



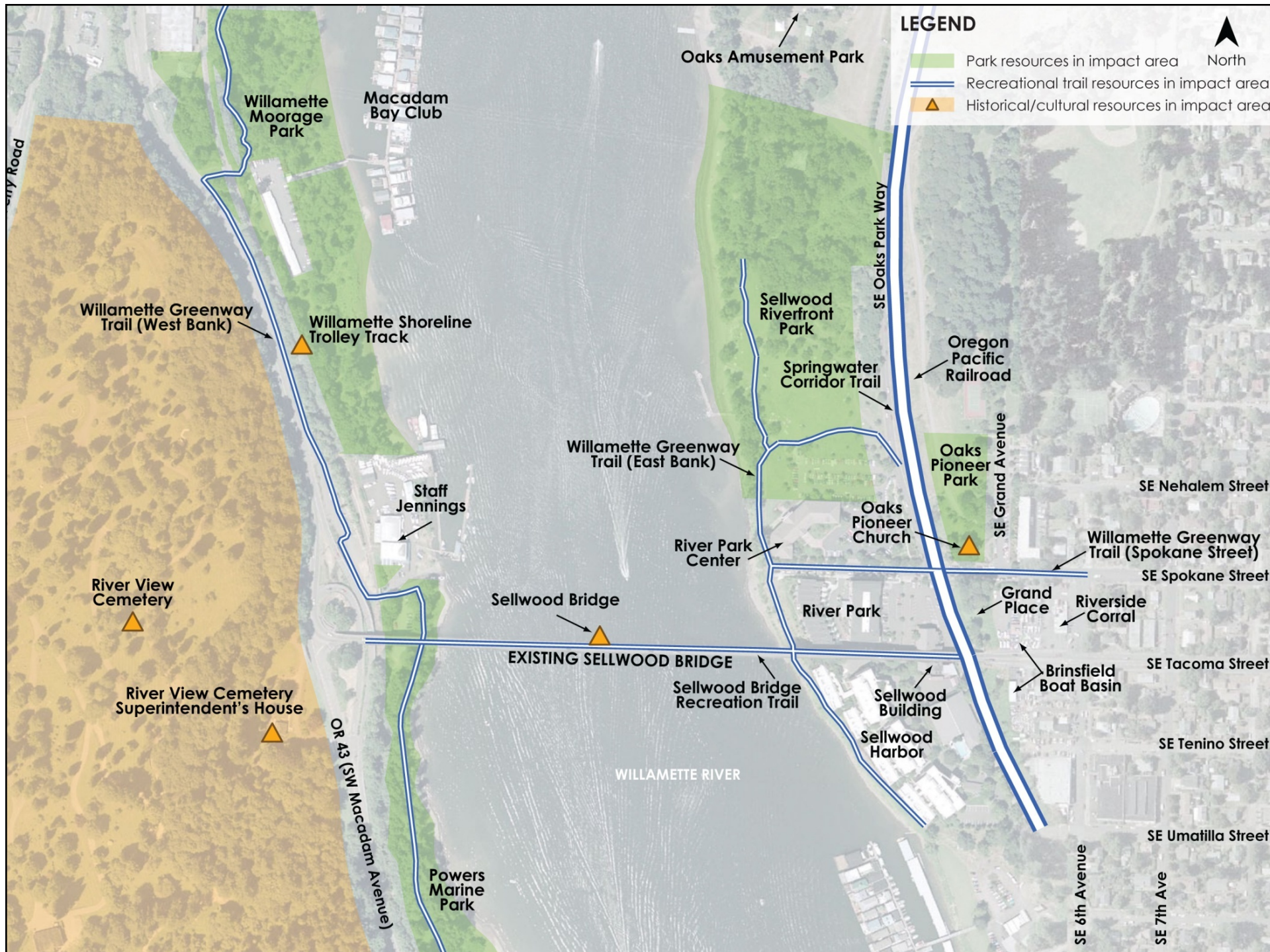
Sellwood Bridge Project Update

Board of County Commissioners
July 27, 2010



Agenda

- Brief Recap of Project
- Overview of Schedule
- Public Process
- Funding Plan
- Upcoming Events
- Owner's Representative
- Upcoming Solicitations
- Bridge type briefing (coming soon)



Purpose and Need

- **Purpose**

To rehabilitate or replace the Sellwood Bridge within its existing east-west corridor to provide a safe bridge and connections that accommodate multimodal mobility needs.

- **Needs**

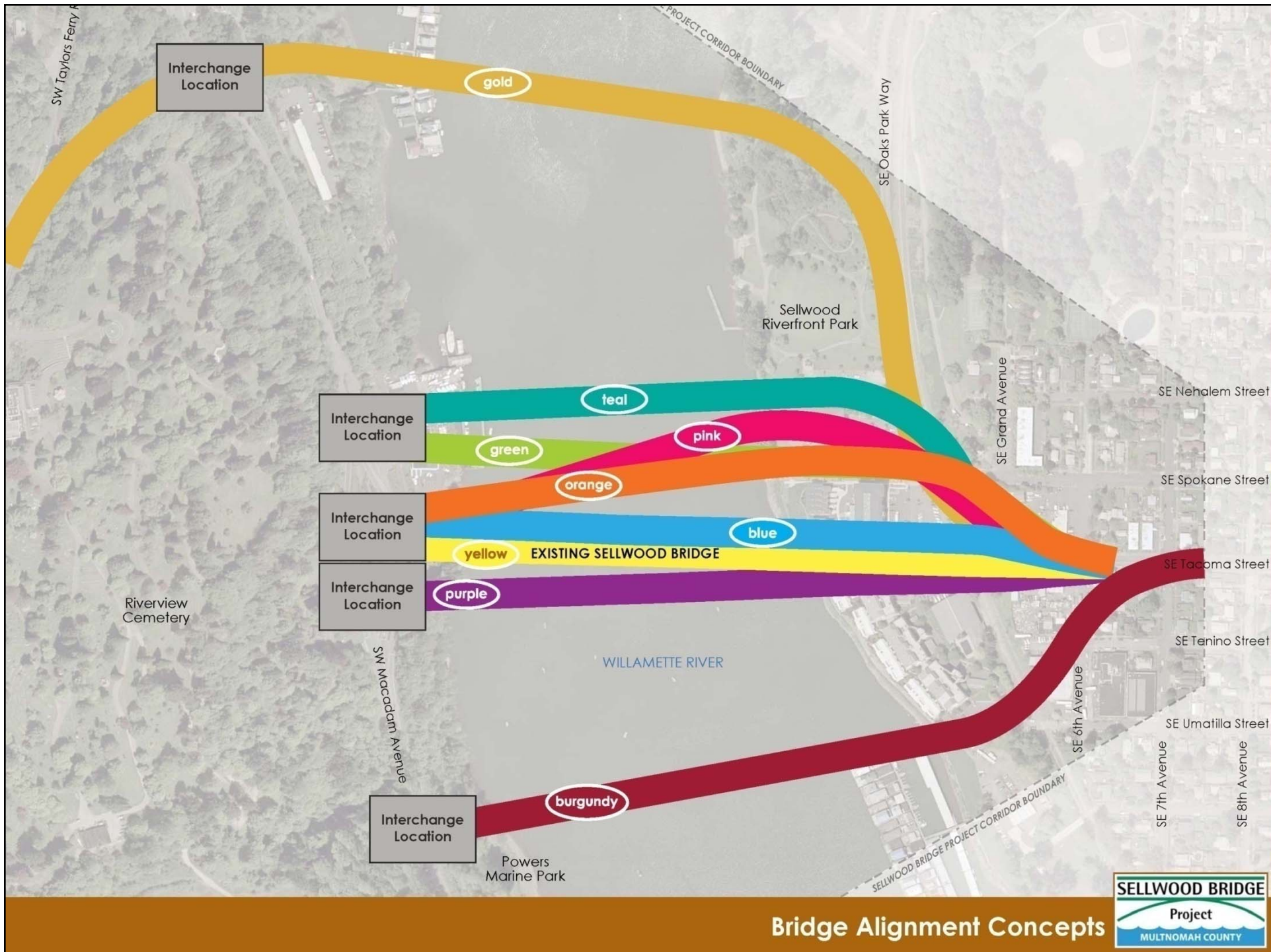
- Adequate structural integrity (earthquake resistant)
- Safe roadway design built to current standards
- Improve mobility and safety for autos and emergency vehicles
- Pedestrian and bicycle facilities
- Improve mass transit connectivity

Project Goals (incomplete list)

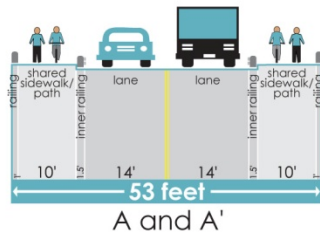
- Protect and preserve existing community quality of life.
- Ensure an aesthetically pleasing solution...
of lasting value to the community.
- Cost-effective project to design, build, and maintain.
- Encourage pedestrian and bicycle use.
Family-friendly east-west trail connection.
- Preserve or improve the natural environment.
- Use material resources efficiently.
- Minimize construction period impacts.

Range of Alternatives

- 10 alignments
- 11 cross sections
- 11 interchange types
- Over 125 permutations

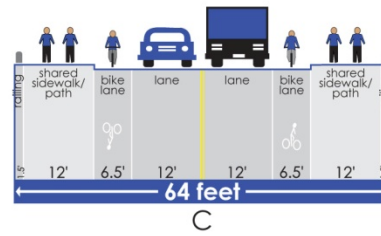


Rehabilitation or Replacement Option



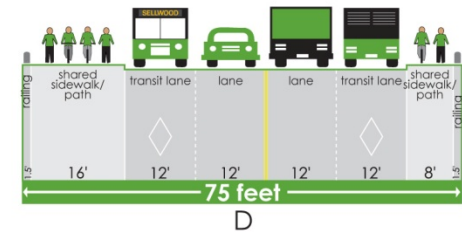
A and A'

Replacement Options (~68 feet)



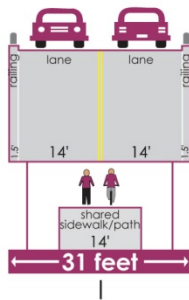
C

Replacement Options (~80 feet)

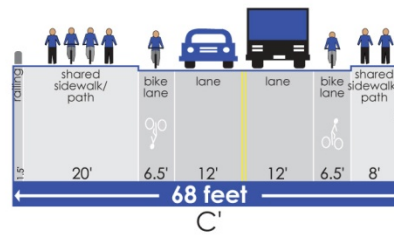


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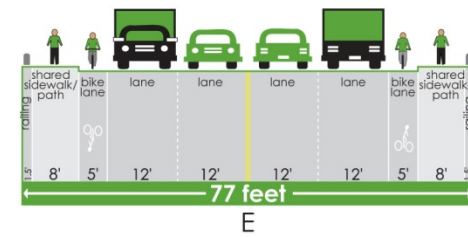
Rehabilitation Options



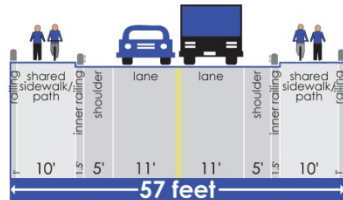
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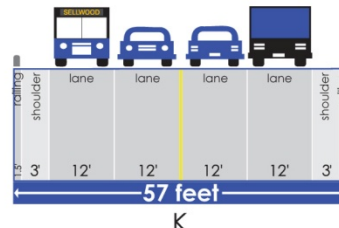
C'



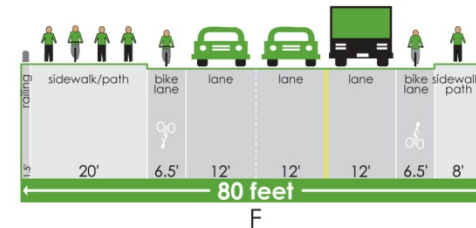
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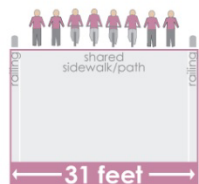
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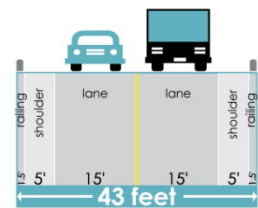


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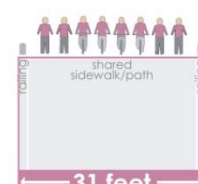


Existing Bridge as Bike/Ped Only

+

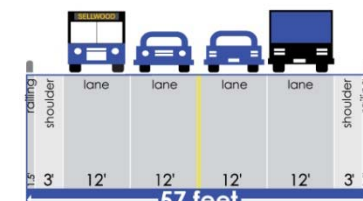


New Vehicle Bridge

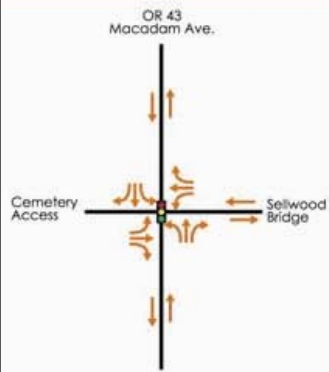


Existing Bridge as Bike/Ped Only

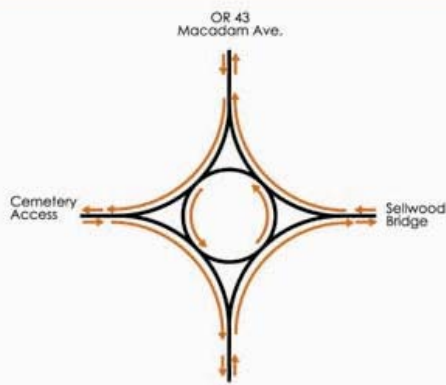
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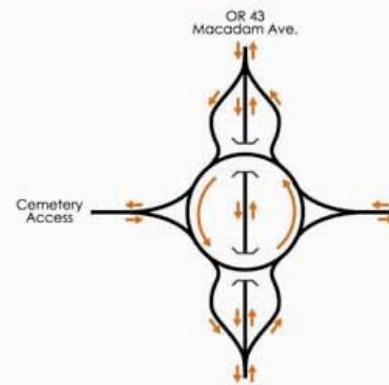
New Vehicle Bridge



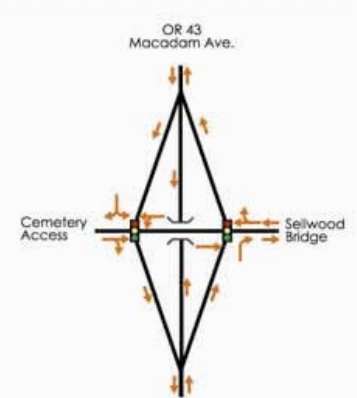
At-Grade Signal



At-Grade Roundabout



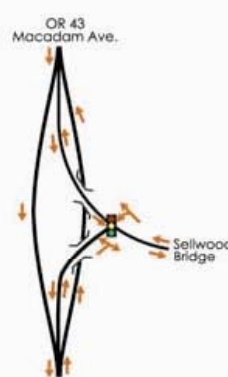
Grade-Separated Roundabout (2 level)



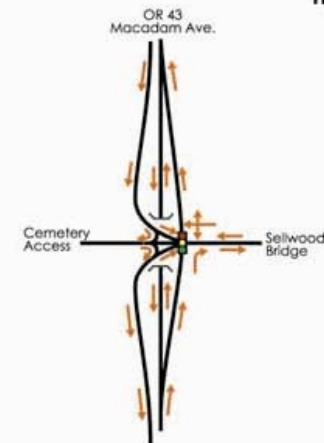
Tight Diamond (2 Level)



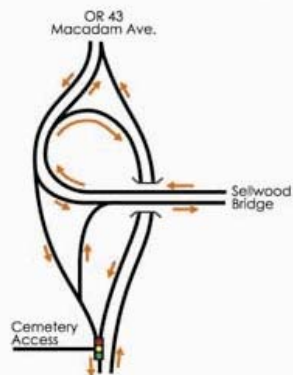
At-Grade Jughandle



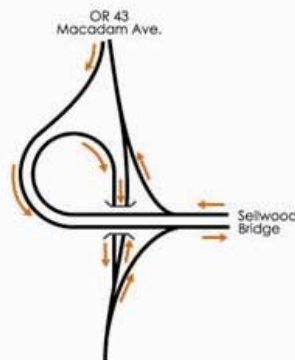
Directional with Signal (2 level)



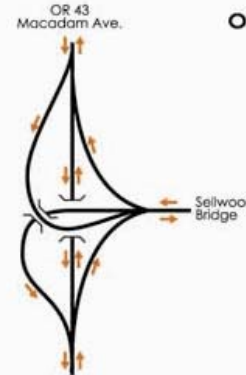
Offset Single Point (2 level)



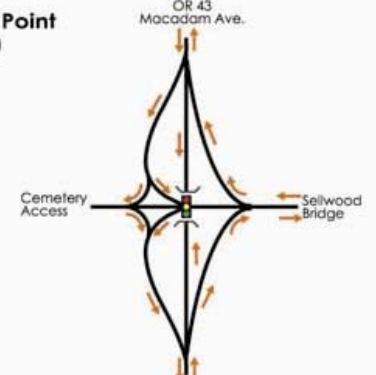
Trumpet (Existing) (2 level)



Trumpet (2 level)



Full Directional (3 level)



Single Point (2-Level)

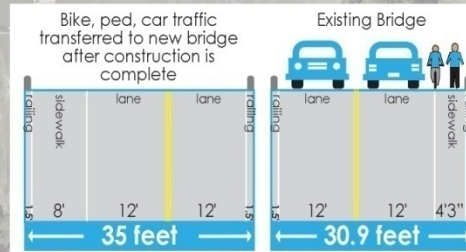
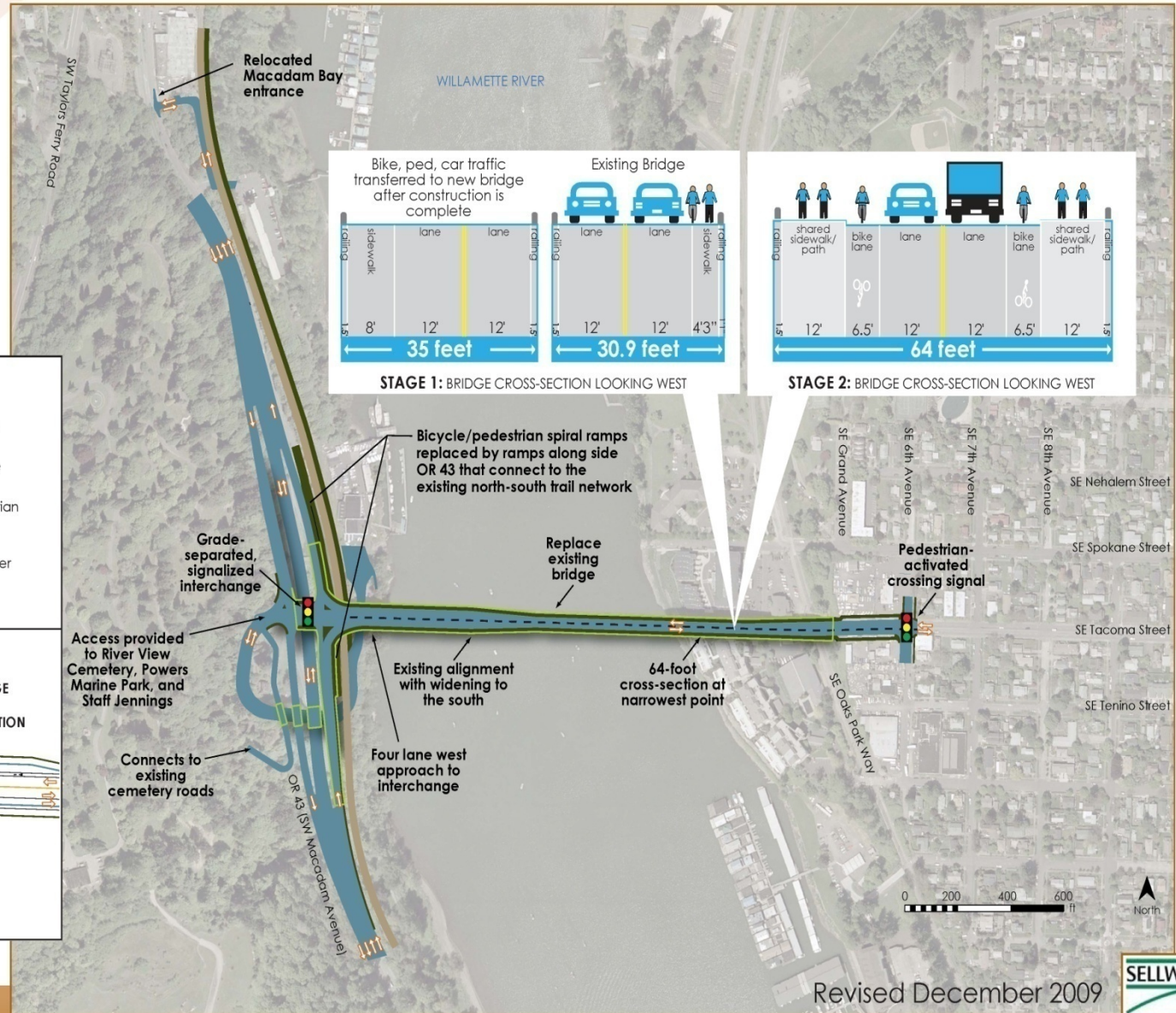
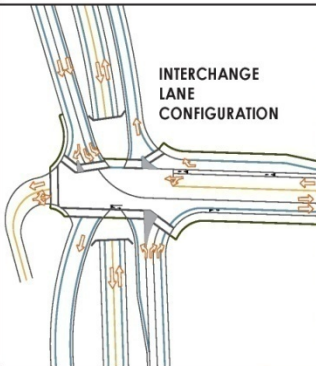
Interchange/Intersection Types

Preferred Alternative

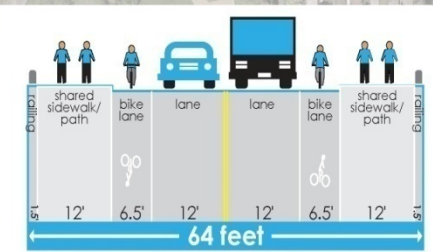


LEGEND

- Proposed road/streets
- Proposed streetcar line
- Proposed bike/pedestrian path
- Direction of traffic/number of lanes
- Bridges



STAGE 1: BRIDGE CROSS-SECTION LOOKING WEST



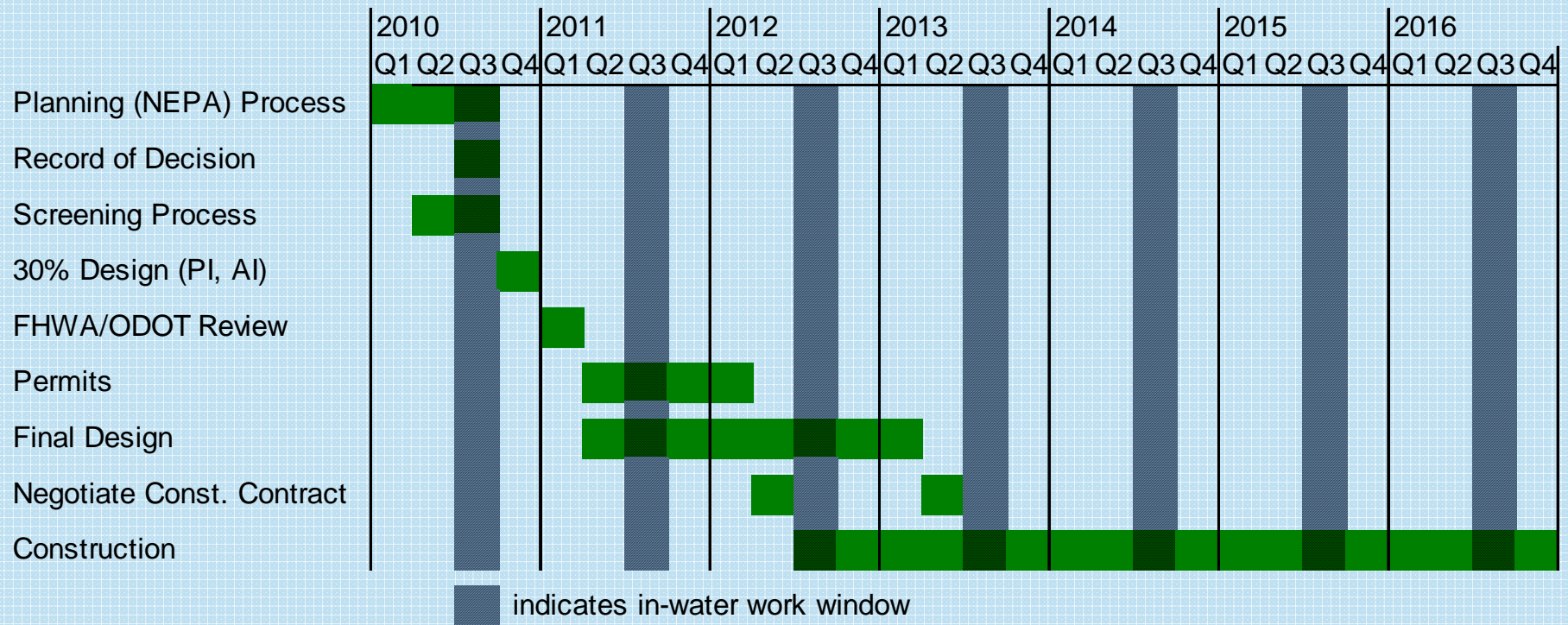
STAGE 2: BRIDGE CROSS-SECTION LOOKING WEST

Revised December 2009

Key Features of Preferred Alternative

- New bridge
- On existing alignment, shifted south
- Two vehicles lanes plus bike lanes and sidewalks
- Constructed so that Tacoma Street/Sellwood Bridge corridor has minimal closure to traffic
- Signalized interchange at West end
- Streetcar compatible
- Coordinated with Lake Oswego/Portland Streetcar
- Improved bike/ped path on west side

Schedule



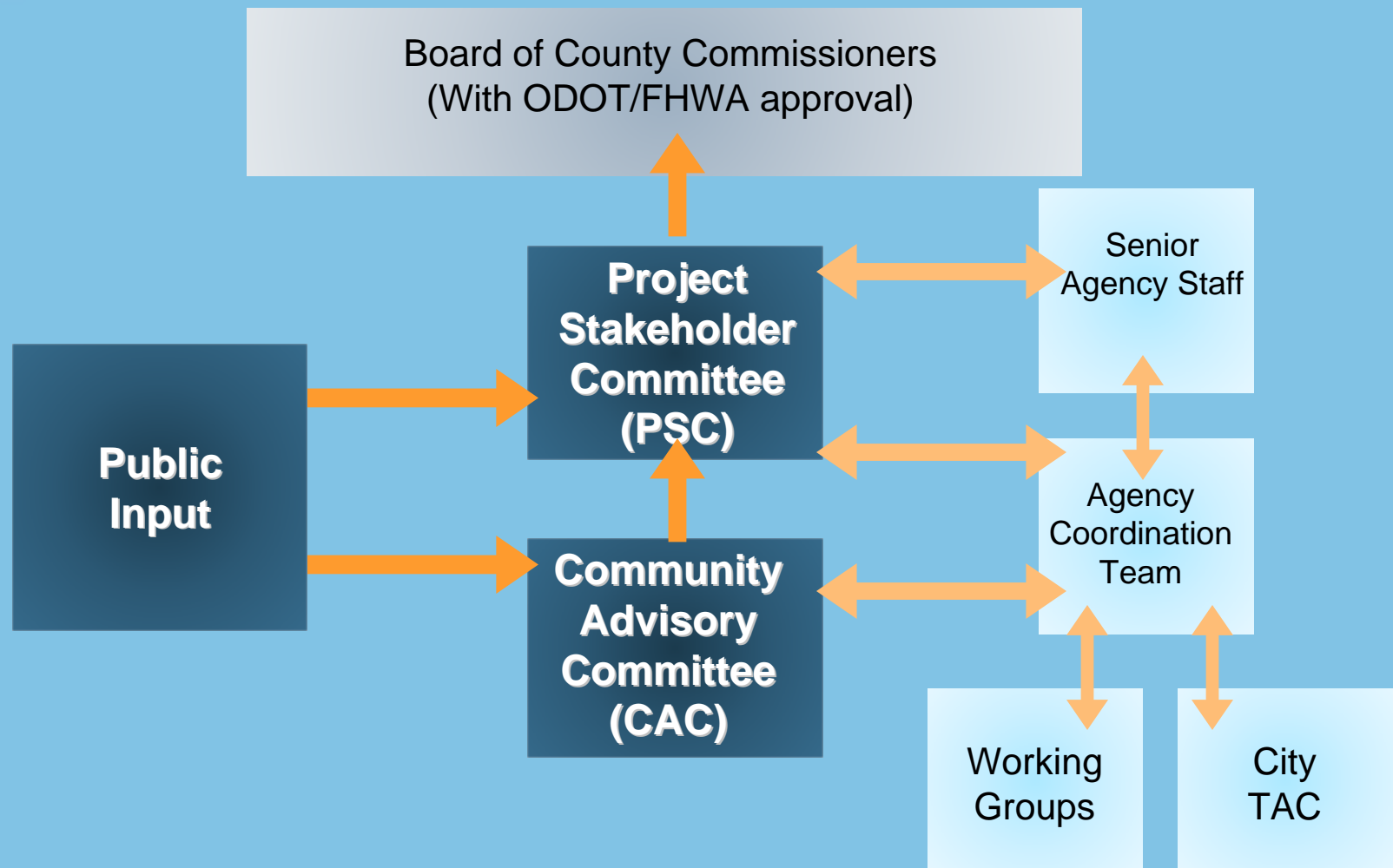
Anticipated Schedule

- Final EIS July 2010
- Record of Decision (ROD) by FHWA September 2010
- Bridge Type Selection Fall 2010
- 30% Design for ODOT/FHWA approval December 2010
- Right of Way Acquisition Sept 2010 - Dec 2011
- Final Design / Permits February 2011 - March 2013
- Construction July 2012 - 2016

Screening Process

- Engineering and Public Involvement leading to decisions AFTER Record of Decision
- Selection of river span bridge type
- Refinement of interchange design
 - Rock cut and west side aesthetics
- West side project refinements
 - Stormwater treatment facilities
 - Stephens Creek crossing
 - Regional Trail alignment
 - Coordination with streetcar projects

Public Process



Community Advisory Committee Membership

- Membership from community groups and areas of interest:
 - Residential neighborhoods
 - Business community
 - Transportation modes – autos, bicyclists, pedestrians, transit riders
 - River users
 - Aesthetic Design – Architecture
 - Historical
 - Youth
 - Diversity

Public Stakeholder Committee

The PSC member organizations each have regulatory responsibility for, or strong interest, in the outcome of the project. Members are elected or appointed officials of:

- Multnomah County
- Clackamas County
- City of Portland
- Metro
- Oregon State Legislators
- Congressional Legislators
- City of Milwaukie
- TriMet
- Oregon Department of Transportation
- Federal Highway Administration

Decision Process

- Similar to NEPA phase
- CAC identifies issues and considers broad range of perspectives and alternatives
- Public provides input at open house and online survey
- CAC makes recommendations
- CAC meets with PSC to discuss recommendations
- PSC makes recommendations
- Multnomah Board of County Commissioners makes final decision (with ODOT and FHWA approval)

Events

- Open House (Over 100 attended) July 21, 2010
- CAC (Criteria Weighting) July 26, 2010
- Online Survey Closes (Over 1000 so far) August 8, 2010
- CAC (Rock Cut, Technical Scoring) August 23, 2010
- CAC (Survey Results, Aesthetic Scoring) August 30, 2010
- CAC (Continued Discussion) September 8, 2010
- CAC (Final Recommendations) TBD
- CAC/PSC (Recommendation to PSC) TBD
- PSC (Recommendation for BCC) TBD
- Board of County Commissioners TBD

Funding Plan

• Multnomah County	\$127 million*
• City of Portland	100 million
• ODOT JTA	30 million*
• Clackamas County	22 million
• Carry-over from Planning Phase	11 million*
• Federal Reauthorization	<u>40 million</u>
TOTAL	\$330 million*

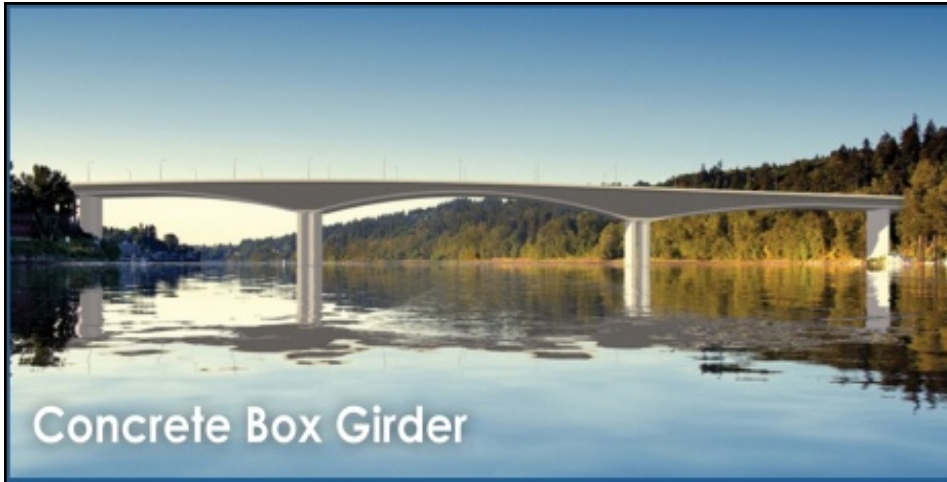
* Of this funding, \$168 million is secured. \$122 million is expected to be secured in 2010. The remaining \$40 million request is dependent on the reauthorization of the federal transportation bill.

Owner's Representative

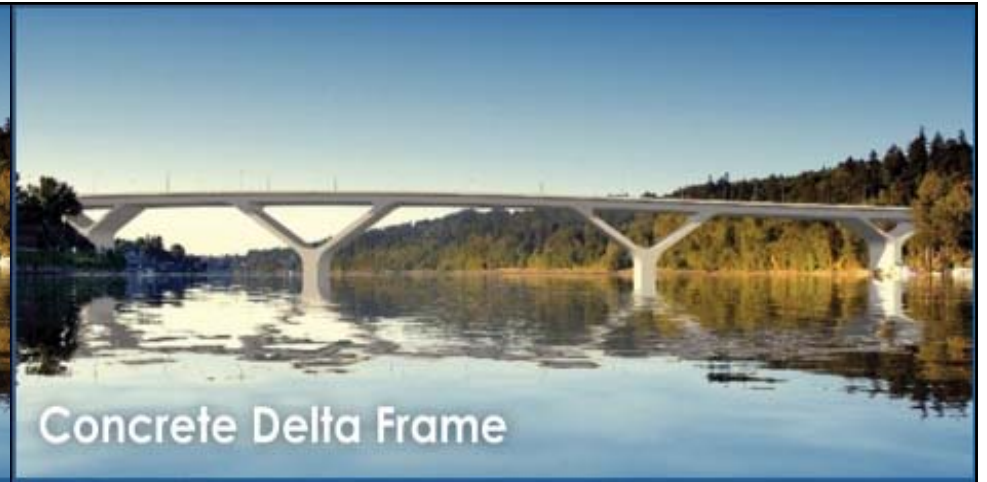
- David Evans and Associates (DEA) selected
- Contract being negotiated
- Anticipate Notice to Proceed early August
- Personnel include:
 - Michael Baker
 - Don Irwin
 - Ted Aadland
 - Ken Stoneman
 - KC Cooper

Upcoming Solicitations

- Will continue to use CH2M Hill/T. Y. Lin International team through 30%
- Engineering Firm for Final Design
 - RFP September 2010 (after ROD)
 - Notice to Proceed - February 2011
- Construction Manager General Contractor
 - RFP October 2010 (after ROD)
 - Notice to Proceed March 2011



Concrete Box Girder



Concrete Delta Frame



Steel Deck Arch



Concrete Deck Tied Arch



Hybrid Through Arch



Extradosed

Questions/Comments