



Appendix E. Figure Descriptions

Appendix E. Figure Descriptions

This appendix includes written descriptions of all figures included in this Technical Report. If needed, additional figure interpretation is available from the ODOT Senior Environmental Project Manager at (503) 731-4804.

Figure Number	Figure Title	Figure Description
1	Project Area	Figure 1 shows the Project Area. The Project Area includes a 1.7-mile segment of Interstate 5 (I-5), beginning north of Interstate 405 (I-405) at milepost 303.2, extending south to the Burnside Bridge just south of Interstate 84 (I-84) at milepost 301.5. The Project Area also includes the interchange of I-5 and N Broadway and NE Weidler Street (Broadway/Weidler interchange) and the surrounding transportation network, from approximately NNE Hancock Street to the north, N Benton Avenue to the west, NNE Multnomah Street to the south, and NE 2nd Avenue to the east. Figure 1 also shows the Willamette River to the west of the Project Area and the following four bridges (from north to south): Fremont Bridge, Broadway Bridge, Steel Bridge, and Burnside Bridge. The Project Area includes segments of both I-5 and I-84.
2	Auxiliary Lane/ Shoulder Improvements	Figure 2 shows the locations of the proposed auxiliary lanes and shoulder improvements on I-5. One new northbound (NB) auxiliary lane would be added to connect the I-84 westbound on-ramp to the N Greeley Avenue off-ramp. A new southbound (SB) auxiliary lane would extend the existing auxiliary lane that enters I-5 SB from the N Greeley on-ramp. The extent of proposed auxiliary lanes and shoulder improvements begin near where I-5 crosses over N Russell Street and extends south to I-84. Figure 2 also shows the Project Area.
3	I-5 Auxiliary (Ramp-to- Ramp) Lanes – Existing Conditions and Proposed Improvements	Figure 3 shows the existing and proposed auxiliary lane configurations from the N Greeley on-ramp extending south to the SB Morrison Bridge off-ramp. Existing conditions are shown on the left and proposed improvements are shown on the right. Existing SB conditions include two SB lanes and three on-ramps (listed from north to south): N Greeley, I-405/N Fremont Street, and N Wheeler and three off-ramps (listed from north to south): N Broadway, I-84, and Morrison Bridge. There are existing auxiliary lanes between the N Greeley on-ramp extending to just south of the N Broadway off-ramp, the I-405/N Fremont on-ramp and N Broadway off-ramp, and N Wheeler on-ramp and I-84 off-ramp. Existing NB conditions include two NB lanes and two on-ramps (listed from south to north): I-84 and N Broadway and two off-ramps (listed from south to north): N Weidler, I-405/N Fremont, and N Greeley. There are existing auxiliary lanes between the I-84 on-ramp and N Weidler off-ramp and between the N Broadway on-ramp and I-405/N Fremont off-ramp. For proposed improvements, the on-ramps and off-ramps are the same as those shown for existing conditions, and all existing auxiliary lanes remain. There is one new SB proposed auxiliary lane that results in a continuous auxiliary lane from the N Greeley on-ramp extending south to the Morrison Bridge off-ramp. There is one NB proposed auxiliary lane that results in a continuous auxiliary lane from the I-84 on-ramp north to the N Greeley off-ramp. Two additional proposed NB auxiliary lane segments also extend the existing auxiliary lane between the I-84 on-ramp and N Weidler off-ramp.

Figure Number	Figure Title	Figure Description
4	I-5 Cross Section (N/NE Weidler Overcrossing) – Existing Conditions and Proposed Improvements	Figure 4 shows a cross section comparison of existing and proposed conditions of I-5 south of the N/NE Weidler overcrossing within the Broadway/Weidler interchange area. Existing conditions are shown on the top and are the same for NB and SB traffic and include an inside and outside shoulder of varying width and two 12-foot lanes. Proposed lane configuration is shown below the existing conditions and is the same for NB and SB traffic and include an inside and outside shoulder, two through lanes, and one auxiliary lane. All shoulders and lanes are 12 feet wide.
5	Broadway/Weidler/Williams and Vancouver/Hancock Highway Covers	Figure 5 shows a rendering of the Broadway/Weidler/Williams and Vancouver/Hancock highway covers. The Broadway/Weidler/Williams cover appears as a green space that spans east-west across I-5, extending from immediately south of N/NE Weidler to immediately north of N/NE Broadway. The entire block between N/NE Weidler, NE Victoria Avenue, N/NE Broadway, and N Williams is all shown as a green space covering I-5. The Vancouver/Hancock cover is located farther to the north and appears as a smaller green space extending northwest and southeast from N Vancouver Avenue at its intersection with N/NE Hancock. Proposed bike lanes are also shown along N/NE Weidler, N Williams, N Vancouver, N/NE Broadway, and N/NE Hancock.
6	Broadway/Weidler Interchange Area Improvements	Figure 6 shows locations of improvements to the Broadway/Weidler interchange between I-5, the interchange, and the local street network. Improvements are labeled with letters A through H. The Broadway/Weidler/Williams cover spans east-west across I-5, extending from immediately south of N/NE Weidler to immediately north of N/NE Broadway. The Vancouver/Hancock cover is located farther to the north and appears as a smaller green space extending northwest and southeast from N Vancouver at its intersection with N/NE Hancock. Both covers are indicated by the letter “A.” Letter “B” is located near the bottom of the figure and shows how the I-5 SB on-ramp would be relocated by having it begin one block farther north at N/NE Weidler instead of N Ramsay Way, where the existing ramp begins. Letter “C” located near the middle of the figure shows the segment of N Williams between N Ramsay and N Weidler that would be closed to private motor vehicles. Letter “D” located near the middle of the figure shows the location of where traffic flow on N Williams between N/NE Weidler and N/NE Broadway would be converted to a reverse traffic flow two-way street with a 36-foot-wide median. Letter “E” shows the location of the proposed Hancock-Dixon crossing that extends from the intersection of N Dixon and N Wheeler east to N Williams and N/NE Hancock. Letter “G” indicates the location where N Flint Avenue would be removed beginning at N Tillamook Street and extending south to N Broadway. Letter “H” shows the location of the proposed Clackamas bicycle and pedestrian bridge, located south of N/NE Weidler to connect NE Clackamas Street with N Williams. The Project Area boundary and proposed auxiliary lanes and shoulders are also shown on the figure.
7	Conceptual Illustration of Proposed N Williams Multi-Use Path and Revised Traffic Flow	Figure 7 shows a rendering of the proposed N Williams multi-use path and reverse traffic flow. The foreground in the bottom half of the rendering shows the multi-use path as an extension of the sidewalk to the west (left) of N Williams. The top half of the rendering shows two SB traffic lanes to the east (right) of the multi-use path/median and two NB traffic lanes to the west (left) of the multi-use path/median. The Broadway/Weidler/Williams cover is shown as green space to the east (right) of N Williams SB traffic lanes.
8	Clackamas Bicycle and Pedestrian Crossing	Figure 8 shows a rendering of the Clackamas bicycle and pedestrian crossing. The crossing is shown as a curved elevated path crossing I-5, connecting NE Clackamas on the east side of I-5 to N Williams on the west side of I-5. Green bicycle lanes are also shown on either side of N Williams, located just west of I-5.

Figure Number	Figure Title	Figure Description
9	Area of Potential Impact for Section 4(f) Properties	Figure 9 shows the Area of Potential Impact (API) for Section 4(f) properties, which includes the whole Project Area and is expanded in some locations. The Project Area encompasses a 1.7-mile segment of I-5, beginning north of I-405 at milepost 303.2, extending south to the Burnside Bridge just south of I-84 at milepost 301.5. The API for Section 4(f) properties is larger than the Project Area to include the historic neighborhood of Albina, and therefore differs from the Project Area on the east side from NE Russell on the north to NE Clackamas on the south. The Willamette River is shown on the figure to the west of the API.
10	Section 4(f) Properties	Figure 10 shows the Section 4(f) properties identified in the report in relation to the API identified in Figure 9. There are four properties. From north to south, the first is Lillis-Albina Park, located along NE Russell and labeled as a Portland Parks & Recreation Park. The second is the Travelodge at the Coliseum, which is located near the intersection of NE 2nd and NE Weidler, and is labeled as a historic site. The third is the Portland Peace Memorial Park, located near the east end of the Steel Bridge. The fourth is the Vera Katz Eastbank Esplanade, which is labeled as a Portland Parks & Recreation Park and runs from the east end of the Steel Bridge south for approximately 1.5 miles along the Willamette River. All four properties fall wholly or partly within the API.
11	Travelodge at the Coliseum, looking west	Figure 11 shows a photograph of the Travelodge at the Coliseum. It appears to be 10 stories tall and has a concave footprint formed by the curvature of the left and right sides of the building in toward the front entrance. There is a pavilion over the door of the front lobby. A garbage chute, which appears to be temporary rather than permanent, extends from the top floor on the left side of the building down to a dumpster at the ground level. The photo is taken looking west on a sunny day with blue skies. The photo shows three flagpoles in front of the building, as well as a landscaped area with green grass and hedges and a couple of parked cars.
12	Vera Katz Eastbank Esplanade and Willamette River Greenway Trail, looking south	Figure 12 shows a photograph of the Vera Katz Eastbank Esplanade and the Willamette River Greenway Trail, looking south. Three sections of the trail are shown: two spans of the bicycle ramp leading from NE Oregon Street and NE Lloyd Boulevard and one section of trail along the greenway. These portions of ramp/trail are shown running from the bottom and right side of the photo up to the upper left quadrant. The ramp and the trail itself are paved in concrete and have blue rails along the right side. On the right side of the photo is the Willamette River. There are deciduous trees without leaves and green grass located on either side of the trails. The photo was taken on a sunny day with blue skies and a few white clouds on the horizon. Two pedestrians are shown walking north.
13	Vera Katz Eastbank Esplanade and Willamette River Greenway Trail, showing public moorage and floating dock	Figure 13 shows a photograph of the Vera Katz Eastbank Esplanade and Willamette River Greenway Trail in the left of the frame; in the middle-ground of the photo is a bridge where the trail spans an inlet to the Willamette. The photo also shows public moorage and floating dock areas on the right side of the frame. The photo was taken on a sunny day with blue skies and a few white clouds on the horizon. The Portland skyline is visible in the background on the far bank (west side) of the Willamette River.

Figure Number	Figure Title	Figure Description
14	Lillis-Albina Park, looking northwest	Figure 14 shows a photograph of the Lillis-Albina Park, looking northwest, with the Lillis-Albina Park sign in the left foreground of the frame. A chain-link fence runs diagonally behind the sign, with a sidewalk on either side. There is a break in the fence with an entrance into the park shown on the right side of the fence. The middle-ground and background of the photo show a portion of the park, which is a level, grassy expanse. A large tree sits in the middle-ground of the photo on the right side.
15	Portland Peace Memorial Park, landscaped area in center of photograph, looking east towards Interstate 5	Figure 15 shows a photograph of the Portland Peace Memorial Park, looking east towards I-5. The foreground shows a portion of a walkway intersecting with another walkway, and a decorative metal light pole. The middle-ground of the photo shows low-lying landscaped plantings in the center and a portion of some concrete walkways with light poles alongside them on the right-hand side of the frame. In the background, the I-5 overpass is visible, along with a highway sign and metal support structure. Trees and shrubs line the road supports. Behind the highway, a portion of the round glass-paneled architectural feature of the Oregon Convention Center is visible.
16	Property Boundary for the Portland Peace Memorial Park (City of Portland 2007)	Figure 16 is a black and white aerial photo of the Portland Peace Memorial Park, with the park boundaries marked in hashed polygons. NE Oregon runs horizontal across the top of the photo, and NE Lloyd vertically on the right side of the photo. The park boundaries are south of NE Oregon and west of Lloyd. The center of the park is a peace sign made with landscaped plantings. Planted areas lie to northwest and southeast of the central peace sign. The landscaped areas are surrounded by concrete walkways, with one leading across an unnamed road and railroad tracks that cut diagonally across the lower left bottom corner of the photo.
17	Temporary Easements and Permanent Acquisitions for the Travelodge at the Coliseum (west) (area of historic property to be subject to Project easement circled in black)	Figure 17 shows Project temporary easements and permanent acquisitions on the west side of the Travelodge at the Coliseum over an aerial base map. The right side of the map shows NE 2nd running vertically, with NE Clackamas and NE Wasco intersecting it in the right-center and right-bottom of the image. The Travelodge is located in the upper right of the map and is designated with a call-out box. There is a black circle to the left (west) of the Travelodge and over a portion of the parking lot and Wiedler exit ramp of I-5. Some areas of temporary easements and permanent acquisitions are shown directly south of the Travelodge and to the west along the border of the property lines and the highway. Another portion of permanent acquisition is shown in the left-center area of the figure, in the space west of the N Wheeler and N Winning Way intersection. I-5 takes up a large portion of the center/left part of the image. The Project Area is outlined in black and red and follows the property boundaries around the Travelodge.

Figure Number	Figure Title	Figure Description
18	Temporary Easements and Permanent Acquisitions for the TraveLodge at the Coliseum (north) (area of historic property to be subject to Project acquisition and/or easement circled in black)	Figure 18 shows Project temporary easements and permanent acquisitions on the north side of the TraveLodge at the Coliseum over an aerial base map. The center of the map shows NE 2nd running vertically and NE Weidler running horizontally. NE Broadway is shown running horizontally along the top of the image. Parcel boundaries are drawn around the properties shown in the image. The TraveLodge is located in the lower left of the map and is designated with a call-out box. There is a black circle to the north of the TraveLodge, on the edge of the parcel boundary and extending out into NE Weidler. Some areas of temporary easements and permanent acquisitions are shown to the north of the TraveLodge and to the west along the border of the property lines and the highway. The temporary easements lie on the western and northern boundary of the TraveLodge property line and stop at the road edge. A small temporary easement also lies north across the street and spans a portion of the corner of the parcel. The permanent acquisitions are in the northwest corner of the TraveLodge property and also across NE Weidler and take up the whole block of parcels between NE Broadway, NE Weidler, NE Victoria, and NE 1 st .
19	Location of the Permanent Surface Easement across the Vera Katz Eastbank Esplanade (circled in black)	Figure 19 shows the location of the permanent surface easement across the Vera Katz Eastbank Esplanade over an aerial base map. The Steel Bridge cuts diagonally across the left upper corner of the image, with railroad tracks running perpendicular to it. A portion of I-5 takes up the right side of the image, with the Portland Peace Memorial Park shown to the west of it in the upper right corner. The Exit 301 overpass is shown branching off from I-5 SB, with areas of permanent surface easements marked on either side of the roadway. The esplanade is circled in black in the lower right quadrant of the image. A portion of it passes under the exit overpass. The Project Area is marked in black and red and runs to the left (west) of the overpass and to the right (east) of the park.