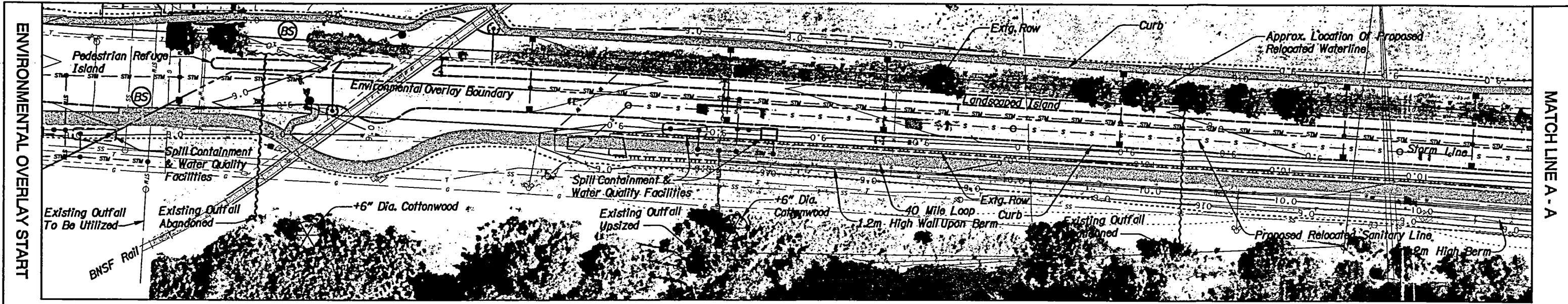


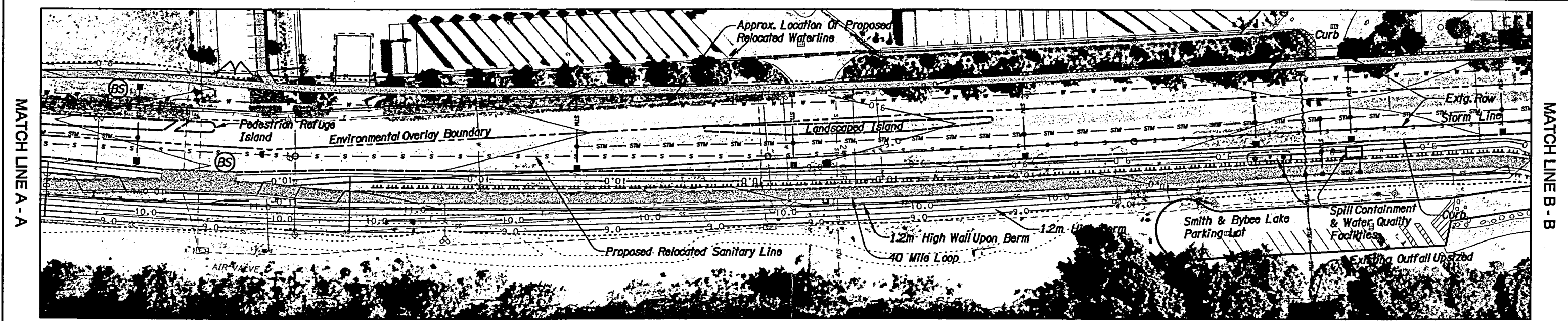
FIGURE 1
PROJECT LIMITS
 North Marine Drive Extension
 November, 1999

Figure 1



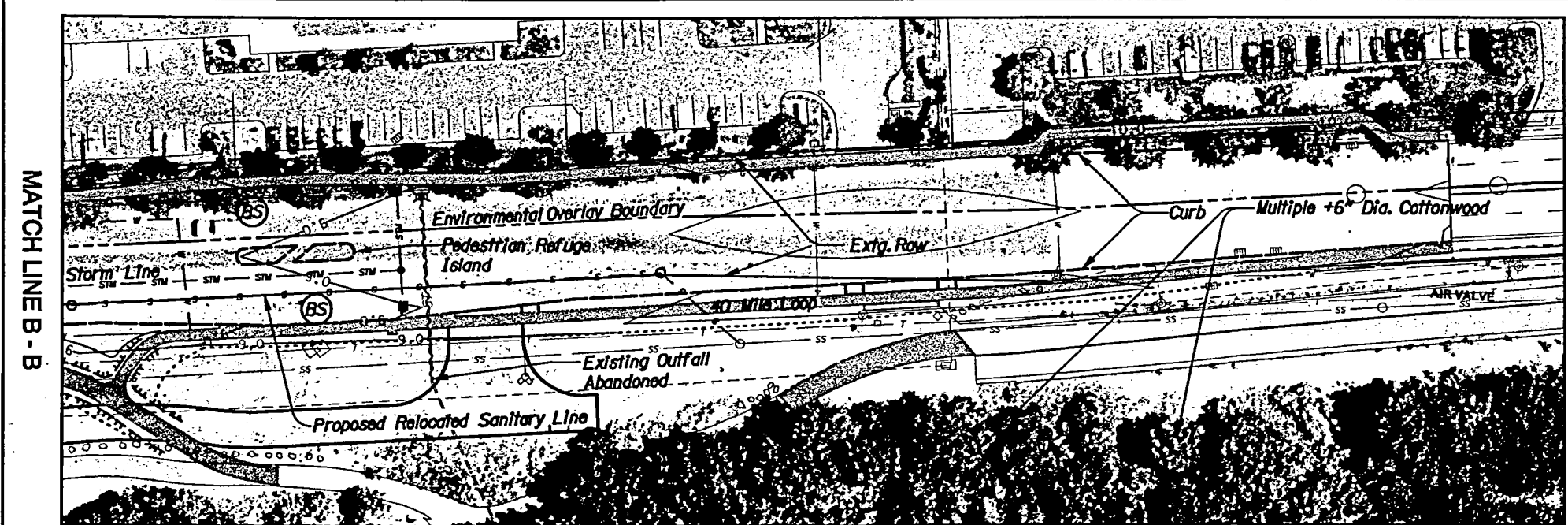
ENVIRONMENTAL OVERLAY START

MATCH LINE A - A



MATCH LINE A - A

MATCH LINE B - B



MATCH LINE B - B

**Most Abundant Existing Species To Remain Undisturbed*

- Have's Foot
- Ripgut
- Filaree
- Common St. John's Wort
- Sheep Sorrel
- Two-Color Lupine
- Black Cottonwood
- Willow Shrub-Scrub
- Blackberry Shrub-Scrub

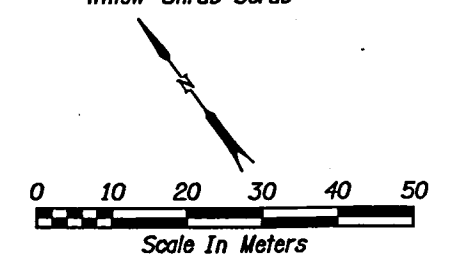
**Most Abundant Existing Species To Be Disturbed*

- Have's Foot
- Ripgut
- Filaree
- Common St. John's Wort
- Sheep Sorrel
- Two-Color Lupine
- Willow Shrub-Scrub

**Sources - Vegetation Survey For Marine Drive Northern Extension Project - Technical Memo July 14, 1997*

(BS) - Proposed Bus Stop Locations

END PROJECT

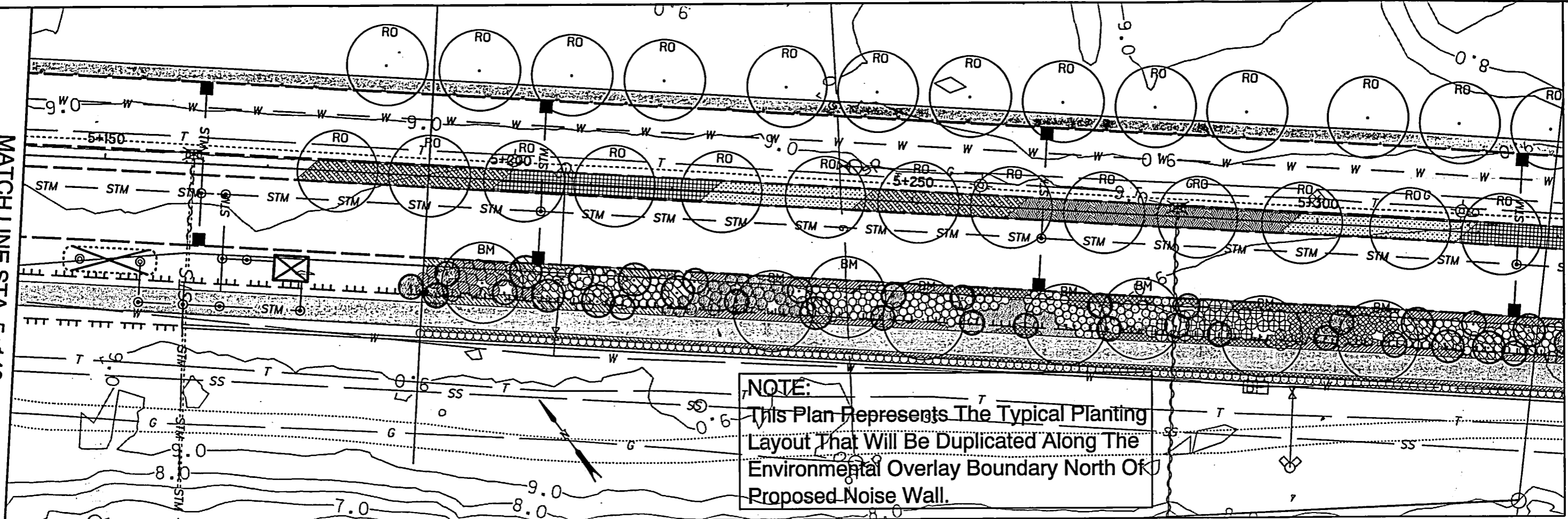


PROPOSED DEVELOPMENT PLAN.
 NORTH MARINE DRIVE
 FEBRUARY 2000
Figure 5

CH2MHILL

SEE MITIGATION MANAGEMENT PLAN

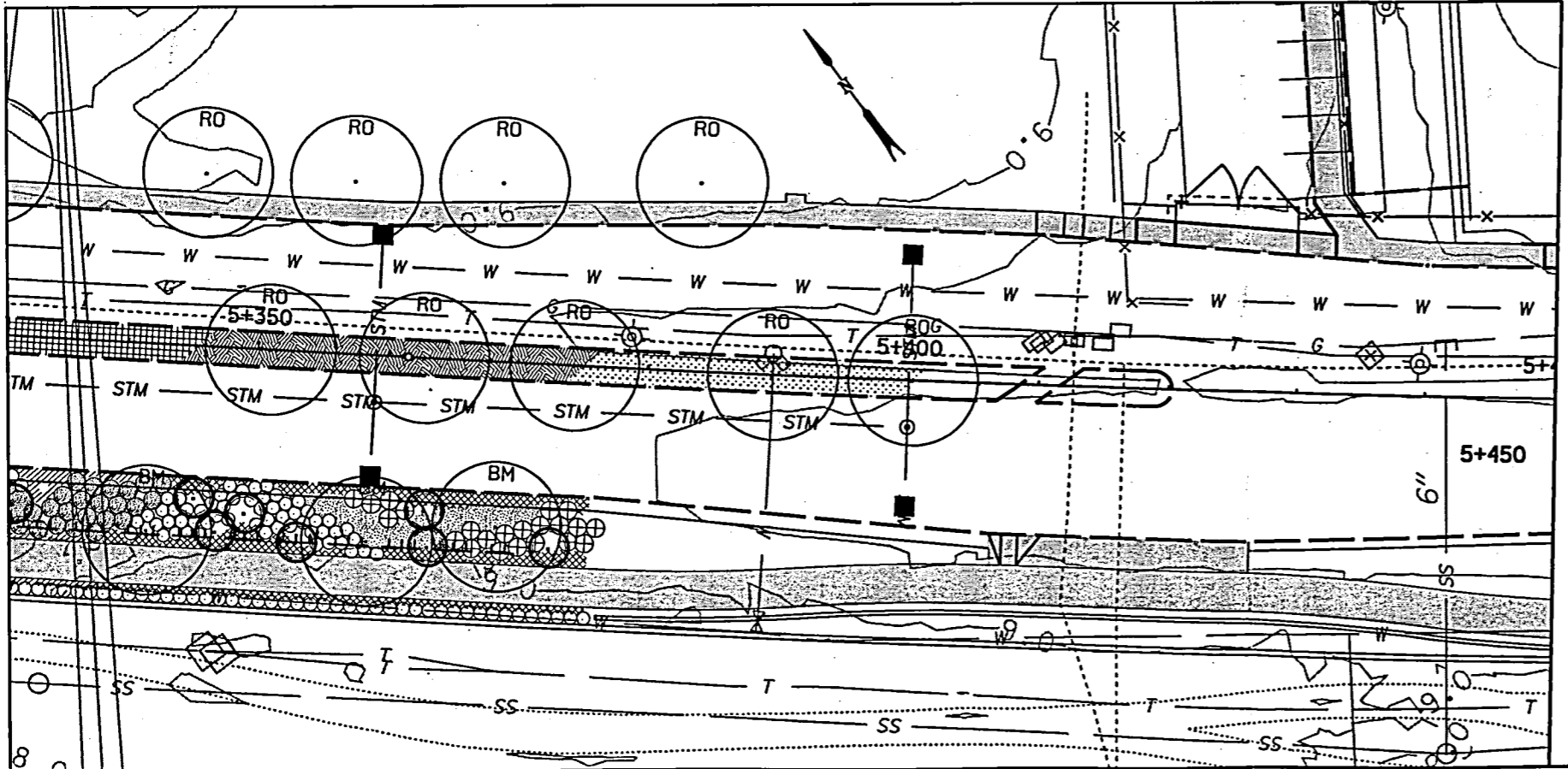
MATCH LINE STA. 5+140



MATCH LINE A - A

NOTE:
This Plan Represents The Typical Planting Layout That Will Be Duplicated Along The Environmental Overlay Boundary North Of Proposed Noise Wall.

MATCH LINE A - A

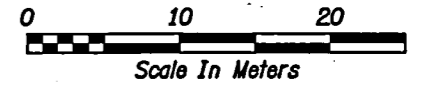


SEE MITIGATION MANAGEMENT PLAN

MATCH LINE STA. 5+450

KEY

- TALL OREGON-GRAPE - 1M O.C.
- BALDHIP ROSE - 1M O.C.
- ⊗ MOCK ORANGE - 1.4M O.C.
- ⊗ OCEAN SPRAY - 1.4M O.C.
- ⊗ HAIRY MANZANITA - 1.4M O.C.
- ⊕ RED-FLOWERING CURRANT - 1.4M O.C.
- MADRONE - 3M
- HAZELNUT - 3M
- WESTERN SERVICEBERRY - 3M
- ⊗ GARRY OAK - 4M
- BM
- BIGLEAF MAPLE - 10M
- RO
- RED OAK - 10M
- ▨ CREEPING SNOWBERRY
- ▨ STRAWBERRY
- ▨ KINNIKINNICK
- ▨ VANCOUVER JADE KINNIKINNICK
- ▨ JUNEGRASS
- ▨ COMPACT OREGON-GRAPE
- ▨ WHITE ROCKROSE
- ▨ MEIDLAND ROSE
- ▨ BEARBERRY COTONEASTER



DETAILED PLANTING PLAN

NORTH MARINE DRIVE
FEBRUARY 2000 **Figure 13**

DESCRIPTION OF NORTH MARINE DRIVE PROPOSED IMPROVEMENTS

Center line of existing road to boundary of e-zone.

Existing Uses of the Site

1. The existing south edge of the roadway is located about 18 to 29 feet south of the existing centerline of the right-of-way.
2. There is little existing native vegetation along this entire length of Marine Drive fronting the e-zone.
3. There are no sidewalks, bikeways, median islands, stormwater treatment, hazardous spill containment, or noise wall.
4. There are five untreated public outfalls draining to the lakes.
5. A parking lot south of Marine Drive exists for recreational and educational visitors to the wildlife area.

Proposed Uses to the Site

We are proposing to dedicate additional right-of-way and build the following facilities in the environmental zone:

1. The new south curb of the roadway will be located between 18 to 49 feet (located at the bus pullout for the resource area) south of the centerline of the existing right-of-way (which is the e-zone boundary). West of Nordstrom, the south curblines fronting the e-zone will be no further south than it is today (except at the rail crossing). Note also that the nearest travel lane is actually 5 feet north of the south curblines since we are providing 5-foot bike lanes on both sides of the roadway.
2. An **18-foot wide planting strip** adjacent to (south of) the roadway that allows for native trees and native landscaping.
3. A combined **4-foot berm and 4-foot noise wall** along the Smith and Bybee Lakes frontage.
4. A **10-foot wide 40-Mile Loop Trail** that sits on top of the berm.
5. An additional 5-foot native landscaped area between the south edge of the trail and the noise wall to discourage vandalism of the wall.
6. **Street lighting** (using cobra head lighting fixtures that direct the light to the roadway rather than the resource area).
7. **Spill containment and water quality facilities** - these will be in-ground facilities to minimize encroachment/impacts to the sensitive environmental zone.
8. **Three existing untreated outfalls will be removed. Two eight-inch existing outfalls will be upsized to 12 inches and 15 inches** (necessary because the pipe will be slightly submerged). We are also proposing to **connect to the existing Montgomery Wards outfall**. No upsizing will be required; however, **slip-lining or replacement may be required** if the pipe is in poor condition. Outfall protection will be provided for the three remaining public outfalls. Outfall protection includes the use of bio-engineered bank stabilization structures including coir logs, brush layering, and live willow staking.
9. A **left-turn pocket** will be constructed at the Smith & Bybee Lakes parking lot to provide safer access to the resource area.
10. A **pedestrian refuge island** and bus pullout is to be located adjacent to the bus stop that will service the Smith and Bybee Lakes resource area. The pedestrian refuge island will be planted with native vegetation also.
11. An additional **landscaped (native) median island will be located in the roadway fronting Nordstrom's property** (Nordstrom has agreed to closure of the conflicting, adjacent driveway). This further minimizes the hard surface in the e-zone.
12. There is also likely to be a few **traffic control signs** along the south side of the roadway.
13. **Native plant restoration** shall be initiated in any areas impacted by construction.

Schedule

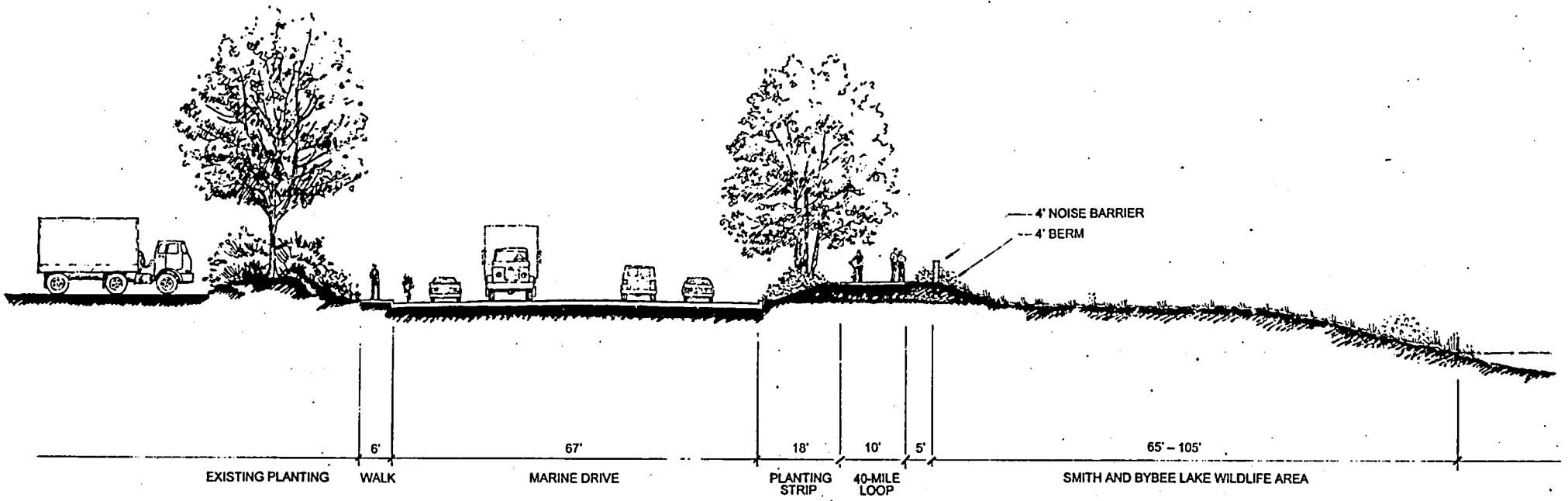
Current plans are to bid the project in January of 2001. We are hopeful that bidding the project at this time of year will provide the lowest possible bid price. Construction would be expected to start in March/April of 2001. Construction would then be expected to be complete (for the entire project) by the Fall of 2002.

Cost Estimate

The overall project cost estimate provided with the 90% design submittal was \$15,100,000. This includes all expenditures to date (past public process, engineering, right-of-way, etc.). However, the issue of how much money the project will contribute towards waterline relocation work along Marine Drive is unresolved.

For further information, please contact:

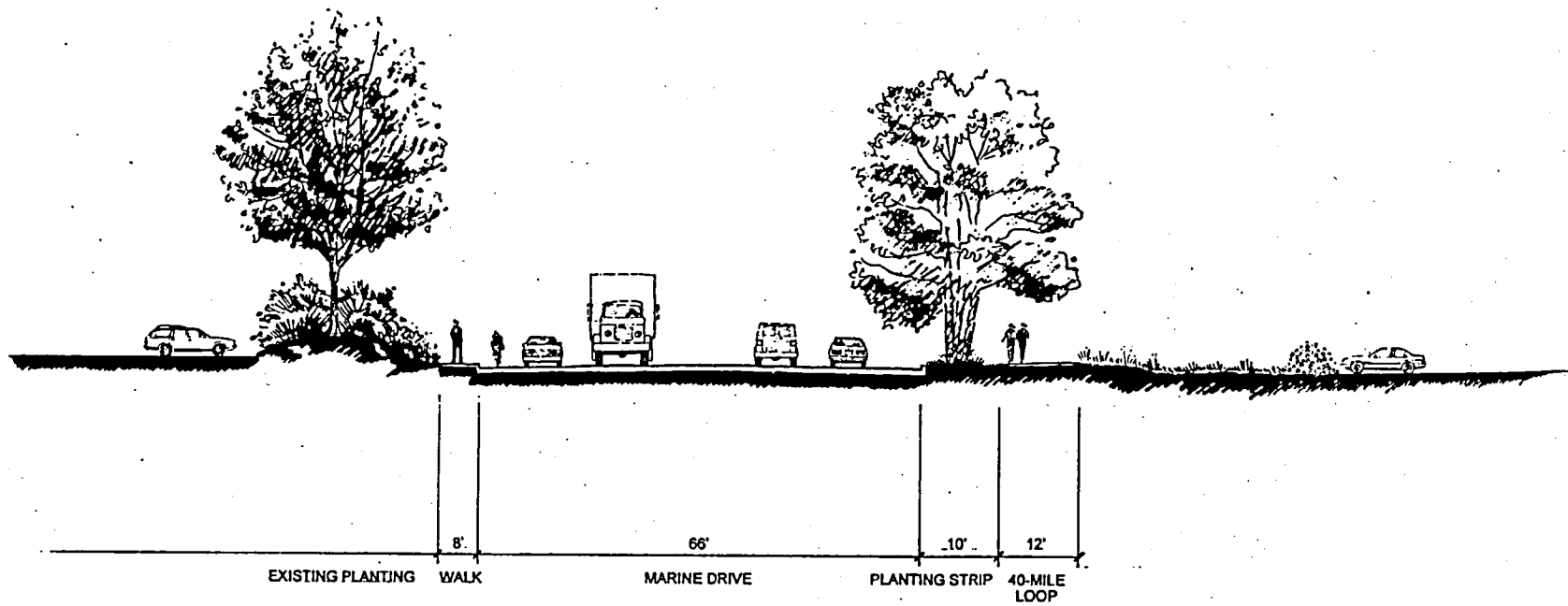
Stacy L. Bluhm, Project Manager
Portland Office of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204-1971
Phone: 823-7723
E-mail: stacy@trans.ci.portland.or.us



Roadway Section East of Rail



Figure 4



Roadway Section West of Rail



Figure 3

NORTH LOMBARD OVERCROSSING PROJECT

Volume 1, Issue 1

June 2000

SPECIAL POINTS OF INTEREST:

- The North Lombard Overcrossing project will address current and future safety and congestion concerns caused when trains cross Lombard; this results in significant congestion and delay for motor vehicles on N. Lombard Street.
- The project team is lead by the City of Portland, in partnership with the Port of Portland and the Oregon Department of Transportation. CH2M Hill is providing the consulting services.
- The project is in initial stages of development with construction expected to begin in Fall 2002.
- The public will be involved in a variety of ways that are designed to provide information and opportunities to actively participate in the project.
- There will be an open house to introduce the project and receive feedback on June 13 at St. Johns Community Center.



PROJECT MISSION STATEMENT

To build an overpass that meets long term capacity and operational needs of truck, auto, rail, pedestrian and bicycle users by improving safety and reducing delay at the South entrance to the River Gate Industrial District. The project will minimize adverse environmental and neighborhood impacts and contain elements to enhance the natural environment. It must be financially feasible and developed such that it can be implemented within an accelerated timeframe in order to utilize programmed Federal money.

North Lombard Street serves as one of two major arterials serving the Rivergate Industrial District.

North Marine Drive provides access from the north and North Lombard Street provides access from the south via North Columbia Boulevard and Burgard Street.

Recent studies recommended two improvements to North Lombard that would relieve congestion and improve safety for vehicles and trains.

The first improvement was to realign the intersection of Burgard/Lombard/Columbia Blvd. This project improved intersection safety and access to Rivergate Industrial District and was completed in 1999.

The second improvement is to construct an above grade crossing that would extend over the two existing railroad crossings north of this intersection, and to approximately Rivergate Avenue. This improvement will improve safety and relieve motor vehicle delay and congestion caused by train movements across Lombard.

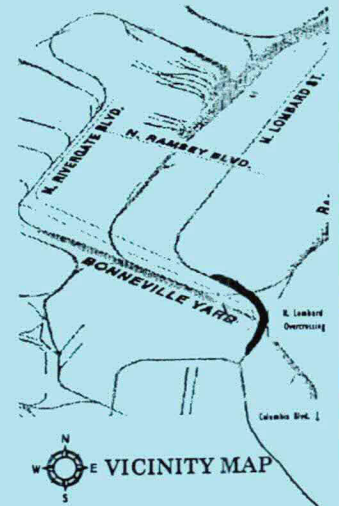
PROJECT TIME LINE:

The project is in the initial stages of development with construction expected to begin in Fall 2002.

Preliminary studies conducted include traffic projections and analysis, a cultural resource inventory, and environmental studies. Current efforts include preliminary geotechnical stud-

ies, bridge design and negotiations with the utilities located in the area.

Information from all of these studies will be available at the open house on June 13. Please come to offer your input.



OPEN HOUSE

To present information on
The North Lombard Overcrossing Project

Tuesday, June 13, 2000

St. Johns Community Center

8427 N. Central Street

4 p.m. – 7 p.m.

FOR MORE INFORMATION CONTACT:

Janice Newton, City of Portland, Project Manager, 823-6829

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OFFICE OF TRANSPORTATION, 9TH FLOOR
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