



e A S T B A N K

**EXPOSED**

Celebrating the Eastbank Esplanade:  
Portland's New Waterfront Experience

## River Access and Transportation RiverWalk

### STEEL BRIDGE PEDESTRIAN AND BICYCLE CROSSING

#### DESCRIPTION

The Steel Bridge Pedestrian and Bicycle Crossing Project is a new, ADA accessible pedestrian and bicycle connection across the Willamette River. The connection begins at the west end of the bridge at Tom McCall Waterfront Park, continues east across a new walkway attached to the lower deck of the Steel Bridge, and lands on the Eastbank. At the Eastbank, pedestrians and bicyclists have the option of continuing southward down the Eastbank Esplanade to the recently constructed Floating Walkway and Convention Center Boat Dock, or they may continue up a ramp structure and across a pedestrian bridge to the Overlook by the Convention Center.

This project is part of the Portland Office of Transportation's River Access and Transportation (RAT) Program to encourage accessible and efficient transportation along the Willamette River. The first RAT project completed was the Convention Center Boat Dock, whose gangway attaches to the Eastbank Esplanade's Floating Walkway just south of the Steel Bridge.

The Steel Bridge Pedestrian and Bicycle Crossing Project improvements provide the northern link for the Eastbank Esplanade.

The Steel Bridge is owned and operated by the Union Pacific Railroad Company (UPRR). Completed in 1912, it is eligible to be on the National Historic Register. The bridge has two decks, both of which have 220-foot long lift spans. Auto, bus, light rail, Vintage Trolley, pedestrian and bicycle traffic currently use the upper deck to cross the river.

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The lower deck is roughly at riverbank elevation. When river traffic needs to pass, the lower lift span is raised and telescoped into the upper deck. The sandwiched lower and upper deck lift spans can then be raised as one unit to allow for passage of larger ships, such as those in the Rose Festival Fleet.

The new walkway has not changed the navigational clearance along the river. The walkway is 10-feet wide on the fixed spans of the bridge, and 8-feet wide on the 220-foot long lift span. There are 42-inch tall guardrails on both sides of the walkway.

When the lower deck is lifted to allow ship passage, remotely controlled gates, "Walk/Don't Walk" signals, monitoring cameras and a public announcement system will be used to stop walkway users and clear the lift span. The operation of the automatic gates, cameras, signs and warning system will be performed by UPRR employees, who are on the bridge 24 hours a day, 365 days a year.

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STEEL BRIDGE PEDESTRIAN AND BICYCLE CROSSING

### CITY PROJECT MANAGEMENT

Portland Office of Transportation

### CONTRACTORS

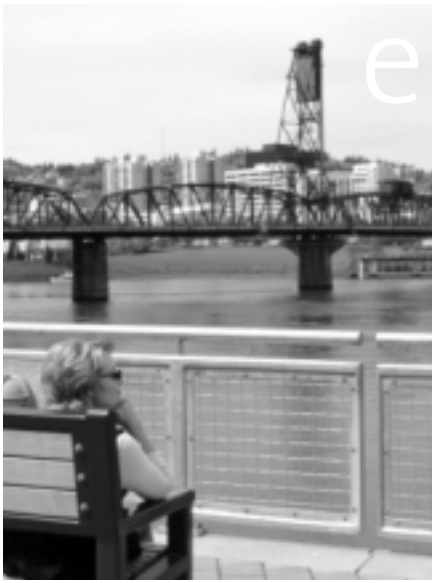
F.E. Ward Inc.	(General)
Nutter Underground	(Earthwork)
Leed Electric	(Electrical)
John Wayne Construction	(Flat work)
Pro Landscape	(Landscape and irrigation)
Interstate Coating Inc.	(Painting)
KT Contracting	(Flagging and traffic control)
Armadillo Underground	(Below track boring)
Gonzales Boring	(Below track boring)
W. G. Moe and Son	(Underground electrical)
Arrow Land Surveyors	(Steel Bridge Survey)
Columbia River Fence	(Fencing)
Earth Retention Inc.	(Slope paving)
Industrial Steel Erectors	(Steel erection)
Willamette Valley Steel Inc.	(Reinforcing steel installation)

### DESIGN TEAM

HNTB	(Engineering)
Kurahashi & Associates Inc.	(Landscape, irrigation, and survey)
Kleinfelder, Inc.	(Geotechnical)

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## River Access and Transportation Oregon Convention Center Dock

### DESCRIPTION

The Oregon Convention Center Dock is located at the northern end of the recently constructed Eastbank Esplanade Floating Walkway. The dock is 300-foot long and 10-feet wide. The dock is connected to the Floating Walkway by a 60-foot long ADA compliant gangway.

The dock is a public recreational transient tie-up facility constructed with an Oregon State Marine Board Grant. The dock is open to the public. There will be no permits, fees, or reservations necessary for transient recreational use of dock. Tie-ups are limited to a 72-hour period.

The dock will accommodate 60-foot long recreational vessels on the west (exterior) side and 40-foot vessels on the east (interior) side.

A long held goal of the River Access and Transportation (RAT) program is to maximize the potential for economic benefit from recent public and private investment in the Lloyd District, Downtown and the Central Eastside. One element of this program is a water taxi system. A system that will provide an enjoyable connection across and along the river and within the Central City. The Oregon Convention Center Dock is one element of this future water taxi system.

To promote this goal, a 100-foot section of the dock has been reserved for future potential commercial uses. This section is located along the west side of the dock at the south end. This area is currently posted as a 15-minute loading/unloading zone. This area will also be used by the Multnomah County Sheriff's River Patrol for responding to potential emergencies.

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Celebrating the Eastbank Esplanade:  
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**CITY PROJECT MANAGEMENT**

Portland Office of Transportation

**CONTRACTORS**

Advance American Diving

Leed Electric

Shoreside Construction

Topper Industries

(General)

(Electrical)

(Float Fabrication)

(Gangway Fabrication)

**DESIGN TEAM**

KPFF Consulting Engineers

MFIA Consulting Engineers

Geotechnical Resources, Inc.

(Engineering)

(Electrical Engineering)

(Geotechnical)

