

DRAFT Summary – CAG^{#31} / PDT^{#30}

Community Advisory Group / Project Development Team Interstate 5 Willamette River Bridge Project

November 18, 2011 - 10 a.m. to 1 p.m.

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

ATTENDANCE

CAG Members

- Charlotte Behm – Springfield Neighborhood
- Dave Carvo – Glenwood Neighborhood
- Lauri Holts – Eugene Parks and Open Space Division
- Greg Hyde – Willamalane Park & Recreation District
- Bob Kline – Harlow Neighbors
- Vicky Mello – CPC for the Whilamut Natural Area
- David Sonnichsen – Fairmount Neighbors

Resource Team

- Sonny Chickering – ODOT Region 2 Manager
- Carl Deaton – ODOT Region 2
- Nichole Hayward – CAWOOD
- John Lively – CAWOOD (Facilitator)
- Suzanne Roberts – OBDP
- Jyll Smith – ODOT Major Projects Branch
- Karl Wieseke – ODOT Construction Project Manager

PDT Members

- Molly Cary – ODOT Region 2
- Chris Henry – City of Eugene
- Kent Howe – Lane County
- Drake McKee – ODOT District 5
- Greg Mott – City of Springfield

Guests

- Julie Brown - Confederated Tribes of the Grand Ronde
- Logan Egbert, OBDP
- Michael Karnosh - Confederated Tribes of the Grand Ronde
- David Lewis – Confederated Tribes of the Grand Ronde
- Joe Valasek – City of Eugene Public Art Committee

Handouts (available at meeting)

- Agenda.
- Design Enhancement Steering Committee ADT3 north bank recommendation.
- Design enhancements budget summary.

WELCOME AND AGENDA REVIEW

John Lively identified the primary focus for the meeting — to review the recommendations for the north bank (Art Design Team 3) enhancements — and encouraged attendees to ask questions. The majority of both the CAG and PDT members were present.

No public comment.

COMMITTEE BUSINESS

CAG^{#28} + PDT^{#27} Summary – Finalized.

CAG^{#30} + PDT^{#29} Summary – Finalized.

CONSTRUCTION ACTIVITIES

Construction update – Karl Wieseke summarized the recent construction activities with project photographs. He highlighted the two months gained on the project schedule and the detour bridge being dismantled.

The photos that he presented included the following subjects:

- Falsework being lowered.
- The green pipe on the new bridge, which is a temporary drainage system, and will be eventually removed. Once removed, surface water drainage on the bridge will follow the curbs into bio swales.
- Steel casing on one of the columns of the detour bridge and preparation for in-water saw cutting; 21 columns will be removed.
- The North Bank Path, which has been converted to a bark “soft” path. Construction equipment is diapered to protect against hydraulic fluid leakage.
- The new bridge decks made with high performance concrete. Certain levels of cracking are expected, but cracks that lead to rusting of reinforcing steel are more problematic. Visible cracks in some spans are sealed with a special sealant. The team is using concrete with fiber mesh to avoid the sealant process on the northbound bridge. They tested concrete with fiber mesh on Span 3 and are happy with the results. The process was more cost efficient and the sealant has a two- to 10-year lifespan.
- A “split stage” showing southbound traffic on the new bridge and northbound traffic on the detour bridge.
- An anti-access wall at Bent 2, using the prairie grass-finish form liner recommended by the Design Enhancement Steering Committee. The wall prevents climbing on the arch and consists of a box with a lid. The contractors put a time capsule in one of the boxes. The public involvement team is pursuing a similar idea for the northbound bridge.
- A gawk screen installed on the new bridge to reduce distracted driving.
- The temporary fish ladder, installed in October. The bridge replacement project interrupted a highway culvert that allowed fish to swim under Franklin Boulevard, so crews installed the temporary fish ladder. In 2014, crews will remove it and restore

the stream. Oregon Department of Fish and Wildlife staff were on the site recently and observed the fish ladder working.

- The detour bridge being dismantled. Girders being lifted and removed. Six of nine steel girders will be reused; other box girders will be rubbelized and repurposed. Approximately 185 box girders are being used on other projects. Fifty are going to be used on the extension of the Knickerbocker Path and the bicycle and pedestrian viaduct path.
- The water quality swale near Glenwood interchange, which is fully irrigated. Crews have applied compost and completed plantings. The irrigation was evaluated and determined to be more cost effective than hand watering.
- Staton crews demolishing cross beams on temporary bridge near Franklin Boulevard. A fabric and chain link screen was used to prevent dust and debris from falling on roadway.

Construction schedule –

- The project is roughly 52 percent completed. The detour bridge will be removed next week.
- American Concrete will start setting up a wire saw to cut 21 columns in the river. Nov. 15 was the earliest the permit allowed work to begin.
- All box girders and columns will be removed by the end of the year.
- The U.S. Army Corps of Engineers is expected to start releasing water from the dams in early January. The water level will rise quickly and the team wants all in-water work done before then.
- Crews will begin northbound bridge construction in late January with large drillers to drill holes for the pier supports. The northbound bridge is a bit longer and more complicated than the southbound bridge, so the schedule will be slightly different.
- Traffic will be on the new bridge in fall 2013. Hamilton is very aggressive on the schedule, hoping that might result in a summer 2013 opening.
- Roadway paving, bike and pedestrian paths and landscaping are all expected to be complete in January 2014.
- The Canoe Canal Path has been striped. Charlotte Behm said it is very nice and helpful.

Construction questions –

Vicky Mello asked about the lowering of walls on the Canoe Canal. What is expected? Walls were lowered 5–7 feet and concrete struts were removed. Installing wall tiebacks took longer than anticipated. The demo containment will also be removed. The entire operation will move out this week and we will be able to see the walls in final shape. In a few weeks, crews will start to work on drainage.

Canoe Canal Bridge will be partially dismantled. The construction team will leave four box girders in place that will act as an access road. We will begin the new bridge in January, with the deck pour anticipated in April.

There will be Canoe Canal Path interruptions for beam removal.

BRIDGE NAMING

Naming update – David Sonnichsen provided an update. Late September 2011, Kalapuya elder Esther Stutzman and representative for the Confederated Tribes of the Grand Ronde David Lewis joined Citizen Planning Committee for Whilamut Natural Area members David Sonnichsen, Charlotte Behm and Vicky Mello to meet with the Confederated Tribes of Grand Ronde tribal council, including council head Cheryle Kennedy. The tribes approved the “Whilamut Passage” name in October, which completes the public process for endorsement.

Next steps –

The name will need to be taken to the Oregon Transportation Commission for approval. If approved by the OTC, then it will be final. All paperwork has been submitted and requirements completed, now it's just a matter of timing. Sonny Chickering noted he'd like to plan the timing. The team could either proceed quickly and quietly or could be done in conjunction with an event at the bridge. Sonny would like to have the tribes represented and make an event out of it.

DESIGN ACTIVITIES

Art and Design Team 1, above-deck update – Sonny provided an update that the three pieces recommended to ODOT were approved and draft contracts are ready. The contract final versions are at the Department of Justice for review. After review, the contracts will be executed and the teams will be under contract for completion in 2014.

Karl Wieseke asked for the artists to get footings finalized quickly, as it will be most cost efficient to do that earlier in the process. He will work with Hamilton to get them constructed.

Bob Kline asked if during the completion process, someone would be monitoring the progress. ODOT will monitor per contract terms and will go to the studios. The concept recommended to and approved by ODOT is attached to each contract.

Devin Laurence Field agreed to have a conversation about the Camas Basket on the south bank when he starts putting the piece together.

The location for the Camas Basket on the west side of freeway, north of Canoe Canal, has been finalized. Vicky mentioned Greg Hyde's concern about park visibility and Sonny Chickering is not sure if it will be tall enough to be seen from the east side of Interstate 5.

Devin Laurence Field is very interested in lighting his piece on the south end of the bridges. Due to nearby electricity, he is including that in his work and it is written into the contract. There has been no discussion of lighting on the north end of the bridges. ODOT has no plans at this time to pursue lighting at the north end.

Art and Design Team 2, south bank update – David Lewis introduced his guests, Julie Brown and Michael Karnosh, who are involved in other tribal interpretive signage projects.

Julie Brown has worked on other projects in the valley and Mike Karnosh is in charge of contracting. The three work as a team and they will be involved in the remainder of the project.

Work on the millrace interpretive area will occur later in the project. Once the north bank design enhancements are approved, the team will focus on both tribal and millrace interpretive displays along with any other design enhancements.

Design enhancement recommendation for ADT 3, north bank – Vicky Mello recapped the DESC process: The DESC met with Litus, LLC two or three times. Litus also met with the parks groups and ODOT. The DESC took all feedback into consideration and also reviewed final recommendations from Litus that included seven different items. After looking at those items, comments and the overall budget, the DESC found that two items were satisfactory and affordable. (Refer to the attached DESC Recommendation document from Nov. 10, 2011.)

The DESC asked the CAG and PDT to endorse their recommendation for Litus to complete the blue Camas Botanical Stones and Community Involvement & Long-term Ownership Strategy items and allow the DESC to explore other options for the remaining funds. One option the DESC would like to explore is a Kalapuya canoe representation on the north bank of the Canoe Canal.

Sonny interjected some background: Litus was selected as the artist with first right to this area. Their initial proposal was met with revised criteria, which led to new recommendations. He clarified that the DESC is asking approval of their recommendation for these two items to move to ODOT, who will then decide to accept the recommendation or not. The CAG and PDT members need to address two questions: 1) Which Litus items do you recommend to ODOT? 2) Do you authorize the DESC to pursue other ideas for the remaining funds?

Design enhancement recommendation questions – The group discussed viewing the proposed railing for the Canoe Canal (which is the same as the railing used for the viaduct). David Sonnichsen said that he would like to see it and Greg Hyde asked to see the railing at the next parks meeting. Karl Wieseke noted the group's desire. Greg Hyde said that adding a railing underneath the Canoe Canal Bridge between the hard path and the slope to the soft path was brought up at the last parks meeting. Sonny Chickering will add it to the agenda for the next meeting.

Dave Carvo asked for clarification on the budget – \$158,164 for both items plus \$53,000 for additional maintenance – and asked why it is needed. He noted that the revised design enhancement criteria were anticipated to eliminate the likelihood of vandalism. Vicky Mello and Charlotte Behm clarified that the cost was to cover “spare parts” so there is a way to replace items if needed in the future. Dave Carvo reiterated that any piece is an issue if we are thinking about replacement before it is installed. Right now there is a draft agreement between ODOT, and the cities of Eugene and Springfield, and Willamalane Parks and Recreation dealing with maintenance. The DESC thought allocating additional maintenance funds would be proactive. Sonny Chickering noted that there is an existing budget for maintenance that is 10 percent of the budget, and the DESC felt that amount was inadequate

and wanted to add to it to be realistic. Charlotte Behm pointed out the issue is bigger than higher maintenance costs, and after looking at the design enhancements they saw increased need for resources moving forward an issue of practicality.

Chris Henry questioned the use of concrete versus blue stone, and asked if concrete would be a lower cost and require less maintenance. The DESC thought the blue stone better represents the camas color and is worth the slightly higher cost than etched concrete. The botanical stones will be inset, flush with paving and are approximately 30 pounds each. They are sealed and mortared into place. Camas has been the one theme that has been consistently popular.

Greg Hyde said if the stone is similar to basalt at all, Willamalane is OK with it. If it gets vandalized there may be challenges to repair, but they are willing to accept that.

The decision process was summarized:

The DESC is asking to move forward with the two items from the Litus proposal (\$158,164). Vicky Mello assured the group there would be further discussion about maintenance in addition to the \$100,000 allotted for maintenance in the overall design enhancement budget.

If the CAG and PDT agree to recommend those two items to ODOT, that will start the process and the DESC will pursue (and bring back for CAG and PDT input) other options for the remainder of the funds.

Chris Henry asked what the process would look like for the “brainstorming” of the remaining funds. If endorsed by the CAG and PDT, ODOT would begin finalizing a contract with Litus for the approved items. For the remaining funds, ODOT would have to follow public law, which includes dollar thresholds that dictate whether an informal Request for Proposals process allowing at least three invited bidders or a formal, open Request for Proposals process would be required.

Jyll Smith suggested getting public input for the remaining funds; perhaps posting ideas on the website to collect public comments.

Kent Howe asked for clarification on the community involvement piece of the CILOS item. The DESC confirmed that there would be enhancements, specifically removal of invasive plants and new plantings. A large portion of the proposed cost is transportation for students and civic groups. David Lewis expressed his experience with similar community involvement and education projects and he feels the price, including the education piece and public information, is a good cost and value.

Sonny Chickering reviewed the ADT 2 budget, assuming the \$100,000 maintenance cost will remain.

Bob Kline clarified that ODOT will separately fund the millrace interpretive display, in addition to the budget listed for design enhancements.

If the committees charge the DESC to pursue the use of the remaining funds, Chris Henry suggested combining remaining ADT 3 funds with ADT 2 to keep the process efficient. Vicky Mello pointed out that if that money is not used in those locations, there are unresolved issues with the parks, as those are areas that still need enhancements. Sonny Chickering clarified that ADT 2 will entail work with the tribe and ODOT folks for tribal and historical interpretive enhancements. He added that there is limited space, maybe enough for one piece of art, in addition to interpretive displays.

Dave Carvo brought up the path removal on the south side of Franklin Boulevard and his concerns. He proposed the extra money be allocated to reviving that path. Chris Henry reminded Dave that there is interest outside of this project to do so.

Lauri Holts brought up the issue of Kalapuya canoe representation and asked how the group will move forward and find something. Bob Kline assumes Lillian Pitt will propose. David Lewis recalled the issue and making a recommendation to represent northern and southern tribal styles. Bob Kline said he explained the request for canoe representation in the Litus process and they ignored it. Vicky Mello assured that if charged to move forward, the DESC will ensure there is no issue.

Charlotte Behm offered involvement in the design enhancement process to the entire group, asking if any others had interest in being involved. Joe Valasek, of the City of Eugene Public Arts Committee, offered to be involved. Chris Henry also volunteered to take part, particularly on the contract side. David Lewis, Julie Brown and Michael Karnosh of the Confederated Tribes of Grand Ronde agreed to be involved throughout the process. DESC members present agreed to the involvement of the additional volunteers.

David Lewis would like to see a canoe passage represented and if Litus was not listening then he feels it's very appropriate to go in another direction.

David Sonnichsen said there has been some discussion of replicating a Lillian Pitt design (above deck) in pressed concrete or something. He highly favors that idea, as he doesn't want to see the process starting over and would like to see Lillian Pitt brought into the process. Sonny Chickering reminded him of legal contracting requirements that must be considered.

DESIGN ENHANCEMENT RECOMMENDATION DECISION

1) Do the CAG and PDT endorse the DESC recommendation for Litus to complete the Camas botanical stones and CILOS items?

CAG – Dave Carvo objects due to the financial proposal and lack of information.
Majority of CAG recommends the proposal to PDT.

PDT – No objections. PDT recommends the proposal to ODOT for total budget of \$158,164.

2) Do the CAG and PDT authorize the DESC to pursue other ideas for the remaining ADT 3 funds, acknowledging the involvement of the new DESC volunteers and the funding and process issues to be addressed?

CAG – No objections. CAG recommends to PDT.

PDT – No objections. PDT recommends to ODOT.

Interstate 5 Willamette River Bridge – DESC recommendations ADT 3

Nov. 10, 2011

The members of the Design Enhancement Steering Committee unanimously recommend the following items for discussion and approval for Art and Design Team 3, north bank enhancements.

From Litus LLC

1. Camas botanical stones installed on the slope next to the Canoe Canal Path under the bridge. Use “blue stone” instead of standard concrete to complement the etchings.
Total estimated cost: \$25,864
2. CILOS- Community Involvement & Long-term Ownership Strategy. The proposal is for a collaboration of students and educators achieving on-the-ground restoration and community stewardship goals in the Whilamut Natural Area.
Total estimated cost: \$132,300
3. Total estimated recommended for the Litus proposals: **\$158,164**

The following are recommendations for additional enhancements on the north bank, provided by other artists or vendors.

1. Kalapuya canoe rendering on the slope of the north bank of the Canoe Canal. Recommend developing representations of one or more Kalapuya canoes that could be impressed in the slope paving.
Estimated funds for enhancement: \$94,000
2. Purchase and place large boulders in the area between Pre’s Trail and the Canoe Canal Path under the bridges and under the Willamette River Bridge adjacent to the North Bank Trail.
Estimated funds for enhancement: \$63,000
3. Total estimated funds for these enhancements: **\$157,000**

The following maintenance fund set asides are recommended for the remainder of the ADT 3 funds.

1. Maintenance and/or replacement of the Camas blue stones. In the meeting with parks representatives and Litus, concern was expressed about the cost of “blue” stones versus concrete for long-term maintenance. To address that concern we recommend setting aside approximately \$24,136 to offset any maintenance, repair or replacement costs.
2. Given the nature of the CILOS project and the need to plan for long-term survivability of the plantings and area enhancements, it is recommended to set aside and additional \$29,700 for increased year(s) of program support.

Total all recommendations: \$369,000.

**B220 Willamette River Bridge
Design Enhancement Budget Summary**

September 2, 2011

Item	Budgeted Amount	Previously Expended	Remaining Budget	Notes
WRB Overall DE Budget	\$1,500,000			Total DE Budget set by ODOT
SB & NB Soundwall DE	\$150,000	\$150,000	\$0	Need to verify SW enhancement expenditure
Phase 1A Design Fees	\$47,000	\$47,000	\$0	B1=\$20k; B2=\$14k; B3=\$13k
Pre-Phase 1B Design Fees	\$0	\$10,000	-\$10,000	\$5000 each paid to B2 & B3 was not originally anticipated
Phase 2 Design Fees	\$88,000	\$0	\$88,000	B1=\$40k; B2=\$26k; B3=\$22k
Design Enhancement Budget	\$1,215,000	\$207,000		
Bundle 1 Design Enhancements	\$600,000	\$0	\$600,000	Increased by moving \$100K from Bundle 2
Bundle 2 Design Enhancements	\$31,000	\$0	\$31,000	Reduced by \$100K in order to increase Bundle 1 funding
Bundle 3 Design Enhancements	\$374,000	\$5,000	\$369,000	\$5K Approved for Decorative Concrete Form Liner
B1, B2, & B3 Design Enhancements	\$1,005,000	\$5,000	\$1,000,000	
Anticipated Items				
Maintenance Fund	\$100,000	\$0	\$100,000	Approximately 10% of DE budget
Bundle 1 Finalist Stipends	\$10,000	\$10,000	\$0	\$2000 each to be paid to five finalists upon final submittal
Bundle 2 Phase 1B Redesign	\$20,000	\$0	\$20,000	Estimate of Phase 1 rework to meet new criteria *
Bundle 3 Phase 1B Redesign	\$22,000	\$22,000	\$0	Estimate of Phase 1 rework to meet new criteria
Anticipated Items Subtotal	\$152,000	\$32,000	\$120,000	
Remaining Contingency	\$48,000			May need some of this for add'l Phase 2 design fees

* if B2 design enhancements are eliminated this amount could be added to contingency or to Phase 2 design fees