WELCOME!

This meeting includes live captioning.

Please mute when you are not speaking.

When calling in by phone, mute your computer speakers to prevent feedback.
AGENDA

► Introductions/Welcome/Principles of Agreement
► Public Comment
► Precedents & Possibilities
► We Heard You: Project Updates & What’s Upcoming
  » Governance Progress
  » Development Economic Analysis
  » Girder Sizing
  » Air Quality Analysis
  » Property Acquisition Update
► Next Steps
7 PRINCIPLES OF AGREEMENT

1. Your voice matters
2. Be authentic and genuine
3. Listen for understanding
4. Deal with issues, not with people
5. Experience discomfort
6. Remain respectfully engaged
7. Expect & accept non-closure
If you're snowed in during an ice storm, what is your go-to snack?

| Lays Plain Potato Chips!  
| You can't have just one! :/ |
|---------------------------|-----------------------------|
| Kettle Corn Pop Corners!! |
| Popcorn                   |
| pistachios and spicy doritos |
| Apples and Carmel sauce   |
| Tacos                     |
| cookies                   |
PROJECT UPDATES
PUBLIC COMMENT

► Focus comments on today’s meeting topics
► Speakers have up to 2 minutes to comment
► To provide more extensive comments reference page 1 of your agenda

To provide comments
Call: 971-247-1195
Meeting ID: 829 7848 7330
Passcode: 007409
1. Dial *9 to raise your hand
2. After you are invited to speak, dial *6 to unmute
PRECEDENTS & POSSIBILITIES
What elements of Precedents excite you the most?

1st: Stony Island Arts Bank
2nd: Destination Crenshaw
3rd: Vanport Square
4th: PCC Opportunity Center
5th: Sherman Phoenix
WE HEARD YOU: PROJECT UPDATES & WHAT’S UPCOMING
WE HEARD YOU

► Governance Progress
► Development Economic Analysis
► Girder Sizing
► Air Quality Analysis
► Property Acquisition Update
GOVERNANCE PROGRESS
DEVELOPMENT ECONOMIC ANALYSIS
GIRDER SIZING
GIRDER DESIGN

Questions from December Work Session:

► How was the precast concrete BT60 girder selected as the initial concept?
► What would be needed to accommodate larger capacity?
GIRDER TYPE

▲ Precast concrete girders are common for bridge design because:
  » Economical
  » Ease and speed of construction (limited temporary works)
  » Can be designed with high strength-to-depth ratios (e.g., shallower bridge depth)
  » Low maintenance (good life-cycle cost)
For this project, the precast BT60 girder is recommended because:

- Allows for construction over I-5 with limited disruption to traffic
- Economical based on large quantity and repetitive nature of construction
- Can achieve added capacity by specifying higher concrete & reinforcing steel strength (which the project is assuming)
- Side-by-side girder layout provides additional construction efficiencies by eliminate temporary form work (better capacity at the same or reduced cost)
GIRDER SIZE & CAPACITY
GIRDER SIZE & CAPACITY

I-5 Mainline Profile

Assumes lowering existing freeway grade lowering 3 to 4’
GIRDER SIZE & CAPACITY

- BT60 girder provides capacity to carry the street loads in addition to the open cover uses and landscaping.
- BT60 girders can accommodate up to 3-story buildings.
- The team has identified a wide range of precedence which are compatible with BT60 girders.
In response to the HAAB’s question related to increasing the girder size:

► The freeway and/or local street profile would need to be further modified to accommodate larger girders

► Increasing the girder size beyond the transportation needs cannot be paid for using transportation funds
Deeper girders for full length of cover would require raising local streets.
Deeper girders between Hancock St and Weidler St only requires lowering I-5 profile.

Possible freeway profile for deeper girders.
Feasibility of Larger Girders

1. North end – Deeper structure not feasible due to proximity from existing Eliot Viaduct
2. Middle and southern end – Deeper structure would require raising local streets and lowering I-5 to accommodate 6-story buildings
3. Between Hancock St and Weidler St – Deeper structure could be accommodated with freeway profile changes only

1. Deeper structure not feasible
2. Area requires both raising cover and lowering I-5
3. Possible with only lowering I-5
Summary

» Larger girders to accommodate more than 3-story buildings for the middle and south ends requires both lowering I-5 and raising local streets

» If limited to between Hancock St and Weidler St
  - Buildings up to 4-stories could be accommodated with BT72 girders and lowering I-5 an additional 1 to 1.5 feet (total of approximately 5’)
  - Buildings up to 6-stories could be accommodated with BT84 girders and lowering I-5 an additional 2 to 3 feet

» Tradeoffs of larger girders include increased cost, potentially additional impacts above I-5, more complex construction & temporary traffic impacts

» Highway funds cannot be used for additional costs beyond BT60 girders for transportation needs
AIR QUALITY ANALYSIS
FOLLOW UP TOPIC: AIR QUALITY & TUNNEL VENTILATION

► What have we done?
► What do we know?
► What are we planning to do?
PROPERTY ACQUISITION UPDATE
QUESTIONS?
NEXT STEPS
THANK YOU!

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