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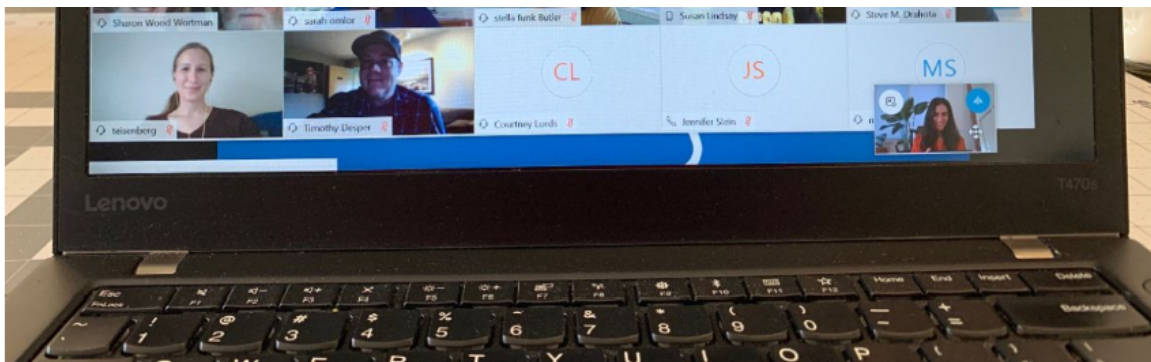


## An Earthquake Ready Burnside Bridge

### Task Force Recommends New Long Span Bridge Alternative

The Community Task Force for the [Earthquake Ready Burnside Bridge](#) project recommended a new [long span bridge alternative](#) to replace the existing bridge. The task force settled on the long span as their preferred alternative for making the Burnside Bridge resilient to a major earthquake. The recommendation came during their committee meeting on June 15 and followed more than 18 months of work and 16 meetings by the task force and a project team led by Multnomah County.





Task force members held virtual meetings this spring due to COVID-19.

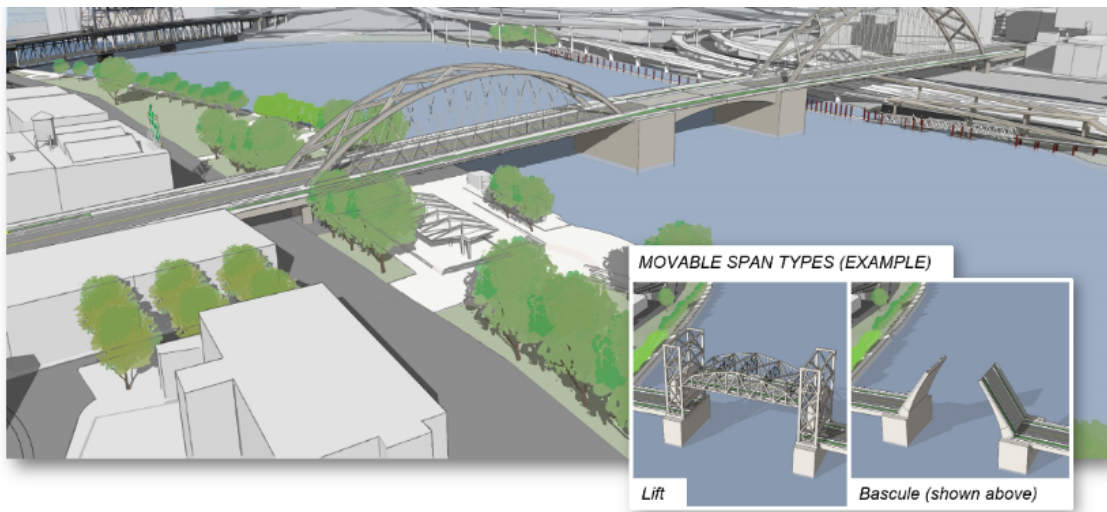
The long span bridge alternative would replace the existing bridge in the same location and alignment. The long span alternative has the fewest support columns of four alternatives that were studied. Fewer columns avoids costly construction in geotechnical hazard zones near the Willamette River and restricted spaces between lanes of Interstate 5 and the Union Pacific Railroad tracks on the east side. Task force members cited these reasons for choosing the long span alternative:

- Best for seismic resiliency - locating fewer columns in liquefiable soils gives it the least risk from soil movement during an earthquake
- It is the lowest cost of four build alternatives (\$825 million compared to as high as \$950 million for the most expensive option)
- The reduced number of columns also benefits Waterfront Park users, crime prevention, and preservation of the Burnside Skatepark
- Additional deck width over the river provides a safer facility for bicyclists, pedestrians and other users
- Reduced impacts to natural resources due to fewer columns in the water

Several task force members asked the project team to explore ways to mitigate the long span's impacts on views, since it will require a superstructure above the bridge deck to support the longer horizontal span. Questions of the structure's scale and relation to adjacent neighborhoods will be dealt with in the Bridge Type Selection phase which begins this fall, and during final design.

The example image below is just one variation of what a long span bridge could look like.





The project has studied four build alternatives that would create a resilient lifeline crossing over the Willamette River in the event of a major earthquake. The other [build alternatives](#) are:

- An enhanced seismic retrofit of the existing bridge
- A replacement movable bridge on the same alignment with short spans
- A replacement movable bridge with an extension of NE Couch Street

## Task Force Recommends Full Bridge Closure during Construction

Task force members also recommended that the project not include a temporary bridge to carry some traffic while the old bridge is removed and a new bridge is built. The temporary bridge would cost about \$90 million and would only carry between a third and half of existing bridge traffic. Task force members felt that the minimal travel time savings the temporary bridge would provide did not justify its cost, additional in-water impacts and the extra two years of construction it would require.

Construction is expected to begin in 2024 and last roughly four and a half years.

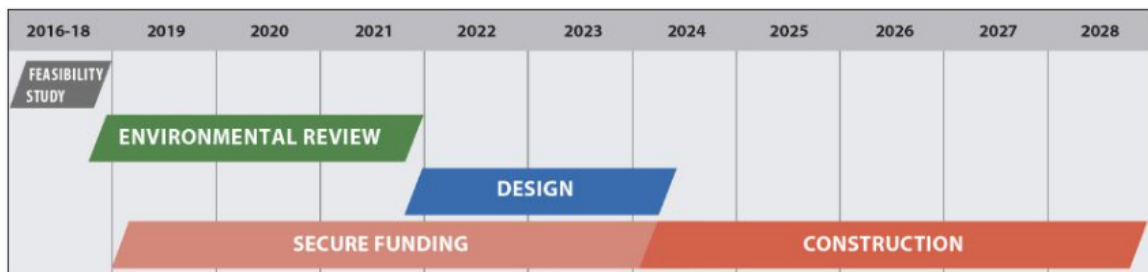


## Public Input

The public will have a chance to weigh in on the task force's recommendation in August through an online open house and survey. The task force recommendation and public input will be presented to the project's Policy Group on October 2 when that group of elected and appointed leaders will vote on the preferred alternative.

You can always visit the [Contact Us](#) page to send us a comment or question. You can also sign up to get a text notification when the online open house and survey go live.

## Project Schedule



For more information visit:

[BurnsideBridge.org](https://BurnsideBridge.org)



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