

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

**Meeting Summary - DRAFT**

Aug. 5, 2013 1 – 3 p.m.

CAWOOD conference room, 1200 High Street, Suite 200

*Attendance: Charlotte Behm; Chris Henry; Vicky Mello; Joe Valasek; Scott Wylie; Karl Wieseke, ODOT; Justin Lanphear, Cameron McCarthy; Nichole Hayward, CAWOOD.*

*Prepared by: Nichole Hayward, CAWOOD.*

**Update on existing contracts**

***“River” by Lillian Pitt***

Piece is complete with the exception of minor spot welding of anchor bolt assemblies.

***“Camas Basket” by rhiza A+D***

The artist has completed the technical and constructability review. Foundation work has been priced and agreed upon. Work on the foundation will not occur until after traffic is switched to the new northbound bridge. The piece is scheduled for delivery this winter.

***“Blue Camas Basket” by Devin Laurence Field***

The artist has completed the technical and constructability review. Foundation work is complete. The piece is scheduled for completion next year.

***“Blue Camas Tiles” by Litus LLC***

The selected artist has partially completed their set of drawings to the State for fifteen two-foot by two-foot tiles. The artist anticipates delivery later this month. The Contractor has completed the south bank slope paving and the tiles can be installed upon delivery.

***“Transportation Crossover” designed by Betsy Wolfston and team***

The artist has finalized the mural and it is now being re-priced by the Contractor. This work now includes budget originally approved for replacement of the north bank chain link fencing. ODOT has completed the slope paving. Sandblasting to be completed this year. Tiles scheduled to be installed summer 2014.

***“CILOS” managed by Eugene Parks and Open Spaces***

The strategy to deliver this enhancement is to amend Intergovernmental Agreement #26295 to have EPOS provide management and oversight to Walama Restoration and NearbyNature. The draft agreement is currently under review by the signature bodies. The Community Involvement and Long-term Ownership Strategy will be delivered per an updated report. The budget has been adjusted per DESC and ODOT approved amounts.

***Flatwork and Landscaping designed by Cameron McCarthy (Justin Lanphear)***

This package covers the following three areas: North and south banks of the Willamette River and the area between the soft and hard paths of the Canoe Canal Bridge. Justin’s

work has been reviewed by local agencies and DESC. Preliminary pricing has been provided by the CM/GC. Construction could begin this winter pending final decisions.

### **Budget questions**

Vicky Mello asked for clarification on the DESC budget document. Karl Wieseke clarified abbreviations:

- PE - preliminary engineering
- CE - construction engineering
- CCO - contract change order

Karl explained that he has to track everything until it is under contract to make sure he covers his commitments.

### **Eugene Parks and Open Space update – flatwork and landscaping**

Karl explained that based on DESC's question, he thought we'd have a more formal response to provide them regarding paving requirements on the north bank. Nichole reached out and got a response from Eugene Parks and Open Space, but they did not provide a firm baseline requirement. Karl talked to Trevor Taylor at the event and asked for a minimum baseline.

Chris Henry spoke with Trevor Taylor also, and EPOS won't put a firm condition on the project, but we need to understand there will be little to no maintenance if it's not paved. A hard surface can be swept, but it must be able to be swept with a sweeper (not a broom or leaf blower). There will be minimal trash pick up, so DESC should be cognizant of that when making a decision.

Scott Wylie suggested that placement and density of design elements might also be something to reevaluate and could be a way to minimize cost. Overall the design work is very important, but Scott agreed that there are small areas that can be addressed while maintaining the visual appeal.

Joe Valasek asked for background on how the idea of enhancing the north bank area came about. Charlotte Behm explained early conversations revolved around river rock scattered throughout. Justin Lanphear added that before it became a design enhancement area, the team was trying to address ways to mitigate growth of weeds during land use planning. As committees got further into the design work, discussion around a field of boulders identified it would not be maintainable. Then the discussion of maintainability continued and led to the use of hard surfaces.

Justin noted that for the Canoe Canal, the south bank, and the north bank there are many potential modifications, but those could be on a different scale if the budget for the three areas were lumped into one encompassing budget. Justin thinks there are modifications that can be made as they move into the construction document phase and will work with the contractor to ensure things come in under cost for the three areas as a whole.

Karl asked if the committee was satisfied with the answer from EPOS. Everyone agreed that it's as detailed an answer as they expect. Vicky Mello asked how to get all of these designs on budget and agreed to put it all together into a lump sum. Charlotte opposed

using the entire contingency and didn't feel the DESC could afford concreting the area on the north bank. She suggested allowing the area to go back to what was naturally growing and keep it simple.

Scott emphasized that area as a place where people come and go and an area where things only grow on a limited basis. Since it's under the bridges, it's already less natural than the park areas. He suggested more than dirt, plants and rocks need to be included in the design for such an important area.

Joe Valasek noted priorities for the area based on the conversation:

1. Easily maintained,
2. Viewing platform
3. Unattractive for camping
4. Complements bridge
5. Adds to area/attractive

Justin noted the inherent conflict with maintainability. Dirt presents the fear of noxious weed growth that may become a safety zone for camping. He'd prefer a pervious surface, but only if EPOS is OK with crushed rock in areas that won't be swept.

Charlotte expressed great concern with why things don't stay in budget and feared bundling the areas together would take from each of the areas. She wanted to make sure each area received ample attention and budget.

The committee agreed to bundle the three areas into one inclusive bundle and budget.

### ***South bank***

Karl asked if the DESC was prepared to sign off on the south bank design. Scott expressed concern about stone selection and thoughtful placement. Justin sat with contractor, explained approach, and will site the stones for Justin's review. The cost includes Justin's review of placement and work with contractor to fine tune. Justin will direct the placement and process. Karl and Justin will inform Scott of schedule if he wants to attend.

The committee signed off on the south bank seating area design proposed by Cameron McCarthy. Justin and Karl will move into construction document phase.

### ***North bank***

The committee was asked to identify priorities for the north bank in order to give Justin and his team guidance for refinement and use of budget.

Priorities provided by committee:

- One sitting spot on the river bank side of the path.
- "Whilamut Passage Bridge" name somewhere, legible to travelers in both directions; prefers two locations
- Paving type – main priority is not to lose fluidity of design
- Use of gravel/crushed rock in areas that won't be accessible to a sweeper

- Still have some elements cross over the path. Movement across path remains. OK to have one place where concrete is on bank side.

### ***Canoe Canal***

The committee was asked to identify priorities for the Canoe Canal in order to give Justin and his team guidance for refinement and use of budget.

Comments provided by committee:

- Concept 2 was priced with decomposed granite. Justin thinks priority is to find an alternative.
- Alton Baker Park has exposed aggregate that is very slippery.
- Different treatments of concrete that will keep the flow of the design.
- Focus.

Justin will work with his team, Karl and the contractor to refine the designs for the north bank and the canoe canal to address the committee priorities and meet budget limitations.

### **Agenda build and schedule next meeting**

#### ***Agenda build***

- North bank of the Whilamut Passage Bridge
- Canoe Canal between the hard and soft paths

#### ***Upcoming meeting***

Aug. 26 or 27 – Karl will confirm Frannie's availability and Nichole will send time and date to committee.

Vicky will not be able to attend – Nichole will need to email Vicky information from the next meeting.

### **Action items**

- Karl and Justin will bundle the budget for the north bank, south bank and Canoe Canal (between the hard and soft path) flatwork and landscaping.
- Karl and Justin will work to move the approved design for the south bank path into the construction document phase.
- Justin will work with his team, Karl and the contractor to refine the designs for the north bank and the canoe canal to address the committee priorities and meet budget limitations. They will be prepared to review with the committee Aug. 26.
- Karl will confirm Frannie's availability and Nichole will send time and date to committee.