

Region 1
2008-2011 Development STIP
Modernization Project Identification and Summary Report

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Project Name: Sellwood Bridge

Key Number: 13762

Project Location: Sellwood Bridge over the Willamette River between OR 43 (MP 2.72) and SE Sixth Avenue; Multnomah County

Total Estimated Project Cost: \$4,000,000 for project refinement/environmental work (\$1.5M ODOT PE contribution, remainder from Multnomah County)

Project Description: Refinement planning and environmental work leading to replacement of the Sellwood Bridge.

The existing bridge, built in 1925, is structurally and functionally obsolete. East and west approaches show significant spalling due to corrosion of reinforcement. Several columns under the west approach are out of plumb and twisted due to ground movement. The structure has major seismic deficiencies, the deck is severely worn, and several large cracks have developed in the west approach concrete girders. Temporary repairs have been installed at some locations, but other unrepaired cracks do not allow heavier loads. The bridge has a structural rating of 2 (out of 100), and was recently load-restricted to 10 tons, preventing use by buses and most freight trucks.

The project is listed as #1012 in the 2004 RTP update and is in the Portland TSP.

Project Eligibility: The general need for replacement of the Sellwood Bridge has been established through the South Willamette Crossing study and is reflected in the Metro RTP and Portland TSP. Refinement and environmental work remains to be done before the project is eligible for construction. The deteriorating condition of the existing bridge and recently imposed 10-ton weight limit have created public pressure to resolve the issues of bridge type, size and location, and have led Multnomah County and other affected jurisdictions to place a high priority on developing a specific replacement plan.

Project milestones to be completed are project refinement (determination of type, size and location) and environmental work sufficient to proceed to preliminary engineering (record of decision or finding of no significant impact).

Project Prioritization: No additional criteria were applied by the MPO to select projects. No refinement or environmental work has occurred thus far. However all of this work is expected to be finished in the 2006-09 STIP timeframe.

The following OHP policies are furthered by the development and construction of this project: 1B, 1F, 2A, 2B, 4A. (The project is not on an ODOT facility; however it alleviates congestion on parallel ODOT facilities and entails intergovernmental coordination with ODOT.)

An allocation of \$4 million is expected to fully cover the costs of refinement and environmental work. Multnomah County has filed an MTIP application to provide developmental funding that is not awarded as part of ODOT's D-STIP. Multnomah County has estimated the cost of bridge replacement at \$90.8 million, which could be obtained through a combination of federal, local and potential state contributions. ODOT is working in partnership with Metro and Multnomah County to identify funding sources for construction.