

Burnside Bridge
West 2nd Avenue to East Martin Luther King Junior Boulevard
Portland Oregon

Draft Environmental Impact Statement

Submitted Pursuant to 42 U.S.C. 4332 (2) (c) and 49 U.S.C. 303 by the

U.S. Department of Transportation

Federal Highway Administration

and

Oregon Department of Transportation

and

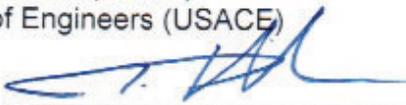
Multnomah County

Cooperating Agencies

National Marine Fisheries Service (NMFS)

U.S. Coast Guard (USCG)

U.S. Army Corps of Engineers (USACE)

<u>1/31/2021</u>	Date of Approval		for
		Multnomah County	
<u>1/31/2021</u>	Date of Approval	<i>Rian Windsheimer</i>	for ODOT
<u>1/31/2021</u>	Date of Approval	PHILLIP A DITZLER	for FHWA

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Date: 2021.01.31 18:44:15 -08'00'

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Abstract: The project would retrofit or replace the Burnside Bridge within its existing east-west corridor to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for emergency responders, cars, trucks, buses, bikes and pedestrians immediately following the next Cascadia Subduction Zone (CSZ) earthquake. Burnside Street crosses the Willamette River on the Burnside Bridge with project termini at approximately W 2nd Avenue on the west side and E Martin Luther King Boulevard on the east side. Four Build Alternatives and a No Build Alternative are being considered for the project. Additionally, each of the Build Alternatives could include a temporary bridge for motor vehicles and/or bicyclists and pedestrians. The DEIS identifies a preferred alternative: the Replacement Alternative with Long-span Approach and No Temporary Bridge Option. The approximate construction start is 2025. Project construction for the Build Alternatives ranges from 3.5 to 6.5 years depending on the alternatives and options; the preferred alternative construction duration is estimated at 4.5 years. The Build Alternatives would require approximately 4 to 7 acres of additional permanent right-of-way acquisitions and/or easements.

It is estimated that the Build Alternatives would displace no residences and up to 6 businesses. There are U.S Department of Transportation Act Section 4(f) uses to 3 park and recreation properties and impacts to three Section 106 properties eligible for the National Register of Historic Places. The project, which has been designed to minimize adverse effects, incorporates mitigation and conservation measures where feasible and reasonable.

On January 20, 2021, Executive Order (EO) 13990 (Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis) revoked EO 13807 (Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects). This change has no effect on the data and analyses presented in the document. FHWA's laws and regulations governing the content and quality of the document remain in full force and effect. References to the revoked EO will be removed in future documents.

Comments on this draft EIS are due by March 22, 2021. Comments can be made on the project DEIS website at <https://burnsidebridge-eis.participate.online> or can be emailed to: burnside-eis@multco.us, or can be mailed to Burnside Draft EIS, 1403 SE Water Ave, Portland, OR 97214.

After circulation of the draft EIS and consideration of the comments received, the Administration will issue a combined final EIS/ROD document unless statutory criteria or practicability considerations preclude issuance of the combined document.