

Multnomah County Willamette River Bridges Capital Improvement Plan



Project Summary Information: Joint Rehabilitation - West Approach, River Spans and East Approach							
Bridge Names(s):	Morrison	Project ID#:	BUN-MO-13	Project Status:	In Progress		
Project Rank:	34	Primary Category of Work	Structural	Performance Attribute Total Score	13	Importance Score	TI-3 24.77
Logical Grouping Project ID #'s:	MO-STRUCT-17, MO-STRUCT-18 and MO-STRUCT-19						
Bridge Num and Names(s):	02758B W Morrison Br Conn over Hwy 1W (Front Ave) & Park [Morrison] ; 02758 Willamette River, Morrison St (Morrison) [Morrison] ; 08589Y SE Yamhill St Ramp over Hwy 1 & Conn (Morrison Int) [Morrison]; 08589 Willamette R & Hwy 1, SE Morrison St (Morrison Int) [Morrison]						

Definition of Problem

The Multnomah County Willamette River Bridges Capital Improvement Plan Consultant Team identified several joint systems on the bridge deck that have reached the end of their service life. At several locations within the West Approach, River Spans and East Approach, debris has accumulated in the joints. Water was observed to be flowing freely through failed joints, and surrounding concrete has begun to deteriorate and spall. A tripping hazard was observed in the River Spans pedestrian sidewalk due to a misaligned sidewalk plate. Where joint seals have failed, surface rust on the steel girders, cross bracing, and bearings was observed within the East Approach bridges.

Description of Proposed Solution

Bridge deck joints will be repaired or replaced according to their level of deterioration at the time of project development. This includes a repair of spalled and damaged concrete surrounding the joints. Misaligned sidewalk plates would also be adjusted to eliminate the pedestrian tripping hazard.

Project Justification

The benefit of completing the proposed solutions includes a reduction in maintenance costs for ongoing joint rehabilitation, and restoring the bridge deck joints to a serviceable condition. This results in extending the service life of the deck system and underling bridge components. The project will also eliminating a known safety hazard to pedestrians.



Right-of-Way:	\$34,000
Utility Reimbursement:	\$0
Construction:	\$2,537,903
Preliminary Engineering:	\$632,665
Construction Engineering:	\$632,665
Total Cost at Target Construction Time:	\$3,837,233
Target Construction Time:	2025-2029

Notes:

None entered.