

I-5: N. Ashland Interchange – Green Springs Project Aesthetics Advisory Committee (AAC)

Meeting #3 Summary

February 11, 2009
11:30 a.m. – 1:30 p.m.

Attending:

AAC – Michael Dawkins, Jerome White, Jonathan Warren, Kate Jackson, Katharine Flanagan, Jennifer Longshore, Dave Young

Project Team – Alex Cousins, John Galbraith, Gary Leaming, Russ Norton, Jeremy Mikkelsen, Alissa Loberg

City of Ashland – Ann Seltzer

Guests – Laurie Sager

Exits 19 & 14 Site Visits

The AAC met at the parking lot of the temporary Oregon Welcome Center off Lowe Road at Exit 19. Gary provided safety hats and vests for everyone. Alex led a round of self introductions. The AAC was joined by staff members from Quincy Engineering who were on hand for their own site inspections and to serve as technical resources to the group. New AAC member Dave Young (Ashland Transportation Commission) and guest Laurie Sager (Ashland Tree Commission) also joined the tour. The purpose of today's meeting, the AAC's third, is to visit the bridges at I-5 Exits 14 and 19 to get a better understanding of the opportunities and constraints at each site. Afterward, the AAC will have a lunch and short debrief at the Best Western Windsor Inn.

Russ Norton with Quincy handed out information packets containing plan and elevation views, cross sections, and aerial maps for both exits. He quickly reviewed the work that would be performed at Exit 19. The bridge will be replaced with a new bridge with one lane in each direction plus a median lane. The new bridge will be located slightly to the north of the existing bridge to allow for maintaining traffic on Valley View Road throughout construction. The span will be shorter than the current bridge with one center support column and retaining walls at the abutments. Shoulders will be provided on both sides of the bridge deck. Landscaping in all 4 interchange quadrants can be included in the project.

Before the tour began, Gary announced that ODOT Maintenance has had the chance to weigh in on the AAC's idea of using fruit and vegetable plantings in the landscaped medians. Unfortunately, that idea won't be allowed. ODOT will not install plantings that will encourage people to stop along the freeway or cross into ODOT right-of-way to collect produce. It is a safety issue as well as a maintenance issue. Gary noted that ODOT did not want to squash the group's creativity. He suggested that non-fruiting ornamental

trees and shrubs were permissible and could still accomplish the suggestion to simulate a planted orchard or vineyard.

Exit 19 Site Tour

The group viewed Exit 19 and the overpass from Lowe Road and the northwest interchange quadrant. The committee had the following observations/questions:

- Will there be lighting on this bridge? (Not part of this project.)
- Will there be irrigation for landscaping? (No, unless the City would like to provide that. Local wells in the area do provide plenty of water. Otherwise, water to establish the new plantings in the first year could be trucked in or provided with gel packs. Native plants will perform better at this location.)
- In addition to the bridge columns, the retaining walls on the bridge abutments provide opportunity for additional aesthetic treatment.
- Since there will be no sidewalks and bike lanes on the bridge, can the shoulder have additional texturing and color to delineate the space from vehicle lanes? (This will not be allowed since colors, striping, signing etc. (called delineation) used for traffic must meet nationwide standards as defined by the Manual of Uniform Traffic Control Devices. In addition, maintenance would be difficult and pavement textures can create safety issues for motorcycles and bicycles during wet conditions.)
- Are the turn lane islands part of the project and considered for aesthetic treatment also? (The turn lane islands cannot be considered for aesthetic treatment. Their location at the ends of the ramps and as part of the ramp intersection must remain untreated to avoid affecting the drivers' lines of sight and to avoid introducing a fixed object that could be a safety concern. It has not been determined whether these areas will be painted or whether a raised concrete island would be used.)

Exit 14 Site Tour

The AAC members then carpooled down to Exit 14 to view the overpass. The group parked at the Holiday Inn Express and walked from the southeast interchange quadrant to the northeast quadrant.

Russ reviewed the work to be performed at Exit 14. The bridge will be widened to provide one lane in each direction plus a median that will provide for left turn pockets at the ramp intersections. Standard shoulder widths will be provided on both sides of the bridge with accommodation for bikes and sidewalks will be provided for pedestrians. The ramp intersections will be signalized and lighting will be provided on the bridge. Landscaping and irrigation will be replaced in all 4 interchange quadrants. The northbound entrance ramp and southbound exit ramp will be widened to provide an additional lane for traffic. A retaining wall may be needed to widen the northbound I-5 on-ramp, but it will not be visible to roadway users. Sidewalks on both sides will be extended beyond the bridge itself to match the existing sections on the east and west sides.

Russ reviewed the cross-section and noted that the bridge essentially will be tripled in width. The center line will remain where it is with new bridge sections added to each side of the current structure. The bridge will look very different from what can be seen today. The concrete barriers that are protecting the columns from I-5 traffic will be replaced but the solution to that has not been determined yet. The earthen mound protecting the center columns will also be lowered to meet current roadway standards. In order to provide 17'4" of vertical clearance under the bridge, the highway will be lowered by 2-4'.

The committee had the following observations/questions during the site tour:

- There is a large amount of shrub plantings on the existing southeast interchange quadrant – will all of that be replaced? (Yes)
- Irrigation is currently available? (Yes, but the system is a patchwork, having been added to over the years. ODOT maintenance is actually looking forward to replacing the system)
- Will the existing guardrails be replaced? (Yes, that can also be part of the project). Cor-ten steel might be a good replacement for the guardrail and could match cor-ten pedestrian fencing on the bridge.
- What utilities are currently on the bridge? (There is a water line, cable, and fiber optic line.)
- Will the overhead power lines on the south side of the bridge be impacted by this project? (It appears unlikely that the power lines will be impacted.) The power lines do compete for your attention as you view the mountains beyond the bridge. It would be nice to put them in a conduit also. (Councilor Jackson noted that she had a meeting with Ashland Electric following the AAC meeting and would inquire about the possibility of moving the power lines.)
- What kinds of trees are currently planted on the north side of the bridge and what will happen to them? (They are believed to be flowering plum. It is up to the committee to recommend whether they should be a part of the landscaping. If not, the City will likely want to re-plant them elsewhere.)
- It would be nice to include some sort of sculptural element on each end of the bridge similar to what has been done in Grants Pass (Gary showed a photo of that on his cell phone). Perhaps the project could include a base for the sculpture and the actual artwork could be added later by the City. This can be done as long as any artwork and sculpture is beyond the “clear recovery zone”, the area adjacent the roadway that is kept clear for errant vehicles, or behind one of the planned roadside barriers (metal beam guardrail, for example).

Lunch & Debrief

The group then headed to the Windsor Inn for a lunch and follow-up discussion. Thanks to Jon Warren for hosting this part of the meeting. John Galbraith unveiled two display boards with examples of various aesthetic treatments that have been applied on other transportation projects elsewhere. The displays showed different options for texture, color, lighting, pier shapes, railing, abutments, retaining walls, and fencing. Color handouts of the same were handed out also.

The AAC discussed the displays and made the following observations:

- Possibility for mosaics on the interior of the bridge using cement and steel. Panels could show relief.
- Words stamped into the concrete pedestrian path could evoke Shakespeare.
- Opportunity to showcase the work of local artists, although funding has been difficult to obtain on other projects. It would be nice to include funding for that as part of this project budget.
- A higher concrete pedestrian wall would better protect from the wind than a steel railing. Could we make the parapet higher than minimum standard? (Probably, but there would be a trade-off with the views/visual interest if the wall were higher. Quincy will need to consider how much higher that concrete railing can be. On a bridge widening, the weight of the railing on the bridge can be a factor and there may be maximum height due to the weight on the edge of the bridge.
- Think of ways to showcase buildings and architecture from Shakespeare period – Lines that depict buildings?
- Bridge architecture should be simple and clean. The cleaner the lines, the more visually appealing it will be.
- Avoid replicating the surrounding hills and mountains in the pedestrian railing – we have that naturally. Straight lines in the railing would look better – with a flat top.
- Colors should reflect the natural tones of the area.
- Use of form liner should be limited to natural rock look.
- Being able to observe different bridge aesthetics will vary depending on the speed and location of the user – vehicles' view will be different than people walking.
- The theme of the bridge could be the natural environment (flowering type plants, non-fruiting trees and shrubs) with a sub-theme of Shakespeare on the bridge deck.
- Consider the use of banners on the bridge. Flag supports could be built into the railing. The City could provide the banners and change them seasonally.
- Sculpture at the ramp ends on each end of the bridge. Perhaps light the sculpture.
- Cor-ten steel (rebar) in the railings could match cor-ten guard rail.
- Consider low-level lighting inset into the wall to illuminate the pedestrian path. Could this be a replacement for pedestrian lighting on poles (Unsure – will need to look into pedestrian lighting standards). If not, consider path lighting in addition to overhead. Try to match pedestrian lighting with roadway lighting.

Since the AAC only had about 30 minutes to review the displays, time was limited for additional discussion. Alex noted that there was still plenty of time for the AAC to determine exactly what types of aesthetic treatments to use on various parts of the project. For John Galbraith's work that is due to Quincy soon, the group need not worry about having all of those determinations made now. The important thing to consider is agreement on where aesthetic enhancements will be made (piers, abutments, railing, etc.). The next AAC meeting should be focused on settling on a general theme for the bridge as well as agreement on where aesthetic treatments should be located. John added that AAC

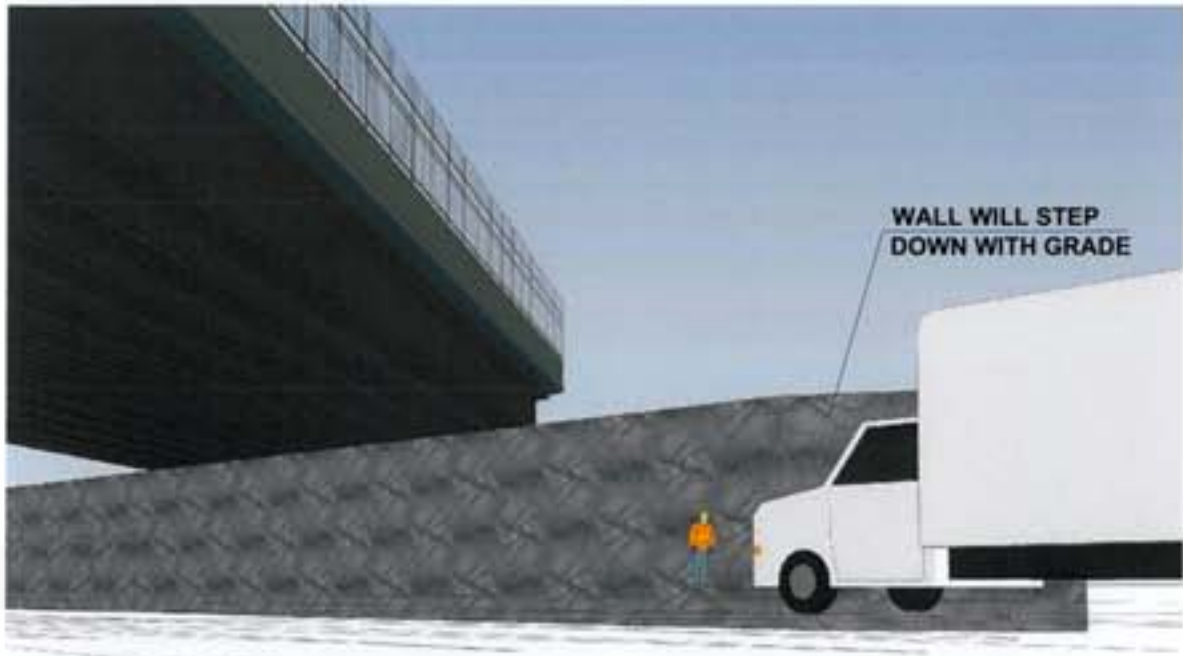
input to the treatment options is helpful and he encouraged everyone to provide their comments via email between now and the next meeting.

Next Steps

Next Meeting: AAC members to meet at the Ashland Public Works Building on Winburn Way, on Wednesday, February 25 at 11:30 a.m.

Please email aesthetic treatment comments and ideas to Alex at alex@jla.us.com by Wednesday, February 18. This will give John enough time to incorporate the ideas into his renderings.

1:45 p.m. Adjourn



WALL TREATMENT
 EXIT 19 WITH SPEC FORM LINER TREATMENT
 AT ITS GREATEST HEIGHT THE WALL IS APPROXIMATELY 14 FEET TALL

FORM LINERS



TREATMENTS

STAMPED CONCRETE

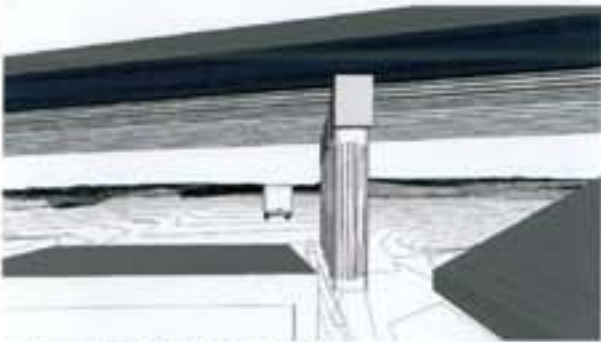


COLOR



NON-TOXIC CONCRETE STAIN SOURCE

COLUMN TREATMENT



FLUTED/ SIMPLE DESIGN

COLUMN- PRECEDENTS



OAKLAND

ODOT EXAMPLES- COLUMNS



ODOT EXAMPLES- END BENTS AND WALLS



BRINGING THE DECK DESIGN DOWN ONTO THE COLUMNS



L.A., CA

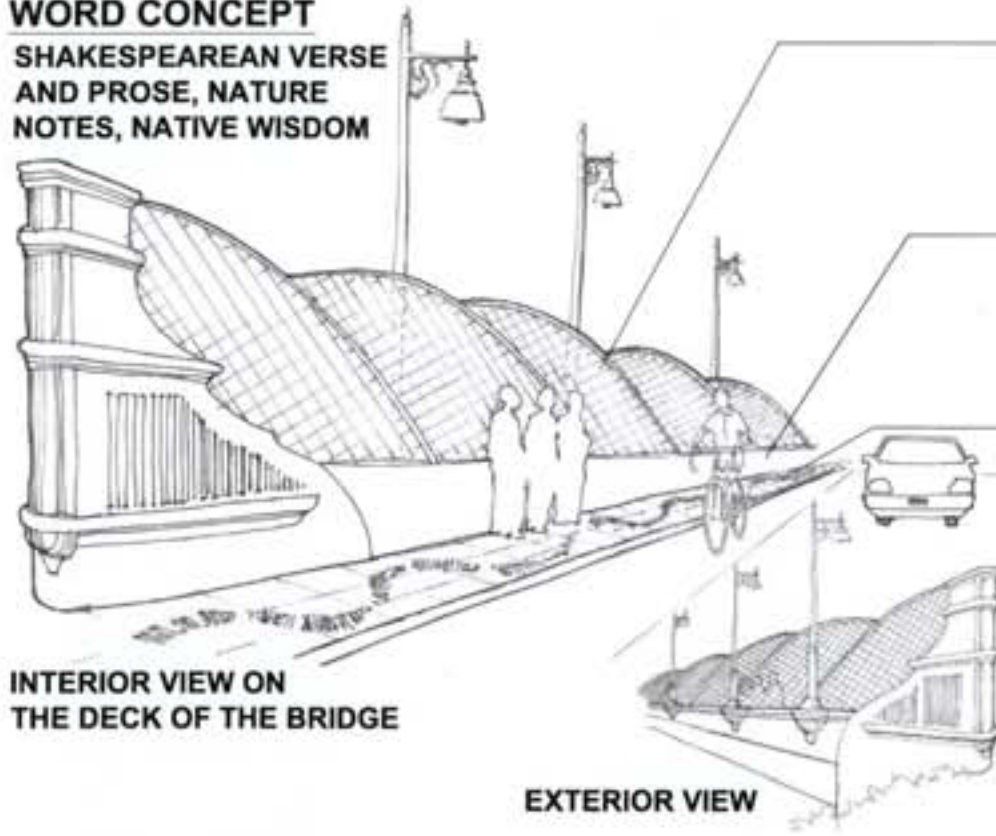


CONCEPTUAL DRAWINGS
BUNDLE 314 • MATERIALS FOR BRIDGE COMPONENTS • ASHLAND, OREGON

WALL AND COLUMN EXPLORATION

WORD CONCEPT

SHAKESPEAREAN VERSE
AND PROSE, NATURE
NOTES, NATIVE WISDOM



INTERIOR VIEW ON
THE DECK OF THE BRIDGE

EXTERIOR VIEW

PROTECTIVE FENCING

- 6 TO 7 FEET TALL
- USE OF INTERESTING MATERIALS
- REPETITIVE PATTERN

CONCRETE RAIL

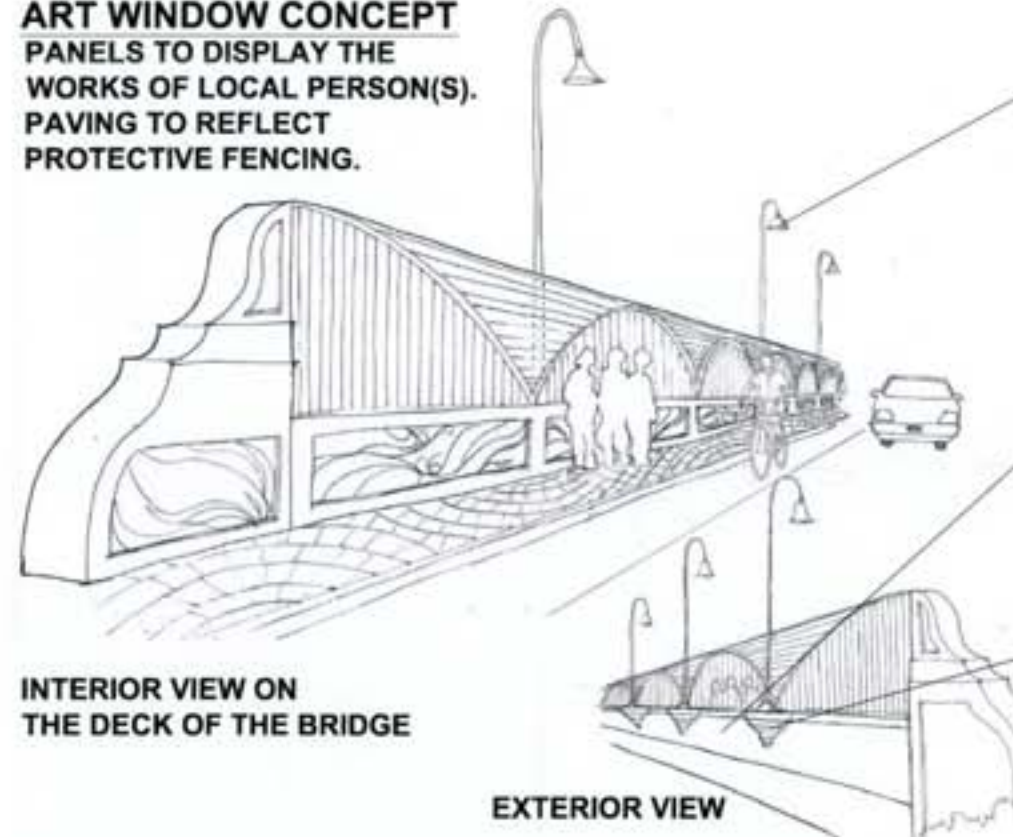
- 3 FEET TALL
- A PLACE TO DISPLAY LOCAL ART
- REPETITIVE PATTERN

SIDEWALK PAVING

- 7 FEET WIDE ON EXIT 14
- STAMPED PATTERN
- INCORPORATE ASHLAND THEMES

ART WINDOW CONCEPT

PANELS TO DISPLAY THE
WORKS OF LOCAL PERSON(S).
PAVING TO REFLECT
PROTECTIVE FENCING.



INTERIOR VIEW ON
THE DECK OF THE BRIDGE

EXTERIOR VIEW

LIGHTING

- PEDESTRIAN AND SIGNAL RELATE
- COMPLIMENT BRIDGE STRUCTURE
- DARK SKY FRIENDLY

CONCRETE RAIL (EXTERIOR)

- 4.5 FEET TALL
- USE OF INTERESTING MATERIALS
- COMPLIMENT INTERIOR

**EXTERIOR OUTCROPPING/ LIGHT
LEDGE**

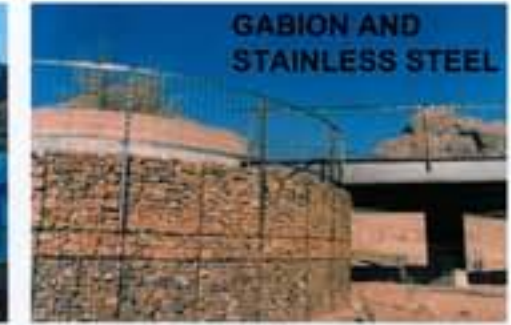
- COMPLIMENT STRUCTURE
- DOES NOT INTERFERE WITH
PEDESTRIAN RIGHT OF WAY
- INCORPORATE ASHLAND
THEMES



REBAR/
TEN STEEL



THE DALLES



GABION AND
STAINLESS STEEL



PANELS TO
DISPLAY DESIGNS



PANELS SHOW RELIEF



FAN PATTERN



ROCK SALT FINISH



WORDS IMPRINTED IN THE PAVING



PEDESTRIAN LIGHTING



SAMPLES OF LIGHTS



SIGNAL TO COMPLIMENT STRUCTURE AND
PEDESTRIAN LIGHTING



CONCEPTUAL DRAWINGS

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BRIDGE DECK AND EXTERIOR BRIDGE VIEW