



Multnomah County is creating  
an earthquake-ready downtown  
river crossing



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February 2021

## Technical Report Summary: Hazardous Materials

This summarizes the key findings of the *Draft Environmental Impact Statement* detailed in the *EQRB Hazardous Materials Technical Report*.

### Affected Environment

The study area includes an approximately 0.25-mile buffer around the project area. A total of nine priority hazardous materials sites were identified adjacent to and within the project area including the Portland Harbor Superfund Site, located immediately downriver (north) from the project area.

### Priority Hazardous Materials sites within the study area

Site Name	Address
Portland Gas Works (East Portland Gas Works, East Side Gas Works)	110 SE 2nd Ave, 5 SE Martin Luther King, Jr. Blvd
Gas Holder Tank Site (Former)	5 SE Martin Luther King, Jr. Blvd
Town Storage property LLC (Pacific Iron Works)	17 SE 3rd Ave
North Waterfront Park	100-500 NW Front Ave
PDC Block 8L Downtown Waterfront	60 NW Davis St
Old Town Parking/Helistop Structure	33 NW Davis St
Block 15 – Former Portland Gas Manufacturing Site	121 NW Everett St
Portland Gas Manufacturing Site	Bounded by NW Everett, Glisan, 2nd Ave, and the Willamette River
Portland Harbor Superfund Site	Willamette River

### Mitigation

Plans and procedures for construction activities occurring in areas with potential for hazardous materials-related conditions would include creating a hazardous building materials survey and abatement program, a health and safety plan, a contaminated media management plan, a spill plan, a construction stormwater and erosion control plan, and the use of best management practices to prevent pollution, control stormwater flows, and protect the Willamette River during construction.

More information on this topic is available in the *Draft Environmental Impact Statement* and in the *EQRB Hazardous Materials Technical Report*.

### More information

Help shape the future of the Burnside Bridge and visit [BurnsideBridge.org](http://BurnsideBridge.org) for more information.

### For more information, contact:

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For information about this project in other languages, please call 503-209-4111 or email [burnsidebridge@multco.us](mailto:burnsidebridge@multco.us).

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a [burnsidebridge@multco.us](mailto:burnsidebridge@multco.us)

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: [burnsidebridge@multco.us](mailto:burnsidebridge@multco.us).

### Impacts from the Bridge Alternatives



#### No-Build Alternative

Hazardous materials contamination would not be disturbed for construction of a bridge. However, adverse impacts associated with hazardous materials or substances from the failed bridge could occur after a major earthquake.



#### Impacts Common to all Build Alternatives

Three hazardous materials sites could be impacted by ground improvements. All build alternatives could have hazardous materials impacts due to construction activities. A retrofitted or new structure would minimize the release of hazardous materials after a major earthquake.



#### Enhanced Seismic Retrofit Alternative

Least potential for impacts associated with encountering hazardous materials and would produce less waste because it requires the smallest amount of new permanent structures.



#### Replacement Alternative with Short-Span Approach

Some demolition and construction within near-shore and river sediments would be required so the potential to encounter hazardous waste would be higher than for the Retrofit Alternative.



#### Replacement Alternative with Long-Span Approach

Anticipated to have less need for ground improvements than any of the build alternatives and would, therefore, be less likely to encounter hazardous materials than any of the build alternatives.



#### Replacement Alternative with Couch Extension

Would require more ground improvements than any of the other build alternatives and, therefore, has a higher potential for encountering hazardous materials during ground improvements.

### Impacts from Construction Traffic Management



#### Without a Temporary Bridge

No additional hazardous materials impacts beyond those described above are anticipated.



#### With a Temporary Bridge

Use of a temporary detour bridge during construction would lead to additional potential impacts associated with hazardous materials primarily associated with more in-water work activities and sediment contamination.