

Bridge

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Niles said he feels the bridge downplays the importance of bicycles as transportation.

"Separating bikes and autos is not in the best interest of cycling because it doesn't treat bikes as vehicles," he said.

But there can be many benefits for people anytime access for bicycles and pedestrians is increased in this way, he said.

The idea for a pedestrian bridge came about through a meeting of the Citizens Advisory Committee in 1994. The committee voted against adding new travel lanes to the existing Ferry Street Bridge.

"Among the changes that could be made was the construction of a bike/pedestrian bridge," Malone said. The committee's desire to facilitate alternate modes of transportation was a large part of the decision, she said.

Consultants for the city came up with four possible designs for the bridge and presented them to the public at the Eugene Celebration in 1996. The four designs included a cable bridge, a thrust arch bridge, a stress ribbon bridge or a suspension bridge, the chosen design.

All four of the designs met criteria devised by the Citizen's Advisory Committee, said Tom Larsen, the Ferry Street Bridge project manager.

The criteria mandated that the bridge be environmentally safe, aesthetically pleasing, have a clear span with no large piles supporting the bridge from the river and that it have some sort of exposed structure so the public can see how it is held up, Larsen said.

"Most people leaned toward the suspension bridge, as did the City Council," Malone said.

The towers on either side of the river went up about three months ago, the cables have been put together during the past two weeks, and their tension is currently being checked, Larsen said.

"Eight of the 40 concrete segments for the bridge have already been put in place, each weighing 14.7 tons," he said.

The bridge is designed to hold up to half a million pounds,

Larsen said.

Along with the construction of the bike bridge, which was named after Rep. Peter DeFazio by the City Council, the Ferry Street Bridge Project includes many different ways to help bicycle and pedestrians.

Two 8-foot walkways on either side of the Ferry Street Bridge are being constructed, one of which is already open for use, Malone said. This way people will have a choice between the bike bridge and the actual Ferry Street Bridge when two corridors are created, she said.

Later in the project, a ramp will be built from Coburg Road to Centennial Boulevard, which will include a separate bike trail. A new ramp will be built from Coburg Road to Interstate 105, including a separate bike trail.

These new bike trails will separate bike and pedestrian traffic from cars and stop bicyclists from having to compete with cars, Malone said.

A suspension bridge is a weight management system that creates a balance between the actual bridge and the towers on either side of the river, Larsen said.

A suspension bridge consists mainly of cables that hang down over the river, holding the bulk of the bridge in place. These cables run up over the towers on either side, thus pulling the bridge up from the river and out to either bank. The towers are held down by large anchors that prevent them from falling toward each other.

This design eliminates the need for piles, large support structures that run from the bridge into the river below, and is therefore an environment-friendly alternative.

After the bike bridge is finished, bike paths that lead to the bridge will have to be constructed, Larsen said. "The bridge will be completed long before we can actually use it," he said.

Felicity Ayles covers city development, the West University neighborhood for the Emerald. She can be reached via e-mail at fizzer@gladstone.uoregon.edu.

Higher education briefs

Thomason donates to business school

Portland auto dealer Scott Thomason and his wife, Debbie Autzen, recently gave the Charles H. Lundquist College of Business \$250,000 of a \$1 million donation to go toward the teaching-facilities addition on Grayson Hall.

Thomason, a 1976 graduate of the business college, is president and chief executive officer of Thomason Auto Group. Autzen is the niece of Thomas J. Autzen, after whom Autzen Stadium was named. Thomason will continue to give \$250,000 each of the next three years as construction continues.

The business college wants to break ground on the 50,000-square-foot, \$16.35 million addition next summer. Currently, the college has received \$8.5 million from private donors and \$3.5 million from the state.

The addition would include new classrooms and technological teaching aids, a career resource center, lounge areas for study and informal meetings, rooms for students and faculty working on special projects, a 300-seat auditorium and a board room for business and industry

gatherings. The new addition would help ease the cramped space for the 2,700 business students using the building.

Spring graduation deadline approaching

Undergraduate students planning on graduating winter or spring term should fill out their degree applications soon.

January 15 is the final deadline for winter term graduation applications and the early deadline for spring. The final deadline for spring term graduation is April 9.

Students who apply early benefit because they can receive comments on their progress report which can alert them of missing credits or unfulfilled requirements, said University graduation specialist Estelle Forster.

There is no longer a fee for applying because the matriculation fee covers the cost. After students' applications have been reviewed, they will receive a postcard alerting them of their standing.

Applications are available on the second floor of Oregon Hall. Graduate students should apply through their individual schools.

Need part- or full-time work? Want weekends and holidays off?

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Applications are available at Springfield Public Schools Administration Building, 525 Mill Street, Springfield. More information may be obtained by phoning 726-3203.



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