

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.		
Project Name: Melrose Rd.: Conn Ford Bridge		ODOT Key #: 22104
Federal Aid #: C019(180)		Region: 3
City / County: Douglas County		FHWA Nexus: PE & CON funding
Project Sponsor: LPA: Douglas County		Highway Name: Melrose Road
Project Description: This project will replace the Melrose Rd: Conn Ford Bridge (built in 1964 over the South Umpqua River) on its current alignment. This project will also include a detour bridge just south of the permanent bridge, and a temporary work structure/bridge just north of the permanent bridge. *The Environmental Prospectus only mentions the work for the main bridge itself, because the details for the temporary detour bridge and the temporary work bridge were not known at that time. All environmental clearances include the impacts for the temporary detour bridge and the temporary work bridge.		
Project Termini:		
Beginning MP: 0.7		Ending MP: 0.9
Required Attachments: Environmental Prospectus: <input checked="" type="checkbox"/>		Project Vicinity Map: <input checked="" type="checkbox"/>
Discipline / Resource	Required Compliance / Status Information (click for Guidance)	Required Attachments
1. Right-of-Way	This project includes four Right of Way files, totaling 3.35 acres. Of this, 0.51 acres will be obtained as Permanent Easements, and 2.84 acres will be obtained as Temporary Easements. This project does not involve any displacements.	None
2. Land Use	This project did not require any Land Use Permits or Approvals.	None
3. Socioeconomics	In order to keep traffic disruptions to a minimum, a detour bridge will be built immediately south of the existing bridge. Traffic will stay on the main bridge while the detour bridge is being constructed. Once the detour bridge has been completed, traffic will be moved over to that bridge, while the existing bridge is taken down and the new bridge is constructed. Once the new bridge construction has been completed, traffic will be moved onto the new bridge, and the detour bridge will be removed. This project will benefit the traveling public by providing a wider, safer bridge, that will be built to current safety standards.	None
4. Environmental Justice	This project meets all conditions listed in the Programmatic EJ Finding. Therefore, no minority or low-income populations will be disproportionately adversely impacted by this project. In accordance with E.O. 12898, DOT Order 5610.2(a), and FHWA Order 6640.23A, no additional EJ Analysis is required.	None
5. CWA §404 / Wetlands / Waters & U.S. Coast Guard	This project requires permits from the Oregon Department of State Lands, the US Coast Guard, and the US Army Corps of Engineers. Since the South Umpqua River at this location is a federally-designated Navigable Waterway, a US Coast Guard Bridge Permit will be obtained. The new bridge will be a four-span steel girder bridge that is 616.11 feet long and 38.0 feet wide. The bottom of the bridge deck will be placed at an elevation of 416.4 feet, which is 4.7 feet above the 100-year floodplain. The new bridge will have two bents placed below the Ordinary High Water elevation of the South Umpqua River. The South Umpqua River is 270 feet wide at this location. A Temporary detour bridge will be installed on the south side of the permanent bridge, while a temporary work bridge (to aid construction) will be built on the north side of the permanent bridge. All temporary structures will be at least 12 feet above Ordinary High Water and have a horizontal clearance (span length) of at least 40 feet.	None

	<p>This project will have a very small impact to Wetlands (10 yards of fill). Impacts will be mitigated via Payment to Provide to the Oregon Department of State Lands (DSL). We are currently obtaining a permit from the US Army Corps of Engineers (USACE) under Nationwide 14 for this project. Since the wetland impacts are less than 0.10 acre, no mitigation is required by the U.S. Army Corps of Engineers.</p> <p>In addition, ODOT received approval from the Oregon State Marine Board in regards to their Navigable clearance standards via email on January 23, 2020.</p>	
6. Floodways & Floodplains	<p>This project is located within the 100-year FEMA Floodplain of the South Umpqua River. However, this project will not impact the 100-year flood elevation, floodway elevations, or floodway widths on the South Umpqua River. ODOT Hydraulic Engineer Delanie Cutsforth completed a "No Rise" Floodplain Certificate for this project on January 6, 2021. The Douglas County Planning Department concurred with these findings via email on February 16, 2021.</p>	None
7. Water Quality	<p>Replacing the bridge triggered the need to ensure that this project will fully treat stormwater. The Region 3 Hydraulics Engineer has determined that this project will be able to treat all contributing impervious surface through infiltration.</p> <p>Section 401 Water Quality Certification was obtained from the Oregon Department of Environmental Quality on January 5, 2021.</p>	None
8. ESA / T&E Species	<p>This project will have no impacts to ESA-listed Wildlife or Plants. Thus, ODOT Biologist Julie Worsley completed a "No Effect" Memo to clear this project for ESA-listed Wildlife and Plants on January 8, 2021. That document is attached.</p> <p>To address this project's impacts to Federally threatened Oregon Coast Coho Salmon, a Federal Aid Highway Programmatic (FAHP) Notification Form was sent to the Federal Highway Administration (FHWA) on March 10, 2021. FHWA concurred with this document on March 11, 2021. The National Marine Fisheries Service (NMFS) concurred with this document on March 16, 2021. The signed FAHP Notification Form is attached.</p>	<p>"No Effect" Memo for Plants and Wildlife</p> <p>FAHP Notification for ESA-listed OC Coho Salmon</p>
9. NHPA §106 (Cultural Resources)	<p>The Section 106 Finding for this project is "No Historic Properties Affected".</p> <p>Archaeology- The entire project area was surveyed for Archaeological Resources by the Oregon Museum of Natural and Cultural History during the Spring and Summer of 2020. No Archaeological Resources were found. Thus, ODOT Archaeologist Jessica Bochart-Leusch cleared this project for Archaeology with a Section 106 Programmatic Agreement Memo on November 16, 2020. That document is attached.</p> <p>Historic (Built) Resources- This project was reviewed for Section 106 Historic (Built) Resources by ODOT Historic Resources Specialist Larissa Rudnicki. Ms. Rudnicki concluded that that this project would have no impacts to Section 106 Historic (Built) Resources. Thus, she completed a "Finding of No Effect" document to clear this project for Section 106 Historic (Built) Resources. The Oregon State Historic Preservation Office (SHPO) concurred with this finding on December 4, 2020. That document is also attached.</p>	<p>Archaeology: Section 106 Programmatic Agreement Memo</p> <p>Historic (Built) Resources: Finding of "No Effect"</p>
10. Visual Resources	<p>No designated or otherwise sensitive Visual Resources are present within (or adjacent to) the project API, and therefore no Visual Resources will be adversely affected by this project.</p>	None
11. §4(f) USDOT Act	<p>No Section 4(f) Resources (including Historic Resources, Parks, Recreational Areas, or Wildlife/Waterfowl Refuges) will be impacted by this project. Thus, this project will not result in a Section 4(f) use.</p>	None
12. §6(f) LWCF Act	<p>This project will have no impacts to Section 6(f) Resources. There are no Section 6(f) Resources in the project vicinity.</p>	None
	<p>1. Regional Conformity- This project is listed in the 2018-2021 STIP and is not in an Air Quality non-attainment or maintenance area. Conformity does not apply.</p>	

13. Air Quality	2. The project is in an attainment area. Therefore, Transportation Conformity does not apply and no analysis is needed. 3. MSAT Considerations- This project falls under the category of "Exempt or a project with no meaningful potential MSAT effects" because the project will have no meaningful impacts on traffic volumes or vehicle mix".	None
14. Noise	The new bridge will be placed on the same alignment as the existing bridge. Thus, a Noise Study will not be required for this project.	None
15. Hazardous Materials	ODOT HazMat Specialist Nick Harris completed the Hazardous Materials Report for this project on December 21, 2020. Based on that report, the fiber pipe that is attached to the north side of the bridge was found to contain asbestos. In addition, there is some contaminated soil (diesel and oil) under the east side of the existing bridge, and the concrete coating on the existing bridge has low levels of cadmium, chromium, and lead. Thus, Special Provisions will be required for the handling and disposal of these materials.	None
16. Tribal Coordination	See Attached	Tribal Coordination Summary
17. Public Outreach	The project development team has had close coordination with the ODOT mobility section, emergency services, and the trucking industry regarding construction staging. Prior to construction, public notice will be given to the general public. The project information will also be posted on the Tripcheck website.	None
18. Other Required Federal Agency Approvals	This project requires permits from the U.S. Coast Guard Bridge and the US Army Corps of Engineers.	None
19. Environmental Commitments	There are no Environmental Commitments related to this project.	None

This project qualifies as a categorical exclusion as outlined in [23 CFR §771.117](#) under the following listed CE(s):

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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.

Sam Dunnivant <small>Digitally signed by Sam Dunnivant Date: 2021.03.16 12:32:48 -07'00'</small>	COLLINS James D <small>Digitally signed by COLLINS James D Date: 2021.03.16 13:26:22 -07'00'</small>	EMILY A CLINE <small>Digitally signed by EMILY A CLINE Date: 2021.03.18 14:38:28 -07'00'</small>
ODOT Preparer	ODOT Approver	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, upload this form (with the required attachments and CE Peer Review Checklist and Comment Log) to the appropriate **ProjectWise GES file location**.

For detailed information regarding preparation of the CE Closeout Document, contact [GES NEPA Program Staff](#).