Appendix A Goals, Objectives, Criteria and Evaluation Measures

Table A-1 Goals, Objectives, Criteria, and Evaluation Measures as Applied to Corridor Alternatives

Objective	Criterion	Evaluation Measure	Plain Bypass	Split Diamond Bypass	Existing Highway Build	Texas Turnaround	Comments
Goal 1 (Multimodal Issues): Ensure solution provides for safe Alternative modes of transportation							
Improve/increase bike and pedestrian facilities in the corridor	Does the alternative improve/increase bike and pedestrian facilities in the corridor?	Number of bike and pedestrian improvements	NA	NA	NA	NA	Enhancements had not yet been designed when this measure was applied
		Miles of new and existing bike improvements	47	47	44	28	
		Miles of new and existing sidewalks	16	16	38	28	
Improve bike and pedestrian connectivity in the corridor	Does the alternative improve bike and pedestrian connectivity in the corridor?	Number of new bike or pedestrian connections	NA	NA	NA	NA	Enhancements had not yet been designed when this measure was applied.
		Connects major origins and destinations	Yes	Yes	Yes	Yes	
		Number of new bike or pedestrian facilities	NA	NA	NA	NA	Enhancements had not yet been designed when this measure was applied.
Provide opportunities for increased transit utilization	Does the alternative provide opportunities for increased transit utilization?	Number of transit improvements.	3	3	3	0	Counted as number of bus pullouts.
		Miles of transit improvements	0	0	0	0	No HOV lanes are recommended.
Consider a separated multi-use path in corridor	Does the alternative consider a multi-use path in the corridor?	Provides a separate multi-use path.	no	no	no	no	
Provide safe bike and pedestrian facilities	Does the alternative provide safe bike and pedestrian facilities?	Number of potential bike/ped/vehicle conflict points	South terminus dangerous to bikes and peds	Reduces number of bike/ped/ vehicle conflict points	South terminus dangerous to bikes and peds	Dangerous conflicts at all interchanges and turnarounds	Interchanges and directional ramps create hazards to bikes and pedestrians.
		Width of facility meets or exceeds the standard	yes	yes	yes	yes	

Table A-1 Goals, Objectives, Criteria, and Evaluation Measures as Applied to Corridor Alternatives

Objective	Criterion	Evaluation Measure	Plain Bypass	Split Diamond Bypass	Existing Highway Build	Texas Turnaround	Comments
Goal 2 (Environmental Issues): Protect and enhance the natural environment							
Minimize air quality impacts	Does the alternative minimize the air quality impacts?	Number of CO Hotspots	0	0	0	0	
		Decrease or increase regional emissions	Decrease	Decrease	Decrease	Possible increase	Texas Turnaround requires out-of-direction travel thereby increasing vehicle miles traveled (VMT) over the other alternatives.
Protect and enhance native fish and wildlife habitat	Does the alternative protect and enhance native fish and wildlife habitat?	Number of stream crossings	9	11	21	9	
		Acres of riparian habitat impacted	12	15	23	15	
		Number of enhancements for native fish and wildlife habitats	NA	NA	NA	NA	Enhancements had not yet been designed.
Avoid or minimize impacts to ESA listed species and their habitats	Does the alternative avoid or minimize impacts to ESA listed species and their habitats?	Number of ESA listed plant species impacted	1	1	0	0	
		Acres of habitat impacted classified by USFWS as "vernal pool critical habitat"	0	0	0	0	USFWS classification is different from project-related field verification.
		Number of enhancements to ESA listed species and habitats	NA	NA	NA	NA	Enhancements had not yet been designed.
Avoid or minimize impacts to wetlands/vernal pools	Does the alternative avoid or minimize impacts to wetlands/vernal pools?	Acres of high, medium, and low-quality wetlands impacted[1]	4	4	4	2	
		Acres of field-verified vernal pool habitat impacted	1.3	1.3	0.6	0	Project-related field verification is different from USFWS classification.
		Number of enhancements to wetlands/vernal pools	NA	NA	NA	NA	Enhancements had not yet been designed.
Avoid or minimize impacts to aquatic resources	Does the alternative avoid or minimize impacts to aquatic resources?	Estimated volume (yd^3) of fill below OHW	NA	NA	NA	NA	Fill calculations require design refinement and extensive technical analysis.

Table A-1 Goals, Objectives, Criteria, and Evaluation Measures as Applied to Corridor Alternatives

Objective	Criterion	Evaluation Measure	Plain Bypass	Split Diamond Bypass	Existing Highway Build	Texas Turnaround	Comments
Minimize impacts to water quality	Does the alternative minimize impacts to water quality?	Area (ft^2) of new impervious surface	1,947,000	2,260,000	2,464,000	884,000	All new impervious surfaces will be treated for water quality and quantity. Will be required to provide 100% detention
		Amount (%) of treatment (quality/quantity) provided for new impervious surfaces	100%	100%	100%	100%	
		Impacts to 303(d) listed waterways	NA	NA	NA	NA	
Minimize noise impacts	Does the alternative minimize noise impacts?	Number of sensitive receptors (residential/institutional) impacted	14	14	9	0	Based on a preliminary estimate and not on actual noise analysis.
Enhance the visual/aesthetic landscape	Does the alternative enhance the visual/ aesthetic landscape?	Number of design elements addressing aesthetic/visual resources	NA	NA	NA	NA	Alternative designs were not developed to the level that would allow this type of assessment.
Avoid or minimize impacts to cultural resources	Does the alternative avoid or minimize impacts to cultural resources	Number of adverse impacts to archaeological resources	0	0	0	0	
		Number of adverse impacts to historic above-ground resources	0	0	0	0	
Minimize impacts on farmland (EFU) and forest land (OSR)	Does the alternative minimize impacts to farmland (EFU) and forest land (OSR)	Acres of farmland (EFU) impacted	52	52	51	27	
		Acres of forest land (OSR) impacted	42	42	12	15	

Note
[1] At the time this analysis was conducted, information about the quality of potentially impacted wetlands was not available.

Table A-1 Goals, Objectives, Criteria, and Evaluation Measures as Applied to Corridor Alternatives

Objective	Criterion	Evaluation Measure	Plain Bypass	Split Diamond Bypass	Existing Highway Build	Texas Turnaround
Goal 3 (Economic Issues): Maintain economic vitality in the corridor						
Provide for safe and efficient movement of freight	Does the alternative provide for safe and efficient movement of freight?	Number of controlled access points to industrial/commercial areas	NA	NA	NA	NA
		Number of intersections not meeting mobility standards	1	1	1	1
		Decrease travel time through corridor	yes	yes	no	no
		Increase travel time reliability	yes	yes	yes	yes
Minimize impacts to businesses and residents	Does the alternative minimize business and residential displacements?	Estimated number of partial commercial acquisitions	52	37	143	146
		Estimated number of partial residential acquisitions	30	24	40	23
		Estimated number of "other" partial acquisitions (i.e. non-residential and non-commercial)	49	52	64	51
		Estimated total partial acquisitions	131	113	247	220
		Estimated number of complete commercial acquisitions	13	10	33	34
		Estimated number of complete residential acquisitions	1	3	17	34
		Estimated number of "other" or unclassified complete acquisitions	5	4	4	2
		Estimated total complete acquisitions	19	17	54	70
Provide accessibility for businesses	Does the alternative provide accessibility to businesses?	Number of access closures	NA	NA	NA	NA
		Number of new access locations	NA	NA	NA	NA
		Vehicle routing (circuitous or simple)	simple	simple	circuitous	circuitous
Encourage opportunities for economic development	Does the alternative encourage opportunities for economic development?	Number of new access locations to viable commercial/industrial parcels	yes	yes	no	no
Develop solutions that allow construction phasing relative to funding	Can the alternative be constructed in phases?	Would the individual phases be operationally independent?	yes	yes	yes	somewhat
		Can the project be phased?	yes	yes	yes	yes

Table A-1 Goals, Objectives, Criteria, and Evaluation Measures as Applied to Corridor Alternatives

Objective	Criterion	Evaluation Measure	Plain Bypass	Split Diamond Bypass	Existing Highway Build	Texas Turnaround
Goal 4 (Safety Issues): Ensure the solution is safe for all modes of transportation						
Follow applicable design standards	Does the alternative meet the appropriate design standards?	Number of design exceptions required	0	0	0	0
Reduce the number and severity of crashes and conflict points	Does the alternative reduce the number of conflict points?	Number of conflict points	NA	NA	NA	NA
		Number of improper roadway hierarchy connections	0	0	0	0
Apply access management standards within the corridor	Does the alternative meet the appropriate access management standards?	Number of access spacing deviations required	0	0	0	0
Accommodate emergency vehicles	Does the alternative accommodate emergency vehicles?	Impact to Emergency response time	no change	no change	increases	Increases
		Impacts to emergency routes	no	no	possible	yes*

*The Texas Turnaround would increase emergency response times due to the circuitous nature of the one-way frontage roads.

Table A-1 Goals, Objectives, Criteria, and Evaluation Measures as Applied to Corridor Alternatives

Objective	Criterion	Evaluation Measure	Plain Bypass	Split Diamond Bypass	Existing Highway Build	Texas Turnaround
Goal 5 (Transportation Issues): Provide a solution that addresses capacity and connectivity needs						
Meet design year capacity needs (v/c, LOS)	Does the alternative provide for the future design year capacity needs?	Number of intersections that do not meet mobility standards (v/c or LOS)	0	0	0	0
Provide facilities that meet user expectations (signage, visibility, etc.)	Does the alternative meet user expectations?	Provides logical progression of modal movement.	yes	yes	yes	no
Provide efficient connectivity within the corridor	Does the alternative provide efficient connectivity?	Number of major connections.	4	4	4	6
		Provides logical roadway hierarchy.	yes	yes	yes	yes
Find a balance between different users (through vs. local) needs	Does the alternative provide for the local and through needs of the corridor?	Provides separation between local and regional travel.	yes	yes	somewhat	somewhat
Design a facility that meets or approaches applicable design standards	Does the alternative meet or approach applicable standards?	Does the facility meet applicable design standards	yes	yes	yes	yes

Table A-1 Goals, Objectives, Criteria, and Evaluation Measures as Applied to Corridor Alternatives

Objective	Criterion	Evaluation Measure	Plain Bypass	Split Diamond Bypass	Existing Highway Build	Texas Turnaround
Goal 6 (Social Issues): Enhance community livability and quality of life						
Design transportation facilities that are visually pleasing	Is the alternative visually pleasing?	Provides improvements that are visually pleasing.	NA[1]	NA[1]	NA[1]	NA[1]
		Incorporates context sensitive design.	NA[1]	NA[1]	NA[1]	NA[1]
Address all user groups	Does the alternative address all user groups?	Provides improvements for local, through and freight trips	Yes	Yes	Yes	Yes
Minimize impacts to neighborhoods within and adjacent to the project area	Does the alternative minimize the impact to neighborhoods within and adjacent to the project area?	Potential Environmental Justice impacts (low income/minority)	no	no	no	no
		Neighborhood connectivity impacts	Minor	Minor	Significant[2]	Significant[2]
		Direct/indirect impacts to neighborhoods.	yes	yes	yes[2]	yes[2]

[1] At the time this table was compiled, the designs had not been refined to the point where materials, patterns, and colors had been selected. Detailed information about the potential appearance of project features was not available.
[2] The Existing Highway Build and Texas Turnaround Alternatives would significantly impact the residential area near Delta Waters Road.

Appendix B Farmland Conversion Impact Rating Forms

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request **12/14/10**	4. Sheet 1 of **1**
1. Name of Project **Highway 62 Corridor Solutions, Full Build-Out**	5. Federal Agency Involved **Federal Highway Administration**	
2. Type of Project **Roadway Improvement**	6. County and State **Jackson County, Oregon**	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS **12/14/10**	2. Person Completing Form **Jason Outlaw**
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated **0** / Average Farm Size **124 acres**
5. Major Crop(s) **Forage**	6. Farmable Land in Government Jurisdiction Acres: **565,161** % **36**	7. Amount of Farmland As Defined in FPPA Acres: **474,684** % **30**
8. Name Of Land Evaluation System Used **Jackson County Draft LE**	9. Name of Local Site Assessment System **none**	10. Date Land Evaluation Returned by NRCS **1/13/11**

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment Full Build-Out			
	Corridor A	**Corridor B**	**Corridor C**	**Corridor D**
A. Total Acres To Be Converted Directly	**83.1**	**85.0**	**85.9**	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	**23.7**	**12.8**	**0.0**	
C. Total Acres In Corridor	**106.8**	**97.8**	**85.9**	
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	**0.0**	**0.0**	**0.0**	
B. Total Acres Statewide And Local Important Farmland	**106.8**	**97.8**	**85.9**	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	**0.0225**	**0.0206**	**0.0181**	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	**19.3**	**19.3**	**19.3**	
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	29	26	23	

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	**Maximum Points**				
1. Area in Nonurban Use	**15**	**12**	**12**	**12**	
2. Perimeter in Nonurban Use	**10**	**8**	**8**	**9**	
3. Percent Of Corridor Being Farmed	**20**	**1**	**0**	**2**	
4. Protection Provided By State And Local Government	**20**	**20**	**20**	**20**	
5. Size of Present Farm Unit Compared To Average	**10**	**0**	**0**	**0**	
6. Creation Of Nonfarmable Farmland	**25**	**0**	**0**	**0**	
7. Availablility Of Farm Support Services	**5**	**5**	**5**	**5**	
8. On-Farm Investments	**20**	**10**	**10**	**10**	
9. Effects Of Conversion On Farm Support Services	**25**	**0**	**0**	**0**	
10. Compatibility With Existing Agricultural Use	**10**	**5**	**5**	**5**	
TOTAL CORRIDOR ASSESSMENT POINTS	**160**	**61**	**60**	**63**	**0**
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	**100**	**29**	**26**	**23**	**0**
Total Corridor Assessment (From Part VI above or a local site assessment)	**160**	**61**	**60**	**63**	**0**
TOTAL POINTS *(Total of above 2 lines)*	**260**	**90**	**86**	**86**	**0**

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
			YES ☐ NO ☑

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*

3. Date of Land Evaluation Request: 12/14/10

4. Sheet 1 of 1

1. Name of Project: Highway 62 Corridor Solutions, JTA Phase

5. Federal Agency Involved: Federal Highway Administration

2. Type of Project: Roadway Improvement

6. County and State: Jackson County, Oregon

PART II *(To be completed by NRCS)*

1. Date Request Received by NRCS: 12/14/10

2. Person Completing Form: Jason Outlaw

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐

4. Acres Irrigated: 0 | Average Farm Size: 124 acres

5. Major Crop(s): Forage

6. Farmable Land in Government Jurisdiction: Acres: 565,161 % 36

7. Amount of Farmland As Defined in FPPA: Acres: 474,684 % 30

8. Name Of Land Evaluation System Used: Jackson County Draft LE

9. Name of Local Site Assessment System: none

10. Date Land Evaluation Returned by NRCS: 12/15/10

PART III *(To be completed by Federal Agency)*

	Alternative Corridor For Segment JTA Phase			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	35.4	29.6	33.4	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	23.7	12.9	0.0	
C. Total Acres In Corridor	59.1	42.5	33.4	
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	0.0	0.0	0.0	
B. Total Acres Statewide And Local Important Farmland	59.1	42.5	33.4	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0125	0.0090	0.0070	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	3.5	3.5	3.5	
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	41	40	37	

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15	13	13	13	
2. Perimeter in Nonurban Use	10	8	8	9	
3. Percent Of Corridor Being Farmed	20	6	5	7	
4. Protection Provided By State And Local Government	20	20	20	20	
5. Size of Present Farm Unit Compared To Average	10	0	0	0	
6. Creation Of Nonfarmable Farmland	25	0	0	0	
7. Availablility Of Farm Support Services	5	5	5	5	
8. On-Farm Investments	20	10	10	10	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	5	5	5	
TOTAL CORRIDOR ASSESSMENT POINTS	160	67	66	69	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	41	40	37	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	67	66	69	0
TOTAL POINTS *(Total of above 2 lines)*	260	108	106	106	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
			YES ☐ NO ☑

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Appendix C Civil Rights Act: Title VI Policy Statement

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Office of the Director
Rm 135
355 Capitol St. NE
Salem, Oregon 97301-3871

FILE CODE:

TITLE VI AND RELATED STATUTES
NONDISCRIMINATION STATEMENT

November 12, 2008

It is the Oregon State Department of Transportation's (ODOT) policy to assure that no person shall, on the grounds of race, color, national origin, disability, age or sex, as provided by Title VI of the Civil Rights Act of 1964 and related statutes, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of the programs or activities it administers.

Matthew L. Garrett, Director

Form 731-0323 (11-06)

Appendix D Right-of-Way / Summary of Relocation Benefits

The Relocation Assistance Program Brochures provided on the following pages are also available online:

1. "Moving Because of the Highway or Public Projects?" http://www.oregon.gov/ODOT/HWY/ROW/docs/PDF/Publications/734-3772_brochure.pdf

2. "Acquiring Land for Highways & Public Projects" http://www.oregon.gov/ODOT/HWY/ROW/docs/PDF/Publications/734-3773_brochure.pdf

These brochures are also available in Spanish. Brochures in Spanish:

1. "Moving Because of the Highway or Public Projects?" http://www.oregon.gov/ODOT/HWY/ROW/docs/PDF/Publications/734-3772S.pdf

2. "Acquiring Land for Highways & Public Projects" http://www.oregon.gov/ODOT/HWY/ROW/docs/PDF/Publications/734-3773s_brochure.pdf

- **Possession**

No person lawfully occupying real property shall be required to move from his home, farm, or business location without at least 90 days' written notice. A displaced residential occupant will not be required to move earlier than 90 days after the date comparable replacement housing is made available.

The displacee will again be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his or her property. However, if a purchase does not require the person to move, the agreement to purchase the property may require the person to surrender possession of his or her property upon payment.

- **Appeals**

Any person who is dissatisfied with a determination of his or her eligibility or claim for any relocation benefit payment shall have the right of appeal. Any person making such an appeal will be given a choice of appealing for an optional reconsideration conference or for an administrative hearing. A reconsideration conference is an optional process to afford a displacee an opportunity to present additional relevant information that may not have been considered by the department or to correct factual errors and for the Department to reconsider the claim with the new or corrected information. An administrative hearing is a formal hearing process conducted by the Office of Administrative Hearings according to the Administrative Procedures Act, ORS 183.310 to 183.550. Either type of **appeal must be filed within 60 days of relocation benefit or claim determination**, and must be submitted on Form 734-3623 which is available from the Right of Way Agent assigned to the file.

- **Right of Way Agent**

Relocatees will be given information regarding their eligibility and possible benefits by the Right of Way Agent assigned to acquire the property.

734-3772 (09-2011)

General Summary of Relocation Benefits

Residential				Business, Farm, Non-Profits	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits.	
May be eligible for:		**May be eligible:**		**May be eligible for:**	
Replacement Housing Differential Payment	$22,500	Rent Supplement	$5,250 max.	Actual reasonable moving costs	Actual
Including: Costs incidental to purchase or replacement dwelling		Or Down payment benefit and costs incidental to purchase of replacement dwelling	$5,250 max.	Or Negotiated moving costs payment not to exceed lower of two estimates secured by agency	No more than lowest estimate
And including: Increased interest cost on replacement dwelling		Plus Actual reasonable moving costs	Actual	Plus Tangible personal property loss due to relocation	Actual value or estimated costs to move, whichever is lower
Or Rent Supplement	$5,250	And Storage of personal property for up to twelve months with prior approval	Actual	Plus Reasonable cost of search for new site	$2,500 max.
All displacees may be eligible for:		Or Moving costs based upon schedule		Plus Storage of personal property for up to twelve months with prior approval	Actual
Actual reasonable moving costs	Actual			Plus Reestablishment expenses at the replacement site	$10,000 max.
And, Storage of personal property up to twelve months with prior approval	Actual			Or Fixed payment in lieu of all other benefits requires approval of agency	Average of annual net earnings for two years prior to year of relocation of $1,000 min., $20,000 max.
Or, Moving costs based upon schedule					

Oregon Department of Transportation

Moving Because of the Highway or Public Projects?

A description of the
Oregon Department of Transportation
Relocation Assistance Program

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or has been offered comparable replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin.

Relocation payments and relocation advisory services, pursuant to State and Federal law, may not be provided to an alien unless the alien is lawfully present in the United States, except in cases of exceptional or extreme hardship. Displacees will be asked to sign a "Certification of Legal Residency in the United States."

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transportation property acquisitions, this brochure summarizes the principal provisions of relocation services and benefits. However, persons reading this brochure are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The Right of Way Agent assigned to purchase property will have detailed information for displaced persons.

No relocation payment received by a displaced person under this part shall be considered as income for the purpose of the Internal Revenue code of 1954, which has been redesignated as the Internal Revenue Code of 1986 or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law, except for any Federal law providing low-income housing assistance.

- **Relocation Services**

The Department of Transportation maintains Regional Right of Way offices in the following locations:

Region 1
123 NW Flanders
Portland, OR 97209
503-731-8200
888-769-7341

Region 4
63085 N Hwy 97 #102
Bend, OR 97701
541-388-6196
888-769-7344

Region 2
455 Airport Rd SE Bldg A
Salem, OR 97301
503-986-2601
888-769-7342

Region 5
3012 Island Avenue
LaGrande, OR 97850
541-963-7552
877-851-9097

Region 3
3500 Stewart Parkway #164
Roseburg, OR 97470
541-957-3559
888-769-7343

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data regarding required deposits for utilities, closing costs, typical down payments, interest rates, and FHWA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown, and schedules and fare information are available. Experienced Right of Way Agents are available to aid displaced persons to the fullest extent. Right of Way Agents do not expect and will not accept any fee for any service rendered.

- **Eligibility**

It is important to note that eligibility for any of the following benefits is not established until you have received a written notice of eligibility from the State.

- **General Moving Expenses**

Service charges for reconnecting utilities are reimbursable except under schedule move procedures.

- **Individual and Family Moving Expenses**

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for actual and reasonable expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after displacement, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill, and the Department of Transportation will make payment directly to the mover. If the residential displacee chooses, costs may be reimbursed according to set schedule based upon the number of rooms of furniture to be moved.

- **Residential Moving Schedule**

Unfurnished (Relocatee owns furniture)
$ 600 (1 room) **$ 800** (2 rooms)
$ 1000 (3 rooms) **$ 1200** (4 rooms)
$ 1400 (5 rms) **$1600** (6 rms) **$1800** (7 rms) **$2000** (8 rms)
Plus **$200** for each additional room

Furnished (Relocatee does not own furniture)
$350 for first room plus $100 for each added room

- **Re-establishment Payment** (Businesses, farms, non-profit organizations only)

Displaced small businesses, farm operations, and non-profit organizations may receive a payment not to exceed $10,000 for expenses actually incurred to relocate and re-establish themselves at a replacement site. Eligible expenses can include repairs and improvements required by law, replacement of soiled and worn surfaces at the replacement site and other modifications, exterior signing, advertisement of the replacement location, and estimated increased cost of operation of the first two years.

- **Business, Farm and Non-Profit Organization Moving Expenses**

Displaced businesses, farm operations, and non profit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed in an amount up to $2,500 for a farm, non-profit organization, or business. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self-move, the business, farm operation, or non-profit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from qualified moving companies.

Under certain conditions, businesses, farms, and non-profit organizations may receive payments for direct loses of tangible personal property resulting from the necessity to relocate.

A displaced or discontinued business, non profit organization or farm operation, except advertising sign owners, may, under certain conditions, elect to receive a fixed payment in an amount equal to the average annual net earnings of the business or farm preceding the year in which such business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $20,000 and will not be less than $1,000. Those who choose the fixed payment are not eligible for any other relocation benefit payment.

- **Storage of Personal Property**

Storage of personal property requires the written approval of the Department of Transportation and may not exceed twelve (12) months except in unusual circumstances. It should be clearly understood that those dislocatees who accept the scheduled move or fixed payment are not eligible to receive the storage expense benefit.

- **Replacement Housing**

A displaced owner-occupant of a dwelling owned and occupied for 180 days or more immediately prior to the initiation of negotiations for such property may be eligible for additional payments, the combined total of which may not exceed $22,500. The replacement housing payment is the amount, if any, which when added to the amount for which the State acquired his or her dwelling, equals the actual cost which the owner is required to pay for a decent, safe, and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. This payment includes compensation for increased interest costs for financing the replacement dwelling and actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more, but less than 180 days or a tenant-occupant of 90 days or more, immediately prior to initiation of negotiations for such property may be eligible for additional payments, the combined total of which may not exceed $5,250. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs.

In those cases where an owner-occupant of 90 days or more but less than 180 days, or a tenant-occupant of 90 days or more chooses to rent instead of purchase a replacement dwelling, he or she may, under certain conditions, be eligible for payment to rent a decent, safe, and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 42 months or the amount determined by the State as necessary to rent a comparable dwelling for 42 months, whichever is less. To be eligible for these benefits, the displaced occupant must purchase or rent and occupy a decent, safe, and sanitary replacement dwelling within one year after the required date of displacement or within one year after the actual date of displacement, whichever is later.

Claims for replacement housing differential payment and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe, and sanitary standards established by the Federal Department of Transportation. It is recommended that this determination be made prior to a commitment to rent or buy. The decent, safe, and sanitary inspection of the replacement dwelling by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

▪ Payment

If you sign a deed and any accompanying agreements, and the Transportation Commission approves it, then the transfer of title and payment may proceed. As in a private sale, you are responsible for clearing encumbrances to the title such as unpaid taxes, assessments, mortgages, outstanding leases and other liens against your property. The Right of Way Agent will assist you in clearing title. No payment can be made until a warranty deed conveying clear title to the Department has been recorded in the appropriate county records.

At the time the deed is available for recording, authorization is given to prepare a check for your property. Normally, when no cloud obscures the title, you will receive payment for your property about four weeks after you give the Department a deed to the property.

If the condemnation action has been filed, the amount established by the Department as Just Compensation will be deposited with the court for distribution in accordance with the order of the court.

You are entitled to be reimbursed for fair and reasonable costs you incur for expenses incidental to conveying your property to the Department. Such expenses could be, but are not necessarily limited to, penalty costs for prepayment of any pre-existing recorded mortgage encumbering your property, mortgage release fees, and the State's portion of real property taxes.

▪ Possession

You are not required to surrender possession of your property until you have been paid the agreed purchase price or an amount equal to the Department's established estimate of just compensation has been deposited with the court for your benefit.

When negotiations begin, you, as well as any tenants occupying your property, will be notified in writing that it is the Department's intent to acquire the property. You will not be required to move from your home, farm, or business location earlier than 90 days following that notice or within 30 days after payment, whichever is later. However, if the purchase does not require you to move, the agreement to purchase your property may require you to surrender possession of your property upon payment.

The Department is aware of the need for a reasonable time for relocation. If your property is not needed for several months, your continued occupancy may be permitted on a short-term basis. The amount of rent the Department may charge you, or another tenant, may not exceed the fair rental value of the property to a short-term occupant.

▪ Right of Way Offices

For your convenience the Department maintains Regional Right of Way Offices in the following locations:

Region 1 – Portland
123 NW Flanders
Portland, OR 97209
Voice: 503-731-8200
Fax: 503-731-8458
Toll Free: 888-769-7341

Region 2 – Salem
455 Airport Road SE Bldg. A
Salem, OR 97301-5397
Voice: 503-986-2601
Fax: 503-986-2622
Toll Free: 888-769-7342

Region 3 – Roseburg
3500 Stewart Parkway Suite 164
Roseburg, OR 97470
Voice: 541-957-3559
Fax: 541-957-3563
Toll Free: 888-769-7343

Region 4 – Bend
63085 N Highway 97 Suite 102
Bend, OR 97701-9901
Voice: 541-388-6196
Fax: 541-388-6381
Toll Free: 888-769-7344

Region 5 – LaGrande
3012 Island Avenue
LaGrande, OR 97850
Voice: 541-963-7552
Fax: 541-962-9819
Toll Free: 877-851-9097

734-3773 (11-2004)

Oregon Department of Transportation

Acquiring Land for Highways & Public Projects

A description of the
Department of Transportation
Land Acquisition Program

When improving highway facilities, the Department of Transportation has the task of acquiring right of way. It is the aim and desire of the Department to obtain right of way with fairness and equity.

The State is empowered to acquire private property for public use. With this power goes the obligation to protect the rights of the individual property owner. The Department thus has a dual responsibility. It is to recognize and protect the individuals who are affected by acquisition of land, as well as competent and efficient service to the public.

▪ Public Hearings

Public hearings, when required, are held during the location and design stages of a project. Such hearings provide opportunities for public participation to ensure that highway locations and designs are consistent with Federal, State and Local goals and objectives.

The corridor hearing is held after preliminary studies have been made on several possible routes. During the course of this hearing, testimony is recorded for study by Department personnel and the Transportation Commission.

Upon selection of a corridor, a detailed survey within that corridor is made and a preliminary design plan developed for presentation at a "Design Hearing".

The "Design Hearing" provides an opportunity to present testimony about the final highway design.

In an instance where a choice of corridors is not involved, such as the case of an improvement to an existing highway, a single "Combination Corridor-Design Hearing" may be held.

After all data and testimony has been studied, a final design is adopted by the Transportation Commission and the acquisition of rights of way is authorized.

▪ Just Compensation

Owners of property needed for a highway project will be offered Just Compensation for the required rights of way. Just Compensation includes the estimated value of all the land and improvements within the needed area. In addition, if only a part of a property is to be acquired, Just Compensation will also include any measurable loss in value to the remaining property due to the partial acquisition.

Just Compensation is based on the Department's valuation of the needed property and its estimation of any damages to the remaining property. Department procedures, guided by Federal Regulations, have been designed to protect both owners of properties needed for highway rights of way as well as other taxpayers. The valuation process will be conducted either by an experienced and qualified employee of the Department or by an independent fee appraiser under a contract with the Department. The value arrived at will be by comparison of similar properties in the market that have recently sold, by knowledge and consideration of costs and depreciation for any improvement(s) to be acquired, and when applicable, by the property's income potential. The final value determination will be based on this type of information from the local real estate market.

The property to be acquired is inspected by a qualified appraiser during the first part of the valuation process. With complex acquisitions involving large portions of the property, major buildings or improvements on the property, displacement of residents, and/or damages to the remaining part of the property not being acquired, property owners will be given 15 days to prepare the property, and will be given the opportunity to accompany the appraiser during a detailed inspection of their property.

Any increase or decrease in the value of needed property brought about by public knowledge of the upcoming highway project, is disregarded in the valuation process.

The final value estimate is reviewed for completeness and accuracy, and Just Compensation is established by the Department's Review Appraiser. In addition to this estimate of Just Compensation, the Department will make an offer to purchase any remaining property determined to have no remaining economic value to the owner.

▪ Acquisition Procedure

The Right of Way Agent who calls on you has studied the Department's valuation of the needed property and can illustrate with maps and other data how the acquisition will affect your property. The Department's offer will be confirmed in writing, together with an acquisition summary statement, and an appraisal, or evaluation sheet, which provides the basis for that amount. The Agent is authorized to obtain a deed from you to purchase your property, subject to the approval of the Transportation Commission. The Agent is unable, under Department procedures governing acquisitions, to engage in "horse trading"; rather the Agent is confined to those monetary values indicated by the appraisal process.

However, the Department is ready and willing to reconsider its position in light of any new evidence of value presented by you including a documented professional appraisal.

The Department may not take any action which would coerce you into accepting its offer. Prohibited actions include advancing the time of condemnation, deferring negotiations or condemnation or postponing the deposit of funds in court for your use.

You need not accept the State's offer or enter an agreement felt to be unfair. Owner's have a minimum 40-day period to accept or reject the offer, unless an emergency has been declared. A refusal is simply a case of disagreement between the two parties on the value of the property.

In the event the parties are still unable to agree as to the compensation to be paid, or you cannot clear the title, mediation of differences between parties, conducted by an independent mediator, can be arranged by the Department in order to reach settlement prior to filing any condemnation action. Mediation is a non-binding process where all parties reach agreement.

In the event parties are still unable to agree as to compensation to be paid, or if title cannot be cleared, a condemnation action will be filed. Once condemnation is filed, a trial date will be determined. However, an owner can elect binding arbitration prior to trial, through the Court, for amounts of $20,000 or less, and non-binding arbitration for amounts between $20,000 and $50,000. Arbitration is not available above $50,000.

Discussions and mediation can, of course, continue even after a condemnation action is filed in an effort to resolve differences. The filing allows the State to proceed with the construction project.

▪ Improvements

When the Department acquires an interest in your land, it must acquire an equal interest in your house or any other improvements located on the land acquired. If buildings are required to be removed, the Department may allow the owner to retain the improvements. If you are interested, this can be discussed with the Right of Way Agent.

Se volverá a notificar a la persona desplazada con 30 días o más de anticipación a la fecha en que deba desalojar la propiedad. Dicho aviso de 30 días no se enviará hasta que el dueño(a) de la propiedad haya recibido el pago por su propiedad. Sin embargo, si se trata de una compra que no requiere que la persona se mude, el acuerdo para comprar la propiedad puede requerir que la persona dé posesión de su propiedad en el momento del pago.

APELACIONES

Toda persona reubicada que esté desconforme con alguna de las decisiones sobre su elegibilidad o su reclamo de pago de algún beneficio de reubicación tiene derecho de apelación. Los formularios de apelación se pueden obtener del agente de derecho de paso encargado de la compra de la propiedad. El Jefe Administrativo del Departamento de Transporte ha delegado su autoridad de revisión a un oficial de audiencias. Las apelaciones deben presentarse ante la mesa en un plazo de 60 días después de que el Estado actúe sobre un reclamo o niegue elegibilidad para un beneficio.

Toda persona que haga tal apelación tiene oportunidad de ser escuchada en una audiencia de apelación hecha para examinar su queja. Se provee luego una decisión con las razones en las que se basa el resultado alcanzado.

EL AGENTE DE DERECHO DE PASO

Las personas reubicadas recibirán información relacionada con su elegibilidad y posibles beneficios del agente de derecho de paso asignado para la compra de la propiedad.

Form 734-3772S (09-2011)
IMPRIMIDO EN PAPEL RECICLADO

RESUMEN GENERAL DE LOS BENEFICIOS DE REUBICACION

PARA RESIDENCIAS

PARA NEGOCIOS, GRANJAS Y ORGANIZACIONES S.F. de L.

Dueño ocupante por 90 días o más pero menos de 180 días e inquilino ocupante por 90 días o más antes de la iniciación de las negociaciones por la propiedad		Dueño ocupante por 90 días o más pero menos de 180 días e inquilino ocupante por 90 días o más antes de la iniciación de las negociaciones por la propiedad	
Podrá ser elegible para:		***Podría ser elegible para:***	
Propietario ocupante por 180 días o más antes de la iniciación de las negociaciones por la propiedad		Costos reales razonables de mudanza	Real
Aditivo para la vivienda	$22,500 máx.	O	
Incluyendo		Pago negociado de los costos de mudanza no mayor que el más bajo de dos presupuestos obtenidos por la agencia	No mayor que el presupuesto más bajo
Costos incidentales a la compra de la propiedad de reemplazo		Más	
E Incluyendo		Pérdida de propiedad personal tangible causada por la reubicación	$1,000 mínimo, $20,000 máximo
Aumento en el costo de los intereses de la propiedad de reemplazo		Más	
O	-	Costo razonable de la búsqueda de un nuevo sitio	$1,000 máx.
Suplemento de renta	$5,250 máx.	Más	
Todas las personas desplazadas podrían ser elegible para:		Almacenamiento de propiedad personal por hasta doce meses con autorización previa	Real
Costos reales razonables de mudanza	Real	Más	
Y		Gastos de reinstalación en el sitio de reemplazo	$10,000 máx.
Almacenamiento de propiedad personal, hasta doce meses con autorización previa	Real	O	
		Pago fijo en lugar de todos los otros beneficios - requiere autorización de la agencia	Valor real o costo estimado para trasladarla, cualquiera sea el valor más bajo Promedio de las ganancias netas anuales de los dos últimos años anteriores a la reubicación
Costos de mudanza basados en la tabla			
Suplemento de renta	$5,250 máx.		
O			
Beneficio de entrega inicial y costos incidentales a la compra de la propiedad de reemplazo	$5,250 máx.		
Más			
Costos reales razonables de mudanza	Real		
O			
Costos de mudanza basados en la tabla			
O			
Almacenamiento de propiedad personal por hasta doce meses con autorización previa	Real		
Dueños ocupantes e inquilinos ocupantes con derecho a los mismos beneficios			

¿TIENE QUE MUDARSE A CAUSA DE LA CONSTRUCCION DE CARRETERAS O PROYECTOS PUBLICOS?

DESCRIPCION DEL PROGRAMA DE ASISTENCIA DE REUBICACION DEL DEPARTAMENTO DE TRANSPORTE

Los reglamentos del Departamento de Transporte establecen que no se puede obligar a ninguna familia o individuo a desalojar una residencia hasta que la persona desplazada haya encontrado o se le haya ofrecido una vivienda comparable para reemplazarla.

Toda vivienda de reemplazo ofrecida debe ser una vivienda justa, abierta a todas las personas sin consideración de raza, color, religión, sexo o nacio-nalidad.

No se puede usar fondos Federales para pagos de reubicacion o servicios consultivos de reubicacion a un extranjero que no esta legalmente en Los Estados Unidos, excepto en casos de extraodinario o extrema dificultad. Sin embargo, personas que no estan legalmente en Los Estados Unidos pueden ser eligibles para recibir beneficios de reubicacion usando fondos del Estado solamente, excepto en casos de extrema dificultad. A personas desplazadas se va pedir que firmen un "Certificado de Residencia Legal en Los Estados Unidos".

La legislación de reubicación, por su amplio alcance, es algo complicada y difícil de leer y interpretar. Para la información de quienes se vean afectados por las compras de propiedad del Departamento de Transporte, este folleto resume las principales disposiciones sobre beneficios y servicios de reubicación. Sin embargo, quienes lean este folleto no deben formar opiniones adelantadas con respecto a los beneficios y cantidades que pueden tener derecho a recibir. El agente de derecho de paso asignado a la compra de una propiedad tendrá información detallada para las personas desplazadas.

DEPARTAMENTO DE TRANSPORTE DE OREGON

Ningún pago por reubicación recibido por una persona desplazada se considerará ingreso según el Internal Revenue Code de 1954, que ha sido redesignado como Internal Revenue Code de 1986, ni se usará para determinar la elegibilidad o el grado de elegibilidad de cualquier persona para recibir asistencia según el Acta de Seguridad Social o cualquier otra ley Federal, a excepción de toda ley Federal que provea asistencia para vivienda de bajos ingresos.

LOS SERVICIOS DE REUBICACION

El Departamento de Transporte mantiene oficinas de derecho de paso en los siguientes lugares:

Region 1:123 NW Flanders, Portland, Oregon 97209
Nº de Teléfono: 503-731-8400
Fax: 503-731-8458

Region 2: 455 Airport Rd.,SE, Building A
Salem, Oregon 97301
Nº de Teléfono: 503-986-2600
Fax: 503-986-2622

Region 3: 3500 NW Stewart Parkway, Suite 164
Roseburg, Oregon 97470
Nº de Teléfono: 541-957-3559
Fax: 541-957-3563

Region 4: 63085 N Hwy. 97, Suite 102, Bend, Oregon 97701
Nº de Teléfono: 541-388-6196
Fax: 541-388-6381

Region 5: 3012 Island Avenue, La Grande, Oregon 97850
Nº de Teléfono: 541-963-7552
Fax: 541-963-9079

Estas oficinas mantienen listas actualizadas de residencias, negocios, y granjas de reemplazo para personas desplazadas, como así también datos actualizados sobre los depósitos necesarios para servicios públicos, costos de cierre, entregas iniciales tipo, tipos de interés, y requisitos e información de FHA y VA. Las oficinas también tienen mapas que muestran la ubicación de escuelas, parques, lugares de juegos, y zonas comerciales. Hay información sobre rutas, horarios y precios del transporte público. Hay agentes de derecho de paso disponibles para prestar la máxima ayuda posible a las personas desplazadas. Los agentes de derecho de paso no esperan ni aceptan retribución alguna por los servicios que prestan.

ELEGIBILIDAD

Es importante notar que la elegibilidad para recibir cualquiera de los siguientes beneficios no está establecida hasta que Ud. haya recibido un aviso escrito de elegibilidad del Estado.

GASTOS GENERALES DE MUDANZA

Las tarifas de servicio para reconectar los servicios públicos son reembolsables excepto bajo el plan de mudanza fijo.

GASTOS DE MUDANZA PARA INDIVIDUOS Y FAMILIAS

Todo individuo o familia desplazada por un proyecto del Departamento de Transporte tiene derecho a recibir un pago por el gasto real y razonable de trasladar la propiedad personal a una distancia que no exceda un radio de 50 millas o al sitio disponible y adecuado más cercano.

Para obtener el pago por gastos de mudanza, la persona desplazada tiene 18 meses a partir de su fecha de desalojo para presentar un reclamo escrito ante el Departamento de Transporte en un formulario especial. En algunos casos, y si le conviene a la persona desplazada, se puede hacer un acuerdo escrito con el Departamento de Transporte que permita a la persona desplazada presentar una cuenta de mudanza comercial impaga, y el Departamento de Transporte hará el pago directamente a la compañía de mudanza. Si el desplazado residencial lo prefiere, los costos pueden reintegrarse según un plan de mudanza fija basado en el número de recámaras amuebladas que es necesario trasladar.

PLANILLA RESIDENCIAL DE MUDANZAS

Sin amueblar
[El relocatario posee muebles]
$600 (1 recámara) **$800** (2 recámaras)
$1000 (3 recámaras) **$1200** (4 recámaras)
$1400 (5 recámaras) **$1600** (6 recámaras)
$1800 (7 recámaras) **$2000** (8 recámaras)
más $200 por cada recámara adicional.

Amueblada
[el relocatario no posee muebles]
$350 por la primera recámara más
$100 por cada recámara adicional.

PAGO DE REESTABLECIMIENTO

(sólo para negocios, granjas y organizaciones sin fines de lucro)

Los pequeños negocios, granjas y organizaciones sin fines de lucro desplazadas pueden recibir un pago no mayor de $10,000 para gastos reales incurridos para su traslado y reinstalación en un sitio de reemplazo. Los gastos cubiertos pueden incluir arreglos y mejoras requeridas por ley, reemplazo de superficies manchadas y gastadas en el sitio de reemplazo y otras modificaciones, letreros exteriores, publicidad de la ubicación de reemplazo, y aumento estimado del costo de operación durante los dos primeros años.

GASTOS DE MUDANZA PARA NEGOCIOS, GRANJAS Y ORGANIZACIONES SIN FINES DE LUCRO

Los negocios, granjas y organizaciones sin fines de lucro desplazadas tienen derecho a recibir gastos de mudanza reales y razonables para el traslado de propiedad personal a una distancia que no exceda un radio de 50 millas o al sitio disponible y adecuado más cercano. Puede reclamarse una cantidad de hasta $1,000 por el costo real y razonable de buscar una ubicación de reemplazo para una granja, negocio u organización sin fines de lucro. Tales pagos deben estar documentados con recibos de cuentas pagadas u otra evidencia de los gastos incurridos.

Para procedimientos diferentes de mudanza, como por ejemplo si el traslado se hace por cuenta propia, los negocios, granjas u organizaciones sin fines de lucro pueden recibir un pago que no sobrepase el monto del menor de dos presupuestos que el Departamento de Transporte haya obtenido de compañías de mudanza calificadas.

Bajo ciertas condiciones, los negocios, granjas y organizaciones sin fines de lucro pueden recibir pagos por pérdidas directas de propiedad personal tangible que resulten de la necesidad de reubicarse.

Un negocio, granja u organización sin fines de lucro desplazada o en estado de discontinuidad, excepto los propietarios de letreros de publicidad, puede, en ciertas circunstancias, ser elegible para recibir un pago fijo en una cantidad igual a las ganancias netas anuales promedio del negocio o granja durante los dos últimos años inmediatamente anteriores al año en que fue desplazada. El pago no puede exceder los $20,000 y ni será menor de $1,000. Quienes eligen el pago fijo no son elegibles para recibir ningún otro pago de beneficios de reubicación.

ALMACENAJE DE LA PROPIEDAD PERSONAL

El almacenaje de propiedad personal requiere la aprobación escrita del Departamento de Transporte y no puede extenderse por más de doce meses, excepto en circunstancias especiales. Debe entenderse claramente que aquellos propietarios desplazados que aceptan el plan de mudanza fijo o el pago fijo no son elegibles para recibir beneficios por gastos de almacenaje.

VIVIENDA DE REEMPLAZO

Un propietario/ocupante desplazado de una residencia poseída y ocupada por 180 días o más inmediatamente antes del comienzo de la negociación para la compra de tal propiedad puede ser elegible para pagos adicionales cuyo total combinado no puede exceder los $22,500.

El pago de la vivienda de reemplazo es la cantidad, si la hay, que agregada al monto por el cual el Estado adquirió la vivienda, es igual al costo real que el propietario tiene que pagar por una residencia de reemplazo decente, segura, e higiénica o la cantidad que el Estado determine necesaria para comprar una residencia comparable. Siempre se usa la menor de estas dos cantidades. Este pago incluye compensación por el aumento en los costos de interés para financiar la residencia de reemplazo y los costos reales de cierre de la compra de la vivienda de reemplazo.

Un propietario/ocupante desplazado de una residencia realmente poseída u ocupada por el dueño por 90 días o más, pero por menos de 180 días o un inquilino/ocupante por 90 días o más inmediatamente antes del comienzo de la negociación para la compra de tal propiedad, puede ser elegible para recibir pagos adicionales cuyo total combinado no puede exceder los $5,250. Este pago es la cantidad necesaria para hacer la entrega inicial para la compra de una residencia de reemplazo y para reembolsar a la persona reubicada por los gastos reales de cierre de la compra de la residencia de reemplazo. Los depósitos necesarios para impuestos y seguros no se consideran gastos de cierre. En los casos en que un propietario/ocupante de 90 días o más, pero menos de 180 días o un inquilino/ocupante de 90 días o más decide alquilar en vez de comprar una residencia de reemplazo, él o ella puede, en ciertas circunstancias, ser elegible para el pago de hasta $5,250 para alquilar una vivienda de reemplazo decente, segura e higiénica.

El pago de alquiler es el aumento en el alquiler necesario para alquilar una residencia comparable por 42 meses, o la cantidad que el Estado determine necesaria para alquilar una residencia comparable por 42 meses. Siempre se usa la menor de estas dos cantidades.

Para ser elegible para estos beneficios, el ocupante desplazado debe comprar o alquilar y ocupar una residencia de reemplazo decente, segura e higiénica en un período de un de año a partir de la fecha requerida de desalojo o un año después de la fecha real de desalojo, cualquiera sea la más tardía.

Los reclamos por pagos diferenciados de la vivienda de reemplazo y suplementos de alquiler deben hacerse por escrito en un formulario que el Departamento de Transporte provee para este fin y deben presentarse ante el Departamento de Transporte a más tardar 18 meses después de la fecha de desalojo.

Antes de poder hacer cualquier pago de beneficios por residencia de reemplazo, la residencia de reemplazo debe ser inspeccionada por personal del Departamento de Transporte para comprobar que cumple con los requisitos de ser decente, segura e higiénica establecidos por el Departamento Federal de Transporte. Se recomienda que esta determinación se haga antes de que la persona se comprometa a alquilar o comprar. La inspección de la residencia de reemplazo por parte del personal de la agencia para determinar si es decente, segura e higiénica se hace con el único propósito de determinar la elegibilidad de la persona reubicada para recibir un pago de reubicación.

POSESION

Ninguna persona que esté ocupando legalmente una propiedad estará obligada a desalojar su hogar, granja, o negocio sin un aviso escrito entregado por lo menos con 90 días de anticipación. Un ocupante residencial desplazado no tendrá que mudarse hasta 90 días después de que se ponga a su disposición una vivienda de reemplazo comparable.

Si es necesario quitar edificios, el Departamento puede permitir que el propietario retenga las mejoras. Si Ud. está interesado, puede conversar sobre esto con el Agente de Derecho de Paso.

Pago

Si Ud. firma el acuerdo de opción y la transferencia, y la Comisión de Transporte los aprueba, se puede proceder entonces a la transferencia del título de propiedad y al pago. Como en cualquier venta privada, Ud. es responsable del pago de gravámenes sobre el título tales como impuestos sin pagar, tasas de impuestos, hipotecas, arrendamientos pendientes y otras prendas contra su propiedad. El Agente de Derecho de Paso le ayudará a remover los impedimentos de su título. No se puede hacer ningún pago hasta que se haya asentado en los registros apropiados del condado un documento que garantice la entrega al estado de un título carente de defectos, gravámenes o condicionamientos.

Cuando la transferencia está disponible para ser registrada, se da autorización para preparar el cheque por su propiedad. Normalmente, cuando no hay ningún problema con el título, Ud. recibe el pago por su propiedad alrededor de cuatro semanas después de haber transferido la propiedad al Departamento.

Si se ha iniciado una acción de expropiación, la cantidad establecida por el Departamento como compensación justa será depositada en la corte para su distribución de acuerdo con el orden de la corte.

Usted tiene derecho a ser reembolsado por los gastos justos y razonables en que incurra como consecuencia del traspaso de su propiedad al Departamento. Tales gastos pueden ser, entre otros, multas por pago adelantado de alguna hipoteca registrada pre-existente relacionada con su propiedad, gastos de terminación de hipoteca, y la parte de los impuestos a la propiedad que le corresponde pagar al estado.

Posesion

Ud. no tiene que renunciar a la posesión de su propiedad hasta que se le haya pagado el precio de compra acordado o hasta que se haya depositado en la corte para su beneficio una cantidad igual a la estimación de compensación justa establecida por el Departamento.

Al comienzo de las negociaciones, tanto Ud. como cualquier inquilino que esté ocupando su propiedad, recibirá(n) una notificación escrita de la intención del Departamento de adquirir la propiedad. No se le pedirá que desaloje su hogar, granja, o negocio antes de 90 días a partir de la fecha de esa notificación o dentro de los 30 días siguientes a la fecha del pago, la fecha que resulte más tarde de las dos. Sin embargo, si la compra no requiere que Ud. se mude, el acuerdo de compra de su propiedad puede requerir que Ud. entregue posesión de su propiedad en el momento del pago.

El Departamento es consciente de la necesidad de un tiempo razonable para la reubicación. Si su propiedad no se necesita por varios meses, se le puede permitir que continúe ocupándola por un corto plazo. La cantidad que el Departamento le cobrará a Ud. o a otros inquilinos en concepto de renta no puede exceder el valor de renta justa de la propiedad a un ocupante por corto plazo.

Oficinas De Derecho De Paso

Para su conveniencia, el Departamento mantiene Oficinas Regionales de Derecho de Paso en las siguientes ubicaciones:

Región 1
123 NW Flanders
Pórtland, Oregon 97209
No. De Teléfono 503-731-8400
Fax 503-731-8458

Región 2
455 Aeropuerto Rd SE
Salem, Oregon 97301-5397
No. De Teléfono 503-986-2601
Fax 503-986-2622

Región 3
3500 Stewart Parkway #164
Roseburg, Oregon 97470
No. De Teléfono 541-957-3559
Fax 541-957-3563

Región 4
63085 N Hwy 97 #102
Bend, Oregon 97701-9901
No. De Teléfono 541-388-6196
Fax 541-388-6381

Región 5
3012 Island Avenue
La Grande, Oregon 97850
No. De Teléfono 541-963-7552
Fax 541-962-8919

Form 734-3773S (11-2004)

Oregon Department of Transportation

Adquisicion De Tierras Para Carreteras Y Proyectos Publicos

Descripción del programa de adquisición de tierras del Departamento de Transporte

Cuando se hacen mejoras a las carreteras, el Departamento de Transporte tiene que adquirir el derecho de paso. El objetivo y deseo del Departamento es obtener el derecho de paso en forma justa e igualitaria.

El Estado está facultado para adquirir propiedades privadas para uso público. Pero este poder viene también con la obligación de proteger los derechos de los propietarios. De modo que el Departamento tiene una doble responsabilidad -- reconocer y proteger a los individuos afectados por la adquisición de la tierra, y servir al público en forma eficiente y competente.

Audiencias Publicas

Las audiencias públicas, cuando son necesarias, tienen lugar durante las etapas de ubicación y diseño de un proyecto. Tales audiencias permiten la participación del público para asegurar que la ubicación y diseño de la carretera estén de acuerdo con los objetivos y metas locales, federales y estatales.

La audiencia del corredor tiene lugar después de los estudios preliminares sobre las diferentes rutas posibles. Durante el curso de esta audiencia, se registran testimonios para su estudio por parte del personal del Departamento y de la Comisión de Transporte.

Una vez elegido el corredor, se hace un estudio detallado de ese corredor y se desarrolla un plan de diseño preliminar para su presentación en la "Audiencia de Diseño."

La "Audiencia de Diseño " es una oportunidad para prestar testimonio sobre el diseño final de la carretera.

Cuando el proceso de selección de corredor no es necesario, como en los casos de mejoras de carreteras ya existentes, es posible hacer una sola "Audiencia Combinada de Corredor- Diseño.'

Después de estudiar todos los datos y testimonios, la Comisión de Transporte adopta un diseño final y se autoriza la adquisición de los derechos de paso.

Compensaction Justa

A los propietarios de terrenos necesarios para un proyecto de carreteras se les ofrece una Compensación Justa por los derechos de paso requeridos. La Compensación Justa incluye el valor estimado de toda la tierra y de las mejoras dentro del área necesaria. Además, si se va a adquirir sólo una parte de la propiedad, la Compensación Justa también incluye cualquier pérdida notable en el valor del resto de la propiedad causada por la adquisición parcial.

El Departamento hace una Compensación Justa basada en la valoración de la propiedad necesaria y la estimación de cualquier daño al resto de la propiedad. Los procedimientos del Departamento, que se hacen de acuerdo con Regulaciones Federales, están diseñados para proteger tanto a los propietarios de los terrenos necesarios para el derecho de paso de las carreteras, como a los demás contribuyentes. El proceso de valoración está a cargo de un empleado calificado y experimentado del Departamento o de un evaluador independiente contratado por el Departamento. El valor se establece por comparación con propiedades similares vendidas recientemente en el mercado, por el conocimiento y consideración del costo y la depreciación para adquirir cualquier mejora, y si corresponde, por el potencial de la propiedad para producir ingresos. La determinación final del valor se basa en este tipo de información del mercado local de bienes raíces.

Durante la primera parte del proceso de valuación, un evaluador calificado inspecciona la propiedad a ser adquirida. Si se trata de adquisiciones complejas que involucran grandes porciones de propiedad, edificios o mejoras importantes de la propiedad, desplazamiento de residentes y/o daños a la parte de la propiedad que no va a ser adquirida, los propietarios tienen 15 días para preparar la propiedad y pueden acompañar al evaluador durante la inspección detallada de su propiedad.

En el proceso de valuación no se tiene en cuenta aumento o disminución alguna en el valor de la propiedad necesaria que ocurra como consecuencia del conocimiento público del proyecto de carretera próximo a construirse.

Procedimiento De Adquiscion

El Revisor de Valoración del Departamento controla que la estimación final de valor esté completa y exacta y establece la Compensación Justa. Además de esta estimación de Compensación Justa, el Departamento hace una oferta de compra del resto de toda propiedad si se determina que ésta no tiene valor económico restante para el propietario.

En el caso de que los partidos aun no lleguen a un acuerdo con respecto a la compensación a pagar, o si usted no puede librar el título de propiedad, el Departamento puede hacer arreglos para la mediación de las diferencias entre los partidarios, a cargo de un mediador independiente, para tratar de llegar a un acuerdo antes de iniciar una acción de expropiación. La mediación es un proceso no obligatorio donde todos los partidarios llegan a un acuerdo.

Usted no tiene que aceptar la oferta del Estado ni entrar en un acuerdo que Ud. no considere justo. Los propietarios tienen un período mínimo de 40 días para aceptar o rechazar la oferta, a menos que se declare una emergencia. Un rechazo es simplemente un caso de desacuerdo entre las dos partes sobre el valor de la propiedad.

En el caso de que los partidos aun no lleguen a un acuerdo con respecto a la compensación a pagar, o si usted no puede librar el título de propiedad, el Departamento puede hacer arreglos para la mediación de las diferencias entre los partidarios, a cargo de un mediador independiente, para tratar de llegar a un acuerdo antes de iniciar una acción de expropiación. La mediación es un proceso no obligatorio donde todos los partidarios llegan a un acuerdo.

En el caso de que los partidos aun no lleguen a un acuerdo con respecto a la compensación a pagar, o si usted no puede librar el título de propiedad, una acción de expropiación será llenada. Una vez presentada la acción de expropiación, se pone fecha para el juicio. Sin embargo, el propietario puede optar por arbitraje obligatorio previo al juicio, mediante el Tribunal, para cantidades de $20,000 o menores, y por arbitraje no obligatorio para cantidades de $20,000 a $50,000. El arbitraje no se puede usar para cantidades mayores de $50,000.Las conversaciones pueden continuar aún después de ser presentada la acción de expropiación, en un esfuerzo por resolver diferencias. La presentación permite al Estado proceder con el proyecto de construcción.

Mejoras

Cuando el Departamento adquiere un interés en su tierra, debe adquirir un interés igual en su casa o cualquier otra mejora ubicada en el terreno adquirido.

Appendix E Section 4(f) Documentation

Appendix E contents

Section 4(f) *de minimis* finding for the Cingcade property
Proposed Section 4(f) *de minimis* Denman Wildlife Area
Potential Section 4(f) *de minimis* for the Bear Creek Greenway
Potential Section 4(f) *de minimis* for the planned Midway Park

Bucher

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Highway Division/Technical Services
Geo-Environmental Section
4040 Fairview Industrial Dr SE
Salem, OR 97302-1142

December 8, 2011

File Code:

Chris Bucher, Operations Engineer
Federal Highway Administration
Oregon Division
530 Center Street, NE, Suite 100
Salem, Oregon 97301

Subject: **Proposed Section 4(f) *De Minimis* Finding for Historic Properties**
David Cingeade House and Barn Complex
Highway 62 Corridor Solutions Project
OR 62 from I-5 in Medford to Dutton Road in White City
Jackson County, Oregon
ODOT Key #: 13226
Federal-Aid #: X-NH-S022(022)

Dear Chris:

This letter requests FHWA approval of a Section 4(f) *de minimis* finding for the **David Cingeade House and Barn Complex** associated with the **Highway 62 Corridor Solutions Project.** The proposed project would address congestion, safety, and operational problems on the 7.5-mile segment of OR 62 from its intersection with I-5 in Medford to Dutton Road north of White City. The two Build Alternatives currently under consideration are similar; both would construct a limited-access highway to the west of OR 62 from the I-5 area to Dutton Road. They also include changes to the local street network. In the vicinity of Cingeade Complex, the Build Alternatives are identical and are simply referred to as the proposed project.

The proposed project will build a bypass along the southern edge of the Cingeade parcel, roughly on the alignment of West Dutton Road. The bypass would be a four-lane (two in each direction) limited-access highway with a center median and paved shoulders. The bypass right-of-way would also include an unpaved clear zone; in all, the bypass and its associated right-of-way would require the use of 3.1 acres of the historic resource. Because the proposed bypass would be located on Dutton Road, a new local street would be built along the north side of the bypass for properties whose driveways currently connect to Dutton Road. As shown, the right-of-way required for the proposed driveway would be 1.8 acres. The historic resource is approximately 71 acres large (the entirety of the tax parcel). The bypass would use 3.1 acres, or 4% of the property; at most, the bypass and driveway combined would use 4.9 acres, or 7% of the total acreage.

The proposed new driveway and bypass would cross an existing irrigation ditch that is a contributing resource. An existing gravel driveway runs along the southern property boundary and crosses the ditch; at this crossing, the ditch is located in a culvert underneath the driveway.

The proposed new crossings would also place the ditch in a culvert or similar structure that would not affect the hydrology or historic or current use of the ditch, or its ability to remain a contributing resource.

The proposed bypass would terminate in an interchange with the existing OR 62 just east of the Cingcade property. The interchange's southbound exit ramp would be elevated above grade level and would be a more prominent feature in the viewshed than the existing highway.

As noted in the attached Finding of Effect, the proposed project will require the use of some of the Cingcade Complex to the south and east. The most the bypass would use is 3.1 acres, or 4% of the property; and the land used does not contain features or attributes that contribute to the significance of the resources. The bypass and driveway combined would use 4.9 acres, or 7% of the total acreage. The original Cingcade property comprised 360 acres; it is now 71 acres. In sum, a modest loss to already reduced farm acreage, combined with no features or attributes affected by this loss, led to FHWA, ODOT and SHPO's concurrence that the overall impacts would not adversely affect the historic resource.

If either of the Build Alternatives is selected as the Preferred Alternative, additional minimization efforts will be included in future design refinements. For example, the current driveway design shows the greatest potential impact to the property; future consultation with the property owners may result in a design with lesser impacts, resulting from reduced right-of-way needs. The bypass design also includes a cut slope in the area of the Cingcade Complex, as the southern portion of the Cingcade tax parcel slopes to the south. Right-of-way impacts could be reduced by using a retaining wall rather than a cut slope. Engineers may also find a way to shift the bypass alignment to the south, thus reducing the potential use of the property.

A Draft Environmental Impact Statement is being prepared for this project. Although the project has solicited public comment at various times throughout project development, there has been no public outreach specifically directed at the proposed *de minimis* finding for the David Cingcade House and Barn Complex.

The David Cingcade House and Barn Complex was built in the 1890s. It was determined eligible for listing on the National Register of Historic Places in 1996. In 2011, the State Historic Preservation Office concurred with an addendum to that Determination of Eligibility; the addendum clarified the boundary of the historic resource (the tax parcel itself) and defined the contributing and non-contributing elements of the resource (see attached map). Because the resource is considered historic, it is protected under Section 4(f). According to the determination of eligibility, it is significant as an early example of vernacular homestead architecture and also through its association with the early settlement, farming and ranching in the Eagle Point Area. While the original Cingcade farmstead covered 360 acres, the current historic resource is a 71-acre parcel. That parcel is located on the west side of OR 62 off of Dutton Road, adjacent to the northern terminus of the proposed project.

In addition to the David Cingcade House and Barn Complex, there is one other Section 4(f) historic resource within the project area: the Camp White Station Hospital, now known as the Veterans Administration Southern Oregon Rehabilitation Center and Clinics (VA SORCC). There are no Section 4(f) impacts to the VA SORCC. All Section 106 activities for above ground historic resources are complete. Archaeological studies are still being conducted, although preliminary results have not found anything to suggest that there may be archaeological resources within the project area. There is a Section 4(f) recreational facility (the Bear Creek Greenway) and a Section 4(f) wildlife refuge (the Denman Wildlife Area) within the project area. The Section 4(f) evaluation for those two resources is currently in progress.

This submission includes the following four attachments: (1) Map of Section 4(f) property in association with proposed project; (2) Summary of public outreach (i.e. all consulting parties per Section 106) and comments associated with proposed *de minimis* finding (3) Section 106 Documentation (Above Ground and Archaeological Resources) [May include: Programmatic Agreement Memo, Section 106 Determination of Eligibility (DOE) and/or Section 106 Finding of Effect (FOE); and (4) FHWA Section 4(f) *de minimis* reporting information.

Please contact Chris Bell, at 503.986.3853 if you have questions pertaining to this finding. Upon approval, please transit the signed copy to this office (TLC, 4040 Fairview Industrial Drive), where we will distribute and process this according to protocol.

Sincerely,

Kurt Roadd for JBN

James B. Norman
Environmental Planning Unit Manager

The FHWA makes a Section 4(f) *de minimis* finding for the David Cingcade House and Barn Complex for the Highway 62 Corridor Solutions Project as described in this document.

Phillip A. Ditzler
Oregon Division
Federal Highway Administration

December 16, 2011
Date

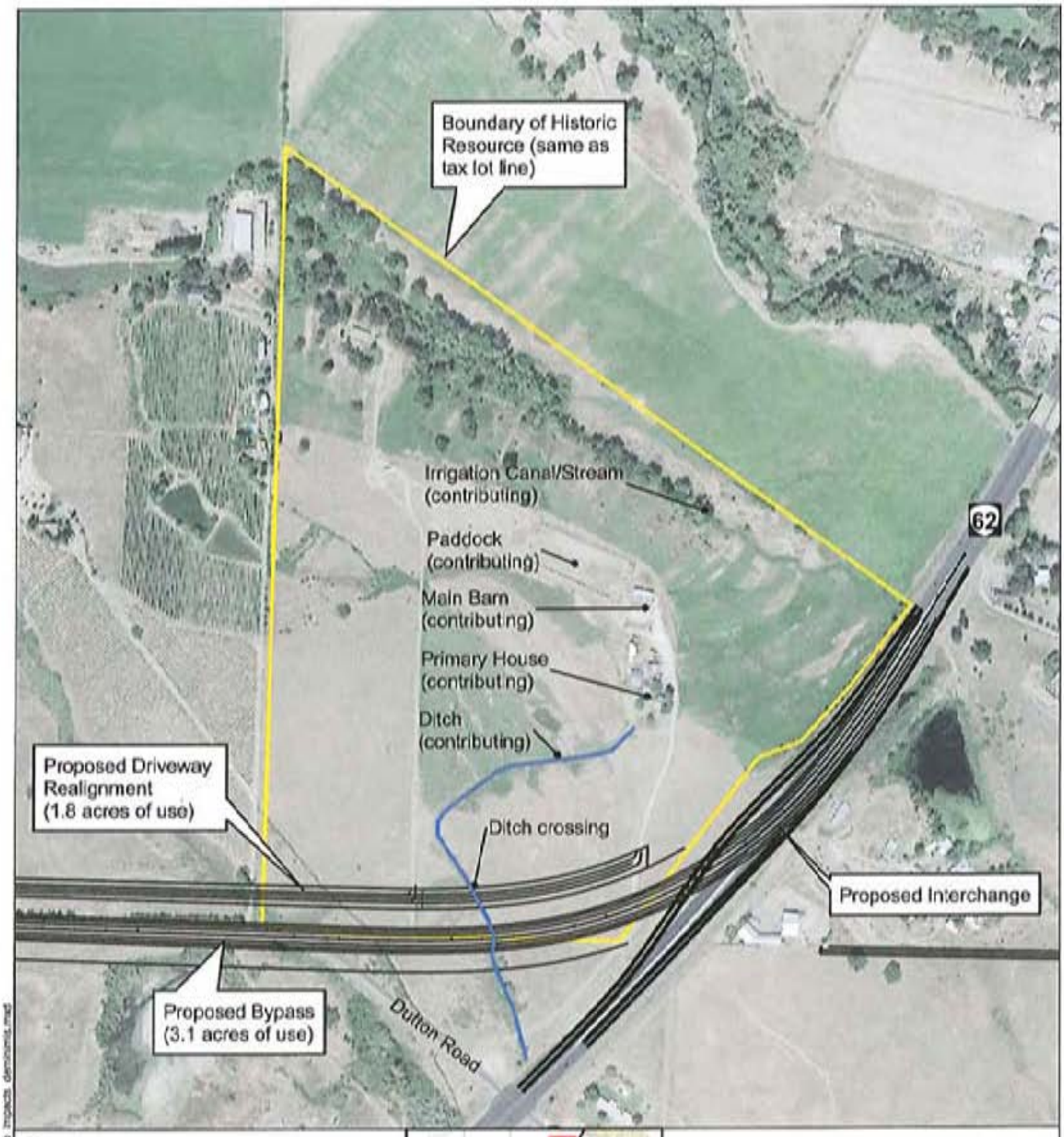
Copies to:

Ann Henson, ODOT Environmental Project Manager
Chris Bell, ODOT Cultural Resource Program Coordinator

Attachments:

(1) Map of Section 4(f) property which includes attributes and features and clearly indicates which portion of the property will be incorporated into the transportation project.
(2) Section 4(f) *de minimis* Public Outreach Summary
(3) Section 106 Documentation
(4) FHWA Reporting Information for Section 4(f) *de minimis*

ATTACHMENT 1
Section 4(f) *de minimis* Property and Project Map
Highway 62 Corridor Solutions Project
David Cingcade House and Barn Complex
13226
X-NH-S022(022)



Map Features

Historic Resource Boundary

Build Alternatives

Highway 62 Corridor Project

NORTH

0 0.025 0.05 0.1 Miles

Section 4(f) *de minimis* Property and Project

Attachment 1

June 2011

Oregon Department of Transportation

K:\Hwy 62\ MXD\Cultural\Attachment1 Cropped Impacts deminimis.mxd

ATTACHMENT 2
Section 4(f) *de minimis* Public Outreach Summary
Highway 62 Corridor Solutions Project
David Cingcade House and Barn Complex
13226
X-NH-S022(022)

Outreach events Throughout the project development, there were Citizens Advisory Committee (CAC) and Project Development Team (PDT) meetings that were open to the public. Section 4(f) was discussed in general terms during the development and evaluation of Alternatives at many of these meetings. In addition, one of the evaluation measures was the number of historic resources impacted by each alternative. At the May 25, 2011 CAC meeting and the May 26, 2011 PDT meeting, the presentations included a discussion of the evaluation criteria, including the fact that both Build Alternatives would use a portion of the Cingcade Complex, but that there would be no historic properties adversely affected, which would provide the basis for a *de minimis* finding.

Comment received. Aside from the SHPO concurrence on the Level of Effect determination, there were no comments received on the proposed *de minimis*.

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ATTACHMENT 3
Section 106 Determination of Eligibility
Section 106 Finding of Effect
Highway 62 Corridor Solutions Project
David Cingcade House and Barn Complex
13226
X-NH-S022(022)

Oregon
John A. Kitzhaber, MD, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE, Ste C
Salem, OR 97301-1266
(503) 986-0671
Fax (503) 986-0793
www.oregonheritage.org

February 9, 2011

Mr. James Norman
ODOT Environmental
355 Capitol NE Rm 314
Salem, OR 97301

RE: SHPO Case No. 11-0194
ODOT Proj 13226 - Hwy 62 Corridor Solutions EIS

Dear Mr. Norman:

We have reviewed the materials submitted on the project referenced above, and we concur with the determination that the property is eligible for listing in the National Register of Historic Places. We also concur with the finding of no adverse effect for the proposed project.

This letter refers to above-ground historic resources only. Comments pursuant to a review for archaeological resources, if applicable, will be sent separately.

Unless there are changes to the project, this concludes the requirement for consultation with our office under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800). Please feel free to contact me if you have any questions, comments or need additional assistance.

Sincerely,

Ian P. Johnson
Historian
(503) 986-0678
ian.johnson@state.or.us

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Highway Division/Technical Services
Geo-Environmental Section, MS #6
4040 Fairview Industrial Dr SE
Salem, Oregon 97302
Main Line: 503-986-3252
Fax: 503-986-3249

January 26, 2010

File Code:

Roger Roper
Deputy State Historic Preservation Officer
Assistant Director, Heritage Programs
Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97301

Subject: **Section 106 Determination of Eligibility**
David Cingcade House and Barn Complex DOE (AMENDED)
David Cingcade House and Barn Complex FOE
Highway 62 Corridor Solutions EIS
Medford, Jackson County
Key No. 13226
Federal-Aid Number X-NH-S022(022)

Mr. Roper,

Included with this letter are one amended Section 106 Determination of Eligibility and one Section 106 Finding of Effect for your review and concurrence. The resource documented is the David Cingcade House and Barn Complex (originally determined eligible in 1996), located adjacent to Highway 62 between Medford and White City in Jackson County. The purpose of this addendum is to document the current state of the property and to define the period of significance, boundary, and contributing/non-contributing features – information that was not included in the 1996 DOE. The Finding of Effect reflects the current project plans and its potential effects to this Complex.

Your prompt review of the attached document is appreciated. If you have any questions regarding this submittal, or require further information, please contact either Chris Bell at 503.986.3853 or Michelle Eraut, FHWA Environmental Program Manager, at 503.587.4716.

Sincerely,

James B. Norman
Environmental Planning Unit Manager

Attachments:

David Cingeade House and Barn Complex DOE (AMENDED)
David Cingeade House and Barn Complex FOE

Copies to:

Chris Bell, Cultural Resources Program Coordinator
Anna Henson, Region 3 Environmental Project Manager
Michelle Eraut, FHWA Oregon Division
Key No. 13226, File Type E: Cultural Resources

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: ODOT/Highway 62 DEIS Key No. 13226 Federal-Aid Number X-NH-S022(022)			
Property Name: David Cingcade House and Barn Complex			
Street Address: 60 West Dutton Road		City, County: Eagle Point, Jackson County	
USGS Quad Name: Eagle Point, OR	Township:	Range:	Section:

This property is part of a ☐District ☐Grouping/Ensemble (see instructions)

Name of District or Grouping/Ensemble:

This is an addendum to the Determination of Eligibility that was completed in 1996. The original house and barn continue to retain a relatively high degree of historic integrity. Although a stable and barn, and possibly a mobile home, have been added to the property, these changes are consistent with the property's historic use as a farmstead and do not adversely affect the setting or landscape. As a result, the house and barn complex are still considered eligible. The purpose of this addendum is to document the current state of the property and to define the period of significance, boundary, and contributing/non-contributing features – information that was not included in the 1996 DOE.

Cingcade House, North Elevation (1996 DOE)

Preliminary National Register Findings: ☐National Register listed

☒Potentially Eligible: ☒Individually ☐As part of District

☐Not Eligible: ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☒Concur ☐Do Not Concur ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed [signature] Date 2/9/2011

Comments:

[illegible] JOHNSON
[illegible]36-0678
[illegible]@state.[illegible]

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County
Architect, Builder or Designer (if known):	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

This is an addendum to the Determination of Eligibility that was completed in 1996. The original house and barn continue to retain a relatively high degree of historic integrity. Although a stable and barn, and possibly a mobile home, have been added to the property, these changes are consistent with the property's historic use as a farmstead and do not adversely affect the setting or landscape. As a result, the house and barn complex are still considered eligible. The purpose of this addendum is to document the current state of the property and to define the period of significance, boundary, and contriuting/non-contributing features – information that was not included in the 1996 DOE.

The David Cingcade House and Barn Complex is located on a roughly triangular 71-acre lot in the northwest quadrant of the intersection of W. Dutton Road and OR 62 just north of White City in Jackson County, Oregon. The house and barn complex are located slightly east of the center of the parcel. A second house is located near the northern point of the lot.

Period of Significance

The Period of Significance of the David Cingcade House and Barn Complex is the period during which David and Mary Cingcade lived there, between the 1880s and 1911. As stated in the 1996 Determination of Eligibility, the original Cingcade Ranch was settled as the 360-acre Levi Tinkham Donation Land Claim. David and Mary Cingcade built the house and barn between 1884 and 1895 and lived there until 1911, when they moved to Eagle Point. They then leased the ranch to their sons, Thomas and Charley, who ran the ranch jointly until 1923. Between 1923 and 1939, Charley converted the ranch to a sheep raising and dairy operation. The Cingcades sold what remained of the property in 1948.

Boundary of Historic Resource

The boundary of the current tax parcel associated with the house and barn complex is the boundary of the historic resource. Map 1 shows the approximate boundary of the Levi Tinkham Donation Land Claim (the original Cingcade Ranch) as well as the current tax lot. The 1996 Determination of Eligibility states that the resource's significance includes its association with the ranching and settlement of the Eagle Point/Agate Desert, and that its location and setting are important to the historic context. Although there is a second dwelling now located on the tax parcel, the entire tax parcel provides important context to the property and there is no justifiable reason for considering the boundary to be anything less than the entire 71-acre parcel. The portions of the original 360-acre ranch that have since been subdivided remain rural in character, but most of those parcels have been developed with houses and are therefore no longer associated with the Cingcade House and Barn Complex.

Description of Features

The David Cingcade House and Barn Complex includes a number of features and buildings, but only some of them are contributing features. Map 2 shows the locations of all known features; they include the following.

Primary House: The two-story Cingcade House was built c. 1895 and has changed little since the 1996 Determination of Eligibility. It is a contributing resource. Although close inspection was not possible (right of entry was not obtained), the house appears to continue to retain a reasonably good level of integrity and continues to convey a sense of its history as an eighteenth-century farmhouse.

Primary Barn: The barn, also dating to the 1890s, is located a short distance north of the house and does not appear to have changed much at all since the 1996 Determination of Eligibility. It is a contributing resource.

Garage: A garage is located on the north side of the house; as the 1996 Determination of Eligibility notes, it is a non-contributing resource.

New Barn: A small barn located north of the garage has been built in recent years. It is a short, gable-roofed building with enclosed walls. It is a non-contributing resource.

New Stable: A horse stable located north of the new barn has been built since the 1996 Determination of Eligibility. Although it is consistent with the property's use as a ranch, it is a modern, non-contributing structure.

Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County

View: Looking west from OR 62. From left to right: Primary House (at left, in trees), Garage (behind trees), new barn (white front-gabled structure), new stables (dark building in front of utility pole), mobile home (barely visible as a low structure), and Primary Barn.

View: Looking northwest from OR 62 along northeast property line. Irrigated field at right is neighboring property. Seasonal stream/canal is at left.

Description of Features (continued)

Mobile Home: A mobile home is located between the new stable and primary barn. It may be the mobile home that was first placed at the northern apex of the lot in 1977 and replaced in 1994 (see below). It is a non-contributing structure.

Secondary House: A manufactured house is located near the northern apex of the tax lot. It was placed there in 1994, and replaced a mobile home that had been put in the same location in 1977. It is a non-contributing structure.

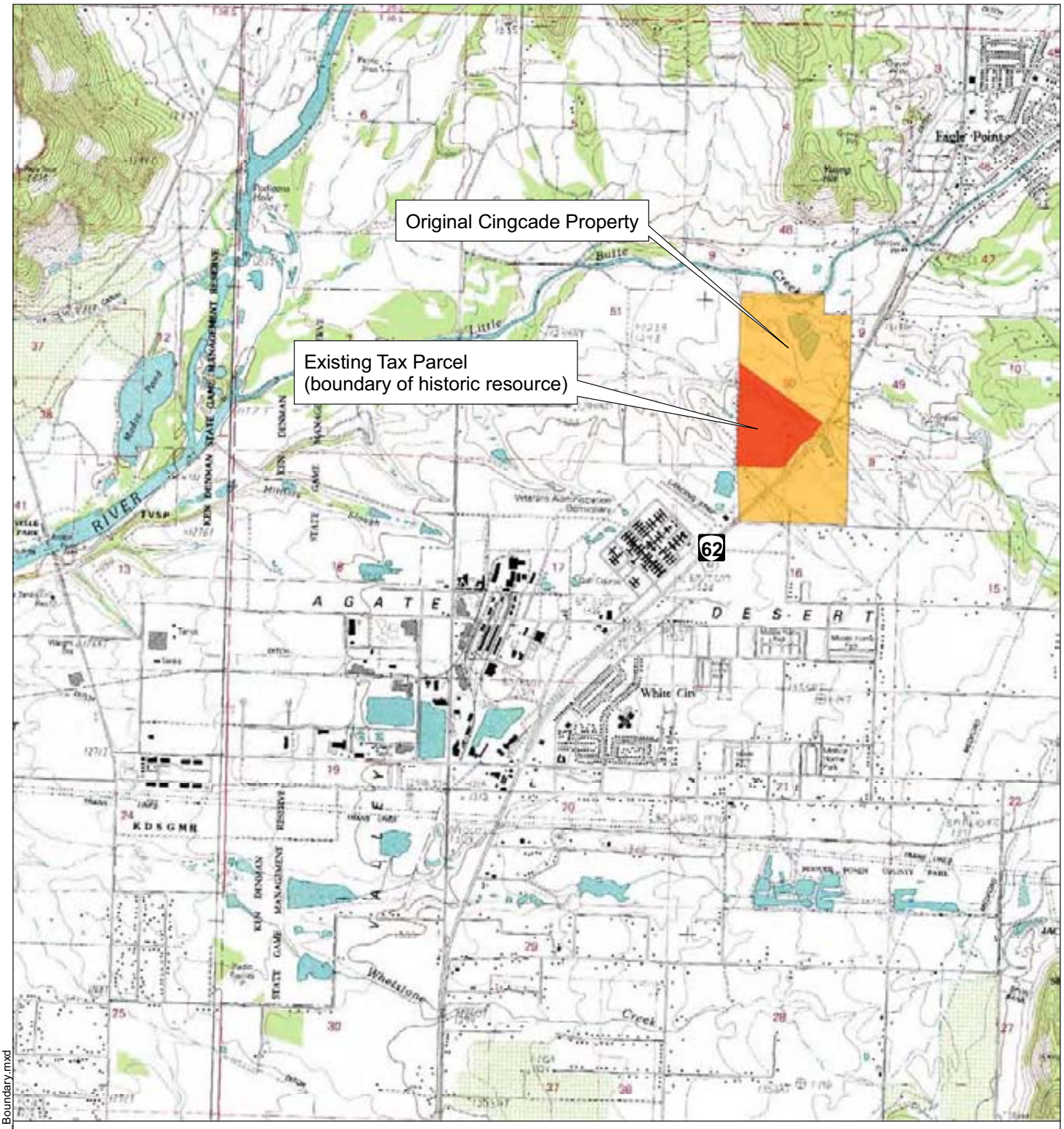
Paddock: A large rectangular paddock now used for horse training is located northwest of the primary barn. Although its construction and appearance could not be confirmed with a field visit, it could have existed during the property's period of significance and therefore it is assumed to be a contributing feature.

Roads: There are some unpaved roads on the property leading to the primary and secondary houses. The main road connects to Dutton Road near the western edge of the property and runs along the property's southern border. The driveway to the secondary house, built after 1977, connects to this road and runs straight north for a distance then jogs to the west and connects to the house. The driveway to the primary house begins at the corner of the property near OR 62 and heads north to the house and barn on a slightly curved path. The roads on the property have been modified over the years. Although they are compatible with the historic significance of the resource, they are non-contributing features.

Former Entrance Gate: There is an entrance gate near OR 62 on the driveway to the primary house. This gate is a modern, non-contributing feature.

Irrigation Canal/Stream: There is an unnamed canal/stream that runs along the northeastern boundary of the property. Unlike some of the more prominent irrigation canals in the Rogue River Valley that were entirely or largely manmade, this waterbody looks more like a natural seasonal stream that happens to be used for irrigation. It is shown as a seasonal tributary to Little Butte Creek on the 1930 Metsker Map. It was included in the Rogue River Valley Irrigation District on May 23, 1963. It is a contributing feature to the landscape as it most likely existed as a stream when the farmstead was established.

Ditch: A manmade ditch extends southwest from the house, contouring around the hillside and exiting the property to the south. The ditch crosses under the road that runs along the southern property line; this crossing is in a culvert. After crossing under the road, the ditch crosses OR 62 in a culvert and is presumed to continue along the north side of E Dutton Road. The ditch is heavily overgrown with shrubbery; an aerial photograph that was taken when un-irrigated grasses were brown shows a green swath downhill from the ditch (to the northeast), suggesting that the ditch is pervious. It is in poor condition. The age and history of the ditch could not be confirmed. Because it could have existed during the property's period of significance and because it is consistent with farm use, it is assumed to be a contributing feature.



Legend

Historic Resource

Extent of original Cingcade Property

Source: ODOT, USGS

NORTH

0 0.25 0.5 1 Miles

Cingcade House and Barn Complex

Map 1

November 2010

Highway 62 Corridor Project

Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_DOE_Map1_Boundary.mxd

Legend

Historic Resource Boundary
(same as taxlot boundary)

NORTH

60 W Dutton Road Cingcade House and Barn Complex

Map 2
November 2010

Highway 62 Corridor Project: Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_DOE_annotatedmap.mxd

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 LEVEL OF EFFECT FORM

Agency/Project: ODOT/Highway 62 DEIS	
Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County

Preliminary Finding of Effect

☐ No Historic Properties Affected ☒ No Historic Properties Adversely Affected ☐ Historic Properties Adversely Affected

State Historic Preservation Office Comments:

☒ Concur ☐ Do Not Concur: ☐ No Historic Properties Affected
☐ No Historic Properties Adversely Affected
☐ Historic Properties Adversely Affected

Signed _____ Date 2/9/2011

Comments:

IAN JOHNSON
503-986-0678
ian.johnson@state.or.us

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

The Highway 62 DEIS addresses the 7.5-mile segment of OR 62 from its intersection with I-5 in Medford to Dutton Road north of White City. The purpose of the project is to reduce congestion on OR 62 to increase safety and improve operations. The project is currently compiling a Draft Environmental Impact Statement (DEIS) to evaluate a No Build Alternative and two Build Alternatives. The two Build Alternatives are similar, both would construct a limited-access highway to the west of OR 62 from the I-5 area to Dutton Road. They also include changes to the local street network. In the vicinity of Cingcade Complex, the Build Alternatives are identical and are simply referred to as the proposed project.

The David Cingcade House and Barn Complex was built in the 1890s. According to the determination of eligibility, it is significant as an early example of vernacular homestead architecture and also through its association with the early settlement, farming and ranching in the Eagle Point Area. While the original Cingcade farmstead covered 300 acres, the current historic resource is a 21-acre parcel. That parcel is located on the west side of OR 62 off of Dutton Road, adjacent to the northern terminus of the proposed project.

Potential Impacts

Map 1 is an aerial photograph showing the boundary of the historic resource and the proposed project design. The proposed bypass would be located along the southern edge of the Cingcade parcel, roughly along the alignment of West Dutton Road. The bypass would be a four-lane (two in each direction) limited-access highway with a center median and paved shoulders. The bypass right of way would also include an improved clear zone. In all, the bypass and its associated right of way would require the use of 3.1 acres of the historic resource. Because the proposed bypass would be located on Dutton Road, a new local street would be built along the north side of the bypass for properties whose driveways currently connect to Dutton Road. Map 1 shows a new driveway alignment on the Cingcade property; this represents the greatest potential impact to the property. If either Build Alternative is selected as the Preferred Alternative, ODOT would coordinate with the current property owners to determine the most appropriate design for the driveway relocation, which could result in lesser impacts than the design shown. As shown, the total right of way required for the proposed driveway would be 1.8 acres.

The proposed new driveway and bypass would cross an existing irrigation ditch that is a contributing resource (the ditch's history could not be verified; because it is consistent with the historic agricultural use of the land and because it could have existed during the property's period of significance, it is considered to be a contributing resource). An existing gravel driveway runs along the southern property boundary and crosses the ditch; at the crossing, the ditch is located in a culvert underneath the driveway. The proposed new crossings would also place the ditch in a culvert or similar structure that would not affect the hydrology or use of the ditch.

The proposed bypass would terminate in an interchange with the existing OR 62 just east of the Cingcade property. The new interchange would allow northbound-to-northbound and southbound-to-southbound movements between the bypass and OR 62. Northbound bypass traffic would simply merge with northbound traffic on the existing OR 62. Southbound traffic could either remain on the primary highway (the proposed bypass) or take an exit ramp that would cross over the top of the bypass and reconnect with the existing OR 62 through White City. The southbound exit ramp would be elevated above grade level and would be a more prominent feature in the viewshed than the existing highway.

Agency/Project: ODOT/Highway 62 DEIS	
Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County

Avoidance and Minimization Efforts

During the alternatives analysis for the project, some alternatives that did not directly impact the property were considered but dismissed. Those included building regional street improvements in the North Medford area; converting the existing OR 62 into a limited-access highway; and building a bypass around the east side of White City (and locating an interchange north of the Cingcade Complex). Traffic analyses showed that regional street improvements – widening and/or extending existing streets and building new streets – would not sufficiently reduce congestion on OR 62. Converting the existing OR 62 to a limited-access facility would have worked from a traffic standpoint, but impacts to residences and businesses on the highway (impacts resulting from relocating driveways, as well as impacts from additional right of way needed for the improved highway and new access roads) were found to be disproportionately higher than impacts resulting from the current Build Alternatives. Bypassing OR 62 to the east of White City was also considered, but the design would have required more right of way, it would have displaced more residences, and it would have created an undesirable barrier to future growth of White City. The current design, which would bypass OR 62 to the west of White City, was found to have the fewest adverse impacts and the greatest benefits, which is why it is currently being studied in the DEIS.

The current design is the result of careful balancing of the needs of natural resources as well as cultural resources. In the vicinity of the Cingcade Complex are some vernal pool complexes, some critical habitat for endangered species, and areas of wetlands. Earlier in the project, there was an alignment that would have been located south of the current design, further from the Cingcade Complex. This other alignment would have required the use of less of the Cingcade Complex, but it was fatally flawed because it would have required the use of some of the Veterans Administration's Southern Oregon Rehabilitation Center and Clinics land (the Veterans Administration would not have agreed to this use of their land). As a result of the fatal flaw, the secondary alignment was dismissed.

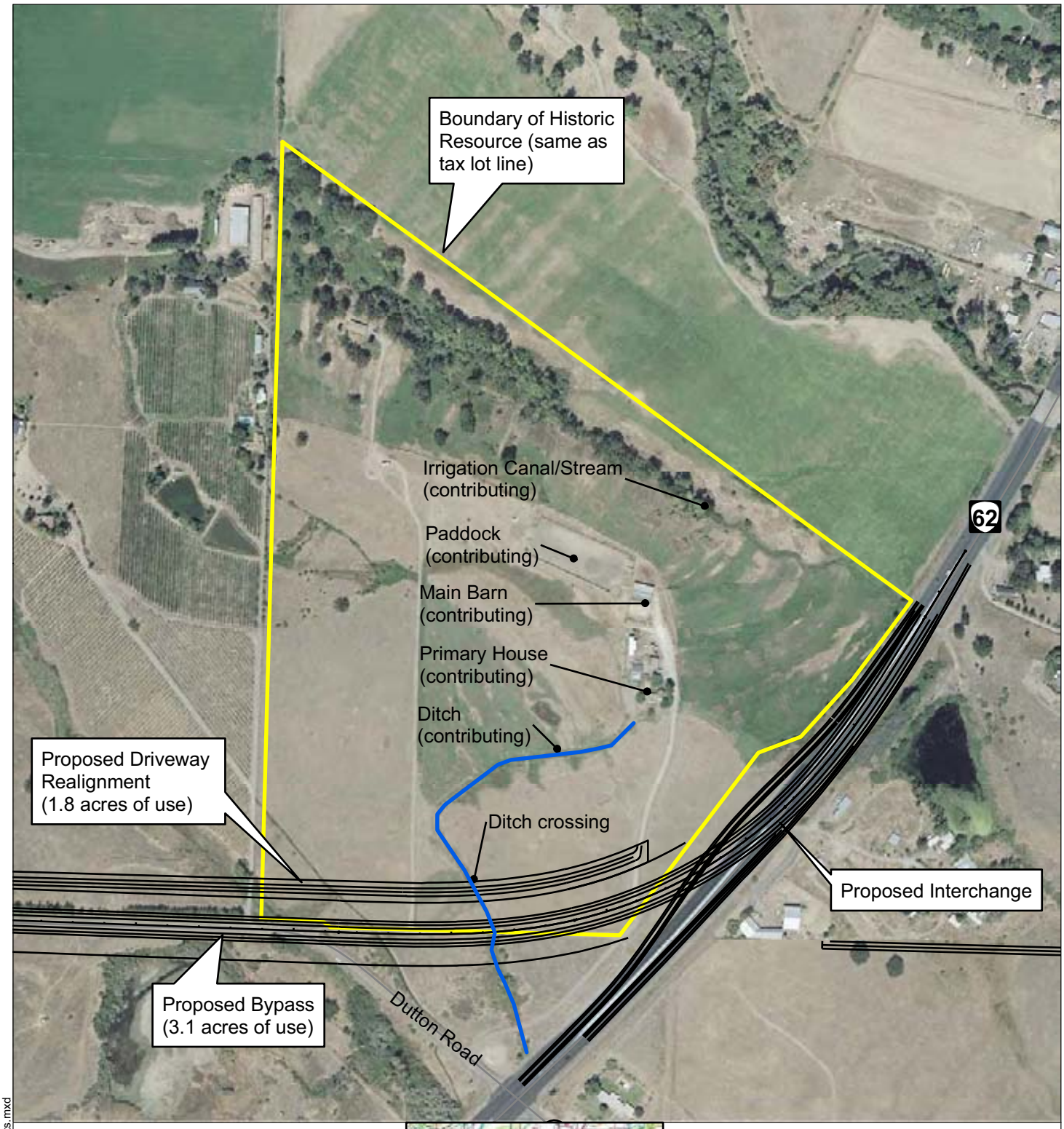
The project is currently entering the DEIS stage; if either of the Build Alternatives is selected as the Preferred Alternative, additional minimization efforts will be included in future design refinements. As noted above, the current driveway design shows the greatest potential impact to the property; future consultation with the property owners may result in a design with lesser impacts (resulting from reduced right of way needs). The bypass design also includes a cut slope in the area of the Cingcade Complex, as the southern portion of the Cingcade tax parcel slopes to the south. Right of way impacts could be reduced by using a retaining wall rather than a cut slope. Engineers may also find a way to shift the bypass alignment to the south, thus reducing the potential use of the property. Any changes to the proposed design would be documented in the project's Final Environmental Impact Statement (FEIS).

Findings

Although the proposed project would require the use of some of the Cingcade Complex and would change the landscape to the south and east, the project's overall impacts would not adversely impact the historic resource. The original Cingcade property comprised 360 acres; it is now 71 acres. The bypass would use 3.1 acres, or 4% of the property; at most, the bypass and driveway combined would use 4.9 acres, or 7% of the total acreage. The further reduction in the property acreage represents an incremental change that is not great enough to constitute an adverse impact.

Map 2 shows the topography of the Cingcade property. The proposed use would be located along the southern edge of the property, an area that slopes south away from the house and barn complex. The proposed bypass in that area would not be readily visible from the house or barns, as it would be located behind the slope. The proposed interchange on OR 62 would be visible from the house and barn, but it would be more than 450 feet from the house and barn. At this distance, the proposed project would represent a change in the views to the southeast, but the change would be relatively minor as OR 62 currently exists in that location. Changes to the surrounding landscape would not adversely affect the property's setting or context.

In conclusion, the two Build Alternatives would result in no historic properties adversely affected. Both would require the use of some of the Cingcade Complex, but this use would be minimal and would not adversely affect the historic resource or its setting. No buildings would be directly impacted by the proposed project, nor would the historic use of the property for farming or ranching be adversely affected. The Cingcade House and Barn Complex would retain its historic character and would still be an important example of vernacular architecture and of the early settlement and development of the Agate Desert.



Potential Impacts to 60 W Dutton Road

Map 1

November 2010

Highway 62 Corridor Project

NORTH

0 0.025 0.05 0.1 Miles

Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_FOE_Impacts.mxd

Legend

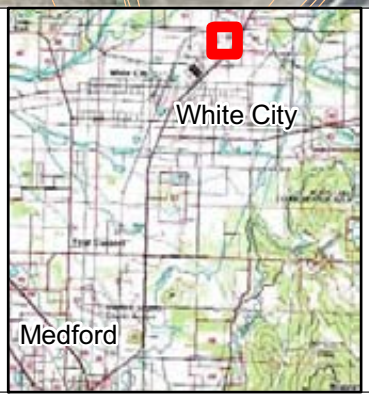
5-Foot Contour

Boundary of Historic Resource

Highway 62 Corridor Project

NORTH

0 125 250 500 Feet



Topography of 60 W Dutton Road

Map 2

November 2010

Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_FOE_Impacts.mxd

If either the SD or the DI Alternative is identified as the preferred alternative, ODOT will update this letter and submit a finalized, signed copy to FHWA prior to issuing the FEIS.

Date

Chris Bucher, Operations Engineer
Federal Highway Administration
Oregon Division
530 Center Street, NE, Suite 420
Salem, Oregon 97301

Subject: **Proposed Section 4(f) *De Minimis* Finding for Recreational Facility**
Ken Denman Wildlife Area
OR 62: I-5 to Dutton Road
OR 62 from I-5 in Medford to Dutton Road in White City
Jackson County, Oregon
ODOT Key #13226
Federal-Aid #X-NH-S022(022)

Dear Mr. Bucher:

This letter requests FHWA approval of a Section 4(f) *de minimis* finding for the **Ken Denman Wildlife Area** associated with the **OR 62: I-5 to Dutton Road Project**. The proposed project would address congestion, safety, and operational problems on the 7.5-mile segment of OR 62 from its intersection with I-5 in Medford to Dutton Road north of White City. The two Build Alternatives currently under consideration are similar; both would construct a limited-access highway to the west of OR 62 from the I-5 area to Dutton Road. They also include changes to the local street network. In the vicinity of the Ken Denman Wildlife Area, the Build Alternatives are identical and are simply referred to as the proposed project.

The Ken Denman Wildlife Area is comprised of three tracts: the Hall Tract (600 acres), Military Slough (1,198 acres), and the Bear Creek Tract (60 acres). Map 1 in Attachment 1 shows the location of the three tracts with respect to the proposed project. The Hall Tract is adjacent to the proposed project and is located on the west side of Agate Road, between Antelope Road and E Gregory Road near White City, Oregon. The Military Slough and Bear Creek Tracts are further north and west of the proposed project area and would not be impacted by the proposed project.

The *Ken Denman Wildlife Area Management Plan,* prepared by the Oregon Department of Fish and Wildlife (ODFW), includes the following statement about the Ken Denman Wildlife Area.

> The wildlife area is currently managed to protect, enhance and restore all fish and wildlife species and their habitats located on the wildlife area, and to provide a wide variety of wildlife-oriented recreational and educational opportunities to the public. The wildlife area contains many different types of habitats supporting a great diversity of plant and animal species. Important habitats include vernal pools, prairie grasslands, oak woodlands, riparian habitat and wetlands. A major function of the wildlife area's management is to provide waterfowl, upland bird and deer hunting opportunities. Fishing, hiking, birding and dog training are some of the other recreational activities offered to the public. The area is also an important resource for outdoor education. (page 2)

In the Hall Tract Unit, features include three parking lots at various locations around the perimeter of the Unit; the wildlife area's headquarters building and a wildlife viewing area off of E Gregory Road; and three check stations (see Attachment 1, Map 2). The check stations are self-serve kiosks; hunters are required to check in and out at any one of six such stations in the wildlife area. One unpaved parking lot and check station are features located on the west side of Agate Road adjacent to the proposed project. The parking lot's boundaries are not clearly delineated, but the dirt/unvegetated area commonly used for parking is approximately 7,000 square feet in size. The parking lot's driveway connects directly to Agate Road. There are no formal trails in the Hall Tract Unit, but some informal trails lead from the parking lot into the wildlife area where numerous nearby ponds provide habitat for waterfowl sought by both hunters and birdwatchers.

The proposed project would build a four-lane limited-access (two in each direction) bypass using the existing Agate Road alignment, with a center median and paved shoulders. The western edge of the bypass right-of-way would be the eastern edge of the Hall Tract Unit, and there would be no use of any of the Hall Tract Unit by the bypass itself. Because of access management policies, the connection between the existing parking lot and Agate Road would be eliminated.

As mitigation for closing the driveway to the parking lot, the project would provide an in-kind replacement parking lot on the north side of the Hall Tract Unit at the southern end of 11th Street, approximately 1,800 feet northwest of the existing parking lot (see Attachment 1, Map 3). ODOT would also relocate the check station to the new parking lot and would add new directional signage to nearby streets to guide visitors to the new parking lot. The new parking lot would be a similar size as the existing parking lot and would provide equally convenient access to the ponds in the western portion of the Hall Tract Unit. Both the existing parking lot and the site of the proposed new parking lot are

in an area classified as "vernal pool complex" habitat type. The most common vegetation in this habitat type is introduced grasses (livestock overgrazing degraded the area prior to 1954, when ODFW acquired the property), but potential native plants to inhabit the habitat type include perennial bunchgrasses and forbs. There would be no net loss of habitat because ODOT would restore the existing parking lot in a manner consistent with ODFW's *Management Plan*. ODOT coordinated with ODFW officials regarding the relocation of the parking lot and check station to ensure that this strategy would be sufficient mitigation for the parking lot driveway closure.

A **Draft Environmental Impact Statement** is being prepared for this project. The public notices for comment on this draft *de minimis* finding will be issued in conjunction with the notices for comment on the DEIS. Once public and agency comments have been sought and received, they will be described in this paragraph. Until then, the following instructions will remain as a placeholder. **<<Describe public notice, comment opportunity notices, any substantive public comment received on the proposed *de minimis* and the response to those comments, especially any project modifications and/or mitigation modifications made in response to those comments.>>**

The Ken Denman Wildlife Area is considered a Section 4(f) property because it is publicly owned and is being managed to provide recreational and educational opportunities for the public. It is open to all members of the public year-round, although some activities such as hunting are restricted to certain times of the year.

In addition to the Ken Denman Wildlife Area, there is one other Section 4(f) recreational facility in the project area, the Bear Creek Greenway, and one Section 4(f) park in the project area, the planned Midway Park. The Bear Creek Greenway is a multi-use recreational path and linear park adjacent to Interstate 5 near the southern terminus of the project. The SD Alternative would require the use of approximately 0.1 acres of the Bear Creek Greenway, which would constitute a Section 4(f) use. If the SD Alternative is identified as the Preferred Alternative, FHWA expects to consider a Section 4(f) *de minimis* finding for the Bear Creek Greenway. Midway Park is a planned park that will be located on the west side of I-5 and north of the Bear Creek Greenway, near the southern terminus of the project. The City of Medford currently owns the land on which the park will be built and has developed a master plan for the planned neighborhood park. The SD Alternative would require the use of approximately 0.15 acres of land associated with the planned park, but the use will not adversely affect the planned recreational activities or planned attributes and features of the park. If the SD Alternative is selected as the Preferred Alternative, FHWA expects to consider a Section 4(f) *de minimis* finding for the planned Midway Park. Neither the DI Alternative nor the JTA Phase would impact either of these two Section 4(f) resources.

There are two Section 4(f) historic resources in the project area: the David Cingcade House and Barn Complex located at 60 W Dutton Road and the Camp White Station

Hospital, now known as the Veterans Administration Southern Oregon Rehabilitation Center and Clinics (VA SORCC) located at 8495 Crater Lake Highway. The project would use a small portion of the David Cingcade House and Barn Complex, but this use was determined to be *de minimis* on December 16, 2011. There would be no Section 4(f) use of the VA SORCC, neither would there be any adverse impacts to that facility.

This submission includes the following four attachments: (1) Three maps of 4(f) property in association with proposed project; (2) Summary of public outreach and outcomes associated with proposed *de minimis* finding; (3) Written correspondence from official with jurisdiction regarding *de minimis* finding; and (4) FHWA Section 4(f) *de minimis* reporting information.

Please contact Chris Bell, at 503.986.3853 if you have questions pertaining to this finding. Upon approval, please transit the signed copy to this office (TLC, 4040 Fairview Industrial Drive), where we will distribute and process this according to protocol.

Sincerely,

James Norman
Environmental Planning Unit Manager

The FHWA makes a Section 4(f) *de minimis* finding for the Ken Denman Wildlife Area for the OR 62: I-5 to Dutton Road project as described in this document.

_____ _____

Phillip A. Ditzler Date
Oregon Division Federal Highway Administration

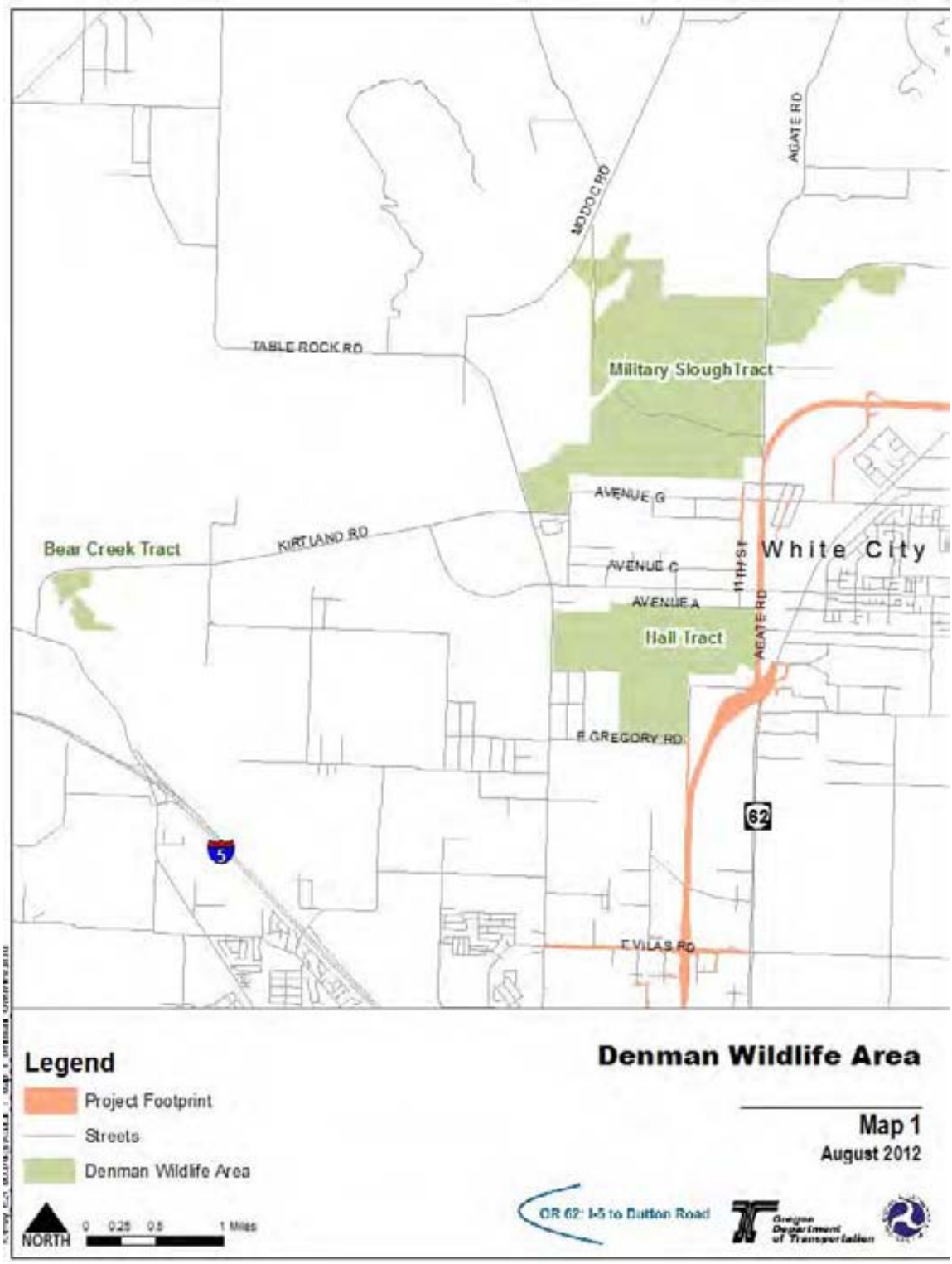
Copies to:
Anna Henson, ODOT Environmental Project Manager
Chris Bell, ODOT Cultural Resource Program Coordinator

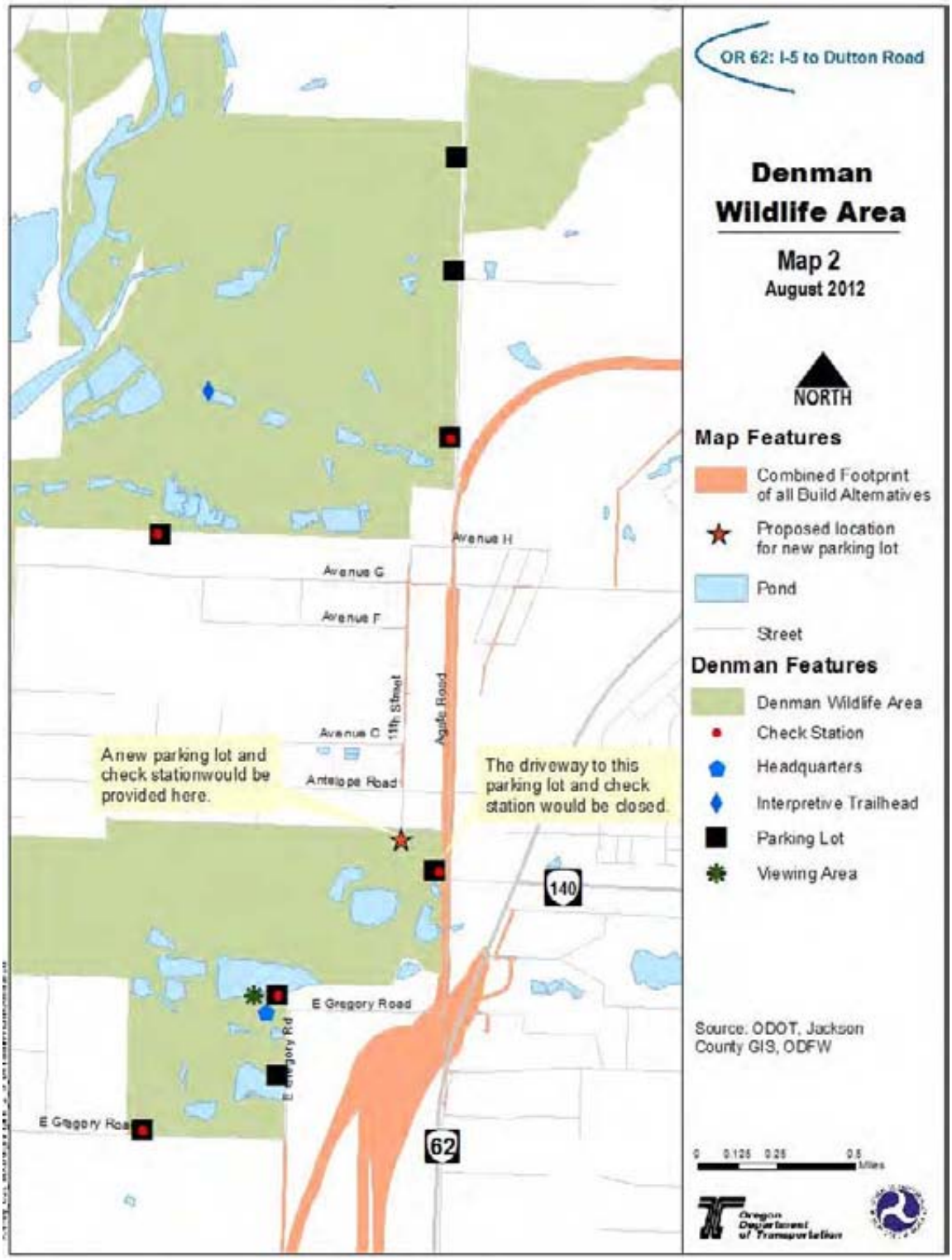
Attachments:

(1) Map 1: Overview of Denman Wildlife Area
Map 2: Map of Section 4(f) property which includes attributes and features and clearly indicates which portion of the property will be incorporated into the transportation project.
Map 3: Annotated aerial photograph showing Build Alternatives impacts to Denman Wildlife Area.

(2) Section 4(f) *de minimis* Public Outreach Summary
(3) Written support from Official with Jurisdiction (OWJ) for proposed Section 4(f) *de minimis*. *Note: this attachment will be obtained after the public comment period has concluded. The following instructions have been left in this draft document as a placeholder to ensure the letter includes the pertinent information.* <<The letter from the OWJ needs to include a summary that the project (including mitigation and enhancement measures) does not adversely affect the activities, features and attributes of the Section 4(f) resource. The date of the letter needs to ***be subsequent from*** the close of the opportunity for public comment, so that outcome of the PI process is considered in the OWJ's determination.>>
(4) FHWA Reporting Information for Section 4(f) *de minimis*

ATTACHMENT 1
Section 4(f) *de minimis* Property and Project Map
OR 62: I-5 to Dutton Road Project
Ken Denman Wildlife Area
13226
X-NH-S022(022)


MODOC RD
AGATE RD
TABLE ROCK RD
Military Slough Tract
AVENUE G
Bear Creek Tract
KIRTLAND RD
AVENUE C
AVENUE A
11TH ST
White City
Hall Tract
AGATE RD
E GREGORY RD
62
5
E VILAS RD
Legend
Project Footprint
Streets
Denman Wildlife Area
NORTH
0 0.25 0.5 1 Miles
Denman Wildlife Area
Map 1
August 2012
OR 62: I-5 to Dutton Road
Oregon Department of Transportation


OR 62: I-5 to Dutton Road
Denman Wildlife Area
Map 2
August 2012
NORTH
Map Features
Combined Footprint of all Build Alternatives
Proposed location for new parking lot
Pond
Street
Denman Features
Denman Wildlife Area
Check Station
Headquarters
Interpretive Trailhead
Parking Lot
Viewing Area
Source: ODOT, Jackson County GIS, ODFW
A new parking lot and check station would be provided here.
The driveway to this parking lot and check station would be closed.
Avenue H
Avenue G
Avenue F
Avenue C
11th Street
Agate Road
Antelope Road
E Gregory Road
E Gregory Rd
140
62
0 0.125 0.25 0.5 Miles


11th Street
Antelope Road
Denman Wildlife Area
(Hall Tract Unit)
Map Features
Denman Wildlife Area
Existing Parking Lot/Check Station
Vicinity of Proposed Parking Lot/Check Station
Taxlot
Build Alternatives Footprint
NORTH
0
250
500 Feet
Build Alternatives Impacts to Denman Wildlife Area
Map 3
August 2012
OR 62: I-5 to Dutton Road
Oregon Department of Transportation

ATTACHMENT 2
Section 4(f) *de minimis* Public Outreach Summary
OR 62: I-5 to Dutton Road Project
Ken Denman Wildlife Area
13226
X-NH-S022(022)

Note: This attachment will be written once the public outreach has been concluded (the public notice/comment period will be concurrent with the DEIS public comment period).

Public notice <<include copies of notices—especially legal notices, or newspaper advertisements, summarize notices provided on project website and any other venues>>

Outreach events <<can include events specific to the *de minimis* finding and any other project activities in which the *de minimis* information was presented>>

Comment received on the proposed *de minimis*.

Response to Comments. Be sure to include any project, mitigation or enhancement modifications that occurred in response to comments.

ATTACHMENT 3
Written Support from Official with Jurisdiction for Section 4(f) *de minimis*
OR 62: I-5 to Dutton Road Project
Ken Denman Wildlife Area
13226
X-NH-S022(022)

Note: once the public comment period for this *de minimis* finding has closed, ODOT will seek written support from ODFW.

ATTACHMENT 4

FHWA Reporting Information for Section 4(f) *de minimis*
OR 62: I-5 to Dutton Road Project
Ken Denman Wildlife Area
13226
X-NH-S022(022)

Route.	OR 62
Project Name.	OR 62: I-5 to Dutton Road Project
Project Length in Miles.	7.5
Has the project received Transportation Enhancements funds? Has an application for TE funds for this project been submitted? Or is it planned?	No TE funds have been received. ODOT may apply for TE funds at a later date (decision on whether to apply is still to be determined).
Type of project (bridge, intersection, new alignment, safety, widening). Select only one.	New Alignment
Complete project cost.	Projected construction and right-of-way costs, in 2023 dollars, are $330-440 million, depending on Preferred Alternative.
NEPA Class of action.	EIS
Number of Section 4(f) resources in the project.	5
List of all Section 4(f) resources in the project.	David Cingcade House and Barn Complex Camp White Station Hospital Bear Creek Greenway Denman Wildlife Area Midway Park (planned)
De minimis mitigation (includes purchase of right-of-way consistent with the Uniform Act).	Construction of new, comparable parking area and relocation of check station kiosk. Mitigation also includes habitat restoration at the site of the displaced parking lot and installation of signs to guide visitors to the new parking lot.
De minimis impacts (e.g. will remove 5 existing parking spaces from 250 space parking lot; will convert x.x acres of Monument land to highway easement, will use 50 sq. ft. of the SE corner of the property).	Will close the driveway to an unpaved parking lot approximately 7,000 square feet in size (neither the parking lot boundary nor individual parking spaces are delineated); parking lot also includes a self-service check station for hunters.
Size of the *de minimis* use in acres.	0.16 acres
Type of *de minimis* resource (Historic, Park, Recreation or Wildlife Refuge). Select only one.	Recreation
Project status (general schedule—bid opening, completion of the environmental process).	NEPA completion by summer 2013 First phase to bid by summer 2013
Anticipated construction start.	Fall 2013
Anticipated construction completion.	First phase: Fall 2015; Complete Project: 2023

<< ODOT LETTERHEAD>>

<<Month and day>>, 2012

Chris Bucher
Operations Engineer
Federal Highway Administration
Oregon Division
530 Center Street, NE, Suite 420
Salem, Oregon 97301

Subject: **Proposed Section 4(f) *De Minimis* Finding for Recreation Area**
Bear Creek Greenway
OR 62: I-5 to Dutton Road
OR 62 from I-5 in Medford to Dutton Road in White City
Jackson County, Oregon
ODOT Key #13226
Federal-Aid #X-NH-S022(022)

Dear Chris:

This letter requests FHWA approval of a Section 4(f) *de minimis* finding for the **Bear Creek Greenway** associated with the SD Alternative of the **OR 62: I-5 to Dutton Road Project**. The proposed project would address congestion, safety, and operational problems on the 7.5-mile segment of OR 62 from its intersection with I-5 in Medford to Dutton Road north of White City. There are two build alternatives under consideration; both would bypass OR 62 with a new limited-access highway to the west of OR 62 from the I-5 area to Dutton Road. The build alternatives also include changes to the local street network. In the vicinity of the Bear Creek Greenway, the two alternatives are different. Only the SD Alternative would directly impact the Bear Creek Greenway; improvements associated with the DI Alternative and the JTA Phase would be located farther east and would not use any of the Bear Creek Greenway. ODOT intends to identify the SD Alternative with Option C in the DEIS as the agency recommended alternative.

The Bear Creek Greenway is a 21-mile long recreational multi-use path designated as an "Oregon Recreation Trail." The Bear Creek Greenway extends from Ashland to Central Point on a narrow corridor of publicly owned land that follows Bear Creek, which is roughly adjacent to I-5 (see Map 1). The full extent of the Bear Creek Greenway is jointly managed by Jackson County, the six city governments in which it is located, and the nonprofit Bear Creek Greenway Foundation, in accordance with the *Bear Creek Greenway Management Plan*. The City of Medford owns, manages, and has jurisdiction over the segment of the Bear Creek Greenway within its city limits.

In the project area, the Bear Creek Greenway path is located on parcels of land owned by the City of Medford, parcels owned by ODOT. For the purposes of the Section 4(f)

analysis for this project, the geographical boundaries of the Bear Creek Greenway are considered the 12-foot wide multi-use path, along with a 10-foot buffer on either side of the path. The publicly-owned parcels associated with the Bear Creek Greenway include no improvements other than the path itself. Management strategies for the parcels are focused on enhancing recreational opportunities on the path. In total, Section 4(f) consideration is being given to the 32-foot wide Bear Creek Greenway as it passes through this project's API. Recreational activities on the multi-use path include bird watching, walking, jogging, bicycling and roller skating. The path also serves a transportation purpose and functions as a bicycle commuter route. Federal CMAQ funding has been utilized on portions of the Bear Creek Greenway. Some users of the path bicycle between the cities along it, while other users are local. Natural attributes of the multi-use path include the Bear Creek waterway and associated riparian zones.

The SD Alternative would modify the existing North Medford Interchange (NMI) on I-5 to accommodate movements to and from the proposed bypass associated with the SD Alternative. These changes would not negatively impact the attributes, features, and activities that occur on the Bear Creek Greenway and would offer the same recreational opportunities as the existing paths. The interchange modifications would move the I-5 southbound off ramp closer to the Bear Creek Greenway and would displace three short segments, each approximately 200 feet long, of the Greenway path currently located on Medford-owned land (see Map 2). In these three locations, the SD Alternative would use a total of 0.1 acres of the Bear Creek Greenway Section 4(f) resource. As a part of the SD Alternative, ODOT would rebuild those three segments in the approximate locations shown on Map 2. The new segments would be the same width and would use similar construction methods as the rest of the Greenway path.

The SD Alternative would cause other changes to the Greenway path that do not, by definition, constitute a Section 4(f) use. The Bear Creek Greenway crosses Bear Creek on a small bridge on the east side of I-5. The SD Alternative would move the Greenway's existing bridge over Bear Creek to accommodate the proposed extension of the I-5 northbound on-ramp. The Greenway bridge is currently within ODOT I-5 right-of-way and would be shifted east onto land owned by ODOT. The Greenway path connecting to both ends of the bridge would also be moved. A new Greenway bridge over Bear Creek would be built prior to removing the existing bridge over Bear Creek to allow the path to remain open during the realignment work.

The SD Alternative would extend the I-5 on- and off-ramps, requiring new I-5 bridges over the multi-use path and Bear Creek. These bridges, which would be adjacent to the existing I-5 bridges, would completely span the Greenway path and would not constitute a Section 4(f) use. During construction of the I-5 bridges, the Greenway path will be subject to short-term temporary closures when necessary for public safety. Construction techniques and schedules have not yet been designed for the SD Alternative. Based on experience with similar projects, engineers have confirmed that only single-day (or

shorter) path closures would be needed, and that those closures would be relatively infrequent. Path closures would be limited to periods when closing the path would be required to ensure public safety, such as when materials are being hoisted overhead or when other overhead construction activities occur. Path closures for overhead construction work would last one day or less, and would be minimized to the greatest extent possible. In addition to path closures, construction crews may need to temporarily stop path traffic to allow construction equipment to cross the path. These periodic short-duration interruptions would last 15 minutes or less and would also be minimized.

Once detailed construction schedules are developed, the schedule for path closures would be coordinated with the City of Medford and Greenway representatives, and would be advertised to the public in advance. To the greatest extent possible, such closures would be scheduled for times when the path is less heavily used. ODOT would provide directional signage for alternate northbound and southbound routes around the closed segments of the path.

Because recreational opportunities would still exist on the Greenway path, these closures would not constitute a Section 4(f) use. In all, the SD Alternative's impacts to the Bear Creek Greenway would be minor and would not adversely affect the activities, features, and attributes of that resource.

The proposed northbound on-ramp would displace the access spur between the Bear Creek Greenway and Hilton Court. This access spur was constructed by ODOT in conjunction with the North Medford Interchange project. A second access is located on an unnamed spur road off of Biddle Road, approximately 600' north of Hilton Court as shown on Map 2. The displaced access spur is not part of the Bear Creek Greenway and is not considered a Section 4(f) resource. Because the second access of similar quality and convenience is located so close by (approximately 600' north), removing the Hilton Court access would not affect the features, attributes, and recreational activities on the Bear Creek Greenway. A potential mitigation strategy, as described in greater detail below, is to enhance signage guiding people to and from the Greenway, particularly in this area where access will change.

During the project development, efforts were made to minimize and avoid impacts to the Bear Creek Greenway. The DI Alternative would have avoided the Greenway altogether, as its southern terminus would have been a directional interchange with OR 62 in the vicinity of Whittle Avenue (east of the Bear Creek Greenway). [*Note to reviewers: if the SD Alternative is identified as the Preferred Alternative, this* de minimis *finding will be amended to include reasons why the DI Alternative was not selected.*] When designing the SD Alternative, project engineers were directed to avoid or minimize impacts to the Greenway. Because the Greenway path is so close to I-5 in the project area, engineers were unable to design the interchange to completely avoid use of the resource and still comply with geometrical and operational standards. However, engineers were able to

minimize the project footprint by modifying the design. In the vicinity of the Bear Creek Greenway, the SD Alternative's interchange ramps would be elevated. Those ramps were initially designed to be located on an earthen embankment, but project engineers changed the design to use a retaining wall, which would decrease the project's footprint.

Potential mitigation strategies are as follows. [*Note to reviewers: if the SD Alternative is identified as the Preferred Alternative, ODOT will commit to specific mitigation strategies and this section will be edited to be consistent with those commitments.*]

- Add signage. There are very few signs on the nearby street network to guide people to the Greenway path. Adding directional signs in and around the project area would make it easier for people to get to the Greenway path.

A **Draft Environmental Impact Statement** is being prepared for this project. [*Note to reviewers: the public notices for comment on this draft* de minimis *finding will be issued in conjunction with the notices for comment on the DEIS. Once public and agency comments have been sought and received, they will be described in this paragraph. Until then, the following instructions will remain as a placeholder.*] **<<Describe public notice, comment opportunity notices, any substantive public comment received on the proposed *de minimis* and the response to those comments, especially any project modifications and/or mitigation modifications made in response to those comments.>>**

In addition to the Bear Creek Greenway, there is one Section 4(f) recreational facility in the project area, the existing Ken Denman Wildlife Area, and one Section 4(f) planned park, the planned Midway Park. The Ken Denman Wildlife area is currently managed to protect, enhance and restore wildlife species and habitat and to provide wildlife-related recreational and educational opportunities to the public. Of the three tracts that comprise the Ken Denman Wildlife Area, only the Hall Tract Unit would experience a Section 4(f) use. The proposed bypass associated with both Build Alternatives would remove access to an existing parking lot and hunter check-in station. The parking lot and check station would be relocated to a different area within the Hall Tract Unit. FHWA expects to consider a Section 4(f) *de minimis* finding for the Denman Wildlife Area, as well. Midway Park is a planned park that will be located on the west side of I-5, north of the Bear Creek Greenway. The City of Medford currently owns the land on which the park will be built and has developed a master plan for the planned neighborhood park. The SD Alternative would require the use of approximately 0.15 acres of land associated with the planned park, but the use will not adversely affect the planned recreational activities or planned attributes and features of the park. If the SD Alternative is selected as the Preferred Alternative, FHWA expects to consider a Section 4(f) *de minimis* finding for the planned Midway Park.

There are two Section 4(f) historic resources in the project area: the David Cingcade House and Barn Complex located at 60 W Dutton Road and the Camp White Station

Hospital, now known as the Veterans Administration Southern Oregon Rehabilitation Center and Clinics (VA SORCC) located at 8495 Crater Lake Highway. Both of the project's build alternatives would use a small portion of the David Cingcade House and Barn Complex, which was determined to be a Section 4(f) *de minimis* on December 16, 2011. There would be no Section 4(f) use of the VA SORCC, neither would there be any adverse impacts to that facility.

This submission includes the following four attachments: (1) Maps of Section 4(f) property in association with proposed project; (2) Summary of public outreach and outcomes associated with proposed Section 4(f) *de minimis* finding; (3) Written correspondence from official with jurisdiction regarding Section 4(f) *de minimis* finding; and (4) FHWA Section 4(f) *de minimis* reporting information.

Please contact Chris Bell, at 503.986.3853 if you have questions pertaining to this proposed finding. Upon approval, please transit the signed copy to this office (TLC, 4040 Fairview Industrial Drive), where we will distribute and process this according to protocol.

Sincerely,

James Norman
Environmental Planning Unit Manager

The FHWA makes a Section 4(f) *de minimis* finding for the Bear Creek Greenway for the OR 62: I-5 to Dutton Road project as described in this document.

_____ _____

Phillip A. Ditzler Date
Oregon Division Administrator
Federal Highway Administration

Copies to:
Anna Henson, ODOT Environmental Project Manager
Chris Bell, ODOT Cultural Resource Program Coordinator

Attachments:

(1) Maps of Section 4(f) property which includes attributes and features and clearly indicates which portion of the property will be incorporated into the transportation project.

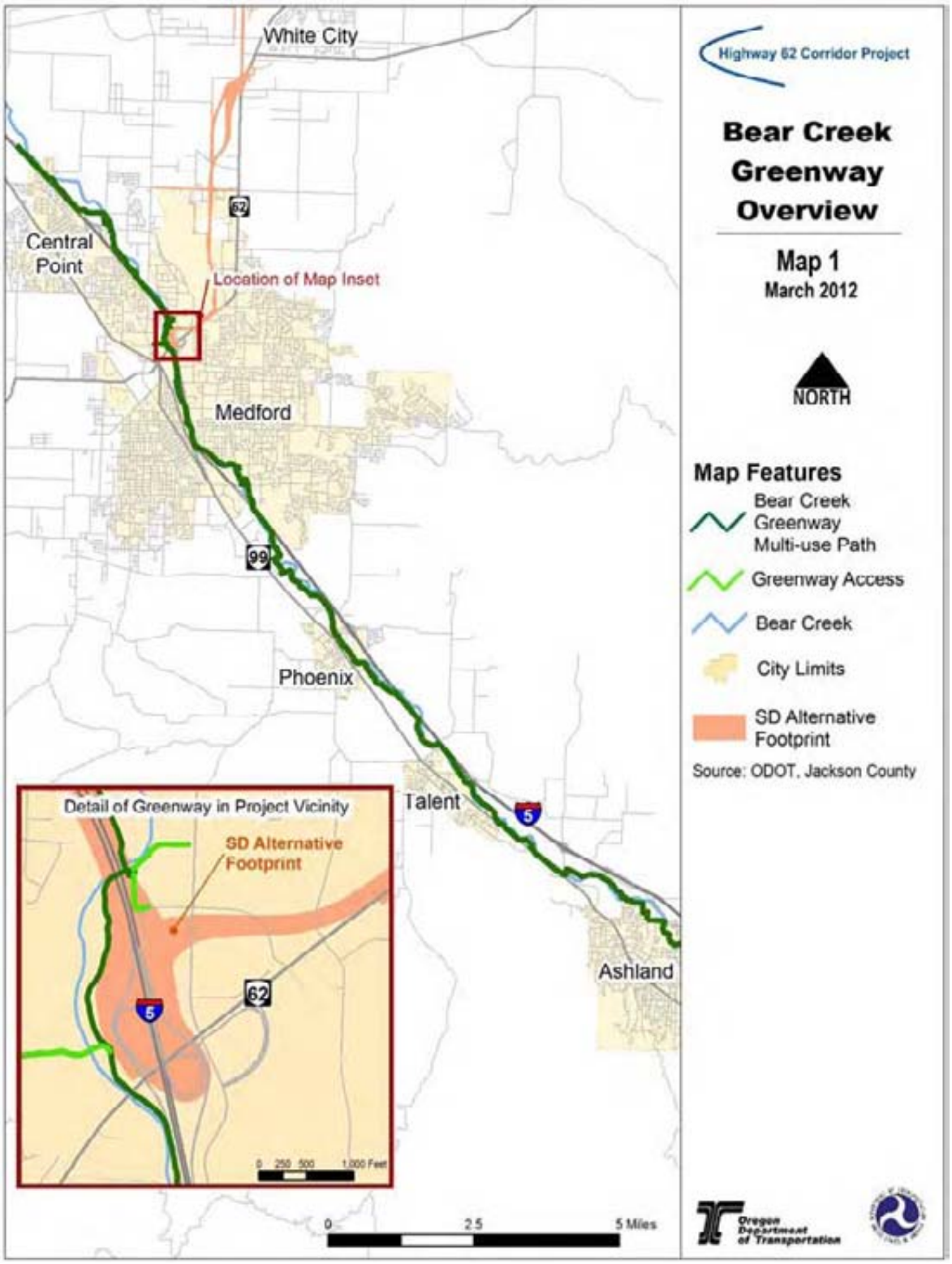
Map 1: overview of BCG
Map 2: impacts

(2) Section 4(f) *de minimis* Public Outreach Summary

(3) Written support from Official with Jurisdiction (OWJ) for proposed Section 4(f) *de minimis*. Note: this attachment will be obtained after the public comment period has concluded. The following instructions have been left in this draft document as a placeholder to ensure the letter includes the pertinent information. <<The letter from the OWJ needs to include a summary that the project (including mitigation and enhancement measures) does not adversely affect the activities, features and attributes of the Section 4(f) resource. The date of the letter needs to ***be subsequent from*** the close of the opportunity for public comment, so that outcome of the PI process is considered in the OWJ's determination.>>

(4) FHWA Reporting Information for Section 4(f) *de minimis*

ATTACHMENT 1
Section 4(f) *de minimis* Property and Project Maps
OR 62: I-5 to Dutton Road
Bear Creek Greenway
ODOT Key #13226
Federal-Aid #X-NH-S022(022)


White City
Central Point
Location of Map Inset
Medford
Phoenix
Talent
Ashland
62
99
5
Detail of Greenway in Project Vicinity
SD Alternative Footprint
0 250 500 1,000 Feet
0 2.5 5 Miles
Highway 62 Corridor Project
Bear Creek Greenway Overview
Map 1
March 2012
NORTH
Map Features
Bear Creek Greenway Multi-use Path
Greenway Access
Bear Creek
City Limits
SD Alternative Footprint
Source: ODOT, Jackson County
Oregon Department of Transportation


Existing Greenway bridge over Bear Creek (to be realigned)
Access to remain
Access to be displaced
Path realignment
Bicycle Road
62
Highway 62 Corridor Project
SD Alternative Impacts to Bear Creek Greenway
Map 2
June 2012
NORTH
Map Features
Section 4(f) Resource: 12' Multi-use Path and 10' Buffer
Existing 12' Wide Multi-use Path
Proposed Multi-use Path Realignment
Proposed 10' Buffer
SD Alternative Right of Way Footprint
Existing I-5 Bridges over Bear Creek and Multi-Use Path
Proposed I-5 On/Off Ramp Realignments (not all ramps are shown)
Access to Greenway
Note: The map area is at the edge of the aerial photographs and some distortion is present.
Sources: Jackson County Assessor, Jackson County GIS, ODOT
0 125 250 500 Feet
Oregon Department of Transportation

ATTACHMENT 2
Section 4(f) *de minimis* Public Outreach Summary
OR 62: I-5 to Dutton Road
Bear Creek Greenway
ODOT Key #13226
Federal-Aid #X-NH-S022(022)

Note: The public comment period is being held concurrently with the DEIS comment period. Comments on the proposed de minimis *findings can be submitted in the same manner as comments on the DEIS. When public and agency comments have been received, this attachment will be completed.*

To date, ODOT has had some informal meetings with Medford Parks and Recreation Department to discuss potential impacts to the Bear Creek Greenway.

Public notice <<include copies of notices—especially legal notices, or newspaper advertisements, summarize notices provided on project website and any other venues>>

Outreach events <<can include events specific to the *de minimis* finding and any other project activities in which the *de minimis* information was presented>>

Comment received on the proposed *de minimis*.

Response to Comments. Be sure to include any project, mitigation or enhancement modifications that occurred in response to comments.

ATTACHMENT 3
Written Support from Official with Jurisdiction for Section 4(f) *de minimis*
OR 62: I-5 to Dutton Road
Bear Creek Greenway
ODOT Key #13226
Federal-Aid #X-NH-S022(022)

Note: if the SD Alternative is identified as the Preferred Alternative, ODOT will seek written support from the City of Medford. Documentation of that support will be included here.

ATTACHMENT 4
FHWA Reporting Information for Section 4(f) *de minimis*
OR 62: I-5 to Dutton Road
Bear Creek Greenway
ODOT Key #13226
Federal-Aid #X-NH-S022(022)

Route.	OR 62
Project Name.	OR 62: I-5 to Dutton Road
Project Length in Miles.	7.5
Has the project received Transportation Enhancements funds? Has an application for TE funds for this project been submitted? Or is it planned?	No TE funds have been received. ODOT may apply for TE funds at a later date (decision on whether to apply is still to be determined).
Type of project (bridge, intersection, new alignment, safety, widening). Select only one.	New Alignment
Complete project cost.	Projected construction and right-of-way costs, in 2023 dollars, are $330-440 million, depending on Preferred Alternative.
NEPA Class of action.	EIS
Number of Section 4(f) resources in the project.	5
List of all Section 4(f) resources in the project.	David Cingcade House and Barn Complex Camp White Station Hospital Bear Creek Greenway Denman Wildlife Area Midway Park (planned)
De minimis mitigation (includes purchase of right-of-way consistent with the Uniform Act).	Addition of directional signage in project vicinity; realignment of displaced portions of path. (*Note: mitigation strategy has not been finalized*)
De minimis impacts (e.g. will remove 5 existing parking spaces from 250 space parking lot; will convert x.x acres of Monument land to highway easement, will use 50 sq. ft. of the SE corner of the property).	Will displace three short segments of the Greenway path, thus using 0.1 acres of the Section 4(f) resource. Other impacts (which do not constitute a 4(f) use) include moving an existing bridge over Bear Creek and realigning the path at either end of the bridge; adding new I-5 bridges over the path; displacing an existing access to the path; and temporary, short-term path closures.
Size of the *de minimis* use in acres.	0.1 acre
Type of *de minimis* resource (Historic, Park, Recreation or Wildlife Refuge). Select only one.	Recreation
Project status (general schedule—bid opening, completion of the environmental process).	NEPA completion by summer 2013 First phase to bid by summer 2013
Anticipated construction start.	Fall 2013

Anticipated construction completion.	First phase: 2015 Complete Project: 2023

<< ODOT LETTERHEAD>>

Date

Chris Bucher
Operations Engineer
Federal Highway Administration
Oregon Division
530 Center Street, NE, Suite 420
Salem, Oregon 97301

Subject: **Proposed Section 4(f) d*e minimis* Finding for Recreation Area**
Planned Midway Park
Oregon 62: I-5 to Dutton Road
Jackson County, Oregon
ODOT Key #13226
Federal-Aid #X-NH-S022(022)

Dear Mr. Bucher:

This letter requests FHWA approval of a Section 4(f) *de minimis* finding for the **planned Midway Park** associated with the SD Alternative of the **OR 62: I-5 to Dutton Road Project**. The proposed project would address congestion, safety, and operational problems on the 7.5-mile segment of OR 62 from its intersection with I-5 in Medford to Dutton Road north of White City. There are two build alternatives under consideration; both would bypass OR 62 with a new limited-access highway to the west of OR 62 from the I-5 area to Dutton Road. The build alternatives also include changes to the local street network. In the vicinity of the planned Midway Park, the two alternatives are different. Only the SD Alternative would directly impact Midway Park; improvements associated with the DI Alternative and the JTA Phase would be located farther east and would not use any of the planned Midway Park. ODOT intends to identify the SD Alternative with Option C in the DEIS as the agency recommended alternative.

The City of Medford plans to create Midway Park on undeveloped land that the city currently owns, located to the west side of I-5 near Midway Road. Map 1 shows the Midway Park Master Plan. Although the city has not yet identified funding for building the improvements, Medford intends to build the park within the next five or six years. The park is planned as a neighborhood park to provide outdoor recreational opportunities for nearby residents. When completed, the park will include a dog park, playground, basketball court, restrooms, picnic areas, and parking. The park will also include a berm along the east side of the park, adjacent to I-5. Representatives from the Medford Parks and Recreation Department confirmed that this berm is designed to reduce noise levels in the park because I-5 is less than 100 feet from the proposed park. The tax lot on which the park will be located is approximately 12 acres, but Midway Park would be located at

the northern end of that tax lot and its associated improvements would cover approximately 3 acres.

The SD Alternative will extend the I-5 southbound off-ramp northward, which will effectively widen I-5 and require the use of approximately 0.15 acres of Medford-owned land on which Midway Park is planned to be built. Map 2 shows the proposed use. This use would displace nearly all of the planned noise reduction berm and little else. The planned recreational areas are further west, and there would remain ample space for all of the planned recreational activities. As a result, the SD Alternative would not adversely impact the recreational activities that are expected to occur in the planned Midway Park. To mitigate for the loss of the planned berm in Midway Park, ODOT may build a noise barrier between the park and I-5.[*Note to reviewers: the mitigation strategy will be finalized after comments on the DEIS and this de minimis documentation have been received and prior to issuing the Final Environmental Impact Statement (FEIS). Once the mitigation strategy has been finalized, this paragraph will be edited.*] The noise barrier will be substantially narrower than the proposed berm, so it could be located directly adjacent to I-5 without encroaching on the recreational areas of the park.

In addition to the potential mitigation strategy described above, ODOT has worked to minimize adverse impacts to the planned park. During the project development, project engineers were aware that the Medford Parks Department owned land adjacent to I-5 and engineers designed the SD Alternative to keep its footprint as small as possible and minimize impacts to this land. In the vicinity of Midway Park, the proposed project's I-5 ramps would be elevated. Those ramps were initially designed to be located on an earthen embankment, but project engineers changed the design to use a retaining wall, which would decrease the project's footprint.

A **Draft Environmental Impact Statement** is being prepared for this project. [*Note to reviewers: the public notices for comment on this draft* de minimis *finding will be issued in conjunction with the notices for comment on the DEIS. Once public and agency comments have been sought and received, they will be described in this paragraph. Until then, the following instructions will remain as a placeholder.*] **<<Describe public notice, comment opportunity notices, any substantive public comment received on the proposed *de minimis* and the response to those comments, especially any project modifications and/or mitigation modifications made in response to those comments.>>**

In addition to Midway Park, there are two Section 4(f) recreational facilities in the project area: the Ken Denman Wildlife Area and the Bear Creek Greenway. The Ken Denman Wildlife area is currently managed to protect, enhance and restore wildlife species and habitat and to provide wildlife-related recreational and educational opportunities to the public. Of the three tracts that comprise the Ken Denman Wildlife Area, only the Hall Tract Unit would experience a Section 4(f) use. The proposed bypass associated with

both the SD and DI Alternatives would remove access to an existing parking lot and hunter check-in station. The parking lot and check station would be relocated to a different area within the Hall Tract Unit. FHWA expects to consider a Section 4(f) *de minimis* finding for the Denman Wildlife Area. The Bear Creek Greenway is a multi-use recreational path and linear park located to southeast of Midway Park on the opposite side of Bear Creek. The SD Alternative would require the use of approximately 0.1 acres of the Bear Creek Greenway, which would constitute a Section 4(f) use. If the SD Alternative is identified as the Preferred Alternative, FHWA expects to consider a Section 4(f) *de minimis* finding for the Bear Creek Greenway.

There are two Section 4(f) historic resources in the project area: the David Cingcade House and Barn Complex located at 60 W Dutton Road and the Camp White Station Hospital, now known as the Veterans Administration Southern Oregon Rehabilitation Center and Clinics (VA SORCC) located at 8495 Crater Lake Highway. Both of the project's build alternatives would use a small portion of the David Cingcade House and Barn Complex, which was determined to be a Section 4(f) *de minimis* on December 16, 2011. There would be no Section 4(f) use of the VA SORCC, neither would there be any adverse impacts to that facility.

This submission includes the following four attachments: (1) Two maps of Section 4(f) property in association with proposed project; (2) Summary of public outreach and outcomes associated with proposed Section 4(f) *de minimis* finding; (3) Written correspondence from official with jurisdiction regarding Section 4(f) *de minimis* finding; and (4) FHWA Section 4(f) *de minimis* reporting information.

Please contact Chris Bell, at 503-986-3853 if you have questions pertaining to this finding. Upon approval, please transit the signed copy to this office (TLC, 4040 Fairview Industrial Drive), where we will distribute and process according to protocol.

Sincerely,

James Norman
Environmental Planning Unit Manager

The FHWA makes a Section 4(f) *de minimis* finding for the planned Midway Park for the OR 62: I-5 to Dutton Road project as described in this document.

_____ _____

Phillip A. Ditzler — Date
Oregon Division Federal Highway Administration

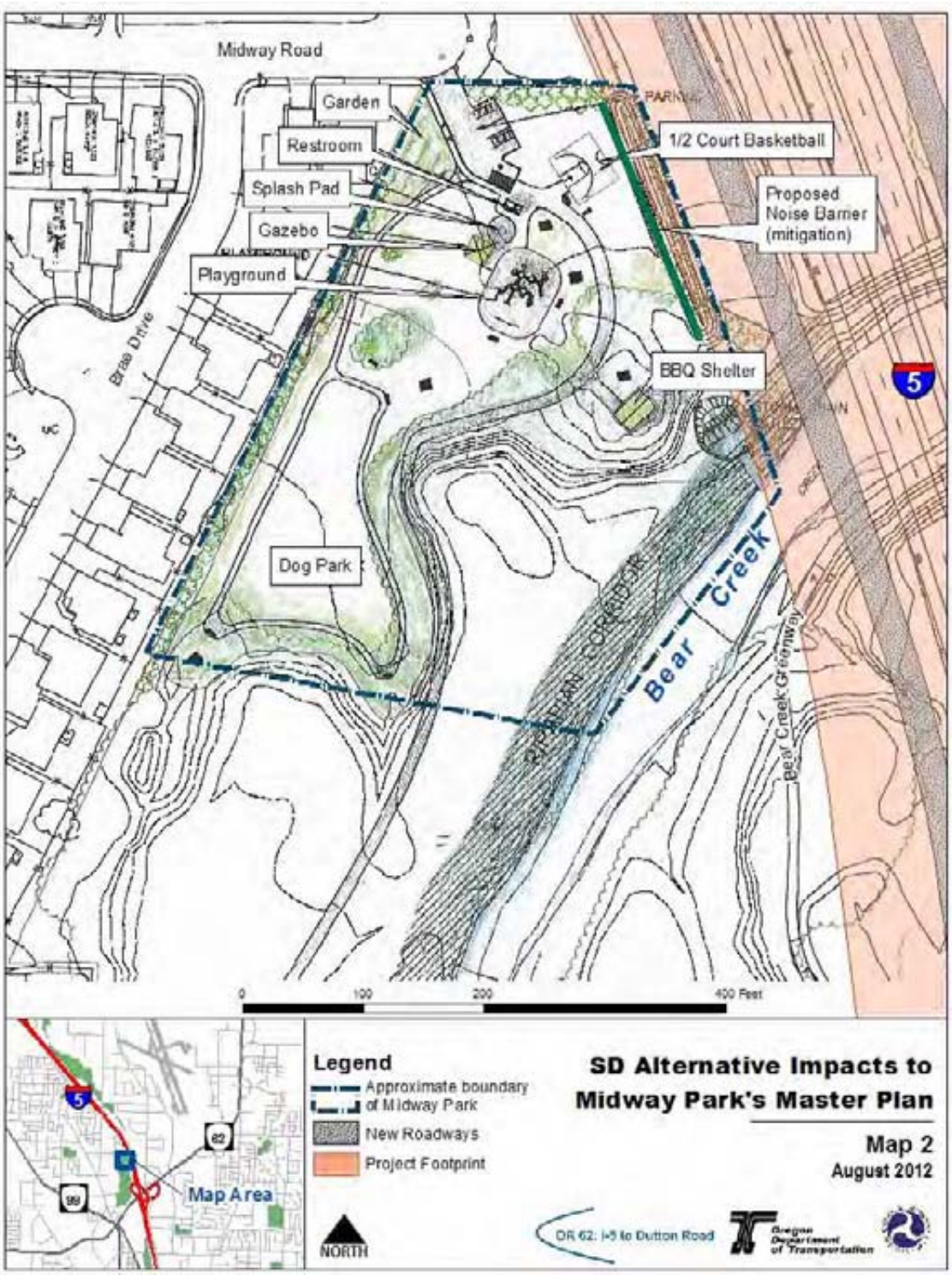
Copies to:
Anna Henson, ODOT Environmental Project Manager
Chris Bell, ODOT Cultural Resource Program Coordinator

Attachments:

(1) Map 1: Section 4(f) property; and Map 2: Proposed use of Section 4(f) property
(2) Section 4(f) *de minimis* Public Outreach Summary
(3) Written support from Official with Jurisdiction (OWJ) for proposed Section 4(f) *de minimis*. *Note: this attachment will be obtained after the public comment period has concluded. The following instructions have been left in this draft document as a placeholder to ensure the letter includes the pertinent information.* <<The letter from the OWJ needs to include a summary that the project (including mitigation and enhancement measures) does not adversely affect the activities, features and attributes of the Section 4(f) resource. The date of the letter needs to ***be subsequent from*** the close of the opportunity for public comment, so that outcome of the PI process is considered in the OWJ's determination.>>
(4) FHWA Reporting Information for Section 4(f) *de minimis*

ATTACHMENT 1
Section 4(f) *de minimis* Property and Project Map
OR 62: I-5 to Dutton Road
Midway Park (planned)
ODOT Key # 13226
Federal-Aid # X-NH-S022(022)


Midway Road
Garden
Restroom
Splash Pad
Gazebo
Playground
PARKING
1/2 Court Basketball
Berm (for noise reduction)
BBQ Shelter
Dog Park
Bear Creek
RIPARIAN CORRIDOR
Bear Creek Greenway
Briar Drive
5
0
100
200
400 Feet
Map Area
Legend
Approximate boundary of Midway Park
NORTH
Midway Park
Master Plan
Map 1
August 2012
OR 62: I-5 to Dutton Road
Oregon Department of Transportation


Midway Road
Garden
Restroom
Splash Pad
Gazebo
Playground
1/2 Court Basketball
Proposed Noise Barrier (mitigation)
BBQ Shelter
Dog Park
Bear Creek
Bear Creek Greenway
RIPARIAN CORRIDOR
Bliss Drive
0
100
200
400 Feet
Map Area
Legend
Approximate boundary of Midway Park
New Roadways
Project Footprint
NORTH
SD Alternative Impacts to Midway Park's Master Plan
Map 2
August 2012
OR 62: I-5 to Dutton Road
Oregon Department of Transportation

ATTACHMENT 2
Section 4(f) *de minimis* Public Outreach Summary
OR 62: I-5 to Dutton Road
Midway Park (planned)
ODOT Key # 13226
Federal-Aid # X-NH-S022(022)

Note: The public comment period is being held concurrently with the DEIS comment period. Comments on the proposed de minimis *findings can be submitted in the same manner as comments on the DEIS. When public and agency comments have been received, this attachment will be completed.*

To date, ODOT has had some informal meetings with Medford Parks and Recreation Department to discuss potential impacts to Midway Park.

Public notice <<include copies of notices—especially legal notices, or newspaper advertisements, summarize notices provided on project website and any other venues>>

Outreach events <<can include events specific to the *de minimis* finding and any other project activities in which the *de minimis* information was presented>>

Comment received on the proposed *de minimis*.

Response to Comments. Be sure to include any project, mitigation or enhancement modifications that occurred in response to comments.

ATTACHMENT 3
Written Support from Official with Jurisdiction for Section 4(f) *de minimis*
OR 62: I-5 to Dutton Road
Midway Park (planned)
ODOT Key # 13226
Federal-Aid # X-NH-S022(022)

Note: if the SD Alternative is identified as the Preferred Alternative, ODOT will seek written support from the City of Medford. Documentation of that support will be included here.

ATTACHMENT 4
FHWA Reporting Information for Section 4(f) *de minimis*
OR 62: I-5 to Dutton Road
Midway Park (planned)
ODOT Key # 13226
Federal-Aid # X-NH-S022(022)

Route.	OR 62
Project Name.	OR 62: I-5 to Dutton Road
Project Length in Miles.	7.5
Has the project received Transportation Enhancements funds? Has an application for TE funds for this project been submitted? Or is it planned?	No TE funds have been received. ODOT may apply for TE funds at a later date (decision on whether to apply is still to be determined).
Type of project (bridge, intersection, new alignment, safety, widening). Select only one.	New Alignment
Complete project cost.	Projected construction and right-of-way costs, in 2023 dollars, are $330-440 million, depending on Preferred Alternative.
NEPA Class of action.	EIS
Number of Section 4(f) resources in the project.	5
List of all Section 4(f) resources in the project.	David Cingcade House and Barn Complex Camp White Station Hospital Bear Creek Greenway Denman Wildlife Area Midway Park (planned)
De minimis mitigation (includes purchase of right-of-way consistent with the Uniform Act).	Construction of a noise barrier in the approximate location of the planned berm on the northeastern edge of the park.
De minimis impacts (e.g. will remove 5 existing parking spaces from 250 space parking lot; will convert x.x acres of Monument land to highway easement, will use 50 sq. ft of the SE corner of the property).	Will require the use of 0.15 acres of the northeastern edge of land on which the park is planned, displacing a planned berm which is designed to reduce noise emanating from I-5.
Size of the *de minimis* use in acres.	0.15 acres
Type of *de minimis* resource (Historic, Park, Recreation or Wildlife Refuge). Select only one.	Park
Project status (general schedule—bid opening, completion of the environmental process).	NEPA completion by summer 2013 First phase to bid by summer 2013
Anticipated construction start.	Fall 2013
Anticipated construction completion.	First phase: Fall 2015 Complete Project: 2023

Appendix F National Historic Preservation Act: Section 106 Documentation

Appendix F contains
Project-level Section 106 finding (draft)
April 6, 2011, Camp White Station Hospital Section 106 Determination of Eligibility (amended)
April 6, 2011, Camp White Station Hospital Section 106 Finding of Effect
April 9, 2008, Burrill Mill Complex Section 106 Determination of Eligibility
February 9, 2011, David Cingcade House and Barn Complex Section 106 Determination of Eligibility (amended)
February 9, 2011, David Cingcade House and Barn Complex Section 106 Finding of Effect
September 14, 2009, Project-level Archaeology Section 106 Finding of Effect

Project-level Section 106 finding

[Needs to be inserted in place of this page when it is available]

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Geo-Environmental Section
4040 Fairview Industrial Dr SE MS #6
Salem, OR 97302

FILE CODE:

DATE: April 19, 2011

TO: Chris Bell, Cultural Resources Program Coordinator
Anna Henson, Region 3 Environmental Project Manager
Michelle Eraut, FHWA Oregon Division
Key No. 13226, File Type E: Cultural Resources

FROM: Rebecca Littau, Geo-Environmental Administrative Staff RL

SUBJECT: **Section 106 Determination of Eligibility**
Camp White Station Hospital DOE (AMENDED)
Camp White Station Hospital FOE
Highway 62 Corridor Solutions EIS
Medford, Jackson County
Key No. 13226
Federal-Aid No. X-NH-S022(022)
SHPO Case No. 11-0194

Attached is the signed **DOE and FOE** from the State Historic Preservation Office for the above referenced project, **approved on April 6, 2011.**

Oregon
John A. Kitzhaber, MD, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE, Ste C
Salem, OR 97301-1266
(503) 986-0671
Fax (503) 986-0793
www.oregonheritage.org

April 6, 2011

Mr. James Norman
ODOT Environmental
355 Capitol NE Rm 314
Salem, OR 97301

RE: SHPO Case No. 11-0194
ODOT Proj 13226 - Hwy 62 Corridor Solutions EIS

Dear Mr. Norman:

We have reviewed the materials submitted on the project referenced above, and we concur with the determination that the Camp White Station Hospital is eligible for the National Register of Historic Places. However, we cannot concur with the selected boundary at this time. The Oregon SHPO has a Programmatic Agreement in place with the Veteran's Administration that identifies the district as including the entire area defined in the submission and the space between the proposed southeast boundary to the Crater Lake Highway right-of-way. The area south of Kelly Road was included because broad lawns are a character-defining feature of the district.

This letter refers to above-ground historic resources only. Comments pursuant to a review for archaeological resources, if applicable, will be sent separately.

Unless there are changes to the project, this concludes the requirement for consultation with our office under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800) for above-ground historic properties. Please feel free to contact me if you have any questions, comments or need additional assistance.

Sincerely,

Ian P. Johnson
Historian
(503) 986-0678
ian.johnson@state.or.us

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Highway Division/Technical Services
Geo-Environmental Section, MS #6
4040 Fairview Industrial Dr SE
Salem, Oregon 97302
Main Line: 503-986-3252
Fax: 503-986-3249

March 22, 2010

File Code:

Roger Roper
Deputy State Historic Preservation Officer
Assistant Director, Heritage Programs
Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97301

Subject: **Section 106 Determination of Eligibility**
Camp White Station Hospital DOE (AMENDED)
Camp White Station Hospital FOE
Highway 62 Corridor Solutions EIS
Medford, Jackson County
Key No. 13226
Federal-Aid No. X-NH-S022(022)
SHPO Case No. 11-0194

Mr. Roper,

Included with this letter are one amended Section 106 Determination of Eligibility and one Section 106 Finding of Effect for your review and concurrence. The resource documented is the Camp White Station Hospital (originally determined eligible in 1996), located adjacent to Highway 62 between Medford and White City in Jackson County. The purpose of this addendum is to document the current state of the property and the historic resource boundary for the purposes of Section 106 – information that was not included in the 1996 DOE. The Finding of Effect reflects the current project plans and its proximity to the hospital campus.

You should note that we submitted on January 26, 2011, receiving concurrence from your office on February 9, 2011, another property related to this project, the David Cingcade House and Barn Complex. This is the second of two historic resources which are subject to these effects. Should we receive concurrence from you on this resource (both amended eligibility and effect), and completion of the archaeological process, we will seek concurrence for the overall Section 106 effect, which we anticipate currently will be "no adverse."

Your prompt review of the attached document is appreciated. If you have any questions regarding this submittal, the above bolded section, or require further information, please

contact either Chris Bell at 503.986.3853 or Michelle Eraut, FHWA Environmental Program Manager, at 503.587.4716.

Sincerely,

James B. Norman
Environmental Planning Unit Manager

Attachments:

Camp White Station Hospital DOE (Original)
Camp White Station Hospital DOE (AMENDED)
Camp White Station Hospital FOE

Copies to:

Chris Bell, Cultural Resources Program Coordinator
Anna Henson, Region 3 Environmental Project Manager
Michelle Eraut, FHWA Oregon Division
Key No. 13226, File Type E: Cultural Resources

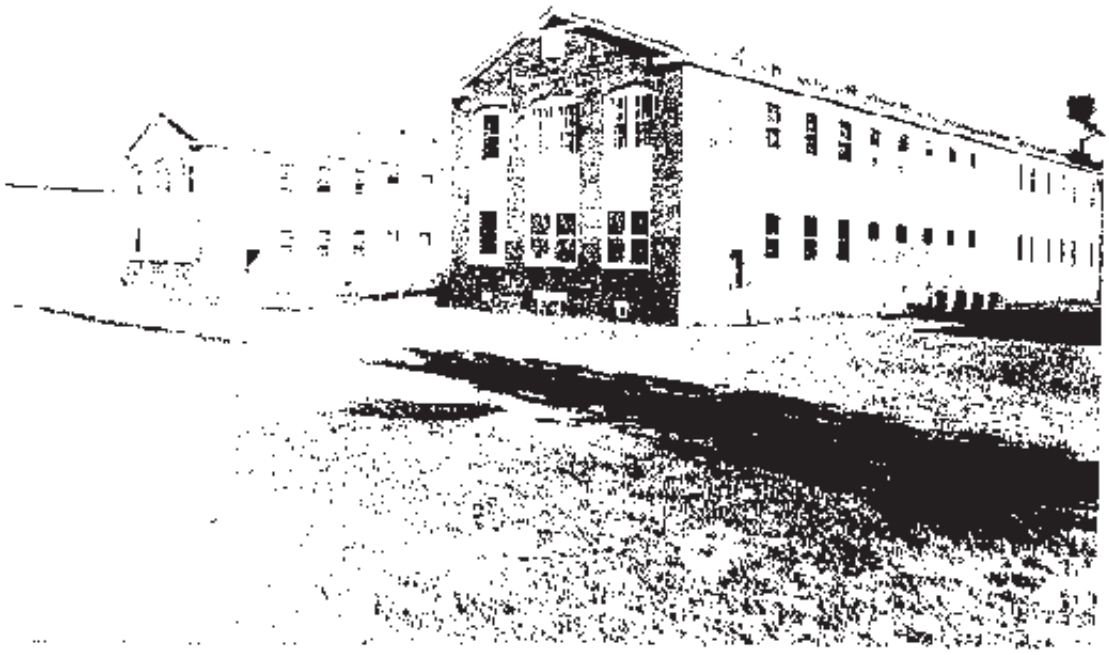
Oregon Department of Transportation

REQUEST FOR DETERMINATION OF ELIGIBILITY

Property Name Camp White Station Hospital [V. A. Domiciliary] **Date of Construction** 1942

Address 8495 Highway 62 **County** Jackson

Primary Significance: Most intact surviving element of the WWII-era U. S. Army Camp White, an massive cantonment or training facility constructed from January to September 1942. Strong association with the impact of Camp White on the Medford-Jackson County region and the economic and social impacts of the base's construction, operation, and eventually,. the 1948 transformation of the Camp White Station Hospital into the Veteran's Affairs Domiciliary.



Camp White Station Hospital [V. A. Domiciliary]
Typical Hospital Ward buildings

Description: The Camp White Station Hospital [V. A. Domiciliary] is a 145 acre compound encompassing approximately 61 major buildings, all but one of which date from the original Camp White period of use. The masonry hospital barracks are "H" shaped in plan, generally two stories with gable roofs. Wall construction is of hollow-clay tile with brick veneer. Windows, doors and trim are of wood, painted white. Support buildings, including shops, warehouses, churches, misc. barracks and office spaces are of wood-frame construction with asbestos shingle siding. Most wood frame structures are two-stories high, gable roof and similar in design to the Masonry buildings, forming a generally homogenous building compound laid out in formal pattern around park-like grounds.

Significance/Context: See Page 2 **Location:** See Attached Map

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In my opinion, the property X meets ___ does not meet the criteria for listing in the National Register of Historic Places.

Signature of Certifying SHPO Official/Title

1/18/96
Date

Significance: The Camp White Station Hospital [V. A. Domiciliary] is significant under Criterion A as the single best remaining element of Camp George A. White, a U.S. Army Cantonment, or training facility, that was constructed in 1942. Noted Los Angeles architect Myron Hunt, of the firm of Hunt and Chambers was responsible for the design that was completed with the aid of some 200 draftsmen by early Fall 1941. Within two weeks of the bombing of Pearl Harbor and the declaration of war, Congress approved the funding for the construction of needed cantonments, including this one, and shortly thereafter the $27,000,000 contract for what became "Camp White" was awarded to a construction collective dubbed "Contractors Medford Cantonment" or CMC. CMC was a joint effort of five of the largest construction firms then operating in the Pacific Northwest.[1] Construction was begun in early January as the first of the Cantonments roads and underground services were begun. By August 15th 1942, following the round-the-clock work of an estimated 10,000 construction personnel, U.S. Army Camp White was formally transferred to the U.S. Army by the contractors. In September the Camp was dedicated and the 91st "Fir Tree" Division was formally re-activated to immediately commence training for overseas duty.

During its operation as a cantonment Camp White encompassed 43,000 acres, approximately 77 square miles, an area roughly sixteen times that of Medford, the largest city in Jackson County. Two huge training fields, the Beagle Range to the north and the Antelope Range to the south, were used for live-ammo artillery and tank training, gas mask training and a wide variety of other activities as portions of the Oregon countryside were transformed into practice beach heads at Normandy and elsewhere. The two ranges flanked a 1 mile wide and 4 mile long "building core" that held more than 1300 individual buildings providing housing, food and entertainment, repair and office facilities for a population of almost 40,000 men and women soldiers plus some 9,600 civilian day-workers. Camp White's military population made it the second largest city in Oregon, behind Portland.[2] In late 1943, as the major Division troop training was completed, unused barracks near the modern-day intersection of Table Rock Road and Pacific Avenue were converted into use as German Prisoner of War compound. The POW camp remained active, holding approximately 2,000 German enlisted men, until the conclusion of WWII. Following WWII, the Camp White building core, with its roads, sewer and electric systems in place, became the basis of the White City Industrial Park and the community of White City, now the largest unincorporated community in Jackson County.

The subject facility, the Camp White Station Hospital, was completed in Summer 1942 and provided a 1400 bed medical facility for both base personnel and their dependents. Built of what the Army termed "semi-permanent" construction, at war's end as the majority of Camp White was decommissioned and dismantled, attempts were made to convert the Station Hospital into some continuing Federal presence in the Rogue Valley. Following a lengthy series of proposals, most notably a failed legislative plan to move the Oregon State Hospital from Salem to Medford that ended with a gubernatorial veto from Gov. Earl Snell, the Department of Veteran's Administration was directed to transform the former Camp White Station Hospital into a Domiciliary in late 1948, largely due the efforts of Oregon's Senator Wayne Morse. The Veteran's Administration facility opened on February 20th, 1949.

The Camp White Station Hospital [V. A. Domiciliary] is significant under Criterion A for its association with the impacts of WWII in the Medford-Jackson County Area and the huge economic and population growth that the construction of Camp White brought to southern Oregon. In setting, use of materials, and overall character the facility accurately relates both its original construction and the associations for which it is significant.

Context: The Camp White Station Hospital [V. A. Domiciliary] is the largest and most intact portion of U. S. Army Camp White still standing. As such it represents the best local example of the national war effort and the massive scale of government action precipitated by the U.S. entry into World War II. Following the decommissioning of Camp White in 1946, most of the facilities structures were dismantled or sold whole and relocated throughout the Pacific Northwest. With the exception of the Camp White Station Hospital compound, few other Camp White related structures remain in their original locations and none retains the integrity of use and design of the subject resource. Finally, as the process which saw the former hospital transformed into a Veteran's Administration facility approaches fifty-years, the Camp White Station Hospital [V. A. Domiciliary] gains additional significance under Criterion A through its association with that effort.

Sources:

Clay, Scott and Atwood, Kay. Jackson County Cultural and Historical Resource Survey. Medford: Jackson County Planning Department, 1979/1991.

Kramer, George. Camp White: City in the Agate Desert. White City: Camp White 50th Anniversary Committee, 1992.

Medford Mail Tribune, misc. issues 1941-1949.

Researcher George Kramer, M.S., HRA, Eugene **Date** November 1995

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[1] These five firms were Sound Construction and Engineering, of Seattle; Peter Kiewit and Sons Company, Omaha; Morrison-Knudsen, Boise; Ford J. Twaits Construction and The Griffith Company, both of Los Angeles.

[2] Camp Adair, near Corvallis, with approximately the same population as Camp White, was also second to Portland but both camps were substantially larger than the 20,638 reported for Eugene in the 1940 Census. Oregon's third cantonment, Camp Adair near Bend, was substantially smaller in size than either Camp White or Camp Adair.

PHOTOGRAPHIC DOCUMENTATION
Camp White Station Hospital [V.A. Domiciliary]

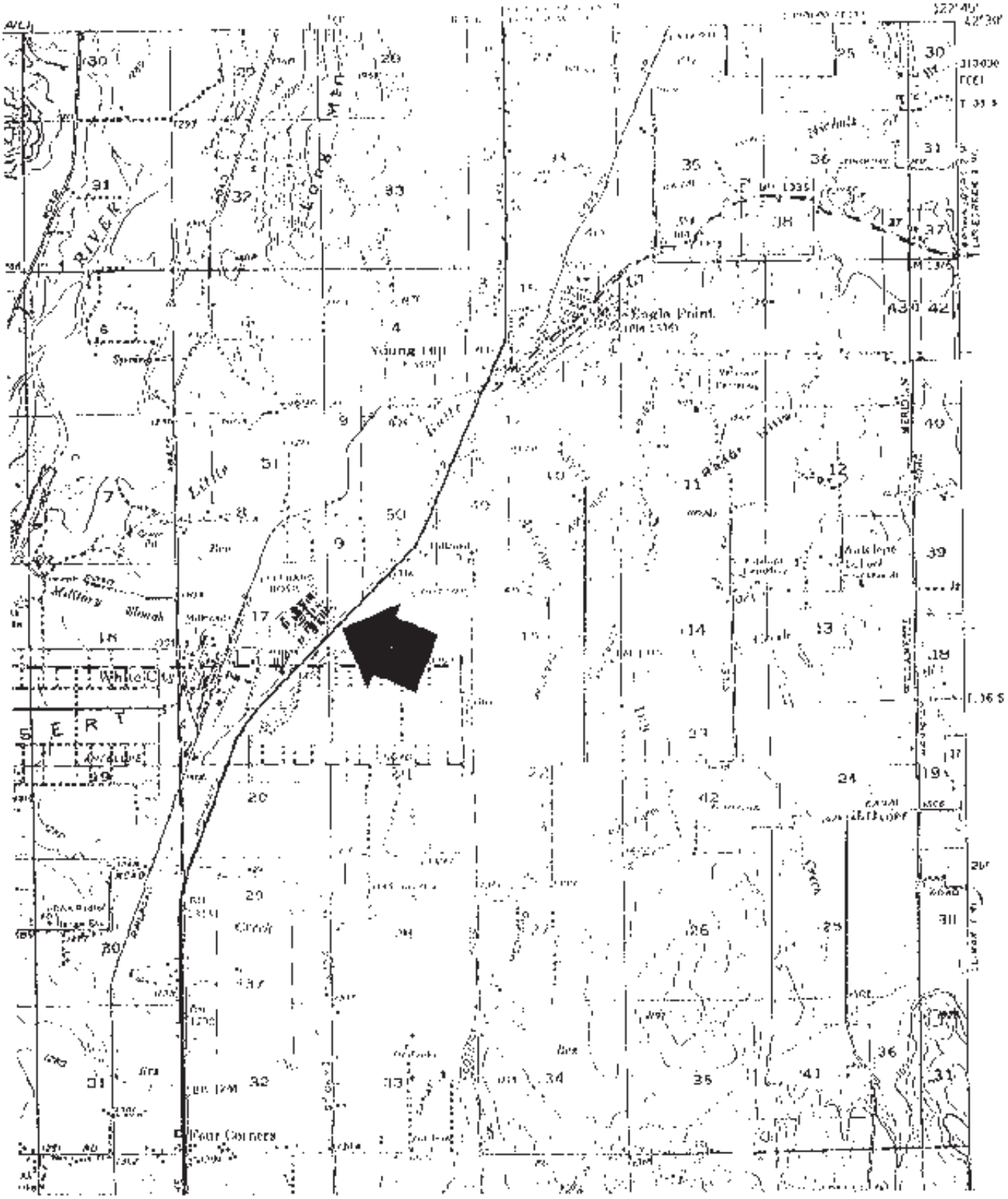
Administration Building

Wood Frame buildings and South Lawn

Interior Grounds and Pathways

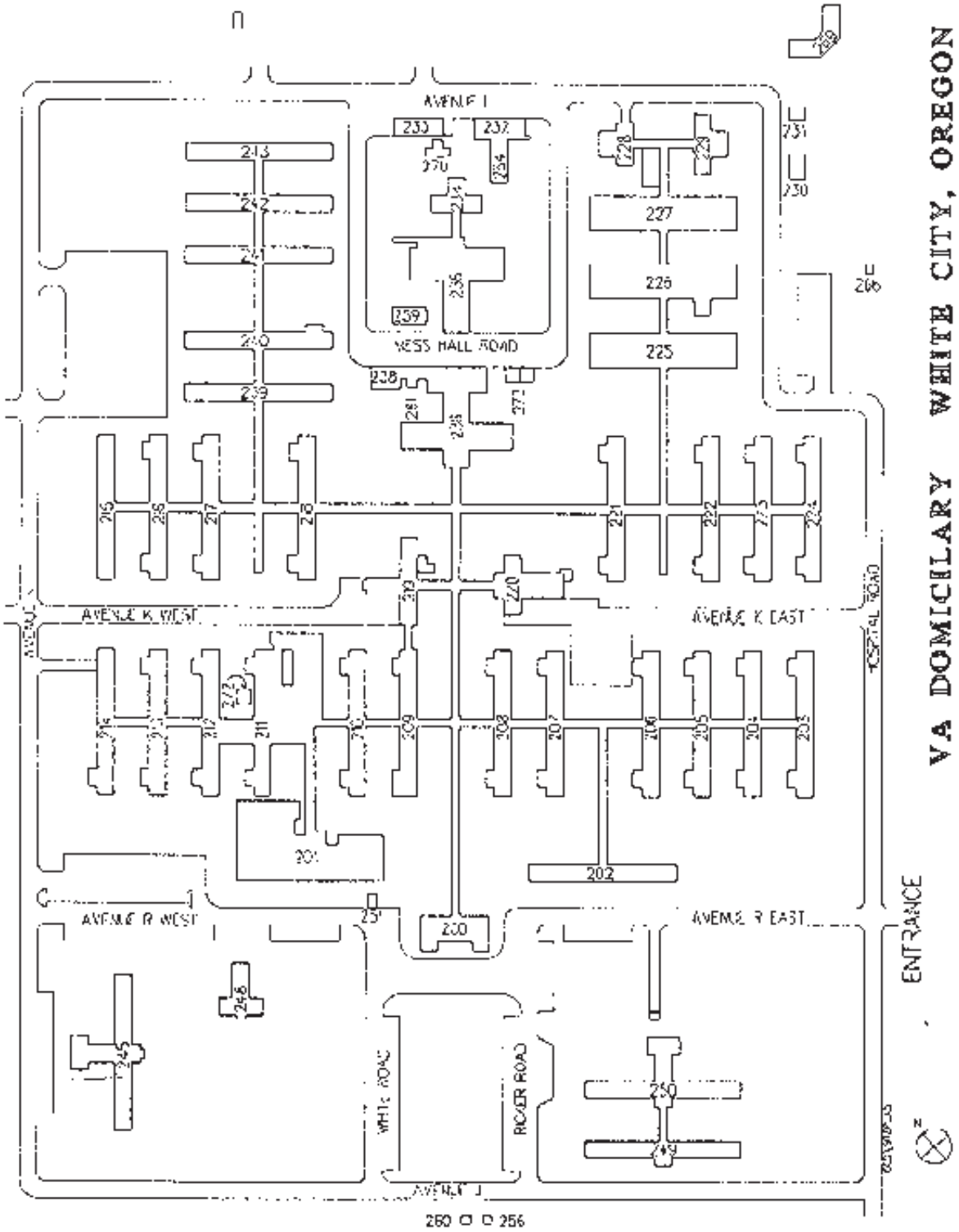
Wood Frame Barracks

LOCATION
Camp White Station Hospital [V.A. Domiciliary]



Medford Quadrangle, Jackson County, Oregon (1954)
15 Minute Series, USGS

BUILDING PLAN
Camp White Station Hospital [V.A. Domiciliary]



Domiciliary Plan, Jackson County, Oregon (1995)
Engineering Department, VA Domiciliary, Department of Veterans Affairs

CONTEXT RESOURCES
for evaluation of
Camp White Station Hospital [V.A. Domicilary]

Please Refer to the Attached Inventory forms from the Jackson County
Cultural and Historical Resource Survey

Included Forms

Camp White Artillery Range Bunkers, Form #67
Camp White Military Hospital, Form #97 [subject resource]

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: ODOT / Highway 62 Corridor Solutions Project Key # 13226, Fed Aid # S022(022)		
Property Name: Camp White Station Hospital		
Street Address: 8495 OR 62	City, County: White City, Jackson County	
USGS Quad Name: Eagle Point	Township: 36S Range: 1W Section:	
This property is part of a ☐District ☒Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: Camp White Station Hospital		
Number and Type of Associated Resources in Grouping/Ensemble: 46 contributing buildings, 10 non-contributing buildings.		

Current Use: VA Rehabilitation Center and Clinics	Construction Date: 1942
Architectural Classification / Resource Type: Classical revival	Alterations & Dates: 1946: Camp decommissioned;
Window Type & Material: Multi pane, double-hung windows with wood sash.	Exterior Surface Materials: Primary: Red brick with concrete lintels Secondary: Horizontal wood siding Decorative:
Roof Type & Material: Side gable with green asphalt shingles	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor

Preliminary National Register Findings: ☐National Register listed

☒Potentially Eligible: ☐Individually ☒As part of District

☐Not Eligible: ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☒Concur ☐Do Not Concur: ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date 4/6/2011

IAN JOHNSON
503-986-0678
ian.johnson@state.or.us

Comments: Concur with determination, not boundary.

Surveyor/Agency: Martha Richards/URS Date Recorded: November 12, 2010

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Property Name: Camp White Station Hospital	
Street Address: 8495 OR 62	City, County: White City, Jackson County
Architect, Builder or Designer (if known): Myron Hunt (architect), U.S. Army (builder)	Owner: ☐Private ☐Local Government ☐State ☒Federal ☐Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

This is an addendum to the Determination of Eligibility that was completed in 1996. The purpose of this addendum is to define the boundary of the historic resource, information that was not included in the 1996 Determination of Eligibility. The Camp White Station Hospital, now known as the Veterans Administration Southern Oregon Rehabilitation Center and Clinics (VA SORCC), has not been significantly modified since it was determined eligible in 1996; it has retained its historic integrity and context and is therefore still considered to be eligible for listing on the National Register of Historic Places.

Boundary of Historic Resource

The boundary of the Camp White Station Hospital historic resource is the rectangular perimeter roads of Avenues J, L, and N, and Hospital Road as shown on the attached map from 1943. Those roads were part of the original Camp White, and as is apparent from the attached map from 1943, the buildings and roadway network within the perimeter roads remain intact. The Camp White Station Hospital complex is now used by the Veterans Administration for their SORCC; the VA SORCC tax parcel is an irregular pentagon that is approximately 145 acres. The area within the historic resource boundary is approximately 63 acres. Map 2 shows both the tax parcel boundary as well as the boundary of the historic resource.

The Camp White Station Hospital is a complex of brick buildings located within a local street network that was once part of the larger WWII-era George A. White U.S. Army cantonment, or training facility. The entire cantonment originally covered 43,000 acres or approximately 77 square miles. The facility was used from 1942 until the end of the war. After the war, the wood-frame buildings were sold; buyers were required to remove the buildings completely, leaving only cleared earth. Most of the land was also sold, and much of it became White City. The Federal Government retained ownership of the brick hospital complex and eventually converted it for use as a veterans facility, a use which continues today.

The tax parcel on which the hospital complex now sits is an irregular pentagon; there is no apparent reason for this particular geometry. As noted above, Camp White originally comprised a much larger area. The current tax parcel boundary is not associated with historic tax parcel divisions (those that existed prior to Camp White). The tax parcel includes the hospital complex as well as a perimeter of open space. When Camp White was in operation, that open space perimeter was undeveloped and not landscaped or irrigated. Those grounds are now developed as recreational facilities for the patrons of the VA SORCC and include a golf course, a baseball diamond, a meditation/quiet space, among other things. Although the grounds now provide important amenities to patrons of the VA SORCC, their current appearance is vastly different from their historic appearance. Because the surrounding grounds have been substantially altered and because they no longer contribute to the Camp White Station Hospital's historic context or setting, they are not considered part of the historic resource.

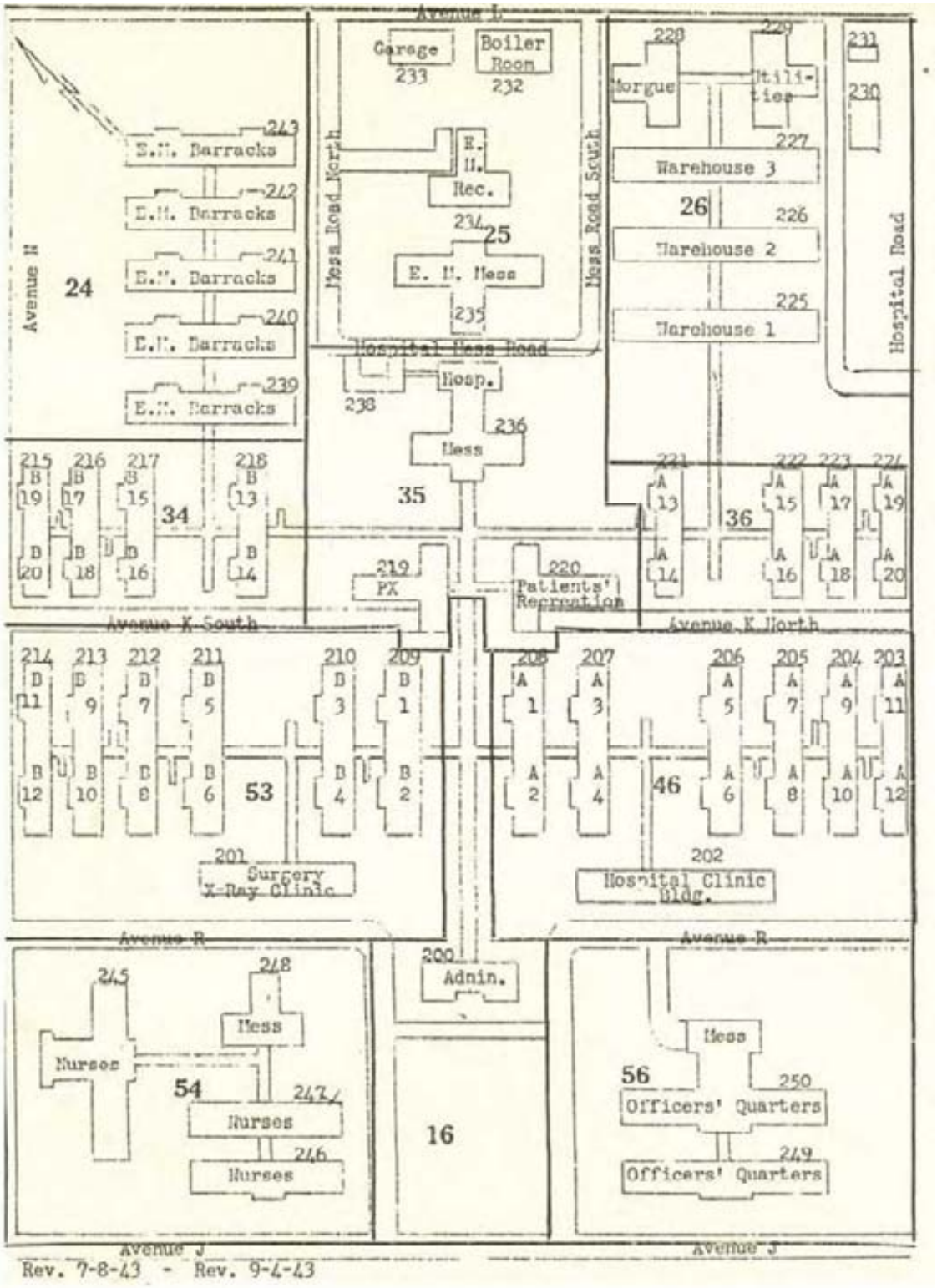
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Camp White Station Hospital	
Street Address: 8495 OR 62	City, County: White City, Jackson County

View: West façade of Building 202 (Hospital Clinic Building on Avenue R)

View: Northeast Corner of Warehouse 3 on Mess Road South

Property Name: Camp White Station Hospital	
Street Address: 8495 OR 62	City, County: White City, Jackson County



Map 1: 1943 map of Camp White Station Hospital (upper left corner is north; OR 62 would be located along the right side of the map)


Boundary of VA SORCC tax parcel (includes both historic resource and non-historic perimeter)
Boundary of Camp White Station Hospital historic resource
Map Features
Camp White Station Hospital (Historic Resource Boundary)
VA SORCC tax parcel
Source: Jackson County GIS, ODOT
NORTH
0 0.05 0.1 0.2 Miles
Highway 62 Corridor Project
Oregon Department of Transportation
Camp White Station Hospital Historic Resource Boundary
Map 2
November 2010

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 LEVEL OF EFFECT FORM

Agency/Project: ODOT/ Highway 62 DEIS, Key No. 13226; Federal Aid No. X-NH-S022(022)	
Property Name: Camp White Station Hospital	
Street Address: 8495 OR 62	City, County: White City, Jackson County

Preliminary Finding of Effect:

☐ No Historic Properties Affected ☒ No Historic Properties Adversely Affected ☐ Historic Properties Adversely Affected

State Historic Preservation Office Comments:

☑ Concur ☐ Do Not Concur: ☐ No Historic Properties Affected ☐ No Historic Properties Adversely Affected ☐ Historic Properties Adversely Affected

Signed _____ Date 7/6/2011

Comments:

IAN JOHNSON
503-986-0678
ian.johnson@state.or.us

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

INTRODUCTION

This statement of finding discusses the effect of the proposed project on the Camp White Station Hospital, now known as the Veterans Administration's Southern Oregon Rehabilitation Center and Clinics (VA SORCC) in White City, Oregon. It was determined eligible in 1998. An addendum to that DOE was prepared in November 2010 clarifying the boundary of the historic resource, which is slightly smaller than the VA SORCC tax parcel. The Camp White Station Hospital is located on the west side of OR 62, just south of Dutton Road in White City.

It is the finding of the Federal Highway Administration (FHWA), in concurrence with the Oregon Department of Transportation (ODOT), that the proposed project will have an effect on the Camp White Hospital, but this effect is "not adverse."

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR 800), Executive Order 11593, and the National Environmental Policy Act.

PROJECT DESCRIPTION

The proposed project is located in Jackson County, Oregon. The project is to solve congestion and safety problems on a 7.5 mile stretch of OR 62, from approximately I-5 in Medford (near the North Medford Interchange) north through White City. The two Build Alternatives that are included in the Draft Environmental Impact Statement (DEIS) are similar: both would construct a limited-access bypass to the west of OR 62. There would also be minor changes to the local street network. These two alternatives have different interchange designs and alignment options, but in the vicinity of the Camp White Station Hospital, they are identical.

IDENTIFICATION AND DESCRIPTION OF THE HISTORIC RESOURCE

Camp White Station Hospital is the 63-acre complex of buildings left over from what was once Camp White, a WWII training facility that once consisted of more than 1,300 buildings on 43,000 acres. At its height of activity, Camp White accommodated a population of almost 40,000 men and women soldiers plus 9,600 civilian day-workers. After the war, the Federal Government auctioned most of the camp's buildings, with the requirement that they be completely removed from the site, and sold most land associated with Camp White. The Federal Government retained ownership of the Camp White Station Hospital , a complex of masonry hospital buildings and associated wooden repair/maintenance buildings, and eventually turned it into the VA SORCC. Land that was once part of Camp White, including some of the original roads and infrastructure, is now known as White City. White City's residential area is on the east side of OR 62 while the land on the west side of OR 62 is an industrial area. Directly north of the Camp White Station Hospital is a relatively new, light industrial complex. The rest of the area north of the Station Hospital is lightly developed with rural residences.

AVOIDANCE ALTERNATIVES CONSIDERED

Avenue G as Northern Terminus: The Highway 62 Corridor Solutions Project's original Purpose and Need statement stated that the northern terminus of the project would be at Avenue G in White City. Avenue G is an east/west street that is located south of the VA SORCC (see Map 1). Preliminary traffic analysis showed that terminating the project at Avenue G could result in congestion problems on OR 62 within White City – in a sense, the congestion problems that now exist in the southern part of the project area would be shifted north. Furthermore, ODOT recently implemented roadway improvements on OR 62 from Dutton Road north through Eagle Point. As a result, there was widespread interest from the public and within ODOT to extend the current project north to Dutton Road so that OR 62 would be modernized from I-5 north through Eagle Point.

Improve the Existing OR 62: This alternative considered but dismissed would have converted the existing highway to a limited-access facility. Driveways that now connect directly to OR 62 would have been rerouted to local streets, and streets that now intersect with OR 62 would have been redesigned to either end in a cul-de-sac or include an interchange. This design was dismissed because it would have displaced many of White City's commercial buildings that line OR 62. It would also have moved the entrance to the VA SORCC (the SORCC's primary entrance is at a signalized intersection on OR 62). Not only were the public and ODOT concerned about the direct impacts, but many White City residents expressed a desire to reduce OR 62's "barrier effect" on the town rather than to increase it. OR 62 currently bisects White City, creating a barrier between the residential area on the east side of OR 62 and the industrial area on the west side of OR 62. For these reasons, the alternative was dismissed.

Bypass White City to the East: This alternative considered but dismissed would have located the proposed bypass around the east side of White City. Northbound traffic would have encountered an interchange at the current intersection of OR 140 and OR 62; to continue north, one would have turned east on OR 140 and then north on a new bypass located at the eastern edge of White City. This alternative was dismissed because the OR 140/OR 62 interchange would have displaced a lot of commercial buildings, and the rest of the alignment would have displaced a number of residences and would have been an undesirable barrier to White City's future eastward expansion.

No Build Alternative: The No Build Alternative is included in the DEIS and has not been dismissed yet. However, as the project's Purpose and Need states, OR 62 is designated as a Statewide Expressway and parts of it are designated as a Freight Route. It is an important transportation facility that currently suffers from a high degree of congestion, which results in undesirable delay for the movement of freight and people. Because of the congestion, OR 62 has a bad safety record: congestion often results in increased crash rates.

EVALUATION OF EFFECTS

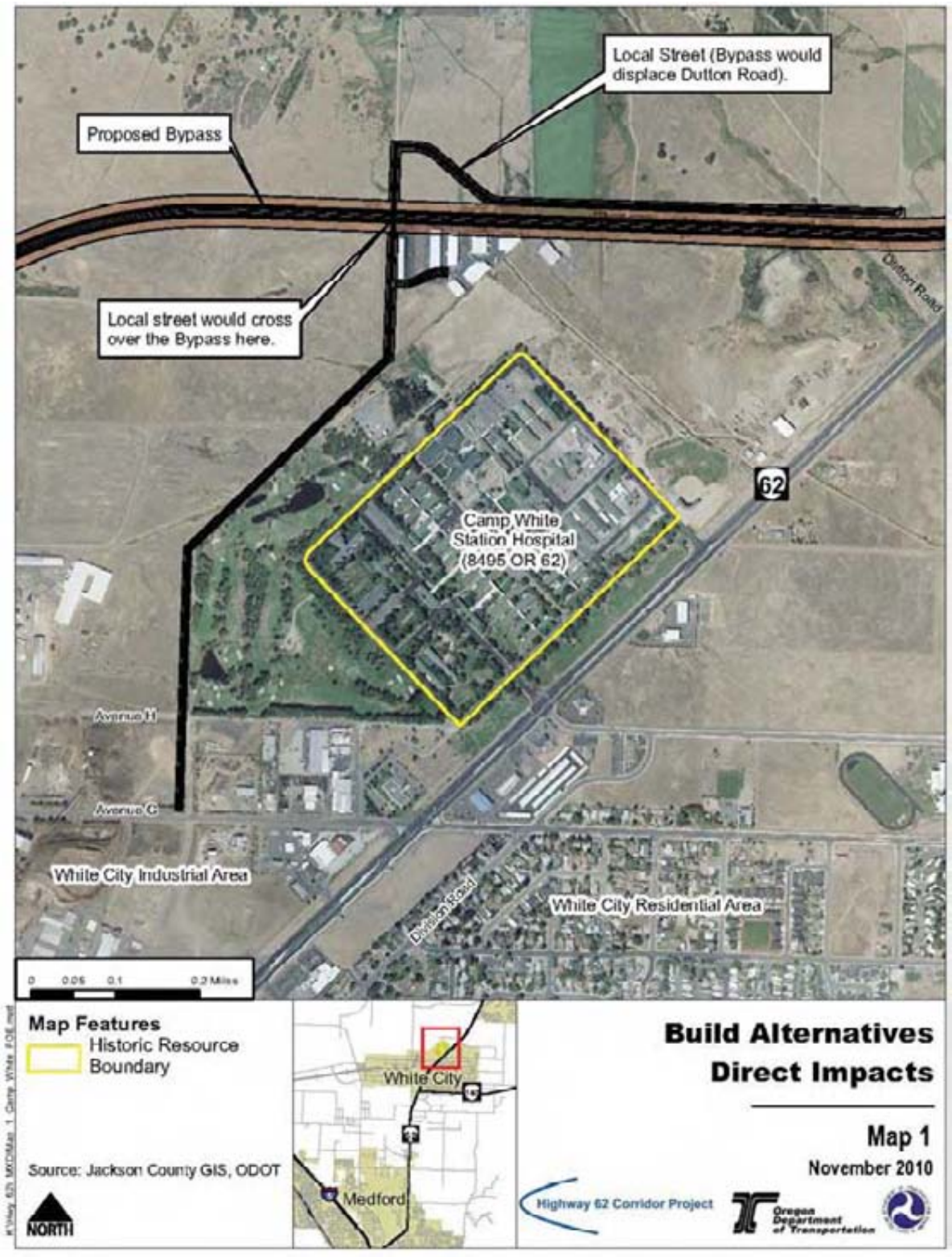
Map 1 shows an aerial photograph of the Camp White Station Hospital with the boundary of the historic resource and the proposed design for the Build Alternatives. The proposed bypass would be located north of the Camp White Station Hospital and would run east/west in this area. It would be a four-lane facility (two lanes in each direction) with a center median and paved shoulders. In this area, it would be located at grade level. The footprint shown on Map 1 is the total right of way width: the bypass itself plus the unpaved "clear zone" on either side. The bypass would displace W Dutton Road, a two-lane local street that intersects with OR 62 and ends in a cul-de-sac near the white-roofed buildings shown on Map 1. A new two-lane local street would be built to provide a new route to existing residences and businesses that currently have driveways to W Dutton Road. This street would be located along the northern side of the proposed bypass. Near where Dutton Road now ends, the new street would curve north then turn south and cross over the top of the bypass. South of the bypass, the new street would be located alongside the northwestern and western edges of the VA SORCC tax parcel, then it would continue south and intersect with Avenue G. The proposed project would not require the use of any of the Camp White Station Hospital property, nor would it use any of the VA SORCC tax parcel.

The proposed bypass and local street would change the landscape near the Camp White Station Hospital and would introduce an urban element to what is primarily a rural area. However, the bypass would be far enough from the historic resource that its introduction would not constitute an adverse effect (The distance from the northern corner of the historic resource to the proposed bypass is nearly 800 feet). The area has been urbanizing slowly, the light industrial complex to the north being the latest change. The existing conditions present a far different landscape than the WWII-era Camp White. Furthermore, for most viewers in the Camp White Station Hospital complex, the primary views would be of the two- and three-story buildings that comprise the complex. Preliminary noise studies show that traffic on the bypass would increase noise levels, but not to the point where a sound barrier or other mitigation strategy would be necessary. Therefore there would be no adverse effect resulting from changes to noise levels.

CONCLUSION

In conclusion, although the Build Alternatives would result in a change to the landscape near the Camp White Station Hospital as well as a change in noise levels, neither of those changes would be substantial enough to constitute an adverse effect on the historic resource. Therefore, it is the determination of the FHWA and ODOT that the proposed project has an effect, but the effect is "not adverse" according to the criteria set forth in 36 CFR 800.5.

Agency/Project: ODOT/ Highway 62 DEIS	
Property Name: Camp White Station Hospital	
Street Address: 8495 OR 62	City, County: White City, Jackson County



Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Transportation Building
355 Capitol St. NE
Salem, Oregon 97301

March 13, 2008

FILE CODE:

Roger Roper
Deputy State Historic Preservation Officer
Assistant Director, Heritage Programs
Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97301

Subject: **Section 106 Determination of Eligibility**
Burrill Mill Complex
Highway 62 Corridor Solutions EIS
Medford, Jackson County
Key No. 13226
Federal-Aid Number X-NH-S022(022)

Mr. Roper,

Included with this letter is one Section 106 Determination of Eligibility for your review and concurrence. The resource documented is the Burrill Mill Complex, located adjacent to Highway 62 between Medford and White City in Jackson County. This mill complex was established in 1953, continuing in its original use until 1998. During that time, and subsequently, the integrity of the resource has been compromised to a point that it does not appear to be eligible for listing on the National Register of Historic Places.

Your prompt review of the attached document is appreciated. If you have any questions regarding this submittal, or require further information, please contact either myself of Michelle Eraut, FHWA Environmental Program Manager, at (503)587-4716.

Sincerely,

James B. Norman
Environmental Planning Unit Manager

Attachments:
Section 106 Determination of Eligibility: Burrill Mill Complex

Copies to:
Alex McMurry, Cultural Resources Program Coordinator
Jerry Marmon, Region 3 Environmental Project Manager
Michelle Eraut, FHWA Oregon Division
Key No. 13226, File Type E: Cultural Resources

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: ODOT/ Highway 62 DEIS	
Property Name: Eugene F. Burrill Lumber Mill	
Street Address: 8425 Agate Road	City, County: White City, Jackson County
USGS Quad Name: Eagle Point	Township:36S Range:1W Section:17
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Incidental storage	Construction Date: 1953
Architectural Classification / Resource Type: Industrial / Lumber Mill	Alterations & Dates: various (see narrative)
Window Type & Material: 12-light awning sash	Exterior Surface Materials: Primary: Wood Secondary: Cinder Block Decorative:
Roof Type & Material: gabled, corrugated metal	
Condition: ☐Excellent ☐Good ☒Fair ☐Poor	Integrity: ☐Excellent ☐Good ☒Fair ☐Poor

View east along Avenue H

Oregon State Historic Preservation Office
No Historic Properties Affected

Stephen P. Prowser, Ph.D 4/9/08

Preliminary National Register Findings: ☐**National Register listed**

☐**Potentially Eligible:** ☐Individually ☐As part of District

☒**Not Eligible:** ☐In current state ☒Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date 4/9/08

Comments:

Surveyor/Agency: Martha Richards / URS Date Recorded: November 2007

Oregon
John A. Kitzhaber, MD, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE, Ste C
Salem, OR 97301-1266
(503) 986-0671
Fax (503) 986-0793
www.oregonheritage.org

February 9, 2011

Mr. James Norman
ODOT Environmental
355 Capitol NE Rm 314
Salem, OR 97301

RE: SHPO Case No. 11-0194
ODOT Proj 13226 - Hwy 62 Corridor Solutions EIS

Dear Mr. Norman:

We have reviewed the materials submitted on the project referenced above, and we concur with the determination that the property is eligible for listing in the National Register of Historic Places. We also concur with the finding of no adverse effect for the proposed project.

This letter refers to above-ground historic resources only. Comments pursuant to a review for archaeological resources, if applicable, will be sent separately.

Unless there are changes to the project, this concludes the requirement for consultation with our office under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800). Please feel free to contact me if you have any questions, comments or need additional assistance.

Sincerely,

Ian P. Johnson
Historian
(503) 986-0678
ian.johnson@state.or.us

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: ODOT/Highway 62 DEIS Key No. 13226 Federal-Aid Number X-NH-S022(022)	
Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County
USGS Quad Name: Eagle Point, OR	Township: Range: Section:

This property is part of a ☐District ☐Grouping/Ensemble (see instructions)

Name of District or Grouping/Ensemble:

This is an addendum to the Determination of Eligibility that was completed in 1996. The original house and barn continue to retain a relatively high degree of historic integrity. Although a stable and barn, and possibly a mobile home, have been added to the property, these changes are consistent with the property's historic use as a farmstead and do not adversely affect the setting or landscape. As a result, the house and barn complex are still considered eligible. The purpose of this addendum is to document the current state of the property and to define the period of significance, boundary, and contributing/non-contributing features – information that was not included in the 1996 DOE.

Cingcade House, North Elevation (1996 DOE)

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☒Concur ☐Do Not Concur: ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed [signature] Date 2/9/2011

Comments:

IAN JOHNSON
[illegible]36-0678
Ian.Jo[illegible]@state.or.us

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County
Architect, Builder or Designer (if known):	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

This is an addendum to the Determination of Eligibility that was completed in 1996. The original house and barn continue to retain a relatively high degree of historic integrity. Although a stable and barn, and possibly a mobile home, have been added to the property, these changes are consistent with the property's historic use as a farmstead and do not adversely affect the setting or landscape. As a result, the house and barn complex are still considered eligible. The purpose of this addendum is to document the current state of the property and to define the period of significance, boundary, and contriuting/non-contributing features – information that was not included in the 1996 DOE.

The David Cingcade House and Barn Complex is located on a roughly triangular 71-acre lot in the northwest quadrant of the intersection of W. Dutton Road and OR 62 just north of White City in Jackson County, Oregon. The house and barn complex are located slightly east of the center of the parcel. A second house is located near the northern point of the lot.

Period of Significance

The Period of Significance of the David Cingcade House and Barn Complex is the period during which David and Mary Cingcade lived there, between the 1880s and 1911. As stated in the 1996 Determination of Eligibility, the original Cingcade Ranch was settled as the 360-acre Levi Tinkham Donation Land Claim. David and Mary Cingcade built the house and barn between 1884 and 1895 and lived there until 1911, when they moved to Eagle Point. They then leased the ranch to their sons, Thomas and Charley, who ran the ranch jointly until 1923. Between 1923 and 1939, Charley converted the ranch to a sheep raising and dairy operation. The Cingcades sold what remained of the property in 1948.

Boundary of Historic Resource

The boundary of the current tax parcel associated with the house and barn complex is the boundary of the historic resource. Map 1 shows the approximate boundary of the Levi Tinkham Donation Land Claim (the original Cingcade Ranch) as well as the current tax lot. The 1996 Determination of Eligibility states that the resource's significance includes its association with the ranching and settlement of the Eagle Point/Agate Desert, and that its location and setting are important to the historic context. Although there is a second dwelling now located on the tax parcel, the entire tax parcel provides important context to the property and there is no justifiable reason for considering the boundary to be anything less than the entire 71-acre parcel. The portions of the original 360-acre ranch that have since been subdivided remain rural in character, but most of those parcels have been developed with houses and are therefore no longer associated with the Cingcade House and Barn Complex.

Description of Features

The David Cingcade House and Barn Complex includes a number of features and buildings, but only some of them are contributing features. Map 2 shows the locations of all known features; they include the following.

Primary House: The two-story Cingcade House was built c. 1895 and has changed little since the 1996 Determination of Eligibility. It is a contributing resource. Although close inspection was not possible (right of entry was not obtained), the house appears to continue to retain a reasonably good level of integrity and continues to convey a sense of its history as an eighteenth-century farmhouse.

Primary Barn: The barn, also dating to the 1890s, is located a short distance north of the house and does not appear to have changed much at all since the 1996 Determination of Eligibility. It is a contributing resource.

Garage: A garage is located on the north side of the house; as the 1996 Determination of Eligibility notes, it is a non-contributing resource.

New Barn: A small barn located north of the garage has been built in recent years. It is a short, gable-roofed building with enclosed walls. It is a non-contributing resource.

New Stable: A horse stable located north of the new barn has been built since the 1996 Determination of Eligibility. Although it is consistent with the property's use as a ranch, it is a modern, non-contributing structure.

Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County

View: Looking west from OR 62. From left to right: Primary House (at left, in trees), Garage (behind trees), new barn (white front-gabled structure), new stables (dark building in front of utility pole), mobile home (barely visible as a low structure), and Primary Barn.

View: Looking northwest from OR 62 along northeast property line. Irrigated field at right is neighboring property. Seasonal stream/canal is at left.

Description of Features (continued)

Mobile Home: A mobile home is located between the new stable and primary barn. It may be the mobile home that was first placed at the northern apex of the lot in 1977 and replaced in 1994 (see below). It is a non-contributing structure.

Secondary House: A manufactured house is located near the northern apex of the tax lot. It was placed there in 1994, and replaced a mobile home that had been put in the same location in 1977. It is a non-contributing structure.

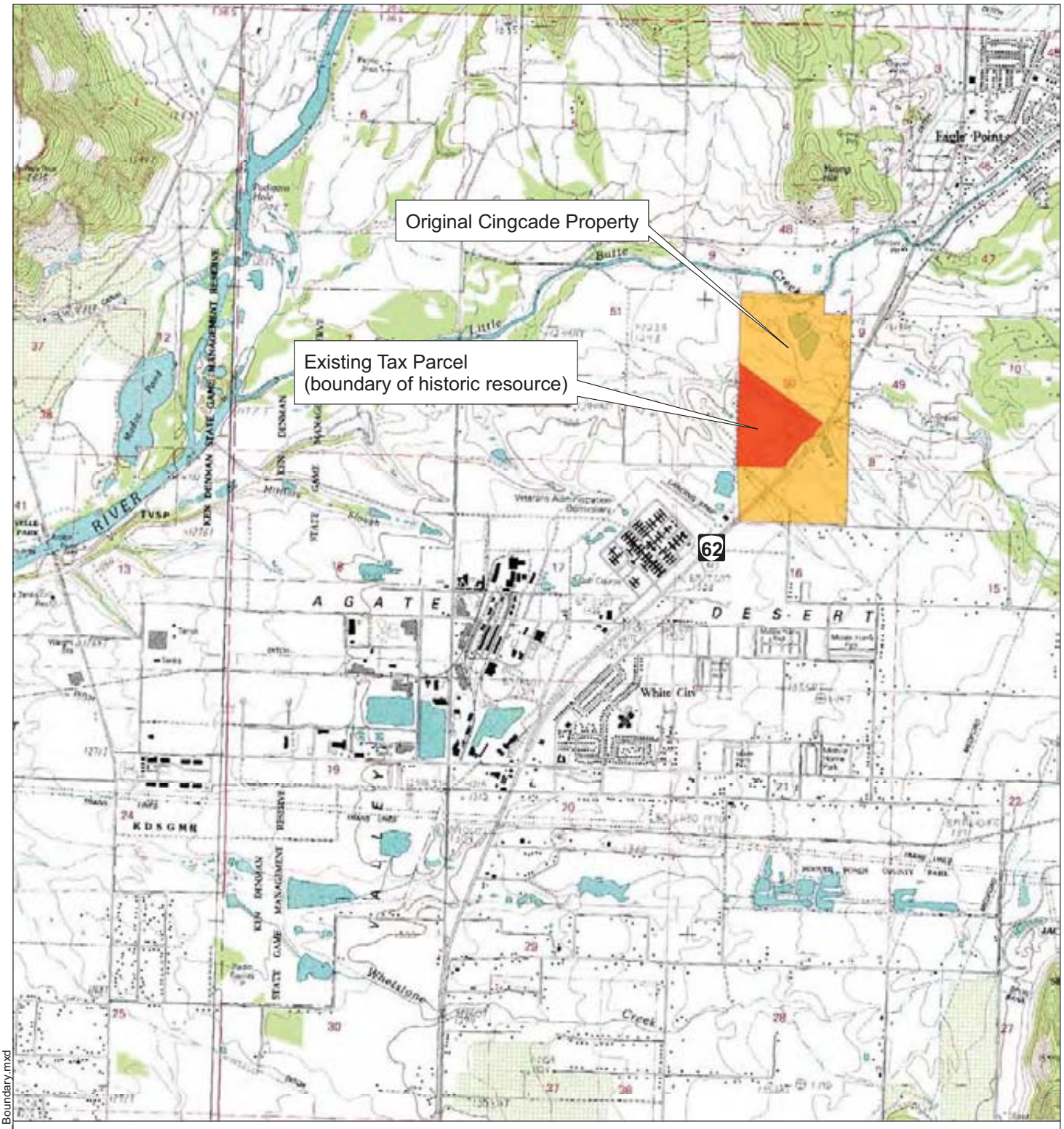
Paddock: A large rectangular paddock now used for horse training is located northwest of the primary barn. Although its construction and appearance could not be confirmed with a field visit, it could have existed during the property's period of significance and therefore it is assumed to be a contributing feature.

Roads: There are some unpaved roads on the property leading to the primary and secondary houses. The main road connects to Dutton Road near the western edge of the property and runs along the property's southern border. The driveway to the secondary house, built after 1977, connects to this road and runs straight north for a distance then jogs to the west and connects to the house. The driveway to the primary house begins at the corner of the property near OR 62 and heads north to the house and barn on a slightly curved path. The roads on the property have been modified over the years. Although they are compatible with the historic significance of the resource, they are non-contributing features.

Former Entrance Gate: There is an entrance gate near OR 62 on the driveway to the primary house. This gate is a modern, non-contributing feature.

Irrigation Canal/Stream: There is an unnamed canal/stream that runs along the northeastern boundary of the property. Unlike some of the more prominent irrigation canals in the Rogue River Valley that were entirely or largely manmade, this waterbody looks more like a natural seasonal stream that happens to be used for irrigation. It is shown as a seasonal tributary to Little Butte Creek on the 1930 Metsker Map. It was included in the Rogue River Valley Irrigation District on May 23, 1963. It is a contributing feature to the landscape as it most likely existed as a stream when the farmstead was established.

Ditch: A manmade ditch extends southwest from the house, contouring around the hillside and exiting the property to the south. The ditch crosses under the road that runs along the southern property line; this crossing is in a culvert. After crossing under the road, the ditch crosses OR 62 in a culvert and is presumed to continue along the north side of E Dutton Road. The ditch is heavily overgrown with shrubbery; an aerial photograph that was taken when un-irrigated grasses were brown shows a green swath downhill from the ditch (to the northeast), suggesting that the ditch is pervious. It is in poor condition. The age and history of the ditch could not be confirmed. Because it could have existed during the property's period of significance and because it is consistent with farm use, it is assumed to be a contributing feature.



Legend

Historic Resource

Extent of original Cingcade Property

Source: ODOT, USGS

NORTH

0 0.25 0.5 1 Miles

Cingcade House and Barn Complex

Map 1

November 2010

Highway 62 Corridor Project

Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_DOE_Map1_Boundary.mxd

Legend

Historic Resource Boundary
(same as taxlot boundary)

NORTH

60 W Dutton Road Cingcade House and Barn Complex

Map 2
November 2010

Highway 62 Corridor Project: Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_DOE_annotatedmap.mxd

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 LEVEL OF EFFECT FORM

Agency/Project: ODOT/Highway 62 DEIS	
Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County

Preliminary Finding of Effect:

☐ No Historic Properties Affected ☒ No Historic Properties Adversely Affected ☐ Historic Properties Adversely Affected

State Historic Preservation Office Comments:

☒ Concur ☐ Do Not Concur: ☐ No Historic Properties Affected ☐ No Historic Properties Adversely Affected ☐ Historic Properties Adversely Affected

Signed Ian P. Johnson Date 2/9/2011

Comments:

IAN JOHNSON
503-986-0678
ian.Johnson@state.or.us

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

The Highway 62 DEIS addresses the 7.5-mile segment of OR 62 from its intersection with I-5 in Medford to Dutton Road north of White City. The purpose of the project is to reduce congestion on OR 62 to increase safety and improve operations. The project is currently compiling a Draft Environmental Impact Statement (DEIS) to evaluate a No Build Alternative and two Build Alternatives. The two Build Alternatives are similar; both would construct a limited-access highway to the west of OR 62 from the I-5 area to Dutton Road. They also include changes to the local street network. In the vicinity of Cingcade Complex, the Build Alternatives are identical and are simply referred to as the proposed project.

The David Cingcade House and Barn Complex was built in the 1890s. According to the determination of eligibility, it is significant as an early example of vernacular homestead architecture and also through its association with the early settlement, farming and ranching in the Eagle Point Area. While the original Cingcade farmstead covered 360 acres, the current historic resource is a 71-acre parcel. That parcel is located on the west side of OR 62 off of Dutton Road, adjacent to the northern terminus of the proposed project.

Potential Impacts

Map 1 is an aerial photograph showing the boundary of the historic resource and the proposed project design. The proposed bypass would be located along the southern edge of the Cingcade parcel, roughly along the alignment of West Dutton Road. The bypass would be a four-lane (two in each direction) limited-access highway with a center median and paved shoulders. The bypass right of way would also include an unpaved clear zone; in all, the bypass and its associated right of way would require the use of 3.1 acres of the historic resource. Because the proposed bypass would be located on Dutton Road, a new local street would be built along the north side of the bypass for properties whose driveways currently connect to Dutton Road. Map 1 shows a new driveway alignment on the Cingcade property; this represents the greatest potential impact to the property. If either Build Alternative is selected as the Preferred Alternative, ODOT would coordinate with the current property owners to determine the most appropriate design for the driveway relocation, which could result in lesser impacts than the design shown. As shown, the total right of way required for the proposed driveway would be 1.8 acres.

The proposed new driveway and bypass would cross an existing irrigation ditch that is a contributing resource (the ditch's history could not be verified; because it is consistent with the historic agricultural use of the land and because it could have existed during the property's period of significance, it is considered to be a contributing resource). An existing gravel driveway runs along the southern property boundary and crosses the ditch; at this crossing, the ditch is located in a culvert underneath the driveway. The proposed new crossings would also place the ditch in a culvert or similar structure that would not affect the hydrology or use of the ditch.

The proposed bypass would terminate in an interchange with the existing OR 62 just east of the Cingcade property. The new interchange would allow northbound-to-northbound and southbound-to-southbound movements between the bypass and OR 62. Northbound bypass traffic would simply merge with northbound traffic on the existing OR 62. Southbound traffic could either remain on the primary highway (the proposed bypass) or take an exit ramp that would cross over the top of the bypass and reconnect with the existing OR 62 through White City. The southbound exit ramp would be elevated above grade level and would be a more prominent feature in the viewshed than the existing highway.

Agency/Project: ODOT/Highway 62 DEIS	
Property Name: David Cingcade House and Barn Complex	
Street Address: 60 West Dutton Road	City, County: Eagle Point, Jackson County

Avoidance and Minimization Efforts

During the alternatives analysis for the project, some alternatives that did not directly impact the property were considered but dismissed. Those included building regional street improvements in the North Medford area; converting the existing OR 62 into a limited-access highway; and building a bypass around the east side of White City (and locating an interchange north of the Cingcade Complex). Traffic analyses showed that regional street improvements – widening and/or extending existing streets and building new streets – would not sufficiently reduce congestion on OR 62. Converting the existing OR 62 to a limited-access facility would have worked from a traffic standpoint, but impacts to residences and businesses on the highway (impacts resulting from relocating driveways, as well as impacts from additional right of way needed for the improved highway and new access roads) were found to be disproportionately higher than impacts resulting from the current Build Alternatives. Bypassing OR 62 to the east of White City was also considered, but the design would have required more right of way, it would have displaced more residences, and it would have created an undesirable barrier to future growth of White City. The current design, which would bypass OR 62 to the west of White City, was found to have the fewest adverse impacts and the greatest benefits, which is why it is currently being studied in the DEIS.

The current design is the result of careful balancing of the needs of natural resources as well as cultural resources. In the vicinity of the Cingcade Complex are some vernal pool complexes, some critical habitat for endangered species, and areas of wetlands. Earlier in the project, there was an alignment that would have been located south of the current design, further from the Cingcade Complex. This other alignment would have required the use of less of the Cingcade Complex, but it was fatally flawed because it would have required the use of some of the Veterans Administration's Southern Oregon Rehabilitation Center and Clinics land (the Veterans Administration would not have agreed to this use of their land). As a result of the fatal flaw, the secondary alignment was dismissed.

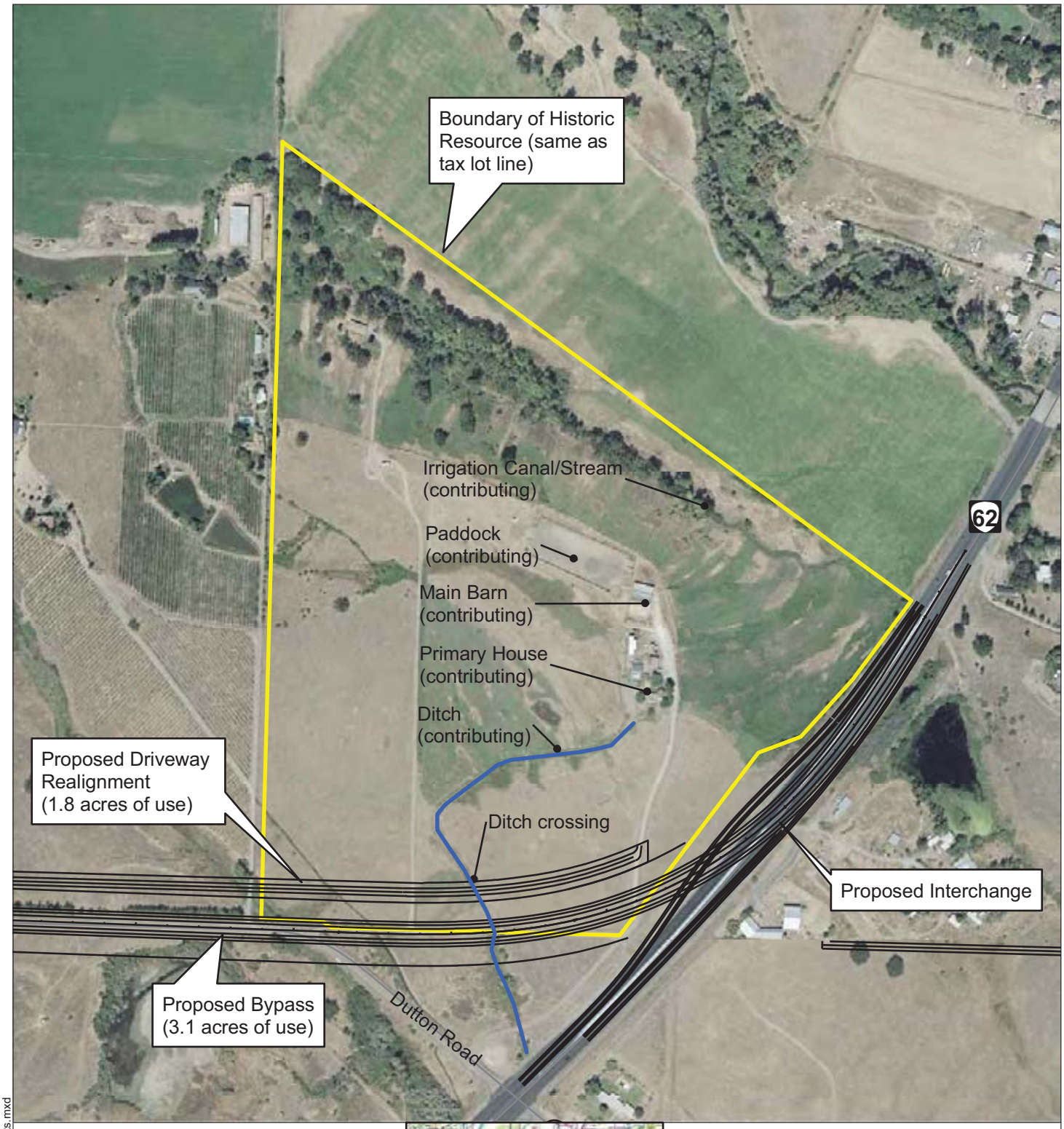
The project is currently entering the DEIS stage; if either of the Build Alternatives is selected as the Preferred Alternative, additional minimization efforts will be included in future design refinements. As noted above, the current driveway design shows the greatest potential impact to the property; future consultation with the property owners may result in a design with lesser impacts (resulting from reduced right of way needs). The bypass design also includes a cut slope in the area of the Cingcade Complex, as the southern portion of the Cingcade tax parcel slopes to the south. Right of way impacts could be reduced by using a retaining wall rather than a cut slope. Engineers may also find a way to shift the bypass alignment to the south, thus reducing the potential use of the property. Any changes to the proposed design would be documented in the project's Final Environmental Impact Statement (FEIS).

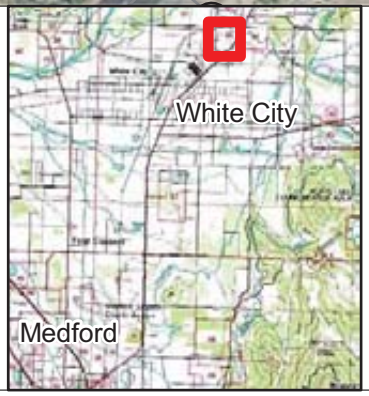
Findings

Although the proposed project would require the use of some of the Cingcade Complex and would change the landscape to the south and east, the project's overall impacts would not adversely impact the historic resource. The original Cingcade property comprised 360 acres; it is now 71 acres. The bypass would use 3.1 acres, or 4% of the property; at most, the bypass and driveway combined would use 4.9 acres, or 7% of the total acreage. The further reduction in the property acreage represents an incremental change that is not great enough to constitute an adverse impact.

Map 2 shows the topography of the Cingcade property. The proposed use would be located along the southern edge of the property, an area that slopes south away from the house and barn complex. The proposed bypass in that area would not be readily visible from the house or barns, as it would be located behind the slope. The proposed interchange on OR 62 would be visible from the house and barn, but it would be more than 450 feet from the house and barn. At this distance, the proposed project would represent a change in the views to the southeast, but the change would be relatively minor as OR 62 currently exists in that location. Changes to the surrounding landscape would not adversely affect the property's setting or context.

In conclusion, the two Build Alternatives would result in no historic properties adversely affected. Both would require the use of some of the Cingcade Complex, but this use would be minimal and would not adversely affect the historic resource or its setting. No buildings would be directly impacted by the proposed project, nor would the historic use of the property for farming or ranching be adversely affected. The Cingcade House and Barn Complex would retain its historic character and would still be an important example of vernacular architecture and of the early settlement and development of the Agate Desert.





Potential Impacts to 60 W Dutton Road

Map 1

November 2010

Highway 62 Corridor Project

NORTH

0 0.025 0.05 0.1 Miles

Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_FOE_Impacts.mxd

Legend

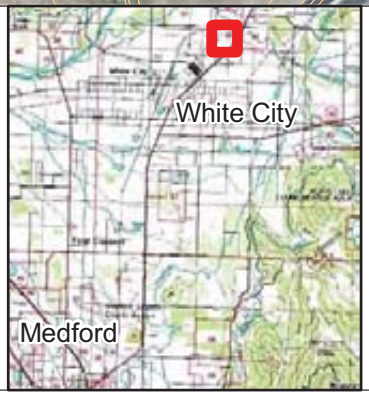
5-Foot Contour

Boundary of Historic Resource

Highway 62 Corridor Project

NORTH

0 125 250 500 Feet



Topography of 60 W Dutton Road

Map 2

November 2010

Oregon Department of Transportation

K:\Hwy_62_MXD\Cultural\Cingcade_FOE_Impacts.mxd

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Transportation Building
355 Capitol St. NE, Rm. 301
Salem, OR 97301-3871

FILE CODE:

DATE: September 22, 2009

TO: Don Day, Confederated Tribes of the Grand Ronde Community of Oregon
Robert Kentta, Confederated Tribes of Siletz
Eirik Thorsgard, Confederated Tribes of the Grand Ronde Community of Oregon
Michelle Eraut, FHWA
Anna Henson, ODOT R3 EPM
Jerry Vogt, ODOT R3 REC
Jessica Bochart, ODOT Archaeologist
Tobin C. Bottman, ODOT Archaeologist
Key # 13226, File Type C

FROM: Holly Stucker, Geo-Environmental Administrative Staff

SUBJECT: **Request for Concurrence**
Finding of No Historic Properties Affected (Archaeology)
US 62 Corridor Solutions EIS Project
Jackson County, Oregon
Key # 13226, Federal Aid # S002(022)PE

Attached is the signed Concurrence from SHPO on the above referenced project.

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Transportation Building
355 Capitol St. NE
Salem, Oregon 97301

August 19, 2009

FILE CODE:

Jackson County

Eagle Point, Medford East, Medford West, Sams Valley Quads

T36S, R1W, Sec 8, 9, 16-20, 29, 30; T37S, R1W, Sec 6, 7, 18; T37S, R2W, Sec 13

Roger Roper
Deputy State Historic Preservation Officer
State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97310-1271

Subject: **Request for Concurrence**
Finding of No Historic Properties Affected (Archaeology)
US 62 Corridor Solutions EIS Project
Jackson County, Oregon
Key # 13226, Federal Aid # S002(022)PE

SHPO CASE# 080505

Dear Mr. Roper,

The Oregon Department of Transportation (ODOT) proposes to reconstruct a 7.2 mile section of US 62 (Crater Lake Highway) between Medford and White City, in Jackson County, Oregon. Project plans include construction of a new north/south highway segment west of the current US 62 alignment, as well as modifications to existing interchanges.

Multiple cultural resource surveys have been undertaken in the vicinity of the current project area. A 'windshield reconnaissance' was conducted to determine if any high probability areas were present (Dames and Moore 1998). This reconnaissance identified no high probability areas. A subsequent pedestrian survey was conducted that included most of the current project area (Demuth et al. 2001). This survey identified a linear resource (Medco Haul Road) with associated logging components. However, the entire current project area had not been adequately investigated. Therefore, archaeologists with the Oregon State Museum of Anthropology (OSMA) conducted a pedestrian survey of the project area between July 23 and 24 and August 1 and 2, 2007 (O'Neill 2008). This survey identified one historic isolate and one prehistoric isolate. Six high probability landforms (Localities 1-6) were identified by this OSMA survey and subsurface exploratory investigations were conducted at each, including Locality 5 where a lithic isolate was identified during pedestrian survey. However, none of the sixty four probes excavated within the six localities yielded cultural materials. The archaeological investigations identified no archaeological sites evident within the project area and no further work is recommended.

Based on the current project area, the findings from the current survey report indicate that this project will have no effect on archaeological resources. **However, if the scope of work for the project changes, this includes staging and disposal areas, additional archaeological investigations will be necessary.**

Preliminary application of Section 106 Criteria for Identification and Evaluation of Historic Properties [36 CFR 800.4(d)] indicates a finding of "No Historic Properties Affected" for the US 62 Corridor Solutions EIS project, based on the findings outlined above. ODOT, acting as an agent of the Federal Highway Administration, requests your concurrence with a FINDING OF NO HISTORIC PROPERTIES AFFECTED (Archaeology) for the project.

If you have any questions, please contact Michelle Eraut, Environmental Program Manager with FHWA, at (503) 587-4716, or James Norman, Environmental Planning Unit Manager with ODOT, at (503) 986-3514.

Sincerely,

James B. Norman
Environmental Planning Unit Manager

The State Historic Preservation Office concurs that the US 62 Corridor Solutions EIS project will have **No Historic Properties Affected (Archaeology)**.

9/14/09

SHPO Official **Date**

* 35JA693 SHPO concurs w/ Not Eligible

Copies with attachments:

Don Day, Confederated Tribes of the Grand Ronde Community of Oregon
Robert Kentta, Confederated Tribes of Siletz
Eirik Thorsgard, Confederated Tribes of the Grand Ronde Community of Oregon
Key # 13226, File Type C

Copies without attachments:

Michelle Eraut, FHWA
Anna Henson, ODOT R3 EPM
Jerry Vogt, ODOT R3 REC
Jessica Bochart, ODOT Archaeologist
Tobin C. Bottman, ODOT Archaeologist

References:

Dames and Moore
1998 Highway 62 Corridor Solutions Project Technical Report 1: Archaeology, Cultural and Historic Resources. On file at the Oregon Department of Transportation, Salem.

Demuth, Kimberly, Marcia Montgomery, Laura Rooke, Russell Bevill and Michael Kelly
2001 Highway 62 Corridor Solutions Project North Medford Interchange: Historic, Cultural and Archaeological Resources Report. Entrix Inc., Seattle, and URS Corporation, Portland.

O'Neill, Brian
2008 Pedestrian Survey and Subsurface Reconnaissance of the US 62 Corridor Solutions Project, Jackson County. Museum Report 2008-065. University of Oregon, Eugene.

Appendix G ESA Documentation

This appendix includes lists of Federal ESA species that could be present in the project area and the cover letters that were submitted along with the Biological Assessments that were submitted to the US Fish and Wildlife Service and National Marine Fisheries Service for the OR 62: I-5 to Dutton Road Project.

FEDERALLY LISTED, PROPOSED, CANDIDATE SPECIES
AND SPECIES OF CONCERN
UNDER THE JURISDICTION OF THE FISH AND WILDLIFE SERVICE
WHICH MAY OCCUR WITHIN JACKSON COUNTY, OREGON

LISTED SPECIES

Birds

Northern spotted owl	*Strix occidentalis caurina*	CH T

Invertebrates

Crustaceans:

Vernal pool fairy shrimp	*Branchinecta lynchi*	CH T

Plants

Gentner's fritillary	*Fritillaria gentneri*	E
Large-flowered woolly meadowfoam	*Limnanthes floccosa ssp. grandiflora*	CH E
Cook's lomatium	*Lomatium cookii*	CH E
Kincaid's lupine	*Lupinus sulphureus ssp. kincaidii*	CH T

PROPOSED SPECIES

None

No Proposed Endangered Species	PE
No Proposed Threatened Species	PT

CANDIDATE SPECIES

Mammals

Terrestrial:

Fisher	*Martes pennanti*
North American wolverine	*Gulo gulo luscus*

Invertebrates

Insects:

Mardon skipper	*Polites mardon*

Plants

Siskiyou mariposa lily	*Calochortus persistens*
Whitebark Pine	*Pinus albicaulis*

SPECIES OF CONCERN

Mammals

Pallid bat	*Antrozous pallidus pacificus*
Townsend's western big-eared bat	*Corynorhinus townsendii townsendii*
Silver-haired bat	*Lasionycteris noctivagans*
Long-eared myotis bat	*Myotis evotis*
Fringed myotis bat	*Myotis thysanodes*
Long-legged myotis bat	*Myotis volans*

Yuma myotis bat	*Myotis yumanensis*

Birds

Northern goshawk	*Accipiter gentilis*
Tricolored blackbird	*Agelaius tricolor*
Western burrowing owl	*Athene cunicularia hypugaea*
Olive-sided flycatcher	*Contopus cooperi*
Yellow-breasted chat	*Icteria virens*
Acorn woodpecker	*Melanerpes formicivorus*
Lewis' woodpecker	*Melanerpes lewis*
Mountain quail	*Oreortyx pictus*
Band-tailed pigeon	*Patagioenas fasciata*
White-headed woodpecker	*PIcoides albolarvatus*
Oregon vesper sparrow	*Pooecetes gramineus affinis*
Purple martin	*Progne subis*

Reptiles and Amphibians

Northern Pacific pond turtle	*Actinemys marmorata marmorata*
Coastal tailed frog	*Ascaphus truei*
Common kingsnake	*Lampropeltis getula*
California mountain kingsnake	*Lampropeltis zonata*
Del Norte salamander	*Plethodon elongatus*
Siskiyou Mountains salamander	*Plethodon stormi*
Northern red-legged frog	*Rana aurora aurora*
Foothill yellow-legged frog	*Rana boylii*
Cascades frog	*Rana cascadae*

Fish

Jenny Creek sucker	*Catostomus rimiculus ssp.*
Pacific lamprey	*Lampetra tridentata*
Coastal cutthroat trout	*Oncorhynchus clarki ssp*

Invertebrates

Insects:

Denning's agapetus caddisfly	*Agapetus denningi*
Franklin's bumblebee	*Bombus franklini*
Siskiyou chloealtis grasshopper	*Chloaeltis aspasma*
Green Springs Mountain farulan caddisfly	*Farula davisi*
Sagehen Creek goeracean caddisfly	*Goeracea oregona*
Schuh's homoplectran caddisfly	*Homoplectra schuhi*
Siskiyou carabid beetle	*Nebria gebleri siskiyouensis*

Plants

Rogue canyon rock cress	*Arabis modesta*
Crater Lake rock-cress	*Arabis suffrutescens var. horizontalis*
Greene's mariposa lily	*Calochortus greenei*
Broad-fruit mariposa lily	*Calochortus nitidus*
Umpqua mariposa-lily	*Calochortus umpquaensis*
Howell's camassia	*Camassia howellii*
Baker's cypress	*Cupressa bakeri*
Clustered lady's-slipper	*Cypripedium fasciculatum*
Siskiyou willow-herb	*Epilobium siskiyouense*

Wayside aster	*Eucephalus vialis*
Henderson's horkelia	*Horkelia hendersonii*
Bellinger's meadowfoam	*Limnanthes floccosa ssp. bellingerana*
Dwarf woolly meadowfoam	*Limnanthes floccosa ssp. pumila*
Mt. Ashland lupine	*Lupinus aridus ssp. ashlandensis*
White meconella	*Meconella oregana*
Detling's microseris	*Microseris laciniata ssp. detlingii*
Red-root yampah	*Perideridia erythrorhiza*
Coral seeded allocarya	*Plagiobothrys figuratus var. corallicarpus*
Howell's tauschia	*Tauschia howellii*
Small-flowered deathcamas	*Zigadenus fontanus*

DELISTED SPECIES

Birds

American Peregrine falcon	*Falco peregrinus anatum*
Bald eagle	*Haliaeetus leucocephalus*

Definitions:

Listed Species: An endangered species is one that is in danger of extinction throughout all or a significant portion of its range. A threatened species is one that is likely to become endangered in the foreseeable future.

Proposed Species: Taxa for which the Fish and Wildlife Service or National Marine Fisheries Service has published a proposal to list as endangered or threatened in the Federal Register.

Candidate Species: Taxa for which the Fish and Wildlife Service has sufficient biological information to support a proposal to list as endangered or threatened.

Species of Concern: Taxa whose conservation status is of concern to the U.S. Fish and Wildlife Service (many previously known as Category 2 candidates), but for which further information is still needed. Such species receive no legal protection and use of the term does not necessarily imply that a species will eventually be proposed for listing.

Delisted Species: A species that has been removed from the Federal list of endangered and threatened wildlife and plants.

Key:

E	Endangered
T	Threatened
CH	Critical Habitat has been designated for this species
PE	Proposed Endangered
PT	Proposed Threatened
PCH	Critical Habitat has been proposed for this species

Notes:

FEDERALLY LISTED, PROPOSED, CANDIDATE SPECIES AND SPECIES OF CONCERN UNDER THE JURISDICTION OF THE FISH AND WILDLIFE SERVICE WHICH MAY OCCUR WITHIN JACKSON COUNTY, OREGON

Marine & Anadromous Species: Please consult the National Marine Fisheries Service (NMFS) (http://www.nmfs.noaa.gov/pr/species/) for marine and anadromous species. The National Marine Fisheries Service (NMFS) manages mostly marine and anadromous species, while the U.S. Fish and Wildlife Service manages the remainder of the listed species, mostly terrestrial and freshwater species.

Marine Turtle Conservation and Management: All six species of sea turtles occurring in the U.S. are protected under the Endangered Species Act of 1973. In 1977, NOAA Fisheries and the U.S. Fish and Wildlife Service signed a Memorandum of Understanding to jointly administer the Endangered Species Act with respect to marine turtles. NOAA Fisheries has the lead responsibility for the conservation and recovery of sea turtles in the marine environment and the U.S. Fish and Wildlife Service has the lead for the conservation and recovery of sea turtles on nesting beaches. For more information, see the NOAA Fisheries webpage on sea turtles http://www.nmfs.noaa.gov/pr/species/turtles/.

Gray Wolf: In 2008, the Service published a final rule that established a distinct population segment of the gray wolf (*Canis lupis*) in the northern Rocky Mountains (which includes a portion of Eastern Oregon, east of the centerline of Highway 395 and Highway 78 north of Burns Junction and that portion of Oregon east of the centerline of Highway 95 south of Burns Junction). Any wolves found west of this line in Oregon belong to the conterminous USA population [see 73 FR 10514]. On May 5, 2011, the Fish and Wildlife Service published a final rule – as directed by legislative language in the Fiscal Year 2011 appropriations bill – reinstating the Service's 2009 decision to delist biologically recovered gray wolf populations in the Northern Rocky Mountains. Gray wolves in Oregon are State-listed as endangered, regardless of location.

Endangered Species Act Status of West Coast Salmon & Steelhead

(Updated Aug. 11, 2011)

Species[1]			*Current Endangered Species Act Listing Status*[2]	*ESA Listing Actions Under Review*
Sockeye Salmon (*Oncorhynchus nerka*)	1	Snake River	***Endangered***	
	2	Ozette Lake	***Threatened***	
	3	Baker River	*Not Warranted*	
	4	Okanogan River	*Not Warranted*	
	5	Lake Wenatchee	*Not Warranted*	
	6	Quinalt Lake	*Not Warranted*	
	7	Lake Pleasant	*Not Warranted*	
Chinook Salmon (*O. tshawytscha*)	8	Sacramento River Winter-run	***Endangered***	
	9	Upper Columbia River Spring-run	***Endangered***	
	10	Snake River Spring/Summer-run	***Threatened***	
	11	Snake River Fall-run	***Threatened***	
	12	Puget Sound	***Threatened***	
	13	Lower Columbia River	***Threatened***	
	14	Upper Willamette River	***Threatened***	
	15	Central Valley Spring-run	***Threatened***	
	16	California Coastal	***Threatened***	
	17	Central Valley Fall and Late Fall-run	***Species of Concern***	
	18	Upper Klamath-Trinity Rivers	*Not Warranted*	
	19	Oregon Coast	*Not Warranted*	
	20	Washington Coast	*Not Warranted*	
	21	Middle Columbia River spring-run	*Not Warranted*	
	22	Upper Columbia River summer/fall-run	*Not Warranted*	
	23	Southern Oregon and Northern California Coast	*Not Warranted*	
	24	Deschutes River summer/fall-run	*Not Warranted*	
Coho Salmon (*O. kisutch*)	25	Central California Coast	***Endangered***	
	26	Southern Oregon/Northern California	***Threatened***	
	27	Lower Columbia River	***Threatened***	• Critical habitat
	28	Oregon Coast	***Threatened***	
	29	Southwest Washington	*Undetermined*	
	30	Puget Sound/Strait of Georgia	***Species of Concern***	
	31	Olympic Peninsula	*Not Warranted*	
Chum Salmon (*O. keta*)	32	Hood Canal Summer-run	***Threatened***	
	33	Columbia River	***Threatened***	
	34	Puget Sound/Strait of Georgia	*Not Warranted*	
	35	Pacific Coast	*Not Warranted*	
Steelhead (*O. mykiss)*	36	Southern California	***Endangered***	
	37	Upper Columbia River	***Threatened***	
	38	Central California Coast	***Threatened***	
	39	South Central California Coast	***Threatened***	
	40	Snake River Basin	***Threatened***	
	41	Lower Columbia River	***Threatened***	
	42	California Central Valley	***Threatened***	
	43	Upper Willamette River	***Threatened***	
	44	Middle Columbia River	***Threatened***	
	45	Northern California	***Threatened***	
	46	Oregon Coast	***Species of Concern***	
	47	Southwest Washington	*Not Warranted*	
	48	Olympic Peninsula	*Not Warranted*	
	49	Puget Sound	***Threatened***	• Critical habitat
	50	Klamath Mountains Province	*Not Warranted*	
Pink Salmon *(O. gorbuscha)*	51	Even-year	*Not Warranted*	
	52	Odd-year	*Not Warranted*	

1 The ESA defines a “species” to include any distinct population segment of any species of vertebrate fish or wildlife. For Pacific salmon, NOAA Fisheries Service considers an evolutionarily significant unit, or “ESU,” a “species” under the ESA. For Pacific steelhead, NOAA Fisheries Service has delineated distinct population segments (DPSs) for consideration as “species” under the ESA.

U.S. Department of Transportation
Federal Highway Administration

Oregon Division

530 Center Street NE, Suite 420
Salem, Oregon 97301
503-399-5749
503-399-5838 (fax)
www.fhwa.dot.gov/ordiv

October 20, 2011

In Reply Refer To:
HEO.3-OR

Mr. Kim Kratz
State Habitat Director
National Marine Fisheries Services
1201 NE Lloyd Boulevard, Suite 1100
Portland, Oregon 97232

RE: Oregon Highway 62 Corridor Solutions Project, I-5 to Dutton Road
Biological Assessment **Revision**
ODOT Key # 13226; Federal-Aid # S022(022)

Dear Mr. Kratz:

On December 21, 2010, the Federal Highway Administration (FHWA) requested formal consultation with the National Marine Fisheries Service (NMFS) for the Oregon Highway 62 Corridor Solutions project (Federal-aid #S022(022)/ODOT Key #13226) and submitted a Biological Assessment. FHWA determined that the proposed project was likely to adversely affect Southern Oregon-Northern California Coho Salmon (Oncorhynchus kisutch) and their designated critical habitat. ODOT is now proposing the replacement of two additional culverts where Highway 62 crosses Lone Pine Creek as described in the enclosed Amendment. The new box culverts will meet the Oregon Department of Fish and Wildlife's fish passage criteria and will meet the SLOPES IV Duvial performance standard.

FHWA is requesting that the proposed culvert replacements be considered in combination with the original Section 7 consultation for the project. We believe the addition of the culvert replacements will not change the original project effect determinations. If you have any questions, please contact Anna Henson, ODOT Region 3 Environmental Project Coordinator at 541-774-6376.

Sincerely,

Chris M. Bacher
Operations Engineer

Enclosure: Biological Assessment Revision

cc, w/o encl:
NMFS (Tom Loynes, ODOT Liaison)
ODOT (Anna Henson, Region 3 Environmental Project Coordinator)
(Dick Leever, Project Leader)

CBmw

U.S.Department
of Transportation
Federal Highway
Administration

Oregon Division

12/22/2011

530 Center Street NE, Suite 420
Salem, Oregon 97301
503-399-5749
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www.fhwa.dot.gov/ordiv

In Reply Refer To:
HEO.3-OR

Mr. Paul Henson
State Supervisor
US Fish and Wildlife Service
2600 SE 98th Avenue
Portland, Oregon 97266

Dear Mr. Henson:

Enclosed is the Biological Assessment (BA) to address the potential terrestrial effects of the Oregon Highway 62 Corridor project for compliance with Section 7 of the Endangered Species Act (ESA). This project is being funded by the Federal Highway Administration (FHWA), thus constituting the Federal nexus for this project. The Oregon Department of Transportation (ODOT), on behalf of FHWA, is responsible for project management and the administration of funds for the project. FHWA requests formal consultation for the project.

This BA presents a **may affect, likely to adversely affect** determination for Vernal Pool Fairy Shrimp (*Branchinecta lynchi*), Cook's Lomatium (*Lomatium cookii*), and Large Flowered Wooly Meadowfawn (Limnanthes floccosa grandiflora), and their associated critical habitat. We kindly request that you reference ODOT Project Key #13206; Federal-aid #X-NH S022(022) on correspondence related to this project. We greatly appreciate you processing the biological opinion at your earliest convenience. If you have any questions, please contact ODOT Region 3 Environmental Project Coordinator Anna Henson at 541-774-6376 or anna.henson@odot.state.or.us.

Sincerely,

for Chris Bucher
Operations Engineer, ODOT Region 3

Enclosure - Biological Assessment

cc. w/o encl.:
USF&WS (David Leal, ODOT Liaison)
ODOT (Anna Henson, Region 3 Environmental Project Coordinator)
(John Raash, Geo-Environmental Services)

KH/rm

Appendix H Non-Federal ESA Species

This appendix includes lists for all non-Federal ESA species, including state-listed species, special status species, species of concern, and sensitive species.

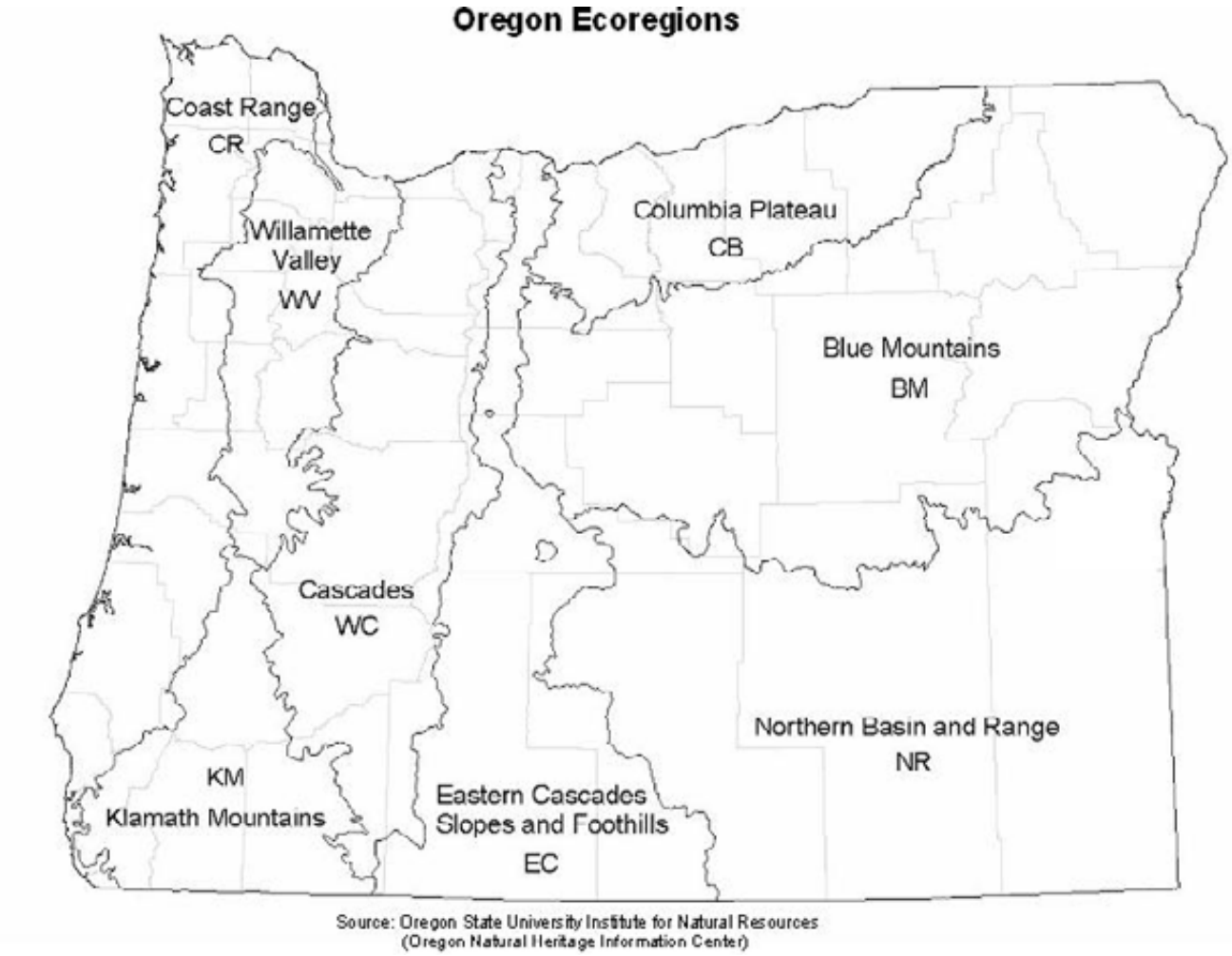


Figure 1. Ecoregions used for determining status of terrestrial wildlife (amphibians, reptiles, birds, and mammals).

Data Source: Oregon BLM and US Forest Service HUC4 boundary Layer (1:24,000).

Subbasin Number, Name			
18040201, Upper Quinn	17090100, Lower Grande Ronde	17090005, North Santiam	17100310, Lower Rogue
18040205, Thousand- Virgin	17070101, Middle Columbia-Lake Wallula	17090006, South Santiam	17100311, Illinois
17050103, Middle Snake-Succor	17070102, Walla Walla	17090007, Middle Willamette	17100312, Chetco
17050105, South Fork Owyhee	17070103, Umatilla	17090008, Yamhill	17120001, Harney/Malheur Lakes
17050106, East Little Owyhee	17070104, Willow	17090009, Molalla-Pudding	17120002, Silvies
17050107, Middle Owyhee	17070105, Middle Columbia-Hood	17090010, Tualatin	17120003, Donner Und Blitzen
17050108, Jordan	17070201, Upper John Day	17090011, Clackamas	17120004, Silver
17050109, Crooked-Rattlesnake	17070202, North Fork John Day	17090012, Lower Willamette	17120005, Summer Lake
17050110, Lower Owyhee	17070203, Middle Fork John Day	17100201, Necanicum	17120006, Lake Abert
17050115, Middle Snake-Payette	17070204, Lower John Day	17100202, Nehalem	17120007, Warner Lakes
17050116, Upper Malheur	17070301, Upper Deschutes	17100203, Wilson-Trask-Nestucca	17120008, Guano
17050117, Lower Malheur	17070302, Little Deschutes	17100204, Siletz-Yaquina	17120009, Alvord Lake
17050118, Bully	17070303, South Fork Crooked	17100205, Alsea	18010101, Smith River
17050119, Willow	17070304, Upper Crooked	17100206, Siuslaw	18010201, Williamson
17050201, Brownlee Reservoir	17070305, Lower Crooked	17100207, Siltcoos	18010202, Sprague
17050202, Burnt River	17070306, Lower Deschutes	17100301, North Umpqua	18010203, Upper Klamath Lake
17050203, Powder River	17070307, Trout	17100302, South Umpqua	18010204, Lost River
17060101, Hells Canyon	17080001, Lower Columbia-Sandy	17100303, Umpqua	18010205, Butte
17060102, Imnaha River	17080003, Lower Columbia-Clatskanie	17100304, Coos	18010206, Upper Klamath River
17060103, Lower Snake-Asotin	17080000, Lower Columbia	17100305, Coquille	18010209, Lower Klamath River
17060104, Upper Grande Ronde River	17090001, Middle Fork Willamette	17100306, Sixes	18020001, Goose Lake
17060105, Wallowa River	17090002, Coast Fork Willamette	17100307, Upper Rogue	
	17090003, Upper Willamette	17100308, Middle Rogue	
	17090004, Mckenzie	17100309, Applegate	

Figure 2: Oregon sub-basins based on 4th field hydrologic unit codes (HUC).

Oregon Department of Fish and Wildlife
SENSITIVE SPECIES LIST
Organized by Category

An asterisk (*) indicates that the species, Distinct Population Segment (DPS) or Evolutionarily Significant Unit (ESU) is federally listed as threatened or endangered by either NOAA's National Marine Fisheries Service or the U.S. Fish and Wildlife Service. Parenthetical scientific names are proposed taxonomic changes not yet adopted by the American Fisheries Society Committee on Names of Fishes.

Sensitive Species: Fish. USGS Hydrologic Unit (HU) distribution is based on current known distribution as described in the ODFW Native Fish Status Report, literature review, or expert information. A species or Species Management Unit (SMU) may be distributed in all or a portion of the HU where appropriate habitat exists. For anadromous species, the distribution does not include migration corridors. Figure 2 displays the location of the hydrologic units in Oregon.

SENSITIVE – CRITICAL

Common Name	Scientific Name	USGS HU distribution (current)
FISH		
Modoc Sucker*	*Catostomus microps*	Goose Lake (18020001)
Westslope Cutthroat Trout	*Oncorhynchus clarki lewisi* (Behnke 2002)	Upper John Day (17070201)
Chum Salmon (Columbia River ESU)*	*Oncorhynchus keta*	Lower Columbia (17080006), Lower Columbia-Clatskanie (17080003), Lower Willamette (17090012), Lower Columbia-Sandy (17080001)
Chum Salmon (Coastal Chum Salmon SMU/Pacific Coast ESU)	*Oncorhynchus keta*	Nehalem (17100202), Necanicum (17100201), Wilson-Trask-Nestucca (17100203), Yamhill (17090008), Siletz-Yaquina (17100204)
Steelhead (Klamath Mountains Province ESU, Klamath Summer Steelhead SMU)	*Oncorhynchus mykiss*	Upper Klamath River (18010206)
Steelhead (Lower Columbia River ESU/SMU, winter run)*	*Oncorhynchus mykiss*	Lower Columbia (17080006), Lower Columbia-Clatskanie (17080003), Lower Willamette (17090012), Lower Columbia-Sandy (17080001), Clackamas (17090011), Middle Columbia-Hood (17070105)
Steelhead (Lower Columbia River ESU/SMU, summer run)*	*Oncorhynchus mykiss*	Middle Columbia-Hood (17070105)
Steelhead (Middle Columbia River ESU, summer run)*	*Oncorhynchus mykiss*	Lower Deschutes (17070306), Trout (17070307), Upper Deschutes (17070301), Lower Crooked (17070305), Upper John Day (17070201), North Fork John Day (17070202), Middle Fork John Day (17070203), Lower John Day (17070204), Umatilla (17070103), Walla Walla (17070102)
Great Basin Redband Trout (Catlow Valley Redband Trout SMU)	*Oncorhynchus mykiss newberrii* (Behnke 2002)	Guano (17120008)
Great Basin Redband Trout (Goose Lake Redband Trout SMU)	*Oncorhynchus mykiss newberrii* (Behnke 2002)	Goose Lake (18020001)

Common Name	Scientific Name	USGS HU distribution (current)
Great Basin Redband Trout (Warner Lakes Redband Trout SMU)	*Oncorhynchus mykiss newberrii* (Behnke 2002)	Warner Lake (17120007)
Great Basin Redband Trout (Fort Rock Redband Trout SMU)	*Oncorhynchus mykiss newberrii* (Behnke 2002)	Summer Lake (17120005)
Chinook Salmon (Upper Willamette River ESU, spring run/Willamette Spring Chinook SMU)*	*Oncorhynchus tshawytscha*	Molalla-Pudding (17090009), North Santiam (17090005), South Santiam (17090006), Mckenzie (17090004), Middle Fork Willamette (17090001), Coast Fork Willamette (17090002), Upper Willamette (17090003)
Chinook Salmon (Coastal Spring Chinook SMU)	*Oncorhynchus tshawytscha*	Wilson-Trask-Nestucca (17100203), Siletz-Yaquina (17100204), Alsea (17100205), Coquille (17100305), North Umpqua (17100301), South Umpqua (17100302)
Chinook Salmon (Lower Columbia River Chinook ESU/SMU, fall run)*	*Oncorhynchus tshawytscha*	Lower Columbia (17080006), Lower Columbia-Clatskanie (17080003), Lower Columbia-Sandy (17080001), Clackamas (17090011), Middle Columbia-Hood (17070105), Lower Willamette (17090012)
Chinook Salmon (Lower Columbia River Chinook ESU/SMU, spring run)*	*Oncorhynchus tshawytscha*	Lower Columbia-Sandy (17080001), Clackamas (17090011)
Oregon Chub*	*Oregonichthys crameri*	North Santiam (17090005), Upper Willamette (17090003), South Santiam (17090006), Mckenzie (17090004), Middle Fork Willamette (17090001), Coast Fork Willamette (17090002)
Umpqua Chub	*Oregonichthys kalawatseti*	Umpqua (17100303), North Umpqua (17100301), South Umpqua (17100302)
Bull Trout (Willamette Bull Trout SMU)*	*Salvelinus confluentus*	Mckenzie (17090004), Middle Fork Willamette (17090001)
Bull Trout (John Day Bull Trout SMU)*	*Salvelinus confluentus*	North Fork John Day (17070202), Middle Fork John Day (17070203), Upper John Day (17070201)
Bull Trout (Umatilla Bull Trout SMU)*	*Salvelinus confluentus*	Umatilla (17070103)
Bull Trout (Grande Ronde Bull Trout SMU)*	*Salvelinus confluentus*	Upper Grande Ronde River (17060104), Wallowa River (17060105), Lower Grande Ronde (17060106)
Bull Trout (Imnaha Bull Trout SMU)*	*Salvelinus confluentus*	Imnaha River (17060102)
Bull Trout (Hells Canyon Bull Trout SMU)*	*Salvelinus confluentus*	Brownlee Reservoir (17050201), Powder River (17050203)
Bull Trout (Hood River Bull Trout SMU)*	*Salvelinus confluentus*	Middle Columbia-Hood (17070105)
Bull Trout (Malheur River Bull Trout SMU)*	*Salvelinus confluentus*	Upper Malheur (17050116)
Bull Trout (Odell Lake Bull Trout SMU)*	*Salvelinus confluentus*	Upper Deschutes (17070301)
Bull Trout (Klamath Lake Bull Trout SMU)*	*Salvelinus confluentus*	Upper Klamath Lake (18010203), Sprague (18010202)

SENSITIVE - CRITICAL

Common Name	Scientific Name	Ecoregion
AMPHIBIANS		
Columbia Spotted Frog	*Rana luteiventris*	Columbia Plateau, Northern Basin and Range
Oregon Spotted Frog	*Rana pretiosa*	
Foothill Yellow-legged Frog	*Rana boylii*	Willamette Valley
Northern Leopard Frog	*Lithobates pipiens*	
REPTILES		
Western Painted Turtle	*Chrysemys picta bellii*	
Western Pond Turtle	*Actinemys marmorata*	
Western Rattlesnake	*Crotalus oreganus*	Willamette Valley
BIRDS		
Columbian Sharp-tailed Grouse	*Tympanuchus phasianellus columbianus*	
Red-necked Grebe	*Podiceps grisegena*	Breeding Population
Ferruginous Hawk	*Buteo regalis*	Columbia Plateau
Yellow Rail	*Coturnicops noveboracensis*	
Upland Sandpiper	*Bartramia longicauda*	
Yellow-billed Cuckoo	*Coccyzus americanus*	
Burrowing Owl	*Athene cunicularia*	Blue Mountains, Columbia Plateau, Eastern Cascades Slopes and Foothills, Klamath Mountains, Willamette Valley
Common Nighthawk	*Chordeiles minor*	Willamette Valley
Lewis's Woodpecker	*Melanerpes lewis*	
White-headed Woodpecker	*Picoides albolarvatus*	
Streaked Horned Lark	*Eremophila alpestris strigata*	Coast Range, Klamath Mountains, Willamette Valley
Purple Martin	*Progne subis*	
Yellow-breasted Chat	*Icteria virens*	Willamette Valley
Oregon Vesper Sparrow	*Pooecetes gramineus affinis*	Klamath Mountains, Willamette Valley
Sage Sparrow	*Amphispiza belli*	Columbia Plateau
Western Meadowlark	*Sturnella neglecta*	Willamette Valley
MAMMALS		
Townsend's Big-eared Bat	*Corynorhinus townsendii*	
Fisher	*Martes pennanti*	

SENSITIVE – VULNERABLE

Common Name	Scientific Name	USGS HU distribution (current)
FISH		
Goose Lake Sucker	*Catostomus occidentalis lacusanserinus* (Moyle 2002)	Goose Lake (18020001)
Alvord Chub	*Gila alvordensis* (*Siphateles alvordensis*)	Alvord Lake (17120009)
Miller Lake Lamprey	*Lampetra minima* (*Entosphenus minimus*)	Williamson (18010201), Sprague (18010202)
Western Brook Lamprey	*Lampetra richardsoni*	Columbia River system and coastal streams including the Rogue
Pacific Lamprey	*Lampetra tridentate* (*Entosphenus tridentata*)	Columbia River system and coastal streams including the Rogue
Coastal Cutthroat Trout (Lower Columbia Coastal Cutthroat Trout SMU/ Southwestern Washington/Columbia River ESU)	*Oncorhynchus clarkii clarkii*	Lower Columbia-Clatskanie (17080003), Lower Columbia (17080006), Lower Willamette (17090012), Middle Columbia-Hood (17070105), Lower Columbia-Sandy (17080001), Clackamas (17090011)
Coho Salmon (Coastal Coho Salmon SMU/Oregon Coast ESU)*	*Oncorhynchus kisutch*	Nehalem (17100202), Necanicum (17100201), Wilson-Trask-Nestucca (17100203), Siletz-Yaquina (17100204), Alsea (17100205), Siuslaw (17100206), Siltcoos (17100207), Umpqua (17100303), Coos (17100304), South Umpqua (17100302), Coquille (17100305), Sixes (17100306), North Umpqua (17100301)
Coho Salmon (Southern Oregon/Northern California Coasts ESU/Rogue (and Klamath) Coho SMU)*	*Oncorhynchus kisutch*	Middle Rogue (17100308), Lower Rogue (17100310), Illinois (17100311), Upper Rogue (17100307), Applegate (17100309)
Inland Columbia Redband Trout	*Oncorhynchus mykiss gairdneri*	Lower Owyhee (17050110), Jordan (17050108), Middle Owyhee (17050107), South Fork Owyhee (17050105), East Little Owyhee (17050106), Lower Malheur (17050117), Upper Malheur (17050116), Bully (17050118), Willow (17050119), Burnt River (17050202), Lower Snake-Asotin (17060103), Walla Walla (17070102), , Lower Grande Ronde (17060106), Middle Fork John Day (17070203), Lower John Day (17070204), Brownlee Reservoir (17050201), Powder River (17050203), Imnaha River (17060102), North Fork John Day (17070202), Upper Grande Ronde River (17060104), Wallowa River (17060105), Willow (17070104), Umatilla (17070103), South Fork Crooked (17070303), Upper Crooked (17070304), Upper John Day (17070201), Little Deschutes (17070302), , Lower Crooked (17070305), Upper Deschutes (17070301), Trout (17070307), Middle Columbia-Hood (17070105), Lower Deschutes (17070306)
Great Basin Redband Trout (Malheur Lakes Redband SMU)	*Oncorhynchus mykiss newberrii* (Behnke 2002)	Silvies (17120002), Harney-Malheur Lakes (17120001), Silver (17120004), Donner Und Blitzen (17120003),
Great Basin Redband Trout (Chewaucan Redband Trout SMU)	*Oncorhynchus mykiss newberrii* (Behnke 2002)	Lake Abert (17120006)
Great Basin Redband Trout (Upper Klamath Basin Redband Trout SMU)	*Oncorhynchus mykiss newberrii* (Behnke 2002)	Sprague (18010202), Upper Klamath Lake (18010203), Williamson (18010201), Lost River (18010204), Upper Klamath River (18010206)

Common Name	Scientific Name	USGS HU distribution (current)
Steelhead (Upper Willamette River ESU, winter run/Willamette Winter Steelhead SMU)*	*Oncorhynchus mykiss*	Tualatin (17090010), Yamhill (17090008), Molalla-Pudding (17090009), North Santiam (17090005), South Santiam (17090006), Upper Willamette (17090003), Middle Willamette (17090007)
Steelhead (Oregon Coast ESU, summer run/Coastal Summer Steelhead SMU)	*Oncorhynchus mykiss*	Siletz-Yaquina (17100204), North Umpqua (17100301)
Steelhead (Oregon Coast ESU, winter run/Coastal Winter Steelhead SMU)	*Oncorhynchus mykiss*	Nehalem (17100202), Necanicum (17100201), Wilson-Trask-Nestucca (17100203), Siletz-Yaquina (17100204), Alsea (17100205), Siuslaw (17100206), Umpqua (17100303), Coos (17100304), North Umpqua (17100301), South Umpqua (17100302), Coquille (17100305), Sixes (17100306)
Steelhead (Klamath Mountains Province ESU, summer run/Rogue Summer Steelhead SMU)	*Oncorhynchus mykiss*	Upper Rogue (17100307), Middle Rogue (17100308), Applegate (17100309), Lower Rogue (17100310)
Steelhead (Snake River Basin ESU/Snake Summer Steelhead SMU)*	*Oncorhynchus mykiss*	Imnaha River (17060102), Upper Grande Ronde River (17060104), Wallowa River (17060105), Lower Grande Ronde River (17060106)
Chinook Salmon (Mid-Columbia River ESU/SMU, fall run)	*Oncorhynchus tshawytscha*	Lower Deschutes (17070306)
Chinook Salmon (Rogue Spring Chinook SMU)	*Oncorhynchus tshawytscha*	Upper Rogue (17100307), Middle Rogue (17100308)
Chinook Salmon (Middle Columbia Spring Chinook SMU	*Oncorhynchus tshawytscha*	Lower Deschutes (17070306), Upper Deschutes (17070301), Lower Crooked (17070305), Upper John Day (17070201), North Fork John Day (17070202), Middle Fork John Day (17070203)
Chinook Salmon (Southern Oregon/Northern California Coast ESU, fall run/Rogue Fall Chinook SMU)	*Oncorhynchus tshawytscha*	Lower Rogue (17100310), Illinois (17100311), Chetco (17100312), Upper Rogue (17100307), Middle Rogue (17100308), Applegate (17100309), Sixes (17100306)
Millicoma Dace	*Rhinichthys cataractae* ssp.	Coos (17100304)
Bull Trout (Deschutes Bull Trout SMU)*	*Salvelinus confluentus*	Lower Deschutes (17070306), Upper Deschutes (17070301)

SENSITIVE - VULNERABLE

Common Name	Scientific Name	Ecoregion
AMPHIBIANS		
Cope's Giant Salamander	*Dicamptodon copei*	
Columbia Torrent Salamander	*Rhyacotriton kezeri*	
Southern Torrent Salamander	*Rhyacotriton variegatus*	
Cascade Torrent Salamander	*Rhyacotriton cascadae*	
Larch Mountain Salamander	*Plethodon larselli*	
Del Norte Salamander	*Plethodon elongatus*	
Siskiyou Mountains Salamander	*Plethodon stormi*	
Clouded Salamander	*Aneides ferreus*	
Black Salamander	*Aneides flavipunctatus*	
Oregon Slender Salamander	*Batrachoseps wrightorum*	
Rocky Mountain Tailed Frog	*Ascaphus montanus*	
Coastal Tailed Frog	*Ascaphus truei*	
Western Toad	*Anaxyrus boreas*	
Northern Red-legged Frog	*Rana aurora*	Klamath Mountains, Willamette Valley
Cascades Frog	*Rana cascadae*	
Columbia Spotted Frog	*Rana luteiventris*	Blue Mountains, Eastern Cascades Slopes and Foothills
Foothill Yellow-legged Frog	*Rana boylii*	Coast Range, Klamath Mountains, West Cascades
REPTILES		
Northern Sagebrush Lizard	*Sceloporus graciosus graciosus*	Columbia Plateau
Common Kingsnake	*Lampropeltis getula*	
California Mountain Kingsnake	*Lampropeltis zonata*	
BIRDS		
Greater Sage-Grouse	*Centrocercus urophasianus*	Blue Mountains, Columbia Plateau, Eastern Cascades Slopes and Foothills
Spruce Grouse	*Falcipennis canadensis*	
Mountain Quail	*Oreortyx pictus*	Northern Basin and Range
American White Pelican	*Pelecanus erythrorhynchos*	Breeding Population
Snowy Egret	*Egretta thula*	Breeding Population
Northern Goshawk	*Accipiter gentilis*	
Swainson's Hawk	*Buteo swainsoni*	
Ferruginous Hawk	*Buteo regalis*	Blue Mountains, Eastern Cascades Slopes and Foothills
American Peregrine Falcon	*Falco peregrinus anatum*	
Arctic Peregrine Falcon	*Falco peregrinus tundrius*	
Greater Sandhill Crane	*Grus canadensis tabida*	Central Valley Population (Oregon Breeding Population)
Black Oystercatcher	*Haematopus bachmani*	
Long-billed Curlew	*Numenius americanus*	Blue Mountains, Columbia Plateau, Eastern Cascades Slopes and Foothills

SENSITIVE - VULNERABLE

Common Name	Scientific Name	Ecoregion
BIRDS continued		
Franklin's Gull	*Larus pipixcan*	
Cassin's Auklet	*Ptychoramphus aleuticus*	
Rhinocerous Auklet	*Cerorhinca monocerata*	
Tufted Puffin	*Fratercula cirrhata*	
Flammulated Owl	*Otus flammeolus*	
Burrowing Owl	*Athene cunicularia*	Northern Basin and Range
Great Gray Owl	*Strix nebulosa*	
Acorn Woodpecker	*Melanerpes formicivorus*	Willamette Valley
American Three-toed Woodpecker	*Picoides dorsalis*	
Black-backed Woodpecker	*Picoides arcticus*	
Pileated Woodpecker	*Dryocopus pileatus*	Blue Mountains, Eastern Cascades Slopes and Foothills, Klamath Mountains
Olive-sided Flycatcher	*Contopus cooperi*	
Willow Flycatcher	*Empidonax traillii adastus*	Blue Mountains, Columbia Plateau, Eastern Cascades Slopes and Foothills, Northern Basin and Range
Little Willow Flycatcher	*Empidonax traillii brewsteri*	Coast Range, Klamath Mountains, West Cascades, Willamette Valley
Loggerhead Shrike	*Lanius ludovicianus*	Blue Mountains, Columbia Plateau, Eastern Cascades Slopes and Foothills
White-breasted Nuthatch (=Slender-billed Nuthatch)	*Sitta carolinensis aculeata*	Coast Range, Klamath Mountains, West Cascades, Willamette Valley
Western Bluebird	*Sialia mexicana*	Coast Range, Klamath Mountains, West Cascades, Willamette Valley
Grasshopper Sparrow	*Ammodramus savannarum*	
Bobolink	*Dolichonyx oryzivorus*	
MAMMALS		
California Myotis	*Myotis californicus*	
Fringed Myotis	*Myotis thysanodes*	
Long-legged Myotis	*Myotis volans*	
Hoary Bat	*Lasiurus cinereus*	
Silver-haired Bat	*Lasionycteris noctivagans*	
Spotted Bat	*Euderma maculatum*	
Pallid Bat	*Antrozous pallidus*	
Pygmy Rabbit	*Brachylagus idahoensis*	
Black-tailed Jackrabbit	*Lepus californicus*	Willamette Valley
White-tailed Jackrabbit	*Lepus townsendii*	
Western Gray Squirrel	*Sciurus griseus*	Willamette Valley
Red Tree Vole	*Arborimus longicaudus*	Coast Range
Ringtail	*Bassariscus astutus*	
American Marten	*Martes americana*	Blue Mountains, Coast Range
Columbian White-tailed Deer*	*Odocoileus virginianus leucurus*	Coast Range (Columbia River Population)

Threatened, Endangered, and Candidate Fish and Wildlife Species in Oregon

The State of Oregon and the federal government maintain separate lists of threatened and endangered (T&E) species. These are species whose status is such that they are at some degree of risk of becoming extinct.

Under State law (ORS 496.171-496.192) the Fish and Wildlife Commission through ODFW maintains the list of native wildlife species in Oregon that have been determined to be either “threatened” or “endangered” according to criteria set forth by rule (OAR 635-100-0105).

Plant listings are handled through the Oregon Department of Agriculture.

Most invertebrate listings are handled through the Oregon Natural Heritage Program.

Under federal law the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration share responsibility for implementing the federal Endangered Species Act of 1973 (Public Law 93-205, 16 U.S.C. § 1531), as amended. In general, USFWS has oversight for land and freshwater species and NOAA for marine and anadromous species. In addition to information about species already listed, the USFWS-Oregon Field Office maintains a list of Species of Concern.

Additional information about the federal programs in place in Oregon can be found at the following websites:
• U.S. Fish and Wildlife-Oregon (http://www.fws.gov/oregonfwo)
• Northwest Region of NOAA-Fisheries (http://www.nwr.nmfs.noaa.gov)

Threatened, Endangered, and Candidate Fish and Wildlife Species in Oregon
(T=threatened, E=endangered, C=candidate, DPS=Distinct Population Segment)

Common Name	Scientific Name	State status	Federal status
FISH			
Borax Lake Chub	*Gila boraxobius*	E	E
Bull Trout (Range-wide)	*Salvelinus confluentus*		T
Columbia River Chum Salmon	*Oncorhynchus keta*		T
Foskett Speckled Dace	*Rhinichthys osculus* ssp	T	T
Green sturgeon (Southern DPS)	*Acipenser medirostris*		T
Hutton Spring Tui Chub	*Gila bicolor* ssp.	T	T
Lahontan Cutthroat Trout	*Oncorhynchus clarki henshawi*	T	T
Lost River Sucker	*Deltistes luxatus*	E	E
Lower Columbia River Chinook Salmon	*Oncorhynchus tshawytscha*		T
Lower Columbia River Coho Salmon	*Oncorhynchus kisutch*	E	T
Lower Columbia River Steelhead	*Oncorhynchus mykiss*		T
Middle Columbia River Steelhead	*Oncorhynchus mykiss*		T
Modoc sucker	*Catostomus microps*		E
Oregon Chub	*Oregonichthys crameri*		T
Oregon Coast Coho Salmon	*Oncorhynchus kisutch*		T
Pacific Eulachon/Smelt (Southern DPS)	*Thaleichthys pacificus*		T
Shortnose Sucker	*Chasmistes brevirostris*	E	E
Snake River Chinook Salmon (Fall)	*Oncorhynchus tshawytscha*	T	T
Snake River Chinook Salmon (Spring/Summer)	*Oncorhynchus tshawytscha*	T	T
Snake River Sockeye Salmon	*Oncorhynchus nerka*		E
Snake River Steelhead	*Oncorhynchus mykiss*		T
Southern Oregon Coho Salmon	*Oncorhynchus kisutch*		T
Upper Columbia River Spring Chinook Salmon	*Oncorhynchus tshawytscha*		E
Upper Columbia River Steelhead	*Oncorhynchus mykiss*		T
Upper Willamette River Chinook Salmon	*Oncorhynchus tshawytscha*		T

Common Name	Scientific Name	State status	Federal status
Upper Willamette River Steelhead	*Oncorhynchus mykiss*		T
Warner Sucker	*Catostomus warnerensis*	T	T
AMPHIBIANS AND REPTILES			
Columbia spotted frog	*Rana luteiventris*		C
Green Sea Turtle	*Chelonia mydas*	E	E
Leatherback Sea Turtle	*Dermochelys coriacea*	E	E
Loggerhead Sea Turtle	*Caretta caretta*	T	T
Oregon spotted frog	*Rana pretiosa*		C
Pacific Ridley Sea Turtle	*Lepidochelys olivacea*	T	T
BIRDS			
Bald Eagle	*Haliaeetus leucocephalus*	T	
Brown Pelican	*Pelecanus occidentalis*	E	E
California Least Tern	*Sterna antillarum browni*	E	E
Marbled Murrelet	*Brachyramphus marmoratus*	T	T
Northern Spotted Owl	*Strix occidentalis caurina*	T	T
Short-tailed Albatross	*Diomedea albatrus*	E	E
Streaked horned lark	*Eremophila alpestris strigata*		C
Western Snowy Plover	*Charadrius alexandrinus nivosus*	T	T (Coastal population only)
Yellow-billed cuckoo	*Coccyzus americanus*		C
MAMMALS			
Blue Whale	*Balaenoptera musculus*	E	E
Columbian White-tailed Deer(Lower Columbia River population only)	*Odocolieus virginianus leucurus*		E
Fin Whale	*Balaenoptera physalus*	E	E
Fisher	*Martes pennanti*		C
Gray Whale	*Eschrichtius robustus*	E	
Gray Wolf	*Canis lupus*	E	E
Humpback Whale	*Megaptera novaeangliae*	E	E
Kit Fox	*Vulpes macrotis*	T	
North Pacific Right Whale	*Eubalaena japonica*	E	E
Northern (Steller) Sea Lion	*Eumetopias jubatus*		T
Sea Otter	*Enhydra lutris*	T	T
Sei Whale	*Balaenoptera borealis*	E	E
Sperm Whale	*Physeter macrocephalus*	E	E
Washington Ground Squirrel	*Spermophilus washingtoni*	E	
Wolverine	*Gulo gulo*	T	

Appendix I Transportation Air Quality Conformity and Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA

Below is the page from the list of funded projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) Regional Transportation Plan (RTP) that contains the OR 62: I-5 to Dutton Road project. See projects 903 and 937. The Oregon Department of Transportation plans to seek an amendment of this list to change the name of the project from OR 62 Corridor Solutions Project and make other technical adjustments. The RVMPO Policy Committee normally approves such amendments within 30 to 45 days of receiving a request.

Project List
2009-2034 RVMPO Regional Transportation Plan
Sept. 7, 2010

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available
ODOT						
534, 568	OR 62: Owens Dr. & Coker Butte	New 5-lane street from OR 62 Springbrook Rd, Realign Crater Lake Ave & Coker Butte, Signalization	short	$11,390,000		
902	I-5: Fern Valley Interchange, Phase 2	Reconstruct interchange; realign, widen connecting roads; replace Bear Creek Bridge	short	$67,780,128		
903	OR 62: Corridor Solutions Phase 2	Construct segment of limited access expressway; purchase right-of-way	short	$118,835,000		
904	OR 140 Freight Extension	Lane and shoulder widening for freight movements	short	$4,933,000		
908	I-5 N. Ashland Interchange Greensprings Bundle 314	Replace Bridge	short	$15,883,000		
909	I-5 Exits 14 & 19 Interchange improvements	Widen structures to meet standards, w/signals, lighting	short	$2,958,000		
911	OR 238 @ N. Ross	Install new traffic signal	short	$250,000		
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	short	$5,785,000		
940	RVTD Purchase services - ODOT Transit	purchase services	short	$343,949		
932	OR 99: Rapp Rd to Valley View Paving	Grind/Inlay and Overlay pavement	short	$1,580,000		
942	OR 62 @ Rolling Hills Dr & at Barton Rd	Install 2-way center turn lane	short	$1,392,000		
941	OR 62: Linn Rd - Jct Hwy 271 (Sams Valley)	Overlay	short	$3,336,000		
		Short Range Total			$232,715,068	$232,716,068
937	OR 62: Corridor Solutions, Phase 3	Right of Way Acquisition	medium	$12,500,000		
938	OR 62: Access Management	Major Approach Relocation west of I-5	medium	$2,000,000		
		Medium Range Total			$14,500,000	$15,000,000
939	OR 62: Corridor Solutions, Phase 4	Right of Way Acquisition	long	$67,500,000		
		Long Range Total			$67,500,000	$67,500,000
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available
RVMPO						
1002	Cascade Sierra Solutions Emissions Reduction Center	Implement Diesel Retrofit Outreach Center	Short	$350,000		
597	TDM Refinement Plan	TDM plan for RTP	Short	$46,518		
1006	RVMPO Clean Air Campaign	Develop clean air campaign and implement	Short	$61,295		
1007	RVMPO Oregon Household Activity Survey	Survey travel behavior by household, RVMPO Region	Short	$144,908		
1003	RVMPO RTP Update	Supplemental funding for long-range plan update	Short	$61,295		
		Short Range Total			$664,100	$664,100
				TOTAL	$431,475,788	$407,243,359

Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA - Appendix C

Sec. 1502.22 INCOMPETE OR UNAVAILABLE INFORMATION

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

a. If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.
b. If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:

    1. a statement that such information is incomplete or unavailable;
    2. a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment;
    3. a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment; and
    4. the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts that have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.

c. The amended regulation will be applicable to all environmental impact statements for which a Notice to Intent (40 CFR 1508.22) is published in the Federal Register on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation.

INCOMPLETE OR UNAVAILABLE INFORMATION FOR PROJECT-SPECIFIC MSAT HEALTH IMPACTS ANALYSIS

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/ncea/iris/index.html). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, http://pubs.healtheffects.org/view.php?id=282) or in the future as vehicle emissions substantially decrease (HEI, http://pubs.healtheffects.org/view.php?id=306).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable. The results produced by the EPA's MOBILE6.2 model, the California EPA's Emfac2007 model, and the EPA's DraftMOVES2009 model in forecasting MSAT emissions are highly inconsistent. Indications from the development of the MOVES model are that MOBILE6.2 significantly underestimates diesel particulate matter (PM) emissions and significantly overestimates benzene emissions.

Regarding air dispersion modeling, an extensive evaluation of EPA's guideline CAL3QHC model was conducted in an NCHRP study (http://www.epa.gov/scram001/dispersion_alt.htm#hyroad), which documents poor model performance at ten sites across the country - three where intensive monitoring was conducted plus an additional seven with less intensive monitoring. The study indicates a bias of the CAL3QHC model to overestimate concentrations near highly congested intersections and underestimate concentrations near uncongested intersections. The consequence of this is a tendency to overstate the air quality benefits of mitigating congestion at intersections. Such poor model performance is less difficult to manage for demonstrating compliance with National Ambient Air Quality Standards for relatively short time frames than it is for forecasting individual exposure over an entire lifetime, especially given that some information needed for estimating 70-year lifetime exposure is unavailable. It is particularly difficult to reliably forecast MSAT exposure near roadways, and to determine the portion of time that people are actually exposed at a specific location.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (http://pubs.healtheffects.org/view.php?id=282). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (http://www.epa.gov/risk/basicinformation.htm#g) and the HEI (http://pubs.healtheffects.org/getfile.php?u=395) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine a "safe" or "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions

from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million;in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in this Appendix (reflecting any local and project-specific circumstances), should be included regarding incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff Victoria Martinez (787) 766-5600 X231, Shari Schaftlein (202) 366-5570, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

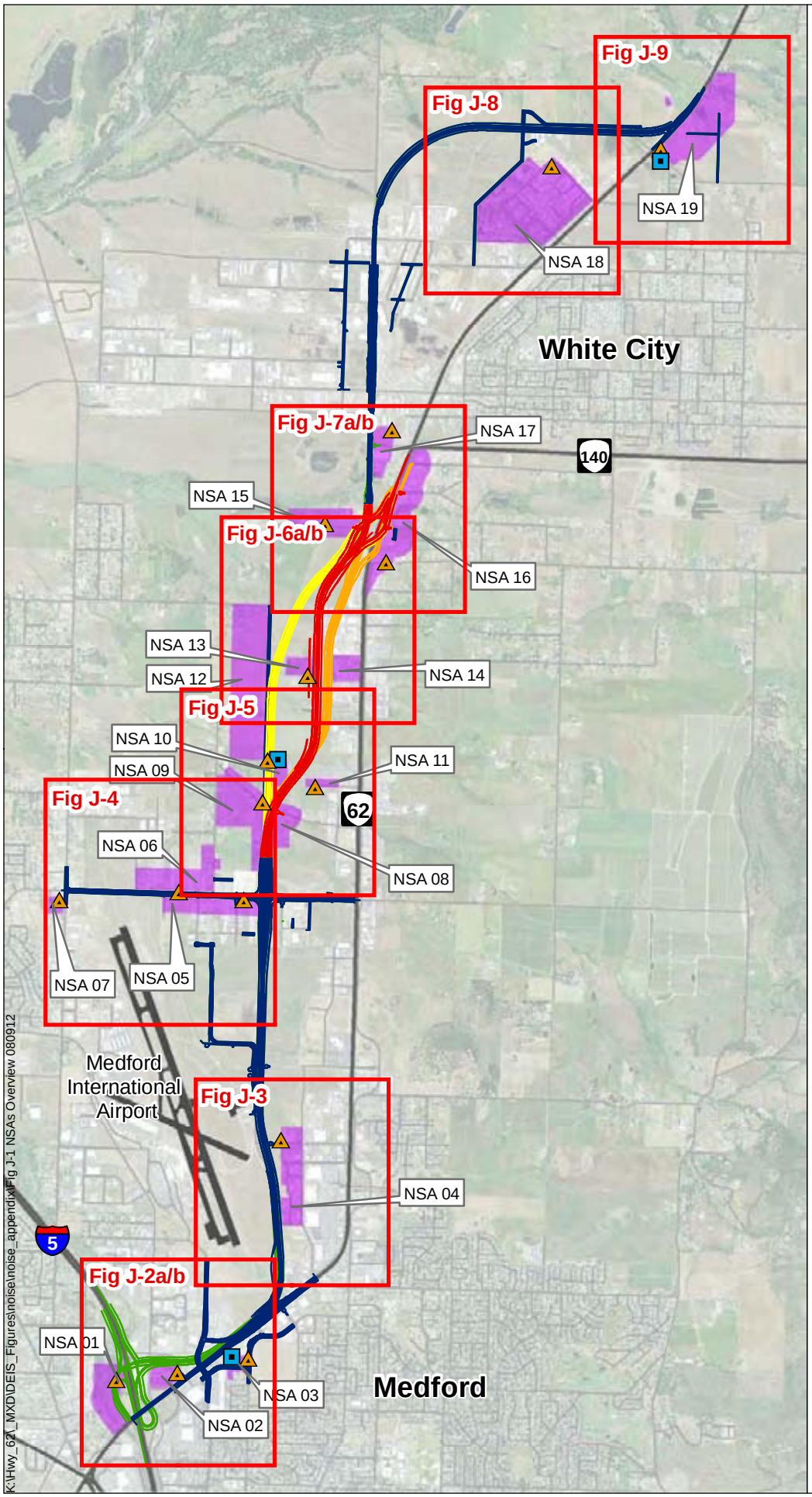
Appendix J ODOT Noise Manual Appendix I Worksheets

Table J-1 NSA Overview

NSA ID	Land Use	Activity Category	NAAC (Leq dBA)	Prediction/ Measure-ment Locations	Represented Equivalent Units	Existing Level Leq (1h), dBA (range)
NSA-1	Park	C	65	2	2	63-68
NSA-2	Hotels	E	70	3	3	49-67
NSA-3	Residential	B	65	5	114	52-55
NSA-4	Offices	C/E	65/70	5	5	51
NSA-5	Mixed	B	65	4	5	64-65
NSA-6	Mixed	B	65	6	9	45-71
NSA-7	Mixed	B	65	1	1	61
NSA-8	Residential	B	65	8	9	53
NSA-9	Residential	B	65	14	21	53
NSA-10	Residential	B	65	3	3	49
NSA-11	Residential	B	65	2	4	49
NSA-12	Residential	B	65	9	11	49
NSA-13	Mixed	B	65	2	2	46
NSA-14	Mixed	B	65	1	1	50
NSA-15	Residential	B	65	3	3	52
NSA-16	Mixed	B	65	9	9	49-71
NSA-17	Mixed	B/E	65/70	2	2	51
NSA-18	VA SORCC	B	65	4	4	47
NSA-19	Residential	B	65	12	12	49-69

Table J-2 Total Number of Noise Impacts

	SD Alternative			DI Alternative			JTA Phase		
	A	**B**	**C**	**A**	**B**	**C**	**A**	**B**	**C**
NSA-1	--	--	--	1	1	1	1	1	1
NSA-2	--	--	--	--	--	--	--	--	--
NSA-3	--	--	--	--	--	--	--	--	--
NSA-4	1	1	1	1	1	1	1	1	1
NSA-5	3	3	3	3	3	3	3	3	3
NSA-6	2	2	2	2	2	2	2	2	2
NSA-7	--	--	--	--	--	--	--	--	-
NSA-8	2	2	3	2	2	3	--	--	2
NSA-9	--	--	2	--	--	2	--	--	3
NSA-10	1	1	--	1	1	--	--	--	--
NSA-11	--	--	--	--	--	--	--	--	--
NSA-12	--	--	4	--	--	4	--	--	4
NSA-13	--	--	1	--	--	1	--	--	1
NSA-14	1	1	--	1	1	--	--	1	--
NSA-15	--	1	--	--	1	--	--	--	--
NSA-16	1	--	1	1	--	1	1	1	1
NSA-17	--	--	--	--	--	--	--	--	--
NSA-18	--	--	--	--	--	--	--	--	--
NSA-19	2	2	2	2	2	2	3	3	3
Total	**13**	**13**	**19**	**14**	**14**	**20**	**11**	**12**	**21**



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OR 62: I-5 to Dutton Road

Figure J-1
Noise
Sensitive Areas and
Noise Measurement
Locations
Overview

September 2012

NORTH

Map Features

- Area of Potential Impact
- Noise Sensitive Area

Noise Measurement

- Long Term Locations
- Short Term Locations

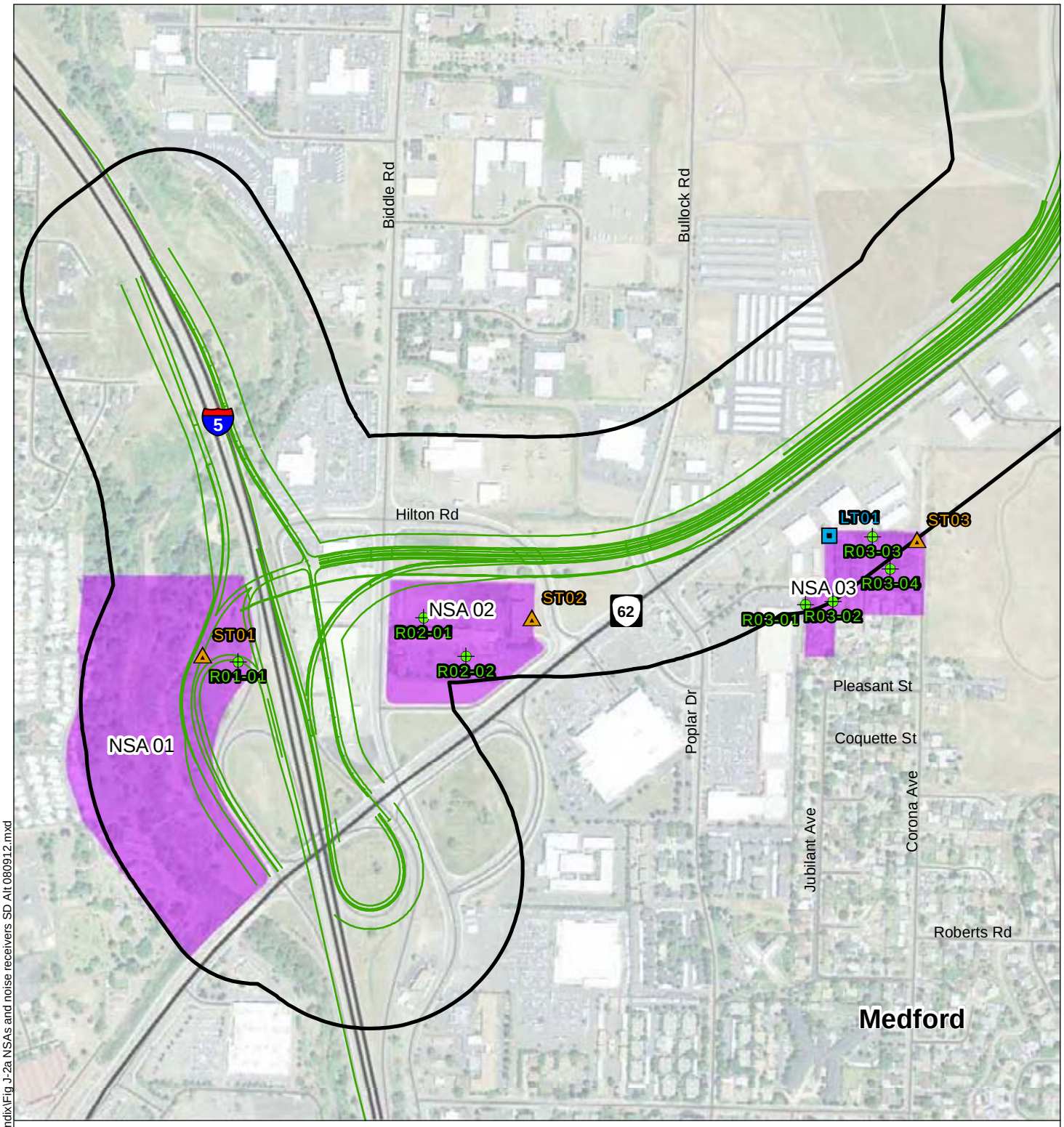
Project Footprints

- Design Option A
- Design Option B
- Design Option C
- DI Alternative
- SD Alternative

Source: Jackson County GIS, ODOT, URS Corp.

Miles
0 0.5 1

Oregon Department of Transportation



Map Features

- Area of Potential Impact
- SD Alternative
- Noise Sensitive Area (NSA)

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles 0 0.1 0.2

Figure J-2a
NSAs 01, 02, & 03 and Associated Noise Receivers, SD Alternative

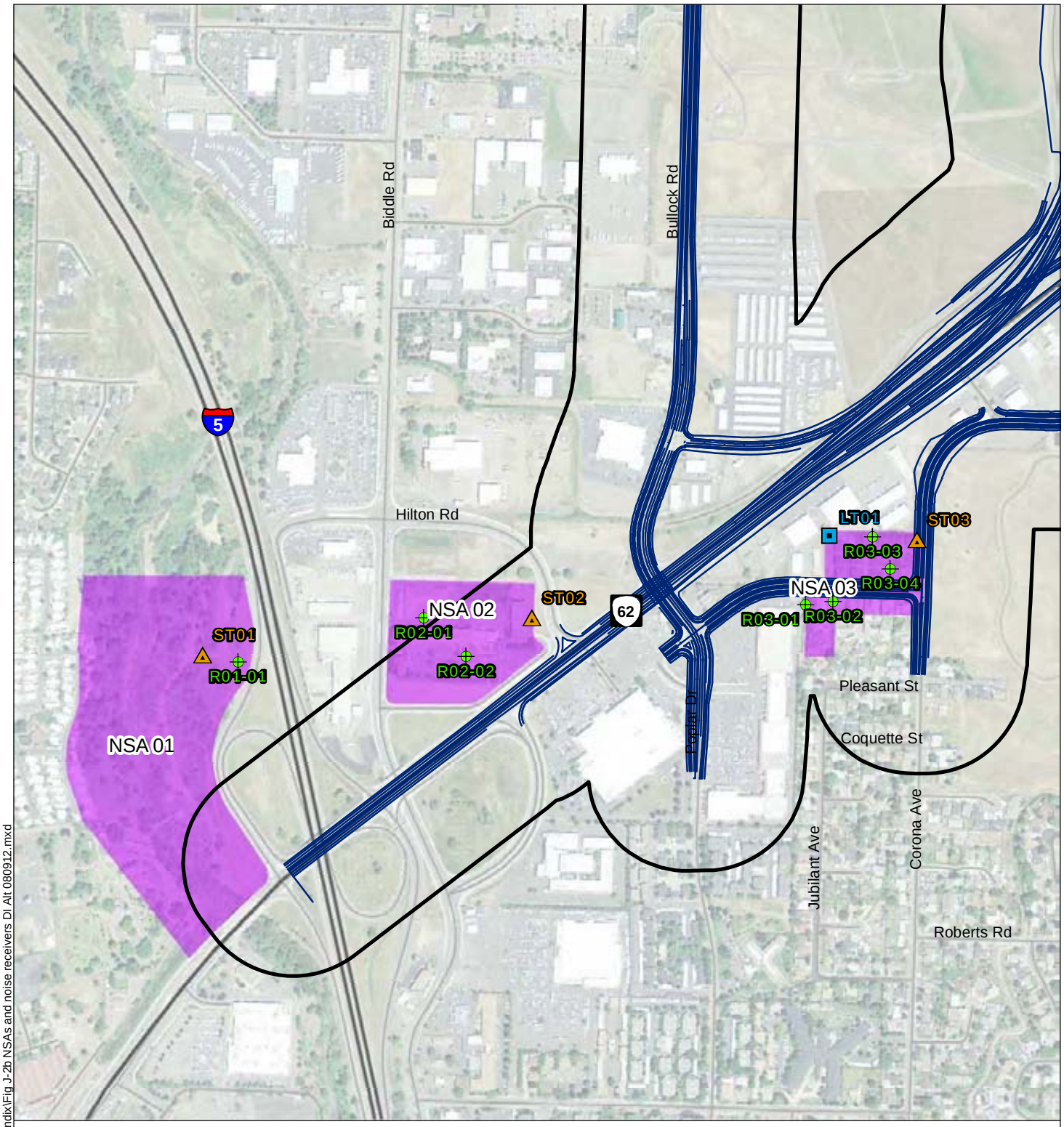
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendixFig J-2a NSAs and noise receivers SD Alt 080912.mxd



Map Features

- Area of Potential Impact
- SD Alternative
- Noise Sensitive Area (NSA)

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-2b
NSAs 01, 02, & 03 and Associated Noise Receivers, DI Alternative

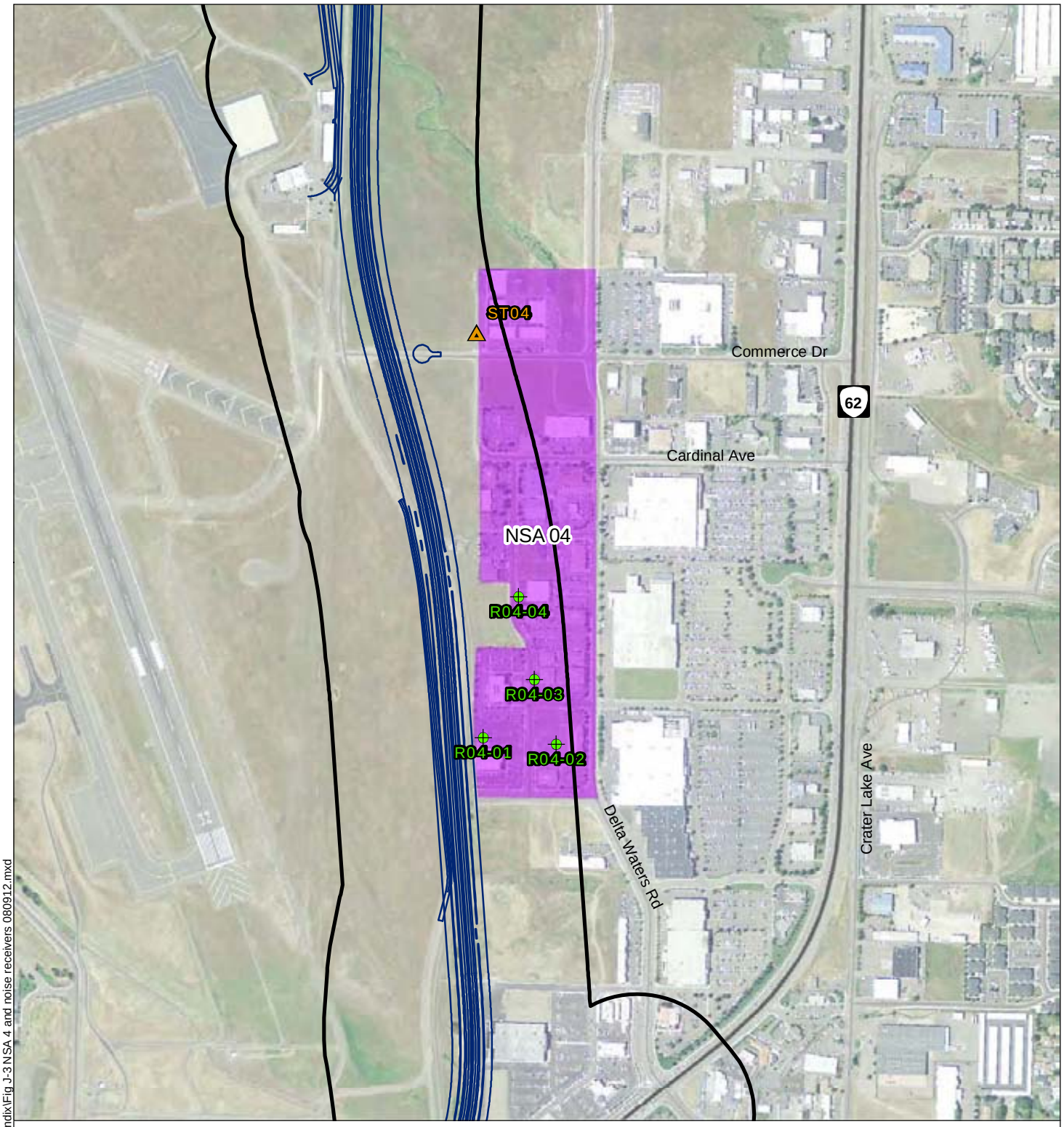
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-2b NSAs and noise receivers DI Alt 080912.mxd



Map Features

- Area of Potential Impact
- Footprint Common to both Build Alternatives
- Noise Sensitive Area (NSA)

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-3
NSA 04
and Associated
Noise Receivers

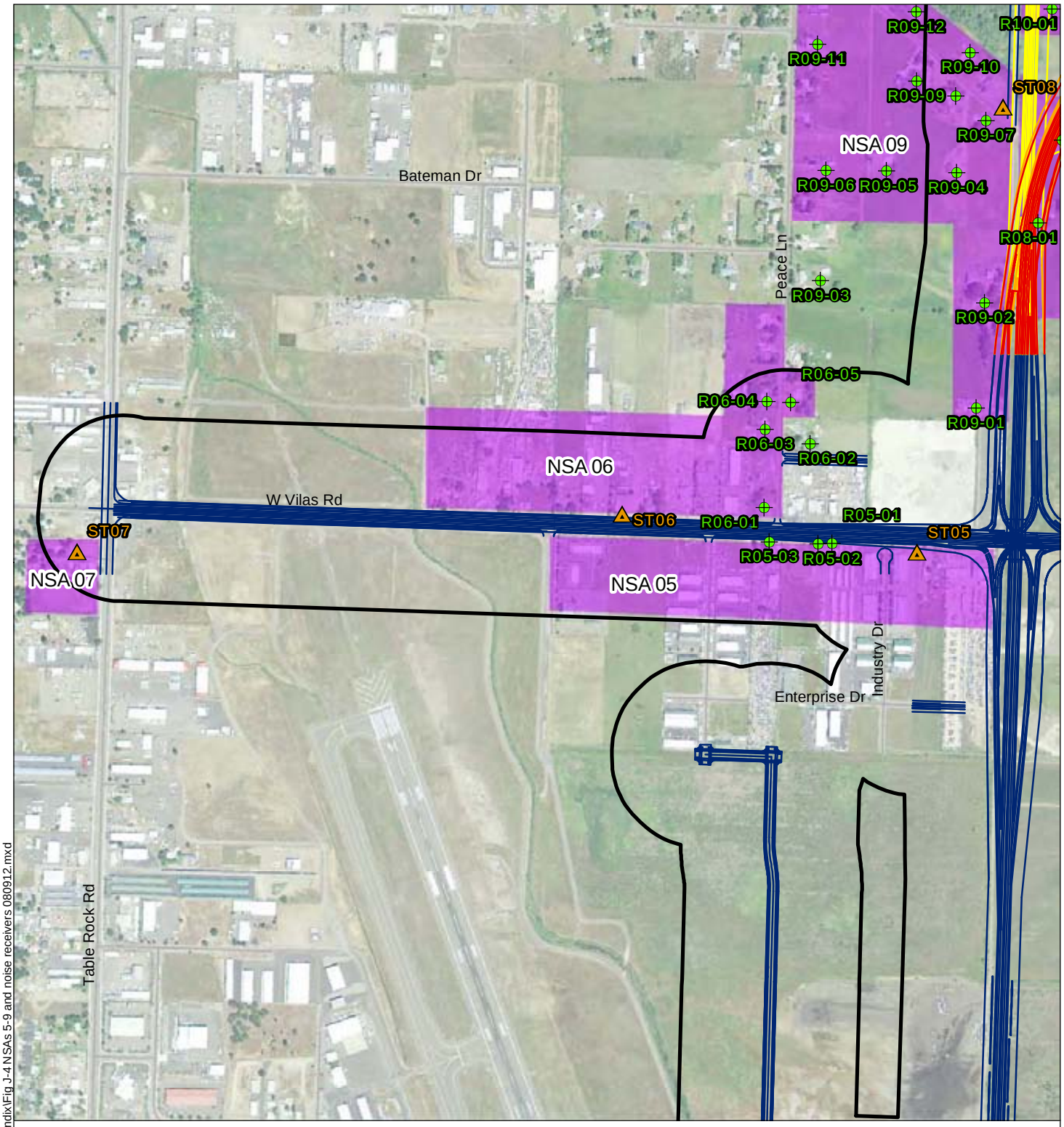
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-3 NSA 4 and noise receivers 080912.mxd



Map Features

- Area of Potential Impact
- Footprint Common to both Build Alternatives
- Noise Sensitive Area (NSA)

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-4
NSAs 05-09 and Associated Noise Receivers

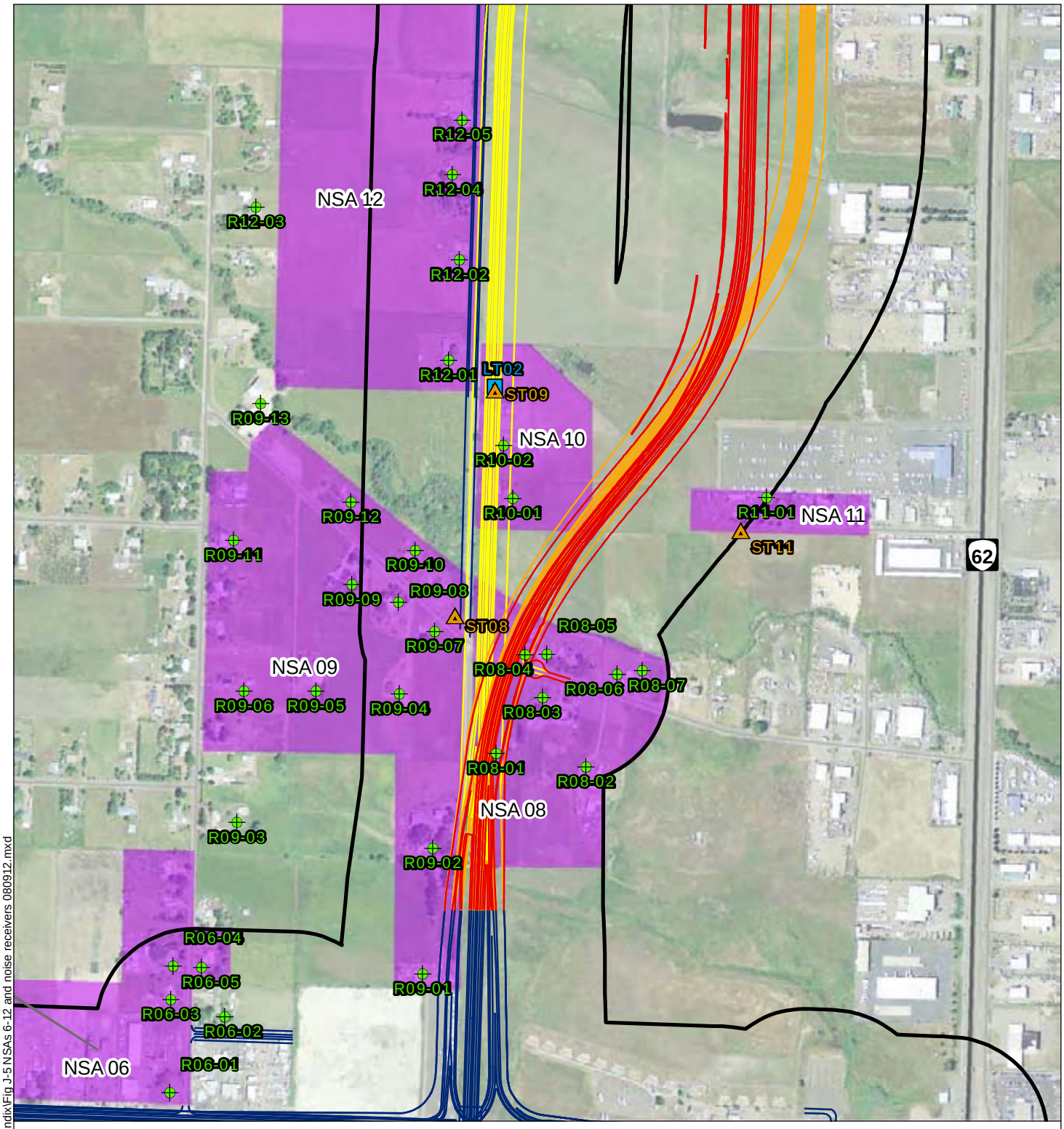
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-4 NSAs 5-9 and noise receivers 080912.mxd



Map Features

- Area of Potential Impact
- Noise Sensitive Area (NSA)

Project Footprints

- Design Option A
- Design Option B
- Design Option C
- Common to both Build Alternatives

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-5
NSAs 06-12 and Associated Noise Receivers

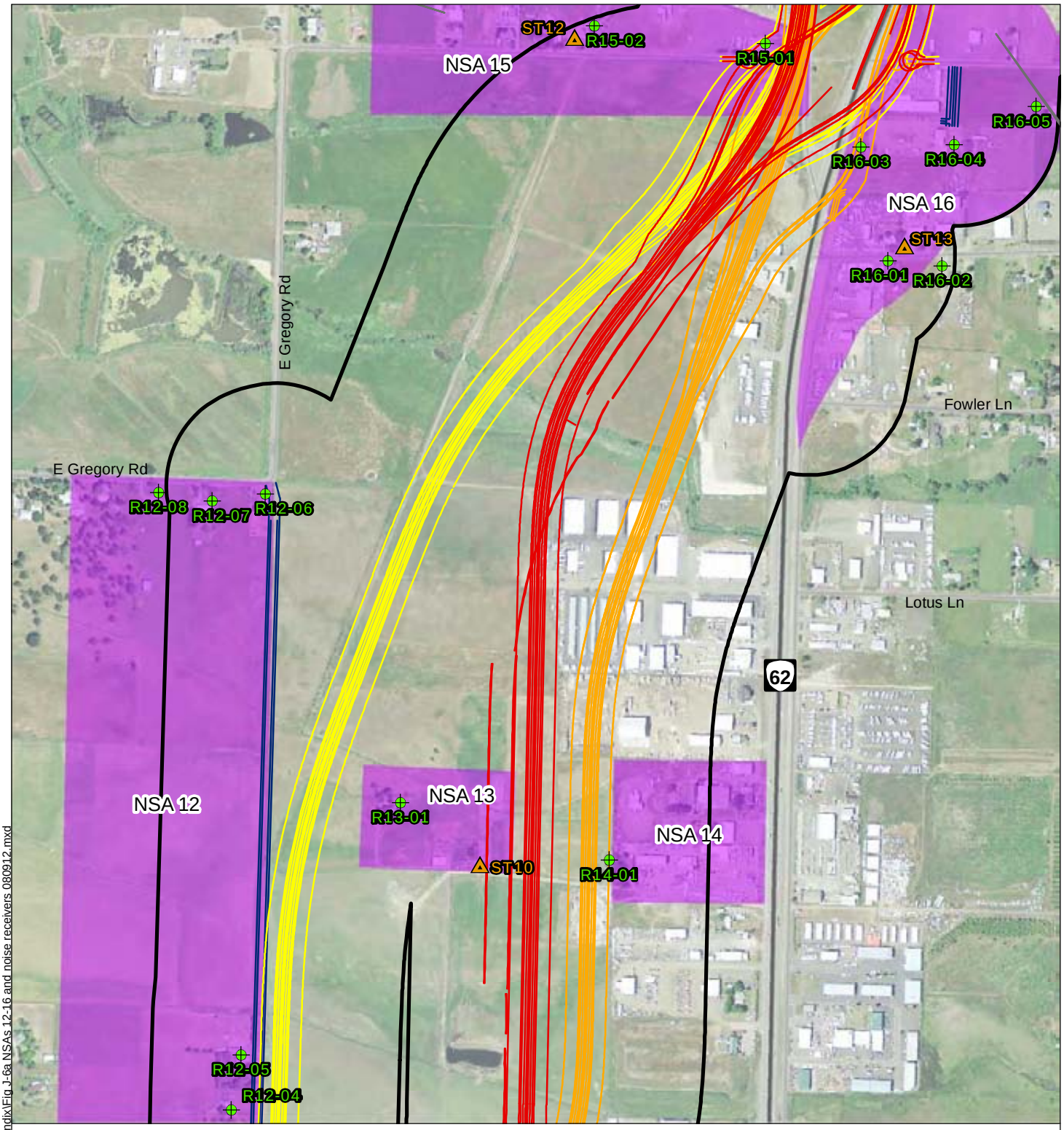
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-5 NSAs 6-12 and noise receivers 080912.mxd



Map Features

- Area of Potential Impact
- Noise Sensitive Area (NSA)

Project Footprints

- Design Option A
- Design Option B
- Design Option C
- Common to both Build Alternatives

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-6a
NSAs 12-16 and Associated Noise Receivers

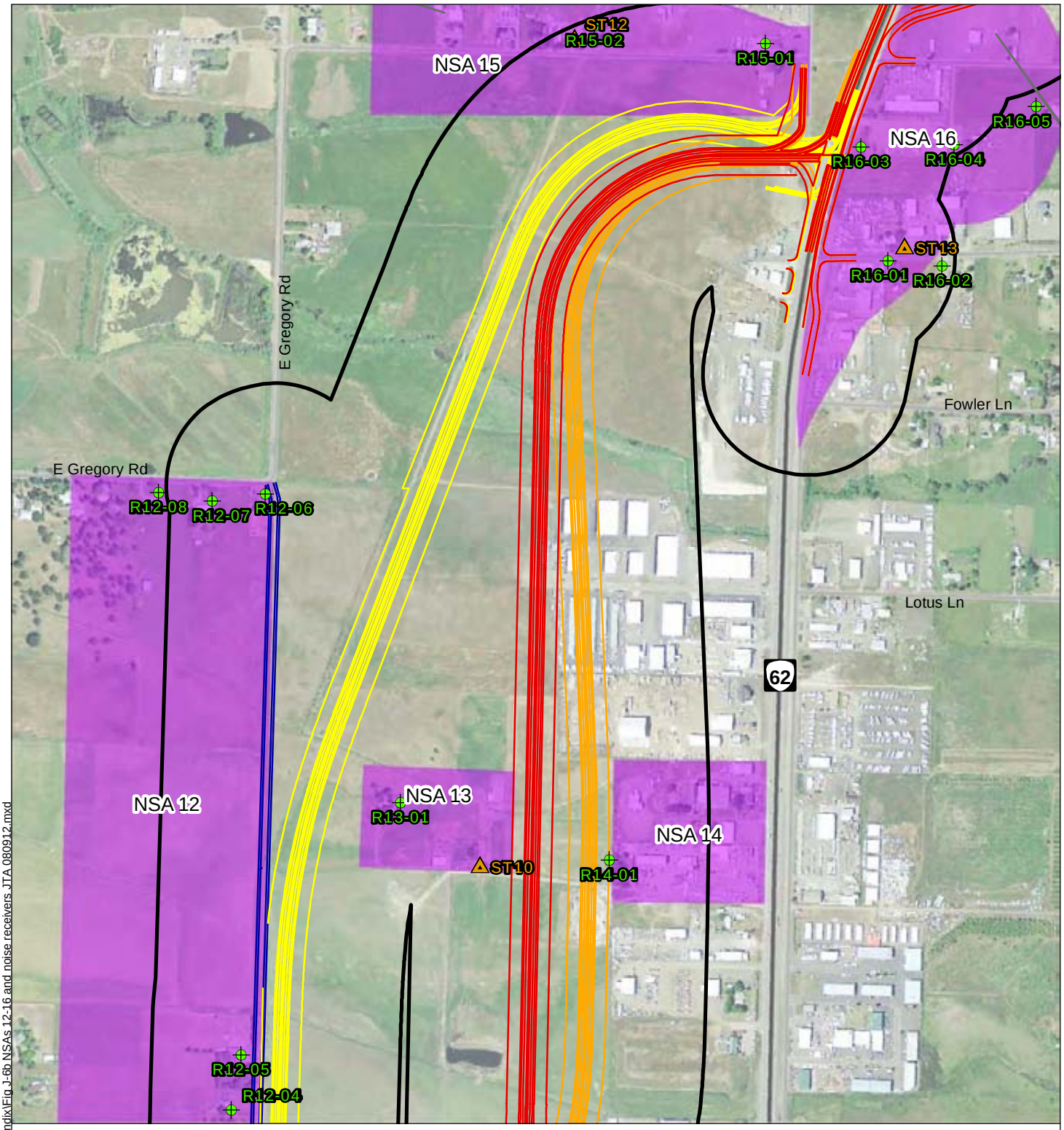
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-6a NSAs 12-16 and noise receivers 080912.mxd



Map Features

- Area of Potential Impact
- Noise Sensitive Area (NSA)

Project Footprints

- Design Option A
- Design Option B
- Design Option C
- Common to both Build Alternatives

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-6b NSAs 12-16 and Associated Noise Receivers, JTA Phase

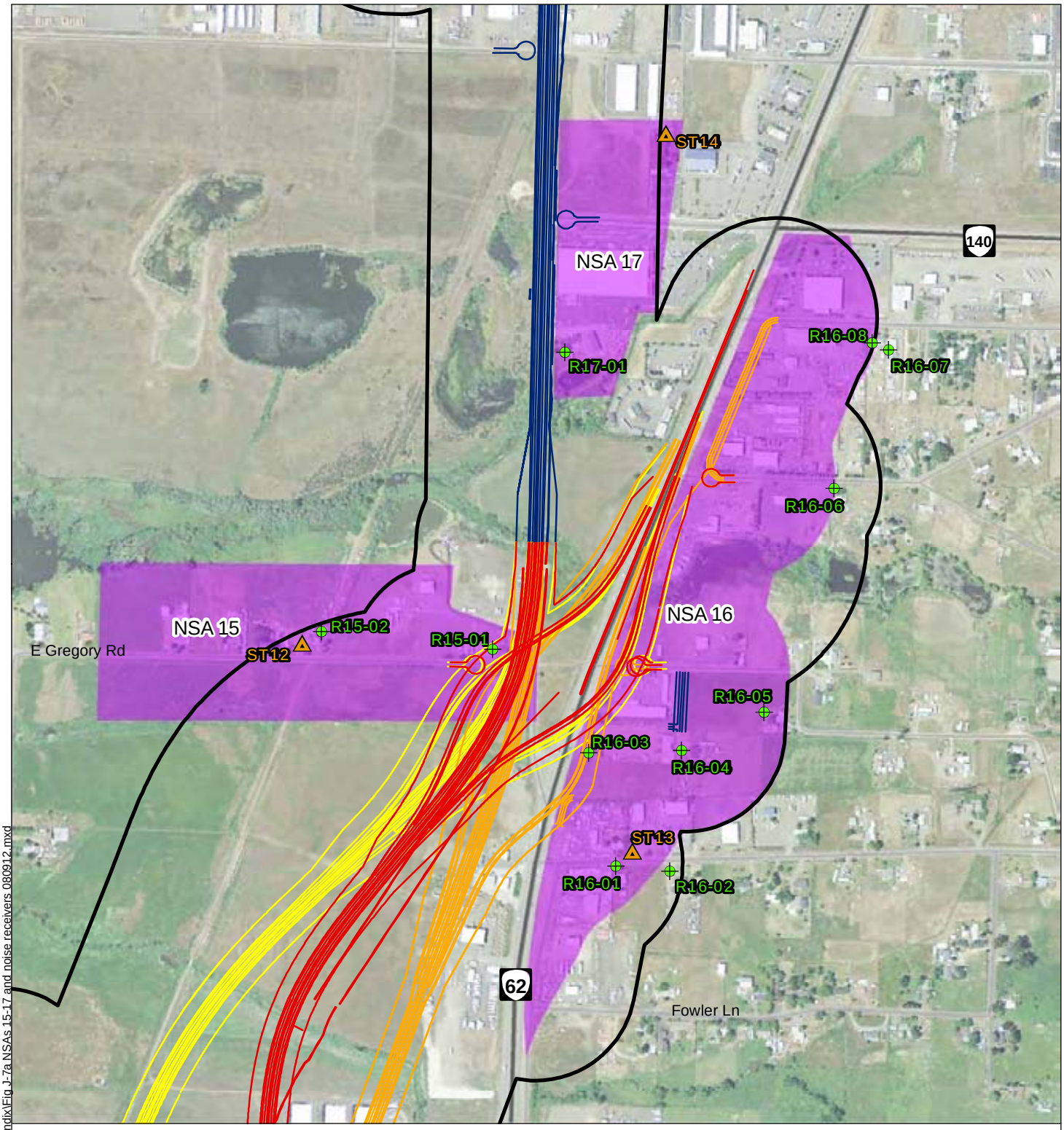
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-6b NSAs 12-16 and noise receivers JTA 080912.mxd



Map Features

- Area of Potential Impact
- Noise Sensitive Area (NSA)

Project Footprints

- Design Option A
- Design Option B
- Design Option C
- Common to both Build Alternatives

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-7a
NSAs 15-17 and Associated Noise Receivers

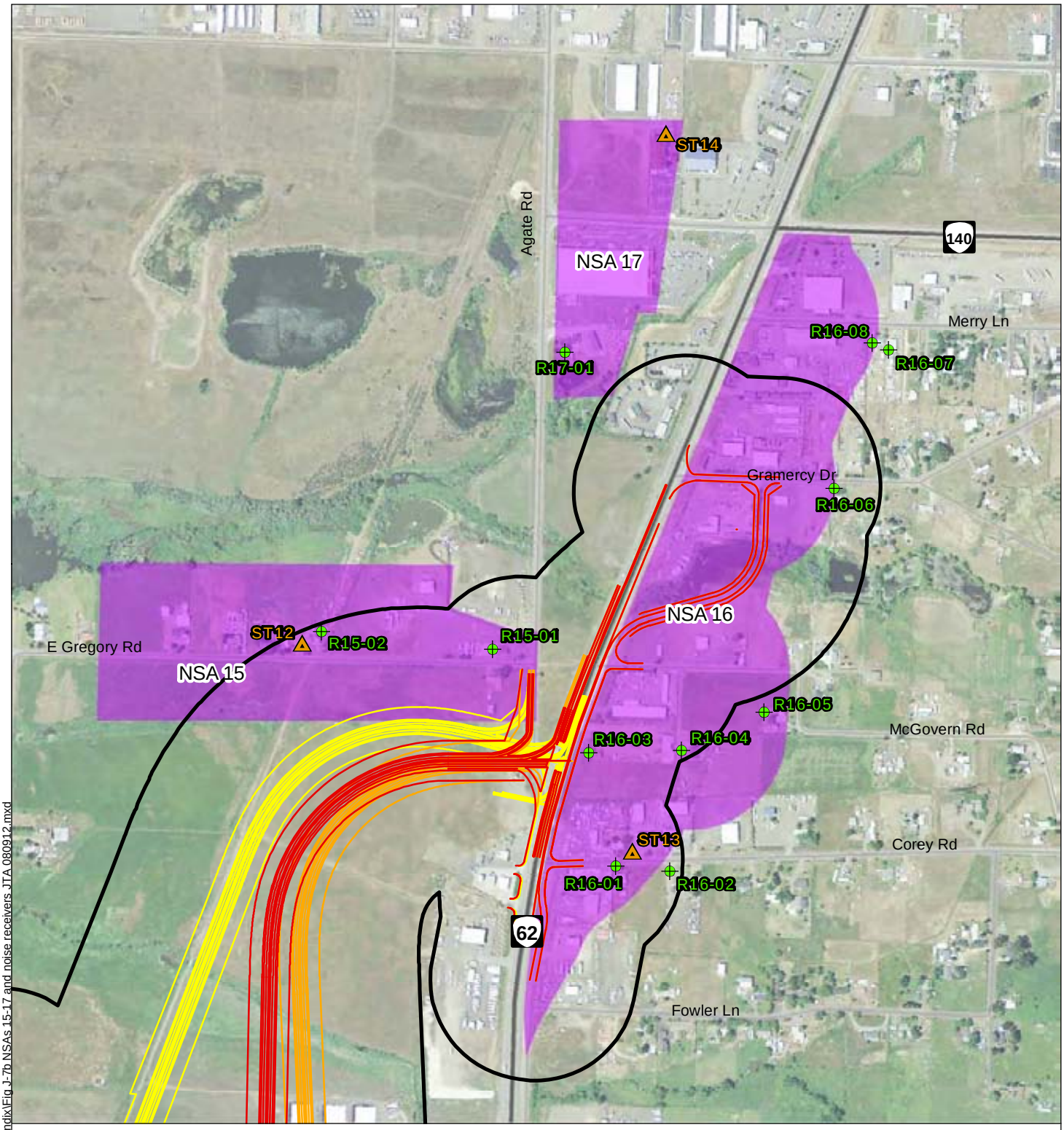
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-7a NSAs 15-17 and noise receivers 080912.mxd



Map Features

- Area of Potential Impact
- Noise Sensitive Area (NSA)

Project Footprints

- Design Option A
- Design Option B
- Design Option C
- Common to both Build Alternatives

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-7b
NSAs 15-17
and Associated
Noise Receivers,
JTA Phase

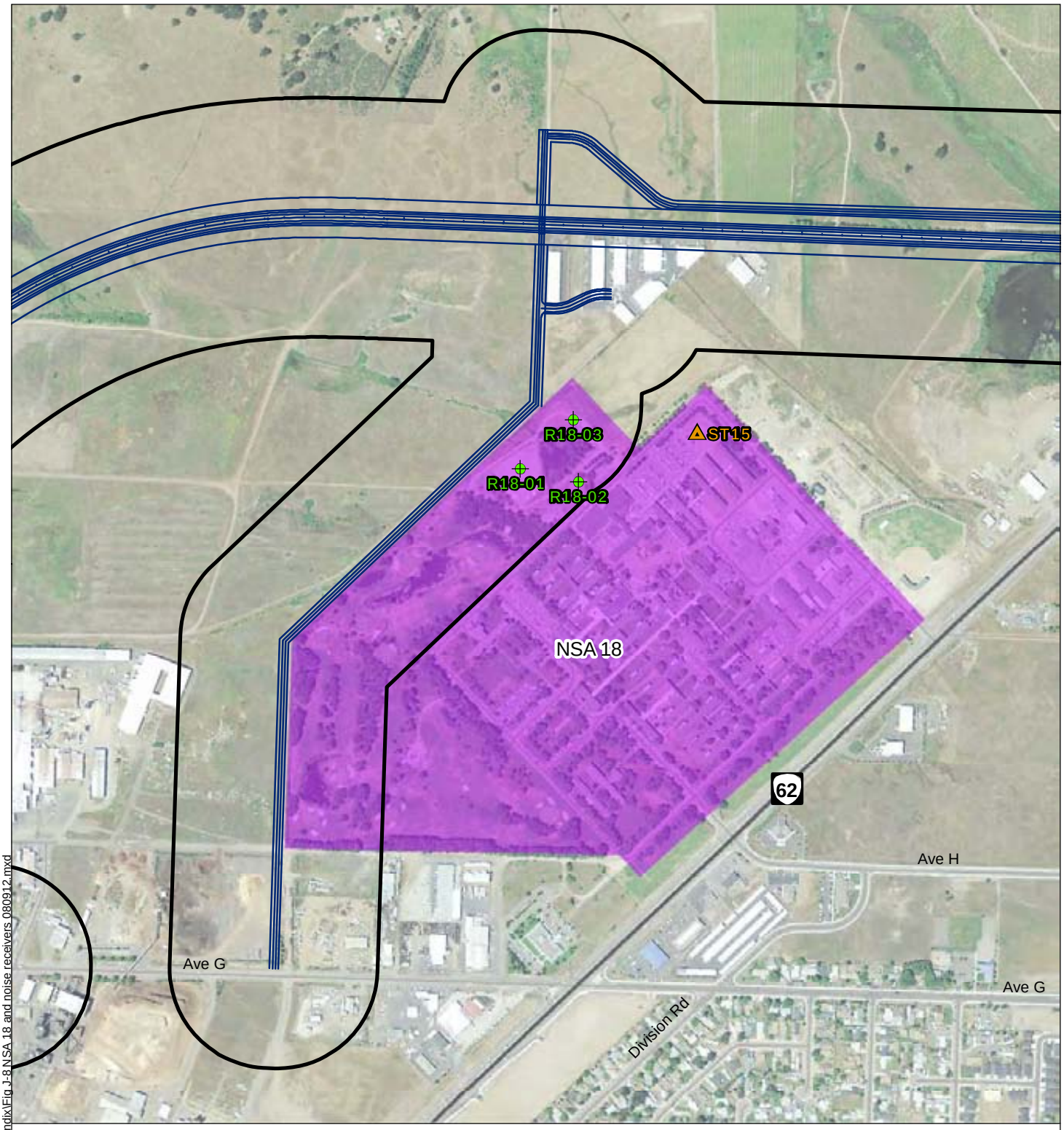
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-7b NSAs 15-17 and noise receivers_JTA 080912.mxd



Map Features

- Area of Potential Impact
- Footprint Common to both Build Alternatives
- Noise Sensitive Area (NSA)

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-8
NSA 18 and Associated Noise Receivers

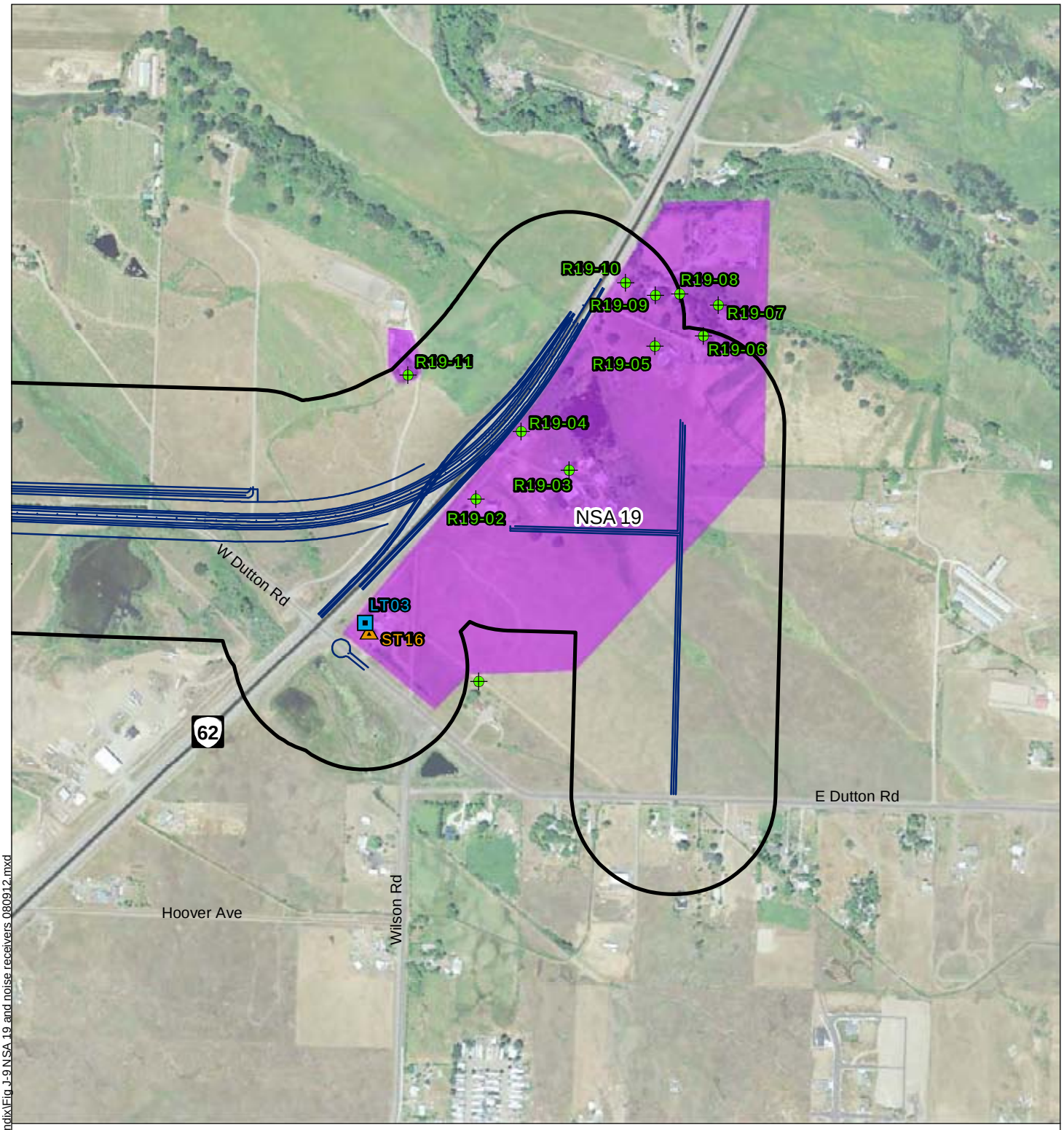
September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-8 NSA 18 and noise receivers 080912.mxd



Map Features

- Area of Potential Impact
- Footprint Common to both Build Alternatives
- Noise Sensitive Area (NSA)

Noise Measurement

- Long Term Locations
- Short Term Locations
- Modeled Receiver Locations

NORTH

Miles
0 0.1 0.2

Figure J-9
NSA 19
and Associated
Noise Receivers

September 2012

Sources: Jackson County GIS, ODOT, URS Corp.

OR 62: I-5 to Dutton Road

Oregon Department of Transportation

K:\Hwy_62_MXD\DEIS_figures\noise\noise_appendix\Fig J-9 NSA 19 and noise receivers 080912.mxd

Table J-3 Noise Impacts Associated with SD Alternative using Option A

	Land Use Activity	Equival Units	Roadway Distancea (feet)	ODOT NAAC	Exist-ing	No Build Alternative		SD Alternative using Option A				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	Take	Take	Take	Take	Take
R01-01	C	1	19	65.0	68.2	69.1	0.9	Take	Take	Take	Take	Take
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	63	0	0 - 0	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	67.2	0	0.6	0	-0.5
R02-01	E	1	163	70.0	48.8	49.5	0.7	51.6	0	2.8	0	2.1
R02-02	E	1	372	70.0	65.7	66.7	1.0	65.9	0	0.2	0	-0.8
NSA -02	E	3	163 - 372	70	49 - 67	50 - 68	1	52 - 67	0	0 - 3	0	-1 - 2
ST-03	B	20	587	65.0	53.9	54.8	0.9	57.4	0	3.5	0	2.6
R03-01	B	2	522	65.0	54.8	55.6	0.8	56.8	0	2.0	0	1.2
R03-02	B	2	586	65.0	53.4	54.2	0.8	56.1	0	2.7	0	1.9
R03-03	B	50	441	65.0	51.8	52.7	0.9	57.7	0	5.9	0	5.0
R03-04	B	40	623	65.0	53.2	54.0	0.8	55.7	0	2.5	0	1.7
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 6	0	1 - 5
ST-04	C	1	207	65.0	51.4	52.4	1.0	58.2	0	6.8	0	5.8
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.1	0	16.7	1	15.7
R04-02	E	1	424	70.0	51.4	52.4	1.0	55.3	0	3.9	0	2.9
R04-03	E	1	335	70.0	51.4	52.4	1.0	55.6	0	4.2	0	3.2
R04-04	E	1	290	70.0	51.4	52.4	1.0	58.6	0	7.2	0	6.2
NSA -04	C/E	5	59 - 424	65/70	51	52	1	55 - 68	0	4 - 17	1	3 - 16
ST-05	B	2	18	65.0	64.4	66.9	2.5	69.8	2	5.4	0	2.9
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	69.6	1	4.6	0	2.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.1	1	2.2	0	0.4
R06-01	B	1	91	65.0	63.4	65.4	2.0	67.3	1	3.9	0	1.9
R06-02	B	1	63	65.0	50.1	52.2	2.1	54.8	0	4.7	0	2.6
R06-03	B	1	167	65.0	48.1	50.2	2.1	52.3	0	4.2	0	2.1
R06-04	B	3	313	65.0	45.3	47.2	1.9	50.4	0	5.1	0	3.2
R06-05	B	2	299	65.0	44.9	46.8	1.9	50.4	0	5.5	0	3.6
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 6	0	0 - 4
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.8	0	1.9	0	0.6
NSA-07	**B**	1	142	65	61	62	1	63	0	2	0	1
ST-08	B	1	22	65.0	53.0	54.0	1.0	60.5	0	7.5	0	6.5
R08-01	B	1	14	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	408	65.0	53.0	54.0	1.0	56.3	0	3.3	0	2.3

R08-03	B	1	102	65.0	53.0	54.0	1.0	63.7	0	10.7	1	9.7
R08-04	B	1	12	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-05	B	1	51	65.0	53.0	54.0	1.0	68.8	1	15.8	1	14.8
R08-06	B	1	242	65.0	53.0	54.0	1.0	56.7	0	3.7	0	2.7
R08-07	B	2	370	65.0	53.0	54.0	1.0	54.5	0	1.5	0	0.5
NSA-08	B	9	12 - 408	65	53	54	1	55 - 69	1	2 - 16	2	1 - 15
ST-08	B	1	22	65.0	53.0	54.0	1.0	60.5	0	7.5	0	6.5
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	95	65.0	53.0	54.0	1.0	62.2	0	9.2	0	8.2
R09-03	B	3	1042	65.0	53.0	54.0	1.0	49.3	0	-3.7	0	-4.7
R09-04	B	1	383	65.0	53.0	54.0	1.0	56.9	0	3.9	0	2.9
R09-05	B	1	785	65.0	53.0	54.0	1.0	51.0	0	-2.0	0	-3.0
R09-06	B	3	1125	65.0	53.0	54.0	1.0	48.3	0	-4.7	0	-5.7
R09-07	B	1	122	65.0	53.0	54.0	1.0	59.5	0	6.5	0	5.5
R09-08	B	1	305	65.0	53.0	54.0	1.0	53.0	0	0.0	0	-1.0
R09-09	B	1	542	65.0	53.0	54.0	1.0	50.3	0	-2.7	0	-3.7
R09-10	B	1	227	65.0	53.0	54.0	1.0	53.5	0	0.5	0	-0.5
R09-11	B	2	1141	65.0	53.0	54.0	1.0	46.8	0	-6.2	0	-7.2
R09-12	B	1	556	65.0	53.0	54.0	1.0	48.5	0	-4.5	0	-5.5
R09-13	B	3	1024	65.0	53.0	54.0	1.0	44.2	0	-8.8	0	-9.8
NSA-09	B	21	22 - 1141	65	53	54	1	44 - 62	0	-9 - 9	0	-10 - 8
ST-09	B	1	90	65.0	48.9	49.9	1.0	49.9	0	1.0	0	0.0
R10-01	B	1	198	65.0	48.9	49.9	1.0	61.1	0	12.2	1	11.2
R10-02	B	1	142	65.0	48.9	49.9	1.0	52.6	0	3.7	0	2.7
NSA-10	B	3	90 - 198	65	49	50	1	50 - 61	0	1 - 12	1	0 - 11
ST-11	B	1	493	65.0	49.1	50.1	1.0	57.2	0	8.1	0	7.1
R11-01	B	3	493	65.0	49.1	50.1	1.0	56.3	0	7.2	0	6.2
NSA -11	B	4	493 - 493	65	49	50	1	56 - 57	0	7 - 8	0	6 - 7
ST-09	B	1	90	65.0	48.9	49.9	1.0	49.9	0	1.0	0	0.0
R12-01	B	1	83	65.0	48.9	49.9	1.0	48.7	0	-0.2	0	-1.2
R12-02	B	1	44	65.0	48.9	49.9	1.0	47.7	0	-1.2	0	-2.2
R12-03	B	3	1072	65.0	48.9	49.9	1.0	43.1	0	-5.8	0	-6.8
R12-04	B	1	91	65.0	48.9	49.9	1.0	47.0	0	-1.9	0	-2.9
R12-05	B	1	50	65.0	48.9	49.9	1.0	47.7	0	-1.2	0	-2.2
R12-06	B	1	12	65.0	48.9	49.9	1.0	48.5	0	-0.4	0	-1.4
R12-07	B	1	278	65.0	48.9	49.9	1.0	46.5	0	-2.4	0	-3.4
R12-08	B	1	537	65.0	48.9	49.9	1.0	44.5	0	-4.4	0	-5.4
NSA -12	B	11	12 - 1072	65	49	50	1	43 - 50	0	-6 - 1	0	-7 - 0
ST-10	B	1	31	65.0	45.8	46.8	1.0	Take	Take	Take	Take	Take
R13-01	B	1	435	65.0	45.8	46.8	1.0	55.4	0	9.6	0	8.6
NSA -13	B	2	31 - 435	65	46	47	1	55 - 55	0	10 - 10	0	9 - 9

R14-01	B	1	291	65.0	50.0	51.0	1.0	61.8	0	11.8	1	10.8
NSA -14	B	1	291	65	50	51	1	62	0	12	1	11
ST-12	B	1	750	65.0	51.5	52.5	1.0	50.4	0	-1.1	0	-2.1
R15-01	B	1	15	65.0	51.5	52.5	1.0	Take	Take	Take	Take	Take
R15-02	B	1	663	65.0	51.5	52.5	1.0	52.7	0	1.2	0	0.2
NSA -15	B	3	15 - 750	65	52	53	1	50 - 53	0	-1 - 1	0	-2 - 0
ST-13	B	1	635	65.0	55.2	55.9	0.7	53.7	0	-1.5	0	-2.2
R16-01	B	1	669	65.0	56.7	57.3	0.6	55.0	0	-1.7	0	-2.3
R16-02	B	1	702	65.0	50.2	50.8	0.6	50.0	0	-0.2	0	-0.8
R16-03	B	1	146	65.0	70.7	71.1	0.4	68.0	1	-2.7	0	-3.1
R16-04	B	1	92	65.0	52.1	52.6	0.5	52.8	0	0.7	0	0.2
R16-05	B	1	390	65.0	49.4	50.0	0.6	51.5	0	2.1	0	1.5
R16-06	B	1	573	65.0	50.7	51.2	0.5	52.1	0	1.4	0	0.9
R16-07	B	1	772	65.0	48.7	49.5	0.8	49.7	0	1.0	0	0.2
R16-08	B	1	682	65.0	48.8	49.6	0.8	49.7	0	0.9	0	0.1
NSA -16	B	9	92 - 772	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-3 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	54.8	0	4.2	0	3.1
R17-01	B	1	66	65.0	51.1	51.6	0.5	Take	Take	Take	Take	Take
NSA -17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
ST-15	B	1	790	65.0	46.6	47.6	1.0	48.5	0	1.9	0	0.9
R18-01	B	1	170	65.0	46.6	47.6	1.0	45.4	0	-1.2	0	-2.2
R18-02	B	1	419	65.0	46.6	47.6	1.0	45.1	0	-1.5	0	-2.5
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
NSA -18	B	4	170 - 790	65	47	48	1	45 - 49	0	-2 - 2	0	-3 - 1
ST-16	B	1	121	65.0	62.9	64.3	1.4	60.8	0	-2.1	0	-3.5
R19-01	B	1	562	65.0	49.1	50.4	1.3	49.9	0	0.8	0	-0.5
R19-02	B	1	102	65.0	65.8	67.8	2.0	67.2	1	1.4	0	-0.6
R19-03	B	1	289	65.0	54.6	56.5	1.9	58.1	0	3.5	0	1.6
R19-04	B	1	44	65.0	67.6	69.5	1.9	Take	Take	Take	Take	Take
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.6	0	1.9	0	-0.1
R19-06	B	1	439	65.0	55.9	57.9	2.0	57.4	0	1.5	0	-0.5
R19-07	B	1	582	65.0	51.4	53.5	2.1	52.7	0	1.3	0	-0.8
R19-08	B	1	383	65.0	54.3	56.2	1.9	55.6	0	1.3	0	-0.6
R19-09	B	1	263	65.0	61.1	63.1	2.0	62.6	0	1.5	0	-0.5
R19-10	B	1	114	65.0	68.9	70.8	1.9	70.8	1	1.9	0	0.0
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.9	0	1.8	0	0.1
NSA -19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		43		-9		
		Maximum			71	73		73		17		
		ODOT NAAC Impacts							9			
		Substantial Increase Impacts									5	

[a] Distance to the edge of the closest modeled roadway

Table J-4 Noise Impacts (by NSA) Associated with SD Alternative using Option A

					Exist-ing	No Build Alternative		SD Alternative using Option A				
	Land Use Activity	Equival Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	63	0	0 - 0	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	52 - 67	0	0 - 3	0	-1 - 2
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 6	0	1 - 5
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	55 - 68	0	4 - 17	1	3 - 16
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 6	0	0 - 4
NSA-7	B	1	142	65	61	62	1	63	0	2	0	1
NSA-8*	B	9	12 - 408	65	53	54	1	55 - 69	1	2 - 16	2	1 - 15
NSA-9*	B	21	22 - 1141	65	53	54	1	44 - 62	0	-9 - 9	0	-10 - 8
NSA-10*	B	3	90 - 198	65	49	50	1	50 - 61	0	1 - 12	1	0 - 11
NSA-11*	B	4	493 - 493	65	49	50	1	56 - 57	0	7 - 8	0	6 - 7
NSA-12*	B	11	12 - 1072	65	49	50	1	43 - 50	0	-6 - 1	0	-7 - 0
NSA-13*	B	2	31 - 435	65	46	47	1	55 - 55	0	10 - 10	0	9 - 9
NSA-14*	B	1	291	65	50	51	1	62	0	12	1	11
NSA-15*	B	3	15 - 750	65	52	53	1	50 - 53	0	-1 - 1	0	-2 - 0
NSA-16	B	9	92 - 772	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-3 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
NSA-18*	B	4	170 - 790	65	47	48	1	45 - 49	0	-2 - 2	0	-3 - 1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		43		-9		
		Maximum			71	73		73		17		
		ODOT NAAC Impacts							9			
		Substantial Increase Impacts									5	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-5 Noise Impacts Associated with SD Alternative using Option B

	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Exist-ing	No Build Alternative		SD Alternative using Option B				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	Take	Take	Take	Take	Take
R01-01	C	1	19	65.0	68.2	69.1	0.9	Take	Take	Take	Take	Take
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	63	0	0 - 0	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	67.2	0	0.6	0	-0.5
R02-01	E	1	163	70.0	48.8	49.5	0.7	51.6	0	2.8	0	2.1
R02-02	E	1	372	70.0	65.7	66.7	1.0	65.9	0	0.2	0	-0.8
NSA-02	E	3	163 - 372	70	49 - 67	50 - 68	1	52 - 67	0	0 - 3	0	-1 - 2
ST-03	B	20	587	65.0	53.9	54.8	0.9	57.4	0	3.5	0	2.6
R03-01	B	2	522	65.0	54.8	55.6	0.8	56.8	0	2.0	0	1.2
R03-02	B	2	586	65.0	53.4	54.2	0.8	56.1	0	2.7	0	1.9
R03-03	B	50	441	65.0	51.8	52.7	0.9	57.7	0	5.9	0	5.0
R03-04	B	40	623	65.0	53.2	54.0	0.8	55.7	0	2.5	0	1.7
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 6	0	1 - 5
ST-04	C	1	207	65.0	51.4	52.4	1.0	58.2	0	6.8	0	5.8
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.1	0	16.7	1	15.7
R04-02	E	1	424	70.0	51.4	52.4	1.0	55.3	0	3.9	0	2.9
R04-03	E	1	335	70.0	51.4	52.4	1.0	55.6	0	4.2	0	3.2
R04-04	E	1	290	70.0	51.4	52.4	1.0	58.6	0	7.2	0	6.2
NSA-04	C/E	5	59 - 424	65/70	51	52	1	55 - 68	0	4 - 17	1	3 - 16
ST-05	B	2	18	65.0	64.4	66.9	2.5	69.8	2	5.4	0	2.9
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	69.6	1	4.6	0	2.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.1	1	2.2	0	0.4
R06-01	B	1	91	65.0	63.4	65.4	2.0	67.3	1	3.9	0	1.9
R06-02	B	1	63	65.0	50.1	52.2	2.1	54.9	0	4.8	0	2.7
R06-03	B	1	167	65.0	48.1	50.2	2.1	52.4	0	4.3	0	2.2
R06-04	B	3	313	65.0	45.3	47.2	1.9	50.9	0	5.6	0	3.7
R06-05	B	2	299	65.0	44.9	46.8	1.9	50.5	0	5.6	0	3.7
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	0 - 4
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.8	0	1.9	0	0.6

Table J-5 Noise Impacts Associated with SD Alternative using Option B

					Exist-ing	No Build Alternative		SD Alternative using Option B				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-07	**B**	1	142	65	61	62	1	63	0	2	0	1
ST-08	B	1	22	65.0	53.0	54.0	1.0	62.5	0	9.5	0	8.5
R08-01	B	1	20	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	413	65.0	53.0	54.0	1.0	56.3	0	3.3	0	2.3
R08-03	B	1	102	65.0	53.0	54.0	1.0	64.0	0	11.0	1	10.0
R08-04	B	1	23	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-05	B	1	51	65.0	53.0	54.0	1.0	68.4	1	15.4	1	14.4
R08-06	B	1	242	65.0	53.0	54.0	1.0	57.0	0	4.0	0	3.0
R08-07	B	2	370	65.0	53.0	54.0	1.0	54.5	0	1.5	0	0.5
NSA-08	B	9	20 - 413	65	53	54	1	55 - 68	1	2 - 15	2	1 - 14
ST-08	B	1	22	65.0	53.0	54.0	1.0	62.5	0	9.5	0	8.5
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	93	65.0	53.0	54.0	1.0	61.3	0	8.3	0	7.3
R09-03	B	3	1042	65.0	53.0	54.0	1.0	49.9	0	-3.1	0	-4.1
R09-04	B	1	373	65.0	53.0	54.0	1.0	58.4	0	5.4	0	4.4
R09-05	B	1	785	65.0	53.0	54.0	1.0	51.7	0	-1.3	0	-2.3
R09-06	B	3	1125	65.0	53.0	54.0	1.0	48.5	0	-4.5	0	-5.5
R09-07	B	1	122	65.0	53.0	54.0	1.0	61.3	0	8.3	0	7.3
R09-08	B	1	305	65.0	53.0	54.0	1.0	54.4	0	1.4	0	0.4
R09-09	B	1	542	65.0	53.0	54.0	1.0	50.8	0	-2.2	0	-3.2
R09-10	B	1	227	65.0	53.0	54.0	1.0	54.5	0	1.5	0	0.5
R09-11	B	2	1141	65.0	53.0	54.0	1.0	47.3	0	-5.7	0	-6.7
R09-12	B	1	556	65.0	53.0	54.0	1.0	49.2	0	-3.8	0	-4.8
R09-13	B	3	1024	65.0	53.0	54.0	1.0	44.9	0	-8.1	0	-9.1
NSA-09	B	21	22 - 1141	65	53	54	1	45 - 63	0	-8 - 10	0	-9 - 9
ST-09	B	1	90	65.0	48.9	49.9	1.0	50.9	0	2.0	0	1.0
R10-01	B	1	198	65.0	48.9	49.9	1.0	62.5	0	13.6	1	12.6
R10-02	B	1	142	65.0	48.9	49.9	1.0	53.7	0	4.8	0	3.8
NSA-10	B	3	90 - 198	65	49	50	1	51 - 63	0	2 - 14	1	1 - 13
ST-11	B	1	1346	65.0	49.1	50.1	1.0	56.1	0	7.0	0	6.0
R11-01	B	3	551	65.0	49.1	50.1	1.0	55.7	0	6.6	0	5.6
NSA-11	B	4	551 - 1346	65	49	50	1	56	0	7 - 7	0	6 - 6
ST-09	B	1	90	65.0	48.9	49.9	1.0	50.9	0	2.0	0	1.0
R12-01	B	1	83	65.0	48.9	49.9	1.0	49.6	0	0.7	0	-0.3

Table J-5 Noise Impacts Associated with SD Alternative using Option B

	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Exist-ing	No Build Alternative		SD Alternative using Option B				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R12-02	B	1	44	65.0	48.9	49.9	1.0	48.2	0	-0.7	0	-1.7
R12-03	B	3	1072	65.0	48.9	49.9	1.0	43.7	0	-5.2	0	-6.2
R12-04	B	1	91	65.0	48.9	49.9	1.0	46.9	0	-2.0	0	-3.0
R12-05	B	1	50	65.0	48.9	49.9	1.0	46.6	0	-2.3	0	-3.3
R12-06	B	1	12	65.0	48.9	49.9	1.0	44.7	0	-4.2	0	-5.2
R12-07	B	1	278	65.0	48.9	49.9	1.0	43.7	0	-5.2	0	-6.2
R12-08	B	1	537	65.0	48.9	49.9	1.0	42.9	0	-6.0	0	-7.0
NSA-12	B	11	12 - 1072	65	49	50	1	43 - 51	0	-6 - 2	0	-7 - 1
ST-10	B	1	1059	65.0	45.8	46.8	1.0	Take	Take	Take	Take	Take
R13-01	B	1	651	65.0	45.8	46.8	1.0	50.7	0	4.9	0	3.9
NSA-13	B	2	651 - 1059	65	46	47	1	51 - 51	0	5 - 5	0	4 - 4
R14-01	B	1	5	65.0	50.0	51.0	1.0	73.0	1	23.0	1	22.0
NSA-14	B	1	5	65	50	51	1	73	1	23	1	22
ST-12	B	1	1240	65.0	51.5	52.5	1.0	48.6	0	-2.9	0	-3.9
R15-01	B	1	73	65.0	51.5	52.5	1.0	63.0	0	11.5	1	10.5
R15-02	B	1	663	65.0	51.5	52.5	1.0	51.2	0	-0.3	0	-1.3
NSA - 15	B	3	73 - 1240	65	52	53	1	49 - 63	0	-3 - 12	1	-4 - 11
ST-13	B	1	635	65.0	55.2	55.9	0.7	55.2	0	0.0	0	-0.7
R16-01	B	1	335	65.0	56.7	57.3	0.6	56.7	0	0.0	0	-0.6
R16-02	B	1	561	65.0	50.2	50.8	0.6	52.4	0	2.2	0	1.6
R16-03	B	1	8	65.0	70.7	71.1	0.4	Take	Take	Take	Take	Take
R16-04	B	1	92	65.0	52.1	52.6	0.5	54.0	0	1.9	0	1.4
R16-05	B	1	390	65.0	49.4	50.0	0.6	51.4	0	2.0	0	1.4
R16-06	B	1	558	65.0	50.7	51.2	0.5	51.6	0	0.9	0	0.4
R16-07	B	1	576	65.0	48.7	49.5	0.8	49.5	0	0.8	0	0.0
R16-08	B	1	487	65.0	48.8	49.6	0.8	49.7	0	0.9	0	0.1
NSA - 16	B	9	8 - 635	65	49 - 71	50 - 71	0 - 1	50 - 57	0	0 - 2	0	-1 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	54.8	0	4.2	0	3.1
R17-01	B	1	66	65.0	51.1	51.6	0.5	Take	Take	Take	Take	Take
NSA -17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
ST-15	B	1	790	65.0	46.6	47.6	1.0	48.5	0	1.9	0	0.9
R18-01	B	1	170	65.0	46.6	47.6	1.0	45.4	0	-1.2	0	-2.2
R18-02	B	1	419	65.0	46.6	47.6	1.0	45.1	0	-1.5	0	-2.5

Table J-5 Noise Impacts Associated with SD Alternative using Option B

					Exist-ing	No Build Alternative		SD Alternative using Option B				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
NSA -18	B	4	170 - 790	65	47	48	1	45 - 49	0	-2 - 2	0	-3 - 1
ST-16	B	1	121	65.0	62.9	64.3	1.4	60.8	0	-2.1	0	-3.5
R19-01	B	1	562	65.0	49.1	50.4	1.3	49.9	0	0.8	0	-0.5
R19-02	B	1	102	65.0	65.8	67.8	2.0	67.2	1	1.4	0	-0.6
R19-03	B	1	289	65.0	54.6	56.5	1.9	58.1	0	3.5	0	1.6
R19-04	B	1	44	65.0	67.6	69.5	1.9	Take	Take	Take	Take	Take
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.6	0	1.9	0	-0.1
R19-06	B	1	439	65.0	55.9	57.9	2.0	57.4	0	1.5	0	-0.5
R19-07	B	1	582	65.0	51.4	53.5	2.1	52.7	0	1.3	0	-0.8
R19-08	B	1	383	65.0	54.3	56.2	1.9	55.6	0	1.3	0	-0.6
R19-09	B	1	263	65.0	61.1	63.1	2.0	62.6	0	1.5	0	-0.5
R19-10	B	1	114	65.0	68.9	70.8	1.9	70.8	1	1.9	0	0.0
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.9	0	1.8	0	0.1
NSA -19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		43		-8		
		Maximum			71	73		73		23		
		ODOT NAAC Impacts							9			
		Substantial Increase Impacts									6	

[a] Distance to the edge of the closest modeled roadway

Table J-6 Noise Impacts (by NSA) Associated with SD Alternative using Option B

					Existing	No Build Alternative		SD Alternative using Option B				
NSA ID	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	63	0	0 - 0	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	52 - 67	0	0 - 3	0	-1 - 2
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 6	0	1 - 5
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	55 - 68	0	4 - 17	1	3 - 16
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	0 - 4
NSA-7	B	1	142	65	61	62	1	63	0	2	0	1
NSA-8*	B	9	20 - 413	65	53	54	1	55 - 68	1	2 - 15	2	1 - 14
NSA-9*	B	21	22 - 1141	65	53	54	1	45 - 63	0	-8 - 10	0	-9 - 9
NSA-10*	B	3	90 - 198	65	49	50	1	51 - 63	0	2 - 14	1	1 - 13
NSA-11*	B	4	551 - 1346	65	49	50	1	56	0	7 - 7	0	6 - 6
NSA-12*	B	11	12 - 1072	65	49	50	1	43 - 51	0	-6 - 2	0	-7 - 1
NSA-13*	B	2	651 - 1059	65	46	47	1	51 - 51	0	5 - 5	0	4 - 4
NSA-14*	B	1	5	65	50	51	1	73	1	23	1	22
NSA-15*	B	3	73 - 1240	65	52	53	1	49 - 63	0	-3 - 12	1	-4 - 11
NSA-16	B	9	8 - 635	65	49 - 71	50 - 71	0 - 1	50 - 57	0	0 - 2	0	-1 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
NSA-18*	B	4	170 - 790	65	47	48	1	45 - 49	0	-2 - 2	0	-3 - 1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		43		-8		
		Maximum			71	73		73		23		
		ODOT NAAC Impacts							9			
		Substantial Increase Impacts									6	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-7 Noise Impacts Associated with SD Alternative Using Option C

					Existing	No Build Alternative		SD Alternative using Option C				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	Take	Take	Take	Take	Take
R01-01	C	1	19	65.0	68.2	69.1	0.9	Take	Take	Take	Take	Take
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	63	0	0 - 0	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	67.2	0	0.6	0	-0.5
R02-01	E	1	163	70.0	48.8	49.5	0.7	51.6	0	2.8	0	2.1
R02-02	E	1	372	70.0	65.7	66.7	1.0	65.9	0	0.2	0	-0.8
NSA - 02	E	3	163 - 372	70	49 - 67	50 - 68	1	52 - 67	0	0 - 3	0	-1 - 2
ST-03	B	20	587	65.0	53.9	54.8	0.9	57.4	0	3.5	0	2.6
R03-01	B	2	522	65.0	54.8	55.6	0.8	56.8	0	2.0	0	1.2
R03-02	B	2	586	65.0	53.4	54.2	0.8	56.1	0	2.7	0	1.9
R03-03	B	50	441	65.0	51.8	52.7	0.9	57.7	0	5.9	0	5.0
R03-04	B	40	623	65.0	53.2	54.0	0.8	55.7	0	2.5	0	1.7
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 6	0	1 - 5
ST-04	C	1	207	65.0	51.4	52.4	1.0	58.2	0	6.8	0	5.8
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.1	0	16.7	1	15.7
R04-02	E	1	424	70.0	51.4	52.4	1.0	55.3	0	3.9	0	2.9
R04-03	E	1	335	70.0	51.4	52.4	1.0	55.6	0	4.2	0	3.2
R04-04	E	1	290	70.0	51.4	52.4	1.0	58.6	0	7.2	0	6.2
NSA - 04	C/E	5	59 - 424	65/70	51	52	1	55 - 68	0	4 - 17	1	3 - 16
ST-05	B	2	18	65.0	64.4	66.9	2.5	69.8	2	5.4	0	2.9
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	69.6	1	4.6	0	2.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.1	1	2.2	0	0.4
R06-01	B	1	91	65.0	63.4	65.4	2.0	67.3	1	3.9	0	1.9
R06-02	B	1	63	65.0	50.1	52.2	2.1	54.8	0	4.7	0	2.6

Table J-7 Noise Impacts Associated with SD Alternative Using Option C

					Existing	No Build Alternative		SD Alternative using Option C				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R06-03	B	1	167	65.0	48.1	50.2	2.1	52.4	0	4.3	0	2.2
R06-04	B	3	313	65.0	45.3	47.2	1.9	50.6	0	5.3	0	3.4
R06-05	B	2	299	65.0	44.9	46.8	1.9	50.5	0	5.6	0	3.7
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	0 - 4
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.8	0	1.9	0	0.6
NSA-07	**B**	1	142	65	61	62	1	63	0	2	0	1
ST-08	B	1	22	65.0	53.0	54.0	1.0	69.1	1	16.1	1	15.1
R08-01	B	1	20	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	429	65.0	53.0	54.0	1.0	56.1	0	3.1	0	2.1
R08-03	B	1	108	65.0	53.0	54.0	1.0	61.8	0	8.8	0	7.8
R08-04	B	1	24	65.0	53.0	54.0	1.0	67.2	1	14.2	1	13.2
R08-05	B	1	83	65.0	53.0	54.0	1.0	63.4	0	10.4	1	9.4
R08-06	B	1	348	65.0	53.0	54.0	1.0	54.8	0	1.8	0	0.8
R08-07	B	2	475	65.0	53.0	54.0	1.0	51.6	0	-1.4	0	-2.4
NSA-08	B	9	20 - 475	65	53	54	1	52 - 69	2	-1 - 16	3	-2 - 15
ST-08	B	1	22	65.0	53.0	54.0	1.0	69.1	1	16.1	1	15.1
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	93	65.0	53.0	54.0	1.0	61.4	0	8.4	0	7.4
R09-03	B	3	1042	65.0	53.0	54.0	1.0	49.9	0	-3.1	0	-4.1
R09-04	B	1	320	65.0	53.0	54.0	1.0	60.0	0	7.0	0	6.0
R09-05	B	1	741	65.0	53.0	54.0	1.0	52.0	0	-1.0	0	-2.0
R09-06	B	3	1103	65.0	53.0	54.0	1.0	48.8	0	-4.2	0	-5.2
R09-07	B	1	122	65.0	53.0	54.0	1.0	65.0	0	12.0	1	11.0
R09-08	B	1	305	65.0	53.0	54.0	1.0	59.0	0	6.0	0	5.0
R09-09	B	1	542	65.0	53.0	54.0	1.0	53.8	0	0.8	0	-0.2
R09-10	B	1	227	65.0	53.0	54.0	1.0	61.9	0	8.9	0	7.9
R09-	B	2	1141	65.0	53.0	54.0	1.0	48.5	0	-4.5	0	-5.5

Table J-7 Noise Impacts Associated with SD Alternative Using Option C

11	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		SD Alternative using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R09-12	B	1	556	65.0	53.0	54.0	1.0	54.5	0	1.5	0	0.5
R09-13	B	3	1024	65.0	53.0	54.0	1.0	48.4	0	-4.6	0	-5.6
NSA-09	B	21	22 - 1141	65	53	54	1	48 - 69	1	-5 - 16	2	-6 - 15
ST-09	B	1	90	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R10-01	B	1	20	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R10-02	B	1	26	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
NSA-10	B	3	20 - 90	65	49	50	1	0 - 0	0	0 - 0	0	0 - 0
ST-11	B	1	1346	65.0	49.1	50.1	1.0	47.1	0	-2.0	0	-3.0
R11-01	B	3	1294	65.0	49.1	50.1	1.0	46.1	0	-3.0	0	-4.0
NSA - 11	B	4	1294 - 1346	65	49	50	1	46 - 47	0	-3 - -2	0	-4 - -3
ST-09	B	1	90	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R12-01	B	1	83	65.0	48.9	49.9	1.0	66.5	1	17.6	1	16.6
R12-02	B	1	44	65.0	48.9	49.9	1.0	68.1	1	19.2	1	18.2
R12-03	B	3	1072	65.0	48.9	49.9	1.0	48.6	0	-0.3	0	-1.3
R12-04	B	1	91	65.0	48.9	49.9	1.0	66.2	1	17.3	1	16.3
R12-05	B	1	50	65.0	48.9	49.9	1.0	67.8	1	18.9	1	17.9
R12-06	B	1	12	65.0	48.9	49.9	1.0	53.3	0	4.4	0	3.4
R12-07	B	1	278	65.0	48.9	49.9	1.0	50.6	0	1.7	0	0.7
R12-08	B	1	537	65.0	48.9	49.9	1.0	47.7	0	-1.2	0	-2.2
NSA - 12	B	11	12 - 1072	65	49	50	1	48 - 68	4	-1 - 19	4	-2 - 18
ST-10	B	1	1059	65.0	45.8	46.8	1.0	50.4	0	4.6	0	3.6
R13-01	B	1	331	65.0	45.8	46.8	1.0	58.4	0	12.6	1	11.6
NSA - 13	B	2	331 - 1059	65	46	47	1	50 - 58	0	5 - 13	1	4 - 12
R14-01	B	1	1417	65.0	50.0	51.0	1.0	46.7	0	-3.3	0	-4.3
NSA - 14	B	1	1417	65	50	51	1	47	0	-3	0	-4
ST-12	B	1	1240	65.0	51.5	52.5	1.0	51.3	0	-0.2	0	-1.2

Table J-7 Noise Impacts Associated with SD Alternative Using Option C

					Existing	No Build Alternative		SD Alternative using Option C				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R15-01	B	1	26	65.0	51.5	52.5	1.0	Take	Take	Take	Take	Take
R15-02	B	1	663	65.0	51.5	52.5	1.0	53.4	0	1.9	0	0.9
NSA - 15	B	3	26 - 1240	65	52	53	1	51 - 53	0	0 - 2	0	-1 - 1
ST-13	B	1	635	65.0	55.2	55.9	0.7	53.6	0	-1.6	0	-2.3
R16-01	B	1	611	65.0	56.7	57.3	0.6	54.9	0	-1.8	0	-2.4
R16-02	B	1	702	65.0	50.2	50.8	0.6	50.0	0	-0.2	0	-0.8
R16-03	B	1	53	65.0	70.7	71.1	0.4	68.0	1	-2.7	0	-3.1
R16-04	B	1	92	65.0	52.1	52.6	0.5	52.9	0	0.8	0	0.3
R16-05	B	1	390	65.0	49.4	50.0	0.6	51.6	0	2.2	0	1.6
R16-06	B	1	502	65.0	50.7	51.2	0.5	52.2	0	1.5	0	1.0
R16-07	B	1	984	65.0	48.7	49.5	0.8	49.7	0	1.0	0	0.2
R16-08	B	1	918	65.0	48.8	49.6	0.8	49.7	0	0.9	0	0.1
NSA - 16	B	9	53 - 984	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-3 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	54.9	0	4.3	0	3.2
R17-01	B	1	66	65.0	51.1	51.6	0.5	Take	Take	Take	Take	Take
NSA - 17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
ST-15	B	1	790	65.0	46.6	47.6	1.0	48.5	0	1.9	0	0.9
R18-01	B	1	170	65.0	46.6	47.6	1.0	45.4	0	-1.2	0	-2.2
R18-02	B	1	419	65.0	46.6	47.6	1.0	45.1	0	-1.5	0	-2.5
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
NSA - 18	B	4	170 - 790	65	47	48	1	45 - 49	0	-2 - 2	0	-3 - 1
ST-16	B	1	121	65.0	62.9	64.3	1.4	60.8	0	-2.1	0	-3.5
R19-01	B	1	562	65.0	49.1	50.4	1.3	49.9	0	0.8	0	-0.5
R19-02	B	1	102	65.0	65.8	67.8	2.0	67.2	1	1.4	0	-0.6
R19-03	B	1	289	65.0	54.6	56.5	1.9	58.1	0	3.5	0	1.6
R19-04	B	1	44	65.0	67.6	69.5	1.9	Take	Take	Take	Take	Take
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.6	0	1.9	0	-0.1

Table J-7 Noise Impacts Associated with SD Alternative Using Option C

					Existing	No Build Alternative		SD Alternative using Option C				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R19-06	B	1	439	65.0	55.9	57.9	2.0	57.4	0	1.5	0	-0.5
R19-07	B	1	582	65.0	51.4	53.5	2.1	52.7	0	1.3	0	-0.8
R19-08	B	1	383	65.0	54.3	56.2	1.9	55.6	0	1.3	0	-0.6
R19-09	B	1	263	65.0	61.1	63.1	2.0	62.6	0	1.5	0	-0.5
R19-10	B	1	114	65.0	68.9	70.8	1.9	70.8	1	1.9	0	0.0
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.9	0	1.8	0	0.1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		45		-5		
		Maximum			71	73		73		19		
		ODOT NAAC Impacts							15			
		Substantcial Increase Impacts									11	

[a] Distance to the edge of the closest modeled roadway

Table J-8 Noise Impacts (by NSA) Associated with SD Alternative using Option C

					Existing	No Build Alternative		SD Alternative using Option C				
	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	63	0	0 - 0	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	52 - 67	0	0 - 3	0	-1 - 2
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 6	0	1 - 5
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	55 - 68	0	4 - 17	1	3 - 16
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	0 - 4
NSA-7	B	1	142	65	61	62	1	63	0	2	0	1
NSA-8*	B	9	20 - 475	65	53	54	1	52 - 69	2	-1 - 16	3	-2 - 15
NSA-9*	B	21	22 - 1141	65	53	54	1	48 - 69	1	-5 - 16	2	-6 - 15
NSA-10*	B	3	20 - 90	65	49	50	1	0 - 0	0	0 - 0	0	0 - 0
NSA-11*	B	4	1294 - 1346	65	49	50	1	46 - 47	0	-3 - -2	0	-4 - -3
NSA-12*	B	11	12 - 1072	65	49	50	1	48 - 68	4	-1 - 19	4	-2 - 18
NSA-13*	B	2	331 - 1059	65	46	47	1	50 - 58	0	5 - 13	1	4 - 12
NSA-14*	B	1	1417	65	50	51	1	47	0	-3	0	-4
NSA-15*	B	3	26 - 1240	65	52	53	1	51 - 53	0	0 - 2	0	-1 - 1
NSA-16	B	9	53 - 984	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-3 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
NSA-18*	B	4	170 - 790	65	47	48	1	45 - 49	0	-2 - 2	0	-3 - 1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		45		-5		
		Maximum			71	73		73		19		
		ODOT NAAC Impacts							15			
		Substantcial Increase Impacts									11	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-9 Noise Impacts Associated with DI Alternative using Option A

					Existing	No Build Alternative		DI Alternative using Option A				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	64.1	0	1.0	0	0.2
R01-01	C	1	19	65.0	68.2	69.1	0.9	69.2	1	1.0	0	0.1
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	66.4	0	-0.2	0	-1.3
R02-01	E	1	163	70.0	48.8	49.5	0.7	50.1	0	1.3	0	0.6
R02-02	E	1	372	70.0	65.7	66.7	1.0	66.4	0	0.7	0	-0.3
NSA -02	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 66	0	0 - 1	0	-1 - 1
ST-03	B	20	587	65.0	53.9	54.8	0.9	Take	Take	Take	Take	Take
R03-01	B	2	522	65.0	54.8	55.6	0.8	57.0	0	2.2	0	1.4
R03-02	B	2	586	65.0	53.4	54.2	0.8	58.1	0	4.7	0	3.9
R03-03	B	50	441	65.0	51.8	52.7	0.9	55.5	0	3.7	0	2.8
R03-04	B	40	623	65.0	53.2	54.0	0.8	Take	Take	Take	Take	Take
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 5	0	1 - 4
ST-04	C	1	207	65.0	51.4	52.4	1.0	58.2	0	6.8	0	5.8
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.9	0	17.5	1	16.5
R04-02	E	1	424	70.0	51.4	52.4	1.0	54.9	0	3.5	0	2.5
R04-03	E	1	335	70.0	51.4	52.4	1.0	55.2	0	3.8	0	2.8
R04-04	E	1	290	70.0	51.4	52.4	1.0	58.3	0	6.9	0	5.9
NSA -04	C/E	5	59 - 424	65/70	51	52	1	55 - 69	0	4 - 18	1	3 - 17
ST-05	B	2	18	65.0	64.4	66.9	2.5	69.8	2	5.4	0	2.9
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	69.6	1	4.6	0	2.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.2	1	2.3	0	0.5
R06-01	B	1	91	65.0	63.4	65.4	2.0	67.3	1	3.9	0	1.9
R06-02	B	1	63	65.0	50.1	52.2	2.1	54.9	0	4.8	0	2.7
R06-03	B	1	167	65.0	48.1	50.2	2.1	52.3	0	4.2	0	2.1
R06-04	B	3	313	65.0	45.3	47.2	1.9	50.6	0	5.3	0	3.4
R06-05	B	2	299	65.0	44.9	46.8	1.9	50.6	0	5.7	0	3.8
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	1 - 4
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.7	0	1.8	0	0.5

Table J-9 Noise Impacts Associated with DI Alternative using Option A

					Existing	No Build Alternative		DI Alternative using Option A				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-07	**B**	1	142	65	61	62	1	63	0	2	0	1
ST-08	B	1	22	65.0	53.0	54.0	1.0	60.7	0	7.7	0	6.7
R08-01	B	1	14	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	408	65.0	53.0	54.0	1.0	56.5	0	3.5	0	2.5
R08-03	B	1	102	65.0	53.0	54.0	1.0	63.8	0	10.8	1	9.8
R08-04	B	1	12	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-05	B	1	51	65.0	53.0	54.0	1.0	69.0	1	16.0	1	15.0
R08-06	B	1	242	65.0	53.0	54.0	1.0	57.0	0	4.0	0	3.0
R08-07	B	2	370	65.0	53.0	54.0	1.0	54.7	0	1.7	0	0.7
NSA-08	B	9	12 - 408	65	53	54	1	55 - 69	1	2 - 16	2	1 - 15
ST-08	B	1	22	65.0	53.0	54.0	1.0	60.7	0	7.7	0	6.7
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	95	65.0	53.0	54.0	1.0	62.5	0	9.5	0	8.5
R09-03	B	3	1042	65.0	53.0	54.0	1.0	49.6	0	-3.4	0	-4.4
R09-04	B	1	383	65.0	53.0	54.0	1.0	57.0	0	4.0	0	3.0
R09-05	B	1	785	65.0	53.0	54.0	1.0	51.2	0	-1.8	0	-2.8
R09-06	B	3	1125	65.0	53.0	54.0	1.0	48.6	0	-4.4	0	-5.4
R09-07	B	1	122	65.0	53.0	54.0	1.0	59.7	0	6.7	0	5.7
R09-08	B	1	305	65.0	53.0	54.0	1.0	53.2	0	0.2	0	-0.8
R09-09	B	1	542	65.0	53.0	54.0	1.0	50.5	0	-2.5	0	-3.5
R09-10	B	1	227	65.0	53.0	54.0	1.0	53.6	0	0.6	0	-0.4
R09-11	B	2	1141	65.0	53.0	54.0	1.0	47.2	0	-5.8	0	-6.8
R09-12	B	1	556	65.0	53.0	54.0	1.0	48.7	0	-4.3	0	-5.3
R09-13	B	3	1024	65.0	53.0	54.0	1.0	44.6	0	-8.4	0	-9.4
NSA-09	B	21	22 - 1141	65	53	54	1	45 - 63	0	-8 - 10	0	-9 - 9
ST-09	B	1	90	65.0	48.9	49.9	1.0	50.2	0	1.3	0	0.3
R10-01	B	1	198	65.0	48.9	49.9	1.0	61.3	0	12.4	1	11.4
R10-02	B	1	142	65.0	48.9	49.9	1.0	52.9	0	4.0	0	3.0
NSA-10	B	3	90 - 198	65	49	50	1	50 - 61	0	1 - 12	1	0 - 11
ST-11	B	1	493	65.0	49.1	50.1	1.0	57.4	0	8.3	0	7.3
R11-01	B	3	493	65.0	49.1	50.1	1.0	56.6	0	7.5	0	6.5
NSA -11	B	4	493 - 493	65	49	50	1	57 - 57	0	8 - 8	0	7 - 7
ST-09	B	1	90	65.0	48.9	49.9	1.0	50.2	0	1.3	0	0.3
R12-01	B	1	83	65.0	48.9	49.9	1.0	49.4	0	0.5	0	-0.5

Table J-9 Noise Impacts Associated with DI Alternative using Option A

	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option A				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R12-02	B	1	44	65.0	48.9	49.9	1.0	48.4	0	-0.5	0	-1.5
R12-03	B	3	1072	65.0	48.9	49.9	1.0	44.5	0	-4.4	0	-5.4
R12-04	B	1	91	65.0	48.9	49.9	1.0	47.7	0	-1.2	0	-2.2
R12-05	B	1	50	65.0	48.9	49.9	1.0	48.3	0	-0.6	0	-1.6
R12-06	B	1	12	65.0	48.9	49.9	1.0	48.9	0	0.0	0	-1.0
R12-07	B	1	278	65.0	48.9	49.9	1.0	47.0	0	-1.9	0	-2.9
R12-08	B	1	537	65.0	48.9	49.9	1.0	45.2	0	-3.7	0	-4.7
NSA -12	B	11	12 - 1072	65	49	50	1	45 - 50	0	-4 - 1	0	-5 - 0
ST-10	B	1	31	65.0	45.8	46.8	1.0	Take	Take	Take	Take	Take
R13-01	B	1	435	65.0	45.8	46.8	1.0	55.6	0	9.8	0	8.8
NSA -13	B	2	31 - 435	65	46	47	1	56 - 56	0	10 - 10	0	9 - 9
R14-01	B	1	291	65.0	50.0	51.0	1.0	62.0	0	12.0	1	11.0
NSA -14	B	1	291	65	50	51	1	62	0	12	1	11
ST-12	B	1	750	65.0	51.5	52.5	1.0	50.9	0	-0.6	0	-1.6
R15-01	B	1	15	65.0	51.5	52.5	1.0	Take	Take	Take	Take	Take
R15-02	B	1	663	65.0	51.5	52.5	1.0	53.0	0	1.5	0	0.5
NSA -15	B	3	15 - 750	65	52	53	1	51 - 53	0	-1 - 2	0	-2 - 1
ST-13	B	1	635	65.0	55.2	55.9	0.7	53.4	0	-1.8	0	-2.5
R16-01	B	1	669	65.0	56.7	57.3	0.6	54.6	0	-2.1	0	-2.7
R16-02	B	1	702	65.0	50.2	50.8	0.6	50.1	0	-0.1	0	-0.7
R16-03	B	1	146	65.0	70.7	71.1	0.4	67.5	1	-3.2	0	-3.6
R16-04	B	1	92	65.0	52.1	52.6	0.5	52.8	0	0.7	0	0.2
R16-05	B	1	390	65.0	49.4	50.0	0.6	51.6	0	2.2	0	1.6
R16-06	B	1	573	65.0	50.7	51.2	0.5	52.1	0	1.4	0	0.9
R16-07	B	1	772	65.0	48.7	49.5	0.8	49.6	0	0.9	0	0.1
R16-08	B	1	682	65.0	48.8	49.6	0.8	49.6	0	0.8	0	0.0
NSA -16	B	9	92 - 772	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-4 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	54.9	0	4.3	0	3.2
R17-01	B	1	66	65.0	51.1	51.6	0.5	Take	Take	Take	Take	Take
NSA -17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
ST-15	B	1	790	65.0	46.6	47.6	1.0	48.6	0	2.0	0	1.0
R18-01	B	1	170	65.0	46.6	47.6	1.0	45.5	0	-1.1	0	-2.1
R18-02	B	1	419	65.0	46.6	47.6	1.0	45.2	0	-1.4	0	-2.4

Table J-9 Noise Impacts Associated with DI Alternative using Option A

					Existing	No Build Alternative		DI Alternative using Option A				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.7	0	1.1	0	0.1
NSA -18	B	4	170 - 790	65	47	48	1	45 - 49	0	-1 - 2	0	-2 - 1
ST-16	B	1	121	65.0	62.9	64.3	1.4	60.5	0	-2.4	0	-3.8
R19-01	B	1	562	65.0	49.1	50.4	1.3	49.8	0	0.7	0	-0.6
R19-02	B	1	102	65.0	65.8	67.8	2.0	67.2	1	1.4	0	-0.6
R19-03	B	1	289	65.0	54.6	56.5	1.9	58.1	0	3.5	0	1.6
R19-04	B	1	44	65.0	67.6	69.5	1.9	Take	Take	Take	Take	Take
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.6	0	1.9	0	-0.1
R19-06	B	1	439	65.0	55.9	57.9	2.0	57.4	0	1.5	0	-0.5
R19-07	B	1	582	65.0	51.4	53.5	2.1	52.7	0	1.3	0	-0.8
R19-08	B	1	383	65.0	54.3	56.2	1.9	55.6	0	1.3	0	-0.6
R19-09	B	1	263	65.0	61.1	63.1	2.0	62.6	0	1.5	0	-0.5
R19-10	B	1	114	65.0	68.9	70.8	1.9	70.8	1	1.9	0	0.0
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.8	0	1.7	0	0.0
NSA -19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		45		-8		
		Maximum			71	73		73		18		
		ODOT NAAC Impacts							10			
		Substantial Increase Impacts									5	

[a] Distance to the edge of the closest modeled roadway

Table J-10 Noise Impacts (by NSA) Associated with DI Alternative using Option A

					Existing	No Build Alternative		DI Alternative using Option A				
	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 66	0	0 - 1	0	-1 - 1
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 5	0	1 - 4
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	55 - 69	0	4 - 18	1	3 - 17
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	1 - 4
NSA-7	B	1	142	65	61	62	1	63	0	2	0	1
NSA-8*	B	9	12 - 408	65	53	54	1	55 - 69	1	2 - 16	2	1 - 15
NSA-9*	B	21	22 - 1141	65	53	54	1	45 - 63	0	-8 - 10	0	-9 - 9
NSA-10*	B	3	90 - 198	65	49	50	1	50 - 61	0	1 - 12	1	0 - 11
NSA-11*	B	4	493 - 493	65	49	50	1	57 - 57	0	8 - 8	0	7 - 7
NSA-12*	B	11	12 - 1072	65	49	50	1	45 - 50	0	-4 - 1	0	-5 - 0
NSA-13*	B	2	31 - 435	65	46	47	1	56 - 56	0	10 - 10	0	9 - 9
NSA-14*	B	1	291	65	50	51	1	62	0	12	1	11
NSA-15*	B	3	15 - 750	65	52	53	1	51 - 53	0	-1 - 2	0	-2 - 1
NSA-16	B	9	92 - 772	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-4 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
NSA-18*	B	4	170 - 790	65	47	48	1	45 - 49	0	-1 - 2	0	-2 - 1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		45		-8		
		Maximum			71	73		73		18		
		ODOT NAAC Impacts							10			
		Substantial Increase Impacts									5	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-11 Noise Impacts Associated with DI Alternative using Option B

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option B				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	64.1	0	1.0	0	0.2
R01-01	C	1	19	65.0	68.2	69.1	0.9	69.2	1	1.0	0	0.1
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	66.4	0	-0.2	0	-1.3
R02-01	E	1	163	70.0	48.8	49.5	0.7	50.1	0	1.3	0	0.6
R02-02	E	1	372	70.0	65.7	66.7	1.0	66.4	0	0.7	0	-0.3
NSA - 02	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 66	0	0 - 1	0	-1 - 1
ST-03	B	20	587	65.0	53.9	54.8	0.9	Take	Take	Take	Take	Take
R03-01	B	2	522	65.0	54.8	55.6	0.8	57.0	0	2.2	0	1.4
R03-02	B	2	586	65.0	53.4	54.2	0.8	58.1	0	4.7	0	3.9
R03-03	B	50	441	65.0	51.8	52.7	0.9	55.5	0	3.7	0	2.8
R03-04	B	40	623	65.0	53.2	54.0	0.8	Take	Take	Take	Take	Take
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 5	0	1 - 4
ST-04	C	1	207	65.0	51.4	52.4	1.0	58.2	0	6.8	0	5.8
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.9	0	17.5	1	16.5
R04-02	E	1	424	70.0	51.4	52.4	1.0	54.9	0	3.5	0	2.5
R04-03	E	1	335	70.0	51.4	52.4	1.0	55.2	0	3.8	0	2.8
R04-04	E	1	290	70.0	51.4	52.4	1.0	58.3	0	6.9	0	5.9
NSA - 04	C/E	5	59 - 424	65/70	51	52	1	55 - 69	0	4 - 18	1	3 - 17
ST-05	B	2	18	65.0	64.4	66.9	2.5	69.8	2	5.4	0	2.9
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	69.6	1	4.6	0	2.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.2	1	2.3	0	0.5
R06-01	B	1	91	65.0	63.4	65.4	2.0	67.3	1	3.9	0	1.9
R06-02	B	1	63	65.0	50.1	52.2	2.1	55.0	0	4.9	0	2.8
R06-03	B	1	167	65.0	48.1	50.2	2.1	52.5	0	4.4	0	2.3
R06-04	B	3	313	65.0	45.3	47.2	1.9	51.0	0	5.7	0	3.8
R06-05	B	2	299	65.0	44.9	46.8	1.9	50.7	0	5.8	0	3.9
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	1 - 4
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.7	0	1.8	0	0.5
NSA-07	**B**	1	142	65	61	62	1	63	0	2	0	1

Table J-11 Noise Impacts Associated with DI Alternative using Option B

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option B				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-08	B	1	22	65.0	53.0	54.0	1.0	62.6	0	9.6	0	8.6
R08-01	B	1	20	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	413	65.0	53.0	54.0	1.0	56.4	0	3.4	0	2.4
R08-03	B	1	102	65.0	53.0	54.0	1.0	64.2	0	11.2	1	10.2
R08-04	B	1	23	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-05	B	1	51	65.0	53.0	54.0	1.0	68.6	1	15.6	1	14.6
R08-06	B	1	242	65.0	53.0	54.0	1.0	57.1	0	4.1	0	3.1
R08-07	B	2	370	65.0	53.0	54.0	1.0	54.6	0	1.6	0	0.6
NSA-08	B	9	20 - 413	65	53	54	1	55 - 69	1	2 - 16	2	1 - 15
ST-08	B	1	22	65.0	53.0	54.0	1.0	62.6	0	9.6	0	8.6
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	93	65.0	53.0	54.0	1.0	61.5	0	8.5	0	7.5
R09-03	B	3	1042	65.0	53.0	54.0	1.0	50.1	0	-2.9	0	-3.9
R09-04	B	1	373	65.0	53.0	54.0	1.0	58.5	0	5.5	0	4.5
R09-05	B	1	785	65.0	53.0	54.0	1.0	51.9	0	-1.1	0	-2.1
R09-06	B	3	1125	65.0	53.0	54.0	1.0	48.7	0	-4.3	0	-5.3
R09-07	B	1	122	65.0	53.0	54.0	1.0	61.5	0	8.5	0	7.5
R09-08	B	1	305	65.0	53.0	54.0	1.0	54.5	0	1.5	0	0.5
R09-09	B	1	542	65.0	53.0	54.0	1.0	50.9	0	-2.1	0	-3.1
R09-10	B	1	227	65.0	53.0	54.0	1.0	54.7	0	1.7	0	0.7
R09-11	B	2	1141	65.0	53.0	54.0	1.0	47.4	0	-5.6	0	-6.6
R09-12	B	1	556	65.0	53.0	54.0	1.0	49.3	0	-3.7	0	-4.7
R09-13	B	3	1024	65.0	53.0	54.0	1.0	44.7	0	-8.3	0	-9.3
NSA-09	B	21	22 - 1141	65	53	54	1	45 - 63	0	-8 - 10	0	-9 - 9
ST-09	B	1	90	65.0	48.9	49.9	1.0	51.0	0	2.1	0	1.1
R10-01	B	1	198	65.0	48.9	49.9	1.0	62.6	0	13.7	1	12.7
R10-02	B	1	142	65.0	48.9	49.9	1.0	53.8	0	4.9	0	3.9
NSA-10	B	3	90 - 198	65	49	50	1	51 - 63	0	2 - 14	1	1 - 13
ST-11	B	1	1346	65.0	49.1	50.1	1.0	56.3	0	7.2	0	6.2
R11-01	B	3	551	65.0	49.1	50.1	1.0	55.9	0	6.8	0	5.8
NSA - 11	B	4	551 - 1346	65	49	50	1	56 - 56	0	7 - 7	0	6 - 6
ST-09	B	1	90	65.0	48.9	49.9	1.0	51.0	0	2.1	0	1.1
R12-01	B	1	83	65.0	48.9	49.9	1.0	49.7	0	0.8	0	-0.2
R12-02	B	1	44	65.0	48.9	49.9	1.0	48.4	0	-0.5	0	-1.5

Table J-11 Noise Impacts Associated with DI Alternative using Option B

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option B				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R12-03	B	3	1072	65.0	48.9	49.9	1.0	43.8	0	-5.1	0	-6.1
R12-04	B	1	91	65.0	48.9	49.9	1.0	47.0	0	-1.9	0	-2.9
R12-05	B	1	50	65.0	48.9	49.9	1.0	46.7	0	-2.2	0	-3.2
R12-06	B	1	12	65.0	48.9	49.9	1.0	44.8	0	-4.1	0	-5.1
R12-07	B	1	278	65.0	48.9	49.9	1.0	43.8	0	-5.1	0	-6.1
R12-08	B	1	537	65.0	48.9	49.9	1.0	43.0	0	-5.9	0	-6.9
NSA - 12	B	11	12 - 1072	65	49	50	1	43 - 51	0	-6 - 2	0	-7 - 1
ST-10	B	1	1059	65.0	45.8	46.8	1.0	Take	Take	Take	Take	Take
R13-01	B	1	651	65.0	45.8	46.8	1.0	50.9	0	5.1	0	4.1
NSA - 13	B	2	651 - 1059	65	46	47	1	51 - 51	0	5 - 5	0	4 - 4
R14-01	B	1	5	65.0	50.0	51.0	1.0	73.2	1	23.2	1	22.2
NSA - 14	B	1	5	65	50	51	1	73	1	23	1	22
ST-12	B	1	1240	65.0	51.5	52.5	1.0	48.6	0	-2.9	0	-3.9
R15-01	B	1	73	65.0	51.5	52.5	1.0	63.0	0	11.5	1	10.5
R15-02	B	1	663	65.0	51.5	52.5	1.0	51.2	0	-0.3	0	-1.3
NSA - 15	B	3	73 - 1240	65	52	53	1	49 - 63	0	-3 - 12	1	-4 - 11
ST-13	B	1	635	65.0	55.2	55.9	0.7	54.9	0	-0.3	0	-1.0
R16-01	B	1	335	65.0	56.7	57.3	0.6	56.5	0	-0.2	0	-0.8
R16-02	B	1	561	65.0	50.2	50.8	0.6	52.4	0	2.2	0	1.6
R16-03	B	1	8	65.0	70.7	71.1	0.4	Take	Take	Take	Take	Take
R16-04	B	1	92	65.0	52.1	52.6	0.5	53.9	0	1.8	0	1.3
R16-05	B	1	390	65.0	49.4	50.0	0.6	51.3	0	1.9	0	1.3
R16-06	B	1	558	65.0	50.7	51.2	0.5	51.5	0	0.8	0	0.3
R16-07	B	1	576	65.0	48.7	49.5	0.8	49.3	0	0.6	0	-0.2
R16-08	B	1	487	65.0	48.8	49.6	0.8	49.5	0	0.7	0	-0.1
NSA - 16	B	9	8 - 635	65	49 - 71	50 - 71	0 - 1	49 - 57	0	0 - 2	0	-1 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	54.8	0	4.2	0	3.1
R17-01	B	1	66	65.0	51.1	51.6	0.5	Take	Take	Take	Take	Take
NSA - 17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
ST-15	B	1	790	65.0	46.6	47.6	1.0	48.6	0	2.0	0	1.0
R18-01	B	1	170	65.0	46.6	47.6	1.0	45.5	0	-1.1	0	-2.1
R18-02	B	1	419	65.0	46.6	47.6	1.0	45.2	0	-1.4	0	-2.4
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.7	0	1.1	0	0.1

Table J-11 Noise Impacts Associated with DI Alternative using Option B

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option B				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA - 18	B	4	170 - 790	65	47	48	1	45 - 49	0	-1 - 2	0	-2 - 1
ST-16	B	1	121	65.0	62.9	64.3	1.4	60.5	0	-2.4	0	-3.8
R19-01	B	1	562	65.0	49.1	50.4	1.3	49.8	0	0.7	0	-0.6
R19-02	B	1	102	65.0	65.8	67.8	2.0	67.2	1	1.4	0	-0.6
R19-03	B	1	289	65.0	54.6	56.5	1.9	58.1	0	3.5	0	1.6
R19-04	B	1	44	65.0	67.6	69.5	1.9	Take	Take	Take	Take	Take
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.6	0	1.9	0	-0.1
R19-06	B	1	439	65.0	55.9	57.9	2.0	57.4	0	1.5	0	-0.5
R19-07	B	1	582	65.0	51.4	53.5	2.1	52.7	0	1.3	0	-0.8
R19-08	B	1	383	65.0	54.3	56.2	1.9	55.6	0	1.3	0	-0.6
R19-09	B	1	263	65.0	61.1	63.1	2.0	62.6	0	1.5	0	-0.5
R19-10	B	1	114	65.0	68.9	70.8	1.9	70.8	1	1.9	0	0.0
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.8	0	1.7	0	0.0
NSA - 19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		43		-8		
		Maximum			71	73		73		23		
		ODOT NAAC Impacts							10			
		Substantial Increase Impacts									6	

[a] Distance to the edge of the closest modeled roadway

Table J-12 Noise Impacts (by NSA) Associated with DI Alternative using Option B

					Existing	No Build Alternative		DI Alternative using Option B				
	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 66	0	0 - 1	0	-1 - 1
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 5	0	1 - 4
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	55 - 69	0	4 - 18	1	3 - 17
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	1 - 4
NSA-7	B	1	142	65	61	62	1	63	0	2	0	1
NSA-8*	B	9	20 - 413	65	53	54	1	55 - 69	1	2 - 16	2	1 - 15
NSA-9*	B	21	22 - 1141	65	53	54	1	45 - 63	0	-8 - 10	0	-9 - 9
NSA-10*	B	3	90 - 198	65	49	50	1	51 - 63	0	2 - 14	1	1 - 13
NSA-11*	B	4	551 - 1346	65	49	50	1	56 - 56	0	7 - 7	0	6 - 6
NSA-12*	B	11	12 - 1072	65	49	50	1	43 - 51	0	-6 - 2	0	-7 - 1
NSA-13*	B	2	651 - 1059	65	46	47	1	51 - 51	0	5 - 5	0	4 - 4
NSA-14*	B	1	5	65	50	51	1	73	1	23	1	22
NSA-15*	B	3	73 - 1240	65	52	53	1	49 - 63	0	-3 - 12	1	-4 - 11
NSA-16	B	9	8 - 635	65	49 - 71	50 - 71	0 - 1	49 - 57	0	0 - 2	0	-1 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
NSA-18*	B	4	170 - 790	65	47	48	1	45 - 49	0	-1 - 2	0	-2 - 1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		43		-8		
		Maximum			71	73		73		23		
		ODOT NAAC Impacts							10			
		Substantial Increase Impacts									6	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-13 Noise Impacts Associated with DI Alternative using Option C

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	64.1	0	1.0	0	0.2
R01-01	C	1	19	65.0	68.2	69.1	0.9	69.2	1	1.0	0	0.1
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	66.4	0	-0.2	0	-1.3
R02-01	E	1	163	70.0	48.8	49.5	0.7	50.1	0	1.3	0	0.6
R02-02	E	1	372	70.0	65.7	66.7	1.0	66.4	0	0.7	0	-0.3
NSA -02	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 66	0	0 - 1	0	-1 - 1
ST-03	B	20	587	65.0	53.9	54.8	0.9	Take	Take	Take	Take	Take
R03-01	B	2	522	65.0	54.8	55.6	0.8	57.0	0	2.2	0	1.4
R03-02	B	2	586	65.0	53.4	54.2	0.8	58.1	0	4.7	0	3.9
R03-03	B	50	441	65.0	51.8	52.7	0.9	55.5	0	3.7	0	2.8
R03-04	B	40	623	65.0	53.2	54.0	0.8	Take	Take	Take	Take	Take
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 5	0	1 - 4
ST-04	C	1	207	65.0	51.4	52.4	1.0	58.2	0	6.8	0	5.8
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.9	0	17.5	1	16.5
R04-02	E	1	424	70.0	51.4	52.4	1.0	54.9	0	3.5	0	2.5
R04-03	E	1	335	70.0	51.4	52.4	1.0	55.2	0	3.8	0	2.8
R04-04	E	1	290	70.0	51.4	52.4	1.0	58.3	0	6.9	0	5.9
NSA -04	C/E	5	59 - 424	65/70	51	52	1	55 - 69	0	4 - 18	1	3 - 17
ST-05	B	2	18	65.0	64.4	66.9	2.5	69.8	2	5.4	0	2.9
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	69.6	1	4.6	0	2.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.2	1	2.3	0	0.5
R06-01	B	1	91	65.0	63.4	65.4	2.0	67.3	1	3.9	0	1.9
R06-02	B	1	63	65.0	50.1	52.2	2.1	55.0	0	4.9	0	2.8
R06-03	B	1	167	65.0	48.1	50.2	2.1	52.5	0	4.4	0	2.3
R06-04	B	3	313	65.0	45.3	47.2	1.9	50.8	0	5.5	0	3.6
R06-05	B	2	299	65.0	44.9	46.8	1.9	50.7	0	5.8	0	3.9
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	1 - 4
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.7	0	1.8	0	0.5
NSA-07	**B**	1	142	65	61	62	1	63	0	2	0	1

Table J-13 Noise Impacts Associated with DI Alternative using Option C

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-08	B	1	22	65.0	53.0	54.0	1.0	69.2	1	16.2	1	15.2
R08-01	B	1	20	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	429	65.0	53.0	54.0	1.0	56.3	0	3.3	0	2.3
R08-03	B	1	108	65.0	53.0	54.0	1.0	61.8	0	8.8	0	7.8
R08-04	B	1	24	65.0	53.0	54.0	1.0	67.3	1	14.3	1	13.3
R08-05	B	1	83	65.0	53.0	54.0	1.0	63.5	0	10.5	1	9.5
R08-06	B	1	348	65.0	53.0	54.0	1.0	54.8	0	1.8	0	0.8
R08-07	B	2	475	65.0	53.0	54.0	1.0	51.5	0	-1.5	0	-2.5
NSA-08	B	9	20 - 475	65	53	54	1	52 - 69	2	-2 - 16	3	-3 - 15
ST-08	B	1	22	65.0	53.0	54.0	1.0	69.2	1	16.2	1	15.2
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	93	65.0	53.0	54.0	1.0	61.6	0	8.6	0	7.6
R09-03	B	3	1042	65.0	53.0	54.0	1.0	50.2	0	-2.8	0	-3.8
R09-04	B	1	320	65.0	53.0	54.0	1.0	60.2	0	7.2	0	6.2
R09-05	B	1	741	65.0	53.0	54.0	1.0	52.2	0	-0.8	0	-1.8
R09-06	B	3	1103	65.0	53.0	54.0	1.0	49.0	0	-4.0	0	-5.0
R09-07	B	1	122	65.0	53.0	54.0	1.0	65.1	1	12.1	1	11.1
R09-08	B	1	305	65.0	53.0	54.0	1.0	59.1	0	6.1	0	5.1
R09-09	B	1	542	65.0	53.0	54.0	1.0	53.9	0	0.9	0	-0.1
R09-10	B	1	227	65.0	53.0	54.0	1.0	62.0	0	9.0	0	8.0
R09-11	B	2	1141	65.0	53.0	54.0	1.0	48.7	0	-4.3	0	-5.3
R09-12	B	1	556	65.0	53.0	54.0	1.0	54.7	0	1.7	0	0.7
R09-13	B	3	1024	65.0	53.0	54.0	1.0	48.6	0	-4.4	0	-5.4
NSA-09	B	21	22 - 1141	65	53	54	1	49 - 69	2	-4 - 16	2	-5 - 15
ST-09	B	1	90	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R10-01	B	1	20	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R10-02	B	1	26	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
NSA-10	B	3	20 - 90	65	49	50	1	0 - 0	0	0 - 0	0	0 - 0
ST-11	B	1	1346	65.0	49.1	50.1	1.0	48.7	0	-0.4	0	-1.4
R11-01	B	3	1294	65.0	49.1	50.1	1.0	47.7	0	-1.4	0	-2.4
NSA -11	B	4	1294 - 1346	65.0	49.0	50.0	1.0	48 - 49	0	-1 - 0	0	-2 - -1
ST-09	B	1	90	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R12-01	B	1	83	65.0	48.9	49.9	1.0	66.7	1	17.8	1	16.8
R12-02	B	1	44	65.0	48.9	49.9	1.0	68.3	1	19.4	1	18.4

Table J-13 Noise Impacts Associated with DI Alternative using Option C

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R12-03	B	3	1072	65.0	48.9	49.9	1.0	49.1	0	0.2	0	-0.8
R12-04	B	1	91	65.0	48.9	49.9	1.0	66.3	1	17.4	1	16.4
R12-05	B	1	50	65.0	48.9	49.9	1.0	67.9	1	19.0	1	18.0
R12-06	B	1	12	65.0	48.9	49.9	1.0	53.4	0	4.5	0	3.5
R12-07	B	1	278	65.0	48.9	49.9	1.0	50.7	0	1.8	0	0.8
R12-08	B	1	537	65.0	48.9	49.9	1.0	47.9	0	-1.0	0	-2.0
NSA -12	B	11	12 - 1072	65	49	50	1	48 - 68	4	-1 - 19	4	-2 - 18
ST-10	B	1	1059	65.0	45.8	46.8	1.0	50.7	0	4.9	0	3.9
R13-01	B	1	331	65.0	45.8	46.8	1.0	58.5	0	12.7	1	11.7
NSA -13	B	2	331 - 1059	65	46	47	1	51 - 59	0	5 - 13	1	4 - 12
R14-01	B	1	1417	65.0	50.0	51.0	1.0	47.0	0	-3.0	0	-4.0
NSA -14	B	1	1417	65	50	51	1	47	0	-3	0	-4
ST-12	B	1	1240	65.0	51.5	52.5	1.0	51.4	0	-0.1	0	-1.1
R15-01	B	1	26	65.0	51.5	52.5	1.0	Take	Take	Take	Take	Take
R15-02	B	1	663	65.0	51.5	52.5	1.0	53.5	0	2.0	0	1.0
NSA -15	B	3	26 - 1240	65	52	53	1	51 - 54	0	0 - 2	0	-1 - 1
ST-13	B	1	635	65.0	55.2	55.9	0.7	53.2	0	-2.0	0	-2.7
R16-01	B	1	611	65.0	56.7	57.3	0.6	54.5	0	-2.2	0	-2.8
R16-02	B	1	702	65.0	50.2	50.8	0.6	49.8	0	-0.4	0	-1.0
R16-03	B	1	53	65.0	70.7	71.1	0.4	67.5	1	-3.2	0	-3.6
R16-04	B	1	92	65.0	52.1	52.6	0.5	52.8	0	0.7	0	0.2
R16-05	B	1	390	65.0	49.4	50.0	0.6	51.5	0	2.1	0	1.5
R16-06	B	1	502	65.0	50.7	51.2	0.5	52.1	0	1.4	0	0.9
R16-07	B	1	984	65.0	48.7	49.5	0.8	49.5	0	0.8	0	0.0
R16-08	B	1	918	65.0	48.8	49.6	0.8	49.6	0	0.8	0	0.0
NSA -16	B	9	53 - 984	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-4 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	54.9	0	4.3	0	3.2
R17-01	B	1	66	65.0	51.1	51.6	0.5	Take	Take	Take	Take	Take
NSA -17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
ST-15	B	1	790	65.0	46.6	47.6	1.0	48.6	0	2.0	0	1.0
R18-01	B	1	170	65.0	46.6	47.6	1.0	45.5	0	-1.1	0	-2.1
R18-02	B	1	419	65.0	46.6	47.6	1.0	45.2	0	-1.4	0	-2.4
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.7	0	1.1	0	0.1

Table J-13 Noise Impacts Associated with DI Alternative using Option C

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		DI Alternative using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA -18	B	4	170 - 790	65	47	48	1	45 - 49	0	-1 - 2	0	-2 - 1
ST-16	B	1	121	65.0	62.9	64.3	1.4	60.5	0	-2.4	0	-3.8
R19-01	B	1	562	65.0	49.1	50.4	1.3	49.8	0	0.7	0	-0.6
R19-02	B	1	102	65.0	65.8	67.8	2.0	67.2	1	1.4	0	-0.6
R19-03	B	1	289	65.0	54.6	56.5	1.9	58.1	0	3.5	0	1.6
R19-04	B	1	44	65.0	67.6	69.5	1.9	Take	Take	Take	Take	Take
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.6	0	1.9	0	-0.1
R19-06	B	1	439	65.0	55.9	57.9	2.0	57.4	0	1.5	0	-0.5
R19-07	B	1	582	65.0	51.4	53.5	2.1	52.7	0	1.3	0	-0.8
R19-08	B	1	383	65.0	54.3	56.2	1.9	55.6	0	1.3	0	-0.6
R19-09	B	1	263	65.0	61.1	63.1	2.0	62.6	0	1.5	0	-0.5
R19-10	B	1	114	65.0	68.9	70.8	1.9	70.8	1	1.9	0	0.0
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.8	0	1.7	0	0.0
NSA -19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		45		-4		
		Maximum			71	73		73		19		
		ODOT NAAC Impacts							17			
		Substantial Increase Impacts									11	

[a] Distance to the edge of the closest modeled roadway

Table J-14 Noise Impacts (by NSA) Associated with DI Alternative using Option C

					Existing	No Build Alternative		DI Alternative using Option C				
	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 66	0	0 - 1	0	-1 - 1
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	56 - 58	0	2 - 5	0	1 - 4
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	55 - 69	0	4 - 18	1	3 - 17
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	70	3	5 - 5	0	2 - 3
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	51 - 73	2	2 - 6	0	1 - 4
NSA-7	B	1	142	65	61	62	1	63	0	2	0	1
NSA-8*	B	9	20 - 475	65	53	54	1	52 - 69	2	-2 - 16	3	-3 - 15
NSA-9*	B	21	22 - 1141	65	53	54	1	49 - 69	2	-4 - 16	2	-5 - 15
NSA-10*	B	3	20 - 90	65	49	50	1	0 - 0	0	0 - 0	0	0 - 0
NSA-11*	B	4	1294 - 1346	65	49	50	1	48 - 49	0	-1 - 0	0	-2 - -1
NSA-12*	B	11	12 - 1072	65	49	50	1	48 - 68	4	-1 - 19	4	-2 - 18
NSA-13*	B	2	331 - 1059	65	46	47	1	51 - 59	0	5 - 13	1	4 - 12
NSA-14*	B	1	1417	65	50	51	1	47	0	-3	0	-4
NSA-15*	B	3	26 - 1240	65	52	53	1	51 - 54	0	0 - 2	0	-1 - 1
NSA-16	B	9	53 - 984	65	49 - 71	50 - 71	0 - 1	50 - 68	1	-3 - 2	0	-4 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	55 - 55	0	4 - 4	0	3 - 3
NSA-18*	B	4	170 - 790	65	47	48	1	45 - 49	0	-1 - 2	0	-2 - 1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	50 - 71	2	-2 - 4	0	-4 - 2
Summary		Minimum			45	47		45		-4		
		Maximum			71	73		73		19		
		ODOT NAAC Impacts							17			
		Substantial Increase Impacts									11	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-15 Noise Impacts Associated with JTA Phase using Option A

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option A				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	64.0	0	0.9	0	0.1
R01-01	C	1	19	65.0	68.2	69.1	0.9	69.2	1	1.0	0	0.1
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	67.7	0	1.1	0	0.0
R02-01	E	1	163	70.0	48.8	49.5	0.7	49.6	0	0.8	0	0.1
R02-02	E	1	372	70.0	65.7	66.7	1.0	66.8	0	1.1	0	0.1
NSA - 02	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 68	0	1 - 1	0	0 - 0
ST-03	B	20	587	65.0	53.9	54.8	0.9	54.6	0	0.7	0	-0.2
R03-01	B	2	522	65.0	54.8	55.6	0.8	55.6	0	0.8	0	0.0
R03-02	B	2	586	65.0	53.4	54.2	0.8	54.1	0	0.7	0	-0.1
R03-03	B	50	441	65.0	51.8	52.7	0.9	52.5	0	0.7	0	-0.2
R03-04	B	40	623	65.0	53.2	54.0	0.8	53.9	0	0.7	0	-0.1
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	53 - 56	0	1 - 1	0	0 - 0
ST-04	C	1	207	65.0	51.4	52.4	1.0	57.6	0	6.2	0	5.2
R04-01	E	1	59	70.0	51.4	52.4	1.0	67.6	0	16.2	1	15.2
R04-02	E	1	424	70.0	51.4	52.4	1.0	53.8	0	2.4	0	1.4
R04-03	E	1	335	70.0	51.4	52.4	1.0	54.6	0	3.2	0	2.2
R04-04	E	1	290	70.0	51.4	52.4	1.0	58.1	0	6.7	0	5.7
NSA - 04	C/E	5	59 - 424	65/70	51	52	1	54 - 68	0	2 - 16	1	1 - 15
ST-05	B	2	18	65.0	64.4	66.9	2.5	67.3	2	2.9	0	0.4
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	67.6	1	2.6	0	0.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	67 - 68	3	3 - 3	0	0 - 0
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.2	1	2.3	0	0.5
R06-01	B	1	91	65.0	63.4	65.4	2.0	65.8	1	2.4	0	0.4
R06-02	B	1	63	65.0	50.1	52.2	2.1	53.9	0	3.8	0	1.7
R06-03	B	1	167	65.0	48.1	50.2	2.1	51.7	0	3.6	0	1.5
R06-04	B	3	313	65.0	45.3	47.2	1.9	49.7	0	4.4	0	2.5
R06-05	B	2	299	65.0	44.9	46.8	1.9	49.6	0	4.7	0	2.8
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 5	0	0 - 3
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.2	0	1.3	0	0.0
NSA-07	**B**	1	142	65	61	62	1	62	0	1	0	0

Table J-15 Noise Impacts Associated with JTA Phase using Option A

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option A				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-08	B	1	22	65.0	53.0	54.0	1.0	55.6	0	2.6	0	1.6
R08-01	B	1	14	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	408	65.0	53.0	54.0	1.0	56.2	0	3.2	0	2.2
R08-03	B	1	102	65.0	53.0	54.0	1.0	59.7	0	6.7	0	5.7
R08-04	B	1	12	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-05	B	1	51	65.0	53.0	54.0	1.0	61.2	0	8.2	0	7.2
R08-06	B	1	242	65.0	53.0	54.0	1.0	55.8	0	2.8	0	1.8
R08-07	B	2	370	65.0	53.0	54.0	1.0	53.9	0	0.9	0	-0.1
NSA-08	B	9	12 - 408	65	53	54	1	54 - 61	0	1 - 8	0	0 - 7
ST-08	B	1	22	65.0	53.0	54.0	1.0	55.6	0	2.6	0	1.6
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	95	65.0	53.0	54.0	1.0	60.5	0	7.5	0	6.5
R09-03	B	3	1042	65.0	53.0	54.0	1.0	48.7	0	-4.3	0	-5.3
R09-04	B	1	383	65.0	53.0	54.0	1.0	55.5	0	2.5	0	1.5
R09-05	B	1	785	65.0	53.0	54.0	1.0	50.2	0	-2.8	0	-3.8
R09-06	B	3	1125	65.0	53.0	54.0	1.0	47.7	0	-5.3	0	-6.3
R09-07	B	1	122	65.0	53.0	54.0	1.0	55.4	0	2.4	0	1.4
R09-08	B	1	305	65.0	53.0	54.0	1.0	51.9	0	-1.1	0	-2.1
R09-09	B	1	542	65.0	53.0	54.0	1.0	49.6	0	-3.4	0	-4.4
R09-10	B	1	227	65.0	53.0	54.0	1.0	51.1	0	-1.9	0	-2.9
R09-11	B	2	1141	65.0	53.0	54.0	1.0	46.5	0	-6.5	0	-7.5
R09-12	B	1	556	65.0	53.0	54.0	1.0	48.6	0	-4.4	0	-5.4
R09-13	B	3	1024	65.0	53.0	54.0	1.0	44.1	0	-8.9	0	-9.9
NSA-09	B	21	22 - 1141	65	53	54	1	44 - 61	0	-9 - 8	0	-10 - 7
ST-09	B	1	90	65.0	48.9	49.9	1.0	48.2	0	-0.7	0	-1.7
R10-01	B	1	198	65.0	48.9	49.9	1.0	55.6	0	6.7	0	5.7
R10-02	B	1	142	65.0	48.9	49.9	1.0	50.0	0	1.1	0	0.1
NSA-10	B	3	90 - 198	65	49	50	1	48 - 56	0	-1 - 7	0	-2 - 6
ST-11	B	1	493	65.0	49.1	50.1	1.0	55.0	0	5.9	0	4.9
R11-01	B	3	493	65.0	49.1	50.1	1.0	54.2	0	5.1	0	4.1
NSA - 11	B	4	493 - 493	65	49	50	1	54 - 55	0	5 - 6	0	4 - 5
ST-09	B	1	90	65.0	48.9	49.9	1.0	48.2	0	-0.7	0	-1.7
R12-01	B	1	83	65.0	48.9	49.9	1.0	48.4	0	-0.5	0	-1.5
R12-02	B	1	44	65.0	48.9	49.9	1.0	47.3	0	-1.6	0	-2.6

Table J-15 Noise Impacts Associated with JTA Phase using Option A

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option A				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R12-03	B	3	1072	65.0	48.9	49.9	1.0	43.1	0	-5.8	0	-6.8
R12-04	B	1	91	65.0	48.9	49.9	1.0	46.4	0	-2.5	0	-3.5
R12-05	B	1	50	65.0	48.9	49.9	1.0	46.2	0	-2.7	0	-3.7
R12-06	B	1	12	65.0	48.9	49.9	1.0	47.9	0	-1.0	0	-2.0
R12-07	B	1	278	65.0	48.9	49.9	1.0	46.4	0	-2.5	0	-3.5
R12-08	B	1	537	65.0	48.9	49.9	1.0	44.9	0	-4.0	0	-5.0
NSA - 12	B	11	12 - 1072	65	49	50	1	43 - 48	0	-6 - -1	0	-7 - -2
ST-10	B	1	31	65.0	45.8	46.8	1.0	Take	Take	Take	Take	Take
R13-01	B	1	435	65.0	45.8	46.8	1.0	53.8	0	8.0	0	7.0
NSA - 13	B	2	31 - 435	65	46	47	1	54 - 54	0	8 - 8	0	7 - 7
R14-01	B	1	291	65.0	50.0	51.0	1.0	59.7	0	9.7	0	8.7
NSA - 14	B	1	291	65	50	51	1	60	0	10	0	9
ST-12	B	1	750	65.0	51.5	52.5	1.0	52.4	0	0.9	0	-0.1
R15-01	B	1	50	65.0	51.5	52.5	1.0	56.5	0	5.0	0	4.0
R15-02	B	1	663	65.0	51.5	52.5	1.0	53.0	0	1.5	0	0.5
NSA - 15	B	3	50 - 750	65	52	53	1	52 - 57	0	1 - 5	0	0 - 4
ST-13	B	1	635	65.0	55.2	55.9	0.7	54.3	0	-0.9	0	-1.6
R16-01	B	1	669	65.0	56.7	57.3	0.6	55.5	0	-1.2	0	-1.8
R16-02	B	1	702	65.0	50.2	50.8	0.6	51.6	0	1.4	0	0.8
R16-03	B	1	146	65.0	70.7	71.1	0.4	71.3	1	0.6	0	0.2
R16-04	B	1	92	65.0	52.1	52.6	0.5	53.4	0	1.3	0	0.8
R16-05	B	1	390	65.0	49.4	50.0	0.6	52.1	0	2.7	0	2.1
R16-06	B	1	573	65.0	50.7	51.2	0.5	52.0	0	1.3	0	0.8
R16-07	B	1	772	65.0	48.7	49.5	0.8	50.2	0	1.5	0	0.7
R16-08	B	1	682	65.0	48.8	49.6	0.8	50.3	0	1.5	0	0.7
NSA - 16	B	9	92 - 772	65	49 - 71	50 - 71	0 - 1	50 - 71	1	-1 - 3	0	-2 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	52.2	0	1.6	0	0.5
R17-01	B	1	66	65.0	51.1	51.6	0.5	52.4	0	1.3	0	0.8
NSA - 17	B/E	2	66 - 547	65/70	51	52	1	52 - 52	0	1 - 2	0	1 - 1
ST-15	B	1	790	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-01	B	1	170	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-02	B	1	419	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0

Table J-15 Noise Impacts Associated with JTA Phase using Option A

Reciever ID	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option A				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA - 18	B	4	170 - 790	65	47	48	1	48 - 48	0	1 - 1	0	0 - 0
ST-16	B	1	121	65.0	62.9	64.3	1.4	64.5	0	1.6	0	0.2
R19-01	B	1	562	65.0	49.1	50.4	1.3	50.6	0	1.5	0	0.2
R19-02	B	1	102	65.0	65.8	67.8	2.0	68.0	1	2.2	0	0.2
R19-03	B	1	289	65.0	54.6	56.5	1.9	56.7	0	2.1	0	0.2
R19-04	B	1	44	65.0	67.6	69.5	1.9	69.7	1	2.1	0	0.2
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.9	0	2.2	0	0.2
R19-06	B	1	439	65.0	55.9	57.9	2.0	58.1	0	2.2	0	0.2
R19-07	B	1	582	65.0	51.4	53.5	2.1	53.8	0	2.4	0	0.3
R19-08	B	1	383	65.0	54.3	56.2	1.9	56.4	0	2.1	0	0.2
R19-09	B	1	263	65.0	61.1	63.1	2.0	63.3	0	2.2	0	0.2
R19-10	B	1	114	65.0	68.9	70.8	1.9	71.0	1	2.1	0	0.2
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.9	0	1.8	0	0.1
NSA - 19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	51 - 71	3	2 - 2	0	0 - 0
Summary		Minimum			45	47		43		-9		
		Maximum			71	73		73		16		
		ODOT NAAC Impacts							10			
		Substantial Increase Impacts									1	

[a] Distance to the edge of the closest modeled roadway

Table J-16 Noise Impacts (by NSA) Associated with JTA Phase using Option A

					Existing	No Build Alternative		JTA Phase using Option A				
	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 68	0	1 - 1	0	0 - 0
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	53 - 56	0	1 - 1	0	0 - 0
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	54 - 68	0	2 - 16	1	1 - 15
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	67 - 68	3	3 - 3	0	0 - 0
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 5	0	0 - 3
NSA-7	B	1	142	65	61	62	1	62	0	1	0	0
NSA-8*	B	9	12 - 408	65	53	54	1	54 - 61	0	1 - 8	0	0 - 7
NSA-9*	B	21	22 - 1141	65	53	54	1	44 - 61	0	-9 - 8	0	-10 - 7
NSA-10*	B	3	90 - 198	65	49	50	1	48 - 56	0	-1 - 7	0	-2 - 6
NSA-11*	B	4	493 - 493	65	49	50	1	54 - 55	0	5 - 6	0	4 - 5
NSA-12*	B	11	12 - 1072	65	49	50	1	43 - 48	0	-6 - -1	0	-7 - -2
NSA-13*	B	2	31 - 435	65	46	47	1	54 - 54	0	8 - 8	0	7 - 7
NSA-14*	B	1	291	65	50	51	1	60	0	10	0	9
NSA-15*	B	3	50 - 750	65	52	53	1	52 - 57	0	1 - 5	0	0 - 4
NSA-16	B	9	92 - 772	65	49 - 71	50 - 71	0 - 1	50 - 71	1	-1 - 3	0	-2 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	52 - 52	0	1 - 2	0	1 - 1
NSA-18*	B	4	170 - 790	65	47	48	1	48 - 48	0	1 - 1	0	0 - 0
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	51 - 71	3	2 - 2	0	0 - 0
Summary		Minimum			45	47		43		-9		
		Maximum			71	73		73		16		
		ODOT NAAC Impacts							10			
		Substantial Increase Impacts									1	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-17 Noise Impacts Associated with JTA Phase using Option B

	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option B				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	64.0	0	0.9	0	0.1
R01-01	C	1	19	65.0	68.2	69.1	0.9	69.2	1	1.0	0	0.1
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	67.7	0	1.1	0	0.0
R02-01	E	1	163	70.0	48.8	49.5	0.7	49.6	0	0.8	0	0.1
R02-02	E	1	372	70.0	65.7	66.7	1.0	66.8	0	1.1	0	0.1
NSA - 02	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 68	0	1 - 1	0	0 - 0
ST-03	B	20	587	65.0	53.9	54.8	0.9	54.6	0	0.7	0	-0.2
R03-01	B	2	522	65.0	54.8	55.6	0.8	55.6	0	0.8	0	0.0
R03-02	B	2	586	65.0	53.4	54.2	0.8	54.1	0	0.7	0	-0.1
R03-03	B	50	441	65.0	51.8	52.7	0.9	52.5	0	0.7	0	-0.2
R03-04	B	40	623	65.0	53.2	54.0	0.8	53.9	0	0.7	0	-0.1
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	53 - 56	0	1 - 1	0	0 - 0
ST-04	C	1	207	65.0	51.4	52.4	1.0	56.7	0	5.3	0	4.3
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.7	0	17.3	1	16.3
R04-02	E	1	424	70.0	51.4	52.4	1.0	53.8	0	2.4	0	1.4
R04-03	E	1	335	70.0	51.4	52.4	1.0	55.0	0	3.6	0	2.6
R04-04	E	1	290	70.0	51.4	52.4	1.0	59.0	0	7.6	0	6.6
NSA - 04	C/E	5	59 - 424	65/70	51	52	1	54 - 69	0	2 - 17	1	1 - 16
ST-05	B	2	18	65.0	64.4	66.9	2.5	67.3	2	2.9	0	0.4
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	67.6	1	2.6	0	0.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	67 - 68	3	3 - 3	0	0 - 0
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.2	1	2.3	0	0.5
R06-01	B	1	91	65.0	63.4	65.4	2.0	65.8	1	2.4	0	0.4
R06-02	B	1	63	65.0	50.1	52.2	2.1	54.0	0	3.9	0	1.8

Table J-17 Noise Impacts Associated with JTA Phase using Option B

					Existing	No Build Alternative		JTA Phase using Option B				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R06-03	B	1	167	65.0	48.1	50.2	2.1	51.9	0	3.8	0	1.7
R06-04	B	3	313	65.0	45.3	47.2	1.9	50.0	0	4.7	0	2.8
R06-05	B	2	299	65.0	44.9	46.8	1.9	50.0	0	5.1	0	3.2
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 5	0	0 - 3
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.2	0	1.3	0	0.0
NSA-07	**B**	1	142	65	61	62	1	62	0	1	0	0
ST-08	B	1	22	65.0	53.0	54.0	1.0	55.6	0	2.6	0	1.6
R08-01	B	1	20	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	413	65.0	53.0	54.0	1.0	55.6	0	2.6	0	1.6
R08-03	B	1	102	65.0	53.0	54.0	1.0	58.8	0	5.8	0	4.8
R08-04	B	1	23	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-05	B	1	51	65.0	53.0	54.0	1.0	60.1	0	7.1	0	6.1
R08-06	B	1	242	65.0	53.0	54.0	1.0	55.2	0	2.2	0	1.2
R08-07	B	2	370	65.0	53.0	54.0	1.0	53.4	0	0.4	0	-0.6
NSA-08	B	9	20 - 413	65	53	54	1	53 - 60	0	0 - 7	0	-1 - 6
ST-08	B	1	22	65.0	53.0	54.0	1.0	55.6	0	2.6	0	1.6
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	93	65.0	53.0	54.0	1.0	60.0	0	7.0	0	6.0
R09-03	B	3	1042	65.0	53.0	54.0	1.0	49.3	0	-3.7	0	-4.7
R09-04	B	1	373	65.0	53.0	54.0	1.0	54.5	0	1.5	0	0.5
R09-05	B	1	785	65.0	53.0	54.0	1.0	50.5	0	-2.5	0	-3.5
R09-06	B	3	1125	65.0	53.0	54.0	1.0	49.0	0	-4.0	0	-5.0
R09-07	B	1	122	65.0	53.0	54.0	1.0	55.1	0	2.1	0	1.1
R09-08	B	1	305	65.0	53.0	54.0	1.0	51.9	0	-1.1	0	-2.1
R09-09	B	1	542	65.0	53.0	54.0	1.0	50.3	0	-2.7	0	-3.7
R09-10	B	1	227	65.0	53.0	54.0	1.0	51.2	0	-1.8	0	-2.8

Table J-17 Noise Impacts Associated with JTA Phase using Option B

					Existing	No Build Alternative		JTA Phase using Option B				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R09-11	B	2	1141	65.0	53.0	54.0	1.0	47.1	0	-5.9	0	-6.9
R09-12	B	1	556	65.0	53.0	54.0	1.0	49.2	0	-3.8	0	-4.8
R09-13	B	3	1024	65.0	53.0	54.0	1.0	45.6	0	-7.4	0	-8.4
NSA-09	B	21	22 - 1141	65	53	54	1	46 - 60	0	-7 - 7	0	-8 - 6
ST-09	B	1	90	65.0	48.9	49.9	1.0	49.1	0	0.2	0	-0.8
R10-01	B	1	198	65.0	48.9	49.9	1.0	55.3	0	6.4	0	5.4
R10-02	B	1	142	65.0	48.9	49.9	1.0	50.6	0	1.7	0	0.7
NSA-10	B	3	90 - 198	65	49	50	1	49 - 55	0	0 - 6	0	-1 - 5
ST-11	B	1	1346	65.0	49.1	50.1	1.0	53.2	0	4.1	0	3.1
R11-01	B	3	551	65.0	49.1	50.1	1.0	53.0	0	3.9	0	2.9
NSA - 11	B	4	551 - 1346	65	49	50	1	53 - 53	0	4 - 4	0	3 - 3
ST-09	B	1	90	65.0	48.9	49.9	1.0	49.1	0	0.2	0	-0.8
R12-01	B	1	83	65.0	48.9	49.9	1.0	49.4	0	0.5	0	-0.5
R12-02	B	1	44	65.0	48.9	49.9	1.0	47.9	0	-1.0	0	-2.0
R12-03	B	3	1072	65.0	48.9	49.9	1.0	43.3	0	-5.6	0	-6.6
R12-04	B	1	91	65.0	48.9	49.9	1.0	46.9	0	-2.0	0	-3.0
R12-05	B	1	50	65.0	48.9	49.9	1.0	46.6	0	-2.3	0	-3.3
R12-06	B	1	12	65.0	48.9	49.9	1.0	45.4	0	-3.5	0	-4.5
R12-07	B	1	278	65.0	48.9	49.9	1.0	44.0	0	-4.9	0	-5.9
R12-08	B	1	537	65.0	48.9	49.9	1.0	43.1	0	-5.8	0	-6.8
NSA - 12	B	11	12 - 1072	65	49	50	1	43 - 49	0	-6 - 1	0	-7 - -1
ST-10	B	1	1059	65.0	45.8	46.8	1.0	Take	Take	Take	Take	Take
R13-01	B	1	651	65.0	45.8	46.8	1.0	50.1	0	4.3	0	3.3
NSA - 13	B	2	651 - 1059	65	46	47	1	50 - 50	0	4 - 4	0	3 - 3
R14-01	B	1	5	65.0	50.0	51.0	1.0	70.7	1	20.7	1	19.7
NSA - 14	B	1	5	65	50	51	1	71	1	21	1	20
ST-12	B	1	1240	65.0	51.5	52.5	1.0	51.3	0	-0.2	0	-1.2

Table J-17 Noise Impacts Associated with JTA Phase using Option B

					Existing	No Build Alternative		JTA Phase using Option B				
R15-01	Land Use Activity B	Equival. Units 1	Roadway Distance[a] (feet) 73	ODOT NAAC 65.0	Level 51.5	Level 52.5	Increase over Existing 1.0	Level 56.1	ODOT NAAC Impacts 0	Increase over Existing 4.6	Substan. Increase Impacts 0	Increase over No Build 3.6
R15-02	B	1	663	65.0	51.5	52.5	1.0	52.0	0	0.5	0	-0.5
NSA - 15	B	3	73 - 1240	65	52	53	1	51 - 56	0	0 - 5	0	-1 - 4
ST-13	B	1	635	65.0	55.2	55.9	0.7	54.3	0	-0.9	0	-1.6
R16-01	B	1	335	65.0	56.7	57.3	0.6	55.4	0	-1.3	0	-1.9
R16-02	B	1	561	65.0	50.2	50.8	0.6	51.5	0	1.3	0	0.7
R16-03	B	1	8	65.0	70.7	71.1	0.4	71.3	1	0.6	0	0.2
R16-04	B	1	92	65.0	52.1	52.6	0.5	53.8	0	1.7	0	1.2
R16-05	B	1	390	65.0	49.4	50.0	0.6	52.1	0	2.7	0	2.1
R16-06	B	1	558	65.0	50.7	51.2	0.5	52.0	0	1.3	0	0.8
R16-07	B	1	576	65.0	48.7	49.5	0.8	50.3	0	1.6	0	0.8
R16-08	B	1	487	65.0	48.8	49.6	0.8	50.4	0	1.6	0	0.8
NSA - 16	B	9	8 - 635	65	49 - 71	50 - 71	0 - 1	50 - 71	1	-1 - 3	0	-2 - 2
ST-14	E	1	547	70.0	50.6	51.7	1.1	52.2	0	1.6	0	0.5
R17-01	B	1	66	65.0	51.1	51.6	0.5	52.4	0	1.3	0	0.8
NSA - 17	B/E	2	66 - 547	65/70	51	52	1	52 - 52	0	1 - 2	0	1 - 1
ST-15	B	1	790	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-01	B	1	170	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-02	B	1	419	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
NSA - 18	B	4	170 - 790	65	47	48	1	48 - 48	0	1 - 1	0	0 - 0
ST-16	B	1	121	65.0	62.9	64.3	1.4	64.5	0	1.6	0	0.2
R19-01	B	1	562	65.0	49.1	50.4	1.3	50.6	0	1.5	0	0.2
R19-02	B	1	102	65.0	65.8	67.8	2.0	68.0	1	2.2	0	0.2
R19-03	B	1	289	65.0	54.6	56.5	1.9	56.7	0	2.1	0	0.2
R19-04	B	1	44	65.0	67.6	69.5	1.9	69.7	1	2.1	0	0.2
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.9	0	2.2	0	0.2

Table J-17 Noise Impacts Associated with JTA Phase using Option B

					Existing	No Build Alternative		JTA Phase using Option B				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R19-06	B	1	439	65.0	55.9	57.9	2.0	58.1	0	2.2	0	0.2
R19-07	B	1	582	65.0	51.4	53.5	2.1	53.8	0	2.4	0	0.3
R19-08	B	1	383	65.0	54.3	56.2	1.9	56.4	0	2.1	0	0.2
R19-09	B	1	263	65.0	61.1	63.1	2.0	63.3	0	2.2	0	0.2
R19-10	B	1	114	65.0	68.9	70.8	1.9	71.0	1	2.1	0	0.2
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.9	0	1.8	0	0.1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	51 - 71	3	2 - 2	0	0 - 0
Summary		Minimum			45	47		43		-7		
		Maximum			71	73		73		21		
		ODOT NAAC Impacts							11			
		Substantial Increase Impacts									2	

[a] Distance to the edge of the closest modeled roadway

Table J-18 Noise Impacts (by NSA) Associated with JTA Phase using Option B

					Existing	No Build Alternative		JTA Phase using Option B				
	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 68	0	1 - 1	0	0 - 0
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	53 - 56	0	1 - 1	0	0 - 0
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	54 - 69	0	2 - 17	1	1 - 16
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	67 - 68	3	3 - 3	0	0 - 0
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 5	0	0 - 3
NSA-7	B	1	142	65	61	62	1	62	0	1	0	0
NSA-8*	B	9	20 - 413	65	53	54	1	53 - 60	0	0 - 7	0	-1 - 6
NSA-9*	B	21	22 - 1141	65	53	54	1	46 - 60	0	-7 - 7	0	-8 - 6
NSA-10*	B	3	90 - 198	65	49	50	1	49 - 55	0	0 - 6	0	-1 - 5
NSA-11*	B	4	551 - 1346	65	49	50	1	53 - 53	0	4 - 4	0	3 - 3
NSA-12*	B	11	12 - 1072	65	49	50	1	43 - 49	0	-6 - 1	0	-7 - -1
NSA-13*	B	2	651 - 1059	65	46	47	1	50 - 50	0	4 - 4	0	3 - 3
NSA-14*	B	1	5	65	50	51	1	71	1	21	1	20
NSA-15*	B	3	73 - 1240	65	52	53	1	51 - 56	0	0 - 5	0	-1 - 4
NSA-16	B	9	8 - 635	65	49 - 71	50 - 71	0 - 1	50 - 71	1	-1 - 3	0	-2 - 2
NSA-17	B/E	2	66 - 547	65/70	51	52	1	52 - 52	0	1 - 2	0	1 - 1
NSA-18*	B	4	170 - 790	65	47	48	1	48 - 48	0	1 - 1	0	0 - 0
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	51 - 71	3	2 - 2	0	0 - 0
Summary			Minimum		45	47		43		-7		
			Maximum		71	73		73		21		
			ODOT NAAC Impacts						11			
			Substantial Increase Impacts								2	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Table J-19 Noise Impacts Associated with JTA Phase using Option C

	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
ST-01	C	1	58	65.0	63.1	63.9	0.8	64.0	0	0.9	0	0.1
R01-01	C	1	19	65.0	68.2	69.1	0.9	69.2	1	1.0	0	0.1
NSA-01	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
ST-02	E	1	203	70.0	66.6	67.7	1.1	67.7	0	1.1	0	0.0
R02-01	E	1	163	70.0	48.8	49.5	0.7	49.6	0	0.8	0	0.1
R02-02	E	1	372	70.0	65.7	66.7	1.0	66.8	0	1.1	0	0.1
NSA - 02	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 68	0	1 - 1	0	0 - 0
ST-03	B	20	587	65.0	53.9	54.8	0.9	54.6	0	0.7	0	-0.2
R03-01	B	2	522	65.0	54.8	55.6	0.8	55.6	0	0.8	0	0.0
R03-02	B	2	586	65.0	53.4	54.2	0.8	54.1	0	0.7	0	-0.1
R03-03	B	50	441	65.0	51.8	52.7	0.9	52.5	0	0.7	0	-0.2
R03-04	B	40	623	65.0	53.2	54.0	0.8	53.9	0	0.7	0	-0.1
NSA-03	B	114	441 - 623	65	52 - 55	53 - 56	1	53 - 56	0	1 - 1	0	0 - 0
ST-04	C	1	207	65.0	51.4	52.4	1.0	56.8	0	5.4	0	4.4
R04-01	E	1	59	70.0	51.4	52.4	1.0	68.8	0	17.4	1	16.4
R04-02	E	1	424	70.0	51.4	52.4	1.0	54.4	0	3.0	0	2.0
R04-03	E	1	335	70.0	51.4	52.4	1.0	54.5	0	3.1	0	2.1
R04-04	E	1	290	70.0	51.4	52.4	1.0	57.9	0	6.5	0	5.5
NSA - 04	C/E	5	59 - 424	65/70	51	52	1	54 - 69	0	3 - 17	1	2 - 16
ST-05	B	2	18	65.0	64.4	66.9	2.5	67.3	2	2.9	0	0.4
R05-01	B	1	5	65.0	65.2	67.6	2.4	Take	Take	Take	Take	Take
R05-02	B	1	7	65.0	65.2	67.5	2.3	Take	Take	Take	Take	Take
R05-03	B	1	12	65.0	65.0	67.4	2.4	67.6	1	2.6	0	0.2
NSA-05	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	67 - 68	3	3 - 3	0	0 - 0
ST-06	B	1	21	65.0	70.9	72.7	1.8	73.2	1	2.3	0	0.5
R06-01	B	1	91	65.0	63.4	65.4	2.0	65.8	1	2.4	0	0.4
R06-02	B	1	63	65.0	50.1	52.2	2.1	54.0	0	3.9	0	1.8

Table J-19 Noise Impacts Associated with JTA Phase using Option C

					Existing	No Build Alternative		JTA Phase using Option C				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R06-03	B	1	167	65.0	48.1	50.2	2.1	51.8	0	3.7	0	1.6
R06-04	B	3	313	65.0	45.3	47.2	1.9	49.6	0	4.3	0	2.4
R06-05	B	2	299	65.0	44.9	46.8	1.9	49.7	0	4.8	0	2.9
NSA-06	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 5	0	0 - 3
ST-07	B	1	142	65.0	60.9	62.2	1.3	62.2	0	1.3	0	0.0
NSA-07	**B**	1	142	65	61	62	1	62	0	1	0	0
ST-08	B	1	22	65.0	53.0	54.0	1.0	64.8	0	11.8	1	10.8
R08-01	B	1	20	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R08-02	B	1	429	65.0	53.0	54.0	1.0	56.0	0	3.0	0	2.0
R08-03	B	1	108	65.0	53.0	54.0	1.0	61.0	0	8.0	0	7.0
R08-04	B	1	24	65.0	53.0	54.0	1.0	65.4	1	12.4	1	11.4
R08-05	B	1	83	65.0	53.0	54.0	1.0	61.6	0	8.6	0	7.6
R08-06	B	1	348	65.0	53.0	54.0	1.0	52.7	0	-0.3	0	-1.3
R08-07	B	2	475	65.0	53.0	54.0	1.0	50.1	0	-2.9	0	-3.9
NSA-08	B	9	20 - 475	65	53	54	1	50 - 65	1	-3 - 12	2	-4 - 11
ST-08	B	1	22	65.0	53.0	54.0	1.0	64.8	0	11.8	1	10.8
R09-01	B	1	81	65.0	53.0	54.0	1.0	Take	Take	Take	Take	Take
R09-02	B	1	93	65.0	53.0	54.0	1.0	63.9	0	10.9	1	9.9
R09-03	B	3	1042	65.0	53.0	54.0	1.0	48.1	0	-4.9	0	-5.9
R09-04	B	1	320	65.0	53.0	54.0	1.0	58.7	0	5.7	0	4.7
R09-05	B	1	741	65.0	53.0	54.0	1.0	50.6	0	-2.4	0	-3.4
R09-06	B	3	1103	65.0	53.0	54.0	1.0	47.3	0	-5.7	0	-6.7
R09-07	B	1	122	65.0	53.0	54.0	1.0	63.2	0	10.2	1	9.2
R09-08	B	1	305	65.0	53.0	54.0	1.0	56.9	0	3.9	0	2.9
R09-09	B	1	542	65.0	53.0	54.0	1.0	52.2	0	-0.8	0	-1.8
R09-10	B	1	227	65.0	53.0	54.0	1.0	59.9	0	6.9	0	5.9
R09-	B	2	1141	65.0	53.0	54.0	1.0	46.8	0	-6.2	0	-7.2

Table J-19 Noise Impacts Associated with JTA Phase using Option C

11	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R09-12	B	1	556	65.0	53.0	54.0	1.0	52.6	0	-0.4	0	-1.4
R09-13	B	3	1024	65.0	53.0	54.0	1.0	46.7	0	-6.3	0	-7.3
NSA-09	B	21	22 - 1141	65	53	54	1	47 - 65	0	-6 - 12	3	-7 - 11
ST-09	B	1	90	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R10-01	B	1	20	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R10-02	B	1	26	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
NSA-10	B	3	20 - 90	65	49	50	1	0 - 0	0	0 - 0	0	0 - 0
ST-11	B	1	1346	65.0	49.1	50.1	1.0	46.0	0	-3.1	0	-4.1
R11-01	B	3	1294	65.0	49.1	50.1	1.0	45.0	0	-4.1	0	-5.1
NSA - 11	B	4	1294 - 1346	65	49	50	1	45 - 46	0	-4 - -3	0	-5 - -4
ST-09	B	1	90	65.0	48.9	49.9	1.0	Take	Take	Take	Take	Take
R12-01	B	1	83	65.0	48.9	49.9	1.0	64.4	0	15.5	1	14.5
R12-02	B	1	44	65.0	48.9	49.9	1.0	65.9	1	17.0	1	16.0
R12-03	B	3	1072	65.0	48.9	49.9	1.0	46.8	0	-2.1	0	-3.1
R12-04	B	1	91	65.0	48.9	49.9	1.0	63.9	0	15.0	1	14.0
R12-05	B	1	50	65.0	48.9	49.9	1.0	65.0	0	16.1	1	15.1
R12-06	B	1	12	65.0	48.9	49.9	1.0	51.9	0	3.0	0	2.0
R12-07	B	1	278	65.0	48.9	49.9	1.0	49.6	0	0.7	0	-0.3
R12-08	B	1	537	65.0	48.9	49.9	1.0	47.1	0	-1.8	0	-2.8
NSA - 12	B	11	12 - 1072	65	49	50	1	47 - 66	1	-2 - 17	4	-3 - 16
ST-10	B	1	1059	65.0	45.8	46.8	1.0	48.3	0	2.5	0	1.5
R13-01	B	1	331	65.0	45.8	46.8	1.0	56.5	0	10.7	1	9.7
NSA - 13	B	2	331 - 1059	65	46	47	1	48 - 57	0	3 - 11	1	2 - 10
R14-01	B	1	1417	65.0	50.0	51.0	1.0	45.9	0	-4.1	0	-5.1
NSA - 14	B	1	1417	65	50	51	1	46	0	-4	0	-5
ST-12	B	1	1240	65.0	51.5	52.5	1.0	55.2	0	3.7	0	2.7

Table J-19 Noise Impacts Associated with JTA Phase using Option C

	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R15-01	B	1	26	65.0	51.5	52.5	1.0	Take	Take	Take	Take	Take
R15-02	B	1	663	65.0	51.5	52.5	1.0	55.9	0	4.4	0	3.4
NSA - 15	B	3	26 - 1240	65	52	53	1	55 - 56	0	4 - 4	0	3 - 3
ST-13	B	1	635	65.0	55.2	55.9	0.7	54.3	0	-0.9	0	-1.6
R16-01	B	1	611	65.0	56.7	57.3	0.6	55.3	0	-1.4	0	-2.0
R16-02	B	1	702	65.0	50.2	50.8	0.6	52.2	0	2.0	0	1.4
R16-03	B	1	53	65.0	70.7	71.1	0.4	71.3	1	0.6	0	0.2
R16-04	B	1	92	65.0	52.1	52.6	0.5	55.2	0	3.1	0	2.6
R16-05	B	1	390	65.0	49.4	50.0	0.6	51.9	0	2.5	0	1.9
R16-06	B	1	502	65.0	50.7	51.2	0.5	52.0	0	1.3	0	0.8
R16-07	B	1	984	65.0	48.7	49.5	0.8	50.3	0	1.6	0	0.8
R16-08	B	1	918	65.0	48.8	49.6	0.8	50.3	0	1.5	0	0.7
NSA - 16	B	9	53 - 984	65	49 - 71	50 - 71	0 - 1	50 - 71	1	-1 - 3	0	-2 - 3
ST-14	E	1	547	70.0	50.6	51.7	1.1	52.2	0	1.6	0	0.5
R17-01	B	1	66	65.0	51.1	51.6	0.5	52.4	0	1.3	0	0.8
NSA - 17	B/E	2	66 - 547	65/70	51	52	1	52 - 52	0	1 - 2	0	1 - 1
ST-15	B	1	790	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-01	B	1	170	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-02	B	1	419	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
R18-03	B	1	174	65.0	46.6	47.6	1.0	47.6	0	1.0	0	0.0
NSA - 18	B	4	170 - 790	65	47	48	1	48 - 48	0	1 - 1	0	0 - 0
ST-16	B	1	121	65.0	62.9	64.3	1.4	64.5	0	1.6	0	0.2
R19-01	B	1	562	65.0	49.1	50.4	1.3	50.6	0	1.5	0	0.2
R19-02	B	1	102	65.0	65.8	67.8	2.0	68.0	1	2.2	0	0.2
R19-03	B	1	289	65.0	54.6	56.5	1.9	56.7	0	2.1	0	0.2
R19-04	B	1	44	65.0	67.6	69.5	1.9	69.7	1	2.1	0	0.2
R19-05	B	1	366	65.0	59.7	61.7	2.0	61.9	0	2.2	0	0.2

Table J-19 Noise Impacts Associated with JTA Phase using Option C

					Existing	No Build Alternative		JTA Phase using Option C				
	Land Use Activity	Equival. Units	Roadway Distance[a] (feet)	ODOT NAAC	Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
R19-06	B	1	439	65.0	55.9	57.9	2.0	58.1	0	2.2	0	0.2
R19-07	B	1	582	65.0	51.4	53.5	2.1	53.8	0	2.4	0	0.3
R19-08	B	1	383	65.0	54.3	56.2	1.9	56.4	0	2.1	0	0.2
R19-09	B	1	263	65.0	61.1	63.1	2.0	63.3	0	2.2	0	0.2
R19-10	B	1	114	65.0	68.9	70.8	1.9	71.0	1	2.1	0	0.2
R19-11	B	1	422	65.0	58.1	59.8	1.7	59.9	0	1.8	0	0.1
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	51 - 71	3	2 - 2	0	0 - 0
Summary		Minimum			45	47		45		-6		
		Maximum			71	73		73		17		
		ODOT NAAC Impacts							12			
		Substantial Increase Impacts									11	

[a] Distance to the edge of the closest modeled roadway

Table J-20 Noise Impacts (by NSA) Associated with JTA Phase using Option C

NSA ID	Land Use Activity	Equival. Units	Roadway Distance (feet)	ODOT NAAC	Existing	No Build Alternative		JTA Phase using Option C				
					Level	Level	Increase over Existing	Level	ODOT NAAC Impacts	Increase over Existing	Substan. Increase Impacts	Increase over No Build
NSA-1	C	2	19 - 58	65	63 - 68	64 - 69	1	64 - 69	1	1 - 1	0	0 - 0
NSA-2	E	3	163 - 372	70	49 - 67	50 - 68	1	50 - 68	0	1 - 1	0	0 - 0
NSA-3	B	114	441 - 623	65	52 - 55	53 - 56	1	53 - 56	0	1 - 1	0	0 - 0
NSA-4*	C/E	5	59 - 424	65/70	51	52	1	54 - 69	0	3 - 17	1	2 - 16
NSA-5	B	5	5 - 18	65	64 - 65	67 - 68	2 - 3	67 - 68	3	3 - 3	0	0 - 0
NSA-6	B	9	21 - 313	65	45 - 71	47 - 73	2	50 - 73	2	2 - 5	0	0 - 3
NSA-7	B	1	142	65	61	62	1	62	0	1	0	0
NSA-8*	B	9	20 - 475	65	53	54	1	50 - 65	1	-3 - 12	2	-4 - 11
NSA-9*	B	21	22 - 1141	65	53	54	1	47 - 65	0	-6 - 12	3	-7 - 11
NSA-10*	B	3	20 - 90	65	49	50	1	0 - 0	0	0 - 0	0	0 - 0
NSA-11*	B	4	1294 - 1346	65	49	50	1	45 - 46	0	-4 - -3	0	-5 - -4
NSA-12*	B	11	12 - 1072	65	49	50	1	47 - 66	1	-2 - 17	4	-3 - 16
NSA-13*	B	2	331 - 1059	65	46	47	1	48 - 57	0	3 - 11	1	2 - 10
NSA-14*	B	1	1417	65	50	51	1	46	0	-4	0	-5
NSA-15*	B	3	26 - 1240	65	52	53	1	55 - 56	0	4 - 4	0	3 - 3
NSA-16	B	9	53 - 984	65	49 - 71	50 - 71	0 - 1	50 - 71	1	-1 - 3	0	-2 - 3
NSA-17	B/E	2	66 - 547	65/70	51	52	1	52 - 52	0	1 - 2	0	1 - 1
NSA-18*	B	4	170 - 790	65	47	48	1	48 - 48	0	1 - 1	0	0 - 0
NSA-19	B	12	44 - 582	65	49 - 69	50 - 71	1 - 2	51 - 71	3	2 - 2	0	0 - 0
Summary		Minimum			45	47		45		-6		
		Maximum			71	73		73		17		
		ODOT NAAC Impacts							12			
		Substantial Increase Impacts									11	

[a] Distance to the edge of the closest modeled roadway

* Existing levels for this NSA are based on field measurement data

Appendix K USDOT, FHWA and ODOT Efforts Related to Climate Change

FHWA Activities

FHWA acknowledges the complexity of climate change and focuses resources on supporting transportation and climate change research and disseminating the results, providing technical assistance to stakeholders, and coordinating its activities within US Department of Transportation and with other federal agencies in the areas of mitigation, adaptation and sustainability. FHWA's Climate Change website, http://www.fhwa.dot.gov/environment/climate_change/, provides the most up-to-date information on climate change activities.

FHWA is committed to improving transportation mobility and safety while protecting the environment, reducing GHG emissions, and preparing for climate change effects on the transportation system. FHWA is actively involved in efforts to initiate, collect, and disseminate climate-change-related research and to provide technical assistance to stakeholders. FHWA is also involved in climate change initiatives with the U.S. DOT Center for Climate Change and Environmental Forecasting and other partners.

The following list of activities was taken from FHWA website in summer and autumn 2009.

Technical Assistance

- *Modeling Assistance* – The FHWA Resource Center Air Quality Technical Services Team can provide assistance with the use of existing and new models and tools to analyze greenhouse gas emissions, including a workshop on the US Environmental Protection Agency's MOVES Model. For more information and contacts please refer to the FHWA Resource Center Air Quality. Team web site at: http://www.fhwa.dot.gov/resourcecenter/teams/airquality/index.cfm.

Outreach/Education:

- *American Association of State Highway and Transportation Officials (*AASHTO*) Center for Environmental Excellence Climate Change Webinars* – FHWA is partnering with AASHTO's Center for Environmental Excellence to conduct a series of webinars on Climate Change in 2010. For more information, contact Diane Turchetta (Diane.Turchetta@dot.gov or 202-493-0158).

- *U.S. Department of Transportation's Center forTransportation and Climate Change Clearinghouse* is a "one-stop" source of information for the transportation community on transportation and climate change issues and is located at http://www.climate.dot.gov/about-the-center.html. For more information, contact Diane Turchetta (Diane.Turchetta@dot.gov or 202-493-0158) or Kathy Daniel (Kathy.Daniel@dot.gov or 202-366-6276).

- *Summary Report:* FHWA/AASHTO *Peer Workshop on Climate Change Adaptation (December 2008)* – FHWA, in partnership with AASHTO, conducted a Peer Exchange on Climate Change Adaptation in Washington, DC. The peer

exchange was an opportunity for senior representatives of selected state Department of Transportations to share experiences and learn from one another regarding adaptation issues. For more information, contact Rob Ritter (Robert.Ritter@dot.gov or 202-493-2139).

- *Transportation and Climate Change News* is a monthly newsletter that provides transportation stakeholders with up-to-date information on transportation and climate change milestones. These newsletters are available at http://www.fhwa.dot.gov/environment/climate_change/newsletter/. For more information, contact Becky Lupes (Rebecca.Lupes@dot.gov or 202-366-7808).

Intra-agency and Interagency Coordination:

- FHWA *Working Group on Adaptation of Transportation Infrastructure to Climate Change Effects* – FHWA has formed an internal working group to begin coordinating, leading and implementing agency activities on adaptation to address the various program, policy and technical challenges that the impacts of climate change will present to the transportation industry. For more information, contact Mike Culp (Michael.Culp@dot.gov or 202-366-9229).
- USDOT *Center for Climate Change and Environmental Forecasting* - FHWA is a member of this multi-modal effort to research and evaluate transportation strategies to reduce greenhouse gases and to prepare for the potential effects of climate change on transportation systems.

Ongoing/Current Research:

- *Adaptation Conceptual Model Pilots* – This project will fund pilots for Departments of Transportation and Metropolitan Planning Organizations to implement a conceptual model to use in conducting vulnerability and risk assessments of infrastructure to the projected impacts of global climate change. The purpose of the pilots is twofold: 1) to assist State Departments of Transportation and Metropolitan Planning Organizations to more quickly advance existing adaptation assessment activities and 2) to assist FHWA in "test-driving" the model. Based on the feedback received through the pilots, FHWA will revise and finalize the model for national application.

- *Reducing Energy Usage through Transportation Planning for Megaregions* – This research will produce tools to help transportation planners reduce the transportation system's energy consumption. Transportation and land use will be considered as a system with respect to energy consumption. The research will identify and refine organizational tools that can build planning capacity and enable planners from numerous Metropolitan Planning Organizations to plan as a unit – a megaregion – and will produce a sketch planning computer tool to help planners implement the capacity-building and megaregion tools. The research results will help create a roadmap for implementing strategies to reduce transportation's energy demand on a megaregion scale. For more information, contact Rob Kafalenos (Robert.Kafalenos@dot.gov or 202-366-2079).

- *Sustainability Evaluation and Planning Guidance for Transportation Systems* – This research will focus on how to incorporate sustainability in transportation planning to address challenges facing the nation's transportation infrastructure including nonrenewable fuel depletion and the resulting energy insecurity,

greenhouse gas emissions, global climate change, local air quality, fatalities and injuries, congestion, noise pollution, low mobility, ecosystem damage and lack of equity. For more information, contact Diane Turchetta (Diane.Turchetta@dot.gov or 202-493-0158).

- *Travel Demand and Climate Change* – Developing Effective Policy Approaches for Slowing Vehicle-Miles Traveled Growth – Through research and dialogue with pivotal stakeholders this project will help determine the extent to which new energy/greenhouse gas performance goals may complement or conflict with fundamental transportation system performance and inform the development of effective policy frameworks for slowing vehicle-miles traveled growth and reducing greenhouse gas emissions. For more information, contact Diane Turchetta (Diane.Turchetta@dot.gov or 202-493-0158).

Ongoing Climate Change Mitigation Activities at USDOT
August 2009

Intermodal

Report to Congress on Transportation's Impact on Climate Change and Solutions
The Energy Independence and Security Act of 2008, signed into law in December 2007, mandates that the US DOT produce a report to Congress on transportation's impact on climate change and solutions for reducing this impact. The study is also to consider co-benefits of fuel savings and air quality improvement. The report is to be completed in coordination with the US EPA and the US Global Change Research Program. Operating administrations are providing resources and technical expertise to the US DOT Climate Change Center in order to complete the report.
Point of Contact: Tina Hodges, tina.hodges@dot.gov, 202-366-4287.

Intermodal Emissions Modeling Tool
DOT is updating its web-based intermodal emissions modeling tool to update the model and make it more user friendly. The updating should be finished by the end of calendar 2009.
Point of Contact: MJ Fiocco, mj.fiocco@dot.gov, 202.366.8018.

Climate Change Clearinghouse
The USDOT Transportation and Climate Change Clearinghouse, was launched in January 2009, and includes information on greenhouse gas (GHG) inventories, analytic methods and tools, GHG reduction strategies, potential impacts of climate change on transport infrastructure, and approaches for integrating climate change considerations into transportation decision making. The Clearinghouse can be found at: http://climate.dot.gov/.
Point of Contact: Diane Turchetta, diane.turchetta@dot.gov, 202-493-0158.

Sustainable Communities Partnership
The Secretaries of the Department of Transportation and the Department of Housing and Urban Development and the Administrator of the Environmental Protection Agency have formed an interagency partnership to better align federal transportation, environmental protection and housing investments. This partnership seeks to provide communities – urban, rural and suburban – with the tools necessary to gain better access to affordable housing, more transportation options and lower transportation costs. HUD has requested $100M in planning grant money to help start the program. The Partnership expects to have a pilot program ready by FY 10 to showcase successful integrated land-use and transportation plans.
Point of Contact: Linda Lawson, linda.lawson@dot.gov, 202-366-4835.

DOT Livability Initiative
Secretary LaHood has made livability a key component of his reauthorization agenda. An intermodal team has formed within DOT to both support the efforts of the Sustainable Communities Partnership. Currently, modes are identifying what internal administrative changes are available to emphasize livability in transportation planning and design.
Point of Contact: Linda Lawson, linda.lawson@dot.gov, 202-366-4835.

FAA

Aviation Climate Change Research Initiative
ACCRI accelerates our scientific understanding so as to inform policy and mitigation decisions. Funding for ACCRI was included in the recent Fiscal Year 2009 Omnibus bill and we expect to initiate efforts in the next few months.
Point of Contact: Lourdes Maurice, lourdes.maurice@faa.gov, 202-493-4293.

Continuous Lower Energy Emissions and Noise (CLEEN)
With support from NASA, the FAA recently launched the CLEEN Program to advance maturing engine and aircraft technologies for quick fusion into the fleet in order to achieve increases in fuel efficiency (which is directly related to CO_2 emissions) and reduction in nitrogen oxides emissions (which affects distributions of ozone and methane – both of which are greenhouse gases).
Point of Contact: Lourdes Maurice, lourdes.maurice@faa.gov, 202-493-4293.

Commercial Aviation Alternative Fuels Initiative (CAAFI)
FAA helped form – and is an active participant in – the Commercial Aviation Alternative Fuels Initiative. CAAFI seeks to develop and deploy alternative jet fuels for commercial aviation which offer reductions in life cycle emissions. The CLEEN Program also supports this effort.
Point of Contact: Lourdes Maurice, lourdes.maurice@faa.gov, 202-493-4293.

Additional initiatives
FAA is more generally working to advance environmentally friendly aircraft operation procedures and develop policy and market based measures to control emissions.
Point of Contact: Lourdes Maurice, lourdes.maurice@faa.gov, 202-493-4293.

FHWA

Carbon Sequestration Pilot Program
FHWA is working with state DOTs in New Mexico and Minnesota on a climate change-related pilot program The goals of the program are: 1) to develop successful strategies for sequestering carbon on rights-of-way and other lands managed by State DOTs through focused native vegetation management; 2) to determine whether revenue can be generated from the sale of "carbon credits" developed from these projects; and 3) to determine whether FHWA should pursue a national-level effort to support state DOTs in these activities. Several analytical and decision support tools are in development, most of which should be available at the end of the calendar year.
Point of Contact: Steve Earsom, Stephen.earsom@dot.gov, 202-366-2851.

Evaluate How Land Use, Transportation Infrastructure, and Policy Changes Affect Travel Activity and GHG Emissions
The objective of this research is to develop analysis tools that will allow planners and policy makers in small to medium metropolitan areas evaluate how land use, transportation infrastructure, and policy changes affect travel activity and GHG emissions. The work is expected to be completed in the early to mid 2010 timeframe.
Point of Contact: Gloria Shepherd, gloria.shepherd@dot.gov, 202-366-0581.

Reducing Energy Usage through Transportation Planning for Megaregions
This research will produce tools to help transportation planners reduce the transportation system's energy consumption. Transportation and land use will be considered as a system with respect to energy consumption. The research will identify and refine organizational tools that can build planning capacity and enable planners from numerous MPOs to plan as a unit – a megaregion – and will produce a sketch planning computer tool to help planners implement the capacity-building and megaregion tools. The research results will help create a roadmap for implementing strategies to reduce transportation's energy demand on a megaregion scale. The ongoing research has produced a draft literature review of efforts related to megaregion planning.
Point of Contact: Rob Kafalenos, robert.kafalenos@dot.gov, 202-366-2079.

Sustainability Evaluation and Planning Guidance for Transportation Systems
This research will focus on how to incorporate sustainability in transportation planning to address challenges facing the nation's transportation infrastructure including nonrenewable fuel depletion and the resulting energy insecurity, GHG emissions, global climate change, local air quality, fatalities and injuries, congestion, noise pollution, low mobility, ecosystem damage and lack of equity. To date, a "Best Practices" report has been developed which catalogs domestic and international best practices for sustainability assessment and planning. Next steps include the development of guidelines for State DOT's on incorporating sustainability practices into their transportation planning processes. Completion date: September 2010
Point of Contact: Supin Yoder, supin.yoder@dot.gov, 708-283-3554.

Puget Sound Regional Council (PSRC) Modeling Improvement
FHWA has provided funding to PSRC to update their existing models and develop new models to more accurately account for transportation-related GHG emissions. Five major model improvements have been implemented and calibrated for the year 2006. This includes the trip assignment improvements, the restructuring of the mode choice model, the development of the activity generator, and the inclusion of walk and bike factors in mode choice. The forecasting of these new improvements in underway and will be tested for the 2040 baseline conditions as well as for five alternatives for the transportation plan update process. In addition, PSRC is preparing to test the sensitivity of the models to changes in gas prices with the new modeling structure.
Point of Contact: Diane Turchetta, diane.turchetta@dot.gov, 202-493-0158.

FMCSA

Impacts of Mitigation and Adaptation Policies on FMCSA
This study will examine the impacts of mitigation and adaptation policies on FMCSA operations and truck transportation. The study has yet to begin.
Point of Contact: Michael Johnsen, michael.johnsen@dot.gov, 202-366-4111.

FTA

Transit-Oriented Development and Livability
FTA provides technical assistance in planning, transit-oriented development, and livable communities. FTA grants may be used for joint development, to facilitate transit oriented development.
Point of Contact: Sharon Pugh, sharon.pugh@dot.gov, 202-366-0713.

Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)
The American Recovery and Reinvestment Act of 2009 (ARRA) authorized $100 million for a new discretionary grant program to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transportation systems.
Point of Contact: Walt Kulyk, walter.kulyk@dot.gov, 202-366-4991.

Climate Change Standard
FTA has partnered with the American Public Transportation Association (APTA) to develop a standard methodology for measuring transit greenhouse gas emissions.
Point of Contact: Tina Hodges, tina.hodges@dot.gov, 202-366-4287.

Transit Greenhouse Gas Management Compendium
The compendium will provide transit agency mangers with an easy to use handbook on actions to reduce greenhouse gas emissions from transit operations and construction.
Point of Contact: Henry Nejako, henry.nejako@dot.gov, 202-366-0184.

National Fuel Cell Bus Program
This $49 million program develops and demonstrates fuel cell transit bus technology.
Points of Contact: Christina Gikakis, christina.gikakis@dot.gov, 202-366-2637 and Sean Ricketson, sean.ricketson@dot.gov, 202-366-6678.

Research and Deployment of Low Emission Vehicles
FTA research on alternative fuels and high fuel efficiency vehicles has yielded the introduction of low emission technologies such as hybrid-electric buses, compressed natural gas vehicles, and biodiesel. Current research focuses on electric drive technologies, alternative fuels and rail efficiency. FTA encourages adoption of clean technologies by supporting a higher share of the cost of purchasing clean vehicles. In addition, FTA's Clean Fuel Bus Program targets investment in clean transit vehicles.
POC: Tina Hodges, tina.hodges@dot.gov, 202-366-4287.

Environmental Management Systems Training (EMS)
FTA sponsors EMS training to continually assess and reduce the environmental impact of transit agency operations.
Point of Contact: Tina Hodges, tina.hodges@dot.gov, 202-366-4287.

TCRP Synthesis: Greenhouse Gas Emissions Savings from Transit
FTA is funding a new synthesis report through the Transit Cooperative Research Program (TCRP).
Point of Contact: Tina Hodges, tina.hodges@dot.gov, 202-366-4287.

Transit Green Building Plan
The FY 2009 Omnibus Appropriation conference report by Congress calls for FTA to submit a "transit facility green building plan" within 90 days of enactment. The plan is to include: an overview of certified green building transit projects, an analysis of green rating systems that would be suitable for transit projects, planned FTA actions, timelines and resources to encourage green building in FTA programs, plus an inventory of relevant assistance that could be provided to transit authorities.
Point of Contact: Terrell Williams, terrell.williams@dot.gov, 202-366-0232.

MARAD

Geospatial Intermodal Freight Transport (GIFT) tool
MARAD is developing a model that will identify optimal freight transportation routing pathways based on minimization of energy and emissions, including carbon dioxide, as well as time and cost. This is under development at the regional level and will likely be expanded to the national level.
Point of Contact: Michael Carter, michael.carter@dot.gov, 202-366-9431.

NHTSA

Heavy-Duty Trucks Study
Section 108 of the Energy Independence and Security Act of 2007 requires NHTSA to enter into an agreement with the National Academies of Science to develop a report evaluating medium-duty and heavy-duty truck fuel economy standards. The committee will conduct an assessment of fuel economy technologies for medium and heavy-duty vehicles; including appropriate approaches to measuring fuel economy, an assessment of current and potential technologies for improving fuel economy of these vehicles, how such technologies can be integrated into the manufacturing process, how such technologies can be used to meet potential fuel economy standards, and associated costs and impacts. The study must be completed by March 2010. There is also a requirement in EISA that NHTSA conduct its own study concerning fuel efficiency of these vehicles (by September 2010), and then a requirement to issue a regulation (by September 2012).
Point of Contact: Carol Hammel-Smith, carol.hammel-smith@dot.gov, 202-366-5206.

RITA

Advanced Vehicle Technology
Overseeing and facilitating Congressionally directed university research covering emissions testing and performance evaluation of advanced engines, development of fuel cells, and advanced transit and bus technologies.
Point of Contact: MJ Fiocco, mj.fiocco@dot.gov, 202.366.8018.

Biofuels
Overseeing and facilitating Congressionally directed university research on new uses for biodiesel, utilize complex systems of biofuels for transportation uses, and better understand biofuels emissions. The major element of the program is the bio-based grant that makes $43.5M over the life of SAFETEA-LU available to the Sun Grant universities and the National Biodiesel Board (NBB) for wide-ranging biofuels work.
Point of Contact: MJ Fiocco, mj.fiocco@dot.gov, 202.366.8018.

Hydrogen
DOT's hydrogen research efforts have two major components – congressionally directed spending requirements and a multi-year appropriation. The congressionally mandated spending supports efforts at Delaware State University, Dover, DE, to develop better storage materials at lower temperatures for hydrogen, while the University of Montana work focuses on developing hydrogen safety training materials for emergency responders.

The multi-year appropriations are focused on codes and standards development and testing as well as development of specialized training materials for state and local emergency responders. Most of the multi-year work is done through contractual arrangements with key service providers such as the University of California – Davis.
Point of Contact: MJ Fiocco, mj.fiocco@dot.gov, 202.366.8018.

University Transportation Centers
UTCs advance U.S. transportation technology and expertise through education, research and technology transfer at university-based centers of excellence. These centers perform research on vehicle technology, biofuels, planning and other mitigation activities.
Point of Contact: Curtis Tompkins, curtis.tompkins@dot.gov, 202.366.2125.

Partnerships

Travel Demand and Climate Change
Developing Effective Policy Approaches for Slowing VMT Growth – Through research and dialogue with pivotal stakeholders this project will help determine the extent to which new energy/GHG performance goals may complement or conflict with fundamental transportation system performance and inform the development of effective policy frameworks for slowing VMT growth and reducing GHG emissions. To date, three stakeholder dialogues have been held to debate and develop effective and tenable policy packages for reducing GHG emissions associated with travel demand. A “straw man” policy package was developed which outlines potential components of a transportation GHG reduction incentive-based program for state governments and MPOs and local governments to reduce transportation-related GHG emissions. In addition, travel data and modeling needs were identified to support development of performance-based transportation policies.
Point of Contact: Gloria Shepherd, gloria.shepherd@dot.gov, 202-366-0581.

Ongoing Climate Change Adaptation Work at DOT as of July 2009

Initiated or Ongoing Activities

FHWA Strategy to Address Adaptation to Climate Change Effects
The strategy is being developed by the FHWA Adaptation Working Group. The strategy will include the relevance of impacts/adaptation to FHWA program areas, identify program vulnerabilities, and discuss ongoing, planned activities by FHWA. The strategy will provide FHWA with a common strategic framework as the agency addresses climate change impacts through policies, regulations, and programmatic activities.
Lead: Mike Culp
Status: Currently drafting
Timeframe: Late Summer/Fall 2009

Interim Framework on Conducting Assessments of Transportation Infrastructure Vulnerable to GCC Effects
The project's first phase will address what should reasonably be assumed by practitioners with regard to climate change impacts, its effects differentiated by geographic area**,** and data to be used in conducting assessments (including data gaps). The Framework itself will include criteria to be considered, recommended categories for existing and planned infrastructure, and methods to assess importance, redundancy and scale. HEP and HIF are requesting additional research funds to pilot the "Framework" in up to 5 States. This is meant to put together the best thinking we have currently available in a quick timeframe.
Lead: Mike Culp, Rob Kafalenos
Status: Consultant selected, work underway
Timeframe: Spring 2010, with interim products

NCHRP 20-83(05): Climate Change and Highway Infrastructure: Impacts and Adaptation Approaches
This is a $1 million project identified by the Transportation Research Board (TRB) executive committee as priority research. FHWA is providing technical assistance to the panel and coordination with other FHWA and DOT activities to prevent duplicative effort. The anticipated product will be guidebooks for transportation practitioners and outreach materials. This study is meant to further results of the interim study listed above, with a larger budget and a goal of addressing more issues. This is broader than the Gulf Coast Study by creating guidebooks for planners, NEPA practitioners, designers, asset managers, and operators. NCHRP has a panel overseeing the research that is broad and diverse.
Lead: Mike Culp.
Status: Reviewing proposals, meeting to award 9-17-09
Timeframe: 2-3 years

Guidelines for Consideration of GCC Impacts and Adaptation in Project Development and Environmental Review
These guidelines will include discussions of how to consider climate change impacts as part of the project development, preliminary engineering, and NEPA analysis (including scoping, environmental context, and alternatives screening and analysis). The

Guidelines are meant to provide information to FHWA Division offices on how to handle discussion on impacts in the project development process.
Status: Initiating activity
Timeframe: Fall 2009/Spring 2010

Future activities – Medium to Long-term

Gulf Coast Study – Phase 2
Phase 1, completed in 2008, studied how changes in climate over the next 50 to 100 years could affect transportation systems in the U.S. central Gulf Coast region and discussed how to account for potential impacts in transportation planning. Phase 2 will build on the information developed in Phase 1 to develop more definitive information about impacts at the local level in a particular MPO or smaller region and will focus analysis on the key transportation links, for day to day systems operations (passenger and freight) and emergency management (evacuations-before, cleanup-after). The study will develop more precise tools and guides for State DOT and MPO planners to use in deciding how to adapt to potential climate impacts and determine vulnerability for key links for each mode. Phase 2 will also develop a *risk assessment tool* to allow decision makers to understand vulnerability to climate change and develop a process to implement transportation facility improvements in a systematic manner.
Lead: Robert Ritter
Status: RFP drafted
Timeframe: 3 years

Pilots of the Interim Adaptation Framework
FHWA plans to solicit the cooperation of up to 5 state DOTs or MPOs to pilot the interim framework for adapting to climate change. Results will provide experience for refining the framework and inform policy development activities.
Lead: Rob Kafalenos
Timeframe: one to two years

Update of the FHWA Floodplain regulations (23 CFR 650, Subpart A)
This revision of the floodplain regulations is anticipated to better reflect more recent flood risk assessment and management approaches/opportunities, clarify requirements vis-à-vis NEPA, FEMA, and other floodplain processes and stakeholders, incorporate consideration of climate change effects as appropriate.
Lead: Joe Krolak, Mike Culp*Status*: Pending
Timeframe: Several years as it requires rulemaking.

FHWA Coordination/Activities with NOAA/NWS

- Consulting with NOAA on how to "translate" climate change effects for use by practitioners (SLR, storm surge, precipitation, temperature).
- Need to develop knowledge regarding forecasting methods for weather and environmental conditions to account for global climate change.
- Critical for design assumptions with regard to floodplains, hydraulic structure design, asset management cycles.
- Work is progressing very slowly in this area. All modes may be involved if they are interested.

Lead: Rob Kafalenos, Joe Krolak
Status: initiating consultation

Timeframe: ongoing

Partnerships

Southwest Region University Transportation Center, at Texas A&M University (the Region VI UTC): *Climate Change/Variability Science and Adaptive Strategies for State and Regional Transportation Decision Making*
http://swutc.tamu.edu/projectdescriptions/167165.htm

The objective of this study is to generate a baseline understanding of current policy response to climate change/variability at the state and regional transportation planning and decision levels. Research tasks will include both a survey of state DOTs and major MPOs, and detailed case studies of several DOTs and MPOs that are currently integrating climate change/variability factors in the decision and planning processes. Our results will also provide a "best practices" component which will not only include existing adaptation and recovery strategies, but potential new policy ideas for adaptation and recovery at the state and regional decision levels. The final UTC report can be used as a workbook for integrating climate science at the state and regional planning levels, and as a resource for state and regional policy and decision makers in the environmental and climate change policy arena. At this time, there is a significant lack of information of this kind available for decision makers.
Lead: *Robin Kline (RITA)*
Start date: *2006/09/01*
End date: *2007/08/31 (still ongoing)*

Oregon Transportation Research and Education Consortium (OTREC), Portland State University (National UTC): *Climate Change Impact Assessment for Surface Transportation in the Pacific Northwest and Alaska*
http://otrec.us/project/383

The states in the Pacific Northwest and Alaska (the region) share interconnected travel networks for people, goods, and services that support the regional economy, mobility, and human safety. The objective of this study is to conduct a preliminary assessment of the risks and vulnerabilities climate change poses to the surface transportation infrastructure system in the region. At a minimum, the research will: synthesize data needed to characterize the region – such as its physiography and hydrology, land use, past and projected climate, current population and trends, and multimodal surface transportation infrastructure; identify critical infrastructure vulnerable to climate change impacts; and provide recommendations for more detailed analysis as appropriate to support managing risks and opportunities to adapt multimodal surface transportation infrastructure to climate change impacts.
Lead: *Robin Kline (RITA)*
Start date: 2009/10/01
End date: 2010/09/30

ODOT Efforts

ODOT Issues Climate Change Adaptation Strategy Report. In May 2012, the Oregon Department of Transportation made available a Climate Change Adaptation Strategy Report to assist in preparing for more frequent landslides, flooding, and wildfires. The report provides an assessment of the climate change impacts to ODOT; underscores the need for an in-depth vulnerability and risk assessment of ODOT's assets and systems operations; and highlights potential adaptation strategies and existing adaptive capacity within ODOT. The report is focused on ODOT's assets and suggests that linking the adaptation planning process with existing programs like asset management, design standards, and emergency response will allow ODOT to manage its resources efficiently and effectively. ODOT will next conduct a vulnerability and risk assessment of assets and systems and eventually develop an Adaptation Plan to guide its planning, project development, maintenance and operations, and emergency response teams in preparing the agency and the transportation system for the impacts of climate change. The strategy report is available online at: http://www.oregon.gov/ODOT/TD/CLIMATECHANGE/docs/ODOT_Adaptation_Strategy_Final.pdf.

ODOT Sustainability

Program Facts

ODOT's Internal Efforts on Climate Change

Introduction

The Oregon Department of Transportation is actively working toward reducing the amount of greenhouse gases (GHG) emitted by our operations and the transportation sector. By collaborating with others to develop innovative responses we are minimizing energy use in facilities, increasing fuel efficiency and use of low carbon fuels in the fleet, and encouraging employees to reduce their commuting energy use. ODOT is striving to operate sustainably; to be responsible for the impacts of our transportation operations and activities on our workforce, the environment, and the planet. Although ODOT may not achieve every emissions reduction goal, simply by focusing attention on GHG reductions and climate change, ODOT will move beyond what would have been achieved in a business-as-usual scenario.

Process of Internal Climate Change Related Efforts

- ODOT was the first state agency in Oregon to have a comprehensive Sustainability Program and the first to develop a sustainability plan.
- ODOT has a Sustainability Program manager, who reports to ODOT's chief of staff and interacts regularly with ODOT staff. Climate change is one of the many topics within the scope of **ODOT's Sustainability Program**.[1]
- ODOT has a **Climate Change Executive Group** comprised of senior executive staff, the purpose of which is to provide overall direction within ODOT regarding the interrelationship of GHG production, climate change and the planning and operation of Oregon's transportation systems.
- ODOT has a **Climate Change Technical Advisory Committee** (TAC), the purpose of which is to develop an understanding of the implications of climate change initiatives to the agency and its work. This group also provides credible technical advice regarding the interrelationship of GHG production, climate change, and the planning and operation of Oregon's transportation systems.
- ODOT representatives participate in a number of key groups:
    - Department of Environmental Quality Mandatory Greenhouse Gas Reporting Rulemaking
    - The Oregon Global Warming Commission (OGWC)
        - The Transportation and Land Use Committee of the OGWC
    - Oregon Sustainability Board
    - Low Carbon Fuel Advisory Committee
    - Truck Efficiency and Idle Reduction Committee

[1] ODOT has a Sustainability Council, comprised of mid- to senior-level managers representing a variety of functional and geographic backgrounds. The Council provides high-level direction, approves and monitors sustainability work items, and recommends policy and practice changes to ODOT's Director.

Internal Operations

- **ODOT Sustainability Volume II:**
  - The ODOT Sustainability Program is developing a Sustainability Plan comprised of three volumes covering the vision of sustainability at ODOT, ODOT's internal operations, and ODOT's sustainable management of the statewide transportation system.
  - **Volume II: *Sustainability Management Framework for ODOT's Internal Operations*** sets goals, strategies and performance measures for ODOT's internal operations, such as its facilities and fleet. There are seven focus areas in Volume II:
    - energy/fuel use and climate change
    - material resource flows
    - environmental stewardship
    - land use and infrastructure
    - economic health
    - social responsibility/ workforce well-being and development
    - health and safety
  - The goals and strategies in these seven focus areas will act as a roadmap for implementing sustainability within ODOT and its operations.
- **Conservation and Alternative Resource Teams** (CART) are small "green teams" of interested employees at major ODOT offices who help educate employees about work-related conservation efforts such as recycling, energy saving, and commuting options.
- ODOT undertakes annual reporting of its own GHG emissions to the Department of Administrative Services (DAS) and the Governor's office.
  - ODOT actively participated in the State of Oregon Greenhouse Gas Tracking Interagency Team to develop the methodology for agencies to track their own emissions.
  - Three sources are included: building energy use, fleet fuel use, and solid waste generation.
  - Internal processes are being updated to enable more accurate and efficient data tracking and reporting.
- **ODOT's Facilities Section** is a leader in state government.
  - Facilities Services is installing energy-efficient lighting, windows, insulation, thermostats, and white roofs to reduce energy costs in certain buildings when a replacement is needed. Through these actions ODOT is actively working to meet the Governor's energy goals.
  - The recommended project plans for the Transportation Building renovation meets Leadership in Energy and Environmental Design (LEED) Gold certification. This is justified by a cost-benefit study which showed that when lifecycle impacts are considered, a high performance environmentally friendly renovation of the Transportation Building would

save about $90 million over 20 years (compared to a market-rate renovation).

- **ODOT's Fleet Section** is a leader in state government.
  - As of 2009, there were 164 E85 (85% ethanol and 15% gasoline) vehicles in ODOT's fleet.
  - ODOT is replacing its older fleet with increased use of hybrid and all Electric Vehicles (EV) technology in sedans; including two 100 mpg Plug-in Hybrid Electric Vehicles (PHEV). Additionally, ODOT is exploring the feasibility of expanding electric plug-in facilities beyond the two located in Portland and Salem.
  - The Fleet Section updated the policy and fleet manual on proper tire inflation and maintenance to reduce tire wear and fuel consumption and improve safety.
  - ODOT successfully tested the Autotherm energy recovery system to reduce idling to conserve fuel and lower emissions in the heavy equipment fleet.
  - ODOT highway plans to meet and sustain a 30% B-20 biodiesel use by summer of 2010.
- ODOT strives to reduce energy consumption by its highway lighting systems.
  - For example, ODOT's Region 1 annual electric bill was over $1.2 million of which 50 percent came from signals and flashers. Region 1 has retrofitted 95% of its signals and flashers with power-saving LEDs resulting in energy consumption reductions equivalent to the annual power needed for over 140 Oregon homes. This has saved ODOT $110,000 per year on its electric bill.
  - ODOT continues to research and test innovative highway lighting technology that will reduce energy use, but still serve the essential purpose of lighting Oregon's highways.
- ODOT encourages alternative employee commute practices.
  - Employees who work outside Region 1 headquarters or the Capitol Mall, but within mass transit districts have the ability to purchase transit passes on a pre-tax basis via payroll deduction.
  - ODOT encourages participation in the Bike Commute Challenge, a competition between businesses to increase bicycle use, and the "Governor's Commute Challenge", which is aimed at reducing drive-alone trips.
  - ODOT employs technology solutions such as video conferencing, tele-conferencing, and web casts (I-link) to allow employees to participate remotely in meetings and conferences and avoid excessive travel.

The Department is already reducing emissions throughout the agency in its fleet and facilities. ODOT will need to continue this work and create new programs to both mitigate future emissions from its internal operations and adapt its facilities to potential climate change.

Appendix 1: Policy Mandates Related to Internal Operations

ORS 276.900 states that "It is the policy of the State of Oregon that facilities to be constructed or purchased by authorized state agencies be designed, constructed, renovated and operated so as to minimize the use of nonrenewable energy resources and to serve as models of energy efficiency."

OTP Policy 4.2.2 supports the conversion of fleets to more fuel-efficient and alternative fuel vehicles, especially those using renewable and cleaner fuels.

A goal of 20% energy reduction by state agencies by 2010 (over a 2000 baseline) is mandated by Executive Order 06-02; energy savings are required to come from both new and existing buildings and other metered electricity use.

When siting state office locations, Executive Order 94-07 "Siting State Offices in Oregon's Community Centers" requires preferential consideration be given to locations within central business districts and conveniently close to transit in communities that have transit service. Other areas of mixed use development that are highly accessible to the public, have a fully developed pedestrian circulation system, have high quality transit service (in those communities with transit service), and are designated as urban centers in the applicable comprehensive plan may also be given priority consideration.

OAR 330-130 prescribes procedures to minimize energy use in new and renovated facilities designed and constructed by state agencies; guidelines for implementing these procedures are given in the State Energy Efficient Design (SEED) Program Guidelines.

Governor Kulongoski has stated his desire for state agencies to purchase 100% of their energy from renewable sources by 2010.

Oregon's Renewable Energy Action Plan (REAP) mandates the following use of biofuels: 10% of the gasoline used by the state government's fleet vehicles will be E85 by 2010, increasing to 25% by 2025; 10% of the diesel used by state government's fleet vehicles will be B-20 by July 2007, increasing to 25% by July 2010 and 100% by 2025.

DAS Policy 125-6-010 "Sustainable Facilities Standards and Guidelines" requires:

- Building decisions must consider the full life of materials. The review must include life cycle assessment and life cycle cost factors.
- New state-owned buildings shall be designed to meet the point equivalent of a Leadership in Energy and Environmental Design (LEED) Silver rating.
- Renovations of state-owned or build-to-suit leased buildings shall be designed to meet the point equivalent of a LEED Certified rating.

DAS Policy 107-009-0050 "Sustainable Acquisition and Disposal of Electronic Equipment" requires the use of Electronic Products and Acquisition Technology (EPEAT) environmental and energy criteria for the purchase of computer equipment such as desktops, computer laptops, computer monitors, and input or output devices.

Sustainable Transportation System and Climate Change

Introduction

The Oregon Department of Transportation recognizes that the transportation sector in Oregon generates significant greenhouse gases (GHG) and contributes to climate change. In Oregon, transportation accounts for an estimated 38 percent of Oregon's carbon dioxide emissions, with vehicle carbon dioxide emissions predicted to increase by 33 percent by 2035 due to increased driving. The purpose of this fact sheet is to provide a topical listing of ODOT's current climate change efforts in the area of the sustainable transportation system.

Land Use and Planning

- The 2006 **Oregon Transportation Plan** provides a vision for the state's transportation system and lays out the policy foundations for addressing climate change. The Plan includes a sustainability goal which has policy statements relating to environmental responsibility, energy, and creation of communities. Some of the strategies related to these policy statements relate directly to climate change.
- Under the **Transportation Planning Rule** (TRP) and the Statewide Planning Goal 12, ODOT provides financial and technical support to local governments and Metropolitan Planning Organizations (MPO). Oregon's TRP requires reduced reliance on Single Occupant Vehicles (SOV) and local actions to encourage the use of alternative modes of transportation.
- **Transportation and Growth Managemen**t (TGM) Program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable communities in which people can walk, bike, take transit, or drive where they want to go.
- ODOT's Transportation Planning Analysis Unit is developing the **GreenSTEP** model, a planning tool to estimate GHG emissions from the surface portions of the transportation sector and to assist in determining how the transportation sector can meet the statewide emissions targets in the future.
- **"Least cost planning"** methods currently in progress will lead toward better consideration of transportation demand management, system management, and non-highway mode alternatives in the planning process.

Multi-Modal System

- **ODOT's Public Transit Division** assists communities with the development of alternative transportation options including transit, rideshare programs, walking, bicycling, and other alternatives to driving alone:

  - Over the last several years, ODOT has worked with local jurisdictions on a number of innovative **Transportation Demand Management** (TDM) projects that promote the use of alternative modes of transportation. A few of the programs include: TravelSmart, The Drive Less/ Save More Campaign, Commuter Solutions Group, and the Central Oregon Commute Options program.
  - In 2004 ODOT Public Transit Division used flexible federal funds to initiate a program to assist urban transit providers in replacing older and less efficient mass transit vehicles.

- ***Connect*Oregon** is a lottery bond based initiative to invest in air, rail, marine, and transit infrastructure to ensure Oregon's multi-modal transportation system is strong, diverse, and efficient.
  - *Connect*Oregon I funded 38 projects, all of which are underway, with many completed. *Connect*Oregon II, building off the success of *Connect*Oregon I funded an additional 30 projects which will continue to improve the flow of commerce, remove delays and improve safety. The 2009 Oregon Legislature has approved a *Connect*Oregon III, with projects currently in the application process. All three *Connect*Oregon projects are improving the connections between the highway system and other modes of transportation.
- The **ODOT Rail Division** represents and advocates for customers of railroads, both passenger and freight, to ensure a safe, efficient and reliable rail transportation system.
  - Oregon was awarded $8 million from the 2009 American Recovery and Reinvestment Act for a high-speed rail line from Eugene to Portland. While this is not enough money to complete a project it has helped fund research into the project and project alternatives.
- The **ODOT Bicycle and Pedestrian Program** provides direction to ODOT in establishing pedestrian and bicycle facilities on state highways and provides support to local governments, governmental and non-governmental organizations, and private citizens, in planning, designing and constructing pedestrian and bicycle facilities.
  - The **Transportation Enhancements** program pays for millions of dollars of sidewalk and streetscape improvements, bicycle lanes, and multi-use pathways projects each year.
  - The **Safe Routes to School program** funds Oregon schools and school districts with over $3 million for education and enforcement projects designed to encourage and enable easier and healthier ways for children to walk and bike to and from school safely, reducing the need to drive.
- The **Congestion Mitigation and Air Quality Improvement Program** provides approximately $14 million per year of funds across Oregon for TDM, transit, and bicycle/pedestrian facilities projects in designated urban centers.
- ODOT is a key partner with other public agencies in financing transit expansions in the Portland metro area:
  - ODOT allocated $7 million of federal Surface Transportation Program funds and provided right-of-way at a significant below-market value to support the expansion of TriMet light rail along the I-205 corridor.

ODOT Sustainability

Program Facts

Freight

- ODOT's **Freight Mobility Unit** commissioned a **Climate Change Study** to analyze GHG emissions, potential mitigation strategies, and impacts to freight from climate change.
- ODOT **Motor Carrier's Green Light program** helps truckers save time and money and reduce emissions by "preclearing" trucks so they do not have to stop at Oregon weigh stations. A DEQ study found that in 2008 this preclearance system will allow trucks to avoid 1.5 million weigh station stops and thus will result in 1,300 metric tons less carbon dioxide emitted into the air.
- ODOT participated in a 2005 Oregon Solutions project to promote truck stop electrification, and a number of truck plazas in Oregon have invested in electrified hookups. These are used to power refrigeration trucks, cab heat, and air conditioning systems so that truck operators do not have to idle their diesel engines overnight.

Innovative Pilot Projects

- **The Oregon Solar Highway Initiative** – In 2008, ODOT completed the nation's first solar photovoltaic project in the highway right-of-way. The first demonstration project is located at the interchange of I-5 and I-205. The 594 solar panels produce nearly 112,000 kilowatt hours annually and use the utility grid as a battery, supplying energy during the day to light the interchange at night.
- **Electric Vehicles** – The US Department of Energy announced in August 2009 that Oregon was selected as one of the five test markets for the largest deployment of electric vehicles (EVs) and the associated charging infrastructure. Nissan North America, partnering with the Electric Transportation Engineering Corporation (eTec) will deploy approximately 1,000 Nissan electric cars (the "Leaf") in Oregon and as many as 2,500 charging stations to be installed at homes and businesses. Deployment of Nissan's EVs is scheduled for fall of 2010 and charging infrastructure installations are expected to begin in summer 2010.
- **ODOT Alternative Fuels Corridor** – The Department is leading an effort with Washington and California to incubate the distribution of alternative fuels and/or solar powered charging stations for plug-in electric hybrid vehicles along the I-5 corridor to help increase the market demand for alternative fuel vehicles.

Highway Construction Projects

- Various aspects of ODOT's innovative **Context Sensitive and Sustainable Solutions** (CS^3) approach to the **OTIA III Bridge Program** to support GHG reductions:
  - The OTIA III **Access/Staging Performance Standard** limits truck idling to five minutes, except in extreme cold weather or when needed for other reasons.
  - The OTIA III **Materials Procurement and Use Performance Standard** requires contractors to use ultra-low sulfur fuel, bio-diesel, or EPA-verified fuel additives in vehicles and equipment where possible and available, or minimum of highway grade fuel where alternative fuels are not possible.
- The **Columbia River Crossing** (CRC) project, located in a five-mile area between Portland and Vancouver, Washington, undertook an analysis of GHG impacts as part of

a Cumulative Effects analysis in the Draft Environmental Impact Statement (DEIS). The CRC project worked with Washington Department of Transportation, the Federal Highway Administration, and the Federal Transit Authority to analyze potential cumulative impacts of the construction and operation of the project. The DEIS also discussed potential adaptation measures to be taken to prepare for effects of climate change, such as a rise in river level.

- **Greenroads** – ODOT is currently in the process of evaluating three pilot projects, in various levels of completion, based on the Greenroads sustainability performance metric. Greenroads was developed out of the University of Washington in consultation with CH2M HILL. The Greenroads performance metric awards points for more sustainable practices during the design and construction phases of roadway projects and awards a certification level based on the number of points earned, much like the LEED program does for buildings.

Through the efforts of **ODOT's Climate Change Executive Group and Technical Advisory Committee**, ODOT will continue to play an important role in the avoidance of future climate change through development of mitigation actions related to Oregon's transportation system as well as actions that will adapt the transportation system to climate change already anticipated.

Appendix 1: Policy Mandates Related to the Transportation System

OTP[1] Policy 1.1 – It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

OTP Policy 2.1 – It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

OTP Policy 4.2 – It is the policy of the State of Oregon to support efforts to move to diversified and cleaner energy supply, promote fuel efficiencies and prepare for possible fuel shortages.

OHP[2] Policy 4B – It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

OHP Policy 4D – It is the policy of the State of Oregon to support the efficient use of the state transportation system through investment in transportation demand management strategies.

ORS 469.010 states that "It is the goal of Oregon to promote the efficient use of energy resources and to develop permanently sustainable energy resources" and includes the following policy: "energy-efficient modes of transportation for people and goods shall be encouraged, while energy-inefficient modes of transportation shall be discouraged."

House Bill 3543 (Climate Change Integration Act) created specific greenhouse gas emissions reduction goals for the state:

1) By 2010, arrest the growth of Oregon's greenhouse gas emissions and begin to reduce them.
2) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.
3) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.

House Bill 2001 (Oregon Jobs and Transportation Act) is the transportation funding plan adopted by the 2009 Legislature. Three core themes emerged from the legislation:

1) accountability, innovation, and environmental stewardship
2) highway, road, and street funding
3) multimodal funding

House Bill 2186 is wide-ranging legislation that seeks to reduce Oregon's greenhouse gas emissions. Section 10 requires the creation of a Metropolitan Planning Organization (MPO) Greenhouse Gas Emissions Task Force to evaluate alternative land use and transportation scenarios that would meet community growth needs, while reducing greenhouse gas emissions and recommend future legislative action to support such efforts.

ORS 366.514 requires that wherever highways, roads, or streets are being constructed, reconstructed, or relocated, footpaths and bicycle trails will be built as part of these projects. The amount expended by ODOT shall never in any one fiscal year be less than one percent of the funds received from the Highway Fund.

[1] Oregon Transportation Plan, 2006
[2] Oregon Highway Plan, 1999

Appendix L SAFETEA-LU 6002 COORDINATION PLAN

OR 62, I-5 TO DUTTON ROAD PROJECT

ENVIRONMENTAL IMPACT STATEMENT

SAFETEA-LU 6002 COORDINATION PLAN

Revised August 2012

U.S. Department of Transportation

Federal Highway Administration

Oregon Department of Transportation

Contents

Section 1. Introduction

The OR 62, I-5 to Dutton Road project is located in Medford, Oregon, within Jackson County. The project's boundaries along OR 62 extend from approximately I-5, north to Dutton Road in White City, a distance of approximately 8 miles. The project area encompasses the City of Medford, Jackson County, and the unincorporated city of White City, which is under the planning jurisdiction of Jackson County. It is anticipated that project alternatives will extend beyond the City of Medford's Urban Growth Boundary (UGB) as well as the White City Urban Containment Boundary (UCB). The purpose of the proposed action is to improve transportation mobility and safety in the OR 62 Corridor, to simplify transportation system connections, and to identify potential improvements for non-highway modes, while maintaining the regional economic role of the OR 62 Corridor. This project is considered a project of Statewide Significance by the Oregon Transportation Commission (OTC) and has received $100 million in Jobs and Transportation Act funding.

Additional information on the OR 62, I-5 to Dutton Road project can be found on the project web site at http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml.

This coordination plan fulfills the requirements related to coordination plans of Section 6002 of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this coordination plan is to:

- Facilitate and document how the coordination between the Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT) and other key agencies will be accomplished.
- Outline how FHWA and ODOT have divided the responsibilities for compliance and how the lead agencies will provide opportunities for input from the public and other agencies in accordance with applicable laws, regulations, and policies.
- Establish a schedule of regular meetings and identify which persons, organizations, or agencies should be included for each coordination point, as well as timeframes for input by those persons, organizations, and agencies.

Coordination Plan Execution

The OR 62, I-5 to Dutton Road project has organized a variety of project teams to be involved in the project coordination points, which are described in Section 3.1 and Table 3-1. These teams include representatives of the involved agencies, the project consultant team, and community and technical stakeholders. The coordination points for participating agencies and the public in this coordination plan are the same as the coordination points for the project teams. Participating agencies, which include the project's NEPA cooperating agencies, are defined in greater detail in Section 3.1.

The project teams involved in the project are listed below. An appendix is attached to this plan that provides membership information and the role of each team on the project.

- Project Management Team (PMT)

- Project Development Team (PDT)
- Citizens Advisory Committee (CAC)

In addition, ODOT has coordinated and will continue to do so, with Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), which is described in greater detail in Section 2.1 and the Appendix – Project Team Information. The project's coordination with CETAS serves to meet ODOT's obligations under the CETAS agreement (June 16, 2005).

This coordination plan will be executed by the OR 62 PMT in the following manner:

- The OR 62 PMT will provide information on and discuss coordination points with all project committees. Involvement of cooperating and participating agencies in these collaborative activities will be documented through meeting notes.

At the time coordination point materials are made available for review and comment, Anna Henson (ODOT) will notify cooperating and participating agencies of the availability of draft coordination point materials (see Table 2-5). This notification will initiate the 14-day comment period. Cooperating and participating agencies may provide comments on the coordination point materials by notifying Anna Henson (ODOT) through email at Anna.HENSON@odot.state.or.us. Anna will respond by email that the project team has received comment and tell the commenter how ODOT will respond to those comments.

Section 2. Lead, Cooperating, and Participating Agencies

2.1 List of Agencies, Roles, and Responsibilities

This section provides a description of the agency stakeholders for the OR 62, I-5 to Dutton Road project and their roles and responsibilities. There are five categories of agencies addressed in this section: lead agencies; cooperating agencies; participating agencies; CETAS; and agencies not responding to invitation to participate. For cooperating agencies, additional responsibilities may be identified following agency consultation.

On September 18, 2007, FHWA extended cooperating and participating agency invitations. Cooperating agency invitations were sent to: USFWS, US Department of Veterans Affairs, the US Army Corps of Engineers (Corps), National Marine Fisheries Service. The USFWS, US Department of Veterans Affairs, and Corps accepted invitations to be cooperating agencies. Participating agency invitations were sent to: City of Medford, Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Oregon Department of Land Conservation and Development, Oregon Department of State Lands, US Environmental Protection Agency, Federal Aviation Administration, Federal Emergency Management Agency, Jackson County, Jackson County Fire District 3, Oregon Department of Environmental Quality, Oregon Department of Fish and Wildlife, Oregon Department of Parks and Recreation and Oregon State Historic Preservation Office. FEMA, ODFW, DEQ, FAA, and Jackson County Fire District 3 accepted invitations to be participating agencies. FHWA and ODOT consulted with FAA to determine whether to consider FAA a participating or cooperating agency; it was FAA's decision to be a participating agency. Oregon SHPO responded to the participating agency invitation but did not accept participating agency status.

Lead Agencies

Table 2-1. Lead Agencies

Agency Name	Role	Other Project Role(s)	Responsibilities
Federal Highway Administration	Lead Agency	CETAS PDT	• Manage 6002 process • Provide opportunity for public involvement • Provide oversight of NEPA process and compliance • Make Section 106 and Section 4(f) decisions. • Make NEPA decisions
Oregon Department of Transportation	Co-Lead Agency	CETAS PDT CAC PMT	• Manage 6002 process in cooperation with FHWA • Prepare EIS • Prepare and review project plans and specifications • Provide opportunity for cooperating and participating agency involvement • Prepare documentation for environmental compliance (e.g. ESA, Section 404, Section 106, Section 4(f), Section 6(f), etc.)

Cooperating Agencies

The project's cooperating agency roles and responsibilities are listed in Table 2-2. The responsibilities listed are in addition to the responsibilities of reviewing the EIS for sufficiency in their area of jurisdiction or expertise and providing comments on the project's coordination points.

Table 2-2 Cooperating Agencies

Agency Name	Role	Other Project Role(s)	Responsibilities
US Fish and Wildlife Services	Cooperating Agency	• CETAS	• ESA jurisdiction • Provide comments on listed species and wildlife impacts • Review Biological Assessment and complete Biological Opinion • Comment on Section 404 permit application
US Department of Veterans Affairs	Cooperating Agency	• N/A	• Consultation on project • Potential federal land transfer
US Army Corps of Engineers	Cooperating Agency	• CETAS	• Section 404 permit

Participating Agencies

Table 2-3 lists the roles and responsibilities of participating agencies. The responsibilities listed are in addition to the responsibilities of reviewing the EIS for sufficiency in their area of jurisdiction or expertise and providing comments on the project's coordination points.

Table 2-3. Participating Agencies

Agency Name	Role	Other Project Role(s)	Responsibilities
Federal Emergency Management Agency	Participating Agency	Not Applicable	• Review project for floodplain and floodway impacts
Oregon Department of Fish and Wildlife	Participating Agency	CETAS	• Comment to DSL and Corps on fill removal permits • Comment to USFWS, NMFS on Biological Opinion • Determine fish passage requirements
Oregon Department of Environmental Quality	Participating Agency	CETAS	• Responsible for air quality • Monitor hazardous materials • Grants NPDES permits • Approves conceptual stormwater mitigation plan
Federal Aviation Administration	Participating Agency	Not Applicable	• Ensure compliance with FAA NEPA and airport restrictions • Form 7460-1 Notice of Proposed Construction or Alteration • Land Transfer • Approval of construction equipment in the Runway Protection Zone
Jackson County Fire District 3	Participating Agency	Not Applicable	• Review for potential response time delays • Review design/access issues for emergency vehicle access

CETAS

In February 2001, Oregon's state and federal transportation and environmental agencies signed a Charter Agreement establishing the Collaborative Environmental and Transportation Agreement for Streamlining, or CETAS. The CETAS charter was last amended in June 2005. CETAS member agencies include:

- Federal Highway Administration (FHWA);
- National Marine Fisheries Service (NMFS);
- Oregon Department of Land Conservation and Development (DLCD);
- Oregon Department of Environmental Quality (DEQ);
- Oregon Department of Fish and Wildlife (ODFW);
- Oregon Division of State Lands (DSL);

- Oregon Parks and Recreation Department, State Historic Preservation Office (SHPO);
- Oregon Department of Transportation (ODOT);
- US Army Corps of Engineers (USACE);
- US Environmental Protection Agency (EPA); and
- US Fish and Wildlife Service (USFWS).

ODOT presents projects to CETAS members at regularly scheduled meetings to discuss the environmental aspects of each project and to gain concurrence from each member agency on four points in project development:

1) Purpose and need;

2) Range of alternatives to be studied in an EIS or EA;

3) Criteria for selecting the preferred alternative; and

4) Selection of the preferred alternative.

Concurrence at these four points does not replace each agency's official permitting decisions which occur following the completion of the EIS or EA. Instead of becoming involved at the permitting stage—after ODOT has invested in what it hopes is a final design—CETAS members are involved earlier and can influence decisions through collaborative problem solving. While CETAS is intended to optimize agency review efforts that result in quicker permitting decisions, it is also intended to bring about transportation projects with better environmental outcomes. The CETAS Charter Agreement also includes an elevation procedure to be used when staff cannot resolve an issue.

Agencies Declining Invitation to Participate

No agency formally declined by letter to participate.

Agencies Not Responding to Invitation to Participate

NMFS did not respond to the invitation to become a cooperating agency on the project. The following agencies did not respond to the invitation to become a participating agency for the project and therefore are not serving as participating agencies:

- City of Medford
- Confederated Tribes of the Grand Ronde
- Confederated Tribes of the Siletz
- Oregon Department of Land Conservation and Development
- Oregon Department of State Lands
- US Environmental Protection Agency
- Jackson County

- Oregon Department of Parks and Recreation
- Oregon State Historic Preservation Office

2.2 Agency Contact Information

The following is a list of agency contacts for the OR 62 project for the agencies listed in Tables 2-1 through 2-3.

Table 2-6. Lead, Cooperating, and Participating Agencies

Agency	Contact Person/Title	Phone	E-mail and Mailing Addresses	OR 62 Project Team or CETAS
Federal Highway Administration				
	Phillip Ditzler, Division Administrator	503.399.5749	Phillip. Ditzler@dot.gov 530 Center Street NE, Suite 420 Salem, OR 97301	
Point of Contact:	Chris Bucher, Operations Engineer	503.316.2555	Chris.Bucher@dot.gov 530 Center Street NE, Suite 420 Salem, OR 97301	PDT
	Michelle Eraut, Program Development Team Leader	503.316.2559	Michelle.Eraut@ dot.gov Equitable Center, Suite 100 530 Center Street NE, Suite 420 Salem, OR 97301	CETAS
Jackson County, Oregon				
	Danny Jordan, County Administrator	541.774.6305	jordandl@jacksoncounty.org 10 South Oakdale, Room 214 Medford, OR 97501	
Point of Contact:	John Vial Roads and Parks Director	541.774.8183	VialJM@jacksoncounty.org 200 Antelope Road White City, OR 97503	PDT
Oregon Department of Transportation				
	Art Anderson Region 3 Area Manager	541.774.6353	Arthur.H.ANDERSON@odot.or.us 100 Antelope Road White City, OR 97503	
Point of Contact:	Anna Henson, Environmental Project Manager	541.774.6376	Anna.HENSON@odot.state.or.us 100 Antelope Road. White City, OR 97503	PDT
US Army Corps of Engineers				
Letter mailed to:	Col. Thomas O'Donovan, District Commander	503.808.4500	Thomas.E.ODonovan@usace.army.mil 333 SE First Ave. PO Box 2946 Portland, OR 97208	
Point of Contact:	Dominic Yballe, ODOT-Corps Regulatory Liaison	503.808.4392	Dominic.p.yballe@nwp01.usa.ce.army.mil 333 SE First Ave. PO Box 2946 Portland, OR 97208	CETAS

Agency	Contact Person/Title	Phone	E-mail and Mailing Addresses	OR 62 Project Team or CETAS
US Fish and Wildlife Service				
Letter mailed to:	Paul Henson, State Supervisor	503.231.6179	Kemper_mcmaster@fws.gov Oregon Fish and Wildlife Office 2600 SE 98th Ave. Portland, OR 97266	
Point of Contact:	David Leal, Fish and Wildlife Biologist	503.231.6179	David_leal@fws.gov 2600 SE 98th Ave. Portland, OR 97266	CETAS
National Marine Fisheries Service				
Letter mailed to:	Michael Tehan	503.230.5400	Mike.Tehan@noaa.gov NW Regional Portland Field Office 1201 Lloyd Boulevard, Suite 1100 Portland, OR 97232	
Federal Emergency Management Agency				
Letter mailed to:	Dennis Hunsinger, Regional Director	425.487.4799	Dennis.hunsigner@fema.gov Federal Regional Center 130 228th St., SW Bothell, WA 98021	
Oregon Department of State Lands				
Letter mailed to:	Louise Solliday, Director	503.378.3805 ext. 224	Louise.c.solliday@state.or.us 775 Summer Street NE, Suite 100 Salem, OR 97301	
Point of Contact:	Russ Klassen	503.378.3805 ext. 255	Russ.Klassen@state.or.us 775 Summer Street NE, Suite 100 Salem, OR 97301-1279	CETAS
Oregon State Historic Preservation Office				
Letter mailed to:	Tim Wood, Director	503.986.0719	Tim.wood@state.or.us Oregon Parks and Recreation District Heritage Programs 725 Summer Street NE, Suite C Salem, OR 97301	
Point of Contact:	Matthew Diederich GIS Archaeologist	503.986.0683	Matthew.Diederich@state.or.us 725 Summer St. NE Ste. C Salem, OR 97301	CETAS
Oregon Department of Fish and Wildlife				
Letter mailed to:	Roy Elicker, Interim Director	503.947.6044	roy.elicker@state.or.us Main Office 3406 Cherry Ave. NE Salem, OR 97303	
Point of Contact:	Jon Germond, Land Resources Program Manager	503.947.6088	Jon.p.germond@state.or.us 3406 Cherry Ave. NE Salem, OR 97303	CETAS
Oregon Department of Environmental Quality				
Letter mailed to:	Dick Pederson,Director	503.229.5300	Dick.PEDERSON@deq.state.or.us Northwest Region Headquarters 811 SW 6th Ave. Portland, OR 97204	
Point of Contact:	Sally Puent	503.229.5379	Sally.Puent@deq.state.or.us 811 SW 6th Avenue Portland, OR 97204	CETAS

Agency	Contact Person/Title	Phone	E-mail and Mailing Addresses	OR 62 Project Team or CETAS
Oregon Department of Land Conservation				
Letter mailed to:	Lane Shetterly, Director	503.373.0050 ext. 224	Lane.shetterly@state.or.us 635 Capitol Street NE, Suite 200 Salem, OR 97301	
Point of Contact:	Matt Crall, Land Use and Transportation Planner	503.373.0050 ext. 150	Matthew.crall@state.or.us 635 Capitol Street NE, Suite 150 Salem, OR 97301	CETAS
US Environmental Protection Agency				
Letter mailed to:	Ron Kreizenbeck, Deputy Regional Administrator	503.553.1234	Kreizenbeck.ron@epa.gov 811 SW 6th Avenue, 3rd Floor Portland, OR 97204	
Point of Contact:	Yvonne Vallette, Wetlands / Watershed Coordinator	503.326.2716	Vallette.yvonne@epa.gov 811 SW 6th Avenue, 3rd Floor Portland, OR 97204	CETAS
Confederated Tribes of Grand Ronde				
	Khani Schultz, Cultural Protection Coordinator	503.879.2185	Khani.schultz@grandronde.org 9615 Grand Ronde Road Grand Ronde, OR 97347	
Confederated Tribes of Siletz				
	Robert Kentta, Cultural Resource Specialist	541.444.2532	rkentta@ctsi.nsn.us P.O. Box 549 Siletz, OR 97380	
Jackson County Fire District 3				
	Dan Peterson, Fire Chief	541.826.7100	danp@jcfd3.com 8333 Agate Road White City, OR 97503	
City of Medford				
	Gary Wheeler, Mayor	541.774.2000	mayor@ci.medford.or.us 411 West 8th St. Medford, OR 97501	
Department of Veterans Affairs				
	Max McIntosh, Director	541.826.2111 ext 3202	Sandy.darland@med.va.gov 8495 Crater Lake Highway White City, OR 97503	

Section 3. Coordination Points and Responsibilities

Table 3-1 lists the Section 6002 coordination points for the OR 62, I-5 to Dutton Road project, including which agency or agencies are responsible for activities during the coordination point. Also specified is the information required at each coordination point and who is responsible for transmitting that information. Section 4 documents when ODOT and FHWA have completed or intend to complete agency coordination for each of the project's coordination points.

Table 3-1 Coordination Points and Responsibilities

Coordination Point	Information distributed	Agency Responsible	Information received	Agency Responsible
Section 6002 Coordination Plan	Draft Coordination Plan	FHWA ODOT	Comment on draft Coordination Plan	All cooperating and participating agencies and public
Notice of Intent	Publish NOI in Federal Register; invite agencies to agency scoping meeting; invite public to public scoping meeting	FHWA ODOT	Comments on project issues, process and alternatives	All cooperating and participating agencies and public
Purpose and Need	Notify participating agencies and public of availability of draft purpose and need statement; solicit comments; hold scoping meeting	FHWA ODOT	Comments on Purpose and Need. Identification of any issues that could substantially delay permit approval	All cooperating and participating agencies and public
Range of Alternatives	Provide participating agencies and public with information regarding alternatives being considered via letters and/or website; solicit comments	FHWA ODOT	Comments on Range of Alternatives. Identification of any issues that could substantially delay permit approval	All cooperating and participating agencies and public

Coordination Point	Information distributed	Agency Responsible	Information received	Agency Responsible
Collaboration on assessment methodologies and appropriate level of detail	Proposed methods conveyed through meetings and site visits with relevant resource agencies. Written documentation provided as agencies agree appropriate	FHWA ODOT	Input on proposed methods, and suggested alternative approaches if concerned about outcome of proposed methods	All cooperating and participating agencies
Completion of DEIS	Notify participating agencies and public of availability of Draft Environmental Impact (EPA publishes the notice) Statement (DEIS); solicit comments; hold public meeting	FHWA ODOT EPA	Comments on DEIS	All cooperating and participating agencies and public
Identify Preferred Alternative and level of design detail	Notify participating agencies and public of preferred alternative; solicit comments; hold public meeting	FHWA ODOT	Comments on the selected preferred alternative; further analysis if required	All cooperating and participating agencies and public
Completion of FEIS	Notify participating agencies and public of the availability of the FEIS	FHWA ODOT	Not Applicable	Not Applicable
Completion of ROD	Notify participating agencies and public of FHWA's project decision	FHWA	Not Applicable	Not applicable
Completion of permits, licenses, approvals after ROD	Documentation needed to comply with various permit, license and approval requirements	ODOT	Approved permits, licenses, etc.	Agencies to be determined based on Preferred Alternative

Section 4. Project Schedule

The project schedule, which is summarized in Table 4-1, includes the project's coordination points, the preliminary impact assessment review by cooperating and participating agencies and the timing of a Statute of Limitations notice. Table 4-1 includes the date information was or will be distributed and timeframe for comments. The table also notes when the documentation for a coordination point is made available for review and comment.

Table 4-1. Project Coordination Points and Schedule

Coordination Point[1]	Date Information is Distributed	Reviewing and Commenting Parties
Notice of Intent[2]	November 3, 2005[3]	All cooperating and participating agencies and public
Purpose and Need[2]	January 2006[3]	All cooperating and participating agencies and public
Range of Alternatives[2]	Sept-Oct 2007	All cooperating and participating agencies and public
Collaboration on impact assessment methodologies	Oct-Nov 2007	All cooperating and participating agencies
Circulation of DEIS	Scheduled September 2012	All cooperating and participating agencies and public
Identify Preferred Alternative	Scheduled November 2012	All cooperating and participating agencies and public

[1] Lead agencies are responsible for distribution of information associated with these points to reviewing and commenting parties

[2] Information associated with these coordination points will be made available to the public for comment via open houses and the project website (http://www.oregon.gov/ODOT/HWY/REGION3/hwy62_index.shtml)

[3]FHWA and FTA issued the Section 6002 SAFETEA-LU Environmental Review Process – Final Guidance in November 15, 2006, subsequent to publication of the project's Notice of Intent and preparation of the project's draft Purpose and Need Statement. Cooperating and participating agencies were given the opportunity to comment on those coordination points.

Section 5. Revision History

The following table will be updated to record changes to the Coordination Plan as they occur. Note: As per Section 6002 guidance, if a schedule was included in the original coordination plan and it is the item that requires modification, concurrence on the schedule change is required only if the schedule is being shortened and then only from joint lead agencies, not all participating agencies.

Table 5-1. Document Revision History

Version	Date	Document Name	Revision description and why it was needed.
1	April 2007	Coordination Plan	First Draft
2	July 2011	Coordination Plan	Updated Agency contact information; Updated schedule
3	August 2012	Coordination Plan	Updated Agency contact information; Updated schedule; Various text edits (e.g., clarify coordination points, key points of CETAS concurrence, participating/cooperating agency definitions, etc.)

Appendix - Project Team Information

This appendix provides a description of the project teams described by acronym in this Coordination Plan. Sections 1 and 2 of the Coordination Plan provides an overview of how the various teams support project activities, including how ODOT implements its compliance with Section 6002. In particular, it is through these teams that ODOT will produce the documents associated with the coordination points called for in the Coordination Plan. This appendix also provides additional detail on the roles of the various teams within the overall project that extend beyond compliance with Section 6002. Finally, this appendix provides additional information on the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), which is not a project team, but it is an established committee that ODOT coordinates with and that has members that are designated by this project as cooperating or participating agencies. Additional information on CETAS may also be found in Section 2 of the Coordination Plan.

Project Management Team (PMT)

The OR 62 PMT is comprised of representatives from ODOT, consulting staff and the Rogue Valley Council of Governments. The PMT is charged with developing overall strategy, daily project management and delivery of the environmental impact statement (EIS). The PMT prepares presentation materials and coordinates various technical analyses. Technical leaders and discipline experts will be invited to attend specific PMT meetings on an as-needed basis.

The PMT is comprised of:

Anna Henson	Oregon Department of Transportation
Dick Leever	Oregon Department of Transportation
Gary Leaming	Oregon Department of Transportation
Chris Zelmer	Oregon Department of Transportation
Lisa Cortes	Oregon Department of Transportation
Terry Kearns	URS
Vicki Guarino	RVCOG/RVMPO

Project Development Team (PDT)

The PDT is the body for the project. It is responsible for project management, technical quality of the project and assisting in the successful development of the project. While making project-related decisions, the PDT strives to come to resolution of issues through a consensus model. It reviews technical data, community input, and considers recommendations brought forward from the CAC. This working group is also charged with providing overview and direction related to policy level project issues. Agency representatives are responsible for acting as an information conduit between this working group and their affiliated organizations. Every effort will be made to coordinate with PDT members and conduct document reviews via electronic mail.

The PDT is comprised of:

Chris Bucher	Federal Highway Administration
Al Densmore*	City of Medford
Brian Dunn*	Oregon Department of Transportation (Transportation Planning and Analysis Unit)
David Elliot*	Citizen at Large
Mark Gibson*	Freight/Trucking
Vicki Guarino*	RVCOG/RVMPO
Anna Henson	Oregon Department of Transportation
Dale Lininger*	Medford Chamber of Commerce
Suzanne Myers*	City of Medford
Mike Quilty*	RVMPO City of Medford
Paige Townsend*	Rogue Valley Transportation District
John Vial*	Jackson County
Chris Zelmer*	Oregon Department of Transportation
Dick Lever	Oregon Department of Transportation
Debbie Timms	Oregon Department of Transportation

* denotes voting member

Citizen Advisory Committee (CAC)

The CAC is a group of technical and community stakeholders selected to represent various constituents in the project area, including business, environmental, bicycle and pedestrian, institutional and neighborhood interests. The committee is actively involved in by reviewing and advising the lead agencies and PDT on key issues at all project coordination points. Consensus decision-making is used to meet project goals and objectives and provide recommendations. A principal function of the CAC is to serve as a conduit to the public and to ensure project decisions reflect a variety of perspectives.

The CAC is comprised of:

Bill Blair	Agriculture (retired)
Becky Brooks	Siskiyou Velo
Curt Burrill	Land Development
David Christian	Social work (retired) VA SORCC
Mike Gardiner	Freight
Mike Malepsy	Land Development
Mike Montero	Land Development
Bob Plankenhorn	Logging
Don Riegger	Human Services Manager (retired)
Wade Six	Commercial Realtor
Nanci Watkins	Small Business

CETAS

ODOT has implemented a coordinated review process for highway construction projects. The process, the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), establishes a working relationship between FHWA and ODOT and nine state and federal transportation, natural resource, cultural resource, and land-use planning agencies. The intent of this process is to reduce redundancy, efficiently use agency resources and determine solutions to resource constraints. Typically CETAS signatory agencies concur at four key points (listed below). The project will comply with the CETAS requirements (as specified in the CETAS charter agreement), as well as the Section 6002 requirements and this Coordination Plan.

- Following is a list of agencies that are members of CETAS:
- Oregon Department of Transportation
- Federal Highway Administration
- US Army Corps of Engineers
- Oregon Department of Environmental Quality
- US Environmental Protection Agency
- Oregon Department of Land Conservation and Development
- Oregon Department of Fish and Wildlife
- US Department of Fish and Wildlife
- National Marine Fisheries Service

- Oregon Department of State Lands
- Oregon State Historic Preservation Office

The CETAS Major Transportation Projects Agreement (MTPA) applied to NEPA Class 1 and Class 3 projects has four points at which project sponsors need concurrence from regulatory agencies signatory to the MTPA. These are:

1. Purpose and Need
2. Range of Alternatives
3. Criteria for Selection
4. Preferred Alternative

CETAS members have elected to participate in the MTPA process and these four concurrence points for the OR 62, I-5 to Dutton Road project.

At key points during the project development, ODOT staff presented project information to CETAS representatives. Following is a summary of those meetings.

- ***March 2005***: The project's first presentation to CETAS occurred in March 2005. ODOT staff presented the draft Purpose and Need, draft Goals and Objectives, and a general project overview, including potential alternatives, known cultural and natural resources in the area, compatibility with applicable plans, and potential impacts.
- ***July 2005:*** CETAS representatives and ODOT staff toured various Region 3 project sites in July 2005, including the OR 62: I-5 to Dutton Road Project. The focus of the tour was on natural resources. They viewed the general alignment of the proposed bypass, traveled OR 62, and walked the area near the intersection of Dutton Road and OR 62. During the field trip they discussed potential mitigation strategies.
- ***February 2006:*** ODOT presented draft evaluation criteria to CETAS in February 2006.
- **February 2007**: ODOT presented the draft range of alternatives to CETAS in February 2007. At that time, the range did not include Design Options B or C. CETAS members requested that ODOT develop a bypass alignment that would reduce impacts on vernal pools. In response, ODOT created Design Option B, which would reduce adverse impacts to vernal pools by shifting the alignment to the east to an area that has been previously developed.
- ***April 2008:*** ODOT presented a project update to CETAS in April 2008. ODOT described Design Option B, summarized project impacts, informed CETAS about the vernal pool hydrology study, and outlined the DEIS schedule.
- ***August 2010:*** During its August 2010 meeting, CETAS voted to approve its concurrence on the project's Goals, Objectives, Screening Criteria, and Evaluation Measures.

Appendix M Recommendations for Transit and Non-Motorized Transportation

The OR 62 Transit Study was intended to complement the OR 62: I-5 to Dutton Road Project by gathering community input to develop a range of capital improvements that could be implemented to improve transit in and around the OR 62 corridor.

This study was initiated and led by ODOT, but many of the improvement concepts affect roads under the jurisdiction of the City of Medford or Jackson County and are outside of the authority of ODOT. Implementation of many of these recommendations will require coordination between ODOT, Rogue Valley Transit District (RVTD), the City of Medford, and Jackson County.

A subcommittee made up of representatives from the OR 62 Project's Citizen's Advisory Committee, RVTD, the City of Medford, and Jackson County was formed to guide the transit study process. The transit subcommittee met four times in 2011 to discuss and evaluate potential transit improvement strategies for the OR 62 corridor. Committee members developed potential strategies to improve transit in the corridor and made recommendations on which projects to prioritize. In addition to this input, two public open houses were held to solicit citizen suggestions and priorities.

The transit improvement concepts are listed in the table below. The improvements listed here represent a wide range of concepts that could improve the transit experience. There are a number of concepts that were developed, but are beyond ODOT's jurisdiction. These concepts are included in the report as a documentation of the wide range of concepts that the subcommittee discussed.

One theme that carried through the discussions was the challenge of providing transit service on OR 62. The limited number of pedestrian crossings, inadequate sidewalks, and other safety concerns led members of the subcommittee to discuss the idea of converting the bypassed segment of OR 62 into a boulevard that better balances the needs of pedestrians, bicyclists, buses, private automobiles, and delivery vehicles. Converting a segment of the bypassed OR 62 roadway into a boulevard would pose a number of design and engineering challenges. This would be an extensive project that would be beyond the scope of this study. ODOT is currently in the process of transferring ownership of the segment of OR 62 that will be bypassed to the City of Medford and Jackson County, and this jurisdictional transfer is anticipated to be completed in the near future. As a result, any subsequent plan to modify that segment of the roadway will need to be led by the City of Medford and by Jackson County.

Although converting the bypassed segment of OR 62 to a boulevard-style street is beyond ODOT's scope for this transit study, there are other, less expensive measures that could be taken to improve transit operations and bicycle/pedestrian safety. The following table

lists a summary of the wide range of improvement concepts that the subcommittee discussed, along with very rough cost estimates[1] and priority levels.

Summary of Transit Subcommittee Recommendations from 11-15-11

Improvement	Locations	Notes	Cost	Priority Level
Sidewalks[2]				
Add sidewalks where needed	OR 62: I-5 to Vilas Road		$3 - 5 million	**High**
	OR 62: Vilas Road to Medford UGB		$2 - 3 million	Low
	Crater Lake Avenue: Delta Waters Road to Vilas Road		$2 - 4 million	**High**
	Crater Lake Avenue: Vilas Road to Medford UGB		$2 - 3 million	Low
	Delta Waters Avenue: Springbrook Road to OR 62		$100,000 to $150,000	**High**
	OR 62: Medford UGB to White City UUCB		$4 – 6 million	Low
	Crater Lake Avenue: Medford UGB to White City UUCB		$4 – 6 million	Low
	OR 62: Within White City UUCB		$7 - 8 million	**High**
Pedestrian Crossings				
Upgrade existing signalized intersections to meet current standards for pedestrian crossings	Top priorities: I-5 Interchange Ramps Poplar/Bullock Delta Waters Vilas OR 140 Antelope		Requires further analysis	**High**
Pedestrian refuge islands (within existing median or center left-turn lane)	Focus on existing signalized intersections		$10,000 to $15,000 each	**High**
Pedestrian refuge islands (requiring road widening to accommodate)	Focus on existing signalized intersections		$25,000 to $35,000 each	Medium
Improve pedestrian crossings of OR 62	JTA North Terminus at OR 62 OR 140 intersection	Design JTA North Terminus (and other intersections that will be modified as a part of the project) to be safe for pedestrians	Design is currently under way. Increase to construction cost would be insignificant.	**High**

[1] *Cost estimates are generic and not specific to the actual conditions in the corridor. They are provided for comparative, planning purposes only.*

[2] *The cost estimates for sidewalks assume a seven-foot sidewalk, curb and gutter wherever there are current gaps in the sidewalk network and sidewalk improvements are not yet planned. It was assumed that sidewalks would be constructed on both sides of each street. Where OR 62 and Crater Lake Avenue are immediately adjacent to each other, there may be locations where sidewalks would not be needed between the two streets, and costs could be considerably less than what is estimated here. Further study would be needed to determine more detailed sidewalk needs and cost estimates.*

Improvement	Locations	Notes	Cost	Priority Level
Reduce corner radii at major intersections	Where feasible and will not interfere with truck traffic.	Recommended as a general design strategy; may be difficult to implement due to high truck volumes	$15,000 to $25,000 each intersection	Low
Pedestrian overpass	Near Coker Butte or Owens	This is a long-range concept that may become more important once the nearby TOD is developed	$250,000 to $350,000	Low
Pedestrian tunnel	Near Coker Butte or Owens	This is included as a point of comparison with an overpass, but much less desirable than an overpass.	$550,000 to $650,000	Low
Bicycle Facilities				
Increase official markings for bike lanes on OR 62	On existing OR 62 where sidewalks will be present	May be incorporated with construction of new sidewalks	$25 per lineal foot	**High**
Widen street to add bike lanes	Delta Waters Road, from 450' east of Crater Lake Avenue (CLA) (where bike lanes end) up to OR 62	Right-of-way is constrained between OR 62 and CLA. Roadway would need to be widened and right-of-way purchased in order to add bike lanes.	$100,000 to $150,000 to widen roadway plus right-of-way acquisition cost	**High**
Re-stripe street with bike lanes	Lear Way, from Delta Waters Road to Commerce Drive	Because there is no on-street parking, the street is wide enough for bike lanes as-is.	$25 per lineal foot	Medium
Create direct multi-use path connection between OR 62 and Bear Creek Greenway	OR 62, west of I-5 interchange	Medford Parks has applied for a Flex Funds grant for this connection.	$1 million	**High**
Add directional signage to guide people from surface streets to the Bear Creek Greenway	North Medford Interchange area	The Highway 62 project includes signage as a potential mitigation strategy for the Split Diamond Alternative, but the priority is high regardless of whether that Alternative is selected.	$10,000 to $15,000 total	**High**
Bike Racks		RVTD has collected bike ridership data and now needs to evaluate it to determine whether or where additional bike parking would be needed. Because RVTD is already working on this item, it was considered to be a low priority for this transit study.	$350 each	Low (see notes column)
Bike Lockers (either install new lockers or move existing lockers to outlying areas)			$2,500 each (installed)	Low (see notes column)
Bus Stop Amenities and Rider Information				
Shelters, benches, lighting, and other bus stop improvements to make waiting more comfortable. Schedules, route information		RVTD has set aside $150,000 from an ARRA grant for stop improvements and will install them over the next few years. Because RVTD is already working on this item, it was considered to be a low priority for the transit study.	Variable	Low (see notes column)
Real-time bus arrival display	VA SORCC, Cascade Shopping Center, or Walmart stop	Potential for a pilot test at one of these locations	$10,000 each (installed)	**High**

Improvement	Locations	Notes	Cost	Priority Level
Bus Pull-Outs				
Build bus pull-outs	At Walmart bus stops[3]	RVTD buses frequently dwell for long periods at this location. Also, this location is often used for exchanging buses that need maintenance. Limited street width and passing cars are a safety concern.	$200,000 each plus right-of-way	**High** (May be an RVTD task outside the scope of this project)
Park-and-Rides				
Formalize agreement between RVTD and landowners for park-and-ride use	Cascade Shopping Center, VA SORCC	Currently handshake agreements; nothing written.	Further work needed to estimate cost	**High**
Add signs on OR 62 to advertise park-and-rides	VA SORCC, Cascade Shopping Center	Will need to formalize use agreements prior to adding signs	$10,000 to $15,000 total	**High**
Set aside publicly-owned right-of-way for future Park-and-Ride	Location TBD. Potential to use a portion of OR 140 right-of-way east of OR 62.	Current park-and-ride usage is low, but could increase in the future. May be better to develop more use agreements for P&Rs in existing parking lots.	Further work needed to determine if any excess right-of-way is available	Low
Intersection operations				
Add queue bypass lanes	On Delta Waters at OR 62	Could help transit speed, but would require right-of-way acquisition, and cost may exceed benefit.	>$1 million	Low
Transit signal priority	On Delta Waters at OR 62	Medford is completing the upgrade of signals on OR 62 to enable the implementation of signal priority.	$30,000	**High**
Transit signal priority	On Poplar Drive at OR 62 (Route 1 outbound)	See note above. This intersection may be challenging to implement because of southbound traffic coming from the JTA Phase (traffic will be random).	$30,000	More information required
Transit signal priority	On Antelope at OR 62	Probably not possible due to potential conflicts with existing communications infrastructure.	$30,000	More information required
Transit signal priority	Remaining signalized intersections along Route #60 not specified above	Medford is looking at adaptive signal timing on Crater Lake Ave. The City may consider shifting funding to OR 62.	$30,000 per intersection	Medium

[3] *As part of its expansion plans, Walmart will soon build a private street that would function as an Owens Drive extension. The site plan has been approved. RVTD noted that ideally, Route 60 would use this new street to connect between Lear Way and the existing OR 62 rather than continuing north on Lear Way to Coker Butte Road. If the route were changed, it would make sense to move the Walmart stop to the private street/Owens Drive and put the pull-outs on that new street. Because it would be a private street, RVTD would need to coordinate with Walmart to make this change.*

Appendix N List of Abbreviations

Annual Average Daily Traffic	AADT
Average Annual Rate of Growth	AARG
American Association of State Highway and Transportation Officials	AASHTO
Advisory Council on Historic Preservation	ACHP
Americans with Disabilities Act	ADA
Average Daily Traffic	ADT
Annual Energy Outlook 2010	AEO2010
Access Management Strategy	AMS
Area of Potential Effect	APE
Area of Potential Impact	API
Analysis Procedures Manual	APM
Air Quality Conformity Determination	AQCD
Medford-Ashland Air Quality Maintenance Area	AQMA
Archaeological Resources Protection Act	ARPA
Biological Assessment	BA
Best Management Practices	BMPs
Biological Opinion	BO
Clean Air Act	CAA
Clean Air Act Amendments	CAAA
Citizens Advisory Committee	CAC
Comprehensive Environmental Response, Compensation and Liability Act	CERCLA
Collaborative Environmental and Transportation Agreement for Streamlining	CETAS
Cubic Feet per Second	CFS
Contaminated Media Management Plan	CMMP
Carbon Monoxide	CO
Conservation Opportunity Area	COA
U.S. Army Corps of Engineers	Corps
Clean Water Act	CWA
Compensatory Wetland Mitigation	CWM
Demand-to-capacity ratio	d/c
Draft Environmental Impact Statement	DEIS
Oregon Department of Environmental Quality	DEQ
Bypass with a Directional Interchange at OR 62 Alternative	DI
Determination of Eligibility	DOE
Department of State Lands	DSL
Environmental Cleanup Site Information	ECSI
Essential Fish Habitat	EFH
Exclusive Farm Use	EFU

U.S. Energy Information Administration	EIA
Environmental Impact Statement	EIS
Environmental Justice	EJ
Executive Order	EO
U.S. Environmental Protection Agency	EPA
Endangered Species Act	ESA
Evolutionary Significant Unit	ESU
Geographic Information System	GIS
Final Environmental Impact Statement	FEIS
Federal Emergency Management Agency	FEMA
Federal Highway Administration	FHWA
Federal Insecticide, Fungicide, and Rodenticide Act	FIFRA
Farmland Protection Policy Act	FPPA
Full-time Equivalent	FTE
Greenhouse Gas	GHG
General Services Administration	GSA
Hazardous Waste Operations and Emergency Response	HazWOPER
Highway Design Manual	HDM
Hydrogeomorphic	HGM
Interstate 5	I-5
Interchange Area Management Plan	IAMP
Intelligent Transportation Systems	ITS
Jobs and Transportation Act	JTA
Land Development Ordinance	LDO
Linear Foot	LF
Level of Effect	LOE
Level of Service	LOS
Land and Water Conservation Fund	LWCF
City of Medford Local Wetland Inventory	LWI
Metropolitan Planning Organization	MPO
Mobile Source Air Toxics	MSAT
Mechanically Stabilized Earth	MSE
Metropolitan Transportation Improvement Program	MTIP
Million Vehicle Miles Travelled	MVMT
Noise Abatement Approach Criteria	NAAC
National Ambient Air Quality Standards	NAAQS
National Air Toxics Assessment	NATA
Northbound	NB
National Environmental Policy Act	NEPA

National Historic Preservation Act	NHPA
National Highway System	NHS
National Marine Fisheries Service	NMFS
Nitrogen Dioxide	NO_2
National Pollutant Discharge Elimination System	NPDES
National Priority List	NPL
National Register of Historic Places	NRHP
Noise Sensitive Area	NSA
National Wetland Inventory	NWI
Ozone	O_3
Oregon Administrative Rule	OAR
Oregon Department of Agriculture	ODA
Oregon Department of Fish and Wildlife	ODFW
Oregon Department of Transportation	ODOT
Oregon Office of Economic Analysis	OEA
Oregon Highway Plan	OHP
Ordinary High Water Line	OHWL
Oregon Parks and Recreation Department	OPRD
Oregon Highway 62	OR 62
Oregon State Police	OSP
Open Space Reserve	OSR
Oregon Sustainable Transportation Initiative	OSTI
Programmatic Agreement	PA
Lead	Pb
Programmatic Biological Opinion	PBO
Project Development Team	PDT
Potential Environmental Concern	PEC
Public Involvement Plan	PIP
Public Law	PL
Particulate Matter less than 2.5 Micrometers in Size (Fine)	$PM_{2.5}$
Particulate Matter less than 10 Micrometers in Size (Respirable)	PM_{10}
Pavement Management Program	PMP
Prospective Purchase Agreement	PPA
Parts per Million	ppm
Preliminary Site Investigation	PSI
Resource Conservation and Recovery Act of 1976	RCRA
Recognized Environmental Concern	REC
Record of Decision	ROD
Regional Transportation Plan	RTP

Rogue Valley Council of Government	RVCOG
Rogue Valley Metropolitan Planning Organization	RVMPO
Rogue Valley Sewer Services	RVSS
Rogue Valley Transportation District	RVTD
State Agency Coordination Program	SAC
Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users	SAFETEA-LU
Southbound	SB
Split Diamond Interchange at I-5 Interchange	SD
Oregon State Historic Preservation Office	SHPO
State Implementation Plan	SIP
Sulfur Dioxide	SO_2
Site of Concern	SOC
Southern Oregon/Northern California Coast	SONCC
Southern Oregon Transportation Engineering	SOTE
Safety Priority Index System	SPIS
Single Point Urban Interchange	SPUI
Transportation Demand Management	TDM
Transportation Improvement Program	TIP
Total Maximum Daily Load	TMDL
The Nature Conservancy	TNC
Traffic Noise Model	TNM
Transportation Planning and Analysis Unit	TPAU
Transportation Planning Rule	TPR
Transportation Safety Action Plan	TSAP
Toxic Substances Control Act	TSCA
Transportation System Management	TSM
Transportation System Plan	TSP
Urban Growth Boundary	UGB
United States Code	USC
United States Citizenship and Immigration Services	USCIS
United States Department of Energy	US DOE
United States Department of Transportation	US DOT
U.S. Fish and Wildlife Service	USFWS
Underground Storage Tank	UST
Urban Unincorporated Community Boundary	UUCB
Veterans Administration Southern Oregon Rehabilitation Center and Clinics	VA SORCC
Volume-to-Capacity ratio	v/c
Vehicle Miles Travelled	VMT
Vernal Pool Complex	VPC

Vernal Pool Complex Assessment Units	VPC AU
Vernal Pool Mitigation and Conservation Bank	VPMCB
World War II	WWII

Appendix O Glossary of Technical Terms

303(d), water quality limited waters	This is a Clean Water Act classification for waters where application of best management practices or technology-based controls are not sufficient to achieve designated water quality standards. Under Section 303(d) of the 1972 Clean Water Act, states, territories, and authorized Tribes are required to develop a list of water quality limited segments. Waters on the 303(d) list do not meet water quality standards, even after the minimum required levels of pollution control technology have been installed at the point sources of pollution.
Access control	The limiting or regulating of access to a roadway.
Access management	Access management seeks to protect the function of a roadway by restricting access to it from driveways and cross-streets.
Alignment	Geometric arrangement of a roadway (e.g., curvature).
Ambient Noise	The background sound of an environment in relation to which all foreground sounds are heard. Ambient noise level is a measure of the background noise of an environment over a given period of time.
Anadromous	Anadromous refers to fish that hatch in fresh water, spend their adult lives in salt water, and return to fresh water to spawn.
Archaeological site	The Oregon State Historic Preservation Office (SHPO) defines an archaeological site as: A) Ten or more artifacts likely to have been generated by patterned cultural activity within a surface area reasonable to that activity; or B) The presence of any archaeological feature, with or without associated artifacts. Examples of features include peeled trees, cache pits, hearths, house pits, rock shelters, cairns, historic mining ditches, petroglyphs, or dendroglyphs.
Area of Potential Effect (APE)	An area within which an action may directly or indirectly cause changes in the character or use of historic properties or cultural resources. This term is generally associated with Section 106 analysis.
Area of Potential Impact (API)	The area likely to be impacted by a project. The API is influenced by the scale and nature of impacts caused by a project, and may differ by type of resource being analyzed. This term applies to all studied disciplines with the exception of cultural resources.
Attainment and Maintenance Areas	Attainment and Maintenance Areas refer to a region's ability to meet National Ambient Air Quality Standards and to maintain them over time.
Average Daily Trips (ADT)	The average number of vehicles passing a certain point each day on a highway, road or street over the course of the measurement period.
Annual Average Daily Trips (AADT)	ADT adjusted to reflect seasonal fluctuations in traffic volumes.
Background	Background in the context of visual impact analysis, is the area farthest from the viewer, where distance effects are primarily explained by aerial perspective (i.e., emphasis is primarily on outlines or edges).
Best Management Practice(s) (BMPs)	BMPs, typically state-of-the-art technology, are designed to prevent or reduce impacts. They represent physical, institutional, or strategic approaches to environmental problems.
British thermal unit (Btu)	To compare energy use from different sources such as diesel, gasoline, and electricity, energy is often expressed in British thermal units (Btu) which assigns a common value to the energy used.
Candidate Species	Within the Endangered Species Act, this term refers to species for which information indicates that listing is possible, but conclusive data are not yet available.
Capacity	Maximum volume of traffic that the roadway section is able to carry on a sustained basis.
Census block groups	Census block groups are a subset of census tracts, which are used to convey population data from the U.S. Census Bureau, generally collected during the decennial census.
Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)	A group, including representatives of federal and state agencies, of which some agencies have jurisdictional authority over transportation-related environmental issues, that meets to help streamline the environmental review process for major ODOT transportation projects.

Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA)	The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised.
Comprehensive Plan	A general community plan stating the long-range goals and policies that govern a county or city's future development. Adopted comprehensive plans in Oregon must include citizen participation, address statewide planning goals, and be reviewed periodically.
Compensatory wetland mitigation (CWM)	Mitigation to replace functions and values of impacted wetlands to compensate for unavoidable adverse impacts on wetlands.
Conformity	Within the realm of the Clean Air Act, transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals outlined in the State implementation plan (SIP). Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas," respectively.
Congestion	Overcrowding of a highway with vehicles that makes movement slow or difficult.
Conservation Opportunity Area (COA)	An area for which broad fish and wildlife conservation goals were developed by the Oregon Department of Fish and Wildlife, in the Oregon Conservation Strategy, to guide voluntary actions.
Crash rate	Crash rates are calculated with the number of crashes, length of highway segment (in miles) and annual traffic volumes.
Criteria Pollutants	Six air quality pollutants that have been linked to potential health concerns and are regulated by US EPA through National Ambient Air Quality Standards.
Cumulative impacts	Cumulative impacts are the result of incremental impacts of an action, when added to other past, present, and reasonably foreseeable future actions, regardless of which agency (federal or nonfederal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.
dBA	The term dBA stands for A-weighted decibels. For comparative purposes, human breathing is approximately 10 dBA, a calm room ranges 40-50 dBA, normal talking ranges 40-60 dBA, typical television setting is about 60 dBA at 10 feet, and a passing car is 60-80 dBA at 50 feet.
Demand-to-capacity ratio (d/c)	The d/c is the number of vehicles at a snapshot in time, divided by the capacity of the roadway. A road link with a d/c greater than 1.0 would be extremely congested (demand for the roadway is greater than the roadway's capacity), while a link with a low d/c like 0.2 would be free-flowing. The d/c also implies how the intersections at either end of the link are operating. If the d/c of the roadway link is greater than 1.0, the intersections at either end of that link would also be over capacity.
Detention	A water detention pond is designed to temporarily detain storm water runoff from impervious surfaces and to release the runoff at a desired rate.
Direct impacts	Direct impacts are caused by an action and occur at the same time and place as the action.
Directional interchange	A directional interchange is any interchange that allows movements in some directions, but not in others.
Electrofishing	Method to remove fish from an area using an electric current to stun fish so they can be netted and removed from the area.
Endangered Species Act (ESA)	The ESA provides for the protection of animal and plant species currently in danger of extinction (endangered) and those species that may become so in the near future (threatened).

Energy use for vehicles	Energy use is calculated using the number of average daily vehicles, the average distance those vehicles travel, and fuel consumption rates.
Environmental Impact Statement (EIS, DEIS, FEIS,)	An EIS is a statement of the potential environmental impacts of a proposed action and alternatives to the action. A Draft EIS (DEIS) is released to the public and other agencies for review and comment. A Final EIS (FEIS) is issued after consideration of public comments.
Environmental Justice (EJ)	A 1994 Executive Order which states, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."
Equivalent Sound Level (Leq)	The energy-average decibel level (usually in the units of dBA), is a commonly used noise measurement.
Essential Fish Habitat (EFH)	An area defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.
Evaluation Criteria	Criteria used to rank/evaluate feasible alternatives based on various factors (e.g., cost, safety, natural environmental impacts, socioeconomic environmental impacts, and local preference).
Evolutionary Significant Unit (ESU)	A sub-portion of a species that has different behavioral traits due to its isolation, and represents an important component of the evolutionary legacy of the species.
Exclusive Farm Use Zone (EFU)	A zone in which land use is intended to preserve large parcels for profitable farming outside a city’s urban growth boundary. These lands are protected by Statewide Planning Goal 3 and are based on soil types conducive to farming.
Expressway	Expressways are generally high-speed, limited-access facilities whose function is to move inter- and intra-urban traffic. Expressways often serve as major freight corridors and may be located on a designated freight route.
Farmland Protection Policy Act (FPPA, 7 USC 4201-4209)	The Farmland Protection Policy Act (FPPA, 7 USC 4201-4209) is federal law intended to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses.
Feasible Noise Abatement Measure	Abatement measure that has been determined to be effective at lowering noise levels by at least 5 dBA for the majority of the impacted receptors and is possible to construct based on acoustical and engineering factors.
Foreground (visual resources)	Foreground in the context of visual impact analysis is the area closest to the viewer, which can be designated with clarity and simplicity because the observer is a direct participant.
Habitat	An area with the combination of necessary resources (food, cover, water) and environmental conditions (temperature, precipitation, presence or absence of predators and competitors) that encourages occupancy by individuals of a given species (or population), and allows those individuals to survive and reproduce.
Herbaceous plants	Plants that have leaves and stems that die down to the soil level at the end of the year growing season. They have no persistent woody stem above ground.
Historic resource	A historic property is defined in the National Historic Preservation Act (NHPA) [16 U.S.C. 470w(5)] as any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on, the National Register, including artifacts, records, and material remains related to such a property or resource.”
Hydrogeomorphic (HGM) Method	An approach used to assess wetlands based on the functions that the wetlands perform and their level of performance for those functions.
Impacted Receiver	A receiver with a build alternative noise level 2 dBA less than the corresponding FHWA Noise Abatement Criteria (NAC). Oregon also calls this type of an impact an “absolute” or Noise Abatement Approach Criteria (NAAC) impact. A receiver can also be impacted when there is at least a 10 dBA increase for the build alternative scenario over existing noise levels (also called Substantial Increase Impact).
Impervious surface	Impervious surfaces are mainly constructed surfaces such as rooftops, sidewalks, roads, and parking lots, covered by impenetrable materials such as asphalt or concrete. These materials seal surfaces, repel water, and prevent precipitation from infiltrating soils. Soils compacted by urban development can also be highly impervious.

Indirect impacts	Impacts on the environment that are caused by the action and occur later in time or farther removed in distance but are still reasonably foreseeable.
Intactness (visual resources)	Intactness in the context of visual impact analysis looks at the integrity of visual order and how much the view is free from encroaching features.
Interchange area management plan (IAMP)	An interchange area management plan is a plan intended to be adopted by both ODOT and the city and/or county where an interchange is located to prolong the function of the interchange through measures that can include transportation facility improvements, transportation demand management, transportation system management, and land use controls.
In-water work (IWW) period	Periods of time identified by the Oregon Department of Fish and Wildlife when work conducted in waterways would have the least impact on important fish and wildlife and are typically during the dry season.
Isolate	In Oregon, isolate refers to up to nine artifacts discovered in a location that appears to reflect a single event or activity. Oregon SHPO defines 10 artifacts as an archaeological site.
Lead agency	The agency or agencies that have the primary responsibility for preparing the environmental impact statement.
Level of service (LOS)	LOS is a qualitative measure to describe how a road is operating in terms of performance measures related to speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. The levels range from A (least congested) to F (most congested).
Limited access	Limited access generally means that access to, from, and across a highway is limited to intersections or interchanges.
Listed species	A plant, animal, or wildlife species that has been identified as threatened or endangered under the Federal Endangered Species Act.
Lithic	Lithic refers to remains associated with stone tools and tool-making, such as flakes or chips remaining from tool-making.
Location hydraulic study	An elevation of a proposed action in a floodplain that addresses risks associated with the action, impacts on natural and beneficial floodplain values, support of probable incompatible floodplain development, measures to minimize floodplain impacts, and measures to restore and preserve natural and beneficial floodplain values.
Longitudinal Encroachment	Development that runs along a floodplain, instead of crossing the floodplain.
Low-income	The FHWA Order defines "low-income" as "a person whose household income is at or below the Department of Health and Human Services poverty guidelines."
Metropolitan Planning Organization (MPO)	A planning body in an urbanized area of over 50,000 population which has responsibility for developing transportation plans for that area. In Oregon, MPOs currently exist in the Eugene/Springfield, Medford, Portland, Salem, Corvallis/Philomath, and Bend areas.
Minimize	Refers to the reduction or lessening of impacts.
Minorities	Minorities are defined as Black (or African American, having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native.
Mitigation	Mitigation measures are designed to counteract environmental impacts or to make such impacts less severe.
Mobile Source Air Toxics (MSATs)	Mobile Source Air Toxics refers to several hazardous air pollutants that cause or may cause cancer or other serious health effects.
Mobility Targets	Standards set in the *Oregon Highway Plan* for mobility on highways based on volume-to-capacity ratios that vary according to the highway classification and urban or rural locations.

National Ambient Air Quality Standards (NAAQS)	These standards are used to measure air quality, expressed as concentrations of pollutants averaged over fixed time periods.
National Environmental Policy Act (NEPA)	In enacting NEPA, Congress recognized that nearly all federal activities affect the environment in some way and mandated that before federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment.
National Historic Preservation Act (NHPA)	In 1966, NHPA established a National Register (NR) of Historic Places and the Advisory Council on Historic Preservation (ACHP).
National Pollutant Discharge Elimination Systems (NPDES)	As authorized by the Clean Water Act, the permit program controls water pollution by regulating point sources that discharge pollutants into water of the United States.
National Priority List (NPL)	The NPL (Superfund) database is a subset of CERCLIS properties and identifies over 1,200 facilities for priority cleanup under the Superfund Program. It is one of the databases associated with identifying potential hazardous materials sites or risks.
National Register of Historic Places (NRHP)	The official list of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.
No build alternative	This designation represents the most likely condition expected to exist in the future if current policies, plans, and programs were to continue unchanged.
No Further Action (NFA)	NFA is a term used by the Oregon Department of Environmental Quality (ODEQ) for a cleanup site where sufficient cleanup has been done to reduce the hazard of potential exposure of contamination in soil and/or groundwater to human health and environmental receptors to acceptable standards. NFAs are so worded that the ODEQ has the ability to reclassify a site if changes occur such as a change in land use, buildings are removed that covered the contamination, and/or excavations expose buried contamination.
Noise Abatement Criteria (NAC)	Noise levels specified in 23 CFR 772 that define a noise impact for certain activity or land use category.
Noise barrier	A wall constructed out of wood, concrete, metal or other materials to reduce noise levels. Noise barriers are usually constructed between highways and adjacent residences.
Noise impacts	Noise impacts occur when traffic noise levels exceed the Oregon Department of Transportation (ODOT) impact criteria or if levels increase by 10 dBA or more over existing levels for the build alternative(s).
Noise Sensitive Area	A geographical area that includes a variety of individual noise sensitive receptor units (individual homes, apartment units, institution properties, etc.) which have a similar land use and noise environment, and if impacted, would likely be protected by a single noise abatement element, such as a noise barrier. An NSA might represent a single isolated property or an entire neighborhood. Within each NSA, several representative noise measurement and noise prediction locations may be identified. Typically, each NSA would have one measurement location and multiple noise prediction locations.
Non-attainment area	A geographic area has not met the the U.S. Environmental Protection Agency National Ambient Air Quality Standards (NAAQS).
Nonpoint source pollution	Pollution caused by rainfall or snowmelt moving over and through the ground, picking up and carrying away natural and human-made pollutants and depositing them into receiving waters.
Noxious Weeds	Plants classified by the Oregon State Weed Board and U.S. Department of Agriculture as injurious to public health, agriculture, recreation, wildlife, or any public or private property.
Ordinary High Water Line (OHWL)	The line on the bank or shore where the high water ordinarily rises annually in season.
Oregon Administrative Rules (OARs)	Regulations issued by agencies of the State of Oregon to implement laws enacted by the Oregon Legislative Assembly.
Oregon Revised Statutes (ORS)	The laws passed by the legislature to govern the State of Oregon, as codified.

Particulate Matter (PM)	Dust, soot, and other tiny bits of solid materials that are released into and move around in the air. Particulates are produced by many sources, including burning of diesel fuels by trucks and buses, garbage incineration, fertilizer and pesticide application, road construction, industrial processes (e.g., making steel), mining operations, agricultural field burning, and operation of fireplaces and woodstoves. Particulate pollution can cause eye, nose, and throat irritation and other health problems.
Peak hour	Hour of the day with the most traffic, usually during morning or evening commute times.
Pedestrian	Person on foot, in a wheelchair, or walking a bicycle.
Pier	The upright support pillar of a bridge.
Point source pollution	A single identifiable source from which pollutants are discharged, such as a pipe, ditch, ship or factory smokestack.
Pollution	Foreign, undesirable physical, chemical, or biological substance, often human-made, that causes contamination of the environment.
Purpose and Need	A preliminary step when developing a proposed project requiring an Environmental Impact Statement. Clarifying the project's purpose and confirming the project's need are critical when developing large-scale proposals requiring public expenditure.
Queuing	Queuing is the lining up of vehicles at a traffic light or stop sign and can have a major effect on roadway operation and safety.
Reasonable Abatement	An abatement measure that has been determined to be cost effective, approved by a simple majority of property owners and residents, and is able to achieve ODOT's noise reduction design goal.
Receiver	A modeling or measurement location that represents a noise sensitive land use and may represent multiple receptors or equivalent units.
Receptor	A subset of a receiver. It is an activity or unit, such as one dwelling, represented by a measured or modeled receiver (which can include multiple units). A receptor is also called an equivalent unit.
Record of Decision (ROD)	A public document that reflects the agency's final decision, rationale behind that decision, and commitments to mitigation.
Resource Conservation and Recovery Act (RCRA)	The RCRA list identifies facilities that have obtained identification numbers from the Environmental Protection Agency (EPA), which designate these businesses as generators, transporters, or storers/disposers of hazardous waste. It is one of the databases associated with identifying potential hazardous materials sites or risks.
Right-of-way	Property rights needed for construction of the transportation project.
Riparian	Riparian areas have distinctive soil and vegetation between a stream or other body of water and the adjacent upland, including wetlands.
Safety corridor	Safety corridors are stretches of state or local highway with an incidence of traffic crashes higher than expected for that type of roadway. Typical actions taken in these corridors to increase safety include more frequent enforcement, low cost engineering improvements and education efforts such as media events, brochures, and poster distribution.
Safety Priority Index System (SPIS)	A method for identifying potential safety problems on state highways and is recognized as an effective problem identification tool for evaluating safety issues on state highways with higher than average crash histories. The 2010 SPIS score is based on three years of crash data (2007-2009) and considers crash frequency (weighted 25 percent), crash rate (weighted 25 percent), and crash severity (weighted 50 percent) using a 0.10 mile segment length. ODOT considers locations in the top 10 percent to be of concern and annually investigate the top 5 percent sites.
Section 106	Section 106 of the NHPA requires federal agencies to "take into account" the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation a "reasonable" opportunity to comment in particular cases.
Section 4(f)	Section 4(f) property means i publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance. FHWA's Section 4(f) regulations are codified in 23 CFR 774.

Section 4(f) *de minimis* use	As amended by SAFETEA-LU (Public Law 109-59) in August 2005, Section 4(f) *de minimis* provides for FHWA approval of a Section 4(f) *de minimis* use when that use so small that it is not considered to have an adverse effect on the activities, features, and attributes that qualify the Section 4(f) property for protection.
Sole source aquifer	Underground water supply designated by the U.S. Environmental Protection Agency as the "sole or principal" source of drinking water for an area.
Species of concern	Species of concern are those species that might be in need of conservation action, ranging from a need for periodic monitoring of populations and threats to the species and their habitat to the necessity for listing as threatened or endangered.
Split Diamond Interchange	A variation of a standard diamond interchange (where straight freeway ramps intersect with a single cross street, resembling a diamond shape). In a split diamond interchange, the highway ramps intersect with two parallel cross streets at two separate intersections.
State Agency Coordination Program (SAC)	The administrative rules an Oregon state agency adopts to implement the requirement that it coordinate its programs with city and county comprehensive plans.
Statewide Planning Goals	A set of 19 goals required by OAR 660, Division 15, that express the State of Oregon's policies on land use and on related topics such as citizen involvement, housing, and natural resources. Local comprehensive planning is used to achieve Oregon's statewide goals.
Statewide Planning Program	The system of lands and regulations stemming from enactment of Senate Bill 100 in 1973 that requires that local and state agency plans comply with the Statewide Planning Goals and they be coordinated with each other. Urban growth boundaries are required by the Statewide Planning Program.
Storm water	Precipitation flowing from a land surface into streams, lakes or other waterways; storm water often contains pollutants.
Strategy Habitats	Native vegetation assemblages identified by the Oregon Department of Fish and Wildlife as needing conservation and restoration.
Texas turnaround interchange	An interchange that involves free flowing ramps that allow traffic from a one-way frontage road on one side of the freeway to make a U-turn to the other side.
Threatened/ endangered species	Threatened – an animal or plant species likely to become endangered within the foreseeable future. Endangered – an animal or plant species in danger of extinction throughout all or a significant portion of its range.
Total Maximum Daily Load (TMDL)	A calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.
Transportation Demand Management (TDM)	Actions and policies that encourage people to modify their travel behavior so that the highway system has reduced peak-period single occupant vehicle traffic. Examples of TDM include rideshare programs, discounted transit passes, pricing strategies, and flexible work hours.
Transportation System Management (TSM)	Techniques and technologies applied to the system to improve traffic flow. Examples include ramp metering, automated sign controls, bus priority signaling, video surveillance, and incident response services.
Transportation System Plan (TSP)	A long-range plan that guides transportation investments and contains goals, objectives, policies, and projects for improving livability.
Unity (visual resources)	Unity in the context of visual impact analysis looks at the degree to which the visual resources of the landscape form a coherent, harmonious visual pattern and the compositional harmony or compatibility between landscape elements.
Upland habitat	Non-riparian areas that provide wildlife with food, shelter, and corridors for moving from one habitat area to another.
Underground storage tank (UST) and leaking underground storage tank (LUST)	An underground storage tank (UST) system is a tank and any underground piping connected to the tank that has at least ten percent of its combined volume underground. Federal UST regulations apply only to underground tanks and piping storing either petroleum or certain hazardous substances. An LUST is a leaking underground storage tank.

Urban Growth Boundary (UGB)	In the Oregon Statewide Planning Program, this line divides lands intended for urban uses from lands intended for rural uses. All incorporated Oregon cities have UGBs.
Vehicle miles traveled (VMT)	The number miles traveled by vehicles using one or more roadways.
Vernal pool wetlands	Wetlands that are created by a shallow, hard soil layer that sits beneath the soil surface and prevents water from seeping into the ground. The pools become inundated by local hydrology during the fall/winter rainy season and dry out during the late spring and summer.
Vividness (visual resources)	Vividness in the context of visual impact analysis is the memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern and looks at: landform, vegetation, water, and man-made development.
Volume/capacity ratio (v/c)	A v/c ratio is the ratio of the volume of traffic on a street or road to the capacity of that street or road.
Waters of the State	Natural waterways including tidal and non-tidal bays, intermittent streams, constantly flowing streams, lakes, wetlands and other bodies of water in Oregon; navigable and non-navigable waters, including that portion of the Pacific Ocean that is in the boundaries of the state.
Water of the U.S.	Water bodies over which the U.S. Army Corps of Engineers has regulatory jurisdiction under the Clean Water Act. Waters of the U.S. refer to those bodies of water that have been or may be used in interstate commerce, including lakes, rivers, streams, and wetlands.
Watershed	An area bordered by topographic high points causing water to drain to a common destination.
Wellhead protection area	A protected surface and subsurface zone surrounding a well or well field supplying a public water system to keep contaminants from reaching the well water.
Wetland	Wetlands for the purposes of the Clean Water Act, must meet a three-parameter approach that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, and the wetland must be connected to or have a significant nexus with one of the other waters of the US, for an area to be designated as a jurisdictional wetland under the Clean Water Act.
Wildlife collision hot spot	An area along a highway that has a known or potential vehicle safety concern due to frequent or regular animal-vehicle collisions.
Wildlife linkage	An area needed by animals to move from one location to another for needs such as food, shelter, or access to mates.
Zoning	City and county regulations on the use and development of land. In Oregon, zoning must be consistent with the applicable comprehensive plan.

Appendix P List of Technical Reports

This Environmental Impact Statement summarizes the technical documentation prepared for the OR 62 project. The complete technical documents are lengthier and more detailed than their representative sections in this EIS.

These reports are available on request from the Oregon Department of Transportation:

ODOT Environmental Project Manager
Anna Henson
ODOT Region 3
100 Antelope Road
White City, OR 97503
541-774-6376

Report or Study	Preparer(s)
Air Quality Technical Report	Christy Schmitt, PE, URS
Alternatives Considered Technical Report	Terry Kearns, URS Martha Richards, URS
Aquatic Resources Technical Report	Brad Rawls, URS
Archaeological Resources Technical Report	Brian O'Neill, OSMA
Energy Technical Report	Thuy Tu, EIT, URS
Geotechnical Memo	Kimberly Wittenburg, ODOT
Hazardous Materials Technical Report	Jacob Kercher
Historic Resources Technical Report	Martha Richards, URS
Land Use and Planning Technical Report	John Kelly, URS
Noise Technical Report	Paul Burge, URS
Parks, Recreational Facilities, and Wildlife Refuges Technical Report	Martha Richards, URS
Right-of-Way Technical Report	Aaron Isenhart, PE, HHPR
Socioeconomics Technical Report	Katie Carroz, Carroz Consulting, LLC Seth Gallant, URS
Terrestrial Resources Technical Report	Kim Degutis, URS
Traffic Technical Report	Kim Parducci, SOTE, LLC
Utilities Memo	Anna Henson, ODOT
Visual Resources Technical Report	Martha Richards, URS
Water Resources Technical Report	Emily Whiteman, URS
Wetland Hydrology Analysis Report	David Weatherby, URS Mary Pakenham-Walsh, URS
Wetlands Technical Report	Noah Herlocker, PWS, URS Danni Kline, URS
Vernal Pools Habitat Assessment	Noah Herlocker, PWS, URS Danni Kline, URS