



Public Notice

U.S. Army Corps
of Engineers
Tulsa District

Reply To:

U.S. Army Corps of Engineers
ATTN: Regulatory Office
1645 South 101st East Avenue
Tulsa, Oklahoma 74128-4609

SWT-2017-103
Public Notice No.

February 21, 2017
Public Notice Date

March 23, 2017
Expiration Date

PURPOSE

The purpose of this public notice is to inform you of a proposal for work in which you might be interested and to solicit your comments and information to better enable us to make a reasonable decision on factors affecting the public interest.

SECTION 10

The U.S. Army Corps of Engineers is directed by Congress through Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) to regulate all work or structures in or affecting the course, condition, or capacity of navigable waters of the United States. The intent of this law is to protect the navigable capacity of waters important to interstate commerce.

SECTION 404

The U.S. Army Corps of Engineers is directed by Congress through Section 404 of the Clean Water Act (33 U.S.C. 1344) to regulate the discharges of dredged and fill material into all waters of the United States. These waters include lakes, rivers, streams, mudflats, sandflats, sloughs, wet meadows, natural ponds, and wetlands adjacent to other waters. The intent of the law is to protect these waters from the indiscriminate discharge of material capable of causing pollution and to restore and maintain their chemical, physical, and biological integrity.

NOTICE TO PUBLISHERS

This public notice has been provided as a public service and may be reprinted at your discretion. However, any cost incurred as a result of reprinting or further distribution shall not be a basis for claim against the Government.



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, TULSA DISTRICT
1645 SOUTH 101ST EAST AVENUE
TULSA, OKLAHOMA 74128-4609

Application No. SWT-2017-103

JOINT PUBLIC NOTICE
U.S. ARMY CORPS OF ENGINEERS
AND
OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ)
(30-DAY COMMENT PERIOD)

Interested parties are hereby notified that the District Engineer (DE) has received an application for a Department of the Army permit and water quality certification pursuant to Sections 404 and 401 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. The ODEQ hereby incorporates this public notice and procedure as its own public notice and procedure by reference thereto.

Applicant: Ms. Siv Sundaram
Chief, Environmental Division
Oklahoma Department of Transportation (ODOT)
200 Northeast 21st Street
Oklahoma City, OK 73105

Agent: Mr. David X Williams
Enercon Services, Inc.
1601 Northwest Expressway, Suite 1000
Oklahoma City, OK 73118

Location: The project area is located approximately 3 miles south-southeast of the Braggs community in Muskogee County, Oklahoma, at North Latitude 35.6185 and West Longitude 95.1781. Legal description of the site is parts of Section 4, 9, and 10, Township 13 North, Range 20 East. The project site can be found on the Braggs and Webber Falls, Oklahoma 7.5 Minute USGS Quadrangle maps. The project area is located in the Dirty-Greenleaf Watershed (HUC# 11110102). Project impacts occur to a portion of Little Greenleaf Creek impounded by the McClellan-Kerr Arkansas River Navigation System on Federal property. The impacted waters of the United States are not part of Greenleaf Lake.

Project Description: The application is for the placement of fill material related to the proposed replacement of the State Highway (SH) 10 Bridge over Little Greenleaf Creek and associated widening of SH 10.

Purpose: The basic purpose of the proposed work (State Job Piece (JP) # 28962(04)) is to replace and widen the existing structurally deficient span bridge for public safety. The overall purpose of this work is for public safety by improving SH 10 infrastructure and traffic flow in compliance with Federal safety standards. The new bridge and associated roadway widening would provide a safe and reliable transportation route

between Braggs, the Oklahoma National Guard, Camp Gruber Training Center, and the Town of Gore which is just north of I-40.

Table of Impacts:

| Original Proposal | | | | | |
|---|----------------------------|---------------------|-----------------------|--------------------------------|--------------------------|
| Number or Location | Impact Activity | Type of Water | Type of Fill Material | Qty of Material cys below OHWM | Footprint (ac and/or lf) |
| W3 | Placement of fill material | Emergent Wetland | Soil | 6.5 cys | 0.008 ac |
| Little Greenleaf Creek | Placement of fill material | Impounded Backwater | Soil and Rock | 85,500 cys | 4.54 ac |
| cubic yards (cys), ordinary high water mark (OHWM), acre (ac), linear feet (lf) | | | | | |

Description of Work: The applicant proposes to replace the existing bridge (a concrete Tee-Beam structure constructed in 1943) over Little Greenleaf Creek. The undertaking includes replacing the existing structurally deficient 28-foot wide bridge with a 40-foot wide structure. The old bridge piers would be removed as well. ODOT proposes an offset alignment on the west side of SH 10 at a minimal distance and extent to allow construction of the proposed bridge while keeping traffic open at all times. The offset alignment to the west would aid traffic flow for the bridge to the south and the entrance to Greenleaf State Park. In addition, keeping traffic open would provide reliable southern transportation route for the Camp Gruber Training Center. No work is proposed for the bridge to the south of the Greenleaf State Park entrance. SH 10 would be gradually widened beginning south of the entrance to Greenleaf State Park and reaching the apex at the new bridge crossing of the backwater creek and then gradually narrowing back into SH 10 north of Elm Grove Road (E 0960). Approximately 85,500 cubic yards of rock fill material over 4.54-acre would be deposited into Little Greenleaf Creek, a backwater of the McClellan-Kerr Arkansas River Navigation System. Also the new bridge would be at a higher grade elevation to allow small boats to travel under.

Avoidance and Minimization Information: The applicant provided the following statement with regard to how avoidance and minimization of impacts to aquatic resources was incorporated into the project plan:

Replacing the structurally deficient bridge is necessary for public safety. The no action alternative would not meet the purpose of this project.

The existing bridge is structurally deficient and SH 10 is narrow, therefore we needed to offset the alignment at a minimal distance to build the new bridge, widen the shoulders, and maintain two lanes open to traffic at all times. SH 10 geometrics are safer by replacing the two existing curves with the one larger, flatter curve, albeit, on an offset that impacts the Little Greenleaf Creek backwater. SH 10 must

albeit, on an offset that impacts the Little Greenleaf Creek backwater. SH 10 must be kept open during construction in order to maintain a reliable transportation route for the Oklahoma National Guard, Camp Gruber Training Center. Additionally, the Braggs Volunteer Fire Department serves the area from Braggs to south of Greenleaf Park to just north of Gore City Limits. ODOT was also contacted by Braggs to keep the SH 10 open during construction for fire and police protection. Braggs Public Schools also expressed the need to keep SH 10 open because several of the teachers and students travel through this area and any off-site detour would be detrimental to their travel. Elm Grove Road to the west and the park entrance will be open at all times. There may be delays during the work day when the contractor needs to perform certain tasks, but flagging will be utilized to eliminate any closures and a 52-mile detour.

Widening to the east would have adversely impacted the entrance to Greenleaf State Park without avoiding impacts to waters. Impacts to waters of the United States were avoided to the maximum extent practicable while meeting design requirements for safety, and to keep the roadway open to traffic during construction.

Minimization measures included locating the offset alignment as near the existing alignment as practicable by not impacting waters within the entire right-of-way of the project. To minimize the potential short-term impacts (such as turbidity and suspended solids) associated with the increased sediment generated by construction activities, floating silt curtains will be used with normal Best Management Practices in order to control soil erosion and sedimentation.

Mitigation: Furthermore, the applicant proposes the following as compensatory mitigation for the unavoidable impacts to aquatic resources expected from the proposed project:

The objective of the proposed mitigation is to compensate for unavoidable impacts to waters of the United States. Since most of the project impacts are to the impounded portion of Little Greenleaf Creek, mitigation was designed to create aquatic resources and habitat near the areas impacted. The goals of the mitigation are to (1) create 0.47 acre of wetland edge habitat for fish spawning and nursery habitat by excavating an existing abandoned roadbed and (2) to enhance the aquatic habitat of the impounded portion of Little Greenleaf Creek by installation of 21 fish attractor structures. Both proposed mitigation activities are located immediately adjacent to the project area. The removed roadbed area will also provide habitat for a wide variety of other wildlife such as waterfowl and wading bird species. The fish structures would be constructed of three 24-inch concrete pipes (8 feet long) bundled in a pyramidal shape to form attractors that mimic rocky structure with openings. The purpose of which is to add enhancing aquatic habitat by providing fish cover, structure, spawning habitat, and as an attachment surface for phytoplankton and submerged vascular plants.

This mitigation plan is the applicant's proposal. The Corps has made no determination at this time with regard to the adequacy of the proposed mitigation relative to the federal mitigation rules and guidance, including Tulsa District's Mitigation and Monitoring Guidelines. The Corps is accepting comments on the need for and nature of the proposed mitigation in addition to comments on the applicant's primary proposal. The Corps bears the final decision on the need for and extent of mitigation required if the project proposed herein is authorized.

Other: The Corps received a letter dated February 7, 2014, from the United States Coast Guard stating that a Coast Guard Bridge Permit is not required provided the project is in compliance with Federal laws and regulations.

Project Setting: The project area is located in the Lower Boston Mountains subset of the Boston Mountains ecoregion of Oklahoma. Vegetation within the project area consists of mixed oak-hickory woodland on slopes with maintained grassy areas at Greenleaf State Park, Highway 10 Landing, and the road right-of-way area Little Greenleaf Creek and Greenleaf Creek are both inundated by McClellan-Kerr Arkansas River Navigation System. W3 was located in a poorly drained depression between the upper end of the backwater and SH 10. Little Greenleaf Creek is impounded by McClellan-Kerr Arkansas River Navigation System. Because of this, Little Greenleaf Creek would be more accurately described as an impounded portion of the creek resulting from dams and navigation improvements on the Arkansas River.

Cultural Resources: The DE is responsible to ensure compliance with the National Historic Preservation Act of 1966 (NHPA) (Public Law 89-665), as amended and other cultural resources laws and Executive Orders. ODOT has conducted a cultural resources survey. The survey was coordinated with the Alabama Quassarte Tribal Town, Cherokee Nation, Kialegee Tribal Town, Muscogee (Creek) Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokee Indians in Oklahoma, Oklahoma Archeologic Survey, and the Oklahoma Historical Society (File #0296-15). No objections were received and both state agencies concurred that there are no historic properties affected by the proposed project.

This notice has been provided to the Oklahoma State Historic Preservation Office, Oklahoma Archaeological Survey, Native American Tribal governments, and other interested parties. If you have information pertaining to cultural resources within the permit area, please notify the Corps project manager identified within this notice to assist in a complete evaluation of potential effects. The DE will evaluate any input received and may require further investigations within the permit area, if warranted.

Threatened and Endangered Species: ODOT has conducted a biological assessment and consulted with and received concurrence dated May 21, 2015, with the United States Fish and Wildlife Service (USFWS), Oklahoma Ecological Services Field Office on the following federally listed species known to occur in the vicinity or are listed for the county in which the proposed action is located: interior least tern (*Sterna antillarum*), whooping crane (*Grus americana*), piping plover (*Charadrius melodus*), and red knot

(*Calidris canutus rufa*) no effect was determined. For the American burying beetle (*Nicrophorus americanus*) adverse effect was determined. For the gray bat (*Myotis grisescens*) and northern long-eared bat (*Myotis septentrionalis*) may affect, unlikely to adversely affect was determined.

A copy of this notice is being furnished to the USFWS and appropriate state agencies. This notice constitutes a request to those agencies for information on whether any other listed or proposed-to-be-listed endangered or threatened species may be present in the area which would be affected by the proposed activity. We are currently assessing the potential effects of the proposed action on these species and will comply with the Endangered Species Act with regard to any effect of our decision on this permit application.

Environmental Considerations: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof: conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownerships, and, in general, the needs and welfare of the people. A permit will be denied if the discharge does not comply with the Environmental Protection Agency's 404(b)(1) Guidelines. Subject to the 404(b)(1) Guidelines and any other applicable guidelines or criteria, a permit will be granted unless the DE determines that it would be contrary to the public interest.

Plans and Data: Plans showing the location of the proposed activity and other data are enclosed with this notice. If additional information is desired, it may be obtained from Shane Charlson, U.S. Army Corps of Engineers, Tulsa District, ATTN: Regulatory Office, 1645 South 101st East Avenue, Tulsa, OK 74128-4609, or telephone 918-669-7400.

Comments: In order to consider and evaluate the impacts of this proposed activity the Corps is soliciting comments from the public, federal, state, and local agencies and officials, Indian tribes, and other interested parties. Comments concerning the issuance of this permit should be received by the DE no later than 30 days expiration date from the date of this public notice. You may submit comments to mailing address Tulsa District Corps of Engineers, ATTN: Regulatory Office, 1645 South 101st East Avenue, Tulsa, OK 74128 4609; or email CESWT-RO@usace.army.mil, please include the public notice number SWT-2017-103 in the subject line of the message.

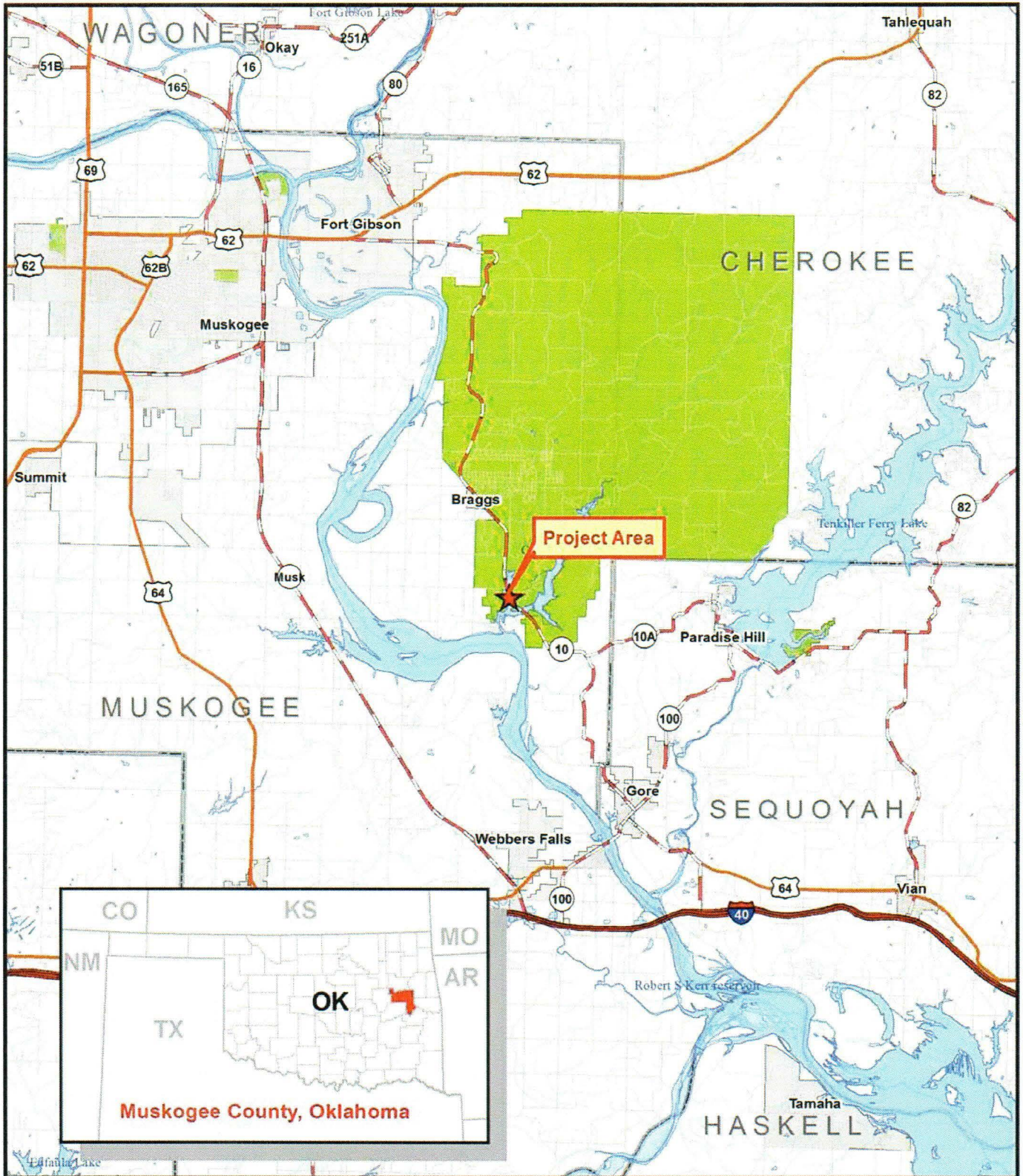
Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. Any person may request in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

At the request of the Oklahoma Water Resources Board's National Flood Insurance Program State Coordinator, we are sending a copy of this notice to the local floodplain administrator to apprise the administrator of proposed development within their jurisdiction. In accordance with 44 CFR Part 60 (Criteria for Land Management and Use), participating communities are required to review all proposed development to determine if a floodplain development permit is required. The local floodplain administrator is required to perform this review for all proposed development and maintain records of such review.

Comments concerning water quality impacts will be forwarded to ODEQ for consideration in issuing a Section 401 Water Quality Certification for the proposed project. Work may **not** commence until decisions have been made on both Sections 401 and 404.

Andrew R. Commer
Chief, Regulatory Office

Enclosures



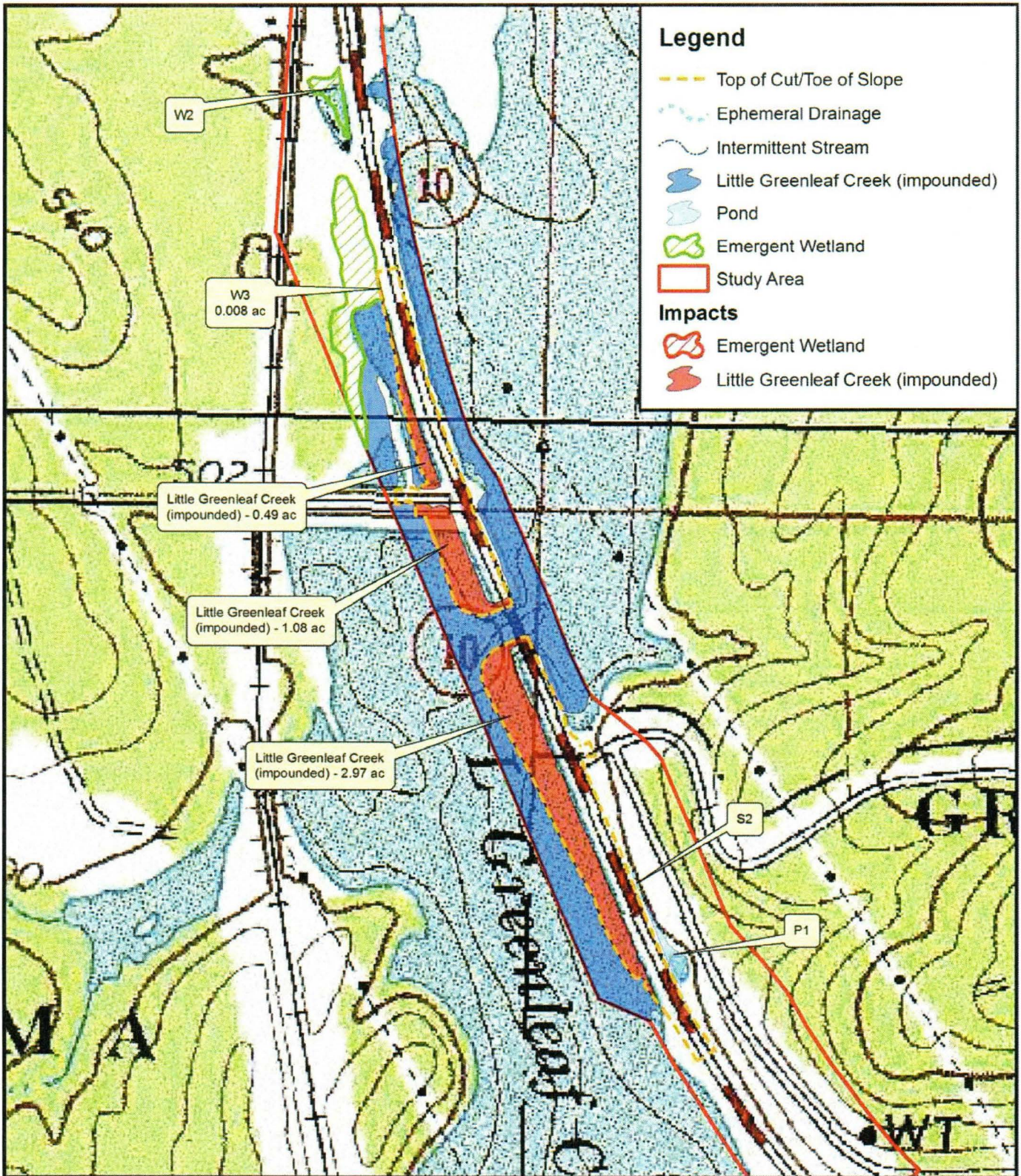
Prepared for:
Oklahoma Department of Transportation

Subject Property:
 SH 10 over Little Greenleaf Creek
 Bridge Project J/P #28962(04)
 Sections 4, 9 & 10, T13N R20E
 Muskogee County, Oklahoma



SWT-2017-103
 Oklahoma Department of Transportation
 SH 10 Bridge Replacement and Widening
 Little Greenleaf Creek and Wetland
 Enclosure 1 of 5





Legend

- Top of Cut/Toe of Slope
- Ephemeral Drainage
- Intermittent Stream
- Little Greenleaf Creek (impounded)
- Pond
- Emergent Wetland
- Study Area

Impacts

- Emergent Wetland
- Little Greenleaf Creek (impounded)

Prepared for:
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SWT-2017-103
 Oklahoma Department of Transportation
 SH 10 Bridge Replacement and Widening
 Little Greenleaf Creek and Wetland
 Enclosure 2 of 5





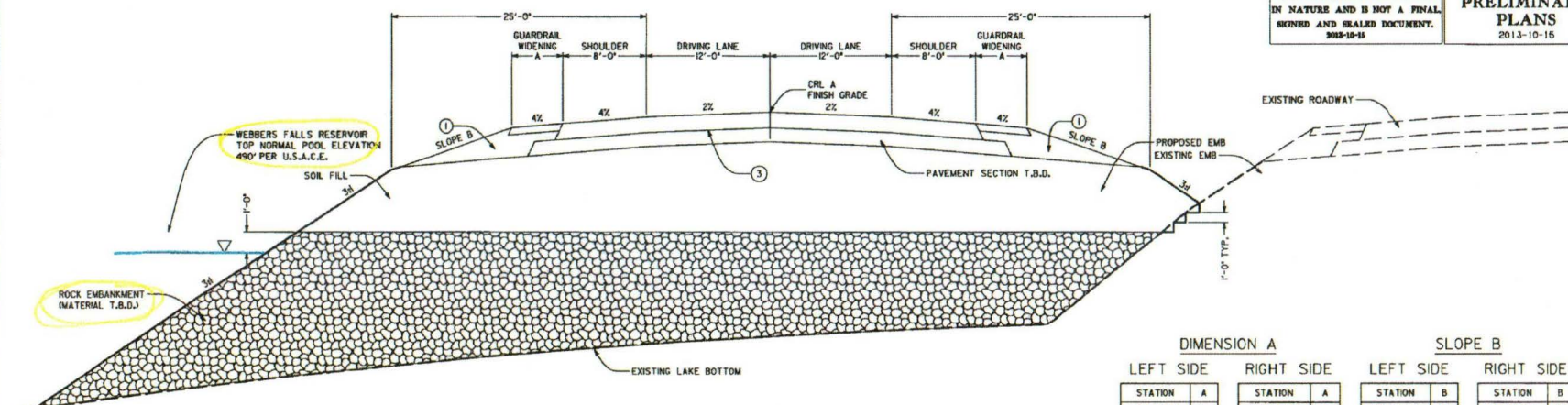
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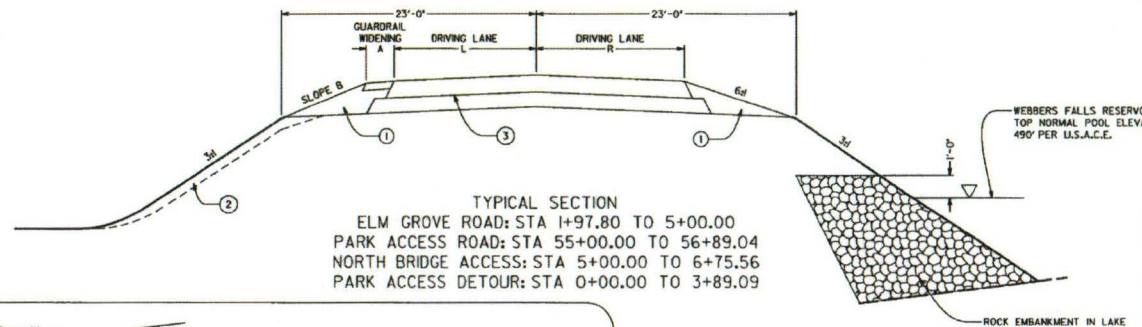
SWT-2017-103
 Oklahoma Department of Transportation
 SH 10 Bridge Replacement and Widening
 Little Greenleaf Creek and Wetland
 Enclosure 3 of 5



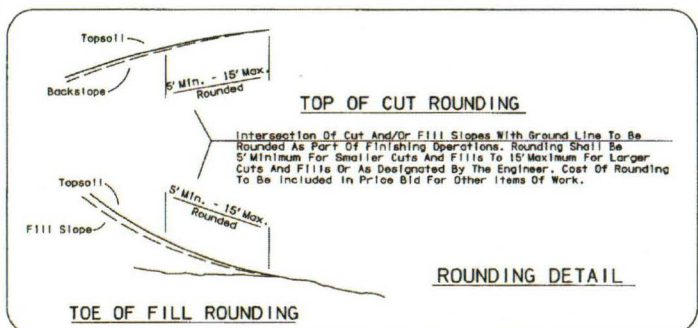


SH 10 TYPICAL SECTION
 STA 435+22.86 TO 468+80.56

| DIMENSION A | | | | SLOPE B | | | |
|-------------|---|------------|---|-----------|----|------------|----|
| LEFT SIDE | | RIGHT SIDE | | LEFT SIDE | | RIGHT SIDE | |
| STATION | A | STATION | A | STATION | B | STATION | B |
| 435+22.86 | 0 | 435+22.86 | 0 | 435+22.86 | 6f | 435+22.86 | 6f |
| 438+22.04 | 0 | 447+95.00 | 0 | 438+93.91 | 6f | 450+60.15 | 6f |
| 438+92.04 | 5 | 447+95.00 | 5 | 439+43.91 | 3d | 451+01.15 | 3d |
| 468+80.57 | 5 | 457+04.66 | 5 | 456+32.58 | 3d | 456+27.13 | 3d |
| | | 457+74.66 | 0 | 456+82.58 | 6f | 456+77.13 | 6f |
| | | 460+18.74 | 0 | 459+20.32 | 6d | 462+89.17 | 6d |
| | | 460+88.74 | 5 | 459+70.32 | 3d | 463+49.17 | 3d |
| | | 468+80.57 | 5 | 468+80.57 | 3d | 468+80.57 | 3d |



TYPICAL SECTION
 ELM GROVE ROAD: STA 1+97.80 TO 5+00.00
 PARK ACCESS ROAD: STA 55+00.00 TO 56+89.04
 NORTH BRIDGE ACCESS: STA 5+00.00 TO 6+75.56
 PARK ACCESS DETOUR: STA 0+00.00 TO 3+89.09



DIMENSIONS

| ROAD | L | R | A | B |
|---------------------|-----|-----|----|----|
| ELM GROVE ROAD | 13' | 13' | 0 | 6d |
| PARK ACCESS ROAD | 13' | 13' | 0 | 6d |
| NORTH BRIDGE ACCESS | 18' | 4' | 5' | 3d |
| PARK ACCESS DETOUR | 12' | 12' | 0 | 6d |

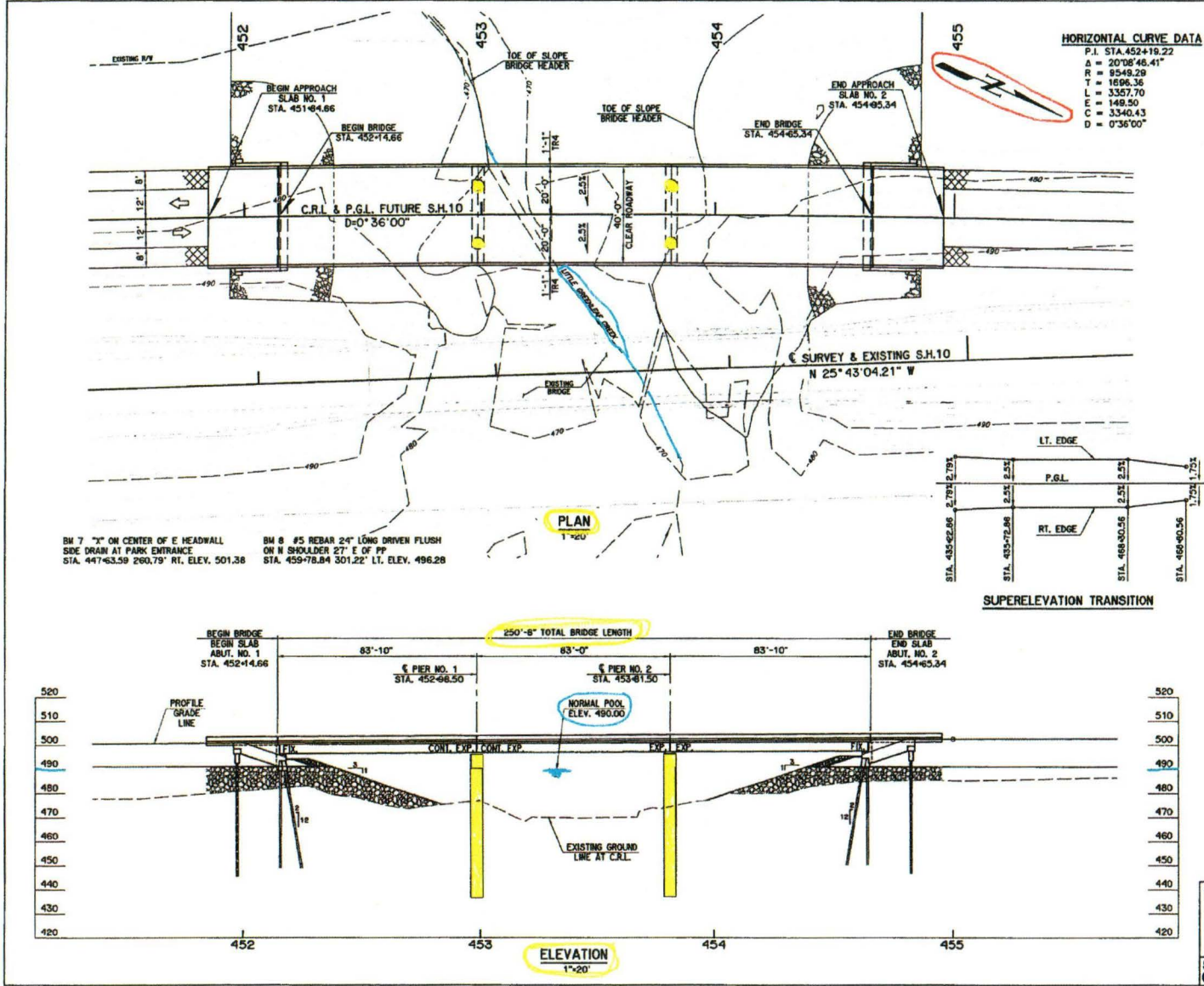
- 1 BACKFILL NOTE:
 To Be Backfilled As Part Of The Finishing Operations.
 Cost To Be Included In T.B.S.C. Type E.
- 2 TOPSOIL NOTE:
 The Contractor Shall Strip All Of The Available Topsoil, Stockpile It, And Place It Back On The Section In Accordance With Section 205 Of The Standard Specifications. Reserved Topsoil Shall Be Spread First On The Completed Slopes Of The Cut Sections And The Remainder On Completed Fill Slopes Or Other Priority Areas Located By The Engineer. All Additional Costs Associated With Operations Shall Be Included In The Pay Item Salvaged Topsoil, Lump Sum.
 The Grading Line As Shown On The Typical And Cross Sections Is To The Top Of The Topsoil. Earthwork Quantities Were Not Adjusted For Salvage And The Topsoil Quantity Is Included In The mass Line Balance.
- 3 Prime Coat On Top Of Aggregate Base.

| | | |
|----------|----------|---------------------------------------|
| DESIGN | KJB | OKLAHOMA DEPARTMENT OF TRANSPORTATION |
| DRAWN | KJB | |
| CHECKED | TAC | |
| APPROVED | WSC | |
| SQAID | Schammer | |

TYPICAL SECTIONS

PROJECT NO. 28962101 SHEET NO. 2
 MUSKOGEE COUNTY SH 10

SWT-2017-103
 Oklahoma Department of Transportation
 SH 10 Bridge Replacement and Widening
 Little Greenleaf Creek and Wetland
 Enclosure 4 of 5



HORIZONTAL CURVE DATA

| |
|---------------------|
| P.I. STA. 452+16.22 |
| A = 20°08'46.41" |
| R = 9549.29 |
| T = 1696.36 |
| L = 3357.70 |
| C = 148.50 |
| C = 3340.43 |
| D = 0°36'00" |

DESIGN DATA

| | |
|-----------------------------------|----------------|
| CONCRETE CLASS AA | f'c = 4 K.S.I. |
| CONCRETE CLASS A | f'c = 3 K.S.I. |
| REINFORCING STEEL (GRADE 60) | fy = 60 K.S.I. |
| STRUCTURAL STEEL #270 (GRADE 50W) | fy = 50 K.S.I. |
| STAINLESS STEEL A240 (TYPE 316) | fy = 30 K.S.I. |

LOADING:
 HL-93 OR OKLAHOMA OVERLOAD TRUCK
 20 PSF FUTURE WEARING SURFACE
 5 PSF STAY-IN-PLACE FORMS

DESIGN:
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6th EDITION
 ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
 ANSI/AWS D1.6 STRUCTURAL WELDING CODE - STAINLESS STEEL

HL-93 INVENTORY RATING FACTOR: $\times 1.00$
 HL-93 OPERATING RATING FACTOR: $\times 1.00$

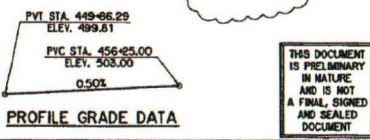
THE HL-93 RATING FACTORS SHOWN ARE BASED ON A NOMINAL STRENGTH USING ONLY STRANDS THAT ARE BONDED FOR THE FULL LENGTH OF THE BEAM. ALL PARTIALLY BONDED STRANDS ARE NEGLECTED IN STRENGTH COMPUTATIONS.

INDEX OF SHEETS

- x BRIDGE GENERAL NOTES
- x SUMMARY OF BRIDGE PAY QUANTITIES
- x GENERAL PLAN AND ELEVATION
- x TYPICAL BRIDGE SECTION

HYDRAULIC DATA

| | |
|-----------------------------------|-----------------|
| TOTAL DRAINAGE AREA | 10.09 SQ. MILES |
| CONTROLLED DRAINAGE AREA | 0.00 SQ. MILES |
| EFFECTIVE DRAINAGE AREA | 10.09 SQ. MILES |
| Q2 | 1,220 C.F.S. |
| V2 | 0.57 F.P.S. |
| Q2 COMPUTED HIGHWATER ELEVATION | 490.01 FT. |
| Q5 | 2,310 C.F.S. |
| V5 | 1.08 F.P.S. |
| Q5 COMPUTED HIGHWATER ELEVATION | 490.02 C.F.S. |
| Q10 | 3,320 C.F.S. |
| V10 | 1.55 F.P.S. |
| Q10 COMPUTED HIGHWATER ELEVATION | 490.04 FT. |
| Q25 | 4,970 C.F.S. |
| V25 | 2.33 F.P.S. |
| Q25 COMPUTED HIGHWATER ELEVATION | 490.10 FT. |
| Q50 | 6,110 C.F.S. |
| V50 | 2.86 F.P.S. |
| Q50 COMPUTED HIGHWATER ELEVATION | 490.14 FT. |
| Q100 | 7,410 C.F.S. |
| V100 | 3.48 F.P.S. |
| Q100 COMPUTED HIGHWATER ELEVATION | 490.21 FT. |
| PER SCOUR DEPTH | 6.55 FT. |
| CONTRACTION SCOUR DEPTH | 14.02 FT. |
| TOTAL SCOUR DEPTH | 20.57 FT. |
| Q0T - Q500 | 11,000 C.F.S. |
| Y500 | 5.18 F.P.S. |
| Q500 COMPUTED HIGHWATER ELEVATION | 490.47 FT. |
| PER SCOUR DEPTH | 15.77 FT. |
| CONTRACTION SCOUR DEPTH | 7.68 FT. |
| TOTAL SCOUR DEPTH | 23.45 FT. |
| LOW BEAM ELEVATION | 100.00 FT. |



8.J.10 OVER LITTLE GREENLEAF CREEK MUSKOGEE COUNTY

GENERAL PLAN AND ELEVATION

83'-83' TYPE II P.C.B. SPANS
 40' CLEAR ROADWAY WITH TR4 RAIL
 0° SKEW, @ STA. 453+40.00

| | |
|------------------------------|-----|
| Design | DRB |
| Detail | |
| Check | |
| White Engineering Associates | |

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
 JOB PRICE NO. 28982(0-0) SHEET NO. 34

SWT-2017-103
 Oklahoma Department of Transportation
 SH 10 Bridge Replacement and Widening
 Little Greenleaf Creek and Wetland
 Enclosure 5 of 5