



Programmatic/Individual Categorical Exclusion

| | | | |
|--|-----|---|-----|
| | PCE | X | ICE |
|--|-----|---|-----|

| | | | |
|--|---|--|--|
| Date | July 11, 2022 | Project Number | J2-8951(004)SS J2-9852(004)SS |
| County | Oklahoma | State Job Piece No: | 28951(04) 29852(04) |
| NEPA Project Manager | Frank Guerrero | Phone Number | (405) 522-6547 |
| ODOT Field District | 4 | Bridge NBI No. <i>(For County & State Projects)</i> & Location No. <i>(County Projects Only)</i> | NBI# 17048 NBI# 17045 NBI# 19110 NBI# 19111 NBI# 16660 NBI# 19061 NBI# 16760 NBI# 16396 |
| Project Description from JPINFO | Bridge and Approaches: I-40 Eastbound and Westbound bridges over I-44, located 5.3 miles east of the Canadian County line ("K" interchange) including box structure repair. Grade, Drain, Bridge and Surface: I-40 Eastbound and Westbound bridges over Portland Avenue, located 5.0 miles east of the Canadian County line. | | |
| This project is included in: <i>(Check all applicable ones)</i> | X | State 8 Year Construction Program | |
| | | County 5 Year Construction Program | |
| | X | State Transportation Improvement Program | |
| This project has federal funds: <i>(Check applicable one.)</i> | X | Currently has Federal Funds | |
| | | Potential for Future Federal Funds | |
| This project is in the Metropolitan Transportation Improvement Program (If applicable) <i>(Check applicable one)</i> | X | Yes | |
| | | Not Applicable | |

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

Existing Conditions:

This document covers two projects that are a mandatory tie.

I-40 & K interchange

The existing interchange with I-40 (east/west) and I-44 (north/south), consists of two (2) 12 ft wide mainline driving lanes, a 10 ft wide outside shoulder, and a 4 ft inside wide shoulder in each direction. I-44 has a 160 ft median, and I-40 has a median width of 160 ft where it crosses I-44 and varies east to west. All ramps are single lane except for west bound I-40 to northbound I-44 ramp (Ramp K), which has a two lane exit that taper to one lane.

The existing Bridge A (NBI# 17048) on I-40 Westbound with I-44 under has a clear roadway width of 37 ft and an approach roadway width of 50 ft, consisting of two (2) 12 ft wide driving lanes with 10 ft wide paved outside shoulder and a 4 ft wide inside shoulder. One (1) 12 ft wide driving lane departs at the left-hand exit ramp to Ramp L. The existing bridge has a sufficiency rating of 77.50 and is classified as not structurally deficient.

The existing Bridge B (NBI# 17045) on I-40 Eastbound with I-44 under has a clear roadway width of 37 ft and an approach roadway width of 50 ft, consisting of two (2) 12 ft wide driving lanes with 10 ft wide paved outside shoulder and a 4 ft wide inside shoulder. One 12 ft wide driving lane departs at the left-hand exit ramp to Ramp G. The existing bridge has a sufficiency rating of 77.5 and is classified as not structurally deficient.

The existing Ramp G Bridge D (NBI# 19110) on I-40 west of north ramp has a clear roadway width of 26 ft and approach roadway width of 28 ft, consisting of one (1) 16 ft wide driving lane with an 8 ft wide paved outside shoulder and a 2 ft wide inside shoulder. The existing bridge has a sufficiency rating of 67.50 and is classified as functionally obsolete.

The existing Ramp L Bridge E (NBI# 19111) has a clear roadway width of 26 ft and approach roadway width of 26 ft. The ramp width accommodates one (1) 16 ft wide driving lane with 8 ft wide paved outside shoulder and a 2 ft wide inside shoulder. One (1) 12 ft wide driving lane of the approach roadway continues through to Bridge A. The existing bridge has a sufficiency rating of 73.20 and is classified as functionally obsolete.

The existing Bridge C (NBI# 16660) on I-40 (EB/WD) is a reinforced concrete box bridge over Unnamed Creek that is 421 feet long. The existing bridge has a sufficiency rating of 83 and is not classified as structurally deficient.

I-40 - Portland

On I-40 from Portland to I-40/I-44 interchange the mainline roadway consists of seven (7) 12 ft driving lanes, 10-12 ft outside paved shoulders, 3 to 5 ft wide varying inside paved shoulders with a median width of 160 ft. The on and off ramps at Portland are single lane.

The existing I-40 WB Bridge over Portland (NBI# 19061) has a clear roadway width of 65 ft and an approach roadway width of 65 ft. consisting of four (4) 12 ft wide driving lanes with 12 ft wide paved outside shoulder, and a 5 ft wide varying inside shoulder. The existing bridge has a sufficiency rating of 79.70 and is not classified as structurally deficient.

The existing I-40 EB Bridge over Portland (NBI# 16760) has a clear roadway width of 49 ft and an approach roadway width of 49 ft. consisting of three (3) 12 ft wide driving lanes with 10 ft wide paved outside shoulder and a 3 ft wide varying inside shoulder. The existing bridge has a sufficiency rating of 78.70 and is not classified as structurally deficient.

The existing Bridge C (NBI# 16396) on I-40 is a reinforced concrete box bridge over Unnamed Creek that is 173 feet long. The existing bridge has a sufficiency rating of 70 and is not classified as structurally deficient.

There are roadway sized reinforced Concrete Boxes' (RCB) within the project limits.

The Portland intersection is currently not signalized.

The current Annual Average Daily Traffic (AADT) for the interchange of I-40 and I-44 is 127,660 vehicles per day (vpd) with future 20 year traffic of 151,340 vpd. The current Annual Average Daily Traffic (AADT) near I-40 and Portland is 107,700 vehicles per day (vpd) with future 20 year traffic of 164,330 vpd.

OSU Tech Recreational Area and Oklahoma River Trail City Riverfront Park both used Land and Water Conservation Funds and are Section 4(f) and Section 6(f) protected but will not be impacted by the projects.

Purpose & Need

To correct two narrow bridge structures at the I-40 east and west bound and the I-44 interchange and improvements to a box structure. Several ramps will be improved to accommodate future widening to I-40.

To correct two narrow bridge structures at I-40 east and west bound over Portland Avenue and to improve a box structure.

These improvements will be constructed to be utilized in a future ultimate interchange configuration.

Alternatives considered & Proposed Improvement

The project focuses on the reconstruction the two I-40 Bridges (A & B) on present alignment to provide 3 lane bridges and reconstruction of the two I-40 mainline bridges over Portland to accommodate the future widening of I-40.

I-40 & K interchange

For the I-40 west and east bound mainline through the I-40/I-44 "K" Interchange, three (3) 12 ft wide driving lanes with 12 ft wide shoulders with on and off ramps lanes are proposed in each direction from Portland Avenue east to May Avenue.

The proposed improvement consists of replacing Bridge A (NBI# 17048) with a 60 ft wide clear roadway to accommodate three (3) 12 ft wide driving lanes with 12 ft inside and outside shoulders.

The proposed improvement consists of replacing Bridge B (NBI# 17045) with 62.2 ft wide clear roadway to accommodate three (3) 12 ft wide driving lanes with 12 ft inside and outside shoulders.

The RCB Structure (NBI #16660), Bridge C includes improvements to the north and south end sections.

Modification of ramps E, F, G, H, J, K, L, and M along I-40 and the "K" interchange are proposed to tie back to existing alignment that consist of one (1) to two (2) 12 to 15 ft wide driving lanes with varying shoulder widths.

Rehabilitation and pier relocation of multiple spans on the Ramp G Bridge D (NBI# 19110) & Ramp L Bridge E (NBI# 19111) on existing alignment are proposed to provide the spacing needed for the future widening of I-40. The deck width will remain as existing.

Two retaining walls are proposed between Ramp G & F (Wall F) and I-40 EB and Ramp F (Wall E).

Ramp closures of F, J, G, & L at various stages of the project construction are anticipated.

No new right of-way is needed.

I-40 & Portland

For I-40 from Portland Avenue to the “K” interchange, three (3) 12 ft wide mainline driving lanes with 8 -12 ft wide shoulders with on and off ramp lanes are proposed in each direction. The ramps at Portland will consist of one (1) to two (2) 14 to 15 ft wide driving lanes with a varying shoulder width.

The proposed improvement consists of replacing the I-40 westbound and eastbound bridges over Portland Avenue (NBI# 19061 & 16760) with 84 ft wide clear roadways with approach roadways consisting of three (3)-12 ft wide mainline driving lanes, 8 -12 ft wide inside and outside shoulders with on and off ramp lanes on existing alignment.

The RCB Structure (NBI #16396) will be extended and include improvements to the north and south end sections.

The approach roadway on the east project extent will consist of a width of 60 ft and tie to the existing 5 lane section on I-40 approximately 900 ft west of May Avenue. On the west project extent, the project will tie to the existing five lane I-40 WB section and four lane I-40 EB section approximately 1500 ft west of Portland Ave.

Incidental construction is anticipated for ramp and median paving at the project extents.

Retaining walls are proposed at Portland Avenue.

The Portland intersection will be evaluated for signatation.

The roadway will be open to through traffic during construction. Short term temporary closures at the Portland ramps may be required.

Minor amounts of new right-of-way are needed for these improvements.

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

| | | | | | |
|-------------------------------------|------------------------------|-------------------------------------|---------------------|--|----------------------------|
| <input checked="" type="checkbox"/> | Property Owner Notification | | Road Closure Letter | | Public/Stakeholder Meeting |
| | Legal Notice/Website Posting | <input checked="" type="checkbox"/> | Small City Letter | | None |

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

| Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA: | | |
|--|-------------------------------------|-------------------------------------|
| Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required. | | |
| Description/Question | Yes | No |
| i. Does the project result in capacity expansion of a roadway by addition of through lanes? | | <input checked="" type="checkbox"/> |
| ii. Does the project involve any permanent changes limits of access control or to the operation of an Interstate highway, associated interchanges or ramps or requires an Access Justification Report (AJR)? | <input checked="" type="checkbox"/> | |
| iii. Is the project not included in or is inconsistent with the statewide transportation improvement program, and in applicable urbanized areas, the transportation improvement program? | | <input checked="" type="checkbox"/> |
| iv. Does the project involve acquisition of more than minor right-of-way not adjacent to the | | <input checked="" type="checkbox"/> |

| Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA: | | |
|--|------------|-----------|
| Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required. | | |
| Description/Question | Yes | No |
| existing facility? | | |
| v. Does the project involve residential or commercial relocation? | | X |
| vi. Does the project include acquisition of land for hardship or protective purposes, or early acquisition pursuant to Federal acquisition project (23 U.S.C. § 108(d)) | | X |
| vii. Does the project have potential for disproportionately high and adverse impact on minority or low-income populations, based on known demographics in the project vicinity, extent of R/W, relocations, and other identified impacts? | | X |
| viii. Does the project involve property in which another Federal Agency or Federally Recognized Tribe has ownership, oversight or any other encumbrance? | | X |
| ix. Does the project involve a determination of adverse effect by Oklahoma State Preservation Office (SHPO) or a designated Tribal Historic Preservation Office (THPO) in accordance with Section 106? | | X |
| x. Does the project involve a Programmatic Section 4(f) or de minimis finding which has not been previously approved by FHWA? | | X |
| xi. Requires the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305), the Federal Aid in Sport Fish Restoration Act (16 U.S.C. 777-777k, 64 Stat. 430), the Federal Aid in Wildlife Restoration Act (16 U.S.C. 669-669i; 50 Stat. 917), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property | | X |
| xii. Does the project involve any impact on Noise Abatement Criteria (NAC) Category A, B, C or D receptors? | | X |
| xiii. Does the project involve a finding of “may effect, likely to adversely affect” determination under Section 7 of the Endangered Species Act or the Bald and Gold Eagle Protection Act and can be processed as under programmatic agreement? | | X |
| a. Does the project involve a Section 7 Formal Consultation Process prior to start of construction? | | X |
| xiv. Does the project require an Individual Section 404 Permit (This is generally for major River Crossings, waters or wetlands impact greater than 3.0 AC, Projects with Formal Consultation, structures on new alignment or others as determined by USACE.)? | | X |
| xv. Does the project involve construction across or adjacent to a river designated as a component in the National System of Wild and Scenic Rivers? | | X |
| xvi. Does the project require a Coast Guard Permit? | | X |
| xvii. Does the project involve an adverse impact on prime farmland where Natural Resources Conservation Agency (NRCS) has required consideration of alternatives and measures to avoid and minimize impacts? | | X |
| xviii. Does the project involve increase to the base 100 Year floodplain in a regulatory floodway (Zone A-E in a FEMA Map) that will require a flood map revision as determined by the appropriate state or local authority? | | X |
| xix. Does the project not conform to the State Implementation Plan which is approved or promulgated by the U.S. Environmental Protection Agency in air quality non-attainment areas | | X |
| xx. Does the project involve any known Superfund site? | | X |
| xxi. If the project involves road or bridge closure or ramp closure, do any of the following conditions apply? (Check the boxes ONLY if the project involves road closure) | | |
| a. No Access will be provided to local traffic or posted | | |
| b. Through traffic dependent businesses will be affected | | |

| Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA: | | |
|--|------------|-----------|
| Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required. | | |
| Description/Question | Yes | No |
| c. The detour or closure will substantially alter the environmental consequences of the action, such as by creating unsafe conditions on the detour route or requiring additional work or expansion to detour routes to carry the additional traffic. | | |
| d. There is a public controversy associated with the detour or closure | | |
| e. The detour closure will interfere with special events or activities | | |
| xxii. Does the project have substantial public or agency controversy on environmental grounds? | | |
| Explanation for Individual CE (If any of the answers above are YES): | | |
| Item for which the answer is YES | ii | |
| Explanation that CE Classification is appropriate | | |
| An Access Justification Report is in progress looking at the ultimate design for the I-40 and I-44 interchange. An overall concept for the interchange has been developed and has been analyzed and verified to be complementary to the proposed interim project of widening the I-40 bridges over I-44. The Access Justification Report is anticipated to be completed Fall 2022 and will demonstrate the operational analysis of the ultimate interchange, verifying the improvements expected to be implemented | | |
| Item for which the answer is YES | | |
| Explanation that CE Classification is appropriate | | |
| | | |
| Pre-Construction Commitments: | | |
| The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. The 404 permit application form needs to be submitted by the Designer through Project Management Division to Environmental Programs Division at the time of Right-of-Way submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for the project. | | |
| The Downtown Airpark is located within 4 miles of this project. This action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction. | | |
| Right-of-Way and Utility Commitments | | |
| The following Construction Commitments requiring avoidance, restrictions or minimization of natural and human resources during Right-of-Way clearance and Utility relocation activities will be discussed with the Right-of-Way and Utility Owners at the start of Right-of-Way and Utility Process. | | |
| Construction Commitments | | |
| The following plan notes requiring avoidance, restrictions or minimization of natural and human resources in the project and off-site project areas will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2. | | |
| <u>Non-Compliance</u> | | |
| Failure to implement the commitments specified in the Plan Notes can result in non-compliance issues on the project. Work activities may be suspended on the project, for an undetermined duration, while working with regulators to bring the project back into compliance. The contractor will not be compensated for time lost. | | |

Water Quality Conservation

Appropriate Best Management Practices to minimize impacts from storm water discharges and sedimentation in streams, as established by the Oklahoma Department of Environmental Quality, shall be conscientiously implemented throughout the proposed construction periods, in order to minimize any potential impacts to any listed species. The effectiveness of erosion controls shall be maintained for the duration of construction activities. Hazardous materials, chemicals, fuels, lubricating oils, and other such substances shall be stored at least 100 feet outside of the ordinary high water mark (OHWM). Refueling of construction equipment shall also be conducted at least 100 feet from the OHWMs. Sediment and erosion controls shall be installed around staging areas to prohibit discharge of materials from these sites. Construction waste materials and debris shall be stockpiled at least 25 feet outside of the OHWMs, and these materials shall be removed and disposed of properly following completion of the project. Preventative measure must be taken to prohibit the discharge of contaminants into any surface waters.

Migratory Bird Note

Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most bird species extends from March 1 to August 31. The project was surveyed for migratory bird nests in July 2019. Although no nests were observed, the survey is valid only until the start of the 2020 nesting season (beginning March 1). The Resident Engineer shall contact the ODOT Biologist if any bird use of the existing structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of the existing bridges and culverts shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. The bridges and culverts may be protected from new nest establishment prior to March 1, by means that do not result in bird death or injury. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of weather-resistant polypropylene netting with 0.25-inch or smaller openings, prior to March 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Hazard Materials, General

From the available information, elevated levels of petroleum hydrocarbons and are expected to be encountered while working on the project. Environmental site assessments for the project are available for review upon request by the contractor. The environmental consultant shall prepare a Contaminated Materials Management Plan (CMMP) which describe how contaminated soil/groundwater will be managed. Additionally, the construction contractor will prepare a Health and Safety Plan (H&SP) for the project detailing safety measures to be implemented to protect workers from petroleum hydrocarbon contaminated soils/groundwater encountered. All costs associated with the development of the Health and Safety Plan shall be included in pay items "Contractor Health and Safety Plan". All work involving the screening, removal, remediation, handling, transportation, treatment, or disposal of hazardous and/or contaminated materials shall be performed by ODOT's environmental consultant/contractor, unless otherwise stated herein. However, the contractor will be required to coordinate appropriately with those managing the contaminated materials.

Construction Within Areas of Environmental Concern (AECs)

An Area of Environmental Concern (AEC-1) has been identified at the Oklahoma City Municipal Landfill location. The environmental consultant is required to prepare a Contaminated Materials Management Plan (CMMP) for this project. Any intrusive activities or earth disturbance such as clearing and grubbing, excavation, shaft drilling, etc. performed in the identified area of environmental concern (AEC-1) will be subject to environmental monitoring and coordination with ODOT's environmental programs division. Environmental monitoring may include field screening for contamination, collection of environmental samples, and field oversight of contaminated materials management. Material which is identified as contaminated or potentially contaminated will require special handling and management.

Contaminated materials management will typically include the segregation and on-project stockpiling of

contaminated soil from excavation, shaft drilling, etc., followed by laboratory analysis to determine the appropriate level of control (on-project reuse, off-site disposal, treatment requirements, etc.). Alternatively, depending upon the analytical results and applicable regulatory levels, the material may qualify for release back to the contractor for general use. The contractor will not be responsible for the ultimate off-site disposition of the materials if found to be contaminated and/or hazardous.

New Discovery Of Unknown Hazardous And/or Contaminated Materials

In accordance with ODOT Standard Specification 107.15 “Hazardous Material” the contractor shall immediately cease working in any particular area of the project where an unanticipated or unknown hazardous or contaminated substance or material has been discovered or encountered and shall immediately notify ODOT of such abnormal condition or potential indicator. Abnormal conditions or potential indicators of a hazardous or contaminated substance include, but must not be limited to, the following:

- Existence of underground storage tanks or drums
- Discolored earth, metal, wood, or other debris
- Visible fumes/vapors
- Strong or unusual odors
- Excessively hot earth
- Smoke

Such conditions must be treated with extraordinary caution.

Upon notification by the contractor of the presence of unanticipated or unknown hazardous or contaminated materials on the project, ODOT shall investigate the conditions and provide further direction to the contractor with respect to the hazardous or contaminated materials(s).

Unless otherwise directed by ODOT, the contractor shall take all appropriate measures, if feasible, consistent with protecting the health and safety of contractor's employees, and to stop or minimize the immediate spread of any hazardous substance(s) encountered. Contractor shall secure the area as needed to restrict access.

The contractor's operation must proceed on items of work not related to, or in the vicinity of the hazardous or contaminated material. The contractor's operation in the vicinity of the hazardous or contaminated material must not resume until so directed by ODOT.

Potentially Contaminated Groundwater

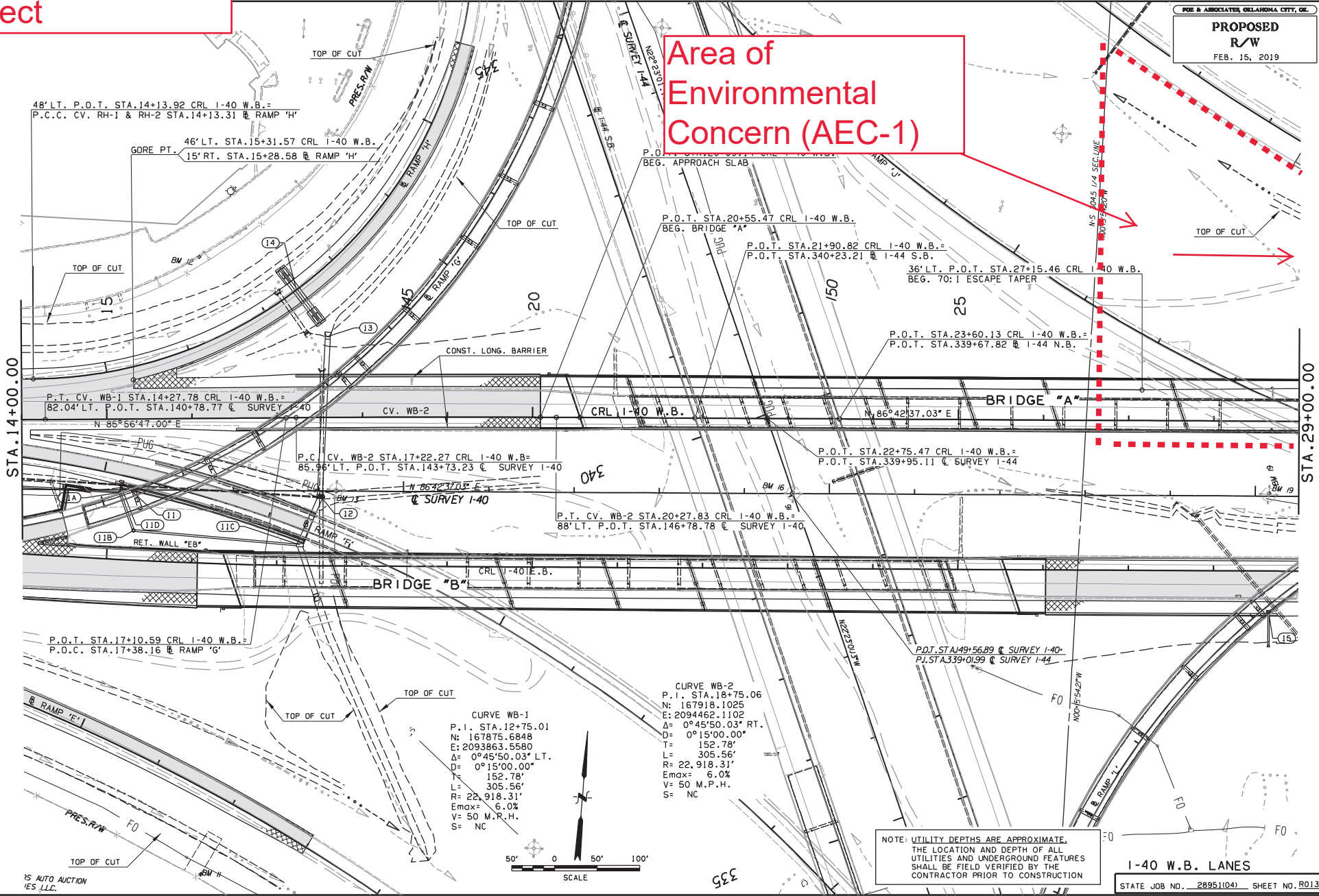
Based on the available information, dewatering of contaminated groundwater is not anticipated. The contractor shall make every effort to avoid or minimize the need for dewatering. Should dewatering be deemed necessary, the contractor shall be required to coordinate with ODOT's Resident Engineer and Environmental Programs Division.

This mitigation measure for Construction Within Areas of Environmental Concern (AECs) should be discussed at all pre-work conferences per Policy Directive C-201-2-E(1). If you have any questions, please contact David Edwards at (405) 521-2673.

**JP#28951(04)
OKC K-Interchange
Project**

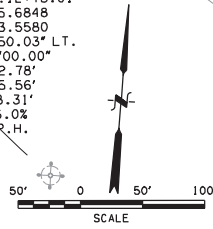
PROPOSED
R/W
FEB. 15, 2019

**Area of
Environmental
Concern (AEC-1)**



CURVE WB-1
P.I. STA. 12+75.01
N: 167875.6848
E: 2093863.5580
Δ: 0°45'50.03" LT.
D: 0°15'00.00"
T: 152.78'
L: 305.56'
R: 22,918.31'
Emax= 6.0%
V= 50 M.P.H.
S= NC

CURVE WB-2
P.I. STA. 18+75.06
N: 167918.1025
E: 2094462.1102
Δ: 0°45'50.03" RT.
D: 0°15'00.00"
T: 152.78'
L: 305.56'
R: 22,918.31'
Emax= 6.0%
V= 50 M.P.H.
S= NC



NOTE: UTILITY DEPTHS ARE APPROXIMATE.
THE LOCATION AND DEPTH OF ALL
UTILITIES AND UNDERGROUND FEATURES
SHALL BE FIELD VERIFIED BY THE
CONTRACTOR PRIOR TO CONSTRUCTION

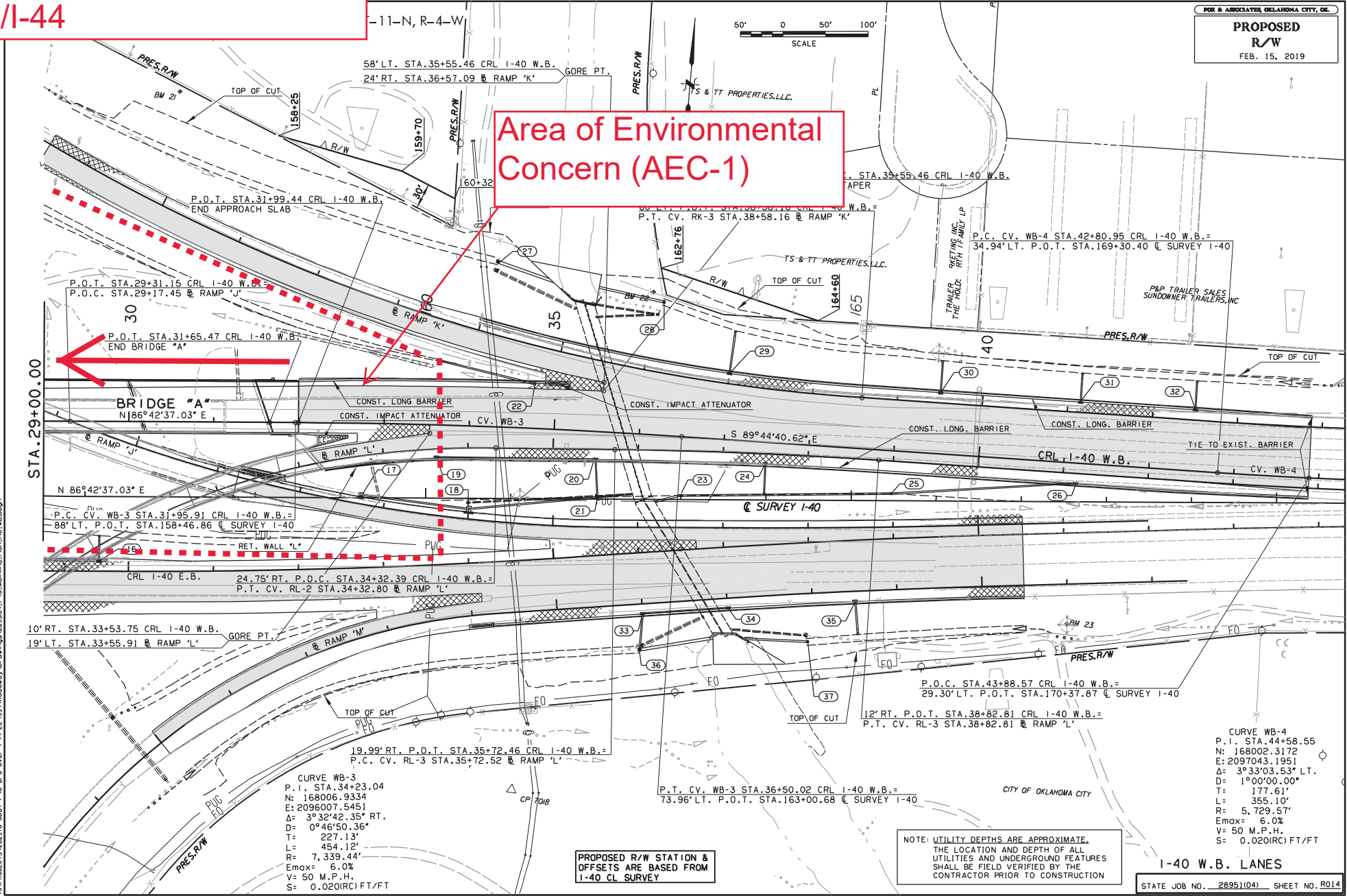
1-40 W.B. LANES
STATE JOB NO. 28951(04) SHEET NO. R013

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JP#28951(04)
OKC K-Interchange Project
I-40/I-44

Area of Environmental Concern (AEC-1)

PROPOSED
 R/W
 FEB. 15, 2019



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PROPOSED R/W STATION &
 OFFSETS ARE BASED ON
 I-40 CL SURVEY

NOTE: UTILITY DEPTHS ARE APPROXIMATE.
 THE LOCATION AND DEPTH OF ALL
 UTILITIES AND UNDERGROUND FEATURES
 SHALL BE FIELD VERIFIED BY THE
 CONTRACTOR PRIOR TO CONSTRUCTION

CURVE WB-4
 P.I. STA. 44+58.55
 N: 168002.3172
 E: 2097043.1951
 Δ : 3° 33' 03.53" LT.
 D: 1° 00' 00.00"
 T: 177.61'
 L: 355.10'
 R: 5.72957%
 Emax: 6.0%
 V: 50 M.P.H.
 S: 0.020(IRC) FT/FT


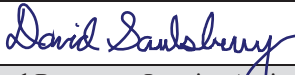
I-40 W.B. LANES
 STATE JOB NO. 28951(04) SHEET NO. R014

The Environmental Programs Division shall provide **the final plan sheet with the mitigation notes** to the Designer for inclusion in Final Plans and keep a copy for the project records. The mitigation measures above should be discussed at all Pre-work conferences per Policy Directive C-201-2.

All documentation, analyses, and agency coordination regarding this Categorical Exclusion are contained in a Supporting Appendix maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

Development of the project including coordination and assessment of potential social, economic and environmental impacts has been considered in accordance with DOT ORDER 5610.1C, and CEQ REGULATIONS 40 CFR 1500 - 1508 as amended, 23 CFR 771.117 and the 2019 FHWA/ODOT Programmatic Agreement for processing of categorical exclusions. Implementation of this action as a “Categorical Exclusion” will satisfy the requirements of the National Environmental Policy Act.

Preparer/Reviewer Signatures

| | |
|--|---|
|  | |
| Environmental Consultant Project Manager (If Applicable) | Date |
| Able Consulting, LLC | July 11, 2022 |
| Environmental Consultant Firm Name (If Applicable) | Date |
| | |
| County Commissioner or City Manager (For Local Government Projects) | Date |
| Frank Guerrero | Digitally signed by Frank Guerrero Date: 2022.07.18 14:37:23 -05'00' |
| ODOT Environmental Project Manager | Date |
|  | 7/20/2022 |
| ODOT Environmental Programs Interim Assistant Division Manager | Date |
| Joe Brutsché | Digitally signed by Joe Brutsché Date: 2022.07.20 07:01:17 -05'00' |
| ODOT Environmental Programs Interim Division Manager | Date |
| CONCLUSION: | |
| ODOT has reviewed the conditions identified in Section IV.A.1.b of Federal Highway Administration 2019 (FHWA)/ODOT Programmatic Agreement for Processing Categorical Exclusions (CE) and determined that an Individual CE must be submitted to FHWA for approval. | <input checked="" type="checkbox"/> YES |
| | <input type="checkbox"/> NO |

For Individual CEs requiring FHWA Approval:

Concurrence that this project qualifies for a Categorical Exclusion:

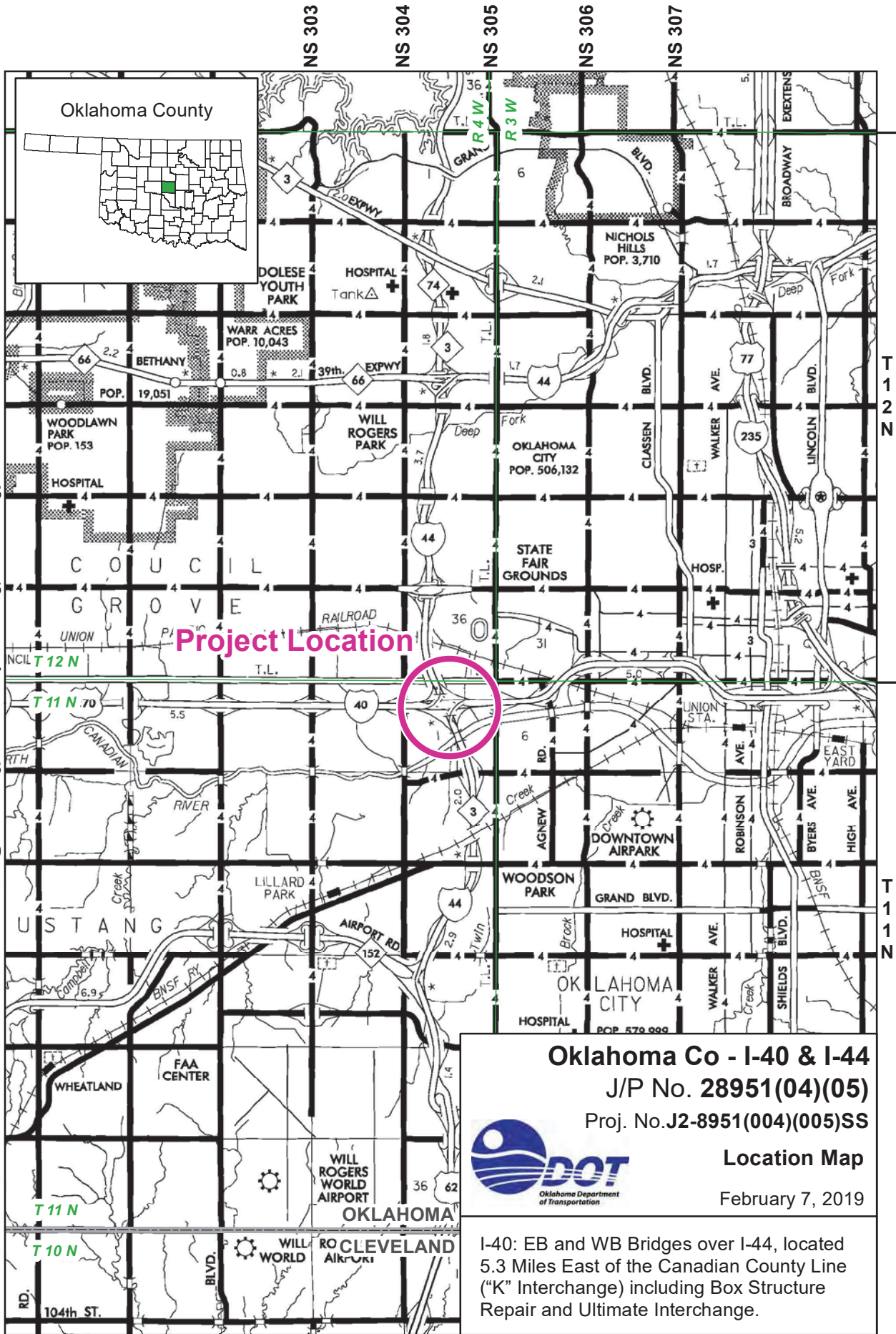
| | |
|--------------------------------------|---|
| Ralph Nguyen | Digitally signed by Ralph Nguyen Date: 2022.08.08 15:08:20 -05'00' |
| Environmental Programs Manager, FHWA | Date |

Attachments:

- | | |
|--------------------------------------|---|
| 1. Location Map | 4. Studies and Coordination |
| 2. Current Plans and Study Footprint | 5. Other Section – Initiation and Inspection Reports, NEPA, QA/QC Checklist |
| 3. Early Coordination | |

Distribution List (Check Applicable Ones)

| | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | Project Management Division (All State Projects) |
| <input checked="" type="checkbox"/> | Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects) |
| <input checked="" type="checkbox"/> | Bridge Division (All State Bridge Projects) |
| | Traffic Division (For projects from Traffic Division) |
| | Local Government Division (County, City, TAP or Special Projects) |
| <input checked="" type="checkbox"/> | Field Division Engineer (All Projects) |
| <input checked="" type="checkbox"/> | Right-of-Way Division (All Projects) |
| | Noise Specialist (For projects with noise studies) |



Oklahoma County

Project Location

Oklahoma Co - I-40 & I-44
 J/P No. 28951(04)(05)
 Proj. No. J2-8951(004)(005)SS



Location Map

February 7, 2019

I-40: EB and WB Bridges over I-44, located 5.3 Miles East of the Canadian County Line ("K" Interchange) including Box Structure Repair and Ultimate Interchange.

