



**Documented Categorical Exclusion (DCE) for
I-35: at SH-9W Interchange
McClain County
Project No. J1-9134(004), Job Piece No. 19314(04)**

Existing Conditions and Purpose and Need for the Action

I-35 north of SH-9W is a six-lane divided urban interstate with a 30-ft wide paved median with concrete barrier, 12-ft wide driving lanes, 10-ft wide inside shoulders, and 10-ft wide outside shoulders. There is an additional auxiliary lane both northbound and southbound between the SH-9W interchange and the SH-9E interchange to the north. South of SH-9W, the median transitions to a 30-ft wide grass median with cable barrier and 3-ft to 4-ft wide shoulders. The southbound auxiliary lane exits at the SH-9W off-ramp. SH-9W is a 4-lane roadway, westbound from the SH-9W bridge over I-35, with two 12-foot-wide eastbound and westbound driving lanes, and 10-foot-wide paved outside and inside shoulders. West Adkins Hill Road is a 2-lane roadway, eastbound from the SH-9W bridge over I-35, with one 12-foot-wide eastbound and westbound driving lanes and no shoulders.

The existing I-35 and SH-9W interchange is a partial cloverleaf with diamond ramps on the west side of I-35 for southbound I-35 traffic exiting to SH-9W and for SH-9W traffic entering to southbound I-35. The southeast quadrant of the interchange contains a loop ramp for eastbound SH-9W traffic headed to northbound I-35 and an exit ramp for northbound I-35 traffic destined to SH-9W. The northeast quadrant of the interchange contains a free-flow ramp for westbound SH-9W traffic headed to northbound I-35.

The existing bridge (National Bridge Inventory [NBI] 27477, Str. 44052536WXR) on the I-35 southbound ramp to SH-9W over an unnamed tributary to the Canadian River, is a 29-foot-wide concrete span bridge with a 29-foot-wide approach roadway. The bridge has a sufficiency rating of 82.9 and is not considered structurally deficient. The existing bridge (NBI 22008, Str. 44052536WX) on I-35 southbound over an unnamed tributary to the Canadian River, is a 52-foot-wide concrete span bridge with a 52-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 22007, Str. 44052536EX) on I-35 northbound over an unnamed tributary to the Canadian River, is a 64-foot-wide concrete span bridge with a 64-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 29473, Str. 44052473X) on SH-9W over I-35, is an 80-foot-wide concrete span bridge with an 80-foot-wide approach roadway. The bridge has a sufficiency rating of 84.6 and is not considered structurally deficient.

The current average annual daily traffic (AADT) on I-35 is 81,500 vehicles per day (vpd) and is projected to increase to 128,000 vpd by the year 2050. The current AADT on SH-9W is 26,120 vehicles per day (vpd) and is projected to increase to 47,320 vpd by the year 2050.

Congestion occurs on the I-35 ramps, particularly the southbound off-ramp, causing vehicles to back up on to the I-35 mainline. During the afternoon and evening peak hours, southbound traffic from westbound SH-9 backs up and infringes on the primary southbound through lanes of I-35. Additionally, traffic signal spacing is too close for functional traffic flow on SH-9W (approximately 400 feet). The purpose of the project is to improve safety and traffic flow at the I-35/SH-9W Interchange.

Prior Planning & Alternatives Considered

The Oklahoma Department of Transportation (ODOT) studied four alternatives to improve the I-35/SH-9W interchange. These included:

- Alternative 2A – Diverging Diamond Interchange (DDI). A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. The DDI would eliminate left-turns across traffic for vehicles entering the interstate. Both directions of SH-9W traffic would cross to the opposite side on both sides of the bridge crossing I-35.
- Alternative 2B – DDI with Reliever Ramp. Alternative 2 is similar to Alternative 2A but adds a “reliever ramp” to facilitate southbound I-35 traffic bound for South Harvey Avenue or NW 12th Avenue.
- Alternative 3D – Loop Interchange with Reliever Ramp. This interchange routes eastbound SH-9W traffic bound for northbound I-35 via a loop. The alternative also includes a loop reliever ramp directing both southbound I-35 and westbound SH-9W to the west side I-35 frontage road, i.e., South Harvey Avenue or NW 12th Avenue. A roundabout east of the interchange facilitates exiting northbound I-35 traffic and both directions of SH-9W traffic.
- Alternative 4 – Single Point Urban Interchange (SPUI). A SPUI is a basic diamond interchange with a single signalized central intersection in the center of the bridge. The SH-9W and the I-35 ramp traffic will converge to a single point utilizing the single set of traffic signals.

All alternatives increase the existing signal spacing between the southbound I-35 off ramp and Harvey Avenue. Alternatives 2A and 4 achieve this through a partial realignment of South Harvey Avenue and adding a ramp onto the existing frontage road. Alternatives 2B and 3D achieve this through a full realignment of South Harvey Avenue and connecting to the west frontage road at West Lamar Road. Lastly, all alternatives include a realignment of North Harvey Avenue to improve safety and traffic flow to/from local businesses.

Description of Proposed Action

The proposed improvement consists of reconstruction of the existing I-35/SH-9W interchange as a diverging diamond interchange. The DDI will utilize the existing bridge on SH-9W over I-35. The existing on- and off-ramps to and from I-35 to SH-9W and the associated intersections with SH-9W will be reconstructed to accommodate the DDI design. Traffic signals will be installed at the two ramp intersections. An additional off-ramp from southbound I-35 to West Lamar Road will be added for traffic not wanting to access SH-9W. South Harvey Avenue will be realigned to join SH-9W further west and will extend south on the east side of the casino to intersect at West Lamar Road.

New right-of-way will be required for the realignment of South Harvey Avenue; however, no relocations will be required. The study area has a very small overall population, including a small number of minority and low-income individuals. Given that the project is anticipated to benefit the users of the interchange and will not cause substantial impacts to the surrounding community, the project is not anticipated to have disproportionately high and adverse impacts to environmental justice populations.

The mainline lanes of I-35 will remain open during construction with phasing. The Access Justification Report (AJR) for the interchange of I-35 & SH-9W is currently in progress. Operational Analysis using PTV Vissim has been completed for the existing interchange as well as several proposed alternatives.

After thorough analysis, the proposed Diverging Diamond Interchange was selected for further design. The AJR is anticipated to be completed for FHWA review in early 2023.

Public Involvement & Agency Solicitations

Between November 1 and November 16, 2021, ODOT conducted individual meetings with all stakeholders within the project limits including the City of Newcastle, Town of Goldsby, McClain County, Love's Travel Stores and the Chickasaw Nation. These meetings allowed those stakeholders to ask questions on the public notice materials and get clarification on any items. ODOT requested any comments or concerns from these stakeholders should be provided at the public meeting or through the public comment form provided in their material.

ODOT presented all four alternatives to the public at an in-person public meeting on November 18, 2021 in Goldsby, Oklahoma. Fifty-four members of the public signed the sign-in sheet. The public meeting consisted of a PowerPoint presentation explaining the four (4) interchange improvement alternatives, followed by a question-and-answer session. Graphics of the four (4) interchange improvement alternatives, travel time comparisons for each alternative, an Operational Matrix, an Overall Alternatives Matrix, and a pro/con list for the alternatives were also displayed on poster exhibits, with ODOT staff available for one-on-one conversations. A pamphlet with project information, graphics of the four interchange improvement alternatives, and a comment form were provided to attendees. After the meeting, all public meeting materials were made available for public review on ODOT's project website.

Comments received during and after the meeting primarily expressed a preference for one or more of the alternatives. Several comments suggested modification to the Riverwind Casino and Love's Travel Stop access, including suggestions for a route behind Love's for trucks. Other comments were to include two entrance and exit lanes on I-35, improvements to the traffic signals, providing additional bridges, lighting at the interchange, making safety improvements, and adding a pedestrian bridge. ODOT responded to all comments and posted those responses to the project website. The complete Public Involvement Summary is attached to this document. The project does not have any controversy on environmental grounds.

After consideration of the design analysis and public input, ODOT selected Alternative 2B, the Diverging Diamond Interchange (DDI) with Reliever Ramp, as the preferred alternative. The DDI option was the preferred choice of the Town of Goldsby and the City of Newcastle while also providing the best outcome for users of this interchange. The DDI design can accommodate large volumes of turning traffic by shifting traffic to the left side of a divided roadway through a series of coordinated signals for safer and more efficient left turns. This design will improve congestion on southbound I-35 during peak travel times and improve access to both SH-9 West and the local road system. Additionally, South Harvey Avenue and NW 12th Ave. will be realigned to connect to the intersection at West Lamar Road, west of I-35.

The proposed project does not have any substantial public controversy on environmental grounds.

Social, Economic and Environmental Impacts & Agency Coordination

The project involves acquisition of right-of-way. However, the acquisition does not involve any residential or commercial relocations nor involve property in which another Federal Agency or Federally Recognized Tribe has ownership, oversight or any other encumbrance.

The project area contains an overall small population, with low numbers of minority and low-income individuals. Data from Census Tract 4002.04 in McClain County indicate the area is 85% white, with 8.5% identifying as two or more races, and 7.4% as Hispanic (2020 American Community Survey 5-Year Estimates). Just over five percent (5.7%) of the tract's population is below the poverty level. Given that

the project is anticipated to benefit the users of the interchange and will not cause substantial impacts to the surrounding community, the project is not anticipated to have disproportionately high and adverse impacts to environmental justice populations.

Cultural Resources

In 2019, the Oklahoma Department of Transportation (ODOT) conducted cultural resource studies on behalf of the Federal Highway Administration (FHWA) for proposed improvements to the interchange of SH-9W at I-35 in northern McClain County, Oklahoma; approximately 150 acres were surveyed. ODOT determined that the proposed undertaking would have no effect on historic properties. Consultation with the State Historic Preservation Office (SHPO) (File #2779-19) and the State Archaeologist's Office (FY19-3136) resulted in concurrence with that determination of effect.

As a result of ongoing alternatives analyses, ODOT revised the area of potential effect (APE) for the proposed improvements. An updated cultural resources study for the portions of the revised APE not included in the 2019 consultation was completed by ODOT-CRP in 2021. The 2021 revised study area begins approximately 0.49 miles north of the I-35/SH-9W bridge and extends south for approximately 1.18 miles along I-35. At the I-35/SH-9W interchange, the study area extends 0.33 miles to the west and 0.25 miles to the east along SH-9. In total, the 2021 revised study area for the proposed undertaking included approximately 126 acres, 33.4 acres of which were located outside of the 2019 APE and were surveyed as part of the 2021 studies. ODOT determined the proposed project will have no effect on historic properties.

No archaeological sites, buildings, or structures were identified during the 2021 cultural resource study.

Consultation with the State Historic Preservation Office (File #0172-22) and the State Archaeologist (OAS FY22-0139) resulted in concurrence with our assessment and determination.

ODOT-CRP consulted with the following tribes: Chickasaw Nation, Osage Nation, and the Wichita & Affiliated Tribes.

An avoidance note will be added to the plans for work in off-site areas.

Section 4(f) and Section 6(f) Involvement

The action does not involve the use of public recreational or historic properties protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (U.S. DOT Act) (49 U.S.C. 303) nor properties that have been developed using Land and Water Conservation Funds Act (LWCFA) of 1965 (16 USC 4601-4 et seq) protected under Section 6(f) of the Act.

Waters and Wetlands

The action involves work in an unnamed tributary to the Canadian River, exhibiting the characteristics of a jurisdictional waterway (and potentially jurisdictional wetlands). The proposed construction activities will be evaluated to ensure that the appropriate Clean Water Act Section 404 permit application is made.

Threatened & Endangered Species, Bald Eagles, and Migratory Birds

A biological field review was performed for the referenced project. ODOT on behalf of FHWA has determined that the project, as proposed, will have no effect on the federally-listed piping plover and red knot. The project, as proposed, is unlikely to adversely affect the whooping crane, and the Arkansas River shiner and its designated critical habitat. The project, as proposed, is not likely to affect the continued existence of the monarch butterfly. The U.S. Fish and Wildlife Service (USFWS) has concurred with the Department's findings.

The project as proposed could adversely affect nesting habitat for migratory birds, species protected by the Migratory Bird Treaty Act (MBTA), if construction activities occur during the nesting season of these species. A Migratory Bird Plan note requiring avoidance of demolition or construction of any existing structures with migratory birds use during the nesting season will be added to the construction plans.

<u>Species</u>	<u>Seasonal Restriction Period</u>
Migratory Birds: Swallows and Phoebes (NESTS PRESENT)	March 1 – August 31

Floodplains

The project is located in a regulatory floodway. However, the proposed project will not require a flood map revision as determined by the appropriate state or local authority.

Farmlands

In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act (FPPA), Parts 1 and III of Form AD-1006 was completed and sent to Natural Resources Conservation Services (NRCS). However, the site assessment score received a total score less than 160 points. Hence FPPA does not apply.

Hazardous Waste

There are no known hazardous materials sites or previous land uses with potential for hazardous materials remains within the proposed action area.

Changes to Access or Access Control

The project will reconstruct the existing interchange as a diverging diamond interchange, which will change the ramp configuration and operation.

Temporary Construction Impacts

The road will remain open to through traffic. The Contractor will provide access to local property owners at all times.

Noise

The project is not categorized as a Type I project and therefore does not require noise analysis.

Other Permits & Coordination

The action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction, in accordance with 14 CFR 77.13 – 77.17 due to the location of David Jay Perry Airport and Max Westheimer Airport within 4 miles of the project location.

Summary of Commitments

Pre-Construction Commitments:

The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. For State Projects, 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 following Airports/Airfields are 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: David Jay Perry Airport and Max Westheimer Airport

Monarch Commitment: ODOT, as a Certificate of Inclusion partner in the Nationwide Monarch Butterfly CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

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

Tree Removal/Clearing and Grubbing Minimization Commitment: In order to avoid impacts to either tree nesting or ground nesting USFWS Birds of Conservation Concern, the removal of trees and shrubs/ground disturbance will be restricted to areas within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid tree removal / ground disturbance, if possible, during the design of the project. Tree removal / Ground disturbance will be limited to that specified in the project plans provided to contractors.

All operators, employees, and contractors will be made aware of all environmental commitments, including the following Plan Notes.

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.

Non-Compliance: 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.

Cultural Resources Avoidance Note: Locations outside the project area in the following area must not be utilized for borrow, equipment staging, haul roads, spoil dumps or any off-site project-related activity:

T8N R3W: Section 2: NW ¼ NS ¼
 Section 24: NE ¼ NE ¼ NW ¼

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.

Whooping Crane Plan Note: If Whooping Cranes are seen at or within one mile of the proposed work site, the Resident Engineer shall immediately contact the ODOT Biologist. If there is a confirmed sighting and/or Whooping Cranes are observed within one mile of the proposed work site, all construction activities shall cease until it is determined that Whooping Cranes have left the project vicinity without being harassed.

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 migratory bird species extends from March 1 to August 31. Migratory bird nesting use of bridges and culverts throughout the project extents was observed. 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. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the bridges and culverts shall 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.

Conclusions

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 on the environment as defined by 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 Statement. As provided by the 2019 Federal Highway Administration (FHWA)/ODOT Programmatic Agreement Processing of Categorical Exclusions, FHWA has previously determined that processing this action as a Documented Categorical Exclusion (DCE) is appropriate. Based on consideration of prior planning studies, appropriate agency solicitation, thorough environmental review, and public coordination, ODOT has determined that this action results in no significant impacts to the human and natural environment, involves no public controversy on environmental grounds, and no inconsistency with any federal, state or local laws, regulations, and administrative determinations relating to the environment. FHWA concurrence with this finding is requested.

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.

Preparer/Reviewer Signatures

	May 5, 2022
Environmental Consultant Project Manager (If Applicable)	Date
Garver	
Environmental Consultant Firm Name (If Applicable)	
County Commissioner or City Manager (For County Local Government or City Projects)	Date
<i>Amanda Alexander</i>	5-6-2022
ODOT Environmental Project Manager	Date
<i>Amber McIntyre</i>	5-9-2022
ODOT Environmental Programs Interim Assistant Division Manager	Date
	5/9/2022
ODOT Environmental Programs Division Manager	Date

Concurrence that this project qualifies for a Documented Categorical Exclusion:

Ralph Nguyen	Digitally signed by Ralph Nguyen Date: 2022.06.02 13:30:39 -05'00'
Environmental Programs Manager, FHWA	Date

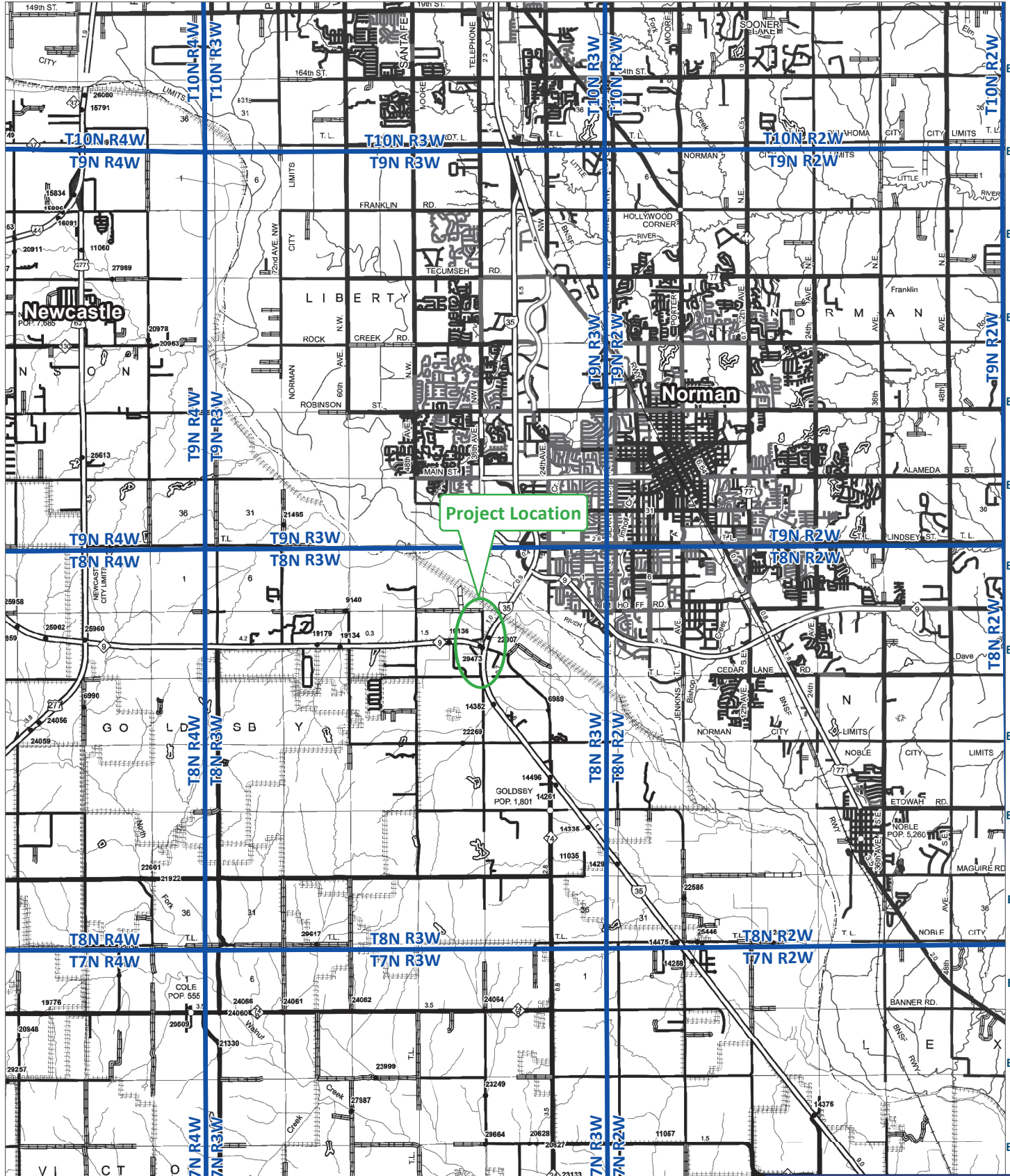
Attachments:

- Location Map
- Current Plans and Study Footprint
- Early Coordination
- Tribal and Federal Properties
- Public Involvement
- Studies and Coordination
- DCE Justification Document

Distribution List (Check Applicable Ones)

X	Project Management Division (All State Projects)
X	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
	Bridge Division (All State Bridge Projects)
	Traffic Division (For projects from Traffic Division)
	Local Government Division (County, City, TAP or Special Projects)
X	Field District Engineer (All Projects)
X	Right-of-Way Division (All Projects)
	Noise Specialist (For projects with noise studies)

NS302 NS303 NS304 NS305 NS306 NS307 NS308 NS309 NS310 NS311 NS312 NS313 NS314 NS315 NS316 NS317



EW118
EW119
EW120
EW121
EW122
EW123
EW124
EW125
EW126
EW127
EW128
EW129
EW130
EW131

Project Location

I-35/SH-9W
INTERSECTION
JP 19314(04)
McClain County



Project Location Map

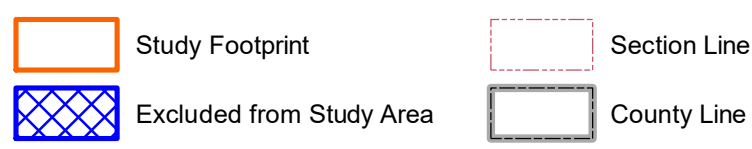
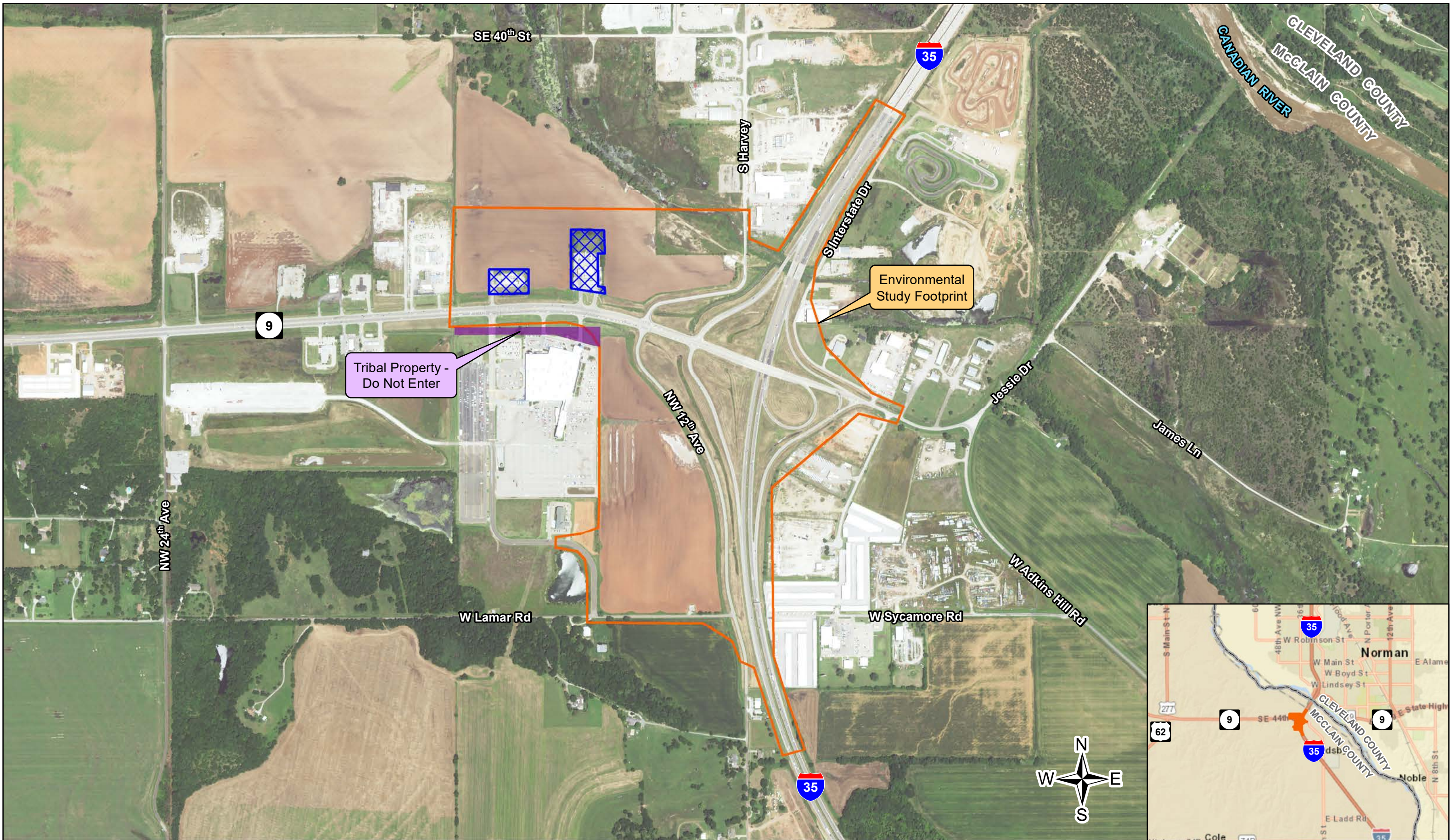
 Project Location

 Township & Range Boundary



1 in = 2 miles

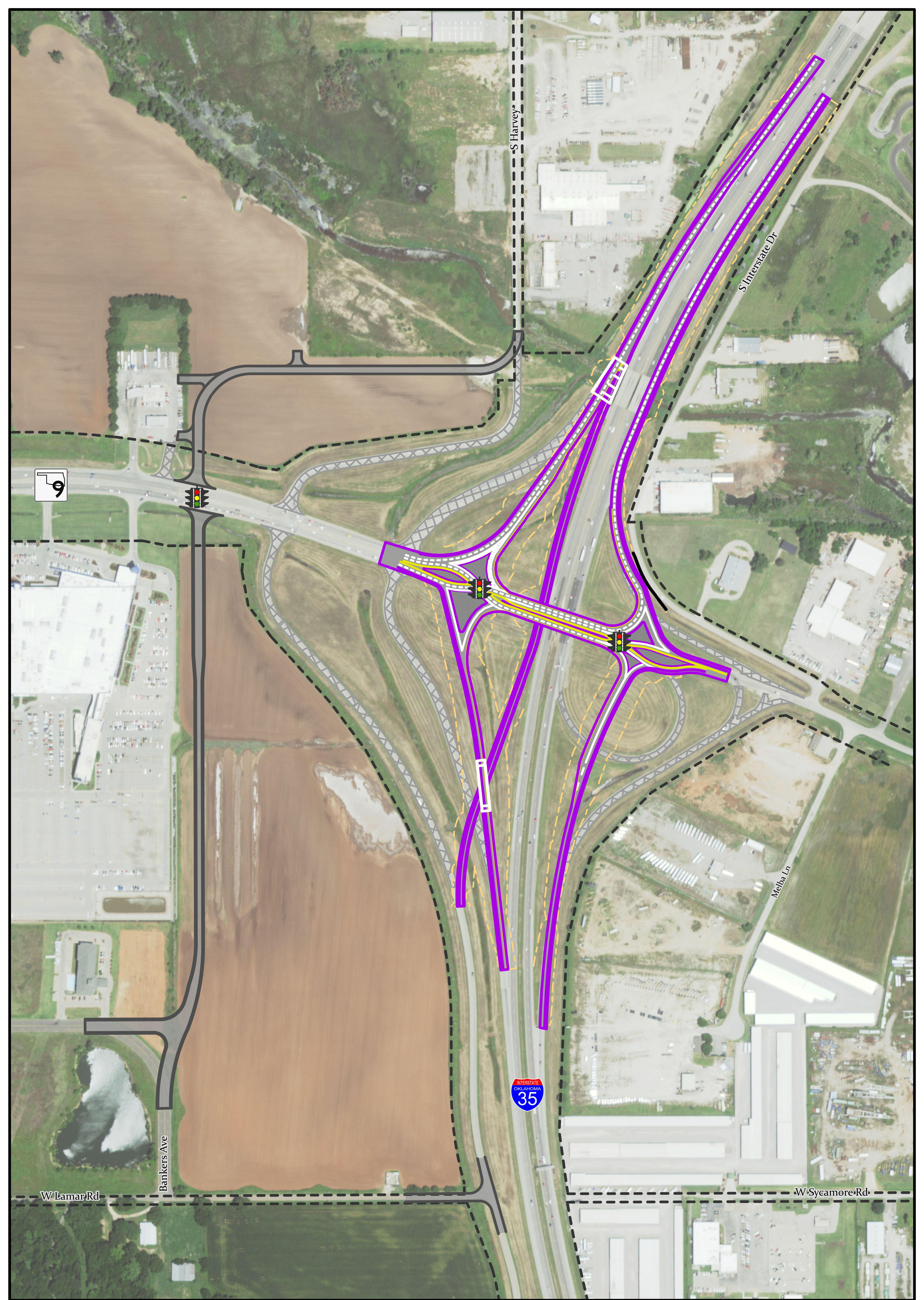
PLANS OR FOOTPRINTS







Oklahoma Department of Transportation
District 3
Environmental Study Footprint



McClain County JP 19314(04) I-35/SH-9W Interchange



-  Option 2B Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 2B - (DDI) DIVERGING
DIAMOND INTERCHANGE + RELIEVER

FOR SURVEY CONTROL DATA, SEE
SURVEY DATA SHEETS

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT NO. J1-9314(004)
GRADE, DRAIN, SURFACE & BRIDGE PLANS
I-35 AND SH-9W INTERCHANGE
McCLAIN COUNTY

CONTROL SECTION NO. 09-44-08
STATE JOB NO. 19314(04)

BRIDGE "A" LOCATION NO. 4405-2536WXR; EXIST. NBI NO. 27477
BRIDGE "X" LOCATION NO. 4405-2505XR; NEW NBI NO. XXXXX

INDEX OF SHEETS

0001	TITLE SHEET
0002-0005	TYPICAL SECTION
R001 -R005	GEOMETRIC LAYOUT
R006	LAYOUT MAP
R007-R017	PLAN AND PROFILE SHEETS
S001-S017A	SURVEY DATA SHEETS
X001-X042	CROSS SECTIONS

LOCAL ROAD STATIONING

W. LAMAR ROAD	STA 399+00.00 TO STA 412+64.24
BANKERS AVE.	STA 507+92.25 TO STA 511+42.86
NW 12 AVE.	STA 308+27.48 TO STA 340+22.76
S. HARVEY	STA 205+04.49 TO STA 219+40.07

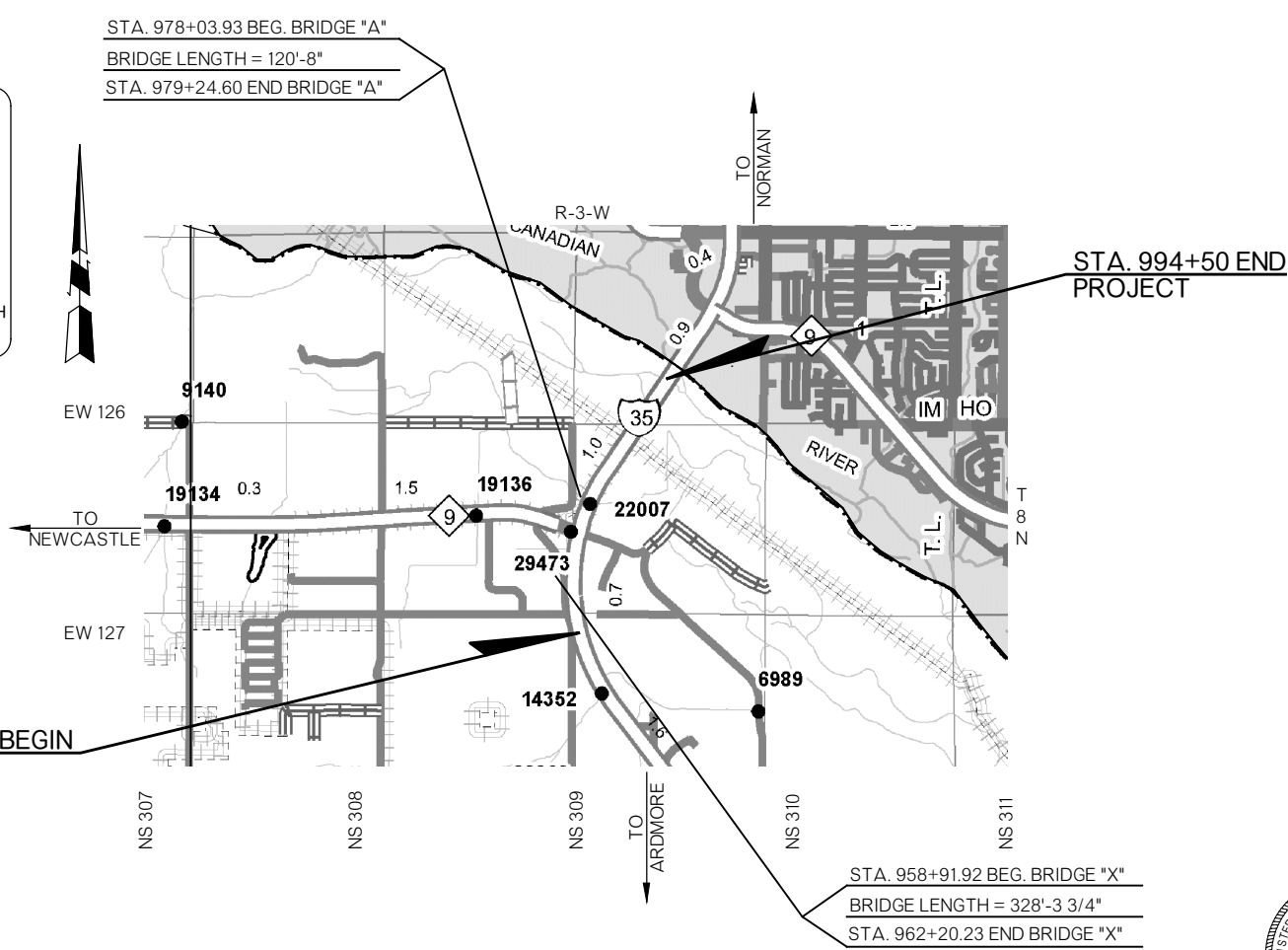
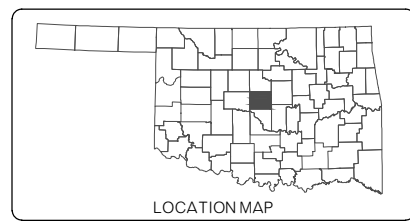
SH 9W		RAMPS		LOCAL ROADS	
ADT 2021	= 26,120	ADT 2021	= 15,750	ADT 2021	= 860
ADT 2050	= 47,320	ADT 2050	= 27,000	ADT 2050	= 2,640
DHV (2-WAY)	= 5,820	DHV (1-WAY)	= 2,980	DHV (2-WAY)	= 325
K (DHV/ADT)	= 12.3%	K (DHV/ADT)	= 12.3%	K (DHV/ADT)	= 12.3%
D	= NA	D	= NA	D	= NA
T (% DHV)	= 8%	T (% DHV)	= 8%	T (% DHV)	= 8%
T (% ADT)	= 11%	T (% ADT)	= 11%	T (% ADT)	= 11%
T3 (% ADT)	= 6%	T3 (% ADT)	= 6%	T3 (% ADT)	= 6%
V	= 45 MPH	V	= 45 MPH	V	= 25-35 MPH
20YR FLEX. ESALS	= XX M	20YR FLEX. ESALS	= XX M	20YR FLEX. ESALS	= XX M

SCALES

PLAN	1" = 50'
PROFILE HOR.	1" = 50'
VER.	1" = 5'
LAYOUT MAP	1" = 2,640'

CONVENTIONAL SYMBOLS

	PROPOSED ROAD
	RAILROADS
	RANGE & TOWNSHIP SECTION LINES
	QUARTER SECTION LINES
	FENCES
	GROUND LINE
	EXISTING ROADS
	BASE LINE
	GRADE LINES
	TELEPHONE & TELEGRAPH
	POWER LINES
	BUILDINGS
	OIL WELLS
	DRAINAGE STRUCTURES - IN PLACE
	DRAINAGE STRUCTURES - NEW
	RIGHT-OF-WAY LINES - EXISTING
	RIGHT-OF-WAY LINES - NEW
	CONTROLLED ACCESS
	RIGHT-OF-WAY FENCE



NOTE: PROJECT LENGTH BASED ON RAMP A AND B I35 STATIONING.

ROADWAY LENGTH	5,001.02 FT.	0.947 MI.
BRIDGE LENGTH	448.98 FT.	0.085 MI.
PROJECT LENGTH		1.032 MI.

EQUATIONS: NONE
EXCEPTION: NONE

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.



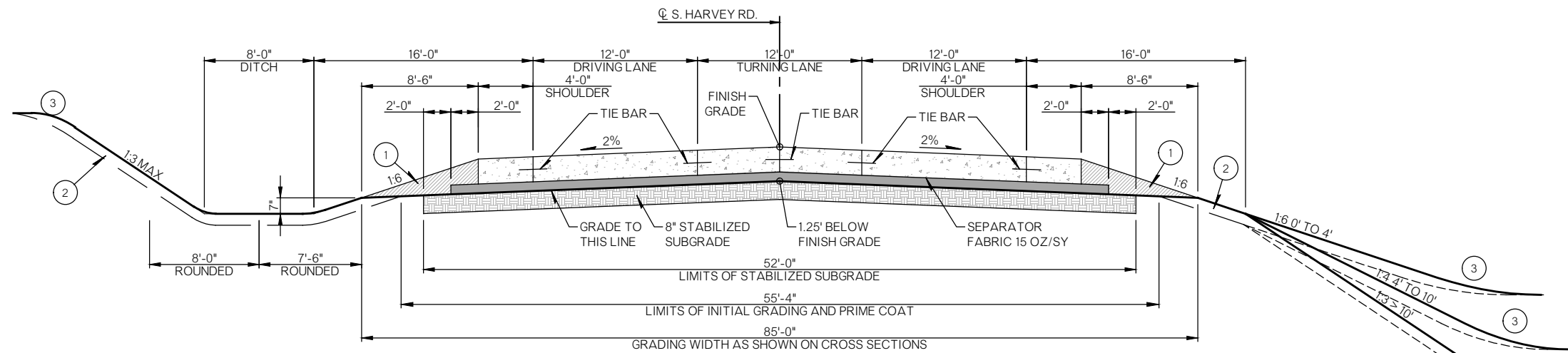
TRIAD DESIGN GROUP
Architecture • Engineering
3020 N.W. 149TH STREET
OKLAHOMA CITY, OK 73134
PH. (405) 752-1122
FAX (405) 752-8855
CA# 1759, RENEWAL 06-30-2023

SUSAN LYNN DAVIS
REGISTERED PROFESSIONAL ENGINEER NO. 16026

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED _____	DATE APPROVED _____
BY _____	BY _____
CHIEF ENGINEER	DIVISION ADMINISTRATOR
SWO 5415(1)	F.A. PROJECT NO. J1-9314(004)
COUNTY McClain COUNTY	HIGHWAY I-35 AND SH-9W INTERCHANGE SHEET NO. 0001

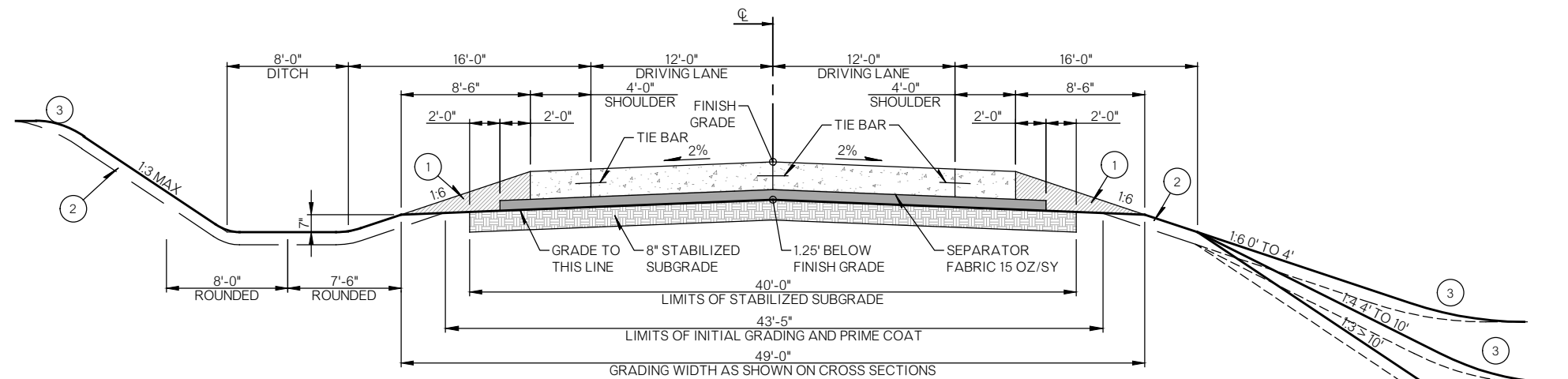
PE NO. XXXX

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18, 2019.



TYPICAL SECTION NO. 1
 CL S. HARVEY RD.
 STA. 205+04.49 TO STA. 209+50

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	DRIVING LANES AND 4'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

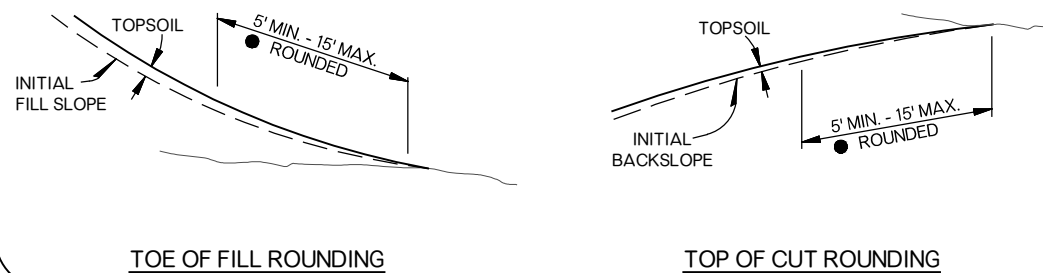


TYPICAL SECTION NO. 2
 CL S. HARVEY RD.
 STA. 211+60 TO STA. 219+40.07
 CL NW 12TH AVE.
 STA. 320+05.29 TO STA. 327+52.50
 CL W. LAMAR RD.
 STA. 409+50.00 TO STA. 412+64.22

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	DRIVING LANES AND 4'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDED TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.



1 BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

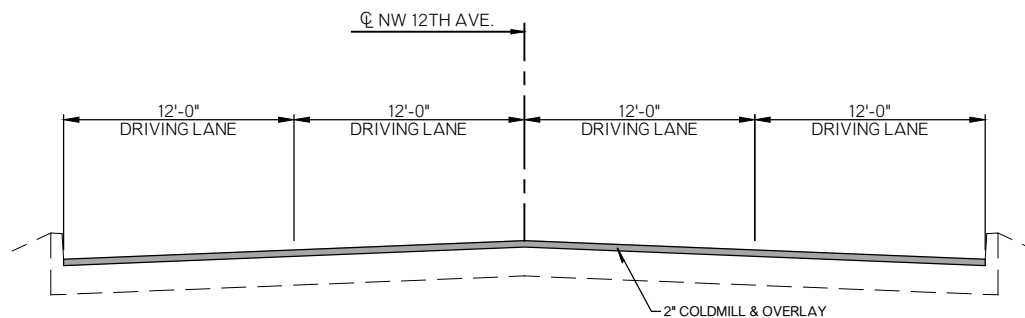
2 TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR 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 MASSLINE BALANCE.

3 SEE ROUNDING DETAIL.

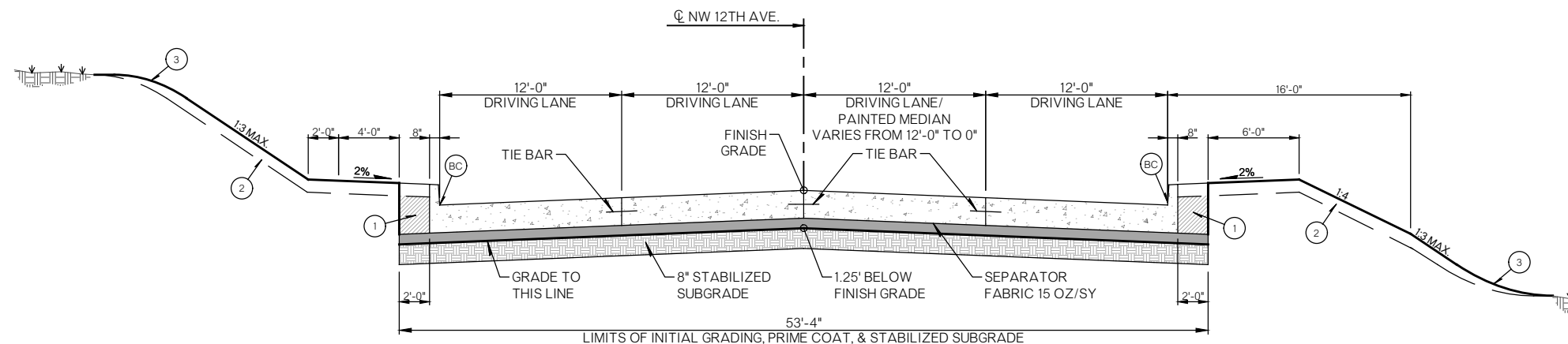
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TYPICAL SECTION



TYPICAL SECTION NO. 3
CL NW 12TH AVE.
STA. 308+27.48 TO STA. 311+96.65

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	DRIVING LANES
OVERLAY	2" SUPERPAVE TYPE S4 (PG 64-22 OK)



TYPICAL SECTION NO. 4
CL NW 12TH AVE.
STA. 300+17.92 TO STA. 310+76.03

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	DRIVING LANES AND 4'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

1 BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

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 FOR SALVAGED TOPSOIL, LUMP SUM.

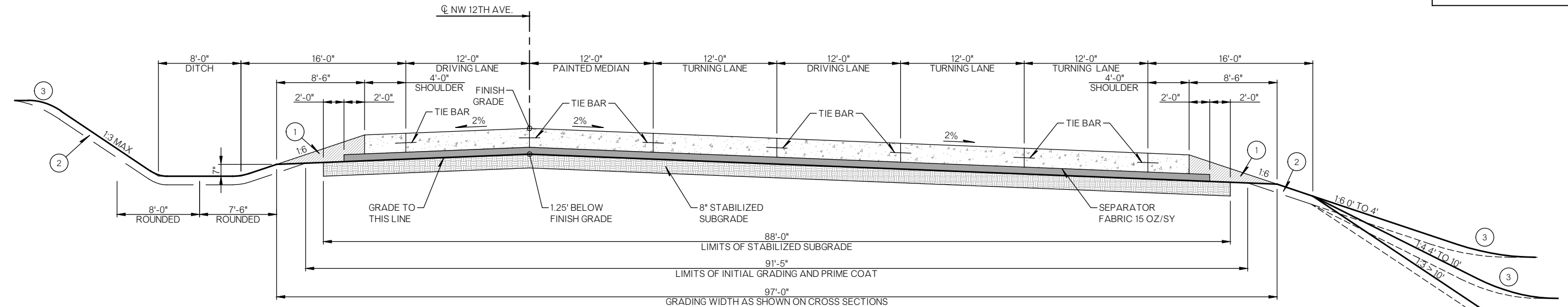
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.

3 SEE ROUNDING DETAIL.

(BC) CONC. CURB (8" BARRIER-INTEGRAL)

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TYPICAL SECTION



TYPICAL SECTION NO. 5
 ☐ NW 12TH AVE.
 STA. 332+41.92 TO STA. 335+22.42

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	DRIVING LANES AND 4'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

① BACKFILL NOTE:
 TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

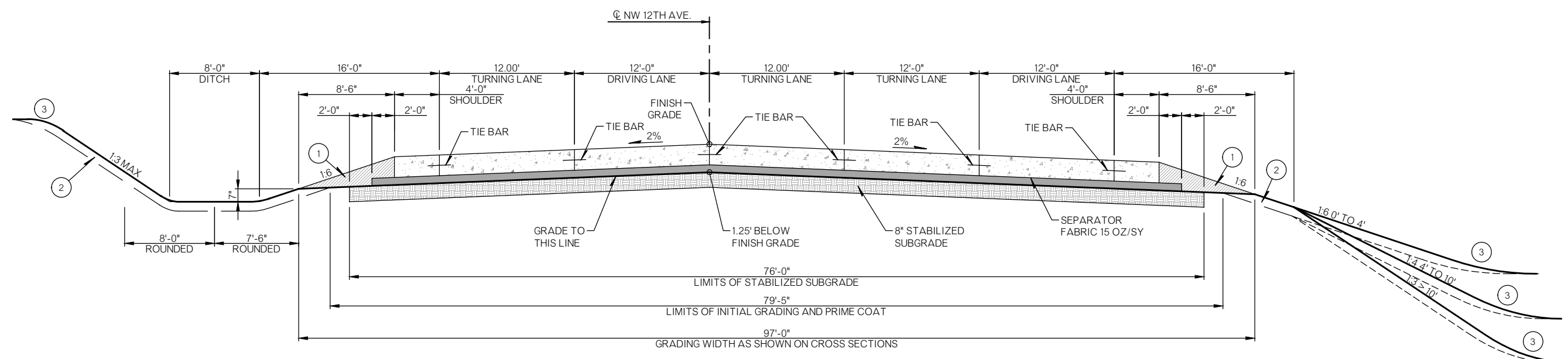
② TOPSOIL NOTE:
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③ SEE ROUNDING DETAIL.

PRELIMINARY
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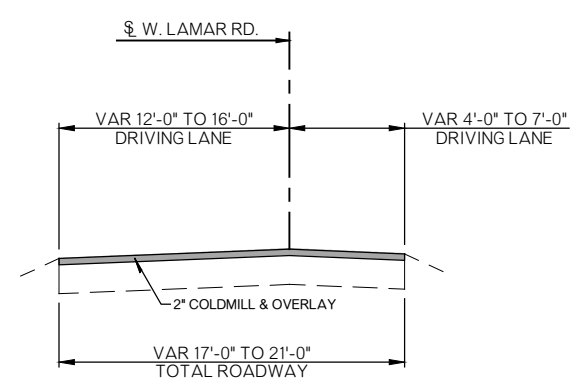
TYPICAL SECTION
 State Job No. 19314(04) Sheet No. 0004

MCLLAIN COUNTY I-35 AND SH-9W INTERCHANGE



TYPICAL SECTION NO. 6
 ☐ NW 12TH AVE.
 STA. 332+41.92 TO STA. 335+22.42

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	DRIVING LANES AND 4'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 7
 ☐ W. LAMAR RD.
 STA. 399+00 TO STA. 409+50

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	DRIVING LANES
OVERLAY	2" SUPERPAVE TYPE S4 (PG 64-22 OK)

① BACKFILL NOTE:
 TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.







② TOPSOIL NOTE:
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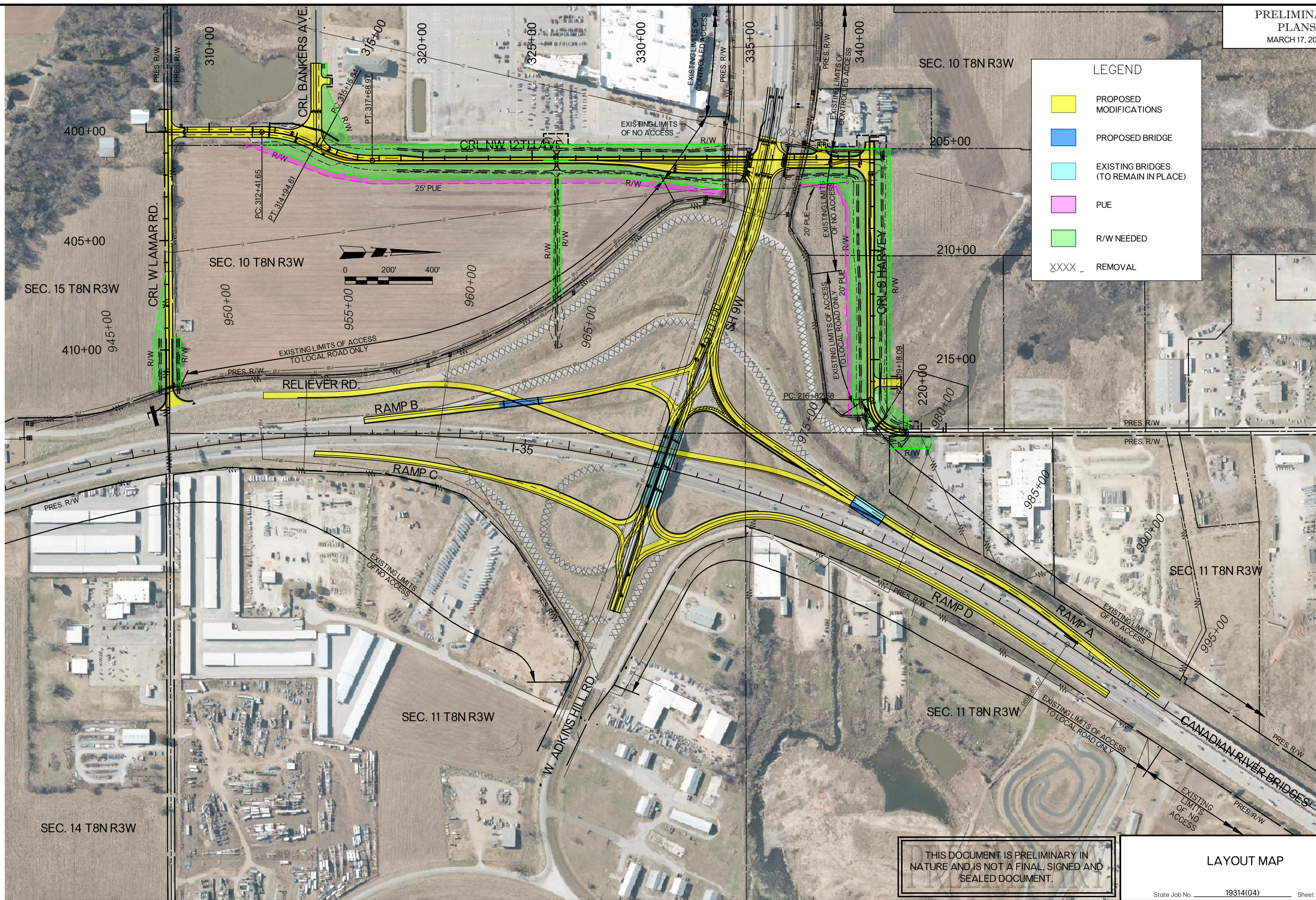
③ SEE ROUNDING DETAIL.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

TYPICAL SECTION
 State Job No. 19314(04) Sheet No. 0005

MCCLEIN COUNTY I-35 AND SH-9W INTERCHANGE

LEGEND	
	PROPOSED MODIFICATIONS
	PROPOSED BRIDGE
	EXISTING BRIDGES (TO REMAIN IN PLACE)
	PUE
	R/W NEEDED
	REMOVAL



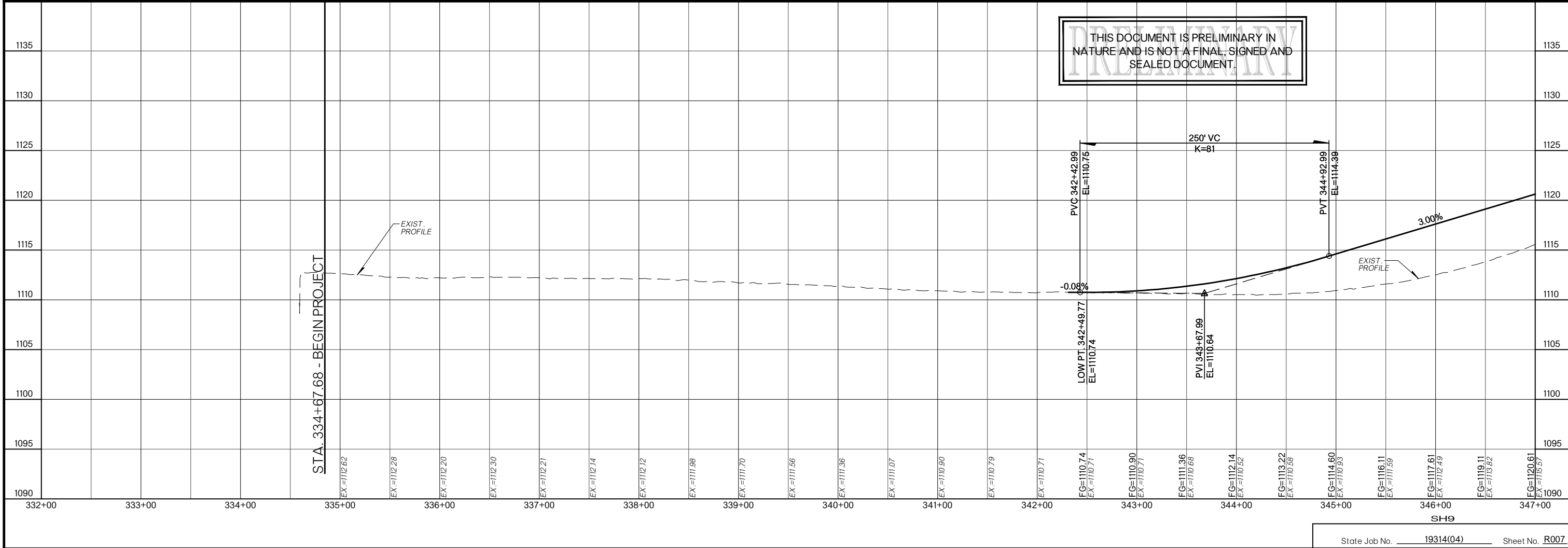
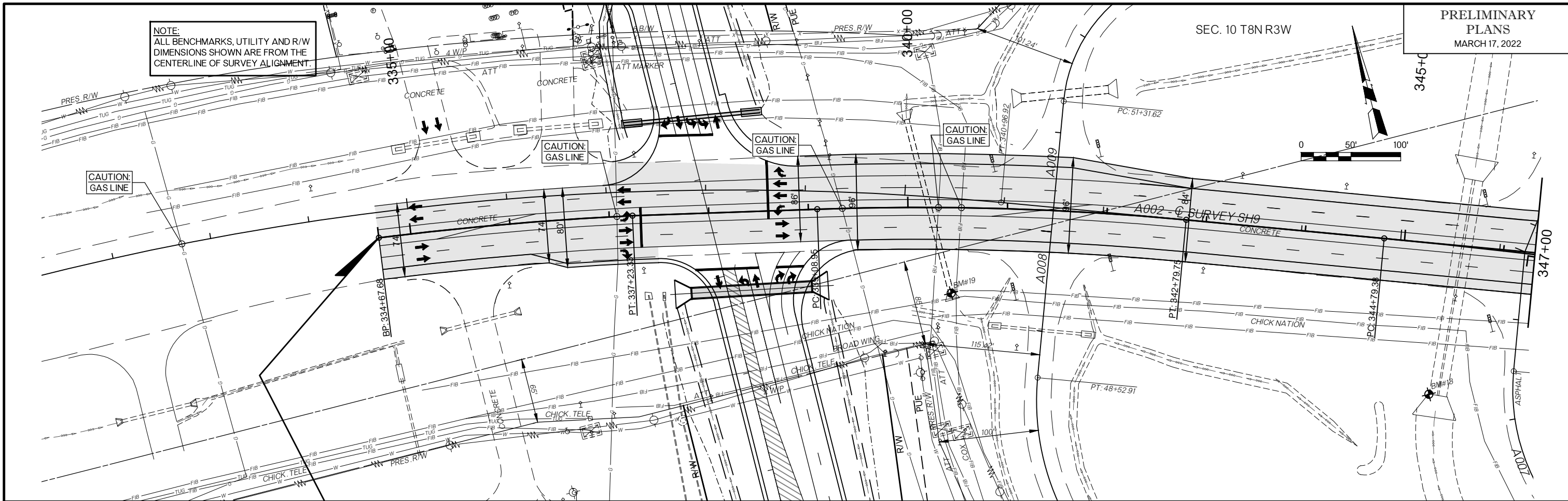
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LAYOUT MAP
State Job No. 19314(04) Sheet No. R006

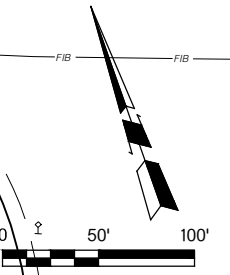
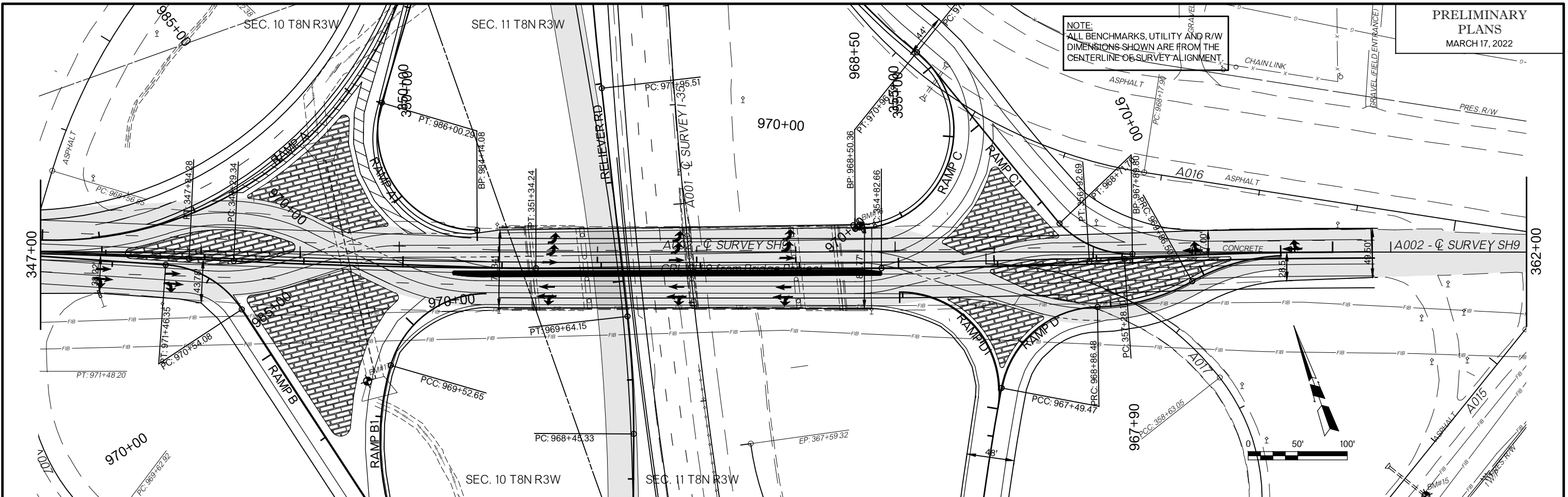
MCCLELLIN COUNTY I-35 AND SH-9W INTERCHANGE

SEC. 10 T8N R3W

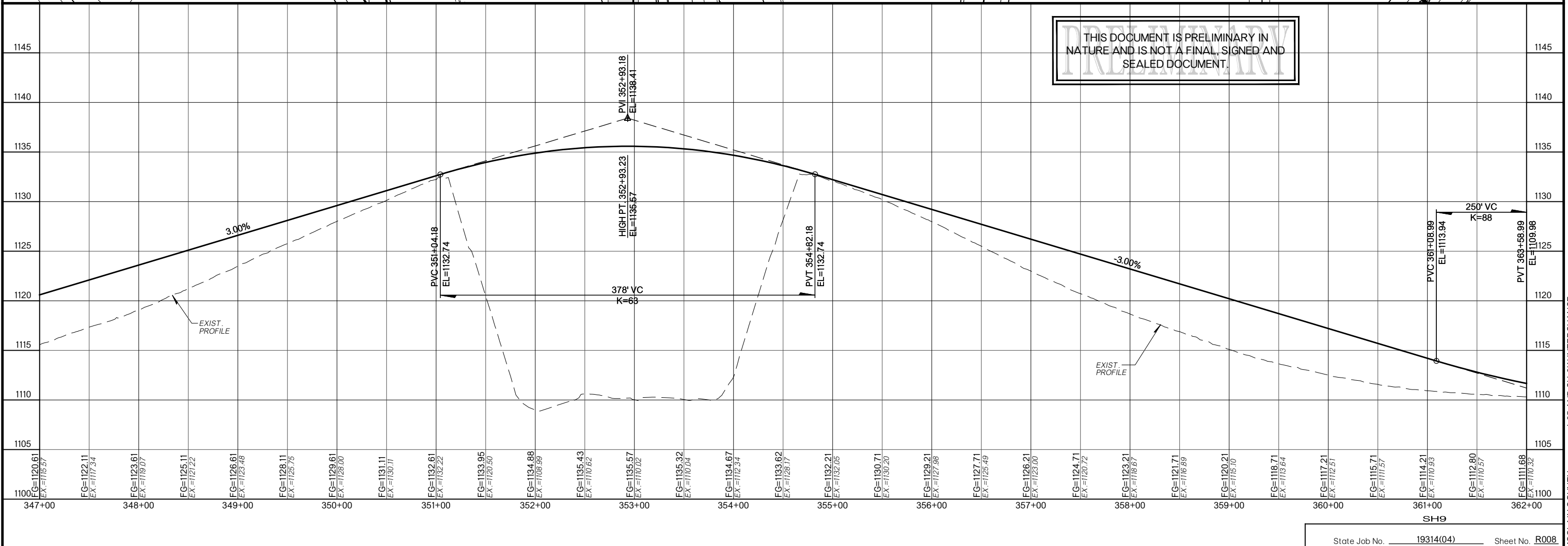
NOTE:
ALL BENCHMARKS, UTILITY AND R/W
DIMENSIONS SHOWN ARE FROM THE
CENTERLINE OF SURVEY ALIGNMENT.

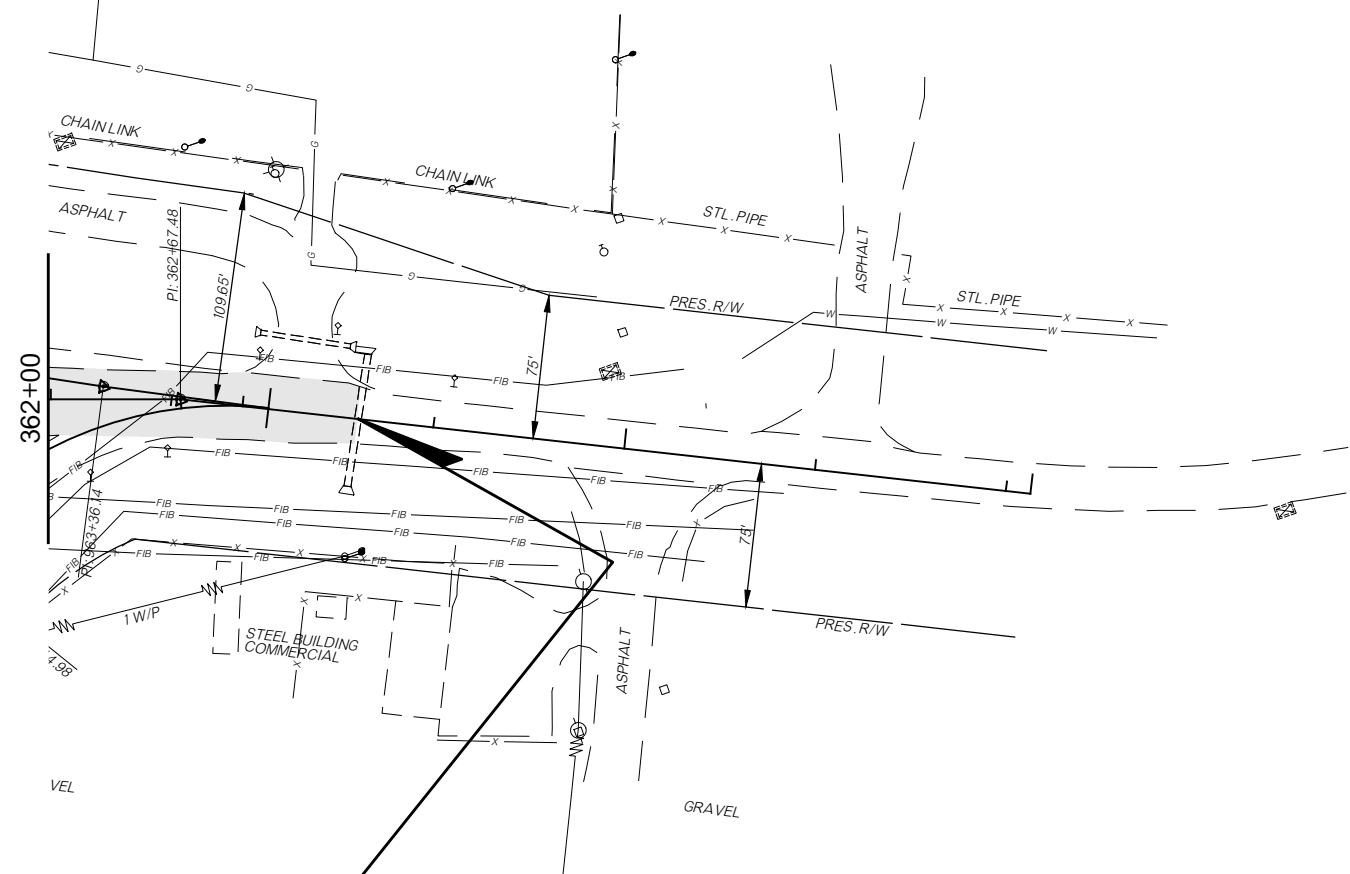


NOTE:
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DIMENSIONS SHOWN ARE FROM THE
CENTERLINE OF SURVEY ALIGNMENT.

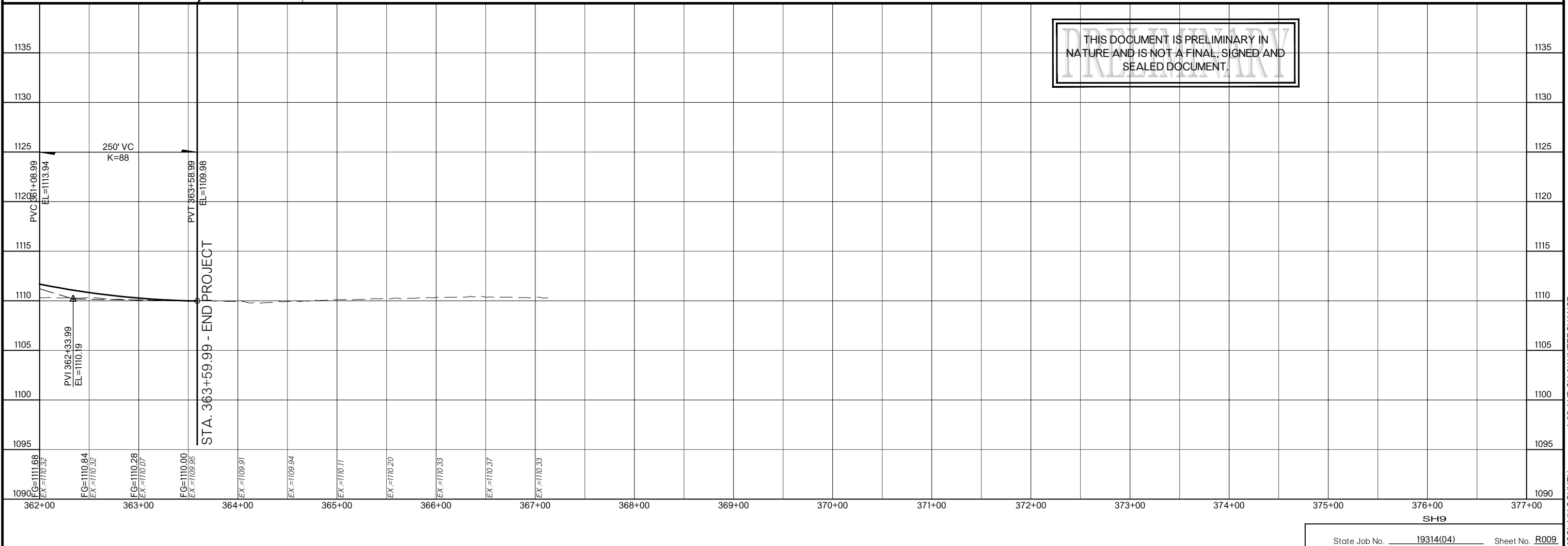


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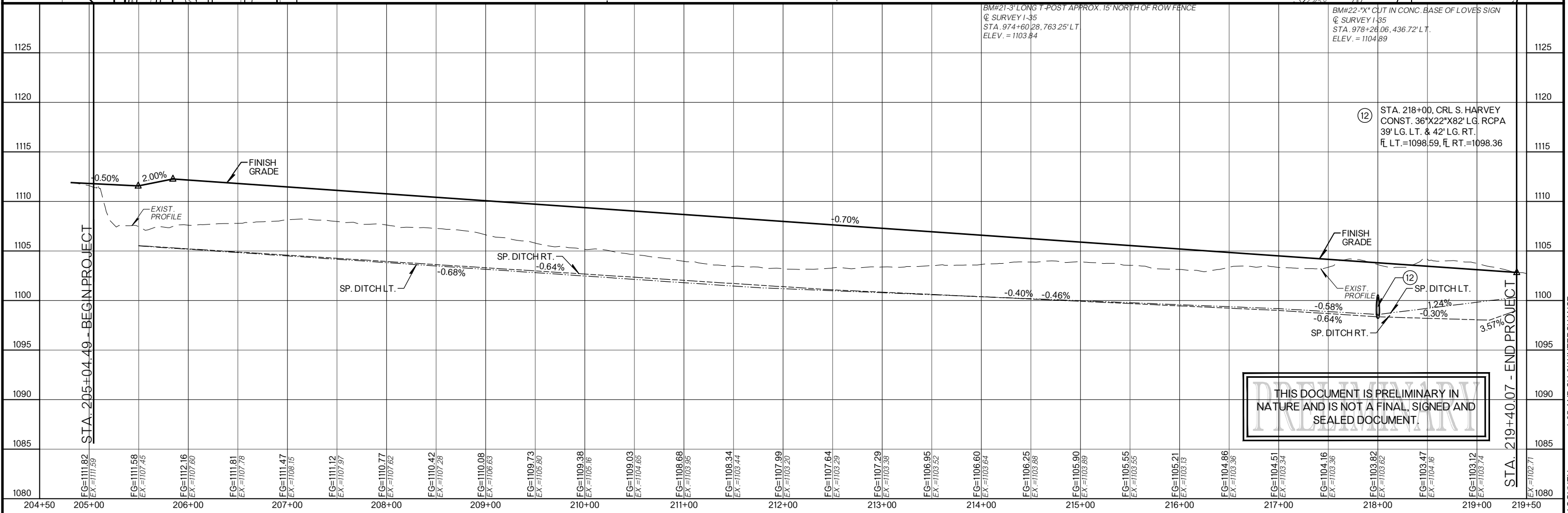
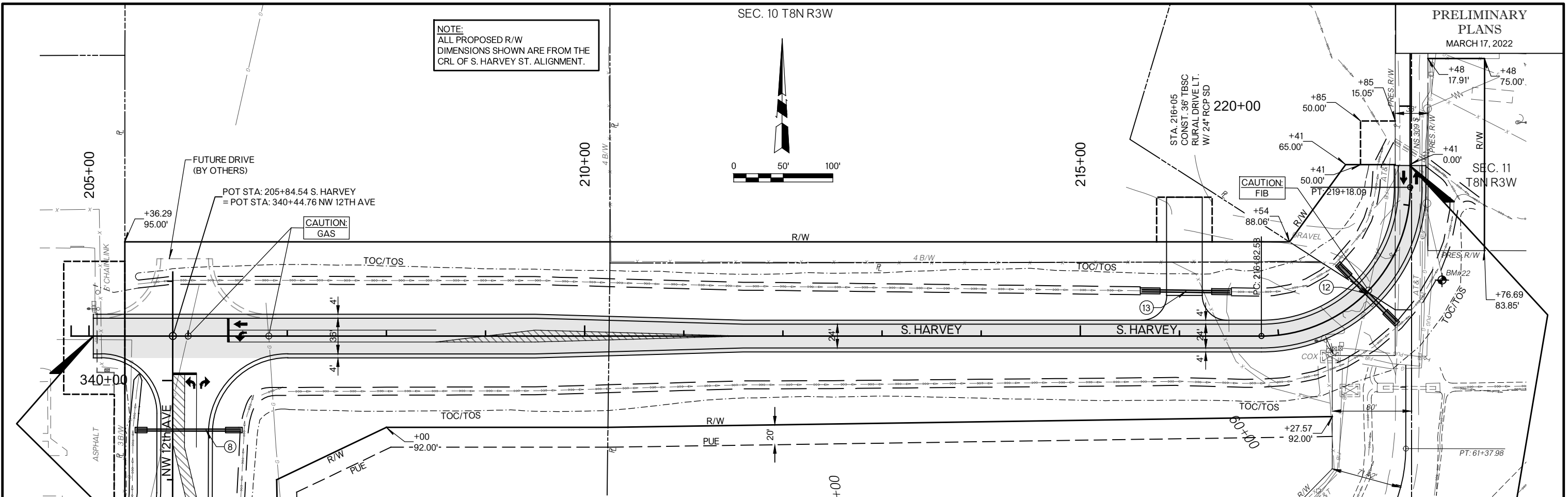
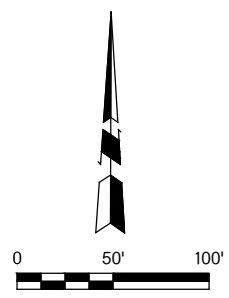
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SEC. 10 T8N R3W

SEC. 11 T8N R3W

NOTE:
ALL PROPOSED R/W
DIMENSIONS SHOWN ARE FROM THE
CRL OF S. HARVEY ST. ALIGNMENT.



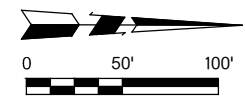
BM#21-3' LONG T-POST APPROX. 15' NORTH OF ROW FENCE
Q SURVEY I-35
STA. 974+60.28, 763.25' LT
ELEV. = 1103.84

BM#22-2" X 2" CUT IN CONC. BASE OF LOVES SIGN
Q SURVEY I-35
STA. 978+28.06, 436.72' LT
ELEV. = 1104.89

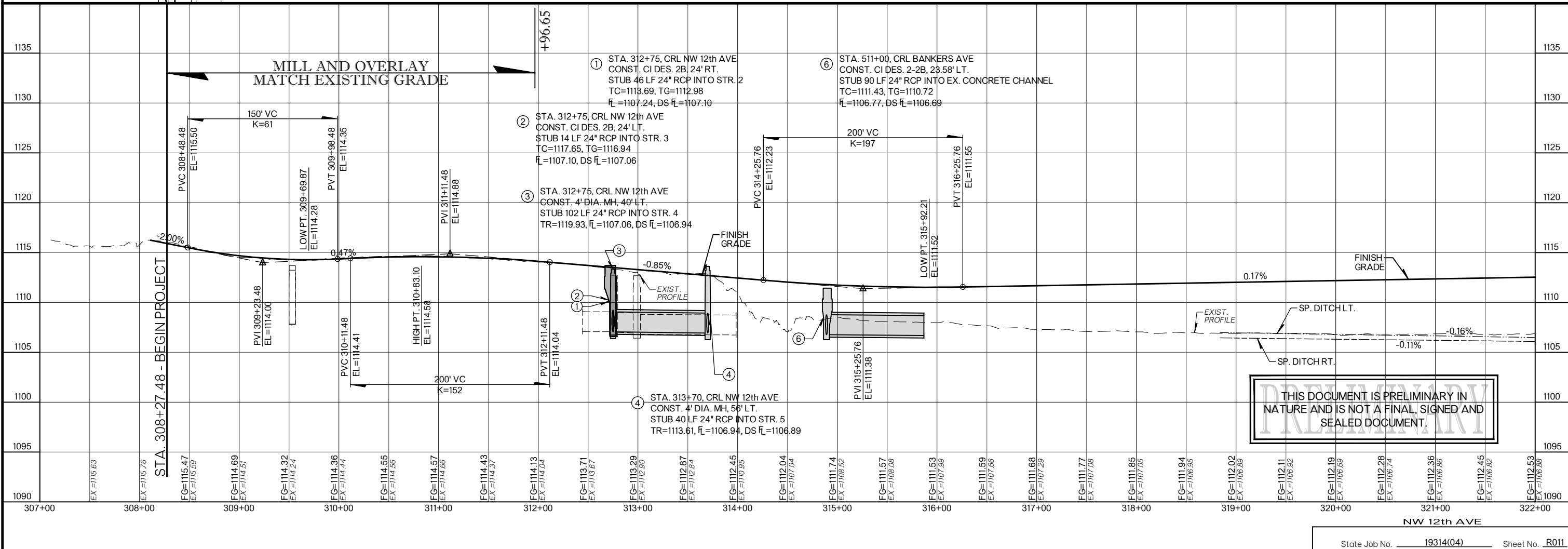
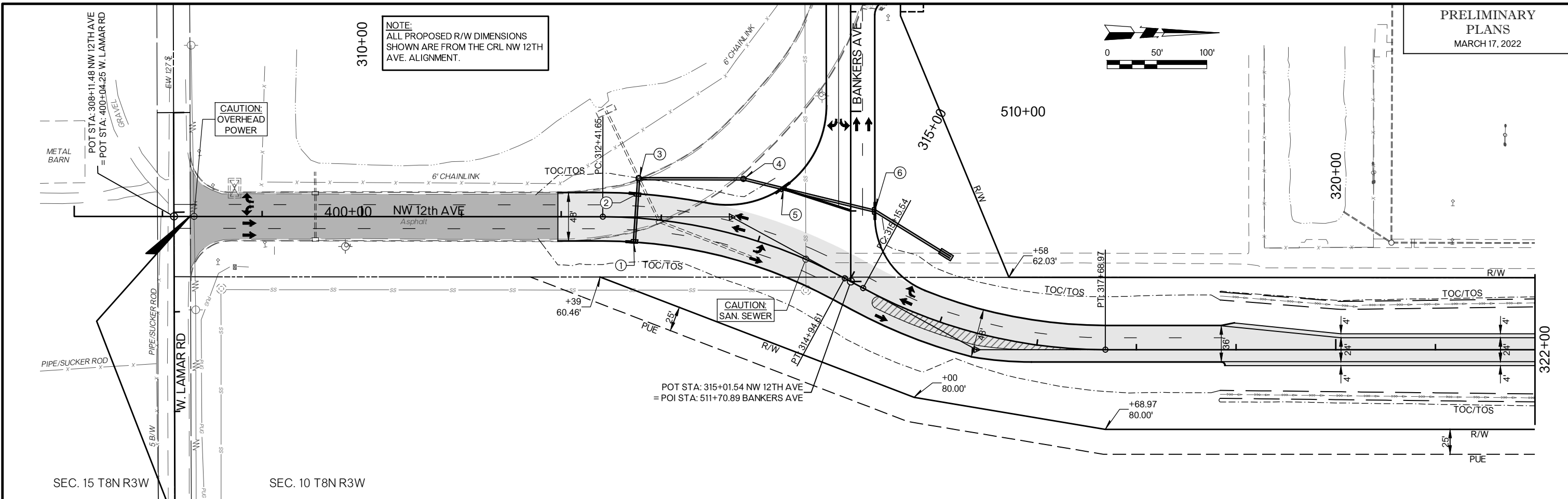
12 STA. 218+00, CRL S. HARVEY
CONST. 36" X 22" X 82' LG. RCPA
39' LG. LT. & 42' LG. RT.
FL LT. = 1098.59, FL RT. = 1098.36

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S. HARVEY

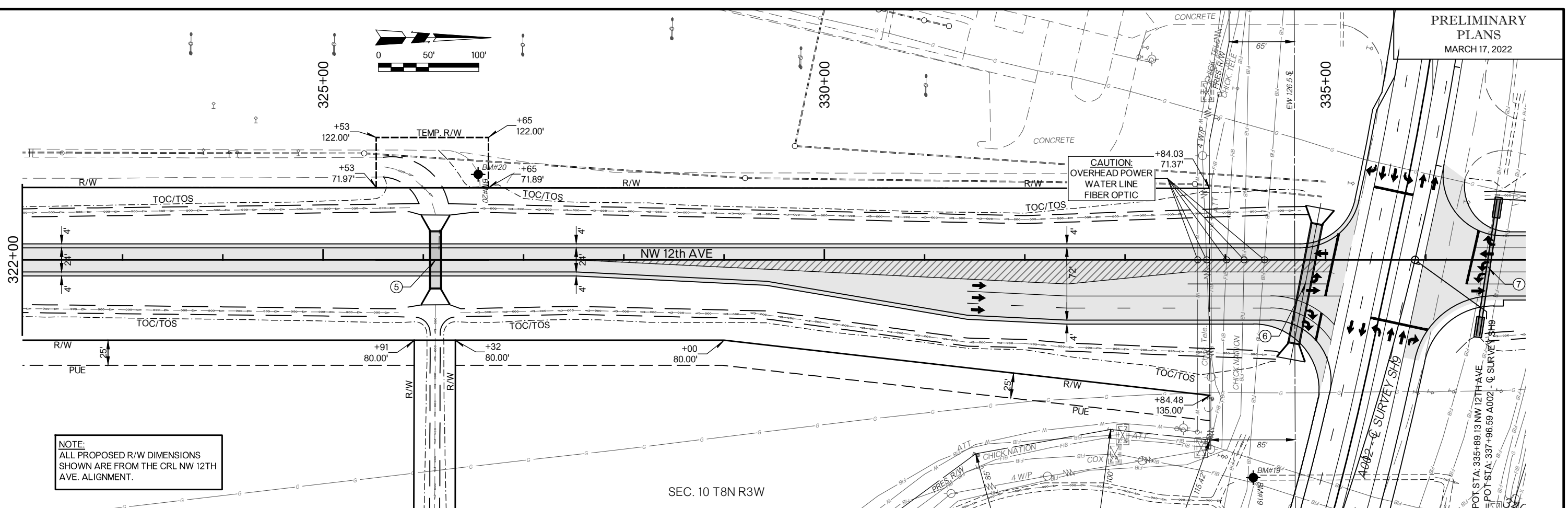
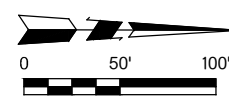


NOTE:
ALL PROPOSED R/W DIMENSIONS
SHOWN ARE FROM THE CRL NW 12TH
AVE. ALIGNMENT.



- ① STA. 312+75, CRL NW 12th AVE
CONST. CI DES. 2B, 24' RT.
STUB 46 LF 24" RCP INTO STR. 2
TC=1113.69, TG=1112.98
f_L=1107.24, DS f_L=1107.10
- ② STA. 312+75, CRL NW 12th AVE
CONST. CI DES. 2B, 24' LT.
STUB 14 LF 24" RCP INTO STR. 3
TC=1117.65, TG=1116.94
f_L=1107.10, DS f_L=1107.06
- ③ STA. 312+75, CRL NW 12th AVE
CONST. 4' DIA. MH, 40' LT.
STUB 102 LF 24" RCP INTO STR. 4
TR=1119.93, f_L=1107.06, DS f_L=1106.94
- ④ STA. 313+70, CRL NW 12th AVE
CONST. 4' DIA. MH, 56' LT.
STUB 40 LF 24" RCP INTO STR. 5
TR=1113.61, f_L=1106.94, DS f_L=1106.89
- ⑤ STA. 314+94.61, CRL NW 12th AVE
CONST. 4' DIA. MH, 40' LT.
STUB 14 LF 24" RCP INTO STR. 3
TC=1117.65, TG=1116.94
f_L=1107.10, DS f_L=1107.06
- ⑥ STA. 511+00, CRL BANKERS AVE
CONST. CI DES. 2-2B, 28.58' LT.
STUB 90 LF 24" RCP INTO EX. CONCRETE CHANNEL
TC=1111.43, TG=1110.72
f_L=1106.77, DS f_L=1106.69

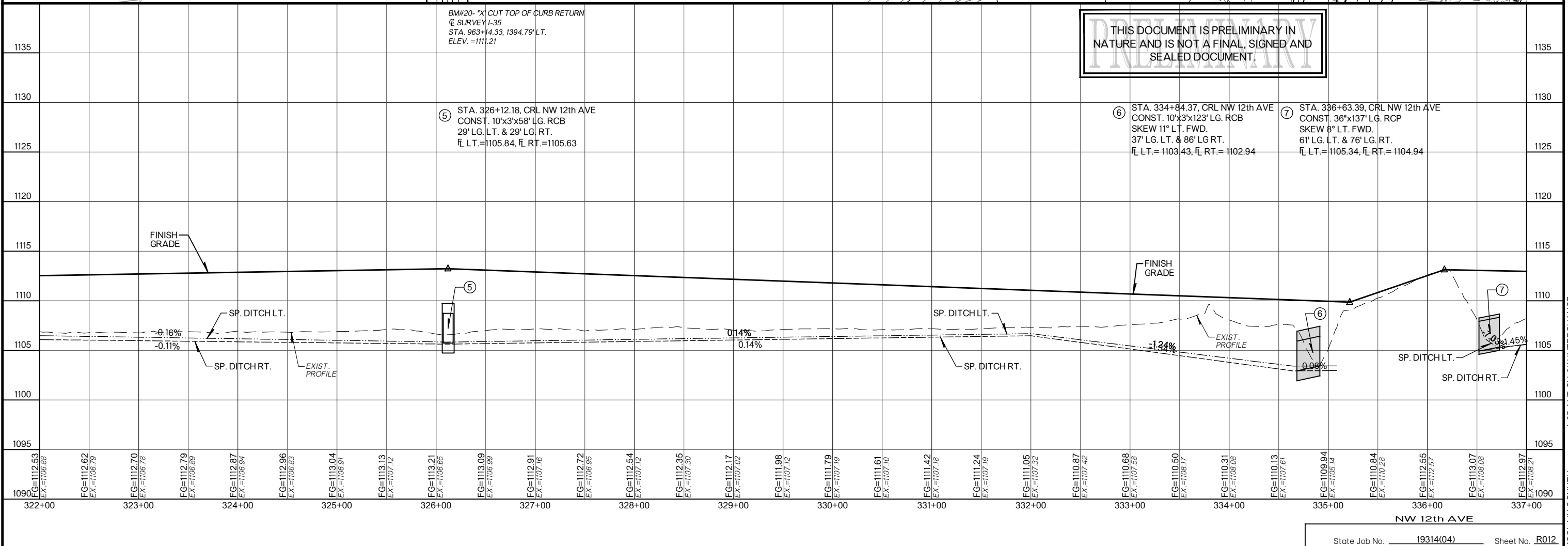
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NOTE:
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AVE. ALIGNMENT.

SEC. 10 T8N R3W

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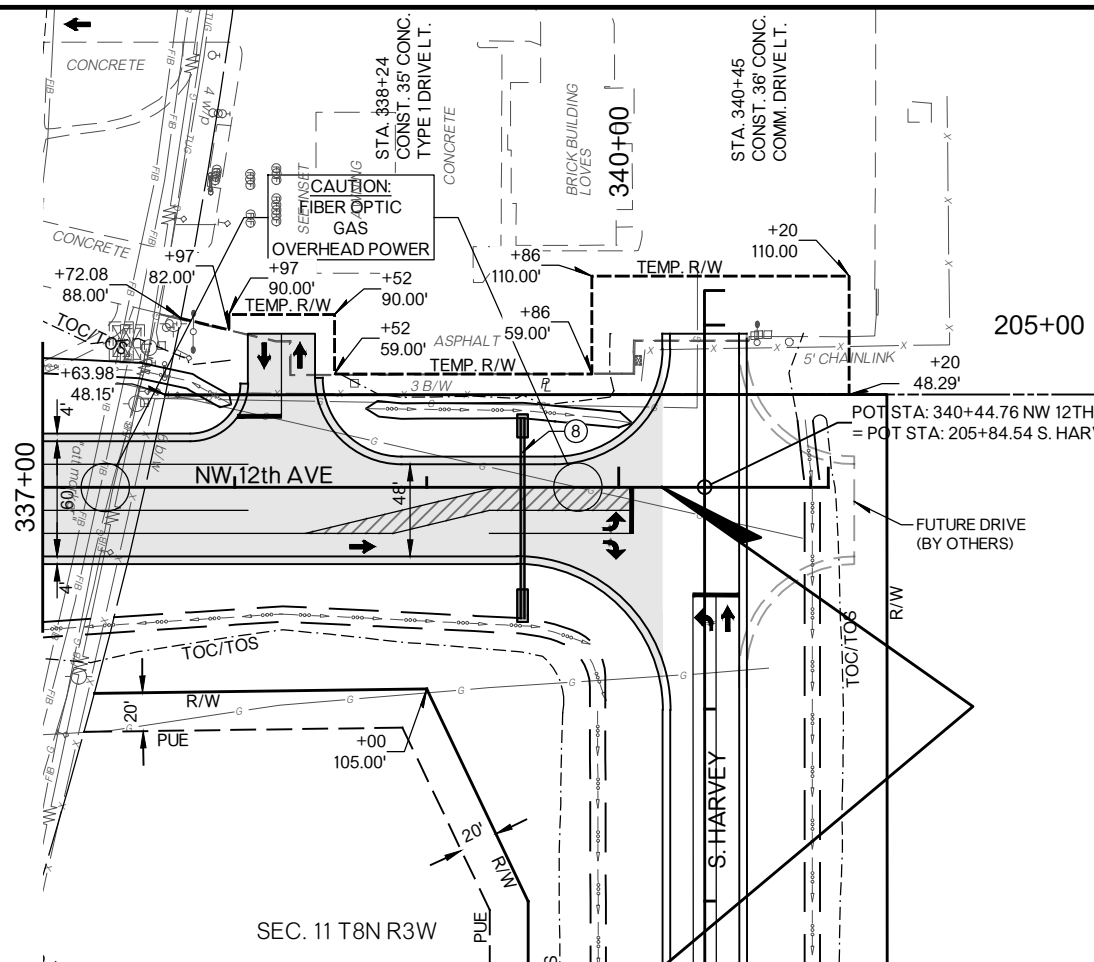
BM#20- *X CUT TOP OF CURB RETURN
@ SURVEY I-35
STA. 963+14.33, 1394.79' LT.
ELEV. = 1111.21

⑤ STA. 326+12.18, CRL NW 12th AVE
CONST. 10'x3'x58' LG. RCB
29' LG. LT. & 29' LG. RT.
FL LT. = 1105.84, FL RT. = 1105.63

⑥ STA. 334+84.37, CRL NW 12th AVE
CONST. 10'x3'x123' LG. RCB
SKEW 11° LT. FWD.
37' LG. LT. & 86' LG. RT.
FL LT. = 1103.43, FL RT. = 1102.94

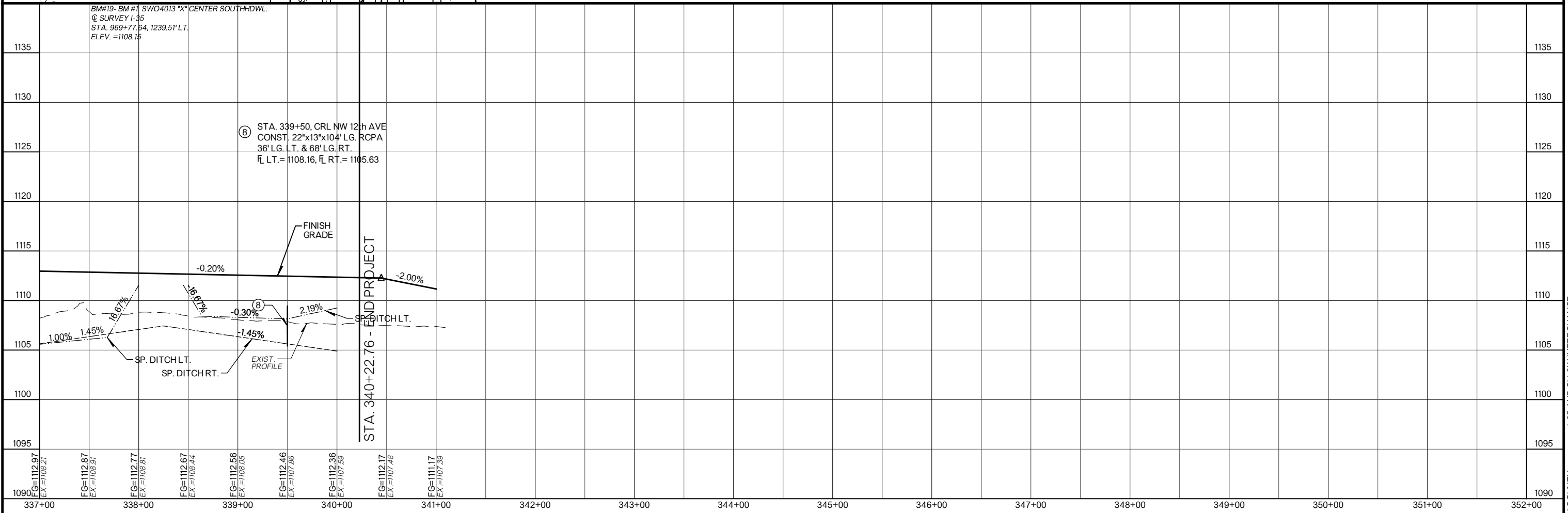
⑦ STA. 336+63.39, CRL NW 12th AVE
CONST. 36'x137' LG. RCP
SKEW 8° LT. FWD.
61' LG. LT. & 76' LG. RT.
FL LT. = 1105.34, FL RT. = 1104.94

1090	FG=1112.53 EX=1106.68	FG=1112.62 EX=1106.79	FG=1112.70 EX=1106.76	FG=1112.79 EX=1106.69	FG=1112.87 EX=1106.94	FG=1112.96 EX=1106.63	FG=1113.04 EX=1106.91	FG=1113.13 EX=1107.12	FG=1113.21 EX=1106.65	FG=1113.09 EX=1106.99	FG=1112.91 EX=1107.16	FG=1112.72 EX=1106.95	FG=1112.54 EX=1107.12	FG=1112.35 EX=1107.30	FG=1112.17 EX=1107.02	FG=1111.98 EX=1107.12	FG=1111.79 EX=1107.19	FG=1111.61 EX=1107.10	FG=1111.42 EX=1107.18	FG=1111.24 EX=1107.19	FG=1111.05 EX=1107.32	FG=1110.87 EX=1107.42	FG=1110.68 EX=1107.58	FG=1110.50 EX=1106.77	FG=1110.31 EX=1106.68	FG=1110.13 EX=1107.61	FG=1109.94 EX=1106.74	FG=1110.84 EX=1110.28	FG=1112.55 EX=1112.57	FG=1113.07 EX=1106.68	FG=1112.97 EX=1106.21
322+00	323+00	324+00	325+00	326+00	327+00	328+00	329+00	330+00	331+00	332+00	333+00	334+00	335+00	336+00	337+00																



NOTE:
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SHOWN ARE FROM THE CRL NW 12TH
AVE. ALIGNMENT.

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BM#19- BM #1 SWO4013 *X* CENTER SOUTH HDWL.
Q SURVEY I-35
STA. 969+77.64, 1239.5' LT.
ELEV. = 1108.15

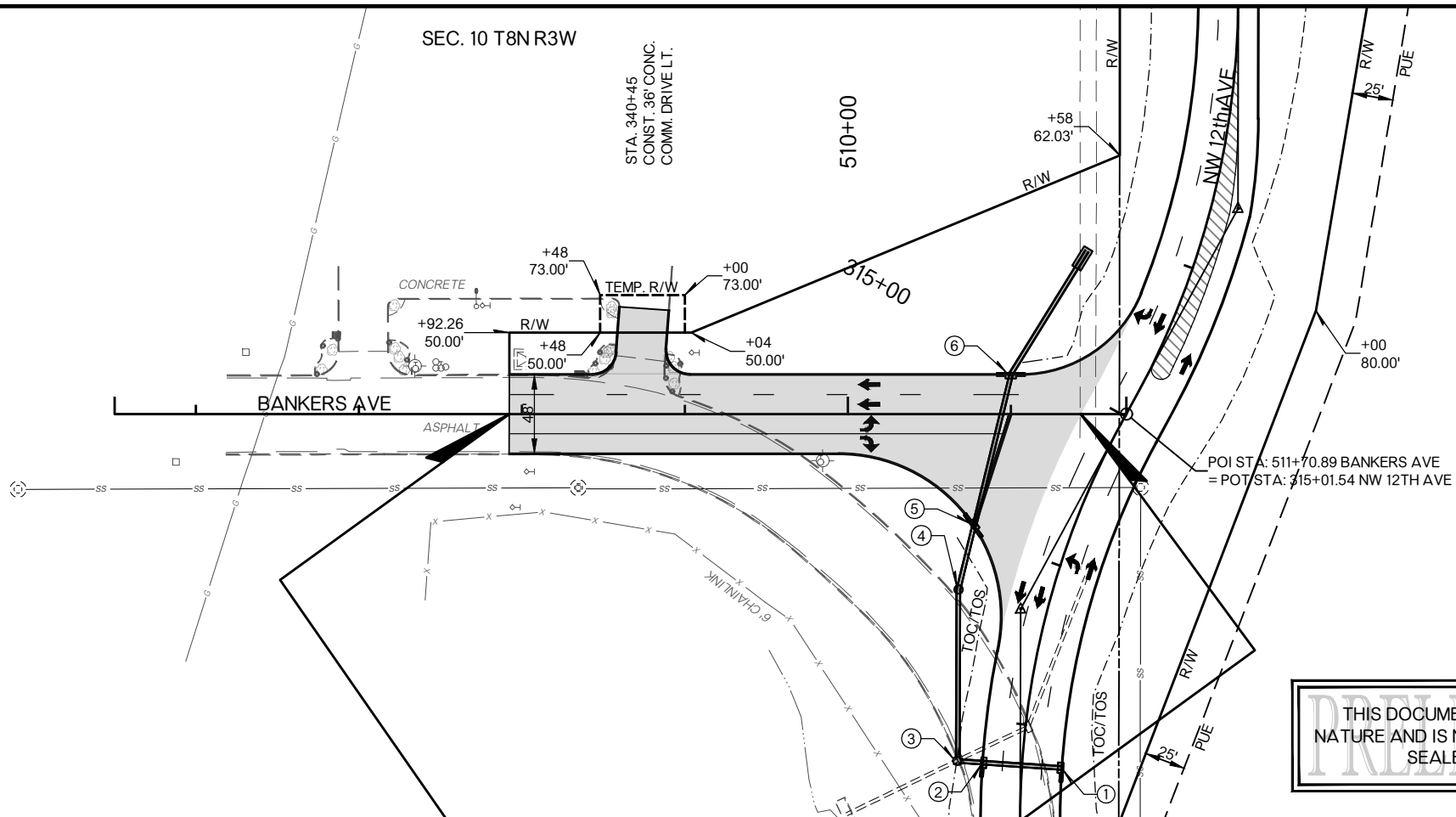
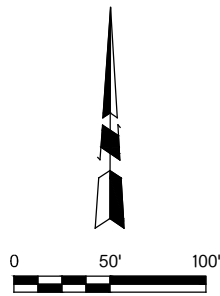
⑧ STA. 339+50, CRL NW 12th AVE
CONST. 22"x13"x104" LG. RCPA
36' LG. LT. & 68' LG. RT.
FL LT. = 1108.16, FL RT. = 1105.63

STA. 340+22.76 - END PROJECT

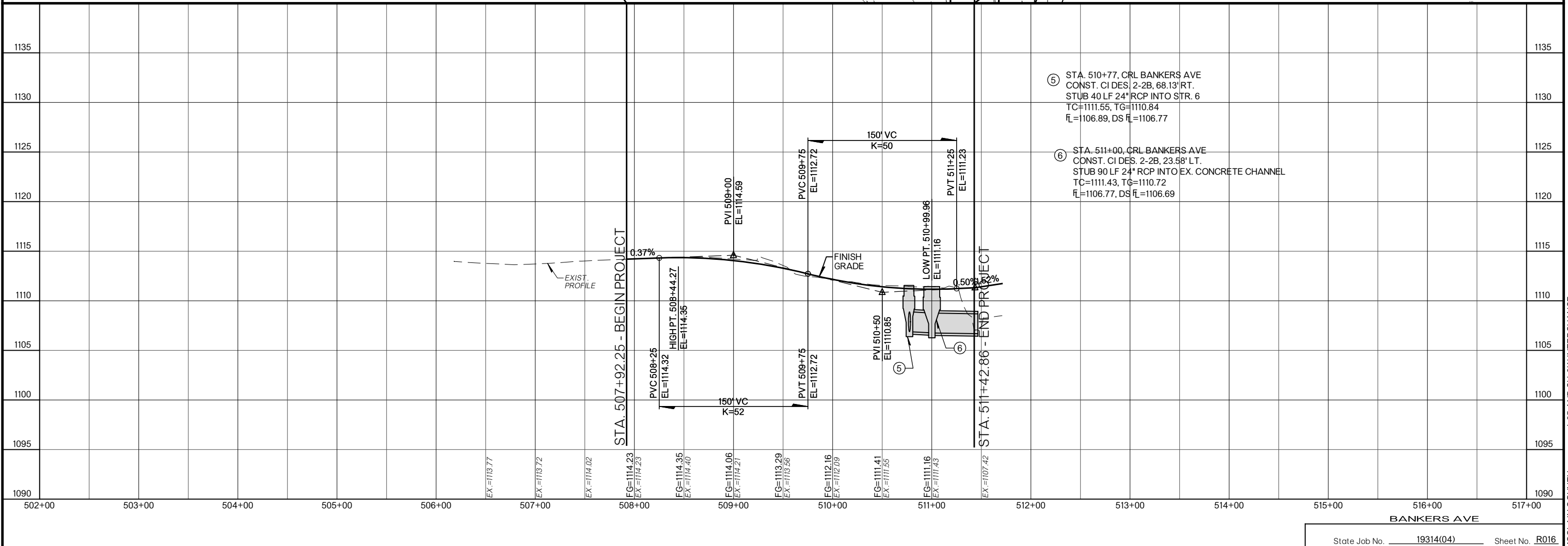
1090	FG=1112.97 EX=1108.21	FG=1112.87 EX=1108.91	FG=1112.77 EX=1108.61	FG=1112.67 EX=1108.44	FG=1112.56 EX=1108.05	FG=1112.46 EX=1107.86	FG=1112.36 EX=1107.59	FG=1112.17 EX=1107.48	FG=1111.17 EX=1107.39
337+00	338+00	339+00	340+00	341+00	342+00	343+00	344+00	345+00	346+00

MCCLENN COUNTY I-35 AND SH-9W INTERCHANGE

NOTE:
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SHOWN ARE FROM THE CRL OF
BANKERS AVE. ALIGNMENT.

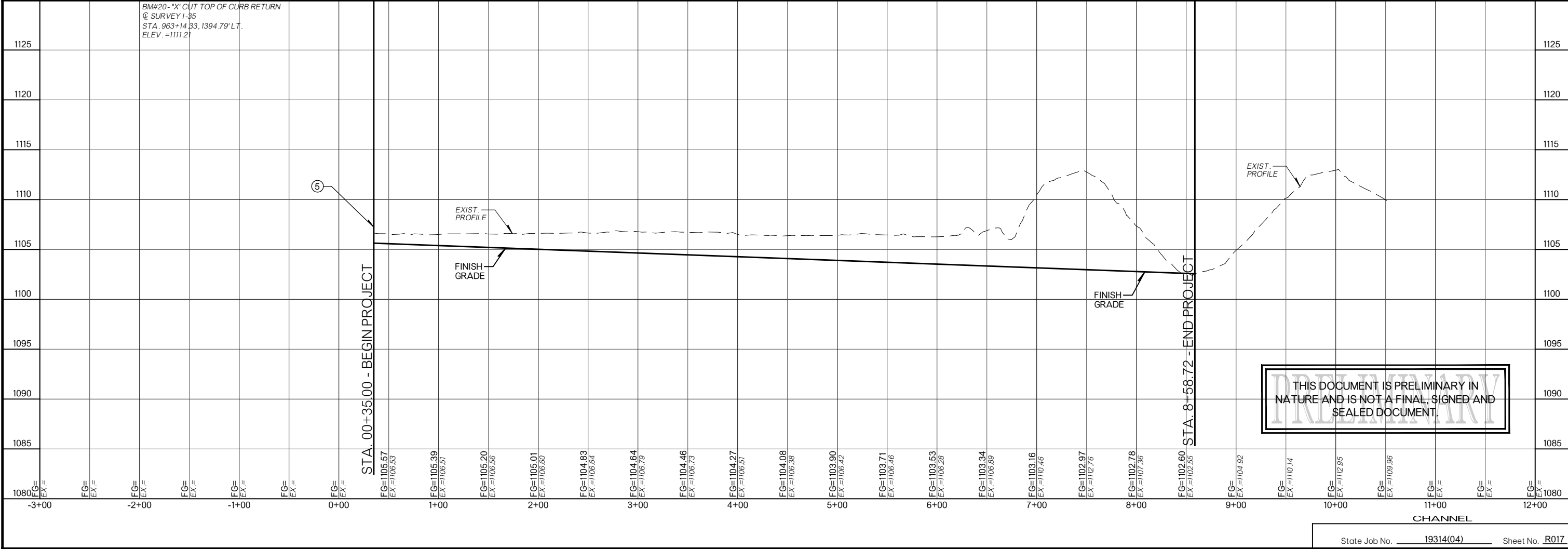
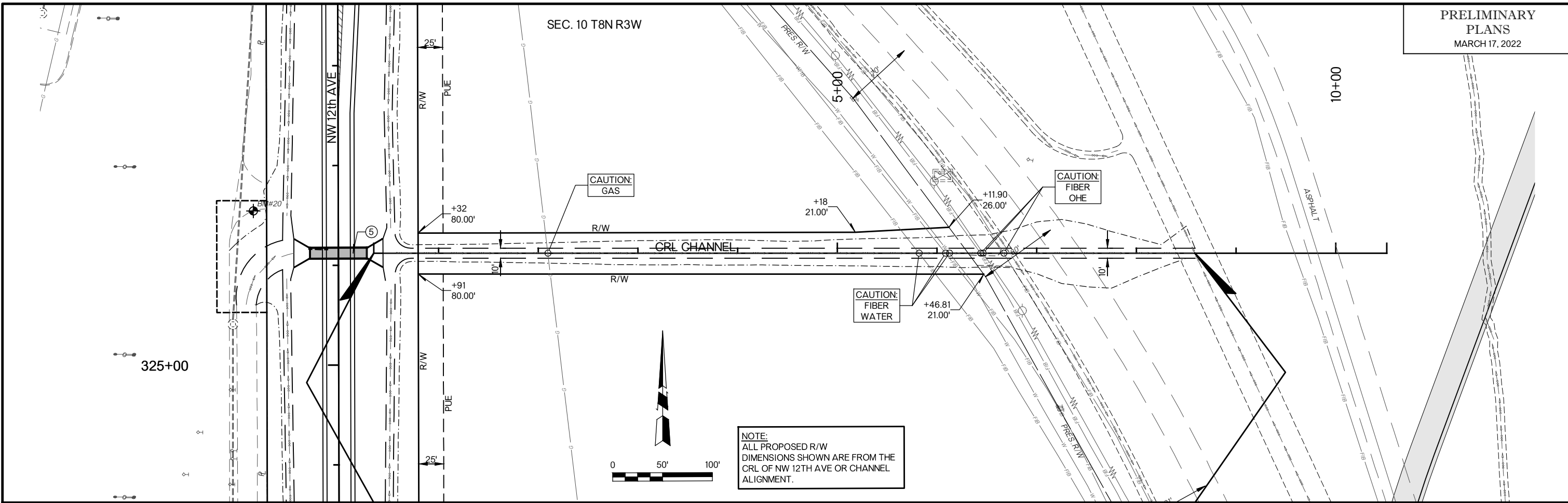


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- ⑤ STA. 510+77, CRL BANKERS AVE
CONST. CI DES. 2-2B, 68.13' RT.
STUB 40 LF 24" RCP INTO STR. 6
TC=1111.55, TG=1110.84
FL=1106.89, DS FL=1106.77
- ⑥ STA. 511+00, CRL BANKERS AVE
CONST. CI DES. 2-2B, 23.58' LT.
STUB 90 LF 24" RCP INTO EX. CONCRETE CHANNEL
TC=1111.43, TG=1110.72
FL=1106.77, DS FL=1106.69

SEC. 10 T8N R3W



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**EARLY COORDINATION LETTERS
AND RESPONSES**

July 20, 2021

Mr. Eddie Streater
Regional Director
Eastern Oklahoma Regional Office
Bureau of Indian Affairs
P.O. Box 8002
Muskogee, Oklahoma 74401-6201

Subject: I-35 and SH-9W Interchange in McClain County, JP # 19314(04), Project No. J1-9314(004)

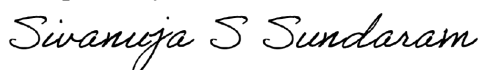
Dear Mr. Streater:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an environmental document on a proposal to improve the I-35 and SH-9W interchange. The project is scheduled for 2023 in the current 8 Year Construction Program and ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process, however the improvements are considered necessary to improve safety and traffic flow at the interchange. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within **fifteen days** from the date of this letter. Your written comments should be directed to the Environmental Program Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 or emailed to environment@odot.org.

We sincerely appreciate your input in this matter. For further information or if you have any questions, please contact Joe Brutsche, Interim Assistant Environmental Programs Division Manager at 405-522-3978 or jbrutsche@odot.org, or our authorized agent Kirsten McCullough of Garver at 918-858-3799 or kjmccullough@garverusa.com.

Respectfully,



Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/JB/Garver

Enclosures: Location Map, Study Area Map

Copy to: Project Management Division
Right-of-Way Division
Tribal Liaison

Field Division Engineer
ODOT Cultural Resources

July 20, 2021

Ms. Carolyn Russell
Assistant Field Manager – Resources
Oklahoma Field Office
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037

Subject: I-35 and SH-9W Interchange in McClain County, JP # 19314(04), Project No. J1-9314(004)

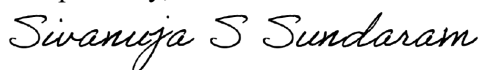
Dear Ms. Russell:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an environmental document on a proposal to improve the I-35 and SH-9W interchange. The project is scheduled for 2023 in the current 8 Year Construction Program and ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process, however the improvements are considered necessary to improve safety and traffic flow at the interchange. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within **fifteen days** from the date of this letter. Your written comments should be directed to the Environmental Program Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 or emailed to environment@odot.org.

We sincerely appreciate your input in this matter. For further information or if you have any questions, please contact Joe Brutsche, Interim Assistant Environmental Programs Division Manager at 405-522-3978 or jbrutsche@odot.org, or our authorized agent Kirsten McCullough of Garver at 918-858-3799 or kjmccullough@garverusa.com.

Respectfully,



Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/JB/Garver

Enclosures: Location Map, Study Area Map

Copy to: Project Management Division
Field District Engineer
Right-of-Way Division

ODOT Cultural Resources

July 20, 2021

The Honorable Glenn Berglan
Mayor of Goldsby
100 East Center Road
Goldsby, OK 73093

Subject: I-35 and SH-9W Interchange in McClain County, JP # 19314(04), Project No. J1-9314(004)

Dear Mayor Berglan:

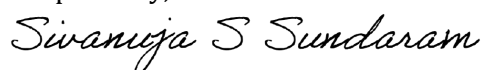
The Oklahoma Department of Transportation (ODOT) is considering a proposal to improve the I-35 and SH-9W interchange. The project is scheduled for 2023 in the current 8 Year Construction Program and ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process.

At this time, we are interested in obtaining your input regarding your community's local priorities for ODOT to consider. These priorities may relate to construction timing, social, economic, and environmental impacts, or other concerns this project may have on your community. Your active participation in the project development process is essential to help ensure your concerns are considered while at the same time addressing broader state and national needs. In addition, we are also interested in finding out if this improvement might affect any historic sites or publicly owned parks or recreation areas. Please submit your input by mail or by email to environment@odot.org.

Your participation in this process will also allow you to fully understand any local financial obligations which may be associated with this project, potentially including utility relocation, removal of structures currently encroaching on highway right-of-way within your city limits, and possible future maintenance of the completed facility. As the exact project scope and requirements are clarified through the environmental review and design process, our Right of Way Division will be contacting you with further details. If you have any questions specific to right-of-way or utilities, please contact Mr. Robert Blackwell, Chief of Right-of-Way at (405) 521-2661 or rblackwell@odot.org.

Should you have any questions please contact our authorized agent Kirsten McCullough of Garver at 918-858-3799 or kjmccullough@garverusa.com. As always, your input is greatly appreciated.

Respectfully,



Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/JB/Garver

Enclosures: Location Map

Copy to: Project Management Division, Field District Engineer, Right-of-Way Division

July 20, 2021

The Honorable Karl Nail
Mayor of Newcastle
PO Box 179
Newcastle, OK 73065

Subject: I-35 and SH-9W Interchange in McClain County, JP # 19314(04), Project No. J1-9314(004)

Dear Mayor Nail:

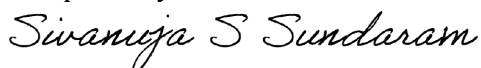
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At this time, we are interested in obtaining your input regarding your community's local priorities for ODOT to consider. These priorities may relate to construction timing, social, economic, and environmental impacts, or other concerns this project may have on your community. Your active participation in the project development process is essential to help ensure your concerns are considered while at the same time addressing broader state and national needs. In addition, we are also interested in finding out if this improvement might affect any historic sites or publicly owned parks or recreation areas. Please submit your input by mail or by email to environment@odot.org.

Your participation in this process will also allow you to fully understand any local financial obligations which may be associated with this project, potentially including utility relocation, removal of structures currently encroaching on highway right-of-way within your city limits, and possible future maintenance of the completed facility. As the exact project scope and requirements are clarified through the environmental review and design process, our Right of Way Division will be contacting you with further details. If you have any questions specific to right-of-way or utilities, please contact Mr. Robert Blackwell, Chief of Right-of-Way at (405) 521-2661 or rblackwell@odot.org.

Should you have any questions please contact our authorized agent Kirsten McCullough of Garver at 918-858-3799 or kjmcullough@garverusa.com. As always, your input is greatly appreciated.

Respectfully,

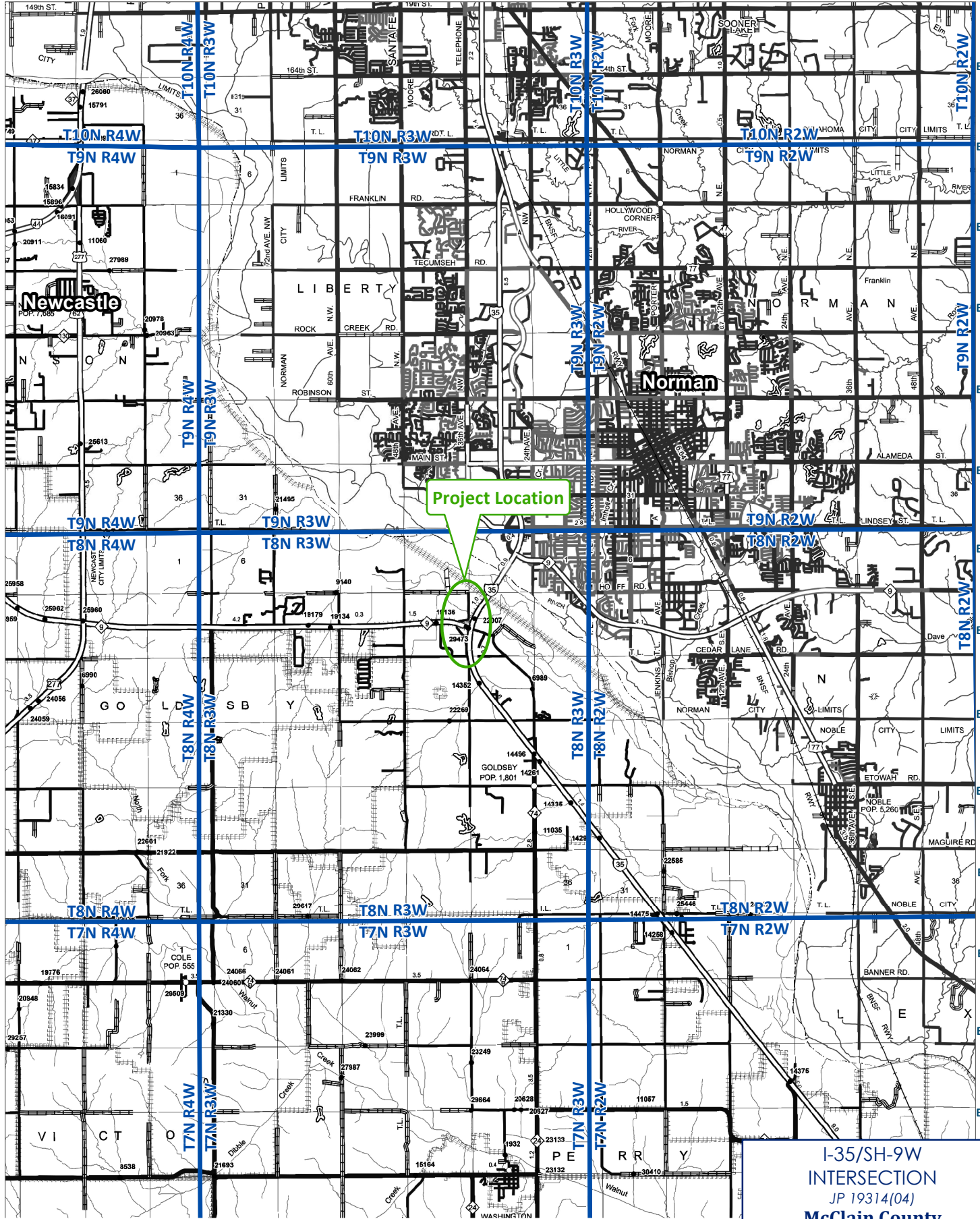


Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/JB/Garver
Enclosures: Location Map

Copy to: Project Management Division, Field District Engineer, Right-of-Way Division

NS302 NS303 NS304 NS305 NS306 NS307 NS308 NS309 NS310 NS311 NS312 NS313 NS314 NS315 NS316 NS317





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Project Location

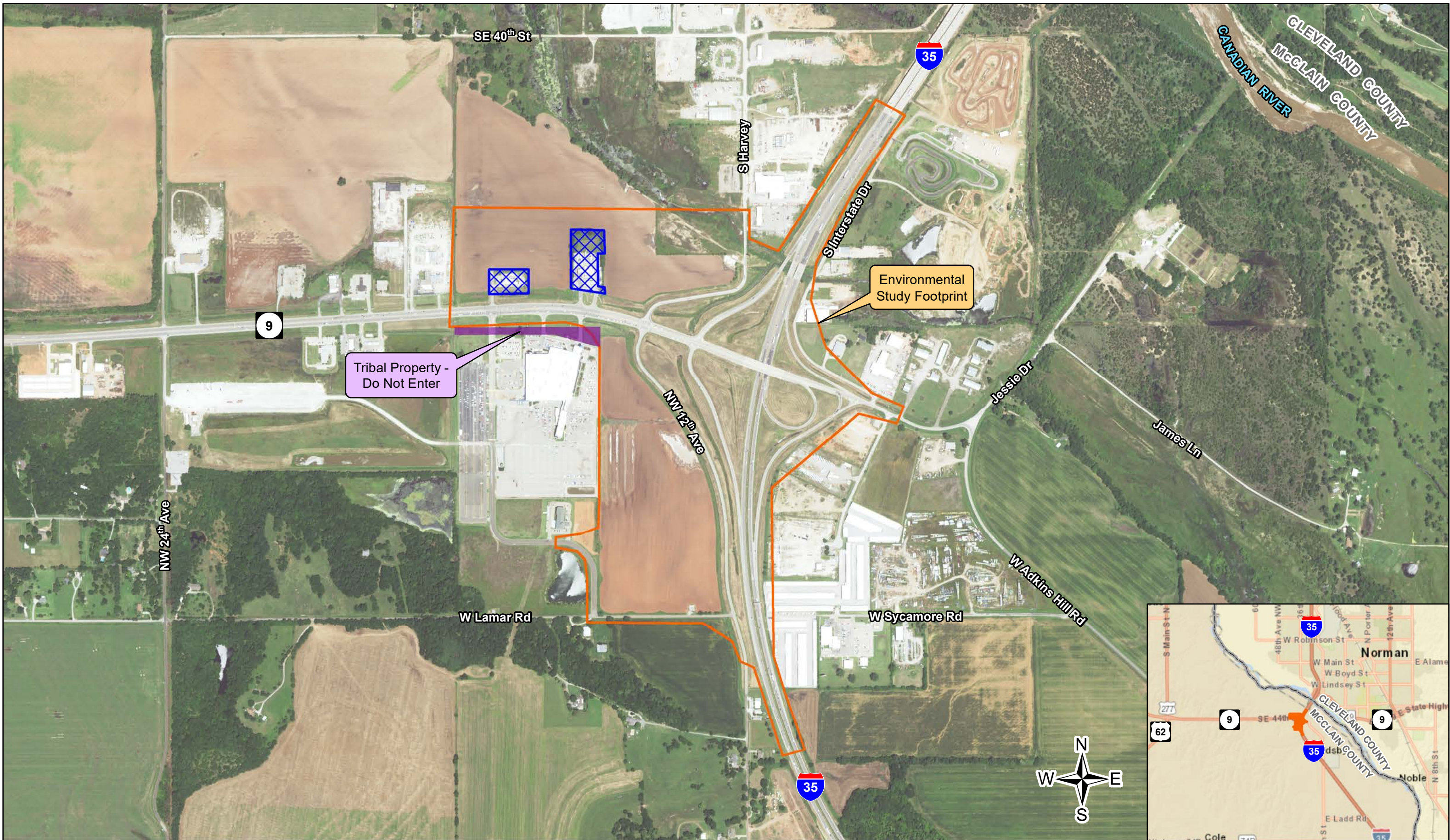
I-35/SH-9W
INTERSECTION
JP 19314(04)
McClain County



Project Location Map

 Project Location
 Township & Range Boundary





- Study Footprint
- Section Line
- Excluded from Study Area
- County Line



Oklahoma Department of Transportation
District 3
Environmental Study Footprint



McClain County JP 19314(04) I-35/SH-9W Interchange

July 20, 2021

Subject: I-35 at SH-9W Interchange in McClain County, JP 19314(04), ODOT Project Number J1-9314(004)

Dear Property Owner:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an environmental document on a proposal to improve the I-35/SH-9W interchange. The project is scheduled for construction in 2023 in the current 8 Year Construction Program and ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. If you have reason to believe that there are resources such as underground oil or gas storage tanks, contaminated soil, archaeological or historic sites, human graves, places of religious or cultural importance to Native American tribes, or other sensitive resources, please respond to the contact provided below.

ODOT is continuing the environmental studies begun in 2019. In accordance with Oklahoma Statute 69-702, employees or authorized agents of ODOT may enter your property for the purpose of surveying for the environmental considerations listed above. A copy of Oklahoma Statute 69-702 is provided with this letter. The results of the studies for cultural resources, biological resources, noise, and hazardous materials will be incorporated into the environmental document being prepared for this project. Minor hand digging on your property may be necessary as part of the survey. Any test holes will be filled in and cleaned up afterwards.

If you are currently leasing this property, please notify your lessee of our planned work.

Should you have any information or specific concerns, or if you have resources listed above that may be located on your property, please contact our authorized agent Kirsten McCullough with Garver at 918-858-3799 or kjmcullough@garverusa.com. If your concerns are related to places of traditional cultural or religious importance to Native American tribes or to burials or cemeteries affiliated with tribes, please contact Dr. Rhonda Fair, ODOT Director of Tribal Coordination, at 405-517-5670 or rfair@odot.org. As always, your input is greatly appreciated.

Respectfully,

Sivanuja S Sundaram

Siv Sundaram, P.E.

Environmental Programs Division Engineer

SS/JB/Garver

Enclosures: Location Map, Copy of Statute 69-702

Copy to: Project Management

Field District Engineer

Survey Division

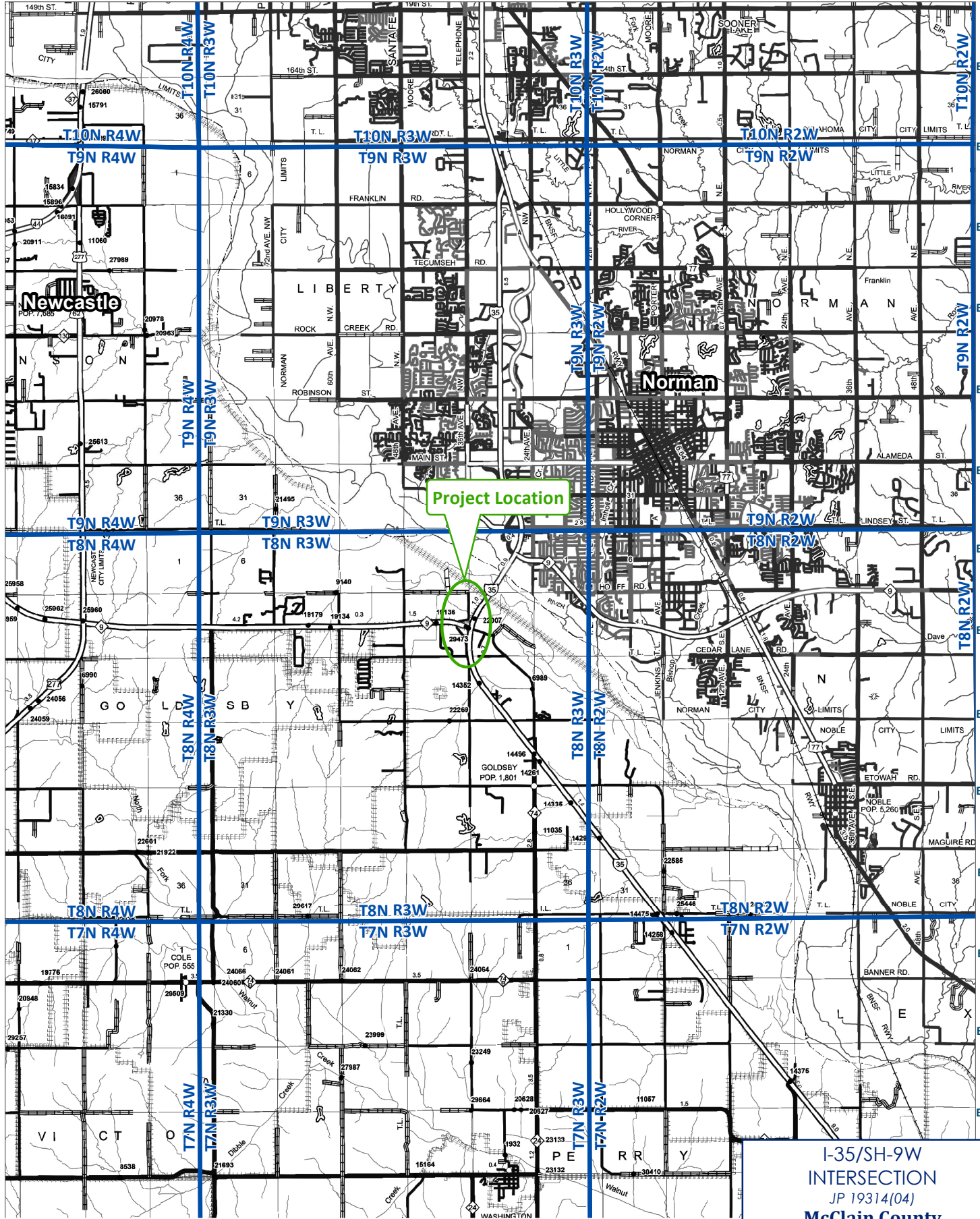
Materials Division

Right-of-Way Division

Tribal Coordination

Specialists

NS302 NS303 NS304 NS305 NS306 NS307 NS308 NS309 NS310 NS311 NS312 NS313 NS314 NS315 NS316 NS317





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Project Location

I-35/SH-9W
INTERSECTION
JP 19314(04)
McClain County



Project Location Map

 Project Location
 Township & Range Boundary



Oklahoma Statutes

Title 69 - Roads, Bridges and Ferries

§69-702. Entry upon premises to make surveys and examinations for establishment or relocation of highways - Notice.

The Department, through its authorized agents and employees, may enter upon any lands, waters, and premises in the state for the purpose of making surveys, soundings and drillings, and examinations as may be determined necessary or convenient for the purpose of establishing, locating, relocating, constructing, and maintaining state highways or relocations thereof and facilities necessary and incidental thereto. Such entry shall not be deemed a trespass, nor shall an entry for such purpose be deemed an entry under any condemnation proceedings which may be then pending; but notice shall be given to the owner of or person residing on the premises, personally or by registered mail, at least ten (10) days prior to such entry. Laws 1968, c. 415, Sec. 702.

PARCEL	ACCOUNT	LAST NAME	FIRST NAME	BUSINESS	ADDRESS	CITY	STATE	ZIP
0000-11-08N-03W-0-030-00	440024098			HERITAGE 4200 HARVEY NORMAN LLC	PO BOX 876	ADA	OK	74821
0000-10-08N-03W-0-047-00	440025780			OKLAHOMA MOTORSPORTS COMPLEX	3501 S INTERSTATE DR	NORMAN	OK	73072
0000-10-08N-03W-0-002-00	440007345			COVER BETTY SUE LIVING TRUST	905 WALNUT PLACE	NORMAN	OK	73072
0000-10-08N-03W-0-050-00	440031285			SIMMONS PETER D LIVING TRUST	59-416 KA NANI DR	KAMUELA	HI	96743
0000-10-08N-03W-0-051-00	440031287	SIMMONS	CHARLIE & MARY		25775 MT CHARLEY RD	LOS GATOS	CA	95033
0000-10-08N-03W-0-052-00	440031288	CLARK	ROSLYN RUTH		905 WALNUT PLACE	NORMAN	OK	73072
0000-10-08N-03W-0-004-00	440007347			RIVERWIND EAST LLC	1921 CRADDUCK RD	ADA	OK	74820
ORW1-00-002-002-0-001-00	440026230			AJD INVESTMENTS LLC	200 WINTERGREEN LANE	BOONE	NC	28607
ORW1-00-002-00A-0-000-00	440025102			SOVEREIGN PROPERTIES HOLDING CO LLC	1921 CRADDUCK RD	ADA	OK	74820
0000-15-08N-03W-0-023-00	440027392	BROWN	MITCHELL E. N. JR & MIYO	DBA M&B CATTLE CO	2201 MAIN ST	NORMAN	OK	73069
0000-14-08N-03W-0-027-00	440007473			CAPOEIRA REAL ESTATE HOLDINGS LLC	5501 INDEPENDENCE PKWY	PLANO	TX	75023
OAIP-00-001-001-0-000-00	440010522			MCCLAIN COUNTY STORAGE LLC	9204 N KELLEY AVE	OKLAHOMA CITY	OK	73131
OAIP-00-001-002-0-000-00	440010523			PECAN VALLEY FARMS II LLC	14429 S WESTERN AVE	OKLAHOMA CITY	OK	73170
OAIP-00-001-005-0-000-00	440010524	TIETSORT	CINDY Y & TIMOTHY C		PO BOX 721555	NORMAN	OK	73070
OAIP-00-001-006-0-000-00	440010525	LAIRD	S THECK & KATHRYN R		4409 BALMORAL COURT	NORMAN	OK	73072
0000-11-08N-03W-0-010-00	440007402	QUADE	KATHI A		1711 MARIAN	NORMAN	OK	73069
0000-11-08N-03W-0-009-00	440007401	HINES	LYNDEL	MID-CONTINENT TRUCK SALES INC	891 W ADKINS HILL RD	NORMAN	OK	73072
0000-11-08N-03W-0-006-00	440007399	ADKINS	DONALD B & GLORIA A		943 W ADKINS HILL RD	NORMAN	OK	73072
0000-11-08N-03W-0-007-00	440007400			SCHULTZ ROOF TRUSS INC	1037 W ADKINS HILL RD	NORMAN	OK	73072
0000-11-08N-03W-0-001-01	440007387			JAKES CUSTOM DIESEL INC	3501 S INTERSTATE DR	NORMAN	OK	73072
				OKLAHOMA NATURAL GAS	PO BOX 219296	KANSAS CITY	MO	64121
				OKLAHOMA ELECTRIC COOP	PO BOX 1208	NORMAN	OK	73070
				CHICKASAW TELEPHONE	124 W VINITA AVE	SULPHUR	OK	73086
				PIONEER TELEPHONE	PO BOX 539	KINGFISHER	OK	73750
				DOBSON TELEPHONE	19101 SE 59TH ST	NEWALLA	OK	74857
				AT&T	500 S MACARTHUR BLVD, SUITE 300	OKLAHOMA CITY	OK	73128
				CENTURY LINK	1025 ELDORADO BLVD	BROOMFIELD	CO	80021
				GOLDSBY WATER AUTHORITY	100 E CENTER RD	GOLDSBY	OK	73093
				CITY OF NEWCASTLE	PO BOX 179	NEWCASTLE	OK	73065
				COX COMMUNICATION	6305-B PEACHTREE DUNWOODY RD	ATLANTA	GA	30328



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division

200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

May 2, 2019

Mr. Eddie Streater
Regional Director
Eastern Oklahoma Regional Office
Bureau of Indian Affairs
P.O. Box 8002
Muskogee, Oklahoma 74401-6201

Subject: I-35/SH-9W Ramp Modifications in McClain County, JP 19314(04)

Dear Mr. Streater:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), and the Chickasaw Nation will be preparing an environmental document in anticipation of federal funds on a proposal to improve the I-35/SH-9W interchange in McClain County, Oklahoma. Currently, during peak traffic volume, southbound vehicles on I-35 using the SH-9W off-ramp back up onto the Interstate. This poses safety concerns for vehicular traffic on the Interstate. The project is in the early development process. The exact project scope and requirements will be clarified through planning, environmental review, and the design process. The project is considered necessary to improve safety on I-35 at SH-9W. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within **fifteen (15) days** from the date of this letter. Your written comments should be directed to the Environmental Program Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 or emailed to environment@odot.org.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please contact our authorized agent Scott Stegmann, Project Manager at CP&Y, Inc. at (405) 835-2836 or sstegmann@cpyi.com.

Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/CP&Y

Enclosures: Location Map, Study Area Map

Copy to: Chickasaw Nation Project Management Field Division Engineer
Right-of-Way Division ODOT Cultural Resources Specialist Tribal Liaison

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division

200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

May 2, 2019

Mr. John Ledbetter
Realty Specialist – Oklahoma Field Office
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037

Subject: I-35/SH-9W Ramp Modification in McClain County, Oklahoma, ODOT Job Piece No. 19314(04)

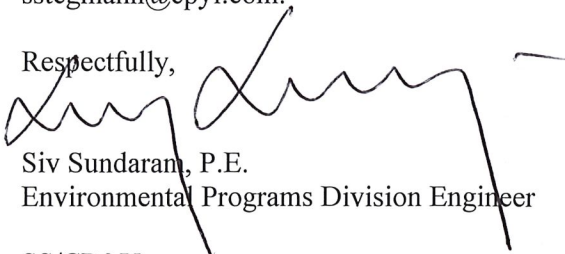
Dear Mr. Ledbetter:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), and the Chickasaw Nation will be preparing an environmental document in anticipation of federal funds on a proposal to improve the I-35/SH-9W interchange in McClain County, Oklahoma. Currently, during peak traffic volume, southbound vehicles on I-35 using the SH-9W off-ramp back up onto the Interstate. This poses safety concerns for vehicular traffic on the Interstate. The project is in the early development process. The exact project scope and requirements will be clarified through planning, environmental review, and the design process. The project is considered necessary to improve safety on I-35 at SH-9W. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within **fifteen (15) days** from the date of this letter. Your written comments should be directed to the Environmental Program Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 or emailed to environment@odot.org.

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Respectfully,



Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/CP&Y

Enclosures: Location Map, Study Area Map

Copy to: Chickasaw Nation Project Management
ODOT Cultural Resources Specialist

Field Division Engineer
Right-of-Way Division

May 2, 2019

Subject: I-35/SH-9W Ramp Modification in McClain County, Oklahoma, ODOT Job Piece No. 19314(04)

Dear Property Owner:

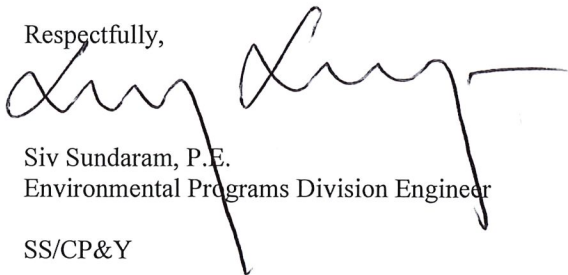
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As part of the NEPA process, it is necessary that we conduct environmental field studies at the project location. These studies include evaluations for cultural resources, biological resources, noise, and hazardous materials. We anticipate conducting these field studies within the next six months. Results from these studies will be incorporated into the environmental document being prepared for this project. It is usually necessary to do minor hand digging on the property as part of the survey. Any test holes will be filled in and cleaned up afterwards.

By this letter, we are requesting permission for ODOT personnel or their agents to enter upon your property in order complete the tasks that have been assigned to us by legislation. If you agree to grant us this permission, please sign and date the attached form and return it to us within 2 weeks of receipt of this letter in the enclosed self-addressed stamped envelope. If you are currently leasing this property, please notify your lessee of our planned work.

Should you have any information or specific concerns, please contact our authorized agent Scott Stegmann, Project Manager at CP&Y, Inc. at (405) 835-2836 or sstegmann@cpyi.com. If your concerns are related to places of traditional cultural or religious importance to Native American tribes or to burials or cemeteries affiliated with tribes, please contact Dr. Rhonda Fair, ODOT Director of Tribal Coordination, at 405-517-5670 or rfair@odot.org. As always, your cooperation is greatly appreciated.

Respectfully,



Siv Sundaram, P.E.
Environmental Programs Division Engineer

SS/CP&Y

Enclosures: Project Location Map, Permission Form, Self-Addressed Envelope



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division

200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

May 2, 2019

Subject: I-35/SH-9W Ramp Modification in McClain County, Oklahoma, ODOT Job Piece No. 19314(04)

Dear Property Owner:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), and the Chickasaw Nation will be preparing an environmental document in anticipation of federal funds on a proposal to improve the I-35/SH-9W interchange in McClain County, Oklahoma. Currently, during peak traffic volume, southbound vehicles on I-35 using the SH-9W off-ramp back up onto the Interstate. This poses safety concerns for vehicular traffic on the Interstate. The project is in the early development process. The exact project scope and requirements will be clarified through planning, environmental review, and the design process. The project is considered necessary to improve safety on I-35 at SH-9W. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. If you have reason to believe that there are resources such as underground oil or gas storage tanks, contaminated soil, archaeological or historic sites, human graves, places of religious or cultural importance to Native American tribes, or other sensitive resources, please respond to the contact provided below.

In accordance with Oklahoma Statute 69-702, employees or authorized agents of ODOT may enter your property for the purpose of surveying for the environmental considerations listed above. A copy of Oklahoma Statute 69-702 is provided with this letter. The results of the studies for cultural resources, biological resources, noise, and hazardous materials will be incorporated into the environmental document being prepared for this project. Minor hand digging on your property may be necessary as part of the survey. Any test holes will be filled in and cleaned up afterwards.

If you are currently leasing this property, please notify your lessee of our planned work.

Should you have any information or specific concerns, or if you have resources listed above that may be located on your property, please contact our authorized agent Scott Stegmann, Project Manager at CP&Y, Inc. at (405) 835-2836 or [sstegmann@cpyi.com](mailto:ssstegmann@cpyi.com). If your concerns are related to places of traditional cultural or religious importance to Native American tribes or to burials or cemeteries affiliated with tribes, please contact Dr. Rhonda Fair, ODOT Director of Tribal Coordination, at (405) 517-5670 or rfair@odot.org. As always, your cooperation is greatly appreciated.

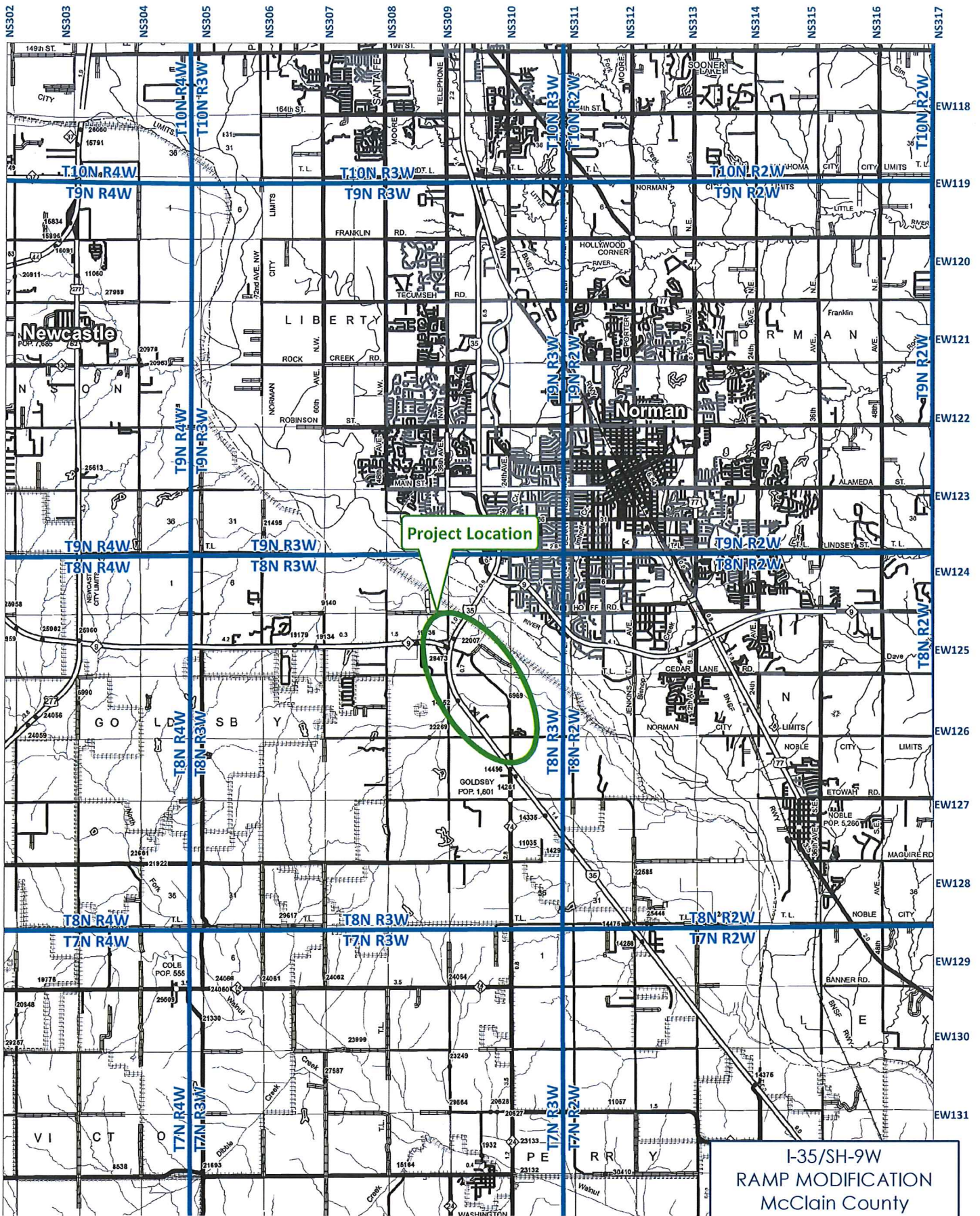
Respectfully,

Siv Sundaram, P.E.
Environmental Programs Division Engineer

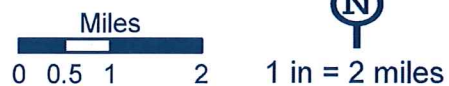
SS/CP&Y

Enclosures: Location Map, Copy of Statute 69-702
Copy to: Chickasaw Nation Project Management Field Division Engineer
ODOT Cultural Resources Specialist Tribal Liaison
Specialists with list of Property Owners and Property Cards

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."



-  Project Location
-  Township & Range Boundary



I-35/SH-9W
RAMP MODIFICATION
McClain County

J/P 19314(04)


McClain County 

Figure 1: Project Location Map



United States Department of the Interior



BUREAU OF LAND MANAGEMENT

Oklahoma Field Office
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037
www.blm.gov/nm

In Reply Refer To:

ODOT Proj Resp 190509a
1785

May 9, 2019

Mr. Siv Sundaram, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105-3204

Dear Mr. Sundaram:

Thank you for extending the opportunity to the Bureau of Land Management (BLM) Oklahoma Field Office to provide comments on the following proposed project:

McClain County
I-35/SH-9W ramp modification. Job Piece No. 19314(04).

Our office has reviewed the information provided in your May 2, 2019, letter. A search of our files shows there are no BLM surface lands or Federal minerals within or near the project area. There are no BLM administered Indian mineral interests near or within the project area. Therefore, the BLM has no concerns or objection to the proposal.

Sincerely,

John Ledbetter
Realty Specialist
Oklahoma Field Office

cc:
NM (04410, Central File)





IN REPLY REFER TO:

United States Department of the Interior
BUREAU OF INDIAN AFFAIRS
Eastern Oklahoma Region
Eastern Oklahoma Regional Office
P.O. Box 8002
Muskogee, OK 74402-8002

Amard

Division of Environmental and
Cultural Resources Management

MAY 09 2019

Siv Sundaram, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Dear Ms. Sundaram:

On May 9, 2019, the Bureau of Indian Affairs, Eastern Oklahoma Regional Office, received a request for comments from Oklahoma Department of Transportation (ODOT) concerning I-35/SH-9W Ramp Modifications in McClain County, Oklahoma. This office has no comments regarding the project at this time.

Two federally recognized Tribes have been provided the notice by copy of this letter. As the Tribes may have environmental and/or cultural resources concerns relating to this action, it is recommended that ODOT coordinate directly with the Tribes on any of their concerns. The contact addresses are enclosed.

If additional information is required, please contact Mr. Mosby Halterman, Division Chief, Division of Environmental and Cultural Resources Management, at (918) 781-4660.

Respectfully,


ACTING Regional Director

Enclosure

cc: Chickasaw Nation, Osage Nation



Bill Anoatubby, Governor
The Chickasaw Nation
P.O. Box 1548
Ada, OK 74821
Phone: (580) 436-2603
Fax: (580) 436-4287

Doctor Andrea Hunter
Tribal Historic Preservation Officer,
Osage Nation
627 Grandview Avenue
Pawhuska, OK 74056
Phone: (918) 287-5432
Fax: (918) 287-5562

**TRIBAL AND
FEDERAL PROPERTIES**

UNITED STATES DEPARTMENT OF INTERIOR
BUREAU OF INDIAN AFFAIRS

CONSENT OF LANDOWNER TO ACCOMPANY APPLICATION
FOR PERMISSION TO MAKE AN ENVIRONMENTAL SURVEY ON
TRUST AND RESTRICTED INDIAN LAND

Project: I-35/SH-9W Ramp Modifications, McClain County, JP 19314(04)

LANDOWNER NAME: Chickasaw Nation of Oklahoma
2020 Lonnie Abbott Blvd., Ada, OK, 74820

PARCEL NUMBERS:
0000-10-08N-03W-0-032-00
0000-10-08N-03W-0-020-00
0000-10-08N-03W-0-021-00

The undersigned owner of said land hereby consents to the **granting of permission to enter the property to complete environmental field studies to the personnel of the Environmental Programs Divisions of the Oklahoma Department of Transportation or their agents.**

This consent has been negotiated on the following terms and conditions:

1. **Permission to enter the property anytime within 180 days of the date signed.**
2. **Any test holes will be filled in and cleaned up afterwards.**

Notes or Additional Requirements: _____

Owner Bill D. [Signature] Date Signed 5-13-19
Landowner Interest 100 %

Legal Description								Parcel Information								Owner(s)																			
COMM AT NE/C OF SE THEN W 1321 S 664 TO POB THEN S 890.9 W 949.9 N 990.3 E 250 S 99.4 E 700 TO POB less 2.11 acs								0000-10-08N-03W-0-032-00 Addition : Rural (No Addition) Township-Range-Section : 08N-03W-10 Size : 19.39 Acres Deed Book : 1877 Deed Page : 281								CHICKASAW NATION 2020 LONNIE ABBOTT BLVD ADA OK, 74820																			
								Parcel Location								Values																			
								0 J-2932: Norman School District								Assessed Land	\$255,948	Assessed Buildings	\$0	Assessed Other	\$0	TOTAL ASSESSED VALUE	\$255,948												
Sales Information								Market Land	\$2,326,800	Market Buildings	\$0	Market Other	\$0	TOTAL MARKET VALUE	\$2,326,800																				
								<table border="1"> <thead> <tr> <th>Date</th> <th>From</th> <th>To</th> <th>Sale Amount</th> <th>Book</th> <th>Page</th> <th>Stamps</th> <th>Inst</th> </tr> </thead> <tbody> <tr> <td>2008-03-17</td> <td>MEGABINGO</td> <td>CHICKASAW NATION</td> <td>\$2326667.0</td> <td>1877</td> <td>281</td> <td>3490.5</td> <td>SPEC</td> </tr> <tr> <td>2005-05-26</td> <td>DYESS BETTY</td> <td>MEGABINGO</td> <td>\$2580000.0</td> <td>1747</td> <td>947</td> <td>3670.0</td> <td>WARR</td> </tr> </tbody> </table>								Date	From	To	Sale Amount	Book	Page	Stamps	Inst	2008-03-17	MEGABINGO	CHICKASAW NATION	\$2326667.0	1877	281	3490.5	SPEC	2005-05-26	DYESS BETTY	MEGABINGO	\$2580000.0
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Land Information								Parcel Features																											
Land Unit	Sqft	Acres	Ag Acres	Soil Use	Zoning	Type	Size	Year Built																											
ACRE	None	19.39	None	None	None																														
REMARKS								Buildings																											
								Building	Sq Ft.	Year Built																									
Provided by OkAssessor.com ©																																			

PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT SUMMARY

**I-35 and SH-9W Interchange
McClain County, Oklahoma
JP 19314(04)**

Prepared for:



**Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105**

Prepared by:



**Triad Design Group
Oklahoma Certificate of Authority No. 1759
3020 Northwest 149th Street
Oklahoma City, OK 73134
405-752-1122**

January 2022

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EXECUTIVE SUMMARY

This document summarizes the public involvement program implemented for the proposed I-35/SH-9W interchange improvement project in McClain County, JP 19314(04). Public involvement consisted of a public meeting held November 18, 2021 in Goldsby, Oklahoma at which four (4) interchange improvement alternatives were presented for public input.

The presentation included discussion of the existing condition, the history of the project and the four (4) alternatives that ODOT analyzed. These alternatives included the following:

- Alternative 2A – Diverging Diamond Interchange
- Alternative 2B – Diverging Diamond Interchange with Reliever Ramp
- Alternative 3D – Loop Ramps with Reliever Ramp
- Alternative 4 – Single Point Urban interchange

During the question-and-answer session of the public meeting, members of the public and a municipality asked or provided twelve (12) questions and comments.

After the public meeting, comments were received from three (3) agencies, two (2) utilities, one (1) municipality, and 45 members of the public. Public input included 42 comments which expressed support for a particular interchange alternative. In addition, 85 comments were received regarding many other design factors or concerns about all the interchange alternatives.

ODOT reviewed the operations, comments from the public, and overall interchange analysis and has decided to move forward with Alternative 2B – the Diverging Diamond Interchange with the Reliever Ramp. The alternatives matrix indicates that Alternative 2B has the best combination of operational improvements, cost effectiveness, and reduced future maintenance concerns. Alternative 2B also has strong support from the public and from two major stakeholders, i.e., the Town of Goldsby and the City of Newcastle.

1 PROJECT INTRODUCTION

This document summarizes the public involvement program implemented for the proposed I-35/SH-9W interchange improvement project in McClain County, JP 19314(04). Public involvement consisted of a public meeting held November 18, 2021 in Goldsby, Oklahoma.

2 PRESENTATION OF 4 INTERCHANGE ALTERNATIVES – PUBLIC MEETING

2.1 AGENCY SOLICITATION

Agency solicitation letters were sent to federal and state resource agencies. These letters presented a short project description, purpose of the proposed project, and included graphics of the four (4) interchange improvement alternatives being considered and a location map.

2.2 PUBLIC MEETING

Notice of the public meeting was sent by letter dated November 1, 2021 to elected officials (federal and state) and selected stakeholders. Letters included graphics of the four (4) interchange improvements being considered, a public meeting information pamphlet, and a comment form.

Notice of the public meeting was sent by letter dated November 1, 2021 to all utility companies and property owners in the study area, based upon McClain County Assessor information. Letters included graphics of the four (4) interchange improvements being considered and a comment form.

Lastly, to notify as many potential stakeholders as possible, additional pamphlets/graphics/comment form packages were mailed via Every Door Direct Mail through USPS to two mail routes in and around the Project (i.e., 73072-R018 and 73072-R039), which included 1,253 addresses.

The public meeting was held on November 18, 2021 from 6:00 to 8:00 p.m. in the Goldsby Community Building at 164 East Center Road, Goldsby, Oklahoma. Fifty-four members of the public attended and signed the sign-in sheet. The public meeting consisted of a PowerPoint presentation explaining the four (4) interchange improvement alternatives, followed by a question-and-answer session. Graphics of the four (4) interchange improvement alternatives, travel time comparisons for each alternative, an Operational Matrix, an Overall Alternatives Matrix, and a pro/con list for the alternatives were also displayed on poster exhibits, with ODOT staff available for one-on-one conversations. A pamphlet with project information, graphics of the four (4) interchange improvement alternatives, and a comment form were provided to attendees. After the meeting, all public meeting materials were made available for public review on ODOT's project website.

2.3 SUMMARY OF COMMENTS

2.3.1 AGENCY COMMENTS

Three (3) written agency comments were received and are summarized in Table 2.1.

TABLE 2.1: AGENCY COMMENT SUMMARY

Agency	Comment
Oklahoma Corporation Commission	Noted the letter had been forwarded to their District 3 staff.
Oklahoma Conservation Commission	Expressed concerns regarding the potential for wetlands impacts
Oklahoma Department of Environmental Quality (ODEQ)	<ul style="list-style-type: none"> • Noted that construction projects disturbing greater than 1 acre require storm water permitting • Provided procedures to be followed if relocation of water or wastewater lines would be necessary

2.3.2 PUBLIC MEETING COMMENTS

During the question-and-answer session of the public meeting, members of the public and the Town of Goldsby asked or provided twelve (12) questions and comments. These questions and comments are described below in Table 2.2.

TABLE 2.2: QUESTION-AND-ANSWER SUMMARY

Question	Answer
Which Alternative does not allow eastbound SH-9W traffic to make an illegal left turn to enter northbound I-35?	All four (4) Alternatives prevent the illegal turn
Is the purpose of the reliever ramp in Alternatives 2B and 3D to serve residential areas southwest of the interchange or to serve the casino?	Both. The reliever ramp will reduce the volume of left turns to the casino on SH-9W.
Speaker likes that all alternatives feature two (2) southbound lanes exiting to westbound SH-9W. The speaker also likes having only one (1) traffic signal. The speaker asks ODOT to consider routing Harvey Avenue behind Love's and Sonic to enter SH-9W at Sonic Drive. The speaker would like both SH-9W driveways to Love's closed.	Regarding the Love's suggestion, ODOT's charge is to fix the interchange.
The speaker asks how the two (2) free-flow ramps exiting southbound I-35 will have access to the casino?	A dedicated left turn into the casino will be provided and signals will be coordinated appropriately.
The speaker requests better road lighting near the casino. The speaker notes that several streetlights in the area are not working.	ODOT will ask lighting staff to check on this area. The entire area will be restriped.
Will there be two (2) ramps exiting southbound I-35 to SH-9W? Also, trucks/trailers struggle with roundabouts.	Yes, there will be two (2) ramps. Roundabouts are designed for trailers to travel on the "apron."
Had ODOT considered the increased area improvements that may result from the interchange?	Yes, ODOT traffic staff perform modeling to estimate future growth in the area.
Glenn Berglan, the Mayor of Goldsby, commented that two (2) exit ramps to the west will be helpful and the reliever ramp will move traffic exiting to the casino off SH-9W. Also, the Chickasaws have discussed adding a road to the casino from the point at which the reliever ramp enters the frontage road. Planning is underway for 2000 new homes in the area, which will also be well served by the reliever ramp. The Town of Goldsby supports Alternative 2B.	Thank you for the comments, insight, and preference.
The speaker lives on 12th Avenue and asks why 12th Avenue traffic is required to stop at the Lamar/12th intersection? Would a roundabout be a good solution at Lamar/12th?	ODOT likes the idea of a roundabout at this location.

TABLE 2.2: QUESTION-AND-ANSWER SUMMARY (CONTINUED)

Question	Answer
Can there be a turn lane added to Love's that serves trucks? Can trucks exiting Love's be routed behind Sonic to Sonic Drive?	Good ideas and ODOT asks the commenter to submit them in writing.
Is there adequate funding for all four (4) Alternatives?	Currently, \$24.5 M is in the budget, which is adequate for all Alternatives but Alternative 4. However, any of the Alternatives is a viable option and funding will be obtained as needed. Ron Brown of ODOT likes them all but 2B and 3D more.
<p>The current free-flow lane exiting southbound I-35 is not well marked and traffic does not realize they can continue. The speaker requests adding sign clarifying "free-flow" ramp.</p> <p>The "ball bat" fence feature is not well maintained and the speaker requests maintenance.</p> <p>The signal lights in this area are not visible and the yellows are either wrong or not visible, contributing to an accident this very day at Sonic.</p>	ODOT will have the signals reviewed by appropriate staff.

After the public meeting, a total of 45 written comments were received from the public, two (2) comments were received from utility representatives and one (1) was received from the City of Newcastle. Table 2.3 summarizes the comments received. Note that the total number of comments is greater than the number of comments received, as several people made multiple comments.

TABLE 2.3: PUBLIC COMMENT SUMMARY

Comment	# of Comments
Expressed support for Alternative 2A	2
Expressed support for Alternative 2B	12*
Expressed support for Alternative 3D	17
Expressed support for Alternative 4	10
Expressed concerns with Alternative 2A	3
Expressed concerns with Alternative 2B	3
Expressed concerns with Alternative 3D	2
Expressed concerns with Alternative 4	4
Suggested a revision of casino driveways	7
Requested improvements to the truck traffic entering and exiting Love's	3
Requested additional Canadian River bridges be built	4
Requested improved lighting at the interchange	2
Suggested a route behind Love's and Sonic to route trucks or other traffic to SH-9W at Sonic Road	9
Requested 2 dedicated exit lanes to WB SH-9W	5
Requested 2 dedicated exit lanes to NB I-35	3
Suggested changes to lights/signals near the interchange	15
Suggested a pedestrian bridge between Love's and the casino	1
Suggested redesigning the southbound I-35 exit barriers ("ball bats") so trucks do not hit them	1

TABLE 2.3: PUBLIC COMMENT SUMMARY (CONTINUED)

Comment	# of Comments
Suggested not allowing access to northbound I-35 from the roundabout in Alternative 3D	1
Congestion is 4-7 and caused by the signal at SH-9W & Harvey Avenue	1
Does not think the Bankers Avenue connection is a good idea	1
Thanks ODOT for keeping debris picked up from Norman to Moore	1
Congestion caused by SH-9W, not just the Casino	1
Likes the reliever ramp	1
Current traffic conditions are chaotic and dangerous	2

Note: Support for Alternative 2B was expressed in 12 written comments. Additionally, 1 verbal comment supported Alternative 2B, bringing the total to 13.

2.3.3 RESPONSES TO PUBLIC COMMENTS

Two (2) comments were received from municipalities: the Town of Goldsby and the City of Newcastle. Both municipalities were in support of the interchange project and preferred Alternative 2B – the Diverging Diamond Interchange with the Reliever Ramp. Both municipalities also believed that the project area was rapidly growing and construction projects for homes were being planned. ODOT thanks the municipalities for their comments, insights, and stated preferences.

Four (4) individuals expressed concerns with the Alternatives that were presented. ODOT has responded that all of the Alternatives address the traffic congestion by improving the traffic operations and that access to homes, businesses, and property adjacent to the project will be maintained during all phases of construction; although in some cases, temporary drives may be required until permanent drives can be restored. Additionally, Alternatives 2A and 2B are designed with additional medians, signing, and striping to make the routes very clear, Alternatives 2B and 3D include an additional reliever ramp to improve congestion, and the interchange facility, bridge, and traffic signal in the Alternative 4 design will be maintained by ODOT personnel.

Seven (7) comments were received suggesting a revision of the casino driveways. ODOT has responded that the improved interchange and the increased signal spacing between the southbound I-35 off-ramp and South Harvey Avenue caused by the realignment of South Harvey Avenue will improve the congestion along SH-9W. In addition, ODOT will work with all property owners to ensure appropriate signage and channelization will enhance safety throughout the corridor.

Three (3) comments were received requesting improvements be made to the truck traffic operations entering and exiting Love’s. ODOT believes he increased signal spacing between the southbound I-35 off-ramp and South Harvey Avenue caused by the realignment of South Harvey Avenue will improve the truck traffic operations entering and exiting Love’s. All Alternatives include a traffic signal that can be utilized by Love’s traffic.

Four (4) comments were received requesting additional Canadian River bridges be built. ODOT notes that the purpose and need for this project is to address the increases in traffic volumes and localized congestion by improving the operation of the interchange, but this project will include

additional capacity for vehicles exiting to SH-9W across the southbound bridge by utilizing the existing shoulder.

Two (2) comments were received requesting improved lighting at the interchange. ODOT acknowledges that safety is an important aspect of design for each ODOT project, and appropriate lighting on the interchange will be considered to ensure the safety of travelers.

Nine (9) comments were received suggesting a route behind Love's and Sonic to route trucks or other traffic to SH-9W at Sonic Road. ODOT notes that current and future traffic on SH-9W were considered in all design Alternatives. The southbound dual off-ramps are an effective measure to address traffic congestion on SH-9W while allowing for access along the corridor.

Five (5) comments were received requesting two dedicated exit lanes to westbound SH-9W. In response, all of the Alternatives include at least two southbound I-35 exit lanes and will address the traffic congestion by improving the traffic operations.

Three (3) comments were received requesting two dedicated entrance lanes to northbound I-35. ODOT notes that all of the Alternatives include at least two northbound I-35 entrance lanes and will address the traffic congestion by improving the traffic operations.

Fifteen (15) comments were received suggesting changes to the lights and signals near the interchange. ODOT acknowledges that traffic signals and highway lighting will be part of the improved interchange as needed to ensure safe and efficient movements for the traveling public.

One (1) comment was received suggesting a pedestrian bridge between Love's and the casino. ODOT confirms that all forms of traffic, including pedestrian traffic, are considered for each project. The purpose and need for this project is to address the increases in traffic volumes and localized congestion by improving the operation of the interchange, and the addition of a pedestrian bridge does not meet this purpose and need.

One (1) comment was received suggesting redesigning the southbound I-35 exit barriers so trucks do not hit them. In response, the improved interchange will improve the traffic operations and accommodate all traffic movements safely. During the design process, barriers and clear zone (or clear recovery area) will be evaluated; however, for all Alternatives, barriers are not anticipated for the southbound I-35 exit.

One (1) comment was received suggesting not allowing access to northbound I-35 from the roundabout on Alternative 3D. However, for Alternative 3D to be a fully operational interchange and accommodate all traffic movements, there must be access to northbound I-35 from westbound SH-9W.

One (1) comment was received suggesting that the congestion from 4:00-7:00 PM is caused by the casino, the traffic signal at South Harvey Avenue, and development in the area. All the Alternatives considered traffic out to the year 2050 to determine the best solution. All the Alternatives improve operations throughout the system over the existing interchange.

3 CONCLUSION

ODOT reviewed the operations, comments from the public, and the overall interchange analysis and has decided to move forward with Alternative 2B – the Diverging Diamond Interchange with the Reliever Ramp. From the alternatives matrix, Alternative 2B has the best combination of operational improvements, cost effectiveness, and reduced future maintenance concerns. Alternative 2B has strong support from the public and from two major stakeholders, i.e., the Town of Goldsby and the City of Newcastle.

ODOT's decision was based upon many factors. Alternative 2B was ranked the highest in operational efficiency in both the current year and the projected 2050 timeframe. This is demonstrated by Alternative 2B ranking the lowest in average delay, the lowest in average travel time, and the highest in average vehicle throughput. In addition, Alternative 2B's design alleviates many common interchange issues, which include snow and ice treatment on loop ramps, potential wrong way movements on ramps, and greatly reduced conflict points for major movements. The added reliever ramp will also serve new development in the Town of Goldsby and other surrounding areas while helping to reduce congestion on I-35 and SH-9W. Lastly, the project's cost was near the median, but within the current estimate of the ODOT 2022-2029 8 Year Construction Work Plan.

I-35/SH-9W Interchange Improvements

McClain County, Oklahoma

Public Meeting



November 18, 2021

I-35/SH-9W Interchange Improvements



Meeting Purpose

- Existing Interchange
- Purpose of the Project
- Project History
- 4 Interchange Alternatives Considered
- Public Input/Feedback

I-35/SH-9W Interchange Improvements



Existing I-35

Existing I-35 Through the Interchange

- Four 12-ft wide through lanes
- North of the SH-9W bridge:
 - 30-ft wide paved median with concrete barrier
 - 10-ft wide inside and outside shoulders
- South of the SH-9W bridge:
 - 30-ft wide grass median with cable barrier
 - 4-ft wide shoulders
- Annual Average Daily Traffic, Vehicles per Day (vpd)
 - Current (2021) = 81,500 vpd
 - Projected (2050) = 128,000 vpd



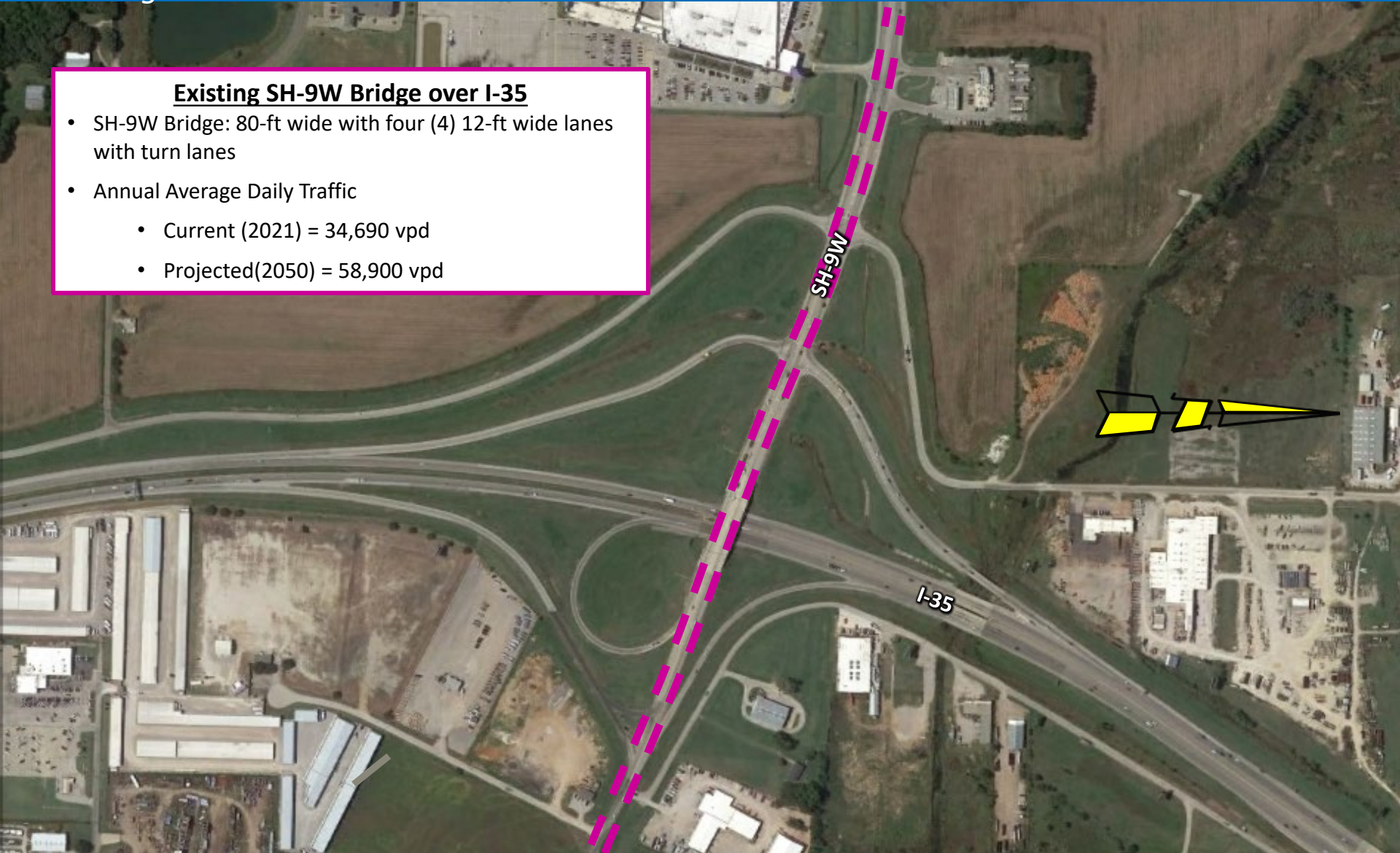
I-35/SH-9W Interchange Improvements



Existing SH-9W

Existing SH-9W Bridge over I-35

- SH-9W Bridge: 80-ft wide with four (4) 12-ft wide lanes with turn lanes
- Annual Average Daily Traffic
 - Current (2021) = 34,690 vpd
 - Projected(2050) = 58,900 vpd



I-35/SH-9W Interchange Improvements



Purpose of the Project

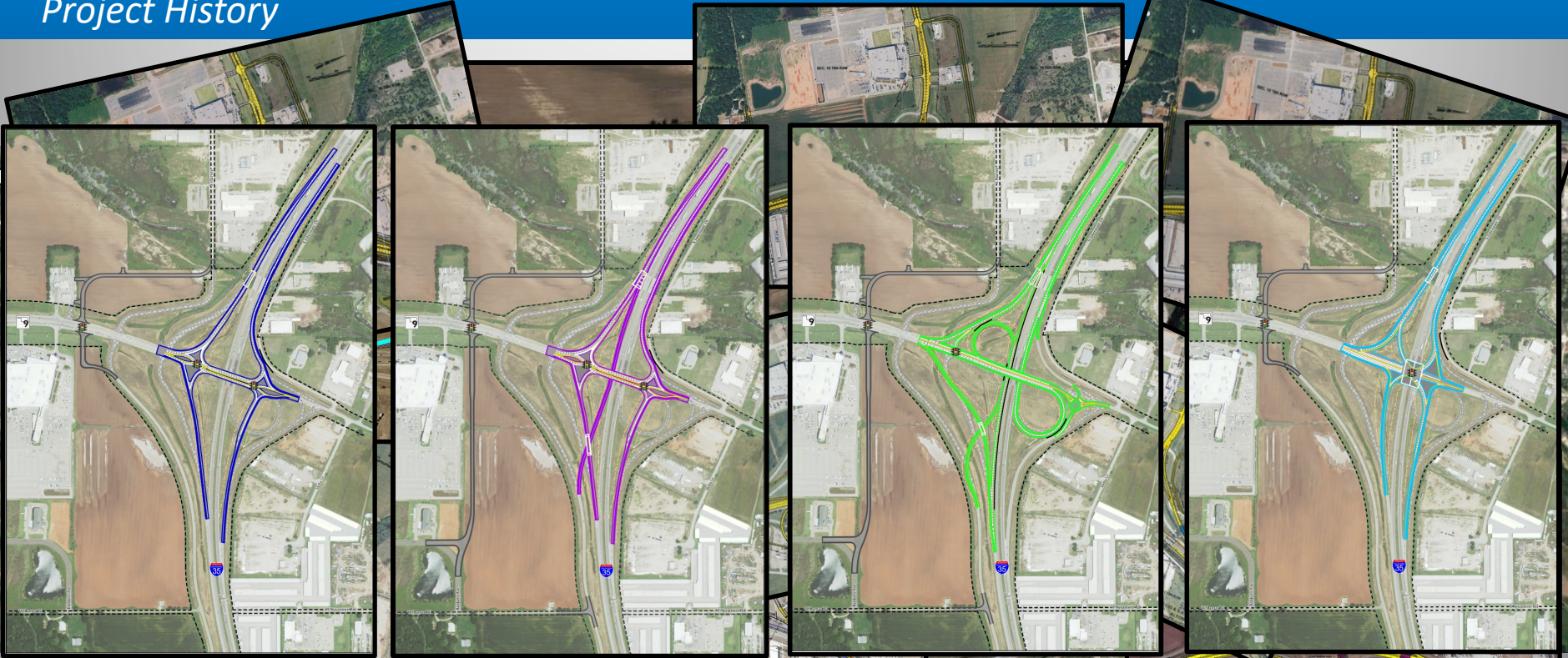
Address increases in traffic volumes and localized congestion by constructing the interchange to improve the operation



I-35/SH-9W Interchange Improvements



Project History



Alternative 2A

Alternative 2B

Alternative 3D

Alternative 4

1959
Original I-35 & SH-9W Interchange built

2001
H.E. Bailey Spur opens on the west side of SH-9

2003-2008
SH-9 widened to four (4) lanes from H.E. Bailey Spur to I-35

2004
Diamond interchange ramps built on west side of I-35

2009
New SH-9 bridge opens

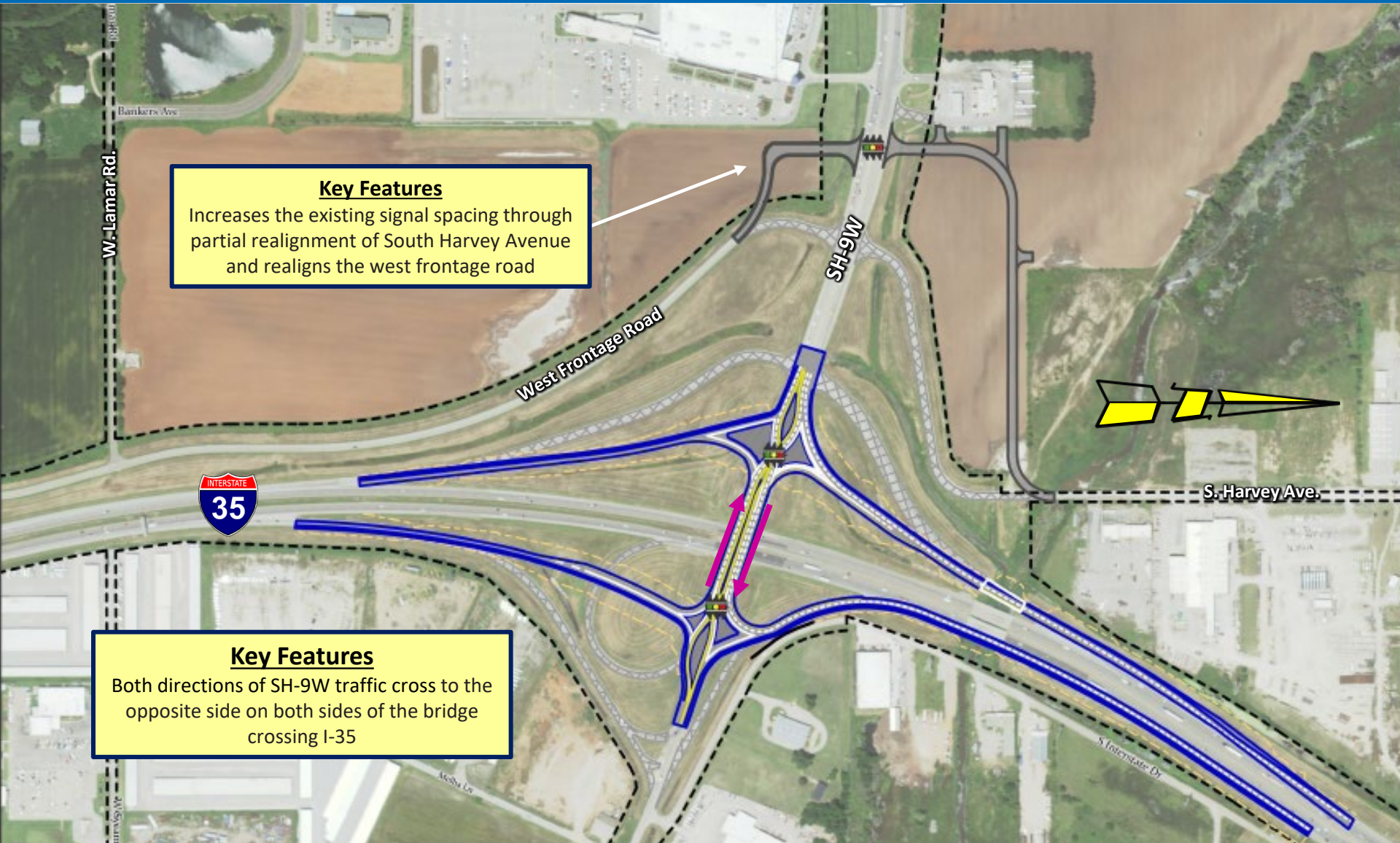
2009-2019
Many interchange Alternatives are studied and revised

Today
From these interchange Alternatives, ODOT has selected four (4) for public input

I-35/SH-9W Interchange Improvements



Alternative 2A: Diverging Diamond Interchange (DDI)



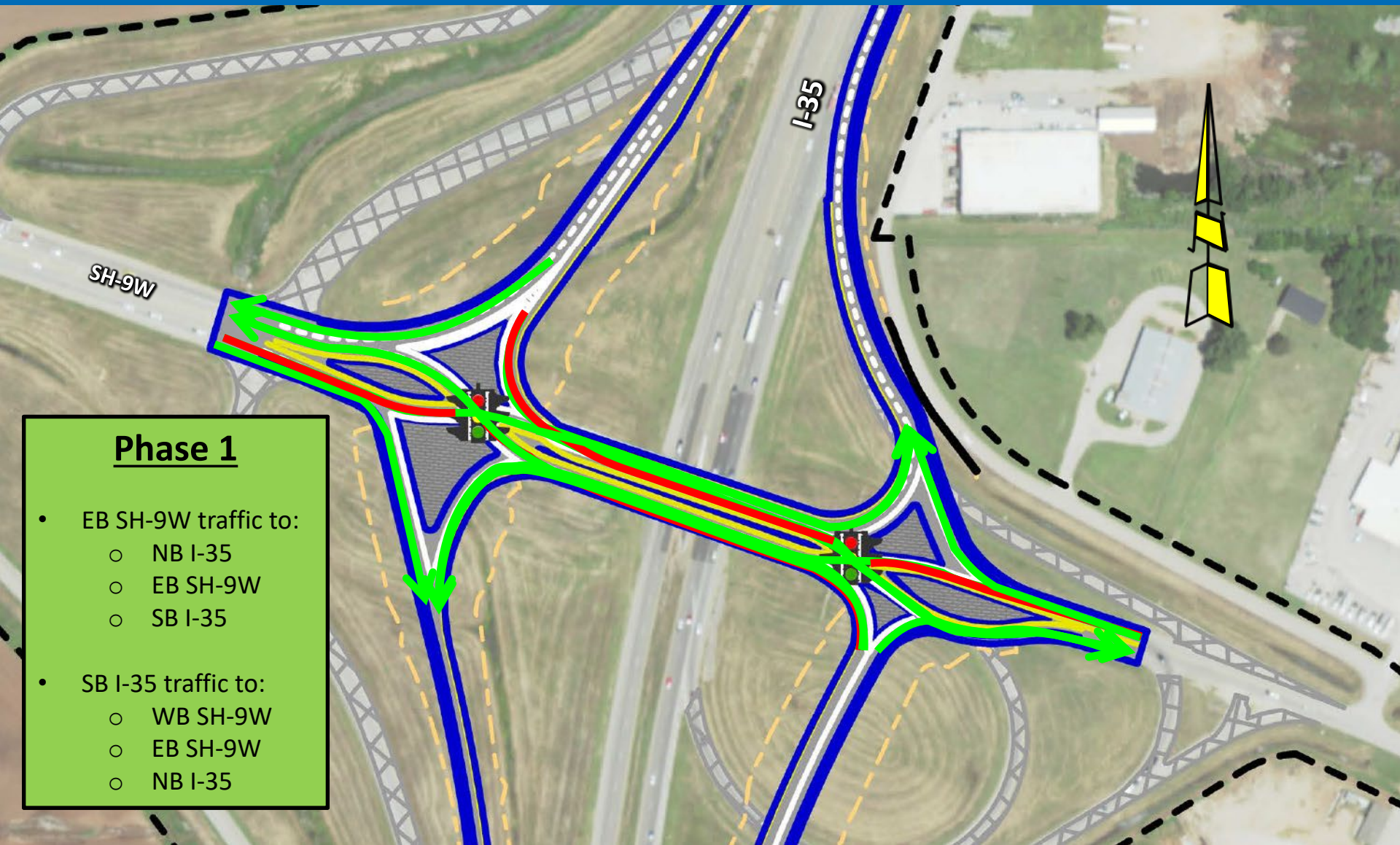
Key Features
Increases the existing signal spacing through partial realignment of South Harvey Avenue and realigns the west frontage road

Key Features
Both directions of SH-9W traffic cross to the opposite side on both sides of the bridge crossing I-35

I-35/SH-9W Interchange Improvements



What is a Diverging Diamond Interchange?



- Phase 1**
- EB SH-9W traffic to:
 - NB I-35
 - EB SH-9W
 - SB I-35
 - SB I-35 traffic to:
 - WB SH-9W
 - EB SH-9W
 - NB I-35

I-35/SH-9W Interchange Improvements

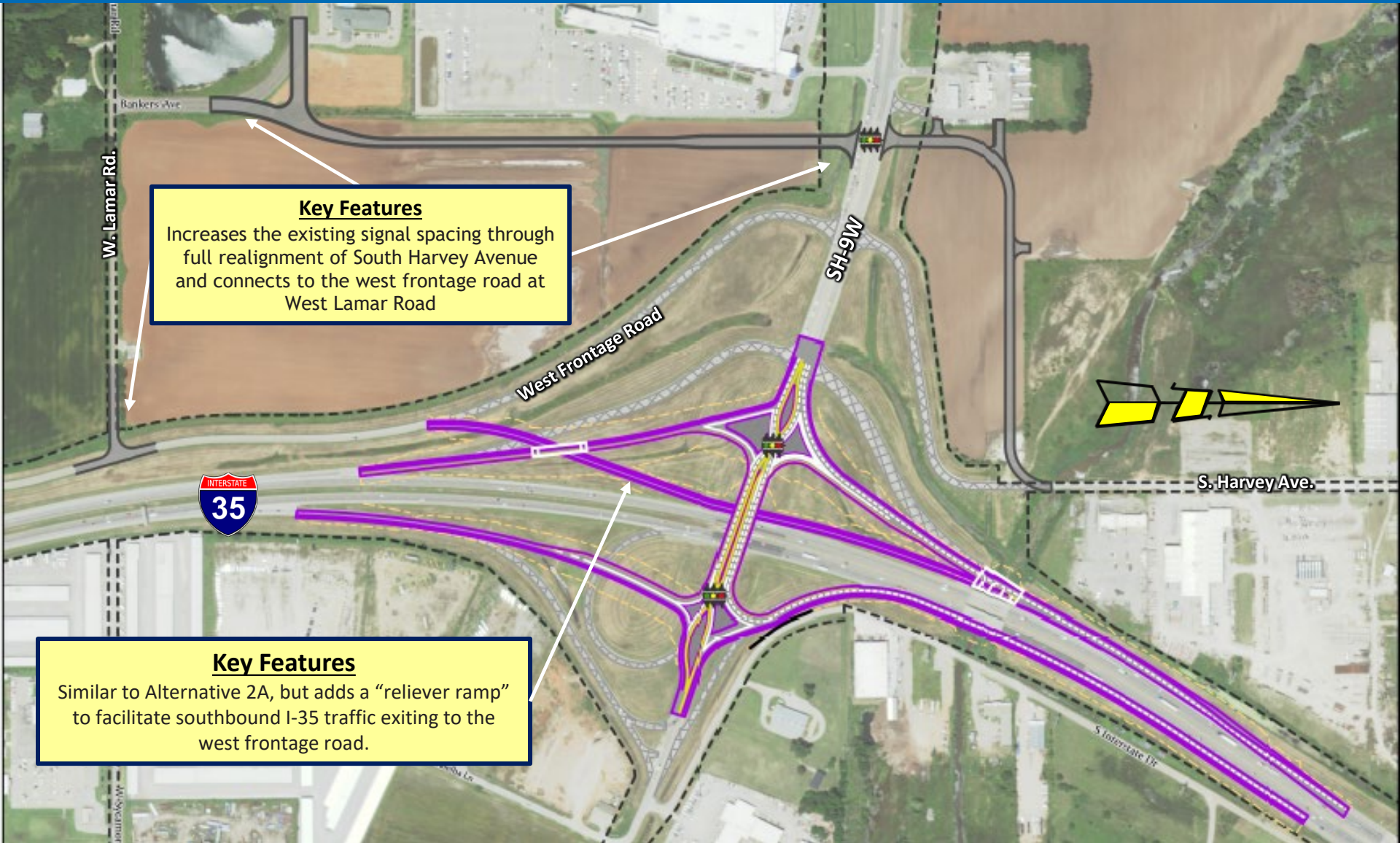


What is a Diverging Diamond Interchange?

- An interchange in which two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway
- Can reduce congestion by eliminating the need for separate left turn arrows at the ramp intersections
- Reduces wait time
- Allows higher capacity for interchanges with heavy ramp volumes
- Uses additional medians, signing and striping on the roadway to make the routes very clear

I-35/SH-9W Interchange Improvements

Alternative 2B: Diverging Diamond Interchange (DDI) with Reliever Ramp

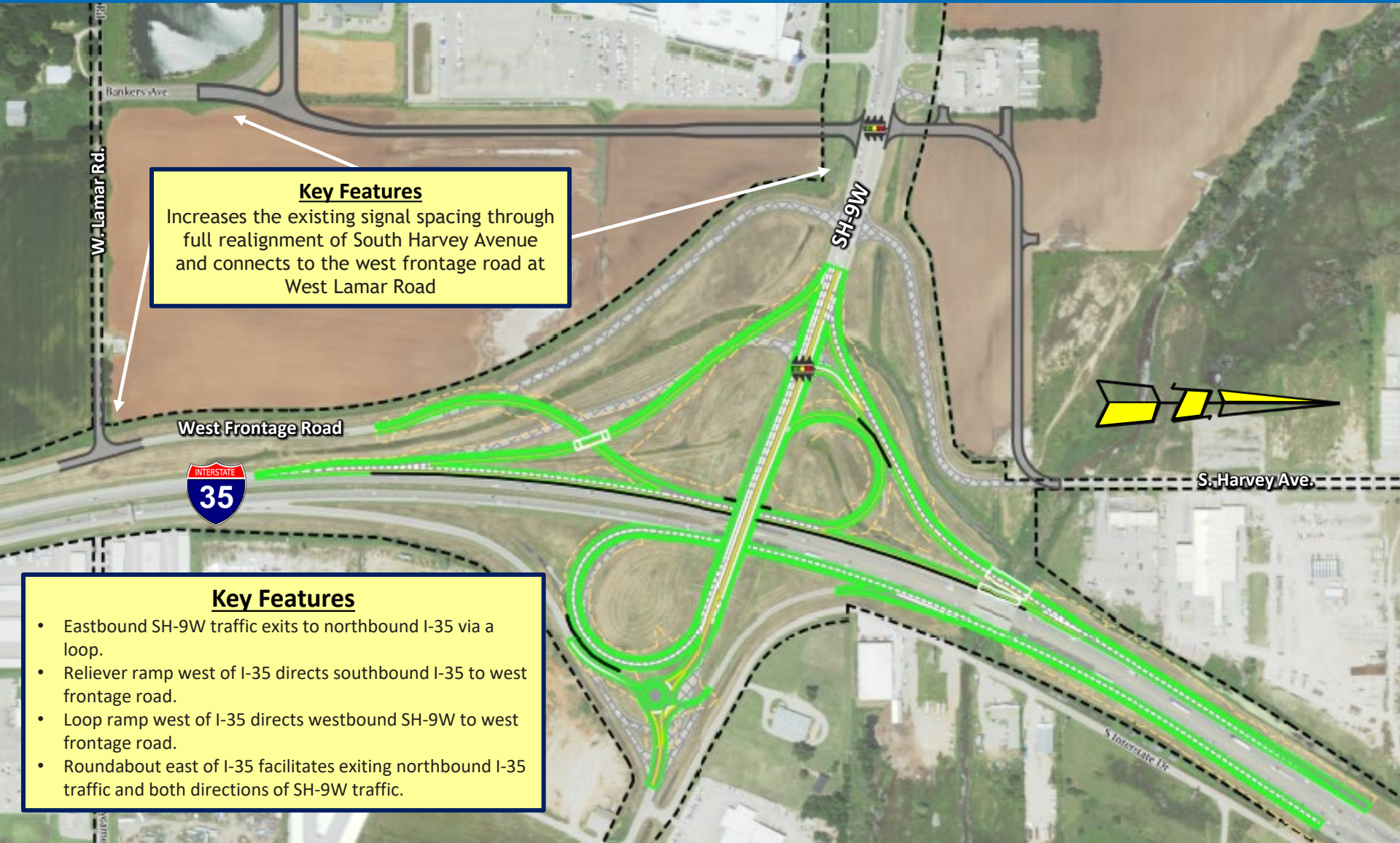


Key Features
Increases the existing signal spacing through full realignment of South Harvey Avenue and connects to the west frontage road at West Lamar Road

Key Features
Similar to Alternative 2A, but adds a “reliever ramp” to facilitate southbound I-35 traffic exiting to the west frontage road.

I-35/SH-9W Interchange Improvements

Alternative 3D: Loop Interchange with Reliever Ramp



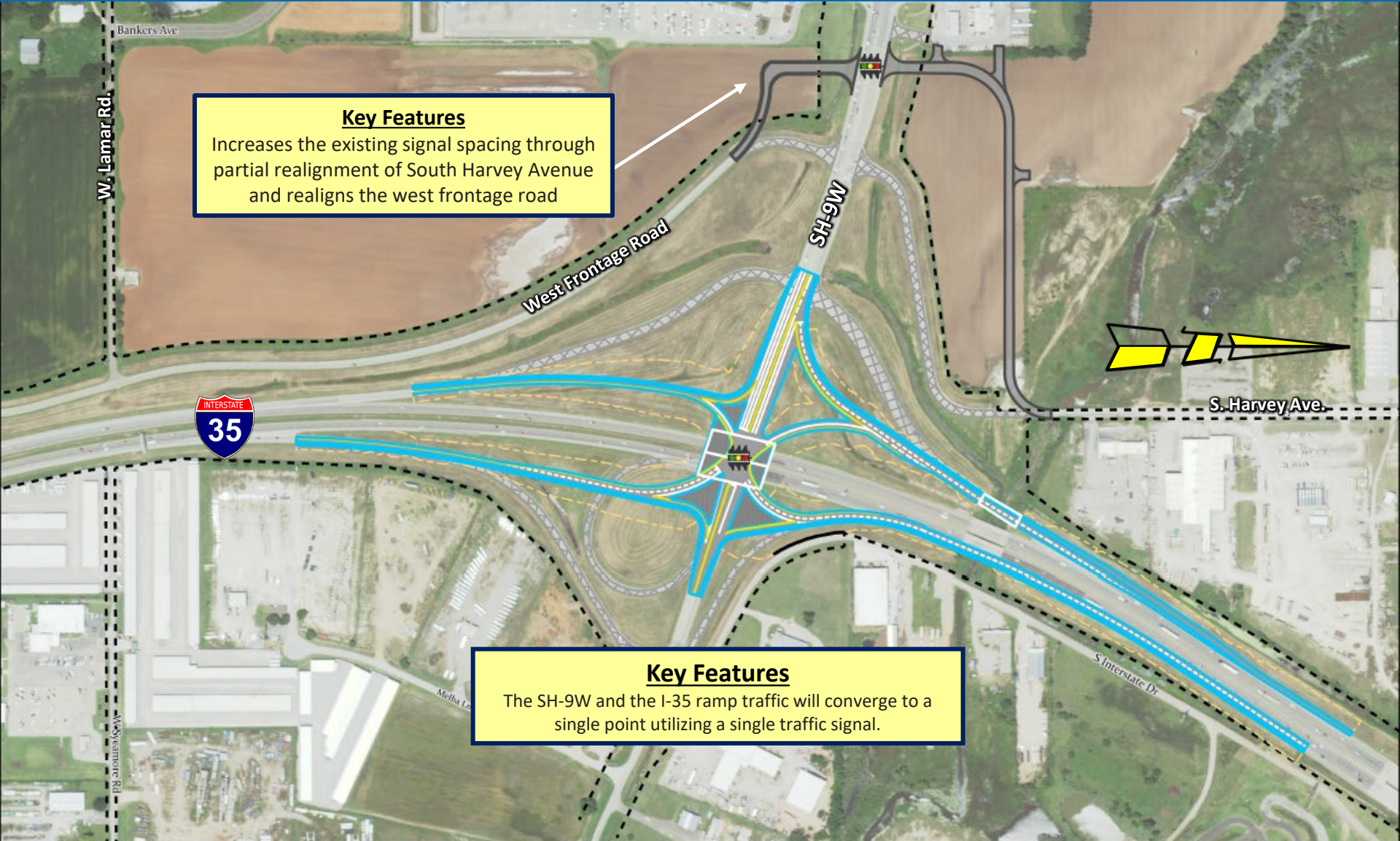
Key Features
Increases the existing signal spacing through full realignment of South Harvey Avenue and connects to the west frontage road at West Lamar Road

- Key Features**
- Eastbound SH-9W traffic exits to northbound I-35 via a loop.
 - Reliever ramp west of I-35 directs southbound I-35 to west frontage road.
 - Loop ramp west of I-35 directs westbound SH-9W to west frontage road.
 - Roundabout east of I-35 facilitates exiting northbound I-35 traffic and both directions of SH-9W traffic.

I-35/SH-9W Interchange Improvements



Alternative 4: Single Point Urban Interchange (SPUI)

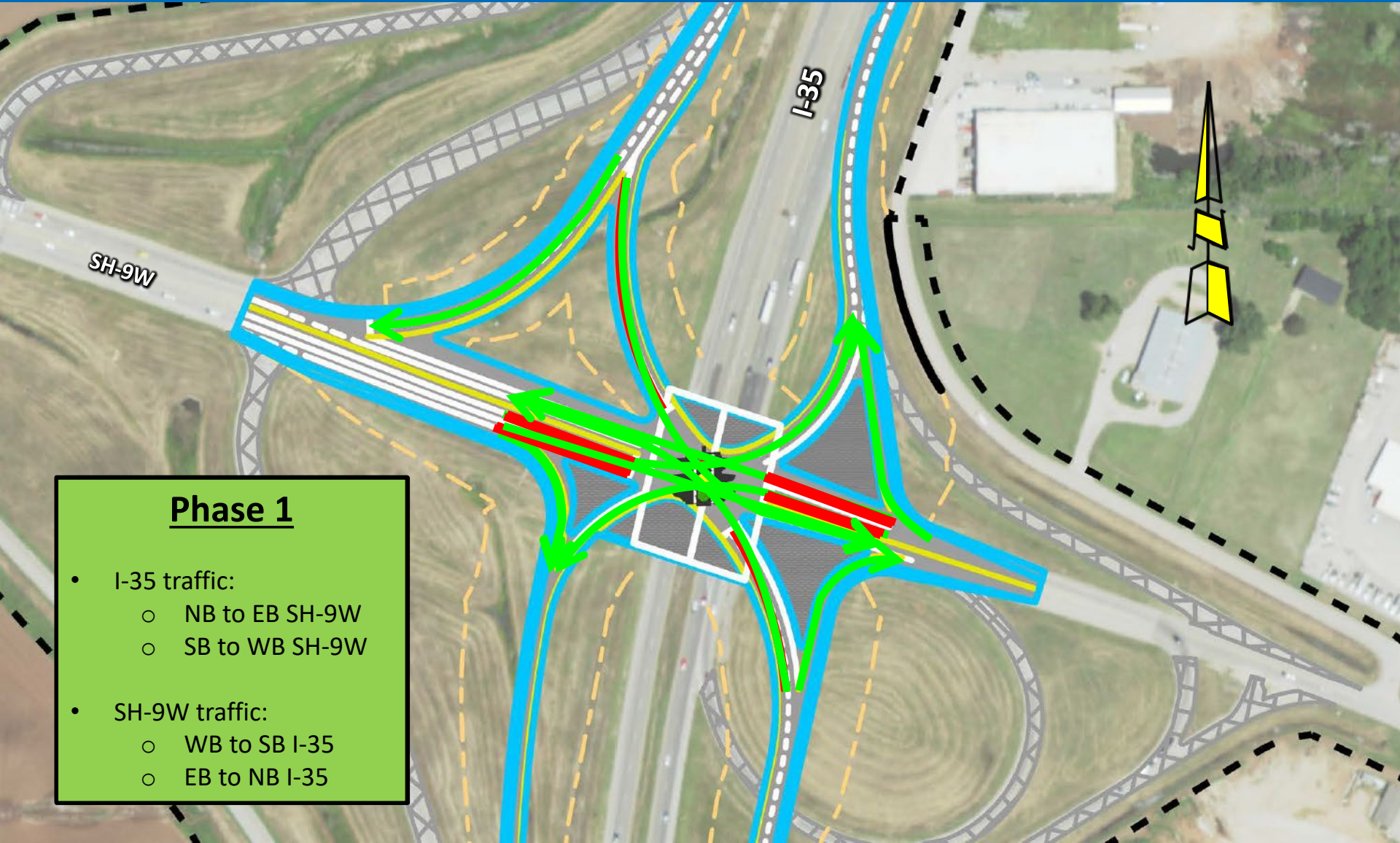


Key Features
Increases the existing signal spacing through partial realignment of South Harvey Avenue and realigns the west frontage road

Key Features
The SH-9W and the I-35 ramp traffic will converge to a single point utilizing a single traffic signal.

I-35/SH-9W Interchange Improvements

What is a Single Point Urban Interchange?



Phase 1

- I-35 traffic:
 - NB to EB SH-9W
 - SB to WB SH-9W
- SH-9W traffic:
 - WB to SB I-35
 - EB to NB I-35

I-35/SH-9W Interchange Improvements



What is a Single Point Urban Interchange?

- An interchange with a single signalized central intersection in the center of the bridge
- Accommodates most movements with a single traffic signal
- Can accommodate higher turn capacities
- Larger vehicles, such as trucks, can easily navigate the wide turns
- Uses additional signing and striping on the roadway to make the routes very clear

I-35/SH-9W Interchange Improvements



Interchange Alternative Operation Comparison

Measure of Effectiveness (2050)	No Build		2A DDI		2B DDI w/ Reliever		3D Loop w/ Reliever		4 SPUI	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Average Delay	4.6 min 	10.1 min 	4.0 min 	6.9 min 	3.5 min 	3.9 min 	3.1 min 	4.8 min 	5.1 min 	6.8 min
Average Speed	27 mph 	13 mph 	29 mph 	18 mph 	31 mph 	27 mph 	33 mph 	24 mph 	25 mph 	18 mph
Average Travel Time	8.0 min 	12.8 min 	7.1 min 	9.7 min 	6.7 min 	6.9 min 	6.4 min 	7.7 min 	8.3 min 	9.6 min
Vehicle Throughput	79.9% 	61.6% 	86.9% 	74.0% 	88.3% 	87.0% 	89.6% 	82.3% 	81.5% 	74.4%
Average Number of Stops	6 	24 	5 	14 	4 	6 	3 	9 	7 	13
Overall Operation Comparison										



Excellent



Very Good



Good



Fair



Poor

I-35/SH-9W Interchange Improvements



Studies to Identify Constraints

Studies Performed to Identify Constraints

- **Wetlands and Waters**
- **Threatened & Endangered Species Critical Habitat**
- **Archeological Sites**
- **Historic Properties in compliance with Section 106 of the National Historic Preservation Act**
- **Aboveground or Underground Storage Tanks**
- **Oil/Gas Wells**
- **Residential and Commercial Facilities**
- **Tribal Properties**
- **Utilities**

I-35/SH-9W Interchange Improvements



Constraints

Constraints

- **Control sediments created by construction to minimize Canadian River habitat impacts**
- **Potential for impact to Whooping Crane habitat**
- **Avoid construction during migratory bird nesting season of March 1 – August 31, or place netting over structures**
- **Avoid offsite cultural resource sites (2)**

These constraints are consistent with all four alternatives.

I-35/SH-9W Interchange Improvements



Features of All Alternatives

- All Alternatives improve traffic operations
- Construction can be completed with no property acquisitions and no frontage road work east of I-35
- Existing signal spacing is increased between the southbound I-35 off-ramp and South Harvey Avenue through the realignment of South Harvey Avenue
- South Harvey Avenue realignment improves safety and traffic flow to/from local businesses

I-35/SH-9W Interchange Improvements



Pros and Cons of All Alternatives

PROS	2A	2B	3D	4
Least delays in 2050		✓		
Lowest construction cost	✓			
Shortest construction duration	✓			
Reuses existing SH-9W bridge over I-35	✓	✓	✓	
Reduced traffic conflict points	✓	✓		
Better sight distance for turns	✓	✓		✓
Increased left turn capacities	✓	✓		✓
Easier turns for larger vehicles				✓
1 or no traffic signals at interchange			✓	✓
Reduced opportunity for wrong way entry to I-35	✓	✓		✓
NEUTRAL	2A	2B	3D	4
Southbound I-35 traffic has single exit, which meets driver expectations	✓			✓
Southbound I-35 traffic has multiple exits, allowing traffic to pass first exit		✓	✓	
CONS	2A	2B	3D	4
Highest construction cost alternate				✓
Longest construction duration				✓
SH-9W bridge over I-35 must be replaced				✓
Worst overall performance in 2050 delays across entire network				✓
Some drivers unfamiliar with SPUI operation*				✓
Some drivers unfamiliar with DDI operation	✓	✓		
Exiting I-35 traffic unable to re-enter interstate without leaving interchange	✓	✓		
Requires at least 2 traffic signals	✓	✓		
Other facilities/destinations may also request a reliever ramp		✓	✓	
Southbound I-35 entrance/reliever ramp exit presents a weave conflict			✓	
Potential for confusion with multiple southbound I-35 exit ramps			✓	
Loop entrance ramps require lower posted speeds due to geometry			✓	

*Single Point Urban Interchanges are in operation very near the project location: I-35 & Lindsay and I-35 and Main

I-35/SH-9W Interchange Improvements



Overall Interchange Alternative Comparison

Measure of Effectiveness	No Build	2A DDI	2B DDI w/ Reliever	3D Loop w/ Reliever	4 SPUI
Operation Comparison (2050)					
Construction Impacts	No Build	2A	2B	3D	4
Construction Cost	N/A	\$18,889,328 	\$22,900,382 	\$21,388,775 	\$32,754,157
Construction Duration	N/A	195 	225 	265 	410
Overall Comparison	No Build	2A	2B	3D	4

Excellent

Very Good

Good

Fair

Poor

I-35/SH-9W Interchange Improvements



Submit Your Comments

- Leave your written comments with us tonight.
- Download and submit a comment form at:
www.odot.org/publicmeetings
- Submit your written comments by mail to:
Oklahoma Department of Transportation
Environmental Programs Division
200 N. E. 21st Street
Oklahoma City, OK 73105
- Email your comments to:
environment@odot.org
- Call and leave your comments in a detailed message:
(405) 325-3269
- **Please submit your comments by December 9, 2021.**

Meeting material will be available
for review after tonight's meeting!

I-35/SH-9W Interchange Improvements



Next Steps for ODOT

- Consider Comments from Public Meeting
- Select Preferred Alternative
- Complete Environmental Document
- Right-of-Way Acquisition and Utilities Relocation – FFY 2022
- Construction Begins - FFY 2023

I-35/SH-9W Interchange Improvements



Thank you!



SECTION 106
CULTURAL RESOURCES STUDIES



OKLAHOMA
Transportation

Oklahoma Department of Transportation

Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

DATE: January 19, 2022

TO: Kirsten McCullough, Environmental Project Manager

FROM: Greg Maggard, Cultural Resources Program

SUBJECT: McClain County Project JP 19314(04): Proposed Interchange Reconstruction of SH-9W at I-35 in McClain County, Oklahoma.

In 2019, the Oklahoma Department of Transportation (ODOT) conducted cultural resource studies on behalf of the Federal Highway Administration (FHWA) for proposed improvements to the interchange of SH-9W at I-35 in northern McClain County, Oklahoma; approximately 150 acres were surveyed. ODOT determined that the proposed undertaking would have no effect on historic properties. Consultation with the State Historic Preservation Office (SHPO) (File #2779-19) and the State Archaeologist's Office (FY19-3136) resulted in concurrence with that determination of effect.

As a result of ongoing alternatives analyses, ODOT revised the area of potential effect (APE) for the proposed improvements. An updated cultural resources study for the portions of the revised APE not included in the 2019 consultation was completed by ODOT-CRP in 2021. The 2021 revised study area begins approximately 0.49 miles north of the I-35/SH-9W bridge and extends south for approximately 1.18 miles along I-35. At the I-35/SH-9W interchange, the study area extends 0.33 miles to the west and 0.25 miles to the east along SH-9. In total, the 2021 revised study area for the proposed undertaking included approximately 126 acres—33.4 acres of which were located outside of the 2019 APE and were surveyed as part of the 2021 studies. ODOT determined the proposed project will have **no effect on historic properties**.

No archaeological sites, buildings, or structures were identified during the 2021 cultural resource study.

Consultation with the State Historic Preservation Office (File #0172-22) and the State Archaeologist (OAS FY22-0139) resulted in concurrence with our assessment and determination.

ODOT-CRP consulted with the following tribes: Chickasaw Nation, Osage Nation, and the Wichita & Affiliated Tribes.

An updated Avoidance Memo is attached and replaces the memo from 2019.

GJM



OKLAHOMA
Transportation

Oklahoma Department of Transportation

Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

DATE: January 19, 2022

TO: Project Management Division

FROM: Environmental Programs Division

A handwritten signature in black ink, enclosed in a hand-drawn oval. The signature appears to be the initials 'ESB'.

SUBJECT: McClain County Project JP 19314(04): Proposed Interchange Reconstruction of SH-9W at I-35 in McClain County, Oklahoma.

There are potentially significant archaeological sites within the general vicinity of the referenced project. Please have the following note added to a section of the project plans entitled "Environmental Mitigation Notes" per Policy Directive C-201-2D(2):

Locations outside the project area in the following area must not be utilized for borrow, equipment staging, haul roads, spoil dumps or any off-site project-related activity.

T8N R3W:

Section 2: NW ¼ NW ¼

Section 24: NE ¼ NE ¼NW ¼

SAS



Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

November 4, 2021

Mr. Scott Sundermeyer, Director
ODOT Cultural & Natural Resources Program
3200 Marshall, Room 110
Norman, OK 73019

RE: File #0172-22; SH-9W & I-35 Interchange Revised Reconstruction Project (Properties Listed on Attachment) (Previously File #2779-19)

Dear Mr. Sundermeyer:

We have received and reviewed the documentation submitted on the referenced project in McClain County. Additionally, we have examined the information contained in the Oklahoma Landmarks Inventory (OLI) files and other materials on historic resources available in our office. We find that there are no known historic properties affected within the referenced project's area of potential effect.

In addition to our review, you must contact the Oklahoma Archeological Survey (OAS), 111 E. Chesapeake, #102, Norman OK 73019-5111 (#405/325-7211, FAX #405/325-7604), to obtain a determination about the presence of prehistoric resources that may be eligible for the National Register of Historic Places. Should the OAS conclude that there are no prehistoric archaeological sites or other types of "historic properties," as defined in 36 CFR Part 800.16(l), which are eligible for inclusion in the National Register of Historic Places within the project area and that such sites are unlikely to occur, we concur with that opinion.

The OAS may conclude that an additional on-site investigation of all or part of the project impact area is necessary to determine the presence of archaeological resources. In the event that such an investigation reveals the presence of prehistoric archaeological sites, we will defer to the judgment of the OAS concerning whether or not any of the resources should be considered "historic properties" under the Section 106 review process. If sites dating from the historic period are identified during the survey or are encountered during implementation of the project, additional assessments by the State Historic Preservation Office will be necessary.

Should further correspondence pertaining to this project be necessary, please reference the above underlined file number. If you have any questions, please contact Kristina Wyckoff, Historical Archaeologist, at 405/521-6381. Thank you.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:jr

Attachment

FILE # LIST OF PROPERTIES

0172-22 SH-9W & I-35 INTERCHANGE REVISED
RECONSTRUCTION PROJECT,
McCLAIN COUNTY

1. REVISED AREA OF POTENTIAL
 EFFECT, FROM .49 MILE NORTH
 OF I-35/SH-9W BRIDGE &
 EXTENDING SOUTH CA. 1.18 MILES

BRIDGES IN STUDY AREA
[FROM FY19 PROJECT] :

2. BRIDGE #4405-2536-WXR
 OVER SOUTH CANADIAN OVERFLOW
3. BRIDGE #4405-2536-WX
 OVER SOUTH CANADIAN OVERFLOW
4. BRIDGE #4405-2536-EX
 OVER SOUTH CANADIAN OVERFLOW
5. BRIDGE #4405-2473-X
 OVER I-35
6. BRIDGE #4405-2436-X
 OVER UNNAMED CREEK
7. BRIDGE #4405-2297-X
 OVER I-35



Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

November 12, 2021

Scott Sundermeyer, Director
ODOT Cultural Resources Program
3200 Marshall Ave, Room 110
Norman, OK 73019

Re: OAS FY22-0139 ODOT McClain 19314(04): Letter Report of Additional Studies for Proposed Interchange Reconstruction of SH-9W at I-35. Report by Greg Maggard (ODOT Staff).
ODOT J/P: 19314(04)
Legal Description: Sections 2, 10-11, 14-15, T8N, R3W, McClain County, Oklahoma.

Dear Mr. Sundermeyer,

This agency received the submitted ODOT cultural resources survey report of investigations regarding the above-referenced undertaking for review and comment. From the information provided, we understand that ODOT staff surveyed the 33.4-acre study area, which encompasses the Area of Potential Effect (APE) on August 6 and 17, 2021. No archaeological sites or other historic resources were identified in the proposed project area. ODOT recommends the project as proposed will have *No Effect on Historic Properties*.

We concur with the findings and recommendations as they pertain to prehistoric archaeological resources and defer opinion and overall project effects to the State Historic Preservation Office.

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act.

Sincerely,

Debra K. Green, Ph.D.
Assistant State Archaeologist

Kary L. Stackelbeck, Ph.D.
State Archaeologist

cc: SHPO



October 19, 2021

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

Dear Ms. Ozan:

Re: [SHPO File #2779-19] McClain County FHWA Project JP 19314(04): Letter Report of Additional Studies for Proposed Interchange Reconstruction of SH-9W at I-35; submittal for comment under Section 106 of the National Historic Preservation Act.

In 2019, the Oklahoma Department of Transportation (ODOT) conducted cultural resource studies for proposed improvements to the interchange of SH-9W at I-35 in northern McClain County, Oklahoma. ODOT determined that the proposed undertaking would have no effect on historic properties. Consultation with the State Historic Preservation Office (SHPO) (File #2779-19) and the State Archaeologist's Office (FY19-3136) resulted in concurrence with this determination of effect.

As a result of the ongoing alternative analyses, ODOT has revised the area of potential effect (APE) for the proposed improvements. A cultural resources study for the portions of the revised APE not included in the 2019 consultation was completed by ODOT-CRP personnel and is attached.

The revised APE, as defined by 36 CFR 800.16(d), is the revised project study area, which is described in the report. The revised study area begins approximately 0.49 miles north of the I-35/SH-9W bridge and extends south for approximately 1.18 miles along I-35. At the I-35/SH-9W interchange, the study area extends 0.33 miles to the west and 0.25 miles to the east along SH-9. In total, the revised study area for the proposed undertaking includes approximately 126 acres. A total of 33.4 acres are located outside of the APE as defined in the 2019 study and consultation.

No archaeological sites, buildings, or structures were identified during the cultural resource study.

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have **no effect** on historic properties. We respectfully request your concurrence or comments to our opinion.

If you have any questions regarding this project, please contact the Cultural Resources Program project reviewer, Dr. Greg Maggard, at 405-301-9056 (gmaggard@odot.org) or Mr. Scott Sundermeyer at 405-325-7201 (ssundermeyer@odot.org).

Sincerely,



Scott Sundermeyer
Director, ODOT Cultural Resources Program

cc: State Archaeologist

MCCLAIN COUNTY JP 19314(04): LETTER REPORT OF ADDITIONAL STUDIES FOR PROPOSED INTERCHANGE RECONSTRUCTION OF SH-9W AT I-35

Prepared by:

Greg Maggard
ODOT-CRP
October 18, 2021

Introduction

In 2019, the Oklahoma Department of Transportation (ODOT) conducted cultural resource studies for proposed improvements to the interchange of SH-9W at I-35 in northern McClain County, Oklahoma. The 2019 proposed improvements included a new off-ramp on a new alignment at the I-35/SH-9W intersection for entry to Riverwind Casino, reconstruction of South Harvey Street on a new alignment, reconstruction of the I-35 southbound on-ramp on a new alignment, the construction of a new access road on a new alignment to NW 12th Avenue, the addition of a roundabout, and the construction of a new access road to Bankers Avenue.

The study area for the 2019 undertaking began at the State Highway 74 (SH-74)/ I-35 intersection and extended northward in along I-35 for 3.06 miles. The study area extended for varying widths along the length of the project and included both existing and proposed new right-of-way (R/W). In total, the study area included approximately 150 acres.

Raba Kistner, Inc. completed a cultural resources survey of the entire study area in 2019 on behalf of ODOT (Neel 2019). Pedestrian survey with shovel testing was implemented across the study area. In the portions of the study area west of I-35—particularly in the portions of the broad Canadian River floodplain where buried Holocene terraces could be located—pedestrian survey and shovel testing was supplemented with a series of auger tests to assess the potential for deeply buried deposits.

No cultural resources were identified during the survey and ODOT determined that the proposed undertaking would have no effect on historic properties. Consultation with the State Historic Preservation Office (SHPO) (File #2779-19) and the State Archaeologist's Office (FY19-3136) resulted in concurrence with this determination of effect.

Revised Study Area (2021)

At present, ODOT is still considering a range of alternatives to address the noted deficiencies at the I-35 and SH-9W interchange. As a result of the ongoing alternative analyses, the footprint for the potential proposed improvements has been revised (see Figure 1). The revised study area begins approximately 0.49 miles north of the I-35/SH-9W bridge and extends south for approximately 1.18 miles along I-35. At the I-35/SH-9W interchange, the study area extends 0.33

miles to the west and 0.25 miles to the east along SH-9. In total, the revised study area for the proposed undertaking includes approximately 126 acres.

Like the 2019 study area, the revised study area is primarily centered on the I-35/SH-9W interchange and areas immediately west of the interchange. The revised study area differs from the previous footprint in three significant ways: 1) it includes less of the I-35 roadway north and south of the interchange; 2) it includes less of the open fields on the Canadian River floodplain northwest and southwest of the interchange; and 3) it includes more of the existing interchange and R/W on the eastern side of the I-35 (Figure 2). There are also four exclusion areas that have been excepted from the study area and will not be included in the proposed undertaking. These four exclusion areas consist of existing commercial properties, existing R/W, and low-lying floodplain. In total, the revised study area contains 33.4 acres that are located outside of the 2019 study area.

An archaeological study of the 33.4 acres located outside of the 2019 study area was conducted by ODOT-CRP personnel on August 6 and 17, 2021. No buildings are located within the study area and no built environment survey was conducted. No cultural resources were identified during the additional studies.

Background

According to the 2019 cultural resources study, there were no previously recorded archaeological sites within the study area. There are no National Register of Historic Places (NRHP) listed or eligible properties within or within 1-mile of the study area. In addition, there are no recorded Oklahoma Landmark Inventory (OLI) structures within or within 1-mile of the study area.

A review of the OAS site files confirmed that no new archaeological sites had been recorded in the study area since the 2019 study. Review of the SHPO NRHP map indicated no new eligible properties or districts within or within 1-mile of the study area since 2019.

There are two previously recorded sites within 1-mile of the study area: 34CL11 and 34ML17. Site 34CL11 is located approximately 0.5 miles northwest of the north end of the 2019 study area. The site location is indeterminate within a 40-acre block located on the lower Canadian River floodplain. The site was recorded in 1955 by Bareis for an unknown project. No information on artifact content is recorded on the site form and the site is considered unassessed for NRHP eligibility.

Site 34ML17 is located approximately 0.75 miles east of the southern end of the 2019 study area. The site is located on the slope edge of the upper terrace of the Canadian River and was reported by Hall in 1967 and re-recorded in 1974 by Harden for an unknown project. Recorded artifacts consisted of a large scraper, point tip, Washita point, and flakes. The site was revisited by Sisson in 1994 and only one flake was noted at that time. The site has not been assessed for NRHP eligibility.

Major mapped soil units within the study area include: Gaddy loam, Gracemore loam, Hawley fine sandy loam, Keokuk fine sandy loam, and Miller silty clay. Miller silty clay, Hawley fine sandy loam, and Keokuk fine sandy loam represent the majority sediments within of the revised study area. Miller silty clay, which is located on floodplains and bottomlands, contains a mapped deeply buried soil (Ab) between approximately 89-152 cmbs. Hawley fine sandy loam and Keokuk sandy loams are also located on floodplains and bottomlands but typically contain a clear plowzone (Ap) and A horizons, with shallow, weathered subsoils (B) overlaying parent materials.

Methods and Results

Among the 33.4 acres located outside of the 2019 study area, 22.3 acres are located on the eastern side of I-35 and 11.1 are located on the western side. The 22.3 acres on the eastern side consist nearly entirely of disturbed, existing interstate R/W, frontage roads, and developed commercial lots (see Figures 3 and 4). These portions of the study area were investigated with pedestrian survey to confirm the observed disturbances. The level of existing disturbance, primarily from previous interstate construction, was confirmed and indicates that the potential for any unrecorded or unknown historic properties within these portions of the revised study area is extremely minimal.

The 11.1 acres located west of I-35 includes small areas of open, plowed, floodplain fields, developed commercial lots, and disturbed existing R/W (Figure 2). In the portions of the study area located in open, plowed floodplain fields west of I-35 (which total approximately 5.8 acres) pedestrian survey supplemented with judgmental shovel tests and auger probes was employed to investigate the potential presence of cultural resources. The plowed fields had excellent (>90%) surface visibility and were investigated using transects spaced at 10 m intervals (Figures 5 and 6). Judgmental shovel tests and auger probes were excavated in the plowed fields to assess the potential for buried cultural deposits. A total of four shovel tests (ST 1, 2, 4, and 5) were excavated across the small, plowed field portions of the study area. Each of these shovel tests were extended with auger probes to assess the potential for deeply buried cultural deposits (Table 1).

Each shovel test was excavated in approximately 10-cm levels and screened through ¼” hardware cloth. The depth of any sediment changes were recorded, along with the Munsell Soil Color chart description. Auger probes were used to extend the depth of the shovel tests and assess for deeply buried cultural deposits. Auger probes were excavated using an AMS 2-meter hand bucket auger with a 3” bucket. The auger probes were also excavated in approximately 10-cm levels from the base of the shovel test. All sediment was screened through ¼” hardware cloth. Sediment descriptions were recorded using the Munsell Soil Color chart and any changes were noted by depth.

In general, the shovel/auger tests in the southwestern portion of the plowed fields (ST 1 and 2)—which were excavated to depths of 158-197 cmbs—contained sediment profiles consistent with the Keokuk silt loams mapped in the area. Relatively dark plowzone silty clay (7.5YR 3/3 dark brown) extended from the surface to approximately 30 cmbs. A 7.5YR 4/4 brown silty clay (Bw) extended from the base of the plowzone to approximately 68 cmbs. A 5YR 4/4 reddish brown silt extended from the base of the Bw to beyond the limit of excavation. Each location became increasingly waterlogged below 150-170 cmbs. No buried soils or cultural materials were identified.

On the eastern side of the plowed fields, the shovel/auger tests (ST 4 and 5) indicated a sediment profile more consistent with Hawley series soils. In general, ST 4 and 5—which were excavated to maximum depths of 172-180 cmbs—consisted of a plowzone (0-29 cmbs; 5YR 3/4 dark reddish brown silt) overlying a 5 YR 4/6 yellowish red sandy silt between 14-48 cmbs (likely Bw). Between 34-160 cmbs the sediment consisted of a 5YR 3/4 dark reddish brown silt (C1) that overlay a 5YR 4/6 yellowish red silt or 5YR 4/3 reddish brown silt (C2) from 160 cmbs to beyond the limit of excavation. No buried soils or cultural materials were identified.

In addition to the plowed fields, the 11.1 acres west of I-35 also included areas that have been disturbed by recent road and commercial development associated with the casino. The construction of Bankers Avenue and an associated retention pond (Figure 7a) and land-leveling for hotel and parking construction (Figure 7b) have substantially disturbed the portions of the revised study area.

Shovel test (ST 3) was excavated in this portion of the revised study area to confirm the observed disturbance (Table 1).

Shovel test 3 extended from the surface to a maximum depth of 32 cmbs. Below the thin sod layer, the sediment was characterized by a 2.5YR 4/6 red, very compact, mottled silty clay with limestone (chat) gravel inclusions. This sediment appears to be construction-related fill. No cultural materials were identified.

Table 1. Shovel and Auger Test Results from within the Revised Study Area.

ST	Surveyor	Auger	Depth (cmbs)	Positive	Description
1	GM	Yes	158	No	0-28 cmbs 7.5YR 3/3 dark brown mottled silty clay (Plowzone); 28-64 cmbs 7.5YR 3/2 sandy silt loam; 64-158 cmbs 5YR 4/4 reddish brown silty clay, damp. Water encountered at 150 cmbs.
2	GM	Yes	197	No	0-30 cmbs 7.5YR 3/3 dark brown silty clay loam (Plowzone); 30-68 cmbs 7.5YR 4/4 brown silty clay; 68-197 cmbs 5YR 4/4 reddish brown silty clay, damp. Very wet below 176 cmbs.
3	GM	No	32	No	0-32 2.5YR 4/6 red, compacted, mottled silty clay with small limestone gravel (chat) inclusions. Appears to be disturbed fill.
4	GM/NB	Yes	172	No	0-14 cmbs 5YR 3/4 dark reddish brown silt (Plowzone); 14-34 cmbs 5YR 4/6 yellowish red silt mottled with 5YR 3/1 very dark gray clay nodules; 34-160 cmbs 5YR 3/4 dark reddish brown silt; 160-172 cmbs 5YR 4/6 yellowish red silt, wet.
5	GM/NB	Yes	180	No	0-29 cmbs 5YR 4/4 reddish brown sandy silt (Plowzone); 29-48 cmbs 5YR 4/6 yellowish red sandy silty; 48-160 cmbs 5YR 4/4 reddish brown sandy silty; 160-180 cmbs 5YR 4/3 reddish brown silty clay, wet.

Conclusion and Recommendations

ODOT conducted cultural resource studies and completed consultation for proposed improvements to the I-35/SH-9W interchange in 2019. Since that time, a revised study area (2021) has been prepared to accommodate the ongoing alternatives analysis. A total of 33.4 acres are located within the revised study area that were not included in the 2019 consultation. A cultural resource survey was conducted across these 33.4 acres.

Most of the 33.4 acres not previously studied are comprised of extensively disturbed existing R/W (both interstate and local surface roads). Because of the floodplain setting, roadways within the revised study area are typically located on raised berms and are paralleled by extensive ditches and drainage control. As such, areas of existing R/W within the revised study area have minimal potential to contain significant cultural resources.

Other portions of the 33.4 acres not included in the previous study are characterized by commercial development and associated land-levelling. Each of these areas was inspected with pedestrian survey to confirm the disturbance.

Lastly, a small portion of the revised study area (approximately 5.8 acres) encompasses part of the Canadian River floodplain and is located in plowed, agricultural fields. Pedestrian surface inspection supplemented with judgmental shovel and auger tests was employed to assess the

possible presence of significant cultural materials. No cultural materials were identified during the surface inspection or shovel testing.

In sum, the cultural resources survey of the 33.4 acres of the revised study area not included in the 2019 consultation contained no archaeological sites, buildings, or structures. Based on this information and pursuant to 36 CFR 800.4 (d)(1), ODOT recommends that the proposed undertaking will have no effect to historic properties.

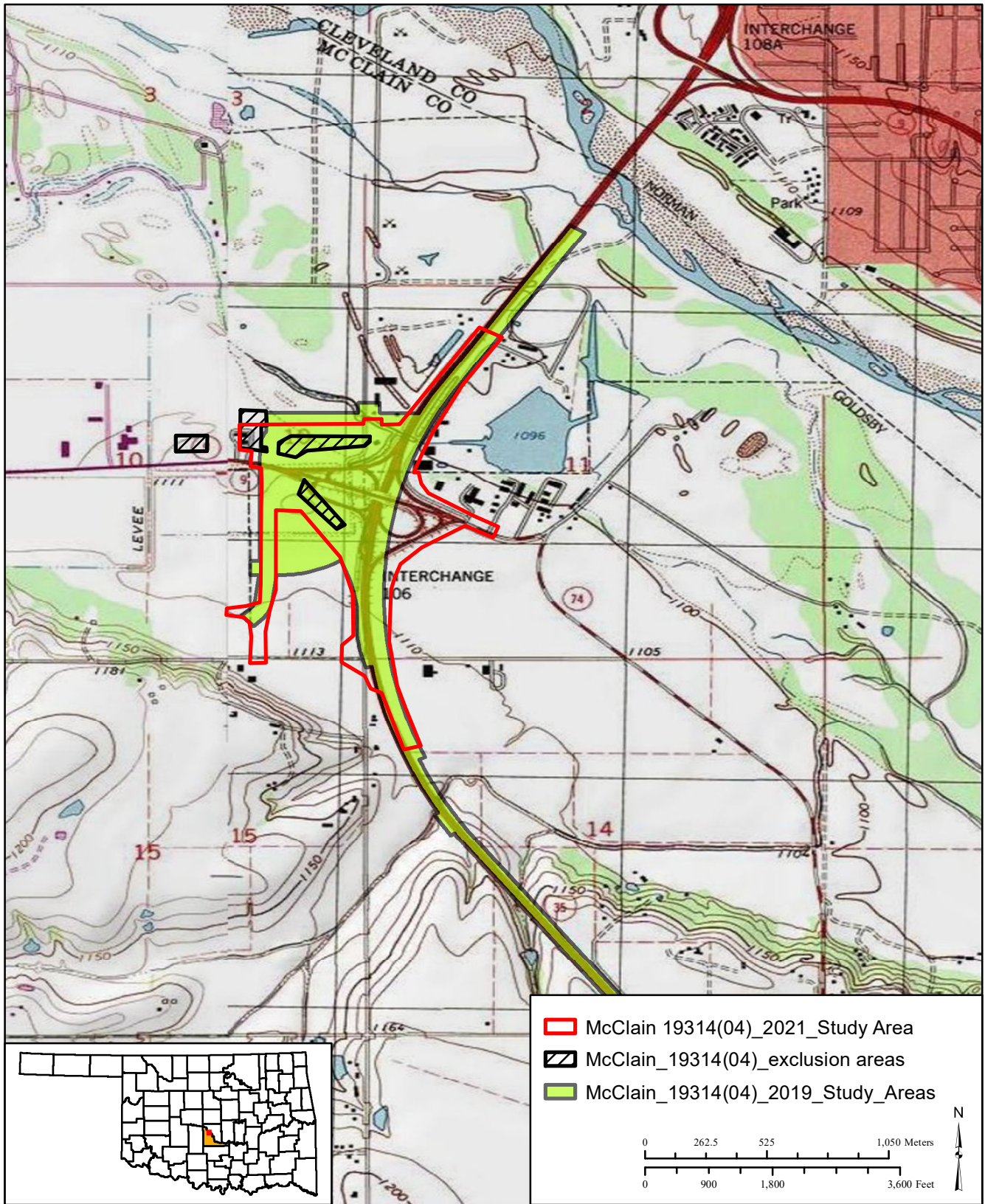


Figure 1. County JP

Basemap: USGS 7.5' Quadrangle (
 Legal Location: T

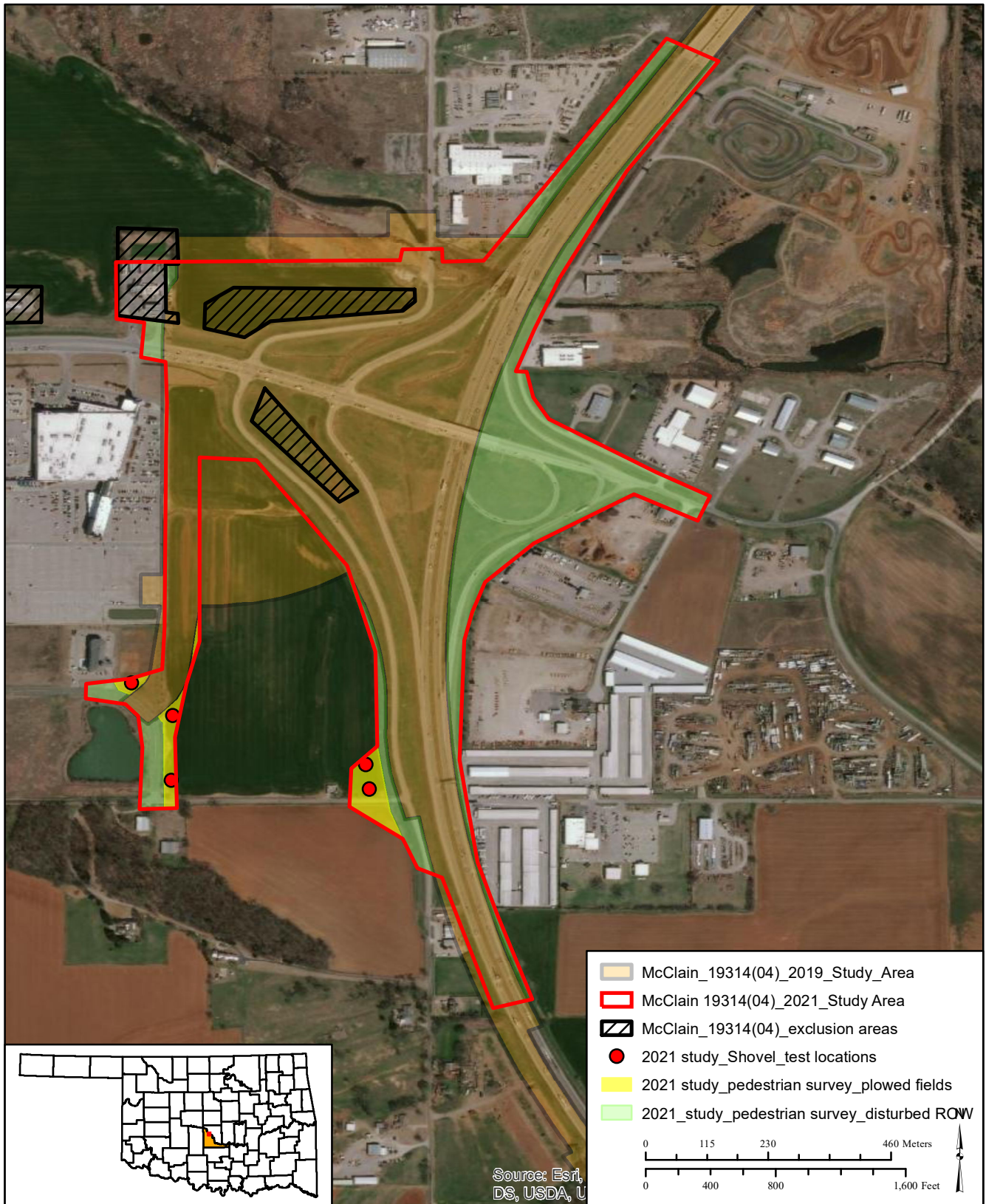


Figure 1. County JP

Basemap: USGS 7.5' Quadrangle (Legal Location: T





Figure 3. Views of the revised study area east of I-35: (a) facing west toward I-35/SH-9W interchange; and (b) facing north along frontage road.



Figure 4. View of the eastern end of the revised study area facing east.



Figure 5. Plowed fields in the southern portion of the revised study area: (a) facing north; and (b) facing south.



Figure 6. Shovel Test 5 being recorded in the southern portion of the revised study area.



Figure 7. Disturbances in the southwestern portion of the revised study area: (a) looking north along Bankers Avenue; (b) facing north toward hotel and casino at ST 3.

December 21, 2021

To: ODOT Cultural Resources Program

From: Rhonda S. Fair, Director – Tribal Coordination

Re: Summary of tribal consultation for McClain County JP# 19314(04) - Interchange modifications at Interstate 35 and State Highway 9W

A file search conducted on 4/29/2019 and found no known potentially sensitive areas in the project area or its vicinity.

The following tribes were consulted on 4/29/2021, 8/13/2021, and 11/19/2021:

- Chickasaw Nation
- Osage Nation
- Wichita and Affiliated Tribes

The following comments were received:

- Chickasaw Nation: Chickasaw businesses and trust property in area, requests CR report (5/31/2019). In support of the proposed undertaking, not presently aware of any specific historic properties, including those of traditional religious and cultural significance, that will be affected by the project (12/1/2021).
- Osage Nation: No known Osage resources in project area (7/3/2019). Requests copies of shovel test maps and log for the entire project area (11/15/2019). Unable to provide the requested information at this time (Fair, 11/18/2019).

April 29, 2019

Chickasaw Nation
 Attn: Governor Bill Anoatubby
 P.O. Box 1548
 Ada, OK 74821

Dear Governor Anoatubby:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	McClain	Job Piece #	19314(04)	Anticipated Let Date	2022
Project description	Ramp modifications at Interstate 35 and State Highway 9W				
Location	Sec 10, 11, 14, & 15 T8N R3W. See enclosed map.				
Additional information	This project is on a new alignment: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no This project will require new or temporary right of way: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no This project involves ground disturbance: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Historic Preservation Office



the
**Chickasaw
Nation**

DEPARTMENT OF CULTURE AND HUMANITIES

OFFICE OF THE SECRETARY | POST OFFICE BOX 1548 | ADA, OK 74821-1548 | (580) 436-7258

Bill Anoatubby
Governor

Jefferson Keel
Lt. Governor

May 31, 2019

Dr. Rhonda S. Fair, Director of Tribal Coordination
Oklahoma Department of Transportation
200 N.E. 21st Street, Room 1-C1a
Oklahoma City, OK 73105-3204

Dear Dr. Fair:

Thank you for the letters of notification regarding the proposed JP#19314(04) ramp modifications at Interstate 35 and State Highway 9 in McClain County, Oklahoma. We accept the invitation to consult under Section 106 of the National Historic Preservation Act.

The Chickasaw Nation supports the proposed undertaking. We make the agency aware of two Chickasaw businesses on trust property that are within the project area. One business is located in Section 10, Township 8 North, Range 2 East. The second business is located in Section 14, Township 8 North, Range 2 East. We request to review the cultural resource survey once it is available. In the event the agency becomes aware of the need to enforce other statutes we request to be notified under ARPA, AIRFA, NEPA, NAGPRA, NHPA and Professional Standards.

Your efforts to preserve and protect significant historic properties are appreciated. If you have any questions, please contact Ms. Karen Brunso, tribal historic preservation officer, at (580) 272-1106, or at karen.brunso@chickasaw.net.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lisa John'.

Lisa John, Secretary
Department of Culture and Humanities

cc: rfair@odot.org

August 13, 2019

Chickasaw Nation
Attn: Governor Bill Anoatubby
P.O. Box 1548
Ada, OK 74821

Dear Governor Anoatubby:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	McClain	Job Piece #	19314(04)	Anticipated Let Date	2022
Project description	Ramp modifications at Interstate 35 and State Highway 9W				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

During this investigation, no cultural resources were documented. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Historic Preservation Office

November 19, 2021

Chickasaw Nation
Attn: Governor Bill Anoatubby
P.O. Box 1548
Ada, OK 74821

Dear Governor Anoatubby:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McClain	Job Piece #	19314(04)	Anticipated Let Date	2023
Project description	Interchange modifications at Interstate 35 and State Highway 9W				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of that report was submitted to your office on August 13, 2019. As a result of ongoing alternatives analysis, ODOT revised the area of potential effect for the proposed improvements. A supplemental cultural resources study for the portions of the revised APE not included in the 2019 consultation was completed by ODOT-CRP personnel and is attached.

This investigation did not identify any archaeological sites, buildings, or structures in the additional portions of the APE. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Historic Preservation Office

December 1, 2021

Dr. Rhonda S. Fair
Director of Tribal Coordination
Oklahoma Department of Transportation
200 N.E. 21st Street, Room 1-C1a
Oklahoma City, OK 73105-3204

Dear Dr. Fair:

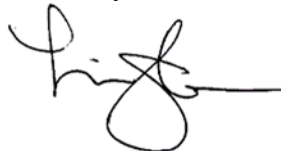
Thank you for the letters regarding the proposed projects listed below. We accept the invitation to consult under Section 106 of the National Historic Preservation Act.

- JP# 33534(04) Bridge Replacement and Approach Improvements on Longview Road, Carter County, Oklahoma.
- JP# 19314(04) Interchange modifications at Interstate 35 and State Highway 9W, McClain County, Oklahoma.

The Chickasaw Nation is in support of the proposed undertakings and is not presently aware of any specific historic properties, including those of traditional religious and cultural significance that will be impacted by these projects. In the event the agency becomes aware of the need to enforce other statutes we request to be notified under ARPA, AIRFA, NEPA, NAGPRA, NHPA and Professional Standards.

Your efforts to preserve and protect significant historic properties are appreciated. If you have any questions, please contact Ms. Karen Brunso, tribal historic preservation officer, at (580) 272-1106, or by email at karen.brunso@chickasaw.net.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lisa John', with a long horizontal flourish extending to the right.

Lisa John, Secretary
Department of Culture and Humanities

cc: rfair@odot.org



April 29, 2019

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 4 columns: County, Job Piece #, Anticipated Let Date, and Project description. Row 1: McClain, 19314(04), 2022, Ramp modifications at Interstate 35 and State Highway 9W. Row 2: Location, Sec 10, 11, 14, & 15 T8N R3W. See enclosed map. Row 3: Additional information, This project is on a new alignment: [x] yes [] no. This project will require new or temporary right of way: [x] yes [] no. This project involves ground disturbance: [x] yes [] no.

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Tribal Historic Preservation Office



Osage Nation Historic Preservation Office

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Date: July 3, 2019

File: 1819-3778OK-5

RE: ODOT, Job #19314(04), Ramp modifications at Interstate 35 and State Highway 9W, McClain County, Oklahoma

Oklahoma Department of Transportation
Rhonda Fair
200 NE 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project ODOT, Job #19314(04), Ramp modifications at Interstate 35 and State Highway 9W, McClain County, Oklahoma. There are no known Osage resources within the project area. This office looks forward to reviewing the final report.

The Osage Nation requests that the report include a project site plan map indicating the locations of screened shovel tests labeled by their field identification numbers and a table listing shovel test locations, width (cm), actual depth (cm) of each level, soils of each level, and results. Shovel test minimum width is 30 cm. Shovel test minimum depth is to 50 cm or sterile soil, whichever is encountered first. If terminated before sterile soil is reached, please provide an explanation either in the text of in the shovel test log.

Should you have any questions or need any additional information, please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.

Sincerely,



James Munkres
Archaeologist

August 13, 2019

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	McClain	Job Piece #	19314(04)	Anticipated Let Date	2022
Project description	Ramp modifications at Interstate 35 and State Highway 9W				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

During this investigation, no cultural resources were documented. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Tribal Historic Preservation Office



Osage Nation Historic Preservation Office

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Date: November 12, 2019

File: 1920-918OK-10

RE: FHWA ODOT, Job #19314(04), Ramp modifications at Interstate 35 and State Highway 9W, McClain County, Oklahoma

Oklahoma Department of Transportation
Rhonda Fair
200 NE 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project **FHWA ODOT, Job #19314(04), Ramp modifications at Interstate 35 and State Highway 9W, McClain County, Oklahoma**. The Osage Nation requests copies of the shovel test maps and log for the entire project area.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources, which are protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, and Osage law, and appreciates your consideration of the provided information in the planning process.

Should you have any questions or need any additional information, please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.

Sincerely,

 FOR

Andrea A. Hunter, Ph.D.
Director, Tribal Historic Preservation Officer



Jackie Rodgers
Archaeologist



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Tribal Coordination
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204
www.odot.org

November 18, 2019

Osage Nation
Attn: Tribal Historic Preservation Office
627 Grandview
Pawhuska, OK 74056

Dear Dr. Hunter:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Thank you for consulting with the Federal Highway Administration and the Oklahoma Department of Transportation on the above referenced project.

In your letter of November 12, 2019, you requested copies of the shovel test maps and log for the entire project area. At this time, I am unable to provide you with the information requested.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

A handwritten signature in blue ink that reads "Rhonda S. Fair".

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER

November 19, 2021

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McClain	Job Piece #	19314(04)	Anticipated Let Date	2023
Project description	Interchange modifications at Interstate 35 and State Highway 9W				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of that report was submitted to your office on August 13, 2019. As a result of ongoing alternatives analysis, ODOT revised the area of potential effect for the proposed improvements. A supplemental cultural resources study for the portions of the revised APE not included in the 2019 consultation was completed by ODOT-CRP personnel and is attached.

This investigation did not identify any archaeological sites, buildings, or structures in the additional portions of the APE. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Dr. Andrea Hunter, THPO



April 29, 2019

Wichita & Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 5 columns: County, Job Piece #, Anticipated Let Date, Project description, Location, Additional information. Row 1: McClain, 19314(04), 2022, Ramp modifications at Interstate 35 and State Highway 9W, Sec 10, 11, 14, & 15 T8N R3W. See enclosed map. Row 2: This project is on a new alignment: [x] yes [] no. This project will require new or temporary right of way: [x] yes [] no. This project involves ground disturbance: [x] yes [] no.

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Gary McAdams, THPO

August 13, 2019

Wichita & Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	McClain	Job Piece #	19314(04)	Anticipated Let Date	2022
Project description	Ramp modifications at Interstate 35 and State Highway 9W				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

During this investigation, no cultural resources were documented. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Gary McAdams, THPO

November 19, 2021

Wichita & Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McClain	Job Piece #	19314(04)	Anticipated Let Date	2023
Project description	Interchange modifications at Interstate 35 and State Highway 9W				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of that report was submitted to your office on August 13, 2019. As a result of ongoing alternatives analysis, ODOT revised the area of potential effect for the proposed improvements. A supplemental cultural resources study for the portions of the revised APE not included in the 2019 consultation was completed by ODOT-CRP personnel and is attached.

This investigation did not identify any archaeological sites, buildings, or structures in the additional portions of the APE. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Gary McAdams, THPO



Oklahoma Department of Transportation
Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

DATE: September 23, 2019

TO: Scott Stegmann, Environmental Project Manager

FROM: Nicholas Beale, Cultural Resources Program

SUBJECT: McClain County Project; JP 19314(04): Proposed interchange reconstruction of SH-9 at I-35.

ODOT completed Section 106 consultation on behalf of FHWA proposed ramp modifications at I-35 and SH-9; approximately 150 acres were surveyed. ODOT determined the proposed project will have no effect on historic properties.

No cultural resources were identified within the NEPA study area.

Consultation with the State Historic Preservation Office (File #2779-19) and the State Archaeologist (File #FY19-3136) resulted in concurrence with our assessment and determination.

ODOT-CRP also consulted with the following tribes: Chickasaw Nation, Osage Nation, and Wichita and Affiliated Tribes.

An avoidance memo is included for all off-project facilities.

NB



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

September 12, 2019

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #2779-19; SH-9 & I-35 Interchange Reconstruction Project: JP #19314(04) (Properties Listed on Attachment)

Dear Mr. Sundermeyer:

We have received and reviewed the documentation submitted on the referenced project in McClain County. Additionally, we have examined the information contained in the Oklahoma Landmarks Inventory (OLI) files and other materials on historic resources available in our office. We find that there are no known historic properties affected within the referenced project's area of potential effect.

In addition to our review, you must contact the Oklahoma Archeological Survey (OAS), 111 E. Chesapeake, #102, Norman OK 73019-5111 (#405/325-7211, FAX #405/325-7604), to obtain a determination about the presence of prehistoric resources that may be eligible for the National Register of Historic Places. Should the OAS conclude that there are no prehistoric archaeological sites or other types of "historic properties," as defined in 36 CFR Part 800.16(I), which are eligible for inclusion in the National Register of Historic Places within the project area and that such sites are unlikely to occur, we concur with that opinion.

The OAS may conclude that an additional on-site investigation of all or part of the project impact area is necessary to determine the presence of archaeological resources. In the event that such an investigation reveals the presence of prehistoric archaeological sites, we will defer to the judgment of the OAS concerning whether or not any of the resources should be considered "historic properties" under the Section 106 review process. If sites dating from the historic period are identified during the survey or are encountered during implementation of the project, additional assessments by the State Historic Preservation Office will be necessary.

Should further correspondence pertaining to this project be necessary, please reference the above underlined file number. Please remember that per regulation, the 30-day review period starts on the day we receive documents in our office, not the date they were mailed. If you have any questions, please contact Catharine M. Wood, Historical Archaeologist, at 405/521-6381. Thank you.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:jr

Attachment

FILE # LIST OF PROPERTIES

2779-19 SH-9 & I-35 INTERCHANGE
RECONSTRUCTION PROJECT,
McCLAIN COUNTY

1. SH-9 & I-35 INTERCHANGE,
SECS 2,10,11,14,15 T8N R3W

BRIDGES IN STUDY AREA:

2. BRIDGE #4405-2536-WXR
OVER SOUTH CANADIAN OVERFLOW
3. BRIDGE #4405-2536-WX
OVER SOUTH CANADIAN OVERFLOW
4. BRIDGE #4405-2536-EX
OVER SOUTH CANADIAN OVERFLOW
5. BRIDGE #4405-2473-X
OVER I-35
6. BRIDGE #4405-2436-X
OVER UNNAMED CREEK
7. BRIDGE #4405-2297-X
OVER I-35



Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

September 13, 2019

Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 E. Chesapeake, Rm 102
University of Oklahoma
Norman, OK 73019-5111

Re: OAS FY19-3136: FHWA Project JP 19314(04): Proposed Interchange Reconstruction of SH-9 at I-35
Legal Location: Portions of Sections 2, 10, 11, 14, and 15, T8N, R3W
McClain County

Dear Mr. Sundermeyer,

This agency received the submitted ODOT cultural resources survey report of investigations regarding the above-referenced undertaking for review and comment. From the information provided, I understand that Raba Kistner staff surveyed the 149.53-acre study area on June 19-25, 2019. No archaeological sites or other cultural resources were documented during the survey. ODOT recommends that the project as proposed will have no effect on historic properties.

I concur with the findings and recommendations as they pertain to prehistoric archaeological resources and defer opinion on the overall project effects to the Historical Archaeologist with the State Historic Preservation Office.

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act.

Sincerely,

Kary L. Stackelbeck, Ph.D.
State Archaeologist

cc: SHPO





**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

August 13, 2019

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

Dear Ms. Ozan:

Re: McClain County FHWA Project JP 19314(04): Proposed interchange reconstruction of SH-9 at I-35; submittal for comment under Section 106 of the National Historic Preservation Act.

Attached is a cultural resources survey report for the referenced project prepared by Raba Kistner. The proposed undertaking includes the reconstruction of SH-9 at I-35. The existing right-of-way varies between 75 feet to 150 feet from the centerline of I-35. The proposed roadway would consist of the reconstruction of a ramp at I-35 and SH-9 including new access to the Riverwind Casino, South Harvey Street and NW 12th Avenues, and the construction of a roundabout. The area of potential effect (APE) as defined by 36 CFR 800.16(d) is the NEPA study area, which is described in the report.

During this investigation no cultural resources were documented.

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have no effect on historic properties. We respectfully request your concurrence or comments to our opinion.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Scott Sundermeyer
Director, ODOT Cultural Resources Program

cc: State Archaeologist

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

CULTURAL RESOURCES SURVEY REPORT

Reconstruction of Interstate 35 Southbound Off-Ramp and State Highway 9W
Intersection, J/P 19314(04), McClain County

Preparer(s): Charles D. Neel

Principal Investigator: Antonio Padilla

Date: 2 August 2019

Lead Federal Agency: Federal Highway Administration (FHWA)



County:	McClain
J/P#:	19314(04)
Surveyed by:	Charles D. Neel, Andrew Gourd, and Chris Mathews
Survey Date:	June 19-25, 2019
Prime Consultant:	CP&Y

MANAGEMENT SUMMARY:

Raba Kistner Environmental (RKE) conducted a Phase I cultural resources survey for Oklahoma Department of Transportation (ODOT) project J/P 19314(04), consisting of improvements to Interstate 35 (I-35) southbound exit ramp at the State Highway 9W (SH-9W) intersection and extending to the intersection with State Highway 74 (SH-74). The National Environmental Policy Act (NEPA) study area begins at the I-35 and SH-74 intersection and extends northward for a total distance of 16,162 ft (3.06 miles) and comprises 149.53 acres of new and existing rights of way (ROW). RKE conducted an intensive survey of shovel testing augmented with auger tests in deep Holocene soils with a combination of pedestrian and intensive shovel testing survey in very narrow portions of the study area adjacent to the right of way (ROW) of I-35. No cultural resources were documented during the survey.

1. PROJECT DESCRIPTION:

This report documents the results from the cultural resources survey for the proposed project I-35/SH-9W intersection improvements, J/P 19314(04), McClain County.

The project consists of the construction of a new off-ramp on a new alignment at the I-35/SH-9W intersection for entry to the Riverwind Casino, reconstruction of South Harvey Street on a new alignment, reconstruction of the I-35 southbound on ramp on a new alignment, the construction of a new access road on a new alignment to NW 12th Avenue, the addition of a roundabout, and the construction of a new access road to Bankers Avenue. The proposed project needs are to relieve congestion on I-35 due to the SH-9W southbound exit traffic backing up on I-35. Six bridges are located within the NEPA study area and may be modified.

The existing ROW of I-35 extends from 70 ft east to 150 ft west (including the frontage road) of the centerline of the median at the southern end of the project to 950 ft east and 1,235 ft west of the centerline of the median at the I-35/SH9W intersection.

The NEPA study area begins at the State Highway 74 (SH-74)/ I-35 intersection and extends northward in an arc along I-35 for a distance of 16,162 feet (ft) (3.06 miles). The NEPA study area extends 75 ft east and 75 ft west of the centerline of I-35, expands to 125 ft west at an unnamed creek crossing for 348 ft, expands to 147 ft west and 150 ft east near NW 12th Avenue, and expands to a maximum of 1,848 west to the Riverwind Casino parking lot and 2,944 ft north to approximately 1,744 ft south of SE 40th Street. The NEPA study area extends 100 ft east and 100 ft west of the centerline of I-35 for the northernmost 3,183 ft of the project which is comprised of the Canadian River bridge. The NEPA study area comprises approximately 150 acres of new and existing ROW and is located approximately 1.75 miles southwest of the intersection of West Lindsey Street and I-35 in Norman.

Bridges:

Six bridges are located within the study area of the project.

The existing bridge over the South Canadian overflow (ODOT Structure #4405 2536 WXR; NBI #27477) constructed in 2006 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over the South Canadian overflow (ODOT Structure #4405 2536 WX; NBI #22008) constructed in 1988 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over the South Canadian overflow (ODOT Structure #4405 2536 EX; NBI #22007) constructed in 1988 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over I-35 (ODOT Structure #4405 2473 X; NBI #29473) constructed in 2010 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over an unnamed creek (ODOT Structure #4405 2436 X; NBI #14352) constructed in 1959 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel culverts and does not need to be documented.

The existing bridge over I-35 (ODOT Structure #4405 2297 X; NBI #14496) constructed in 1959 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

Legal Location:	T8N R3W Sections 2, 10, 11, 14, 15
U.S.G.S. Quadrangle:	Norman, Okla. (1965[PR1983])

2. ENVIRONMENTAL SETTING:

Geomorphic/Physiographic Region:

The study area lies in the Red Beds Plains division of the Central Lowlands physiographic unit as defined by Fenneman (1938:617). The Red Beds Plains division extends as a 100- to 35-mile-wide tapering wedge across the eastern half of Western Oklahoma from the Kansas border to the Red River where it broadens westward to include much of southwest Oklahoma south of the Washita River. The topography is a great smooth lowland and mildly rolling plain with elevation differences rarely exceeding 50 feet. The soils of the province are derived primarily from weathering of the Permian Redbeds which give the soils their distinctive red coloring. The project area is comprised of the Holocene T-1 terrace of Canadian River and extends southward to the Pleistocene T-2 terrace, the slightly to moderately sloping valley wall, and a T-3 or Paleoterrace at the south end of the project.

Geology and Soils:

The underlying geology of the project area is mapped as Upper Permian Duncan sandstone (Pd). The Duncan is comprised of reddish to orange brown fine grained sandstone with some conglomerates and shales and much of this unit in the study area has been removed by Canadian River downcutting. This formation has been covered by Holocene alluvium (Qal) of the T-0 to T-3 terrace systems of Canadian River and these soils are comprised of sand, silt, clay and lenticular lenses of gravel within the braided stream channel (T-0) and slightly higher elevations (T-1). Areas further south on the valley wall are covered by Pleistocene T-2 terrace deposits (Qt) of lenticular beds of sand, silt, clay, and gravel. A Paleoterrace on the upper valley wall is interpreted as a T-3 terrace.

Eight major mapped soil map units are located within the study area: Gaddy loam, 0-1 percent slopes (9); frequently flooded, Gracemore loam, 0-1 percent slopes, frequently flooded, (11); Grant-Port silty loam, frequently flooded complex, 0-12 percent slopes (17); Hawley fine sandy loam, 0-1 percent slopes, rarely flooded (6); Keokuk fine sandy loam, 0-1 percent slopes, rarely flooded (19); Miller silty clay, 0 to 1 percent slopes, occasionally flooded (26), Minco silt loam, 0 to 8 percent slopes (30, 29, 27); and Port silt loam, 0 to 1 percent slopes, occasionally flooded (37).

Miller silty clay and Hawley fine sandy loam comprise the majority of the undisturbed project study area (approximately 75 percent). Miller silty clay, located on floodplains, exhibits a typical soils sequence of an Ap/A1/Bw/Ab to 18/36/89/152 centimeters (cm), respectively. Hawley fine sandy loam, also located on floodplains, exhibits a typical soils sequence of an Ap/A/Bw/C1/C2 to 23/46/86/127/168 cm, respectively.

Archaeological sites and artifacts within this environment should be found on the surface or within upper plow zones or possibly on stabilized surfaces (if they exist) between the deep C horizons of the Hawley fine sandy loam, Gaddy loamy fine sand, and the Gracemore loamy fine sand units that extend to 168, 203 and 183 centimeters below surface (cmbs), respectively. No steep exposed bank exposures were available for profiling.

Vegetation:

The overstory vegetation within the study area consisted of white oak, cottonwood, willow, mulberry, elm, hackberry, bois d'arc, and juniper within small wooded tracks along streams and fence rows. The understory vegetation consisted of the mown I-35 ROW, invasive Johnson grass, beggarticks, greenbriar, coreopsis, dogbane, Canadian goldenrod, showy goldenrod, common sunflower, sawtooth sunflower, sandplum, sumac, bundlflower, cattail, lambsquarter, prairie sage, and thistle. The vast majority of the study area was recently plowed muddy fields with ponded water.

Surface Visibility:

<u>XXX</u>	0-25%	woodland, wheat field
<u>XXX</u>	25-50%	pasture
	50-75%	
<u>XXX</u>	75-100%	Plowed fields

3. CULTURAL BACKGROUND:

Background Research:

- XXX State Site Files at Oklahoma Archeological Survey (OAS)
- XXX SHPO NRHP and DOE, and OLI Files
- XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Chickasaw Nation, Osage Nation, and Wichita and Affiliated Tribes
- Other sources: T8N R3W township map: 1872, 1899 (GLO)
 7.5' topographic map Norman, Okla. USGS 1925)
 15' topographic maps: Norman, Okla. USGS 1936, 1975, 1983, 1995)
 McClain County highway maps: 1936, 1941, 1950, 1963 (OSHD)
 Hydrologic Atlas 4, Oklahoma City Quadrangle, Plate 1: 1983 [1975] (OGS)
 Fenneman (1938)
 1962 (HistoricAerials)
 Wyckoff and Brooks (1988)
 Brooks (2005)
Advisory Council on Historic Preservation Program Comment Regarding Post-1945 Concrete and Steel Bridges (ODOT 2012)
 California Soil Research Lab (CSRL 2019)

There are no previously recorded archaeological sites within the NEPA study area. There are two previously recorded archaeological sites and three previous archaeological surveys within one mile of the NEPA study area. A search was conducted of the NRHP and Determinations of Eligibility (DOE) listings, and there are no NRHP sites or Districts or DOE listings located within the NEPA study area or within 1 mile of the study area. A review of the Oklahoma Landmarks Inventory (OLI) indicates there are no recorded OLI structures located within the NEPA study area or within 1 mile of the study area.

Previously Recorded Archaeological Sites:

Site 34CL11 is located approximately 0.5 miles northwest of the north end of the NEPA study area. The site location is indeterminate within a 40-acre block located on the lower Canadian River floodplain. The site was recorded in 1955 by Bareis for an unknown project. No information on artifact content is recorded on the site form. No shovel testing of the site is indicated and the site has not been assessed for inclusion in the NRHP.

Site 34ML17 is located approximately 0.75 miles east of the south end of the NEPA study area. The site is located on the slope edge of the upper terrace of the Canadian River and was reported by Hall in 1967 and re-recorded in 1974 by Harden for an unknown project. The site consists of a large scraper, point tip, Washita point, and "many flakes." No shovel testing of the site is indicated and the site was not assessed for inclusion in the NRHP. The site was revisited by Sisson in 1994 and only one flake was noted at that time.

Previous Archaeological Surveys:

In 1994, Sisson completed a survey for the Town of Goldsby Water Treatment Plant and Transmission Lines located 0.5 mile east of the project begin point. Site 34ML17, described above, was revisited during this survey by Sisson.

In 1999, Anderson completed a survey for GLA International fiber optic line that crosses the project study area. No archaeological sites were recorded during the survey.

In 2000, Ricker completed a survey for a prescribed fire burn located 500 ft to 0.5 miles east of the NEPA study area. The survey was for an unknown project and no archaeological sites were recorded.

Prehistoric sites in the general region of the project, as recorded on the Norman, Okla. quadrangle, are located on upper terrace edges of the Canadian River and this landform type occurs within the study area. McClain County is one of 24 counties that comprise Region 5, the Southern Tall Grass Prairie and Cross Timbers Region of east-central Oklahoma. McClain County consists entirely of rolling uplands of Permian age bedrock covered in mixed grass prairie, post oak and blackjack oak forest, and tall grass prairie. As of 2005, 151 sites have been recorded for McClain County (Brooks 2005). Of these 151 sites, 91 sites have been identified for temporal placement and are: Archaic Period (23), Woodland Period (6), Village Farming Period (15), and Historic Period (47). Data for Region 5 sites has been assembled sporadically from early WPA excavations at Lake Eufaula and Lake Texoma and later excavations at Heyburn Reservoir, Keystone Reservoir, Lake Thunderbird, Lake of the Arbuckles, Albany Reservoir, Parker Reservoir, Arcadia Reservoir, and most recently at McGee Creek Reservoir in Atoka County. Paleo-Indian sites are primarily known from surface finds of Clovis, Folsom, and Hell Gap points from Marshall, Murray, and Garvin counties. Early Archaic sites are known from surface finds of Plainview, Scottsbluff, Meserve, and Dalton points and indicate considerable prairie may have existed within the Cross Timbers at that time. The distinctive Calf Creek point is found throughout the region but primarily in mixed contexts. Later Archaic occupations are known from open settings containing middens, rock hearths, and roasting ovens. Woodland Period sites for Region 5 with distinctive cordmarked conical base pottery are widespread and contain trash pits, burials, sheet middens, and scattered post molds. Village Farming Period sites attest to the emergence of Caddoan settlers primarily located along the Red River in Bryan County. Numerous Plains Village farmsteads, hamlets, and villages are located along the Washita and South Canadian rivers and their major tributaries (Wyckoff and Brooks 1988:75-79). These sites are sometimes buried in deep deposits of Washita River terraces. Early historic period sites of Fort Washita (1842-1868) in Bryan County, Old Camp Holmes (1834-1837) in Hughes County, and Honey Springs Battlefield (1863) in McIntosh County have been extensively investigated. Later Historic Period sites are generally represented by Territorial Period and Statehood Period farmsteads located on ridge lines, ridge toes and terrace edges, and along early wagon and vehicular roadways.

Historic and modern imagery of maps and aerial photographs were reviewed for 1872, 1899 (GLO); 1962 (HistoricAerials); 1936, 1941, 1950, 1963, 1972, (OSHD); and 1893, 1965, 1975 (USGS). The GLO Township 8 map of 1872 depicts the project area in natural prairie with wooded belts along streams and hills. No structures or wagon roads are depicted within Township 8. The GLO township 8 map of 1899 depicts much of the project area prairie has been fenced and plowed although few structures are present. A house is shown within the study area on the 1936, 1941, and 1950 county highway maps and two barns and several smaller outbuilding are shown in this area on the 1962 aerial photograph. The project area spans a lowland flat of terraces of the Canadian River that rise moderately to the south. The project area has historically been used for agriculture and is presently being developed with commercial and industrial facilities although portions remain within row crop production.

4. METHODOLOGY:

Field Investigation Methodology: (must outline STP interval used in the project area and on sites)

A 100 percent pedestrian and intensive shovel testing survey augmented with auger tests was completed for the NEPA study area. The pedestrian survey without shovel testing was restricted to areas within the ROW which consisted of ditched and cut landforms along road edges and the extensively disturbed I-35/SH-9W intersection ROW. This intersection was originally constructed as a cloverleaf design and has been reconstructed with angled on and off-ramps, excepting at the southeast quadrant which still retains the original cloverleaf design off-ramp. Some shovel tests along transects within the study area could not be completed due to areas of ponded water from recent heavy rains and an area of cut and water filled drainage

channels in the southwest portion of the study area. Ground surface visibility (GSV) ranged from 0 percent within the I-35 ROW, wheat field, and wooded areas, 25 percent within a pasture, and 100 percent within plowed fields. Auger testing was restricted to deep Holocene soil units of Hawley loam (6), Gaddy fine sandy loam (9) and Gracemore loam (11) on the north side of SH-9W. Transect shovel tests on the north side of SH-9W were placed in an N-S orientation and on an E-W orientation of the south side of SH-9W. Auger tests were placed on 45 degree angle lines to the transect shovel tests across the north side study area so that a minimum of one auger test was placed along each transect line. Twelve auger tests were completed and one auger test on Transect 8 was not excavated due to a large body of ponded water at that location.

Shovel tests were excavated on 30 meter (m) intervals on transects spaced not further than 30 m apart. Shovel tests measured minimally 32 cm square (1/10 of a sq m), and were excavated in 20 cm levels if artifacts were encountered. Excavated soil was screened through ¼-inch hardware cloth or for clay soils was troweled or shovel shaved for artifacts. Soil profile descriptions of horizon, color, texture, and inclusions were documented on shovel test forms. UTM locations of all shovel tests were documented utilizing a Garmin Montana 650t unit with error of ±2 m and recorded on North American Datum 83 (NAD83). The NEPA study area was documented with representative photographs.

5. RESULTS OF INVESTIGATION:

 XXX No archeological sites or buildings recorded in study area.

 Resources recorded in study area assessed as **not eligible** for the NRHP. Forms being submitted for agency review.

 Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

 Historic Preservation Resource Identification Form(s) for SHPO files.

 Oklahoma Bridge Survey and Inventory Form.

 NRHP-eligible properties recorded in study area.

Forms being submitted for agency review.

 Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

 Historic Preservation Resource Identification Form(s) for SHPO files.

 Oklahoma Bridge Survey and Inventory Form.

 Archeological sites requiring further assessment (i.e. evaluative testing)

COMMENTS AND DESCRIPTION OF FINDINGS:

No archaeological sites or resources of the built environment were documented.

Shovel and Auger Testing; North side of SH-9W on the Holocene Terrace:

Shovel testing on the north side of SH-9W was performed on N-S transects spaced 30 m apart. Auger testing was restricted to deep Holocene soil units of Hawley loam (6), Gaddy fine sandy loam (9) and Gracemore loam (11) on this Holocene terrace. Auger tests were placed on 45 degree angle lines to the transect shovel tests across the north side study area so that a minimum of one auger test was placed along each transect line. Twelve auger tests were completed and one auger test on Transect 8 was not excavated due to ponded water. Several areas of ponded water, mud flats, and a stream segment were avoided on all shovel test lines.

Auger tests were excavated from the bottom of shovel test units at either 50 or 100 cm and extended to a maximum of 210 cm. Soil data collected from these auger tests indicate no buried A horizons are located on this Holocene terrace. Auger test 12 documented 56 cm of mottled fill soil and was terminated at that depth due to impenetrable gravel content. In general the auger tests documented four stratigraphic units. Zone I is a plowzone (Ap) of 27 to 37 cm thick and was documented in 6 of the 12 auger tests. The plowzone was likely not identified in the remaining auger tests due to the dark soil units of brown to dark brown to dark reddish brown above and below the plowzone boundary. Two of the Ap horizons (Auger tests 9 and 10) were disturbed with a mixture of red clay and dark brown compact sand with push piles, concrete and road chatt on the surface in the immediate surrounding areas from oil field activities. Zone II was documented as extending from 17 to a maximum of 135 cmbs and consisted of a variable reddish brown to dark reddish brown to yellowish brown clayey loam to sand. This zone may represent two depositional events as there is a distinct break in depths of 17 to 60 cm in 6 auger tests and 37 to 135 cm in 5 auger tests for Zone II. Zone III was documented at a minimum of 39-61 cm in Auger test 3 to 125 to 210 cm in auger test 9. This soil unit consisted of a variable dark brown to dark reddish brown to yellowish brown silty or loamy clay to sand. Zone IV soil ranged from 58 to 80 cm or 85 to 206 cm and consisted of brown to dark reddish brown sand to sandy clay to clayey loam. All soil zones exhibited weak to moderate granular structure with very abrupt to abrupt boundaries. Minor non-granular layers of firm to hard blocky to prismatic soil structure were recorded in Zone 4 of Auger 1, Zones 4 and 6 of Auger 3, and Zone 2 of Auger 11. Although all auger tests were attempted to a minimum of 200 cm in depth, four of the auger test were terminated at 135 cmbs due to continuous sand collapsing into the auger hole after encountering the water table. One shovel test, AG-05 exhibited a thick, dark remnant A horizon soil below the plowzone. This remnant A horizon was documented at 32 to 60 cmbs in the west wall of the unit and was not encountered in any other tests.

Shovel Testing; south side of SH-9W on the Pleistocene Terrace:

Shovel testing on the south side of SH-9W on the Pleistocene terrace was performed along E-W transects spaced 30 m apart. The sticky clay soils in this area were completely different from the sandy and loamy soils on the north side of SH-9W indicating a boundary between the Holocene terrace to the north and the Pleistocene terrace to the south that follows the general trend of the SH-9W roadbed. This terrace is comprised on one soil unit: Miller silty clay, occasionally flooded. Soils profiles in this area were fairly homogeneous. Zone I was a sticky clay Ap or Ap/A1 horizon of dark reddish brown clay documented from 13 to 67 cmbs. Zone II was a sticky reddish brown to red clay documented from 13 to 79 cm. In several of the units, Zone II consisted of a reddish brown to dark reddish brown loamy clay to a very clayey loam. One anomalous shovel test at CN-15 exhibited a Zone II soil of reddish brown loamy sand to sandy loam from 35 to 44+ cm and may represent a remnant of the Holocene terrace located on the north side of SH-9W.

Shovel testing along the I-35 ROW fence line and at the two stream crossings:

Shovel tests were placed along one transect within the narrow study area between the I-35 ROW fence and the study area boundary at 30 m intervals. Small areas of wet or swampy soils were avoided at stream crossings. The south ca. 1,000 m of this transect line was not shovel tested as it fell within the I-35 ROW ditch. The soils of this section are more variable and comprised of six soil units. These soils are described as soils of floodplains (probably T3 terrace remnants), narrow stream terraces at the two stream crossings, and a narrow strip of paleoterrace. The soils at the stream crossings are similar and consist of a Zone I soil of dark brown sandy to clayey loam to 3 to 29 cmbs. Zone II consisted of a dark red compact sandy loam from 29 to 50+ cm or a brown very clayey loam to 21 to 37 cm.

Soils documented between stream segments consisted of two to three soil zones. Zone I was typically a reddish brown to dark reddish brown clay loam to 15 to 29 cmbs. Zone II was a strong brown to reddish brown or yellowish red sandy to clayey loam to 60 to 73 cmbs. Zone III was a yellowish red sandy clay from 73 to 80 cmbs encountered in only one unit.

Deep sandy soils were documented within the paleoterrace Miller soil and the adjacent Minco stream terrace soil unit to the north. Zone I consisted of a dark brown to reddish brown coarse sandy to clayey loam of 13 to 52 cm thick overlaying a brown to reddish brown coarse sandy loam to clayey loam to 100 to 103 cmbs in 11 shovel tests. A few stream rolled chert pebbles to 1.5 cm or smaller were recovered from these deep units

indicating their Pleistocene terrace origin.

6. RECOMMENDATIONS:

XXX **Plan Notes** requiring avoidance of cultural resources in off-project areas

XXX **Approval Recommended** with the proposed project as planned with no additional research. If subsurface archaeological materials are exposed during construction, the Contractor and Resident Engineer shall notify the Department Archaeologist in accordance with Section 202.04(a), Standard Specifications for Highway Construction.

 Approval NOT Recommended, until one or more of the following measures are completed.

 Additional consultation with SHPO regarding NRHP-eligible Properties

 Revise design to avoid/protect resources

 NRHP Eligibility Archaeological Test Excavations

 Implementation of MOA with SHPO regarding Mitigation of Adverse Effects to Historic Properties

SUMMARY AND COMMENTS REGARDING RECOMMENDATIONS:

No archaeological sites or resources of the built environment were documented.

Bridges:

The existing bridge over the South Canadian overflow (ODOT Structure #4405 2536 WXR; NBI #27477) constructed in 2006 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over the South Canadian overflow (ODOT Structure #4405 2536 WX; NBI #22008) constructed in 1988 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over the South Canadian overflow (ODOT Structure #4405 2536 EX; NBI #22007) constructed in 1988 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over I-35 (ODOT Structure #4405 2473 X; NBI #29473) constructed in 2010 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

The existing bridge over an unnamed creek (ODOT Structure #4405 2436 X; NBI #14352) constructed in 1959 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel culverts and does not need to be documented.

The existing bridge over I-35 (ODOT Structure #4405 2297 X; NBI #14496) constructed in 1959 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and does not need to be documented.

Pursuant to 36 CFR 800.4, it is our opinion that no historic properties will be affected and the proposed

project is recommended to proceed as planned. In the event that subsurface archaeological materials are exposed during construction activities the ODOT-CRP staff and other appropriate agencies must be notified.

In order to avoid non-NRHP assessed cultural resources in the project vicinity by off-project activities the following areas are recommended to be avoided for all off-project facilities:

T8N R3W
Section 2: NW ¼, NW ¼, and
Section 24 NE ¼, NE ¼, NW ¼

REFERENCES

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Brooks, Robert L.

2005 *Atlas of Archaeological Sites and Management Activities*. Electronic document available at <http://www.ou.edu/content/dam/archsurvey/docs/archsur-ok-atlas-of-sites.pdf>, accessed 25 March 2019.

California Soil Resource Lab (CSRL)

2019a Gaddy loam, 0-1 percent slopes, frequently flooded. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

2019b Gracemore loam, 0-1 percent slopes, frequently flooded. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

2019c Grant-Port silty loam, frequently flooded complex, 0-12 percent slopes. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

2019d Hawley fine sandy loam, 0-1 percent slopes, rarely flooded. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

2019e Keokuk fine sandy loam, 0-1 percent slopes, rarely flooded. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

2019f Miller silty clay, 0 to 1 percent slopes, occasionally flooded. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

2019g Minco silt loam, 0 to 8 percent slopes. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

2019h Port silt loam, 0 to 1 percent slopes, occasionally flooded. Electronic document available at <https://casoilresource.lawr.ucdavis.edu/gmap/>, accessed 13 June 2019.

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General Land Office (GLO)

1872 *Township 8 North Range 3 West of the Indian Meridian* [map]. Electronic document available at https://gloreCORDS.blm.gov/details/survey/default.aspx?dm_id=20866&sid=oq0gzlz3.cwr&surveyDetailsTabIndex=1, accessed 13 June 2019.

1899 *Township 8 North Range 3 West of the Indian Meridian* [map]. Electronic document available at https://glorerecords.blm.gov/details/survey/default.aspx?dm_id=20866&sid=oq0gzlz3.cwr&surveyDetailsTabIndex=1, accessed 13 June 2019.

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Oklahoma State Highway Department (OSHD)

1936 McClain County highway map. Electronic document available at <https://dc.library.okstate.edu/digital/collection/OKMaps/search/searchterm/McClain%20County>, accessed 14 Jun 2019.

1941 McClain County highway map. Electronic document available at <https://dc.library.okstate.edu/digital/collection/OKMaps/search/searchterm/McClain%20County>, accessed 14 Jun 2019.

1950 McClain County highway map. Electronic document available at <https://dc.library.okstate.edu/digital/collection/OKMaps/search/searchterm/McClain%20County>, accessed 14 Jun 2019.

1963 McClain County highway map. Electronic document available at <https://dc.library.okstate.edu/digital/collection/OKMaps/search/searchterm/McClain%20County>, accessed 14 Jun 2019.

United States Geological Survey (USGS)

1965[1983] Norman, Okla. 7.5' topographic quadrangle map. Washington D.C.

Figure I. Cultural resources located within the NEPA study area of J/P 19314(04), McClain County.

Source: Oklahoma City South, OK (1985)

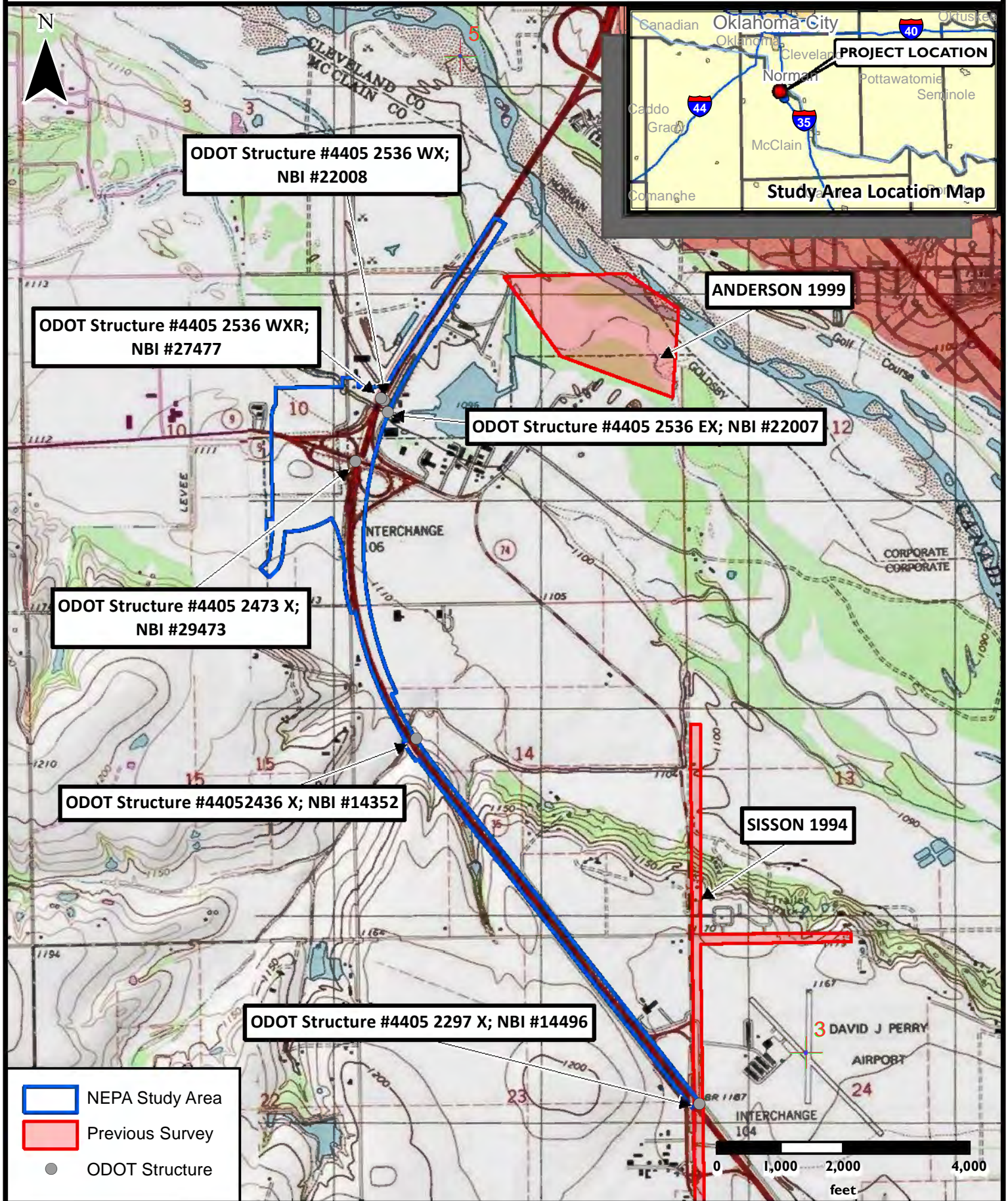


Figure 2a. Areas of Intensive and Pedestrian Survey for Project J/P 19314(04), McClain County.

Source: ESRI Aerial Imagery Basemap

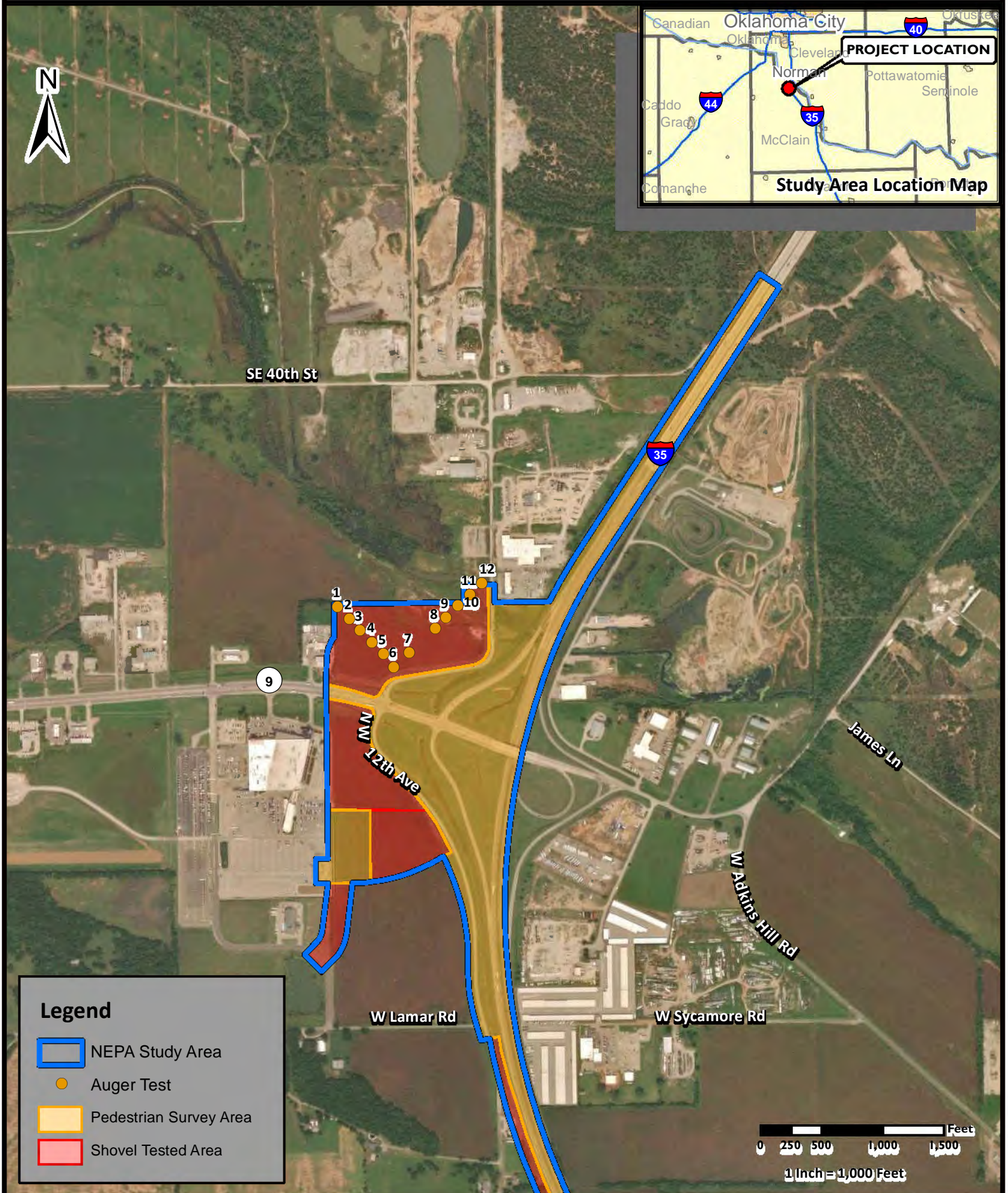


Figure 2b. Areas of Intensive and Pedestrian Survey for Project J/P 19314(04), McClain County.

Source: ESRI Aerial Imagery Basemap

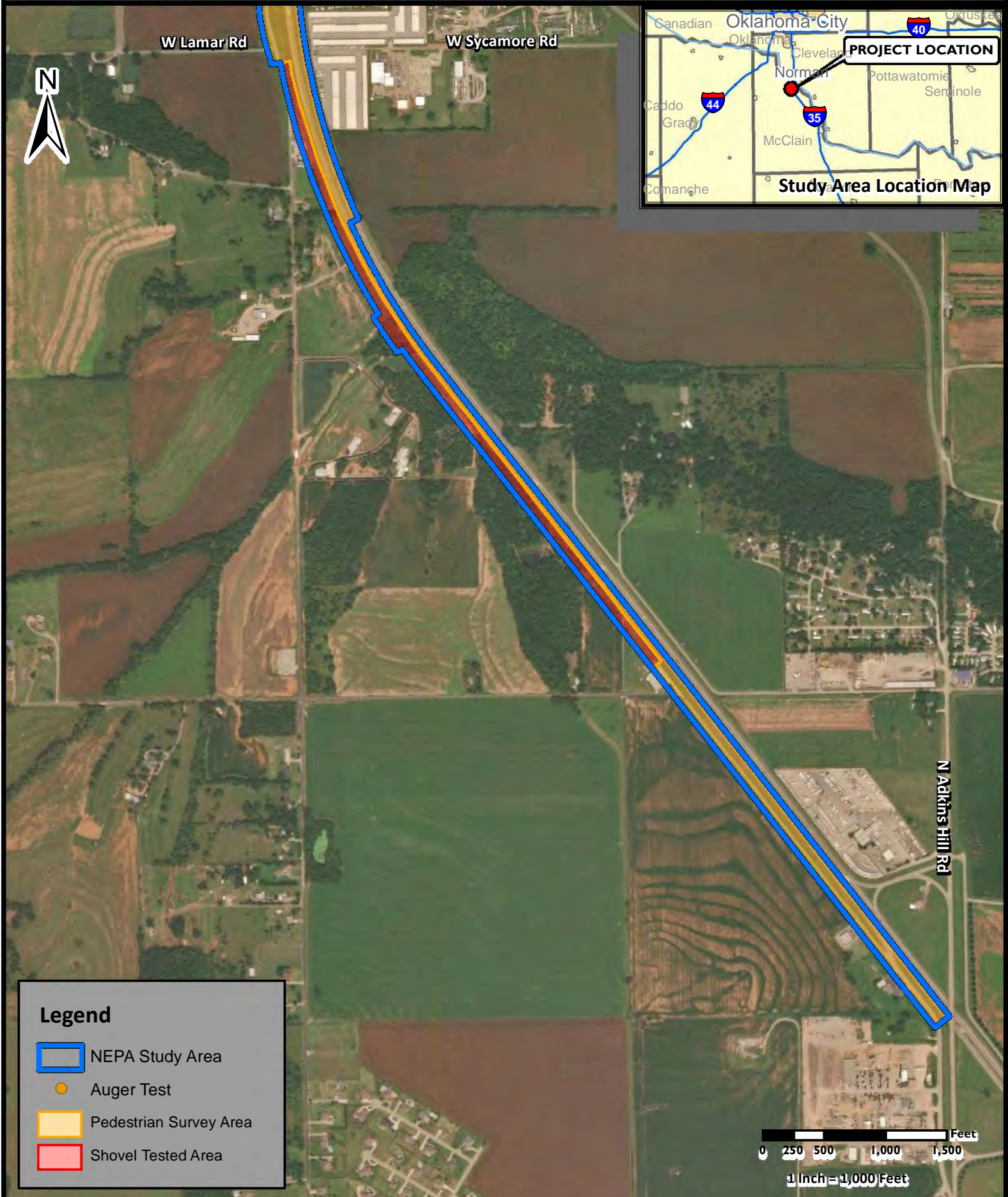




Figure 3. Project begin point at SH-74 bridge, view southeast (a); and project end point at I-35 bridge, view south (b).



Figure 4. Project area north side of SH-9: from NW corner, view southeast (a); and from SE corner, view northwest (b).



Figure 5. Project area south side of SH-9: from center, view north (a); and from center, view southeast (note ponded water) (b).



Figure 6. Disturbed ROW at I-35/SH-9 intersection between the highway and ramps in the area of the former cloverleaf, view northwest (a); and view southeast (b).



Figure 7. Transect survey along I-35 study area paleoterrace: upland wheat field, view northwest (a); and maintained pasture at shovel test CN-24, view northwest (b).



April 29, 2019

Chickasaw Nation
Attn: Governor Bill Anoatubby
P.O. Box 1548
Ada, OK 74821

Dear Governor Anoatubby:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 5 columns: County, Job Piece #, Anticipated Let Date, Project description, Location, Additional information. Contains project details for McClain County, Job Piece # 19314(04), Anticipated Let Date 2022, Project description Ramp modifications at Interstate 35 and State Highway 9W, Location Sec 10, 11, 14, & 15 T8N R3W. See enclosed map. Additional information includes checkboxes for new alignment, right of way, and ground disturbance.

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Historic Preservation Office



the
**Chickasaw
Nation**

DEPARTMENT OF CULTURE AND HUMANITIES

OFFICE OF THE SECRETARY | POST OFFICE BOX 1548 | ADA, OK 74821-1548 | (580) 436-7258

Bill Anoatubby
Governor

Jefferson Keel
Lt. Governor

May 31, 2019

Dr. Rhonda S. Fair, Director of Tribal Coordination
Oklahoma Department of Transportation
200 N.E. 21st Street, Room 1-C1a
Oklahoma City, OK 73105-3204

Dear Dr. Fair:

Thank you for the letters of notification regarding the proposed JP#19314(04) ramp modifications at Interstate 35 and State Highway 9 in McClain County, Oklahoma. We accept the invitation to consult under Section 106 of the National Historic Preservation Act.

The Chickasaw Nation supports the proposed undertaking. We make the agency aware of two Chickasaw businesses on trust property that are within the project area. One business is located in Section 10, Township 8 North, Range 2 East. The second business is located in Section 14, Township 8 North, Range 2 East. We request to review the cultural resource survey once it is available. In the event the agency becomes aware of the need to enforce other statutes we request to be notified under ARPA, AIRFA, NEPA, NAGPRA, NHPA and Professional Standards.

Your efforts to preserve and protect significant historic properties are appreciated. If you have any questions, please contact Ms. Karen Brunso, tribal historic preservation officer, at (580) 272-1106, or at karen.brunso@chickasaw.net.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lisa John'.

Lisa John, Secretary
Department of Culture and Humanities

cc: rfair@odot.org



August 13, 2019

Chickasaw Nation
Attn: Governor Bill Anoatubby
P.O. Box 1548
Ada, OK 74821

Dear Governor Anoatubby:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 2 rows and 4 columns: County (McClain), Job Piece # (19314(04)), Anticipated Let Date (2022), Project description (Ramp modifications at Interstate 35 and State Highway 9W)

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

During this investigation, no cultural resources were documented. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Historic Preservation Office



April 29, 2019

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 5 columns: County, Job Piece #, Anticipated Let Date, Project description, Location, Additional information. Contains details for McClain County, Job Piece # 19314(04), Anticipated Let Date 2022, Project description Ramp modifications at Interstate 35 and State Highway 9W, Location Sec 10, 11, 14, & 15 T8N R3W. See enclosed map. Additional information includes checkboxes for new alignment, right of way, and ground disturbance.

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The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Tribal Historic Preservation Office



Osage Nation Historic Preservation Office

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Date: July 3, 2019

File: 1819-3778OK-5

RE: ODOT, Job #19314(04), Ramp modifications at Interstate 35 and State Highway 9W, McClain County, Oklahoma

Oklahoma Department of Transportation
Rhonda Fair
200 NE 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

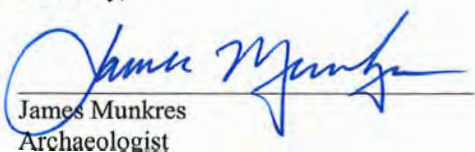
Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project ODOT, Job #19314(04), Ramp modifications at Interstate 35 and State Highway 9W, McClain County, Oklahoma. There are no known Osage resources within the project area. This office looks forward to reviewing the final report.

The Osage Nation requests that the report include a project site plan map indicating the locations of screened shovel tests labeled by their field identification numbers and a table listing shovel test locations, width (cm), actual depth (cm) of each level, soils of each level, and results. Shovel test minimum width is 30 cm. Shovel test minimum depth is to 50 cm or sterile soil, whichever is encountered first. If terminated before sterile soil is reached, please provide an explanation either in the text of in the shovel test log.

Should you have any questions or need any additional information, please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.

Sincerely,


James Munkres
Archaeologist



August 13, 2019

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

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If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Tribal Historic Preservation Office



April 29, 2019

Wichita & Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Gary McAdams, THPO



August 13, 2019

Wichita & Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in McClain County, Oklahoma; JP# 19314(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is consulting on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or by email at rfair@odot.org.

Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Gary McAdams, THPO

BIOLOGICAL STUDIES

Click Here to Enter County & JP

BIOLOGICAL STUDIES TRACKING FORM

NEPA Project Manager	Amanda Alexander/Garver
State or Local Government Project	State
USFWS TAILS #	02EKOK00-2021-SLI-2663
Original IPaC List	10/4/2021
Email used to request IpaC official species list	okbiologist@garverUSA.com
Last Updated Species List Date	Click here to enter a date.
ROW	5/1/2022
Let Date	6/1/2023
90 Day Prior to Let IpaC List	Click here to enter a date.
Duration expected	Click here to enter text.
Original Biological Assessment and Waters and Wetlands Report Prepared By:	Garver
Most Recent Field Date:	8/19/2021
Original Report Date:	10/29/2021
USFWS Consultation Submittal:	11/1/2021
USFWS Concurrence:	11/10/2021
Original Tracking Form Prepared by:	Amber McIntyre
Original Tracking Form date:	11/11/2021
Update Reason	Click here to enter text.
Updated By Whom:	Click here to enter text.
Amended USFWS Consultation Submittal:	Click here to enter a date.
Amended USFWS Concurrence:	Click here to enter a date.
Tracking Form Updated By Whom:	Click here to enter text.
Tracking Form Updated Date:	Click here to enter a date.
<i>ADD MORE LINES AS NEEDED FOR EACH TIME PROJECT IS UPDATED</i>	

Form Date: October 2021

Project Name from Oracle

I-35 at SH-9W Interchange

Project Description

Intersection Modifications

Check if any of the following is expected as part of the proposed action

- | | |
|---|-------------------------------------|
| Work within the OHWM is expected | <input checked="" type="checkbox"/> |
| Project is OFF-SET alignment | <input type="checkbox"/> |
| Project is NEW alignment | <input checked="" type="checkbox"/> |
| Project involves NO OFF EXISTING PAVEMENT work | <input type="checkbox"/> |
| Project requires new ROW (permanent &/or temporary) | <input checked="" type="checkbox"/> |

[Click Here to Enter County & JP](#)

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Species	Listing Status	IPaC	Effect Determination for IPaC listed species
		Check if Yes	
Red-cockaded Woodpecker	Endangered	<input type="checkbox"/>	Choose an item.
Whooping Crane	Endangered	<input checked="" type="checkbox"/>	May Affect, Not likely to adversely affect
Gray Bat	Endangered	<input type="checkbox"/>	Choose an item.
Indiana Bat	Endangered	<input type="checkbox"/>	Choose an item.
Ozark Big-eared Bat	Endangered	<input type="checkbox"/>	Choose an item.
Neosho Mucket	Endangered	<input type="checkbox"/>	Choose an item.
Ouachita Rock Pocketbook	Endangered	<input type="checkbox"/>	Choose an item.
Scaleshell Mussel	Endangered	<input type="checkbox"/>	Choose an item.
Winged Mapleleaf	Endangered	<input type="checkbox"/>	Choose an item.
Harperella	Endangered	<input type="checkbox"/>	Choose an item.
American Burying Beetle	Threatened	<input type="checkbox"/>	Choose an item.
Eastern Black Rail	Threatened	<input type="checkbox"/>	Choose an item.
Piping Plover	Threatened	<input checked="" type="checkbox"/>	No Effect
Red Knot	Threatened	<input checked="" type="checkbox"/>	No Effect
Northern Long-eared Bat	Threatened	<input type="checkbox"/>	Choose an item
Arkansas River Shiner	Threatened	<input checked="" type="checkbox"/>	May Affect, Not likely to adversely affect
Leopard Darter	Threatened	<input type="checkbox"/>	Choose an item.
Neosho Madtom	Threatened	<input type="checkbox"/>	Choose an item.
Ozark Cavefish	Threatened	<input type="checkbox"/>	Choose an item.
American Alligator	Threatened	<input type="checkbox"/>	Choose an item.
Rabbitsfoot Mussel	Threatened	<input type="checkbox"/>	Choose an item.
Monarch Butterfly	Candidate	<input checked="" type="checkbox"/>	Not likely to jeopardize the continued existence
Rattlesnake-master Borer Moth	Candidate	<input type="checkbox"/>	Choose an item.
Peppered Chub	Proposed	<input type="checkbox"/>	Choose an item.
Whooping Crane Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Arkansas River Shiner Critical Habitat	Designated	<input checked="" type="checkbox"/>	May Affect, Not likely to adversely affect
Leopard Darter Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Neosho Mucket Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Rabbitsfoot Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Peppered Chub Critical Habitat	Proposed	<input type="checkbox"/>	Choose an item.

	NEPA Footprint	Construction Footprint
Number of acres within the NEPA Study Footprint & Construction Footprint (if known)	208	Click here to enter text.
Number of acres of perennial plant vegetation (ABB habitat) within the NEPA & Construction Footprints (if known)	0	Click here to enter text.
Number of acres of forested/wooded area (Ibat and NLEB habitat) within the NEPA & Construction Footprints (if known)	0	Click here to enter text.

[Click Here to Enter County & JP](#)

Presence of milkweed and nectar plants	YES
Bald Eagle Assessment	Not expected to impact
Migratory Bird Assessment of Transportation Structures	Migratory birds found nesting on transportation structures
Migratory Bird Impacts	nesting habitat for migratory birds will be impacted
Birds of Conservation Concern	Listed BCC may be impacted
Interior Least Tern (MBTA)	not expected to impact

<u>Species</u>	<u>Seasonal Restriction Period</u>
Migratory Birds: Swallows and Phoebes (NESTS PRESENT)	March 1 – August 31

Conservation Commitments

ODOT Commitment: All operators, employees, and contractors will be made aware of all environmental commitments, including the following Plan Notes.

Tree Removal/Clearing and Grubbing Minimization Commitment: In order to avoid impacts to either tree nesting or ground nesting USFWS Birds of Conservation Concern, the removal of trees and shrubs / ground disturbance will be restricted to areas within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid tree removal / ground disturbance, if possible, during the design of the project. Tree removal / Ground disturbance will be limited to that specified in the project plans provided to contractors.

Monarch Commitment: ODOT, as a Certificate of Inclusion partner in the Nationwide Monarch Butterfly CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

Species Plan Notes

Non-Compliance: 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.

Whooping Crane Plan Note: If Whooping Cranes are seen at or within one mile of the proposed work site, the Resident Engineer shall immediately contact the ODOT Biologist. If there is a confirmed sighting and/or Whooping Cranes are observed within one mile of the proposed work site, all construction activities shall cease until it is determined that Whooping Cranes have left the project vicinity without being harassed.

[Click Here to Enter County & JP](#)

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 migratory bird species extends from March 1 to August 31. Migratory bird nesting use of bridges and culverts throughout the project extents was observed. 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. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the bridges and culverts shall 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.

Waters and Wetlands Delineation Status

Original delineation.

Wetlands and Ponds

Total Number of Sites	Water Body Type	Potential Jurisdiction Status	Acres within the NEPA Footprint
Wetland 1	Palustrine Emergent	Likely Jurisdictional	0.13
Wetland 2	Palustrine Emergent	Likely Jurisdictional	0.15
Wetland 3	Palustrine Emergent	Likely Jurisdictional	2.06
Wetland 4	Palustrine Emergent	Likely Jurisdictional	0.02
Wetland 5	Palustrine Emergent	Likely Jurisdictional	0.24
Total Wetlands			2.60

Streams and Drainages

Total Number of sites	Water body name	USGS Designation	Potential Jurisdictional Status	Acres within the NEPA Footprint	Liner Feet within the NEPA Footprint
OW 1	Unnamed Tributary to the Canadian River	mapped intermittent	Likely Jurisdictional	0.03	1,004
Total Likely Jurisdictional				0.03	1,004

[EXTERNAL] 02EKOK00-2021-SLI-2663_20211012_ODOT McClain JP 19314(04)
Consultation Review Package Submittal

Echo-Hawk, Patricia <Patricia_Echo-Hawk@fws.gov>

Wed 11/10/2021 12:06 PM

To: Amber McIntyre <AMCINTYRE@ODOT.ORG>

Cc: elizabeth.nichols@ou.edu <elizabeth.nichols@ou.edu>; Vonceil Harmon <VHarmon@odot.org>

Greetings Amber,

The Service has reviewed consultation package 02EKOK00-2021-SLI-2663_20211012_ODOT McClain JP 19314(04)

You have concluded that the project may affect, but is not likely to adversely affect the endangered whooping crane (*Grus americana*), and the threatened Arkansas River shiner (*Notropis girardi*) as well as Arkansas River shiner critical habitat. The Service concurs with the determination. The Service asks that the conservation/mitigation measures as articulated in the assessment, and in conjunction with the guidelines set forth by the Federal Highway Administration, be implemented and maintained.

You have determined that the project will have no effect on the threatened piping plover (*Charadrius melodus*), and red knot (*Calidris canutus rufa*).

This project is also within the range of at least three migratory species of Birds of Conservation Concern, of which all three are known to breed in Oklahoma. The Service asks that all avoidance of impacts to these species be implemented in accordance with the direction set forth by the Federal Highway Administration.

Additionally, based on observations of migratory birds/nests on structures involved in this project, the Services asks that ODOT proceed in conjunction with guidance set forth by the Federal Highway Administration to avoid and minimize potential impacts to migratory birds, nests, and/or eggs.

In order to avoid impacts to Bald Eagles, if Bald Eagles or their habitat are observed during the biological assessment, a survey for eagles and their nests will be conducted within 660 feet of the work zone, during the winter prior to, and within one year of, the start of construction. If a nest is found, appropriate conservation measures based on the National Bald Eagle Management Guidelines will be implemented.

The Service also recommends ODOT/FHWA replace box culverts with structures that are fish passage friendly, as suggested in the Service email to ODOT dated 8/16/2021. This applies to project culverts (being demolished, repaired, retrofitted, maintained or rehabilitated) along perineal or intermittent streams still providing habitat to native fish species.

This project will require a reinitiation of section 7 consultation once the project plan alternate is determined, in order to accurately assess effects determinations and possible concurrence alterations.

Best Regards,

Patricia

Patricia D. Echo-Hawk
Fish and Wildlife Biologist
IR 6, New Mexico and Arizona Dive Officer

U.S. Fish and Wildlife
Oklahoma Ecological Services Field Office

9014 E. 21st Street
Tulsa, OK, 74129
phone # 918-382-4505

Only when the last tree has died, the last river poisoned and the last fish caught, will we realize we can't eat money. -Cree Proverb

Character is doing the right thing when nobody's looking. There are too many people who think that the only thing that's right is to get by, and the only thing that's wrong is to get caught. - J.C. Watts

This Email is covered by the Electronic Communications Privacy Act and may be legally privileged. The information contained in this Email is intended for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify the sender and destroy the original message.

August 2015



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Division of Ecological Services
9014 East 21st Street
Tulsa, Oklahoma 74129
918/581-7458 / (FAX) 918/581-7467



Online Project Review Concurrence Letter

To:

Project Name:

'Eqpuwncvkqp'Eqf g<

Dear Applicant:

Thank you for using the U.S. Fish and Wildlife Service (Service) Oklahoma Ecological Services Field Office (ESFO) online project review process. By providing this letter in conjunction with your complete project review package, you are certifying that you have accurately completed the online project review process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. Concurrence with “not likely to adversely affect” determinations does not provide any exemption for violations of section 9 of the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA) or “take” of federally-listed species. The Federal action agency is ultimately responsible for ensuring compliance with the ESA and any take that occurs due to your proposed action would be considered a violation under section 9 of the ESA.

This letter and the enclosed project review package complete the review of your project in accordance with the ESA. This letter also provides information for your project review under the National Environmental Policy Act (National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C.4321-4347, 83 Stat. 852), as amended.

A copy of this letter and the project review package must be emailed to **okprojectreview@fws.gov** for this certification to be valid. This letter and the project review package will be maintained in Service records. **Please allow the Oklahoma ESFO 60 days to review your information. If the Oklahoma ESFO determines that the package is not complete, or that additional coordination is necessary, we will contact your office. If, after 60 days from the date of your email submittal of your project review package, the Oklahoma ESFO has not contacted your office, consider your section 7 consultation complete.**

The proposed action consists of:

Project start and completion dates:

Federal agency or federal program providing a permit, funding, grant, authorization, loan, etc. associated with the proposed project and how that agency is associated with your project:

Federal Agency/Program Point of contact (Name, phone, and email address):

The species conclusions table in the enclosed project review package summarizes your ESA conclusions. These conclusions resulted in “not likely to adversely affect/modify” determinations for listed species and critical habitat in relation to potential effects of your proposed project. We certify that the use of the online project review process in strict accordance with the instructions provided as documented in the enclosed project review package results in reaching the appropriate determinations. Therefore, we concur with determinations of “not likely to adversely affect” for listed species and critical habitat reached by proper use of this process. For projects where this particular determination is reached, additional coordination with this office is not needed.

Candidate species are not legally protected pursuant to the ESA. However, the Service encourages efforts to avoid or minimize adverse impacts to them from project effects. Some federal agencies have standing policies that grant limited protections to candidate species. Conservation of candidate species now may preclude future needs to federally list them as endangered or threatened, at which point their legal protection would become required. Please contact this office for additional coordination if your project action area contains candidate species.

Should project plans change or if additional information on the distribution of listed species or critical habitat becomes available, this determination may be reconsidered. You should re-visit the Service's Information, Planning, and Conservation (IPaC) website at <http://ecos/fws.gov/ipac/> within 90 days of project initiation to ensure species information is correct. If new species or critical habitat is identified, this letter is no longer valid and a new project package should be submitted to the Oklahoma ESFO.

Information about the online project review process including instructions and use, species information, and other information regarding project reviews within Oklahoma is available at our website: <<http://www.fws.gov/southwest/es/oklahoma/>>. If you have any questions, please call 918-581-7458 or send an email message to OKProjectReview@fws.gov.

Sincerely,
/s/ Jonna Polk
Field Supervisor
Oklahoma Ecological Services Field Office

Enclosures:

- 1) ENTIRE PROJECT REVIEW
PACKAGE: Species Conclusion Table
IPaC Species List and Action Area map
This letter (Online Concurrence Letter)
(Optional) Additional maps
- 2) Other relevant project data/documents

**ENDANGERED, THREATENED AND CANDIDATE SPECIES, DESIGNATED
CRITICAL HABITAT, BALD EAGLE AND MIGRATORY BIRD ASSESSMENTS**

For

USFWS TAILS #		02EKOK00-2021-SLI-2663			
Email used to request IPaC official species list			OKBiologist@GarverUSA.com		
County	McClain	JP Number	19314(04)	Project Number	J1-9314(004)
Road Number	I-35 & SH-9W	Water Body Name		Unnamed Tributary to the Canadian River	
ROW Date	5/2022	Let Date	6/2023	Project Length	I-35: 1 Mile SH-9W: 0.75 Mile
Project General Location		The project begins at the SH-9W bridge over I-35 and extends north along I-35 approximately 0.50-mile, 0.25 mile east along W. Adkins Hill Road, 0.67 mile south along I-35, and 0.55 mile west along SH-9W.			
Project Description & Statement From Oracle		I-35: At SH-9W Interchange			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	Megan Philips-Schaap
Company/Agency Name	Garver
Address	6100 S. Yale Ave., Suite 1300
City, State Zip	Tulsa, Oklahoma 74136

Original Report Date:	October 11, 2021
Revision Date:	October 29, 2021
Field Survey Date:	August 19, 2021
Field Survey Biologist(s):	Megan Philips-Schaap

Form Date: October 2021

1. PROJECT OVERVIEW

1.1 Federal Nexus

This biological assessment, prepared by the above named Company/Agency for the Oklahoma Department of Transportation (ODOT), addresses the above named project in compliance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended. Section 7 of the ESA requires that, through consultation with the U.S. Fish and Wildlife Service (Service), federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat. This assessment evaluates the potential effects of the proposed transportation project on species that are federally listed under the ESA. Specific project design elements are identified that avoid or minimize adverse effects of the proposed project on listed species and designated critical habitat.

1.2. Project Description

Interchange Improvements

Other

Description of the existing bridge/roadway facility and reason for proposed project

Interstate 35 (I-35) within the project area is a 4-lane interstate highway with either a concrete barrier or grassy median with a cable barrier. Currently, there are two 12-foot-wide northbound and southbound driving lanes, with 10-foot-wide paved outside shoulders and a 5-foot-wide inside shoulder. A third southbound lane drops at the State Highway 9W (SH-9W) off-ramp. SH-9W is a 4-lane roadway, westbound from the SH-9W bridge over I-35, with two 12-foot-wide eastbound and westbound driving lanes, and 10-foot-wide paved outside and inside shoulders. W. Adkins Hill Road is a 2-lane roadway, eastbound from the SH-9W bridge over I-35, with one 12-foot-wide eastbound and westbound driving lanes and no shoulders. The existing bridge (National Bridge Inventory [NBI] 27477, Str. 44052536WXR) on the I-35 southbound ramp to SH-9W over an unnamed tributary to the Canadian River, is a 34-foot-wide concrete span bridge with a 29-foot-wide approach roadway. The bridge has a sufficiency rating of 82.9 and is not considered structurally deficient. The existing bridge (NBI 22008, Str. 44052536WX) on I-35 southbound over an unnamed tributary to the Canadian River, is a 55-foot-wide concrete span bridge with a 52-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 22007, Str. 44052536EX) on I-35 northbound over an unnamed tributary to the Canadian River, is a 67-foot-wide concrete span bridge with a 64-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 29473, Str. 44052473X) on SH-9W over I-35, is an 83-foot-wide concrete span bridge with an 80-foot-wide approach roadway. The bridge has a sufficiency rating of 84.6 and is not considered structurally deficient. The existing bridge (NBI 19136, Str. 44080552X) on SH-9W over an unnamed creek, is a 124-foot-long reinforced concrete box (RCB) with a 78-foot-wide approach roadway. The bridge has a sufficiency rating of 70 and is not considered structurally deficient. Congestion occurs on the I-35 ramps, particularly the southbound off-ramp, causing vehicles to back up on to the I-35 mainline. During the afternoon and evening peak hours, southbound traffic from westbound SH-9 backs up and infringes on the primary southbound through lanes of I-35. Additionally, traffic signal spacing is too close for functional traffic flow on SH-9W (approximately 400 feet). The purpose and need for this project are to improve safety and traffic flow at the I-35/SH-9W interchange.

Description of proposed improvements

The Oklahoma Department of Transportation (ODOT) is considering several alternatives for modifying the existing I-35/SH-9W interchange:

- Option 2A – Diverging Diamond Interchange (DDI)
- Option 2B – Diverging Diamond Interchange plus a Reliever Ramp (DDI+Reliever)
- Option 3D – Loop Interchange plus a Reliever Ramp (Loop+Reliever)
- Option 4 – Single-Point Urban Interchange (SPUI)

Once an alternative is selected, specific design details will be provided. The footprint for studies incorporates all potential alternatives under consideration.

ODOT/FHWA will re-consult with the Service once a design selection is made and provide final plans.

Check if any of the following is expected s part of the proposed action

- Work within OHWM is expected
- Project is OFF-SET alignment or NEW alignment
- Project involves **NO OFF EXISTING PAVEMENT** work
- Project requires new ROW (permanent &/or temporary)

1.3. Project Area and Setting

Project Location		Environmental Study Footprint		Ecoregion & Game Type	
<u>Section Range & Township</u>	<u>Lat/Long NAD 83)</u>	<u>Dimensions</u>	<u>Acreage</u>	<u>Level IV Ecoregion (Woods et al. 2005)</u>	<u>Game Type (Duck and Fletcher 1943)</u>
S10, S11, S14, and S15, T8N, R3W	NBI 22007: 35.18364, -97.49284	Beginning at the SH-9W bridge (NBI 29473) over I-35 and extending north approximately 0.50 miles north, 0.25 mile east, 0.67 mile south, and 0.55 mile west with widths varying from 55 feet to 1,730 feet from the center of the roadway.	208	Cross Timbers Transition (27o) of the Central Great Plains	Post oak-Blackjack Forest
	NBI 22008: 35.18371, -97.49305				
	NBI 27477: 35.18384, -97.49330				
	NBI 29473: 35.18123, -97.49396				
	North End (I-35): 35.18769, -97.49001				
	East End (W. Adkins Hill Road): 35.17998, -97.48984				
South End (I-35): 35.17164, -97.49307					
West End (SH-9W): 35.18264, -97.50346					

Action Area:

The Action Area for JP 19314(04) is the NEPA Environmental Footprint plus a 0.25-mile buffer for the migratory birds and 0.25 mile upstream and 6.2 miles downstream of the unnamed tributary to the Canadian River (a direct tributary to the Canadian River) and the Canadian River (an occupied water body of the Arkansas River Shiner).

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Species Range and Occurrence Evaluation (Check all that apply)

Species	IPaC ¹	Watershed ²	Water Body ³	Records ⁴
	Check if Yes	Check if YES	Check if Yes	Check if Yes
Red-cockaded Woodpecker	<input type="checkbox"/>			<input type="checkbox"/>
Whooping Crane	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
Gray Bat	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
Indiana Bat	<input type="checkbox"/>			<input type="checkbox"/>
Ozark Big-eared Bat	<input type="checkbox"/>			<input type="checkbox"/>
Neosho Mucket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ouachita Rock Pocketbook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scaleshell Mussel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Winged Mapleleaf	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Harperella	<input type="checkbox"/>			<input type="checkbox"/>
American Burying Beetle	<input type="checkbox"/>			<input type="checkbox"/>
Eastern Black Rail	<input type="checkbox"/>			<input type="checkbox"/>
Piping Plover	<input checked="" type="checkbox"/>			<input type="checkbox"/>
Red Knot	<input checked="" type="checkbox"/>			<input type="checkbox"/>
Northern Long-eared Bat	<input type="checkbox"/>			<input type="checkbox"/>
Arkansas River Shiner	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Leopard Darter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neosho Madtom	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ozark Cavefish	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
American Alligator	<input type="checkbox"/>			<input type="checkbox"/>
Rabbitsfoot Mussel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monarch Butterfly	<input checked="" type="checkbox"/>			<input type="checkbox"/>
Rattlesnake-master Borer Moth	<input type="checkbox"/>			<input type="checkbox"/>
Peppered Chub	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>

¹Species is on the Proposed Project's IPaC List

²Action Area is within a watershed associated with occupied water bodies

³Action Area includes an occupied water body

⁴Project site within 5 miles of known records

Designated or Proposed Critical Habitat	Action Area includes Designated Critical Habitat (Check <input checked="" type="checkbox"/> if Yes)
Whooping Crane	<input type="checkbox"/>
Arkansas River Shiner	<input checked="" type="checkbox"/>
Leopard Darter	<input type="checkbox"/>
Neosho Mucket	<input type="checkbox"/>
Rabbitsfoot	<input type="checkbox"/>
Peppered Chub	<input type="checkbox"/>

Action area is adjacent to McAlester Army Ammunition Plant or Camp Gruber/Cherokee WMA

All of part of the action area is within the 10 mile **gray bat** priority area (ODOT will check)

All of part of the action area is within the 2 mile **gray bat** priority area (ODOT will check)

Action area is within what percentage **Whooping Crane** migratory corridor **95%**

Action area is within 15 miles of Salt Plains NWR, Hackberry Flat, or Foss Reservoir.

Action area is within the historic range of the **Red-cockaded Woodpecker**

Action area is within 10 miles of the McCurtain County Wilderness Area

Action area is within 10 miles of the Pushmataha Wildlife Management Area

3. ENVIRONMENTAL BASELINE

3.1. Ecological Processes and Conditions

Soils (Use Soil Map of Oklahoma by Carter and Gregory 2008)

Soil Class	Central Rolling Red Prairies	
Soil Name	Port-Dale-Yahola-Gaddy-Gracemore-McLain-Reinach	
Soil Type	Very deep, sandy and loamy	
Soil Characteristics	Mollisols and Entisols	

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	29-38
Growing Season	Number of days	205-225
Mean Temperatures	Summer min/max	70°F/94°F
	Winter min/max	26°F/49°F

River System

According to the 1965 (photorevised 1983) Norman, Okla. and the 1965 (photorevised 1983) Newcastle, Okla. 7.5-minute United States Geological Survey (USGS) topographic quadrangles, one perennial stream (Canadian River) and six unnamed intermittent tributaries to the Canadian River occur within the Action Area.

Land Use and Land Ownership

From Woods et al. 2005	Mixture of rangeland and cropland. The main crops are small grains, grain sorghum, alfalfa, and soybeans. Oil and gas fields occur. Overgrazing, channelization, and releases of water from upstream flood control reservoirs have promoted channel incision. Today, channel incision is much more pronounced than it was in the early nineteenth century.
From Field investigation	The study area primarily contains roadway, maintained right-of-way (ROW), and open hay pastures. The remainder of the study area is occupied by a waterbody and wetland habitat. According to the 1965 (photorevised 1983) Norman, Okla. and the 1965 (photorevised 1983) Newcastle, Okla. 7.5-minute USGS topographic quadrangles, three intermittent streams (all unnamed tributary to the Canadian River) occur within the study area.

Terrestrial and Aquatic Community Descriptions (based on field site visit)

Terrestrial community types within the study area includes maintained ROW, hay fields, and palustrine emergent (PEM) wetlands. Vegetation present within the maintained ROW consists of Bermuda grass (*Cynodon dactylon*), Johnson grass (*Sorghum halepense*), bahia grass (*Paspalum notatum*), annual ragweed (*Ambrosia artemisiifolia*), camphorweed (*Heterotheca subaxillaris*), golden crown grass (*Paspalum dilatatum*), careless weed (*Amaranthus palmeri*), little barley (*Hordeum pusillum*), and prairie bundle-flower (*Desmanthus illinoensis*). The hay fields within the study area were harvested/tilled but are most likely composed of clovers (*Trifolium* spp.), bromes (*Bromus* spp.), *Paspalum* spp., and other commonly used grass species for hay. Vegetation present within the PEM wetland habitat includes lamp rush (*Juncus effusus*), northern frogfruit (*Phyla lanceolata*), common reed (*Phragmites australis*), broad-leaf cat-tail (*Typha latifolia*), smartweed (*Persicaria* spp.), wing-angle loosestrife (*Lythrum alatum*), sand spike-rush (*Eleocharis montevidensis*), and white grass (*Leersia virginica*).

Field work was conducted August 19, 2021. According to the closest weather station (Norman, KOKNORMA140) to the study area, the area received 3.46 inches of precipitation within the two weeks prior to August 19th. One of the USGS-mapped features were delineated within the study area. The unnamed tributaries to the Canadian River have a general flow from west to east and aquatic organisms observed include red-eared sliders (*Trachemys scripta elegans*) and minnows (Family Cyprinidae).

During the site investigation, twenty-eight (28) structures (i.e., culverts and bridges) were inspected for migratory bird use and evaluated for their suitability as potential roosting and/or nesting structures. Of the 28 structures, seven (7) structures had remnant Cliff Swallow (*Petrochelidon pyrrhonota*) nests. Section 5.2 *Migratory Bird Assessment* includes a table of structures inspected for migratory bird use.

3.2 Species Habitat Analysis

- Pedestrian survey of entire NEPA study footprint (including 300-foot work zone buffer in karst areas)
- Bridge/Structure inspected for bat use (Complete the Bridge Inspection Form)

SPECIES	HABITAT	
Whooping Crane	Shallowly-submerged sandbars in large river channels occur within the 0.25 miles of the NEPA Environmental Study Footprint.	<input type="checkbox"/>
	If within the 75% migration corridor, provide the number of acres of emergent wetlands that occur within the NEPA Environmental Study Footprint.	NA
	Croplands suitable for foraging occur within the 0.25 miles of the NEPA Environmental Study Footprint and is within the 95% migration corridor.	<input checked="" type="checkbox"/>
Piping Plover	Sparsely vegetated sandy or gravelly shorelines and islands associated with the major river systems occur within the 0.25 miles of the NEPA Environmental Study Footprint.	<input type="checkbox"/>
	Salt flats or mudflats associated with reservoirs occur within the 0.25 miles of the NEPA Environmental Study Footprint.	<input type="checkbox"/>
Red Knot	Mudflats associated with reservoirs occur within the 0.25 miles of the NEPA Environmental Study Footprint.	<input type="checkbox"/>
Arkansas River Shiner	Sandy-bottomed main channel rivers, designated as occupied water bodies or their direct tributaries, with slow moving shallow water, occur within 0.25 upstream and 6.2 miles downstream of the NEPA Environmental Study Footprint.	<input checked="" type="checkbox"/>
Monarch Butterfly	Presence of milkweed (<i>Asclepias sp.</i>) species within the NEPA Environmental Study Footprint.	<input type="checkbox"/>
	Presence of flowering or potentially flowering nectar plants (<i>defined as forbs that can provide nectar for monarchs at some point in the growing season</i>) within the NEPA Environmental Study Footprint.	<input checked="" type="checkbox"/>
	Presence of additional native habitat within the NEPA Environmental Study Footprint.	<input type="checkbox"/>

4. ANALYSIS OF EFFECTS

4.1 Direct Effects

Species/ Resource	Habitat impacts expected from project activities	<p><u>Describe specific ACTIONS of the project and the results of those actions on species habitats, including indirect impacts to prey or drinking water, as well as improvements to habitat as a result of specific actions.</u></p> <p><u>If habitat within the action area identified above will not be impacted, describe why.</u></p>
Whooping Crane	☒	<p>The project occurs within the migration corridor of this species and croplands that could be used for foraging are present within the NEPA study area and could be directly impacted by construction activities and permanently converted into new pavement and/or maintained rights-of-way. There are no sightings in the area but given that the Canadian River is within 0.5 mile, Whooping Cranes could stopover during migration within the NEPA study area or within 0.25 mile. Primary impacts would be deterrence of use for the duration of the project.</p>
Arkansas River Shiner	☒	<p>The Canadian River is an occupied water body of the Arkansas River Shiner and is located approximately 1.0 mile downstream of the unnamed tributary to the Canadian River (OW 1) that crosses the study area. OW 1 is a direct tributary to the Canadian River. The channel characteristics and ordinary high water mark (OHWM) of OW 1 is separated by a large PEM wetland (Wetland 3) under the I-35 bridges (NBIs 27477, 22008, and 22007). Water is conveyed and filters through Wetland 3 and continues downstream where OW 1 stream characteristics resume. According to the Oklahoma Natural Heritage Inventory, seventeen (17) occurrences of the Arkansas River Shiner have been recorded within 5 miles of the study area. These 17 records all occur in Sections that the Action Area crosses (i.e., Sections 2, 11, and 12 in Township 8N, Range R3W and Section 18 in Township 8N, Range 2W).</p> <p>There are four alternatives being considered for this project. Each alternative includes replacing NBI 27477 (the I-35 southbound off-ramp bridge) over the large PEM wetland (Wetland 3). Work will occur within the Wetland 3 extents and may include removing and reestablishing piers and placement of riprap along abutments. Options 2A (DDI) and 4 (SPUI) include replacing NBI 27477 on existing alignment. Option 2B (DDI+Reliever) includes widening NBI 27477 east to incorporate the reliever ramp which would extend the piers, having a greater impact on Wetland 3 than Options 2A and 4. Option 3D (Loop+ Reliever)</p>

Species/ Resource	Habitat impacts expected from project activities	<u>Describe specific ACTIONS of the project and the results of those actions on species habitats</u> , including indirect impacts to prey or drinking water, as well as improvements to habitat as a result of specific actions. <u>If habitat within the action area identified above will not be impacted, describe why.</u>
Whooping Crane	☒	The project occurs within the migration corridor of this species and croplands that could be used for foraging are present within the NEPA study area and could be directly impacted by construction activities and permanently converted into new pavement and/or maintained rights-of-way. There are no sightings in the area but given that the Canadian River is within 0.5 mile, Whooping Cranes could stopover during migration within the NEPA study area or within 0.25 mile. Primary impacts would be deterrence of use for the duration of the project.
		includes widening NBI 22008 (southbound I-35 bridge) to the west to incorporate the reliever ramp which would also have a greater impact on Wetland 3 than Options 2A and 4. Sedimentation further downstream of OW 1 and into the Canadian River may occur for all alternatives being considered for the project during construction. Construction activities performed in the Wetland 3 extents, would be outside of the Arkansas River Shiner habitat. Suitable habitat for the Arkansas River Shiner was not identified within the study area (i.e., OW 1 and Wetland 3 do not exhibit wide shallow prairie river habitat).
Arkansas River Shiner Critical Habitat	☒	Designated Critical Habitat for the Arkansas River Shiner was identified by the Information for Planning and Consultation (IPaC) and occurs within the Action Area of the project. As previously stated, this Critical Habitat is the Canadian River, approximately 1.0 mile downstream of OW 1. Work adjacent to and within the OHWM of OW 1 could lead to increased sedimentation within critical habitat, if a high flow event were to occur during construction activities.
Monarch Butterfly	☒	While most of the NEPA Study Area is composed or regularly mowed and maintained right-of-way and agricultural fields, there are areas of less maintained right-of-way along access roads and adjacent roads that harbor stands of nectar plants at some point during the growing season. Many of the interchanges along I-35 contain milkweed and flowering plants that provide foraging sources for the monarch. These areas would be impacted for the duration of the project, but would likely return once these areas are allowed to revegetate.

4.2 Indirect Effects

Long-term habitat alterations

Species/ Resource	<u>Identify long-term, permanent changes in habitat</u>
Whooping Crane	Long-term conversion of cropland that could be used for foraging during migration may occur. Primary impacts will be temporary deterrence.
Arkansas River Shiner	No long-term habitat alterations are anticipated, as OW 1 (unnamed tributary to the Canadian River) and Wetland 3 do not exhibit potential habitat for the species. However, as stated previously, suitable habitat further downstream (Canadian River) may be impacted by sedimentation during construction. Stormwater best management practices (BMPs) will be implemented during construction to help prevent sedimentation from traveling downstream into the Canadian River. No long-term habitat alterations are anticipated, as the Canadian River will continue to provide habitat after construction of the project is complete.
Arkansas River Shiner Critical Habitat	Designated Critical Habitat (Canadian River) for the Arkansas River Shiner was identified from the IPaC and occurs within the Action Area of the project. If sediment rates were to increase and the stream flow from OW 1 changed, the Critical Habitat may be impacted. Shifting sediments could potentially cover or destroy fish eggs and could also decrease water quality by making the water cloudy, preventing fish from seeing food. Stormwater BMPs will be implemented during construction to help prevent sedimentation from traveling downstream into the Canadian River. No permanent impacts to this Critical Habitat are anticipated with the use of BMPs during construction of the interchange.
Monarch butterfly	Long-term loss of flowering plants within rights-of-ways is not anticipated.

Indirect land use impacts

The hay fields between S. Harvey Avenue and the I-35 and SH-9W interchange may lead to additional development due to the new alignment of S. Harvey Avenue. No other indirect land use impacts are expected.

4.3 Interrelated and Interdependent Actions and Activities

All four alternatives will involve safety related improvements to an existing roadway and will consist of new alignment for S. Harvey Avenue to the west. All alternatives may require utilities to be relocated to accommodate changes to the interchange.

USFWS TAILS Number:	02EKOK00-2021-SLI-2663
ODOT Project JP Number:	19314(04)

SPECIES / DESIGNATED CRITICAL HABIT	CONCLUSION		ESA SECTION 7			NOTES AND DOCUMENTATION Check <input checked="" type="checkbox"/> all that apply			
	Species Habitat present within the action area	Project Activities expected to impact habitat	No Effect	May affect, not likely to adversely affect	May affect, Likely to adversely affect	Field Studies	ONHI database / ABB	USFWS occupied waterbodies & watersheds	Whooping Crane Migration Corridor
Whooping Crane	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Piping Plover	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Red Knot	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arkansas River Shiner	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Arkansas River Shiner Critical Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monarch Butterfly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CONCLUSIONS

No Effect	Piping Plover, Red Knot
May affect, not likely to adversely affect	Whooping Crane, Arkansas River Shiner & Arkansas River Shiner Critical Habitat
May affect, likely to adversely affect	None
Not likely to jeopardize the continued existence of the species – Candidate species only	Monarch Butterfly

RECOMMENDED AVOIDANCE AND MINIMIZATION MEASURES

Whooping Crane Plan Note: If Whooping Cranes are seen at or within one mile of the proposed work site, the Resident Engineer shall immediately contact the ODOT Biologist. If there is a confirmed sighting and/or Whooping Cranes are observed within one mile of the proposed work site, all construction activities shall cease until it is determined that Whooping Cranes have left the project vicinity without being harassed.

The project occurs adjacent to Critical Habitat for the **Arkansas River shiner**. 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 300 feet outside of the ordinary high water mark (OHWM). Refueling of construction equipment shall also be conducted at least 300 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 50 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.

ODOT, as a Certificate of Inclusion partner in the Nationwide **Monarch Butterfly** CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

5. BALD AND GOLDEN EAGLE PROTECTION ACT ASESMENT

5.1. Bald Eagle Assessment

The Bald Eagle (*Haliaeetus leucocephalus*) is a large predatory bird protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Activities that would disturb eagles are prohibited under the Bald and Golden Eagle Protection Act. “Disturb” means to agitate an eagle to the degree that causes or is likely to (1) cause injury, (2) interfere with breeding, feeding or sheltering behavior, or (3) nest abandonment.

Potential Bald Eagle Habitat Present	w/in NEPA Footprint	w/in 660 ft Buffer of NEPA Footprint	DO NOT LEAVE BLANK
Presence of Cottonwood, Sycamore, Pecan or Pine	<input type="checkbox"/>	<input type="checkbox"/>	The four species of super canopy trees (i.e., cottonwood, sycamore, pecan and pine)

Potential Bald Eagle Habitat Present	w/in NEPA Footprint	w/in 660 ft Buffer of NEPA Footprint	DO NOT LEAVE BLANK
			were not observed during the field investigation. Oaks and sugarberry trees are located to the southwest of the NEPA Footprint but are not large enough to support bald eagle nests.
Open foraging areas with large trees	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Open hay fields occur within the NEPA Footprint and the 660-foot buffer. Large trees occur within the riparian habitat of the stream south of the NEPA Footprint.
Distance to closest perennial water body	River or Lake	0.5 mi	There are no perennial waterbodies within the NEPA Footprint or the 660-foot buffer. The closest USGS-mapped perennial stream (Canadian River) to the project is approximately 1.0-mile northeast of the NEPA Footprint. The closest perennial pond is located approximately 0.6 mile southwest of the NEPA Footprint.
	Stream or Pond	0.60 mi	
Potential Bald Eagle Nests Observed	<input type="checkbox"/>	<input type="checkbox"/>	No bald eagle nests were observed within the NEPA Footprint or within the 660-foot buffer during the field surveys.
Bald Eagles Observed in the general vicinity	<input type="checkbox"/>	<input type="checkbox"/>	No bald eagles were observed within the NEPA Footprint or within the 660-foot buffer during the field studies.
General Description of Bald Eagle Nesting Habitat and Impact Determination, within the NEPA Footprint and within 660-ft of the NEPA Footprint	The habitat within the NEPA Footprint and the 660-foot buffer would not be considered suitable to support bald eagles. The large super canopy trees can be found further south of the study area and east-northeast along the Canadian River where its less urbanized. Impacts to bald eagles are not anticipated.		
Station #s for Buffered Bald Eagle Habitat	NA		

6. MIGRATORY BIRD TREATY ACT (MBTA) ASSESSMENT

6.1 Structure Assessment

Cliff Swallows (*Petrochelidon pyrrhonota*) and Barn Swallows (*Hirundo rustica*) are small colonial and semi-colonial nesting birds protected by the federal Migratory Bird Treaty Act. Barn Swallows use man-made structures for nesting and live in close association with humans. Both species commonly use bridges and culverts in Oklahoma for nesting. Other migratory birds can also nest on transportation structures.

Identify <u>ALL</u> structures including pipe culverts and whether positive or negative for migratory birds (identify named streams where possible rather than just FS#). Provide shapefiles and map of structures identifying pos/neg swallow structures.	Approx. Number of Cliff Swallow Nests	Approx. Number of Barn Swallow Nests	Approx. Number of Eastern Phoebe Nests
3-cell reinforced concrete pipe (RCP), NW 12th Avenue, Lat/Long: 35.174939, -97.494819	None	None	None
RCP, NW 12th Avenue, Lat/Long: 35.176671, -97.495062	None	None	None
Reinforced concrete box (RCB), NW 12th Avenue, Lat/Long: 35.178957, -97.495557	Past Use (~60 Nests)	None	None
RCP, NW 12th Avenue, Lat/Long: 35.182009, -97.497666	None	None	None
RCB, SH-9W, Lat/Long: 35.182411, -97.497916	None	None	None
RCP, business driveway, Lat/Long: 35.182871, -97.499047	None	None	None
RCP, business driveway, Lat/Long: 35.182914, -97.499448	None	None	None
RCP, casino driveway, Lat/Long: 35.182407, -97.499477	None	None	None
RCP, casino driveway, Lat/Long: 35.182408, -97.500604	None	None	None
RCP, Bankers Avenue, Lat/Long: 35.182363, -97.502199	None	None	None
Plastic Pipe Culvert, Bankers Avenue, Lat/Long: 35.182322, -97.501879	Unknown	Unknown	Unknown
RCP, business driveway, Lat/Long: 35.182952, -97.502192	None	None	None
RCP, I-35 Off-Ramp, Lat/Long: 35.177868, -97.493976	None	None	None
RCP, North Bound (NB) I-35, Lat/Long: 35.178262, -97.494327	None	None	None
RCP, NB I-35 Off-Ramp, Lat/Long: 35.178776, -97.493800	None	None	None
RCP, NB I-35 Off-Ramp, Lat/Long: 35.179569, -97.492740	None	None	None
RCP, NB I-35 Off-Ramp, Lat/Long: 35.180011, -97.491897	None	None	None
2-cell Corrugated, Galvanized, Metal Pipe (CGMP), S. Harvey Avenue, Lat/Long: 35.184398, -97.494497	None	None	None
RCP, S. Harvey Avenue, Lat/Long: 35.183720, -97.494529	None	None	None
RCB, S. Harvey Avenue, Lat/Long: 35.182633, -97.497410	Past Use (8-10 Nests)	None	None
RCP, South Bound (SB) I-35 Off-Ramp, Lat/Long: 35.183318, -97.494028	None	None	None
NBI 27477, SB I-35 Off-Ramp, Lat/Long: 35.183803, -97.493326	Past Use (> 100 Nests)	None	None
CGMP, S. Interstate Drive, Lat/Long: 35.183421, -97.492372	Unknown	Unknown	Unknown
CGMP, S. Interstate Drive, Lat/Long: 35.180385, -97.490588	None	None	None

Identify <u>ALL</u> structures including pipe culverts and whether positive or negative for migratory birds (identify named streams where possible rather than just FS#). Provide shapefiles and map of structures identifying pos/neg swallow structures.	Approx. Number of Cliff Swallow Nests	Approx. Number of Barn Swallow Nests	Approx. Number of Eastern Phoebe Nests
NBI 19136, SH-9W, Lat/Long: 35.182827, -97.503359	Past Use (~12 Nests)	None	None
NBI 22008, SB I-35, Lat/Long: 35.183730, -97.493025	Past Use (~20 Nests)	None	None
NBI 22007, NB I-35, Lat/Long: 35.183650, -97.492836	Past Use (~20 Nests)	None	None
NBI 29473, SH-9W, Lat/Long: 35.181137, -97.493774	Past Use (> 100 Nests)	None	None
Other MB and Nests Observed	No additional migratory birds' nests were observed using transportation structures within the study area.		
Based on existing plans, no work on suitable drainage structures will occur		<input type="checkbox"/>	
In order to avoid impacts to migratory birds, if structures are being used by these birds, any activities that may destroy active nests, eggs or birds shall be completed between September 1, and February 28, when nests are not occupied. If seasonal avoidance cannot be accomplished, structures shall be protected from new nest establishment prior to March 1, by means that do not result in death or injury to these birds.			

6.2 Birds of Conservation Concern

<u>Species Identified on IPaC list</u>	<u>Breeding Season</u>
American Golden-plover (<i>Pluvialis dominica</i>)	Breeds elsewhere
Bobolink (<i>Dolichonyx oryzivorus</i>)	Breeds May 20 to July 31
Chestnut-collared Longspur (<i>Calcarius ornatus</i>)	Breeds elsewhere
Hudsonian Godwit (<i>Limosa haemastica</i>)	Breeds elsewhere
Lesser Yellowlegs (<i>Tringa flavipes</i>)	Breeds elsewhere
Red-headed Woodpecker (<i>Melanerpes erythrocephalus</i>)	Breeds May 10 to September 10
Sprague's Pipit (<i>Anthus spragueii</i>)	Breeds elsewhere
Willet (<i>Tringa semipalmata</i>)	Breeds April 20 to August 5
Bobolinks are ground nesters using dense grass and weed habitat. The Willet is also a ground nester, using bare ground or short vegetation for their nests. Tree clearing related to the proposed project may have an adverse effect for the Red-headed Woodpecker. The Red-headed Woodpecker is a cavity nester and prefers dead trees/snags or dead parts of live tree species including pines, maples, birches, cottonwoods, and oaks.	
In order to avoid impacts to ground nesting and tree nesting USFWS Birds of Conservation Concern, ground disturbance and/or the removal of trees and shrubs will be restricted to areas	

within the actual limits of construction, and all aspects of the project (e.g. temporary work areas, alignments) will be modified to avoid ground disturbance and/or tree removal, if possible.

6.3 Interior Least Tern

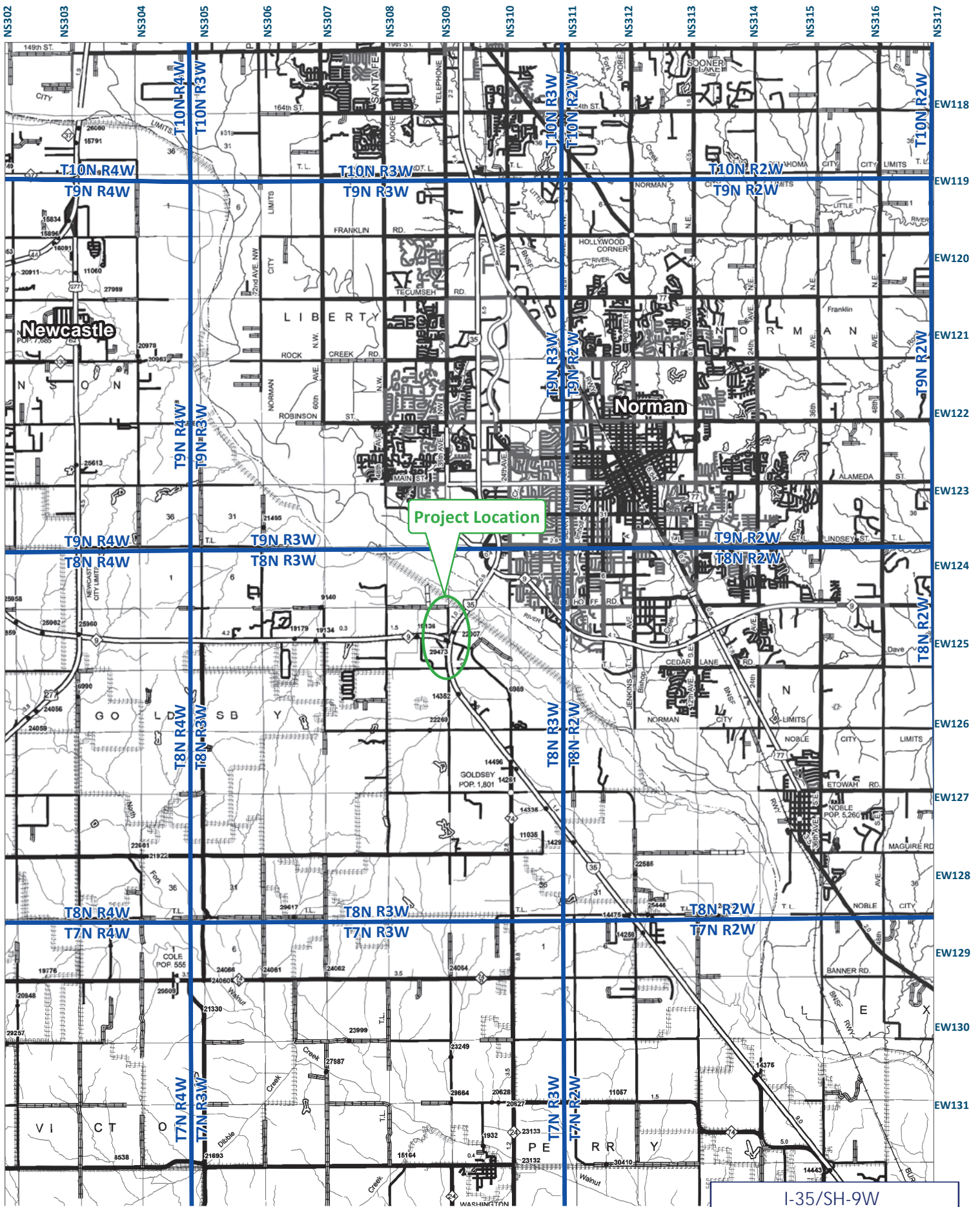
Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water, occur within the 0.25 miles of the NEPA Environmental Study Footprint.	<input type="checkbox"/>
Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water do not occur within the 0.25-mile buffer of the NEPA Environmental Study Footprint.	



7. REFERENCES:

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- United States Geological Survey. 1965 (photorevised 1983). 7.5 minute, 1:24,000 scale Newcastle, Okla. Topographic Quadrangle Map.
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8. FIGURES

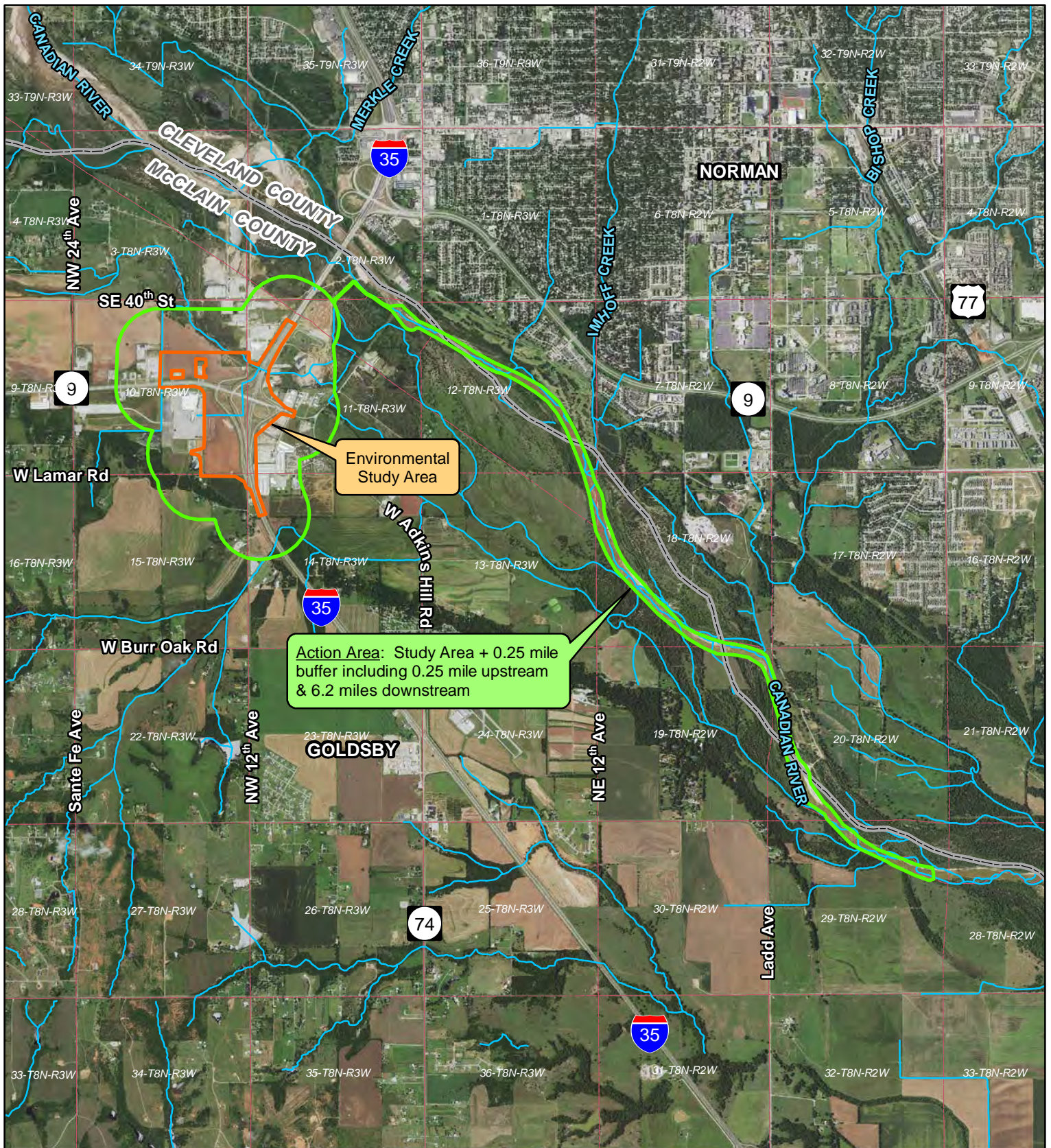


-  Project Location
-  Township & Range Boundary



I-35/SH-9W
 INTERSECTION
 JP 19314(04)
 McClain County

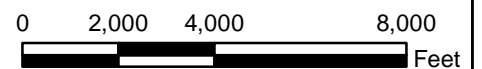
Figure 1 - Project Location Map



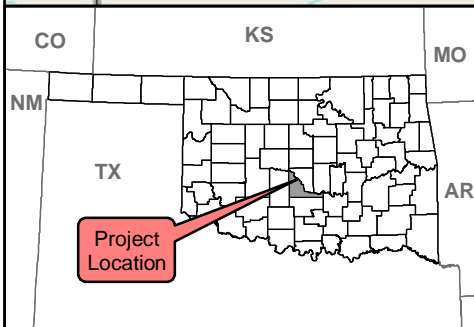
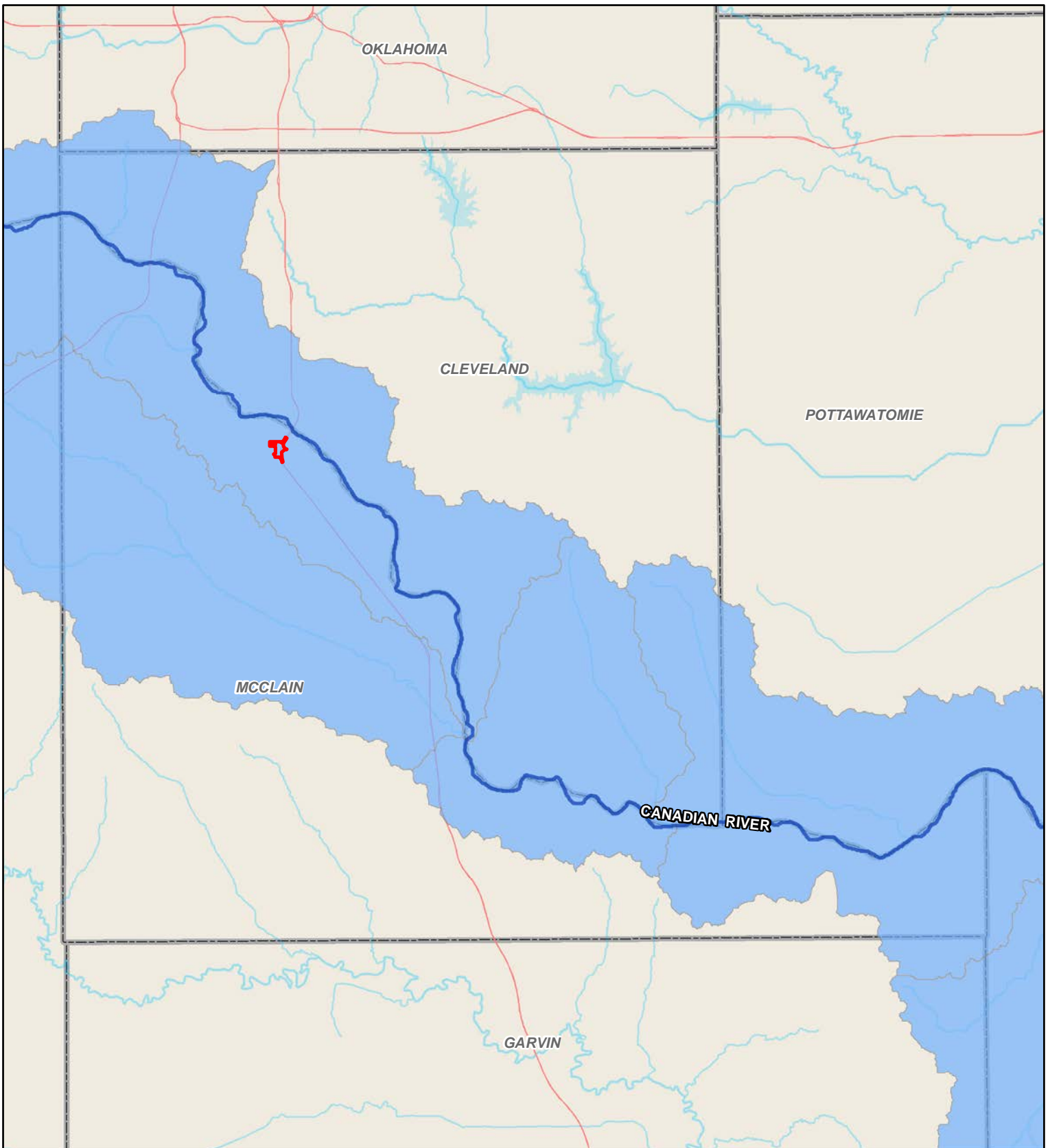
- Study Area
- Action Area
- County Line
- Section Line
- USGS Stream

Figure 2 - Environmental Study Footprint & Action Area Map

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**



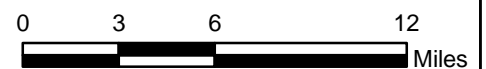
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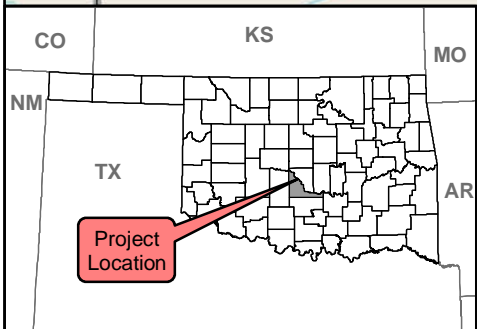
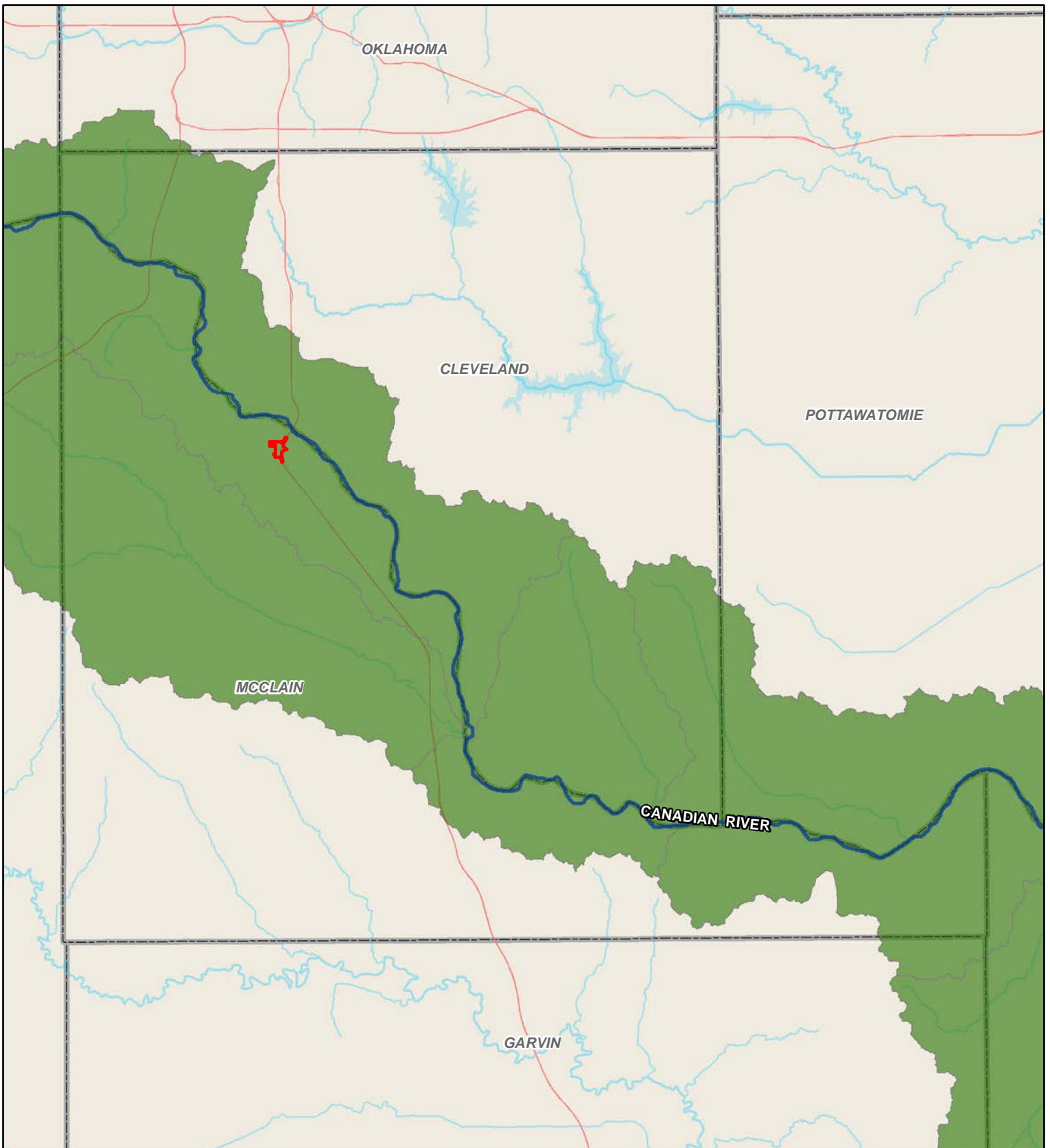
- Project Location
- County Line
- OWRB Stream
- Interior Least Tern
- Occupied Waterbody

**Figure 3a - Federally-Listed Aquatic
Dependent Species Watersheds**

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**



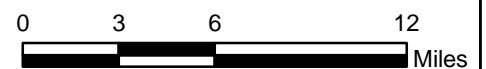
Source: USFWS 11 digit HUC Watersheds



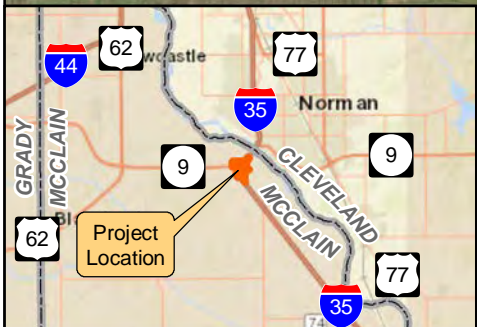
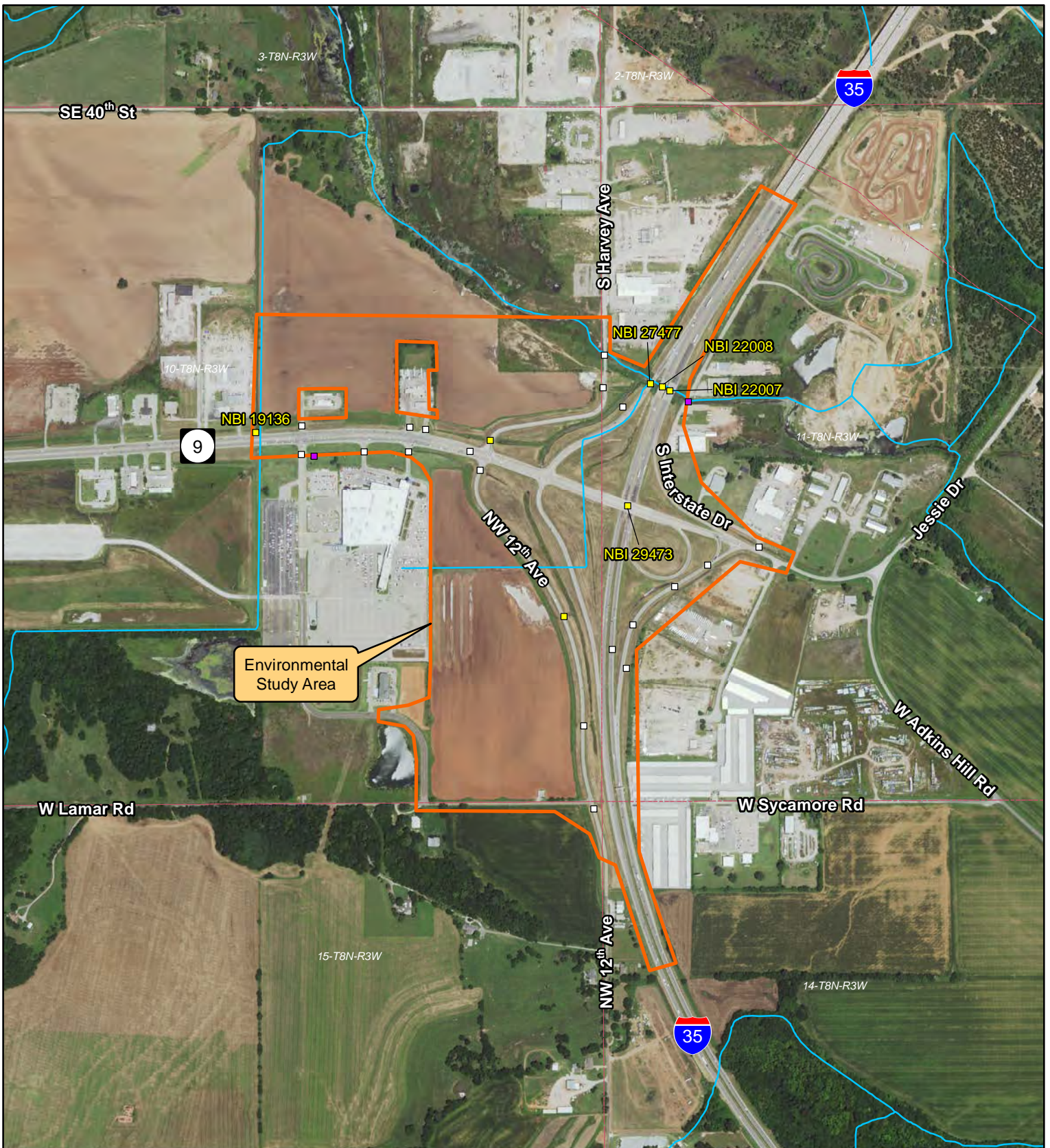
- Project Location
- County Line
- OWRB Stream
- Arkansas River Shiner
- Occupied Waterbody

Figure 3b - Federally-Listed Aquatic Species Watersheds

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**



Source: USFWS 11 digit HUC Watersheds



- Study Area
- Section Line
- USGS Stream
- No Use
- Past Use
- Unknown Use

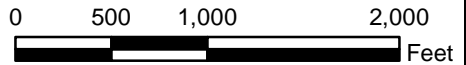
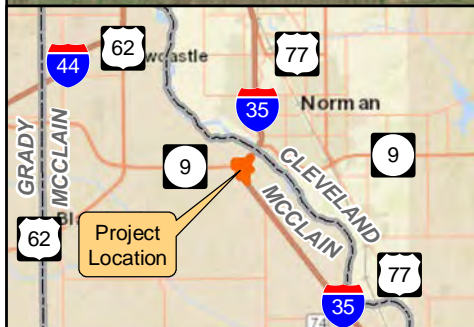
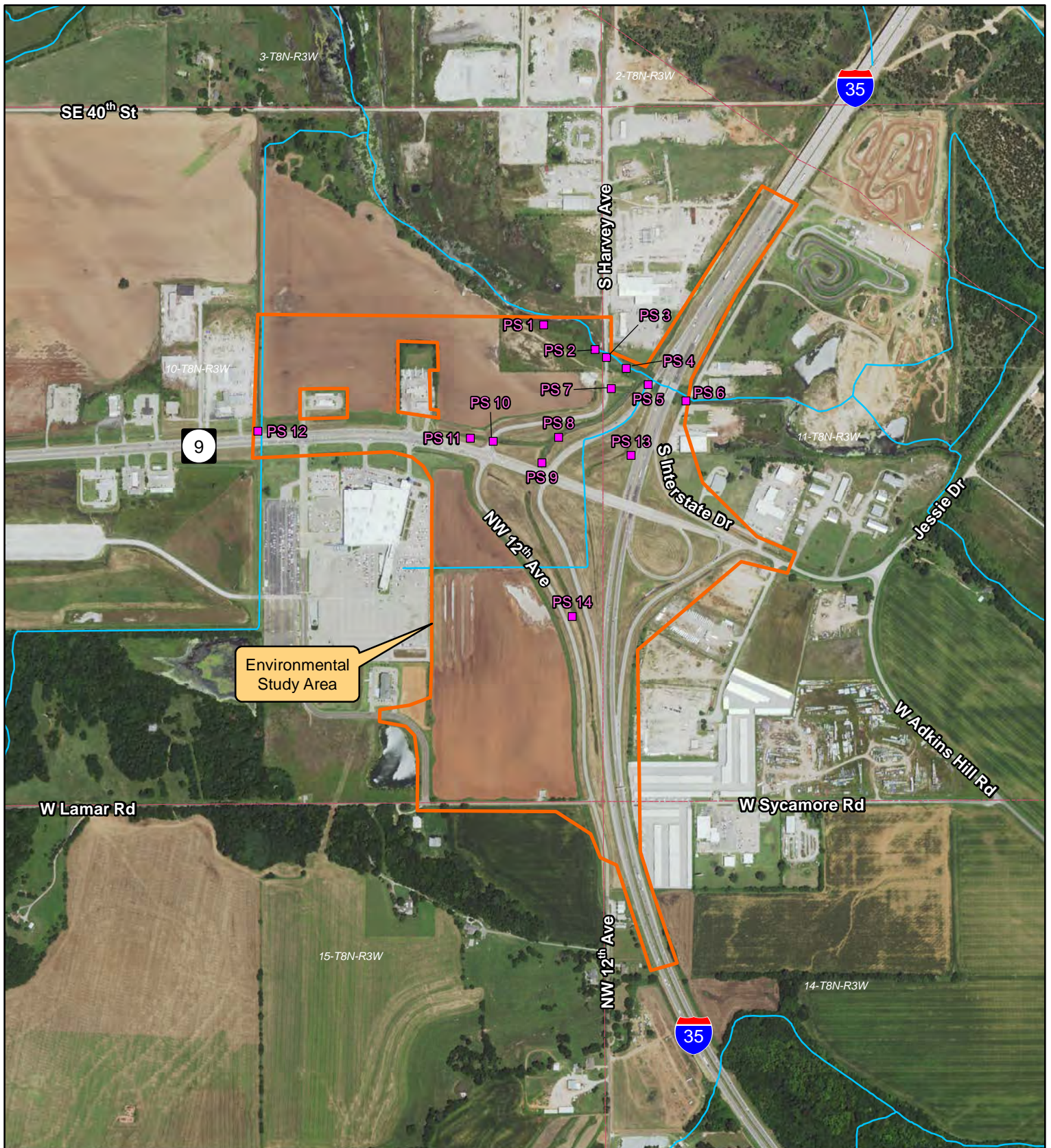


Figure 7 - Bridge & Culvert Structures Location Map
JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma

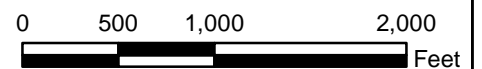
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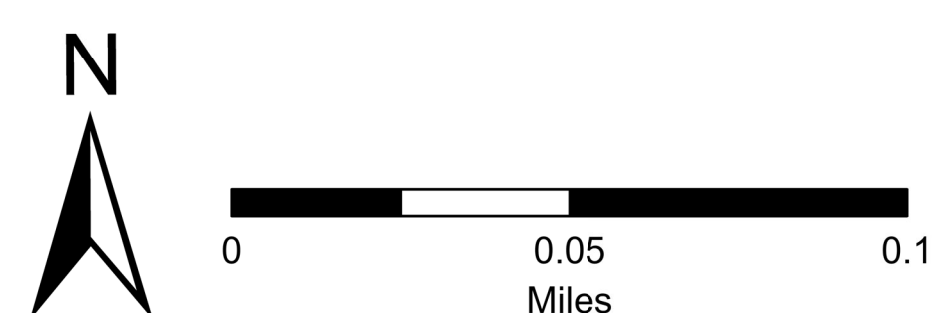
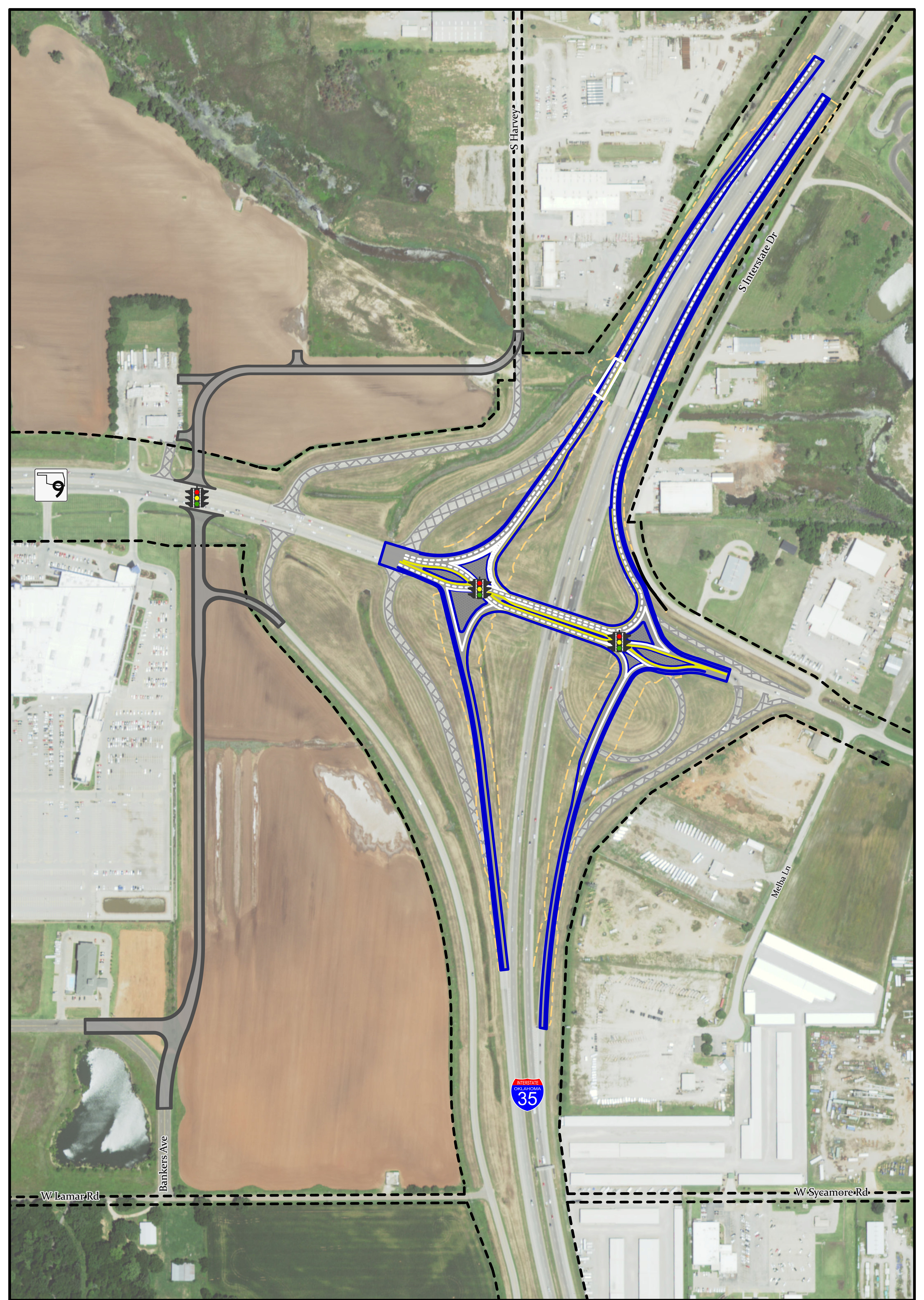
- Study Area
- Section Line
- USGS Stream
- Photo Site (PS)





Figure 8 - Photo Log Location Map

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**



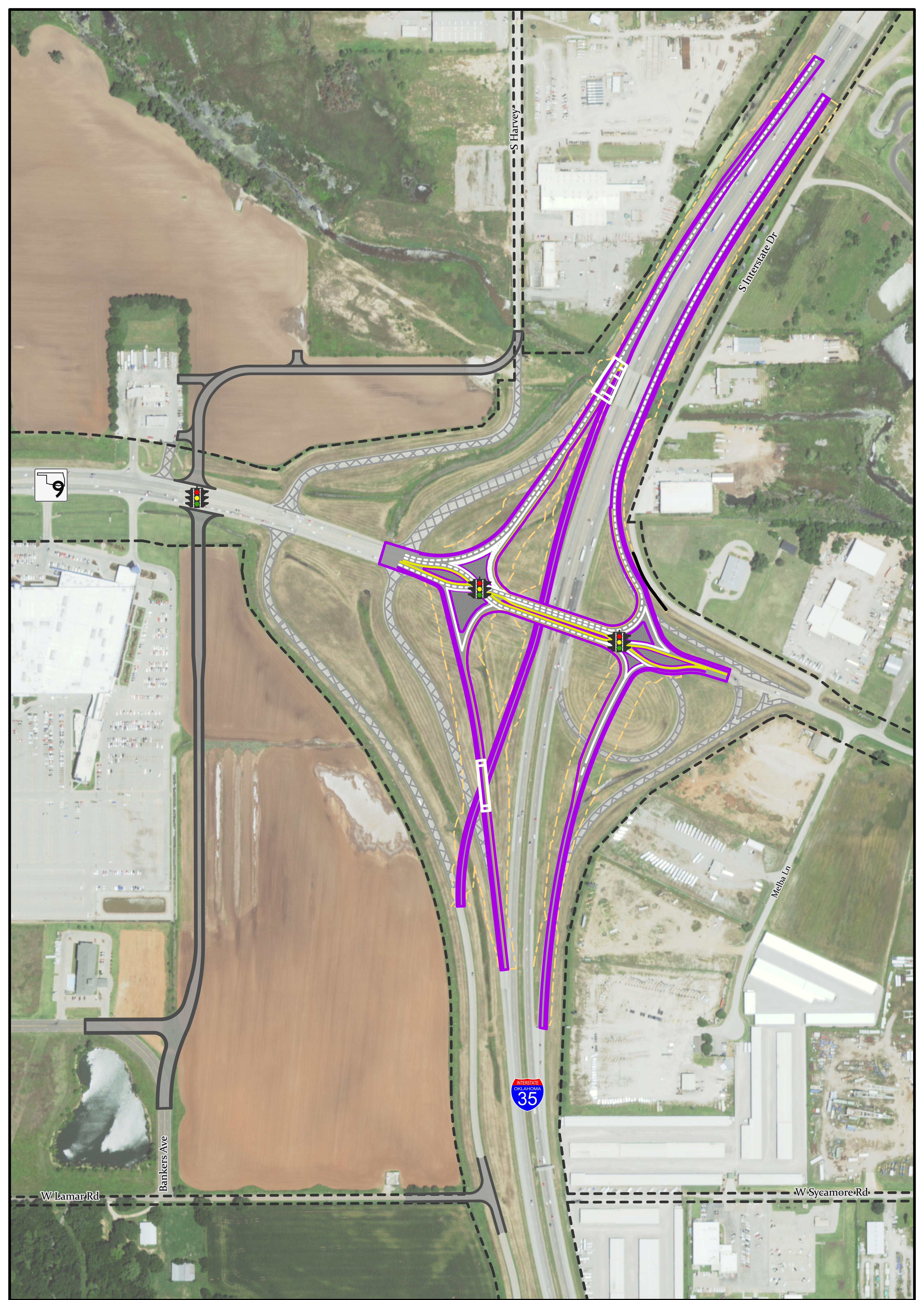
Source: USDA NAIP 2019 Digital Orthophotography



-  Option 2A Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 2A - (DDI)
DIVERGING DIAMOND INTERCHANGE



9

S Harvey

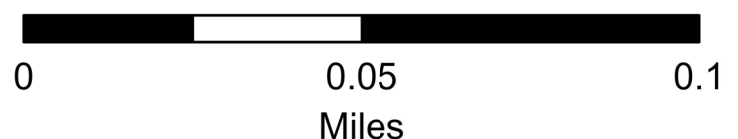
S Interstate Dr





Melba Ln

Bankers Ave

W Lamar Rd

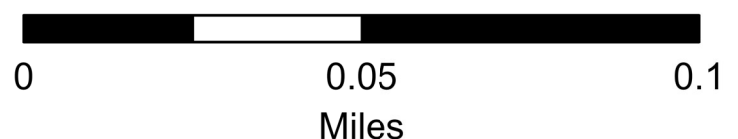
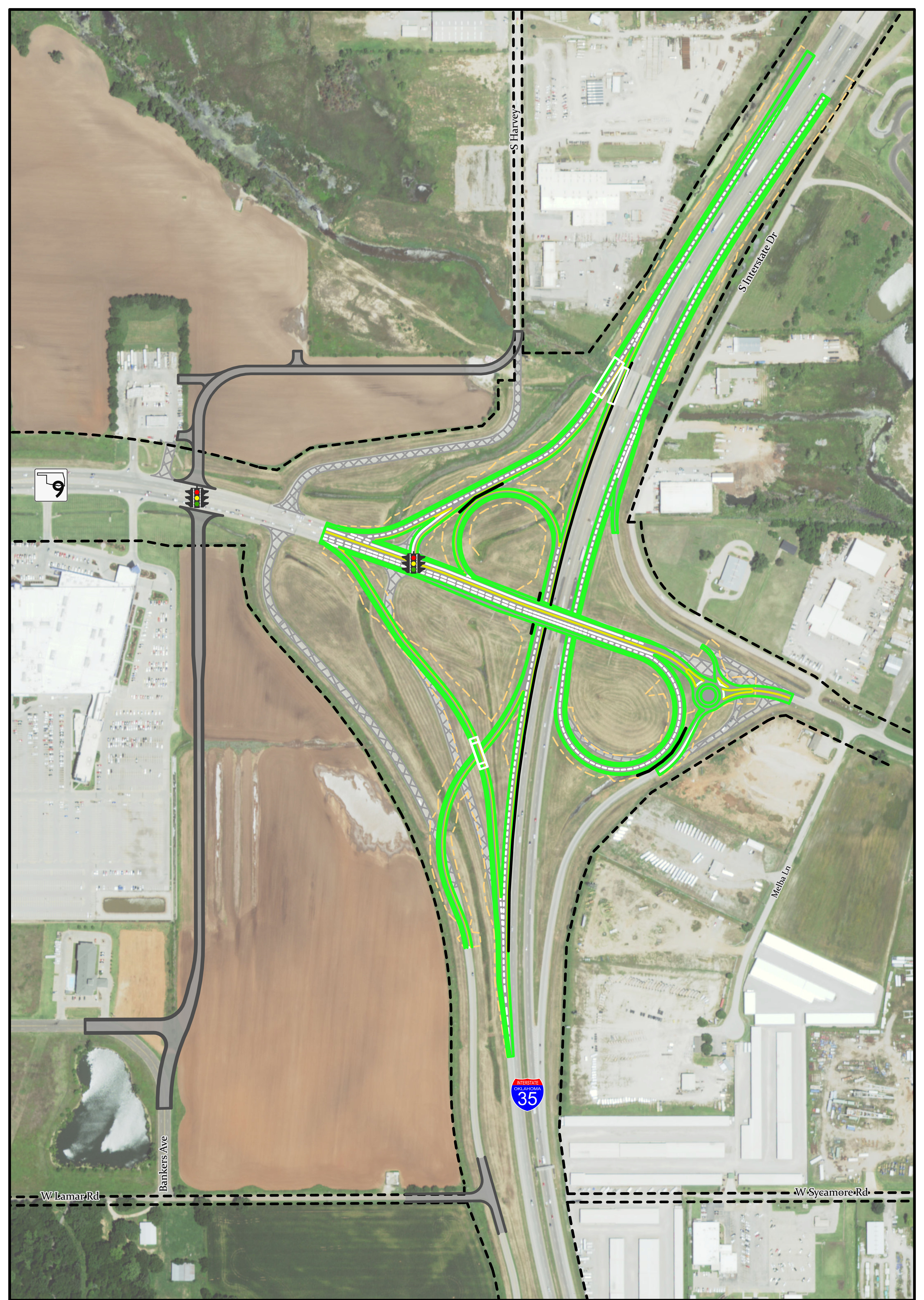
W Sycamore Rd



-  Option 2B Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



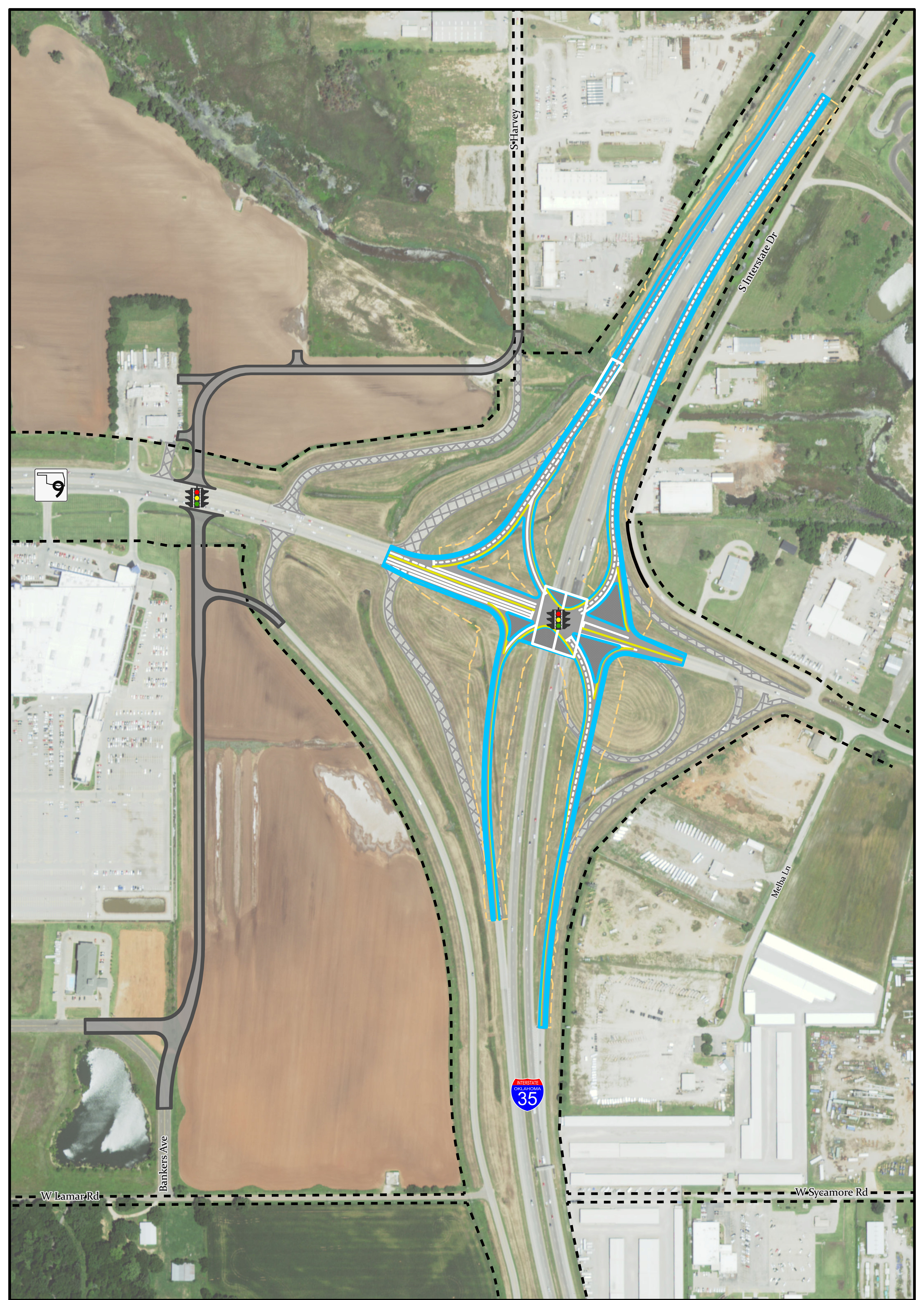
JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 2B - (DDI) DIVERGING
DIAMOND INTERCHANGE + RELIEVER







- Option 3D Layout
- - - Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 3D - LOOP
INTERCHANGE + RELIEVER RAMP



-  Option 4 Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 4 - (SPUI)
SINGLE-POINT URBAN INTERCHANGE



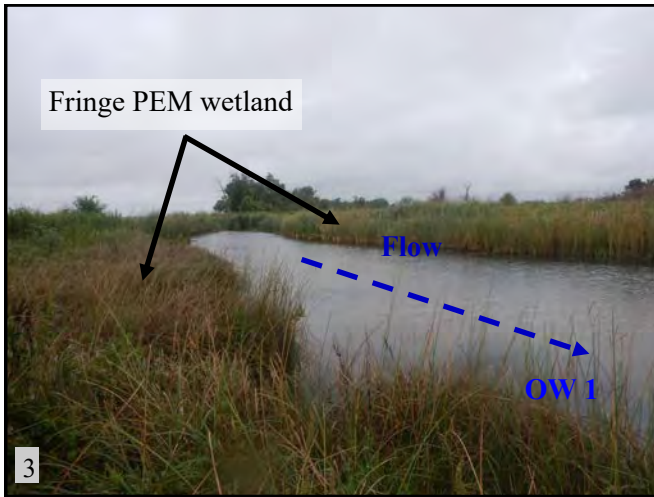
1

▲ (PS 1): View of Wetland 1, a fringe PEM wetland on the south bank of OW 1. View is to the southeast.



2

▲ (PS 1): View of hydric soils collected at DP 1 at Wetland 1.



3

▲ (PS 1): View of OW 1, an unnamed tributary to the Canadian River. View is upstream to the west.



4

▲ (PS 1): View of OW 1 and the fringe PEM wetland on both banks. View is downstream to the east.



5

▲ (PS 2): View of hydrophytic vegetation of Wetland 2. View is to the southeast.



6

▲ (PS 2): View of hydric soils collected at DP 4 at Wetland 2.



▲(PS 3): View of OW 1 and double CGMP culvert under S. Harvey Ave.



▲(PS 3): View of Wetland 3 on the east side of S. Harvey Ave. View is to the southeast.



▲(PS 3): View of S. Harvey Ave. View is to the north.



▲(PS 3): View of S. Harvey Ave. View is to the south.



▲(PS 4): View of Wetland 3 on the east side of S. Harvey Ave. View is to the south.



▲(PS 4): View of Wetland 3. View is to the north.



▲ (PS 5): Past use by cliff swallows under NBI 27477. View is to the northeast.



▲ (PS 5): View of Wetland 3 vegetation under NBI 27477. View is to the southeast.



▲ (PS 6): View of OW 1 and Wetland 3 habitat on both banks. View is upstream to the northwest.



▲ (PS 6): View of Wetland 3 vegetation on the east side of NBI 22007. View is upstream to the northwest.



▲ (PS 7): View of a linear section of Wetland 3 near S. Harvey Ave. View is to the west.



▲ (PS 7): View of Wetland 3 and culvert under S. Harvey Ave. View is to the east.



19

▲ (PS 8): View of Wetland 3 vegetation. View is to the east.



20

▲ (PS 8): View of Wetland 3 vegetation where DP 5 was collected. View is to the north.



21

▲ (PS 8): View of hydric soils collected at DP 5 within Wetland 3.



22

▲ (PS 9): View of RCB under SH-9W within Wetland 3. View is to the south.



23

▲ (PS 9): View of cliff swallow nest (circled) observed at the RCB under SH-9W. View is to the east.



24

▲ (PS 10): View of the RCB under S. Harvey Ave. View is to the southwest.



25

▲ (PS 10): View of the RCB under S. Harvey Ave. and cliff swallow nest (circled). View is to the east.



26

▲ (PS 10): View of SH-9W and S. Harvey Ave. intersection toward the casino. View is to the southwest.



Standing water due to recent rain event.

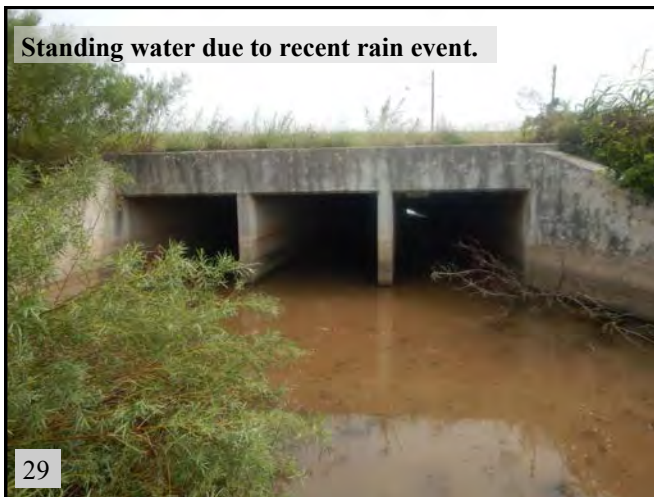
27

▲ (PS 11): View of RCB under SH-9 and near Wetland 4. View is to the south.



28

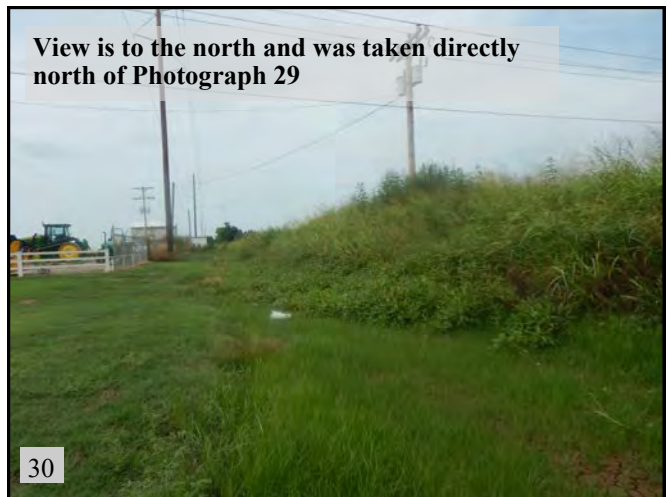
▲ (PS 11): View of Wetland 4 vegetation. View is to the east.



Standing water due to recent rain event.

29

▲ (PS 12): View of NBI 19136 under SH-9 where cliff swallow nests were observed. View is to the south.



View is to the north and was taken directly north of Photograph 29

30

▲ (PS 12): View of habitat in a blue line stream. No stream or wetland characteristics were observed.



▲ (PS 13): View of Wetland 5, a linear PEM wetland. View is to the northeast.



▲ (PS 13): View of Wetland 5, a linear PEM wetland. View is to the southwest.



▲ (PS 14): View of RCB under NW 12th Ave. with cliff swallow nests. View is to the east.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
Phone: (918) 581-7458 Fax: (918) 581-7467
<http://www.fws.gov/southwest/es/Oklahoma/>

In Reply Refer To:

October 04, 2021

Consultation Code: 02EKOK00-2021-SLI-2663

Event Code: 02EKOK00-2022-E-00065

Project Name: McClain County JP 19314(04)

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Non-federal entities conducting activities that may result in take of listed species should consider seeking coverage under section 10 of the ESA, either through development of a Habitat Conservation Plan (HCP) or, by becoming a signatory to the General Conservation Plan (GCP) currently under development for the American burying beetle. Each of these mechanisms provides the means for obtaining a permit and coverage for incidental take of listed species during otherwise lawful activities.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

[http://](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html)

www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit through our Project Review step-wise process <http://www.fws.gov/southwest/es/oklahoma/OKESFO%20Permit%20Home.htm>.

Attachment(s):

- Official Species List
-

- USFWS National Wildlife Refuges and Fish Hatcheries
 - Migratory Birds
 - Wetlands
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Oklahoma Ecological Services Field Office

9014 East 21st Street

Tulsa, OK 74129-1428

(918) 581-7458

Project Summary

Consultation Code: 02EKOK00-2021-SLI-2663

Event Code: Some(02EKOK00-2022-E-00065)

Project Name: McClain County JP 19314(04)

Project Type: TRANSPORTATION

Project Description: I-35 within the project area is a 4-lane interstate highway with either a concrete barrier or grassy median with a cable barrier. Currently, there are two 12-foot-wide northbound and southbound driving lanes, with 10-foot-wide paved outside shoulders and a 5-foot wide inside shoulder. A third southbound lanes drops at the SH-9W off ramp. Congestion occurs on the I-35 ramps, particularly the southbound off-ramp, causing vehicles to back up on to the I-35 mainline. During the PM peak, southbound traffic from westbound SH-9 backs up and infringes on the primary southbound through lanes of I-35. Additionally, traffic signal spacing is too close for functional traffic flow on SH-9W (approximately 400 feet). The purpose and need for the project is to improve safety and traffic flow at the I-35/SH-9W interchange. ODOT is considering several alternatives for modifying the existing I-35/SH-9W interchange. The footprint for studies incorporates all potential alternatives under consideration. The ROW date is 2023 with a let date of 6/2023.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@35.166207799999995,-97.45566549499546,14z>



Counties: Cleveland and McClain counties, Oklahoma

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot <i>Calidris canutus rufa</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane <i>Grus americana</i> Population: Wherever found, except where listed as an experimental population There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

Fishes

NAME	STATUS
Arkansas River Shiner <i>Notropis girardi</i> Population: Arkansas River Basin (AR, KS, NM, OK, TX) There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4364	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Arkansas River Shiner <i>Notropis girardi</i> https://ecos.fws.gov/ecp/species/4364#crithab	Final

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Jul 31

NAME	BREEDING SEASON
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Chestnut-collared Longspur <i>Calcarius ornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Hudsonian Godwit <i>Limosa haemastica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Sprague's Pipit <i>Anthus spragueii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8964	Breeds elsewhere
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5

Probability Of Presence Summary

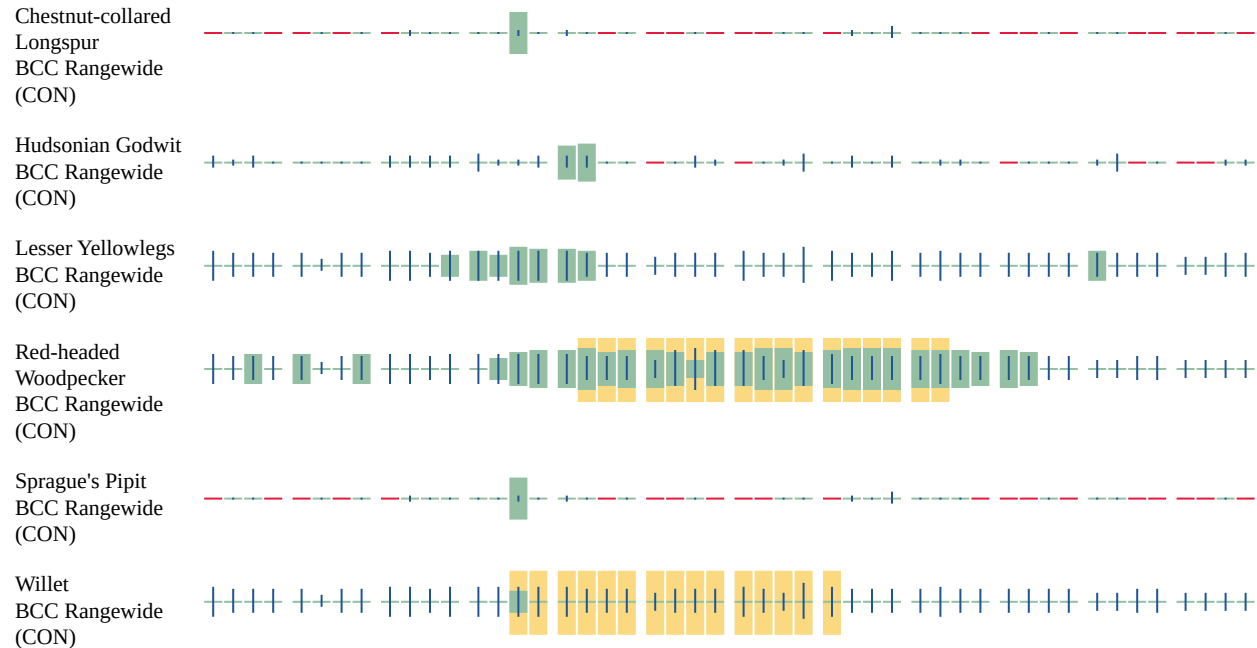
The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for



Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
 2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
 3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).
-

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- [PEM1C](#)
- [PEM1Ch](#)

FRESHWATER FORESTED/SHRUB WETLAND

- [PFO1/EM1A](#)
- [PFO1/SS1A](#)
- [PFO1A](#)
- [PSS/EM1A](#)
- [PSS1/EM1C](#)

FRESHWATER POND

- [PUBHh](#)
- [PUSCh](#)

RIVERINE

- [R2UBH](#)
 - [R2USC](#)
 - [R4SBC](#)
 - [R5UBF](#)
-

WATERS AND WETLANDS EVALUATION REPORT

For

County	McClain	JP Number	19314(04)	Project Number	J1-9314(004)
Road Number	I-35 & SH-9W	Water Body Name		Unnamed Tributary to the Canadian River	
ROW Date	5/2022	Let Date	6/2023	Project Length	I-35: 1 Mile SH-9W: 0.75 Mile
Project General Location	The project begins at the SH-9W bridge over I-35 and extends north along I-35 approximately 0.50-mile, 0.25 mile east along W. Adkins Hill Road, 0.67 mile south along I-35, and 0.55 mile west along SH-9W.				
Project Statement	I-35: At SH-9W Interchange				

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	Megan Philips-Schaap
Company/Agency Name	Garver
Address	6100 S. Yale Ave., Suite 1300
City, State Zip	Tulsa, Oklahoma 74136

Report Date:	October 11, 2021
Field Date:	August 19, 2021

PROJECT OVERVIEW

Project Type (Choose one)	Check <input checked="" type="checkbox"/>
Bridge and Approaches or bridge widening/structure extension	<input type="checkbox"/>
Grade, Drain, Surface and Bridge	<input type="checkbox"/>
Grade, Drain and Surface	<input type="checkbox"/>
Asphalt Overlay Resurfacing	<input type="checkbox"/>
Widen and Resurface existing lanes	<input type="checkbox"/>
Pavement Reconstruction or rehabilitation	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Safety Improvements (Cable Barrier, Guardrail, signage)	<input type="checkbox"/>
Intersection Modifications	<input type="checkbox"/>
Safe Routes to School (Describe)	<input type="checkbox"/>
Enhancements (Describe)	<input type="checkbox"/>
Other (Describe) – Interchange Improvements	<input checked="" type="checkbox"/>

Description of the **existing** bridge/roadway

Interstate 35 (I-35) within the project area is a 4-lane interstate highway with either a concrete barrier or grassy median with a cable barrier. Currently, there are two 12-foot-wide northbound and southbound driving lanes, with 10-foot-wide paved outside shoulders and a 5-foot-wide inside shoulder. A third southbound lane drops at the State Highway 9W (SH-9W) off-ramp. SH-9W is a 4-lane roadway, westbound from the SH-9W bridge over I-35, with two 12-foot-wide eastbound and westbound driving lanes, and 10-foot-wide paved outside and inside shoulders. W. Adkins Hill Road is a 2-lane roadway, eastbound from the SH-9W bridge over I-35, with one 12-foot-wide eastbound and westbound driving lanes and no shoulders. The existing bridge (National Bridge Inventory [NBI] 27477, Str. 44052536WXR) on the I-35 southbound ramp to SH-9W over an unnamed tributary to the Canadian River, is a 34-foot-wide concrete span bridge with a 29-foot-wide approach roadway. The bridge has a sufficiency rating of 82.9 and is not considered structurally deficient. The existing bridge (NBI 22008, Str. 44052536WX) on I-35 southbound over an unnamed tributary to the Canadian River, is a 55-foot-wide concrete span bridge with a 52-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 22007, Str. 44052536EX) on I-35 northbound over an unnamed tributary to the Canadian River, is a 67-foot-wide concrete span bridge with a 64-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 29473, Str. 44052473X) on SH-9W over I-35, is an 83-foot-wide concrete span bridge with an 80-foot-wide approach roadway. The bridge has a sufficiency rating of 84.6 and is not considered structurally deficient. The existing bridge (NBI 19136, Str. 44080552X) on SH-9W

over an unnamed creek, is a 124-foot-long reinforced concrete box (RCB) with a 78-foot-wide approach roadway. The bridge has a sufficiency rating of 70 and is not considered structurally deficient. Congestion occurs on the I-35 ramps, particularly the southbound off-ramp, causing vehicles to back up on to the I-35 mainline. During the afternoon and evening peak hours, southbound traffic from westbound SH-9 backs up and infringes on the primary southbound through lanes of I-35. Additionally, traffic signal spacing is too close for functional traffic flow on SH-9W (approximately 400 feet). The purpose and need for this project are to improve safety and traffic flow at the I-35/SH-9W interchange.

Description of proposed improvements SPECIFIC TO THIS PROJECT

The Oklahoma Department of Transportation (ODOT) is considering several alternatives for modifying the existing I-35/SH-9W interchange. Once an alternative is selected, specific design details will be provided. The footprint for studies incorporates all potential alternatives under consideration.

Project Environmental Study Footprint

Project Location		Environmental Study Footprint	
Section Range & Township	Lat/Long (NAD 83)	Dimensions	Acreage
S10, S11, S14, and S15, T8N, R3W	NBI 22007: 35.18364, -97.49284 NBI 22008: 35.18371, -97.49305 NBI 27477: 35.18384, -97.49330 NBI 29473: 35.18123, -97.49396 North End (I-35): 35.18769, -97.49001 East End (W. Adkins Hill Road): 35.17998, -97.48984 South End (I-35): 35.17164, -97.49307 West End (SH-9W): 35.18264, -97.50346	Beginning at the SH-9W bridge (NBI 29473) over I-35 and extending north approximately 0.50 miles north, 0.25 mile east, 0.67 mile south, and 0.55 mile west with widths varying from 55 feet to 1,730 feet from the center of the roadway.	208

Environmental Study Footprint Soils (NRCS Soil Survey Map)

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
6 – Hawley fine sandy loam, rarely flooded	0 to 1	Well drained		√	Loamy alluvium derived from sedimentary rock and/or eolian deposits derived from sedimentary rock. Common landform is flood plains.
9 – Gaddy-Gracemore complex, occasionally flooded	0 to 1	Somewhat excessively drained	√		Calcareous sandy alluvium derived from sedimentary rock. Common landform is flood plains.
11 – Gracemore loam, frequently flooded	0 to 1	Somewhat poorly drained		√	Calcareous sandy alluvium derived from sedimentary rock. Common landform is flood plains.

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
19 – Keokuk loam, rarely flooded	0 to 1	Well drained		√	Loamy and sandy alluvium derived from sedimentary rock. Common landform is flood plains.
26 – Miller silty clay, occasionally flooded	0 to 1	Moderately well drained		√	Calcareous sandy alluvium derived from sedimentary rock. Common landform is flood plains.

Environmental Study Footprint General Description and Vegetation Present

The study area is located southwest of Norman in McClain County, Oklahoma. The study area primarily contains roadway, maintained right-of-way (ROW), and open hay pastures. The remainder of the study area is occupied by a waterbody and wetland habitat. According to the 1965 (photorevised 1983) Norman, Okla. and 1965 (photorevised 1983) Newcastle, Okla. 7.5-minute USGS topographic quadrangles, three intermittent streams (all unnamed tributaries to the Canadian River) occur within the study area. Field work was conducted August 19, 2021. According to the closest weather station (Norman, KOKNORMA140) to the study area, the area received 3.46 inches of precipitation within the two weeks prior to August 19th. Two of the USGS-mapped features were delineated within the study area, the third feature did not exhibit stream or wetland characteristics.

Vegetation present within the maintained ROW consists of Bermuda grass (*Cynodon dactylon*), Johnson grass (*Sorghum halepense*), bahia grass (*Paspalum notatum*), annual ragweed (*Ambrosia artemisiifolia*), camphorweed (*Heterotheca subaxillaris*), golden crown grass (*Paspalum dilatatum*), careless weed (*Amaranthus palmeri*), little barley (*Hordeum pusillum*), and prairie bundle-flower (*Desmanthus illinoensis*). The hay fields within the study footprint were harvested/tilled but are most likely composed of clovers (*Trifolium* spp.), bromes (*Bromus* spp.), *Paspalum* spp., and other commonly used grass species for hay. Vegetation present within the palustrine emergent (PEM) wetland habitat includes lamp rush (*Juncus effusus*), northern frogfruit (*Phyla lanceolata*), common reed (*Phragmites australis*), broad-leaf cat-tail (*Typha latifolia*), smartweed (*Persicaria* spp.), wing-angle loosestrife (*Lythrum alatum*), sand spike-rush (*Eleocharis montevidensis*), and white grass (*Leersia virginica*).

WATERS AND WETLANDS EVALUATION

Data Sources Reviewed (list)

USGS 7.5 minute Quad	NWI Map	USACE Wetland Regional Supplement	Additional Resources Reviewed
1965 (photorevised 1983) Norman, Okla.	1981 Norman, Okla.	Great Plains Region	Google Earth; NRCS Web Soil Survey; USDA Plant Database; USGS Water Resources
1965 (photorevised 1983) Newcastle, Okla.	1981 Newcastle, Okla.		

Wetlands and Ponds Summary Table

Field Sites	Type of Wetland or Pond	Cowardin Classification	Potential Jurisdictional Status	Acres within Environmental Study Footprint
Wetland 1	Palustrine Emergent	PEM1E	Likely	0.13
Wetland 2	Palustrine Emergent	PEM1E	Likely	0.15
Wetland 3	Palustrine Emergent	PEM1Jd	Likely	2.06
Wetland 4	Palustrine Emergent	PEM1Jd	Likely	0.02
Wetland 5	Palustrine Emergent	PEM1Jd	Likely	0.24

Streams and Drainages Summary Table

Field Sites	Stream Name	USGS Mapped Status	Potential Jurisdictional Status	Acres within Environmental Study Footprint	Linear Feet within Environmental Study Footprint
OW 1	Unnamed Tributary to the Canadian River	Intermittent	Likely	0.03	1,004

Streams and other linear aquatic features

OW 1 – An unnamed tributary to the Canadian River, is a USGS-mapped intermittent stream, and was observed as intermittent during the field investigation. OW 1 is in the north section of the study area and northwest of the I-35 and SH-9W interchange. An estimated total of 1,004 linear feet (0.03 acre) of OW 1 occurs within the study footprint where it flows northwest to southeast. The stream characteristics of OW 1 end immediately west of S. Harvey Ave. where water flows to the east side of S. Harvey Ave. through a double corrugated, galvanized, metal pipe (CGMP) culvert. OW 1 exhibits more PEM wetland characteristics on the east side of S. Harvey Ave. Stream characteristics resume under the two bridges (NBIs 22008 and 22007) carrying I-35. The minimum ordinary high water mark (OHWM) of OW 1 was observed to be 6 feet wide, the maximum OHWM was observed to be 52 feet wide, and the average OHWM was observed to be 30 feet wide. The estimated OHWM depth of OW 1 was between 8 and 12 inches. Both banks of OW 1 consist mainly of dense tall PEM wetland vegetation and tall upland herbaceous habitat. The water color was clear brown, and the stream substrate is primarily sandy loam. OW 1 likely receives water from a high water-table, overland sheet flow, and precipitation. The streambanks of OW 1 are well vegetated, have good root systems, and the erosion potential is low. During the field investigation, roots/root wads, drift material, and wetlands were observed. Aquatic organisms observed were minnows (Family Cyprinidae) and red-eared sliders (*Trachemys scripta elegans*). Riparian plant species observed include duckweed (*Lemna* spp.), common reed, broad-leaf cat-tail, northern frogfruit, smartweed, and lamp rush. This feature is likely subject to regulation by the U.S. Army Corps of Engineers (USACE) as it is a USGS-

mapped intermittent stream and due to it being a direct tributary to the Canadian River, a Traditional Navigable Water (TNW).

Wetlands and ponds

Wetland 1 – This wetland is not a National Wetlands Inventory (NWI)-mapped feature but would be classified as a PEM1E (Palustrine, Emergent, Persistent, Seasonally Flooded/Saturated Wetland) and was observed as a fringe wetland on the south bank of OW 1. Wetland 1 was observed as an emergent wetland with a concave geomorphic position, a FAC-neutral test, and soils that exhibited a depleted below dark surface and depleted matrix indicators. Vegetation observed include lamp rush, northern frogfruit, lone-in-a-puff (*Cardiospermum halicacabum*), cut-leaf water-horehound (*Lycopus americanus*), and annual ragweed. Approximately 0.13 acre occurs within the footprint. This feature is likely considered a jurisdictional water due to its hydrologic connection to OW 1, a USGS-mapped intermittent stream and an unnamed direct tributary to the Canadian River, a TNW.

Wetland 2 – This wetland is not an NWI-mapped feature but would be classified as a PEM1E (Palustrine, Emergent, Persistent, Seasonally Flooded/Saturated Wetland) and was observed as a fringe wetland on the north and south banks of OW 1 and located east of Wetland 1. Wetland 2 was observed as an emergent wetland with algal mats, a hydrogen sulfide odor, geomorphic position, a FAC-neutral test, and soils that exhibited a hydrogen sulfide and redox dark surface indicators. Vegetation observed include common reed, lamp rush, and broad-leaf cat-tail. Approximately 0.15 acre occurs within the footprint. This feature is likely considered a jurisdictional water due to its hydrologic connection to OW 1, a USGS-mapped intermittent stream and an unnamed direct tributary to the Canadian River, a TNW.

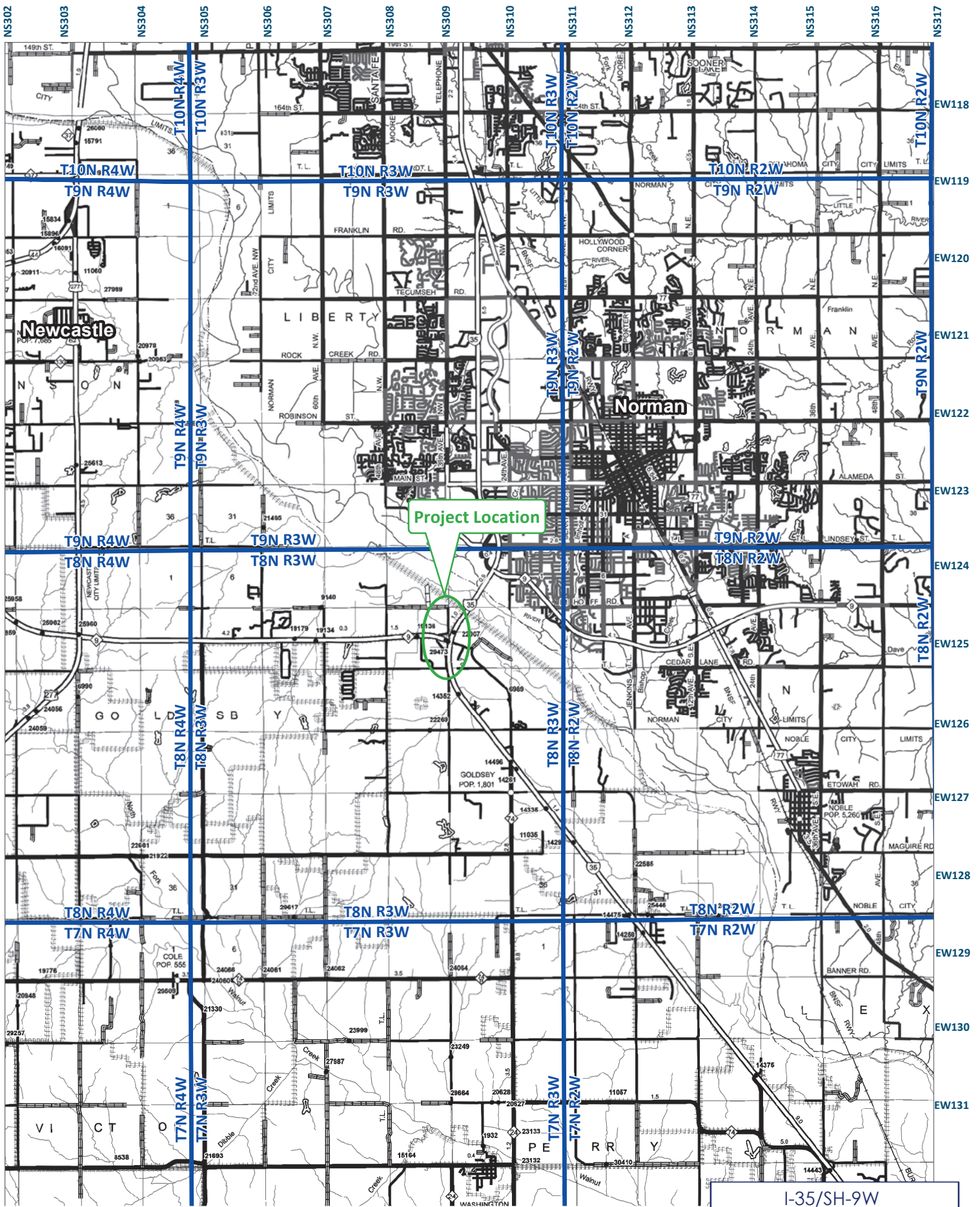
Wetland 3 – This large wetland is not an NWI-mapped feature but would be classified as a PEM1Jd (Palustrine, Emergent, Persistent, Intermittently Flooded, Partly Drained/Ditched Wetland) and was observed winding through the stormwater system between S. Harvey Ave. and the I-35 off-ramp. The feature also extends southeast under the I-35 off-ramp and I-35. Wetland 3 was observed as an emergent wetland with a high water table, saturated soils, water-stained leaves, a hydrogen sulfide odor, geomorphic position, a FAC-neutral test, and soils that exhibited a hydrogen sulfide and depleted matrix indicator. Vegetation observed include broad-leaf cat-tail, smartweed, and wing-angle loosestrife. Approximately 2.06 acres occurs within the footprint. This feature is likely considered a jurisdictional water due to its hydrologic connection to OW 1, a USGS-mapped intermittent stream and an unnamed direct tributary to the Canadian River, a TNW.



Wetland 4 – This wetland is not an NWI-mapped feature but would be classified as a PEM1Jd (Palustrine, Emergent, Persistent, Intermittently Flooded, Partly Drained/Ditched Wetland) and was observed west of Wetland 3 in the northwest corner of the SH-9W and S. Harvey Ave. intersection. The feature is within the stormwater system where water most likely ponds when a rain even occurs. Wetland 4 was observed as an emergent wetland with surface water, a high water table, saturated soils, geomorphic position, a FAC-neutral test, and soils that exhibited a depleted matrix indicator. Vegetation observed include sand spike-rush and white grass. Approximately 0.02 acre occurs within the footprint. This feature is likely considered a

jurisdictional water due to its hydrologic connection to Wetland 3, an adjacent wetland with a biological, chemical and physical connection to OW 1, a USGS-mapped intermittent stream and an unnamed direct tributary to the Canadian River, a TNW.

Wetland 5 – This wetland is not an NWI-mapped feature but would be classified as a PEM1Jd (Palustrine, Emergent, Persistent, Intermittently Flooded, Partly Drained/Ditched Wetland) and was observed as a linear wetland in the stormwater system of I-35 and located northeast of SH-9W and west of I-35. Wetland 5 was observed as an emergent wetland with a geomorphic position. Vegetation observed includes black willow (*Salix nigra*), southern cat-tail, and common reed. Approximately 0.24 acre occurs within the footprint. This feature is likely considered a jurisdictional water due to its hydrologic connection to Wetland 3, an adjacent wetland with a biological, chemical and physical connection to OW 1, a USGS-mapped intermittent stream and an unnamed direct tributary to the Canadian River, a TNW.

FIGURES



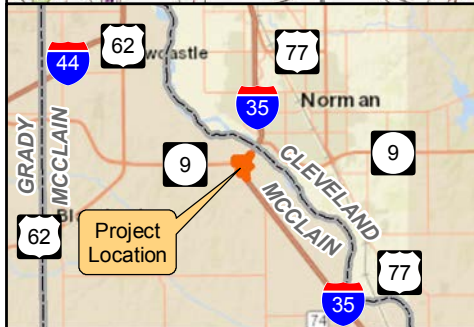
-  Project Location
-  Township & Range Boundary

Miles
 0 0.5 1 2
 1 in = 2 miles



I-35/SH-9W
 INTERSECTION
 JP 19314(04)
 McClain County

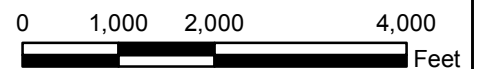
Figure 1 - Project Location Map



- Study Area
- County Line
- USGS Quadrangle

Figure 2 - USGS 7.5 Minute Topographic Map

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**



Sources: 1965 (photorevised 1983) Norman, Okla. Quadrangle
1965 (photorevised 1983) Newcastle, Okla. Quadrangle

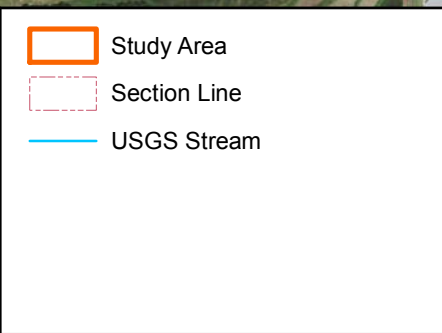
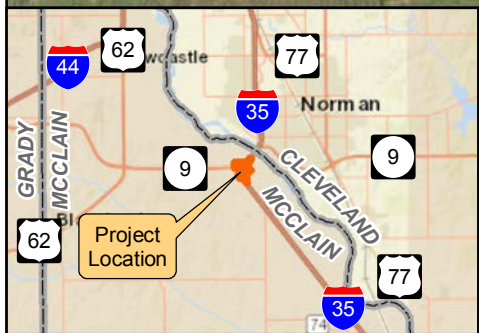
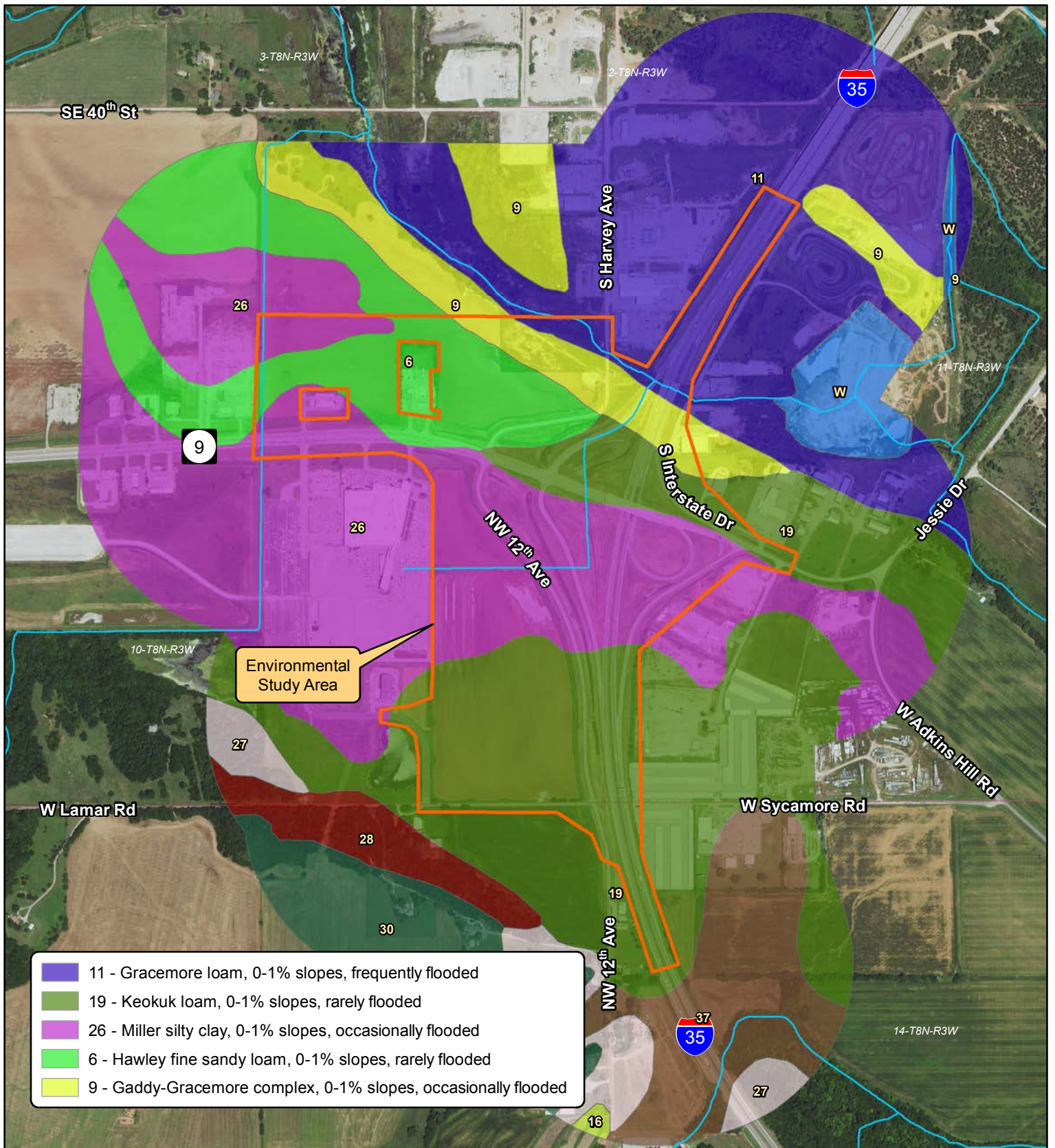
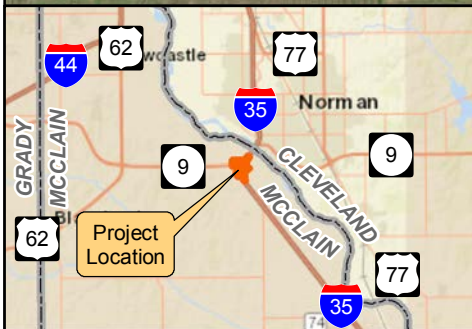


Figure 3 - NRCS Soil Survey Map

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**

0 500 1,000 2,000 Feet

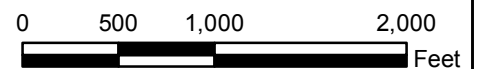
Sources: USDA NAIP 2019 Digital Orthophotography
USDA-NRCS 2020 Soil Survey Geographic Database (SSURGO)



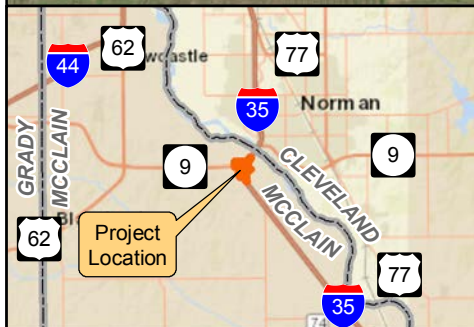
- Study Area
- Section Line
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine

Figure 4 - USFWS National Wetland Inventory (NWI) Map

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**



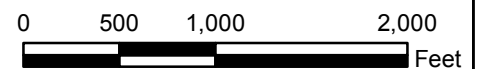
Source: USDA NAIP 2019 Digital Orthophotography



- Study Area
- Section Line
- Data Point (DP)
- Stream OHWM
- PEM Wetland

Figure 5 - Aquatic Resources Site Map

**JP 19314(04) I-35/SH-9W
Intersection Improvements
McClain County, Oklahoma**



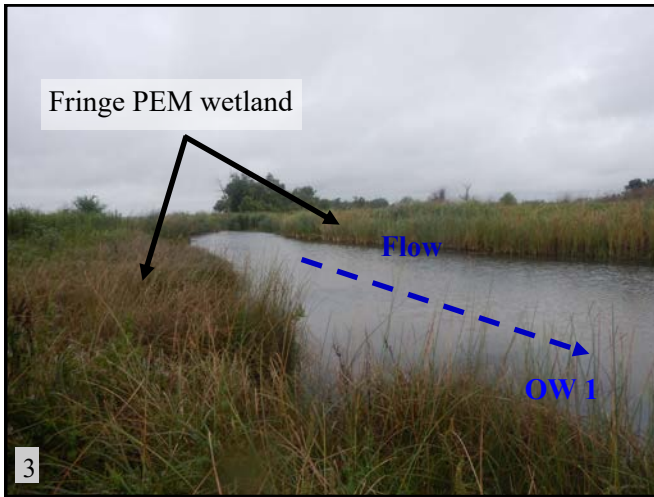
Source: USDA NAIP 2019 Digital Orthophotography



▲ (PS 1): View of Wetland 1, a fringe PEM wetland on the south bank of OW 1. View is to the southeast.



▲ (PS 1): View of hydric soils collected at DP 1 at Wetland 1.



▲ (PS 1): View of OW 1, an unnamed tributary to the Canadian River. View is upstream to the west.



▲ (PS 1): View of OW 1 and the fringe PEM wetland on both banks. View is downstream to the east.



▲ (PS 2): View of hydrophytic vegetation of Wetland 2. View is to the southeast.



▲ (PS 2): View of hydric soils collected at DP 4 at Wetland 2.



▲(PS 3): View of OW 1 and double CGMP culvert under S. Harvey Ave.



▲(PS 3): View of Wetland 3 on the east side of S. Harvey Ave. View is to the southeast.



▲(PS 3): View of S. Harvey Ave. View is to the north.



▲(PS 3): View of S. Harvey Ave. View is to the south.



▲(PS 4): View of Wetland 3 on the east side of S. Harvey Ave. View is to the south.



▲(PS 4): View of Wetland 3. View is to the north.



13

▲ (PS 5): Past use by cliff swallows under NBI 27477. View is to the northeast.



14

▲ (PS 5): View of Wetland 3 vegetation under NBI 27477. View is to the southeast.



OW 1 channel

15

▲ (PS 6): View of OW 1 and Wetland 3 habitat on both banks. View is upstream to the northwest.



16

▲ (PS 6): View of Wetland 3 vegetation on the east side of NBI 22007. View is upstream to the northwest.



17

▲ (PS 7): View of a linear section of Wetland 3 near S. Harvey Ave. View is to the west.



18

▲ (PS 7): View of Wetland 3 and culvert under S. Harvey Ave. View is to the east.



19

▲ (PS 8): View of Wetland 3 vegetation. View is to the east.



20

▲ (PS 8): View of Wetland 3 vegetation where DP 5 was collected. View is to the north.



21

▲ (PS 8): View of hydric soils collected at DP 5 within Wetland 3.



22

▲ (PS 9): View of RCB under SH-9W within Wetland 3. View is to the south.



23

▲ (PS 9): View of cliff swallow nest (circled) observed at the RCB under SH-9W. View is to the east.



24

▲ (PS 10): View of the RCB under S. Harvey Ave. View is to the southwest.



▲ (PS 10): View of the RCB under S. Harvey Ave. and cliff swallow nest (circled). View is to the east.



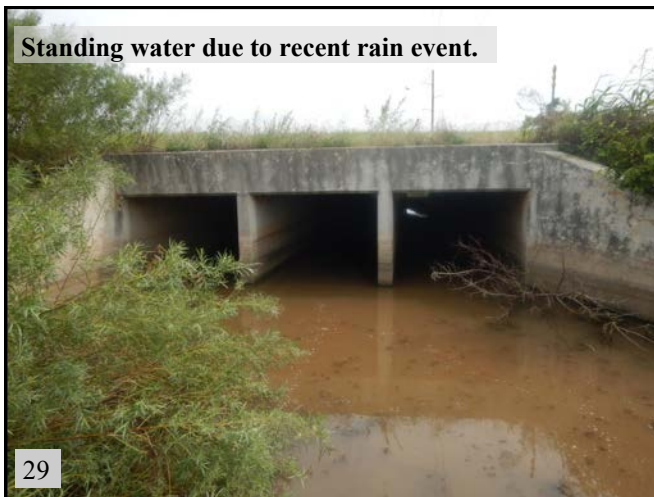
▲ (PS 10): View of SH-9W and S. Harvey Ave. intersection toward the casino. View is to the southwest.



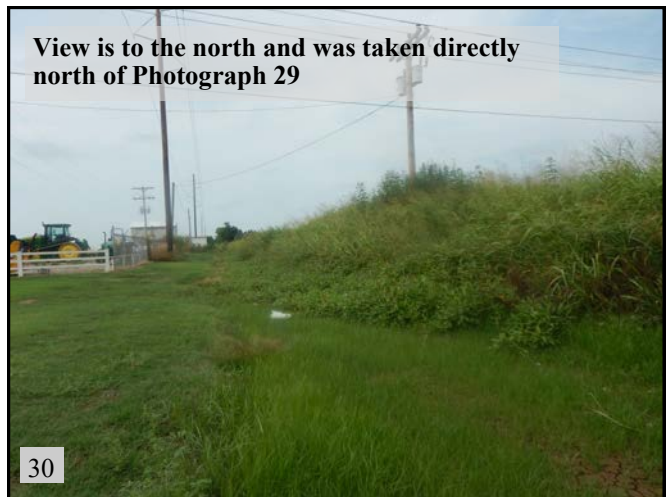
▲ (PS 11): View of RCB under SH-9 and near Wetland 4. View is to the south.



▲ (PS 11): View of Wetland 4 vegetation. View is to the east.



▲ (PS 12): View of NBI 19136 under SH-9 where cliff swallow nests were observed. View is to the south.



▲ (PS 12): View of habitat in a blue line stream. No stream or wetland characteristics were observed.



▲ (PS 13): View of Wetland 5, a linear PEM wetland. View is to the northeast.



▲ (PS 13): View of Wetland 5, a linear PEM wetland. View is to the southwest.



▲ (PS 14): View of RCB under NW 12th Ave. with cliff swallow nests. View is to the east.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 1
Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%):
Subregion (LRR): LRR H - Central Great Plains Lat: 35.185201 Long: -97.496651 Datum: NAD83
Soil Map Unit Name: 11 - Gracemore loam, 0 to 1 percent slopes, frequently flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes [X] No
Are Vegetation, Soil, or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes [X] No
Are Vegetation, Soil, or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes [X] No
Hydric Soil Present? Yes [X] No
Wetland Hydrology Present? Yes [X] No
Is the Sampled Area within a Wetland? Yes [X] No
Remarks: This point was determined to be within a wetland due to the presence of all 3 wetland criteria. Wetland 1

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:) Absolute % Cover Dominant Species? Indicator Status
1. None observed
2.
3.
4.
= Total Cover
Sapling/Shrub Stratum (Plot size:)
1. None observed
2.
3.
4.
5.
= Total Cover
Herb Stratum (Plot size: 5')
1. Lamp rush (Juncus effusus) 80 Yes OBL
2. Northern frogfruit (Phyla lanceolata) 5 No FACW
3. Lone-in-a-puff (Cardiospermum halicacabum) 5 No FAC
4. Cut-leaf water-horehound (Lycopus americanus) 5 No OBL
5. Annual ragweed (Ambrosia artemisiifolia) 5 No FACU
6.
7.
8.
9.
10.
100% = Total Cover
Woody Vine Stratum (Plot size:)
1. None observed
2.
% Bare Ground in Herb Stratum 0% = Total Cover
Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): (A)
Total Number of Dominant Species Across All Strata: (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: (A/B)
Prevalence Index worksheet:
Total % Cover of: Multiply by:
OBL species x 1 =
FACW species x 2 =
FAC species x 3 =
FACU species x 4 =
UPL species x 5 =
Column Totals: (A) (B)
Prevalence Index = B/A =
Hydrophytic Vegetation Indicators:
[X] 1 - Rapid Test for Hydrophytic Vegetation
2 - Dominance Test is >50%
3 - Prevalence Index is <=3.0^1
4 - Morphological Adaptations^1 (Provide supporting data in Remarks or on a separate sheet)
Problematic Hydrophytic Vegetation^1 (Explain)
^1 Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Hydrophytic Vegetation Present? Yes [X] No

Remarks: A positive indication of hydrophytic vegetation was observed (Rapid Test for Hydrophytic Vegetation).

SOIL

Sampling Point: DP 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-4	10YR 3/1	50	-	-	-	-	loam	dual matrix
	10YR 5/4	50	-	-	-	-	loam	
4-16	7.5YR 4/2	95	7.5YR 5/8	5	C	M/PL	loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16)
- (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

A positive indication of hydric soil was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes _____ No Depth (inches): _____
 Water Table Present? Yes _____ No Depth (inches): _____ > 16"
 Saturation Present? (includes capillary fringe) Yes _____ No Depth (inches): _____ > 16"

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least two secondary indicators).

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
 Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 2
 Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
 Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): none Slope (%): _____
 Subregion (LRR): LRR H - Central Great Plains Lat: 35.185186 Long: -97.496836 Datum: NAD83
 Soil Map Unit Name: 11 - Gracemore loam, 0 to 1 percent slopes, frequently flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks: This point was determined not to be within a wetland due to the lack of all three wetland criteria.	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None observed</u>				Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>0</u> (A) Total Number of Dominant Species Across All Strata: <u>1</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0%</u> (A/B)
2. _____				
3. _____				
4. _____				
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)				
1. <u>None observed</u>				
2. _____				
3. _____				
4. _____				
5. _____				
_____ = Total Cover				
Herb Stratum (Plot size: <u>5'</u>)				Hydrophytic Vegetation Indicators: ___ 1 - Rapid Test for Hydrophytic Vegetation ___ 2 - Dominance Test is >50% ___ 3 - Prevalence Index is ≤3.0 ¹ ___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Bermuda grass (Cynodon dactylon)</u>	<u>70</u>	<u>Yes</u>	<u>FACU</u>	
2. <u>Camphorweed (Heterotheca subaxillaris)</u>	<u>10</u>	<u>No</u>	<u>NI*</u>	
3. <u>Annual ragweed (Ambrosia artemisiifolia)</u>	<u>10</u>	<u>No</u>	<u>FACU</u>	
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
_____ = Total Cover				
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>
1. <u>None observed</u>				
2. _____				
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>10%</u>				

Remarks:
 No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FAC- or drier).
 *NI = Not included in calculation. Species has no wetland indicator according to the USDA.

SOIL

Sampling Point: DP 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-6	10YR 5/6	100	-	-	-	-	sandy loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils³:
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> 1 cm Muck (A9) (LRR I, J)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Dark Surface (S7) (LRR G)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> High Plains Depressions (F16)
<input type="checkbox"/> Stratified Layers (A5) (LRR F)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	(LRR H outside of MLRA 72 & 73)
<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Reduced Vertic (F18)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)	<input type="checkbox"/> High Plains Depressions (F16)	³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)	(MLRA 72 & 73 of LRR H)	

Restrictive Layer (if present):
 Type: rock layer
 Depth (inches): 6"

Hydric Soil Present? Yes No

Remarks:
 No positive indication of hydric soils was observed.

HYDROLOGY

Wetland Hydrology Indicators:	
<u>Primary Indicators (minimum of one required; check all that apply)</u>	<u>Secondary Indicators (minimum of two required)</u>
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)
<input type="checkbox"/> Sediment Deposits (B2)	(where tilled)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)
<input type="checkbox"/> Salt Crust (B11)	
<input type="checkbox"/> Aquatic Invertebrates (B13)	
<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	
<input type="checkbox"/> Dry-Season Water Table (C2)	
<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	
(where not tilled)	
<input type="checkbox"/> Presence of Reduced Iron (C4)	
<input type="checkbox"/> Thin Muck Surface (C7)	
<input type="checkbox"/> Other (Explain in Remarks)	

Field Observations:

Surface Water Present? Yes No Depth (inches): > 6"

Water Table Present? Yes No Depth (inches): > 6"

Saturation Present? (includes capillary fringe) Yes No Depth (inches): > 6"

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
 No positive indication of wetland hydrology was observed.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
 Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 3
 Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
 Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): _____
 Subregion (LRR): LRR H - Central Great Plains Lat: 35.185020 Long: -97.495169 Datum: NAD83
 Soil Map Unit Name: 11 - Gracemore loam, 0 to 1 percent slopes, frequently flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks: This point was determined not to be within a wetland due to the lack of all three wetland criteria.	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None observed</u>				Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): <u>0</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0%</u> (A/B)
2. _____				
3. _____				
4. _____				
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)				
1. <u>None observed</u>				
2. _____				
3. _____				
4. _____				
5. _____				
_____ = Total Cover				
Herb Stratum (Plot size: <u>5'</u>)				
1. <u>Johnson grass (Sorghum halepense)</u>	45	Yes	FACU	
2. <u>Annual ragweed (Ambrosia artemisiifolia)</u>	20	Yes	FACU	
3. <u>Goldenrod (Solidago spp.)*</u>	20	Yes	FACU	
4. <u>Field brome (Bromus arvensis)</u>	15	No	FACU	
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
_____ = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. <u>None observed</u>				
2. _____				
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>0%</u>				
Remarks: No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FAC- or drier). * 8 species of Solidago are listed in the USACE State of OK 2018 Wetland Plant List. 63% have a FACU indicator status.				

SOIL

Sampling Point: DP 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR 4/3	100	-	-	-	-	sandy loam	
8-16	10YR 4/3	98	10YR 5/8	2	C	M	sandy loam	faint

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

No positive indication of hydric soils was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes _____ No Depth (inches): _____
 Water Table Present? Yes _____ No Depth (inches): _____ > 16"
 Saturation Present? (includes capillary fringe) Yes _____ No Depth (inches): _____ > 16"

Wetland Hydrology Present? Yes _____ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No positive indication of wetland hydrology was observed.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
 Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 4
 Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%): _____
 Subregion (LRR): LRR H - Central Great Plains Lat: 35.184712 Long: -97.494847 Datum: NAD83
 Soil Map Unit Name: 11 - Gracemore loam, 0 to 1 percent slopes, frequently flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: This point was determined to be within a wetland due to the presence of all 3 wetland criteria. Wetland 2	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None observed</u>				Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): _____ (A) Total Number of Dominant Species Across All Strata: _____ (B) Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)
2. _____				
3. _____				
4. _____				
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None observed</u>				
2. _____				
3. _____				
4. _____				
_____ = Total Cover				
Herb Stratum (Plot size: <u>5'</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation ___ 2 - Dominance Test is >50% ___ 3 - Prevalence Index is ≤3.0 ¹ ___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Common reed (Phragmites australis)</u>	80	Yes	FACW	
2. <u>Lamp rush (Juncus effusus)</u>	10	No	OBL	
3. <u>Broad-leaf cat-tail (Typha latifolia)</u>	10	No	OBL	
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
_____ = Total Cover				
Woody Vine Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____
1. <u>None observed</u>				
2. _____				
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>0%</u> _____ = Total Cover				

Remarks:

 A positive indication of hydrophytic vegetation was observed (Rapid Test for Hydrophytic Vegetation).

SOIL

Sampling Point: DP 4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-16	10YR 3/2	90	2.5YR 5/8	10	C	M	silt loam	soils extremely wet

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR I, J)
 - Coast Prairie Redox (A16) (LRR F, G, H)
 - Dark Surface (S7) (LRR G)
 - High Plains Depressions (F16)
 - (LRR H outside of MLRA 72 & 73)
 - Reduced Vertic (F18)
 - Red Parent Material (TF2)
 - Very Shallow Dark Surface (TF12)
 - Other (Explain in Remarks)
- ³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:
 A positive indication of hydric soil was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input checked="" type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> (where tilled)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Crayfish Burrows (C8)
<input checked="" type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Iron Deposits (B5)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input checked="" type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)
<input type="checkbox"/> Salt Crust (B11)	
<input type="checkbox"/> Aquatic Invertebrates (B13)	
<input checked="" type="checkbox"/> Hydrogen Sulfide Odor (C1)	
<input type="checkbox"/> Dry-Season Water Table (C2)	
<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	
<input type="checkbox"/> (where not tilled)	
<input type="checkbox"/> Presence of Reduced Iron (C4)	
<input type="checkbox"/> Thin Muck Surface (C7)	
<input type="checkbox"/> Other (Explain in Remarks)	

Field Observations:
 Surface Water Present? Yes _____ No Depth (inches): _____
 Water Table Present? Yes _____ No Depth (inches): _____
 Saturation Present? Yes No _____ Depth (inches): surface
 (includes capillary fringe)

Wetland Hydrology Present? Yes No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
 A positive indication of wetland hydrology was observed (at least one primary indicator).

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
 Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 5
 Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%): _____
 Subregion (LRR): LRR H - Central Great Plains Lat: 35.182668 Long: -97.495691 Datum: NAD83
 Soil Map Unit Name: 6 - Hawley fine sandy loam, 0 to 1 percent slopes, rarely flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: This point was determined to be within a wetland due to the presence of all 3 wetland criteria. Wetland 3	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None observed</u>				Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): _____ (A) Total Number of Dominant Species Across All Strata: _____ (B) Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)
2. _____				
3. _____				
4. _____				
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)				
1. <u>None observed</u>				
2. _____				
3. _____				
4. _____				
5. _____				
_____ = Total Cover				
Herb Stratum (Plot size: <u>5'</u>)				Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation ___ 2 - Dominance Test is >50% ___ 3 - Prevalence Index is ≤3.0 ¹ ___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Broad-leaf cat-tail (Typha latifolia)</u>	60	Yes	OBL	
2. <u>Smartweed (Persicaria spp.)*</u>	20	Yes	OBL	
3. <u>Wing-angle loosestrife (Lythrum alatum)</u>	20	Yes	OBL	
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
_____ = Total Cover				
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____
1. <u>None observed</u>				
2. _____				
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>0%</u>				

Remarks:
 A positive indication of hydrophytic vegetation was observed (Rapid Test for Hydrophytic Vegetation).
 * 13 species of Persicaria are listed in the USACE State of OK 2018 Wetland Plant List, 92% have a FACW (N=4) or OBL (N=8) indicator status.

SOIL

Sampling Point: DP 5

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-14	10Y 4/2	95	5YR 5/8	5	C	M	sandy loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16)
- (LRR H outside of MLRA 72 & 73)**
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

A positive indication of hydric soil was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3)
- (where not tilled)**
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3)
- (where tilled)**
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes _____ No Depth (inches): _____
 Water Table Present? Yes No _____ Depth (inches): 10"
 Saturation Present? Yes No _____ Depth (inches): surface
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 6
Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
Landform (hillslope, terrace, etc.): maintained grassland Local relief (concave, convex, none): none Slope (%):
Subregion (LRR): LRR H - Central Great Plains Lat: 35.182632 Long: -97.495638 Datum: NAD83
Soil Map Unit Name: 6 - Hawley fine sandy loam, 0 to 1 percent slopes, rarely flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes [X] No
Are Vegetation, Soil, or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes [X] No
Are Vegetation, Soil, or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes No [X]
Hydic Soil Present? Yes No [X]
Wetland Hydrology Present? Yes No [X]
Is the Sampled Area within a Wetland? Yes No [X]
Remarks: This point was determined not to be within a wetland due to the lack of all three wetland criteria.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:) Absolute % Cover Dominant Species? Indicator Status
1. None observed
2.
3.
4.
= Total Cover
Sapling/Shrub Stratum (Plot size:)
1. None observed
2.
3.
4.
5.
= Total Cover
Herb Stratum (Plot size: 5')
1. Golden crown grass (Paspalum dilatatum) 70 Yes FAC
2. Prairie bundle-flower (Desmanthus illinoensis) 20 Yes FACU
3. Little barley (Hordeum pusillum) 10 No FACU
4.
5.
6.
7.
8.
9.
10.
100% = Total Cover
Woody Vine Stratum (Plot size:)
1. None observed
2.
% Bare Ground in Herb Stratum 0% = Total Cover
Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 50% (A/B)
Prevalence Index worksheet:
Total % Cover of: Multiply by:
OBL species x 1 =
FACW species x 2 =
FAC species x 3 =
FACU species x 4 =
UPL species x 5 =
Column Totals: (A) (B)
Prevalence Index = B/A =
Hydrophytic Vegetation Indicators:
1 - Rapid Test for Hydrophytic Vegetation
2 - Dominance Test is >50%
3 - Prevalence Index is <=3.0^1
4 - Morphological Adaptations^1 (Provide supporting data in Remarks or on a separate sheet)
Problematic Hydrophytic Vegetation^1 (Explain)
^1 Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Hydrophytic Vegetation Present? Yes No [X]

Remarks: No positive indication of hydrophytic vegetation was observed (>=50% of dominant species indexed as FAC- or drier).

SOIL

Sampling Point: DP 6

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR 5/4	98	5YR 5/8	2	C	PL	sandy loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

No positive indication of hydric soils was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where tilled)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)
<input type="checkbox"/> Salt Crust (B11)	
<input type="checkbox"/> Aquatic Invertebrates (B13)	
<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	
<input type="checkbox"/> Dry-Season Water Table (C2)	
<input type="checkbox"/> Presence of Reduced Iron (C4)	
<input type="checkbox"/> Thin Muck Surface (C7)	
<input type="checkbox"/> Other (Explain in Remarks)	

Field Observations:

Surface Water Present? Yes _____ No Depth (inches): _____
 Water Table Present? Yes _____ No Depth (inches): _____ > 8"
 Saturation Present? (includes capillary fringe) Yes _____ No Depth (inches): _____ > 8"

Wetland Hydrology Present? Yes _____ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No positive indication of wetland hydrology was observed.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
 Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 7
 Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%): _____
 Subregion (LRR): LRR H - Central Great Plains Lat: 35.183108 Long: -97.503346 Datum: NAD83
 Soil Map Unit Name: 6 - Hawley fine sandy loam, 0 to 1 percent slopes, rarely flooded NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Remarks: This point was determined not to be within a wetland due to the lack of hydric soils.	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None observed</u>				Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): _____ (A) Total Number of Dominant Species Across All Strata: _____ (B) Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)
2. _____				
3. _____				
4. _____				
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)				
1. <u>None observed</u>				
2. _____				
3. _____				
_____ = Total Cover				
Herb Stratum (Plot size: <u>5' linear</u>)				
1. <u>Pinkweed (Panicum pensylvanicum)</u>	60	Yes	FACW	Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation ___ 2 - Dominance Test is >50% ___ 3 - Prevalence Index is ≤3.0 ¹ ___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. <u>Sand spike-rush (Eleocharis montevidensis)</u>	15	Yes	FACW	
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
_____ 75% = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. <u>None observed</u>				
2. _____				
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>25%</u>				

Remarks:
 A positive indication of hydrophytic vegetation was observed (Rapid Test for Hydrophytic Vegetation).

SOIL

Sampling Point: DP 7

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-3	10YR 4/2	100	-	-	-	-	loam	
3-16	7.5YR 4/3	98	7.Y5R 5/8	2	C	M	sandy loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

No positive indication of hydric soils was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes _____ No Depth (inches): _____
 Water Table Present? Yes _____ No Depth (inches): _____ > 16"
 Saturation Present? (includes capillary fringe) Yes _____ No Depth (inches): _____ > 16"

Wetland Hydrology Present? Yes No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least two secondary indicators).

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 8
Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
Landform (hillslope, terrace, etc.): ROW Local relief (concave, convex, none): none Slope (%):
Subregion (LRR): LRR H - Central Great Plains Lat: 35.183105 Long: -97.503381 Datum: NAD83
Soil Map Unit Name: 6 - Hawley fine sandy loam, 0 to 1 percent slopes, rarely flooded NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes [X] No
Are Vegetation, Soil, or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes [X] No
Are Vegetation, Soil, or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Table with 2 columns: Wetland Criteria (Hydrophytic Vegetation Present?, Hydric Soil Present?, Wetland Hydrology Present?) and Is the Sampled Area within a Wetland? (Yes/No). Includes a Remarks section stating: 'This point was determined not to be within a wetland due to the lack of all three wetland criteria.'

VEGETATION – Use scientific names of plants.

Vegetation data table with columns: Stratum Name, Plot size, Absolute % Cover, Dominant Species?, Indicator Status. Includes Dominance Test worksheet, Prevalence Index worksheet, and Hydrophytic Vegetation Indicators section.

Remarks: No positive indication of hydrophytic vegetation was observed (≥50% of dominant species indexed as FAC- or drier).

SOIL

Sampling Point: DP 8

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-6	7.5YR 3/3	100	-	-	-	-	loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR F)
- 1 cm Muck (A9) (LRR F, G, H)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)
- 5 cm Mucky Peat or Peat (S3) (LRR F)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) (LRR I, J)
- Coast Prairie Redox (A16) (LRR F, G, H)
- Dark Surface (S7) (LRR G)
- High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: rock
 Depth (inches): 6"

Hydric Soil Present? Yes No

Remarks:

No positive indication of hydric soils was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)

- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (where not tilled)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (where tilled)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (LRR F)

Field Observations:

Surface Water Present? Yes No Depth (inches): > 6"
 Water Table Present? Yes No Depth (inches): > 6"
 Saturation Present? (includes capillary fringe) Yes No Depth (inches): > 6"

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No positive indication of wetland hydrology was observed.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
 Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 9
 Investigator(s): Megan Phillips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%): _____
 Subregion (LRR): LRR H - Central Great Plains Lat: 35.182719 Long: -97.497969 Datum: NAD83
 Soil Map Unit Name: 6 - Hawley fine sandy loam, 0 to 1 percent slopes, rarely flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: This point was determined to be within a wetland due to the presence of all 3 wetland criteria. Wetland 4	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None observed</u>				Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): _____ (A) Total Number of Dominant Species Across All Strata: _____ (B) Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)
2. _____				
3. _____				
4. _____				
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)				
1. <u>None observed</u>				
2. _____				
3. _____				
_____ = Total Cover				
Herb Stratum (Plot size: <u>5'</u>)				
1. <u>Sand spike-rush (Eleocharis montevidensis)</u>	60	Yes	FACW	Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation ___ 2 - Dominance Test is >50% ___ 3 - Prevalence Index is ≤3.0 ¹ ___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. <u>White grass (Leersia virginica)</u>	30	Yes	FACW	
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
90% = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. <u>None observed</u>				Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____
2. _____				
% Bare Ground in Herb Stratum <u>10%</u> _____ = Total Cover				

Remarks:
 A positive indication of hydrophytic vegetation was observed (Rapid Test for Hydrophytic Vegetation).

SOIL

Sampling Point: DP 9

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-14	10YR 4/2	95	5YR 5/8	5	C	M	sandy loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) **(LRR F)**
- 1 cm Muck (A9) **(LRR F, G, H)**
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
- 5 cm Mucky Peat or Peat (S3) **(LRR F)**
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16)

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) **(LRR I, J)**
- Coast Prairie Redox (A16) **(LRR F, G, H)**
- Dark Surface (S7) **(LRR G)**
- High Plains Depressions (F16)
- (LRR H outside of MLRA 72 & 73)**
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

A positive indication of hydric soil was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)

- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3)
- (where not tilled)**
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3)
- (where tilled)**
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) **(LRR F)**

Field Observations:

Surface Water Present? Yes No Depth (inches): 4"
 Water Table Present? Yes No Depth (inches): surface
 Saturation Present? Yes No Depth (inches): surface
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

A positive indication of wetland hydrology was observed (at least one primary indicator).

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: JP 19314(04) I-35 and SH-9W City/County: McClain Sampling Date: 8/19/2021
Applicant/Owner: The Oklahoma Department of Transportation (ODOT) State: OK Sampling Point: DP 10
Investigator(s): Megan Philips-Schaap Section, Township, Range: Sec. 10, T8N, R3W
Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): slope Slope (%): 15%
Subregion (LRR): LRR H - Central Great Plains Lat: 35.182684 Long: -97.498039 Datum: NAD83
Soil Map Unit Name: 6 - Hawley fine sandy loam, 0 to 1 percent slopes, rarely flooded NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes [X] No
Are Vegetation, Soil, or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes [X] No
Are Vegetation, Soil, or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes No [X]
Hydic Soil Present? Yes No [X]
Wetland Hydrology Present? Yes No [X]
Is the Sampled Area within a Wetland? Yes No [X]
Remarks:
This point was determined not to be within a wetland due to the lack of all three wetland criteria.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:) Absolute % Cover Dominant Species? Indicator Status
1. None observed
2.
3.
4.
= Total Cover
Sapling/Shrub Stratum (Plot size:)
1. None observed
2.
3.
4.
5.
= Total Cover
Herb Stratum (Plot size: 5')
1. Johnson grass (Sorghum halepense) 60 Yes FACU
2. Bermuda grass (Cynodon dactylon) 25 Yes FACU
3. Little barley (Hordeum pusillum) 15 No FACU
4.
5.
6.
7.
8.
9.
10.
100% = Total Cover
Woody Vine Stratum (Plot size:)
1. None observed
2.
% Bare Ground in Herb Stratum 10% = Total Cover
Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 0 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 0% (A/B)
Prevalence Index worksheet:
Total % Cover of: Multiply by:
OBL species x 1 =
FACW species x 2 =
FAC species x 3 =
FACU species x 4 =
UPL species x 5 =
Column Totals: (A) (B)
Prevalence Index = B/A =
Hydrophytic Vegetation Indicators:
1 - Rapid Test for Hydrophytic Vegetation
2 - Dominance Test is >50%
3 - Prevalence Index is <=3.0^1
4 - Morphological Adaptations^1 (Provide supporting data in Remarks or on a separate sheet)
Problematic Hydrophytic Vegetation^1 (Explain)
^1 Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Hydrophytic Vegetation Present? Yes No [X]

Remarks:
No positive indication of hydrophytic vegetation was observed (>=50% of dominant species indexed as FAC- or drier).

SOIL

Sampling Point: DP 10

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-6	7.5YR 3/3	100%	-	-	-	-	loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) **(LRR F)**
- 1 cm Muck (A9) **(LRR F, G, H)**
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- 2.5 cm Mucky Peat or Peat (S2) **(LRR G, H)**
- 5 cm Mucky Peat or Peat (S3) **(LRR F)**
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) **(MLRA 72 & 73 of LRR H)**

Indicators for Problematic Hydric Soils³:

- 1 cm Muck (A9) **(LRR I, J)**
- Coast Prairie Redox (A16) **(LRR F, G, H)**
- Dark Surface (S7) **(LRR G)**
- High Plains Depressions (F16) **(LRR H outside of MLRA 72 & 73)**
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: rock
Depth (inches): 6"

Hydric Soil Present? Yes No

Remarks:

No positive indication of hydric soils was observed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)

Secondary Indicators (minimum of two required)

- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) **(where not tilled)**
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) **(where tilled)**
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) **(LRR F)**

Field Observations:

Surface Water Present? Yes No Depth (inches): > 6"
 Water Table Present? Yes No Depth (inches): > 6"
 Saturation Present? (includes capillary fringe) Yes No Depth (inches): > 6"

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

No positive indication of wetland hydrology was observed.

N R C S COORDINATION

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

From: Jones, Travis - NRCS, Purcell, OK <travis.jones@usda.gov>
Sent: Monday, April 4, 2022 10:52 AM
To: Philips-Schaap, Megan E.; Burns, Brandon - NRCS, Kingfisher, OK
Subject: RE: [External Email]NRCS Coordination for Farmland Impacts - McClain County JP 19314(04) I-35 and SH-9W
Attachments: [McClain County JP 19314\(04\) AD1006-Farmland Conversion Impact Rating.pdf](#)

Megan,
Please see the attached.
Travis Jones

From: Philips-Schaap, Megan E. <MEPhilips-Schaap@GarverUSA.com>
Sent: Monday, April 4, 2022 9:59 AM
To: Burns, Brandon - NRCS, Kingfisher, OK <brandon.burns@usda.gov>
Cc: Jones, Travis - NRCS, Purcell, OK <travis.jones@usda.gov>
Subject: [External Email]NRCS Coordination for Farmland Impacts - McClain County JP 19314(04) I-35 and SH-9W

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;
Use caution before clicking links or opening attachments.
Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

Good Morning Mr. Burns,

Please see attached a letter requesting your review and completion of the NRCS portions of the attached AD-1006 form.

Note that the acres to be converted were calculated by using the proposed right-of-way subtracted by the area of existing right-of-way and roadway.

In order to maintain the schedule of the project, please complete and return this form to me within the next 30 days.

Let me know if you have any questions.
Thank You,



Megan Philips-Schaap
Environmental Scientist/Environmental Specialist
Transportation Team

📞 918-250-5922
📠 832-242-4834



6100 South Yale
Suite 1300
Tulsa, OK 74136
TEL 918.250.5922
FAX 918.858.0107
www.GarverUSA.com

April 4, 2022

Brandon Burns
Resource Conservationist
USDA Natural Resources Conservation Service
Purcell Field Service Center
1721 Hardcastle Blvd.
Purcell, OK 73080

RE: Site Assessment for Farmland Protection Policy Act (FPPA) and Identification of any NRCS Structures or Properties within the Study Area: JP No. 19314(04), McClain County, Oklahoma

Dear Mr. Burns,

The Oklahoma Department of Transportation, in cooperation with the Federal Highway Administration, is proposing to modify the I-35 and SH-9W interchange and is considering multiple alternatives. The proposed project is southwest of Norman, OK. The purpose of the project is to improve safety and traffic flow at the I-35/SH-9W interchange. The proposed project will require additional variable right-of-way of approximately 19.7 acres to accommodate the proposed improvements.

Please find attached an electronic copy of USDA Form AD-1006 and the Project Location Map, Footprint, and NRCS (Natural Resources Conservation Service) Farmland Classification Map for this federal action in McClain County, OK. Federal funding is being used for this interchange modification project.

In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act, Parts I and III of Form AD-1006 have been completed. Please complete the NRCS portions of this form within the next 45 days and return one copy to the address below or via email (kjmccullough@garverusa.com) to:

Kirsten McCullough
Garver
6100 S. Yale, Suite 1300
Tulsa, OK 74136

In addition, please let us know if the proposed project would impact any NRCS structure or properties such as flood control dams, wetlands, etc. Your assistance is greatly appreciated. If you have any questions, please call me at 918-250-5922 or kjmccullough@garverusa.com.

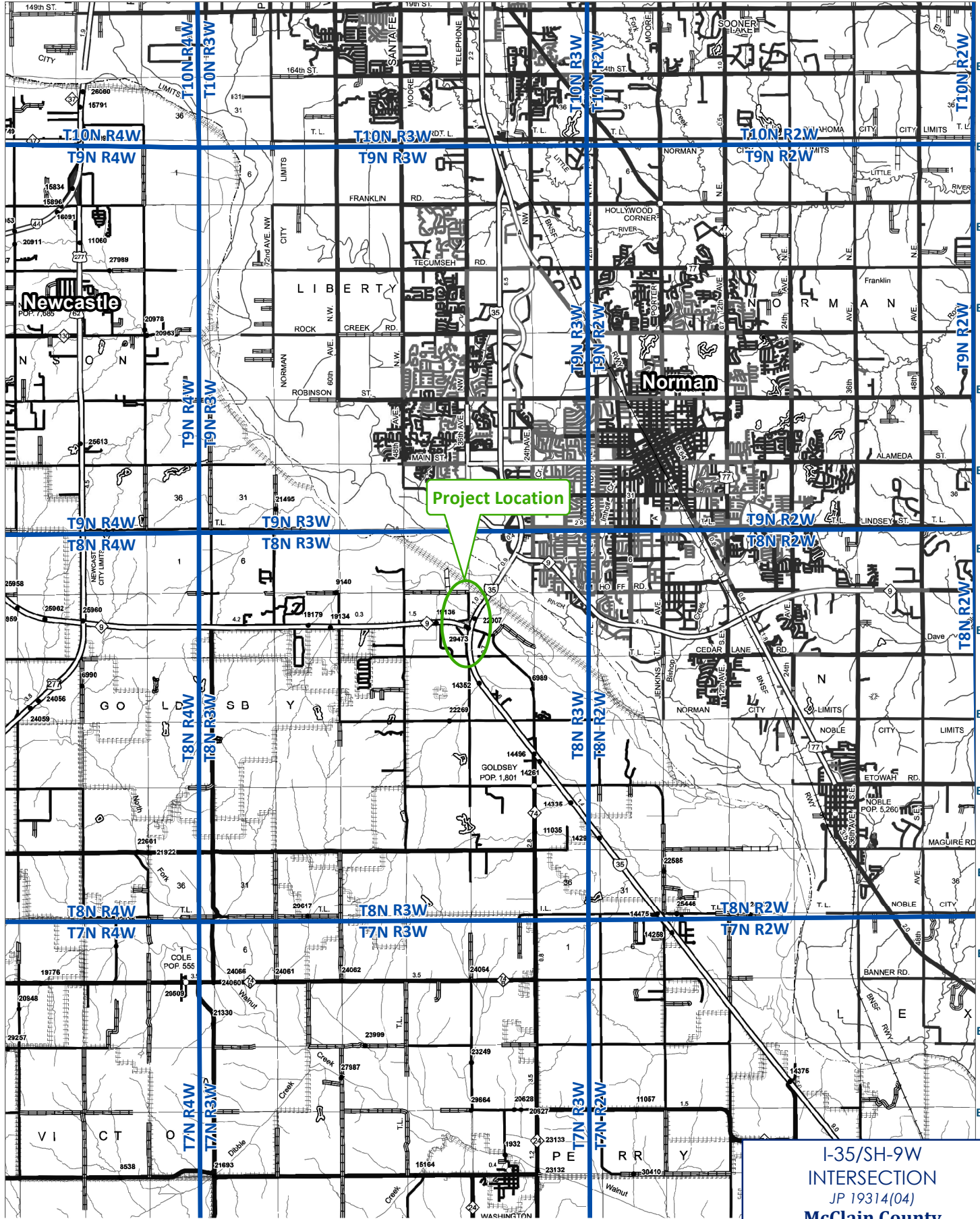
Sincerely,

A handwritten signature in black ink that reads 'Kirsten McCullough'.

Kirsten McCullough, AICP, RPA
Project Manager

Enclosures: Form AD-1006, Project Location Map, NEPA Footprint, NRCS Farmland Classification Map

NS302 NS303 NS304 NS305 NS306 NS307 NS308 NS309 NS310 NS311 NS312 NS313 NS314 NS315 NS316 NS317





EW118
EW119
EW120
EW121
EW122
EW123
EW124
EW125
EW126
EW127
EW128
EW129
EW130
EW131

Project Location

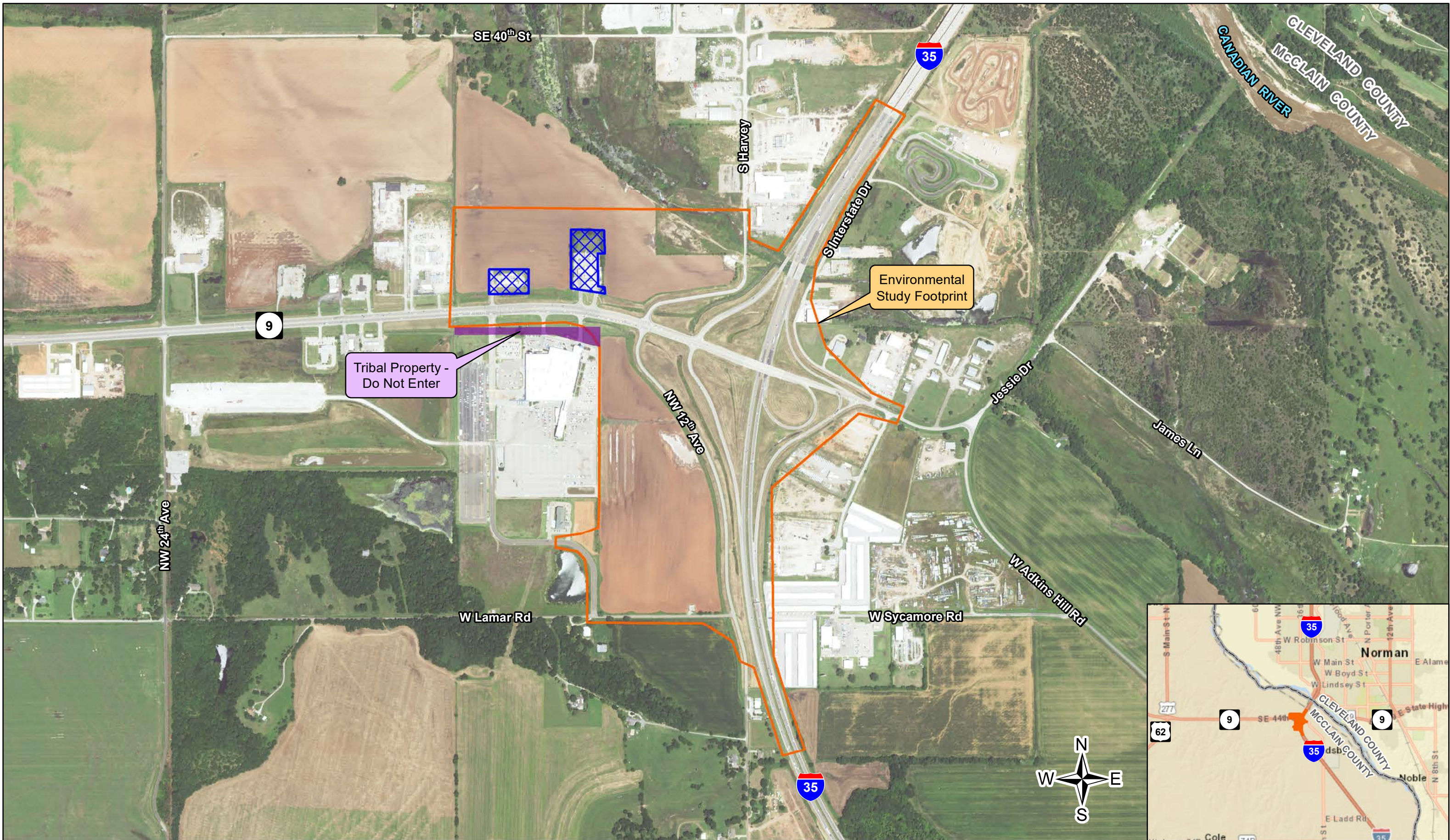
I-35/SH-9W
INTERSECTION
JP 19314(04)
McClain County



Project Location Map

-  Project Location
-  Township & Range Boundary





- Study Footprint
- Section Line
- Excluded from Study Area
- County Line

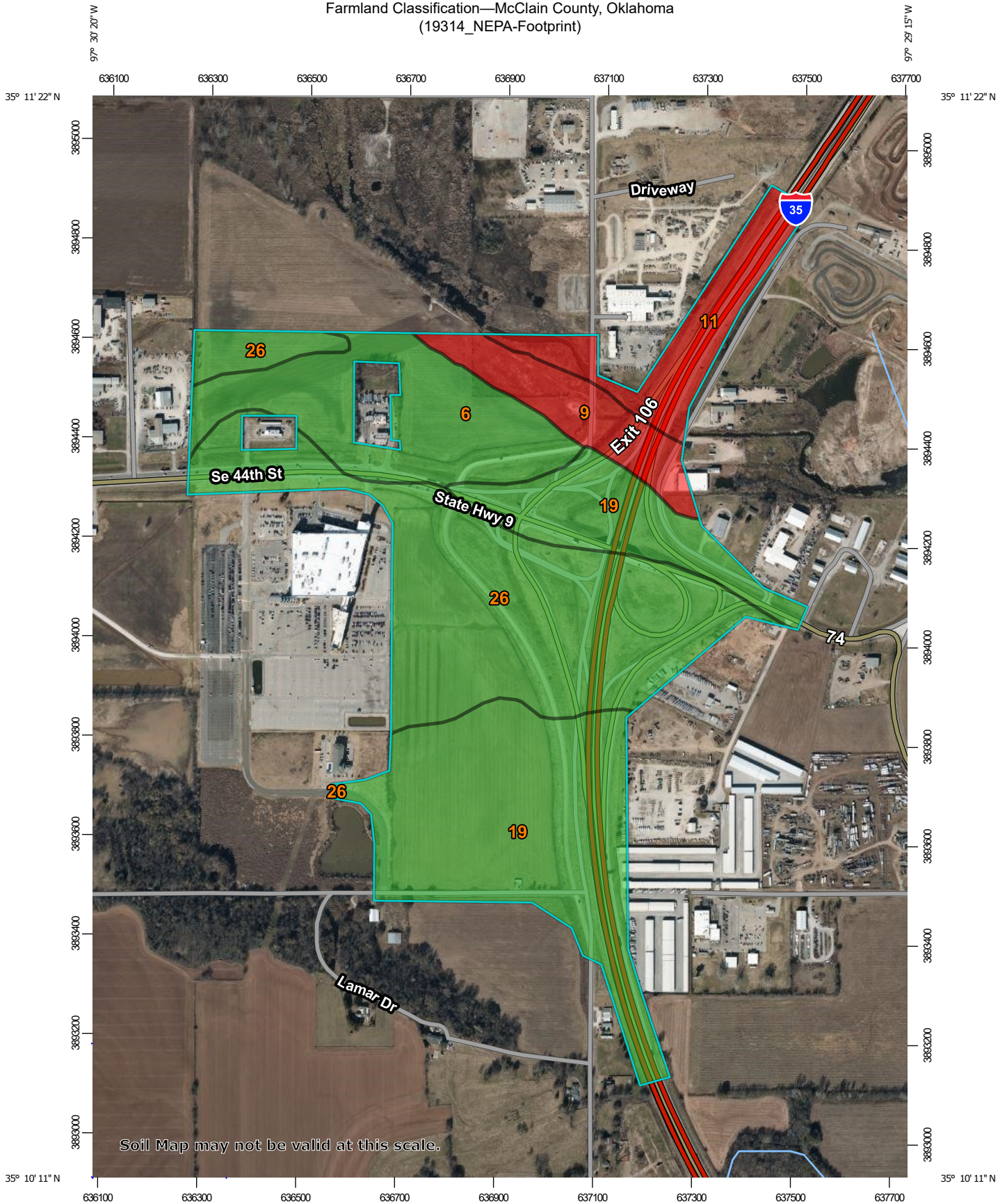


Oklahoma Department of Transportation
District 3
Environmental Study Footprint

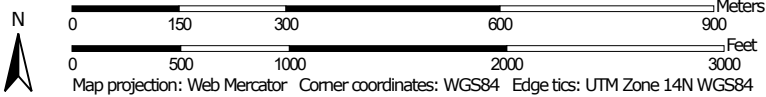


McClain County JP 19314(04) I-35/SH-9W Interchange

Farmland Classification—McClain County, Oklahoma
(19314_NEPA-Footprint)




Map Scale: 1:10,600 if printed on A portrait (8.5" x 11") sheet.



Farmland Classification—McClain County, Oklahoma
(19314_NEPA-Footprint)









MAP LEGEND








Area of Interest (AOI)






 Area of Interest (AOI)








Soils



Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60





































-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available






















Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—McClain County, Oklahoma
(19314_NEPA-Footprint)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Soil Rating Points Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		All areas are prime farmland		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance
	Farmland of statewide importance, if drained		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of local importance		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season				Farmland of statewide importance, if thawed		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
	Farmland of statewide importance, if irrigated				Farmland of local importance, if irrigated		Prime farmland if irrigated and drained		Farmland of statewide importance, if irrigated
							Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—McClain County, Oklahoma
(19314_NEPA-Footprint)

<ul style="list-style-type: none">  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if irrigated and drained  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60 	<ul style="list-style-type: none">  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if warm enough  Farmland of statewide importance, if thawed  Farmland of local importance  Farmland of local importance, if irrigated 	<ul style="list-style-type: none">  Farmland of unique importance  Not rated or not available <p>Water Features</p> <ul style="list-style-type: none">  Streams and Canals <p>Transportation</p> <ul style="list-style-type: none">  Rails  Interstate Highways  US Routes  Major Roads  Local Roads <p>Background</p> <ul style="list-style-type: none">  Aerial Photography 	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>Warning: Soil Map may not be valid at this scale.</p> <p>Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.</p> </div> <p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: McClain County, Oklahoma Survey Area Data: Version 18, Aug 27, 2021</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: Nov 20, 2018—Nov 27, 2018</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
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Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
6	Hawley fine sandy loam, 0 to 1 percent slopes, rarely flooded	All areas are prime farmland	32.0	15.4%
9	Gaddy-Gracemore complex, 0 to 1 percent slopes, occasionally flooded	Not prime farmland	14.1	6.8%
11	Gracemore loam, 0 to 1 percent slopes, frequently flooded	Not prime farmland	16.3	7.8%
19	Keokuk loam, 0 to 1 percent slopes, rarely flooded	All areas are prime farmland	74.7	35.8%
26	Miller silty clay, 0 to 1 percent slopes, occasionally flooded	All areas are prime farmland	71.2	34.2%
Totals for Area of Interest			208.3	100.0%

Description

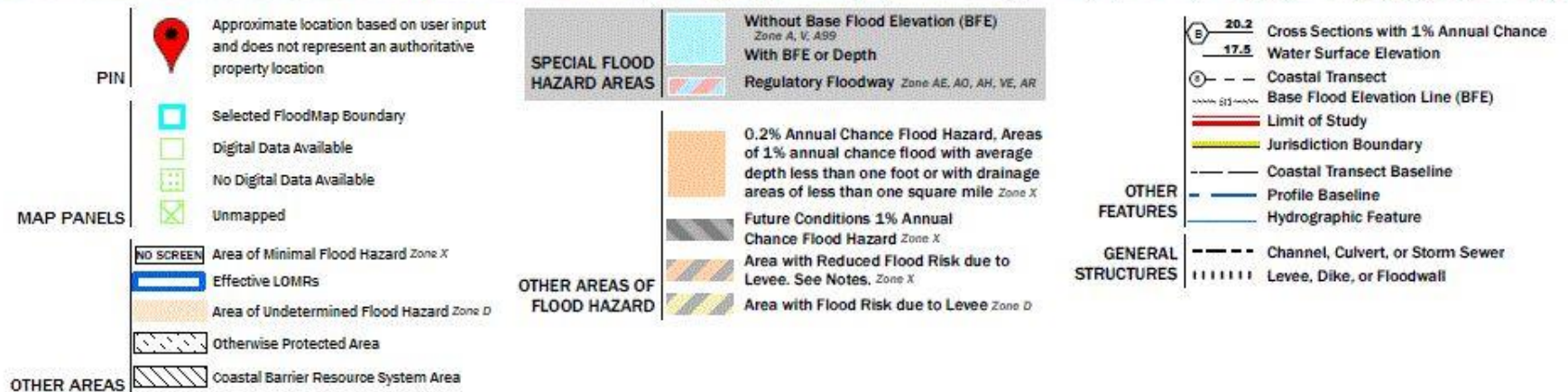
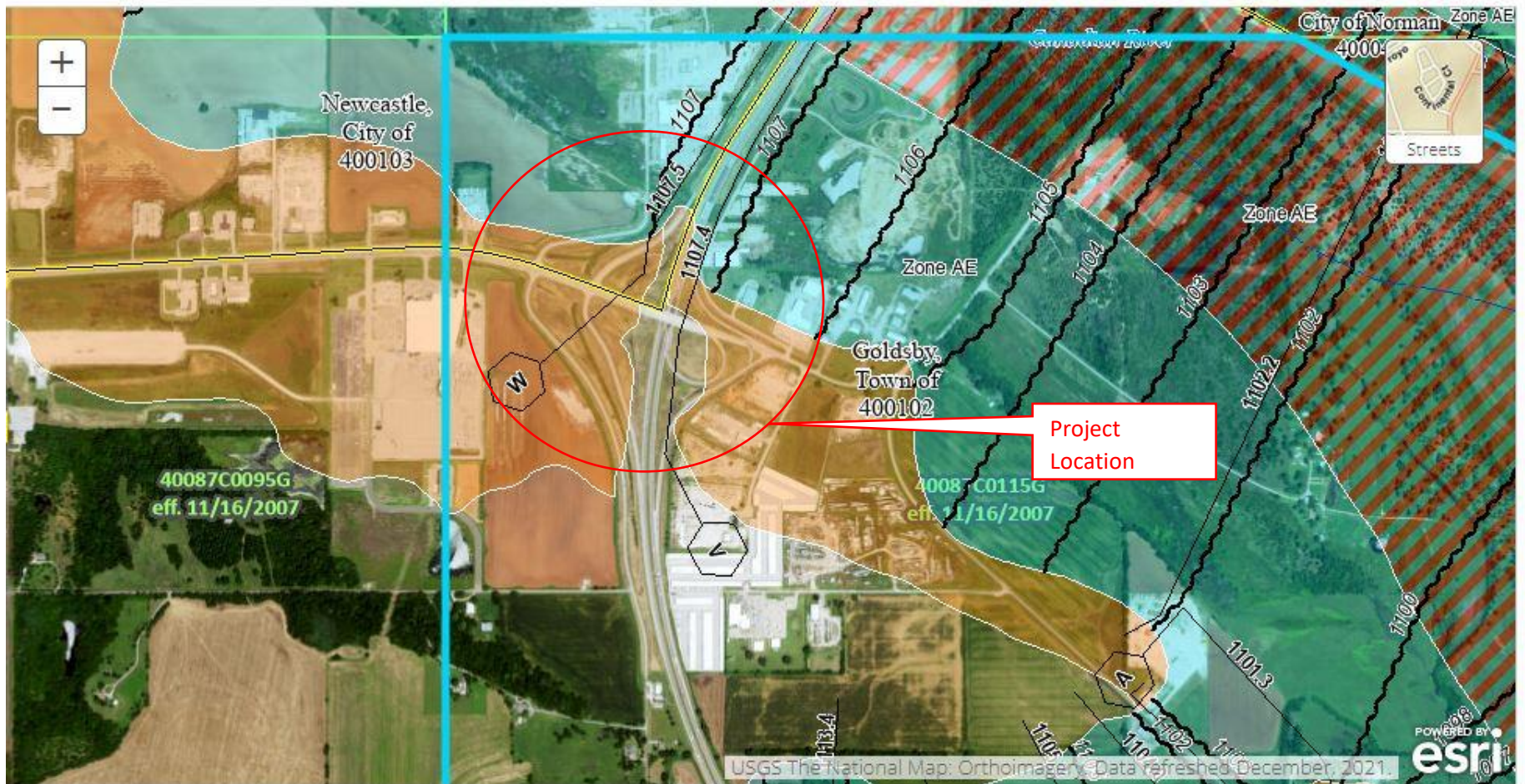
Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

FLOOD PLAIN INFORMATION



**Oklahoma Department of Transportation
SH 9W / I-35 Interchange Modification**

**J/P NO.: 19314(04)
PROJECT NO.: TBD**

No Rise Certification

PREPARED BY:



Utley & Associates LLC

P.O. Box 14249; Oklahoma City, Oklahoma 73113
(405) 213-0529 • E-MAIL marc @ utleyengr.com
CA NO. 4202 EXP. 06/30/2021

for

TRIAD DESIGN
3020 NW 149th Street
OKLAHOMA CITY, OKLAHOMA 73134

No Rise Certification

The proposed modification of the Interstate 35 and State Highway 9 West Interchange, located within Sections 2 and 11 Township 8 North (T-8-N), Range 3 West (R-3-W), within McClain County, Oklahoma, will not increase the Base Flood Elevation, Therefore no FEMA map revision will be required for the project. The effective FIRM panel is 40087C0115 G, dated November 16, 2007. This statement is based on the fact that no hydraulically significant modifications to the Canadian River crossing are contemplated or proposed.



Marc R. Utley, P.E. #18202

May 5, 2022

Marc R. Utley
5/5/22

HAZARDOUS WASTE STUDIES

Initial Site Assessment

I-35 at SH-9 W Interchange Ramp Modification

JP 19314(04)

McClain County, OK

September 24, 2021

Terracon Project No. 03217101



Prepared for:

Garver LLC

Tulsa, Oklahoma

Prepared by:

Terracon Consultants, Inc.

Oklahoma City, Oklahoma

terracon.com

Terracon

Environmental



Facilities



Geotechnical



Materials

Initial Site Assessment

I-35 at SH-9 W Interchange Ramp Modification ■ McClain County, OK
September 24, 2021 ■ Terracon Project No. 03217101



EXECUTIVE SUMMARY

This Initial Site Assessment (ISA) was performed in accordance with Terracon Proposal No. P03217101 dated June 4, 2021 and Oklahoma Department of Transportation (ODOT) Task Order CI-2253G TO2, JP 19314(04) and was conducted consistent with the procedures included in ASTM E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* and in general conformance with Oklahoma Department of Transportation's (ODOT's) *Hazardous Waste Scope of Services* dated September 18, 2014. The ISA was conducted under the supervision or responsible charge of Philip D. Wood, Environmental Professional. Victoria R. Jolly performed the site reconnaissance on September 14, 2021.

Findings and Opinions

A summary of findings is provided below. It should be recognized that details were not included or fully developed in this section, and the report must be read in its entirety for a comprehensive understanding of the items contained herein.

Historical Information

Based on a review of the historical information, the site was undeveloped land from approximately 1893 until 1925. By 1936, the site was improved with a roadway corresponding to the existing SH-9. The northern portion of the site was developed with part of the existing I-35 by 1954, and by 1962 the existing I-35 was apparent, as well as on and off ramps connecting the two roadways. The site remained relatively similar through 1995, and by 2006 the interchange ramps between the two existing highways were improved and in their apparent current configuration. Since 2006, the site has remained relatively unchanged.

The adjoining properties were undeveloped land from approximately 1893 and were developed agriculturally by 1936. Most properties remained agricultural in use until the 1980's, by which time commercial development was apparent to the east and west, and expanded to the north and south by 1995. Development in the vicinity of the site continued through approximately 2006, and has since remained relatively similar with commercial properties and agricultural land adjoining the site.

Records Review

Selected federal and state environmental regulatory databases, as well as responses from state and local regulatory agencies were reviewed. The site was not identified in the regulatory databases. Multiple adjoining properties were identified. The interior adjoining property, Love's County Store #260, reported a release of diesel in 2015. Based on the decreasing and low concentrations of TPH-GRO, lack of BTEX, and lack of free product, the OCC designated this release closed in 2017. Based on the regulatory closure of this case and because the release did not impact the site, this listing does not represent a REC to the site at this time. Based on distance,

Initial Site Assessment

I-35 at SH-9 W Interchange Ramp Modification ■ McClain County, OK
September 24, 2021 ■ Terracon Project No. 03217101



environmental setting and/or facility characteristics, the remaining identified facilities and inquiry results from the local agencies do not constitute RECs in connection with the site at this time.

Site Reconnaissance

Transformers, pipeline markers, stained pavement, trash and debris, and an emergency generator were observed during site reconnaissance. Based on visual observations during the site reconnaissance, RECs were not identified in connection with the site.

Adjoining Properties

The adjoining properties were observed to consist of primarily commercial and industrial properties to the north and east, commercial and agricultural properties to the south and west, and two commercial properties on the interior of the site.

Significant Data Gaps

No significant data gaps were identified.

Conclusions

We have performed an ISA consistent with the procedures included in ASTM Practice E 1527-13 and in general conformance with *ODOT's Hazardous Waste Scope of Services* dated September 18, 2014 at I-35 at SH-9 W Interchange, McClain County, Oklahoma, the site. The following Recognized Environmental Conditions (RECs) or Controlled RECs (CRECs) were identified in connection with the site:

High Risk:

- No high-risk RECs were identified.

Moderate Risk:

- No moderate-risk RECs were identified.

Low Risk:

- No low-risk RECs were identified.

Recommendations

Based on the scope of services, limitations, and conclusions of this assessment, Terracon does not recommend additional actions.

Initial Site Assessment

I-35 at SH-9 W Interchange Ramp Modification ■ McClain County, OK
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Trash, debris and/or other waste materials

Trash and debris were observed along the median of the main roadways and in the ditches to the east and west of I-35, to the north and south of SH-9, and access roads during the site reconnaissance. Based on visual observation (only of surface materials) the debris consisted of household trash and litter. Leakage, spills or other releases from these materials were not observed during the visual reconnaissance. The debris materials did not appear to be hazardous in nature and do not constitute a REC at this time.

6.0 ADJOINING PROPERTY RECONNAISSANCE

Visual observations of adjoining properties (from site boundaries) are summarized below.

Adjoining Properties

Direction	Description
Interior	Commercial properties
North	Commercial and industrial properties
East	Commercial and industrial properties
South	Commercial properties, agricultural land, and vacant land
West	Commercial properties, agricultural land, and vacant land

RECs were not observed with the adjoining properties.

7.0 ADDITIONAL SERVICES

Per the agreed scope of services specified in the proposal, additional services (e.g. asbestos sampling, lead-based paint sampling, wetlands evaluation, lead in drinking water testing, radon testing, vapor encroachment screening, etc.) were not conducted.

8.0 SUMMARY

We have performed an ISA consistent with the procedures included in ASTM Practice E 1527-13 and in general conformance with *ODOT's Hazardous Waste Scope of Services* dated September 18, 2014 at I-35 at SH-9 W Interchange, Norman, McClain County, Oklahoma, the site. The following Recognized Environmental Conditions (RECs) or Controlled RECs (CRECs) were identified in connection with the site:

High Risk:

- No high-risk RECs were identified.

Initial Site Assessment

I-35 at SH-9 W Interchange Ramp Modification ■ McClain County, OK
September 24, 2021 ■ Terracon Project No. 03217101



Moderate Risk:

- No moderate-risk RECs were identified.

Low Risk:

- No low-risk RECs were identified.

Recommendations

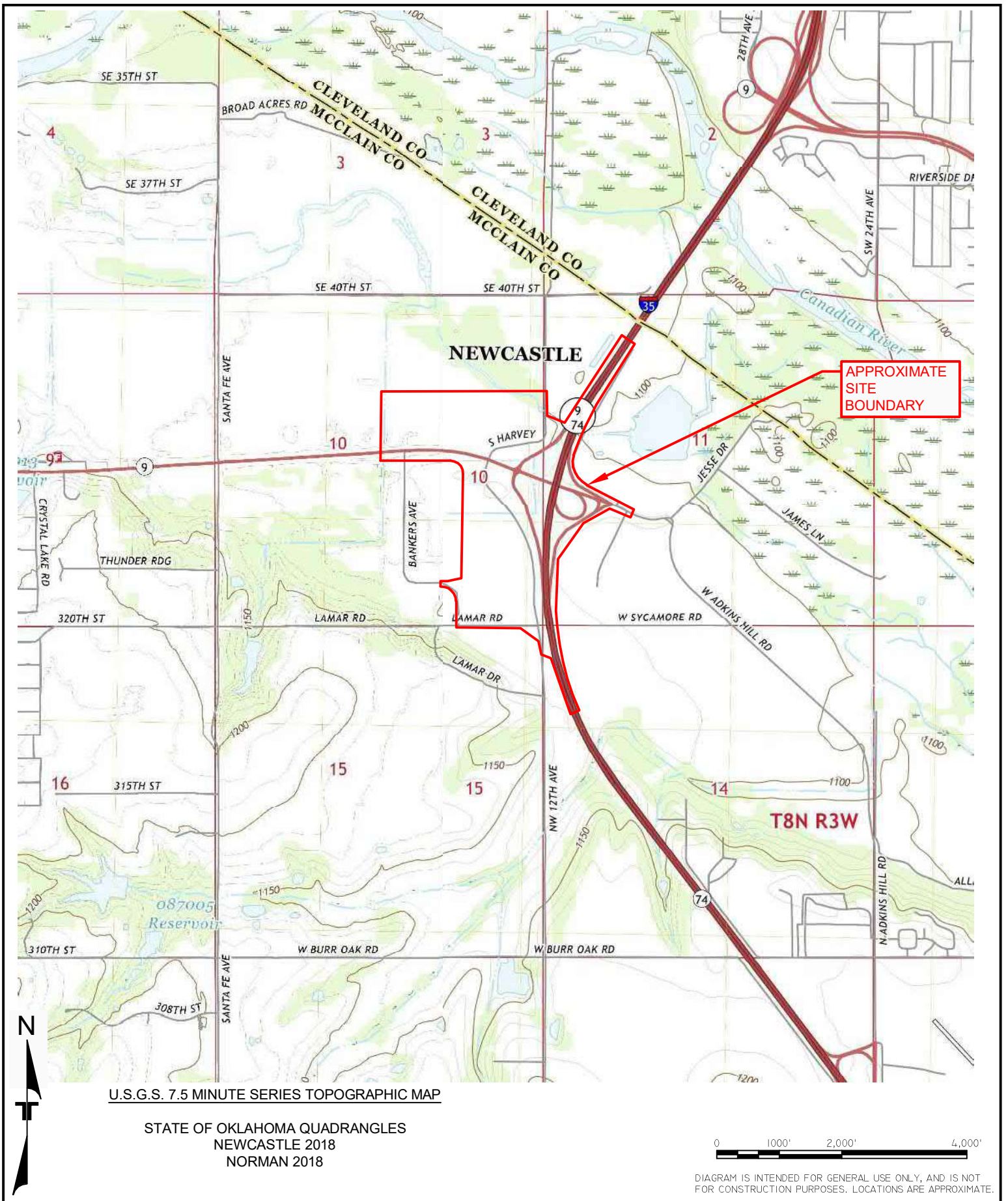
- Based on the scope of services, limitations, and conclusions of this assessment, Terracon does not recommend additional actions.

9.0 DECLARATION

I, Philip D. Wood, declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR 312; and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the site. I have developed and performed the All Appropriate Inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Philip D. Wood

Philip D. Wood
Senior Engineer



U.S.G.S. 7.5 MINUTE SERIES TOPOGRAPHIC MAP

STATE OF OKLAHOMA QUADRANGLES
 NEWCASTLE 2018
 NORMAN 2018

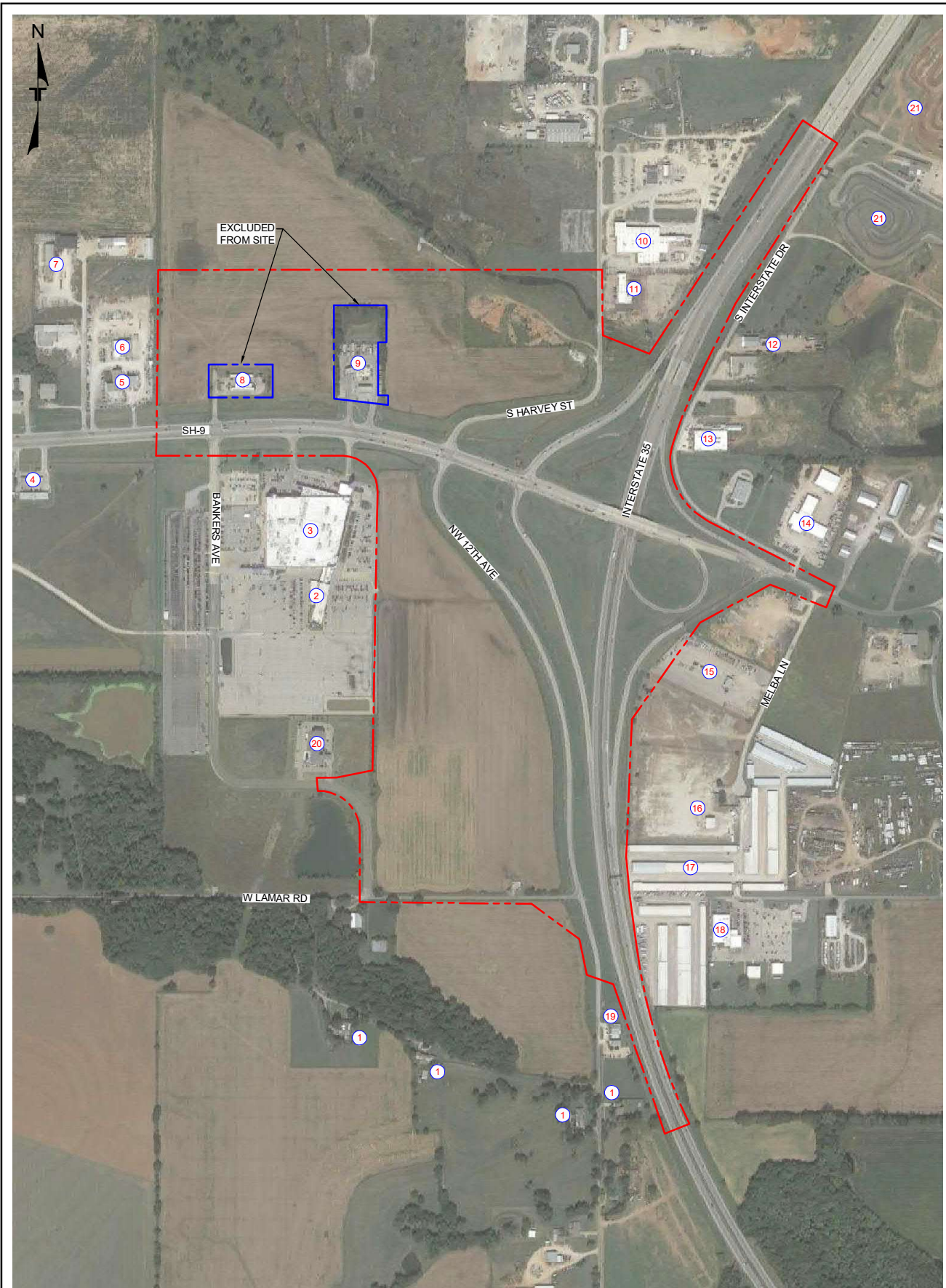
DIAGRAM IS INTENDED FOR GENERAL USE ONLY, AND IS NOT FOR CONSTRUCTION PURPOSES. LOCATIONS ARE APPROXIMATE.

Project Mgr:	VRJ
Approved By:	VRJ
Checked By:	VRJ
Drawn By:	DBM
Project No.:	03217101
Scale:	1" = 2000'
Date:	09/20/2021
File No.:	03217101E1.DWG

Terracon
 Consulting Engineers and Scientists
 4701 N. Stiles Ave Oklahoma City, OK 73105
 PH. (405) 525-0453 FAX. (405) 557-0549

TOPOGRAPHIC MAP
 I-35 AT SH-9 W INTERCHANGE
 NORMAN, OKLAHOMA
 PRAGUE, OKLAHOMA

EXHIBIT
 1



LEGEND

- APPROXIMATE SITE BOUNDARY
- ① RESIDENTIAL
- ② RIVERWIND HOTEL
- ③ RIVERWIND CASINO
- ④ SHELL GAS STATION
- ⑤ P&K EQUIPMENT
- ⑥ JLS MOTORS
- ⑦ WEIBEE STEEL
- ⑧ SONIC DRIVE-IN
- ⑨ LOVE'S TRAVEL STOP
- ⑩ CIMARRON ENERGY
- ⑪ GP RENTS NORMAN
- ⑫ OUTBOARD MARINE VENTURE
- ⑬ JAKE'S CUSTOM DIESEL
- ⑭ MID CONTINENT TRUCK SALES
- ⑮ OKLAHOMA TRAILERS DIRECT
- ⑯ GREAT PLAINS NORMAN
- ⑰ MCCLAIN COUNTY STORAGE
- ⑱ GOLDSBY GAMING CENTER
- ⑲ SOUTHWEST VETERINARY HOSPITAL
- ⑳ SLEEP INN & SUITES
- ㉑ OKLAHOMA MOTORSPORTS COMPLEX

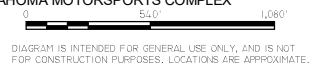


DIAGRAM IS INTENDED FOR GENERAL USE ONLY, AND IS NOT FOR CONSTRUCTION PURPOSES. LOCATIONS ARE APPROXIMATE.

Project Mgr: VRJ	Project No: 03217101	Terracon Consulting Engineers and Scientists
Approved By: VRJ	Scale: 1" = 540'	
Checked By: VRJ	Date: 09/20/2021	
Drawn By: DBM	File No: 03217101E2.DWG	
4701 N. Stiles Ave Oklahoma City, OK 73105		PH: (405) 525-0453 FAX: (405) 557-6540

SITE DIAGRAM
I-35 AT SH-9 W INTERCHANGE
NORMAN, OKLAHOMA PRAGUE, OKLAHOMA

EXHIBIT
2

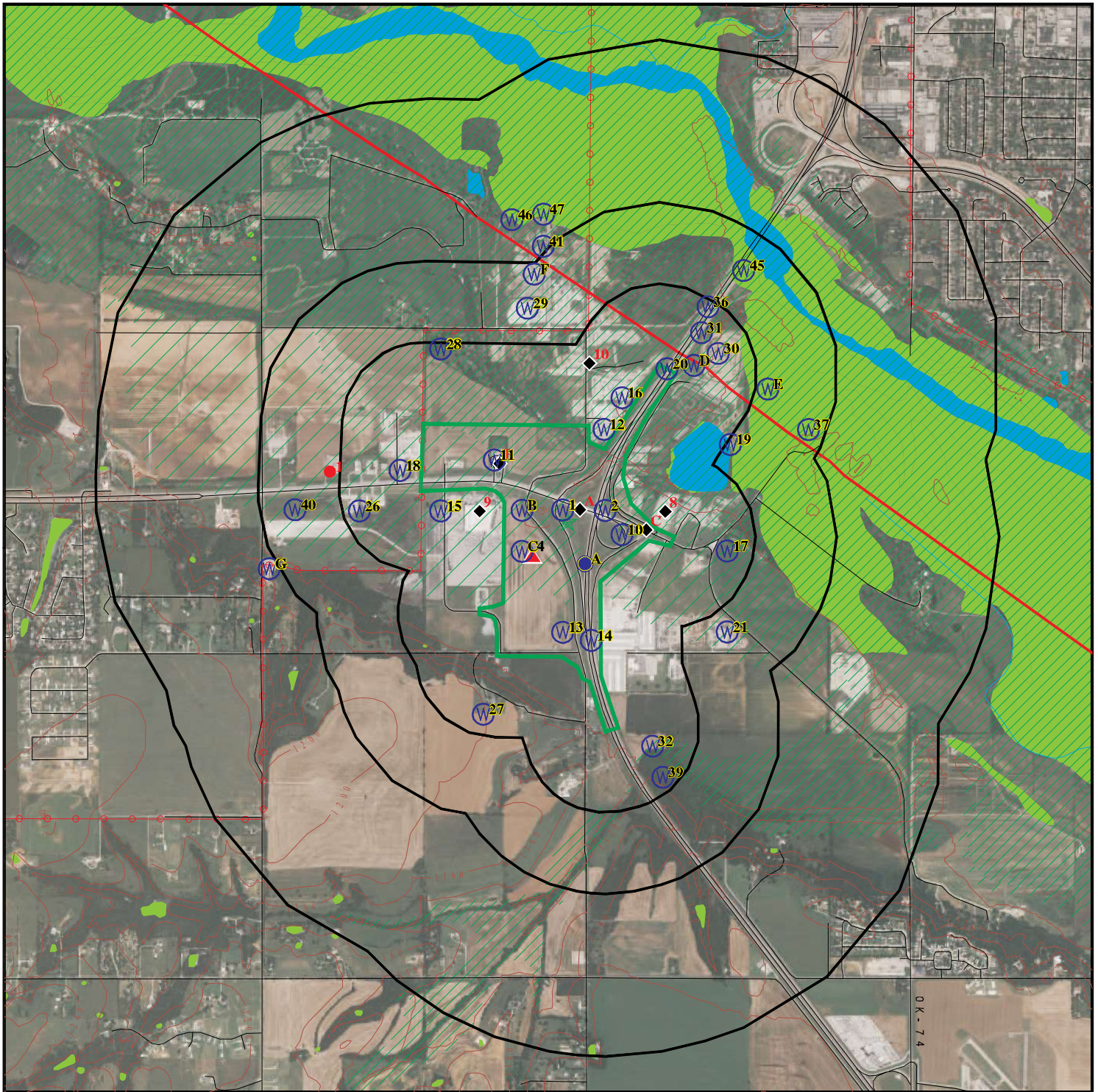
MAPPED SITES SUMMARY

Target Property Address:
I-35 AT SH-9 W INTERCHANGE
NORMAN, OK 73072

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	DAN HILL & ASSOC INC	HWY 9 W & I-35 S	RCRA NonGen / NLR	Lower	1 ft.
B2	LOVE'S COUNTRY STORE	I-35 & HWY 9	HIST UST	Lower	1 ft.
A3	TOWE & REYNOLDS COMP	I-35 & ADKINSON HILL	RCRA NonGen / NLR	Lower	1 ft.
4	HENKELS & MCCOY, INC	HWY 9, 1 MI W. OF I-	HIST UST	Higher	1 ft.
C5	KOCH MATERIALS CO	450 ATKINS HILL RD	RCRA NonGen / NLR, ECHO	Lower	1 ft.
C6	H & H PLUMBING & UTI	381 AKINS HILL RD	AST	Lower	1 ft.
B7	LOVE'S COUNTRY STORE	5317 SE 44TH	LUST, UST	Lower	1 ft.
8	MID-CONTINENT TRUCK	891 W ADKINS HILL RD	RCRA NonGen / NLR, ECHO	Lower	303, 0.057, East
9	CHICKASAW TRAVEL STO	1544 HWY 9 WEST @ I-	INDIAN UST	Lower	366, 0.069, West
10	TARVER CONSTRUCTION	N OF HWY 9 W OF I-35	LUST, UST	Lower	964, 0.183, North

OVERVIEW MAP - 6592216.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

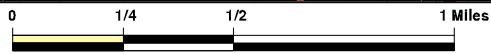
County Boundary

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: I-35 At SH-9 W Interchange
 ADDRESS: I-35 At SH-9 W Interchange
 Norman OK 73072
 LAT/LONG: 35.18084 / 97.495502

CLIENT: Terracon
 CONTACT: Victoria Jolly
 INQUIRY #: 6592216.2s
 DATE: July 26, 2021 12:07 pm

NOISE STUDIES



Environmental Programs Division, 200 N.E. 21st Street, Oklahoma City, OK 73105
Main Office 405.521.3050 / Fax 405.522.5193

DATE: **March 24, 2022**

TO: Amanda Alexander – NEPA Project Manager – District 3

FROM: Kevin Larios, P.E. – Senior Noise Specialist

SUBJECT: **Traffic Noise Study Determination for the proposed I-35/SH-9W Interchange Reconstruction, Cleveland County, JP 19314(04).**

I have reviewed the subject project in determining if a noise study would be required per the current ODOT Noise Policy. The Preliminary Plans dated 3/17/2022 and the Documented Categorical Exclusion Justification Request dated 2/18/2022 were utilized to support this determination.

The existing I-35/SH-9W interchange is a partial cloverleaf with diamond ramps on the west side of I-35 for southbound I-35 traffic exiting to SH-9W and for SH-9W traffic entering southbound I-35. The southeast quadrant of the interchange contains a loop ramp for eastbound SH-9W traffic headed to northbound I-35 and an exit ramp for northbound I-35 traffic destined to SH-9W. The northeast quadrant of the interchange contains a free-flow ramp for westbound SH-9W traffic headed to northbound I-35. Land-use in the proximity of the interchange area consists of light industrial, commercial, casino, hotel, and agriculture.

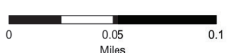
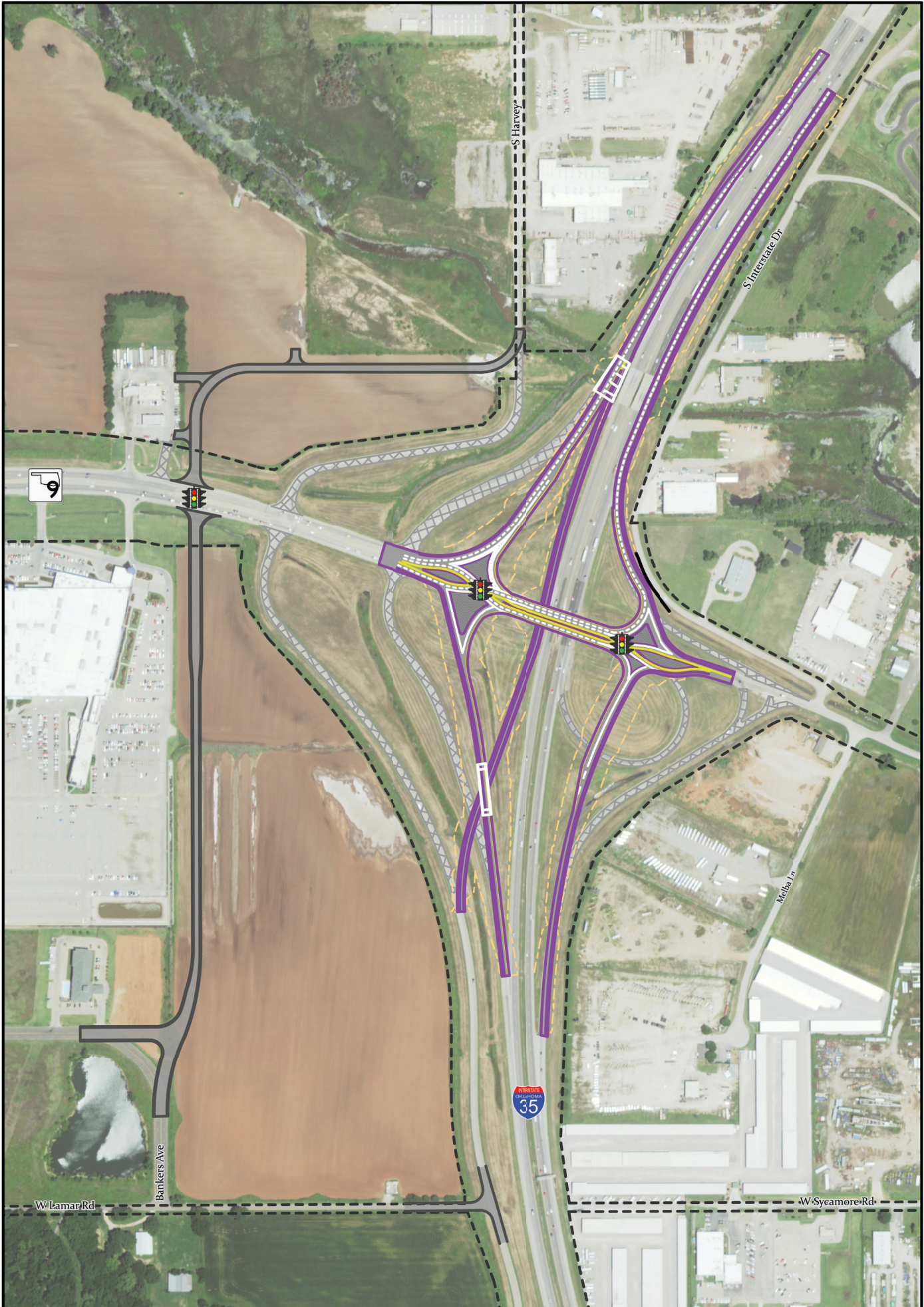
The proposed improvement consists of reconstructing the existing I-35/SH-9W interchange as a diverging diamond interchange (DDI) designated as Alternate 2B, the preferred alternate. The attached map depicts the proposed interchange design layout. The DDI will utilize the existing bridge on SH-9W over I-35. The existing on- and off-ramps to and from I-35 to SH-9W and the associated intersections with SH-9W will be reconstructed to accommodate the DDI design. An additional off-ramp (“reliever ramp”) will serve traffic not waiting to access SH-9W from southbound I-35. South Harvey Road will be realigned to join SH-9W further west and extend south on the east side of the casino to intersect at West Lamar Road.





As planned, the proposed DDI will improve the safety and traffic operations of the existing full interchange. Two design features are noteworthy, being the realignment of South Harvey Road and the addition of a reliever ramp to facilitate southbound I-35 traffic bound for South Harvey Avenue or N.W. 12th Avenue. Although a two-lane roadway on a new alignment, South Harvey Avenue, will have relatively low traffic volumes and speeds serving the casino, the hotel, and other businesses with no near noise receptors of concern. Regarding the reliever ramp, per FHWA noise guidance, an auxiliary lane should classify the project as Type I if the auxiliary lane is 2,500 feet or longer (per AASHTO Policy on Highway Design). The reliever ramp length is approximately 2,000 feet based on the project plans.

This project is defined as a Type III Project; therefore, a traffic noise study is not required.

KML

Attachment



-  Option 2B Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 2B - (DDI) DIVERGING
DIAMOND INTERCHANGE + RELIEVER

OTHER



Documented Categorical Exclusion Justification Request

Date	February 2, 2022	Project No.	J1-9314(004)
County	McClain	State Job Piece No.	19314(04)
NEPA Project Manager	Amanda Alexander	Phone Number	405-421-6820
ODOT Field Division	3	Bridge NBI No. (<i>County & State Projects</i>) & Location No. (<i>County Projects Only</i>)	NBI 22007 NBI 22008 NBI 27477 NBI 29473
Project Description from JPINFO	I-35: At SH-9W Interchange		

Existing Conditions, Logical Termini, and Prior Planning

I-35 north of SH-9W is a six-lane divided urban interstate with a 30-ft wide paved median with concrete barrier, 12-ft wide driving lanes, 10-ft wide inside shoulders, and 10-ft wide outside shoulders. There is an additional auxiliary lane both northbound and southbound between the SH-9W interchange and the SH-9E interchange to the north. South of SH-9W, the median transitions to a 30-ft wide grass median with cable barrier and 3-ft to 4-ft wide shoulders. The southbound auxiliary lane exits at the SH-9W off-ramp. SH-9W is a 4-lane roadway, westbound from the SH-9W bridge over I-35, with two 12-foot-wide eastbound and westbound driving lanes, and 10-foot-wide paved outside and inside shoulders. West Adkins Hill Road is a 2-lane roadway, eastbound from the SH-9W bridge over I-35, with one 12-foot-wide eastbound and westbound driving lanes and no shoulders.

The existing I-35 and SH-9W interchange is a partial cloverleaf with diamond ramps on the west side of I-35 for southbound I-35 traffic exiting to SH-9W and for SH-9W traffic entering to southbound I-35. The southeast quadrant of the interchange contains a loop ramp for eastbound SH-9W traffic headed to northbound I-35 and an exit ramp for northbound I-35 traffic destined to SH-9W. The northeast quadrant of the interchange contains a free-flow ramp for westbound SH-9W traffic headed to northbound I-35.

The existing bridge (National Bridge Inventory [NBI] 27477, Str. 44052536WXR) on the I-35 southbound ramp to SH-9W over an unnamed tributary to the Canadian River, is a 29-foot-wide concrete span bridge with a 29-foot-wide approach roadway. The bridge has a sufficiency rating of 82.9 and is not considered structurally deficient. The existing bridge (NBI 22008, Str. 44052536WX) on I-35 southbound over an unnamed tributary to the Canadian River, is a 52-foot-wide concrete span bridge with a 52-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 22007, Str. 44052536EX) on I-35 northbound over an unnamed tributary to the Canadian River, is a 64-foot-wide concrete span bridge with a 64-foot-wide approach roadway. The bridge has a sufficiency rating of 97.8 and is not considered structurally deficient. The existing bridge (NBI 29473, Str. 44052473X) on SH-9W over I-

35, is an 80-foot-wide concrete span bridge with an 80-foot-wide approach roadway. The bridge has a sufficiency rating of 84.6 and is not considered structurally deficient.

The current AADT on I-35 is 81,500 vehicles per day (vpd) and is projected to increase to 128,000 vpd by the year 2050. The current annual average daily traffic (AADT) on SH-9W is 34,690 vehicles per day (vpd) and is projected to increase to 58,900 vpd by the year 2050.

Congestion occurs on the I-35 ramps, particularly the southbound off-ramp, causing vehicles to back up on to the I-35 mainline. During the afternoon and evening peak hours, southbound traffic from westbound SH-9 backs up and infringes on the primary southbound through lanes of I-35. Additionally, traffic signal spacing is too close for functional traffic flow on SH-9W (approximately 400 feet).

Purpose & Need

To improve safety and traffic flow at the I-35/SH-9W interchange.

Alternatives Considered, Proposed Improvement , Public Involvement Summary, Environmental and Relocation Summary

ODOT studied four alternatives to improve the I-35/SH-9W interchange. These included:

- Alternative 2A – Diverging Diamond Interchange (DDI). A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. The DDI would eliminate left-turns across traffic for vehicles entering the interstate. Both directions of SH-9W traffic would cross to the opposite side on both sides of the bridge crossing I-35.
- Alternative 2B – DDI with Reliever Ramp. Alternative 2 is similar to Alternative 2A but adds a “reliever ramp” to facilitate southbound I-35 traffic bound for South Harvey Avenue or NW 12th Avenue.
- Alternative 3D – Loop Interchange with Reliever Ramp. This interchange routes eastbound SH-9W traffic bound for northbound I-35 via a loop. The alternative also includes a loop reliever ramp directing both southbound I-35 and westbound SH-9W to the west side I-35 frontage road, i.e., South Harvey Avenue or NW 12th Avenue. A roundabout east of the interchange facilitates exiting northbound I-35 traffic and both directions of SH-9W traffic.
- Alternative 4 – Single Point Urban Interchange (SPUI). A SPUI is a basic diamond interchange with a single signalized central intersection in the center of the bridge. The SH-9W and the I-35 ramp traffic will converge to a single point utilizing the single set of traffic signals.

All alternatives increase the existing signal spacing between the southbound I-35 off ramp and Harvey Avenue. Alternatives 2A and 4 achieve this through a partial realignment of South Harvey Avenue and adding a ramp onto the existing frontage road. Alternatives 2B and 3D achieve this through a full realignment of South Harvey Avenue and connecting to the west frontage road at West Lamar Road. Lastly, all alternatives include a realignment of North Harvey Avenue to improve safety and traffic flow to/from local businesses.

Between November 1 and November 16, 2021, ODOT conducted individual meetings with all stakeholders within the project limits including the City of Newcastle, Town of Goldsby, McClain County, Love’s Travel Stores and the Chickasaw Nation. These meetings allowed those stakeholders to ask questions on the public notice materials and get clarification on any items. ODOT requested any comments or concerns from these stakeholders should be provided at the public meeting or through the public comment form provided in their material.

ODOT presented all four alternatives to the public at an in-person public meeting on November 18, 2021 in Goldsby, Oklahoma. Fifty-four members of the public signed the sign-in sheet. The public meeting

consisted of a PowerPoint presentation explaining the four (4) interchange improvement alternatives, followed by a question-and-answer session. Graphics of the four (4) interchange improvement alternatives, travel time comparisons for each alternative, an Operational Matrix, an Overall Alternatives Matrix, and a pro/con list for the alternatives were also displayed on poster exhibits, with ODOT staff available for one-on-one conversations. A pamphlet with project information, graphics of the four interchange improvement alternatives, and a comment form were provided to attendees. After the meeting, all public meeting materials were made available for public review on ODOT's project website.

Comments received during and after the meeting primarily expressed a preference for one or more of the alternatives. Several comments suggested modification to the Riverwind Casino and Love's Travel Stop access, including suggestions for a route behind Love's for trucks. Other comments were to include two entrance and exit lanes on I-35, improvements to the traffic signals, providing additional bridges, lighting at the interchange, making safety improvements, and adding a pedestrian bridge. ODOT responded to all comments and posted those responses to the project website. The complete Public Involvement Summary is attached to this document. The project does not have any controversy on environmental grounds.

After consideration of the design analysis and public input, ODOT selected Alternative 2B, the Diverging Diamond Interchange (DDI) with Reliever Ramp, as the preferred alternative. The DDI option was the preferred choice of the Town of Goldsby and the City of Newcastle while also providing the best outcome for users of this interchange. The DDI design can accommodate large volumes of turning traffic by shifting traffic to the left side of a divided roadway through a series of coordinated signals for safer and more efficient left turns. This design will improve congestion on southbound I-35 during peak travel times and improve access to both SH-9 West and the local road system. Additionally, South Harvey Avenue and NW 12th Ave. will be realigned to connect to the intersection at West Lamar Road, west of I-35.

The proposed improvement consists of reconstruction of the existing I-35/SH-9W interchange as a diverging diamond interchange. The DDI will utilize the existing bridge on SH-9W over I-35. The existing on- and off-ramps to and from I-35 to SH-9W and the associated intersections with SH-9W will be reconstructed to accommodate the DDI design. Traffic signals will be installed at the two ramp intersections. An additional off-ramp from southbound I-35 to West Lamar Road will be added for traffic not wanting to access SH-9W. South Harvey Road will be realigned to join SH-9W further west and will extend south on the east side of the casino to intersect at West Lamar Road.

New right-of-way will be required for the realignment of South Harvey Road; however, no relocations will be required. The study area has a very small overall population, including a few minority individuals. Income data do not suggest the presence of low-income populations. Given that the project is anticipated to benefit the users of the interchange and will not cause substantial impacts to the surrounding community, the project is not anticipated to have disproportionately high or adverse impacts to environmental justice populations.

Based on the studied footprint, the project will have no effect on historic properties and there are no hazardous waste concerns. Best management practices are anticipated to minimize impacts to the Arkansas River Shiner and its critical habitat. Overall, environmental impacts are anticipated to be minor. ODOT will complete a traffic noise study once 30% plans are available.

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

X	Property Owner Notification		Road Closure Letter		X	Public/Stakeholder Meeting
	Legal Notice/Website Posting		Small City Letter			None

IMPORTANT: ATTACH THE FOLLOWING:



1. **STUDY FOOTPRINT OR PLANS**
2. **THE PROJECT INITIATION REPORT, LOCAL GOVERNMENT NEPA CHECKLIST OR OTHER DOCUMENTS OUTLINING THE PROJECT SCOPE**

ATTACHMENTS (Check all that apply):

- NEPA Study Footprint and Plans
 Location Map
 Other: Public Meeting Summary

Reasons DCE format is being proposed rather than EA.		
Description/Question	Yes	No
1. Based on prior planning studies and public involvement – this project has no or little substantive controversy	X	
2. This project has no new R/W or minor R/W adjacent to the existing facility and no or few residential/commercial relocations.	X	
3. The project has no potentially significant social, economic, environmental impacts identified by studies or agency solicitation	X	


Requester's Signatures

 Kirsten McCullough, Garver	February 2, 2022
Environmental Consultant Project Manager & Firm Name (If Applicable)	Date
 Amanda Alexander	Date
Digitally signed by Amanda Alexander Date: 2022.02.03 12:06:06 -06'00'	Date
Amber McIntyre	Date
Digitally signed by Amber McIntyre Date: 2022.02.03 08:23:49 -06'00'	Date
ODOT Environmental Programs Interim Assistant Division Manager	Date
Joe Brutsché	Date
Digitally signed by Joe Brutsché Date: 2022.02.03 05:40:01 -06'00'	Date
ODOT Environmental Programs Interim Division Manager	Date

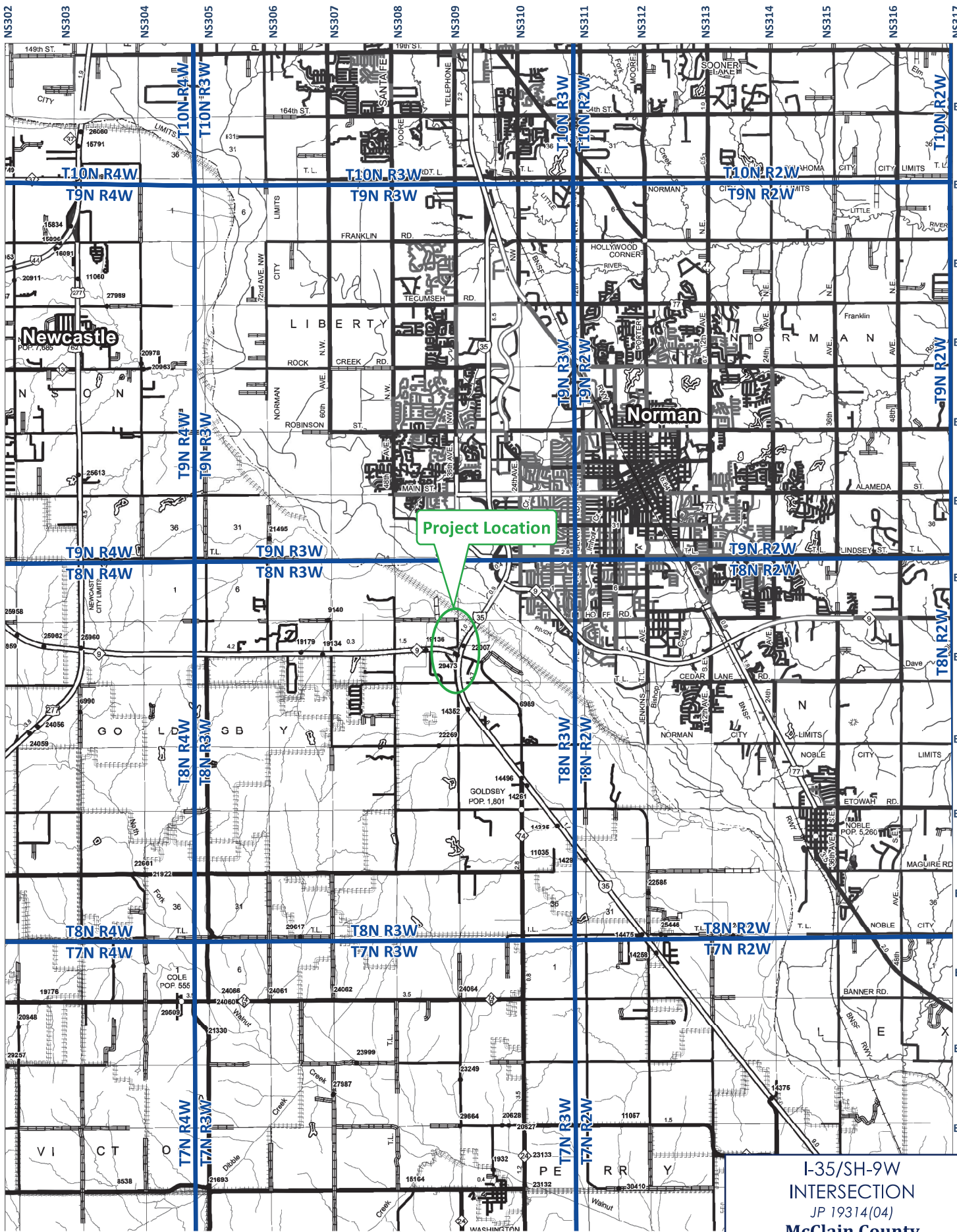
CONCLUSION:

Based on the 2019 ODOT/FHWA Programmatic Agreement for Categorical Exclusion processing and information provided, FHWA concurs that this project may be processed as a Documented CE (DCE). Upon completion of all studies and coordination, a draft DCE document will be submitted to FHWA for review and approval.	X	YES
		NO

Special Requirements from FHWA

 Ralph Nguyen	Digitally signed by Ralph Nguyen Date: 2022.02.18 12:06:05 -06'00'
FHWA Representative	Date

Attachments: Project Information listed above



-  Project Location
-  Township & Range Boundary



I-35/SH-9W
 INTERSECTION
 JP 19314(04)
 McClain County



Project Location Map

McCullough, Kirsten J.

From: Cody Hamblin <CHAMBLIN@ODOT.ORG>
Sent: Friday, April 8, 2022 2:16 PM
To: McCullough, Kirsten J.
Cc: Amanda Alexander
Subject: RE: McClain JP 19314(04) I-35/SH-9W Interchange - AJR

Categories: Filed by Newforma

Kirsten,

Please let me know if you think this will suffice:

The Access Justification Report for the interchange of I-35 & SH-9W is currently under progress. Operational Analysis using PTV Vissim has been completed for the existing interchange as well as several proposed alternatives. After thorough analysis, the proposed Diverging Diamond Interchange was selected for further design. The AJR is anticipated to be completed for FHWA review in early 2023.

Cody Hamblin, P.E.
Traffic Planning and Analytics
C: (405) 227-6425
200 NE 21st Street
Oklahoma City 73105



From: McCullough, Kirsten J. <KJMcCullough@GarverUSA.com>
Sent: Friday, April 8, 2022 1:53 PM
To: Cody Hamblin <CHAMBLIN@ODOT.ORG>
Cc: Amanda Alexander <AAlexander@odot.org>
Subject: [EXTERNAL] RE: McClain JP 19314(04) I-35/SH-9W Interchange - AJR

Hi Cody

We would typically include the Executive Summary including what was done and the recommendations. If it is still incomplete please provide a discussion of what will be done and anticipated findings. Thanks!

Kirsten McCullough, AICP, RPA
Garver
918-858-3799

From: Cody Hamblin <CHAMBLIN@ODOT.ORG>
Sent: Thursday, April 7, 2022 3:40 PM
To: McCullough, Kirsten J. <KJMcCullough@GarverUSA.com>

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 22007	Structure No.: 4405 2536EX	Local ID: -1	Suff. Rating: 97.80	ND																														
Bridge Description: 3-40ft. PRESTRESSED CONC BM SPANS		IDENTIFICATION																																
1. State: Oklahoma 2. Division: Division 3 3. County: MCCLAIN 4. City: Unknown Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: Interstate Hwy 5c. Lvl of Svc: Mainline 5d. Route No.: 00035 5e. Dir. Sufx: N/A (NBI)		7. Facility Carried: I-35 6. Feat. Intersect: S. CANADIAN O'FLOW 9. Location: .3 MI S CLEV. C/L 11. Mile Post: 25.354 mi 13. LRS Inv. / Sub Rte: 4400005HX / 00 16. Latitude: 35° 11' 00.28" 17. Longitude: 097° 29' 34.24" 98. Border Brdg: Unknown (P) % Responsible: 0.00 99. Border Brdg #: Unknown																																
STRUCTURE TYPE AND MATERIALS		INSPECTION																																
43a/b. Main Span: P/S Conc. / Stringer/Girder 44a/b. Appr. Span: Unknown / Unknown (P) 45. # of Main Spans: 3 46. # of Appr. Spans: 0 107. Deck Type: Concrete-Cast-in-Place 108a. Wearing Surface: Monolithic Concrete 108b. Membrane: Unknown 108c. Deck protection: Epoxy Coated Reinforci		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>8/7/2019</td> <td>08/07/2021</td> </tr> <tr> <td>FC:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>			Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	8/7/2019	08/07/2021	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA
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GEOMETRIC DATA		CONDITION																																
10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 64.00 ft 33. Median: Open median 34. Skew: 0.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 63.98 ft 48. Length Max Span: 40.03 ft 49. Struct. Length: 120.08 ft		58. Deck: 7 Good 62. Culvert: N/A (NBI) 59. Sup.: 7 Good 61. Chan./Chan. Prot.: 7 Minor Damage 60. Sub: 8 Very Good																																
OKLAHOMA ITEMS		LOAD RATING AND POSTING																																
200c. Temperature: 96 200d. Weather: Clear 201. Struc.Stl. ASTM Desig.: A36 / 20 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: Other 204. Type of Railing: SFP-1 205. Material Quantity: 30.00 208a. Type of Abutment: Other b. Type of Found.: Steel Piling 209. Type of Pier/Found.: 3 / No Drilled Shaft-No Footing 210. Foundation Elev.: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>-1.00</td> <td>-1.00</td> </tr> <tr> <td>-1.00</td> <td>-1.00</td> </tr> </table> 211. Wear. Surf. Prot. Sys: Silane Date Installed: 01/01/1901 211c. Silane Reapplied 211d. Date: 213. Utilities Attached:		-1.00	-1.00	-1.00	-1.00	31. Design Load: MS 18 (HS 20) 41. Post. Status: A Open, no restriction 70. Posting: 5 At/Above Legal Loads 63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> </thead> <tbody> <tr> <td>64. Operating Rating (tons):</td> <td>53.00</td> <td>67.00</td> <td>117.00</td> <td>60.00</td> <td>76.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>32.00</td> <td>40.00</td> <td>70.00</td> <td>36.00</td> <td></td> </tr> </tbody> </table> Date Rated: 10/06/2020				H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	53.00	67.00	117.00	60.00	76.00	66. Inventory Rating (tons):	32.00	40.00	70.00	36.00									
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NAVIGATION DATA		PROPOSED IMPROVEMENTS																																
214a. Posted Weight Limit: NR b. Posted Speed Limit: NR c. Narrow/1way Brdg Sign: No d. Vertical Clr. Sign: No Adv. Warning Sign: No e. Navigation Lights?: NA Working/Not Working: NA 215. Overpass: INTERSTATE 218. Functionally Obsolete: - 220. Bridge Redecked: - 221. Substr. Cond. (U/W): 222. Fill Over RCB: 223. Appr. Slab/Rwy Cond.: 3 225. Paint Type/Ovrct: N/A N/A 226. Date Painted: 227. Paint Color: -1 233. Deck Forming: 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /		64a. Brgd Rail: 1 Meets Standards 36b. Transition: 1 Meets Standards 36c. Appr. Rail: 1 Meets Standards 36d. Appr. Rail Ends: 1 Meets Standard 67. Str Evaluation: 7 Above Min Criteri																																
APPRAISAL		NAVIGATION DATA																																
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Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 22007	Structure No.: 4405 2536EX	Local ID: -1	Suff. Rating: 97.80	ND
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Inspection Date: 8/7/19 Adam Hill

Invoice No.: McClain01 Inspected With: Erik Cox



BRIDGE NOTES:

INSPECTION NOTES: 8/7/19

FX #61 BCD. CHAN NEEDS SOME CLEANING & MUCH TRASH AROUND STR. H #214 (FX) DAMAGE TO S-E CORNER APPR FLEX RAIL. CHAN IS O'FLOW.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 4	Re Concrete Deck	sq.ft	8,040.60	90%	7,236.54	10%	804.06	0%	0.00	0%	0.00
SOME FULL DEPTH ANGULAR CRACKS @ CORNERS W/ LEACHING -OTHER LIGHT RANDOM CRACKING. MOST HAVE BEEN SEALED.											
109 / 4	Pre Opn Conc Girder/Beam	ft	721.00	99%	713.80	1%	7.20	0%	0.00	0%	0.00
1 SPALL APPR 6in.X3in.x2in. DEEP TO E. FACE OF E. BEAM N. SPAN & 1 APPR 2in. DIAM SPALL TO W. FACE OF W. BEAM S. SPAN. TAR PAPER WAS USED AS A FORM LINER^ VOIDS BETWEEN TOP OF BEAMS AND BOTTOM OF DECK.											
205 / 4	Re Conc Column	each	6.00	100%	6.00	0%	0.00	0%	0.00	0%	0.00
-1											
234 / 4	Re Conc Pier Cap	ft	131.20	100%	131.20	0%	0.00	0%	0.00	0%	0.00
-1											
310 / 4	Elastomeric Bearing	each	32.00	100%	32.00	0%	0.00	0%	0.00	0%	0.00
-1											
321 / 4	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
ROUGH											
331 / 4	Re Conc Bridge Railing	ft	239.50	91%	217.90	6%	14.40	3%	7.20	0%	0.00
A FEW MINOR SPALLS W/ EXP REBAR END.											
818 / 4	Integral Abutment	(LF)	134.50	100%	134.50	0%	0.00	0%	0.00	0%	0.00
-1											
819 / 4	PS Conc.Gird.End(5Ft	(LF)	240.00	100%	240.00	0%	0.00	0%	0.00	0%	0.00
-1											
859 / 4	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
DIAG CRACKS @ ABUT #2^ W EFFLORESCENCE.											
870 / 4	Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
-1											
916 / 4	St.Bearing Assembly	(LF)	32.00	100%	32.00	0%	0.00	0%	0.00	0%	0.00
-1											
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
PX- SEE NOTE FOR #012.											

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 22008	Structure No.: 4405 2536WX	Local ID: -1	Suff. Rating: 97.80	ND
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<p>Bridge Description: IDENTIFICATION</p> <div style="border: 1px solid black; padding: 2px;">3-40ft. PRESTRESSED CONC BM SPANS</div> <p>1. State: Oklahoma 2. Division: Division 3 3. County: MCCLAIN 4. City: Unknown Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: Interstate Hwy 5c. Lvl of Svc: Mainline 5d. Route No.: 00035 5e. Dir. Sufx: N/A (NBI)</p> <p>7. Facility Carried: I-35 6. Feat. Intersect: S. CANADIAN O'FLOW 9. Location: .3 MI S CLEV. C/L 11. Mile Post: 25.354 mi 13. LRS Inv. / Sub Rte: 4400005HV / 00 16. Latitude: 35° 11' 02.11" 17. Longitude: 097° 29' 34.95" 98. Border Brdg: Unknown (P) % Responsible: 0.00 99. Border Brdg #: Unknown</p>	<p style="text-align: center;">INSPECTION</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>8/7/2019</td> <td>08/07/2021</td> </tr> <tr> <td>FC:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> </tbody> </table> <p style="text-align: center;">CLASSIFICATION</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>12. Base Hwy Net.: On Base Network</td> <td>101. Parallel Str.: Left of bridge</td> </tr> <tr> <td>20. Toll Facility: On free road</td> <td>102. Traffic Dir.: 1-way traffic</td> </tr> <tr> <td>21. Custodian: State</td> <td>103. Temp. Str.: Not Applicable (P)</td> </tr> <tr> <td>22. Owner: State</td> <td>104. Hwy System: On the NHS</td> </tr> <tr> <td>26. Function Class: 01 Rural Interstate</td> <td>105. Fed Land Hwy: N/A (NBI)</td> </tr> <tr> <td>37. Historical Sig.: Not eligible for NRHP</td> <td>110. Defense Hwy: On Interstate STRAHNE</td> </tr> <tr> <td>100. Def. Hwy: On Interstate STRAHNE</td> <td>112. NBIS Length: Long Enough</td> </tr> </table>	Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	8/7/2019	08/07/2021	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA	12. Base Hwy Net.: On Base Network	101. Parallel Str.: Left of bridge	20. Toll Facility: On free road	102. Traffic Dir.: 1-way traffic	21. Custodian: State	103. Temp. Str.: Not Applicable (P)	22. Owner: State	104. Hwy System: On the NHS	26. Function Class: 01 Rural Interstate	105. Fed Land Hwy: N/A (NBI)	37. Historical Sig.: Not eligible for NRHP	110. Defense Hwy: On Interstate STRAHNE	100. Def. Hwy: On Interstate STRAHNE	112. NBIS Length: Long Enough
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<p style="text-align: center;">STRUCTURE TYPE AND MATERIALS</p> <p>43a/b. Main Span: P/S Conc. / Stringer/Girder 44a/b. Appr. Span: Unknown / Unknown (P) 45. # of Main Spans: 3 46. # of Appr. Spans: 0 107. Deck Type: Concrete-Cast-in-Place 108a. Wearing Surface: Monolithic Concrete 108b. Membrane: Unknown 108c. Deck protection: Epoxy Coated Reinforci</p>	<p style="text-align: center;">CONDITION</p> <p>58. Deck: 7 Good 62. Culvert: N/A (NBI) Flowline Notes 13' 9" TOP OF RAIL, E. SIDE 0' 4" DEEP</p> <p>59. Sup.: 8 Very Good 61. Chan./Chan. Prot.: 7 Minor Damage 60. Sub: 7 Good</p>
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<p style="text-align: center;">AGE AND SERVICE</p> <p>19. Detour Length: 0.1 mi 27. Year Built: 1988 28a/b. Lanes on/und: 2 / 0 29. ADT: 28,100 30. Year of ADT: 2019 42a/b. Type of Svc on/und: Highway / Relief for waterway</p> <p>106. Year Reconst.: -1 109. Truck ADT: 36%</p>	<p style="text-align: center;">LOAD RATING AND POSTING</p> <p>31. Design Load: MS 18 (HS 20) Date Rated: 10/06/2020 41. Post. Status: A Open, no restriction 70. Posting: 5 At/Above Legal Loads 63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> </thead> <tbody> <tr> <td>64. Operating Rating (tons):</td> <td>53.00</td> <td>67.00</td> <td>117.00</td> <td>60.00</td> <td>76.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>32.00</td> <td>40.00</td> <td>70.00</td> <td>36.00</td> <td></td> </tr> </tbody> </table>		H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	53.00	67.00	117.00	60.00	76.00	66. Inventory Rating (tons):	32.00	40.00	70.00	36.00	
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<p style="text-align: center;">GEOMETRIC DATA</p> <p>10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 52.00 ft 33. Median: Open median 34. Skew: 0.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 38.00 ft 48. Length Max Span: 40.03 ft 49. Struct. Length: 120.08 ft</p> <p>50a. Curb/Sdwk Width L: 0.00 ft 50b. Curb/Sdwk Width R: 0.00 ft 51. Width Curb to Curb: 51.84 ft 52. Width Out to Out: 55.12 ft Deck Area: 6,619.81 sq. ft 53. Min. Vert. Cl. Ovr Brg: 99.99 ft 54a. Min. Vert. Undclr. Ref.: N Feature not hwy c 54b. Min. Vert. Undclr.: 0.00 ft 55a. Min. Lat. Undclr. Ref.: N Feature not hwy 55. Min. Lat. Underclr. R: 0.00 ft 56. Min. Lat. Underclr. L: 0.00 ft</p>	<p style="text-align: center;">APPRAISAL</p> <p>36a. Brdg Rail: 1 Meets Standards 36b. Transition: 1 Meets Standards 36c. Appr. Rail: 1 Meets Standards 36d. Appr. Rail Ends: 1 Meets Standard 67. Str Evaluation: 7 Above Min Criteri</p> <p>68. Deck Geom.: 9 Above Desirable Crit 69. Vert./Horiz. Undclr: Not applicable (NB) 71. Waterway Adeq: 8 Equal Desirable 72. Appr. Alignment: 8 Equal Desirable Crit 113. Scour Critical: 8 Stable Above Footin</p>
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<p style="text-align: center;">OKLAHOMA ITEMS</p> <p>200c. Temperature: 96 200d. Weather: Clear 201. Struc. Stl. ASTM Desig.: A36 / 20 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: Other 204. Type of Railing: SFP-1 205. Material Quantity: 36.00 208a. Type of Abutment: Other b. Type of Found.: Steel Piling 209. Type of Pier/Found.: 3 / No Drilled Shaft-No Footing 210. Foundation Elev.: -1.00 -1.00 -1.00 -1.00 -1.00 211. Wear. Surf. Prot. Sys: Silane Date Installed: 01/01/1901 211c. Silane Reapplied 211d. Date: 213. Utilities Attached:</p>	<p style="text-align: center;">PROPOSED IMPROVEMENTS</p> <p>94. Bridge Cost: \$579,000 95. Roadway Cost: \$955,350 96. Total Cost: \$1,621,200 97. Yr. of Cost Est.: 2015</p> <p>75. Type of Work: 31 Repl-Load Capacity 76. Lngth of Improvement: 225.2 ft 114. Future ADT: 44,960 115. Yr. of Future ADT: 2039</p> <p style="text-align: center;">NAVIGATION DATA</p> <p>38. Nav. Control: Permit Not Required 39. Vert. Clearance: 0.0 ft 40. Horiz. Clearance: 0.0 ft</p> <p>111. Pier Protect.: Unknown (NBI) 116. Lift Bridge Vert. Clr.: 0.0 ft</p>
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<p>214a. Posted Weight Limit: NR b. Posted Speed Limit: NR c. Narrow/1way Brdg Sign: No d. Vertical Clr. Sign: No Adv. Warning Sign: No e. Navigation Lights?: NA Working/Not Working: NA</p> <p>215. Overpass: INTERSTATE 218. Functionally Obsolete: - 220. Bridge Redecked: - 221. Substr. Cond. (U/W): 222. Fill Over RCB: 223. Appr. Slab/Rwy Cond.: 3 225. Paint Type/Ovrct: N/A 226. Date Painted: 227. Paint Color: -1 233. Deck Forming: 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /</p>	<p>244. Span Lengths: 245. Girder Depth: 246a. Type of Overlay: NA b. Overlay Thickness: c. Overlay Date: 01/01/1901 d. Ovlv Depth Changed >1": - 247. Protective Systems:</p> <p>248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: - 250. Headwall: 258. Plans w/ Found. in ODOT File: - 259. Scour Eval. in ODOT File: - 263. Interchange at Intersection: No 264. Interstate Milepoint: 107.04</p>
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Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 22008	Structure No.: 4405 2536WX	Local ID: -1	Suff. Rating: 97.80	ND
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Inspection Date: 8/7/19 Adam Hill

Invoice No.: McClain01 Inspected With: Erik Cox



BRIDGE NOTES:

INSPECTION NOTES: 8/7/19

#61 BC&D. CHAN NEEDS SOME CLEANING & MUCH TRASH AROUND BRIDGE. H. CHAN IS OVERFLOW. #223 (FX) APPR RDWY IS RAVELING & HAS SETTLED APPR 1".

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 4	Re Concrete Deck	sq.ft	6,619.80	100%	6,619.80	0%	0.00	0%	0.00	0%	0.00
GUTTERS NEED CLEANOUT. FULL DEPTH ANGULAR CRACKS W/ LEACHING @ CORNERS & OTHER RANDOM LIGHT CRACKING MOST HAVE BEEN SEALED.											
109 / 4	Pre Opn Conc Girder/Beam	ft	600.00	100%	600.00	0%	0.00	0%	0.00	0%	0.00
TAR PAPER WAS USED AS A FORM LINER^ SOME VOIDS BETWEEN TOP OF BEAMS AND BOTTOM OF DECK.											
205 / 4	Re Conc Column	each	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
-1											
234 / 4	Re Conc Pier Cap	ft	108.30	100%	108.30	0%	0.00	0%	0.00	0%	0.00
-1											
310 / 4	Elastomeric Bearing	each	28.00	100%	28.00	0%	0.00	0%	0.00	0%	0.00
-1											
321 / 4	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
APPR SLABS HAVE 2 LONGITUDINAL CRACKS IN EACH SLAB.											
331 / 4	Re Conc Bridge Railing	ft	239.50	95%	226.40	5%	13.10	0%	0.00	0%	0.00
-1											
818 / 4	Integral Abutment	(LF)	111.50	100%	111.50	0%	0.00	0%	0.00	0%	0.00
-1											
819 / 4	PS Conc.Gird.End(5Ft	(LF)	240.00	100%	240.00	0%	0.00	0%	0.00	0%	0.00
-1											
859 / 4	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX- FIRE UNDER SPAN # 3, BAY # 1. THIS HAS MADE A 1 ft TRIANGLE SPALL W/ EXP. REBAR RIGHT BY ABUT. # 2.											
870 / 4	Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
-1											
916 / 4	St.Bearing Assembly	(LF)	28.00	100%	28.00	0%	0.00	0%	0.00	0%	0.00
-1											
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX- SEE NOTE FOR #012.											

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 27477	Structure No.: 4405 2536WXR	Local ID: 44	Suff. Rating: 82.90	ND
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Bridge Description: IDENTIFICATION
 3-40ft. PCBEAM TYPE II SPANS X 29ft. CLR.RDY. W/ F-SHAPE PARAPET SKEW 0

1. State: Oklahoma	7. Facility Carried : I-35 SB RAMP S.H.9
2. Division: Division 3	6. Feat. Intersect: S. CANADIAN O'FLOW
3. County: MCCLAIN	9. Location: S. OF NORMAN
4. City: Unknown	11. Mile Post: 40.804 mi
Admin Area: Unknown	13. LRS Inv. / Sub Rte: -1 / -1
5a. On/Under: Route On Structure	16. Latitude: 35° 11' 02.54"
5b. Kind of Hwy: State Hwy	17. Longitude: 097° 29' 35.51"
5c. Lvl of Svc: Ramp	98. Border Brdg: Unknown (P)
5d. Route No.: 00035	% Responsible: 0.00
5e. Dir. Sufx: N/A (NBI)	99. Border Brdg #: Unknown

INSPECTION

Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.
NBI:		1	24 months	8/7/2019	08/07/2021
FC:	N	0		NA	NA
UW:	N	0		NA	NA
OS:	N	0		NA	NA

CLASSIFICATION

12. Base Hwy Net.: Not on Base Network	101. Parallel Str.: Left of bridge
20. Toll Facility: On free road	102. Traffic Dir.: 1-way traffic
21. Custodian: State	103. Temp. Str.: Not Applicable (P)
22. Owner: State	104. Hwy System: Not on NHS
26. Function Class: 14 Urban Other Princ	105. Fed Land Hwy: N/A (NBI)
37. Historical Sig.: Not eligible for NRHP	110. Defense Hwy: Not a STRAHNET hwy
100. Def. Hwy: Not a STRAHNET hwy	112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: P/S Conc. / Stringer/Girder
 44a/b. Appr. Span: Other / Other (NBI)

45. # of Main Spans: 3
 46. # of Appr. Spans: 0
 107. Deck Type: Concrete-Cast-in-Place
 108a. Wearing Surface: Monolithic Concrete
 108b. Membrane: None
 108c. Deck protection: Epoxy Coated Reinforci

CONDITION

58. Deck: 7 Good | 59. Sup.: 8 Very Good | 60. Sub: 8 Very Good
 62. Culvert: N/A (NBI) | 61. Chan./Chan. Prot.: 9 No Deficiencies

Flowline Notes
 13 ft 6 in TOP OF RAIL, W. SIDE 0 ft 3 in DEEP - O'FLOW

AGE AND SERVICE

19. Detour Length: 0.1 mi | 106. Year Reconst.: -1
 27. Year Built: 2006 | 109. Truck ADT: 12%

28a/b. Lanes on/und: 2 / 0
 29. ADT: 6,650
 30. Year of ADT: 2019
 42a/b. Type of Svc on/und: Highway / Waterway

LOAD RATING AND POSTING

31. Design Load: HL 93 | Date Rated: 10/06/2020
 41. Post. Status: A Open, no restriction
 70. Posting: 5 At/Above Legal Loads
 63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

	H	HS	3-3	EV3	SHV
64. Operating Rating (tons):	58.00	78.00	135.00	68.00	76.00
66. Inventory Rating (tons):	35.00	46.00	81.00	41.00	

GEOMETRIC DATA

10. Vert. Clearance: 99.99 ft	50a. Curb/Sdwk Width L: 0.00 ft
32. Appr Rwy Width: 29.00 ft	50b. Curb/Sdwk Width R: 0.00 ft
33. Median: No median	51. Width Curb to Curb: 29.00 ft
34. Skew: 0.00°	52. Width Out to Out: 34.00 ft
35. Struct. Flared: No flare	Deck Area: 4,082.60 sq. ft
47. Horizontal Clr: 29.00 ft	53. Min. Vert. Cl. Ovr Brg: 99.99 ft
48. Length Max Span: 40.04 ft	54a. Min. Vt. Undclr. Ref.: N Feature not hwy c
49. Struct. Length: 120.08 ft	54b. Min. Vert. Undclr.: 0.00 ft
	55a. Min. Lat. Undclr. Ref.: N Feature not hwy
	55. Min. Lat. Underclr. R: 99.90 ft
	56. Min. Lat. Underclr. L: 99.90 ft

APPRAISAL

36a. Brgd Rail: 1 Meets Standards	68. Deck Geom.: 4 Tolerable
36b. Transition: 1 Meets Standards	69. Vert./Horiz. Undclr: Not applicable (NB)
36c. Appr. Rail: 1 Meets Standards	71. Waterway Adeq: 8 Equal Desirable
36d. Appr. Rail Ends: 1 Meets Standard	72. Appr. Alignment: 8 Equal Desirable Crit
67. Str Evaluation: 8 Equal Desirable	113. Scour Critical: 8 Stable Above Footin

OKLAHOMA ITEMS

200c. Temperature: 96	214a. Posted Weight Limit: NR
200d. Weather: Clear	b. Posted Speed Limit: N
201. Struc. Stl. ASTM Desig.: A709 / 50W	c. Narrow/1way Brgd Sign: No
202. Waterprf. Membrane: -1	d. Vertical Clr. Sign: No
Date Installed: 01/01/1901	Adv. Warning Sign: No
203. Type Exp. Device: Pourable	e. Navigation Lights?: NA
	Working/Not Working: NA
204. Type of Railing: F-Shaped Parapet	215. Overpass: INTERSTATE
205. Material Quantity: 0.10	218. Functionally Obsolete: -
208a. Type of Abutment: Skeleton	220. Bridge Redecked: -
b. Type of Found.: Steel Piling	221. Substr. Cond. (U/W): -
209. Type of Pier/Found.: 2 / No	222. Fill Over RCB: -
Drilled Shaft-No Footing	223. Appr. Slab/Rwy Cond.: 3
210. Foundation Elev.: -1.00 -1.00	225. Paint Type/Ovrct: N/A
-1.00 -1.00 -1.00	N/A
211. Wear. Surf. Prot. Sys: -	226. Date Painted: -
Date Installed: 01/01/1901	227. Paint Color: -
211c. Silane Reapplied	233. Deck Forming: Conventional Forming
211d. Date: -	238. School Bus Rte.: Desired bus route
213. Utilities Attached: -	240. Appr. Rwy Type.: Asphalt/Bituminous
	243. Grdr Spacing/No.: /

PROPOSED IMPROVEMENTS

94. Bridge Cost: \$583,797	75. Type of Work: 31 Repl-Load Capacity
95. Roadway Cost: \$963,265	76. Lngth of Improvement: 144.1 ft
96. Total Cost: \$1,634,631	114. Future ADT: 10,640
97. Yr. of Cost Est.: 2015	115. Yr. of Future ADT: 2039

NAVIGATION DATA

38. Nav. Control: Permit Not Required	111. Pier Protect.: 1 Not Required
39. Vert. Clearance: 0.0 ft	116. Lift Bridge Vert. Clr.: 0.0 ft
40. Horiz. Clearance: 0.0 ft	

244. Span Lengths:

245. Girder Depth:

246a. Type of Overlay: NA

b. Overlay Thickness:

c. Overlay Date: 01/01/1901

d. Ovlv Depth Changed >1": -

247. Protective Systems:

248. # Field Splices w/ Corrosion:

249. Scour Crit. POA Exists?: -

250. Headwall:

258. Plans w/Found.in ODOT File: -

259. Scour Eval. in ODOT File: -

263. Interchange at Intersection: No

264. Interstate Milepoint:

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 27477	Structure No.: 4405 2536WXR	Local ID: 44	Suff. Rating: 82.90	ND
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Inspection Date: 8/7/19 Adam Hill

Invoice No.: McClain01 Inspected With: Erik Cox



BRIDGE NOTES:

INSPECTION NOTES: 8/7/19

1ST. INSPECTION ON NEW STRUCTURE... NOTE CONTRACTOR WILL RETURNED TO RE-DO AREAS OF LANE STRIPING THAT WAS GROUND OFF BY CONTRACTOR. ALSO, SEALANT WILL BE APPLIED TO THE FACES OF BOTH ABUTMENTS AND BOTTOM OF BEAMS FLANGES, SEALING OFF THE ENCLOSED ELASTOMERIC BEARINGS..

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 4	Re Concrete Deck	sq.ft	3,480.00	0%	0.00	100%	3,480.00	0%	0.00	0%	0.00
SOME MINOR TRANSVERSE & LONGITUDINAL CRACKS @ N. AND S. END AND TRANSVERSE CRACKS OVER PIER CAPS											
109 / 4	Pre Opn Conc Girder/Beam	ft	480.00	100%	480.00	0%	0.00	0%	0.00	0%	0.00
-1											
205 / 4	Re Conc Column	each	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
MINOR SPALLED AREAS TO FACES OF CAPS^ THIS WAS DONE DURING CONSTRUCTION.											
234 / 4	Re Conc Pier Cap	ft	59.00	100%	59.00	0%	0.00	0%	0.00	0%	0.00
-1											
310 / 4	Elastomeric Bearing	each	16.00	100%	16.00	0%	0.00	0%	0.00	0%	0.00
-1											
321 / 4	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
APPR. RDWY. IS ROUGH.											
331 / 4	Re Conc Bridge Railing	ft	240.00	80%	193.00	20%	47.00	0%	0.00	0%	0.00
VERTICAL CRACKS TO PARAPET.											
818 / 4	Integral Abutment	(LF)	69.00	100%	69.00	0%	0.00	0%	0.00	0%	0.00
-1											
859 / 4	Soffit	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
-1											
870 / 4	Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
-1											
916 / 4	St.Bearing Assembly	(LF)	16.00	100%	16.00	0%	0.00	0%	0.00	0%	0.00
-1											
958 / 4	Concrete Cracking SF	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
FX- TRANSVERSE & LONGITUDINAL CRACKS EXIST.											

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 29473	Structure No.: 4405 2473 X	Local ID: -1	Suff. Rating: 84.60	ND																														
Bridge Description: (58ft.-106ft.-106ft.-48ft.) PC BEAM SPANS W/ 80ft. CLEAR RDWY. F-SHAPED PARAPETS & SKEWED RF 5 DEG.		INSPECTION																																
IDENTIFICATION 1. State: Oklahoma 2. Division: Division 3 3. County: MCCLAIN 4. City: Unknown Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: State Hwy 5c. Lvl of Svc: Mainline 5d. Route No.: 00009 5e. Dir. Sufx: N/A (NBI)		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>8/6/2019</td> <td>08/06/2021</td> </tr> <tr> <td>FC:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>			Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	8/6/2019	08/06/2021	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA
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		FC:	N	0		NA	NA																											
UW:	N	0		NA	NA																													
OS:	N	0		NA	NA																													
CLASSIFICATION																																		
7. Facility Carried : S.H. 9 6. Feat. Intersect: I-35 UNDER 9. Location: S.H. 9W OVER I-35 11. Mile Post: 6.029 mi 13. LRS Inv. / Sub Rte: 4400008HX / 00 16. Latitude: 35° 10' 52.69" 17. Longitude: 097° 29' 40.52" 98. Border Brdg: Unknown (P) % Responsible: 0.00 99. Border Brdg #: Unknown		12. Base Hwy Net.: On Base Network 20. Toll Facility: On free road 21. Custodian: State 22. Owner: State 26. Function Class: 02 Rural Other Princ 37. Historical Sig.: Not eligible for NRHP 100. Def. Hwy: Not a STRAHNET hwy 101. Parallel Str.: No bridge exists 102. Traffic Dir.: 2-way traffic 103. Temp. Str.: Not Applicable (P) 104. Hwy System: On the NHS 105. Fed Land Hwy: N/A (NBI) 110. Defense Hwy: Not a STRAHNET hwy 112. NBIS Length: Long Enough																																
STRUCTURE TYPE AND MATERIALS		CONDITION																																
43a/b. Main Span: P/S Conc. / Stringer/Girder 44a/b. Appr. Span: N/A / Not Applicable (P) 45. # of Main Spans: 4 46. # of Appr. Spans: 0 107. Deck Type: Concrete-Cast-in-Place 108a. Wearing Surface: Monolithic Concrete 108b. Membrane: Unknown 108c. Deck protection: Epoxy Coated Reinforci		58. Deck: 8 Very Good 62. Culvert: N/A (NBI) 59. Sup.: 9 Excellent 61. Chan./Chan. Prot.: N/A (NBI) 60. Sub: 7 Good Flowline Notes I-35 UNDER																																
AGE AND SERVICE		LOAD RATING AND POSTING																																
19. Detour Length: 52.0 mi 27. Year Built: 2010 28a/b. Lanes on/und: 4 / 4 29. ADT: 28,000 30. Year of ADT: 2019 42a/b. Type of Svc on/und: Highway / Highway		31. Design Load: HL 93 41. Post. Status: A Open, no restriction 70. Posting: 5 At/Above Legal Loads 63. Op / 65. Inv. Rating Meth.: 3 LRFR Load & Res. Fa 3 LRFR Load & Res. Fa Date Rated: 10/06/2020 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> </thead> <tbody> <tr> <td>64. Operating Rating (tons):</td> <td>79.00</td> <td>80.00</td> <td>80.00</td> <td>97.00</td> <td>104.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>35.00</td> <td>39.00</td> <td>39.00</td> <td>43.00</td> <td></td> </tr> </tbody> </table>				H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	79.00	80.00	80.00	97.00	104.00	66. Inventory Rating (tons):	35.00	39.00	39.00	43.00													
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66. Inventory Rating (tons):	35.00	39.00	39.00	43.00																														
GEOMETRIC DATA		APPRAISAL																																
10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 80.00 ft 33. Median: No median 34. Skew: 6.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 80.00 ft 48. Length Max Span: 105.60 ft 49. Struct. Length: 316.70 ft 50a. Curb/Sdwk Width L: 0.00 ft 50b. Curb/Sdwk Width R: 0.00 ft 51. Width Curb to Curb: 80.00 ft 52. Width Out to Out: 83.00 ft Deck Area: 26,285.64 sq. ft 53. Min. Vert. Cl. Ovr Brg: 99.99 ft 54a. Min. Vert. Undclr. Ref.: H Hwy beneath stru 54b. Min. Vert. Undclr.: 17.11 ft 55a. Min. Lat. Undclr. Ref.: H Hwy beneath str 55. Min. Lat. Underclr. R: 43.30 ft 56. Min. Lat. Underclr. L: 12.20 ft		36a. Brgd Rail: 1 Meets Standards 36b. Transition: 1 Meets Standards 36c. Appr. Rail: 1 Meets Standards 36d. Appr. Rail Ends: 1 Meets Standard 67. Str Evaluation: 7 Above Min Criteri 68. Deck Geom.: 9 Above Desirable Crit 69. Vert./Horiz. Undclr: 6 Equal Minimum 71. Waterway Adeq: N Not applicable 72. Appr. Alignment: 8 Equal Desirable Crit 113. Scour Critical: N Not Over Waterway																																
OKLAHOMA ITEMS		PROPOSED IMPROVEMENTS																																
200c. Temperature: 98 200d. Weather: Ptly Cloudy 201. Struc. Stl. ASTM Desig.: -1 / -1 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: Sealed Expansion Joint Pourable 204. Type of Railing: F-Shaped Parapet 205. Material Quantity: -1.00 208a. Type of Abutment: Skeleton b. Type of Found.: Steel Piling 209. Type of Pier/Found.: 4 / No Drilled Shaft-No Footing 210. Foundation Elev.: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>-1.00</td> <td>-1.00</td> <td>-1.00</td> </tr> <tr> <td>-1.00</td> <td>-1.00</td> <td>-1.00</td> </tr> </table> 211. Wear. Surf. Prot. Sys: - Date Installed: 01/01/1901 211c. Silane Reapplied 211d. Date: 213. Utilities Attached:		-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	94. Bridge Cost: \$3,400,000 95. Roadway Cost: \$5,440,000 96. Total Cost: \$9,500,000 97. Yr. of Cost Est.: 2015 75. Type of Work: 35 Rehabilitate-gen. 76. Lngth of Improvement: 351.0 ft 114. Future ADT: 44,800 115. Yr. of Future ADT: 2039																										
-1.00	-1.00	-1.00																																
-1.00	-1.00	-1.00																																
INSPECTION		NAVIGATION DATA																																
214a. Posted Weight Limit: NR b. Posted Speed Limit: 35 c. Narrow/1way Brgd Sign: No d. Vertical Clr. Sign: Yes Adv. Warning Sign: Yes e. Navigation Lights?: NA Working/Not Working: NA 215. Overpass: STATE HIGHWAY 218. Functionally Obsolete: - 220. Bridge Redecked: - 221. Substr. Cond. (U/W): - 222. Fill Over RCB: 223. Appr. Slab/Rwy Cond.: 1 225. Paint Type/Ovrct: - N/A 226. Date Painted: 227. Paint Color: -1 233. Deck Forming: 238. School Bus Rte.: - Current & Desired route 240. Appr. Rwy Type.: Concrete 243. Grdr Spacing/No.: / 36		38. Nav. Control: NA-no waterway 39. Vert. Clearance: 0.0 ft 40. Horiz. Clearance: 0.0 ft 111. Pier Protect.: Not Applicable (P) 116. Lift Bridge Vert. Clr.: 0.0 ft 244. Span Lengths: 245. Girder Depth: 246a. Type of Overlay: NA b. Overlay Thickness: c. Overlay Date: 01/01/1901 d. Ovlv Depth Changed >1": - 247. Protective Systems: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table> 248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: - 250. Headwall: 258. Plans w/ Found. in ODOT File: - 259. Scour Eval. in ODOT File: - 263. Interchange at Intersection: Full 264. Interstate Milepoint: 106.41																																

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 29473	Structure No.: 4405 2473 X	Local ID: -1	Suff. Rating: 84.60	ND
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Inspection Date: 8/6/19 Adam Hill

Invoice No.: McClain01 Inspected With: Erik Cox



BRIDGE NOTES:

INSPECTION NOTES: 8/6/19

1ST INSP. ON NEW BRIDGE PERFORMED BY ARH & EWC ON 11/04/2010. # 215 VERTICAL & DIAG. CRACKS W/ LEACHING TO BKWL'S.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 4	Re Concrete Deck	sq.ft	25,333.30	100%	25,333.30	0%	0.00	0%	0.00	0%	0.00
MINOR TRANSVERSE & SOME LONGITUDINAL CRACKS IN DECK.											
109 / 4	Pre Opn Conc Girder/Beam	ft	2,580.00	100%	2,580.00	0%	0.00	0%	0.00	0%	0.00
-1											
922 / 4	Conc Super Prot Coat	(SF)	2,805.00	100%	2,805.00	0%	0.00	0%	0.00	0%	0.00
OUTSIDE FACIA BEAMS ARE PAINTED CRIMSON.											
205 / 4	Re Conc Column	each	12.00	100%	12.00	0%	0.00	0%	0.00	0%	0.00
-1											
215 / 4	Re Conc Abutment	ft	172.50	100%	172.50	0%	0.00	0%	0.00	0%	0.00
-1											
234 / 4	Re Conc Pier Cap	ft	246.00	88%	217.00	12%	29.00	0%	0.00	0%	0.00
FX- MANY CRACKS TO BOTTOM SIDE & FACES OF ALL CAPS.											
310 / 4	Elastomeric Bearing	each	72.00	100%	72.00	0%	0.00	0%	0.00	0%	0.00
-1											
321 / 4	Re Conc Approach Slab	sq.ft	2.00	100%	2.00	0%	0.00	0%	0.00	0%	0.00
-1											
331 / 4	Re Conc Bridge Railing	ft	633.00	87%	552.00	13%	81.00	0%	0.00	0%	0.00
MANY CLOSED VERTICAL CRACKS EXIST.											
819 / 4	PS Conc.Gird.End(5Ft	(LF)	270.00	100%	270.00	0%	0.00	0%	0.00	0%	0.00
DuRABILITY CRACKS EXTEND OUT UP TO 1.0ft..											
870 / 1	Concrete Wingwall	(EA)	4.00	75%	3.00	25%	1.00	0%	0.00	0%	0.00
OPEN CRACK @ CONNECTION N-W.											
890 / 4	Steel SIP Form	(LF)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX- 4TH BAY IS THE LONGITUDINAL CONST. JT. AND HAS NO S-I-P FORM. THIS BAY HAS MANY TRANSVERSE CRACKS W/ LEACHING.											
906 / 4	Sealed Exp.Jt.(SEJ-3	(LF)	160.00	0%	0.00	100%	160.00	0%	0.00	0%	0.00
FX- FULL OF DEBRIS.											
909 / 4	Pourable Fix Jt.Seal	(LF)	160.00	100%	160.00	0%	0.00	0%	0.00	0%	0.00
PX- JT'S HAVE LOST MOST ADHESION.											
916 / 4	St.Bearing Assembly	(LF)	72.00	100%	72.00	0%	0.00	0%	0.00	0%	0.00
-1											
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
SEE NOTE FOR ELEM. #890.											



OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROJECT STATUS SYSTEM

Logout

Project

Home > List Projects > Edit Project

- Environmental
- Design
- Related Projects
- Project Cost
- Project Revision
- Commitments
- Right-of-Way
- DOCUMENT VAULT
- Local Government
- FHWA Project Status Justification
- Survey

Edit PROJECT

Job Piece: 1931404

Status Report: AP Project: VE Project: Calculated Status: Preliminary Field Review

Production Targets	Planned Finish	Actual Finish	Status	Cond	Consultant Evaluations
Reconnaissance Data	07/14/2016	09/01/2010	Completed		
Project Initiation	10/07/2016	01/01/2011	Completed		
Design Resource	TEIM Design, PLLC				
EC Solicitation	06/09/2014				
EC Contract	12/02/2019	EC No 647			
Survey	04/01/2019	04/03/2019	Completed		SWO 5415(1)
Hydraulics	11/21/2017	N/A			
Preliminary Field Review	07/09/2021	Behind			
RW & Utility Meeting	11/01/2021	Behind			
Plans Submitted to R/W	01/14/2022	Behind			
NEPA Document	04/04/2022	On-Time			
R/W Phase	Mapping				
Legal Entry	08/10/2023	On-Time			
Prepare Traffic Plans	06/23/2023	On-Time			
Final Field Review	07/21/2023	On-Time			
Utility Out	11/27/2023	On-Time			
404 Permit	09/18/2023	On-Time			
Plans Complete	12/05/2023	On-Time			
Ready to Let	01/30/2024	On-Time			

Project Information

JP No.	Proj. ID	County	Div.	Maint.	HWY	Work Desc
1931404	J1-9314(004)	44 MCCLAIN	3	3	IS035	06 INTERCHANGE

Project Legislative Districts

Ctrl.	Start	End	Lgth	Cong	Senate	House
005	24.750	25.500	0.750	4	43	020

Project Location

Location
I-35: AT SH-9W INTERCHANGE

Project Status

Status	8Year CWP	NHS Sys.	FHWA Oversight	Comm Appr.	Fhwa Auth	Auth FFY	Let Date	FFY	Award Date	RW JP No.	RW Let
Programmed	Yes	Yes		10/2001	-		06/2023	2023	NoDate	1931406	012022

STIP & NEPA Information

STIP FY	STIP Page	Pub Date	ODOT Appr.	TIP FY	TIP Page	MPO Appr.	NEPA Type	NEPA Appr	NEPA Re-Eval
2016	4-092	-	-	2016	4-046	-	DCE	-	//

Project Budget

Award Exist	Advanced	Federal	State	Other	Total
N	0.00	16,000,000.00	4,000,000.00	0.00	20,000,000.00

ODOT/FHWA Resources Assigned

PMD	Field	FHWA	NEPA	Survey	Materials	Roadway	Bridge	Traffic	RW	Rail	Nepa Consultant
Boomer	Brown	Vacant	Alexander	Anderson	-	Russell	Sison	Maarouf	Christie	-	Garver LLC

Comments

COMMENTS

PROJECT MANAGEMENT: Working on Land Swap agreements and Chickasaws Nation agreement.

Utility Information (from the Estimated Comp Date out of Utility Relocation system)

Latest Date

-

Bridge Information

no data found



OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROJECT STATUS SYSTEM

Logout

Project

Home > List Projects > Edit Project > Edit Environmental Data > Edit NEPA Document

Edit Original NEPA Document		NEPA Document Preparation		NEPA Document Navigation
Job Piece	1931404	NEPA On Hold Memo Sent Date	<input type="checkbox"/>	
<hr/>		R/W Submittal Plans Recd	<input type="checkbox"/>	
Initial		Draft Document Target Date	<input type="checkbox"/>	
Initiation Report from PMD	<input type="checkbox"/>	Draft Document Actual Date	<input type="checkbox"/>	
Footprint Review Prior to Start of Studies	<input type="checkbox"/>	<hr/>		
Consultant Notice To Proceed	<input type="checkbox"/>	CE Review		
Property Owner Notification	<input type="checkbox"/>	Draft CE Review by ODOT	<input type="checkbox"/>	
BLM Notification	<input type="checkbox"/>	Comments To Consultant	<input type="checkbox"/>	
BIA Notification	<input type="checkbox"/>	Revised CE from Consultant	<input type="checkbox"/>	
Consultant CR/Tribal Initiation	<input type="checkbox"/>	CE to FHWA (if applicable)	<input type="checkbox"/>	
<hr/>		Date of FHWA / ODOT Approval of CE	<input type="checkbox"/>	
Studies		CE Distribution	<input type="checkbox"/>	
Farmland NRCS Requested	<input type="checkbox"/>	<hr/>		
Farmland NRCS Complete	<input type="checkbox"/>	EA Review		
CR Studies Requested	<input type="checkbox"/>	Draft EA Review by ODOT	<input type="checkbox"/>	
CR Studies Due	<input type="checkbox"/>	Draft EA Review by FHWA	<input type="checkbox"/>	
CR Studies Recd	<input type="checkbox"/>	Comments to Consultant	<input type="checkbox"/>	
Biological Studies Requested	<input type="checkbox"/>	Revised EA from Consultant	<input type="checkbox"/>	
Biological Studies Due	<input type="checkbox"/>	Draft EA to FHWA	<input type="checkbox"/>	
Biological Studies Recd	<input type="checkbox"/>	Draft EA Approval by FHWA	<input type="checkbox"/>	
Meeting with 404 Permit Coordinator for Delineation	<input type="checkbox"/>	Final EA from Consultant	<input type="checkbox"/>	
Haz Waste Studies Requested	<input type="checkbox"/>	Final EA Reviewed	<input type="checkbox"/>	
Haz Waste Studies Due	<input type="checkbox"/>	Final EA to FHWA	<input type="checkbox"/>	
Haz Waste Studies Recd	<input type="checkbox"/>	FONSI from FHWA	<input type="checkbox"/>	
Noise Studies Requested	<input type="checkbox"/>	FONSI Distribution	<input type="checkbox"/>	

- Recon
- Section 4F
- Public Involvement
- Re-Evaluation

Noise Studies Due	<input type="checkbox"/>
Noise Studies Recd	<input type="checkbox"/>
Relo Studies Requested	<input type="checkbox"/>
Relo Studies Due	<input type="checkbox"/>
Relo Studies Recd	<input type="checkbox"/>

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CE Document Checklist (Updated 11/24/2020)

Should be included in the Other Section of all projects

JP No:	19314(04)	Prepared by	K. McCullough
County:	McClain	Checked by	L. Stanley
Date Checked:	4/7/2022		
No	Description		Checked?
1	Project Information		
1.1	Correct Project No? (Check against Oracle info)		√
1.2	Correct NBI No.? - Check against initiation report, Oracle, and plans		√
1.3	Location No. for County projects only?		N/A
1.4	Correct Field District and County?		√
1.5	Correct Project Description? (Check against Oracle info and make sure it matches project extent on the plans. If it doesn't match, get the PM to fix the Oracle)		√
1.6	Construction Program/STIP/TIP Checked?		N/A
2	Existing Conditions		
2.1	If it is a roadway project, is the roadway described first, then mention any bridges mentioned within the project extent		√
2.2	Are the existing bridge type (span or box), width for span bridges (or length for box) and structural conditions for each bridge correct ? Check against Bridge Report.		√
2.3	Correct approach roadway width?		√
2.4	Any roadway geometric deficiencies?		√
2.5	Traffic data from plans - existing and projected?		from Pub Mtg
3	Purpose & Need		
3.1	Why is the project needed (NEVER what is proposed – REPLACE BRIDGE or WIDEN ROADWAY or ADD SHOUDERS is NOT the Purpose & Need)		√
4	Alternatives & Proposed improvement		
4.1	Proposed roadway and bridge width		not provided
4.2	Existing or offset alignment – reason for offset		√
4.3	Replacement, Rehab, Removal or new bridge where there was none. Removal of bridge or wideing of bridge.		√
4.4	Road open to traffic during construction (If there is a shoofly, it is considered open to traffic. Closed to traffic is only if there is a posted detour on a different route)		√
4.5	Mention if everthing is within existing R/W		√

4	Public Involvement	
4.1	Check appropriate public involvement box. Include Road Closure letter, Early Coordination letters, Public Notices and Public/Stakeholder Meeting material in the appropriate Appendixes	√
5	CE Questions & Studies	
5.1	Is the NEPA on Hold Memo included?	N/A
5.2	Are the R/W submittal or Final Plans with DATE STAMP included in the Plans & Footprint Section?	√
5.3	Did the preparer verify that the plans were within study limits?	√
5.4	Is the offset alignment far enough away so that R/W not immediately adjacent to existing R/W is needed?	N/A
5.5	Are the following early coordination letters and responses included in Early coordination section ? (1) Property owner letter with list of property owners or letter from County Commissioner with list of property owners. (2) BLM Letter and for state projects, (3) BIA Letters, (4) Small City Letter, (5) Department of Mines	√
5.6	Were there Tribal or Federal properties identified (from plans and recon data)? If there are tribal, include all the tribal consent letters, signed permission letters and any other related permission information. If there are federal properties identified, include complete coordination information. If there are federal properties identified as a 4(f) property, this information will be included in the 4(f) appendix instead. If there are BIA properties, the project is in Osage Nation or there are federal properties, it will be an ICE.	√
5.7	Are the studies arranged in the same order as the CE Questions?	√
5.8	CR Report complete & arranged in the chronological order from latest to oldest- includes letter to and from SHPO & OAS, CR report, Initial letters to and responses from Tribes, Final letters to and responses from Tribes? Do the CR Notes match the report? Are the notes checked in commitment and included at the end of the CE	√
5.9	Have the 4(f) properties been identified (from Recon, county map, and plans)? If there are 4(f) properties, is the complete Section 4(f) coordination included in the Section 4(f) section?	N/A
5.10	Was Section 6(f) properties verified with Dept. of Tourism for any parks?	√
5.11	Is a noise study needed (offset alignments, capacity increase, or major vertical grade change)? If yes, is it included in the Noise Section and any commitments listed in the CE	√
5.12	Is the biological studies included and any notes for species included in the commitments.	√

5.13	Was there a Preliminary 404 Review done by the 404 permit coordinator for any projects which had > 0.1 streams or > 0.5 AC of wetlands in the initial study? Is the 404 permit box checked (should be yes for all projects involving a bridge crossing a blue line).	√
5.14	Does the project involve navigable waters (check USACE Section 10 waters and then verify with Coastguard) and requires Coastguard coordination? If so, is it listed in the Commitment?	N/A
5.15	Does the project involve one of the scenic rivers or streams (Check Oklahoma Scenic Rivers website)? If so, include coordination with Scenic Rivers in the "Other Section"	N/A
5.16	Was there coordination done with NRCS for projects involving new R/W and not in an urban area? Letter to NRCS, AD-1066 Form completed partially (if no response from NRCS) or completely (if NRCS completed their portion), and statement of no response from NRCS if applicable	√
5.17	Is the project location circled on the FEMA map or printout from FEMA site saying no map is available included? If the project is in zone A-E, is the coordination with the Designer to determine the need for map revision included?	√
5.18	Is the haz waste note mentioned and included at the end of the CE if applicable? If the haz waste specialist required plans to complete studies, were the plans provided and a revised memo obtained?	√
5.19	Were the plans checked for road closure? Include sheets (Round Robin) which say road will not be closed for bridge joint, paint, etc. projects, letters sent and any responses. If there is road closure, were letters sent out and all the comments addressed by Field Division?	N/A
5.20	Does the "Other Section" include (1) initiation report for state projects or NEPA Checklist for Local Govt. projects, (2) Any additional project coordination, (3) bridge reports, (4) Project Oracle information sheet with NEPA document information, (5) Completed CE Review Checklist	√