

FINAL

Summary – Meeting #6

Project Development Team – I-5 Willamette River Bridge Project

May 17, 2007, 11:00 a.m. to 2:00 p.m.

LCOG Conference Room (644 A Street, Springfield)

ACTION ITEMS

PDT members will:

1. Provide comments on Meeting #5 summary to Lou Krug via email (no comments were offered by the PDT at the meeting).

The project team will:

1. Prepare meeting summary.
2. Prepare build alternative description and begin environmental impact assessment.
3. Attend upcoming community/elected official briefings.
4. Prepare for industry forum and design/CMGC procurement process.

ATTENDANCE

Voting Members

- Tim Dodson – ODOT Project Liaison/CPM, ODOT Bridge Delivery Unit
- Don Angermayer – Transportation Maintenance Manager, ODOT District 5
- Jim Cox – ODOT Major Project Branch
- Anthony Boesen – ODOT Liaison Engineer, FHWA
- Al Heyn – Senior Bridge Engineer, ODOT Region 2
- Ann Sanders – Project Leader, ODOT Region 2
- Chris Henry – Transportation Planning Engineer, City of Eugene Public Works
- Greg Mott – Planning Director, City of Springfield
- Charlotte Behm – Community Advisory Group (CAG) Representative, Springfield Neighborhood and CPC for Whilamut Natural Area
- Kent Howe – Planning Director, Lane County

Resource Members/Voting Member Alternates/Observers

- Dave Carvo (Alternate) – CAG Representative, Vice Chair, Glenwood Neighborhood Group
- Lou Krug – Project Manager, Oregon Bridge Delivery Partners

- James Gregory – Environmental Task Leader, Oregon Bridge Delivery Partners
- Jamie Damon – Public Involvement Coordinator, Jeanne Lawson Associates
- Carl Deaton – Designer, ODOT Region 2 Roadway
- Matt Stucker – Bridge Engineer, ODOT Region 2

HANDOUTS

- Agenda
- Meeting #5 Summary (draft)
- Summary of Comments from Open House meetings
- Summary of CAG Meeting #4 (final)
- Bridge Type Packages
- Updated Project Evaluation Criteria
- Meeting #4 Summary (final)

WELCOME AND AGENDA REVIEW

Lou Krug welcomed the group and reviewed the agenda.

COMMITTEE BUSINESS

Meeting #5 Summary Review

The PDT members had no comments on the draft notes for PDT meeting #5. Tom Boyatt had sent a few minor comments on the draft that was sent to PDT members by email and they were incorporated in the copy distributed at the meeting.

PROJECT UPDATE

Update on community/agency briefings

- Springfield City Council briefing was on March 26.
- The project team members have participated in the American Institute of Architects (AIA) Franklin Boulevard corridor planning workshop and have had several discussions with people involved in that process. Information is on the AIA project website (www.franklincorridor.org). Tim indicated that most of the efforts are not focused on the bridge area, but that they have discussed a “sustainability tower” near the bridge; the people involved in this effort do not appear to have particular expectations regarding the bridge.
- Laurel Hill Valley Neighborhood Association: The project team will attend their meeting tonight May 17th.

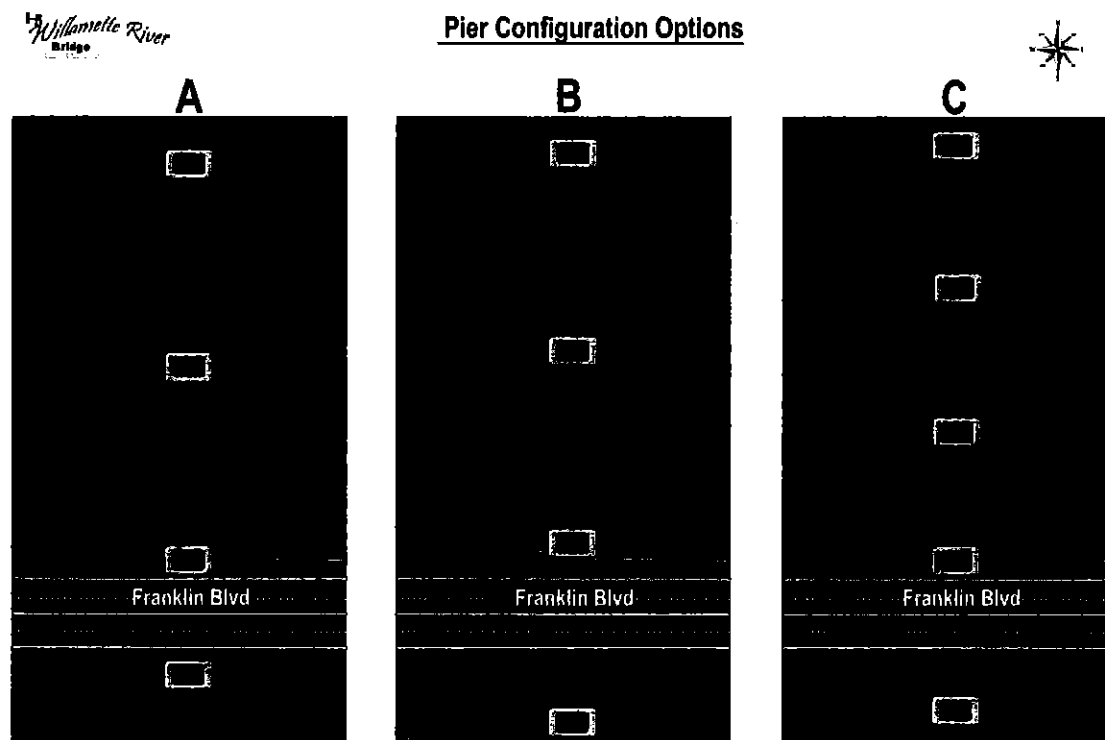
May 3rd Open Houses

Lou provided a summary of the Open Houses held in Eugene and Springfield on May 3rd. A summary of the comments received at the meetings was provided in the handouts. Approximately 70 people (total) attended the meetings (not including ODOT and OBDP staff, PDT and CAG members), with about 50 attending the Eugene meeting and 20 attending the Springfield meeting. A large number of the comments dealt with

concerns/suggestions about naming the bridge. Lou explained that naming of the bridge is not part of this project. Any initiative to name the bridge would be in a different forum. Comments concerning naming will be saved for consideration in bridge naming.

CAG Meeting Update

Charlotte Behm provided a summary of the CAG meeting, which was held on May 8th. The CAG discussed bridge types and potential pier configuration options for the bridge. Charlotte noted that an evaluation matrix was proposed to help the CAG differentiate between the options, but that it made it difficult to focus in on some of the considerations that were important to the CAG. The CAG considered the consideration of the pier locations and had concerns about where and how piers were located, particularly on the south shore of the Willamette River. The CAG recommended Options A and B (which had longer-span bridges with generally fewer pier in the main part of the river than Option C). The CAG also recommended that the I-5 crossing be two separate bridges. Lou reviewed the bridge types that were still possible given the CAG recommendations: "I-girder" (steel only), segmental, and deck arch bridges with 390- or 360-foot main spans over the Willamette River would be possible with either Option recommended by the CAG. The pier configuration options are illustrated in the sketch below.



John Borofsky also expressed concern that their recommendations were being reached without a complete discussion, and he cautioned against going to the PDT with an underdeveloped perception of what the CAG wants. Regarding this, Tim noted that the process of designing the bridge would include all the criteria and that the criteria that have been discussed by the CAG and PDT would also be used in the procurement process. CAG members had indicated that they would like to review the procurement

documents as they are developed by ODOT to make sure the criteria are being incorporated and addressed. Tim indicated that review by the CAG (and PDT) members would be welcome.

Other Events

Lou announced that there would be an “industry forum” in July (exact date not set) to discuss the procurement of a design consultant and construction manager.

This project will use a Construction Manager/General Contractor (CM/GC) approach for construction.

DISCUSS EVALUATION OF BRIDGE TYPE PACKAGES

Lou began the discussion on this topic by noting that the objectives of the meeting were to have the PDT decide on: (1) whether the build alternative to be carried into the environmental document should consist of one bridge (that would carry all traffic) or two bridge (that would carry north- and southbound traffic separately); and (2) what bridge type options should be included in the build alternative.

Bridge type options were differentiated largely on the number and location of bridge piers for the Willamette River crossing. Regarding the options, the following subjects were discussed:

- PDT members asked about the size and shape of the piers. The graphics of the piers and footings in the option displays are “conservatively large” as to provide a basis of the environmental evaluation of the options.
- Charlotte asked if the bridge across the Canoe Canal would be one span and whether there would be additional piers or fill in the area. The bridge over the Canoe Canal would be one span.
- Distance between the two separate bridges over the Willamette if two separate bridges are used. Distance between the bridges would be about 10-15 feet, and would allow enough room for a “snooper” arm to be lowered between them for maintenance. The spacing would also allow light between the bridges.
- Does the placement and shape of the piers present a hydraulics concern? This will be evaluated as part of the environmental document. Jim noted that the PARIT had expressed a preference (from a regulatory standpoint) for fewer piers in the water and riparian areas.
- PDT members stated that design of the bridge should not preclude future construction of a bike path connection under the bridge on the North side of Franklin Boulevard, preferably not obstructed from the river by bridge piers.

Charlotte noted that opportunities to take out fill would enhance the path in the vicinity of the Canoe Canal. Matt noted that lengthening the Canoe Canal bridge (as proposed) would allow straightening the path and removing some of the fill.

Decision Point: One vs. Two Bridges

Dave noted that no one from the CAG indicated a preference for one bridge. Matt noted that there is probably not a noticeable difference in cost between the options. There are notable advantages to two bridges with respect to construction, maintenance and operations, as well as allowing some light penetration under the bridge. Regarding long-term costs, the team hasn't looked at this in detail, but due to ease of maintenance, it's likely that two bridges would have lower maintenance costs. Matt mentioned that two bridges would have advantages from a security perspective. Kent asked if having two bridges precluded the opportunities for above deck arches; it would not. Regarding the arch above deck; Carl noted that arch "treatments" that are not structural could be incorporated into any of the bridges.

The PDT voted and reached consensus that the build alternative should have two separate bridges.

Decision Point: Bridge Type Options

Chris mentioned that the Eugene mayor and council have made comments that the bridge options under consideration are not what they consider "signature" bridges, and that cost concerns may have stifled creativity. Jim noted that, since the project is part of the OTIA 3 program, the work must be completed by 2013 and there is not a lot of time available to wait for additional funding beyond what is available. Chris noted that he wanted to provide the PDT with information regarding this concern.

Lou explained the bridge type options and which bridge types were possible with the variations of pier placement. He noted that the option (Option C) that had a through arch bridge over Franklin Boulevard was not recommended by the CAG. Kent asked if options A or B would accommodate an above deck arch; Lou and Tim answered that neither A nor B Option would physically preclude an above-deck arch. All options would accommodate future widening of Franklin Boulevard (Lou reviewed the assumptions about future Franklin widening). Dave asked if Option A precluded a future bike path between Franklin and the river. Lou answered that, since these are conceptual, he didn't know for sure, but it would be difficult. This area is severely constrained. Carl showed how a bike path could be fitted in with the different options. Greg noted that the bike path connection is part of the Glenwood Area Plan and is very important.

The PDT voted and reached consensus on incorporating Options A and B into the build alternative for the environmental document.

NEXT STEPS**Definition of Build Alternative for Environmental Documents**

The project team will prepare the description of the build alternative based on the recommendations of the CAG and the decisions of the PDT. In general, the build alternative will describe the major components of the project, which are: (1) demolish existing decommissioned and detour bridges; (2) construct new bridges; and (3) construct roadway changes to accommodate new bridges. The build alternative will include Design Options A and B, as discussed by the CAG and PDT. The project team will begin its

assessment of the environmental impacts of the build alternative and prepare resource-specific technical reports, which will form the basis of the environmental assessment. The draft technical reports are scheduled to be complete for ODOT internal review in late July 2007.

Community Briefings

Laurel Hill Valley Neighborhood Association briefing will be May 17th. City of Eugene Council briefing is scheduled for June 11th. Lane County Commission briefing is planned, but not yet scheduled. Chris asked that he be informed of all Eugene neighborhood association briefings so that he can attend.

CAG and PDT Meetings

The next CAG meeting is scheduled for July 11th. Another open house will be scheduled in the July/August timeframe. The purpose of the open house would be to update the public on the interim decisions and new information since the May open house, but prior to the release of the environmental document. The PDT discussed whether a July meeting was necessary, and concluded that email updates would be sufficient and that a meeting wasn't needed. The next PDT meeting would be in December, though the PDT may be asked for input related to the environmental assessment as it is being prepared.

Lou mentioned the industry forum again. At that forum, potential design consultants and CM/GC contractors will be informed about design issues they will need to address.

Matt also mentioned again that security issues will be an important consideration as bridge concepts are refined and evaluated in the environmental and design processes.

ADJOURN

The meeting adjourned at approximately 2 pm.