

# Earthquake Ready Burnside Bridge Project (EQRB)



Sharon Daleo PBOT | City Council April 12, 2023



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

## Agenda:

- **Project Update**
  - City and County staff
- **Council Discussion**
  - Council, City and County staff
- **City Council Action**
  - Council Vote on ordinance to approve IGA Amendment No 2
    - Staff Agreement for County to reimburse City*

# City / County IGA Amendment to Support Final Design

- **Adds budget and extends timeline**
  - April 2023 – Dec 2029
    - will need amendment for construction
  - current IGA expired 12/31/2022

### Priority city team focus areas

- City LPA Conditions of Approval
- Active transportation & safety
- Construction impacts & mitigation
- Temporary and permanent impacts to park facilities
  - Eastbank Esplanade
  - Japanese Memorial
  - Saturday Market
- Natural resource impacts & mitigation
- Bridge aesthetics

### Bureau Involvement:

- PBOT – lead
- Parks and Recreation
- Environmental Services
- Planning and Sustainability
- Development Services
- Water
- Emergency Management
- Fire and Rescue

# Earthquake Ready Burnside Bridge - City Council Conditions

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**July 2022** – approved Modified Locally Preferred Alternative as defined in the Supplemental Draft Environmental Impact Statement (SDEIS)

## Two Council Conditions –

- **Width of Pedestrian/Bicycle Facilities on Bridge**

Per Resolution – EQRB provide for 17' minimum pedestrian and bicycle facilities to meet project and community needs and align with our modal and climate goals.

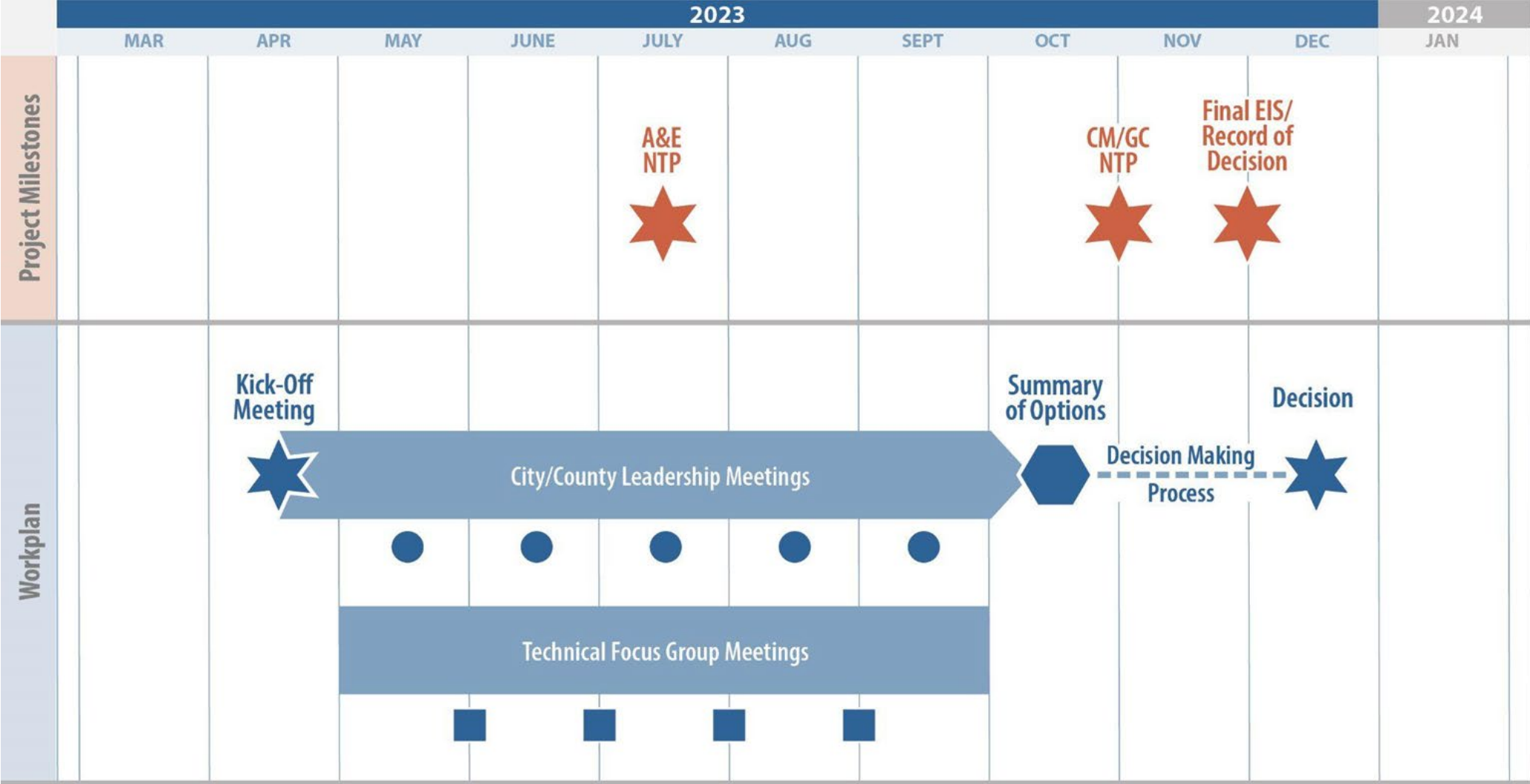
- **ADA Connection Between Bridge and Eastbank Esplanade**

Per Resolution – EQRB program shall provide for an ADA accessible ramp connection to the Eastbank Esplanade from both the north and south side of the EQRB. The ramp design shall be advanced from the City's initial preferred concept currently under study and is subject to further public input, City review and final acceptance.

## Current Status -

County has committed to a work plan focused on collaboratively addressing these two Council Conditions

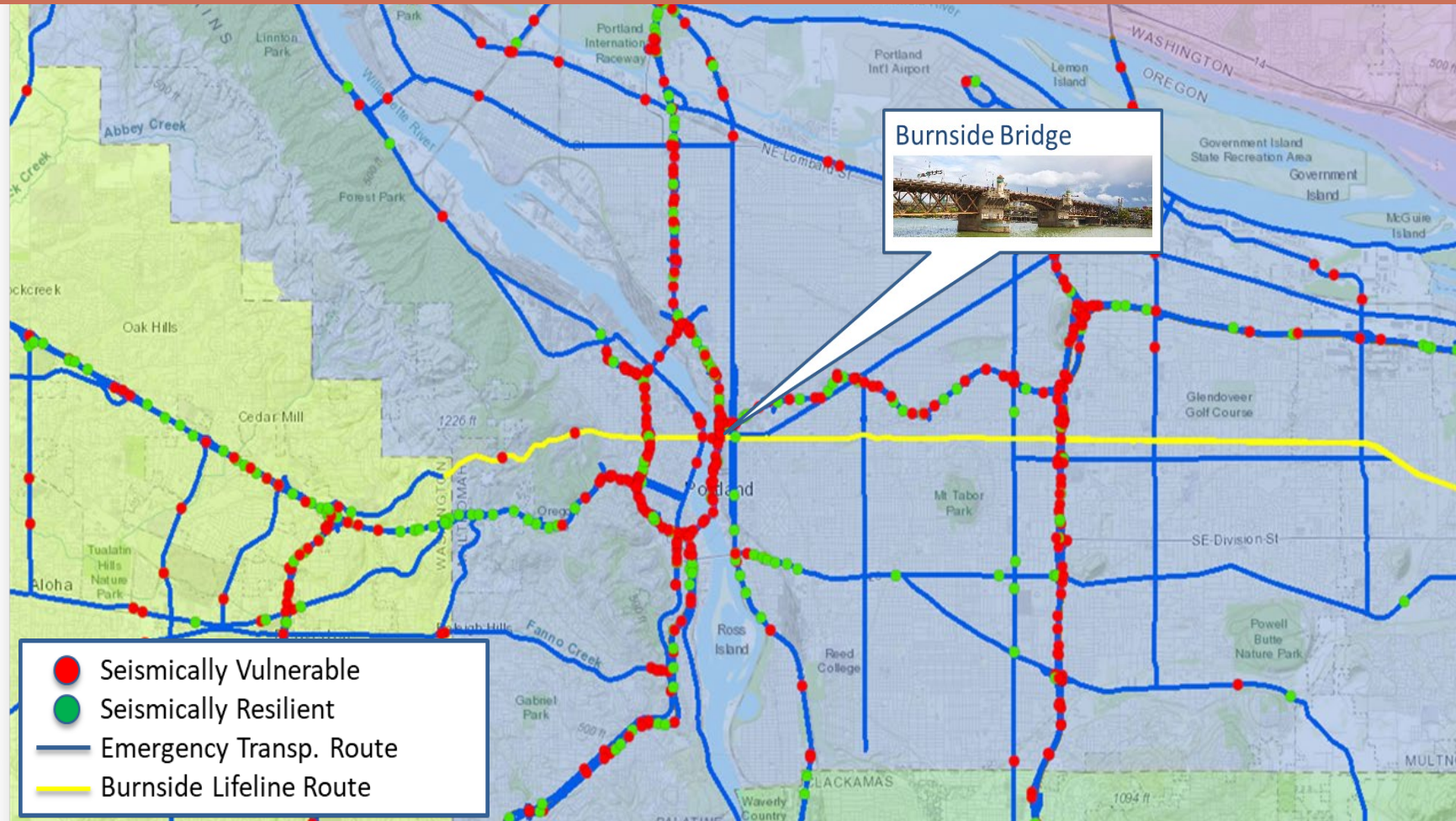
# Work plan to Address City Concerns



Legend: A&E - Architect & Engineer    CM/GC - Construction Manager/General Contractor    EIS - Environmental Impact Statement    NTP - Notice to Proceed

# Purpose and Need

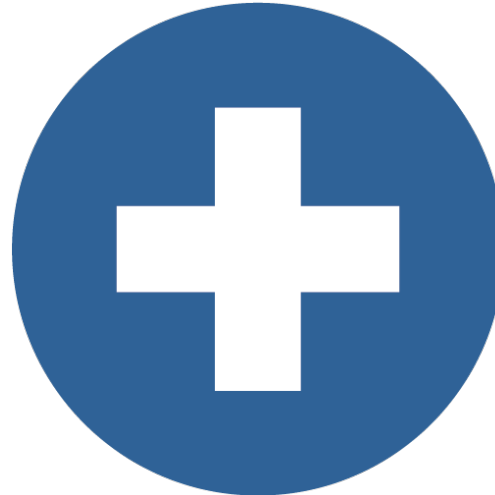
Burnside Bridge is Critical to Regional Emergency Response and Recovery



# **EQRB Purpose**



**Seismic Resiliency  
and Emergency  
Response**

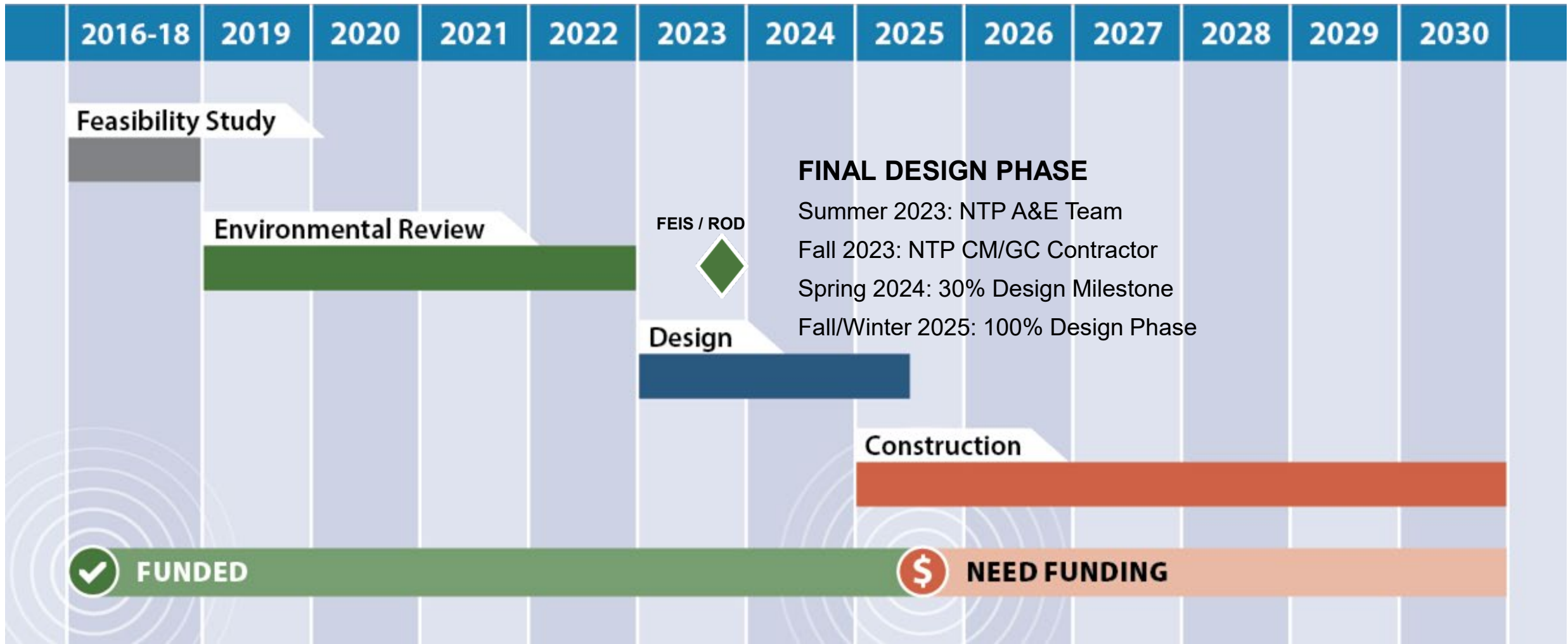


**Regional Recovery  
and Rebuilding**



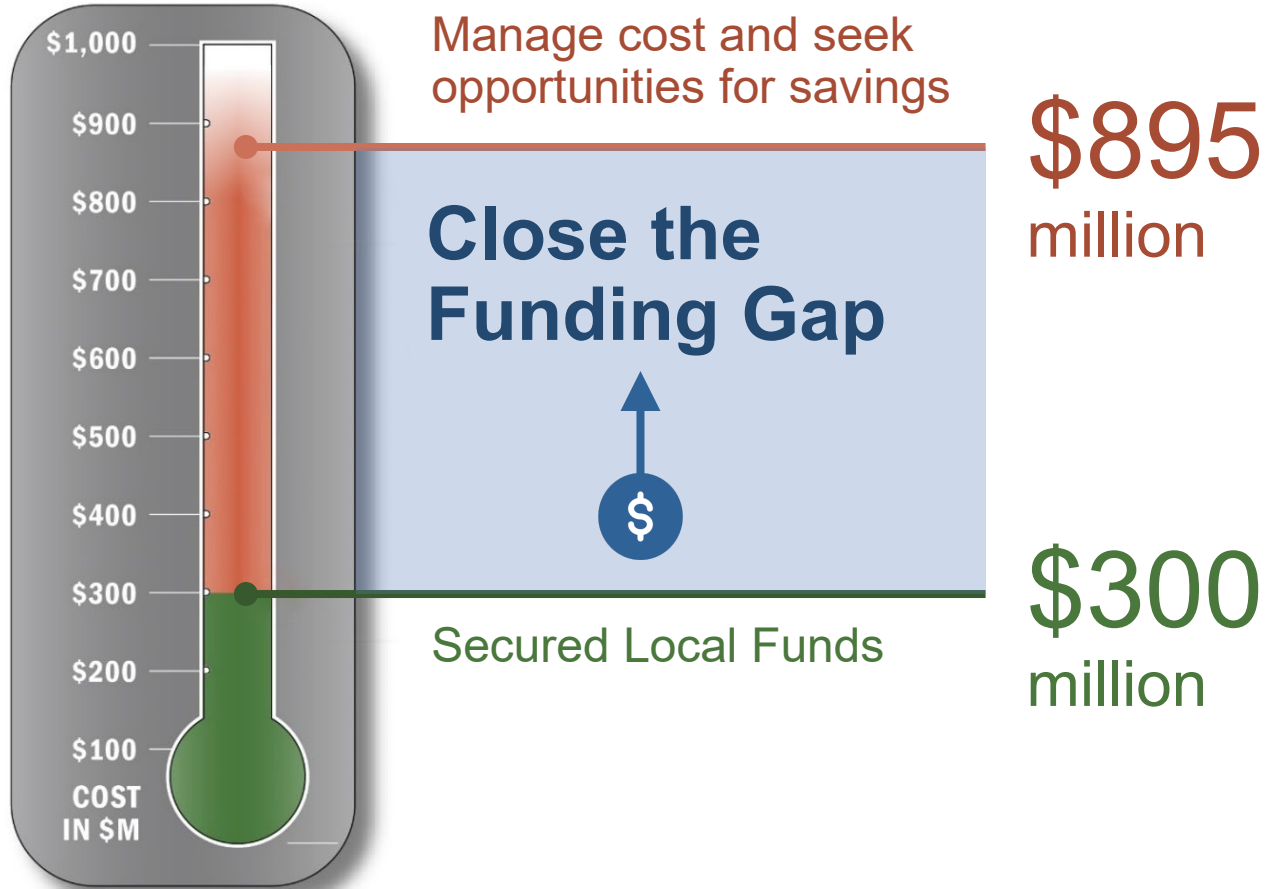
**Long-term  
Multi-modal Use**

# Earthquake Ready Burnside Bridge - Final Design Timeline





# Funding Status



## Funding Status

**\$895 M** Estimated project cost

✓ **\$300 M** Locally funded

**\$595 M Funding need**

## Federal Grant Requests

- ✓ **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**  
Awarded \$5 million for planning
- ⌘ **Multimodal Projects Discretionary Grant (MPDG)**  
\$535 million for construction
- ⌘ **Bridge Investment Program**  
\$447 million for construction

# Locally Preferred Alternative

## Seismically Resilient Replacement Long Span



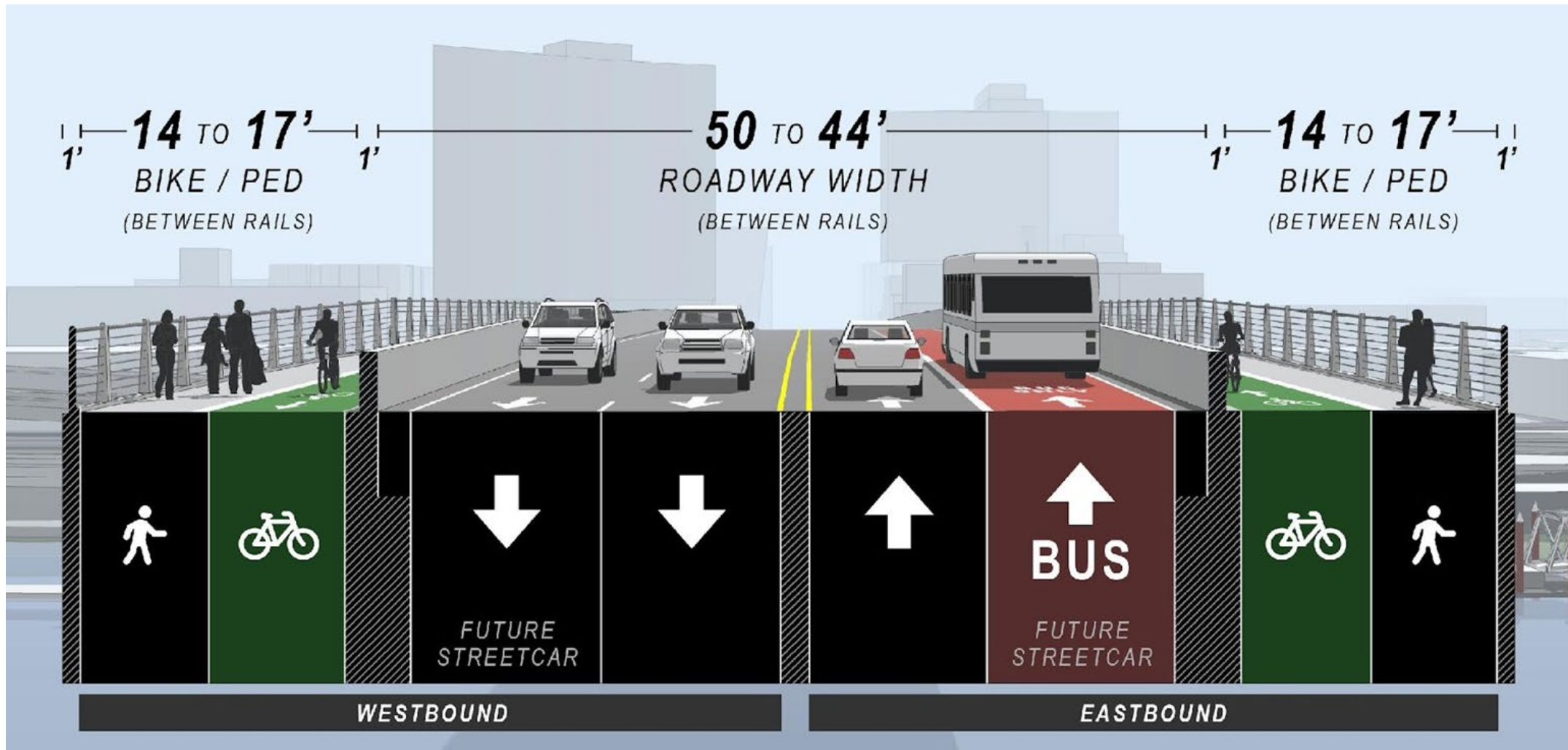
*with Tied Arch*



*with Cable Supported*

# Locally Preferred Alternative

## Typical Cross Section



**Thank you.**

**Q/A**

**Additional graphic slides follow**

**- as needed but not included in the presentation**

# Earthquake Ready Burnside Bridge - Project Components



**ENVIRONMENTAL REVIEW PHASE**

**Westside Span**

**Movable Span**

**FINAL DESIGN PHASE**  
**Eastside Long Span**

## **Design Decisions Made During SDEIS**

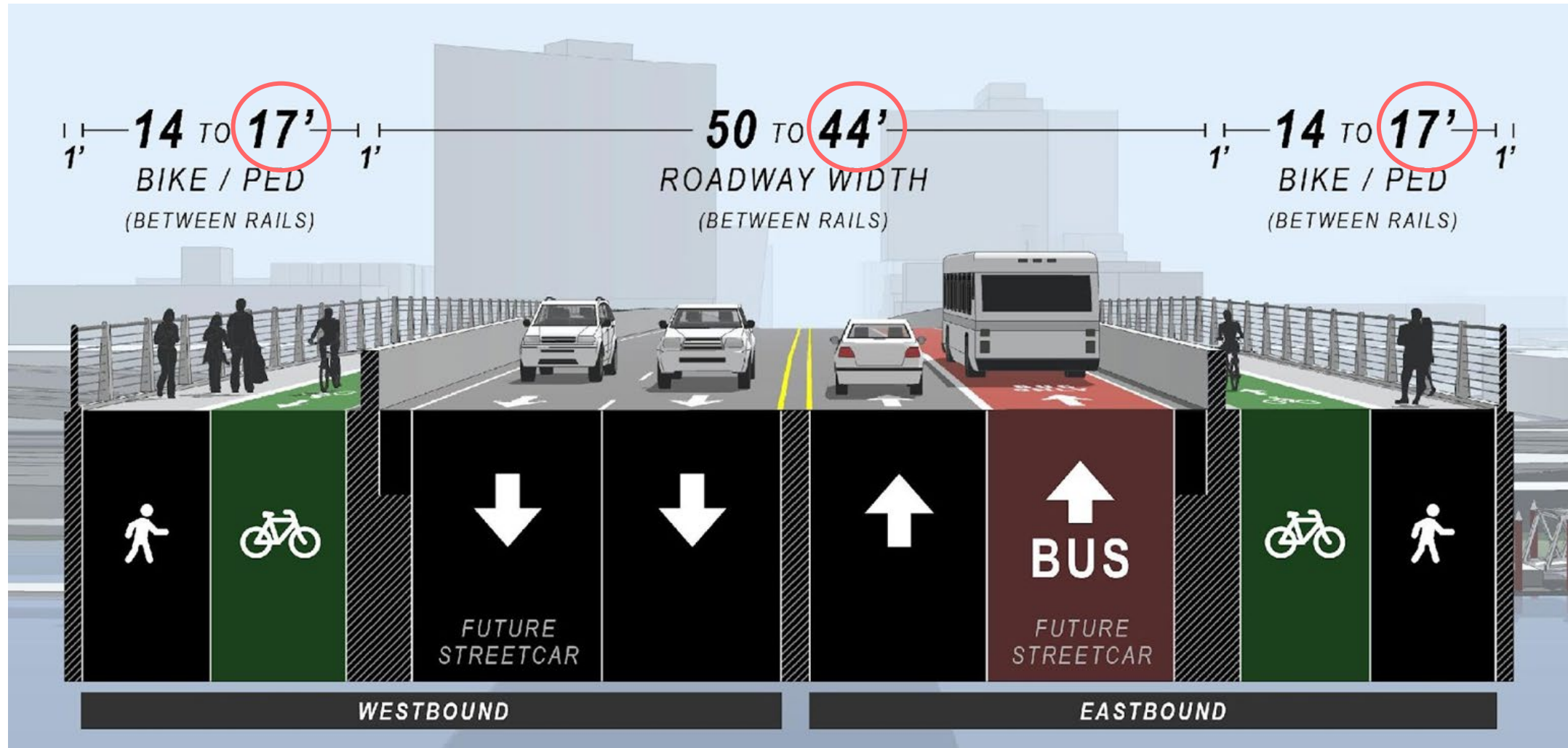
- Girder-style West Span
- Bascule Mid Span
- ADA improved street route on west side for access to MAX – no elevator

## **Final Design Decisions To Be Determined**

- East Span Bridge Type
- Bridge Cross Section
- Eastbank Esplanade Connection

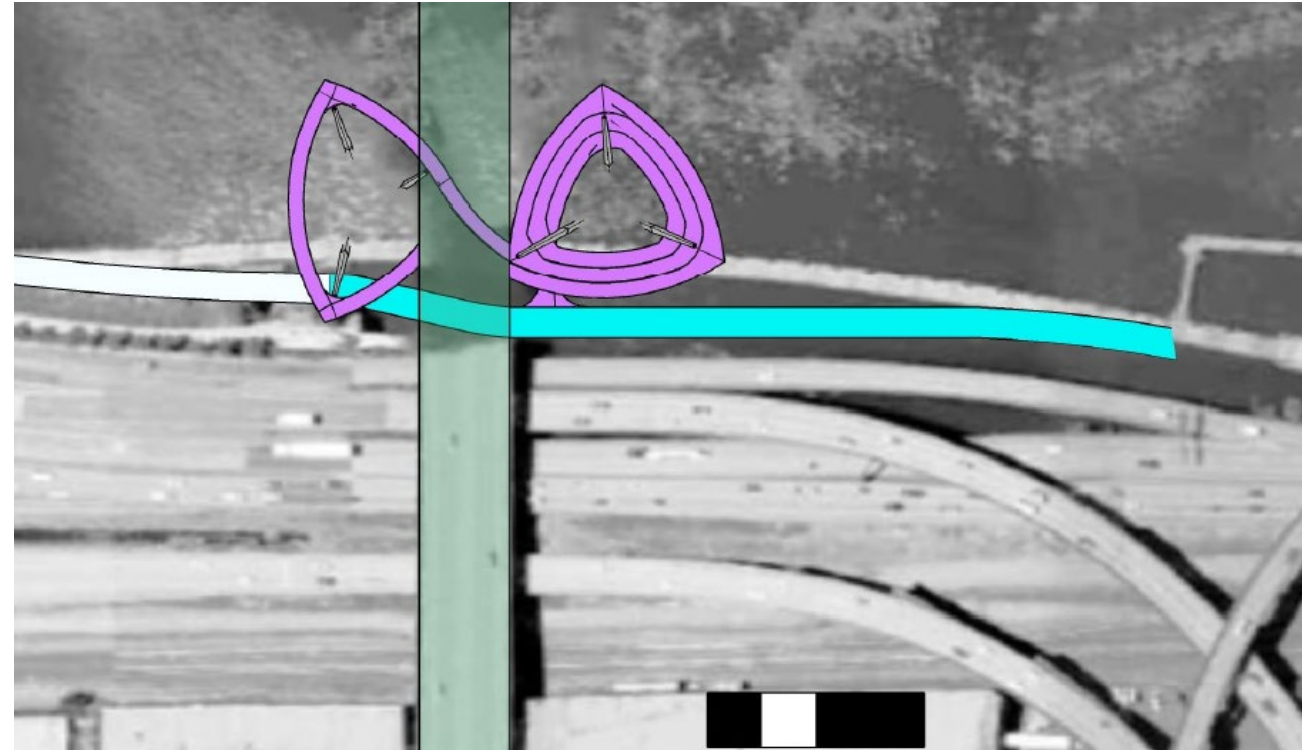
# EARTHQUAKE READY BURNSIDE BRIDGE PROJECT (EQRB)

## Traffic Configuration on Bridge



# Earthquake Ready Burnside Bridge - Eastbank Esplanade Access

- City preferred ramp configuration for connection to both north and south sides of the bridge
  - Assumes lowest cost seismic resiliency while still meeting code
  - North side can be constructed independent of the south side
    - Works with the 2-way bikes on the north side shown in unbalanced section
  - HAP ramp accesses to the water constructed separately
- Construction costs
  - Ramp on both sides - \$37 M
  - **North side ramp only - \$25 M**
    - Costs do not include contingency
    - Costs do not include engineering
    - Cost savings anticipated if designed/constructed as one project with EQRB
    - Cost savings through bridge support of ramp structure
      - Would still have seismic isolation





# Earthquake Ready Burnside Bridge - Traffic Configuration

- Cross section with dimensions in black from County SDEIS
- Red edits reflect City preferred cross section
- Re-allocation of the ped/bike space aligns with Council condition
- 44' roadway width approved by City Traffic Engineer and aligns with City policy
- Unbalanced section provides for ramp to Eastbank Esplanade on the north side only

