

DRAFT Summary – CAG^{#30} / PDT^{#29}

Community Advisory Group / Project Development Team Interstate 5 Willamette River Bridge Project

April 29, 2011 - 10 a.m. to 1 p.m.

McLane Conference Room, Springfield ODOT Offices (644 A Street)

ATTENDANCE

CAG Members

- Charlotte Behm – Springfield Neighborhood
- Dave Carvo – Glenwood Neighborhood
- Lauri Holts – Eugene Parks and Open Space Division
- Greg Hyde – Willamalane Park & Recreation District
- Bob Kline – Harlow Neighbors
- Vicky Mello – CPC for the Whilamut Natural Area
- David Sonnichsen – Fairmount Neighbors
- Scott Wylie – Springfield Resident

Resource Team

- Douglas Beauchamp – Arts Consultant
- Sonny Chickering – ODOT Area 5 Manager
- Carl Deaton – ODOT Region 2
- Larry Gescher – Slayden Construction
- Nichole Hayward – CAWOOD
- Justin Lanphear – CMGS Landscape Architects
- John Lively – CAWOOD (Facilitator)
- Suzanne Roberts – OBDP
- Jyll Smith – ODOT Major Projects Branch
- Karl Wieseke – ODOT Assistant Project Manager

PDT Members

- Chris Henry – City of Eugene
- Kent Howe – Lane County
- Drake McKee – ODOT District 5

Guests

- Charlene Larison – CPC for Whilamut Natural Area
- KEZI News Reporter

Handouts (available at meeting)

- Agenda.
- Design Enhancement Steering Committee recommendation summary.
- Design enhancements budget.

WELCOME AND AGENDA REVIEW

John Lively identified the primary focus for the meeting – to review the recommendations for above-deck (Art Design Team 1) enhancements – and encouraged attendees to ask questions.

COMMITTEE BUSINESS

CAG^{#29} + *PDT*^{#28} *Summary* – John confirmed the meeting notes as final after getting a group consensus.

DESIGN ACTIVITIES

ADT 1 Recommendation Summary (attached) – Douglas Beauchamp reviewed the details of the selection committee's ADT 1 recommendations. Six of the eight committee members were in attendance. Douglas recapped what has occurred since March 2011. The five teams selected as finalists submitted proposals. The selection committee reviewed all proposals including any display boards and models also submitted. A public open house held on April 7 resulted in a large number of comments. A virtual open house available on the project website April 7 through 13 allowed another forum for comments. Between the two open houses, CAWOOD collected over 200 individual comments. The link to those comments was provided to the CAG and PDT via email. The selection committee reviewed all of the comments before making final recommendations.

Douglas summarized the conceptual topics that the selection committee recognized in reviewing comments. Many people provided either strong support or opposition on specific pieces. Some commented about all pieces, while others only commented on their preference. A few themes came up and were repeated, including concern for, or interest in, lighting, as well as the questions of how a crossing will be marked and how visible the design enhancements will be from a moving car. People really understood the rate of speed the enhancements will be viewed at. There were also comments regarding the Kalapuya culture and whether or not pieces represented the Tribe. People also provided many comments regarding colors being used. Most of the themes found within the public comments had two sides -- pros and cons -- represented. In addition, there were questions about the Kalapuya focus and some pointed out how there are a lot of other areas to represent. Many recognized and supported the use of the Camas flower, a unique representation that most proposals included. Comments also brought up the issue of visibility due to level of detail, which led to a discussion about complexity versus simplicity. There were also questions about the depiction of a gateway and how people would know they were crossing a bridge; questions of whether or not the enhancements are intended to symbolize the past, present or both; and questions about the how the meaning would be conveyed.

Douglas added how some of the selection committee members created and used a scoring system to help evaluate all of the feedback. Scott Wylie broke down the comments by each proposed element in order to see how comments aligned with each piece. Bob Kline used a ranking system to assess the comments. After members of the selection committee reviewed the comments, the committee met for almost three hours to deliberate and agree upon their initial recommendation. In that meeting there was consideration of three pieces, with many

questions about each. Following that meeting, Douglas asked each of the three artists questions to help the selection committee review their options: 1) Was the artist willing to commission one element of their proposal, which essentially would lead to less budget for each artist? How does that affect the way their team is commissioned? 2) Was the artist willing to be flexible with the location of their piece? Douglas noted that the artists were thrilled to be selected for any portion of the project and were happy to enter into a design phase that would ultimately deal with different site locations. After those questions were answered, the selection committee reconvened and deliberated further.

The selection committee supported locating the Lillian Pitt “River” piece in the median, with a slightly modified configuration and alignment. The committee wanted to relocate Devin Laurence Field’s “Blue Camas Basket” piece near the Interstate 5 northbound Franklin Boulevard off-ramp. Devin Laurence Field agreed and supported the modification, but had to slightly increase the cost due to the amount of materials required. The selection committee felt that rhiza A+D’s “Camas Basket” piece should be installed north of the river and the bridge in opportunity zone 7 or 8. Vicky Mello contacted ODOT maintenance about potential maintenance issues. Drake McKee and Carl Deaton responded and provided feedback. The selection committee was pleased to see that the ODOT maintenance concerns were fairly easy to address. The main issue brought to light was a safety issue – a piece can be no closer than three to five feet to the barrier; it cannot go up to the barrier or hang over it. Issues of graffiti were also discussed. Two of the pieces will be made of stainless steel and the other made of galvanized or stainless steel. The lighting issue has not been fully resolved, but if installed, lighting will be a part of the enhancement budget; no additional funds are available for lighting. The selection committee recommendation is to commission the three artist teams, one piece from each. If the CAG and PDT support and forward the recommendation to ODOT, the artist teams will proceed into a structural engineering phase (approximated to last three to six months) in order to get final approval and move forward with creating the piece.

Dave asked for clarification on the size. Douglas noted that sizes were specified in each proposal, but that depends on where you are in relation to each piece. Depending on location and looking at details such as slope, etc. the size is subject to change.

Design Enhancement Budget (attached) - Scott identified the budget side of the selection committee’s recommendation. There was \$540,000 ADT 1 budget at the beginning of the selection stage, which included allowance for development of designs, construction documents, as well as fabrication and installation for above-deck enhancements. The proposed budget for the three artist teams totals \$640,000. In order to close the \$100,000 gap, the selection committee looked at two areas, and focused on one due to changes that occurred in ADT 2 region. The plan for design and interpretive enhancements for the south bank changed drastically in the last year and have become much more focused. The budget for the south bank enhancements was roughly \$170,000, which reflects enhancements that would potentially go along the bike/pedestrian path and viaduct. Enhancements that were originally proposed for under the bridge were dropped. What remains at this time are interpretive displays that are part of the agreement with ODOT reflecting the millrace ruins and the Kalapuya and Grand Ronde cultures. The interpretive displays are not a part of the design enhancement budget, but have a separate allocation within the project budget. A contingency budget of \$48,000 remains. There was much discussion in the selection

committee about these 'soft' numbers. The focus for the south bank area was more clearly defined as a riparian zone. Therefore the selection committee moved the \$100,000 from the ADT 2 budget in order to cover the excess for the cost of ADT 1, agreeing that enough money remains to select some additional enhancements that will compliment the historic interpretative displays, if necessary.

Design Enhancement Budget Questions - Bob asked Sonny Chickering to clarify the budget for the interpretive displays. Sonny confirmed that up to \$150,000 would be going into the south bank area interpretive displays. He added that the question presented is whether or not the committees would like to use all, or a portion of the remaining \$170,000 ADT 2 budget to do something in addition to the interpretive displays.

John confirmed that the reallocation of funds is part of the selection committee recommendation.

Dave asked why the potential of going over budget was considered, saying the objective should be staying within the budget. Scott clarified that reallocating ADT 2 funds would still allow the design enhancements for the project as a whole to stay within budget. Sonny added that the original budget would not be modified. Dave asked if moving the ADT 2 \$100,000 budget would result in substantial improvements. Scott conveyed that the selection committee recommendation created a variety of enhancements that symbolize different aspects of the Whilamut Passage theme. The selection committee felt that was important to achieve above the deck so that people will get an overview as they pass. The committee also felt utilizing the three pieces addressed the issues that are very particular to which direction traffic is moving and the intensity of driver decision-making and preoccupation. Direction had very much to do with selection and location and the selection committee recommended enhancements that responded to the realistic point of view. The committee ultimately felt there was a lot being addressed on the south bank with very limited space, and utilizing those funds to commission the variety above deck was a great investment to bring into the experience as a whole.

Charlotte Behm responded to Dave question, as she originally was very cautious of moving money from one ADT to the other. She added that the vision of ADT 2 and the amount of space available to use for enhancements has completely changed. If there are already interpretive displays intended in the area, there would not be much room left to add anything.

Chris provided his point of view on reallocating funds, as he saw it as a convergence of community interest. The selection committee had come to some conclusions before receiving comments from the public. The public feedback was not necessarily aligned with the original selection committee ideas. After reviewing the feedback and deliberating, the committee has taken the best from each artist team – the items the community responded well too. The ability to do so comes with a cost, therefore a way to pay for it was sought out. In selecting only one piece from each proposal, there was an upcharge for one artist because the material costs went up due to not benefitting from purchasing a larger amount of material.

Dave noted that he was not in opposition, but curious if the artist teams selected could do similar revisions on their bids. Chris elaborated that Devin Laurence Field's original proposal included the "River" piece that used a lot of stainless steel and if not buying the original quantity, the cost per item went up. Some of the other artists had multiple pieces; therefore the cost went up because of lack of ability to allocate budgeted funds across several pieces. There were reasonable responses by the artists. There was some interest within the selection committee to try getting the artists to lower costs, but his personal view is that could be an insult to the artist.

Dave added that he would not have a problem with the enhancements being under budget and felt it would be a good sign to the public to be able to say the project came in under budget.

Greg Hyde asked for clarification on the budget and why Scott's numbers did not match the budget sheet. Sonny explained that the \$540,000 ADT 1 budget Scott referred to came from the Design Enhancement Budget Summary and pointed out line item *Bundle 1 Design Enhancements \$500,000* plus line item *Phase 2 Design Fees, Notes: Bundle 1 \$40,000*.

Vicky noted how the project, among other things, is evolving and changing. Things didn't work out well with the previous ADT 1, but the landscape also changed and the selection committee had to think about not overwhelming the area. The budget has continued to be a long discussion. The goal is trying to figure out ways of adjusting. There could potentially be a way to use funds left for maintenance, or for things like lighting, construction issues, etc. Having artists that have a good local reputation will go along way in creating a signature bridge.

Bob added that each of the three ADT's have contingency budgets as well.

Dave asked about the bike path on the south side of Franklin Boulevard. Chris told him the issue had been addressed at the last CAG/PDT meeting, and concluded that the path will be addressed outside of the bridge project, but there is interest from others in reconnecting the path.

Design Enhancement Recommendation Questions - John encouraged questions about the proposals themselves, encouraging committee members to have a very clear sense of what they were deliberating.

Charlene Larison asked to confirm the size of the Lillian Pitt piece. The piece is roughly 40 feet long. The exact dimensions were specified within the proposals, including the height, which is 12 to 15 feet. The scale has much to do with the longevity of the enhancements, as well as the ability to view at high rates of speed. Douglas added that the artists had to think about what would be visible and maintainable.

Drake noted that there would be a barrier in place; therefore if all elements of the Lillian Pitt piece are level, the barrier will cut off all of the lower letters, and then all that would be visible is the design on top. Unless the team increased the pedestal base, the wording proposed likely will not be very viewable.

Douglas agreed and said the artists and DESC will be challenged to think about that. The proposing artists had limited amounts of time and money to put their best proposal on the table. Moving forward they will be able to step back and perform a deeper investigation about the elevation and alignment of each element, which will be part of the full-fledged design phase.

Charlene asked if the recommendation for the Lillian Pitt piece was to move forward without color. Douglas confirmed the use of bare stainless steel.

Greg commended the selection committee for great work sorting through the proposals, gathering input, and presenting an excellent recommendation. Greg expressed his interest in talking about next steps and views from the park.

Carl had previously provided his technical feedback to be relayed via Drake. Additional concerns of Carl's were regarding why the two different camas baskets were selected and addressing the issue of the county wanting a gateway arch. Carl felt perhaps two baskets of same design could be placed to make a gateway, but not necessarily in the locations recommended.

Chris noted the gateway was discussed at great length by the selection committee. The notion of a gateway depends on which direction one is going. To have something on both ends would provide an experience to all travelers.

Carl said there could be two different gateways and asked if there was a need to install two baskets on either end, why the other element of the Devin Laurence Field proposal was not included.

Chris informed Carl that the budget would not allow for two Devin Laurence Field baskets, which were the community favorite. The decision was based on a combination of community interest and available budget.

Scott noted that the announcement of the river would be most effective before crossing and the nature of traveling north required something that did not entail a lot of viewing to be interpreted. The Devin Laurence Field piece was a simpler image to digest. The selection committee valued the intricacy of the rhiza A+D basket, but the overall issue with it was the extensive complexity. The application would be very different when traveling from the south than it would be coming from the north. The rhiza A+D basket will be something to experience before coming to the river. The asymmetry and locations recommended were very strategic.

Kent Howe appreciated Carl's questions and expressed his hope that the traveling public will know they are crossing something.

Bob asked if ODOT intended to use signage indicating the name *Whilamut Passage*, which would essentially prepare people for a crossing.

Sonny answered that ODOT would generally install standard signage indicating the body of water. In this case, ODOT would like to ensure signage wouldn't take from the design

enhancements. The outcome of the naming process would also play a role in determining final signage.

Bob elaborated that the installation of a sign would alert people that something special is coming up. Sonny noted that if there were a good place to stop, perhaps there could be a sign to indicate something of that nature. There are a lot of interchanges in that region and signage could distract drivers further.

John summarized that there were no substantial objections to the proposals. He asked the joint CAG/PDT if everyone were to a point where they would recommend the enhancements to ODOT for the final decision.

Sonny informed the committees that unfortunately David Lewis' schedule didn't synchronize with that of the selection committee and therefore he missed a couple of the meetings and was disappointed. The selection committee was therefore unable to get his input. Sonny has attempted to talk with David in order to confirm that there are no major issues with the recommendations. Sonny encouraged the CAG/PDT to proceed with their recommendation to ODOT and confirmed he would make sure to speak with David.

Bob asked if Esther Stutzman had expressed any concerns. Charlotte responded that Esther had some, but none were overwhelming concerns. She suggested that Sonny contact and confirm with her also.

Justin Lanphear questioned the adjustments intended for the Lillian Pitt piece in order to make more visible. He has helped with the understanding of the rates of speed and points of view, and wondered if the DESC felt confident the adjustments would correct the visibility issue.

Douglas responded that at the current stage in the process, the selection committee members feel they have seen enough and have made the best recommendation. The artists are all very skilled and accomplished, with experience working in the public realm and should be able to deal with the constraints. He added the possibility that at the end of the design phase there will still be questions.

Dave said that he shared Justin's concern.

David Sonnichsen noted how the Lillian Pitt team proposed that piece for that area, concluding that they would be aware and capable of addressing the constraints. In terms of naming, David expressed the hope to see signage for *Whilamut Passage Bridge*, most importantly, and added that it would be nice to have a sign indicating to travelers that they are approaching design enhancements.

Bob said there was something about the standard road signs that break up the stretch of highway, no matter how small. There is no question that people would see a sign, but more a question of how much they'd absorb.

David asked Justin if the location of the proposed river sculpture was the area above where the fencing would be mandated by Homeland Security.

Justin confirmed that it is, adding it will be similar to the area under Franklin Boulevard where the fencing was recently installed.

Greg commented that after evaluating the scale and receiving an additional explanation, rotating the pieces just a few degrees would make the piece more easily distinguishable.

Charlotte agreed and said that was the goal.

Douglas added the Lillian Pitt team was very open to the suggestion and he foresees that they'll consider many options.

Scott noticed how they evolved the initial proposal to the current redesign, and was impressed with their adaptation. Scott also expressed a great deal of confidence in the Lillian Pitt team. They have been very transparent with how design has progressed to ensure all is agreeable. The Lillian Pitt proposal fared really well at the public open house compared to the virtual open house, which may have had to do with the presence of the physical model.

John asked again if any members of the CAG/PDT were not comfortable moving forward. No comment. The recommendation will be forwarded to ODOT.

Carl mentioned the southern sign bridge and questioned how it would interact with the Camas Basket, and noted that the wording was angled in a certain manner and suggested modifications to separate and angle more appropriately. He also encouraged the DESC to talk with traffic engineers when confirming the orientation and installation. Justin added that the median of topic is somewhat diagonal and will need to be navigated.

Greg suggested moving forward, and when the time comes to place the northern camas basket he requested some time be spent examining the placement and visibility from the park. If the piece could be visible from the park side by slightly elevating, he would support that.

Vicky added that if there is a basket on the east or west side, there would be a concern expressed to the artist to accommodate and reduce vandalism and access. Greg said he would rather the enhancements be seen and address the vandalism and access at a later date.

Charlene provided feedback that signage should say *Willamette River and Whilamut Passage Bridge*, because they are related and equally important. She also added that she liked the form of the Devin Laurence Field camas basket, but asked if the flowers could be made more realistic.

Charlotte agreed that she would love to see Devin Laurence Field do something else with those flowers. David mentioned the first camas flowers proposed by Devin Laurence Field looked like asterisks. There were strong advocates for Carl's proposals for orientation and installation. Chris reiterated that the Devin Laurence Field concepts received a lot of public support. His camas basket will make a strong statement and complement the chosen location.

CONSTRUCTION ACTIVITIES

Construction update – Karl Wieseke summarized the current construction activities. Slayden Construction is finishing the Canoe Canal Bridge. Roadway work needs completing before any traffic can use the new Canoe Canal Bridge. Work finishing the substructure on the Willamette River Bridge will happen over the next couple weeks. With minimal snow and efficient use of manpower, the construction team is now ahead of schedule and expects to open the southbound bridge early (this summer). Karl cautioned that it will look like nothing is happening at times, but explained the waiting periods required before additional work can take place -- the team has reasons for all timing. The team started pouring the deck on the main bridge south of Franklin Boulevard, which will be post tensioned in June. Connections to the new bridges will also be made. White paving will be placed, at which point there will be some nighttime crossover work. Late summer southbound traffic will be transferred and then northbound traffic will be moved. Demolition will start on the temporary bridge, which will take a while and will look like little is happening at times, but should be complete within four to six months. Some materials will be incorporated into the new project, but some will have to be recycled or used for other projects. At this time we simply do not have a home for everything.

Construction questions – Chris asked Karl about the reuse of materials in west Eugene and the Bertelsen site.

Scott asked for clarification on the scope and scale. What percentage of beams from the temporary bridge does the viaduct use? Karl responded that the viaduct would be using 50 boxes, probably 25 percent. In addition, they will recycle the steel girders on another ODOT project. ODOT has a site in west Eugene to stockpile the surplus boxes for future projects.

Chris added that the city of Eugene has applied for bike/pedestrian path access near Target, which is very close. Karl offered to provide Chris with the appropriate contact information, because he will move however many he is told to move, to whichever location he is told to. They will not be free, but they are certainly a good deal, and will be available next year.

Charlotte asked for clarification on the change of the bike paths on the north bank.

Larry Gescher said it would switch back to the riverside for two months in July, while the Canoe Canal walls are lowered this summer to early fall. Gravel currently placed on top will be removed from the paved path and it will temporarily be straightened out. Karl added that work had just recently become available due to adjustments on the main bridgework. Karl added that the weather delayed a concrete pour, which will now happen Tuesday.

David asked how traffic would be separated when switched to the new southbound bridge. Karl noted there would be a temporary median barrier, similar to what exists on the temporary bridge. There will be a concrete curb and three-pipe rail. The pipes are being powder coated this week. The travel lanes, including shoulders, will be narrower than when the traffic is on separate bridges. Gawk screening for the new bridge is still under consideration. Establishing how to install it on the southbound bridge and other final details are still to be determined by traffic engineers. The team will be paving the islands between

lanes over a series of nights creating lanes for crossing over. Some nighttime slowing of traffic will be required to complete striping and curbs.

David asked how tours were going. Karl expressed excitement for tours to come, one of which will occur next month. He encouraged anyone wanting a tour to contact John or him to make arrangements. With the good weather and the project completing, it is a perfect time to tour before work starts on the northbound bridge.

Charlotte reiterated her concern about the detour path around the Canoe Canal and the poor lighting and striping, which she felt is crucial.

Karl informed the committees of the situation Charlotte referred to on the detour route. The construction team repaved patches and striped the path in those places. Charlotte would like the entire path to be striped. Karl has concerns about permits required and who will pay to do so, but will continue to work on the issue.

Vicky asked if all of the restoration work on the East Gate path had been completed. The path work was accelerated; the landscaper has recently been selected and work to complete it will soon be under contract. Areas will be targeted one at a time and a lot of irrigation work remains.

Vicky asked if the irrigation is working. Justin elaborated that what is visible is the connection to the future sprinkler head, which is anticipated soon. The connection currently has a limited water use permit, the long-term water use permit from the Willamette River will occur at a later date. The path landscape watering will connect with the Canoe Canal temporarily. If that connection falls through, the area will essentially be hand watered until the long-term water use permit is in place.

Vicky expressed concern about the visibility and potential vandalism to the irrigation system.

Larry discussed the area underneath the Walnut Street Bridge, where they will de-pave and begin to button things up this fall, e.g. stairways, etc. Charlotte reminded Larry that Litus hoped that the two locations, under Canoe Canal and under Walnut Street, would match, and therefore suggested communication with Litus to coordinate.

Justin agreed, adding that it will likely be something that will get ramped up when Phase 2 is underway.

Charlotte reminded members of the DESC to mention the topic to Litus in order to make sure the communication happens. She also added her hope that the irrigation will not look like the electrical panel.

Greg asked that when bike traffic will be moved, if there will be a plan implemented to inform the bicycle community. John mentioned that signs and outreach would be created and coordinated, with communication with different bicycle groups including putting information in the InMotion newsletter sent out by the city of Eugene.

Charlotte asked what the north bank path would look like. Larry said that it would look the same as before. Karl added that there would be a slight bump, but only for the short term.

Karl announced the preparation for the long-term closure of the northbound off-ramp at Glenwood. The traffic analyses support the timing. The construction team is hard at work and a traffic control plan, signage, and other preparations will be ready to implement. There has already been outreach with the city of Springfield and Lane County. Karl explained the ramp and flagger location from past ramp closures. The long term closure will allow multiple traffic changes back and forth to be avoided, which in turn will save costs. The new ramp will be longer than the existing one. Widening of Franklin Boulevard is also desired. The northbound I-5 bridge is higher in order to accommodate the widening of Franklin Boulevard.

Sonny said he is working with Lane County and the city of Springfield, discussing additional wear and tear on the pavement and ensuring there is no additional stress on the ramp. Once all details are worked out, there will be more public conversation.

Scott asked about progress on the channel restoration and if there are interpretive plans in place.

Karl said construction would not begin until 2013. Sonny added that due to ADT 2 changing so drastically, it is likely that nothing will be addressed until June. The contract with the engineer has now been renewed so Justin is once again available to participate in a tour and discussion on the south bank.

Charlotte expressed further concern about the path configuration in front of the Knickerbocker Bridge this summer when the north bank path is used. She inquired if the path furthest west would be constructed. Justin confirmed that it is part of the final plans, but will not be constructed this summer. Charlotte explained the tight corner and the safety concerns. Carl explained that the corner connection used to be a “T” which was easier to maneuver. Karl said he would continue to look into short-term safety concerns.

Vicky asked Karl if the committees would get a private tour of the new bridge before it opened. Karl said there will be time this summer, with minimal activity and that he would be glad to. Karl suggested that anyone attending would have to be able to climb the tower for the best view.

David brought up the meeting in the field with Eugene Parks and Open Spaces regarding the Prefontaine Trail, and asked if the construction team had started storing stuff in the agreed upon area. He also asked if the trail had been rocked over, saying his impression was that it was to happen immediately.

Karl said it could not happen right away – he has responded to a draft memo, which will be presented to the CPC for Whilamut Natural Area and Eugene Parks and Open Spaces for review prior to signing it. The draft is under review by Trevor Taylor and Carl, and in progress. The construction team has run out of area to store materials. The closed hard and soft paths are identified as places to use as storage. The project team will have to mitigate some items but the team is currently trying to get Slayden some more area to use as storage.

Greg emphasized the need to coordinate between the park district, the cities and the other stakeholders moving forward on finalizing enhancements in ADT 3. He said that during the earlier phases of the project, there were joint parks meetings, which were not always convenient, but were very useful in terms of being on the same page and keeping people informed into the next design phase.

Charlotte agreed and had requested to consider implementing similar meetings again.

Sonny indicated he was open to similar meetings, but was waiting on Charlotte who had indicated she would speak to the chair of CPC to find out their interest.

Greg heard mention from the CPC in that regard, but suggested Sonny be the one to coordinate. Lauri Holts suggested periodic, rather than monthly meetings.

Karl responded that he must have weekly meetings just to keep up with the ever-changing situations, therefore twice a month may be feasible, but quarterly meetings may not be as productive. A contractors schedule is very dynamic.

Greg suggested periodic emails from Karl informing the park agencies of changes.

Karl agreed, stating if someone (John) would provide him with a distribution list, he would gladly send emails to inform and expressed his willingness to elaborate whenever necessary.

Greg also reinforced the need for coordination and feedback from owners and CPC moving forward. John reminded the group that such coordination is part of the DESC's responsibility.

Justin asked if the DESC was on schedule meeting with artists. As part of Phase 1b activities, Sonny explained that Litus has requested meetings with the DESC to further discuss tweaking the designs and meetings led by artist groups. Lauri added that the parks were not a part of that discussion. Greg asked if something could be put in the process to keep the parks informed throughout those processes. Charlotte agreed that is necessary and should be addressed.

Vicky suggested putting that on the agenda for the May 13 DESC meeting.

Charlotte asked for the most appropriate parks contacts – Greg, Lauri, Phillip Richardson or Trevor. Justin clarified that the DESC is discussing Phase 1b, and then Phase 2. Greg felt it was most important to establish ongoing contacts throughout Phase 2.

Karl encouraged those interested in a tour to contact John.

NEXT STEPS

- Sonny to contact David Lewis and Esther Stutzman.
- May 13 DESC meeting with Litus.

- Southbank - schedule tour for CAG/PDT members to view what has changed on the south bank to evaluate work on interpretive displays.

**B220 WRB – ADT 1 “Above-deck enhancements”
Recommendation - April 22, 2011**

Selection Committee: Chris Henry, Scott Wylie, Charlotte Behm, Vicky Mello, Bob Kline, David Sonnichsen, Ann Sanders, David Lewis
Art Consultant: Douglas Beuchamp

Notes recorded by: John Lively

Process:

- March 15, five proposals were received at OBEC engineering.
- April 4, 1–3 p.m., OBEC offices, selection committee meeting for preliminary review of proposals.
- April 7, 5:30–7:30 p.m., Eugene Public library, public open house attended by approximately 75 citizens.
- April 7 – 13, proposals posted on project website for public comment, 123 comments submitted.
- April 13, 2–4 p.m., CAWOOD, selection committee meeting reviewed all comments and deliberated on final recommendation.
- April 20, 1:30–3 p.m., CAWOOD, further discussion and deliberation by selection committee.

Committee members in attendance April 20 were Vicky Mello, Chris Henry, Bob Kline, David Sonnichsen, Charlotte Behm and Scott Wylie. Also attending were art consultant Douglas Beauchamp and John Lively of CAWOOD.

By unanimous consent the committee recommends the following:

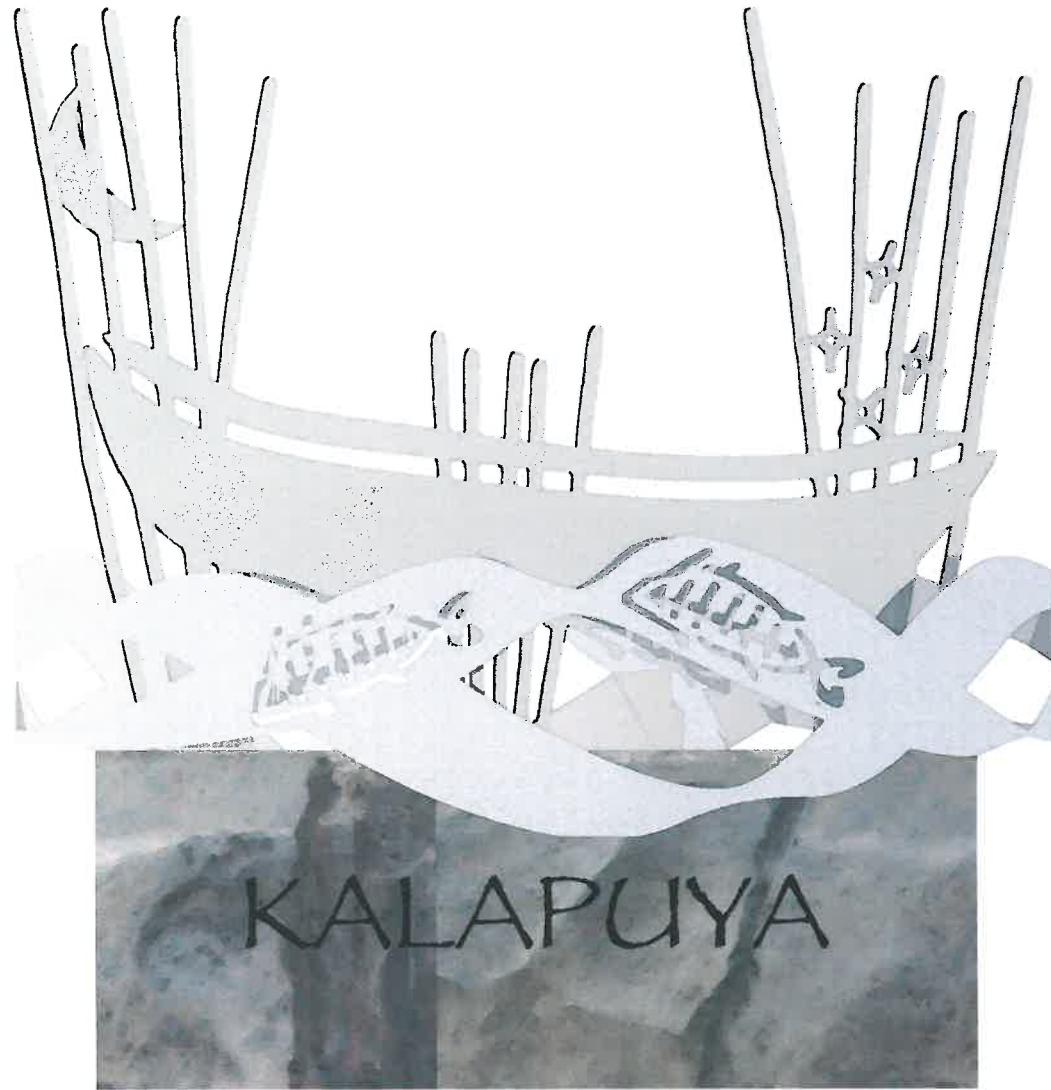
1. “River” by the Lillian Pitt team	\$260,000
2. “Camas Basket” by rhiza A+D	\$135,000
3. “Blue Camas Basket” by Devin Laurence Field	\$245,000
<hr/> TOTAL	<hr/> \$640,000

NOTE: The selection committee was informed during the April 20 meeting that the design enhancement budget has available funds to cover any increase from the \$540,000 originally set aside for ADT 1. Scott Wylie will outline the selection committee recommendations on these funds.

Exact locations of all three pieces will be finalized during Phase II of the design enhancement process.

The March 10, 2011, B220 WRB Design Enhancement Budget Summary is included for your reference.

Willamette River Bridge Design Enhancements Eugene - Oregon



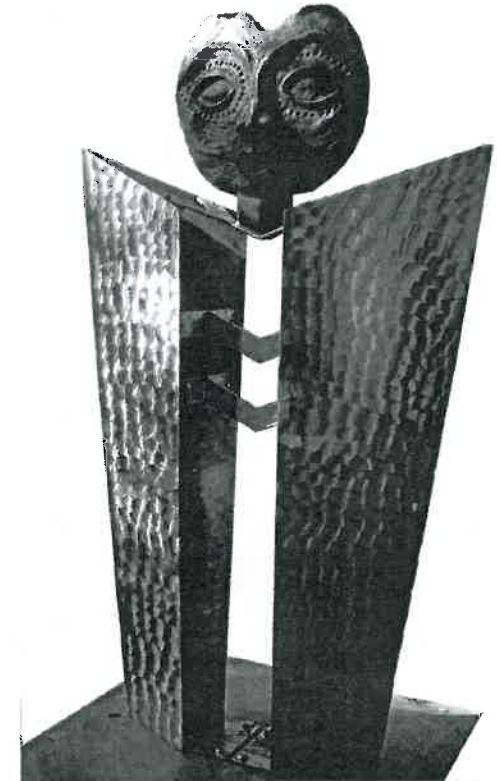
Finalist Proposal
Lillian Pitt Team

March - 15 - 2011

Three Sculptures for the Story of the Kalapuya

The legend about Coyote and the Frog sisters relates a particular story of one of Coyote's adventures. It tells how Coyote was very thirsty after traveling around the country for five days. He was told there was water close by, but that if he wanted to drink, he had to pay the Frog Sisters a big price because they were hoarding all the water. To prepare, Coyote went away to dig some camas roots, which he magically shaped into dentalia shell money. He transformed himself so he looked like a wealthy man, and then he went back to the place where the Frog Sisters were hoarding the water. The Frog Sisters had built a large earthen dam so that no one else could get any water. They told him that he could only take five swallows of water after he paid them with the dentalia. Each time he went to the dam to drink he wore a different hat to protect himself and to hide what he was doing. He had five hats in all. As he bent over to drink, each time he dug down into the earthen dam. It wasn't until he had almost finished digging through the dam that the Sisters realized what he was doing and attacked him, but by that time the water was released, and he escaped along with the water and all the fish and salmon. Coyote told the Frog Sisters that the water in the river would never be sold again. He turned them into bullfrogs and made them live beside the water, but took away the power they had used to dam the water. Such legends are told to educate the people. Coyote is one of the main characters in the legends told in this region. Sometimes he is a hero because of he did to help the people, and sometimes he was a mischievous character who taught people what to avoid doing. In either case the legends were there to make the people think hard about how they should behave.

On the median on the North side of the bridge at site 4, we propose to build a stainless steel sculpture of a canoe above a graceful wave pattern in a setting of large camas plants and cattails. The canoe was important to the Native people as a means of travel that allowed them to gather food and trade goods. The canoe surface will have cutouts of important items used by the Kalapuya people including digging sticks, baskets, bulbs of different plants used for food, and images of the sun and moon and stars. This sculpture will be placed on a concrete wall finished to look like stone. We plan to cast the original names of all the Kalapuya bands as well as the recent names that were given to them by the settlers because of the locations they lived into the concrete base. These bands all came from a single tribe that spoke dialects of the Kalapuyan Takelman language. While the Kalapuya originally lived, hunted and gathered in the Eugene-Springfield area, large numbers of them were wiped out by malaria and pneumonia epidemics and their remaining descendants currently live on the Siletz and Grand Ronde reservations. As my design plans show, I intend to take my job as a partner of the Oregon Department of Transportation on this project seriously and to represent Kalapuya and their culture in the best way possible.



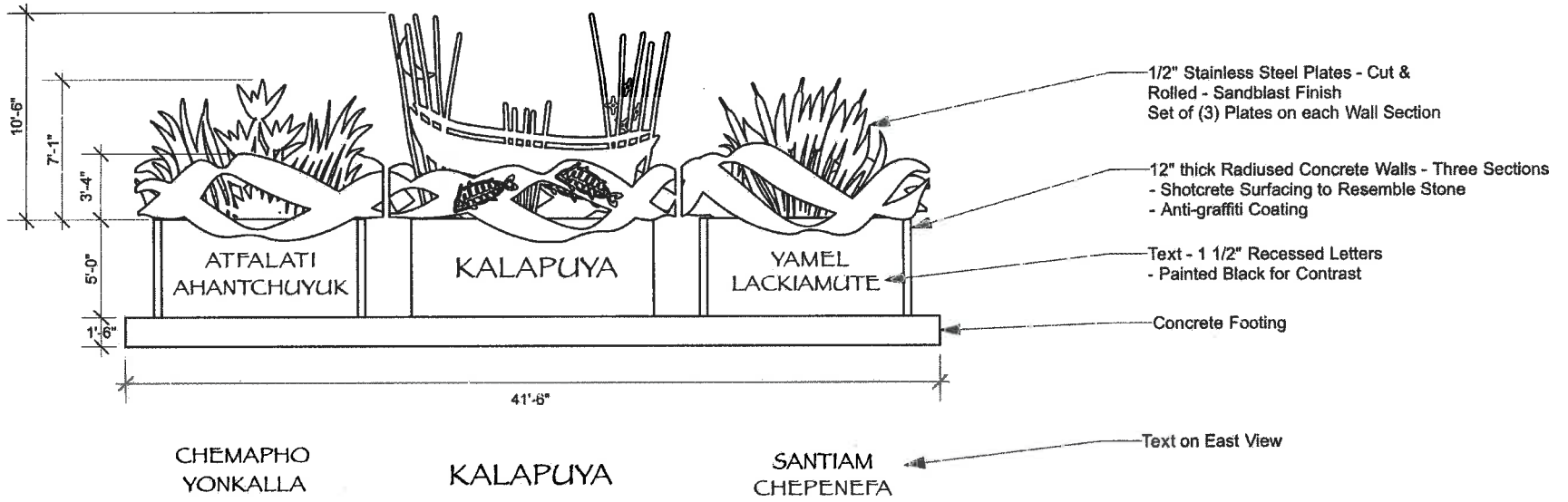
She Who Watches - 2007
Bend Community College

RIVER

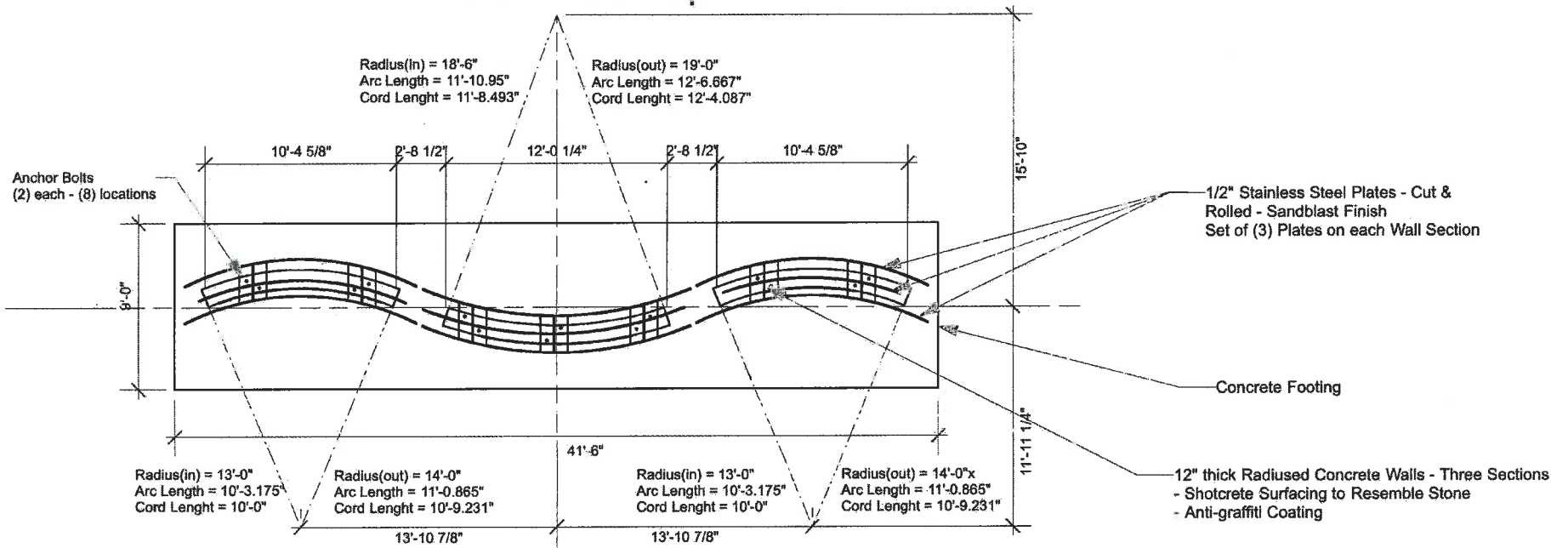
Location Site Enhancement Area-4
North End of Bridge
Between North & South-bound Lanes



View From West



View From Top

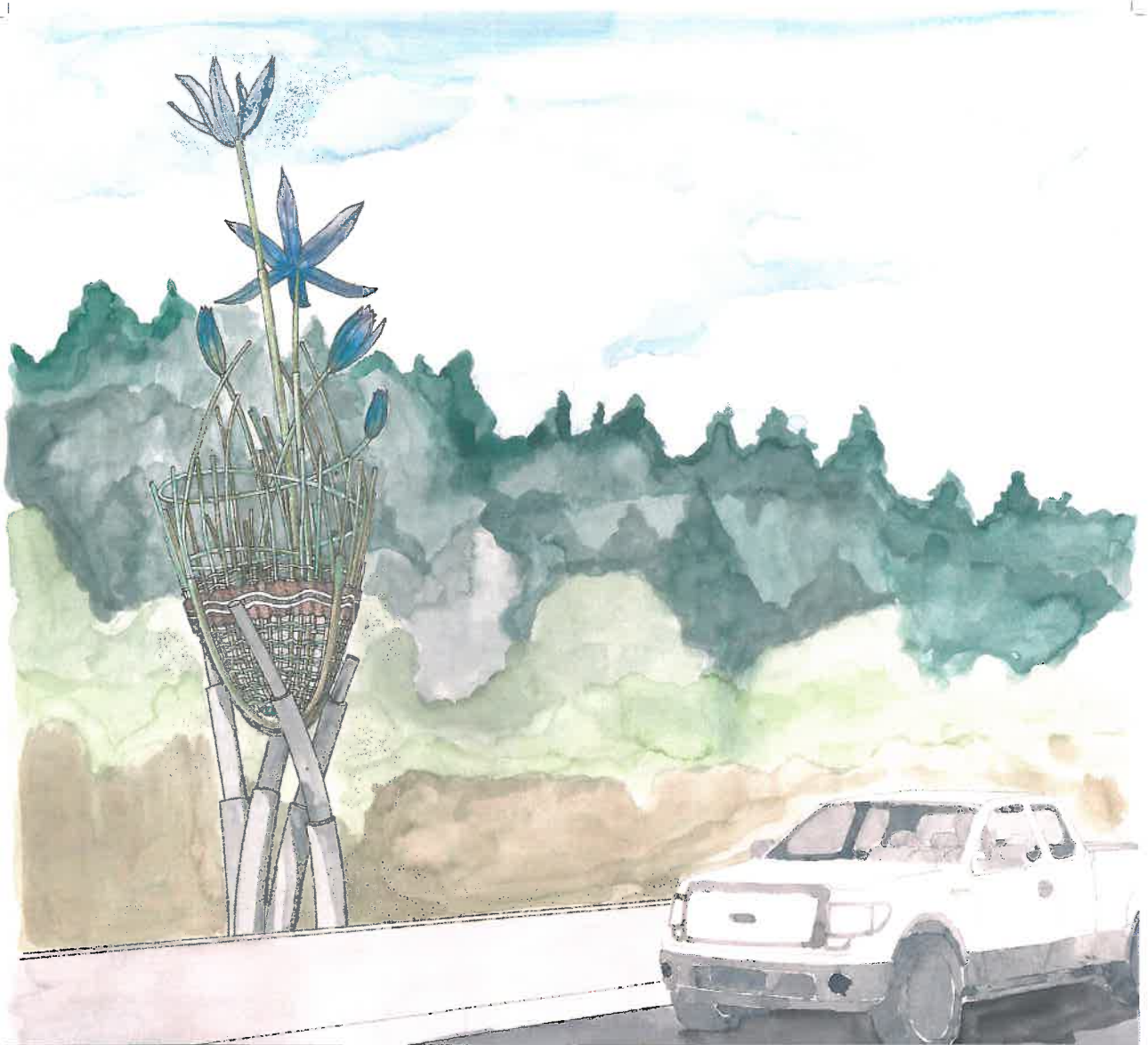


**Willamette River Bridge
Phase 2, Design Enhancements**

Finalist Proposal Submission

rhiza A+D

March 15, 2011

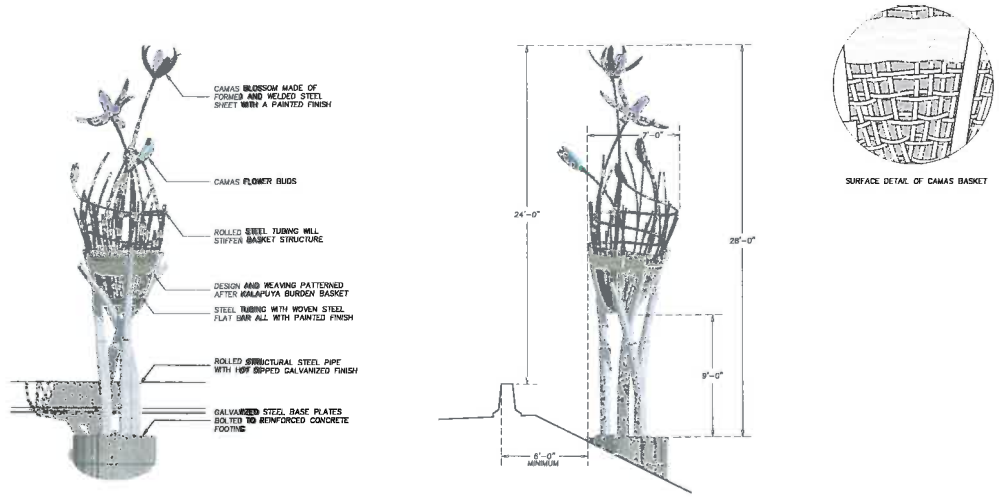


Cone-shaped Kalapuya burden basket

Open & closed 'S' twist weft twinning

Reeds at water's edge

CAMAS BASKET



Camas Basket, on the south side of the bridge, marks the transition from foothill to fertile valley. The vertical, organic piece sprouts in a planted peninsula between on-ramp and highway. It speaks to the future as an ode to growth and change. Emerging from the ground at the edge of the river, segmented, reed-like galvanized steel stalks bow to hold a camas basket-in-the-making. This open and growing structure is twined together with ribbons of steel, inspired by Kalapuyan basketry techniques. It has a decorated woven steel band like that seen on the burden basket at the University of Oregon Museum of Natural and Cultural History. Above this, vertical steel “fibrous reeds” combine with camas stems rising from its outer edge. They stretch towards the sun and are capped by blossoms of deeply saturated camas blue.

Camas Basket

The primary structure of the Camas Basket will consist of four cantilevered steel columns bolted to a reinforced concrete foundation. . Supported by these columns, the basket will be built of steel pipes woven together with light gauge metal plates. Steel pipes will cantilever upward from the rigidity of the basket to support the camas flowers.

WHILAMUT PASSAGE
DEVIN LAURENCE FIELD LLC



ARTWORK FOR THE WILLAMETTE RIVER BRIDGE, EUGENE, OREGON

ALL DESIGNS COPYRIGHT DEVIN LAURENCE FIELD 2011

“BLUE CAMAS BASKET” (AT SITE 8)

Whilamut Passage is made up of two parts, one is water and the other is land. So too is the art: “Coyote Takes the Water” sculpture represents water, while “Blue Camas Basket” represents the land.

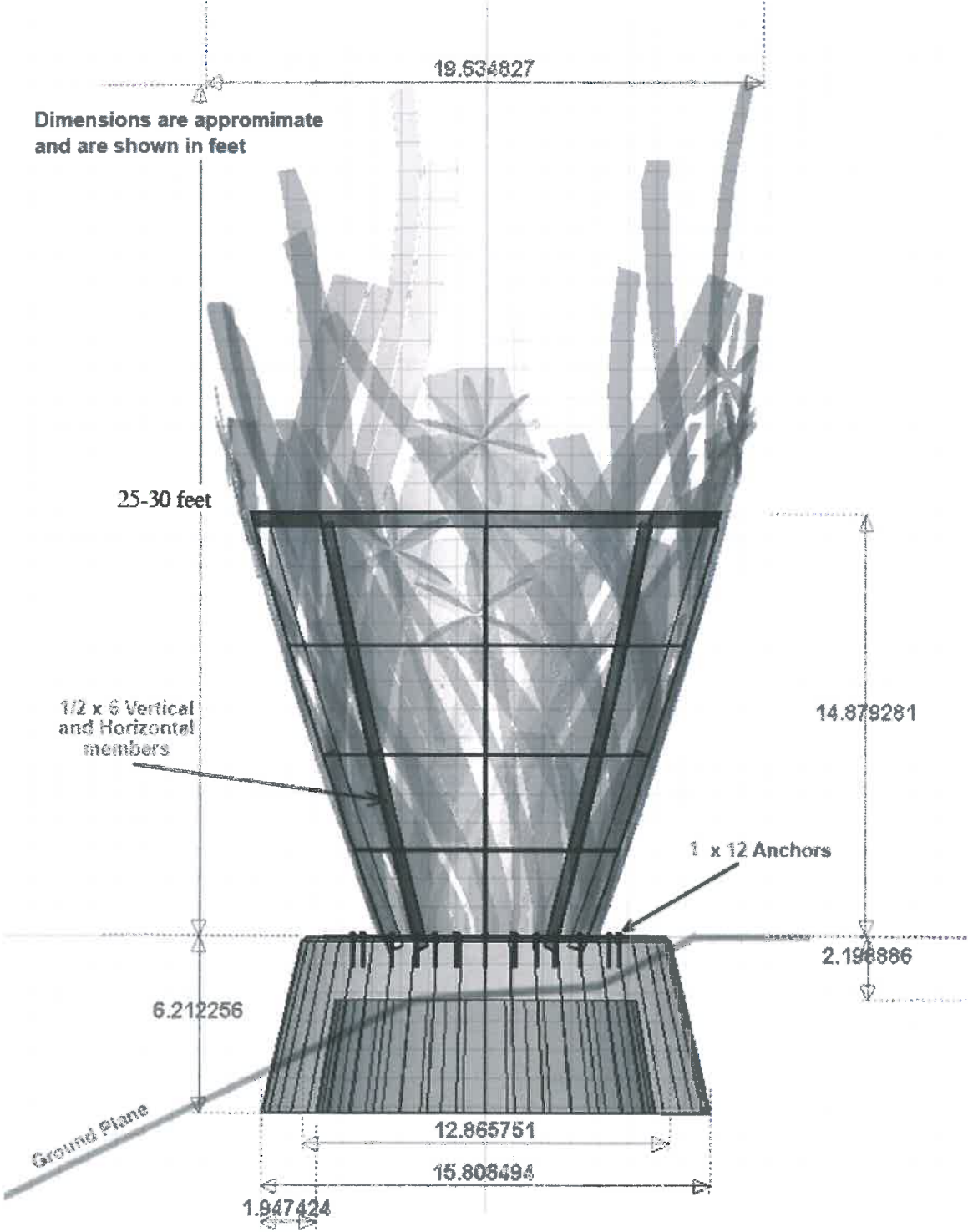
Like a giant clump of camas plant on the hillside of site 8, the sculpture announces the significance of the once plentiful camas plant in the local prairies. A critical food source for the Kalapuya and prominent feature in tribal lore, camas is a key feature of the site to celebrate.

The overall cone shape of the sculpture references the traditional burden baskets and camas root digging bags used to gather Wapato and Camas. The cone shape kept the items at the bottom from being crushed by the weight of the items above and spread the weight so that it was comfortable to carry. A ‘tumpline’ around the head or chest held the basket. The woven strands and basket-like mesh interior of the sculpture echo the traditional spruce/cedar root and bear grass basketry of the area.

The blue color of the flowers matches the blue of the water in the other sculpture and ties in with the blue of the actual camas plants once plentiful and now reestablished in the Whilamut Nature Area nearby.



SCALE- DIMENSIONS APPROXIMATE AND SHOWN IN FEET



**B220 Willamette River Bridge
Design Enhancement Budget Summary**

March 10, 2011

Item	Budgeted Amount	Previously Expended	Remaining Budget	Notes
WRB Overall DE Budget	\$1,500,000			Total DE Budget set by ODOT
SB & NB Soundwall DE	\$150,000	\$150,000	\$0	Need to verify SW enhancement expenditure
Phase 1A Design Fees	\$47,000	\$47,000	\$0	B1=\$20k; B2=\$14k; B3=\$13k
Pre-Phase 1B Design Fees	\$0	\$10,000	-\$10,000	\$5000 each paid to B2 & B3 was not originally anticipated
Phase 2 Design Fees	\$88,000	\$0	\$88,000	B1=\$40k; B2=\$26k; B3=\$22k
Design Enhancement Budget	\$1,215,000	\$207,000		
Bundle 1 Design Enhancements	\$500,000	\$0	\$500,000	New B1 budget outlined in RFP
Bundle 2 Design Enhancements	\$131,000	\$0	\$131,000	B2 budget approved by PDT/ODOT *
Bundle 3 Design Enhancements	\$374,000	\$0	\$374,000	B3 budget approved by PDT/ODOT
B1, B2, & B3 Design Enhancements	\$1,005,000	\$0	\$1,005,000	
Anticipated Items				
Maintenance Fund	\$100,000	\$0	\$100,000	Approximately 10% of DE budget
Bundle 1 Finalist Stipends	\$10,000	\$0	\$10,000	\$2000 each to be paid to five finalists upon final submittal
Bundle 2 Phase 1B Redesign	\$20,000	\$0	\$20,000	Estimate of Phase 1 rework to meet new criteria *
Bundle 3 Phase 1B Redesign	\$22,000	\$0	\$22,000	Estimate of Phase 1 rework to meet new criteria
Anticipated Items Subtotal	\$152,000	\$0	\$152,000	
Remaining Contingency	\$48,000	\$0	\$48,000	May need some of this for add'l Phase 2 design fees

* if B2 design enhancements are eliminated this amount could be added to contingency or to Phase 2 design fees