RECORD OF DECISION

FHWA-OR-EIS-04-02-F
Spencer Creek Bridge
US Highway 101
Lincoln County, Oregon

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

May 9, 2006

This document records the decision of the Federal Highway Administration (FHWA) with the Oregon Department of Transportation (ODOT) to select an alternative for the Spencer Creek Bridge project in Lincoln County, Oregon. The selection of this alternative is based on the analysis in the Final Environmental Impact Statement (FEIS), consideration of public comments on the Draft Environmental Impact Statement (DEIS), and the need to maintain connectivity on US 101 (the Oregon Coast Highway.) The DEIS was issued on July 21, 2004; a public hearing was held September 2, 2004; and the FEIS was published on March 23, 2006.

DECISION

Alternative F from the DEIS, with some modifications, has been selected for the Spencer Creek Bridge project. The design of the Selected Alternative was refined based on consideration of public and agency comments on the DEIS, permitting requirements, and additional engineering and design safety review. In general, the environmental impacts described in the DEIS have been reduced. The Selected Alternative is presented in Figures 1 and 2. A summary description of the Selected Alternative is provided below. A detailed description of the Selected Alternative is provided in Chapter 2, Preferred Alternative, of the FEIS. The Selected Alternative is the environmentally preferred alternative in that it causes the least damage to the biological and physical environment (see discussion below). All practicable measures to minimize environmental harm have been incorporated into the decision.

SELECTED ALTERNATIVE

LOCATION

The Spencer Creek Bridge project is located at MP 133.86 on US 101 (the Oregon Coast Highway), about five miles north of Newport. US 101 is the major north-south transportation route along the Oregon Coast, providing access to scenic and recreational areas. The Oregon Coast is a nationally known, highly scenic area, attracting thousands of tourists each year. In recognition of its location along the scenic Oregon Coast, US 101 has been designated as a

National Scenic Byway and an All-American Road. In addition, US 101 is the major (and in some cases, the only) lifeline route to the communities, residents and businesses in central Lincoln County.

The Spencer Creek Bridge is adjacent to Beverly Beach State Park, one of the most popular state parks in Oregon. The park is located east of US 101 and is accessed from the highway via NE 123rd Street. Beverly Beach is located west of the highway; a pathway adjacent to Spencer Creek provides pedestrian access from the park, under the Spencer Creek Bridge, to the beach. The rural residential community of Beverly Beach is located east of the highway, south of the park. There are several scenic overlooks south of the Spencer Creek Bridge, providing viewpoints for coastal features and the ocean.

ALIGNMENT AND TYPICAL SECTION

When completed, the Selected Alternative will extend about 1.05 miles in length. The project boundaries begin about 1,000 feet north of the Spencer Creek Bridge to about 700 feet north of Wade Creek. The western edge of the highway will be moved about 50 feet to the east, in the area where sea cliff erosion is most severe, south of Spencer Creek. The eastward shift of the highway will require the relocation of the NE Beverly Drive access to NE 123rd Street about 75 feet east of the existing connection.

The Selected Alternative will include the construction of two 12-foot travel lanes and two 8-foot shoulder/bikeways, except at the intersection with NE 123rd Street. At this intersection, the existing highway includes a southbound 14-foot center left-turn lane (which will be extended to 16-feet in Unit 2, see Project Units discussion below) and northbound 12-foot right-turn deceleration and acceleration lanes to provide access to and from the park and the community. NE 123rd Street will be widened slightly for a short distance to provide additional storage space for vehicles making a left turn onto US 101 from NE 123rd Street.

With the Selected Alternative, access to the beach from the park will be retained beneath the bridge with two walkways. The walkway on the south side of the creek will be reconstructed. A new walkway on the north side of the creek will be added; however, it will not extend into the campground. The Oregon State Parks and Recreation Department (OPRD) will be responsible for connecting to the new path through the park property.

A large retaining wall will be constructed on the east side of the highway south of the US 101/NE 123rd Street intersection to accommodate the eastward shift of the highway. The near-vertical retaining wall will be about 1,950 feet long, and will range from about 15 to 55 feet high.

PAVEMENT REMOVAL

Since much of the highway will be moved about 50 feet east of the existing sea cliff, portions of the existing paved surface (the existing highway and the paved viewpoints or parking areas) will no longer be needed for motor vehicle traffic. Some of these paved surfaces will be removed to reduce the amount of impervious surface within the project area; some of the old roadway will likely be retained for scenic turnouts.

PROJECT UNITS AND CONSTRUCTION

Due to funding availability, the decision was made to build the Selected Alternative in two units (see Figure S-2). This will allow for replacement of the bridge as quickly as possible, but completion of the south end of the project will be delayed until funding is available. Unit 1 includes construction of the bridge and the north and south approaches to the bridge. Unit 1 also includes removal of both the 1947 bridge and the 1999 temporary detour bridge. Construction will be staged such that US 101 remains passable in that area during construction. For construction of Unit 1, the alignment of the 1947 bridge will be used to cross the creek; then the curve of the roadway will be reversed to match back into existing US 101. In order to minimize disruption to Beverly Beach State Park, it was determined that as much of the project as feasible that is immediately adjacent to the park (north of NE 123rd Street) will be constructed in Unit 1.

Unit 2, the south portion of the project from NE 123rd to just north of Wade Creek, will be constructed at an unspecified future date. In Unit 2, the highway footprint will move about 50 feet to the east of the existing alignment at its furthest point. This unit includes the large retaining wall along the bluff east of the highway. It is anticipated that the right of way and permanent easements associated with Unit 2 will not be purchased until anticipated construction of that unit.

No shoreline erosion protection measures (i.e., rock revetments or rock seawalls) will be constructed on the beach. There will be no construction west of the OPRD-designated beach vegetation line. The sea cliff east of this vegetation line (except for the immediate bridge abutment area) will be left as it is currently: exposed and unvegetated. Portions of the sea cliff east of the OPRD-designated beach vegetation line in the vicinity of the bridge abutments will be excavated and regarded as part of the bridge construction.

RIGHT OF WAY

The only right of way required in Unit 1 is associated with the state park. This will take the form of a 0.22-acre permanent construction easement at the south end of the park near the US 101/NE 123rd Street intersection. A transfer of 0.04 acre of ODOT property in the restroom area of the park will be deeded to OPRD in association with Unit 1 to address Section 6(f) requirements. (At this time, part of the restroom building is located on ODOT right of way.)

For Unit 2, no park right of way would be needed; a construction permit to facilitate project construction would be required (for about 0.68 acre) near the south end of the park. Right of way and permanent easements south of NE 123rd Street will be purchased in association with the construction of Unit 2. Right of way costs for Unit 2 are estimated to be about $1,206,000, and will involve both permanent easements from properties at the top of the bluff (to allow installation of underground tie-backs or soil nails to support the proposed retaining wall) and fee purchases and slope easements, primarily north of the retaining wall. If wetland mitigation includes the area adjacent to the pond, just north of NE Beverly Drive, additional right of way may be required in Unit 2.

SOUND WALL

In the DEIS noise analysis, it was determined that portions of Beverly Beach State Park are predicted to be impacted by noise. The impacts were primarily in the southwestern-most portion

of camping Loop A, the westernmost portion of camping Loop B, the yurt meeting hall, and the picnic area. Following concurrence from OPRD, it was decided that a sound wall will be constructed near camping area Loop A. It will be located at the east edge of the roadway above the slope, and is anticipated to be about 430-feet long and 7 feet high, extending from the bridge northward.

VISUAL TREATMENTS

Particular emphasis is being placed on the appearance of the proposed improvements because of the project's location in the scenic coastal area and proximity to Beverly Beach State Park. A conceptual bridge design has been developed in coordination with OPRD that retains the aesthetic arch design associated with the coastal bridges. ODOT will continue to coordinate with OPRD as it develops and finalizes plans to incorporate aesthetic elements into the retaining walls, slopes, and sound wall. These discussions will also include aesthetic treatments for landscaping, vegetative screening, and the retention of mature trees where possible.

A few possible treatments that will be considered include adding color to the walls, impressing images on the finished surface of the concrete, or using molded concrete to appear like rock. Also, some vegetated screening of the walls is possible. The slopes include a retaining wall that will provide for tree planting in front of the wall, with the possible use of vegetation at the top of the wall (such as salal or other shrubs) and vegetation to hang over the wall to screen it from the park. Where possible, existing mature trees will be flagged for retention. This is discussed in more detail in the Final Section 4(f) Evaluation.

Some aesthetic treatments will not occur until Unit 2 construction. The large retaining wall east of US 101 will be aesthetically compatible with the retaining wall constructed adjacent to the park in Unit 1. Other elements of Unit 2, such as landscaping, will fit into the coastal visual theme of Unit 1, so the entire project will have cohesive visual elements. Where appropriate, opportunities for scenic viewpoint pullouts will be considered with Unit 2.

ALTERNATIVES CONSIDERED BUT NOT ADVANCED

An extensive study of a wide range of potential solutions was conducted for the Spencer Creek Bridge project. This process occurred over a period of more than five years. Both bridge rehabilitation and bridge replacement were evaluated, and various coastal and inland routes were considered. Because of the ongoing ocean wave erosion and landslide activity in the sea cliffs south of Spencer Creek (west of the highway), a wide range of options was studied for stabilizing the sea cliff and for protecting the sea cliff from shoreline erosion. In addition, a number of alternatives that involved moving the highway inland away from the beach and sea cliff were evaluated. Based on public, agency and stakeholder input, and in order to avoid impacts to the beach and sea cliff, alternatives that would require shoreline erosion protection (such as rock revetments or rock seawalls on the beach at the toe of the sea cliff) and/or sea cliff stabilization (such as flattening the slope of the sea cliff) were not advanced.

CRITERIA USED FOR DETERMINATION OF THE SELECTED ALTERNATIVE

The selection criteria were developed to accommodate a wide range of potential alternatives, and have undergone a number of revisions over the course of project development. These criteria were modified in response to input from regulatory agencies, local residents, regional stakeholders and special interest groups who have commented on the project. The criteria, therefore, reflect the key values from both local and state perspectives regarding this environmentally sensitive area. The full list of about 37 selection criteria is provided in Appendix A of the DEIS. The basic concepts included in the criteria are:

- Transportation Performance
  - Improve or maintain overall transportation.
- Human Health and Safety
  - Minimize adverse impacts to health and safety.
- Environmental Quality
  - Minimize adverse impacts to the natural environment.
  - Minimize adverse impacts to the built/cultural/social environment.
- Community Economics
  - Minimize adverse impacts to area economic forces.
- Maximize Likelihood of Implementation
- Total Project Costs
- Constructability/Staging
- Meeting the Purpose and Need for the Project[1]

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[1] The following is the Spencer Creek Bridge Purpose and Need Statement:

PURPOSE FOR THE PROJECT: The purpose of the Spencer Creek Bridge Replacement Project is to maintain the connectivity and highway functions of U.S. 101 generally between Otter Rock and Wade Creek.

NEED FOR THE PROJECT: The connectivity and function of U.S. 101 need to be maintained because the highway is:

- Part of the "National Highway System."
- A Statewide Highway in the *Oregon Highway Plan.*
- A "Priority 1" lifeline route, providing the primary and most direct route between Newport and Depoe Bay.
- A "National Scenic Byway," which the project area functions to provide public access to Oregon's coastal resources as a result of its scenic, natural, and recreational intrinsic qualities.

Natural hazard threats to maintaining the connectivity and function of U.S. 101 in the project area need to be addressed because:

- The Spencer Creek Bridge is approved for replacement in the "Statewide Transportation Improvement Program" for 2006-2009.
- The Spencer Creek Bridge deteriorated so rapidly in 1999[1] that, even with progression of weight limitations, it was closed to traffic and a temporary bridge was constructed adjacent to it and opened for traffic in September 1999. The temporary bridge has a design life of 5 to 8 years.
- Roadway approaches are both along an eroding shoreline and in an area subject to landslide hazards.

The facility borders and provides critical access to Beverly Beach State Park and the Beverly Beach shoreline (both important recreational destinations of regional and statewide importance) and the rural community of Beverly Beach.

Several social, environmental and transportation values encompassed in the criteria were particularly important factors in the decision-making process: the ocean beach, the state park, the community of Beverly Beach, safety (bridge deterioration and erosion issues), protection of essential fish habitat and avoidance of impacts to threatened species, and the project purpose and need. More specifically,

- The ocean beach is considered one of Oregon's major scenic and recreational resources. There was a very strong conviction (supported by Section 4(f), Oregon Statewide Planning Goals, interest groups, and OPRD comments) that impacts to the ocean beach must be avoided.
- In response to OPRD and Section 4(f) requirements, every effort must be made to avoid impacting Beverly Beach State Park. OPRD, having jurisdictional authority over both the ocean beach and the park, indicated a preference of avoiding the ocean beach over the park—if it was necessary to impact one or the other resource.
- The rural community of Beverly Beach voiced major concerns regarding any alternative that would separate its two neighborhoods (Finisterre and Beverly Beach) by a highway.
- The original 1947 bridge had deteriorated and was closed to traffic; the 1999 temporary detour bridge has a design life of 5 to 8 years; and erosion is undercutting the roadway approaches to the bridge. A replacement bridge must be constructed to ensure continued safety of the traveling public, and for the safety of pedestrians crossing under these two existing bridges to access the beach from the park.
- Resident and anadromous fish (including the Oregon Coast coho salmon, Oregon Coast steelhead trout, and other resident fish species) have been documented in both Spencer Creek and Wade Creek. Avoiding impacts to essential fish habitat was an important consideration throughout development of the project. This included avoiding stream impacts and incorporating adequate conservation measures into the project to avoid, minimize or otherwise offset potential adverse effects to essential fish habitat.
- Avoiding impacts to habitat for spotted owls and bald eagles (though outside of the project area) was considered an important element in consideration of project alternatives. (No suitable spotted owl nesting roosting habitat is found within 1,500 feet of the project, and the closest known bald eagle nest is located about 1.5 mile from the project site.)
- It is imperative that the Selected Alternative meet the project's purpose and need. US 101 is part of the National Highway System; is a "Statewide Highway" in the *Oregon Highway Plan;* is a "Priority 1" lifeline route (between Newport and Depoe Bay); and is a National Scenic Byway. Addressing the natural hazard threats to maintaining the connectivity and function of US 101 (bridge deterioration and erosion) is critical to ensuring continued connectivity along this portion of US 101.

REASONS FOR ALTERNATIVE SELECTION

The Spencer Creek Bridge DEIS evaluated two build alternatives (Alternative F and Alternative G) and the No-Build Alternative. The following provides a brief description of the alternatives not selected for this project. (Chapters 2 and 4 in the DEIS, and Chapter 4 in the FEIS provide more detail on the alternatives considered throughout the alternative development process for this project.)

No Build Alternative

The No-Build Alternative was evaluated and documented for the purpose of providing a basis of comparison with the build alternatives. The No-Build Alternative would leave US 101 in place, in its existing condition. There would be no significant modifications to the highway. Routine maintenance would continue; and short-term minor safety improvement activities that support continued operation of the existing roadway would occur.

The No-Build Alternative was not considered feasible for several reasons. The existing temporary detour bridge was erected in 1999 after the original 1947 bridge was found to be in danger of catastrophic failure. The No-Build Alternative assumes that the original 1947 bridge is not replaced with a new permanent structure, and that the 1999 temporary detour bridge continues to remain in service for an indeterminate time. However, the temporary detour bridge was designed only to last about 5 to 8 years. It would require frequent maintenance and repairs and, at some point in the future, would require replacement with a new structure. Overall, the highway and bridge condition with the No-Build Alternative would continue to deteriorate through inaction.

With the No-Build Alternative, the sea cliff would not be stabilized to prevent landslides nor would shoreline erosion protection measures be placed on the beach to protect the sea cliff from further erosion by ocean waves. Landslides and ocean wave erosion along the sea cliff would almost certainly continue. At some point in time, it is very likely that continued shoreline erosion and an ensuing landslide would eventually occur that would result in the closure of the highway for at least as long as emergency repairs would take to reopen the highway. Landslides that close the highway would impact the beach when roadway debris (pavement, base aggregate, curbs, guardrail, etc.) slides onto the beach. Emergency repairs of these landslides could include large rock embankments that could extend onto the beach for some distance.

Additional impacts that made the No-Build Alternative undesirable include:

- Because of the potential for periodic highway closures and the long detour route to reach Newport, the No-Build Alternative could seriously interrupt emergency services, tourism and freight travel. Local travel patterns and access would be affected, resulting in substantial out-of-direction travel.
- The No-Build Alternative would fall short of the Lincoln County transportation goal, which states: "To plan for a safe, convenient and economic transportation system." The continuing vulnerability of US 101 to slides under the No-Build Alternative would fail to provide a safe transportation system. The long detours when US 101 would have to be closed because of slides or bridge problems would mean that the No-build Alternative would fail to provide a convenient transportation system.
- The No-Build Alternative would fail to meet the *1999 Oregon Highway Plan* policies related to providing inter-urban and inter-regional mobility, Scenic Byways, and lifeline routes because of its high susceptibility to failure, road closure, and resulting inland detour routes.
- If problems with the 1999 temporary detour bridge develop under the No-Build Alternative, physical access from the park to the beach would be jeopardized.

- In the event of catastrophic failure, it is likely that correction of the problems could not be completed within the existing right of way. Quantities of needed additional right of way are unknown.
- The No-Build Alternative would degrade the overall visual quality of this segment of US 101 by retaining the visually intrusive temporary detour bridge and the deteriorating highway.

Alternative G

Alternative G was the only other build alternative advanced into the DEIS.

Alternative G would extend 1.51 miles in length. It would begin about 1,000 feet north of the Spencer Creek Bridge to about 500 feet south of Wade Creek. The north end of Alternative G would be almost identical to Alternative F in the vicinity of Spencer Creek Bridge and Beverly Beach State Park (although Alternative G would have resulted in slightly more impacts to the park because of its realignment of US 101). The south end of Alternative G would reroute the highway inland to the east of NE Beverly Drive, from south of Spencer Creek to just south of Wade Creek. This would move the highway away from the beach in the area most affected by shoreline erosion and landslides, but would locate the highway through the center of the community of Beverly Beach. A new intersection about 700 feet south of the existing US 101/NE 123rd Street intersection would create direct access from US 101 to both NE 121st Street and NE Beverly Drive. The existing NE Beverly Drive/NE 121st Street intersection would be realigned and reconnected about 175 feet south of the existing intersection.

Although Alternative G would have moved the roadway further away from the eroding sea cliff, it would have resulted in several impacts that were substantial enough to lead to dismissing this alternative. The major reasons for its dismissal were that it would have bisected the community of Beverly Beach and it would have impacted forest lands—therefore requiring statewide planning goal exceptions.

The south half of Alternative G would have divided the community of Beverly Beach, and changed its character by introducing a state highway through the center of what is now a quiet rural community. The two areas of the community (Finisterre and Beverly Beach) would have been separated by the highway, making it a major feature of the community—with resultant substantial visual, pedestrian, traffic, and community cohesion impacts.

In order for Alternative G to be constructed, Lincoln County would likely have to adopt exceptions to Statewide Planning Goals 4 (Forest Lands), 11 (Public Facilities and Services), and 14 (Urbanization). Alternative G could be selected only if it were demonstrated that there would be no other feasible alternatives that would not require an exception. To meet this requirement, reasons would have to be provided showing why Alternative F, which would not require any goal exceptions, could not be implemented at a "reasonable cost," and /or that it would not be "safe," or that it "cannot reasonably accommodate the use."

The direct impacts of Alternative G to the park and ocean would be similar to Alternative F, except for a slight shift to the east at the far south end of the park. At this location, Alternative G

moves inland. It is highly likely that this adjustment would require slightly more land from the park. Alternative G would introduce a 5% grade to the entrance to the park, making it difficult for trailers, motor homes/recreational vehicles, and general traffic to maneuver and access the park.

Other reasons for not advancing Alternative G were that it:

- Would move the highway away from the ocean views (a particular issue for a National Scenic Byway and All-American Road). Alternative G would move the highway inland south of Spencer Creek, creating a dramatically different visual environment along this stretch of the scenic highway. Alternative G would affect the traveling public's view of the ocean, change views for some residents in the community, and change the visual character and cohesiveness of the community.
- Would increase the number of intersections (one at NE 123rd Street and a new intersection at NE 121st Street/NE Beverly Drive). Alternative G would require a deviation from the applicable intersection spacing standard in the *1999 Oregon Highway Plan*, because the distance between the US 101/NE 123rd Street intersection and the proposed US 101/NE 121st Street intersection is less than the 1,320-foot minimum spacing for intersection in this area.
- Would result in more pedestrian, bicycle, and vehicular traffic crossing US 101, resulting in potential safety concerns on this high speed, heavily traveled route.
- Would require some transit users (including children) to walk along the shoulder of the highway and cross the highway without the benefit of a signal or crosswalk if new bus stops were located only on one side of US 101.
- Would result in more natural resource impacts (forest, wildlife habitat, streams).
    - It would require an estimated 1.13 acres of fill in wetlands and 0.82 acre of fill in other waters. It would remove a large body of water that is part of a tributary to Spencer Creek, as well as the headwaters of a tributary to Wade Creek, and all of one wetland.
    - It would result in substantial terrestrial/wildlife impacts due to the alignment through forest land. (Although no suitable spotted owl nesting or roosting habitat is within 1,500 feet of the proposed project area, and the closest known bald eagle nest is approximately 1.5 miles from the site, Alternative G would have been closer to these sites than Alternative F.)
- Would result in noise impacts to more than twice as many properties as Alternative F. An additional noise barrier could be necessary to mitigate the noise impacts at the west end of NE 122nd Street. However, it would have to be built above the proposed retaining wall east of Alternative G, which might block residents' view of the ocean.
- Would create uneconomic remnants due to the inland route at the south end of the alignment.
- Would be more expensive than Alternative F.
- Would steepen (5%) the grade at the entrance/exit to Beverly Beach State Park. A 5% grade would have impacts on traffic accessing the park; this steep grade makes it especially difficult for trucks, trailers, and motor homes to maneuver.
- Would require substantially more borrow and fill material.

ENVIRONMENTALLY PREFERABLE ALTERNATIVE

Alternative F is the environmentally preferable alternative—overall, it causes the least damage to the biological and physical environment, and to the community of Beverly Beach. In a comparison of impacts, of about 75 evaluation criteria approved by the Collaborative Environmental and Transportation Agreement on Streamlining (CETAS),[2] Alternative F had the least impacts for 43 of the criteria; Alternative G would have had the least impacts for 5 criteria, and there was little appreciable difference between Alternatives F and G for 27 criteria (see matrix in Appendix A in the DEIS for a complete listing of the *Criteria for Selection of Preferred Alternative*). In addition to meeting the project's Purpose and Need, the Selected Alternative would reduce environmental impacts to the following resources compared to Alternative G (see Table S-1 in the DEIS and FEIS for more detailed information):

- Fewer lineal feet of stream spanned or filled.
- Fewer number of stream crossings.
- Less impervious surface area.
- Less habitat and vegetation impacts.
- Lower cost.
- Less construction and operations energy use.
- Less fill in the 100-year flooding zone.
- Less borrow and fill requirements.
- Much less total land area impacted (in all zoning types).
- Fewer number of properties impacted by noise.
- Much less right of way required; less right of way cost.
- Will have substantially less borrow and fill material requirements.
- Slightly less land required from Beverly Beach State Park.
- Will not bisect the community of Beverly Beach.
- Easy access to transit bus stop location. (Alternative G would require transit users to cross the highway unless transit stops were placed on both sides of the highway.)
- Minimizes impacts on the view of the beach from the highway and from homes in the Beverly Beach community. Will maintain the scenic values of US 101, a National Scenic Byway and All-American Road, by retaining the ocean view, which is a major tourist attraction (though there would be impacts due to the large retaining wall).

In addition, Alternative F:

- Is consistent with current land use planning designations—it will not impact resource lands; therefore, it will not require Statewide Planning Goal exceptions.
- Will shift the highway alignment 50 feet to the east in high beach erosion areas, avoiding sea cliff erosion for at least 50 years.

[2] CETAS was formed to foster collaboration between participating agencies in an effort to streamline the environmental process, and to ensure the complexities of environmental regulations and planning requirements are met. Its intent is to implement a safe and efficient transportation system as well as meet agency responsibilities for environmental stewardship. CETAS concurrence is requested in the development of transportation projects at several key approval points: purpose and need, selection criteria, range of alternatives considered, and selected alternative. CETAS membership is provided in the DEIS, Chapter 2, page 2-3.

- Will result in fewer failing intersections within the project area in the design year (2025) compared with Alternative G.
- Meets road intersection and safety standards.

Alternative G would have resulted in fewer impacts only in the following areas:

- While Alternative F would require sub-easements to support the large retaining wall east of the highway for Unit 2, Alternative G would not require major sub-easements.
- Alternative G would have required fewer parcels for right of way—however, it would require more actual right of way acquisition at a higher cost.
- Alternative G would not have a large retaining wall; thus it would result in less visual impact from the beach.
- Alternative G would require about 0.2 acre less wetland area that Alternative F.

In other environmental resource and transportation areas, the two build alternatives would have been essentially the same—air quality, archaeology, hazardous materials, historic resources, commercial displacements, lack of impacts to minorities or low income populations, and the number of locations on US 101 within the project limits that would not meet the minimum ODOT volume-to-capacity standard in the design year (2025).

As indicated above, in the long term, the No-Build Alternative would have the potential for significantly more impacts to the ocean beach and the park. Eventually, landslides and ocean wave erosion along the sea cliff would almost certainly result in the closure of the highway, roadway debris on the beach, large rock embankments extending for some distance on the beach, degradation of visual quality in the entire area, impacts to Spencer Creek (including fish habitat disturbance and water quality degradation), and additional flood zone and wetland impacts. Closure of the highway would result in major impacts to the community of Beverly Beach, the park, and the traveling public in terms of safety, access, travel time, and economic hardship.

In summary, the Selected Alternative was determined through a process that has discarded more environmentally intrusive alternatives to ones with fewer environmental impacts at each stage of the alternative development process. The Selected Alternative (the Preferred Alternative in the FEIS) is the environmentally preferred alternative that causes the least damage to the biological, physical, and socioeconomic environment.

SECTION 4(f) APPROVAL

SECTION 4(f) RESOURCES

Section 4(f) properties are publicly owned parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance, and historic resources that are on or eligible for listing in the National Register of Historic Places or that are locally significant. Two Section 4(f) resources are located in the project area: Beverly Beach State Park, located east of US 101 and the designated Oregon ocean beach. Both are under the jurisdiction of the Oregon State Parks and Recreation Department (OPRD).

The entire length of the Spencer Creek Bridge project parallels the ocean beach. The ocean beach is considered a recreational area in Oregon, and thus qualifies for Section 4(f) protection. It is also protected by Statewide Land Use Planning Goal #18 (Beaches and Dunes). There is strong opposition by OPRD and stakeholders to any impact to the ocean beach.

Beverly Beach State Park is a publicly-owned park in the project area. Land and Water Conservation Funds were used in the development of Beverly Beach State Park; therefore it also qualifies as a Section 6(f) resource. This state park is one of the most popular parks in the State of Oregon's park system. Beverly Beach State Park is a heavily wooded, low-lying coastal park encompassing 130 acres located immediately east of US 101. The entire length of the Spencer Creek Bridge project parallels the ocean beach.

SELECTED ALTERNATIVE SELECTION

The Selected Alternative will result in the least overall impacts to Section 4(f) resources (the park and ocean beach) compared to other alternatives considered for the project. In addition, it will result in the least overall environmental harm compared to the other alternatives.

SELECTED ALTERNATIVE IMPACTS TO SECTION 4(f) RESOURCES

There will be no permanent occupancy of the ocean beach in association with the Spencer Creek Bridge project. The only impact close to the beach would be at the entrance to Spencer Creek, where the creek crosses the beach as it enters the ocean. All short-term construction activity in the area will be east (landward) of the designated ocean beach area (that area delineated by OPRD), thus resulting in no impact to the beach area. Although no work is anticipated west of the ocean beach boundary, if any were required, it is not anticipated to rise to the level of use under Section 4(f).

The Selected Alternative for the Spencer Creek Bridge project will use a small amount of land in Beverly Beach State Park. (See Figure 3.) Most of the project will be within existing ODOT right of way and outside of the park area. There will be a retaining wall and slope, and a grassy swale adjacent to the day-use area, but these will be entirely within ODOT right of way. The only right of way impacts to the park will occur at the south end of the park in an undeveloped area. The right of way will likely take the form of a permanent easement (about 0.22 acre with Unit 1) and a temporary construction permit (0.68 acre with Unit 2). The permanent easement will be used for a fill slope to support the highway. Based on the current design concept, Unit 2 would result in a minor permanent Section 4(f) use of the park due to the slight realignment needed to transition NE 123rd Street into the park entrance roadway. This realignment would include resurfacing, some additional pavement area, curbing, slope adjustments, vegetation removal and replanting.

Since the property will remain under the jurisdiction of OPRD, no right of way will be required by ODOT for Unit 2; however, a permit for construction in the park will be obtained for about 0.68 acre (this is a conservative estimate). The permit area would also allow for construction equipment access, and to ensure continued public access to the park during construction.

The Selected Alternative will result in noise and visual impacts to the park. There will also be wetland and construction impacts.

- Noise: The changes from predicted existing noise levels will be the result of increased traffic volumes and relocating the highway closer to the park. (Although the new alignment will be very close to the original alignment before it was shifted west for the temporary bridge.)
- Visual: Moving the highway closer to the park will result in vegetation removal. The bridge is considered a scenic element of the park setting; it frames views of the ocean and is widely photographed. The existing bridge will be removed by the project, and replaced by a new bridge designed to be compatible with the setting.. A retaining wall and the bridge abutments will also be visible from the park.
- Wetlands: Unit 1 will temporarily impact Spencer Creek, but it will not impact any of the wetlands identified within the park in the Spencer Creek wetland delineation report. Unit 2 will result in wetland impacts to the park in two locations: additional fill in a portion of Wetland B (south of the park day-use area) for the permanent construction easement and the construction permit area.
- Construction: Minor temporary impacts to air quality, noise, water quality, park and beach access, and visual impacts could occur.
    - In Unit 1, potential short-term pedestrian access between the beach and the park, and the potential need for equipment access through the day-use parking area would occur. In Unit 2, the primary construction impacts to the park would be related to the construction permit work area at the south end of the park. The exception is the minor use due to realignment adjustments to the construction permit area.
    - Although no storage or staging areas are anticipated in the park, occasional equipment may need to travel through the park day-use area to access the bridge. There will be short periods (normally less than a few hours) when potentially dangerous bridge demolition and construction operations may prohibit pedestrian passage between the park and the beach under the bridge.
    - Construction of the project may cause localized, short-duration noise impacts.
    - Although construction activities could result in temporary impacts to air quality (such as dust) and water quality, with the incorporation of standard construction mitigation techniques, these impacts would be temporary and minor.

AVOIDANCE ALTERNATIVES

Throughout the alternative development process, alternatives were studied to determine whether there were any feasible and prudent alternatives to avoid the use of Beverly Beach State Park and the ocean beach. It was determined through the NEPA process that none of the "complete-avoidance" alternatives would meet the project's purpose and need, and they would have significant environmental impacts; therefore, they would not be prudent alternatives.

Due to the location of US 101 between the two Section 4(f) resources, it is difficult to develop a feasible and prudent build alternative that would not use on Section 4(f) resources. To maintain the current park entrance and retain the primary attraction of the park (which is access to the beach), some use of Beverly Beach State Park would be required. Consequently, in the Section 4(f) Evaluation, it was determined that no feasible and prudent alternative was available that

would be capable of completely avoiding Section 4(f) resources. (In addition, OPRD stated that they prefer permanent impacts to the park rather than the beach.)

A full description of the alternatives considered throughout the development of this project is included in Chapters 2 and 4 of the Draft Environmental Impact Statement and Chapter 4 of the FEIS (Alternatives Removed From Further Consideration). In summary, the project development process included consideration of the following alternatives and options:

- Rehabilitation,
- Alternatives along the existing alignment,
- Shifting the alignment to the west onto the beach,
- Shifting the alignment to the east in the park area,
- Inland routes,
- One-way couplet, and
- Culvert.

Seacliff stabilization options included fill slopes, geotextile and/or soil reinforcement techniques, and retaining walls on the upper portions of the sea cliff. Shoreline erosion protection options included rock revetments and a seawall at the toe of the bluff, seawalls at mid-beach, cobble beachfill and beach nourishment, nearshore sediment disposal, and offshore reefs.

Only two alternatives considered in the NEPA process were initially thought to avoid direct impacts to Beverly Beach State Park and the ocean beach: the No-Build Alternative and Alternative I. Further evaluation determined additional potential impacts to Section 4(f) resources.

- With the No-Build Alternative, the sea cliff would not be stabilized and shoreline erosion protection measures would not be placed on the beach. Landslides and ocean wave erosion along the sea cliff would probably continue. At some point in time, it is likely that the highway would be closed, thus closing the entrance to Beverly Beach State Park. Within the context of Section 4(f), the No-Build Alternative was not considered a prudent alternative that would be capable of avoiding the Section 4(f) resources. Also, it would not meet the project's Purpose and Need. Additional detail on the No-Build Alternative is included in Chapter 3 of the DEIS (Project Alternatives) and Chapter 4 of FEIS (Alternatives Removed from Further Consideration).
- Alternative I was designed to avoid the state park and ocean beach by moving the highway to a new alignment east of Beverly Beach State Park, and reconnecting it to the current US 101 alignment at the north end near Otter Rock and at the south end, south of the community of Beverly Beach.[3] However, it was determined that if US 101 became unusable, future access into the park from Alternative I would require new access roads from the north or from the east. Either of these access options would convert a large amount of park land to roadway and possibly move park entrance facilities, resulting in more undesirable park use than the Selected Alternative. New access to the park would also result in major conflicts for future park development plans. Alternative I would also

[3] Other eastern alignments that were considered in the process of developing this project would have resulted in impacts similar to Alternative I.

have other major impacts: additional wetland impacts, five new bridge crossings of fish-bearing streams, construction in natural wildlife habitat areas (including areas containing both marbled murrelet and the spotted owl), use of Timber Conservation-zoned land, and very high cost (more than twice the estimated cost of the Selected Alternative). Because of its environmental impacts and impacts associated with providing park access, Alternative I was not considered a reasonable alternative in comparison to the Selected Alternative. Alternative I is discussed in more detail in Chapter 4 of the DEIS (Alternatives Removed from Further Consideration) and in the Final Section 4(f) Evaluation.

A number of build alternatives considered for this project would have had much greater use of Section 4(f) resources. Only Alternatives F and G were considered reasonable alternatives based on the NEPA evaluation and potential Section 4(f) impacts. As discussed above, Alternative G would have resulted in slightly more impacts to the park, and substantial impacts to other resources. Additional detail regarding Alternative G is provided in Chapter 4 of the FEIS (Alternatives Removed from Further Consideration),

MEASURES TO MINIMIZE HARM TO SECTION 4(f) RESOURCES

Throughout development of the project, every effort was made to avoid and/or minimize impacts to the Section 4(f) resources. The Selected Alternative is the feasible and prudent alternative with the least harm to the Section 4(f) resources (Beverly Beach State Park and the ocean beach), and includes all possible planning to minimize harm to the Section 4(f) property. In accordance with Section 6(f) of the Land and Water Conservation Fund Act of 1965, replacement property of reasonably equivalent value and usefulness has been incorporated as mitigation for permanent use of the park. Measures to minimize harm to the Section 4(f) resources are summarized below. The Final Section 4(f) Evaluation and Associated 6(f) Assessment provide additional discussion of the Section 4(f)/6(f) resources and associated project impacts.

Impacts near the ocean beach were reduced to only the potential for minor construction impacts at the mouth of Spencer Creek. The ocean beach boundary will be included in the plans and specifications to ensure that all ODOT construction would be east of that designated line.

Impacts to the park were substantially reduced from what was initially reported in the DEIS. Initially, it was anticipated that the project slopes would require about 0.48 acre of park property, impacting the parking lot, displacing the restrooms, resulting in more wetland impacts, and requiring more vegetation removal. These are discussed below under "Measures to Minimize Harm."

OREGON PARKS AND RECREATION DEPARTMENT INVOLVEMENT

ODOT held numerous meetings and conversations with OPRD to discuss potential project impacts to Section 4(f) and Section 6(f) properties within the project area, to determine ways to minimize impacts, and to develop appropriate mitigation measures. OPRD personnel were voting members on the Spencer Creek Project Management Team and the project Steering Committee. The OPRD Senior Grants Manager responded with information regarding the Section 6(f) grants awarded to the park. The Beverly Beach State Park Manager shared information regarding

development and rehabilitation plans in the park. The OPRD North Coast Area Manager enumerated OPRD's concerns and preferences in a letter to ODOT. Discussions with OPRD included potential park impacts; evaluation of avoidance, minimization, and mitigation options, including sound wall construction; bridge design concepts; and potential Section 6(f) replacement sites.

OPRD has indicated their concurrence with the aesthetic treatments, sound wall placement, and construction plan proposed for this project. ODOT will continue to coordinate with OPRD throughout final design and construction of the project to ensure that the overall aesthetic treatment is compatible with the park and ocean setting, that impacts to park users will be minimized during construction, and that the project will not result in proximity impacts that substantially impair users' enjoyment of the aesthetic features and attributes of the park and beach.

MEASURES TO MINIMIZE HARM

Throughout the development of this project, all practicable measures were taken to minimize environmental harm. The alternative resulting in the least environmental harm (Alternative F) was determined as the Selected Alternative. Additional measures were developed and incorporated into the Selected Alternative as the design was refined.

The Summary of Mitigation and Conservation Measures for this project are described in Chapter 7 of the FEIS, and are provided as Attachment 1 to this Record of Decision.

With OPRD concurrence, the following measures to minimize impacts to the park were incorporated into the Selected Alternative:

DESIGN

- North of the bridge, the cross-section and construction methods were adapted to minimize impacts on the slope. It was determined that the Selected Alternative, including the sound wall, can be constructed within ODOT right of way at the top of the slope adjacent to the roadway. In addition, vegetation removal will be minimized by keeping construction activities within about 10 to 15 feet from the top of the slope.
- Slopes were steepened to 1.5:1 to reduce impacts to the park.
- The roadway for the Selected Alternative was lowered about two feet, which pulled in the toe of the slope, thus reducing impacts to the park.
- A retaining wall was added adjacent to the day-use area to avoid impacts to the parking lot and restrooms. The retaining wall will be designed to blend visually into the coastal and park environment.
- The use of a permanent easement (needed for slope construction) rather than fee simple for right of way impacts to the park will be used. In this way, OPRD retains ownership of the affected property and can still use the easement property (see Figure 3) after completion of the project. The easement area would continue to function in its current capacity after construction.

- Particular emphasis is being placed on the appearance of the proposed improvements because of the project's location in this scenic coastal area and adjacent to a heavily used state park. A new visual design concept has been developed; it includes an arch under the bridge that fits the design of other coastal bridges. OPRD has concurred with the bridge design concept, which is shown in Chapter 2, Figure 2-6 in the FEIS.
- In coordination with OPRD, visual treatments for the retaining walls and abutments are also being considered in order to fit aesthetically into the park and coastal environment.
- In response to a request by OPRD, pedestrian access to the beach will be created beneath the bridge with two walkways. The walkway under the south side of the bridge that provides pedestrian access from the park to the beach will be replaced. Efforts will be made to make this walkway as ADA-compliant as feasible. A new walkway on the north side of the creek will be added. Although the new walkway will be constructed with this project, it will not extend into the campground. OPRD will be responsible for connecting to the new path to the park property and the beach.

CONSTRUCTION

- ODOT will coordinate with OPRD regarding the construction schedule. A concerted public information effort will be instituted as part of the effort to minimize harm to the functioning of Beverly Beach State Park. Because the project will be constructed during the high tourist season, ODOT has committed to advance notice of the construction schedule (nine months in advance when possible) so OPRD, park patrons, and the general public can anticipate what will be occurring. (Note: Park reservations can be made up to nine months in advance; thus it is desired to provide potential park users with the anticipated construction schedule.)
- The necessity for vegetation removal during construction was minimized by reducing the footprint needed for construction, and by using construction staging from the roadway and weigh station rather than from the park. A commitment has been made to retain as much vegetation as possible during construction.
- Standard ODOT specifications for control of noise will be used to minimize construction impacts (see Chapter 7 in the FEIS, Summary of Conservation Measures and Mitigation). Additional measures to reduce noise impacts will be considered (see Mitigation section).
- In order to minimize impacts to the slope north of the bridge, construction will be limited to the top area of the slope and will be entirely within ODOT right of way.

The following measures were considered in order to minimize impacts to the park, but were not advanced for specific reasons.

- Narrower travel lanes were considered to reduce impacts to the park. Reducing the travel lane widths from 12 feet to 10 feet was evaluated. However, US 101 is a heavily traveled tourist route and is used by large recreational vehicles as well as truck traffic. In this situation, narrower lanes would pose a safety risk and were, therefore, not considered prudent.

- Narrower shoulders were considered to reduce use of the park. However, US 101 is the most popular bicycle route in Oregon, and the coast highway is a regional attraction for bicyclists. The heavy bicycle use of the shoulder, combined with the large number of vehicles (including RV and truck traffic using the route), would create a safety problem. Also, narrow shoulders would not provide adequate width for pedestrians, and would not provide sufficient width for vehicles to use as emergency pull-out areas (8 feet would be necessary to accommodate RV use; less than 8 feet would be inadequate and could create a safety problem). For these reasons, narrower shoulders were not considered prudent to reduce impacts to the park.
- Sidewalks along US 101 were considered to provide pedestrian access, which would have increased the width of the typical section. However, it was determined that sidewalks were not really necessary in this area. Adequate shoulders are provided; and most of the pedestrian use is under the bridge from the campground to the beach.

Other measures to minimize harm that were incorporated into the Selected Alternative include:

- A longer bridge footprint—however, the construction footprint of the bridge will actually be smaller because of the use of abutments underneath the bridge. As a result, the overall footprint of the bridge will take up less space.
- Buried riprap protection of the abutment walls, with soil placed on top to allow vegetation growth. Maximum wave run-up elevations in the Spencer Creek Bridge opening are not as great as at the ocean-facing abutment slopes. Riprap is recommended to protect these abutments. The abutment walls and riprap will be inside of the permanent vegetation line on the beach (or west) side and entirely within ODOT right of way. The riprap will be covered with soil to reduce the visual impacts.
- The development of a Temporary Water Management Plan to address activities in the riparian area, such as pier removal, riprap placement and, if used, large woody debris placement. Fish passage in the upstream direction will be maintained during in-water isolation work. ODOT will coordinate with the ODFW and NMFS to ensure minimum impacts to fish.
- A nearby archaeological site will be flagged to ensure avoidance during construction.
- Preparation of a Work Area Isolation Plan for all work below the bankfull elevation requiring flow diversion or isolation. The in-water work area will be completely isolated from the active flowing stream using inflatable bags, sandbags, sheet pilings, or similar materials, unless otherwise approved in writing by the Services and the appropriate regulatory authorities. This plan will include the sequencing and schedule of any needed dewatering and re-watering activities, a plan view of all isolation elements, and a list of materials to adequately provide backup for key functions (e.g., an operational, properly-sized backup generator). No underwater pile driving will be conducted; however, pile driving may occur below the bankfull elevation in areas not inundated during the time of construction.
- Management of stormwater runoff. The new highway section will include curbs and storm sewer pipes to control surface stormwater runoff. Curbs will direct the runoff towards the drainage pipes where the water will be directed into a bioswale. The water will be filtered through the swale before release into Spencer Creek. The bioswale will be constructed between the restrooms in the State Park and the abutment wall for the bridge. The swale will be located within ODOT right of way. Groundwater seepage into the sea

cliff under the highway will be controlled through subsurface drainage measures, mainly using a system of subsurface pipes and drains behind (east of) the large retaining wall.

Mitigation measures have been included in the Selected Alternative to compensate as much as possible for unavoidable impacts to the park. These are summarized below:

- Temporary impacts to air quality within the park resulting from construction activities will be mitigated using standard dust control measures, such as watering, to reduce fugitive dust.
- A sound wall will be constructed on top of the existing fill slope north of Spencer Creek between US 101 and the park in order to mitigate anticipated noise impacts to the park (particularly adjacent to Loop A of the campground). The exact height, width and location of the noise wall will depend on final design. It is currently expected to be about 7 feet high and 430 feet long.
- OPRD and ODOT will coordinate regarding temporary noise impacts during the construction season, which overlaps the high tourist/visitor season at the park. ODOT will work with Beverly Beach State Park personnel to develop a more detailed noise mitigation plan tailored to the park because of the unique situation. This plan will probably consider additional limits on construction timing, additional restrictions on use of equipment that exceeds a certain dBA level, advance notice and coordination with OPRD personnel, and the inclusion of an overall safety and information program for park users.
- Because the existing bridge is part of the visual environment of the park, the appearance of the new bridge is important to retain visual context. ODOT has coordinated with OPRD to create a context-sensitive design for the replacement bridge.
- Currently the park restrooms are on both OPRD and ODOT right of way; half of the restroom building is on OPRD property and half is on ODOT property. In association with Unit 1 of this project, ODOT will transfer 1,590 square feet (about 0.04 acre) to OPRD so that the restrooms are solely owned by OPRD (see Section 6(f) Assessment in the Final Section 4(f) Evaluation).
- Traffic will be managed to minimize the affect of the project on the traveling public. This will include coordination with OPRD to minimize impacts to visitors.
- To allow continued pedestrian access between the park and the beach, ODOT will likely build a temporary pedestrian "tunnel" (an above-ground protective enclosure) for use during most of the time construction is underway. However, even with a protective pedestrian enclosure, during some periods while the original 1947 bridge and temporary bridge are being removed and the new bridge is built, it might not be prudent or safe to allow people to walk under the bridges.
- Revegetation will be accomplished as soon as possible after construction.
- Retaining walls will be constructed using context-sensitive designs developed in coordination with OPRD.
- Temporary screening of construction materials and debris would be considered where visible to park users.
- Existing mature trees that are possible to be saved will be retained, particularly near the toe of the slope near the day-use area. Correspondingly, wall-covering vegetation and a buffer hedge at the top of the wall are being considered. A full planting plan will be coordinated with OPRD.

- Water quality impacts resulting from erosion and sedimentation (e.g., turbidity in the stream and construction pollutants) will be controlled in accordance with ODOT's Water Quality and Habitat Best Management Practices.
- A stormwater bioswale will be constructed behind the public restrooms in the day-use area, within ODOT right of way. This shallow bioswale is anticipated to be about 100 feet long, 6 feet wide, and 1 foot deep. The bottom would be covered with porous paver bricks, with grass growing through the bricks. The pavers allow the swale to be mowed. The stormwater runoff from the highway will be piped to the bioswale and filtered. It will be released through an underground pipe into Spencer Creek.
- Mitigation for temporary impacts to Spencer Creek will occur immediately following project construction. Mitigation will involve the removal of temporary piles and site restoration in areas that are within the highest measured tide (jurisdictional boundary for 404 permit purposes) but outside of the wetted channel during the dry summer months when construction will occur. No wetlands will be impacted within the park in Unit 1. Most wetlands in the park were avoided through refinement of the project design.
- Mitigation for unavoidable permanent use of park wetland habitat will only be required when Unit 2 is constructed. Because this could occur in the distant future, it is difficult to project what form this wetland mitigation would take.

MONITORING OR ENFORCEMENT PROGRAM

Site-specific monitoring and enforcement plans will be include:

- Erosion and sediment control,
- Protecting riparian vegetation,
- Revegetation,
- Protecting threatened, endangered, or sensitive species,
- Protection of and/or mitigation of impacts to Section 4(f) resources,
- Wetland mitigation (Unit 2 only), and
- Preventing and controlling spills of hazardous waste.

The Terms and Conditions specified in the Essential Fish Habitat Consultation have been incorporated into the attached Mitigation and Conservation Measures. These include conservation measures for erosion and sediment control, environmental protection, clearing and grubbing and planting and seeding. Environmental performance standards are included for wildlife avoidance/harassment for noise, wildlife avoidance for bridge demolition, habitat removal, and fish avoidance.

In summary, all practicable measures to minimize environmental harm have been incorporated into the decision for the Selected Alternative, and that alternative causes the least damage to the biological and physical environment.

COMMENTS ON THE FINAL EIS

The Final Environmental Impact Statement for the Spencer Creek Bridge project was circulated to government agencies, organizations, interested parties, and the public on March 23, 2006. Its

availability was published in local newspapers and it was placed on the ODOT web site. The Notice of Availability was published in the Federal Register on March 31, 2006. One comment on the FEIS was received. The United States Environmental Protection Agency, Region 10, Seattle, WA sent a letter (May 1, 2006) saying they felt their comments on the draft EIS were adequately addressed in the final EIS.

CONCLUSION

Based on the analysis and evaluation contained in the proposed project's Final Environmental Impact Statement; after careful consideration of all of the identified social, economic, and environmental factors and input received from other agencies, organizations, and the public; and the factors and project commitments through mitigation and conservation measures included in the project, it is the decision of the FHWA to approve the selection of Alternative F (with slight modifications) as the Selected Alternative for the Spencer Creek Bridge project.

May 9, 2006
Date

Dave Cox
Division Administrator
Federal Highway Administration

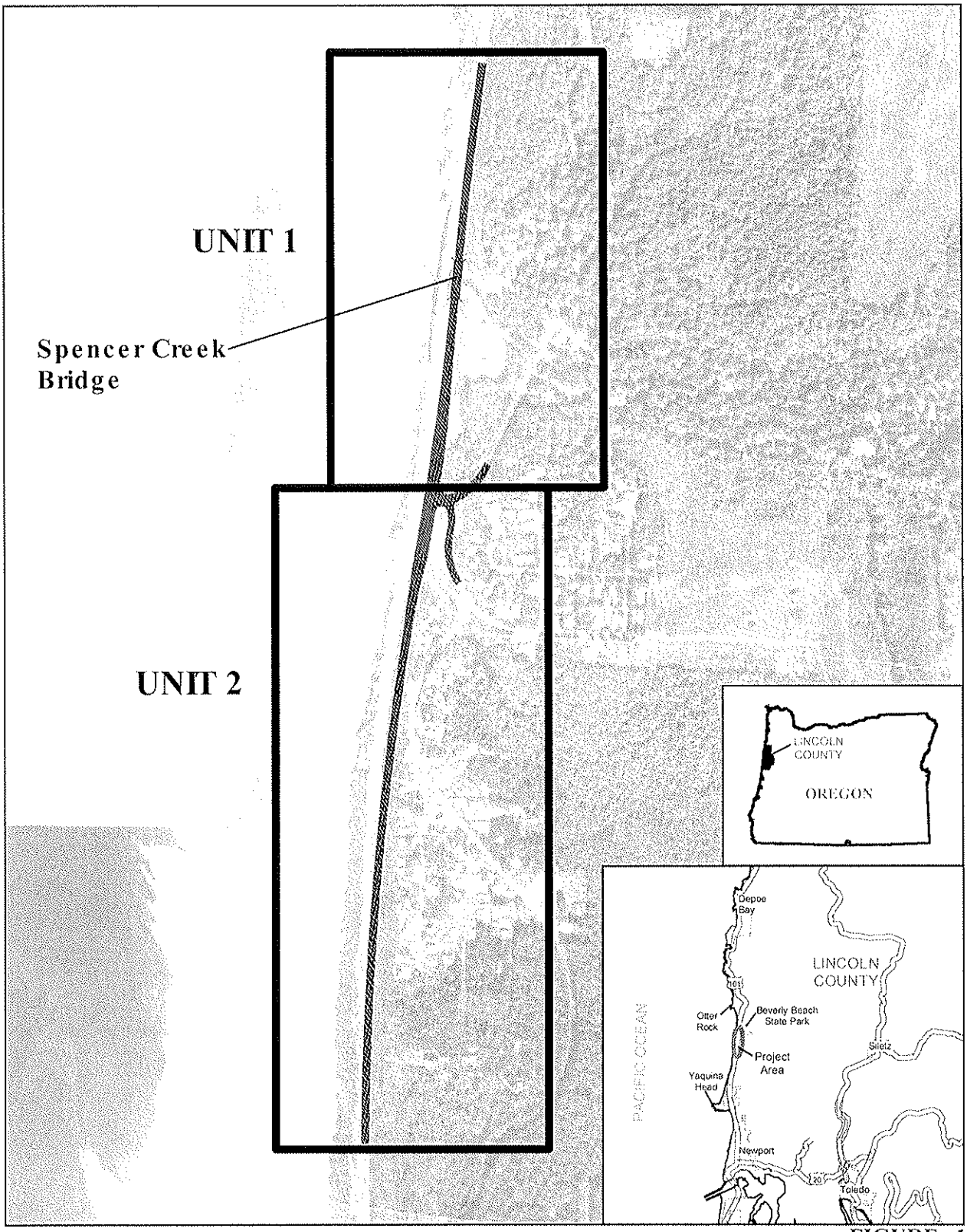

FIGURE 1
SELECTED ALTERNATIVE
FULL VIEW MAP
SPENCER CREEK BRIDGE
OREGON COAST HIGHWAY
LINCOLN COUNTY, OREGON

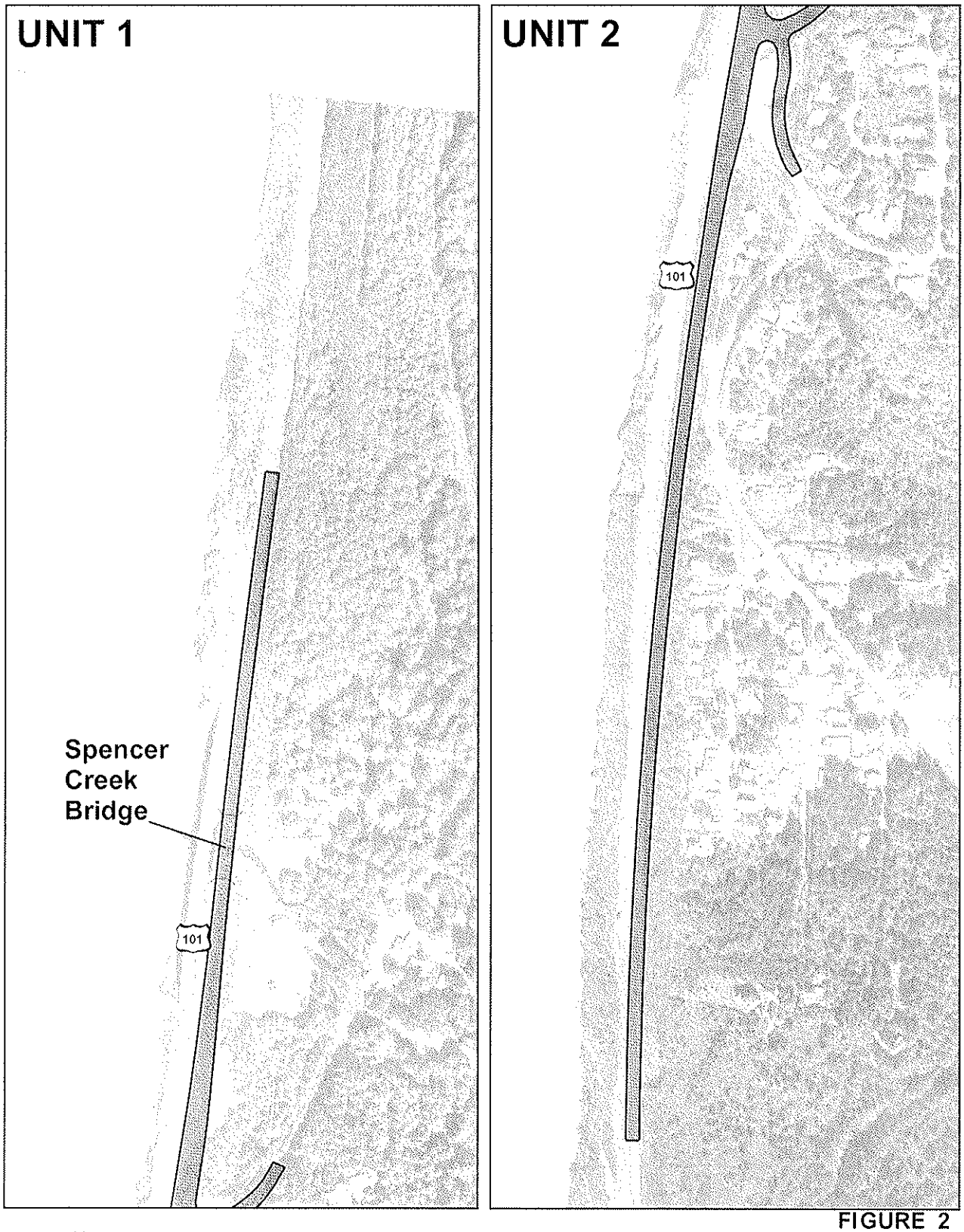

FIGURE 2
SELECTED ALTERNATIVE
UNIT 1 AND UNIT 2
SPENCER CREEK BRIDGE
OREGON COAST HIGHWAY
LINCOLN COUNTY, OREGON

FIGURE 3
SELECTED ALTERNATIVE, SOUTH END OF PARK, USE OF BEVERLY BEACH STATE PARK

SPENCER CREEK BRIDGE
OREGON COAST HIGHWAY
LINCOLN COUNTY, OREGON