

The background image is a photograph of the Bix Creek Crissal Lift Bridge in San Francisco, California. The bridge is a cantilever lift bridge, and its two massive bascules are shown in the process of being raised, creating a large opening for maritime traffic. The bridge's steel structure is a complex lattice of beams and girders. In the foreground, the calm water of the San Francisco Bay reflects the bridge and the sky. A small boat is visible on the water to the right. The entire image is overlaid with a semi-transparent blue filter. The word "Hello" is centered in the image in a large, white, sans-serif font.

Hello



CONSTRUCTION DETOUR ROUTES

Department of Community Services
Transportation Division

June 18, 2024

This webinar is being recorded and will be posted to the website.



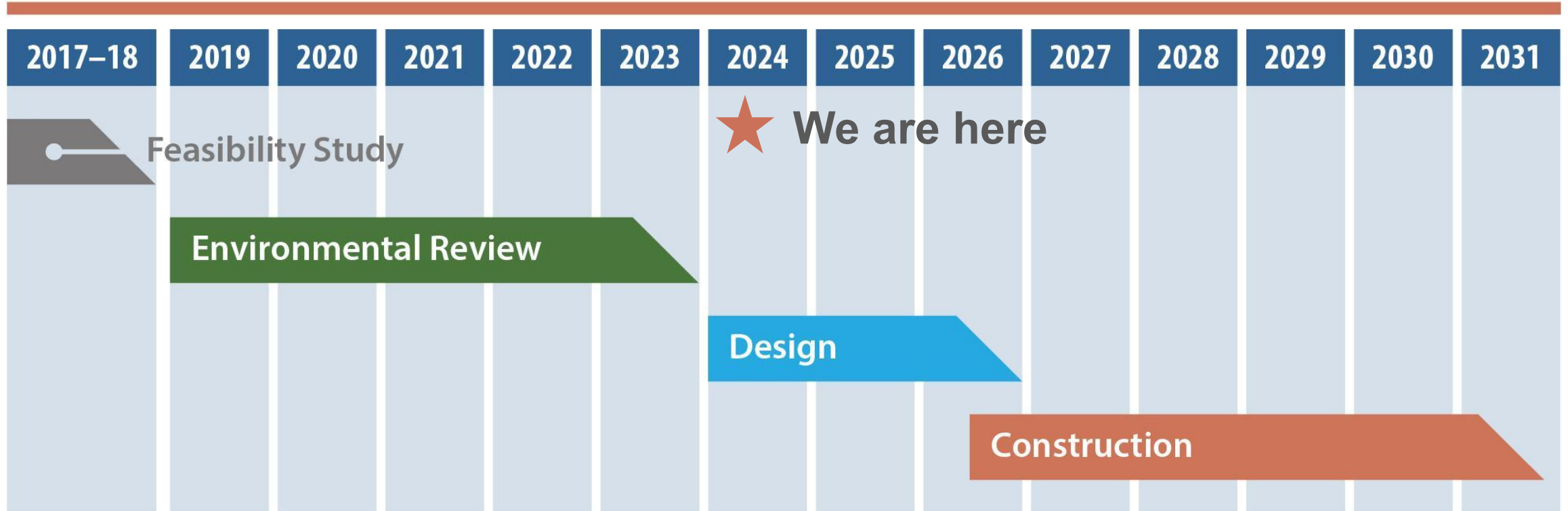
Image Description: Existing operator tower on the Burnside Bridge.

Project location and regional emergency transportation routes



Image Description: Burnside Emergency Transportation Route extends 19 miles, from Washington County to Highway 26 in east Multnomah County.

Project Timeline



Preferred Alternative

REPLACEMENT LONG SPAN BRIDGE



with Tied Arch for eastside long span



with Cable Stay Tower for eastside long span



Preferred Alternative

CLOSE BRIDGE & DETOUR TRAFFIC DURING CONSTRUCTION



- Saves up to \$90 million
- Reduces construction duration by up to a year
- Minimizes environmental impacts by not building a temporary structure in the river and urban areas

Image Description: Project map indicating that the Burnside Bridge will be closed during construction and traffic will be detoured north and south to other bridges. Closure will extend from W 2nd Ave to MLK Blvd.



Preferred Alternative

TYPICAL CROSS SECTION

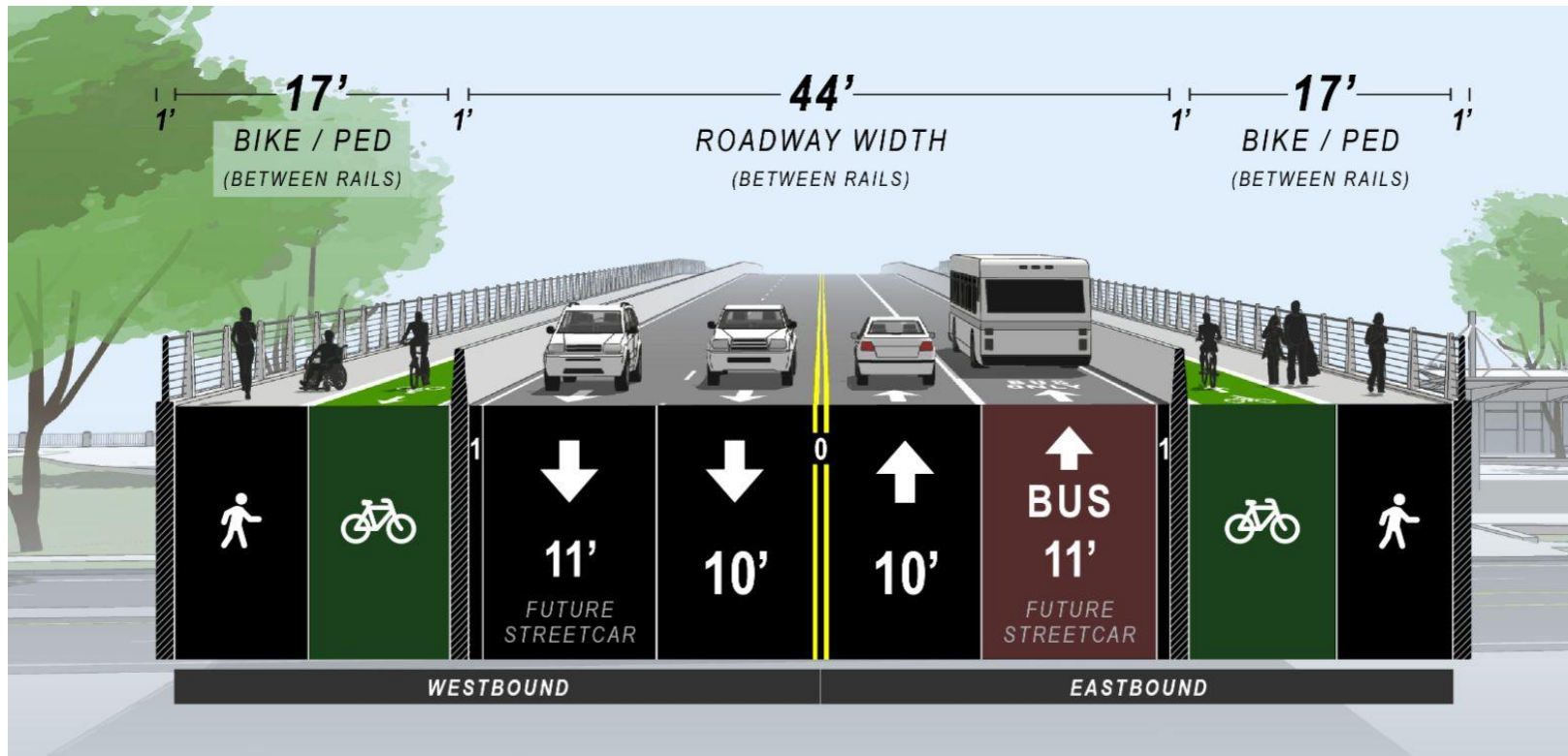
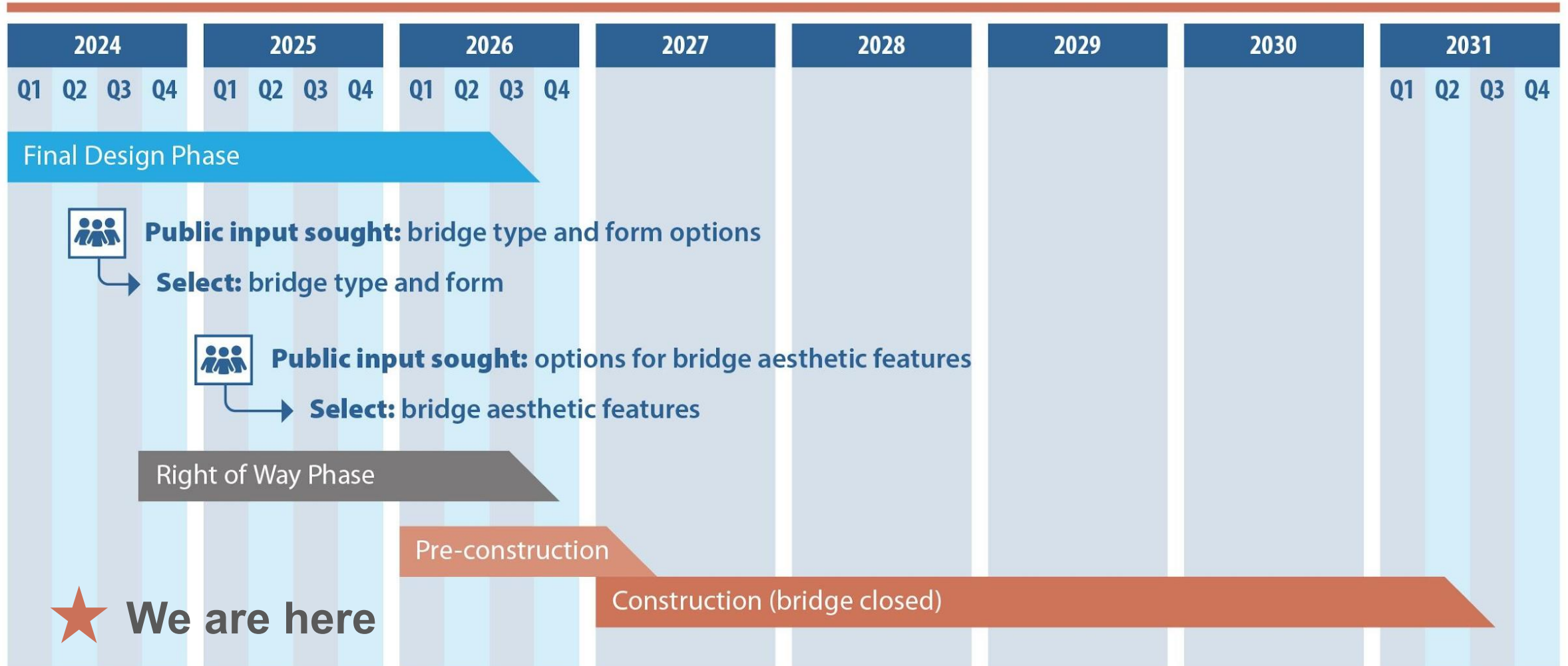


Image Description: Graphic of Burnside Bridge cross-section indicating 17 foot bike / ped path on either side of the bridge, 10 foot interior traffic lanes, and 11 foot exterior lanes with the eastbound exterior lane marked red to indicate a bus-only lane.

- Widest bike/ped facilities of all downtown bridges meeting City standards
- A traversable buffer will separate pedestrian zones from biking zones
- Crash-worthy barrier separating vehicles from people walking, rolling and cycling
- Reduces vehicles lanes from five to four



Design and Construction Timeline



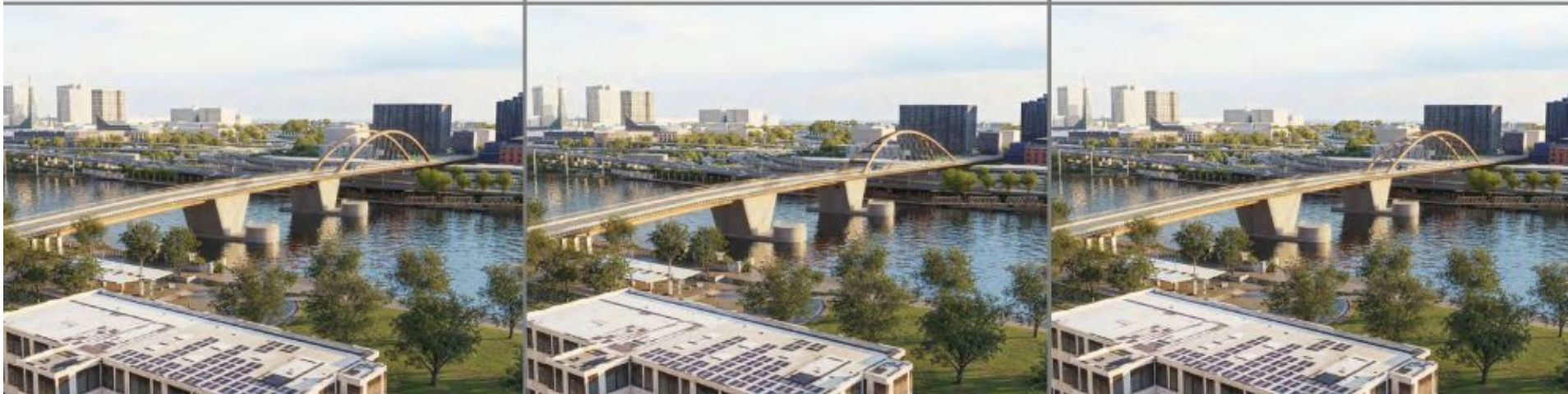
Range of Options



CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower



TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches



Image Description: Mock-ups of bridge options for the east side showing arch (bottom three images) or cable stay (upper three images).

Summer Outreach Activities

Online Open House & Survey - July 1st through July 31st

June 29th noon-1 pm & July 9th 5:30-6:30 pm: **Webinars**

July 11th 6-8pm: **A night out at OMSI with the Burnside Bridge Team**

July 12th 7-9 am: **Breakfast on the Bridge**

July 13th 10 am - 4 pm: **Portland Saturday Market**

Learn more and sign up for the newsletter at

www.BurnsideBridge.org

The background of the slide is a photograph of a city bridge spanning a body of water. The bridge has multiple spans with truss-like structures. In the background, a city skyline is visible on a hillside. The entire image is covered with a semi-transparent blue filter. Centered over this image is the title text in white.

Detour Route Study

Detour Route Study

- Review selection for primary detour route
 - Detour across lower deck of Steel Bridge
- Discuss options under consideration for secondary route
 - Detour over upper deck of Steel Bridge
 - Detour over Morrison Bridge
 - Detour over Hawthorne Bridge
- Receive feedback on secondary route options
 - Which of the secondary detour routes are you most (or least) likely to use and why?
 - Are there detour route features that should be prioritized (avoiding steep slopes, overall shortest distance, fewest constriction points)?
 - What other ideas, suggestions and comments would you like to share today?



- Bridge will be closed for 5 years (2027-2031)
- Project is investigating detour routes for accessibility
- Project team and City are evaluating modifications on detour routes for ADA compliance to maximum extent feasible.
- Seeking feedback in June in order to make a decision in early July
- Two virtual briefings open to the public (one daytime, one evening)

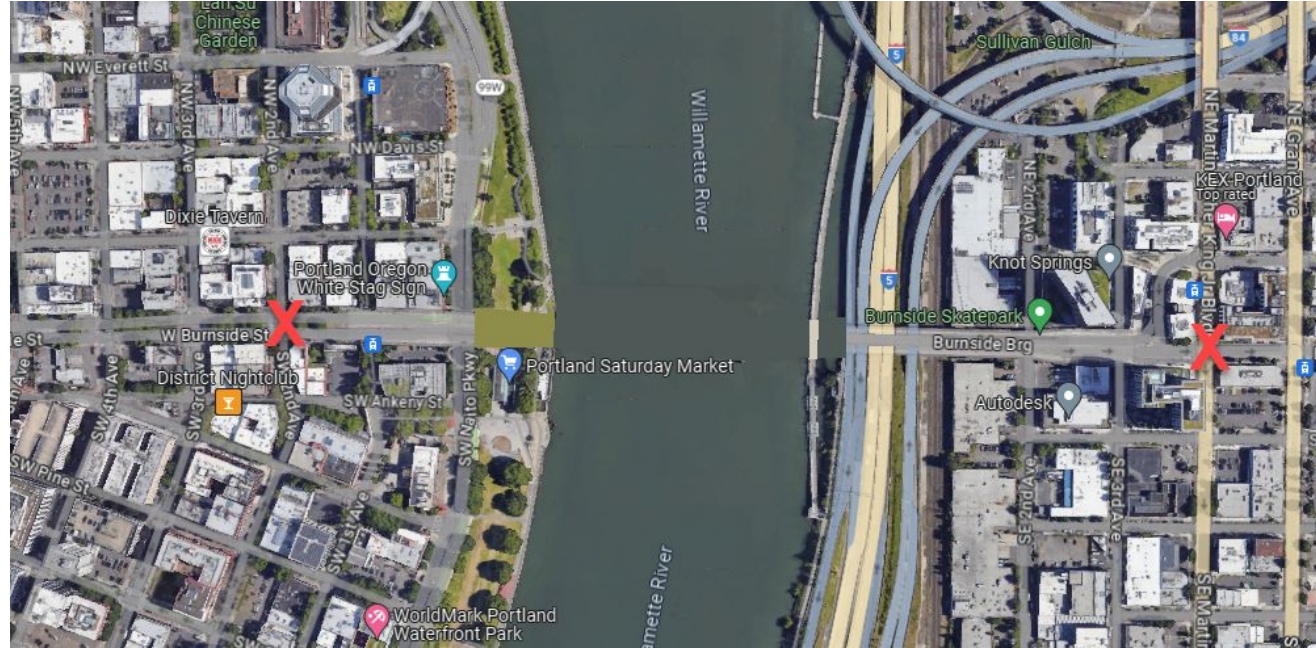


Image Description: Aerial photograph of Burnside Bridge vicinity with red x's marking the approximate east and west closure limits for Burnside construction at MLK Blvd and W 2nd Ave, respectively.



Primary Detour Route

LOWER DECK STEEL BRIDGE

- Collective agreement that it is primary detour route
- Benefits
 - Shortest route,
 - Most active and visible,
 - Most complete from an ADA perspective (a few curb ramp replacements and some sidewalk repair are needed)
 - Has the least exposure to traffic.

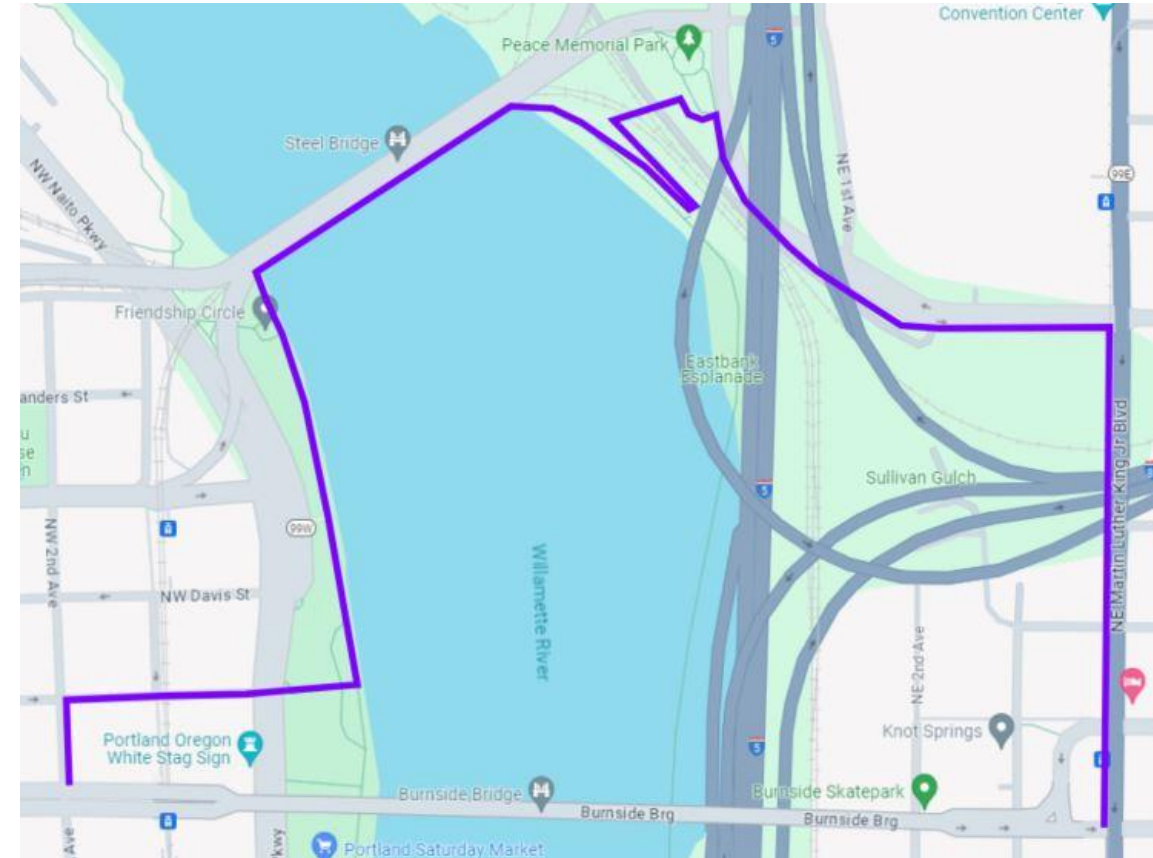


Image Description: Detour route via the Steel Bridge lower deck.

Route Description: W Burnside to NW 2nd Ave to NW Couch St to Waterfront Trail to Steel Bridge to Eastbank Esplanade ramp to NE Lloyd Blvd to NE MLK to E Burnside.



Primary Detour Route

LOWER DECK STEEL BRIDGE

- Challenges
 - The grade on Lloyd Boulevard exceeds 5% for short segments,
 - Potential overlap of construction with I-5 Rose Quarter project,
 - The lower deck is infrequently closed for repair/maintenance, often without advanced warning. Existing signs direct people to use the upper deck, which has narrow width and steep grade challenges.
- Desire to seek secondary route when the primary route is closed.

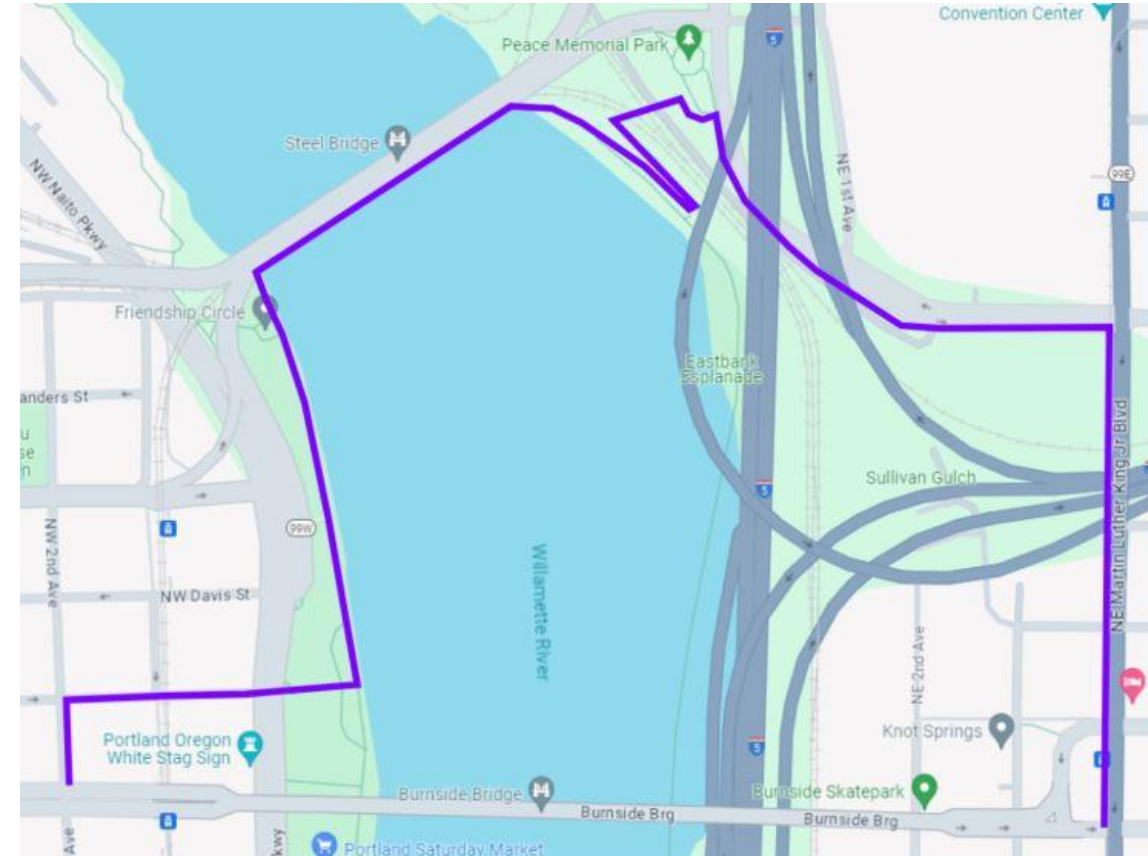


Image Description: Detour route via the Steel Bridge lower deck.

Route Description: W Burnside to NW 2nd Ave to NW Couch St to Waterfront Trail to Steel Bridge to Eastbank Esplanade ramp to NE Lloyd Blvd to NE MLK to E Burnside.



Secondary Detour Route // Option 1

UPPER DECK STEEL BRIDGE

- Benefits
 - When the Lower Deck is unexpectedly closed or when notification cannot be provided in advance, this route is the shortest distance (requires the least backtracking)
 - Less exposure to traffic
- Challenges
 - Steepest grades
 - Upper deck path is very narrow: 51-56" wide at posts, and 56-60" wide between posts
 - Potential overlap of construction with I-5 Rose Quarter project



Image Description: Google Street View of pedestrian space on the upper deck of the Steel Bridge.



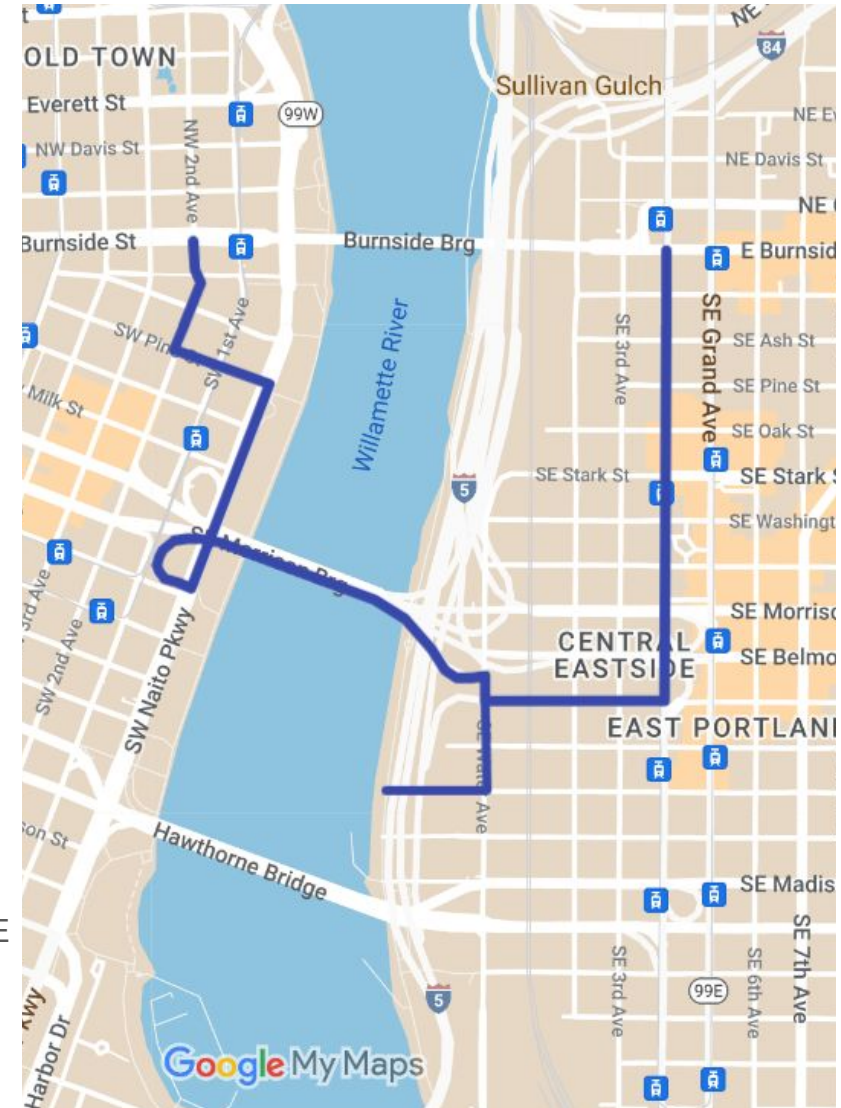
Secondary Detour Route // Option 2

MORRISON BRIDGE (via MLK & Yamhill)

- Benefits
 - Wider & less steep than Steel Bridge upper deck route
 - Shorter than Hawthorne Bridge route
- Challenges
 - Areas of steep grades
 - At-grade railroad crossing on Yamhill
 - More exposure to traffic

Image Description: Detour route via the Morrison Bridge.

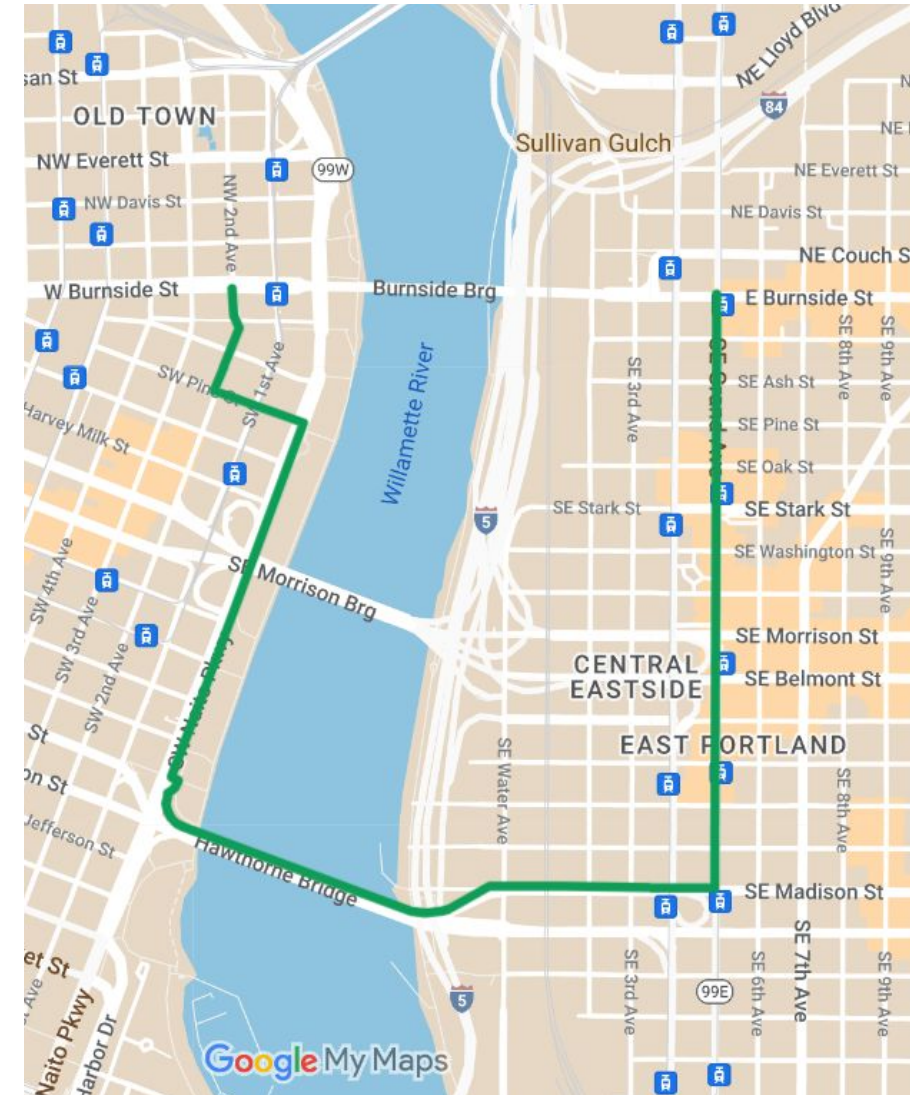
Route Description: W Burnside to SW 2nd Ave to SW Pine St to SW Naito Pkwy to Morrison Bridge to SE Water Ave to SE Yamhill St to SE MLK to E Burnside. No direct connection to Eastbank Esplanade, but can provide connection via SE Water Ave and SE Salmon St.



Secondary Detour Route // Option 3

HAWTHORNE BRIDGE (via Grand and Madison)

- Benefits
 - Wider than Steel Bridge upper deck route
 - Flatter than Morrison Bridge route
 - No railroad crossing
 - Challenges
 - Areas of steep grades
 - Longest distance
 - More exposure to traffic
- Image Description: Detour route via the Morrison Bridge.
- Route Description: W Burnside to SW 2nd Ave to SW Pine St to SW Naito Pkwy to Morrison Bridge to SE Water Ave to SE Yamhill St to SE MLK to E Burnside. No direct connection to Eastbank Esplanade, but can provide connection via SE Water Ave and SE Salmon St.



Secondary Detour Route // Comparison

Route	Length/Time (Walking from West Burnside/2nd to East Burnside/MLK)	Side of River, Segment	Avg Grade & Length: <i>Total Climbing Segment</i>	Max Grade	Avg Grade & Length: <i>Portion of Climbing Segment exceeding 5%</i>
Steel Bridge Lower Deck	1.3 miles/31 min	East, on Lloyd	4.2% for 820'	8.6%	5.6% for 200' & 7.6% for 150'
Steel Bridge Upper Deck	1.3 miles/31 min	East, on Lloyd	4.9% for 1000'	8.6%	5.6% for 200' & 7.7% for 330'
		West, from Naito	6.1% for 670'	9.6%	7.3% for 330'
Morrison Bridge	1.7 miles/39 min	East, from Water Av	6.4% for 400'	9.2%	7.3% for 270'
		West, from Naito	4.6% for 650'	6.4%	5.3% for 430'
		West, from 2nd/Alder	4.8% for 375'	5.4%	n/a
Hawthorne Bridge	2.1 miles/47 min	East, at Madison/Grand	5.4% for 175'	9.0%	6.7% for 90'
		East, from Esplanade	6.5% for 250'	9.6%	7.4% for 190'
		West, from Naito	4.6% for 250'	6.8%	6.6% for 150'
		West, from 1st/Main	2.9% for 360'	4.1%	n/a



Seeking your feedback/input

- Which of the secondary detour routes are you most (or least) likely to use and why?
- Are there detour route features that should be prioritized (avoiding steep slopes, overall shortest distance, fewest constriction points)?
- What other ideas, suggestions and comments would you like to share today?

Please raise your hand to share your comments, or share your thoughts via email before the end of June at:

burnsidebridge@multco.us





Questions?



Thank you