EARTHQUAKE READY BURNSIDE BRIDGE

Policy Group Meeting

Department of Community Services
Transportation Division

April 26, 2018

Agenda

1. Project Update
2. Project Milestones
3. Options Evaluation
4. Next Steps
5. Public Comment
6. Closing Remarks

1. Project Update

EARTHQUAKE READY BURNSIDE BRIDGE

Stakeholder Briefings

MULTNOMAH COUNTY
PORTLAND BUSINESS ALLIANCE
AMR
SATURDAY MARKET
Buckman Community Association
AAA
Beaverton OREGON
CENTRAL EASTSIDE INDUSTRIAL COUNCIL
CENTRAL CITY CONCERN HOMES HEALTH JOBS
PROSPER PORTLAND
US Army Corps of Engineers
WASHINGTON COUNTY OREGON
Portland Rescue Mission
Willamette RIVERKEEPER
DSAC
PORT OF PORTLAND
THE STREET TRUST
NAYA FAMILY CENTER
LDC. Louis Dreyfus Company
Oregon Department of Transportation
Metro
VOZ WORKERS' RIGHTS EDUCATION PROJECT
CLACKAMAS COUNTY
OLD TOWN
JOIN
Kerns
office of neighborhood involvement
TRIMET See where it takes you.
MercyCorps
DTAL
PORTLAND STREETCAR
CITY OF GRESHAM OREGON

1. Project Update

Committee Meetings

- **Senior Agency Staff Group**
  - April 4, 2017
  - July 14, 2017
  - January 18, 2018
  - April 11, 2018
- **Stakeholder Representative Group**
  - April 17, 2017
  - July 27, 2017
  - January 30, 2018
  - April 16, 2018

1. Project Update

Public Outreach

Red Cross / KGW Keeping You Safe

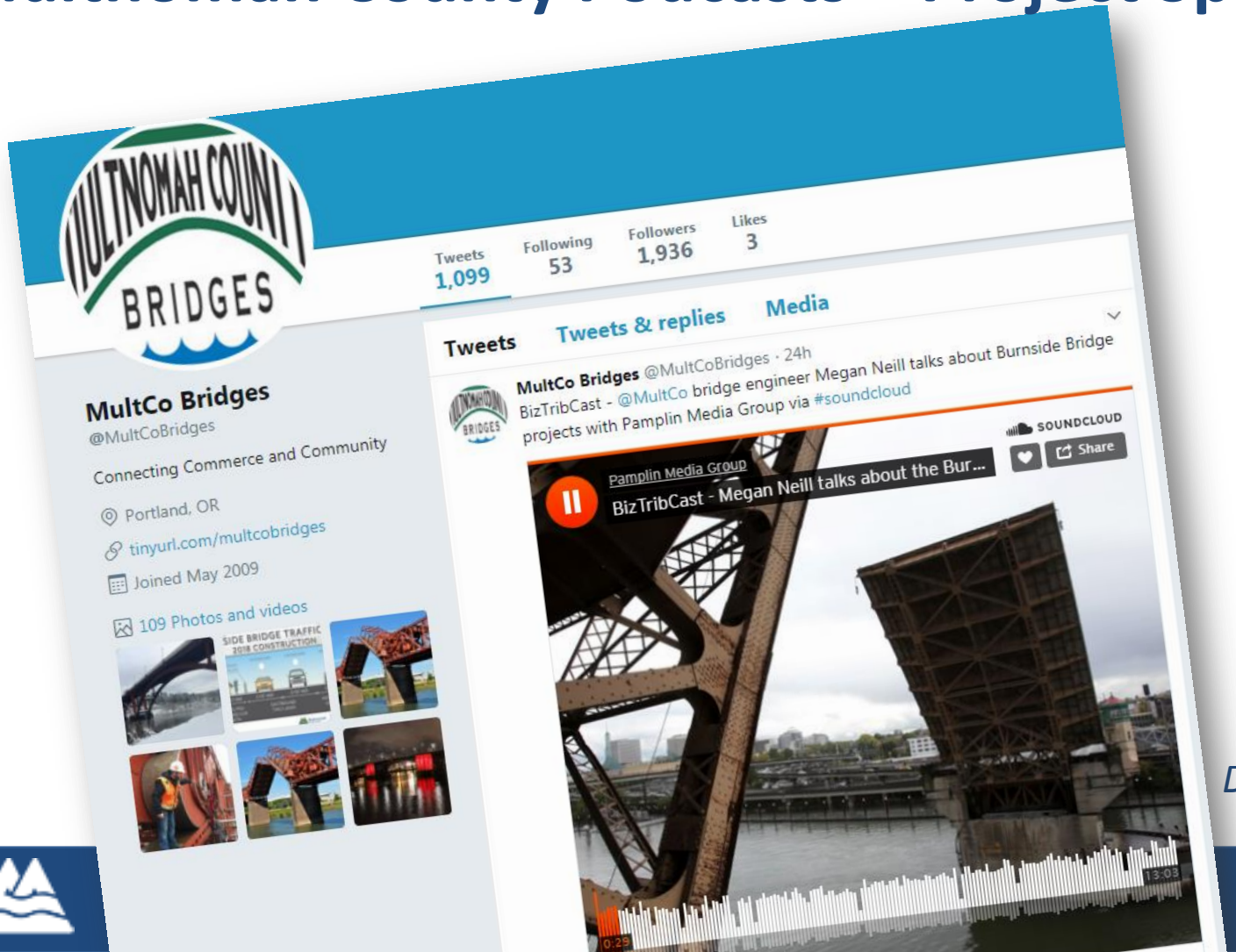
"Prepare Out Loud"

September 2017

1. Project Update

Public Outreach

Multnomah County Podcasts – Project Spotlight

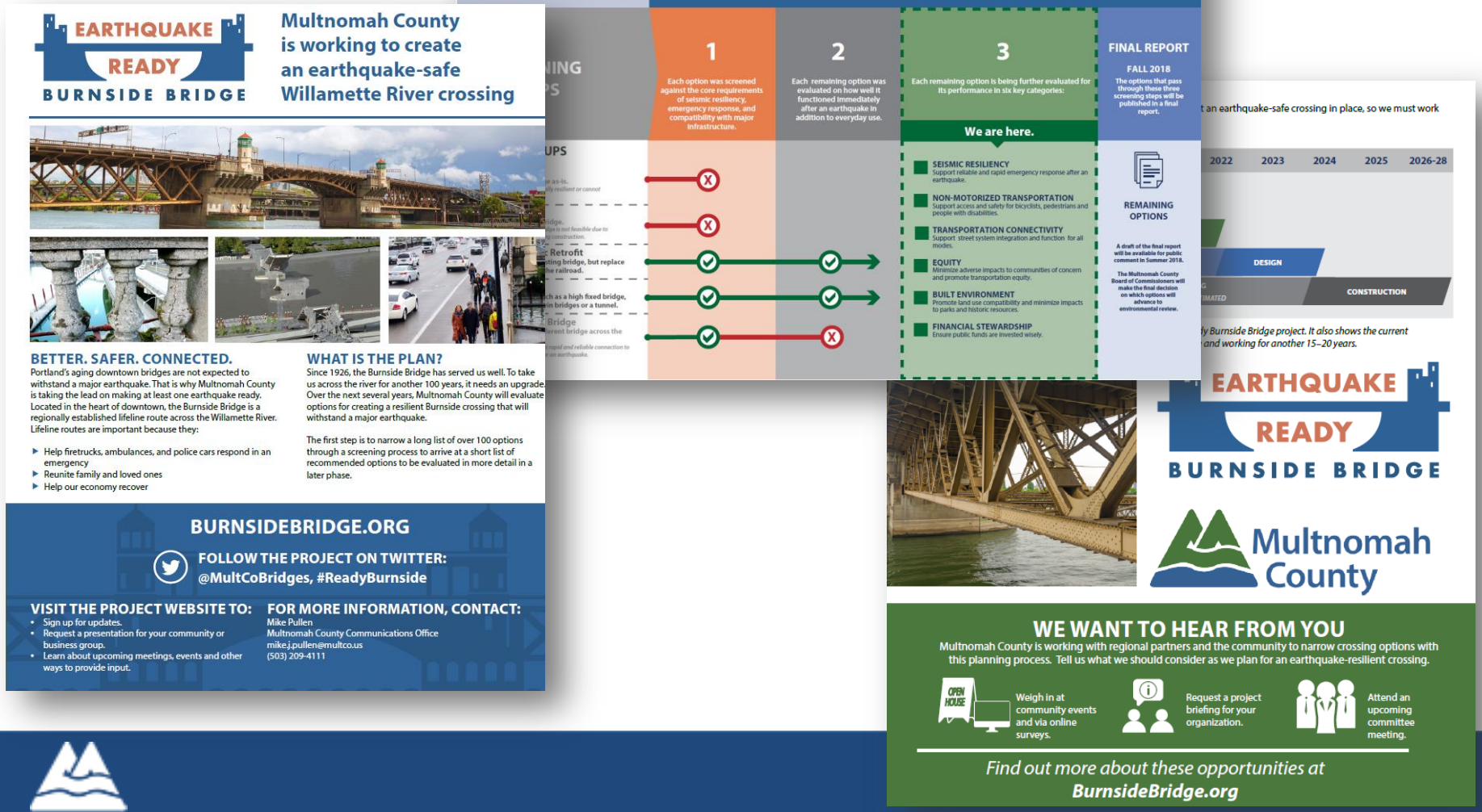


December 2017

1. Project Update

Public Outreach

New Factsheet



EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County is working to create an earthquake-safe Willamette River crossing

BETTER. SAFER. CONNECTED.

Portland's aging downtown bridges are not expected to withstand a major earthquake. That is why Multnomah County is taking the lead on making at least one earthquake ready. Located in the heart of downtown, the Burnside Bridge is a regionally established lifeline route across the Willamette River. Lifeline routes are important because they:

- Help firetrucks, ambulances, and police cars respond in an emergency
- Reunite family and loved ones
- Help our economy recover

WHAT IS THE PLAN?

Since 1926, the Burnside Bridge has served us well. To take us across the river for another 100 years, it needs an upgrade. Over the next several years, Multnomah County will evaluate options for creating a resilient Burnside crossing that will withstand a major earthquake.

The first step is to narrow a long list of over 100 options through a screening process to arrive at a short list of recommended options to be evaluated in more detail in a later phase.

BURNSIDEBRIDGE.ORG

FOLLOW THE PROJECT ON TWITTER:
@MultCoBridges, #ReadyBurnside

VISIT THE PROJECT WEBSITE TO:

- Sign up for updates.
- Request a presentation for your community or business group.
- Learn about upcoming meetings, events and other ways to provide input.

FOR MORE INFORMATION, CONTACT:

Mike Pullen
Multnomah County Communications Office
mike.j.pullen@multco.us
(503) 209-4111

EARTHQUAKE READY BURNSIDE BRIDGE

HOW ARE THE OPTIONS BEING NARROWED?

Multnomah County has considered more than 100 river crossing options on the Burnside lifeline route. These options are undergoing an extensive screening process to make sure they meet requirements for a reliable river crossing after a major earthquake.

1 Each option was screened against the core requirements of seismic resiliency, emergency response, and compatibility with major infrastructure.

2 Each remaining option was evaluated on how well it functioned immediately after an earthquake in addition to everyday use.

3 Each remaining option is being further evaluated for its performance in six key categories:

We are here.

- **SEISMIC RESILIENCY** Support reliable and rapid emergency response after an earthquake.
- **NON-MOTORIZED TRANSPORTATION** Support access and safety for bicyclists, pedestrians and people with disabilities.
- **TRANSPORTATION CONNECTIVITY** Support street system integration and function for all modes.
- **EQUITY** Minimize adverse impacts to communities of concern and promote transportation equity.
- **BUILT ENVIRONMENT** Promote land use compatibility and minimize impacts to parks and historic resources.
- **FINANCIAL STEWARDSHIP** Ensure public funds are invested wisely.

FINAL REPORT
FALL 2018
The options that pass through these three screening steps will be published in a final report.

REMAINING OPTIONS

A draft of the final report will be available for public comment in Summer 2018.

The Multnomah County Board of Commissioners will make the final decision on which options will advance to environmental review.

t an earthquake-safe crossing in place, so we must work

2022 2023 2024 2025 2026-28

DESIGN

CONSTRUCTION

ly Burnside Bridge project. It also shows the current and working for another 15–20 years.

EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County

WE WANT TO HEAR FROM YOU

Multnomah County is working with regional partners and the community to narrow crossing options with this planning process. Tell us what we should consider as we plan for an earthquake-resilient crossing.

OPEN HOUSE

Weigh in at community events and via online surveys.

Request a project briefing for your organization.

Attend an upcoming committee meeting.

Find out more about these opportunities at
BurnsideBridge.org

1. Project Update

EARTHQUAKE READY BURNSIDE BRIDGE

Public Outreach

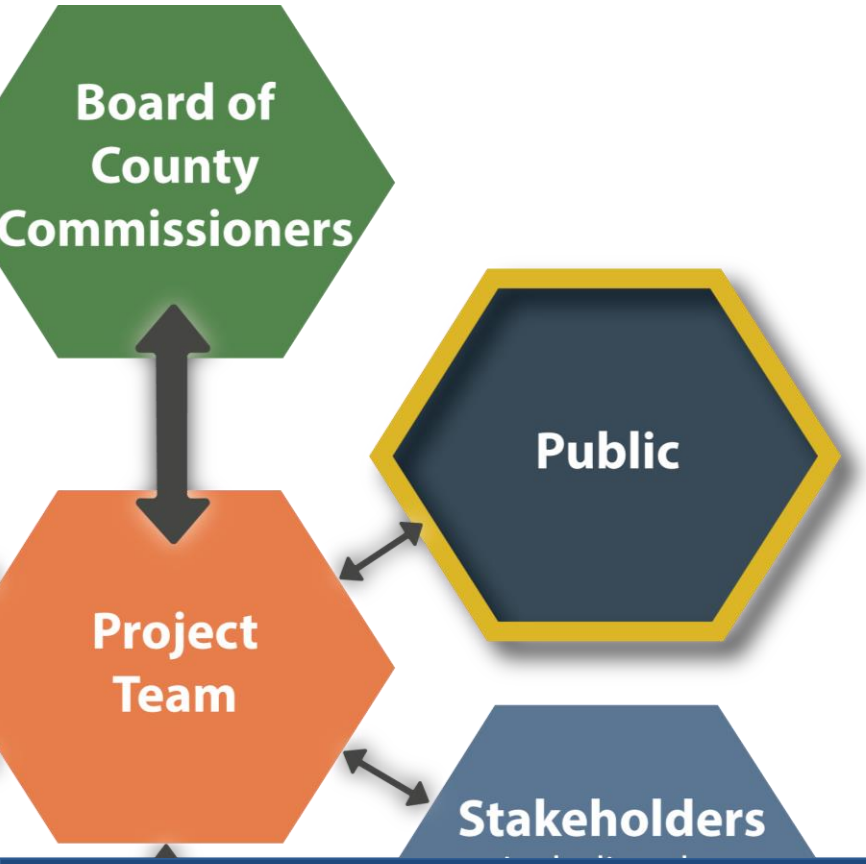
Portland Saturday Market

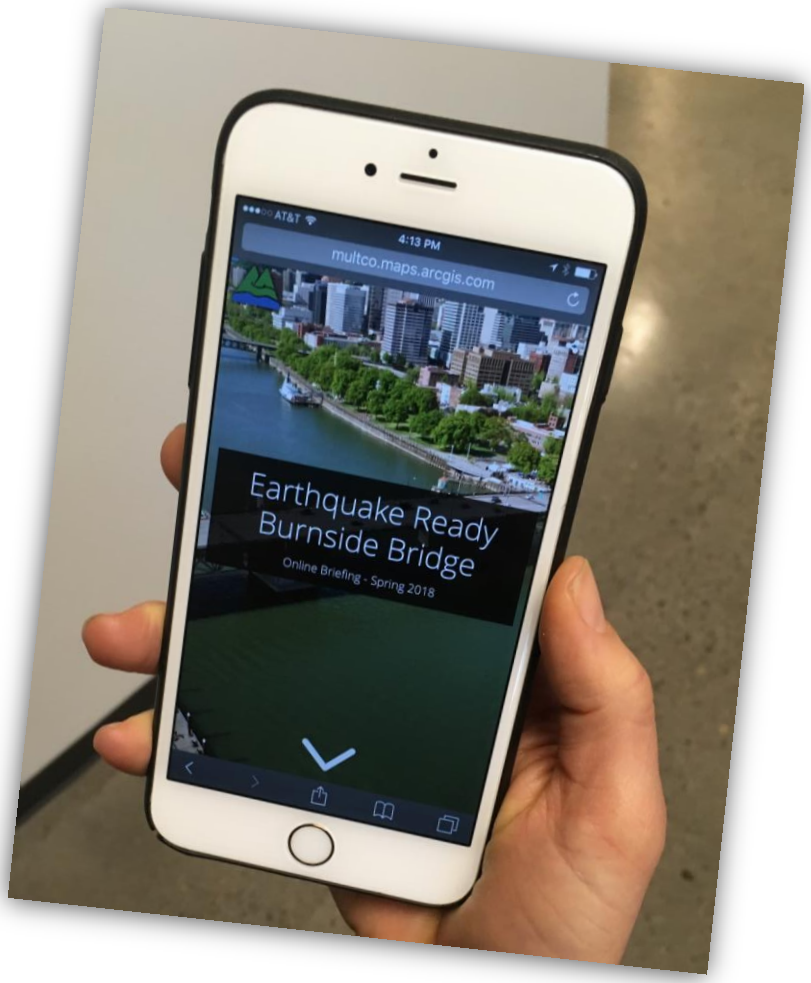
December 2017

1. Project Update

Public Outreach

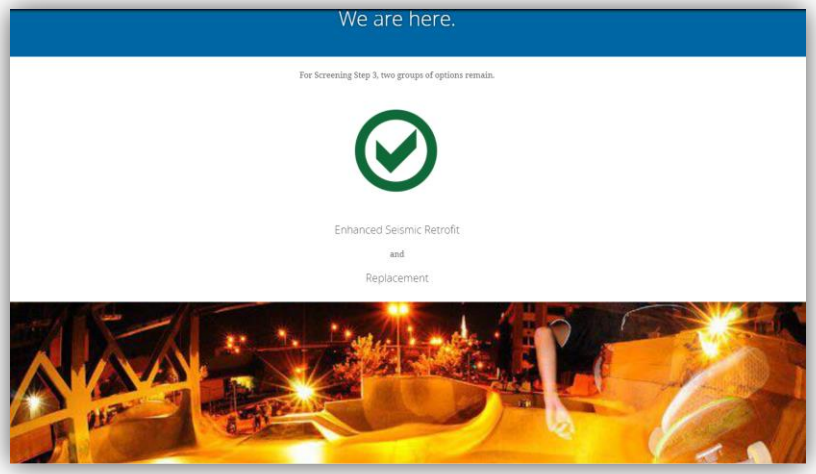
Online Briefing

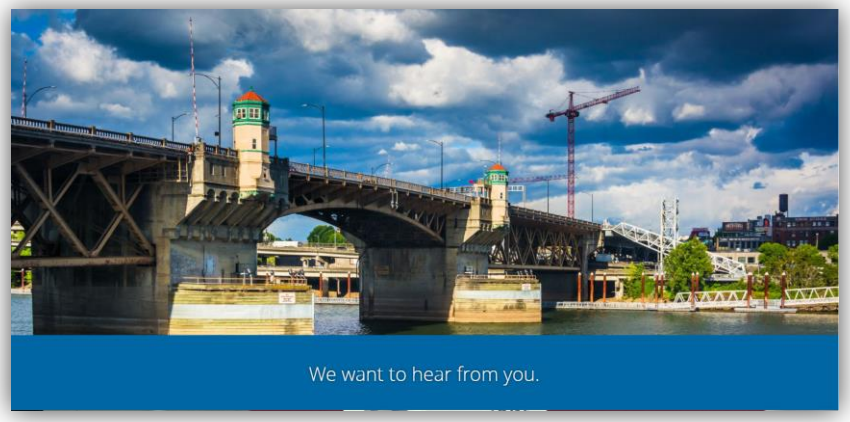




1. Project Update

Public Outreach – Online Briefing





1. Project Update

Online Briefing – What we are hearing…

1. Project Update

Online Briefing – What we are hearing…

What you would like us to consider as we evaluate options further...

"Efficiency. Which plan can best be completed in the shortest amount of time."

"I would like to see world class pedestrian and cycle connections continue to remain one of the pillars of this project."

"Make sure that we have a bridge that can withstand a major earthquake and allow emergency responses to go between downtown and the east side."

1. Project Update

Online Briefing – What we are hearing…

Is there anything else we should know...

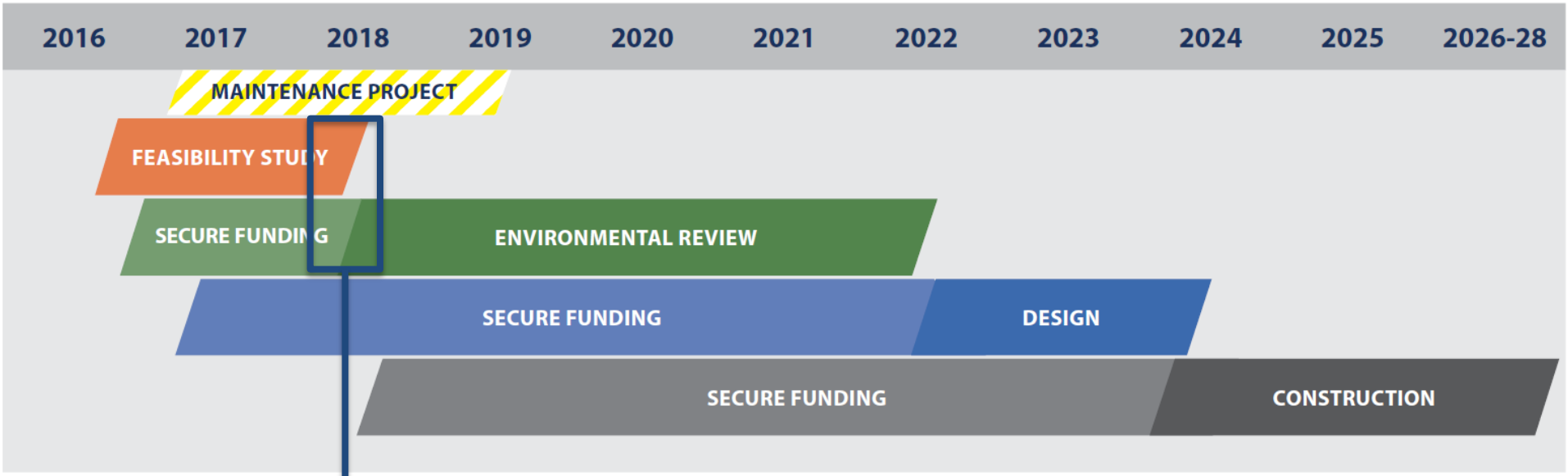
"Good choices so far. Move forward quickly."

"Re-doing the bridge will impact an area that serves a large portion of the houseless population in Portland. That impact must be mitigated through careful advance planning and appropriate funding levels."

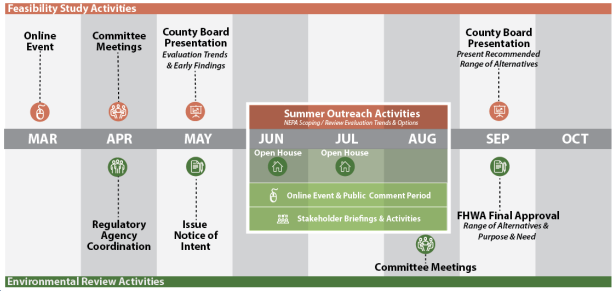
"Build it once, build it right. If we have the technology to construct a seismically stable bridge, build/reconstruct one that will last a century. If that technology is still 30 years out, build/reconstruct a bridge that will last a half-century with plans to fix it better later."

2. Project Milestones

Timeline

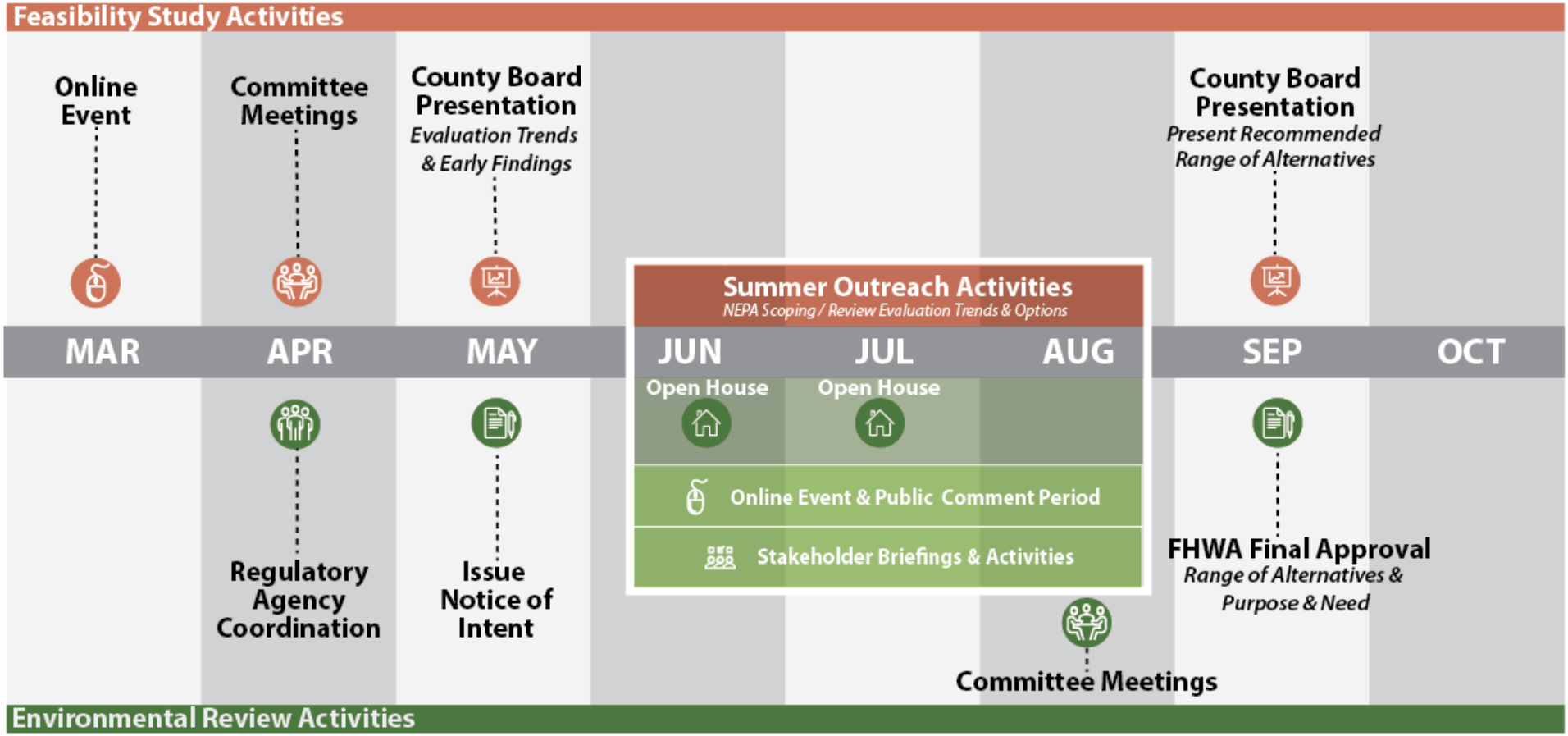


Early Environmental Activities



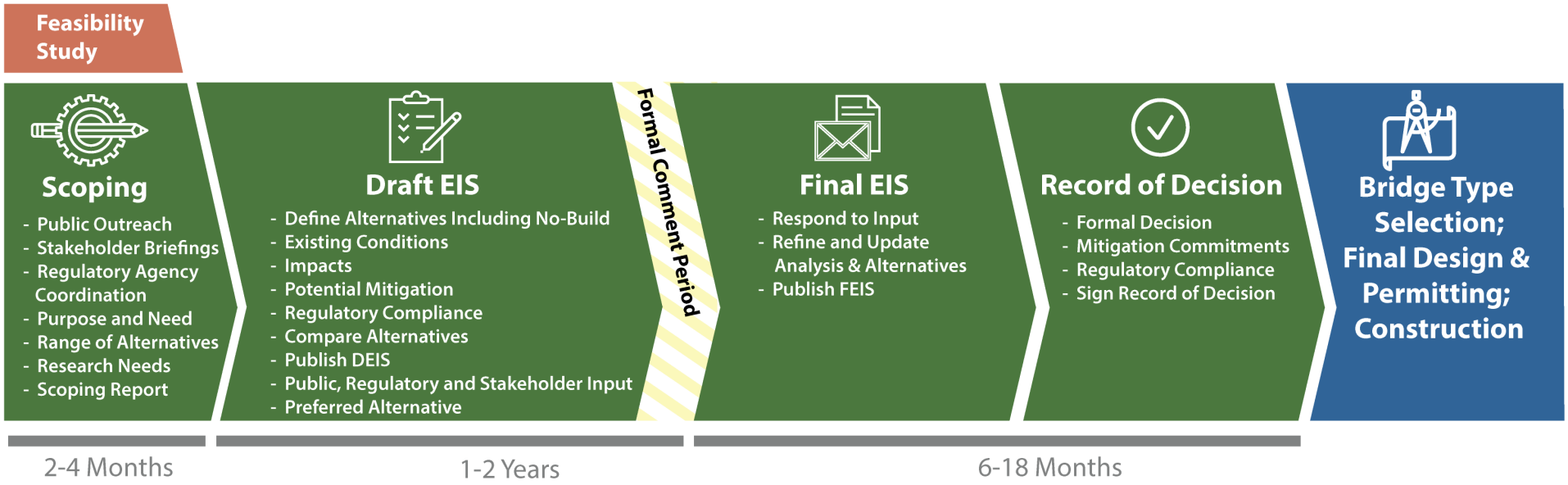
2. Project Milestones

Early Environmental Review Activities



2. Project Milestones

National Environmental Policy Act (NEPA) Process



3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

SCREENING STEPS

1
Each option was screened against the core requirements of seismic resiliency, emergency response, and compatibility with major infrastructure.

2
Each remaining option was evaluated on how well it functioned immediately after an earthquake in addition to everyday use.

3
Each remaining option is being further evaluated for its performance in six key categories:

We are here.

- **SEISMIC RESILIENCY** — Support reliable and rapid emergency response after an earthquake.
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- **EQUITY** — Minimize adverse impacts to historically marginalized communities and promote transportation equity.
- **BUILT ENVIRONMENT** — Promote land use compatibility and minimize impacts to parks and historic resources.
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FINAL REPORT

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REMAINING OPTIONS

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OPTION GROUPS

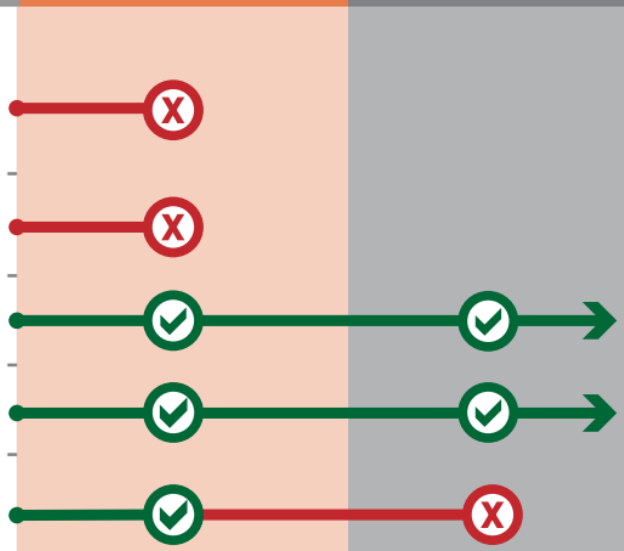
No Build
Maintain existing bridge as-is.
These options are not seismically resilient or cannot support emergency response.

Seismic Retrofit
Upgrade the existing bridge.
A full seismic retrofit of the bridge is not feasible due to significant impacts to I-5 during construction.

Enhanced Seismic Retrofit
Retrofit most of the existing bridge, but replace the spans over I-5 and the railroad.

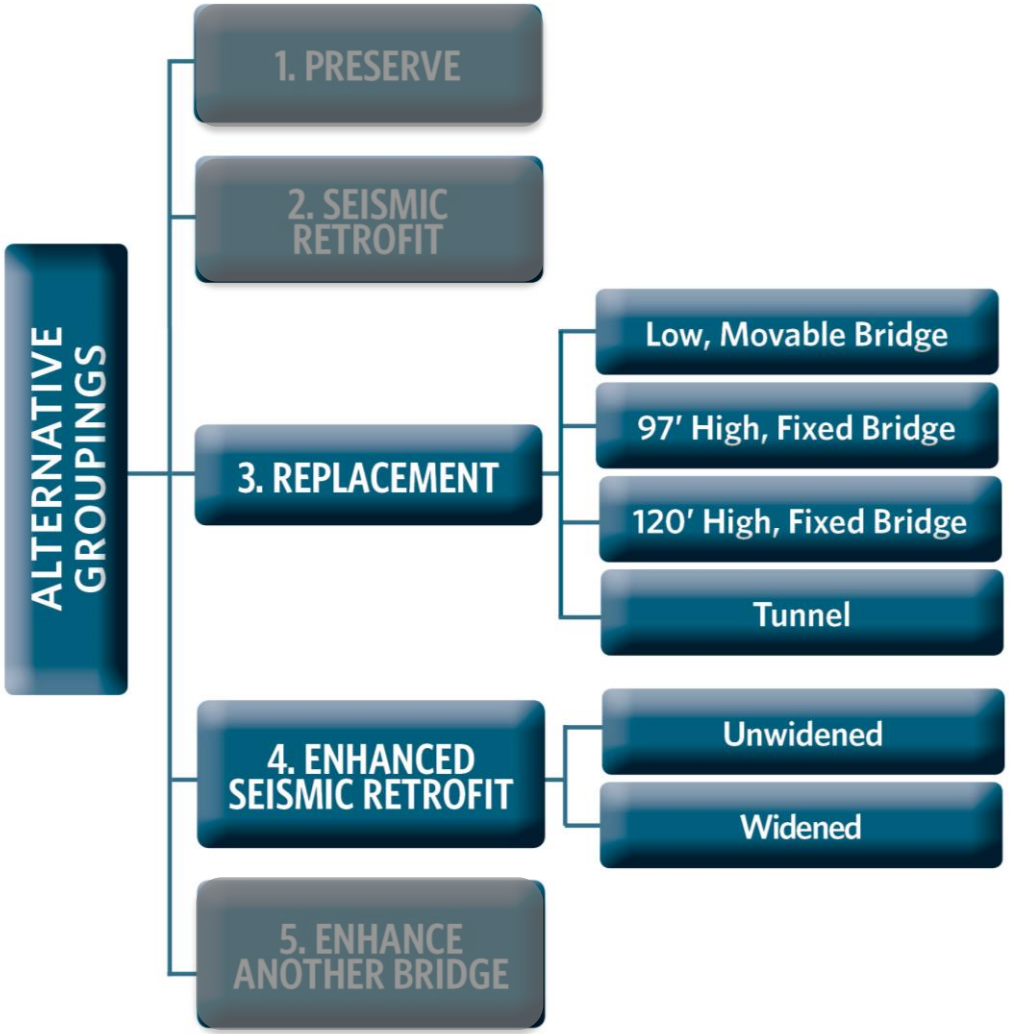
Replacement
Build a new crossing such as a high fixed bridge, low movable bridge, twin bridges or a tunnel.

Enhance Another Bridge
Retrofit or replace a different bridge across the Willamette River.
Other bridges do not provide a rapid and reliable connection to the Burnside lifeline route after an earthquake.



3. Options Evaluation

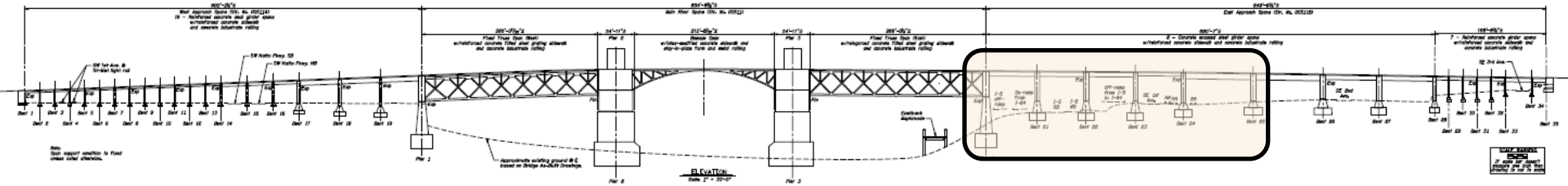
Remaining Alternatives



3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

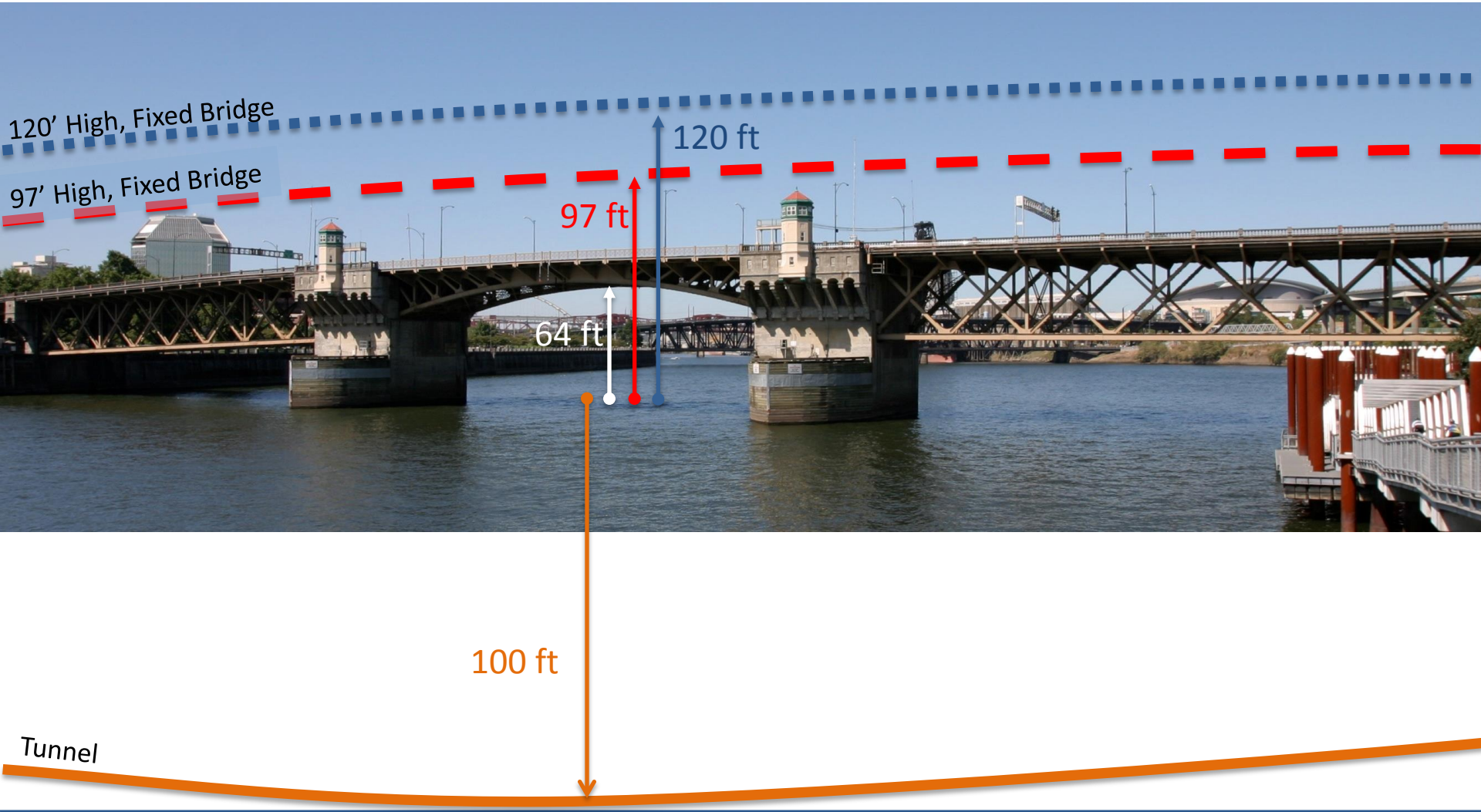
Enhanced Seismic Retrofit Options



Photos of sections of bridge next to I-5

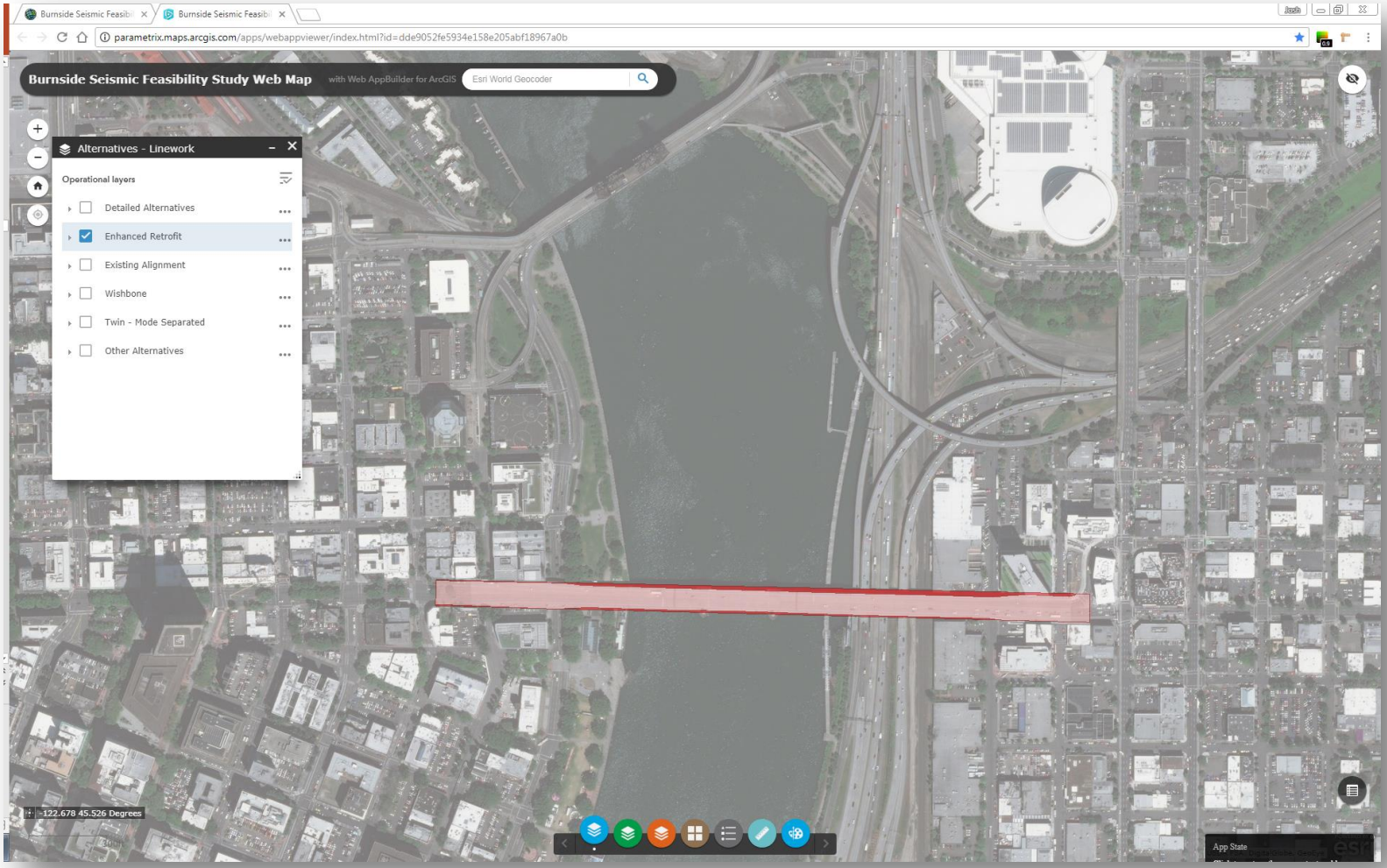
3. Options Evaluation

Elevations



3. Options Evaluation

Replacement Options (see GIS tool)



3. Options Evaluation

Screening Criteria

SEISMIC RESILIENCY
Support reliable and rapid emergency response after an earthquake.

NON-MOTORIZED TRANSPORTATION
Support access and safety for bicyclists, pedestrians and people with disabilities.

CONNECTIVITY
Support street system integration and function for all modes.

EQUITY
Minimize adverse impacts to historically marginalized communities and promote transportation equity.

BUILT ENVIRONMENT
Promote land use compatibility and minimize impacts to parks and historic resources.

FINANCIAL STEWARDSHIP
Ensure public funds are invested wisely.

Scoring

HIGH

MEDIUM

LOW

3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

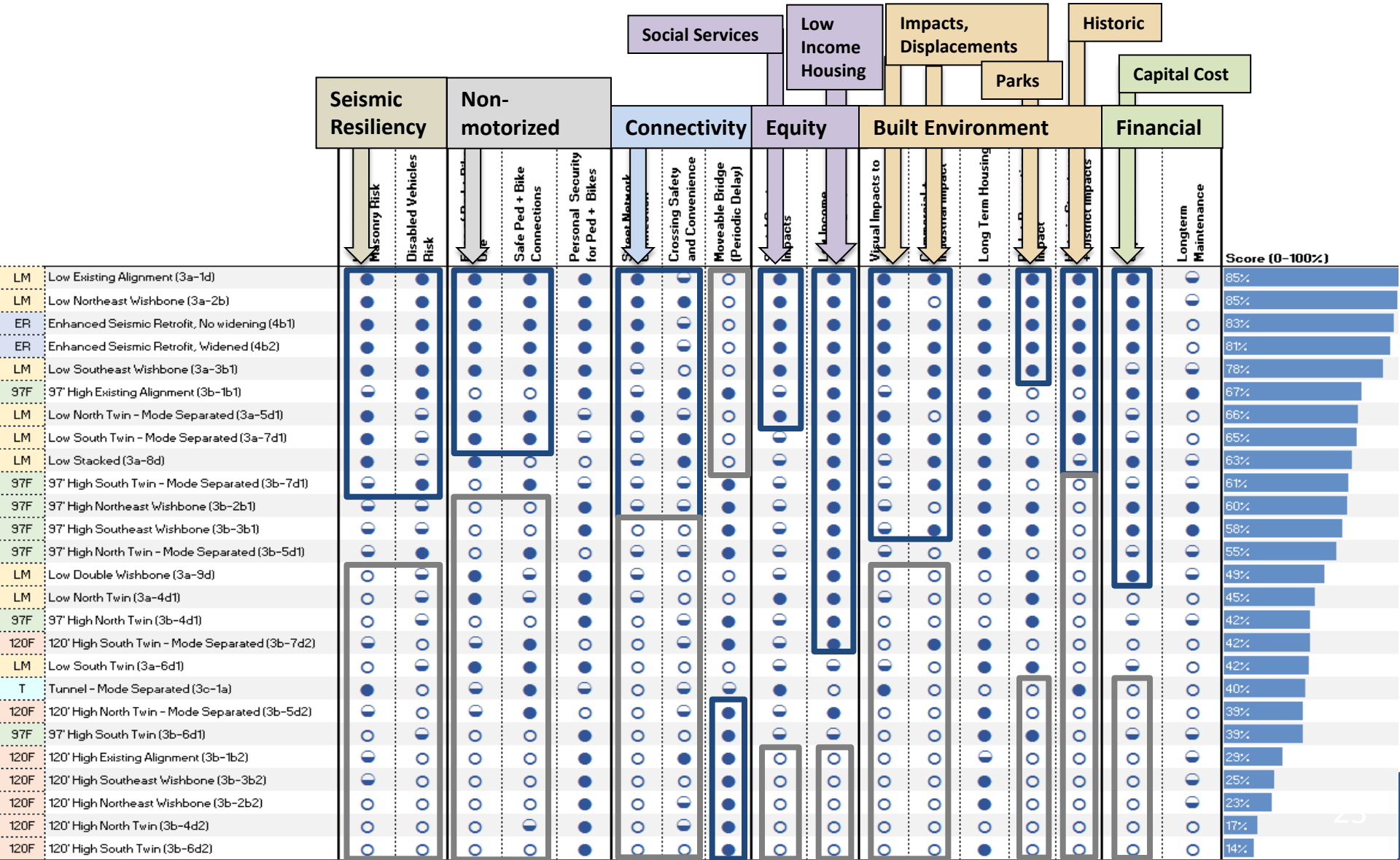
Screening Results – Evaluation Trends and Early Findings

		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		
		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	Score (0-100%)
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%

3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Screening Results – Evaluation Trends and Early Findings



3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Feasibility Study Objective: Define the Range of Alternatives for NEPA

What is a “reasonable range” for an environmental study?

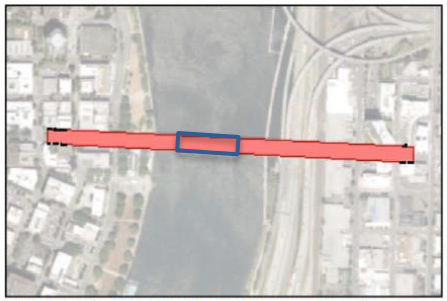
- 25 is too many for detailed NEPA analysis
- Eliminate those that perform poorly
- For sub-groups of similar alternatives, advance the better performing (as representative)
- Include a range of types, features and functionality

3. Options Evaluation

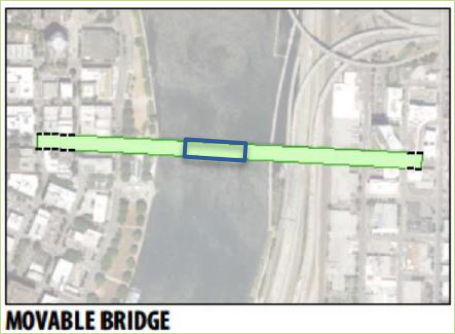
EARTHQUAKE READY BURNSIDE BRIDGE

What is rising to the top…

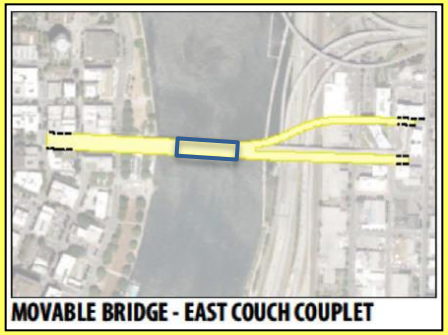
Enhanced Seismic Retrofit

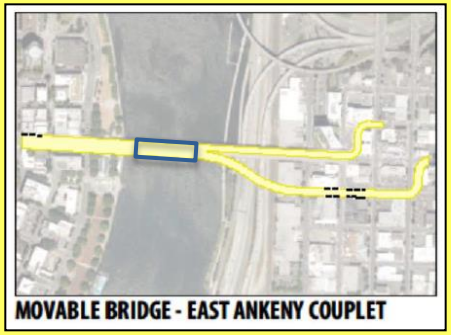


Replacement: Existing Alignment

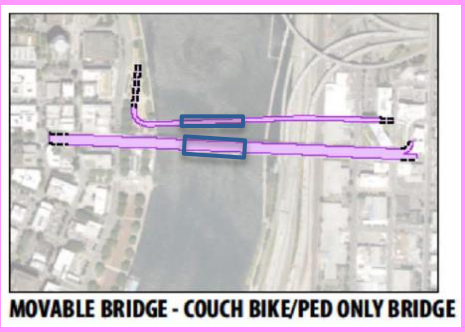


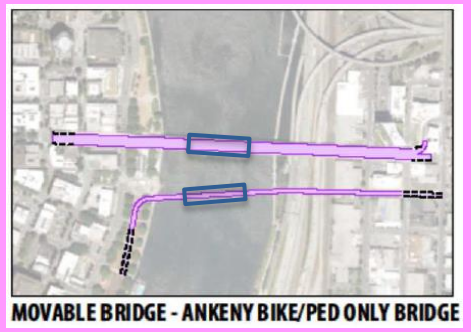
Replacement: Wishbones





Replacement: Mode-Separated





3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Trends Discussion

		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		
		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	Score (0-100%)
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LM	Low Northeast Wishbone (3a-2b)	●	●	●	●	●	●	●	○	●	●	●	○	●	●	●	●	◒	85%
ER	Enhanced Seismic Retrofit, No widening (4b1)	●	●	●	●	●	●	◒	○	●	●	●	●	●	●	●	●	○	83%
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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%

3. Options Evaluation

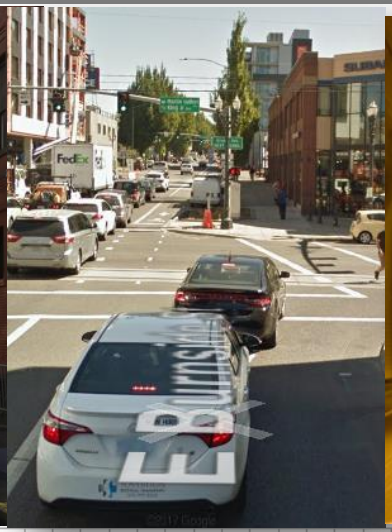
EARTHQUAKE READY BURNSIDE BRIDGE

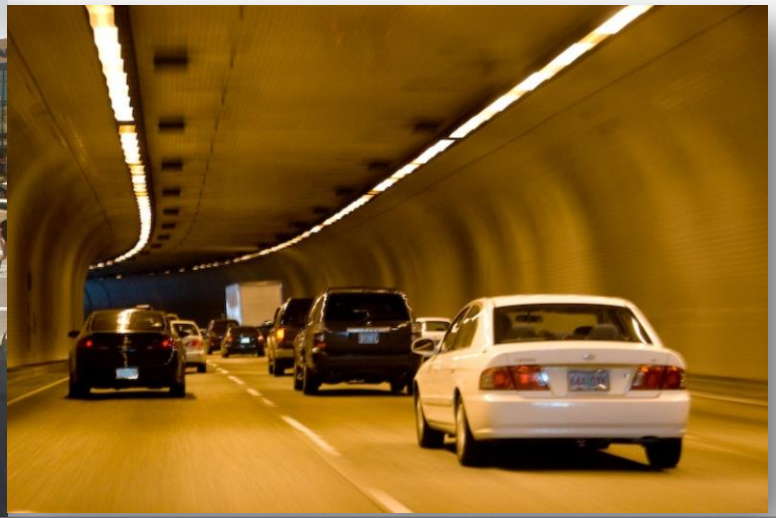
Trends Discussion – Tunnel and 120s

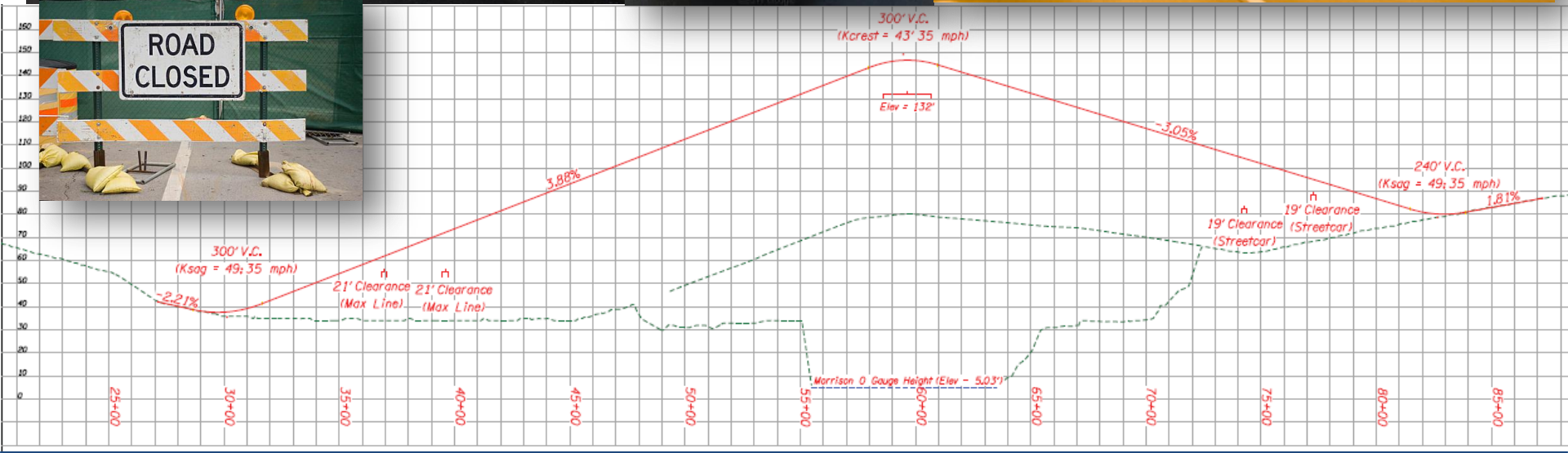
		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		
		Unreinforced Masonry Risk	Disabled Vehicles Risk	Ease of Ped + Bike Use	Safe Ped + Bike Connections	Personal Security for Ped + Bikes	Street Network Connection	Crossing Safety and 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	Score (0-100%)
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%

3. Options Evaluation

Tunnel and 120 High Bridge Options







3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Trends Discussion – Twin Multi-Modals

		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		
		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	Score (0-100%)
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%

3. Options Evaluation

Twin Multi-modal Bridges

3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Trends Discussion – Double Wishbone

		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		
		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	Score (0-100%)
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%

3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Trends Discussion – 97 Wishbone

		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT						FINANCIAL STEWARDSHIP		
		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	Score (0-100%)
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%

3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Trends Discussion – 97 Mode-Separated

		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		
		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	Score (0-100%)
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%

3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

Trends Discussion – What is rising to the top…

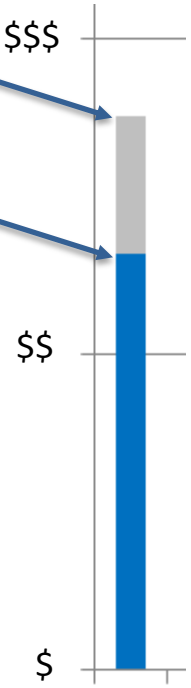
		SEISMIC RESILIENCY		NON-MOTORIZED TRANSPORTATION			CONNECTIVITY			EQUITY		BUILT ENVIRONMENT					FINANCIAL STEWARDSHIP		
		Unreinforced Masonry Risk	Disabled Vehicles Risk	Ease of Ped + Bike Use	Safe Ped + Bike Connections	Personal Security for Ped + Bikes	Street Network Connection	Crossing Safety and 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	Score (0-100%)
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%

3. Options Evaluation

Financial Stewardship: Preliminary Cost

Burnside St is open to traffic during construction

Burnside St is closed to traffic during construction



Total Project Cost ($M)

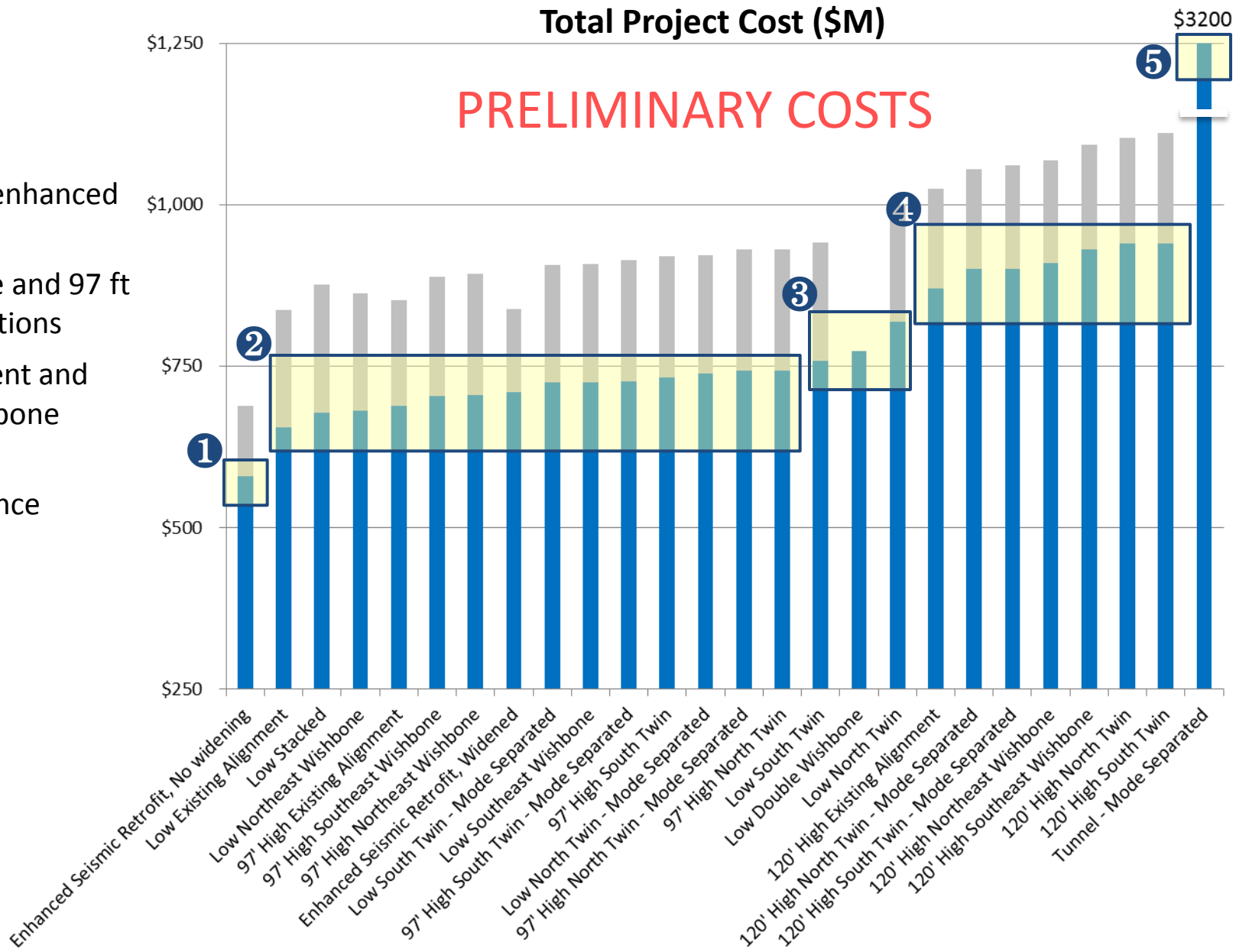
Notes:

1. Project costs includes NEPA, Design, ROW Acquisition, and Construction phases
2. Project costs are escalated to the year of construction

3. Options Evaluation

Notes:

1. Unwidened enhanced retrofit
2. Low movable and 97 ft clearance options
3. Twin alignment and Double wishbone options
4. 120 ft clearance options
5. Tunnel



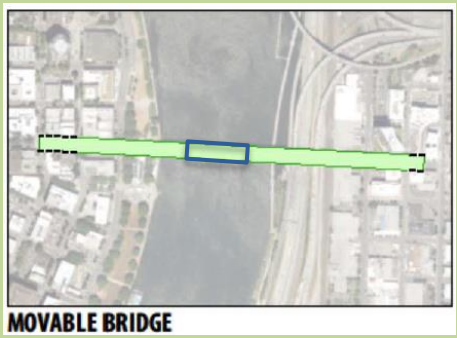
3. Options Evaluation

EARTHQUAKE READY BURNSIDE BRIDGE

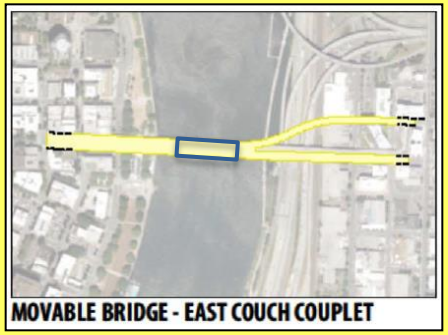
What is rising to the top…

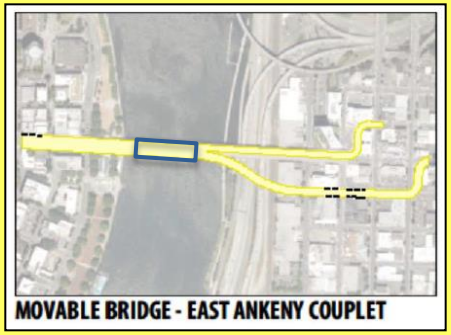
Enhanced Seismic Retrofit

Replacement: Existing Alignment

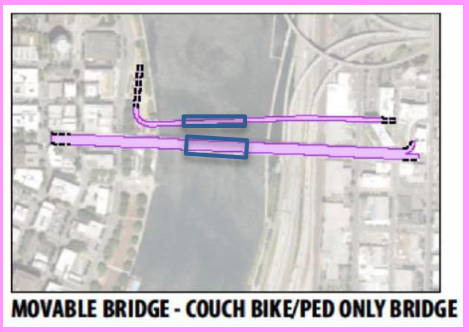


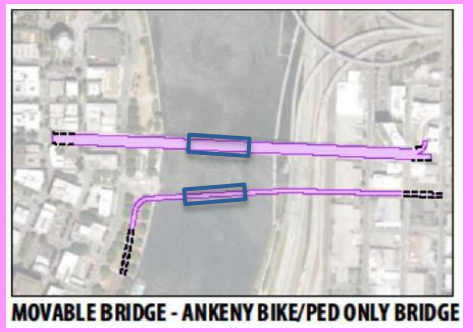
Replacement: Wishbones



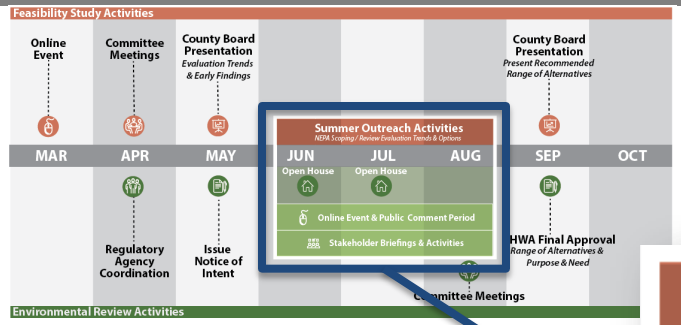


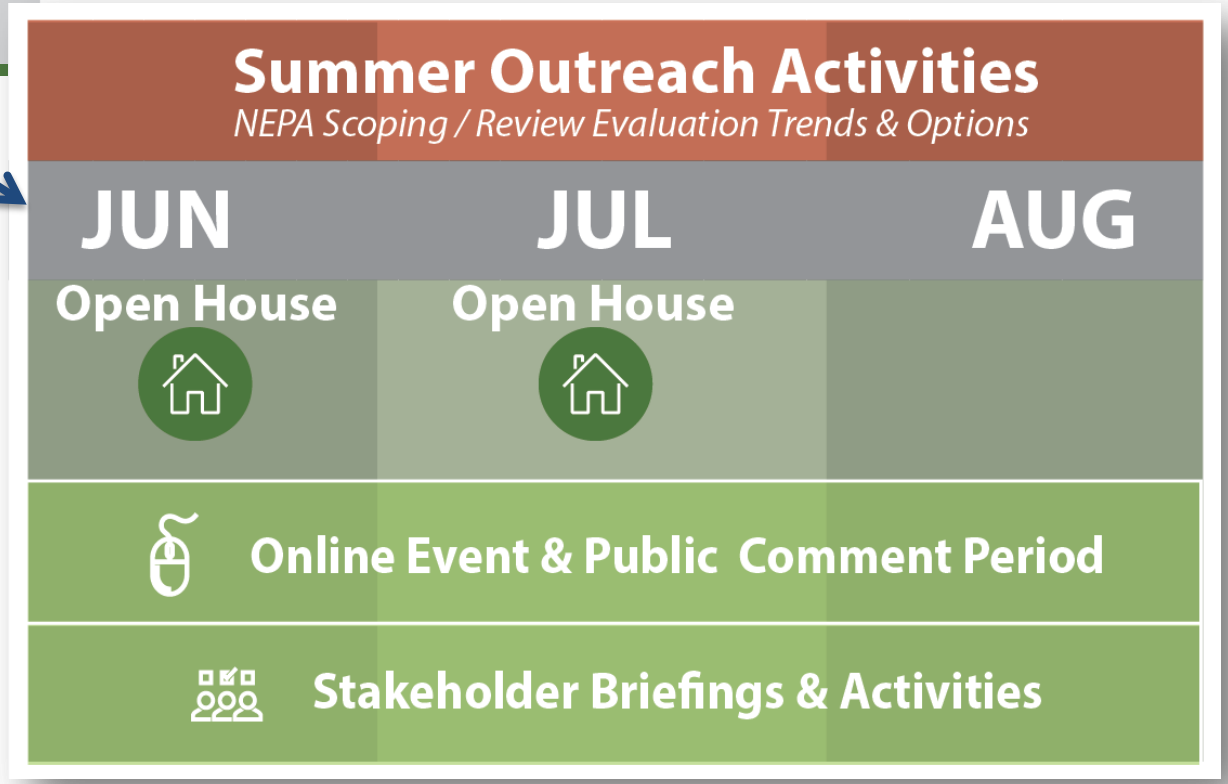
Replacement: Mode-Separated





4. Next Steps


Feasibility Study Activities
Online Event
Committee Meetings
County Board Presentation
Evaluation Trends & Early Findings
County Board Presentation
Present Recommended Range of Alternatives
Summer Outreach Activities
NEPA Scoping / Review Evaluation Trends & Options
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
Open House
Open House
Online Event & Public Comment Period
Stakeholder Briefings & Activities
Regulatory Agency Coordination
Issue Notice of Intent
HWA Final Approval
Range of Alternatives & Purpose & Need
Committee Meetings
Environmental Review Activities


Summer Outreach Activities
NEPA Scoping / Review Evaluation Trends & Options
JUN
JUL
AUG
Open House
Open House
Online Event & Public Comment Period
Stakeholder Briefings & Activities

5. Public Comment

Do you have anything you would like to share?

6. Closing Remarks

EARTHQUAKE READY BURNSIDE BRIDGE

Thank You