EARTHQUAKE READY BURNSIDE BRIDGE

EMCTC Technical Advisory Committee

Briefing

Multnomah County
Transportation Division
Department of Community Services
November 3, 2021

Project Overview

Purpose

Seismic Resiliency and Emergency Response

Regional Recovery and Rebuilding

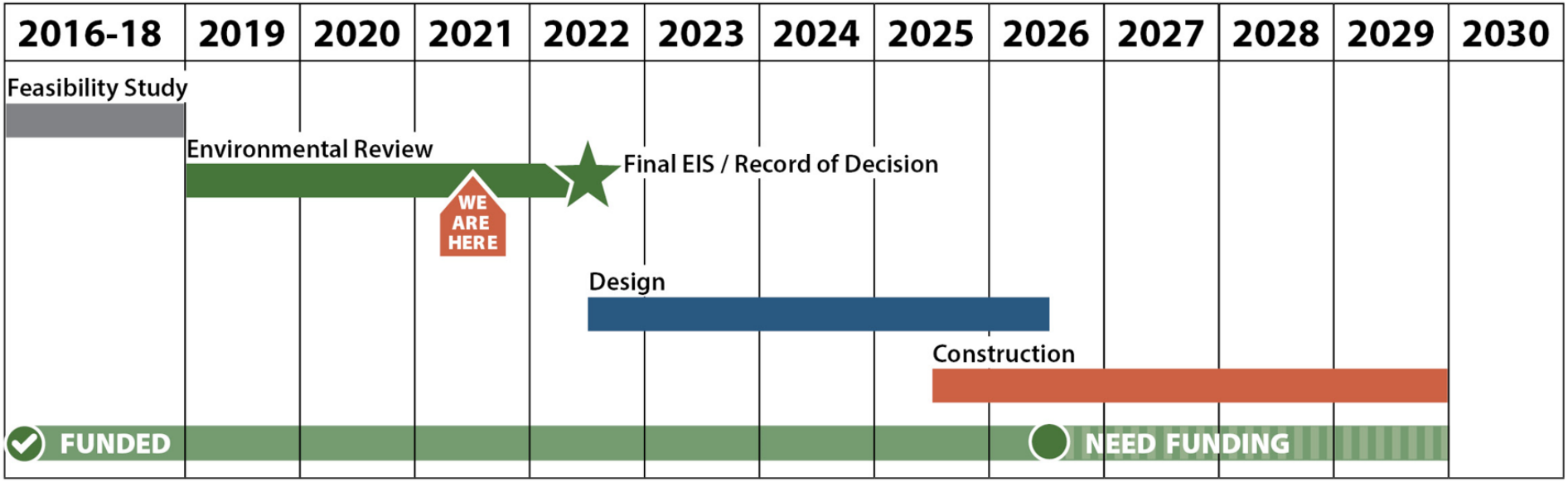
Long-term Use

Funding Context

Must achieve an affordable Project to be viable

- Costs considerations have changed over the last year
  - Failure of the 2020 Regional Transportation Bond Measure which would have allocated $150 million to the project
  - High competition for funding of large infrastructure projects
  - Increasing labor and materials costs have emerged from the COVID-19 pandemic
- Despite funding challenges, the need for an earthquake ready bridge to serve the Portland region remains
- Seeking cost saving refinements to help ensure this project can be fully funded and built

Project Timeline



Preferred Alternative Refinements

Approach to saving cost and refining PA

Guiding Principles

- Moving forward with recommended Long Span Replacement Alternative
- Ensure the Purpose and Need is met
  - Seismic resiliency
  - Emergency response and regional recovery
  - Long term transportation needs
- Maintain County's equity lens

Preferred Alternative Refinements

Revised Preferred Alternative Refinements	Why?	Cost Savings
1. Bridge width: Reduced by approx. 26 feet	• Cost savings	**$140 – 165M**
2. Vehicle Lanes: Reduced from 5 to 4 vehicular lanes (4 Lane configurations under consideration)	• Cost savings	
3. Bike / Ped Space: Reduced from 20’ to between 14’ - 17’	• Cost savings	
4. West Approach bridge type: Reduced to only Girder type	• Regulatory permitting • Cost savings	**$20 - 40M**
5. Movable span bridge type: Select either Lift or Bascule type	• Regulatory permitting • Community preference • Cost savings	**$25 - 35M**
6. East Span Bridge Type: Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	• Community preference	**TBD**

West Approach Bridge Type

Long-span Alternative

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“Three bridges in one”

Long-span Approach Options in the DEIS

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Replacement Long Span is the Recommended Preferred Alternative

West Approach Bridge Type

Existing Girder Bridge

West Approach Bridge Type

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Recommendation: West Approach Girder for all Bridge Compositions

$20 - $40M Savings

- Revised initial Girder concept to provide higher vertical clearance and more open views in Waterfront Park
- Meets permitting requirements and has least environmental impacts
- Provides highest cost savings of the options studied
- Has support from key stakeholder groups

Movable Span Bridge Type

Movable Span Bridge Type

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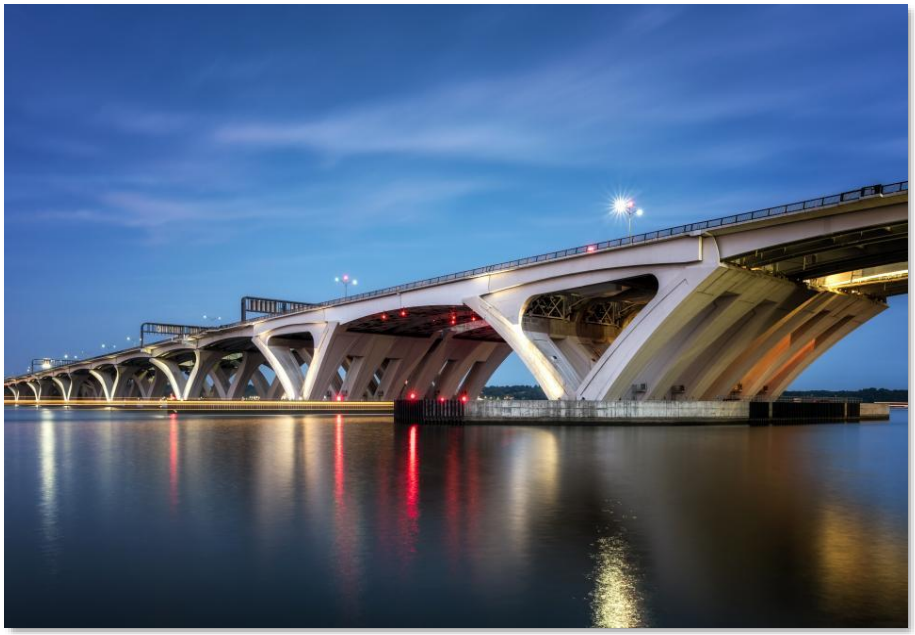
Lift

Bascule



Movable Span Bridge Type

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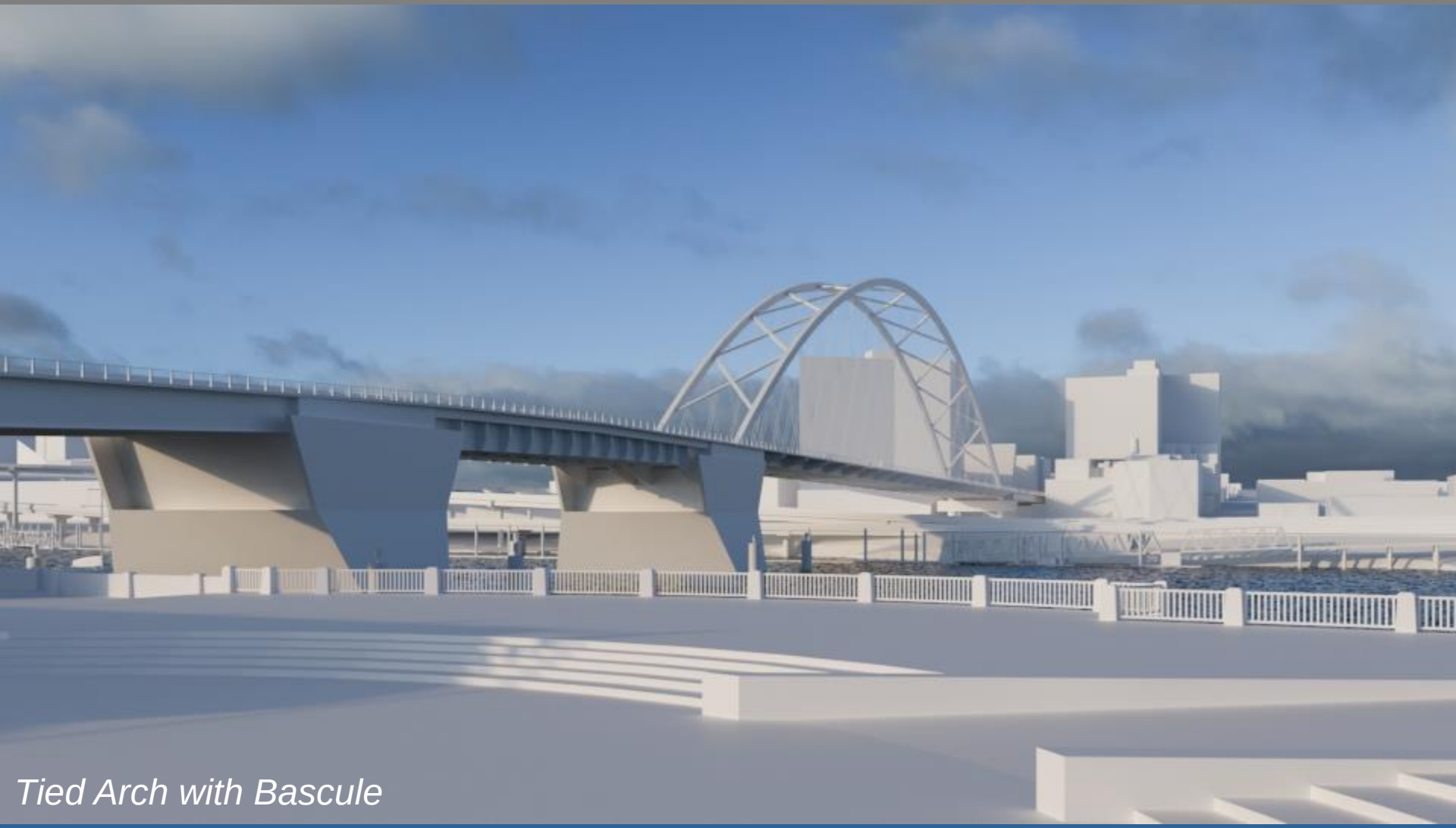
View 2: Looking NE from Waterfront Park



Tied Arch with Bascule

Movable Span Bridge Type

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View 2: Looking NE from Waterfront Park

Tied Arch with Lift

Movable Span Bridge Type

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View 2: Looking NE from Waterfront Park

Cable Stayed with Bascule

Movable Span Bridge Type

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View 2: Looking NE from Waterfront Park

Cable Stayed with Lift

Movable Span Bridge Type

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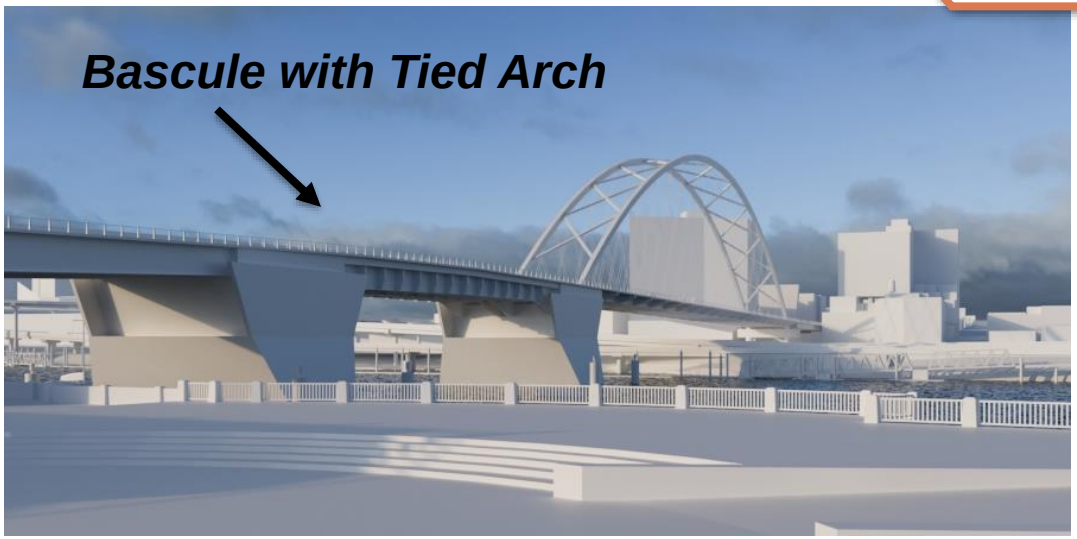
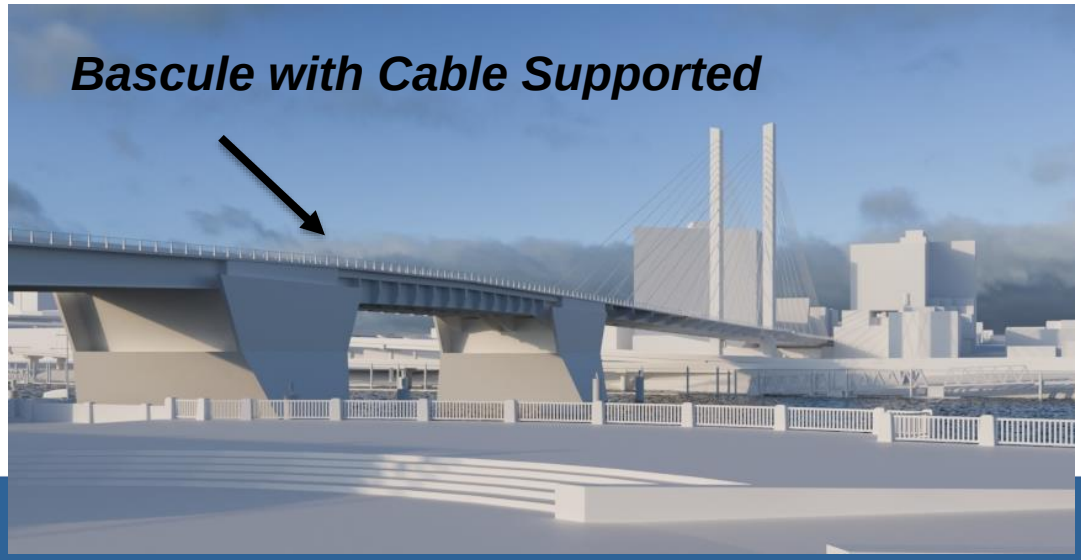
Recommendation: Bascule Movable Bridge

$25 - $35M Savings

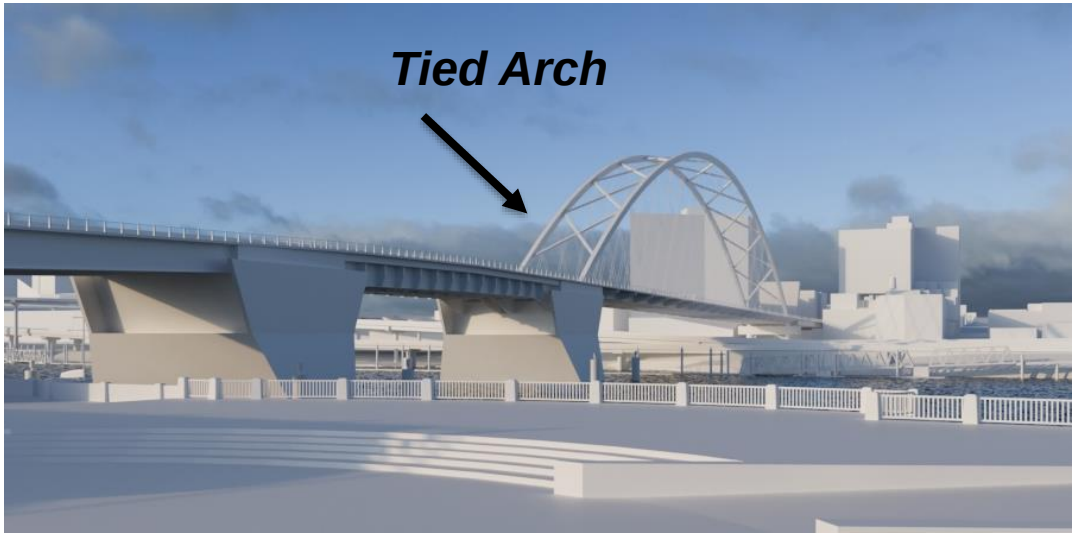
- Meets permitting requirements and has least environmental impacts
- Provides highest cost savings of the options studied
- Has support from key stakeholder groups

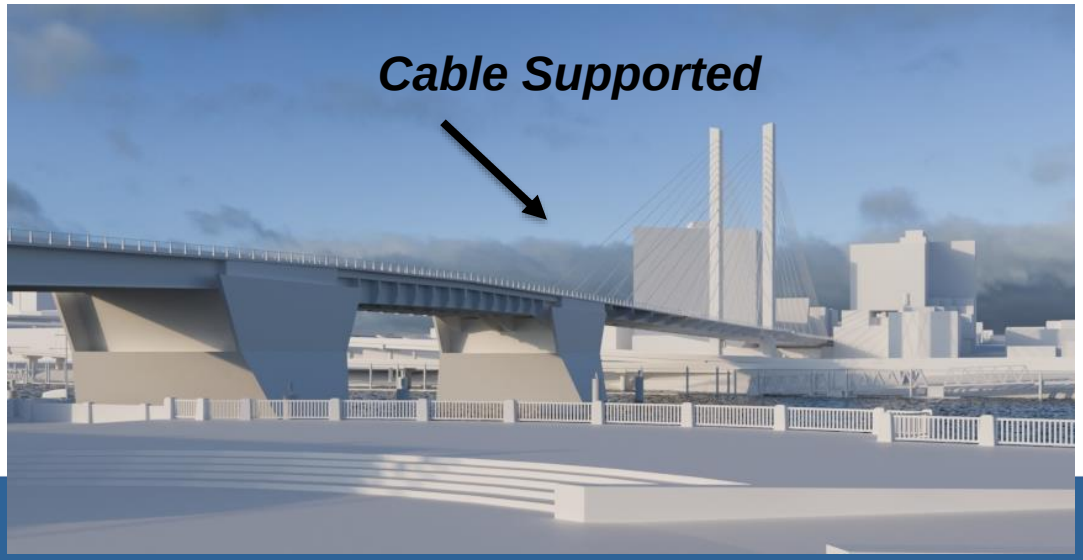




East Span Bridge Type

To be determined in
Final Design Phase





Bridge Width

Bridge Cross Section

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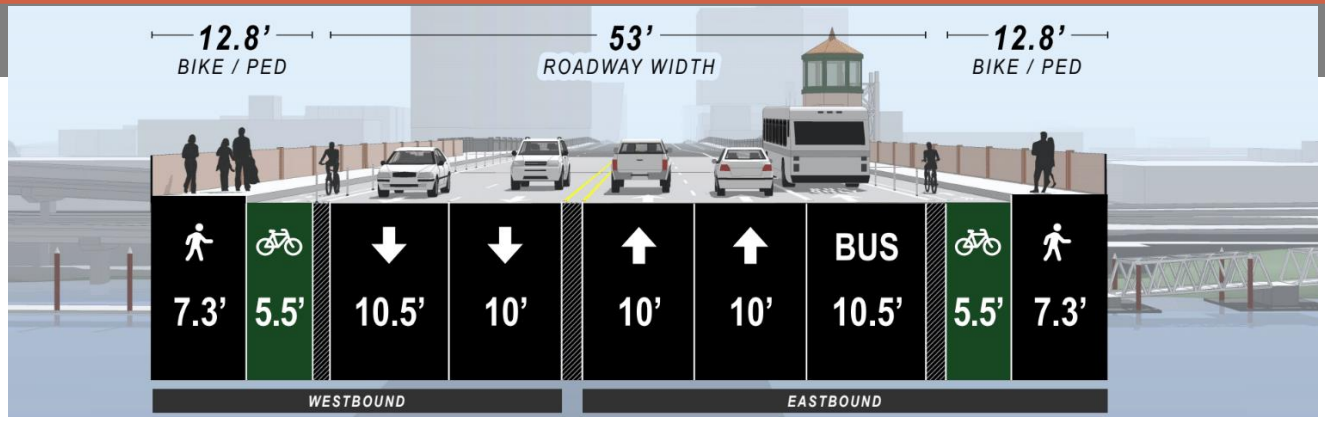
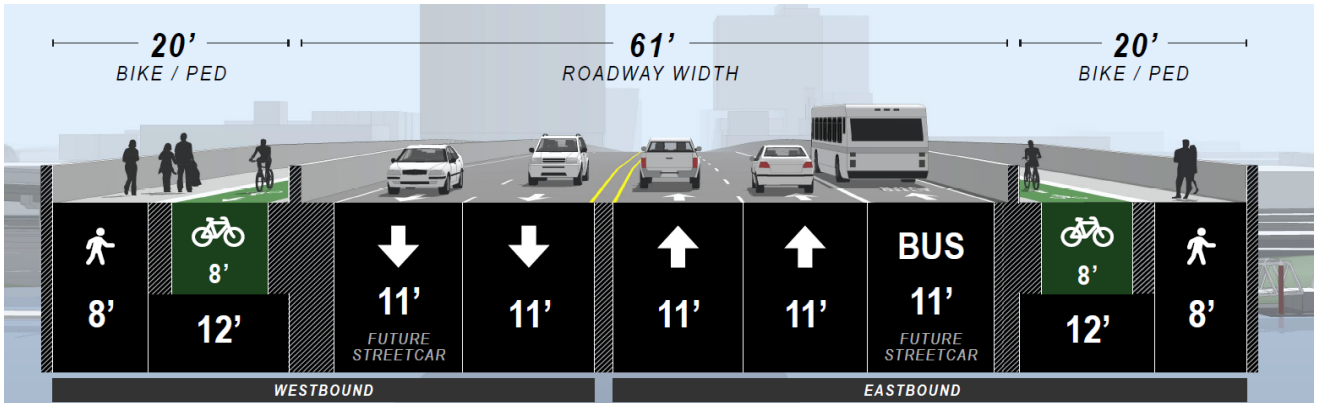
Narrower Bridge

Existing Cross Section

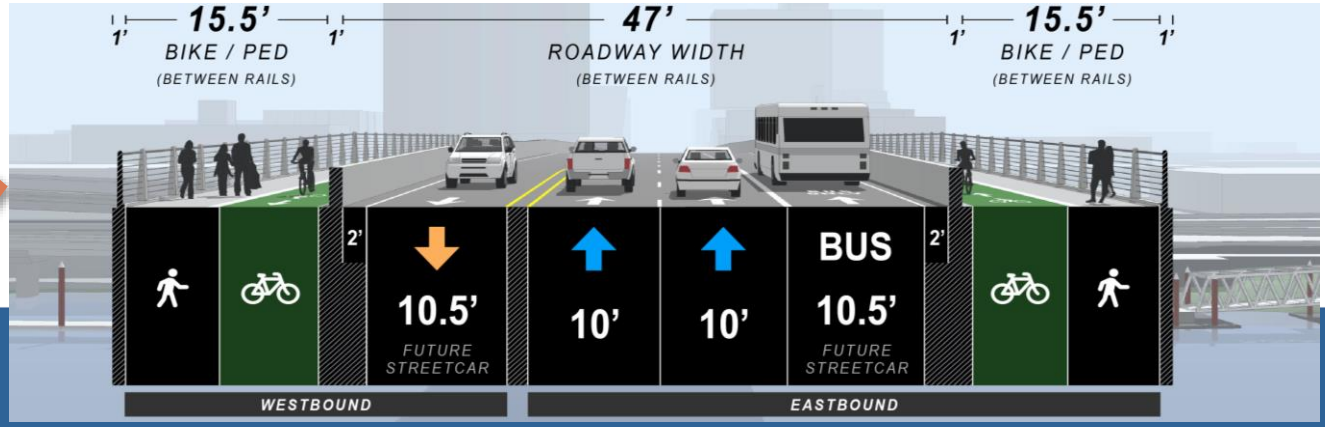


DEIS Cross Section



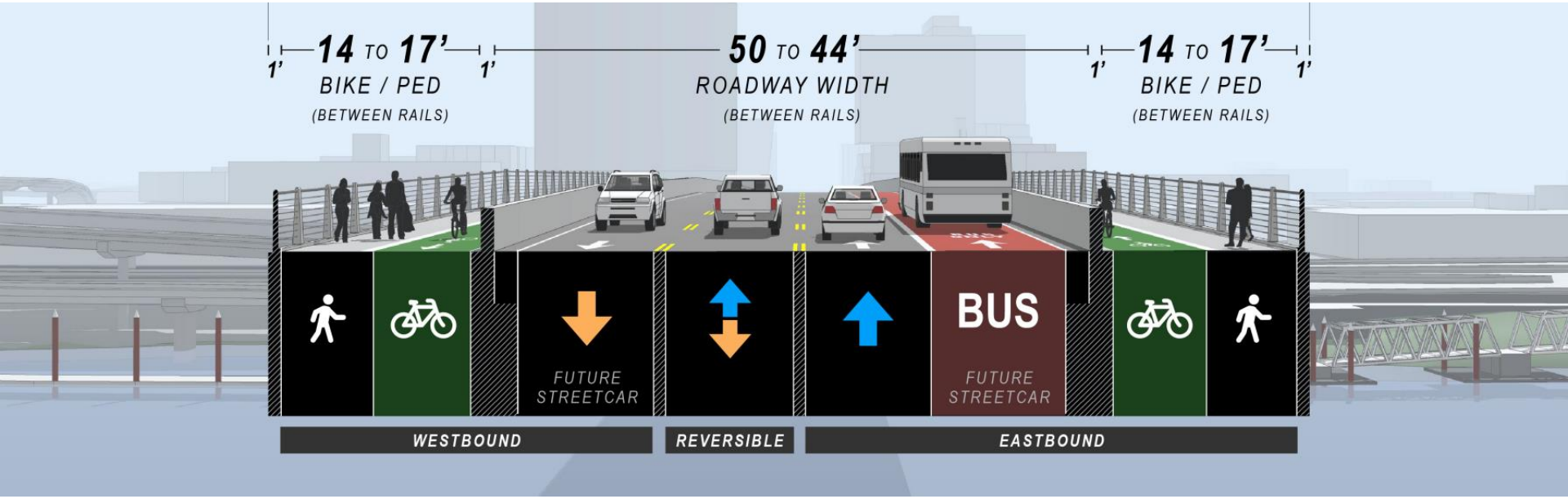
Refined Cross Section Under Analysis

$140 - $165M Savings



SDEIS Cross Section Options

Re-allocating some vehicular width to bike/ped space



4-Lane Traffic Configurations

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Lane Configuration is a PBOT decision

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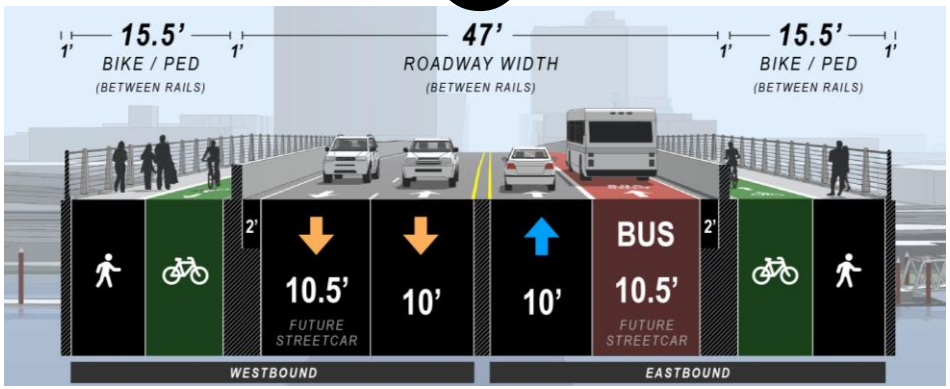

2 WB Lanes / 1 EB + 1 Bus Lane

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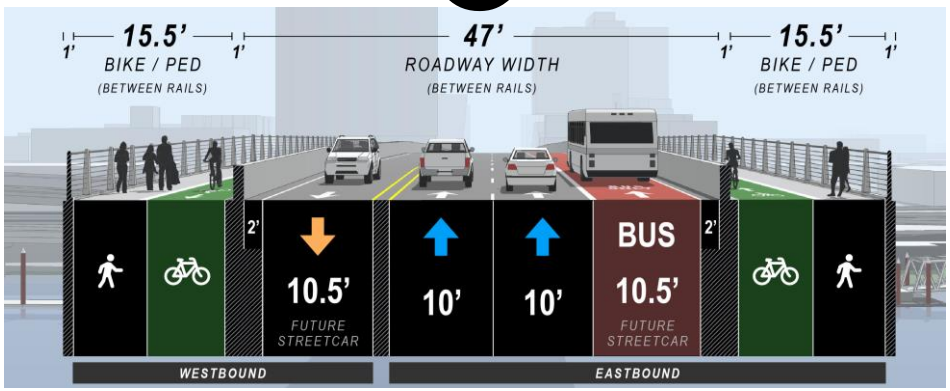

1 WB Lane / 2 EB + 1 Bus Lane

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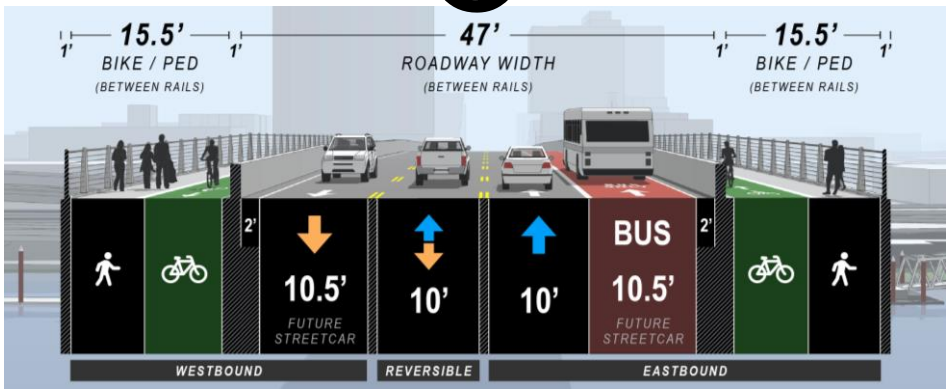

Reversible Lane

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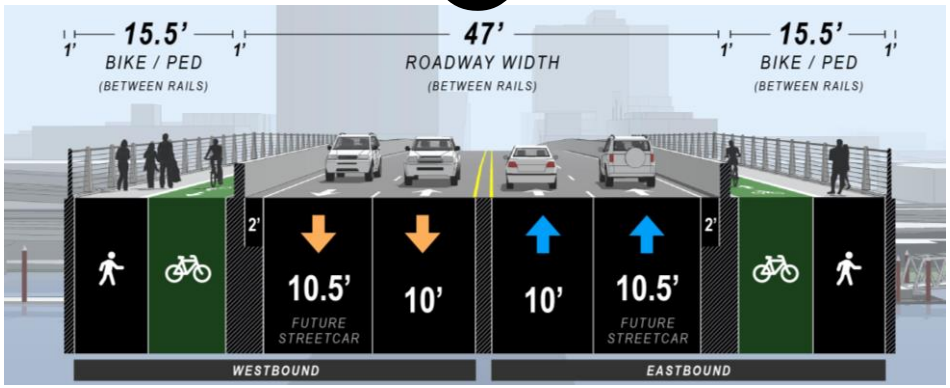

2 WB Lanes / 2 EB Lanes (Bus queue jump)

Notes: (1) Also analyzed impacts to adjacent bridges
(2) 15.5' bike/ped space shown; 14' to 17' bike/ped spaces under consideration

❸ Reversible Lane Option

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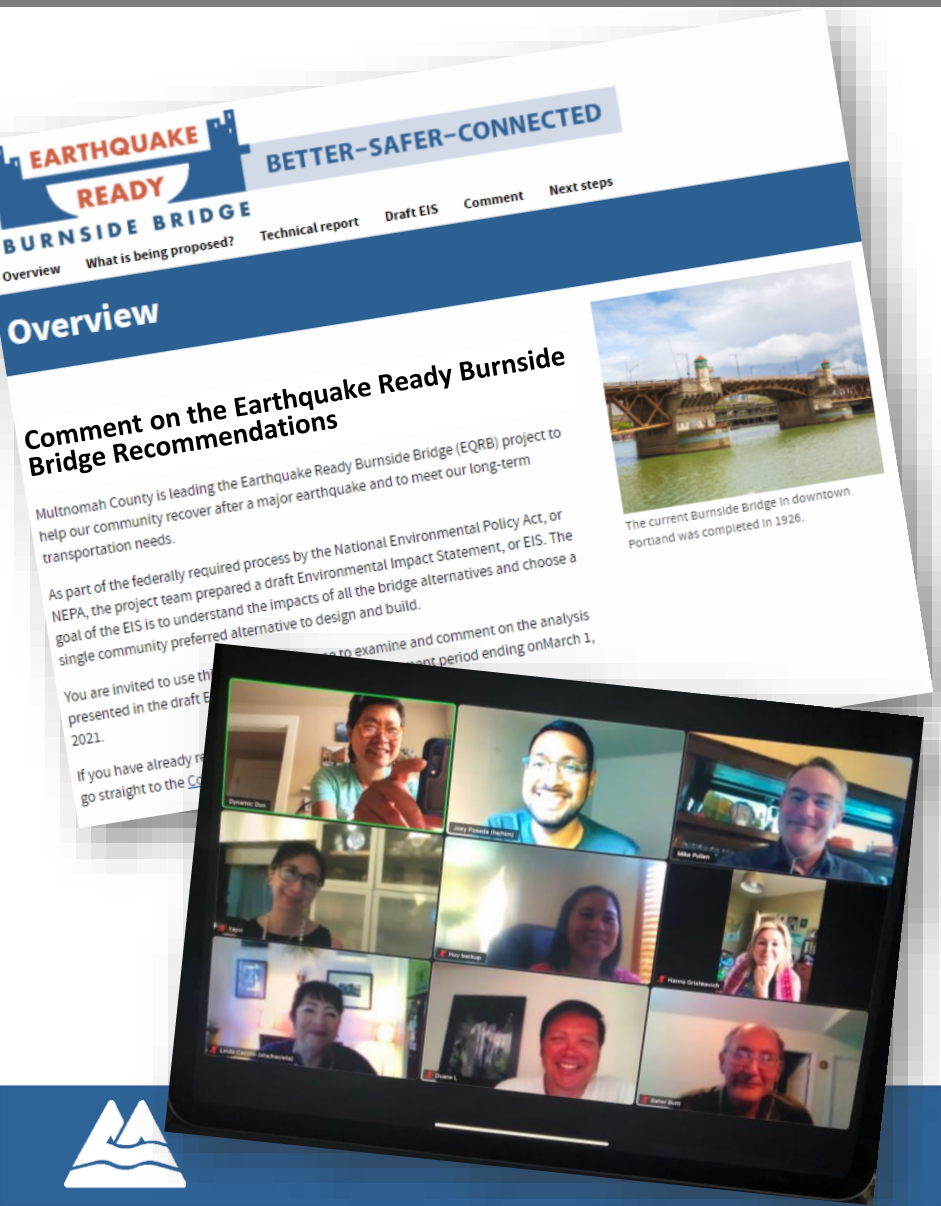
What we're studying …

- Lessons Learned from others
- Traffic operations and safety
- Entry treatments

Lions Gate Bridge, Vancouver, B.C.

Community Engagement

Mid-November to Mid-December 2021



Objective: Share revisions to the Preferred Alternative and seek community feedback.

Key Activities:

- Online Open House and Survey
- Virtual Briefings
- Video
- Webinar
- E-newsletters, news releases and social media
- Diverse outreach through the Community Engagement Liaisons program

Next Steps

ENVIRONMENTAL REVIEW PHASE

- **November / December 2021 –** Share recommendations with public and seek community feedback (online open house and survey)
- **January 2022 CTF Meeting –** Share community feedback and confirm recommendations for Policy Group approval
- **January PG Meeting 2022 –** Share community and CTF feedback and seek Policy Group approval and Mult Co BCC Revised PA adoption
- **March / April 2022 –** Publication of Supplemental Draft EIS and **public comment period**
- **September 2022 –** Final EIS and Record of Decision

Closing Remarks

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Thank you!