Exhibit 1

Grantor's Name & Address:
Bruce Ankarberg
8920 SE 73rd Avenue
Portland, OR 97206

Tax Statements shall be sent to:
No Change

TEMPORARY ACCESS EASEMENT

KNOW ALL PERSONS BY THESE PRESENTS, that **Bruce Ankarberg** ("Grantor"), in consideration of the sum of Fifty Thousand and no/100 Dollars ($50,000.00), and other good and valuable consideration, to him paid by the City of Portland, a municipal corporation of the State of Oregon ("Grantee"), does hereby grant unto said City of Portland a temporary and non-exclusive easement for the purpose of ingress and egress in support of activities associated with the Luther Road Habitat Restoration Project, through, over and along the following described parcel (the "Easement Area"):

> A parcel of land situated in the northeast one-quarter of Section 29, T1S, R2E, W.M., in the County of Clackamas and State of Oregon, said parcel being described as Parcel III in Document No. 93-47593, recorded July 8, 1993, Clackamas County Deed Records, as depicted on Exhibit A attached hereto and by this reference made a part hereof.
>
> Said easement area contains 28,717 square feet, more or less.

IT IS UNDERSTOOD and agreed that:

A. This easement is temporary and granted for a term of 12 consecutive months, commencing no earlier than June 1, 2014 and terminating no later than May 31, 2015. Grantor shall be provided reasonable opportunity to make "non-conflicting use" of the easement area when the area is not being used by Grantee. "Non Conflicting use" does not include ingress and egress for residents, business employees, service providers, garbage collectors, mail carriers and utility meter readers.

R/W # 6902-16	After Recording Return to:
BES # E06947	John Deyo, City of Portland
SID # 12E29AB04100	1120 SW 5th Avenue, 8th Floor
	Portland, Oregon 97204
	Tax Statement shall be sent to: No Change

B. In the event of project delays, the term of this easement will automatically extend by the same amount of time as the period of delay, but in no event will it be extended beyond midnight May 31, 2016.

C. Grantee agrees to provide Grantor with at least seven (7) days' written notice prior to commencing work under this easement.

D. Grantee agrees that it will make every reasonable effort to minimize impacts resulting from its activities and will maintain access to Grantor's property for Grantor and all others who have ingress and egress rights, including but not limited to residents, Grantor's tenants, business employees, service providers, garbage collectors, mail carriers and utility meter readers to the extent practicable.

E. With the exception of one (1) vehicle owned by the residents at 8887 SE 73rd Avenue, no vehicle parking shall be allowed within the Easement Area. Said vehicle shall be parked in such a manner as to allow two-way construction traffic on the roadway within the Easement Area while said roadway is in use by Grantee. With the exception of the parking of said vehicle, use of the Easement Area shall be limited to ingress and egress only. No material storage will be allowed within the Easement Area while said area is in use by Grantee.

F. Grantor shall trim vegetation and tree branches and remove obstructions within the Easement Area as outlined in the attached Exhibit B. Grantor shall perform all work required by this paragraph within 15 days of receipt of consideration paid for this easement by Grantee to Grantor. If Grantor fails to do so, Grantee shall give Grantor 72 hours' written notice to cure; and, if reasonable steps to cure are not taken then Grantee may perform said work and may invoice Grantor for Grantee's reasonably incurred costs. Grantor will pay any such invoices within thirty days of receipt.

G. Within seven (7) days' written notice by Grantee, Grantor shall clear the surface of the roadway within the Easement Area of dirt and debris sufficiently to allow Grantee and Grantor to inspect, photograph and otherwise document its condition prior to the use of the roadway by Grantee.

H. Grantee's and Grantee's contractors' vehicles using the roadway within the Easement Area will not exceed the weight limits as set forth in the attached Exhibit C and in ORS 818.010. Grantor has provided Grantee with all available information regarding construction of said roadway. Grantee has completed an independent analysis of the construction of said roadway, its condition and ability to accommodate the use of such vehicles in the number and frequency necessitated by the Luther Road Habitat Restoration Project. This analysis is attached hereto as Exhibit D.

I. In the event that the roadway within the Easement Area is damaged by Grantee's activities authorized by this easement, Grantee will extend the serviceability of said roadway by performing pavement rehabilitation, repair and/or replacement measures such as, without limitation, grind-and-overlay and full-depth reconstruction. Pavement condition as well as type and amount of restorative work will be determined based on an analysis performed by an independent third-party professional engineer registered in the State of Oregon and

summarized in a written, stamped and signed report. Said engineer shall be employed at the discretion of Grantee. If Grantor objects to the determination, Grantor may also, at his expense, hire an independent third party professional engineer registered in the State of Oregon to complete an independent analysis summarized in a written, signed and stamped report for the purpose of informing the full-depth pavement repair determination. At a minimum, Grantee agrees to complete a 2-inch grind and overlay (Level 3, 1/2–inch dense, MHMAC/MWMAC mixture) over the entire roadway following Grantee's use of said roadway by construction vehicles. In areas of the roadway where the third party analysis determines post-construction pavement conditions to be poor to very poor, including large crack patterns (alligatoring), heavy and numerous potholes, and pervasive pavement rutting greater than 3/4" deep, Grantee shall perform full-depth pavement repair. Full-depth pavement repair will consist of replacing the 8-inch cement treated base and 4-inch AC pavement. Pavement restoration will be completed by Grantee's prime contractor as part of the Luther Road Habitat Restoration Project. All restoration work on said roadway will have a 2-year warranty in accordance with Grantee's construction practices and contracts.

J. Subject to the limits of the Oregon Constitution and the Oregon Tort Claims Act, Grantee shall hold harmless, indemnify and defend Grantor and his officers, employees and agents from and against all claims, demands, penalties, and causes of action of any kind or character (not including attorney fees) in favor of any person on account of personal injury, death, damage to property, or violation of law which arises out of, or results from, the acts or omissions of Grantee, its officers, employees, or agents within the Easement Area, except to the extent that such claims are related to or arise from the negligence or willful misconduct of the Grantor. Grantor shall hold harmless, indemnify and defend Grantee and its officers, employees, elected officials and agents from and against all claims, demands, penalties, and causes of action of any kind or character (not including attorney fees) in favor of any person on account of personal injury, death, damage to property, or violation of law which arises out of, or results from, the acts or omissions of Grantor, his officers, employees, agents, or contractors within the Easement Area except to the extent that such claims are related to or arise from the negligence or willful misconduct of the Grantee.

K. Grantor reserves all other rights not conveyed herein, but will not exercise said rights in any manner that would be inconsistent or interfere with or materially affect rights herein granted.

L. This easement shall bind the heirs and assigns of Grantor and Grantee and shall inure to the benefit of the successors in title of Grantee and Grantor.

M. Grantor represents and warrants that he has the authority to grant this easement, that the subject property is free from all liens and encumbrances that would materially affect the easement grant, and that he will defend the same to Grantee against the lawful claims and demands of all persons whomsoever.

N. Grantor represents that to the best of his knowledge, the subject property is in compliance with all local, State and Federal environmental laws and regulations. Grantor discloses he has not undertaken any specific investigation or review of said laws or regulations.

O. Grantor has not inspected or tested for hazardous substances. To the best of his ability, Grantor has disclosed his actual knowledge of any release of hazardous substances onto or from the property, and disclosed any known report, investigation, survey or environmental assessment regarding the subject property. "Release" and "hazardous substance" shall have the meaning as defined under Oregon law.

P. To the best of Grantor's knowledge, Grantor is unaware of underground storage tanks, presently on or under the subject property. Grantor has not inspected or tested for such tanks; nor, has Grantor conducted a Phase I or Phase II environmental study.

Q. Grantee, by accepting this easement, is not accepting liability for any preexisting release of hazardous substances onto or from the subject property, and Grantor is not attempting to convey any such liability.

R. Grantor shall be named as an additional insured on Grantee's contractor's general liability insurance policy as applicable to the Luther Road Habitat Restoration Project.

IN WITNESS WHEREOF, the Grantor above named has hereunto set his hand this _____ day of _____, 2014.

_____
BRUCE ANKARBERG

STATE OF OREGON

County of _____

This instrument was acknowledged before me on _____,2014by Bruce Ankarberg.

_____
Notary Public for Oregon
My Commission expires _____

APPROVED AS TO FORM:

_____

City Attorney

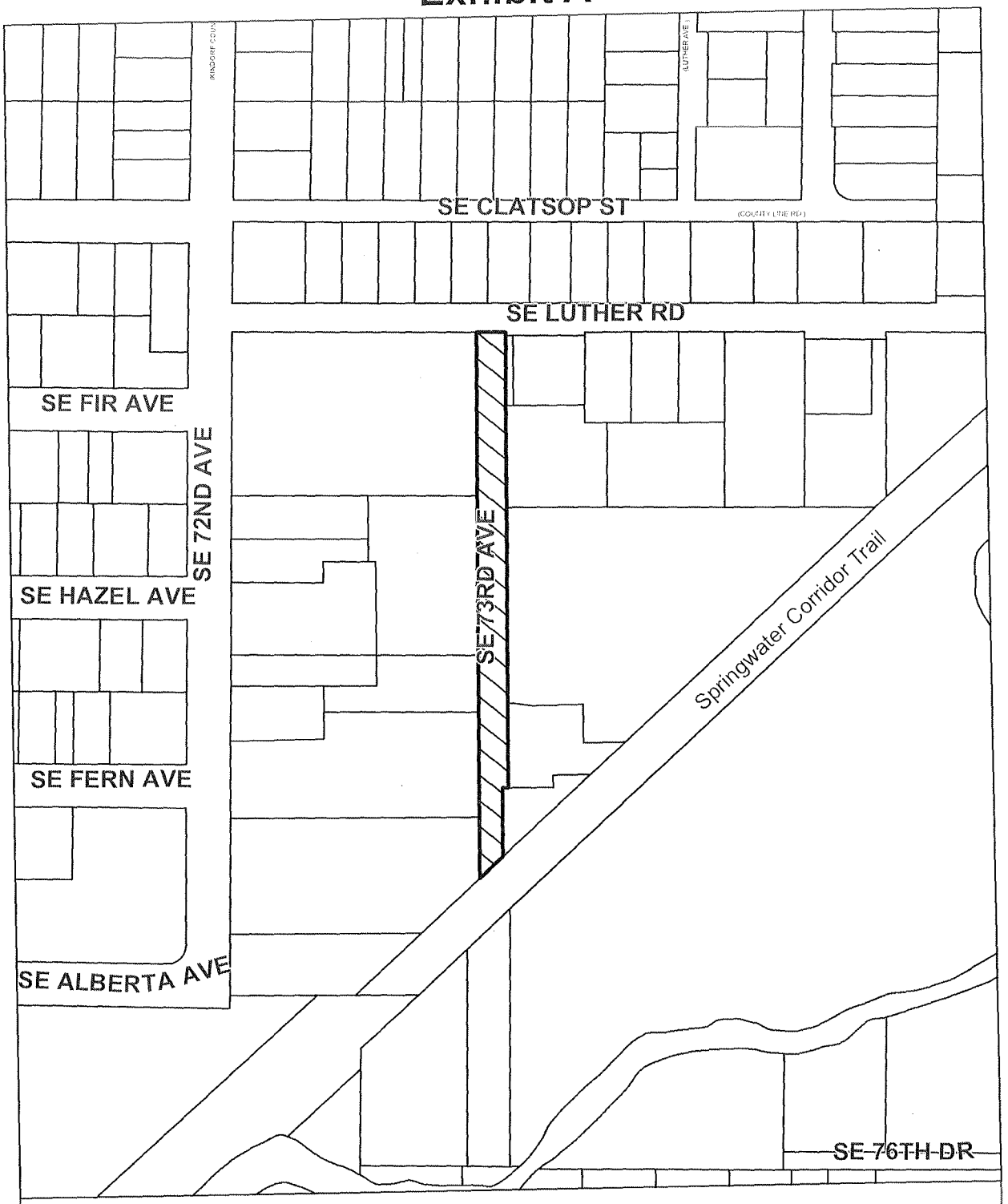
APPROVED:

_____

Bureau of Environmental Services Director
or designee

186562

Exhibit A



Luther Road Habitat Restoration Project

Legal: Parcel III in Doc. No. 93-47593, CCDR
R/W: 6902-16 BES #E06947
1/4 Section: 3938 State ID #:12E29AB04100

Easement Area

N

1 inch = 200 feet

186562

Exhibit B

FEBRUARY 03, 2014

REVISION TO ITEM F, CLEARING ROADWAY

1. TRIM CEDAR BY GATE, SOUTH END OF 73RD AVENUE (ROADWAY) FROM EDGE OF PAVEMENT UP 14' NORTH OF GATE AND FROM 1' EAST OF PAVEMENT UP 14' SOUTH OF GATE PIC # 831-839
2. REMOVE FIREWOOD PILE NW OF GATE. PIC # 840
3. TRIM HEDGES IN FRONT OF 9001 FROM CURB LINE UP 14' PIC # 841
4. REMOVE 90 FORD TRUCK. PIC # 842
5. TRIM TREES & SHRUBS IN FRONT OF 8901 & 8887 FROM CURB LINE UP 14'. PIC # 843 & 844
6. REMOVE 73 BUICK CAR. PIC # 845
7. REMOVE 50 CHEVY PANEL. PIC # 846
8. TIE BACK LIMBS OF CEDAR IN FRONT OF 8920 FROM CURB LINE UP 12'. PIC # 847
9. TRIM CAMILIA HEDGE IN FRONT OF 8910 FROM CURB LINE UP 14'. PIC # 848
10. REMOVE 56 BUICK CAR, PIC # 849
11. REMOVE 49 GMC TRUCK. PIC # 850

FEBRUARY 03, 2014

REVISION TO ITEM F, CLEARING ROADWAY

12. TRIM MAGNOLIA IN FRONT OF 8910 FROM CURB LINE UP 14'. PIC # 851

13. TRIM CEDAR IN FRONT OF 8900 FROM CURB LINE UP 14'. PIC # 852

14. REMOVE WOOD PILE IN FRONT OF 8900. PIC # 853

15. TRIM CHESTNUT IN FRONT OF 8900 FROM EDGE OF PAVEMENT UP 14'. PIC # 854

16. TRIM TREES & SHRUBS IN FRONT OF 8807 & 8801 FROM EDGE OF PAVEMENT UP 14'. PIC # 855

17. TRIM MAPLE (?) IN FRONT OF 8900 FROM EDGE OF PAVEMENT UP 14'. PIC # 856 & 857

18. TRIM MAPLE IN FRONT OF 8802 FROM EDGE OF PAVEMENT UP 14'. PIC # 858

19. TRIM TREES IN FRONT OF 8604 SE 72ND BACK 1' WEST FROM EDGE OF PAVEMENT UP 14'. PIC # 859

20. TRIM BLACKBERRY BUSHES IN FRONT OF 7334 SE LUTHER BACK 1' EAST FROM EDGE OF PAVEMENT & 10' SOUTH OF NW CORNER FENCE POST OF 7334 FENCE. PIC # 860-873

SUBMITTED BY.

BRUCE ANKARBERG

Exhibit C

Truck Weight Limits

The "legal" operating weight of a truck is determined by tire size, the number of axles, and the wheelbase of the truck or the combination of truck and trailer(s). Legal weights are determined on the basis of the following:

Chart 1 - Gross allowable weight for single axles and tandem axles.

Chart 2 - Gross allowable weight for any vehicle, group of axles, and combination of vehicles.

In Oregon, the maximum legal gross weight limit is 80,000 pounds. The gross weight of a single axle cannot exceed 600 pounds per inch of total tire width on the axle (limited also by manufacturer's sidewall tire rating), or 20,000 pounds, whichever is less. The gross weight of a tandem axle cannot exceed 600 pounds per inch of total tire width of the wheels on tandem axle, or 34,000 pounds, whichever is less.

Combinations with a total gross weight over 80,000 pounds and up to 105,500 pounds must obtain a special permit, called an Extended Weight permit. These permits are often needed, for example, by truckers operating double- and triple-trailer combinations that have legal axle, tandem and group weights, the total of which weigh between 80,001 and 105,500 pounds.

For more information about Extended Weight and other variance permits, contact the Motor Carrier Transportation Division at 503-373-0000. Visit the Motor Carrier Division Web site for more information – www.oregon.gov/ODOT/MCT/OD.shtml

Definition of terms related to truck weight

Axle Weight - The weight placed on the road by all wheels of one axle.

Tandem Axle Weight - The weight placed on the road by two or more axles spaced more than 40 inches, but no more than 96 inches, apart.

Group of Axles Weight - The weight placed on the road by two or more axles spaced more than 8 feet apart.

Gross Weight - The total weight of a vehicle or combination of vehicles and load.

Tire Width - The width indicated on the side of the tire by the manufacturer.

Wheelbase - The distance in feet between two or more axles, as measured from the center of each axle.

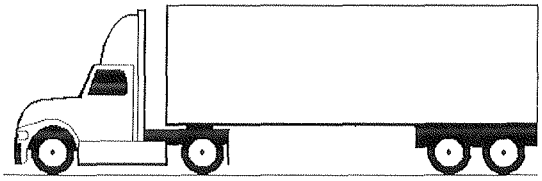
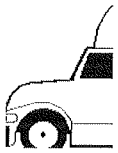
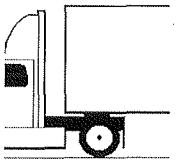
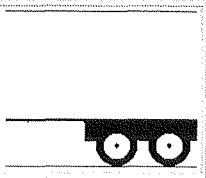


Chart 1

Maximum Gross Weight for Single and Tandem Axles

			
Tire Size	Total Weight 2 tires - 1 axle	Total Weight 4 tires - 1 axle	Total Weight 8 tires - tandem axle
10 inches	12,000 lbs.	20,000 lbs.	34,000 lbs.
11 inches	13,200 lbs.	20,000 lbs.	34,000 lbs.
12 inches	14,400 lbs.	20,000 lbs.	34,000 lbs.

Maximum gross weight is based on the manufacturer's sidewall tire rating, but not to exceed 600 pounds x the sum of the tire widths, in inches, up to the maximum axle, tandem axle, and gross weight tables.

Maximum Allowable Weight for Any Vehicle, Group of Axles, and Combination of Vehicles

Determined by whichever of the following two methods produces lower weight:

1. The sum of the weights that are legally allowed on single axles, tandem axles, or groups of axles, **OR**
2. Weight limits outlined in the following tables from ORS 818.010, with only two exceptions:

Exception A: Two consecutive sets of tandem axles spaced 30 feet or more apart may have a gross weight of 34,000 pounds each and operate without a permit on all non-interstate highways. A permit is required for operations on interstate highways, unless the spacing is 36 feet or greater.

Exception B: Four axles consisting of a set of tandem axles and two axles spaced nine feet or more apart may have a gross weight of 70,000 pounds if the distance between the first and fourth axle is 35 feet or more. A permit is required for operations on interstate highways.

Chart 2

Maximum Weight Limits in Pounds

Distance in feet between first and last axle in group of axles:	2 axles	3 axles
4	34,000	
5	34,000	
6	34,000	
7	34,000	
8 and less	34,000	34,000

Maximum Weight Limits in Pounds (continued)

Distance in feet between first and last axle in group of axles:	2 axles	3 axles	4 axles	5 axles	6 axles	7 or more axles
more than 8	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11	40,000	44,000				
12	40,000	45,000	50,000			
13	40,000	45,500	50,500			
14	40,000	46,500	51,500			
15	40,000	47,000	52,000			
16	40,000	48,000	52,500	58,000		
17	40,000	48,500	53,500	58,500		
18	40,000	49,500	54,000	59,000		
19	40,000	50,000	54,500	60,000		
20	40,000	51,000	55,500	60,500	66,000	
21	40,000	51,500	56,000	61,000	66,500	
22	40,000	52,500	56,500	61,500	67,000	
23	40,000	53,000	57,500	62,500	68,000	
24	40,000	54,000	58,000	63,000	68,500	74,000
25	40,000	54,500	58,500	63,500	69,000	74,500
26	40,000	55,500	59,500	64,000	69,500	75,000
27	40,000	56,000	60,000	65,000	70,000	75,500
28	40,000	57,000	60,500	65,500	71,000	76,500
29	40,000	57,500	61,500	66,000	71,500	77,000
30	40,000	58,500	62,000	66,500	72,000	77,500
31	40,000	59,000	62,500	67,500	72,500	78,000
32	40,000	60,000	63,500	68,000	73,000	78,500
33	40,000	60,000	64,000	68,500	74,000	79,000
34	40,000	60,000	64,500	69,000	74,500	80,000
35	40,000	60,000	65,500	70,000	75,000	80,000
36	40,000	60,000	66,000	70,500	75,500	80,000
37	40,000	60,000	66,500	71,000	76,000	80,000
38	40,000	60,000	67,500	71,500	77,000	80,000
39	40,000	60,000	68,000	72,500	77,500	80,000
40	40,000	60,000	68,500	73,000	78,000	80,000
41	40,000	60,000	69,500	73,500	78,500	80,000
42	40,000	60,000	70,000	74,000	79,000	80,000
43	40,000	60,000	70,500	75,000	80,000	80,000
44	40,000	60,000	71,500	75,500	80,000	80,000
45	40,000	60,000	72,000	76,000	80,000	80,000
46	40,000	60,000	72,500	76,500	80,000	80,000
47	40,000	60,000	73,500	77,500	80,000	80,000
48	40,000	60,000	74,000	78,000	80,000	80,000
49	40,000	60,000	74,500	78,500	80,000	80,000
50	40,000	60,000	75,500	79,000	80,000	80,000
51	40,000	60,000	76,000	80,000	80,000	80,000
52	40,000	60,000	76,500	80,000	80,000	80,000
53	40,000	60,000	77,500	80,000	80,000	80,000
54	40,000	60,000	78,000	80,000	80,000	80,000
55	40,000	60,000	78,500	80,000	80,000	80,000
56	40,000	60,000	79,500	80,000	80,000	80,000
57 or over	40,000	60,000	80,000	80,000	80,000	80,000

186562

Foundation Engineering, Inc.
Professional Geotechnical Services

Exhibit D

Date:	March 4, 2014
To:	Joe Richards, P.E. City of Portland Bureau of Environmental Services
From:	Timothy J. Pfeiffer, P.E., G.E. Mitchell F. Schaub, P.E., G.E.
Subject:	Pavement Evaluation SE 73rd Avenue
Project:	Luther Road Habitat Restoration Project FEI Project No. 214-2-007

REGISTERED PROFESSIONAL ENGINEER 58371PE Mitchell F Schaub OREGON JULY 13, 1999 MITCHELL F. SCHAUB
Expires: 6/30/2014

Foundation Engineering, Inc. (FEI) has completed an evaluation of the potential impact of proposed construction traffic on the SE 73rd Avenue pavement section. The pavement evaluation consisted of an office study to estimate the performance of the existing pavement section with the planned construction traffic.

BACKGROUND INFORMATION

The City of Portland, Bureau of Environmental Services (BES), plans to use SE 73rd Avenue as a haul road for construction of the Luther Road Habitat Restoration Project, located in Clackamas County. Construction traffic will access the project site from SE Luther Road via ± 800 feet of SE 73rd Avenue, which is privately owned.

FEI was retained by BES to provide the pavement evaluation. Our scope of work was described in an Engineering Services Work Order for Flexible Service Contractors executed on Feb 25, 2014, and included the following:

- Review existing project information including pavement construction, as-builts, utility construction, available maps and reports.
- Evaluate planned construction traffic loading and estimate 18 kip equivalent single axle loads (ESAL) for pavement evaluation.
- Estimate pavement design parameters for existing pavement section and subgrade.
- Check existing pavement section structural number with proposed traffic loading.
- Provide an estimate of the pavement performance and recommendation for mitigation or repair of the pavement wear

EXISTING PAVEMENT SECTION

We understand the pavement section of SE 73rd Avenue was constructed in ± 2004 and consists of a 4-inch layer of Asphaltic Concrete (AC) underlain by an 8-inch layer of reclaimed base (AC and base rock) with a 5% (by weight) cement additive. The

reclaimed base was derived on-site by the excavation of an existing AC and base layer of silty gravel, mixed with dry cement and water, and compacted in-place.

A geotechnical report for the Luther Road Habitat Site by Ash Creek Associates dated January 27, 2010 shows test pits TP-9, TP-12 and TP-13 consist of silty sand (fill) with some gravel and cobble at depths of ±0 to 3 feet. This appears consistent with photographs of utility construction on SE 73rd Avenue indicating a ±12-inch thick pavement section underlain by what appears to be soil consisting of sand or silt with gravel.

FEI performed a reconnaissance of the site and observed the condition of the AC to consist of two isolated pavement depressions in front of the residence at 8900 SE 73rd Avenue. These depressions were ±8-inches in diameter and ± ¼ inch deep. No other surface cracking or pavement distress was observed. We also observed a ± 75-foot long section of the roadway AC that appeared to be a patch. It is located ±100 feet north of the residence at 8900 SE 73rd Avenue.

Based on FEI's review of the project documents and our experience, the following pavement and subgrade design parameters were selected using AASHTO Design of Pavement Structures (AASHTO 1993) and ODOT Pavement Design Guide (ODOT 2011).

- reliability of 85%
- overall standard deviation of 0.49
- initial serviceability of 3.5
- terminal serviceability of 2.0
- soil subgrade resilient modulus (M_R) of 3,000 psi
- AC layer coefficient of 0.3
- AC drainage coefficient of 1.0
- reclaimed base layer coefficient of 0.2
- reclaimed base layer drainage coefficient of 0.8

CONSTRUCTION TRAFFIC

We understand project construction will require the import of 6,050 cubic yards of rock and the export of 38,050 cubic yards of soil. To carry these materials, we have assumed the construction traffic on SE 73rd Avenue will consist of a conventional dump truck and trailer with 5 axles. These typically consist of a dump truck with a single front axle (2 tires) and a rear tandem axle (8 tires) pulling a trailer with two single axles (4 tires each axle). Based on a volume capacity of 15 cubic yards per truck and trailer (full), we estimate ±3,000 truck and trailer trips will be required.

To evaluate the impact of the construction truck traffic on the existing pavement, we estimated a dump truck 18 kip Equivalent Single Axle Loads (ESALS) using the following maximum axle weights from ORS 818.01 Chart 1 Truck Weight Limits provided as Exhibit B by BES. Load equivalency factors (LEF) were also selected using Tables D.1 and D.2 from AASHTO (1993).

- 14.4 kips for dump truck single front axle and LEF of .334 (full), and 7.2 kips and LEF of 0.036 (empty).
- 34 kips for dump truck tandem rear axle and LEF of 1.07 (full) and 17 kips and LEF of 0.124 (empty).
- 20 kips for front and rear trailer axle and LEF of 1.59 (full) and 10 kips and LEF of 0.09 (empty).

Using these values, we estimated a truck traffic load of ±15,000 ESALS during construction.

PAVEMENT EVALUATION

Evaluation of the performance of existing pavement section was completed by comparing the structural number of the existing pavement section to the required structural number for the construction traffic. The calculations were based on pavement design guidelines in AASHTO (1993) and the ODOT (2011).

The structural number (S_N) for the existing pavement section was calculated using the base layer coefficients and drainage coefficients of the AC and reclaimed base layer, and a thickness of 4 inches of AC and 8 inches of reclaimed base layer. We calculated a S_N value of 2.48 for the existing pavement section.

Using the truck traffic ESALS and design parameters including reliability, overall standard deviation, initial and terminal serviceability, and soil subgrade M_R, we calculated a structural number of 2.42 for the construction traffic.

Comparison of the structural numbers indicate the existing pavement section has a structural number that is slightly greater than the structural number of the estimated construction traffic. Therefore, the existing pavement section should be able to support the anticipated construction traffic and not completely fail or require full depth (AC and base layer) reconstruction. Following construction, however, we anticipate the pavement section will be at or near its estimated terminal serviceability value. Terminal serviceability can be considered as the level of pavement wear that may trigger maintenance in order to extend its design life.

Following construction, we anticipate the pavement will show noticeable signs of wear and potentially include some minor to moderate pavement rutting and cracking. However, due to potential variations in traffic and existing pavment section, limited areas of deep rutting and extensive cracking may require full depth repair.

DISCUSSION OF FINDINGS

Based on the limited data available, a potential worst case scenario for the pavement condition on SE 73rd Avenue following construction would include extensive areas requiring full depth reconstruction. The potential best case scenario would be a pavement condition limited to moderate wear and minor AC cracking. For planning and budgeting purposes, we recommend assuming an overlay will be required and ±10% of the pavement area will require full depth repair. In areas of existing curbs, driveways and streets, grinding and inlay will be needed for the overlay to match grades.

LIMITATIONS

The assumed pavement design parameters, calculations, conclusions, and recommendations contained herein are based on information provided by discussions with BES and review of project related documents as described herein. No pavement investigation was performed. The findings should be considered estimates due to the inherent variability with the existing pavement and soil conditions. We will assume no responsibility or liability for any engineering judgment, inspection, or testing performed by others.

This memorandum was prepared for the exclusive use of the City of Portland Bureau of Environmental Services for the Luther Road Habitat Restoration Project in Clackamas County, Oregon. Information contained herein should not be used for other sites or for unanticipated construction without our written consent. This report is intended as an opinion regarding estimated pavement wear and repair on SE 73rd Avenue following truck traffic construction. Contractors using this information to estimate construction quantities or costs do so at their own risk. Our services do not include any survey or assessment of potential surface contamination or contamination of the soil or ground water by hazardous or toxic materials. We assume those services, if needed, have been completed by others.

Please contact us any questions or comments. We appreciate the opportunity to assist you with this project.