

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:

Require a U.S. Coast Guard permit.

Require the acquisition of more than minor amounts of right-of-way or displacement of owners and/or tenants.

Require project-level formal consultation under Section 7 of the Endangered Species Act.

Project Name: OR569: River Rd - Delta Hwy	ODOT Key #: 16223
Federal Aid #: S069(018)	Region: 2
City / County: Eugene / Lane	FHWA Nexus: PE funding
Project Sponsor: ODOT	Highway Name: Randy Papé Beltline Highway (OR569)

Project Description:

The Randy Papé Beltline Highway (OR 569), is a limited-access expressway and an important regional and intrastate highway that provides an east-west connection serving commuter, freight, and local traffic between I-5 and OR99. Beltline Highway intersects River Road, a City of Eugene arterial, and Delta Highway (OR132) at grade-separated interchanges at the west and east ends of the proposed project. This section of Beltline Highway has been subject to vehicle congestion and conflicts. The proposed project would provide needed repairs and expansion to resolve operational and safety deficiencies, and to more adequately serve forecast regional travel demand. The project is expected to be implemented in phases.

The Project would modernize an approximately 1.8-mile-long section of the Beltline Highway, and would include the following elements:

- Add one auxiliary vehicular traffic lane to the existing two lanes in each direction (eastbound and westbound) on Beltline Highway between the River Road interchange at the west end to the Delta Highway interchange at the east end to improve traffic flow and safety by providing more room for merging/diverging/weaving movements. These additional lanes will span the Willamette River and will require replacement of the existing bridges (bridge numbers 08638 and 08638A).
- Construct a new two-lane (one lane each direction), local arterial bridge connection between Hunsaker Lane and Green Acres Road. The bridge would be wide enough to accommodate a multi-use path, cycle track, and future lanes for transit.
- Upgrade Division Avenue with a shared-use path and space for cyclists (maintaining one vehicular lane in each direction) and extend the roadway to a new intersection with Hunsaker Lane.
- Extend River Avenue to an intersection with Hunsaker Lane.
- Reconfigure the River Avenue connection to Beltline Highway by eliminating the eastbound offramp that connects Beltline to River Ave/Division and reconstructing a new eastbound onramp and westbound offramp.
- Redesign Beaver Street as an access for local traffic only.
- Reconstruct the existing access from River Avenue to the gravel bar area along the west side of the Willamette River near the Beltline bridges in order to maintain and improve access to the gravel bar, which provides river access.
- Make changes to the Delta Highway and Goodpasture Island Road as follows:
- Extend the acceleration lane at the bottom of the loop ramp from southbound Delta Highway to eastbound Beltline. This will require widening or reconstruction of the existing bridge that carries eastbound Beltline over a slough.
- Reconstruct the onramp from southbound Delta Highway to westbound Beltline so that it can accommodate the new local arterial road from Green Acres Road.
- Add a lane to Beltline Highway to eliminate a merge at the bottom of the loop ramp from northbound Delta Highway to westbound Beltline.
- Reconstruct the mainline Delta Highway bridge (bridge number 09358) over Beltline Highway.
- Add a southbound auxiliary lane along Delta Highway between Beltline and Goodpasture Island Road. The auxiliary lane will exit at Goodpasture Island Road.
- Construct offsite stormwater treatment facilities at the OR569 Coburg Rd Interchange and OR132 Goodpasture Island Rd Interchange in order to offset impervious surfaces within the primary project area that could not be treated.
- No mandatory and prospective staging, borrow, and/or disposal sites associated with the Project have

been identified.

Project Termini: : River Road Interchange (western terminus); Coburg Rd Interchange (eastern terminus)

Beginning MP: 8.4

Ending MP: 10.2

Required Attachments: Environmental Prospectus:

Project Vicinity Map:

Discipline / Resource	Required Compliance / Status Information (click for Guidance)	Required Attachments
1. Right-of-Way	<p>The project requires permanent right of way acquisition from 21 tax lots, totaling 133.3 acres. The project results in the displacement of 1 single family residential building, and 15 businesses. The project also requires an estimated 18 temporary easements totaling 0.4 acres.</p>	None
2. Land Use	<p>The Project is located almost entirely in the City of Eugene, with the new proposed local arterial situated directly north of the City limit and just outside of the Eugene Urban Growth Boundary (UGB) in unincorporated Lane County. Therefore, the Project is subject to the land use planning regulations of the City of Eugene and Lane County.</p> <p>Planning staff at both the City of Eugene and Lane County have participated in the Project planning and development process, and ODOT has consulted with local Planning staff regarding the land use processes that need to occur. City and County staff have indicated support for the land use processes and determined that the permits and approvals listed below will be required. These permits, except for the Willamette River (WR) Standards Review, can be processed concurrently under the City's Type V and the County's Type IV processes, which are ultimately approved or denied by the Eugene City Council and the Lane County Board of Commissioners. The WR Standards Review is not recommended to be processed concurrently due to its expiration and level of detail required that may not align with the other applications.</p> <p>City of Eugene - Required Permits/Approvals:</p> <ol style="list-style-type: none"> 1. Goal Exception for Statewide Planning Goal 15 (Willamette River Greenway) due to proposed improvements that would take place within 150 feet of the ordinary low waterline on the channel of the Willamette River would be subject to a compatibility review by the City of Eugene. 2. Metro Plan Amendment to policy D 11 for an exception to allow the placement of fill within the Willamette River Greenway for a non-water dependent transportation use. 3. Refinement Plan Amendment the Willakenzie Area Plan to allow fill to be placed within 35 feet of the top-of-bank of the Willamette River. 4. Willamette Greenway Permit as required for development within the Willamette Greenway Boundary. 5. WR Standards Review: The proposed use is within multiple Water Resource Conservation Area of Goal 5 protected riparian and wetland resource, which requires the approval of a standards review application in accordance with EC 9.4930. As these provisions permit uses within Goal 5 areas, a Goal 5 exception is not necessary within Eugene's UGB. <p>Lane County-Required Permits/Approvals:</p> <p>The portion of the Project directly north of Beltline Highway on the west side of the Willamette River, and directly northwest of the southbound Delta Highway to westbound Beltline Highway on-ramp that is located outside the Eugene UGB in unincorporated Lane County contains rural lands that include open space (the Willamette River and its floodway), and sand and gravel extraction which are subject to state land use law requirements for rural lands as implemented in Lane County Code and would require land use action by Lane County. The portion of</p>	None

	<p>the Project located within Lane County, and outside of Eugene's UGB, is zoned Sand and Gravel. Lane County will need to take an exception to Goal 5 to advance the Project.</p>	
3. Socioeconomics	<p>The Project will benefit the traveling public by improving safety, reducing congestion, and improving multimodal connectivity in the following ways:</p> <ol style="list-style-type: none"> 1. Improving traffic operation conditions at key intersections - the Project will result in all but three ODOT intersections in the Project study area meeting applicable intersection mobility targets. 2. Providing safety benefits: drivers using Beltline Highway will benefit from the addition of auxiliary lanes that will mitigate substandard merge and weave distances between interchanges. 3. Addition of local access including multi-modal connectivity improvements east and west of the Willamette River via separated pedestrian and bicycle facilities with new connections to the City of Eugene's Willamette River shared use pathway network, and the River access on the west bank. <p>During construction, temporary ramp and lane closures are possible resulting in short-term delays or detours for motorists. A ramp and lane closure are likely at the Delta interchange during construction. Motorists traveling north-south on Delta Highway, between Goodpasture Island Rd and the Delta Oaks Shopping Center, will need to use local roads. This detour would result in a 2 to 4-minute travel time increase or up to an additional 2.3 miles of travel. Without the detour, travel time between these areas using Delta Highway is 6 minutes or 1.5 miles. A closure will also likely occur for a period of time at Division Ave and Beaver St, during the construction of the River/Division Interchange. Motorists using these roads to access their homes will need to detour around the area using Ross Lane and Hunsaker Rd to the north of the area. There are two detour options. One option increases travel time by 2 minute and 0.3 miles and the second option increases travel time by 3 minutes and 0.5 miles. Without the detour, travel time is 2 minutes or 0.7 miles. ODOT is committed to maintaining emergency services response times and minimizing potential business impacts and detours including lengths of out-of-direction travel and estimated travel time changes.</p>	None
	<p>U.S. Census data for all census block groups that overlap or are adjacent to the Project identified the following:</p> <ul style="list-style-type: none"> • Minority populations: 8.4% of the Project area's population is non-white; this minority population percentage is lower than that of both Lane County (12.7%) and the City of Eugene (15.9%). • Low-income populations: 14.6% of the Project study area's population is defined as low-income; this low-income population percentage is lower than that of both Lane County (19.7%) and the City of Eugene (23.1%). <p>Because the census block groups within the project area cover a large geographic area, the data is coarse; therefore, the project area was visually assessed for concentrations of EJ populations. The Beaver-Hunsaker neighborhood, located north of Division Ave and west of Beaver Street, appears to be a low income area, and includes several apartment complexes, Lee's Mobile Home Park, and several individual mobile homes along Division Ave. A Community Advisory Committee (CAC) was formed and included representatives from St. Vincent de Paul Society of Lane County, a locally active social services organization. Input from the CAC informed targeted community outreach efforts. In addition, the project team held meetings with Integration Network for Immigrants of Lane County, which also helped to target outreach efforts. Targeted outreach to this neighborhood took place within the Beaver-Hunsaker neighborhood on several occasions, including a</p>	

<p>4. Environmental Justice</p>	<p>presentation at Lee's mobile Home Park on 5/15/2019. Feedback from the Beaver-Hunsaker community included the following:</p> <ul style="list-style-type: none"> • Residents expressed concern about congestion in the area. The project was seen as a benefit in this regard). • Residents at St. Vincent de Paul's Ross Lane Apartments commented that a safe way to walk to Fred Meyer for household necessities is important to them. Many residents have small children and many have physical disabilities. The lack of pedestrian facilities is reported to be a daily danger for them. These residents welcome the proposed improvements to Division Ave to improve their connection to their primary source of groceries. • Some residents expressed concern that speeding may become an issue on Hunsaker Blvd as a result of the project. Traffic calming • The project team presented at Lee's Mobile Home Park on May 15, 2019. The residents who attended the gathering were not concerned about the project, except for noise impacts at the south end. The noise study conducted for the project recommended construction of a noise wall in this area (Barrier 2a). The residents also expressed concern about the speeds on Division Ave and hoped this project might alleviate the number of cars "racing" on Division. Residents indicated that they consider the proposed project a needed improvement. • Residents north of Division expressed that improvements in pedestrian connectivity are important to them, as well as any improvements to the bus system, which the proposed local arterial bridge would support. Residents in this area are particularly supportive of the bicycle and pedestrian improvements that would improve east/west connectivity, both across the river improving connecting between the Hunsaker neighborhood with the commercial district to the east. <p>No other concentrations of low-income or minority groups were identified, but the single residential displacement at 685 River Ave is assumed to be a low-income individual due to the small size of the residence and its location within a commercial and industrial area. Residents were given project information and no comments were received. During that outreach effort, it was noted that the residents appeared to be of Pacific Islander descent.</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>5. CWA §404 / Wetlands / Waters & U.S. Coast Guard</p>	<p>Based off of the NWI/LWI findings of aquatic features, and field verified, the Project will impact approximately 2.1 acres of wetlands and other waters and will require a Section 404 permit and DSL fill/removal permit.</p> <p>ODOT-USACE Liaison Benny Dean indicated that the project is anticipated to qualify for a USACE Nationwide 23 permit. Regulatory Guidance Letter 05-07 identifies CE categories approved for use under Nationwide 23. During final design the project will need to notify the USACE District Engineer of the intent to utilize Nationwide 23 and provide the FHWA-approved CE.</p> <p>The U.S. Coast Guard (USCG) determined the Willamette River as navigable for the purpose of exercising USCG authority and jurisdiction. Therefore, construction of the new local arterial bridge and replacement of the existing Beltline Highway bridges will require new bridge permits under U.S.C. Title 33, Sections 523 & 525.</p>	<p>USCG Preliminary Navigational Clearance Determination</p>

	<p>At the request of the USCG, ODOT prepared a navigation impact report to evaluate the potential impacts to navigation associated with construction and operation or the replacement Beltline Highway bridges and the new arterial bridge. ODOT coordinated with USCG via a navigation kick-off meeting on June 23, 2020 and submitted the Navigation Impact Report (NIR) to USCG on December 2, 2020. The USCG provided a Preliminary Navigation Clearance Determination on 12/1/2021, which documents a finding that the proposed crossings will meet the reasonable needs of navigation. During final design, the project will apply for a USCG Bridge Permit.</p>	
<p>6. Floodways & Floodplains</p>	<p>The Project involves fill/removal activities within the floodway and 100-year floodplain of the Willamette River and a floodplain development permit will be required. Lane County and the City of Eugene are the responsible permitting agencies, and both agencies' codes prohibit a rise in the Base Flood Elevation for either construction of new structures or modification of existing structures.</p> <p>The Conceptual Hydraulic Report provides recommendations to achieve no rise, and ODOT will prepare a No Rise Certificate based upon further hydraulic evaluation during final design. The current design proposal includes removal of artificial fill material (e.g. riprap) from the area surrounding the existing crossing in order to maximize the hydraulic opening. The amount of excavation required will depend on the amount of artificial fill material available to remove, as well as the final design of the proposed crossings.</p>	<p style="text-align: center;">None</p>
<p>7. Water Quality</p>	<p>Stormwater management for the Project is governed by requirements provided in the ODOT Stormwater Management Program, the City of Eugene Stormwater Management Manual (2014), and the NMFS Biological Opinion issued for the project.</p> <p>The Project will reconstruct and expand impervious surfaces by approximately 19.79 acres, and triggers a stormwater management obligation for runoff draining from an estimated Project contributing impervious area of 62.06 acres. Of the treatment obligation, 46.95 acres of impervious surface will be treated onsite, and an additional 14.46 acres will be treated at offsite facilities located within the the OR569 Coburg Rd interchange and the OR132 Goodpasture Island Rd Interchange. In addition, 0.65 acres of credit were utilized. Stormwater treatment will be provided via infiltration basins, infiltration swales, and filter strips. Flow control is not required because the project discharges to waterbodies draining an area of 100 acres or greater.</p>	<p style="text-align: center;">None</p>
<p>8. ESA / T&E Species</p>	<p>The project is within designated critical habitat for bull trout, as well as Upper Willamette River Chinook salmon. In addition, the project may affect downstream ESA-listed fish species under the jurisdiction of NMFS due to effects associated with stormwater discharge. The USFWS issued a letter of concurrence addressing effects to bull trout and its critical habitat on 5/20/2021. NMFS issued an individual biological opinion for affected species and critical habitats under its jurisdiction on 10/4/2021. A no effect memo was completed on 4/15/2021 and covers species and critical habitats under the jurisdiction of USFWS and NMFS that will not be affected by the proposed action.</p>	<p style="text-align: center;">NMFS Biological Opinion USFWS Letter of Concurrence No Effect Memo</p>
<p>9. NHPA §106 (Cultural Resources)</p>	<p>The project APE was evaluated for archaeological resources via pedestrian surveys and shovel probe testing. No archaeological or cultural resources were identified during the pedestrian survey and shovel probing. No additional archaeological work was recommended.</p> <p>A historic resources baseline report was conducted for built historic properties within the project APE. Determinations of eligibility were made for a total of five properties. Only one of these properties - Lee's Mobile Home Park, located at 500 Division Avenue - was determined eligible for listing on the National Register. SHPO concurred on a finding of no adverse effect to the property on 1/20/2022.</p>	<p style="text-align: center;">Joint FOE</p>

	<p>The Section 106 finding for this project is No Historic Properties Adversely Affected. SHPO concurred on 1/30/2022 with the Joint FOE finding that no adverse effect would occur to historic properties.</p>	
10. Visual Resources	<p>No Wild & Scenic Rivers, National Scenic Byways, National Scenic Areas, National Parks, or USFS or BLM lands are present within the project area. No State Scenic Waterways, State Scenic Highways, State Scenic Bikeways, or State forest lands are present within the project area. Coordination with the local community, and local planning authorities did not indicate a concern related to visual impacts. A visual impact assessment was not necessary.</p>	None
11. §4(f) USDOT Act	<p>Section 4(f) resources within the project area include: Lee's Mobile Home Park (determined eligible for listing on the NRHP), and the Willamette River Water Trail (WRWT). Several shared-use paths under the jurisdiction of the City of Eugene are present within the project area; The City of Eugene formally designates their shared-use paths as transportation infrastructure; thus these paths are not subject to Section 4(f).</p> <p>The project will require temporary easements from Lee's Mobile Home Park in order to construct pavement transitions at three driveways leading into the facility. The SHPO concurred on a No Use Temporary Occupancy to Lee's Mobile Home Park on 1/20/2022.</p> <p>Coordination with both the Willamette Riverkeeper and the Oregon Parks & Recreation Department (OPRD) took place in order to determine the appropriate official with jurisdiction of the WRWT. The OPRD indicated that the agency does not have jurisdiction over the WRWT beyond the OPRD-owned greenway parcels, none of which are within the project area. Travis Williams, Executive Director of Willamette Riverkeeper, signed a de minimis finding for the WRWT on 1/11/2022 and FHWA signed the de minimis finding on 1/31/2022.</p> <p>No other publicly owned public parks, recreation areas, wildlife or waterfowl refuges, or publicly or privately owned historic sites listed or eligible for listing on the NRHP are present within the project API.</p>	<p>4(f) Temp Occupancy (No Use)</p> <p>4(f) de minimis finding (Willamette River Water Trail)</p>
12. §6(f) LWCF Act	<p>There are no properties that received LWCF funds within or adjacent to the project area.</p>	None
13. Air Quality	<p>Regional Conformity. The Project is included in the Financially Constrained Capital Investment Action list in the conforming amended 2016-2040 Regional Transportation Plan (RTP Project No. 512). The design concept and scope of the Project is the same as that in the 2016-2040 RTP.</p> <p>Project-Level Conformity. A preliminary evaluation of PM10 hot spot impacts was conducted in coordination with ODOT with consultation from EPA, FHWA, LRAPA and FTA. The interagency group was provided with background data and project traffic data to address the POAQC questions in 40CFR93.123(b)(1). The project is anticipated to increase AADT at the highest traffic link by 11,100 with 370 of that being diesel vehicles which represents 3.3%. Only one intersection changes to a worse level of service from `C` to `D` when comparing 2040 No Build to 2040 Build. All other intersections remained the same LOS or improved. This change of LOS is not directly related to a significant increase of the number of diesel vehicles but results from an increase in total volumes within intersections. Therefore, the project would not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or cause a significant increase in diesel truck traffic at these intersections. Based on the EPA PM10, 2015 Appendix B guidance, the Project is not one of local air quality concern for PM10, as defined by 40 CFR 93.123(b)(1), and the Project meets the Conformity Requirements of the CAA and 40 CFR 93.116 for PM10 without a hot-spot analysis. The Project will not cause or contribute to any new air quality violations, increase the frequency or severity of any existing violations, or delay timely attainment of the relevant</p>	None

	<p>NAAQS or any transportation control measures. Consequently, the Project is in conformance with the LMP. Through email correspondence following interagency consultation meetings, it was determined that this project is not a project of local air quality concern.</p> <p>MSAT Considerations. For MSAT considerations, this project is exempt because it has no meaningful impacts on traffic volumes or vehicle mix.</p>	
<p>14. Noise</p>	<p>The project is defined as Type 1 due to the widening of the highway and ramps, the new local arterial and associated roadway and ramps. A noise study was completed May 2021. Based on this study, noise abatement in the form of walls (barrier 2a, barrier 3, and barrier 5) were found as feasible and reasonable, with lengths of 1,850 ft, 800 ft, 1,209 ft and heights of 8 to 18 ft.</p> <p>Calculations based on preliminary design data indicate that:</p> <ul style="list-style-type: none"> • Barrier 2a - Located between Beltline Highway and Division Avenue, between approximately Ross Lane and Beaver Street, would reduce noise levels by five to seven dBA for 36 residences at a cost of \$23,165/benefitted receptor. • Barrier 3 - Located on the southwest side of Hunsaker Lane, at the northern end of the project, would reduce noise levels by five to seven dBA for seven residences at a cost of \$22,829/benefitted receptor. • Barrier 5 - Located east of Delta Highway, south of Beltline Highway. This barrier extends east, to the eastern end of Ironwood Street cul-de-sac, and would reduce noise levels by five to seven dBA for 18 residences at a cost of \$21,521/benefitted receptor. <p>The noise study prepared for the project describes that an undeveloped area on tax lot 17031823-00203 is planned to be developed into an apartment complex. The ODOT Noise Manual states that undeveloped lands that have building permits by the date of public knowledge (i.e. the date of the NEPA decision) need to be included in the traffic noise impact analysis. At the time that the noise study was conducted, building permits had not yet been issued; however, the noise study prepared for the project modeled the proposed apartment buildings in anticipation of building permits being issued prior to the NEPA decision. At the time of the signing of this CE Closeout, building permits have been issued for the apartment complex.</p> <p>If during ODOT's final design process these conditions have substantially changed, the abatement measures might not be provided. A final decision of the installation of the abatement measures will be made upon completion of the project final design, a cost estimating process, and the public involvement processes.</p>	<p>Noise study figures depicting barriers considered and recommended</p>
<p>15. Hazardous Materials</p>	<p>A level 1 Hazardous Material Corridor Study for the Project completed in 2018 identified multiple properties in the Project area with respect to the potential presence of hazardous materials. Two sites (Delta Division/Morse Bros. and Ken's Dry Cleaning), are listed on the Oregon Department of Environmental Quality (DEQ) Environmental Cleanup Site Information System database; Delta Sand & Gravel is listed as having a permitted landfill for demolition waste, and had an underground storage tank (UST) leak in 1990 that was resolved. Three current or historical dry cleaners have been identified within or immediately adjacent to the Project area; dry cleaners present a high risk of contamination, and current and past use may have impacted soil or groundwater within the Project area. Five leaking underground storage tank (LUST) sites are located within or immediately adjacent to the Project area; two of these LUST sites along with the construction debris landfill, are located on the Delta Sand & Gravel property that would be in the path of the proposed new local arterial bridge connection between Beaver Street/Hunsaker Lane and Green Acres Road.</p> <p>Additional investigations of the potential sites of concern listed above are</p>	<p>None</p>

recommended for sites that will be directly impacted by the final project design.

16. Tribal Coordination	See Attached	Tribal Coordination Summary
17. Public Outreach	<p>A summary of public outreach completed through April 1, 2020 is attached. Since the attached summary was completed, additional outreach has included the following:</p> <ul style="list-style-type: none"> • Maintaining a project website. • Targeted outreach (i.e. door-knocking) at businesses and residences proposed to be displaced. • Outreach to Willamette River stakeholders and agencies, including interviews with waterway users in the project vicinity such as Holloway Brothers Fishing, local duck hunters, Scenic Jet Boat Tours, and Two Rivers Jet Boat Tours, as well as outreach to the USCG, USACE, OPRD, OSMB, Lane County Parks, Lane County Marine Patrol, Eugene Parks & Open Space, and Willamette Riverkeeper. • Public notice to waterway users preceding the USCG Preliminary Navigational Clearance Determination. 	Public Outreach Summary
18. Other Required Federal Agency Approvals	<p>The following Federal agency approvals and/or permits are required for the Project, and will be sought during final design:</p> <ul style="list-style-type: none"> • USACE Section 408 Permission. The project team coordinated with the USACE 408 Program to produce a conceptual design that does not conflict with the necessary 408 permission, and to determine future process needs. The 408 Program indicated that a single-phase review will be required. In addition, the USACE cannot adopt or incorporated by reference FHWA's CE to meet the Section 408 NEPA compliance requirements. Therefore, the USACE will prepare its own NEPA document for the impacts to the Lower Goodpasture revetment. • USACE - Section 404 Fill/Removal Permit. • USCG - Bridge Permit for new bridges spanning the Willamette River. • FEMA No-rise Certification (administered through the City of Eugene and Lane County). 	None
19. Environmental Commitments	<p>The project team has made the following environmental commitments:</p> <ul style="list-style-type: none"> • Obtain local land use approvals described in the land use section of the this CE prior to the construction of the project in accordance with OAR 731-015-0085. • Keep the river access located on the west side of the existing Beltline bridges over the Willamette River open during and after construction, with the exception of short-duration closures for safety purposes (as described in the 4(f) de minimis prepared for the project). • The project will follow terms and conditions of the biological opinion, including ensuring that artificial fill within the functional floodplain resulting from the project is offset by removal of riprap at the existing Beltline bridges, as well as additional offsetting measures to occur within the stream reach if existing riprap at the crossing is not sufficient to fully offset the artificial fill proposed by the project. • The final design will incorporate the recommendations in the hydraulic report in order to achieve no rise. 	None
<p>This project qualifies as a categorical exclusion as outlined in 23 CFR §771.117 under the following listed CE(s):</p>		
d-13		

FHWA and Oregon DOT CE Closeout Document

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.

OHRN Daniel K <small>Digitally signed by OHRN Daniel K Date: 2022.03.01 11:18:58 -08'00'</small>	<i>Rodney N Thompson</i> <small>2022.03.01 17:09:28 -08'00'</small>	SATVINDER S SANDHU <small>Digitally signed by SATVINDER S SANDHU Date: 2022.03.28 13:40:00 -07'00'</small>
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 the REC preparer and the appropriate ODOT NEPA program staff.
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.		