

# EASTBANK FREEWAY TUNNEL ALTERNATIVE

## Water Avenue Arterial

**LEGEND**

- Union Pacific Railroad
- MAX Line
- Above ground structures and ramps
- Below ground tunnels and ramps
- New local street system
- Local street intersections
- Redevelopment sites
- New connections
- Bridge structure
- Portal

0 100 200

This sketch illustrates a concept for placing the I-5 Freeway below grade between the Marquam Bridge and the Rose Quarter. It maintains an interchange with I-84 and most, but not all, existing connections to surface streets via an extension of Water Avenue in a configuration similar to the current Naito Parkway. Removal of the freeway would permit Water Avenue to be extended north to connect with the Rose Quarter. The call-out boxes provide additional details on engineering and traffic issues.

### SECTION A

FACING NORTH AT TUNNEL, WATER AVENUE ARTERIAL AND UPRR



#### MARQUAM BRIDGE

- Assumed a fixed vertical elevation point at west abutment of bridge
- ODOT will require seismic upgrade if grade adjustments and lowering of existing Marquam bridge are necessary to pass underneath the Hawthorne Bridge
- ODOT will require seismic upgrade if present bridge structure is modified
- Costs of Marquam bridge rehabilitation and profile adjustments are expected to exceed replacement
- New bridge will improve safety and seismic performance
- Design exception needed for a steeper approach grade (approx 6%)
- Potential impacts to OMSI north parking lot and buildings - would need further study
- More study needed to design Water Avenue and configuration of I-5 SB ramp

#### I-5 TUNNEL AND SURFACE ARTERIAL

- Separates through traffic from local traffic
- Creates open space on riverfront
- Eliminates present weaving movement and improves safety
- Extended I-5 closures anticipated during construction
- Groundwater issues, structure buoyancy would have to be investigated for tunnel
- High energy use (lighting, ventilation) and high operational and maintenance costs
- Large amounts of excavation and disposal
- Complicates connections
- Fixed capacity, not easily widened
- Requires two different construction methods: cut and cover and bored tunnel
- Hazardous material and overweight vehicle restrictions in tunnels

#### MORRISON BRIDGE

- Eliminates freeway ramp movements, downtown to northbound I-5/ eastbound I-84 and southbound I-5/ westbound I-84 to downtown
- Creates new Stark Street on-ramp to southbound I-5

#### ROSE QUARTER

- I-5 returns to the surface before the I-405 interchange
- Requires relocation of Rose Quarter Transit Center which is consistent with long term strategy to support redevelopment of the area
- Connects the Broadway/Weidler couplet to the new Water Avenue
- Consistent with the assumptions from the ongoing work with ODOT and the NE Quadrant Plan
- Provides additional east-west connections through the Rose Quarter

#### I-5/I-84 INTERCHANGE

- Maintains present connections
- Maintains HazMat and overweight vehicle connectivity
- Compatible with N/NE Quadrant Planning
- Maintains present UPRR in place
- Adds EB I-84 connection to Central Eastside (via new arterial)

NOTE:  
ROADWAY PROFILE AND  
TECHNICAL MEMORANDUM  
PROVIDED UNDER SEPARATE COVER

APPROX  
550,000  
SQ FT

APPROX EXTENT IN BLUE OF  
1996 AND 100 YR FLOODPLAIN  
34 FOOT ELEVATION (NAD)