

APPENDIX G

Project overview looped slide show


Oregon Department of Transportation

I-5 Willamette River Bridge

Open House

February 9, 2009

1



Oregon Department of Transportation

The project

ODOT is building a new permanent bridge to replace the original Interstate 5 bridge and the temporary bridge built in 2004.

2

Oregon Department of Transportation

General project area



3

Oregon Department of Transportation

Project area

A "built environment" in a natural setting.

- Location includes river, wetlands, parks, Greenway, steep rock outcrop, utilities and railroad.
- Interstate crosses over and connects state highway and ramps (Franklin Boulevard).



4

Oregon Department of Transportation

The temporary bridge

- A 2002 inspection identified shear cracks in the bridge structure. Weight limits forced heavy haul trucks to detour 200 miles. Without a replacement bridge, this would have major impacts on the economy.
- ODOT built a temporary bridge in 2004.

5

Oregon Department of Transportation

Project purpose and need

Improve safety while maintaining connectivity and mobility for users of I-5 over the Willamette River in the Eugene/Springfield metropolitan area.

- The existing bridge is in poor structural condition and has been decommissioned.
- The temporary bridge is not designed to withstand earthquakes and does not meet federal standards for permanent interstate bridges.

6

Oregon Department of Transportation

Proposed solution

- Replace the existing interstate bridge and remove the temporary detour bridge.
- The new bridge will be built to current standards, will accommodate future traffic needs, and will be designed to complement community and natural resource values.
- The Patterson Slough bridge will also be replaced.

7

Oregon Department of Transportation

Project funding

- A total of \$150 million has been allocated for construction of the project.
- Funded by the Oregon Transportation Investment Act and federal earmark funds.

8

Oregon Department of Transportation

What is OTIA?

The OTIA III State Bridge Delivery Program is part of Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds are:


- repairing or replacing hundreds of bridges,
- paving and maintaining city and county roads,
- improving and expanding interchanges,
- adding new capacity to Oregon's highway system and
- removing freight bottlenecks statewide.

9

Oregon Department of Transportation

OTIA

Based on 2008 dollars, about 14 Oregon family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Each year during the remainder of the OTIA program, we estimate that construction projects will sustain an average of 4,100 family-wage jobs.



10

Oregon Department of Transportation

Project goals

Goal 1: Provide transportation facilities that complement and support state and local transportation systems and land use planning.

Goal 2: Avoid or minimize impacts to natural resources.

Goal 3: Protect and enhance recreation resources and the recreational experience of users in the vicinity of the project.

Goal 4: Provide an aesthetically pleasing solution that recognizes the scenic beauty and community significance of the project area.

Goal 5: Provide a sustainable, cost-effective solution that has performance durability during its expected design life, minimizes construction impacts, and can be safely constructed and operated.

11

Oregon Department of Transportation

Natural resources

- Wetlands, river (with Spring Chinook salmon, possible bull trout), Patterson slough ('canoe trail' and heron rookeries) and tributaries.
- Willamette River Greenway and significant Goal 5 riparian corridor.
- Historic sites (Eugene millrace diversion dam structures, in water and on land).
- East Alton Baker Park (Whilamut Natural Area and Eastgate Woodlands) trails.




12

Oregon Department of Transportation

Parks near the bridge

- Whilamut Natural Area of Alton Baker Park spans both sides of the bridge. The area east of the bridge is known as Eastgate Woodlands.
- Hikers, runners and cyclists use area trails.
- Boaters, floaters, rafters and kayakers recreate in and through the area.



13

Oregon Department of Transportation

Additional design constraints

The area is complex, with physical limitations for connecting the new bridge with the interstate and Franklin Boulevard ramps at the south end of the project:

- High-power electrical lines on both sides of bridge.
- Buried high-pressure gas lines and other utilities under bridge.
- Franklin Boulevard.
- On- and off-ramps.
- Railroad under bridge.
- Judkins Point rock outcrop (determines interstate alignment) and houses.
- Parks and millrace structures.

14

Oregon Department of Transportation

Environmental work

Environmental Assessment began in 2005 and considered:

- A range of potential bridge types.
- Possible bridge-related impacts and recommended strategies to reduce those impacts.

15

Oregon Department of Transportation

Environmental Assessment

- Most important consideration for EA was impact of bridge piers in river and footprint of the new bridge.
- Two side-by-side bridge structures with no more than three piers per bridge in the river studied.
- Two side-by-side bridges allows for natural light under the bridges, construction in phases, and is easier and less costly to maintain.

16

Oregon Department of Transportation

Environmental Assessment

- EA analyzed potential impact of demolishing existing bridges, construction of temporary structures, and completion of permanent structures.
- EA confirmed two side-by-side bridges would meet traffic needs for the next 20 years; Federal Highway Administration issued a "Finding of No Significant Impact."
- Springfield, Eugene, and Lane County approved land use amendments.

17

Oregon Department of Transportation

Survey results

A 2008 Web survey gathered input, values and ideas about bridge types.

- Respondents asked for a graceful, distinctive and memorable bridge that fits the character of the area.
- Respondents also requested that costs, maintenance needs and impacts to the community and environment be minimized.

18

Oregon Department of Transportation

Bridge design and type

Goal: Select a bridge type and design that strikes a balance between design characteristics of highways and bridges within an affordable budget that responsibly uses transportation funding.


Eugene-based *OBEC Consulting Engineers* and *T.Y. Lin International* working with the Community Advisory Group, Project Development Team and the community to design the new bridge.

19

Oregon Department of Transportation

Bridge type selection


The selected bridge type, a deck-arch bridge, is characterized by graceful curves and an attractive profile.



20

Oregon Department of Transportation

Bridge type selection



21

Oregon Department of Transportation

Emerging Theme: Whilamut Passage

- Recognizes the unique setting of the bridge in the Whilamut Natural Area.
- Recognizes the area as a transportation hub of bicycle, pedestrian, rail, waterway and highway traffic.
- Still under discussion.

22

Oregon Department of Transportation

Coordination with other projects

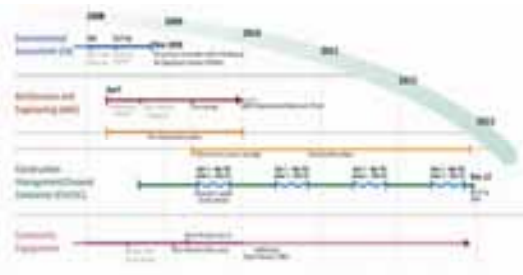
ODOT is coordinating as much as possible with other projects in the area. These projects include:

- Study of future configurations of Franklin Boulevard.
- Study of potential improvements at Glenwood Interchange.
- Phase II of Bus Rapid Transit (BRT) on Franklin Boulevard.
- Glenwood Redevelopment Plan for City of Springfield along Franklin Boulevard.

23

Oregon Department of Transportation

Project schedule



24

Oregon Department of Transportation

Public involvement

Ways to get involved:

- Sign up to receive project updates.
- Attend an open house to learn more about the project.
- Fill out and return a comment card.
- Visit the Web site. Check www.WillametteBridge.org for updates.
- Call or e-mail one of the contacts on the following page.

25

Oregon Department of Transportation

For more information, contact:

Megan Banks, Willamette River Bridge Public Involvement
(541) 682-7413, mbanks@lcog.org

Joe Harwood, ODOT Region 2 Public Information Officer
(541) 726-2442, Joseph.D.Harwood@odot.state.or.us

Visit the project web site:
www.WillametteBridge.org

- Thank you -

26