



## Appendix C. Figure Descriptions



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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 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 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	<p>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, 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.</p> <p>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.</p>

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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, 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 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 would be removed beginning at N Tillamook 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 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	Project Area and Area of Potential Impact for Archaeological Resources	Figure 9 shows the Project Area and Area of Potential Impact (API) for archeological resources, which are identical and include 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 Project Area/API 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 9 also shows the Willamette River to the west of the Project Area/API 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.
10	Missoula Flood Deposits and Troutdale Formation "Bedrock" Exposures Adjacent to the Project Area	Figure 10 shows photographs of Missoula Flood deposits and Troutdale formation "Bedrock" exposures adjacent to the Project Area. The photograph to the left shows fine-grained Bretz/Missoula flood deposits with dark horizontal bands of soil. The photograph to the right shows the Troutdale formation on the east bank of the Willamette River, which appears as dark brown soil densely embedded with cobbly stones.
11	Geomorphic Surfaces	Figure 11 shows the Project Area/API, alluvial deposits, artificial fill deposits, Missoula Flood deposits, and Troutdale formation. The majority of the Project Area/API is located on Missoula Flood Deposits, labeled as "Qff." Artificial fill deposits, labeled as "Qaf," are within the Project Area/API near its northern terminus, near the center where the Project Area/API for Archaeological Resources crosses NNE Broadway, and along and south of I-84. A narrow band of the Troutdale formation crosses the Project Area/API just north of I-84 and the artificial fill deposit. An additional, large artificial fill deposit exists along the west bank of the Willamette River. There are two alluvial deposits, labeled as "Qal," shown on the figure, one located to the west of the northern half of the Project Area/API extending all the way to the eastern bank of the Willamette River and the other located on the west side of the Willamette River, immediately west of the artificial fill deposit. There are no alluvial deposits within the Project Area/API.
12	1806 Lewis & Clark Expedition Map, Showing Approximate Location of the Project Area (red shape) in Relation to Chinookan Villages	Figure 12 shows the Lewis and Clark expedition near the Project Area. The Project Area is located about 5 miles upriver and west of "Nemalquinnee" Village, a Chinookan place name during the Lewis and Clark expedition. The Clackamas River is also shown on the figure south and east of the Project Area/API. Several Chinookan villages are shown along the river.
13	1879 Etching of Portland, Oregon	Figure 13 is an etching of Portland, Oregon, from 1879. The etching shows a city grid system bisected by the Willamette River with trees along the eastern, southern, northern, and western boundaries. Albina, which indicates the northern end of the Project, is shown on the far south (left) side of the etching and Sullivan's Gulch is shown near the center of the etching.

Figure Number	Figure Title	Figure Description
14	Close up of an 1879 Etching of Portland, showing Albina (northern end of the Project)	Figure 14 shows a close-up view of the etching shown in Figure 13, focused on Albina, which indicates the northern end of the Project. Albina is shown on the east bank of the river along with the intersection of River Road and Mitchell Street. A few dispersed houses are shown surrounded by trees to the east and south. The etching also shows an industrial facility on the western bank with a few ships located along the shore. Houses on a grid street system are located west of the industrial facility.
15	Close up of an 1879 Etching of Portland, showing central portion of the Project Area	Figure 15 shows a close-up view of the etching shown in Figure 13, focused on the central part of the Project Area. The etching shows a grid street system with relatively dense housing on the west side of the Willamette River and a grid system with scattered houses and a pier on the east side of the Willamette River. The approximate location of present-day N/NE Weidler and N/NE Broadway is shown just northeast of the pier.
16	Close up of an 1879 Etching of Portland, showing southern end of the Project Area	Figure 16 shows a close-up view of the etching shown in Figure 13, focused on the southern part of the Project Area. Sullivan's Gulch is shown near a cluster of trees in the southern half of the etching. A grid street system with scattered houses is shown along the eastern side of the Willamette River.
17	1873 Albina Plat	Figure 17 shows the Albina Plat from 1873. The intersection of River Road and Mitchell Street is called out near the southwest corner of the plat, and the intersection of Russell and Williams is called out near the center of the plat.
18	Section of 1889 Portland, Oregon, Etching	Figure 18 shows the City of Albina, with Oregon Railway & Navigation Company shops and yards in the foreground. The two bridges depicted are the Steel Bridge and Morrison Bridge. The view is to the south.
19	Hill Block Building, 1910	Figure 19 is a photograph showing the Hill Block building in 1910, which is located at the northwest corner of N Russell and N Williams.
20	N Williams Avenue Looking North, 1927.	Figure 20 is a photograph from 1927 showing the intersection of N Williams and N Russell. Two- and three-story buildings and powerlines are present on both sides of the street.
21	1852 GLO Map	Figure 21 shows the Project Area/API overlaid on a General Land Office Survey map from 1852. The then townsites of Portland is shown as a 45-block grid aligned with the Willamette River on the western bank, southwest of the Project Area/API. Steep hills and ridges and once-extant lakes define the western side. Land on the east side of the Willamette consist of low-lying hills and no lakes. There are no bridges crossing the Willamette River.

Figure Number	Figure Title	Figure Description
22	1897 USGS Map	Figure 22 shows the Project Area/API overlaid on a United States Geological Survey (USGS) map from 1897. The figure shows dense urban blocks in a grid pattern found within the API and four bridges and a ferry crossing that span the Willamette River. The ferry crossing is located west of the API, farther north of the present-day location of the Broadway Bridge, at the approximate location of the platted townsite of Albina. The Oregon Railway and Navigation Company Rail line (Union Pacific) is evident along Sullivan's Gulch and along the east bank of the Willamette River.
23	1940 USGS Map	Figure 23 shows the Project Area/API overlaid on a USGS map from 1940. The figure shows a densely built-up environment with a few arterial roads, namely Highway 99E, the present-day location of Martin Luther King Jr. Boulevard, and Highway 30, the present-day location of the Burnside Bridge and Sandy Boulevard. Bridge locations are at their present-day locations.
24	Example of Sanborn Fire Insurance Map Georeferenced to the Project Area	Figure 24 shows the Project Area/API overlaid with features from Sanborn Fire Insurance Maps from 1901 and 1924-1950. The figure focuses on the area between N Mississippi, N Stanton, N Albina, and N Graham near the I-405 on/off-ramp to I-5. The figure shows the I-5 corridor as a mix of industrial, commercial, and residential use. Over 100 historical buildings and features are mapped within the Project Area's permanent impact footprint.
25	Location of the Memorial Coliseum Site – Pre-Construction (photo dated 1948).	Figure 25 is an aerial photograph from 1948 looking northwest showing the location of the Memorial Coliseum site prior to its construction. The photograph shows a grid street system. Most buildings appear to be houses.
26	Location of the Memorial Coliseum – During Construction (ca. 1955).	Figure 26 is an aerial photograph from 1955 looking northeast at the construction site of the Memorial Coliseum. In this photo, about 13 blocks within the construction site area have been cleared of buildings and vegetation.
27	Southern Part of the Project Area Pre-I-5 and I-84 Construction (ca. 1950s).	Figure 27 is an aerial photograph circa 1950 prior to construction of I-5 and I-84. The railroad is present along the eastern side of the Willamette River and two viaducts cross Sullivan's Gulch. There is a grid street system with many houses and commercial buildings.
28	Cut and Clearing for I-5 in the Central Part of the Project Area (photo dated 1962).	Figure 28 is an aerial photograph from 1962 showing cleared area for construction of I-5 near the center of the photograph. The location of N/NE Broadway and N/NE Weidler overpasses are shown near the middle of the photograph and cleared area.

Figure Number	Figure Title	Figure Description
29	Cut and Clearing for I-5 in the Northern Part of the Project Area (photo dated 1962).	Figure 29 is an aerial photograph from 1962 looking southeast showing the cut and clearing for I-5 in the northern part of the Project Area. Overpasses for Broadway and Weidler are shown in the middle ground. Lillis-Albina Park and Eliot Elementary School (now known as Harriet Tubman Middle School) are shown in the northern half of the photo, north of the overpasses.
30	Completed I-5 Corridor through Project Area (photo dated 1964).	Figure 30 is an aerial photograph from 1964 looking northwest showing the completed I-5 corridor in 1964. The Weidler and Broadway overpasses are shown in the foreground, and the Williams, Vancouver, and Flint overpasses are shown in the middle ground.
31	1955 Aerial Photograph	Figure 31 shows the Project Area/API overlaid on an aerial photograph from 1955 prior to completion of the I-5 and I-84 corridors. The urban area that was divided by the freeway is visible around the Project Area shown in a red overlay pattern.
32	Probability Map for Archaeological Resources	Figure 32 shows areas of high, moderate, and low probability for archaeological resources in the Project Area/API. There are three areas of moderate probability in the Project Area/API: one located north of I-405/N Fremont, one near N/NE Broadway and N/NE Weidler, and one near I-84 at the southern boundary of the Project Area/API. One area of low probability exists along the I-5 corridor from approximately Lillis-Albina Park to the Moda Center. The remainder of the Project Area/API is shown as having a high probability for archaeological resources.