

DRAFT Summary – CAG^{#33} / PDT^{#32}

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

May 31, 2013 – 10 a.m. to 12 p.m.

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

ATTENDANCE

CAG Members

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

Guests

- Charlene Larison – CPC for Whilamut Natural Area

PDT Members

- Molly Cary – ODOT Region 2
- Matt Laird – Lane County
- Lee Shoemaker – City of Eugene

Resource Team

- Frannie Brindle – ODOT
- Carl Deaton – ODOT Region 2
- Jen Hagerman – CAWOOD
- Nichole Hayward – CAWOOD
- Justin Lanphear – CMGS
- Suzanne Roberts – OBDP
- Mike Shippey – ODOT Landscape Architect
- Jyll Smith – ODOT Major Projects Branch
- Karl Wieseke – ODOT

Handouts (available at meeting)

- *Agenda*
- *DRAFT Summary – CAG^{#32} + PDT^{#31}*
- *Renderings of:*
 - *“Transportation Crossover” by Betsy Wolfston*
 - *“Blue Camas Tiles” by Litus, LLC*
 - *Canoe Canal underpass*
 - *North and South Bank enhancements*
 - *“Camas Basket” by rhiza A+D*
 - *“Blue Camas Basket” by Devin Laurence Field, LLC*
 - *“River” by Lillian Pitt*
 - *Sound wall photo*
 - *GUDU-KUT Talking Stone photo*

WELCOME AND AGENDA REVIEW

Nichole Hayward greeted the group and initiated the meeting by reviewing the agenda.

No public comment.

COMMITTEE BUSINESS

CAG #32 + PDT #31 Summary – Finalized.

CONSTRUCTION ACTIVITIES

Construction Update – Karl Wieseke summarized recent and upcoming construction activities.

Highlights from the update included:

- The multi-use path viaduct work progressed from late 2012 through early 2013 with most of the pre-cast hammerheads set and used to support the box beams that were 80-100 feet long. More box beams are stored in west Eugene for future projects.
- Crews built a retaining wall at the east end of the multi-use path viaduct made out of rows of interlocking blocks that line the embankment.
- Justin Lanphear confirmed native grass and seeding will be planted between the multi-use path viaduct and Franklin Boulevard. The embankment below the path viaduct will maintain the existing boulders and rocks, which make landscape planting difficult. All landscape designs for the project entail native species and underwent quality control review.
- Springfield will connect a path to the multi-use path viaduct that will run behind the bus stop and will extend to the Glenwood Boulevard signal for a complete east/west path route. Two inches of asphalt will be poured on top of the concrete work. Opening early next year. The multi-use path viaduct will open to traffic May of next year.
- The reuse of the box beams for the multi-use path viaduct required a lot of time spent in development. Each beam has a keyway that interlocks the beams so they all move together. Reestablishing the keyway for the beams on the multi-use path viaduct was a lot of work, but was the right thing to do in terms of recycling available materials.
- ODOT will need more time to fully evaluate if reusing materials is the most cost effective approach, but has tried to be sustainable where possible. There were many lessons learned from the contracting methods used on the project. Scott Wylie suggested ODOT track and document new processes and sustainability for future reference and refinement. Jyll Smith confirmed the contractors keep track of recycling and waste data as part of the contract and ODOT will retain that information.
- Pre-cast floor beams were installed and t-beams were poured to stabilize the arch ribs and keep them from swaying.
- Karl explained they are placing concrete in stem walls, Box girder spans of the bridge were constructed in a series of concrete boxes. Crews covered the bridge deck with

- two layers of steel rebar and poured concrete to create the box bottoms and walls. The bridge is estimated to last 75-100 years with regular maintenance.
- Crews work to remove falsework and had temporary closure of westbound traffic on Franklin Boulevard under the interstate. Almost all of the steel and wooden material will be reused and will help Hamilton Construction lower their cost for future projects which makes them very competitive.
 - The steel piles driven to install falsework are removed based on the cost of the resources required and the cost of steel since they're two feet below the finished ground and cannot be pulled out. The contractor will reuse them on another project.
 - Steel H-beams were placed inside concrete sleeves for the closed off-ramp to Franklin Boulevard. The moment slabs are cantilevered out and will ultimately be ten feet above the stream bed. Crews will pave over it June 10.
 - Willamalane will continue slope-landscaping project and will blow in compost. Irrigation will also be installed.
 - Crews work to install Lillian Pitt's "River" piece between north- and southbound bridges. Supports and reinforcements have been installed and braces will hold the form and box together. The footing will be placed on the existing roadway to give the appearance that the footing is flush with ground, but it will be 18-32 inches above ground, yet still below the barrier. Committee members will be able to see it close up in August before the bridge opens to traffic. It will be available for tours.

Schedule

Night work will occur to finish the paving on the northbound bridge. Crews have made good progress and plan to open the new northbound bridge in August. That allows enough time before the end of September to complete all roadwork before the end of the year. The project will see a lot of savings due to the shortened schedule. The traffic switch to the permanent configuration is scheduled for the week of Aug. 19. A year ago, we couldn't even consider that. So that's great news. The multi-use path viaduct will not open to traffic until the stream restoration completes in spring 2014.

Artwork will be installed on the freeway in July and may require a lane for certain pieces. The footing for Devin Laurence Fields piece will be complete before the ramp opens. Crews may have to switch traffic for rhiza A+D's footing because the piece will be too close to current traffic when it's built in September. Lillian Pitt's piece will be finished in August. The "Blue Camas Tiles" can be installed on the south bank of the Canoe Canal this summer.

Mike Shippey asked Justin what the plant-establishment period is for landscaping. Justin confirmed there is a one-year-establishment plan after completion; three establishment reviews will occur spring, summer and fall seasons. It will transition over to post-construction monitoring.

Karl noted park issues in regard to vandalism and receiving complaints.

Dave Carvo asked if the multi-use path viaduct westbound toward Eugene will continue under I-5. Karl replied that there will be four more spans constructed this summer that will hook onto the north- and southbound bridges, cross over the stream and extend 200 feet east of the Knickerbocker Bridge.

David Sonnichsen asked how the Aug. 19 projection is affecting the opening ceremony. Jyll responded that a variety of factors are impacting the celebration, and that she'd share more about this later in the agenda.

Vicky Mello asked about the north bank slope paving and the projected pour schedule. Karl indicated crews are scheduled to pour the first week of June. The sidewalk area wall and slope paving will begin the first week of June. Once the north bank slope paving is complete, crews will move to the south end of the project to get the ramp ready for traffic. The contractor may pour the south bank slope as early as July.

DESIGN ENHANCEMENT UPDATES

Canoe Canal

Vicky provided an update on the Canoe Canal enhancements. On the north side of the Canoe Canal, ODOT sent out a Request for Proposals soliciting an authentic canoe rendering. Betsy Wolfston and her team were selected for "Transportation Crossover". The piece illustrates a canoe with two Kalapuyas paddling. There will be slight changes to the scene and the paddler location in the boat. The designs have been reviewed and approved by the Tribes. The mural will be etched into the slope paving. The three-foot square blocks will be sandblasted with the design and the lines will be painted black to stand out. There will be five of Betsy's tiles depicting different images installed somewhere on the slope, either along the bottom edge or situated at the cardinal points. It is a large piece and will be noticeable. The DESC has been very happy with the team's work and design.

Charlotte Behm noted the connection between the mural artist Susan Applegate's family and the Kalapuyas, which is a really nice tie to the theme.

Vicky added that the running trail and fence have vertical elements with black powder coating. The chain link fence along north side of the Canoe Canal is approximately four feet high. The design will be higher up on the slope and the fence might blend into the design itself. The DESC feels it is the best design for the dollars available. It will be complete sometime this year. Karl added that he plans to meet Betsy next week to finalize the block out prior to forming for the pour.

On the other side, the slope paving on the south bank of the Canoe Canal will include 15 tiles that depict the camas lifespan. Litus LLC wanted to present the sequence from west to east, right to left. The tiles will be two-foot-square diamond-shaped tiles. The cycles depicted in the tiles will be at eye level for path users.

Matt Laird asked about vandalism concerns to the large canoe mural. ODOT will power wash the mural every two-five years as part of the maintenance contract. Vicky added that graffiti is a concern, but there's been minimal defacing on the Talking Stones so far. The tiles will be more accessible. Scott commented that public art in the area seems to be spared by graffiti artists for the most part.

Frannie Brindle commented that a larger concern for ODOT Maintenance is the accumulation of moss. They will use a sealant as a preventative measure that aids the ease of cleaning.

North Bank

Justin provided an update on the north bank of the Whilamut Passage Bridges. He discussed the river and slope paving on north bank of the Willamette River between Springfield and Eugene parklands and has been working in collaboration with DESC to identify areas for seating and a viewing space that focuses on the river. Maintenance concerns from Eugene Parks and Open Space and Willamalane have been considered throughout the process. The design is not yet finalized, but it is close. The City of Eugene Parks and Open Space need the ability to get sweeper trucks into the areas for trash and debris removal. The ability to successfully landscape is hindered by the road and bridge and also limited by winter rains. Temporary irrigation has been installed. Boulder seating will be scattered throughout the area encased in decomposed granite and sealed to fight against migration. Justin and the DESC are exploring including the Whilamut Passage name in the concrete areas somehow, but the design is under refinement.

Molly Cary asked if there are sidewalks. Justin confirmed and added the wetted perimeter goes in significantly, approximately 27 feet. The east side won't get as much water. The team wants to limit work between the path and river; the top of the bank is 12-16 feet out from the path. The path was 16 feet wide and the contractor elected to fill over the path and work with ODOT at the end of the project to restore, whether or not it needs to be redone. Justin investigated reducing the path with or adjusting the location to provide more room from the path to the edge of the bank. Realignment of the path was found unfeasible due to the clearance of the arch rib on the Springfield side of the bank. There are not plans to adjust the location, but Justin has tentative approval from the parks to reduce the path width down to 12 feet, the standard in Eugene.

Dave asked how flat and inviting the area will be to skateboarders. The parks don't have many concerns with skateboarders; the primary concern is camping. Roller skating and skateboarding are considered part of the use of the area. Justin confirmed the finished path would be asphalt because the existing Walnut Road is asphalt. There are different standards, some paths will be concrete and some asphalt. Some paths might be darker due to the use of different finishes, which Justin hopes will provide transitions and different textures. Cameron McCarthy and ODOT are working to establish quantities and a cost estimate to make sure the design is still on target.

David thanked Justin and Scott for their suggestions in the design. He objected to the design and expressed the desire for gaps to be included to deter cyclists and skaters from coming down onto the slope. Justin responded that the team is still formulating a change in elevations to deter skaters, but then you create new variables.

South bank update

Justin provided an update on the south bank of the Willamette River. He was charged with finding seating opportunities in a naturalistic setting. He is working with DESC to determine the best arrangement of seating, locations and landscape design.

Above Deck

Scott provided updates on the above-deck enhancements.

The Whilamut Passage is bookended by sound walls for surrounding neighborhoods; the sound wall on south end is located by the Laurel Hill Valley neighborhood and the wall on the Springfield side was intended to invoke the sense of coming in from the valley, with a sedimentary area. The pattern symbolizes things growing up and getting lighter and lighter. The south sound wall was a result of working with all of the project stakeholders. The design includes a wave pattern that gets more frequent as you head south. Both walls were built with concrete block.

On the north side of the river, rhiza A+D's "Camas Basket" sculpture will be installed on the right side of the southbound lanes near exit 128 and the Glenwood signs. The piece will stand out with open sky above it showing the delicate cycle of camas in different blooms. The camas was central to the Kalapuyas lifestyle.

Lillian Pitt's "River" piece depicts a canoe in the midst of reeds, a fertile area of marshes, cattails, camas, fish and abundance of life. The formwork for base of the sculpture will be between north- and southbound lanes.

Devin Laurence Field's "Blue Camas Basket" that will be installed between the highway and off-ramp has been refined since the last meeting. The sculpture needed to have high visual impact with billboards and power lines surrounding it.

Karl and Scott pointed out where the three pieces were on the map.

CILOS

Vicky provided an update on the Community Involvement for Longterm Ownership Strategies proposed by Litus LLC who is under contract to restore the area between the wetlands and the prairie, east of where the construction staging/storage area is. The program will start after ODOT is physically out of the way. The community and students will remove invasive plants, cover the area with plastic and plant natives vegetation. The total area is four acres. Different community groups and schools can adopt different areas to work on.

Talking Stones

David provided an update on the Talking Stone installation and dedication. The largest Talking Stone will be installed east of the Knickerbocker Bridge. The dedication ceremony will be June 8 at 1 p.m., at the GUDU-KUT stone located near the frog pond. Everyone is invited to attend. There will be four consecutive dedications; a Parks and Open Space map of four latest stones will be distributed. The event will end in Springfield on the path where there is tight spectator access, therefore he asked people to keep off the path. David thanked ODOT for installing the four additional Talking Stones.

Vicky noted the total of Talking Stones is now 15, which is a symbolic number to the Kalapuya people.

GUDU-KUT has no English translation on it like the other stones, but features a picture of a frog. Charlotte added that the purpose of the dedication ceremony is to bless the stones

and is very spiritual for the Kalapuyas. Once blessed, the Talking Stones are not to be moved.

DESIGN ENHANCEMENT OUTREACH

Jyll and Frannie provided an update on design enhancement outreach. Frannie noted that with increased visibility of the enhancements, there is a lot of information getting to the public. ODOT is fielding questions from around state because they're hearing more details about the project, so ODOT wants to educate everyone. Jyll handed out a small reference card with design enhancement facts and figures.

The small card indicated design enhancement pieces, volunteer hours logged, and more. ODOT wants people to know how the community has been involved in the project and the amount of work that has gone into it. The card will also help answer questions about how tax dollars were spent.

Jyll encouraged the committee to use the card as they field questions in their circles and to also direct people to Frannie, Karl or Jyll if necessary. Frannie and Karl confirmed the cost listed for the design enhancements only includes the construction and design.

Dave asked Frannie and Karl to attend his neighborhood meeting. Frannie agreed and said she will make herself available for all similar requests.

Bob Kline suggested Travel Lane County feature the enhancements to the bridge. Jyll confirmed the PI Team is planning a variety of outreach to statewide publications and outlets. This project has become a "go-to" example for the state.

Scott noticed that non-commissioned enhancements on the north and south banks were not on the handout. Jyll confirmed information on those areas will be provided as the communication plan is executed. The ones currently on the card are just the big pieces with larger visual impact that people might question.

The multi-use path viaduct on the Eugene side will have a double-wide section that will bump out and be a perfect viewing area. The south bank design enhancements will provide logs and boulders and will offer great views, as will the north bank enhancements.

Charlotte commented that it is wonderful that this project is getting so much attention. She has found it a difficult process at times as a volunteer. She asked ODOT to give the community volunteers credit and would like equal partnership in creating something so unique. She asked ODOT to allow the community to help on other projects too.

Scott asked if ODOT felt it was worth it to include the public and expressed his hope that it was priceless to include the public. Working with the community, artists and volunteers can be an incredible thing and he is looking forward to being involved in the future.

Frannie acknowledged Charlotte's concerns and frustrations and agreed it is an important acknowledgement. Bob felt that within the DESC itself condensed into a group that made sure things moved forward. He also acknowledged Charlotte for her work and dedication.

IN CONCLUSION

Community Advisory Group Appreciation

Jyll addressed the group and thanked everyone, offering a small token of appreciation for all of the hours dedicated throughout the project. There were ups and downs, but when the groups came together to work through things, it made the process better and made ODOT a lot stronger as an agency. The project as a whole will bring more attention to the park and to the Kalapuya culture and people, and ODOT couldn't have accomplished that without the help of the community. Jyll handed out certificates to CAG members.

Frannie acknowledged how great it is to work with Jyll and thanked her for her support.

Karl apologized on behalf of Jim Cox for his absence. He expressed that saying “thank you” is not enough for all that the committee has done. The committee is responsible for making the project happen.

Opening Celebration

Jyll provided an update on the status of the opening celebration. The projected Aug. 18 traffic switch impacts the event. Potential dates have been narrowed down to either July 27 or Aug. 3. Once Peter DeFazio's office confirms, the date will be solidified.

The event will be a community-oriented event, not the typical speaker event. It will be grander than the southbound bridge opening. The tentative schedule is 11 a.m. – 2 p.m. The artists, tribes, DESC and others will have booths to share information with the public.

Esther Stutzman and her family will perform a native song and Peter DeFazio and Federal Highway Administration will be present. There will also be self-guided tours of the bridge.

Jyll indicated she should have a firm date soon.