



Oregon

Kate Brown, Governor

Department of Transportation
Delivery & Operations Division/
Engineering & Technical Services
Environmental & Hydraulic Engineering Section,
MS #6
4040 Fairview Industrial Dr SE
Salem, OR 97302

January 13, 2022

Emily Cline
Environmental Program Manager
Federal Highway Administration
Oregon Division
530 Center Street, NE, Suite 420
Salem, Oregon 97301

**Subject: Proposed Section 4(f) *de minimis* Impact Determination for the
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)**

Dear Ms. Cline,

This letter requests the Federal Highway Administration (FHWA) approval of a Section 4(f) *de minimis* Impact Determination for the Willamette River Water Trail, a publicly owned recreation area located within the OR 569 Beltline Highway Improvement Project: River Road – Delta Highway.

The Oregon Department of Transportation (ODOT) in partnership with FHWA, proposes to modernize a 1.8-mile-long section of the Randy Pape Beltline Highway (OR 569). The Beltline Highway is a limited-access expressway and an important regional highway that provides an east-west connection serving commuter, freight, and local traffic between Interstate 5 (I-5) and Oregon 99 (OR99). This 1.8 mile section, beginning at the Beltline Highway's intersection with River Road and ending at its intersection with Delta Highway, has been subject to increased vehicle congestion and conflicts. The proposed project seeks resolve the operational and safety issues by providing needed repairs and expansion, including:

- Adding one auxiliary vehicular traffic lane in each direction (eastbound and westbound) on Beltline Highway between the River Road interchange at the west end to the Delta Highway interchange at the east end to provide more room for merging/diverging/weaving movements to improve traffic flow and safety. These additional lanes will span the Willamette River and will require replacement of the existing bridges (bridge numbers 08638 and 08638A).
- Constructing a new two-lane (one lane each direction), local arterial bridge connection between Hunsaker Lane and Green Acres Road.

The project actions summarized in the above bullets are the most pertinent to the Willamette River Water Trail as it includes the construction of a new arterial bridge over the Willamette River and replacing the existing Willamette River Beltline Bridge. The remaining project actions include:

- Upgrading Division Avenue with a shared-use path and space for cyclists (maintaining one vehicular lane in each direction) and extend to a new intersection with Hunsaker Lane.
- Extending River Avenue to an intersection with Hunsaker Lane.
- Reconfiguring the River Avenue connection to Beltline Highway by eliminating the eastbound off-ramp that connects Beltline to River Ave/Division and reconstructing a new eastbound on-ramp and westbound off-ramp.
- Redesigning Beaver Street as an access for local traffic only.
- Making changes to the Delta Highway and Goodpasture Island Road as follows:
 - Extending the acceleration lane at the bottom of the loop ramp from southbound Delta Highway to eastbound Beltline. This will require widening or reconstruction of the existing bridge that carries eastbound Beltline over a slough.
 - Reconstructing the onramp from southbound Delta Highway to westbound Beltline so that it can accommodate the new local arterial road from Green Acres Road.
 - Adding a lane to Beltline Highway to eliminate a merge at the bottom of the loop ramp from northbound Delta Highway to westbound Beltline.
 - Reconstructing the mainline Delta Highway Bridge No. 09358 over Beltline Highway.
 - Adding a southbound auxiliary lane along Delta Highway between Beltline and Goodpasture Island Road. The auxiliary lane will exit at Goodpasture Island Road.

The Willamette River Water Trail is a nationally recognized water trail and American Heritage River. As a significant recreation area as determined by the official with jurisdiction, the Willamette Riverkeeper, the Willamette River Water Trail is considered a Section 4(f) resource. The portion crossed by the Beltline Highway is characterized by a single channel upstream and immediately downstream, with multiple braids forming further downstream. Recreational navigation occurs year round in the stream reach, with personal paddlecraft being the most frequent type. Use of paddlecraft is increasing and expected to continue to increase, with typical vessel use expected to remain the same.

The nearest designated access points to the project include Valley River center (RM 180.8), Maurie Jacobs Park (RM 180.8), and Whitney Landing (RM 176.4), and a 2.1-acre gravel bar located immediately to the north of the existing beltline bridge across the Willamette River, on the west bank. Currently, both emergency services and the public that launch small vessels and personal watercraft use this gravel bar. The existing access is in poor condition, resulting in damage to the undercarriage of some vehicles attempting to access the gravel bar.

Construction of the new Willamette River Arterial Bridge is expected to be completed over one year. In-water work area isolation is proposed to isolate installation of the in-water structures during construction. Work will generally occur from shore and from temporary work bridges or temporary work access zones, which will be required from the west bank. The project will maintain river access from the west bank throughout construction, with the potential for occasional short-duration closures to river access from the west bank for a matter of hours while large bridge components are transported (to protect the safety of the public). The project will also install a bent (Bent 4) in the gravel bar to support the proposed arterial bridge.

During construction of the proposed arterial bridge, a minimum horizontal clearance of 130 feet will be maintained within the navigation channel. In its final configuration, the proposed arterial bridge will have 190 feet of horizontal clearance, centered around the river thalweg. The proposed vertical clearance will match the existing vertical clearance of the beltline bridge structures. ODOT interviewed waterway users, including the Willamette Riverkeeper, boat tour operators, and others, as documented in the project's navigation impact report. Vertical clearance was not identified as a limiting factor for waterway users at this location.

In addition to constructing the new Willamette River Arterial Bridge, the project will reconstruct the Willamette River Beltline Bridge. This is expected to take place over a three-year period in three portions (north, central, and south) at the same time as demolition of the existing bridge to facilitate traffic maintenance. Work will generally occur from shore and from temporary work bridges or temporary work access zones. In-water work area isolation is proposed to isolate installation of the new bridge replacement foundations and piers and to remove existing bridge piers during construction. During construction of the replacement beltline bridge, a minimum horizontal clearance of 80 feet will be maintained for river use.

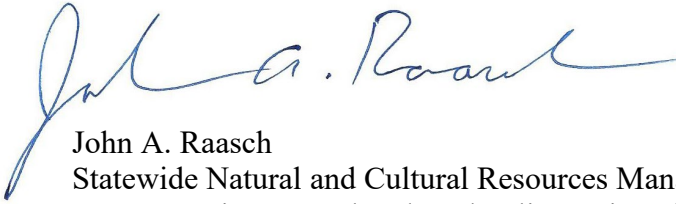
After construction, the proposed replacement Beltline Highway Bridge will provide a minimum horizontal clearance of 190 feet, which is slightly larger than the existing 185'-11" horizontal clearance. In addition, the proposed bridge bents for the replacement bridge will be oriented to keep the river thalweg in the center of the bents. The existing bridge bents are not centered around the river thalweg. The bents of the replacement beltline bridge will be designed to be in-line with the proposed arterial bridge. The existing vertical clearance will be maintained. In addition, the project proposes to re-grade the access to the gravel bar with the sole purpose of improving vehicular access to the gravel bar in the permanent configuration.

Closures and temporary occupancy to the river banks is limited to the duration of construction, with no reasonably foreseeable impacts post-construction, results in a *de minimis* impact on the Willamette River Water Trail. A *de minimis* impact determination is based on the degree or level of impact to a Section 4(f) property, including any avoidance, minimization, mitigation, or enhancement measures included in the project to address the Section 4(f) use. The evaluation takes into account the expected positive effects of any measures to mitigate the adverse effects on a historic site, or a publicly owned park, recreational area, or wildlife or waterfowl refuge and results in no adverse effects to the qualifying activities, features, or attributes of the Section 4(f) property.

Additional Information

Please contact Robert W. Hadlow, Ph.D., at (503) 731-8239 or Daniel Ohrn at (503) 798-5818 if you have questions pertaining to this proposed Section 4(f) *de minimis* impact determination. Upon approval, please transmit the signed copy to this office (TLC, 4040 Fairview Industrial Drive SE), where we will distribute this according to protocol.

Sincerely,



John A. Raasch
Statewide Natural and Cultural Resources Manager
ODOT Environmental and Hydraulic Engineering Section

The FHWA makes a Section 4(f) *de minimis* Impact Determination for the **Willamette River Water Trail** for the **OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy** as described in this document.

Phillip A. Ditzler
Oregon Division Administrator
Federal Highway Administration

Date

Copies to:

Robert W. Hadlow, Senior Historian, ODOT Region 1, Portland
Molly Cary, Transportation Project Manager, ODOT Region 2, Salem
Daniel Ohrn, Environmental Manager, ODOT Region 2, Salem
Denis Reich, Environmental Manager, ODOT Region 1, Portland
ODOT Key No. 16223, File Type E

Attachments:

1. Section 4(f) *de minimis* Property and Project Maps and Photographs
2. Section 4(f) *de minimis* Public Outreach Summary
3. Section 4(f) *de minimis* Official with Jurisdiction Letter

ATTACHMENT 1
Property and Project Maps and Photos
Section 4(f) *de minimis* Impact Determination
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
ODOT Key No. 16223
Federal-Aid No. S069(018)

- Figure 1. OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy Project Overview Map.
- Figure 2. Aerial view of the Willamette River Beltline Bridge area.
- Figure 3. The gravel bar and river access immediately north of the Willamette River Beltline Bridge.
- Figure 4. New Willamette River Arterial Bridge plan view.
- Figure 5. Willamette River Beltline Bridge reconstruction plan view.
- Table 1. River Access within stream reach.



Figure 1. OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy Project Overview Map.



Figure 2. Aerial view of the Willamette River Beltline Bridge area.



Figure 3. The gravel bar and river access immediately north of the Willamette River Beltline Bridge. Bent 4 is on the right.

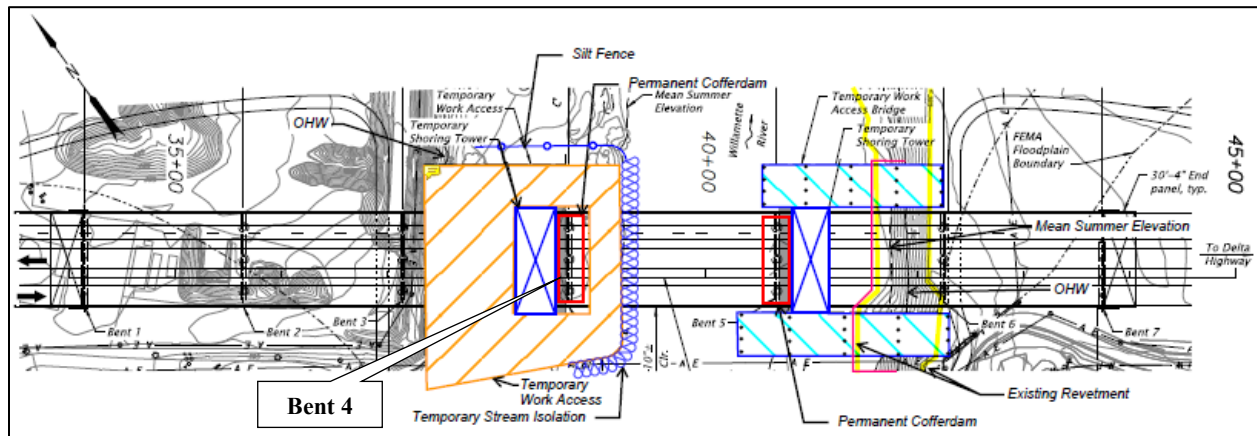


Figure 4. New Willamette River Arterial Bridge plan view showing the location of Bent 4 in the gravel bar.

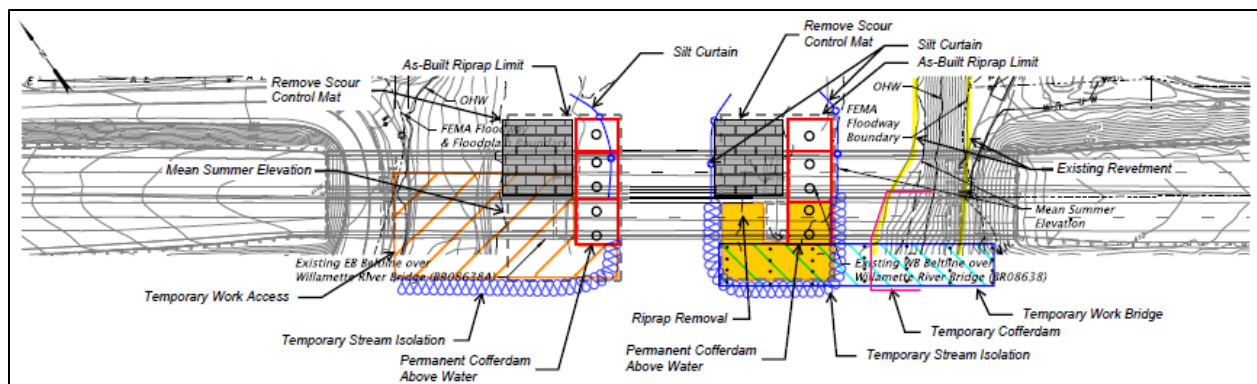


Figure 5. Willamette River Beltline Bridge reconstruction plan view.

Parameter	Beltline Bridge Reconstruction	New Arterial Bridge Construction
Existing bridge dimensions	77' wide x 620' long	N/A
Piers	4 x 4-column piers	
Existing vertical clearance	18.0' at OHW	
Existing horizontal clearance	185'	
Proposed bridge dimension	135' wide x 720' long	90' wide x 960' long
Piers	4 x 5-column piers	5 x 3-column piers
Proposed vertical clearance	18.0' at OHW	18.0' at OHW
Proposed horizontal clearance	190'	190'
Existing facilities	4 travel lanes, shoulders, sidewalks	N/A
Proposed facilities	Up to 8 travel lanes, center median, shoulders	2 travel lanes, multiuse path, 2 medians
Construction duration	3 years	1 year
Proposed navigational envelope during construction	18.0' at OHW (vertical clearance) 80' (horizontal clearance)	18.0' at OHW (vertical clearance) 130' (horizontal clearance)
Temporary in-water structures	Work bridges, silt fences, stream isolation barriers/berms	Work bridge, silt fence, stream isolation barrier/berm
Construction sequence	Year 1 – construct northern portion of new bridge and demolish northern portion of existing bridge Year 2 – demolish middle portion of existing bridge and construct middle portion of new bridge Year 3 – demolish southern portion of existing bridge and construct southern portion of new bridge	Year 1 – construct entire bridge

Table 1. River Access within stream reach.

ATTACHMENT 2
Public Outreach Summary
Section 4(f) *de minimis* Impact Determination
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
ODOT Key No. 16223
Federal-Aid No. S069(018)

Public Outreach:

The project conducted a comprehensive public outreach campaign that included recreational river users. The campaign included open houses, meetings with a steering committee, meetings with a community advisory committee, presentations to community groups, outreach to businesses and property owners, and community tabling. See attached two-page Public Engagement Summary. See also, a table below from the Beltline Highway Navigation Report showing navigation-related outreach contacts. The current part of public outreach includes the environmental study, estimated to be completed in late 2021.

The US Coast Guard sent out a public notice on September 29, 2021, about the proposed project:

<https://www.navcen.uscg.gov/?pageName=pnBridges&Active=1®ion=13>

The ODOT public notice for the project can be found at:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=16223>

Comment received on the proposed *de minimis* impact: None.

Response to Comments: None.

BELTLINE HIGHWAY PROJECTS: RIVER ROAD TO DELTA HIGHWAY



Public Engagement Summary

*Includes efforts made during the River Road to Delta Highway planning process through November 2019.
Does not include efforts made for or prior to the Beltline Highway: River Road to Delta Highway Facility Plan (2014).*

OVERVIEW

Open Houses

- 3 Events, 100 Comments

Steering Committee

- 7 Members from 4 Jurisdictions, 2 Meetings

Community Advisory Committee

- 17 Members, 3 Meetings

Presentations to Community Groups

- 11 Presentations, 250+ Participants

Business and Property Owner Outreach

- 1,000+ Mailed Postcards plus Targeted Outreach

Community Tabling

- 10 Locations

OPEN HOUSES

Purpose

Gather input on project concepts.

Share information about design, construction schedule, and construction impacts of the Delta Highway Interchange Project.

Share information about how the public can stay involved and informed in the future.

Feedback

100 comments submitted (total).

Support for reducing congestion and improving safety.

Agreement with the need for a new local bridge just north of Beltline Highway, supported multimodal improvements, and supported reducing noise pollution.

Concern about future growth and that expanding lane capacity will add to congestion by encouraging people to drive.

Open House Events

- Open House #1, North Eugene High School
April 24, 2018
- Online Open House
April 23 - May 25, 2019
- Open House #2, Kelly Middle School Cafeteria
June 4, 2019

STEERING COMMITTEE

Purpose

Guide development of projects.

Help confirm that design and implementation serve the needs of stakeholders, improve safety and mobility, and are acceptable to all partners.

Included representatives from City of Eugene, Lane County, Lane Transit District, and ODOT.

Feedback

Offered guidance on project objectives, stakeholder and public outreach, and funding opportunities.

Shared feedback from members of their communities.

Recommended elements of project design and implementation.

2 Meetings

- Thursday, November 30, 2017
- Friday, March 29, 2019

COMMUNITY ADVISORY COMMITTEE

Purpose

Provide recommendations and advice as concepts are refined and an implementation plan is developed.

Serve as a forum to identify and build community consensus on alternatives that reflect a broad range of needs and interests.

Serve as liaisons to constituents, and represent the community as a whole.

Feedback

The 17 active members shared feedback on many aspects of the project, including:

- Active transportation elements
- Adjacent safety issues
- Public communication
- Coordination with other agencies
- Induced demand and environmental impacts

3 Meetings

- November 28, 2018
- March 4, 2019
- May 30, 2019

BELTLINE HIGHWAY PROJECTS: DELTA HIGHWAY TO RIVER ROAD

Public Engagement Summary

PRESENTATIONS TO COMMUNITY GROUPS

Purpose

Inform residents of project and gather feedback.

Update communities on current designs for Delta Highway to River Road and on construction plans for the Delta Highway Interchange.

Feedback

General support for project plans.

Interest in improving safety and multi-modal connections.

Concern about future growth and traffic congestion, and interest in how these projects will contribute.

11 Presentations, 7 Communities

250+ Participants

- Falcon Wood Village
April 23, 2019
- Good Pasture Island Neighbors
October 18, 2016, April 9, 2019
- Lee's Mobile Home Park
May 14, 2019
- Northeast Neighbors,
October 3, 2016, January 19, 2017, November 12, 2019
- River Road Community Organization
June 10, 2019
- Santa Clara Community Organization
October 6, 2016, March 7, 2019
- Silver Meadows Neighbors
May 15, 2019

BUSINESS & PROPERTY OWNER OUTREACH

Purpose

Share information with nearby businesses and property owners.

Provide opportunities for feedback.

Targeted Outreach

Postcards sent to 1,000+ nearby residents, businesses, and property owners.

Specific stakeholders were contacted individually, including:

- City of Eugene, Wastewater Division
- Delta Sand & Gravel
- Chen's Happy Garden
- Eugene Mongolian Grill
- Las Morenas Taqueria (*outreach conducted in Spanish*)
- The Poker Lounge (*outreach conducted in Spanish*)
- Top Shelf Media
- 685 River Ave.

COMMUNITY TABLING

Purpose

Reach a broader public audience.

Provide one-on-one opportunities to talk about the project and get feedback from the public.

Most events were staffed by bilingual (Spanish and English) project team members.

Feedback

Requests for better sidewalks and closer bus stops.

Concern about a lack of safety and security because of people experiencing homelessness camping near the project area.

Positive responses to Project B designs.

10 Locations

- Market of Choice (1060 Green Acres Rd), bilingual
April 14, 2018
- Daily Bagel (4770 Village Plaza Lp), bilingual
April 17, 2018
- Goodwill (1010 Green Acres Rd), bilingual
April 17, 2018
- Ross Lane Residents (St. Vincent de Paul)
April 26, 2018
- Kingsley Court Retirement Center
April 27, 2018
- Santa Clara Wildflower Festival
May 4, 2019.
- Howard Head Start, bilingual
May 14, 2019
- Kelly Middle School Ganas Family Night, bilingual
May 14, 2019
- Santa Clara Place Residents (St. Vincent de Paul)
May 14, 2019
- Fred Meyer (60 Division Ave), bilingual
May 17, 2019

ENVIRONMENTAL OUTREACH

Purpose

Coordination for approval of environmental document.

Targeted Outreach

- City of Eugene
- Coast Guard
- Federal Highway Administration
- Federal Transit Administration
- Lane Council of Governments
- Lane County
- Lane Regional Air Protection Agency
- Lane Transit District
- Oregon Department of Environmental Quality
- Oregon Fish and Wildlife Office
- State Historic Preservation Offices
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency

Table 3. Navigation-Related Outreach Contacts		
Affiliation	Name	Date of Most Recent Contact
USCG	Steven Fischer, Danny McReynolds, Carl Smith USCG, Thirteenth District Bridge Program	July 29, 2021
Corps	Benny Dean, Eugene Field Office Regulatory PM	July 16, 2021
OPRD	Scott Youngblood, Willamette River Greenway Ranger	September 28, 2020
OSMB	Janine Belleque, Facilities Manager	September 28, 2020
	Randy Henry, Boating Safety Program Manager	September 28, 2020

2-8 BELTLINE HIGHWAY NAVIGATION IMPACT REPORT

SECTION 2 – BACKGROUND

Table 3. Navigation-Related Outreach Contacts		
Affiliation	Name	Date of Most Recent Contact
Lane County Parks	Ed Alverson, Natural Areas Coordinator	September 18, 2020
	Brett Henry, Parks Division Manager	September 18, 2020
Lane County Marine Patrol	Sergeant Steven Sieczkowski, Marine Patrol	October 1, 2020
Eugene Parks and Open Space	Carolyn Burke, Parks & Natural Resource Planning Manager	September 30, 2020
	Andy Clifford, Senior Programmer and Site Manager	September 23, 2020
	Craig Smith, Recreation Services Director	September 23, 2020
Willamette Riverkeeper	Heather King, Deputy Director	October 6, 2020
	Travis Williams, Executive Director	
Holloway Brothers Fishing	Clay Holloway, Fishing Guide	September 4, 2020
Hunting	Dylan Rice, Duck Hunter	September 28, 2020
Scenic Jet Boat Tours	Mike Hurd, Owner	October 9, 2020
TwoRivers Jet Boat Tours	Mark Steinmetz, Owner	October 8, 2020
Underway, LLC	Scott Coleman, Owner	September 11, 2020

Navigation-Related Outreach Contacts table from the Beltline Highway (OR 569): River Road – Delta Highway Navigation Impact Report, Jacobs Engineering Group Inc., August 2021.

ATTACHMENT 3
Letter to Official with Jurisdiction
Section 4(f) *de minimis* Impact Determination
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
ODOT Key No. 16223
Federal-Aid No. S069(018)



Oregon

Kate Brown, Governor

Department of Transportation
Region 1
123 NW Flanders St.
Portland, OR 97209-4012
(503) 731-8200
Fax: (503) 731-8259

November 17, 2021

Travis Williams
Riverkeeper and Executive Director
Willamette Riverkeeper
403 SE Caruthers Street
Portland, OR 97214

**Subject: Official with Jurisdiction Concurrence
Proposed Section 4(f) *de minimis* Impact Determination for the
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)**

Dear Mr. Williams:

The purpose of this letter is to request the Willamette Riverkeeper's concurrence with the Federal Highway Administration's Section 4(f) *de minimis* impact determination for the Willamette River Water Trail as part of the OR 569 Beltline Hwy Improvement Project: River Road – Delta Highway.

The OR 569 Beltline Highway Improvement Project: River Road – Delta Highway requires federal approvals and permits, and therefore ODOT is tasked with the responsibility of ensuring that the project complies with relevant federal regulations. Among them, Oregon Department of Transportation (ODOT) must ensure that the project satisfies Section 4(f) of the Department of Transportation Act of 1966. Therefore, ODOT is seeking written concurrence from the Willamette Riverkeeper to confirm that the OR 569 Beltline Highway Improvement Project: River Road – Delta Highway will have a *de minimis* impact to the Willamette River Water Trail as defined in the Code of Federal Regulation 23 (CFR) 774.17. *De minimis* impacts for public parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)."

A *de minimis* impact determination is based on the degree or level of impact to a Section 4(f) property, including any avoidance, minimization, mitigation, or enhancement efforts that are included in a project to address the Section 4(f) use. The evaluation takes into account expected positive effects of any measures included in the project to mitigate adverse effects on a park,

Official with Jurisdiction Concurrence
Proposed Section 4(f) *de minimis* Impact Determination for the
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)
Page 2 of 8

recreation area, or refuge when determining whether an impact to the resource is *de minimis*. The following information provides justification for a *de minimis* impact finding for the Willamette River Water Trail.

The proposed project will modernize a 1.8-mile-long section of the Randy Pape Beltline Highway (OR 569). The Beltline Highway is a limited-access expressway and an important regional highway that provides an east-west connection serving commuter, freight, and local traffic between Interstate 5 (I-5) and Oregon 99 (OR99). This 1.8 mile section, beginning at the Beltline Highway's intersection with River Road and ending at its intersection with Delta Highway, has been subject to increased vehicle congestion and conflicts. The proposed project seeks resolve the operational and safety issues by providing needed repairs and expansion, including:

- Adding one auxiliary vehicular traffic lane in each direction (eastbound and westbound) on Beltline Highway between the River Road interchange at the west end to the Delta Highway interchange at the east end to provide more room for merging/diverging/weaving movements to improve traffic flow and safety. These additional lanes will span the Willamette River and will require replacement of the existing bridges (bridge numbers 08638 and 08638A).
- Constructing a new two-lane (one lane each direction), local arterial bridge connection between Hunsaker Lane and Green Acres Road.

The project actions summarized in the above bullets are the most pertinent to the Willamette River Water Trail as it includes the construction of a new arterial bridge over the Willamette River and replacing the existing Willamette River Beltline Bridge. Other activities include improvements to adjacent streets and making changes to the Delta Highway and Goodpasture Road.

Description of the Willamette River Water Trail

The Willamette River Water Trail is a nationally recognized water trail and American Heritage River. It covers 187 miles of the mainstem Willamette River, and several miles of the river on the Coast Fork Willamette, the Middle Fork Willamette, and the McKenzie River. As a significant recreation area as determined by the Official with Jurisdiction, the Willamette Riverkeeper, the Willamette River Water Trail is considered a Section 4(f) resource. The portion crossed by the Beltline Highway is characterized by a single channel upstream and immediately downstream, with multiple braids forming further downstream. Recreational navigation occurs year round in the stream reach, with personal paddlecraft being the most frequent type. Use of paddlecraft is increasing and expected to continue to increase, with typical vessel use expected to remain the same. River access from the west bank of the Willamette River in the project area is across the 2.1-acre gravel bar just north of the existing Willamette River Beltline Bridge.

Official with Jurisdiction Concurrence
Proposed Section 4(f) *de minimis* Impact Determination for the
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)
Page 3 of 8

Proposed Section 4(f) Use of the Willamette River Water Trail

Construction of the new Willamette River Arterial Bridge is expected to be completed over one year. In-water work area isolation is proposed to isolate installation of the in-water structures during construction. Work will generally occur from shore and from temporary work bridges or temporary work access zones, which will be required from the west bank. The project will maintain river access from the west bank throughout construction, with the potential for occasional short-duration closures to river access from the west bank for a matter of hours while large bridge components are transported (to protect the safety of the public). The project will also install a bent (Bent 4) in the gravel bar to support the proposed arterial bridge. The permanent impact to the gravel bar from Bent 4 at ground level will not exceed 150 square feet.

During construction of the proposed arterial bridge, a minimum horizontal clearance of 130 feet will be maintained within the navigation channel. In its final configuration, the proposed arterial bridge will have 190 feet of horizontal clearance, centered around the river thalweg. The proposed vertical clearance will match the existing vertical clearance of the beltline bridge structures. During outreach to river users, vertical clearance was not identified as a limiting factor for waterway users at this location.

In addition to constructing the new Willamette River Arterial Bridge, the project will reconstruct the Willamette River Beltline Bridge. This will take place over a three-year period in three portions (north, central, and south) at the same time as demolition of the existing bridge to facilitate traffic maintenance. Work will generally occur from shore and from temporary work bridges or temporary work access zones. In-water work area isolation is proposed to isolate installation of the new bridge replacement foundations and piers and to remove existing bridge piers during construction. During construction of the replacement beltline bridge, a minimum horizontal clearance of 80 feet will be maintained for river use.

After construction, the proposed replacement Beltline Highway Bridge will provide a minimum horizontal clearance of 190 feet, which is slightly larger than the existing 185'-11" horizontal clearance. In addition, the proposed bridge bents for the replacement bridge will be oriented to keep the river thalweg in the center of the bents. The existing bridge bents are not centered around the river thalweg. The bents of the replacement beltline bridge will be designed to be in-line with the proposed arterial bridge. The existing vertical clearance will be maintained. In addition, the project proposes to re-grade the access to the gravel bar with the sole purpose of improving vehicular access to the gravel bar in the permanent configuration. The existing access is in poor condition, resulting in damage to the undercarriage of some vehicles attempting to access the gravel bar.

Closures and temporary occupancy to the river banks is limited to the duration of construction, with no reasonably foreseeable impacts post-construction, results in a *de minimis* impact on the Willamette River Water Trail. A *de minimis* impact determination is based on the degree or level

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Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)
Page 4 of 8

of impact to a Section 4(f) property, including any avoidance, minimization, mitigation, or enhancement measures included in the project to address the Section 4(f) use. The evaluation takes into account the expected positive effects of any measures to mitigate the adverse effects on a historic site, or a publicly owned park, recreational area, or wildlife or waterfowl refuge and results in no adverse effects to the qualifying activities, features, or attributes of the Section 4(f) property.

These measures will result in a *de minimis* use of the land associated with the Willamette River Water Trail at locations where the project will construct the new Willamette River Arterial Bridge and where the project will reconstruct the Willamette River Beltline Bridge. As described below, the public was afforded an opportunity to review and comment on the effects of the Project on the protected activities, features, and attributes of the Willamette River Water Trail during project development.

Concurrence

As the Official with Jurisdiction for the Willamette River Water Trail, please indicate in the signature box below the Willamette Riverkeeper's concurrence with FHWA's determination that the OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy will have a *de minimis* impact to the Willamette River Water Trail. Then, please return the signed letter to me. We look forward to hearing from you before the end of November.

Please contact me at (503) 731-8239, or Daniel Ohm, at (503) 798-5818, if you require additional information or if you have concerns about this project. Thank you for your consideration of this proposal.

Sincerely,



Robert W. Hadlow, Ph.D.
ODOT Senior Historian

Official with Jurisdiction Concurrence
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Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)
Page 5 of 8

The Willamette Riverkeeper, as the Official with Jurisdiction for the Willamette River Water Trail, concurs with the finding that the OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy will have a *de minimis* impact, as defined in 23 CFR 774.17, to the Willamette River Water Trail

Travis Williams

Travis Williams
Riverkeeper and Executive Director
Willamette Riverkeeper

January 11, 2022

Date

Copies to:

Emily Cline, Environmental Program Manager, FHWA—Oregon Division
Molly Cary, Transportation Project Manager, ODOT Region 2, Salem
Daniel Ohm, Interim Environmental Manager, ODOT Region 2, Salem
Denis Reich, Environmental Manager, ODOT Region 1, Portland
ODOT Key No. 16223, File Type E

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Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)
Page 6 of 8



Figure 1. OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy Project Overview Map.

Official with Jurisdiction Concurrence
Proposed Section 4(f) *de minimis* Impact Determination for the
Willamette River Water Trail
OR 569 Beltline Hwy Improvement Project: River Rd – Delta Hwy
Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)
Page 7 of 8



Figure 2. Aerial view of the Willamette River Beltline Bridge area.



Figure 3. Looking south at the 2.1-acre gravel bar and river access immediately north of the Willamette River Beltline Bridge.

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Lane County, Oregon
ODOT Key No. 16223
Federal Aid No. S069(018)
Page 8 of 8

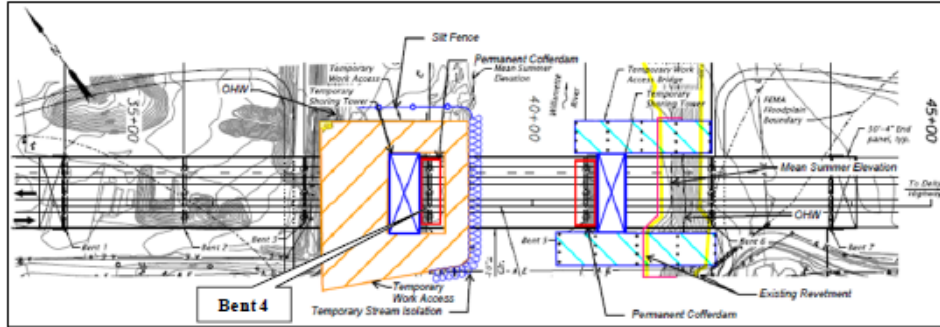


Figure 4. New Willamette River Arterial Bridge plan view showing the location of Bent 4 in the gravel bar.

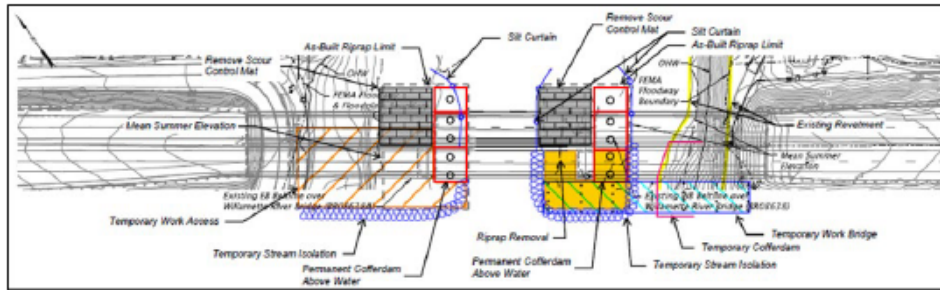


Figure 5. Willamette River Beltline bridge reconstruction plan view.