I-5 Willamette River Bridge

Summary
I-5 Willamette River Bridge Project
Laurel Hill Valley Citizens Sound Wall Meeting

April 7, 2009 7:00 p.m. to 8:30 p.m.

Korean Adventist Church

(2335 Riverview Street, Eugene)

PURPOSE

- Provide information and share images of the potential sound wall, and explain noise and aesthetic issues.

Attendance
Staff: Dick Upton, ODOT; Larry Fox, OBEC Engineering; Justin Lanphear, CMGS; Craig Milliken, OBDP; Megan Banks, LCOG

Approximately 25 neighbors attended, 20 of whom signed in. Approximately 700 notices of the meeting were mailed, 50 of which were returned to sender.

Meeting Purpose, Introductions and Agenda Review **Dick Upton**
Dick Upton, ODOT Project Manager, introduced the presenters for the meeting. He shared that the goal of the meeting was "information out." He explained that the noise analysis model had demonstrated a sound wall was justified, and staff was present to share information on noise, shadows and what the wall might look like if installed.

Sound Wall Sound Attenuation Characteristics **Craig Milliken**
Craig stated that the primary purpose of the sound wall was to reduce sound near residences. He explained that the Laurel Hill Valley has a very complex noise topography and that the major factors for noise are tire noise, engine noise and car "whooshing." He reviewed slides showing current decibel levels (year 2007), year 2030 without the sound wall and year 2030 with the potential sound wall, and explained that ODOT's noise criteria is that 65 decibels or above will be addressed.

Drawings of Retaining Wall and Sound Wall **Larry Fox**
Larry reviewed visual simulations that showed existing areas and how a standard sound wall would look if it were installed.

Drawings and Description of Wall Shading **Justin Lanphear**
Justin reviewed images that showed how the sound wall would shade the closest residences at different times of the day on March 21, June 21, September 21 and December 21.

Explanation of Sound Wall Voting Procedures **Dick Upton**

[illegible] explained that those affected by the sound wall, as shown on Craig's red hatched map, would be able to vote on whether to install the wall, however, others could provide comments that would be reviewed by ODOT. He also stated that he was hoping to have a decision about the sound wall in May, and that he may be back in summer to discuss design ideas depending on what moves forward. He noted that there was a lot of interest in this sound wall at the February design workshops and referred neighbors to the drawings produced at the workshops.

Question and Answer **Dick Upton**

The following is a summary of questions/comments from attendees and staff response, if applicable:

- Request for description of where wall begins and ends.
- Jake brakes and semi's are more of a sound issue than the highway. Dick responded that the sound wall will help that.
- Eliminating "dip" in highway would help reduce semi's using jake brakes. Larry responded that the bridge is higher to accommodate future widening of Franklin Boulevard. The dip will be raised slightly, along with the bridge.
- Will the sound wall be built before construction? Larry responded that permitting is the main driver of timing for the construction schedule, particularly the in-water work periods, and the sound wall was not on the critical path for construction.
- Will traffic be diverted on to 16th Avenue? Dick responded that traffic will be detoured through Glenwood.
- How tall is the proposed wall? Larry responded that the wall is up to 16' in areas and including the retaining wall, 22' in areas.
- Did the noise analysis look at the railroad? Craig responded that the analysis only looked at the roadway since that is only thing under ODOT jurisdiction for this project.
- Could there be something on the bridge itself to help mitigate noise? Craig responded that it was not likely economically feasible.
- Could the sound wall be moved between the main line and the on-ramp. Dick said he would review the information but topography could be a constraint.
- Does the sound wall shift noise and make it louder in other places? Staff responded that this is not the case—the sound wall does not shift noise. It "breaks up" the noise into small "pieces," which is the most effective way to reduce sound.
- Does the noise analysis consider vacant, developable land? Craig responded that it considers planned and approved developments, but cannot forecast when or how vacant land may develop in the future. Future developments must pay for their own noise mitigation according to ODOT policy.

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