
**I-5: Delta Park (Victory Boulevard to
Lombard Section)
Multnomah County, Oregon**

Revised Environmental Assessment

**Federal Highway Administration
and
Oregon Department of Transportation**

December 2006



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Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

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Technical Services Branch

File Code:

December 1, 2006

TO THE INTERESTED PARTIES OF THE

**I-5: Delta Park (Victory Boulevard to Lombard Section) Project
Multnomah County, Oregon
Key No. 12076**

This Revised Environmental Assessment and **Finding of No Significant Impact** for the **I-5: Delta Park (Victory Boulevard to Lombard Section)** project are being distributed for your information, in accordance with state and federal regulations.

If you wish to further comment on the project or its impacts, please address your comments within 30 days to:

**Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301**

I would also appreciate a copy of your comments.

David Kim, Area Manager
ODOT Region 1
123 NW Flanders Street
Portland, Oregon 97209

Thank you,

**David Kim
Area Manager**



Federal Highway Administration

FINDING OF NO SIGNIFICANT IMPACT

For

I-5: Delta Park (Victory Boulevard to Lombard Section)

Multnomah County, Oregon

Key No. 12076

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The Federal Highway Administration (FHWA) has determined that this project will not have a significant adverse impact on the human or natural environment. This finding is based on information provided in the Environmental Assessment (December 2005) and the attached Revised Environmental Assessment, which have been found to adequately and accurately disclose the environmental impacts of the proposed project. These documents provide sufficient evidence and analysis for determining that an environmental impact statement is not required.

Revised Alternative 2 has been selected for implementation. This alternative would provide three lanes southbound on the I-5 freeway and improve street connections to the freeway access points at Columbia and Victory boulevards. The Environmental Assessment contains descriptions of estimated impacts associated with these improvements. Impacts to the natural environment would include removal of existing wetlands, and removal of existing riparian and upland vegetation along the Columbia Slough. Wetland, riparian, and upland vegetation impacts will be mitigated through replacement and enhancement. Mitigation and conservation measures will offset potential impacts to listed salmonid species in the Columbia Slough. A primary social impact would be the purchase of up to three homes. A primary economic impact would be the possible displacement of two businesses. The project would add 10.37 acres of new impervious surface. There would be no meaningful differences in air quality impacts or noise impacts between the No Build Alternative and Revised Alternative 2. There would be no disproportionate impacts to low-income and minority populations.

Construction is expected to begin in 2008 with Phase I improvements to the I-5 freeway. The second phase of the project, which would realign a portion of Argyle Way, replace the Denver Avenue viaduct and the Denver Avenue bridge, relocate and reconstruct the Denver Avenue/Schmeer Road intersection, and reconstruct connections between Denver Avenue and Victory Boulevard, will be built as funding becomes available. Each project phase is required to be developed in compliance with all federal, state, and local regulations.

The FHWA takes full responsibility for the accuracy, scope, and content of the attached Revised Environmental Assessment.

11-30-2006

Date

Federal Highway Administration Official
Oregon Division, Salem

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