



Consulting Parties Advisory Group

Meeting #5 – October 11, 2024

Review from Last Time (Meeting #4)

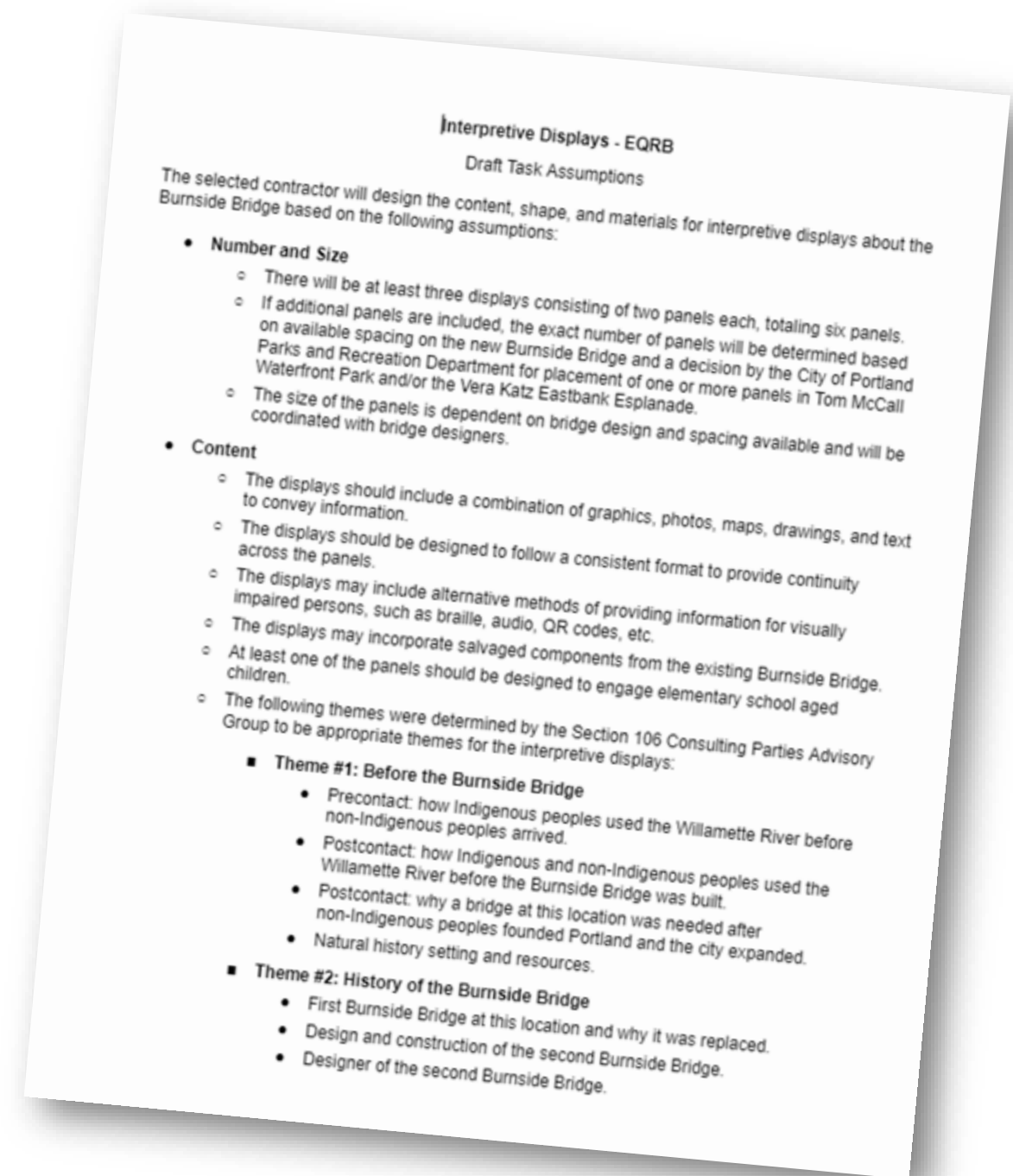


- Shared updates on action items
- Shared draft task assumptions for Interpretive Displays and Salvage
 - Utilize as we go out to find vendors
 - Support development of scopes of work
 - Capture input from this group
- Shared quick update on 3-D scanning



Focus for Meeting #5

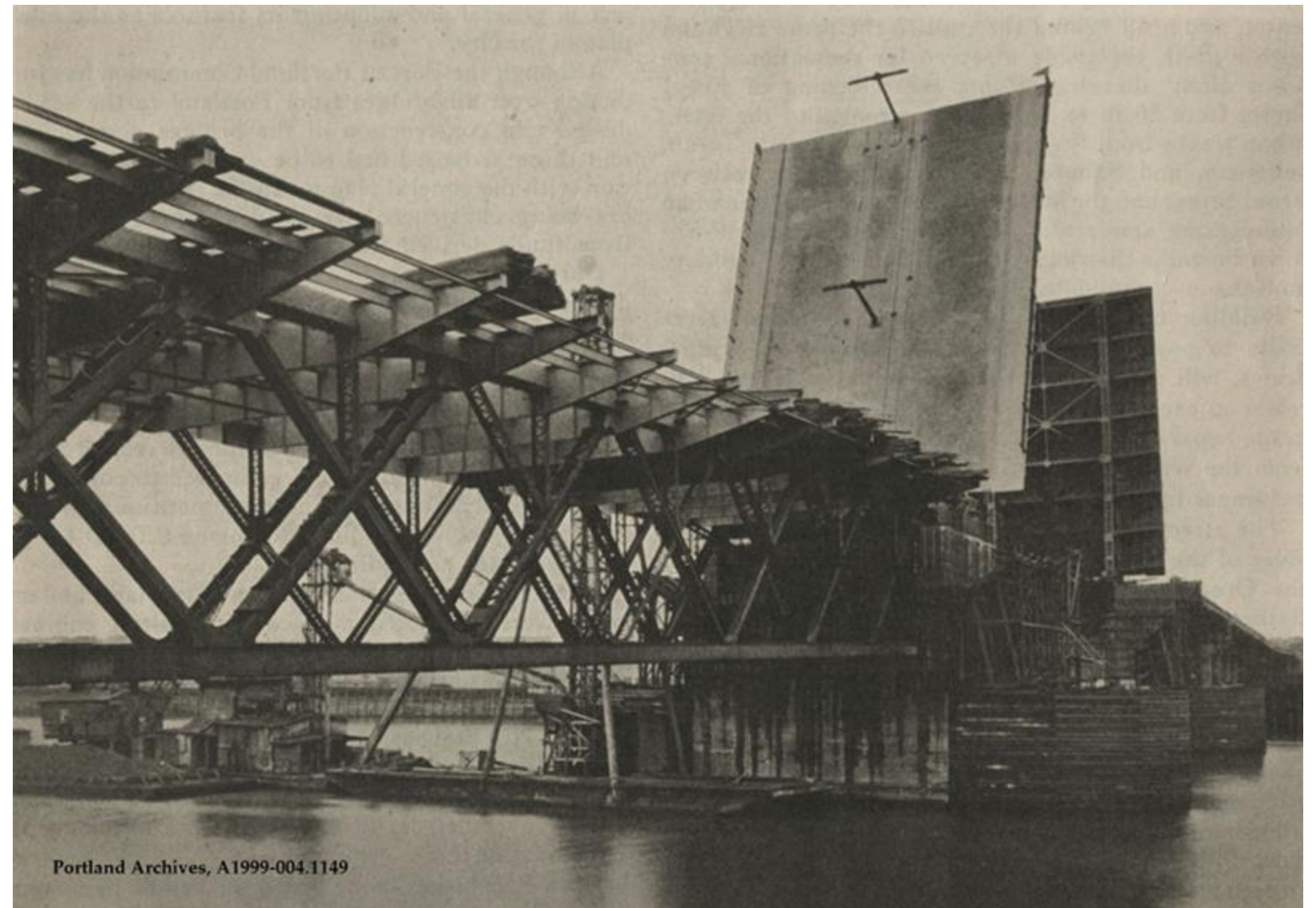
- Updated Task Assumptions:
 - Interpretive Displays
 - Salvage
- Draft Task Assumptions:
 - 3-D Scan
- West End Design Development



Task Assumptions - No Change

Interpretive Displays

- Comments
 - None
- Changes
 - None



Updated Task Assumptions

Salvage and Reuse

- Comments
 - Spiral Stairs in Operator Towers
 - Walking Balcony
 - Balustrade Panel
 - More Rivets
- Changes
 - Stairs - **Yes**
 - Walking Balcony - **Yes**
 - Balustrade Panel - **One**
 - **200 Rivets**



NEW Draft Task Assumptions

3-D Scanning

Scan Content

- The entirety of the Burnside Bridge will be scanned including the approaches.
- The top, bottom, and interior areas of the bridge will be scanned:
 - Mechanical rooms, counterweight pits, operator towers, walking balcony, and all railings.
- The scan will capture the bridge in the open and closed positions.

Scan Specifications

- Scans will be captured in true color and will have a RGB color designation for the X, Y, Z coordinates.
- Scans will be registered into a common coordinate system and will be exported for use in a common software package.
- A 3-D model will be created from the point cloud data.
- An animation of the bridge opening and closing may be provided.

Discussion - Questions



West End Design Development



(1) West Approach
(Fixed)

(2) Main River Span
(Movable)

(3) East Approach
(Fixed)

450' Long

450' Long

650' Long



West End Design Development



Southside



Northside

- Multnomah County wants to build and maintain a structure that is accessible for all people, regardless of how they get around.
- The stairs that are in place now do not accomplish that, so the County is removing them and upgrading existing sidewalks to be ADA accessible.
- New or improved ADA-compliant sidewalks will connect to nearby transit facilities, creating safer, more comfortable access for people with disabilities.

West End Design Development

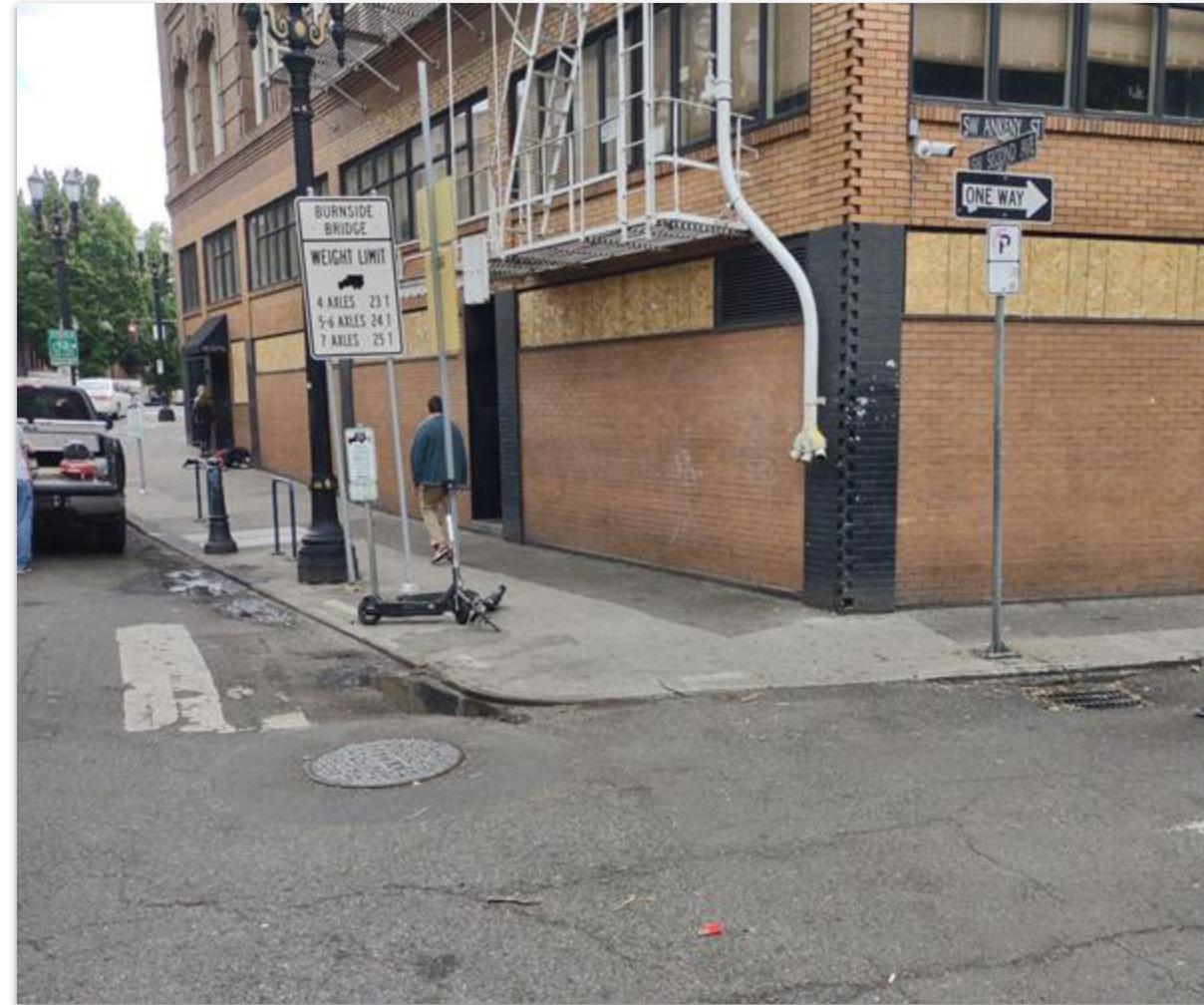
SIDEWALK & INTERSECTION IMPROVEMENTS



- Upgrade existing sidewalks around the block and to adjacent transit stops to ADA standards
- Full rebuild of intersection at West 2nd Avenue and Burnside
- Add crosswalk where none exists today

West End Design Development

EXISTING DETERIORATING SIDEWALKS



Discussion - Questions



NEPA PREFERRED ALTERNATIVE



NEPA Preferred Alternative - Girder



Decision Rational:

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

NEPA Preferred Alternative - Girder

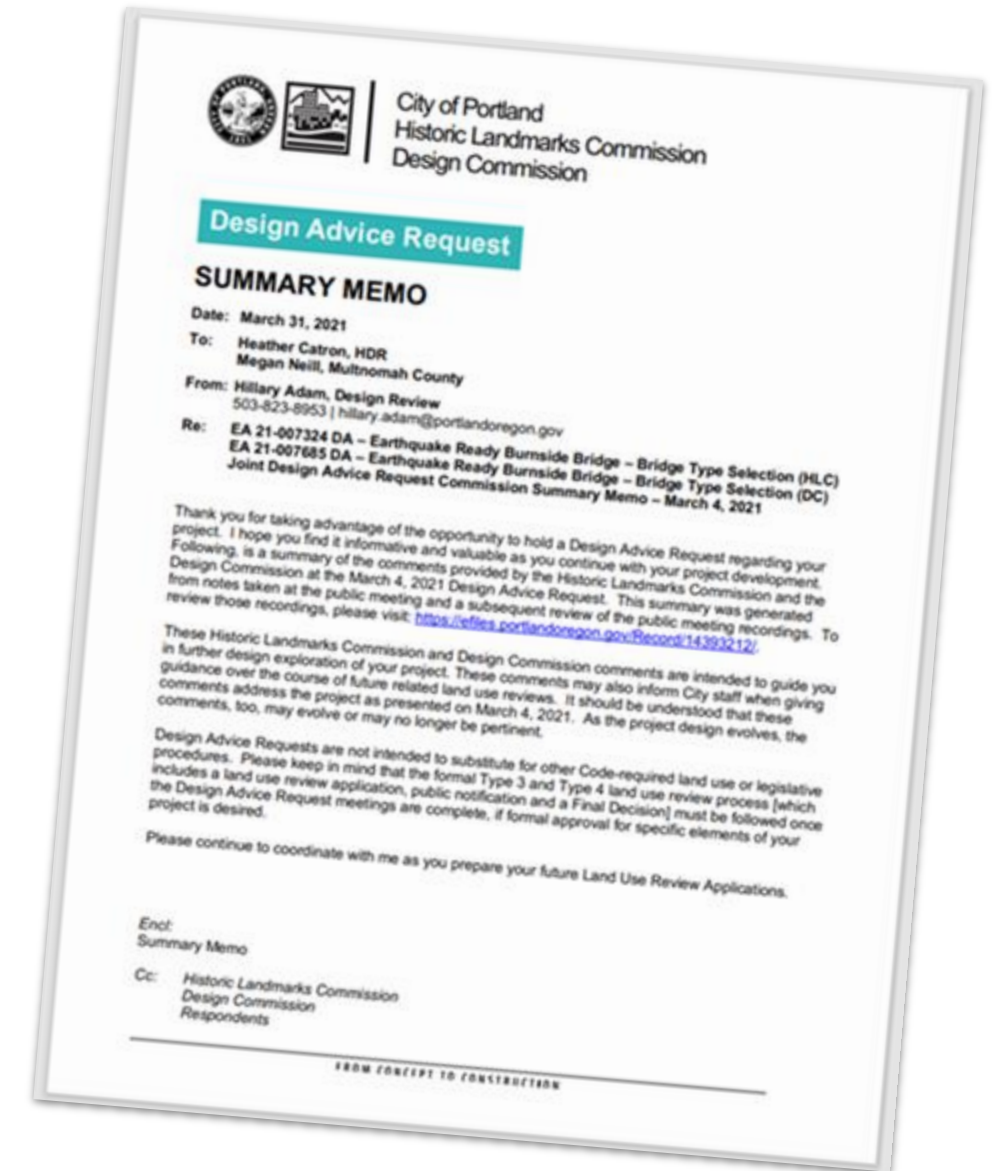
Permitting Requirements:

National Parks Service / FHWA (Section 106 / Section 4(f)):

- Above deck elements in the West Approach create an **Adverse Effect on the Skidmore / Old Town Historic District** that is avoided with a girder concept

Historic Landmarks Commission / Design Commission:

- Due to visual impacts to historic districts, Girder-styled west approach option **best meets zoning code and historic guidelines**
- **Preference for “observable asymmetry”** due to distinct differences in urban fabric on west and east sides

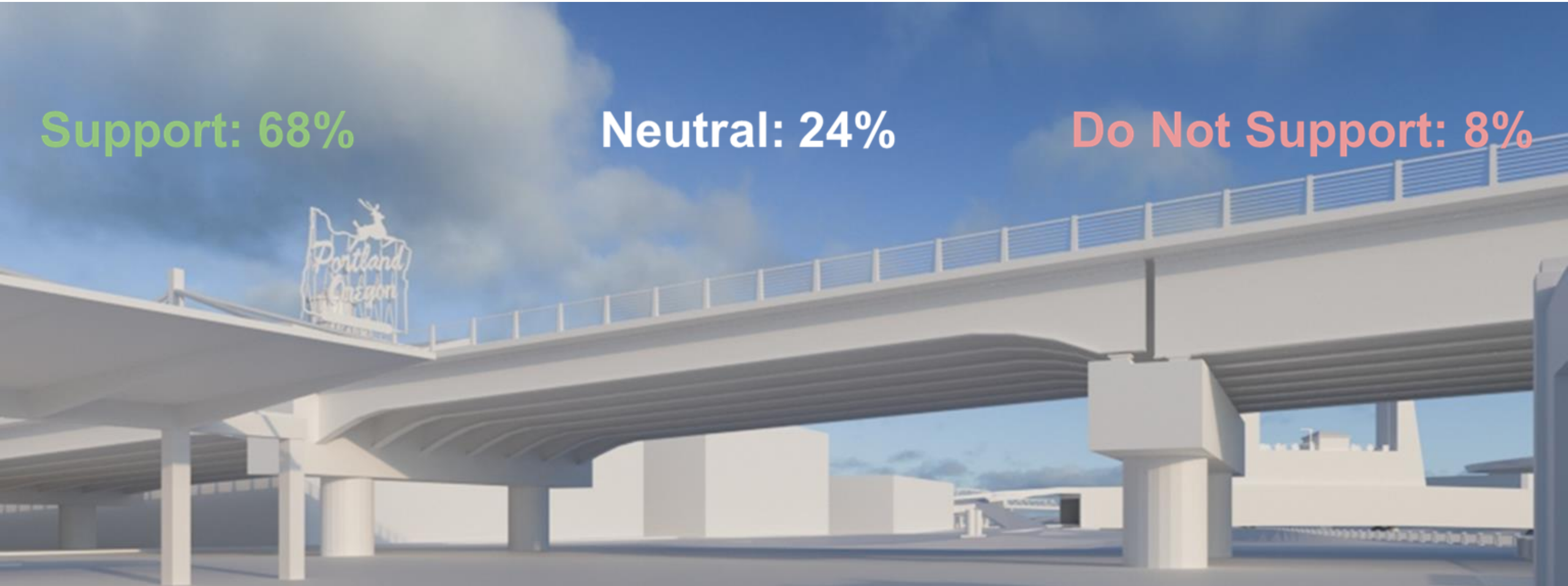


NEPA Preferred Alternative - Girder

Support: 68%

Neutral: 24%

Do Not Support: 8%



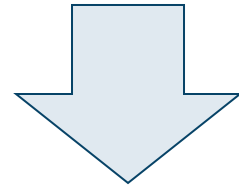
Public Response:

- Strong support for how girder option preserves views
- Support for girder to save cost
- Support for retain similar look and feel of current bridge

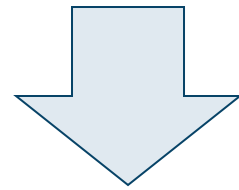
FINAL DESIGN REFINEMENTS



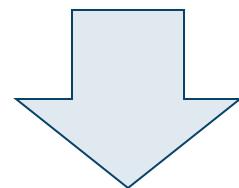
Existing Bridge



NEPA Preferred Alternative



Interim Options



Final Design Refinement

Looking NE from Naito Pkwy



EXISTING BRIDGE

Looking NE from Naito Pkwy



NEPA PREFERRED ALTERNATIVE

Looking NE from Naito Pkwy



INTERIM OPTION

Looking NE from Naito Pkwy



INTERIM OPTION

Looking NE from Naito Pkwy



INTERIM OPTION

Looking NE from Naito Pkwy



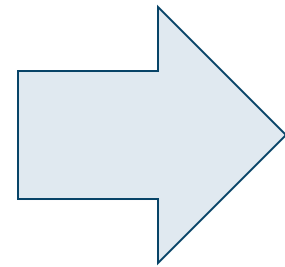
INTERIM OPTION

Looking NE from Naito Pkwy



FINAL DESIGN REFINEMENT

Existing
Bridge



Final Design
Refinement

Looking E from Naito Pkwy



EXISTING BRIDGE

Looking E from Naito Pkwy



FINAL DESIGN REFINEMENT

Looking SW from Waterfront Park



EXISTING BRIDGE

Looking SW from Waterfront Park



FINAL DESIGN REFINEMENT

Looking N on Naito Pkwy



EXISTING BRIDGE

Looking N on Naito Pkwy



FINAL DESIGN REFINEMENT

Discussion - Questions



Additional Updates

Historic Landmarks Commission

- Briefing Scheduled 11/25
- Explain Section 106 Mitigation requirements and plans
- Progress on Interpretive Displays, Salvage, 3-D Scan

Burnside Bridge LEGO Model

- Erik Mattson, volunteer project



Additional Updates - LEGO Model



Additional Updates - LEGO Model



Project Activities Before Spring



- Design Phase, complete 30% plan package
- Update cost estimate
- Continue to refine elements of the bridge



Next Steps

Spring 2025 Workplan:

- Video Documentation
- Physical 3-D Model
- Documentation (HAER)
- Archival Records
- Publication

Reminder for Input:

- Email to EQRB-Consulting-Parties@multco.us

Materials Website:

- <https://www.multco.us/earthquake-ready-burnside-bridge/consulting-parties-advisory-group-meeting-materials>

