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This project cannot be approved by ODOT because the project does not meet the provisions of the 2015 ODOT FHWA Programmatic Categorical Exclusion Agreement due to the following circumstances:

Require a U.S. Coast Guard permit.
Result in changes that substantially affect traffic patterns temporarily or permanently.
Require an Individual Permit under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act.

Project Name: I-205: Stafford Road to OR 213	**Region:** 1
Federal Aid #: S064(057)	**ODOT Key #**: 19786
City / County: Oregon City / West Linn, Clackamas County	**FHWA Nexus:** PE & CON funding
Project Sponsor:ODOT	

Project Description:

The elements of the I-205: Stafford Road to OR 213 Project (Project) to be constructed are:

1. Seismic Upgrades: The Project will upgrade the George Abernethy Bridge (Abernethy Bridge) and all the bridges carrying I-205 traffic within the Project to withstand the Cascadia Seismic Event (CSE). Bridges to be replaced to meet the seismic design criteria are discussed below. The project will achieve the seismic design criteria at the Abernethy Bridge (MP 9.03) through a series of structural upgrades including replacement of the substructure (piers 3 through 7), adding columns, increasing foundation sizes, enlarging columns and beams, and other substructure improvements. Subsurface soils on both sides of the Willamette River will be strengthened using industry standard methods for deep soil mixing or jet grouting. Both operations would utilize a drill rig to inject soil strengthening materials (grout or cementitious binder slurry) to a predetermined depth to mitigate liquefaction during the CSE. The surface above the subsurface soil strengthening will be returned to pre-existing conditions when the operation is complete. Foundation improvements and substructure upgrades will occur at the remainder of the I-205 bridges which carry I-205 traffic through the Project but the following structures will not be replaced:

- I-205 NB over Blankenship Road - MP 5.84
- I-205 SB over Blankenship Road - MP 5.90
- I-205 NB over 10th Street (West Linn) - MP 6.40
- I-205 SB over 10th Street (West Linn) - MP 6.42
- I-205 over Willamette River (Abernethy) - MP 9.03
- I-205 SB Connector #2 to OR 43 (West Linn Interchange) - MP 9.14
- I-205 NB Connector #1 to OR 99E (Oregon City Interchange) - MP 9.30
- I-205 over Main Street (Oregon City) - MP 9.51

2. I-205 Widening: The Project will add a third lane in each direction on the seven-mile stretch of I-205 between the Stafford Road and OR 99E Interchanges and add an I-205 NB auxiliary lane from OR 99E to OR 213. Widening I-205 will require rock blasting in order to remove rock from the rock slope located in West Linn adjacent to the I-205 NB direction between the Sunset Avenue overcrossing and just south of the OR 43 Interchange. I-205 widening will not require any culvert lengthening. The main spans of the Abernethy Bridge will be widened by sliding the existing bridge girders toward the outside of the bridge and constructing the additional lane width between the NB and SB lanes. The remainder of the seismically upgraded bridges will be widened to the inside to accommodate the additional lane width.

3. Bridge Replacements: The following bridges will be replaced to meet seismic design standard and facilitate the widening I-205:

- I-205 NB over Borland Road - MP 3.82
- I-205 SB over Borland Road - MP 3.81
- I-205 NB over the Tualatin River - MP 4.10
- I-205 SB over the Tualatin River - MP 4.08
- I-205 NB over Woodbine Road - MP 5.14
- I-205 SB over Woodbine Road - MP 5.19
- Sunset Avenue (West Linn) over I-205 - MP 8.28
- West A Street (West Linn) over I-205 - MP 8.64

4. Interchange Improvements: To improve I-205 safety and travel-time predictability entrance ramps, exit ramps, and the intersections around the OR 43 Interchange will be modified. At the OR 43 Interchange, the two I-205 NB entrance ramp points will be consolidated to reduce merging and weaving issues and reduce rear-end crashes. A roundabout will be constructed at the currently signalized intersection of the I-205 NB offramp and OR 43 to accept the consolidated I-205 NB entrance point and Broadway Street Bridge overcrossing will be removed to enhance the function of the consolidated interchange.

5. Traveler Information Signs (Active Traffic Management (ATM) Improvements): The Project will include five variable message speed signs and 13 variable advisory speed signs to convey ODOT RealTime traffic information. These traffic information signs will be installed on four new structures and two existing structures within the Project area.

6. Maintenance of Traffic: The number and speed of I-205 traffic travel lanes will typically be maintained throughout the construction of the project. Rolling slow downs of NB and SB traffic will be required during rock blasting. The rolling slow downs will be timed to coincide with lowest traffic volumes during times of day when blasting can be done safely. Traffic on Willamette Falls Drive will be delayed for up to 30 minutes during these times. Bi-directional weekend closures of I-205 will be necessary during the sliding of the NB and SB lanes of the Abernethy Bridge. During the weekend the Abernethy Bridge NB lanes are slid to the final configuration, I-205 NB will be closed from I-5 to OR 99E. During the weekend of the Abernethy Bridge SB lane slide I-205 SB will be closed from OR 213 to OR 43. Traffic will be detoured to I-5 and I-84 or will have the option of utilizing the extensive local street network to navigate to their destinations. Nighttime lane closures of I-205, Borland Road, and Woodbine Road in accordance with ODOT Standard Specifications will be necessary during existing structure demolition and new bridge beam erections. For three weeks during the reconstruction of the OR 43 Interchange, OR 43 will be closed from Willamette Falls Drive to the I-205 NB on-ramp. OR 43 SB traffic will be able to access I-205 NB and SB during construction; however, NB OR 43 traffic will be detoured to OR 99E to access NB and SB I-205.

The following project elements are new and/or different from that described in the Part 3. All additional impacts are discussed throughout this document and included in the relevant permits and clearances for the project:
-Bridges in addition to the Abernethy Bridge to be seismically upgraded as referenced above,
-Addition of a NB auxiliary lane between the OR 99E and OR 213 Interchanges,
-Replacement of the Tualatin River bridges, Borland Road bridges and Woodbine Road bridges,
-Traveler Information Signs (ATM) Improvements,
-Removal of the Broadway Street Overcrossing Bridge.

Analysis of value pricing (or tolling) in the I-205 corridor will be considered in the future. The potential termini for value pricing in the I-205 corridor is not determined and is not currently included on any adopted transportation fiscally constrained list. Therefore, value pricing is not considered a reasonable and foreseeable action. Potential impacts associated with value pricing are not evaluated within this NEPA document. If value pricing seems feasible following the analysis and if the State of Oregon decides to pursue value pricing, a separate NEPA process to consider the potential impacts of value pricing in the corridor would be conducted at that time.

Required Attachments:	Prospectus Part 3: ☒	Project Area Map: ☒

Discipline / Resource	**Required Compliance / Status Information**	**Required Attachments**
Right-of-Way	A total of less than 2 acres of temporary construction easements will be required from: West Linn's West Bridge Park and McLean House and Park, Oregon City's Jon Storm Park and Sportcraft Boat Ramp Park, two private residences adjacent to the I-205 SB offramp to OR 43, one private resident in the NE quadrant of I-205 and the West A Street Bridge, and the two apartment complexes located between the West A Street and the Broadway Street south of I-205. In addition, two fee acquisitions on the south side of the I-205 NB exit ramp to OR 43 and one fee acquisition from the NE corner of the West A Street Bridge Street overcrossing of I-205 will be required. Fee acquisitions totaling less than 550 square feet will be acquired for the Project. Four permanent easements (two aerial and two subsurface) totaling 0.3 acres will be required from Oregon City parks (see 4(f) section for additional description).	None

	Sportcraft Marina will be impacted by the loss of moorage space, and may result in up to 30 personal property only relocations consisting of boats moored at the Marina. It is not expected the business will be displaced. No residents will be displaced.	
Land Use	This Project is consistent with the City of West Linn, City of Oregon City, and Clackamas County Comprehensive Plans. No state Goal Exceptions are required. The Abernethy Bridge is located within the Willamette Greenway; however, the proposed upgrades would not require a Goal 5 Exception. Local Land Use processes are required for work that will occur outside the ODOT right of way. A Type II decision is required if the proposed action requires the local jurisdiction to exercise limited interpretation and discretion in evaluating approval criteria. The Project includes elements within a Natural Resource Overlay District, and as such will require a Type II review.	None
Socioeconomics	The Project will permanently benefit the traveling public by improving safety and decreasing congestion. The addition of a travel lane in each direction of I-205 will remove the last 2-lane section of I-205 and result in reduced congestion. The improvements at the OR 43 to I-205 NB on-ramp and the addition of the auxiliary lane from OR 99E to OR 213 will improve safety to users of the system by reducing weaving movements of vehicles entering and exiting I-205 resulting in a reduction of crashes and improved travel reliability. During construction, the Project will maintain two lanes of traffic (plus auxiliary lanes where present) on I-205 mainline during typical weekday and weekend business hours, with the exception of two weekends during the Abernethy Bridge main span bridge slides. The single weekend SB directional closure of I-205 during the Abernethy Bridge slide will require minor out of direction travel and will likely increase traffic through downtown Oregon City if travelers do not use the designated detour route and divert across the Oregon City Arch Bridge. The increased traffic will likely benefit businesses that rely on pass through traffic, but be a detriment to destination businesses as users would have a greater propensity to avoid the area during times of heavier congestion. This traffic pattern would be temporary, lasting one weekend during times of lower I-205 traffic volumes. The NB single weekend closure during the Abernethy Bridge slide will limit access to local businesses along the I-205 corridor between Stafford Road and OR 99E to local roads. Traffic is likely to avoid this area during the weekend closure resulting in reduced business patronage. The limited nighttime lane closures of I-205 and local streets crossing under I-205 (e.g., for bridge demolition/erection) will be compliant with approved lane closure periods generated to minimized traffic impacts as they will occur during off-peak time periods with lowest traffic average daily traffic (ADT). Preliminary coordination with the Clackamas County Business Association indicates the proposed traffic disruptions will have minimal effects on the local and regional freight delivery times. The Project will continue coordination as the design is refined. Project construction, including detours and temporary lane closures, and long term operations would not adversely impact existing neighborhoods, community cohesion, community facilities, or regional travel patterns. The project would provide a long term safety benefit.	None
	As documented in the Environmental Justice (EJ) Technical Memorandum the Project area of potential impact (API) intersects eight census tracts and fifteen census block groups. Populations within the census block groups were compared to the populations of Clackamas County (reference population). Two of the 15	

Environmental Justice	block groups has estimated minority populations that are more than 50 percent greater than the reference population; one of the block groups has low-income population more the 50 percent greater than the reference population. Project public involvement included efforts to seek out and engage environmental justice populations, primarily by contacting and interviewing stakeholders that serve or have knowledge of low-income, minority, limited English proficiency, and elderly populations in or near the API. The 20 individual stakeholder interviews and the 21 stakeholder group interviews reported very few potential EJ populations in and around the API. Project public outreach did determine transitional housing is provided at the apartment building located in the block between Broadway Street, Willamette Falls Drive, and West A Street in West Linn, in the vicinity of the OR 43 Interchange. Bridge to Change, the organization that operates the apartments, provides 3-month transitional housing for people recovering from homelessness, addiction, and mental health issues. Most residents use public transit for transportation. In addition to the transitional housing, the Project identified an elderly housing community within the API. The primary concern expressed by the operators was to ensure that the medical and food supply to the facility would not be disrupted. The Project will maintain access to the facility at all times. The Project will not prohibit access to residences, businesses, schools, public transit or social services. The two Trimet public transit routes utilizing I-205 will be disrupted during the weekend directional closures of I-205; however alternative routes will be available. The Project will coordinate with Trimet as more refined information becomes available. Based on the EJ Technical Memorandum analysis, the Project will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required.	Environmental Justice Technical Memoradum
CWA Section 404 / Wetlands / Waters	The Project will impact less than 1.2 acres of ditches/streams/waterways (excluding the Willamette River, Abernethy Creek and the Tualatin River) and wetlands regulated by the U.S. Army Corps of Engineers (USACE) and Oregon Department of State Lands (DSL). Within the Willamette River a minimum of 6,100 cubic yards of rip rap will be removed as will the existing pier columns occupying 2,032 square feet below the ordinary high water (OHW) elevation. The new shafts will occupy approximately 1,960 square feet within the OHW resulting in a net reduction of 72 square feet of bridge structure below OHW of the Willamette River. A temporary work bridge will be constructed from both banks of the Willamette River and will remain in place for up to 4 years. There will be no net change to the area occupied by structure below the OHW of the Tualatin River. The four existing 8-foot diameter Tualatin River Bridge shafts (2 single shaft piers for each bridge) located within OHW will be cut off at the “mud line." Cutting the existing shafts at the mud line will avoid impacts associated with installing cofferdams that would otherwise be needed to remove the shaft to 3’ below the existing mud line. The Project will install four new 8-foot diameter shafts (double shaft piers for each bridge) below the OHW. Temporary work bridges will be constructed from both banks of the Tualatin River and will remain in place for up to 3 years. Impact areas associated with Abernethy Creek will be primarily the result of enhancing fish passage from the existing culvert to the Willamette River (Oregon City). The existing riprap and streambed configuration creates a low flow fish passage barrier. The project will remove the riprap, reconstruct the channel with a low flow channel, and add fish rock and large woody material to stabilize the	None

	channel. One bridge pier will be installed in Abernethy Creek. The project will shift the center line of Abernethy Creek to accommodate the bridge pier.	
Water Quality	The Project will trigger the need to treat stormwater flowing onto and from the added impervious areas. The 121.3 acres of impervious surface require treatment, and 122.2 acres of roadway impervious surface will be treated. Stormwater treatment will be provided on the project site via bioslopes and vegetated and soil-amended swales. The Project will result in an improvement of water quality to all receiving water bodies. A Department of Environmental Quality (DEQ) Section 401 Certification will be acquired after or concurrent with the issuance of the USACE Sectopm 404 permit.	None
ESA / T&E Species	The Project area supports Lower Columbia River Chinook, Coho, and Steelhead and Upper Willamette River Chinook and Steelhead, and is designated critical habitat for each of these evolutionary significant units. As such, Endangered Species Act (ESA) consultation with the National Marine Fisheries Service (NMFS) will be addressed through the Federal Aid Highway Program (FAHP) Programmatic Biological Opinion previously issued by NMFS in December 2012. NMFS concurred that the Project complies with the FAHP terms and conditions on October 30, 2018. A No Effect memo covering US Fish and Wildlife Service (USFWS) trust ESA-listed species was completed on August 24, 2018. A plant survey completed in June 2017 identified the locations of White Rock Larkspur (Delphinium leucophaeum), a plant listed as a species of concern by USFWS. Impacts to listed plant populations will be avoided by denoting occupied areas as "no work" on the Project plans and within the Project specifications. While not federally or state listed, sea lions protected by the Marine Mammal Protection Act do utilize the Willamette River in the vicinity of the Abernethy Bridge. NMFS has determined disruptions to the sea lions normal behavior is unlikely and therefore, a permit will not be required, if the project utilizes BMPs such as using marine mammal spotters during times anticipated to be of highest use by marine mammals.	No Effect FAHP Notification
NHPA Section 106 (Cultural Resources)	The Section 106 finding for this project is: No Historic Properties Adversely Affected. The SHPO concurred on August 17, 2018, there would be no adverse effect to any of the seven potentially eligible historic resources within the Project area of potential effect (APE). The Project will temporarily occupy property on the historic McLean House to facilitate worker access to the site and allow for temporary crane placement. The site will be returned to the same or better condition prior to project completion. Within the same Joint Finding of No Adverse Effect on Historic Properties, SHPO concurred with the finding for archaeological resources with the commitment the project does not disturb the curbed area that surrounds the commemorative plaque and stump of the Abernethy Elm between OR 99E and Clackamette Drive north of the Abernethy Bridge.	SHPO Concurrence Joint Finding of No Adverse Effect
Visual Resources	No permanent negative impacts to visual resources will occur from this action. No roadways within the Project limits are designated a National or Oregon Scenic Byway. A segment of I-205 is listed by Clackamas County as a Rural Scenic Road and will be developed in accordance with applicable zoning and development codes. The existing viewpoint of the Willamette River Falls will be maintained. There is an existing viewpoint from Jon Storm Park toward the Willamette River Falls. This view will be obstructed during construction, but the new permanent configuration of the bridge will provide a better view of Willamette River Falls from this view point. During construction, the aesthetic experience of the users of the trails on either side of the Willamette River will be modified. A safe trail through the Project area will be provided; however, trail users will be exposed to active construction elements during construction. This condition will be temporary, and the area will be restored so that the future visual condition will be similar to the existing	None

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	condition. The project area has no other significant visual resources, viewpoints, or corridors.	
Section 4(f)	Section 4(f) de minimis findings were made for the impacts associated with a minor ROW acquisition and temporary occupancy of Sportcraft Boat Ramp Park and Jon Storm Park. A fifteen foot wide permanent easement of approximately 1,000 square feet is required from both parks to accommodate the aerial overhang of the new bent caps and a slide correction permanent easement of less than 0.3 acres of right way is needed to allow for the subsurface soil strengthening. Less than 1 acre of temporary right of way is necessary to facilitate access and accommodate staging during construction. All areas to be occupied will be returned to "as-is" or better condition upon project completion. Section 4(f) temporary occupancy findings were made for West Bridge Park and McLean House and Park. The Project will utilize an existing road on McLean House and Park property to access the site, as well as a small undeveloped area for crane access. Undeveloped portions of West Bridge Park adjacent to the OR 43 to I-205 NB ramp will be used for construction equipment access. All areas to be occupied will be returned to "as-is" or better condition upon project completion. The Willamette River Greenway Trail traverses the Project Area. The trail connectivity will be provided at all times utilizing the existing trail or within the same general corridor through the project area. If the existing trail alignment cannot safely be maintained during construction activities such as foundation strengthening, an alternative trail alignment will be established in the immediate vicinity to prevent disruption of connectivity. The officials with jurisdiction (City of West Linn and Oregon City) have concurred with all Section 4(f) findings. The FHWA made Section 4(f) de minimis Impact Determinations for the Jon Storm Park and the Sportcraft Boat Ramp Park for the I-205: Stafford Road to OR 213 Project December 11, 2018.	Section 4(f) de minimis Impacts Determination Concurrence Section 4(f) No Use of 4(f) Resources—Temporary Occupancy The McLean House and Park Section 4(f) No Use of 4(f) Resources—Temporary Occupancy West Bridge Park Section 4(f) de minimis Impact Determination for Jon Storm Park Section 4(f) de minimis Impact Determination for Sportcraft Boat Ramp Park
Section 6(f)(3)	Sportcraft Boat Ramp Park and McLean House and Park received Land and Water Conservation Funds. Temporary occupancy of the McLean property is not a 6(f)(3) conversion per the Oregon Parks and Recreation Department Land and Water Conservation Fund grants administrator. Through coordination meetings in March and April 2018 with Oregon State Parks and Recreation, National Park Service, and Oregon City Parks it has been determined temporary occupancy of Sportcraft Boat Ramp Park will result in a 6(f)(3) conversion. Coordination with OPRD, National Park Service (NPS) and Oregon City is on-going and the conversion will be completed in full compliance with the NPS 6(f)(3) conversion regulations.	None
	1. Regional Conformity. The Portland area is in attainment for all criteria pollutants and therefore regional conformity does not apply. The Project as described in this categorical exclusion is listed in the 2018-2021 STIP and is fiscally constrained. The design concept and scope listed in the 2018-2021 STIP for Key Number 19786 is the same as the project description. 2. Project Level Conformity. Project Level conformity does not apply in attainment areas and therefore a hot spot air quality analysis is not required. However, for informational purposes it should be noted that recent carbon monoxide (CO) analysis in the Portland area have shown that 8 hour CO concentrations for build conditions result in concentrations between 1.7 and 2.4 part per million (ppm) in most recent studies conducted in 2016. These concentrations include a background concentration of 2 ppm and are well below the CO 8 Hour National Ambient Air Quality Standards (9 ppm).	

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Air Quality	3. Mobile Source Air Toxics (MSAT) Considerations. For MSAT considerations, this project falls in the category of 'exempt' because it is a categorical exclusion project under 23CFR771.117(d)(13). However the project's MSAT emissions were calculated because the ADT combined for northbound and southbound lanes was above 150,000 in 2045 (153,059 between OR 213 on-ramp and OR 43 off- ramp), traffic volumes will increase by up to 29% when compared to 2045 no build volumes and the project is near populated areas. MSAT emissions were calculated for existing, no build and build conditions and emissions in the future were found to be lower than existing conditions. This is because of the US Environmental Protection Agency's vehicle and fuel regulations are expected to result in significantly lower MSAT levels in the future than levels that exist today due to cleaner engine standards coupled with fleet turnover. The additional travel lanes will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, for the build scenario there may be localized areas where ambient concentrations of MSAT could be higher than the no build. However, the magnitude and the duration of these potential increases compared to the no build scenario cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. When a highway is widened, the localized level of MSAT emissions for the build scenario could be higher relative to the no build scenario, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from populated areas.	None
Noise	Horizontal and vertical shifts in the roadway geometry necessitated the completion of a noise study. The study concluded 281 receivers exceeded 65 dBA under the future no-build condition and 70 additional receptors exceeded 65 dBA under the future build condition. A total of five noise abatement walls were determined reasonable and feasible in accordance with ODOT Noise Policy. All reasonable and feasible walls are located on the north side of I-205 between the following approximate mileposts: MP 9.7 and MP 9.4, MP 8.5 and MP 8.3, MP 8.25 and MP 7.55, MP 6.2 and 6.9, and MP 5.85 and 5.45. Construction of these walls will result in a reduction of noise to 136 receivers. All of the remaining 215 receivers that exceed 65 dBA under the build condition and are not benefited by the proposed noise walls would experience imperceivable noise level increases as a result of the Project (an increase of 3db or less). A final decision to install noise abatement measure(s) will be made upon completion of the Project's final design and the public involvement processes as outlined in ODOT's Noise Policy. Any night work proposed by the project will require a noise variance from the local jurisdiction. The Project may use a rock crusher to process blasted rock material. A rock crusher would be set up adjacent to the I-205 SB lanes at approximately mile post 7.1. Noise generated from this operation may exceed 65 dBA at up to 3 residences currently impacted by noise from I-205. Rock crushing operations will be limited to standard daytime operations and should have minor noticeable noise impacts to sensitive receivers.	None
Hazardous Materials	A level 1 Hazardous Material Corridor Study and Hazardous Building Materials Survey was completed and reviewed by ODOT Hazardous Material Specialist, Charles Schwarz on February 22, 2018. The report identified 46 sites of concern near and/or adjacent the Project. Testing will be completed in areas of proposed excavations to determine if contaminated soils will be encountered. The Willamette River in the Project Area has been identified as within the Portland Harbor Superfund Monitoring Area. The project will test sediment to determine	None

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	the level of contamination and contain and properly dispose of materials in accordance with Oregon DEQ rules and regulations. Project special provisions will be prepared to address worker safety and the management and disposal of any contaminated soils.	
Tribal Coordination	See Attached	Tribal Coordination Summary
Public Outreach	The project team has conducted 20 interviews with individual stakeholders and 21 interviews with stakeholder groups. Overall, most of the interviewees expressed support for the project. Of the concerns expressed, most were about construction impacts, mainly relating to the duration and intensity of noise. The project team conducted briefings with 16 neighborhood and business groups and local jurisdictions between October 2017 and July 2018. The project team has held two online open houses and two in-person open houses. In all cases, the public was notified of these opportunities through the following means: • Mailed newsletters • Project website announcement: http://www.i205corridor.org/ • Stakeholder emails • News release and media coverage • Newspaper advertising • Social media posts	None
Other Federal Agency NEPA Approvals	USCG Bridge Permit Amendment USCG Construction Plan Approval NPS - 6(f) Conversion USACE - Section 404 permit	None
Environmental Commitments	-Maintain trail connectivity on both sides of the Willamette River; -Conduct Public Outreach for noise mitigation measures that meet the feasible and reasonable criteria in accordance with the Noise Mitigation Policy; -A cultural monitor will be present during ground disturbing activities adjacent to the Willamette River; -Raise elevation of the streambed of Abernethy Creek to reduce low flow fish passage restriction at the Abernethy Creek culvert adjacent to the I 205 bridge; -Purchase wetland mitigation bank credits compensatory with the proposed wetland impacts; -Implement BMPs to avoid harassment of seals and sea lions; -Provide supplemental parking in the vicinity of Jon Storm Park; -Restore all areas of temporary impacts to City of Oregon City and City of West Linn Parks; -Replant riparian areas at a ratio of 2:1 (planted:removed); -Remove 5 feet of existing riprap up to 10 feet around existing piers within the active channel of the Willamette River; -Maintain functionality of boat ramp at Sportcraft Boat Ramp Park except when erecting and dismembering work bridge immediately overhead; -Complete a pre and post-construction structural survey of the structures in the vicinity of the rock blasting; -Include a specification that requires a contractor derived blasting plan that maintains vibrations and over pressure resulting from blasting operation below the threshold of structural harm; -Obtain noise variance from local agency to support construction sequence; -Establish No Work Zones around the Abernethy Elm and areas where listed plants were found.	None

This project qualifies as a categorical exclusion as outlined in 23 CFR §771.117 under the following listed CEs:

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This information demonstrates that the specific conditions/criteria for an FHWA categorical exclusion are satisfied and that neither significant environmental effects, as described in 23 CFR §771.117 (a) nor unusual circumstances, as described in 23 CFR §771.117 (b) will result.

Mary Young Digitally signed by Mary Young Date: 2018.12.19 09:38:57 -08'00'	HAY Stephen Digitally signed by HAY Stephen Date: 2018.12.20 09:47:57 -08'00'	EMILY A CLINE Digitally signed by EMILY A CLINE Date: 2018.12.20 13:13:21 -08'00'
ODOT Region Environmental Coordinator	**ODOT Environmental Manager**	**FHWA Official**
Submit one electronically signed CE Closeout Document and attachments to the appropriate FHWA Oregon Division Office Environmental Program contact.		Return signed form and attachments to ODOTNEPAProgram@odot.state.or.us & REC

Upon FHWA Approval, submit this form (with required attachments) to GES via the NEPA Sharesite

For detailed information regarding preparation of the CE Closeout Document, contact GES NEPA Program Staff.