

GUIDANCE for the ODOT ENVIRONMENTAL PROSPECTUS

Introduction

This guidance provides basic preparation instructions as well as links to resources for responding to questions within the ODOT Environmental Prospectus (EP). The EP is both a checklist and narrative form that serves as a tool for conducting a preliminary assessment of environmental resources within or adjacent to the project area. The primary purposes of the EP are to identify potentially impacted environmental resources, estimate environmental compliance requirements, and to identify a preliminary NEPA class of action for the project. The EP is typically prepared in association with the Project Initiation Phase of project development.

The [ODOT Vicinity Mapping Application](#) is a useful tool to assist with preparation of the EP. This tool provides access to several GIS data layers related to the EP questions. For most EP questions, the below guidance contains additional hyperlinks to information and data sources.

Below, this EP guidance is organized below to correspond with the number sequencing and the discipline/resource categories within the EP. For most EP questions, a “Yes” response indicates that a resource or area of concern is present and thus could be potentially affected, while a “No” response indicates no resources or concerns. For some questions, an “Unknown” response is provided to indicate that the preparer either could not determine the answer or did not attempt to find the answer. “N/A” indicates that the question is not applicable.

EP questions marked with an asterisk (*) indicate that the question is related to the qualifying thresholds (aka “kickouts”) identified in the 2015 PCE Agreement between ODOT and FHWA Oregon Division.

At the bottom of each discipline/resource section within the EP, a text box is provided for summary comments regarding the questions in the section. Preparers should provide narrative comments in each text box, focusing on: (1) general summary of responses to the above questions, and (2) explanation, as appropriate, for project-specific issues, compliance requirements, and/or further work needed.

Near the end of the EP, briefly identify key issues and environmental requirements, as appropriate.

Based upon what is known about the potential environmental impacts of the project, the final portion of the EP prompts the preparer to identify the project’s preliminary NEPA class of action.

General Form Functions

As you open the file, the EP form appears in its full checklist format. *Preparation of the EP form can only be done in the full checklist mode.* At the top of the EP form, two colored buttons are shown: “LINK TO GUIDANCE,” and “SHOW SUMMARY.” Clicking the LINK TO GUIDANCE button will open this EP guidance in a separate tab. Clicking the SHOW SUMMARY button will change the appearance of the EP in the following ways: (1) questions 1 through 81 and questions 119 through 127 will be hidden, (2) the Comment fields for each discipline/resource category will “roll up,” (3) any of the Potentially Required Permits/Approvals/Clearances checked “Yes” or “Unknown” will “roll up,” and (4) the SHOW SUMMARY button will change to “SHOW CHECKLIST,” which when clicked, returns the EP to full checklist mode. The EP can be printed as either the full CHECKLIST or as the abbreviated SUMMARY.

If you have any questions about the EP form or this guidance, please contact [ODOT GES NEPA staff](#) or one of your local ODOT Region Environmental Coordinators (RECs) for more information. Please report any broken hyperlinks to odot.geoadminworkord@odot.oregon.gov.

Project Information Section

At the top of the EP, provide the project information requested. Some requested fields may not be known at the time of EP preparation. The preparer can choose to provide Latitude/Longitude or Township/Section/Range, as appropriate to assist with research or studies. For projects that cover a geographically broad area (such as a sign replacement project), the preparer may wish to describe project location within the Project Description.

Right-of-Way Section

1. / 2. [Right-of-way](#) impacts can be associated with a variety of potential environmental concerns. When addressing a project’s temporary and/or permanent right-of-way impacts, the EP preparer must consider how the proposed right-of-way actions could affect other environmental resources and disciplines such as land use, community cohesion, cultural resources, wetlands and waterways, protected/sensitive species, parks and recreation areas, and hazardous waste.

* Projects requiring the acquisition of more than minor amounts of right-of-way or displacement of owners and/or tenants cannot be classified as a PCE.

3. Gaining right of entry to railroad property can affect scheduling and costs for environmental tasks. Coordination with [ODOT Rail Division](#) is recommended when access to railroad property is necessary.

4. Reimbursable utility relocations are federally funded, and therefore the project’s area of potential impact should account for reimbursable utility relocation impacts - including impacts caused by temporary utility relocation, staging, and interruptions of service. Coordination with the Region’s [Utility Specialist](#) is recommended for projects with reimbursable utility relocations.

Right-of-way Comments:

Summarize the project's estimated right-of-way impacts, including known number of residential and business displacements and the estimated acres of temporary and/or permanent acquisition (rounded to the nearest tenth).

Identify potential issues or concerns associated with work on railroad right-of-way or reimbursable utilities, as appropriate.

Traffic / Transportation Section

For question 5, provide the project's current and future Average Daily Traffic, as appropriate.

* Projects that result in changes that substantially affect traffic patterns temporarily or permanently cannot be classified as a PCE.

Traffic / Transportation Comments:

Summarize the project's estimated traffic/transportation impacts, including potential impacts due to changing traffic volumes, planned detours or closures, and/or restrictions to vehicle access. EP preparers should cross-reference the responses here with the responses to question 15.

Land Use Section

For questions 6 through 11, the preparer is advised to request an ODOT Region Planner's assistance with the responses. When an ODOT Region Planner, or equivalent, assists the preparer, the preparer is advised to cite this input in the Land Use Comments text box.

6 - 8. Each Oregon city is surrounded by an urban growth boundary (UGB) to designate where the city expects to grow over a 20-year period. Development restrictions in areas outside of UGBs protect farm and forest resource land and prohibit urban development. Mapped UGBs for most Oregon cities can be found [here](#).

Some transportation improvements are not allowed on rural lands. [OAR 660-012-0065](#) identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.

9. The [Transportation Planning Rule](#) (TPR) specifies what must be included in local planning efforts for transportation, and what must be addressed and included in a transportation system plan. The TPR implements Goal 12 of the Oregon [Statewide Planning Goals](#), which constitute the framework for a statewide program of land use planning.

* Projects that require an exception to Oregon Statewide Planning Goals cannot be classified as a PCE.

Oregon law requires every city and county to have a [Comprehensive Plan](#), which is acknowledged by the LCDC. Acknowledged plans are consistent with the statewide planning goals. In addition, each jurisdiction is to prepare a Transportation System Plan (TSP) which when acknowledged will be considered consistent with the Comprehensive Plan and Statewide Planning Goals. [State and bi-state Metropolitan Planning Organizations \(MPOs\)](#) prepare the TSP for ten sub-areas in Oregon.

City/County Comprehensive Plans may be available from your local Region Planner. Typical concerns are points of conflict with the Comprehensive Plan or Zoning Ordinance.

10. The Coastal Zone Management (CZM) Act provides for the management of the nation's coastal resources and is the basis for the National Coastal Zone Management Program. Major components of the CZM Program include [federal consistency](#), program enhancements, and [nonpoint pollution control](#).

The CZM Program is a partnership between coastal States and the Federal government. In Oregon, DLCD serves as the lead administrative agency for the CZM Program. ODOT and FHWA coordinate with DLCD and/or appropriate local agencies when a proposed action is within, or is likely to affect land or water uses within [the Oregon Coastal Zone](#).

Contact your local Region Planner, DLCD representative, or visit the [DLCD](#) and/or the [NOAA](#) CZM websites for further information.

11. Oregon counties apply EFU zoning to agricultural lands protected under Statewide Planning Goal 3. EFU zoning is based on local comprehensive plans, which are adopted in accordance with state requirements. The types of EFU uses allowed often vary depending on the capability of soils for agricultural production. A complete list of uses allowed in EFU zoning is provided in [OAR 660-033-0120](#). See DLCD's [Farmland Protection](#) and [Forestland Protection](#) webpages for further information.

Open Space Reserve (OSR) lands are so designated to preserve natural resources, scenic qualities, cultural resources, recreational opportunities, and similar amenities. OSR land designations are typically identified in city and county Comprehensive Plans.

12. The Farmland Protection Policy Act (FPPA) is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a Federal agency or with assistance from a Federal

agency. If the Project will result in the conversion of prime farmland, unique farmland, or land of statewide or local importance yes, a Farmland Conversion Impact Rating may be required.

If your project has a Federal nexus and the potential to convert important farmland to non-farm use, please contact your local office of the [Natural Resources Conservation Service \(NRCS\)](#) or [USDA Service Center](#).

13. Identify the general land uses adjacent to the project area. Knowledge of adjacent land uses can inform the assessment of potential impacts to environmental resources and disciplines such as noise, air quality, hazardous materials, parks, and recreation areas.

Land Use Comments:

Describe any Goal Exception requirements and/or land use concerns such as project compatibility with acknowledged comprehensive plans per OAR 731-015-0085, potential EFU incursions, and potential impacts to the coastal zone and/or farmlands.

Identify any other local land use considerations and potential requirements such as conditional use permits, riparian landscape plans, tree removal permits, noise variances for night work, and/or floodplain development permits.

Community Impacts Section

The community impact effects of transportation projects are often strongly associated with their right-of-way, land use, and traffic impacts. For more information about the social and economic impacts of transportation projects, see [FHWA's](#) and [Caltrans'](#) Community Impact Assessment websites.

14. Displacement of key employment centers and/or public/community facilities (such as libraries, civic/events centers, museums, schools, etc.) can be indicative of complex community impact effects that call for early outreach to stakeholders, careful planning and design, and comprehensive mitigation strategies. If these types of impacts are determined to be substantial, the project may warrant an EA or EIS.

* Projects requiring the acquisition of more than minor amounts of right-of-way or displacement of businesses, non-profit organizations, and/or residents cannot be classified as a PCE.

15. Projects can affect local mobility, access, and parking availability both during and after construction. Consider how the project's temporary effects (such as detours, lane/sidewalk closures) or permanent changes (such as new multi-modal capacity) could affect activities such as work commuting, routes to school, access to businesses, planned community events such as parades or street festivals, commercial vehicle travel, bicycle routes, and pedestrian and ADA facilities. Eliminating access or parking to business(es) can adversely impact the vitality of the business(es) if there are not alternatives for patrons.

* Projects that result in changes that substantially affect traffic patterns temporarily or permanently cannot be classified as a PCE.

16. Community/neighborhood cohesion could be temporarily or permanently altered by project impacts such as displacement or isolation of residential housing, loss or constraint of pedestrian/bicycle movements across existing routes, detours and lane closures, and access restrictions to local goods, services, and amenities.

17. Transportation projects can potentially impact a variety of emergency and/or public services. The impacts could be permanent, such as taking right-of-way from a library or fire station. However, the more common effects are temporary in nature, such as restricted access to public services or impacts to emergency services due to lane closures and/or detours.

18. / 19. RESERVED

Community Impact Comments:

Summarize the estimated community Impact impacts, particularly with regard to all "Yes" answers to the above questions. Identify any community impact research, studies, or coordination efforts that may be necessary during project development.

Water Resources and Wetlands Section

Federal and state laws regulate impacts to jurisdictional waters of the U.S. and State, which include wetlands. If impacts are unavoidable, project designs must minimize impacts to jurisdictional waters and mitigation may be required for unavoidable impacts. Impacts to jurisdictional waters, including those resulting from project generated stormwater, could impact aquatic species and should be considered when assessing impacts in the Biological Resources section.

Stormwater

20. Transportation projects can affect the quality and quantity of stormwater derived from the roadway which may impact the quality of any receiving waters. Refer to ODOT's [Stormwater Program website](#) to determine stormwater treatment requirements. If the project will be utilizing the Federal Aid Highway Programmatic (FAHP) Consultation, verify with Section 3.5 of the [FAHP* Programmatic User's Guide](#) if the project triggers stormwater treatment requirements. If a Clean Water Act Section 404 permit is required, a 401 certification from Oregon Department of Environmental Quality (DEQ) will be required. A Post Construction Stormwater Management Plan consistent with the ODOT Stormwater Management Plan Template found on the [Stormwater Program website](#) will be required if the project modifies impervious surface areas.

Waters of the U.S. / State

Construction activities in waters of the U.S. and State (rivers, streams, wetlands, lakes, harbors, etc.) may be regulated by both federal and state agencies. Impacts to jurisdictional waters may require mitigation to offset any unavoidable impacts. Goal 5 of Oregon's Statewide Planning Goals & Guidelines outlines topics for local governments to adopt to protect natural resources and conserve scenic, historic, and open space. Review the Comprehensive Plans for any listed water resources for the city and/or county the project is in.

21. Jurisdictional waters refer to those features that are regulated by either the United States Army Corps of Engineers (USACE) or the Oregon Department of State Lands (DSL). For additional information in determining jurisdictional boundaries of waters, refer to [ODOT Bulletin GE09-07\(B\)](#). DSL implements [state regulations](#) and provides guidance in their [Removal-Fill Guide](#), and USACE is responsible for implementing Section 404 of the Clean Water Act and provides guidance on jurisdictional determinations on their [Regulatory Planning website](#).

22. / 23. Floodplain management is the operation of a community program of preventive and corrective measures to reduce the risk of current and future flooding. The Federal Emergency Management Agency (FEMA) has minimum floodplain management standards for communities participating in the [National Flood Insurance Program](#). Use the [FEMA website](#) to determine if the project is within a 100-year floodplain or regulatory floodway. Work within the FEMA regulated area will require consultation with the participating communities and any rise in the flood elevation may require mitigation to offset impacts.

* Projects that would result in: (1) an increase in the designated regulatory floodway elevation, **or** (2) an increase of more than 1 foot of surface water elevation in the 100-year floodplain (when no regulatory floodway is designated) cannot be classified as a PCE.

24. A project occurring in or over publically-owned [submerged or submersible lands](#) may require a [DSL easement](#). ORS 274.005 defines submerged lands as "lands lying below the line of ordinary low water of all navigable waters within the boundaries of this state as heretofore or hereafter established, whether such waters are tidal or nontidal." ORS 274.005 defines submersible lands as "lands lying between the line of ordinary high water and the line of ordinary low water of all navigable waters and all islands, shore lands or other such lands held by or granted to this state by virtue of her sovereignty, wherever applicable, within the boundaries of this state as heretofore or hereafter established, whether such waters or lands are tidal or nontidal."

25. / 26. U. S. Coast Guard (USCG) implements Title 33, Code of Federal Regulations, Navigation and Navigable Waterways on USCG Navigable waters to, among other goals, safeguard navigation on the high seas and navigable waters of the United States. For a list of Navigable Waterways visit the [USCG website](#). Reference the Office of Bridge Programs, USCG [Bridge Permit Application Guide](#) for information regarding the need for USCG permits.

* Projects requiring a **new** USGC bridge permit cannot be classified as a PCE. Projects requiring modifications to an existing USGC permit *might* qualify as a PCE - please contact ODOT GES NEPA staff for clarification.

27. Oregon's Removal-Fill Law ([ORS 196.795-990](#)) requires any person who plans to remove or fill material within waters of the State, including wetlands, to obtain a [permit from DSL](#). Section 404 (Title 33 USC 1344) of the Clean Water Act requires a [permit from USACE](#) for placement of fill material into navigable waters. Removal means taking rock, gravel, sand, silt, other inorganic substances, and large woody debris from the bed or banks of a water or wetland, or their movement by artificial means within the bed or banks, including channel relocation. Fill means the deposit by artificial means of any material (organic or inorganic).

28. In coordination with the Oregon Department of Fish and Wildlife (ODFW), DSL designates stream reaches that fulfill all or part of the basic or indispensable spawning or rearing needs of indigenous anadromous salmonids and are necessary to prevent the depletion of indigenous anadromous salmonids as Essential Salmonid Habitat. See DSL's [Essential Salmonid Habitat Map](#) to determine if the water body is Essential Salmonid Habitat. State removal and fill exemptions and thresholds that otherwise apply to waters of the State may not apply to the stream reaches identified as Essential Salmonid Habitat.

29. "Aquatic Resources of Special Concern" (ARSC) means waters of the State that provide functions, values and habitats that are limited in quantity because they are naturally rare or have been disproportionately lost due to prior impacts. These include alkali wetlands and lakes, bogs, cold water habitat, fens, hot springs, interdunal wetlands, kelp beds, mature forested wetlands, native eelgrass beds, off-channel habitats (alcoves and side channels), ultramafic soil wetlands, vernal pools, wet prairies, wooded tidal wetlands, and others as determined by DSL ([OAR 141-085-0510](#)).

Actions requiring a fill/removal permit that includes unavoidable impacts to an ARSC will require an Individual Permit from DSL. Unless there is an available mitigation bank with the same unique resource type, permittee-responsible compensatory mitigation will be necessary.

Water Supply Wells

30. Impacts to active wells are regulated by the Oregon Department of Water Resources to ensure wells are properly constructed, altered, maintained, and decommissioned so as to prevent contamination, loss of artesian pressure, and waste of Oregon's groundwater resources. Active wells can be located through the [Well Report Query](#), or by contacting the local County Watermaster for records on wells.

Wetlands

Wetlands generally include wet meadows, swamps, marshes, bogs, vernal pools, and similar areas. Wetlands filter water, trap sediments, provide flood and erosion protection, provide diverse wildlife and fisheries habitats, and naturally replenish surface waters. Wetlands form a transition between aquatic and terrestrial systems. Wetlands are characterized by their unique combination of cyclical inundation, hydric soils, and vegetation adapted to growth in these areas. Construction activities in wetlands may be regulated by both federal agencies and state agencies and may require mitigation to offset any unavoidable impacts.

31. Information shown on the Wetland Inventory maps is to be used for planning purposes only, as wetland information is subject to change. All wetlands and waters boundary mapping is approximate and there may be wetlands present that are not mapped. Mapped wetlands can be located at the U.S. Fish and Wildlife Service (USFWS)-maintained [National Wetlands Inventory](#) and the DSL-maintained [Local Wetlands Inventories](#). Contact your Wetland Specialist for further information.

32. The USDA NRCS maintains the [Web Soil Survey](#) which can be used to determine the soil types within the project area of interest and which of those soil types are hydric. Mapped hydric soils have a higher potential of containing jurisdictional wetlands.

33. Plants that inhabit wetlands are referred to as hydrophytes. A few examples of the many plants that commonly grow in wetlands are cattails, willows, and skunk cabbage. Evidence such as floating or submerged plants, or several clumps of grass-like rushes or sedges are indicators wetlands may be present. The [National Wetland Plant List, maintained by USACE](#), provides wetland plant indicator status and descriptions.

34. Oregon's Removal-Fill Law ([ORS 196.795-990](#)) requires a [permit from DSL](#) for removing or placing fill material within wetlands, as well as a wetland delineation report. Section 404 of the Clean Water Act requires a [permit from USACE](#) prior to placing fill material within wetlands that are waters of the United States. Removal means taking rock, gravel, sand, silt, other inorganic substances, and large woody debris from the bed or banks of a water or wetland, or their movement by artificial means within the bed or banks, including channel relocation. Fill means the deposit by artificial means of any material (organic or inorganic) at any one location in the bed or banks.

35. A Clean Water Act Section 404 permit is required when fill is placed into waters of the U.S., including wetlands. A project may qualify for an existing [USACE Nationwide and Regional General Permit](#). If the project is unable to meet the thresholds of the existing permits, an Individual Permit may be required.

* Projects requiring an Individual Permit under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act cannot be classified as a PCE.

Water Resources and Wetlands Comments:

Discuss the likelihood of the project requiring certification from the agency implementing the FEMA program (likely the local jurisdiction) if work is proposed within a FEMA regulated area.

Explain if wetland or jurisdictional water indicators are determined to be present in the project area of potential impact. If jurisdictional features are likely to be present, discuss the need for additional investigations and anticipated project impacts.

Biological Resources Section

Federally funded transportation projects require ODOT to comply with several federal environmental regulations in regard to biological resources, including the Fish and Wildlife Coordination Act, Oregon Endangered Species Act, and Section 7 of the Endangered Species Act (ESA). If there is a threatened species, endangered species, designated critical habitat, or if a species has been proposed for either status, and has been located in or near the project area, then impacts will need to be formally assessed. Several of the questions below are addressed in ODOT's Biology Manual.

Threatened, Endangered and/or Sensitive Species

36. ODOT established guidelines and strategies for ensuring that appropriate and reasonable measures are taken to prevent injury to and death of migratory birds in the [ODOT Geo Environmental Technical Guidance](#) ENV 01-01. ODOT projects must seek to avoid a direct take of migratory bird eggs or adults. Examples of activities that may result in direct take include bridge demolition, tree removal, and ground disturbance in active nesting habitat. Habitat and nest removal prior to egg laying are not violations of the Migratory Bird Treaty Act (MBTA). The nesting season for migratory birds is approximately March 1 to August 31 but can vary by location. Confirm the date range for a specific project site by contacting the local ODFW biologist.

Bat species also have the potential to be affected by ODOT projects, especially during the demolition and construction of bridges, as some bridge elements may provide roosting habitat and habitat for maternal colonies. If bat usage is identified consult with the project biologist to determine appropriate construction timing and/or exclusion techniques to minimize harm to individuals and colonies.

37. - 39. Federal ESA prohibits federal agencies from conducting activities that will jeopardize the continuing existence of listed species. If the project may affect a listed species or designated critical habitat, consultation with the U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) is required. Before a state agency takes, authorizes, or provides direct financial assistance for any action on land owned or leased by the state, or for which the state holds a recorded easement, the state agency shall consult with the department (ODFW for animals and Oregon Department of Agriculture [ODA] for plant species) to determine whether the action is consistent with the survival guidelines established by the commission. For a list of USFWS species, refer to [Information for Planning and Consultation \(IPAC\)](#). To check the Natural Heritage Database for a list of rare, threatened, and endangered species, contact ORBIC at (503) 229-5078 or visit their [website](#). There is a fee to use the Natural Heritage Database. See the NMFS [Species Directory](#) for a list of NFMS threatened and endangered species. A list of threatened, endangered, and proposed fish and wildlife in Oregon is available on the [ODFW Wildlife Conservation website](#). An interactive online [critical habitat mapping](#) tool is maintained by USFWS to help identify designated critical habitat within the project area of potential impact.

40. Projects located on Bureau of Land Management (BLM) or USFS lands may be subject to additional species effects analysis. The BLM [Data Viewer](#) allows you to search by the project location to see who owns adjacent lands, and the USFS' [Interactive Visitor Map](#) depicts federal lands in Oregon.

41. If the project is unable to utilize existing programmatic Biological Opinions such as [SLOPES](#) or FAHP, an individual consultation may be necessary to account for effects to ESA listed species. Review [FAHP guidance](#) to determine if the project qualifies for take coverage. The project should anticipate a longer consultation timeline for individual consultations.

- * Projects requiring individual formal consultation under ESA Section 7 cannot be classified as a PCE.

In-Water Work

42. In addition to the increased probability of encountering ESA listed species or critical habitat, work proposed in streams in Oregon will likely require additional BMPs and mitigation that may result in impacts to the project design and schedule.

43. ODFW designated in-water work periods are established to minimize impacts to the more sensitive life stages of targeted fish species. These in-water work windows are often incorporated in the existing programmatic biological opinions and permits issued from DSL and USACE. Deviations from the [published in-water work windows](#) will require concurrence from ODFW and NMFS.

Fish Passage

44. Fish passage is required on any stream, regardless of size or whether perennial or intermittent, if the stream is currently used or historically was used by native migratory fish during any period of the year. Native migratory fish should be assumed present unless absence is confirmed by ODFW. [ODFW Fish Passage FAQs](#) provides additional guidance and clarification on potential fish passage triggers. If the project triggers the Oregon State Fish Passage Statue, a fish passage plan is required.

45. ODFW maintains a [priority culvert inventory list](#) that provides information on many of the state's culverts. If the culvert presents full or partial fish passage barriers during any flows, the culvert will be prioritized based on several factors such as species use, timing of barrier relative to fish presence, quality of habitat, and extent of habitat. Coordinate with the ODOT Fish Passage Coordinator if there are any high or medium priority culverts within the project limits to see if additional funding resources may be available to resolve the fish passage issue concurrent with the project.

Wildlife Passage

46. Wildlife collisions impact the safety of facility users and wildlife alike. To determine if the project is within a section of increased conflict, review the ODOT [Wildlife Crossings website](#) (see the hot-spot PDF map) to identify "wildlife collision hot-spots," and the ODFW [Wildlife Connectivity website](#) to research for wildlife linkage areas. For those projects with higher probability of conflict, coordinate with ODOT Wildlife Passage Coordinator. See ODOT's Biology Manual for some examples of wildlife passage strategies.

Noxious Weeds

[Executive Order 13112](#) was issued to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health impacts that invasive species can cause. Check the ODA [Noxious Weed Mapper](#) for spatial information and distribution noxious weeds. A list of Oregon noxious weeds with images is available on ODA's [Oregon Noxious Weed Profiles webpage](#). Refer to page 62 of ODOT's Biology Manual for additional information on noxious weeds.

Biological Resources Comments:

Summarize the likely Endangered Species Act process and results for U.S. Fish and Wildlife Service and National Marine Fisheries Service trust species. Discuss in-water work timing (if applicable) and other work timing and design constraints that will be necessary to comply with ODOT policy and state and federal regulations.

Cultural Resources Section

The preparer is advised to request assistance from an ODOT Archaeologist and Historian (or Secretary of Interior qualified equivalents) with the responses to questions **48** through **57**, below. When such assistance is provided, the preparer is advised to note the contributors in the Cultural Resources Comments text box.

Archaeological Resources

Archaeological resources consist of the physical remains of past human activity that are at least 50 years of age and that are of archaeological interest. Archaeological interest means capable of providing scientific or humanistic understanding of past human behavior, cultural adaptation, and related topics through the application of scientific or scholarly techniques, such as controlled observation, collection, analysis, interpretation, and explanation.

Coordinate with the [ODOT Archaeology Program contacts](#) for additional information and support.

47. An archaeological site means a geographic locality in Oregon, including submerged and submersible lands, that contains archaeological objects and contextual associations of the archaeological objects with each other or biotic or geological remains or deposits. Archaeological sites are places where human groups performed some activity and left behind physical remains as artifacts or features. The artifacts and features tell a story about the resources that were valued, methods of resource extraction, methods of resource distribution, methods of resource storage, and methods of resource consumption. Examples of archaeological sites include but are not limited to shipwrecks, lithic quarries, house pit villages, camps, burials, lithic scatters, homesteads and town sites.

48. Significant archaeological resources may exist in undisturbed ground and in areas where disturbance has been minor. Examples of minor ground disturbance include farmland, lawns, dirt tracks, and the like. Examples of major ground disturbance would be extensive cut and fill, presence of structures, parking lots, etc.

49. Certain areas within the state have a greater potential to contain archaeological resources than others. These areas include the Coast, Columbia River Gorge, major river basins, overlooks, river confluences, and areas where the accessibility to fish and water is high, such as perennial streams and lakes.

50. Federal lands in Oregon are identified in the [BLM's Oregon-Washington Data Viewer](#). For projects located on or adjacent to federal lands, coordination with federal land management agencies could yield information about known or potential archaeological resources.

Historic (Built) Resources

Historic (built) resources include districts, sites, buildings, structures and objects that are significant in American history, architecture, engineering, and culture.

Coordinate with the [ODOT Historic Resources Program contacts](#) for additional information and support.

51. / 53. Check the [Oregon SHPO historic database](#), which also has statewide mapping functionality.

54. Goal 5 is a broad statewide planning goal that addresses more than a dozen resources, including historic resources. Most city and county comprehensive plans are available online. Contact your local ODOT Region Planner for assistance.

55. A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn. Generally speaking, a property must be at least 50 years old to be eligible for listing in the National Register of Historic Places, but there are exceptions.

56. The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter. Some examples of structures include bridges, dams, canals, silos, and lighthouses.

57. In order to qualify for protection under [Section 4\(f\)](#), an archaeological or historic (built) resource must: (1) be of national, state or local significance, and (2) be on or eligible for listing on the National Register of Historic Places (NRHP).

* Projects that require preparation of an Individual Section 4(f) Evaluation cannot be classified as a PCE.

Cultural Resources Comments:

Summarize the potential impacts to cultural resources, particularly with regard to all "Yes" answers to the above questions. Identify any cultural resources surveys, studies, or coordination efforts that may be necessary during project development.

Parks / Recreation and Visual Resources Section

Parks / Recreation Areas

58. In order to qualify for protection under [Section 4\(f\)](#), a park, recreation area, or wildlife/waterfowl refuge must meet all of the following criteria: (1) it must be publicly owned, (2) it must be open to the public (except in certain cases for refuges), (3) its major purpose must be for park, recreation, or refuge activities, and (4) it must be significant as a park, recreation area or refuge. If the project will impact eligible resources, Section 4(f) documentation is required.

* Projects that require preparation of an Individual Section 4(f) Evaluation cannot be classified as a PCE.

59. [Section 6\(f\)\(3\) of the LWCF Act](#) prohibits the conversion of property acquired or developed with grants from this fund to a non-recreational purpose without the approval of the NPS. A GIS layer of Oregon parks that have received LWCF grants is available through the [ODOT Project Vicinity Mapping Application](#). If the project will impact a park or recreation area suspected of having received an LWCF grant, early coordination with the [Oregon Parks and Recreation Department \(OPRD\) Grants Program](#) is recommended.

Wild and Scenic Rivers

60. [OPRD Stewardship staff](#) must be notified of certain activities proposed within a 1/4 mile of the bank of Oregon's designated scenic waterways. Visit the [OPRD Scenic Waterways page](#) for a list of Oregon Scenic Waterways as well as interactive maps.

61. The [National Wild and Scenic Rivers Act](#) prohibits federal support for actions that would harm the river's free-flowing condition, water quality, or outstanding resource values. The four primary federal agencies charged with protecting and managing our wild and scenic rivers include USFWS, NPS, USFS, and BLM. Visit the multi-jurisdictional [Wild and Scenic Rivers System webpage for Oregon](#), which contains a listing of designated Oregon rivers as well as an interactive map.

A Section 7 Determination is required when: (1) a project is proposed in bed or banks of a W&S designated or study river AND there is a project federal nexus, or (2) a project is proposed in bed or banks of a river below, above, or on a tributary to a W&S designated or study river AND there is project federal nexus AND the project is likely to result in W&S river effects. Section 7 Determinations are made by the river-administering agency.

- * Projects requiring a Wild and Scenic River Section 7 determination cannot be classified as a PCE.

Visual Resources

62. Visual impacts caused by a highway project are seen both by people traveling on the road and by neighbors adjacent to it. A project may require some level of [Visual Impact Assessment \(VIA\)](#) if the project will result in detrimental effects to visually sensitive resources. The following designated resources are considered as potential triggers/reasons for requiring some level of VIA:

- Federal visual resources: Wild & Scenic Rivers, National Scenic Byways, Coastal Zone Management, National Scenic Areas, National Parks & Monuments, some USFS and BLM Lands
- State visual resources: Oregon Scenic Waterways, Oregon Scenic Highways, Oregon Historic Highways, Oregon Scenic Bikeways, Oregon Heritage Program (e.g., historic waysides, heritage trees, historic cemeteries), areas subject to the Oregon Forest Practices Act
- Local visual resources: Comprehensive Plans - Goal 5 Resources, city and county codes
- Public/stakeholder concerns over adverse visual impacts can be a major source of project opposition

Contact ODOT GES NEPA staff if you have questions about potential project impacts to visual resources.

Parks / Recreation and Visual Resources Comments:

Summarize the potential impacts to parks, recreation areas, and visual resources. Identify any further research, studies, or coordination that may be necessary during project development.

Air Quality and Noise Section

Air Quality

The Environmental Protection Agency (EPA) has designated areas of Oregon as nonattainment of the National Ambient Air Quality Standards for the criteria pollutants carbon monoxide (CO), ozone, particulate matter (PM-10) and fine particulate matter (PM-2.5). Areas designated as nonattainment of the standard for any criteria pollutant are required by the Clean Air Act to implement a plan which demonstrates how the area will achieve attainment and maintain the standard. These areas are called maintenance areas. Transportation projects in these areas may be subject to conformity analyses. FHWA considers 9 priority mobile source air toxics (MSATs) as national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors and requires that MSATs be addressed during environmental review. Since MSATs have neither standards like NAAQs nor conformity requirements, MSATs can only be discussed and evaluated in comparative terms. For additional information, review the Air Quality Manual available on the [ODOT Geo-Environmental Air Quality & Energy website](#). Section 4 of Air Quality Manual provides a brief overview all transportation air quality analyses that may apply.

- * Projects that do not conform to the State Air Quality Implementation Plan cannot be classified as a PCE.

63. Visit the [DEQ website](#) to determine if the project is within an air quality maintenance area. A list of nonattainment areas can be found on [DEQ's Nonattainment Areas webpage](#). If project is not located in nonattainment or maintenance area they may require MSAT analysis.

64. Projects listed in [40 CFR 93.126](#) or [40 CFR 93.128](#) are exempt from conformity analysis and MSAT analysis. Projects qualifying as a categorical exclusion under 23CFR771.117 or that have no meaningful impacts on traffic volumes or vehicles mix are considered exempt from MSAT analysis (See Section 2.1.1.2 of Air Quality Manual). Projects that are exempt from conformity and/or MSAT analysis do not require an air quality analysis. No further air quality responses needed.

65. In CO areas, projects that involve adding lanes, signalization, channelization, and/or alignment changes may require a conformity/hot spot analysis. The CO analysis may be qualitative or quantitative. Refer to Section 4.3.4.1 of Air Quality Manual for more details on types of CO hot spot analysis. If, these activities occur in a PM10 or PM2.5 area proceed to the next question for more clarification.

66. Projects that fall into the category of 'Project of local air quality concern' (POAQC) require a PM10 or PM2.5 quantitative hot spot analysis. FHWA has a number of ways to characterize POAQC projects types (See Section 5.6.1 of Air quality Manual)

These projects have annual average daily traffic volumes greater than 125, 000 and more than 8% of diesel vehicles. Interagency consultation is required prior to conducting a hot spot analysis for POAQC projects. This analysis is very detailed and time intensive.

In PM10 and PM2.5 areas, if the traffic volumes are well below this AADT threshold then an evaluation is needed to document why this project is not a POAQC project. (See Section 5.6.2 or Air Quality Manual).

67. If this project is bringing traffic closer to populated area, a qualitative MSAT analysis may be needed. Examples of projects needing a qualitative MSAT analyses include minor widening projects, new interchanges and replacing a signalized intersection on a surface street. Contact ODOT Air Quality specialist to verify. Refer to Section 5.2.2 of Air Quality Manual for more details.

68. Regionally significant projects in nonattainment or maintenance areas require additional analysis beyond a project level analysis. Refer to Section 2.3 of Air Quality Manual for additional information. Contact ODOT Air Quality Specialist.

69. Projects located in Lane County may require indirect construction permit. Refer to Section 5.7 of Air Quality Manual.

Noise

Roadway generated noise may require mitigation if specified noise thresholds are currently exceeded or will be exceeded during the design year at noise-sensitive receptors. A noise study (as described in the [ODOT Noise Manual](#)) must be performed using the FHWA Traffic Noise Model if the project contains particular elements outlined in the following questions.

70. Noise sensitive land uses are those listed for Activity Categories A, B, C, D or E in Table 1 of the [ODOT Noise Manual](#).

71. Projects which meet the definition of Type I as defined in [23 CFR 772](#), require a noise study. A project is considered to be "Type I" if it meets any of these criteria:

- The construction of a highway on new location
- Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition
- Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor
- The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane
- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane
- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

If there is any question about whether or not a project meets this definition, please contact your [ODOT Noise Specialist](#).

72. Some Type I projects that do not appear to have potential for traffic noise impacts at noise sensitive land uses, or where abatement is not expected to be feasible, may qualify for a screening analysis, which is significantly less effort than a full noise study. The ODOT [Screening Analysis for Traffic Noise Impacts](#) describes this process.

- If the answers to **69** and **70** are both "Yes," contact your ODOT Noise Specialist to determine whether a screening analysis could be applied.
- If the answer to **69** is "No" and answer to **70** is "Yes," mark **71** "Yes."
- If the answer to **69** is "Yes" and answer to **70** is "Unknown," mark **71** "Unknown."
- If the answer to **70** is "No," mark **71** "N/A."

Air Quality and Noise Comments:

Identify any air quality and noise analyses potentially required by the project. Coordinate with Air Quality and Noise Specialists regarding any analyses that appear to be needed.

Hazardous Materials / Waste Section

Hazardous materials, hazardous wastes, and their associated problems are an important concern in the location of transportation facilities. Contaminated sites should be avoided if at all possible. Site investigations and cleanups can have significant impacts on budgets and project schedules. Typical concerns are the history of hazardous spills in the area, known and potential hazardous material sites, etc. When hazardous sites are encountered, some level of action is required. Construction activities that generate hazardous materials, such as waste water or lead paint from rehabilitation bridge projects require hazardous materials handling and disposal. ODOT's HazMat Program Procedures Guidebook is available at the [Hazardous Materials webpage](#).

73. A Phase I Hazardous Material Survey should be completed for any anticipated right of way acquisition, as contamination may affect the right of way negotiations.

74. / 75. Databases maintained by DEQ and State Fire Marshal provide indicators of hazardous materials that may be present in the project area. Review Oregon [DEQ Databases](#) and [online mapping service](#) to determine if there are likely contamination

sources that may be encountered by the project. Contact the State Fire Marshal, Community Right-to-Know Program at (503) 373-1540 Ext. 262 to obtain database information on companies that store hazardous materials, quantities, etc. or review the [online database](#) for hazardous material indicators.

76. Known sites or “red flags” indicating possible hazardous material sites (such as the site was historically an industrial facility or gas station) should be listed. Include heating oil tanks, industrial properties, HazMat storage or retail facilities, services stations, laundry and dry cleaning, and agricultural land where pesticides may have been used. Include information from site observations and [Sanborn Fire Insurance Maps](#) (where available – State Library Login required).

77. Any such repair or demolition work may require additional surveys for asbestos, lead paint, and other hazardous materials.

Hazardous Materials / Waste Comments:

Summarize the findings of the database reviews and field investigations. Note any suspected hazardous materials in or within the vicinity of the project and whether further assessment is warranted.

Geologic Resources / Geotechnical Section

78. The majority of project aggregate resources derive from contractor selected locations. If an ODOT-owned material source is provided it may require permits from the [Oregon Department of Geology and Mineral Industries](#) (DOGAMI). All ODOT owned/permitted material source sites should be included when considering project environmental impacts.

79. / 80. Disposal sites provided as part of the project must be evaluated for environmental resources as any other project component. Read about disposal sites in the [ODOT Disposal Site Checklist](#), and contact the [ODOT HazMat Program](#) for more information. Disposal and material source sites may have been previously cleared to federal environmental standards during previous projects, although many clearances are only valid for a period of time (for example, a wetland or archaeological clearance may only be valid for up to 5 years).

Geologic Resources / Geotechnical Comments:

Identify potential impacts from disposal sites or material source sites offered by ODOT. Summarize potential impacts and requirements associated with geologic hazards (such as unstable slopes, liquefiable/compressible soils).

Preliminary Investigations

81. Preliminary investigations are part of preliminary design needed to define the general project location, design concepts, and/or other parameters for final design for a project and preliminary design activities may be conducted prior to a NEPA decision per FHWA Order 6640.1A (10/1/2010). See NEPA Manual Section 418 for more information.

82. When preliminary investigations for a project involve ground-disturbing activities, the relevant environmental clearances, approvals, permits and/or regulatory coordination must be considered and, if necessary, obtained before the ground disturbance and prior to the project’s NEPA approval.

83. Consider the potential for preliminary investigations to:

- result in discharge of dredge or fill into waters of the U.S. or state;
- affect ESA listed species;
- impact cultural resources;
- result in temporary occupancy of any Section 4(f) properties;
- result in temporary non-conforming uses of any Section 6(f) properties; or
- require any other permitting approvals or clearances prior to initiation of investigations

For question 83, a “Yes” response indicates that a resource or area of concern is present, could be potentially affected, and thus the preliminary investigation will likely require a permit, approval, or clearance. A “No” response indicates no resources or concerns are present and thus a permit, approval, or clearance is likely not required for the preliminary investigation. An “Unknown” response is provided to indicate that the preparer either could not determine the answer or the preparer wants to flag the permit, approval, or clearance as a contingency item. Refer to the relevant questions in this Guide for more information about specific resources and/or clearances. Responses regarding NHPA Section 106, ESA, and other resources should be made in consultation with ODOT staff resource specialists, as applicable and appropriate.

Preliminary Investigation Comments:

Identify known potential impacts and list anticipated permits from preliminary investigation activities.

Stakeholder Concerns / Public Involvement

This section is intended to highlight known stakeholder concerns and potential drivers for public involvement associated with the project's environmental review process.

- * Projects that involve controversy *might not* qualify as a PCE, dependent on FHWA's determination.

Stakeholder Concerns / Public Involvement Comments:

Summarize any environmental controversy and/or environmental concerns raised by project stakeholders (e.g., landowners, regulatory agencies, local government, Tribes, general public). Identify potential public involvement activities associated with the environmental review process. As desired, identify implications to project scope, schedule, or budget.

Key Environmental Issues / Requirements

This section is intended to highlight the project's key environmental issues and critical path tasks. Preparers may also wish to identify roles / responsibilities for required surveys, studies, coordination, and documentation.

Key Environmental Issues / Requirements Comments:

Summarize key deliverables and critical environmental issues/processes/decisions that could adversely affect project scope, schedule, or budget. As desired, identify the entities responsible for environmental tasks and deliverables.

Potentially Required Permits / Approvals / Clearances

There are a number of permits, approvals, and/or clearances that could be required from various agencies prior to construction of a project. For questions **82 – 112**, a "Yes" response indicates that a resource or area of concern is present, could be potentially affected, and thus the project will likely require the permit, approval, or clearance. A "No" response indicates no resources or concerns and thus the permit, approval, or clearance is likely not required for the project. An "Unknown" response is provided to indicate that the preparer either could not determine the answer or the preparer wants to flag the permit, approval, or clearance as a contingency item.

- 82.** Contact your ODOT Region Planner(s) to determine if local land use permits are required.

83. A local agency floodplain permit may be required if construction activities are planned with a FEMA regulated floodplain. Refer to questions 22 & 23 for additional information.

84. Section 404 of the Clean Water Act regulates the discharge of dredged or fill material, and will require a permit for projects with this activity. Refer to questions 27, 34, and 35 for more information.

85. A Rivers and Harbors Act Section 10 permit is required prior to completing work in or over navigable waters of the U.S. Refer to the [USACE Regulatory website](#) for additional information.

86. Refer to guidance for questions 27, 28, 29 and 34 for more information.

87. In order to ensure Civil Works projects continue to provide their intended benefits to the public, Congress mandated that any use or alteration of a Civil Works project by another party is subject to the approval of USACE through the passing of Section 14 of the Rivers and Harbors Act of 1899. To determine if you need a Section 408 permit visit the [USACE Section 408 Site](#).

88. For information regarding Local Jurisdiction National Pollutant Discharge Elimination System (NPDES) Permits, visit the [DEQ Stormwater Permit website](#).

89. – 91. If the project involves constructing a new bridge or causeway, or reconstructing or modifying an existing bridge or causeway across navigable waters of the U.S., a Bridge Permit or permit modification will be needed. Refer to guidance for questions 25 & 26 and the Coast Guard [Bridge Permits webpage](#). A Construction Plan approval from the Coast Guard is required when there is any temporary modification to the horizontal or vertical navigation clearances.

92. / 93. Compliance with ESA must be documented either through a No Effect, individual consultation, or a Programmatic Biological Opinion such as FAHP or SLOPES. Refer to guidance for questions 37, 38, and 41 for more information.

94. If the answer to question 41 is yes and impacts to listed species or designated critical habitat are anticipated, then individual consultation is likely required.

95. If marine mammals may be present and impacts are unavoidable an Incidental Harassment Authorization issued by NMFS may be required. Consult with ODOT NMFS liaison if there are questions.

96. A fish passage plan is required if the project triggers Oregon Fish Passage Statutes. Refer to question 44 for additional information.

97. If impacts are anticipated to state listed ESA species that are not also federally listed then a state issued ESA clearance is required. Refer to question 39 for additional information.

98. Projects are required to document compliance with ESA for each T&E species potentially affected. If no impacts to listed species and any designated critical habitat are anticipated, then a No Effect memo is required.

99. In the state of Oregon, a person may not excavate or alter an archaeological site on public lands, make an exploratory excavation on public lands to determine the presence of an archaeological site, or remove from public lands any material of an archaeological, historic, prehistoric, or anthropological nature without first obtaining an [archaeological permit](#) issued by SHPO (See [ORS 390.235 \(1\)\(a\)](#) and [OAR 736-051-0080](#)).

100. / 101. Federal projects are required to obtain Section 106 concurrence for both historical and archaeological resources, as relevant.

102 - 105. Refer to question 57 & 58 to determine if a 4(f) resource is present. If a 4(f) resource is likely to be impacted, review the [FHWA Environmental Toolkit page for Section 4\(f\)](#) to determine the likely resolution process.

106. If the project will temporarily occupy or convert an area identified in question 59, coordination with Oregon State Parks and Recreation and National Park Service will be required.

107. See guidance for question 61. Project proponents are encouraged to consult with the river-administering agency early in the project design process in order to avoid delays or costs associated with projects that are unacceptable under Section 7 of the national Wild and Scenic Rivers Act.

108. Written notification to OPRD is required for certain activities proposed within Oregon scenic waterways, including cutting of trees, mining, construction of roads, railroads, utilities, buildings, or other structures. A [Notification of Intent Form](#) can be found on the OPRD website.

109. Refer to questions 70-72. A noise study is required if there are sensitive receptors that may be affected by the project or if the project triggers a noise study as indicated in the ODOT Noise Manual.

110. If the project is within a nonattainment area, an air quality conformity analysis may be required. Refer to questions 63 through 65.

* Projects that do not conform to the State Air Quality Implementation Plan cannot be classified as a PCE.

111. If the answer is yes to any of the questions 73 through 77, additional hazardous material investigations are likely required.

112. Refer to question 78 guidance for information on Department of Geology and Mineral Industries (DOGAMI) permits and/or visit the [DOGAMI permit webpage](#).

113. – 118. If the project requires additional permits, approvals, or clearances not listed on the Environmental Prospectus, the preparer may enter them here.

Preliminary NEPA Class of Action:

Over 95% of Federal Aid Highway projects in Oregon are classified as Categorical Exclusions (CEs) under NEPA. A CE is a category of actions which does not individually or cumulatively have a significant environmental impact on the human and natural environment ([40 CFR 1508.4](#), [23 CFR 771.115](#)). There are 3 different levels of CE documentation for Federal Aid Highway projects in Oregon: Documented CE (often simply referred to as a “CE”), Programmatic CE (PCE), and No Ground Disturbance PCE.

Please note that the No Ground Disturbance PCE does not require the preparation of the Environmental Prospectus.

Most projects requiring an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) will be identified during pre-STIP Planning efforts. EAs and EISs are typically developed as Developmental STIP actions, and therefore it would be unusual for a new project on the Construction STIP to be identified as requiring preparation of an EA or EIS.

Questions 119 – 127 are based on FHWA’s, FTA’s, and FRA’s general criteria for CEs. If the answers to all these questions is “No,” the project is likely a CE. If the answer to one or more questions is “Yes,” the project will likely require an EA or an EIS. If any answers are “Unknown,” the preparer should contact ODOT GES NEPA staff and/or an ODOT REC peer to discuss the appropriate preliminary class of action.

Specific questions within the EP are marked with an asterisk (*) to identify that the question corresponds to the qualifying thresholds (aka “kickouts”) identified in the 2015 PCE Agreement between ODOT and FHWA Oregon Division. If the questions 119-127 indicate the project is likely a CE, review responses to the asterisked questions (#s 1, 2, 9, 14, 15, 22, 23, 25, 35, 41, 57, 58, 61, 110) to determine if any PCE Agreement thresholds (aka “kickouts”) are triggered. If no thresholds are exceeded, the project likely qualifies as a PCE.

If the preliminary class of action is a PCE or CE, identify the specific Categorical Exclusion(s) from 23 CFR 771.117(c) and/or 23 CFR 771.117(d) that are applicable to this project. The “Show Categories” button reveals the full text of each Categorical Exclusion on the (c) and (d) lists.

Preparer Signature(s):

ODOT Regions have QA/QC policies that require peer review of the EP form. After an ODOT REC has completed the EP and resolved any peer review comments, the REC signs and dates the EP form.

When the primary EP preparer is not an ODOT REC, an ODOT REC must review the EP for accuracy and completeness. Following resolution of ODOT REC comments and satisfaction of Region QA/QC policies, the EP preparer and ODOT REC will sign and date the EP form.



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Archaeology

Site Navigation

What is archaeology?



Archaeology is the study of the ancient and recent human past through material remains. It is a subfield of anthropology, the study of all human culture.

Archaeological resources vary greatly in their nature, content, context, and extent and are non-renewable. From 14,000 year-old material remains of our earliest human ancestors in central Oregon to the remains of 20th century buildings in Portland, archaeology analyzes the physical remains of the past in pursuit of a broad and comprehensive understanding of human culture.

What services do archaeological staff provide?

ODOT's archaeological staff identify and evaluate archaeological resources and develop appropriate avoidance, minimization or mitigation measures on a case-by-case basis.

ODOT archaeologists work statewide as part of project development teams and are responsible for taking into account the effects of ODOT projects on archaeological resources.



