November 9, 2010

Roger Roper
Deputy State Historic Preservation Officer
State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97310-1271

FILE CODE:

Umatilla County
Umatilla Quad
T5N, R28E, Section 18

Subject:  Request for Concurrency
Finding of No Historic Properties Adversely Affected (Archaeology)
US 730: Umatilla River Bridge (Umatilla) Project
US 730: MP 182.6
Umatilla County, Oregon
Key #14830, Fed. Aid. # S002(098)PE

Dear Mr. Roper,

The Oregon Department of Transportation (ODOT) is proposing to repair the Umatilla River Bridge located in Section 18, T5N, R28E -- Umatilla Quad -- (Figure 1). The bridge is on a section of US Highway 730, adjacent to the town of Umatilla, Oregon. Although Conde B. McCullough designed the Umatilla River Bridge, the 439 foot long bridge is known as the William Duby Bridge. The bridge has three 110-foot reinforced concrete deck arches, with two 15 foot wide travel lanes. Originally constructed in 1925, the bridge was widened in 1951 when a full second lane was added. During construction of the original bridge and the subsequent widening, a total of 24 feet of fill and riprap was placed around bents 1-3 and 4-6 as well as piers # 1 and # 4 (Figures 2-4). Additional riprap has been added to the Umatilla River bank by the U.S. Army Corps of Engineers in an effort to stabilize the banks from the erosive action of flood events.

The bridge is in need of repair because it is rated as functionally obsolete due to worn decking which has substantial spalling, exposed rebar on the underside, bad deck joints, as well as badly cracked deck girders, concrete arches and caps. The proposed project will include: deck repair and replacement; rail repair; repair or replacement of transverse and longitudinal deck joints; and epoxy injection repair of cracked beams, arch ribs and caps. In addition to bridge rehabilitation work, the storm water facilities at the bridge will be upgraded. New drainage curbs will be constructed on the east and west ends of the bridge to direct runoff to new storm water catch basins; pipes will be installed in the fill and riprap under the bridge ends to convey runoff from the catch basins to energy dissipator basins (Figure 5). Three new riprap energy dissipater basins will be built underneath the bridge: one off the southeast corner of pier # 4 (Figure 6) and two near pier # 1 (Figure 7). An existing riprap basin located off the northeast corner of pier # 4 will be brought up to current standards (Figure 6). All of the energy dissipater basins will be constructed in the existing riprap fill slopes (Figures 8-13).
ODOT is anticipating that the Contractor for the proposed project will complete most of the repairs from scaffolding suspended from the bridge, but access under each end of the bridge is needed to construct the storm water facilities (piping and energy dissipater basins). Access on the west end of the bridge will be via an existing graveled road. Access is proposed for the southeast corner via the fill placed in 1925 and 1951. In order to protect sensitive cultural sites identified near the northeast end of the Umatilla River Bridge, no access, other than foot traffic, will be allowed in that quadrant.

The project area is significant and has cultural and religious importance to the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) (Dickson 8-19-2010). Two sites lie adjacent to the project area: site 35UM1, a prehistoric and historic site located along the east bank of the Umatilla River above the confluence with the Columbia River; and site 35UM14, a prehistoric site which lies on the west bank of the Umatilla River. Site 35UM1 was listed on the National Register of Historic Places in 1981; site 35UM14, however, has not been listed. Hence, at the request of the Oregon State Historical Preservation (SHPO) office, a modified Determination of Eligibility for site 35UM14 was prepared and is attached (Turnipseed 2010).

Ethnographic research into the Tribal significance of the area surrounding the mouth of the Umatilla River, just downstream of the bridge, was completed by Theodore Stern (1998), Robert J. Suphan (1974) and Verne F. Ray (1936). Traditionally the Umatilla Indians occupied the riverine environments along the Columbia River and the Umatilla River with the majority of the group living in the country surrounding the mouth of the Umatilla River. One of two significant Umatilla winter villages was located on both banks of the Umatilla River at its confluence with the Columbia River. This village was named i’matilam which has been translated to mean “lots of rock/rocky bottom.” Always considered a Umatilla Indian village, various other tribes/groups used this permanent village location for fishing. In addition to being a significant wintering site, tribal groups collected berries and gathered roots in the surrounding locales. The Umatilla Tribe derived its name from this location and ethnographic information reported a population of between 500-600 people living in the village.

On July 9, 2010, Archaeologists Linda Jerofke (PhD) and Eric Harvey of Blue Mountain Consulting surveyed the project area for cultural resources. The survey was conducted along transects spaced at 10-meter intervals throughout the project Area of Potential Effect (APE) (Figure 14). Visibility was variable and ranged from 30-100% depending on the type of vegetation present. No cultural materials were found in the field during the pedestrian survey (Jerofke and Harvey 2010).

Much of the APE was modified previously by bridge construction and widening in 1925 and 1951, respectively, and by riprap placement along the Umatilla River by the Corps of Engineers. During bridge construction in 1925 and modification in 1951, as much as 80 percent of the existing APE was excavated and rebuilt with fill and riprap around the bridge piers and bents. As part of the current project, rock riprap energy dissipater basins will be built or refurbished within the existing riprap slopes. The riprap in the locations of the energy basins is several feet thick.
Tribal consultation concerning the US 730: Umatilla River Bridge Project was initiated on June 2, 2009 with a presentation of the project to the CTUIR Cultural Resources Committee. Consultation continued through 2010 with additional presentations and discussions with the CTUIR Cultural Resource Committee and staff of the CTUIR Cultural Resources Protection Program. Project specific information including a project map also was sent to Sally Bird of the Confederated Tribes of Warm Springs, Pat Baird and Vera Sonneck of the Nez Perce Tribe; and Casey Barney and Johnson Meninick of the Yakama Nation. The CTUIR expressed concerns over the potential impact of the project to adjacent historic properties of religious and cultural significance to the CTUIR. ODOT is addressing these concerns by limiting Contractor access to the bridge ends only along an existing graveled road in the northwest quadrant of the APE and along the fill slope in the southeast quadrant; the Contractor will not be allowed to build an equipment access or otherwise disturb ground in the northeast quadrant of the APE.

Based on the archaeological records search and project survey of the project APE, ODOT has made the determination that the US 730 Umatilla River Bridge (Umatilla) Project, as currently proposed, will have No Adverse Effect on archaeological resources. However, based on the close proximity to site 35UM1 and site 35UM14, ODOT agrees to monitor the excavation of dissipater basin #2. If any cultural material is found during monitoring, the area where cultural material is found will be designated a No Work Zone and the project modified to protect any subsurface cultural materials.

An ODOT archaeologist should be contacted if the Scope of Work proposed for this project changes in any way from that stated above and/or ground disturbing activities occur in previously undisturbed areas. This includes disposal and staging areas associated with the project. In the event that archaeological resources or human remains are inadvertently discovered during ground disturbing activities, construction should be halted immediately and an ODOT archaeologist should be contacted for further instructions.

Please contact Jim Norman, Environmental Planning Unit Manager, ODOT, 503-986-3514, if you have any questions.

Sincerely,

James B. Norman
Environmental Planning Unit Manager

The State Historic Preservation Office concurs that the US 730: Umatilla River Bridge (Umatilla) Project will have No Historic Properties Adversely Affected (Archaeology).
Request for Concurrence
Finding of No Historic Properties Adversely Affected (Archaeology)
US 730: Umatilla River Bridge (Umatilla) Project
Umatilla County, OR
Key #14830, Fed. Aid # S002(098)PE
Page 4 of 16

Attachments

Jerofke, Linda and Eric Harvey
2010  Phase I Survey of the Umatilla River (Umatilla) Bridge Project.  Prepared for the Oregon Department of Transportation by Blue Mountain Consulting, La Grande.

Turnipseed, Donna L.

Copies with attachment:
Catherine Dickson, Principal Investigator, Cultural Resources Protection Program, Confederated Tribes of the Umatilla Indian Reservation

Copies without attachment:
Donna Turnipseed, ODOT Region 5 Archaeologist
Howard Postovit, Interim Environmental Manager, ODOT Region 5
Rick Jerofke, Regional Environmental Coordinator, ODOT Region 5
Anthony Boesen, PE, Operations Engineer, FHWA
Key #14830, File Type C
References:

Ray, Verne F.

Suphan, Robert J.

Stern, Theodore
Figure 1. Location of the Umatilla River Bridge Project.
Figure 2. Original construction plan sheet for the Umatilla River Bridge showing the locations of bents and piers.
Figure 3. Elevation view of fill placed at the west end (Irrigon side) of the Umatilla River Bridge during construction and modification in 1925 and 1951, respectively.
Figure 4. Elevation view of fill placed at the east end (Umatilla side) of the Umatilla River Bridge during construction and modification in 1925 and 1951, respectively.
Figure 5. Plan view of the Umatilla River Bridge (Umatilla) Project showing designed locations of four storm water energy dissipaters (hatched squares).
Figure 6. Plan view showing the locations of an existing storm water energy dissipater basin and a proposed new storm water energy dissipater basin and inlet pipe on the east end of the Umatilla River Bridge.
Figure 7. Plan view showing the locations of the storm water energy dissipater basins on the west end of the Umatilla River Bridge adjacent to pier #1.
Figure 8. Existing riprap basin energy dissipater #1 and pipe outlet adjacent to pier #4.

Figure 9. View of proposed energy dissipater #2 on the southeast corner of the Umatilla River Bridge.
Figure 10. View of the area where vehicles may track between dissipater #1 and #2 between bents 4 and 5.

Figure 11. View of energy dissipater # 3 location and outlet pipe adjacent to bent # 2.
Figure 12. View of the proposed location for energy dissipater #4 on the northwest corner of APE.

Figure 13. View of the location of the outlet pipe for energy dissipater #4 adjacent to bent #3.
Figure 14. Location of project area of potential effect (shown in red hatched areas).
DATE: November 3, 2010

TO: Donna Turnipseed, ODOT Region Archaeologist, Region 5
Howa rd Postav it, ODOT Environmental Team Leader, Region 5
Richard Jerofke, ODOT Regional Environmental Coordinator, Region 5
Chris Bell, ODOT Cultural Resources Program Coordinator

FROM: Rebecca Littau, Geo-Environmental Administrative Staff

SUBJECT: Section 106 Determination of Eligibility (DOE)
Section 106 Finding of Effect (FOE)
Umatilla (Duby) River Bridge (#00624A)
Columbia River Highway – US 730 [MP 182.6]
Umatilla County, Oregon
Key Number: 14830
Federal Aid Number: S002(098)PE

Attached is the signed DOE and FOE from the State Historic Preservation Office for the above referenced project, approved on 10/20/2010.
October 20, 2010

Mr. James Norman
ODOT Environmental
355 Capitol NE Rm 314
Salem, OR 97301

RE: SHPO Case No. 10-2449
Umatilla (Duby) River Bridge (#00624A)
5N 28E 18, Umatilla, Umatilla County

Dear Mr. Norman:

We have reviewed the materials submitted on the project referenced above, and we concur with the determination that the property is eligible for the National Register of Historic Places in accordance with 36 CFR Part 60.4. Additionally, there will be no historic properties adversely affected for this undertaking.

Our response here is to assist you with your responsibilities under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800). Please feel free to contact me if you have further questions, comments or need additional assistance.

Sincerely,

Ian P. Johnson, Historian
(503) 986-0678 or ian.johnson@state.or.us
## OREGON INVENTORY OF HISTORIC PROPERTIES
### SECTION 106 BRIDGE DETERMINATION OF ELIGIBILITY FORM

<table>
<thead>
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<th>Agency/Project: ODOT / US 730 Umatilla (Duby) Bridge Repair Project</th>
<th>Key # 14830</th>
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<tbody>
<tr>
<td>Structure Name and Number: Umatilla River Bridge, #00624A</td>
<td>City, County: Umatilla, Umatilla</td>
</tr>
<tr>
<td>Location: Columbia River Highway, MP 182.6</td>
<td>General Class of Main Structure</td>
</tr>
<tr>
<td>USGS Quad Name: Umatilla</td>
<td>□ Truss  □Arch  □Moveable  □Slab/Beam/Girder  □Other</td>
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<td>Township: 5N  Range: 28E  Section: 18ad</td>
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<tr>
<td>Structural Information:</td>
<td>Dimensions:</td>
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<tr>
<td>Super Structure: N/A</td>
<td>Roadway Width: 30'</td>
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<tr>
<td>Main Span: Deck Arch</td>
<td>Structure Length: 438'</td>
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<tr>
<td>Floor/decking: Concrete</td>
<td>Structural Width: 34'</td>
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<tr>
<td>Support Structure: Concrete</td>
<td>Sidewalk Width: 4'</td>
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<tr>
<td>Material: □ Concrete  □Steel  □Wood  □ plaque  □sidewalk</td>
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</tr>
<tr>
<td>Condition: □ Excellent  □Good  □Fair  □ Poor</td>
<td>Integrity: □ Excellent  □Good  □Fair  □ Poor</td>
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<tr>
<td>Date of Construction: 1925, 1950</td>
<td>Designer: Conde B McCullough, Glenn Paxson</td>
</tr>
<tr>
<td>Contractor: Lindstrom &amp; Feigenson</td>
<td>Alterations/moved (dates): Bridge doubled in size (1950)</td>
</tr>
<tr>
<td>Other Features: N/A</td>
<td>Rail type: Steel Picket</td>
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**Preliminary National Register Findings:**

- National Register listed
- Potentially Eligible: □ Individually □ As part of District
- Not Eligible: □ In current state □ Irretrievable integrity loss □ Lacks Distinction □ Not eligible

**State Historic Preservation Office Comments:**

- Concur  □ Do Not Concur:
- Potentially Eligible Individually □ Potentially Eligible As part of District □ Not Eligible

Signed: [Signature]  Date 10/24/2010

Comments:

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Surveyor/Agency: Chris Bell, ODOT Cultural Resources  Date Recorded: Sept 2010

106 Bridge Documentation Pg. 1
OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 BRIDGE DETERMINATION OF ELIGIBILITY FORM

Owner:
- Private  - Local Government  - State  - Federal  - Other
Name: Oregon Dept. of Transportation
Address: 455 Capitol St NE
City, State, Zip: Salem, OR

Significance:

<table>
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<tr>
<th>Technological Significance</th>
<th>Historical Significance</th>
<th>National Register Criteria</th>
</tr>
</thead>
<tbody>
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<td>☑ Represents the work of a master</td>
<td>☑ Associated with significant persons</td>
<td>☑ Criterion A</td>
</tr>
<tr>
<td>☑ Possesses high artistic values</td>
<td>☑ Associated with significant events or patterns</td>
<td>☑ Criterion B</td>
</tr>
<tr>
<td>☑ Represents a type, period or method of construction</td>
<td>☑ Contributes to historical district</td>
<td>☑ Criterion C</td>
</tr>
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DESCRIPTION:
The Umatilla River Bridge (#00624A) is a three span reinforced concrete deck arch structure, located at MP 182.6 of the Columbia River Highway (US 730) in Umatilla County. Each span totals 110 feet, giving the bridge a total length of 438 feet, including three approach spans on either end. The approach spans have an arched façade, but are actually a beam and girder design. The attached drawings from 1924 and 1949 reflect the design detailing which is still evident today.

CONTEXT:

Measures of Rarity/Uniqueness/Distribution

- Total number of type built prior to 1940: 50
- Total number of type built 1941 to present: 2
- Total number of type built prior to or during the year of subject bridge: 1
- Total number of type that is longer: 0
- Total number of type in same county: 0

SIGNIFICANCE:
The Umatilla (Duby) River Bridge (#00624A) is significant under Criterion C for its design solution authored by master bridge designer Conde B. McCullough. The deck arch design received a great deal of execution for the most notable bridge of Oregon in the middle of the 1920s. The bridge exemplifies a desire to provide an elegant crossing for expansive spans over 200 feet. It was one of two bridges of its type built in 1925 still standing (Fifteenmile Creek Bridge ##01095), and reflects a short period of design when bridges were classically detailed, borrowing from Italian/Roman precedent. While widened in 1949-1950 with the bridge widening, newly anointed Glenn S. Paxson (Conde McCullough died in 1946) paid homage to the design by Conde replicating the original almost exactly. Whether by economy or reverence, or both, the only significant change was replacement of the classical railing with the newly minted steel picket rail and the smooth panels in the spandrels versus the exposed aggregate panels on the 1925 side. Thus all the detailing that was lost by the “gluing” of the two deck arch spans together was replicated.

William Duby, for whom the bridge had been subsequently named, was a Oregon Transportation Commissioner from Baker County (1923-1927). It is likely that his service warranted, as was the case for many who served on the Commission, a naming of a bridge after them. It also was one of the notable bridges in eastern Oregon, and considering Duby hailed from Baker, it seemingly fits the bill.

The Umatilla (Duby) River Bridge (#00624A) is a unique bridge in the cannon of Oregon’s bridges. It was a masterful creation by Oregon’s master bridge designer to span the Umatilla River in 1925 continuing one of Oregon’s famous Columbia River Highway. It was subsequently widened in 1950 by the recently appointed heir to Conde McCullough’s design throne and it explicitly reflected an era of bridge building long past. Therefore, ODOT submits this bridge is both a reflection of the design ideals of 1925 and by maintaining the original detailing 25 years later was the last of the era of deck arches until recently history. ODOT, on behalf of FHWA, recommends that the Umatilla (Duby) Bridge is considered eligible under Criterion C for its high artistic value, the work of two masters (McCullough and Paxson), and in how the design reflects the period of its original construction, and how the later period honored that 25 years later.
Structure Name & Number: Umatilla River Bridge, #00624A
Location: Columbia River Highway, MP 182.6

City, County: Umatilla, Umatilla

View: 1950 Elevation, twin deck arches paired underneath the bridge

View: Deck showing the two-tube railing attached (existing) to the steel picket rail

Surveyor/Agency: Chris Bell, ODOT Cultural Resources          Date Recorded: Sept 2010      106 Bridge Documentation Pg. 3
Structure Name & Number: Umatilla River Bridge, #00624A
Location: Columbia River Highway, MP 182.6

City, County: Umatilla, Umatilla

View: 1925 Elevation with exposed aggregate panels (not present on 1950 side)

Surveyor/Agency: Chris Bell, ODOT Cultural Resources          Date Recorded: Sept 2010
| Structure Name & Number: Umatilla River Bridge, #00624A | City, County: Umatilla, Umatilla |
| Location: Columbia River Highway, MP 182.6 |

View: Existing Bridge Railing (steel picket) with two-tube rail attached

Surveyor/Agency: Chris Bell, ODOT Cultural Resources
Date Recorded: Sept 2010
Surveyor/Agency: Chris Bell, ODOT Cultural Resources  
Date Recorded: Sept 2010
1924 Plan & Elevation [ODOT Bridge Files]
1949 Plan and Elevation [ODOT Bridge Files]
INTRODUCTION

This statement of finding discusses the effect of the proposed project on the Umatilla (Duby) River Bridge #006244A in Umatilla in Umatilla County. This bridge has been submitted for eligibility concurrence with this finding of effect.

It is the finding of the Federal Highway Administration (FHWA), in concurrence with the Oregon Department of Transportation (ODOT), that the proposed project will have an effect on proposed eligible Umatilla (Duby) River Bridge #006244A, but this effect is “not adverse.”

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR 800), Executive Order 11593, and the National Environmental Policy Act.

PROJECT DESCRIPTION

The proposed project will rehabilitate three span reinforced concrete deck arch bridge on the Columbia River Highway. The Umatilla (Duby) Bridge has deteriorated concrete and is in need of patching and repair to prevent water infiltration leading to spalling cause by the rebar rusting and dramatically expanding. The bridge guardrail will also be painted as part of the project to improve its longevity and appearance. All of the concrete patching and spandrel repair will be done in kind to retain the original design of the substructure elements.

IDENTIFICATION AND DESCRIPTION OF THE HISTORIC RESOURCE

The Umatilla (Duby) Bridge #006244A is significant as one of the better examples of reinforced deck arch bridge construction in the eastern Oregon. It also reflects the work of two master bridge designers, the first, Conde B McCullough, who initiated the design in 1923 when it was in vogue, and Glenn S. Paxson, in 1950, who honored the design and his mentor in replicating the original while widening it, the sort of preservation intent that we currently practice but was far less common during the post-war era did not romance the bridge and design as the pre-war era had, but rather let function dictate form.

The bridge is a 438 foot long concrete deck-arch, with three 110 foot spans flanked by two 54 foot approaches. The design of the deck arch is based on a classical Roman arch bridge with hangars to maintain the rigidity of the superstructure. The hangars are regularly spaced above the deck arch, and support the transverse floor beams below the roadway. The bridge has a steel picket balustrade from the 1950 widening yet decorative features typical of McCullough bridges of this era.
AVOIDANCE ALTERNATIVES CONSIDERED

Because the Umatilla (Duby) River Bridge #00624A has been proposed to be eligible for listing in the National Register of Historic Places, project alternatives were considered to eliminate or minimize the predicted project impacts on this historic resource. Avoidance alternatives considered include:

No-Build Alternative: Although this alternative would have no effect on the Umatilla (Duby) River Bridge, it would not repair the spalled concrete. For the longevity of this bridge, this alternative was determined to be not prudent.

EVALUATION OF EFFECTS

The proposed project will repair the damaged concrete on the Umatilla (Duby) River Bridge. The concrete will be repaired using the original details, so the general appearance of the substructure will be identical to the current condition and this work will prolong the life of the structure. Aside from the painting of the steel rail in the original ODOT green color, all repair work will be done below the roadway, and will not be visible to the casual observer. The project will not alter any of the features or characteristics of the structure that would make it eligible for listing in the National Register of Historic Places.

COORDINATION AND PUBLIC NOTIFICATION

The proposed work on the Umatilla (Duby) River Bridge has been added to the Statewide Transportation Improvement Program, which is available for public review and comment. There is no Certified Local Government in the area with which to coordinate the project.

CONCLUSION

It is the determination of the FHWA and ODOT that the proposed project has an effect on the proposed National Register eligible Umatilla (Duby) River Bridge, but the effect is “not adverse” according to the criteria set forth in 36 CFR 800.5.
Umatilla River Bridge, cracking and drainage issues.

Umatilla River Bridge, view of substructure concrete to be repaired.
OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: LEVEL OF EFFECT
Continuation Sheet

Agency/Project: ODOT / US 730 Umatilla (Duby) Bridge Repair Project
Street Address: MP 182.6, Columbia River Highway (US 730)
City, County: Umatilla, Umatilla County
Key # 14830

Umatilla River Bridge, view of the cracking and post repair needed at the bents

Umatilla River Bridge, evidence of further cracking and repair work needed

Surveyor/Agency: Chris Bell / ODOT Cultural Resources
Date Recorded: September 2010
Agency/Project: ODOT / US 730 Umatilla (Duby) Bridge Repair Project
Street Address: MP 182.6, Columbia River Highway (US 730)
City, County: Umatilla, Umatilla County

Location Map: USGS Heceta Head, Oregon Quadrangle, 1984 Edition.

Surveyor/Agency: Chris Bell / ODOT Cultural Resources
Date Recorded: September 2010
Project Drawing for Umatilla River Bridge repair (1 of 3).
Project Drawing for Umatilla River Bridge repair (2 of 3).
Project Drawing for Umatilla River Bridge repair (3 of 3).