

Multnomah County Willamette River Bridges Capital Improvement Plan



Project Summary Information: Seismic Resiliency (Major Bridge Rehabilitation / Bridge Replacement) - Environmental Impact Study							
Bridge Name(s):	Burnside	Project ID#:	BUN-BU-13	Project Status:	In Progress		
Project Rank:	2	Primary Category of Work	Seismic	Performance Attribute Total Score	60	Importance Score	TI-1 64.27
Logical Grouping Project ID #'s:	BU-STRUCT-08, BU STRUCT-09, BU-STRUCT-10						
Bridge Num and Name(s):	00511A Burnside St West Approach over Hwy 1 [Burnside] ; 00511 Willamette River, Burnside St (Burnside) [Burnside] ; 00511 Willamette River, Burnside St (Burnside) [Burnside]; 00511B Burnside St (East Approach) over Hwy 1 & Conns [Burnside]						

Definition of Problem

The existing Burnside Bridge is functionally obsolete. A programmatic bridge replacement cost for the NEPA phase has been developed as part of the Multnomah County Willamette River Bridges Capital Improvement Plan. This phase includes an assumed EIS for the bridge.

Description of Proposed Solution

The programmatic bridge replacement concept used the same number and type of lanes as the existing facilities, updated for modern widths, to determine an approximate footprint for the new structure. It also assumed that the existing connectivity to adjacent infrastructure is maintained. For the development of its programmatic cost, a steel plate girder bridge type was assumed for the West Approach; a haunched steel plate girder bridge type was assumed for the fixed river spans; a double leaf bascule bridge type was assumed for the moveable span; and a precast concrete girder bridge type was assumed for the East Approach. It also assumed that traffic would be temporarily detoured to the adjacent bridges during construction in lieu of constructing a temporary bridge at Burnside.

Project Justification

This project captures the relative cost for performing the NEPA phase (assumed as an EIS) for the replacement of the Burnside Bridge West Approach, Main River Spans, Movable Span, and East Approach. The benefits of completing the bridge replacement would be to eliminate functionally obsolete components of the bridge. Additionally, the new structure would be designed to modern standards for vehicle traffic, pedestrian, bicycle and transit use thereby improving capacity and traffic operations on the bridge.



Right-of-Way:	\$0	Notes: Environmental Impact Study only. See also BUN-BU-12 (Feasibility Study) and BUN-BU-07 (Final Design and Construction) projects. This project includes improvements for bicycle or pedestrian users.
Utility Reimbursement:	\$0	
Construction:	\$0	
Preliminary Engineering:	\$17,000,000	
Construction Engineering:	\$0	
Total Cost at Target Construction Time:	\$17,000,000	
Target Construction Time:	2015-2019	