



Programmatic/Individual Categorical Exclusion

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Date	01/26/2021	Project Number	J2-9843(004)
County	Oklahoma & Logan	State Job Piece No:	29843(04)
NEPA Project Manager	Frank Guerrero	Phone Number	405-522-6547
ODOT Field District	4	Bridge NBI No. <i>(For County & State Projects)</i> & Location No. <i>(County Projects Only)</i>	NBI 14103 NBI 14104
Project Description from JPINFO	Interchange: I-35 over Waterloo Road at the Logan C/L		
This project is included in: <i>(Check all applicable ones)</i>	X	State 8 Year Construction Program	
		County 5 Year Construction Program	
	X	State Transportation Improvement Program	
This project has potential for federal funds: <i>(Check applicable one)</i>	X	YES	
		NOT APPLICABLE	
This project is in the Metropolitan Transportation Improvement Program (If applicable) <i>(Check applicable one)</i>	X	YES	
		NOT APPLICABLE	

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

<p>Existing Conditions:</p> <p>The existing I-35 & Waterloo Road interchange is a standard diamond configuration with heavy peak-hour commuter traffic to and from Oklahoma City to the south. Existing I-35 has three 12-foot-wide driving lanes in each direction with 10-foot-wide outside shoulders and 10-foot-wide inside shoulders. The northbound and southbound lanes of I-35 are separated by a grass median. Existing (2022) average annual daily traffic (AADT) volumes on I-35 are 58,981 vehicles per day (vpd) with a future (2040) AADT projected to be 81,212 vpd with 16% trucks. Existing Waterloo Road has two 11-foot-wide driving lanes with 2-foot outside shoulders. Narrow shoulders and steep vertical curves create limited sight distance. Existing (2022) AADT volumes on Waterloo Road are 18,171 vpd with a future (2040) AADT projected to be 33,180 vpd.</p> <p>Existing traffic volumes through the interchange currently create congested conditions, including queuing on the northbound I-35 mainline in the PM peak as traffic attempts to exit at Waterloo Road. It is anticipated that with no improvements, Level of Service (LOS) on I-35 and Waterloo Road is anticipated to erode to E/F conditions in certain segments. The proximity of Boucher Road on the west and Industrial Boulevard on the east also create</p>

congestion and conflict points with traffic utilizing the I-35 and Waterloo Road interchange. Collision data from 2008-2017 documented 172 accidents in the vicinity of the interchange, including 46 injury accidents and 2 fatalities. Over 44% of the collisions were rear-end or turning movement collisions. There are no existing pedestrian facilities through the interchange.

Two existing bridges carry I-35 over Waterloo Road (NBI 14103, 14104). Each bridge is 38 feet wide with a 38-foot-wide approach roadway consisting of two 12-foot wide driving lanes with 10-foot-wide outside shoulders and 4-foot-wide inside shoulders. NBI 14103 has a sufficiency rating of 88.1 and NBI 14104 has a sufficiency rating of 77.0; both bridges are considered at risk of becoming structurally deficient. Vertical clearance under the bridges is 13 feet, 11 inches, less than the current standard of 16 feet, 9 inches. The horizontal clearance under the bridges is 38 feet and will not accommodate widening on Waterloo Road.

Purpose & Need

To improve safety and accommodate existing and future traffic demand at the I-35 & Waterloo Road interchange and improve vertical clearance under the I-35 bridges over Waterloo Road.

Alternatives considered & Proposed Improvement

Three interchange alternatives were evaluated in a Preliminary Engineering Study completed in June 2016. The three alternatives included the same improvements on I-35, and all alternatives raise the I-35 profile and replace the existing bridges on I-35 over Waterloo Road to achieve the desired vertical clearance. All the alternatives realign the West Frontage Road to connect to Boucher Drive rather than to Waterloo Road. The differences in the alternatives were related to the interchange configuration. The three alternatives for the I-35 & Waterloo Road interchange included:

- Alternative 1: Diamond interchange similar to the existing condition – with widening on Waterloo Road to add turn lanes at intersections.
- Alternative 2: Diamond interchange with loop – similar to Alternative 1 but replaces the west-to-south movement with a loop ramp to eliminate one of the left-turn movements.
- Alternative 3: Diverging Diamond interchange (DDI) – employs crossovers to eliminate left turns across traffic. The DDI requires fewer turn lanes.

The Preliminary Engineering Study compared the engineering, environmental, and cost considerations of the three alternatives. Alternative 3 had the most desirable geometry and was considered the safest option as it has fewer conflict points than Alternatives 1 and 2. Alternative 3 was less costly than Alternative 2, although slightly more expensive than Alternative 1. Alternative 3 was identified as the preferred alternative because of its preferable geometry and ability to handle the specific traffic patterns at the I-35 & Waterloo Road interchange.

A public meeting was held on January 28, 2016 at the Waterloo Road Baptist Church. Three hundred and seventy-five (375) attendees signed in for the meeting. English, Spanish, and Vietnamese versions of the handout were available. The presentation at the public meeting discussed the purpose and need for the project, existing conditions and environmental constraints, the alternatives considered, the preferred alternative and its impacts (Alternative 3 DDI), and the next steps for the project. Comments from the public generally expressed agreement with the need for improvements at the interchange. Many comments were related to concerns about traffic on Waterloo Road and the need for widening, a desire for interim improvements at the I-35 and Waterloo Road interchange including traffic signals, additional turn lanes and ramp re-striping, and a desire for interchanges at other locations on I-35. There were many comments in support of the preferred DDI alternative. Other comments requested additional widening on Waterloo Road to the east and west. Some comments indicated that the project was too complex and costly and more elaborate than needed. More detail on the public meeting can be found in the Public Involvement attachment to this document.

As part of the public involvement process, ODOT solicited comments from tribes, federal, state, and local agencies. Five (5) responses from agencies were received; none of which had project-specific comments or

recommendations. A complete summary of all solicitation letters and responses received is provided in the Public Involvement attachment to this document.

After consideration of traffic operations, safety, cost, environmental impacts, and public input, ODOT selected the DDI (Alternative 3) as the preferred alternative. In response to public comments and concerns from the public meeting, ODOT proposed an interim project and agreed to extend the ultimate improvement project limits of the preferred alternative through the intersections at Sooner Road to the west and Air Depot Boulevard to the east.

The proposed improvement consists of replacing the existing I-35 bridges over Waterloo Road, widening approximately 1.4 miles of I-35 and 1.3 miles of Waterloo Road, and reconfiguring the I-35 & Waterloo Road interchange as a diverging diamond interchange (DDI). The DDI provides directional crossovers on either side of the interchange, which eliminates the need for left-turning vehicles to clear traffic from the opposing direction. The DDI improves traffic flow by reducing the number of signal phases and improves safety by significantly reducing the number and severity of conflict points compared to a conventional diamond.

The existing I-35 bridges over Waterloo Road will be replaced with two 60-foot wide bridges on the existing alignment. The vertical profile of I-35 will be raised to provide 16 feet 11 inches of vertical clearance consistent with current design standards. The new horizontal clearance will be 107 feet.

I-35 will be widened to include six 12-foot-wide driving lanes, two 12-foot outside shoulders, and two 12-foot inside shoulders. Widening will occur primarily to the inside of the current lanes. The two directions of traffic will be separated by a concrete median barrier. The existing on and off-ramps to Waterloo Road will be reconstructed just inside of the existing ramps. The southbound off ramp will include two lanes, merging to a single additional lane on I-35. The northbound off ramp will include two lanes, increasing to 3 lanes at the intersection with Waterloo Road (two left turn lanes and one right turn lane).

Waterloo Road will be widened to include four 12-foot-wide driving lanes, a 14-foot-wide center turn lane, and curb and gutter. A storm drain system will be constructed on Waterloo Road. The intersection of Waterloo Road/Sooner Road will be improved with turn lanes in all directions. The new intersection will be shifted to the northeast to avoid impacts to Pleasant View Cemetery on the southwest corner. The intersection of Waterloo Road and Air Depot Road will be improved to provide turn lanes on Waterloo Road.

The existing frontage road intersections will be relocated further from the I-35 interchange so as not to conflict with the DDI configuration. On the west side of I-35, the I-35 Frontage Road will be realigned to connect with Boucher Road south of Waterloo Road. Boucher Road will connect with Waterloo Road at the existing intersection location, with right and left turn lanes provided. On the east side of I-35, Industrial Boulevard will be realigned further east and will connect with Waterloo Road to align with the location of the OnCue driveway on the north side of Waterloo Road.

An Access Justification Report is being completed for the proposed improvements.

All roads will remain open during construction. ODOT will utilize temporary pavement and a temporary bridge to maintain traffic.

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

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

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

Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA:		
Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.		
Description/Question	Yes	No
i. Does the project result in capacity expansion of a roadway by addition of through lanes?		X
ii. Does the project involve any permanent changes limits of access control or to the operation of an Interstate highway, associated interchanges or ramps or requires an Access Justification Report (AJR)?	X	
iii. Is the project not included in or is inconsistent with the statewide transportation improvement program, and in applicable urbanized areas, the transportation improvement program?		X
iv. Does the project involve acquisition of more than minor right-of-way not adjacent to the existing facility?		X
v. Does the project involve residential or commercial relocation?	X	
vi. Does the project include acquisition of land for hardship or protective purposes, or early acquisition pursuant to Federal acquisition project (23 U.S.C. § 108(d))		X
vii. Does the project have potential for disproportionately high and adverse impact on minority or low income populations, based on known demographics in the project vicinity, extent of R/W, relocations, and other identified impacts?		X
viii. Does the project involve property in which another Federal Agency or Federally Recognized Tribe has ownership, oversight or any other encumbrance?		X
ix. Does the project involve a determination of adverse effect by Oklahoma State Preservation Office (SHPO) or a designated Tribal Historic Preservation (THPO) in accordance with Section 106?		X
x. Does the project involve a Programmatic Section 4(f) or de minimis finding which has not been previously approved by FHWA?		X
xi. Requires the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305), the Federal Aid in Sport Fish Restoration Act (16 U.S.C. 777-777k, 64 Stat. 430), the Federal Aid in Wildlife Restoration Act (16 U.S.C. 669-669i; 50 Stat. 917), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property		X
xii. Does the project involve any impact on Noise Abatement Criteria (NAC) Category A, B, C or D receptors?	X	
xiii. Does the project involve a finding of “may effect, likely to adversely affect” determination under Section 7 of the Endangered Species Act or the Bald and Gold Eagle Protection Act and can be processed as under programmatic agreement?		X
a. Does the project involve a Section 7 Formal Consultation Process prior to start of construction?		X
xiv. Does the project require an Individual Section 404 Permit (This is generally for major River Crossings, waters or wetlands impact greater than 3.0 AC, Projects with Formal Consultation, structures on new alignment or others as determined by USACE.)?		X
xv. Does the project involve construction across or adjacent to a river designated as a component in the National System of Wild and Scenic Rivers?		X
xvi. Does the project require a Coast Guard Permit?		X
xvii. Does the project involve an adverse impact on prime farmland where Natural Resources Conservation Agency (NRCS) has required consideration of alternatives and measures to		X

Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA: Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.

Description/Question	Yes	No
avoid and minimize impacts?		
xviii. Does the project involve increase to the base 100 Year floodplain in a regulatory floodway (Zone A-E in a FEMA Map) that will require a flood map revision as determined by the appropriate state or local authority?		X
xix. Does the project not conform to the State Implementation Plan which is approved or promulgated by the U.S. Environmental Protection Agency in air quality non-attainment areas		X
xx. Does the project involve any known Superfund site?		X
xxi. If the project involves road or bridge closure or ramp closure, do any of the following conditions apply? (Check the boxes ONLY if the project involves road closure)		
a. No Access will be provided to local traffic or posted		
b. Through traffic dependent businesses will be affected		
c. The detour or closure will substantially alter the environmental consequences of the action, such as by creating unsafe conditions on the detour route or requiring additional work or expansion to detour routes to carry the additional traffic.		
d. There is a public controversy associated with the detour or closure		
e. The detour closure will interfere with special events or activities		
xxii. Does the project have substantial public or agency controversy on environmental grounds?		X

Explanation for Individual CE (If any of the answers above are YES):

Item for which the answer is YES	ii
Explanation that CE Classification is appropriate	
The project will change the configuration of the I-35 & Waterloo Road interchange. While the location and function of the existing ramps will not change, traffic patterns through the interchange will change and there was an Access Justification Report prepared for the project.	

Item for which the answer is YES	v
Explanation that CE Classification is appropriate	
Two residential relocations, one commercial relocation, and one personal property relocation are anticipated. The commercial relocation is a gas station and convenience store. There are available decent, safe, and sanitary replacement residential properties in the surrounding area. No replacement commercial property was identified. All relocations will be performed according to the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.	

Demographic data from the 2018 American Community Survey was collected from Oklahoma County Census Tract 1092.01, Block Group 1 (south and east of project area), Tract 1081.06, Block Group 2 (south and west of project area), and Logan County Census Tract 6005, Block Group 3 (north and east of project area) and Tract 6008, Block Group 4 (north and west of project area), to assess the presence of minority and low-income populations. These census block groups encompass the project study area and nearby communities.

Data suggest that the area around the project is populated with a relatively low percentage of minority individuals overall in comparison to the State of Oklahoma or Oklahoma and Logan Counties. However, there is a higher concentration of Hispanic individuals in Block Group 3 and a higher concentration of Asian individuals in Block Group 1 than in Oklahoma County as a whole. There is no significantly higher proportion of population among any other minority demographic group. Low-income data suggests that incomes within the study area are similar to or higher than the state or counties as a whole. More detail on the project area demographics is included in the Relocations and Environmental Justice section of this document.

Executive Order 12898 entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the programs on minority and low-income populations.

Data suggest that portions of the study area may have concentrations of minority individuals. There is no indication from public involvement that the project will have adverse impacts to low-income or minority individuals. The project is not anticipated to have adverse disproportionate impacts on low income or minority populations.

Data on limited English proficiency did not meet ODOT’s LEP threshold requirements. Public outreach did provide materials in Spanish and Vietnamese as well as English.

Item for which the answer is YES

xii

Explanation that CE Classification is appropriate

ODOT prepared a noise study for the proposed project. The noise analysis utilized the FHWA Traffic Noise Model version 2.5 (TNM 2.5) in accordance with FHWA 23 CFR 772 and complies with the ODOT Noise Policy dated July 13, 2011. For purposes of validating the noise model, a precision sound level meter was utilized in conducting field measurements and traffic counts collected simultaneously at four (4) locations within the limits of the project. The model validation provide satisfactory with all measured versus predicted levels being within +/- 3 dB(A) range, and thus, the TNM 2.5 model developed for the study area would provide an acceptably accurate estimate of noise levels for the existing and future conditions. Based on the proposed project and the 2040 design year traffic volumes, one (1) residential dwelling (SFR-1) and portions of the cemetery (CEM-7) will approach, meet, or exceed the 67dB(A)Leq(h) for NAC Categories B and C, respectively. Those receptors identified as NAC Activity Category D consisting of the Waterloo Road Church of Christ, Abundant Life Today, and Church at the North Gate in which an interior analysis determined that no future noise impacts occur. Noise mitigation in the form of a free-standing sound wall placed within the project right-of-way was considered at the two impacted receptors. The cemetery receptor, CEM-7, has direct access on to Waterloo Road and Sooner Road. Without access control, the gap that would be required for driveway connections to CEM-7 would make noise abatement measures ineffective and, therefore noise mitigation would not prove feasible. With regards to SFR-1, placement of a noise wall would require utility relocations and additional right-of-way causing direct impacts to the property owner. However, a barrier analysis was conducted in which a 274-foot-long and 9-ft-high noise wall could provide a 7-dB reduction at a cost of \$49, 134 which exceeds the allowed benefit cost per ODOT Noise Policy and determined not reasonable. Therefore, noise abatement measures are not included in this project.

Pre-Construction Commitments:

The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. The 404 permit application form needs to be submitted by the Designer through Project Management Division to Environmental Programs Division at the time of Right-of-Way submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for the project.

The following Airport/Airfield 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: *Myrick*.

Right-of-Way and Utility Commitments

Construction Commitments

The following plan notes requiring avoidance, restrictions, or minimization of natural and human resources in the project and off-site project areas will be added to the final project plans under “Environmental Mitigation Notes” per policy Directive C-201-2.

**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:
T14 R2W Section 5: NE ¼ NE ¼ NE ¼**

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 April 1 to August 31. Migratory bird nesting use of RCBs located on the I-35 mainline at Sta. 95+45, 140+15, and 170+00, on the NB off ramp (Ramp B) at Sta. 135+40, on the SB off-ramp (Ramp C) at Sta. 140+15, and on Waterloo Rd at Sta. 55+80 and Sta. 65+75 was observed. Extension or demolition of the existing culverts shall be conducted between September 1, and March 31, when migratory bird nests are not occupied. If extension or demolition cannot be completed between September 1 and March 31, the culverts shall be protected from new nest establishment prior to April 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 April 1. Methods other than netting must be pre-approved by the ODOT Biologist.

Although no nests were observed on all other structures associated with this project, the Resident Engineer shall contact the ODOT Biologist at 405-210-3671 if any bird use of these structures is observed. If birds are observed then extension or demolition of the existing bridges and culverts shall be conducted between September 1, and March 3 (when migratory bird nests are not occupied).

Hazardous Materials Note:

Station	OCC Facility No.	Facility
134+00 to 138+50, 25 ft. RT	55012125	Edmond Travel Plaza


Petroleum contamination may exist at or near the referenced Underground Storage Tank (UST) site. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT’s Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at 405-521-3050 for assistance.

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

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

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

Preparer/Reviewer Signatures

	01/26/2021
Environmental Consultant Project Manager (If Applicable)	Date
GARVER	
Environmental Consultant Firm Name (If Applicable)	Date
N/A	N/A
County Commissioner or City Manager (For Local Government Projects)	Date
Frank Guerrero	Digitally signed by Frank Guerrero Date: 2021.02.04 14:42:25 -06'00'
ODOT Environmental Project Manager	Date
Assistant Environmental Programs Division Engineer	Date
Sivanuja Sundaram	Digitally signed by Sivanuja Sundaram Date: 2021.02.04 15:16:12 -06'00'
Environmental Programs Division Engineer	Date
CONCLUSION:	
ODOT has reviewed the conditions identified in Section IV.A.1.b of Federal Highway Administration 2019 (FHWA)/ODOT Programmatic Agreement for Processing Categorical Exclusions (CE) and determined that an Individual CE must be submitted to FHWA for approval.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

For Individual CEs requiring FHWA Approval:

Concurrence that this project qualifies for a Categorical Exclusion:

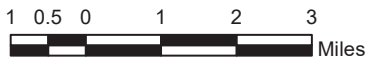
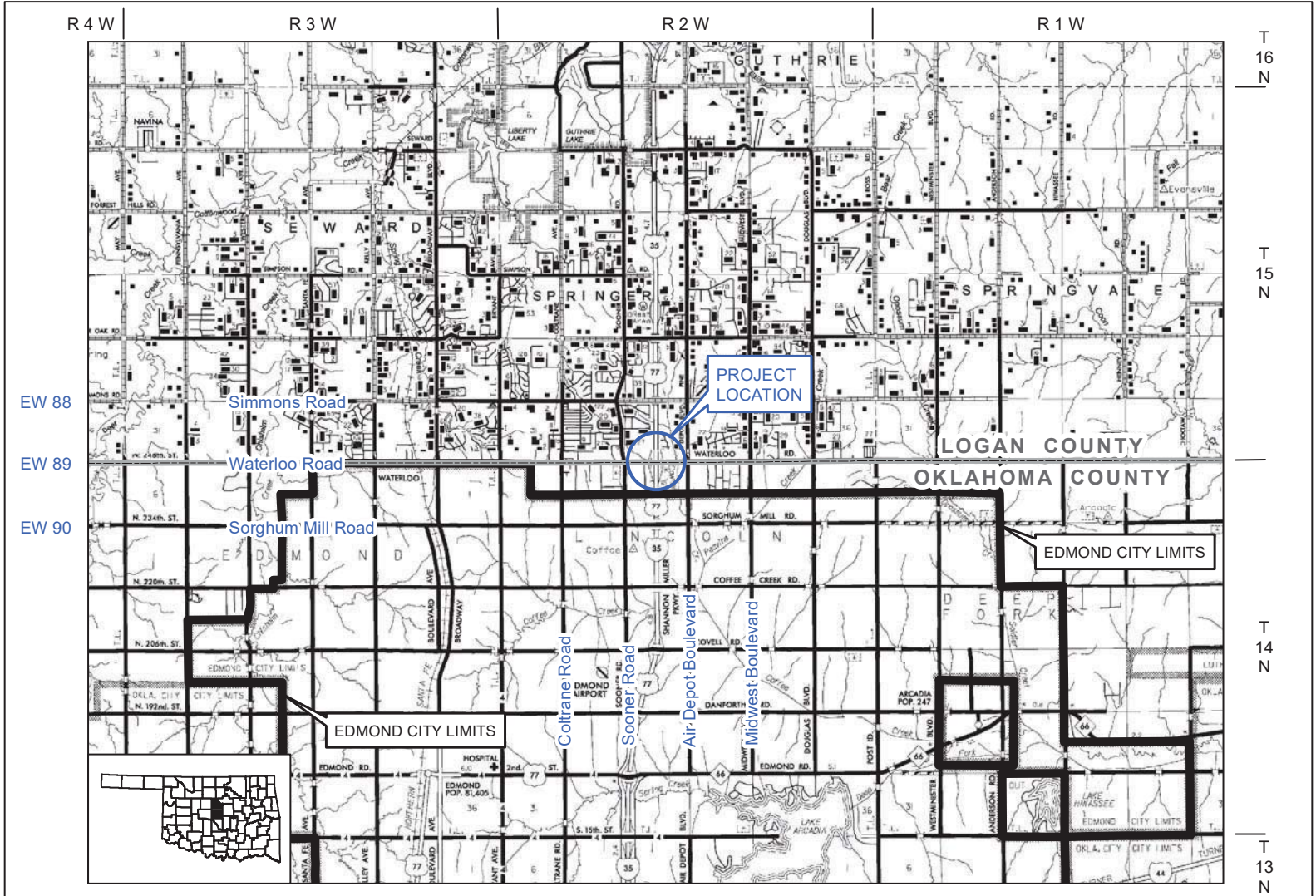
Ralph Nguyen	Digitally signed by Ralph Nguyen Date: 2021.03.03 10:20:04 -06'00'
Environmental Programs Manager, FHWA	Date

Attachments:

- | | |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 1. Location Map | 6. Public Involvement |
| 2. Current Plans and Study Footprint | 7. Other Section – Initiation and Inspection Reports/NEPA Submittal Checklist, NEPA Oracle Status Report, QA/QC Checklist |
| 3. Early Coordination | |
| 4. Tribal and Federal Properties | |
| 5. Studies and Coordination | |

Distribution List (Check Applicable Ones)

<input checked="" type="checkbox"/>	Project Management Division (All State Projects)
<input checked="" type="checkbox"/>	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
<input checked="" type="checkbox"/>	Bridge Division (All State Bridge Projects)
<input type="checkbox"/>	Traffic Division (For projects from Traffic Division)
<input type="checkbox"/>	Local Government Division (County, City, TAP or Special Projects)
<input checked="" type="checkbox"/>	Field Division Engineer (All Projects)
<input checked="" type="checkbox"/>	Right-of-Way Division (All Projects)
<input checked="" type="checkbox"/>	Office Engineer Division (All Projects)
<input checked="" type="checkbox"/>	FHWA (Distribute ICE Documents to FHWA, Only. For All Projects, Place Copy of Complete Document in the Document Vault)



NS 312
NS 313
NS 314
NS 315



Oklahoma Department of Transportation
Project Location Map
Oklahoma & Logan Counties

JP 29843(04) I-35 over Waterloo Road