Burnside Bridge

West 2nd Avenue to East Martin Luther King Junior Boulevard

Portland, Oregon

Supplemental 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)

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Date of Approval	for Multnomah County
4-21-2022	116-
Date of Approval	for ODOT
4/22/2022	
Date of Approval	for FHWA

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

Megan Neill, Multnomah County Bridge Services Section, 1403 SE Water Avenue, Portland, OR 97214, 503-988-0437 Emily Cline, Federal Highway Administration, Oregon Division, 530 Center Street NE, Salem, Oregon 97301, 503-316-2547

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, bicycles, and pedestrians immediately following the next Cascadia Subduction Zone 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, Jr., Boulevard on the east side.

A Draft Environmental Impact Statement (EIS) was published for the Earthquake Ready Burnside 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, additional 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. 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.