

This map shows path detours in effect in Alton Baker Park during construction. While east-west path access under the bridges will always be maintained, path users will experience intermittent path closures and delays throughout construction, which is scheduled for completion in December 2012. Watch for detour route updates in eight kiosks located throughout the park and at www.WillametteBridge.org.

I-5 Willamette River Bridge
Eugene & Springfield



c/o Lane Council of Governments
859 Willamette Street, Suite 500
Eugene, Oregon 97401-2910



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Fall 2009

Construction has begun

Contractors for the Oregon Department of Transportation have begun work on the Interstate 5 Willamette River Bridge replacement. Crews are building a work bridge across the river to access the existing and temporary bridges from underneath. They are also building a containment structure to ensure that all materials from construction work and bridge demolition are safely contained and prepared for sorting and reuse or recycling. Our goal is to contain 100 percent of construction debris, preventing all of it from entering the water.

Crews will then build the new southbound bridge that will open to traffic in spring 2011. Next, they will repeat the process on the northbound bridge, with the entire project expected to be complete in December 2012.

Throughout the project, contractors are using part of Alton Baker Park to stage their equipment. Path detours provide safe mobility to bicyclists and pedestrians. Please see the back page for more information about path detours.

Hamilton Construction, based in Springfield, Ore., is ODOT's lead contractor for the project. Hamilton is partnering with Slayden Construction, of Stayton, Ore., and many other local firms.

Watch for closures affecting Franklin Boulevard

Construction on the Willamette River Bridge will mean detours for motorists this fall and winter. Contractors will close the ramp from Franklin Boulevard to southbound I-5 for two months in late fall or winter. This closure will

allow workers to widen the on-ramp. Crews will also close Franklin Boulevard for one weekend to demolish the original I-5 bridge. Signage will notify drivers of closures in advance.

Federal, state and local officials attend groundbreaking

Senator Ron Wyden and Congressman Peter DeFazio joined ODOT Director Matt Garrett, local elected officials and other distinguished guests to celebrate the beginning of construction of the I-5 Willamette River Bridge on Aug. 11.



Federal, state and local officials break ground for the I-5 Willamette River Bridge replacement.

The presentations focused on the economic stimulus the project provides by creating jobs and improving an important transportation corridor. In addition, Esther Stutzman of the Kalapuya Tribe spoke about the history and natural beauty of the surrounding land.

For project updates, please visit www.WillametteBridge.org and follow us on www.Twitter.com, user name: OregonDOT.

Design Enhancement work continues

The new Willamette River Bridge will feature graceful arches under the deck and design features that honor the natural surroundings and the culture of the area's first people, the Kalapuya Tribe. The designs will be reflected throughout the project area, including the bridge, nearby sound walls and the historic Eugene Millrace.

Work on the design details is guided by a Design Enhancement Panel. The DEP is a diverse group of design professionals and representatives from the project's Community Advisory Group. Their work builds upon workshops held in February, in which artists, architects, landscape architects, structural engineers and transportation experts collaborated on a variety of design challenges in and around the Willamette River Bridge project area.

The DEP works with OBEC Engineering, ODOT's design contractor, to ensure that elements of the project area are recognized as interconnected pieces of the whole. These elements include above deck and roadway features and the surrounding land on both sides of the river.

OBEC is working with the DEP to hire multidisciplinary art and design teams, which may include artists, architects, landscape architects and other design professionals. These collaborative teams will be charged with organizing and prioritizing the design elements; building consensus among diverse stakeholders, community representatives and governmental agencies; and creating concepts that respect the local area and culturally diverse communities.

It is anticipated that the art and design teams will begin developing conceptual plans this fall. The second phase of the design enhancements will include preparing



Diverse disciplines worked together on design ideas for the Willamette River Bridge.

construction plans, specifications and estimated costs for the agreed upon design enhancements. Watch for opportunities to provide input as the process continues.

A summary of the February workshops, including a video of highlights, is available on the project Web site: www.WillametteBridge.org.

Working together to make the area better than we found it

The Willamette River Bridge project in Eugene and Springfield involves more than building a new bridge; it will leave the surrounding area in better condition than before construction. ODOT is improving parkland, the historic Eugene Millrace, and paths that are enjoyed by countless people for recreation and commuting.

ODOT is extremely thankful for the thousands of hours of volunteer time that has been devoted by residents and design professionals of Eugene and Springfield on this important project.

The new deck-arch bridges—separate northbound and southbound spans—will provide open vistas for drivers and a sleek profile to bike riders and river users. They will also minimize disturbance to river dwellers, like salmon and Oregon chub, because each arch touches down in the water only once, in the middle of the river.

Why is the project needed?

The original I-5 Willamette River Bridge cannot be cost-effectively repaired or widened to accommodate projected traffic increases. An inspection of the original bridge in 2002 found it to have major structural problems that threatened its stability and safety. The bridge is cracked in many places. Weight limits were posted that forced heavy-haul trucks to detour 200 miles through central Oregon.

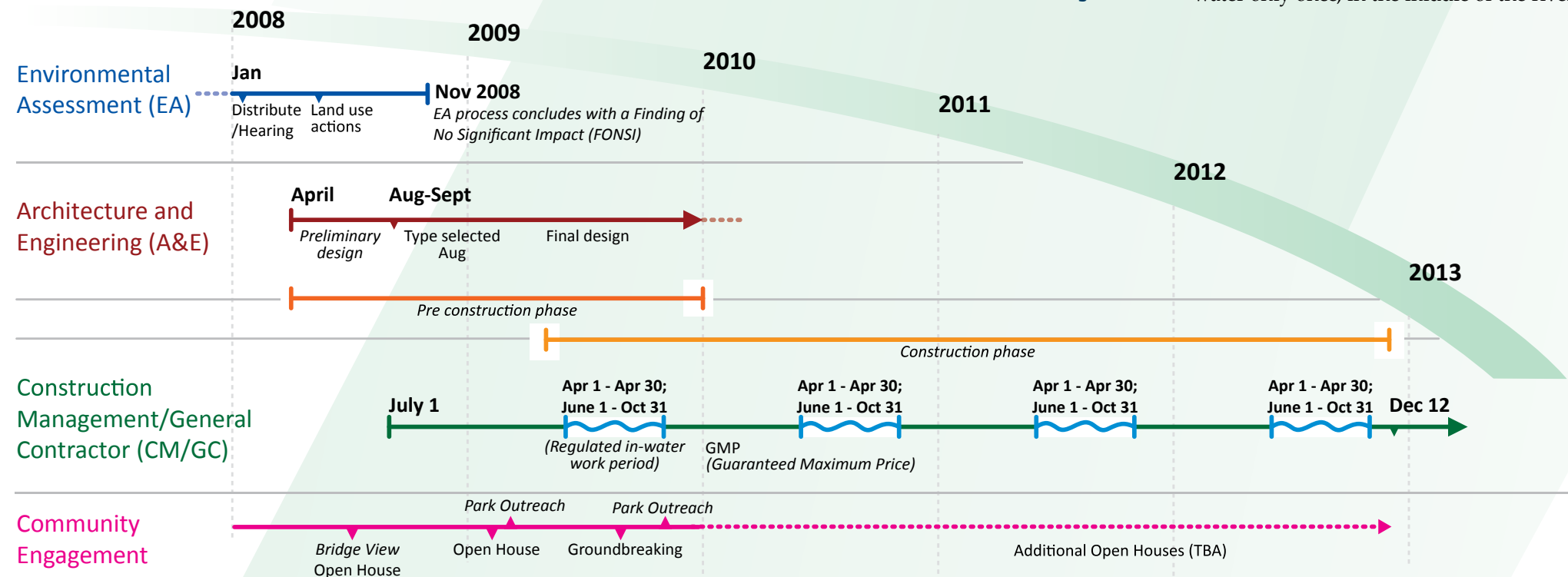
The original bridge also was designed using standards that are no longer appropriate for the size of longer, heavier modern freight trucks. The bridge has substandard shoulders that do not provide enough room for disabled vehicles to move completely out of the travel lanes, creating a safety problem.

ODOT opened a temporary bridge in 2004 as an interim solution to keep the route open for freight and other vehicles until a new bridge could be built. The temporary bridge was constructed using materials and methods that could be installed quickly, but that do not meet environmental, design or seismic standards for permanent freeway bridges.

Project budget

The I-5 Willamette River Bridge project is funded at a total of \$187 million. Of that total, \$40 million is for design and \$147 million is for construction. Funding sources are the Oregon Transportation Investment Act and federal transportation funds.

Steps and schedule



Contact for More Information

For more information, contact:

- Rick Little, ODOT Region 2 Public Information Officer, (541) 726-2442.
- Suzanne Roberts, Public Involvement Coordinator, (503) 471-6866.

Future editions of the I-5 Willamette River Bridge newsletter will be sent via e-mail rather than U.S. Mail to recipients who have provided us with an e-mail address. If you would like to receive future newsletters by e-mail, please send your e-mail address to Suzanne.Roberts@obdp.org.