

Environmental Studies Findings

The consultant reviewed the project area for environmental resources or conditions that pose any type of problems. The following is a summary of known environmental challenges in the project area:

Cultural Resources: No effects on cultural resources are anticipated.

Hazardous Waste/AST/UST Sites:

In a nutshell: No impacts are expected.

More in depth: The Preferred Alternative is not anticipated to have any impact on the natural gas filling station or the existing Valero Gas station (active fuel underground storage tanks) located west of SH-74. Due to the former presence of leaking fuel underground storage tanks at the former Texaco/Sinclair station south of Valero and west of SH-74, all construction activities conducted in this area will be managed with caution. If hydrocarbons are encountered, construction personnel will implement special procedures to minimize impacts to human health and the environment.

Floodplain: The Preferred Alternative crosses a floodplain associated with an unnamed stream to the Canadian River.

Wetlands and Streams:

In a nutshell: A permit may be required because of current wetlands.

More in depth: Due to anticipated construction in an existing swale located south of I-35 crossing underneath SH-74 about 450 ft. north of the existing SH-74, W. Frontage Road, and I-35 southbound on and off ramps intersection that drains to a potentially jurisdictional drainage a United States Army Corps of Engineers Section 404 permit may be required.

Species:

In a nutshell: Endangered and threatened wildlife is not likely to be bothered and/or will be avoided.

More in depth: The United States Fish & Wildlife Service (USFWS) lists two endangered species, three threatened species, and one candidate species for McClain County. Construction of the Preferred Alternative may affect, but is not likely to adversely affect, the Whooping Crane and Arkansas River Shiner. 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. 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. ODOT, as a Certificate of Inclusion partner in the Nationwide Monarch Butterfly Candidate Conservation Agreement with Assurances (CCAA) for Energy and Transportation lands, will adhere to the conservation measures stipulated in this CCAA for the monarch butterfly. The project area lies within a federally listed aquatic dependent species watershed (*Canadian River watershed*).

Commercial Relocation: No commercial relocations are anticipated.

Noise:

In a nutshell: The project will not raise the noise level in the area enough to need noise mitigation.

More in depth: A Traffic Noise Study was conducted using FHWA Traffic Noise Model version 2.5. The Study concluded that the project will not result in meeting or exceeding the allowable noise levels for places of worship, parks/outdoor pavilions, public institutional structures, or outdoor dining facilities. Further, the project will not result in a substantial increase (15 dB) over existing sound levels. Based upon these results, noise mitigation is not necessary.

Airport: The Preferred Alternative will have no effect on the David Jay Perry Airport. Due to its proximity to the project, an FAA permit may be required.