

# Local FOCUS

To Strengthen Livable Communities

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## A Confluence of Collaboration

ODOT works with many partners, including the city of Troutdale, to design Sandy River Bridges in the Gorge

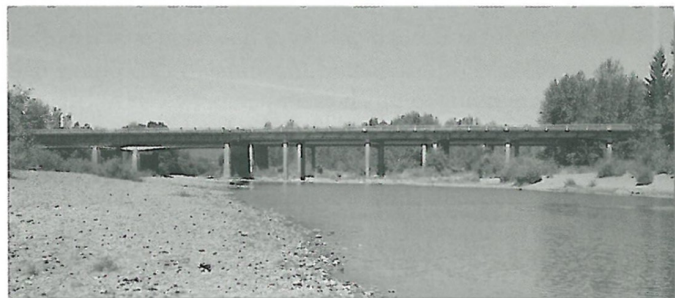
The Sandy River flows from the Reid Glacier on Mount Hood for 50 miles before it joins the most important river in the Northwest, the Columbia. The confluence of these two waterways is important to many stakeholders—the nearby residents of Troutdale; artists, naturalists and historians; as well as cyclists, bird-watchers and fishing enthusiasts.

Because of its work to replace two Interstate 84 bridges over the Sandy River, the Oregon Department of Transportation has the opportunity to meld these varied interests and help some dreams become realities.

Artist and architect Maya Lin is designing permanent art installations for the project. At the Sandy delta site, Lin will create a bird blind with slats that will be inscribed with the names of species observed by the expedition.

Up river, the city of Troutdale wants to ensure that its redevelopment plans for hiking trails along the Sandy will connect hikers with the scenic attractions in the delta and that the bridge's design will appeal to those using the trails. And just west of the river, the 40-Mile Loop Land Trust advocacy group wants access for cyclists to a segment of trail that encircles more than 40 miles of the greater Portland area.

In addition to the usual considerations of cost, construction methods, and traffic flow, engineers from ODOT paid extra attention to aesthetics. The aesthetic elements will be in keeping with the design guidelines outlined in the I-84 Corridor Strategy, which was developed through stakeholder and citizen input for the bridges in the National Scenic Area.



*ODOT worked with various commercial, cultural and recreational organizations on the design for the Sandy River Bridge, slated for replacement under the OTIA III State Bridge Delivery Program. The Columbia River Gorge National Scenic Area is a destination for hikers, historians, cyclists, bird-watchers and fishing enthusiasts and the new bridge will reflect community interests.*

Like the site of the confluence itself, where two bodies of water come together and create turbulence and fertile habitats, the process of achieving consensus is both challenging and rewarding.

“Right now we’re investigating the feasibility of making the pedestrian and bike crossing part of a separate structure,” said Wayman Bolly, a design coordinator with the bridge program’s management consultant, Oregon Bridge Delivery Partners. “We’re aiming for the best long-term solution that works for the largest number of people, including taxpayers, which means all of us.” ■