EXECUTIVE SUMMARY June 25, 2007
TRYON CREEK ATLERNATES ANALYSIS

In 2003, the City of Lake Oswego was awarded a "Greenspaces Grant" from the U.S. Fish and Wildlife Service and Metro to analyze the best alternative for replacement or removal of the Tryon Creek culvert under Highway 43. The 80+ year old culvert is a barrier to endangered fish species migrating from the Willamette River up into the Tryon Creek Watershed. Some of the best fish habitat in the Portland Metro Region lies within Tryon Creek State Natural Area Park just upstream of the culvert.

The purpose of the grant was to facilitate a group of partners and stakeholders to consensually agree on the best design for the replacement or removal of the culvert. In February of 2007, Henderson Land Services LLC was hired, with funds from the grant, to facilitate the planning process and produce a final report outlining the preferred culvert option.

The final report was developed over five months and included: 1) personal meetings between the consultant and agency representatives, partners, and stakeholders, 2) three full group meetings, 3) input from technical experts, 4) two draft versions for full group review, and 5) the final report.

The group process, facilitate by the consultant, resulted in a final preferred option. The preferred design recommends removal of the existing culvert, "day-lighting" the stream, introducing safe pedestrian and wildlife access, and bridging Highway 43, the rail lines, and a realigned Stampher Road over the new restored stream channel. The preferred option meets all of the required and desired design criteria which were identified by the group.

The consultant sought technical expertise to best determine cost estimates for the preferred design. The final estimated cost for the full three bridge project is $11,500,000-$12,500,000. The report further itemizes the costs expected for the preferred three bridge design and projects construction cost out at 5 year increments.

In summary, the group of partners and stakeholders all agreed that a bridge design was the only option that would meet all of the desired and required design criteria. The group agreed that the final project must meet the needs of the community and fish & wildlife for the next 100 years.