



Earthquake Ready Burnside Bridge

Better. Safer. Connected.



		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		Score (0-100%)
		Unreinforced Masonry Risk	Disabled Vehicles Risk	Ease of Ped + Bike Use	Safe Ped + Bike Connections	Personal Security for Ped + Bikes	Street Network Connection	Crossing Safety and Convenience	Moveable Bridge (Periodic Delay)	Social Service Impacts	Low Income Housing Impacts	Visual Impacts to Existing Buildings	Commercial + Industrial Impact	Long Term Housing	Park + Recreation Impact	Historic Structures + District Impacts	Capital Cost	Longterm Maintenance	
LM	Low Existing Alignment (3a-1d)	●	●	●	●	●	●	◐	○	●	●	●	●	●	●	●	●	◐	85%
LM	Low Northeast Wishbone (3a-2b)	●	●	●	●	●	●	●	○	●	●	●	○	●	●	●	●	◐	85%
ER	Enhanced Seismic Retrofit, No widening (4b1)	●	●	●	●	●	●	◐	○	●	●	●	●	●	●	●	●	○	83%
ER	Enhanced Seismic Retrofit, Widened (4b2)	●	●	●	●	●	●	◐	○	●	●	●	●	●	●	●	●	○	81%
LM	Low Southeast Wishbone (3a-3b1)	●	●	●	●	●	◐	○	○	●	●	●	●	●	●	●	◐	◐	78%
97F	97' High Existing Alignment (3b-1b1)	◐	●	○	○	●	◐	●	●	◐	●	◐	●	●	○	○	●	●	67%
LM	Low North Twin - Mode Separated (3a-5d1)	●	◐	●	●	◐	●	◐	○	●	●	●	○	●	○	●	◐	○	66%
LM	Low South Twin - Mode Separated (3a-7d1)	●	◐	●	●	◐	◐	●	○	◐	●	●	●	○	○	●	◐	○	65%
LM	Low Stacked (3a-8d)	●	◐	●	○	○	◐	●	○	◐	●	●	●	●	◐	◐	●	◐	63%
97F	97' High South Twin - Mode Separated (3b-7d1)	◐	●	○	●	◐	◐	◐	●	◐	●	◐	●	●	○	○	◐	◐	61%
97F	97' High Northeast Wishbone (3b-2b1)	◐	◐	○	○	●	◐	◐	●	◐	●	◐	○	●	●	○	●	●	60%
97F	97' High Southeast Wishbone (3b-3b1)	◐	◐	○	○	●	○	○	●	◐	●	◐	●	●	○	○	●	●	58%
97F	97' High North Twin - Mode Separated (3b-5d1)	◐	●	○	●	○	◐	◐	●	◐	●	◐	○	○	○	○	◐	◐	55%
LM	Low Double Wishbone (3a-9d)	○	◐	●	◐	●	◐	○	○	◐	●	○	○	○	●	○	●	◐	49%
LM	Low North Twin (3a-4d1)	○	◐	●	◐	●	◐	○	○	●	●	◐	○	○	●	○	○	○	45%
97F	97' High North Twin (3b-4d1)	○	◐	○	○	●	○	◐	●	◐	●	○	○	○	○	○	◐	◐	42%
120F	120' High South Twin - Mode Separated (3b-7d2)	◐	○	◐	●	○	○	◐	●	◐	●	○	●	○	○	○	○	○	42%
LM	Low South Twin (3a-6d1)	○	◐	●	●	●	○	○	○	◐	◐	◐	○	●	○	○	◐	○	42%
T	Tunnel - Mode Separated (3c-1a)	●	○	◐	●	◐	○	◐	◐	●	○	●	○	○	○	○	○	○	40%
120F	120' High North Twin - Mode Separated (3b-5d2)	◐	○	◐	●	○	○	◐	●	◐	●	○	○	●	○	○	○	○	39%
97F	97' High South Twin (3b-6d1)	○	◐	○	○	●	○	○	●	◐	◐	○	○	●	○	○	◐	◐	39%
120F	120' High Existing Alignment (3b-1b2)	◐	○	○	○	●	○	●	●	○	○	○	○	◐	○	○	○	◐	29%
120F	120' High Southeast Wishbone (3b-3b2)	◐	○	○	○	●	○	○	●	○	○	○	○	●	○	○	○	◐	25%
120F	120' High Northeast Wishbone (3b-2b2)	○	○	○	○	●	○	◐	●	○	○	○	○	●	○	○	○	◐	23%
120F	120' High North Twin (3b-4d2)	○	○	○	◐	●	○	◐	●	○	○	○	○	○	○	○	○	○	17%
120F	120' High South Twin (3b-6d2)	○	○	○	○	●	○	○	●	○	○	○	○	●	○	○	○	○	14%