



Home of the Tualatin River National Wildlife Refuge

URBAN RENEWAL AGENCY MEETING PACKET

FOR

Tuesday, November 21, 2023

**Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon**

URA Board of Directors Meeting
(Following the 7:00 pm City Council Regular Meeting)

This meeting will be live streamed at
<https://www.youtube.com/user/CityofSherwood>

**SHERWOOD URBAN RENEWAL AGENCY BOARD OF DIRECTORS
MEETING AGENDA**

**Tuesday, November 21, 2023
(Following the 7:00 pm City Council Meeting)**

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URA BOARD WORK SESSION

1. CALL TO ORDER

2. TOPICS

A. Hwy 99 Pedestrian Bridge Project (Craig Sheldon, Public Works Director)

3. ADJOURN

URA Board of Directors Meeting

Date: November 21, 2023

- List of Meeting Attendees: ✓
- Request to Speak Forms: ✓
- Documents submitted at meeting: ✓

Work Session

- “City of Sherwood 2021 URA Pedestrian Bridge Work Session” funding table from Finance Director David Bodway, Exhibit A
- “Sherwood 99W Pedestrian Bridge Crossing Value Engineering Work Session” PowerPoint presentation from Public Works Director Craig Sheldon, Exhibit B

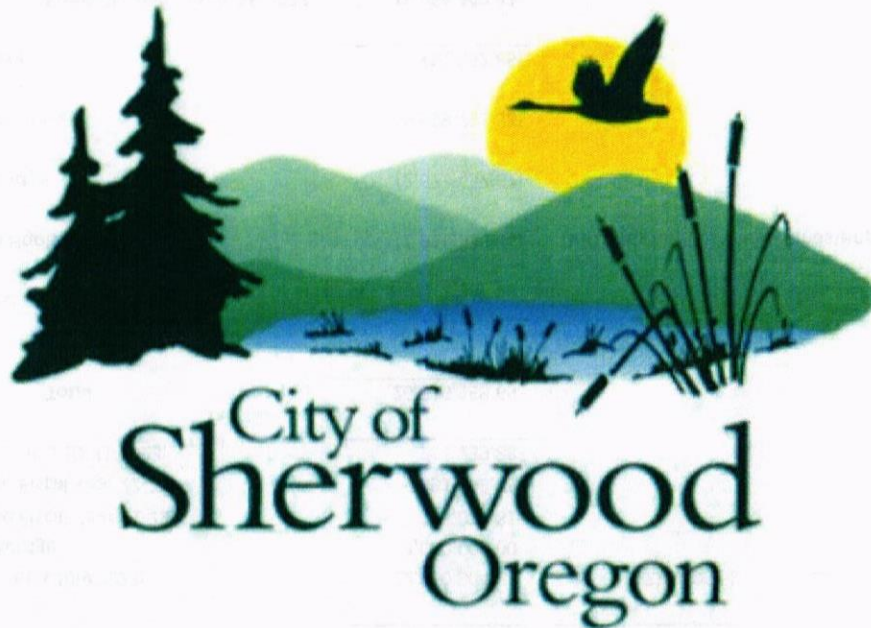
URA Board of Directors Meeting Date: November 21, 2023

ATTENDANCE SHEET

NAME

ADDRESS

PHONE



Home of the Tualatin River National Wildlife Refuge

CITY OF SHERWOOD 2021 URA PEDESTRIAN BRIDGE WORK SESSION

November 21, 2023

11/21/2023
Date

URA Board
Gov. Body

WS
Agenda Item

A
Exhibit #

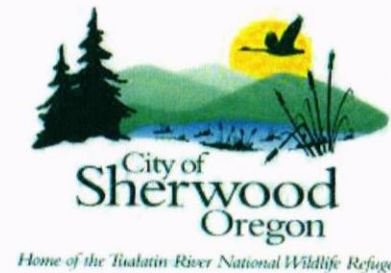
URA Funds Available			
Debt Proceeds:	\$	25,995,156.00	
		URA Projects (Non Broadband)	Broadband URA
			Total
Debt Proceeds Breakout:	\$	22,179,130.58	\$ 3,816,026.01
			\$ 25,995,156.59
Cost of Issuance		(178,825.70)	(36,330.43)
Available for Projects July 2021:		22,000,304.88	\$ 3,779,695.58
State Funds for Bridge		4,000,000.00	
Interest Revenue Fiscal Year 21-22:		113,020.81	
Interest Revenue Fiscal Year 22-23:		391,593.08	
Interest Revenue thru 10-31-2023:		211,239.88	
Total		26,716,158.65	
Project Expenses:			
Robin Hood Plaza		(1,916,636.34)	(Includes land use fees / master plan costs)
Ped Bridge		(2,673,457.67)	
Ice Age Drive		(5,599,791.38)	
Tannery		(61,932.85)	
Funds Remaining 11-16-2023	\$	16,464,340.41	

Major Projects		
Bridge:	Estimated Cost Remaining	\$ 29,178,913
Ice Age Drive:	Estimated Cost Remaining	17,888,810
	Total	47,067,723
	Funds Remaining	(16,464,340)
	Federal Money	(3,000,000)
	Funds Needed	\$ 27,603,382



Sherwood 99W Pedestrian Bridge Crossing Value Engineering Work Session City Council

November 21, 2023



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11/21/2023
Date

URA Board
Gov. Body

WS
Agenda Item

B
Exhibit #

Meeting Objective

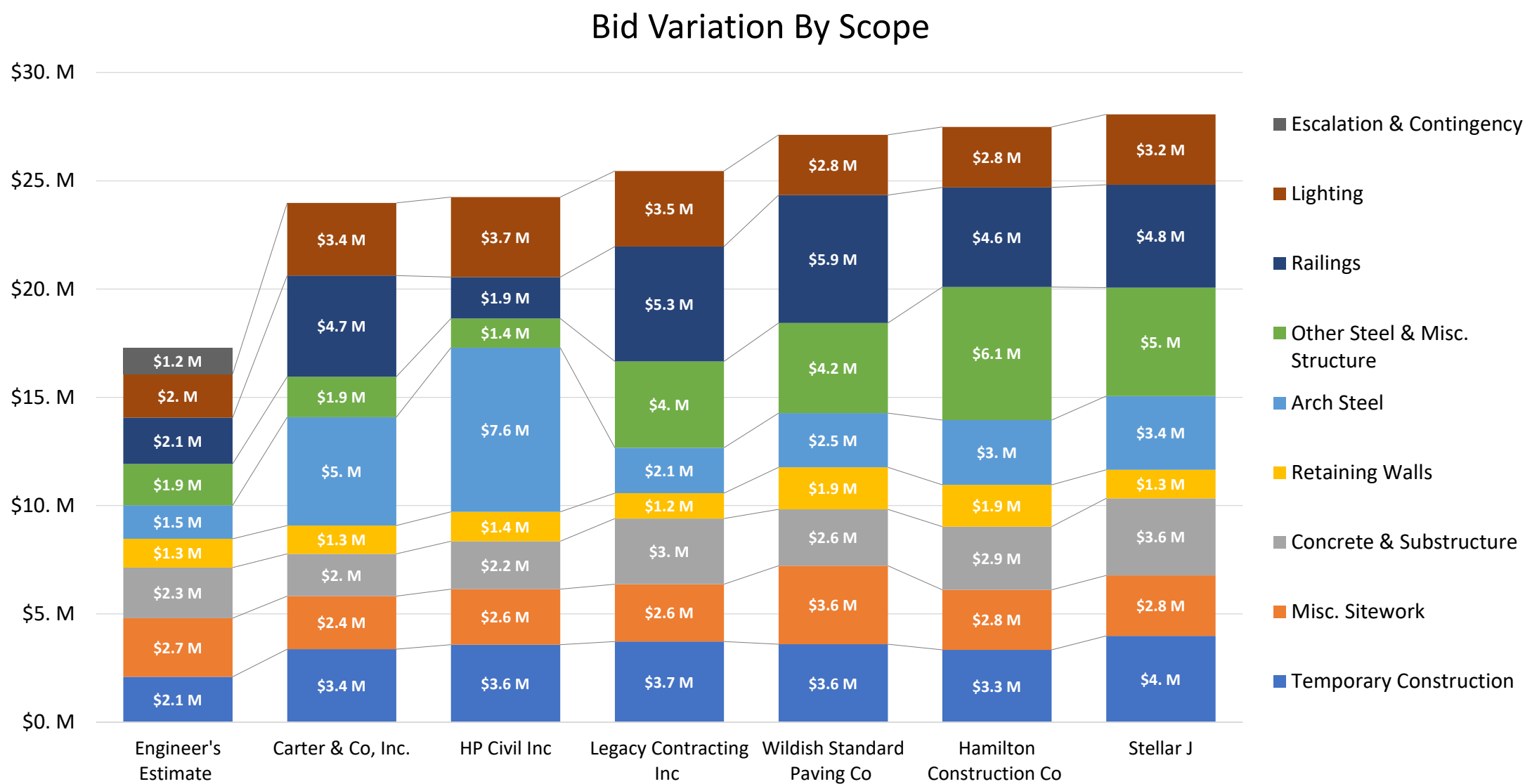
Review bid results, project budget, and savings opportunities

Agenda:

- Bid results
- Value Engineering (VE) range of options
- Discussion
- Next Steps



Bid Results Summary



Overall Bridge Design – No Changes Proposed



AERIAL VIEW

SHERWOOD HWY 99W BIKE & PEDESTRIAN BRIDGE SHERWOOD, OR

AUGUST 4, 2023



architectural applications



Current Project Design



SITE PLAN
SHERWOOD HWY 99W PEDESTRIAN BRIDGE

SHERWOOD, OR

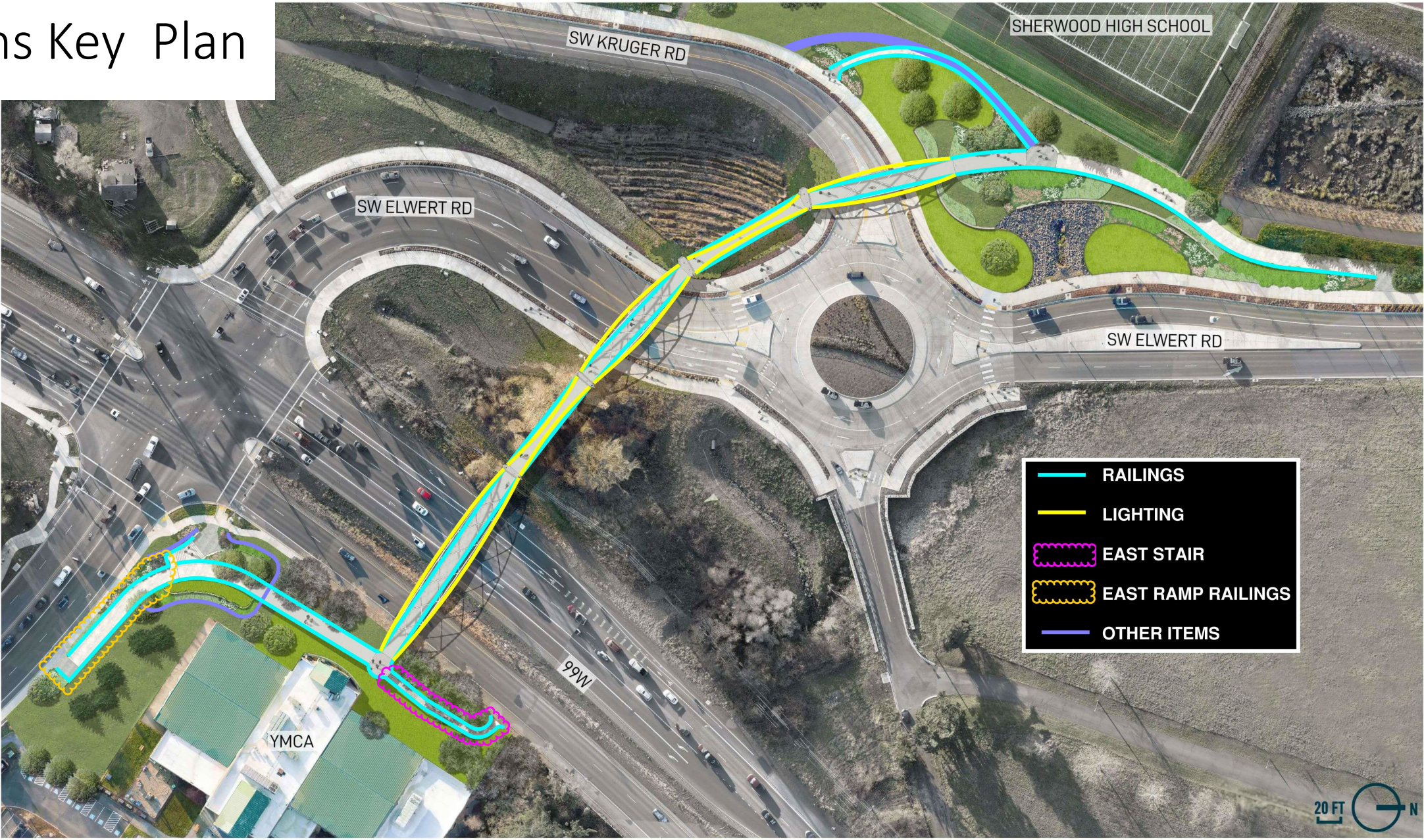
JULY 19, 2023



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VE Options Key Plan



SITE PLAN
SHERWOOD HWY 99W PEDESTRIAN BRIDGE

SHERWOOD, OR

JULY 19, 2023

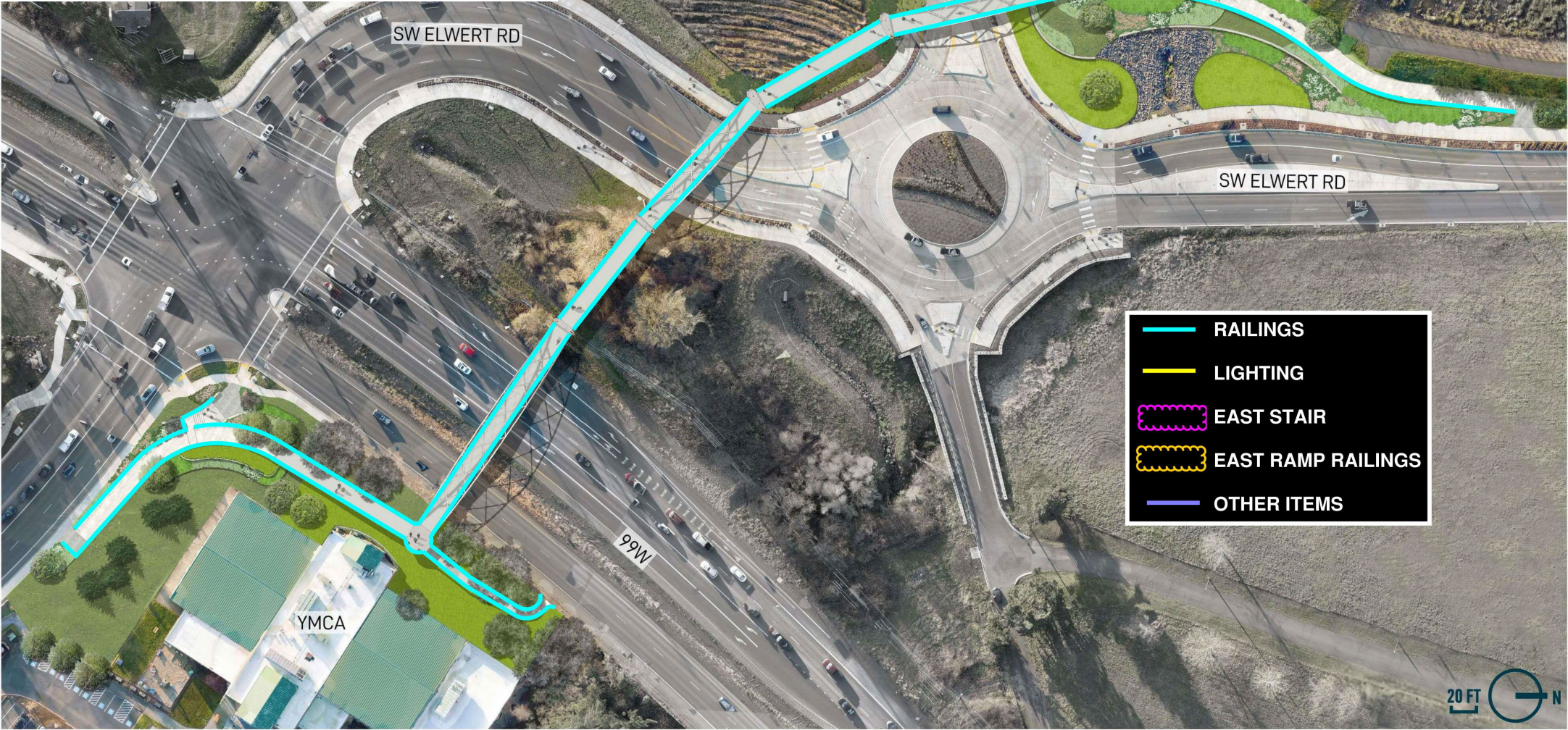


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VE Option #1: Railing Materials

All bridge spans & approaches



VE Option #1: Railing Materials

- A. Revise most stainless-steel (SS) components to galvanized**
- B. Keep current railing design/geometry
- C. Keep SS fabric mesh

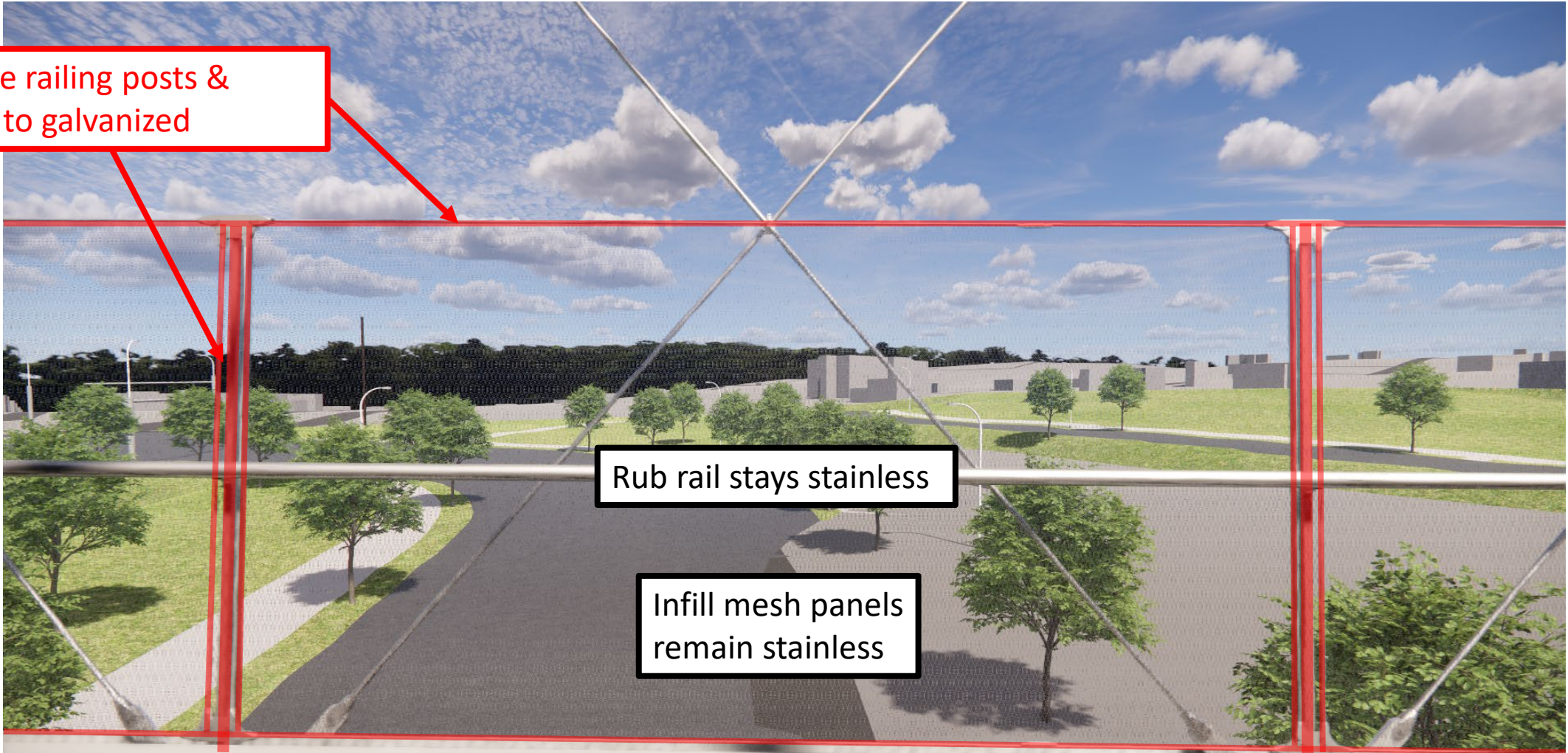
Approx. **\$600 k to \$800 k** Savings

Current Railing Design + Alternative Material Changes

Change railing posts &
frame to galvanized

Rub rail stays stainless

Infill mesh panels
remain stainless



Stainless Steel vs. Galvanized

Current – Stainless Steel



Alternative – Galvanized



Stainless Steel vs. Galvanized

Current – Stainless Steel



Alternative – Galvanized

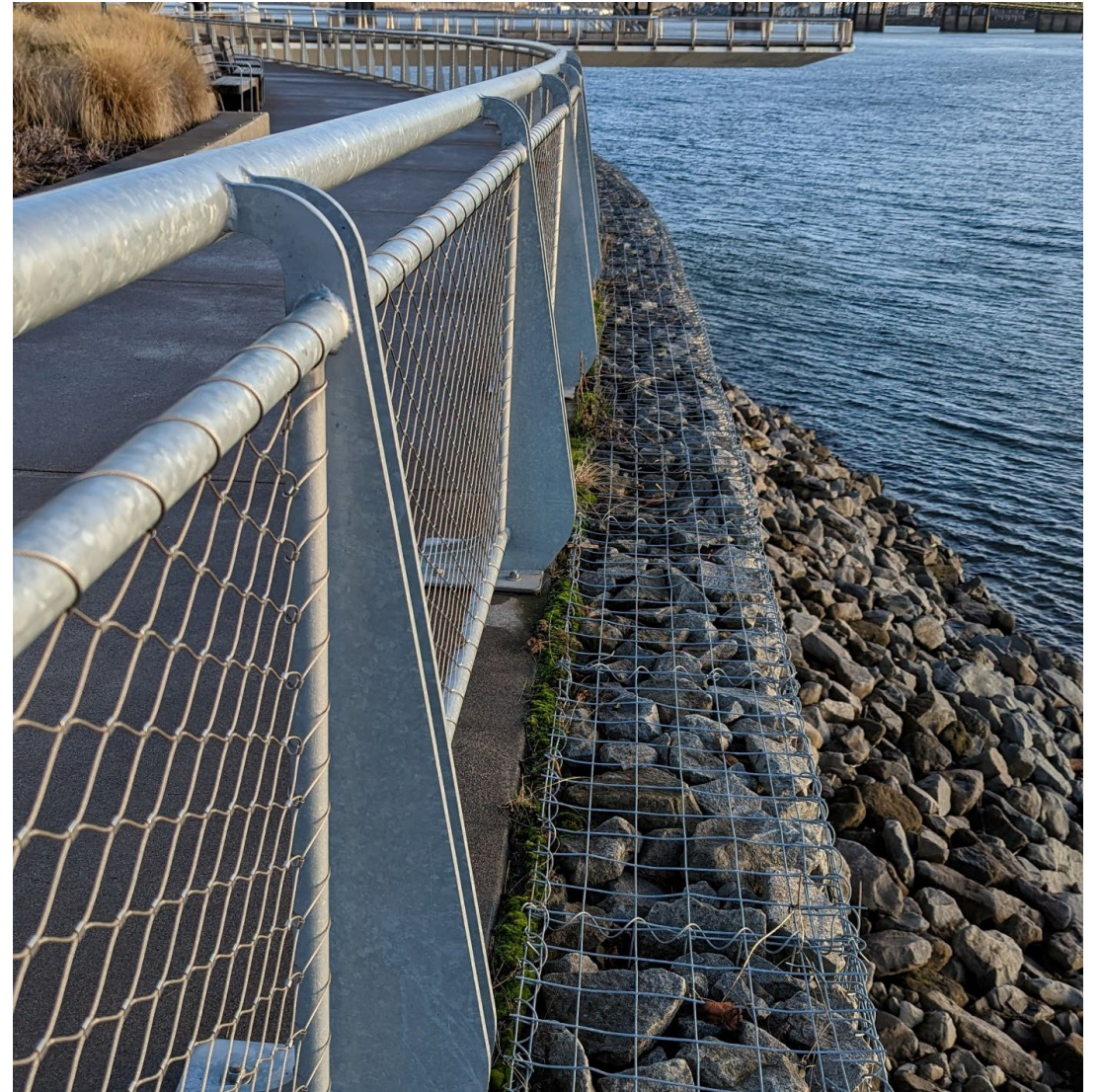


Stainless Steel vs. Galvanized

Current – Stainless Steel



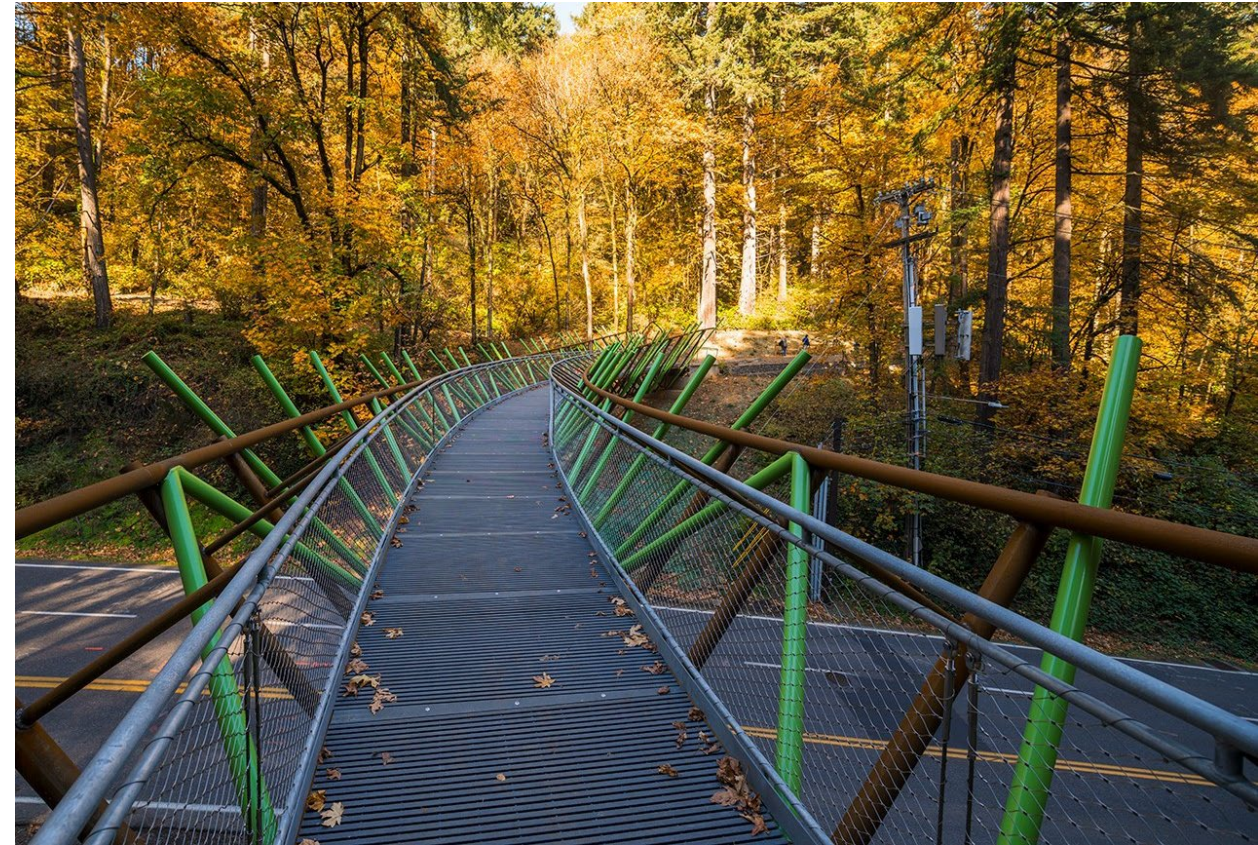
Alternative – Galvanized



Galvanized Railing Precedents



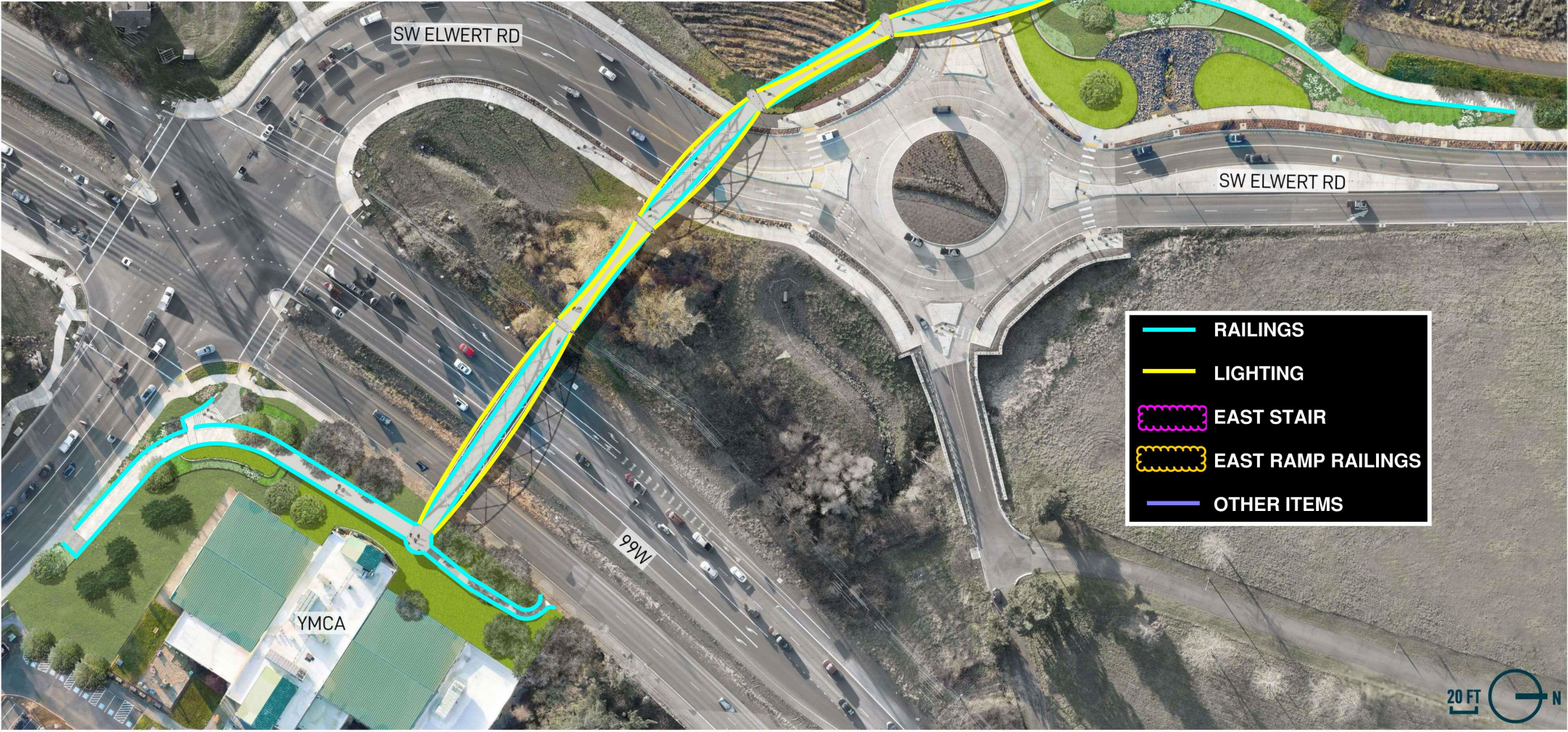
Darlene Hooley (Gibbs St.) Bridge over I-5, Portland



Barbara Walker Crossing (Wildwood Trail), Portland

VE Option #2: Lighting & Railing Redesign

All bridge spans & approaches

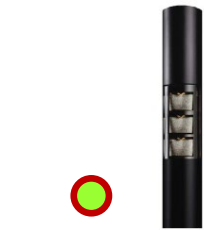
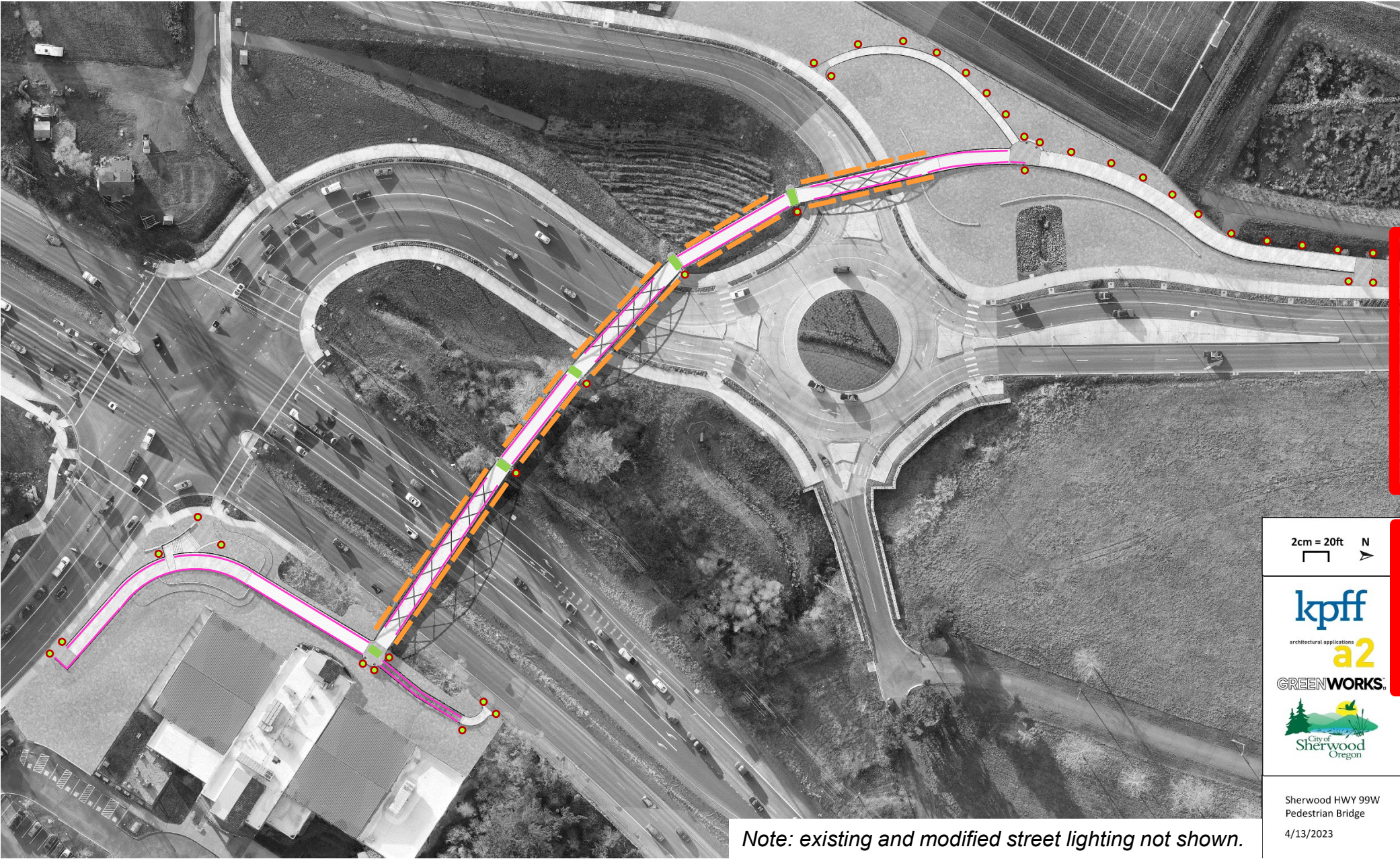


VE Option #2: Lighting & Railing Redesign

- A. Lighting:** Replace illuminated railings with poles for pathways
- B. Lighting:** Replace architectural arch up/downlights with LED strip
- C. Railings:** Full redesign
 - I. Stainless steel to galvanized (sim. to VE #1)
 - II. SS cable mesh to galvanized welded wire mesh
 - III. Reduce deck clear width
 - 14'-0" to 13'-8" typical, 13'-4" to 11'-6" at ends of arches

Approx. **\$3.0 M to \$4.5 M** Savings

Current Overall Lighting Plan | Architectural & Pathway Lights



Poles - white light



Handrails - white light

2cm = 20ft



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Sherwood HWY 99W
Pedestrian Bridge
4/13/2023



Arches - colored light
- controllable



Walls - colored light
- controllable

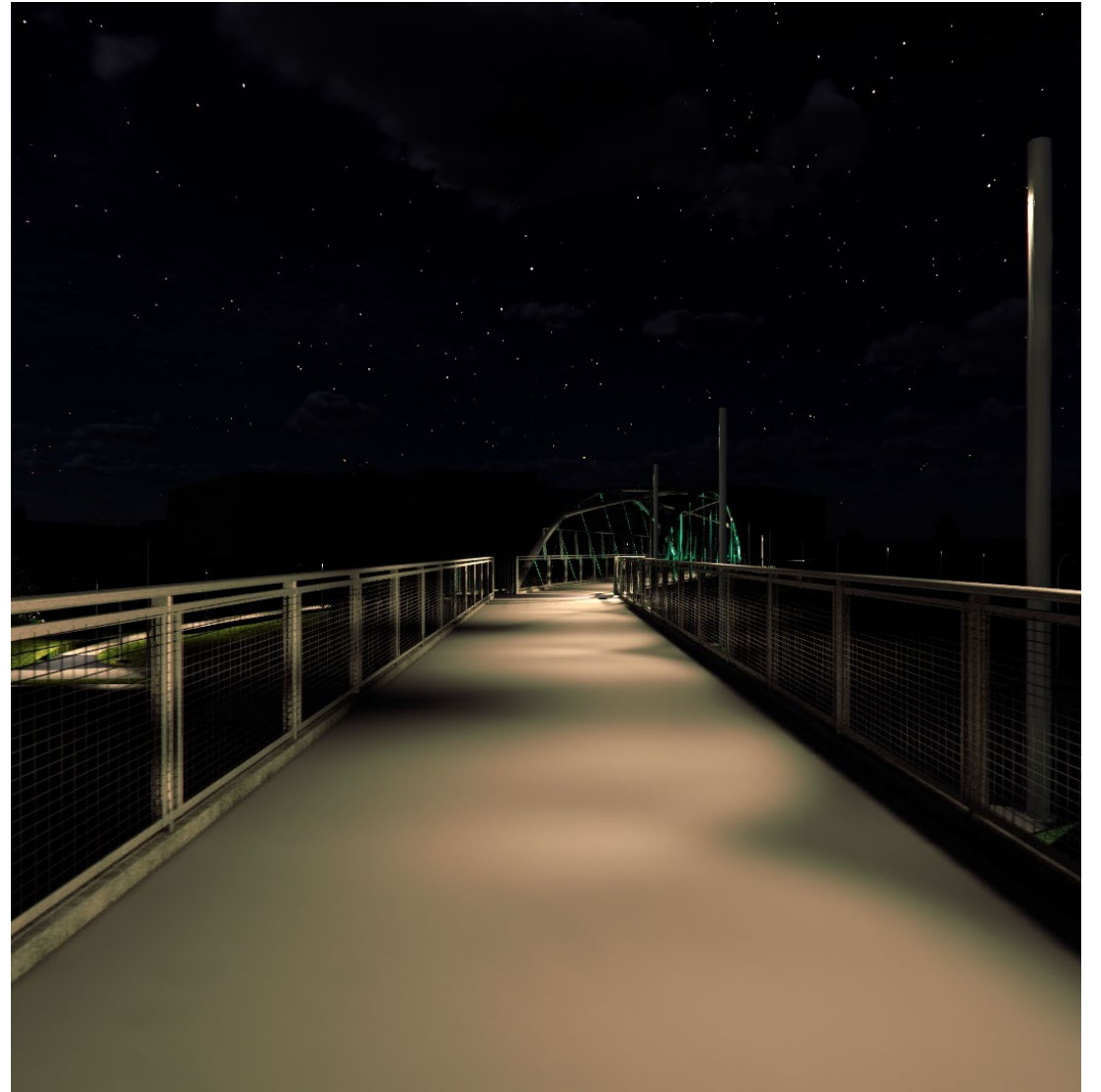
Note: existing and modified street lighting not shown.

Pathway / Deck Lighting

Current – Handrail-integrated Deck Lighting



Alternative – Same poles used at walkways and belvederes



Deck Lighting with All Poles



- * Preliminary mockup subject to change pending complete design
- ** Roadway lighting, architectural lighting, ambient lighting not shown

Architectural / Arch Lighting

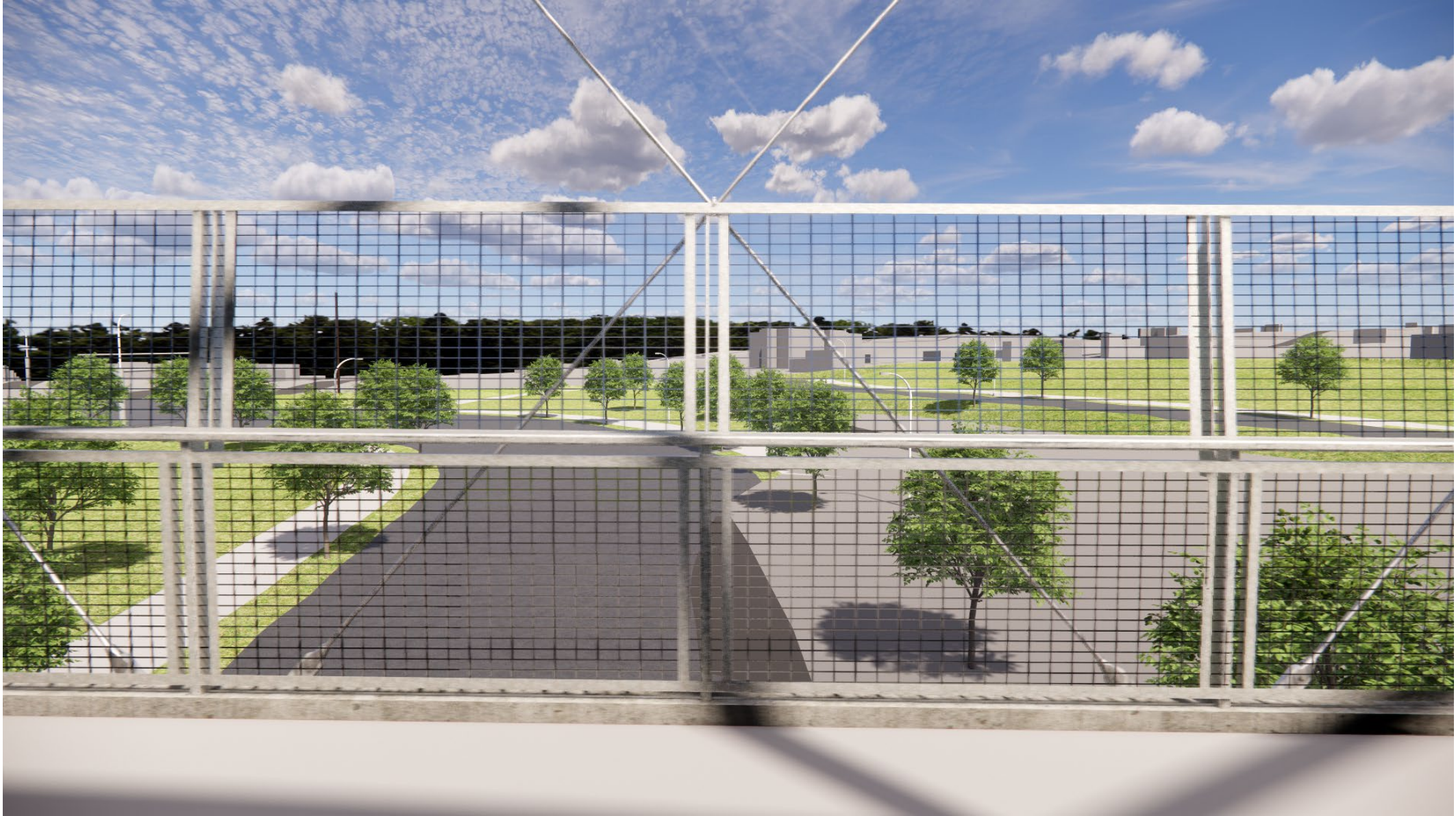
Current – Colored Uplighting throwing light onto the arches



Alternative – Colored Strip Lighting emitting light from the arches

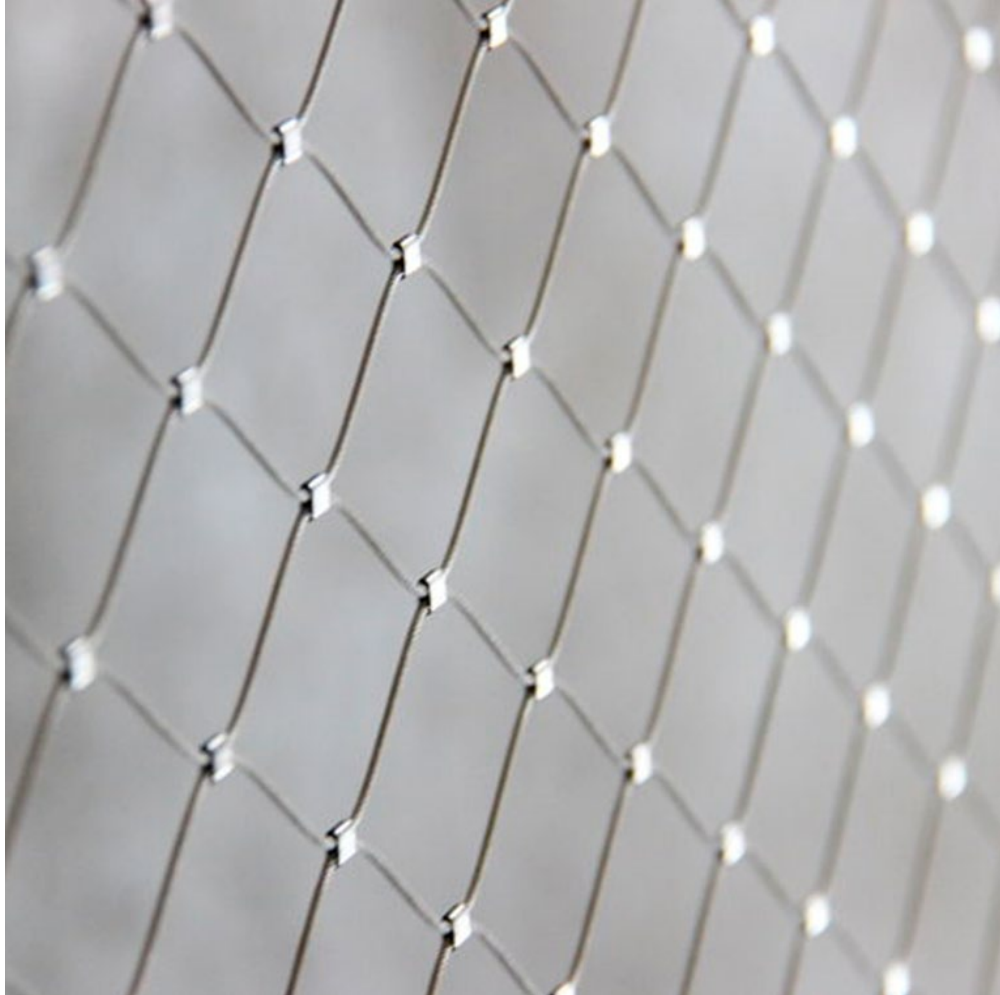


VE Option #2 Railing Design

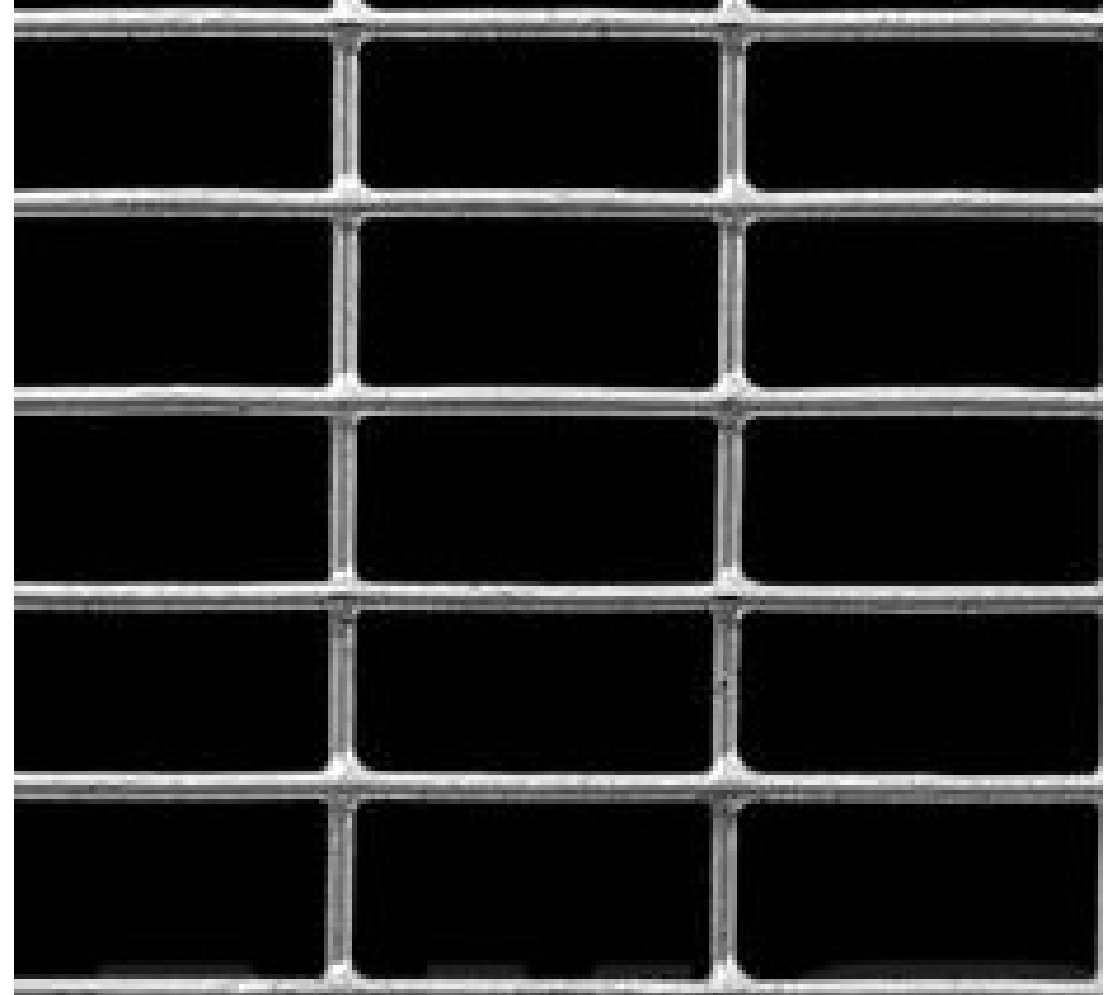


Railing Design – SS Fabric vs. Galvanized Mesh

Current Design



VE Option #2



Galvanized Mesh Railing Precedents



Sunset Transit Center Ped Bridge over Hwy 26, Beaverton



Red Electric Bridge, Portland

Railing Design – Typical Low Conditions

Current Design



VE Option #2



Railing Design – Typical High Conditions

Current Design



VE Option #2



Railing Design – Belvedere Transition At Arches

Current Design



VE Option #2



Railing Design – Approach Transition At Arch

Current Design



VE Option #2



Railings & Pole Lighting – View From Roundabout

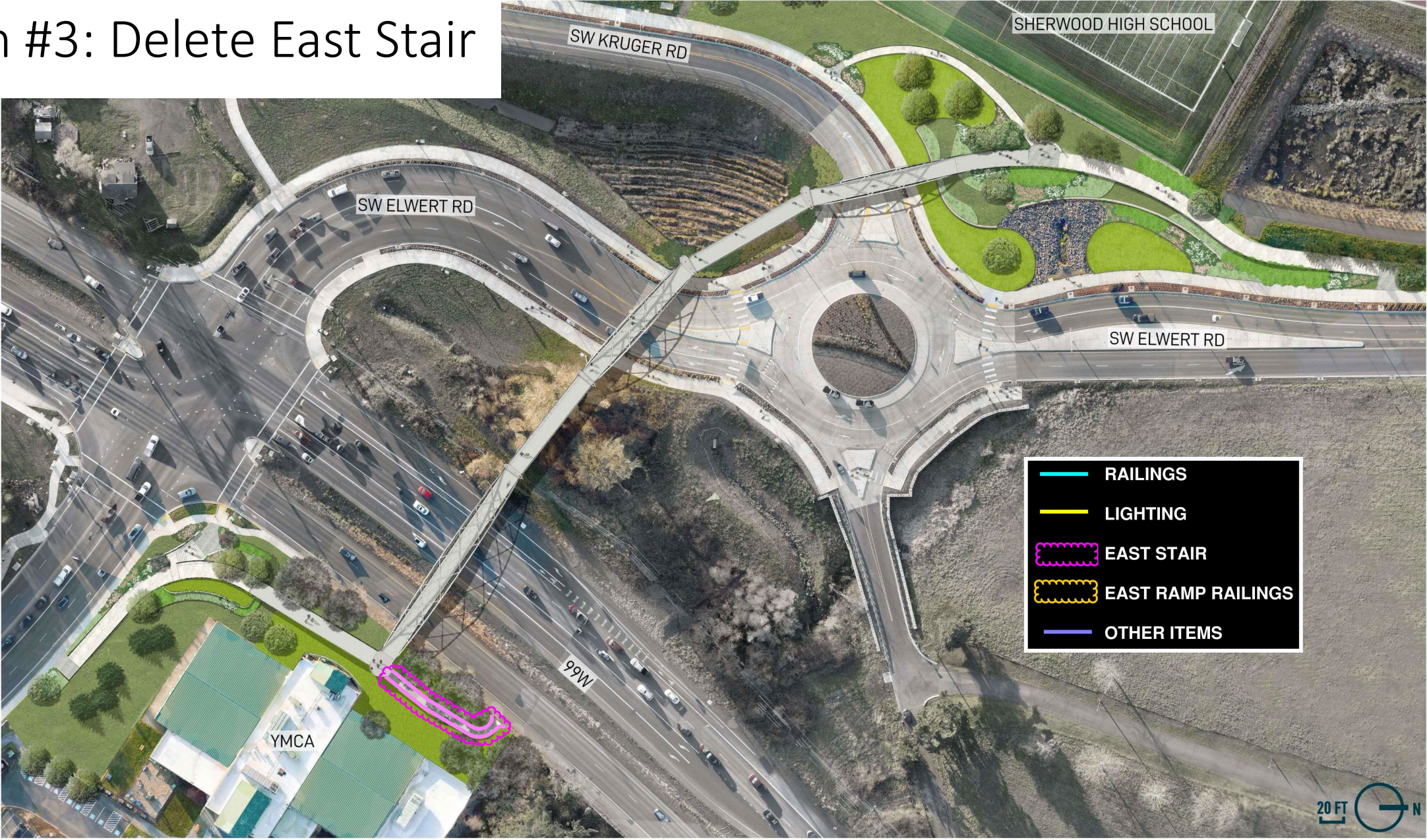
Current Design



VE Option #2



VE Option #3: Delete East Stair

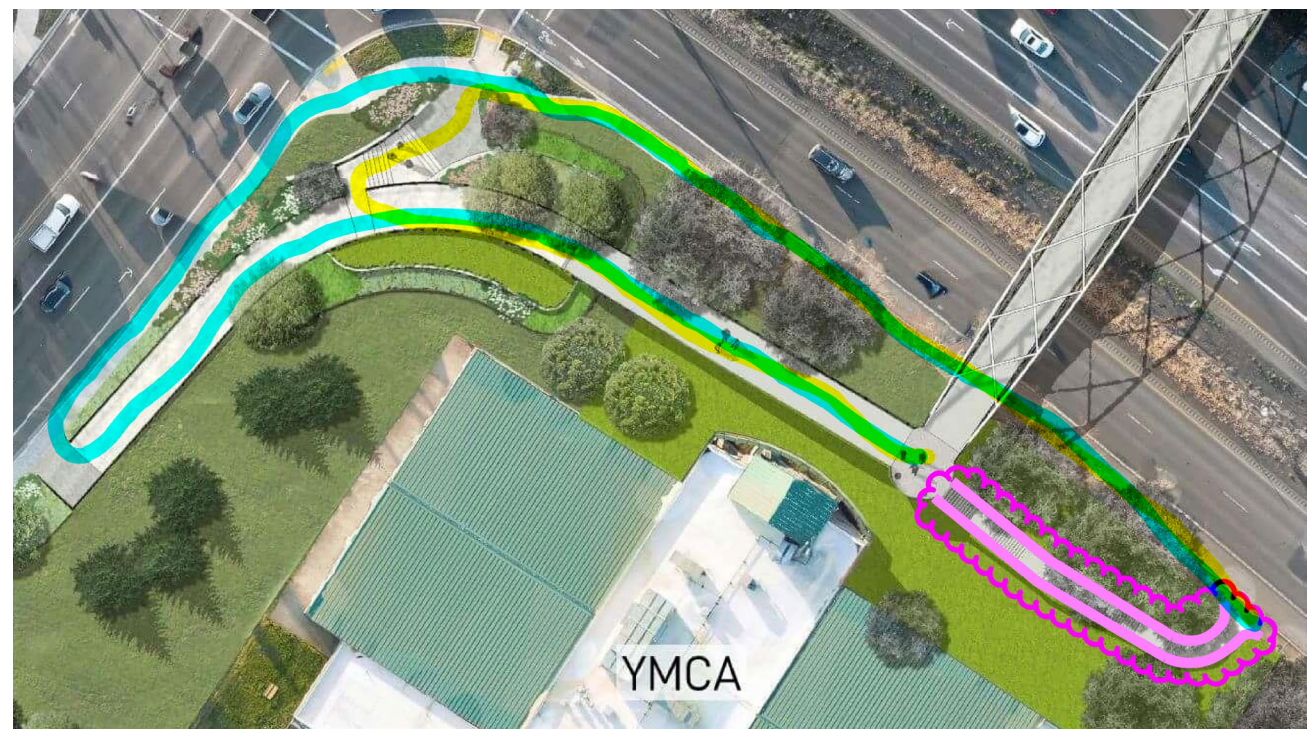


VE Option #3: Delete East Stair

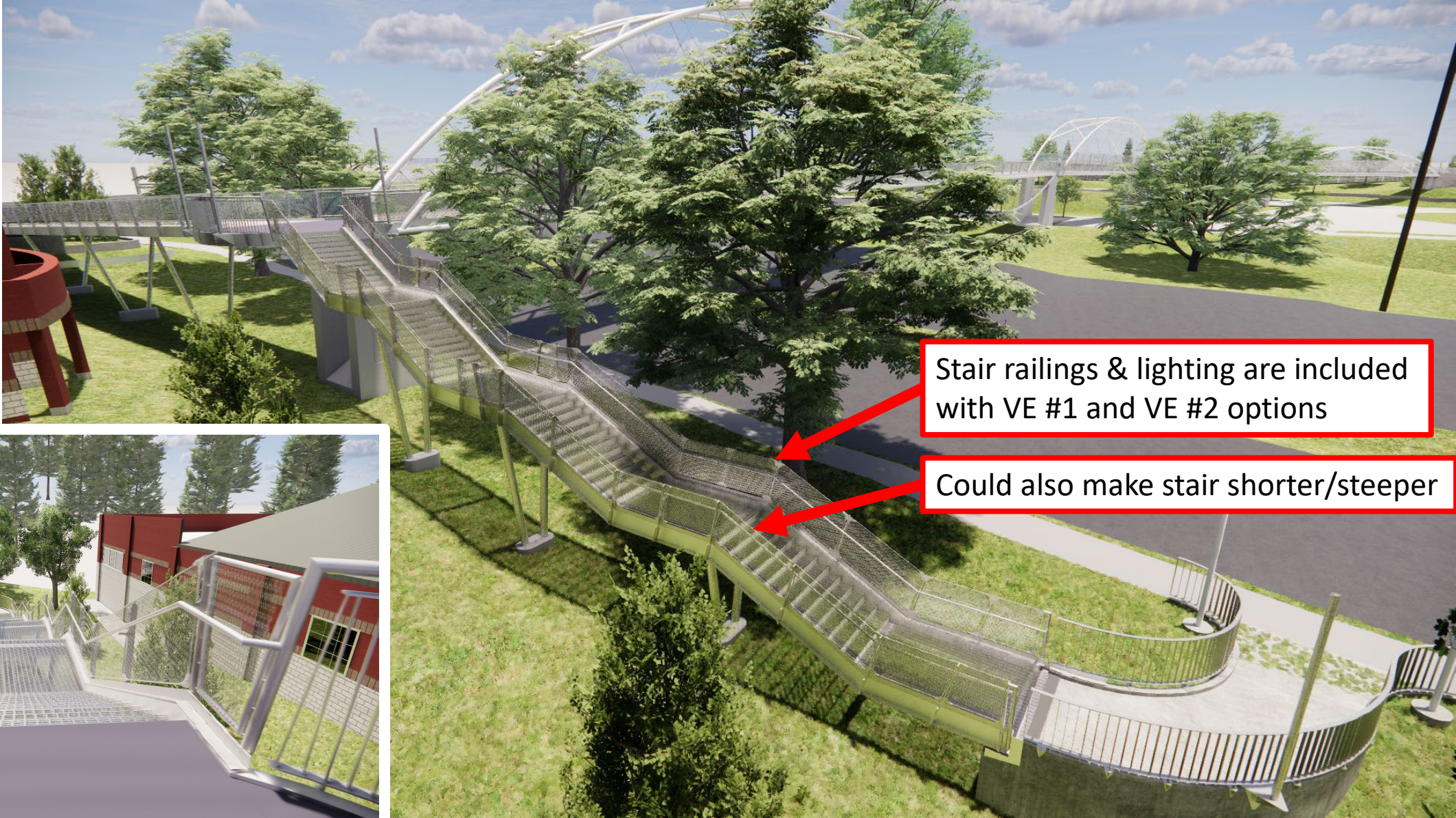
- A. **Delete East Approach Stair** down to Hwy. 99W NB Sidewalk
- B. Increases path of travel in this direction by approx. 450 ft
- C. Accessible path of travel in this direction is approx. 850 ft

Approx. **\$700 k to \$800 k** Savings

(1/2 of savings overlaps VE#1/2)

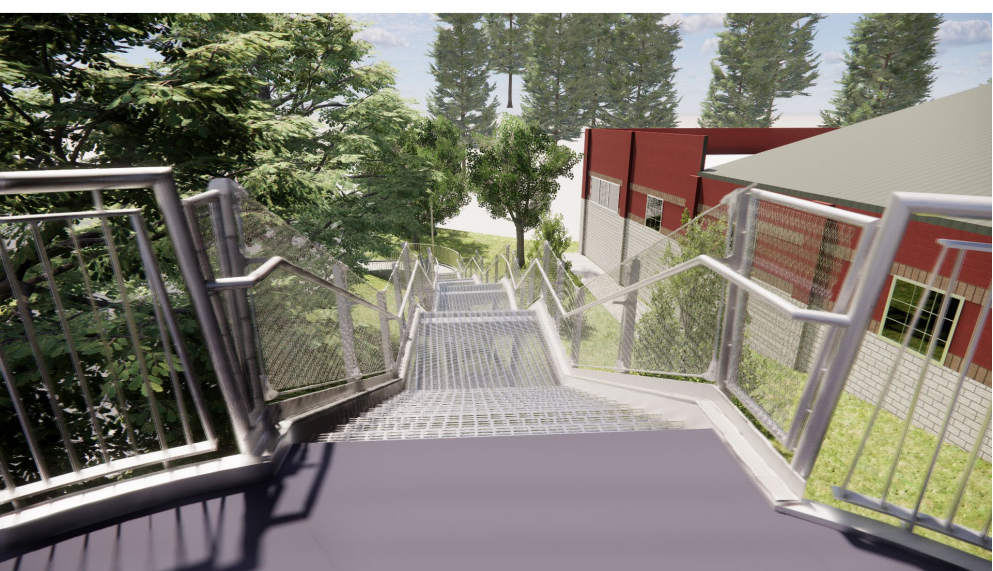


East Stair Current Design

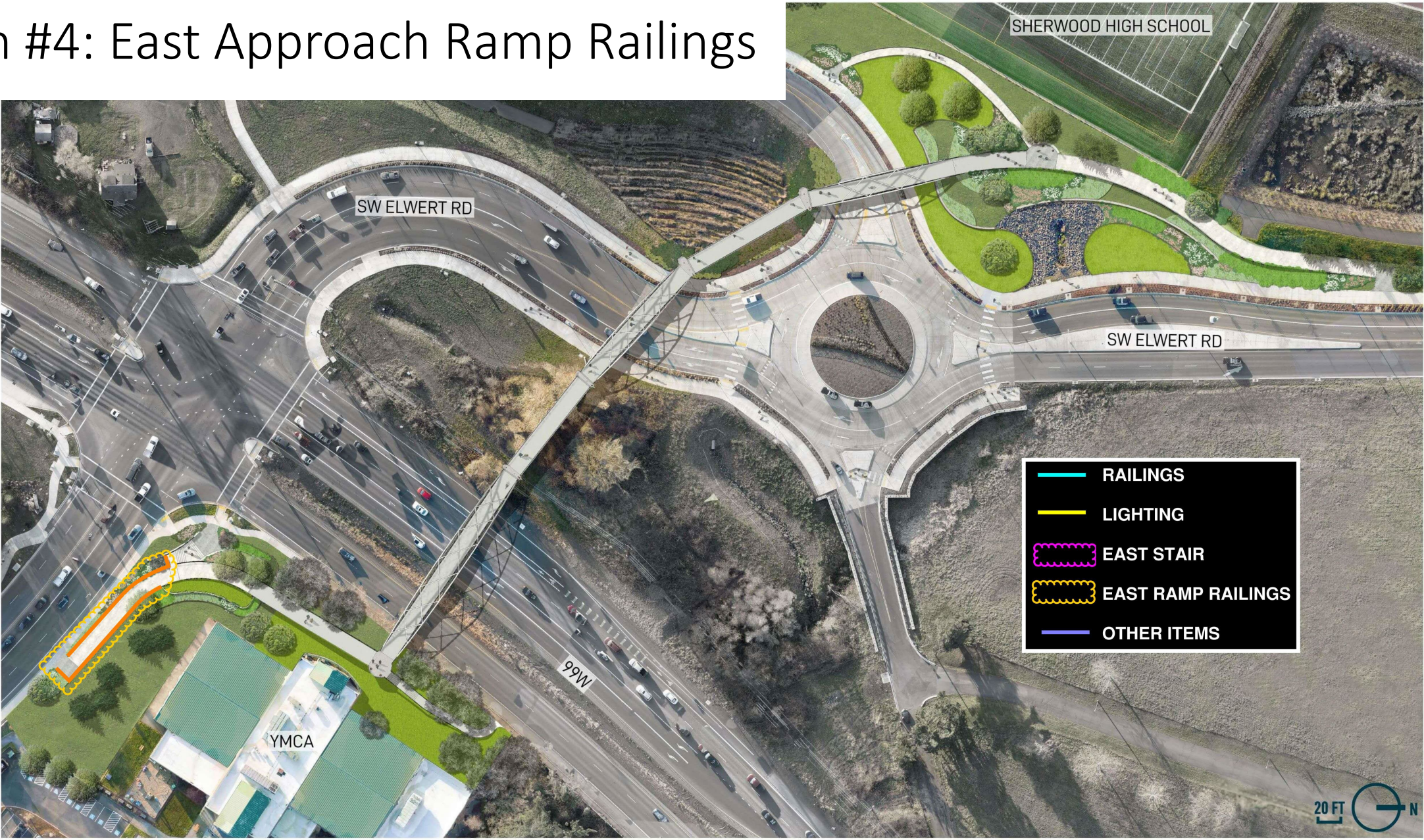


Stair railings & lighting are included with VE #1 and VE #2 options

Could also make stair shorter/steeper



VE Option #4: East Approach Ramp Railings



SITE PLAN
SHERWOOD HWY 99W PEDESTRIAN BRIDGE

SHERWOOD, OR

JULY 19, 2023



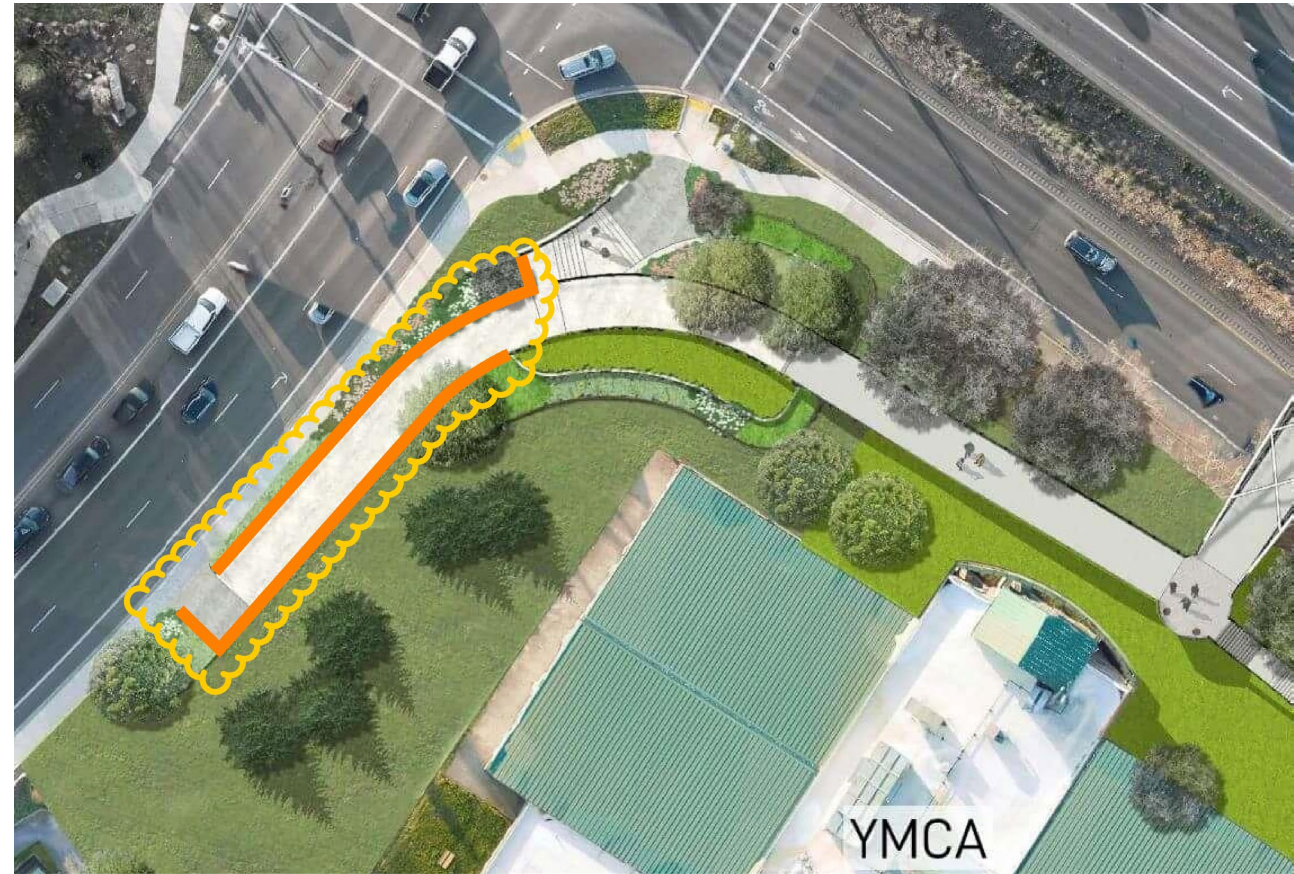
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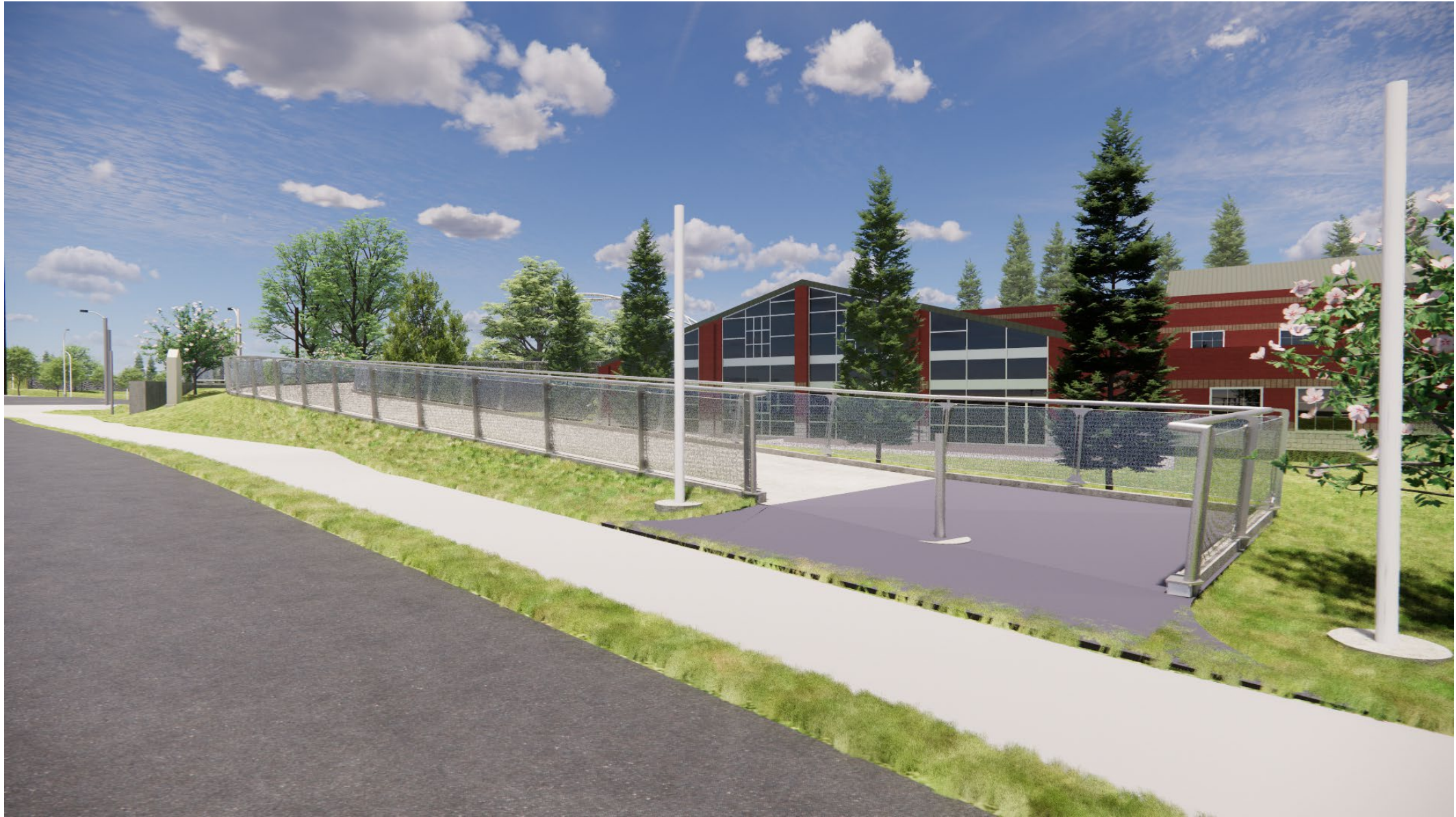
VE Option #4: East Approach Ramp Railings

- A. Delete railings not required by code** at East Approach Ramp to Sunset Blvd.
- B. Replace illuminated railings with pole lights
- C. Optionally add back simplified handrails

Approx. **\$400 k to \$500 k Savings**



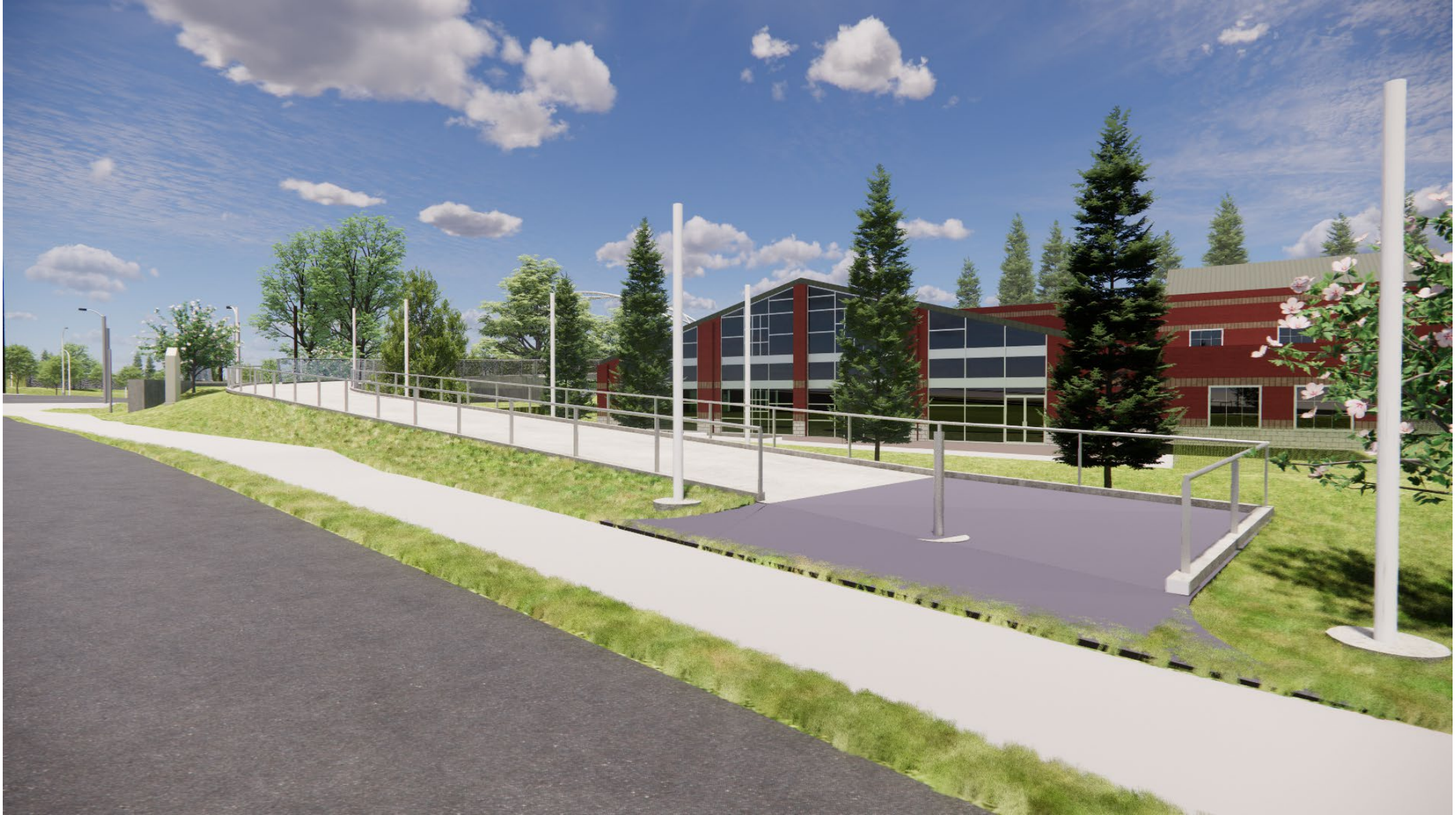
East Approach Ramp at Sunset – Current



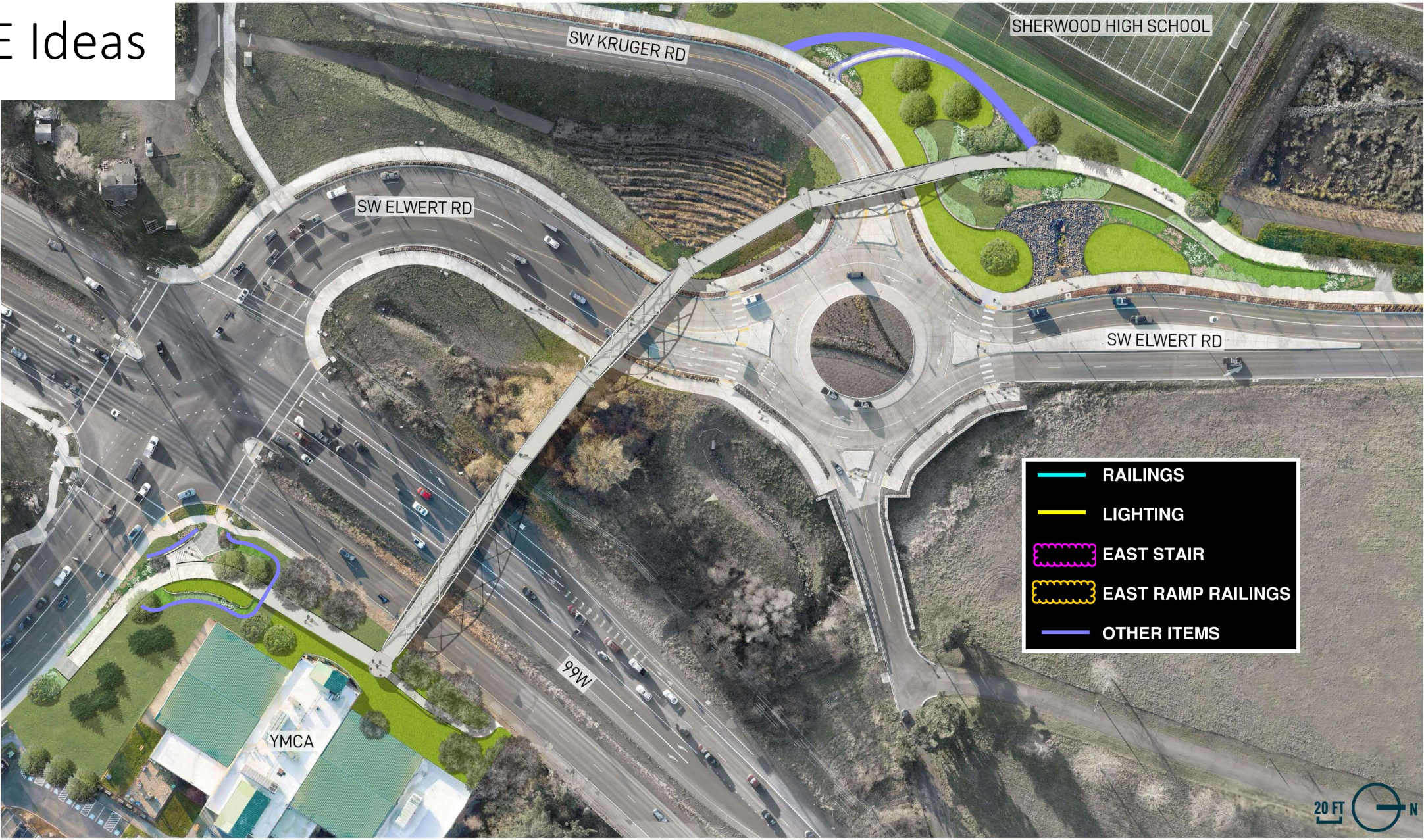
East Approach Ramp at Sunset – VE #4



East Approach Ramp at Sunset – VE #4b



Other VE Ideas



Other VE Ideas

These options are examples of other ways to save cost.

These each provide less savings than the primary options proposed, but could be combined to reduce overall project cost.

- A. Delete **steel plate wall** at east approach (**\$110 k to \$140 k**)
- B. Delete/defer **art wall lighting** at east approach (**\$10 k to \$20 k**)
- C. Stainless steel **truss rods/struts to galvanized** (**\$100 k to \$130 k**)
- D. Adjust **Kruger Path grading** to eliminate railings (**\$140 k to \$180 k**)

These items total \$360 k to \$470 k savings

East Approach: Delete Steel Plate Wall

Current (w/ Steel Plate)



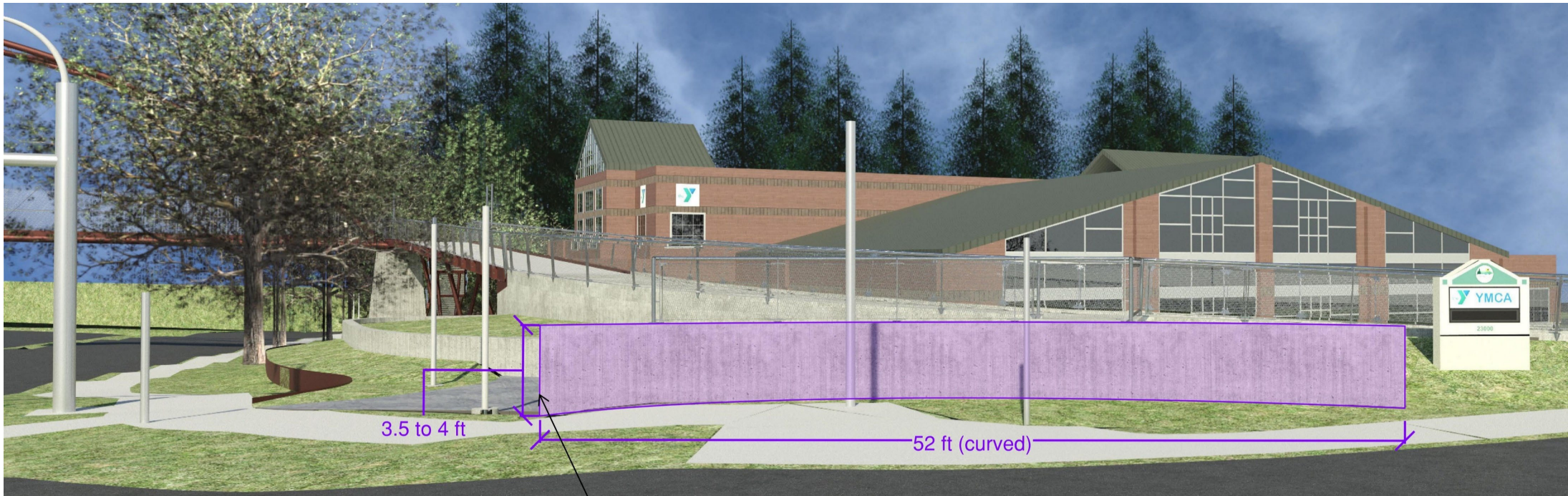
Revised (taller concrete wall)



East Approach: Art Wall (Custom Concrete Form)

VE Option:

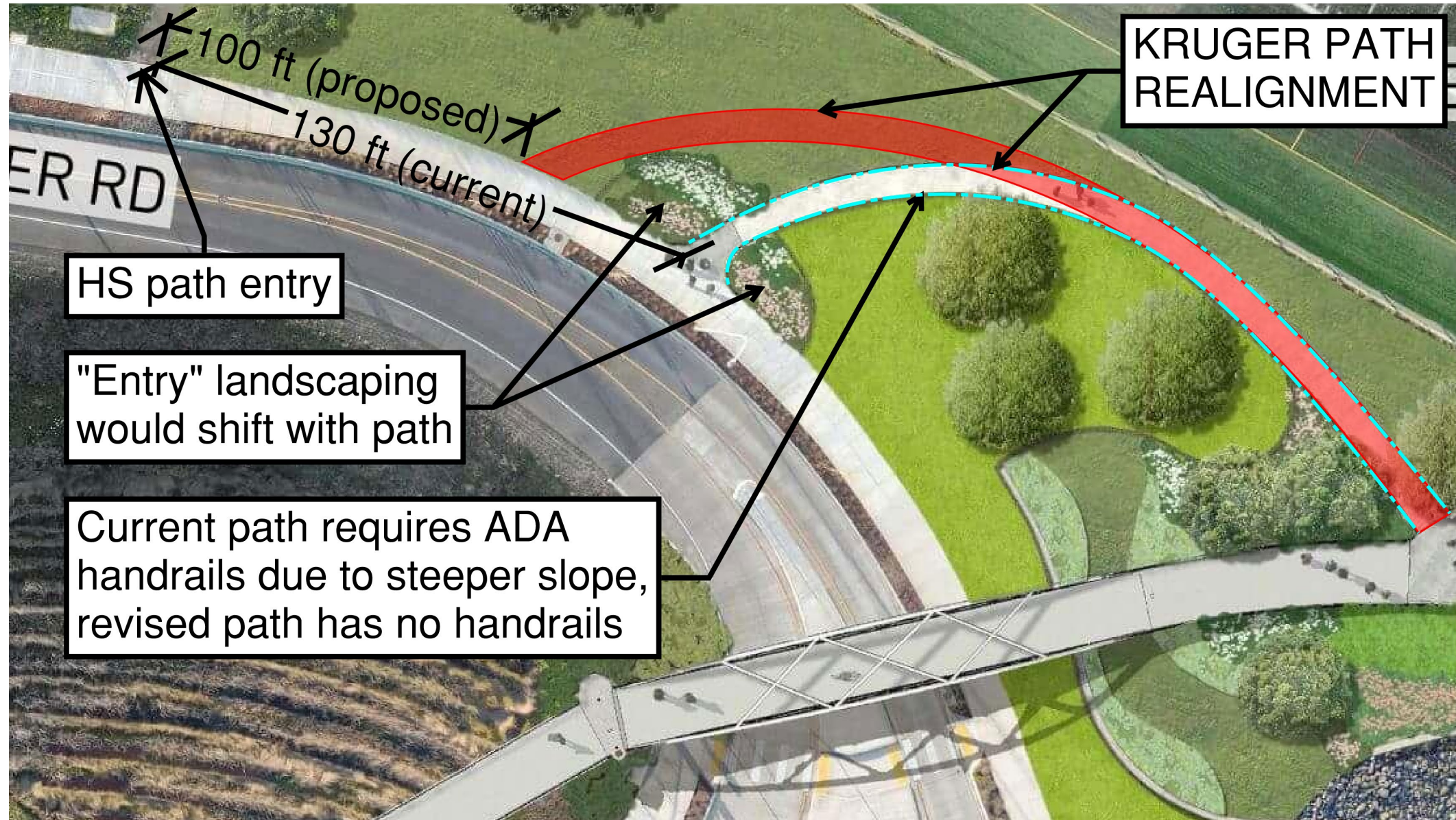
Delete art wall **lighting** from project scope.
Keep art wall.



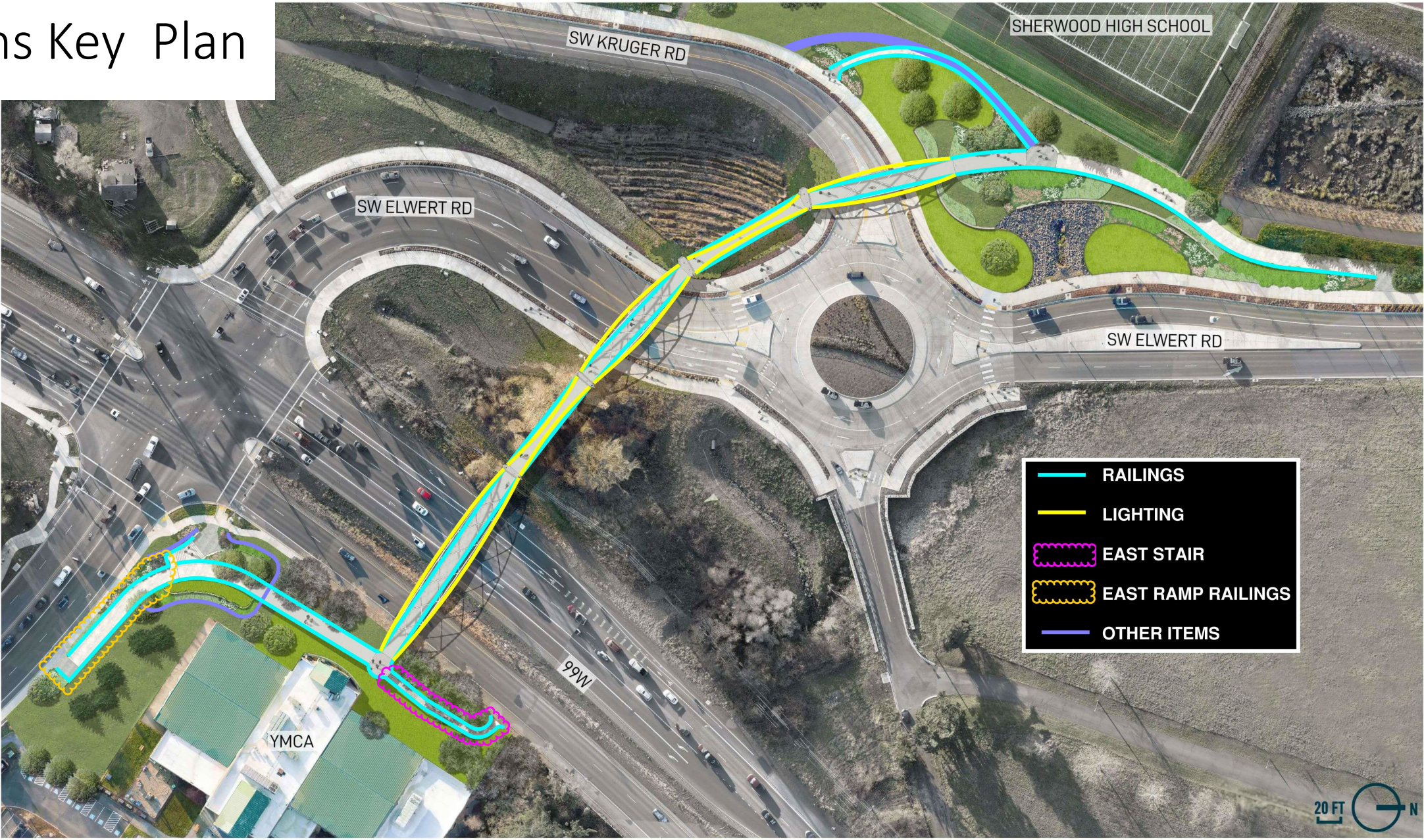
Bridge Spans: Truss Stainless Steel Rods/Struts to Galvanized



West Approach: Kruger Path Re-alignment



VE Options Key Plan



SITE PLAN
SHERWOOD HWY 99W PEDESTRIAN BRIDGE

SHERWOOD, OR

JULY 19, 2023



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City Council Decision Summary

- Material Changes
- Railing Changes
- Lighting Changes
- Other Scope Changes
- Target Budget



Next Steps



Approved Minutes