



U.S. Department
of Transportation
**Federal Highway
Administration**

Oklahoma Division

February 28, 2011

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In Reply Refer To:
HDA-OK

Gary Ridley
Director
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

Attention: Ms Dawn Sullivan, P.E.

Dear Mr. Ridley:

Enclosed is a Finding of No Significant Impact (FONSI) for improvements to Interstate Highway 40 (I-40) from the Interstate Highway 240 (I-240) merge to and including the Choctaw Road Interchange, Oklahoma County, Oklahoma. A notice of availability of the FONSI must be sent to all federal, state, and local government agencies involved with the EA. We recommend that each agency which commented on the EA be advised of the project decision and be provided a copy of the FONSI.

Please contact me at 405-254-3330 if you have any questions or comments.

Sincerely,

Robert Rodriguez
Engineering and Operations Team Leader

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

FOR

Improvements to Interstate Highway 40 (I-40) from the Interstate Highway 240 (I-240) merge to and including the Choctaw Road Interchange, Oklahoma County, Oklahoma

The FHWA has determined that the proposed improvements to I-40 from I-240 to and including the Choctaw Road interchange will have no significant impact on the human and natural environment. Upon completion of this project, the I-40 mainline will have been widened from 4 to six (6) through lanes (three lanes in each direction), in addition to an auxiliary lane in each direction to serve both as acceleration/deceleration lanes for traffic entering and exiting I-40 to I-240 and Choctaw Road. The Choctaw Road interchange will be reconstructed to provide a typical diamond interchange with dedicated turn lanes and traffic signals. Choctaw Road will be widened to four lanes between the ramps. The safety and operation of I-40 and interchanges to the East and West of this project are not diminished by these improvements.

This FONSI is based on the attached Environmental Assessment (EA), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project. This FONSI is also based on implementation of specific environmental mitigation commitments described in Section VII of the EA.

A Public Hearing was held for this EA on March 23, 2010. During the question/answer portion of the Hearing, several comments or questions were voiced by attendees and responded to by representatives of the Oklahoma Department of Transportation (ODOT). Approximately, twenty-six written comments were received via email, letter, and ODOT-supplied comment forms during the comment period. All coordination and public involvement for this project is described in Section V of the EA and in EA Appendices H, I and J. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

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Robert T. Rodriguez
for FHWA

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT

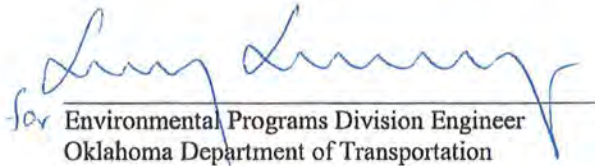
ON
INTERSTATE 40 FROM INTERSTATE 240 TO CHOCTAW ROAD RECONSTRUCTION
IN OKLAHOMA CITY, OKLAHOMA COUNTY

The proposed project is described as the reconstruction of Interstate 40 in Oklahoma City from Interstate 240 (MM165) east approximately 2.0 miles to east of Choctaw Road (MM167). The preferred alternate is modification of the I-40/I-240 merge and diverge, the addition of auxiliary lanes to I-40 and the reconstruction of the Choctaw Road interchange to a typical diamond interchange.

This highway project is proposed for funding under Title 23, United States Code (USC). This statement for the proposed improvement has been developed in consultation with the Federal Highway Administration and is submitted pursuant to 42 USC 4332(2)(C) and 49 USC-303.

Submitted:

Date: 1-11-2010


for Environmental Programs Division Engineer
Oklahoma Department of Transportation

Concur:

Date: 1/15/2010

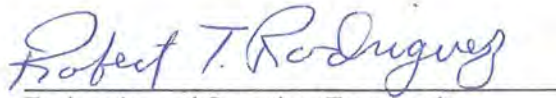

Robert T. Rodriguez
Engineering and Operations Team Leader
Federal Highway Administration

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Appendix B: Traffic Noise Impact Assessment

Appendix C: Wetland and Waterway Finding and Threatened and Endangered Species Assessment

Appendix D: Conversion of Prime, Unique or Farmland of Statewide or Local Importance

Appendix E: Cultural Resources Survey/Tribal Coordination/State Historic Preservation Office

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Appendix G: Environmental Justice

Appendix H: Coordination with Local, State and Federal Agencies and Officials

Appendix I: Public Participation

I. INTRODUCTION

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), has conducted an environmental analysis to evaluate the potential social, economic and environmental effects of the proposed improvements to Interstate 40 (I-40) from the Interstate 240 (I-240) merge to and including the Choctaw Road interchange in Oklahoma City, Oklahoma County, Oklahoma (see Figure 1). The limits of the study area for the environmental document are on I-40 from SE 59th Street on the west to South Indian Meridian on the east, including the I-40/I-240 merge, and on Choctaw Road from SE 89th Street on the south to SE 59th Street on the north. The construction limits of the proposed action are smaller than the area covered by the environmental document.

The environmental document, consisting of an environmental assessment (EA) was prepared by ODOT in accordance with the National Environmental Policy Act of 1969 (NEPA), the FHWA Technical Advisory T-6640.8A, and 23 Code of Federal Regulations (CFR) Part 771-772 (23 CFR 771-772 in anticipation of requesting future federal funding. The analysis serves to inform the public and elected officials of the consequences of the proposed action, and as such, serves as a decision-making document.

The design concepts in the EA are based on engineering studies that are documented in the Existing and No-Build Operational Analysis for I-40 from I-240 to Choctaw Road (Tetra Tech 2008) and the Final Operational and Alternatives Analysis Report for I-40 from I-240 to Choctaw Road (Tetra Tech 2009), which were prepared on behalf of ODOT and FHWA. These documents contain more detailed engineering and design information than is referred to in the EA, and are incorporated herein by reference. They are on file at the ODOT Central Office, 200 N.E. 21st Street, Room 3D 2A and are available for public review.

The EA was prepared over a two-year period in coordination with the City of Oklahoma City, Oklahoma County, ODOT, FHWA, and the public. Appendix H contains a list of all local, state, federal and tribal organizations contacted as part of the development of this EA.

A public information meeting was held during the project development process, as further discussed in Section E. Once the FHWA has approved the EA for release to the public, a formal hearing will be held to obtain specific comments on the document and the preferred alternative.



Total Length along I-40 = 3.5 miles
 Total Length along Choctaw Road = 2.0 miles

Location and Study Area Map
I-40 from I-240 to Choctaw Road
Oklahoma City, Oklahoma

II. PURPOSE AND NEED FOR ACTION

The purpose and need for the project were evaluated in the Existing and No-Build Operational Analysis for I-40 from I-240 to Choctaw Road (Tetra Tech 2008), in terms of measures to address physical deficiencies, congestion and safety issues. I-40 is a major east-west interstate route. I-240 represents Oklahoma City's south bypass and east of I-35, existed primarily to serve the now-closed General Motors plant and Tinker Air Force Base. Choctaw Road is a north-south section line road serving rural acreage development in Oklahoma City's southeast sector.

I-40 is highly congested in the vicinity of the I-240 merge and the Choctaw Road interchange. Queuing conditions (traffic backup) and weaving patterns that occur between the I-240 merge and the Choctaw Road interchange interfere with the operations of I-40. The current design of the I-240 eastbound merge with I-40 and the I-240 westbound diverge is functionally obsolete (does not meet current design standards). The combination of peak direction volumes, substandard ramp tapers, and low ramp design speeds contribute to the unacceptable operations. The lack of dedicated turn lanes and inadequate traffic control at the intersections of the I-40 ramps with Choctaw Road are also a factor. Choctaw Road is a two-lane road within the interchange with an inadequate vertical alignment and intersection sight distances. The existing vertical clearance under the I-40 bridges is 13 feet 9 inches, which is lower than the required clearance for an interstate highway interchange. The existing inadequacies and demonstrated inability of the existing facility to accommodate anticipated travel demand are detailed below.

Existing Traffic

Year 2007 data for traffic movements on I-40 east and west of the I-40/I-240 merge and at the I-40/Choctaw Road interchange were compiled (Tetra Tech 2008) and used to evaluate existing conditions. Capacity based level-of-service (LOS) analyses were conducted for the freeway, freeway ramp/junctions, and roadway ramps using the methods in the Highway Capacity Manual (Transportation Research Board 2000). In general, LOS ratings from LOS A to LOS F follow a conventional grading system: LOS A indicates free-flowing conditions, where speed and freedom to maneuver are relatively high, and LOS F represents conditions where the amount of traffic exceeds capacity and the driver experiences delay and a poor level of comfort. LOS D is generally considered the limit of acceptability in an urban area. More information on LOS criteria is included in the Existing and No-Build Operational Analysis for I-40 from I-240 to Choctaw Road (Tetra Tech 2008).

Three freeway segments operate at LOS E or F under existing conditions:

- I-40 east of I-240 and west of the Choctaw Road interchange in the eastbound direction during the PM peak hour.
- I-40 east of the Choctaw Road interchange in the eastbound direction during the PM peak hour.
- I-40 east of I-240 and west of the Choctaw Road interchange in the westbound direction during the AM peak hour.

Two freeway-ramp junctions operate at LOS F under existing conditions:

- The eastbound I-240 to eastbound I-40 ramp merge operates at LOS F in the PM peak.
- The westbound I-40 to westbound I-240 ramp merge operates at LOS F in the AM peak.

Four segments of roadway ramp also operate at LOS E or F:

- The I-40 eastbound off ramp to Choctaw Road operates at LOS F at PM peak.
- The I-40 eastbound on-ramp from Choctaw Road operates at LOS E at PM peak.
- The I-40 westbound off-ramp to Choctaw Road operates at LOS E at AM peak.
- The I-40 westbound off-ramp from Choctaw Road operates at LOS F at AM peak.

Future Traffic with Existing Geometry

Future (2037) traffic forecasts were compiled (Tetra Tech 2008) for I-40, I-240, the interchange, and Choctaw Road to help evaluate future needs and design concepts. These data were analyzed with existing geometry to determine the future operations of the freeway, freeway-ramp junctions and roadway ramps.

The following freeway segments would operate at LOS F:

- I-40 west of I-240 in the eastbound direction in the PM Peak.
- I-40 west of I-240 in the westbound direction in the AM peak.
- I-40 east of I-240 in the eastbound direction in the PM Peak.
- I-40 east of I-240 in the westbound direction in the AM peak.
- I-40 east of Choctaw Road in the eastbound direction in the PM peak.
- I-40 east of Choctaw Road in the westbound direction in the AM peak.

The following freeway ramp junctions would operate at LOS F:

- I-240 eastbound ramp to I-40 in the PM peak.
- I-240 westbound ramp from I-40 in the AM peak.

The following roadway ramps also operate at LOS F:

- I-40 Eastbound Off-Ramp to Choctaw Road in the PM peak.
- I-40 Eastbound On-Ramp from Choctaw Road in the PM peak.
- I-40 Westbound Off-Ramp to Choctaw Road in the AM peak.
- I-40 Westbound On-Ramp from Choctaw Road in the AM peak.

To ensure that I-40 operates at an acceptable level, it is necessary to modify and improve the I-40/I-240 merge and the I-40 Choctaw Road interchange.

Table 1
I-40/I-240/Choctaw Road Interchange Levels of Service

Location	2007 Existing		2037 No-Build	
	Peak Hour	LOS	Peak Hour	LOS
I-40 West of I-240 – Eastbound	AM	A	AM	B
	PM	D	PM	F
I-40 West of I-240 – Westbound	AM	D	AM	F
	PM	A	PM	B
I-40 East of I-240 – Eastbound	AM	B	AM	D
	PM	F	PM	F
I-40 East of I-240 – Westbound	AM	F	AM	F
	PM	B	PM	D
I-40 East of Choctaw Road – Eastbound	AM	B	AM	D
	PM	E	PM	F
I-40 East of Choctaw Road – Westbound	AM	D	AM	F
	PM	B	PM	D
I-240 West of I-40 – Eastbound	AM	A	AM	B
	PM	B	PM	C
I-240 West of I-40 – Westbound	AM	B	AM	C
	PM	A	PM	B
Ramp/Freeway Junctions				
I-240 Eastbound Ramp to I-40	AM	B	AM	C
	PM	F	PM	F
I-240 Westbound Ramp from I-40	AM	F	AM	F
	PM	B	PM	D
Roadway Ramps				
I-40 Eastbound Off-Ramp to Choctaw Road	AM	B	AM	D
	PM	F	PM	F
I-40 Eastbound On-Ramp from Choctaw Road	AM	B	AM	D
	PM	E	PM	F
I-40 Westbound Off-Ramp to Choctaw Road	AM	E	AM	F
	PM	B	PM	D
I-40 Westbound On-Ramp from Choctaw Road	AM	F	AM	F
	PM	B	PM	D

Safety Issues

According to accident data from January 1, 2003, to December 31, 2006 (ODOT 2006), there were 16 fatalities, 179 injuries, and 233 incidents, with over \$3.59 million in property damage that occurred in the area of I-40 and I-240. The data were from the span from half a mile east of Westminster Road (Mile Post [MP] 162.76) to eight miles east of Choctaw Road (MP 173). According to these data, the accident rates for this segment of I-40 are near the statewide average rate of 61.2 accidents per hundred million vehicle miles. However, these data also indicate that over 44 percent of the traffic accidents during this period occurred on a two-mile segment of I-40 from east of the I-240 ramps to just east of the Choctaw Road

interchange. The collision rates within these two miles are 244 accidents per hundred million vehicle miles, approximately four times the statewide average. The accident data for I-40 in the vicinity of the Choctaw Road interchange were also compared to the accident data for a two-mile segment at the I-40 and Anderson Road interchange, a diamond interchange approximately three miles west of Choctaw Road. The data show that there were three times more accidents, four times more fatalities, and over twice the number of injuries within the same period, in the vicinity of the Choctaw Road interchange, compared to the Anderson Road interchange. The property damages for the collisions around the Choctaw Road interchange were almost five times higher than the costs associated with the accidents at the Anderson Road interchange.

Bicycle, Pedestrian and Transit Needs

Currently there are no bicycle or pedestrian facilities along Choctaw Road or in the project area. Existing pedestrian generators in the project area include large lot residential neighborhoods, a church, two (2) travel plaza/truck stops and a drive-in restaurant. It is FHWA policy that bicycling and walking facilities will be incorporated in to all transportation projects unless exceptional circumstances exist.

Currently, right-of-way within the existing interchange configuration is being utilized by the public as a makeshift park-and-ride facility. The Central Oklahoma Transportation and Parking Authority Fixed Guideway Study (December 2006) recommends express bus service for the I-40 Corridor east of Oklahoma City. There are no known plans for any transit facilities at the I-40/Choctaw Road interchange. However, parking facilities are needed to accommodate existing transit demand in the project area.

III. ALTERNATIVES

A variety of alternatives were evaluated in the *Final Operational and Alternatives Analysis Report for I-40 from I-240 to Choctaw Road* (Tetra Tech 2009). The initial study included an analysis of the no-build alternative, two alternatives for the freeway itself, and seven build concepts for the interchange. Based on the initial analysis, these alternatives were narrowed to the no-build alternative, two (2) alternatives for the freeway itself, and three (3) interchange alternatives.

The three (3) alternatives for the Choctaw Road interchange are:

Alternative 1—Reconstruct the existing interchange to a typical diamond interchange, with two intersections along Choctaw Road, on opposite sides of the I-40 main line, with dedicated turn lanes and signals.

Alternative 2—Upgrade the existing partial-cloverleaf interchange to current design standards, and improve the existing intersections at Choctaw Road with dedicated turn lanes and signals.

Alternative 3—Reconstruct the existing interchange to a partial cloverleaf with slip-or loop-off-ramps with dedicated turn lanes.

For all three (3) of these alternatives the I-40 main line would have six lanes (three in each direction) plus an auxiliary lane from the I-240 merge to the Choctaw Road interchange. The eastbound I-240 on-ramp (merge) would be upgraded to two lanes and merge with the three-lane eastbound I-40 as a branch

connection. The I-240 westbound off-ramp (diverge) would be reconstructed as a major fork, and I-40 westbound, prior to the I-240 diverge, would be widened to create a two-lane diverge to westbound I-240 and leave three lanes through for westbound I-40. Choctaw Road would be widened to four lanes (two in each direction) with dedicated turn-lanes at the I-40 on-and off-ramps. Figures for Alternatives 1 through 3 are in Appendix A.

All three (3) alternatives will include Americans with Disabilities Act (ADA)-compliant sidewalks and a park-and-ride facility.

Alternative 4—The no-build alternative would leave I-40, the I-240 merge and diverge, and the Choctaw Road interchange in its current condition. There would be no improvements to the ramp geometry at the I-240 merge/diverge or within the Choctaw Road interchange. There would be no improvements to the vertical alignment of Choctaw Road. This alternative does not satisfy the need for the project or improve regional transportation service, nor does it have construction costs or physical impacts. The no-build alternative would perpetuate congestion problems in the area and was analyzed for comparison purposes.

These alternatives were evaluated in greater detail, including analysis of engineering, environmental, and community factors. Table 2 is a summary of the detailed analysis applied to each alternative used for decision-making purposes.

Table 2
Summary Alternatives Decision Making Matrix

	Alt. 1 (Diamond Interchange)	Alt. 2 (Upgrade existing Interchange)	Alt. 3 (Partial Clover Leaf)	Alt. 4 (No Build)
Engineering				
Construction Costs (In Millions of Dollars)	43.5	40.5	38.1	0
Right-of-Way & Utility Relocation Costs (In Millions of Dollars)	13.7	15.1	15.5	0
Traffic Operations (2037 LOS)				
I-40/I-240 Merge Eastbound and Westbound, AM and PM	C	C	C	F
I-40 Main Line Eastbound Westbound, AM and PM	D	D	D	F
Choctaw Road Northbound	AM B	AM B	AM A	AM F
	PM B	PM C	PM A	PM F
Choctaw Road Southbound	AM B	AM A	AM A	AM F
	PM B	PM C	PM A	PM F
Bridge Size required on I-40	3-Lane	4-Lane	4-Lane	No Change
Limits of No Access along Choctaw Road	Less Severe	More Severe	More Severe	No Change
Driver Expectation/Interchange Operations	Simple Maneuvers to Operate through Interchange	More Complicated Maneuvers and Safety Issues with Loop Ramps	More Complicated Maneuvers and Safety Issues with Loop Ramps	No Change

	Alt .1 (Diamond Interchange)	Alt. 2 (Upgrade existing Interchange)	Alt. 3 (Partial Clover Leaf)	Alt. 4 (No Build)
Environmental Impacts				
Wetlands	Potential 0.70 Acre	Potential 0.70 Acre	Potential 0.70 Acre	No Impacts
Streams	Potential 7,478 Linear Feet	Potential 7,478 Linear Feet	Potential 7,478 Linear Feet	No Impacts
Ponds	2 Potential	2 Potential	2 Potential	No Impacts
Threatened and Endangered Species	No Effect	No Effect	No Effect	No Impacts
Cultural Resources (Historic, Archeological & Native American Sites)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Impacts
Hazardous Materials	Leaking Underground Storage Tanks and 2- Wastewater Treatment Lagoons	Leaking Underground Storage Tanks and 4-Wastewater Treatment Lagoons	Leaking Underground Storage Tanks and 4-Wastewater Treatment Lagoons	No Impacts
Farmland	No Impact	No Impact	No Impact	No Impact
Social and Economic				
Businesses Displaced	1-Love's	2- Love's/Anderson's	2- Love's/Anderson's	None
Residences Displaced along Choctaw Road	2 Single- Family	2-Single Family	2-Single Family	None
Park-and-Ride Facilities	Facilities can be provided within existing ROW	Facilities will require additional ROW	Facilities will require additional ROW	None

The alternatives were presented to the public at an informational meeting on May 29, 2008. In general, the public supported the need for the improvements to I-40 and the interchange. The concepts were further evaluated and refined and a preferred alternative, Alternative 1, was identified.

Alternative 1 impacts fewer potential hazardous material locations and would displace only one (1) roadside business as opposed to the two (2) displaced by the other alternatives. Park-n-ride facilities can be provided within existing right-of-way minimizing the amount of right-of-way required for the project.

In Alternative 1, all exits from I-40 are made before reaching Choctaw Road. All entrances to I-40 are made after Choctaw Road. This allows good exit visibility and conforms to driver expectation, thereby minimizing confusion. The operational maneuvers are relatively uncomplicated; a driver who wants to make a left turn in travel direction makes a left turn at the interchange, and a driver who wants to make a

right turn in travel direction makes a right turn. This pattern is desirable because it is consistent with driver expectation.

One safety problem noted with loop ramps, which would be used under Alternatives 2 and 3, is that drivers often travel along them at speeds in excess of what is safe. This behavior is especially critical when the driver is operating a heavy vehicle. Superelevation (banking) at the maximum rate of 6.0 percent can be used to mitigate this problem, but it can cause other safety problems if traffic queues form within the superelevated section of the loop (for example, vehicles can tip over). The diagonal ramp of the diamond interchange is believed to offer the best combination of operations and safety. Additionally, the diamond interchange is the easiest to construct, minimizing construction time, and the easiest to modify if improvements become necessary in the future.

Alternative 1, the diamond interchange, was selected as the preferred alternative because it minimizes impacts to the environment, conforms to driver expectation and exceeds the other alternatives in the quality of interchange operations.

Description of the Preferred Alternative

The preferred alternative, Alternative 1, is proposed to address the central needs of I-40 east and west of the I-40/I-240 merge and the I-40/Choctaw Road interchange, to correct geometric deficiencies, inadequate vertical alignments, and provide additional ramp capacity (See Figure 2). The I-40 main line will have six lanes (three lanes in each direction) from west of the I-240 merge to east of the Choctaw Road interchange. In addition, between the I-240 interchange and Choctaw Road, an auxiliary lane in each direction will be added to serve both as acceleration and deceleration lanes for traffic entering and exiting I-40 to I-240 and Choctaw Road, as well as increase weaving distances along I-40.

The eastbound I-240 on-ramp (merge) and the westbound I-240 off-ramp (diverge) will be reconstructed as two-lane connections, leaving three lanes through on I-40.

The Choctaw Road interchange will be reconstructed to provide a typical diamond interchange with two intersections along Choctaw Road, on opposite sides of I-40, with dedicated turn lanes and traffic signals. Retaining walls may be used along the ramps to minimize impacts to adjacent properties.

Improvements to Choctaw Road are related to the interchange modifications and will include widening to four lanes, with curb and gutter (storm sewer) and sidewalks. It is anticipated the horizontal alignment of Choctaw Road will remain the same, however, the vertical alignment will be modified to improve sight distance. The required minimum 16'-9" vertical clearance will be maintained over Choctaw Road. All existing drainage structures will be extended or modified to accommodate existing drainage patterns, or constructed, if necessary, based on new information. The preferred alternative will construct ADA-compliant sidewalks and a park-and-ride facility.



OKLAHOMA DEPARTMENT OF TRANSPORTATION
I-40 (FROM I-240 MERGE TO CHOCTAW ROAD)
I-40 WIDENING & RAMP MODIFICATIONS
Figure 2 - PREFERRED ALTERNATE



IV. SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS

The project is located within an outlying area of far southeast Oklahoma City (OKC). The city utilizes a sector planning process to update policies and recommendations addressing growth. The Southeast Sector Plan, an amendment to the OKC Comprehensive Plan, adopted February 22, 2007 addresses the Southeast Sector of Oklahoma City and the project area. Information from this plan was utilized to assess the potential social, economic and environmental effects of the proposed project.

Environmental Justice

Executive Order 12898 requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States. An environmental justice analysis was completed for the proposed project (Appendix G) and it was determined any adverse effects of the proposed project will not be predominately borne by a minority population and/or a low-income population.

Community Concerns

The Southeast Sector includes overlapping city boundaries and school districts which lend a mixed identity to the area. The area is characterized as largely rural with vast amounts of open space and desirable views of rolling hills. Groups in the community characterize the sector differently based on individual perspectives as developers, rural or urban residents. Despite seemingly conflicting interests these groups expressed a common desire for preservation of the sector's rural character, open space and environmental assets.

- Several unique environmental assets and natural resources were identified in the Southeast Sector plan. These features were deemed important features to retain and preserve. None of the features identified will be affected by the proposed project.
- Preservation of trees and open space were identified by residents and property owners to be essential in maintaining the character of the area and comfort of its citizens. Approximately, fourteen (14) acres of open stands of trees with an understory of woody plants, mid and tall grasses and forbs will require removal to construct the project. Most of the vegetation removal will occur in the area of the I-40/Choctaw Road interchange, where commercial development is permitted by the southeast sector plan.
- For transportation within the Southeast Sector, the OKC plan team's vision included transportation corridors along I-240 and I-40 providing desired commercial development while preserving view sheds and protecting the rural character of the area; and developing a transportation system which provides choice of modes of travel and enhanced access between area neighborhoods to outside destinations, including jobs. The proposed project will reduce congestion and improve safety and access to and from the Southeast Sector of Oklahoma City. Choice of modes of travel will be enhanced with the addition of pedestrian and park-and-ride facilities. The proposed improvements follow the existing alignment along I-40, therefore, view sheds should not be significantly affected.

Land Use, Economic and Right-of-Way Impacts

The Southeast Sector plan designates Interstates 40 and 240 as Major Activity Corridors to S. Henny Road. These corridors support concentrated commercial activities serving customers throughout the City and region. Commercial nodes have been designated at the I-40 intersections of S. Choctaw Road, S. Anderson Road and S. Post Road. Additionally, Interstates 40 and 240 are designated as Appearance Corridors, requiring certain design criteria for new commercial development. Land use beyond I-40 and the I-40/Choctaw Road interchange, in the area of the project, is designated as rural. These areas are predominately agriculture, open space and large lot residential uses. Developments in this area are beyond city sewer and water service for the next 20 years or more. The Oklahoma City Area Regional Transportation Study (OCARTS) 2030 Plan determined Choctaw Road warrants widening to a 4-lane facility. The project as proposed will widen Choctaw Road to a 4 facility as needed to accommodate the interchange modification.

Existing commercial development in the project area is located north and south of the I-40/Choctaw Road interchange. Development consists of two (2) retail travel stop/convenience store/fast food businesses and a fast food drive-thru. Generally these are drive-by businesses, which customers frequent more on impulse or while driving by. The project as proposed will require the acquisition/relocation of Love's Country Store. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. This assistance will be provided to all displacees without regard to race, color, or national origin. Replacement sites are available in the project area, however, rezoning, deed restrictions, and development controls would need to be looked into to determine if these sites would be able to accommodate the displacee. Loss of employment could occur if the business is unable to or chooses not to reestablish. Love's Country Store has 64 locations in the State of Oklahoma. Some employment loss may be able to be absorbed at other locations or with other restaurants/retail stores in the area. Loss of local revenues generated by the business and employment could occur. Other businesses will experience disruptions in access and partial acquisitions of right-of-way, however, no displacement will occur. ODOT recognizes that businesses located in a work zone have special needs. Access will be provided to businesses during construction. ODOT will work with businesses and the community to keep the public informed that businesses are open for business. Improved interchange operations, access management and safety would be good for business.

Existing large lot residential developments are present on the south side of I-40 and in the northeast quadrant of the I-40/Choctaw Road interchange. Large lot residential development also occurs along Choctaw Road north of I-40. Two (2) single-family residential dwellings, directly fronting Choctaw Road, in the northeast quadrant of the interchange will require acquisition/relocation. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. This assistance will be provided to all displacees without regard to race, color, or national origin. Comparable replacement dwellings and rental properties are currently available to accommodate the displacees. Other residential properties will experience disruptions in access and partial acquisitions of right-of-way, however, no displacements will occur. No neighborhoods will be split, nor will portions of any neighborhood will be isolated by the project.

No community facilities such as, churches, schools or community centers will be impacted by the project.

Lack of city water and sewer service and other adequate facilities limits the intensity of economic development that can occur in the area of the project. The project will not open new areas for development. The proposed improvements are consistent with adopted plans, policies and expectations about development of the area. The project is not anticipated to stimulate unanticipated growth.

Traffic Noise

A traffic noise impact assessment (Appendix B) was prepared for the proposed I-40 improvement, in accordance with ODOT's Policy Directive "Highway Noise Abatement" C-201-3 and FHWA's Noise Abatement Criteria (NAC, 23 CFR 772). Using the FHWA's Traffic Noise Model, the 2007 conditions modeling indicated that four residences experience noise impacts, with noise levels ranging from 66 and 68 decibels, which approaches or exceeds the NAC for Category B; at 71 decibels, one business would approach the NAC criteria for Category C. Based on preliminary design and right-of-way, the future modeling (2037) indicated that those living at eight residences would experience noise impact levels ranging from 66 to 71 decibels. Noise at two of these residences approaches the NAC criteria for Category B, and noise at six residences exceed the criteria. In addition, the future analysis indicated that noise at two businesses would approach or exceed NAC criteria for Category C. The noise analysis indicated that those affected by the noise are anticipated to experience an increase in future noise levels of one to four decibels over current conditions. No receivers will experience a 15-decibel increase in noise levels over current conditions, which is considered to be a substantial increase for noise impact determination.

In considering noise mitigation for the identified, impacted, residential receivers, a noise barrier analysis, in the form of a free-standing sound wall, was performed. In accordance with the ODOT Noise Policy Directive, mitigation will not be considered for commercial or industrial areas, or for those areas that are trending to commercial or industrial land use, and measures not authorized for federal-aid participation in 23 CFR 772.13(c)(1) through (6). For the identified, impacted, residential receivers, noise abatement measures are not recommended in this project for the following reasons: (1) the excessively high cost per benefited receiver; (2) the relatively low magnitude of future levels without mitigation; (3) the small increases in future noise levels, with an average of 3-decibels over existing noise levels; and (4) the dates of residential developments post date the initial I-40 construction.

Air Quality

The Oklahoma City Area Regional Transportation Study (OCARTS), area has been designated as being in attainment based on national standards for air quality. The 1990 Clean Air Act amendments require that transportation projects conform to air quality implementation goals, and that federally funded projects be included in designated "conforming" transportation plans. The proposed project is consistent with the 2030 OCARTS plan prepared in 2007 by the Association of Central Oklahoma Governments, which acts as the regional Metropolitan Planning Organization for the Oklahoma City area. The proposed improvements will keep air quality levels below established thresholds and will help maintain the region as an air quality attainment area. In 2008, the Environmental Protection Agency (EPA) revised the air quality standards for ozone. The EPA will be designating areas of nonattainment by March 12, 2010, and Oklahoma County could be designated as nonattainment for ozone.

Water Quality

Residents within the largely rural area of the Southeast Sector obtain water from wells, as city water service only extends to just east of Tinker Air Force Base. Maintaining a high water quality and availability is a primary concern for those who reside, work, farm and recreate within the area. The OKC plan team recommended careful consideration be given to development within the 100-year floodplain and adjacent to any stream corridors to prevent increased flooding downstream and to prevent the undesirable effects of increased stormwater run off from development.

- Thirteen (13) water wells were identified within the environmental study area. Three (3) water wells are located within the proposed right-of-way and are associated with one (1) business and

two (2) residential displacements. Any water wells encountered during construction will be properly plugged as described in OAC 785:35-11-1 (Rules of Oklahoma Water Resources Board) to avoid groundwater contamination.

- Because the area of disturbance will be greater than one (1) acre, a general permit from the Oklahoma Department of Environment Quality (ODEQ) for stormwater discharges from construction activities will be required for this project. A stormwater pollution prevention plan (SWPPP) will be developed for the project, and a temporary erosion and sediment control plan will be included in the construction plans to avoid/minimize impacts to water quality.
- Jurisdictional wetlands are lowland areas that are inundated or saturated with water for a sufficient length of time to allow the development and support of hydrophytic vegetation and hydric soils. They are protected from unauthorized dredge and fill activities under Section 404 of the Clean Water Act (CWA) and Executive Order 11990. The CWA regulates activities that have the potential to impact waters of the United States and designates the U.S. Army Corps of Engineers (USACE) as the authority to issue permits and regulatory guidance governing activities in this area. Roadway-related crossings of waters of the United States are also regulated under Section 404 of the CWA. A Wetland and Waterway Finding was prepared for this project (Appendix C). The finding identified twenty (20) aquatic areas within the environmental study area.
 - Nine (9) forested or emergent wetlands totaling 0.70 acre were identified within the environmental study area. Alternatives to avoid/minimize impacts to wetlands will be developed during the design process.
 - Nine (9) stream channels totaling 7,478 linear feet were identified within the environmental study area.
 - Two (2) artificially impounded ponds were identified within the environmental study area.

Section 404 permit applications require detailed design information and are valid for only two years, therefore, the determination of actual impacts to waters will occur closer to the time of construction. When plans are finalized such that the linear extent and volume of dredge and/or fill operations below the ordinary high water mark of the channel may be determined, the proposed construction activities will be evaluated to ensure that the appropriate CWA Section 404 permit application is made. Section 404 of the CWA will be complied with as it applies to permanent construction, and temporary construction staging and stockpiling activities. Impacts to jurisdictional waters as a result of the project will be mitigated.

- The project area has been mapped by the Federal Emergency Management Agency on Federal Insurance Administration Flood Hazard Boundary Map Community Panel Numbers 40109C0418G and 40109C0419G. A 100-yr floodplain is present in the approximate center of the project between I-240 and Choctaw Road along Hog Creek, and an unnamed tributary of Hog Creek. Project planning will ensure that construction is compatible with the floodplain areas. The project will not change any flood hazard potential or affect floodplains. An Oklahoma Water Resources Board (OWRB) Floodplain Permit will be required for the project.

Threatened and Endangered Species

The United States Fish and Wildlife Service (USFWS) and Oklahoma Department of Wildlife Conservation (ODWC) were contacted regarding the potential for threatened or endangered species to occur in the project area. A Threatened and Endangered Species Assessment was completed for the

project (Appendix C). The project, as proposed, will have no effect on the Interior Least Tern, Whooping Crane or Piping Plover and will be unlikely to have any adverse impact on the Bald Eagle. The USFWS removed the Bald Eagle from the Federal List of Threatened and Endangered Wildlife and Plants on July 9, 2007.

Farmland

The Farmland Protection Policy Act, Public Law 97-98, 7 U.S.C. 4201, passed in 1981, required Federal programs to minimize the impact on the unnecessary and irreversible conversion of farmland to nonagricultural uses. In accordance with the current 7 CFR Part 658- Farmland Protection Policy Act, Parts I and III of Form AD-1006 were completed and sent to the Natural Resources Conservation Service (NRCS). The NRCS responded that there was no prime farmland. A copy of the completed form, the submittal letter, and the NRCS response letter is provided in Appendix D.

Cultural Resources

A cultural resources survey has been conducted by the Department and accepted by the Oklahoma Archeological Survey in consultation with the Oklahoma State Historic Preservation Office (SHPO) and appropriate Native American Tribes (Appendix E). The action involves a determination of no adverse effect by the SHPO.

However, prior to Right-of-Way submittal, plan notes requiring avoidance of cultural resources in off-project areas will be added to the project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).

Hazardous Materials

An initial site assessment (ISA) was conducted to identify sites with the potential to adversely impact area soils, air, surface water, and/or groundwater (Appendix F). The action does involve previous land uses with the potential for hazardous materials remains within the right-of-way. One (1) site is a known Leaking Underground Storage Tank (LUST) site. Prior to right-of-way submittal, plan notes regarding the potential hazardous material will be added to the plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2). Two (2) sites were identified as having wastewater treatment lagoons. In the event these lagoons are to be acquired, the Environmental Programs Division must be notified so that further investigations may be conducted. A Closure Plan, as mandated by Oklahoma Administrative Code (OAC) Title 252, Chapter 616 and/or Chapter 621 (Rules of Oklahoma Department of Environmental Quality), must be developed for any lagoon decommissioning and followed.

Temporary Construction Impacts

There will be construction-related impacts from the project, which is expected to require approximately 20 months to complete. During construction, access to businesses and residences will be more inconvenient; however, access will be maintained except during very brief intervals. Emergency departments will be kept informed of the project so that emergency vehicle access will not be disrupted. Maintaining access and minimizing construction related traffic delays are an integral part of the build alternative, and efforts will be made throughout the design and construction process to minimize construction related inconveniences.

Air quality impacts related to construction will be limited to short-term increases in dust and emissions. Dust and emissions will be minimized by adhering to standard best management practices and a construction traffic control plan to minimize traffic disruption and associated engine-idle time.

During project construction, noise levels will often be greater than normal in adjacent areas. It is not possible to accurately predict levels of construction noise at particular receptors or groups of receptors. Heavy machinery, the major source of noise, constantly moves in unpredictable patterns. The duration of daily construction work normally occurs during daylight hours, when occasional loud noises are more tolerable.

A stormwater pollution prevention plan (SWPPP) will be developed for the project. This plan will be used to reduce the pollutants in storm water discharges associated with the construction site and to ensure compliance with the terms and conditions of the National Pollutant Discharge Elimination System (NPDES) permit program.

V. COMMENTS AND COORDINATION

Coordination with Local, State and Federal Agencies and Officials

On November 28, 2007, a letter soliciting comments relative to the social, economic, or environmental effects of this project was mailed to sixty-two (62) local, county, state, and federal agencies, organizations, and individuals. A copy of the letter and its recipients is in Appendix H. Seven (7) replies were received and are attached in Appendix H. The following is a summary of the responses received:

- The Bureau of Land Management (BLM) requested that two individuals at the BLM Tulsa Field Office be added to the mailing list.

Response: The two individuals were added to the mailing list.

- Brent Rinehart, County Commissioner Oklahoma County District 2, advised the Choctaw Road corridor was an important corridor connecting Absentee Shawnee Tribe properties to interstate access. He offered three (3) necessary changes to improve traffic flow and reduce accidents on I-40.

Response: Stacking capacity at the Eastbound and Westbound off-ramps to Choctaw Road will be increased. The westbound on-ramp will be lengthened and additional lanes added to improve the merge onto I-40. The eastbound I-240 on-ramp will be upgraded to two lanes to merge with the three-lane eastbound I-40 as a branch connection.

- The City of Oklahoma City stated they have an interest in the interchange as funding for street improvements on Choctaw Road were recently approved in the GO Bond Election held December 11, 2007. The City requested coordination between ODOT's interchange project and its Choctaw Road widening project.

Response: ODOT met with the City of Oklahoma City on November 12, 2008 to discuss improvements on Choctaw Road between SE 59th Street and SE 89th Street and ODOT's planned I-40 ramp improvements. Further coordination with the City regarding these projects is planned.

- The Oklahoma Conservation Commission advised possible hydric soils were identified at the site and recommended an on-site investigation and coordination with the USACE.

Response: A detailed Wetland and Waterway Finding and Biological Studies (T and E Assessment) report for the project were completed in January 2008 and are in Appendix D. Potential jurisdictional wetlands and waterways were identified within the study area. When plans are finalized such that the linear extent and volume of dredge and/or fill operations below the ordinary high water mark of the channel may be determined, the proposed construction activities will be evaluated to ensure that the appropriate CWA Section 404 permit application is made.

Section 404 of the CWA will be complied with as it applies to permanent construction, and temporary construction staging and stockpiling activities.

- The State Historic Preservation Office (SHPO) requested documentation and photographs of any impacted structures 45 years of age or older. When the documentation is received and reviewed, they will issue an opinion of the effect of the project on Oklahoma's cultural and historical resources.

Response: A cultural resources survey and report were completed on March 26, 2008, and sent to SHPO for review. On May 1, 2008 the SHPO found there are no historic properties affected by the project.

- The USACE stated that there are jurisdictional waterways along the existing corridor alignment. Any placement of dredged or fill material (temporarily or permanent) within the aquatic features would require prior authorization pursuant to Section 404 of the CWA.

Response: A detailed Wetland and Waterway Finding and Biological Studies (T and E Assessment) report for the project were completed in January 2008 and are in Appendix D. Potential jurisdictional wetlands and waterways were identified within the study area. When plans are finalized such that the linear extent and volume of dredge and/or fill operations below the ordinary high water mark of the channel may be determined, the proposed construction activities will be evaluated to ensure that the appropriate CWA Section 404 permit application is made. Section 404 of the CWA will be complied with as it applies to permanent construction, and temporary construction staging and stockpiling activities.

- The US Fish and Wildlife Service stated that two endangered and one threatened species are found within Oklahoma County. The service advised migratory birds could also occur within the project area and could possibly be affected by the planned construction activities. It recommended avoiding or minimizing impacts on wetland areas to the greatest extent practicable.

Response: A detailed Wetland and Waterway Finding and Biological Studies (T and E Species Assessment) report for the project were completed in January 2008 and are in Appendix D. Based upon these studies no impacts on threatened, endangered, or special status species will occur as a result of project implementation. ODOT will coordinate with the USACE regarding proper Clean Water Act requirements and permits.

Public Involvement

On May 29, 2008, a public meeting was held at the Harmony Christian Church, 7100 South Choctaw Road, Choctaw, Oklahoma. The purpose of the meeting was to inform citizens of the project and elicit their participation in the development of the project. General information regarding NEPA and the project development process was presented. The purpose and need for the project was explained. Three (3) conceptual alternatives to correct the problems with the interchange were presented for review and comment. One-hundred and five (105) local citizens and agency personnel signed the attendance roster for the meeting. After the presentation, ODOT responded to verbal questions. A summary of the verbal questions and answers can be found in Appendix J. Sixteen (16) written comments were received and are summarized as follows:

- Owners of Anderson Travel Plaza expressed concerns about potential impacts to their access from Choctaw Road.

Response: ODOT is considering using retaining walls to minimize impacts to the Anderson Travel Plaza property. However, because a 300 foot “limits of no access” along Choctaw Road is preferred, current access to the property will most likely require modification.

- Owners of Love’s Travel Stops expressed concern about maintaining access to their property and being taken out of business.

Response: Because a 300 foot “limits of no access” is preferred on this project, access to the Love’s Travel Stop property cannot be maintained. The project as proposed will require the acquisition/relocation of Love’s Country Store. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. This assistance will be provided to all displaced without regard to race, color, or national origin.

- Owners of the KOA Campground expressed concern about road/ramp closures during the months of May through October and the impact of any closures on their business. Vehicles traveling to the campground are 36 feet in length.

Response: ODOT recognizes that businesses located in a work zone have special needs. Access will be provided to businesses during construction. ODOT will work with businesses and the community to keep the public informed that businesses are open for business. Maintaining access and minimizing construction related traffic delays are an integral part of the build alternative, and efforts will be made throughout the design and construction process to minimize construction related inconveniences.

- One (1) commenter recommended a paved and lighted Park-n-Ride.

Response: A Park-n-Ride area will be reestablished as part of the reconstruction project. Details of the design for this facility have not been developed at this time.

- Six (6) commenters expressed concerns about existing traffic noise levels and the impact tree removal would have on noise levels.

Response: According to the publication “Highway Traffic Noise in the United States, Problem and Response”, a USDOT/FHWA 2006 publication, “Vegetation, if it is high enough, wide enough, and dense enough that it cannot be seen over or through, can decrease highway traffic noise. A 61-meter (200 feet) width of dense vegetation can reduce noise levels by 10 decibels, which cuts in half the loudness of traffic noise. It is not feasible, however, to plant enough vegetation along a road to achieve such reductions. If vegetation already exists, it can be saved to maintain a psychological relief, if not an actual lessening of traffic noise levels. If vegetation does not exist, it can be planted for psychological relief.” A traffic noise analysis was prepared for this project. Currently, four (4) residences are impacted by noise levels exceeding the noise abatement criteria. The study indicates eight (8) residences would experience noise levels approaching or exceeding the noise abatement criteria in 2037. Noise abatement measures were considered and not recommended for this project because, (1) the excessively high cost per benefited receiver; (2) the relatively low magnitude of future levels without mitigation; (3) the small increases in future noise levels, with an average of 3-decibels over existing noise levels; and (4) the dates of residential developments post date the initial I-40 construction.

- Alternatives 1 and 3 received a similar number of comments stating it as the preferred alternative.

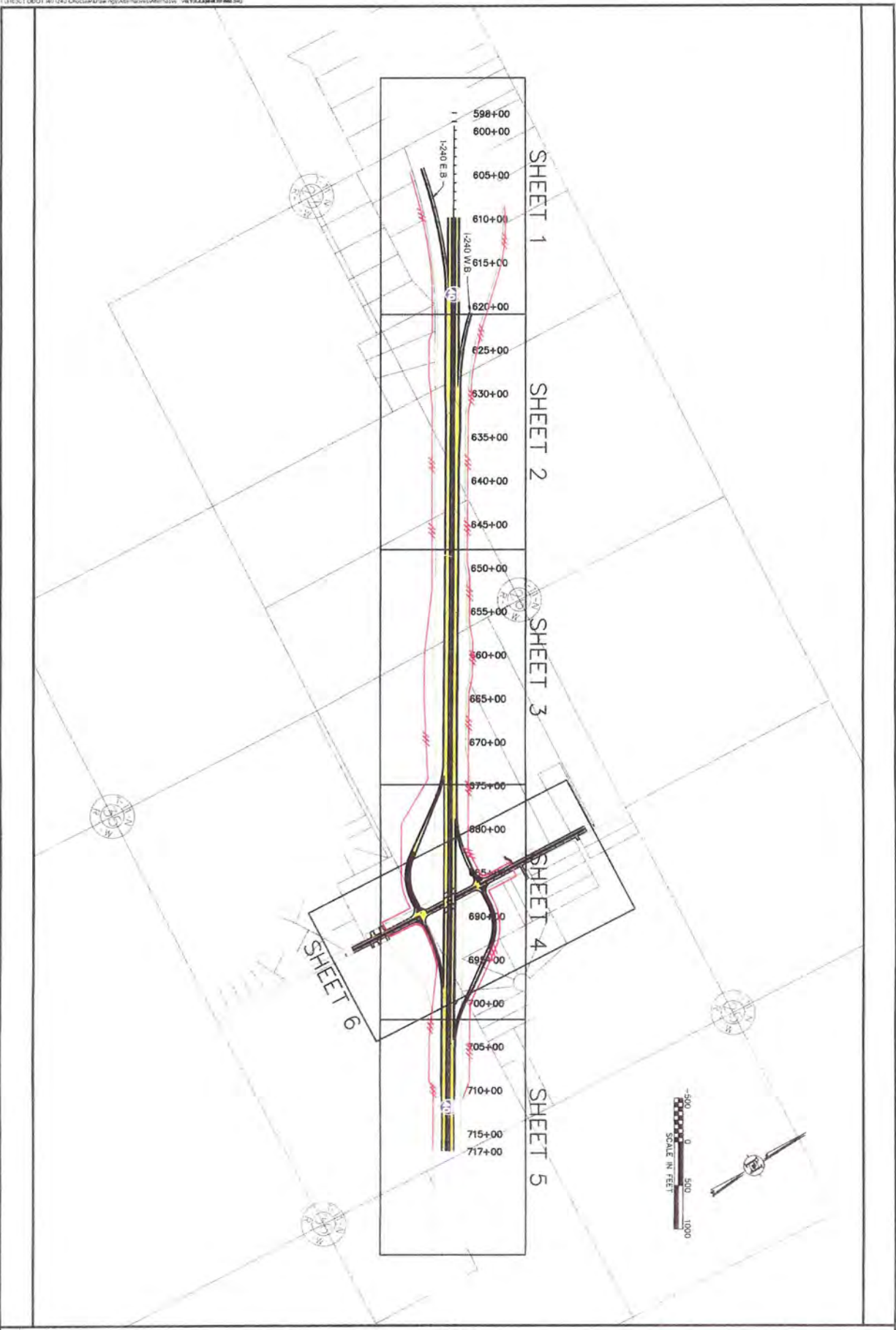
VI. COMMITMENTS

- Because the area of disturbance will be greater than one (1) acre, a general permit from the Oklahoma Department of Environment Quality (ODEQ) for stormwater discharges from construction activities will be required for this project. A stormwater pollution prevention plan (SWPPP) will be developed for the project, and a temporary erosion and sediment control plan will be included in the construction plans to avoid/minimize impacts to water quality.
- When plans are finalized such that the linear extent and volume of dredge and/or fill operations below the ordinary high water mark of the channel may be determined, the proposed construction activities will be evaluated to ensure that the appropriate CWA Section 404 permit application is made. Section 404 of the CWA will be complied with as it applies to permanent construction, and temporary construction staging and stockpiling activities. Impacts to jurisdictional waters as a result of the project will be mitigated.
- Project planning will ensure that construction is compatible with the floodplain areas. The project will not change any flood hazard potential or affect floodplains. An Oklahoma Water Resources Board (OWRB) Floodplain Permit will be required for the project.
- In order to avoid any off-project impacts to cultural resources, a note will be added to the project plans identifying areas which must not be used for borrow, equipment staging, haul roads, spoil dumps or any other off-site project related activity.
- Prior to right-of-way submittal, plan notes regarding the potential hazardous material will be added to the plans under “Environmental Mitigation Notes” per policy Directive C-201-2D(2). Two (2) sites were identified as having wastewater treatment lagoons. In the event these lagoons are to be acquired, the Environmental Programs Division must be notified so that further investigations may be conducted. A Closure Plan, as mandated by Oklahoma Administrative Code (OAC) Title 252, Chapter 616 and/or Chapter 621 (Rules of Oklahoma Department of Environmental Quality), must be developed for any lagoon decommissioning and followed.
- Acquisition of additional right-of-way and relocations are anticipated. If right-of-way requirements change substantially from what is described in this document, additional environmental investigations will be conducted.
- During construction, travel on Choctaw Road and access to businesses and residences will be maintained, except during very brief intervals. The contractor will develop a traffic control plan and will be responsible for maintaining traffic flows during construction. Two lanes of traffic in each direction will be maintained along I-40 during construction.
- Emergency departments will be kept informed of the project so that emergency vehicle access will not be disrupted. Twenty-four-hour advance notice will be given to property owners and businesses regarding any access change.
- ODOT will construct and maintain a park and ride facility as part of this project.
- ODOT will coordinate with Oklahoma City regarding planned improvements to Choctaw Road.

After the approval of this document, it will be made available to the public for comment. All comments received will be reviewed and considered before the final design project plans are prepared.

APPENDIX A

DIAGRAMS – ALTERNATIVES 1, 2 AND 3



DATE: 08/11/08
DRAWN BY: J. BOYD
CHECKED BY: J. BOYD
SCALE: AS SHOWN
SHEET NO. 1 OF 6

I-40 & CHOCTAW ROAD
SHEET LAYOUTS - ALTERNATIVE 1

REVISIONS

NO.	DATE	BY

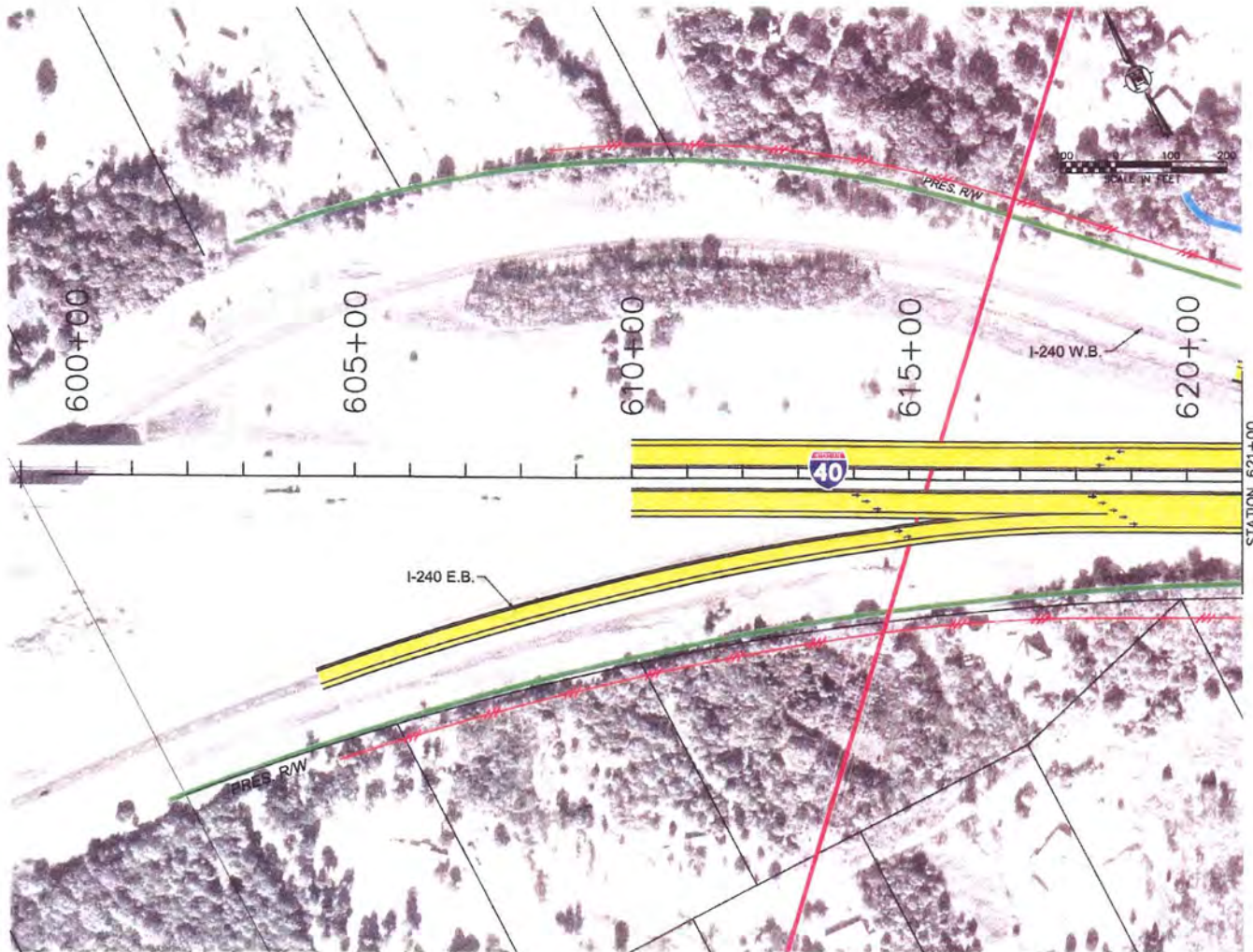
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TETRA TECH
119 N. Robinson Ave., Suite 700
Oklahoma City, OK 73102
TEL: 405.606.8600 FAX: 405.606.8601

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- ▲ Hazardous Sites
- Structures**
 - Church
 - Underground Telephone Lines
 - Electric Lines
 - Gas Lines
 - Limits Of No Access
 - Existing ROW
 - Proposed ROW
 - Streams
 - Wetlands
 - Prime Farmland Soils
 - Floodplains
 - Special Studies Area
 - County Boundary
- Wetlands**
 - Pond
 - Wetland

NOTE:
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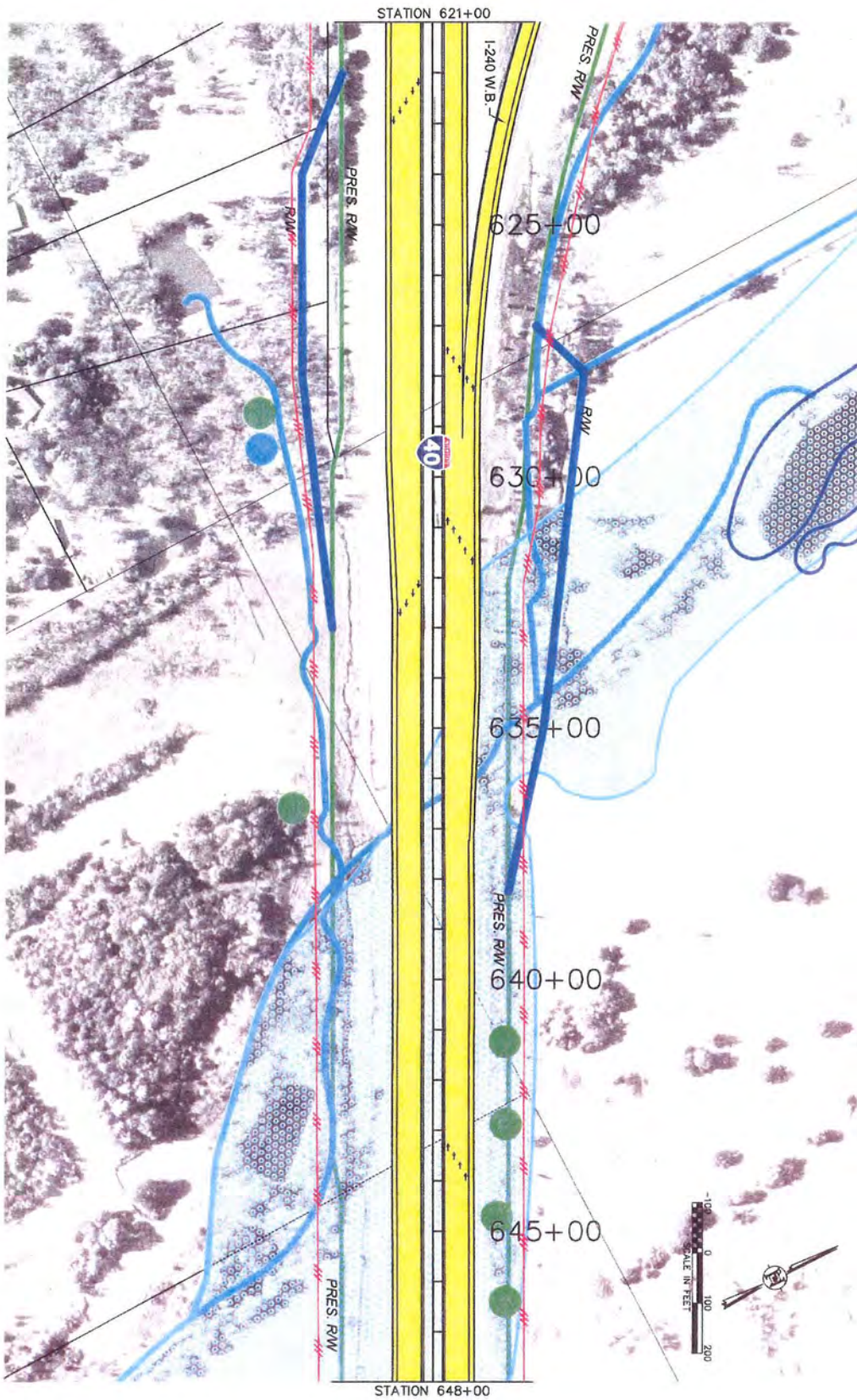


**I-40 & CHOCTAW ROAD
 ALTERNATIVE 1
 PLAN SHEET**

NO.	REV.	DESCRIPTION

DATE: 08/20/2010
 DESIGNED BY: JEB
 DRAWN BY: JEB
 CHECKED BY: JEB
 JOB NO. 310301
 SHEET 1 OF 10

TETRA TECH
 110 N. Rockwood Ave. 8th Fl.
 Oklahoma City, OK 73102
 TEL: 405.609.8600 FAX: 405.609.8601



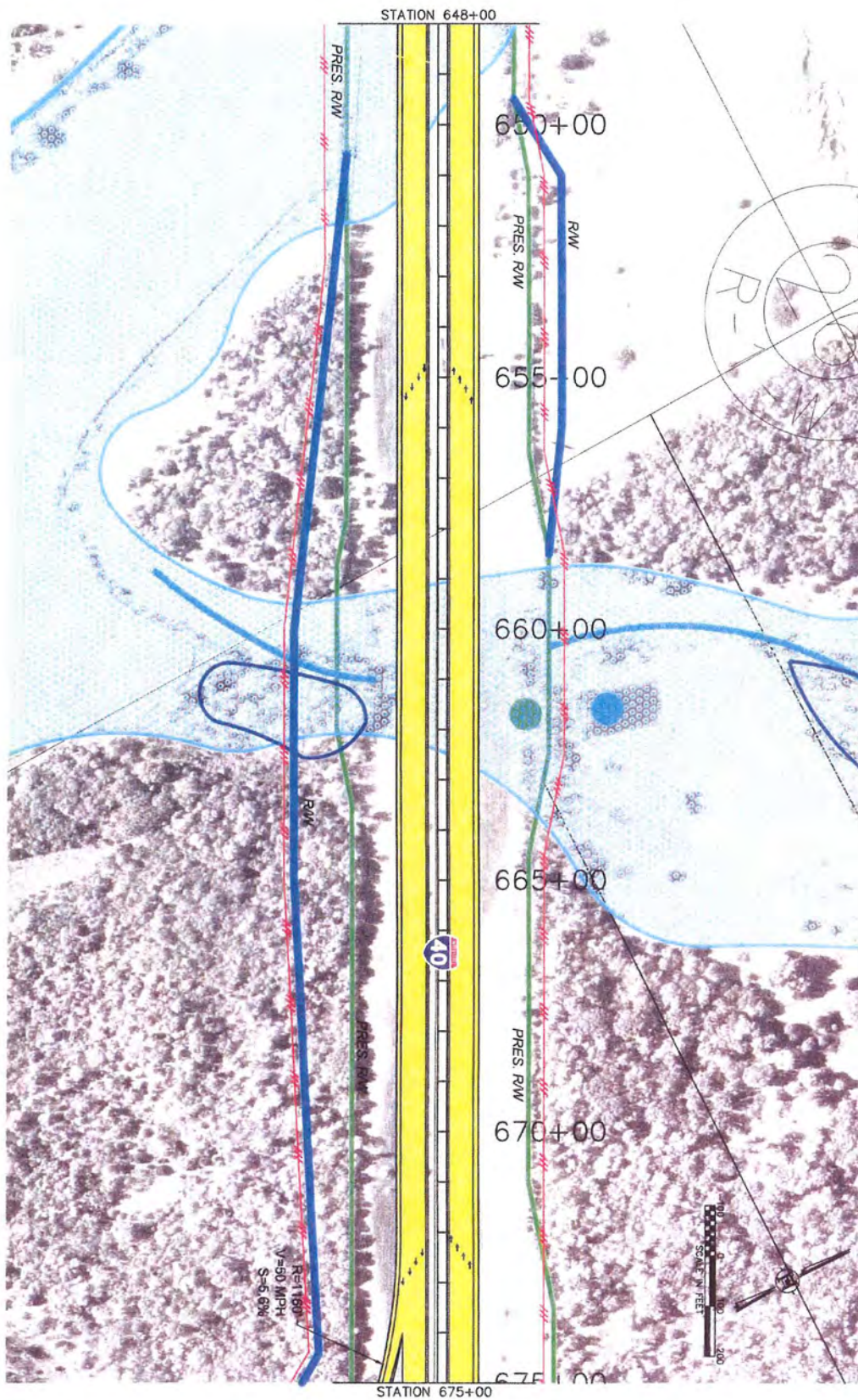
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**I-40 & CHOCTAW ROAD
 ALTERNATIVE 1
 PLAN SHEET**

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DATE: 1/26/2014
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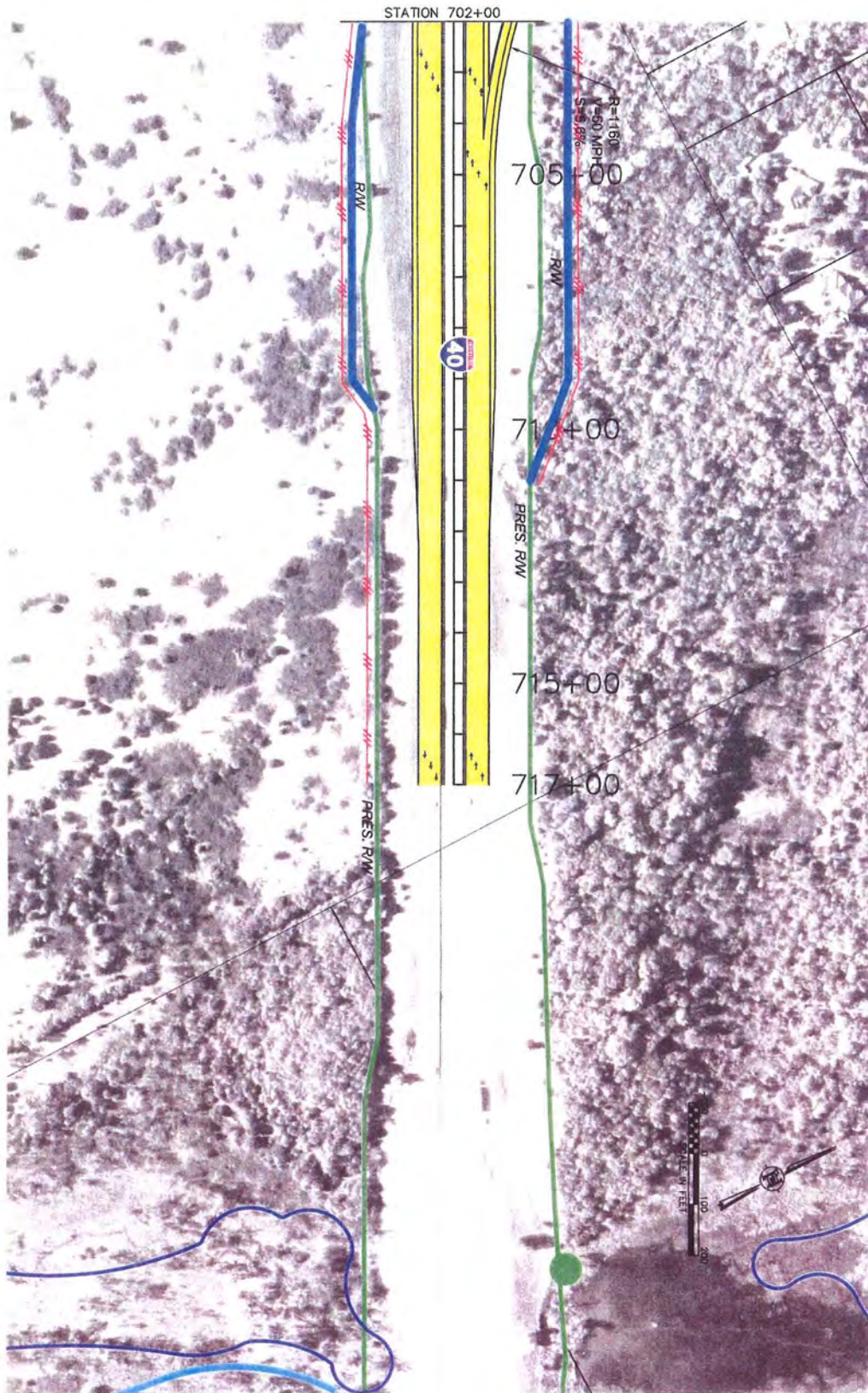
**I-40 & CHOCTAW ROAD
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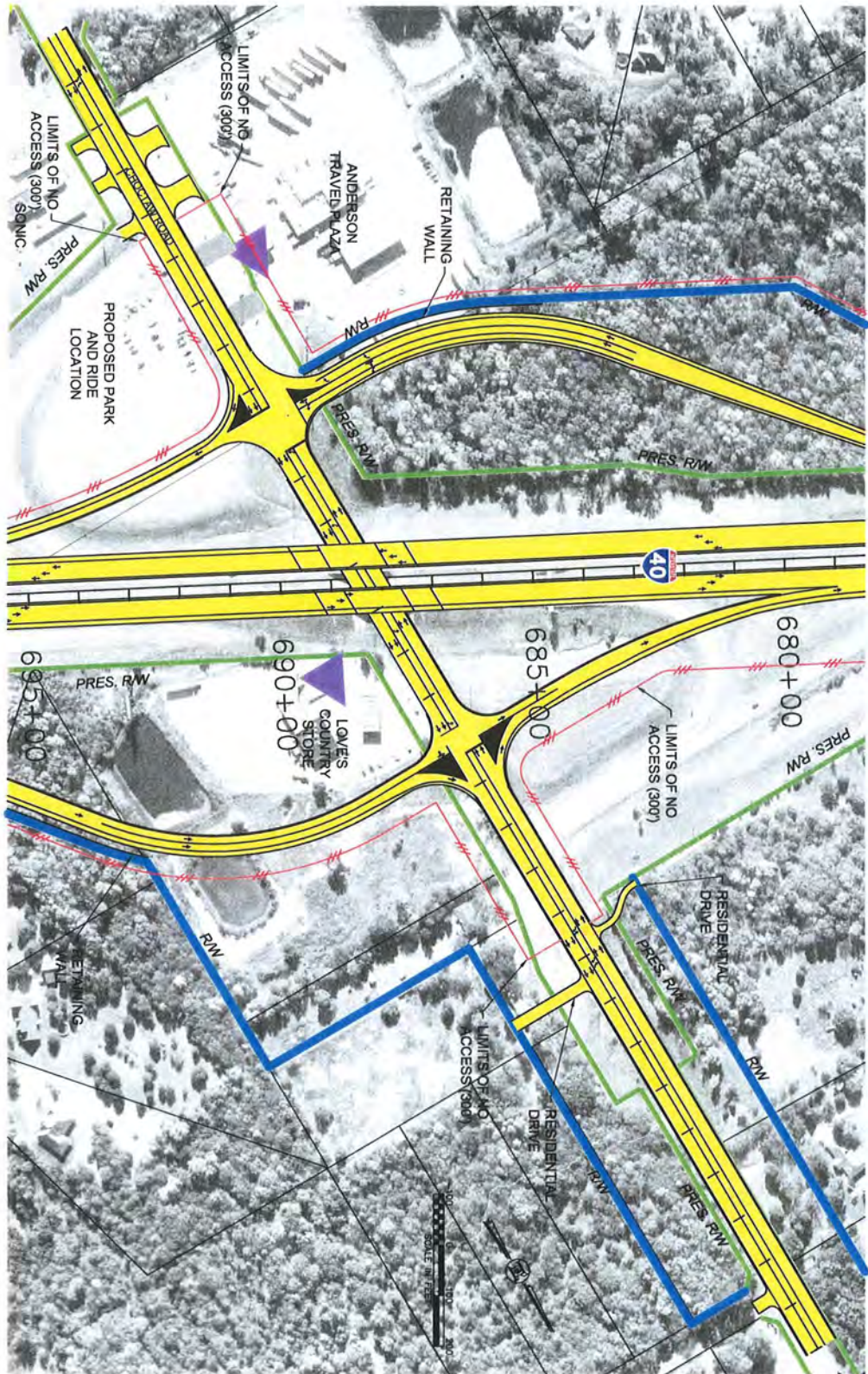
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I-40 & CHOCTAW ROAD
ALTERNATIVE 1
 PLAN SHEET

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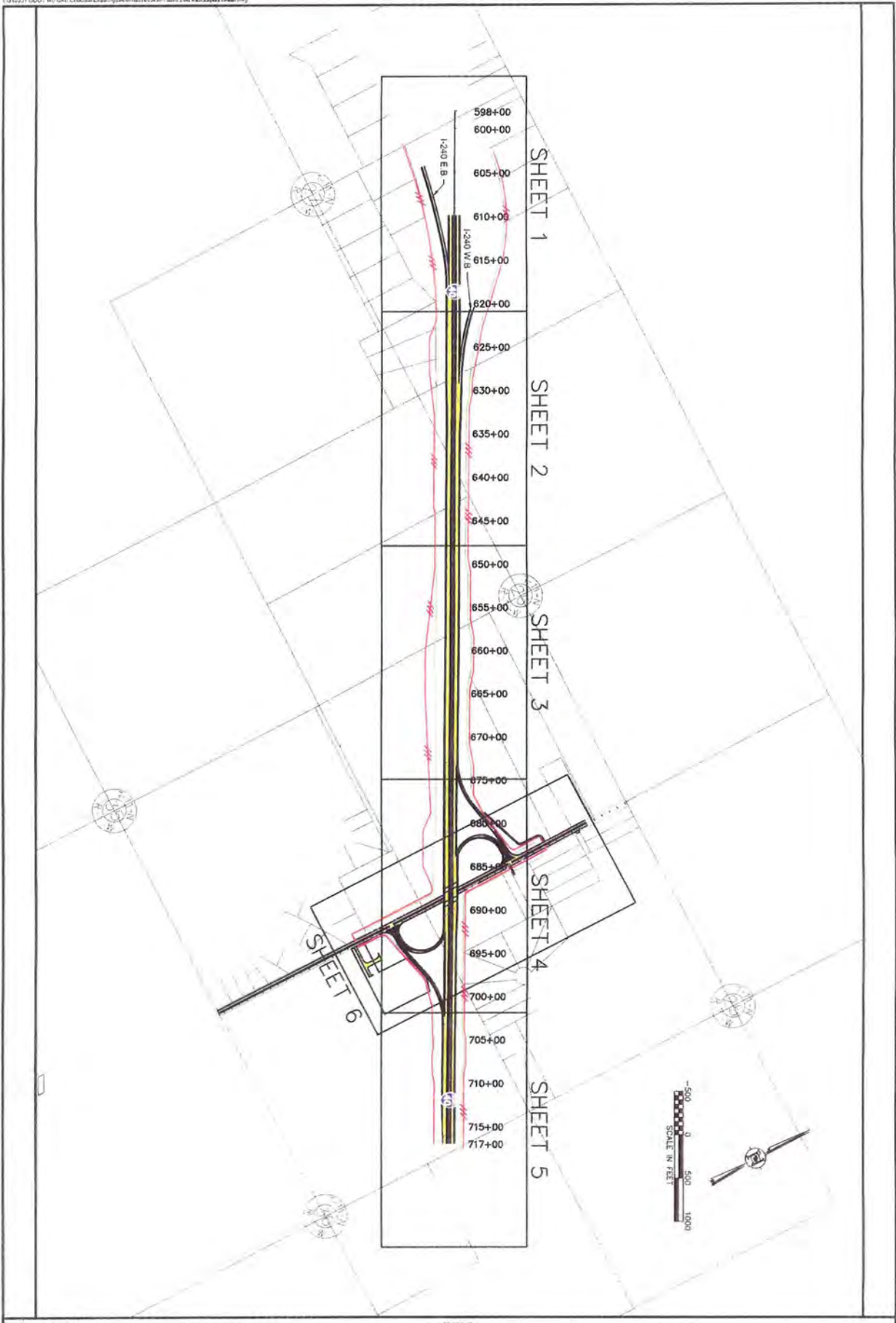
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**I-40 & CHOCTAW ROAD
 ALTERNATIVE 1
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 Oklahoma City, OK 73102
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DATE: 08/08/08
 DRAWN BY: JAC
 CHECKED BY: JAC
 SHEET NO: 310301
 SHEET 1 OF 6

I-40 & CHOCTAW ROAD
SHEET LAYOUTS - ALTERNATIVE 2

NO.	REVISIONS	DATE

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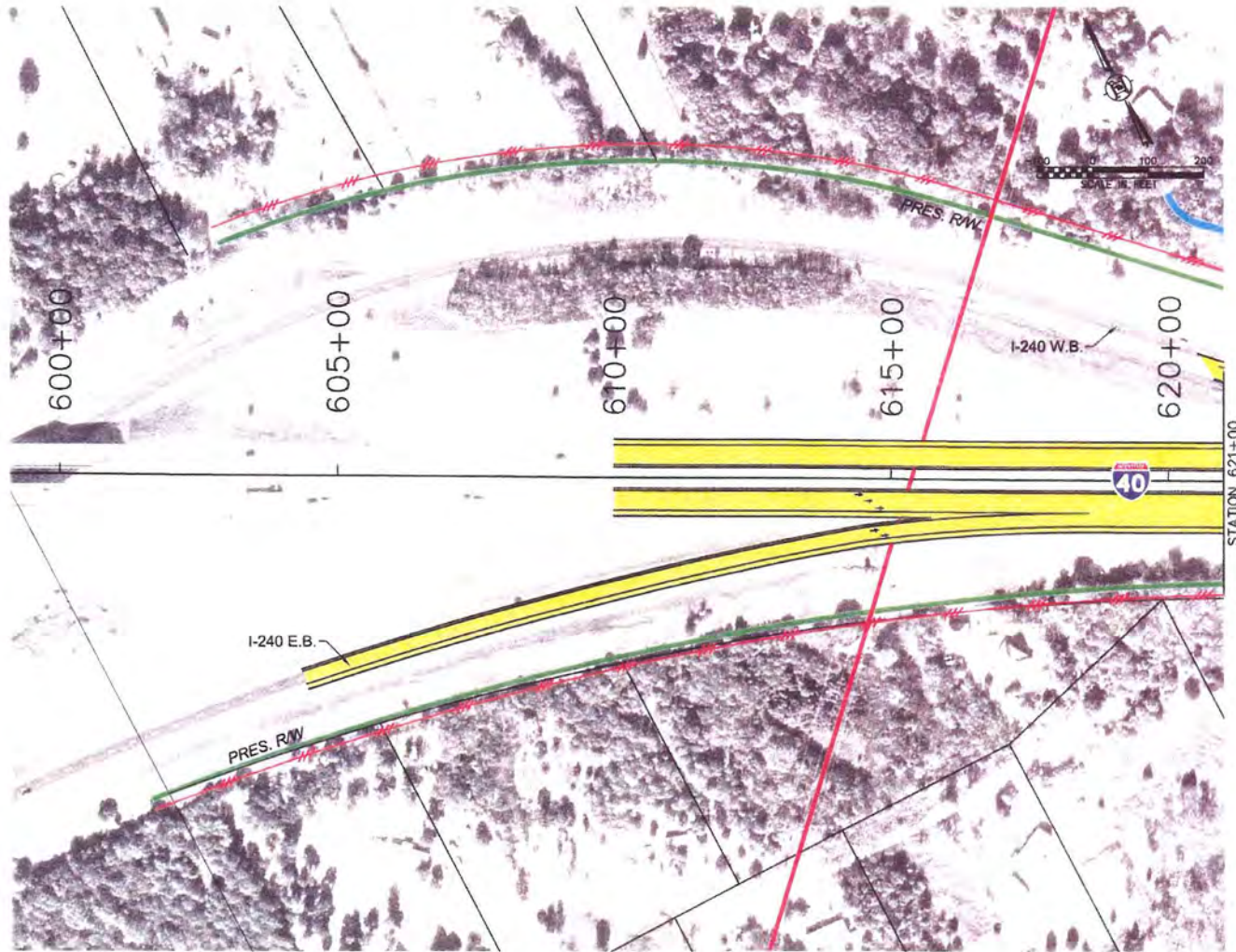
Tetra Tech
 119 N. Robinson Ave., Suite 700
 Okemah, OK, 73102
 TEL: 405.606.8600 FAX: 405.606.8611

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- ▲ Hazardous Sites
- Structures**
- Church
- Underground Telephone Lines
- Electric Lines
- Gas Lines
- Limits Of No Access
- Existing ROW
- Proposed ROW
- Streams
- Wetlands
- Prime Farmland Soils
- Floodplains
- Special Studies Area
- County Boundary
- Wetlands**
- Pond
- Wetland

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 Okemune, Ok., 73102
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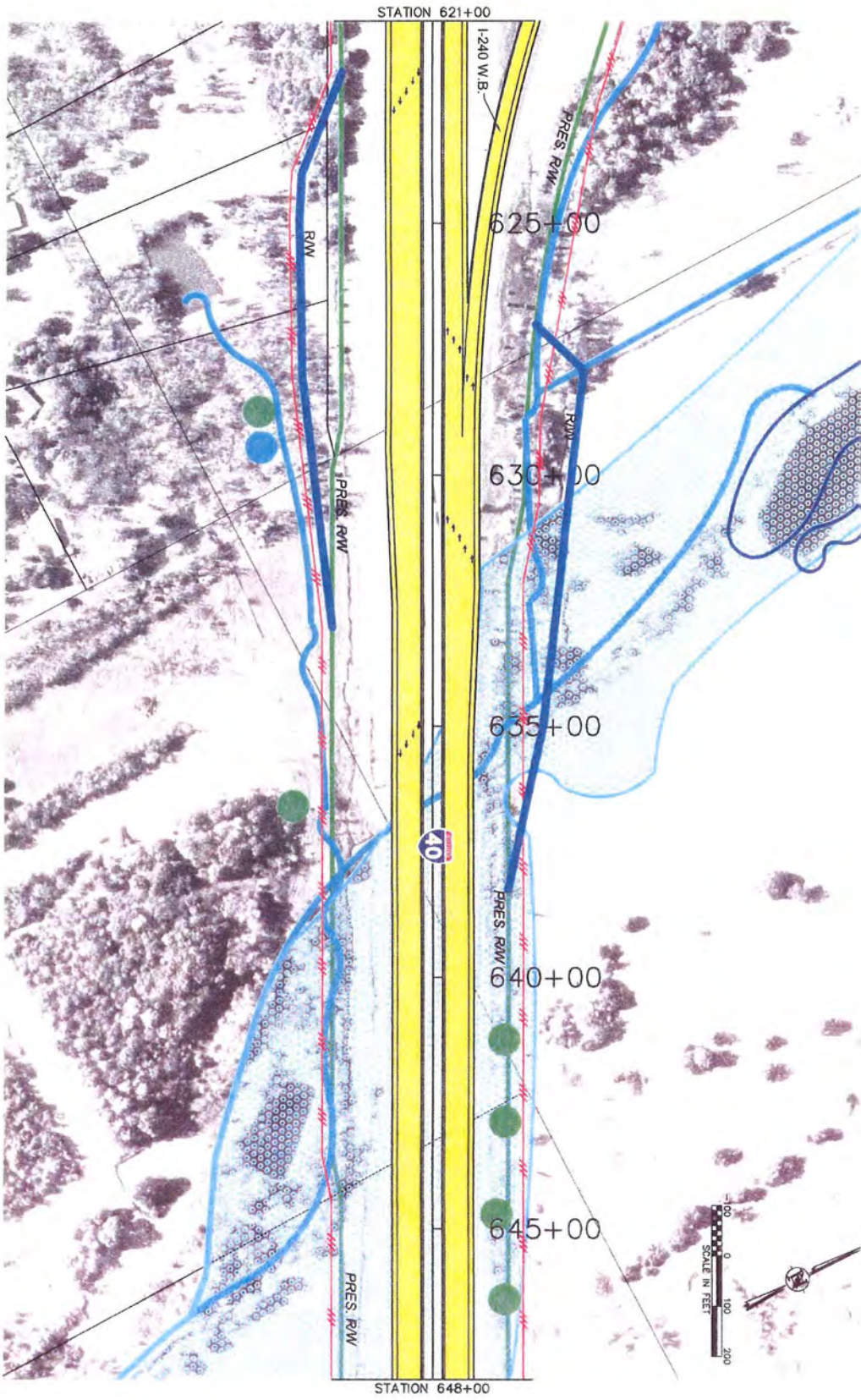


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 ON THE DATE AND TIME OF THE ORIGINAL
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 WAS USED FOR THE ORIGINAL PLOT. THIS
 SCALE IS FOR INFORMATION ONLY.

NO.	DATE	BY	REVISION

**I-40 & CHOCTAW ROAD
 ALTERNATIVE 2
 PLAN SHEET**

DATE: 08/20/2009
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 CHECKED BY: JSC
 JOB NO.: 110301
 SHEET: 2.1 OF 4.9



I-40 & CHOCTAW ROAD
ALTERNATIVE 2
 PLAN SHEET

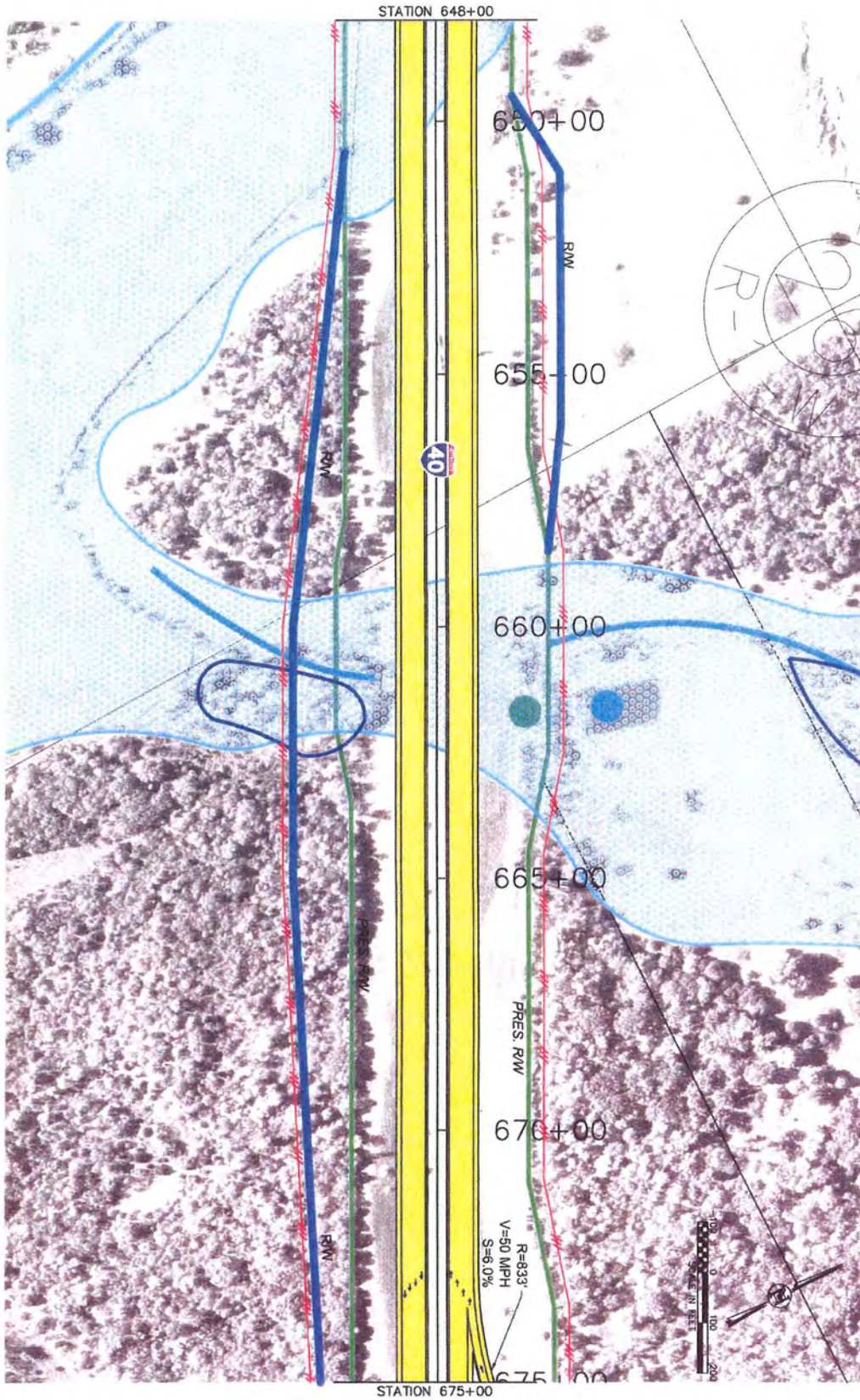
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DATE: 11/15/2022
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 CHECKED BY: JWB
 JOB NO: 1315591
 SHEET: 1 OF 5



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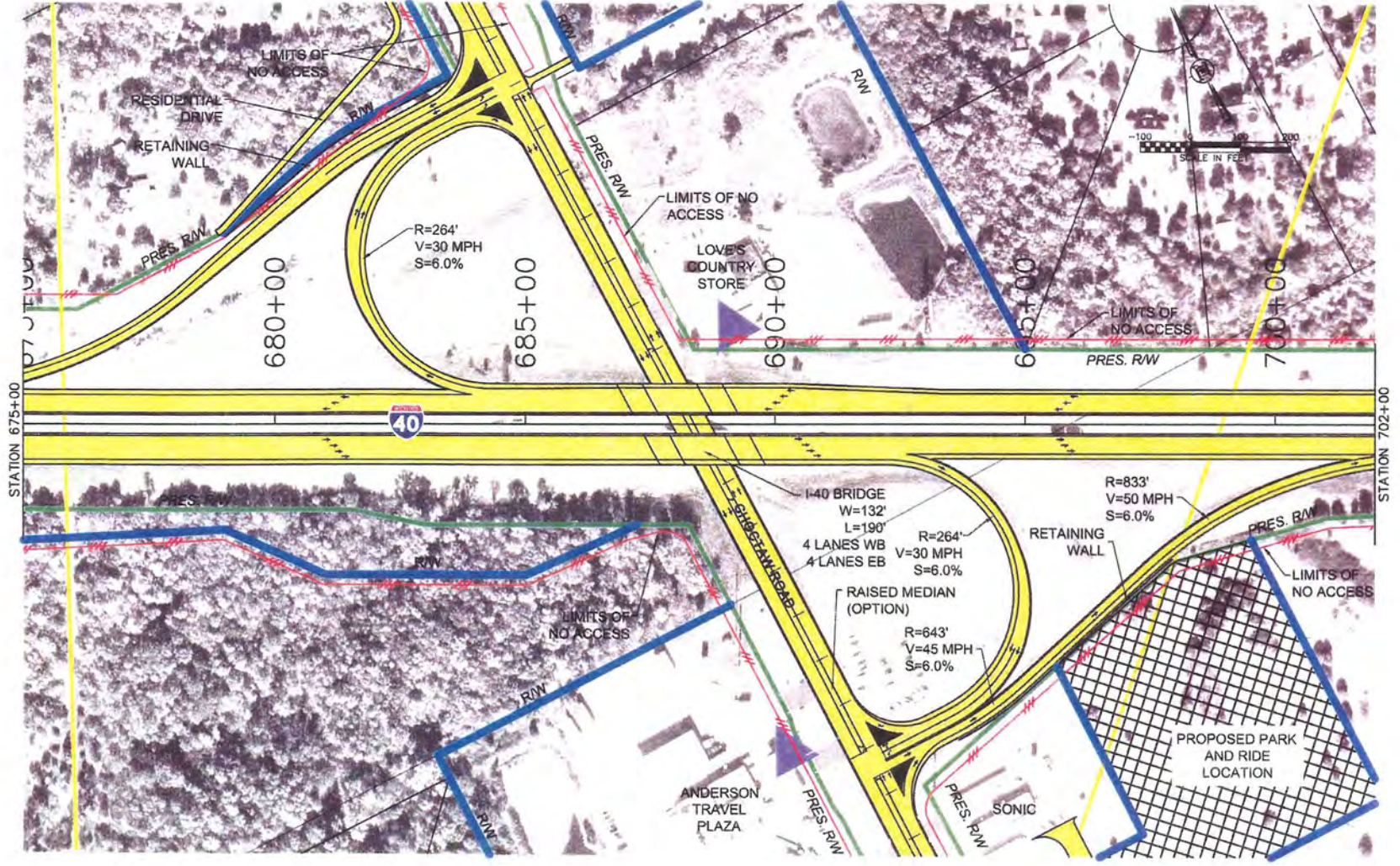
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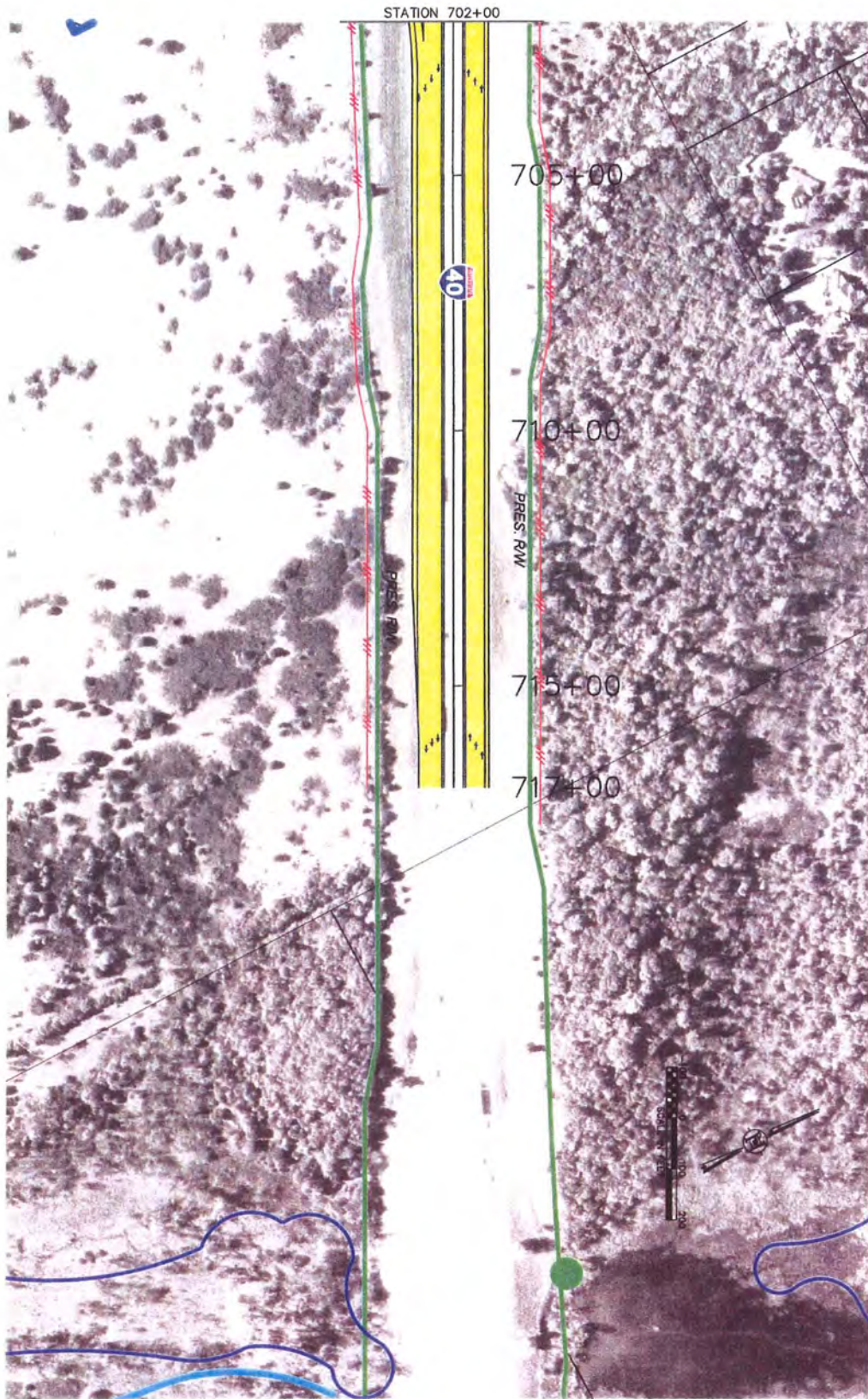
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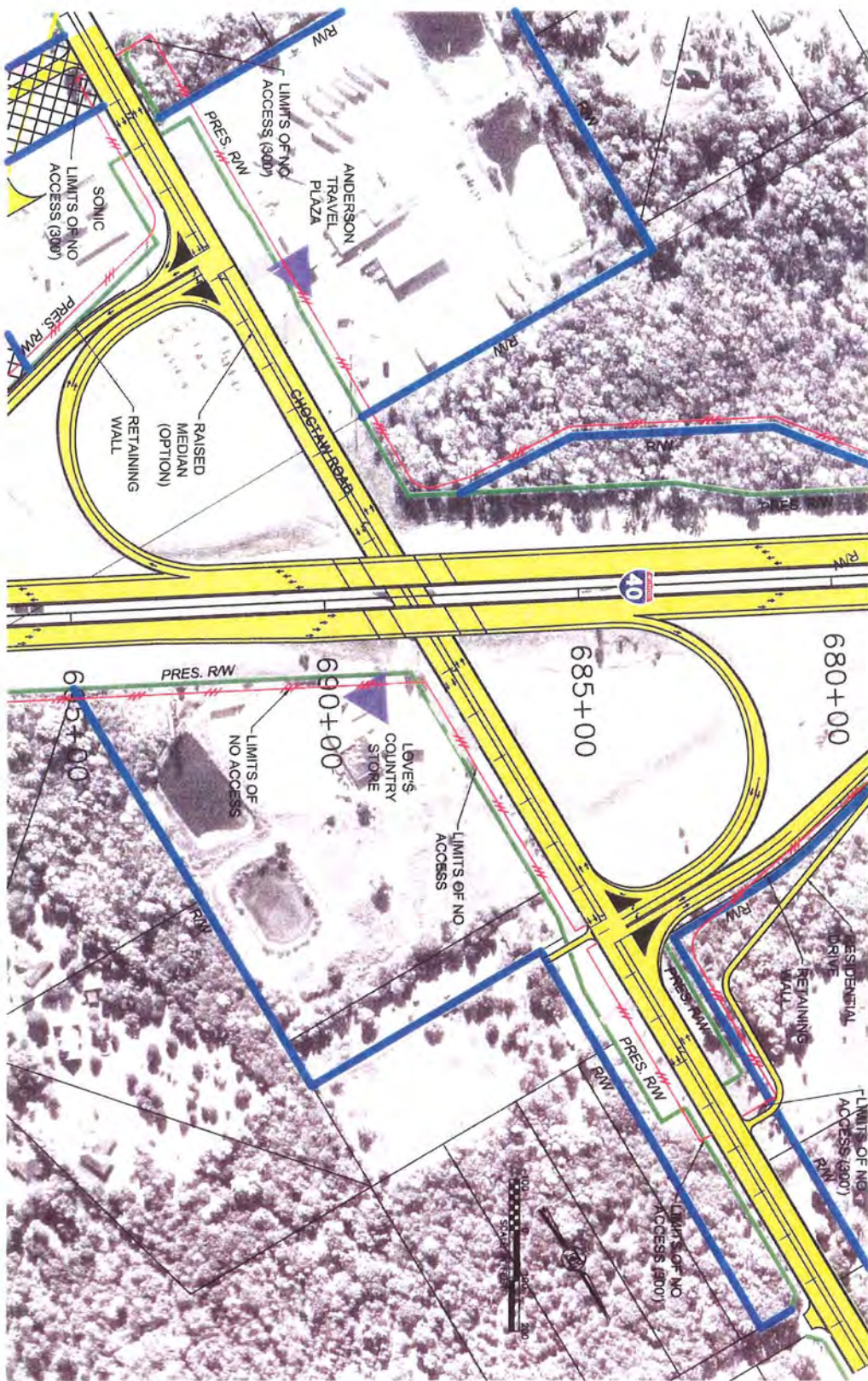
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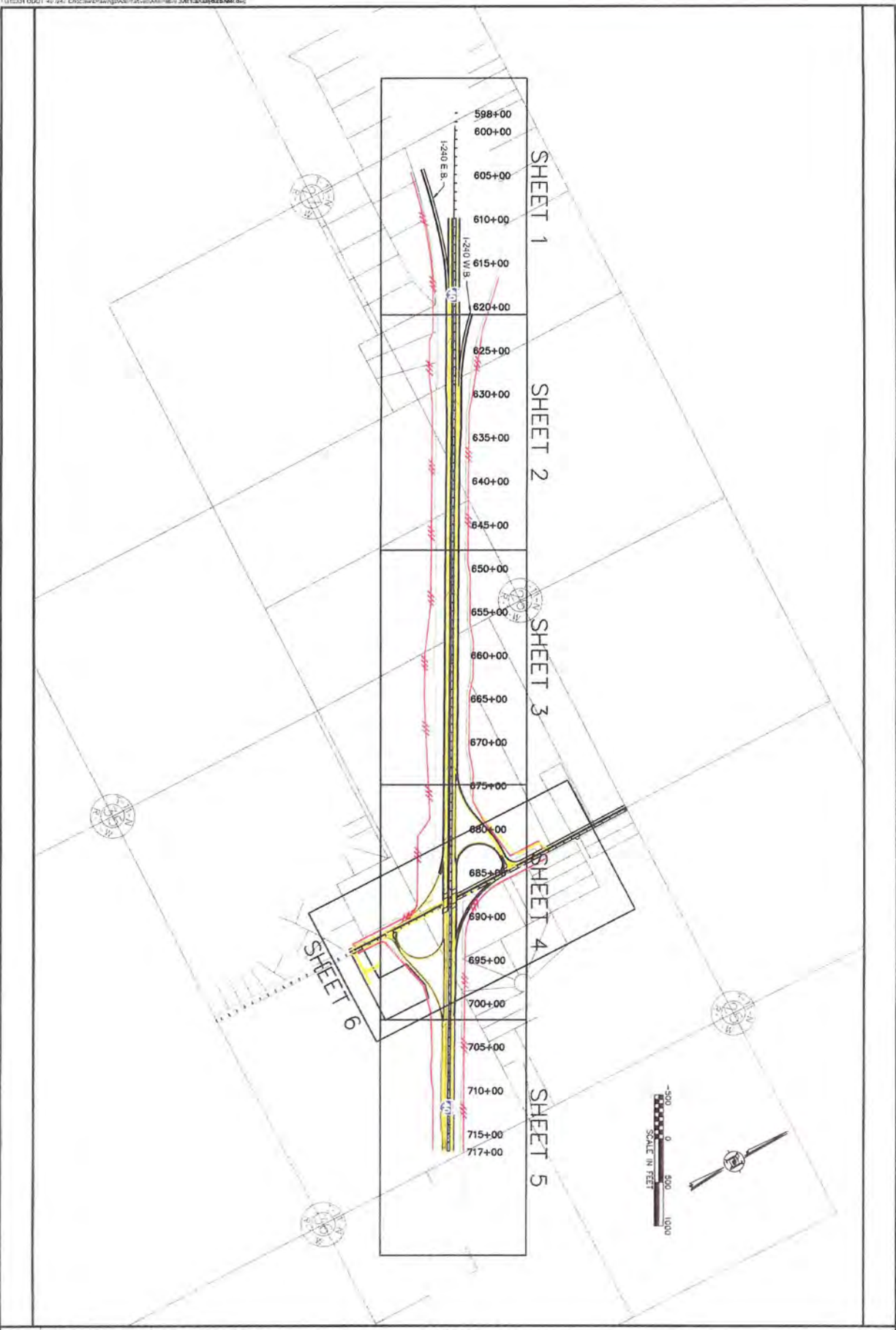
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▲ Hazardous Sites

Structures

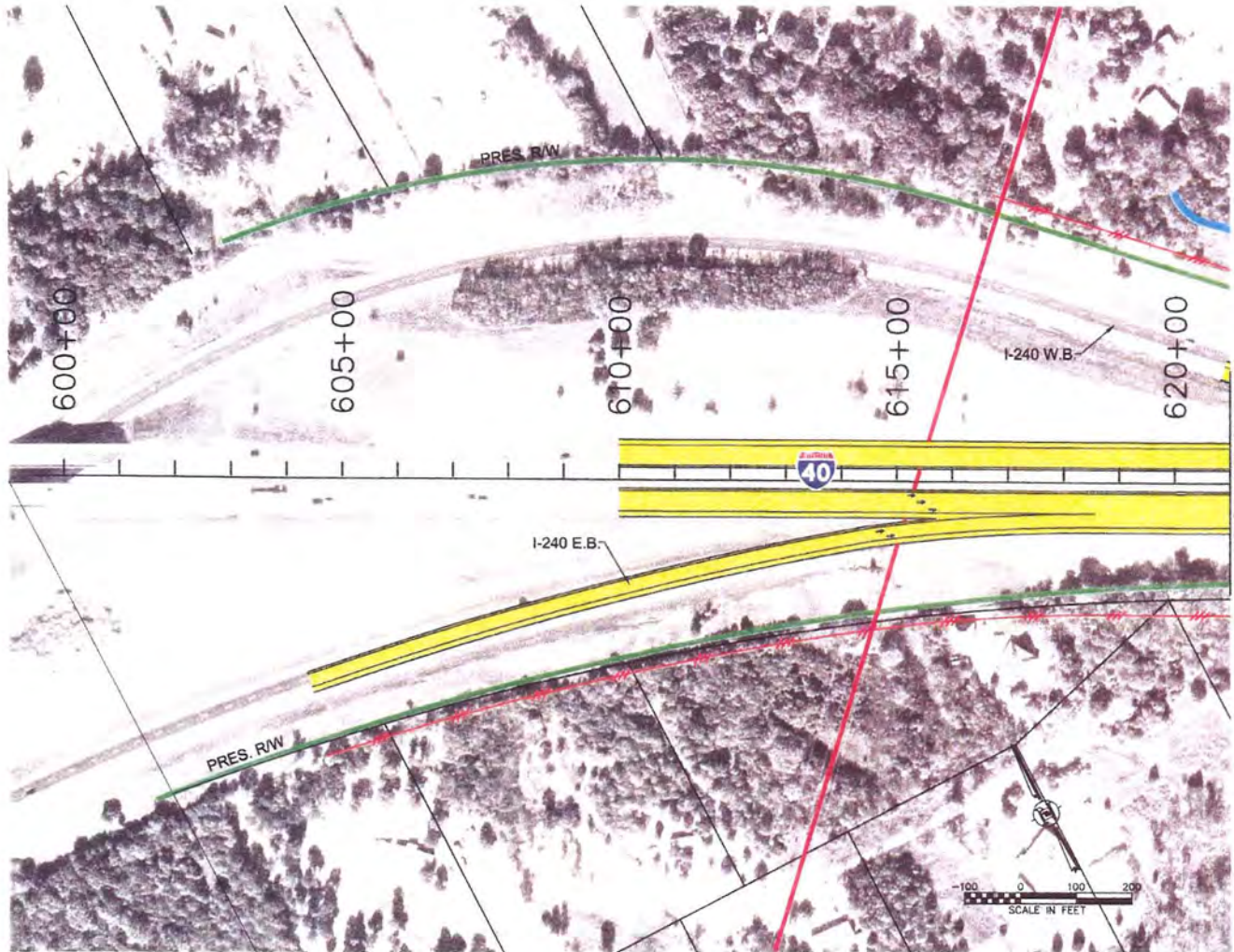
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- Underground Telephone Lines
- Electric Lines
- Gas Lines
- Limits Of No Access
- Existing ROW
- Proposed ROW
- Streams
- ▭ Wetlands
- ▭ Prime Farmland Soils
- ▭ Floodplains
- ▨ Special Studies Area
- ▭ County Boundary

Wetlands

- Pond
- Wetland

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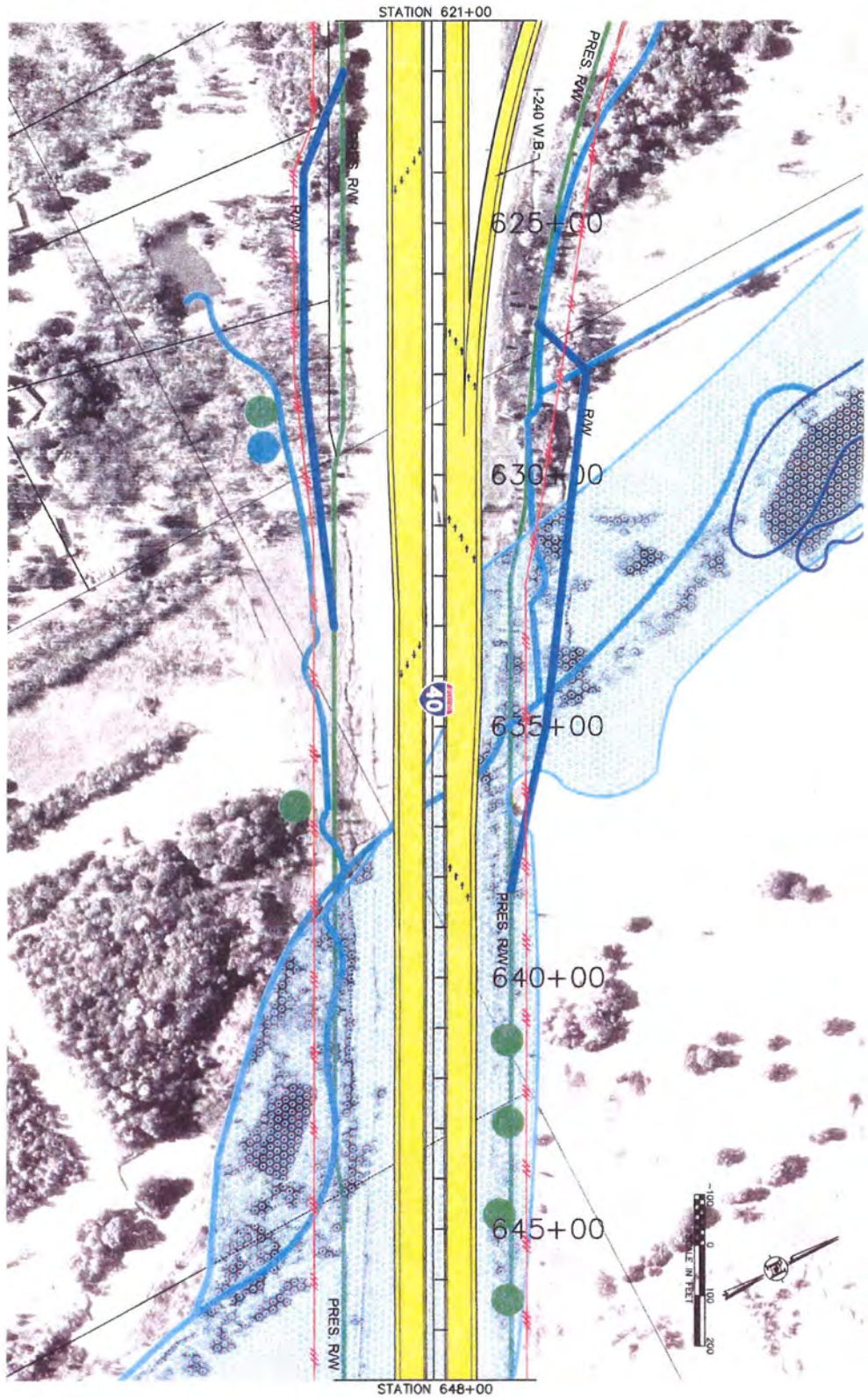


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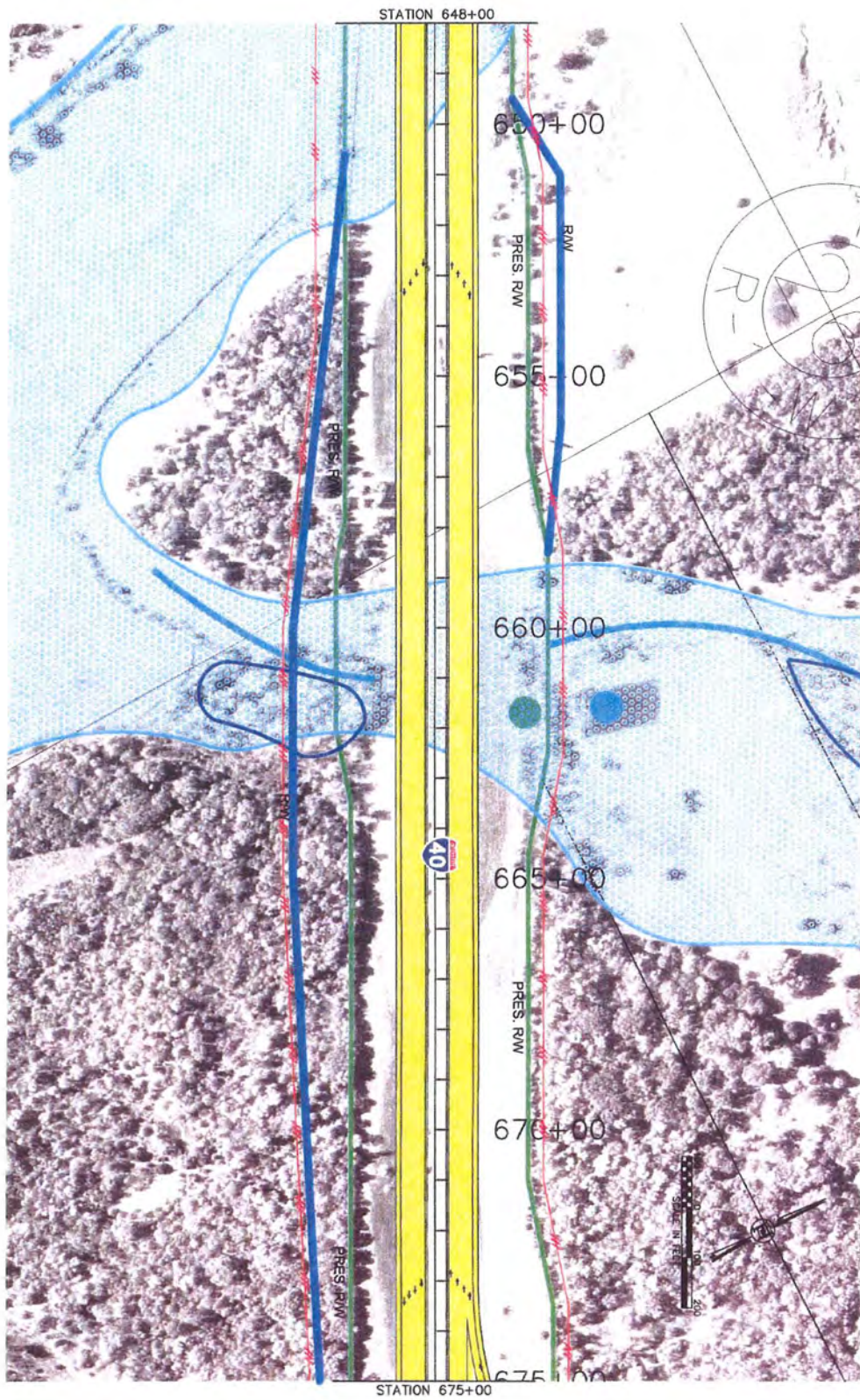
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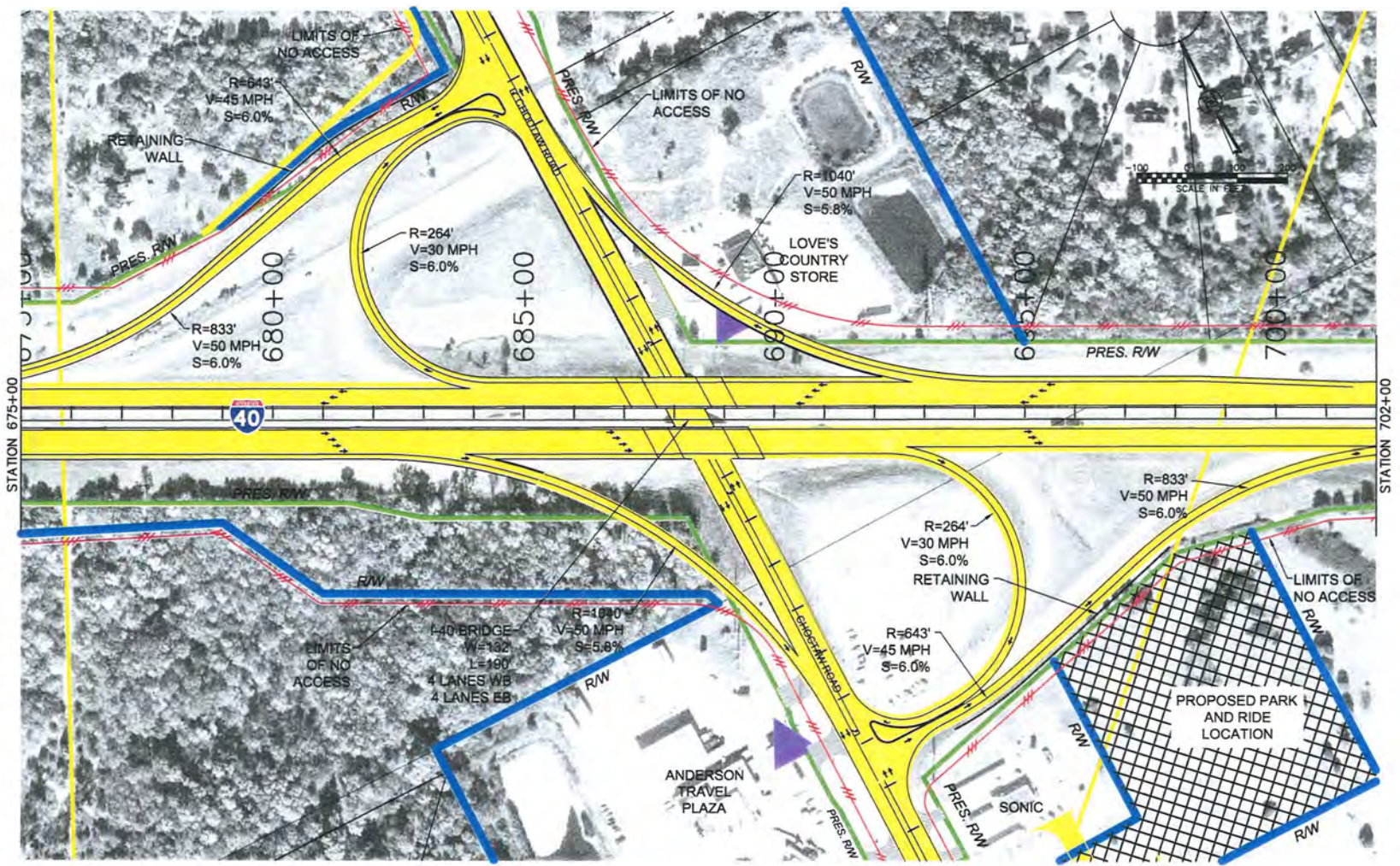
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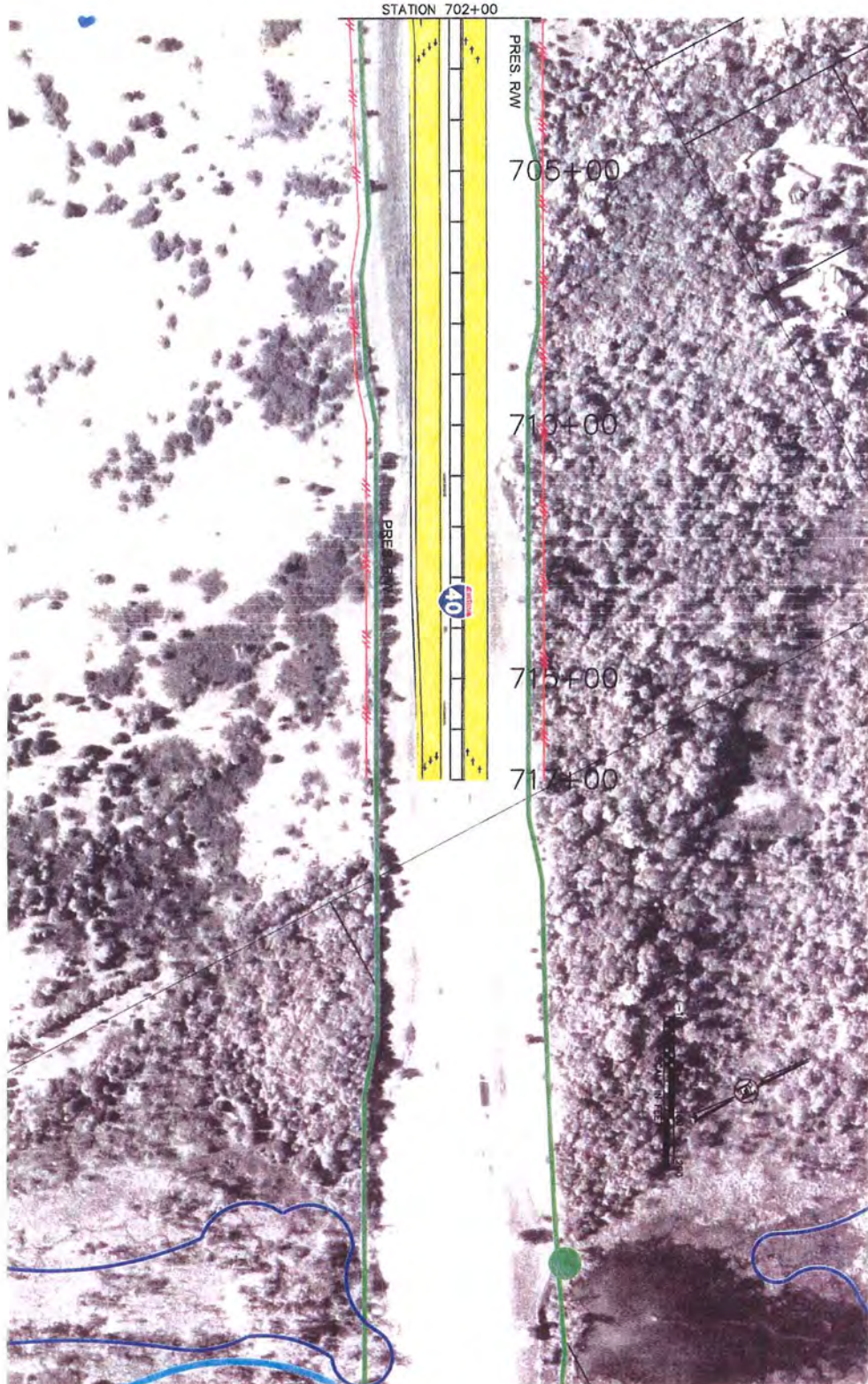
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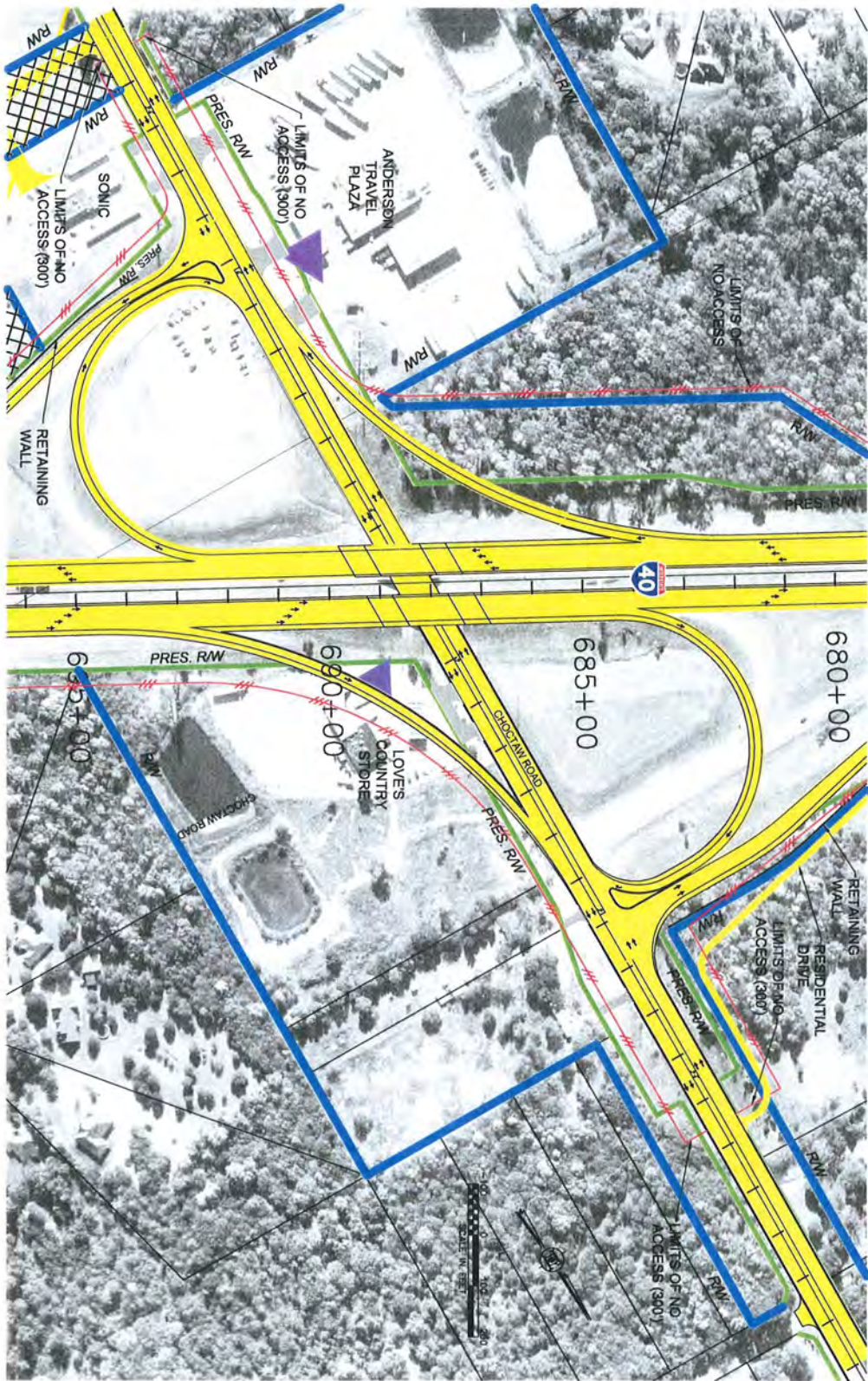
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APPENDIX B

TRAFFIC NOISE IMPACT ASSESSMENT



Oklahoma Department of Transportation

Environmental Programs Division

200 N.E. 21st Street, Rm. 3D-2a, Oklahoma City, Oklahoma 73105-3204

DATE: July 17, 2009

TO: Nancy Ashton, Environmental Project Manager - Division 4

FROM: Kevin Larios, P.E., Noise/Mitigation Engineer *KML*

SUBJECT: **Traffic Noise Assessment Report for the proposed reconstruction of the I-40/Choctaw Road Interchange and including the I-240 Merge. Project No. IMY-0040-5(382)165SG, J/P 20324(04), Oklahoma County.**

Attached is the Traffic Noise Assessment Report prepared for the subject project by Eagle Environmental consultants has been reviewed and approved. The noise analysis findings are summarized as follows:

The proposed project consists of reconstructing I-40 from the interchange of I-40/I-240 to about 3,000 feet to the east of Choctaw Road and involves widening of the existing facility from two lanes travel lanes in each direction to three travel lanes with the addition of an auxiliary lane on I-40 connecting with Choctaw Road and I-240. Additionally, the I-40/Choctaw Road interchange would be reconstructed to a more efficient diamond shaped and Choctaw Road would be reconstructed from two- to four-lanes north approximately to S.E. 71st Street and south approximately to S.E. 78th Street.

Utilizing TNM 2.5, the existing (2007) conditions modeling indicated that four residential dwellings would experience noise impacts and range between 66 and 68 decibels. Two receivers would approach and two would exceed the FHWA NAC criteria for Category B. One business (M7) would approach the NAC criteria for Category C. In modeling for the future condition (2037) indicated that eight modeled residential dwellings would experience noise impacts ranging from 66 to 71 decibels. Two receivers (M8 and M15) would approach and six (M2, M3, M9, M11, M13, and M14) would exceed the NAC criteria for Category B. One receiver (M6) would approach and one receiver (M7) would exceed the NAC criteria for Category C. This evaluation indicated that affected receivers are anticipated to experience an increase in future noise levels of one to four decibels. No receivers will experience a 15-decibel increase in noise levels over current conditions which is considered to be a substantial increase for noise impact determination.

The ODOT Noise Policy Directive was used as the traffic-noise impact guideline for this study. This policy states that predicted noise levels attributed to roadway modifications resulting in increased traffic levels require an evaluation of measured noise impact and possible mitigation measures. A noise barrier analysis was performed for three areas described as *Area 1 I-240 East On Ramp to I-40*, *Area 2 Heritage Estates* and *Area 3 Choctaw Road*. The analysis determined that noise abatement measures are not recommended for this project for the following reasons: (1) excessively high cost per benefitted receiver; (2) the relatively low magnitude of future levels without mitigation; (3) the small increases in future noise levels with an average of 3-decibel over existing noise levels; and (4) the dates of residential developments post dates the initial I-40 construction.

KML

Attachment

Kevin Larios, P.E.
Noise/ Mitigation Engineer

Phone: 405-522-4420
Fax: 405-522-5193
Email: klarios@odot.org

TRAFFIC NOISE IMPACT ASSESSMENT

**I-40 Improvement Project
I-240 Junction to Choctaw Road
Oklahoma County, Oklahoma
State Project No. IMY-0040-5(382)165 SG
J/P No. 20324(04)**

Prepared for:



**Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105-6948**

and



**119 N. Robinson, Suite 700
Oklahoma City, Oklahoma 73102**

Prepared by:



**Eagle Environmental
Consulting, Inc.**

**P.O. Box 335
Vinita, Oklahoma 74301
918-272-7656**

**P.O. Box 5446
Fort Smith, Arkansas 72913
918-697-3936**

July 2009

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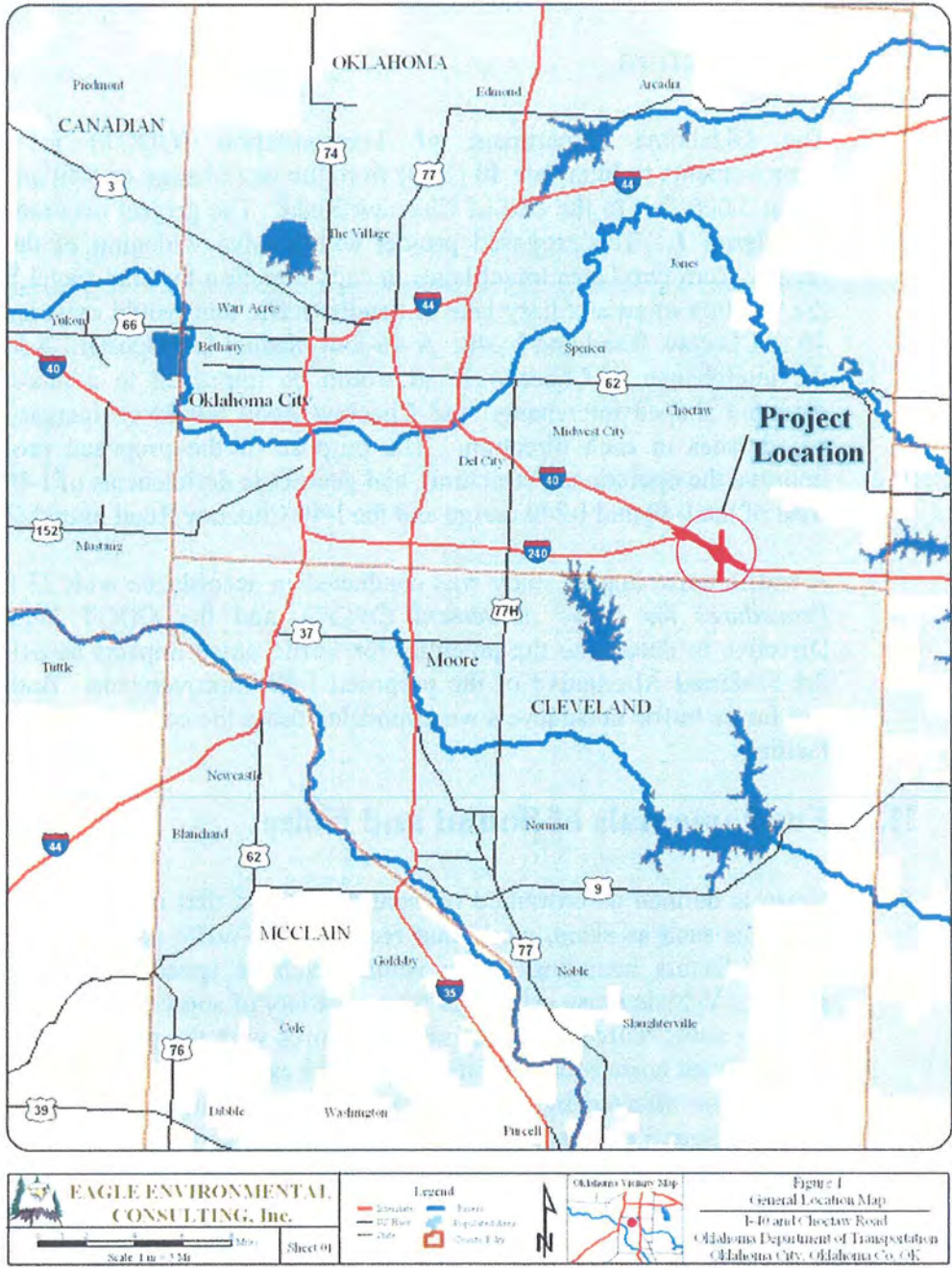
I. Introduction

The Oklahoma Department of Transportation (ODOT) is proposing improvements to Interstate 40 (I-40) from the interchange of I-40 and I-240 to about 3,000 feet to the east of Choctaw Road. The project location is shown on *Figure 1*. The proposed project will involve widening of the existing facility from two lanes travel lanes in each direction to three travel lanes with the addition of an auxiliary lane to handle traffic that would exist and enter I-40 at Choctaw Road and I-240. A 46-foot median is proposed. Additionally, the interchange at Choctaw Road would be improved to a more efficient diamond shaped interchange and Choctaw Road would be increased to two travel lanes in each direction. The purpose of the proposed project is to improve the operational, structural, and geometric deficiencies of I-40 east and west of the I-40 and I-240 merge and the I-40/Choctaw Road interchange.

A traffic noise impact study was conducted in accordance with 23 CFR 772, *Procedures for Noise Abatement Criteria*, and the ODOT Noise Policy Directive to determine the potential for traffic noise impacts associated with the Preferred Alternative of the proposed I-40 improvements. Both existing and future traffic noise levels were modeled using the centerline of the existing facility.

II. Fundamentals of Sound and Noise

Noise is defined as unwanted or excessive sound that interferes with normal activities such as sleep, work, and recreation. Traffic noise is dependent on several factors including traffic volume, vehicle speed, type, and roadway surface. Vehicle noise originates from a variety of sources. For most cars, the primary noise source is the interaction of tires with the pavement. For trucks, the dominant noise source is attributed to the exhaust and engine. Traffic noise can also be affected by brakes, loose body components, and faulty exhaust systems. Sound can be defined as a dynamic range of vibrations transmitted through the air that reaches the human ear in the form of sound pressure levels.



Sound pressure levels are measured on a logarithmic scale and measured in decibels (dB), the unit of measurement for noise. The human ear cannot detect a difference in 1 dB. A change of 2 or 3 dB is barely noticeable while a 5 dB change would be perceived as a clear and noticeable change by people with normal hearing. A sound level increase of 10 dB is said to double in loudness. A decibel level below 50 dB is considered to be quiet outdoors while levels above 70 dB are considered to be noisy.

Sound is composed of many frequencies measured in Hertz (Hz). The healthy young adult ear generally responds to sound in the range of 20 to 20,000 Hz. For highway traffic noise, since humans are not equally sensitive to all frequencies, noise is adjusted or weighted using an A-weighted scale. The A weighting scale is widely used in environmental analysis because it closely resembles the non-linearity of human hearing. The unit of A-weighted noise is dBA.

Because highway traffic sounds fluctuate over time, an equivalent sound level is used to represent a single number to describe varying traffic sound levels. The term $L_{eq}(h)$ refers to an equivalent of an average sound level over an hour's time period. All traffic noise levels in this analysis will be expressed in dBA $L_{eq}(h)$.

Traffic noise is considered to be a line source of energy from which the energy levels dissipate vertically and laterally from the roadway. The rate at which the sound energy degrades is dependent upon several factors that include atmospheric conditions, distance, buildings, berms, pilings, fences, topography, ground surfaces, and terrain lines.

III. Methods and Noise Criteria

The noise analysis was performed using the Federal Highway Administration (FHWA) TNM 2.5 and complies with the ODOT Policy Directive "Highway Noise Abatement." The ODOT Noise Policy Directive is based on the FHWA Noise Abatement Criteria (NAC) (**Table 1**). The FHWA has five noise activity categories based on land use and sound levels, each of which has its own NAC. These criteria allow for noise impacts 1 dBA below the FHWA criteria. Noise impacts occur when the predicted traffic noise levels approach by one decibel or exceed the NAC criteria or when the predicted noise levels exceed the existing noise levels by fifteen decibels. Noise abatement or mitigation measures would be considered for these sites. For locations where there is no outside human activity (i.e. churches), interior noise levels can be determined using adjustment factors and compared to the NAC for determining

impacts. Activity Category B and C were used as the criteria for sensitive receivers in this analysis. Activity Category B is representative of residences, schools, churches, and parks. Activity Category C receivers represent commercial establishments.

Table 1 FHWA NOISE ABATEMENT CRITERIA		
Activity Category	L _{eq} Noise Level	Description of Activity Category
A	57 Exterior	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of these qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: FHWA 23 CFR Part 772 and FHP 7-3-7.

IV. Traffic Noise Impacts

Traffic Data

Traffic noise calculations for the existing year 2007 and future design year 2037 were performed using the FHWA TNM 2.5 model. Existing traffic noise levels were determined based on year 2007 traffic volumes to establish a baseline for noise level comparison. Future traffic volume data was generated for the proposed project for the year 2037 based on traffic data received from Tetra Tech, Inc. Separate traffic volume calculations were used to determine the existing and future sound levels. The unit of measure for roadway traffic is the average annual daily traffic (AADT) which is defined as the total yearly

volume in both directions of travel divided by the number of days on the year. Annual Average Daily Traffic (AADT) data was used to determine the Design Hourly Volume (DHV) for the noise study. TNM utilizes the DHV to determine the existing traffic noise levels and calculate the predicted traffic noise impacts. DHV data is based on the percentage of hourly vehicular traffic present on the facility at the design capacity. The DHV for this section of I-40 ranged between approximately 10% and 15%, depending on location, for the existing condition and future conditions.

Table 2 identifies the traffic volume, DHV, and quantities of vehicle types used for the existing condition and future conditions in the traffic noise model. The noise model used the speed limit of 70 miles per hour for the existing and future conditions. Noise impacts were determined based on the degree to which the projects noise levels approach, equal, or exceed the established noise level activity category criteria. The project area, with reference to traffic data, was split into nine segments which included portions of I-40, I-240 ramps, and exit and on ramps at Choctaw Road as described below:

- Location A I-40 West of I-240 Interchange.
- Location B I-240
- Location C I-40 between western ramps at Choctaw Road and I-240 Interchange
- Location D I-40 along Choctaw Road Interchange
- Location E I-40 East of on and off ramps
- Location F East Bound off ramp to Choctaw Road
- Location G East Bound on ramp to I-40
- Location H West Bound off ramp to Choctaw Road
- Location I West Bound on ramp to I-40

Table 2					
TRAFFIC VOLUME BY ROADWAY SECTION FOR THE EXISTING AND FUTURE CONDITIONS					
Location	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Existing Condition					
Location A West Bound	17,600	2,746	2,172	332	242
Location A East Bound	17,600	2,746	2,172	332	242
Location B West Bound	10,500	1,239	1,116	32	91
Location B East Bound	10,500	1,239	1,116	32	91

**Table 2
TRAFFIC VOLUME BY ROADWAY SECTION FOR THE EXISTING
AND FUTURE CONDITIONS**

Location	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Location C West Bound	28,100	3,991	3,312	338	341
Location C East Bound	28,100	3,991	3,312	338	341
Location D West Bound	22,900	3,206	2,613	314	279
Location D East Bound	23,000	3,358	2,737	329	292
Location E West Bound	24,600	3,346	2,737	318	291
Location E East Bound	24,600	3,592	2,938	341	313
Location F	5,100	632	573	15	44
Location G	1,600	230	216	4	10
Location H	1,700	155	136	8	11
Location I	5,200	775	707	21	47
Future Condition					
Location A West Bound	30,400	4,804	4,179	167	458
Location A East Bound	30,400	4,804	4,179	167	458
Location B West Bound	18,200	2,147	1,868	74	205
Location B East Bound	18,200	2,147	1,868	74	205
Location C West Bound	48,600	6,950	6,046	241	663
Location C East Bound	48,600	6,950	6,046	241	663
Location D West Bound	37,800	5,330	4,637	185	508
Location D East Bound	38,200	5,730	4,985	199	546
Location E West Bound	41,200	5,645	4,911	196	538

Location	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Location E East Bound	41,200	6,189	5,377	214	589
Location F	10,400	1,228	1,068	43	117
Location G	3,000	456	397	16	43
Location H	3,400	319	278	11	30
Location I	10,800	1,609	1,400	56	153

Identification of Modeled Noise Receivers

In November 2007, a field inspection was conducted to verify modeled receiver locations adjacent to I-40. Twenty-four (24) receiver locations were modeled to determine noise levels for the existing and future conditions using the existing centerline to identify noise levels for the existing and future conditions. Modeled receivers numbers 1, 2, 3, 4, 5, 8, 9, 10 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24 represent structures within or adjacent to the study area that consist of single family dwellings. Modeled receiver numbers 6 and 7 represent businesses. Activity Categories B and C were utilized during this modeling effort to identify potential impacts to the residential development and commercial enterprises adjacent to I-40. Evaluation of Activity Categories A, D, or E were not required, modeled, or applied. Modeled receiver locations are shown on *Figure 2*.

Noise Analysis Results

Table 3 shows the modeled sound level results for the existing and future conditions. For the existing condition, four residential dwellings would experience noise impacts and range between 66 and 68 decibels. Two receivers would approach and two would exceed the NAC criteria for Category B. One business (M7) would approach the NAC criteria for Category C.

For the future condition, eight modeled residential dwellings would experience noise impacts ranging from 66 to 71 decibels. Two receivers would approach (M8 and M15), and six receivers (M2, M3, M9, M11, M13, M14) would exceed the NAC criteria for Category B. One receiver (M6) would approach and one (M7) would exceed the NAC criteria for Category C. **Figure 2** shows the modeled receiver locations with reference to the 66 and 71 dBA contour lines. Based on the comparison between existing and future noise levels, no

substantial noise increases would occur. The TNM 2.5 results are available upon request.



Figure 2
 Noise Receptor Locations
 I-40 and Choctaw Road
 Oklahoma Department of Transportation
 Oklahoma City, Oklahoma, U.S.A.



**Table 3
EXISTING AND FUTURE CONDITION
NOISE LEVEL COMPARISONS
(dBA Leq)**

Modeled Receiver No.	Distance from Centerline of I-40 Median	Receiver Type	Existing	Future	Change (+/-)	Noise Impact
M1	803	Residential	63	65	+2	No
<i>M2</i>	<i>311</i>	<i>Residential</i>	<i>65</i>	<i>68</i>	<i>+3</i>	<i>Yes</i>
<i>M3</i>	<i>483</i>	<i>Residential</i>	<i>68</i>	<i>71</i>	<i>+3</i>	<i>Yes</i>
M4	963	Residential	56	57	+1	No
M5	872	Residential	66	Residence Taken		No
<i>M6</i>	<i>763</i>	<i>Business</i>	<i>67</i>	<i>71</i>	<i>+4</i>	<i>Yes</i>
<i>M7</i>	<i>259</i>	<i>Business</i>	<i>71</i>	<i>73</i>	<i>+2</i>	<i>Yes</i>
<i>M8</i>	<i>814</i>	<i>Residential</i>	<i>63</i>	<i>66</i>	<i>+3</i>	<i>Yes</i>
<i>M9</i>	<i>539</i>	<i>Residential</i>	<i>66</i>	<i>70</i>	<i>+4</i>	<i>Yes</i>
M10	657	Residential	64	65	+1	No
<i>M11</i>	<i>230</i>	<i>Residential</i>	<i>68</i>	<i>71</i>	<i>+3</i>	<i>Yes</i>
M12	1,258	Residential	57	60	+3	No
<i>M13</i>	<i>639</i>	<i>Residential</i>	<i>65</i>	<i>68</i>	<i>+3</i>	<i>Yes</i>
<i>M14</i>	<i>600</i>	<i>Residential</i>	<i>65</i>	<i>68</i>	<i>+3</i>	<i>Yes</i>
<i>M15</i>	<i>670</i>	<i>Residential</i>	<i>64</i>	<i>66</i>	<i>+2</i>	<i>Yes</i>
M16	843	Residential	61	64	+3	No
M17	733	Residential	62	64	+2	No
M18	939	Residential	59	62	+3	No
M19	943	Residential	59	63	+3	No
M20	1,148	Residential	57	61	+4	No
M21	1,099	Residential	58	62	+4	No
M22	1,141	Residential	58	62	+4	No
M23	1,068	Residential	59	63	+4	No
M24	1,286	Residential	60	63	+3	No

V. Noise Mitigation

Noise mitigation measures have been considered for noise impacted areas adjacent to I-40. Noise mitigation must meet two requirements based on

ODOT policy to be recommended for design and construction which includes feasibility and reasonableness.

Feasibility refers to the engineering considerations that determine if a 7 dBA reduction in noise levels can be achieved for the first row of noise receivers adjacent to the highway in the design year when compared to the design year without mitigation. Factors that can limit noise reduction included topography, cross streets or driveways, access requirements of frontage roads, and other noise sources in the areas. Mitigation measures must be able to be constructed without using extraordinary construction techniques, and must not create problems associated with drainage, access, maintenance or safety that cannot be accomplished by appropriate design per ODOT policy.

Reasonableness refers to the consideration of factors to determine if the mitigation is fair and affordable. All these reasonableness criteria will be used to evaluate the reasonableness of mitigation. No single factor would guarantee or deny mitigation absolutely but all would be considered by the Department to determine if mitigation is reasonable. The six reasonableness criteria include:

- The cost of the noise abatement measure must not exceed \$30,000 per benefited residential receiver. A second row benefitted receiver must receive at least a 5-dBA reduction when compared to no mitigation and includes all residential receivers,
- The area residents desire for mitigation. Higher consideration will be given to first row residents,
- The overall magnitude of the future noise levels without mitigation,
- The magnitude of the future noise levels compared to existing noise levels,
- The date of development or construction of the residential area compared to the date of initial highway construction,
- The existing land use zoning, potential for land use change in the area, and actions taken by local officials to control incompatible growth and development adjacent to highways.

Area 1 – I-240 East On Ramp to I-40

Two residential modeled receivers (M2 and M11), within an unplatted area, would experience noise impacts for the future condition. A barrier analysis was modeled to address noise impact for M2 and placed just inside the right-of-way at various barrier heights. M2 is approximately 311 feet from the centerline of the on ramp. A noise barrier with a length of 1,102 feet and an average height of 23.5 feet was found to provide a 7 dBA reduction in noise at an estimated cost of \$647,477. This amount significantly exceeds the reasonableness cost allowed under ODOT policy per benefited receiver.

Installation of sound barrier in this area would not be effective based on the distances between receivers and the associated cost per benefited receiver. No mitigation is recommended at this location.

Area 2 – Heritage Estates

The plat for this development is dated April 1985. This section of I-40 adjacent to this development was built between 1959 and 1961. Five residential receivers (M8, M9, M13, M14, and M15) would experience noise impacts for the future condition in this neighborhood. A barrier analysis was modeled and placed just outside the right-of-way and placed at variable heights. A noise barrier with a length of 2,259 feet and an average height of 23.3 feet would provide a 7 dBA reduction on noise for one first row receiver (M9) and 5 dBA reduction for three second row receiver (M16, M18 and M19) at an estimate cost of \$329,715 per benefited receiver. This amount significantly exceeds the reasonableness cost allowed under ODOT policy. No mitigation is recommended at this location.

Area 3 – Choctaw Road

Two modeled residential receivers (M3 and M5) would experience noise impacts for the future condition just to the west of Choctaw Road north of the west on ramp to I-40. A barrier was modeled for M3 and placed just outside the right-of-way with a length of 1,296 feet and an average height of 17.8 feet. A 7dBA reduction in noise at an estimated cost of \$577,988 would be achieved at M3. This significantly exceeds the reasonableness cost allowed under ODOT policy. No mitigation is recommended at this location.

A sound barrier for M5 to identify insertion loss was not considered to be warranted. M5 and the residence immediately to the south is planned to be taken as the result of improvements to Choctaw Road.

VI. Construction Noise

The ODOT “Highway Noise Abatement” Policy Directive states that any special noise-sensitive land uses or activities will be identified which may be affected by construction noise from the proposed project, and any special measures which are feasible and reasonable will be added to the project plans and specifications. No special noise sensitive land uses or activities that may be affected by construction noise are in proximity to the project.

VII. Conclusion

The Oklahoma Department of Transportation is proposing improvements to Interstate 40 (I-40) from the interchange of I-40 and I-240 to about 3,000 feet to the east of Choctaw Road. The proposed project will involve widening of the existing facility from two lanes travel lanes in each direction to three travel lanes with the addition of an auxiliary lane to handle traffic that would exist and enter I-40 at Choctaw Road and Interstate 240. A 46 foot median is proposed. Additionally, the interchange at Choctaw Road would be improved to a more efficient diamond shaped interchange and Choctaw Road would be increased to two travel lanes in each direction. The purpose of the proposed project is to improve the operational, structural, and geometric deficiencies of I-40 east and west of the I-40 and I-240 merge and the I-40/Choctaw Road interchange.

For the existing (2007) and future (2037) conditions, 22 residential dwellings and two businesses were used as modeled receivers during this traffic noise impact assessment and were evaluated according the FHWA Noise Abatement Criteria (NAC) Category B and C. Modeling of the existing condition indicates that four residential dwellings would experience noise impacts and range between 66 and 68 decibels. Two receivers would approach and two would exceed the NAC criteria for Category B. One business (M7) would approach the NAC criteria for Category C.

Modeling for the future condition indicates that eight modeled residential dwellings would experience noise impacts ranging from 66 to 71 decibels. Two receivers (M8 and M15) would approach and six (M2, M3, M9, M11, M13, and M14) would exceed the NAC criteria for Category B. One receiver (M6) would approach and one receiver (M7) would exceed the NAC criteria for Category C.

No receivers will experience a 15 decibel increase in noise levels over current conditions which is considered to be a substantial increase for noise impact determination. This evaluation indicated that affected receivers are anticipated to experience an increase in future noise levels of one to four decibels.

The ODOT Noise Policy Directive was used as the traffic-noise impact guideline for this study. This policy states that predicted noise levels attributed to roadway modifications resulting in increased traffic levels require an evaluation of measured noise impact and possible mitigation measures. Noise abatement measures are not recommended for this project for the following reasons: (1) excessively high cost per benefitted receiver; (2) the relatively low

magnitude of future levels without mitigation; (3) the small increase in future noise levels with an average of 3 dB over existing noise levels; and (4) the date of residential developments post dates the initial I-40 construction.

VIII. Statement to Local Officials

Traffic noise approaching and exceeding the sound levels specified in the ODOT Noise Directive Policy resulting from the proposed facility have been identified. To aid in noise compatible land use planning, using the TNM model, the approximate distance from the centerline of the proposed Alternative 1 was used to determine the 66 dBA and 71 dBA future contour lines and summarized in **Table 4**. Development within these respective zones on either side of the proposed reconstructed roadway facility should be compatible with elevated traffic noise levels. Residential land use is discouraged in this impact corridor due to anticipated future noise levels.

Roadway Section	66 dBA	71 dBA
I-240 Interchange (North Side, West Bound)	786 ⁽¹⁾	480 ⁽¹⁾
I-240 Interchange (South Side, East Bound)	384 ⁽²⁾	189 ⁽²⁾
I-240 Interchange to Choctaw Road Interchange	670 ⁽¹⁾	384 ⁽¹⁾
Choctaw Road Interchange (North Side)	670 to 1243 ⁽¹⁾	483 ⁽¹⁾
Choctaw Road Interchange (South Side)	670 to 1057 ⁽¹⁾	336 to 416 ⁽¹⁾
Choctaw Road Interchange to east end of project	588 ⁽¹⁾	368 ⁽¹⁾

⁽¹⁾Distance in feet from centerline of I-40.

⁽²⁾Distance in feet from centerline of I-240 East Bound.

Prepared by:

David Bednar, Jr.

David Bednar, Jr., Environmental Specialist

Reviewed by:

Steven R. Votaw

Steven R. Votaw, President

IX. References

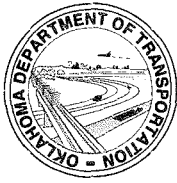
Oklahoma Department of Transportation. 1996. ODOT Policy Directive for Highway Noise Abatement. No. C-201-3

Oklahoma Department of Transportation. 2000. Design Traffic Data.

U.S. Department of Transportation. Federal Highway Administration Noise Abatement Criteria. 23 CFR Part 772, FHP 7-3-7.

U.S. Geological Survey. 7.5 Minute Quadrangle Topographic Maps.

APPENDIX C
WETLAND AND WATERWAY FINDING
AND
THREATENED AND ENDANGERED SPECIES ASSESSMENT



Oklahoma Department of Transportation

Environmental Programs Division

Office 521-2704
Fax 521-6917

DATE: February 22, 2008

TO: Nancy Ashton, Environmental Programs Division

FROM: Phillip Crawford, Oklahoma Biological Survey / ODOT

SUBJECT: Endangered Species Act and Clean Water Act Recommendations for I-40 Grading, Drainage, Surfacing and Erosion Control Project IMY-0040-5(382)165SG; J/P 20324(04) in Oklahoma County.

PTZ

A Wetland and Waterway Finding and Threatened and Endangered Species Assessment (prepared by Eagle Environmental Consulting, Inc.) was provided to this office for review on November 28, 2007. A revised version of the document was provided to this office on February 22, 2008. The document includes a brief description of general habitat types in the project area, the methodology employed in the identification of wetlands and waterways, a brief discussion of those potentially-jurisdictional waters and wetlands identified in the study area, and a brief discussion of the federally-listed species cited by the U. S. Fish and Wildlife Service (Service) as likely to occur in Oklahoma County. The attached report adequately addresses those federally-listed species likely to occur in Oklahoma County, as well as those likely-jurisdictional waters and wetlands that occur within the environmental study area.

The report indicates that no habitat suitable for use by the Interior Least Tern, Whooping Crane or the Piping Plover occurs within the proposed project area, and the author(s) state that this project, as proposed, will have no effect on these federally-listed species. Based in part upon the information provided in the attached Endangered Species Assessment, and a review of biological element information available at the Oklahoma Natural Heritage Inventory, this project, as proposed, will have no effect on the Interior Least Tern, Whooping Crane and the Piping Plover. The proposed construction will be unlikely to have any adverse impact on the Bald Eagle. Consultation with the Service under section 7 of the Endangered Species Act will not be necessary. However, should new information regarding the distribution of federally-listed species become available, this determination may be revised.

The report identifies twenty aquatic areas within the proposed project boundaries, including nine drainage features, nine forested and/or emergent wetlands, and two artificially impounded ponds. These areas may require jurisdictional evaluation, delineation and mitigation. As project plans are refined, and the linear extent and volume of dredge and/or fill operations that will occur below the ordinary high water mark of the jurisdictional waters (and in wetlands) within the project area are determined, the proposed construction activities should be evaluated to ensure that the appropriate Clean Water Act section 404 permit application or notification is made. In the event that the United States Army Corps of Engineers (USACE) assumes jurisdiction over wetlands within the project site, and if adverse impacts to those wetlands cannot be avoided, the ODOT or its assigned representative(s) should coordinate with the USACE in the development of an

appropriate mitigation plan.

Thank you for your time in this matter. Should you have any questions, please contact Phillip Crawford at (405) 325-7013 or Julianne W. Hoagland at (405) 521-2515.

PTC

cc: Kelly Bayer, Tetra Tech (pdf via email)



Oklahoma Department of Transportation

Environmental Programs Division

Office 521-2704

Fax 521-6917

DATE: February 22, 2008

TO: Project Management Division 4

FROM: Environmental Programs Division

SUBJECT: Clean Water Act Section 404 Permit Recommendations for I-40 Grading, Drainage, Surfacing and Erosion Control Project IMY-0040-5(382)165SG; J/P 20324(04) in Oklahoma County.

The above mentioned project will require a Clean Water Act section 404 permit from the United States Army Corps of Engineers (USACE). A Wetland and Waterway Finding (prepared by Eagle Environmental Consulting, Inc.) was provided to this office for review on November 28, 2007. A revised version of the document was provided to this office on February 22, 2008. The document includes a brief description of general habitat types in the project area, the methodology employed in the identification of wetlands and waterways, and a brief discussion of those potentially-jurisdictional waters and wetlands identified in the study area (please find attached a final copy of the report).

The report identifies twenty aquatic areas within the proposed project boundaries, including nine drainage features, nine forested and/or emergent wetlands, and two artificially impounded ponds. These areas may require jurisdictional evaluation, delineation and mitigation. As project plans are refined, and the linear extent and volume of dredge and/or fill operations that will occur below the ordinary high water mark of the jurisdictional waters (and in wetlands) within the project area are determined, the proposed construction activities should be evaluated to ensure that the appropriate Clean Water Act section 404 permit application or notification is made. In the event that the USACE assumes jurisdiction over wetlands within the project site, and if adverse impacts to those wetlands cannot be avoided, the ODOT or its assigned representative(s) should coordinate with the USACE in the development of an appropriate mitigation plan. Please submit the required application package no less than 13 months prior to the let of the project.

Thank you for your time in this matter. Should you have any questions, please contact Phillip Crawford at (405) 325-7013 or Julianne W. Hoagland at (405) 521-2515.

PTC

**Wetland & Waterway Finding
and
Biological Studies (T&E Species Assessment)**

**Interstate 40 Improvement Project
Interstate 40 From Interstate 240 to Indian Meridian Road
including
Modifications to Choctaw Road
State Project No.: IMY-0040-5(382)165 SG
J/P Number 240324(04)**

Prepared for:



**Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105-6948**

and



**119 N. Robinson, Suite 700
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Prepared by:



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**P.O. Box 5446
Fort Smith, Arkansas 72913
918-697-3936**

February 2008

A handwritten signature in cursive script, reading "Steven R. Votaw".

**Steven R. Votaw
President**

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Appendix A – Project Location Map

Appendix B – Wetland and Waterway Location Maps

Appendix C - Wetland Data Collection Form

Appendix D - Representative Site Photographs

**Wetland & Waterway Finding
and
Biological Studies (T&E Species Assessment)**

**Interstate 40 Improvement Project
Interstate 40 From Interstate 240 to Indian Meridian Road
including
Modifications to Choctaw Road
Oklahoma County, Oklahoma
State Project No.: IMY-0040-5(382)165 SG
J/P Number 20324(04)**

I. Introduction

Eagle Environmental Consulting, Inc. (EEC) performed a wetland and waterway finding survey and biological study (threatened and endangered species habitat assessment) for the subject roadway improvement project located near Oklahoma City, Oklahoma County, Oklahoma. The project is approximately three miles in length and proposes to widen and provide intersection improvements along Interstate 40 (I-40) from the Interstate 240 (I-240) merge and extending eastward to South Indian Meridian Road. The project location map is provided at **Appendix A**. Field survey investigations, both wetland finding and biological study, were performed within the environmental investigation corridor along existing I-40 and 0.5 mile north and south along Choctaw Road. Messers David Bednar and Steve Votaw conducted the onsite field surveys between October 18 and 23, 2007.

The wetland investigations were conducted to identify and describe the observed aquatic areas potentially considered jurisdictional by the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act as well as identify any biological constraints, including federally-listed threatened or endangered species, present within the survey area. Each wetland, waterway, and waterbody was identified according to the diagnostic field indicators used in determining jurisdictional criteria for the respective water feature. Twenty aquatic resources were identified and recorded during the pedestrian survey and shown at **Appendix B**. Photographs of the investigated areas are provided at **Appendix D**.

Biological investigations were also conducted and targeted the federally-listed T&E species associated with Oklahoma County. The observed habitats are described and the life-requisite information for the respective T&E species are provided in Section IV. Habitats associated with other wildlife resources warranting special attention were also included in the field survey.

II. General Survey Corridor Description

The project area and survey corridor are located within the undulating landscape of the Northern Crosstimbbers (Woods et.al, 2005). The majority of the lands within these ecoregions are associated with uplands on rolling hills with moderately steep slopes to low gradient areas of topographic relief along drainages and waterways. The dominant woody vegetation include oak, hickory, eastern red cedar walnut, ash, elm, willow, and pecan trees and saplings. The survey area exhibited a combination of larger blocks of upland forest as well as open pasture areas, comprised of both native and tame grasses and forbs. The majority of the areas of woody vegetation were associated with the upland forested hillsides, water features, and creek channels. However, several relatively large areas of upland forest were identified adjacent to the proposed project investigation corridor. Typically, the understory within the forested areas were mostly open with limited species diversity. Several areas of commercial and residential land use are located within the study corridor.

The upland areas within the survey corridor were representative of the Crosstimbbers ecoregion. The observed dominant species included post oak (*Quercus stellata*), black jack oak (*Q. marilandica*), hickory (*Carya spp.*), northern red oak (*Quercus rubra*), American elm (*Ulmus americana*), sycamore (*Platanus occidentalis*), hackberry (*Celtis occidentalis*), eastern red cedar (*Juniperus virginiana*), Osage orange (*Maclura pomifera*), honey locust (*Gleditsia triacanthos*), black locust (*Robinia pseudoacacia*), black walnut (*Juglans nigra*), black willow (*Salix nigra*), persimmon (*Diospyros virginiana*), red bud (*Cercis canadensis*), cottonwood (*Populus deltoides*), roughleaf dogwood (*Cornus drummondii*), buttonbush (*Cephalanthus occidentalis*), coralberry (*Symphoricarpos orbiculatus*), green brier (*Smilax bona-nox*), Virginia creeper (*Parthenocissus quinquefolia*), sand plum (*Prunus angustifolia*), Japanese honeysuckle (*Lonicera japonica*), trumpet vine (*Campsis radicans*), poison ivy (*Toxicodendron radicans*), grape (*Vitis sp.*), blackberry (*Rubus sp.*), dewberry (*Rubus trivialis*), and smooth sumac (*Rhus glabrus*).

Native grasses dominated the survey corridor and included little bluestem (*Schizachyrium scoparium*), silver bluestem (*Andropogon ternarius*), big bluestem (*Andropogon gerardii*), switchgrass (*Panicum virgatum*), and Indian grass (*Sorghastrum nutans*). The observed forb and grass-like species included fleabane (*Erigeron annuus*), foxtail (*Setaria gracilis*), black-eyed-susan (*Rudbeckia hirta*), wild rye (*Elymus virginicus*), sand dropseed (*Sporobolus cryptandrus*), Indian Sea oats (*Chasmanthium latifolium*), mullein (*Verbascum sp.*), Scribner's panicum (*Panicum oligosanthes*), Johnsongrass (*Sorghum halapense*), sneezeweed (*Helenium sp.*), three awn (*Aristida sp.*), sunflower (*Helianthus annuus*), wild onion (*Allium sp.*), bedstraw (*Gallium sp.*), great ragweed (*Ambrosia trifida*), annual ragweed (*Ambrosia artemisiifolia*), croton (*Croton sp.*), mares tail (*Conyza canadensis*) meadow panicum (*Panicum anceps*), Bermuda grass

(*Cynodon dactylon*), deertongue (*Dicanthelium clandestinum*), lespedeza (*Lespedeza cuneata*), dallisgrass (*Paspalum laeve*), fescue (*Festuca arundinacea*), yellow hop clover (*Trifolium agrarium*), Japanese honeysuckle (*Lonicera japonica*), goldenrod (*Solidago gigantea*), thistle (*Cirsium sp.*), and cockle bur (*Xanthium strumarium*).

The observed dominant herbaceous species typically associated with the identified wetland and other aquatic areas included creeping spike rush (*Eleocharis palustris*), soft rush (*Juncus effusus*), bushy bluestem (*Andropogon glomeratus*), broomsedge, (*Andropogon virginicus*), nutsedge (*Cyperus strigosus*), boneset (*Eupatorium perfoliatum*), dallisgrass (*Paspalum dilatatum*), cattail (*Typha latifolia*), and fox sedge (*Carex triangularis*). The dominant forb and vine species included common greenbrier (*Smilax rotundifolia*), honeysuckle (*Lonicera japonica*), blackberry (*Rubus Oklahomas*), button bush (*Cephalanthus occidentalis*), and poison ivy (*Toxicodendron radicans*). The dominant woody vegetation species included American elm (*Ulmus americana*), sugarberry (*Celtis laevigata*), black willow (*Quercus nigra*), black locust (*Robinia pseudoacacia*), cottonwood (*Populus deltoides*), and roughleaf dogwood (*Cornus drummondii*).

The eastern end of the survey corridor is described as partially forested uplands with an interspersed of open areas associated with formerly used pasture areas and small floodplains along an unnamed tributary. Upland forested areas were present on either side of I-40 described as rolling hills dominated by young post oak and black jack trees with mostly open understory. Some areas have been formerly disturbed.

The areas north and south of I-40 along Choctaw Road traversed similar upland rolling hills. Multiple houses, fenced yards, and residential entrances were observed along Choctaw Road. The majority of this area is described as relatively young-aged segmented blocks of timber and small pastures and previously cleared areas.

West of Choctaw Road north of I-40 is forested beyond the ROW fence and is described as typical Cross Timbers vegetation. A concrete driveway runs parallel to the ROW fence and leads to an apparently abandoned residence. The existing ROW along I-40 is described as well maintained by routine mowing during the growing season. The areas south of I-40 are also typical of Cross Timbers vegetation but are more mature and uninterrupted. The areas east of Choctaw have been cleared and are described as mostly open pasture with isolated tree clusters. The portion of the survey corridor associated with the I-240 interchange include both open pastures and upland forested hillsides with small drainages and ravines.

III. Wetland & Waterway Determination Methods

Wetland areas, if observed, were to be identified using the routine on-site (level 2) method, as outlined in Section D of the USACE Wetlands Delineation Manual (USACE, 1987). This method is referred to as the three-parameter approach because it uses three criteria – presence of hydrophytic (water-tolerant) vegetation, hydric soils, and wetland hydrology – to determine whether an area is a jurisdictional wetland under “normal conditions.” Each of these parameters is discussed herein.

Hydrophytic plant communities are determined after species identification based on the wetland status indicators of the dominant plant species present within the sample plot. In accordance with the USACE delineation manual, plant species that have a wetland indicator status of facultative (FAC), facultative wetland (FACW), or obligate (OBL) represent hydrophytic vegetation. Wetland hydrology implies a hydrologic regime involving periodic inundation or saturation within the upper portions of the soil profile (for sufficient duration) during the growing season. Onsite indicators used as evidence of wetland hydrology include inundation, saturation, sediment deposition, drift lines, water marks, and scouring. Hydric soils are determined based on criteria established by the Soil Conservation Service (USDA, 2000) and described in the USACE manual (USACE, 1987). Indicators of hydric soils include soil color, mottles, oxidized rhizospheres (root channels), and concretions of iron or manganese. Soil matrix and mottle color, when appropriate, are identified according to Munsell Soil Color Charts (Munsell, 2000).

In most circumstances, all three parameters must be present for the area to be a wetland. Data sampling points are established in representative areas within the wetland areas and in the adjacent uplands. Vegetation, soils, and hydrology characteristics are recorded on data forms for each sampling point and boundaries are established based on the results of the individual sample plots, after further refining as necessary. The completed wetland data collection forms are located at *Appendix C*.

Potentially jurisdictional waters of the United States, other than wetlands, were also to be defined if observed. These areas include creek channels, rivers, ponds, and/or lakes. These characteristics include, but are not limited to, a line impressed on a bank, defined bed and bank, shelving, ordinary high water mark, changes in soil characteristics, destruction of terrestrial vegetation, and presence of debris (33 CFR Part 328). Waterways are identified and located according to size, flow patterns, watershed characteristics, and drainage basin.

IV. Waters of the United States Survey Findings

The onsite survey was conducted to identify and locate those areas exhibiting the required wetland parameters and onsite characteristics for waters of the United States, if observed. Data has been collected for each investigated area to characterize and describe the required parameters. The descriptions for each identified area are provided below according to Field Site (FS) number.

Field Site Descriptions

FS-1 is described as an unnamed channel that flows for approximately 1,590 feet eastward into Hog Creek from a culvert within the I-40 right-of-way (ROW). Channel dimensions were approximately 2 to 4 feet in width and 1 to 2 feet in depth with an ordinary high water mark (OHWM) of one foot. The observed dominant vegetation consisted of, post oak, cottonwood, and black willow. FS-1 drains directly into Hog Creek and may be considered jurisdictional by the USACE.

FS-2 is identified as Hog Creek. Hog Creek flows eastward along the northern side of I-40 for about 878 feet, passes southward through a culvert beneath I-40, and then veers to the east and flows for approximately 1,488 feet along the southern side of I-40. Channel dimensions varied within the study corridor. The channel was 6 to 8 feet in width immediately adjacent to I-40 and decreased to approximately 2 to 3 feet in width and 2 to 3 feet in depth with an OHWM of one foot. The observed dominant vegetation consisted of black willow, American elm, and dogwood. FS-2 may be considered jurisdictional by the USACE.

FS-3 is described as an unnamed tributary to Hog Creek. The channel is about 604 feet in length and begins as the result off overflow from a farm pond immediately to the east of the channel. The channel is approximately 2 to 6 feet in width, 1 to 2 feet in depth with an OHWM of about one foot. Dominant species observed included Osage orange, locust, and black willow. FS-3 may be regulated by the USACE.

FS-4 is identified as a stream channel that flows to the west along the northern side of I-40 for a distance of about 621 feet and is hydrologically connected to FS-2, Hog Creek. The channel is approximately 2 to 4 feet in width and 1 to 2 feet in depth with an OHWM of about one foot.

This channel appears to collect some surface water runoff from the existing I-40 ROW. Dominant vegetation observed consisted of black willow, American elm, and cattail. FS-4 may be regulated by the USACE.

FS-5 is described as a forested wetland about 0.10 acres. FS-4 flows through a portion of this wetland and is hydrologically connected.

Hydric soils were confirmed by the 5 YR 3/2 silt loam matrix with redoximorphic features (5 YR 5/6) in 30 percent of the soil profile. Wetland hydrology was confirmed by saturation, inundation, drift lines, and drainage patterns. The observed vegetation included cattails, boneset, button bush, creeping rush, fox sedge, black willow, American elm, honey suckle, and bushy bluestem. FS-5 may be regulated by the USACE.

FS-6 is identified as an herbaceous wetland approximately 0.10 acres in size. Soil mapping by the NRCS shows this wetland is located within the Tribbey fine sandy loam. Hydric soils were confirmed by the 7.5 YR 3/1 loam matrix. Wetland hydrology was confirmed by saturation, inundation, and drainage patterns. The observed vegetation included boneset, nutsedge, creeping rush, fox sedge, black willow, blackberry, and bushy bluestem. FS-6 may be regulated by the USACE.

FS-7 is described as an herbaceous wetland approximately 0.10 acres in size. Soil mapping by the NRCS shows this wetland is located within the Stephenville-Dansil-Newalla Complex. Hydric soils were confirmed by the 5 YR 4/1 loam matrix with redoximorphic features (5 YR 4/6). Wetland hydrology was confirmed by saturation in the upper 12 inches and inundation. The observed vegetation included boneset, creeping rush, fox sedge, black willow, and blackberry.

FS-8 is identified as an herbaceous wetland approximately 0.10 acres in size. Soil mapping by the NRCS shows this wetland is located within the Stephenville-Dansil-Newalla Complex. Hydric soils were confirmed by the 5 YR 4/2 loam matrix with redoximorphic features (5 YR 4/6) in 35 percent of the soil profile. Wetland hydrology was confirmed by saturation. The observed vegetation included boneset, nutsedge, broomsedge, dallisgrass, and black willow. FS-8 appears to be hydrologically connected to FS-5, which is connected to FS-2 and may be regulated by the USACE. A formal determination will be provided by the agency.

FS-9 is described as an unnamed channel about 207 feet in length. Channel dimensions were approximately 1 to 2 feet in width and depth with an OHWM of one foot. The observed dominant vegetation consisted of black willow, honeysuckle, American elm, and soft rush. FS-9 may be considered jurisdictional by the USACE.

FS-10 is identified as a farm pond used for recreational purposes. The pond does not appear to be used for agriculture purposes. The observed vegetation adjacent to the pond banks included black willow, American elm, bushy bluestem, and cattails. FS-10 appears to be hydrologically connected to FS-9 and FS-11 and may be considered jurisdictional by the USACE.

FS-11 is described as an herbaceous wetland approximately 0.10 acres in size. Soil mapping by the NRCS shows this wetland is located within the Tribbey fine sandy loam. Hydric soils were confirmed by the 5 YR 3/2 loam matrix with redoximorphic features (5 YR 5/6) in 35 percent of the soil profile. Wetland hydrology was confirmed by saturation, inundation, and drainage patterns. The observed vegetation included boneset, nutsedge, creeping rush, fox sedge, black willow, blackberry, and bushy bluestem. FS-11 may be regulated by the USACE.

FS-12 is identified as a forested wetland. Hydric soils were confirmed by the 2.5 YR 3/2 loamy soil matrix with redoximorphic features (5 YR 4/6) in 30 percent of the soil profile. The observed vegetation included black willow, American elm, cottonwood, fox sedge, dallasgrass, and boneset. Wetland hydrology was confirmed by saturation, inundation, and drainage patterns. FS-12 may be considered jurisdictional by the USACE.

FS-13 is described as a man made farm pond. The pond appears to have been constructed for recreation, but excessive build up of algae provides evidence that the pond is no longer routinely used. The pond was impounded on the northern side to capture runoff. Some vegetation has grown around the impoundment which includes cattails, and cottonwood. Some flow was observed draining into FS-12 through a small pipe. FS-13 may be regulated by the USACE.

FS-14 is identified as an unnamed stream channel that flows for about 240 feet along the eastern boundary of FS-12. The channel is 2 to 3 feet in width, 1 to 2 feet in depth, with an OHWM of one foot. There is no well established riparian zone. Dominant vegetation observed included cottonwood, black willow, and American elm.

FS-15 is described as an unnamed channel that flows parallel to I-40 for approximately 1,488 feet and is hydrologically connected to FS-14 and FS-2. Channel dimensions were approximately 1 to 2 feet in width and 4 to 6 feet in depth with an OHWM of one foot. FS-15 exhibits a sparse riparian zone that consisted of black will saplings. FS-15 drains directly into Hog Creek and may be considered jurisdictional by the USACE.

FS-16 is identified as an herbaceous wetland less than 0.10 acre. Hydric soils were confirmed by the 2.5 YR 3/2 silt loam matrix with redoximorphic features (5 YR 5/6) in 30 percent of the soil profile. Wetland hydrology was confirmed by saturation, drainage patterns, and drift. The observed vegetation included black willow, button bush, nutsedge, and broomsedge. FS-16 may be regulated by the USACE.

FS-17 is described as an unnamed channel that flows southward from the highway for approximately 200 feet within the study corridor. Channel dimensions were approximately 1 to 2 feet in width and 4 to 6 feet in depth with

an OHWM of one foot. The dominant vegetation observed consisted of American elm, cottonwood, winged elm, honeysuckle, and broomsedge. FS-17 may be considered jurisdictional by the USACE.

FS-18 is identified as a wetland greater than 0.10 acres. The observed vegetation included bushy bluestem, bulrush, button bush, roughleaf dogwood, black willow, American elm, fox sedge, false indigo, greenbrier and cattail. Hydric soils were confirmed by the 5 YR 3/2 loam matrix with redoximorphic features (7.5 YR 5/6) in 30 percent of the soil profile. Wetland hydrology was confirmed by saturation, inundation, and drift lines. FS-18 may be regulated by the USACE however; a formal determination will be provided by the agency.

FS-19 is described as an unnamed channel south of I-40 that is approximately 162 feet in length and hydrologically connected to FS-18. The channel dimension immediately adjacent to the existing ROW was about 20 feet in width and two feet in depth. Subsequently, the channel splits into an eastern and western channel within the study area with an approximate width of about 10 feet, 2 feet in depth, with an OHWM of one foot.

The dominant canopy species observed included cottonwood, American elm, and black willow. FS-19 may be considered jurisdictional by the USACE.

FS-20 is identified as a forested wetland greater than 0.10 acres. Hydric soils were confirmed by the 5YR 3/2 loam matrix with redoximorphic features (5 YR 5/6) in 30 percent of the soil profile. Wetland hydrology was confirmed by saturation, inundation, and drainage patterns. The observed vegetation included black willow, American elm poison ivy, cottonwood, bushy bluestem, boneset, and blackberry. FS-20 is hydrologically connected to FS-18 by culvert beneath I-40 and may be regulated by the USACE. A formal determination will be provided by the agency.

V. **Biological Constraints**

Habitat Assessment Methodology

The survey corridor was canvassed to identify and describe the habitat present within the potential construction zone. A visual representation of the surveyed area and adjacent properties is provided by the maps located at Appendix A and aquatic areas as well as typical habitat pictures at Appendix D. Identification of the dominant vegetative species was performed through random sampling within the dominant and homogenous vegetation areas according to the respective habitat types along the corridor. Each major habitat change along the survey corridor was documented and sampled. Further evaluation of each habitat type was conducted in terms of the habitat requirements of the respective threatened or endangered species found within or migrating through Oklahoma County, Oklahoma.

Federally Listed Threatened and Endangered Species

Three threatened and endangered species were identified as having the potential to be present in or migrate through Oklahoma County, Oklahoma. The following list of species is provided according to the current United States Fish and Wildlife Service (USFWS) records dated October 17, 2007:

<u>Federally Listed Species</u>	<u>Status</u>
Interior Least Tern (<i>Sterna antillarum</i>)	Endangered
Whooping Crane (<i>Grus americana</i>)	Endangered
Piping Plover (<i>Charadrius melodus</i>)	Threatened

The descriptions, general information, life cycles, and habitat requisites for the respective species are provided below:

Interior Least Tern (*Sterna antillarum*) Endangered



The Interior Least Tern is the smallest member of the tern family with a wingspan of 20 inches (50 cm). They have a grayish back and wings, and snowy white undersides. Interior Least Terns can be distinguished from all other terns by their combination of a black crown, white forehead, and a variable black-tipped yellow bill. Interior Least Terns arrive at breeding sites from late April to early June where they typically spend four to five months. Least terns nest in small colonies on exposed salt flats, river sandbars, or reservoir beaches. Nests are small scrapes in the sand, and usually two or three eggs are laid. Interior Least Terns favor islands or sandbars along large rivers for nesting. The sand must be mostly clear of vegetation to be used by terns. Interior Least Terns prefer shallow water for fishing. Suitable habitat for nesting or foraging was not identified.

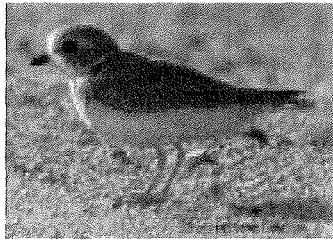
Whooping Crane (*Grus americana*) Endangered



The Whooping Crane is described as a very large, long-legged crane in the Family *Gruidae*. Diagnostic characteristics include an overall white plumage with a red head crown and grayish black legs. Whooping Cranes forage on blue crabs, clams, insects, aquatic invertebrates, and plant material. Reptiles and amphibians have been documented as occasional food sources. The tallest bird in North America at nearly 5 feet in height, the Whooping Crane spends the spring and summer in the wetlands of Wood Buffalo National Park in northern Canada and uses the Texas coast at Aransas National Wildlife Refuge (ANWR) near Rockport, Texas during the winter. Whooping Cranes live in family groups made up of the parents and 1 or 2 offspring. Nests are comprised of local vegetation and situated on the ground. Their historic migration path includes the central United States including Oklahoma. The Whooping Crane is classified as a winter migrant with rare occurrences of over-wintering in extreme southwest and northwest Oklahoma. The current breeding population is estimated to comprise 200 individuals.

Piping Plover (*Charadrius melodus*)

Endangered



The Piping Plover is described as a small compact shorebird with pale gray upperparts. The breast and stomach areas are white with a white neck collar. Piping Plovers have orange legs and a short stout bill. Piping Plovers forage on aquatic invertebrates and various terrestrial insects. Nests are described as shallow excavations in sand and are often lined with pebbles, shells, and/or small woody drift. Habitat degradation from reservoir construction, river channel alteration, and development are contributing factors for its decline. The Piping Plover is identified as a migrant in Oklahoma and arrives in April.

VI. Conclusion

The environmental investigation corridor associated with the I-40 improvement project between the I-240 interchange and South Meridian Road have been surveyed for the presence of waters of the United States, including wetlands and to determine the presence of and potential impact to the federally listed threatened or endangered species or their habitat. The results of each survey component are described below.

Wetland Finding

Twenty aquatic areas were documented within the project corridor and are identified on the maps located at Appendix A for reference. Nine wetlands (FS-5, FS-6, FS-7, FS-8, FS-11, FS-12, FS-16, FS-18, FS-20), two ponds (FS-10 and FS-13), and nine stream channels (FS-1, FS-2, FS-3, FS-4, FS-9, FS-14, FS-15, FS-17, and FS-19) were identified during the pedestrian survey. No waters of the United States were identified north or south of I-40 along Choctaw Road. Final design plans for the improvement project have not been prepared. Accordingly, the extent to which the proposed project would affect these areas is not currently known.

While the described areas have been identified, it should be noted the USACE has the discretion to exclude questionable areas and employ the flexibility to apply administrative policy. All areas identified during this survey utilized the same approach and decision sequence to which the USACE employs when making a jurisdictional determination for waters of the United States. However, the USACE has the authority to modify such classifications based on all available resources and/or onsite inspection. This Report of Survey is intended to provide the USACE with the preliminary information necessary to determine the extent of jurisdictional areas that may be affected by the proposed project. In the event the identified areas are regulated by the USACE, permit authorization pursuant to Section 404 of the Clean Water Act may be required in advance of construction.

Biological Constraints (T&E Species Habitat Assessment and Determination)

Each of the three listed species identified by the U.S. Fish and Wildlife Service for Oklahoma County were birds typically oriented to habitats associated with larger bodies of water and rivers (natural and/or channelized) for nesting, foraging, and loafing. No such areas or habitats were observed within the survey corridor. Except for a relatively large semi-permanently inundated wetland (possibly former pond) and a few other small farm ponds, no other suitable habitats for these species were identified.

The Interior Least Tern is most generally associated with the North Canadian River in terms of nesting colonies in Oklahoma County. Whooping Crane and Bald Eagle presence or usage of the areas within the investigation corridor, nesting or stopover, is not expected.

The Bald Eagle (*Haliaeetus leucocephalus*) was removed from the threatened and endangered species list on June 28, 2007. However this species is still protected under the Bald Eagle and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Although the Bald Eagle has the potential to migrate through and nest in Oklahoma County, no specific habitat for this species was observed other than a few small farm ponds. No nests were observed within or near the survey corridor.

No adverse impacts to this species are expected however construction related activities may need to temporarily be altered if any Bald Eagles or nests are observed within or near the construction zones.

Historical reports do not list the Whooping Crane as wintering in Oklahoma County, however Whooping Cranes may utilize favorable foraging and resting areas during migratory stopovers. While Whooping Cranes could traverse the project corridor and utilize a farm pond for a temporary stop over, it appears very unlikely cranes would be present within the proposed project corridor based on the lack of available habitat. No stopover sites were identified within the survey corridor. The proposed highway improvement project should not affect this species resulting in a no effect determination for the Whooping Crane. In the event Whooping Cranes are observed in or near the construction zones, temporary stoppage of work and contact with the ODOT biologist should be required.

Interior Least Terns typically use the Canadian and North Canadian Rivers in Oklahoma County. No waterways or areas suitable for nesting or effective foraging were identified within the survey corridor. The only free flowing waterways observed were classified as relatively small intermittent waterways and ephemeral drainages. No nesting areas are known to occur within or near the proposed project. The project should not affect the Interior Least Tern or its habitat and result in a no effect determination for this species.

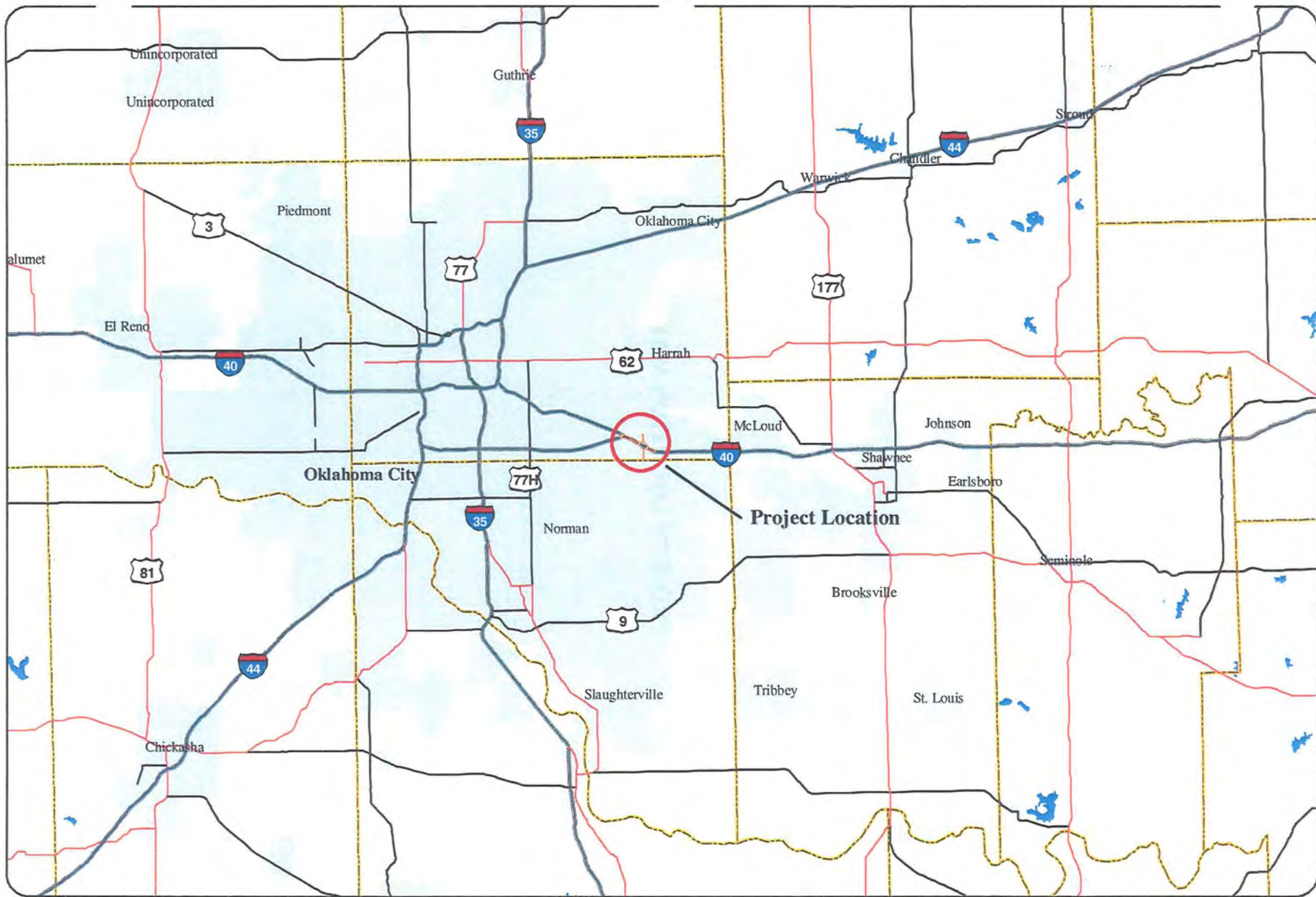
Multiple documentations of Piping Plovers have been confirmed in Oklahoma County, Oklahoma, although nest documentation has not been confirmed within or near the proposed project area (personal communication D. Reinking and M. Howery). Similar to the Interior Least Tern, no potential habitat was identified within the survey corridor. No stopover sites were identified within the survey corridor. Based on the Piping Plovers migration path their presence is possible, however, usage of areas within or adjacent to the project corridor does not appear likely. Impacts to the Piping Plover are not expected based on the proposed project, therefore the project should result in a no effect determination to the Piping Plover.

VI. References

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Appendix A

PROJECT LOCATION MAP



**EAGLE ENVIRONMENTAL
CONSULTING, Inc.**

0 2.5 5 10 15 Miles

c. 1 in = 10 mi

Sheet 01

Legend

- Study Area
- Lakes
- Interstate
- US Hwy
- State Hwy



Oklahoma Vicinity Map

Project Location

I-40 Improvement Project
Oklahoma Department of Transportation
Oklahoma City, Oklahoma OK

Appendix B

WETLAND AND WATERWAY LOCATION MAPS



**EAGLE ENVIRONMENTAL
CONSULTING, Inc.**

0 250 500 1,000 1,500 2,000 2,500 Feet

Scale 1 in = 1600 Ft

Sheet 01



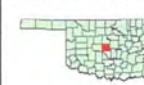
Study Area
Stream

Legend

Wetland
Pond
Habitat Sample Sites

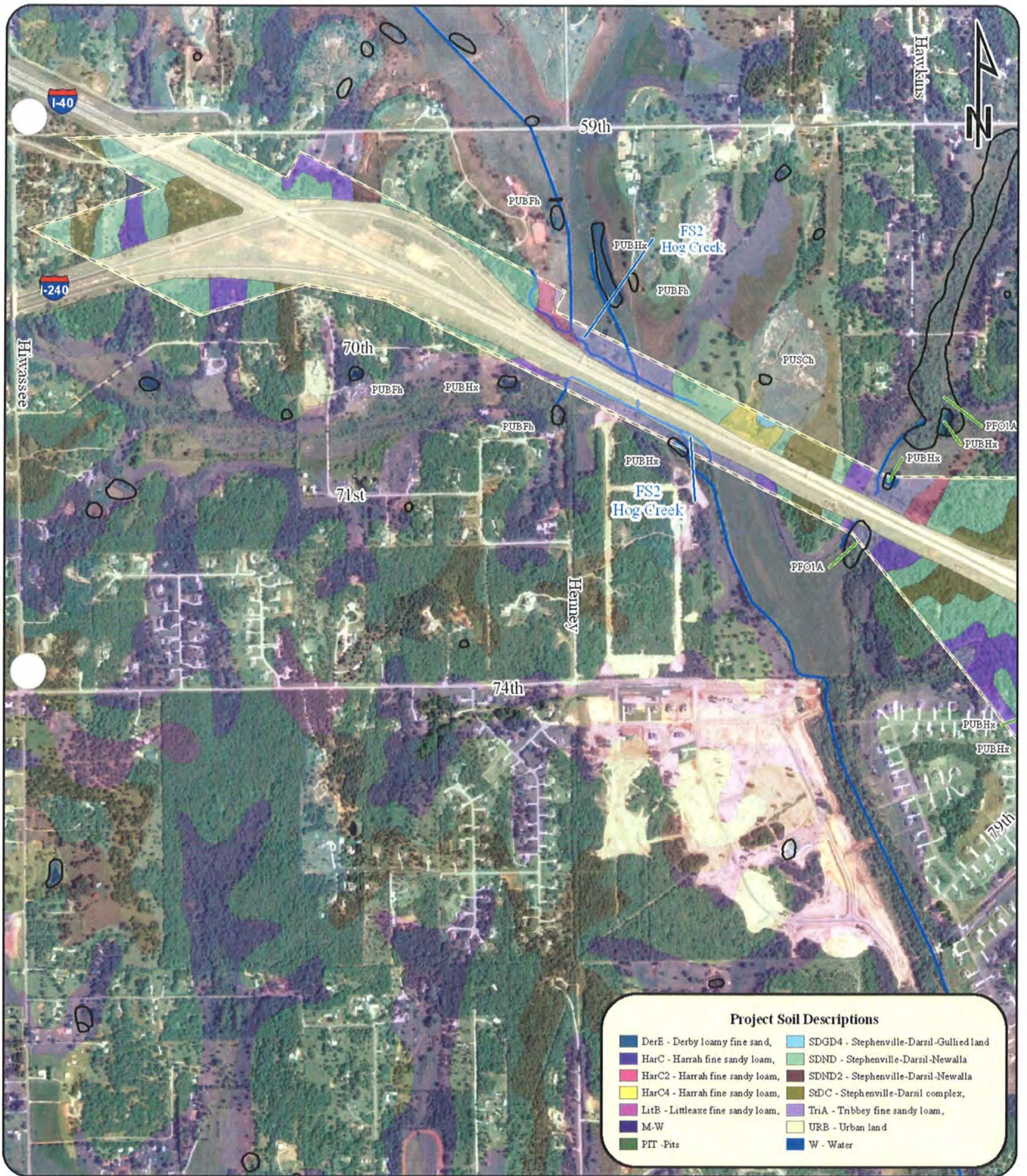


Oklahoma a Vicinity Map



Wetland, Waterways and
Threatened & Endangered Species

I-40 Improvement Project
Oklahoma Department of Transportation
Oklahoma City, Oklahoma Co, OK



**EAGLE ENVIRONMENTAL
CONSULTING, Inc.**

0 250 500 1,000 1,500 2,000 Feet
Scale 1 in = 1200 Ft

Sheet 01

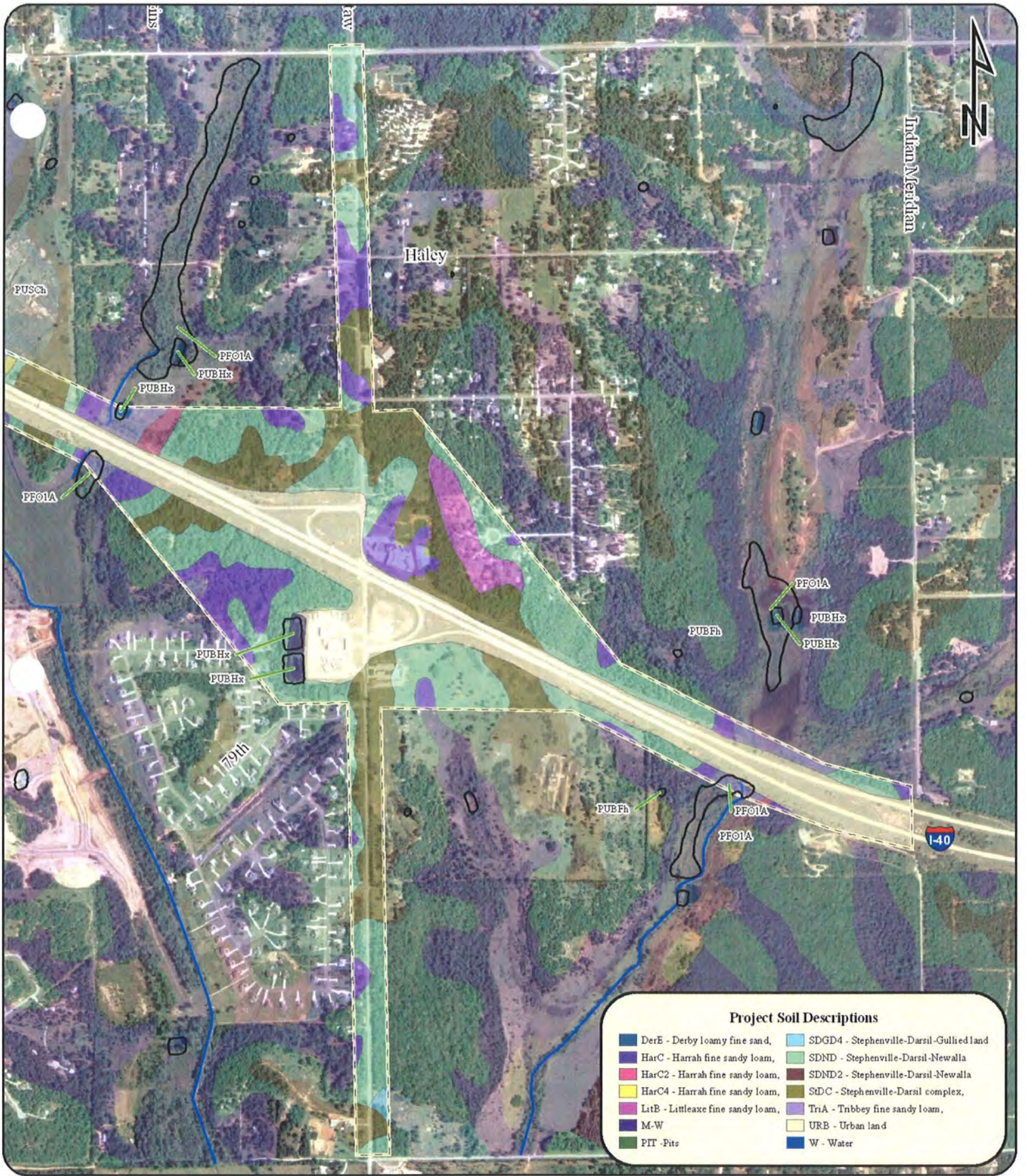
Legend

Investigation Area
NWI Wetlands
Stream



Soils and NWI Mapping

I-40 Improvement Project
Oklahoma Department of Transportation
Oklahoma City, Oklahoma Co, OK



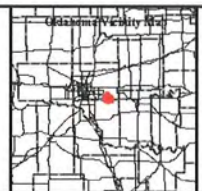
EAGLE ENVIRONMENTAL CONSULTING, Inc.

0 250 500 1,000 1,500 2,000 Feet
Scale: 1 in = 1200 Ft

Sheet 02

Legend

Investigation Area
NWI Wetlands
Stream



Soils and NWI Mapping

I-40 Improvement Project
Oklahoma Department of Transportation
Oklahoma City, Oklahoma Co. OK

Appendix C

WETLAND DATA COLLECTION FORMS



**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: <u>I-40 Improvements Project, I-240 Junction to Choctaw Road</u>	Date: <u>11/1/2007</u>
Applicant/Owner: <u>Oklahoma Department of Transportation</u>	County: <u>Oklahoma</u>
Investigator: <u>DB/SV</u>	State: <u>OK</u>
Do normal circumstances exist on the site? Yes No	Community ID: <u>FS-5</u>
Is the site significantly disturbed (Atypical Situation)? Yes No	Transect ID: _____
Is the area a potential Problem Area? Yes No (If necessary, explain on reverse.)	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Salix nigra</u>	<u>T</u>	<u>FACW+</u>	8. <u>Andropogon glomeratus</u>	<u>H</u>	<u>FACW+</u>
2. <u>Typha latifolia</u>	<u>H</u>	<u>OBL</u>	9. _____	_____	_____
3. <u>Ulmus americana</u>	<u>T</u>	<u>FAC</u>	10. _____	_____	_____
4. <u>Eupatorium perfoliatum</u>	<u>H</u>	<u>FACW+</u>	11. _____	_____	_____
5. <u>Cephalanthus occidentalis</u>	<u>H</u>	<u>OBL</u>	12. _____	_____	_____
6. <u>Eleocharis palustris</u>	<u>H</u>	<u>OBL</u>	13. _____	_____	_____
7. <u>Lonicera japonica</u>	<u>V</u>	<u>FAC</u>	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 8/8=100%

Remarks:

Depressional Forested Wetland

Hydrology

<u>Recorded Data (Describe in remarks):</u> _____ Stream, Lake, or Tide Gauge _____ Arial Photographs _____ Others _____ No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 Inches _____ Water Marks <input checked="" type="checkbox"/> Drift Lines _____ Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input checked="" type="checkbox"/> Oxidized Root Channels in Upper 12" <input checked="" type="checkbox"/> Water-Stained Leaves _____ Local Soil Survey Data _____ FAC Neutral Test _____ Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>0</u> (in) Depth to Free Water in Pit: <u>0</u> (in) Depth to Saturated Soil: <u>0</u> (in)	
Remarks: <u>Depressional</u>	

Soils

Map Unit Name (Series and Phase): <u>Urban Land</u>		Drainage Class: _____			
Taxonomy (Subgroup): _____		Field Observations Confirm			
		Map Type?	Yes No		
Soil Profile Description:					
Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0 to 16		5 YR 3/2	5 YR 5/6	30%	Silt Loam
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol <input type="checkbox"/> Histic Epipedon <input type="checkbox"/> Sulfidic Odor <input type="checkbox"/> Aquic Moisture Regime <input type="checkbox"/> Reducing Conditions <input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Concretions <input type="checkbox"/> High Organic Content in Sandy Soil Surface <input type="checkbox"/> Organic Streaking in Sandy Soils <input type="checkbox"/> Listed on Local Hydric Soil List <input type="checkbox"/> Listed on National Hydric Soil List <input type="checkbox"/> Other (Explain in Remarks)			
Remarks: _____					

Wetland Determination					
Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland?		
Wetland Hydrology Present	Yes	No			
Hydric Soils Present?	Yes	No			
			Yes	No	
Remark: _____			Community ID: <u>FS-5</u>		
_____			Transect ID: _____		
_____			Plot ID: _____		
_____			Photo No. _____		
_____			Direction: _____		



**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: <u>I-40 Improvements Project, I-240 Junction to Choctaw Road</u>		Date: <u>11/1/2007</u>
Applicant/Owner: <u>Oklahoma Department of Transportation</u>		County: <u>Oklahoma</u>
Investigator: <u>DB</u>		State: <u>OK</u>
Do normal circumstances exist on the site?	Yes No	Community ID: <u>FS-6</u>
Is the site significantly disturbed (Atypical Situation)?	Yes No	Transect ID: _____
Is the area a potential Problem Area? (If necessary, explain on reverse.)	Yes No	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Salix nigra</u>	<u>T</u>	<u>FACW+</u>	8. <u>Andropogon glomeratus</u>	<u>H</u>	<u>FACW+</u>
2. <u>Rubus oklahomas</u>	<u>V</u>	<u>FAC</u>	9. _____	_____	_____
3. <u>Ulmus americana</u>	<u>T</u>	<u>FAC</u>	10. _____	_____	_____
4. <u>Eupatorium perfoliatum</u>	<u>H</u>	<u>FACW+</u>	11. _____	_____	_____
5. <u>Carex triangularis</u>	<u>H</u>	<u>OBL</u>	12. _____	_____	_____
6. <u>Eleocharis palustris</u>	<u>H</u>	<u>OBL</u>	13. _____	_____	_____
7. <u>Cyperus strigosus</u>	<u>H</u>	<u>FACW</u>	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 8/8=100%

Remarks:

Depressional Herbaceous Wetland

Hydrology

Recorded Data (Describe in remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Others <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: <i>Primary Indicators:</i> <input checked="" type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands <i>Secondary Indicators (2 or more required):</i> <input type="checkbox"/> Oxidized Root Channels in Upper 12" <input checked="" type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>0</u> (in) Depth to Free Water in Pit: <u>0</u> (in) Depth to Saturated Soil: <u>0</u> (in)	
Remarks: _____ _____ _____	

Soils

Map Unit Name (Series and Phase): <u>Tribbey Fine Sandy Loam</u>		Drainage Class: _____			
Taxonomy (Subgroup): _____		Field Observations Confirm Map Type? Yes No			
Soil Profile Description:					
Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-2		7.5 YR 3/1			Silt Loam
2-16		7.5 YR 3/2	5 YR 4/6	30%	Fine Sand Loam
Hydric Soil Indicators:					
<input type="checkbox"/>	Histosol	<input type="checkbox"/>	Concretions		
<input type="checkbox"/>	Histic Epipedon	<input type="checkbox"/>	High Organic Content in Sandy Soil Surface		
<input type="checkbox"/>	Sulfidic Odor	<input type="checkbox"/>	Organic Streaking in Sandy Soils		
<input type="checkbox"/>	Aquic Moisture Regime	<input type="checkbox"/>	Listed on Local Hydric Soil List		
<input type="checkbox"/>	Reducing Conditions	<input type="checkbox"/>	Listed on National Hydric Soil List		
<input checked="" type="checkbox"/>	Gleyed or Low-Chroma Colors	<input type="checkbox"/>	Other (Explain in Remarks)		
Remarks: _____					

Wetland Determination					
Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland? Yes No		
Wetland Hydrology Present	Yes	No			
Hydric Soils Present?	Yes	No			
Remark: _____			Community ID: <u>FS-6</u>		
_____			Transect ID: _____		
_____			Plot ID: _____		
_____			Photo No. _____		
_____			Direction: _____		

Soils

Map Unit Name (Series and Phase): <u>Stephenville-Dansil-Newalla Complex</u>		Drainage Class: _____			
Taxonomy (Subgroup): _____		Field Observations Confirm Map Type? Yes No			
Soil Profile Description:					
Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-2		5 YR 4/1			Silt Loam
2-16		5 YR 4/2	5 YR 4/6	30%	Fine Sand Loam
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol	<input type="checkbox"/> Histic Epipedon	<input type="checkbox"/> Sulfidic Odor	<input type="checkbox"/> Aquic Moisture Regime	<input type="checkbox"/> Reducing Conditions	<input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors
<input type="checkbox"/> Concretions	<input type="checkbox"/> High Organic Content in Sandy Soil Surface	<input type="checkbox"/> Organic Streaking in Sandy Soils	<input type="checkbox"/> Listed on Local Hydric Soil List	<input type="checkbox"/> Listed on National Hydric Soil List	<input type="checkbox"/> Other (Explain in Remarks)
Remarks: _____					

Wetland Determination					
Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland? Yes No		
Wetland Hydrology Present	Yes	No			
Hydric Soils Present?	Yes	No			
Remark: _____			Community ID: <u>FS-7</u>		
_____			Transect ID: _____		
_____			Plot ID: _____		
_____			Photo No. _____		
_____			Direction: _____		



**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: <u>I-40 Improvements Project, I-240 Junction to Choctaw Road</u>	Date: <u>11/1/2007</u>
Applicant/Owner: <u>Oklahoma Department of Transportation</u>	County: <u>Oklahoma</u>
Investigator: <u>DB/SV</u>	State: <u>OK</u>
Do normal circumstances exist on the site? Yes No	Community ID: <u>FS-8</u>
Is the site significantly disturbed (Atypical Situation)? Yes No	Transect ID: _____
Is the area a potential Problem Area? Yes No (If necessary, explain on reverse.)	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Salix nigra</u>	<u>T</u>	<u>FACW+</u>	8. _____	_____	_____
2. <u>Andropogon virginicus</u>	<u>H</u>	<u>FAC UP</u>	9. _____	_____	_____
3. <u>Cyperus strigosus</u>	<u>H</u>	<u>FACW</u>	10. _____	_____	_____
4. <u>Eupatorium perfoliatum</u>	<u>H</u>	<u>FACW+</u>	11. _____	_____	_____
5. <u>Paspalum dilatatum</u>	<u>H</u>	<u>FAC</u>	12. _____	_____	_____
6. _____	_____	_____	13. _____	_____	_____
7. _____	_____	_____	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 4/5= 80%

Remarks:

Herbaceous Wetland

Hydrology

<p>Recorded Data (Describe in remarks):</p> <p><input type="checkbox"/> Stream, Lake, or Tide Gauge</p> <p><input type="checkbox"/> Aerial Photographs</p> <p><input type="checkbox"/> Others</p> <p><input type="checkbox"/> No Recorded Data Available</p>	<p>Wetland Hydrology Indicators:</p> <p><i>Primary Indicators:</i></p> <p><input type="checkbox"/> Inundated</p> <p><input checked="" type="checkbox"/> Saturated in Upper 12 Inches</p> <p><input checked="" type="checkbox"/> Water Marks</p> <p><input type="checkbox"/> Drift Lines</p> <p><input type="checkbox"/> Sediment Deposits</p> <p><input type="checkbox"/> Drainage Patterns in Wetlands</p> <p><i>Secondary Indicators (2 or more required):</i></p> <p><input type="checkbox"/> Oxidized Root Channels in Upper 12"</p> <p><input checked="" type="checkbox"/> Water-Stained Leaves</p> <p><input type="checkbox"/> Local Soil Survey Data</p> <p><input type="checkbox"/> FAC Neutral Test</p> <p><input type="checkbox"/> Other (Explain in Remarks)</p>
<p>Field Observations:</p> <p>Depth of Surface Water: <u>0</u> (in)</p> <p>Depth to Free Water in Pit: <u>0</u> (in)</p> <p>Depth to Saturated Soil: <u>0</u> (in)</p>	
<p>Remarks: _____</p> <p>_____</p> <p>_____</p>	

Soils

Map Unit Name (Series and Phase): <u>Stephenville-Dansil-Newalla Complex</u>		Drainage Class: _____			
Taxonomy (Subgroup): _____		Field Observations Confirm Map Type? Yes No			
Soil Profile Description:					
Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-16		5 YR 4/2	5 YR 4/6	35%	Fine Sand Loam
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol	<input type="checkbox"/> Histic Epipedon	<input type="checkbox"/> Sulfidic Odor	<input type="checkbox"/> Aquic Moisture Regime	<input type="checkbox"/> Reducing Conditions	<input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors
<input type="checkbox"/> Concretions	<input type="checkbox"/> High Organic Content in Sandy Soil Surface	<input type="checkbox"/> Organic Streaking in Sandy Soils	<input type="checkbox"/> Listed on Local Hydric Soil List	<input type="checkbox"/> Listed on National Hydric Soil List	<input type="checkbox"/> Other (Explain in Remarks)
Remarks: _____					

Wetland Determination			
Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland? Yes No
Wetland Hydrology Present	Yes	No	
Hydric Soils Present?	Yes	No	
Remarks: _____			Community ID: <u>FS-8</u>
_____			Transect ID: _____
_____			Plot ID: _____
_____			Photo No. _____
_____			Direction: _____



**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: I-40 Improvements Project, I-240 Junction to Choctaw Road		Date: 11/1/2007
Applicant/Owner: Oklahoma Department of Transportation		County: Oklahoma
Investigator: DB/SV		State: OK
Do normal circumstances exist on the site?	Yes No	Community ID: FS-11
Is the site significantly disturbed (Atypical Situation)?	Yes No	Transect ID: _____
Is the area a potential Problem Area? (If necessary, explain on reverse.)	Yes No	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Salix nigra</u>	T	FACW+	8. _____	_____	_____
2. <u>Rubus oklahomas</u>	H	FAC	9. _____	_____	_____
3. <u>Cyperus strigosus</u>	H	FACW	10. _____	_____	_____
4. <u>Eupatorium perfoliatum</u>	H	FACW+	11. _____	_____	_____
5. <u>Eleocharis palustris</u>	H	OBL	12. _____	_____	_____
6. <u>Carex triangulus</u>	H	OBL	13. _____	_____	_____
7. <u>Andropogon glomeratus</u>	H	FACW+	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 7/7 = 100%

Remarks:

Herbaceous Wetland

Hydrology

<p>Recorded Data (Describe in remarks):</p> <p><input type="checkbox"/> Stream, Lake, or Tide Gauge</p> <p><input type="checkbox"/> Aerial Photographs</p> <p><input type="checkbox"/> Others</p> <p><input type="checkbox"/> No Recorded Data Available</p>	<p>Wetland Hydrology Indicators:</p> <p><i>Primary Indicators:</i></p> <p><input checked="" type="checkbox"/> Inundated</p> <p><input checked="" type="checkbox"/> Saturated in Upper 12 Inches</p> <p><input checked="" type="checkbox"/> Water Marks</p> <p><input type="checkbox"/> Drift Lines</p> <p><input type="checkbox"/> Sediment Deposits</p> <p><input type="checkbox"/> Drainage Patterns in Wetlands</p> <p><i>Secondary Indicators (2 or more required):</i></p> <p><input type="checkbox"/> Oxidized Root Channels in Upper 12"</p> <p><input checked="" type="checkbox"/> Water-Stained Leaves</p> <p><input type="checkbox"/> Local Soil Survey Data</p> <p><input type="checkbox"/> FAC Neutral Test</p> <p><input type="checkbox"/> Other (Explain in Remarks)</p>
<p>Field Observations:</p> <p>Depth of Surface Water: <u>0</u> (in)</p> <p>Depth to Free Water in Pit: <u>0</u> (in)</p> <p>Depth to Saturated Soil: <u>0</u> (in)</p>	

Remarks:

Soils

Map Unit Name (Series and Phase): <u>Tribbey Fine Sand Loam</u>		Drainage Class: _____	
Taxonomy (Subgroup): _____		Field Observations Confirm Map Type? Yes No	
<u>Soil Profile Description:</u>			
Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)
		Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-16		5 YR 3/2	5 YR 5/6
		35%	Loam
<u>Hydric Soil Indicators:</u>			
<input type="checkbox"/> Histosol <input type="checkbox"/> Histic Epipedon <input type="checkbox"/> Sulfidic Odor <input type="checkbox"/> Aquic Moisture Regime <input type="checkbox"/> Reducing Conditions <input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Concretions <input type="checkbox"/> High Organic Content in Sandy Soil Surface <input type="checkbox"/> Organic Streaking in Sandy Soils <input checked="" type="checkbox"/> Listed on Local Hydric Soil List <input type="checkbox"/> Listed on National Hydric Soil List <input type="checkbox"/> Other (Explain in Remarks)	
Remarks: _____			

Wetland Determination			
Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland? Yes No
Wetland Hydrology Present	Yes	No	
Hydric Soils Present?	Yes	No	
Remarks: _____			Community ID: <u>FS-11</u>
			Transect ID: _____
			Plot ID: _____
			Photo No. _____
			Direction: _____



**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: <u>I-40 Improvements Project, I-240 Junction to Choctaw Road</u>		Date: <u>11/2/2007</u>
Applicant/Owner: <u>Oklahoma Department of Transportation</u>		County: <u>Oklahoma</u>
Investigator: <u>DB</u>		State: <u>OK</u>
Do normal circumstances exist on the site?	Yes No	Community ID: <u>FS-12</u>
Is the site significantly disturbed (Atypical Situation)?	Yes No	Transect ID: _____
Is the area a potential Problem Area? (If necessary, explain on reverse.)	Yes No	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Salix nigra</u>	<u>T</u>	<u>FACW+</u>	8. _____	_____	_____
2. <u>Rubus oklahomas</u>	<u>H</u>	<u>FAC</u>	9. _____	_____	_____
3. <u>Ulmus americana</u>	<u>T</u>	<u>FAC</u>	10. _____	_____	_____
4. <u>Eupatorium perfoliatum</u>	<u>H</u>	<u>FACW+</u>	11. _____	_____	_____
5. <u>Populus deltoides</u>	<u>T</u>	<u>FAC</u>	12. _____	_____	_____
6. <u>Carex triangulus</u>	<u>H</u>	<u>OBL</u>	13. _____	_____	_____
7. <u>Paspalum dilatatum</u>	<u>H</u>	<u>FAC</u>	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 7/7= 100%

Remarks:
Forested Wetland

Hydrology

<p>Recorded Data (Describe in remarks):</p> <p><u> </u> Stream, Lake, or Tide Gauge</p> <p><u> </u> Aerial Photographs</p> <p><u> </u> Others</p> <p><u> </u> No Recorded Data Available</p>	<p>Wetland Hydrology Indicators:</p> <p><i>Primary Indicators:</i></p> <p><u> X </u> Inundated</p> <p><u> X </u> Saturated in Upper 12 Inches</p> <p><u> </u> Water Marks</p> <p><u> </u> Drift Lines</p> <p><u> </u> Sediment Deposits</p> <p><u> X </u> Drainage Patterns in Wetlands</p> <p><i>Secondary Indicators (2 or more required):</i></p> <p><u> </u> Oxidized Root Channels in Upper 12"</p> <p><u> X </u> Water-Stained Leaves</p> <p><u> </u> Local Soil Survey Data</p> <p><u> </u> FAC Neutral Test</p> <p><u> </u> Other (Explain in Remarks)</p>
<p>Field Observations:</p> <p>Depth of Surface Water: <u> 0 </u> (in)</p> <p>Depth to Free Water in Pit: <u> 0 </u> (in)</p> <p>Depth to Saturated Soil: <u> 0 </u> (in)</p>	
Remarks: _____	

Soils

Map Unit Name (Series and Phase): <u>Tribbey Fine Sand Loam</u>	Drainage Class: _____ Field Observations Confirm
Taxonomy (Subgroup): _____	Map Type? Yes No

Soil Profile Description:

Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-16		2.5 YR 3/2	5 YR 4/6	35%	Loam

Hydric Soil Indicators:

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Histosol
<input type="checkbox"/> Histic Epipedon
<input type="checkbox"/> Sulfidic Odor
<input type="checkbox"/> Aquic Moisture Regime
<input type="checkbox"/> Reducing Conditions
<input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors | <input type="checkbox"/> Concretions
<input type="checkbox"/> High Organic Content in Sandy Soil Surface
<input type="checkbox"/> Organic Streaking in Sandy Soils
<input checked="" type="checkbox"/> Listed on Local Hydric Soil List
<input type="checkbox"/> Listed on National Hydric Soil List
<input type="checkbox"/> Other (Explain in Remarks) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Remarks: _____

Wetland Determination

Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland? Yes No
Wetland Hydrology Present	Yes	No	
Hydric Soils Present?	Yes	No	

Remark: _____

Community ID: FS-12
 Transect ID: _____
 Plot ID: _____
 Photo No. _____
 Direction: _____



**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: I-40 Improvements Project, I-240 Junction to Choctaw Road		Date: 11/2/2007
Applicant/Owner: Oklahoma Department of Transportation		County: Oklahoma
Investigator: DB		State: OK
Do normal circumstances exist on the site?	Yes No	Community ID: FS-16
Is the site significantly disturbed (Atypical Situation)?	Yes No	Transect ID: _____
Is the area a potential Problem Area? (If necessary, explain on reverse.)	Yes No	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <i>Salix nigra</i>	T	FACW+	8. _____	_____	_____
2. <i>Cephalanthus occidentalis</i>	H	OBL	9. _____	_____	_____
3. <i>Cyperus strigosus</i>	H	FACW	10. _____	_____	_____
4. <i>Andropogon glomeratus</i>	H	FACW	11. _____	_____	_____
5. _____	_____	_____	12. _____	_____	_____
6. _____	_____	_____	13. _____	_____	_____
7. _____	_____	_____	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 4/4= 100%

Remarks:
Forested Wetland

Hydrology

Recorded Data (Describe in remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Others <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: <i>Primary Indicators:</i> <input type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input checked="" type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands <i>Secondary Indicators (2 or more required):</i> <input type="checkbox"/> Oxidized Root Channels in Upper 12" <input checked="" type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>0</u> (in) Depth to Free Water in Pit: <u>0</u> (in) Depth to Saturated Soil: <u>0</u> (in)	
Remarks: _____	

Soils

Map Unit Name (Series and Phase): <u>Tribbey Fine Sand Loam</u>		Drainage Class: _____			
Taxonomy (Subgroup): _____		Field Observations Confirm Map Type? Yes No			
Soil Profile Description:					
Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-16	A	2.5 YR 3/2	5 YR 5/6	35%	Loam
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol <input type="checkbox"/> Histic Epipedon <input type="checkbox"/> Sulfidic Odor <input type="checkbox"/> Aquic Moisture Regime <input type="checkbox"/> Reducing Conditions <input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Concretions <input type="checkbox"/> High Organic Content in Sandy Soil Surface <input type="checkbox"/> Organic Streaking in Sandy Soils <input checked="" type="checkbox"/> Listed on Local Hydric Soil List <input type="checkbox"/> Listed on National Hydric Soil List <input type="checkbox"/> Other (Explain in Remarks)			
Remarks: _____					

Wetland Determination				
Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland?	
Wetland Hydrology Present	Yes	No	<div style="display: flex; justify-content: space-around;"> Yes No </div>	
Hydric Soils Present?	Yes	No		
Remark: _____			Community ID: <u>FS-16</u>	
_____			Transect ID: _____	
_____			Plot ID: _____	
_____			Photo No. _____	
_____			Direction: _____	



**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: <u>I-40 Improvements Project, I-240 Junction to Choctaw Road</u>		Date: <u>11/2/2007</u>
Applicant/Owner: <u>Oklahoma Department of Transportation</u>		County: <u>Oklahoma</u>
Investigator: <u>DB</u>		State: <u>OK</u>
Do normal circumstances exist on the site?	Yes No	Community ID: <u>FS-18</u>
Is the site significantly disturbed (Atypical Situation)?	Yes No	Transect ID: _____
Is the area a potential Problem Area? (If necessary, explain on reverse.)	Yes No	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Salix nigra</u>	<u>T</u>	<u>FACW+</u>	8. <u>Cornus drumondii</u>	<u>T</u>	<u>FAC</u>
2. <u>Cephalanthus occidentalis</u>	<u>H</u>	<u>OBL</u>	9. <u>Amorpha fruticosa</u>	<u>T</u>	<u>NI</u>
3. <u>Cyperus strigosus</u>	<u>H</u>	<u>FACW</u>	10. _____	_____	_____
4. <u>Andropogon glomeratus</u>	<u>H</u>	<u>FACW</u>	11. _____	_____	_____
5. <u>Typha latifolia</u>	<u>H</u>	<u>OBL</u>	12. _____	_____	_____
6. <u>Carex triangularis</u>	<u>H</u>	<u>OBL</u>	13. _____	_____	_____
7. <u>Ulmus americana</u>	<u>T</u>	<u>FAC</u>	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 8/9= 89%

Remarks:
Forested Wetland

Hydrology

Recorded Data (Describe in remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Others <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input checked="" type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12" <input checked="" type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>0</u> (in) Depth to Free Water in Pit: <u>0</u> (in) Depth to Saturated Soil: <u>0</u> (in)	

Remarks:

Soils

Map Unit Name (Series and Phase): <u>Tribbey Fine Sand Loam</u> Taxonomy (Subgroup): _____	Drainage Class: _____ Field Observations Confirm Map Type? Yes No
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Soil Profile Description:

Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-8	A	5 YR 3/2	5 YR 3/4	30%	Loam
8-16	B	5 YR 3/2	5 YR 5/6	30%	Sand Loam

Hydric Soil Indicators:

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Histosol
<input type="checkbox"/> Histic Epipedon
<input type="checkbox"/> Sulfidic Odor
<input type="checkbox"/> Aquic Moisture Regime
<input type="checkbox"/> Reducing Conditions
<input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors | <input type="checkbox"/> Concretions
<input type="checkbox"/> High Organic Content in Sandy Soil Surface
<input type="checkbox"/> Organic Streaking in Sandy Soils
<input checked="" type="checkbox"/> Listed on Local Hydric Soil List
<input type="checkbox"/> Listed on National Hydric Soil List
<input type="checkbox"/> Other (Explain in Remarks) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Remarks: _____

Wetland Determination

Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland? Yes No
Wetland Hydrology Present	Yes	No	
Hydric Soils Present?	Yes	No	

Remark: _____ _____ _____	Community ID: <u>FS-18</u> Transect ID: _____ Plot ID: _____ Photo No. _____ Direction: _____
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**Eagle Environmental
Consulting, Inc.**

Wetland Determination Data Form

(1987 USACE Wetland Delineation Manual)

Project/Site: I-40 Improvements Project, I-240 Junction to Choctaw Road		Date: 11/2/2007
Applicant/Owner: Oklahoma Department of Transportation		County: Oklahoma
Investigator: DB		State: OK
Do normal circumstances exist on the site?	Yes No	Community ID: FS-20
Is the site significantly disturbed (Atypical Situation)?	Yes No	Transect ID: _____
Is the area a potential Problem Area? (If necessary, explain on reverse.)	Yes No	Plot ID: _____

Vegetation

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <i>Salix nigra</i>	T	FACW+	8. <i>Rubus oklahomas</i>	V	FAC
2. <i>Populus deltoides</i>	T	FAC	9. _____	_____	_____
3. <i>Cyperus strigosus</i>	H	FACW	10. _____	_____	_____
4. <i>Andropogon glomeratus</i>	H	FACW	11. _____	_____	_____
5. <i>Eupatorium perfoliatum</i>	H	FACW+	12. _____	_____	_____
6. <i>Carex triangularis</i>	H	OBL	13. _____	_____	_____
7. <i>Ulmus americana</i>	T	FAC	14. _____	_____	_____

Percent of Dominant Species that are OBL, FACW, or FAC (excluding FAC-): 8/8= 100%

Remarks:
Forested Wetland

Hydrology

<p>Recorded Data (Describe in remarks):</p> <p>_____ Stream, Lake, or Tide Gauge</p> <p>_____ Arial Photographs</p> <p>_____ Others</p> <p>_____ No Recorded Data Available</p>	<p>Wetland Hydrology Indicators:</p> <p><i>Primary Indicators:</i></p> <p><input checked="" type="checkbox"/> Inundated</p> <p><input checked="" type="checkbox"/> Saturated in Upper 12 Inches</p> <p>_____ Water Marks</p> <p>_____ Drift Lines</p> <p>_____ Sediment Deposits</p> <p><input checked="" type="checkbox"/> Drainage Patterns in Wetlands</p> <p><i>Secondary Indicators (2 or more required):</i></p> <p>_____ Oxidized Root Channels in Upper 12"</p> <p><input checked="" type="checkbox"/> Water-Stained Leaves</p> <p>_____ Local Soil Survey Data</p> <p>_____ FAC Neutral Test</p> <p>_____ Other (Explain in Remarks)</p>
<p>Field Observations:</p> <p>Depth of Surface Water: <u>0</u> (in)</p> <p>Depth to Free Water in Pit: <u>0</u> (in)</p> <p>Depth to Saturated Soil: <u>0</u> (in)</p>	
Remarks: _____	

Soils

Map Unit Name (Series and Phase): <u>Tribbey Fine Sand Loam</u> Taxonomy (Subgroup): _____	Drainage Class: _____ Field Observations Confirm Map Type? Yes No
--------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------

Soil Profile Description:

Depth (Inches)	Horizon	Matrix Color (Munsell Moist)	Redox Color (Munsell Moist)	Redox Feature Percentage	Texture, Concretions, Structure, etc.
0-16	A	5 YR 3/2	5 YR 5/6	30%	Loam

Hydric Soil Indicators:

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Histosol
<input type="checkbox"/> Histic Epipedon
<input type="checkbox"/> Sulfidic Odor
<input type="checkbox"/> Aquic Moisture Regime
<input type="checkbox"/> Reducing Conditions
<input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors | <input type="checkbox"/> Concretions
<input type="checkbox"/> High Organic Content in Sandy Soil Surface
<input type="checkbox"/> Organic Streaking in Sandy Soils
<input checked="" type="checkbox"/> Listed on Local Hydric Soil List
<input type="checkbox"/> Listed on National Hydric Soil List
<input type="checkbox"/> Other (Explain in Remarks) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Remarks: _____

Wetland Determination

Hydrophytic Vegetation Present?	Yes	No	Is this Sampling Point Within a Wetland? Yes No
Wetland Hydrology Present	Yes	No	
Hydric Soils Present?	Yes	No	

Remark: _____

Community ID: FS-20
 Transect ID: _____
 Plot ID: _____
 Photo No. _____
 Direction: _____

Appendix D

REPRESENTATIVE SITE PHOTOGRAPHS



FS-1, West View.



FS-4, East View.



FS-2, North View.



FS-5, West View.



FS-3, North View.



FS-6, West View.



FS-7, East View.



FS-10, North View.



FS-8, West View.



FS-11, West View.



FS-9, South View.



FS-12, North View.



FS-13, South View.



FS-16, West View.



FS-14, South View.



FS-17, South View.



FS-15, West View.



FS-19, South View.



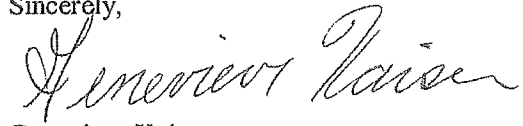
FS-20, East View.

APPENDIX D

**CONVERSION OF PRIME, UNIQUE OR FARMLAND OF STATEWIDE
OR LOCAL IMPORTANCE**

Your assistance is greatly appreciated. If you have any questions, please call me at (720)406-9110 or Genevieve.Kaiser@tetrattech.com.

Sincerely,

A handwritten signature in cursive script that reads "Genevieve Kaiser". The signature is written in black ink and is positioned above the printed name.

Genevieve Kaiser
Tetra Tech, Inc.

Enclosures: Project Map and Form Ad 1066

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 5/26/09	
Name Of Project I-40 from I-240 Merge to Choctaw Road		Federal Agency Involved Federal Highway Administration	
Proposed Land Use Roadway		County And State Oklahoma County, Oklahoma	
PART II (To be completed by NRCS)		Date Request Received By NRCS	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" 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 Local Site Assessment System	Date Land Evaluation Returned By NRCS 6-24-09 [Signature]			

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	195.0			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	195.0	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And 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	0	0	0	0
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15	7			
2. Perimeter In Nonurban Use	10	7			
3. Percent Of Site Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Distance From Urban Builtup Area	0	0			
6. Distance To Urban Support Services	0	0			
7. Size Of Present Farm Unit Compared To Average	10	2			
8. Creation Of Nonfarmable Farmland	25	0			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	20	0			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	5			
TOTAL SITE ASSESSMENT POINTS	160	26	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	26	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	26	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
Reason For Selection:		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



TETRA TECH, INC.

May 26, 2009

Rodney Shaw
District Conservationist
Natural Resources Conservation Service
Oklahoma City Field Service Center
4850 N. Lincoln Boulevard, Suite B
Oklahoma City, OK 73105

RE: Site assessment for Farmland Protection Policy Act (FPPA)- Interstate Highway 40 From Interstate Highway 240 to Choctaw Road, Oklahoma City, Oklahoma, County, Oklahoma. The project area covers approximately 195 acres.

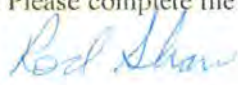
Dear Mr. Shaw:

The Oklahoma Department of Transportation is in the early developmental stages of planning a highway improvement project on Interstate 40, extending from the Interstate 40 and Interstate 240 merge to the Interstate 40 interchange at Choctaw Road, Oklahoma, City, Oklahoma. The project area covers approximately 195 acres.

Please find attached two copies of USDA Form AD-1006 and mapping for the following federal actions in Oklahoma County, OK:

The project proposes to construct a diamond interchange with an eight-lane cross-section between I-240 and the Choctaw Road interchange on I-40. Specifically, two exit ramps, a Park-n-Ride facility and a six lane bridge over Choctaw Road would be constructed within the existing right-of-way (ROW) limits. Retaining walls could be constructed along the reconstructed ramps. The proposed project would begin at the I-240 junction and extend east past Choctaw Road. The project would extend north and south along Choctaw Road approximately 0.50 to 0.75 mile in each direction.


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:


Genevieve Kaiser
Tetra Tech, Inc.
4900 Pearl East Circle, Suite 300W
Boulder, Colorado 80301



Note: The outline of the project location is approximate and does not reflect the widths of rights-of-way or the area of disturbance. These dimensions will be refined as the design of the project progresses.

Environmental Assessment Study Area Map
I-40 from I-240 to Choctaw Road
Oklahoma City, Oklahoma

 Environmental Assessment Study Area



APPENDIX E

CULTURAL RESOURCES SURVEY, TRIBAL COORDINATION

AND

STATE HISTORIC PRESERVATION OFFICE

**FINAL PHASE I AND PHASE II CULTURAL RESOURCES STUDY
FOR THE
INTERSTATE 40 FROM INTERSTATE 240 TO CHOCTAW ROAD
RECONSTRUCTION PROJECT IN OKLAHOMA CITY
OKLAHOMA COUNTY, OKLAHOMA**

Information regarding the location, character and ownership of cultural resources contained in this section is protected from general public disclosure by Section 304 of the Nation Historic Preservation Act. Prior authorization pertaining to release of this information must be obtained from the Oklahoma Department of Transportation and the Federal Highway Administration.

Requests for the cultural resources study report prepared for the I-40 from Interstate 240 to Choctaw Road Environmental Assessment must be done so in writing to:

**Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105-3204**

APPENDIX F
HAZARDOUS WASTE



Oklahoma Department of Transportation

Environmental Programs Division

Office 521-3050 Fax 521-6917

DATE: April 22, 2008

TO: Roadway Design Division

FROM: Environmental Programs Division *[Signature]*

SUBJECT: I-40/Choctaw Road Intersection including the I-240 Merge, Oklahoma County. Project No. IMY-0040-5(382)165SG, J/P No. 20324(04).

Wastewater treatment lagoons are located at the Love's County Store (NE of I-40 & Choctaw Rd.) and at the Anderson's Travel Plaza (SW of I-40 & Choctaw Rd.). **In the event that either of these lagoons are to be acquired, the Environmental Programs Division must be notified so that a Preliminary Site Investigation may be conducted.** A Closure Plan, as mandated by Oklahoma Administrative Code (OAC) Title 252, Chapter 616 and/or Chapter 621 (Rules of Oklahoma Department of Environmental Quality), must be developed for any lagoon decommissioning and followed.

There is a leaking underground storage tank (LUST) site located in this project's vicinity. Please have the following LUST site location added to the plan and profile sheets by placing a box in the appropriate location with the Oklahoma Corporation Commission (OCC) facility number, case number, and denoting it as a LUST site.

Facility/Owner Name	Location	OCC Fac. #/Case #'s
Love's Country Store #241	7300 S. Choctaw Rd.	5510974 / 064-1794 & 064-1695

Please have the following added to the "Environmental Mitigation Notes" of the IMY-0040-5(382)165SG project plans, per Policy Directive C-201-2D(2):

"Petroleum contamination from leaking underground storage tanks may exist at the location identified as a LUST site (7300 S. Choctaw Road).

This area may be impacted with contaminated groundwater and/or soil. The full extent of contamination is not known and may affect construction activities. Groundwater is located at 6 to 10 feet below the surface. De-watering into any storm sewer or existing surface channel is NOT an option. If contaminated groundwater is encountered, contact an Oklahoma Corporation Commission's Hydrologist at (405) 521-3107.

I-40 & Choctaw Rd.

April 22, 2008

Page 2 of 2

If soil contamination is encountered, it shall be stored on a protective liner material (such as visqueen), with the same covering during rain events. Coordination of these actions can be completed by contacting an Oklahoma Corporation Commission's Hydrologist at (405) 521-3107 as soon as contamination is encountered.

The tank owner and/or the environmental consultants shall be responsible for disposing of any contaminated soil and/or groundwater in the appropriate manner. The contractor for this project will not perform any work necessary for the disposal of contaminants."

Thirteen (13) water wells are located in the study area. Please have the following added to the "Environmental Mitigation Notes" of the IMY-0040-5(382)165SG Project Plans per Policy Directive C-201-2D(2):

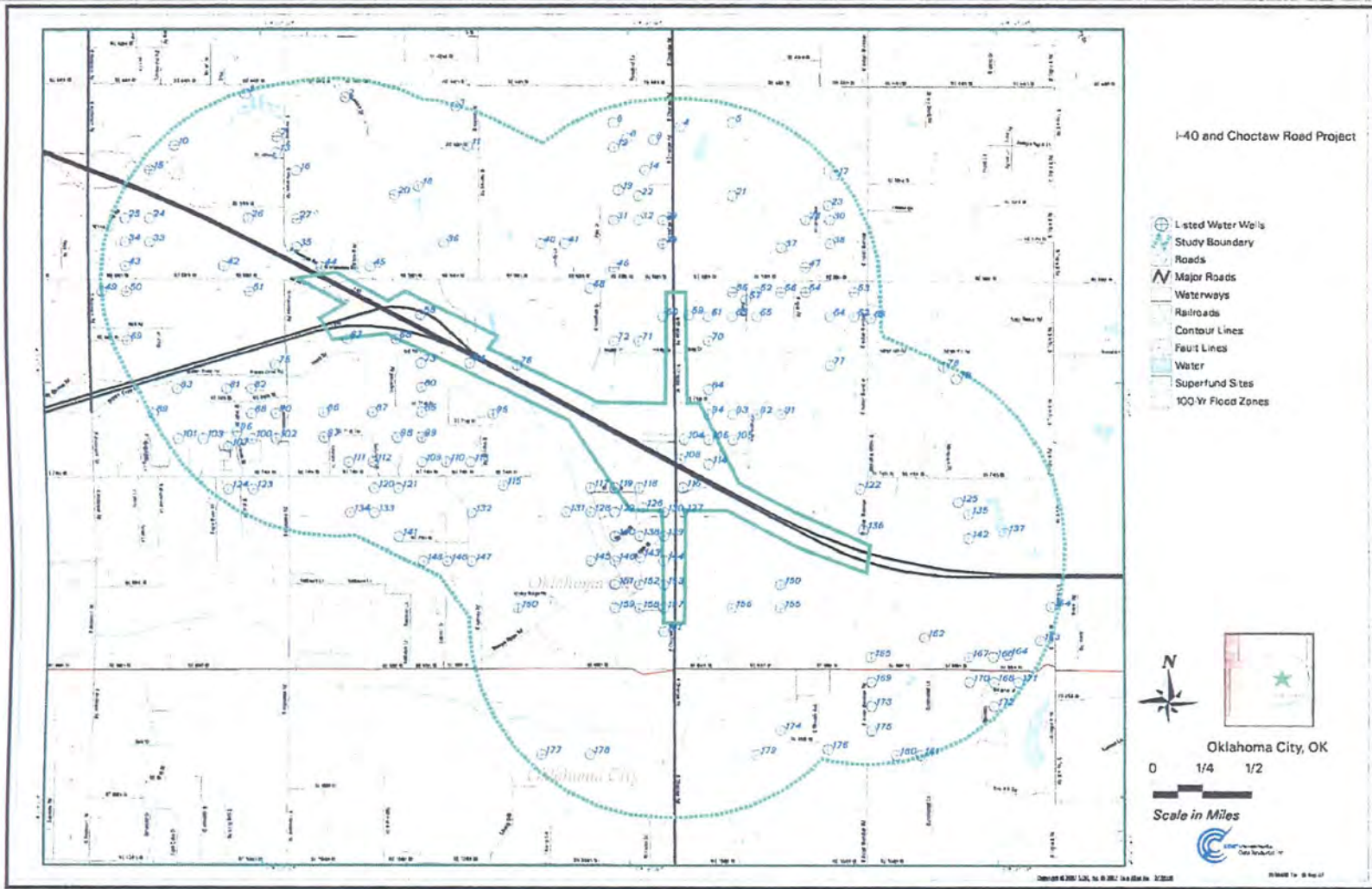
"Water wells are located in this project's immediate vicinity. Unplugged water wells may provide any contamination with a direct conduit to the groundwater. If any wells are acquired or encountered during construction, it is advised that they be properly plugged. The plugging process is described in OAC 785:35-11-1 (Rules of Oklahoma Water Resources Board)."

These mitigation measures should be discussed at all pre-work conferences per Policy Directive C-201-2-E(1).

If you have any questions, please contact Greg Worrell at (405) 521-2673.

GAW

Xc: NEPA Project Coordinator
Division 4 Engineer
Project Management Division
Right of Way Division
Tetra Tech, Kelly Bayer



www.tetrattech.com
 302 NW 7th Street
 Oklahoma City, OK 73109
 PHONE: 405-606-3600 FAX: 405-606-8601

Drawing Description
WATER WELL LOCATION MAP
 Hazardous Waste & Underground Storage
 Tank Analysis, Interstate 40 and
 Choctaw Road/Oklahoma County

Project No.: T21082
 Date: November 2007
 Drawn By: DWC
 Figure Number
3



Oklahoma Department of Transportation

Environmental Programs Division

Office 521-3050 Fax 521-6917

DATE: April 22, 2008

TO: Nancy Ashton, NEPA Coordinator

FROM: Greg Worrell, Hazardous Waste Coordinator *GW*

SUBJECT: Review of ISA for I-40/Choctaw Road Interchange including the I-240 Merge, Oklahoma County. Project No. IMY-0040-5(382)165SG, J/P No. 20324(04).

The Initial Site Assessment (ISA) prepared by Tetra Tech (March 14, 2008) has been reviewed. The following items were noted:

- LUST site at Love's, located NE of I-40/Choctaw Road intersection. An Environmental Mitigation note will need to be added to the Plans. See attached Memo.
- A two-celled wastewater lagoon is located at Love's. One cell is permitted for industrial wastewater and the other is permitted for domestic wastewater. Decommissioning of this facility will require the development of a Closure Plan that is approved by ODEQ and complies with Oklahoma Administrative Code (OAC) Title 252, Chapter 616 - Industrial Wastewater Systems. See attached Memo.
- A two-celled wastewater lagoon is located at Anderson Travel Plaza. This lagoon is permitted for domestic wastewater. Decommissioning of this facility must adhere to an ODEQ-approved Closure Plan and to OAC Title 252, Chapter 621 - Non-Industrial Flow-Through and Public Water Supply Impoundments Including Land Application. See attached Memo.
- Thirteen (13) water wells are located within this corridor that may require plugging. See attached Memo.

GAW

Attachments

Xc: Kelly Bayer, Tetra Tech

OKLAHOMA DEPARTMENT OF TRANSPORTATION
HAZARDOUS WASTE & LUST REPORT

Prepared By: Greg Worrell

Report Date: April 22, 2008

Survey Date: November 6, 2007

County: Oklahoma

Project No.: IMY-0040-5(382)165SG

J/P Number: 20324(04)

1. PROJECT DESCRIPTION:

I-40/Choctaw Road Intersection reconstruction, including the I-240 Merge.

2. LAND USE AND CHARACTERISTICS:

Undeveloped land, commercial use, and single-family housing. Commercial uses consist of gas stations, churches, restaurants and a repair shop.

3. PROJECT METHODOLOGY:

A. Records Search:

XXX LUST List

XXX Files at Oklahoma Corporation Commission Viewed

XXX CERCLA List (incl DEQ Voluntary Cleanup Program)

_____ Files at Department of Environmental Quality Viewed

XXX Landfill List

XXX Other: Aerial Photos, OWRB water well survey, OCC oil/gas well survey

B. Field Investigation Methodology:

_____ Site not Visited

XXX Site Visited (by Tetra Tech on Nov. 7, 2007)

XXX Interviews Conducted: by Tetra Tech with property owners, government agencies

C. Results of Field Investigation: (observed by Tetra Tech)

Physical Features In Immediate Project Area (USTs, AST, Others):
USTs, wastewater lagoons and water wells

Contamination (Vegetation Damage, Staining, Sheen, Other):
None Seen

4. RESULTS OF INVESTIGATION:

No Hazardous Waste / LUST site(s) identified in project area.

Suspected Hazardous Waste / LUST site(s) identified in project area.

Known LUST site(s) identified in project area.

5. RECOMMENDATIONS:

Approval to Proceed

Approval to Proceed, Pending:

Avoidance of Wastewater Lagoons (See Section 6. Mitigation Notes)

Plan Notes regarding LUST Site (See Section 6. Mitigation Notes)

Plan Notes regarding Water Wells (See Section 6. Mitigation Notes)

Completion of Preliminary Site Investigation.

Approval NOT Recommended.

6. MITIGATION NOTES:

See attached Memo regarding Wastewater Lagoons, LUST site and Water Wells.

7. GENERAL COMMENTS:

If Wastewater Lagoons are involved, Env. Programs Div. must be notified.

This ISA is based solely upon the interpretation of the available information and documents reviewed, and when indicated, visual observations of the proposed project and its vicinity. This ISA is intended for the sole use of ODOT. It should be recognized that this ISA was not intended to be a definitive investigation of contamination on any proposed project. Given the scope of the limited services undertaken, it is possible that currently unrecognized contamination may exist at any property and that the levels of this potential contamination may vary. Opinions and recommendations presented therein apply to existing conditions and those reasonably foreseeable.

Bayer, Kelly

From: Heusel, Jonathan
Sent: Wednesday, September 30, 2009 4:12 PM
To: 'NAShton@ODOT.ORG'
Cc: Bayer, Kelly; 'Robby Johnson'; Atkinson, Eric
Subject: RE: I-40/Choctaw Road Draft EA - OWRB Well locations

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Nancy,

The 6418, 31975 wells appear to be at 615+50 and 300'+ RT and west of the area where we need ROW. So it is 100' or more outside the existing ROW.

The 44406, 36402 locations on the NE corner appear to be about 100' – 120' outside the proposed retaining wall so we don't believe that these will be a problem either.

Please let me know if you have any questions.

Thanks,
Jonathan

Jonathan Heusel, PE | Project Manager
6418 - 31975 - 59058 | Hwy 40/Choctaw Rd
jonathan.heusel@dotd.com | 252.428.1000

Tetra Tech | Engineering & Architecture Services
1301 E. 10th Street, Suite 700 | Oklahoma City, OK 73102 | www.tetra-tech.com

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From: Heusel, Jonathan
Sent: Wednesday, September 30, 2009 12:14 PM
To: NAShton@ODOT.ORG
Cc: Bayer, Kelly; Robby Johnson
Subject: RE: I-40/Choctaw Road Draft EA - OWRB Well locations

Good morning Nancy,

Attached are the OWRB sites with Aerials. Robby is looking into the following locations:

1. 6418, 31975 to the west (south of I-40). I measured this one in the OWRB web site and it shows 250 FT right of CL. I believe that these wells are outside the Prop. R/W, but we want to verify it. FYI - The existing R/W is 200' RT and the Prop. R/W in the area is 260' RT.
2. 44406, 36402 is at the northeast corner of the Choctaw intersection and OWRB depicts these wells close to the Prop. R/W. This was difficult to measure on the OWRB site, so we want to see if we have shots (N,E) at these locations as well (no pun intended).

The other locations are either outside the limits of construction or are part of the relocations.

The locations on the East map are:

3. 31973,31972,59058 – These wells part of the residential relocation
4. 86623,86877 - Loves water and monitoring wells which are part of the relocation
5. 95278 – Is Sonic's well and is not shown accurately on the OWRB aerial map. The Sonic is south of the intersection on the SE corner (see below for accuracy of the OWRB wells.)

The close locations on the West map are:

6. 22691 – This location is north of the I-40 and outside the limits of construction and Prop. R/W and will not be disturbed.

7. 6420,58431,58798 – This location is west of our project limits, is probably not shown accurately on the OWRB aerial map and will not be disturbed.
8. 25223 – This location is south and west of our project limits and will not be disturbed.

Summary:

There are a total of 5 wells (Items 3 - 4) within the Prop. R/W and part of the relocations. There may be another 4 if Items 1 and 2 turn out to be inside the Prop. R/W. I will get back with you on you on the four wells (Items 1 and 2) when I hear something from Robby.

Thanks,
Jonathan

Jonathan Heusel, PE | Project Manager
 601-485-8016 (cell) | 601-485-8011 (office)
jonathan.heusel@tetratech.com

Tetra Tech | Engineering & Architecture Services
 119 N. Hobbs Ave. Suite 707 | Oklahoma City, OK 73102 | www.tetratech.com

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From: NAShton@ODOT.ORG [mailto:NAShton@ODOT.ORG]
Sent: Wednesday, September 30, 2009 8:22 AM
To: Heusel, Jonathan
Subject: RE: I-40/Choctaw Road Draft EA

Hi Jonathan,

If you will or can, please ask the surveyor if this is something they would have picked up during their survey.

Nancy Ashton, Environmental Project Manager Division #4
 Environmental Programs Division
 Oklahoma Department of Transportation
 (405)521-2676

"Heusel, Jonathan" <Jonathan.Heusel@tetratech.com>

To "NAShton@ODOT.ORG" <NAShton@ODOT.ORG>
 cc "Bayer, Kelly" <Kelly.Bayer@tetratech.com>

09/25/2009 11:46 AM

Subject RE: I-40/Choctaw Road Draft EA

Good morning Nancy,

Attached is the map and spreadsheet. I got the following from our staff and we've been looking at the survey to determine if the surveyor picked up the exact locations of the wells when they surveyed it. We have determined that they did not or they are outside the survey limits and R/W. We could get more accurate information with more coordination and additional effort. Please let me know how you would like us to proceed.

Thanks,
Jonathan

Below are a couple of emails that I received on this.

Jonathan,
Here is the revised figure and data.

- 6461 is NOT within the ROW and is, therefore, not shown.

- 36402,44406 are very close. So close that I can't get a distance on it, so I included it on the figure. They are both SWM & Sons Domestic Groundwater Wells.
- They are an assortment, as identified in the Excel file for each well ID:

Most are monitoring wells for Love's Country Stores: 80533, 80540, 80552, 80534, 80536, 80542, 80535, 80541, 80538, 80555, 80539, 60771

American Mobile Homes Domestic Groundwater Well: 59058

Two SWM & Sons Domestic Groundwater Wells: 31972 and 31973

95278 is a domestic groundwater well owned by J.C. Winterring.

Jonathan,

I think these well locations are very approximate, but I would think that you could avoid disturbing most wells and if not remediate by drilling new water supply wells outside the area of disturbance or re-establishing the existing wells and provide a temporary water supply during construction. I only have well owners names--not necessarily which properties the well supplies, whether they are still active (I assume so, since the data is updated monthly), whether they are the sole source of domestic water for a property... This will require additional research beyond what is in this database.

Below is a description of the data (including its accuracy):

The well locations depicted in this GIS dataset are those recorded on the Multi-Purpose Well Completion Reports filed by licensed well drillers for each new well constructed. The well locations are usually described to a quarter, quarter, quarter of a section (ten-acre tract); however, older well completion reports did not require the driller to provide as complete a description and those locations may describe a 640, 160 or 40 acre tract. A latitude/longitude coordinate was derived for the legal description by using a conversion program called "Okie-Loc" developed by Geo Information Systems at the University of Oklahoma. This conversion program provides the center of the described tract as the location for the well even though the well may actually be located any place within the tract. Most locations have not been field verified; however, in a few cases, the coordinates of the well location were determined by using a global positioning system (GPS), which would provide a more accurate point location. The dataset is updated monthly.

Jonathan Heusel, PE | Project Manager
Main: 405.606.8600 | Fax: 405.606.8601
jonathan.heusel@tetrattech.com

Tetra Tech | Engineering & Architecture Services
119 N. Robinson, Suite 700 | Oklahoma City, OK 73102 www.tetrattech.com

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From: NAshton@ODOT.ORG [mailto:NAshton@ODOT.ORG]

Sent: Thursday, September 24, 2009 3:20 PM

To: Heusel, Jonathan

Cc: Bayer, Kelly

Subject: RE: I-40/Choctaw Road Draft EA

Hi Jonathan,

How's this going?

Nancy Ashton, Environmental Project Manager Division #4
Environmental Programs Division
Oklahoma Department of Transportation
(405)521-2676

"Heusel, Jonathan" <Jonathan.Heusel@tetrattech.com>

09/17/2009 10:53 AM

To "NAshton@ODOT.ORG" <NAshton@ODOT.ORG>
cc "Bayer, Kelly" <Kelly.Bayer@tetratech.com>
Subject RE: I-40/Choctaw Road Draft EA

Good morning Nancy,

We are looking at it. We have some maps and are making some revisions to them right now. We will get them to you tomorrow morning if not sooner.

Thanks,
Jonathan

Jonathan Heusel, PE | Project Manager
Main: 405.606.8600 | Fax: 405.606.8601
jonathan.heusel@tetratech.com

Tetra Tech | Engineering & Architecture Services
119 N. Robinson, Suite 700 | Oklahoma City, OK 73102 www.tetratech.com

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From: NAshton@ODOT.ORG [mailto:NAshton@ODOT.ORG]
Sent: Wednesday, September 16, 2009 9:18 AM
To: Heusel, Jonathan; Bayer, Kelly
Cc: Siv_Sundaram/ODOT@fd9ns01.okladot.state.ok.us
Subject: I-40/Choctaw Road Draft EA

Hi Jonathan and Kelly,

There were 13 water wells identified in the Haz Waste report, located within the study footprint. FHWA wants us to identify which of these wells are within the "proposed right-of-way" for the preferred alternative. Once these have been identified, we need to know if any of the impacted wells would potentially create a relocation situation.

Much of the information in the haz waste report came from OWRB website, I think. See if the requested information can be gleaned via the info from OWRB website or other readily available data, before performing any more detailed analysis. Let us know.

Please address this at your earliest possible convenience. We will need to address this before we can complete the revisions to the draft EA. Thanks!

Nancy Ashton, Environmental Project Manager Division #4
Environmental Programs Division
Oklahoma Department of Transportation

(405)521-2676 [attachment "Groundwater_Wells_OWRB.pdf" deleted by Nancy Ashton/ODOT] [attachment
"Reported_Well_Logs_UTM14NAD8_ROW_091709b.xls" deleted by Nancy Ashton/ODOT]

OWRB Map Viewer - I40 and Choctaw



- Legend**
- Counties
 - Groundwater Wells
 - Monitoring Wells
 - Other Wells
 - All SWQ Monitoring Sites
 - Lake (GUMP)
 - Stream (GUMP)
 - Stream
 - Real-Time Surface Water Gauges
 - Lake
 - Stream
 - Leaking USTs
 - Cities
 - Populated Place Census Sect.
 - County Roads
 - PLSS Sections
 - PLSS Townships
 - Permitted GW Wells
 - Lakes and Ponds
 - Streams
 - Rivers
 - Streams
 - Municipal Boundaries

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OWRB Map Viewer - I40 and Choctaw

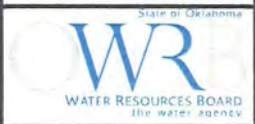


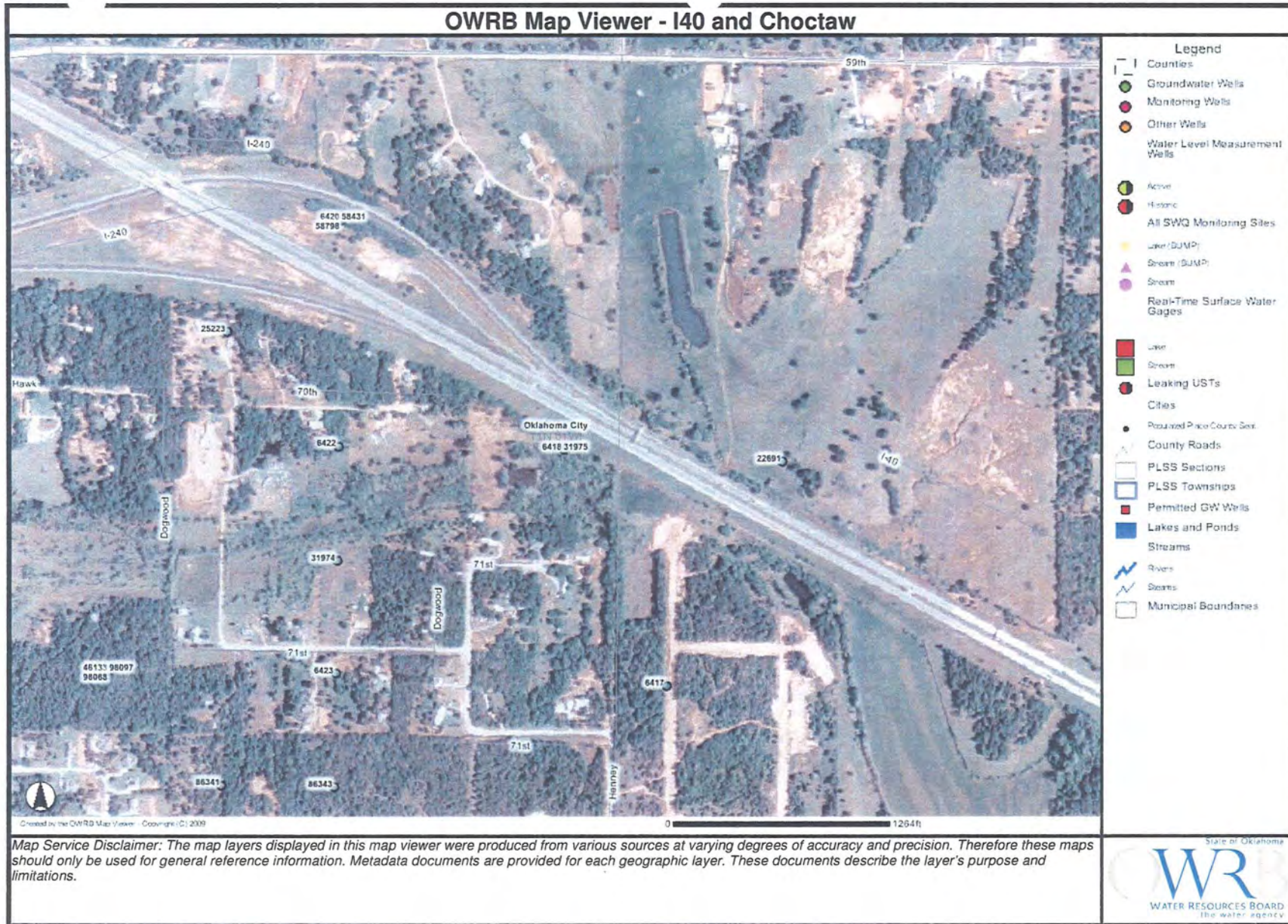
Legend

- Counties
- Groundwater Wells
- Monitoring Wells
- Other Wells
- Water Level Measurement Wells
- Active
- Historic
- All SWQ Monitoring Sites
- Lake (SUMP)
- Stream (SUMP)
- Stream
- Real-Time Surface Water Gages
- Lake
- Stream
- Leaking USTs
- Cities
- Regulated Place/County Seat
- County Roads
- PLSS Sections
- PLSS Townships
- Permitted GW Wells
- Lakes and Ponds
- Streams
- Rivers
- Seams
- Municipal Boundaries

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Hazardous Waste/Underground Storage Tank Report

INTERSTATE 40 FROM INTERSTATE 240 TO CHOCTAW ROAD AND
MODIFICATIONS TO CHOCTAW ROAD

Survey Date: November 6, 2007
Report Date: March 12, 2008
County: Oklahoma
Project Number: IMY-0040-5(382)165 SG
J/P Number: 20324(04)



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1.0 INTRODUCTION

The Oklahoma Department of Transportation (ODOT) is proposing to improve the operational characteristics of the interchange at Interstate Highway 40 (I-40) and Choctaw Road in Oklahoma County, Oklahoma. The proposed project would begin at the I-240 junction and extend east to Choctaw Road. The project would extend north and south along Choctaw Road approximately one-half to three-quarters of a mile in each direction but would not include the Choctaw Road/SE 59th Street intersection to the north or the Choctaw Road/SE 89th Street intersection to the south. An environmental assessment (EA) is being prepared, as required by the National Environmental Policy Act of 1969 (NEPA), that addresses the social, economic, and environmental impacts associated with the project. The study area extends 300 feet on either side of the I-40 centerline and totals approximately 485 acres.

This supplemental specialty report has been developed to be incorporated into the EA. It was developed to comply with federal program requirements and was completed in conformance with ODOT guidelines and the policy directives of the Federal Aid Policy Guide of the Federal Highway Administration (FHWA). The subject of this specialty report is the current conditions related to hazardous waste sites and underground storage tanks (HW/UST). This report evaluates the current conditions of the proposed alignment for impact determinations related to the proposed project. Figure 1, Site Location Map, generally depicts the proposed alignment.

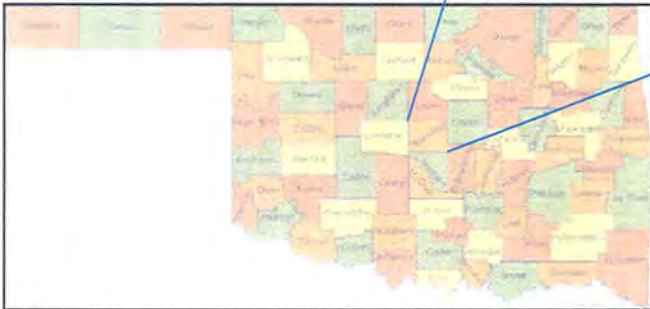
2.0 EXCEPTIONS, DEVIATION EXCEPTIONS, AND LIMITATIONS

The analysis contained in this report is not a comprehensive site characterization and should not be used as such. The findings and opinions conveyed via this analysis are based on information obtained from a variety of sources described herein and which Tetra Tech believes to be reliable. However, Tetra Tech has no control over regulatory databases, agency information releases, testing and analysis services, interviewee responses, or third-party information; therefore, Tetra Tech disclaims any responsibility for errors and omissions arising there from.

Because the development of this analysis did not involve sampling soil, rock, groundwater, surface water, air, or on-site substances or materials, it is therefore not possible to confirm the presence or absence of toxic or hazardous substances, waste, or materials in the environments associated with the subject site. The analysis did not include inquiry with respect to plumbing, utilities, electrical, heating, structural integrity, or any mechanical appliance within buildings on the subject site. The figures and photographs included within this report are presented to help the reader visualize the property and general surrounding area.

The findings of this report are valid as of the date of the site visit. However, changes in the conditions of the subject site can occur with the passage of time, whether due to natural processes or human activity on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur from legislation, from broadening of knowledge, or from other reasons. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside of Tetra Tech's control.

Access to the subject site at several locations was restricted. Locked gates and barbed-wired fencing limited the ability to conduct a site reconnaissance in some areas. Site observations presented are, for some areas, limited to information that was gathered from a reconnaissance conducted from the periphery of the subject site.



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PHONE: 405-606-3600 FAX: 405-606-8601

Drawing Description
SITE LOCATION MAP

Hazardous Waste & Underground Storage
Tank Analysis, Interstate 40 and
Choctaw Road/Oklahoma County

Project No.: T21082
Date: November 2007
Drawn By: DWC

Figure Number

1

3.0 METHODOLOGY

The site reconnaissance was conducted by vehicle and on foot. Observations started on the eastern terminus of the subject site. From there, Tetra Tech progressed westward and made observations at all points where roads traversed or were near the subject site. At some points the shoulder of the alignment was observed on foot. Observations along I-40 were made on a 600-foot-wide corridor centered on each highway and along Choctaw Road. Figure 2, Site Radius Map, generally depicts the corridor analysis area. Interviews when knowledgeable persons were available.

The HW/UST analysis has been developed as a component of the I-40 and Choctaw Road NEPA EA. This analysis involves the following:

- A review of available data of public record to evaluate current and prior use of the subject site. This review included the examination of topographic maps, aerial photographs, Oklahoma Corporation Commission maps, and Oklahoma Water Resource Board (OWRB) maps.
- A site reconnaissance was conducted of the proposed alignment to observe the surface conditions and physical characteristics, such as buildings, tanks, or associated facilities, and general appearance of the subject site. This reconnaissance focused on residential and commercial activities and other potential environmental hazards. The site visit was documented with photographs. Tetra Tech identified evidence of environmental impact and degradation and potential environmental hazards. Observations were made primarily from the road, but if a site needed closer observation, this was conducted on foot. When possible, the site was observed perpendicular to I-40 on intersecting roads.
- Environmental Data Resources, Inc. (EDR) provided a review of public records regarding facilities associated with the Resource Conservation and Recovery Act, Comprehensive Environmental Response Compensation and Liability Act, the US EPA Emergency Response Notification System, petroleum bulk storage, aboveground storage tanks, USTs, leaking underground storage tanks (LUSTs), Resource Conservation and Recovery Act Corrective Action, permitted solid waste disposal and processing facilities, and other county, state, and federal records. The EDR document is presented in Appendix A of this report.
- Preparation and submittal of the HW/UST analysis report.

Additionally, Tetra Tech interviewed property owners within the analysis corridor and representatives from government agencies with jurisdiction in the area of the proposed alignment. These interviews were conducted based on EDR report findings indicating possible impacts on the proposed alignment construction and on observations. The HW/UST analysis does not include any subsurface investigations, sampled media, or laboratory sample analysis.

4.0 HAZARDOUS WASTE AND UST ANALYSIS

Richard C. Palmer III, Environmental Scientist, conducted the site reconnaissance on November 6, 2007. Ambient air temperature ranged from 50 to 70 degrees Fahrenheit; sky conditions were mostly sunny.

Land use in this general area is composed of undeveloped land, commercial use, and single-family housing. Commercial uses consist of gas stations, churches, restaurants, and a repair shop. Housing is primarily in single-family residential neighborhoods. Undeveloped portions of the site are typically used for agriculture or grazing.

4.1 HAZARDOUS WASTE FINDINGS

According to the EDR document, there are no operating facilities near I-40 or Choctaw Road that are identified as generators of hazardous waste.

4.2 UST FINDINGS

Love's Country Stores #241 was listed on EDR's database report as a LUST, UST, and historic UST (HIST UST) site. Love's was observed north of I-40 at 7300 S. Choctaw Road (Photograph #1, Appendix B). It was reported that this facility had two confirmed releases March 1996 (Case #064-1695) and September 1996 (Case #064-1794).

Case #064-1695 stated that on March 3, 1996, diesel fuel was released from a hole in a swing joint pipe that connected the pumps to the product lines. The release was discovered on March 3, 1996, while Domino Construction was replacing the product lines. The joint was replaced with a flexible hose fitting. On March 18, 1996, Domino collected a soil sample, and laboratory analysis indicated concentrations of benzene at 0.080 parts per million (ppm), total petroleum hydrocarbons as diesel (TPH-D) at 9,340 ppm, toluene at 2,300 ppm, ethyl benzene at 4,800 ppm, and xylene at 26,200 ppm. At least one of these reported concentrations was found to be above the regulatory limit to identify a confirmed release. Based on this, the case was activated.

Case #064-1794 stated that a gas release was reported on September 9, 1996. The release was discovered when drilling monitoring wells MW-1 through MW-6 in response to the diesel release, Case #064-1695. The groundwater in MW-6 revealed concentrations of TPH at 61.9 milligrams per liter (mg/l) and benzene at 0.146 mg/l. MW-6 is west of the USTs, and the lines are 300 feet west of the diesel line release. Free product was not detected in the wells, but at least one of these reported concentrations was found to be above the regulatory limit to identify a confirmed release. The release was confirmed on October 15, 1996.

The EDR document indicated that the Oklahoma Corporation Commission (OCC) reported these LUST cases closed as of December 2000 and May 2001, respectively. The file review did not indicate any remediation actions required by OCC for either of the confirmed releases.

Additionally, in June 1995, Love's reported a release of approximately 750 gallons of corrosive liquid from a tanker truck as a result of a failed gasket. The incident is also reported as closed as of September 5, 2007, the date the EDR report was generated.

Love's operates seven USTs that are reported as currently in use. The fuel tanks that are the subjects of the confirmed releases were not removed and are part of the tanks

currently operating. These tanks are classified as private-retail types that dispense gasoline or diesel fuel.

The EDR report listed Anderson Travel Plaza as a UST and HIST UST site. Anderson Travel Plaza is at 7501 S. Choctaw Road, south of I-40 (Photograph 2, Appendix B). It was reported that seven USTs are currently in use at this facility and that they are classified as private-retail types that dispense gasoline or diesel fuel.

5.0 WATER WELL SURVEY

OWRB records for the vicinity were reviewed, along with the locations of existing public water drinking wells in the project area. The records indicate that depth to groundwater is 10 to 15 feet below land surface. The area sits atop the Central Oklahoma Aquifer or the Garber-Wellington Aquifer. The area of saturation for the Garber-Wellington begins in the range of 150-200 feet.

The records revealed the presence of approximately 250 domestic wells, seven United States Geological Survey (USGS) monitoring wells, and five public drinking wells in the vicinity. These wells are located throughout the EDR radius search area for this I-40 and Choctaw Road EA. Within the EA corridor study area there are 13 wells, two of which are listed as monitoring wells and eleven are listed as domestic wells.

The area in which the 13 wells are located is above the Garber-Wellington Aquifer. According to the OWRB records, the two suspected monitoring wells appear to be in an area classified as very high in vulnerability, which refers to wells vulnerable to surface contamination. This classification is based on depth, net recharge, aquifer media, soil media, topography, conductivity, and impact vadose zone. Figure 3, Water Well Location Map, depicts the general location of the wells.

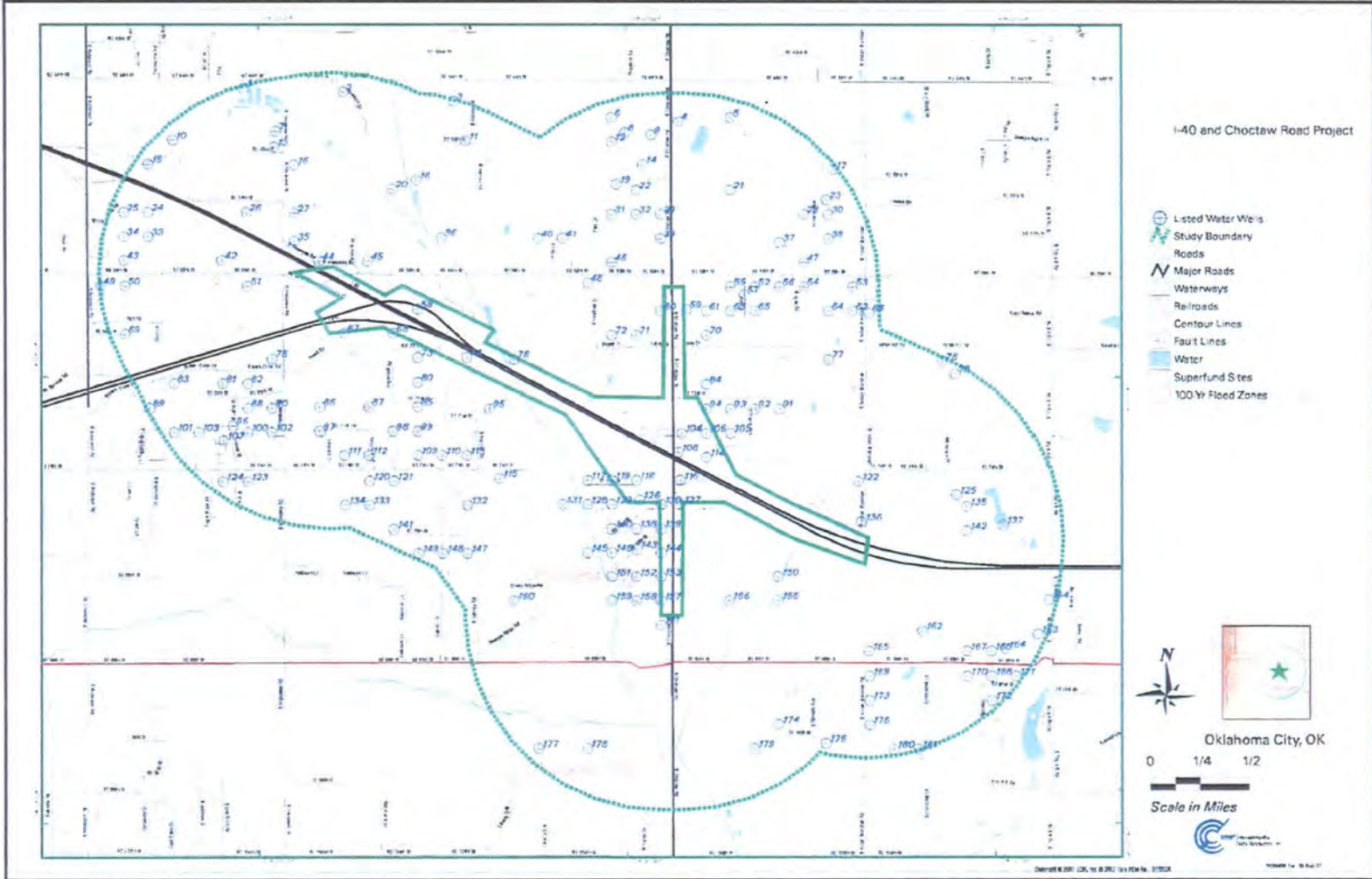
6.0 AERIAL PHOTOGRAPH REVIEW

Tetra Tech reviewed aerial photographs for 1941, 1951, 1963, 1984, 1995, 2003, and 2007 to determine historical changes or alterations within the project corridor and the general surrounding area. The photographs reviewed were to the scale of 1":2,000' and encompassed the full area of the special study limits. The complete set of aerial photographs is presented in Appendix D.

In the 1941 and 1951 photographs, I-40 does not exist. Hog Creek is the dominant natural structure, with several residential and agricultural plots of land. Choctaw Road is discernable in both of these photographs. There is no recognizable difference between these two photographs.

In the 1963 photograph, I-40 appears to be a complete facility, and the interchange for I-40 and I-240 is being constructed. The residential development in the area is apparently more significant than in the early photographs. Choctaw Road appears to be primarily bordered by residential properties.

In the 1984 and 1995 photos the surrounding area has developed with more residential and commercial properties. The fuel station on the south side of I-40 appears in the 1984 photograph, and both service stations to the north and south of Choctaw Road appear in the 1995 photograph. Hog Creek has apparently been modified in these photographs because it appears to have been cleared of land masses and graded to manage large amounts of runoff.



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Drawing Description

WATER WELL LOCATION MAP

Hazardous Waste & Underground Storage
Tank Analysis, Interstate 40 and
Choctaw Road/Oklahoma County

Project No.: T21082

Date: November 2007

Drawn By: DWC

Figure Number

3

The 2003 and 2007 photographs indicate a significant increase in residential properties. The only alteration relative to commercial properties is with the addition of a double-cell lagoon added to the fuel station north of I-40.

7.0 OTHER OBSERVATIONS

In addition to the HW/UST analysis conducted, other potential features relative to possible hazardous waste generation were noted. The status of oil well activity and wastewater generation and treatment was investigated. What follows are general descriptions of facilities within the identified study footprint relative to these subjects.

7.1 OIL AND GAS ACTIVITY

No functioning oil or gas wells were observed in the vicinity of the current I-40 facility or the proposed alignment. A search was conducted of the OCC Oil & Gas Database Web Application for the section, township, and ranges that the I-40 and Choctaw Road corridor occupies. The findings of this search in Township 11 North and Range 1 West are shown below.

SECTION	WELL NAME	API NUMBER	WELL STATUS	SECTION CALLS
22	Lundy	10937402	UN	NW/SE
22	Lundy	10937405	PA	NE/SE
26	Wright	10900040	UN	SW/SE
27	Lundy	10900010	AC	NE/NW
27	Butkus	10921630	PA	NW/SW/NE
36	Mark	10922223	SP	N2/NW/NE
36	Loves	10922224	PA	NE/NE/NW

The EDR radius search indicated that only the following four of these wells are near but outside the existing corridor study area:

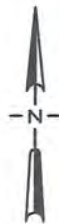
- Butkus, plugged in 1989, according to the OCC records;
- Wright, completed in 1957 and modified in 1987, status unknown;
- Mark, completion is pending, permitted as of 2006; and
- Love's, well dry and plugged as of 2007.

While the well identified as the "Mark" is shown as a well pending activity, the location of this well is not considered to be of concern. Figure 4, Other Observations Map, depicts the general location of this well.

Pipelines are shown traversing the subject site in three different areas, as follows:

- Near the north terminus of the subject site or the I-40 and I-240 junction;
- Near the west side of the I-40 and Choctaw Road intersection; and
- Near the east side of the I-40 and Choctaw Road intersection.

During site reconnaissance, field markers indicating pipelines were not observed; based on the topographic maps, pipelines do traverse this area. Figure 4, Other Observations Map, depicts the general locations of these pipelines.



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Drawing Description

OTHER OBSERVATIONS MAP

Hazardous Waste & Underground Storage
Tank Analysis, Interstate 40 and
Choctaw Road/Oklahoma County

Project No.: T21082

Date: November 2007

Drawn By: DWC

Figure Number

4

7.2 UTILITIES-WASTEWATER TREATMENT

Love's Country Store #241, located north of the I-40 and Choctaw Road intersection, treats its wastewater in a two-cell sewer lagoon. This two-cell lagoon is east of the convenience store and fueling islands. The north and the south lagoons are each approximately 0.76 of an acre. The combined size for the lagoons is approximately 1.5 acres.

The south lagoon is permitted for industrial wastewater. The lagoon is 180 feet long by 132 feet wide by 8 feet deep. This lagoon treats approximately 1,000 gallons of water per day generated by truck washing. This wastewater is processed through an oil/water separator. The 1,421,798-gallon lagoon is lined with a high-density polyethylene synthetic liner and also treats stormwater runoff from the paved areas. The north lagoon treats gray water from the facility restrooms and food processing areas. It is clay lined and has the ability to overflow to the south lagoon.

Anderson Travel Plaza, located south of the I-40 and Choctaw Road intersection, treats its wastewater in a two-cell sewer lagoon west of the convenience store and fueling islands. The north and south lagoons are each approximately 1.2 acres.

An interview with Corbe Anderson, owner of Anderson Travel Plaza, revealed that the lagoons are permitted for the treatment of domestic sewage only. There is no truck wash operation, nor is the facility designed to collect and treat stormwater runoff. The lagoons treat only the discharge from the restroom, showers, and food preparation areas.

8.0 EDR ORPHAN SUMMARY

The orphan or unmapped site list from the EDR document consists of sites listed in federal or state databases that have inadequate address information. However, if street addresses are available, the site locations are checked against the known location of the target property to determine their relative location to the minimum ASTM search distance from the target property. EDR identified 27 orphan sites with poor or unconfirmed addresses or businesses that may be near the target property. Based on available address information, business listings, and area reconnaissance, none of the 27 orphan sites appear to be within the search radius of the target property.

9.0 CONCLUSIONS

Richard C. Palmer III, Environmental Scientist, conducted the site and area reconnaissance on November 6, 2007. Based on the observations of the site reconnaissance and this analysis, the following environmental conclusions were made within the proposed footprint of the I-40 and Choctaw Road improvement project:

- No observations were made indicating facilities generating hazardous waste within or near the subject site.
- The EDR LUST file for Love's #241 has been closed, indicating cleanup was achieved, according to the OCC and the ODEQ standards. However, these tanks are still in operation and in compliance with OCC UST regulations, according to knowledgeable OCC personnel. This site is within the study corridor and may pose construction limitations based on the specific design requirements.
- The EDR UST files and field observations indicate that Anderson Travel Plaza is an operating facility. Based on observations, these operating tanks are within the

study corridor and may pose construction limitations based on the specific design requirements.

- The south lagoon operating on the Love's #241 property treats industrial wastewater from the on-site truck wash and from the facility hardstand. While this treatment employs the use of an oil/water separator, this indicates the presence of contaminants typically associated with this type of activity. Records of wastewater or sludge samples could not be reasonably confirmed, and for this reason this operating lagoon may pose specific construction limitations, based on the specific design requirements.

The north lagoon operating on Love's #241 treats wastewater from restrooms and some food preparation sinks/areas at the facility. Typically this process does not indicate the presence of contaminants associated with industrial activity. However, decommissioning this lagoon may pose construction limitations based on the specific design requirements and specific regulatory requirements.

The decommissioning of these lagoons will require notification to the state regulator having the authority over wastewater treatment systems. Upon notifying the regulatory authority, the owner/operator will be required to develop a plan for closure. Parts of this plan will include, but not be limited to: 1) wastewater inventories; 2) wastewater and sludge sampling; and 3) disposal plans that may involve landfill application or farmland application. Closure operations must follow criteria stated in Title 252 of the Oklahoma Administrative Code (Oklahoma Department of Environmental Quality), Chapter 616 Industrial Wastewater Systems. Upon meeting the requirements of the regulator, a certificate of closure will be submitted indicating that the wastewater treatment facility was properly closed according to the written plan and OAC 252:616-13-4, Closure Performance and Certifications. Due to the industrial process associated with these treatment facilities, it is recommended that the sludge material be sampled and analyzed to determine the concentrations of the Contaminates of Concern. This information will be helpful in determining any future closure liabilities.

- The Anderson Travel Plaza lagoon records could not be reasonably confirmed. Discussions with the owner revealed the lagoons are used to treat wastewater from restrooms, showers, and some food preparation sinks/areas in the facilities. Based on these observations, decommissioning these lagoons may pose construction limitations, based on the specific design requirements.

The decommissioning of these lagoons will require notification to the state regulator having the authority over wastewater treatment systems. Upon notifying the regulatory authority, the owner/operator will be required to develop a plan for closure. Parts of this plan will include, but not be limited to: 1) wastewater inventories; 2) wastewater and sludge sampling; and 3) disposal plans that may involve landfill application or farmland application. Closure operations must follow criteria stated in Title 252 of the Oklahoma Administrative Code (Oklahoma Department of Environmental Quality), Chapter 616 Industrial Wastewater Systems. Upon meeting the requirements of the regulator, a certificate of closure will be submitted indicating that the wastewater treatment facility was properly closed according to the written plan and OAC 252:616-13-4, Closure Performance and Certifications. Due to the industrial process associated with these treatment facilities, it is recommended that the sludge material be sampled and analyzed to determine the concentrations of the Contaminates of Concern. This information will be helpful in determining any future closure liabilities.

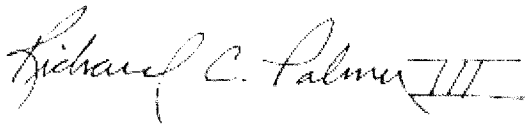
- The review of the aerial photographs did not reveal any concerns associated with hazardous materials, hazardous wastes, or USTs not already revealed in other records.
- There are 13 water wells within the study corridor that may pose construction limitations based on the specific design requirements to be established for the facility alignment.
- There are indications of subsurface pipelines that traverse and are located in the study corridor and near the subject site. These lines may pose construction limitations based on the specific design requirements established for the facility alignment. Other subsurface utilities may exist, but there were only two surface signs that were observed.

10.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONALS

This is to certify that a HW/UST analysis was conducted for the Oklahoma Department of Transportation on the property described as approximately 3.5 miles of Interstate 40 and approximately 1.5 miles of Choctaw Road in Oklahoma City, Oklahoma County, Oklahoma.

All work was performed following federal program requirements and was completed in conformance with the ODOT guidance and the policy directives of the Federal-Aid Policy Guide of the FHWA, with influence from the American Society of Testing Materials Standard E 1527-00 and the AAI regulation. Individuals responsible for the accumulation and interpretation of site-specific data, along with report generation, are qualified environmental professionals.

The results of this analysis are believed to accurately reflect the extent of the potential environmental concerns at the subject site as they were determined from the information available at the time of this analysis.

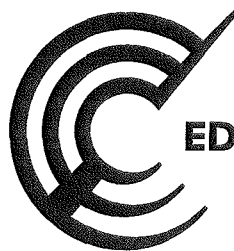


Richard C. Palmer III



Richard C. Palmer III, BS, REPA #5641
Environmental Scientist

Appendix A
Environmental Data Resources Report



EDR® Environmental
Data Resources Inc

**EDR DataMap®
Area Study**

**I-40 and Choctaw Road Project
Oklahoma City, OK 73020**

September 05, 2007

Inquiry number 2019466.1s

**The Standard in
Environmental Risk
Information**

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

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Internet: www.edrnet.com

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR).

TARGET PROPERTY INFORMATION

ADDRESS

OKLAHOMA CITY, OK 73020
OKLAHOMA CITY, OK 73020

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information
RCRA-SQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
LUCIS	Land Use Control Information System
DOT OPS	Incident and Accident Data
ICIS	Integrated Compliance Information System
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
US CDL	Clandestine Drug Labs
RADINFO	Radiation Information Database
LIENS 2	CERCLA Lien Information

EXECUTIVE SUMMARY

PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

SHWS	The Land Report
SWF/LF	Permitted Solid Waste Disposal & Processing Facilities
LAST	Leaking Aboveground Storage Tanks List
AST	Aboveground Storage Tanks
INST CONTROL	Institutional Control Sites
VCP	Voluntary Cleanup Site Inventory
DRYCLEANERS	Drycleaner Facility Listing
BROWNFIELDS	Brownfield Sites
AIRS	Permitted AIRS Facility Listing
OK COMPLAINT	Oklahoma Complaint System Database
TIER 2	Tier 2 Data Listing

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

HMIRS: The Hazardous Materials Incident Report System contains hazardous material spill incidents reported to the Department of Transportation. The source of this database is the U.S. EPA.

A review of the HMIRS list, as provided by EDR, and dated 03/05/2007 has revealed that there is 1 HMIRS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
Not reported	7300 S CHOCKTAW RD	1	3

EXECUTIVE SUMMARY

STATE AND LOCAL RECORDS

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Oklahoma Corporation Commission's Leaking UST list.

A review of the LUST list, as provided by EDR, and dated 05/10/2007 has revealed that there is 1 LUST site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
LOVE'S COUNTRY STORES #241 STATUS: Confirmed Release Opened STATUS: Confirmed Release Opened	7300 S CHOCTAW	1	3

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Oklahoma Corporation Commission's State UST List, List II Version.

A review of the UST list, as provided by EDR, and dated 04/25/2007 has revealed that there are 2 UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
LOVE'S COUNTRY STORES #241	7300 S CHOCTAW	1	3
ANDERSON TRAVEL PLAZA	7501 S CHOCTAW RD	2	7

OK UST HIST: This underground storage tank listing includes tank information through March 2003. This listing is no longer updated by the Oklahoma Corporation Commission.

A review of the HIST UST list, as provided by EDR, and dated 03/21/2003 has revealed that there are 2 HIST UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
LOVE'S COUNTRY STORES #241	7300 S CHOCTAW	1	3
ANDERSON TRAVEL PLAZA	7501 S CHOCTAW RD	2	7

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<u>FEDERAL RECORDS</u>	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	0
CORRACTS	0
RCRA TSD	0
RCRA Lg. Quan. Gen.	0
RCRA Sm. Quan. Gen.	0
ERNS	0
HMIRS	1
US ENG CONTROLS	0
US INST CONTROL	0
DOD	0
FUDS	0
US BROWNFIELDS	0
CONSENT	0
ROD	0
UMTRA	0
ODI	0
TRIS	0
TSCA	0
FTTS	0
SSTS	0
LUCIS	0
DOT OPS	0
ICIS	0
HIST FTTS	0
CDL	0
RADINFO	0
LIENS 2	0
PADS	0
MLTS	0
MINES	0
FINDS	0
RAATS	0
<u>STATE AND LOCAL RECORDS</u>	
SHWS	0
State Landfill	0
LUST	1
UST	2
HIST UST	2
LAST	0
AST	0
INST CONTROL	0

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
VCP	0
DRYCLEANERS	0
BROWNFIELDS	0
AIRS	0
OK Complaint	0
TIER 2	0
 <u>TRIBAL RECORDS</u>	
INDIAN RESERV	0
INDIAN LUST	0
INDIAN UST	0
 <u>EDR PROPRIETARY RECORDS</u>	
Manufactured Gas Plants	0

NOTES:

Sites may be listed in more than one database

MAP FINDINGS

Map ID Direction Distance Distance (ft.)Site		EDR ID Number EPA ID Number
		Database(s)

1	7300 S CHOCTAW RD OKLAHOMA CITY, OK	HMIRS 95070566 N/A
---	----------------------------------------	-----------------------

[Click this hyperlink](#) while viewing on your computer to access additional HMIRS detail in the EDR Site Report.

1	LOVE'S COUNTRY STORES #241 7300 S CHOCTAW CHOCTAW, OK 73020	LUST U001230349 UST N/A HIST UST
---	-------------------------------------------------------------------	----------------------------------------

LUST:

Alt Event ID: 5510974*064-1794
Case Number: 064-1794
Facility ID: 5510974
Lat/Long (dms): 35 23 35.98663330 / 97 15 51.580810546
Lat/Long: 35.39332962 / -97.26432800
Status: Confirmed Release Closed
Status Date: 5/7/2001
Atl Facility ID: 5510974
Owner ID: 4424
Owner Name: Love's Travel Stops & Country Stores, Inc.
Lead ID: 354

Alt Event ID: 5510974*064-1695
Case Number: 064-1695
Facility ID: 5510974
Lat/Long (dms): 35 23 35.98663330 / 97 15 51.580810546
Lat/Long: 35.39332962 / -97.26432800
Status: Confirmed Release Closed
Status Date: 12/1/2000
Atl Facility ID: 5510974
Owner ID: 4424
Owner Name: Love's Travel Stops & Country Stores, Inc.
Lead ID: 354

Alt Event ID: 5510974*064-1794
Case Number: 064-1794
Facility ID: 5510974
Lat/Long (dms): 35 23 35.98663330 / 97 15 51.580810546
Lat/Long: 35.39332962 / -97.26432800
Status: Confirmed Release Opened
Status Date: 9/9/1996
Atl Facility ID: 5510974
Owner ID: 4424
Owner Name: Love's Travel Stops & Country Stores, Inc.
Lead ID: 354

Alt Event ID: 5510974*064-1695
Case Number: 064-1695
Facility ID: 5510974
Lat/Long (dms): 35 23 35.98663330 / 97 15 51.580810546
Lat/Long: 35.39332962 / -97.26432800
Status: Confirmed Release Opened
Status Date: 3/4/1996
Atl Facility ID: 5510974
Owner ID: 4424

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s) EPA ID Number

LOVE'S COUNTRY STORES #241 (Continued)

U001230349

Owner Name: Love's Travel Stops & Country Stores, Inc.
 Lead ID: 354

UST:

Facility ID: 5510974
 Tank ID: 7
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1985-11-22 00:00:00
 AST: False
 Substance Description: Gasoline
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 35.98663330078125 / 97 15 51.580810546875
 Lat/Long: 35.393329620361328 / -97.264328002929688
 Contact Name: Love's Travel Stops & Country Stores, Inc.
 Contact Address: P.O. Box 26210
 Contact City,St,Zip: Oklahoma City, OK 73126

Facility ID: 5510974
 Tank ID: 4
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1985-11-22 00:00:00
 AST: False
 Substance Description: Gasoline
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 35.98663330078125 / 97 15 51.580810546875
 Lat/Long: 35.393329620361328 / -97.264328002929688
 Contact Name: Love's Travel Stops & Country Stores, Inc.
 Contact Address: P.O. Box 26210
 Contact City,St,Zip: Oklahoma City, OK 73126

Facility ID: 5510974
 Tank ID: 6
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1985-11-22 00:00:00
 AST: False
 Substance Description: Gasoline
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 35.98663330078125 / 97 15 51.580810546875
 Lat/Long: 35.393329620361328 / -97.264328002929688
 Contact Name: Love's Travel Stops & Country Stores, Inc.
 Contact Address: P.O. Box 26210
 Contact City,St,Zip: Oklahoma City, OK 73126

Facility ID: 5510974
 Tank ID: 5
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1985-11-22 00:00:00
 AST: False
 Substance Description: Gasoline
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 35.98663330078125 / 97 15 51.580810546875
 Lat/Long: 35.393329620361328 / -97.264328002929688
 Contact Name: Love's Travel Stops & Country Stores, Inc.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

LOVE'S COUNTRY STORES #241 (Continued)

U001230349

Contact Address: P.O. Box 26210
 Contact City,St,Zip: Oklahoma City, OK 73126

Facility ID: 5510974
 Tank ID: 2
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1985-11-22 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 35.98663330078125 / 97 15 51.580810546875
 Lat/Long: 35.393329620361328 / -97.264328002929688
 Contact Name: Love's Travel Stops & Country Stores, Inc.
 Contact Address: P.O. Box 26210
 Contact City,St,Zip: Oklahoma City, OK 73126

Facility ID: 5510974
 Tank ID: 3
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1985-11-22 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 35.98663330078125 / 97 15 51.580810546875
 Lat/Long: 35.393329620361328 / -97.264328002929688
 Contact Name: Love's Travel Stops & Country Stores, Inc.
 Contact Address: P.O. Box 26210
 Contact City,St,Zip: Oklahoma City, OK 73126

Facility ID: 5510974
 Tank ID: 1
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1985-11-22 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 35.98663330078125 / 97 15 51.580810546875
 Lat/Long: 35.393329620361328 / -97.264328002929688
 Contact Name: Love's Travel Stops & Country Stores, Inc.
 Contact Address: P.O. Box 26210
 Contact City,St,Zip: Oklahoma City, OK 73126

HIST UST:

Facility ID: 5510974
 Owner Name: Love's Travel Stops & Country Stores, Inc.
 Owner Address: P.O. Box 26210
 Owner City,St,Zip: Oklahoma City, OK 73126
 Tank ID: 1
 Tank Status: Currently in Use
 Installed Date: 11/22/1985 0:00:00
 Tank Capacity: 12000
 Product: Diesel

Facility ID: 5510974

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s) EPA ID Number

LOVE'S COUNTRY STORES #241 (Continued)

U001230349

Owner Name: Love's Travel Stops & Country Stores, Inc.
 Owner Address: P.O. Box 26210
 Owner City,St,Zip: Oklahoma City, OK 73126
 Tank ID: 2
 Tank Status: Currently in Use
 Installed Date: 11/22/1985 0:00:00
 Tank Capacity: 12000
 Product: Diesel

Facility ID: 5510974
 Owner Name: Love's Travel Stops & Country Stores, Inc.
 Owner Address: P.O. Box 26210
 Owner City,St,Zip: Oklahoma City, OK 73126
 Tank ID: 3
 Tank Status: Currently in Use
 Installed Date: 11/22/1985 0:00:00
 Tank Capacity: 12000
 Product: Diesel

Facility ID: 5510974
 Owner Name: Love's Travel Stops & Country Stores, Inc.
 Owner Address: P.O. Box 26210
 Owner City,St,Zip: Oklahoma City, OK 73126
 Tank ID: 4
 Tank Status: Currently in Use
 Installed Date: 11/22/1985 0:00:00
 Tank Capacity: 12000
 Product: Gasoline

Facility ID: 5510974
 Owner Name: Love's Travel Stops & Country Stores, Inc.
 Owner Address: P.O. Box 26210
 Owner City,St,Zip: Oklahoma City, OK 73126
 Tank ID: 5
 Tank Status: Currently in Use
 Installed Date: 11/22/1985 0:00:00
 Tank Capacity: 12000
 Product: Gasoline

Facility ID: 5510974
 Owner Name: Love's Travel Stops & Country Stores, Inc.
 Owner Address: P.O. Box 26210
 Owner City,St,Zip: Oklahoma City, OK 73126
 Tank ID: 7
 Tank Status: Currently in Use
 Installed Date: 11/22/1985 0:00:00
 Tank Capacity: 10000
 Product: Gasoline

Facility ID: 5510974
 Owner Name: Love's Travel Stops & Country Stores, Inc.
 Owner Address: P.O. Box 26210
 Owner City,St,Zip: Oklahoma City, OK 73126
 Tank ID: 6
 Tank Status: Currently in Use
 Installed Date: 11/22/1985 0:00:00
 Tank Capacity: 10000

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

LOVE'S COUNTRY STORES #241 (Continued)

U001230349

Product: Gasoline

**2 ANDERSON TRAVEL PLAZA
7501 S CHOCTAW RD
CHOCTAW, OK 73020**

**UST U003242259
HIST UST N/A**

UST:

Facility ID: 5502887
 Tank ID: 7
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1972-04-04 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 29.23004150390625 / 97 15 57.4310302734375
 Lat/Long: 35.391452789306641 / -97.265953063964844
 Contact Name: C. ANDERSON ENTERPRISES INC
 Contact Address: 7501 S CHOCTAW RD
 Contact City,St,Zip: Choctaw, OK 73020

Facility ID: 5502887
 Tank ID: 2
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1972-04-04 00:00:00
 AST: False
 Substance Description: Gasoline
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 29.23004150390625 / 97 15 57.4310302734375
 Lat/Long: 35.391452789306641 / -97.265953063964844
 Contact Name: C. ANDERSON ENTERPRISES INC
 Contact Address: 7501 S CHOCTAW RD
 Contact City,St,Zip: Choctaw, OK 73020

Facility ID: 5502887
 Tank ID: 4
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1972-04-04 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 29.23004150390625 / 97 15 57.4310302734375
 Lat/Long: 35.391452789306641 / -97.265953063964844
 Contact Name: C. ANDERSON ENTERPRISES INC
 Contact Address: 7501 S CHOCTAW RD
 Contact City,St,Zip: Choctaw, OK 73020

Facility ID: 5502887
 Tank ID: 5
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1972-04-04 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported
 Lat/Long (dms): 35 23 29.23004150390625 / 97 15 57.4310302734375

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ANDERSON TRAVEL PLAZA (Continued)

U003242259

Lat/Long: 35.391452789306641 / -97.265953063964844
 Contact Name: C. ANDERSON ENTERPRISES INC
 Contact Address: 7501 S CHOCTAW RD
 Contact City,St,Zip: Choctaw, OK 73020

Facility ID: 5502887
 Tank ID: 6
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1972-04-04 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported

Lat/Long (dms): 35 23 29.23004150390625 / 97 15 57.4310302734375
 Lat/Long: 35.391452789306641 / -97.265953063964844
 Contact Name: C. ANDERSON ENTERPRISES INC
 Contact Address: 7501 S CHOCTAW RD
 Contact City,St,Zip: Choctaw, OK 73020

Facility ID: 5502887
 Tank ID: 3
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1972-04-04 00:00:00
 AST: False
 Substance Description: Diesel
 Substance Comments: Not reported

Lat/Long (dms): 35 23 29.23004150390625 / 97 15 57.4310302734375
 Lat/Long: 35.391452789306641 / -97.265953063964844
 Contact Name: C. ANDERSON ENTERPRISES INC
 Contact Address: 7501 S CHOCTAW RD
 Contact City,St,Zip: Choctaw, OK 73020

Facility ID: 5502887
 Tank ID: 1
 Tank Status: Currently in Use
 Tank Type: Private-Retail
 Date Installed: 1972-04-05 00:00:00
 AST: False
 Substance Description: Gasoline
 Substance Comments: Not reported

Lat/Long (dms): 35 23 29.23004150390625 / 97 15 57.4310302734375
 Lat/Long: 35.391452789306641 / -97.265953063964844
 Contact Name: C. ANDERSON ENTERPRISES INC
 Contact Address: 7501 S CHOCTAW RD
 Contact City,St,Zip: Choctaw, OK 73020

HIST UST:

Facility ID: 5502887
 Owner Name: BRUCE'S TRUCK STOPS, INC
 Owner Address: 27780 LAGOON DRIVE
 Owner City,St,Zip: Buttonwillow, CA 93206
 Tank ID: 1
 Tank Status: Currently in Use
 Installed Date: 4/5/1972 0:00:00
 Tank Capacity: 10000
 Product: Gasoline

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ANDERSON TRAVEL PLAZA (Continued)

U003242259

Facility ID: 5502887
 Owner Name: BRUCE'S TRUCK STOPS, INC
 Owner Address: 27780 LAGOON DRIVE
 Owner City,St,Zip: Buttonwillow, CA 93206
 Tank ID: 2
 Tank Status: Currently in Use
 Installed Date: 4/4/1972 0:00:00
 Tank Capacity: 10000
 Product: Gasoline

Facility ID: 5502887
 Owner Name: BRUCE'S TRUCK STOPS, INC
 Owner Address: 27780 LAGOON DRIVE
 Owner City,St,Zip: Buttonwillow, CA 93206
 Tank ID: 3
 Tank Status: Currently in Use
 Installed Date: 4/4/1972 0:00:00
 Tank Capacity: 10000
 Product: Diesel

Facility ID: 5502887
 Owner Name: BRUCE'S TRUCK STOPS, INC
 Owner Address: 27780 LAGOON DRIVE
 Owner City,St,Zip: Buttonwillow, CA 93206
 Tank ID: 4
 Tank Status: Currently in Use
 Installed Date: 4/4/1972 0:00:00
 Tank Capacity: 10000
 Product: Diesel

Facility ID: 5502887
 Owner Name: BRUCE'S TRUCK STOPS, INC
 Owner Address: 27780 LAGOON DRIVE
 Owner City,St,Zip: Buttonwillow, CA 93206
 Tank ID: 5
 Tank Status: Currently in Use
 Installed Date: 4/4/1972 0:00:00
 Tank Capacity: 10000
 Product: Diesel

Facility ID: 5502887
 Owner Name: BRUCE'S TRUCK STOPS, INC
 Owner Address: 27780 LAGOON DRIVE
 Owner City,St,Zip: Buttonwillow, CA 93206
 Tank ID: 6
 Tank Status: Currently in Use
 Installed Date: 4/4/1972 0:00:00
 Tank Capacity: 10000
 Product: Diesel

Facility ID: 5502887
 Owner Name: BRUCE'S TRUCK STOPS, INC
 Owner Address: 27780 LAGOON DRIVE
 Owner City,St,Zip: Buttonwillow, CA 93206
 Tank ID: 7
 Tank Status: Currently in Use
 Installed Date: 4/4/1972 0:00:00

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)Site

EDR ID Number
Database(s) EPA ID Number

ANDERSON TRAVEL PLAZA (Continued)

U003242259

Tank Capacity: 6000
Product: Gasoline

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CHOCTAW	U003718228	STOP & SHOP (GIBBLE)	RT 1, 1 1/2 MI W OF 270	73020	UST, HIST UST
CHOCTAW	1008396308	CHOCTAW RESTAURANT	14013 NE 23	73020	FINDS
CHOCTAW	1008392195	CHOCTAW	PO BOX 567	73020	FINDS
CHOCTAW	1004768896	EASTERN OKLA COUNTY VO TECH	CHOCTAW RD 36TH NE	73020	RCRA-SQG, FINDS
CHOCTAW	U003998084	FORMER CHOCTAW PIZZA HUT	2350 HARPER RD AKA 14551 NE 23RD ST	73020	UST
CLEVELAND COUNTY	S106496465	CLEAR BAY TRANSFER STATION	W/2 NE/4 NE/4 NE/4 NW/4 OF S6 T8N R1E		SWF/LF
CLEVELAND COUNTY	S106496466	INDIAN POINT SOLID WASTE TRANSFER STATIO	E/2 NE/4 NE/4 SE/4 SE/4 OF S24 T9N R1W		SWF/LF
CLEVELAND COUNTY	S106496459	ENVIRONMENTAL POLLUTION CONTROL SYSTEMS	N/2 NW/4 OF S35 T10N R3W		SWF/LF
CLEVELAND COUNTY	S106496464	MOORE TRANSFER STATION	NE/4 OF S10 T10N R3W		SWF/LF
CLEVELAND COUNTY	S107030521	CENTRAL STATE GRIFFIN MEMORIAL HOSPITAL	NE/4 S28 T9N R2W		SWF/LF
CLEVELAND COUNTY	S106496460	LEXINGTON REGIONAL TREATMENT CENTER LAND	S/2 SE/4 SE/4 S33 T7N R1E		SWF/LF
CLEVELAND COUNTY	S106496462	OKLA. DEPT. OF CORRECTIONS-LEXINGTON LAN	SE/4 SE/4 SE/4 OF S32 T7N R1E		SWF/LF
CLEVELAND COUNTY	S106496463	OKLAHOMA MILITARY LANDFILL	NW/4 SE/4 NE/4 OF S24 T9N R3W		SWF/LF
OKLAHOMA CITY	1008341418	OKC WAREHOUSE TIRE FIRE	14TH ST. & ROBIN AVE.		CERCLIS
OKLAHOMA CITY	1003873961	OKLAHOMA CITY DUMP - HIWASSEE ROAD	SE 29TH & HIWASSEE RD	73165	CERC-NFRAP
OKLAHOMA CITY	S106409355	SOUTHWEST FORD	SW 59TH AND PENNSYLVANIA		VCP
OKLAHOMA CITY	S106409196	CROSS ROAD CHRYSLER JEEP	208 SOUTHWEST 74TH ST.		VCP
OKLAHOMA CITY	S106409194	COTPA/METRO TRANSIT TERMINAL	CORNER OF NW 4TH ST. AND HUDSON AVE.		VCP
OKLAHOMA CITY	91218623	CRST TERMINAL,924 S MORGAN ROAD	CRST TERMINAL,924 S MORGAN ROAD		ERNS
OKLAHOMA CITY	984606821	EXIT 154 AT I-40 EAST	EXIT 154 AT I-40 EAST		ERNS
OKLAHOMA CITY	984606820	EXIT 154 AT I-40 EAST	EXIT 154 AT I-40 EAST		ERNS
OKLAHOMA CITY	2006817572	1600 EAST HESNER ROAD	1600 EAST HESNER ROAD		ERNS
OKLAHOMA CITY	S106895879	CHARLIE O BUS. PARK	2680 WEST INTERSTATE 40		VCP
OKLAHOMA CITY	S106895886	ODOT/CHARLIE O BUS. PARK	2680 WEST INTERSTATE 40		VCP
OKLAHOMA CITY	99635633	7400 NORTH JONES SPENCER ROAD (NORTHWEST SIDE OF RD ABOUT 20	7400 NORTH JONES SPENCER ROAD (NORTHWEST SIDE OF RD ABOUT 20		ERNS
OKLAHOMA CITY	89102322	100 NORTH MUSTANG ROAD	100 NORTH MUSTANG ROAD		ERNS
OKLAHOMA CITY	1000882418	SUN OIL CO GRIFFITH J #1 COMPL	IN OKLAHOMA CITY	73165	RCRA-SQG, FINDS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/18/2007	Source: EPA
Date Data Arrived at EDR: 08/03/2007	Telephone: N/A
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 07/31/2007
Number of Days to Update: 26	Next Scheduled EDR Contact: 10/29/2007
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/20/2007	Source: EPA
Date Data Arrived at EDR: 05/03/2007	Telephone: N/A
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/31/2007
Number of Days to Update: 63	Next Scheduled EDR Contact: 10/29/2007
	Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/20/2007	Source: EPA
Date Data Arrived at EDR: 05/03/2007	Telephone: N/A
Date Made Active in Reports: 06/25/2007	Last EDR Contact: 08/29/2007
Number of Days to Update: 53	Next Scheduled EDR Contact: 10/29/2007
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/20/2007
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/23/2007	Source: EPA
Date Data Arrived at EDR: 06/20/2007	Telephone: 703-412-9810
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 06/20/2007
Number of Days to Update: 70	Next Scheduled EDR Contact: 09/17/2007
	Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 06/21/2007	Source: EPA
Date Data Arrived at EDR: 07/23/2007	Telephone: 703-412-9810
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 06/15/2007
Number of Days to Update: 37	Next Scheduled EDR Contact: 09/17/2007
	Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/26/2007	Source: EPA
Date Data Arrived at EDR: 08/08/2007	Telephone: 800-424-9346
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 09/04/2007
Number of Days to Update: 21	Next Scheduled EDR Contact: 12/03/2007
	Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/13/2006	Source: EPA
Date Data Arrived at EDR: 06/28/2006	Telephone: 214-665-6444
Date Made Active in Reports: 08/23/2006	Last EDR Contact: 09/04/2007
Number of Days to Update: 56	Next Scheduled EDR Contact: 10/15/2007
	Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2006	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/24/2007	Telephone: 202-267-2180
Date Made Active in Reports: 03/12/2007	Last EDR Contact: 07/23/2007
Number of Days to Update: 47	Next Scheduled EDR Contact: 10/22/2007
	Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/05/2007	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 04/17/2007	Telephone: 202-366-4555
Date Made Active in Reports: 05/14/2007	Last EDR Contact: 07/18/2007
Number of Days to Update: 27	Next Scheduled EDR Contact: 10/15/2007
	Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 04/20/2007	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/26/2007	Telephone: 703-603-8905
Date Made Active in Reports: 05/25/2007	Last EDR Contact: 07/02/2007
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/01/2007
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 04/20/2007	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/26/2007	Telephone: 703-603-8905
Date Made Active in Reports: 05/25/2007	Last EDR Contact: 07/02/2007
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/01/2007
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 703-692-8801
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 08/09/2007
Number of Days to Update: 62	Next Scheduled EDR Contact: 11/05/2007
	Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2005	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 09/20/2006	Telephone: 202-528-4285
Date Made Active in Reports: 11/22/2006	Last EDR Contact: 08/31/2007
Number of Days to Update: 63	Next Scheduled EDR Contact: 10/01/2007
	Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 06/20/2007	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/09/2007	Telephone: 202-566-2777
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 06/11/2007
Number of Days to Update: 51	Next Scheduled EDR Contact: 09/10/2007
	Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 04/13/2007	Source: Department of Justice, Consent Decree Library
Date Data Arrived at EDR: 07/16/2007	Telephone: Varies
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 08/23/2007
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/22/2007
	Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 06/08/2007	Source: EPA
Date Data Arrived at EDR: 07/03/2007	Telephone: 703-416-0223
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 07/02/2007
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/01/2007
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 11/08/2006	Telephone: 505-845-0011
Date Made Active in Reports: 01/29/2007	Last EDR Contact: 07/05/2007
Number of Days to Update: 82	Next Scheduled EDR Contact: 09/17/2007
	Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/09/2004	Telephone: 800-424-9346
Date Made Active in Reports: 09/17/2004	Last EDR Contact: 06/09/2004
Number of Days to Update: 39	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2005	Source: EPA
Date Data Arrived at EDR: 04/27/2007	Telephone: 202-566-0250
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 06/19/2007
Number of Days to Update: 62	Next Scheduled EDR Contact: 09/17/2007
	Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002	Source: EPA
Date Data Arrived at EDR: 04/14/2006	Telephone: 202-260-5521
Date Made Active in Reports: 05/30/2006	Last EDR Contact: 07/30/2007
Number of Days to Update: 46	Next Scheduled EDR Contact: 10/15/2007
	Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/13/2007	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/25/2007	Telephone: 202-566-1667
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 06/15/2007
Number of Days to Update: 71	Next Scheduled EDR Contact: 09/17/2007
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/13/2007	Source: EPA
Date Data Arrived at EDR: 04/25/2007	Telephone: 202-566-1667
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 06/15/2007
Number of Days to Update: 71	Next Scheduled EDR Contact: 09/17/2007
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2005	Source: EPA
Date Data Arrived at EDR: 03/13/2007	Telephone: 202-564-4203
Date Made Active in Reports: 04/27/2007	Last EDR Contact: 07/16/2007
Number of Days to Update: 45	Next Scheduled EDR Contact: 10/15/2007
	Data Release Frequency: Annually

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005	Source: Department of the Navy
Date Data Arrived at EDR: 12/11/2006	Telephone: 843-820-7326
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 06/11/2007
Number of Days to Update: 31	Next Scheduled EDR Contact: 09/10/2007
	Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 05/14/2007	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 05/30/2007	Telephone: 202-366-4595
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/29/2007
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/26/2007
	Data Release Frequency: Varies

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 06/29/2007	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/02/2007	Telephone: 202-564-5088
Date Made Active in Reports: 08/29/2007	Last EDR Contact: 06/22/2007
Number of Days to Update: 58	Next Scheduled EDR Contact: 07/16/2007
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 06/15/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 09/17/2007
	Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/01/2006
Date Data Arrived at EDR: 01/08/2007
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 3

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/29/2007
Next Scheduled EDR Contact: 09/24/2007
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/31/2007
Date Data Arrived at EDR: 08/01/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 28

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 08/01/2007
Next Scheduled EDR Contact: 10/29/2007
Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 03/08/2007
Date Data Arrived at EDR: 04/12/2007
Date Made Active in Reports: 05/14/2007
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 08/20/2007
Next Scheduled EDR Contact: 11/19/2007
Data Release Frequency: Varies

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 04/12/2007
Date Data Arrived at EDR: 06/08/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 82

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 08/09/2007
Next Scheduled EDR Contact: 11/05/2007
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/05/2007
Date Data Arrived at EDR: 04/25/2007
Date Made Active in Reports: 05/25/2007
Number of Days to Update: 30

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 07/02/2007
Next Scheduled EDR Contact: 10/01/2007
Data Release Frequency: Quarterly

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/09/2007
Date Data Arrived at EDR: 06/28/2007
Date Made Active in Reports: 08/29/2007
Number of Days to Update: 62

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/28/2007
Next Scheduled EDR Contact: 09/24/2007
Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/12/2007 Source: EPA
Date Data Arrived at EDR: 05/17/2007 Telephone: (214) 665-2200
Date Made Active in Reports: 07/05/2007 Last EDR Contact: 07/02/2007
Number of Days to Update: 49 Next Scheduled EDR Contact: 10/01/2007
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995 Source: EPA
Date Data Arrived at EDR: 07/03/1995 Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995 Last EDR Contact: 08/31/2007
Number of Days to Update: 35 Next Scheduled EDR Contact: 12/03/2007
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2005 Source: EPA/NTIS
Date Data Arrived at EDR: 03/06/2007 Telephone: 800-424-9346
Date Made Active in Reports: 04/13/2007 Last EDR Contact: 06/12/2007
Number of Days to Update: 38 Next Scheduled EDR Contact: 09/10/2007
Data Release Frequency: Biennially

PWS: Public Water System Data

This Safe Drinking Water Information System (SDWIS) file contains public water systems name and address, population served and the primary source of water

Date of Government Version: 02/24/2000 Source: EPA
Date Data Arrived at EDR: 04/27/2005 Telephone: N/A
Date Made Active in Reports: N/A Last EDR Contact: 08/20/2007
Number of Days to Update: 0 Next Scheduled EDR Contact: 11/19/2007
Data Release Frequency: N/A

USGS WATER WELLS: National Water Information System (NWIS)

This database consists of well records in the United States. Available site descriptive information includes well location information (latitude and longitude, well depth, site use, water use, and aquifer).

Date of Government Version: 03/25/2005 Source: USGS
Date Data Arrived at EDR: 03/25/2005 Telephone: N/A
Date Made Active in Reports: N/A Last EDR Contact: 03/25/2005
Number of Days to Update: 0 Next Scheduled EDR Contact: N/A
Data Release Frequency: N/A

STATE AND LOCAL RECORDS

SHWS: Voluntary Cleanup & Superfund Site Status Report

Land restoration projects carried out in several DEQ programs.

Date of Government Version: 12/31/2006 Source: Department of Environmental Quality
Date Data Arrived at EDR: 04/10/2007 Telephone: 405-702-5100
Date Made Active in Reports: 05/10/2007 Last EDR Contact: 06/13/2007
Number of Days to Update: 30 Next Scheduled EDR Contact: 09/10/2007
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SWF/LF: Permitted Solid Waste Disposal & Processing Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/29/2007	Source: Department of Environmental Quality
Date Data Arrived at EDR: 05/29/2007	Telephone: 405-702-5184
Date Made Active in Reports: 07/09/2007	Last EDR Contact: 08/27/2007
Number of Days to Update: 41	Next Scheduled EDR Contact: 11/26/2007
	Data Release Frequency: Semi-Annually

LUST: Leaking Underground Storage Tank List

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 05/10/2007	Source: Oklahoma Corporation Commission
Date Data Arrived at EDR: 05/10/2007	Telephone: 405-521-3107
Date Made Active in Reports: 06/04/2007	Last EDR Contact: 08/23/2007
Number of Days to Update: 25	Next Scheduled EDR Contact: 10/22/2007
	Data Release Frequency: Varies

UST: Underground Storage Tank Listing

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 04/25/2007	Source: Oklahoma Corporation Commission
Date Data Arrived at EDR: 04/27/2007	Telephone: 405-521-3107
Date Made Active in Reports: 05/25/2007	Last EDR Contact: 08/23/2007
Number of Days to Update: 28	Next Scheduled EDR Contact: 10/22/2007
	Data Release Frequency: Varies

HIST UST: Underground Storage Tank List, List II Version

This underground storage tank listing includes tank information through March 2003. This listing is no longer updated by the Oklahoma Corporation Commission.

Date of Government Version: 03/21/2003	Source: Oklahoma Corporation Commission
Date Data Arrived at EDR: 04/28/2003	Telephone: 405-521-3107
Date Made Active in Reports: 05/27/2003	Last EDR Contact: 07/23/2007
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/22/2007
	Data Release Frequency: No Update Planned

LAST: Leaking Aboveground Storage Tanks List

Leaking aboveground storage tank site locations.

Date of Government Version: 05/10/2007	Source: Oklahoma Corporation Commission
Date Data Arrived at EDR: 05/10/2007	Telephone: 405-522-4640
Date Made Active in Reports: 06/04/2007	Last EDR Contact: 08/23/2007
Number of Days to Update: 25	Next Scheduled EDR Contact: 10/22/2007
	Data Release Frequency: Varies

AST: Aboveground Storage Tanks

Registered Aboveground Storage Tanks.

Date of Government Version: 04/25/2007	Source: Oklahoma Corporation Commission
Date Data Arrived at EDR: 04/27/2007	Telephone: 405-521-3107
Date Made Active in Reports: 05/25/2007	Last EDR Contact: 08/23/2007
Number of Days to Update: 28	Next Scheduled EDR Contact: 10/22/2007
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INST CONTROL: Institutional Control Sites

Sites with institutional controls in place.

Date of Government Version: 06/11/2007
Date Data Arrived at EDR: 06/12/2007
Date Made Active in Reports: 07/09/2007
Number of Days to Update: 27

Source: Department of Environmental Quality
Telephone: 405-702-5100
Last EDR Contact: 06/11/2007
Next Scheduled EDR Contact: 09/10/2007
Data Release Frequency: Varies

VCP: Voluntary Cleanup Site Inventory

Investigations and cleanups by groups or individuals participating in the Voluntary Cleanup Program (VCP).

Date of Government Version: 06/11/2007
Date Data Arrived at EDR: 06/12/2007
Date Made Active in Reports: 07/09/2007
Number of Days to Update: 27

Source: Department of Environmental Quality
Telephone: 405-702-5100
Last EDR Contact: 06/11/2007
Next Scheduled EDR Contact: 09/10/2007
Data Release Frequency: Varies

DRYCLEANERS: Drycleaner Facilities

A listing of drycleaner facility locations.

Date of Government Version: 07/09/2007
Date Data Arrived at EDR: 07/10/2007
Date Made Active in Reports: 08/16/2007
Number of Days to Update: 37

Source: Department of Environmental Quality
Telephone: 405-702-9100
Last EDR Contact: 07/09/2007
Next Scheduled EDR Contact: 10/08/2007
Data Release Frequency: Varies

BROWNFIELDS: Brownfield Sites

Brownfields are defined by Oklahoma law as abandoned, idled or under used industrial or commercial facilities or other real property at which expansion or redevelopment of the real property is complicated by environmental contamination caused by regulated substances. This program provides a means for private parties and government entities to voluntarily investigate and if warranted, clean up properties that may be contaminated with hazardous wastes. The formal Brownfields Program provides specific state liability relief and protects the property from federal Superfund actions.

Date of Government Version: 03/16/2007
Date Data Arrived at EDR: 03/16/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 25

Source: Department of Environmental Quality
Telephone: 405-702-5100
Last EDR Contact: 07/24/2007
Next Scheduled EDR Contact: 09/10/2007
Data Release Frequency: No Update Planned

BROWNFIELDS 2: Brownfields Public Record Listing

The Brownfields program provides a means for private parties and government entities to voluntarily investigate and if warranted, clean up properties that may be contaminated with hazardous wastes. The formal Brownfields Program provides specific state liability relief and protects the property from federal Superfund actions.

Date of Government Version: 05/17/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 07/09/2007
Number of Days to Update: 19

Source: Department of Environmental Quality
Telephone: 405-702-5100
Last EDR Contact: 06/13/2007
Next Scheduled EDR Contact: 09/10/2007
Data Release Frequency: Varies

AIRS: Permitted AIRS Facility Listing

A listing of permitted AIRS facility locations.

Date of Government Version: 07/23/2007
Date Data Arrived at EDR: 07/24/2007
Date Made Active in Reports: 08/16/2007
Number of Days to Update: 23

Source: Department of Environmental Quality
Telephone: 405-702-4100
Last EDR Contact: 07/23/2007
Next Scheduled EDR Contact: 10/22/2007
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

OK COMPLAINT: Oklahoma Complaint System Database

Environmental complaints reported to the Oklahoma Corporation Commission.

Date of Government Version: 03/27/2006	Source: Oklahoma Corporation Commission
Date Data Arrived at EDR: 04/05/2006	Telephone: 405-521-2384
Date Made Active in Reports: 05/12/2006	Last EDR Contact: 08/28/2007
Number of Days to Update: 37	Next Scheduled EDR Contact: 10/01/2007
	Data Release Frequency: Varies

TIER 2: Tier 2 Data Listing

A listing of facilities which store or manufacture hazardous materials and submit a chemical inventory report.

Date of Government Version: 05/02/2007	Source: Department of Environmental Quality
Date Data Arrived at EDR: 06/01/2007	Telephone: 405-702-1000
Date Made Active in Reports: 07/09/2007	Last EDR Contact: 08/27/2007
Number of Days to Update: 38	Next Scheduled EDR Contact: 11/26/2007
	Data Release Frequency: Varies

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 12/08/2006	Telephone: 202-208-3710
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 08/09/2007
Number of Days to Update: 34	Next Scheduled EDR Contact: 11/05/2007
	Data Release Frequency: Semi-Annually

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/30/2007	Source: EPA Region 8
Date Data Arrived at EDR: 05/31/2007	Telephone: 303-312-6271
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 01/04/2005	Source: EPA Region 6
Date Data Arrived at EDR: 01/21/2005	Telephone: 214-665-6597
Date Made Active in Reports: 02/28/2005	Last EDR Contact: 08/20/2007
Number of Days to Update: 38	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 03/20/2007	Source: EPA Region 4
Date Data Arrived at EDR: 04/16/2007	Telephone: 404-562-8677
Date Made Active in Reports: 05/14/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 28	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 12/01/2006	Source: EPA Region 1
Date Data Arrived at EDR: 12/01/2006	Telephone: 617-918-1313
Date Made Active in Reports: 01/29/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 59	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 05/23/2007	Source: EPA Region 10
Date Data Arrived at EDR: 05/24/2007	Telephone: 206-553-2857
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 42	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 06/18/2007	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/18/2007	Telephone: 415-972-3372
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 17	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 06/01/2007	Source: EPA Region 7
Date Data Arrived at EDR: 06/14/2007	Telephone: 913-551-7003
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 21	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

Date of Government Version: 05/30/2007	Source: EPA Region 8
Date Data Arrived at EDR: 05/31/2007	Telephone: 303-312-6137
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

Date of Government Version: 05/23/2007	Source: EPA Region 10
Date Data Arrived at EDR: 05/24/2007	Telephone: 206-553-2857
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 42	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Quarterly

INDIAN UST R5: Underground Storage Tanks on Indian Land

Date of Government Version: 12/02/2004	Source: EPA Region 5
Date Data Arrived at EDR: 12/29/2004	Telephone: 312-886-6136
Date Made Active in Reports: 02/04/2005	Last EDR Contact: 08/20/2007
Number of Days to Update: 37	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
A listing of underground storage tank locations on Indian Land.

Date of Government Version: 12/01/2006	Source: EPA, Region 1
Date Data Arrived at EDR: 12/01/2006	Telephone: 617-918-1313
Date Made Active in Reports: 01/29/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 59	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R6: Underground Storage Tanks on Indian Land

Date of Government Version: 06/06/2007	Source: EPA Region 6
Date Data Arrived at EDR: 06/07/2007	Telephone: 214-665-7591
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 28	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land

Date of Government Version: 06/01/2007	Source: EPA Region 7
Date Data Arrived at EDR: 06/14/2007	Telephone: 913-551-7003
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 21	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

Date of Government Version: 06/18/2007	Source: EPA Region 9
Date Data Arrived at EDR: 06/18/2007	Telephone: 415-972-3368
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 17	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land

Date of Government Version: 03/20/2007	Source: EPA Region 4
Date Data Arrived at EDR: 04/16/2007	Telephone: 404-562-9424
Date Made Active in Reports: 05/14/2007	Last EDR Contact: 08/20/2007
Number of Days to Update: 28	Next Scheduled EDR Contact: 11/19/2007
	Data Release Frequency: Semi-Annually

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A	Source: EDR, Inc.
Date Data Arrived at EDR: N/A	Telephone: N/A
Date Made Active in Reports: N/A	Last EDR Contact: N/A
Number of Days to Update: N/A	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

FEDERAL RECORDS

COLLEGES: Integrated Postsecondary Education Data

The National Center for Education Statistics' primary database on integrated postsecondary education in the United States.

Date of Government Version: N/A	Source: National Center for Education Statistics
Date Data Arrived at EDR: 10/12/2005	Telephone: 202-502-7300
Date Made Active in Reports: N/A	Last EDR Contact: 09/22/2006
Number of Days to Update: 0	Next Scheduled EDR Contact: N/A
	Data Release Frequency: N/A

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PUBLIC SCHOOLS: Public Schools

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Date of Government Version: N/A	Source: National Center for Education statistics
Date Data Arrived at EDR: 07/13/2004	Telephone: 202-502-7300
Date Made Active in Reports: N/A	Last EDR Contact: 07/11/2007
Number of Days to Update: 0	Next Scheduled EDR Contact: 10/08/2007
	Data Release Frequency: N/A

MEDICAL CENTERS: Provider of Services Listing

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health & Human Services.

Date of Government Version: 06/01/1998	Source: Centers for Medicare & Medicaid Services
Date Data Arrived at EDR: 11/10/2005	Telephone: 410-786-3000
Date Made Active in Reports: N/A	Last EDR Contact: 01/12/2007
Number of Days to Update: 0	Next Scheduled EDR Contact: N/A
	Data Release Frequency: N/A

NURSING HOMES: Directory of Nursing Homes

Information on Medicare and Medicaid certified nursing homes in the United States.

Date of Government Version: N/A	Source: N/A
Date Data Arrived at EDR: 10/11/2005	Telephone: 800-568-3282
Date Made Active in Reports: N/A	Last EDR Contact: 09/22/2006
Number of Days to Update: 0	Next Scheduled EDR Contact: N/A
	Data Release Frequency: N/A

PRIVATE SCHOOLS: Private Schools of the United States

The National Center for Education Statistics' primary database on private school locations in the United States.

Date of Government Version: N/A	Source: National Center for Education Statistics
Date Data Arrived at EDR: 10/07/2005	Telephone: 202-502-7300
Date Made Active in Reports: N/A	Last EDR Contact: 09/22/2006
Number of Days to Update: 0	Next Scheduled EDR Contact: N/A
	Data Release Frequency: N/A

HOSPITALS: AHA Hospital Guide

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Date of Government Version: N/A	Source: American Hospital Association
Date Data Arrived at EDR: 10/19/1994	Telephone: 800-242-2626
Date Made Active in Reports: N/A	Last EDR Contact: 09/22/2006
Number of Days to Update: 0	Next Scheduled EDR Contact: N/A
	Data Release Frequency: N/A

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 06/15/2007
Date Made Active in Reports: 08/20/2007
Number of Days to Update: 66

Source: Department of Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 06/13/2007
Next Scheduled EDR Contact: 09/10/2007
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 10/26/2006
Date Data Arrived at EDR: 11/29/2006
Date Made Active in Reports: 01/05/2007
Number of Days to Update: 37

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/30/2007
Next Scheduled EDR Contact: 11/26/2007
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 04/27/2007
Date Made Active in Reports: 06/08/2007
Number of Days to Update: 42

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 07/09/2007
Next Scheduled EDR Contact: 10/08/2007
Data Release Frequency: Annually

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health
Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics
Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics
Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Day Care Centers

Source: Department of Human Services
Telephone: 405-521-3561

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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Appendix B
Photographic Log

**Hazardous Waste/Underground Storage Tank Survey
Interstate 40 and Choctaw Road Widening Project
Photograph Log
November 15, 2007**



Photograph #1, LOVE'S Country Stores #241, 7300 S. Choctaw Road



Photograph #2, Anderson Travel Plaza, 7501 S. Choctaw Road

Appendix C
Regulatory Agency Contact List

REGULATORY AGENCY CONTACTS

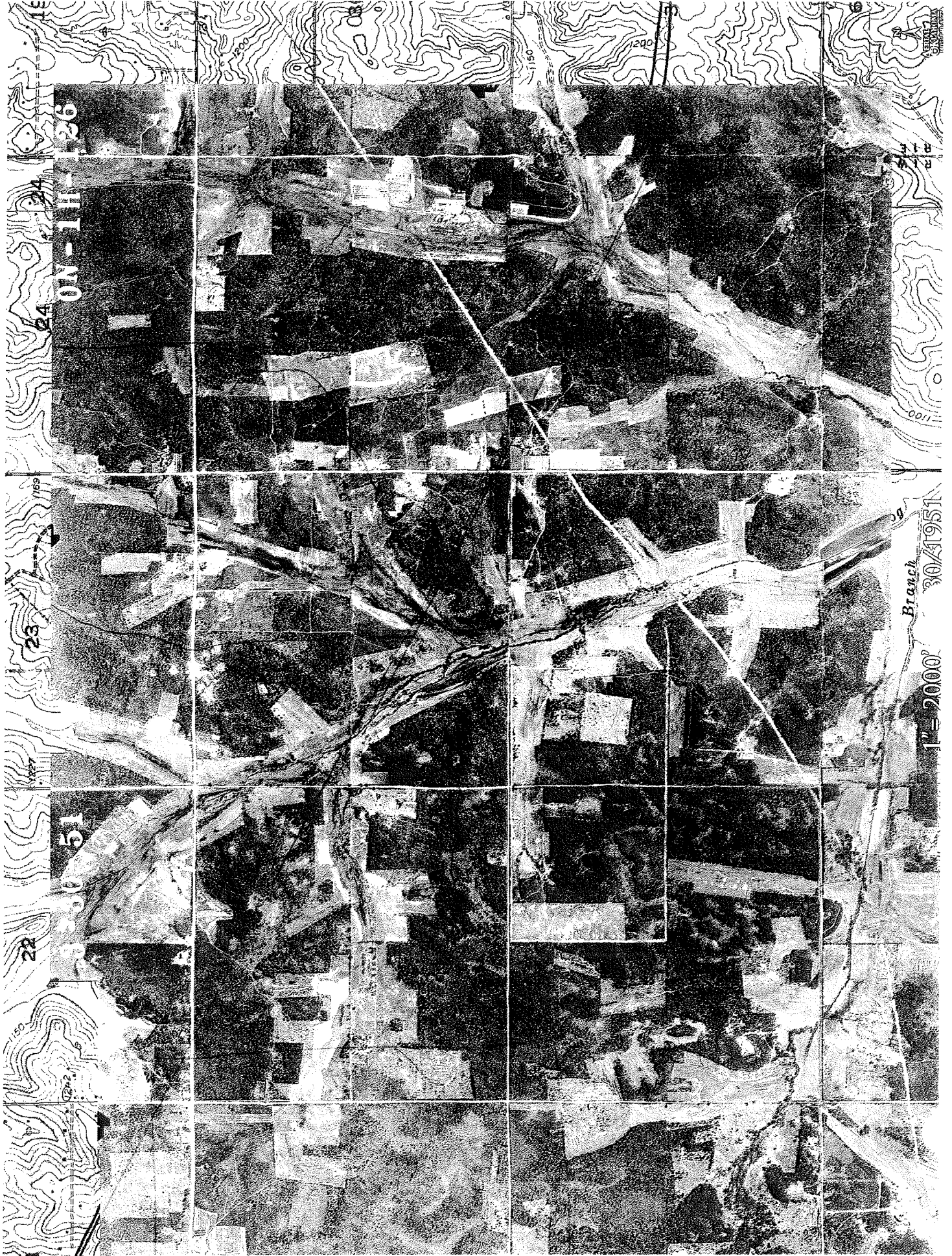
- Oklahoma Corporation Commission, Jim Thorpe Office Building, 2101 N. Lincoln Blvd. 405.521.2613, General Attendant/Self-serve.
- Oklahoma Department of Environmental Quality, 707 N. Robinson, 405.702.6100, Mr. Jerry Perrin, Admin. Asst.

Appendix D
Aerial Photographs



1" = 2000' 7/17/1941



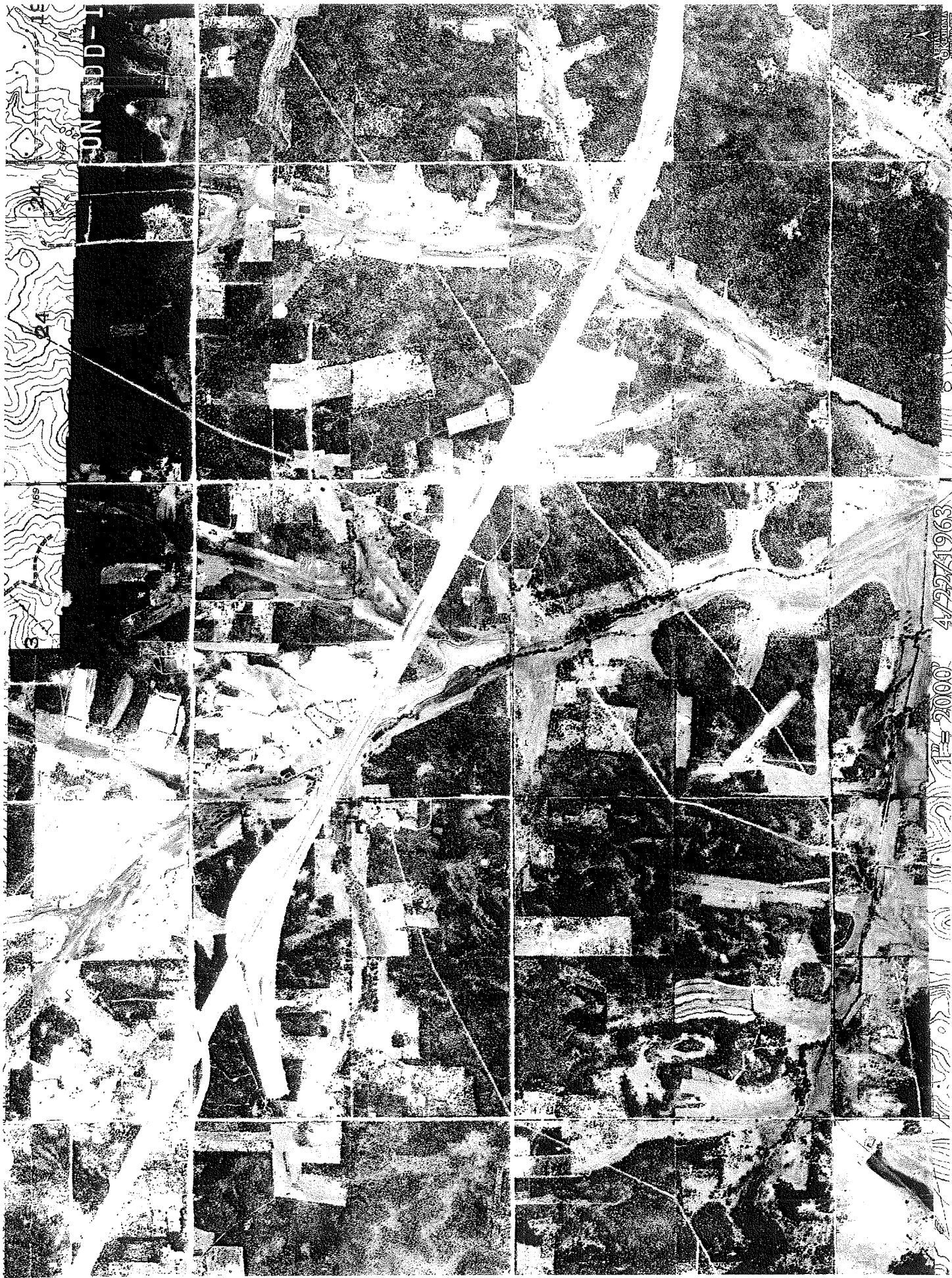


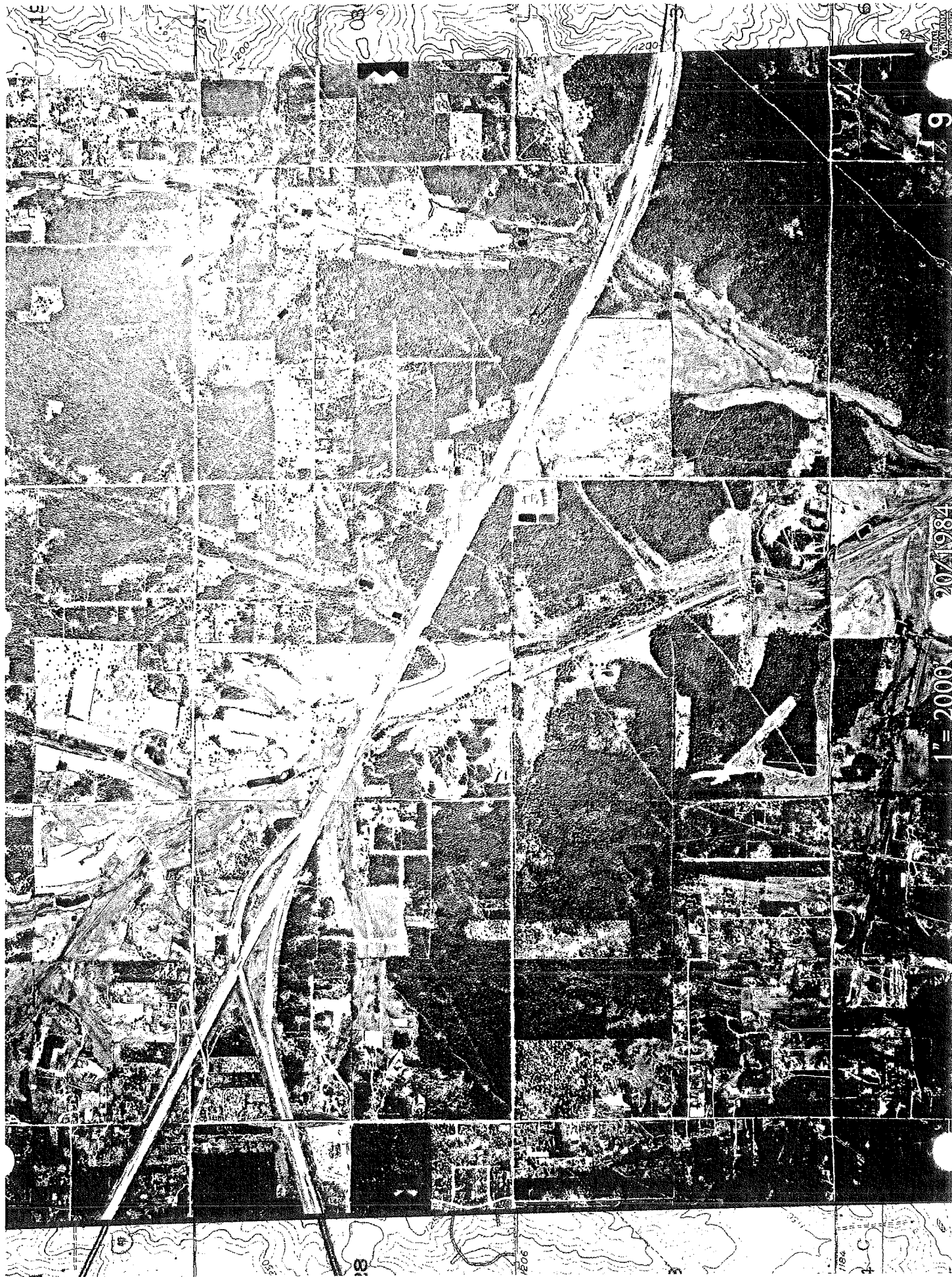
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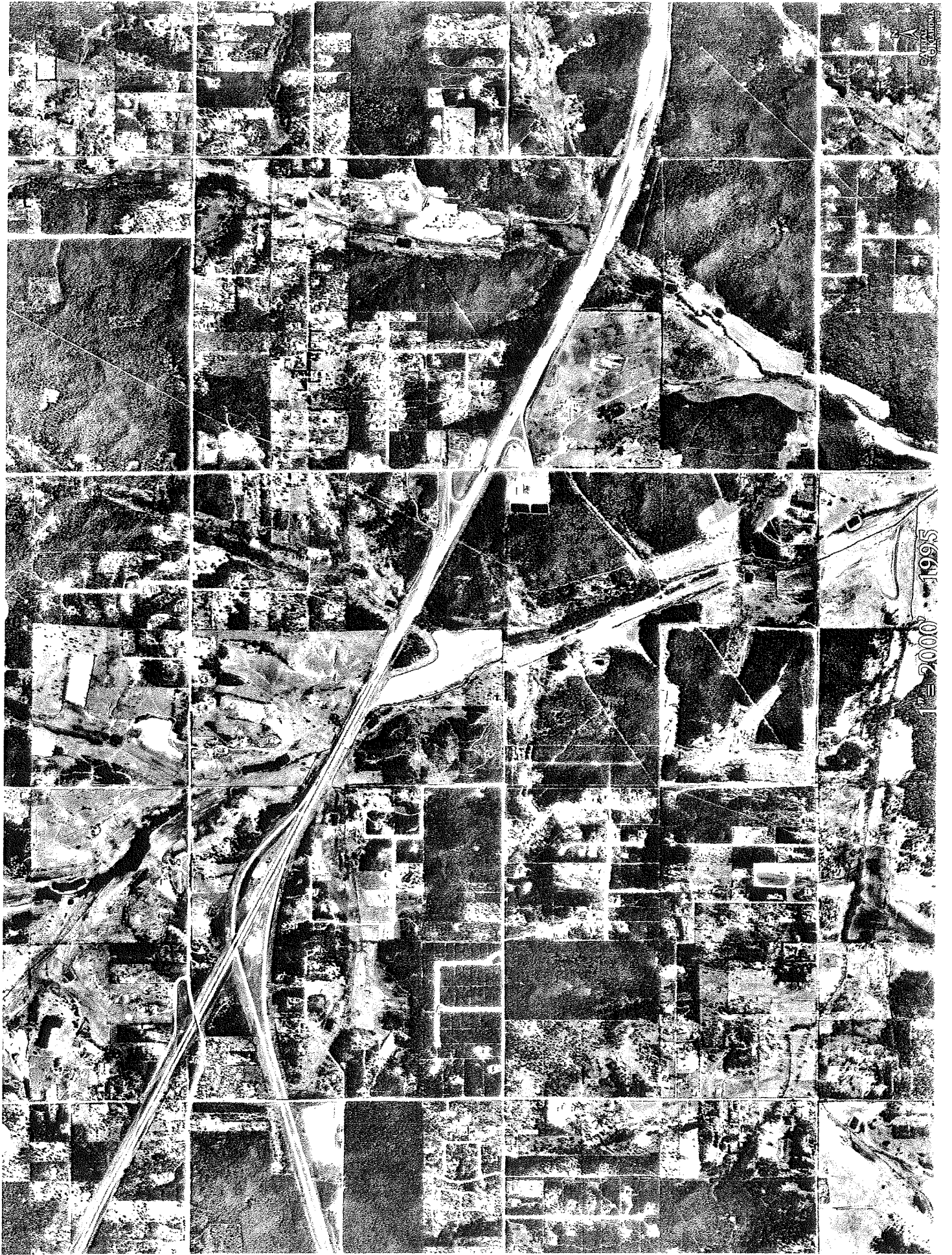
51

Branch 30/4951

1"=2000'

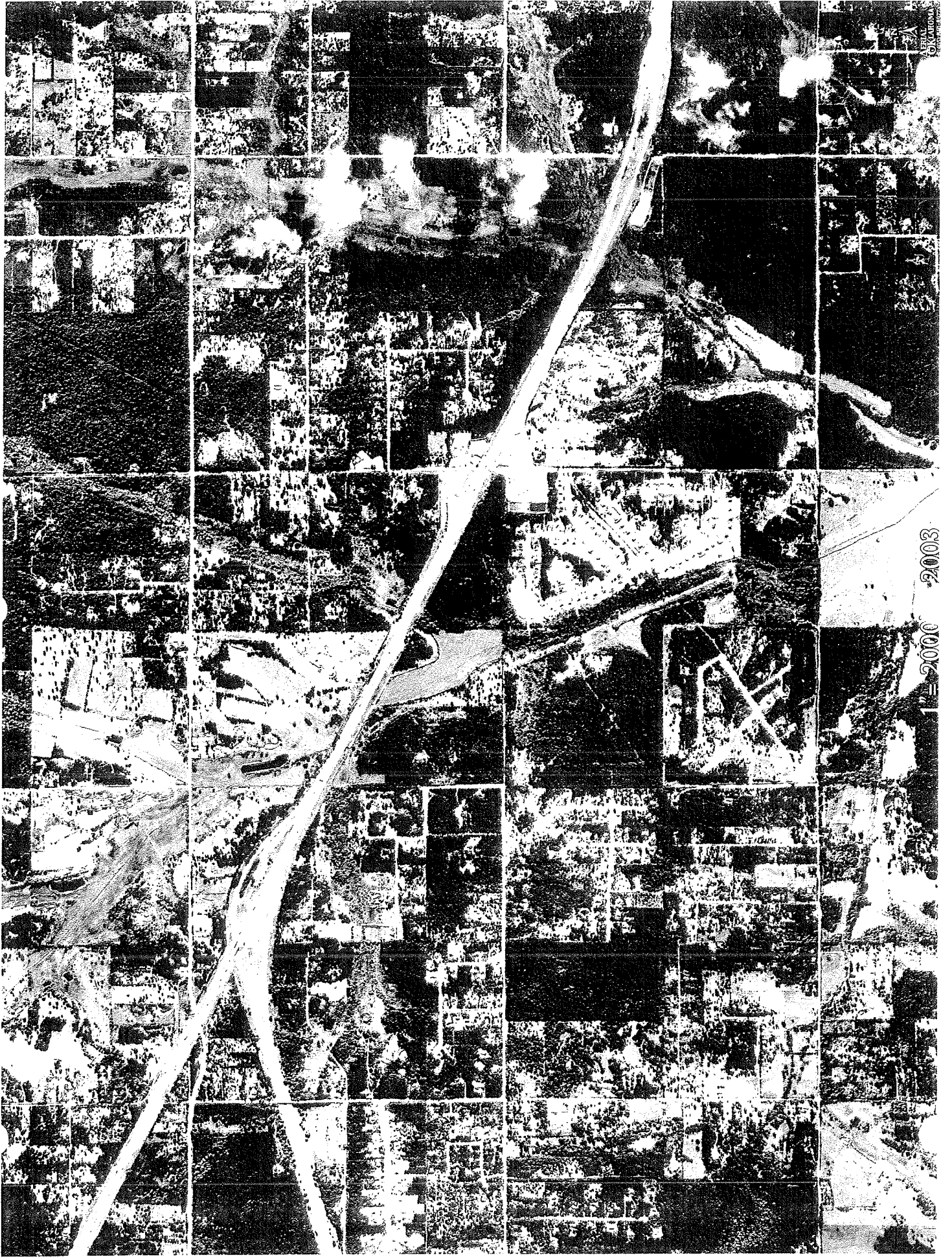






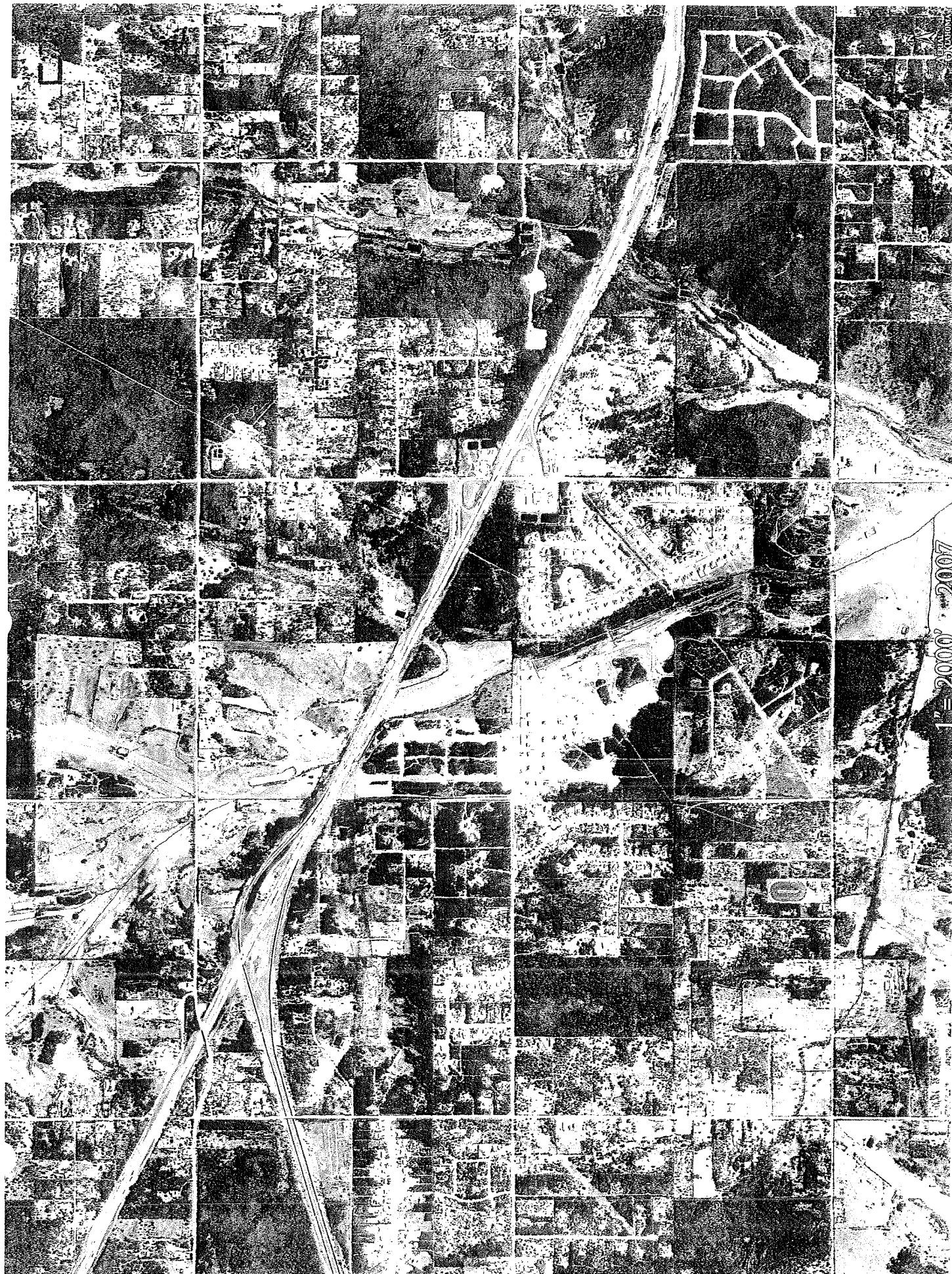
CAPITAL
GEOGRAPHY
INCORPORATED

1995
2000



AERIAL ORKATONOMA

1" = 2000' 2003



APPENDIX G
ENVIRONMENTAL JUSTICE

Environmental Justice Analysis I-40/I-240/Choctaw Road Interchange Reconstruction

Windshield Survey

A drive-out of the project area was conducted on May 29, 2008. No readily identifiable minority or low-income populations were observed in the area of the project.

Public Involvement

A public meeting was held on May 29, 2008 at Harmony Christian Church located within the project limits. Approximately, seventy-six (76) community members attended the informational meeting. No minority or low-income populations were readily identifiable based on attendance at this meeting.

Agency Consultation

The U.S. Environmental Protection Agency (EPA), U.S. Department of Health and Human Services and U.S. Housing & Urban Development were solicited in writing for comment on this project and no responses were returned.

Identification of Minority Populations

Census Data

Census Tract 1087.04 covers twenty (20) square miles, extending from SE 29th Street on the north to SE 89th Street on the south and from Anderson Road on the west to Triple X Road on the east, and contains the project area and was determined as the community of concern for the proposed project. Census Tract 1087.04 contains four (4) census block groups. Maps of the area covered by each of the four (4) block groups are attached. The following table (Table 1) was created using Census 2000 Summary File 1 (SF-1) 100-Percent Data to determine the percent of minority households in the project area. Population in households was used in lieu of total population to better address relocation impacts. The table shows the percent of minority households in each census block group compared to the total minority households in Census Tract 1087.04. The racial groups “Some other race alone” and “Two or more races”, available in the census data, were not included in the determination of the percent of households containing minority populations.

Table 1: Percent Minority Households in Project Area

	Census Tract 1087.04	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Total Number of Households	4,090	1,172	672	1,017	1,229
Black or African American	39	0	6	2	31
American Indian and Alaska Native	136	58	29	11	38
Asian	37	8	5	1	23

	Census Tract 1087.04	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Native Hawaiian or Other Pacific Islander	6	0	0	6	0
Hispanic	93	42	7	15	29
Total Minority Households	311	108	47	35	121
Percent Minority Households	7.6%	9.2%	7.0%	3.4%	9.8%

Identification of Low-Income Populations

Low-income, for the purposes of Environmental Justice, means a household income at or below the Department of Health and Human Services poverty guidelines. U.S. Census Bureau Census 2000 Sample Data for Poverty Status in 1999 of Households shows the number of households in each of the four (4) Census Blocks below poverty level. This data was utilized to calculate a percentage of low-income households for each census block. This data is based on sample data from the 2000 Census.

	Census Tract 1087.04	Block Group 1, Census Tract 1087.04	Block Group 2, Census Tract 1087.04	Block Group 3, Census Tract 1087.04	Block Group 4, Census Tract 1087.04
Percent Households in 1999 Below poverty Level	7.0%	3.60%	4.51%	14.33%	6.06%

Adverse Effects of Displacements Analysis

The proposed Alternative #1 would displace 2 households in Census Block 3, which has a total of 1,017 households/housing units. The minority population in Block Group 3 is 3.4% or 35 households. The low-income population is 14.33% or 146 households. The project will displace .07 minority households, .29 low-income households and 1.64 non low-income or non-minority households. .07 minority households/housing units are .20% of the total minority population. .29 low-income households/housing units are .20% of the low-income population. The remaining 1.64 households/housing units are .20% of the remaining (1,017 less the 35 minority and less the 146 minority units) total area households/housing units.

The minority population being adversely affected is .20% of the minority population compared to .20% of the remaining population. The low-income population being adversely affected is .20% of the low-income population compared to .20% of the remaining population. Based on this data it is determined no adverse effects of displacement will be suffered by the minority population or low-income population that is appreciably more severe or greater in magnitude that the adverse effect that will be suffered by the nonminority population and/or nonlow-income population.



U.S. Census Bureau

American FactFinder

FACT SHEET

Census Tract 1087.04, Oklahoma County, Oklahoma

View a Fact Sheet for a race, ethnic, or ancestry group

Census 2000 Demographic Profile Highlights:

General Characteristics - show more >>

	Number	Percent	U.S.		
Total population	4,119				brief
Male	2,100	51.0	49.1%	map	brief
Female	2,019	49.0	50.9%	map	brief
Median age (years)	38.9	(X)	35.3	map	brief
Under 5 years	219	5.3	6.8%	map	
18 years and over	3,042	73.9	74.3%		
65 years and over	366	8.9	12.4%	map	brief
One race	3,941	95.7	97.6%		
White	3,690	89.6	75.1%	map	brief
Black or African American	35	0.8	12.3%	map	brief
American Indian and Alaska Native	146	3.5	0.9%	map	brief
Asian	37	0.9	3.6%	map	brief
Native Hawaiian and Other Pacific Islander	6	0.1	0.1%	map	brief
Some other race	27	0.7	5.5%	map	
Two or more races	178	4.3	2.4%	map	brief
Hispanic or Latino (of any race)	122	3.0	12.5%	map	brief
Household population	4,090	99.3	97.2%	map	brief
Group quarters population	29	0.7	2.8%	map	
Average household size	2.74	(X)	2.59	map	brief
Average family size	3.03	(X)	3.14	map	
Total housing units	1,598			map	
Occupied housing units	1,491	93.3	91.0%	map	brief
Owner-occupied housing units	1,331	89.3	66.2%	map	
Renter-occupied housing units	160	10.7	33.8%	map	brief
Vacant housing units	107	6.7	9.0%	map	

Social Characteristics - show more >>

	Number	Percent	U.S.		
Population 25 years and over	2,771				
High school graduate or higher	2,435	87.9	80.4%	map	brief
Bachelor's degree or higher	470	17.0	24.4%	map	
Civilian veterans (civilian population 18 years and over)	607	20.3	12.7%	map	brief
Disability status (population 5 years and over)	642	16.6	19.3%	map	brief
Foreign born	30	0.7	11.1%	map	brief
Male, Now married, except separated (population 15 years and over)	1,141	68.9	56.7%		brief
Female, Now married, except separated (population 15 years and over)	1,076	66.9	52.1%		brief
Speak a language other than English at home (population 5 years and over)	56	1.4	17.9%	map	brief


Economic Characteristics - show more >>

	Number	Percent	U.S.		
In labor force (population 16 years and over)	2,198	69.2	63.9%		brief
Mean travel time to work in minutes (workers 16 years and over)	24.2	(X)	25.5	map	brief
Median household income in 1999 (dollars)	55,022	(X)	41,994	map	
Median family income in 1999 (dollars)	60,625	(X)	50,046	map	
Per capita income in 1999 (dollars)	22,111	(X)	21,587	map	
Families below poverty level	72	5.8	9.2%	map	brief
Individuals below poverty level	403	9.8	12.4%	map	

Housing Characteristics - show more >>

	Number	Percent	U.S.		
Single-family owner-occupied homes	832				brief
Median value (dollars)	115,200	(X)	119,600	map	brief

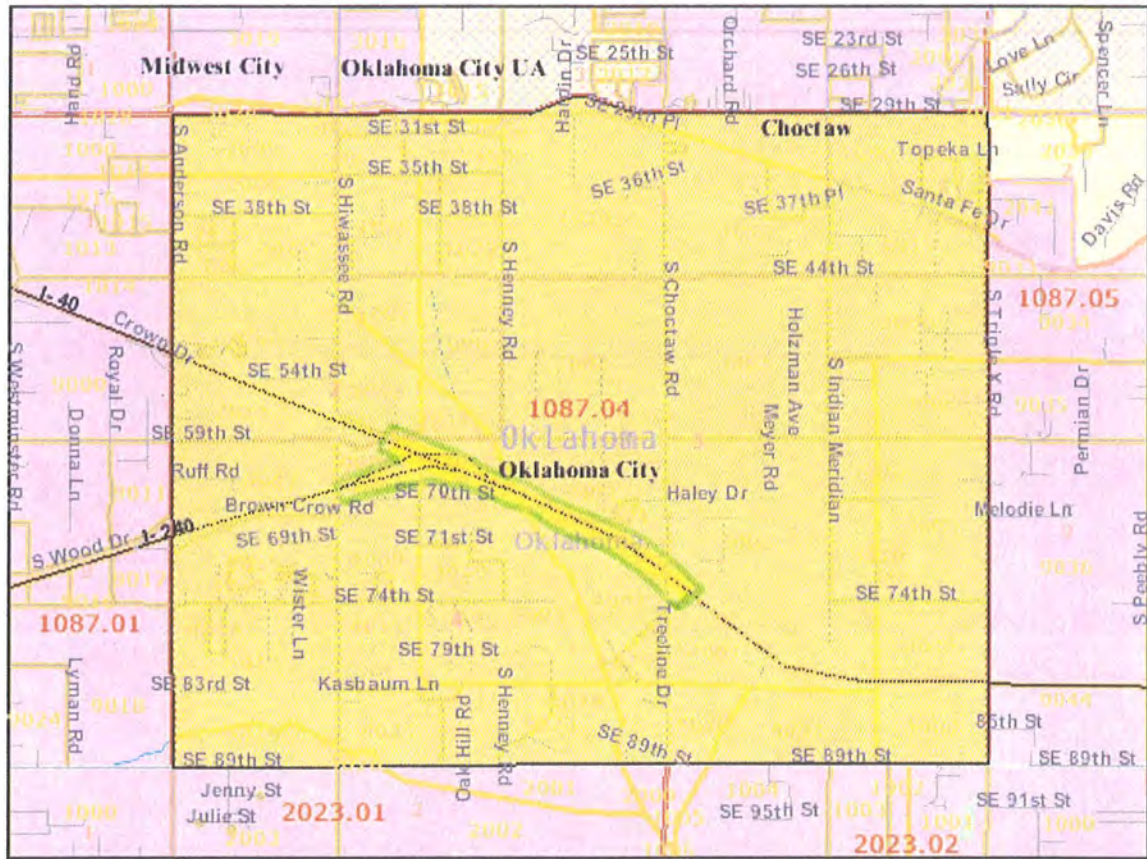
Median of selected monthly owner costs	(X)	(X)			brief
With a mortgage (dollars)	1,018	(X)	1,088	map	
Not mortgaged (dollars)	256	(X)	295		
Not applicable.					
Source: U.S. Census Bureau, Summary File 1 (SF 1) and Summary File 3 (SF 3)					

The letters PDF or symbol  indicate a document is in the Portable Document Format (PDF). To view the file you will need the Adobe® Acrobat® Reader, which is available for free from the Adobe web site.

Census Tract and Census Block Group Maps

Census Tract 1087.04, Oklahoma County, Oklahoma

- Boundaries**
 - State
 - '00 County
 - '00 Census Tract
 - '00 Block Group
 - '00 Block
 - '00 Place
 - '00 Place
 - '00 Urban Area
 - '00 Urban Area
- Features**
 - Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody

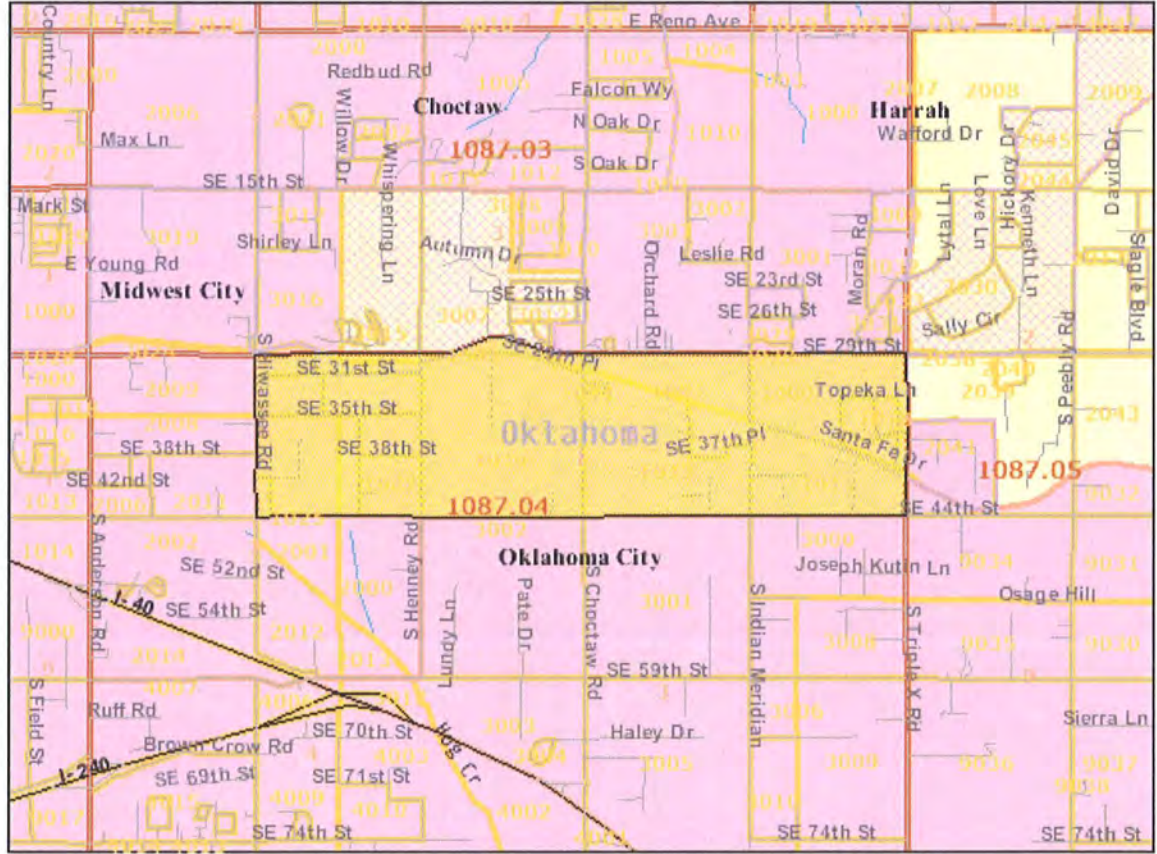


7 miles across

[Close](#)

Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma

- Boundaries**
 - State
 - '00 County
 - '00 Census Tract
 - '00 Block Group
 - '00 Block
 - '00 Place
 - '00 Place
 - '00 Urban Area
 - '00 Urban Area
- Features**
 - Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody

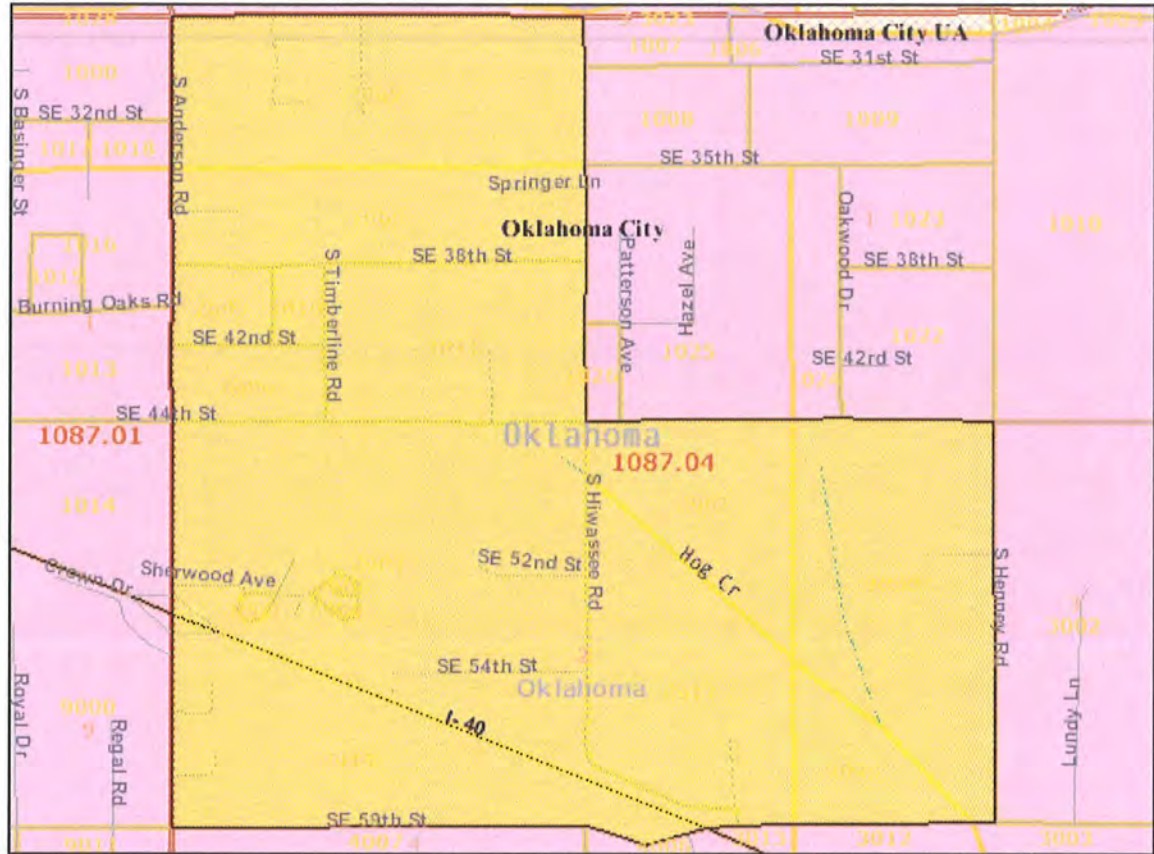


7 miles across

Close

Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma

- Boundaries**
- State
- '00 County
- '00 Census Tract
- '00 Block Group
- '00 Block
- '00 Place
- '00 Place
- '00 Urban Area
- '00 Urban Area
- Features**
- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

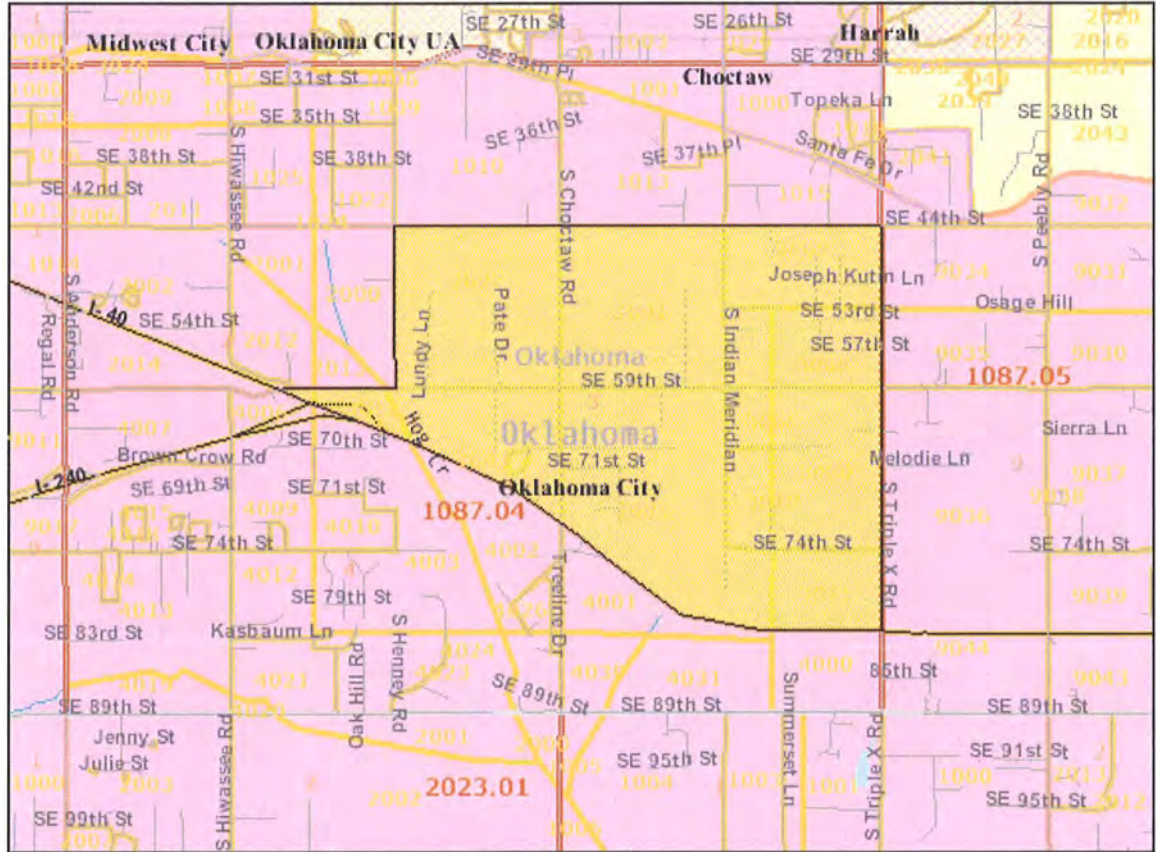


2.8 miles across

Close

Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma

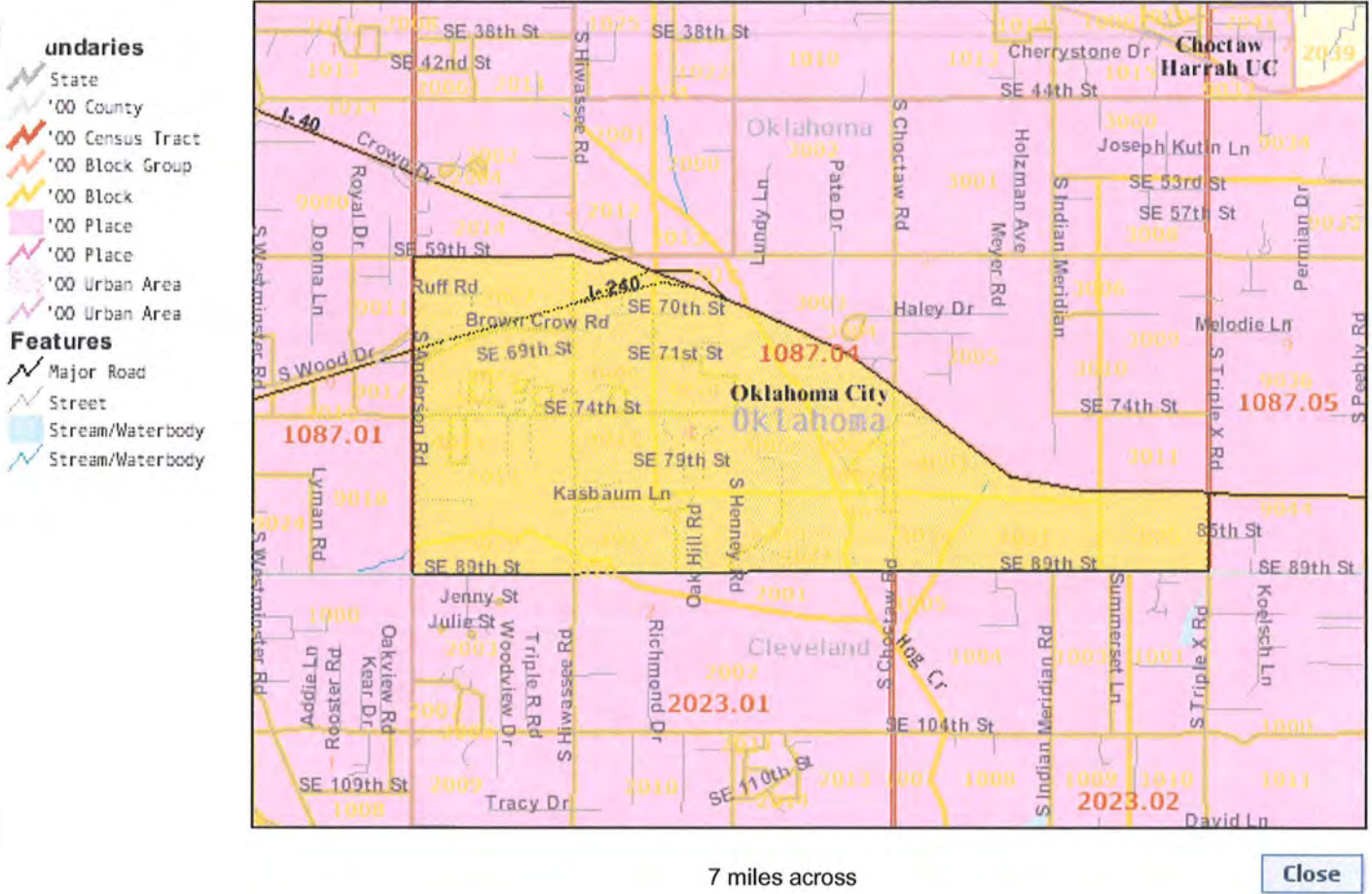
- Boundaries**
 - State
 - '00 County
 - '00 Census Tract
 - '00 Block Group
 - '00 Block
 - '00 Place
 - '00 Place
 - '00 Urban Area
 - '00 Urban Area
- Features**
 - Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody



7 miles across

Close

Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma



Minority Populations in Households Census Data



U.S. Census Bureau

American FactFinder

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P16. POPULATION IN HOUSEHOLDS [1] - Universe: Population in households

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma
Total	4,090	1,172	672	1,017	1,229

U.S. Census Bureau
Census 2000

P16B. POPULATION IN HOUSEHOLDS (BLACK OR AFRICAN AMERICAN ALONE HOUSEHOLDER) [1] - Universe: Population in households with a householder who is Black or African American alone

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma
Total	39	0	6	2	31

U.S. Census Bureau
Census 2000

P16C. POPULATION IN HOUSEHOLDS (AMERICAN INDIAN AND ALASKA NATIVE ALONE HOUSEHOLDER) [1] - Universe: Population in households with a householder who is American Indian and Alaska Native alone

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma
Total	136	58	29	11	38

U.S. Census Bureau
Census 2000

P16D. POPULATION IN HOUSEHOLDS (ASIAN ALONE HOUSEHOLDER) [1] - Universe:

[Population in households with a householder who is Asian alone](#)

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma
Total	37	8	5	1	23

U.S. Census Bureau
Census 2000

P16E. POPULATION IN HOUSEHOLDS (NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE HOUSEHOLDER) [1] - Universe:

[Population in households with a householder who is Native Hawaiian and Other Pacific Islander alone](#)

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma
Total	6	0	0	6	0

U.S. Census Bureau
Census 2000

P16H. POPULATION IN HOUSEHOLDS (HISPANIC OR LATINO HOUSEHOLDER) [1] - Universe:

[Population in households with a householder who is Hispanic or Latino](#)

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma
Total	93	42	7	15	29

U.S. Census Bureau
Census 2000

Standard Error/Variance documentation for this dataset:

[Accuracy of the Data: Census 2000 Summary File 1 \(SF 1\) 100-Percent Data \(PDF 44KB\)](#)



U.S. Census Bureau
American FactFinder

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P92. POVERTY STATUS IN 1999 OF HOUSEHOLDS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER [59] - Universe: Households
Data Set: [Census 2000 Summary File 3 \(SF 3\) - Sample Data](#)

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Census Tract 1087.04, Oklahoma County, Oklahoma	
Total:	1,499
Income in 1999 below poverty level:	105
Family households:	72
Married-couple family:	36
Householder under 25 years	5
Householder 25 to 44 years	22
Householder 45 to 64 years	9
Householder 65 years and over	0
Other family:	36
Male householder, no wife present:	10
Householder under 25 years	0
Householder 25 to 44 years	10
Householder 45 to 64 years	0
Householder 65 years and over	0
Female householder, no husband present:	26
Householder under 25 years	10
Householder 25 to 44 years	4
Householder 45 to 64 years	12
Householder 65 years and over	0
Nonfamily households:	33
Male householder:	27
Householder under 25 years	13
Householder 25 to 44 years	8
Householder 45 to 64 years	6
Householder 65 years and over	0
Female householder:	6
Householder under 25 years	0
Householder 25 to 44 years	6
Householder 45 to 64 years	0
Householder 65 years and over	0
Income in 1999 at or above poverty level:	1,394
Family households:	1,178
Married-couple family:	1,024
Householder under 25 years	26
Householder 25 to 44 years	379
Householder 45 to 64 years	483
Householder 65 years and over	136
Other family:	154
Male householder, no wife present:	46
Householder under 25 years	0
Householder 25 to 44 years	16
Householder 45 to 64 years	15
Householder 65 years and over	15
Female householder, no husband present:	108
Householder under 25 years	8
Householder 25 to 44 years	44
Householder 45 to 64 years	39
Householder 65 years and over	17
Nonfamily households:	216
Male householder:	134
Householder under 25 years	7

Householder 25 to 44 years	36
Householder 45 to 64 years	69
Householder 65 years and over	22
Female householder:	82
Householder under 25 years	0
Householder 25 to 44 years	10
Householder 45 to 64 years	19
Householder 65 years and over	53

U.S. Census Bureau
Census 2000

Standard Error/Variance documentation for this dataset:

[Accuracy of the Data: Census 2000 Summary File 3 \(SF 3\) - Sample Data \(PDF 141.5KB\)](#)



P92. POVERTY STATUS IN 1999 OF HOUSEHOLDS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER [59] - Universe: Households
 Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

	Block Group 1, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 2, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 3, Census Tract 1087.04, Oklahoma County, Oklahoma	Block Group 4, Census Tract 1087.04, Oklahoma County, Oklahoma
Total:	444	244	349	462
Income in 1999 below poverty level:	16	11	50	28
Family households:	4	6	42	20
Married-couple family:	0	0	16	20
Householder under 25 years	0	0	5	0
Householder 25 to 44 years	0	0	11	11
Householder 45 to 64 years	0	0	0	9
Householder 65 years and over	0	0	0	0
Other family:	4	6	26	0
Male householder, no wife present:	0	6	4	0
Householder under 25 years	0	0	0	0
Householder 25 to 44 years	0	6	4	0
Householder 45 to 64 years	0	0	0	0
Householder 65 years and over	0	0	0	0
Female householder, no husband present:	4	0	22	0
Householder under 25 years	0	0	10	0
Householder 25 to 44 years	4	0	0	0
Householder 45 to 64 years	0	0	12	0
Householder 65 years and over	0	0	0	0
Nonfamily households:	12	5	8	8
Male householder:	6	5	8	8
Householder under 25 years	0	5	0	8
Householder 25 to 44 years	0	0	8	0
Householder 45 to 64 years	6	0	0	0
Householder 65 years and over	0	0	0	0
Female householder:	6	0	0	0
Householder under 25 years	0	0	0	0
Householder 25 to 44 years	6	0	0	0
Householder 45 to 64 years	0	0	0	0
Householder 65 years and over	0	0	0	0
Income in 1999 at or above poverty level:	428	233	299	434
Family households:	356	183	270	369
Married-couple family:	291	178	225	330
Householder under 25 years	10	5	11	0
Householder 25 to 44 years	97	78	96	108
Householder 45 to 64 years	146	78	97	162
Householder 65 years and over	38	17	21	60
Other family:	65	5	45	39
Male householder, no wife present:	26	0	0	20
Householder under 25 years	0	0	0	0
Householder 25 to 44 years	11	0	0	5
Householder 45 to 64 years	0	0	0	15
Householder 65 years and over	15	0	0	0
Female householder, no husband present:	39	5	45	19
Householder under 25 years	0	0	8	0
Householder 25 to 44 years	21	5	12	6
Householder 45 to 64 years	14	0	25	0
Householder 65 years and over	4	0	0	13

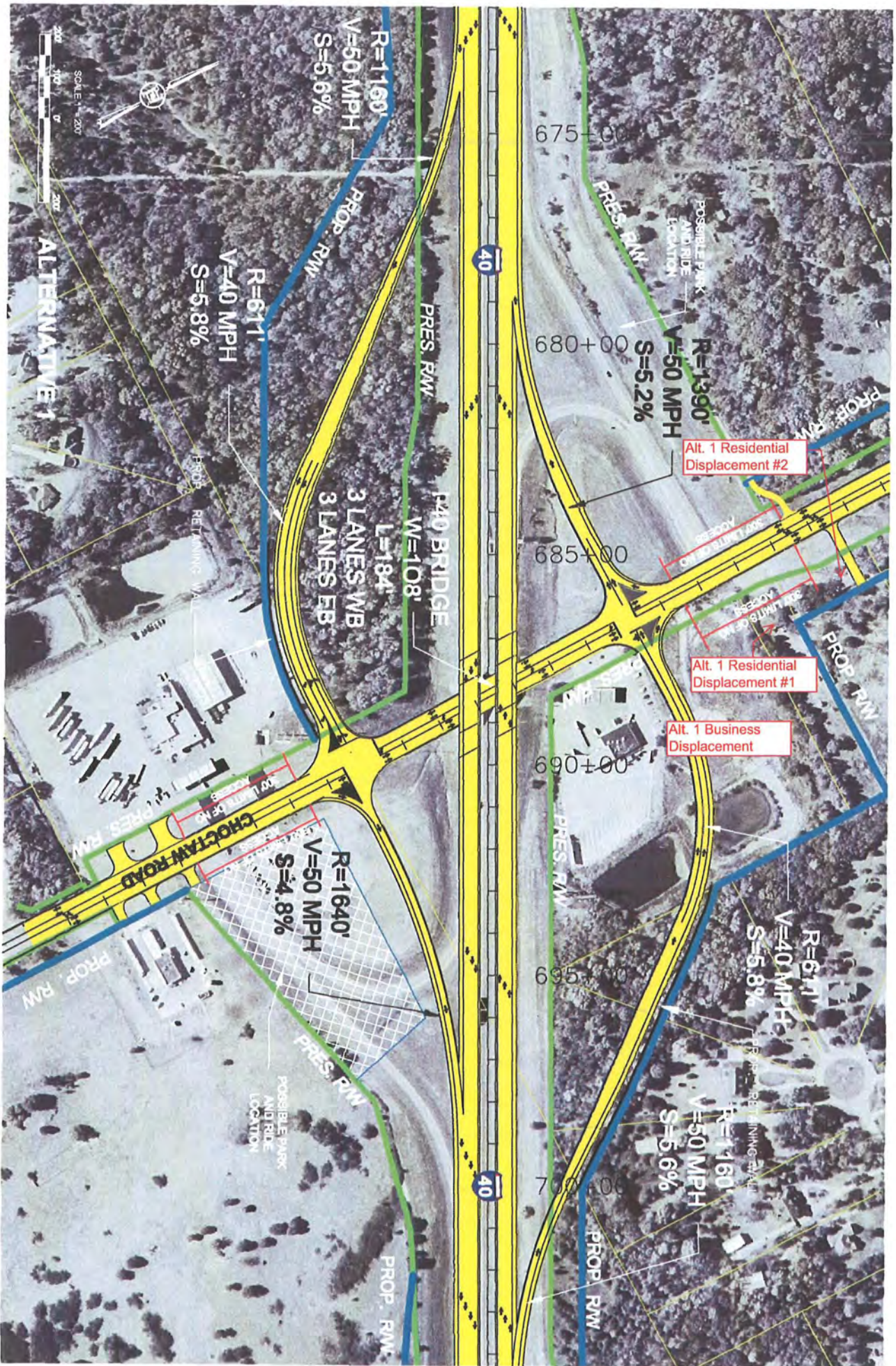
Nonfamily households:	72	50	29	65
Male householder:	41	19	29	45
Householder under 25 years	0	0	0	7
Householder 25 to 44 years	21	0	15	0
Householder 45 to 64 years	20	13	14	22
Householder 65 years and over	0	6	0	16
Female householder:	31	31	0	20
Householder under 25 years	0	0	0	0
Householder 25 to 44 years	0	10	0	0
Householder 45 to 64 years	13	6	0	0
Householder 65 years and over	18	15	0	20

U.S. Census Bureau
Census 2000

Standard Error/Variance documentation for this dataset:

[Accuracy of the Data: Census 2000 Summary File 3 \(SF 3\) - Sample Data \(PDF 141.5KB\)](#)

Map of Potential Displaced Persons and Businesses for Alternative 1



ALTERNATIVE 1



Alt. 1 Residential Displacement #2

Alt. 1 Residential Displacement #1

Alt. 1 Business Displacement

R=1160'
V=50 MPH
S=5.6%

R=611'
V=40 MPH
S=5.8%

R=1390'
V=50 MPH
S=5.2%

R=1640'
V=50 MPH
S=4.8%

R=611'
V=40 MPH
S=5.8%

R=1160'
V=50 MPH
S=5.6%

40

40

P40 BRIDGE

3 LANES WB
3 LANES EB

CHOCTAW ROAD

Alt. 1 Residential Displacement #2

Alt. 1 Residential Displacement #1

Alt. 1 Business Displacement

675+00

680+00

685+00

690+00

695+00

700+00

POSSIBLE PARK AND RIDE LOCATION

POSSIBLE PARK AND RIDE LOCATION

PROP. RW

PROP. RW

PROP. RW

PROP. RW

PROP. RW

PROP. RW

PROP. RW

PROP. RW

ALTERNATIVE 1



Alt. 1 Residential Displacement #2

Alt. 1 Residential Displacement #1

Alt. 1 Business Displacement

R=1160'
V=50 MPH
S=5.6%

R=611'
V=40 MPH
S=5.8%

R=1390'
V=50 MPH
S=5.2%

R=1640'
V=50 MPH
S=4.8%

R=611'
V=40 MPH
S=5.8%

R=1160'
V=50 MPH
S=5.6%

40

40

P40 BRIDGE

3 LANES WB
3 LANES EB

CHOCTAW ROAD

Alt. 1 Residential Displacement #2

Alt. 1 Residential Displacement #1

Alt. 1 Business Displacement

675+00

680+00

685+00

690+00

695+00

700+00

POSSIBLE PARK AND RIDE LOCATION

POSSIBLE PARK AND RIDE LOCATION

PROP. RW

PROP. RW

PROP. RW

PROP. RW

PROP. RW

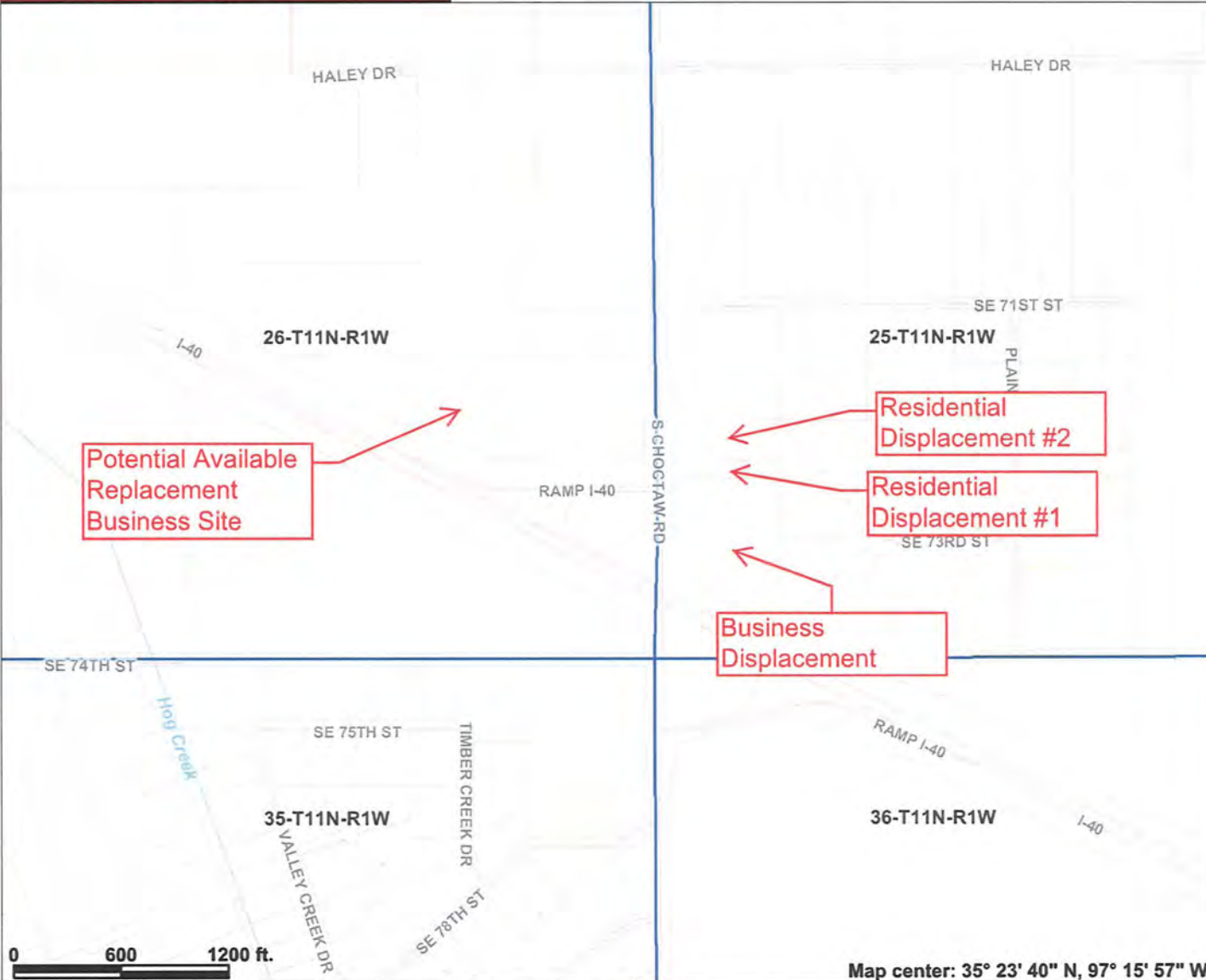
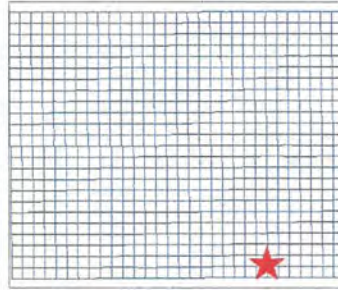
PROP. RW

PROP. RW

PROP. RW



I-40/Choctaw Road



Legend

- Cities
- Sections
- Streets
- Parcels
- North Canadian River
- Rivers & Creeks
- Lakes
- County Background

Scale: 1:10,333

Map center: 35° 23' 40" N, 97° 15' 57" W

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Notes: Parcel Map

Property Information for Potential Business and Residential Displacements

Potential Business Displacement
Travel Stop and Country Store

Tuesday, September 15, 2009










Leonard Sullivan-Oklahoma County Assessor Public Access System (Live Records)



- Guest Book
- TXD Levies
- Glossary
- Map/GIS Search
- New Search

Oklahoma County Assessor Property Display Screen Produced 9/15/2009 9:06:11 AM

Account #: R144208000 **Type:** Commercial **Physical Address:** 7300 S CHOCTAW RD
Business Name: LOVES **Auto Map Parcel:**
Owner Name1: WHITE J DONALD TRS **1/4 Section #:** 1299
Owner Name2: WHITE J DONALD REV INTERVIVOS TRUST **Parent Account:**
Mailing Address: PO BOX 1238 **Taxing District:**
City, St. & Zip: BETHANY, OK 730081238 **School System:** Choctaw #4
of Bldgs: 1 **Acres:** 8.5300

Personal Property Cross reference for Personal Property	Property Value Information		Sketch	Photo
	2008	2009		
Market Value	598,045	596,913		
Taxable Market	546,288	573,601		
Gross Assessed	60,090	63,095		
Homestead	- 0	- 0		
Net Assessed	60,090	63,095		
Tax Rate	121.05	Available Oct 31, 2009		
2008 Tax Savings	See details	\$689	If Available	
				

*All Photos may not be Available

Section: 25 **Township:** 11N **Range:** 1W **QTR:** SW QTR QTR:

Subdivision/Legal Description: UNPLTD PT SEC 25 11N 1W Block: 000 Lot: 000
 PT OF SW4 SEC 25 11N 1W BEG 660FT E & 173.91FT N OF SW/C OFSW4 TH NWLY 663.48FT N504.31FT E585FT S816.09FT TO BEG

-
-

Last Mailed Notice of Value (N.O.V.) Information

Notice Date	Market Value	Taxable Market	Adjustments/Exemptions	Net Assessed Value
3/18/2009	596,913	573,601	0	63,095

Sales Documents/Deed History

Date	View	Type	Book-Page	Price	Grantor	Grantee
------	------	------	-----------	-------	---------	---------

No Sales Documents returned.

Non Sales Documents/Deed History

Date	View	Type	Book-Page	Grantor	Grantee
3/9/2005	>	16	9642-692	WHITE J DONALD C/O PROPERTY TAX CONSULTANTS	WHITE J DONALD TRS WHITE J DONALD REV INTERVIVOS TRUST
4/1/1985	>	HIST DOC	5303-0243		WHITE J DONALD

Account Status/Adjustments/Exemptions

Status/Adjustment/Exemption Type	Effective Year	Assessed Amount
Capped Account	1999	

Click on building number to access detailed information:

Bldg #	Built As	Type	Year Built	SQFT	Stories
Bldg #1	Convenience Store	Commercial	1986	3,520	1



Tuesday, September 15, 2009

Leonard Sullivan-Oklahoma County Assessor Public Access System (Live Records)



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[Guest Book](#) [TXD Levies](#) [Glossary](#) [Map/GIS Search](#) [New Search](#)

Oklahoma County Assessor Property Display

Screen Produced 9/15/2009 9:12:50 AM

Account #: R144218000 **Type:** Residential

Physical Address:

Business Name:

Auto Map Parcel: [Map Parcel](#)

Owner Name1: WHITE J DONALD TRS

1/4 Section #: 1302

Owner Name2: WHITE J DONALD REV INTERVIVOS TRUST

Parent Account:

Mailing Address: PO BOX 1238

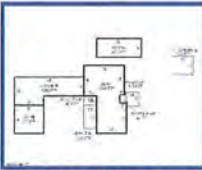







Taxing District: [TXD 204](#)

City, St. & Zip: BETHANY, OK 730081238

School System: Choctaw #4

of Bldgs: 1

Acres: 18.0900

Personal Property Cross reference for Personal Property	Property Value Information		Sketch	Photo			
	2008	2009		2009	2008	2007	2006
Market Value	65,008	174,196	 If Available				
Taxable Market	57,720	60,605		2009	2008	2007	2006
Gross Assessed	6,348	6,665					
Homestead	- 0	- 0		2005	2004	2003>	
Net Assessed	6,348	6,665		*All Photos may not be Available			
Tax Rate	121.05	Available Oct 31, 2009					

2008 Tax Savings [See details](#) \$97

[Click to View taxes on this property](#)

Section: 26 **Township:** 11N **Range:** 1W **QTR:** SE **QTR QTR:**

Subdivision/Legal Description:

[UNPLTD PT SEC 26 11N 1W](#) Block: 000 Lot: 000 [Subdivision Sales](#)
PT OF SE4 SEC 26 11N 1W BEG 1500FT N OF SE/C OF SE4 TH W80FT S365.75FT W887.53FT
NW261.81FT NW254.95FT NW650FT NW148.62FT E2131.07FT S173.53FT TO BEG

[Click for sales of similar properties](#)

[View the 10 newest sales](#)

Last Mailed Notice of Value (N.O.V.) Information

Notice Date	Market Value	Taxable Market	Adjustments/Exemptions	Net Assessed Value
2/16/2009	174,196	60,605	0	6,665

Sales Documents/Deed History

Date	View	Type	Book-Page	Price	Grantor	Grantee
------	------	------	-----------	-------	---------	---------

No Sales Documents returned.

Non Sales Documents/Deed History

Date	View	Type	Book-Page	Grantor	Grantee
3/9/2005	>	13	9642-689	WHITE J DONALD	WHITE J DONALD TRS WHITE J DONALD REV INTERVIVOS TRUST
4/1/1985	>	HIST DOC	5303-0246		WHITE J DONALD

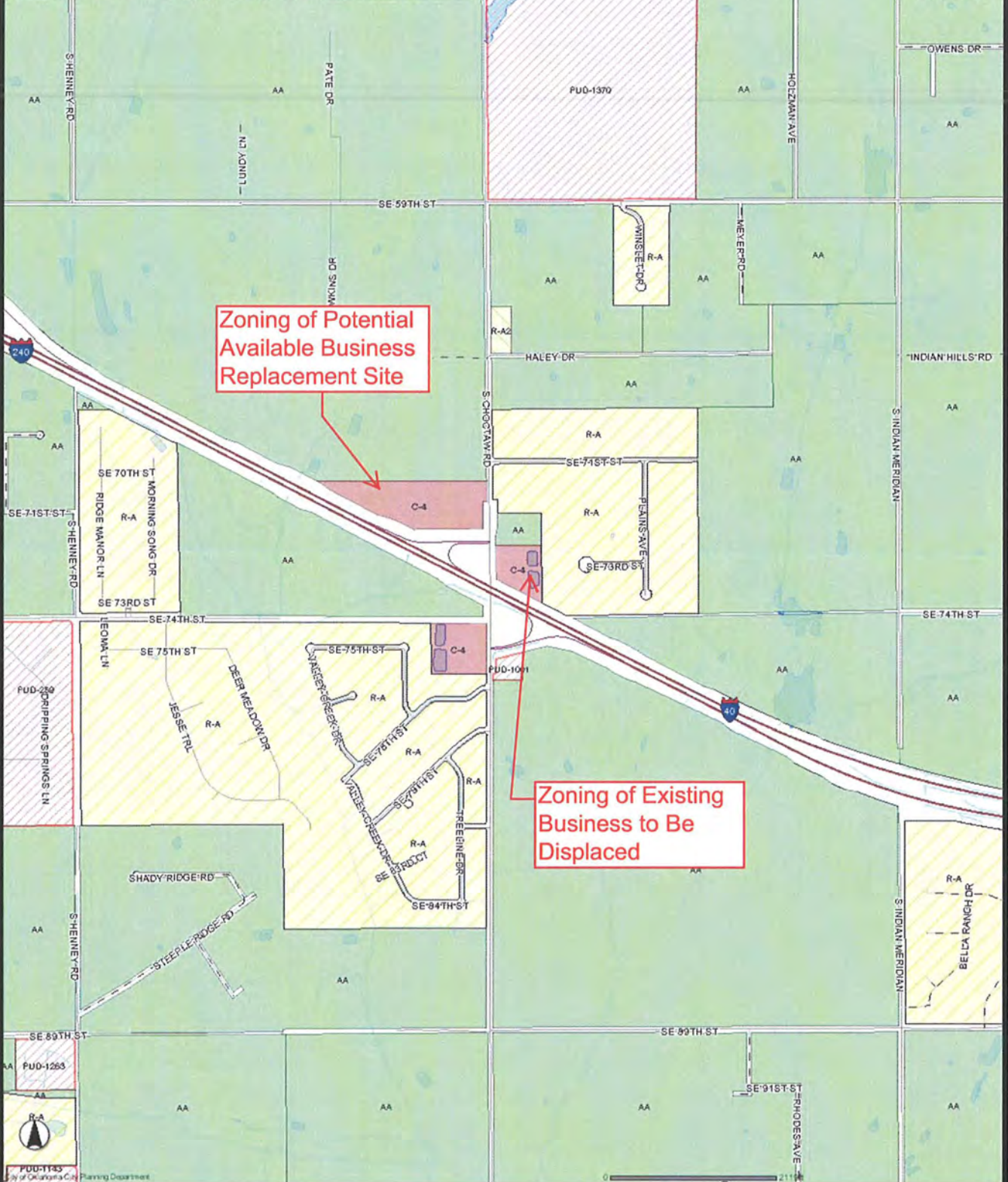
Account Status/Adjustments/Exemptions

Status/Adjustment/Exemption Type	Effective Year	Assessed Amount
Capped Account	1999	

Click on building number to access detailed information:

Bldg #	Built As	Type	Year Built	SQFT	Stories
.g #1	Salvage	Residential	1964	1,844	1





City of Oklahoma City
I-40/Choctaw Road

1 inch = 1780 feet
0 1 inch

Tue Sep 15
09:24:49 CDT
2009

Notes: This map was generated online from an ArcIMS Map Service. Please contact Geographic Support for more complex mapping needs.

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Information Technology, Geographic Support



City of Oklahoma City
I-40/Choctaw Road

Tue Sep 15
09:24:49 CDT
2009

Notes: This map was generated online from an ArcIMS Map Service. Please contact Geographic Support for more complex mapping needs.

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Residential Relocation #1

Tuesday, September 15, 2009

Leonard Sullivan-Oklahoma County Assessor Public Access System (Live Records)



- Guest Book
- TXD Levies
- Glossary
- Map/GIS Search
- New Search

Oklahoma County Assessor Property Display

Screen Produced 9/15/2009 9:08:20 AM

Account #: **R144207040** Type: **Residential**

Physical Address: 7412 S CHOCTAW RD

Business Name:

Auto Map Parcel:

Owner Name1: SWEARENGIN BETTY D & MERVIN D

1/4 Section #: 1299

Owner Name2:

Parent Account:

Mailing Address: 18233 SIERRA LN

Taxing District:

School System: Choctaw #4

City, St. & Zip: NEWALLA, OK 74857

of Bldgs: 1 Acres: 1.5000

Personal Property Cross reference for Personal Property	Property Value Information		Sketch	Photo
	2008	2009		
Market Value	148,789	138,265		
Taxable Market	96,404	101,223		
Gross Assessed	10,603	11,133		
Homestead	- 1,000	- 0		
Net Assessed	9,603	11,133		
Tax Rate	121.05	Available Oct 31, 2009		
1 Value		21,592		
<input type="button" value="2008 Tax Savings"/>	<input type="button" value="See details"/>	<input type="button" value="\$819"/>	<input type="button" value="If Available"/>	<i>*All Photos may not be Available</i>

Section: 25 Township: 11N Range: 1W QTR: SW QTR QTR:

Subdivision/Legal Description:

Block: 000 Lot: 000
PT OF SW4 SEC 25 11N 1W BEG 60RDS N OF SW/C OF SW4 TH N99FTE40RDS S99FT W40RDS TO BEG

Last Mailed Notice of Value (N.O.V.) Information

Notice Date	Market Value	Taxable Market	Adjustments/Exemptions	Net Assessed Value
2/16/2009	138,265	101,223	0	11,133

Sales Documents/Deed History

Date	View	Type	Book-Page	Price	Grantor	Grantee
5/3/1989	>	HIST	5907-0717	\$72,000	WIGGINS FRED JR & R	SWEARENGIN BETTY D & MERVIN D

Non Sales Documents/Deed History

Date	View	Type	Book-Page	Grantor	Grantee
2/20/1992	>	HIST DOC	6258-0842	SWEARENGIN BETTY D & MERVIN D	SWEARENGIN BETTY D & MERVIN D
11/11/1911	>	HIST DOC	0000-0000		WIGGINS FRED JR & R

Account Status/Adjustments/Exemptions

Status/Adjustment/Exemption Type	Effective Year	Assessed Amount
Capped Account	1999	

Click on building number to access detailed information:

Bldg #	Built As	Type	Year Built	SQFT	Stories
<input type="button" value="1"/>	Ranch 1 Story	Residential	1961	1,152	1



Residential Relocation #2

Tuesday, September 15, 2009

Leonard Sullivan-Oklahoma County Assessor Public Access System (Live Records)



- Guest Book
- TXD Levies
- Glossary
- Map/GIS Search
- New Search

Oklahoma County Assessor Property Display

Screen Produced 9/15/2009 9:09:50 AM

Account #: R144207050 **Type:** Residential

Physical Address: 7400 S CHOCTAW RD

Business Name:

Auto Map Parcel:

Owner Name1: HUMPHREY DARRIN D & KRISTY R

1/4 Section #: 1299

Owner Name2:

Parent Account:









Mailing Address: 7400 S CHOCTAW RD

Taxing District:

City, St. & Zip: CHOCTAW, OK 730205030

School System: Choctaw #4

of Bldgs: 1 **Acres:** 2.8400

	Property Value Information			
	2008	2009	Sketch	Photo
Market Value	145,743	145,743	 <p>If Available</p>	 2009
Taxable Market	145,743	145,743		 2008
Gross Assessed	16,031	16,031		 2007
Homestead	- 0	- 0		 2006
Net Assessed	16,031	16,031		 2005
Tax Rate	121.05	Available Oct 31, 2009		 2004
Ad Value		36,366	 2003>	

2008 Tax Savings \$0

Section: 25 **Township:** 11N **Range:** 1W **QTR:** SW QTR QTR:

Subdivision/Legal Description:

UNPLTD PT SEC 25 11N 1W Block: 000 Lot: 000
 PT OF SW4 SEC 25 11N 1W BEG 1099.19FT N & 84.61FT E OF SW/C SW4 TH NE104.06FT N120FT E555FT S230.93FT W575.50FT TO BEG 2.91ACRS MORE OR LESS

Last Mailed Notice of Value (N.O.V.) Information

Notice Date	Market Value	Taxable Market	Adjustments/Exemptions	Net Assessed Value
4/18/2008	145,743	145,743	0	16,031

Sales Documents/Deed History

Date	View	Type	Book-Page	Price	Grantor	Grantee
12/3/2007	>	DE	10679-1370	\$145,000	WHITE J DONALD TRS WHITE J DONALD REV INTERVIVOS TRUST	HUMPHREY DARRIN D & KRISTY R
5/9/1989	>	HIST	5909-0168	\$48,000	METHVIN JOHN R	J R PROPERTIES
3/8/1988	>	HIST	5743-1622	\$45,500	GMAC MORTGAGE CORPORATION	METHVIN JOHN R

Non Sales Documents/Deed History

Date	View	Type	Book-Page	Grantor	Grantee
3/9/2005	>	OT	9642-687	J R PROPERTIES	WHITE J DONALD TRS WHITE J DONALD REV INTERVIVOS TRUST
5/11/1987	>	HIST DOC	5635-0676	HUFFINES TIMOTHY S & PATRICIA	GMAC MORTGAGE CORPORATION
10/1/1984	>	HIST DOC	5244-0486		HUFFINES TIMOTHY S & PATRICIA

Account Status/Adjustments/Exemptions

Status/Adjustment/Exemption Type	Effective Year	Assessed Amount
Capped Account	2009	

Click on building number to access detailed information:

Bldg #	Built As	Type	Year Built	SQFT	Stories
Bldg #1	Ranch 1 Story	Residential	1966	1,472	1



APPENDIX H

**COORDINATION WITH LOCAL, STATE AND FEDERAL AGENCIES
AND OFFICIALS**

[Date]

[Address]

RE: I-40/Choctaw Road Interchange: I-40 from I-240 Junction East to Choctaw Road
State Project: 20324(04) Oklahoma City, Oklahoma County

Dear [Name]:

The Oklahoma Department of Transportation (ODOT) is soliciting comments on proposals to improve the operational characteristics of the interchange at Interstate (I-) 40 and Choctaw Road beginning at the I-240 Junction and extending east to Choctaw Road (see attached map). 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.

The proposed project is anticipated to include the I-40 and I-240 merge along with the Choctaw Road interchange. Additionally, a new I-40 bridge over Choctaw Road, median widening, drainage structure extensions or replacements, and full depth reconstruction of the I-40 and Choctaw Road pavements within the project extents are likely. The project will extend north and south along Choctaw Road approximately 0.50 to 0.75 mile in each direction, but will not include the Choctaw Road/SE 59th Street intersection to the north or the Choctaw Road/SE 89th Street intersection to the south.

To allow adequate time for evaluation of your suggestions, we would appreciate receiving your comments within fifteen (15) days from the date of this letter. Your written comments should be directed to the Planning Engineer, Oklahoma Department of Transportation, 200 Northeast 21st Street, Oklahoma City, OK 73105.

We sincerely solicit your cooperation in this matter and should you desire additional information please contact this office.

Sincerely,

Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

Attachments: Project Area Map



Total Length along I-40 = 3.5 miles
 Total Length along Choctaw Road = 2.0 miles

Location and Study Area Map
 I-40 from I-240 to Choctaw Road
 Oklahoma City, Oklahoma

Figure 1

SOLICITATION LETTER LIST & RESOURCE AGENCIES LIST

FEDERAL AGENCIES:

Bureau of Reclamation
Attn: Mr. James Allard,
Field Office Manager, OKC
5924 NW 2nd Street, Suite 200
Oklahoma City, Oklahoma 73127

Phone: 405.606.2901

Bureau of Reclamation
Attn: Mr. Michael J. Ryan
Regional Director
P.O. Box 36900
Billings, Montana 59107

Phone: 406.247.7600

Bureau of Land Management
Oklahoma Resources Area
Attn: Mr. Philip Keasling
221 North Service Road
Moore, Oklahoma 73160-4946

Phone: 405.790.9624

Bureau of Land Management
Attn: Ms. Mary Lou Drywater
Field Station Manager
221 N. Service Road
Moore, Oklahoma 73160-4946

Phone: 405.790.1016

Bureau of Land Management
Attn: Ms. Linda Rundell
State Director
P.O. Box 27115
Santa Fe, New Mexico 87502-0115

Phone: 505.428.7400

Federal Highway Administration
Attn: Mr. Gary D. Carino
Division Administrator
300 N. Meridian, Room 105S
Oklahoma City, Oklahoma 73107-6560

Phone: 405.605.6173
***Use Interagency route slip only.**

USA EPA – Region G
Attn: Ms. Cathy Gilmore
NEPA Coordinator
Compliance Assurance & Enforcement Division
1445 Ross Avenue
Dallas, Texas 75202-2733

Phone: 214.665.6766

FEDERAL AGENCIES:

Health & Human Services

Attn: Office of the Secretary
1301 Young Street, Ste.124
Dallas, Texas 75202

Phone: 214.767.9648

***Projects in urban areas w/ 50,000 or greater population.**

Tulsa District Corps of Engineers

Attn: *Environmental Analysis Section*
Mr. David Manning, Regulatory Branch Chief
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128-4629

Phone: 918.669.4343

Main # 918.669.7400

Tulsa District Corps of Engineers

Attn: Colonel Anthony Funkhouser
District Engineer
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128-4629

Phone: 918.669.7201

Planning, Environmental & Regulatory

(PER) Division, Tulsa District Corps of Engineers

Attn: Larry Hogue, Chief
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128-4629

Phone: 918.6697183

Main # 918.7400

Bureau of Indian Affairs

Attn: Mr. Dan Deerinwater, Director
Southern Plains Regional Office
WCD Office Complex
P.O. Box 368,
Anadarko, Oklahoma 73005

Phone: 202.208.3710

*** Indian lands involvement in Western OK.**

U.S. Fish & Wildlife Service

Attn: Mr. Jerry Brabander, Field Supervisor (ES)
9014 East 21st Street
Tulsa, Oklahoma 74129-1428

Phone: 918.581.7458

U.S. Fish & Wildlife Service

Attn: Regional Director (ES)
Ecological Services Regional Office
P.O. Box 1306
Albuquerque, New Mexico 87103

Phone: None Provided

Federal Railroad Administration

Attn: Region 5
4100 International Plaza, Ste. 450
Fort Worth, Texas 76109-4820

Phone: 817.862.2200

FEDERAL AGENCIES:

U.S. Housing & Urban Development

Attn: Mr. Kevin L. McNeely
Field Office Director
301 W. 6th Street, Suite 200
Oklahoma City, OK 73102

Phone: 405.609.8509

Fax: 405.609.8982

***ALL Major Projects/ in western OK only.
check jurisdictional map @ www.hud.gov.**

National Park Service

Attn: Mr. Mike Snyder, Regional Director
Intermountain Region Office
Planning & Environmental Quality
12795 W. Alameda Parkway
Denver, CO 80225

Phone: 303. 969.2500

U.S. Department of the Interior

Attn: Mr. Steve Spencer
Regional Director
P.O. Box 26567
Albuquerque, New Mexico 87125-6567

Phone: 505.563.3572

***Mailing Address for Fed Ex:**
1001 Indian School Rd., NW, Ste. 348
Albuquerque, NM 87104

STATE AGENCIES:

Oklahoma Aeronautics Commission

Attn: Victor N. Bird, Acting Director
3700 North Classen Blvd., Suite 240
Oklahoma City, Oklahoma 73118

Phone: 405.604.6900

Oil & Gas Conservation Division

Oklahoma Corporation Commission
Jim Thorpe Building
Attn: Ms. Lori Wrotenbery
2101 North Lincoln Blvd.
Oklahoma City, Oklahoma 73105

Phone: 405.521.2301

D.E.Q. - Customer Assistance Program

Attn: Ms. Margaret M. Graham
Environmental Review Coordinator
P.O. Box 1677
Oklahoma City, Oklahoma 73101-1677

Phone: 405.702.1000

FAX: 405.702.1001

Note: Will search OSDH files for hazardous waste/Superfund sites & provide a written response. In addition, will comment on Water Quality, Air Quality, Solid Waste & Man-made Hazards.

Oklahoma Historical Society

Attn: Dr. Bob Blackburn, Executive Director
2401 N. Laird Avenue
Oklahoma City, Oklahoma 73105-4915

Phone: 405.522.5202

FAX: 405.947.2918

Oklahoma Department of Commerce

Attn: Mr. Clayton Robinson/ Ms. Carolyn Sullivan
Energy Program Manager
P.O. Box 26980
900 North Stiles
Oklahoma City, Oklahoma 73104

Phone: 1.800.879.6552 or
815.6552

FAX: 815.5290

Department of Wildlife Conservation

Attn: Greg Duffy, Director
1801 North Lincoln Blvd.
P.O. Box 53465
Oklahoma City, Oklahoma 73152-8804

Phone: 405.521.3851

FAX: 405.521.6535

Oklahoma Conservation Commission

Attn: Mr. Mike Thralls, Executive Director
2800 North Lincoln Blvd., Ste. 160
Oklahoma City, Oklahoma 73105

Phone: 405.521.2384

e-mail: miket@okcc.state.ok.us

Department of Agriculture

Attn: Commissioner Terry L. Peach
Secretary of Agriculture
2800 N. Lincoln Blvd.
P.O. Box 54298
Oklahoma City, Oklahoma 73105-4298

Phone: 405.521.3864

FAX: 405.522.0909

STATE AGENCIES:

Oklahoma Water Resources Board

Attn: Mr. Gavin Brady
3800 North Classen
Oklahoma City, Oklahoma 73118

Phone: 405.530.8800
Phone: 405.530.8900

Oklahoma Geological Survey

Attn: Dr. G. Randy Keller, Interim Director
100 East Boyd, Room N-131
Norman, Oklahoma 73019-0628

Phone: 405.325.3031
FAX: 405.325.7689

Oklahoma Archaeological Survey

University of Oklahoma
Attn: Dr. Robert L. Brooks
111 East Chesapeake, Building 134
Norman, Oklahoma 73019-5111

Phone: 405.325.7246
FAX: 405.325.7604

State Department of Education

Attn: Ms. Sandy Garrett, State Superintendent
2500 North Lincoln Blvd., Rm. 121
Oklahoma City, Oklahoma 73105-4599

Phone: 405.521.3301
FAX: 405.521.62.5

Oklahoma Department of Transportation

Attn: Mr. Gary Ridley, Director
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105-3204

Phone: 405.522.1801
***Use an internal route slip only.**

Oklahoma Tourism & Recreation Department

Research & Development Division
Attn: Ms. Kristina S. Marek, Director
First National Center
120 North Robinson Avenue, Ste. 600
Oklahoma City, Oklahoma 73102

Phone: 405.230.8476
FAX: 405.522.5356
*** Will check for park & recreation area involvement. Send EIS statement.**

Oklahoma Department of Environmental Quality

Attn: Mr. Gary Collins, Division Director
PO Box 1677
Oklahoma City, Oklahoma 73101-1677

Phone: 405.702.6100

SUBSTATE PLANNING DISTRICTS & METROPOLITAN PLANNING ORG. (MPO)

ACOG (sub-state planning district 8)
Zack D. Taylor, Executive Director
Association of Central Oklahoma Governments
21 E. Main Street, Suite 100
Oklahoma City, Oklahoma 73104-2405

Phone: 405.234.2264
FAX:: 405.2200
Counties Served: Canadian,
Cleveland, Logan, Oklahoma
(Metropolitan Areas)

Oklahoma Association of Regional Councils
Attn: Trish Weeden, Executive Director
429 NE 5th Street
Oklahoma City, Oklahoma 73105-1815

Phone: 405.521.8444
Areas Served: ALL PROJECTS

LOCAL AGENCIES:

1. Mayor
2. City Manger
3. Board of County Commissioners, etc. (*Refer to the latest Directory of City/Town Officials & Association of County Commissioner's Directory for Addresses*).
4. City Council Members (*Refer to latest Directory (Blue Pages) of City/Town Officials*).
5. School Districts
6. State Representatives
7. State Senators
8. U.S. Representatives
9. U.S. Senators
10. Transportation Commissions

District Conservationist
Rodney C Shaw, District Conservationist
Oklahoma County
Oklahoma City Field Service Center
1120 NW 63rd, Suite G101
Oklahoma City, OK 73116

Local Representatives

The Honorable Mick Cornett, Mayor
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Mr. James D. Couch, City Manager
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Gary Marrs, Councilmember Ward 1
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Local Representatives

Sam Bowman, Councilmember Ward 2
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Larry McAtee, Councilmember Ward 3
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Pete White, Councilmember Ward 4
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

J. Brian Walters, Councilmember Ward 5
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Ann Simank, Councilmember Ward 6
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Councilmember Ward 7
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Patrick J. Ryan, Councilmember Ward 8
City of Oklahoma City
200 N Walker Avenue, 3rd Floor
Oklahoma City, OK 73102

Commissioner Brent Rinehart
Oklahoma County District 2
320 Robert S Kerr, Room 101
Oklahoma City, OK 73102

State Representatives

The Honorable Gary W. Banz, Representative
State Representative, District 101
2300 N Lincoln Blvd, Room 537-A
Oklahoma City, OK 73105

The Honorable Gary W. Banz, Representative
State Representative, District 101
11061 Canterbury Lane
Midwest City, OK 73130

The Honorable Cliff Aldridge, Senator
State Senate, District 42
PO Box 10946
Midwest City, OK 73140

The Honorable Cliff Aldridge, Senator
State Senate, District 42
2300 N Lincoln Blvd, Room 533B
Oklahoma City, OK 73105

US Representatives

The Honorable Tom Cole, US Representative
2420 Springer Drive, Suite 120
Norman, OK 73069

The Honorable Tom Cole, US Representative
US House of Representatives
236 Cannon HOB
Washington, DC 20515

The Honorable Tom A. Coburn, US Senator
US Senate
172 Russell Senate Office Bldg.
Washington, DC 20510

The Honorable Tom A. Coburn, US Senator
100 N Broadway, #1820
Oklahoma City, OK 73102

The Honorable James M. Inhofe, US Senator
US Senate
453 Russell Senate Office Building
Washington, DC 20510 -3603

The Honorable James M. Inhofe, US Senator

1900 NW Expressway, #1210
Oklahoma City, OK 73118

School Districts

Midwest City-Del City Public Schools
P. O. Box 10630
Midwest City, OK 73140-1630

Choctaw-Nicoma Park School District
12880 Northeast Tenth Street
Choctaw, OK 73020-8129

Transportation Commissioner

Mr. Jackie R. Cooper
Oklahoma Transportation Commission
6806 Grand Blvd
Oklahoma City, OK 73116

**OKLAHOMA INDIAN AFFAIRS COMMISSION
TRIBAL GOVERNMENTS, OFFICIALS AND LOCATIONS**

ABSENTEE SHAWNEE TRIBE

Jennifer Onzahwah, Governor
2025 S. Gordon Cooper
Shawnee, Oklahoma 74801

Phone: (405) 275-4030

FAX: (405) 275-5637

CITIZEN POTTAWATOMIE NATION

John A. Barrett, Chairman
1601 S. Gordon Cooper Drive
Shawnee, Oklahoma 74801

Phone: (405) 275-3121

FAX: (405) 878-4658



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, TULSA DISTRICT
1645 SOUTH 101ST EAST AVENUE
TULSA, OKLAHOMA 74128-4609

January 11, 2008

Regulatory Office

Ms. Dawn R. Sullivan, P.E.
Environmental Programs Division
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, OK 73105

Dear Ms. Sullivan:

This reply is in reference to your letter of November 28, 2007, concerning solicitation for comments relative to planned improvements near Interstate 40 and Choctaw Road, in Oklahoma County, Oklahoma, and its involvement with the U.S. Army Corps of Engineers Regulatory program. As you're aware, jurisdiction pursuant to Section 10 of the Rivers and Harbors Act of 1899 is limited to navigable waters of the United States and jurisdiction pursuant to Section 404 of the Clean Water Act (CWA) applies to all waters of the United States, including wetlands.

The data furnished indicates that Department of the Army permit authorization may be required before the project commences. The information provided is insufficient for us to be certain of the need for a permit on this proposal. We will need additional detail on the project's design, scope, construction methods, and purpose in order to determine whether a permit is required. We have found that it's usually in the applicant's best interest to submit that data in a formal permit application. Should an individual permit be required, we can then begin processing your request more efficiently.

Preliminary review of the existing transportation corridor indicates the presence of jurisdictional waterways along the alignment. These waterways ultimately flow into Lake Thunderbird (and beyond). Any placement of dredged or fill material (temporarily or permanent) within the jurisdictional limits of these aquatic features would require prior authorization pursuant to Section 404 of the CWA.

Enclosed is a Regulatory Program-Applicant Information Booklet and an application for an individual permit. If an individual permit is required for your project, you must complete the copy of the enclosed "Application for Department of the Army Permit" according to the instructions contained in the information booklet.

Also, enclosed is a current list of available Nationwide Permits (NWPs). Nationwide Permits are designed to allow certain activities to occur with little paperwork or delay. If your project meets the scope of work of a Nationwide Permit, the evaluation process of an individual permit may not necessary.

Your proposed activity has been assigned Identification Number 2007-974. Please reference this number during any future correspondence. If you have specific questions regarding this matter, please contact Mr. Allen Ryan at 918-669-7618.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Manning", is written over the typed name.

David A. Manning
Chief, Regulatory Office

Enclosures



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

Oklahoma History Center • 2401 North Laird Ave. • Oklahoma City, OK 73105-7914
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

December 20, 2007

Ms. Dawn Sullivan
ODOT Environmental Programs Engineer
200 N.E. 21st Street
Oklahoma City, OK 73105

RECEIVED
ODOT

DEC 27 2007

PLANNING & RESEARCH
DIVISION

RE: File #0426-08; I-40/Choctaw Road Interchange Improvements,
Oklahoma County

Dear Ms. Sullivan:

We have reviewed the documentation relating to the referenced project. We have no objection to your continued program planning. However, when specific impacted properties are identified, we request that documentation and photographs, for any structures 45 years of age or older, be submitted on Historic Preservation Resource Identification Forms. Structures less than 45 years of age do not require forms; however, documentation submitted must provide the addresses of the properties and their date of construction. If there are no impacted structures, a letter to that effect should be forwarded to this office.

When this documentation is received and reviewed, we will issue an opinion on the effect of the program on Oklahoma's cultural and historical resources. We appreciate your cooperation in the effort to identify and preserve the cultural heritage of Oklahoma.

If you have any questions, please contact Charles Wallis, RPA, Historical Archaeologist, at 405/521-6381.

Please reference the above underlined file number when responding. Thank you.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm

cc: Mr. Robert Bartlett, ODOT, Norman

BRAD HENRY
GOVERNOR

JARI ASKINS
LIEUTENANT GOVERNOR



MIKE THRALLS
EXECUTIVE DIRECTOR

BEN POLLARD
ASSISTANT DIRECTOR

Responsible Care For Oklahoma's Natural Resources

January 4, 2008

Dawn Sullivan
Planning & Research Engineer
ODOT
200 N.E. 21st Street
Oklahoma City, OK 73105

RECEIVED

JAN 07 2008

ENVIRONMENTAL
PROGRAMS DIV.

RE: I-40/Choctaw Road Interchange, Oklahoma County

Dear Ms. Sullivan:

Your request for comments for the referenced project, as described in your letter of November 28, 2007 has been reviewed using the Soil Survey of Oklahoma County. Konawa Loamy Fine Sand and Pulaski Soils were identified at the site. These are possible hydric soils. Due to the potential impact on wetland resources, an on-site investigation may be needed. Consequently, you will need to contact the U.S. Army Corps of Engineers for a determination. Their address and phone number are:

U.S. Army Corps of Engineers
Mr. David Manning
Chief of Regulatory Branch
1645 South 101st East Avenue
Tulsa, OK 74128-4629
918/669-7400

If you have any further questions or concerns, please contact me at 405/522-4733.

Sincerely,

A handwritten signature in black ink that reads "Chris R. DuBois".

Christopher R. DuBois
Wetlands Program Coordinator
Oklahoma Conservation Commission
Water Quality Division
2800 N. Lincoln Blvd. Rm. 160
Oklahoma City, OK 73105

CRD/



The City of
OKLAHOMA CITY
DEPARTMENT OF PUBLIC WORKS

RECEIVED
ODOT

DEC 17 2007

PLANNING & RESEARCH
DIVISION

December 13, 2007

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105-3204

RE: I-40/Choctaw Road Interchange: I-40 from I-240 Junction East to Choctaw Road State
Project: 20324(04) Oklahoma City, Oklahoma

Dear Ms. Sullivan:

Thank you for the opportunity to comment on the above proposed project. The City does have an interest in this interchange as funding for street widening improvements on Choctaw Road were recently approved in the GO Bond Election held December 11, 2007.

We request coordination between the above project's and the bond issue project's respective efforts. The bond project scope is for the widening of Choctaw Road from SE 44th Street south to SE 89th Street. The intersection of SE 59th Street and Choctaw Road is also included as part of the recent election.

There is no firm date for beginning this project. If you need a project contact prior to our beginning work, please feel free to contact me at 297-2033 or Laura Story, P.E., at 297-3010.

Sincerely,


Dennis Clowers, P.E., Director
Public Works Department

pc: Mayor Mick Cornett
Councilman Pete White, Ward 4
James D. Couch, City Manager
Jim Thompson, Assistant City Manager

Mh/dec/I40-Choctaw Rd Improve



BRENT RINEHART
COUNTY COMMISSIONER
OKLAHOMA COUNTY - DISTRICT 2

RECEIVED
ODOT

DEC 13 2007

PLANNING & RESEARCH
DIVISION

December 12, 2007

Mrs. Dawn Sullivan, P.E.
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Ok. 73105

Re: I-40/Choctaw Road Interchange
State Project 20324(04) Oklahoma City, Oklahoma County

Dear Mrs. Sullivan:

Thank you for the opportunity to respond to your letter of November 28, 2007 concerning the above referenced project.

The need for improvement of the Choctaw Road corridor has received much attention of late. This summer the County passed a resolution, at the request of the Absentee Shawnee Tribe, to allow the tribe to include Choctaw Road in their road inventory. The tribe stated that this was an important corridor connecting tribal properties to interstate access. The voters of the City of Oklahoma City voted on street, road, and bridge improvements that include three miles of lane widening of Choctaw Road starting at SE 89th Street and ending at SE 44th Street. The County has approved engineering and programming to pave SE 89th Street from Choctaw Road to S Henney Road. Of the 30 miles of section line along 89th Street from Canadian to Pottawatomie County, 6.75 are unpaved miles of which 3 miles are covered by either Lake Stanley Draper or Will Rogers Airport.

I offer three necessary changes to improve traffic flow and reduce accidents regarding I-40. The first suggestion is to change the configuration of the I-40 eastbound access to the Choctaw Road off ramp to increase traffic movement by increasing stacking capacity. Secondly, a similar change is needed for the Choctaw Road west bound access ramp to I-40. Lastly, the conversion of east bound traffic from I-240 into I-40 warrants redesign so as to reduce peak time capacity congestion. These suggested improvements to I-40, I-240, and Choctaw Road should help reduce accident frequency, improve traffic flow, and improve existing infrastructure for the many citizens who make their home in this growing region of southeastern Oklahoma County.

Again, thank you for the opportunity to respond.

Sincerely,

Brent Rinehart
County Commissioner



In Reply Refer To:
FWS/R2/OKES/
2008-TA-0057

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



December 6, 2007

RECEIVED
ODOT

DEC 13 2007

PLANNING & RESEARCH
DIVISION

Dawn R. Sullivan
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105-3204

Dear Ms. Sullivan:

Thank you for your November 28, 2007, letter requesting the U.S. Fish and Wildlife Service (Service) provide comments regarding environmental effects for a proposed project in Oklahoma County, Oklahoma. The project involves operational improvements of the interchange at Interstate (I-) 40 and Choctaw Road beginning at the I-240 Junction and extending east to Choctaw Road. Our comments are provided in accordance with section 7 of the Endangered Species Act (ESA), the Migratory Bird Treaty Act (MBTA), and the National Environmental Policy Act (NEPA).

Federally-listed threatened or endangered species in Oklahoma County are as follows:

- Interior Least Tern (Endangered)
- Whooping Crane (Endangered)
- Piping Plover (Threatened)

This species list also can be found on the Service's website at the following address: <http://fws.gov/southwest/es/oklahoma>. A description of their habitats as well as other relevant information such as appearance, life history, and distribution is provided. Migratory birds also could occur within the project area and could possibly be affected by the planned construction activities. Provisions for migratory bird conservation should be included in your planning efforts.

It appears that Hog Creek and other wetland areas may be within the project area. The Service recommends impacts to wetland areas be avoided or minimized to the greatest extent practicable. Wetlands, streams, and riparian zone habitat provide cover, breeding, and foraging areas for native species of birds, mammals, amphibians, and reptiles. Please contact the U.S. Army Corps of Engineers Regulatory Division concerning any Clean Water Act-related requirements.

We appreciate the opportunity to provide comments. If you have any questions or need additional assistance with this project, please contact Angela Brown of this office at 918/581-7458.

Sincerely,

for Jerry J. Brabander
Field Supervisor



United States Department of the Interior



BUREAU OF LAND MANAGEMENT
New Mexico State Office
1474 Rodeo Rd.
P.O. Box 27115
Santa Fe, New Mexico 87502-0115
www.nm.blm.gov

IN REPLY REFER TO:
08CC019
1400 (040)

December 13, 2007

RECEIVED
ODOT

DEC 17 2007

PLANNING & RESEARCH
DIVISION

Ms. Dawn R. Sullivan, P.E.
Planning and Research Division Engineer
Oklahoma Department of Transportation
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan:

The Bureau of Land Management (BLM) Tulsa Field Office appreciates the notification of the proposed project, which was sent to us by the Oklahoma Department of Transportation on November 28, 2007.

At this time, we do not have any comment as to this project's potential involvement with BLM lands based on the information presented in your notification. However, please place the following individuals on your mailing list so they may receive a copy of the environmental assessment as well as any other notifications on the project:

Brian Davis
BLM Tulsa Field Office
7906 East 33rd Street, Suite 101
Tulsa, OK 74145

Lisa Fretz
BLM Tulsa Field Office
7906 East 33rd Street, Suite 101
Tulsa, OK 74145

Thank you for your attention to this matter.

Sincerely,

Linda S.C. Rundell
State Director



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

Susan

RECEIVED
ODOT

DEC 28 2007

PLANNING & RESEARCH
DIVISION

Ms. Kristina Marek, Director
Oklahoma Tourism & Recreation Department
Research & Development Division
1st National Center
120 N Robinson Ave, Suite 600
Oklahoma City, OK 73102

RE: I-40/Choctaw Road Interchange: I-40 from I-240 Junction East to Choctaw Road
State Project: 20324(04) Oklahoma City, Oklahoma County

Dear Ms. Marek:

The Oklahoma Department of Transportation (ODOT) is soliciting comments on proposals to improve the operational characteristics of the interchange at Interstate (I-) 40 and Choctaw Road beginning at the I-240 Junction and extending east to Choctaw Road (see attached map). 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.

The proposed project is anticipated to include the I-40 and I-240 merge along with the Choctaw Road interchange. Additionally, a new I-40 bridge over Choctaw Road, median widening, drainage structure extensions or replacements, and full depth reconstruction of the I-40 and Choctaw Road pavements within the project extents are likely. The project will extend north and south along Choctaw Road approximately 0.50 to 0.75 mile in each direction, but will not include the Choctaw Road/SE 59th Street intersection to the north or the Choctaw Road/SE 89th Street intersection to the south.

To allow adequate time for evaluation of your suggestions, we would appreciate receiving your comments within fifteen (15) days from the date of this letter. Your written comments should be directed to the Planning Engineer, Oklahoma Department of Transportation, 200 Northeast 21st Street, Oklahoma City, OK 73105.

We sincerely solicit your cooperation in this matter and should you desire additional information please contact this office.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

Attachment: Project Area Map

This proposed project will have no adverse impact on any federally funded park or recreation area or state park.

Susan Iley
Director, Division of Planning & Development
Oklahoma Tourism & Recreation Department

APPENDIX I
PUBLIC PARTICIPATION

Public Meeting Summary

A public meeting was held for the proposed Interstate (I-) 40/Choctaw Road Interchange project on May 29, 2008. The public meeting was held at the Harmony Christian Church, 7100 South Choctaw Road, Choctaw, Oklahoma. The meeting commenced at 6:00 P.M. with a brief presentation which was followed by an audience general question and answer session. Following the completion of the question and answer session, the meeting continued in an "open house" format which allowed the public to view exhibits and ask questions on an individual basis.

Postcards announcing the public meeting were distributed to landowners and residents in the vicinity of the project. A letter of invitation, signed by Dawn R. Sullivan, ODOT Environmental Programs Division Engineer, was sent to public officials. In addition, a press release announcing the public meeting was prepared and distributed to area news and media organizations.

One-hundred five (105) local citizens and public officials attended and signed in, which included representatives from ODOT and FHWA. Elected officials and public agency representatives who were present at the meeting included:

State Representative Gary Banz of District 101
Mark Siebold, City of Choctaw
Charles Allen, Oklahoma City Police Department
Jim Allen, Oklahoma City Planning Commission Ward 4

Craig Moody, ODOT Public Involvement Specialist, welcomed the audience and described the format for the meeting. He summarized the handouts that were available at the sign-in table. Mr. Moody introduced Representative Gary Banz to the audience.

Representative Banz described the locations of House Districts 96 and 101, the two primary districts in the project area. He summarized some of the roadway improvement projects that taxpayer dollars had already supported in the area, including the resurfacing of I-40 from the Fort Smith junction to just east of Douglas and installation of crossover barriers in the I-40 median.

Mr. Moody then explained the environmental process as it relates to the development of the project. He informed the attendees of the inclusiveness of the public involvement process for this project and encouraged the attendees to provide ODOT with their comments.

Jonathan Heusel was introduced to give the technical presentation. He explained that an environmental assessment is being performed to evaluate the proposed alternative alignments. This evaluation along with comments received through the public involvement process will help to develop and select the preferred alternative. Mr. Heusel explained that the purpose of the project is to improve the operational characteristics of the I-40/Choctaw Road Interchange including the I-240 merge. The project is needed due to the substandard acceleration and deceleration lanes, both at the I-240/I-40 merge and for the Choctaw Road Interchange; the outdated ramp configuration; insufficient traffic controls at Choctaw Road; and higher than average accident rates. The goals and objectives of the project are to improve the operational characteristics of this section of I-40 and the interchanges, to minimize the impact to the environment, and to meet the needs identified. Mr. Heusel provided a brief description of each of the proposed build alternatives:

- Alternative 1 is a diamond interchange similar to the Anderson Road Interchange a few miles to the west. This interchange alignment increases available traffic storage and decreases driver confusion, simplifies construction sequencing and traffic control, requires

smaller (3-lane) bridges over Choctaw Road, and involves fewer potential relocations. It would need additional right-of-way and a retaining wall, and noise walls may be needed.

- Alternative 2 is similar to the existing configuration, however, the ramps have been modified and it increases the traffic storage. Minimal right-of-way would be needed. There are more potential relocations with this alternative, the driver expectations still may be confusing, and larger (4-lane) bridges would be needed over Choctaw Road. The construction duration would be longer on this alternative.
- Alternative 3 is very similar to Alternative 2 with the addition of slip ramps. Eastbound I-40 would have a slip ramp for the southbound exit and westbound I-40 would have a slip ramp for the northbound exit. Alternatives 1 and 2 would need signals but Alternative 3 would not require signals. Alternative 3 has improved curves and increased traffic storage. Driver expectations however, may be confusing. The larger (4-lane) bridges would be needed. There are more potential relocations with this alternative.

Mr. Heusel encouraged the attendees to provide comments on features they liked and disliked, their preferences and concerns, and any other issues that they would like ODOT to take into consideration.

Craig Moody then directed a question and answer period. The following is a summary of the comments and questions that were expressed at the public meeting and the responses that were provided:

Q: Which alternative will have the least impact on homes or businesses?

A: Alternative 1 would involve the fewest potential relocations.

Q: How long will it take for the project to be constructed?

A: Construction of the project is scheduled to begin in 2013. The duration of construction will depend on the alternative selected.

Q: Does ODOT know if there are wetlands in the project area?

A: Yes, wetlands have been identified in the project study area.

Q: Will the new alignment accommodate pedestrian traffic on Choctaw Road?

A: There will be room for sidewalks through this area.

Q: Will Choctaw Road be 4-laned in other areas?

A: ODOT will only make Choctaw Road 4-lanes the distance necessary to accommodate the ramps.

Q: When will the public have opportunities to comment on the project?

A: Once the environmental studies are completed, there will be a public hearing where ODOT will present the findings and the public will have opportunity to comment.

Q: How will people be notified of future meetings?

A: Attendees that signed in will be added to the mailing list for the project.

Q: Will there be closures of Choctaw Road?

A: There will be temporary closures during construction. The area will be kept open to the extent possible.

- Q: The road closures will impact my business, what will be done about that?*
A: Diana Barlow with our Right-of-way and Acquisition team can talk with you.
- Q: Will construction work be conducted at night?*
A: It is too early in the process to make that determination.
- Q: Would Alternative 1 reduce the use of jake-braking because of the extended time for stopping?*
A: A determination cannot be made for certain, but it is possible.
- Q: Will the noise study consider the impacts of deforestation and aircraft noise?*
A: The noise analysts have specialized methods they use to evaluate noise impacts. There is nothing ODOT can do about aircraft noise. We have not done any noise studies at this point. When we select an alternative, we will perform noise studies based on Federal regulations for noise abatement. If the alternative that is selected requires noise abatement then we will do noise abatement. There are rules and regulations that show what requires noise abatement and what does not. We will have a public meeting to explain that noise report once it is completed and after an alternative is selected and the studies are completed documenting the anticipated environmental impacts.
- Q: There used to be asphalt out here and there are a number of people who've lived in this area for 30+ years. When they put in concrete the noise level went through the roof. Is there a possibility of this being asphalt to help reduce the noise level? And the second question is – if you were out in this area when I-40 was slowed down, SE 59th Street I have to make a left hand turn and go up a hill to get to work and is - will there be any provisions for additional patrols or help in that instance because I know as soon as this starts 59th Street will become a highway?*
A: We are still in the preliminary stage and the pavement comparison has not been performed. The second question was a law enforcement issue. We notify them of what's going on but we do not control police operation. We can ask them to help us so when 59th does get congested we'll hopefully have some law enforcement out there to assist.
- Q: Right now it's really hard to get out of this addition that's north of the Interstate. And once you start widening this you make it more lanes, getting out of this addition is going to be almost impossible. Will they put a light?*
A: According to Southeast Sector Plan that Oklahoma City put together; it appears like they have planned a signal intersection at 71st Street.
- Q: Would there be any residential relocations?*
A: No residential relocations are anticipated for any of the alternative alignments.
- Q: Are new housing developments in the area considered in the projected future traffic analysis?*
A: When projecting out the 2037 volumes and applying them, we used a very conservative approach, which means we anticipated a large growth, larger than what we typically do because we knew that there were developments occurring on these different quadrants.
- Q: You mentioned that you might lower Choctaw Road additionally elevating the bridge. I don't know if you're aware that Choctaw Road already has a bit of a drainage problem there under the bridge. Water tends to pool. I've seen people hydro-plane and about spin out of control. That would be something that you'd need to address on any*

alternative. I don't know how you could effectively lower Choctaw Road at that point. There really is no natural drainage there that I'm aware of.

A: All of the flow is currently towards the southwest corner and that is not the way it was designed. However, the new design will tie that in at the southwest corner and it will drain properly once construction is completed.

Q: *Are there any short term fixes that can be implemented to alleviate traffic conditions until the project is constructed?*

A: ODOT continually monitors traffic volumes and accident patterns and does have funding through our Traffic Engineering Division safety funds. When those areas reach critical levels, we can spend safety funds and make upgrades based on needs and some of this may fall under that category.

Q: *We're on the south side Deerfield Estates and there's Heritage Hills on this side. If you put traffic lights we're never going to be able to get out of our addition because traffic is going to be backed up. You know when we all go to work and we all get home from work – especially the busing - we teach school in Choctaw and – I mean just the busing situation is going to be a nightmare when all this starts. I mean – do you take that into consideration? I mean – we're not going to be able to get out of our neighborhood if you put a traffic light.*

A: There may be backups when the lights are red but the signal also gives you break in traffic so you can get out when it does hit that red cycle. There are advantages and disadvantages of signals and that is taken into consideration in the traffic engineering study.

Q: *If a truck breaks down or a semi breaks down or anybody breaks down is that going to be taken into consideration? When they widen Choctaw Road where's all this distance going to come from? Most of us live far enough up the road and would not be affected but if you widen you are going to be in some people's front yard.*

A: We are still in preliminary phase that will be evaluated during the design.

Following the question and answer period, attendees were invited to view exhibits of the three (3) alternative concepts and discuss additional issues with representatives from ODOT and Tetra Tech.

**Public Meeting Set
To Discuss I-40 / I-240
Interchange Improvements**
FOR IMMEDIATE RELEASE
May 19, 2008
PR# 08-032

Oklahoma Department of Transportation

Information Release



Public Affairs Division, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 (405) 521-2554

A public meeting concerning proposed reconstruction of I-40 between the I-240 junction and Choctaw Rd. will be held at 6 p.m. Thursday, May 29, at the Harmony Christian Church, 7100 S. Choctaw Rd. in Choctaw.

The meeting is a cooperative effort by the Oklahoma Department of Transportation and the Federal Highway Administration and will provide initial information and alternatives for the proposal. The public is encouraged to participate in identifying potential critical social, economic and environmental effects of the project.

The proposed project also would extend north and south along Choctaw Rd. approximately ½- to ¾-mile in each direction, but would not include the S.E. 59th St. intersection to the north, nor the S.E. 89th St. intersection to the south.

Public comments regarding the project will be accepted through June 12 and may be submitted to ODOT Environmental Programs Division Engineer by mail, 200 NE 21, Oklahoma City, OK 73105, or by fax to (405) 522-5193.

Anyone with special requirements due to disability, architectural barrier, or other special needs, including sign-language interpretation, may contact Craig Moody, ODOT Public Involvement Specialist, 200 NE 21, Oklahoma City, OK 73105, or at (405) 522-1465 or cmoody@odot.org by May 23.

For more information about the project, contact Nancy Ashton, NEPA coordinator, ODOT Environmental Programs Division, at (405) 521-2676 or nashton@odot.org.

-END-

(Editors and News Directors: For more information call the ODOT Media & Public Relations Division at 405-521-6000.)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

Date

Name of Public Official

Address

Subject: Interstate 40/Choctaw Road Interchange from I-240 junction east to Choctaw Road in Oklahoma City, Oklahoma County

Dear *Title (Senator/Congressman/Commissioner/Mayor/Chief/Mr./Ms.) Name :*

The Oklahoma Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the operational characteristics of the I-40/Choctaw Road Interchange, from the I-240 junction extending east approximately three (3) miles to Choctaw Road (see enclosed project area map).

A public meeting to present initial project information and receive public input will be held at 6:00 PM at the Harmony Christian Church, 7100 South Choctaw Road, Choctaw, Oklahoma, 73020. The meeting will discuss why the improvements are needed and the alternatives being analyzed. The purpose of the meeting is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project.

Should you have any questions regarding the project, please contact Nancy Ashton, ODOT, at (405) 521-2676, or by e-mail to nashton@odot.org.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS/NJA/TetraTech

Enclosures: Project Area Map

"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

NOTICE OF PUBLIC MEETING

The Oklahoma Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the operational characteristics of I-40/Choctaw Road Interchange, from the I-240 junction extending east approximately three (3) miles to Choctaw Road.

As part of our efforts to keep the public informed of this project and involved in the decision-making process, ODOT has scheduled a public meeting. The meeting will discuss why the improvements are needed and the alternatives being analyzed. The purpose for the meeting is to obtain feedback from the public to further assist in the development of alternatives and identification of critical social, economic and environmental effects that may result from the project. The date, time and location of the public meeting is below.

Date: May 29, 2008

Time: 6:00 PM

Place: Harmony Christian
Church
7100 S Choctaw Rd
Choctaw, OK 73020

Additional information about the project and the upcoming meeting can be obtained from Nancy Ashton, ODOT Environmental Coordinator, at 200 NE 21st, Oklahoma City, OK, 73105, by phone at (405) 521-2676, or by e-mail to nashton@odot.org.

If you require special accommodations for the meeting, please direct your request Craig Moody, ODOT Public Involvement Specialist, at 200 NE 21st, Oklahoma City, OK 73105, by phone at (405) 522-1465, or by e-mail to cmoody@odot.org at least three (3) working days in advance of the meeting date.

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Title	First Name	Last Name	Company	Address 1	Address 2	City	State	Zip
Mr.	Andy	Geller	333 Choctaw, LLC	1800 S Robertson Blvd, #33		Los Angeles	CA	90035
Mr.	Leopoldo S.	Zamore	Alma V. Guevara	8212 Treeline Drive		Choctaw	OK	73020-4536
Trustees	Bill Jame & Nellie Marie	Pennington	Bill James & Nellie Marie Pennington Revocable Trust	6801 S. Choctaw Road		Choctaw	OK	73020
Trustees	Billie O. & Vada M.	Davis	Billie O. & Vada M. Davis Trustees	13405 Hawk Drive		Oklahoma City	OK	73150-7808
	Corbe	Anderson	C. Anderson Enterprises, Inc.	48008 Garretts Lake Road		Shawnee	OK	74804-0924
Mr.	Andrew	Gellar	Anderson Travel Plaza Silver Spur Restaurant	7501 South Choctaw Road		Choctaw	OK	73020
			Capitol Baptist Assoc Inc.	C/O Jack Bettis	3800 N. May Avenue	Oklahoma City	OK	73112-6639
			CW Choctaw LLC	PO Box 2335		Edmond	OK	73083-2335
			Dandy Homes Inc.	6300 S. Shields Blvd.		Oklahoma City	OK	73149-1308
			Dogwood Enterprises Inc.	C/O Hawkins Hall Real Estate Dev	PO Box 720180	Norman	OK	73070-4137
				Love's Country Store Inc: Corporate Office	10601 N. Pennsylvania Avenue	Oklahoma City	OK	73120
			Donald J. White Trustees	Donald White Rev Intervivos Trust	PO Box 1238	Bethany	OK	73008-1238
Mr.	Randall L.	McKiddie	George W. McKiddie III	13800 SE 59th Street		Oklahoma City	OK	73150-7910
			H & H Recreation Properties, Inc.	C/O Oklahoma City East KOA	6200 S. Choctaw Road	Choctaw	OK	73020-5015
			Harmony Christian Church	P. O. Box 30106		Midwest City	OK	73140-3106
Trustees	Lionel D. & Georgia L.	Carson	Lionel D. & Georgia L. Carsoin Revocal	16635 Riverrock Circle		Choctaw	OK	73020-6969
Mr. &	Tommie J. & Sherry L.	Lockhart	Lockhart Air Care LLC	17732 SE 95th Street		Newalla	OK	74857
			Lundy Family Trust	14000 SE 95th Street		Choctaw	OK	73020-5501
Mr.	Kenneth	Charles	Margaret E. Dewey	8412 Treeline Drive		Choctaw	OK	73020-4530
Ms.	Bertha	Birdsong	Rose Maria Sahli	7217 S. Choctaw Road		Choctaw	OK	73020-5031
Mr.	Dave	Warren	Sheila Peeler Dimick	14929 SE 78th Street		Choctaw	OK	73020-4545
Trustee	Viola F.	Williams	Viola F. Williams Revocable Living Trust	6413 S. Choctaw Road		Choctaw	OK	73020-5014
Mr.	Wes	Williams, Project Manager/Es	W.S. Bowlware Construction, Inc.	9 NW 132nd		Oklahoma City	OK	73114
Mr. & Mrs.	William Burton & Sammye J.	Trustees	William Burton & Sammye J. Liv Trust	15200 SE 73rd Street		Choctaw	OK	73020-5009

Title	First Name	Last Name	Company	Address 1	Address 2	City	State	Zip
Mr. &	Kenneth Dale &	Adams		15217 SE 73rd Street		Choctaw	OK	73020-5009
Mr. &	Kenneth L. & Marilyn A.	Alsip		14924 SE 78th Street		Choctaw	OK	73020-4564
Mr.	Christopher Caye	Alverson		7612 Timbercreek		Choctaw	OK	73020-4556
Mr. &	Marion A. Wilmetta J.	Ashford		4116 S Dees Drive		Oklahoma City	OK	73150-2506
Mr. &	Gary J. & Lisa G.	Beeman		13921 SE 71st Place		Oklahoma City	OK	73150-8014
Mr. &	Brian E. & Teresa D.	Berry		14835 SE 75th Street		Choctaw	OK	73020-4549
Mr.	Michael D.	Billings		1247 NW 42nd Street		Oklahoma City	OK	73118-5403
Mr. &	Francis F. & Mary F.	Boone		13200 SE 59th Street		Oklahoma City	OK	73150-7803
Ms.	Charity S.	Boulware		13105 SE 59th Street		Oklahoma City	OK	73150-7801
Mr.	Bobby L.	Brown		6501 S. Choctaw Road		Choctaw	OK	73020-5013
Mr.	Bradley J.	Burns		PO Box 416		Lexington	OK	73051-0416
Mr. &	Richard L. & Janice M.	Butterfield		15108 SE 71st Street		Choctaw	OK	73020-5001
Mr. &	David A. & Vickie L.	Carter		15201 SE 73rd Street		Choctaw	OK	73020-5009
Mr.	David L.	Carter		8300 Treeline Drive		Choctaw	OK	73020-4537
Mr. &	Jeremy Glenn &	Cox		6300 S. Choctaw Rd.		Choctaw	OK	73020-5027
Mr. &	Dave Warren &	Dimick		14929 SE 78th Street		Choctaw	OK	73020-4545
Mr. &	Kenneth Charles &	Dewey		8412 Treeline Drive		Choctaw	OK	73020-4530
Mr. &	Kenneth Roy Jr. &	Doughty		13301 Hawk Drive		Oklahoma City	OK	73150-7810
Mr. &	David M. & Victoria	Downing		8312 Treeline Drive		Choctaw	OK	73020-4537
Mr. &	Larry Don & Sharon	Gazaway		15300 SE 73rd Street		Choctaw	OK	73020-5051
Mr.	Jerry L.	Gitthens		8436 Treeline Drive		Choctaw	OK	73020-4530
Mr. &	Melvin H. & Gracie F.	Goodfellow		14949 SE 78th Street		Choctaw	OK	73020-4545
Mr. &	Rickey J. & Deborrah	Gossett		6205 S. Choctaw Road		Choctaw	OK	73020-5015
Mr. &	Charles Jr. & Doris Inez	Haley		6301 S. Choctaw Road		Choctaw	OK	73020-5027
Mr. &	Jimmie Joe & Freeda	Hall		15200 Se 71st Street		Choctaw	OK	73020-5025
Mr. &	Sharon L. & Brian Wade	Hampton		15224 SE 73rd Street		Choctaw	OK	73020-5009
Mr. &	Russell L. & Sandra J.	Harris		7417 S. Plains Ave		Choctaw	OK	73020-5019
Mr.	Arnold A.	Hawkins, Jr.		6712 S. Hiwassee Rd.		Oklahoma City	OK	73150-7716
Mr. &	Jerry & Stacy	Hovarter		8012 Treeline Drive		Choctaw	OK	73020-4544
Mr. &	Gerald L. & Donna R.	Jenkins		15209 SE 73rd Street		Choctaw	OK	73020-5009

Title	First Name	Last Name	Company	Address 1	Address 2	City	State	Zip
Mr. &	Daniel C. & Marcia H.	Johnsen		10195 Ridge Park Drive		Anchorage	AK	99507
Mr. &	Dan L. and Marga	Johnson		15116 SE 71st Street		Choctaw	OK	73020-5001
	Johnnie	Johnson		8100 Treelione Drive		Choctaw	OK	73020-4527
Mr. &	Robert L. & Deborah D.	Kelly		14933 SE 78th Street		Choctaw	OK	73020-4545
			KOA	6200 S. Choctaw Road		Choctaw	OK	73020
Mr. &	Gary E. & Judith A.	Learned		15216 SE 73rd Street		Choctaw	OK	73020-5009
Ms.	Carole C.	Lilly		6213 S. Choctaw Road		Choctaw	OK	73020-5015
Mr. &	Oran E. & Sandra S.	Loudermilk		14924 SE 79th Street		Choctaw	OK	73020-4526
Mr. &	Mark S. & Terri A.	McClung		8324 Treeline Drive		Choctaw	OK	73020-4537
Mr. &	Robert L. & Linda J.	McFadden		13929 SE 71st Place		Oklahoma City	OK	73150-8014
Mr. &	Joseph M. & Robin L.	Meyer		8200 Treeline Drive		Choctaw	OK	73020-4536
Mr. &	Thomas O. Jr. & Carol	Murray		15208 SE 73rd Street		Choctaw	OK	73020-5009
Mr.	Bruce	Owens		17820 Twisted Oak Rd		Choctaw	OK	73020-6494
Mr. &	Jerald S. & Stacey E.	Palmer		7700 Timbercreek		Choctaw	OK	73020-4553
Mr.	John B.	Parkes		8424 Treeline Drive		Choctaw	OK	73020-4530
Mr. &	Thomas S. & Christine A.	Pinkowsky		8112 Treeline Drive		Choctaw	OK	73020-4527
Mr. &	Norma L. & Theodore	Pohlman		13424 SE 59th Street		Oklahoma City	OK	73150-7901
Ms.	Cassandra Farmer	Richards		13400 SE 59th Street		Oklahoma City	OK	73150-7901
Ms.	Pauletta J.	Ritter		6500 S. Choctaw Rd.		Choctaw	OK	73020-5013
Mr. &	Jesus & Maria G.	Saavedra		13504 ES 59th Street		Oklahoma City	OK	73150-7902
Ms.	Rose Marie	Sahli		1809 S. Air Depot Boulevard		Oklahoma City	OK	73110-5105
Mr. &	Stewart & Nancy A.	Shaw		14847 SE 75th Street		Choctaw	OK	73020-4549
Mr. &	Dick H. & Tammie N.	Siemens		8400 Treeline Drive		Choctaw	OK	73020-4530
Mr. &	Steven D. & Debra A.	Skidgel		14900 SE 84th Street		Choctaw	OK	73020-4532
Mr.	Wayne R.	Smith, Sr.		6621 S. Choctaw Road		Choctaw	OK	73020-5032
			Sonic Drive-In, Corp.	300 Johnny Bench Drive		Oklahoma City	OK	73104
			Sonic Drive-In	7500 S. Choctaw Road		Choctaw	OK	73020
Mr.	Donald E.	Sorrell Jr.		14915 SE 78th Street		Choctaw	OK	73020-4545
Mr. &	Peter L. & Lori K.	Sosenko		14827 SE 75th Street		Choctaw	OK	73020-4549

Title	First Name	Last Name	Company	Address 1	Address 2	City	State	Zip
Mr. &	Betty D. & Mervin D.	Swearengin		7412 S. Choctaw Road		Choctaw	OK	73020-5030
Mr. &	Robert G. & Barbara J.	Taylor		13436 SE 59th Street		Oklahoma City	OK	73150-7901
Mr.	Randy	Taylor		6212 S Hawkins Drive		Choctaw	OK	73020
Mr. &	Maria D. & Frank C.	Vassar		14933 SE 79th Street		Choctaw	OK	73020-4525
Mr. &	William L. & Linda K.	Walker		13700 SE 59th Street		Oklahoma City	OK	73150-7904
Mr.	Paul C.	Weston		PO Box 15416		Oklahoma City	OK	73155-5416
Trustee	J. Donald	White		PO Box 1238		Bethany	OK	73008-1238
& Mrs.	Clarence J. & Christine	Williams		7916 S. Post Road		Oklahoma City	OK	73150-5100

**I-40/CHOCTAW ROAD INTERCHANGE FROM I-240 JUNCTION EAST TO CHOCTAW ROAD
MAY 29, 2008 ODOT PUBLIC MEETING – CHOCTAW, OKLAHOMA**

Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)
Paula Winters		14824 SE 70th St Choctaw, OK 73020		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
David Stepp		6204 S Hawkins Dr Choctaw OK 73020	Dastep2000 @yahoo.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Brian Startz	Harmony Christian Church	7100 S. Choctaw Blvd Choctaw OK 73020	Brian@harmony christian church.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
SN Sundaram	ODOT			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Shawna Robb	ODOT			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Susan Romer		4409 N Kickapoo #104 Shawnee, OK 74804	jbentleyinsurance@ gmail.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Paul Whitlock		15201 SE 119th Newalla, OK 74857	Paul@Eastpointe. TV	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Harrell K Hilda Howell		4104 S. Douglas Ave Okc OK 73139	hphowell@sbc global.net	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

**I-40/CHOCTAW ROAD INTERCHANGE FROM I-240 JUNCTION EAST TO CHOCTAW ROAD
MAY 29, 2008 ODOT PUBLIC MEETING – CHOCTAW, OKLAHOMA**

Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)		
Michael Brenda Kaye		7300 S. Plains Ave Choctaw OK 73020	bgkaye@excite.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Mary Jenny Curtis		14823 S.E. 78th Choctaw OK 73020	JL Eagle MC @McCloud-teleco.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Constance L Stillwell		15301 Haley Dr Choctaw, OK 73020	connie-cats@ yahoo.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Chris Cox		14700 Haley Dr Choctaw, OK 73020	RaCox5.Yahoo	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Tom Mason		Choctaw, OK 73020 16882 Topeka Lane		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
James Martin		7735 Valley Creek Dr Choctaw, OK 73020		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Kelly Bayer	Tetra Tech	180 Howard St 200 San Francisco, CA 94108	kelly.bayer@ tetratech.com	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Bob Shuch	ODOT	200 N 6th St OK 73020	bshuch@odot.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other

**I-40/CHOCTAW ROAD INTERCHANGE FROM I-240 JUNCTION EAST TO CHOCTAW ROAD
MAY 29, 2008 ODOT PUBLIC MEETING – CHOCTAW, OKLAHOMA**

Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)		
BARY LEARNED		15216 SE 73RD ST CHOCTAW, OK 73020	GLEARNED@ MCLOWDTELECO.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Vandy Taylor		6212 S. HAWKINS DR. (CHOCTAW), OK 73020	RTAYLOR@MIDWEST CITYOK.ORG	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Beth Ward		15109 SE 71st Choctaw 73020	Bward@eosinet. com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
MEL & ERIC COOPELAND		11949 SE 78th Choctaw, OK 73020	✓	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
PAUL McDOUGHER		15317 SE 71st 73020		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
David Carter		8300 TreeLine Dr Choctaw 73020		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
JASON BARD		7216 PLAINS AVE CHOCTAW OK		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
DON TAYLOR		6601 S. HAWKINS CHOCTAW		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other

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Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)
Carl + Pat Kuhlman	Retiree	15732 SE 89 Choctaw 73020		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Charlie & Laurie Effenizer	ODOT			<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Christie Thomson		15416 SE 71st Choctaw		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Judith Learned		15216 SE 73rd Choctaw		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Carol + Tom Murray	Heritage Estates	15208 SE 73rd Choctaw	Carol.murray@tinken.afm.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Rick + Deborah Gossett		6205 S. Choctaw Rd Choctaw OK 73020		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
DAVE DIMICK		14929 SE. 78TH CHOCTAW OK. 73020	DAVE.DIMICK@MCLLOUDTELECO.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Harrold & Hilda Howell		11751 Tarrens Lane 73026		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)
Jerry E Donna Jenkins		15209 SE 73 rd Choctaw OK 73020	jdbcea-jenkins @hotmail.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Jerry Hovarter		8012 TREEline DR Choctaw OK 73020		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
kristi Gifford		7508 Dripping Springs OKC 73150	gifford7508 @suno.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
MARK SEIBOLD		PO BOX 567 CHOCTAW OK 73020	CITYPLANNER@ CHOCTAWCITY.ORG	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
James Tripp		19225 S.E 149th Newola OK 74857		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Jeremy Cox		6300 S. Choctaw Rd Choctaw Ok 73020	Jer6300@mcloudtelecom.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Lori Sobenko		14827 SE 75th Choctaw, OK 73020		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Robyn Renn		7615 Valley Creek Dr. Choctaw 73020		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)
Eric Bradshaw	The Sun (newspaper)	351 N. Air Depot MWC OK 73115		<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Casey Shell	ODOT			<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Linda Kage		7416 S. PLAINS CHOCTAW OK 73020		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Stacey Palmer		7700 Timber creek Dr choctaw, 73020	sxspalmer@ aol.com	<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Kay Carter		6205 So Hawkins Ln Choctaw, OK		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Helen Alverson		7612 Timber Creek Choctaw, OK		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Trent Smith		5921 HOLZMAN AVE CHOCTAW, OK 73020		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Wayne R Smith		6621 S Choctaw Rd Choctaw OK 73020		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

**I-40/CHOCTAW ROAD INTERCHANGE FROM I-240 JUNCTION EAST TO CHOCTAW ROAD
MAY 29, 2008 ODOT PUBLIC MEETING – CHOCTAW, OKLAHOMA**

Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)		
CLARENCE WILLIAMS		7916 S Post Road OKLA CITY OK 73150		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Don + Robin Sorrell		14915 SE 78th St Choctaw, OK 73020		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Ty Ash		15524 E. Haley Dr. Choctaw, OK 73020		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Charles Allen	One Police Dept			<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Robert Proven		6717 S Hawkins Choctaw, OK 12116 HALEY DR		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
LUISE CUMMINGS TAYLOR		CHOCTAW, OKLA 73020 6601 S. Hawkins		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
ZELLA		Choctaw, OK 73020		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Leo Zamora		8212 Treeline Choctaw		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other

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MAY 29, 2008 ODOT PUBLIC MEETING – CHOCTAW, OKLAHOMA**

Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)
Leonard Wilson		7301 PLAINS AVE	lenwilson@aol.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Jocelyn Ghiglieni		15400 SE 71 ST ST		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Gary W. Banz		11061 Canterbury LN MWC 73130	garybanz@okhouse.gov	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
SHEILA CADE		15409 SE 71 ST ST	sheilacade@heshop.net	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
DANDY MCKIDDIE		13800 SE 59 TH	MCKIDDIE@AOL.COM	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
William Burton		15200 S.E. 73 RD		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Russ Harrie		7417 Plains Ave		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
CHERYL McDOWLETT		15317 SE 71 Choctaw OK	nars@mclewdteleco.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)
NANCY ASHTON	ODOT	200 NE 21st		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
David & Vickie Chester Carter		15201 SE 73rd St. Choctaw, OK 73020	rcarter1955@ yahoo.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Tom & Lois ASH		15524 E. Norky Rd Choctaw 73020		<input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Dorothy Cahill		PO Box 1238 BETHANY OK 73008		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Carolyn Brown		9999 Kyle Dr Norman OK 73026		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Sue Aronson Merritt Betty		1412 S. Choctaw Rd		<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
WALTER KULA		14836 SE 25th CHOCTAW OK	KULA FAMILY @ MCLORDRELCOV.COM	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
Brian Bern		14835 SE 75TH Choctaw OK 73020		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other

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Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)		
Craig Moody	ODOT	200 NE 21st OKC 73105	cmoody@odot.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Diana Barlow	ODOT	200 NE 21st OKC 73105	DBarlow@odot.org	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Joan Hartley	FHWA	300 N Meridian OKC	john.hartley@fhwa.gov	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Jonathan Heusel	TETRA TECH	119 N. ROBINSON, SUITE 700 OKC, OK 73120	jheusel@tetra-tech.com Jonathan.heusel@tetra-tech.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
John Novak	-	15201 SE 71st St Choctaw, OK 73020	QNZSEV@AOL.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Prakash Gupta	ANDERSON TRAVEL PLAZA.	7501 S. CHOCTAW Rd, CHOCTAW, OK 73020		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Andrew Geller	ANDERSON TRAVEL PKZA	1800 S. Robertson Los Angeles 310D CA 90035 #33	333INVESTMENTS @GMAIL.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Ken & Eileen Dewey		8412 Treeline Dr. Choctaw, OK 73020	kdewey@rose.edu edewey@rose.edu	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other

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Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)		
Nancy Shaw Stewart + Shaw		14847 SE 75 Choctaw OK 73020	sandnshaw@ mcloudteleco.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Jerry Heitz KOA		6200 S Choctaw RD Choctaw OK 73020	USMC8643@ j2heo.com	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Jim ALLEN	WARD 4 PLANNING COMM. OKC	10829 SE 51 ST ST OKC, OK 73158	JALLEN@COR.NET	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Kyle McKinley	ODOT	15228 Gateway OKC, OK 73165	mckinleykpm@ msw.com	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
W.L. DABNEY		9015 132ND NE NEWALLA, OK 74857		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
NORMA + TED POHLMAN		13424 SE 59 th OKC 73150	tn13424@sbc. global. net	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Ralph Cade		15409 SE 71 st Choctaw OK 73020		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Sheila Dimick		14929 SE 78 th ST Choctaw OK 73020	dave.dimicke mcloudteleco.com	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other

**I-40/CHOCTAW ROAD INTERCHANGE FROM I-240 JUNCTION EAST TO CHOCTAW ROAD
MAY 29, 2008 ODOT PUBLIC MEETING – CHOCTAW, OKLAHOMA**

Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)		
WES WILLIAM	W.S. BOWLINGMAN	2 H. Ln 132 OKC 73114	WESLEYD70@ YAHOO.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
LES PHILIPP		14815 SE 78TH ST	LEMANSPORT@ HOTMAIL.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
ANITA PHILIPP		14815 SE 78TH ST 73020	AMP0907@ GMAIL.COM	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Bill & Linda Blundell		15301 SE 71 73020	blundellbl@ mcloudteleco.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
JANE BALDWIN		14712 S.E. 77th Terrace CHOCTAW, OK 73020	JBALDWIN64@me teleco.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
BILL PENNINGTON		6801 S. CHOCTAW RD CHOCTAW OK 73028	BJNMBE@ITL NET	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
David & Lori McCuddy		1241 Timber Ridge Dr Choctaw OK 73020		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
Valetha First Bernard First		15516 SE 89 Choctaw OK 73020	—	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other

**I-40/CHOCTAW ROAD INTERCHANGE FROM I-240 JUNCTION EAST TO CHOCTAW ROAD
MAY 29, 2008 ODOT PUBLIC MEETING – CHOCTAW, OKLAHOMA**

Name (please print clearly)	Organization or Company (if applicable)	Complete Mailing Address (please print clearly)	E-mail Address (please print clearly)	Gender/Race (OPTIONAL)
<i>Tom Mason</i>		<i>16882 Topeka Lane Choctaw, OK 73020</i>		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
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				<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Native American <input type="checkbox"/> Other



"Wes Williams"
<wwilliams@wsbowlware.com>
m>

11/05/2007 09:24 AM

To <jonathan.heusel@tetrattech.com>

cc <wwilliams@wsbowlware.com>, "Lonnie & Georgia Carson"
<robbinsnest@coxinet.net>, <nashton@odot.org>, "Conway, Brent @ Oklahoma"

bcc

Subject I-40 & Choctaw Road off ramps

Jonathan,

Please put me on your docket for the next meeting regarding I-40/Choctaw Road Interchange: I-40 from I-240 Junction East to Choctaw Road State Project: 20324(04) Oklahoma City, Oklahoma County.

We are looking at developing the S.W. corner west of the existing truck stop.

We are very concerned about how this will affect our development.

Please email me with all correspondence and drawings regarding the S.W. corner.

Also, my mailing address is: 9 N.W. 132nd, Oklahoma City, OK 73114

Thanks for your help.

Wes Williams

Project Manager / Estimator

W.S. Bowlware Construction, Inc.

405 752-1250 x 101, Fax 405 752-1458

Mobile 405 520-3410

<http://wsbowlware.com/>

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**OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT - INTERSTATE 40
FROM I-240 JUNCTION EAST TO CHOCTAW ROAD
(OKLAHOMA COUNTY, OKLAHOMA)**

**PUBLIC MEETING
MAY 29, 2008**

The purpose of the meeting is to share information and ideas and gather input from the public.

What is an Alternatives Analysis?

The identification and evaluation of alternatives is at the core of the decision-making process. Following a systematic and comprehensive process in the identification and evaluation of alternatives leads to decisions that achieve the need for the project while minimizing impacts to the social, natural and cultural environment. The following factors are considered as part of the alternatives identification process:

- The purpose and need for the project
- Public expectation
- Avoidance of impact to certain environmental and cultural resources
- Context sensitivity
- Logical Termini and Independent Utility

DESCRIPTION OF ALTERNATIVES

Alternative 1 - Diamond Interchange:

This alternative would provide two intersections on opposite sides of the I-40 mainline. This alternative requires signalization of both intersections and dedicated turn lanes.

Alternative 2 - Partial (2-Quadrant) Cloverleaf Interchange:

This alternative is similar to the existing configuration; however, the radii and the storage of the off-ramps have been increased. This configuration requires traffic signals at each

end and dedicated left and right-turn lanes at the ramp intersections.

Alternative 3 - Partial Diamond / Cloverleaf Interchange:

This alternative consists of a partial diamond interchange configuration for the I-40 on-ramps for eastbound and westbound I-40 from Choctaw Road and a partial cloverleaf interchange configuration for the I-40 off-ramps creating right-turns for all I-40 off-ramp movements to Choctaw Road. This configuration does not require traffic signals or dedicated right-turn lanes.

PUBLIC INVOLVEMENT

The public will be provided the information it needs to understand issues surrounding the project and is encouraged to provide input. The ODOT's objective is to provide a collaboratively based approach to developing alternatives for improving I-40. Comments received from the public on the draft alternatives will be incorporated in the Environmental Assessment (EA). The public will have an opportunity to comment on the EA in its entirety at a later date.

WE WANT TO HEAR FROM YOU!

We encourage you to provide comments on the draft alternatives for the I-40 improvement project. Your input is critical to a successful collaborative process. Issues raised through public participation may be incorporated into the final EA. Please provide comments in writing to the ODOT via US Mail, fax, or email (see below) no later than June 12, 2008.

Project Contacts

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Nancy Ashton, *NEPA Coordinator*
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Phone: (405) 521-2676 Fax: (405) 522-5193
E-mail: nashton@odot.org

TETRA TECH

Jonathan Heusel, P.E., *Project Engineer*
Kelly Bayer, *NEPA Specialist*
119 N. Robinson Ave., Suite 700
Oklahoma City, OK 73102



Public Meeting Presentation

Improvement to Interstate 40

*From I-240 to the Choctaw Road
Interchange*

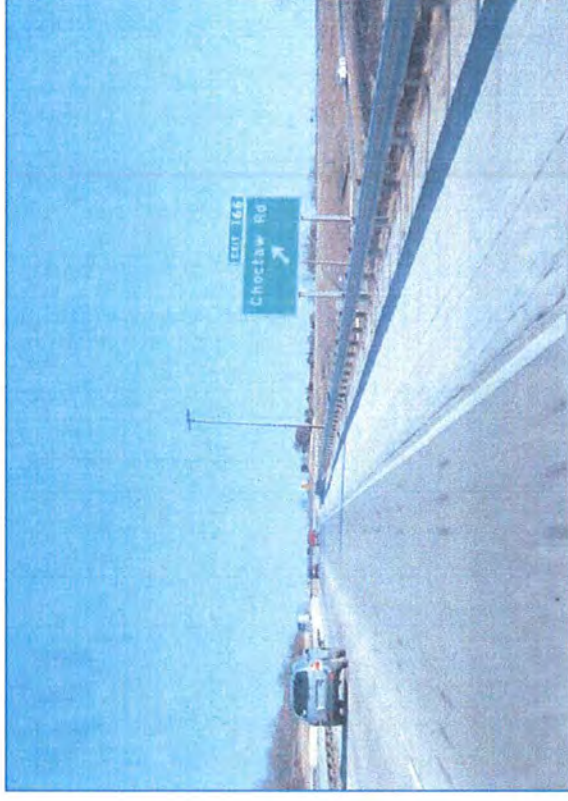
*May 29, 2008
Harmony Baptist Church*





Overview

- Introduction
- Purpose
- Why This Project is Needed
- Goals/Objectives
- Design Alternatives
- Why We Are Here
- Questions and Answers





Purpose

The purpose of the proposed project is to improve the operational characteristics of the I-40 / Choctaw Road Interchange, including the I-240 merge.





Why This Project is Needed

- Substandard Acceleration & Deceleration Lanes
- Outdated Ramp Configuration
- Insufficient Traffic Control
- Higher than Normal Accident Rates





Goals / Objectives

- Improve the Operational Characteristics of I-40 and the Interchanges
- Minimize Impact to the Environment
- Meet the Needs Identified

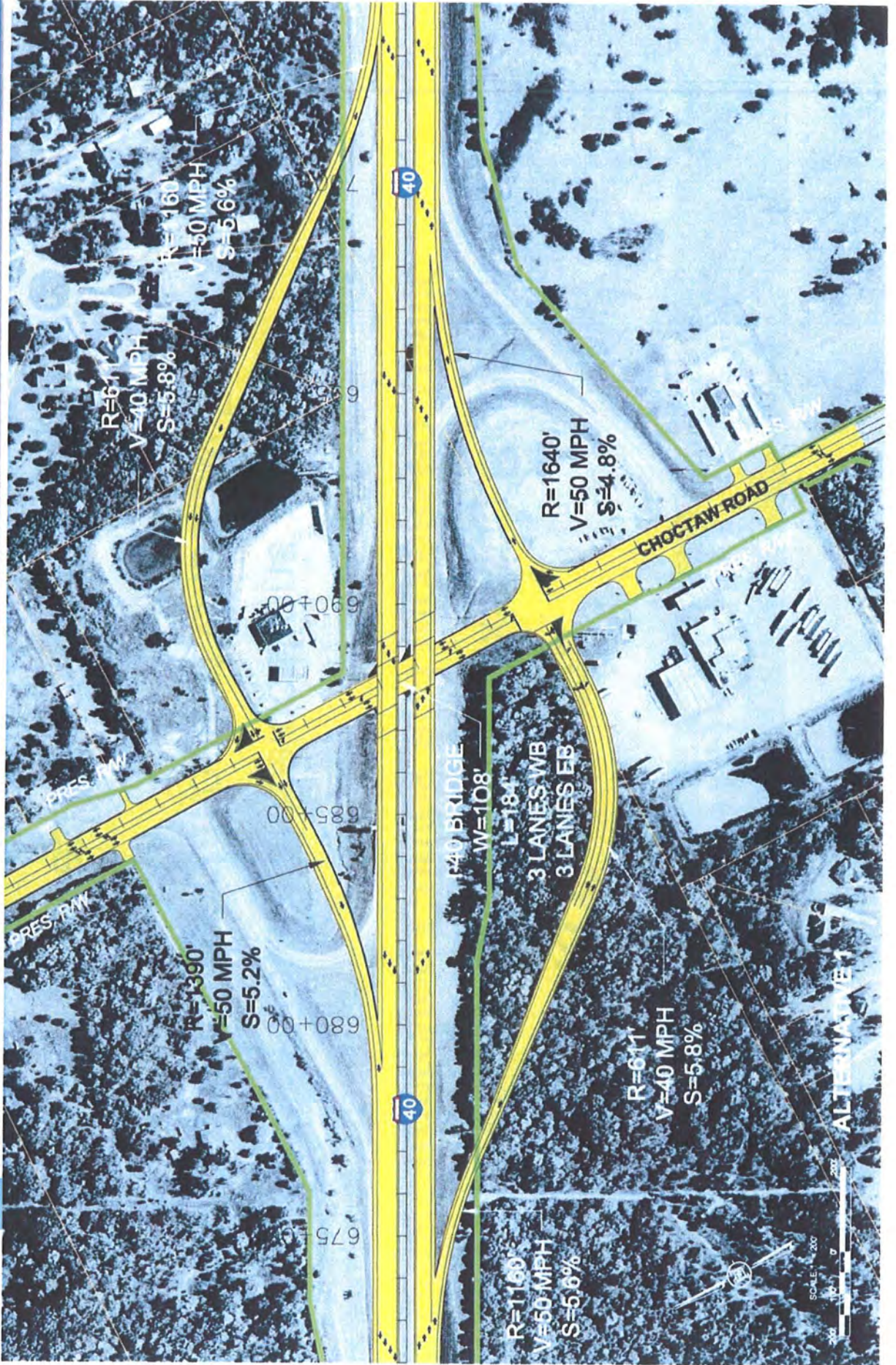




Alternative # 1

- **Issues and Concerns**
 - Increased Traffic Storage and Decreased Driver Confusion
 - Simplified Construction Sequencing / Traffic Control
 - Smaller Bridges needed over Choctaw Road
 - Fewer Potential Relocations
 - Additional Right-of-Way
 - Retaining Wall and Noise Walls may be Needed

Alternative #1

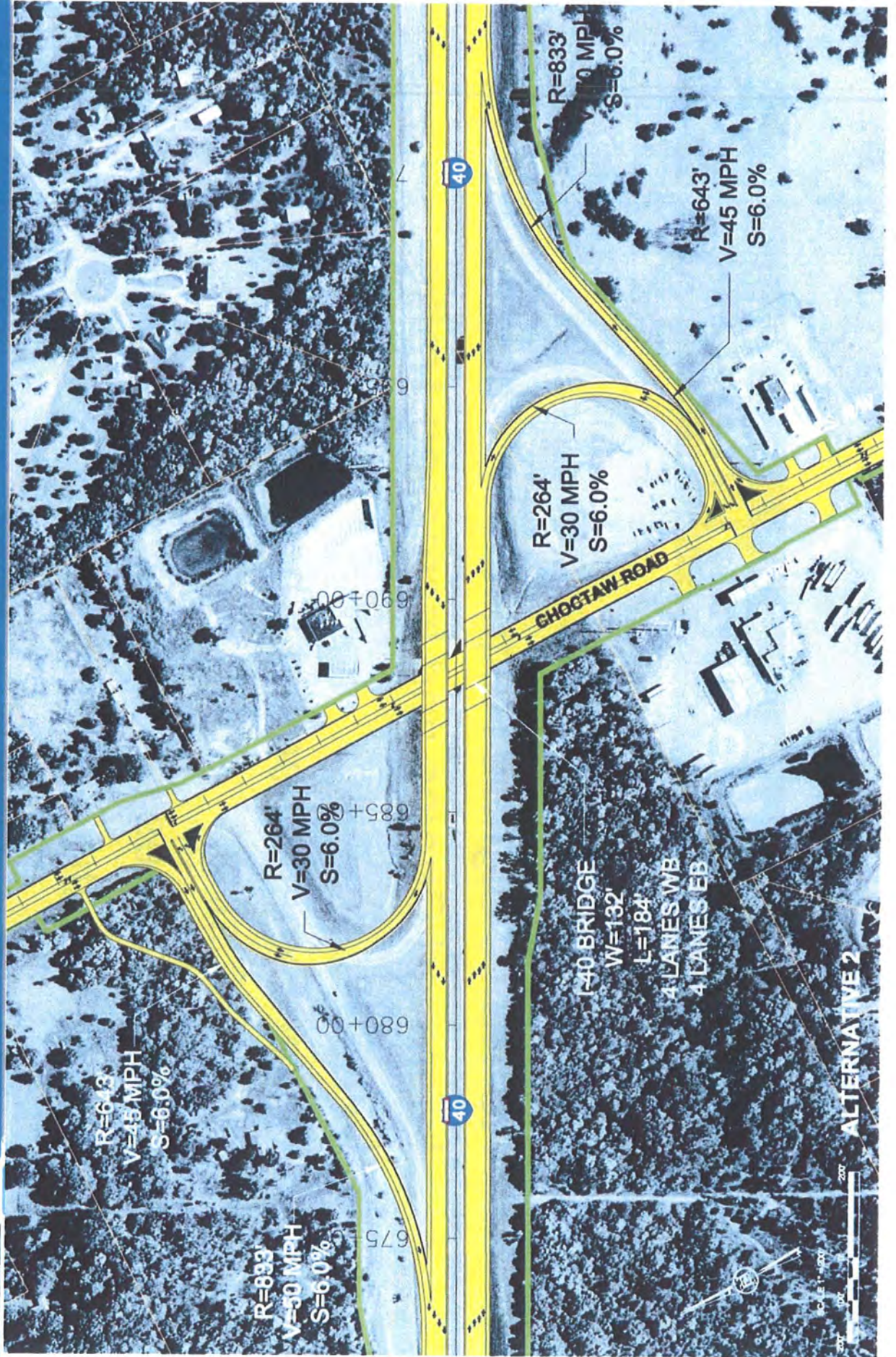




Alternative #2

- **Issues and Concerns**
 - Maintain Most of the Existing Right-of-Way
 - Improved Curves and Increased Traffic Storage
 - More Potential Relocations
 - Driver Expectations at Choctaw Ramps may be Confusing
 - Larger Bridges Needed Over Choctaw Road
 - Longer Construction Duration

Alternative #2

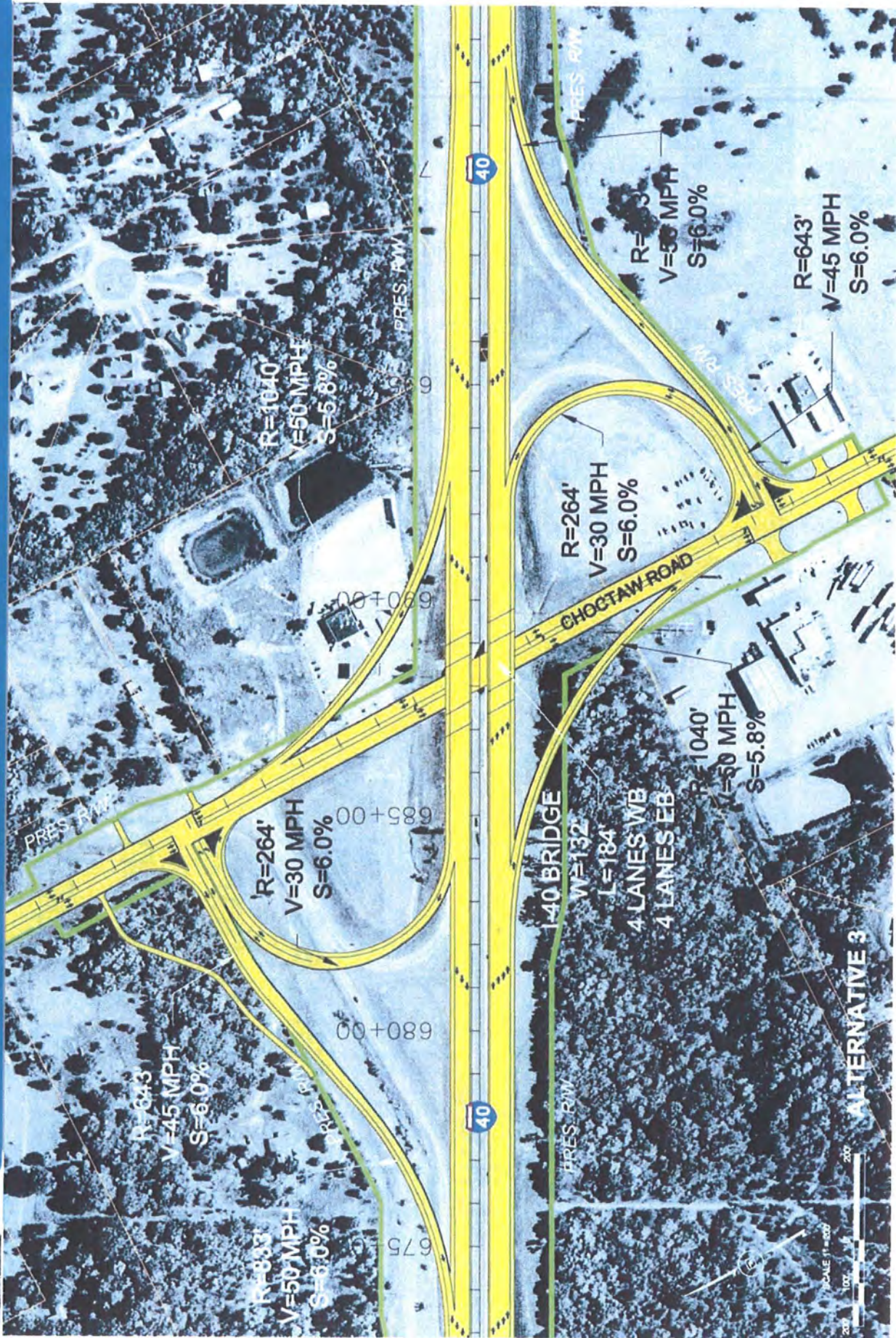




Alternative #3

- **Issues and Concerns**
 - No Traffic Signals Required on Choctaw Road
 - Improved Curves and Increased Traffic Storage
 - Driver Expectations at Choctaw Ramps may be Confusing
 - Larger Bridges Needed Over Choctaw Road
 - More Potential Relocations

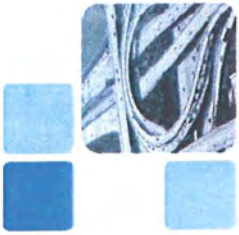
Alternative #3





Why We Are Here

- We are here because we need your input:
 - Likes
 - Dislikes
 - Preferences
 - Considerations
- Social, Economic and Environmental Considerations
- Input on Alternatives



Questions & Answers



TETRA TECH



Total Length along I-40 = 3.5 miles
 Total Length along Choctaw Road = 2.0 miles

Project Area Map
I-40 from I-240 to Choctaw Road
Oklahoma City, Oklahoma

VAUGHT & CONNER
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RECEIVED
ODOT
JUN 17 2008
PLANNING & REVENUE
DIVISION

SCOT A. CONNER

June 12, 2008

VIA FACSIMILE: (405) 522-5193
VIA EMAIL: NASHTON@ODOT.ORG
VIA CERTIFIED MAIL & REGULAR MAIL

Oklahoma Department of Transportation
Nancy Ashton, NEPA Coordinator
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73106-3204

RE: Anderson Travel Plaza
Interstate 40 and Choctaw Road Intersection
Comments to Alternatives
Our File No. 5509.02

To Whom It May Concern:

Our firm represents the owners of the Anderson Travel Plaza, 7501 S. Choctaw Road, Choctaw, Oklahoma also known as 14900 East I-40 Service Road, Choctaw, Oklahoma, located at the southwest intersection of I-40 and Choctaw Road. As our clients previously advised you via e-mail and in person, they received the notice of the public meeting only a few days before the actual meeting and happened to be in town and were able to attend the public meeting on May 29, 2008. We have engaged Glen Smith with Smith Roberts Baldischwiler to assist us in this matter. Our client has requested that we provide some comments regarding the proposed alternatives for this rework of this intersection. We would like to address the access to our client's facility, Anderson Travel Plaza, located at the southwest corner of this intersection and the impact of the proposed right of way to our client and the other parties around this intersection, as well as the functionality of the different alternatives.

The current access to our client's facility contains three access points off of Choctaw Road to the west. There is a north, center, and a southern access point off of Choctaw Road. The most northerly access point lines up with the truck canopy and the diesel fueling area for our client's location. The center access point lines up with the car canopy and is directly across from the current exit location. The southerly access point's primary function is to exit truck traffic making a turn to

get back onto I-40, either eastbound or westbound. Alternative 2 appears to leave those three access points to our client's facility in place. The information distributed regarding the alternatives describes the traffic signals that would be necessary for the intersections regarding this Alternative 2. It appears that both intersections would be signalized as part of the proposed project which appears to be preferable to all of the surrounding facilities. This proposed signalization would be a benefit to our facility if trucks trying to make a left turn out of the facility could take advantage of the stoplights keeping the southbound traffic from running over.

The other advantage to Alternative 2 would be the limited right of way acquisition costs that would be necessary to be incurred by ODOT. It does not appear that an additional right of way would have to be acquired which would be beneficial to ODOT, as well as the other facility owners affected by this improvement project. Alternative 1 and Alternative 3 appear to require ODOT to obtain substantial additional right of ways. In Alternative 1, the additional right of ways would appear to take out the facility at the northeast corner of this intersection, as well as have a severe impact into the single family subdivision to the northeast of this intersection. The right of way that may or may not be necessary for Alternative 1 at the southwest corner affecting our client's facility may or may not impact the in-ground diesel tanks that would have to be moved if this alternative were selected. The environmental issues associated with any such removal would be substantial. We would think this to be a severe disadvantage to Alternative 1. It appears that there would be severe potential environmental impact to acquire any right of way which would result in the moving of those diesel fuel tanks.

Alternative 3 appears to be the least beneficial alternative to all parties at this intersection. Alternative 3 would decrease the number of access points from the existing three access points to our client's facility to two access points. In addition, Alternative 3 would potentially cause the relocation or closure of the facility at the northeast corner of this intersection and it appears that the right of way might have an impact on the facility at the southeast corner of this intersection. In addition, Alternative 3 would severely impact our client's facility in that trucks' access to the diesel fuel pumps and canopies on the northernmost side of our client's facility would be nearly inaccessible if the ingress and egress access points to Choctaw Road were reduced from three to two access points. This would cause our client to have to consider completely reconfiguring the layout of their existing facility to be usable at all with the limitations of Alternative 3. This would be a severe negative impact on our client's facility.

We believe the right of way acquisition costs in Alternative 1 would be far more expensive than Alternative 2 or Alternative 3 due to the much larger right of way acquisitions that will be necessary for Alternative 1 as described above.

Alternative 3 causes the loss of one of the three access points as described above to our client's facility. In addition, there does not appear to be any signalization plan in place for Alternative 3. Therefore, we have to assume that only stop signs would be used in this Alternative 3.

This use of stop signs as opposed to a signalization of this intersection would make it difficult for access to Choctaw Road for all parties and all facilities at this intersection. It is questionable whether or not this Alternative 3 would have stop signs. It appears that the eastbound exiting traffic toward the south if there was no stop sign would be coming off of that free flow ramp and not having to stop and it would make it very difficult, if not impossible, for traffic to make a left turn movement to go north on Choctaw Road from our client's facility.

Therefore, it would be our recommendation that Alternative 2 be the alternative considered for this intersection. Alternative 2 best addresses the least impact right of way to all parties at these intersections, as well as our client's facility. Alternative 2 also has the least overall negative impact to our facility and the other facilities surrounding this entire intersection. In addition, Alternative 2 appears to have the best considerations for purposes of functionality and signalization regarding this intersection for all the facilities at this intersection. Therefore, we would endorse and recommend Alternative 2 be accepted for use at this intersection, based upon the initial review of the documentation presented for review related to the proposed alternatives to change this intersection.

We appreciate the opportunity to be able to provide these comments. On behalf of our client and our consultants, we thank you for providing the opportunity to provide these comments to you.

If you have any questions or are in need of additional information, please do not hesitate to contact me at your earliest convenience.

Very truly yours,
VAUGHT & CONNER
A Professional Limited Liability Company

By:


Scott A. Conner

SAC:mdd

cc: Andy Geller
333 Choctaw, LLC
Anderson Travel Plaza
7501 S. Choctaw Road
Choctaw, OK 73020

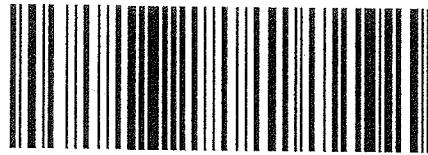
Glen Smith, P.E.
Smith Roberts Baldischwiler
100 NE 5th Street
Oklahoma City, OK 73104

Oklahoma Department of Transportation
June 12, 2008
Page 4

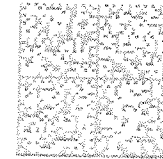
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1900 NW EXPRESSWAY, SUITE 1300
OKLAHOMA CITY, OKLAHOMA 73118-1805

CERTIFIED MAIL



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Oklahoma Department of Transportation
Nancy Ashton, NEPA Coordinator
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK ~~73106~~-3204

73105



"Scot A. Conner"
<sac@vcokc.com>
06/12/2008 05:08 PM

To <NAshton@ODOT.ORG>
cc "Glen Smith" <glen@srbok.com>
bcc
Subject I-40 & Choctaw Road Intersection - - Comments to Alternatives

Nancy:

In accordance with your discussions and emails with our clients, the owners of the Anderson Travel Plaza, please see attached our letter containing our comments to the 3 Alternatives regarding the I-40 & Choctaw Road Intersection. Thanks

If you have any questions or are in need of additional information, please do not hesitate to contact the undersigned at your earliest convenience.

Very truly yours,

Scot A. Conner

Vaught & Conner

A Professional Limited Liability Company

Attorneys at Law

50 Penn Place, Suite 1300

Oklahoma City, Oklahoma 73118-1805

Telephone: (405) 848-2255

Telefax: (405) 840-4701

E Mail: sconner@vcokc.com

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DOC588.PDF

**Interstate 40 from Interstate 240 Junction East to Choctaw Road
 Oklahoma County, Oklahoma
 May 29, 2008
 Public Comments Form**

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

① *Alternative 1 is the most sensible design & layout that would alleviate "all" the problems this interchange currently experiences. would recommend a paved/lighted Park + Ride where Loves is currently located*

② *Alternative 2 - doesn't provide much change to current issues. To similar to existing interchange.*

③ *Alternative 3 - better than #2 but still will cause confusion for exiting + congestion at the east bound/^{I-40} north bound^(Choctaw Rd) problem with traffic exiting Anderson's Truck Plaza. was stated no signalization but between Sonic/Anderson's/I-40*

Name: _____
 Address: _____
 Company: _____
 Phone: _____

Environmental Programs Division Engineer
 Oklahoma Department of Transportation
 200 Northeast 21st Street
 Oklahoma City, Oklahoma 73105
 FAX:(405) 522-5193

(Above information is optional)

traffic exiting will still be a traffic hazard.

Interstate 40 from Interstate 240 Junction East to Choctaw Road
Oklahoma County, Oklahoma
May 29, 2008
Public Comments Form

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

OF THE 3 options presented, Option 3 appears to be the best.

- IT WOULD STAGGER OUT THE EXITING TRAFFIC

-- THIS WOULD PREVENT TRAFFIC FROM BACKING UP ON THE EXIT RAMP

-- ELIMINATE STOP SIGNS - TRAFFIC BACKS UP WHEN PEOPLE HAVE TO STOP

--- MANY TIMES YOUR VISION IS BLOCKED BY CARS/TRUCKS IN THE OTHER LANE AT THE BOTTOM OF THE RAMP - BACKS TRAFFIC UP

---- WORKS REAL GOOD @ J40 + DOUGLAS.

- CARRYING AN EXTRA LANE PAST CHOCTAW IS A GOOD IDEA ALSO.

- Option 1 would be a second choice

Name: PAUL MCDONALD

Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105
FAX:(405) 522-5193

Address: 15317 SE 71ST

Company: CHOCTAW, OK

Phone: _____

(Above information is optional)

**Interstate 40 from Interstate 240 Junction East to Choctaw Road
 Oklahoma County, Oklahoma
 May 29, 2008
 Public Comments Form**

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

We would prefer alternative 1. We are ~~open~~ ~~an~~ business that relies completely on Interstate traffic. We have the months of May-Oct to make money for the year. If road/off ramp closures are necessary we request that if at all possible they be done during Nov-April. If it is not possible to operate "business as usual" during our camping "season" we will run a real risk of the closure of our business. We are an RV park. Most vehicles coming to our property are over 36' in length. Difficult or indirect detours would

Name: Terry Haith
 Address: 6200 S Choctaw
 Company: KOA
 Phone: 405-760-3022

also hamper our business.
 Environmental Programs Division Engineer
 Oklahoma Department of Transportation
 200 Northeast 21st Street
 Oklahoma City, Oklahoma 73105
 FAX:(405) 522-5193

(Above information is optional)



Public Comments

I-40/Choctaw Road Interchange

May 29, 2008

Dear Participants:

We would like to thank you for taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

I have the following comments or questions about :
I-40_ Choctaw Road Interchange

With regard to comments to the three proposed modifications to the I-40/Choctaw Road interchange, we would have the following concerns:

On alternate one, it appears that would extend the westbound off ramp through our sanitary sewer lagoon. Whether there is adequate land directly to our east that presently is not in our control would be in question. Additionally, we would want further discussion on our two existing driveways, with the hope that we could maintain full access in and out of them.

On alternate two, we would want to discuss maintaining full access in and out of both of our driveways.

On alternate 3, we would have serious concerns as that would appear to take us out of business.

Name : Greg Love, President, Love's Travel Stops

Address: 10601 N. Pennsylvania Ave., OKC, OK 73120

Phone: 405/302-6644

Planning & Research Division Engineer
Oklahoma Department of Transportation
200 N. E. 21st Street, Room 3-A7
Oklahoma City, Oklahoma 73105

FAX (405) 521-6917

(Above information is optional)



Nancy Ashton/ODOT
06/05/2008 07:53 AM

To "Steve or Stacey Palmer" <sxspalmer@aol.com>
cc
bcc
Subject Re: Public Comment about I-40 & Choctaw

Mr. and Mrs. Palmer:

Thank you again for taking the time to be involved in the design process for this project. Your comments are very important to us.

Nancy Ashton, NEPA Coordinator

Environmental Programs Division

Oklahoma Department of Transportation

Phone: (405)521-2676 Fax: (405)521-6917

"Steve or Stacey Palmer" <sxspalmer@aol.com>



"Steve or Stacey Palmer"
<sxspalmer@aol.com>
06/04/2008 05:23 PM

To <nashton@odot.org>
cc
Subject Public Comment about I-40 & Choctaw

Concerning the "Interstate 40 from Interstate 240 Junction East to Choctaw Road" public hearing on May 29th:

Our vote is for Alternative 1.

We own a house behind the Anderson Truck Plaza.

Le

Interstate 40 from Interstate 240 Junction East to Choctaw Road
Oklahoma County, Oklahoma
May 29, 2008
Public Comments Form

RECEIVED
JUN 02 2008

ENVIRONMENTAL
PROGRAMS DIV.

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

- I RECOMMEND #3

-- ENSURE TO GET THE MAP REMOVING THE
LEFT TURNS FROM CIRCLE EXIT. NO NEED
AS YOU HAVE THE EARLIER EXIT.

-- THIS IS LEAST INVASIVE

-- NO STOP SIGNS WITHIN COMING OFF
HIGHWAY AND YOU CAN BUILD A
MERGE LANE ON CHOCTAW ROAD

* ENSURE HY 40 IS AS QUIET AS POSSIBLE

-- BEST / NEW TECHNOLOGY FOR NOISE REDUCTION.

Name: WALTER KURA Environmental Programs Division Engineer
Address: 14836 SEC 25 SW Oklahoma Department of Transportation
Company: CHOCTAW SUTUR DIST 200 Northeast 21st Street
Oklahoma City, Oklahoma 73105
Phone: 3862916 FAX:(405) 522-5193

(Above information is optional) I WAS ON OKC S/E SIDE PLANNING REAM



Nancy Ashton/ODOT
05/29/2008 08:06 AM

To Gingerlead@aol.com
cc
bcc
Subject Re: Public Meeting for the proposed improvements to I-40
and I-240

Hi Cheryl,

Initially we send out notices of the public meeting by mail to property owners adjacent to the roadway and issue a press release advertising the meeting. The press release for this meeting was picked up by some of the local television stations and local newspapers. We try hard to get the notice of a public meeting out to everyone. The meeting is open to the public and all who are interested in the project are encouraged to attend.

We have developed three (3) alternatives to look at regarding the reconstruction of the I-240 merge and the Choctaw Road interchange. Prior to the meeting, these alternatives can be viewed on our website at okladot.state.ok.us/meetings. Under "public meetings" you can select the May 29, 2008 meeting and some meeting information as well as the three (3) potential alternatives are available on the left hand side of the screen. If you can't get there, give me a call and I will help you.

We are only beginning the process of designing this interchange. The concerns and comments of the public are critical to how the interchange is designed. At Thursday's meeting we will be presenting some preliminary information, explaining some of the issues, gathering information from the public and listening to the public about their concerns. After the meeting we will regroup and redesign based on what we have learned. Additional public meetings will be scheduled in the future to discuss environmental, design and temporary construction impacts and measures developed to mitigate impacts. You are welcome and encouraged to be part of the process.

Let me know if you need anything. I look forward to meeting you and talking with you about the project.

Nancy Ashton, NEPA Coordinator

Environmental Programs Division

Oklahoma Department of Transportation

Phone: (405)521-2676 Fax: (405)521-6917

Gingerlead@aol.com



Gingerlead@aol.com
05/27/2008 08:49 PM

To nashton@odot.org
cc
Subject Re: Public Meeting for the proposed improvements to I-40
and I-240

The Oklahoma Department of Transportation [ODOT], in cooperation with the Federal Highway Administration [FHWA] will conduct a Public Meeting to present initial project information to reconstruct I-40 from the I-240 merge and extending 3-miles to the Choctaw Road interchange. The meeting to receive public input will be held on Thursday, May 29, 2008 at 6pm at the Harmony Christian Church, 7100 South Choctaw Road. The public meeting will have information tables describing the alternatives for the proposed improvements to I-40 and I-240, including why the improvements are needed, and the types of improvements to be studied. The purpose of the meeting is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project. All questions regarding the project, should be directed to Nancy Ashton, ODOT, at [405] 521.2676, or by email to nashton@odot.org.

What kind of plans are being discussed? Why wasn't the local residents contacted? Some group of hatefults want to do this and the road we live on for the last 25 years isn't maintained after all the thousands of dollars we have paid OK County all this time? We are charged a drainage fee when the drainage causes our privately maintained part of SE 89th St to WASH when it rains!

The semi drivers are allowed to speed up and down the same interstate highway as we pay taxes to travel so that they can create deep pits in the highway for our cars to fall apart in when we drive across it as well as run us over like freight trains due to their lack of sleep, mental stability to operate deadly machines the size of a TRAIN to run over us with.

Our roads aren't allowed to be opened because of a selfish district bridge person who wants 'other' projects while our road is a nightmare, we can't get our mail, or our trash picked up at OUR driveway like others do though we pay for fees to, our road is not maintained where we live but this is going on and no one tells us? Why hasn't anyone mailed a notice to us? My sister told me of this intention.

**Cheryl Johnson
14701 SE 89th St
Choctaw, OK 73020**

Get trade secrets for amazing burgers. [Watch "Cooking with Tyler Florence" on AOL Food.](#)



Nancy Ashton/ODOT
06/02/2008 07:45 AM

To LenWilson@aol.com
cc
bcc

Subject Re: I-40 from I-240 Junction East to Choctaw Road Project
Public Meeting

Mr. and Mrs. Wilson,

Thank you for attending our public meeting on May 29, 2008 and for your comments regarding the three (3) proposed alternatives. Your concerns are understood and will be considered in the selection of a preferred alternative.

We will have an additional public meeting to present the preferred alternative and the results of our environmental assessment in approximately 6 months. I look forward to talking with you again.

Sincere regards,

Nancy Ashton, NEPA Coordinator

Environmental Programs Division

Oklahoma Department of Transportation

Phone: (405)521-2676 Fax: (405)521-6917

LenWilson@aol.com



LenWilson@aol.com
05/31/2008 01:19 PM

To nashton@odot.org
cc

Subject I-40 from I-240 Junction East to Choctaw Road Project
Public Meeting

Dear Ms. Ashton

My wife and I attended the May 29 public meeting on the rework of I-40 from the I-240 Junction east to Choctaw Road. We live in the Heritage Estates addition just to the northeast of the Choctaw Road exit. While we generally agree on the necessity of widening I-40 to alleviate traffic problems, we have concerns about the impact of option 1 for the I-40 Choctaw Rd interchange on our neighborhood. We have lived at our present address for 15 years. Noise from I-40 traffic has always been noticeable, but fortunately it's been partially blocked by the ridge and trees along the southwest of the addition. Option 1 would place the exit ramp for west bound I-40 traffic up on this ridge or grade down the ridge and remove most of the trees. I suspect that this would substantially increase the traffic noise levels for residents living to the northeast of the intersection. In addition, we would be exposed to much more noise during construction especially if east bound I-40 traffic was rerouted through this exit during replacement of the I-40 Choctaw Road bridge. For these reasons we greatly prefer option 2 or 3 for intersection.

Leonard Wilson
7301 Plains Ave.
Choctaw OK, 73020
405.391.4101

Get trade secrets for amazing burgers. [Watch "Cooking with Tyler Florence" on AOL Food.](#)

**Interstate 40 from Interstate 240 Junction East to Choctaw Road
Oklahoma County, Oklahoma
May 29, 2008
Public Comments Form**

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

I like alternative 1 and 3
but I am very concerned about
noise.

I would like to see noise abatement
walls with any plan.
As the neighborhoods are expanded
and new ones are built we are no
longer rural but are becoming urban.
Noise meters need to be placed
throughout neighborhoods especially
close to entrance to neighborhoods

Name: May Curtis
Address: 14823 SE 28th
Company: Choctaw OK
Phone: 386-6408

Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105
FAX: (405) 522-5193

(Above information is optional)

**Interstate 40 from Interstate 240 Junction East to Choctaw Road
Oklahoma County, Oklahoma
May 29, 2008
Public Comments Form**

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Noise is a huge consideration in this "rural" area. Deforestation is going to add to the noise level that exists (Jake brakes - illegal but used still and TAFB aircrafts). A sound barrier should be included in any of the three alternatives. Like Morgan Rd on the west side of OKC, Choctaw is the semi stop on the east side of OKC. Please be sure that future residential and commercial development will additionally impact noise levels is considered.
Add "NO JAKE BRAKE" signs

Name: Kristi Gifford
Address: 7508 Dripping Springs
~~Company:~~ OKC 73150
Phone: 386-3018

Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105
FAX:(405) 522-5193

(Above information is optional)

like alt #1 but
adjust NE off ramp
(WEST bound)
to limit residential
impact.

**Interstate 40 from Interstate 240 Junction East to Choctaw Road
Oklahoma County, Oklahoma
May 29, 2008
Public Comments Form**

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

We are very concerned about the noise levels when the trees are destroyed. We have moved into this neighborhood because it is quiet, everyone has at least one acre, and it is a safe place to raise a family.

We don't want to have traffic backed up and blocking our neighborhood entrance.

Name: Lori Sosenko Environmental Programs Division Engineer
Oklahoma Department of Transportation
Address: 14827 SE 79th 200 Northeast 21st Street
Company: Choctaw Schools Oklahoma City, Oklahoma 73105
Phone: 386-7933 FAX: (405) 522-5193

(Above information is optional)

NOT #1

We want #3



Nancy Ashton/ODOT
07/14/2008 09:05 AM

To zalma82@yahoo.com
cc
bcc
Subject Re: 140 junction

Mr. and Mrs. Zamora,

Thank you very much for your comments. It appears you have put a lot of thought into this and we appreciate it. We are in the process of finalizing our traffic and operational analyses. As soon as this has been completed, we will meet to consider a final alternative. We plan another public meeting in approximately six (6) months. Please keep in touch.

Nancy Ashton, NEPA Coordinator

Environmental Programs Division

Oklahoma Department of Transportation

Phone: (405)521-2676 Fax: (405)521-6917

Alma Zamora <zalma82@yahoo.com>



Alma Zamora
<zalma82@yahoo.com>

07/13/2008 10:56 AM

Please respond to
zalma82@yahoo.com

To nashton@odot.org
cc
Subject 140 junction

Comments regarding I-40

Alternative 1 is ideal, it has longer deceleration time opposed to the other alternatives. It appears to be more c
south side.

By installing either stop signs or traffic lights it would increase safety travel.

We are not pleased with clover leaves.

My family recommends Alternative 1

Leopoldo & Alma Zamora

8212 Treeline Dr.

Choctaw, Ok.

405 6157330

**Interstate 40 from Interstate 240 Junction East to Choctaw Road
Oklahoma County, Oklahoma
May 29, 2008
Public Comments Form**

REC-7

JUL 03 2008

ENVIRONMENTAL
PROGRAMS DIV.

Dear Participants:

We would like to thank you for taking the time to attend this meeting and providing us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

I would think to off ramps @ Choctaw Rd
could be a combo of map #1 and map #3
1 off ramp for east & 1 off ramp for west.
The ramps could run along the interstate
as on map #3 and forget the circle exit
ramps. The Bridge would be 3 lanes the
east & west ramp should curve in and
not out. If Love's has to move then
make use of the land were Love's is.

Name: Michael & Brenda Kaye Environmental Programs Division Engineer
Address: 7300 S. Plains Ave Oklahoma Department of Transportation
Company: Choctaw OK 73020 200 Northeast 21st Street
Oklahoma City, Oklahoma 73105
Phone: 405 391-5334 FAX:(405) 522-5193

(Above information is optional)



Mr. Michael Kaye
7300 S. Plains Ave.
Choctaw, OK 73020

OKLAHOMA CITY OK 731

07 JUL 2005 PM 5 L



Environmental Programs Division Engineer
Oklahoma D.O.T.
200 W. 21st Street
OKC, OK 73105

73105+3200

