
**H.B. Van Duzer Forest
Corridor – Steel Bridge Road**

**ORE 18/ORE 22
Polk County**

Revised Environmental Assessment

**Oregon Department of Transportation
Federal Highway Administration**

July 2004

Conversion Factors

English Units	Multiply By	Metric Units
foot (ft)	0.3048	meter (m)
mile (mi)	1.609	kilometer (km)
cubic yard	0.7646	cubic meter
acre (ac)	0.4047	hectare (ha)
miles per hour (mph)	1.609	kilometers per hour (km/h)

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Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

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July 21, 2004

File Code:

TO INTERESTED PARTIES OF THE

**H.B. Van Duzer Forest Corridor—Steel Bridge Road Project
Oregon 18/22
Polk County
Key No. P00001**

This **Finding of No Significant Impact** for the **H.B. Van Duzer Forest Corridor—Steel Bridge Road** project is being distributed for your information, per state and federal regulations.

If you wish to comment further 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.

Thank you,

(for)
David McAllister,
Operations Manager





FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

H.B. Van Duzer Forest Corridor—Steel Bridge Road Project ORE18/22 in Polk County, Oregon Key No. P00001

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 (October 2002) and the attached Revised Environmental Assessment, which have been found to adequately and accurately disclose the environmental impacts of the proposed project. The impact analysis presented in the Environmental Assessment and updated in the attached Revised Environmental Assessment is based on general project locations. These documents provide sufficient evidence and analysis for determining that an environmental impact statement is not required.

The **Build Alternative with modifications** has been selected for implementation. The Environmental Assessment contains descriptions of estimated impacts associated with projects proposed to improve approximately 9 miles of ORE 18 and ORE 22 between the H. B. Van Duzer Forest Corridor (MP 18.79) and Steel Bridge Road (MP 28.21). The project consists of the replacement of three intersections with three grade-separated interchanges, highway widening, new local service/access roads, installation of nontraversable medians, and three bridge replacements within a 9-mile stretch of ORE 18/22 near the communities of Grand Ronde, Fort Hill, and Valley Junction. The project will improve safety and traffic flow by reducing congestion at the current intersection areas along Oregon 18/22 and increasing capacity throughout the 9-mile project corridor. Estimated impacts include the removal of private accesses, up to 10 acres of wetlands impacts, right-of-way acquisitions and land use conversions, minor wildlife habitat loss, and minimal water quality impacts. Impacts are also expected to threatened and endangered fish and plant species. Mitigation is required to offset impacts to these resources. Little to no impacts are expected to cultural resources. No impacts are expected to air quality.

Construction is planned to begin in 2006 beginning with Phase 1 work in the Fort Hill area consisting of a new interchange, local service roads, and highway widening with installation of nontraversable medians. Future construction phases of the project will be built as funding becomes available. Each construction phase is required to be developed in compliance with all federal, state, and local regulations, and will include mitigation as necessary.

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

7/8/04
Date


Federal Highway Administration Official
Oregon Division, Salem

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Acronyms and Abbreviations

BA	Biological Assessment
BMP	Best Management Practices
BO	Biological Opinion
C.F.R.	Code of Federal Regulations
CO	carbon monoxide
DEQ	Oregon Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DOE	Determination of Eligibility
EA	environmental assessment
EFU	Exclusive Farm Use
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESUs	Evolutionarily Significant Units
FHWA	Federal Highway Administration
LCDC	Oregon Land Conservation and Development Commission
LUO	Limited Use Overlay (Polk County)
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
OAR	Oregon Administrative Rule
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
ODSL	Oregon Division of State Lands
OHP	Oregon Highway Plan
OR 18	Oregon Route 18 (old convention)
ORE 18	Oregon Route 18 (new convention)
OR 22	Oregon Route 22 (old convention)
ORE 22	Oregon Route 22 (new convention)
ORS	Oregon Revised Statutes
OTP	Oregon Transportation Plan
PCB	polychlorinated biphenyl
REA	revised environmental assessment
RPS	Regional Problem Solving

SHPO	State Historic Preservation Office
SIP	Safety Improvement Program
SPIS	State Priority Index System
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TDM	Transportation Demand Management
TPR	Transportation Planning Rule
TSM	Transportation System Management
TSP	Transportation Systems Plan
USACE	U.S. Army Corps of Engineers
U.S.C.	U.S. Code
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
v/c	volume-to-capacity ratio
VE	value engineering

Glossary

Access management	Methods that regulate physical connections to streets, roads, and highways from public roads and private driveways. Requires balancing access to developed land while ensuring movement of traffic in a safe and efficient manner.
Access road	Low volume public roads that principally provide access to property or as specified in an acknowledged comprehensive plan. Also referred to as “local access road” or “local service road” in H.B. Van Duzer Forest Corridor – Steel Bridge Road Environmental Assessment.
Alignment	Geometric arrangement of a roadway (e.g., curvature).
Alternative modes	Modes such as rail, transit, carpool, walking, and bicycle that provide transportation alternatives to the use of single-occupancy automobiles.
Capacity	Maximum volume of traffic that the roadway section is able to carry on a sustained basis.
Clear zone	The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles.
Deviation	A departure from an access management standard, requiring a design exception.
Environmental Assessment (EA)	A public document that describes existing conditions, identifies potential effects of a project, and proposes measures to minimize or offset significant negative effects. It is used by state and federal agencies to determine whether a proposed project has significant environmental impacts.
Expressway	Highways that provide for safe and efficient high speed and high volume traffic movements.
Highway	A public way for purposes of travel, including the entire area within the public right-of-way.
Highway-Rail Crossing	An intersection between railroad tracks and a road. Crossings can be either “at-grade” (at the same level) or separated grade, where the road uses either a tunnel or a bridge to avoid crossing the rail tracks.
In Attainment	An area with air quality that meets or exceeds the U.S. Environmental Protection Agency health standards used in the Clean Air Act.

Interchange	A crossing of two roadways with one elevated above the other and access between them controlled by connecting ramps.
Interchange access management area	The area defined by a distance along both the mainline and crossroads in all directions extending beyond the end of the interchange ramp terminal intersections, or the end of the ramp merge lane tapers.
Limited use overlay	A Polk County zoning provision that intends to limit permitted uses activities in a specific location allowed in the underlying zone to only those uses which are justified in a required “reasons exception” to one or more of the Statewide Planning Goals. See Polk County Zoning Ordinance, Chapter 184.
Median	That portion of the roadway which separates opposing traffic streams.
Mitigation	Actions taken to minimize or offset negative effects of preferred projects or actions.
National Highway System (NHS)	A system of statewide and interstate highways and intermodal connectors meeting federal criteria (approximately 155,000 miles total), designated by Congress in the National Highway System Designation Act of 1995.
Oregon Administrative Rules (OAR)	Rules written by a government agency intended to clarify the intent of an adopted law.
Oregon Revised Statutes (ORS)	The laws passed by the legislature to govern the state of Oregon.
Pedestrian	A person on foot, in a wheelchair, or walking a bicycle.
Phases	The unit of organization by which projects or groups of projects composing the selected alternative would be constructed.
Preservation	Any treatment to the roadway that extends the period before modernization is required.
Regional Problem Solving (RPS) Committee	The RPS committee consisted of state agency representatives, Polk County and Yamhill County representatives, Tribal representatives, local citizens, and representatives of the City of Willamina. The group was formed by the Oregon State Legislature as a method to allow a regional group to create a regional land use plan.
Revised Environmental Assessment (REA)	A public document that describes the Preferred Alternative and the reasons for its selection, lists mitigation measures to be taken, summarizes public involvement in the project development process, and responds to public comments on the EA.

Right-of-Way	A general term denoting publicly owned land, property, or interest therein, usually in a strip. The entire width between the exterior right-of-way lines including the paved surface, shoulders, ditches, and other drainage facilities in the border area between the ditches or curbs and right-of-way line.
Section 4(f)	Section 4(f) of the <i>Department of Transportation Act of 1966</i> mandates avoidance of significant historic sites unless there is no “feasible and prudent” alternative. This law is now codified as 23 U.S.C. Section 138 “Preservation of Parklands.”
Section 106	Section 106 of the <i>National Historic Preservation Act</i> requires federal agencies to consider the effect of federally funded or licensed projects on properties and districts eligible for the National Register of Historic Places.
Sight Triangle	The area adjacent to the highway needed for unobstructed views for driver’s safety.
State Highway System	Public roads owned and operated by the state of Oregon through the Oregon Department of Transportation. The state highway system does not include state-owned roads managed by State Parks, State Forests, Oregon Department of Fish and Wildlife, college campuses, or other state institutions.
Transportation Demand Management (TDM)	Actions and policies that encourage people to modify their travel behavior so that the highway system has reduced peak-period single occupant vehicle traffic. Examples of TDM include rideshare programs, discounted transit passes, pricing strategies, and flexible work hours.
Transportation System Management (TSM)	Techniques and technologies applied to the transportation system to improve traffic flow. Examples include ramp metering, automated sign controls, bus priority signaling, automated sign control, video surveillance, and incident response services.
Volume-to-capacity ratio (v/c ratio)	A measure of roadway congestion, calculated by dividing the number of vehicles passing through a section of highway during the peak hour by the capacity of the section.