

Multnomah County Willamette River Bridges Capital Improvement Plan



Project Summary Information: Paint, Structural Rehabilitation and Access Improvements - East Approach

Bridge Names(s):	Morrison	Project ID#:	BUN-MO-12	Project Status:	In Progress		
Project Rank:	40	Primary Category of Work	Paint	Performance Attribute Total Score	29	Importance Score	TI-4 42.79
Logical Grouping Project ID #'s:	MO-ACCESS-02, MO-PAINT-03, and MO-STRUCT-16						
Bridge Num and Names(s):	08589Y SE Yamhill St Ramp over Hwy 1 & Conn (Morrison Int) [Morrison] ; 08589 Willamette R & Hwy 1, SE Morrison St (Morrison Int) [Morrison] ; 02758A SE Belmont St over Hwy 1 & Conns (Morrison Intchg) [Morrison]						

Definition of Problem

Portions of the Morrison Bridge East Approach were identified as having insufficient lighting for pedestrian safety, a deteriorating paint system and concrete degradation of several key bridge elements. The Multnomah County Willamette River Bridges Capital Improvement Plan Consultant Team identified the lighting deficiency through direct observation. This concern was echoed from the public during the project's public engagement efforts. Deterioration of the paint system is based on a visual inspection of the structure, an assessment of previous inspection reports, and an understanding of past paint projects. From the assessment, it was determined that the original lead-based paint is still in place.

Description of Proposed Solution

The proposed solution for the identified deficiencies is to add supplemental pedestrian lighting in areas of the East Approach, replace the existing lead based paint system with a modern paint system, and repair damaged concrete and exposed reinforcing steel throughout the East Approach structures by cleaning and patching of affected areas.

Project Justification

Pedestrian lighting improvements would provide increased safety for users and deter vandalism and crime. The benefits of completing the proposed paint system repairs are to arrest the ongoing corrosion and deterioration of the structural steel members, and to restore a protective paint system which would extend the service life of the bridges. Additionally, the removal of the lead-based paint system would reduce the health exposure risk to maintenance staff and eliminate a potential source for environmental contamination. Concrete repairs would improve public safety and extend the service life of the repaired bridge components.



Right-of-Way:	\$140,315
Utility Reimbursement:	\$0
Construction:	\$38,695,463
Preliminary Engineering:	\$7,790,261
Construction Engineering:	\$7,790,261
Total Cost at Target Construction Time:	\$54,416,301
Target Construction Time:	2030-2034

Notes:

This project includes improvements identified during the 2014 public engagement process. This project includes improvements for bicycle or pedestrian users.