EARTHQUAKE READY BURNSIDE BRIDGE

Portland City Council

IGA Amendment

Project Briefing

Multnomah County
Transportation Division
Department of Community Services
December 16, 2021

Agenda

Action Today

- Approve Amendment to City / County Intergovernmental Agreement (IGA) to include support services for Supplemental Draft Env. Impact Statement (SDEIS)

Project Briefing

- Review recommended Preferred Alternative identified in Feb 2021 DEIS
- Review cost savings refinements evaluated in upcoming publication of SDEIS (Spring 2022)
- Review next steps

Agenda

City / County IGA amendment to support SDEIS

- Adds budget and extends timeline
  - *Dec 2021 to Dec 2022*
- Standard process for large regional transportation projects
- IGA managed by PBOT for all City Bureaus

Project Overview

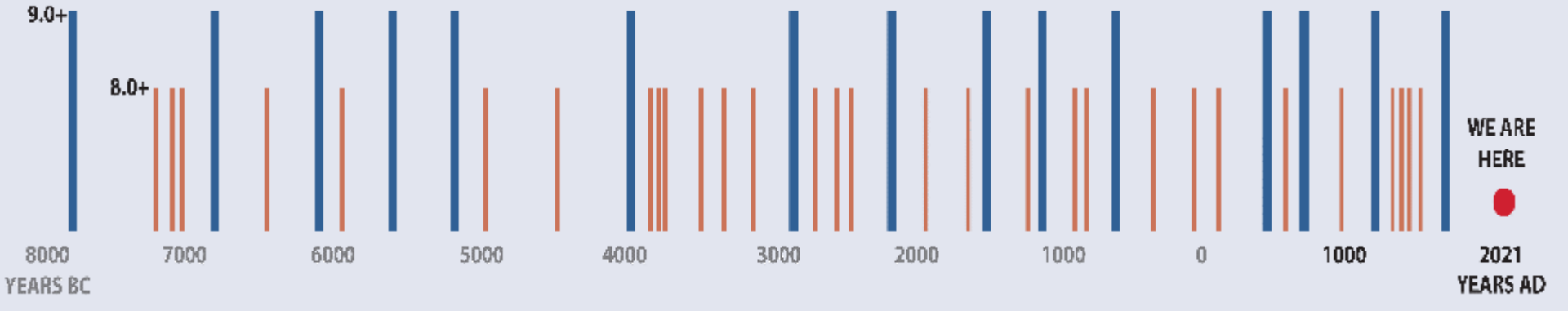
Project Overview

EARTHQUAKE READY BURNSIDE BRIDGE

Regional Earthquake Risk

CASCADIA SUBDUCTION ZONE (CSZ) EARTHQUAKE

Last major quake in Oregon occurred 321 years ago, a timespan that exceeds 75% of the intervals between the major quakes to hit Oregon over the last 10,000 years.



Project Overview

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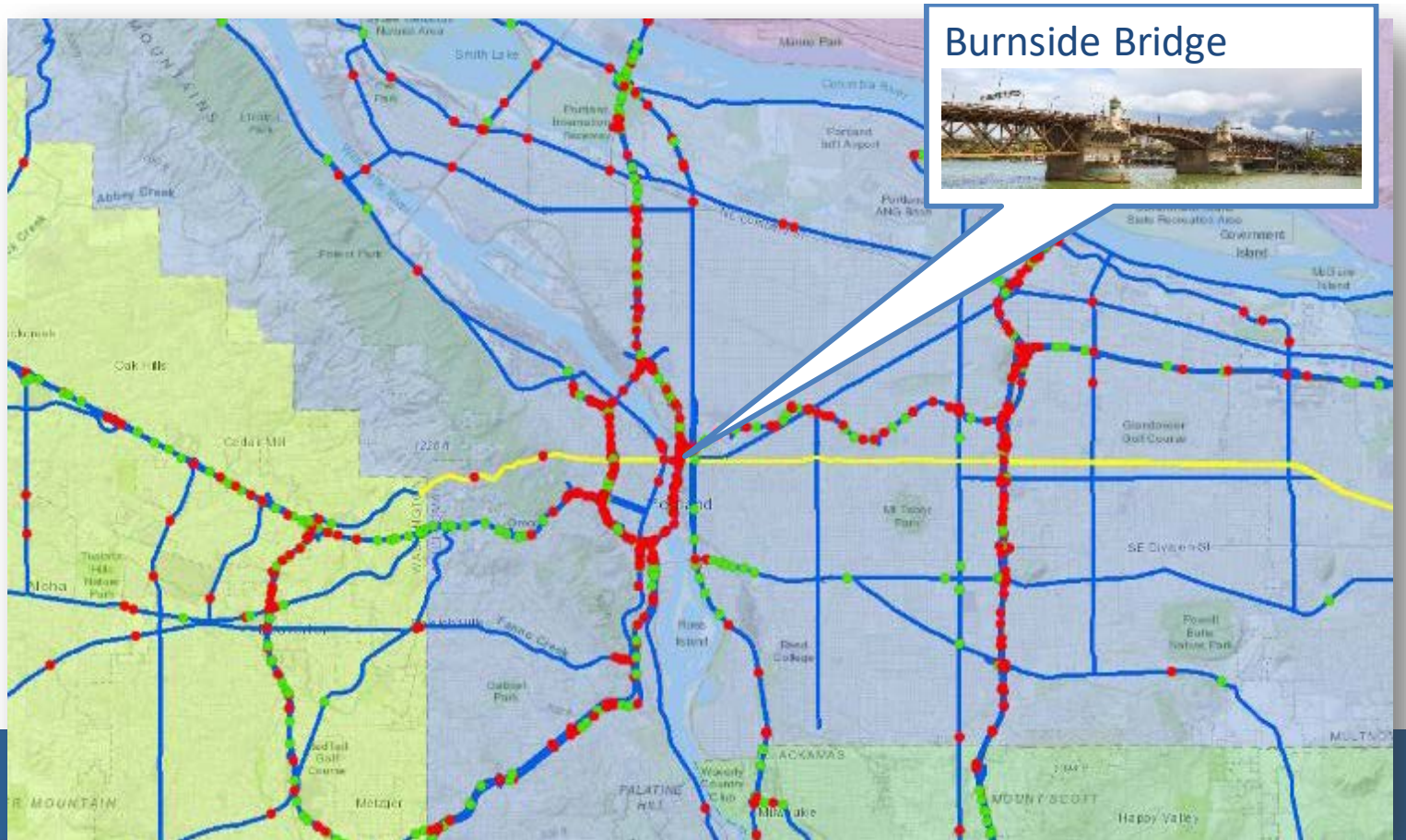
Earthquake Risk: Images of 2010 Chilean Earthquake, magnitude 8.8

Project Overview

Why Burnside?

- Regional lifeline route
- Runs almost 19 miles, from Washington County to Mount Hood Highway (US 26)
- Located in the heart of downtown, it is a key link across the Willamette River
- Fewest risks of having overpasses collapse on it during an earthquake



Project Overview

Project Purpose and Need

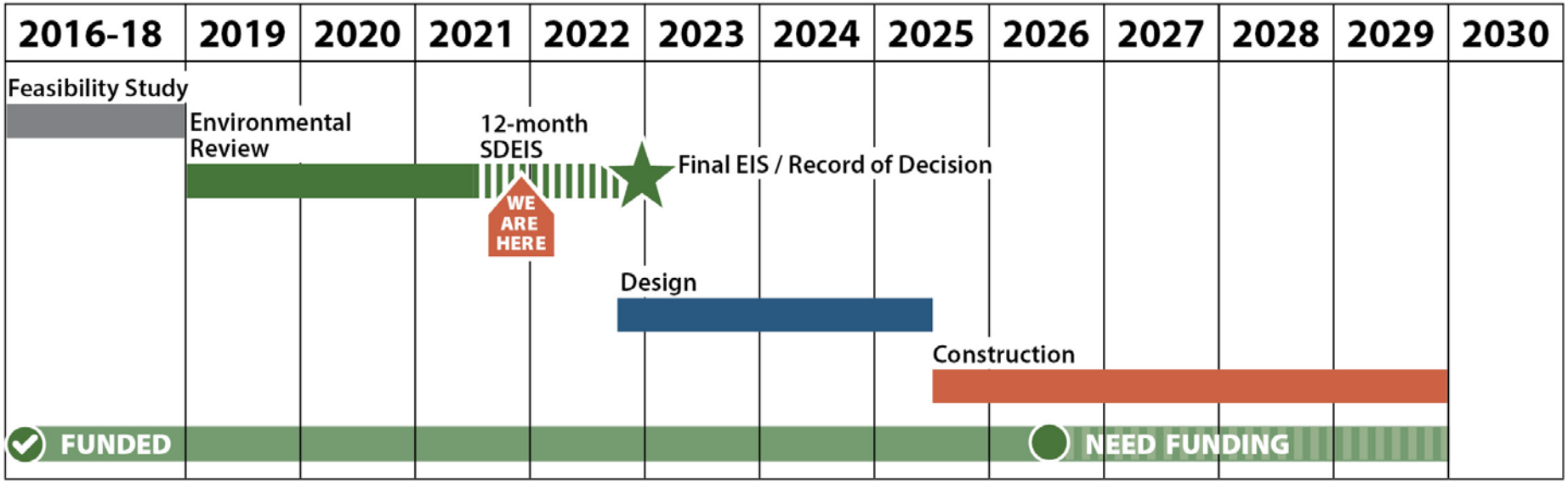
Seismic Resiliency and Emergency Response

Regional Recovery and Rebuilding

Long-term Use

Project Overview

Timeline

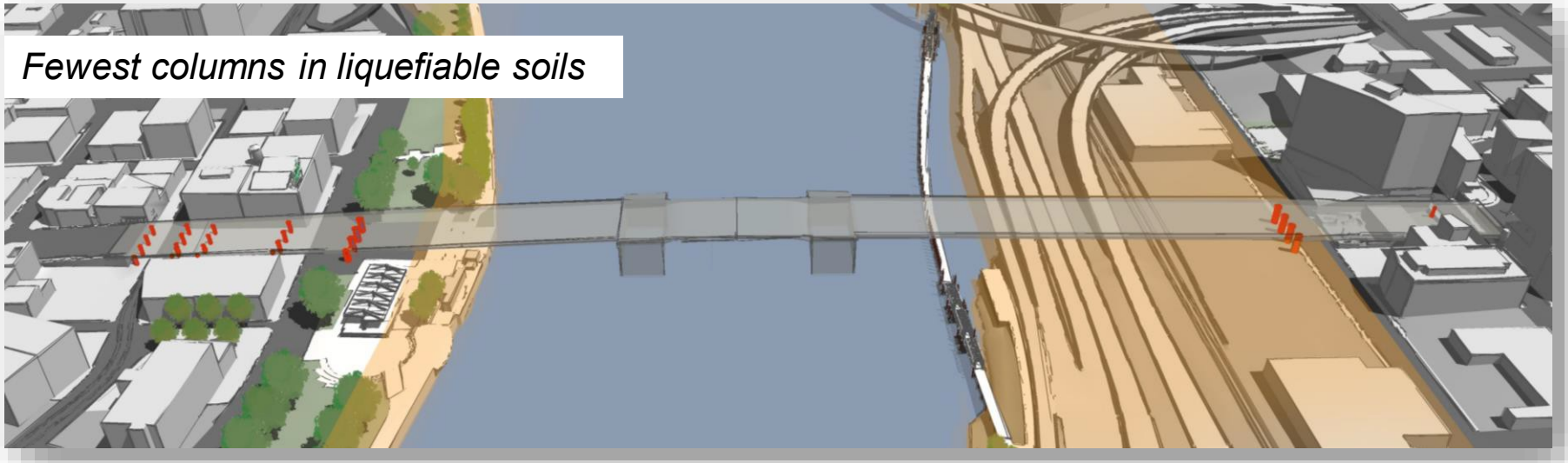


Project Status

Project Status

EARTHQUAKE READY BURNSIDE BRIDGE

Initial Preferred Alternative: Replacement Long Span



BENEFITS

- Best for seismic resiliency
- Least cost alternative
- Enhances/preserves community resources
- Improves safety for bike/ped/ADA
- Least impacts to natural resources

IMPACTS

- Removes historic Burnside Bridge

CONSIDERATIONS

- Views

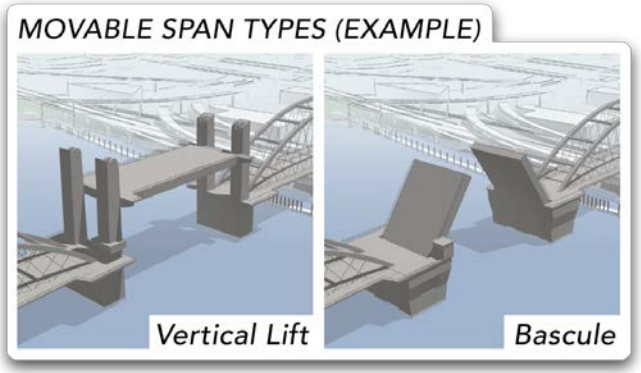
NEPA Phase Overview (Jan 2019 – Current)

2020 DEIS Recommended Preferred Alternatives - Replacement Long Span

Tied Arch

Cable Stayed

Girder Option (West Approach Only)

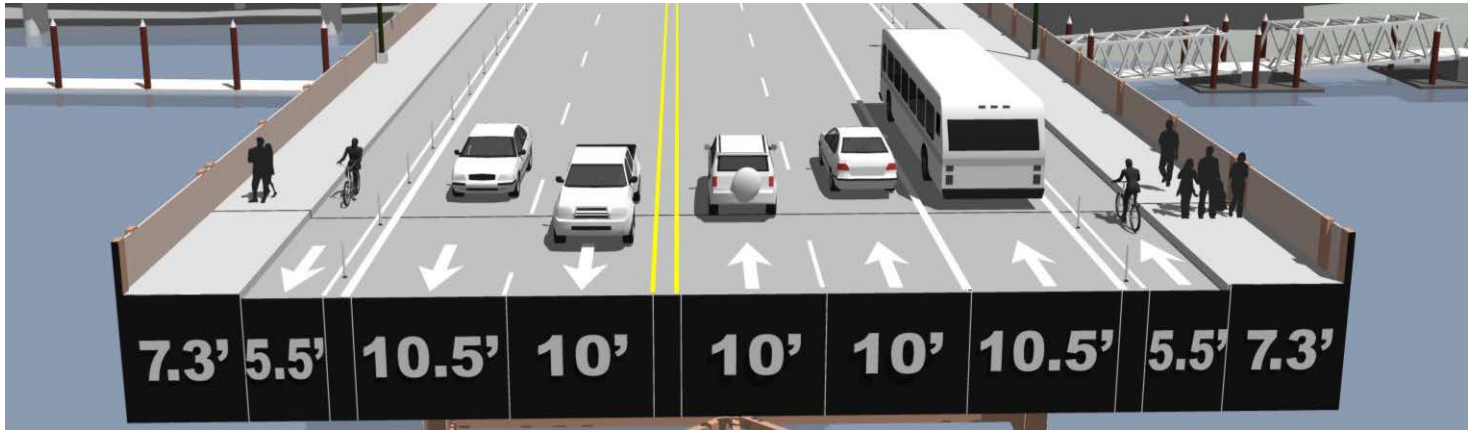


Project Status

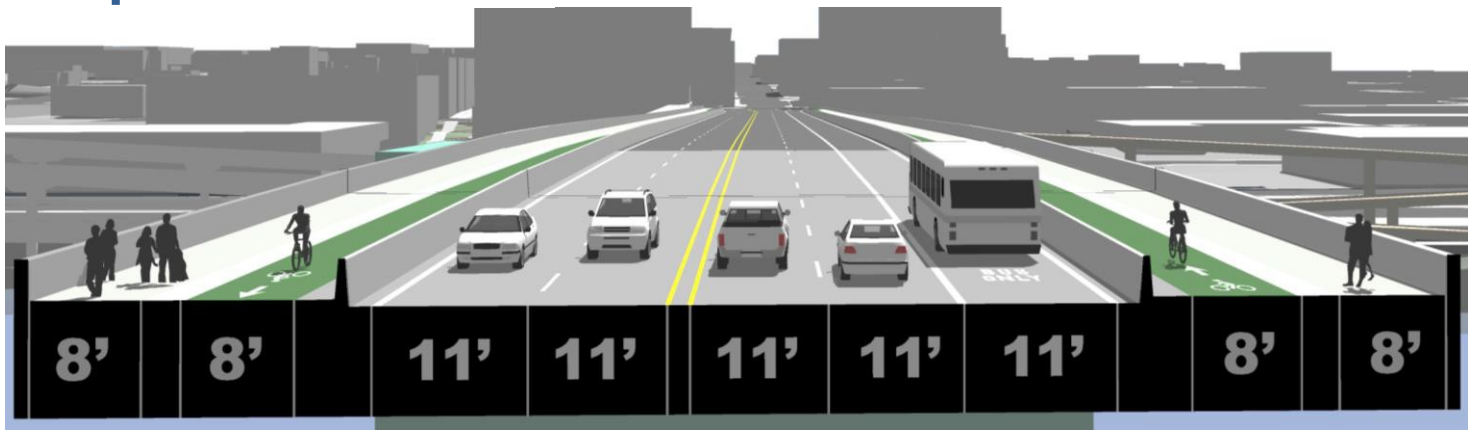
EARTHQUAKE READY BURNSIDE BRIDGE

Cross Sections

Existing



Proposed in DEIS

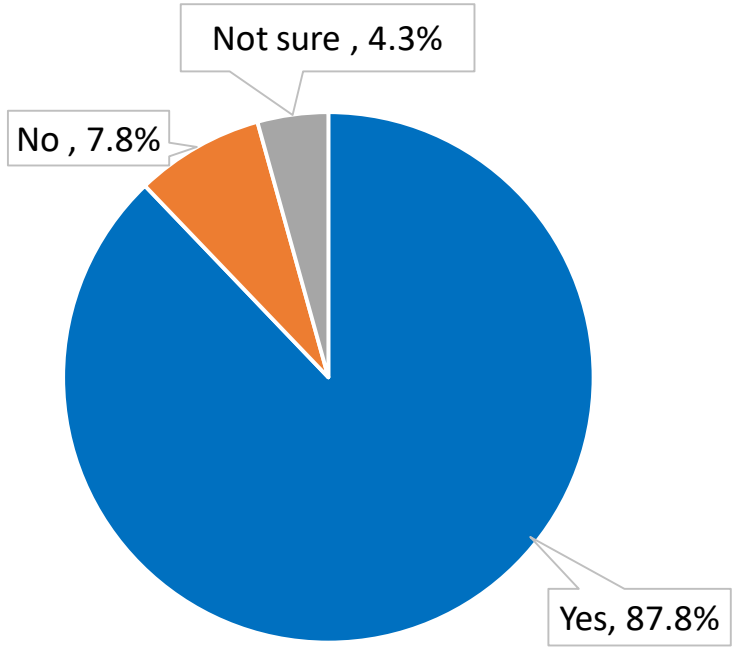


What we heard…

Summer 2020 Online Survey

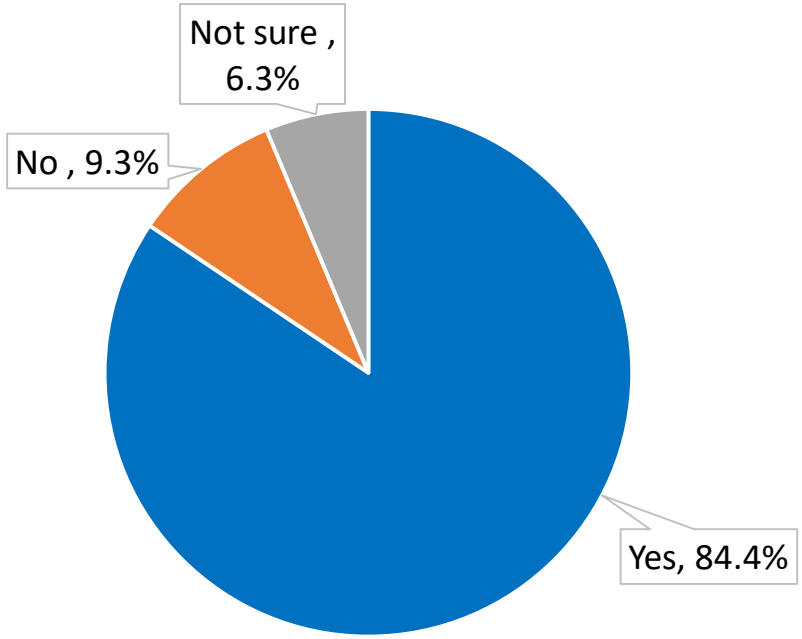
Is the Replacement Long Span the right choice?

87.8% agree with the Replacement Long Span



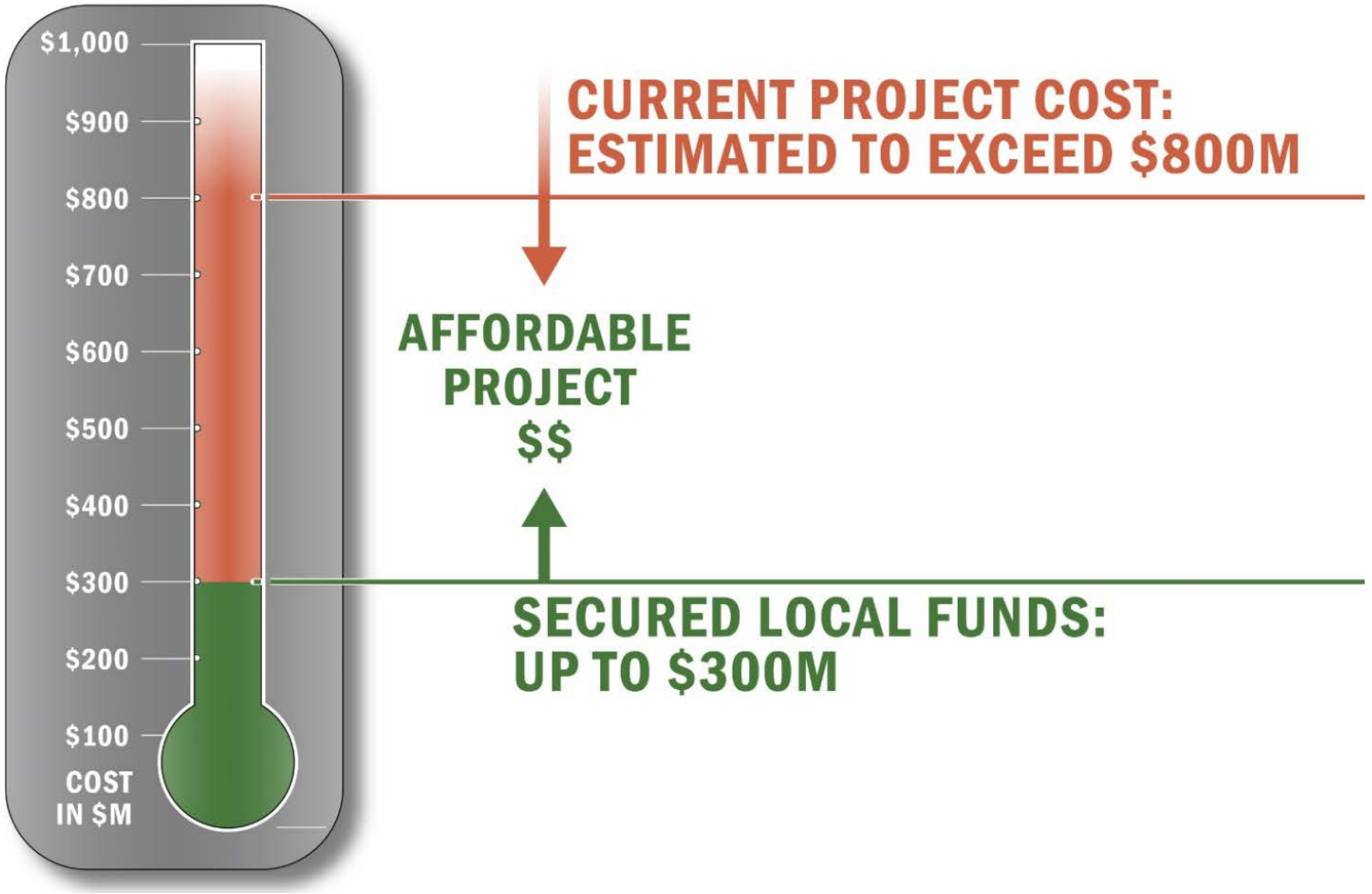
Is a full bridge closure during construction the right choice?

84.4% agree with a full bridge closure



Project Status

Funding Context: Must achieve an affordable Project to be viable



**Note: City of Portland and other local cities agreed to forego VRF revenue to offer financial support of the project.*

Project Status

Funding Context: Must achieve an affordable Project to be viable

Cost considerations have changed over the last year

- Failure of the 2020 Regional Transportation Bond Measure which would have allocated $150 million to the project
- High competition for funding of large infrastructure projects
- Increasing labor and materials costs have emerged from the COVID-19 pandemic

Cost Saving Refinements

Cost Saving Refinements

Guiding Principles

- Moving forward with recommended Long Span Replacement Alternative
- Ensure the Purpose and Need is met
  - Seismic resiliency
  - Emergency response and regional recovery
  - Long term transportation needs
- Maintain County's equity lens

West Approach Bridge Type

Cost Saving Refinements

EARTHQUAKE READY BURNSIDE BRIDGE

West Approach Bridge Type: Existing Condition

Cost Saving Refinements

EARTHQUAKE READY BURNSIDE BRIDGE

West Approach Bridge Type Recommendation: Girder Type

Movable Span Bridge Type

Cost Saving Refinements

EARTHQUAKE READY BURNSIDE BRIDGE

Movable Span Bridge Type: Existing Condition

Cost Saving Refinements

EARTHQUAKE READY BURNSIDE BRIDGE

Movable Span Bridge Types

$25 - $35M Savings

Recommendation: Bascule Bridge

Narrow Bridge Width

Cost Saving Refinements

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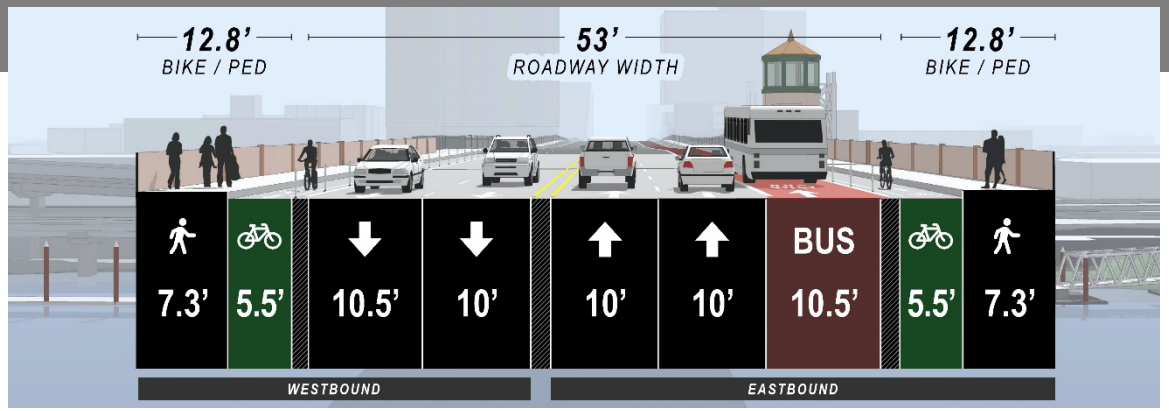
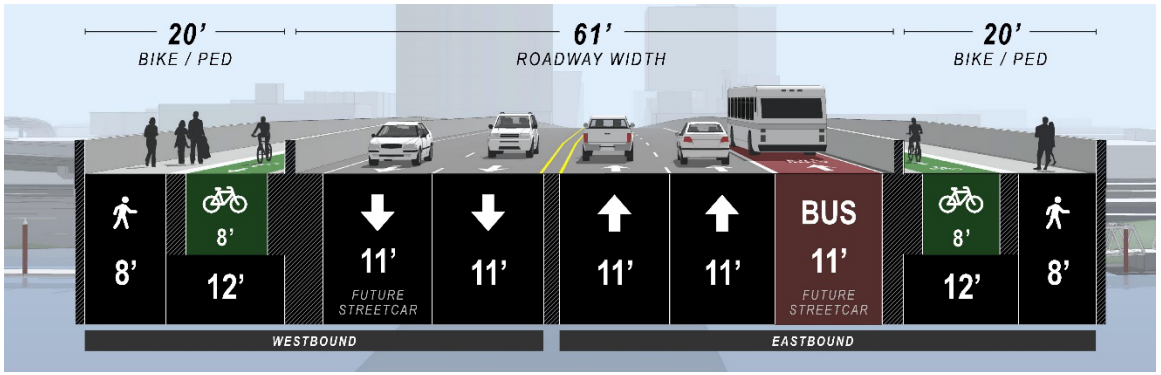
Bridge Width

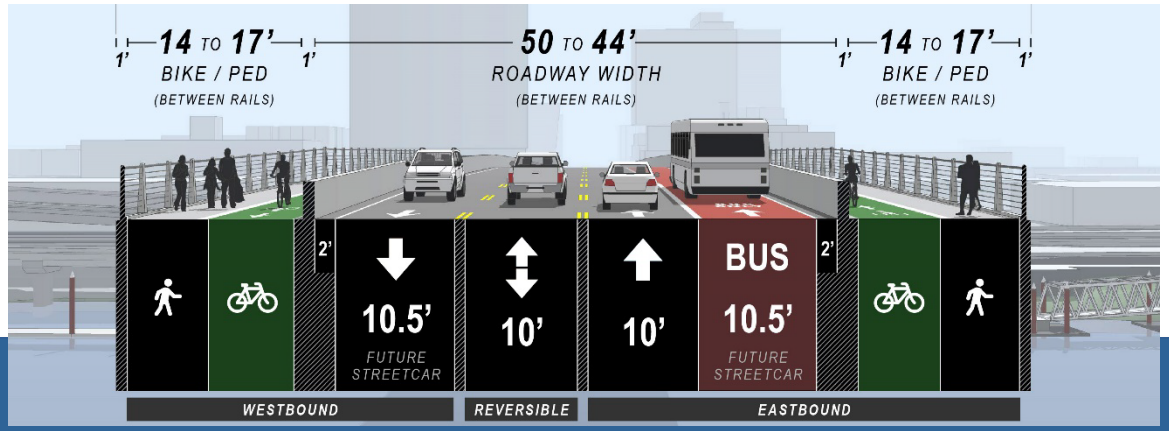
Existing Cross Section



DEIS Cross Section



Refined Cross Section



$140 - $165M Savings

Cost Saving Refinements

Bridge Width: 4-Lane Traffic Configurations

BALANCED:
2 WB Lanes /
1 EB + 1 Bus Lane

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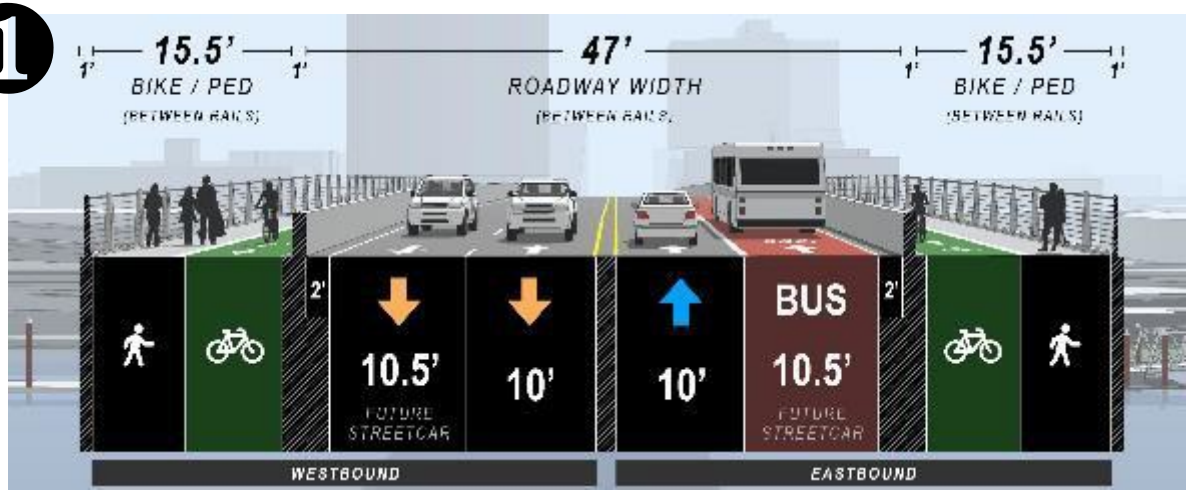

EASTBOUND FOCUS:
1 WB Lane /
2 EB + 1 Bus Lane

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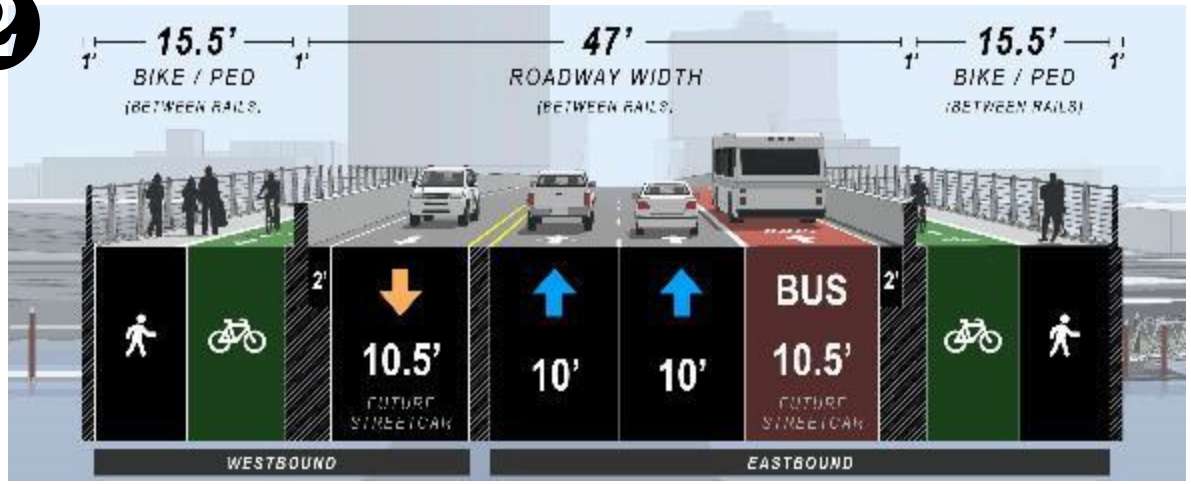
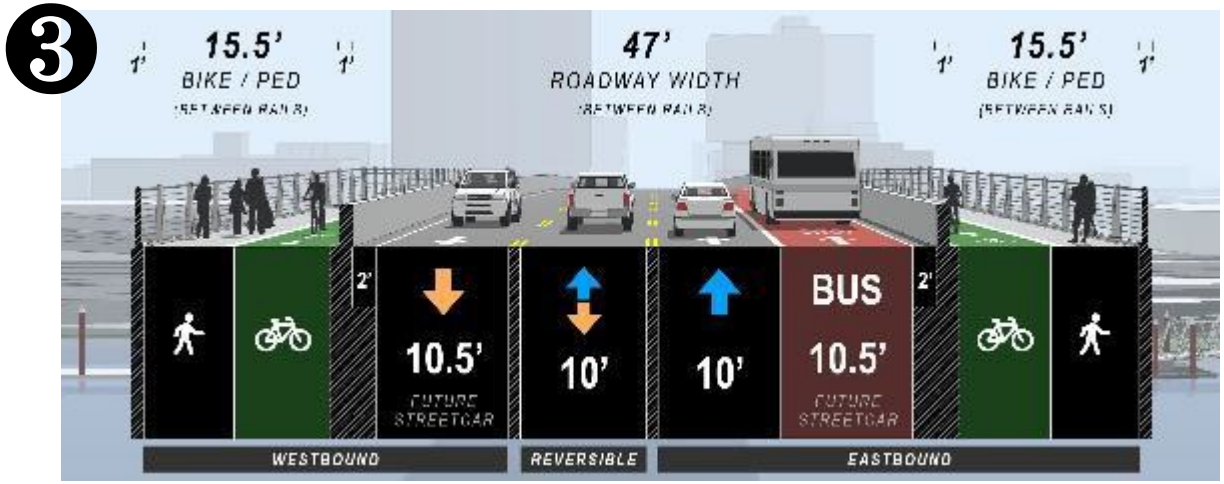


Notes: (1) Also analyzed impacts to adjacent bridges
(2) 15.5' bike/ped space shown; 14' to 17' bike/ped spaces under consideration

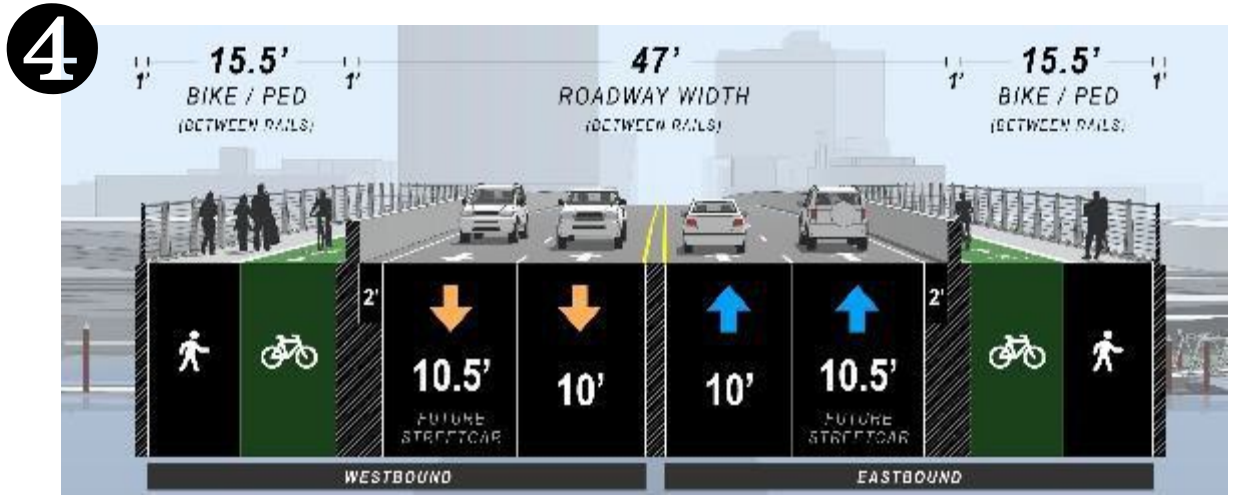
Cost Saving Refinements

Bridge Width: 4-Lane Traffic Configurations

REVERSIBLE LANE



BUS QUEUE JUMP:
2 WB Lanes /
2 EB Lanes
(Bus queue jump)



Notes: (1) Also analyzed impacts to adjacent bridges
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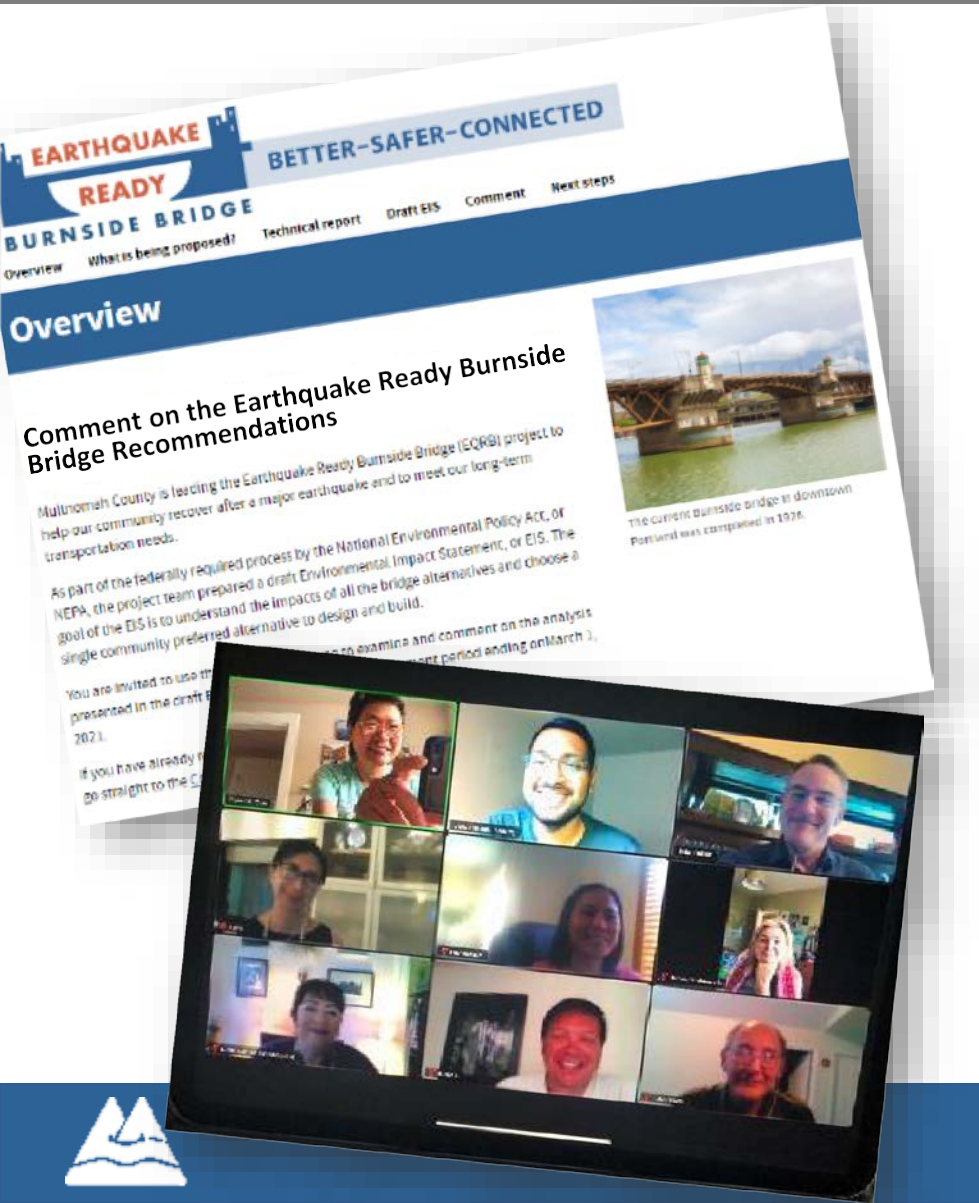
Cost Saving Refinements

Community Engagement: Mid-November to Mid-December 2021



Objective: Share revisions to the Preferred Alternative and seek community feedback.

Key Activities:

- Online Open House and Survey
- Virtual Briefings
- Video
- Webinar
- E-newsletters, news releases and social media
- Diverse outreach through the Community Engagement Liaisons program

Next Steps

Next Steps

Key Milestones – 2022 Look Ahead

- **Spring 2022 –** Publication of Supplemental Draft EIS and public comment period
- **Summer 2022 –** Selection of A&E and CM/GC Contractor
  - Incorporate FHWA/ODOT Project Labor Agreement and Community Benefits Agreement
- **Winter 2022 –** Final EIS and Record of Decision
  - Adoption of Refined Preferred Alternative
- **Winter 2022 –** Design Phase Launch
  - Continued coordination around connection to Eastbank Esplanade

Connection to Eastbank Esplanade

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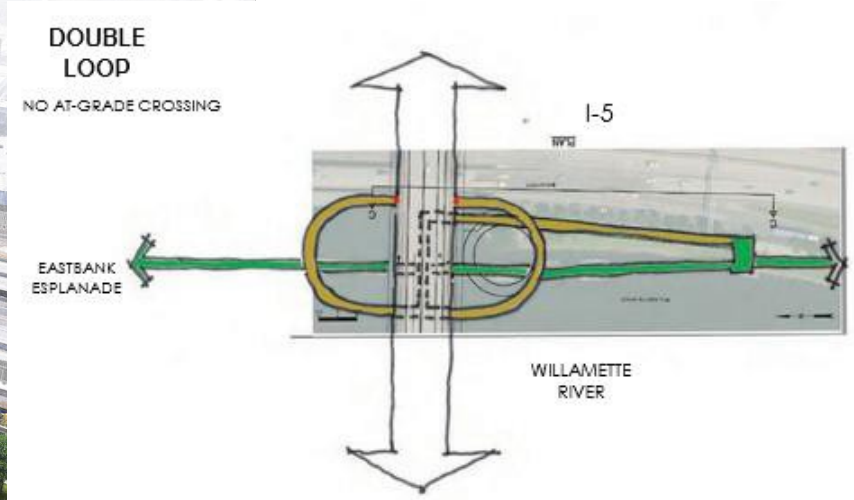
Existing Conditions

Connection to Eastbank Esplanade

City and County to coordinate on Potential Ramp Options



Public Testimony

Discussion