

Multnomah County Willamette River Bridges Capital Improvement Plan



Project Summary Information: Painting and Structural Improvements - River Spans

Bridge Names(s):	Morrison	Project ID#:	BUN-MO-14	Project Status:	In Progress		
Project Rank:	10	Primary Category of Work	Paint	Performance Attribute Total Score	9	Importance Score	TI-1 7.73
Logical Grouping Project ID #'s:	MO-STRUCT-07, MO-PAINT-02, MO-STRUCT-20						
Bridge Num and Names(s):	02758 Willamette River, Morrison St (Morrison) [Morrison] ; 02758 Willamette River, Morrison St (Morrison) [Morrison]						

Definition of Problem

The Morrison Bridge River Spans were observed to have a large percentage of the total surface area showing signs of deterioration or paint system failure, including areas of exposed metal. A review of available existing information also suggests that the current paint system contains lead. The bridge bearings were observed to have debris accumulation and deterioration of the bearing protective system. Access is limited for the fixed river span, which inhibits debris removal, bridge inspections, and maintenance activities including vessel impact repairs.

Description of Proposed Solution

The proposed solution for the deteriorating and failing paint systems includes the removal of existing lead-based paint, and the application of a new protective paint system. Bridge bearings will have current debris removed and a new protective paint system applied to metal components, which allow for continued movement of the bearings. The construction of a maintenance access catwalk for the fixed river spans would allow for improved access for ongoing monitoring, maintenance, and repair activities.

Project Justification

The benefits of completing the proposed paint system repairs are to arrest the ongoing corrosion and deterioration of the structural steel members, and to restore a protective paint system which would extend the service life of the bridge. Additionally, the removal of the lead-based paint system would reduce the health exposure risk to maintenance staff and eliminate a potential source for environmental contamination. Bridge bearing service life would be extended and ongoing maintenance costs would be reduced. The construction of an access walkway would provide health and safety improvements maintenance staff and long term reductions in total maintenance costs for the River Spans.



Right-of-Way:	\$0
Utility Reimbursement:	\$0
Construction:	\$15,555,283
Preliminary Engineering:	\$3,609,113
Construction Engineering:	\$3,609,113
Total Cost at Target Construction Time:	\$22,773,510
Target Construction Time:	2015-2019

Notes:

None entered.