

# Ideas considered and set-aside

# Set aside: Truss (Two, three and clear span)

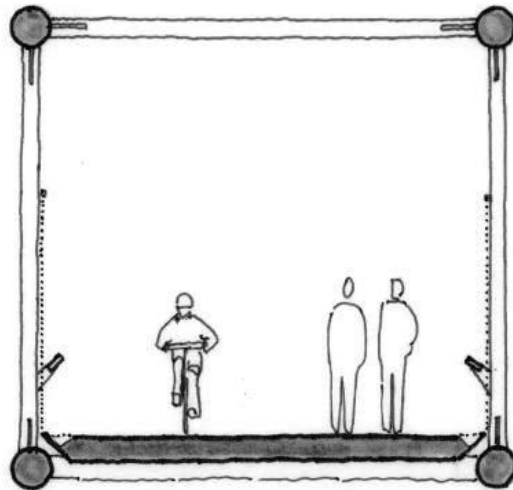
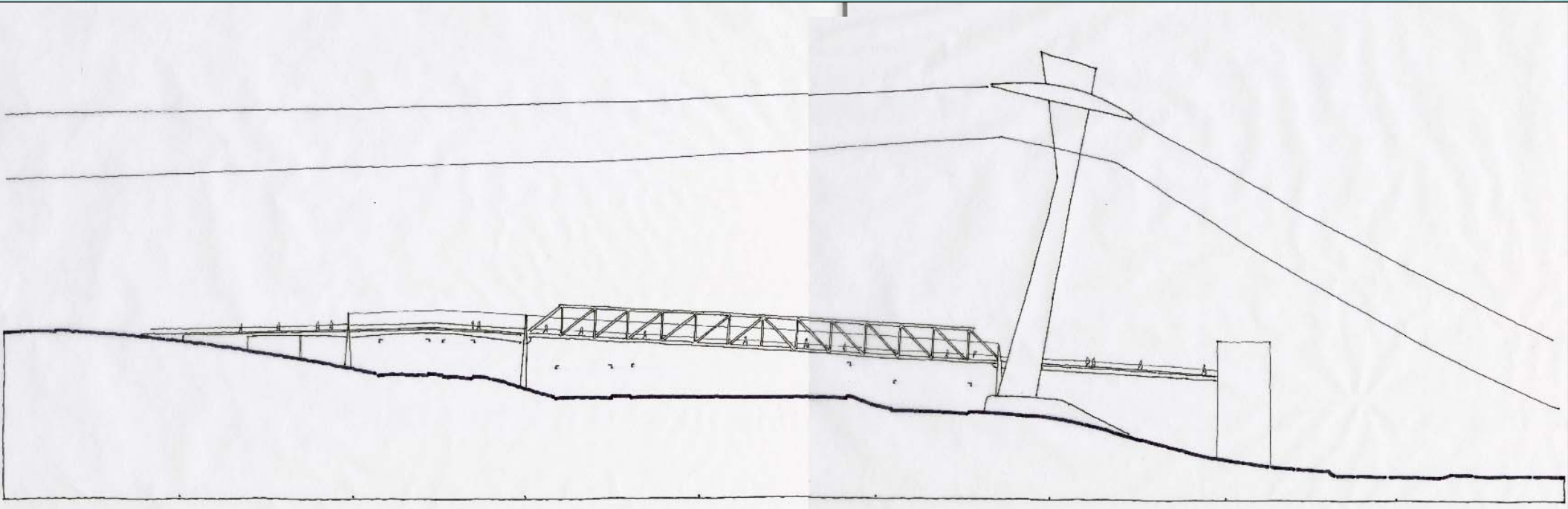
## Design team/TAC concerns:

- Given the length of the spans, the truss may not be able to be fabricated off-site. This would minimize the benefits generally expected – off-site fabrication which reduces construction traffic disruption and cost savings.

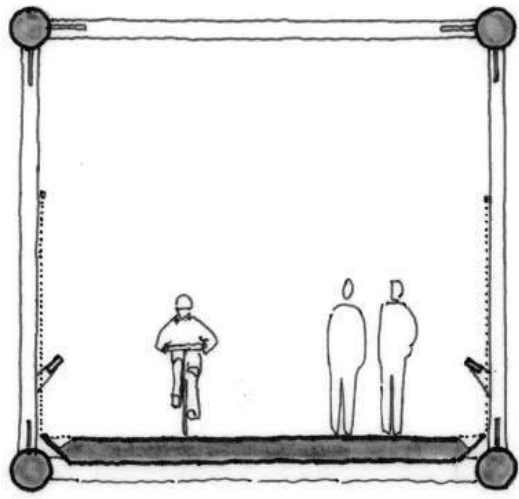
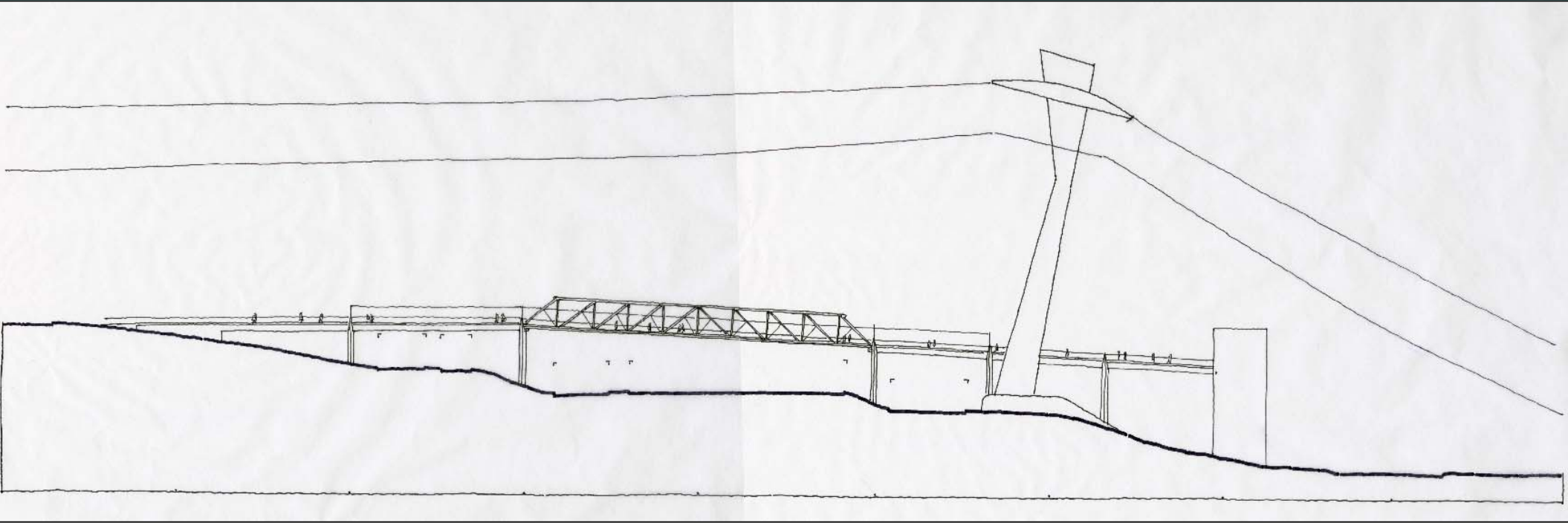
## CAC concerns:

- The user experience would be less open and comfortable than with other bridge options.
- The “railroad bridge look” seems out of context with the aerial tram.

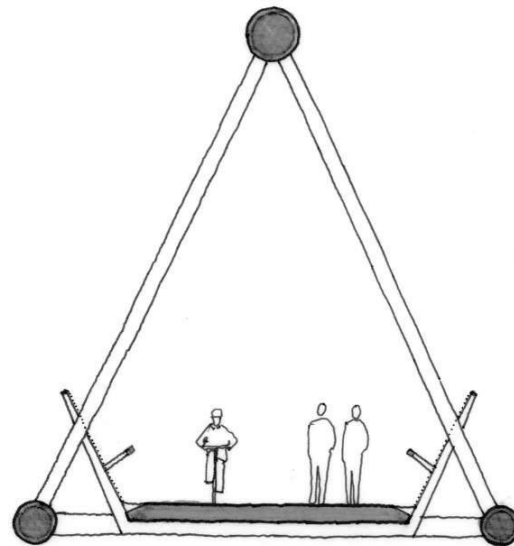
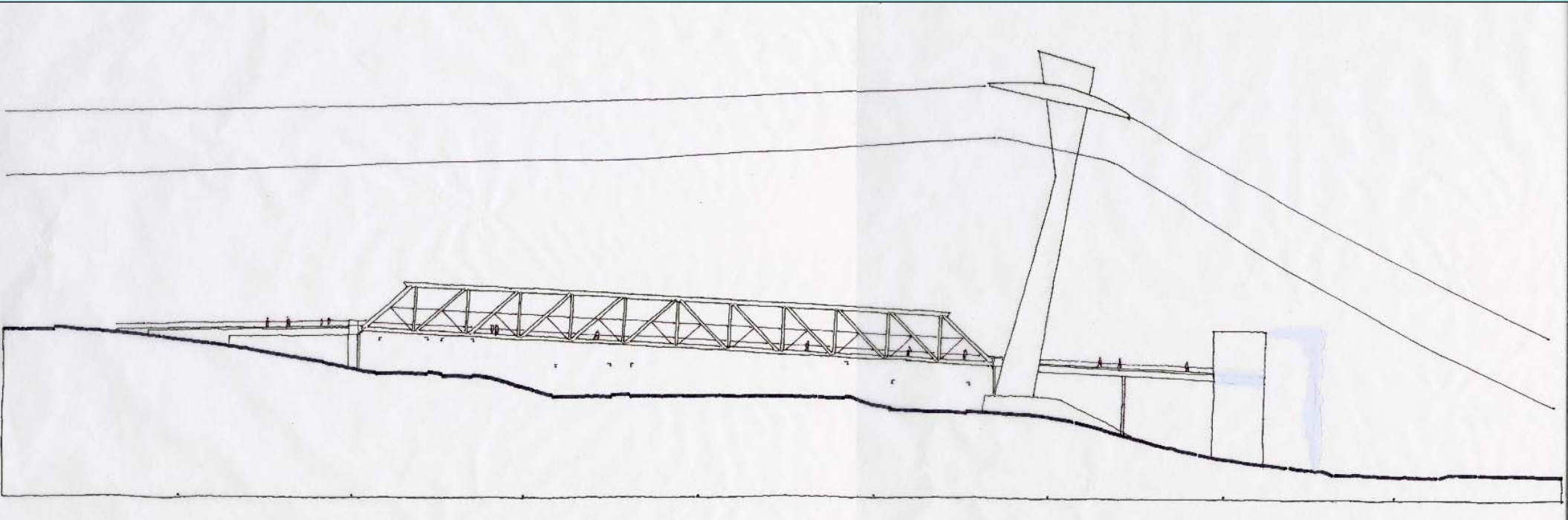
# Two-span: Truss



# Three-span: Truss



# Clear span: Truss



# Bike Ramp to Moody Avenue

## Why not?

- The ramp would be **1,400 feet at 5% grade** – about 5 ½ city blocks
- Bike **travel speeds** could exceed 15 mph downhill @ 5% grade
- **Travel time** would be at least 2 minutes uphill and 1.1 minutes downhill, compared to 40 to 50 seconds using the elevator, including wait time and call time
- ODOT may not allow a ramp on their **right-of-way**
- The ramp has a **\$2.1M price tag** – almost 1/3 the project budget

# Connection to Macadam Avenue

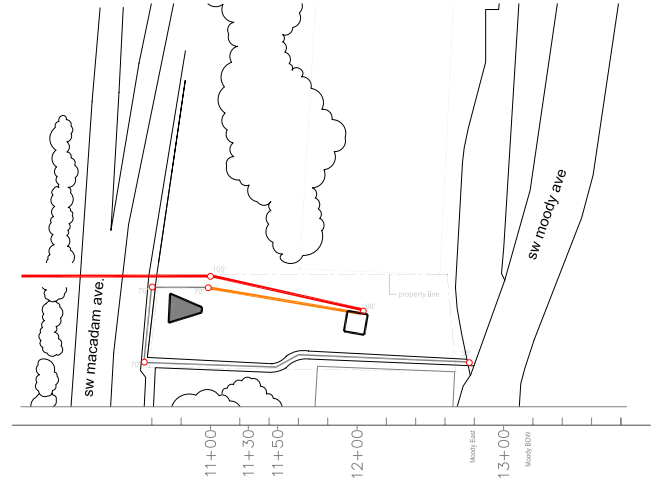
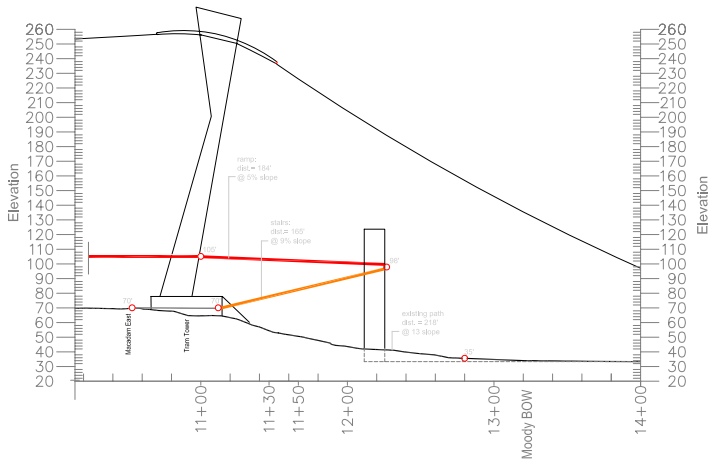
It does not make sense given the cost because:

- Macadam Avenue doesn't connect users to important destinations.
- Ramp connection would still be steep (12-18%).
- Stair connection to Macadam Avenue would not provide a benefit for many users relative to the elevator to Moody Avenue.

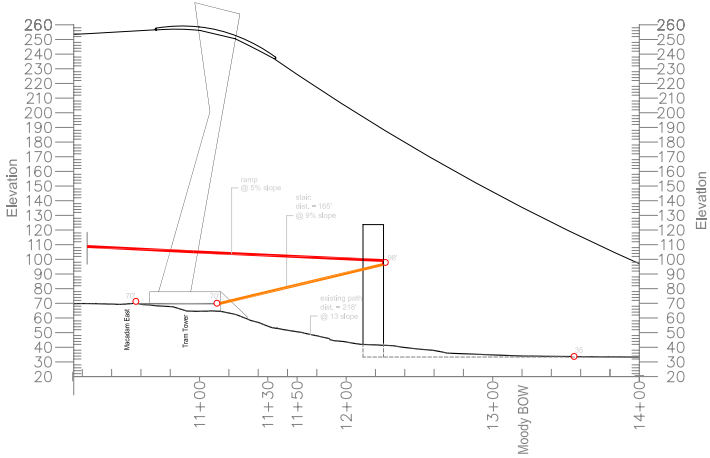
# East Connection

- bridge/ramp
- stairs
- on-grade path
- on-grade path elevation

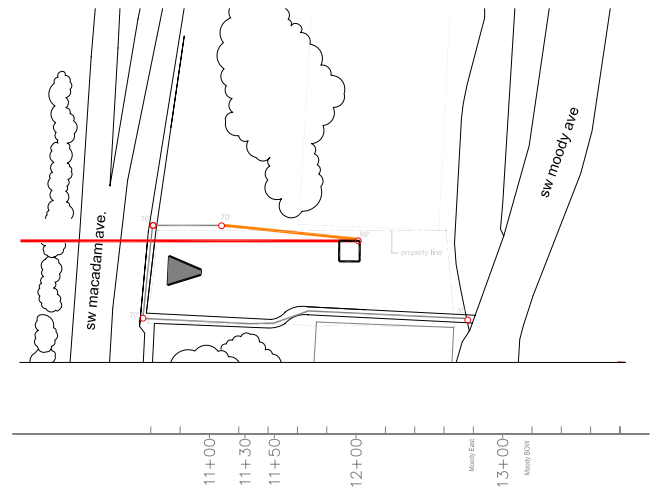
## option 1



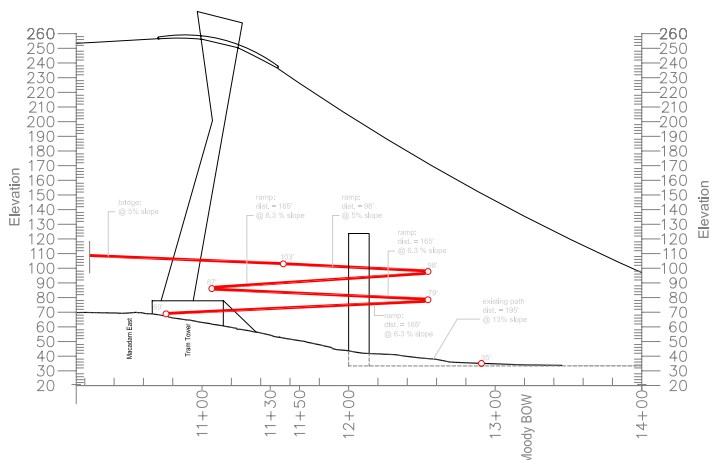
## section option 2



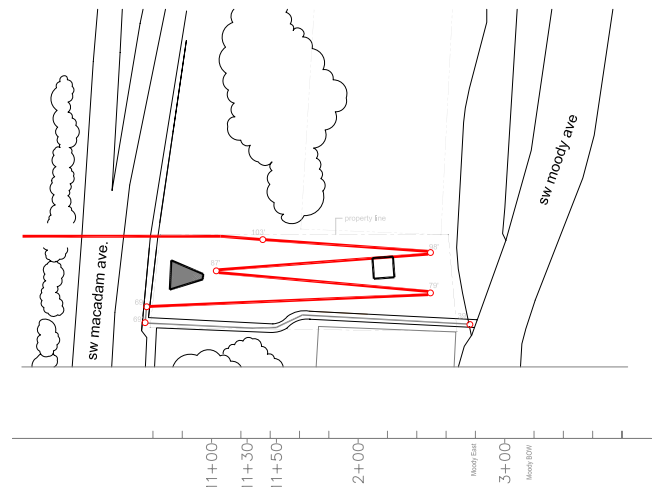
## plan



## section option 3



## plan



## section

## plan