

**OTIA III Stakeholder Committee Meeting
Interstate 5 Willamette River Bridge
March 18, 2010**

- The Interstate 5 Willamette River Bridge project between Eugene and Springfield is the largest bridge replacement project in ODOT's history.
- ODOT is replacing the existing detour bridge that spans the Willamette River and Alton Baker Park.
- Project Website: www.willamettebridge.org

Groundbreaking

- Sen. Ron Wyden, Rep. Peter DeFazio and ODOT Director Matt Garrett joined local elected officials to celebrate the beginning of construction last summer.

Design

- Final plans are complete on four out of five design packages.
- Design Package 5 includes the northbound bridge, path restoration and enhancements.
- Final plans for Design Package 5 will be complete in June.

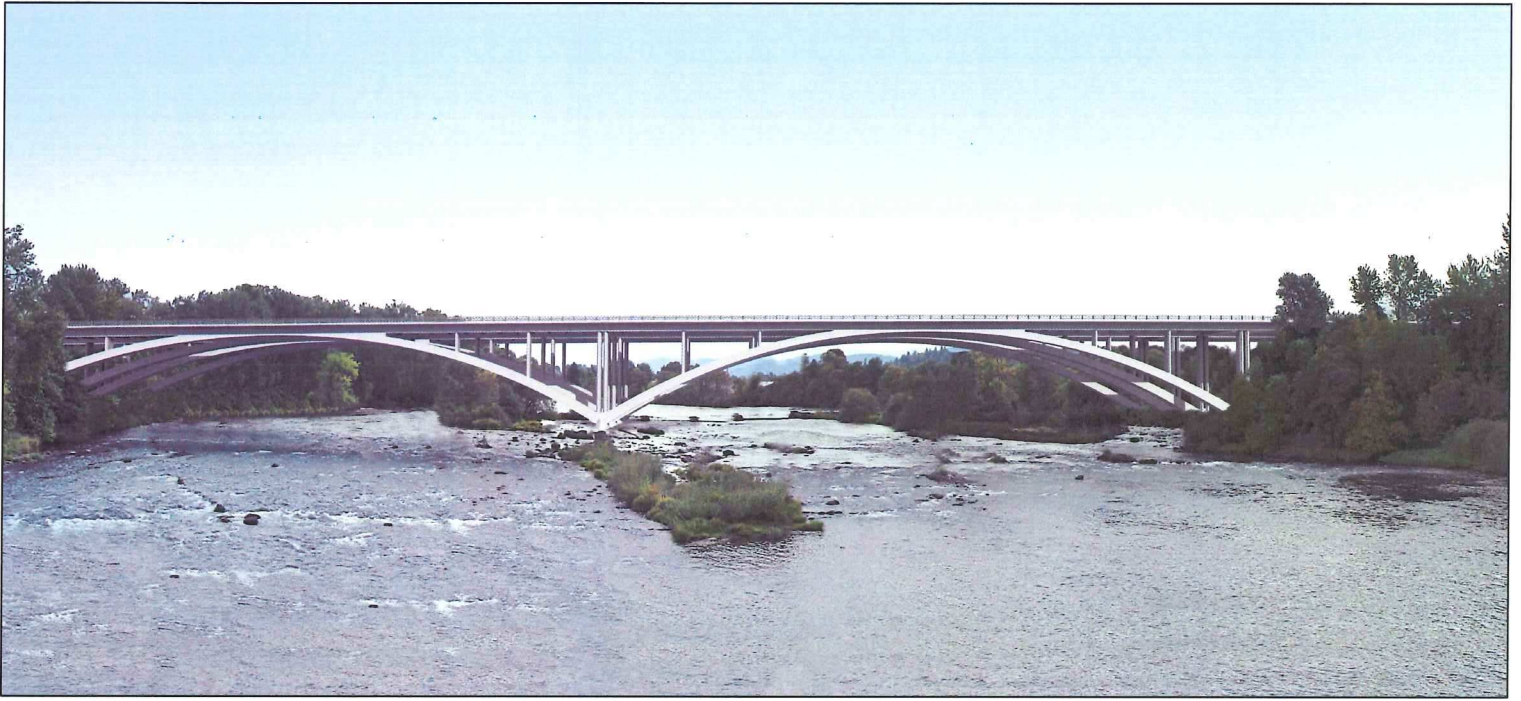
Construction overview

- Construction began in July 2009.
- Contractors built a work bridge across the river as a base for above-water work and to prevent construction materials from falling in the river.
- Crews finished demolishing the original I-5 bridge, which was decommissioned in 2004, in February.
- Work is progressing on the southbound roadway and bridges.
- This month they'll build the drilled shafts for the foundation of the bridge.
- Detour paths have been set up in Alton Baker Park to keep bicyclists and pedestrians safe around the bridge construction and staging areas while still providing access to trails.
- The public involvement team provided kiosks along the paths to show detour routes. Two displays will also be installed on the Knickerbocker Bridge, where the public regularly watches the work.
- The team has started offering public project tours on the second Wednesday of each month. Last month retirement community members toured the project.

Design enhancements

- Since October 2009, three Art and Design Teams have been creating design enhancements for the bridge and areas beneath it.
- The teams worked with local stakeholders to design concepts that respect the area's natural elements and history.

- Their work was guided by a Design Enhancement Panel, a diverse group of design professionals and community representatives.
- Passionate DEP members volunteered thousands of hours for this area.
- The team made the initial concepts available to the public for review in December, including through an online open house.
- Based on the feedback, teams refined their designs and submitted them to the DEP for review. The DEP made final recommendations to the Community Advisory Group.
- The CAG reviewed the proposed designs and forwarded them with conditions to the Project Development Team.
- The conditions focused on working more closely with stakeholders, such as ODOT maintenance staff and the Kalapuya Tribal representatives, in the next phase of refinements.
- The PDT made additional changes and forwarded a final package of recommendations to ODOT.
- Specifically, they decided to let go one of the Art and Design Teams and to issue an RFP for actual design concepts for the above-deck features.
- Next, an Art and Design Team for above-deck features will be selected through an RFP process. Stakeholders will participate in the development of the RFP.
- The other two Art and Design Teams will continue working with stakeholders to refine design concepts for the Whilamut Natural Area and the south bank of the river.



I-5: Willamette River Bridge, Bundle 220: Rendering of the bridge viewed from the west.



I-5: Willamette River Bridge, Bundle 220: Bubble curtain developed to meet hydro-acoustic threshold.



I-5: Willamette River Bridge, Bundle 220: Specially designed mechanical arms aided in a speedy demolition.