



FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

for

WOODBURN INTERCHANGE PROJECT
Interstate 5 (Pacific Highway) @ Oregon 214/219
Marion County, Oregon
Key # 12518

The Federal Highway Administration (FHWA) has determined that this project will not have significant adverse impact on the human or natural environment. This finding is based on information provided in the Environmental Assessment (July 2005) and the attached Revised Environmental Assessment, which have been found to adequately and accurately disclose the environmental impacts of the proposed project. The impact analysis presented in the Environmental Assessment and updated in the attached Revised Environmental Assessment is based on general project locations. These documents provide sufficient evidence and analysis for determining that an environmental impact statement is not required.

The Build Alternative that has been selected for implementation is a hybrid combining elements of the widen north and widen equal alternatives. The Environmental Assessment contains descriptions of the estimated impacts associated with the proposed Woodburn interchange reconstruction project along I-5 that includes proposed ramp connections ending at MP 272.25 north of the interchange crossroad and at MP 271.43 south of the crossroad. The eastern limit of the proposed reconstruction project on Oregon 214 is at MP 37.51. The western limit of the proposed reconstruction project on Oregon 219 is at MP 36.40. The project consists of reconstructing the interchange at the junction of I-5 and Oregon 214 and 219 to a partial cloverleaf-A (loop ramps in advance of the overcrossing structure of I-5) and widening Oregon 214 and 219 equally or northerly of the existing centerline, depending on the segment. The project would widen the overcrossing structure to the north, and would fit and transition the design alignment along existing Oregon 214 east of the Woodburn Interchange. In addition, the project would improve the traffic flow and safety conditions of the existing I-5/Woodburn interchange by adding sidewalks, landscaped buffers between the sidewalk and the curb, one bicycle lane in each direction along Oregon 214 and 219, and a raised median and other modifications to access for city streets. Improvements would be made along Old Arney Road (MP 36.63), Lawson Avenue (MP 36.95), Evergreen Road (MP 37.02), Oregon Way/Country Club Road (MP 37.14), and Cascade Drive (MP 37.27). The project would have only minor impacts on air quality, noise levels, visual landscape, and land use. Transportation impacts of the build alternatives would result in less congestion at all intersections except Cascade Drive. Proposed stormwater mitigation includes engineered facilities for collection and detention. Wetlands impacts would be to no more than 0.01 acre, which will likely be determined nonjurisdictional as a water of the State and jurisdictional as a water of the United States; compensatory wetland mitigation may be required. Field reconnaissance surveys failed to locate any threatened or endangered species in the project area. The project is partially funded (approximately \$14 million for project development and right-of-way acquisition), and construction is not scheduled. The project would be built over 2 to 3 years.

The FHWA takes full responsibility for the accuracy, scope, and content of the attached Revised Environmental Assessment.

12-8-2006
Date


Federal Highway Administration Official
Oregon Division, Salem