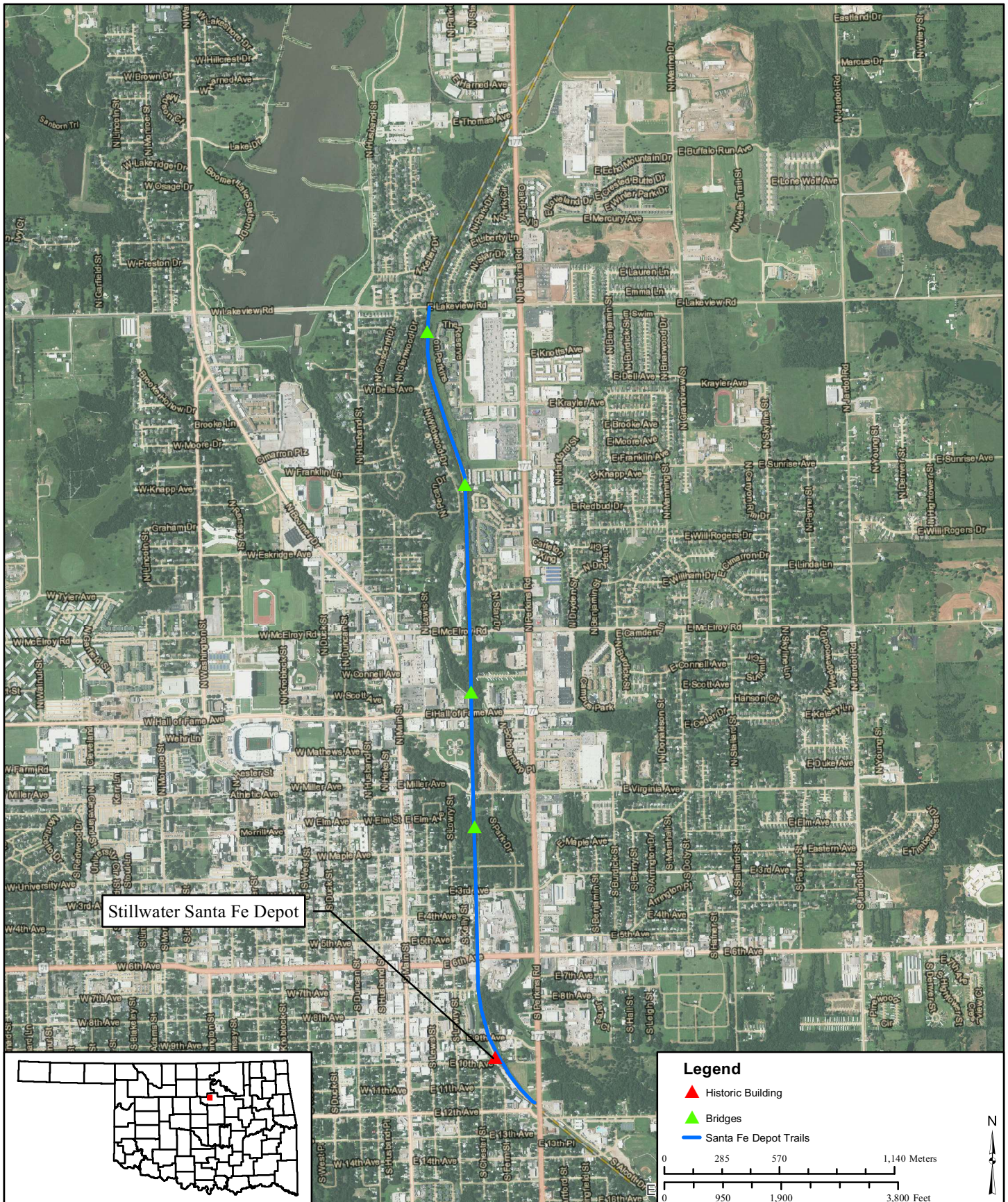


Figure 2. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USDA Payne County Aerial Imagery (2015)
 Legal Location: T19N, R2E, Sections 11,14, 23





Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF at E. 9th Ave.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 South
 1 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF south of E. 9th Ave.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 Southeast
 2 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF at Santa Fe Depot
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 North
 3 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF south of E. 9th Ave.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 Northwest
 4 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF just north of E. Maple Ave.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 North
 5 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF at E. Maple Ave.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 South
 6 of 9



Streetscape
Payne County, Stillwater, Oklahoma
Along ATSF just south of Hall of Fame Ave.
Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
South
7 of 9



Streetscape
Payne County, Stillwater, Oklahoma
Along ATSF 1/2 mile north of McElroy Rd.
Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
Northwest
8 of 9



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF just south of Lakeview Rd.

Matt Corpolongo--ODOT Cultural Resources Program

12/17/23

North

9 of 9

Location and Ownership Data:

1. ODOT Field Division: 04	2. County: Payne
3. Nearest City/Town: Stillwater	4. Facility Carried: Abandoned Stillwater Central
5. Feature Intersected: Unnamed Creek	6. Location: Abandoned Stillwater Central-Stillwater, OK
7. Former State/US Hwy: N/A	8. Latitude: 36.121846
9. Longitude: -97.054697	10. Bridge Owner: ODOT
11. Replacement Project Number or J/P Number (if applicable): N/A	

Bridge Data:

12. Bridge Type: Stringer/Multi-beam or Girder	
13. Bridge Material: Wood/Timber	
14. Main Span Configuration (if applicable): N/A	
15. Construction Date: c.1923	16. Source of Date: Rail stamp, abutment stamp
17. Designer/Builder: Bethany	
18. Total Structure Length (in feet): 70	19. Number of Lanes: N/A
20. Total Width (in feet): 10	21. Curb-to-Curb Width (in feet): N/A
22. Number of Main Spans: 1	23. Length of Maximum Span (in feet):
24. Information on Bridge Plate/Stamp (if applicable): Builder, Date	
25. Number of Approach Spans: 0	

Approach Span Details (if no approach spans, skip to 30):

26. Approach Span Type 1: Type/Configuration (if applicable):
27. Approach Span Type 1: Length (in feet):
28. Approach Span Type 2: Type/Configuration (if applicable):
29. Approach Span Type 2: Length (in feet):

Substructure Details:

30. Abutment Material(s): Wood/Timber
31. Wing Wall Material(s) (if applicable): Wood/Timber
32. Pier Type(s) (if applicable): Solid Pier
33. Pier Material(s) (if applicable): Wood/Timber

Truss Bridge Details (if non-truss, skip to 41):

34. Connection Type: Choose an item.	35. End Post Type: Choose an item.
36. Top Chord Type: Choose an item.	
37. Bottom Chord Type: Choose an item.	
38. Verticals Type: Choose an item.	

39. Diagonals Type: Choose an item.

40. Counters Type: Choose an item.

Additional Bridge Details:

41. Additional Bridge Details:

Alterations:

42. Alterations:

Timber structure elements including the abutment, wingwall, piers, and deck all remain. Girder elements retain integrity.

National Register of Historic Places Evaluation:

43. Statement of Significance:

This resource is not NRHP eligible under Criteria A, B, C, or D. The resource possesses no association with an important individual or group of individuals, nor any important event or series of events, pattern of development or historical theme. The resource is not the work of a master, nor is it representative of a distinctive type or style. The resource is unlikely to yield any new information.

44. Integrity:

The resource retains integrity of setting, location, design, materials, and workmanship. Please see attached photographs. Many of the railroad ties which comprise the bridge's deck are rotting, missing, or have been replaced. Most timber elements including the deck, piers, and wingwall appear original. The resource does not possess integrity of association. The resource is in fair condition and somewhat in need of maintenance.

The resource is representative of common railroad bridge types in the United States (Stephen Dick, "Railroad Bridges: Up-to-Date," Purdue University Press, 2012, 30). The resource does not represent a distinctive style, the work of a master, nor does it possess any association with an important individual or group of individuals; an important event, series of events, pattern of development, or historical theme significant to the area in which it is located. (railroadsignals.us; Dick, "Railroad Bridges," 23)

According to the *Oklahoma Encyclopedia of History and Culture*, the current WATCO-owned Stillwater Central railroad was not the first rail line through Stillwater, nor was it crucial in the founding or development of the city nor is it associated with an important individual or group of individuals. It is not associated with an important event, series of events, pattern of development, or

historical theme significant to the area in which it is located. (D. Earl Newsom, Oklahoma Encyclopedia of History and Culture) The current Stillwater Central line is a former subsidiary of the BNSF, which replaced many of the older, foundational rail lines in the area (Dick, "Railroad Bridges," 2).

45. Recommendation:

The resource is recommended not NRHP Eligible under Criteria A, B, C, or D.

46. Surveyor: Matt Corpolongo, Ph.D.**47. Survey Date:** 12/13/23

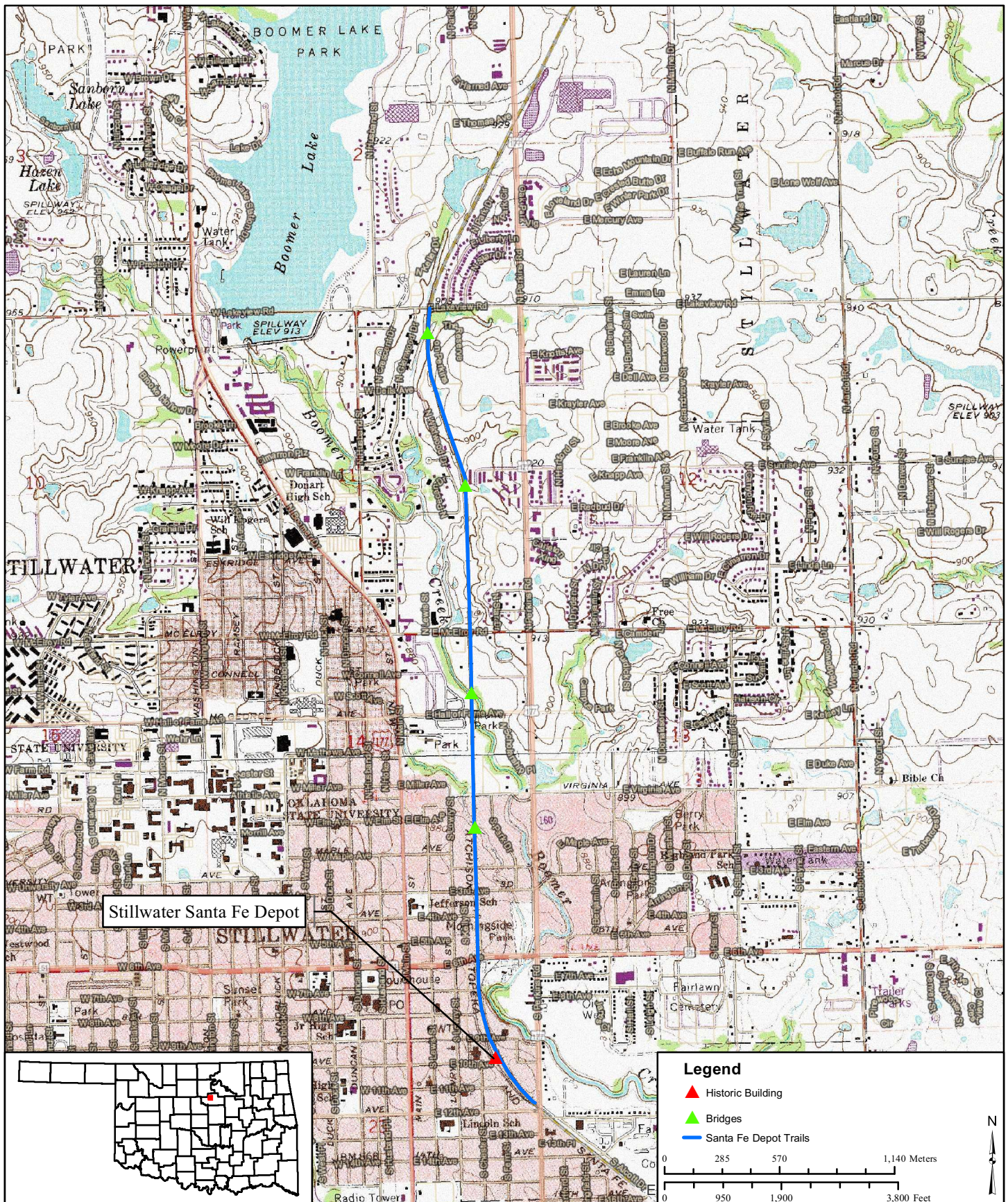


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23

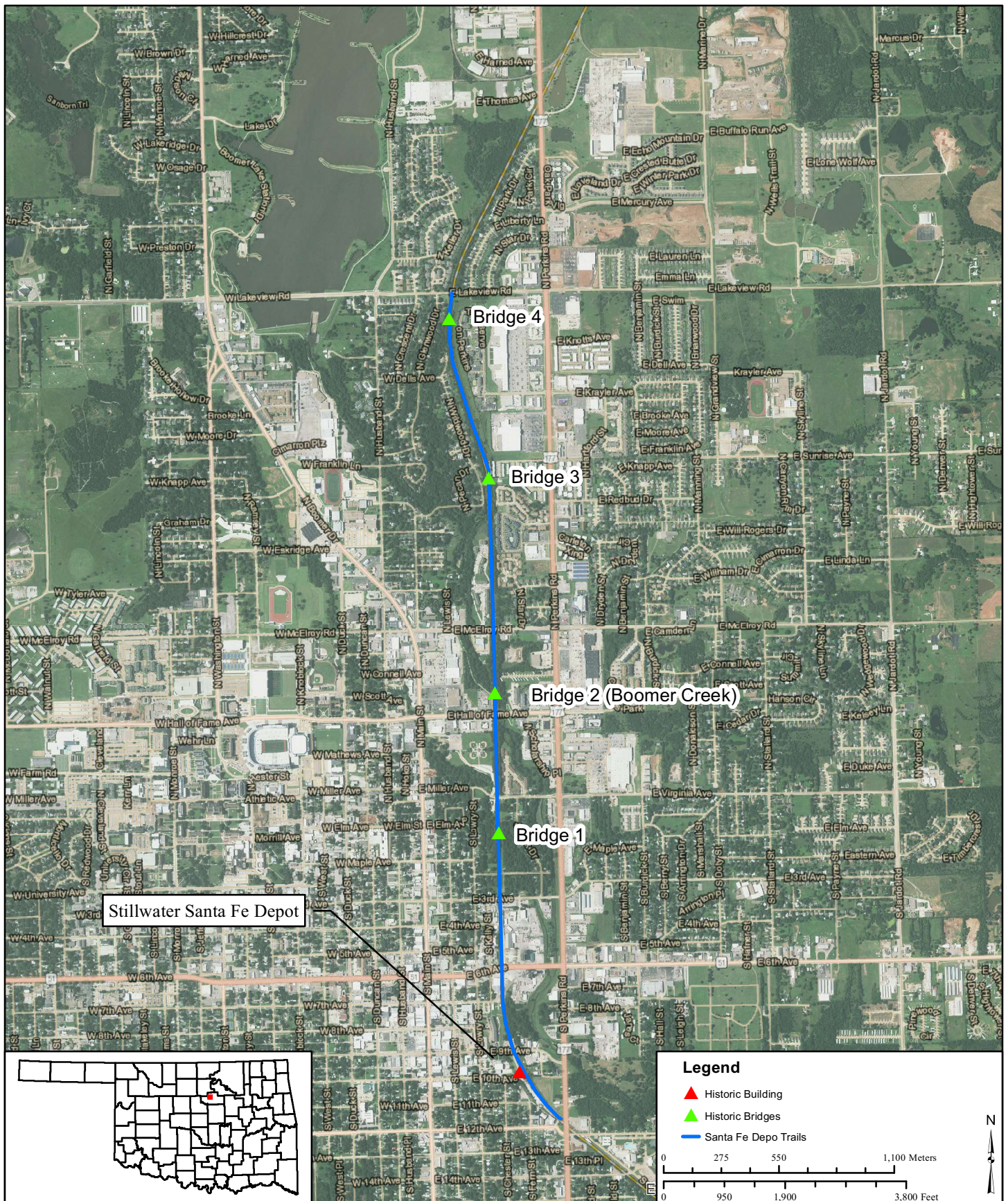


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23

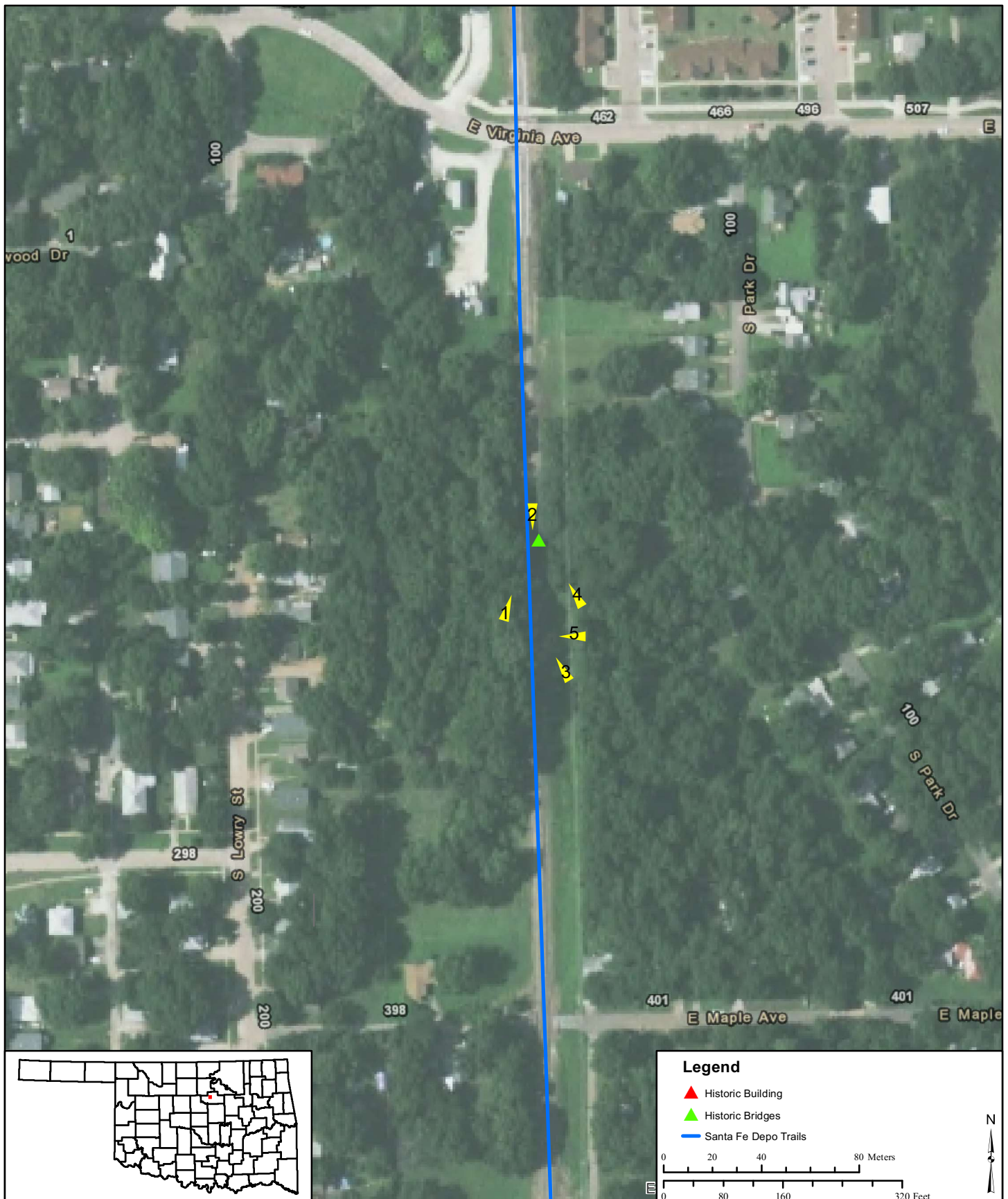


Figure 3. Bridge 1. Payne County, City of Stillwater Santa Fe Depot Trails Project.
Architectural Historian Photo Key.

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
Legal Location: T19N, R2E, Sections 11,14, 23



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 1 piers and deck, west side.

Matt Corpolongo--ODOT Cultural Resources Program

12/17/23

Northeast

1 of 5



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 1 Deck and north approach.

Matt Corpolongo--ODOT Cultural Resources Program

12/17/23

North

2 of 5



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 1 piers and deck, east side.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 Northwest
 3 of 5



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 1 piers, east side.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 Northwest
 4 of 5



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 1 deck.

Matt Corpolongo--ODOT Cultural Resources Program

12/17/23

West

5 of 5

Location and Ownership Data:

1. ODOT Field Division: 04	2. County: Payne
3. Nearest City/Town: Stillwater	4. Facility Carried: Abandoned Stillwater Central
5. Feature Intersected: Boomer Creek	6. Location:
7. Former State/US Hwy: N/A	8. Latitude: 36.127862
9. Longitude: -97.054730	10. Bridge Owner: ODOT
11. Replacement Project Number or J/P Number (if applicable): N/A	

Bridge Data:

12. Bridge Type: Stringer/Multi-beam or Girder	
13. Bridge Material: Steel	
14. Main Span Configuration (if applicable): N/A	
15. Construction Date: 1923	16. Source of Date: Rail stamp, abutment stamp
17. Designer/Builder: Bethany	
18. Total Structure Length (in feet): 100	19. Number of Lanes: N/A
20. Total Width (in feet): 10	21. Curb-to-Curb Width (in feet): N/A
22. Number of Main Spans: 1	23. Length of Maximum Span (in feet):
24. Information on Bridge Plate/Stamp (if applicable): Builder, Date	
25. Number of Approach Spans: 0	

Approach Span Details (if no approach spans, skip to 30):

26. Approach Span Type 1: Type/Configuration (if applicable):
27. Approach Span Type 1: Length (in feet):
28. Approach Span Type 2: Type/Configuration (if applicable):
29. Approach Span Type 2: Length (in feet):

Substructure Details:

30. Abutment Material(s): Metal
31. Wing Wall Material(s) (if applicable): Wood/Timber
32. Pier Type(s) (if applicable): Solid Pier
33. Pier Material(s) (if applicable): Wood/Timber

Truss Bridge Details (if non-truss, skip to 41):

34. Connection Type: Choose an item.	35. End Post Type: Choose an item.
36. Top Chord Type: Choose an item.	
37. Bottom Chord Type: Choose an item.	
38. Verticals Type: Choose an item.	
39. Diagonals Type: Choose an item.	

40. Counters Type: *Choose an item.*

Additional Bridge Details:**41. Additional Bridge Details:**

Alterations:**42. Alterations:**

Many of the timber substructure elements appear to have been replaced or altered as part of general maintenance. Girder elements retain integrity.

National Register of Historic Places Evaluation:**43. Statement of Significance:**

This resource is not NRHP eligible under Criteria A, B, C, or D. The resource possesses no association with an important individual or group of individuals, nor any important event or series of events, pattern of development or historical theme. The resource is not the work of a master, nor is it representative of a distinctive type or style. The resource is unlikely to yield any new information.

44. Integrity:

The resource retains integrity of setting, location, design, and feeling. Please see attached photographs. The steel deck girder is in good condition and retains integrity of materials, workmanship, design, and feeling for this bridge type. Many of the railroad ties which comprise the bridge's deck are rotting, missing, or have been replaced. Replacement of timber substructure elements, including piers and sections of the wingwall and abutments, compromise the resource's integrity of materials, and workmanship despite being consistent with the resource's design as a steel deck girder bridge. The resource does not possess integrity of association. The resource is in fair condition and somewhat in need of maintenance.

The resource is representative of common railroad bridge types in the United States (Stephen Dick, "Railroad Bridges: Up-to-Date," Purdue University Press, 30). The resource does not represent a distinctive style, the work of a master, nor does it possess any association with an important individual or group of individuals; an important event, series of events, pattern of development, or historical theme significant to the area in which it is located. (railroadsignals.us; Dick, "Railroad Bridges," 23)

According to the *Oklahoma Encyclopedia of History and Culture*, the current WATCO-owned Stillwater Central railroad was not the first rail line through Stillwater, nor was it crucial in the

founding or development of the city nor is it associated with an important individual or group of individuals. It is not associated with an important event, series of events, pattern of development, or historical theme significant to the area in which it is located. (D. Earl Newsom, Oklahoma Encyclopedia of History and Culture) The current Stillwater Central line is a former subsidiary of the BNSF, which replaced many of the older, foundational rail lines in the area (Dick, "Railroad Bridges," 2).

45. Recommendation:

The resource is recommended not NRHP Eligible under Criteria A, B, C, or D.

46. Surveyor : Matt Corpolongo, Ph.D.

47. Survey Date: 12/13/23

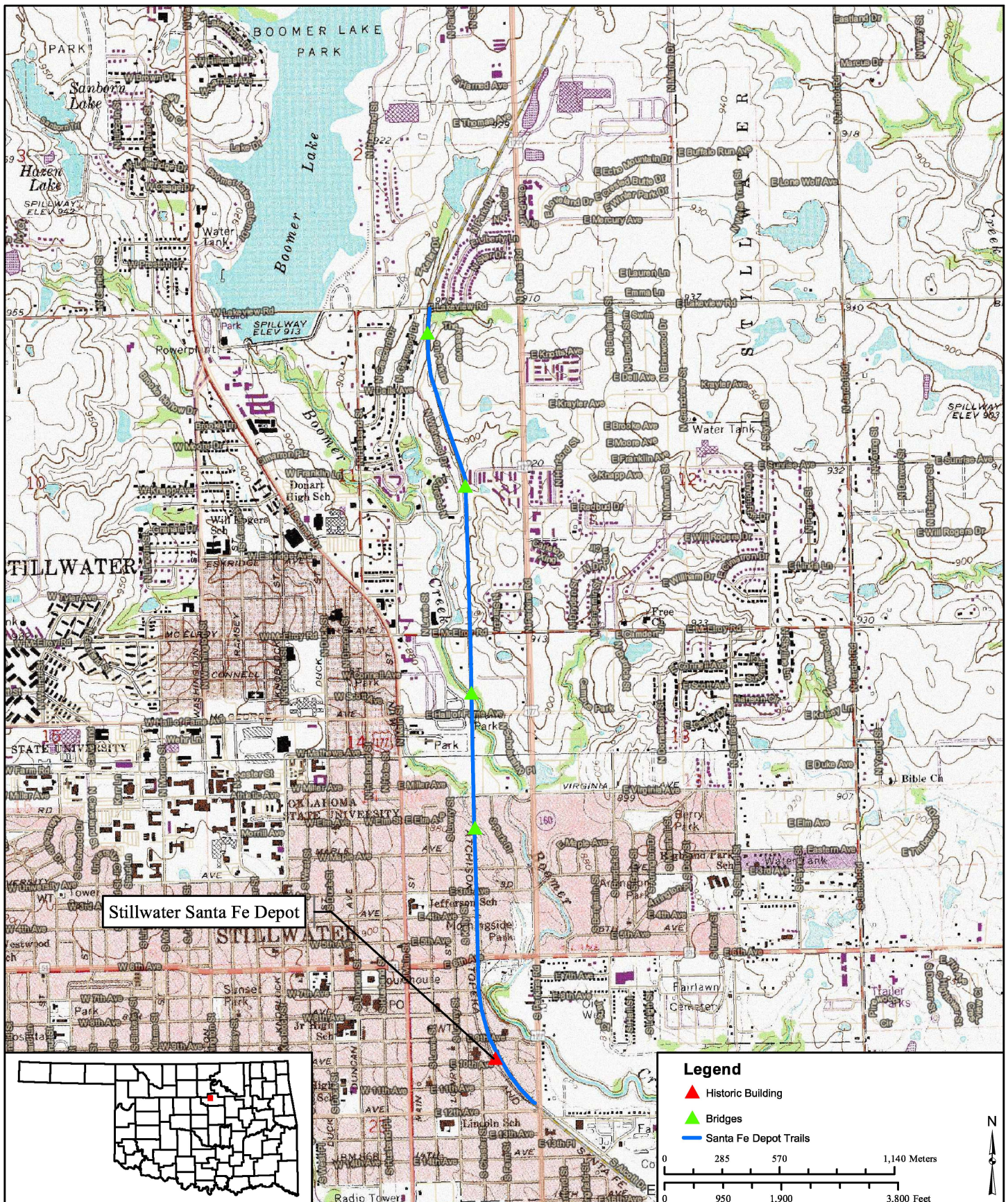


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23

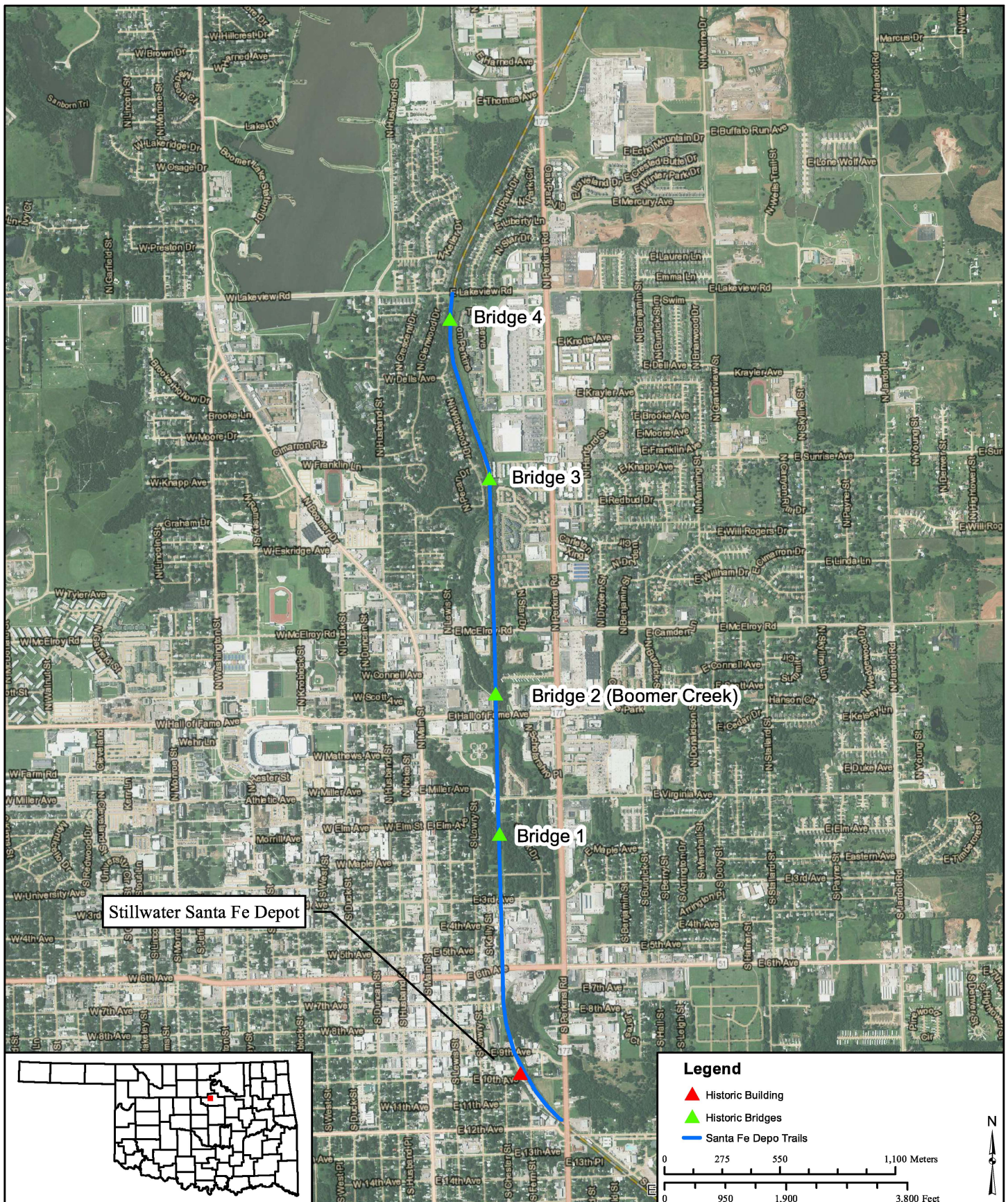


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23



Figure 3. Bridge 2. Over Boomer Creek.
Payne County, City of Stillwater Santa Fe Depot Trails Project.
Architectural Historian Photo Key.

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
Legal Location: T19N, R2E, Sections 11,14, 23



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 south approach and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

North

1 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

Northwest

2 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 west side piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

Northeast

3 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 east side piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

North

4 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 east side piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

North

5 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 west side piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

North

6 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 west side piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

Northeast

7 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 east side piers and deck./girder.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

Northwest

8 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

Northwest

9 of 10



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 2 deck./girder.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

Northwest

10 of 10

Location and Ownership Data:

1. ODOT Field Division: 04	2. County: Payne
3. Nearest City/Town: Stillwater	4. Facility Carried: Abandoned Stillwater Central
5. Feature Intersected: Concrete Channel	6. Location: Abandoned Stillwater Central-Stillwater, OK
7. Former State/US Hwy: N/A	8. Latitude: 36.137039
9. Longitude: -97.054875	10. Bridge Owner: ODOT
11. Replacement Project Number or J/P Number (if applicable): N/A	

Bridge Data:

12. Bridge Type: Stringer/Multi-beam or Girder	
13. Bridge Material: Steel	
14. Main Span Configuration (if applicable): N/A	
15. Construction Date: c.1923	16. Source of Date: Rail stamp, abutment stamp
17. Designer/Builder: Bethany	
18. Total Structure Length (in feet): 50	19. Number of Lanes: N/A
20. Total Width (in feet): 10	21. Curb-to-Curb Width (in feet): N/A
22. Number of Main Spans: 1	23. Length of Maximum Span (in feet):
24. Information on Bridge Plate/Stamp (if applicable): N/A	
25. Number of Approach Spans: 0	

Approach Span Details (if no approach spans, skip to 30):

26. Approach Span Type 1: Type/Configuration (if applicable):
27. Approach Span Type 1: Length (in feet):
28. Approach Span Type 2: Type/Configuration (if applicable):
29. Approach Span Type 2: Length (in feet):

Substructure Details:

30. Abutment Material(s): Wood/Timber
31. Wing Wall Material(s) (if applicable): Wood/Timber
32. Pier Type(s) (if applicable): Solid Pier
33. Pier Material(s) (if applicable): Metal

Truss Bridge Details (if non-truss, skip to 41):

34. Connection Type: Choose an item.	35. End Post Type: Choose an item.
36. Top Chord Type: Choose an item.	
37. Bottom Chord Type: Choose an item.	
38. Verticals Type: Choose an item.	

39. Diagonals Type: Choose an item.

40. Counters Type: Choose an item.

Additional Bridge Details:**41. Additional Bridge Details:**

Alterations:**42. Alterations:**

The bridge wingwalls, abutment, and piers have all been replaced and appear modern. Only the bridge deck elements retain integrity.

National Register of Historic Places Evaluation:**43. Statement of Significance:**

This resource is not NRHP eligible under Criteria A, B, C, or D. The resource possesses no association with an important individual or group of individuals, nor any important event or series of events, pattern of development or historical theme. The resource is not the work of a master, nor is it representative of a distinctive type or style. The resource is unlikely to yield any new information.

44. Integrity:

The resource retains integrity of setting and location. Please see attached photographs. The steel deck girder is in good condition and retains integrity of materials, workmanship, design, and feeling for this bridge type. Many of the railroad ties which comprise the bridge's deck are rotting, missing, or have been replaced. All bridge elements, excluding the deck, have been altered and are modern. The structure, therefore, lacks integrity of design, materials, workmanship, and feeling. The resource does not possess integrity of association. The resource is in fair condition and somewhat in need of maintenance.

The resource is representative of common railroad bridge types in the United States (Stephen Dick, "Railroad Bridges: Up-to-Date," Purdue University Press, 2012, 30). The resource does not represent a distinctive style, the work of a master, nor does it possess any association with an important individual or group of individuals; an important event, series of events, pattern of development, or historical theme significant to the area in which it is located. (railroadsignals.us; Dick, "Railroad Bridges," 23)

According to the *Oklahoma Encyclopedia of History and Culture*, the current WATCO-owned Stillwater Central railroad was not the first rail line through Stillwater, nor was it crucial in the

founding or development of the city nor is it associated with an important individual or group of individuals. It is not associated with an important event, series of events, pattern of development, or historical theme significant to the area in which it is located. (D. Earl Newsom, Oklahoma Encyclopedia of History and Culture) The current Stillwater Central line is a former subsidiary of the BNSF, which replaced many of the older, foundational rail lines in the area (Dick, "Railroad Bridges," 2).

45. Recommendation:

The resource is recommended not NRHP Eligible under Criteria A, B, C, or D.

46. Surveyor: Matt Corpolongo, Ph.D.**47. Survey Date:** 12/13/23

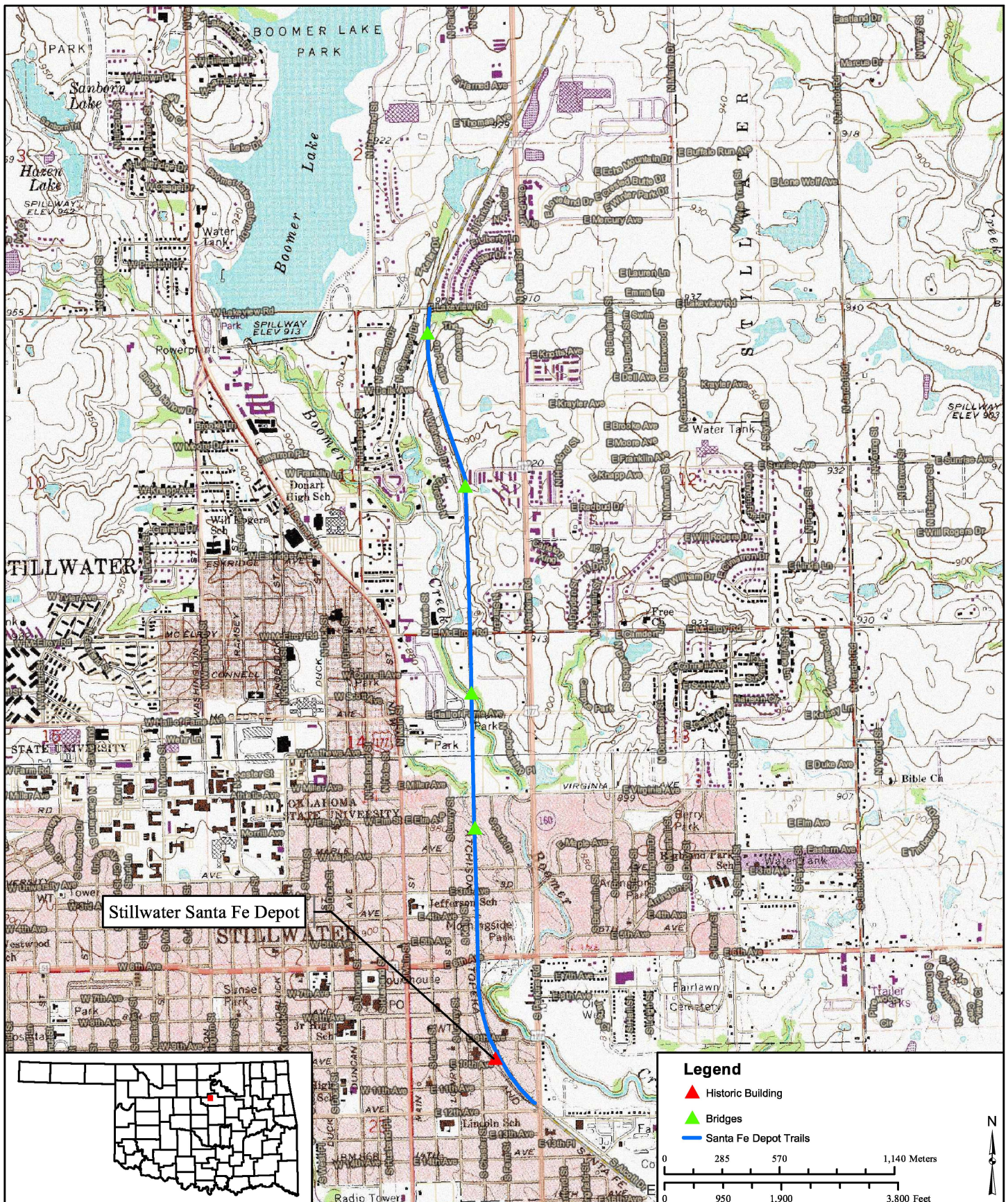


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23



OKLAHOMA
 Transportation

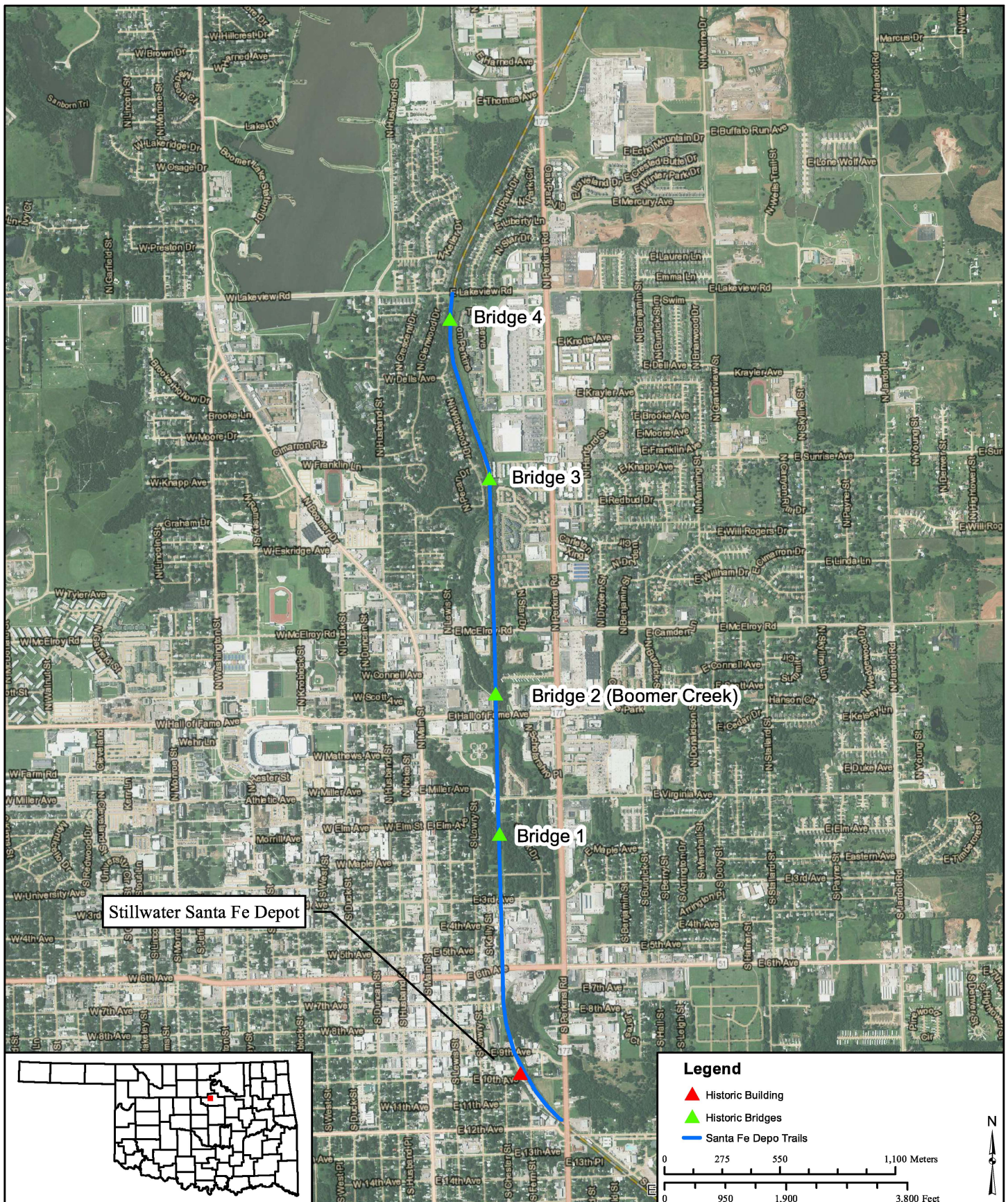


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23



Figure 3. Bridge 3.
Payne County, City of Stillwater Santa Fe Depot Trails Project.
Architectural Historian Photo Key.

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
Legal Location: T19N, R2E, Sections 11,14, 23



Streetscape
Payne County, Stillwater, Oklahoma
Along ATSF Bridge 3 west piers and deck.
Matt Corpolongo—ODOT Cultural Resources Program

12/17/23
South
1 of 7



Streetscape
Payne County, Stillwater, Oklahoma
Along ATSF Bridge 3 deck.
Matt Corpolongo—ODOT Cultural Resources Program

12/17/23
East
2 of 7



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 3 east piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

South

3 of 7



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 3 piers and deck.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

South

4 of 7



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 3 deck and south approach.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

South

5 of 7



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 3 deck and north approach.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

North

6 of 7



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 3 deck, south wingwall, and piers.

Matt Corpolongo—ODOT Cultural Resources Program

12/17/23

Northwest

7 of 7

Location and Ownership Data:

1. ODOT Field Division: 04	2. County: Payne
3. Nearest City/Town: Stillwater	4. Facility Carried: Abandoned Stillwater Central
5. Feature Intersected: Unnamed Creek	6. Location: Abandoned Stillwater Central-Stillwater, OK
7. Former State/US Hwy: N/A	8. Latitude: 36.143877
9. Longitude: -97.056750	10. Bridge Owner: ODOT
11. Replacement Project Number or J/P Number (if applicable): N/A	

Bridge Data:

12. Bridge Type: Stringer/Multi-beam or Girder	
13. Bridge Material: Steel	
14. Main Span Configuration (if applicable): N/A	
15. Construction Date: c.1923	16. Source of Date: Rail stamp, abutment stamp
17. Designer/Builder: Bethany	
18. Total Structure Length (in feet): 50	19. Number of Lanes: N/A
20. Total Width (in feet): 10	21. Curb-to-Curb Width (in feet): N/A
22. Number of Main Spans: 1	23. Length of Maximum Span (in feet):
24. Information on Bridge Plate/Stamp (if applicable): N/A	
25. Number of Approach Spans: 0	

Approach Span Details (if no approach spans, skip to 30):

26. Approach Span Type 1: Type/Configuration (if applicable):
27. Approach Span Type 1: Length (in feet):
28. Approach Span Type 2: Type/Configuration (if applicable):
29. Approach Span Type 2: Length (in feet):

Substructure Details:

30. Abutment Material(s): Wood/Timber
31. Wing Wall Material(s) (if applicable): Wood/Timber
32. Pier Type(s) (if applicable): Solid Pier
33. Pier Material(s) (if applicable): Metal

Truss Bridge Details (if non-truss, skip to 41):

34. Connection Type: Choose an item.	35. End Post Type: Choose an item.
36. Top Chord Type: Choose an item.	
37. Bottom Chord Type: Choose an item.	
38. Verticals Type: Choose an item.	

39. Diagonals Type: Choose an item.

40. Counters Type: Choose an item.

Additional Bridge Details:

41. Additional Bridge Details:

Alterations:

42. Alterations:

The bridge deck, wingwalls, and abutment are of timber construction and appear original. Bridge piers are metal, painted white, and are modern.

National Register of Historic Places Evaluation:

43. Statement of Significance:

This resource is not NRHP eligible under Criteria A, B, C, or D. The resource possesses no association with an important individual or group of individuals, nor any important event or series of events, pattern of development or historical theme. The resource is not the work of a master, nor is it representative of a distinctive type or style. The resource is unlikely to yield any new information.

44. Integrity:

The resource retains integrity of setting and location. Please see attached photographs. The timber beam girder is in good condition. Many of the railroad ties which comprise the bridge's deck are rotting, missing, or have been replaced. Original timber elements including the wingwalls, abutment, and deck remain. Bridge piers, which are metal and painted white, are modern alterations. The structure, therefore, lacks integrity of design, materials, workmanship, and feeling. The resource does not possess integrity of association.

The resource is representative of common railroad bridge types in the United States (Stephen Dick, "Railroad Bridges: Up-to-Date," Purdue University Press, 2012, 30). The resource does not represent a distinctive style, the work of a master, nor does it possess any association with an important individual or group of individuals; an important event, series of events, pattern of development, or historical theme significant to the area in which it is located. (railroadsignals.us; Dick, "Railroad Bridges," 23)

According to the *Oklahoma Encyclopedia of History and Culture*, the current WATCO-owned Stillwater Central railroad was not the first rail line through Stillwater, nor was it crucial in the founding or development of the city nor is it associated with an important individual or group of

individuals. It is not associated with an important event, series of events, pattern of development, or historical theme significant to the area in which it is located. (D. Earl Newsom, Oklahoma Encyclopedia of History and Culture) The current Stillwater Central line is a former subsidiary of the BNSF, which replaced many of the older, foundational rail lines in the area (Dick, "Railroad Bridges," 2).

45. Recommendation:

The resource is recommended not NRHP Eligible under Criteria A, B, C, or D.

46. Surveyor: Matt Corpolongo, Ph.D.**47. Survey Date:** 12/13/23

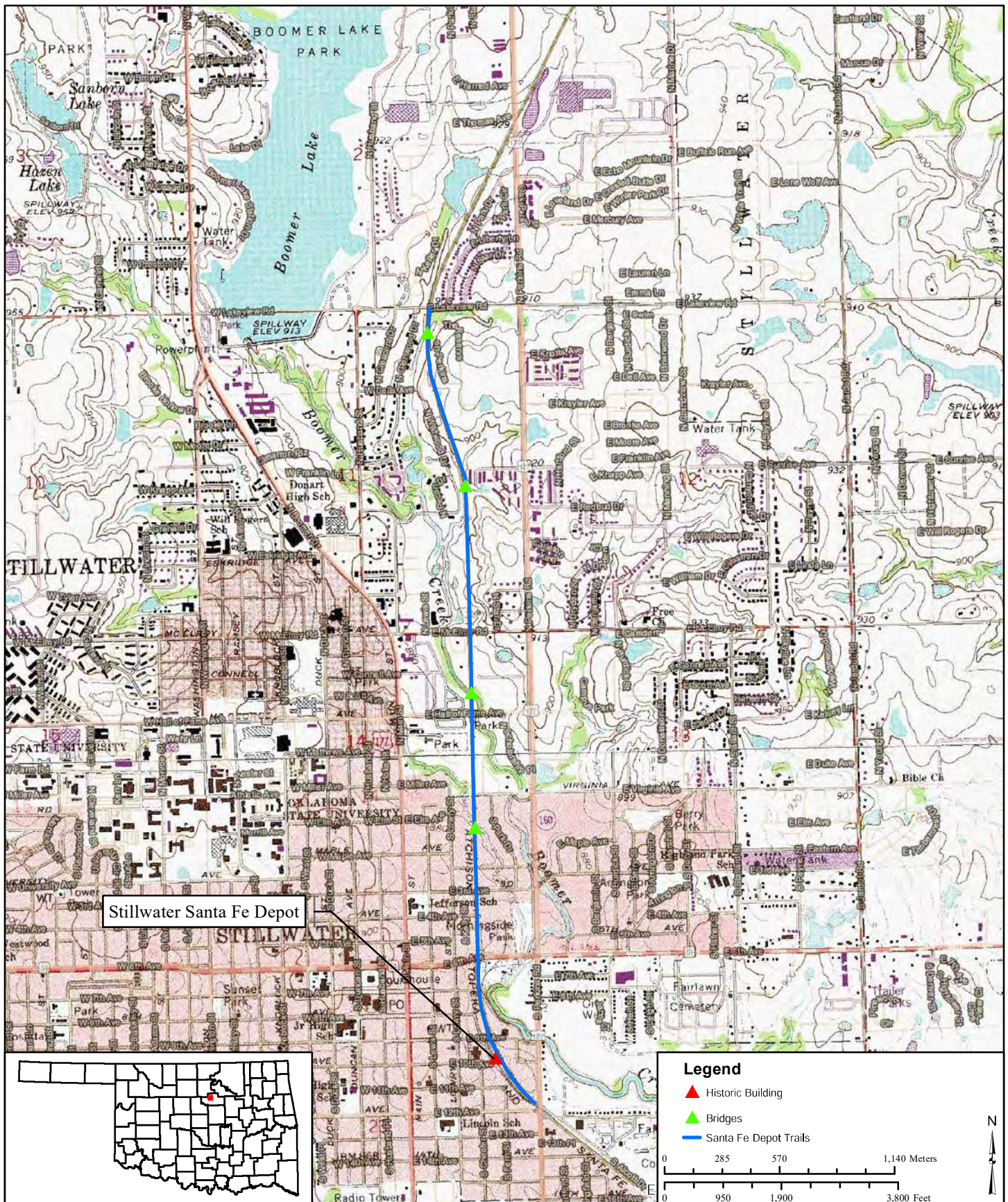


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23

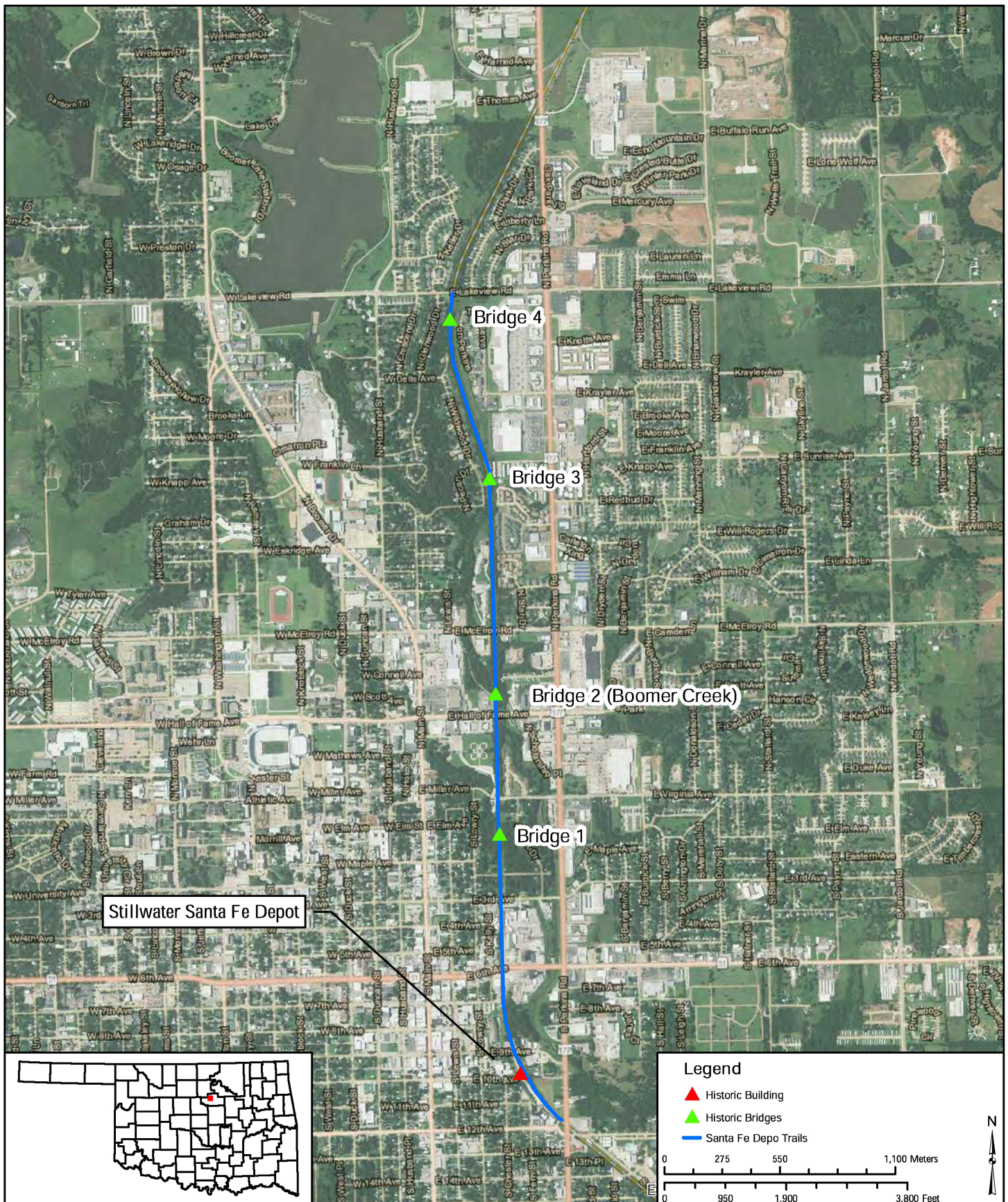


Figure 1. Payne County, City of Stillwater Santa Fe Depot Trails Project

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
 Legal Location: T19N, R2E, Sections 11,14, 23



Figure 3. Bridge 4.
Payne County, City of Stillwater Santa Fe Depot Trails Project.
Architectural Historian Photo Key.

Basemap: USGS 7.5' Stillwater North Quadrangle (1967) and Stillwater South Quadrangle (1967)
Legal Location: T19N, R2E, Sections 11,14, 23



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 4 north approach and deck.

Matt Corpolongo--ODOT Cultural Resources Program

12/17/23

South

1 of 9



Streetscape

Payne County, Stillwater, Oklahoma

Along ATSF Bridge 4 south approach and deck.

Matt Corpolongo--ODOT Cultural Resources Program

12/17/23

North

2 of 9





Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 4 west piers and deck.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 North
 3 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 4 east piers and south wingwall.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 West
 4 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 4 east piers and north wingwall.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 Northwest
 5 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 4 east piers and deck.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 West
 6 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 4 east piers and deck.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 West
 7 of 9



Streetscape
 Payne County, Stillwater, Oklahoma
 Along ATSF Bridge 4 east piers and deck.
 Matt Corpolongo--ODOT Cultural Resources Program

12/17/23
 South
 8 of 9



Streetscape

Payne County, Stillwater, Oklahoma

ATSF Bridge 4 east piers and deck toward north wingwall.

Matt Corpolongo--ODOT Cultural Resources Program

12/17/23

Southwest

9 of 9



Justin J. Marks
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F +12027720919
Email: jmarks@ClarkHill.com

Clark Hill
1001 Pennsylvania Avenue N.W.
Suite 1300 South
Washington, DC 20004
T (202) 772-0909
F (202) 772-0919

May 8, 2023

VIA FIRST-CLASS MAIL

State Historic Preservation Office
Attn: Section 106 Consultation
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

Re: Oklahoma Department of Transportation – Abandonment Exemption –
in Payne County, Oklahoma
Surface Transportation Board Docket No. AB 1330X

To Whom it May Concern:

On April 25, 2023, we sent you a letter seeking your comments – if, any – regarding the abandonment of a line of railroad by Oklahoma Department of Transportation ("ODOT"). This letter is to clarify that ODOT seeks to abandon approximately 3.2 miles of rail line, not 2.58 miles as stated in the April 25 letter. The Subject Line to be abandoned extends from milepost 30.74 (not 30.12) to approximately milepost 27.54 in Stillwater, Payne County, Oklahoma.

Enclosed with this letter is a revised SHPO Consultation Form and a revised map.

As stated in our prior letter, we would appreciate an expression from you by June 1, 2023 that, within the area of your authority, you do not perceive that the abandonment will have a significant effect upon historical resources (or expressing any concerns that you have). If you have any questions about the railroad's proposal or if you need assistance in this matter, please call me at (202) 772-0916.

Thank you for your cooperation.

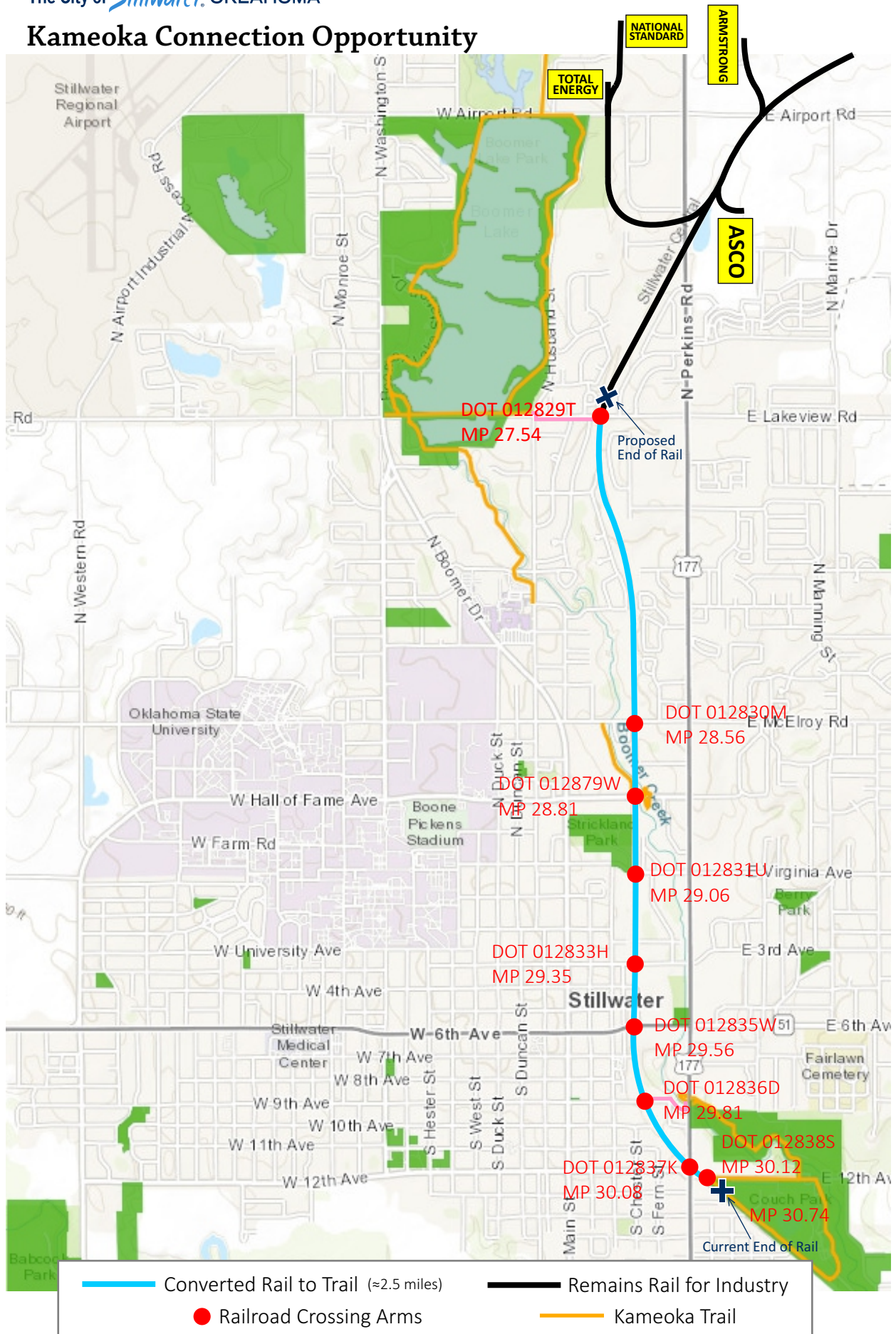
Sincerely,

A handwritten signature in blue ink that reads 'Justin J. Marks'.

Justin J. Marks
Counsel to Oklahoma Department of
Transportation

Enclosure

Kameoka Connection Opportunity



OKLAHOMA SHPO CONSULTATION FORM

This is a new submission

☒

Yes

☐

No

This is additional information related to OK/SHPO project number(s): _____

Project Information

Project Name: Oklahoma Department of Transportation Abandonment in Payne County, Oklahoma
Project Address: NA
Project City/Zip Code(s): Stillwater, 74074
Project County or Counties: Payne

Project Type (check all that apply)

- | | |
|--|---|
| ☐ Road/Highway Construction/Improvement | ☐ Repair/Rehab/Renovation of Structure(s) |
| ☐ Site Excavation | ☐ Addition to Existing Structure(s) |
| ☐ Utilities and Infrastructure | ☐ Demolition/Relocation of Existing Structure(s) |
| ☐ New Construction | ☒ Other |

Brief Project Description: Please explain the project in one or two sentences. More details should be included in a cover letter as an attachment to this form.

Oklahoma Department of Transportation (“ODOT”) intends to file a notice for exemption for ODOT to abandon approximately 3.2 miles of rail line (the “Subject Line”) from approximately milepost 30.74 to approximately milepost 27.54 in Stillwater, Payne County, Oklahoma (the “Subject Line”).

Project Contact Information

Contact Name: Justin Marks
Contact Title: Attorney at Law
Contact Address: _____
Contact City/State/Zip: Washington DC 20004
Contact Phone: 202 772 0916
Contact Email: jmarks@clarkhill.com

Federal Involvement (Section 106 of the National Historic Preservation Act)

Does this project involve approval, funding, permit, or license from a federal agency?

☒

Yes

☐

No (skip to next section)

Federal Agency: Surface Transportation Board
Program, Funding, Permit Type: Authority to Abandon a Rail Line
Contact Person: _____
Contact Address: _____
Contact Phone: _____
Contact Email: _____

Submit to:

State Historic Preservation Office
Attn: Section 106 Consultation
Oklahoma Historical Society,
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

OKLAHOMA SHPO CONSULTATION FORM

Project Name (from first page): Oklahoma Department of Transportation Abandonment in Payne County, Oklahoma

Identification of Historic Properties: Archeology

Does this project involve ground-disturbing activity? ☒ Yes ☐ No (skip to next section)

Describe the nature of the ground-disturbing activity, including but not limited to depth, width, and length.

The abandonment will likely result in the salvage of the track, ties, and other track material. The length is 3.2 miles. The width of the ties and track is approximately 8.5 feet wide within the estimated 80 feet wide right of way. Ground disturbance is surface only as required for salvage.

Describe the previous and current land use, conditions, and disturbances.

The use of the right of way is for railroad operations.

Identification of Historic Properties: Structures

Does the project area or area of potential effects include buildings, structures, or designed landscape features (such as parks or cemeteries) that are 45 years of age or older?

☐ Yes ☒ No

Is the project area of potential effects within or adjacent to a property or district that is listed in or eligible for listing in the National Register of Historic Places?

☐ Yes ☐ No ☒ Unknown

In the space below or as an attachment, describe each building, structure, or landscape feature within the project area or area of potential effect that is 45 years of age or less. For those 45 years or older, a Historic Preservation Resource Identification (HPRID) Form **must** be submitted for each building, structure, or landscape feature. Please use an additional page for additional properties, if necessary.

Address	Date of Construction	Source for Construction Date
NA		

☐ More on additional page.

Attachments included:

- ☒ Project Work Description
- ☒ Maps
- ☐ HPRID forms
- ☐ Photographs

For Section 106 reviews only, also include:

- ☐ Consulting Parties/Public Notification
- ☐ Area of Potential Effects
- ☐ Determination of Eligibility
- ☐ Determination of Effect

Submit to:

State Historic Preservation Office
Attn: Section 106 Consultation
Oklahoma Historical Society,
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105



Oklahoma Historical Society

State Historic Preservation Office

May 15, 2023

Mr. Justin Marks
Clark-Hill
1001 Pennsylvania Avenue N.W.
Suite 1300 South
Washington, DC 20004

RE: File #1463-23; STB-ODOT Abandonment Exemption Project #AB-1330X, Payne County

Dear Mr. Marks:

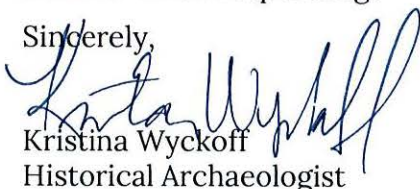
We have received your request for review of the referenced project in Payne County, Oklahoma. This project impacts the Stillwater Santa Fe Depot, which is listed on the National Register of Historic Places (NRIS #80004293). We are unable to complete the review of your project without the following additional information:

- (1) Please submit a detailed scope of work for the proposed trail project. (Please refer to the *Review and Compliance Manual*, Pages 37-38, (www.okhistory.org/shpo/section106.htm).
- (2) Please provide the agency or applicant's opinion of effect (adverse effect/no adverse effect) regarding the impact of the project to the Santa Fe Depot (see OKSHPO Fact Sheet #2, <https://www.okhistory.org/shpo/docs/fs2rc.pdf>).
- (3) Please document the segment of railroad (grade, trackage, etc) to be abandoned as a structure using an Historic Preservation Resource Identification (HPRI) form (<https://www.okhistory.org/shpo/docs/idform.pdf>) and representative photographs. Please include any associated features within this segment of railroad right-of-way in this documentation. See our Section 106 manual for guidance completing this form (<https://www.okhistory.org/shpo/programs/106/rcmanual2015.pdf>).
- (4) Please document any bridges along the project corridor on Oklahoma Historic Bridge Inventory Forms (<https://www.okhistory.org/shpo/surveyforms>), including the bridge carrying the rail line over Boomer Creek. If bridges or culverts along the project corridor are less than 45 years of age then no form is required; simply provide the location and date of construction for each.

If you should have any questions concerning this request, please contact me at 405-521-6381. You may also wish to review additional information on the Section 106 review process, available on our webpage (<https://www.okhistory.org/shpo/section106.htm>).

Thank you for the opportunity to review this project. Please reference the above underlined file number when responding.

Sincerely,


Kristina Wyckoff
Historical Archaeologist

KW:pm

CERTIFICATE OF SERVICE

I hereby certify that on this 11th day of March 2024, I served a copy of the foregoing Environmental and Historic Report on the persons listed below by email and/or first class mail, postage prepaid:

Stacy Riley, Acting State Conservationist USDA Natural Resources Conservation Service 100 USDA Suite 206 Stillwater, OK 74074-2651 stacy.riley@usda.gov	Earthea Nance, Regional Administrator Office of the Regional Administrator US EPA Region 6 Main Office 1201 Elm Street, Suite 500 Dallas, Texas 75270 Nance.Earthea@epa.gov
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The Honorable Zach Cavett	The Honorable Chris Reding

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