



SELLWOOD BRIDGE

Project

MULTNOMAH COUNTY

60% Design & Funding

Board of County Commissioners

October 4, 2011

Overview

- 60% Design Update
- Design Features
- Funding Update
- Moving Forward
- PSC Recommendation

Update on 60% design

Design Progression

30% Design Recommendation	60% Design Recommendation
Bridge Form – Deck Arch	Bridge Form – Deck Arch
Primary Bridge Material- Steel (validate cost compared to concrete)	Steel validated- costs \$4M less than concrete per CM/GC estimate

Steel Deck Arch



Main spans looking East

Design progression

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Two-Stage Bridge Construction	One-Stage Bridge Construction utilizing Shoofly (detour bridge)

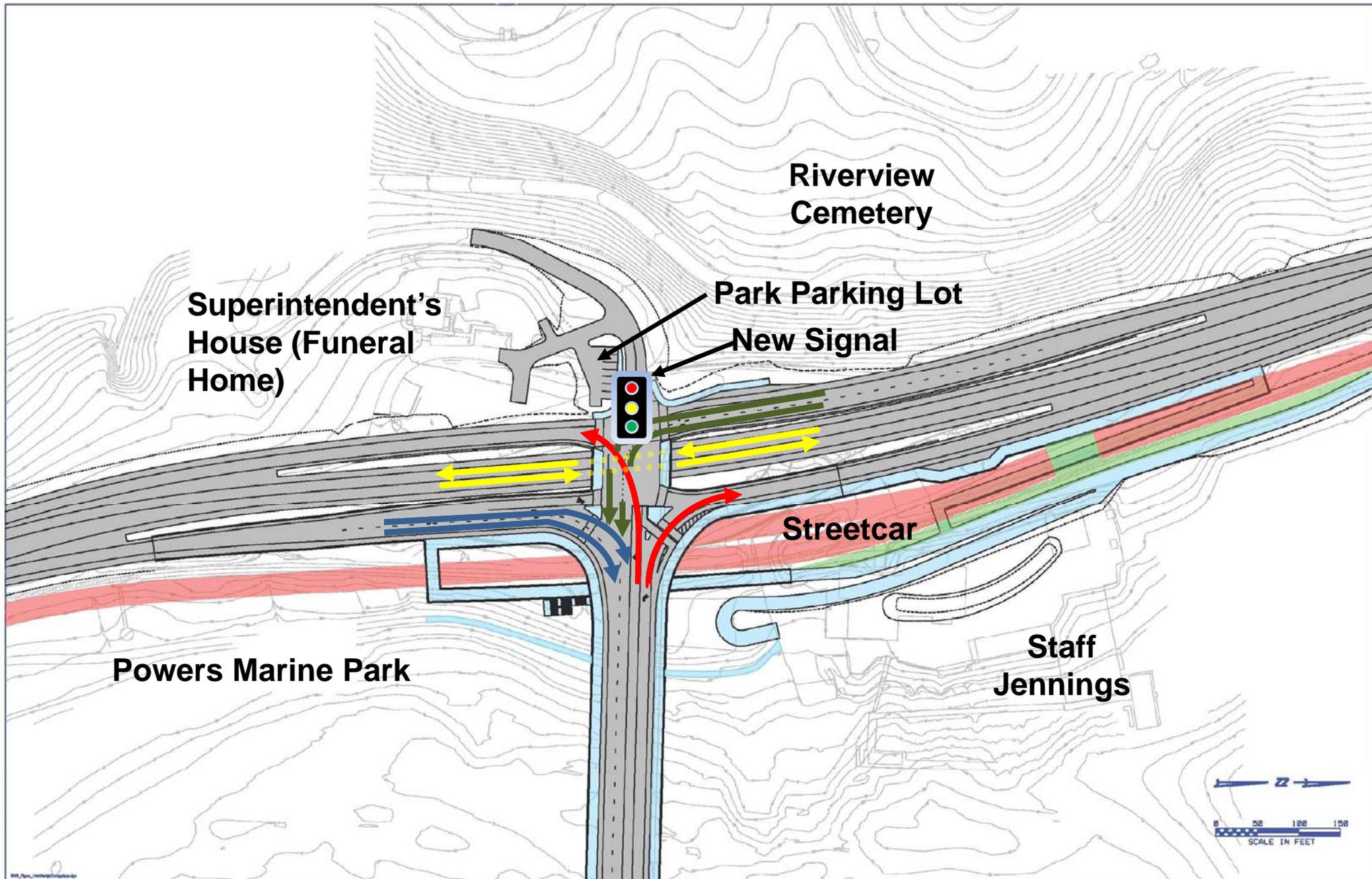
Construction Comparison



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Compressed EIS Interchange Design



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Design Features <ul style="list-style-type: none"> • None Specified 	Design Features <ul style="list-style-type: none"> • Determined with CAC input

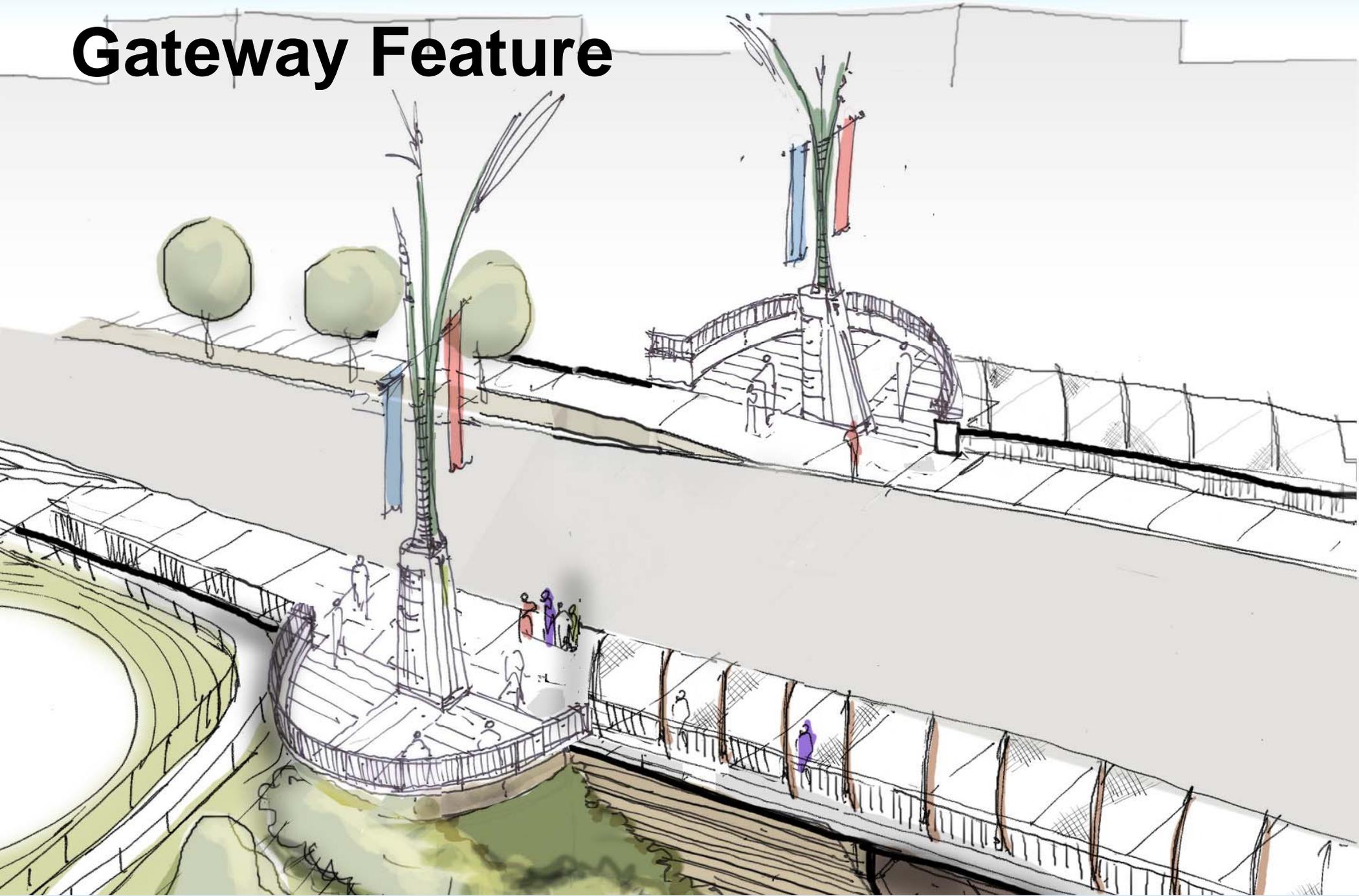
Design Features

Structural Element Surface Treatments



East approach looking West

Gateway Feature

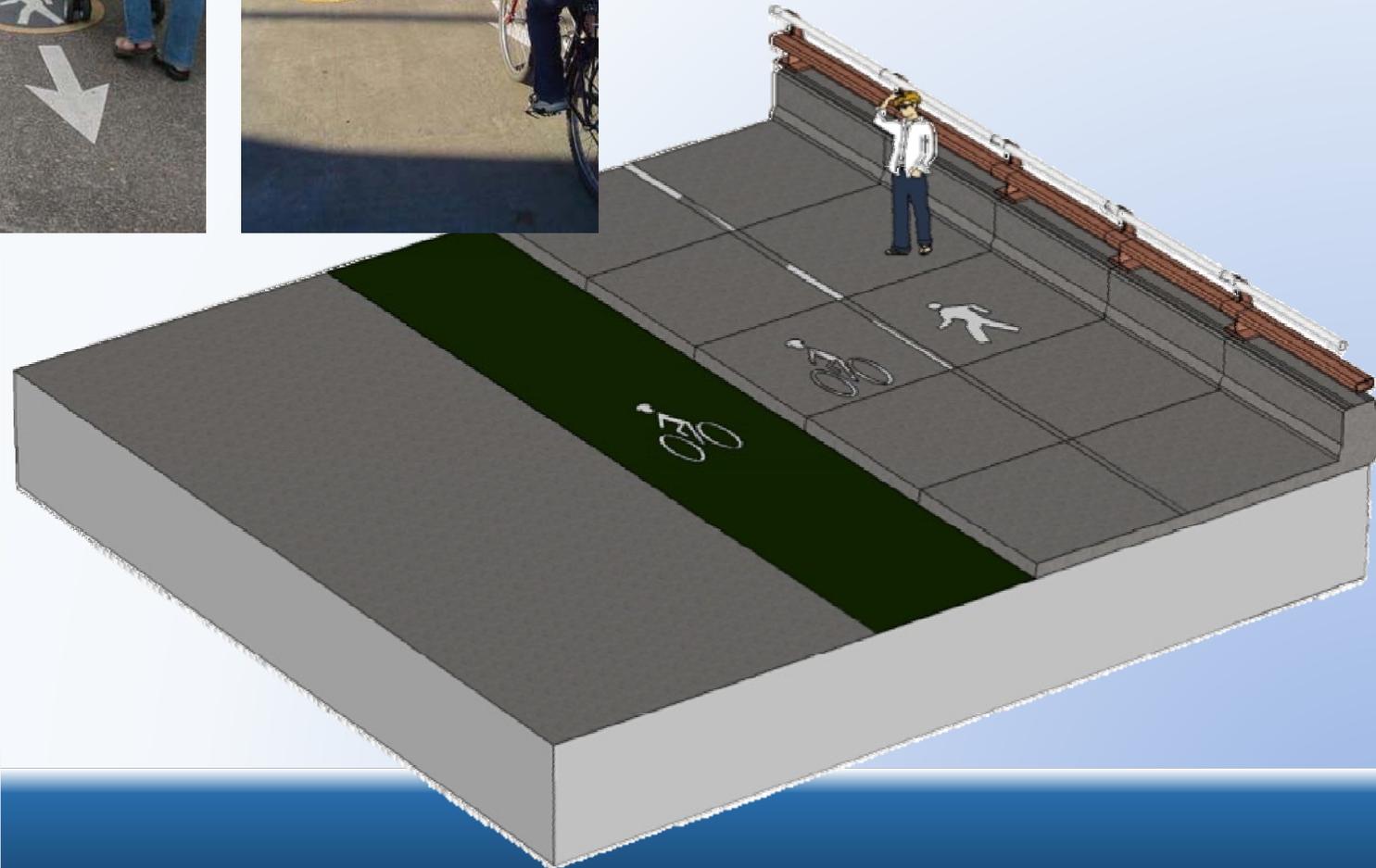


Shoulder/Bike Lane Color and Enhanced Bike/Ped Separation

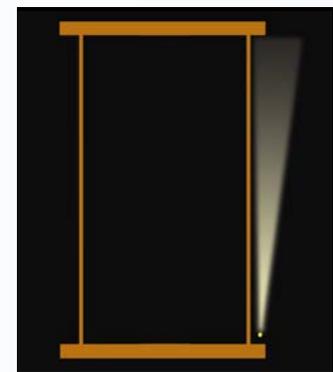
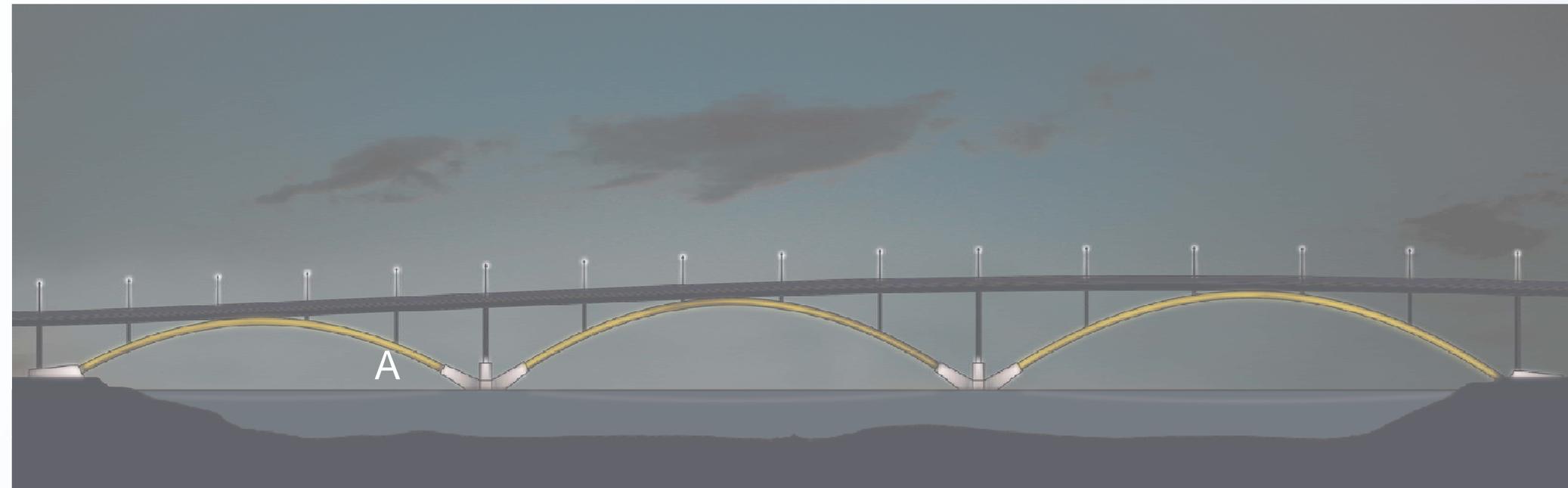
“Baseline” Surface treatments



Concrete paths with lane designation



Structural Lighting

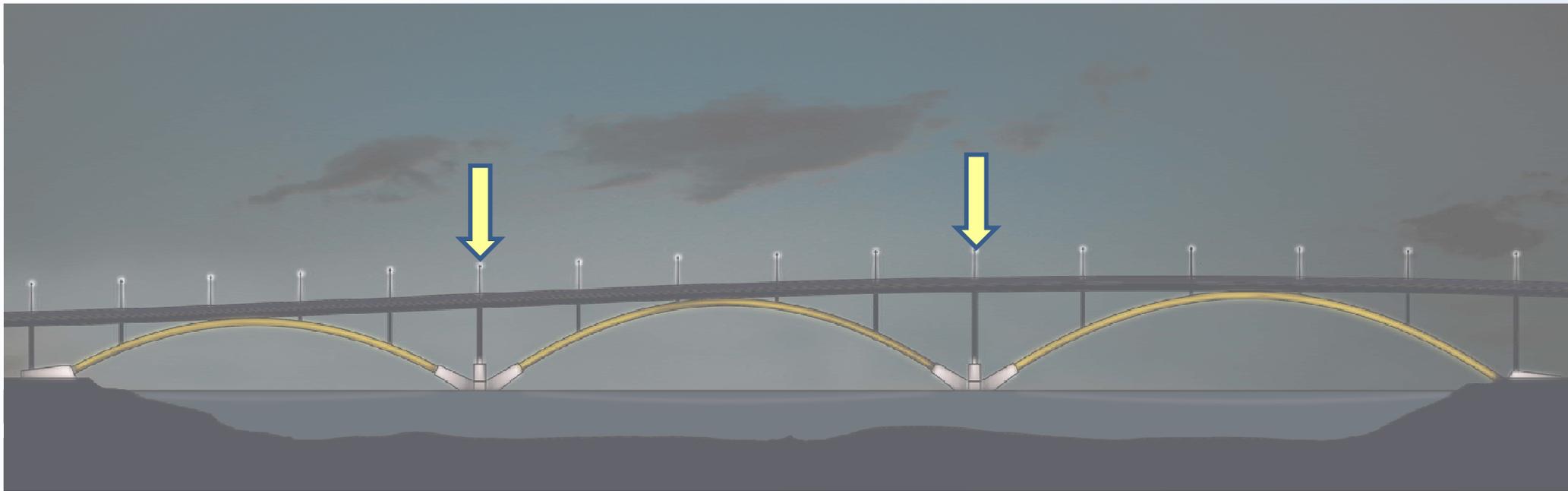


HORIZONTAL SCHEME

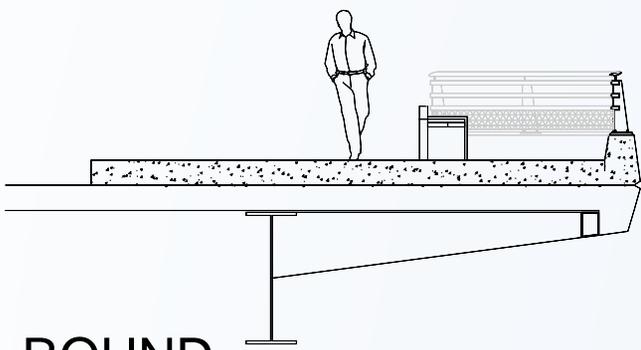
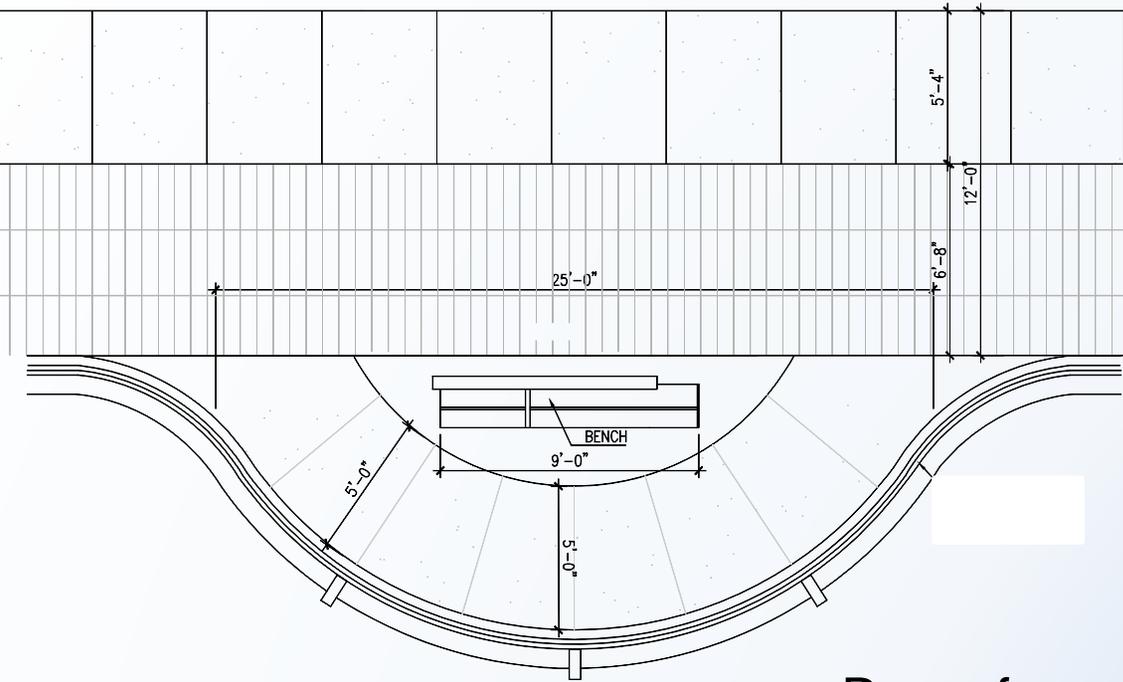
A

Belvedere Locations

(4 total)

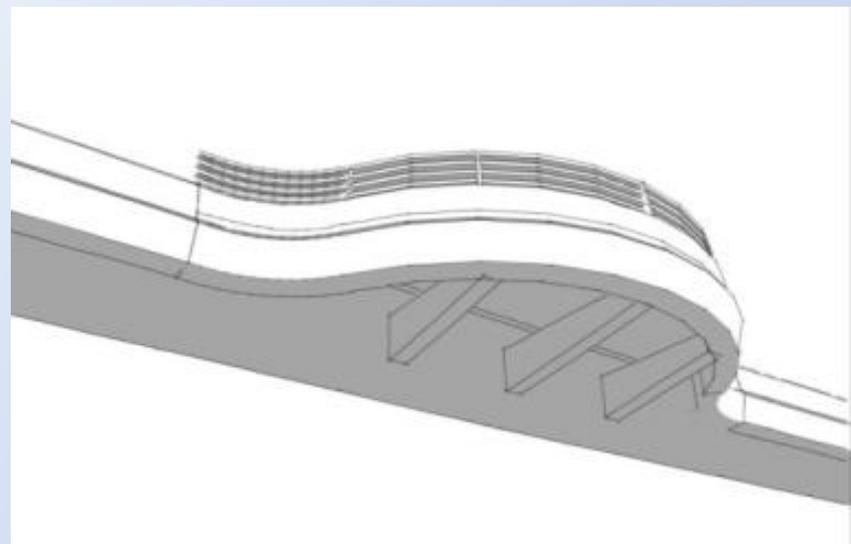
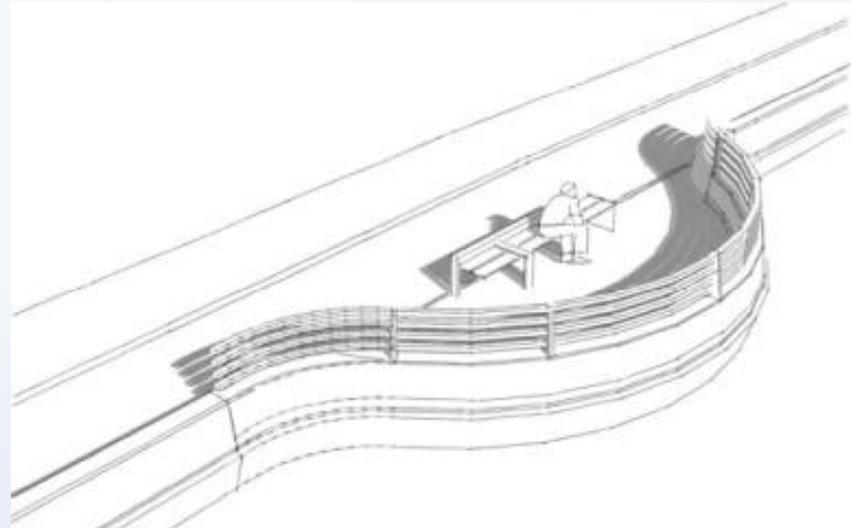


Belvederes

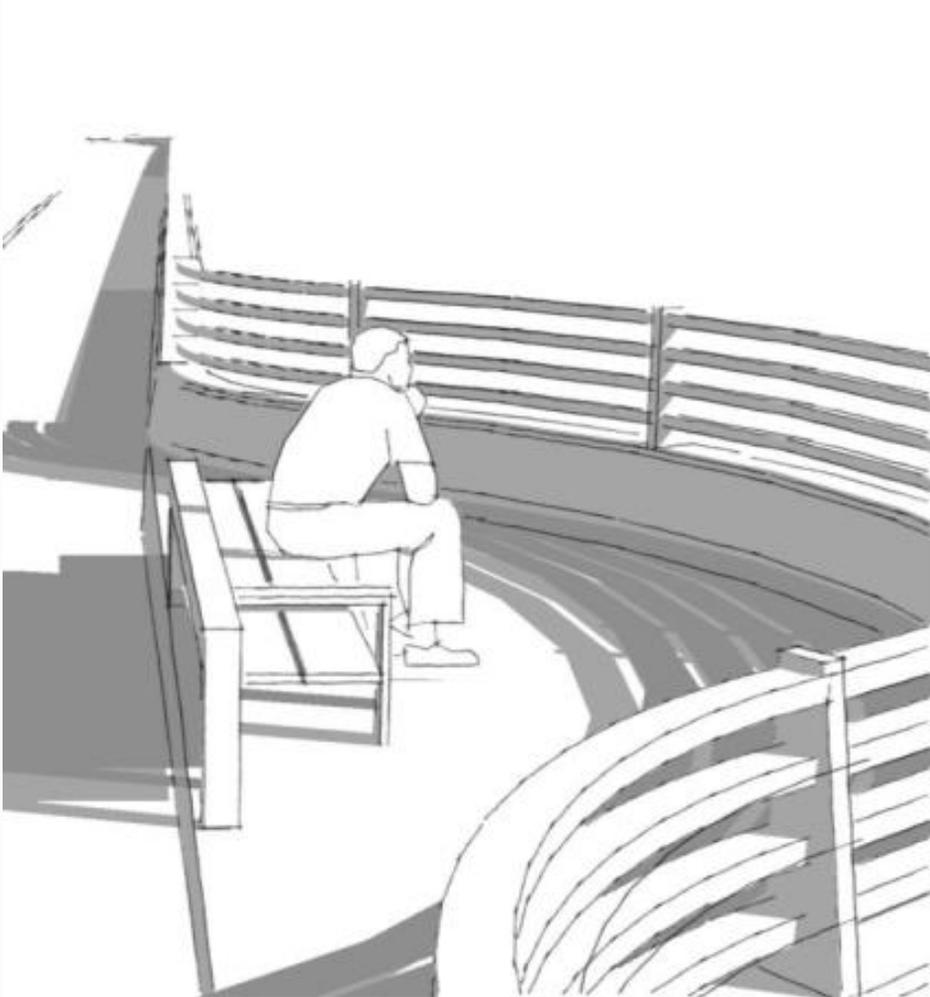


ROUND
GEOMETRY

- Room for benches
- Safe place to pause or rest



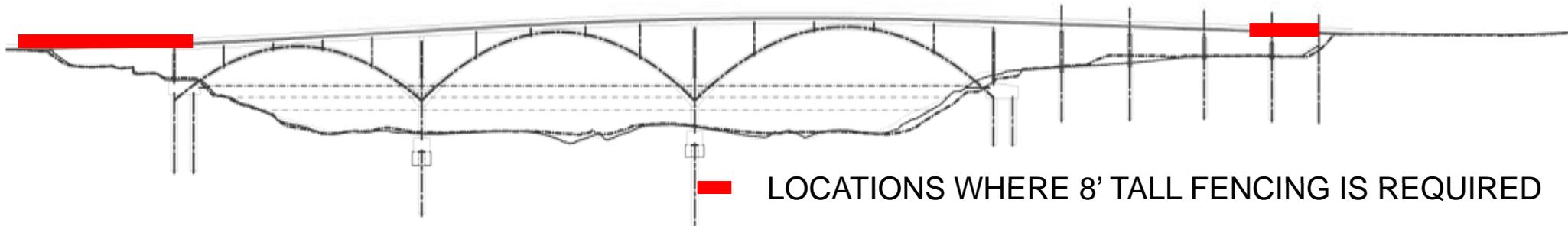
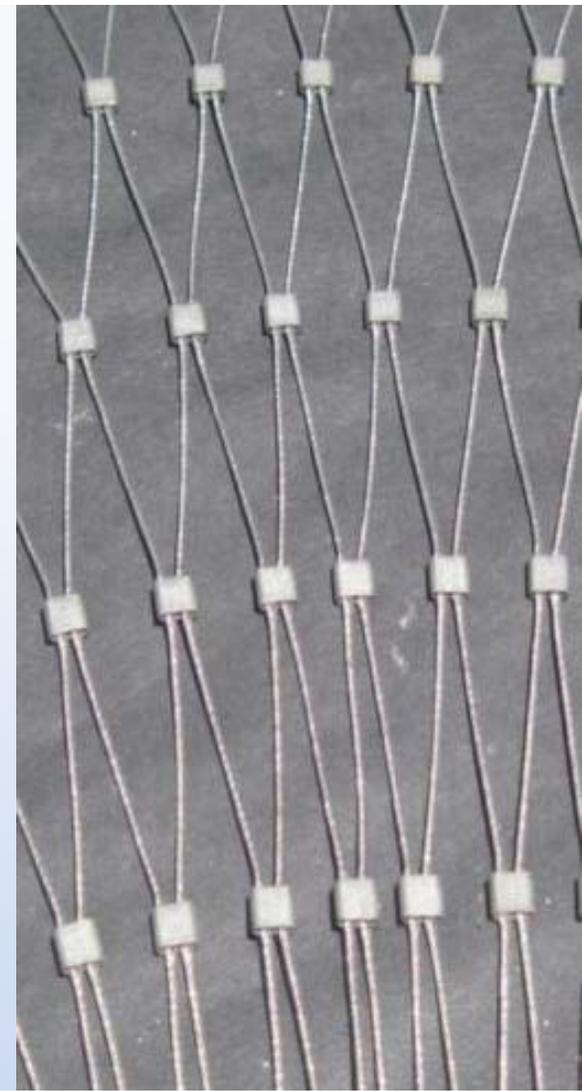
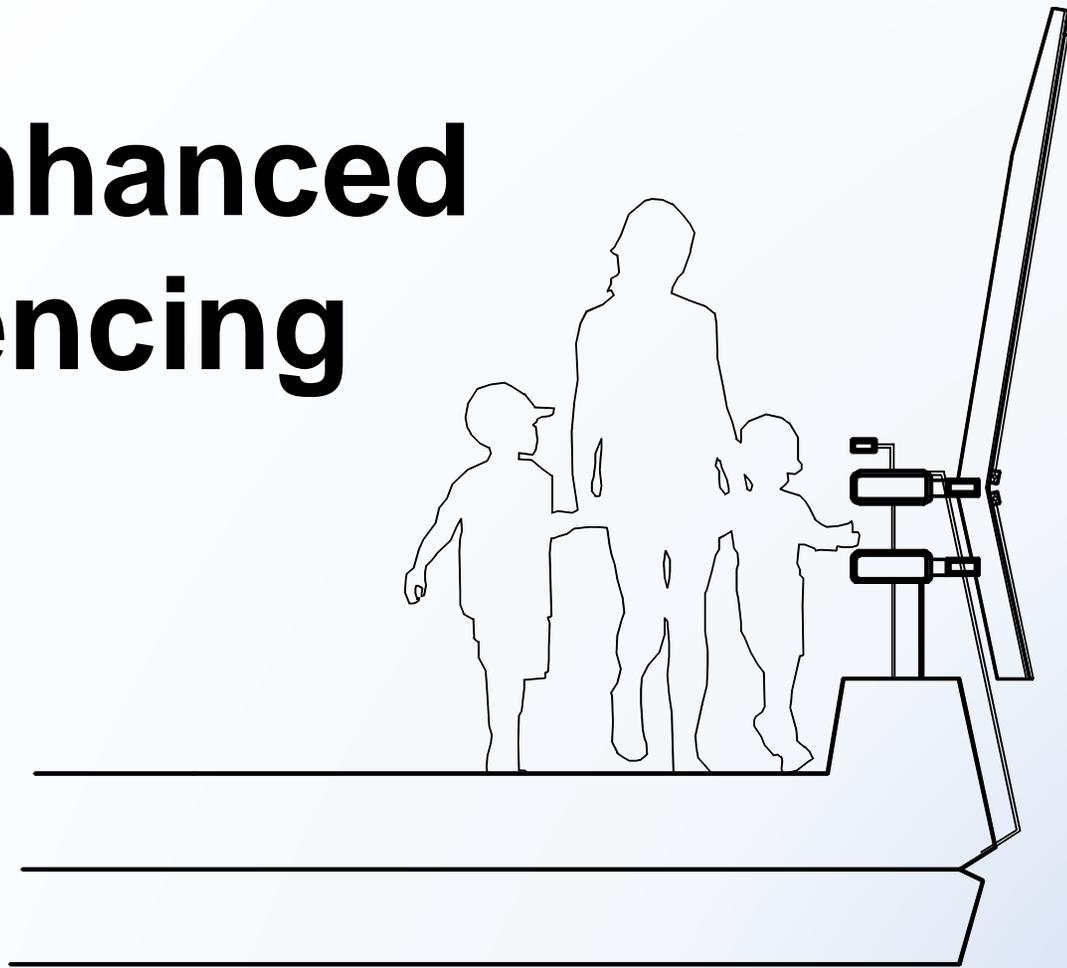
Benches



Four basic benches, one per belvedere

- Simple, low cost, off the shelf design
- Safe resting place
- Free standing
- Durable construction
- Easily maintained

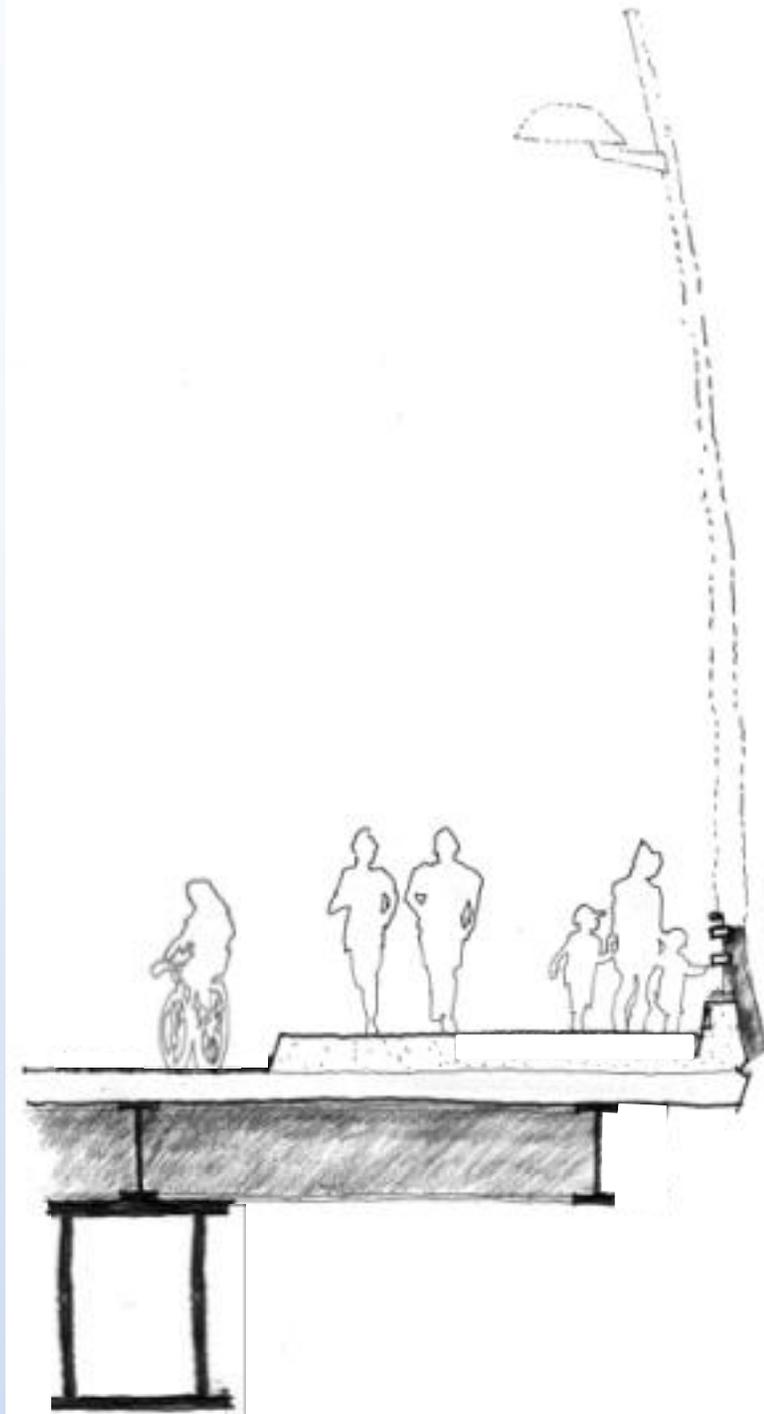
Enhanced Fencing



 LOCATIONS WHERE 8' TALL FENCING IS REQUIRED

Enhanced Street Lighting

- Improves appearance of what would otherwise be typical cobra-head fixtures
- Improves pedestrian experience by bringing lighting into an appropriate scale for pedestrians and the surroundings
- Sends a message to drivers about the character of the community (not a highway)



Recommended Design Features

Design Features	Cost
Structural Element Surface Treatments	\$1.8M
Gateway Feature	(2% for art)
Bike Lane & Multi-use Path Surface Treatments	\$0.4M
Structural Lighting	\$0.5M
Belvederes	\$0.8M
Benches	\$0.05M
Enhanced Fencing	\$0.4M
Enhanced Street Lighting	\$0.15M
Total	\$4.1M

CAC General Recommendations

- **Build it right the first time** – many features are easier to do now than later
- The bridge should be a comfortable, safe and inviting place for all modes
- **Design features serve important safety and usability functions** - they are not merely “decorations”
- Bridge design should take into account the neighbors living adjacent to the bridge
- Overhead lighting design should be appropriate to pedestrian scale and allow comfortable use at night

CAC General Recommendations

- Save costs by minimizing required fencing as much as possible
- The gateway “experience” should tie the bridge features to an enhanced streetscape up to 6th Avenue
- Tacoma between Grand and 6th should include enhanced bio-swales, trees, lighting, pavement treatments, and attractive way-finding signage
- **If needed, phase the Westside interchange instead of cutting bridge features (Plan B1)**

Funding Update

Current Funding Gap

- Received updated cost estimates in August from:
 - CM/GC
 - Engineer
 - Independent cost estimator
- Current funding gap is \$22.7M (reduced from \$42M at 30% design)

Project Funding

	Planned EIS	Planned 30%	Secured 60%	Potential Revenue
MultCo VRF	\$ 127,000,000	\$ 127,000,000	\$ 127,000,000	
Federal	\$ 11,000,000	\$ 11,000,000	\$ 15,658,338	
State (JTA)	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 5,000,000
Portland	\$ 100,000,000	\$ 80,000,000	\$ 73,500,000	
Clack Co. VRF	\$ 22,000,000	\$ 22,000,000		
Federal Re-auth	\$ 40,000,000	\$ 20,000,000		
Federal TIGER III				\$ 22,700,000
Grand Total	\$ 330,000,000	\$ 290,000,000	\$ 246,158,338	
<i>Project estimate</i>	<i>\$ 330,000,000</i>	<i>\$290,000,000</i>	<i>\$ 268,800,000</i>	
<i>Note: Portland contribution proportional to overall project cost.</i>				

Funding Plan

- The current plan is to start shoofly construction in December 2011
- FHWA requires that a funding plan be on file prior to any construction.
- Proposed funding plan includes preferred strategy and fallback strategies for closing the funding gap.

Addressing the Gap

- Identified feasible cost reduction ideas
 - Project Management Team- June 2011
 - SAS- July 2011
 - CAC- July/August 2011
 - Bike/Ped working group- August 2011
 - Partner agency working group- August 2011
 - Public- August 2011 (on-line open house)
- Look for other funding sources

Feasibility Criteria

Ideas identified as “**feasible**” if they don’t extend the project delivery schedule by triggering:

- Supplemental EIS;
- Supplemental 4(f) evaluation; or
- Additional or significantly revised permits

Moving Forward

- **“Plan A”** -- build and fully fund the project as designed.

IF funding isn't secured then:

- **“Plan B”** – Fallback Plan
 1. Interim interchange with current savings of \$40-55 million (full interchange built later); or
 2. Downsize and defer project elements totaling approximately \$16.5 million

Plan A

Plan A includes:

- Full build out of steel deck arch bridge with design features
- Fully built compressed interchange
- Build Stephen's Creek culvert
- Build Bio-swale treatment areas
- Requires additional funding

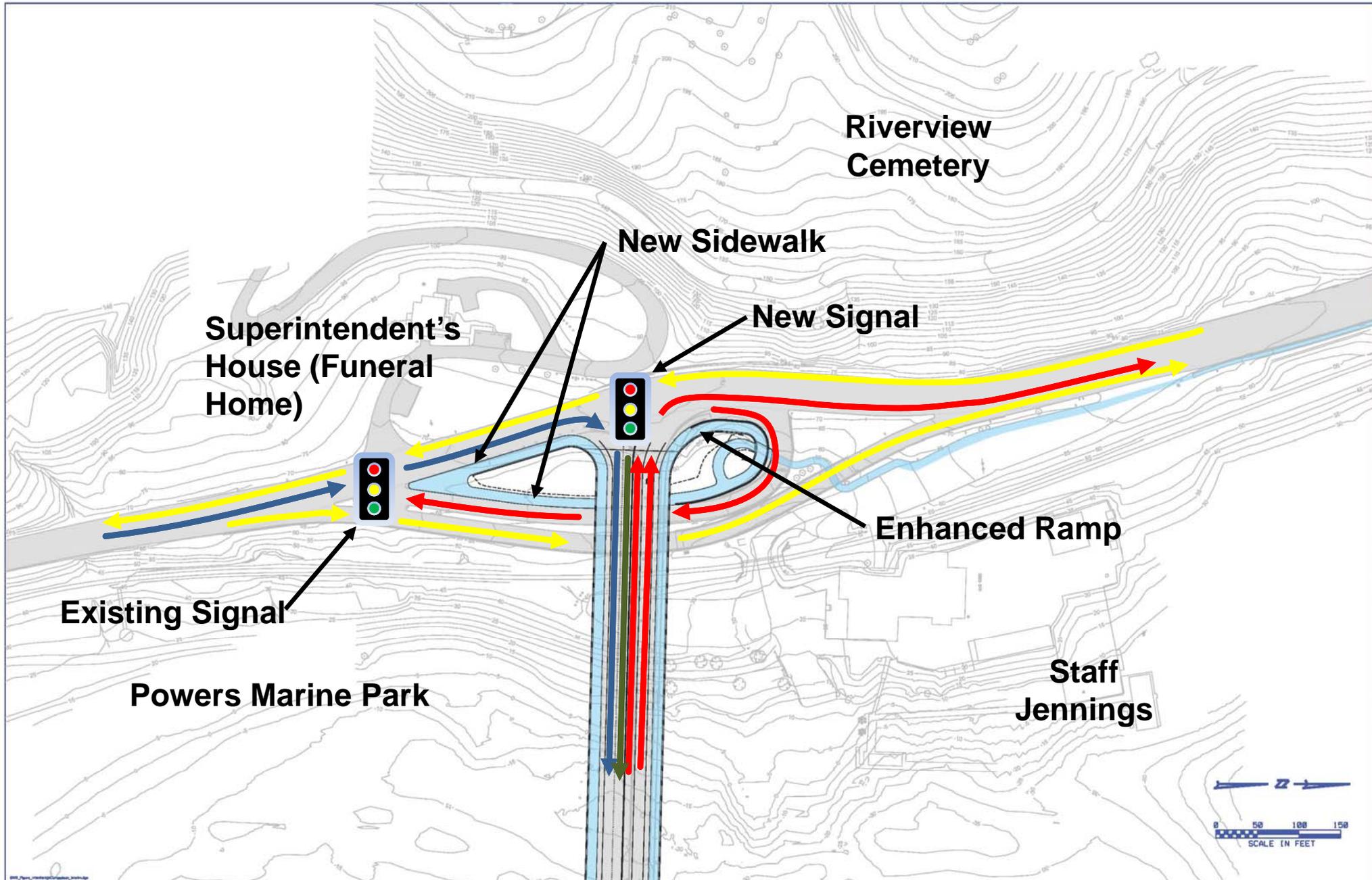
Plan B - Strategy 1

Interim Interchange

(reduces current cost approx. \$40-\$55m)

- Vehicular capacity & performance slightly better than No-Build, traffic failure expected within 10-15 years
- Safety and Bike/Ped accessibility slightly better than No-Build
- Allows complete bridge design to be built
- Little if any usable in the ultimate interchange design
- Requires future funding for Full Interchange

Interim Interchange Concept

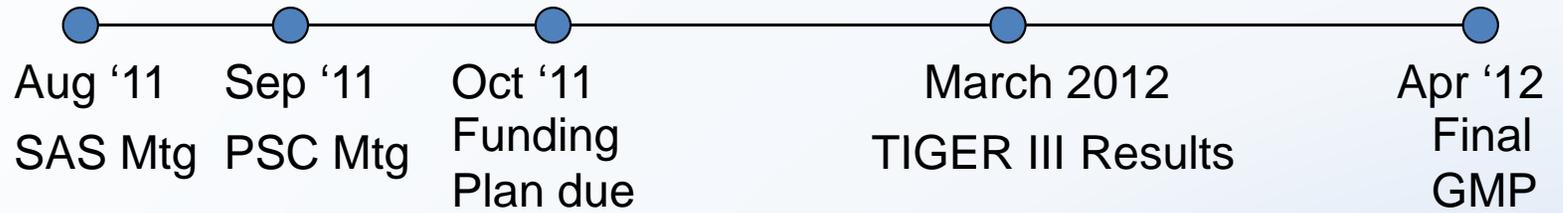


Plan B - Strategy 2

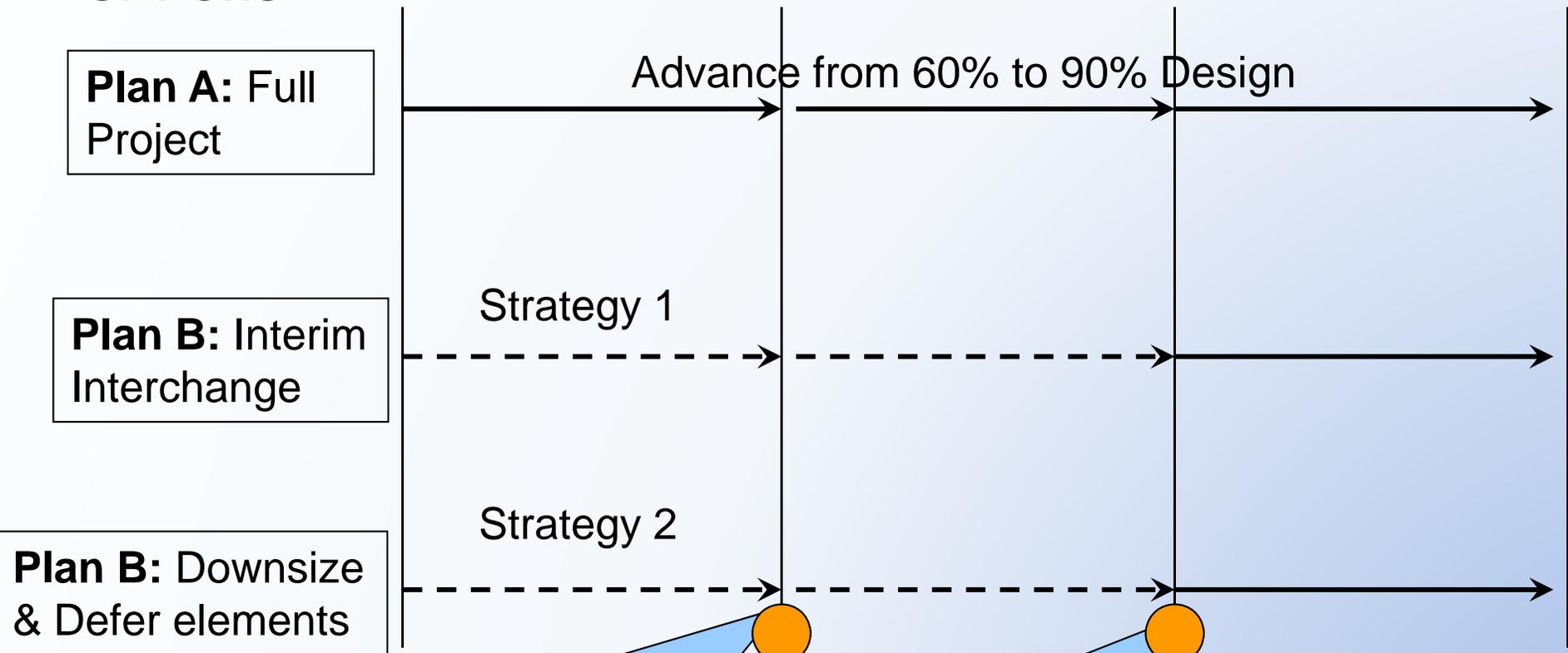
Downsize and Defer Package (reduces current cost approx. \$16.5m)

- Narrows bridge by up to 3 feet
- Defers several multi-modal interchange elements
- Requires updates to IGAs and Parks MOU
- Challenging to incrementally prioritize and implement phasing over time as funding occurs
- Does not fully close funding gap

Moving Forward



OPTIONS



Decision Point

Advance 60% Design and seek additional funding
Select Strategy 1 as fallback to close funding gap

Decision Point

Advance 90% Design if additional funding found,
or
Advance Strategy 1 or 2 depending on gap

PSC Recommendation

(September 12, 2011)

- Advance the 60% project design as presented and secure necessary funding
- Adopt interim interchange if full funding is not secured by March 2012
- Revisit funding plan in March 2012 and consider next steps
- Continue to look for cost effective solutions

BCC Resolution

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Approving the Public Stakeholder Committee's Recommendation for Sellwood Bridge 60% Design Elements.

The Multnomah County Board of Commissioners Finds:

- a. Multnomah County owns and maintains the Sellwood Bridge in the City of Portland which is nearing the end of its service life and in the long-term requires either major rehabilitation or replacement.
- b. In June 2006, the Board convened a Policy Advisory Group (PAG) made up for elected and appointed representatives of jurisdictions with an interest in the Sellwood Bridge.
- c. By Resolution 06-084, the Board also appointed a Community Task Force (CTF) of 20 citizens to assist in selecting and recommending a locally preferred alternative (LPA) for the Sellwood Bridge to the PAG. The CTF reached consensus on its recommendations to the PAG on January 19, 2009.
- d. The PAG considered the recommendations of the CTF and adopted its own recommendations with conditions on February 9, 2009.
- e. On February 19, 2009, by Resolution 09-022, the Board approved the PAG recommendations with conditions and resolved to continue the work outlined in the LPA decision. The final recommendation approved by the Board will be considered by ODOT and the Federal Highway Administration which has final authority in the matter of the LPA.
- f. The PAG is now known as the Public Stakeholder Committee (PSC) and has met three times during the current public process to review the work of the current Community Committee (CAC).

Questions & Discussion