

Burnside Bridge

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

Combined Final Environmental Impact Statement / Record of Decision

Submitted Pursuant to 42 U.S.C. 4332 (2) (c), 49 U.S.C. 303, and 23 U.S.C. 138 by the
U.S. Department of Transportation Federal Highway Administration (FHWA)
Oregon Department of Transportation (ODOT)
Multnomah County

Cooperating Agencies:
National Marine Fisheries Service
U.S. Coast Guard
U.S. Army Corps of Engineers

The following persons may be contacted for additional information concerning this document:

<p>Megan Neill, Multnomah County Bridge Services Section, 1403 SE Water Avenue Portland, Oregon 97214, 503-988-0437</p>	<p>Thomas Parker, Federal Highway Administration, Oregon Division, 530 Center Street NE, Suite 420 Salem, Oregon 97301, 503-316-2549</p>
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Abstract: This is a Final Environmental Impact Statement (Final EIS) for the Earthquake Ready Burnside Bridge (EQRB) Project. The Project would 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, bicycles, and pedestrians immediately following the next Cascadia Subduction Zone earthquake. The Burnside Bridge project termini are at approximately W 2nd Avenue on the west side of the Willamette River and E Martin Luther King Jr. Boulevard on the east side.

A Draft EIS was published for the EQRB project in February 2021 that included four build alternatives and identified one (the Long-span Alternative) as the Preferred Alternative. Following the issuance of the Draft EIS, updated cost and funding analysis identified a substantial risk that the construction costs of any of the build alternatives would be too high to reasonably be able to fund. This risk led the County to direct the project team to identify and evaluate ways to reduce the Project's construction costs while still meeting the Project's purpose and need and striving to achieve the other advantages of the Draft EIS Preferred Alternative. A Supplemental Draft EIS (SDEIS) was published in April 2022 that studied refinements to the Draft EIS Preferred Alternative primarily by reducing the width of the bridge to lower costs. The Refined Long-span Alternative identified as the SDEIS Preferred Alternative would have four rather than five motor vehicle lanes, and it would have narrower bicycle lanes and sidewalks than the Draft EIS Preferred Alternative but still wider than the existing bridge.

The Final EIS Selected Alternative incorporates further design modifications to the SDEIS Preferred Alternative including a wider west approach to accommodate westbound bus dwell space and additional queue length, a movable center span with a bascule lift (the DEIS and SDEIS evaluated bascule and vertical lift options) , and that maintains the existing City of Portland–owned staircase that currently connects the south side of the bridge by permit to the Vera Katz Eastbank Esplanade (the DEIS and SDEIS also evaluated ramp and elevator options). Elements of the bridge that will be determined in the Final Design phase include selection of a cable-stayed or tied-arch option for the east approach; exact widths for vehicle, pedestrian, and bike lanes; and selection of pedestrian and bicycle of access options to West 1st Avenue from the west approach. There are U.S. Department of Transportation Act Section 4(f) uses to three park and recreation properties and to one Section 106 property listed in 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. The Final EIS Selected Alternative is evaluated in this combined Final EIS/Record of Decision.

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

Final Environmental Impact Statement and Final Section 4(f) Evaluation

Submitted Pursuant to 42 U.S.C. 4332 (2) (c), 49 U.S.C. 303, and 23 U.S.C. 138 by the
U.S. Department of Transportation Federal Highway Administration (FHWA)
Oregon Department of Transportation (ODOT)
Multnomah County

Cooperating Agencies:
National Marine Fisheries Service
U.S. Coast Guard
U.S. Army Corps of Engineers

1/12/2024

Date of Approval

1/19/24

Date of Approval

1/24/24

Date of Approval

Jon Henrichsen

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DN: cn=Jon Henrichsen, o=Multnomah
County Transportation Division, ou=Transportation Division
Director/County Engineer, cn=Jon Henrichsen
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Jon Henrichsen for Multnomah County

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The following persons may be contacted for additional information concerning this document:

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