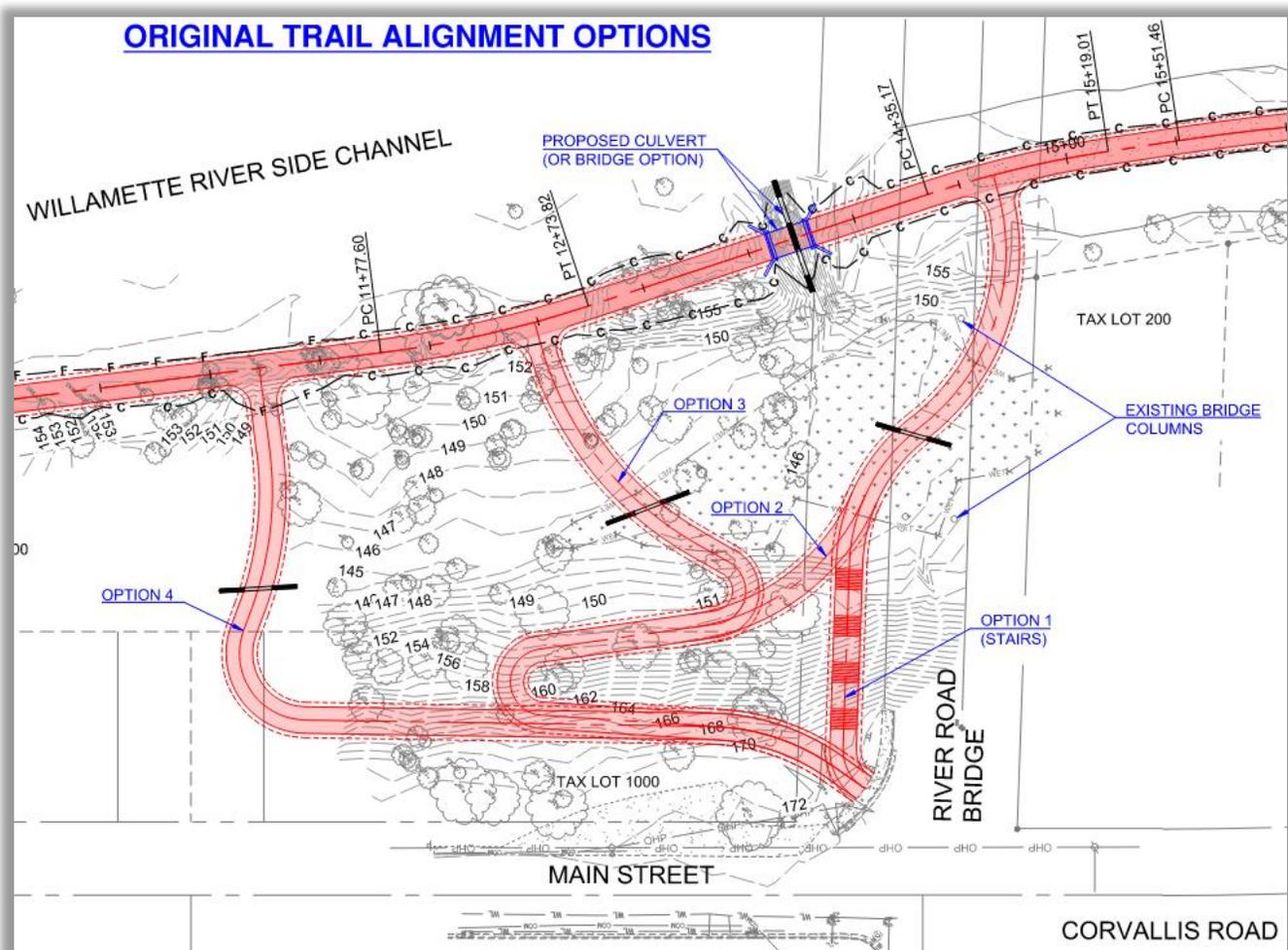


Memorandum

DATE: October 26, 2023
TO: Shawn Irvine, Michael Duncan
FROM: Ken Rehms, PE
PROJECT: South Willamette River Trail Refinement (Independence) – PBS Project #71872.000
REGARDING: Alternatives Analysis for Independence Bridge Trail Connection to Corvallis Road

This summarizes the results of our analysis for each trail connection option developed between the intersection of River Road/Main Street/Corvallis Road and the proposed South Willamette River Trail (SWRTR) alignment.

Four trail alignment options were developed and evaluated as part of this study. Three of the initial four trail options included alignments meeting ADA standards. Option 4 included a shorter direct route with stairs and would not meet ADA standards. The initial concepts are described and depicted below.



Option 1

This is the shortest and southernmost non-ADA trail option running separately along the north side and underneath the Willamette River Bridge on Riverside Road (Bridge No. 5789A). It contains a 70-foot-long section of stairs originating at River Road. The alignment straddles bridge piers and runs approximately 88 feet through wetlands. Option 1 is located entirely within the Marion County right-of-way.

Option 2

This ADA trail option is the next southernmost alignment. The alignment sidehills in a northerly direction from Main Street and then reverses direction south where it joins the Option 1 alignment in the county right of way. Wetland impacts and connection to the SWRTR are the same as Option 1. A boardwalk or some form of mitigation would be required for the wetland impacts. Retaining walls would be needed in the sidehill area to minimize grading and tree impacts.

Option 3

This ADA compliant trail option follows Option 2 for the first half from Main Street and then splits off Option 2 and reverses direction northeasterly toward and connecting into the proposed SWRTR. This Option traverses across approximately 50 feet of wetlands. Similar to Option 1, a boardwalk or mitigation would be required for the wetland impacts and retaining walls would be needed in the sidehill area to minimize grading and tree impacts.

Option 4

The 3rd ADA compliant trail option also sidehills from Main Street but extends another 140 feet further north before turning east and connecting into the proposed SWRTR. This option is the furthest north connection to the SWRTR and avoids wetland impacts. It lies approximately 700 feet north of the most southern option connection. Retaining walls would be needed in the sidehill area to minimize grading and tree impacts.

Options Refinement

Following our City/ODOT design review meeting in April 2023, the four alignment options were consolidated and redesigned into two alignments and relocated north outside of the River Road right of way due to potential conflicts. The figure below shows the original options grayed back with the two new alignments in color. There is one preferred alignment option meeting ADA and one alignment option using stairs and not meeting ADA. These trail options are described further below.

Option 4A – ADA Compliant

The preferred option begins at the River Road/Main Street/Corvallis Road intersection, curves northerly, and sidehills down before turning southeasterly and connecting into the SWRTR just north of the proposed bridge (or culvert). The alignment required more length to keep profile grades under 5% and avoid handrail requirements. This alignment also avoids wetland impacts. As with the original options, retaining walls will be necessary on the sidehill to minimize grading and tree impacts.

Option 1A- Non-ADA Compliant (Stairs)

This trail option is similar to the original Option 1 with the stairs and crossing the wetlands, except the alignment is north of the county bridge right of way and curves easterly to connect into the SWRTR at the preferred option location. This alignment requires no sidehill retaining walls but does require a 65-foot-long boardwalk across the wetlands or some form of mitigation to compensate for the impacts.

Recommendation

The Preferred Option is 4A. This option meets ADA requirements and avoids wetland impacts. Refinements to the alignment will occur in the subsequent Preliminary Engineering design phase.

