



ODOT ENVIRONMENTAL PROSPECTUS

PROJECT NAME <i>OR 569 Beltline Highway Improvement Project: River Rd - Delta Hwy</i>		REGION 2	KEY NUMBER 16223	FEDERAL AID NUMBER N/A	
CITY Eugene	COUNTY Lane	FHWA NEXUS Approval		PROJECT SPONSOR ODOT	
HIGHWAY NAME Beltline Highway (OR 569, Highway Number 069)				BEGIN MP 8.4	END MP 10.2
LATITUDE 44°6'N	LONGITUDE 123°7'W	TOWNSHIP 17S	RANGE 3W	SECTION 18	

PROJECT DESCRIPTION (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)
 Randy Papé Beltline Highway (OR 569), under ODOT jurisdiction, 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 Interstate 5 (I-5) and Oregon Highway 99 (OR 99). Beltline Highway intersects River Road, a City of Eugene arterial, and Delta Highway, State Route 132 at grade-separated interchanges at the west and east ends of the proposed project. This section of Beltline Highway has been subject to increased vehicle congestion and conflicts. The proposed Beltline Highway Improvement Project ("Project") would provide needed repairs and expansion to resolve operational and safety deficiencies, and to more adequately serve forecast regional travel growth.

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 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 provide more room for merging/diverging/weaving movements to improve traffic flow and safety. 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 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.
- Construct a new access road to provide access from River Avenue to the recreation area along the Willamette River near the Beltline bridges over the river.
- 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.

Checklist questions marked with an asterisk (*) indicate that the question is related to the qualifying thresholds ("kickouts") identified in the 2015 PCE Agreement.

Estimated Right of Way Impacts

Right of Way

- | | | | |
|--|---|-----------------------------|----------------------------------|
| 1. * Will the project involve temporary or permanent acquisition of right-of-way?..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 2. * Will the project result in the temporary or permanent displacement of persons or businesses?. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |

Railroads

- | | | | |
|---|------------------------------|--|----------------------------------|
| 3. Will the project involve work on or adjacent to railroad-owned property? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Unknown |
|---|------------------------------|--|----------------------------------|

Utilities

- | | | | |
|--|------------------------------|-----------------------------|---|
| 4. Will the project involve substantial impact to or relocation of existing reimbursable utilities that could create a disruption to service or additional environmental impacts?? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Unknown |
|--|------------------------------|-----------------------------|---|

Right of Way

The Project would require right of way acquisition of land not currently in transportation use. This includes 10 parcels zoned Commercial or Industrial and one parcel zoned Sand & Gravel. One residence at 685 River Avenue and dance studio business at 687 River Avenue (both on a tax lot zoned commercial) would be displaced due to the extension of River Avenue to an intersection with Hunsaker Lane and the reconfiguration of the River Avenue connection to Beltline Highway. Businesses to be displaced are types that can be reasonably relocated within the surrounding area. The Project would require acquisition of a portion of approximately 10 parcels for transportation right-of-way. This includes the southern and western edge of the sand and gravel operation due to construction of a new two-lane local arterial bridge connection between Beaver Street and the River Avenue/Green Acres Road intersection, and the respective extensions of Division Avenue and River Avenue. Of the 10 parcels, 9 are commercial and one is residential.

Railroads and Utilities

The Project would not affect any railroads or railroad-owned property. Additional utility coordination will be necessary during final design. The Project would not disrupt service at the City of Eugene Wastewater Division's Wastewater Treatment Plant located south of River Avenue. Eugene Water & Electric Board (EWEB) owns one set of overhead electric transmission poles and lines, and one set of overhead electric distribution poles and lines along Division Avenue. The larger transmission poles would need to be relocated due to reconstruction and widening of a portion of Division Avenue and the River Avenue/Division Avenue interchange, and reconfigured connection to the new local arterial. The smaller distribution poles are near the edge of proposed shared-use path and may be horizontally compatible with the proposed design, but may need to be raised or lowered. Utilities should be able to be relocated within the Project API with minimal to no service disruption.

Estimated Traffic/Transportation Impacts

5. What are the current and future ADT volumes for the project?.....	CURRENT ADT 77,300 (2017)	FUTURE ADT 91,700 (2037)	<input type="checkbox"/> Unknown <input type="checkbox"/> N/A
--	------------------------------	-----------------------------	---

TRAFFIC/TRANSPORTATION COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

Traffic analyses performed concluded that Project improvements would enable all study intersections to operate under capacity in the year 2040 except for River Road/Hunsaker Lane/Irving Lane. (This intersection is not being modified by the Project and instead would be addressed through Lane Transit District's (LTD's) future project efforts that LTD will develop as a separate action).

- The Project will enable all intersections to meet applicable agency intersection standards/targets with three exceptions:
- The River Road/Hunsaker Lane/Irving Road signalized intersection is not being modified as part of the Project and is projected to operate overcapacity. This overcapacity condition occurs under the No Action/No Local Arterial Bridge scenario, No Action with Local Arterial Bridge scenario, and with the Project. Lane Transit District (LTD) is planning enhanced transit service along River Road as well as the development of a park-and-ride and transit station in the southeast quadrant of this intersection. Future improvements to this intersection to mitigate overcapacity conditions will be addressed via LTD's project.
 - The Beltline Highway Eastbound off-ramp/Delta Highway signalized intersection is forecast to operate at a LOS "A" but a vehicle capacity (v/c) ratio of 0.95. These operations reflect a much-improved condition versus that analyzed under the No Build scenarios (v/c > 2.0). Per previous recommendations, the City and ODOT may want to pursue an alternative mobility target at this intersection.
 - The Good Pasture Island/Delta Highway Northbound on-ramp intersection is forecast to operate at a LOS "D" and v/c of 0.89 regardless of the alternative considered (Project versus No Build). The City and ODOT may want to pursue an alternative mobility target at this intersection.

In addition to traffic operations benefits at intersections, the Project would provide safety benefits for drivers using Beltline Highway by adding auxiliary lanes that would mitigate substandard merge and weave distances between interchanges. The project would also enhance safety for non-motorists through the addition of separated pedestrian and bicycle facilities including new connections to the City of Eugene's Willamette River multiuse pathway network.

Overall, the Project would provide for substantial local, multimodal connectivity improvements east and west of the Willamette River as well as operational and safety benefits along the mainline of the Beltline Highway between River Road and Delta Highway and at the study intersections. Temporary delays and increased congestion will occur during construction, but most of the work is anticipated to be completed during off-peak traffic periods.

Estimated Land Use Impacts

6. Is the project outside of an Urban Growth Boundary?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Partially
7. If the project is outside the UGB, is it expected to require new right-of-way?.....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
8. If the project is outside the UGB, is the project allowed, or conditionally allowed, by the rules for Transportation Planning on Rural Lands (OAR 660-012-0065)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
9. Region Planner's opinion that the project conforms with:	

a. Transportation Planning Rule	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
b. * Statewide Planning Goals	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
c. Comprehensive Plan and/or Transportation System Improvement Plan (city, county or both)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
10. Is the project located within the Oregon Coastal Zone?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
11. Will areas of Forest or Exclusive Farm Use (EFU), or Open Space Reserve zoning be impacted by the project?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
12. Will the project result in the conversion of prime farmland, unique farmland, or land of statewide or local importance by the Farmland Protection Policy Act?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
13. What are the general uses of land adjacent to the project area?	<input checked="" type="checkbox"/> Residential	<input checked="" type="checkbox"/> Commercial
	<input checked="" type="checkbox"/> Farm/Forest	<input checked="" type="checkbox"/> Public
	<input checked="" type="checkbox"/> Other (explain below)	

LAND USE IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

The Project is incorporated into the City of Eugene's adopted Transportation System Plan (TSP), which is the transportation element of the City's Comprehensive Plan (The Randy Papé Beltline Highway Facility Plan is identified in Chapter 5 of the TSP). The Eugene 2035 TSP was last updated and adopted in 2017 to comply with the Transportation Planning Rule and satisfy the state's requirements for a local transportation system plan as prescribed by Oregon Statewide Planning Goal 12.

The Project is located almost entirely in the City of Eugene, with a small section of the Project's area of potential impact (API) situated outside of the City's Urban Growth Boundary (UGB) in unincorporated Lane County. Therefore, any proposed transportation improvements would be subject to the land use planning regulations of the City of Eugene and Lane County. The portion of the Project API within the City of Eugene is primarily zoned for low-density residential use, medium-density residential use and commercial use, with several City of Eugene overlay zones also applied in the Project API. Per the current project design, the City of Eugene applications listed below will be required to permit the project. These permits can be processed concurrently under the Type V process, which is ultimately approved/denied by the Eugene City Council, in conjunction with approval from Lane County. The required permits listed below, processed concurrently, would be processed together under the Type V permit process.

- Goal Exception: The proposal requires an exception for Statewide Planning Goal 15: Willamette River Greenway.
- Metro Plan Amendment: Text 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.
- Refinement Plan Amendment: An amendment to the text of the Willakenzie Area Plan to allow fill to be placed within 35 feet of the top-of-bank of the Willamette River.
- Willamette Greenway Permit: Development within the Willamette Greenway Boundary requires a Willamette Greenway permit.
- 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 provision permit uses within Goal 5 areas, a Goal 5 exception is not necessary within Eugene's UGB.

Part of the Project API to the north of the Delta Highway/Beltline Interchange is located outside the Eugene-Springfield UGB in unincorporated Lane County; this area contains lands designated as open space (the Willamette River and its floodway), sand and gravel extraction, and agriculture. Project actions would be permissible as a conditional use in all three zones (subject to applicable standards). Proposed actions in the portion of the Project API located outside of the existing Eugene UGB is 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 the project located within Lane County, and outside of Eugene's UGB, is designated Sand and Gravel by the Metro Plan and is zoned Sand and Gravel as well. It appears that Lane County's land use code would allow this use, however, there may be other regulations and requires consultation with Lane County and the state.

- Per LC 16.265 and LC 16.217, it appears that the uses would be permitted under the County's code.
- OAR 660-012-0065 identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. The two identified transportation categories that may apply are:
 - Subsection (3)(g) permits new access roads in areas where the function of the road is to reduce local access to or local traffic on a state highway, but these roads are limited to two travel lanes. So this category may not fit the proposed use.
 - Subsection (3)(o) permits transportation facilities, services and improvements other than those listed in this rule that serve local travel needs. The travel capacity and performance standards of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the acknowledged comprehensive plan or to provide adequate emergency access. It is unclear whether this applies to this project, given the location and areas served.
 - If no other category can be identified, further goal exceptions may be required.

The Sand and Gravel areas are identified on Lane County's adopted Goal 5 maps. However, Lane County will need to be consulted to identify if these resources were slated for protection under Goal 5. If so, it may require an exception to Goal 5. The Project would require no conversion of prime farmland because E30 is classified as "prime farmland if irrigated" in the US Department of Agriculture, Natural Resources Conservation Service's Soil Survey Geographic (SSURGO) database. There is no unique farmland or land of statewide or local importance as defined by the Farmland Protection Policy Act in the project area. The project is not within the Oregon Coastal Zone. Any proposed improvements that would take place within 150 feet of the

ordinary low waterline on the channel of the Willamette River, or are adjacent to the river and are publicly owned for park and recreation purposes, would be subject to a compatibility review by the City of Eugene in accordance with Goal 15 (Willamette River Greenway) related state regulations.

Estimated Socioeconomic Impacts

14. * Will the project involve displacements of key businesses, business districts, commercial/ industrial areas, or public facilities?.....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
15. * Will the project involve temporary or permanent changes to travel patterns, access to goods/ services, or parking that appear important to business, business districts, commercial/ industrial areas, community events, or neighborhoods? (Explain below).....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
16. Will the project divide or disrupt an established community, or affect neighborhood character or stability?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown
17. Will the project temporarily or permanently affect emergency and/or public services?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown
18. Does visual inspection and/or information sources such as census data indicate the presence of low-income or minority populations within or near the project area?.....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19. Does visual inspection and/or other information sources indicate the presence of elderly, handicapped, or transit-dependent populations?.....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

SOCIOECONOMIC IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)
 Project actions are anticipated to displace one single family residence (on a commercial-zoned lot), and 10 commercial properties on River Avenue. Eleven parcels, predominantly used for sand & gravel extraction, would require partial acquisition to establish a transportation easement. Project construction would temporarily disrupt access to multiple residential and commercial properties for driveway reconstruction along Division Avenue and River Avenue.
 Segments of shared-use paths would be temporarily removed and replaced with a more complete and connective system. Public access to the unimproved river access would be temporarily disrupted but retained during construction. No long-term adverse effects to community resources in the Project vicinity (health care clinics, government buildings, schools, parks) are anticipated. The Project would not substantially change neighborhood character because most of the Project is within existing public ROW and it would improve mobility and safety for local residents. One commercially-zoned property containing one home located at 685 River Avenue would need to be fully acquired. The traveling public is anticipated to benefit from the proposed Project. Effects to emergency and/or public services could be limited to minor traffic delays during construction.
 Census data shows elderly, minority and low-income populations in the Project area. Despite substantial public outreach efforts, no comments specific to these special populations have been received. The Project will benefit the surrounding communities and it is not likely to generate disproportionately high and adverse effects on minority and/or low-income populations. The Project will not adversely impact elderly, handicapped, or transit-dependent populations.

Estimated Water Resources and Wetlands Impacts

Stormwater

20. Will the project trigger the need for stormwater treatment?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
---	--

Waters of the U.S./State

21. Are there waters of the U.S. or State within the project area? (If no, skip to Question 30)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
22. * Is the project within a FEMA 100-year flood plain?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
23. * Is the project within a FEMA regulated floodway?.....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
24. Will the project occur in or over publically owned submerged or submersible lands?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
25. * Will the project require a new USCG Bridge Permit?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
26. Will the project require modification to an existing USCG Bridge Permit or Temporary Rule Change?.....	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown
27. Will there be any fill or removal from waters of the U.S. or state?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
28. Will fill or removal take place in waters of the State listed by DSL as Essential Salmonid Habitat?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
29. Will fill or removal take place in waters of the State that are Aquatic Resources of Special Concern?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Water Supply Wells

30. Will any active wells be impacted by the project?.....	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown
--	--

Wetlands

31. Are wetlands potentially present in the project area?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
32. Do soil surveys indicate hydric soils in the project area?.....	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
33. Is wetland vegetation evident from visual inspection?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
34. Will the project fill or remove material from wetlands?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
35. * Will the project require an Individual Permit, Nationwide Permit, General Authorization or General Permit?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown

WATER RESOURCES AND WETLANDS IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

The Willamette River and Debrick Slough are the main hydrologic features within the Project area; the Beltline Highway's Beltline Bridge spans the Willamette River. Debrick Slough is a remnant side channel of the Willamette River and flows north approximately 4,500 feet between Delta Ponds and the Willamette River. Other smaller waterways within the API as drainage system features include: Flat Creek, Spring Creek, and an unnamed tributary north of Lone Oak Park. The City of Eugene requires a Type II review application for potential impacts to water resources (including all impacted waterways and wetlands).

Per the Thirteenth U.S. Coast Guard (USCG) District, Willamette River navigability extends to River Mile 183.2; the Project is located at approximately river mile 178 (adjacent to the unimproved river access and south of the river's confluence with the McKenzie River). Section 10 of the Rivers and Harbors Act of 1899 assures that any permanent or temporary obstructions to the waterway require approval by the USACE. As such, the Project will be required to obtain a USCG Bridge Permit, and would also need to account for recreational and nonmotorized vessel traffic during construction by implementing a marine safety zone approved by the USCG and Oregon State Marine Board.

Some of the eastern portion of the Project area is within the FEMA 100-year floodplain of the Willamette River. Additionally, portions of the Project area near the Willamette River are within the 500-year floodplain. The City of Eugene regulates development in the 100-year floodplain areas through the designation of Special Flood Hazard Areas in its Code. Any transportation improvements proposed to take place within Special Flood Hazard Areas will be subject to the procedures set forth in Eugene Code Section 9.6707, and in particular to the development standards set forth in Eugene Code Section 9.6709. Installation of abutments for the proposed new bridge in the floodway would lead to a rise in base flood elevation (BFE) which will require an offset. ODOT commits to designing the Project to achieve a no-rise; which will be evaluated during final design. To minimize the backwater created from two bridge structures versus the existing one, the design should consider:

- The hydraulic opening should be maximized.
- The substructure for the new and replaced bridges should be hydraulically more efficient than the existing - minimizing the number of piers, and placing piers that are thinner, rounded (circular or elliptical), and aligned to the 100-year flow direction.
- Lining up piers for the two structures so the downstream pier shadows the upstream.
- Locate the downstream structure and piers close to the upstream structure in an attempt to create a single structure hydraulically.

If a permanent rise cannot be avoided through design, modifications to the channel may be required to maintain the original BFE. Modifications may include reducing channel roughness by removing riprap or other obstructions, and/or removing channel bank material below the BFE. The Project includes removal of riprap from the channel within the project limits. With appropriate offsets as described above, a no-rise should be achievable.

The existing impervious surface area within the Project area is approximately 59 acres. The Project must implement water quality treatment because the amount of stormwater discharged will increase. Consequently, the water quality effectiveness of the existing drainage network is deficient in minimizing discharges from pollution-generating surfaces, based on ESA triggers for transportation improvements with federal nexuses. Therefore, the Project will need to add stormwater management facilities per the ODOT Hydraulics Design Manual to achieve water quality performance expectations. Flow control is not required for discharges to the Willamette River or Debrick Slough because the streams are not vulnerable to hydrologic impacts from a flow increase; however, water quantity control would be required if stormwater discharge would be to a small stream (e.g., Flat Creek). The potential for wetlands in the Project area were evaluated over two successive field surveys. The first survey identified two wetland areas; the second survey identified three Local Wetlands Inventory (LWI) wetlands, each of which are catalogued as Significant Wetlands meeting the criteria under DSL ORS 192.279 (3)(b) Goal 5. Per preliminary estimates, approximately 2.1 acres of wetlands would be permanently impacted, and an additional 0.9 acres would be temporarily impacted during construction. The project is expected to require an Individual Corps 404 permit because projects with wetland impacts over 0.5 acres cannot utilize Nationwide programmatic permits.

Due to the known presence of wetlands within the study area, a formal wetland delineation should be conducted prior to Project permitting and construction.

Estimated Biological Resources Impacts

Threatened, Endangered and/or Sensitive Species

36. Does the project have the potential to affect migratory birds and/or bats?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
37. Are there USFWS T&E species, Proposed species, or critical habitat in the project's area of potential impact?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
38. Are there NMFS T&E species, Proposed species, or critical habitat in the project's area of potential impact?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
39. Are there State T&E or Proposed species present that are not federally listed?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
40. Is the project located on or adjacent to BLM or USFS land?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
41.* Will the project require an individual project-level formal consultation under Section 7 of the Endangered Species Act?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown

In-Water Work

42. Are any streams or water bodies potentially impacted by the project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
43. Will the project require in-water work?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown

Fish Passage

44. Will the project trigger the Oregon State Fish Passage Statute (ORS 509.585)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
45. Are there any culverts within the project limits that are on the ODFW priority list for replacement/retrofit?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Wildlife Passage

46. Is the project within a wildlife collision hot spot, priority wildlife linkage area, or an area otherwise known to be a barrier to wildlife passage?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
--	---

Noxious Weeds

47. Are there known noxious weed populations in the project area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
---	---

BIOLOGICAL RESOURCES IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

Eight plant species listed as threatened or endangered, five species state-listed as candidate, and nine species federally listed as species of concern potentially occur in the Willamette Valley Ecoregion and within Lane County. No critical habitat for plants has been designated and none were observed in the Project area, and no species are state listed as critical or vulnerable. No federal or state listed rare, threatened, endangered, or candidate plant species were observed within the API during the field surveys. Two terrestrial wildlife species listed under the federal or state Endangered Species acts potentially occur in the Project area —Taylor’s checkerspot butterfly (federal listed endangered) and Oregon spotted frog (federal listed threatened, state sensitive critical, and candidate species for listing). Many avian species protected under the Migratory Bird Treaty Act (MBTA) potentially occur within the Project area; impacts to MBTA species would be avoided by limiting vegetation clearing to times outside the critical nesting period or hazing birds attempting to nest on structures during the construction year. No federally or state listed threatened or endangered wildlife species were encountered on field surveys. ODOT will utilize the U.S. Department of Agriculture’s Animal and Plant Health Inspection Service to deter potential nesting if any Project disturbance is anticipated within the critical nesting period.

The Upper Willamette River Chinook salmon and bull trout are listed as threatened under the federal Endangered Species Act. Both species may be present at various times of the year and during various life stages and have designated critical habitat in the Project area. No special-status fish species were observed during the field evaluation.

The project action area for stormwater extends downstream to the Pacific Ocean. Therefore, the project has the potential to additionally impact federally listed Columbia River chum, Lower Columbia River Chinook, Upper Columbia River Chinook, Snake River spring/summer Chinook, Snake River fall Chinook, Snake River sockeye, Lower Columbia River coho, Lower Columbia River steelhead, Middle Columbia River steelhead, Upper Columbia River steelhead, Snake River Basin steelhead, green sturgeon, and Pacific eulachon – as well as their designated critical habitat– because the project will generate new stormwater treatment facilities and reconfigured discharges. The Project will need to address impacts to ESA-listed fish species throughout the Project area and salmon protected by the Magnuson-Stevens Act (MSA). The Project should seek coverage under an ESA/MSA biological opinion issued by NMFS and possibly USFWS (Programmatic biological opinions by NMFS and USFWS are unlikely to provide coverage due to new bridge construction); this decision document would compel ODOT to minimize impacts by implementing numerous conservation measures and offsetting impacts through mitigation. ESA fluvial standards will also need to be met.

The Project has the potential to trigger the ORS 509-580 fish passage requirement because native migratory fish are present in the Project area. The Project would need to obtain ODFW fish passage approval for each individual water crossing or culvert (including the new and replacement bridges), and possibly for in-water construction.

Excluding bull trout, USFWS ESA-listed species that have the potential to occur in the Project area should be addressed via No

Estimated Cultural Resources Impacts

Archaeological Resources

48. Are there known archaeological sites in the project area?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
49. Will the project entail disturbance of previously undisturbed ground?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
50. Will archaeologically sensitive areas (confluence of rivers, headlands, coves, overlooks, etc.) be affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
51. If the project is on or adjacent to BLM or USFS land, does contact with BLM or USFS archaeologist indicate any issues?.....	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A

Historic resources (Built)

52. Does the SHPO historic database list any resources in the project area?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
53. Will there be any impacts to known historic resources (either listed or determined eligible for listing in the National Register of Historic Places)?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
54. Does any city/county comprehensive plan list any buildings/items in the project area as Goal 5 resources?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
55. Are any buildings in the project area thought to be 50 years old or older?.....	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
56. Are there any apparent/unique structures of potential historical interest?.....	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

Section 4(f)

57. * Could the project impact any archaeological or historic resources eligible for protection under Section 4(f) of the Department of Transportation Act?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unknown
---	------------------------------	-----------------------------	---

CULTURAL RESOURCES IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

Archaeological

A total of 21 previous archaeological investigations were identified dating between 1970 and 2016. Seven investigations conducted a pedestrian survey across the Project area. No cultural resources were identified by any of the previous investigations. Prior studies noted that the majority of the Project area was subject to heavy equipment disturbance and that part of the Project area was inundated and not surveyed. It was also noted that there was extensive ground disturbance along Debrick Slough. A pedestrian field investigation was conducted for this Project on October 11, 2018, and exploratory subsurface investigation was conducted from August 31 to September 2, 2020. No historic or archaeological resources were identified. If archaeological resources or human remains are inadvertently encountered during ground-disturbing activities associated with the Project, all earth disturbance in the immediate vicinity (100 feet) of the find should be halted immediately in accordance with state and federal law, and Oregon SHPO and appropriate tribes should be notified of the find.

Historic (built)

Historic properties identified within the Project area include two residential historic districts, both developed in the mid-1960's. Other historic properties include two public schools, a small former place of worship (now a dance studio), and three commercial buildings and residences (including two mobile homes). Based on areas where project construction could result in adverse effects to historic properties, determination of eligibility documentation occurred for five individual properties and one historic district. The findings of this documentation resulted in six individual properties being determined not eligible (All That Dance dance studio, 687 River Ave; Residence, 685 River Ave; Tudor Residence, 777 River Ave; Mobile Home, 455 Division Ave; Mobile Home, 477 Division) and one district (Lee's Mobile Home Park, 501 Division Ave) determined as eligible for listing in the National Register of Historic Places (NRHP).

The Project would displace the All That Dance dance studio, which was determined to be not eligible for listing in the NRHP. The NRHP-eligible Lee's Mobile Home Park is located north of Division Avenue where project planning will include the addition of a shared use path along Division Avenue. A finding of effect will be required for this historic property.

Temporary visual and auditory effects could occur to these properties during construction; these effects are not anticipated to be adverse and would cease to occur following construction. Operation of the Project within the road right-of-way adjacent to the identified historic properties reflects existing conditions and therefore would have no adverse effect on historic properties.

Estimated Parks / Recreation and Visual Impacts

Parks/Recreation Areas

58. * Could the project impact any parks, recreation areas, or wildlife/waterfowl refuges eligible for protection under Section 4(f) of the Department of Transportation Act?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
59. Could the project cause a Section 6(f) conversion or temporary occupancy of park or recreation area property encumbered by Land and Water Conservation funds?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown

Wild and Scenic Rivers

60. Is the project area within ¼ mile of the bank of an Oregon Scenic Waterway?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
61. * Will the project affect waterways designated as National Wild and Scenic Rivers?.....	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Visual

62. Will the project involve any potential triggers for visual impact analysis?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
---	------------------------------	--	----------------------------------

PARKS / RECREATION AND VISUAL IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

Parks/Recreation Areas

Two recreation resources have been identified in the Project area: the Willamette River Water Trail that is a Section 4(f) resource, and the unimproved access to the river that the USACE has not formally designated for public recreation use. The City of Eugene formally designates their shared-use paths as transportation infrastructure; thus these paths are not a Section 4(f) resource. The proposed new local arterial bridge connection between Beaver Street/Hunsaker Lane and the River Avenue/Green Acres Road intersection would cross above both the Willamette River Water Trail and the unimproved river access. The Project could result in *de Minimis* use of the water trail and unimproved river access. It is not anticipated to require permanent acquisition of land from either of these two resources nor result in a substantial adverse effect to either, because access disruptions during construction would be temporary and both resources would be retained for their current uses.

If the Project were to result in a temporary occupation of land at either resource during construction, it is anticipated that the Project would meet the requirements to obtain a temporary occupancy exception under the Section 4(f) regulations.

Based on a review of the database of Land and Water Conservation Fund (LWCF) grant recipients in Lane County Oregon (<http://projects.invw.org/data/lwcf/grants-or.html>), no Section 6(f) properties were identified in the study area.

Visual

Much of the study area is characterized by asphalt highways and highway structures, gravel shoulders and turnouts, and a substantial amount of roadway fill. However, there are sensitive viewing areas in the eastern part of the study area that the Project would likely impact, including the Willamette River riparian corridor (with its associated recreational paths), the unimproved river access, and portions of the residential areas located north of Beltline Highway between River Road and the OR 569 bridge. People in the affected community who have participated in stakeholder engagement have not identified visual impacts specifically as a concern.

Estimated Air Quality and Noise Impacts

Air Quality

63. Is the project in an air quality nonattainment or maintenance area?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
64. Is the project type exempt from conformity or Mobile Source Air Toxic analysis (MSAT)? (If yes, skip to Question 69).....	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
65. If in nonattainment or maintenance area, does the project involve adding lanes, signalization, channelization, and/or alignment changes? (If no, skip to Question 67).....	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
66. For PM10/PM2.5 areas, is the project annual average daily traffic in above 125,000 and is percent diesel 8% or higher?.....	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
67. In all areas, does the project bring roadways closer to populated areas?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
68. Is the project regionally significant?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
69. Is the project located in Lane County?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

Noise

70. Are noise-sensitive land-uses present within 500 feet of the project roadway?.....	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
71. Does the project require a noise analysis?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
72. Does the project qualify for a screening analysis?.....	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unknown	<input type="checkbox"/> N/A

AIR QUALITY AND NOISE IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

Air

The Project is located within the Eugene/Springfield Air Quality Maintenance Area (Eugene/Springfield AQMA) for Particulate Matter less than 10 microns (PM10), as defined in Titles 12 and 29 of the LRAPA rules and regulations; PM10 is the only air pollutant that is currently the subject of an air quality maintenance area within the Eugene/Springfield AQMA. The Project was included in the AQCD for the amended 2015-2018 TIP for the PE phase only. The Project is included in the Central Lane Metropolitan Transportation Planning Organization (MPO) adopted 2040 Regional Transportation Plan (RTP). The RTP is included in the MPO's Air Quality Conformity Determination adopted May 4, 2017.

Air quality analysis will be needed to determine whether the Project meets the conformity requirements of Clean Air Act 1 and 40

CFR 93.116 for PM10 as defined by 40 CF 93.123(b)(1), and therefore not requiring a hot-spot analysis. Analysis will also be needed to determine potential Mobile Source Air Toxics (MSAT) effects of the Project and if an Indirect Source Construction Permit would be required under the Lane Regional Air Protection Agency rules and regulations.

Noise

Noise-sensitive receivers (including residences, place of worship, and recreation uses) occur throughout the Project area. Project-related noise impacts are most likely to occur to residences and outdoor recreational users within the Project area located along the north and south sides of Beltline Highway between the River Road interchange and the west approach to the bridge crossing the Willamette River. Potential noise impacts from the proposed local arterial and connection to Beaver St/Hunsaker Lane must also be addressed in relation to the southeast portion of the Santa Clara neighborhood (which is located directly west of the Delta Sand and Gravel site and northwest of the river crossing).

No existing ambient noise monitoring has yet been conducted for the Project. Due to the presence of extensive commercial and residential development as well as other noise-sensitive land uses in the Project area, noise analysis of existing and future noise levels will be needed in association with subsequent Project design refinement and Federal environmental review.

Estimated Hazardous Materials / Waste Impacts

73. Does the project involve right-of-way acquisition or subsurface disturbance (e.g., excavation or drilling)? (If no, skip to Question 76)..... Yes No
74. Does a search of DEQ databases (LUST, UST or ECSI) indicate the presence of any potentially contaminated sites within or adjacent to the project area? Yes No
75. Does a search of the Oregon Fire Marshal's Hazardous Materials Incident database indicate any hazardous materials releases within the project area? Yes No
76. Are there known current or historical land uses within or adjacent to the project area that could possibly have involved the use or storage of hazardous materials? Yes No
77. Will the project include any structure (including buildings or bridges) demolition, repair, or removal of potentially hazardous materials (e.g., lighting or electrical equipment, hydraulic equipment, bridge mechanics, striping paint, bridge/barrier paint, treated timbers, etc.)? Yes No

HAZARDOUS MATERIALS / WASTE IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)
Multiple properties were identified 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 a permitted landfill for demolition waste. Delta Sand & Gravel had a confirmed 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 environmental impacts, 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 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.

Additional investigations of the potential sites of concern listed above are recommended for sites that will be directly impacted by the final Project design.

Estimated Geological / Geotechnical Impacts

Geological Resources/Geotechnical

78. Will an ODOT owned/permitted material source be offered for this project?..... Yes No Unknown
79. Will ODOT owned/permitted disposal sites be offered for this project? Yes No Unknown
80. If an ODOT owned/permitted disposal or material source site is being offered, has it been previously cleared to federal environmental standards? Yes No N/A
81. Is drilling/subsurface exploration anticipated? Yes No

GEOLOGICAL / GEOTECHNICAL IMPACTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)
Subsurface exploration may be required for installation of Willamette River and Debrick Slough bridge crossings. Prior to geotechnical drilling, clearances for archaeology, wetlands, and rare plants are required.

Stakeholder Concerns / Public Involvement

STAKEHOLDER CONCERNS / PUBLIC INVOLVEMENT COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)
The Project Community Advisory Committee has provided the following recommendations:
•Consider more physical separation for bicycles and pedestrians throughout the corridor, particularly cycle tracks and on-street bike lanes.
•Maintain a wide enough Project footprint to allow for safe multimodal connections.
•Highlight potential safety and congestion benefits that result from the diversion of local arterial traffic from Beltline Highway to the

new local bridge.

- Do not share property acquisition or timeframe estimates in the draft implementation framework table for the Project's Open House (too many unknowns, which can exacerbate tensions and controversy in a public setting).
- Project team should coordinate with agencies that could help with maintenance of the boat dock, such as Oregon Department of Fish and Wildlife and the Oregon Marine Board.

General themes of comments received at Project public open houses:

- General support for improvements to reduce travel delays, agreed with the need for a new local bridge just north of Beltline, and supported multimodal improvements
- Concern that the Project will not be sufficient to accommodate growth and reduce travel delays by the time they are implemented
- Concern that expanding lane capacity will add to congestion by encouraging additional motor vehicle travel
- Noise impacts

ODOT engaged Delta Sand and Gravel (which will have substantial land acquisition), the wastewater treatment plant, and nearby residential communities, including Lee's Mobile Home Park, River Road Community Organization, Good Pasture Island Neighbors, Northeast Neighbors and Santa Clara Community Organization (all directly adjacent to the project area), as well as Falcon Wood, a community near the project area. ODOT also notified property owners between River Avenue and Beltline Highway near Beaver Street and Hunsaker Lane about the project and public engagement opportunities.

Key Environmental Issues and Requirements

KEY ENVIRONMENTAL ISSUES AND REQUIREMENTS COMMENTS (FIELD WILL EXPAND AS YOU TYPE. CLICK TAB TO SEE TEXT IN EXPANDED FIELD.)

Key Issues

- Impacts to commercially-zoned properties
- Impact to property potentially eligible for the NRHP
- Floodplain/floodway impacts which require City development review approval
- Impacts to ESA-listed fish species and salmon protected under the Magnuson-Stevenson Act
- Noise impacts to residences and outdoor recreational areas.
- Impacts to two leaking underground storage tank sites on the Delta Sand & Gravel property
- Impacts to boating and trail use access

Requirements

- Goal Exception to Statewide Planning Goal 15: Willamette River Greenway
- Section 408 Engineering Review and Permitting
- Biological Assessment/Biological Opinion
- FEMA No-rise Certification
- ESA Determination of No Effect likely for terrestrial species
- ODFW Fish Passage approvals
- Stormwater Management Plan
- Erosion and Sediment Control Plan
- US Coast Guard Bridge permit
- Wetlands delineation survey
- Joint DSL/Corps Permit Application
- Archaeological Baseline Report and shovel probes
- Section 106 Programmatic Agreement/SHPO approval
- Hazmat Materials Phase I Assessment
- Noise Technical Report
- Visual Impact Assessment (Contingency)
- Air Quality Conformity documentation
- Section 4(f) documentation
- City/County permits: (land use/development; waterways/wetlands; flood hazard; tree removal)

Potentially Required Permits / Approvals / Clearances

- | | | | |
|--|---|-----------------------------|---|
| 82. Local Land Use | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 83. Local Agency Floodplain Permit..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 84. U.S. Corps of Engineers Section 404 and DEQ Section 401 Cert | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 85. U.S. Corps of Engineers Section 10 | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 86. DSL Removal/Fill..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 87. U.S. Corps of Engineers Section 408 (federal facilities)..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 88. NPDES 1200-CA permit (or 1200-C permit for local agencies)..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 89. U.S. Coast Guard New Bridge Permit | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
| 90. U.S. Coast Guard Permit Modification | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Unknown |

- 91. U.S. Coast Guard Construction Plan Approval..... Yes No Unknown
- 92. FAHP Programmatic BO Yes No Unknown
- 93. SLOPES Programmatic BO..... Yes No Unknown
- 94. Individual Biological Opinion..... Yes No Unknown
- 95. Marine Mammal Protection Act IHA Yes No Unknown
- 96. ODFW Fish Passage Plan Approval Yes No Unknown
- 97. State Endangered Species Act..... Yes No Unknown
- 98. No Effect Memo..... Yes No Unknown
- 99. Archaeological Excavation Permit..... Yes No Unknown
- 100. Section 106 – State Historic Preservation Officer (Historic–Built) Yes No Unknown
- 101. Section 106 – State Historic Preservation Officer (Archaeological) Yes No Unknown
- 102. Section 4(f) temporary occupancy..... Yes No Unknown
- 103. Section 4(f) *de minimis*..... Yes No Unknown
- 104. Section 4(f) Programmatic..... Yes No Unknown
- 105. Section 4(f) Evaluation – Individual Yes No Unknown
- 106. Section 6(f) Temporary Occupancy or Conversion Yes No Unknown
- 107. Wild and Scenic River Section 7 Determination..... Yes No Unknown
- 108. Oregon Scenic Waterways Yes No Unknown
- 109. FHWA Noise Yes No Unknown
- 110. * Air Conformity Yes No Unknown
- 111. Hazardous Materials Study..... Yes No Unknown
- 112. DOGAMI Permit..... Yes No Unknown
- 113. Other (specify):

--
- 114. Other (specify):

--
- 115. Other (specify):

--
- 116. Other (specify):

--
- 117. Other (specify):

--
- 118. Other (specify):

--

Preliminary NEPA Classification

Based upon the answers and content above, please answer the following questions:

23 CFR 771.117(a) – Would the project involve any of the following effects:

- 119. Induce significant impacts to planned growth or land use for an area?..... Yes No Unknown
- 120. Require relocation of significant numbers of people? Yes No Unknown
- 121. Have a significant impact on any natural, cultural, recreational, historic or other resources? Yes No Unknown
- 122. Involve significant air, noise, or water quality impacts? Yes No Unknown
- 123. Have significant impacts on travel patterns? Yes No Unknown

23 CFR 771.117(b) – Would the project involve unusual circumstances such as:

- 124. Significant environmental impacts? Yes No Unknown
- 125. Substantial controversy on environmental grounds?..... Yes No Unknown
- 126. Significant impacts to properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act? Yes No Unknown

127. Inconsistencies with any federal, state, or local law, requirements or administrative determination relating to the environmental aspects of the project? Yes No Unknown

Based upon questions 119-127 and the Environmental Prospectus responses, identify the project's preliminary NEPA class of action:

- Programmatic Categorical Exclusion (PCE)
- Documented Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

For preliminary PCEs and CEs, identify the up to three category(ies) of project work from the activities listed in CFR 771.117(c) and CFR771.117(d):

Show Categories

APPLICABLE CATEGORY (d)(13)	APPLICABLE CATEGORY	APPLICABLE CATEGORY
--------------------------------	---------------------	---------------------

Signatures

Digital signature/date are required from the preparer and/or ODOT REC.

PREPARER NAME AND TITLE Scott Richman, Senior Transportation Planner (Jacobs)
PREPARER DIGITAL SIGNATURE AND DATE Richman, Scott AAC00041987 <small>Digitally signed by Richman, Scott AAC00041987 Date: 2020.12.18 10:06:48 -08'00'</small>

ODOT REC NAME AND TITLE Daniel Ohm, Region 2 Env Project Manager
ODOT REC DIGITAL SIGNATURE AND DATE OHRN Daniel K <small>Digitally signed by OHRN Daniel K Date: 2020.12.18 15:57:49 -08'00'</small>