

I-5 Willamette River Bridge Project Design Enhancement Steering Committee

Meeting Summary - DRAFT

March 18, 2013 2 - 5 p.m.

CAWOOD conference room, 1200 High Street, Suite 200

Attendance: Charlotte Behm; Chris Henry; Bob Kline; Vicky Mello; Joe Valasek; Scott Wylie; Frannie Brindle, ODOT; Karl Wieseke, ODOT; Justin Lanphear, Cameron McCarthy.

Prepared by: Nichole Hayward, CAWOOD.

Meeting purpose: Review North bank preliminary concepts and provide feedback to Justin Lanphear. Provide updates on progress of interpretive displays, south bank storm water drainage strip, all other design enhancement projects and the Knickerbocker Bridge railing. Provide general construction update.

Construction update

Karl provided a general construction update and highlights with photographs.

Multi-use path viaduct

Approximately 50 box beams salvaged from the temporary Interstate 5 bridge were used as a base for the new multi-use path viaduct. Karl showed photos of the beams being placed, as well as up close photos of the access point for horizontal fasteners on the sides of each beam. He also pointed out the key way that runs along the length of each beam and is used to permanently connect the beams longitudinally. Asphalt concrete will eventually be placed on top of the box beams to finish the path surface. Ultimately, the path will stretch behind Oldham Crane as part of the Franklin Boulevard Redevelopment Plan.

Scott Wylie asked about what sort of finishing is in the plans for area between the piers of the path. Plans specify native planting between the piers below the viaduct, and seeding between the road and the viaduct. Rocks won't allow material to grow out, however the rock may develop natural characteristics such as moss, etc.

Northbound off-ramp

Crews have been working on a soldier pile wall for the northbound off-ramp to Franklin Boulevard. Precast concrete panels were placed into a series of steel I-beams, stacking them on top of the footing. The off-ramp is not necessarily being rebuilt, rather being repaired due to falsework and highway staging that had to occur for construction as a way to avoid nighttime closures and additional detours. The soldier pile wall will only be visible from the stream restoration; it will not be visible from the ramp.

Box girder construction and falsework removal

Karl explained the box girder construction and process of pouring the bottom, the walls, and finally the deck. Crews used vibrators that have a centrifugal spinning system to chase air voids out of the poured concrete. Scott asked if the box bottom curves downwards on either side. Karl confirmed that in some places the floor, or bottom, does curve slightly. The bottom of each box is approximately 9 inches thick, which is the same thickness as the deck.

Arch and deck progress

The construction team is forming and pouring concrete T-beams over the river. They built a safety deck in order to have access over the river to perform the work. Frannie Brindle suggested including the photo of the new northbound bridge arches looking north in the time capsule.

General

The project is making good progress, ahead of schedule and under budget. Traffic will switch to the new northbound bridge in September of this year. There will be approximately two months of nighttime work on the south end of the project following the traffic switch. Final asphalt will be placed and the roadway will be striped next spring. There was a brief discussion around how to spend remaining budget.

North bank preliminary concepts

Justin Lanphear walked through his five preliminary concepts for design enhancements on the north bank of the Willamette River. He referenced comments from the site tour with the DESC in late October and aimed for naturalistic designs and responsible use of natural materials for seating opportunities while complementing the space without distracting from the river and the arch passage. There is approximately 10-20 feet between the path and the top of the north bank.

Concept No. 1

- Idea is to have large boulders create islands with basalt cobbles established within larger field of rounded river rock.
- Larger boulders; he is exploring the costs of moving existing boulders on the south side, which may or may not be more cost effective.
- Could also use larger river boulders.
- Sparse.

Concept No. 2

- Similar to No. 1, but includes more plantings.
- Good potential for landscape on west side.
- On the east side of the northbound bridge, plants might need to be closer to edge.
- Plantings are a gamble regarding what grows and what lasts; it may vary.

Concept No. 3

- Alternative option to boulders.
- Natural river debris.

- Inspired by log jams, limbs that have been swept down the river and been deposited.

Concept No. 4

- Incorporates bridge name.
- There is not much on the ground that hallmarks the Whilamut Passage.
- 3-foot x 3-foot cast concrete squares, engraved with letters. Spell *Whilamut* or *Passage*, or both.

Concept No. 5

- Boulder seating and cobbles or river rock.
- Similar concept with pavers for a flatter surface.
- Materials and shape relates to the improvements under the North Walnut Road Bridge.

Justin presented at Feb. 1 Parks Coordination meeting as he thought it would be a larger group, with DESC representation.

DESC feedback

Joe Valasek comments

- One typically sees logs jammed into rock formations, so there is potential to add drama by combining the two natural elements.
- Likes Whilamut Passage naming.
- Prefers entry on Concept No. 4 rather than Concept No. 3.

Justin noted the Parks' feedback as it related to vandalism; it's easier to work with rocks than logs, however that doesn't preclude the use of logs.

Bob Kline comments

- Logs are intriguing and seem to offer more seating area.
- Prefers more seating on the north bank, between the river and path. Would like to maximize amount of seating on that side.
- Feels the naming concept defeats the idea of a naturalistic focus. Distracting.

Vicky Mello comments

- Sent to CPC for feedback.
- The majority liked Concept No. 2 with plants and No. 5. Feel they are more natural.
- Not as much positive feedback with logs in Concept No. 3. Afraid it would become an attractive nuisance.
- Naming pavers would only be read in one direction, but perhaps symbolic images (animals, wolf, snake, spider) could be placed in a row of 15 and could be used to sit on.
- Concerned about use of river rock if not secured; could be picked up and moved. Suggested packed sand.

- Vegetation in Concept No. 5 feels more natural. Likes shapes and integrated materials.

Justin added that Greg Hyde, Willamalane, and Trevor Taylor, City of Eugene, indicated they did not have as much objection to stopping and sitting, but more a concern with camping. They also indicated seating should be near the path to limit camping and they need the ability to maintain the area. Justin will find out more about the sweeper and maintenance restrictions. Securing river rock in concrete would make the enhancement feel more planned and less natural, and could become more of a hazard if secured.

Chris Henry comments

- Concerned about comments Eugene parks made (referenced above).
- Likes elements of all designs.
- Seating area spots should be closer to path.
- Not fond of logs.
- Likes lettering, but also likes Vicky's idea of using images.
- Suggests taking vegetation away from the base of arches.
- Prefers Concept No. 5 for maintainability.
- Agrees that river rock can be slippery.
- Glass, trash, debris will get caught in rocks over time.
- Likes Concept No. 2.

Justin suggested using the same words portrayed in different way as an alternative. Bob does not like the whole string. Scott noted that when lined along the path, lettered pavers create the least natural space. Justin agreed to follow up with the City maintenance to get clarity on use of materials, type of sweeper and sweeping frequency.

Charlotte Behm comments

- Likes plants.
- Strongly disagrees with seating on riverside. The bank between a viewer and the river is really nice. Doesn't want to mess with it too much. Suggested literally leaving it natural. Originally talked about not putting anything on that bank side. Minimal or none.
- Likes Concept No. 4 with seating near the path.
- Doesn't like concrete on bank side.
- Loves the Whilamut Passage labeling somewhere. Carving into stone may look like a talking stone and that's sacred in the park, so she suggested being aware of that.
- OK with pavers. She suggested 15 pavers – there are 15 camas tiles, 15 talking stones; 15 is a sacred number.

Justin recalled the discussion regarding keeping the bank side natural. Justin would like to see the path weaving through, which is the reason for having overlap

Scott Wylie comments

- Concept No. 2 - rock and vegetation is natural.
- Loves amount of penetration made underneath bridges. Could be a very strong part of concept.
- Concept No. 4 - loves serpentine/weaving on either side of that pathway. Suggests movement, flow of water; relates to passage. Places to sit, think, view.
- A place or two between path and river is extremely important here. Likes how it bumps out, but agrees with Charlotte that it's a clean break and should minimize more seating on that side. Also a safety issue, as the grade gets worse on bank.
- Suggests a seating place under bridge for shelter/cover.
- Could be another element on side of path to indicate that you are going through something; vegetation on both sides of path.
- Look at vegetation on prairie side, as well as forest/woodsy side.
- Naturalistic aspect would be helped if entire boundary has a natural shape, rather than the straight line on the north.
- Have plants grow between the bridges.
- River rock vs. basalt – mixture of types of rocks seems natural.
- Boils down to selection and positioning of large stones/boulders. Care of placement and selection (rock or wood) could minimize maintenance issues.
- Paved letters uniformly spaced, along straight line reinforces unnatural side of path. He likes serpentine. Less linear, but still in sequence. Make pavers less obvious or change shape. Consider font of lettering. Likes idea of images, but for easy recognition, sometimes lettering is the best option. Could appear as part of a ruin. Not necessary to have uniformity and complete readability.

Additional questions and comments

Could pavers be placed up at top of the slope paving? It's unlikely as there will be bars installed. Could logs be used and removed if necessary? Charlotte wouldn't want people sitting in front of her if she were sitting there. Bob prefers being close to the river, and suggested putting more seating before and after the bridge. Justin will need to find the magic balance.

There was a brief discussion about the noise and acoustics below and between the bridges.

Everyone discussed finding the magic balance of seating on the north and south sides of the path more. Ideas tossed around include:

- Move seating experience to one end instead of center.
- Use seeded grass, so not obscuring views.
- Don't encourage leaning bikes.
- Dirt is fine.
- Is it possible to score the path? Path will be asphalt. Justin will ask the question.
- Embed words into path depending on long-term maintainability.

- Put lettering in two locations; depends on perspective and location.
Would be visible to travelers in both directions.

Next Steps

Justin will shoot for May Parks Coordination meeting to present a refined concept that has been reviewed by DESC. So shoot for a late April or early May DESC meeting.

Interpretive displays

Frannie noted the next step for the interpretive displays is to pull out pieces of the historical document that was emailed to the DESC for a brochure and content to put on the sign. She met with David Lewis last week to find out if they were married to the idea of making and designing the signs. They are busy and fine with someone else designing. David and Frannie talked about highlighting the Kalapuya; he was supportive. The Tribal Historic Preservation Officer provided some historical connections with Kalapuya in Oakridge and Brownsville who helped settlers as a potential way to tie in the historical and cultural themes. David will pull together suggestions and plans to bring them to the April 3 DESC meeting. There was discussion about quantity and location of kiosk and signs that needs to be confirmed. Everyone liked the idea of putting on the Knickerbocker Bridge and liked the suggested combination of historical and cultural context. Cameron McCarthy is putting together proposal for design and placement.

Bob would like to put some criteria together before designing the signs. To make sure it fits into design. Frannie is hoping Cameron McCarthy will be proposing on the sign design work as they are already interacting with the DESC on design enhancements for the paths.

Chris is very concerned about using a third party to design. Would like to start with Eugene parks' criteria. Justin added that criteria has been set for ODOT in terms of content and involvement, etc. He foresees a marriage with the signs the City already maintains.

Whoever is selected to design and make the displays will work with DESC and David will be advisor. DESC would like to follow a similar process as they did for north bank of Canoe Canal - put together criteria and invite design team to meet with DESC.

Frannie noted that DESC will not be decision makers for the interpretive displays, but will have the opportunity to provide input. It was apparent there are different interpretations of role and level of influence; the committee asked for clarification on process and the topic will be added to the agenda for April 3.

South bank filtration strip

The committee reviewed recent photographs of the south bank east of the Knickerbocker Bridge – two trees were removed due to the path and stream restoration. Less clearing occurred than it appears. It was previously a field-like landscape with slightly more grading.

Scott asked if there is a possibility to grade or re-contour in addition to plantings. Justin noted that all work was necessary and part of original plans to provide viaduct and storm water management.

Justin added that there are things that aren't there yet, e.g. the path. He is looking at the parameters and opportunity areas. The function is storm water treatment, therefore OBEC would prefer less out there. Water comes off the viaduct, spills out through pipe into rock trench, dissipates, and slowly works its way across that flat area with vegetation.

Canoe Canal and above deck enhancements

North bank

ODOT is working on the contract with Betsy Wolfston. Betsy has input from the selection meeting and will be prepared to discuss on April 3.

Justin asked if he can he attend that meeting. All agreed it was a good idea. Justin realized he will be out of town, therefore will send questions for April 3 meeting.

Slope paving

Karl indicated ODOT would prefer the timing of the slope paving to be sooner than later, but next year works for ODOT.

South bank and above deck enhancements

Karl passed out attached handout with updates on approved design enhancements and discussed each with the committee.

Highlights include:

- Lillian Pitt and Devin Laurence Field footings need to be installed soon
- Footing for rhiza A & D cannot be installed until bridge is open to traffic
- Lighting – the construction team brought power to Devin Laurence Field's Blue Camas Basket for blue lighting that will likely deter vandalism.
- Tulsi will put together a proposal with her onsite work removed; that work will move to Hamilton Construction. Proposal will include 3 extra tiles.

Karl will send updated drawings to Justin and DESC.

CILOS

Frannie still needs to meet with Trevor and parks to discuss the IGA further. She clarified wording to include in IGA in regards to a point of contact for coordinator: "a person from Walama". When IGA language is closer to being finalized, Frannie will bring those written sections to DESC for review.

Knickerbocker Bridge railing

Vicky was informed the missing section of railing on the north side of the bridge was replaced in the last week or two. Karl will confirm this week (confirmed). She talked with the parks and other entities, and was told Lane County might have some responsibility for the railing. She reached out to see if collaboration could happen to

address the safety issues – missing tops, openings on bottoms. If interpretive signage is installed on the bridge, ODOT might be able to participate in a cost share.

Charlotte noted that there are some remaining funds from the south bank design enhancement budget. Scott was hesitant to let go of left over funds until the committee knows more about the south bank storm water drainage area.

Justin will provide some places where there might be best opportunities for interpretive signage.

Frannie and Karl will start the conversations with the City and the parks.

Upcoming meetings

Jyll Smith would like to plan for a CAG/PDT meeting in May, to provide an update on the progress of all design enhancements and discuss the opening ceremony.

Nichole will work to schedule a DESC meeting in late April or early May to review the refined north bank concepts before the May parks meeting, further discuss the interpretive displays and to prepare for the CAG/PDT meeting.

Action items:

1. Justin will follow up with City maintenance to get clarity on use of materials, type of sweeper and sweeping frequency on the north bank.
2. Justin will refine concepts and shoot for the May Parks Coordination meeting to present a refined north bank concept that has been reviewed by DESC.
3. David Lewis will pull together suggestions for how to incorporate Kalapuya tribal history into the interpretive elements and will bring them to the April 3 DESC meeting.
4. Frannie will provide clarification on the DESC role and process for the interpretive elements for the April 3 meeting.
5. Justin will continue to see clarification on parameters and opportunity areas near the south bank storm water filtration strip.
6. Justin will send any questions he has regarding the north bank of Canoe Canal prior to the April 3 meeting with Betsy Wolfston.
7. Karl to send updated images of enhancements currently under contract to Justin and DESC.
8. Frannie will meet with the parks to discuss the CILOS IGA further. Once language is more finalized, Frannie will ask for DESC review.
9. Karl and Frannie will start a conversation with the City of Eugene and park regarding the Knickerbocker Bridge railing collaboration.