



**Laurel Hill Valley Citizens Neighborhood – Homes Adjacent to the Sound/Retaining Wall
Retaining Wall Talking Points**

July 23, 2009

- The Oregon Department of Transportation is replacing the Interstate 5 Bridge across the Willamette River.
- In April 2009, ODOT met with the Laurel Hill Valley neighbors to discuss the project and answer questions about a proposed sound wall.
- The purpose of the sound wall is to reduce the traffic noise levels expected from projected increases in traffic on I-5 over the next 20 years.
- Affected neighbors voted in support of the sound wall and responded to a survey about possible sound wall designs. At the time, the retaining wall, which will support the sound wall, had not yet been designed.
- More than 120 of your neighbors responded to the survey and overwhelmingly chose the sculpted concrete design, which would be seen intermittently along the wall. *[show graphic of Concept 1A]*
- Since the survey went out, ODOT has determined the design for the retaining wall. It will be a vegetated reinforced soil slope. We have a conceptual drawing of what this retaining wall might look like. *[show graphic of retaining wall]*

Questions:

- The retaining wall will not affect the sound wall design that the community supported in the survey.
- However, ODOT is interested in additional feedback on the sound wall design concepts if the proposed retaining wall impacts your earlier response. *[show graphics of that were mailed and posted to the Web site]*

Next steps:

- The project's Citizen Advisory Group and the Project Development Team will consider all input on the design options in advance of recommending a sound wall concept to ODOT.
- The CAG includes representatives from local neighborhoods, recreation groups, local artists and architects, and the University of Oregon. The PDT is the main decision-making body for the project, and includes representatives of ODOT, Federal Highway Administration, the cities of Eugene and Springfield, Lane County and the CAG.

If people need more time to think about the question:

- To provide input or ask questions, they can contact Megan Banks with the Willamette River Bridge Project by July 30, 2009 at (541) 682-7413 or mbanks@lcog.org.
- Provide them with a copy of the design options or refer them to www.Willamettebridge.org and to the link [LHVC Sound Wall Concepts](#).

[Materials to leave: see next page]



**Laurel Hill Valley Neighborhood
Sound and retaining walls**
July 23, 2009

The following is information about a sound wall to be built in your neighborhood as a part of the Oregon Department of Transportation Interstate 5 Willamette River Bridge replacement project. We would like your input to the question on page 2.

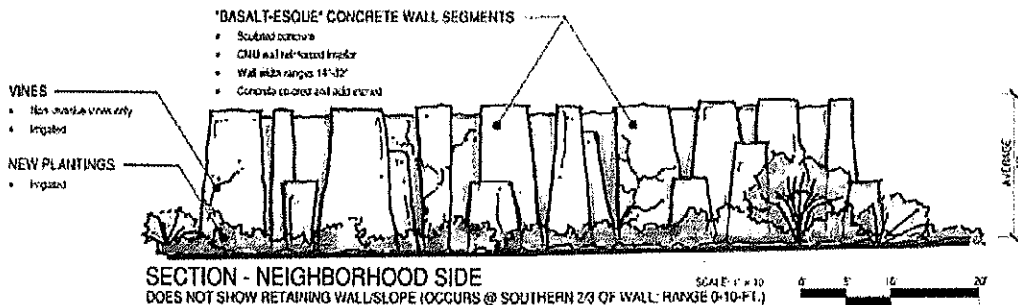
Sound wall and retaining wall information

In April 2009, ODOT met with the Laurel Hill Valley neighbors to discuss and answer questions about a proposed sound wall. The purpose of the sound wall is to reduce the traffic noise levels from projected increases in traffic on I-5 over the next 20 years.

Affected neighbors voted in support of the sound wall and responded to a survey about possible sound wall designs. At the time the retaining wall, which will support the sound wall, had not yet been designed.

More than 120 of your neighbors responded to the survey and overwhelmingly chose the sculpted concrete design, which would be seen intermittently along the wall.

SCULPTED CONCRETE DESIGN

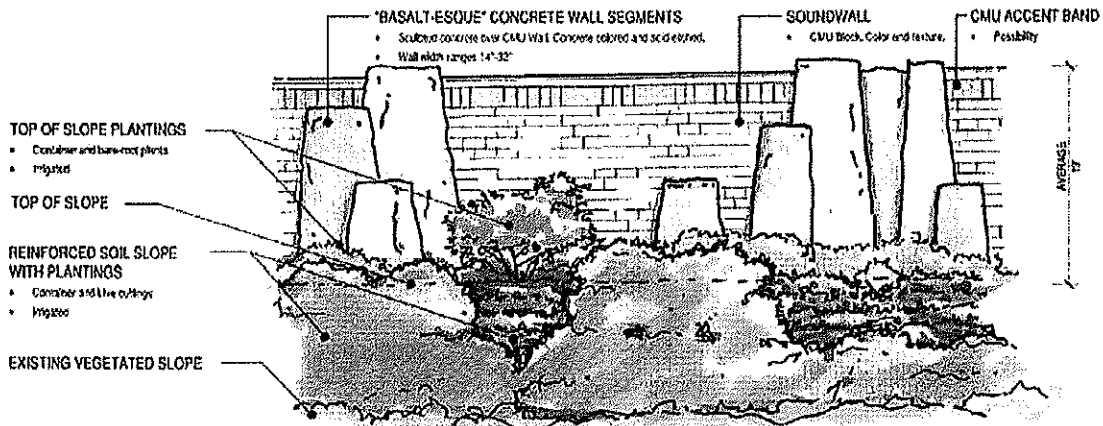


Since the survey went out, ODOT has determined the design for the retaining wall. It will be a vegetated reinforced soil slope. It is not a "wall" in the traditional sense, but a structurally-reinforced slope that can be planted with a variety of vegetation. A conceptual drawing of what a vegetated reinforced soil slope might look like in combination with sculpted concrete is shown on the next page. The first drawing shows the wall on the neighborhood side, and the second is a cross-section showing the wall and vegetation five to 10 years after construction.

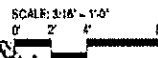
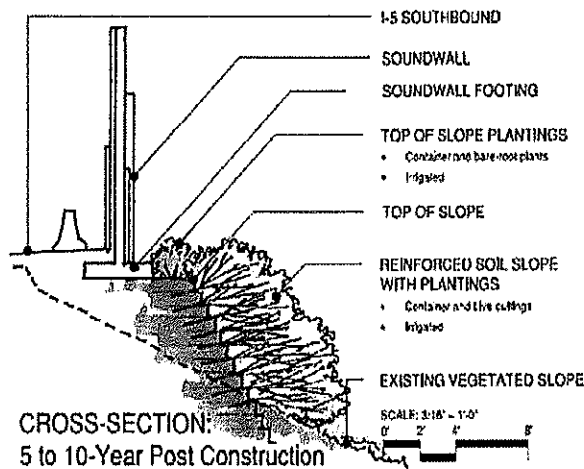
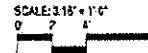
I-5 Willamette River Bridge
Eugene & Springfield



RENDERINGS OF RETAINING WALL



SECTION - NEIGHBORHOOD SIDE
ALSO SHOWS REINFORCED SOIL SLOPE (OCCURS @ SOUTHERN 2/3 OF WALL; RANGE 0-10-FT.)



Your input requested

The retaining wall will not affect the sound wall design that the community supported in the survey. However, ODOT is interested in additional feedback on the sound wall design concepts if the proposed retaining wall impacts your earlier response. **Has your opinion about the design options changed as a result of this retaining wall?** The design concepts presented in the original survey are enclosed.

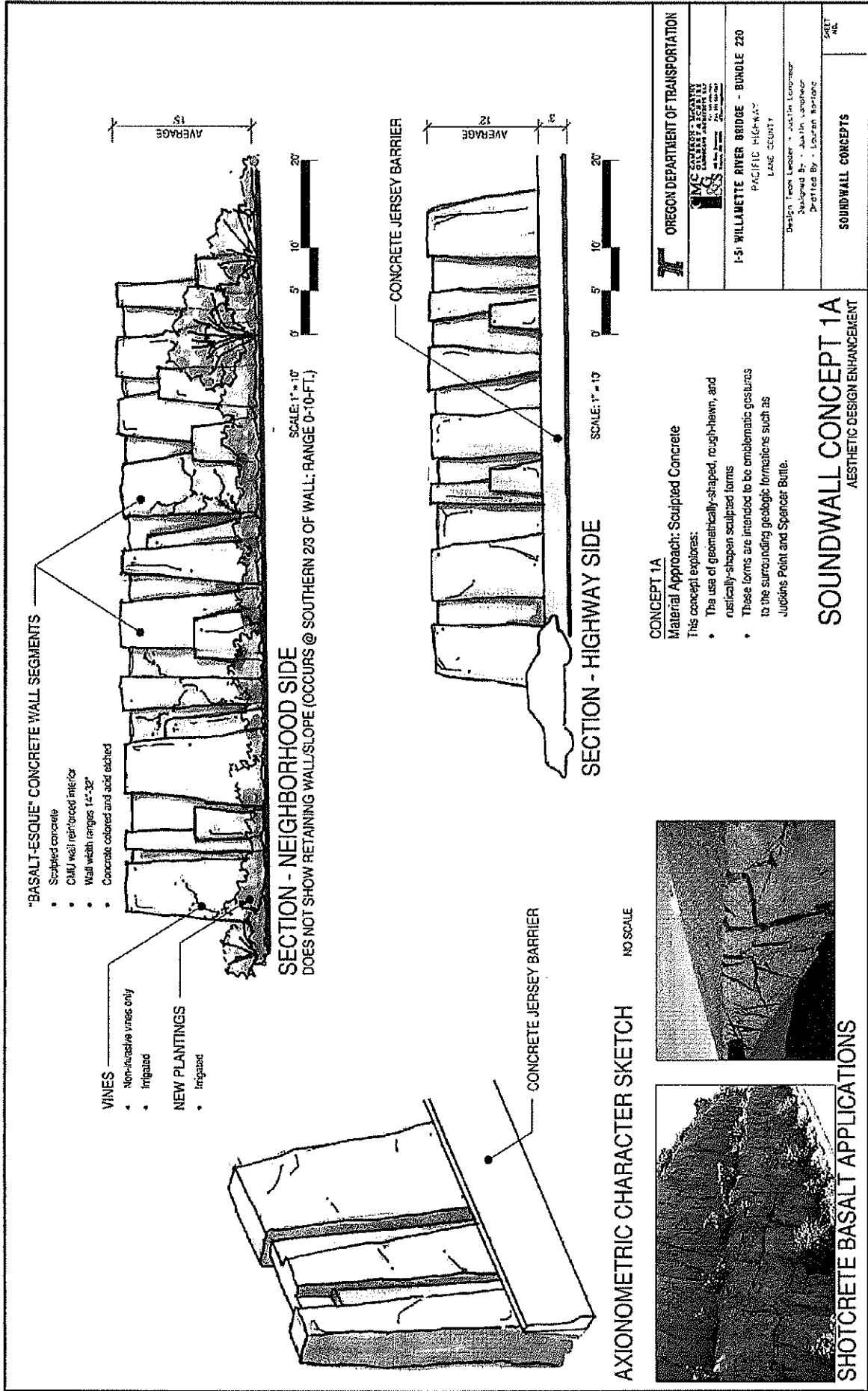
To provide input or ask questions, please contact Megan Banks with the Willamette River Bridge Project by July 30, 2009 at (541) 682-7413 or mbanks@lccog.org.



Next steps

The project's Citizen Advisory Group and the Project Development Team will consider all input on the design options in advance of recommending a sound wall concept to ODOT.

The CAG includes representatives from local neighborhoods, recreation groups, local artists and architects, and the University of Oregon. The PDT is the main decision-making body for the project, and includes representatives of ODOT, Federal Highway Administration, the cities of Eugene and Springfield, Lane County and the CAG.



CONCEPT 1A

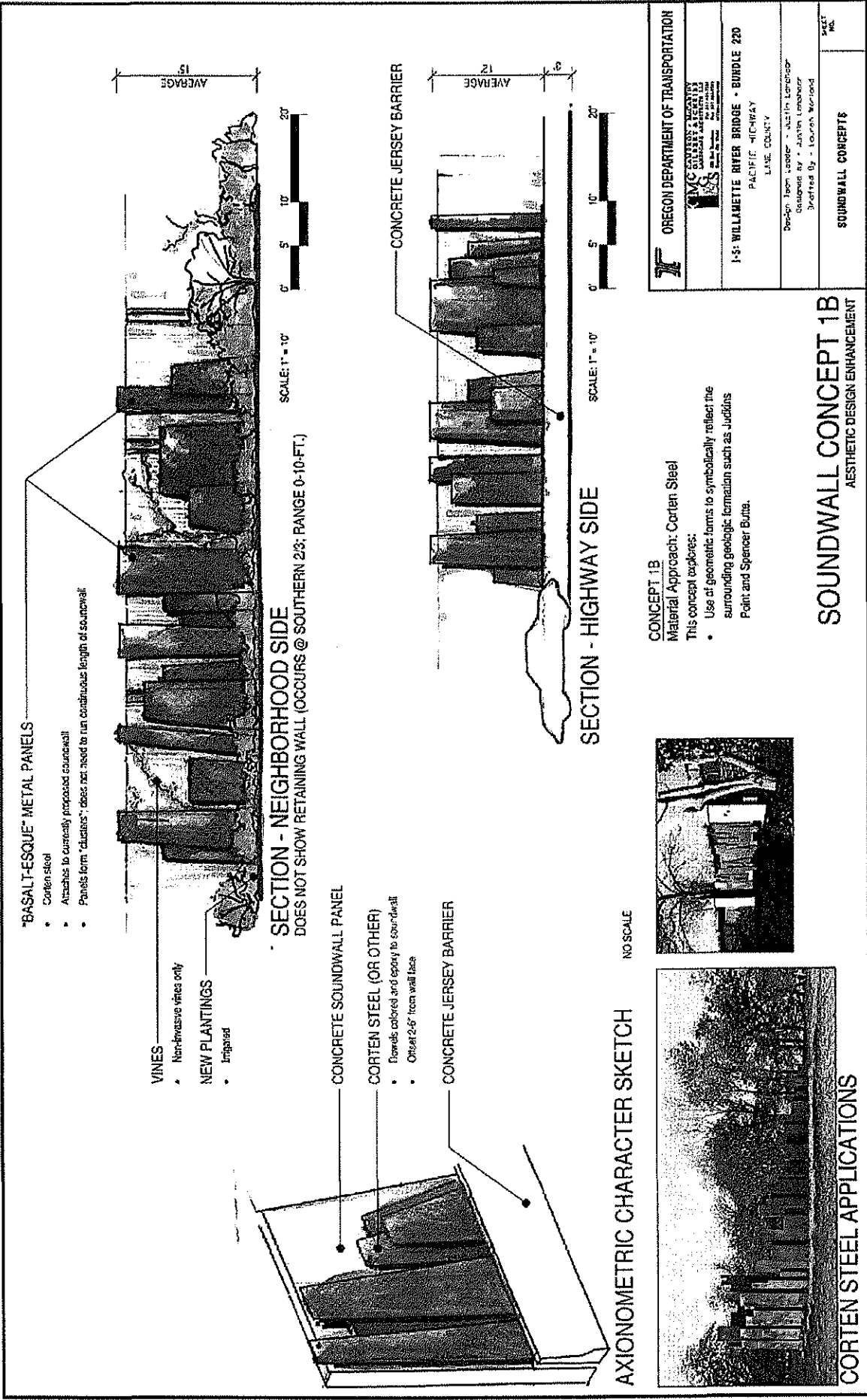
Material Approach: Sculpted Concrete

This concept explores:

- The use of geometrically-shaped, rough-hewn, and rustically-shaped sculpted forms
- These forms are intended to be emblematic gestures to the surrounding geologic formatters such as Judds Point and Spencer Butte.

SOUNDWALL CONCEPT 1A
 AESTHETIC DESIGN ENHANCEMENT

<p>OREGON DEPARTMENT OF TRANSPORTATION</p>	
<p>MVC CONSULTING & DESIGN</p>	
<p>1-51 WILLAMETTE RIVER BRIDGE - BUNDLE 220</p> <p>PACIFIC HIGHWAY</p> <p>LAKE COUNTY</p>	
<p>Design Team Leader - Justin Longmire Managed By - Justin Longmire Printed By - Lauren Spahr</p>	
<p>SOUNDWALL CONCEPTS</p>	
<p>SHEET NO.</p>	



- "BASALT-ESQUE" METAL PANELS**
- Corten steel
 - Attaches to currently proposed soundwall
 - Panels form "ducts"; does not need to run continuous length of soundwall

- VINES**
- Non-invasive vines only
- NEW PLANTINGS**
- Impaired

SECTION - NEIGHBORHOOD SIDE
 DOES NOT SHOW RETAINING WALL (OCCURS @ SOUTHERN 23; RANGE 0-10-FT.)

SCALE: 1" = 10'

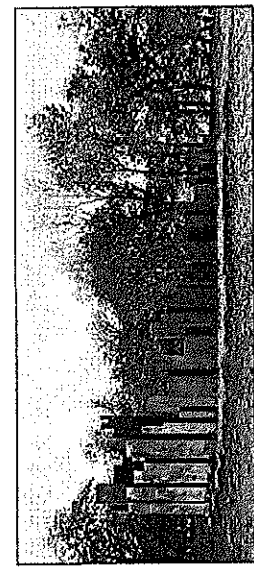
- CONCRETE SOUNDWALL PANEL**
- CORTEN STEEL (OR OTHER)**
- Finishes colored and epoxy to soundwall
 - Offset 2-8" from wall face
- CONCRETE JERSEY BARRIER**

SECTION - HIGHWAY SIDE

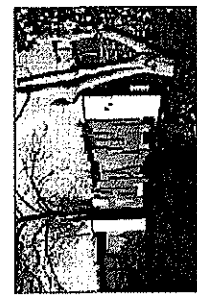
SCALE: 1" = 10'

AXONOMETRIC CHARACTER SKETCH

NO SCALE



CORTEN STEEL APPLICATIONS

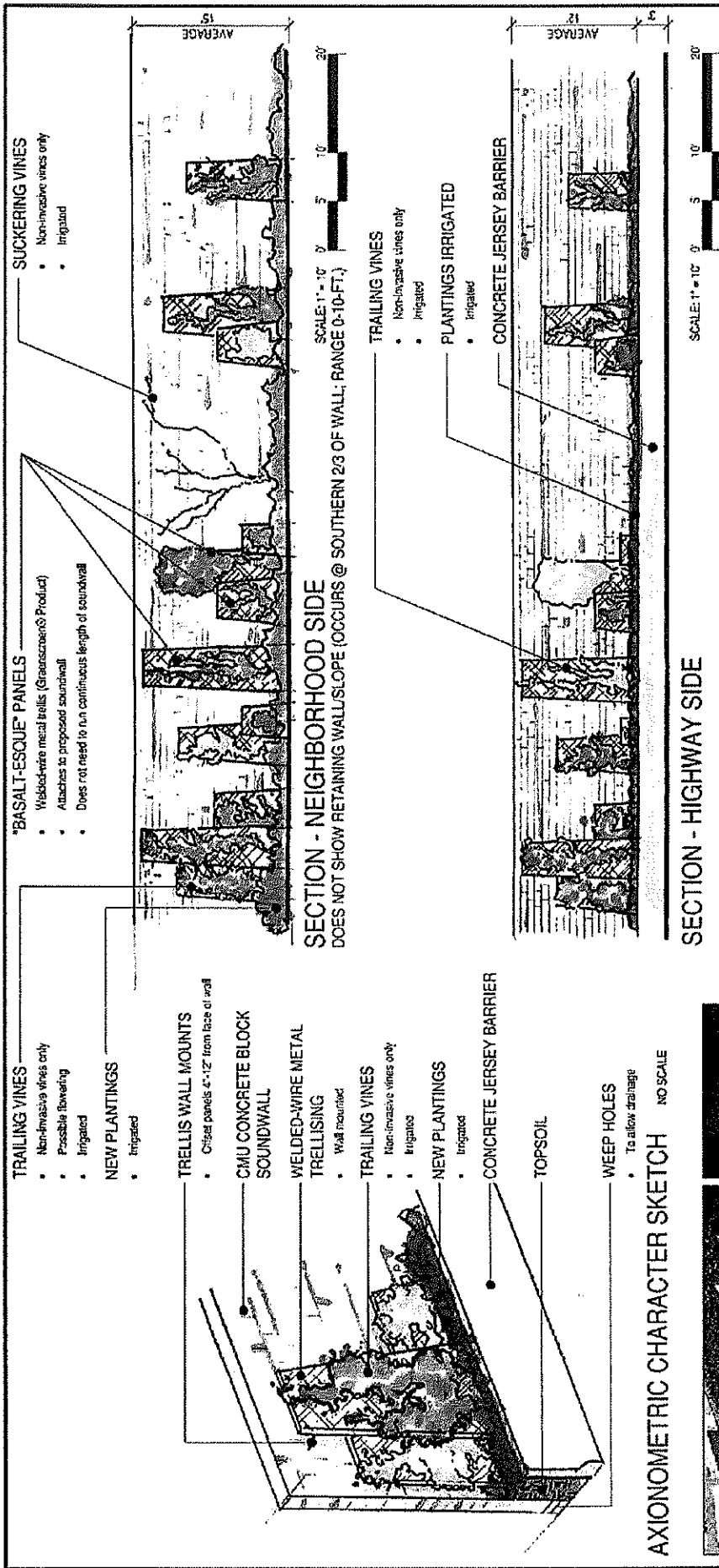


- CONCEPT 1B**
 Material Approach: Corten Steel
 This concept explores:
- Use of geometric forms to symbolically reflect the surrounding geologic formation such as Judkins Point and Spencer Butte.

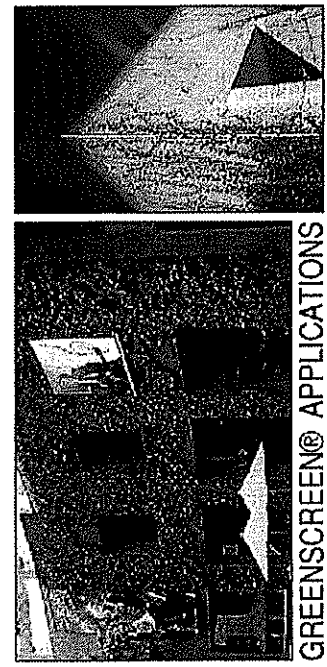
<p>OREGON DEPARTMENT OF TRANSPORTATION</p>	
<p>TMC CONSULTING & DESIGN 1000 NE Oregon Street, Suite 200 Portland, Oregon 97232 Phone: 503.253.8888 Fax: 503.253.8889 www.tmcgroup.com</p>	
<p>1-5 WILLAMETTE RIVER BRIDGE - BUNDLE 220 PACIFIC HIGHWAY LANE COUNTY</p>	
<p>Design Team Leader - Justin Lenzner Designer - Justin Lenzner Drafted By - Lauren Worland</p>	
<p>SOUNDWALL CONCEPTS</p>	
<p>SHEET NO.</p>	

SOUNDWALL CONCEPT 1B
 AESTHETIC DESIGN ENHANCEMENT

THIS IS THE FILE NAME LOCATION 2-0900P - Willamette River Bridge CAD



AXONOMETRIC CHARACTER SKETCH NO SCALE



GREENSCREEN® APPLICATIONS

CONCEPT 1C
 Material Approach: Welded-Wire Metal Trellising (Greenscreen® Product)
 This concept explores:

- Use of geometric forms covered in vining vegetation to reflect the geologic formations of Judkins Point and Spencer Butte.

OREGON DEPARTMENT OF TRANSPORTATION

CMC CONSULTANTS
 CONSULTANTS
 1000 NE Oregon Street
 Portland, OR 97232

1-51 WILLAMETTE RIVER BRIDGE - BUNDLE 220
 PACIFIC HIGHWAY
 LAKE COUNTY

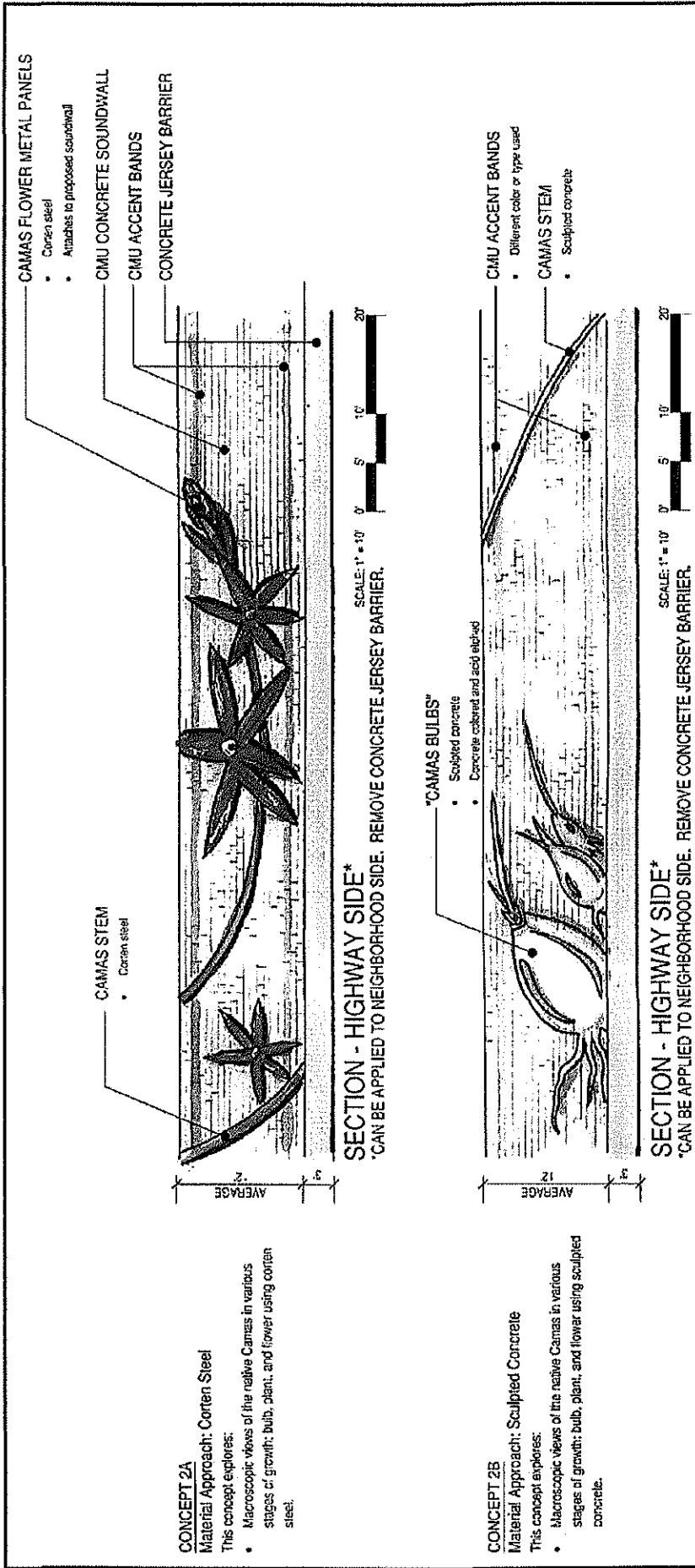
Design Team Leader - Justin Lorange
 Designed By - Justin Lorange
 Drawn By - Amber Bonard

SOUNDWALL CONCEPTS

DATE: 7/23/09

SOUNDWALL CONCEPT 1C
 AESTHETIC DESIGN ENHANCEMENT

THIS IS THE FILE NAME LOCATION: Z:\0809 - Willamette River Bridge\CAD



- CAMAS FLOWER METAL PANELS**
 - Corten steel
 - Attaches to proposed soundwall
- CMU CONCRETE SOUNDWALL**
- CMU ACCENT BANDS**
- CONCRETE JERSEY BARRIER**

- CMU ACCENT BANDS**
 - Different color or type used
- CAMAS STEM**
 - Sculpted concrete

CONCEPT 2A

Material Approach: Corten Steel

This concept explores:

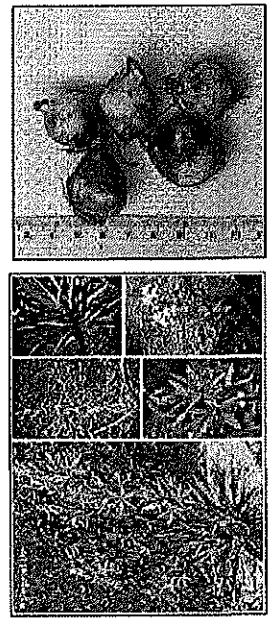
- Macroscopic views of the native Camas in various stages of growth: bulb, plant, and flower using corten steel.

CONCEPT 2B

Material Approach: Sculpted Concrete

This concept explores:

- Macroscopic views of the native Camas in various stages of growth: bulb, plant, and flower using sculpted concrete.



NATIVE CAMAS FLOWER

*THIS IS THE TRUE NAME LOCATION 2-A:USDP - Willamette River Bridge-1-1-09

<p>OREGON DEPARTMENT OF TRANSPORTATION</p>	
<p>1-S: WILLAMETTE RIVER BRIDGE - BUNDLE 220 PACIFIC HIGHWAY LINE CD0871</p>	
<p>Design Team Leader: Justin Lutzinger Engineer By: Justin Lutzinger Drawn By: Lauren Marand</p>	
<p>SOUNDWALL CONCEPTS</p>	
<p>SHEET NO.</p>	