

ENVIRONMENTAL COMPLIANCE

GRADE, DRAIN, BRIDGE & SURFACE SH-9: FROM 1.0 MILE EAST OF THE SH-2 JUNCTION, EAST 4.0 MILES HASKELL COUNTY J/P 33801(04)

Waters and Wetlands: The proposed project will cross several streams and drainages. The proposed crossings will incorporate water quality protection best management practices to prevent erosion and keep sediment and unwanted materials out of streams. As proposed, the project will be permitted by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act with a Nationwide General Permit. No significant, permanent adverse impacts to waterbodies are expected.

Threatened and Endangered Species: Habitat reviews were conducted for federally listed threatened and endangered species, as well as for other protected bird species. There are several protected species of birds, bats and insects potentially located within the general vicinity, and suitable habitat was identified within the study area. Consultation with the U.S. Fish and Wildlife Service was conducted and it was determined that no permanent adverse impacts to threatened and endangered species are anticipated.

Cultural Resources: Cultural resources—including both historic and archaeological aspects—were evaluated by ODOT. ODOT completed the Section 106 consultation on behalf of FHWA and determined the project will have no significant adverse effect on cultural resources. ODOT also consulted with the following tribes: Caddo Nation, Choctaw Nation, Osage Nation, Quapaw Nation, and Wichita and Affiliated Tribes. The Caddo Nation responded that the project does not affect known cultural, traditional, or sacred sites of interest to the Caddo Nation; no objection to the project at this time. The Choctaw Nation concurred with the finding of no effect. The Quapaw Nation responded stating that there are no effects to known properties of cultural or sacred significance to the Quapaw Nation.

Hazardous Materials: Hazardous materials and waste related impacts were determined by evaluating the regulatory database reports, assessing the Oklahoma Corporation Commission's (OCC) records, reviewing the Oklahoma Water Resources Board's (OWRB) well databases, and by performing a field study. Some areas were identified that could pose an environmental risk within the proposed project footprint and adjacent to the study area (e.g., gas stations, repair shops, etc.). ODOT is currently assessing the potential impacts as they relate to the project, but these sites are not considered to be a high risk. No significant adverse impacts are anticipated.

Floodplains: There are no designated floodplains within the existing SH-9 right-of-way. The proposed project is not expected to have an adverse impact on any floodplain.

Noise: A traffic noise analysis was performed for this project which identified impacted residents along the corridor. A traffic noise impact occurs when future predicted exterior traffic noise levels approach by one decibel (dB), meet or exceed any of the FHWA Noise Abatement Criteria (NAC) or, when there is a substantial noise increase where future levels exceed current levels by 15 dB or more. Mitigation in the form of a free-standing noise barrier is considered for each impacted resident. A noise barrier must meet feasibility and reasonableness standards. Feasibility refers to both engineering and acoustical factors. Engineering factors refer to the ability to build a wall given site constraints like drainage, safety and utilities. Acoustical factors refer to the ability of a wall to produce an acceptable reduction in noise levels.

Reasonableness refers to the factors determining whether mitigation is fair and affordable. Mitigation was deemed not acoustically feasible for the impacted residents because of the inability to build a wall of sufficient length to reduce noise levels by an acceptable amount due to direct driveway access to the roadway.