

8-876-00200

Transportation, Engineer
First Burnside Bridge

BIBLIOGRAPHY:

**Historic
Resource
Inventory**
CITY OF PORTLAND, OREGON



8-876-00200

200 S.E. Tacoma Street
QUARTER SECTION MAP #: 3830
Sellwood-Moreland

ORIGINAL NAME: Sellwood Bridge
ORIGINAL FUNCTION: Bridge

DATE BUILT: 1925

ARCHITECTURAL PLANS BY: Lindenthal, Gustav

Rank III

SPECIAL FEATURES AND MATERIALS:
Subdivided Warren truss bridge.

AREAS OF SIGNIFICANCE: Transportation, Engineering

565

3707



2047 SE Tacoma St, PDX, Mult
Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

State Historic Preservation Office

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July 22, 2008

Mr. James Norman
ODOT Environmental
355 Capitol NE Rm 314
Salem, OR 97301



RE: SHPO Case No. 08-1362
ODOT Project 13762 Sellwood Bridge Project
Portland, Multnomah County

Dear Mr. Norman:

We have reviewed the materials submitted on the project referenced above, and we concur with the determination that the Oaks Pioneer Church, Sellwood Bridge, Riverview Cemetery, and Riverview Cemetery Superintendent's House are eligible for the National Register of Historic Places in accordance with 36 CFR Part 60.4. SHPO concurs with the finding that the project will have no effect of the Oaks Pioneer Church, but will adversely affect the bridge, cemetery, and superintendent's house.

The Oregon SHPO looks forward to the resolution of the adverse affects for this project with the completion of the MOA already in progress.

Our response here is to assist you with your responsibilities under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800). Please feel free to contact me if you have further questions, comments or need additional assistance.

Sincerely,


Ian P. Johnson, Historian
(503) 986-0678 or ian.johnson@state.or.us

*As of August 2009, a redesigned form is available for Section 106 and ORS 358.653 projects.
Find it on our updated and expanded Review and Compliance website:
www.oregonheritage.org. Click on the "Review and Compliance" link.*



Attachments:

Section 106 Finding of Effect, Oaks Pioneer Church
Section 106 Finding of Effect, Southern Pacific Railroad Red Electric Eastside Line
Section 106 Finding of Effect, River View Cemetery
Section 106 Finding of Effect, Superintendent's House, River View Cemetery
Section 106 Finding of Effect, Willamette River (Sellwood) Bridge No. 06879

Copies with attachments:

Robert W. Hadlow, Senior Historian, ODOT Region 1, Portland
Jeff Buckland, Environmental Project Manager, ODOT Region 1, Portland
Becky Crockett, ODOT Environmental Unit Manager, Region 1, Portland
Mark Foster, Local Agency Liaison, ODOT Region 1, Portland
Darren Muldoon, CH2M Hill, Portland
Michelle Eraut, Environmental Program Manager, FHWA-Oregon Division, Salem
ODOT Key No. 13762 File Type E

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 LEVEL OF EFFECT FORM**

Property Name: Willamette River (Sellwood) Bridge No. 6879

Street Address: None, Willamette River mile 16.5

City, County: Portland, Multnomah County

Trail (West Bank).

West-side Interchange with OR 43

The west-side interchange configuration would consist of a signalized intersection on the upper level of the interchange to control traffic entering and exiting the Sellwood Bridge and River View Cemetery. OR 43 would pass under this intersection on the lower level. Ramps from the signalized intersection would provide access to and from OR 43. Signalized crosswalks at the intersection would accommodate bicyclist and pedestrian access to west-side destinations. Switchback ramps originating north of the bridge would provide access to the Willamette Greenway Trail (West Bank). A new roadway originating on the west side of the signalized intersection would provide access to River View Cemetery and the Superintendent's House at the cemetery. The new roadway would pass under OR 43 south of the signalized intersection to provide access to Powers Marine Park and Staff Jennings.

East-side Connection with SE Tacoma Street

On the east side of the bridge, the intersection of SE Tacoma Street/SE 6th Avenue would have a bicyclist/pedestrian-activated signal. The signal would allow bicyclists and pedestrians to safely cross SE Tacoma Street to access the Springwater Corridor Trail (via SE Spokane Street) and the City of Portland-designated bicycle boulevards on SE Spokane and SE Umatilla streets. For vehicles, other than the signal for bicyclists and pedestrians, the east-side connection at SE 6th Avenue would be the same as the existing conditions because the signal would not provide vehicle-activated protected left-turns or protected crossings across SE Tacoma Street.

Resource Description:

The Sellwood Bridge, designed by Gustav Lindenthal, was officially dedicated on December 15, 1925, and replaced the Spokane Street Ferry. It served the Sellwood neighborhood, which was platted in the early 1880s by Henry L. Pittock's Sellwood Real Estate Company and was annexed by Portland in 1893. The bridge is a fixed-span bridge consisting of a four-span continuous truss. The bridge was the first built in Portland across the Willamette River without a moveable span. It was also the first bridge in Portland built without trolley tracks. The steel-plate girder spans at the truss ends were reused from the 1894 Burnside Bridge. The bridge is eligible for the National Register of Historic Places under Criterion A, as one of the 10 Willamette River bridges in the vicinity of Portland, Oregon, the construction of the Sellwood Bridge was part of the large-scale, publicly funded, bridge construction program that Multnomah County began in the early 20th century. The Sellwood Bridge is also eligible for the National Register of Historic Places under Criterion C, because it demonstrates the application of a common bridge type in an unusual way, increasing the number of spans from two or three to four, in order to achieve an artistic effect, is the work of a master, is a rare example of its type both locally and in the state and retains the important character-defining features of a subdivided Warren truss.

Effects Evaluation:

Direct effects on historic properties are evaluated according to the procedure found in 36 CFR Part 800 - §800.5 (Assessment of Adverse Effect). Direct effects are determined where proposed project footprints intersect physically with the historic properties identified, resulting in direct physical effects through demolition, modification, or other loss of archaeological data.

The Preferred Alternative (Alternative D Refined) would require the demolition of the Sellwood Bridge. This is a direct adverse effect under 36 CFR 800 because it would cause the physical destruction of a historic property.

Indirect or secondary effects on historic properties are also evaluated according to the procedure found in 36 CFR Part 800 - §800.5 (Assessment of Adverse Effect). Indirect/secondary effects are determined where proposed project footprints do not intersect directly with historic properties, but where construction and operation of the project would create changes in current conditions that would result in adverse effects to historic properties.

It was determined that there are no indirect or secondary effects from the Preferred Alternative.

Coordination and Public Involvement:

The coordination and public involvement approach for this project was wide-reaching and varied. The lead agencies are Multnomah County, FHWA and ODOT. Multnomah County and the other lead agencies

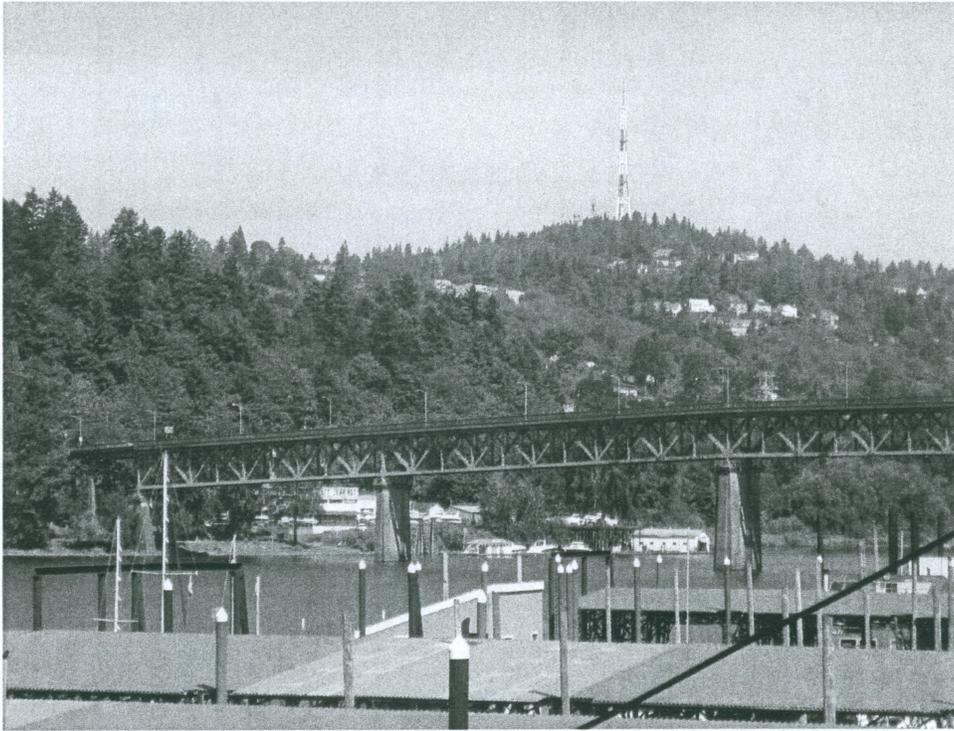
OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 LEVEL OF EFFECT FORM

Property Name: Willamette River (Sellwood) Bridge No. 6879

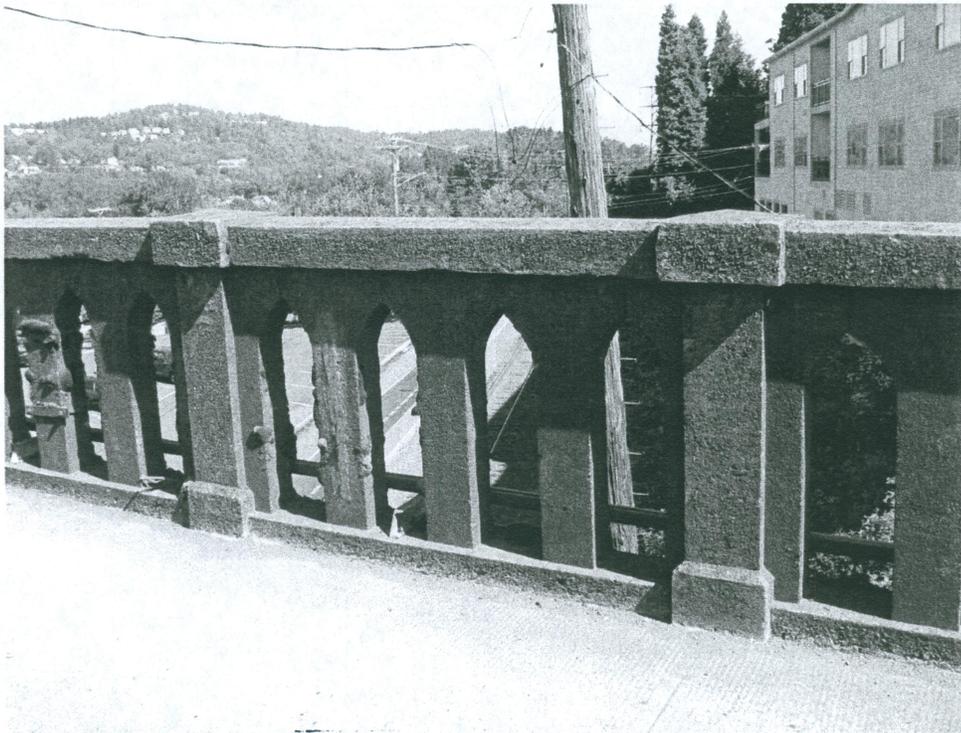
Street Address: None, Willamette River mile 16.5

City, County: Portland, Multnomah County

Continuation Sheet



View: Looking north/northwest towards the bridge from the east bank of the Willamette River.



View: Close-up of the bridge railing, looking north/northwest from the east end.