

<b>Project Name:</b> Franklin Blvd: I-5 Bridge to McVay Hwy. (Springfield)	
<b>Federal Aid #:</b> 6960(058) PL	<b>ODOT Key #:</b> 17217
<b>City/County:</b> Springfield, Lane County	<b>FHWA Nexus:</b> PE funding for project in 15-18 STIP
<b>Current Project Description:</b> The project will reconstruct the existing 5-lane Franklin Blvd. (Hwy 126B) to a facility with four travel lanes, bike lanes, landscaped medians, sidewalks, and segments of local access lanes. The project also includes four roundabouts and associated bus turn-out lanes.	

<b>Discipline/Resource</b>	<b>Required Compliance/Status Information</b>	<b>Attachment – Letter to FHWA from City of Springfield – July 17, 2014.</b> Vicinity Map: <input checked="" type="checkbox"/> - See letter
Right-of-Way	<p>The project requires acquisition of 7.11 acres of land from 56 parcels with 31 owners. Nineteen businesses will be displaced. No residents will be displaced:</p> <p>The City of Springfield will work with each displaced business individually to learn and respond to its needs and provide the displaced business assistance over and above the requirements of the Uniform Relocation Act. See the commitments section below for related commitments.</p> <p>The Eugene-Springfield area has an ample supply of available real estate to which displaced businesses can relocate. Additional design work is needed to determine if permanent easements will be necessary.</p>	See page 10 – Right of Way
Land Use	<p>The project is consistent with the City of Springfield’s comprehensive plan, including its transportation system plan, and so will not constrain or otherwise induce significant impacts to planned growth or land use for the area. As required by Oregon’s Transportation Planning Rule, the City of Springfield will undertake a review and approval process for the project, including citizen involvement, public notice, and a hearing. As part of the process, the City will adopt minor amendments to its comprehensive plan to conform it to the project design. The project is entirely within the Eugene-Springfield Urban Growth Boundary and will require no Statewide Planning Goal exceptions.</p>	See page 7 – “Do not Induce Significant Impacts to Planned Growth or land use for the Area”
Socioeconomics	<p>The project will have the following socioeconomic impacts.</p> <ol style="list-style-type: none"> <li>1. The project will displace 19 businesses, the 106 employees of which are 9 percent of the approximately 1,217 employees in the Project Area. Most jobs will be retained in the region because the market area for all displaced businesses is the metropolitan area, state, or Pacific Northwest and all or most are expected to relocate within the metropolitan area. None of the displaced businesses provides products or services important to neighborhood residents. The project design was refined to avoid displacing a business that does so, a convenience store that also sells produce and other groceries. The nearest full-service grocery stores are 2 miles away.</li> <li>2. The percentage of the employees of the displaced businesses that are minorities is small. Survey respondents for all but one of the displaced businesses provided percentages of employees by race and ethnicity. Based on these responses, 79 percent are white, 6 percent black, 9 percent Asian, 2 percent Indian or Alaskan Native, and 2 percent “other.” Hispanic/ Latinos comprise 13 percent of the total. (The percentages by race do not add to 100 percent because the number of employees by race was calculated by applying percentage estimates from respondents to the total number of employees at the business location.) The business survey did not cover the incomes of employees, so data on employee incomes is not available.</li> <li>3. The project will improve motorist, bicyclist, and pedestrian safety by moderating traffic speeds, reducing conflicting traffic movements, and providing bike lanes, buffered sidewalks, pedestrian crossings, and improved transit stops. These improvements will benefit the elderly and disabled who live in the area, as well as other residents.</li> <li>4. Project construction will result in temporary lane and access closures. The impacts of these closures will be minimized by preparation and implementation of a traffic management plan. The plan will provide for public information, flaggers, time-of-day lane closure restrictions, weekend closure restrictions, staging plans, detour identification, and signing.</li> <li>5. Access to businesses will be provided during construction.</li> </ol>	See page 14 – Socioeconomic Impact and  Page 10 – Business Relocations and Displacements and  Appendix B
Environmental Justice	<p>The project will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with provisions of E.O. 12898 and FHWA Order 6640.23A. U.S. Census data indicate a relatively low percentage of minority persons in the Project Area, but a comparatively high percentage of low-income persons. The Project Area is thought to have a low-income population of from 150 to 300 persons. As many as 20</p>	See Page 14 – Environmental Justice

	members of this population may live adjacent to Franklin Boulevard in the Project Corridor. The project will not relocate or displace any of these residents. The project's design was modified to avoid displacing a convenience store that serves low-income residents, as well as other residents. In addition, the occupants of these residences and all low-income residents in the Project Area will share in the benefits of the project, including improved sidewalks, pedestrian crossings, and bus stop access, as well as improved motor vehicle access and safety.	
CWA Section 404/Wetlands/Waters	The project will have no impacts on wetlands and involves no fill within rivers or streams.	See page 8 – Natural Resources
Water Quality	Impervious surface within public ROW will increase from 9 acres with the existing roadway to 15 acres with the project. However, the project will improve water quality in two ways. First, the project will result in a net reduction in total impervious surface in the area by 2 acres. Measuring impervious surface both within and outside the existing ROW, while the project will convert an estimated 2 acres of pervious surface to impervious surface, landscaped medians and roundabouts will convert an estimated 4 acres of impervious surface to pervious surface, resulting in a net reduction in impervious surface by an estimated 2 acres. This will reduce stormwater runoff. Second, stormwater discharges to the Willamette River from public ROW either will be eliminated or the stormwater will be treated prior to discharge. Runoff from Franklin Boulevard is now discharged to the Willamette River without treatment. Direct infiltration of stormwater into bioswales incorporated into project landscaping may enable complete elimination of discharges to the Willamette River because of the high permeability of area soils. If not, the project will include facilities to treat any discharged stormwater flows to comply with the City of Springfield's National Pollutant Discharge Elimination System permit or more stringent requirements, if applicable. Additional design work is needed to determine the feasibility of infiltration.	See page 10 – Water Quality
ESA/T&E Species	An ESA Determination of No Effect for species under the jurisdiction of the USFWS has been drafted. For species under the jurisdiction of NMFS ODOT will carry out consultation with NMFS thru FHWA under the ODOT's Programmatic Endangered Species Act Consultation on the Federal-Aid Highway Program (FAHP). If the project is classed as needing an environmental assessment a biological assessment will be prepared.	See page 8 – Natural Resources
NHPA Section 106 (Cultural Resources)	No historic properties adversely affected. The Project Corridor contains two properties determined to be eligible for the National Register of Historic Places (NRHP), the Myrmo & Sons property and bridge #1223 at the east end of the project. The project's conceptual design has been modified to avoid any direct impact on Myrmo & Sons. Indirect impacts are limited to such things as landscaping and sidewalks which will occur within the project's right-of-way. Bridge #1223 is beyond the eastern limits of the project. No impacts are proposed. A Section 106 Programmatic Agreement memo concluding that the project will impact no archaeological resources was submitted to ODOT. A shovel-probe survey of areas near the bridges at the project's eastern terminus is planned if project design calls for construction there. The Section 106 Programmatic Agreement Memo will be supplemented to report any results. At the time of final project design, ODOT will submit the cultural resources report and Section 106 Programmatic Agreement memo to the State Historic Preservation Office for concurrence.	See page 8 – Historic and Cultural Resources
Visual Resources	No adverse impacts to visual resources will occur from the project. The project is not on a national or Oregon scenic byway. The Project Corridor has no significant visual resources or viewpoints. The project will have a positive visual impact locally because the landscaped medians and other features will improve the appearance of the roadway.	See page 9 – Other resources
Section 4(f)	There are no Section 4(f) historic, parks, recreational, or refuge properties within the Project Area. The miniature golf facility managed by Willamalane Park and Recreation District is not subject to 4(f) because there is no element of public ownership.	See page 9 – Recreational Resources
Section 6(f)(3)	The project will not affect any properties encumbered with Land and Water Conservation Fund Act funds.	
Air Quality	The project is located in the City of Springfield, which is classified as an attainment area for all national Ambient Air Quality Standards. The project is listed in the current conforming RTP (project 802 on p. 3-21) and TIP (project 17217 on p. 19). Hot spot analyses for particulate matter 10 micrometers in diameter or smaller (PM10) will be required.	See page 9 – Air Quality
Noise	A noise study is required and is expected to be completed by September 2014. It will quantify estimated noise impacts and evaluate the feasibility of noise abatement. Project will comply with the City of Springfield's noise ordinance.	See page 9 – Noise
Hazardous Materials	A Level 1 site assessment found records of 17 hazardous materials sites located on properties abutting Franklin Blvd. in the Project Corridor. Right-of-way will be acquired from eight properties where hazardous materials may have been used or stored, including a former gas station, a tire shop (listed as a landfill site), an automotive dealership, two automotive repair facilities, a construction company, an HVAC company and a former veterinary hospital. Right-of-way will be acquired from two sites listed as having underground oil tanks. If project construction requires disturbance near a known or potential hazmat site, protection,	

	<p>containment, and disposal measures that follow best practices will be taken.</p>	
<p>Tribal Coordination</p>	<p>ODOT Archeologist Kurt Roedel sent e-mails regarding the project January 13, 2014, to cultural resource representatives of the Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, Confederated Tribes of the Warm Springs Reservation of Oregon, and Confederated Tribes and Bands of the Yakama Nation. He received no replies. The attached summary lists these contacts and the outcomes. If requested, these tribes will be notified in advance of the scheduled date and time of the shovel-probe survey referenced above under NHPA Section 106 (Cultural Resources). The tribes will also be provided an opportunity to comment on project design and will receive copies of the results of the shovel-probe survey.</p>	
<p>Public Outreach</p>	<p>The City of Springfield has conducted extensive public outreach and plans to conduct more. Outreach on the Glenwood Refinement Plan, which includes the project, began in 2007 and extended through adoption of the Plan in 2012. The outreach included a stakeholder advisory committee and citizens advisory committee, a mailing to all property owners and residents, regular updates to members of an interested parties list, a project website, a public open house, outreach to specific interest groups, and public work sessions and hearings of the Springfield and Lane County Planning Commissions, Springfield City Council, and Lane County Board of Commissioners. In the current phase of project development, the City conducted an in-person survey of all businesses in the Project Area in October 2013, and the City has prepared a public outreach plan. The plan provides for communications with affected businesses and residents through mailings, e-mailings, and phone calls; one-to-one outreach to displaced businesses; special measures to engage low-income persons, including in-person visits to dwellings adjacent to Franklin Blvd. and incentives to attend outreach events; targeted outreach events for the disabled and elderly; issue-focused meetings, such as on bicycle/pedestrian issues; open houses; e-updates to an interested parties list; project information posters at high visibility locations; updates to neighborhood organizations; a website with comment function; and use of print, radio, and TV media. The City has scheduled a public meeting on the project for October or November 2014.</p>	<p>See page 18 – Public Outreach Efforts</p> <p>Public Outreach &amp; Communication Plan are available upon request.</p>
<p>Environmental Commitments</p>	<p>The City of Springfield commits to take the following actions.</p> <ol style="list-style-type: none"> <li>1. Work with each business displaced by the project to provide the relocation assistance to which it is entitled under the Uniform Act. To avoid displacing additional businesses, incorporate into the project measures identified to enable businesses to remain at their present locations. See attached table, <i>Measures to Avoid Business Displacements, Franklin Blvd. Project</i>, and associated map.</li> <li>2. To comply with Oregon’s Transportation Planning Rule, undertake a review and approval process for the project, including citizen involvement, public notice, and a hearing. As part of the process, the City will adopt minor amendments to its comprehensive plan to conform it to the project design.</li> <li>3. Prepare and implement a project construction traffic management plan that provides for businesses to remain open during construction, public information, flaggers, time-of-day lane closure restrictions, weekend closure restrictions, staging plans, detour identification, and signing.</li> <li>4. Carry out the measures to reach out to and engage low-income persons included in the Public Outreach &amp; Communication Plan.</li> <li>5. In project design, provide for either direct infiltration of all stormwater runoff from the project or, if that is not feasible, provide facilities to treat any stormwater flows prior to discharge to the Willamette River to comply with the City of Springfield’s National Pollutant Discharge Elimination System permit or more stringent requirements, as applicable.</li> <li>6. Once the project reaches the 30% level design, the project will conduct a shovel-probe survey for archaeological resources of areas near the bridges at the project’s eastern terminus and supplement the Section 106 Programmatic Agreement Memo to report the results. Ensure that project design has no direct impact on the Myrmo &amp; Sons property. Upon final design, provide to ODOT any needed revisions to the cultural resources report and any other information ODOT may need to enable it to submit the cultural resources report and Section 106 Programmatic Agreement Memo to the SHPO for concurrence.</li> <li>7. Secure the inclusion of the project, as described in this document, in the next versions of the RTP and TIP.</li> <li>8. Conduct a noise study and incorporate into the project’s design any mitigation measures determined to be feasible and reasonable.</li> <li>9. To address hazardous materials:             <ul style="list-style-type: none"> <li>• complete a Level 2 preliminary site investigation (PSI) for all purchased properties which the Level 1 site investigation identified as having known hazardous materials or the potential for hazardous materials;</li> <li>• prepare a contaminated media management plan and incorporate its execution into construction bid documents as a contractor obligation</li> </ul> </li> </ol>	<p>See attached -- Table and map entitled, “Measures to Avoid Business Displacements Franklin Blvd. Project, 5/21/14</p>

	10. Provide the tribes an opportunity to comment on project design. 11. Implement the Public Outreach & Communication Plan as part of the project's on-going public outreach process.	
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This project qualifies as a subsection (d) categorical exclusion as outlined in 23 CFR §771.117. The example of an action that qualifies for a CE under 23 CFR §771.117(d) that is closest to the project is the example in 23 CFR §771.117(d)(1). (... "modernization of a highway by ... reconstruction, adding shoulders, or adding auxiliary lanes ..... ") The information in this form demonstrates that the specific conditions/criteria for an FHWA categorical exclusion are satisfied and that neither significant environmental effects (23 CFR §771.117(a)) nor unusual circumstances (23 CFR §771.117(b)) will result.

**Form Preparer: John Kelly, URS Corp.**  
 (if not prepared by the ODOT REC)

_____ <b>ODOT Region Environmental Coordinator</b>	_____ <b>Date</b>
_____ <b>ODOT Environmental Manager</b> <b>Molly Cary</b>	_____ <b>Date</b>
_____ <b>FHWA Official</b> <b>Dustin Woods</b>	_____ <b>Date</b>

Return signed form to: Molly.A.CARY@odot.state.or.us

For detailed information regarding preparation of the CE Closeout Document, see <a href="#">Completion Guidance for CE and PCE Closeout Documents</a> .	Submit one (1) hard copy of signed CE Closeout Document and attachments to the appropriate FHWA Oregon Division Office Environmental Program contact; 530 Center Street NE., Suite 420; Salem, OR 97301.
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