

## Executive Summary

This Executive Summary provides an overview of the project and its potential impacts. The OR 62: I-5 to Dutton Road Project Draft Environmental Impact Statement (DEIS) provides the information in greater detail.

### Introduction

The Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) propose building the Oregon Highway 62 (OR 62): I-5 to Dutton Road Project, a 7.5-mile, four-lane, access-controlled expressway to serve as a bypass of existing OR 62 from Medford to north of White City in Jackson County, Oregon. The project includes the bypass, four interchanges, and changes to local streets and roads to accommodate the bypass. The project would reduce congestion and improve safety on existing OR 62 in Medford and north through White City by redirecting traffic to the bypass. The Bypass would provide faster travel and improved safety for vehicles traveling within and through the region. Figure ES-1 shows the general location of the project.

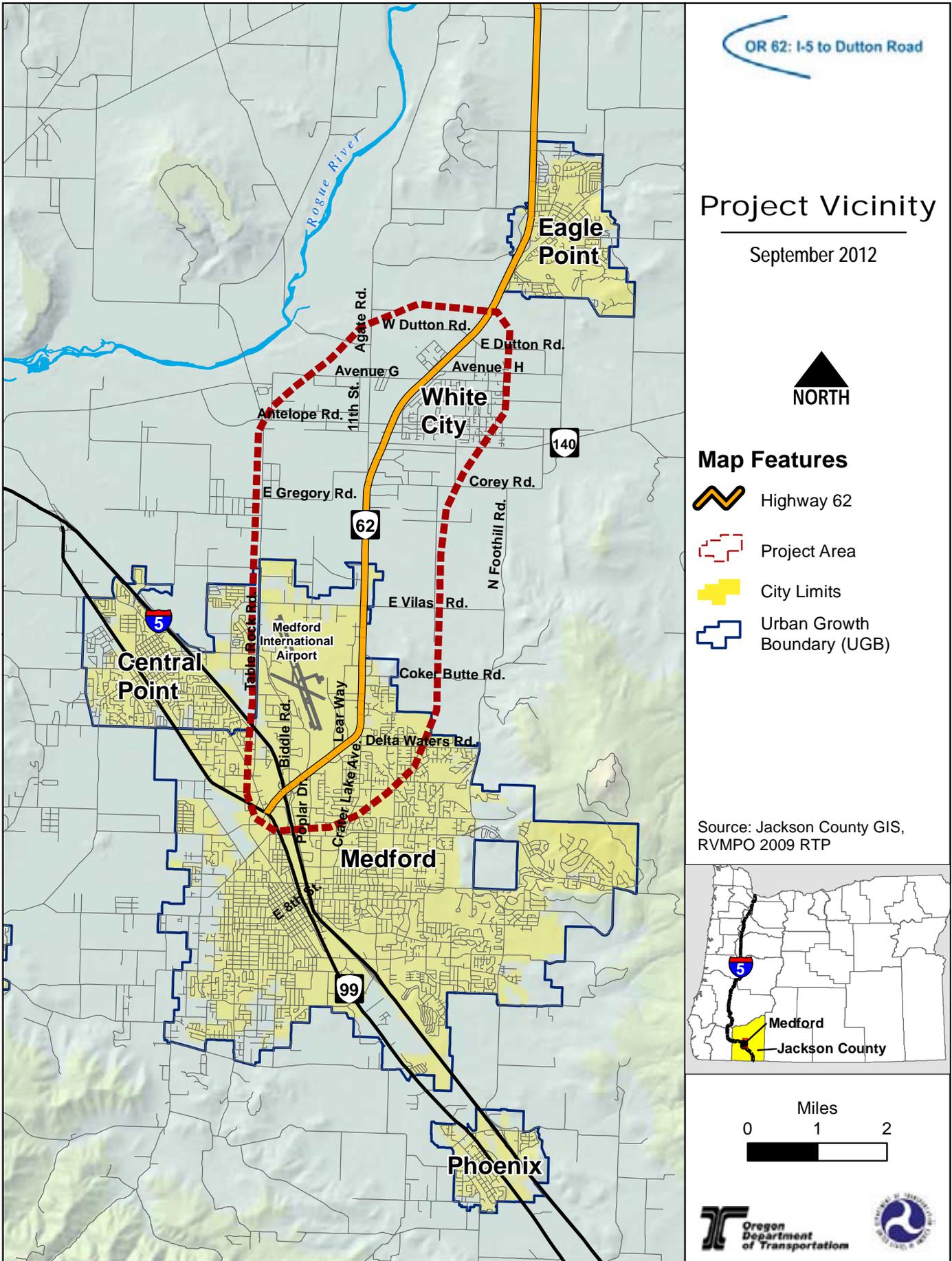
A Section 4(f) *de minimis* finding for the historic Cingcade Complex, was made by FHWA on December 16, 2011. The DEIS proposes a Section 4(f) *de minimis* use of the Denman Wildlife Area by both build alternatives, and Section 4(f) *de minimis* uses of the Bear Creek Greenway path and the planned Midway Park by the SD Alternative. These three are both recreational Section 4(f) resources in the project area. A *de minimis* use of a Section 4(f) resource is a use that does not adversely affect the activities, features, and attributes that qualify a park or historic resource for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 (referred to below as Section 4(f)).

If the SD Alternate is selected, 1.3 acres of land purchased with Land and Water Conservation Fund (LWCF) grants and protected by Section 6(f) would be converted to transportation use. The location of replacement land for this use would be identified prior to issuing the Final Environmental Impact Statement (FEIS).

ODOT and FHWA invite review of the proposed project. Giving citizens, stakeholders, and public agencies the opportunity to review and comment on the proposed project is a vital part of the National Environmental Policy Act (NEPA) process. The process helps decision-makers evaluate project alternatives. All substantive comments submitted will be considered.

NEPA, enacted in 1970, requires disclosure of the environmental impacts of federally-funded projects and opportunity for public comment.

Figure ES-1



OR 62: I-5 to Dutton Road

Project Vicinity

September 2012



Map Features

-  Highway 62
-  Project Area
-  City Limits
-  Urban Growth Boundary (UGB)

Source: Jackson County GIS, RVMPO 2009 RTP



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To learn more about the proposed project or to submit comments on the DEIS and proposed Section 4(f) *de minimis* findings for the use of the Bear Creek Greenway, planned Midway Park, and Denman Wildlife Area, please visit the OR 62 project website at [http://www.oregon.gov/ODOT/HWY/REGION3/hwy62\\_index.shtml](http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml).

Agencies and the public may send written and e-mail comments to:

Anna Henson  
Oregon Department of Transportation  
ODOT Region 3  
100 Antelope Road  
White City, OR 97503  
Anna.HENSON@odot.state.or.us

Comments may also be given at a public hearing held during the review of the DEIS. Following the public hearing, ODOT and FHWA will review, consider, and address all substantive comments. Responses to comments will be provided in the FEIS. Comments on the DEIS must be received within 45 days from the date on the cover of this document.

## What is the Purpose And Need for the Project?

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The Purpose and Need<sup>1</sup> articulates why the proposed project is being considered and identifies the problems the project intends to solve.

The **purpose** of the proposed project is to improve transportation mobility and safety in the OR 62 Corridor, to simplify transportation system connections, and to identify potential improvements for non-highway modes, while maintaining the regional economic role of the OR 62 Corridor.

The **need** for the proposed project arises from the following:

- OR 62 is designated an expressway and freight route in the State and National Highway Systems, which recognizes the highway's transportation and economic role in the state and region.
- Existing levels of congestion are high and congestion is projected to worsen in the future. Four of the nine project area signalized intersections currently fail to meet mobility performance targets. By 2035, eight of the nine intersections will fail to meet mobility performance targets.
- This corridor has high crash rates. In 2010, OR 62 in the project area had two locations with crash rates in the top 5 percent statewide and eight locations in the top 10 percent statewide.
- This corridor has confusing road system connections. OR 62 lacks a hierarchy of connections that aids through travelers in finding their way.
- Facilities for pedestrians and bicyclists along OR 62 are deficient and transit service is limited.

## Decision Authority

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FHWA will make the final decision on the build alternatives through this NEPA process. As the proposed project is considered, it is important that both the public and public agencies have access to the same information and understand how the proposed project could affect them and the environment. Public input on the DEIS helps FHWA and ODOT evaluate the impacts of the proposed project, identify proposed conservation and mitigation measures, and choose the best overall alternative.

## Build Alternatives

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As described in more detail below and shown in the map set included in Figure ES-2, the proposed bypass would extend from the existing OR 62 interchange with I-5 in Medford to approximately Dutton Road north of White City. About one-half of the length of the bypass would be within the Medford Urban Growth Boundary (UGB). The proposed project includes four interchanges:

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<sup>1</sup> See Chapter 1 of the DEIS for the full Purpose and Need statement.

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- A southern terminus interchange with either I 5 or existing OR 62
  - An interchange with Vilas Road, about 3 miles north of I-5
  - An interchange with existing OR 62 on the south side of White City, about 5 miles north of I-5
  - A northern terminus interchange with existing OR 62 near Dutton Road

Also part of the proposed project are alterations to local streets and roads, including extensions and closures, and one new, two-lane local road between Justice Road and Gregory Road on the west side of the bypass, referred to as the Justice/Gregory connector road.

This environmental document examines two different build alternatives: the Split Diamond Alternative and the Directional Interchange Alternative, each described in more detail in the following pages of this Executive Summary and in Chapter 2.

## How Were the Build Alternatives Developed?

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ODOT, FHWA, stakeholders, regulatory agencies, and the public worked together to develop the build alternatives. Beginning in 2004, ODOT convened meetings of a project development team (PDT) and a citizens advisory committee (CAC). The PDT included representatives from ODOT, the City of Medford, Jackson County, the Rogue Valley Metropolitan Planning Organization, the Jackson County/Medford Chamber of Commerce, the freight and trucking industry, FHWA, the CAC, and two citizens-at-large. The CAC comprised representatives of neighborhoods, businesses, and community interests. ODOT also conducted other outreach efforts as part of the process, including public workshops. Initially, ODOT solicited public and agency input to develop a wide range of potential solutions to the traffic problems on OR 62. The process applied two screens to evaluate and dismiss alternatives. The first screen evaluated each alternative's ability to separate through-trips from local trips and thereby be likely to meet future capacity needs to avoid congestion. Four alternatives remained after the first screen. The second screen evaluated whether each remaining alternative met the project's Purpose and Need. If an alternative could not meet future capacity needs and did not pass the first screen, it would not have met the project's Purpose and Need. Based on the second screen, in 2006, both the PDT and CAC recommended further consideration of the two build alternatives described below.

Chapter 2 of the DEIS further describes the process by which the alternatives were developed and Chapter 7 describes the public involvement process in detail.

## What Are the Alternatives and Options the DEIS Analyzes?

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The DEIS analyzes a No Build Alternative and two build alternatives.

### No Build Alternative

Under the No Build Alternative, there would be no improvements or modifications to existing OR 62 and no bypass. ODOT would continue to perform regular roadway maintenance, such as resurfacing. Planned improvements to other roadways in the project area and vicinity would be built. These planned improvements are in the Rogue Valley Metropolitan Plan Organization 2009-2034 Regional Transportation Plan, and include projects that the City of Medford and Jackson County will build. They include improvements to roads that intersect OR 62, such as Coker Butte Road, and roads that parallel OR 62, such as Table Rock Road.

### Build Alternatives

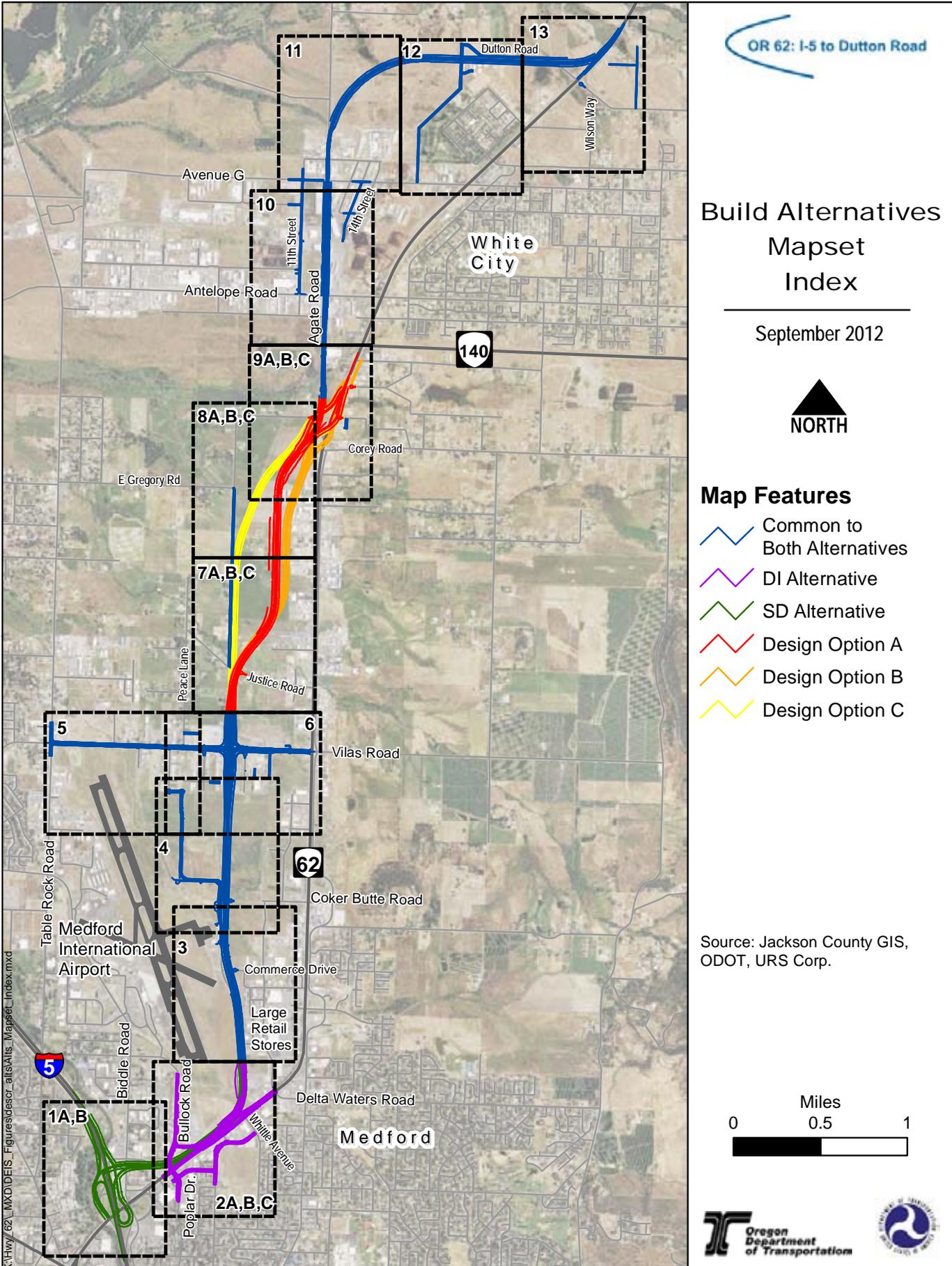
There are two build alternatives, both featuring a four-lane, access-controlled bypass between the existing OR 62 interchange with I-5 in Medford and approximately Dutton Road north of White City. Sheets 1 to 13 of Figure ES-2 show the build alternatives in detail. The figure on the next page is an index to the sheets. The alternatives are different at the bypass's southern terminus near I-5. North of Delta Waters Road to Commerce Drive, the alternatives follow a similar, but not identical, alignment. North of Commerce Drive, the build alternatives are identical. Between Vilas Road and the interchange on the south side of White City, there are three potential alignments, called Design Options A, B, and C. Both alternatives include the four interchanges listed above.

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## Split Diamond Alternative

Sheets 1A, 1B, 2A, and 3 to 13 of Figure ES-2 show the Split Diamond (SD) Alternative. Under it, the existing interchange between OR 62 and I 5 would be converted to a split diamond interchange design. Sheets 1A and 1B of Figure ES-2 shows the split diamond interchange design. East of the interchange, the bypass would be elevated on fill slope, cross over Biddle Road, Hilton Road, and Bullock Road on overpasses, then descend to ground level. See Sheets 1A, 1B, and 2A. At approximately Whittle Avenue, the bypass would turn north. The bypass would remain at-grade until just south of Vilas Road, where it would ascend on fill and cross over Vilas Road. See Sheet 6. A single-point urban interchange (SPUI) would provide connections between the bypass and Vilas Road. Sheet 6 of Figure ES-2 contains a diagram of the Vilas Road SPUI. The dotted lines show left turn movements between the proposed bypass and Vilas Road. A single traffic signal would control these movements. The intersection and signal would be at grade level, beneath the bypass overpass.

Figure ES-2



**OR 62 Build Alternatives - Design Mapset**  
1A of 13 - SD Alternative  
July 2012

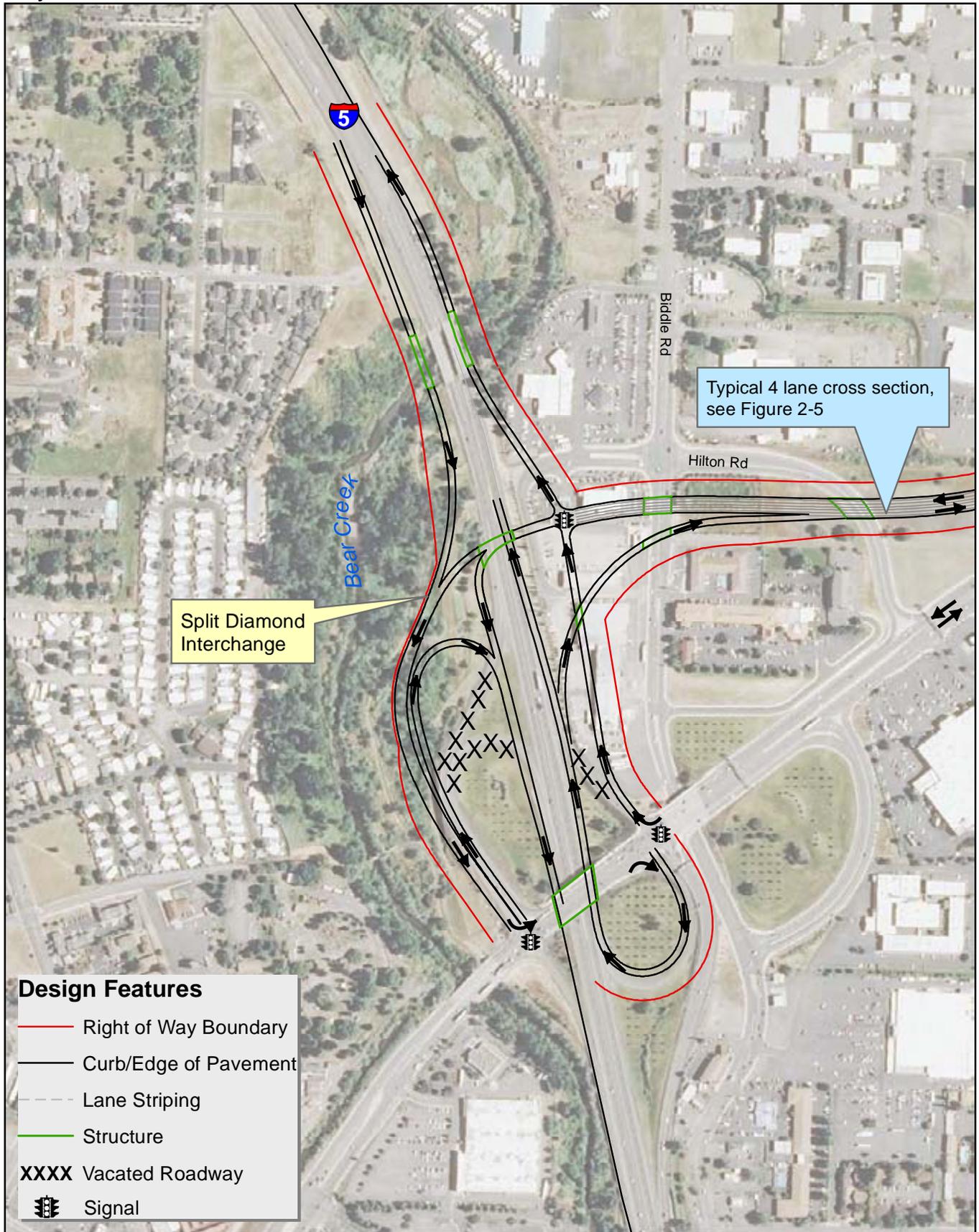
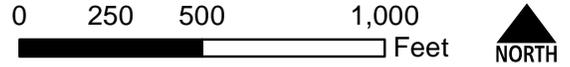


Figure ES-2: Sheet 1B of 13

# OR 62 Build Alternatives - Design Mapset

1B of 13 - SD Alternative - Split Diamond Interchange Detail  
July 2012

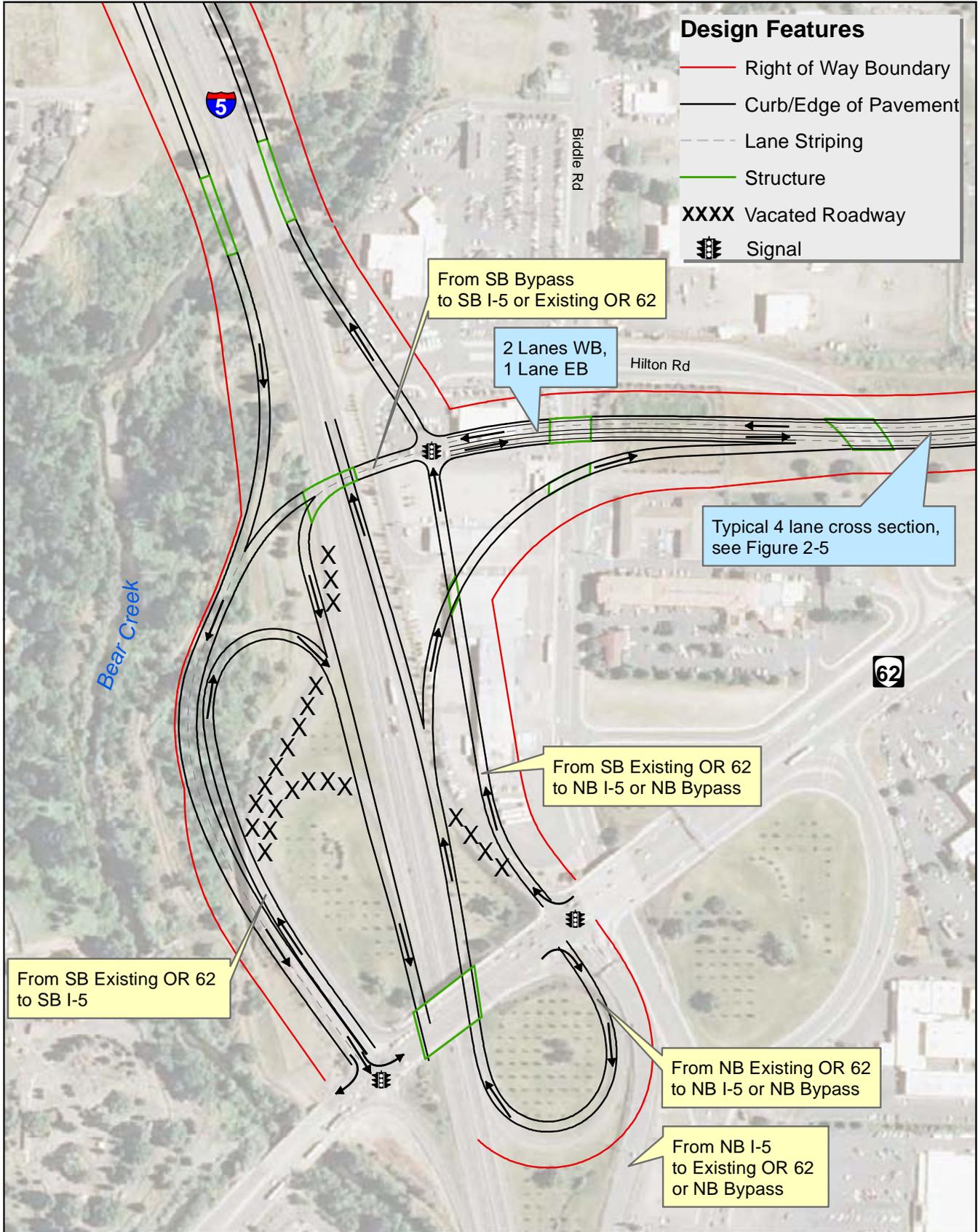
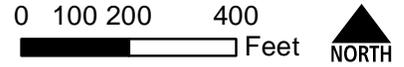


Figure ES-2: Sheet 2A of 13

**OR 62 Build Alternatives - Design Mapset**  
2A of 13 - SD Alternative  
July 2012

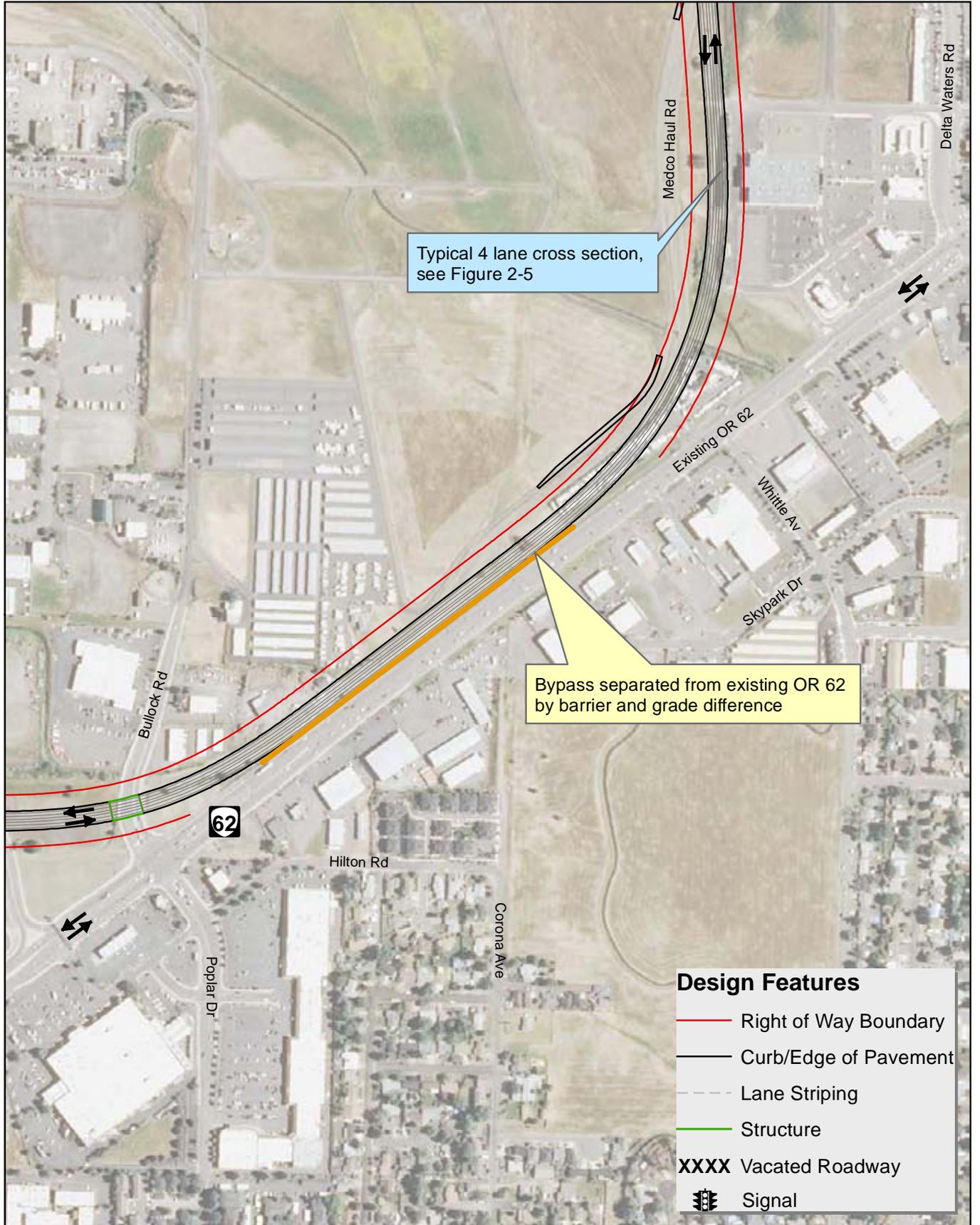
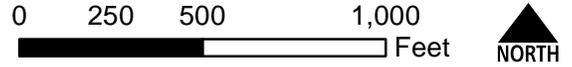


Figure ES-2:Sheet 2B of 13

**OR 62 Build Alternatives - Design Mapset**

2B of 13 - DI Alternative

July 2012

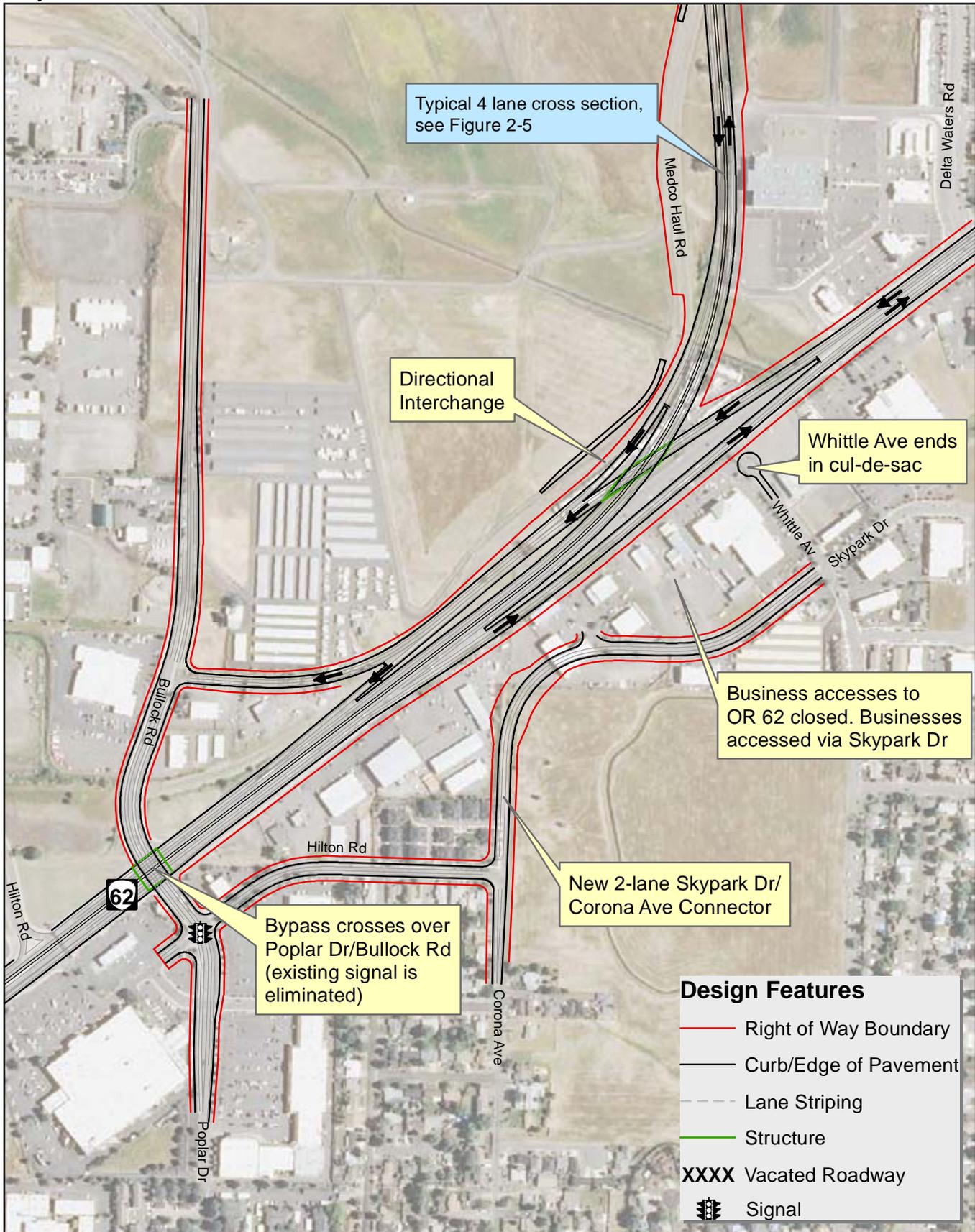


Figure ES-2: Sheet 2C of 13

**OR 62 Build Alternatives - Design Mapset**  
 2C of 13 - DI Alternative - Directional Interchange Detail  
 July 2012

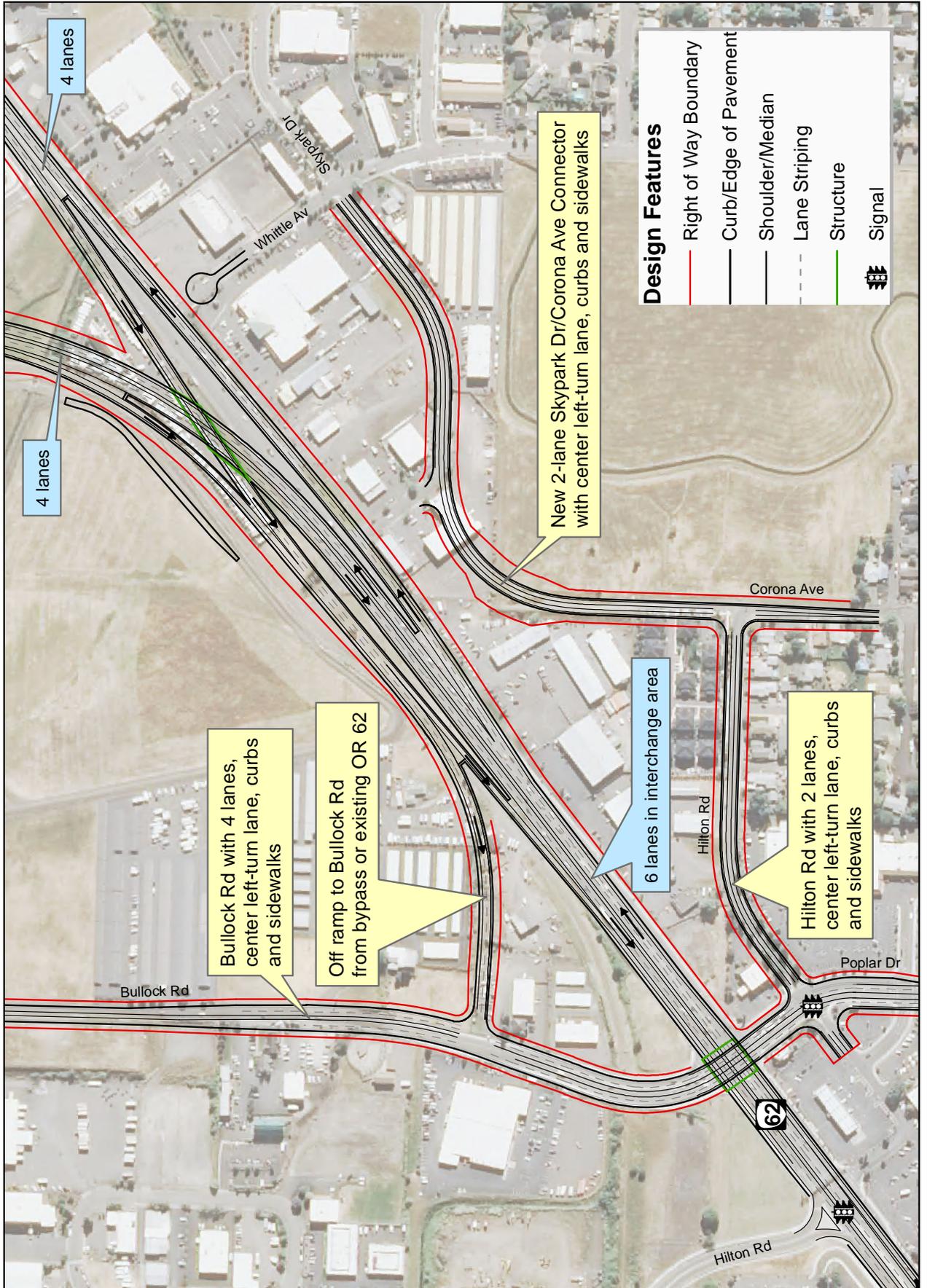


Figure ES-2: Sheet 3 of 13

**OR 62 Build Alternatives - Design Mapset**  
3 of 13 - Common to Both Build Alternatives  
July 2012

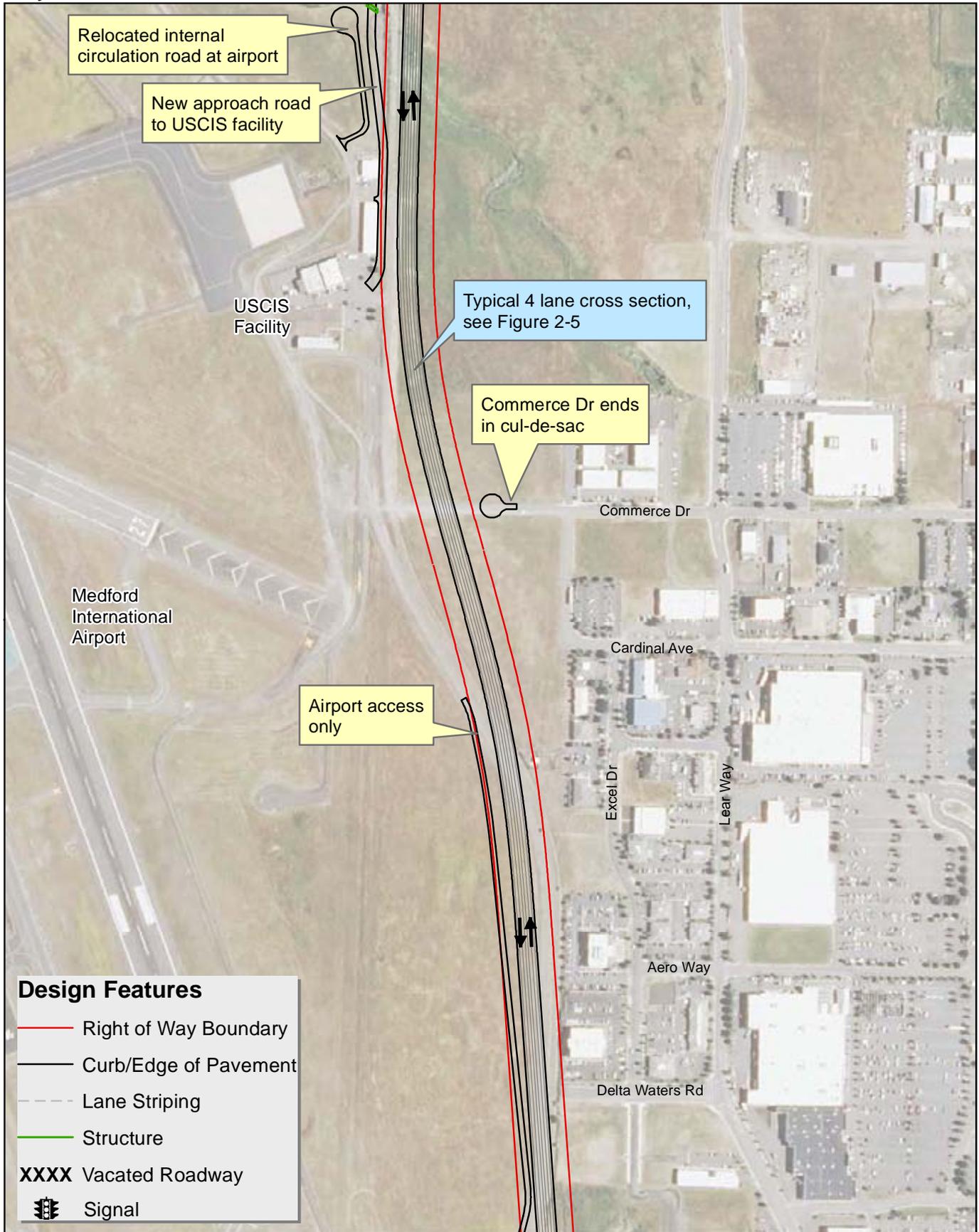
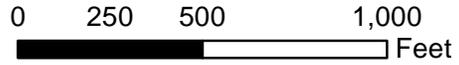


Figure ES-2: Sheet 4 of 13

**OR 62 Build Alternatives - Design Mapset**  
4 of 13 - Common to Both Build Alternatives  
July 2012

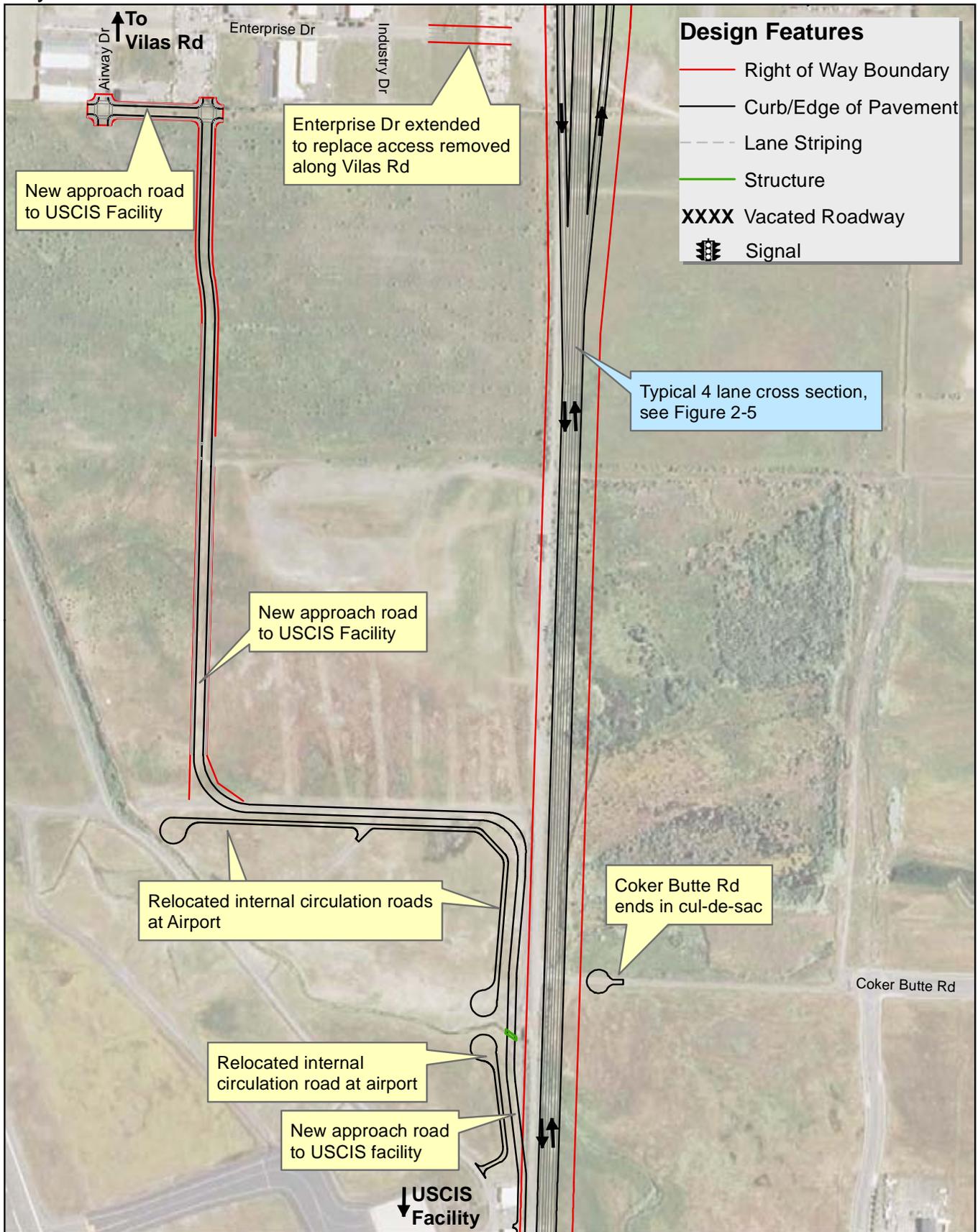
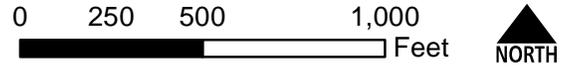
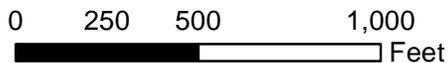


Figure ES-2: Sheet 5 of 13

**OR 62 Build Alternatives - Design Mapset**  
 5 of 13 - Common to Both Build Alternatives  
 July 2012



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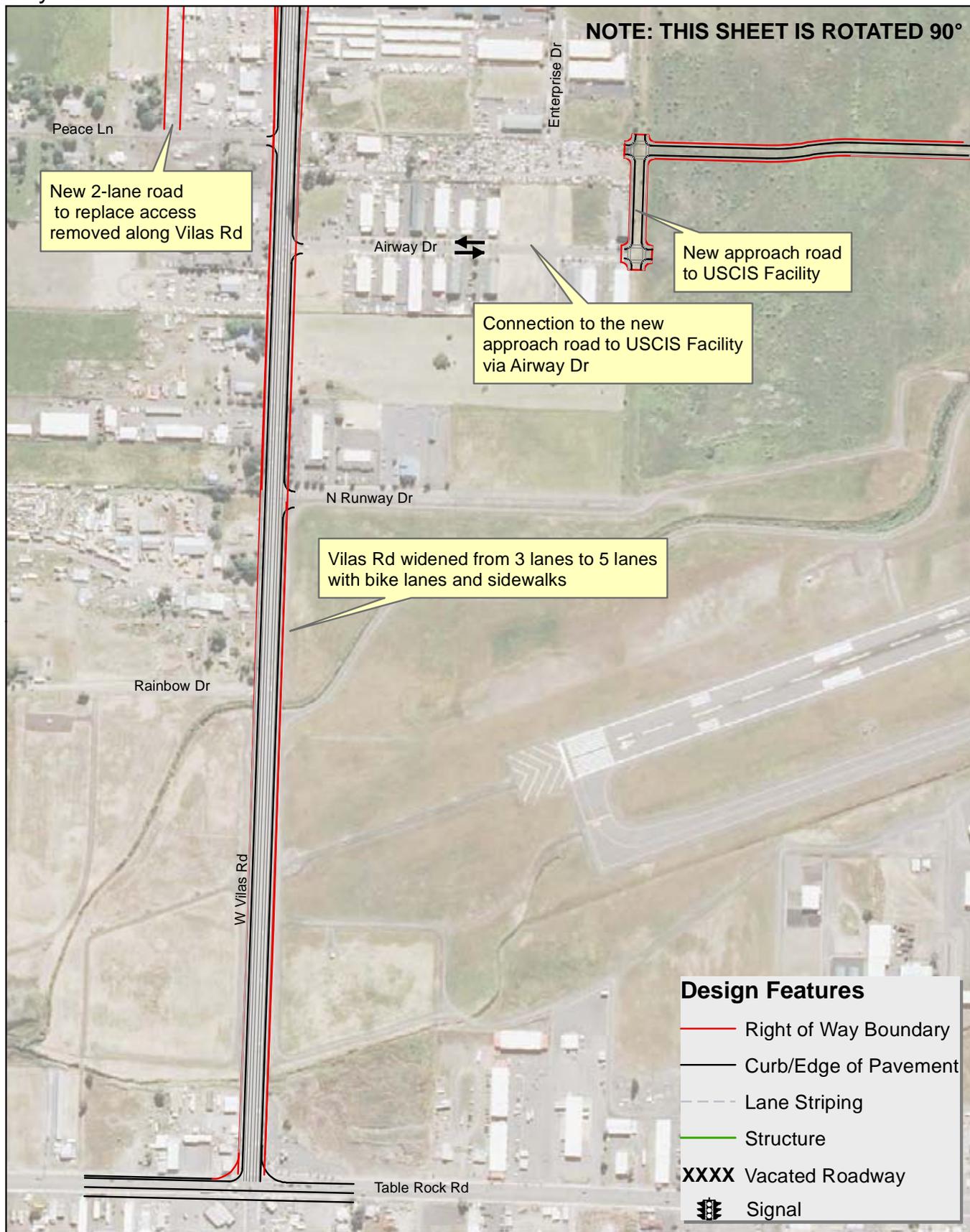
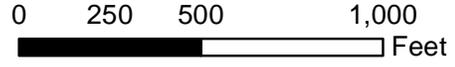


Figure ES-2: Sheet 6 of 13

**OR 62 Build Alternatives - Design Mapset**  
 6 of 13 - Common to Both Build Alternatives  
 July 2012



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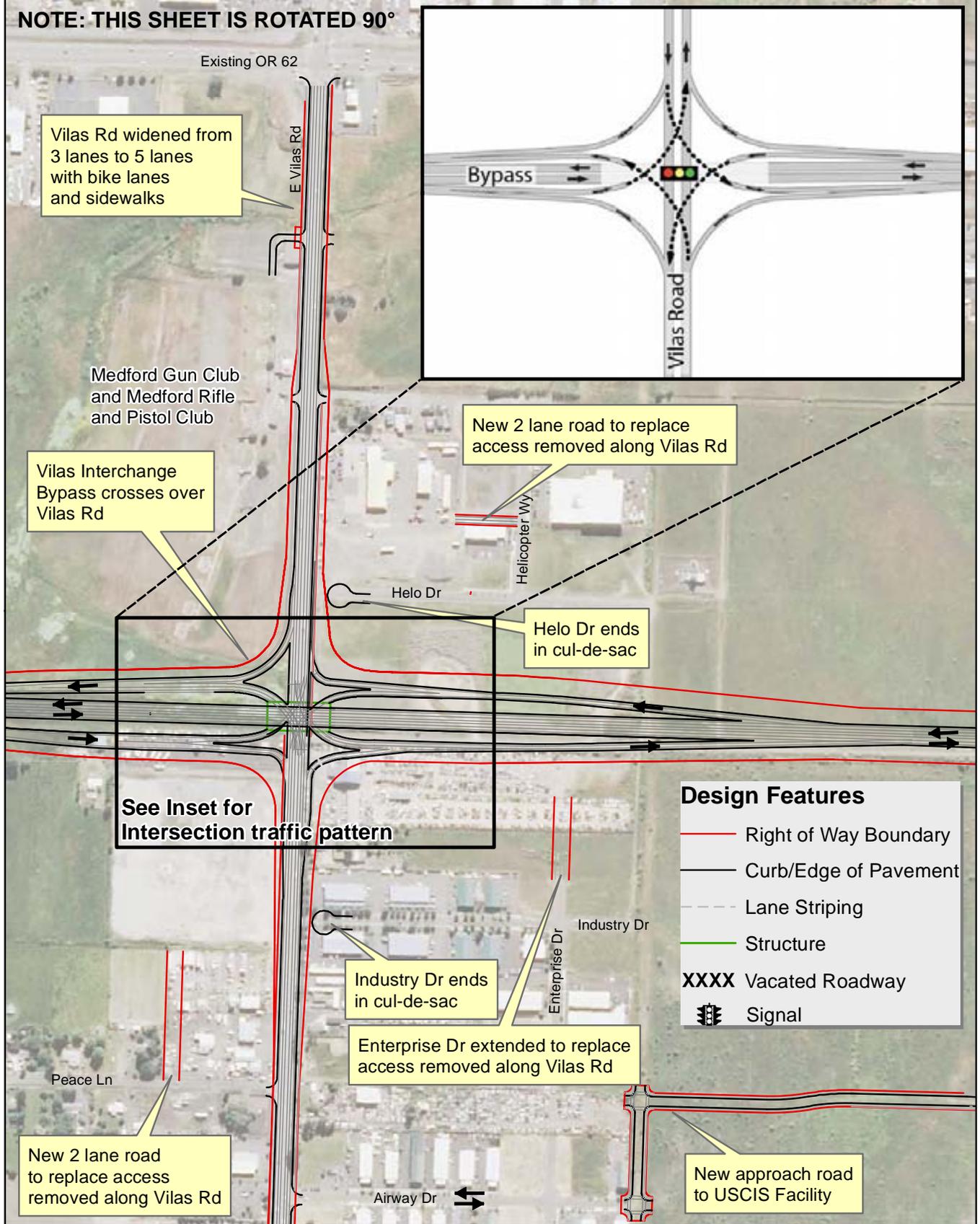


Figure ES-2: Sheet 7A of 13

# OR 62 Build Alternatives - Design Mapset

7A of 13 - Design Option A

July 2012

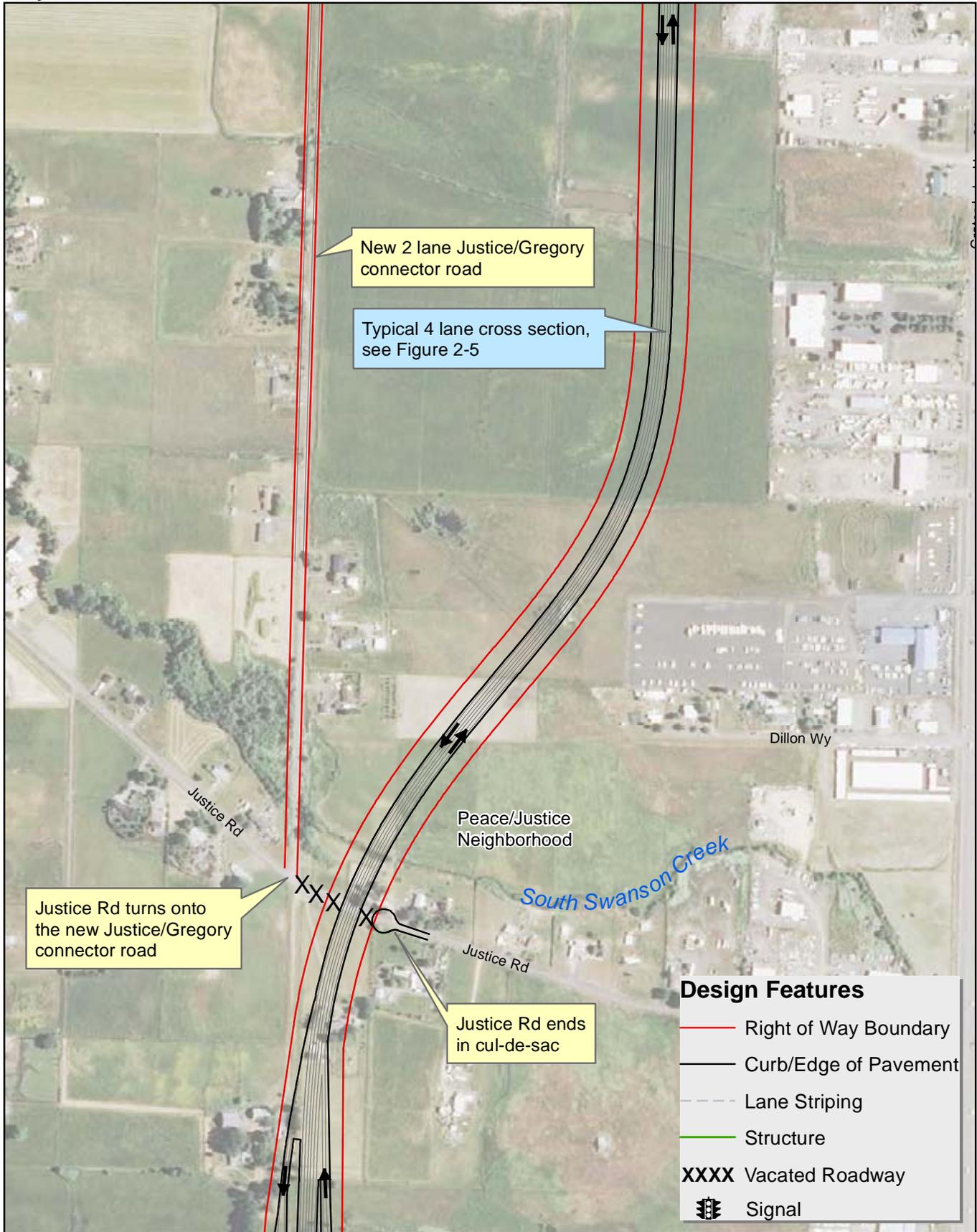


Figure ES-2: Sheet 7B of 13

# OR 62 Build Alternatives - Design Mapset

7B of 13 - Build Option B

July 2012

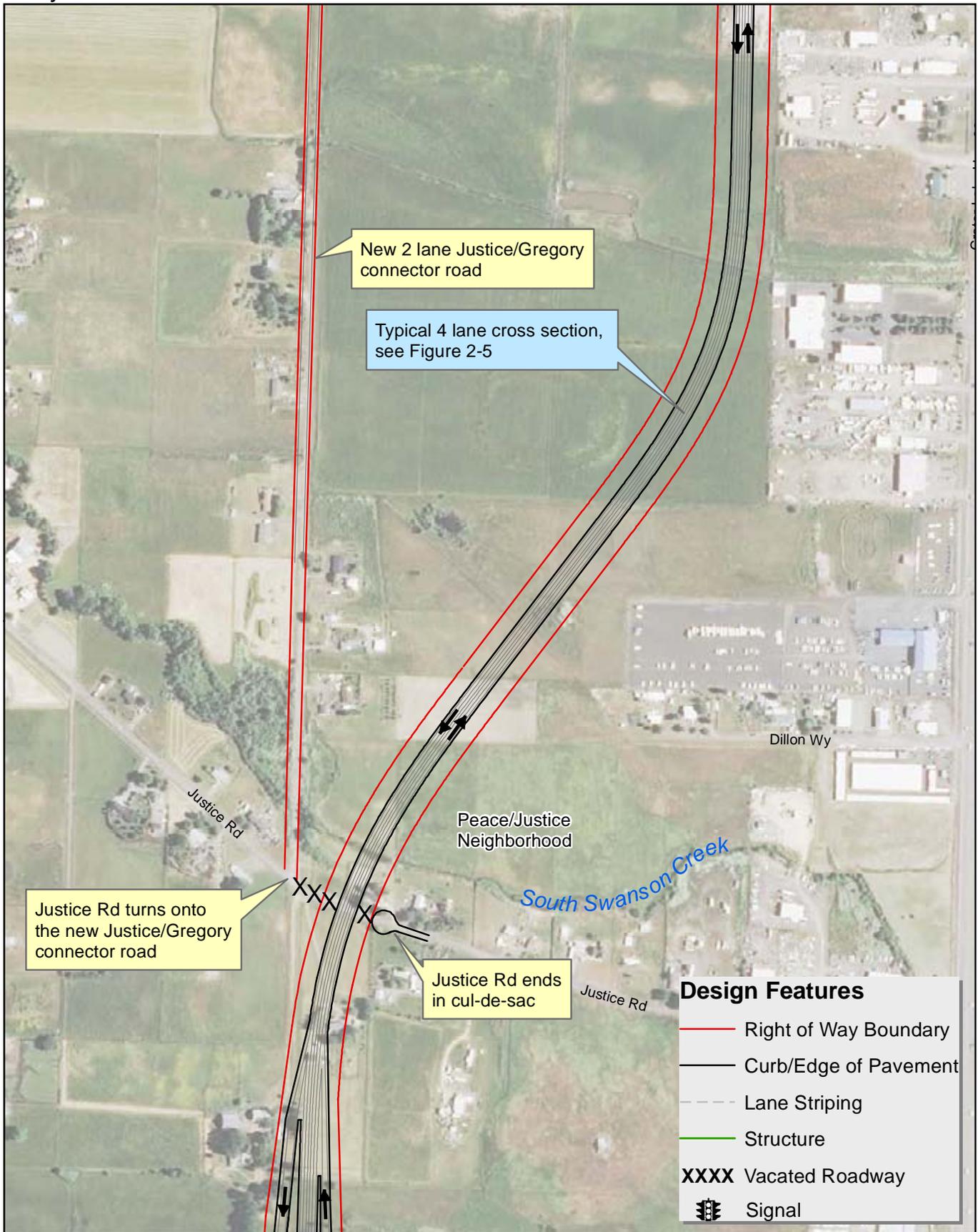


Figure ES-2: Sheet 7C of 13

# OR 62 Build Alternatives - Design Mapset

7C of 13 - Design Option C

July 2012

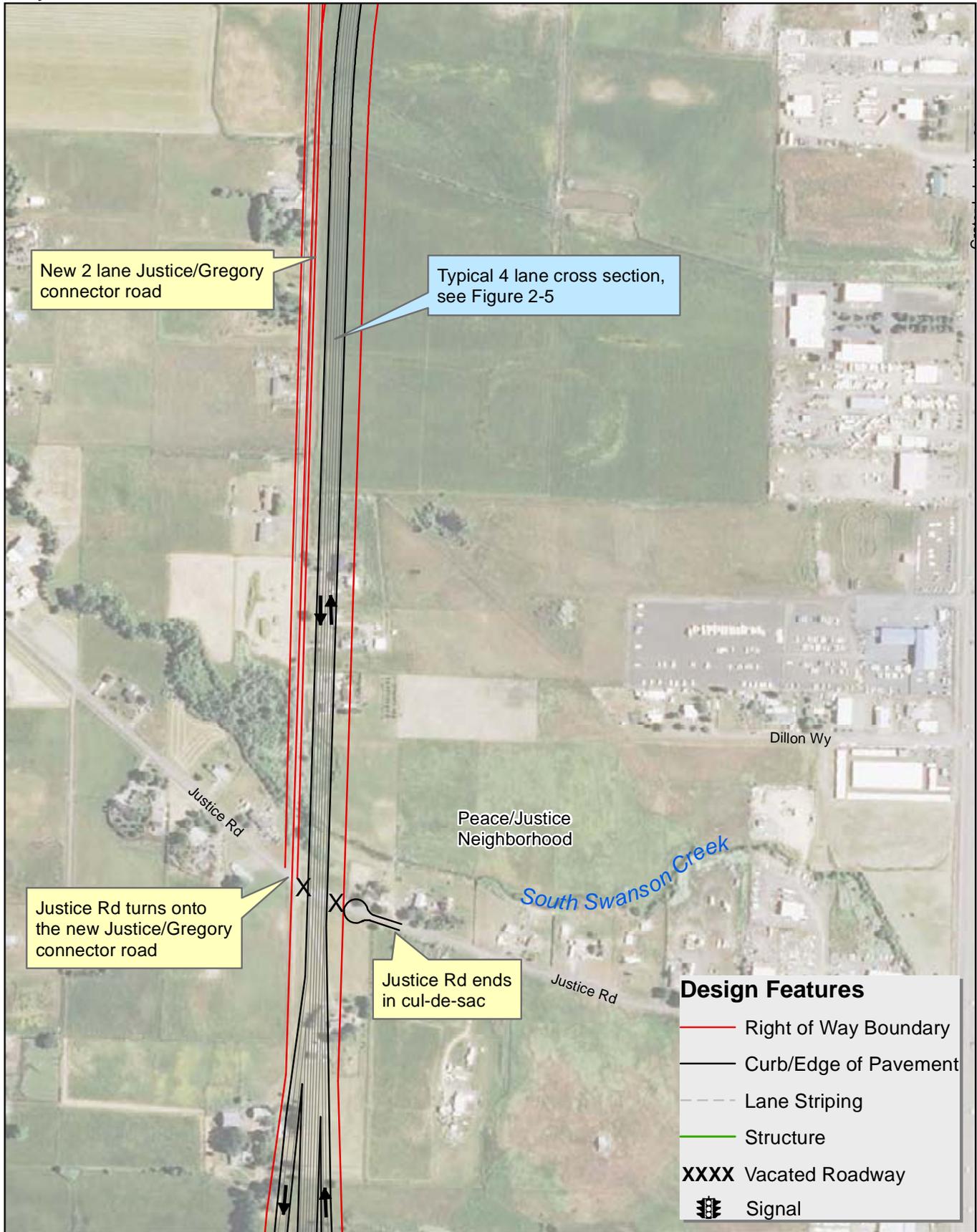
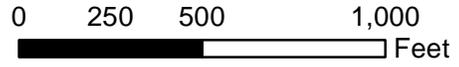


Figure ES-2: Sheet 8A of 13

**OR 62 Build Alternatives - Design Mapset**  
8A of 13 - Design Option A  
July 2012

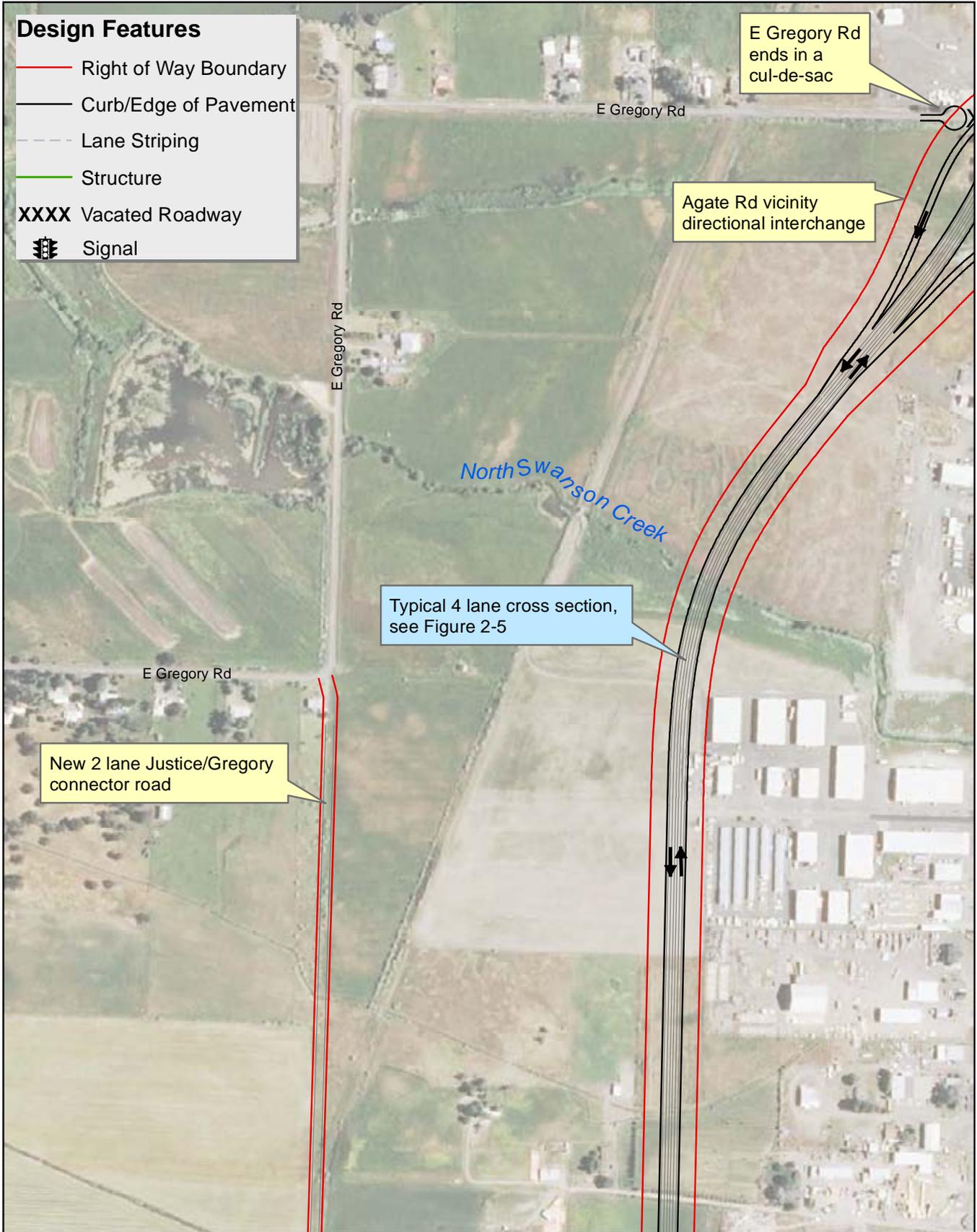
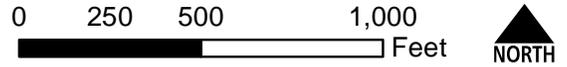


Figure ES-2: Sheet 8B of 13

**OR 62 Build Alternatives - Design Mapset**  
8B of 13 - Build Option B  
July 2012

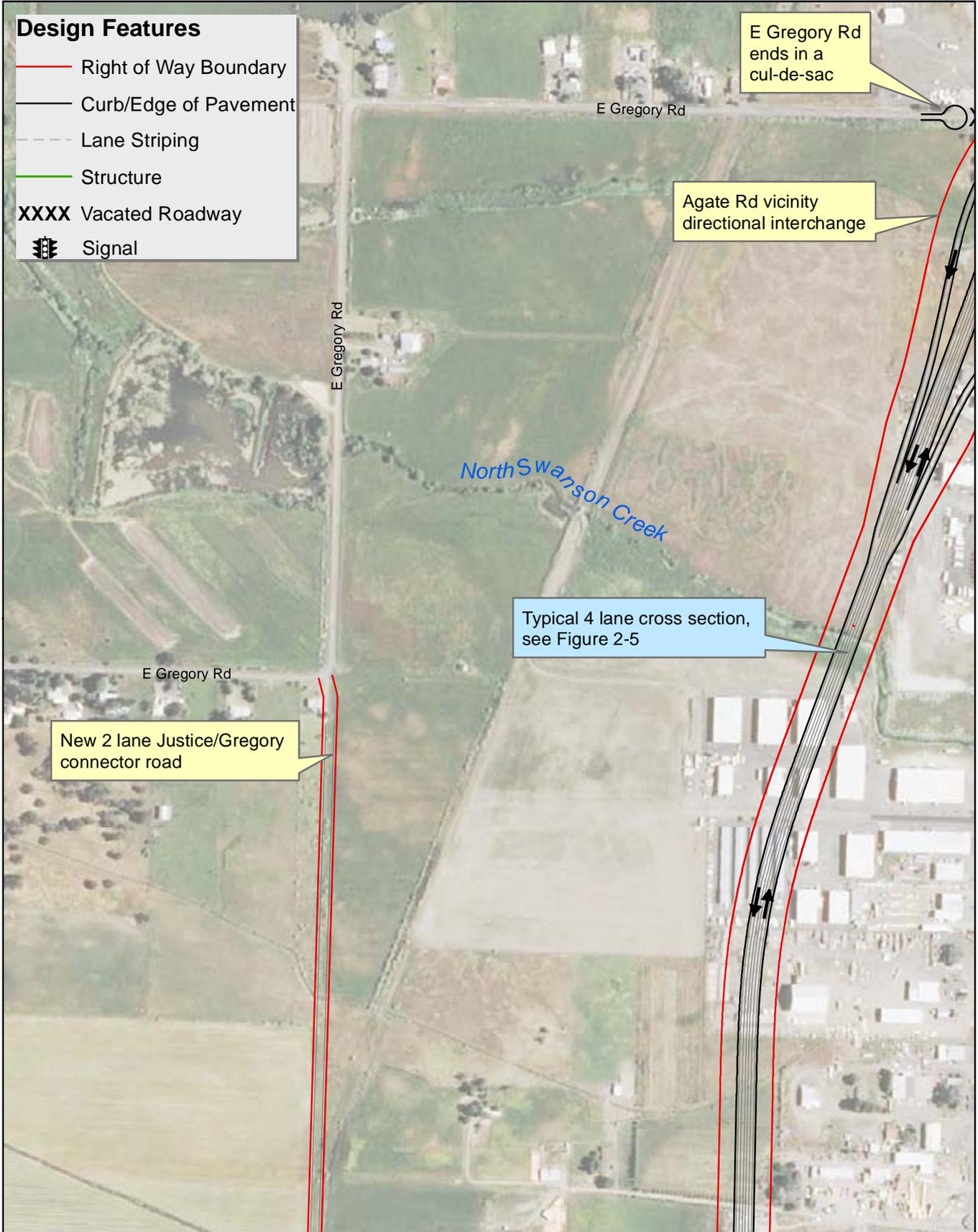
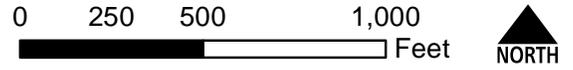


Figure ES-2: Sheet 8C of 13

# OR 62 Build Alternatives - Design Mapset

8C of 13 - Design Option C

July 2012

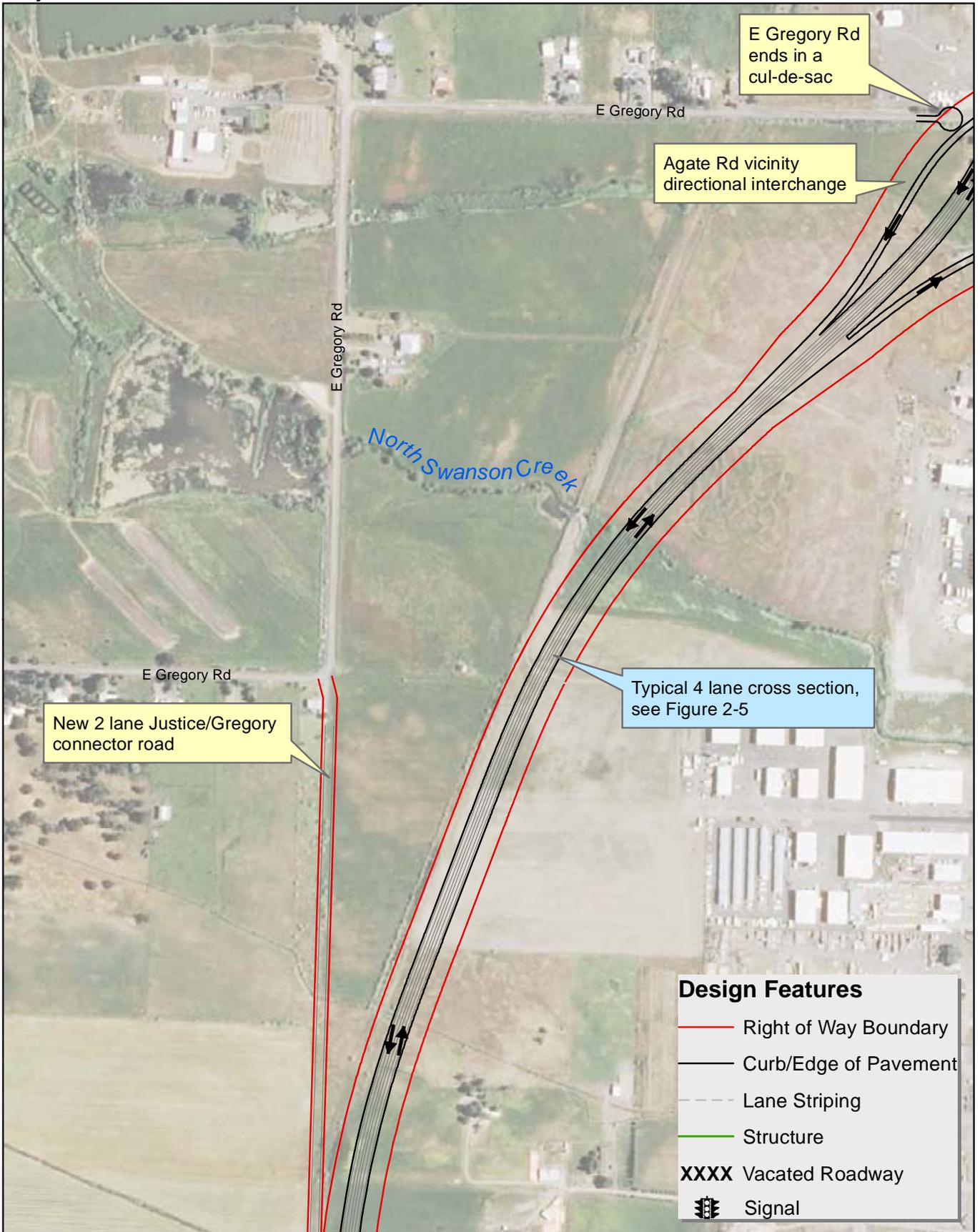
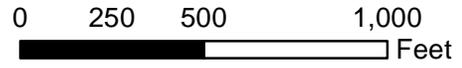


Figure ES-2: Sheet 9A of 13

# OR 62 Build Alternatives - Design Mapset

9A of 13 - Design Option A

July 2012

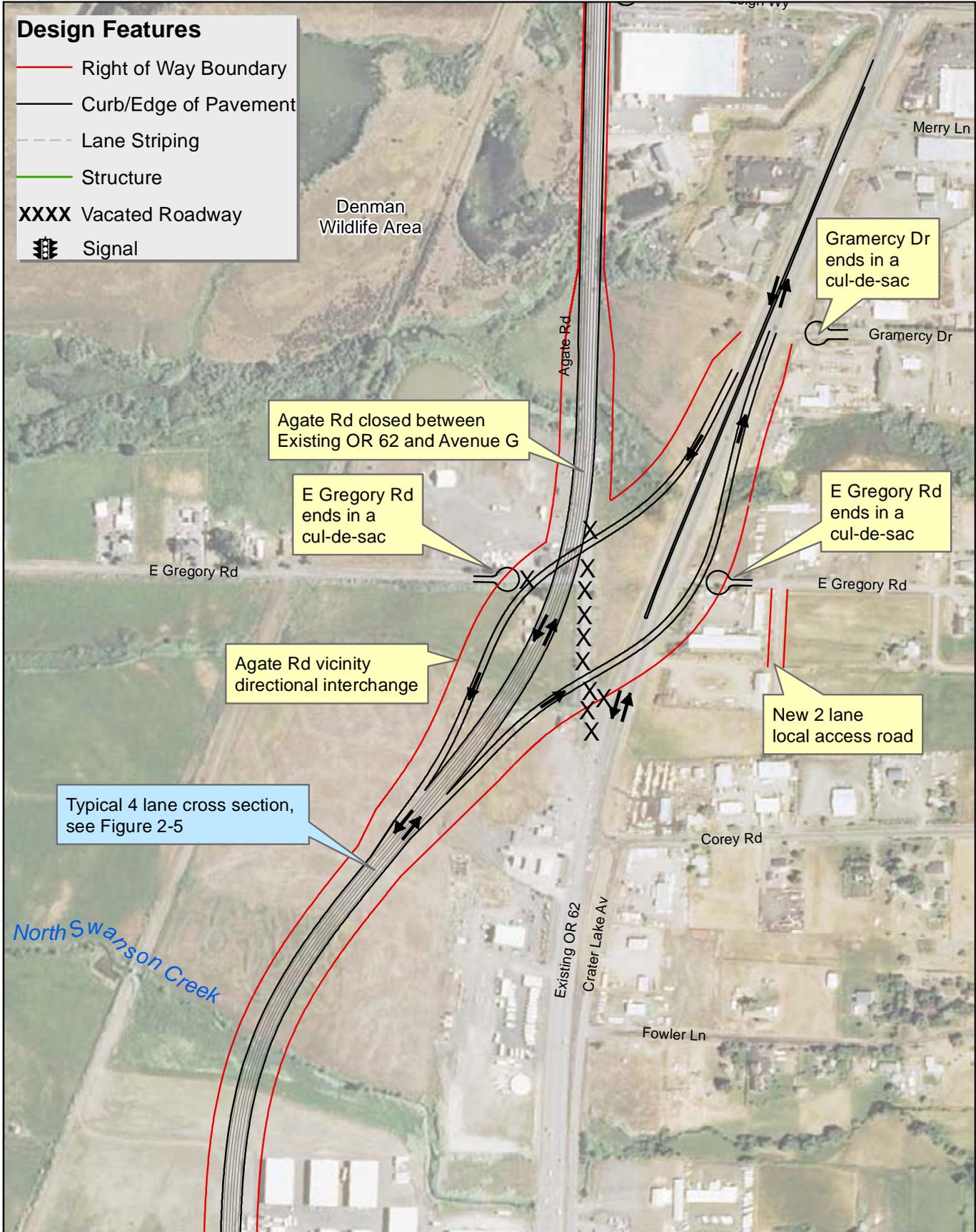


Figure ES-2: Sheet 9B of 13

# OR 62 Build Alternatives - Design Mapset

9B of 13 - Build Option B

July 2012

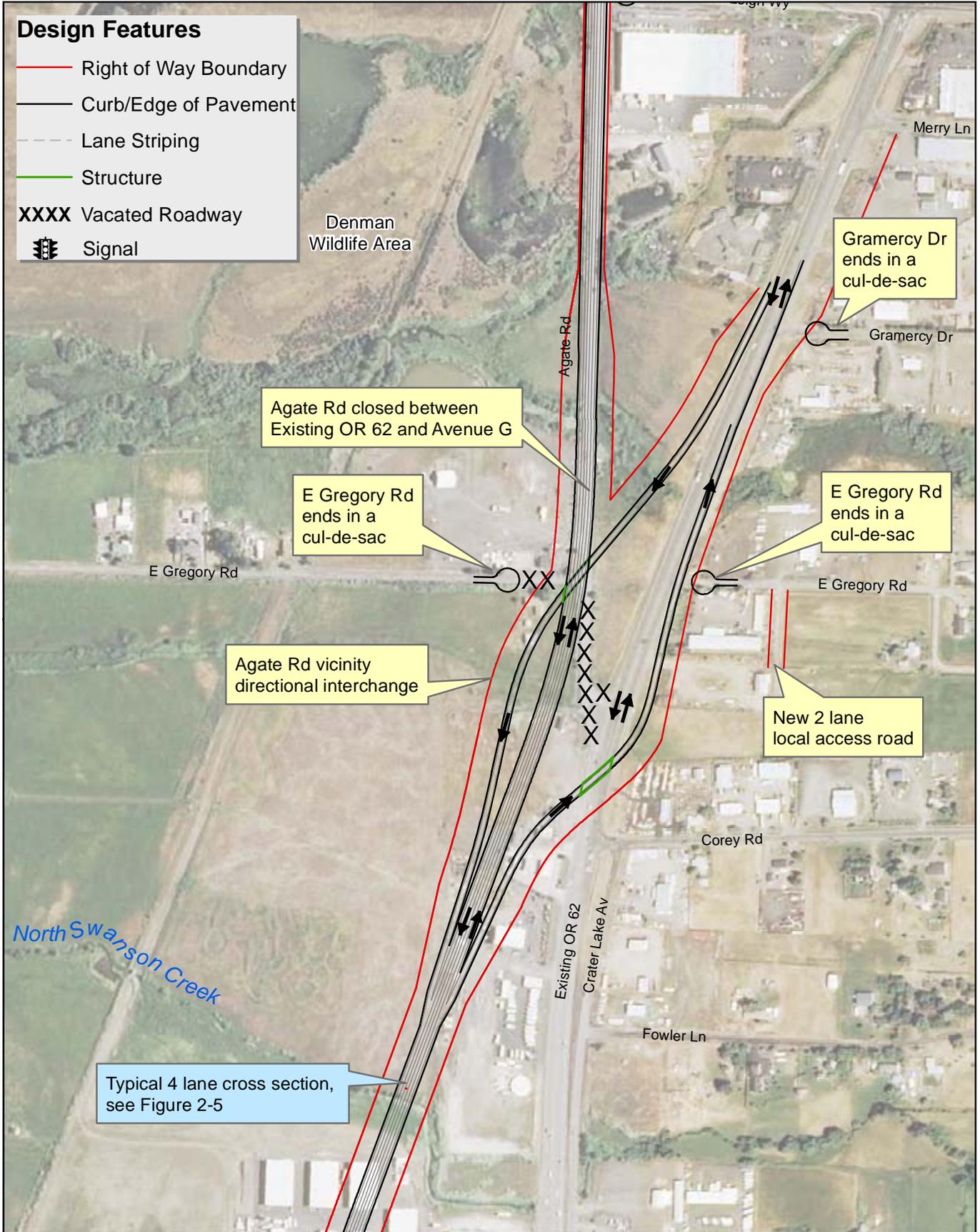
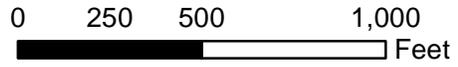


Figure ES-2: Sheet 9C of 13

# OR 62 Build Alternatives - Design Mapset

9C of 13 - Design Option C

July 2012

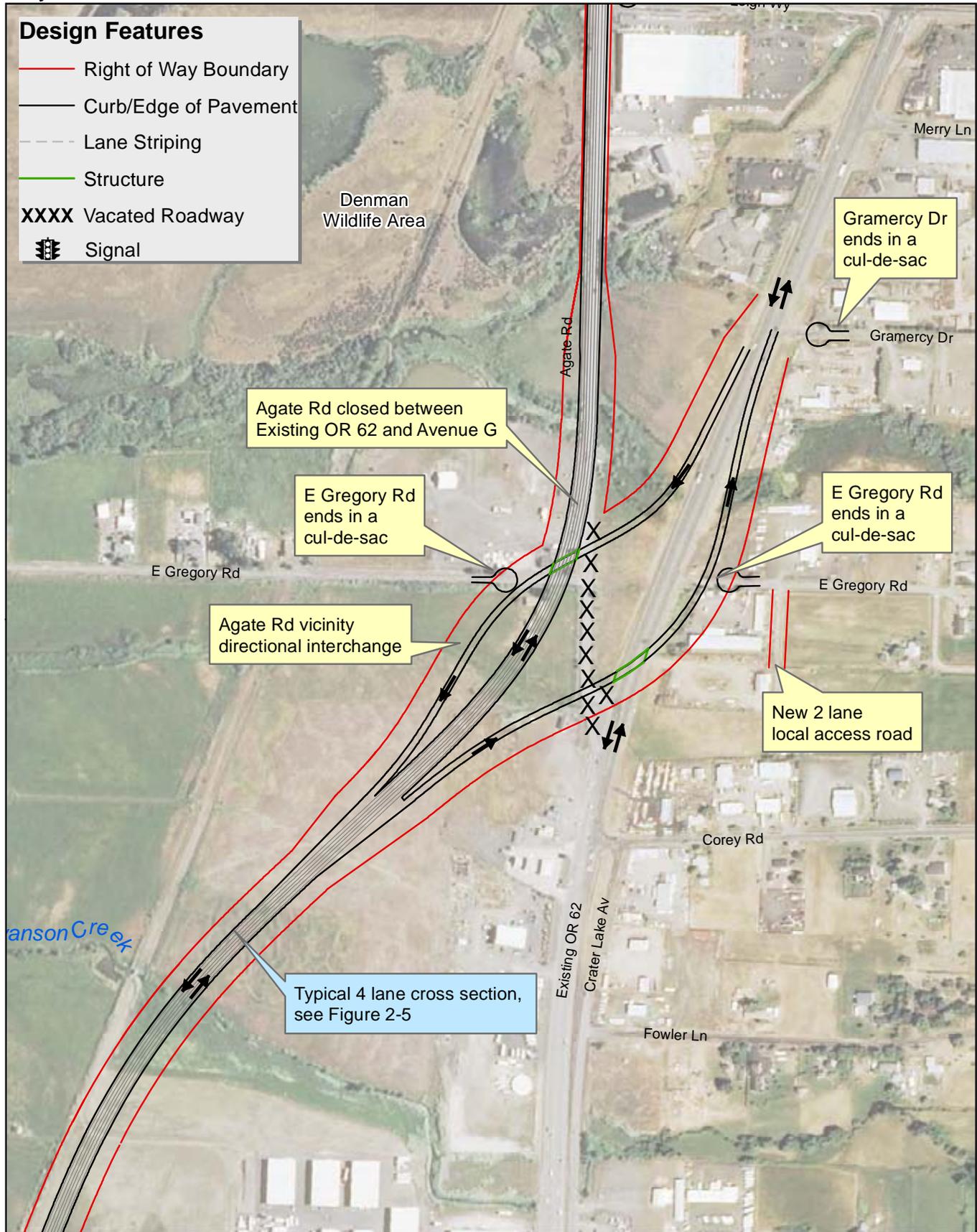
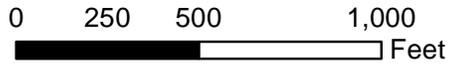
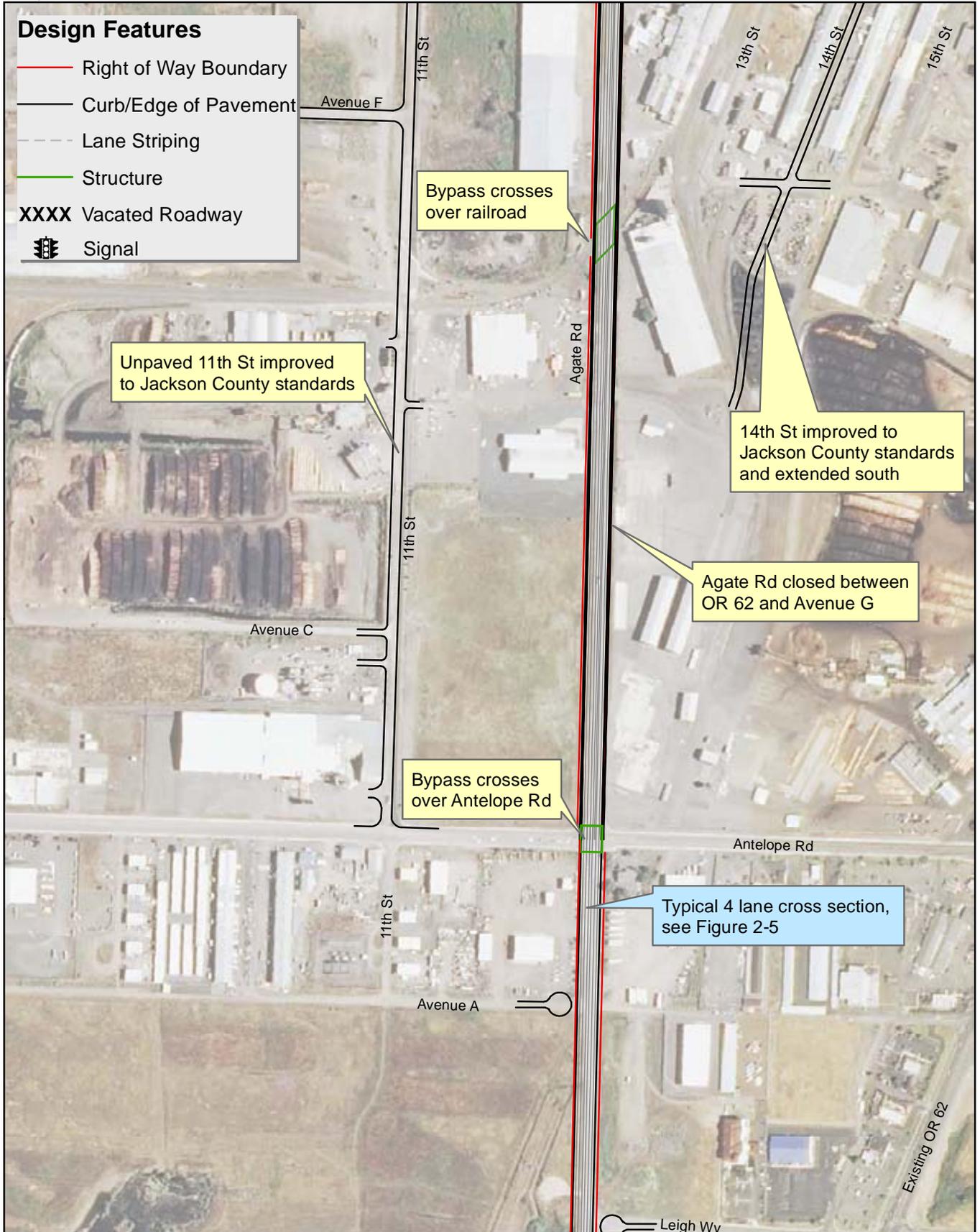


Figure ES-2: Sheet 10 of 13

**OR 62 Build Alternatives - Design Mapset**  
10 of 13 - Common to Both Build Alternatives  
July 2012



**OR 62 Build Alternatives - Design Mapset**  
11 of 13 - Common to Both Build Alternatives  
July 2012

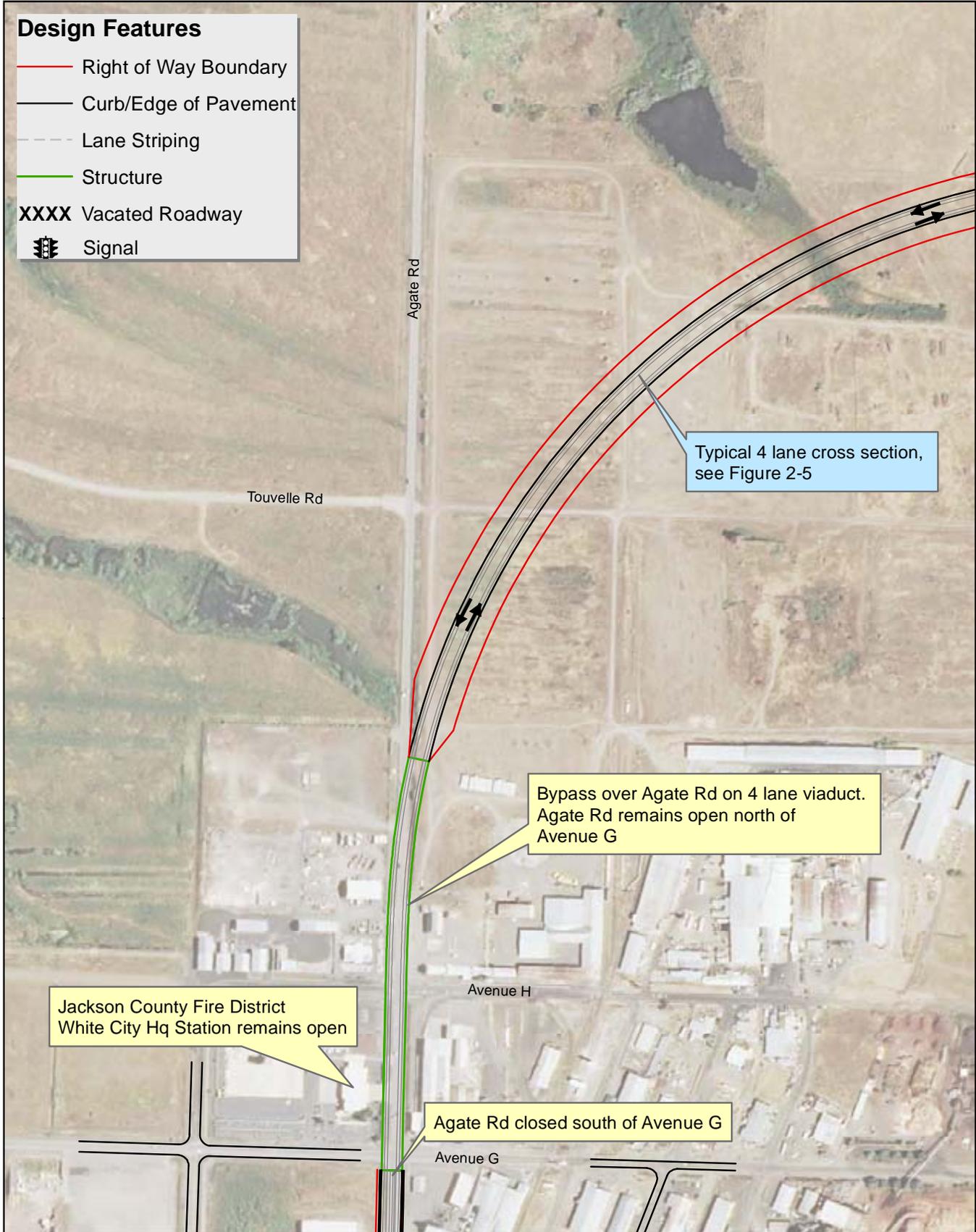


Figure ES-2: Sheet 12 of 13

**OR 62 Build Alternatives - Design Mapset**  
12 of 13 - Common to Both Build Alternatives  
July 2012

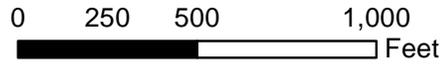
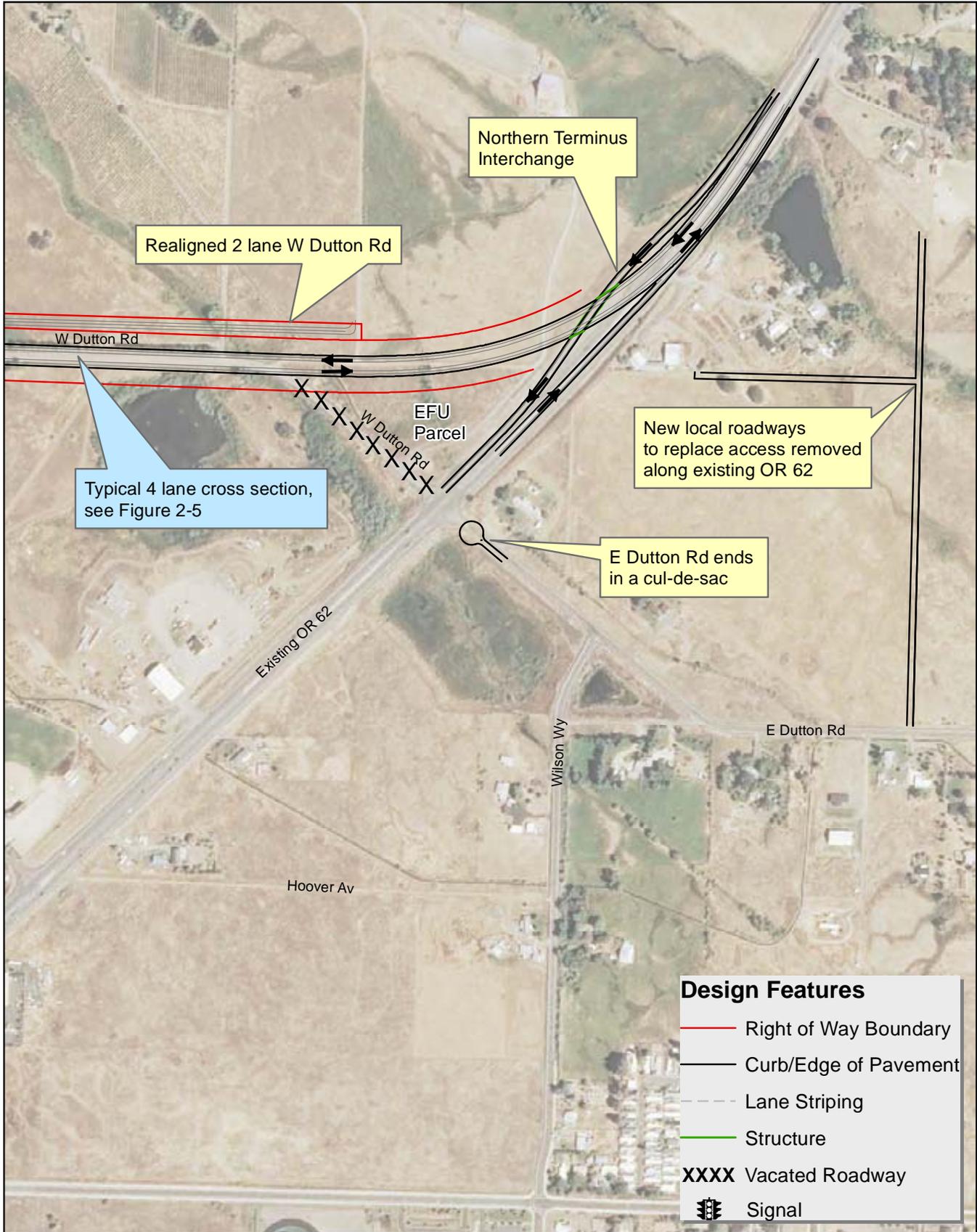
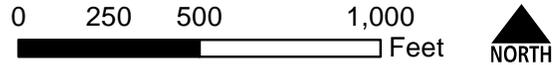


Figure ES-2: Sheet 13 of 13

**OR 62 Build Alternatives - Design Mapset**  
 13 of 13 - Common to Both Build Alternatives  
 July 2012



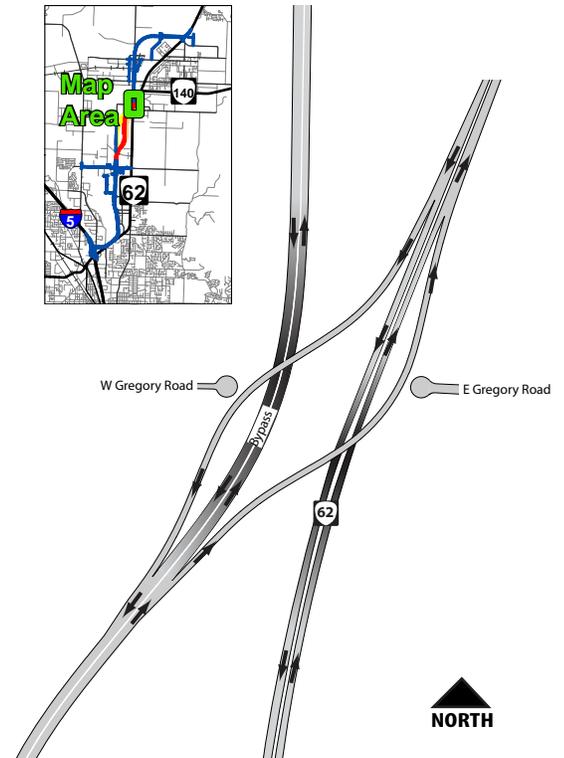
As Figure ES-2 shows, there are three design options for the bypass alignment between the Vilas Road interchange and the interchange on the south side of White City. The three design options would function the same, but are intended to offer a choice among different combinations of impacts on vernal pool wetlands, farmland, and businesses. Regardless of design option, the bypass would bisect Justice Road. On the east side of the bypass, Justice Road would terminate in a cul-de-sac. On the west side of the bypass, Justice Road would intersect with the Justice/Gregory connector road. This is shown in Sheets 7A, B, and C of Figure ES-2.

All three design options end at a “directional” interchange on the south side of White City. Figure ES-3 is a diagram of the White City interchange. As the diagram shows, there would be an off-ramp to allow northbound traffic on the bypass to exit and continue northbound on existing OR 62. There would also be an on-ramp to allow southbound traffic on existing OR 62 to get onto the bypass southbound. No other movements between the bypass and OR 62 would be accommodated. This lack of a full range of movements may require a design exception.

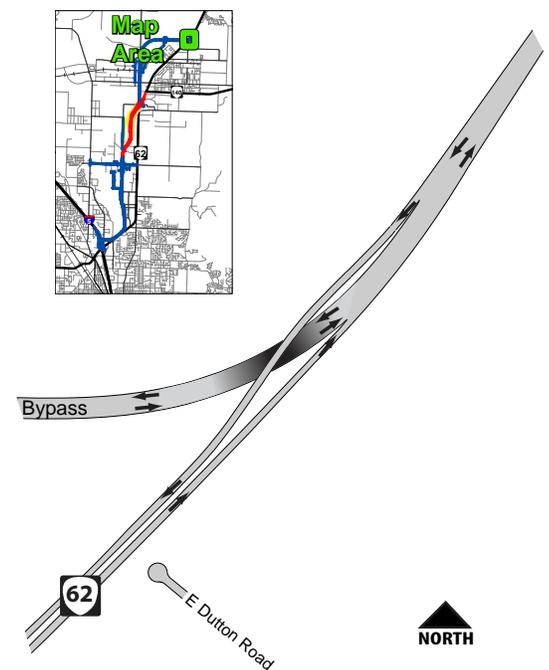
North of this interchange, the bypass would follow the Agate Road right of way along the east side of the Denman Wildlife Area and into White City, displacing Agate Road between Gregory Road and Avenue G. See Sheets 9A, B, and C of Figure ES-2. North of the Denman Wildlife Area, the bypass would ascend onto a fill slope and cross over Antelope Road and Avenue G on overpasses. North of Avenue G, the bypass would be located on a structure, as shown on Sheets 10 and 11 of Figure ES-2.

After crossing Avenue H, the bypass would curve east, return to ground level, follow the Dutton Road right of way, and terminate in an interchange with existing OR 62, as shown on Sheets 12 and 13 of Figure ES-2. Dutton Road would be realigned and run parallel to the bypass. As the diagram in Figure ES-4 shows, the interchange would allow northbound bypass traffic to continue north on OR 62. Southbound OR 62 traffic could proceed on either the bypass or existing OR 62. Northbound traffic on existing OR 62 could only continue north on OR 62. No other movements between the bypass and OR62 would be accommodated. This lack of a full range of movements may require a design exception.

**Figure ES-3 Proposed Directional Interchange on South Side of White City**



**Figure ES-4 Proposed Directional Interchange Near Dutton Road**



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Bicyclists and pedestrians would be permitted to use the eight-foot shoulders of the proposed bypass for its entire length.

The SD Alternative includes changes to the local roadway network. In addition to the new Justice/Gregory connector road, these changes include:

- In the area of the Medford Airport, terminating Commerce Drive and Coker Butte Road at the bypass (see Sheets 3 and 4 of Figure ES-2); providing a new connection south from Vilas Road via Airway Drive to the United States Citizenship and Immigration Services (USCIS) facility, now accessed via Commerce Drive (see Sheet 4 of Figure ES-2); making changes to Enterprise and Helo Drives (see Sheet 6 of Figure ES-2); and adding a new local road for access to the airport area near where the bypass would cross Vilas Road (see Sheet 6 of Figure ES-2).
- In White City, eliminating Agate Road between Gregory Road and Avenue G, terminating Leigh Way and Avenue A at the bypass, paving 11th Street, and paving 14th Street to accommodate higher traffic volumes and extending 14th Street south of Avenue F. Gregory Road would terminate in cul-de-sacs on both sides of the interchange at the south side of White City. See Sheets 9A, B, and C, 10, and 11 of Figure ES-2
- North of White City, replacing Dutton Road (which would be realigned and run parallel to the bypass) and terminating East Dutton Road at the bypass. See Sheets 12 and 13 of Figure ES-2.

## Directional Interchange Alternative

As Figure ES-2 shows, from Commerce Drive north, the Directional Interchange (DI) Alternative would be identical to the SD Alternative, as described above. Unlike the SD Alternative, the DI Alternative would not include an interchange with I-5. Instead, its southern terminus would be a directional interchange with existing OR 62 between Delta Waters Road and Poplar Drive. See Sheets 2B and 2C of Figure ES-2. The DI Alternative would not modify the existing I-5 interchange with OR 62 and traffic movements between OR 62 and I-5 would remain unchanged. Between I-5 and Delta Waters Road, existing OR 62 would be redesigned as an access-controlled, four-lane expressway. The existing signalized intersection of OR 62 and Poplar Drive and Bullock Road would be eliminated. Instead, OR 62 would cross over the top of Poplar Drive and Bullock Road on an overpass. Northbound traffic could remain on existing OR 62 or enter the bypass. Southbound traffic on existing OR 62 and the bypass would merge. Both the northbound and southbound movements would be free-flowing; there would be no stop signs or traffic signals.

Between I-5 and approximately Delta Waters Road, driveways that currently connect to OR 62 would be relocated to connect to local streets. On the south side of OR 62, Skypark Drive and Corona Avenue would be extended to become through streets between Poplar Drive and Delta Waters Road. Businesses on the south side of OR 62 would be accessed via Skypark Drive. Although Bullock Road and Poplar Drive would be modified slightly as a result of the grade-separation from OR 62, driveways that currently connect to Bullock Road or Poplar Drive would remain. North of Delta Waters Road, existing OR 62 would not be modified; neither existing driveways nor existing intersections would be modified.

## What is the JTA Phase?

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ODOT plans to construct an initial phase, the JTA phase, using funds earmarked for the OR 62 project in the Jobs and Transportation Act (JTA), enacted by the Oregon Legislature in 2009. Figure ES-5 includes a detailed map set that depicts the JTA phase. Like the build alternatives, the JTA phase will be a four-lane, access-controlled bypass extending north from near I 5 and include grade separation with free-flowing movements at the southern terminus. The JTA phase will extend only to the southern boundary of White City, where it will connect to existing OR 62 at an intersection rather than an interchange. There will be no interchange at Vilas Road. Instead, the bypass will cross Vilas Road on an overpass.

As shown in Sheets 1A and 1B of Figure ES-5, the JTA phase's southern terminus interchange will allow free-flowing movements between the bypass and existing OR 62. Northbound vehicles on existing OR 62 will either continue north on existing OR 62 or take the proposed bypass to travel north.

Figure ES-5

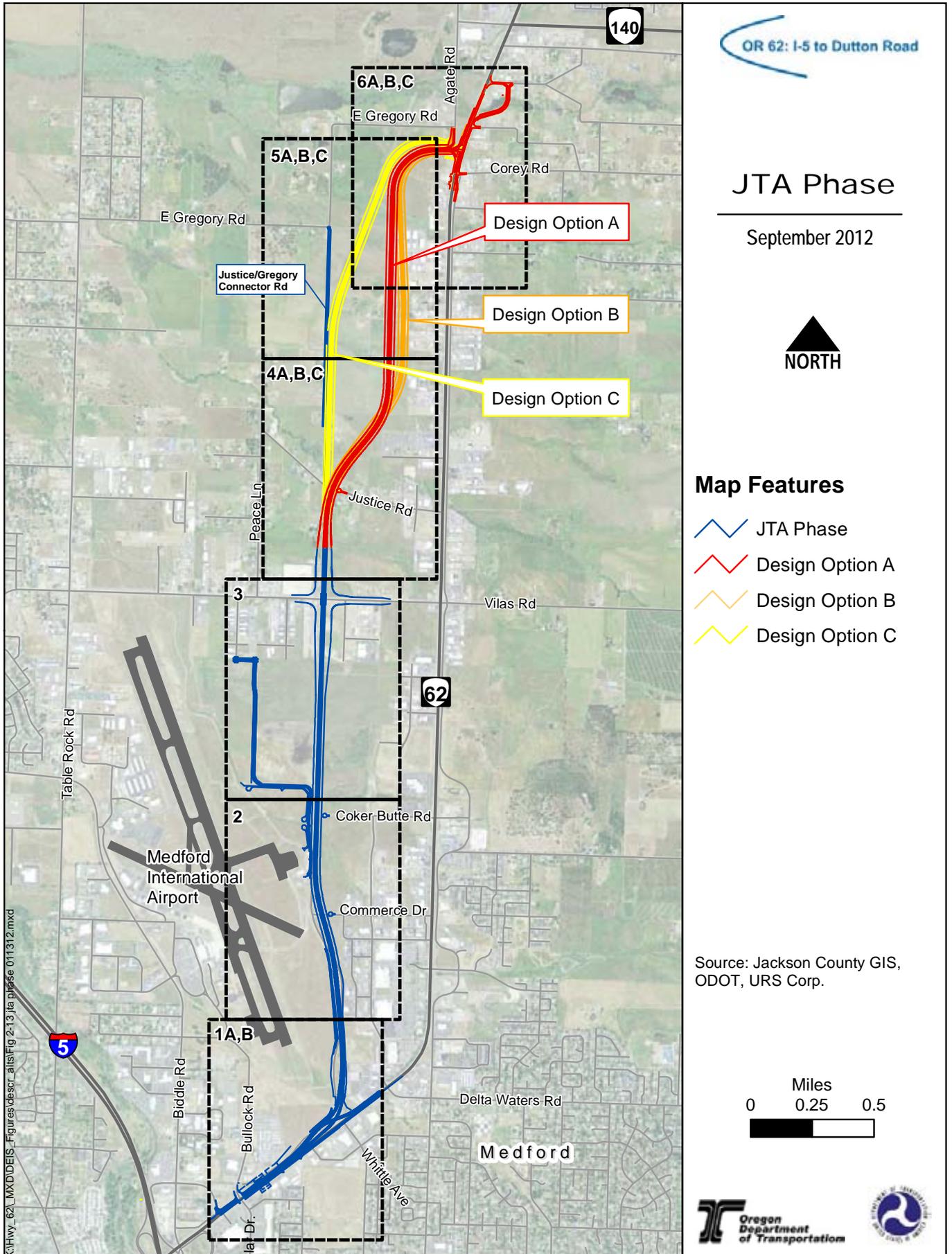
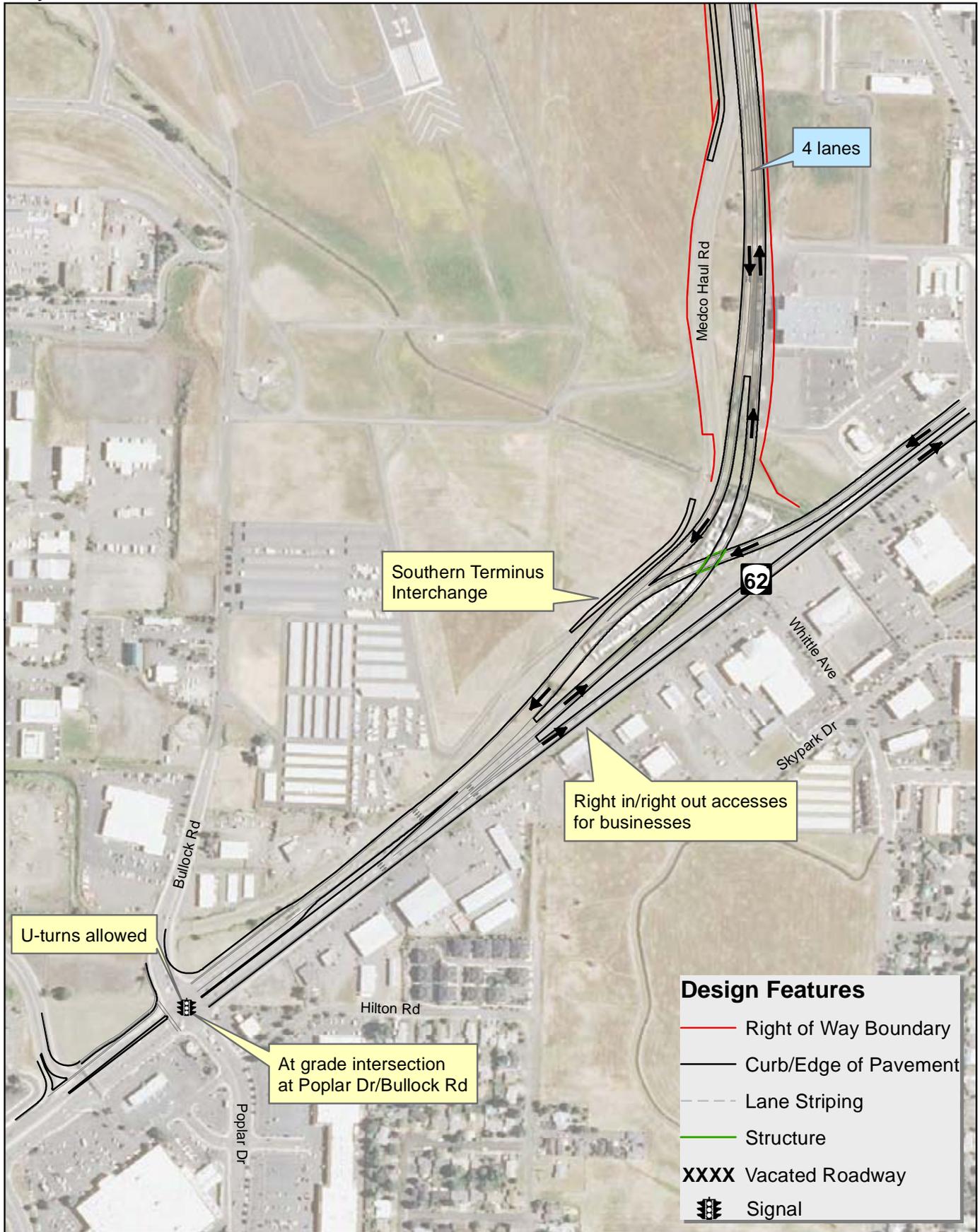


Figure ES-5: Sheet 1A of 6

# OR 62 JTA Phase - Design Mapset

1A of 6  
July 2012



### Design Features

- Right of Way Boundary
- Curb/Edge of Pavement
- - - Lane Striping
- Structure
- XXXX Vacated Roadway
- 🚦 Signal

Figure ES-5: Sheet 1B of 6

**OR 62 JTA Phase - Design Mapset**  
**1B of 6 - JTA Phase Southern Interchange Detail**  
**July 2012**

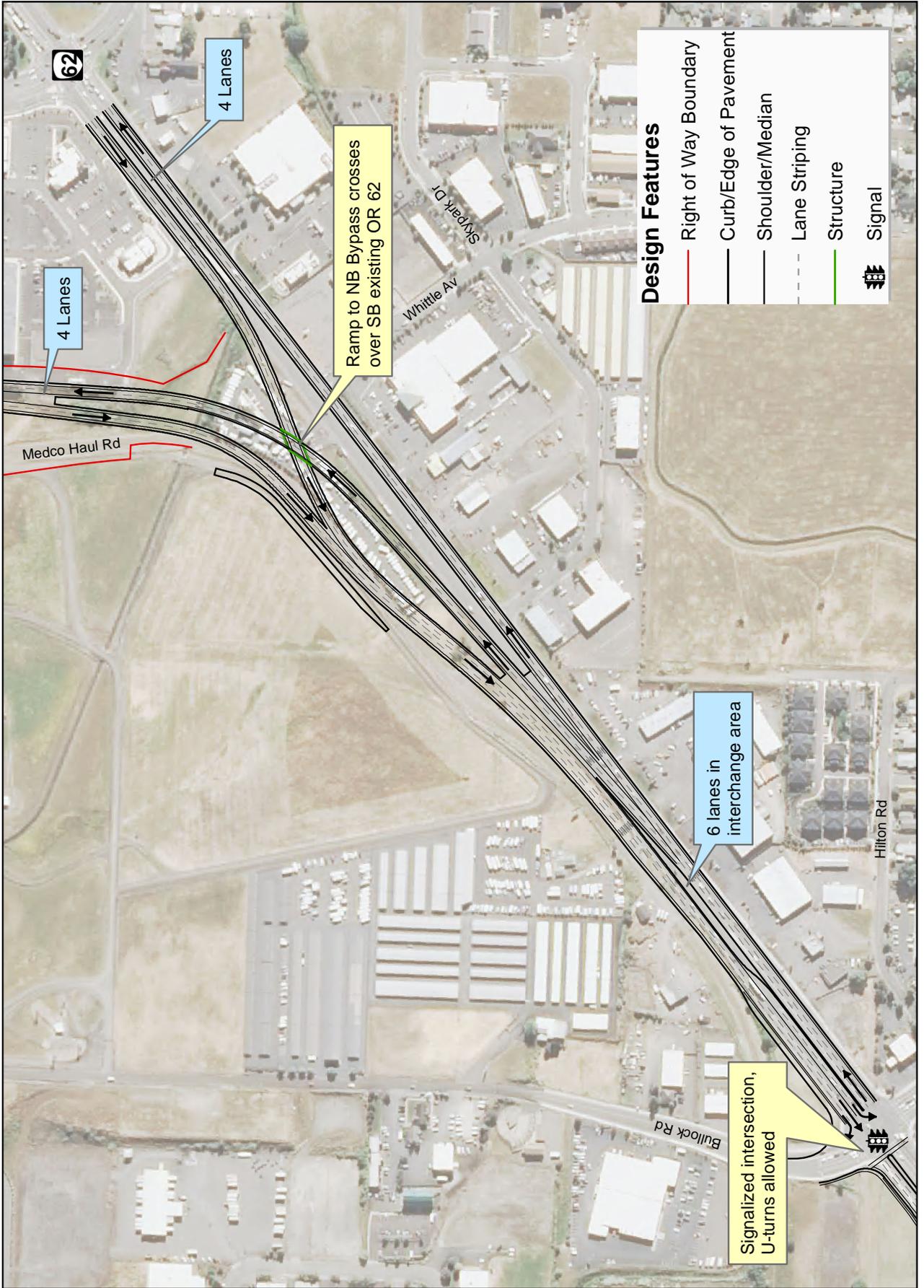


Figure ES-5: Sheet 2 of 6

# OR 62 JTA Phase - Design Mapset

2 of 6

July 2012

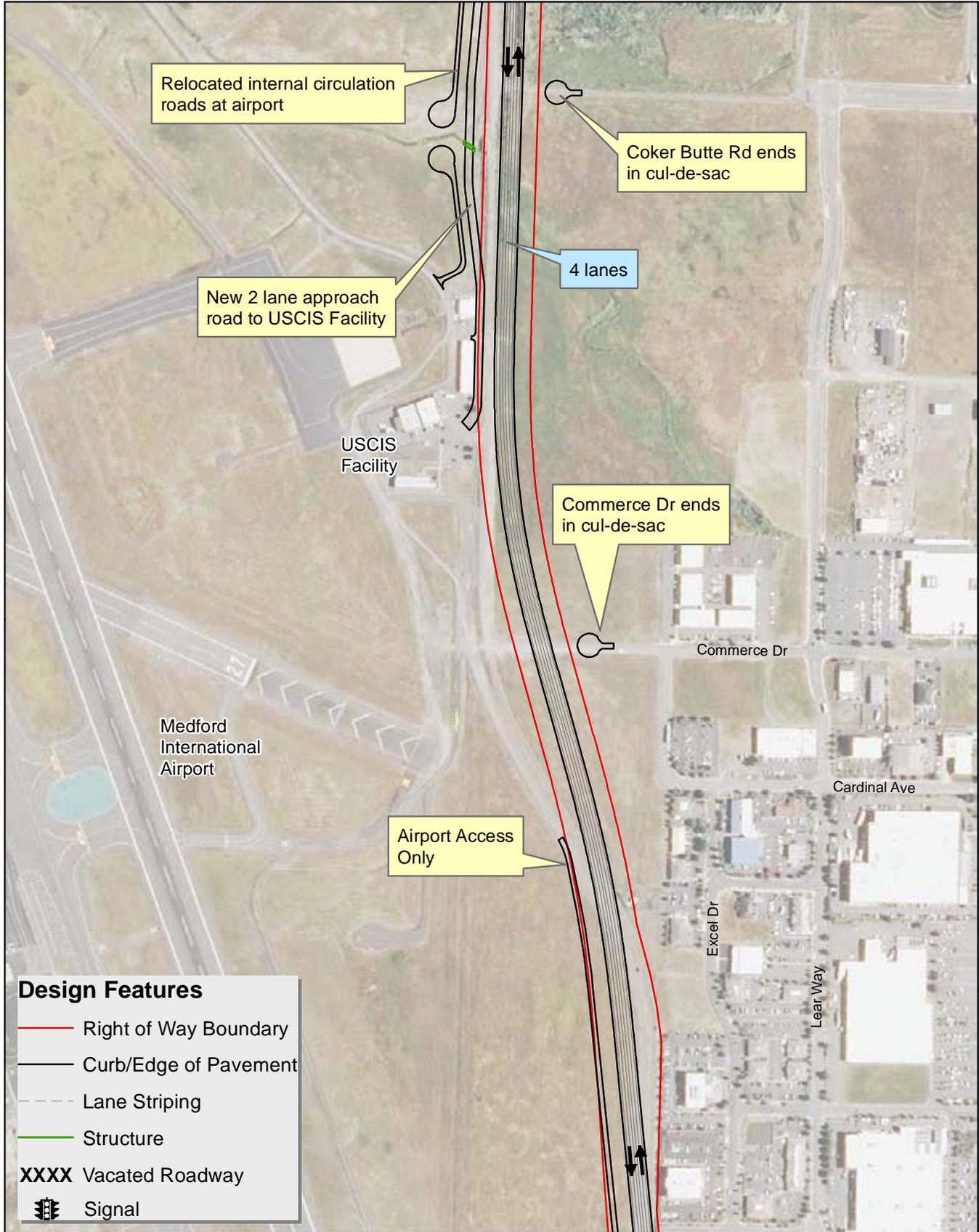


Figure ES-5: Sheet 3 of 6

**OR 62 JTA Phase - Design Mapset**  
3 of 6  
July 2012

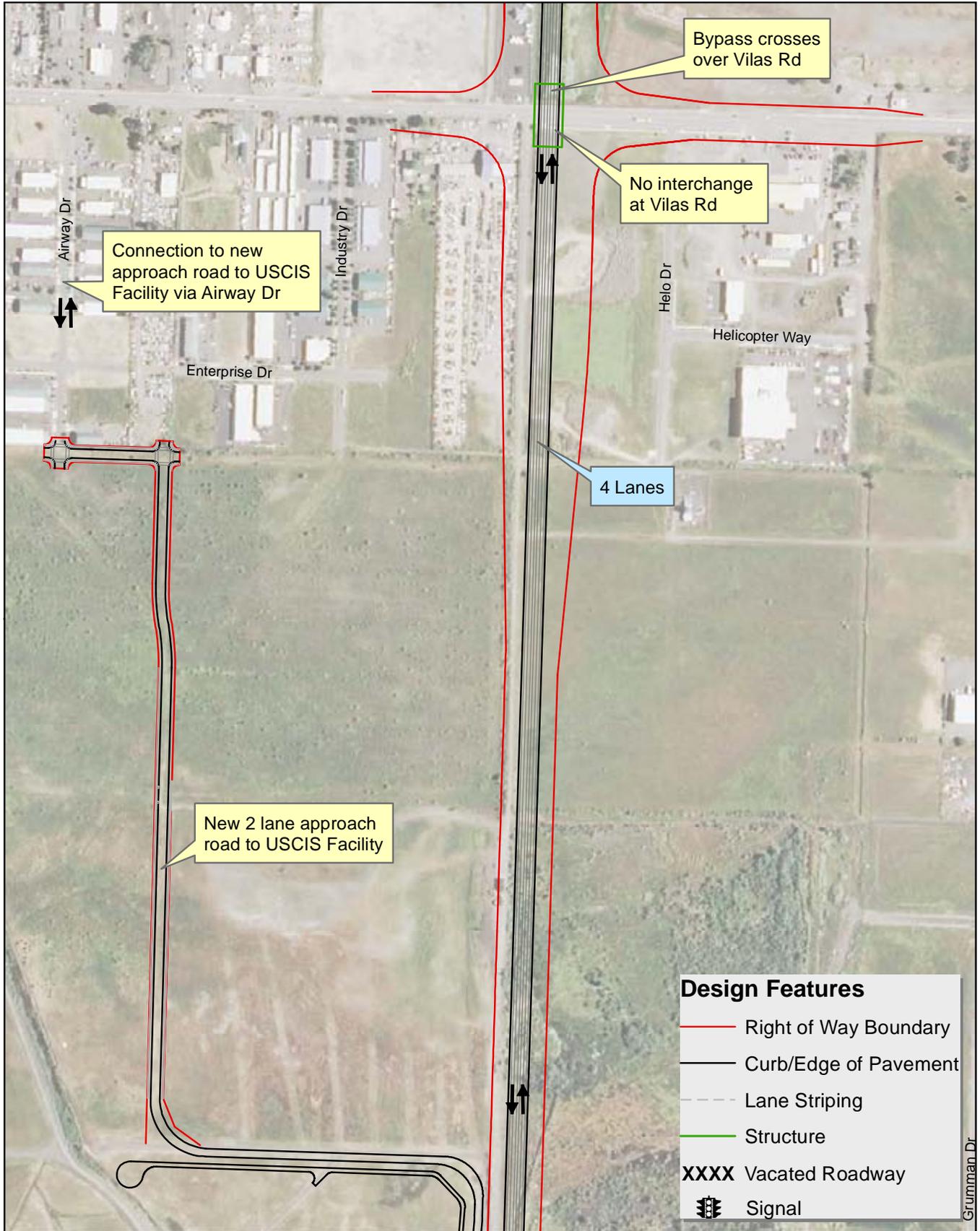


Figure ES-5: Sheet 4A of 6

# OR 62 JTA Phase - Design Mapset

4A of 6 - JTA Option A

July 2012

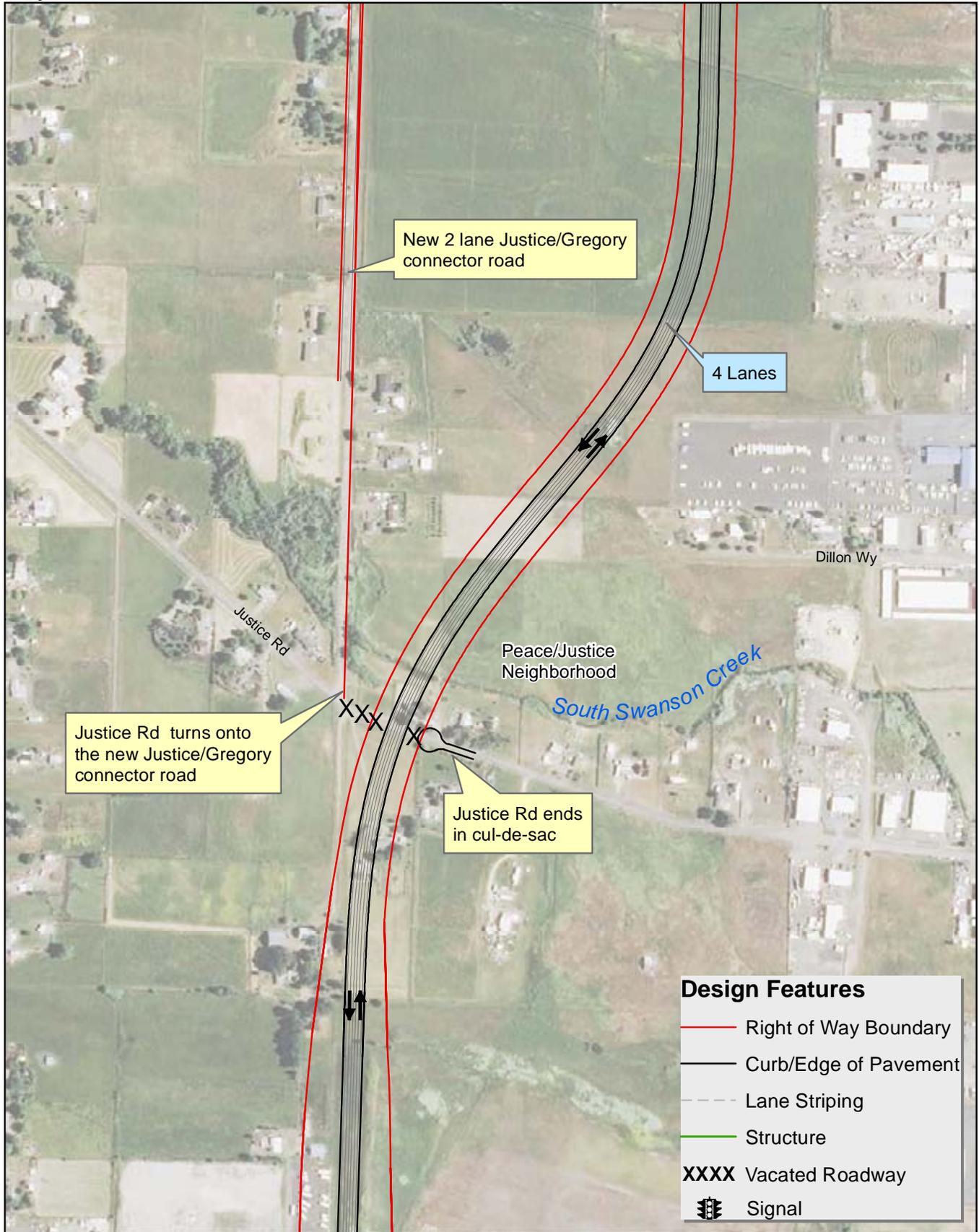
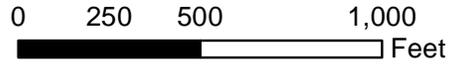


Figure ES-5: Sheet 4B of 6

**OR 62 JTA Phase - Design Mapset**  
4B of 6 - JTA Option B  
July 2012

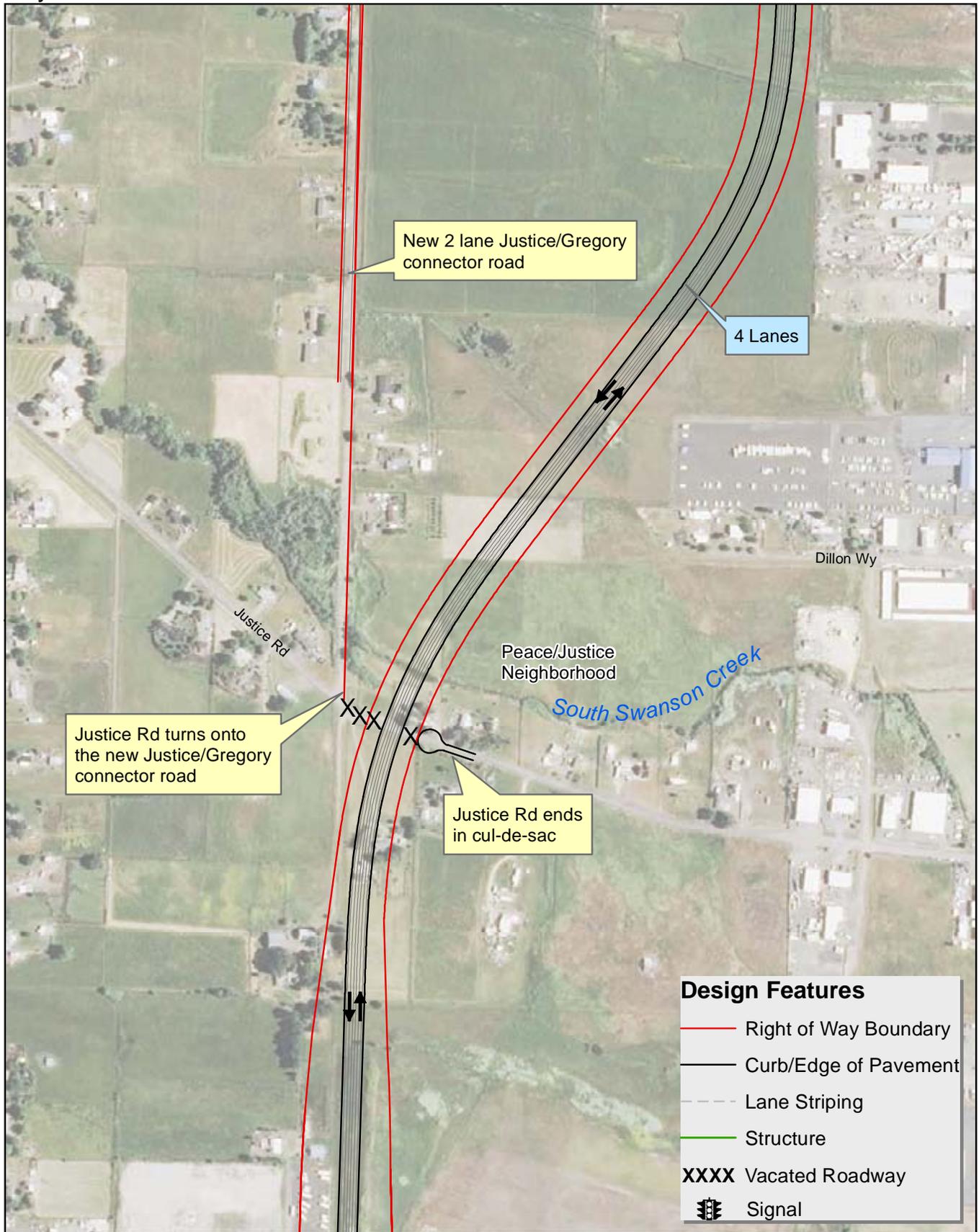
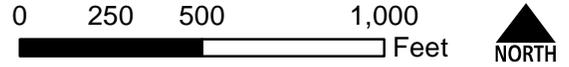


Figure ES-5: Sheet 4C of 6

**OR 62 JTA Phase - Design Mapset**  
4C of 6 - JTA Option C  
July 2012

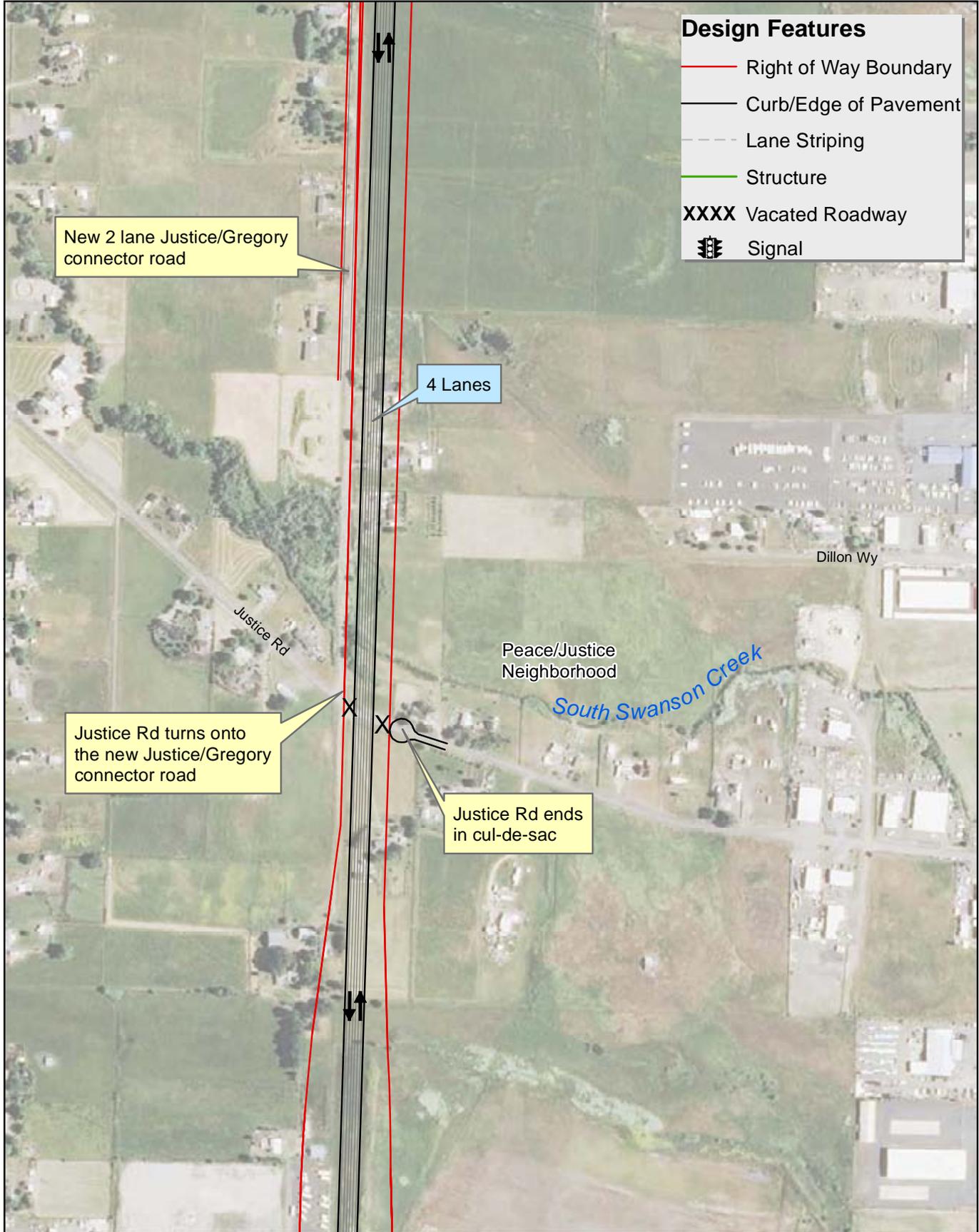


Figure ES-5: Sheet 5A of 6

**OR 62 JTA Phase - Design Mapset**  
5A of 6 - JTA Option A  
July 2012

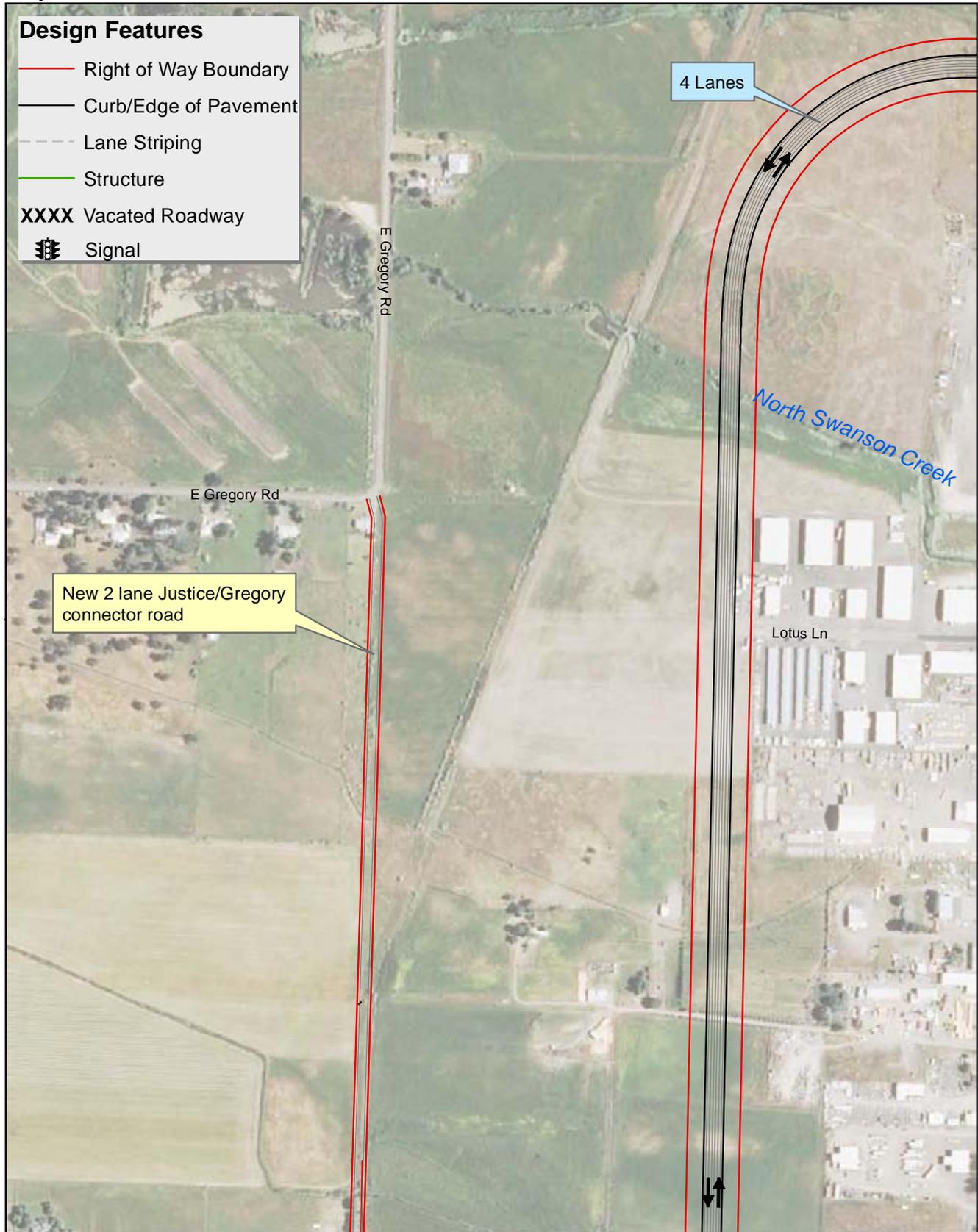
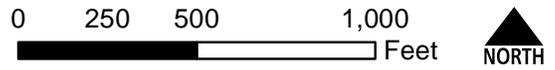


Figure ES-5: Sheet 5B of 6

**OR 62 JTA Phase - Design Mapset**  
5B of 6 - JTA Option B  
July 2012

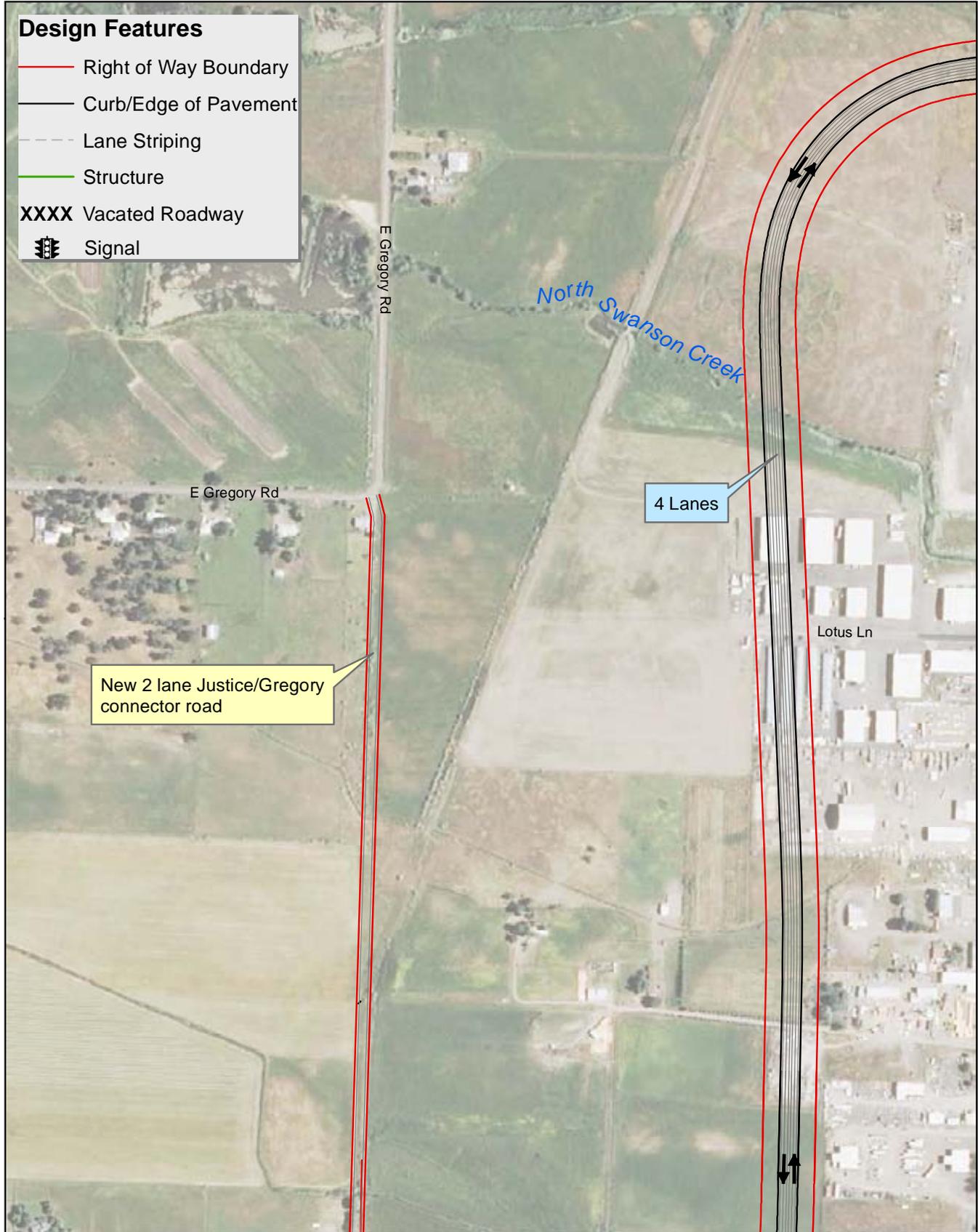


Figure ES-5: Sheet 5C of 6

**OR 62 JTA Phase - Design Mapset**  
5C of 6 - JTA Option C  
July 2012

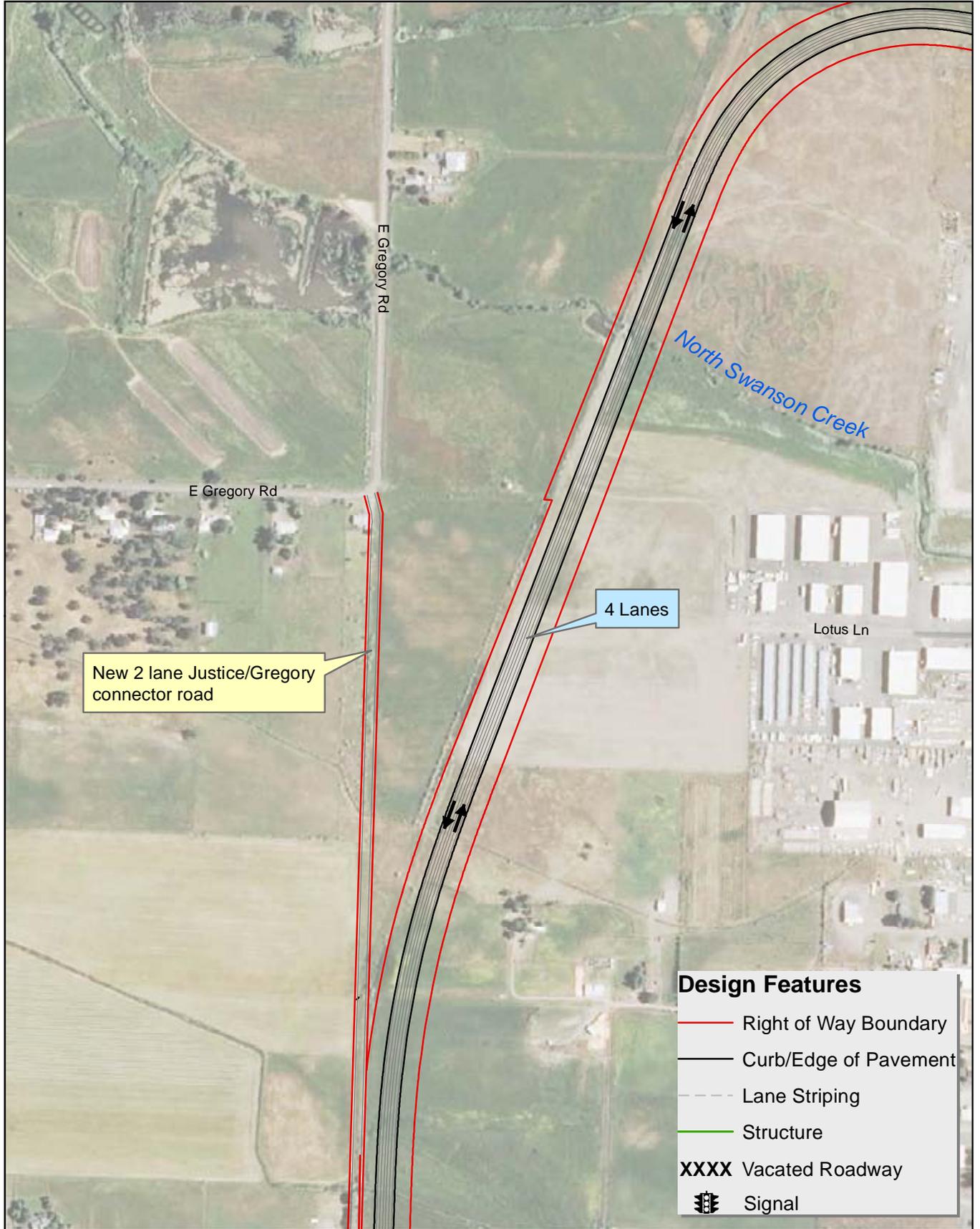
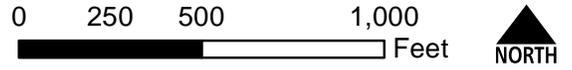


Figure ES-5: Sheet 6A of 6

# OR 62 JTA Phase - Design Mapset

6A of 6 - JTA Option A

July 2012

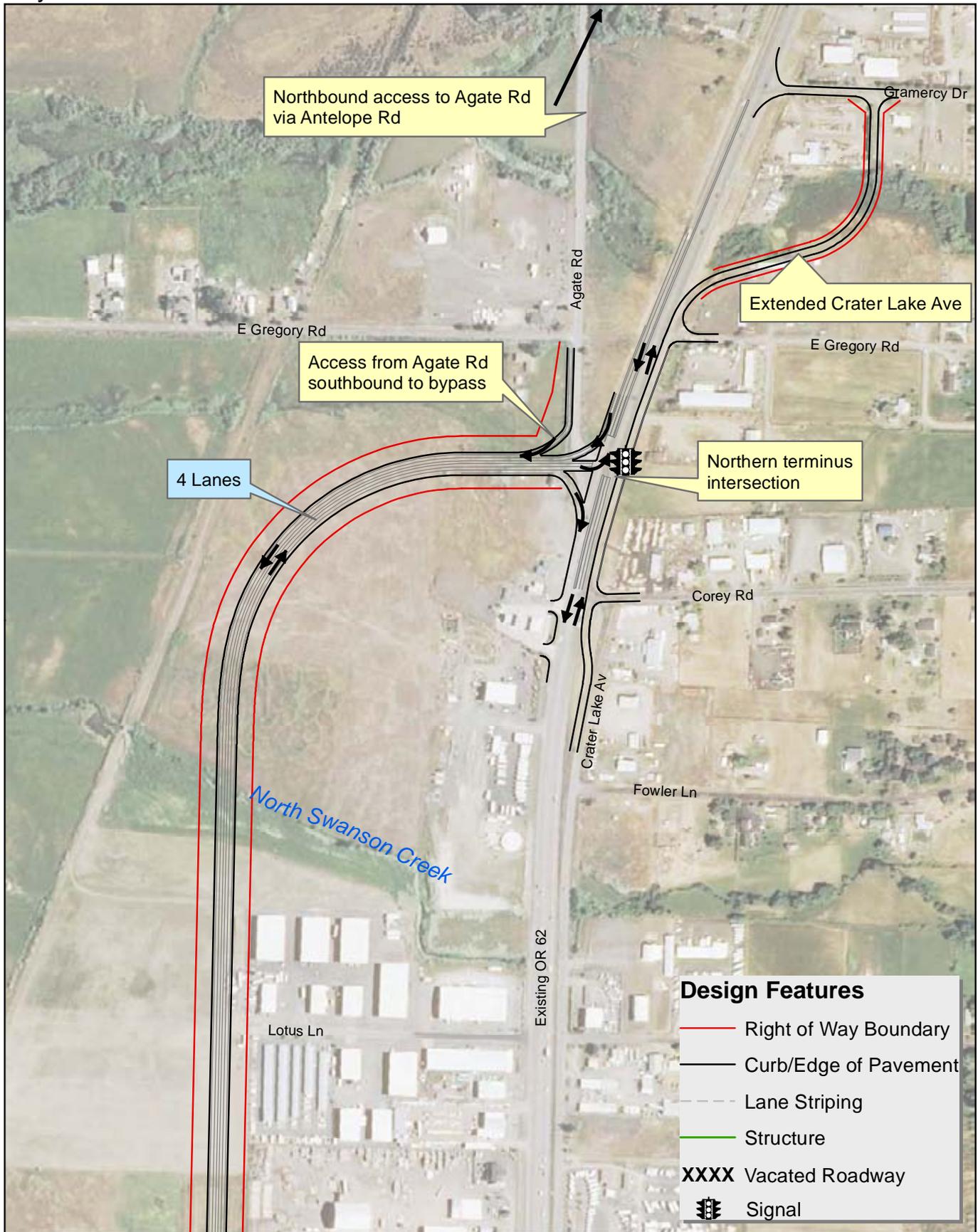


Figure ES-5: Sheet 6B of 6

OR 62 JTA Phase - Design Mapset  
6B of 6 - JTA Option B  
July 2012

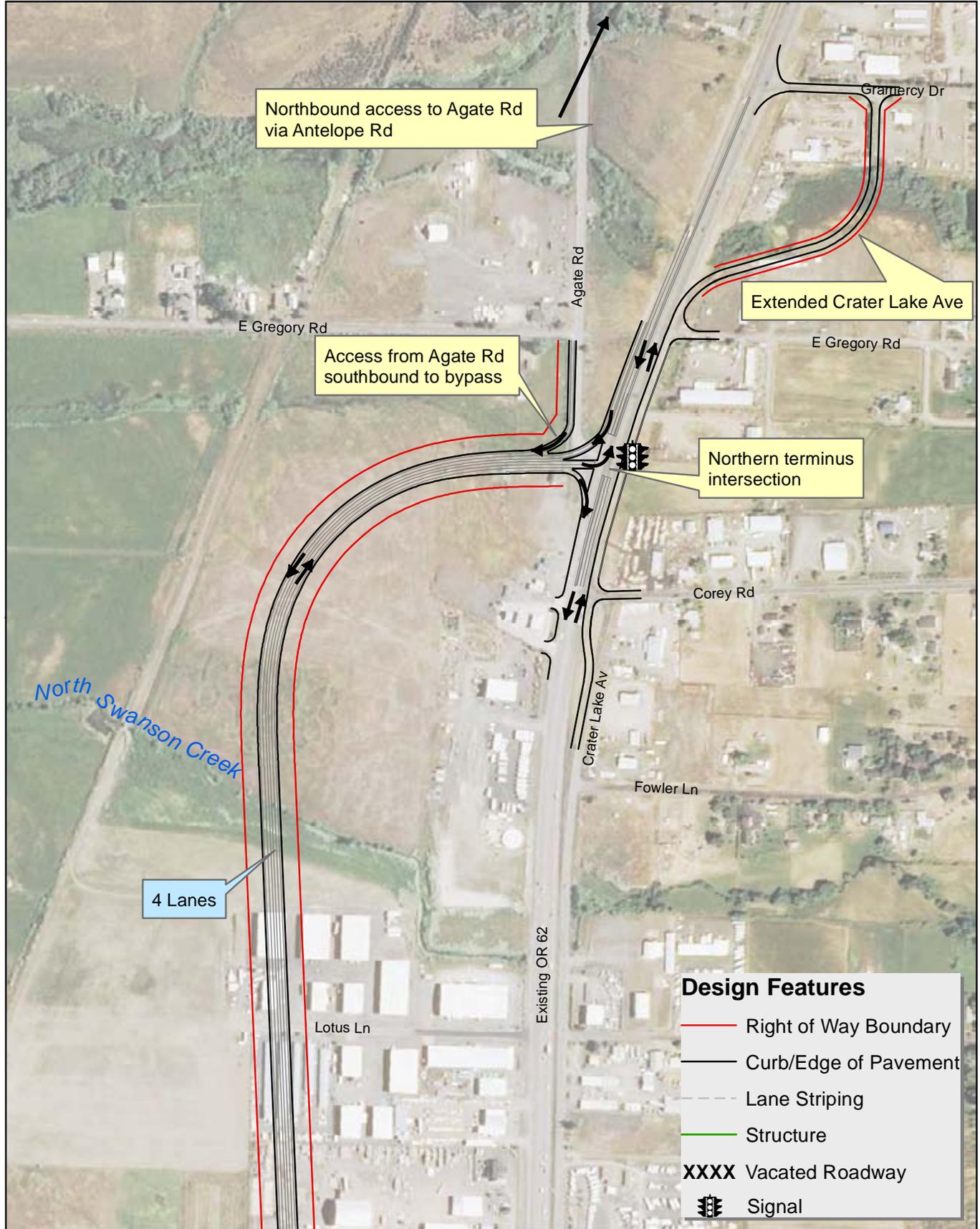
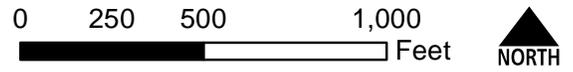
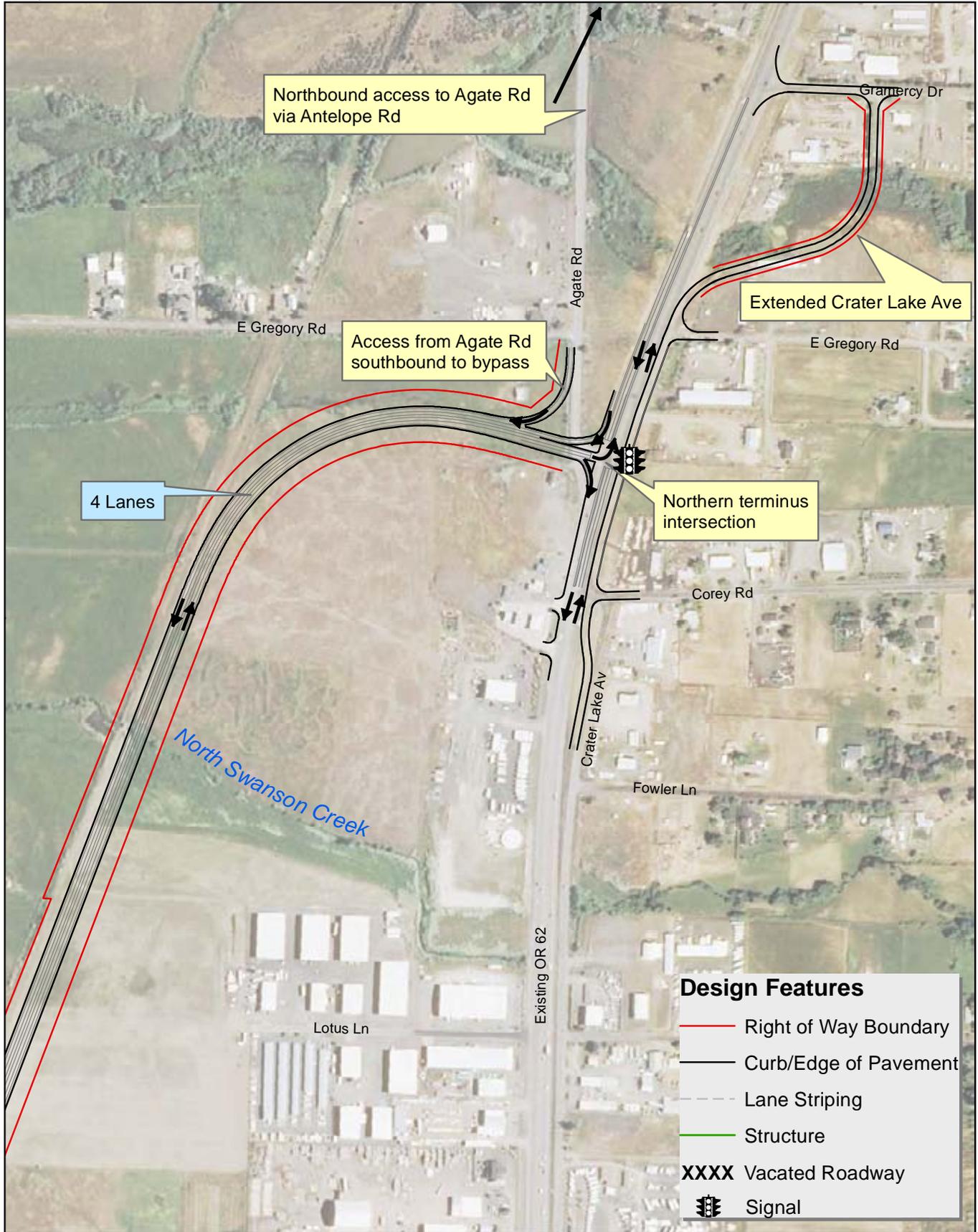
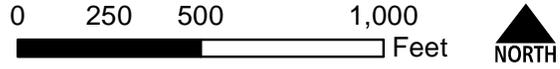


Figure ES-5: Sheet 6C of 6

**OR 62 JTA Phase - Design Mapset**  
6C of 6 - JTA Option C  
July 2012



**Design Features**

- Right of Way Boundary
- Curb/Edge of Pavement
- - - Lane Striping
- Structure
- XXXX Vacated Roadway
- Signal

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Southbound vehicles on the bypass and existing OR 62 will merge. A U-turn at the intersection of Poplar Drive/Bullock Road with OR 62 will allow southbound vehicles on existing OR 62 to enter the bypass northbound and southbound vehicles on the bypass to take existing OR 62 northbound.

The southern terminus interchange will require the modification of some driveways that currently connect to existing OR 62 between I-5 and Delta Waters Road. The JTA phase will not affect the existing intersection of OR 62 and Poplar Drive/Bullock Road, except that the U-turn allowed there will allow southbound traffic access to the businesses on the east side of existing OR 62. There will be no local street modifications in the southern terminus area.

North of the southern terminus interchange, the bypass will follow the same alignment as the build alternatives and Commerce Drive and Coker Butte Road will be terminated at the bypass, as shown on Sheet 2 of Figure ES-5. A new connection to the USCIS facility will be built, as with the build alternatives. However, the JTA phase will not include any of the other changes to local roads in the vicinity of Vilas Road that would be made under the build alternatives, as shown on Sheet 3 of Figure ES-5.

North of Vilas Road, the design options are the same as under the build alternatives, Justice Road will terminate on both sides of the bypass, and the Justice/Gregory connector road will be built, as shown on Figure ES-5 Sheets 4A, B, and C and 5A, B, and C. The intersection of the bypass with existing OR 62 will be signalized and allow all movements between the bypass and existing OR 62, except for left turns onto the bypass from existing OR 62 northbound, as shown on Sheets 6A, B, and C of Figure ES-5. In addition, there will be a one-way southbound connection from Agate Road to the bypass to accommodate truck traffic from OR 140 westbound and White City industries. Because the existing intersection of Corey Road and OR 62 will be too close to the bypass intersection, it will be eliminated. Crater Lake Avenue will be extended north to Gramercy Drive. Vehicles from Corey and Gregory Roads will use Gramercy Drive to access OR 62.

## What are the Major Potential Impacts of the Build Alternatives and JTA Phase?

The DEIS describes a wide range of impacts, both positive and negative, the build alternatives and JTA phase would have. This summary includes the major impacts.

### Transportation Benefits

The build alternatives would have the following major beneficial impacts.

- **Lower traffic volumes** on existing OR 62. The SD Alternative would reduce traffic by about one-quarter south of Delta Waters Road, by nearly two-thirds between Delta Waters Road and Corey Road, and by about one-half north of OR 140. The DI Alternative would reduce traffic volumes by similar amounts, except that it would reduce traffic on OR 62 south of Delta Waters Road by over one-third.
- The JTA phase would reduce traffic by about one-third south of Delta Waters Road and by over one-half between Delta Waters Road and Corey Road. The JTA phase would increase traffic on existing OR 62 between its intersections with the bypass and OR 140 by about one-fifth and have very little effect on traffic north of OR 140.
- **Reduced congestion on existing OR 62.** The SD Alternative would reduce the number of signalized intersections forecasted to fail to meet ODOT's mobility performance target in 2035 from ten to one, with only OR 62/140 not meeting mobility performance target. The DI Alternative would reduce the number of intersections that fail to meet the mobility target from ten to these two: OR 62/southbound ramp from I-5 and OR 62/OR 140.
- The JTA phase would initially reduce the number of intersections that fail to meet the mobility target to four: OR 62/southbound ramp from I-5, Poplar Drive/Bullock Road, OR 62/OR 140, and OR 62/Antelope Road. However, by 2035, all but two intersections would fail to meet the target, with the exceptions being OR 62/northbound ramp from I-5 and OR 62/Avenue G.

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- **Fewer lane, street, and driveway blockages.** In 2015, the SD Alternative would reduce the locations where traffic queues in a turn lane block an adjacent through lane or where traffic back-ups block driveways or local street intersections from 36 to 11 locations. By 2035, higher traffic volumes would increase the number of blockages under the No Build Alternative to 43; the SD Alternative would reduce the number of such locations from 43 to 25. The DI Alternative would reduce locations from 36 to seven in 2015 and from 43 to 12 in 2035.
  - The JTA phase would reduce the number of locations from 36 to 29 in 2015, but the number would be the same as under the No Build Alternative in 2035, i.e., 43.
  - **A Hierarchy of Roadway Choices Near I-5.** Under both the build alternatives and JTA phase, the hierarchy of connections at the north and south termini would aid motorists in distinguishing between the route for through travel and route for local circulation and access.
  - **Separation of Through and Local Trips.** The bypass would permit through trips to take the bypass, separating local trips from through trips. Local trips would use existing OR 62 instead of the new bypass.
  - **Reduced Travel Times.** Travel times on the bypass under either build alternative and JTA phase would be lower than on existing OR 62 under the No Build Alternative. The SD Alternative would reduce travel time by 8 to 11 minutes (depending on direction), or 40 to 48 percent, in 2015 and 16 to 19 minutes, or 55 to 59 percent, in 2035. The DI Alternative would reduce travel time by 9 minutes, or 39 to 45 percent (depending on direction) in 2015 and by 16 to 17 minutes, or 50 to 59 percent, in 2035.
  - The JTA phase would reduce travel time by 7 to 8 minutes, or 30 to 40 percent, in 2015 and by 9 to 10 minutes, or 28 to 34 percent, in 2035.
  - **Reduced Crash Rates.** The build alternatives would reduce crash rates by diverting traffic onto the bypass. Limited-access highways have much lower crash rates than highways that are not access-controlled, like existing OR 62. The Oregon crash rate on fully access-controlled highways is three times lower than the crash rate on roadways which are not access controlled, 0.38 versus 1.22 per million vehicle-miles travelled. In addition, the lower traffic volumes on existing OR 62 would reduce crash rates by reducing congestion at intersections, providing larger gaps for traffic turning onto or from local streets and driveways, and reducing the number of intersections and driveways blocked by traffic queues. The DI Alternative may reduce crash rates more than the SD Alternative because the DI Alternative would reduce traffic volumes on existing OR 62 more than the SD Alternative reduces traffic volumes. This could occur in the southern part of existing OR 62, where the crash rate is highest, and fewer intersections would be blocked by traffic queues in the DI Alternative than under the SD Alternative.
  - The JTA phase would also reduce crash rates on existing OR 62. Limited-access highways have much lower crash rates than highways that are not access-controlled. The JTA phase would reduce traffic volumes south of Delta Waters Road by about one third and by over one-half between Delta Waters Road and Corey Road. However, as described above, existing OR 62 would remain congested, though less than under the No Build Alternative, and, by 2035, the number of intersections that are blocked by queuing traffic under the JTA phase would be the same as under the No Build Alternative. The benefits of the JTA phase would be substantially lower than the benefits of the build alternatives.

## Land Use Impacts

Where the bypass would cross land zoned Exclusive Farm Use (EFU), the build alternatives and JTA phase would directly convert the land to roadway use. In addition, in the area crossed by the design options, the build alternatives have the potential to indirectly convert farmland to nonfarm use by creating parcels of farmland that are isolated and may be too small for continued farming. The total direct and potential indirect conversion of EFU land under the build alternatives would be about 52 acres under Design Option A, 36 acres under Design Option B, and 33 acres under Design Option C.

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The JTA phase would not extend into the EFU lands north of White City. The total direct and potential indirect conversion of EFU land to nonfarm use under the JTA phase would be about 37 acres under Design Option A, 21 acres under Design Option B, and 18 acres under Design Option C.

In order to construct the build alternatives or the JTA phase, Jackson County would have to approve exceptions to the Statewide Planning Goals for agricultural lands (Goal 3), forest lands (Goal 4), public facilities and services (Goal 11), and urbanization (Goal 14) because the bypass crosses lands which are outside the Medford Urban Growth Boundary (UGB) and which the Jackson County Comprehensive Plan designates as "Agricultural" and "Forestry/Open Space." The bypass south of White City under the build alternatives and JTA phase would meet the requirements for Goal exceptions. However, the bypass through and north of White City under the build alternatives may not meet the requirements, when funding is identified in the future. The discussion under Major Unresolved Issues in the following section describes this in further detail.

## Right-of-Way Impacts

The build alternatives and JTA phase would all require the acquisition of additional right-of-way. The DI and SD Alternatives would require between 248 and 269 acres of land and would impact from 224 to 274 land parcels depending upon the design option chosen. The SD Alternative would displace up to 51 businesses and up to 21 households. The DI Alternative would displace up to 57 businesses and up to 46 households. The JTA phase would require between 130 and 134 acres of land, impacting 76 to 85 land parcels. The JTA phase would displace up to 14 businesses and up to 12 households. In addition, both the build alternatives and the JTA phase would change the driveway access to many properties. Although most driveways would be replaced, there may be some landlocked parcels where it is not feasible to provide access. These parcels where access is not feasible would be acquired. These acquisitions due to landlocking are included in the impact estimates of acres and residential and business displacements. All impacted households and businesses would be treated fairly and consistently and would receive compensation and relocation assistance, as required under the Uniform Act.

## Environmental Justice Impacts

At 14 locations that are adjacent to the alignments of the build alternatives and JTA phase or close enough to the alignments that their residents may be subject to adverse impacts, the percentage of the population that are minorities is higher than in Jackson County as a whole. At some of these locations, the percentage of the population that is low-income may also be higher than in Jackson County as a whole. However, the build alternatives would not cause disproportionately high and adverse effects on any minority or low-income populations, in accordance with the provisions of E.O. 12898, US DOT Order 5610.2(a) and FHWA Order 6640.23A:

- Minority and low-income areas would receive similar levels of benefits from the build alternatives (e.g., reduced congestion, reduced traffic volumes on local streets, improved roadway safety, etc.) that other areas would receive.
- Neither the build alternatives nor the JTA phase would cause more displacements of minority or low-income households than of other households.
- Neither the build alternatives nor the JTA phase would cause noise impacts to be predominantly borne by minority or low-income residents.

## Parks and Recreational Areas

The SD Alternative would use approximately 1.29 acres of land owned by the City of Medford and purchased with LWCF grants in the vicinity of the Bear Creek Greenway. This land is subject to Section 6(f) of the Land and Water Conservation Fund Act of 1965. Section 6(f) would require replacement of the land. Neither the DI Alternative nor the JTA phase would have this Section 6(f) impact.

Under the SD Alternative, portions of the split diamond interchange associated with that alternative would displace some short segments of the Bear Creek Greenway path, a resource protected by Section 4(f) of the Department of Transportation Act.

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ODOT would realign the Greenway path to ensure that the recreational activities on the Bear Creek Greenway are not adversely affected. The total use of the Section 4(f) resource is approximately 0.1 acres. The SD Alternative would also add new bridges over the Greenway path on either side of the existing I-5 bridges over the Greenway path and Bear Creek. These bridges would completely span the Greenway path and would not constitute a Section 4(f) use. During project construction, the Greenway path would be subject to short-term temporary closures when necessary. The times and durations of these closures would be minimized to the greatest extent possible. Closure schedules would be coordinated with the City of Medford and Greenway representatives, and would be advertised to the public in advance. Because recreational opportunities would still exist on the Greenway path, these closures would not constitute a Section 4(f) use. In all, the SD Alternative's impacts to the Bear Creek Greenway would be minor and would not adversely affect the activities, features, and attributes of that resource.

The SD Alternative would use approximately 0.15 acres of the planned Midway Park. Because the SD Alternative's impacts to the planned Midway Park would be minor and would not adversely affect the activities, features, and attributes of that resource, this use would not constitute a Section 4(f) use, but would be considered through the proposed Section 4(f) de minimis finding.

Pending the receipt of public and agency comment, FHWA will consider making Section 4(f) de minimis findings for the impacts to the Bear Creek Greenway recreational resource and the planned Midway Park. The JTA phase, like the DI Alternative, is located east of the Bear Creek Greenway and would not impact the Bear Creek Greenway or the planned Midway Park.

## Wildlife Areas

Under both the DI and SD Alternatives, the bypass would be located on the Agate Road right-of-way on the west side of the Denman Wildlife Area. Although neither alternative would require any land in the Denman Wildlife Area for roadway use, the displacement of Agate Road would require closing an existing Denman parking lot on the west side of Agate Road. To mitigate for this parking lot closure, ODOT would build a new parking lot off of 11th Street and provide directional signage to guide visitors to the new parking lot. ODOT would also restore the site of the existing parking lot for wildlife habitat. There would be no net loss of habitat and the new parking lot would provide similar access to the ponds and hunting areas in the eastern portion of the Denman Wildlife Area. The Denman Wildlife Area is protected by Section 4(f) of the Department of Transportation Act. Pending the receipt of public and agency comment, FHWA will consider making a Section 4(f) de minimis finding for the Denman Wildlife Area. The northern terminus of the JTA phase is south of the Denman Wildlife Area. As a result, the JTA phase would not impact this resource.

## Cultural Resources

There are two historic resources near the project: the Camp White Station Hospital (now the Veterans Administration Southern Oregon Rehabilitation Center and Clinics located at 8495 OR 62), and a privately-owned farmstead called the Cingcade Complex located at 60 West Dutton Road. The Oregon State Historic Preservation Office concurred that there would be no historic properties adversely affected by the build alternatives. The SD and DI Alternatives would both require the use of up to 4.9 acres of land associated with the Cingcade Complex. Because this use would not adversely affect the Cingcade Complex and because the amount of land required for the project is relatively small, FHWA completed a Section 4(f) de minimis finding for the Cingcade Complex on December 16, 2011. No archaeological resources were found within the project area. The northern terminus of the JTA phase is south of both the Camp White Station Hospital and the Cingcade Complex. As a result, the JTA phase would not impact either resource.

## Water, Hydrology, and Storm Water

The build alternatives and JTA phase would impact surface water bodies through the addition of impervious surface and new and replacement stream crossings. The addition of impervious surface would cause water quality and quantity impacts to receiving water bodies. As Table ES-1 shows, the SD Alternative with Design Option C would add the most net new impervious surface, although the level of impacts would be the same regardless of the build alternative and design option selected. The JTA phase would also impact water quality and quantity, as shown in Table ES-2. Under both the build alternatives and JTA phase, ODOT would mitigate impacts on water quantity and quality using storm water detention and treatment facilities.

New and replacement stream crossings would be constructed under both build alternatives and the JTA phase to meet Oregon Department of Fish and Wildlife's Fish Passage requirements. The culverts used for these crossings would cause some localized increases in flood elevations downstream, but would lower flood elevations upstream. The increases in flood elevations are expected to be small and not noticeable.

**Table ES-1 Impervious Surface Area, Build Alternatives (acres)**

	SD Alternative			DI Alternative		
	Design Option			Design Option		
	A	B	C	A	B	C
Net New Impervious Surface	107.8	106.5	108.6	106.1	104.7	106.9
Total Impervious Surface	222.8	221.4	223.6	221.2	219.8	222.0

**Table ES-2 Impervious Surface Area, JTA Phase (acres)**

	Design Option		
	A	B	C
Net New Impervious Surface	56.6	55.0	56.5
Total Impervious Surface	171.7	170.1	171.6

## Vernal Pools and Other Wetlands

The build alternatives and JTA phase would impact vernal pool wetlands and other wetlands. Vernal pool wetlands are a rare and unique type of wetland and have special importance because they host one animal, vernal pool fairy shrimp, and two plant species, Cook's lomatium and large-flowered woolly meadowfoam, listed as threatened under the federal Endangered Species Act (ESA). Impacts on these species are discussed below. Table ES-3 summarizes the wetland displacements under the build alternatives, including vernal pool wetlands. Table ES-4 does the same for the JTA phase.

**Table ES-3 Displaced Wetlands and Vernal Pools, Build Alternatives**

Wetland Quality	SD Alternative			DI Alternative		
	Design Option A	Design Option B	Design Option C	Design Option A	Design Option B	Design Option C
Low	15.6	14.5	16.5	15.6	14.5	16.5
Medium	3.6	3.2	4.1	3.1	2.7	3.6
High	2.9	2.6	2.7	2.9	2.6	2.7
Vernal Pools <sup>1</sup>	3.2	2.6	3.2	3.2	2.6	3.2
Total <sup>2</sup>	22.1	20.3	23.3	21.6	19.8	22.8

Notes:

<sup>1</sup>Vernal Pool wetlands are a subset of medium or high quality wetlands

<sup>2</sup>Numbers may not appear to add up to the shown total due to rounding. The total is a sum of low, medium, and high quality wetlands.

**Table ES-4 Displaced Wetlands and Vernal Pools, JTA Phase (acres)**

Wetland Quality	Design Option		
	A	B	C
Low	10.5	9.7	11.4
Medium	1.8	1.6	2.4
High	0.7	0.6	0.6
Vernal Pools <sup>1</sup>	1.0	0.6	1.1
Total Impact <sup>2</sup>	13.0	11.8	14.3

Notes:

<sup>1</sup>Vernal Pool wetlands are a subset of medium or high quality wetlands

<sup>2</sup>Numbers may not appear to add up to the shown total due to rounding. The total is a sum of low, medium, and high quality wetlands.

If a build alternative is selected, ODOT would mitigate wetland impacts by purchasing, preserving, and restoring vernal pool wetlands at a site located near the project area approved by the regulatory agencies charged with protecting wetlands. ODOT has developed an 80-acre wetland mitigation and conservation bank that is approved for ESA-related purposes, such as vernal pool wetlands. ODOT is in the process of acquiring additional sites containing degraded wetlands to improve and use for additional wetland mitigation.

## Threatened & Endangered Species

The build alternatives and JTA phase would impact vernal pool fairy shrimp, listed as threatened under the ESA, by displacing fairy shrimp habitat. The amount of vernal pool habitat displaced varies by the three design options, as Table ES-5 shows. As with wetland impacts, ODOT would mitigate the impacts by preserving and restoring vernal pool habitat at a site located near the project area approved by the regulatory agencies charged with protecting threatened species and wetlands. Table ES-4 shows the acreage of vernal pools the JTA phase design options would impact. While the JTA phase would not impact any vernal pools designated as fairy shrimp critical habitat, regardless of design option, the build alternatives would have impacts shown in Table ES-5. Indirect impacts to vernal pool fairy shrimp would include habitat fragmentation, introduction of invasive species/noxious weeds, pollution from storm water runoff, and modification to vernal pool hydrology.

**Table ES-5 Displaced Vernal Pool Fairy Shrimp Habitat, Build Alternatives (acres)**

	SD Alternative			DI Alternative		
	Design Option A	Design Option B	Design Option C	Design Option A	Design Option B	Design Option C
Vernal Pools <sup>1</sup>	5.3	4.8	5.5	5.3	4.8	5.5
Vernal Pool Fairy Shrimp Designated Critical Habitat <sup>2</sup>	7.0	7.0	7.0	7.0	7.0	7.0

Notes:

<sup>1</sup>The methods used to calculate impacts were established by the USFWS in a Programmatic Biological Opinion for the U.S. Army Corps of Engineers to assess impacts on vernal pool-associated listed species, and are described in detail in the Terrestrial Resources Technical Report. This method is different than the method used to calculate wetland impacts, so the numbers differ from Table ES-3.

<sup>2</sup>Acreage of designated critical habitat for vernal pool fairy shrimp impacts as reported. The acreages include local streets and other developed areas because of the scale at which the designated critical habitat was designated. Therefore, the acreages are considered to be highly conservative.

The build alternatives and JTA phase would impact two plant species listed as endangered under the ESA, Cook's lomatium and large-flowered woolly meadowfoam. The direct impacts of the build alternatives would be the same, regardless of design option. The Build Alternatives would displace 5.1 acres of designated critical habitat for Cook's lomatium and one individual plant. The Build Alternatives would displace 13.7 acres of designated critical habitat for large-flowered woolly meadowfoam and up to approximately 260 individual plants. Indirect impacts to Cook's lomatium and large-flowered woolly meadowfoam could result from vernal pool habitat alteration (fragmentation, introduction of invasive species, storm water runoff, and hydrology modifications) since these plant species grow in and around vernal pools.

The JTA phase would directly impact 5.1 acres of designated critical habitat for Cook's lomatium and one individual plant. The JTA phase would not impact any designated critical habitat for large-flowered woolly meadowfoam but would impact up to nine individual plants, depending on design option selected.

The project would improve fish passage at all replacement crossings, because up to 12 non-fish passable culverts would be replaced with fish-passable culverts. During construction, the build alternatives and JTA phase would directly impact a run of coho salmon which is listed as threatened under the ESA.

Under the SD Alternative, these short-term construction impacts could potentially include underwater noise, toxic spills, fish removal, and pollution from storm water. The DI Alternative and JTA phase could potentially include impacts to coho salmon from toxic spills and pollution from storm water, but the other short-term construction impacts would not occur since they would not involve construction in Bear Creek. Biological Assessments were sent to the National Marine Fisheries Service on December 21, 2010 and to USFWS on December 22, 2011.

ODOT would mitigate for the direct and indirect impacts on vernal pool fairy shrimp, the two plant species, and coho salmon through a riparian restoration project along Little Butte Creek and purchasing and protecting a vernal pool wetland site, both located near the project area.

## Noise Impacts

The build alternatives and JTA phase would have noise impacts. Table ES-6 lists the number of impacted properties under each alternative and design option. A property is considered to experience a noise impact when a project causes peak-hour traffic noise levels to reach 65 dBA, increase by 10 dBA, or both. Examples of noise levels between 60 and 70 dBA are heavy traffic from 300 feet away, normal speech from 3 feet away, and a commercial area. Under the build alternatives, all of the impacted properties are single-family residences, except for one motel and one office building. Under the JTA phase, all of the impacted properties are single-family residences, except for one motel.

ODOT policy is to build noise barriers to mitigate noise impacts, if doing so would be feasible and cost-effective. ODOT evaluated noise barriers at 13 locations to mitigate the noise impacts at the properties in Table ES-6. While the analysis found noise barriers to be feasible at nine of the locations, it found that cost would be disproportionately high at all nine locations, compared to the noise abatement effect. Therefore, the noise impacts would not be mitigated.

**Table ES-6 Number of Properties Impacted by Project Traffic Noise**

SD Alternative			DI Alternative			JTA Phase		
A	B	C	A	B	C	A	B	C
13	13	19	14	14	20	11	12	21

**Table ES-7 Permits and Approvals Outstanding**

Agency	Permit or Approval	Build Alternatives	JTA Phase
Federal Aviation Administration	Form 7470: Airspace Analysis of NAVAIDS	Y	Y
Federal Highway Administration	Section 4(f) <i>de minimis</i> finding for Denman Wildlife Refuge	Y	N
Federal Highway Administration	Section 4(f) <i>de minimis</i> finding for Bear Creek Greenway, only if the SD alternative is selected	Y	N
Federal Highway Administration	Section 4(f) <i>de minimis</i> finding for proposed Midway Park, only if the SD alternative is selected	Y	N
National Marine Fisheries Service	Section 7 Consultation for threatened and endangered species	Y	Y
National Marine Fisheries Service	Magnuson-Stevens Fishery Conservation and Management Act	Y	Y
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States	Y	Y
United States Fish and Wildlife Service	Section 7 Consultation for threatened and endangered species, review and comment on 404 permit	Y	Y
Oregon Department of Environmental Quality	Section 402 National Pollutant Discharge Elimination System (NPDES) Water Discharge Permit	Y	Y
Oregon Department of Environmental Quality	Section 404 Permit review	Y	Y
Oregon Department of Environmental Quality	Section 401 Water Quality Certification	Y	Y
Oregon Department of Environmental Quality	Septic System Permit	Y	Y
Oregon Department of Environmental Quality	Asbestos-containing building materials and Section 401 Hazardous Material issues	Y	Y
Oregon Department of Environmental Quality	Site preparation permits for grading, erosion, blasting, and air and noise emissions	Y	Y
Oregon Department of Fish and Wildlife	Oregon Fish Passage Rule	Y	Y
Oregon Department of State Lands	Removal-Fill Permit or General Authorization	Y	Y
Oregon Department of State Lands	Pre-Construction Assessment Permit for in-water work (with U.S. Army Corps of Engineers)	Y	Y
Oregon Department of State Lands	Wetland Delineation Concurrence	Y	Y
Oregon Department of State Lands	Short-Term Access Agreement	Y	N
Oregon Department of Transportation	Addition of the OR 62 bypass to the Oregon Highway Plan	Y	Y
Oregon Department of Transportation	Exceptions to mobility performance targets that would not be met	Y	Y
Oregon Department of Transportation	Permit for relocation of utility lines in a state road right-of-way	Y	Y
State Historic Preservation Office	Section 106 project-wide finding	Y	Y
Jackson County	Floodplain Development Permit	Y	Y
Jackson County	Section 6(f) conversion for impacts on the Bear Creek Greenway	Y	Y
Jackson County	Bridge and stream crossings: compliance with Section 7.1.2, Floodplain Overlay of the Jackson County Land Development Ordinance	Y	Y
Jackson County	Transportation System Plan amendments and Statewide Planning Goal exceptions	Y	Y
Jackson County	Building permit	Y	Y
Jackson County	Consider protecting the regional and statewide mobility function of the new bypass through their comprehensive plan, transportation system plan, and implementing ordinances	Y	N
Jackson County	Consider developing ordinances that provide for local street connectivity in the vicinity of the bypass facilities, including provisions for parallel streets and limits on interrupted street networks which cause reliance on the bypass facility for local trips.	Y	N
City of Medford	Building permit	Y	Y

Agency	Permit or Approval	Build Alternatives	JTA Phase
City of Medford	Section 6(f) Land Conversion, only if the SD alternative is selected	Y	N
City of Medford	Consider protecting the regional and statewide mobility function of the new bypass through their comprehensive plan, transportation system plan, and implementing ordinances	Y	N
City of Medford	Consider developing ordinances that provide for local street connectivity in the vicinity of the bypass facilities, including provisions for parallel streets and limits on interrupted street networks which cause reliance on the bypass facility for local trips.	Y	N
Utilities	Easements	Y	Y

## Major Unresolved Issues

The only major unresolved issues involve Statewide Planning Goal exceptions. The JTA phase meets the criteria for the required Goal exceptions. To be built today, Statewide Planning Goal exceptions also would be necessary for the extension of the bypass north from the JTA phase through White City to the northern terminus interchange with existing OR 62. Because of the proposed incorporation of White City, one unresolved issue is whether Goal exceptions would be needed in the future, when funding to complete the build alternatives becomes available. A second unresolved issue is whether the extension could meet the criteria for Goal exceptions.

## Anticipated Permits and Approvals

Table ES-7 lists needed permits and approvals by Build Alternatives and by JTA Phase.

## Public and Agency Coordination

ODOT makes public and agency involvement a priority for every project, not only because some involvement is required by regulation, but also because better projects are built through collaboration. This collaboration has taken many forms. Collaboration and coordination will continue throughout the NEPA process and through final design and construction, if a build alternative is selected for implementation.

The project team has engaged the public and met with elected officials and local, state, and federal agencies at key project milestones to obtain input and to inform and educate stakeholders about the project.

ODOT and FHWA coordination has included:

- Public involvement
- Advisory committees
- SAFETEA-LU Section 6002 coordination
- Agency involvement through the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)
- An Environmental Justice outreach program

Opportunities for public and agency involvement have included open houses, comment forms, inserts in the local newspaper, press releases, agency field trips, meetings, workshops, newsletters, and a project website: [http://www.oregon.gov/ODOT/HWY/REGION3/hwy62\\_index.shtml](http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml).

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## DEIS Organization

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The DEIS is organized into the following chapters.

**Chapter 1** describes the proposed project's setting, the project's Purpose and Need, and the project's Goal and Objectives.

**Chapter 2** describes alternatives considered but dismissed, all alternatives considered in this document including the no-build, and design options and the process used to develop the options.

**Chapter 3** is divided into sections for all the resource areas addressed by the DEIS. Each section describes regulatory requirements, the affected environment, direct and indirect consequences of the build alternatives and JTA phase, and potential mitigation measures.

**Chapter 4** describes potential cumulative impacts.

**Chapter 5** discusses the tradeoffs between short-term uses of environmental resources and long-term benefits from the proposed project.

**Chapter 6** discusses irreversible and irretrievable commitment of resources.

**Chapter 7** describes the public and agency involvement process for the DEIS.

**Chapter 8** lists the people who prepared the DEIS.

**Chapter 9** lists the agencies and organizations that are being provided copies of the DEIS.

## ODOT'S Recommended Alternative

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In response to public comment received to date, as well as a preliminary evaluation of impacts, ODOT is recommending a build alternative. ODOT evaluated options that best met the Purpose and Need of the project and concluded that the SD Alternative with Design Option C is the Recommended Alternative. ODOT plans to build the JTA phase with Design Option C. Additional detail on ODOT's Recommended Alternative is in Chapter 2. ODOT believes that the SD alternative with Design Option C, best satisfies the successful project elements embodied in the Purpose and Need statement and the project's goals and objectives.

## How Will the Preferred Alternative be Selected?

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Before release of the FEIS, ODOT and FHWA will identify a Preferred Alternative for the proposed project. The identification will take place after the public comment period on the DEIS closes. In addition to comments received on the DEIS, ODOT and FHWA will review project impacts and project cost before identifying a Preferred Alternative. The FEIS will include a description of the Preferred Alternative and a discussion on why it was identified as the Preferred Alternative. The FEIS will also include a summary of the public and agency comments on the DEIS, responses to substantive comments, and the decision-making process for selecting the Preferred Alternative. The project's Record of Decision will announce the selected alternative.

## How Can I Comment on the DEIS?

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One of the primary purposes of preparing an EIS is to provide the public and agencies information on which to base comments regarding a proposed project. Comments are requested on the entire DEIS.

To submit comments on the DEIS and proposed Section 4(f) de minimis findings for the use of the Denman Wildlife Area, the Bear Creek Greenway and the proposed Midway Park, you can visit the project website at [http://www.oregon.gov/ODOT/HWY/REGION3/hwy62\\_index.shtml](http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml) before the close of the comment period as noted on the cover of this document or;

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Agencies and the public may send written and e-mail comments to:

Anna Henson  
Oregon Department of Transportation  
ODOT Region 3  
100 Antelope Road  
White City, OR 97503  
Anna.HENSON@odot.state.or.us

Comments may also be given at the public hearing advertised on the cover of this document, during the public comment period for the DEIS. Following the close of the public comment period, ODOT and FHWA will review, consider, and address all substantive comments. Responses to substantive comments will be provided in the FEIS.