

## **Construction**

- ***When will the new bridge be constructed?***  
Construction of a seismically resilient bridge is scheduled to begin in spring 2022.
- ***How will construction affect traffic?***  
We don't know yet, but we will let you know as soon as we do. We will keep you updated throughout construction. Sign up for project updates at [VanBurenBridge.com](http://VanBurenBridge.com).
- ***Is the temporary work bridge really necessary?***  
Yes. The contractor uses a temporary work bridge during construction to work on the piers.
- ***Can the Van Buren Bridge or Harrison Bridge be used for the temporary work bridge?***  
A temporary work bridge will be built for the project. The Harrison Bridge is too far away to be used as a temporary work bridge. The overhead truss and bracing structure of the Van Buren Bridge would get in the way of construction cranes.
- ***How will bicycles and pedestrians be accommodated through the project area during construction?***  
There will be a multi-use path that will accommodate bicycles and pedestrians on the temporary detour bridge.

## **New Bridge**

- ***What could the new bridge look like?***  
The new bridge hasn't been designed yet but a new bridge would be two lanes with a separated multi-use path
- ***How will the new bridge satisfy ADA requirements?***  
The Americans with Disabilities Act, or ADA, is a requirement that we take very seriously. We are required by federal law to design and build to ADA standards. We won't have an answer until the project is designed, but assure you that it will meet the requirements.

## Van Buren Bridge as a Pedestrian-Bike Bridge

➤ ***What is the condition of the existing Van Buren Bridge?***

The bridge has been functionally obsolete for traffic since the 1970s. Current freight vehicles have to take a different route because they are too large. The entire bridge inspection report can be found in Appendix C of the Draft Bridge Repurposing Study. This is located at [VanBurenBridge.com](http://VanBurenBridge.com).

➤ ***How much do you expect it to cost to convert the Van Buren Bridge to a pedestrian-bike bridge?***

We estimate that it could be up to \$12 million to convert the bridge. That cost includes strengthening and seismically upgrading the existing bridge. Earlier 2005 estimates did not include everything that might need to be done. We now have a better idea of what all of those components are with much more detail. The cost estimate reflects that.

➤ ***What are ODOT's annual maintenance costs for the existing bridge?***

ODOT spends \$5,000-\$46,000 a year in maintenance costs for the Van Buren Bridge. How much is spent depends on the amount of drift removal, garbage cleanup, graffiti removal, deck repair, concrete repair, and paving that needs to be done. The bridge currently needs repaving every four years. Approximately every 30 years, the bridge needs repainting or repair, which can range between \$1 million-2 million.

Given the range and timing of maintenance needs, we estimate that \$80,000-\$110,000 should be set aside annually by any owner to cover short- and long-term maintenance.

➤ ***Is a bridge north of Harrison being considered?***

A bridge north of Harrison is being considered as part of the North Bypass project. Permitting and constructing a bridge and bypass would exceed \$200 million. That bridge wouldn't change the need for a new two-lane bridge at Van Buren. The 2009 Traffic Analysis identified a new Van Buren Bridge as a needed structure to support the new project.

➤ ***Why would a bridge that currently holds traffic need upgrades to become a pedestrian-bike bridge?***

The existing bridge is now over 100 years old. The condition of the bridge and design codes have changed considerably since it was built. An analysis based on current design standards is still needed to determine what upgrades are needed and to what level.

- ***Is a concrete bridge surface necessary for pedestrians?***  
A concrete bridge surface is preferable. It provides a maintenance-free surface designed to last 75 years. Upgrades done upfront will reduce yearly maintenance and future rehabilitation costs.
- ***Why is a pedestrian rail needed?***  
The current bridge rail does not meet ADA requirements for a pedestrian rail.

## Nearby Bridges

- ***Does Harrison Bridge meet current seismic standards?***  
No. Harrison Bridge is not retrofitted to current seismic standards.
- ***Can Harrison Bridge be widened?***  
We've examined that possibility. However, the 2005 study showed that this would require extensive right of way purchases and seismic upgrades to the 1960s bridge. At that time, the City Parks and Rec department recommended eliminating this option based on the costs and impacts to downtown traffic patterns and businesses.
- ***Are upriver bridges seismically upgraded? If not, do they pose a serious threat to all downriver bridges?***  
Some, but not all, of the upriver bridges are designed to modern design codes and are considered seismically resilient. If an earthquake were to occur, some bridges would collapse and debris would be in the river. We don't expect that pieces large enough to damage upriver bridges would occur and travel that far.

## Budget

- ***How much of the budget is for purchasing property?***  
That will be determined during the design phase.
- ***Previous studies and statements indicate a bridge replacement cost of approximately \$22 million but the current budget is \$69 million. Why?***  
These estimates were made over a decade ago. The 2005 study did not include right-of-way property purchases needed, roadway costs, stormwater management, temporary traffic control, and some additional design and construction costs.