

No Easy Answers for Bridge Financing

An important part of planning the future of the Sellwood Bridge is determining how the bridge could be paid for. Local funding sources will be needed to pay for the Sellwood Bridge because the list of transportation needs in the Portland Metropolitan area is long and most projects receiving federal funding require a local match. Initial 2012 construction cost estimates for the rehabilitation or replacement (moderately priced bridge types only) of the Sellwood Bridge range from \$240 million to \$420 million.

Any Sellwood Bridge funding solution likely will require a regional approach. Area cities

and counties already use a variety of additional funding sources to pay for roads and streets. One or several of these existing revenue streams could help pay for the Sellwood Bridge project.

In all likelihood, a combination of several sources of funds will be needed, as has been the case for many of the region's other significant transportation projects. Options to fund the Sellwood Bridge project will be studied in detail in the draft EIS.

For more information about the funding options being studied, visit www.sellwoodbridge.org.

Revenue Streams To Study

- Fuel tax surcharge
- Vehicle registration fee
- Transportation utility fee
- Property tax levy
- Tolling



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What should the bridge look like?

New online survey Oct. 28–Nov. 28!
www.sellwoodbridge.org

Next Public Meeting November 28 at Oaks Park Dance Pavilion

A public open house for the Sellwood Bridge project will be held on Wednesday, November 28, 2007, from 6 to 9 p.m. at Oaks Park Dance Pavilion, just north of the bridge at 7100 SE Oaks Park Way. Please drop by at any time. A short presentation followed by a question and answer session will be held on the hour at 6, 7, and 8 p.m.

The goal for this meeting is to share information about the alternatives that have been selected for detailed analysis in the draft EIS, obtain public feedback on preferred bridge types for a replacement structure, and share information about potential funding sources.

“Each milestone of the Sellwood Bridge project has benefited greatly from community members’ input and feedback,” said Multnomah County Commissioner Maria Rojo de Steffey, chair of the project’s Policy Advisory Group. “I invite you to attend the open house and continue to share your opinions.”

Reasonable accommodations can be made for people with disabilities. Please call (503) 988-6804 at least 1 week before the meeting.

¿Habla usted español? La información en esta publicación se puede traducir para usted. Para solicitar los servicios de traducción por favor llame al (503) 988-6804.

Next Steps

- Winter 2007—Prepare draft EIS
- Summer 2008—Select preferred alternative
- Fall 2008—Secure Federal Highway Administration approval



the Sellwood BRIDGE

Volume 2, Number 3, Fall 2007

What should the Sellwood Bridge look like?

Whether the Sellwood Bridge is rehabilitated or replaced, it will look very different from the aging structure so familiar to us today. Now that the decision has been made about which alternatives should be advanced into the draft environmental impact statement (EIS) (*see article below*), designs for a new replacement crossing must be selected. Several replacement bridge types as well as the rehabilitation option will be included in the draft EIS.

A Bridge Type Working Group comprising local architects, planners, engineers, and historians has been meeting to refine the list of new bridge types that will be recommended for advancement to the public, the Community Task Force, and Policy Advisory Group. Six replacement bridge concepts are shown on the inside pages of this newsletter.

We invite you to provide feedback on which replacement bridge types should be included in the draft EIS by attending a public open house on November 28 and completing a new online survey (www.sellwoodbridge.org) from October 28 through November 28.



Alternatives Selected for Draft EIS

Many decisions have been made since the last Sellwood Bridge newsletter was mailed in July. The feedback from the July 25 open house (243 participants), the online survey (3,003 responses), and other meetings has helped decision-making groups narrow the Sellwood Bridge options that will be studied in detail in the draft EIS over the next five months. These are the five alternatives adopted by the Policy Advisory Group on October 1.

Rehabilitation Options

A rehabilitated Sellwood Bridge would maintain the historic look of the existing bridge. The bridge’s concrete piers and steel truss would be restored, and the upper deck and approaches on each end completely rebuilt. There are two rehabilitation alternatives, A and B, each using the Yellow Center (existing) alignment.

- **Alternative A:** This is a two-bridge option with the existing Sellwood Bridge rehabilitated to a 39-foot width with two 12-foot traffic lanes and 6-foot shoulders. In addition, a new 20-foot-wide bridge would be built for bicyclists and pedestrians on a new alignment (the

exact location of which will be determined after consulting with user groups). This option requires closing the bridge to traffic during construction.

- **Alternative B:** This alternative would rehabilitate the bridge with a wider cross-section. At 57 feet, the bridge would be 26 feet wider than today’s Sellwood Bridge, accommodating two 11-foot traffic lanes, two 5-foot shoulders/bike lanes that would allow passage for emergency vehicles, and two 10-foot shared-use sidewalks (the same width as the sidewalks on the Hawthorne Bridge). This option requires closing the bridge to traffic during construction or building a temporary detour bridge.

Replacement Options

The three replacement bridge alternatives (C, D, and E) range in width from 45 to 75 feet wide and would use the Yellow Center (existing), Yellow South, and new Pink/Teal hybrid alignments.

- **Alternative C:** This is a double-deck bridge option featuring a lower deck with a 20-foot wide shared facility for bicyclists and pedestrians. The top deck would be about 45 feet wide and striped for two 12-foot traffic lanes, but allow for the

possibility of a future three-lane cross-section to accommodate streetcar. This option would be located on the Yellow Center (existing) bridge alignment. This option requires closing the bridge to traffic during construction or building a temporary detour bridge.

- **Alternative D:** This is a 64-foot, two-lane bridge alternative with 6.5-foot bike lanes and 12-foot shared-use paths on each side. This option would be located on the Yellow South alignment, which includes the existing bridge alignment and then widened to the south. With the Yellow South alignment, construction could be staged to allow the existing bridge to be open to traffic for the majority of the construction period. This would minimize disruption to traffic and eliminate the expense of a detour bridge.
- **Alternative E:** This is a 75-foot, four-lane bridge alternative with two 12-foot lanes dedicated for transit, two 12-foot lanes for other motor vehicles, a 16-foot shared-use path, and an 8-foot sidewalk. This option would be located on a new Pink/Teal hybrid alignment north of the existing bridge and south of Sellwood Riverfront Park. The existing bridge could accommodate traffic during construction of this option.

Three west end interchange types—roundabout, signalized, and trumpet (nonsignalized and freeflowing)—will be studied in detail in the draft EIS.

For complete details of the recent Sellwood Bridge decision points, visit the project website at www.sellwoodbridge.org.



New Sellwood Bridge Types Vary in Design and Cost

Depending on the type of bridge that is chosen, a replacement Sellwood Bridge could blend with or completely redefine the landscape of Portland's south Willamette River area. Choosing a new bridge design is a major decision that will have a lasting impact. Portland's diverse collection of bridges is world renowned. But new bridges are rare. The newest Willamette River bridge opened in 1973, when the Fremont Bridge was completed.

A Bridge Type Working Group of local bridge experts has recommended these six replacement bridge options for further consideration. The Community Task Force will weigh public input and recommend options

to the Policy Advisory Group, which will make the final decision about the bridge types to be evaluated in the draft EIS. The options will include a combination of moderately priced bridge types and higher-priced structures. Go to www.sellwoodbridge.org from now through November 28 and tell us which bridge types you prefer!

The following concepts represent bridge *types* only—they are not meant to be pictures of what the final design will look like. After the EIS is complete, the design phase will develop refinements to the bridge type to arrive at the actual design and cost. This is scheduled to occur in 2009.

Rehabilitated Bridge



Moderately Priced Replacement Types



Box Girder

Clean, simple, modern, and cost-effective to construct and maintain, this bridge type is used throughout the world. Its architectural detail is generally concerned with the shapes of box girders and piers, as well as with slopes, shadow lines, and textures. This design is very flexible in accommodating varying deck widths and can easily be stage-constructed in halves while maintaining traffic access (only for Yellow South alignment).



Delta Frame

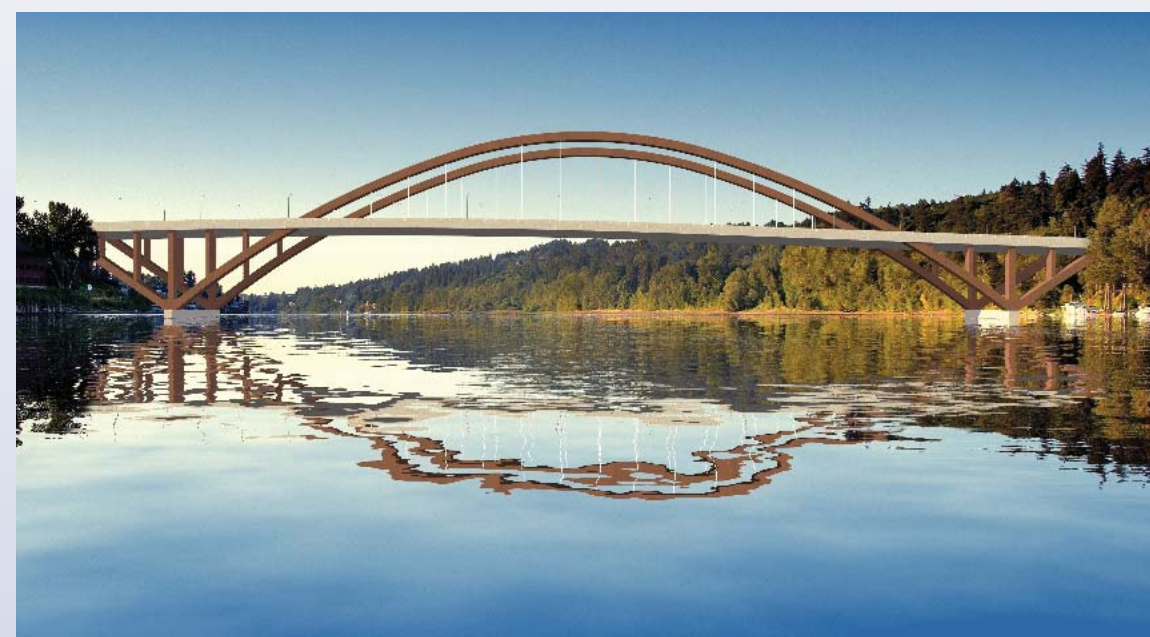
This bridge type is similar to the Alsea Bay Bridge in Waldport, Oregon. Although basically a box girder, the unique look is achieved by the "Y"-shaped piers supporting the spans. Additional architectural effects can be achieved with color, texture, and shadow. This bridge design is moderately priced, while still offering a high level of architectural interest. It can also be stage-constructed next to the existing Sellwood Bridge (only for Yellow South alignment).

Higher-Priced Replacement Types



Deck Arch

The deck arch is a classical form of bridge architecture, as demonstrated in southwest Portland's Vista Bridge. Made of concrete or steel, this bridge type offers opportunity for additional detail in color, texture, and shadow. This design works well with varying bridge deck widths.



Through Arch

Constructed of steel or concrete, the through arch design is similar to the Fremont Bridge and the West Linn Bridge. The striking design provides an iconic gateway presence, but the arches and hangers require more long-term maintenance. This option does not work as well for staging construction next to the existing Sellwood Bridge, nor is it well suited for a deck width that varies to accommodate the needs of the west end interchange.



Extradosed

This bridge type is a combination of the box girder and cable-stayed designs. The design features cable supports strung from modest pylons above the deck, which provides architectural interest above the modified box girder design. This design is less able to accommodate varying bridge deck widths and staging construction next to the existing Sellwood Bridge.



Cable-Stayed

Perhaps the most dramatic of the range of bridge types, the cable-stayed bridge design features tall pylons with steel cables supporting the upper deck. The design allows for a more slender deck than the concrete box girder design. The visual impact comes from the tall pylons extending hundreds of feet above the surface of the river. Costlier to construct and maintain than the other bridge types, this design also does not work as well for staging construction next to the existing Sellwood Bridge, but it is well suited to carrying a double deck.