

Commented [RB1]: reviewed

SH-9 from east end of Pecan Creek Bridge
east 5.55 miles to SH-102
Cleveland and Pottawatomie Counties; JP 23288(08)

ENVIRONMENTAL ISSUES IDENTIFIED IMPACTS

COMMERCIAL RELOCATIONS (BUILDINGS)

5

SINGLE FAMILY RESIDENTIAL RELOCATIONS

11

INDAIN LANDS AND ALLOTMENTS PARCELS

5 ABSENTEE SHAWNEE TRIBE

NOISE

*6 RESIDENCE MEETS OR EXCEEDS THE 67 DB(A) LEQ (H)- Relocations

CULTURAL RESOURCES

NO EFFECT ON HISTORIC PROPERTIES OR ARCHEOLOGICAL SITES

Avoidance memo for off-project facilities

Brown Cemetery will be avoided

Consultation with the State Historic Preservation Office and the State Archaeologist resulted in concurrence with our assessment and determination.

Consulted with the following tribes: Absentee Shawnee Tribe, Citizen Potawatomi Nation, Kickapoo Tribe of Oklahoma, Osage Nation, Sac & Fox Nation, and Wichita & Affiliated Tribes.

JURISTICTIONAL WETLANDS

<1 ACRE IMPACTED

USACE - 404 PERMIT

REQUIRED FOR STREAMS AND DRAINAGES

THREATENED AND ENDANGERED SPECIES

AMERICAN BURYING BEATLE (ABB)

**FINAL EFFECT ANALYSIS & DETERMINATION/BA&BO

MIGRATORY BIRDS

NESTING SEASON EXTENDS FROM MARCH 1 TO AUGUST 31

Construction needs to be conducted between September 1, and February 28, when migratory bird nests are not occupied or use protection (netting).

BALD EAGLE

SURVEY ONE YEAR PRIOR TO CONSTURCTION

*Based on the proposed project and future traffic volumes, six (6) receptors consisting of four (4) single family homes, one (1) single family mobile home, and an event center will approach or exceed the 67 dB(A) Leq(h) for NAC Category B and C. No substantial increases (15 dB) in noise levels are anticipated, with the highest increase in future noise levels being 6.1 dB. The six (6) receptors that are projected to be impacted are listed in the ODOT Relocation Plan and will likely be displaced as a result of the project. Further, all six (6) receptors either have direct driveway access onto SH-9 or they are located near a cross street intersection. Without access control, the gap that would be required for driveway and street connections would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible.

**Final Effect Analysis and Determination covered in the Programmatic Biological Assessment with U.S. Fish and Wildlife Service