

# I-5 *Willamette River* **Bridge** *Eugene & Springfield*

## Environmental Assessment

January 2008



*Federal Highway Administration*



**Oregon Department  
of Transportation**

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# Oregon

Theodore R. Kulongoski, Governor

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January 8, 2008

**TO THE INTERESTED PARTIES OF THE**

**I-5 Willamette River Bridge Project**

**Interstate 5 (Pacific Highway 1)  
Cities of Springfield and Eugene and  
Lane County, Oregon  
Key No. 14259**

This Environmental Assessment is being distributed for your information according to state and federal regulations.

Your reply is anticipated by the date below in accordance with appropriate state and federal regulations. If comments are not received by the date stamped below, it will be assumed that you have no comments.

Written comments should be mailed or delivered to:

**Jim Cox, Assitant Branch Manager**  
**ODOT Major Projects Branch**  
**680 Cottage Street NE**  
**Salem, OR 97301**

Comments can be submitted electronically through the project internet site <http://www.oregon.gov/ODOT/HWY/REGION2/I-5WRB.shtml> or by email to Jim Cox at [Jim.B.Cox@odot.state.or.us](mailto:Jim.B.Cox@odot.state.or.us)

If you need additional information concerning this project, please contact Jim Cox at (503) 986-6612.

Thank you,

Thomas Lauer  
ODOT Major Projects Branch Manager

**COMMENTS DUE: February 19, 2008**

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**INTERSTATE 5 WILLAMETTE RIVER BRIDGE PROJECT**  
**Cities of Springfield and Eugene and Lane County**  
**Key No. 14259**

**ENVIRONMENTAL ASSESSMENT**

Submitted pursuant to 42 U.S.C. 4332(2)(C) and 23 CFR Part 771

U.S. Department of Transportation, Federal Highway Administration  
and  
Oregon Department of Transportation

Cooperating Agencies  
US Army Corps of Engineers  
National Park Service

*Jan. 8, 2008*  
Date

*Michael L. Morrow*  
FHWA Official

*Jan. 7, 2008*  
Date

*Thomas Lauer*  
ODOT Official

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**Abstract:**

The FHWA and ODOT propose one build alternative to replace the decommissioned and temporary detour bridges on Interstate 5 between the Glenwood Interchange (milepost 192.18) and the Centennial Boulevard Overcrossing (milepost 193.00). A No Build Alternative is also analyzed in this environmental assessment (EA).

The Build Alternative would construct parallel bridges (one for northbound and one for southbound traffic) over the Willamette River and the Canoe Canal. The Willamette River Bridge would also cross Franklin Boulevard, bicycle/pedestrian paths, the Union Pacific Railroad and the off ramp from northbound I-5 to westbound Franklin Boulevard. The Build Alternative also includes removal of the decommissioned and detour bridges and reconstruction of the approaches to the new bridges and the on and off ramps to Franklin Boulevard. The Build Alternative would result in impacts to biological resources, wetlands, noise, parks and water resources. The project would have "no adverse effect" on the Union Pacific Railroad and the historic Eugene Mill Race and Dam. Since no additional lands from those historic resources would be incorporated into the project, a Section 4(f) use would not occur. Part of Alton Baker Park adjacent to I-5 would be temporarily occupied for construction staging and a bike path would be temporarily occupied for a haul route. Temporary occupancy of the park is not expected to constitute a use under Section 4(f). Land and Water Conservation Fund Act (LWCF) grants may have been used to develop areas of the parks affected by the project. If LWCF grants were used, the temporary use of the park properties would be a conversion under Section 6(f)3 of the LWCF. No new right of way would be acquired.

The No Build Alternative includes improvements to the existing detour bridges to meet current seismic standards and removal of the two decommissioned bridges. Effects of the No Build Alternative would include: impacts to biological resources, wetlands, noise, parks and water resources. Temporary occupancy of Alton Baker Park for construction staging and material hauling would be required but is not expected to constitute a use under Section 4(f). If LWCF grants were used, use of the park would constitute a conversion under Section 6(f). A temporary easement from Willamalane Park and Recreation District would be permanently converted to right of way.

Construction is expected to begin in summer 2009. The approximate construction cost (2010 dollars) of the Build Alternative is \$150 million.

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