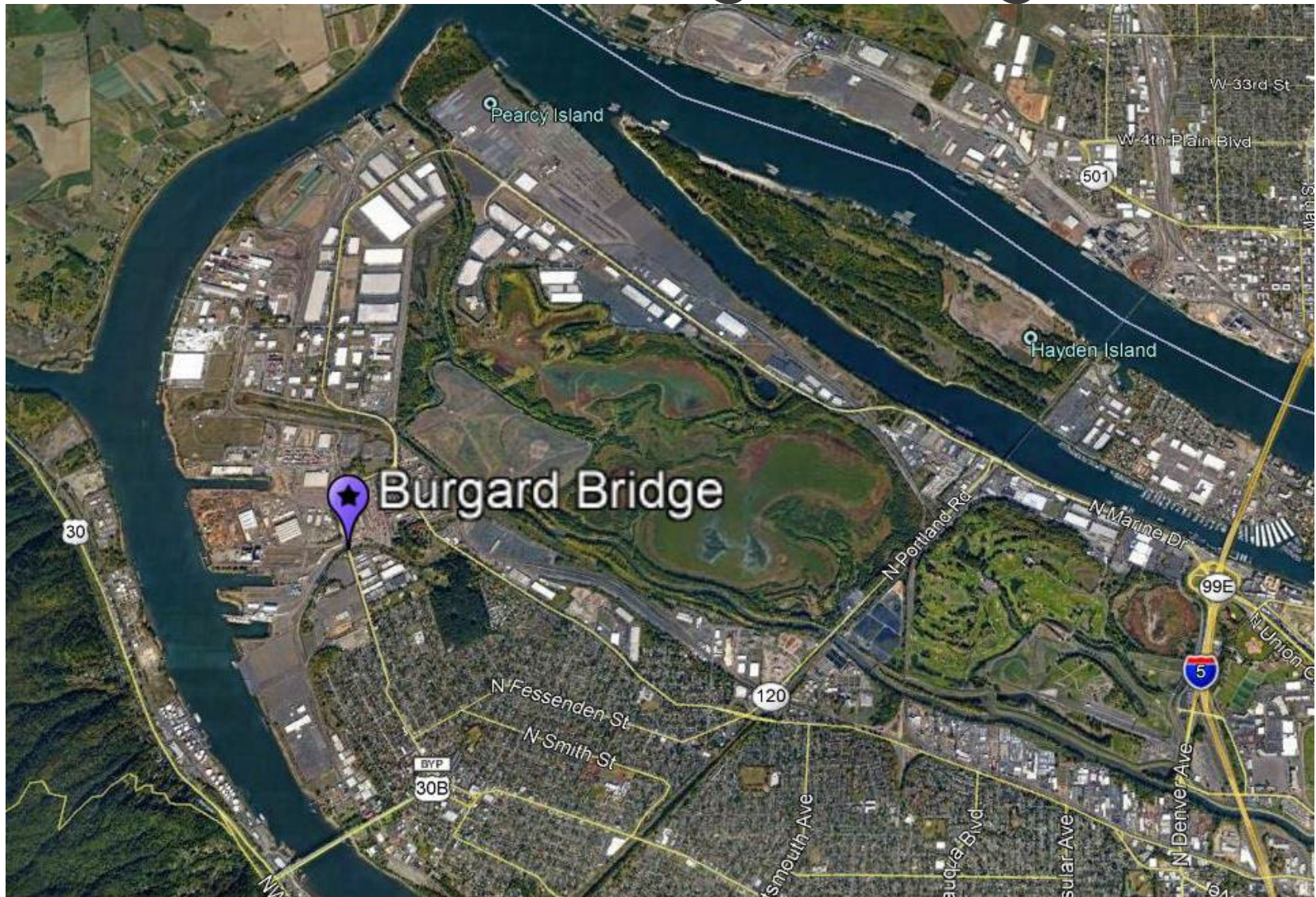


# Location of the Burgard Bridge



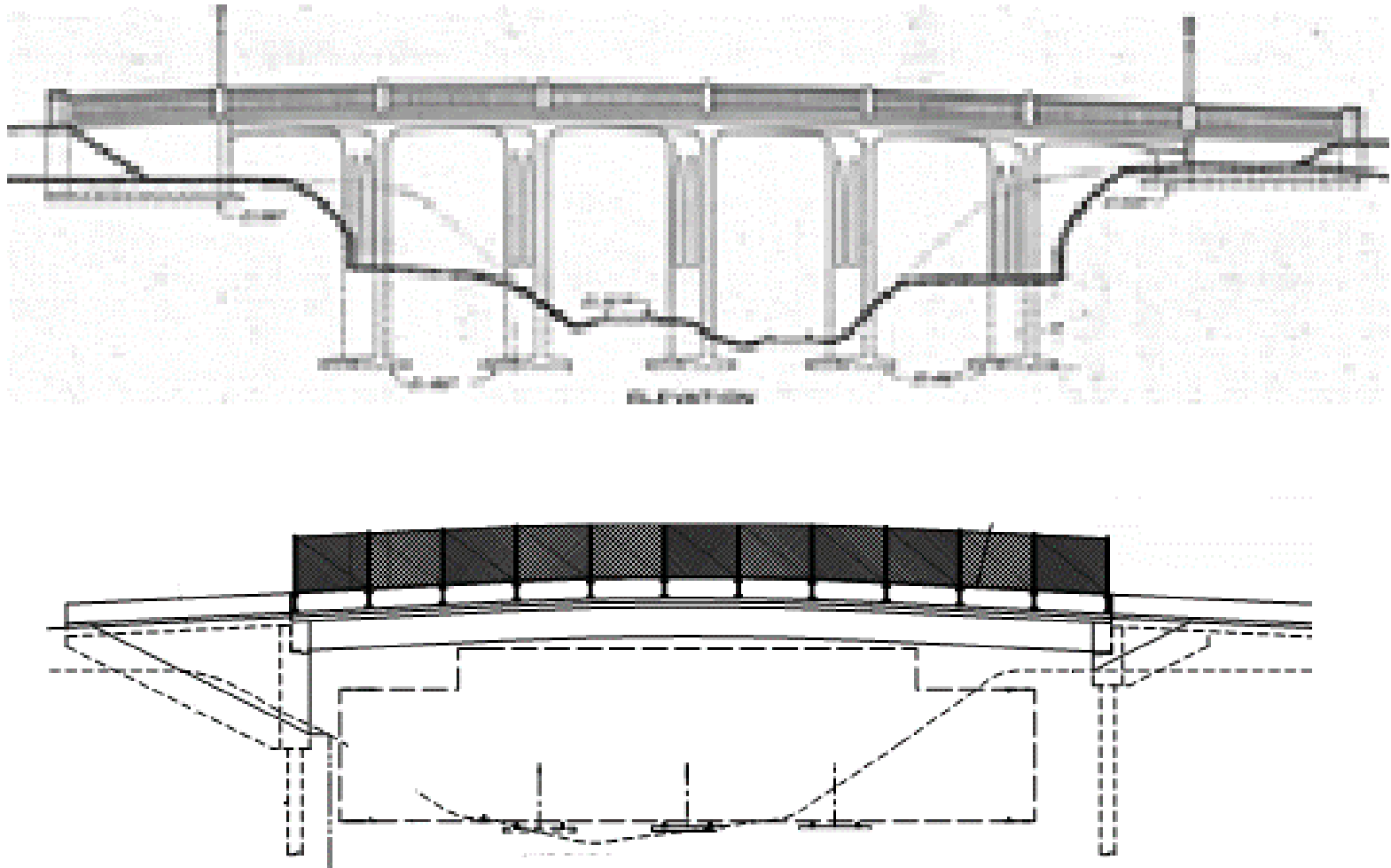
# Background and Existing Conditions

- Originally constructed in 1930, the existing bridge carries vehicular, pedestrian, and bicycle traffic on North Lombard Street (formerly North Burgard Road) over the Union Pacific Railroad (UPRR), and is owned and maintained by the Portland Bureau of Transportation (PBOT). It is on a major freight route that serves Terminal 4, NW Container Services, and the Rivergate Industrial Area.
- Current layout is a six-span, 126 feet long by 48 feet wide reinforced concrete bridge and has been modified and rehabilitated numerous times since its initial construction.
- The bridge is also steep relative to its flat approaches, creating a “hump” shape with slopes and angles that do not meet current roadway or ADA standards, lacks a sidewalk on one side, and has unprotected “paint and post” bike lanes.
- The bridge was hit by a UPRR train in 2020. It is currently in very poor condition due to the damage sustained from the train impact. Traffic lanes have been shifted to avoid the running vehicles over the damaged pier.

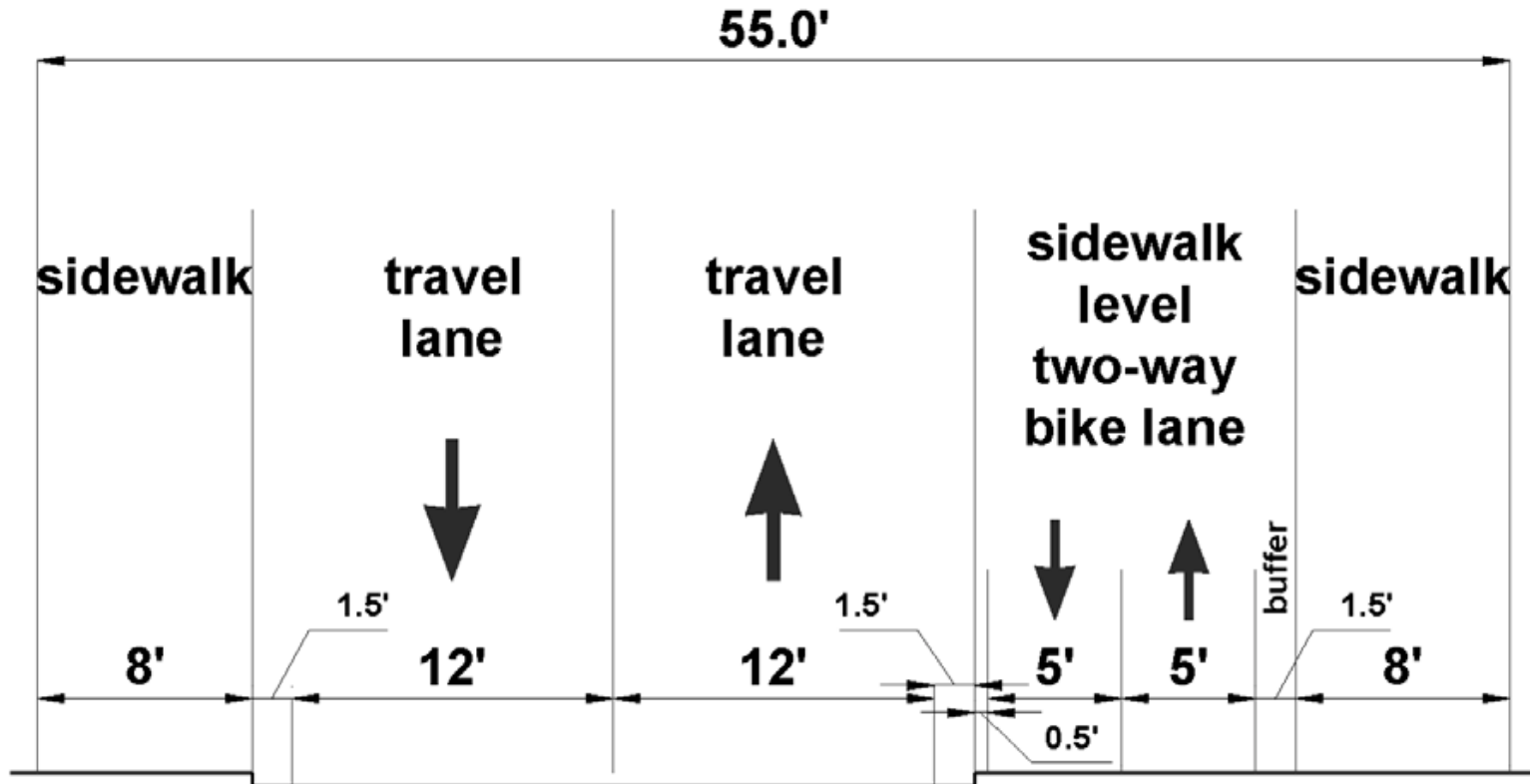
# Proposed New Bridge

- The proposed replacement structure is a 110 foot long single span structure with an out-to-out deck width of 57 feet. It will maintain a clear span over the UPRR right-of-way and is fully contained within existing PBOT ROW which currently it is 80' wide.
- The bridge will comply with the 5 percent ADA grade requirement throughout the extent of the project based on the revised vertical alignment and it will maintain a 23.6' vertical clearance as required by UPRR.
- The new cross-section of the bridge will include 8 foot sidewalks on both sides, two 12 foot travel lanes (each with additional 1.5 feet of shy distance from curb), and a 12 foot sidewalk-level two-way bikeway on one side.

# Burgard Rd Bridge Replacement Project



# Proposed Cross Section



# Construction Staging

- N Lombard St over this bridge provides direct access to Rivergate and the Marine Terminals at the Port and it also serves as the only direct connection from Rivergate to US Highway 30 via the St. Johns Bridge.
- Fully closing the bridge during construction would have a major impact to freight traffic and there are no available detour routes that would not significantly impact residential streets, so the bridge will be constructed in several stages to maintain traffic at all times.
- The proposed staging will have at least one vehicular lane of traffic at least 11 feet wide as the minimum standard, but a preference for two lanes can be established.
- Pedestrian access will also be provided for all construction stages. A minimum pedestrian sidewalk width of 5 feet was established as the basis of design for the temporary condition during construction, with pedestrians separated from vehicular traffic with a median barrier or other similar approved measures.

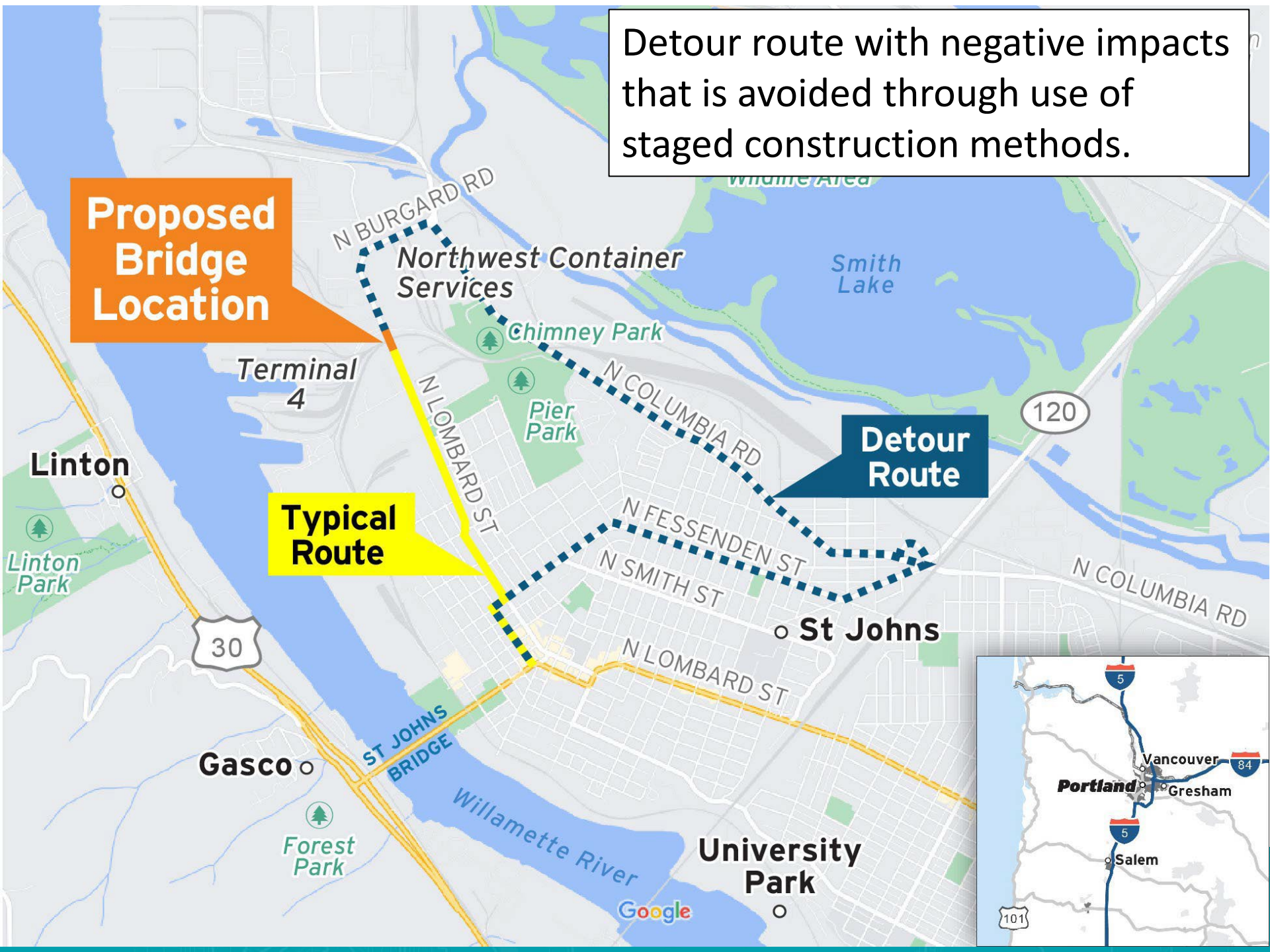
Detour route with negative impacts that is avoided through use of staged construction methods.

**Proposed Bridge Location**

Terminal 4

**Typical Route**

**Detour Route**



# Proposed Budget and Funding

- The Project is expected to cost a total of \$17,369,097.50, allocated across several categories: Design, Right-of-Way, Environmental Phase and Construction.
- A Bridge Investment Program federal funding grant in the amount of \$13.895,277.00 has been awarded to PBOT for this project.
- PBOT is committed to providing \$3,473,819.50 in matching funds, equating to 20% of the total project cost, to advance this important project. These funds will come from local Heavy Vehicle Use Tax (HVUT) revenues.