

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON**

**RESOLUTION NO. 2011-078**

**Approving a Detour Bridge Construction Method For The New Sellwood Bridge**

**The Multnomah County Board of Commissioners Finds:**

- a. On January 27, 2011 by the adoption of Resolution No. 2011-007, this Board resolved to replace the existing Sellwood Bridge and has authorized the County's Department of Community Services (DCS) to proceed with design of the new bridge.)
- b. In addition, pursuant to Resolution No. 2011-007, this Board made clear that during the Sellwood Bridge Project, the County is committed to keeping the Willamette River Crossing at Sellwood open to traffic, bicycles and pedestrian throughout the bridge replacement project (with the exception of temporary closures totaling no more than one month).
- c. The Sellwood Bridge Project Final Environmental Impact Statement included a staged construction plan that allowed for the new bridge to be built "under traffic" by building it in two halves (in two traffic stages).
- d. DCS has compared and analyzed staged construction and detour bridge alternatives and summarized its findings in the attached Exhibit 1. DCS recommends the detour bridge method for construction of the New Sellwood Bridge Project that maintains a crossing for traffic.
- e. The Board finds, based on the attached Exhibit 1, that it is in the best interest of the County to utilize a detour bridge construction method for construction of the New Sellwood Bridge Project.

**The Multnomah County Board of Commissioners Resolves:**

1. The Comparison, Analysis and Findings of Staged Construction Method vs. Detour Bridge Method attached as Exhibit 1 for the New Sellwood Bridge Project are adopted.
2. The DCS is directed to implement the Detour Bridge Alternative Method for construction of the New Sellwood Bridge Project in compliance with all applicable federal, state and local laws, regulations and requirements.

3. The DCS is further directed to report to this Board on its progress in implementing the Detour Bridge Alternative Method in the construction of the New Sellwood Bridge Project within 60 days.

ADOPTED this 16<sup>th</sup> day of June 2011.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
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Jeff Cogen, Chair

REVIEWED:  
HENRY H. LAZENBY, JR., COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By 

Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY: M. Cecilia Johnson, Director Department of Community Services

## **Exhibit 1**

### **COMPARISON ANALYSIS AND FINDINGS OF STAGED CONSTRUCTION METHOD VS. DETOUR BRIDGE METHOD**

#### **I. Purpose of Proposed Action**

Utilizing the existing Sellwood Bridge for temporary detour traffic use while the new replacement bridge is constructed in one phase versus being staged in two phases provides up to \$10 million in cost savings, accelerated and safer construction activity, and supports a more cost and material efficient bridge structure.

#### **II. Issues with Alternative Construction Methods**

##### **A. Staged Construction Alternative**

1. Is the identified method in Final Environmental Impact statement (FEIS).
2. Uses the existing bridge for traffic while first half of new bridge is built on south side.
3. After construction of south half of bridge traffic shifts to south half.
4. Old bridge then is removed.
5. North half of new bridge built to form one new bridge
6. Extra year needed to build two bridges.
7. Safety issue in 2nd phase when bridge users and workers are close together
8. Each half of bridge must be "overbuilt" for structural integrity

##### **B. Detour Bridge Alternative**

1. Proposed in 2011 by newly-hired design and construction teams.
2. Old bridge main span to be moved north approximately 40 feet, providing more space for construction of the new bridge.
3. The new bridge can be built in one phase in less time.
4. Similar number of bridge closure days.
5. All necessary right-of-way interests must be acquired in a timely manner.
6. All necessary regulatory permits must be acquired in a timely manner.

#### **III. Key Detour Bridge Benefits Findings**

A. Time	• Reduces construction duration up to 12 months
B. Cost	• Reduction (\$5 to \$10 million) in materials, labor, and equipment
C. Safety	• Separation improves safety for workers and travelling public.
D. Design	• Eliminates redundant elements (simplifies design) • Improves appearance (two arch ribs instead of four)
E. Environmental Impacts	• Requires fewer temporary work bridges • Requires less construction time • Reduces in-water impacts