

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. The Refined Long-span Alternative evaluated in the Supplemental Draft EIS addresses that directive.

Horizontal and vertical bridge alignment, span lengths, and connections for the Refined Long-span Alternative are similar to the Draft EIS Long-span Alternative. The primary differences are that the Refined Long-span Alternative would be narrower. It would have four rather than five motor vehicle lanes, and it would have narrower bicycle lanes and sidewalks. Narrowing the bridge is the primary source of cost savings. The Refined Long-span Alternative includes a refined girder bridge type for the approach over the west channel, a movable center span with a bascule or vertical lift option, and either a cable-stayed or tied-arch option for the east approach.

The approximate construction start is 2025. Project construction for the Refined Long-span Alternative ranges from 4.5 to 5.5 years depending on the design option. It is estimated that the Refined Long-span Alternative would displace no residences and up to five businesses. 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 on 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 Supplemental Draft EIS are due by June 13, 2022. Comments can be made on the project EIS website at <https://burnsidebridge-eis.participate.online>, emailed to burnside-eis@multco.us, or mailed to Burnside Supplemental Draft EIS, 1403 SE Water Ave, Portland, OR 97214.

After circulation of the Supplemental 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 a combined document.