

# Summary – CAG<sup>#23</sup> / PDT<sup>#22</sup>

## Community Advisory Group / Project Development Team I-5 Willamette River Bridge Project

October 21, 2009 - 10 a.m. to 1 p.m.

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

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### ATTENDANCE

#### CAG Members

- Rich Hazel – Laurel Hill Valley Citizens Association
- Greg Hyde – Willamalane Park & Recreation District
- Bob Kline – Harlow Neighbors
- David Sonnichsen – Fairmount Neighbors

#### PDT Members

- Don Angermayer – ODOT District 5
- Molly Cary – ODOT Region 2
- Chris Henry – City of Eugene
- Al Heyn – ODOT Region 2
- Kent Howe – Lane County
- Ann Sanders – ODOT Region 2

#### Resource Team

- Megan Banks – LCOG
- Liz Cawood – Cawood Communications
- Jamie Damon – Portland State University
- John Ferguson – T.Y. Lin
- Donnell Fowler – ODOT

- Larry Fox – OBEC
- John Horn – OBDP
- Don Kahle – AIA
- Justin Lanphear – CMGS
- John Lively – Cawood Communications
- Kevin Parrish – Hamilton
- Suzanne Roberts – OBDP
- Kalin Schmoltdt – JLA
- Jyll Smith – ODOT Major Projects Branch
- Dick Upton – ODOT Project Manager, Major Projects Unit Manager

#### Guests

- Esther Stutzman – Kalapuya

#### Handouts (available at meeting)

- Agenda
- DRAFT CAG<sup>#22</sup> + PDT<sup>#21</sup> Summary
- FINAL CAG<sup>#21</sup> + PDT<sup>#20</sup> Summary
- CAG Protocols

### WELCOME AND AGENDA REVIEW

*Meeting purpose: Updates on design and construction activities*

### COMMITTEE BUSINESS

**CAG<sup>#22</sup> + PDT<sup>#21</sup> Summary** – There were no changes to the summary.

**Review of CAG Protocols** – Jamie noted that committee protocols were last updated in January 2007 and should be updated again with new appropriate contact information. There were no suggestions for additional changes from the committee to the CAG Protocols. Kent Howe noted that the PDT Protocols included different content and should be revisited separately. Jamie suggested modifying the PDT Protocols to include reference to committee's role regarding the Design Enhancements Panel process.

**Bridge name** – Jamie noted that the DEP has made a recommendation to endorse a name for the bridge. There was previous interest in naming the bridge during the Environmental Assessment, although the discussion of a name was not part of that process. The conversation is more pertinent now because Randy Pape’s name has been put forward as a possible name for the bridge.

David Sonnichsen explained that the Whilamut Natural Area Citizen Planning Committee passed a motion for naming the bridge “Whilamut Passage Bridge” at their Thursday meeting. The CPC has written a letter to the Oregon Transportation Commission board chair with their endorsement and background on the selection. Don Kahle noted that the DEP had discussed the issue and made a unanimous recommendation that the CAG support the name proposed by the CPC.

Jyll Smith outlined the naming process. The CPC should gather documents in support of the name from Eugene, Springfield, the Metropolitan Policy Committee, and Lane County. They should also get support from the Oregon Geographic Names Board. These documents should then be submitted to Jane Lee at ODOT Region 2. ODOT will then work with the Confederated Tribes of Grand Ronde to ensure that the name is acceptable. The name will then be submitted to the OTC. Jyll noted that the CAG may vote to endorse the name although the PDT may not because ODOT is on the committee.

Esther Stutzman noted concerns about naming the bridge after an individual and she noted how the CAG has been working to establish a feel and theme for the project that honors and reflects the native peoples. Prior to this process, collaboration with the native people has been sparse. To name a bridge that incorporates native designs after a rich white man would be insulting. Esther said she was proud of the park agencies, the CPC and those who have worked to bring a native element to the area. Esther said she would provide information from the meeting to David Lewis who is with the Cultural Department of the Grand Ronde.

David Sonnichsen reminded the group that “*Whilamut Passage*” was proposed by Douglas Beauchamp of the Lane Arts Council and emerged after a gathering at Bob Kline’s house. *Whilamut* means “where the river ripples and runs fast” while *Passage* refers to the confluence of the many elements passing through the area, such as time, the river, geology and transportation. The name became the theme of the project and was intended to guide the art and enhancements surrounding the bridge. David made a motion that the CAG endorse naming the bridge “Whilamut Passage Bridge”. Jamie noted that Eric Gunderson, Charlotte Behm and Scott Wylie had expressed support for the name.

All CAG members present supported the name. Rich Hazel noted that it would be important to make sure that people understand the name’s meaning and proper pronunciation. Jamie noted the unanimous endorsement from the CAG but reiterated how the bridge naming would be a separate process. Jamie suggested noting Rich’s concerns along with any endorsement from the CAG.

Bob Kline asked what form the recommendation should take. Jyll suggested putting together a letter that reflects the agreement from the group as part of the supporting documentation. Ann Sanders requested noting that ODOT abstained. Bob asked that Jamie compose a letter expressing support from the CAG. Jamie said she would create the letter and circulate to the group before providing a version to David. Jamie also offered to follow up with absent representatives from Eugene Parks and Open Space to get their perspective. Esther Stutzman offered to initiate contact with the

Confederated Tribes of Grand Ronde to understand their approval process and share the CAG discussion.

Chris Henry noted the importance of garnering key support for the name early to avoid last minute changes to the name. Chris asked who would be coordinating the endorsements. David said that the CPC would be making contacts. Chris suggested that the City of Eugene may require a discussion and a resolution regarding the name and that a city council work session may need to be scheduled. Jamie noted that the CPC would be coordinating the effort separately from the CAG process.

### **PROJECT STATUS REPORT**

*Schedule and budget* – Dick Upton noted that the schedule is tight and that opening the bridge by 12/12/2012 is currently unlikely. Options are being considered to accelerate the schedule. The budget is beginning to feel tight although the budget for the DEP process is currently in good standing. The team is coordinating with park agencies and reexamining the costs and benefits surrounding some work in the Canoe Canal area.

*Community presentations* – Updates were provided to the CPC last week. Larry Fox spoke at several Rotary gatherings. The public still has questions about whether the project involves adding ramps to Franklin Boulevard.

Jamie noted that the OTC met at the end of September in Eugene. The mayors of Eugene and Springfield spoke with the OTC about the Willamette River Bridge project and had many good things to say about ODOT working with the community and the innovations surrounding the design conversation.

### **CONSTRUCTION ACTIVITIES STATUS REPORT**

Kevin explained that the current focus is on completion of the work bridge and demolition containment that will facilitate removing the decommissioned bridge. Notice to Proceed was issued on July 3 and began with the construction of the work bridges. Completion of the containment platforms is expected by Oct. 26. Kevin showed a variety of images depicting the pile-driving process, measures to protect the millrace ruins, and construction of the work bridges. Of note:

#### *Past work*

- Piles at Bent 3 had to be bolted to the bedrock instead of driven. Elevators were used to access the river bed.
- Noise attenuation devices called “bubbleators” were used to mitigate the noise impacts of pile-driving. The device consists of a foam oval protected by sheet metal. Aluminum pipes deliver 1,600 cubic feet of air per minute around the pile to froth the water during pile-driving. Three different sizes were used for different pile locations. Environmental consultants mounted hydrophones and monitored the resulting noise.
- The work bridges are supported by beams and 12x12 timbers. One and one-eighth inch plywood is needed for the decking because of the heavy use.
- A hydraulic hammer was needed to drive the 25 to 30-foot piles under the bridge because of the impaired clearance.
- The containment structure is 145-feet wide by 800-feet long.
- Pile driving was completed before the end of the in-water work window.

#### *Schedule*

- Demolition of the decommissioned bridge will begin from the north bank on Oct. 26 and last until the end of January.
- Work on construction of the southbound bridge is scheduled from January until June 2011.
- The Canoe Canal bridge will need to be built so as not to interfere with the construction of the Willamette River Bridge.
- NTP for roadway work on the southbound embankment is anticipated this fall with a push on the southbound roadway by the spring.
- No in-water work is currently scheduled for 2010 as the work bridge and demolition containment system will support the bridge falsework.
- After completing the southbound bridge, traffic will be switched from the detour bridge. The detour bridge will then be dismantled to allow work on the northbound bridge.
- The current schedule shows completion by April 2013 and needs to be accelerated.

### *Work coming up*

- Fabric, timbers, and curtains will be put in place to capture debris during demolition. Railroad tracks will be protected.
- High reach excavators will be used to deconstruct the bridge and separate the concrete and rebar for recycling.

Bob Kline asked whether the concrete aggregate is reused. Kevin said it is a good building material although it must be tested to prevent PH changes to ground water. Bob asked whether excavator operators work eight-hours. Kevin said they do. He noted that operators would be initially working with respirators and air samplers to determine whether there is danger from silica in the concrete.

- After the bridge is demolished, Bents 2 and 9 will require extensive work for shafts and footings. Additional drill rigs may be brought in to help resolve schedule issues.
- Next will come falsework over the river and box girder falsework over Franklin.
- Construction of the sign bridge at the south end of the project may be the most noticeable part of construction and will require closing the southbound I-5 on-ramp for a couple of months in order to install foundation pedestals. The northbound off -ramp will subsequently need to be closed for work on the east end of the sign bridge.
- Traffic will need to be diverted for construction of the southbound on-ramp for 15 to -16 weeks. The resulting ramp will be wider and higher and will use a reinforced soil slope. The work will also involve creating a footing for the new soundwall.

Jamie suggested that the on-ramp work could warrant a visit to the Laurel Hill Valley neighborhood association. Rich Hazel noted concern about drivers missing the on-ramp and inadvertently entering the neighborhood. He encouraged noting the detours properly. Kevin said that the detour would use Franklin Boulevard and Glenwood Boulevard. Rich also noted concern about motorists accessing Riverview and other streets because of perceived shortcuts. Don Angermayer suggested using “local access only” signs. Jyll said that extensive outreach is planned regarding the detours.

Suzanne asked when Franklin Boulevard would be closed for bridge work. Kevin said it was too early to know for certain, but could be January or February.

- Bents will be built on the work bridge to support the falsework for the 7-foot wide, 5-foot thick deck arch rib.

- Formwork for the decommissioned bridge remains inside the cells of the bridge deck and is being removed. The cells were checked by Animal Plant Health Inspection Services for bats. No bats have been found, only rats and pigeons.

The in-water work period ends Oct. 31. An extension is being sought to work on the existing pier walls in December and January. The request may be bolstered by the positive work during the summer that has been monitored by regulators without incident. Kevin noted that ODOT should be recognized for their efforts.

### DESIGN ACTIVITIES UPDATE

Larry Fox noted that the focus is now largely on construction and that there are not many design updates to share. Several new renderings are available. The renderings include a wall at the base of the arch ribs as a deterrent to climbers. The walls include a fractured finish to discourage graffiti.

Much time has been spent over the last few months launching the design enhancement process. Art and Design team have been selected and are now under contract. *Early Work Packages* have been renamed as *Design Packages*. DP3 was recently completed addressing the southbound elements of the project. Work is now proceeding on DP4 and addressing most northbound elements. Final documents should go to ODOT by Feb. 1. DP5 will include 100% plans for the bridge and considerations for any design enhancements. DP5 is expected to be finalized by June 2010.

Larry noted the challenges associated with the process of concurrent design and construction and the required coordination between the contractors and ODOT. Although none of the project elements are completely final until they are built, the window of opportunity is closing.

Megan acknowledged the work of the representatives on the Design Enhancement Panel. The DEP has had 10 meetings since June. The project received 53 answers to the Request for Services and 35 people attended the pre-proposal meeting. Ten teams submitted proposals and the DEP interviewed six of the teams over four days which included review and selection of the final three teams:

- **Bundle 1**, (*including above deck and roadway features, landscaping, soundwalls, and sculptures within ODOT's ROW*): **Lando & Associates**, in collaboration with artist Buster Simpson.
- **Bundle 2**, (*including the south bank interpretive area and bike/pedestrian facilities*): **Greenworks**, in association with local artists Adam Kuby, Lee Imonen and Suzanne Lee.
- **Bundle 3**, (*the Whilamut bundle, including areas under the bridge, adjacent parkland, and bike path*): **Litus, LLC**, the "Five Weavers". The group includes Betsy Wolfston, Erin Lamb, Yotokko Kilpatrick, Tulsi Wallace and Bill Shaw.

The ADTs will work in two phases. The first phase involves developing concept plans throughout the fall and winter. The DEP will work with the ADTs and make recommendations to OBEC. Phase 2 will begin next spring and will involve a separate contract. Phase 2 will call for construction drawings, specifications, and cost estimates for finalized enhancements.

Progress will be reported back to the CAG and PDT at their next meeting. A news release announcing the selection of the ADTs is expected this week. The ADTs are gathering with stakeholders tomorrow from 4 p.m. to 8 p.m. at LCOG's offices. The meeting is intended to let stakeholders get to know the design team and will be treated as a concentrated work session.

The goal is to allow the designers to collaborate based on the existing model to address design issues and make decisions about design concepts. Staff will be available to filter input from stakeholders and to help structure stakeholder meetings. Meetings will be organized with ODOT maintenance for all three bundles. Recommendations will pass through the DEP to OBEC and the CAG. Those recommendations will be accepted or alternatives will be considered. The CAG will then make recommendations to the PDT.

Larry noted that part of DP5 will include final path details in the park and on the south bank. John Ferguson noted that details regarding the paths are being addressed during the monthly Parks meetings. Also of interest is the extension of the millrace viaduct to connect the path north of Franklin. A kickoff meeting for that Springfield project will take place Monday. Design will be coordinated with the WRB project.

Greg Hyde suggested that the ADTs meet with park maintenance in addition to ODOT maintenance. He noted that those groups are trying to determine how they should be engaged. Larry invited the ADTs to the Parks meeting on Friday.

Greg asked who would create the construction drawings during the second ADT phase. Larry said that the follow-up would depend on what results from the design process. If the ideas alter the engineering plans, the current design team will work to incorporate those changes. For example, if a custom formliner is needed, then the artist could provide a design or create the mold themselves. The work could also involve commissioned art pieces that could be anticipated and then completed later. The Thursday work session will be a good place to discuss how to involve parks with the ADTs. There will be a need to discuss boundaries for the designs. Staff will set up meetings after tomorrow. It may make sense to incorporate Willamalane into the Friday parks discussion because of shared concerns with ODOT maintenance.

*Soundwalls* – Justin Lanphear noted that there have been recent meetings regarding the northbound and southbound soundwall schedules. For the southbound wall, the team is currently refining concepts and locations for aesthetic enhancements. Information about the design will be coordinated with the Laurel Hill Valley neighborhood newsletter by early next year. Design information will be provided to the DEP and a recommendation will be sought in advance of the CAG and PDT meetings. Construction drawings will be incorporated into DP5.

The Design team is developing a schedule for mailings regarding the northbound soundwall. While the group indicated that the broader area should be kept informed of the soundwall options, the decisions ultimately lie with the two affected property owners, both of whom voted in favor of including a wall. The northbound process will mirror the southbound process in terms of gathering feedback.

## **PUBLIC INVOLVEMENT**

*Role of CAG/PDT during construction* – Jamie noted that meeting every two months seems to make sense for the time being, but is under review. The meeting schedule may be adjusted to better match the construction schedule.

Liz Cawood introduced herself, Cawood Communications and the role that Cawood will play in the upcoming public information and involvement efforts. Nichole Hayward will provide support at future meetings. Liz noted several of the local efforts that Cawood has helped to coordinate,

including two bicycle safety campaigns. Liz noted previous OTIA work on the McKenzie-Goshen project as well as work on another project between John Day and Pendleton. She explained that the firm recognizes how each client should be treated differently.

Liz said that she is delighted to work on the WRB project, in part because of a good working relationship with Hamilton. Liz introduced John Lively who is well connected with the area and who lives near the park.

*Schedule and upcoming work* – John said that he has been talking about the project with people in the area and the community is appreciative of the project efforts to date. It will be important to get messages out quickly and to the right audiences. John addressed several current issues that are being addressed:

- **Bicycle safety:** making sure that cyclists follow park and construction rules. Bike shops were given flyers and consulted regarding how to contact appropriate neighbors and cycling groups about safety notices.
- **River safety** is likely to become more of an issue in the spring. River use will be complicated by construction and flyers that outline safety risks will be posted at river access points.
- **Press releases** that address impacts have been issued.
- A **list of events and key stakeholders** has been compiled to keep people informed in a timely manner and in relevant ways.
- **Kiosks** are currently being updated with the goal of grabbing attention. The kiosks will address detours and the construction process. The construction information will be updated as the project evolves.

*Input from committees* – David Sonnichsen noted that the title *East Alton Baker Park* no longer applies to the area. John confirmed that the reference should have been to *eastern* Alton Baker Park.

Bob Kline asked whether there had been contact with television news regarding periodic updates on the bridge construction. John explained that Rick Little is the face of project and has been interfacing with the Eugene Register Guard and other media. Jyll noted that the team does pitch stories although it is up to the media as to what they actually cover. The team will pitch coverage of the groundbreaking and the selection of the ADTs.

Bob Kline noted his affiliation with the Bicycle and Pedestrian Advisory Committee and offered to share his list of biking and walking organizations with John.

Molly Cary noted that the project is using environmentally sensitive construction techniques and that it would be worthwhile to make these efforts known to the public and the regulatory community. She suggested that Cawood could help promote the project in a less technical way. Jamie noted potential stories about the use of bikes at the construction site, the use of vegetable oil fuel, and the bubbleators. Jyll said that efforts to pitch those elements of the project are already in process. The project is already being recognized on a national transportation Web site. Molly said that it was also important to pitch the project to environmental agencies so they are aware of the good work, creativity, and cost/benefits of the innovations involved. Even though those groups may already be aware of the project, they may not know how much work it takes to achieve compliance. Dick noted that there would also be information provided to indirect partners. Kevin noted discussion of adding to the body of knowledge on in-water noise mitigation. Ann Sanders suggested

that it may have a greater impact if Kevin presented his kudos independently from ODOT. Molly suggested that Kevin present to CETAS or other groups.

Bob Kline noted that the public also appreciates knowing about the project innovations. Jamie encouraged the team to be aware of the project's media presence. Suzanne noted a series of onsite interviews and Kevin noted that KEZI had covered the Eugene Chamber presenting an award for environmental excellence to Hamilton. He noted the importance of dispelling negative perceptions about contractors and he suggested that monthly site tours could help public information efforts.

Megan said that the next project newsletter should arrive in mailboxes any day now.

Bob Kline asked about photo documentation of the site and suggested that it would be informative to see the progressive growth of the project. Kevin said that photo documentation was ongoing. Justin noted that many people have working on time lapse photography of the bridge construction.

#### **NEXT STEPS**

The next meeting may be held Friday, Dec. 18. There will be information to share from the ADTs at that meeting.

This will be Kalin's last meeting. Cawood will be taking over meeting support from this point forward. Nichole Hayward will be the new coordinator contact.