

## **I-5 Willamette River Bridge Project Design Enhancement Steering Committee**

### **Meeting Summary - DRAFT**

April 29, 2013 2:00 – 5:00 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 and discuss refined north bank design enhancement concepts. Confirm Design Enhancement Steering Committee process and involvement moving forward. Continue discussion about the south bank storm water filter strip.

### **Additions or deletions to the agenda**

- Frannie Brindle to provide an update on coordination with tribes for the north bank of the Canoe Canal and on the interpretive signs.
- Karl Wieseke to provide a status update on existing artist/enhancement contracts.
- Announce new northbound bridge ribbon cutting event celebration date.

### **Review and discuss refined north bank concepts**

Justin Lanphear reviewed three refined concepts and encouraged the DESC to select one concept for further refinement. He made a couple comments about the new concepts - all concepts incorporate original concept no. 2 and he learned the City of Eugene requires 12-foot minimum for sweepers.

#### **Concept 2-A**

- Combination of materials set into decomposed granite
- Writing on path for travelers in both directions; approximately over a 10-foot span
- Use two types of scoring in concrete; stamping feels less natural
- Low plants that won't obstruct views
- Reduced seating on river bank side
- Kept landscaping away from slope for maintenance
- Decomposed granite is a fine gravel that will be tamped down; more sand than pea gravel

#### **Concept 2-B**

- Two different hard-surface systems and variables potentially present a cost issue. Includes bands of colored concrete and two different finishes. Colored concrete is higher cost.
- Curves accentuate entire experience
- Some play in word application – cast letters into concrete
- Reduced seating on river bank side
- Kept landscaping away from slope for maintenance

#### **Concept 2-C**

- Large brick pattern in slope paving gets larger as it gets lower to add a break to the scale and transition to the grandiose bridge
- Bean pod-shape planting with boulders for seating surrounded by decomposed granite and crushed rock
- Reduced seating on river bank side
- Kept landscaping away from slope for maintenance

### **Committee feedback**

*Chris Henry:*

- Concept 2-B feels like largest compromise
- Prefers concepts 2-A and 2-C
- Concept 2-C probably the lowest cost; concept 2-B the highest
- Colored waves are too much

*Charlotte Behm:*

- Prefers concept 2-A; likes curves and amount of green
- Would rather see wording on riverside, especially on Springfield side.
- Likes use river boulder
- Colored concrete is not worth the cost
- Concern about water getting under bridge. *Justin suggested depressing planted areas slightly to shed water towards those areas.*
- Concept 2-C feels too linear
- Waves in 2-B are too much
- Concerned that 3-foot height for plants is too tall for the bank. *Justin confirmed they will make sure tallest is on bottom, shortest on top, to keep angle down. He added this is included in the landscape restoration plans.*

*Vicky Mello:*

- Concern that plantings will get trampled and won't be given a chance to grow and establish. *Justin suggested the use of Kinnikinnik or small Oregon grape that would not be higher than 4 feet.*
- Likes 2-C best; concerned about people going down to the river edge with regard to the path.
- Likes 2-B, but feels DESC could use the extra money elsewhere

*Joe Valasek:*

- Main concern is that space complements scale of bridge
- Concept 2-C looks too regular and landscaping too minimal
- Waves in concept 2-B don't complement the bridge
- Concept 2-A complements the bridge and surrounding area.
- Would like to keep the stopping area on river side of concept 2-A

*Frannie:*

- Prefers concept 2-A
- Likes ability to stop, whether walking, running or biking

*Bob Kline:*

- Prefers concept 2-A; likes areas and how they integrate with one another. Path curve and middle area work well together.
- Does not like concept 2-B

- Will any areas need to be widened for sweeper? *JL noted that a combined approach would be required for maintenance due to head clearance under arches anyways.*
- Could slope-paving pattern of concept 2-C be incorporated into 2-A? *Justin said it is possible, but there would be an increased risk of cracking due to larger pattern and curved concrete borders.*

*Scott Wylie*

- Concept 2-A might lend itself best
- Expects landscaping on either side of the bridge to match existing landscaping, or at least have a realistic transition. Would like to see plant composition for forest on the Springfield side and more prairie-like on the Eugene side.
- Likes complexity and turbulence of concept 2-A. *Justin confirmed that coloration would be shades of standard gray (not as shown in diagram).*
- Likes one seating area on riverside; top decomposed granite area could be tweaked to include Whilamut Passage name.
- Shape and configuration of seating area in concept 2-A could be adjusted to include a double curve, so curves work better with contour.
- Likes the companionship of the path south
- Curious about adding color to pavement; would like to see different colors.
- Side plantings seem to end abruptly.

*ALL*

- Everyone except Vicky agreed to move forward with concept 2-A. Vicky suggested including a curb on the edge of the curve on the riverside.
- Consider only one use of "Whilamut Passage" on side between path and river.
- Consider connecting the words "Whilamut" and "Passage" with a curved line.
- Make plantings at "V" smaller.
- Adjust design curves at arch ribs to fit contour better.
- Show 3x3 grid slope paving pattern in revised renderings.
- Riverside seating area and path will need to be ADA accessible.

The committee developed the following questions for Karl to address:

1. Confirm flexibility on restoration of north bank path
  - a. Proximity to river (can it be moved closer to slope, away from river? \*Issue of land use planning and required head clearance.)
  - b. Width flexibility (less than 16' wide?)
  - c. If able to move, would that require design work by engineers, and if so, would funds come from DE or construction budget?
2. Find out at what point a fence becomes a requirement in response to proximity to river. Check AASHTO.
3. How close can seating be relative to the river?

### **Confirm interpretive display process and DESC involvement**

Frannie announced that ODOT just completed the contract with Cameron McCarthy to design the interpretive displays. She reviewed the process (see attached) and noted the *public input filter* step, at which point the progress will be provided to the public. ODOT is still working on fine-tuning that portion of the process and don't plan to reach the

public input step for another year. ODOT hopes the completion of the interpretive signs will coincide with completion of all enhancements.

With committee input, Frannie agreed to amend the *public input filter* and potentially change to *public information*, where public would be kept informed, but not provide input. She will continue planning for this phase.

Justin plans to do a study on good interpretation points/locations depending on the context of each display. He will combine cultural history and Eugene Millrace history, while working within City parameters for long-term maintenance. The City will be provided graphic files for future use. Justin recognized the design would be a compromise of City standards and artistic desires.

Frannie informed the committee that according to the City of Eugene the Knickerbocker Bridge is not ideal for interpretive signage due to maintenance. EWEB owns the bridge and Lane County was granted ownership for maintenance. The City of Eugene would like maintenance ownership back and is working through the process with Lane County, contingent upon Lane County replacing the top rail. Vicky suggested maintenance crews remove signs to clean, which would eliminate the concern of proximity to the water.

Scott asked about the possibility of recognizing the stream restoration in the interpretive signs. Justin confirmed the topic has not been discussed in a while. It is not required, but is an opportunity.

Frannie confirmed the role of the DESC. The permit requirements have some flexibility, but need to be met. DESC will provide recommendation on quantity and location.

Bob will look for samples of interpretive sign holders that illustrate his desire to avoid the standard look and feel.

#### **Update on south bank storm water filter strip**

Everyone agreed to table this topic until the May 15 DESC meeting.

#### **Update on existing design enhancement contracts**

Karl provided an update on the current contracts.

#### **Camas Basket by rhiza A&D**

The artist has completed their submittal and approval process. Foundation work is now being priced by the CM/GC. Work on the foundation will not occur until after traffic is switched to the new northbound bridge. Expected to be installed early next year.

#### **River by Lillian Pitt**

The artist has completed the technical and constructability review. Work has been priced and foundation work has started. The piece is scheduled to be installed this August.

#### **Blue Camas Basket by Devin Laurence Field**

The artist has been busy working with the CM/GC and the engineer on the foundation design. The concept has been agreed upon and the artist is currently completing calculations and necessary drawings.

### **Blue Camas Tiles by Litus**

The artist is completing their proposal (fee) to the State. This work is scheduled to be under Purchase Order in May. No scheduled conflicts known at this time. Slope paving will occur this year.

### **CILOS managed by Eugene Parks and Open Space**

The strategy to deliver this enhancement is to amend the Intergovernmental Agreement to identify EPOS to provide management and oversight to Walama Restoration and NearbyNature. The draft agreement is under review. The Community Involvement and Long-term Ownership Strategy will be delivered per the Litus report dated January 22, 2010. The budget has been adjusted per DESC and ODOT approved the amounts.

### **Transportation Crossover by Betsy Wolfston**

The artist has just completed the revised proposal for work. This work now includes the replacement of the north bank chain link fence. Quotes are being evaluated by ODOT. The quote came in approximately \$50,000 over budget. The committee discussed options and agreed to eliminate the fence replacement. After a vote, four committee members condoned the elimination of the tiles from the piece and two did not.

### **Announcement**

Nichole announced the new date for the northbound bridge ribbon cutting celebration – Aug. 17, 2013.

### **Action items**

- Karl to address the following questions regarding the north bank:
  - Confirm flexibility on restoration of north bank path
    - a. Proximity to river (can it be moved closer to slope, away from river?  
\*Issue of land use planning and required head clearance.)
    - b. Width flexibility (less than 16' wide?)
    - c. If able to move, would that require design work by engineers, and if so, would funds come from DE or construction budget?
  - Find out at what point a fence becomes a requirement in response to proximity to river. Check AASHTO.
  - How close can seating be relative to the river?
- Justin will present refined concepts at the Parks Coordination Meeting.
- Vicky to share refined concepts with CPC for review.
- Frannie to amend the *public input filter* phase of the DESC process and change to *public information*. She will continue planning for this phase.
- Bob will look for samples of interpretive sign holders that illustrate his desire to avoid the standard look and feel.
- Karl to inform Betsy Wolfston of decision to remove fence from proposal and that the discussion of tile placement is still in process.

- Karl to confirm Litus budget, then continue discussion of Wolfston tiles.