

Section 4(f) Temporary Occupancy Exception (per 23 CFR 774.13(d))

Summary Table

Date:	7/13/22
WSDOT Region:	South Central
Project:	East-West Corridor Project
Project Description:	<p>Yakima County is proposing to construct an East-West Corridor in the City of Yakima and unincorporated Yakima County, Washington from North 1st Street and East H Street on the west side of Interstate 82 (I-82) in the City of Yakima to the eastern terminus on the east side of the Roza Canal Wasteway #2 in the community of Terrace Heights.</p> <p>The corridor will connect with Yakima County’s Phase 1 of Cascade Mill Parkway (recently completed) which begins just east of the Roza Canal Wasteway #2 and continues to Butterfield Road and Keys Road. The project would include construction of three separate streets:</p> <ul style="list-style-type: none"> • East H Street – The existing road would be extended to the east from the current terminus at North 7th Street where it would connect to Bravo Company Boulevard as the road turns to the south. The existing portion from North 1st Street to North 7th Street would be widened. A new signal would be installed at the intersection with North 1st Street. • Bravo Company Boulevard – An extension of Bravo Company Boulevard connecting to East H Street would be constructed which would turn south and connect to the current terminus near Fair Avenue. A roundabout intersection with Cascade Mill Parkway would be constructed along with one additional roundabout intersection to connect to an existing access road to the adjacent properties. • Cascade Mill Parkway – Cascade Mill Parkway would connect to Bravo Company Boulevard at a roundabout intersection and then continue east beneath I-82 and across the Yakima River and Roza Canal Wasteway #2. <p>The project will involve improvements to existing roadways, including transforming East H Street to a free-flowing arterial between North 1st Street and North 7th Street; the building of new connections and roundabouts; non-motorized facilities including bike lanes, sidewalks, ADA</p>

	ramps, crosswalks, and a shared-use path that will connect to the Yakima Greenway Trail; and construction of four bridges: two to carry I-82 over the proposed roadway, one over the Yakima River, and one over the Roza Canal Wasteway #2. This project will also involve restoration and levee work along the Yakima River floodplain including removal and/or setback of levees and floodplain habitat restoration.
Section 4(f) Resource:	Greenway Trail
Type of 4(f) Resource:	<ul style="list-style-type: none"> • Public Park or Recreational Area
Impact on 4(f) Resource:	The construction of the Yakima River bridge will occur over the existing trail alignment and a temporary workbridge will also pass overhead. Construction will require a temporary detour, short term closures, and installation of overhead protection.
Official with Jurisdiction:	Yakima County Engineer

Describe how the conditions for Temporary Occupancy are met

- 1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.**

The project will be completed in phases and is anticipated to last 5 years. Impacts to the Greenway Trail will only be necessary during Phase 3 which is estimated to last for three years. No change in ownership will occur.

- 2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes of the Section 4 (f) property are minimal.**

No reductions in trail access points will occur during construction and the majority of the trail will be unaffected. Approximately 900 feet of the 20-mile long trail cross under the bridge location or will have staging adjacent to the trail and could be temporarily impacted. Temporary closures to the trail will be minimized as much as possible by providing detours and overhead protections which will allow safe use of the trail during bridge construction.

3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

No permanent adverse impacts will occur to the Greenway Trail. All areas will be restored following construction of the project. Public access will be maintained during construction and expanded by the new connection from Cascade Mill Parkway.

The contractor will be required to provide a detoured trail to maintain access throughout construction with the exception of the closures described below. The detour alignment may change as required to accommodate changing construction activities. The detoured trail will be a minimum of 8 feet wide.

Closure of the trail will occur daily between the hours of 9 PM and 6 AM. In addition, two closures of up to one week in duration may be needed for the construction of the temporary work bridge and placement of the girders. Warning signs providing notification of the week-long closures shall be placed along the trail for a minimum of five days in advance of the closures.

Staging will occur adjacent to the trail and equipment may be required to cross the trail or detour. During typical working hours, temporary closure of the trail for a maximum of five minutes will be necessary to move materials or equipment across the trail. Two spotters will be provided outside the crossing location to alert trail users with sign paddles. Bicycle and pedestrians waiting will be completely cleared before allowing another temporary closure.

Construction will result in temporarily elevated noise up to 1.4 miles from the project area. The Greenway Trail is within this radius, so temporarily elevated noise is expected. Prior to project completion, traffic along the new roadway will increase which will increase traffic noise along the trail. This, however, is not expected to be an adverse physical impact and will not change any physical attributes of the property.

The project will provide beneficial impacts to the trail following construction. Access to the Greenway Trail is limited in this area as it travels between I-82 and the Yakima River. A new connection to the trail will be provided from Cascade Mill Parkway creating additional access for pedestrians and bikes from Terrace Heights and the City of Yakima.

4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project.

The existing trail will be restored to its original condition and alignment following the project. If the temporary trail or existing trail is damaged during construction activities, it will be repaired immediately. The project will increase access to the trail and provide long term benefits to trail users.

5. There must be documented agreement of the official(s) with jurisdiction over the section 4(f) resource regarding the above conditions.

Refer to the attached letter from Matt Pietrusiewicz, the Yakima County Engineer.

Request for Concurrence

Based upon this analysis we request FHWA concurrence that this project's temporary occupancy of the section 4(f) resource described above satisfies the conditions set forth in 23 CFR 771.13(d) and is so minimal as to not constitute a use within the meaning of Section 4(f).



Digitally signed by
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WSDOT Local Programs
Melanie Vance, Environmental Manager

Date

FHWA Concurrence

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FHWA Washington Division
Gary Martindale, Area Engineer

Date