

From: [Earthquake Ready Burnside Bridge](#)
To: [Cassie Davis](#)
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April 2024



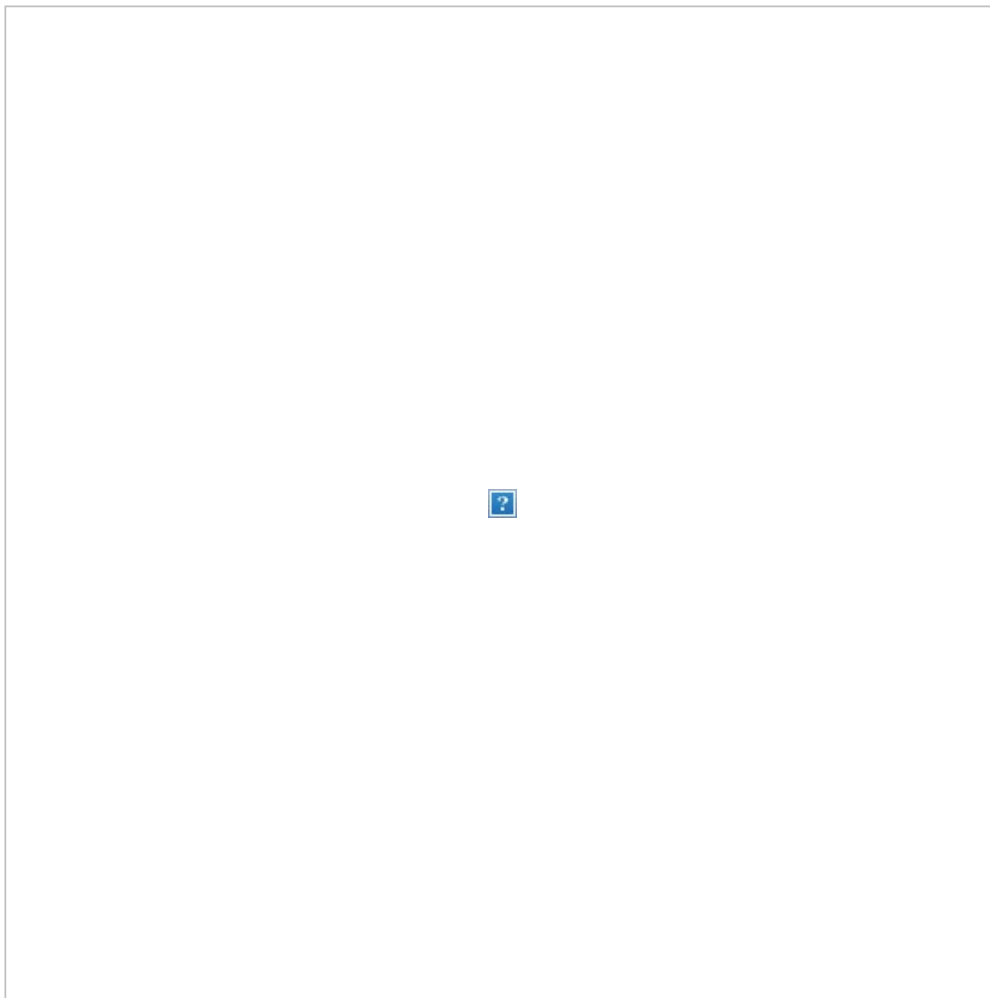
Project team works to narrow range of bridge type options for public review

Earthquake Ready Burnside Bridge Project architects, engineers and construction contractors are working diligently on various tasks that will help make one important decision: the future look of the Burnside Bridge. The EQRB project team is working through design details to understand everything that factors into building a seismically resilient bridge in downtown Portland – one the County can afford and the community can be proud of for decades.

The County is considering two bridge type options: cable stay or tied arch. Selecting the

east approach bridge type sets the baseline. The project can then move forward with other technical elements that rely on that bridge type decision. As [BEAM Architects](#) develops design options, the engineering team evaluates and identifies the technical tradeoffs of each concept. From there, the construction contractor conducts a rigorous analysis to understand what the true costs, risks and constructability challenges are given the current availability of materials, market pricing and site constraints.

The County will then need to screen out options that are difficult to construct or significantly increase project costs. Currently there are 10 bridge type variations the County is considering. Six of them are cable stay options and four of them are tied arch options. The County will advance options for the Community Design Advisory Group and the general public to review this summer.

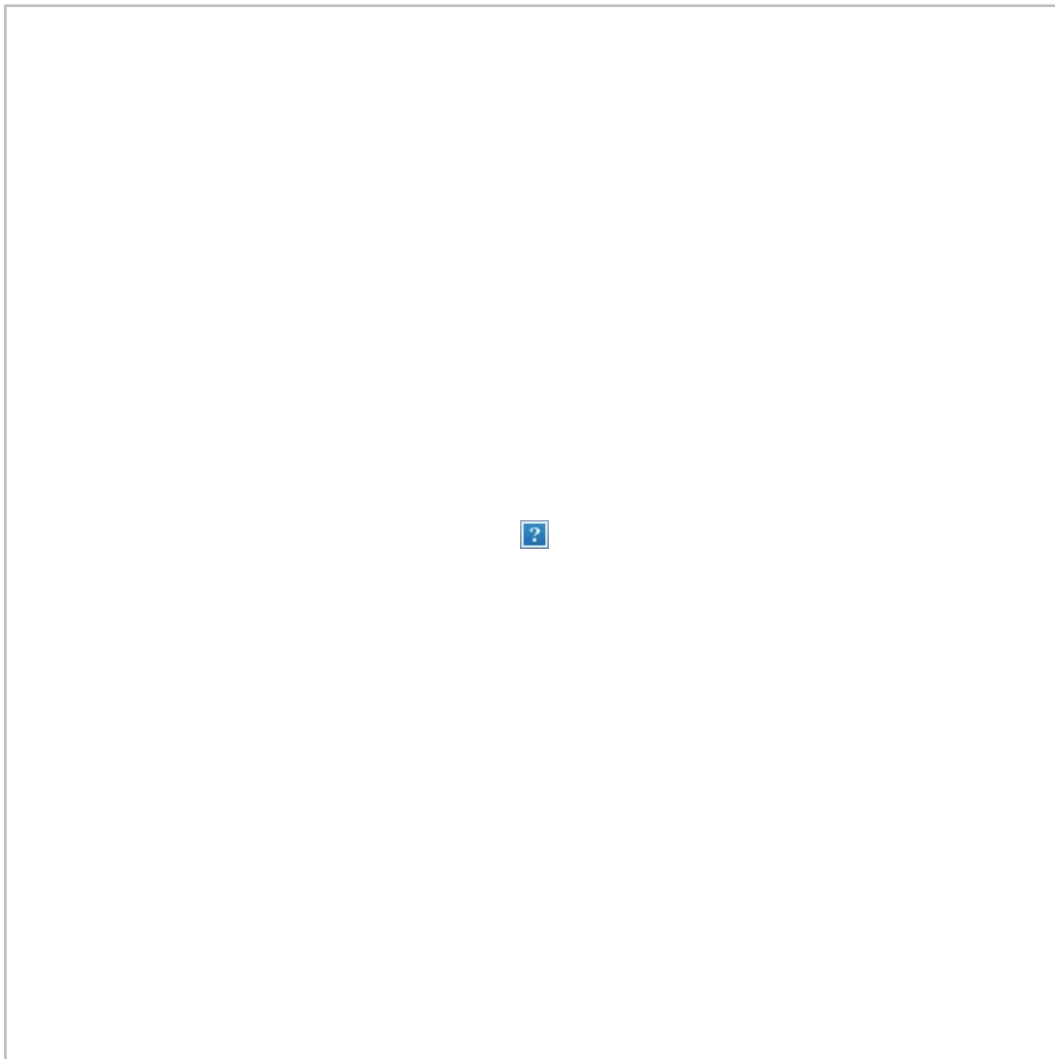


Two examples of bridge type variations that are under evaluation.

Summer outreach: How the public will weigh in on the bridge type options

COMING THIS SUMMER: Help Multnomah County decide the future look of the Burnside Bridge! You'll have an opportunity to provide input in an online survey in late June through July. Stay tuned for how to participate in this important milestone for the Earthquake Ready Burnside Bridge Project. For project information, visit: burnsidebridge.org.

The project team will reach out to the community through a range of activities including webinars, presentations and briefings at local community organizations, tabling at community events and by working with community engagement liaisons to reach underserved and non-English speaking community groups.



Who have we been talking to?

The project team is regularly meeting with community groups and nearby businesses to help inform the project. Here is a snapshot of our most recent briefings.

- 5 MLK
- American Medical Response
- Ankeny Market
- Burnside Skatepark
- Central City Concern
- Portland Rescue Mission
- East Multnomah County Transportation Committee
- Multnomah County Bicycle and Pedestrian Citizen Advisory Group
- Japanese American Museum of Oregon
- Pacific Coast Fresh
- University of Oregon
- The Yard
- Salvation Army
- Mercy Corps
- Eastside Exchange
- Old Towne Storage
- Templeton
- The Slate

County pursues \$447 million in federal funds

The County will submit a \$447 million request for federal funds through the U.S. Department of Transportation's [Multimodal Project Discretionary Grant](#) (MPDG) program in May 2024. This grant packages three different grant programs under one application. The project is eligible for two of those programs, the [National Infrastructure Project Assistance](#) (Mega) Program and the [Infrastructure for Rebuilding America](#) (INFRA) Program. Awarded applicants will be notified in late fall 2024.

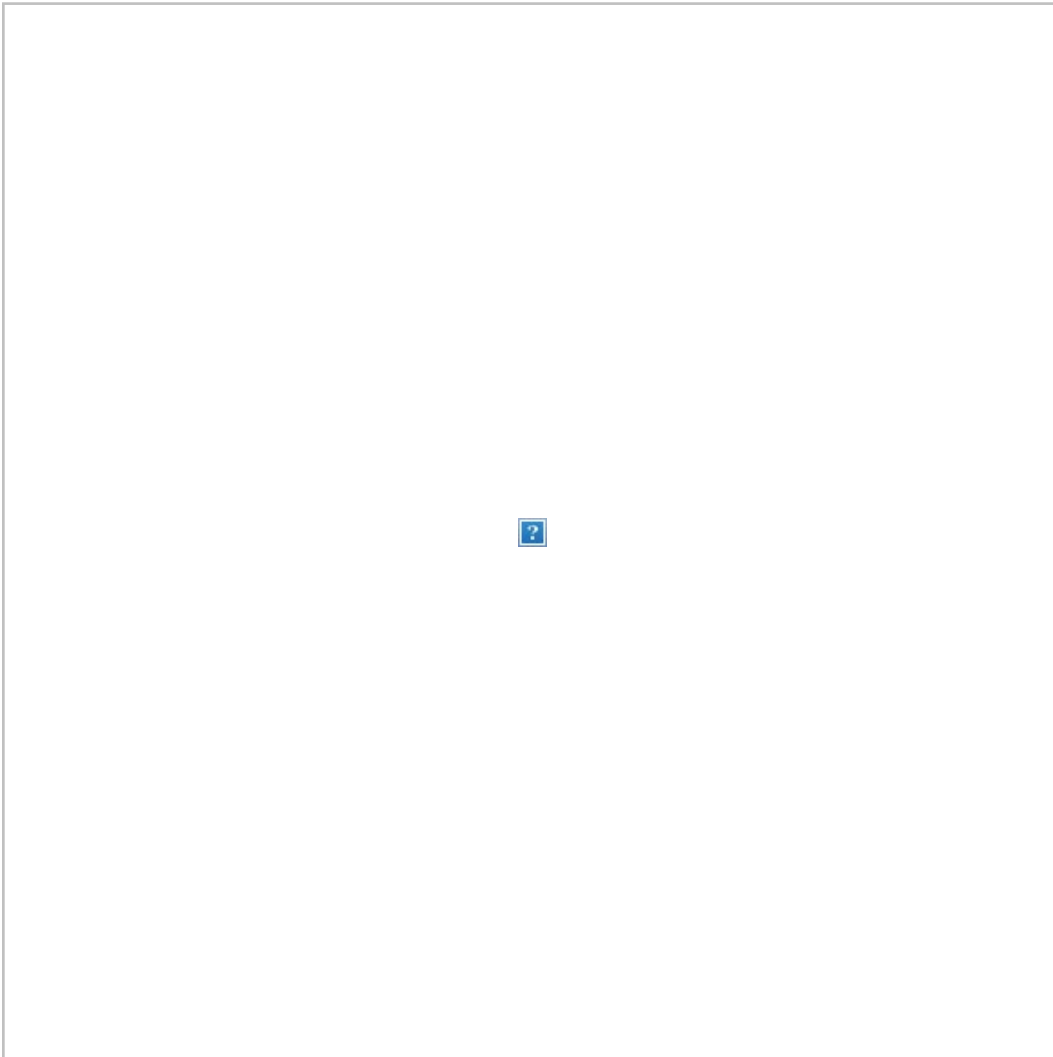
The County is also waiting to hear results from the applications it submitted in late 2023 for the U.S. Department of Transportation's Bridge Investment Program (BIP) and Oregon Department of Transportation's Local Agency Bridge Program. The County will be notified of the results in summer 2024 and spring 2025 respectively.

The project continues to focus on other local and state funding opportunities including the potential for a 2025 State Transportation Funding Package. Oregon's Joint Committee on Transportation has initiated [discussions about the potential future plan](#).

The County is also applying for a federal loan through the Build America Bureau Transportation Infrastructure Finance and Innovation Act ([TIFIA](#)). TIFIA is a low interest loan with flexible repayment options that would help the County get the most value from the vehicle registration fees dedicated to the project.

The County is grateful to its agency partners and elected officials for helping secure an additional \$22 million in state and federal funds in 2023, including \$2 million in congressionally directed funds and \$20 million from the Oregon Legislature through House

Community Design Advisory Group reviews design status at March 14th meeting



Community Design Advisory Group meeting

At a March 14th Community Design Advisory Group meeting the group got a first look at some of the variations of tied arch and cable stay bridge types that the project is considering for the east side of the new Burnside Bridge.

“The visual impact of this object is going to be significant on the cityscape, on the skyline and it’s different for each of those two types” Project Architect Keith Brownlie said.

Brownlie and James Marks lead [BEAM Architects](#). The County selected the firm in fall 2023 to serve as the project’s architects through the Design Phase. Brownlie gave the group an

overview of the bridge type variations that are being considered or have been taken out of the running as options. The options range in height, length and how the elements connect to each other.

He also shared the complexities of building this bridge in a symbiotic way. The project team will need to design three different sections of the bridge that cohesively fit together as one. The east side of the bridge will be a long span that stretches over liquefiable soil, the middle section is an opening span for ships and the west is a series of shorter spans extending into downtown.

“We have three conditions, but those three conditions need to speak to each other. And it’s those connections, suddenly those connection points become really critical in defining the whole bridge scenario,” Brownlie said.

The group got a look at the 10 versions that the project team is considering, six cable stay and four tied arch options. Brownlie then fielded questions from the committee.

The project will invite the public and the Community Design Advisory Group to provide input on the bridge type this summer before briefing the Board of Commissioners this fall. Stay tuned for upcoming announcements on that input opportunity.

Cost Estimating

Later in the evening, [Burnside Bridge Partners](#) gave an update on how it’s helping the project team during the Design Phase. In fall 2023, the County selected Burnside Bridge Partners as its construction contractor to build the Earthquake Ready Burnside Bridge. The firm is a joint venture between three notable transportation and bridge construction firms. This includes [Stacy Witbeck](#), the employee-owned firm that built Portland’s streetcar system and multiple light rail lines, [Traylor Bros.](#), which has constructed more than 135 major bridges and [American Bridge](#), which fabricated the original Burnside Bridge and built the Astoria Bridge over the Columbia River in its more than 120-year history.

Steve Wood, the Burnside Bridge Partners project manager said the contracting team has been handed 15% design plans and is in the early stages of developing a price for building the project.

“As part of that effort, we’re looking at the different bridge types that we’ve been told to price by the County and looking at pluses and minuses to what we call a baseline bridge,” Wood said.

Wood noted the contractor’s role during the Design Phase is to evaluate cost, schedule and constructability.

“There’s a lot that goes into pricing a project of this scope and magnitude,” Burnside Bridge Partners Deputy Project Manager, Jennifer DeLong said, “We start with an understanding of risk.”

DeLong said escalation along with the availability of subcontractors and suppliers is an

important component of that evaluation process.

“These are unprecedented times and escalation has become a thing that is more difficult to factor in,” Delong said. “We’re having a lot of discussions around escalation and how we apply that to costs that we’re looking at.”

Later on in the presentation, County Construction Phase Project Manager Emily Miletich touched on the value of having the Owner Team develop an independent cost estimate separate from the contracting team.

“Our independent team as they’re coming up with their production rates and how quickly can you build something, how much effort does it take, how many people does it take to build particular elements?” Miletich said. “That really empowers the County to be able to sit down with our contracting team and talk about what’s a fair and reasonable price for the work that we have and how are we really maximizing the funding that we have available.”

At the next two Community Design Advisory Group meetings in late May and early June, the County will reveal the refined range of bridge type options that will be shared with the public for input this summer.

Upcoming Community Design Advisory Group meetings:

When:

- Thursday, May 30th from 6:00 P.M. to 8:00 P.M.
- Thursday, June 6th from 6:00 P.M. to 8:00 P.M.

Where:

- In-person: Multnomah County, Board Room - 501 SE Hawthorne Blvd., Portland, OR (NOTE: Multnomah County parking lot closes at 6 p.m., please use on-street parking)
- Livestream: <https://www.youtube.com>

Stay Involved

The team would love to know if there are any particular topics you’d be interested in hearing about in a future newsletter. If you’d like us to brief your department group or one of your committees, or if you know anyone who would like to be added to this distribution list, please don’t hesitate to send us an email and let us know!

[Contact the Project Team](#)

Project Team SPOTLIGHT: Jennifer DeLong



Jennifer DeLong, Burnside Bridge Partners, Deputy Project Manager

Jennifer DeLong is a Stacy Witbeck employee working for construction contractor Burnside Bridge Partners. Her current role is the deputy project manager for the construction team on the Earthquake Ready Burnside Bridge Project. DeLong was born in British Columbia and grew up moving around Canada as well as the United States. She attended Boise State University and got her degree in business administration with a minor in construction management. DeLong spent many years with Stacy Witbeck in Salt Lake City, working on various transportation projects and raising her two kids. She and her husband recently moved to Portland to join the EQRB team. DeLong enjoys being actively involved in organizations that support women in the construction industry including the National Association of Women in Construction and the Women's Transportation Seminar. Her hobbies include running, reading, and cooking. When she's not in the office, she's out on

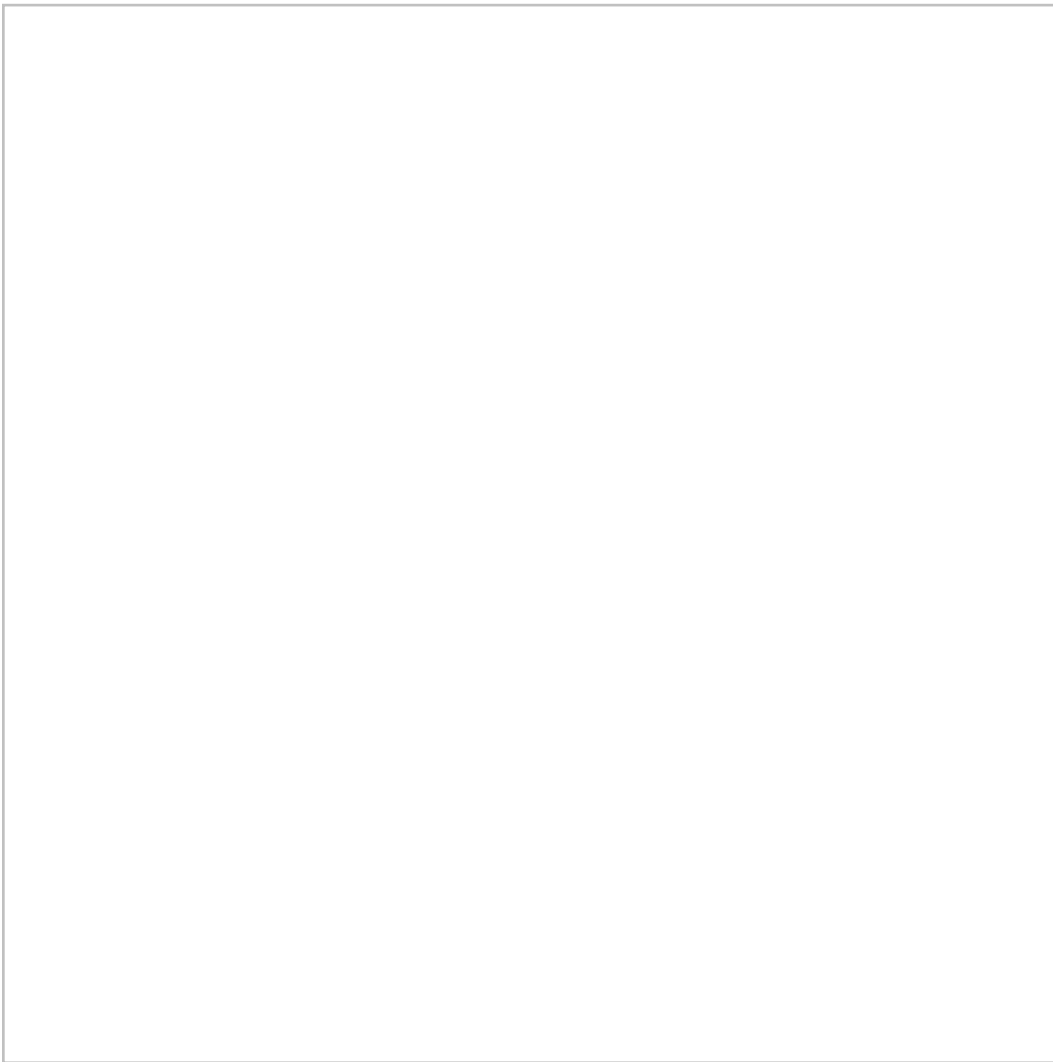
the trails exploring the outdoors. She has completed three 100-mile trail running races and many other ultra distance races!

In the News!

- [KOIN](#): “Earthquake Ready Burnside Bridge Project moves to design phase” quotes Design Phase Project Manager Megan Neill.
 - [Daily Journal of Commerce](#): “Burnside Bridge replacement project enters design phase” cites Multnomah County.
 - [County Communications release](#): “Public invited to attend Community Design Advisory Group meeting for Earthquake Ready Burnside Bridge Project.”
 - [The Advocate](#): “Reconstructing Burnside Bridge to be Earthquake Ready” quotes Construction Phase Project Manager Emily Miletich.
 - [KGW](#): “KGW Top Stories: 11 p.m., Thursday, March 14, 2024” quotes Construction Phase Project Manager Emily Miletich.
 - [Portland Tribune](#): “Baltimore bridge collapse highlights Portland bridge safety problems” quotes Transportation Division Director Jon Henrichsen; references Earthquake Ready Burnside Bridge Project.
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FUN FACT: Did you know?

When the Burnside Bridge was built in 1926, it included rail tracks to support an intercity streetcar system. The tracks are still embedded in the bridge! The new Burnside Bridge will be designed to support a future streetcar line, a full circle moment for this bridge.



Courtesy: City of Portland Archives



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We want to share this information with you because of your interest in the Earthquake Ready Burnside Bridge Project. If you do not wish to receive updates just hit unsubscribe below.

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