



# **Building the Sellwood Bridge Replacement Project**



Board of County Commissioners

October 8, 2009

The Sellwood Bridge is deteriorating due to lightweight design and a landslide.

**Landslide**



Image © 2008 Metro, Portland Oregon  
Image State of Oregon  
© 2008 Sanborn  
Image NASA

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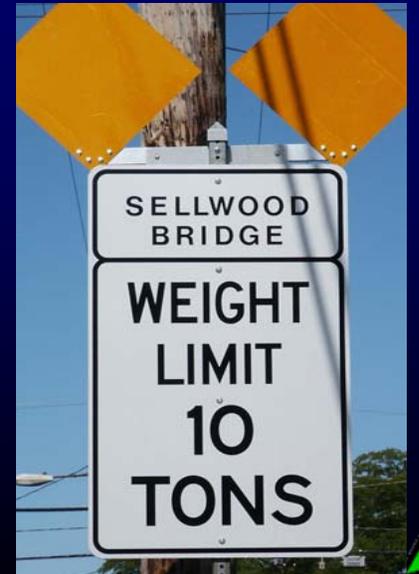
Pointer 45°27'52.62" N 122°40'40.18" W elev 288 ft Streaming ||||| 100%

Eye alt 683 ft

# History

- 1925 - Bridge opens
- 1960 - Slide damage, repairs
- 1985 - Loads restricted
- 2003 – Girder cracks discovered
- 2005 – 10 Ton load limit

(Buses and Trucks banned)





**Sag**





# Temporary Repair



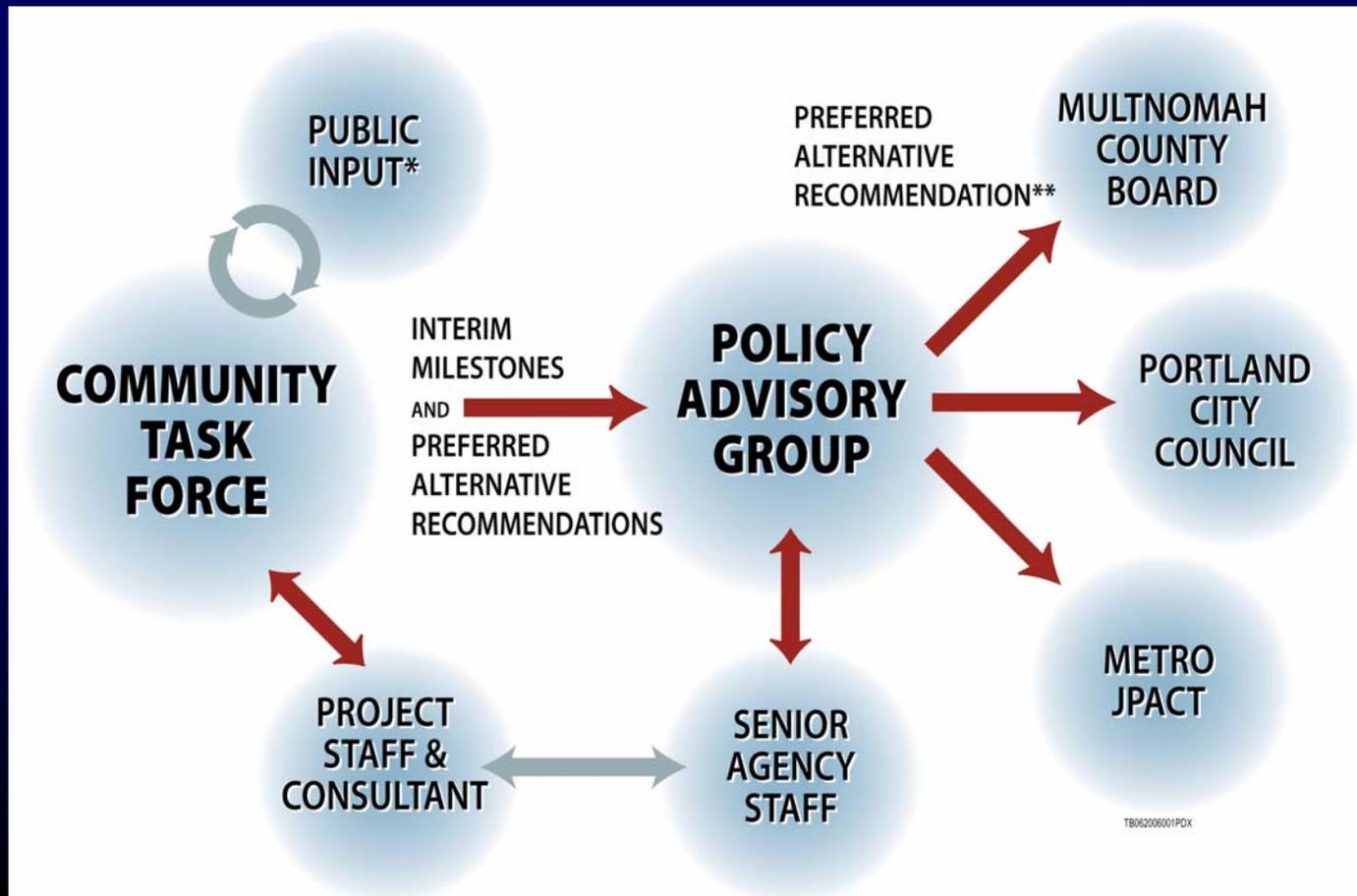
**Obsolete for bikes, peds, vehicles**



# Public decision process led to a Preferred Alternative

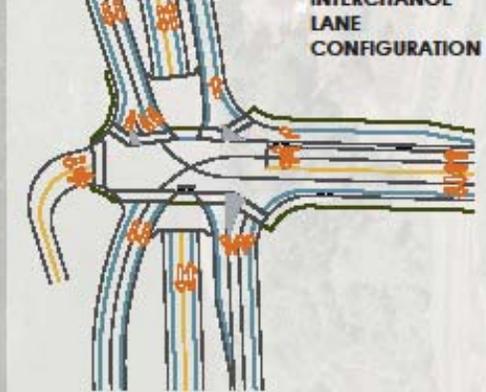


# The public and jurisdictions support the Preferred Alternative



SW Taylor's Ferry Road

Proposed relocated Macadam Bay Club entrance



- Proposed road/streets
- Proposed streetcar/trail
- Proposed bike/pedestrian path
- Direction of traffic/number of lanes
- Proposed traffic signal
- Bridges
- Retaining walls
- Grade-separated crossing

0 200 400 600 ft

North

Grade-separated, signalized interchange

Access to River View Cemetery building  
Underpass access provided to Staff Jennings and Powers Marine Park

OR 131 (SW Macadam Avenue)

Bike/ped spiral ramp to trail

Replace existing bridge

DEIS Alternative D:  
Existing Alignment with Widening to the South

64-foot cross-section at narrowest point

Pedestrian-activated crossing signal

SE Oaks Park Way

SE Grand Avenue

SE 6th Avenue

SE 7th Avenue

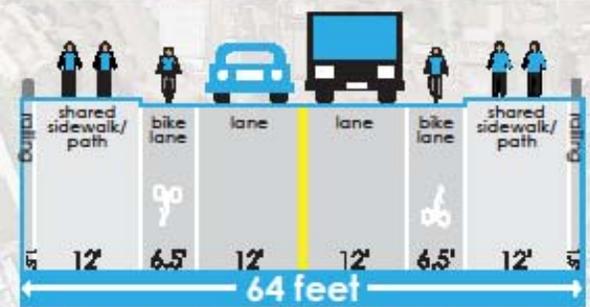
SE 8th Avenue

SE Nehalem Street

SE Spokane Street

SE Tacoma Street

SE Tenino Street



BASIC BRIDGE CROSS-SECTION LOOKING WEST

# Preferred Alternative

# Since then...

- **Refined the design to meet regulations, PAG & public input**
- **Reduced impacts**
- **Improved streetcar access to bridge**
- **Defined mitigation measures for impacts to fish habitat, parks and historic cemetery**



# Project Benefits

- **Safety**
- **Multimodal: encourages transit, bikes, peds**
- **More capacity with same # lanes**
- **Maintains a key regional link**
- **Seismically resistant**
- **Stormwater treatment**



# Schedule Ahead

- **Summer 2010**                      **Record of Decision**
- **2010 – 2011**                      **Acquire Right of Way**
- **2010 – 2012**                      **Final Design**
- **2012 – 2016**                      **Construction**  
(Bridge remains open)



# Cost Estimate

- **\$330 Million**
- **2014 dollars**
- **Includes Bridge, Interchange, Mitigation, Engineering, and Right-of-Way**
- **Estimate validated by independent review**



# **Jobs & Transportation Act (HB 2001)**

- **Provides for Counties to enact a Vehicle Registration Fee for Willamette River (Sellwood) Bridge replacement**
- **Allocates \$30M to interchange at Highway 43/Sellwood Bridge**



# Funding Plan

Carry over from EIS	\$ 11M *
JTA for Highway 43 Interchange	\$ 30M *
City of Portland Agreement	\$100M
Federal Reauthorization request	\$ 40M
Multnomah County	\$127M
Clackamas County	\$ 22M
<hr/>	
<b>Total Project Cost</b>	<b>\$330M</b>

\* secured funding



# Multnomah County Strategy

- **Annual Vehicle Registration Fee**                      **\$19**
- **Duration**    **20 years**
- **Eligible vehicles – 577,000**
  - **Trucks over 26,000 pounds**  
**excluded by State law**
- **Bond proceeds**    **\$127M**
- **Implementation date**    **Fall 2010**



# City of Portland

- **IGA in progress**
- **\$8M / year x 20 years**
  - **New \$ from JTA**
- **Anticipated to begin 2012**
- **Bond proceeds \$100M**
- **Requires “streetcar ready” bridge**



# Clackamas County

- **Annual Vehicle Registration Fee** **\$5**
- **Eligible vehicles – 362,000**
  - **Trucks over 26,000 pounds  
excluded by State law**
- **20-year bond proceeds** **\$22M**



# Next Steps

- **October 15, 2009**  
**Ordinance First Reading**
- **October 22, 2009**  
**Ordinance Second Reading  
and Enactment**



# Questions?

