





MARQUAM BRIDGE

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- 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

HAWTHORNE BRIDGE

## I-5 TUNNEL

- Separates through traffic
- Creates open space
- Eliminates present vertical movement and impacts
- Extended I-5 closure during construction
- Groundwater issues, buoyancy would have to be investigated for tunnel

NOTE:  
ROADWAY PROFILE AND  
TECHNICAL MEMORANDUM  
PROVIDED UNDER SEPARATE COVER

WATER AVENUE

APPROX  
550,000  
SQ FT

SE HAWTHORNE BLVD

SE MADISON ST

REFERENCE PLAN

03/30/12



## 5 TUNNEL AND SURFACE ARTERIAL

Separates through traffic from local traffic

Creates open space on riverfront

Eliminates present weaving movement and improves safety

Ended 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

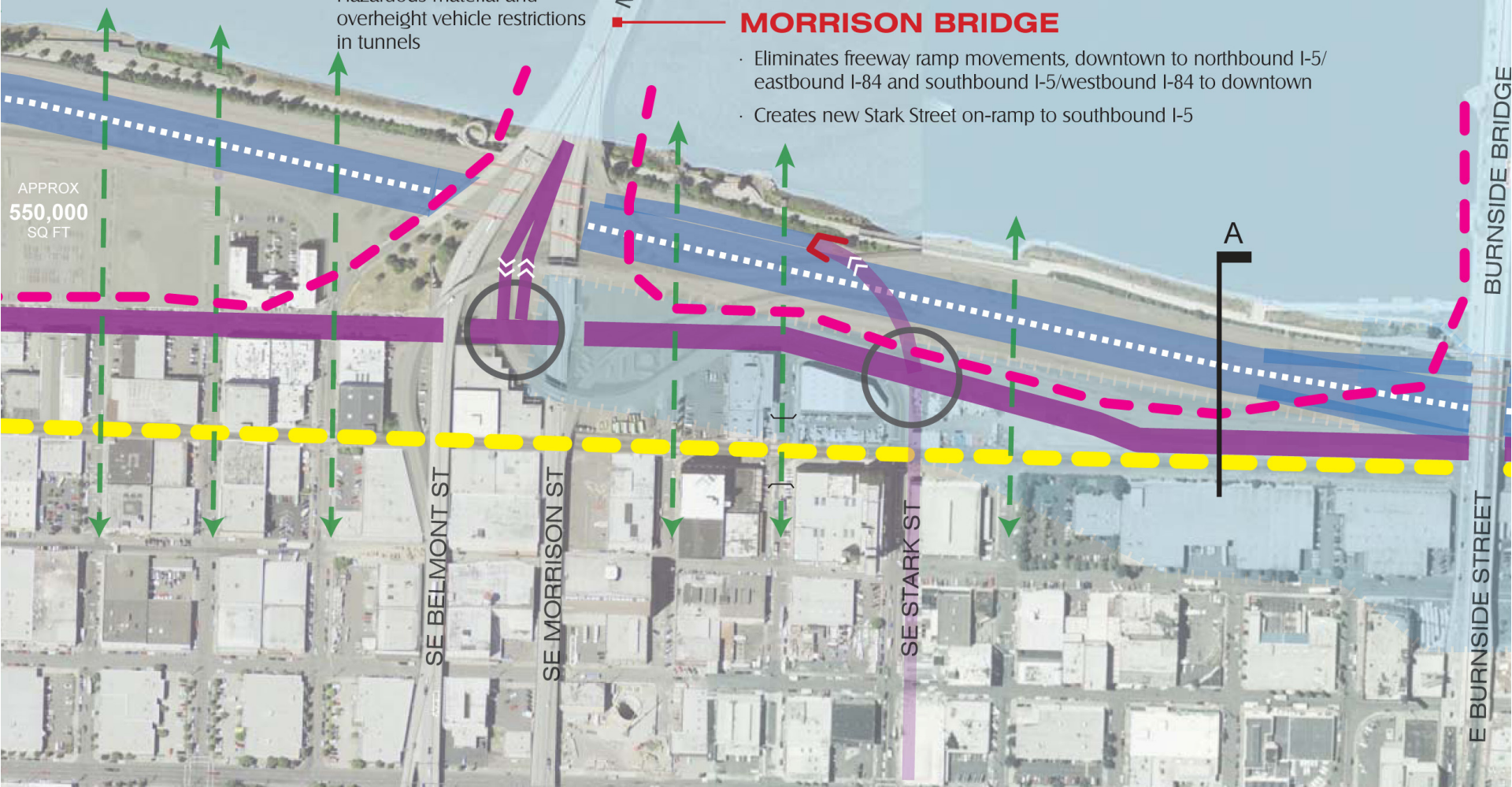
- Hazardous material and overheight vehicle restrictions in tunnels

MORRISON BRIDGE

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

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

BURNSIDE BRIDGE

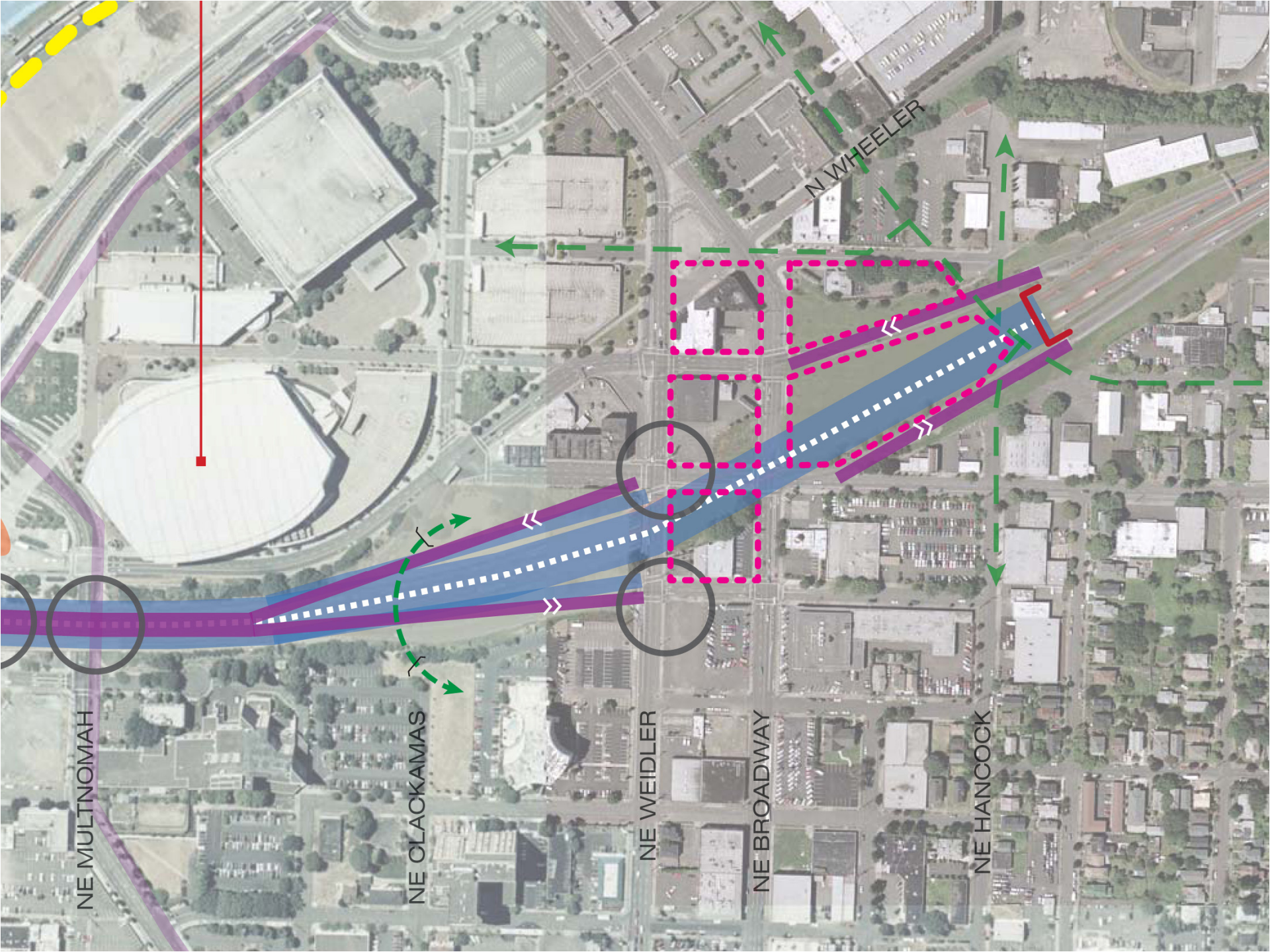
STEEL BRIDGE

E BURNSIDE STREET

NE HOLLADAY

NE MULTNOMAH





NE MULTNOMAH

NE CLACKAMAS

NE WEIDLER

NE BROADWAY

NE HANCOCK

N WHEELER



