

This project cannot be approved by ODOT because the project does not meet the provisions of the 2015 ODOT FHWA Programmatic Categorical Exclusion Agreement due to the following circumstances:

Result in changes that substantially affect traffic patterns temporarily or permanently.

Require the acquisition of more than minor amounts of right-of-way.

Project Name: I-5: Aurora-Donald Interchange	ODOT Key #: 19062
Federal Aid #: S001(497)	Region: 2
City / County: N/A / Marion	FHWA Nexus: Approval
Project Sponsor: ODOT	Highway Name: Interstate 5

This project proposes to reconstruct the I-5 Aurora-Donald interchange located at Exit 278 in order to improve safety and operations. This interchange connects I-5 with Ehlen Rd approximately 7 miles north of Woodburn. The existing interchange exhibits the following deficiencies:

- Queuing on the off-ramps is so severe that traffic frequently backs up onto mainline I-5.
- Severe vertical and horizontal curves on the Ehlen Rd underpass do not meet current design standards.
- Bents Rd intersects with Ehlen Rd immediately adjacent to the southbound on-ramp and off-ramp, creating a 5 legged unsignalized intersection at the southbound ramp terminal. This is the same location of the severe vertical and horizontal curves of Ehlen Rd described above. Bents Rd is a low AADT County facility, but receives heavy truck use in the immediate area of the interchange.
- The above deficiencies are compounded by the high volume of truck traffic utilizing the interchange. Two travel centers are located at the interchange: The Flying J Travel Center and the Travel Centers of America Travel Center.
- The section of Ehlen Rd between Bents Rd and the northbound ramp terminal was listed as a top 5% SPIS site on the 2016 and 2018 SPIS reports.

The project proposes to reconfigure the interchange to a Diverging Diamond Interchange (DDI) configuration. Available funding is not sufficient to construct the DDI in it's entirety. Additional funding is being sought to cover the full build-out, but current funding levels will require a phased approach to construction. If sufficient additional funding is made available, the DDI will be constructed in one phase, but the current funding level dictates the following approach:

Project Description:

Phase 1 will reconfigure the interchange to a tight-diamond configuration as an interim improvement prior to the full build-out of the DDI. Phase 1 improvements will include:

- 1) replacement of the I-5 northbound and southbound bridges over Ehlen Rd;
- 2) reconstruction of I-5 to match the new bridge;
- 3) widening of Ehlen Rd to four lanes;
- 4) addition of traffic signals at ramp terminals, providing a tight-diamond interchange type;
- 5) realignment of Bents Rd to align with Bents Court at Ehlen Rd, including a new traffic signal;
- 6) widening and lengthening off-ramps to reduce queuing on the I-5 mainline; and,
- 7) construction of an offsite stormwater facility on I-5, near the Broadacres Rd overpass.

Phase 2 will complete the DDI interchange configuration. Phase 2 improvements will include:

- 1) reconstruction and realignment of Ehlen Rd to provide a DDI configuration;
- 2) relocation of interchange ramp terminals to match the DDI layout;
- 3) realignment of Delores Way to connect with Ehlen Rd east of the current location, further from the interchange;
- 4) improvements to Bents Ct at Ehlen Rd including the addition of a cul-de-sac at the terminus of Old Ehlen Rd; and,
- 5) construction of a stormwater trunk line to improve drainage.

Note: since the Environmental Prospectus was prepared, it was determined that the right-of-way required will be more than minor, thereby changing the CE category from (c)(26), (c)(27), and (c)(28), to (d)(13).

On I-5, the primary project area extends from MP 278.01 to 279.51. The Offsite stormwater treatment facility will be located on the east side of I-5, between MP 275.23 and MP 275.32.

Project Termini:

On Ehlen Rd, the project starts 2,000 ft west of southbound ramp terminal, and extends 1,700 ft east of the northbound ramp terminal.

Beginning MP: 275.23		Ending MP: 279.51	
Required Attachments: Environmental Prospectus: <input checked="" type="checkbox"/>		Project Vicinity Map: <input checked="" type="checkbox"/>	
Discipline / Resource	Required Compliance / Status Information (click for Guidance)	Required Attachments	
1. Right-of-Way	<p>The project will require a total of eleven files, including one permanent easement of 12.97 acres, 9 in-fee acquisitions totaling 12.95 acres, and three temporary easements totaling 0.41 acres. No residential or business displacements are proposed. One farm irrigation well for the farm property located in the northeast quadrant of the interchange will be relocated, and two signs on the property located at 21690 Dolores Way NE will be compensated for. No outbuildings or similar structures will be removed.</p>	None	
2. Land Use	<p>The vast majority of the project lies within the Interchange Development zone (see attached Area of Potential Impact Map) and project improvements are allowed uses within this zone. All proposed improvements are allowed uses in the County comprehensive plan, with the exception of the addition of travel lanes on Ehlen Rd outside of the Interchange Development Zone, within land zoned EFU. Public outreach for the project has included Marion County representatives since the project's inception, and the County has confirmed that these improvements can be conditionally approved and will not require an exception to Statewide Planning Goal 3. Marion County issued a LUCS on 3/6/2019 confirming the above information.</p>	None	
	<p>The project will benefit the traveling public by improving safety and relieving congestion within the interchange, and also by reducing or eliminating back-ups from off-ramps onto the freeway, thereby improving safety and operations for through-travelers on I-5. In addition, the project will substantially improve vehicular, bicycle, and pedestrian connectivity between the east and west sides of the interchange. No pedestrian facilities are present at the Ehlen Rd underpass, which effectively eliminates pedestrian travel between the east and west sides of the interchange due to the dangerous Ehlen Rd underpass. The project will include pedestrian, and ADA accommodations through the underpass, and widen shoulders to 6 ft for bicyclists. This improvement is expected to be especially beneficial to residents of the Aurora Acres RV Resort, as well as the recreational biking community traveling on Ehlen Rd.</p> <p>The project will alter business access on both the east and west sides of the interchange. Two travel centers are present on the west side of the interchange: the Travel Centers of America Travel Center is located north of Ehlen Rd and is currently accessed from Bents Rd; and the Flying J Travel Center, which is located south of Ehlen Rd and is currently accessed from Ehlen Rd directly. The project proposes to realign Bents Rd to align directly with Bents Ct, and also realign Ehlen Rd to straighten the horizontal curve of Ehlen Rd near the underpass. The proposed signalized intersection of Ehlen Rd, Bents Rd, and Bents Ct will serve as a "central node" access to both businesses in the final interchange configuration. This will result in a longer travel distance between the interchange and the business access for both businesses, but the travel distance to each business will be similar, which was a key consideration during preliminary design. Targeted outreach to both businesses has been taking place to ensure that vehicular circulation within the travels centers is accommodated (see Public Outreach Section). In addition to the travel centers, a complex of businesses is present west of the Flying J Travel Center. Access to these businesses will be modified similarly to the access of the Flying J Travel Center (see attached figures). Targeted outreach to these businesses is also occurring.</p> <p>Several businesses are located on the east side of the interchange, including a 76 gas station & convenience store, a Pacific Pride gas station, the Aurora Acres RV Resort, and Western Mountain Transport. These businesses are currently accessed via the Delores Way and Elhen Rd intersection. This intersection is 300 ft east of the</p>		

northbound ramp terminal, which is substandard for safety and operational reasons. The project proposes to relocate this intersection to the east, approximately 600 ft from its current location. This will result in an increased travel distance from the interchange to these businesses. The increased travel distance will be very similar to the increase in travel distance to the travel centers on the west side of the interchange. Targeted outreach to these businesses has occurred and will continue.

The realignment of Delores Way will impact an open space owned by Aurora-Energy Investments LLC near the RV Resort. This open space is utilized by business employees on breaks, through travelers on I-5 looking for a place to rest and walk their dogs, and by residents and vacationers at the Aurora Acres RV Resort for the purpose of quiet enjoyment. The project has minimized impacts to the grassy open space by shifting the Delores Way relocation to the northern edge of this parcel, away from the area of primary use. The project has ensured that a usable space remains for all of the uses identified above. The public outreach process included figures showing the proposed impact, and no negative feedback specific to this open space has been received thus far. Public outreach efforts will continue as the design progresses.

During construction, temporary traffic delays are anticipated due to short-term lane closures, short-term roadway closures, and temporary detours. The project team designed a construction staging plan that minimizes these impacts to the greatest extent feasible, and access to businesses will be maintained during business hours throughout construction. The traffic staging proposal has been coordinated with Marion County and the ODOT Freight Mobility Advisory Committee, both of which have provided their support for the traffic staging proposal. Three detours are proposed, as follows:

Phase 1:

- 1) Ehlen Road Closure - Ehlen Rd will need to be closed for up to three days for construction at the underpass. Ehlen Road and I-5 ramp traffic wishing to cross under I-5 will be detoured onto a combination of local roads and state highways (OR551, OR99E, OR214, Donald Rd). The maximum out-of-direction travel will be 7 miles and 14 minutes.
- 2) Northbound Exit Ramp Closure - This ramp will need to be closed for up to 14 days. Traffic will be routed onto OR214 eastbound at the Woodburn interchange, then north on OR99E, then north onto OR551, and then west onto Ehlen Rd. The detour length will be 8 miles and 16 minutes.
- 3) I-5 Southbound Exit Ramp Closure - This ramp will need to be closed for up to 14 days. Traffic will be routed onto the southbound off-ramp of the Miley Rd Interchange, then south to OR551, and then west on Ehlen Rd. The detour length will be 6 miles and 7 minutes.

Phase 2:

- 1) I-5 Northbound Entrance Ramp Closure - This ramp will need to be closed for up to 14 days. Traffic will be routed east on Ehlen Rd, then north on OR551 to the I-5 northbound on-ramp at the Miley Rd interchange. The detour length will be 6 miles and 7 minutes.
- 2) I-5 Southbound Entrance Ramp Closure - This ramp will be closed for up to 14 days. Traffic will be routed east onto Ehlen Rd, then south onto OR551, then south onto OR99E, then west onto OR214, and then south onto I-5 at the Woodburn Interchange. The detour length will be 8 miles and 16 minutes.
- 3) I-5 Southbound Exit Ramp Closure - This ramp will need to be closed for up to 14 days. Traffic will be routed onto the southbound off-ramp of the Miley Rd Interchange, then south to OR551, and then west on Ehlen Rd. The detour length will be 6 miles and 7 minutes.

3. Socioeconomics

None

<p>4. Environmental Justice</p>	<p>A review of census data accessed through EJScreen did not identify any concentrations of low income or minority populations; however, the public outreach process identified that a majority of the occupants of the Aurora Acres RV Resort - located in the southeast quadrant of the interchange - are multi-year occupants and should be considered permanent residents rather than vacationers. People living in RVs are very likely to be low income; therefore, this population was determined to be a low-income population.</p> <p>The project team was able to avoid all but sliver right-of-way takes from the RV Resort. No RV spaces or other amenities will be removed. The RV resort residents will be benefited by the project in three major ways. First, the project intends to construct noise abatement to reduce freeway-generated noise at the RV resort. All receivers within the RV resort would realize a noise reduction of 5 dBA or more in the build condition, as compared to the existing condition. Second, the project will substantially improve vehicular, bicycle, and pedestrian connectivity between the east and west sides of the interchange, and will accommodate ADA needs. Third, the local residents will benefit from the proposed safety and operational improvements at the interchange in the same way that the greater traveling public will.</p> <p>The project will involve some impact to RV resort residential population. The proposed noise abatement will require the removal of large trees along the right-of-way margin on western edge of the RV resort. Each benefited receiver will be entitled to vote on whether or not to incorporate noise abatement into the final design, in accordance with the ODOT Noise Manual. The project will also alter the access to Ehlen Rd by relocating the intersection of Delores Way approximately 600 ft east. This will result in a minor increase in vehicular travel distance between the RV resort and Ehlen Rd. In addition, the realignment of Delores Way will impact a portion of the open space owned by Aurora-Energy Investments LLC and located in the southeast quadrant of the project as described in the Socioeconomic Section. The project has minimized impacts to this open space by shifting the Delores Way relocation to the northern edge of this parcel, away from the area of primary use. The project has ensured that sufficient space will remain for RV resort residents to continue using this area for quiet enjoyment. (Note that the proposed noise abatement that ODOT intends to incorporate into final design would reduce the noise level at the open space from 68 dBA in 2018 to 64 dBA in the proposed condition.)</p> <p>These impacts - when considered alongside the benefits of the project to the EJ population - are less substantial than impacts to other members of the local community. Right-of-way needs from other properties are much greater than the right-of-way needs affecting the EJ population, and access changes will impact businesses to a greater degree than they will impact the EJ population. The overall project impacts will not be predominately borne by the EJ population, nor will the EJ population suffer adverse effects that are appreciably more severe or greater in magnitude than those suffered by the community at large.</p> <p>Based on the above discussion and analysis, the project will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. No further EJ analysis is required.</p>	<p>None</p>
	<p>The project area contains one intermittent stream and several small wetlands. The stream is an unnamed tributary of Senecal Creek, which is located in the southeast</p>	

<p>5. CWA §404 / Wetlands / Waters & U.S. Coast Guard</p>	<p>quadrant of the project area where the Delores Way crossing is being proposed. The Palustrine, Emergent/Slope-type wetlands are small, remnant areas that have been fragmented or created by prior agricultural/commercial developments and slope-cuts. In total, the project anticipates <0.5 acre of wetland & waters impacts. The design team will work to avoid and minimize impacts as preliminary engineering continues. Temporary and permanent removal/fill impacts will require a DSL General Permit and a USACE Section 404 Nationwide #14 permit. Wetland impacts can be offset through the purchase of credits from a local mitigation bank (Garret Creek).</p>	<p style="text-align: center;">None</p>
<p>6. Floodways & Floodplains</p>	<p>The project is not located within a designated regulatory floodway or 100-yr floodplain.</p>	<p style="text-align: center;">None</p>
<p>7. Water Quality</p>	<p>The project triggers stormwater management requirements due to the addition of new impervious surface, full depth roadway reconstruction, and the alteration of drainage patterns. Along with stormwater treatment, the project triggers stormwater detention requirements because the receiving waters drain a watershed smaller than 100 square miles, and added impervious area will increase the flow rate to receiving waters by more than 0.5 cfs during the detention design storm. The project proposes to include 7 onsite biofiltration swales, bioslopes sufficient to treat 8.74 acres of impervious surface, and one offsite biofiltration swale to be located on I-5 near the Broadacres Rd overpass. In total, the project will provide stormwater treatment for 33.1 acres of impervious surface, none of which is currently treated. The project also proposes to construct a total of 6 detention ponds in order meet detention criteria of the FAHP Programmatic Biological Opinion.</p>	<p style="text-align: center;">None</p>
<p>8. ESA / T&E Species</p>	<p>Parametrix completed a No Effect memo covering ESA-listed species under the jurisdiction of USFWS on 5/19/2020. The NE memo is attached.</p> <p>Early coordination with NMFS indicated that the project may utilize the FAHP Programmatic Biological Opinion for ESA Section 7 consultation, and that the project should prepare separate Notifications for Phase 1 and 2 of the project. This approach will facilitate tracking and reporting in the event that the phases are constructed on vastly different timeframes. FHWA signed both Notifications on 5/15/2020, and NMFS signed both Notifications on 6/4/2020. Both Notifications are attached.</p>	<p style="text-align: center;">NE Memo (USFWS) FAHP Notification (Phase 1) FAHP Notification (Phase 2)</p>
<p>9. NHPA §106 (Cultural Resources)</p>	<p>The Section 106 finding for this project is No Historic Properties Adversely Affected. SHPO concurred with a Joint finding of no adverse effect on 4/6/2020. The Joint FOE and SHPO concurrence Letter are attached.</p> <p>Archaeological pedestrian survey and subsurface exploration resulted in the recordation of two historic sites that will be impacted by the project. Site evaluation to determine site eligibility for listing under the National Register of Historic Places (NRHP) is ongoing; therefore ODOT Archaeologist Kurt Roedel prepared a Programmatic Agreement, signed by ODOT and the SHPO, in order to fulfill Section 106 obligations for the project. The Programmatic Agreement describes consultation requirements in the event that ongoing site evaluation results in a change to the Section 106 finding. Other Key stipulations of the Programmatic Agreement are summarized in the Environmental Commitments section, and the Programmatic Agreement is attached.</p> <p>ODOT Architectural Historian Hayli Reff identified one built historic property within the APE: the Big Eddy – Chemawa No 1 Bonneville Power Administration (BPA) Transmission Line, which is listed in the NRHP. The project will take place underneath the lines, but the project will not have any direct physical impact to the built infrastructure of the transmission line; therefore, the project will result in no adverse effect to this resource.</p> <p>Subsequent to the completion of the Joint FOE, an offsite stormwater facility was</p>	<p style="text-align: center;">Section 106 Programmatic Agreement (ODOT/SHPO) Joint FOE SHPO Concurrence Letter SHPO Section 106 Exemption Letter</p>

	<p>added to the project in order to address an onsite stormwater treatment deficit. The proposed stormwater treatment facility will be located along I-5, near the Broadacres Rd overpass. Coordination with ODOT/SHPO Liaison Sarah Jalving indicated that this addition to the APE is exempt from Section 106 review under the 2005 Advisory Council on Historic Preservation Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System. Jalving provided a letter to document the decision. The letter is attached.</p> <p>The offsite stormwater treatment facility is subject to the examination requirements of the Programmatic Agreement for archaeological resources. These requirements have been fulfilled; this site was examined for archaeological resources by pedestrian survey conducted for Key No. 18745 and the results were documented for SHPO and consulting parties according to the 2011 Section 106 Programmatic Agreement. No archaeological resources were identified.</p>	
10. Visual Resources	No designated or otherwise sensitive visual resources are present within or adjacent to the project API, and therefore no visual resources would be adversely affected by the project.	None
11. §4(f) USDOT Act	<p>The Big Eddy – Chemawa No 1 BPA Transmission Line is listed on the NRHP and is a 4(f) resource. ODOT Architectural Historian Hayli Reff completed 4(f) temporary occupancy documentation within the Joint FOE. The Joint FOE includes concurrence from the official with jurisdiction (the SHPO) that the project will result in a no use temporary occupancy.</p> <p>Evaluation of the two archaeological sites identified is ongoing, as described above, but sufficient work has been completed to date that ODOT Archaeologist Kurt Roedel was able to determine that the sites - if eligible for listing on the NRHP - would be eligible primarily for data recovery rather than preservation-in-place; therefore, Section 4(f) does not apply to these resources.</p> <p>There are no publicly owned public parks, recreation areas, wildlife or waterfowl refuges, and no publicly or privately owned historic sites - other than discussed above - within the project area. The project will not create a 4(f) use.</p>	Joint FOE
12. §6(f) LWCF Act	There are no properties that received LWCF funds within or adjacent to the project area.	None
13. Air Quality	<p>Regional Conformity. The project is listed in the 2018 - 2021 STIP and is not in an air quality non-attainment or maintenance area. Conformity does not apply.</p> <p>Project-level Conformity. This project is in an attainment area and conformity does not apply. No air quality analysis is needed.</p> <p>MSAT Considerations. For MSAT considerations, this project is exempt because it has no meaningful impacts on traffic volumes or vehicle mix.</p>	None
14. Noise	<p>A noise study was required because the project qualifies as Type 1. The noise study was completed in March, 2020, and determined that proposed barriers ranging in height from 10 feet to 16 feet meet ODOT's feasibility, design goal, and cost effectiveness criteria. Based on preliminary design information, the noise study recommended one 14-ft tall, 1,816-ft long barrier located in the southeast quadrant of the interchange. This barrier would primarily benefit residents of the Aurora Acres RV Resort, and would reduce noise levels by five or more dBA for 130 residences at a cost of \$3,911/benefited residence.</p> <p>ODOT intends to incorporate this barrier into the final design, as recommended by the noise study. A final decision regarding the installation of the abatement measure will be made upon completion of the project's final design and the public involvement process per the ODOT Noise Manual.</p>	None
	Parametrix conducted a Level 1 Hazardous Materials Corridor Study in April, 2019 and identified three sites warranting further sampling. First, the Travel Centers of	

15. Hazardous Materials	<p>America Truck Stop has had known releases to soil, groundwater, and surfacewater in the past. The level 1 HMCS identified some potential for subsurface conditions that warrant sampling in the area. Second, the Flying J Travel Center (formerly Leathers Oil) has had several spill incidents in the past. Previous remedial actions have included underground storage tank decommissioning, groundwater monitoring, and on-site treatment/disposal, and DEQ issued a No Further Action (NFA) determination in 2014. The Level 1 HMCS recommended additional sampling in this area. Third, a spill occurred near mile point 278 in 1997. The spill released both diesel and gasoline fuel as a result of an accident and fire on a cargo truck and trailer. DEQ issued a NFA Determination in 2001. The Level 1 HMCS indicated a low potential for residual soil contamination. In addition to the Level 1 HMCS, Parametrix completed road shoulder sampling in March, 2020 and detected lead and PAHs in soil sampled. Special provisions will be included in the construction contract in order to ensure the proper handling and disposal of shoulder soils. As the design progresses, deeper sampling will take place in order to determine the need for specifications related to groundwater collection and disposal during construction.</p>	None
16. Tribal Coordination	See Attached	Tribal Coordination Summary
17. Public Outreach	<p>Public outreach completed to date:</p> <ul style="list-style-type: none"> - A project website is being maintained and advertised on mailers, newsletters, pamphlets, stakeholder meetings, and open houses. The website includes contact information for the Project Leader, as well as an option to sign up for project alerts. - Project information papers have been sent to nearby businesses, land owners, and residents several times since January, 2019. - Targeted outreach in the form of emails, phone calls and meetings has been ongoing with local organizations such as the City of Donald, the City of Aurora, Friends of French Prairie, the Marion County Board of Commissioners, the Mid-Willamette Valley Commission on Transportation, and the Mobility Advisory Committee. - Three stakeholder engagement meetings have taken place. Stakeholders involved included property owners, residents, agency representatives, and business owners/managers. - Anna Henson (ODOT Project Leader) attended the Marion County Board of Commissioners Town Hall on 5/22/2019. Anna explained project status and proposals, and invited attendees to attend the upcoming open house. - Two open houses have been held, one on 6/12/2019 and one on 11/13/2019. A total of 15 people attended the first open house, and 40 people attended the second. Both events were drop-in style and included displays and comment cards. At both open houses, general project information and right-of-way impacts were presented. At both events the safety and operational issues at the interchange were widely acknowledged. Businesses were universally concerned about access changes. The project team identified specific concerns and followed up with individual outreach to the concerned party. The current design proposal for access to the travel centers and gas stations was heavily influenced by these outreach efforts. - The Cities of Donald and Aurora have shared information about the project via their websites and social media. - Targeted outreach to the Aurora Acres RV Resort residents has taken place and is ongoing. Postcards with project information and the date, time, and location of Open House #1 were hand-delivered to the RV resort manager, who distributed them to each individual RV space. Prior to the second open house, a mailer was sent directly to each individual RV space. Mailers containing project information and contact information was sent to RV resort residents as well. The Aurora Acres Resident Manager attended the open house on 6/12/2019 and indicated that she understands ODOT is minimizing right-of-way impacts to the RV resort, but did not have any other specific feedback. Despite efforts to engage the residents of the RV 	None

resort, no feedback from the residents has been received to date. Outreach efforts will continue.

Public outreach planned for the future:

- Ongoing targeted outreach to property owners and businesses within the immediate vicinity of the project, including tenants of the Aurora Acres RV Resort.
- Targeted outreach to agricultural stakeholders in the vicinity of the project. This outreach is scheduled to begin in Fall 2020.
- Briefings and presentations as needed to the Mid-Willamette Valley Area Commission on Transportation, the City of Aurora, the City of Donald, and the Marion County Board of Commissioners.
- A third open house, which will be advertised via a mailed newsletter with project information, graphics, and the anticipated schedule. The third open house will take place in late 2020 or early 2021.
- Presentation to Donald Mayor's Business Leaders meeting, to be held in early 2021.
- Targeted outreach to the North Marion School District. To take place in late 2020 or early 2021.
- A construction outreach plan to be developed in late 2021 in order to keep the the local community and the traveling public informed of upcoming construction activity.
- Miscellaneous ongoing outreach will include website updates, email mailing list updates, monthly city newsletter paragraphs for Donald and Aurora, utility bill inserts with project information, and media releases.
- Continued targeted outreach to the Aurora Acres RV Resort residents.

18. Other Required Federal Agency Approvals

No other Federal agency NEPA approvals, permits, or other types of Federal agency approvals are required for the project.

None

19. Environmental Commitments

The Section 106 Programmatic Agreement between ODOT and the SHPO requires that any areas that may be impacted by the project, but could not be fully examined for archaeological resources at the time of Section 106 compliance and NEPA completion be fully examined prior to construction. These examinations shall consist of pedestrian surveys and - if warranted - subsurface investigations and site evaluation. ODOT shall ensure that archaeological technical report(s) are prepared for any such examinations, and shall submit the report(s) to SHPO and consulting parties for review and concurrence prior to construction. Any archaeological sites shall be evaluated as described in the Programmatic Agreement, and evaluation report(s) shall be submitted to SHPO and consulting parties for review and concurrence prior to construction. ODOT shall ensure that artifact treatment follows SHPO guidelines and state and federal law. Additional details regarding environmental commitments of the Programmatic Agreement are described in the attached Programmatic Agreement.

Any project phasing will include the stormwater treatment necessary to treat the contributing impervious surface area for that phase. In addition, the offsite stormwater treatment facility to be located on I-5 near the Broadacres Rd overpass will be constructed during Phase 1 of the project. This facility - along with the other facilities to be constructed during Phase 1 - will exceed the treatment requirements needed for Phase 1. Since Phase 2 is not yet funded for construction, loading this portion of the stormwater treatment for Phase 2 upfront may result in temporal benefits to water quality depending on when Phase 2 receives construction funding.

None

This project qualifies as a categorical exclusion as outlined in [23 CFR §771.117](#) under the following listed CE(s):

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This information demonstrates that the specific conditions/criteria for an FHWA categorical exclusion are satisfied and that neither significant environmental effects, as described in [23 CFR §771.117](#) (a) nor unusual circumstances, as described in [23 CFR §771.117](#) (b) will result.

FHWA and Oregon DOT CE Closeout Document

ODOT Preparer	ODOT Approver	FHWA Official
Submit one electronically signed CE Closeout Document and attachments to the appropriate FHWA Oregon Division Office Environmental Program contact.		Return signed form and attachments to ODOTNEPAProgram@odot.state.or.us & REC
Upon FHWA approval, upload this form (with the required attachments and CE Peer Review Checklist and Comment Log) to the appropriate ProjectWise GES file location .		
For detailed information regarding preparation of the CE Closeout Document, contact GES NEPA Program Staff .		