



# FINAL ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(f) EVALUATION

## Sellwood Bridge

SE Tacoma Street and Oregon 43

Multnomah County, Oregon

Federal Highway Administration | Oregon Department of Transportation | Multnomah County

August 2010



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Multnomah County, Oregon

### FINAL ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(f) EVALUATION

Submitted pursuant to 42 U.S.C. 4332(2)(c) (and where applicable, 49 U.S.C. 303) by the



U.S. Department of Transportation  
Federal Highway Administration



Oregon  
Department  
of Transportation



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7/26/2010

Approval Date

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Approval Date

7/26/2010

Approval Date

This Final Environmental Impact Statement and Final Section 4(f) Evaluation is available for public review. The following persons may be contacted for additional information:

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**Abstract:** The project would rehabilitate or replace the Sellwood Bridge within its existing east-west corridor to provide a structurally safe bridge and connections that accommodate multi-modal mobility needs. The project includes an interchange with Oregon 43 (OR 43). The bridge crosses the Willamette River in Portland, Oregon, connecting OR 43 on the west side of the river with OR 99E by way of SE Tacoma Street on the east side of the river. This final environmental impact statement evaluates a No Build Alternative, the five Build alternatives (Alternatives A through E) evaluated in the draft environmental impact statement (distributed November 2008), and the preferred alternative (Alternative D Refined). In 2012 dollars, the estimated construction cost is \$54 million (maintenance activities) for the No Build Alternative, and is between \$280 and \$361 million for the Build alternatives. A construction date for this project has not been set. Project construction of the Build alternatives is anticipated to take from 3 to over 4 years. The Build alternatives would require approximately 8.9 to 11.6 acres of additional land for right-of-way acquisitions and/or easements. It is estimated the Build alternatives would displace from one to six residences and from 9 to 48 businesses. There are U.S. Department of Transportation Act Section 4(f) uses to between five and eight park and recreational facilities, and adverse effects to three Section 106 properties eligible for the National Register of Historic Places. The project, which has been designed to minimize adverse impacts, incorporates mitigation and conservation measures where feasible and reasonable.





# Fact Sheet

## Project Title

Sellwood Bridge Project

## Project Description

The Sellwood Bridge project would rehabilitate or replace the Sellwood Bridge located in Portland, Multnomah County, Oregon. The bridge crosses the Willamette River on SE Tacoma Street on the east end and intersects with Oregon 43 (OR 43, also known as SW Macadam Avenue) on the west end. The following four main issues identify the need for this project:

- Inadequate structural integrity to safely accommodate various vehicle types (including transit vehicles, trucks, and emergency vehicles) and to withstand moderate seismic events
- Substandard and unsafe roadway design
- Substandard pedestrian and bicycle facilities across the river
- Existing and future travel demands between origins and destinations served by the Sellwood Bridge exceed available capacity

A Draft Environmental Impact Statement (DEIS), which was distributed in November 2008, evaluated a No Build Alternative and five Build alternatives, lettered A through E. The Build alternatives were assembled from compatible combinations of alignments, bridge cross-sections, bridge design types, west-end interchange types, and east-end intersection types. These features were evaluated within the context of individual Build alternatives. However, some features could be substituted into other alternatives.

Two public briefings, an open house, and a public hearing were held in November and December 2008. After public and agency comments were fully considered and evaluated, Alternative D was identified as the preferred alternative.

Alternative D, which has been refined to address public and agency comments and minimize impacts, is evaluated as Alternative D Refined in the Final Environmental Impact Statement (FEIS). Therefore, the FEIS evaluates a No Build Alternative, the five Build alternatives evaluated in the DEIS, and the preferred alternative (Alternative D Refined).

Under the **No Build Alternative**, the existing infrastructure would remain the same and the bridge would continue to operate as it does today. The bridge, west-side interchange configuration, and east-side bridge approach would not change. Multnomah County has identified maintenance activities under the No Build Alternative that would be necessary to keep the bridge operational and in as good a condition as possible for the next 20 years.

The following list identifies the Build alternatives evaluated in the FEIS.

- **Alternative A** would rehabilitate the existing bridge for motorized vehicles and would add a separate bicycle/pedestrian bridge 300 feet north of the existing bridge. The river crossing would be closed during construction.
- **Alternative B** would rehabilitate the existing bridge and widen it on the north side. It would include the option for a temporary detour bridge to keep the river crossing open during construction.
- **Alternative C** would consist of a double-deck bridge replacement on the existing

alignment. The river crossing would be closed during construction.

- **Alternative D** would consist of a replacement bridge on the existing alignment, widened to the south. The river crossing would remain open during construction.
- **Alternative E** would replace the existing bridge on a new alignment to the north. The river crossing would remain open during construction.
- **Alternative D Refined** (the preferred alternative) includes design refinements to Alternative D to address public and agency comments received on the DEIS, and to minimize environmental impacts, which included the refinement of:
  - OR 43 footprint to reduce park impacts
  - Pedestrian and bicyclist facilities to improve access, improve safety, and reduce park and natural resource impacts
  - A driveway access to improve safety and reduce park impacts
  - The width of the bridge deck on the west-end
  - An access roadway footprint to accommodate a future streetcar line

For a complete description of the alternatives, see Chapter 2 of the FEIS.

## Lead Agencies

Multnomah County  
Federal Highway Administration  
Oregon Department of Transportation

## Document Availability

The FEIS can be accessed at [www.sellwoodbridge.org](http://www.sellwoodbridge.org). Readers can follow a link from that page to a page to submit comments online. The FEIS is also available on CD-ROM and

can be obtained free of charge by contacting Multnomah County at:

Mike Pullen  
Multnomah County Public Affairs Office  
(503) 988-6804

Printed copies of the FEIS are available at select Multnomah County and Clackamas County libraries, and other locations (see the Distribution List in Appendix E of the FEIS).

## Anticipated Permits and Approvals

Anticipated permits and approvals that would be required for the project include the following:

### Federal

- Federal Highway Administration
  - Section 4(f) of the U.S. Department of Transportation Act of 1966
- National Park Service
  - Section 6(f) of the Land and Water Conservation Act (Alternative A only)
- U.S. Army Corps of Engineers/Oregon Department of State Lands
  - Clean Water Act, Section 404
  - Oregon's Removal-Fill Law
  - Section 10 of the Rivers and Harbors Act
- U.S. Coast Guard
  - Section 9 of the Rivers and Harbors Act
- U.S. Fish and Wildlife Service/National Marine Fisheries Service
  - Section 7 of the Endangered Species Act Consultation; Biological Opinion
  - Fish and Wildlife Coordination Act
  - Magnuson-Stevens Fishery Conservation and Management Act
  - Migratory Bird Treaty Act

### State

- Oregon Department of Agriculture
  - Oregon Endangered Species Act (Plants)
- Oregon Department of Environmental Quality

- Clean Water Act Section 401: Water Quality Certification
- Clean Water Act Section 402: National Pollutant Discharge Elimination System (NPDES) Program
- Clean Water Act Section 402: NPDES Municipal Separate Storm Sewer System (MS4) Program
- Conformance with Oregon Department of Environmental Quality’s National Ambient Air Quality Standards
- Oregon Department of Fish and Wildlife
  - Oregon Endangered Species Act (Wildlife)
  - Fish Passage Plan Approval (Oregon Administrative Rule [OAR] 635-012)
- Oregon Department of Transportation
  - Access spacing deviation (OAR 734-051)
- Oregon State Marine Board
  - Recreational Waters Coordination Requirements
- State Historic Preservation Office
  - Section 106 Consultation, National Historic Preservation Act

### Local

- City of Portland
  - Floodplain Development Permit
  - Type II Greenway Permit
  - Type II Environmental Permit
  - Type II Historic Design Review
  - Conditional Use Permit
  - Non Park Use Permit
  - Noise Ordinance Variance

- Harbor Master Permit

FEIS Appendix F, Summary of Permits and Clearances Needed, summarizes required permits and clearances for this project.

The Federal Highway Administration, in cooperation with the Oregon Department of Transportation and Multnomah County, intends to issue a “statute of limitations” (SOL) notice in the Federal Register, pursuant to 23 United States Code (U.S.C.) Section 139(l), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for this transportation project. This SOL notice establishes that claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice in the *Federal Register*. Multnomah County will also make the SOL notice available on the project website at <http://www.sellwoodbridge.org>.

### Authors and Principal Contributors

The names of authors and principal contributors are listed in FEIS Appendix C, List of Preparers.

### Record of Decision

Following issuance of the FEIS, the Federal Highway Administration will issue a Record of Decision. This approval, and a Financial Plan demonstrating how the project will be funded, would allow Multnomah County to move ahead with the project.



In compliance with the Americans with Disabilities Act, alternative formats of this document will be made available upon request.





**Final Environmental Impact Statement**





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