

# HISTORIC ALBINA ADVISORY BOARD

**MEETING 29**

*January 23, 2024*



# WELCOME!

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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

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- ▶ 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

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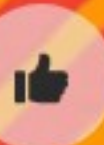
1. Your voice matters
2. Be authentic and genuine
3. Listen for understanding
4. Deal with issues, not with people
5. Experience discomfort
6. Remain respectfully engaged
7. Expect & accept non-closure

**If you're snowed in during an ice storm, what is your go-to snack?**





# PROJECT UPDATES



# PUBLIC COMMENT

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- ▶ 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** | Sherman Phoenix

**2nd** | Destination  
Crenshaw

**3rd** | Stony Island Arts  
Bank

**4th** | Vanport Square

**5th** | PCC Opportunity  
Center



# WE HEARD YOU: PROJECT UPDATES & WHAT'S UPCOMING





# WE HEARD YOU

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- ▶ Governance Progress
- ▶ Development Economic Analysis
- ▶ Girder Sizing
- ▶ Air Quality Analysis
- ▶ Property Acquisition Update

# GOVERNANCE PROGRESS





# DEVELOPMENT ECONOMIC ANALYSIS



# GIRDER SIZING





# GIRDER DESIGN

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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

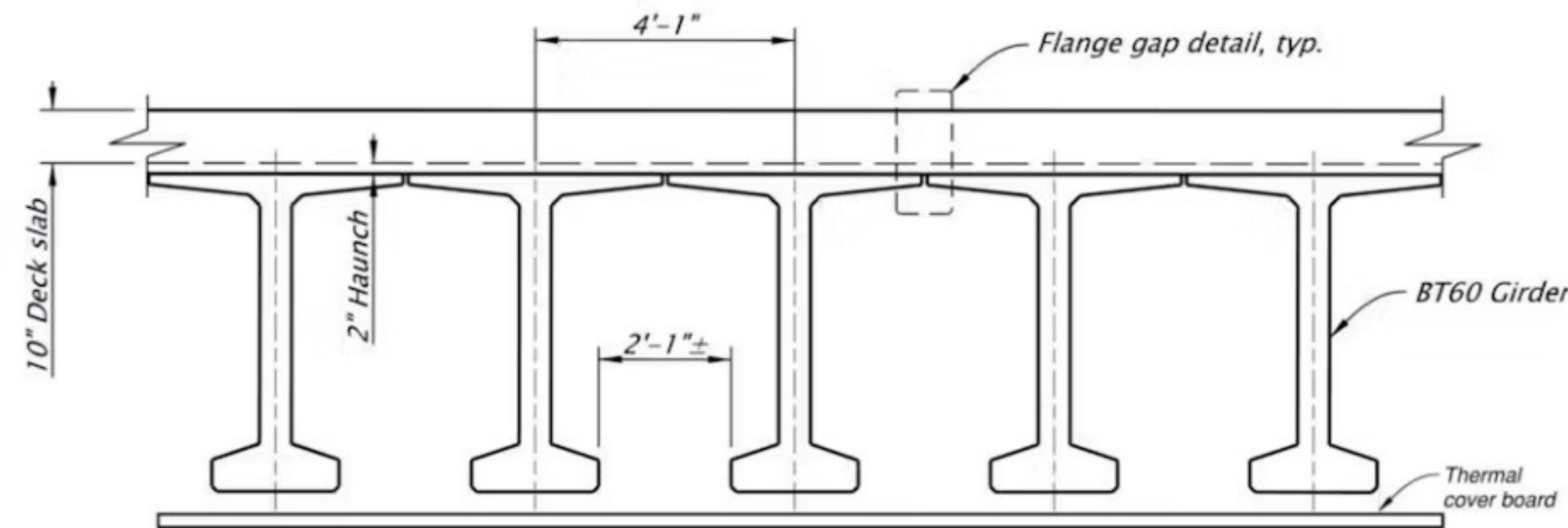
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- ▶ Precast concrete girders are common for bridge design because:
  - » Economical
  - » Ease and speed of construction (limited temporary works)
  - » Can be designed with high strength-to-depth ratios (e.g., shallower bridge depth)
  - » Low maintenance (good life-cycle cost)



# GIRDER TYPE

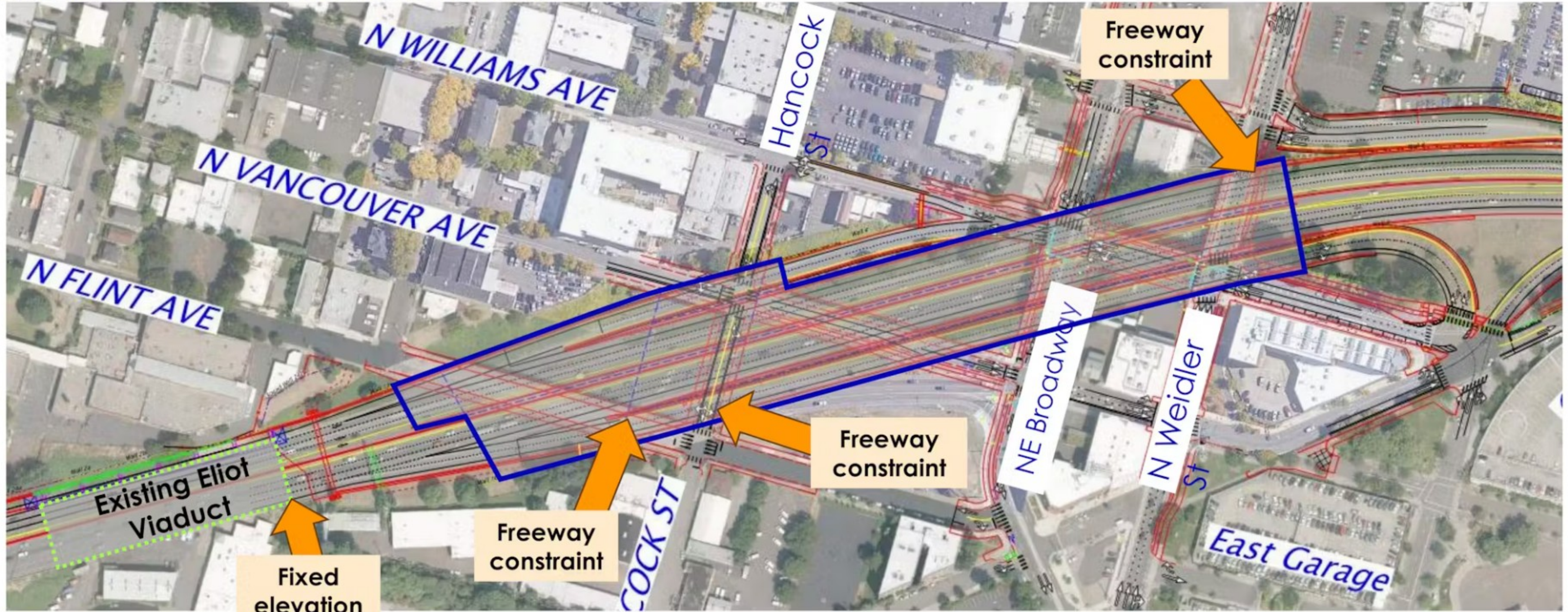
- ▶ For this project, the precast BT60 girder is recommended because:
  - » Allows for construction over I-5 with limited disruption to traffic
  - » Economical based on large quantity and repetitive nature of construction
  - » Can achieve added capacity by specifying higher concrete & reinforcing steel 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)



**TYPICAL SUPERSTRUCTURE SECTION**  
No Scale

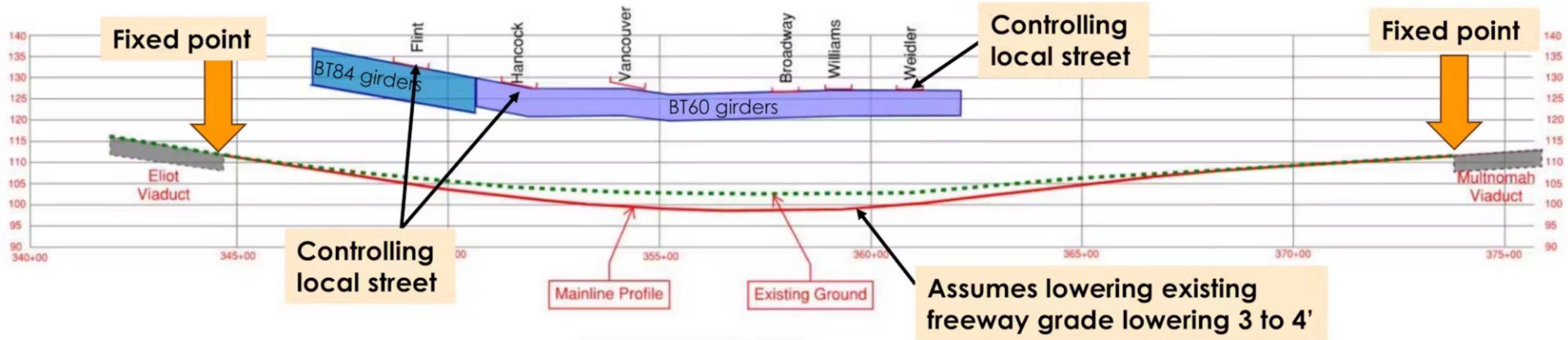


# GIRDER SIZE & CAPACITY





# GIRDER SIZE & CAPACITY



I-5 Mainline Profile



# GIRDER SIZE & CAPACITY

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- ▶ 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



# GIRDER SIZE & CAPACITY

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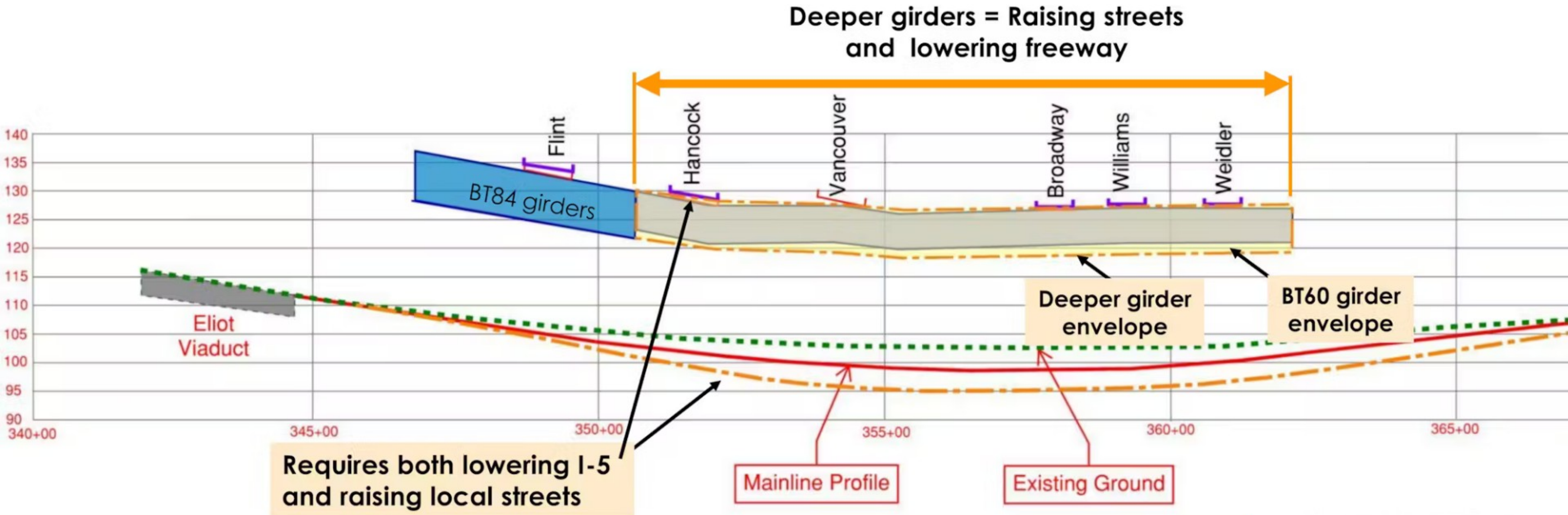
In response to the HAAB's question related to increasing the girder size:

- ▶ 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



# GIRDER SIZE & CAPACITY

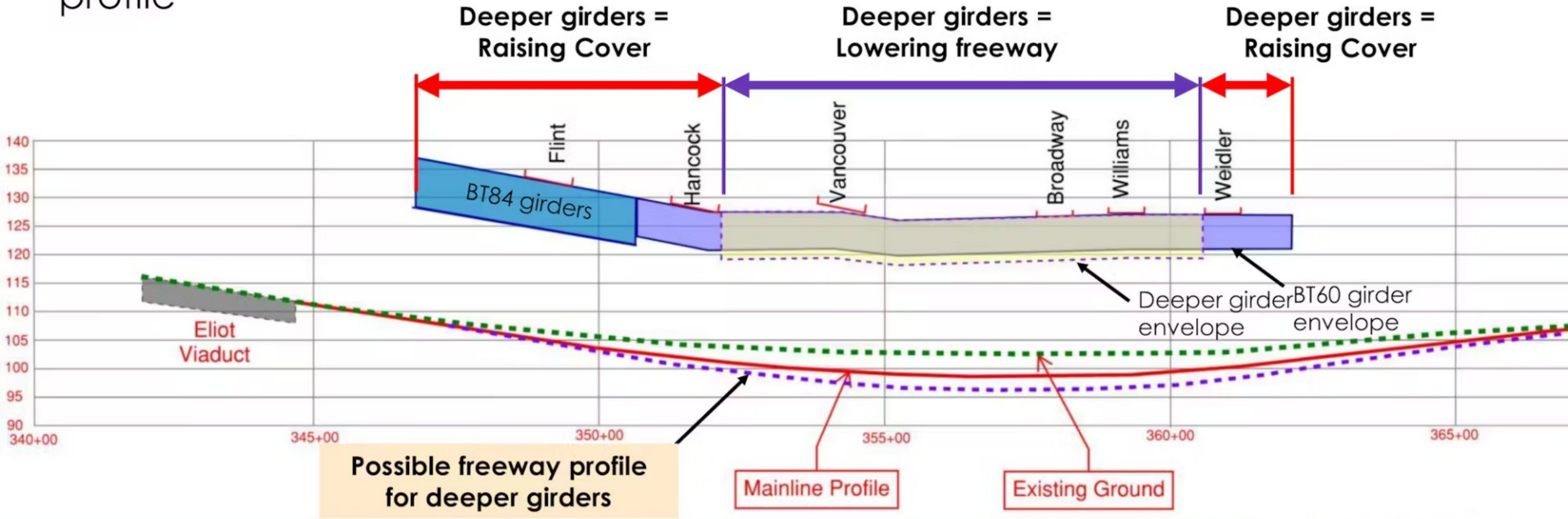
- ▶ Deeper girders for full length of cover would require raising local streets





# GIRDER SIZE & CAPACITY

- ▶ Deeper girders between Hancock St and Weidler St only requires lowering I-5 profile

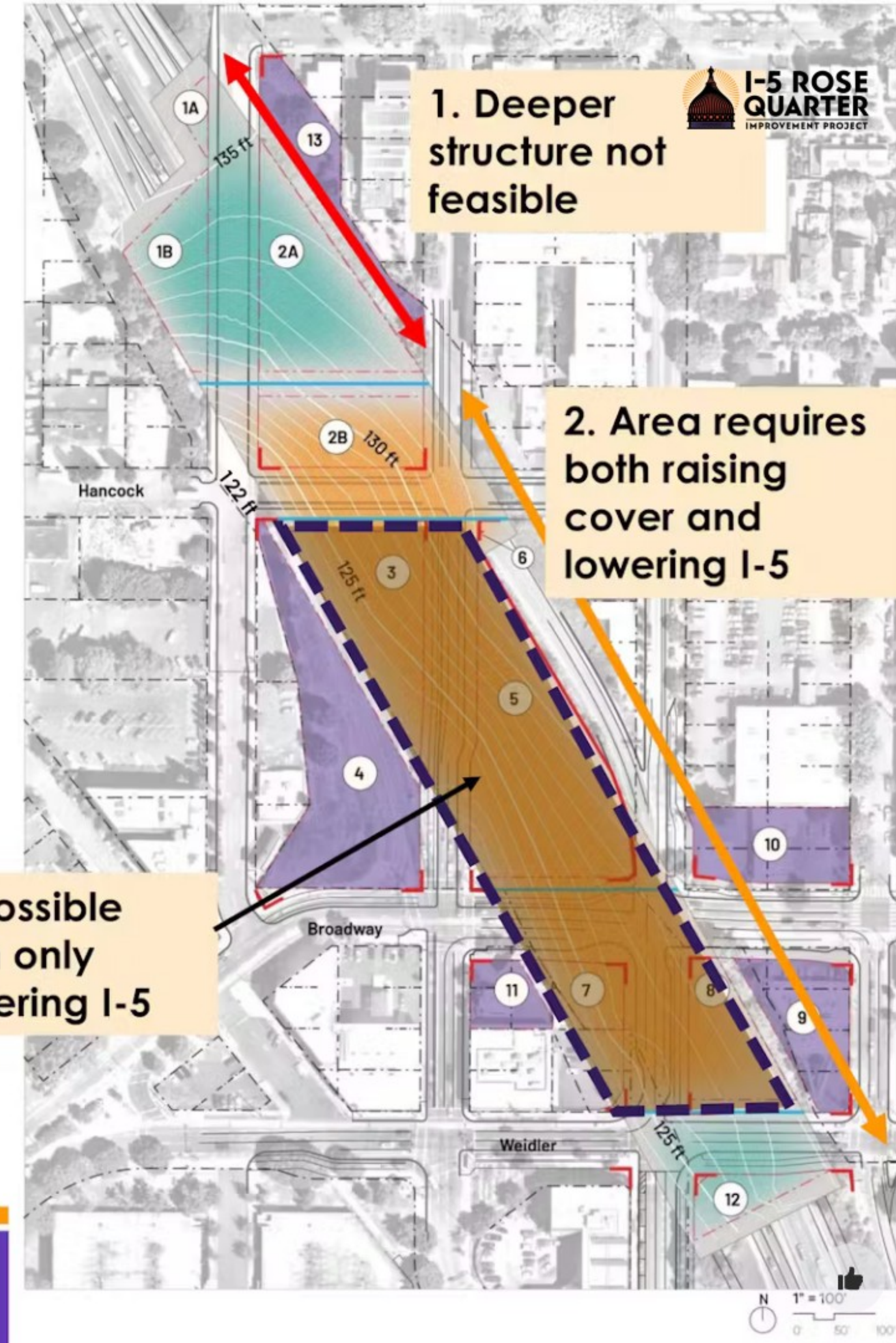




# GIRDER SIZE & CAPACITY

## ► 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

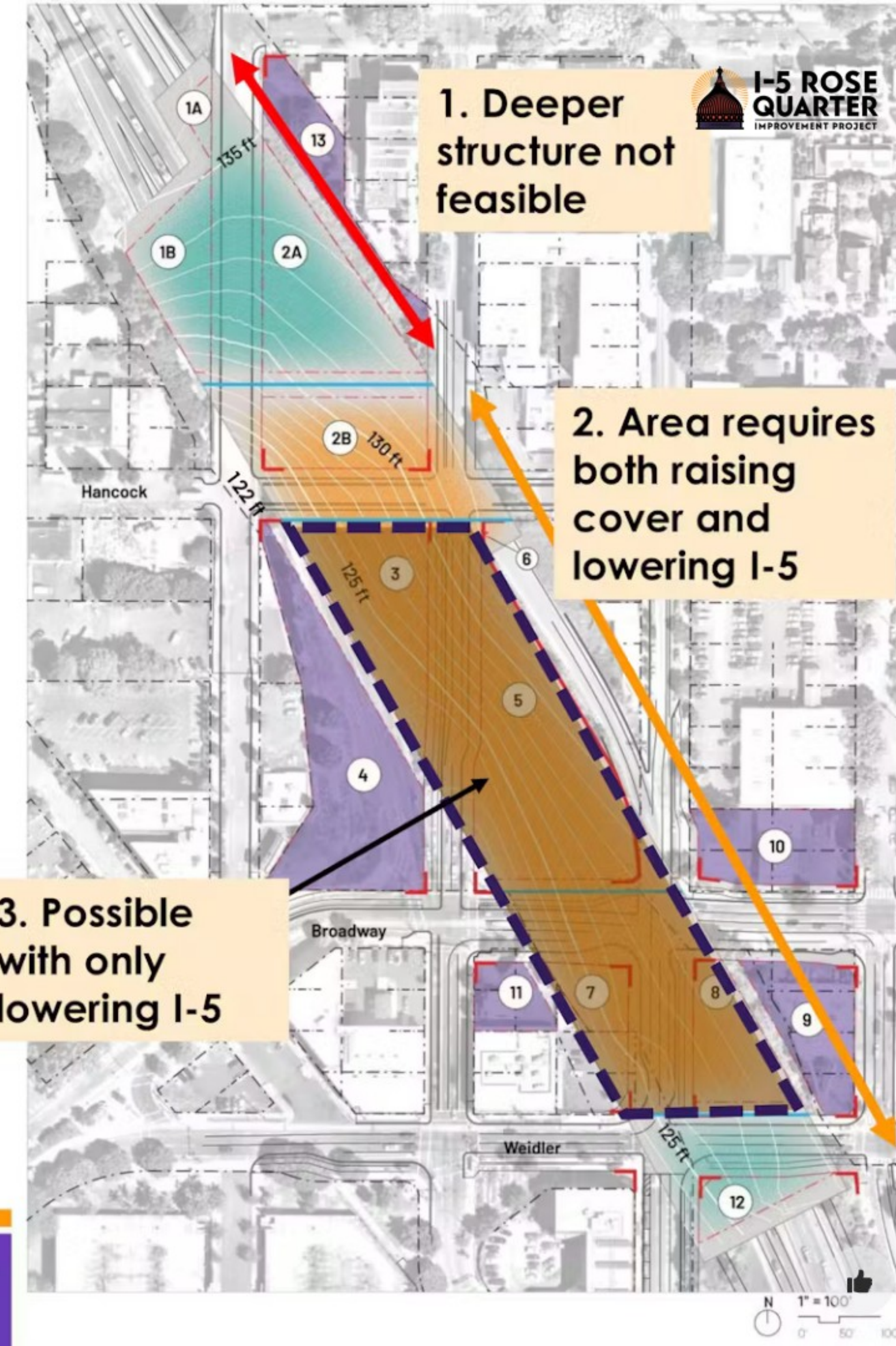




# GIRDER SIZE & CAPACITY

## ► 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

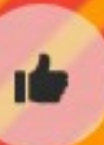




# FOLLOW UP TOPIC: AIR QUALITY & TUNNEL VENTILATION

- ▶ 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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