

**FALL 2009
through 2010**

Demolish original bridge
Widen I-5 southbound ramp
Begin building new southbound bridge
Demolish Canoe Canal bridge

2011

Move traffic to new southbound bridge

2012

Begin building new northbound bridge

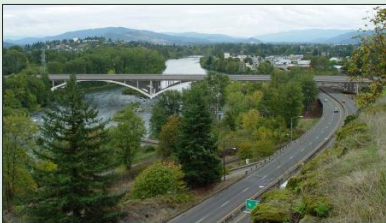
2013

Open new northbound bridge
Construct park enhancements

Current detours - expect delays



Rendering of the future I-5 Willamette River Bridge vicinity.



Rendering of the I-5 Willamette River Bridge design.

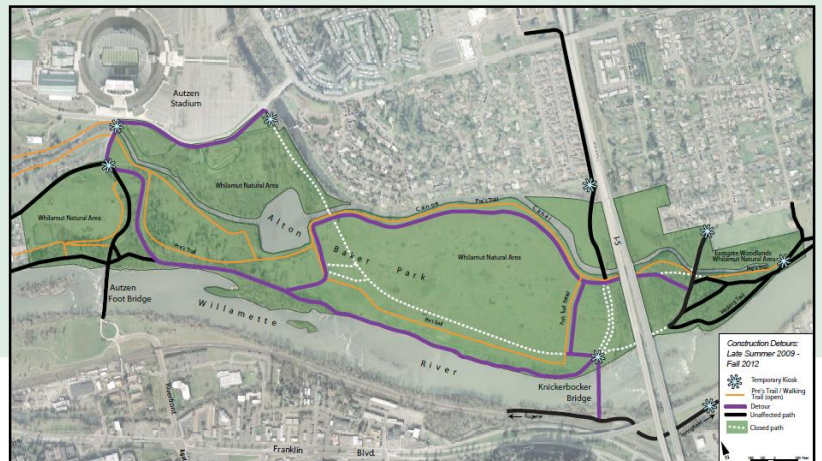
For information and updates about the I-5 Willamette River Bridge project:

- Follow us on Twitter: OregonODOT
- Visit www.willamettebridge.org to find:

- Upcoming construction activities
- A Web cast to tell you about the project
- Web cams to watch the bridge replacement in real time

Construction on the Interstate 5 Willamette River Bridge will continue through the fall of 2012. Path detours will always be in place to ensure continued connections between Eugene and Springfield. You can also visit Keepusmoving.com for detour updates.

I-5 Willamette River Bridge
Eugene & Springfield



September 2009



Please call Rick Little, ODOT,
(541) 726-2442,
with any questions

A confluence where nature, people & travel exist in harmony



Project Goals

- Move people safely over the Willamette River
- Complement scenic beauty and community significance of Whilamut Natural Area
- Improve recreational resources
- Increase safety on Interstate 5
- Maintain connectivity and mobility
- Add to this riverside retreat
- Facilitate freight mobility

ODOT will enhance natural areas below the bridge

Making places - and memories - for everyone



For questions or more information, call Rick Little, ODOT, at (541) 726-2442 or the project line at (541) 868-1070.

Whilamut Passage: where the river ripples and runs fast and a bridge crosses over it

Timeline

FALL 2009 through 2010	Demolish original bridge Widen I-5 southbound ramp Begin building new southbound bridge Demolish Canoe Canal bridge
SPRING 2011	Move traffic to new southbound bridge Begin building new northbound bridge
WINTER 2012	Open new northbound bridge to traffic

Guiding principles for enhancing natural areas

- Do more with less - take a light touch
- Respect the area's past
- Reflect crossings, transitions, and gateways
- Make use of cadence, rhythm, and undulation
- Create opportunities for people to experience the area's natural diversity

Temporary Kiosk



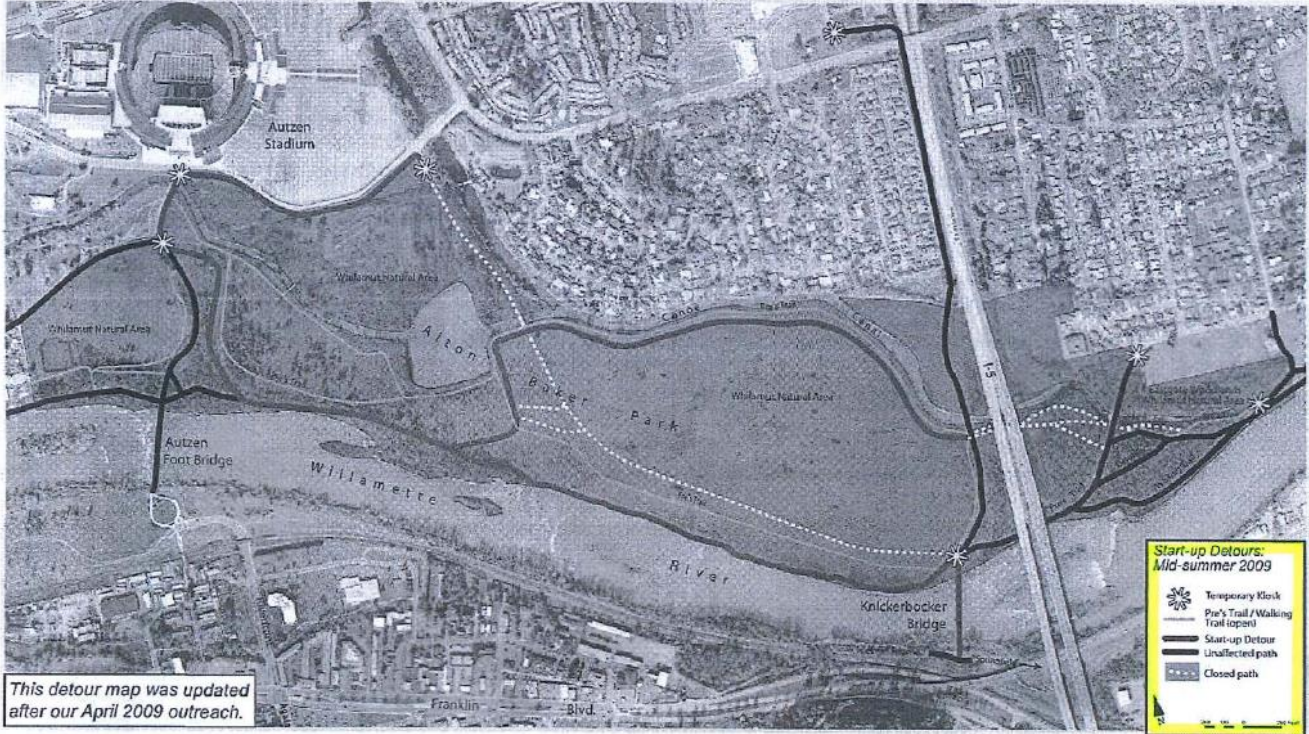


I-5 Willamette River Bridge

Eugene & Springfield

Path Detours - Start-up

Detour routes will change during the course of construction.
For information and updates, please visit www.willamettebridge.org
or call Rick Little, ODOT, (541) 726-2442.



This detour map was updated after our April 2009 outreach.

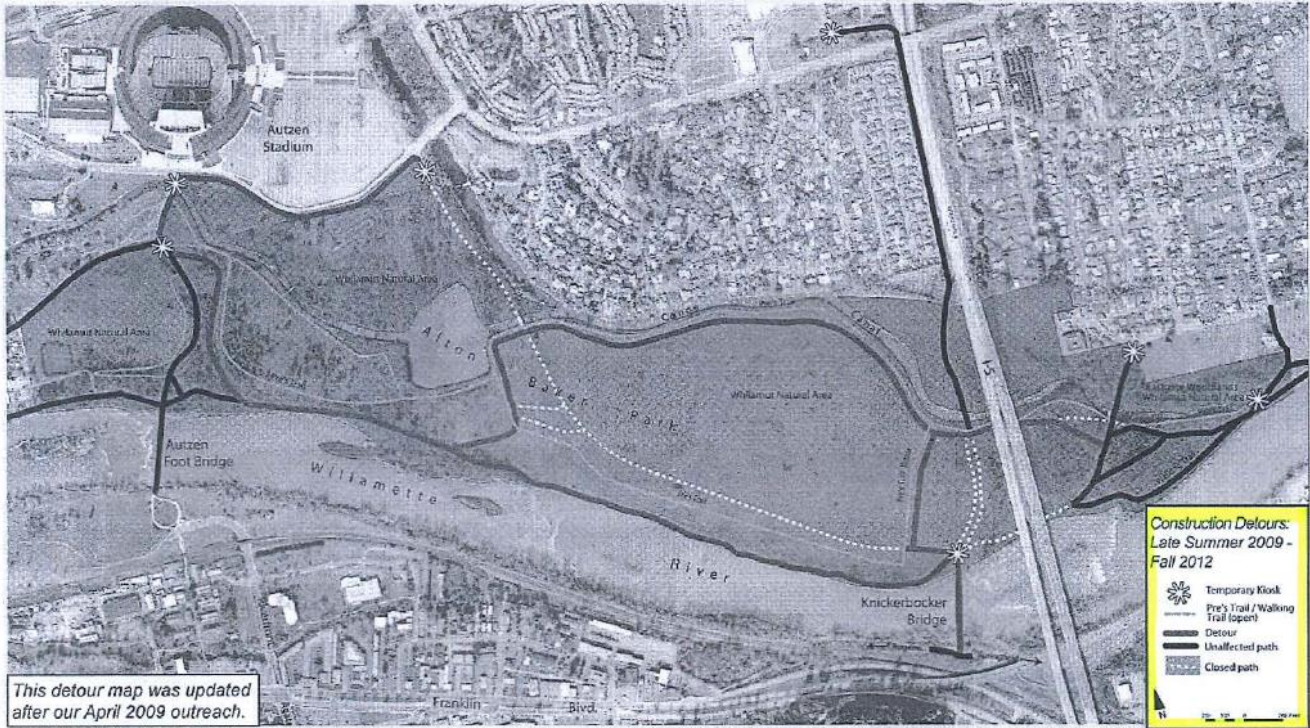


I-5 Willamette River Bridge

Eugene & Springfield

Path Detours - Construction

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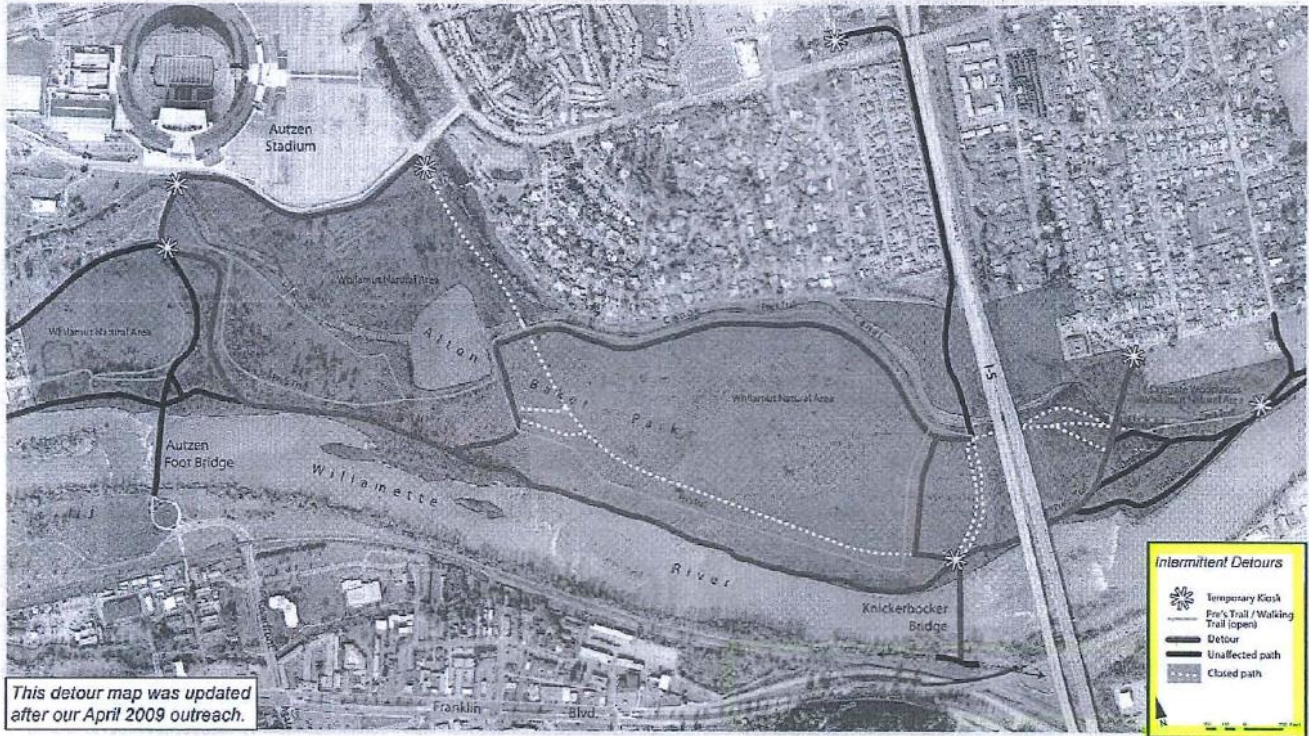


I-5 Willamette River Bridge

Eugene & Springfield

Path Detours - Intermittent

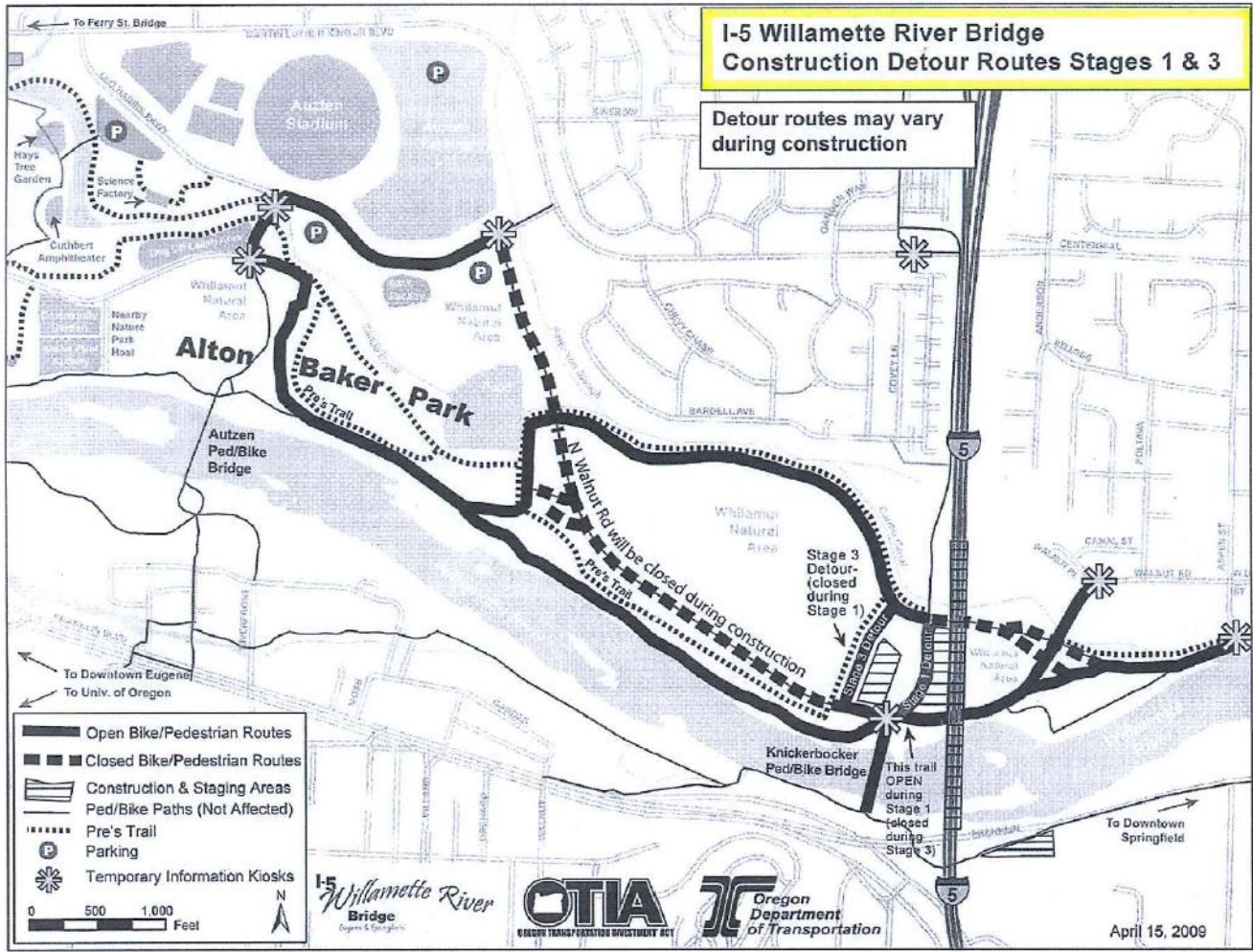
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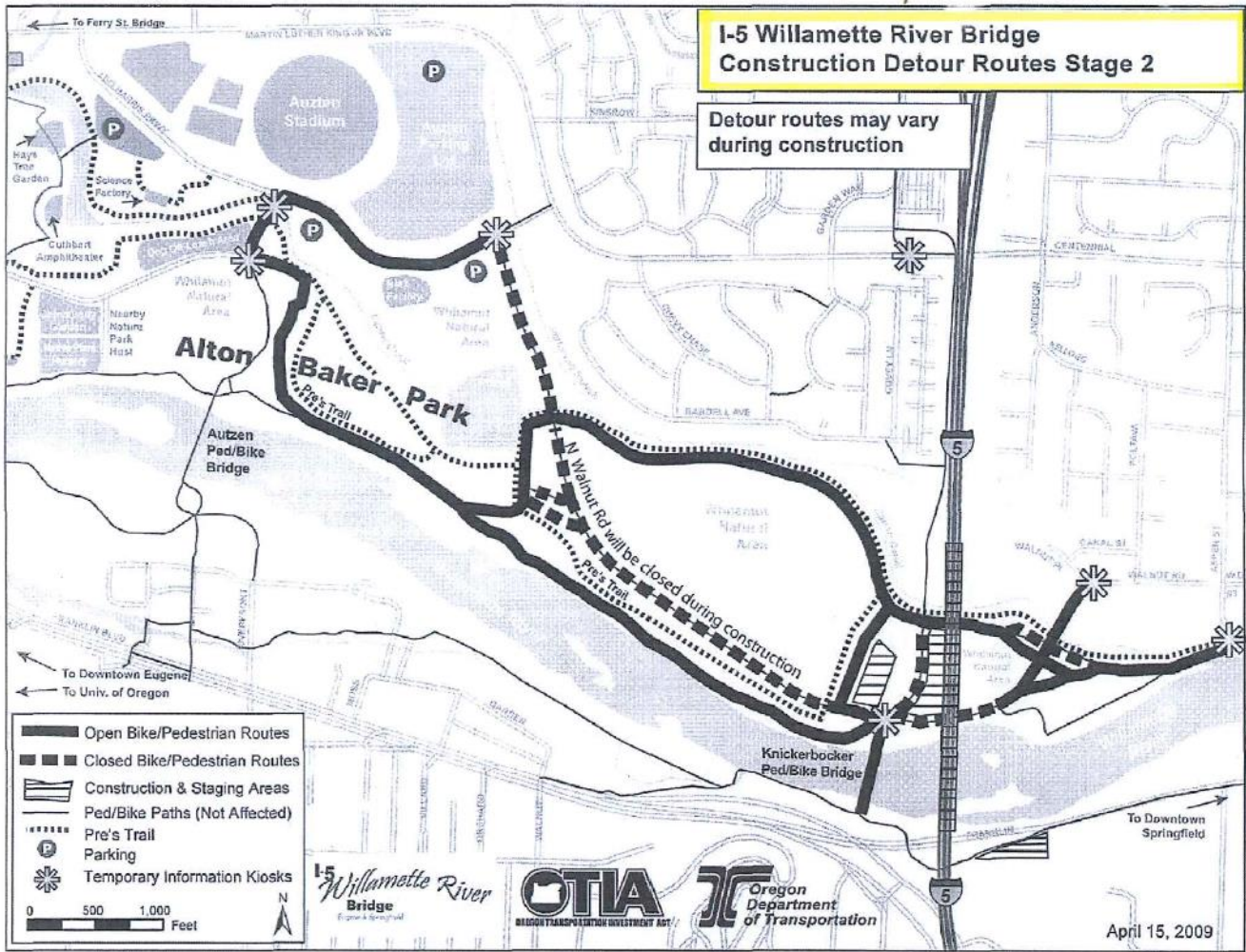


This detour map was updated after our April 2009 outreach.

I-5 Willamette River Bridge Construction Detour Routes Stages 1 & 3

Detour routes may vary during construction





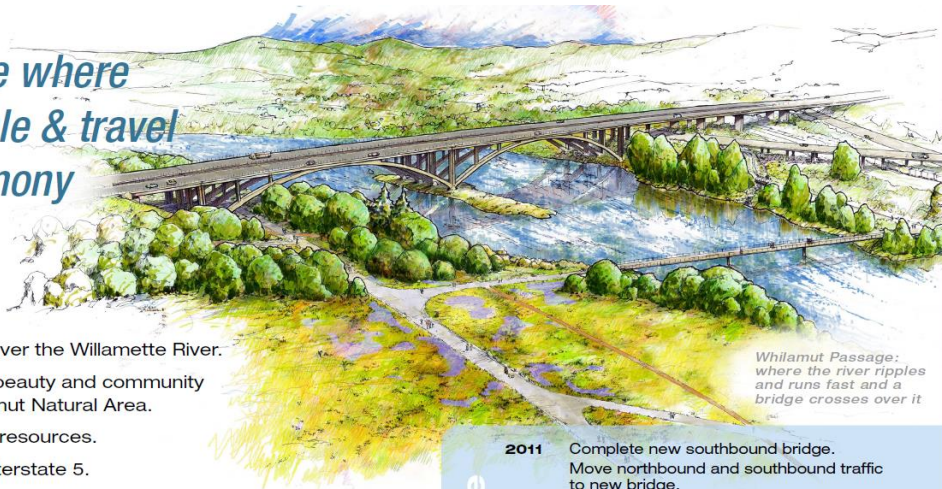
A confluence where nature, people & travel exist in harmony

Project Goals

- Move people safely over the Willamette River.
- Complement scenic beauty and community significance of Willamut Natural Area.
- Improve recreational resources.
- Increase safety on Interstate 5.
- Maintain connectivity and mobility.
- Add to this riverside retreat.
- Facilitate freight mobility.

ODOT will enhance natural areas below the bridge.

Making places - and memories - for everyone



Timeline

- | | |
|-------------|--|
| 2011 | Complete new southbound bridge. Move northbound and southbound traffic to new bridge. Complete expansion of work bridge. Begin demolition of temporary bridge. |
| 2012 | Begin building new northbound bridge. |
| 2013 | Complete new northbound bridge. Move northbound traffic to northbound bridge. Remove construction staging areas. |
| 2014 | Complete installation of design enhancements in park areas. |

More than building a bridge

As part of this project, ODOT will also:

- Repave pedestrian paths near bridge.
- Build new viaduct path on south bank of river.
- Preserve historic Eugene Millrace and install historical display.
- Create display honoring Confederated Tribes of the Grand Ronde.
- Replace trees removed with native species at a 2-1 ratio.
- Restore native diverse prairie to impacted areas.
- Plant riparian species to stabilize soils and improve wetland functions.
- Restore stream on south bank so fish can pass.

Build design enhancements in Willamut Natural area, on south bank of river and adjacent to I-5 north and south of the bridge.

Install sound wall next to I-5 southbound on-ramp from Franklin Boulevard with designs reflecting local geography.

Realign path adjacent to the Canoe Canal under I-5 to improve path safety.

Connect:

For more information, visit our website at www.willamettebridge.org or follow our blog at willametteriverbridge.blogspot.com.

Get an insider's look at the construction. To schedule a site tour, contact John Lively at (541) 484-7052 or email john@caewood.com.

Illustrative drawing provided by: Cameron McCarthy Landscape Architecture & Planning

New Willamette River I-5 Bridge



- 1 You are here.
- 2 Historic Eugene Mill race - preserved and more visible.
- 3 Creek outflow - pipe replaced and creek restored when bridge is complete.
- 4 Southbound bridge arch from center of river to south bank.
- 5 Deck arch bridge: one set of midstream piers replaces multiple piers in the river.
- 6 Single river channel during construction - lit and well marked.
- 7 Work bridge: 120' wide, 10' above water - keeps debris out of river.
- 8 Tree wall - built to protect trees from widening of I-5 lanes.
- 9 North bank staging area: will be restored.
- 10 Temporary path detours - slow down, congestion.

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 Illustrative drawing provided by: Cameron McCarthy Landscape Architecture & Planning



New Willamette River I-5 Bridge



- 1 Gawk boards: minimize I-5 views of construction for safety.
- 2 Deck arch bridge: one set of midstream piers replaces multiple piers in the river.
- 3 Work bridge: 120 feet wide, 10 feet above high water. Keeps construction work, debris out of river.
- 4 Eugene Millrace: preserved and more visible.
- 5 Native species trees and plants: will replace non-natives.
- 6 Single channel during construction: lit and well-marked.
- 7 You are here.
- 8 Temporary path detours: safely avoids construction area.
- 9 North bank staging area: will be restored.

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 - www.willamettebridge.org.
 - Twitter: @OregonDOT.



New Willamette River I-5 Bridge



- 1 You are here, on the Knickerbocker Bridge.
- 2 Historic Eugene Millrace - we will uncover the millrace remnants and install historical information kiosks along the new south bank path.
- 3 Temporary fish ladder - allows fish to migrate to the streams in Glenwood and the Laurel Hill Valley neighborhood.
- 4 Bioswale - filters runoff from the roadways between Franklin Boulevard and the southbound on-ramp to Interstate 5.
- 5 New south bank viaduct path - will be built between the river and Franklin Boulevard, connecting the park paths to Springfield.
- 6 Work bridge - keeps construction debris out of the river.
- 7 Bike barriers - were installed on the Riverside Path.
- 8 A safe river channel - open to boaters during construction, lit and well-marked.
- 9 New Canoe Canal bridges - will feature park path improvements.
- 10 Tree wall - built to protect trees from I-5 widening.
- 11 North bank staging area - will be restored to a natural state after construction.
- 12 Intersection of Knickerbocker Bridge and the North Bank Path before new path construction.
- 13 New connections between North Walnut Road, Knickerbocker Bridge and North Bank Path improve path safety.

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Southbound Bridge Construction (May - December 2010)

Forming and constructing new bridge piers.

Building arch falsework frame for forming and pouring concrete bridge arches.

Rebuilding southbound on-ramp from Franklin Boulevard to I-5.

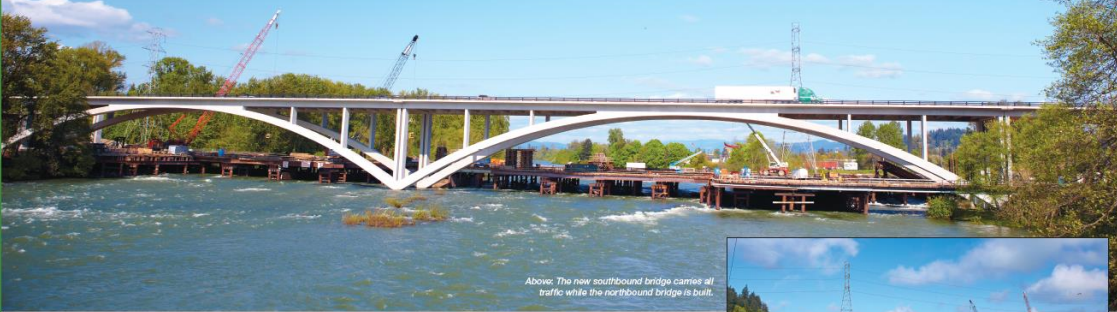
Constructing sound wall on west side of Franklin Boulevard on-ramp.

Installing new I-5 sign bridge.

Replacing Canoe Canal bridge.



Replacing the Willamette River Bridge



Above: The new southbound bridge carries all traffic while the northbound bridge is built.



Above: Construction of the northbound bridge as viewed from the east side of the project.

Accomplishments to date

- The new southbound Willamette River Bridge currently carries all Interstate 5 traffic.
- The new sound wall near the Laurel Hill Valley neighborhood depicts local geological features.
- The decommissioned bridge and detour bridge have been removed, with much of their material recycled or reused.
- New bioswales on both sides of the river capture and treat storm water from I-5.
- New and realigned pedestrian paths in the Willamut Natural Area improve pedestrian safety.
- New landscaping exists in the Eastgate Woodlands of the Willamut Natural Area, including native species plants and a temporary irrigation system for watering during dry summer months.
- A temporary fish ladder on the south bank of the river allows fish to migrate upstream into waterways in Glenwood and the Laurel Hill Valley.

Timeline

2012

Complete the new northbound Canoe Canal Bridge.
Build a sound wall northeast of the new bridges.
Form the columns and arches for the new northbound Willamette River Bridge.
Realign and construct the Interstate 5 northbound lanes north of the new bridges.

2013

Complete the new northbound Willamette River Bridge.
Reopen the I-5 northbound off-ramp to Franklin Boulevard.
Switch northbound I-5 traffic to the new northbound bridge.

2014

Complete stream restoration on the south bank of the river.
Complete the new bike/pedestrian viaduct path on the south bank of the river.
Remove the temporary work bridge.
Remove the temporary paths and build the remaining permanent paths in the Willamut Natural Area.
Complete the project landscaping and install the remaining design enhancements.
Project work is scheduled to be complete.

Connect:

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For more information about this project, scan our QR codes



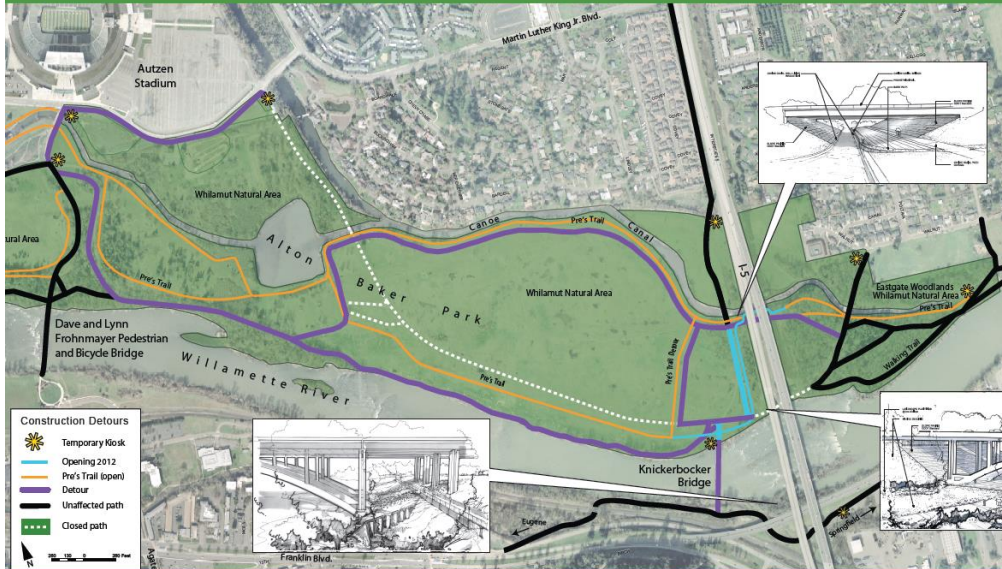
Website



Blog



Path Detours - Changes - Construction



Expect delays for bridge and path construction. Please obey construction signs and flaggers at all times. Cyclists: slow down for path construction and congestion near North Walnut Road and the Knickerbocker Bridge. In mid-to late 2012, watch for:

- Intermittent closures of the Knickerbocker Bridge for repairs and path work.
- Construction of paved and soft paths in the Willamut Natural Area west of Interstate 5.
- Pier construction on south bank of the Willamette River for a new viaduct path. Viaduct path construction continues in 2013.

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Illustrations show proposals for final path configurations and surrounding enhancements. The Community Advisory Group is encouraging final designs. Illustrations by Catherine McHenry Landscape Architecture & Planning.

Local craftspeople are enhancing this area

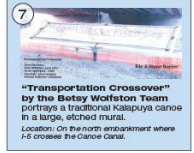
The Interstate 5 Willamette River Bridge Project is ahead of schedule, and the bridge will be completed in 2013. Park improvements and design enhancements continue through 2014. Here's what you'll see:



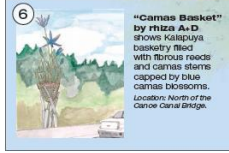
"River" by the Lillian PRT Team
depicts a canoe above a graceful wave in a setting of camas plants and cattails.
Location: North of the Willamette Passage Bridges in the I-5 median.



"Blue Camas Tiles" by Litus LLC
symbolize the life cycle of the blue camas shown in a series of fifteen tiles.
Location: Under I-5 along the Canoe Canal Path.



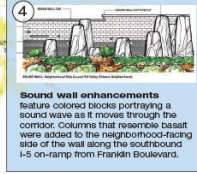
"Transportation Crossover" by the Betty Workton Team
portrays a traditional Kasapuya canoe in a large, etched mural.
Location: On the north embankment where I-5 crosses the Canoe Canal.



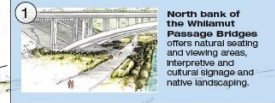
"Camas Basket" by rhiza A+D
shows Kasapuya basketry filled with fibrous reeds and camas stems capped by blue camas blossoms.
Location: North of the Canoe Canal Bridge.



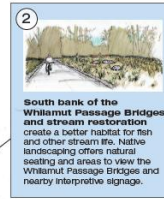
Willamette Natural Area Restoration
coordinated by Eugene Parks and Open Space. Teams from the Community Involvement and Long-term Ownership Strategy and local students will restore 3.5 acres of Willamette Valley upland and prairie habitat in the natural area over three years.



Sound wall enhancements
feature colored blocks portraying a sound wave as it moves through the corridor. Columns that resemble basalt were added to the neighborhood-facing side of the wall along the southbound I-5 on-ramp from Franklin Boulevard.



North bank of the Willamette Passage Bridges
offers natural seating and viewing areas, interpretive and cultural signage and native landscaping.



South bank of the Willamette Passage Bridges and stream restoration
create a better habitat for fish and other stream life. Native landscaping offers natural seating and areas to view the Willamette Passage Bridges and nearby interpretive signage.

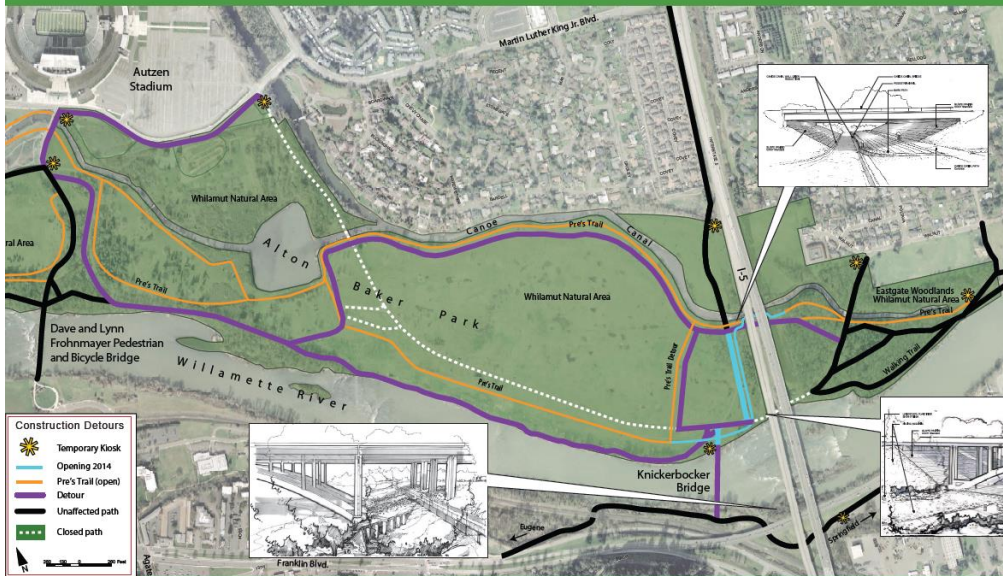


"Blue Camas Basket" by Dawn Laurence Field LLC
represents the camas plant, once plentiful in local prairies and a critical food source and feature in Kasapuya tribal lore.
Location: South end of the Willamette Passage Bridges.



Connect:
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Path Detours - Changes - Construction



Construction Detours

- Temporary Kiosk
- Opening 2014
- Pre's Trail (open)
- Detour
- Unaffected path
- Closed path

As bridge construction wraps up, expect to see:

- Completion of the new multi-use path viaduct on the south bank of the Willamette River and permanent closure of the bicycle-pedestrian path on the south side of Franklin Boulevard east of the Knickerbocker Bridge in spring 2014.
- Completion of the stream restoration project on the south bank in spring 2014.
- Reopening of Pre's Trail and the paved pedestrian path connecting the Canoe Canal Path to North Walnut Road.
- Reopening of the North Walnut Road path under the Willamette Passage Bridges.

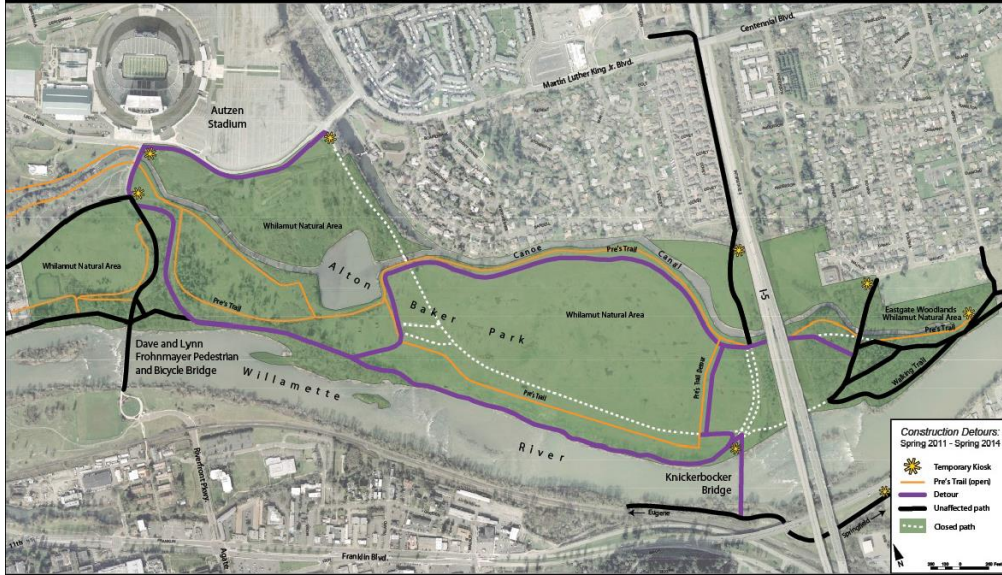
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Illustrations show proposals for final path configurations and surrounding enhancements. The Community Advisory Group is developing final designs. Illustrations by Cameron McCarthy Landscape Architecture & Planners.

EXPECT DELAYS - DETOUR AHEAD



For your safety, follow all signs and flaggers.

Slow down for path congestion near North Walnut Road and Knickerbocker Bridge.

An east-west route is always open.

Do not enter barricaded areas.

Respect other path users.

Alternate well-lit east-west route
Centennial Blvd./Martin Luther King Jr. Blvd.

Bicyclists in construction zones must follow
the rules of the road.

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DETOUR AHEAD - FOLLOW SIGNS!



An east-west route is always open

**Follow flagger directions
for your safety**

- Observe all signs
- Expect delays
- Do not enter barricaded areas
- Respect other path users
- Expect path congestion near North Walnut Road and Knickerbocker Bridge
- Well-lit east-west route available
Centennial Blvd./Martin Luther King Jr. Blvd.



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