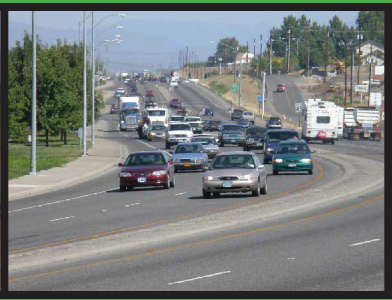
# OR 62:
# I-5 to Dutton Road

## *Final Environmental Impact Statement and Record of Decision*

*May 2013*



U.S. Department of Transportation
Federal Highway Administration

Oregon Department of Transportation

Federal-Aid Number: X-NH-S022(022) • ODOT Key Number: 13226

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FHWA-OR-EIS-13-01-F
OR 62: I-5 to Dutton Road (Medford)
Jackson County, Oregon

**Final Environmental Impact Statement**
**and**
**Record of Decision**

Federal-Aid Number X-NH-S022(022)
ODOT Key Number #13226

Submitted Pursuant to 42 U.S.C. 4332 (2) (c) and where applicable, 49 U.S.C. 303
by U.S. Department of Transportation, Federal Highway Administration (FHWA)
Oregon Department of Transportation (ODOT)

Frank Reading, ODOT Region 3 Manager

4-22-2013
Date of Approval

Phillip A. Ditzler, Division Administrator, FHWA

APRIL 22, 2013
Date of Approval

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The Federal Highway Administration (FHWA) and the Oregon Department of Transportation (ODOT) plan to build a new 7.5-mile highway from the Interstate 5/OR 62 Interchange in Medford to approximately Dutton Road north of White City in Jackson County, Oregon, called the OR 62: I-5 to Dutton Road project (OR 62 project). A Draft Environmental Impact Statement (DEIS) for the OR 62 project was published in September 2012.The Preferred Alternative for the project is an access-controlled, four-lane expressway on a new alignment.

The major beneficial impact will be enhanced mobility through reduced congestion, reduced travel times by up to 17 minutes, or 57 percent in 2035, and improved traffic safety. Major impacts from the project will include the conversion of 235 acres of land to highway use, the conversion of 30 acres of land zoned Exclusive Farm Use to nonfarm use, displacement of 18 households and 34 businesses, noise impacts on 19 properties that will not be mitigated, and the displacement of 23 acres of wetlands, of which 3.4 acres are vernal pools. The project will create approximately 96 acres of new impervious surface and approximately 211 acres of contribution impervious area that will be treated. Some of the impacted lands provide habitat for vernal pool fairly shrimp, Cook's lomatium and large-flowered woolly meadowfoam, designated as threatened under the federal Endangered Species Act (ESA). The Preferred Alternative will require exceptions to Statewide Planning Goals on agricultural lands, forest lands, public facilities and services, and urbanization. Other impacts will include adverse effects to the visual environment, particularly in the vicinity of Justice Road and Peace Lane, a reduction in neighborhood cohesion in the Peace/Justice neighborhood, and the loss of approximately 191 acres of wildlife habitat for non-ESA species including approximately 3 acres of riparian, 125 acres of grassland, 22 acres of wetland and 41 acres of mound/vernal pool habitat. Fish passage would be improved by replacing up to nine non-fish passable culverts with fish passable culverts. FHWA has made Section 4(f) de minimis findings for the Bear Creek Greenway, the planned Midway Park, and the Denman Wildlife Area. FHWA has made a Section 4(f) de minimis finding for the historic Cingcade Property for the use of 4.9 acres. Use of land in the Bear Creek Greenway by the Preferred Alternative will require the conversion of land subject to Section 6(f) of the Land Water and Conservation Act.

Unresolved issues are: 1) whether Statewide Planning Goal exceptions for the northernmost portion of the build alternatives would be needed, when funding becomes available, and, if needed, whether they would meet the applicable criteria; and, 2) agreement with National Park Service regarding which parcels in the Bear Creek Greenway are subject to Section 6(f) protection and the identification of property to replace the Bear Creek Greenway land subject to Section 6(f).

Total project construction cost is approximately $440 million in 2023 dollars, of which estimated right-of-way costs are approximately $100 million to $120 million. The first phase of the project has been identified as the Jobs and Transportation Act (JTA) phase, which would use state funds, at a cost of $118 million in 2014 dollars. Construction of the JTA phase is planned to begin in 2013, with construction complete in the fall of 2015.

TO THOSE WHO HAVE EXPRESSED INTEREST IN THE

OR 62: I-5 to Dutton Road (Medford)
Jackson County, Oregon
**Final Environmental Impact Statement**
**and**
**Record of Decision**
Federal-Aid Number X-NH-S022(022)
ODOT Key Number #13226

Thank you for your interest in the proposed OR 62: I-5 to Dutton Road (Medford) Project.

The Federal Highway Administration and Oregon Department of Transportation have completed the **Final Environmental Impact Statement (FEIS)** for the project. The Federal Highway Administration is also publishing a federal **Record of Decision (ROD)** for the project.

If you have questions or need additional information concerning the proposed project, please contact Anna Henson at 541-774-6376.

Thank you for your participation,

Frank Reading
ODOT Region 3 Manager

# NOTICE OF DOCUMENT AVAILABILITY

This FEIS and ROD are available for review at the following locations from May 3rd through June 2nd:

**City of Medford**
**Planning Office**
200 South Ivy Street
Lausmann Annex, Room 240
Medford, OR 97501
541-774-2380

**Jackson County Library Services (JCLS) Medford Library Branch**
205 South Central Avenue
Medford, OR 97501
241-774-8679

**Federal Highway Administration (FHWA) Oregon Division**
530 Center Street, NE, Suite 420
Salem, OR 97301
503-399-5749

**Oregon Department of Transportation (ODOT) Region 3**
100 Antelope Road
White City OR, 97503
541-774-6376

**Rogue Family Center**
3131 Avenue C
White City, OR 97503
541-864-8700

**Oregon State Library**
250 Winter St. NE
Salem, Oregon 97301-3950

**ODOT Geo-Environmental Section**
4040 Fairview Industrial Drive SE, MS#6
Salem, OR 97302

These documents are also available on the project website:

**http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml**

## HOW TO USE THIS DOCUMENT

In this FEIS:

- Text from the DEIS that remains substantially unchanged from the DEIS, including minor edits, such as corrections of typos and numerical errors and rewording to clarify meaning, is printed in black.
- New text is printed in burnt orange, which is the color of this text.
- Figures from the DEIS are reprinted. Where the content of a DEIS figure has changed, such as to show a change in design or impacts, the DEIS figure is immediately followed by a new figure with the same figure number, but with "FEIS" added.
- Where impact numbers or text in a table have changed because of a change in design or impacts, the numbers or text from the DEIS remain in the table and the new numbers or text are added in burnt orange immediately below the original numbers or text in the DEIS.
- The DEIS text on mitigation measures is retained, followed by the mitigation measure commitments that are incorporated into the action.

The FEIS contains new numbers and text because of changes from the DEIS in the roadway projects expected to be built under the No Build Alternative, in the design and impacts of the Preferred Alternative, and in information and circumstances. The design of the alternative and the design options that were not identified as the Preferred Alternative have not been changed and the FEIS does not contain changes to those impacts.

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