



# PROJECT PROSPECTUS

## Part 3 Project Environmental Classification

Project Classification	
<input type="checkbox"/>	Class 1 DEIS FEIS
<input checked="" type="checkbox"/>	Class 2 Categorical Exclusion Programmatic Categ. Exclusion
<input type="checkbox"/>	Class 3 EA Revised EA

Key Number: 17541	Jurisdiction: State
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Project Name: I-84 at Troutdale Interchange	Bridge No. I-84 Ove	County: Multnomah	Reg: 1	Area:	District: 02B
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1) Provide a brief description of the Project

This project is to facilitate industrial users to bypass the congestion, operational issues and signalized intersections on the South Frontage Rd by turning northbound at the EB exit ramp terminal. This will in turn improve the operations at the SE and NE signalized intersections. The main components of the project is to improve I-84 at Marine Drive to accommodate a two-way Marine Drive. Work includes lengthening and raising I-84 structures. Work also includes modifying signals, signing and illumination.

Camas Quad:  
T1N, R3E, Section 25 and 26

2) Estimated Right-of-Way Impacts (Including Easements, Number of Parcels, Acreage, and Improvements)

No Right of Way is anticipated for this project.

3) Estimated Traffic Volume, Flow Pattern and Safety Impacts (Including Construction Impacts, Detours, etc.)

Current ADT(2009): 50,200  
Estimated ADT(2030): 61,500

Flow Pattern:

Currently freight traffic exiting I-84 EB must travel out of direction, traveling through four signals in order to reach the industrial land to the north. This interchange is at or over capacity and experiences heavy congestion at multiple signalized intersections and on the South Frontage Rd. The South Frontage Rd also has significant operational issues related to an excessive number of driveways.

This project is meant to allow industrial users to bypass the congestion, operational issues and signalized intersections on the South Frontage Rd by turning northbound at the EB exit ramp terminal. This will in turn improve the operations at the SE and NE signalized intersections by removing these trips from the intersections.

Traffic volume is not expected to change. No detours from construction activities are anticipated, the project is meant to alleviate industrial traffic congestion due to traffic lights.

4) Estimated Land Use and Socioeconomic Impact (Including Consistency with Comprehensive Plan)

Land Use:

The planned project is entirely within ODOT Right of Way and is entirely outside the 100 year flood plain; therefore, based on discussion with the City of Troutdale, no local land use permitting is required.

Socioeconomic:

There are no adverse socioeconomic impacts from this project. The project will benefit the traveling public by reducing congestion due to large truck traffic having to go through four lights to go to northbound. There are no adverse socioeconomic impacts anticipated from this project. The project will provide a safer off ramp and safer movement for all users of the system. Businesses will remain open and there will be no displacements associated with the project. ODOT does not plan to purchase any right of way for the project.

5) Estimated Wetlands, Waterways and Water Quality Impacts

Wetlands:

No wetlands are in the project area or will be impacted by project activities.



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**Water ways:**

No waterways will be directly impacted by project activities. Water will be treated in stormwater treatment facilities.

**6) Estimated Biological & Threatened & Endangered Species Impacts**

A BA for stormwater treatment will be required.

A plant survey was conducted as part of the 2009 I-84: Troutdale turnlane project. No habitat or plants were found in the area. Noxious weeds will need to be removed per State Law. There are a few trees that may need to be removed during construction. The tree removal should not be conducted during nesting season to be in compliance with Migratory Bird Treaty Act.

**7) Estimated Archaeology and Historical Impacts**

**Archaeology:**

A PA Memo will be prepared for cultural (archaeological) resources. Tribal coordination will be needed and SHPO will be consulted.

**Historic:**

There will be no impacts to historic resources in the project API. There will be no impact to the HCRH or the Columbia River Historic District. A PA Memo (Historic) will be prepared.

**8) Estimated Park, Visual Impacts and 4(f) Potential**

**Visual:**

There are no adverse visual impacts associated with this project, the project does not occur in a visually sensitive area.

**4(f):**

No parks, wildlife refuges, historic buildings, archaeological sites, or recreational areas will be affected, therefore no 4(f) impacts.

**6(f):**

No properties encumbered with LWC funds occur within the project area.

**9) Estimated Air, Noise and Energy Impacts**

**Air:**

Project will likely require further air studies due to signalization work to be done.

**Noise:**

No noise impacts are anticipated for this project. No further noise documentation will be required.

**Energy:**

Long term, energy consumption will be reduced by improving traffic flow through the frontage roads.

**10) Estimated Hazardous Materials Impacts**

A Level 1 Hazardous Material investigation is required due to ground disturbances.

**11) Preliminary Identification of Potential Areas of Critical Concern and Controversial Issues**

Conflicts with the OBDP bridge bundle on the Sandy River may cause confusion and congestion for highway users and locals, need to coordinate with other projects.



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**12) Documentation Requirements**

Technical Memos to file for all disciplines: Air, Noise, Historic, Archaeology, Biology Assessment, Haz Mat Level 1 and possibly a Level 2, Rail order (TBD by PL).

**13) Estimated Pre-Construction Activity Impacts (drilling, survey work, etc.)**

No pre-construction activity is anticipated for this project because it is part of an ongoing project and pre-construction work and surveys have already been completed.

**14) Preliminary Identification of Public/Stakeholder Concerns**

Construction on the OBDP bridge bundle on the Sandy River will need to be coordinated with this construction project to reduce confusion and congestion for highway users and locals.



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A "Categorical Exclusion" (Class 2) is a category of actions which does not individually or cumulatively have a significant environmental effect (40 CFR 1508.4, 23 CFR 771.115).

The NEPA context of "significant" is defined at 40 CFR 1508.27 in order to determine whether a U.S. DOT project is excluded from preparation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS).

Please answer the following questions:

### Categorical Exclusions

#### **23 CFR 771.117(a) - Would the project involve any of the following effects:**

- |   |  |
|---|--|
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 1 Induce significant impacts to planned growth or land use for an area?                          |
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 2 Require relocation of significant numbers of people?   |
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 3 Have a significant impact on any natural, cultural, recreational, historic or other resources? |
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 4 Involve significant air, noise, or water quality impacts?                                      |
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 5 Have significant impacts on travel patterns?   |

#### **23 CFR 771.117(b) - Would the project involve unusual circumstances such as:**

- |   |   |
|---|---|
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 1 Significant environmental impacts?  |
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 2 Substantial controversy on environmental grounds?   |
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 3 Significant impacts to properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act?                      |
| Y N U/A<br><input type="radio"/> <input checked="" type="radio"/> <input type="radio"/> | 4 Inconsistencies with any federal, state, or local law, requirements or administrative determination relating to the environmental aspects of the project? |

If you answered "YES" to one or more of the above questions, you likely DO NOT have a Class II project. If you answered "UNKNOWN" to one or more of the above questions, you MAY NOT have a Class II project.

In either of these cases, you should discuss the NEPA classification with an Environmental Manager, the REC Program Coordinator, the NEPA Program Coordinator, and/or the FHWA Environmental Coordinator prior to classifying the project of the Prospectus Part 3.

If you answered "NO" to ALL of the above questions, the project is likely a Class II Action.\*



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Type of Categorical Exclusions:

Y N U/A

A. Is the proposed action specifically listed under 23 CFR 771.117 (c)?

If "YES" please identify what:

Y N U/A

B. Is the proposed action specifically listed under 23 CFR 771.117 (d)?

If "YES" please identify what:

(1) Modernization of a highway.

\*While Class 2 actions do not require preparation of an EA or EIS, they may yet require additional environmental analysis of impacts to the natural and built environment.

Some 23 CFR 771.17 (d) list Class II actions may require a NEPA type process to facilitate coordination with regulatory agencies and stakeholder involvement.

Prepared By: <i>M. E. Jo</i>	FHWA or State Official Approval: <i>Becky Costello</i>
Date: 10/11/10 Revised: <input type="checkbox"/> Phone Number:	Date: 10/11/2011 Phone Number: (503) 731-8455