

# Citizen Advisory Committee

## Willamette River Bridge

June 18, 2009

### Bridge Type

- ⇒ Cost
  - ▶ Hybrid Refined.....(3% over budget) \$139M
  - ▶ Cable Stayed Refined.....(18% under budget) \$110M
- ⇒ WRBAC Recommendation
  - ▶ Majority support for cable stayed refined
  - ▶ Minority support for hybrid refined

### Vertical Clearance

- ⇒ **Climate Change**
  - ▶ Final climate change research complete - reviewed by legal
  - ▶ Finding
    - **1.9' to 3.5'** increase in river elevation due to flow by **2099**
    - Increases occur mainly during winter months
    - **Does not** consider possible flow management mitigation – dams
  - ▶ Action
    - Passage analysis updated with “safety factor–climate change” allowance of **3.5'**
  - ▶ Next steps
    - Forward research to FTA
    - Request FTA forward to US Army Corps and US Coast Guard
- ⇒ **Stakeholder Outreach**
  - ▶ May 27, 2009 letter from Lower Columbia Region Harbor Safety Committee
    - “Presentation justifies the proposed bridge height”
    - “Does not adequately address future navigational uses”
  - ▶ Action
    - Legal research performed to determine what has been done in the past to forecast future navigational issues
    - Working to engage the Port of Portland and US Coast Guard on this item

### Supplemental Path Width

- ⇒ Path width can be increased to 14' without changing current cost effective structural system
- ⇒ Approximate cost in **YOE \$3.255 M**
- ⇒ Full analysis of all loading conditions (e.g. dynamic wind and LRT vehicle effects) needed
- ⇒ Stakeholder outreach
  - ▶ Supported by TriMet and COP, CAC, PAC, BAC, BTA, and WRBAC
- ⇒ Next steps
  - ▶ Program space for efficient use by various modes
  - ▶ Provide flexibility for peak use by single modes during special events and maintenance