

## Portland’s aging downtown bridges are not expected to withstand a major earthquake.

That’s why Multnomah County is taking the lead on making at least one Willamette River crossing earthquake ready. Located in the heart of downtown and on a regional lifeline route, a resilient Burnside Bridge will help our community recover after a major earthquake and provide a long-term river crossing that supports our transportation needs for the next century.

### PREFERRED ALTERNATIVE - REPLACEMENT LONG SPAN

In fall 2020, the Replacement Long Span was recommended as the Preferred Alternative for the Draft Environmental Impact Statement. Of all the alternatives studied, the Replacement Long Span was the lowest cost and best for seismic resiliency. Long Span bridges have fewer columns in the ground but more structure above the deck like the Tilikum Crossing Bridge in Portland. This helps avoid seismic risks associated with building in the dangerous soils surrounding the Burnside Bridge.

### LONG SPAN BRIDGE TYPES UNDER CONSIDERATION

#### Tied Arch



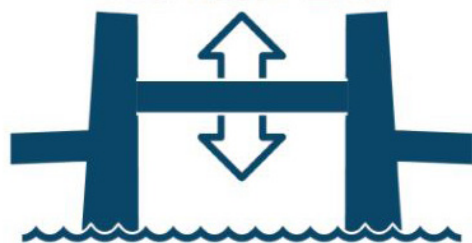
#### Cable Supported



### MOVABLE SPAN TYPES UNDER CONSIDERATION

The new bridge will have a movable span to allow ships to pass. Currently, two movable span types are under consideration, including:

#### Verticle Lift



#### Bascule



### BALANCING PROJECT DESIGN AND PROJECT COST

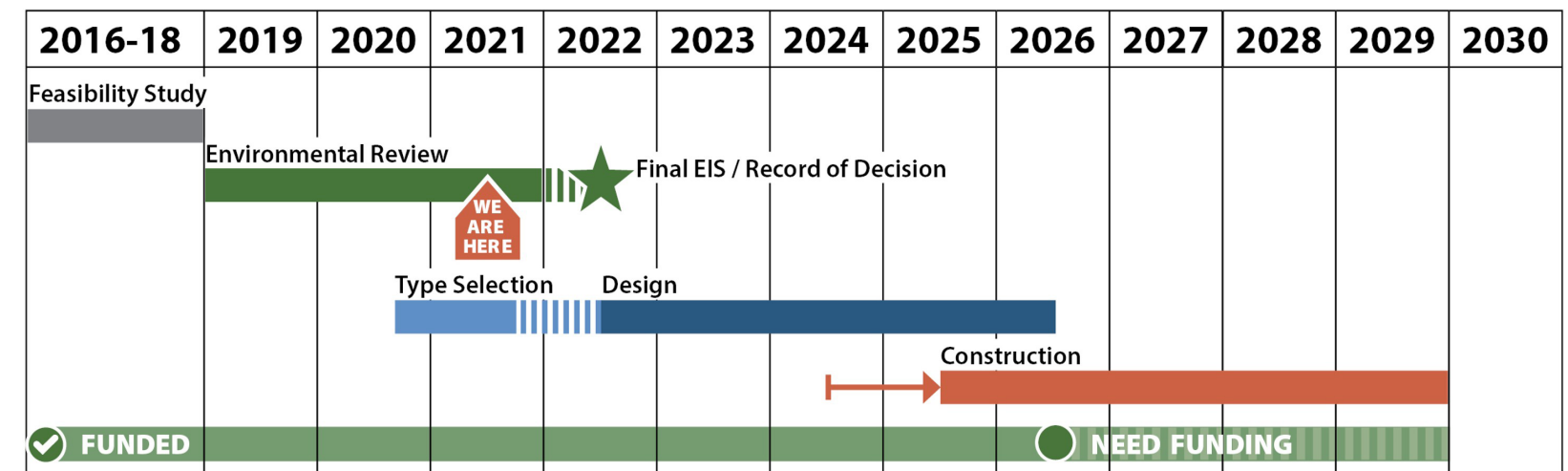
Given the current competition for funding of large infrastructure projects, County leaders asked the project team to analyze ways to reduce the cost so that the project is more likely to be fully funded and built. The project team is now analyzing a handful of potential cost-saving measures. Learn more about the cost-saving measures on the back of this factsheet or online at <https://tinyurl.com/EQRB-PA>.



Aerial view of the existing Burnside Bridge looking northwest towards Old Town Chinatown.

### CHANGES TO THE PROJECT TIMELINE

The evaluation of proposed cost reductions, development of detailed cost estimates and continued funding work will add about nine months to the Environmental Review Phase and push out the Design and Construction phases.





POTENTIAL COST-SAVING MEASURES

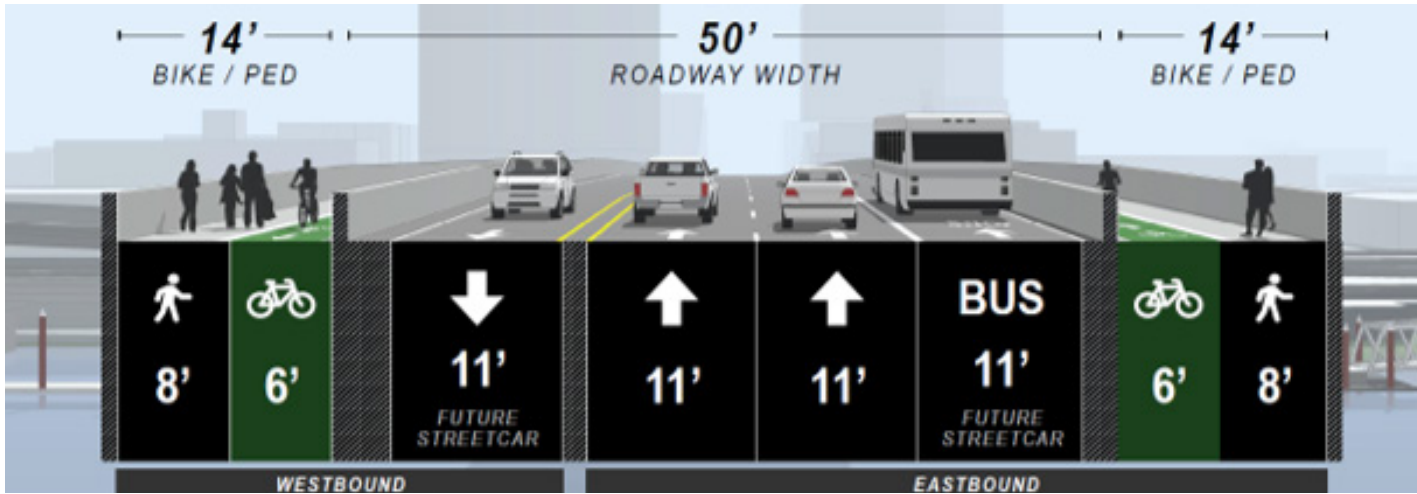
The project team is working to achieve the right balance between the project design and the project cost. The cost range for the Preferred Alternative in the Draft EIS exceeded \$800 million. The team is working to bring that cost down to ensure the project can be funded and built.

**Finding cost-savings will require changes to the Preferred Alternative but will not reduce the project’s core purpose of creating a seismically resilient bridge that is immediately usable by our community and emergency responders following a major earthquake.** Before making any decisions, we will carefully analyze these potential cost-reduction measures:

Reducing the bridge width compared to the Preferred Alternative.

This would remove one vehicle lane compared to the Preferred Alternative and provide bicycle/pedestrian facilities of at least 14-feet on each side with a crash-worthy barrier between traffic lanes and the shared use paths. This proposed width would be comparable to today’s bridge.

\$140-\$165M Savings



Example of a 4-lane bridge. A variety of lane widths and allocations are currently under analysis including a reversible lane.

Selecting a ‘girder’ structure type for the west approach.

This would place two rows of support columns in Waterfront Park – more than some of the options initially considered, but fewer than there are now. The girder structure type does not require a support structure above the deck of the bridge.

\$15-\$20M Savings



Rendering of girder structure type over Waterfront Park near downtown.

Adding support columns near East 2nd Avenue.

Adding a row of support columns east or west of NE/SE 2nd Avenue on the east side if a Tied Arch design is used. The project will explore ways to minimize the impacts to the Skatepark below the bridge.

\$15-\$20M Savings

Other measures under consideration

- Limiting improvements to the connections from the bridge to the Skidmore MAX station and Eastbank Esplanade to those that meet Americans with Disability Act compliance standards.
- Limiting the budget for aesthetic enhancements.
- Others. We’ll keep looking for additional opportunities to keep costs down.

Measures that the project team will NOT pursue

- Reduce seismic resiliency standards
- Eliminate potential for future Streetcar
- Reduce width down to three vehicular lanes
- Eliminate capacity for oversized and specialized heavy haul vehicles
- Reduce bike/ped width to less than 14 feet on each side
- Remove the crash-worthy barrier between vehicular lanes and bike/pedestrian facilities

NEXT STEPS

The project team will continue to evaluate the proposed cost-saving measures and develop more detailed cost estimates before sharing the results and seeking your feedback in fall/winter 2021.

In spring 2022, we’ll publish an updated Environmental Impact Statement documenting the changes. This will provide another opportunity for comments.

The county is dedicated to pursuing funding opportunities and will continue to seek outside funds so we can build an earthquake-ready Burnside Bridge.

Visit the website to learn more and sign up for email notifications.

CONTACT

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Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a [burnsidebridge@multco.us](mailto:burnsidebridge@multco.us).  
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