

★ ON-SITE COMMUNICATION/SIGNAGE

Media Pylons

As patrons arrive around the perimeter of the Arena District, the first of the graphic components they will see is one of three large signage structures, or "media pylons." Media pylons are located along Hassalo Street near the corner of Williams Avenue, the Transit Plaza and the south entry to the Arena and Commons, and at the intersection of Weidler and Wheeler Avenue. These animated signs identify the arena complex name (TBD), the facilities names; the Arena name(TBD), Memorial Coliseum, Exhibition Hall, Commons, and Annex, and contains backlit panels or other graphic techniques featuring current and upcoming events.

A large video screen may be included with the south media pylon to further animate and enliven the District and will be used to communicate transportation-related information. This signage cluster is supported approximately 20 feet above the ground with an information kiosk on ground level. This location has maximum exposure addressing vehicles along Hassalo, pedestrians entering the Arena District from the south, and the Transit Plaza.

The third media pylon is a smaller version of the primary pylons, with the major identity elements and events information included. It is located at the Broadway/Larrabee intersection. After events, the pylons will give traffic reports, transit information and freeway access directions.

The advertising planned for these signs is currently under review with the City Planning Bureau.

Fixed Signage

These signs will direct patrons to facility entrances, parking areas, transit stops, the central ticketing box office, and information kiosks.

Information Kiosks

In addition to the primary pylons, information kiosks will be located as follows:

- ◆ In the elevator structure south of the Annex
- ◆ Near the auto court in the Box Office lobby

These kiosks will contain Tri-Met transit ticket machines, automatic bank-teller machines, identity/directional graphic maps with video monitors, public and security phones, drinking fountains, coming events posters, and a community bulletin board.

Arena and Coliseum Communication

The primary tool for communicating operations and transportation information will be video. This medium has the flexibility to give last minute information and the opportunity for eye-catching graphics.

During Blazers games, use of the instant replay video screens and coinciding public address announcements are the most effective way to communicate traffic and transportation information. The Blazers "captive audience" can be given traffic updates late in the game, such as accident reports or identifying alternate, less congested freeway access routes. In addition, transit/shuttle information and promotional spots will be featured.

Throughout the Arena concourses, information will be distributed through over 150 video monitors located in lounges and along walls; over the PA system; on the matrix boards at the four media totems; and on the electronic reader board at each Arena entry and exit. The same traffic and transportation information will be disseminated through these devices. The Coliseum will continue to have video monitors located at the concessions and concourse areas.

In addition to video, printed materials and handouts are available at two informational customer service locations in the Arena and central box office, as well as electronic displays at the two major entrances.

Parking Garage Communication

In addition to standard, fixed signage throughout the parking garages, variable message signs (VMS) will be located on streets near the entrance/exit points. These will not feature fully versatile word messages. Instead, pre-set, alternative word messages, such as "FULL," "PARK," and "PRE-PAID ONLY" are required.

As with the off-site parking lots, the on-site parking garages will be graphically identified with color coding and numerical designation. This system will incorporate the Arena District graphic standards and utilize creative techniques to assist patrons in locating their car quickly. This will help accelerate egress from the garage.

OREGON ARENA PROJECT
Traffic Management Plan
Section Six

SITE OPERATIONS

★ **PRE/POST EVENT ACTIVITIES**

- Annex
- Commons Operation
 - Tours
 - Guides

★ **SECURITY**

- On-Site Control Center
- Police Traffic Control
- Event Site Security
 - Information/Reception Desk

☆ PRE/POST EVENT ACTIVITIES

Typically, the areas around large, public gathering facilities such as sports arenas, can be desolate and foreboding -- especially when an event is not occurring. Therefore, the planning of this facility is intended to activate and "humanize" the pedestrian spaces as much as possible. The following is an overview of site operations pertaining to transportation and traffic issues. A comprehensive report, addressing details of plaza and site operations, will be available from OAC prior to the opening of the Arena.

Annex

This will be located between the new Arena and the Memorial Coliseum. This entertainment facility will not only help to activate the District during non-event hours, but will reduce pre- and post-game traffic congestion by providing two restaurants, a brew pub and other commercial uses. Patrons will be able to eat, have a refreshment, watch other sporting events, or see live entertainers before and after an event, thus alleviating the mass ingress and egress typically experienced at arenas.

During the day, as well as during an event, the lobby inside the Annex (next to the central box office) will have an information/security desk operated by OAC personnel. This person will answer questions, give directions, provide information, and be in constant contact with security personnel.

Commons Operations

The pedestrian plaza spaces (the Commons) between and around the Arena and Coliseum are being designed to accommodate large numbers of people in a relatively short period of time. This requirement demands large, paved plazas which could be essentially empty during non-event times.

OAC is leasing the "space" from the City. OAC intends to aggressively "program" the Plaza -- particularly the "Coliseum Commons" space -- during

the late Spring and Summer months. OAC intends for events to be planned and scheduled not only in conjunction with Arena and Coliseum events, but independent of any other activities on site. These could include concerts, art fairs, political rallies, and community/neighborhood gatherings. OAC has responsibility to maintain and program the Commons area, and is committed to its viability.

Tours

Public tours of the Arena and/or Coliseum will be given during daytime, off-event hours when feasible. These tours will originate at the Reception/Information Desk in the Annex lobby, and will be funded by OAC.

Guides

OAC is exploring the possibility of having guides on site during events. These persons will act as "ambassadors," giving directions, answering questions, and acting as the initial security contact. During construction, these guides will play an important role in directing pedestrians around and through construction zones and answering questions.

The guides will be neat in appearance and professional in manner. The OAC Human Resources staff will train and inform the guides as how to handle all situations that may occur. OAC has initiated contact with the Association for Portland Progress to explore the possibility of using the downtown guides, "green coats," for this role. This is a natural extension of the central city across the river, and could be incorporated throughout the Lloyd District. After large events, these guides will assist in directing people to parking, shuttle stops, buses, MAX, etc. The guides will be funded by OAC.

SECURITY

On-Site Control Center

Within the new Arena is an Arena Control Center, where all traffic and security matters will be monitored and coordinated. This will be the contact point for Portland Police, Oregon State Highway Patrol, and the Office of Transportation. It will be manned by OAC staff and security personnel, at OAC's expense.

Twenty-five closed-circuit cameras will monitor the site perimeter and intersections, Arena Garage, Annex Garage, and Commons area. Security personnel will be able to monitor and dispatch OAC security and/or police to any required situation. The Control Center, containing a traffic management/PDOT workstation, will also monitor traffic conditions at intersections and streets, and feed that information to the regional control system. This will allow periodic signal timing changes to be made. In addition, information may be fed to the Arena matrix and video board/TV programmers, located in the OAC broadcast production facility. In the future, the traffic information could be fed to and received from the ODOT Freeway Surveillance Control Center.

Police Traffic Control

Police officers will be required to operate the pedestrian signals at the mid-block Hassalo Street crossing and other heavy pedestrian traffic areas (see Table 4 - Pedestrian Crossing Police Control Projection Breakdown). The "walk" time will be manually extended to increase the capacity of the sidewalk. Additional locations requiring police control for large attendance events are: Broadway crossings at Benton and Vancouver; and between Williams and the new East/West Street.

Police control will be required to allow exiting vehicles to make a left-hand turn from the East/West Street onto Larrabee, bound for Interstate Avenue and ultimately, the Steel Bridge and Lloyd District Ring Road to I-84.

Event Site Security

OAC will employ staff for event-specific security. The numbers will vary depending on type of event, projected attendance, anticipated age of crowd, and history for that type of event in other cities, as well as Portland. The event security staff, funded by OAC or event promoter, will be in addition to Portland Police and peer group security.

Table 5
Event Security Staffing Breakdown*

EVENT/ATTENDANCE	TRAFFIC/ PARKING	SITE	BUILDING	TOTAL
Family show/0-7,000	2	1**	2	5
7,000-15,000	4	1**	3	8
15,000-20,000	5	2**	4	11
Blazers game/12-15,000	4	2	4	8
15,000-20,000	5	4	6	15
Concert/0-7,000	2	3	6	11
7,000-12,000	3	6	10	19
12,000-15,000	4	8	15	27
15,000-20,000	5	12	20	37

* Does not include 2 full-time OAC security officers, guides, or performance/stage security (e.g. crowd control)

** Assumes daytime event, add 1 additional security officer for evening event

Information/Reception Desk

The Annex lobby will be staffed by OAC personnel during business hours to direct patrons to the various facilities throughout the complex. During event hours the on-site guides will operate from this area, with direct contact to OAC security personnel and the Portland Police Department. During off-event and business hours, an OAC security person will operate this area.

OREGON ARENA PROJECT
Traffic Management Plan
Section Seven

PUBLIC RELATIONS/CONSTRUCTION

- ★ COMMUNICATIONS PLAN
 - Goals
 - Target Audiences
 - Phase I Action Plan
- ★ CONSTRUCTION ACTION PLAN
- ★ DISTRIBUTION LIST

★ COMMUNICATIONS PLAN

Construction activities related to the Oregon Arena Project will necessitate the closure of some current traffic routes adjacent to and around the Coliseum area effecting both pedestrians and motorized vehicles. On-site parking will also be significantly reduced due to the closure of the south Coliseum parking lot.

During the 2½-year construction process, the Memorial Coliseum will continue in full operation playing host to a variety of events, exhibits, meetings, etc.

Goals:

1. To establish a proactive position regarding impacts of the construction program, by identifying and preventing potential problems, and by establishing a communications system that supports a ready response to real or perceived problems that may occur;
2. To ensure that the Oregon Arena Project remains in a positive light in the community throughout the construction period, and public anticipation of its opening in 1995-96 is heightened;
3. To implement the OAC/TBI "good neighbor" policy commitment to "developing, maintaining and improving communications, interactions and partnerships" with their commercial and residential neighbors;
4. To inform OAC neighbors, community leaders, commuters and other users of the construction project's surrounding area, and the general public about the progress and impacts of the 2½-year Oregon Arena construction program;
5. To assure that patrons of the Memorial Coliseum are fully informed of the progress and impacts of the construction program, and are provided with information on parking and traffic circulation and shuttle opportunities to make their visit to the facility safe and convenient;

6. To minimize the impact of construction on the public by keeping parties informed well in advance. This creates opportunities to move around and through the construction area expeditiously and safely via alternative routes or detours; and
7. To keep the media fully informed on plans and progress of the construction program, and develop a positive working relationship with media representatives based on ready response to their questions and concerns.

Target Audiences

OAC/Trail Blazers

- ◆ Employees, suppliers, season ticket holders, suite holders, ticket sales outlets

Memorial Coliseum

- ◆ Employees, suppliers, event attendees, event promoters, tenants, ticket sales outlets

Oregon Convention Center

- ◆ Employees, suppliers, event attendees, event promoters, tenants

Public Partners in Arena Project

- ◆ City officials; PDC; key bureau department heads including PDOT; Metro officials; police and fire bureaus; top state officials including Governor; state legislators from Multnomah, Clackamas, Washington, and Clark counties; ODOT and OED; Tri Met; US Senate and Congressional representatives; and not-for-profit groups such as POVA and APP

Shuttle Partners

- ◆ Tri Met, PDI, City of Portland, and other parking lot owner/operators

Other Public Transportation Providers

- ◆ Restaurant buses and taxi companies

Key Businesses near the Project Site

Neighborhood Groups near the Project Site

Residents near the Project Site

Civic/Business Associations near the Project Site

General public

- ◆ Greater Portland/Vancouver area

Media

- ◆ Radio, TV and print general news and special traffic reporting outlets

Phase I Action Plan

A traffic communications subcommittee has been formed to review construction activities/timelines and communications needs. This group was initially composed of representatives from the Portland Trail Blazers, OAC, Tri-Met, PDOT, and Barney Worth (a consulting firm hired by OAC to assist on the Arena project). In future months, plans call for representatives of the Oregon Convention Center and other groups to be included in meetings as appropriate.

One of the first tasks of this committee was to review identified target audiences and determine the most effective means of communicating with these groups/individuals. Much time has been spent compiling an extensive mailing list of key groups and individuals. Additionally, a business mailing list covering businesses within a three zip-code area surrounding the Memorial Coliseum area has been purchased.

Communication tools identified include: a newsletter, informational flyers, ticket stuffers, on-site and remote signage, a construction hot line, a speakers bureau, construction information center, information guide program, press releases and media briefings. These tools were then matched to the different target audiences and delivery methods established (see Distribution List).

★ CONSTRUCTION ACTION PLAN

The completion of the development agreement between the City and OAC marked the beginning of the second phase of the communication plan. Now that it has been approved, it means that design work and more specific construction scheduling can be finalized. The public in general will need to be brought up-to-date on the status of the project and new timelines.

Based on past experience, OAC believes that the media will most likely provide substantial coverage on the details of the development agreement. However, OAC feels that it is important to make sure that key target audiences receive updated information on design revisions, construction timelines, etc.

A comprehensive Oregon Arena Project Newsletter will be produced to maintain consistent communications. At the same time, members of the OAC speakers bureau will schedule presentations on the Arena project with interested groups and organizations.

OAC also plans to participate in a variety of trade shows and job fairs to communicate established affirmative action and good neighbor policies tied to hiring and purchasing. This will be done through the construction phase and beyond. OAC staff members will continue to meet regularly with key special interest groups such as the N/NE Alliance, Oregon Association of Minority Entrepreneurs, N/NE Business Association, and representatives from a cross section of organizations representing the disabled community to ensure that community input is consistent part of the communication process.

A comprehensive communications effort is planned to minimize traffic congestion and pedestrian access problems related to OAC construction activities. A construction hot line will be established to give citizens regular updates on construction activities effecting motor vehicle and/or pedestrian traffic. Radio traffic reports at heavy drive times will also be coordinated.

Additionally, a series of informational flyers is planned to ensure that key target audiences are kept informed on a regular basis. Quantity distribution of flyers

to businesses located on NE Broadway, Martin Luther King Boulevard and Wielder will also be completed.

OAC representatives will utilize press releases and media briefings throughout the construction process to keep the general public informed and up-to-date on project activities.

Coliseum event attendees will receive transportation, parking, and access information through a variety of services. Information on the planned shuttle system and how to best take advantage of this transportation service will be provided through special ticket envelope inserts; a new information display being created for the Coliseum concourse; Jumbotron/PA announcements; and handouts.

★ DISTRIBUTION LIST

CODE	TARGET AUDIENCES	NEWS- LETTER	FLYERS	DIRECT MAIL	TICKET STUFFERS	PRESS RELEASES	SPEAKER'S BUREAU
101	OAC/TB Suppliers: (32)	X	X	X			
102	Tri-Met (10)	X					
103	Multnomah County (24)	X					
	a. Commissioners (6)	X					
104	City (Council) (5)	X				X	
	a. PDC (10)	X	X			X	
	b. Police (6)	X	X				
	c. Fire Department (5)	X	X				
	d. POVA (10)	X	X				*
105	Transportation (6)	X	X				
	a. PDOT (4)	X	X				
	b. ODOT (2)	X	X				
106	METRO (14)	X					
	a. Council (16)	X	X	X		X	
	b. Shuttle Partners (?)	X	X	X		X	
107	State (29)	X					
108	US Senate/Congress (7)	X					
109	MERC (9)	X	X	X		X	
110	Chamber of Commerce (15)	X					*
111	Civic/Bus groups (target area) (32)	X	X	X		X	*
	a. Greater Portland Area (49)	X	X	X		X	
112	Neighborhood Groups (target area) (30)	X	X	X		X	*
114	Ambulance Companies (3)	X	X				
115	Taxi Companies (4)	X	X				
116	Clackamas County (77)	X					
117	Washington County (35)	X					
118	Special Traffic Reporters (12)	X	X		X	X	
119	VIP's (158)	X					
120	Disabled (13)	X		X		X	*
121	Resturant Buses (4)	X	X	X			
122	Coliseum/OCC Tennants (?)	#	#	#			
123	Coliseum/OCC Event Promoters (?)	#	#	#	#		
124	Ticket Sales Outlets (10)	X	X	X	>		
125	PDI (?)	X	X				
126	OAC Traffic Com. Committee (8)	X	X	X	X	X	
**201	Key Businesses in target area (Contacts Influential)	X	>	X			*
202	OAC/Trail Blazer Employees (75)	>	>	>	>	>	
203	Blazer Season Ticket Holders (4500)	X	>		>		
204	OAC Suite Holders (70)	X		X			*
205	Media (General News) (53)	X	X	X		X	
206	Preferred Seat Holders (?)	X		X			
207	Business News Letter Editors		X			X	
301	Coliseum Employees (20)	#	#	*		#	*
302	OCC Employees (20)	#	#	*		#	*
303	Coliseum Event Attendees				#		
304	OCC Event Attendees				#	X	
**	500+ Bus/6,200 Employees on 3 main streets (MLK/Brdwy/Weidler); 3,000 total Bus. in target area.						
*	= Appearance						
X	= Mail						
>	= Hand Delivery						
#	= MC/OCC to Distribute						

OREGON ARENA PROJECT



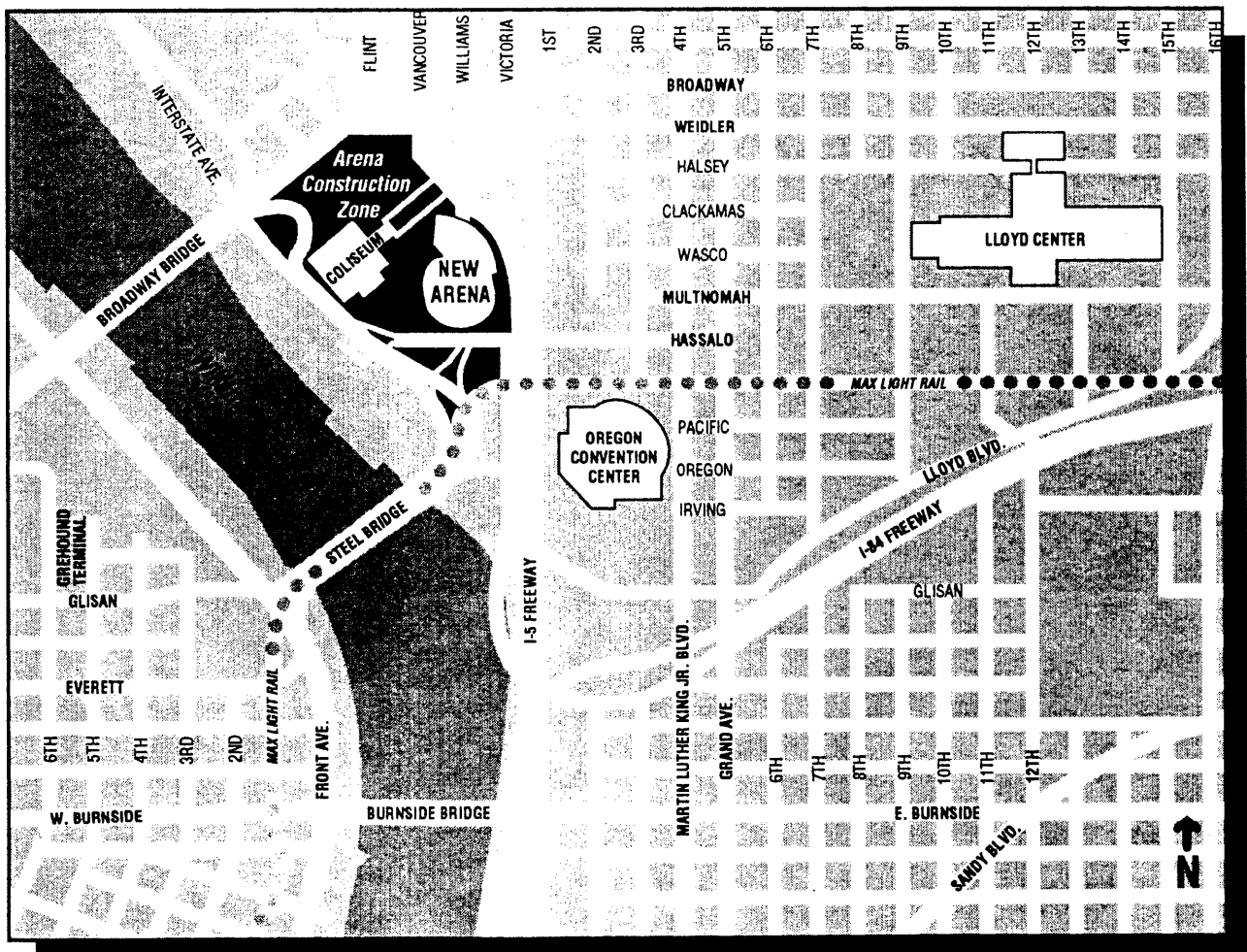
Arena Construction Coming Soon!

September 1992 · Fall 1994

The Trail Blazers, the Oregon Arena Corporation and the City of Portland are about to embark on one of the largest, most exciting development projects in Oregon's history. Construction will soon begin on a \$190 million, 19,800-seat arena project that includes new parking facilities and an entertainment complex, surrounded by a major transit plaza and public commons.

In addition to providing a new home for the Blazers and world-class sporting and entertainment events, the new Arena is part of the masterplan for redevelopment of the Lloyd district. Along with Veterans Memorial Coliseum, the Exhibit Hall, new restaurants, and offices, the new Arena will complete a family of facilities that will add life and vitality to the area.

This flier is the first of many which we will distribute periodically to keep you up to date on the project's progress – and how it will affect the ways you travel in and around the construction zone.



Can I avoid the construction zone if I'm traveling between Downtown and Lloyd Center?

Yes. However, during construction, avoid traffic congestion and delays, by using the Burnside or Broadway Bridges.

Will the Steel Bridge remain open? What about the Broadway Bridge?

Yes. Bridges in the vicinity will be open and accessible. However, during various stages of construction, you may experience traffic delays on the east side of the Willamette River when coming on and off the bridges.

Can I still use the Coliseum on-ramps to I-5 and I-84?

Yes. Ramps to both freeways will remain open as usual. To avoid congestion and delays, follow the signs for alternate access points off Martin Luther King Boulevard and Lloyd Boulevard.

How will Williams Avenue be affected?

To accommodate the new arena, Williams Avenue will be relocated next to I-5. Therefore, during construction, a portion of Williams Avenue will be closed between the I-5 on-ramp and the Coliseum Transit Center. When Williams is closed, plan on using Martin Luther King Boulevard/Grand Avenue and the redesigned Interstate Avenue (will be ready for use in the Fall of 1992).

How will Coliseum events be affected?

All scheduled events at the Coliseum and the adjoining Exhibit Hall will occur as usual.

However, access to the Exhibit Hall and parking will become limited. During construction, the south parking lots will close, but the north parking lots off of Broadway will remain open.

Where will I park for Coliseum events?

To alleviate parking problems and make getting to Coliseum events more convenient, a new shuttle system will be introduced to connect nearby parking lots to the front door of the Coliseum. More information on the new shuttle system will be distributed later this summer.

In addition to using the new shuttle, we also recommend that you plan on carpooling or using Tri-Met.

Will Tri-Met still use the Coliseum Transit Center?

Yes, the Coliseum Transit Center will remain open with few temporary closures. MAX and buses will keep regular schedules throughout the construction period. Some bus lines will be rerouted to serve the Transit Center after the section of Williams Avenue is closed.

How can I get more information?

Call our hotline, 24 hours a day, for the latest update:

(503) 123-4567

OR....

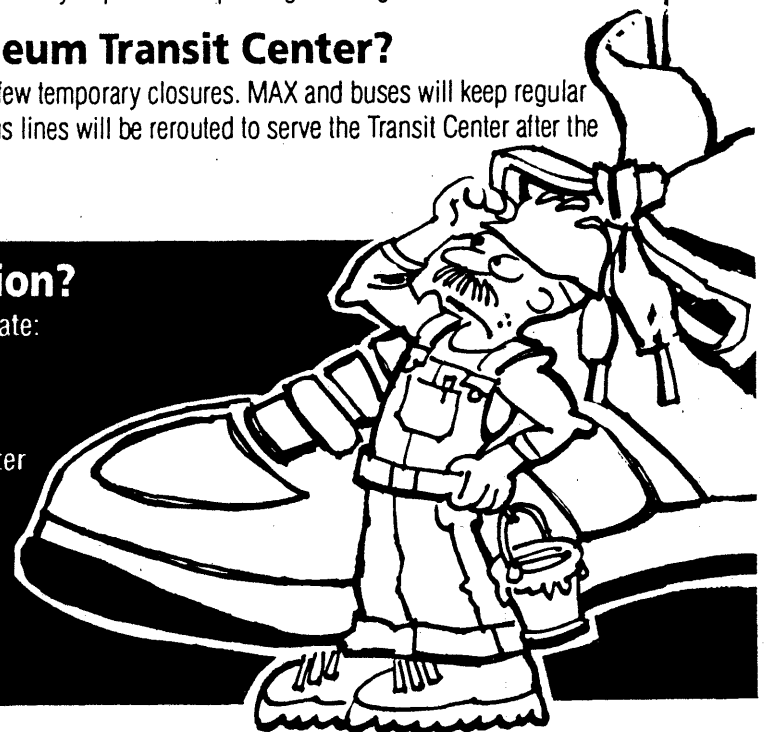
Sign up to receive our free Arena Update Newsletter by sending your name and address to:

Oregon Arena Corporation

Attn: Newsletter

825 NE Multnomah, Suite 270

Portland, Oregon 97232



OREGON ARENA PROJECT
Traffic Management Plan
Section Eight

CONSTRUCTION

★ SCHEDULING/PHASING

- Construction Milestones/Phasing

★ MEMORIAL COLISEUM ACCESS

- Automobiles/Parking
- Shuttle Bus - Service Demand
 - Routing
 - Winter Hawks Games and Other Events
- Shuttle Marketing
- Restaurant Buses
- Pedestrians
- Bicycle Parking
- Service

★ SCHEDULING/PHASING

CONSTRUCTION MILESTONES/PHASING - (Month to Month)

Phase I

MONTH 1 (988 on-site parking spaces)

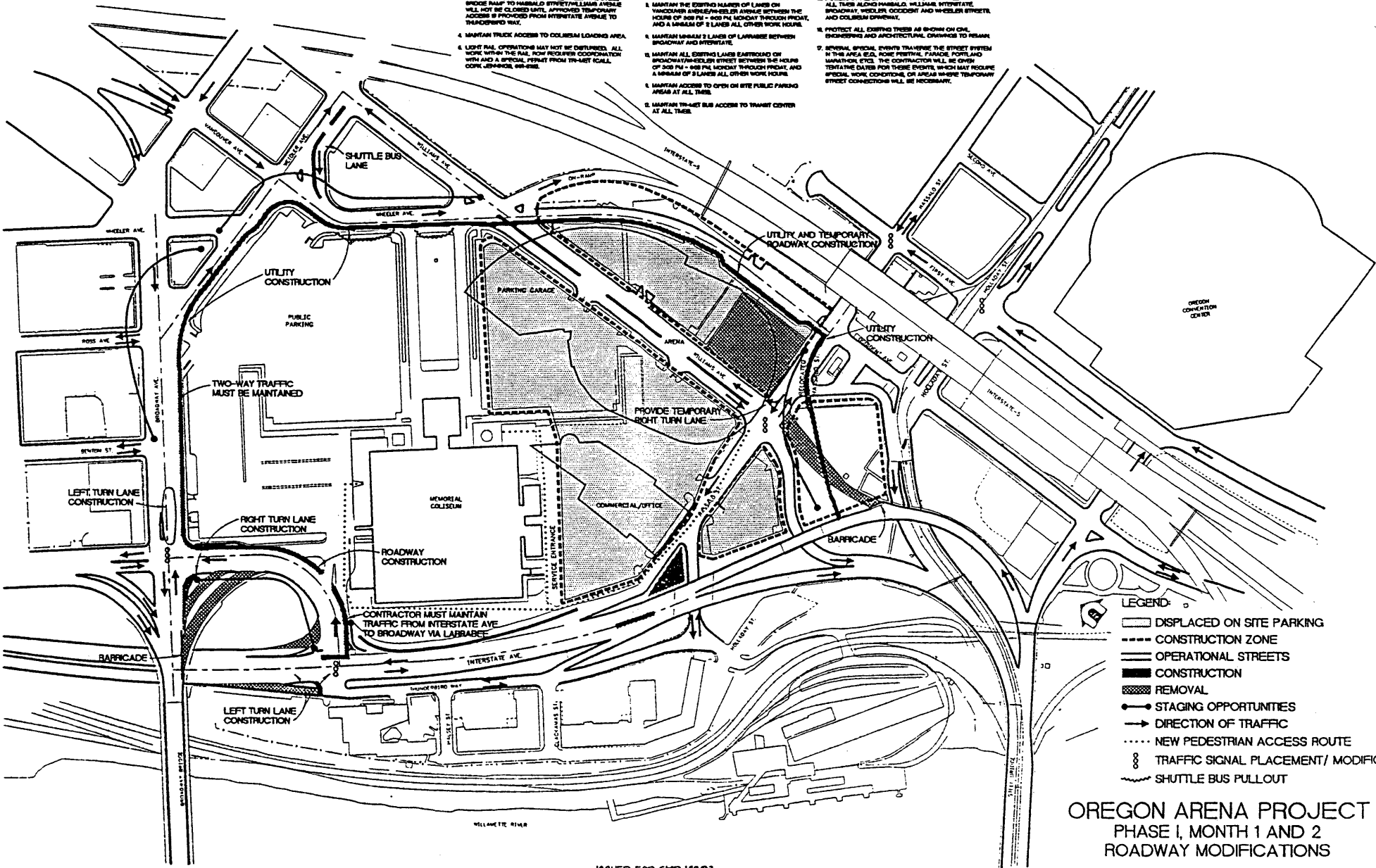
- **Demolition** of Hanna Building
- **Reconstruction** of Larrabee Street (connection between Broadway/Interstate Ave) includes:
 - closure of Larrabee ramps except for Coliseum access only
 - signal modification and additional turning lane to allow left turns from westbound Broadway to Larrabee
 - new signal at Interstate/Larrabee/Thunderbird Way
 - utility relocation in Larrabee and Broadway
- **Remove** portion of the median on Interstate Avenue (Larrabee south to bridge structure)
- **Close** all of south Coliseum parking area
- **Begin** construction of the Arena (Month 1 - Month 30)
- **Begin** construction of the Annex Garage (Month 1 - Month 11)

MONTH 2 (988 on-site parking spaces)

- Traffic control for eastbound Steel Bridge connection to Hassalo Street includes:
 - striping/signing Oregon Street one-way eastbound (Occident to First Avenue)
 - striping/signing First Avenue as for three lanes between Holladay and Hassalo
- **Construct** new utilities along future Williams alignment
- **Close** eastbound Steel Bridge ramp to Hassalo/Williams
- **Demolition** of Convention Hall section of Exhibit Hall/Memorial Coliseum
- **Construction** of shuttle bus pull-out along Wheeler prior to Williams Avenue
- **Construct** temporary access for vehicles and pedestrians to Coliseum
- **Continue** Arena construction (Month 1 - Month 30)
- **Continue** Annex Garage construction (Month 1 - Month 11)

GENERAL NOTES:

1. ALL TRAFFIC CONTROL MUST BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. MINIMAL TRAFFIC CONTROL MUST BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.
2. MAINTAIN PUBLIC SAFETY AND SHUTTLE BUS ACCESS ON RELATED WILLAMETTE AVENUE.
3. MAINTAIN TRAFFIC ACCESS TO AND FROM TRANSDORF WAY AT HARBOLD STREET AT ALL TIMES. THE STEEL BRIDGE RAMP TO HARBOLD STREET (THREE LANES) WILL NOT BE CLOSED UNTIL APPROVED TEMPORARY ACCESS IS PROVIDED FROM INTERSTATE AVENUE TO TRANSDORF WAY.
4. MAINTAIN TRUCK ACCESS TO COLUMBIAN LOADING AREA.
5. LIGHT RAIL OPERATIONS MAY NOT BE INTERRUPTED. ALL WORK WITHIN THE RAIL ROW REQUIRES COORDINATION WITH ARA AND A SPECIAL PERMIT FROM TRAMET SCALE, CORP. (4-24-04) 000000.
6. MAINTAIN ALL EXISTING LANES WESTBOUND ON BROADWAY BETWEEN THE HOURS OF 7:00 AM - 6:00 PM MONDAY THROUGH FRIDAY. MAINTAIN MINIMUM OF 2 LANES WESTBOUND DURING OTHER WORK HOURS.
7. MAINTAIN A MINIMUM OF 1 LANE SOUTHBOUND ON INTERSTATE AVENUE FROM 3:00 PM - 6:00 PM MONDAY THROUGH FRIDAY. MAINTAIN ONE LANE NORTHBOUND DURING OTHER WORK HOURS.
8. MAINTAIN THE EXISTING NUMBER OF LANES ON YONKOWER AND SEVEN ST AVENUE BETWEEN THE HOURS OF 3:00 PM - 6:00 PM MONDAY THROUGH FRIDAY, AND ALL LANES AT ALL OTHER WORK HOURS.
9. MAINTAIN MINIMUM 3 LANES OF LANEWAY BETWEEN BROADWAY AND INTERSTATE.
10. MAINTAIN ALL EXISTING LANES EASTBOUND ON BROADWAY/HARBOLD STREET BETWEEN THE HOURS OF 3:00 PM - 6:00 PM MONDAY THROUGH FRIDAY, AND A MINIMUM OF 3 LANES ALL OTHER WORK HOURS.
11. MAINTAIN ACCESS TO OPEN ON SITE PUBLIC PARKING AREAS AT ALL TIMES.
12. MAINTAIN TRAMET BUS ACCESS TO TRANSIT CENTER AT ALL TIMES.
13. REFER TO TEMPORARY PROTECTION AND DETECTION SIGN DRAWINGS FOR ALL TRAFFIC-RELATED MOVEMENTS.
14. WORK WITH HARBOLD STREET AND/OR COLUMBIAN TRANSIT CENTER REQUIRES COORDINATION WITH AND 24 HOUR NOTICE TO TRAMET SCALE, BULL COPPOL, 285-9854.
15. ACCESS BY PEDESTRIANS MUST BE MAINTAINED AT ALL TIMES ALONG HARBOLD, WILLAMETTE, INTERSTATE, BROADWAY, HOLLER, COCKBURN AND WHEELER STREETS, AND COLUMBIAN DRIVEWAY.
16. PROTECT ALL EXISTING TREES AS SHOWN ON CIVIL, ENGINEERING AND ARCHITECTURAL DRAWINGS TO REMAIN.
17. SEVERAL SPECIAL EVENTS TRANSVERSE THE STREET SYSTEM IN THIS AREA (E.G., ROSE FESTIVAL, PARADE, PORTLAND MARATHON, ETC.). THE CONTRACTOR WILL BE GIVEN TENTATIVE DATES FOR THESE EVENTS, WHICH MAY REQUIRE SPECIAL WORK CONDITIONS, OR AREAS WHERE TEMPORARY STREET CONNECTIONS WILL BE NECESSARY.



ISSUED FOR GHP 1/04/03

**OREGON ARENA PROJECT
PHASE I, MONTH 1 AND 2
ROADWAY MODIFICATIONS**

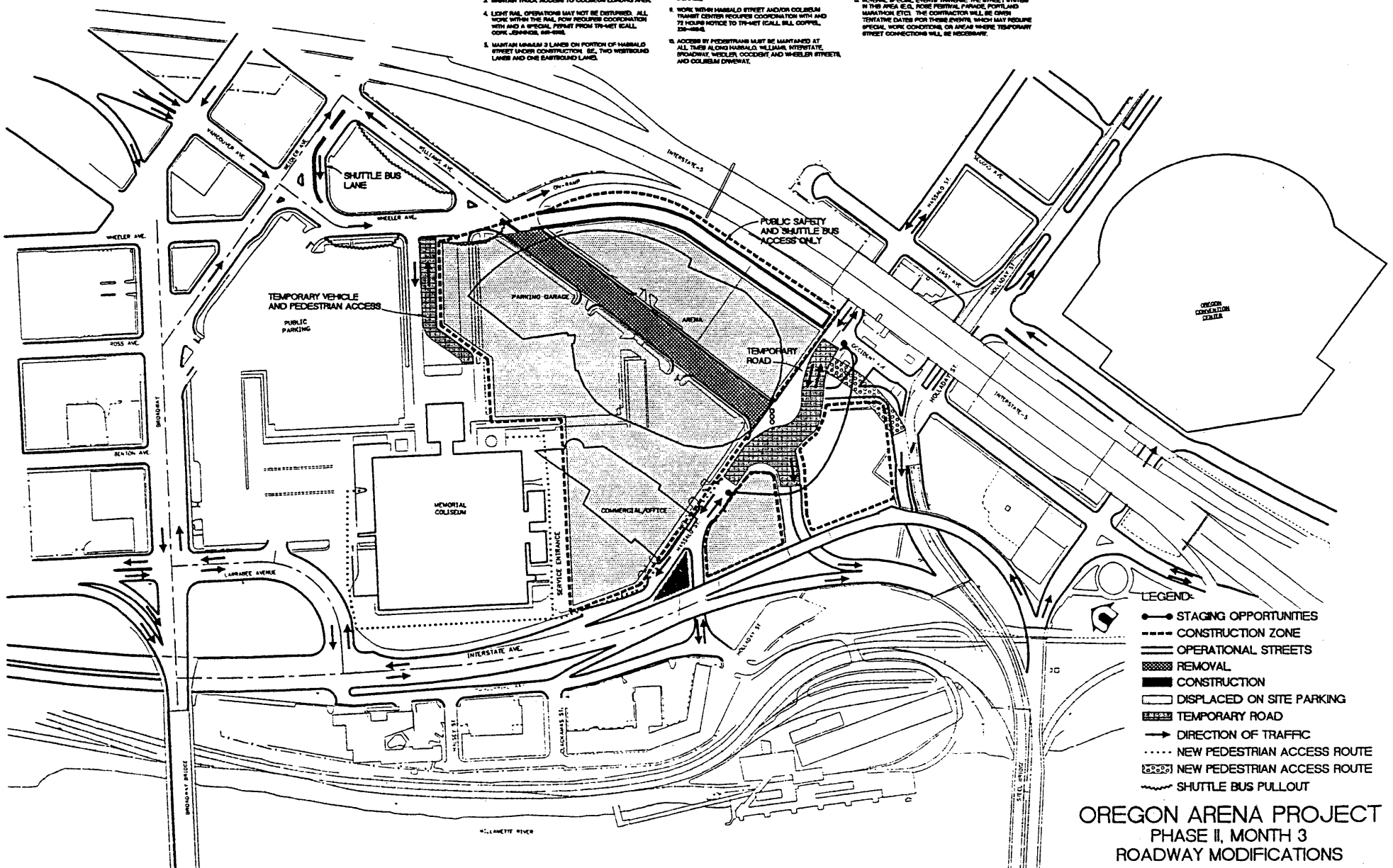
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Phase II**MONTH 3** (988 on-site parking spaces)

- **Closing and demolition** of existing Williams Avenue (Hassalo to Wheeler) includes:
 - construction of relocated Williams Avenue open of construction traffic, emergency vehicles, and event shuttle buses only
 - build temporary Hassalo connection around the Arena construction area, necessary to maintain the connection to Interstate Avenue northbound
 - construct pedestrian access along Hassalo Street, along Interstate Avenue to Coliseum
- **Construct** temporary road between Hassalo and Steel Bridge westbound ramp
- **Begin** Arena Garage construction (Month 3 - Month 21)
- **Continue** Arena construction (Month 1 - Month 30)
- **Continue** Annex Garage construction (Month 1 - Month 11)

GENERAL NOTES:

1. ALL TRAFFIC CONTROL MUST BE IN ACCORDANCE WITH THE MANUAL OF TRAFFIC CONTROL DEVICES. REMOVAL TRAFFIC CONTROL PLANS MUST BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.
2. MAINTAIN PUBLIC SAFETY AND SHUTTLE BUS ACCESS ON RELOCATED WILLIAMS AVENUE.
3. MAINTAIN TRUCK ACCESS TO COLISEUM LOADING AREA.
4. LIGHT RAIL OPERATIONS MAY NOT BE DISTURBED. ALL WORK WITHIN THE RAIL ROW REQUIRES COORDINATION WITH AND A SPECIAL PERMIT FROM TR-MET (CALL OORR, JEROME, 55-526).
5. MAINTAIN MINIMUM 3 LANES ON PORTION OF HARRALD STREET UNDER CONSTRUCTION. BE TWO WESTBOUND LANES AND ONE EASTBOUND LANE.
6. MAINTAIN ACCESS TO OPEN ON SITE PARKING AREAS AT ALL TIMES.
7. MAINTAIN TR-MET BUS ACCESS TO TRANSIT CENTER AT ALL TIMES.
8. REFER TO TEMPORARY PROTECTION AND DIRECTION SIGNS DRAWINGS FOR ALL TRAFFIC-RELATED ADVISORY SIGNAGE.
9. WORK WITHIN HARRALD STREET AND/OR COLISEUM TRANSIT CENTER REQUIRES COORDINATION WITH AND 72 HOURS NOTICE TO TR-MET (CALL BILL COPPEL, 228-526).
10. ACCESS BY PEDESTRIANS MUST BE MAINTAINED AT ALL TIMES ALONG HARRALD, WILLIAMS, INTERSTATE, BROADWAY, WHEELER, COCKBURN, AND WHEELER STREETS, AND COLISEUM DRIVEWAY.
11. CONSTRUCTION OF AND DETOURS TO OPTIONAL TEMPORARY ROAD BETWEEN HARRALD STREET AND HOLLADAY STREET MUST BE COORDINATED WITH 72 HOURS NOTICE WITH TR-MET (CALL BILL COPPEL, 228-526).
12. PROTECT ALL EXISTING TREES AS SHOWN ON CIVIL ENGINEERING AND ARCHITECTURAL DRAWINGS TO REMAIN.
13. SEVERAL SPECIAL EVENTS THROUGHOUT THE EVENT SYSTEM IN THIS AREA (E.G. POSE FESTIVAL, PARADE, PORTLAND MARATHON ETC.) THE CONTRACTOR WILL BE GIVEN TENTATIVE DATES FOR THESE EVENTS, WHICH MAY REQUIRE SPECIAL WORK CONDITIONS OR AREAS WHERE TEMPORARY STREET CONNECTIONS WILL BE NECESSARY.



**OREGON ARENA PROJECT
PHASE II, MONTH 3
ROADWAY MODIFICATIONS**

ISSUED FOR CIP 1/16/93

35158

Phase III**MONTH 4** (988 on-site parking spaces)

- **Begin** Interstate Avenue construction from the existing bridge structure to Oregon Street (Month 4 - Month 10)
- **Begin** construction of Hassalo connection to new Interstate Avenue -- install new traffic signal (Month 4 - Month 9)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Annex Garage construction (Month 1 - Month 11)

MONTH 5 (988 on-site parking spaces)

- **Close** ramp from eastbound Steel Bridge to northbound Interstate Avenue
- **Close** ramp from Hassalo to westbound Steel Bridge (connection to westbound Steel Bridge is maintained via Holladay)
- Continue Interstate Avenue construction from the existing bridge structure to Oregon Street (Month 4 - Month 10)
- Continue construction of Hassalo connection to new Interstate Avenue -- install new traffic signal (Month 4 - Month 9)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Annex Garage construction (Month 1 - Month 11)

MONTH 6 (988 on-site parking spaces)

- **Begin** light rail track reconstruction (Month 6 - Month 10)
- Continue Interstate Avenue construction from the existing bridge structure to Oregon Street (Month 4 - Month 10)
- Continue construction of Hassalo connection to new Interstate Avenue - install new traffic signal (Month 4 - Month 9)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Annex Garage construction (Month 1 - Month 11)

MONTH 7 (988 on-site parking spaces)

- Continue light rail track reconstruction (Month 6 - Month 10)
- Continue Interstate Avenue construction from the existing bridge structure to Oregon Street (Month 4 - Month 10)
- Continue construction of Hassalo connection to new Interstate Avenue -- install new traffic signal (Month 4 - Month 9)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Annex Garage construction (Month 1 - Month 11)

MONTH 8 (988 on-site parking spaces)

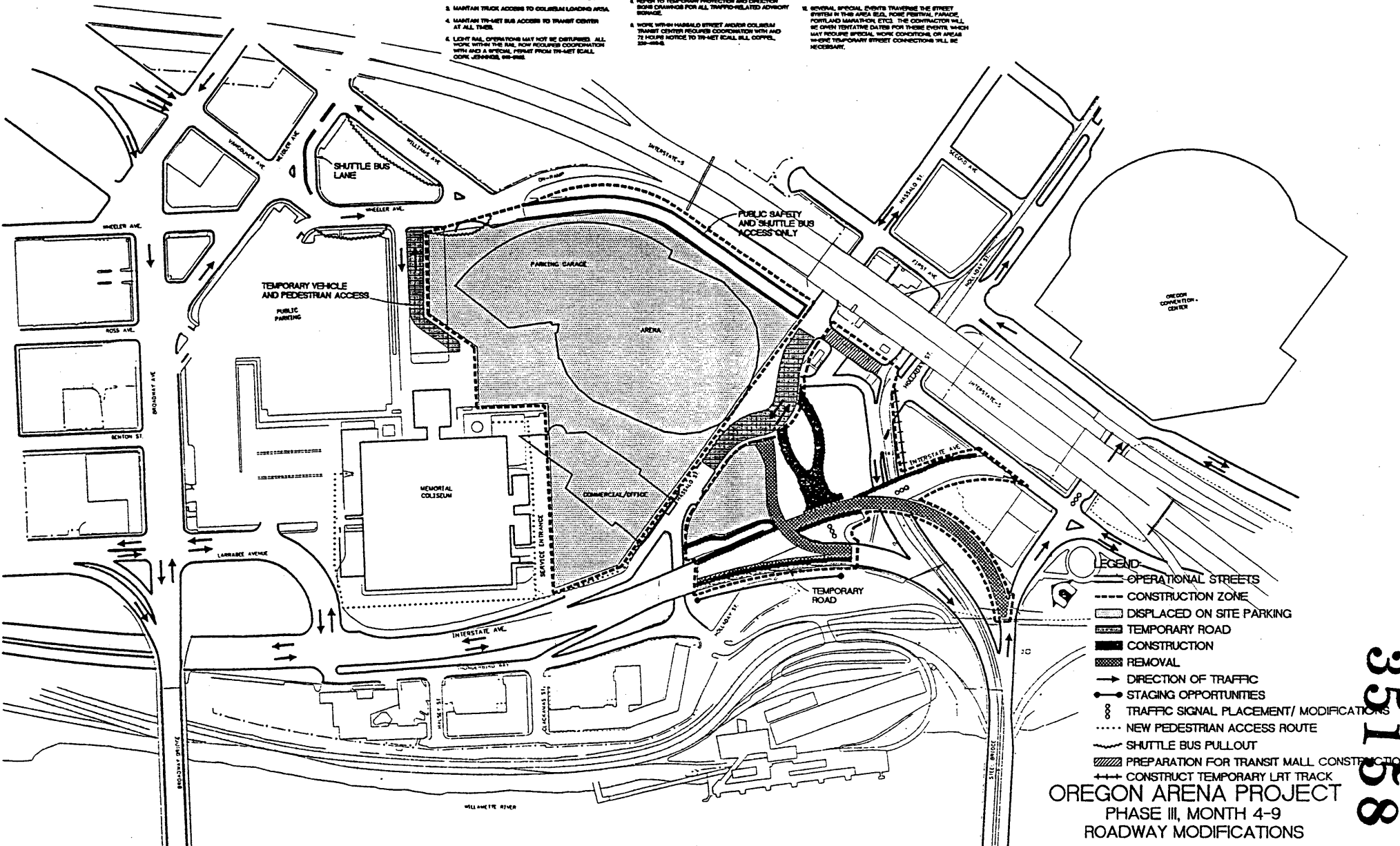
- **Remove** old westbound Hassalo to northbound Interstate Avenue connection
- **Start** Transit Plaza construction (Month 8 - Month 13)
- Continue light rail track reconstruction (Month 6 - Month 10)
- Continue Interstate Avenue construction from the existing bridge structure to Oregon Street (Month 4 - Month 10)
- Continue construction of Hassalo connection to new Interstate Avenue -- install new traffic signal (Month 4 - Month 9)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Annex Garage construction (Month 1 - Month 11)

Month 9 (988 on-site parking spaces)

- **Demolish** Assembly Hall portion of Coliseum Exhibit Hall
- **Begin** Plaza construction (Month 9 - Month 30)
- **Complete** construction of Hassalo connection to new Interstate Avenue -- install new traffic signal (Month 4 - Month 9)
- Continue Transit Plaza construction (Month 8 - Month 13)
- Continue light rail track reconstruction (Month 6 - Month 10)
- Continue Interstate Avenue construction from the existing bridge structure to Oregon Street (Month 4 - Month 10)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Annex Garage construction (Month 1 - Month 11)

GENERAL NOTES:

1. ALL TRAFFIC CONTROL MUST BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. INDIVIDUAL TRAFFIC CONTROL PLANS MUST BE SUBMITTED FOR APPROVAL, PRIOR TO CONSTRUCTION.
2. MAINTAIN PUBLIC SAFETY AND SHUTTLE BUS ACCESS ONLY ON RELOCATED WILLAMETTE AVENUE AT ALL TIMES.
3. MAINTAIN TRUCK ACCESS TO COLISEUM LOADING AREA AT ALL TIMES.
4. MAINTAIN TRANSIT BUS ACCESS TO TRANSIT CENTER AT ALL TIMES.
5. LIGHT RAIL OPERATIONS MAY NOT BE DISTURBED. ALL WORK WITHIN THE RAIL ROW REQUIRES COORDINATION WITH ADA & SPECIAL PERMIT FROM 311-MET CALL CORE 353-9332, 95-202.
6. MAINTAIN MINIMUM 3 LINES OF HARBOLD STREET TEMPORARY ROAD PORTION. I.E. TWO RESTROOM LINES AND ONE SHUTTLE BUS LANE.
7. MAINTAIN ACCESS TO OPEN ON SITE PUBLIC PARKING AREAS AT ALL TIMES.
8. REFER TO TEMPORARY PROTECTION AND DIRECTION BOSS DRAWINGS FOR ALL TRAFFIC-RELATED ADVISORY SIGNAGE.
9. WORK WITHIN HARBOLD STREET AND/OR COLISEUM TRANSIT CENTER REQUIRES COORDINATION WITH AND 72 HOURS NOTICE TO 311-MET CALL CORE 353-9332.
10. ACCESS BY PEDESTRIANS MUST BE MAINTAINED AT ALL TIMES ALONG HARBOLD, WILLAMETTE, INTERSTATE, BROADWAY, WHEELER, OCCIDENT, AND WHEELER STREETS, AND COLISEUM DRIVEWAY.
11. PROTECT ALL EXISTING TREES AS SHOWN ON CIVIL ENGINEERING AND ARCHITECTURAL DRAWINGS TO REMAIN.
12. SEVERAL SPECIAL EVENTS TRANSVERSE THE STREET SYSTEM IN THIS AREA I.E., FISH FESTIVAL, PARADE, PORTLAND SAFARI, ETC. THE CONTRACTOR WILL BE GIVEN TENTATIVE DATES FOR THESE EVENTS, WHICH MAY REQUIRE SPECIAL WORK CONDITIONS OR AREAS WHERE TEMPORARY STREET CONNECTIONS WILL BE NECESSARY.



LEGEND

- OPERATIONAL STREETS
- - - CONSTRUCTION ZONE
- ▨ DISPLACED ON SITE PARKING
- ▧ TEMPORARY ROAD
- ▩ CONSTRUCTION
- REMOVAL
- DIRECTION OF TRAFFIC
- STAGING OPPORTUNITIES
- TRAFFIC SIGNAL PLACEMENT/ MODIFICATIONS
- ⋯ NEW PEDESTRIAN ACCESS ROUTE
- ~ SHUTTLE BUS PULLOUT
- ▨ PREPARATION FOR TRANSIT MALL CONSTRUCTION
- ++ CONSTRUCT TEMPORARY LRT TRACK

OREGON ARENA PROJECT
PHASE III, MONTH 4-9
ROADWAY MODIFICATIONS

ISSUED FOR GHP 1/18/93

35158

Phase IV**Month 10** (988 on-site parking spaces)

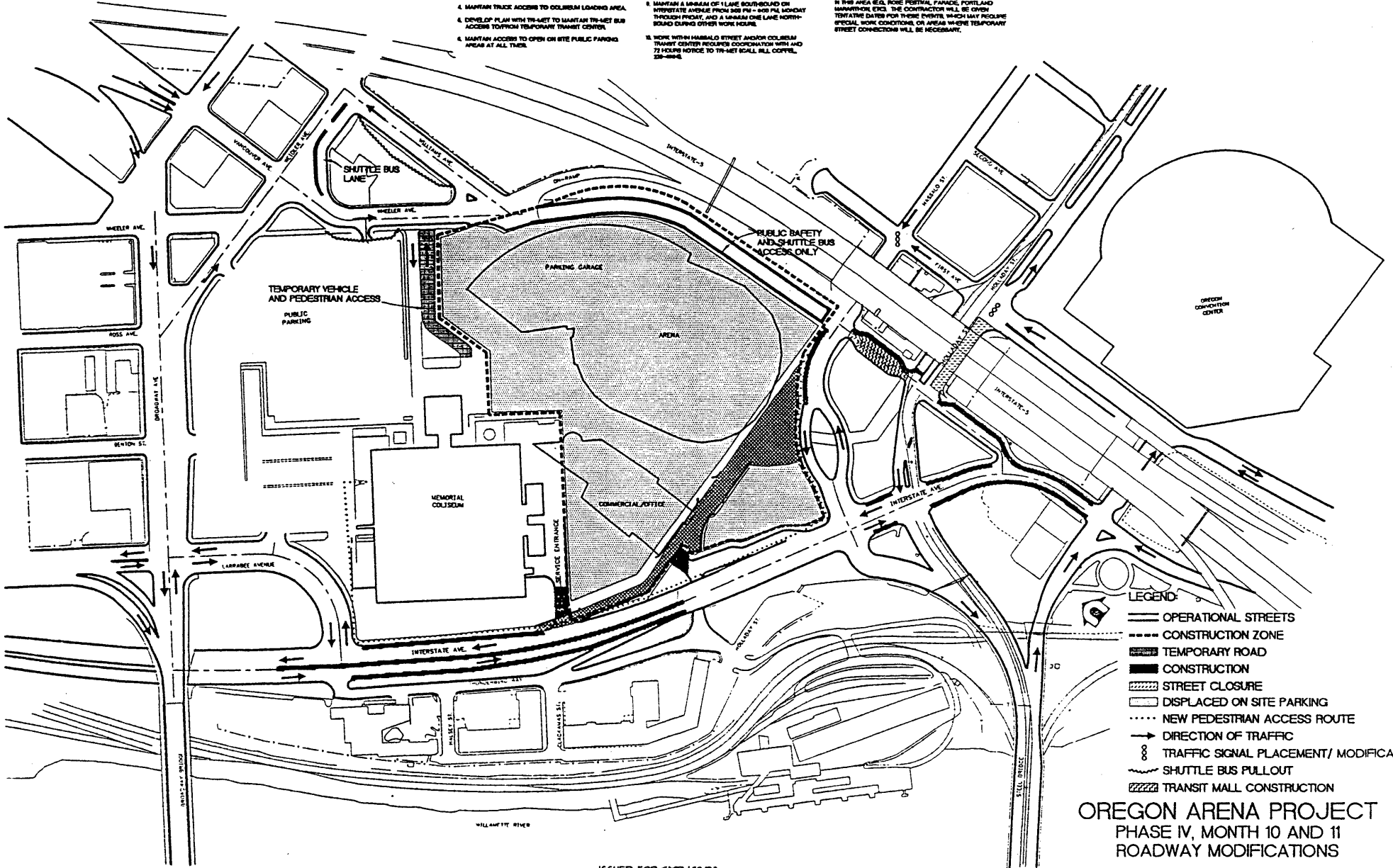
- **Complete** light rail track reconstruction (Month 6 - Month 10)
- **Complete** Interstate Avenue construction from the existing bridge structure to Oregon Street (Month 4 - Month 10)
- Continue Transit Plaza construction (Month 8 - Month 13)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Annex Garage construction (Month 1 - Month 11)
- Continue Plaza construction (Month 9 - Month 30)

MONTH 11 (988 on-site parking spaces)

- **Close** Holladay from First Avenue to Occident for vehicular traffic
- **Complete** Annex Garage construction (Month 1 - Month 11)
- Continue Transit Plaza construction (Month 8 - Month 13)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Plaza construction (Month 9 - Month 30)

GENERAL NOTES:

1. ALL TRAFFIC CONTROL MUST BE IN ACCORDANCE WITH THE AASHTO. INDIVIDUAL TRAFFIC CONTROL PLANS MUST BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.
2. MAINTAIN PUBLIC SAFETY AND SHUTTLE BUS ACCESS ONLY ON REDUCED WILLAMIS AVENUE AT ALL TIMES.
3. MAINTAIN TRAFFIC ACCESS TO AND FROM THUNDERBOLT WAY AT HAMBALD STREET AT ALL TIMES.
4. MAINTAIN TRUCK ACCESS TO COLUMBIAN LOADING AREA.
5. DEVELOP PLAN WITH TR-MET TO MAINTAIN TR-MET BUS ACCESS TO/FROM TEMPORARY TRANSIT CENTER.
6. MAINTAIN ACCESS TO OPEN ON SITE PUBLIC PARKING AREAS AT ALL TIMES.
7. LIGHT RAIL OPERATIONS MAY NOT BE INTERRUPTED. ALL WORK WITHIN THE RAIL ROW REQUIRES COORDINATION WITH AND A SPECIAL PERMIT FROM TR-MET SCALL CORP. (JENNIFER. 503-896).
8. REFER TO TEMPORARY PROTECTION AND DIRECTION SIGN CHANGES FOR ALL TRAFFIC-RELATED ADJUSTMENT SIGNAGE.
9. MAINTAIN A MINIMUM OF 1 LANE SOUTHBOUND ON INTERSTATE AVENUE FROM 300 PM - 800 PM MONDAY THROUGH FRIDAY, AND A MINIMUM ONE LANE NORTHBOUND DURING OTHER WORK HOURS.
10. WORK WITHIN HAMBALD STREET AND/OR COLUMBIAN TRANSIT CENTER REQUIRES COORDINATION WITH AND 72 HOURS NOTICE TO TR-MET SCALL, BILL COVIEL, 503-896-6646.
11. ACCESS BY PEDESTRIANS MUST BE MAINTAINED AT ALL TIMES ALONG HAMBALD, WILLAMIS, INTERSTATE, BROADWAY, WHEELER, COCOBUT AND WHEELER STREETS, AND COLUMBIAN DRIVEWAY.
12. PROTECT ALL EXISTING TREES AS SHOWN ON CIVIL, ENGINEERING AND ARCHITECTURAL DRAWINGS TO REMAIN.
13. SEVERAL SPECIAL EVENTS THROUGHOUT THE STREET SYSTEM IN THIS AREA (E.G. ROSE FESTIVAL, PARADES, PORTLAND MARATHON, ETC.). THE CONTRACTOR WILL BE GIVEN TENTATIVE DATES FOR THESE EVENTS, WHICH MAY REQUIRE SPECIAL WORK CONDITIONS OR AREAS WHERE TEMPORARY STREET CONNECTIONS WILL BE NECESSARY.



LEGEND:

- OPERATIONAL STREETS
- - - CONSTRUCTION ZONE
- TEMPORARY ROAD
- CONSTRUCTION
- ▨ STREET CLOSURE
- DISPLACED ON SITE PARKING
- ⋯ NEW PEDESTRIAN ACCESS ROUTE
- DIRECTION OF TRAFFIC
- ⊕ TRAFFIC SIGNAL PLACEMENT/ MODIFICATION
- SHUTTLE BUS PULLOUT
- ▨▨▨ TRANSIT MALL CONSTRUCTION

OREGON ARENA PROJECT
PHASE IV, MONTH 10 AND 11
ROADWAY MODIFICATIONS

ISSUED FOR GMP 1/8/93

35158

Phase V**MONTH 12** (680 on-site parking spaces)

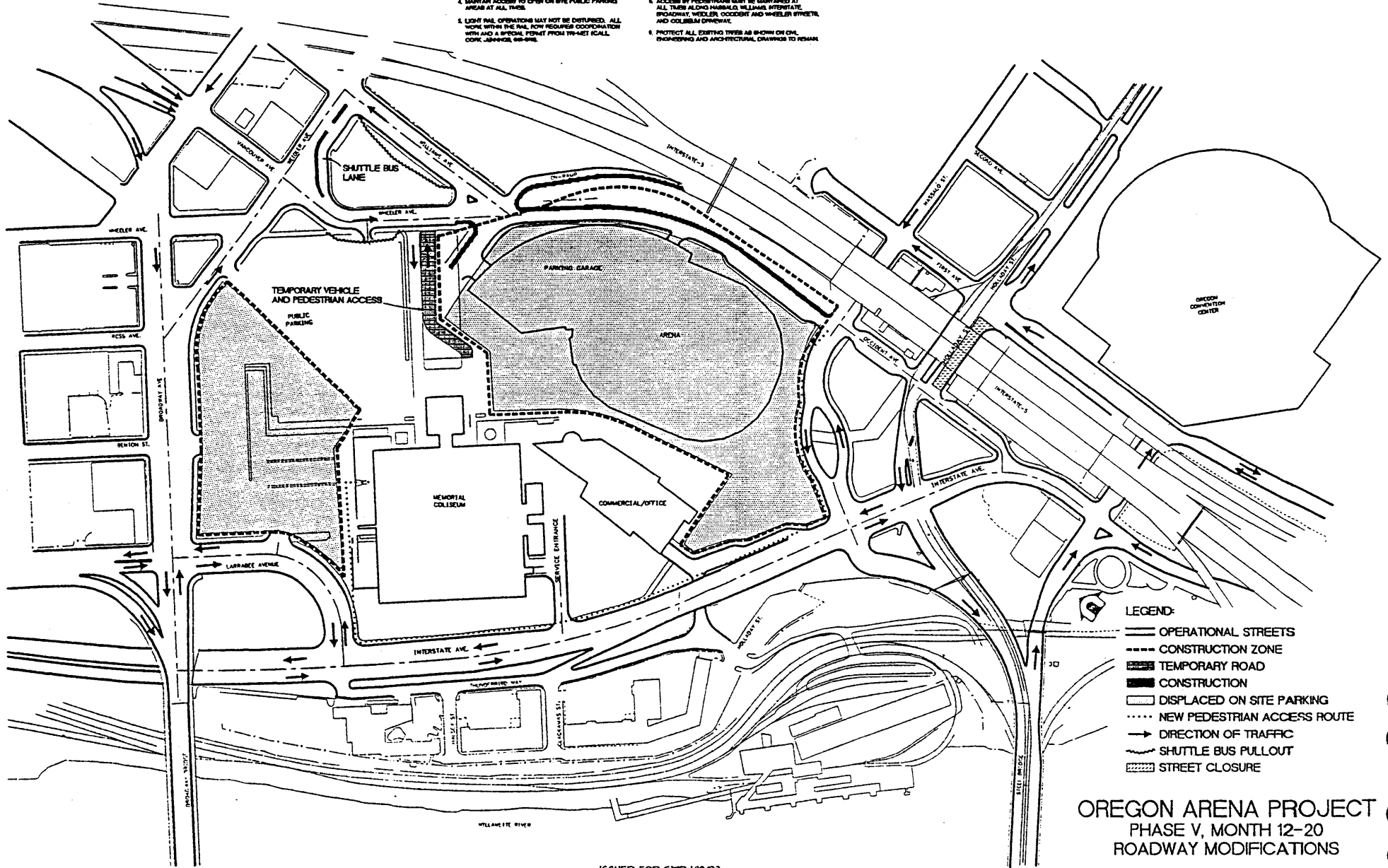
- **Close** west portion of Coliseum North Parking area - 369 spaces in Annex Garage open for event parking
- **Begin** West Broadway Parking Garage construction (Month 12 - Month 22)
- Continue Transit Plaza construction (Month 8 - Month 13)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Plaza construction (Month 9 - Month 30)

MONTH 13 through MONTH 20 (680 on-site parking spaces)

- **Complete** Transit Plaza construction (Month 8 - Month 13)
- **Begin** Annex construction (Month 20 - Month 29)
- Continue West Broadway Parking Garage construction (Month 12 - Month 22)
- Continue Arena Garage construction (Month 3 - Month 21)
- Continue Arena construction (Month 1 - Month 30)
- Continue Plaza construction (Month 9 - Month 30)

GENERAL NOTES

1. ALL TRAFFIC CONTROL MUST BE IN ACCORDANCE WITH THE LATEST INDIVIDUAL TRAFFIC CONTROL PLANS MUST BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.
2. MAINTAIN PUBLIC SAFETY AND SHUTTLE BUS ACCESS ONLY ON RELOCATED WILLIAMS AVENUE AT ALL TIMES.
3. MAINTAIN TRUCK ACCESS TO COLUMBIAN LOADING AREA.
4. MAINTAIN ACCESS TO OPEN ON SITE PUBLIC PARKING AREAS AT ALL TIMES.
5. LIGHT RAIL OPERATIONS MAY NOT BE DISTURBED. ALL WORK WITHIN THE RAIL ROW REQUIRES COORDINATION WITH AND A SPECIAL PERMIT FROM TR-MET ICALL CODE: J8-04-02, 88-016.
6. REFER TO TEMPORARY PROTECTION AND DIRECTION SIGN DRAWINGS FOR ALL TRAFFIC-RELATED ADVISORY SIGNAGE.
7. WORK WITHIN HAROLD STREET AND/OR COLUMBIAN TRANSIT CENTER REQUIRES COORDINATION WITH AND 72 HOURS NOTICE TO TR-MET ICALL BILL COPY# 28-04-04.
8. ACCESS BY PEDESTRIANS MUST BE MAINTAINED AT ALL TIMES ALONG HAROLD WILLIAMS INTERSTATE BROADWAY, WHEELER COCCENT AND WHEELER STREET AND COLUMBIAN DRIVEWAY.
9. PROTECT ALL EXISTING TREES AS SHOWN ON CIVIL ENGINEERING AND ARCHITECTURAL DRAWINGS TO REMAIN.
10. SEVERAL SPECIAL EVENTS TRANSFER THE STREET SYSTEM IN THE AREA (E.G. ROSE FESTIVAL PARADE, PORTLAND MARATHON, ETC.). THE CONTRACTOR WILL BE GIVEN TENTATIVE DATES FOR THESE EVENTS, WHICH MAY REQUIRE SPECIAL WORK CONDITIONS OR AREAS WHERE TEMPORARY STREET CLOSURES WILL BE NECESSARY.



OREGON ARENA PROJECT
 PHASE V, MONTH 12-20
 ROADWAY MODIFICATIONS

ISSUED FOR GMP 1/18/93

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Phase VI

MONTH 21 (1650 on-site parking spaces)

- **Complete** Arena Garage construction - 1040 spaces open for event parking
- **Begin** East Broadway Parking Garage construction (Month 21 - Month 31)
- **Begin** East/West Street construction - Larrabee to West Broadway Garage (Month 21 - Month 31)
- Continue Annex construction (Month 20 -Month 29)
- Continue West Broadway Parking Garage construction (Month 12 - Month 22)
- Continue Arena construction (Month 1 - Month 30)
- Continue Plaza construction (Month 9 - Month 30)

MONTH 22 (2150 on-site parking spaces)

- **Complete** West Broadway Parking Garage and surface lot construction - approx. 775 spaces available for event parking
- Continue Annex construction (Month 20 - Month 29)
- Continue East Broadway Parking Garage construction (Month 21 - Month 31)
- Continue Arena construction (Month 1 - Month 30)
- Continue Plaza construction (Month 9 - Month 30)
- Continue East/West Street construction (Month 21 - Month 31)

MONTH 23 through MONTH 29 (2150 on-site parking spaces)

- **Construct** Williams/Wheeler/I-5 on-ramp improvements
- **Complete** Annex construction (Month 20 -Month 29)
- Continue East Broadway Parking Garage construction (Month 21 - Month 31)
- Continue Arena construction (Month 1 - Month 30)
- Continue Plaza construction (Month 9 - Month 30)
- Continue East/West Street construction (Month 21 - Month 31)

MONTH 30 (2150 on-site parking spaces)

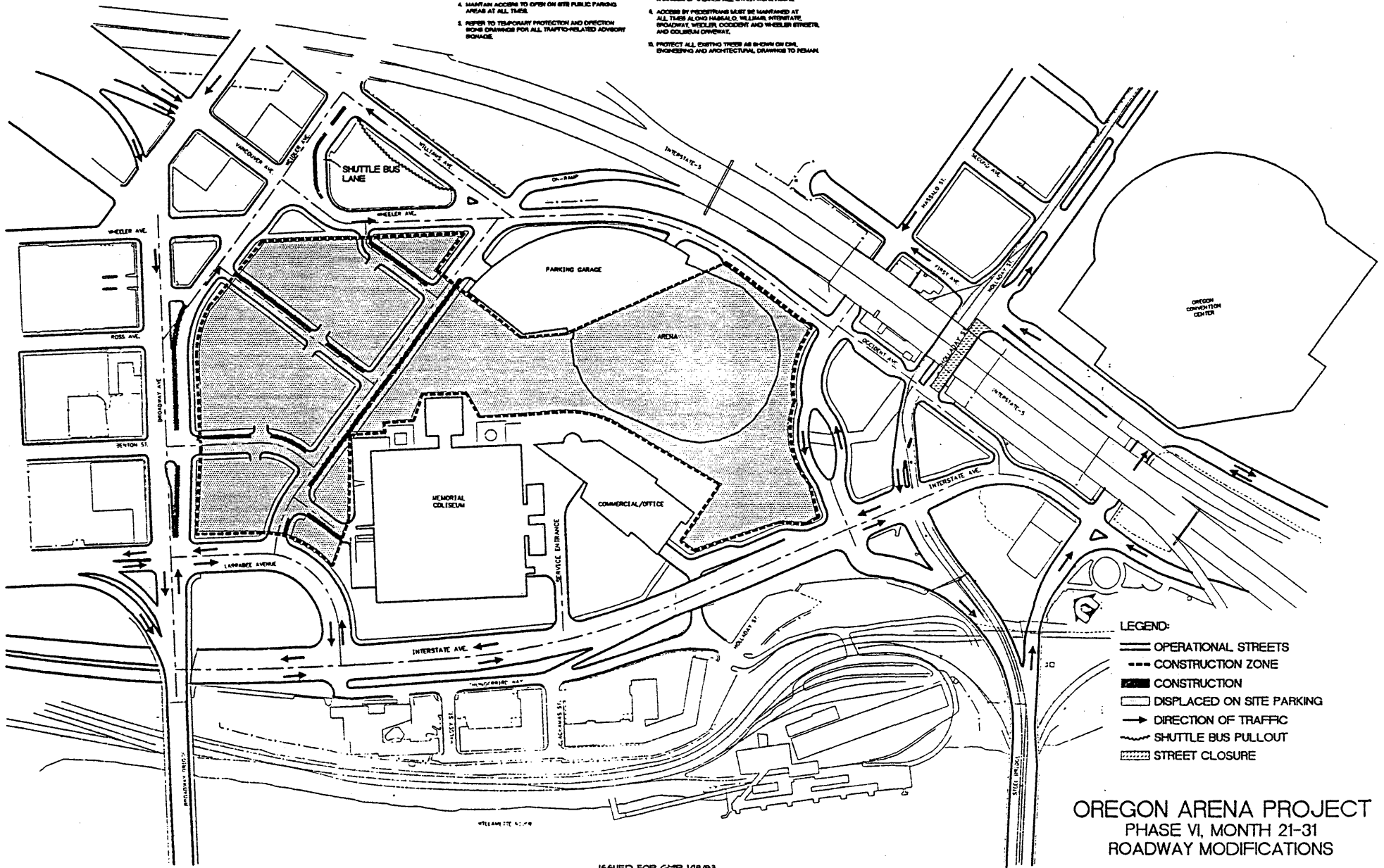
- **Complete** Arena construction (Month 1 - Month 30)
- **Complete** Plaza construction (Month 9 - Month 30)
- Continue East Broadway Parking Garage construction (Month 21 - Month 31)
- Continue East/West Street construction (Month 21 - Month 31)

MONTH 31 (2834 *on-site parking spaces*)

- **Complete** East Broadway Parking Garage construction (Month 21 - Month 31)
- **Complete** East/West Street construction (Month 21 - Month 31)

GENERAL NOTES:

1. ALL TRAFFIC CONTROL MUST BE IN ACCORDANCE WITH THE LATEST. INDIVIDUAL TRAFFIC CONTROL PLANS MUST BE SUBMITTED FOR APPROVAL, PRIOR TO CONSTRUCTION.
2. MAINTAIN PUBLIC SAFETY AND SHUTTLE BUS ACCESS ONLY ON DESIGNATED WILLAMETTE AVENUE. AT ALL TIMES.
3. MAINTAIN TRUCK ACCESS TO COLISEUM LOADING AREA.
4. MAINTAIN ACCESS TO OPEN ON SITE PUBLIC PARKING AREAS AT ALL TIMES.
5. REFER TO TEMPORARY PROTECTION AND DIRECTION SIGNS DRAWINGS FOR ALL TRAFFIC-RELATED ADVISORY SIGNAGE.
7. MAINTAIN ALL EXISTING LANES WESTWARD ON BROADWAY BETWEEN THE HOURS OF 7:00 AM - 3:00 PM MONDAY THROUGH FRIDAY. MAINTAIN A MINIMUM OF 3 LANES WESTWARD DURING OTHER WORK HOURS.
8. MAINTAIN ALL EXISTING LANES EASTWARD ON BROADWAY/WHEELER STREET BETWEEN THE HOURS OF 8:00 PM - 4:00 PM MONDAY THROUGH FRIDAY AND A MINIMUM OF 3 LANES ALL OTHER WORK HOURS.
9. ACCESS BY PEDESTRIANS MUST BE MAINTAINED AT ALL TIMES ALONG HUMBOLDT, WILLAMETTE, INTERSTATE, BROADWAY, WHEELER, COCKBURN AND WHEELER STREETS AND COLISEUM DRIVEWAY.
10. PROTECT ALL EXISTING TREES AS SHOWN ON CIVIL, ENGINEERING AND ARCHITECTURAL DRAWINGS TO REMAIN.
6. GENERAL SPECIAL EVENTS THROUGH THE STREET SYSTEM IN THIS AREA (E.G. ROSE FESTIVAL, PANADE, PORTLAND MARATHON, ETC.). THE CONTRACTOR WILL BE GIVEN TENTATIVE DATES FOR THESE EVENTS, WHICH MAY REQUIRE SPECIAL WORK CONDITIONS OR AREAS WHERE TEMPORARY STREET CONNECTIONS WILL BE NECESSARY.



OREGON ARENA PROJECT
 PHASE VI, MONTH 21-31
 ROADWAY MODIFICATIONS

ISSUED FOR GMP 1/18/93

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★ MEMORIAL COLISEUM ACCESS**Automobile/Parking**

For Phase II and all subsequent construction phases, automobile access to parking at the Coliseum will be restricted to the north parking area -- approximately 900 spaces. Access to parking will be from the west off the new Larrabee connection and from the north at existing entries along Broadway. Access to the "horseshoe" in front of the Coliseum will be reconfigured during Phase II, to allow for construction of the Arena. However, the function of this area will remain as today, with temporary pedestrian walks along the drive.

Shuttle Bus - Service Demand


With less than half the on-site spaces available, the shuttle buses play a critical role in traffic management during construction. The shuttle system will be implemented when on-site parking is impacted. Full operations will be in place prior to the first Coliseum event post-ground breaking. Three levels of event patronage will be identified (see Table 6 next page )

Table 6 - Memorial Colliseum Event/Shuttle Demand during Construction

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MEMORIAL COLISEUM EVENT/SHUTTLE DEMAND DURING CONSTRUCTION						
	Attendance	# Shuttle*	# Shuttle	Off-site	# Patrons*	#Patrons*
		Patrons	Buses	Parking Area	Walking	Using
					Off-site	Transit
Level 1	3,000-7,000	700-1,800	3-5 buses	A /Lloyd Tower	500-750	100-300
(110 events)						
Level 2	7,001-10,000	2,100--3,400	10-12 buses	A+B/Lloyd Tower,	750-1,200	500-800
(20 events)				Old Town Area		
Level 3	10,001-13,000	3,800-5,000	15-20 buses	A+B+C/Lloyd, Old	1,200-1,800	900-1,100
(56 events)				Town, Metro Hdq.		

The anticipated attendance of each event, and available on-site parking will determine the number of buses required, and the number of off-site lots that will be open. OAC will work with event promoters in advance to determine the expected attendance for each event. The Traffic Management Team will then determine an appropriate level of service for the event.

Routing

The shuttle buses will route through the Lloyd District and Old Town, stopping at designated shuttle lots (see Table 7 - Coliseum Shuttle Service Level During Construction and map "Shuttle Routes -- Construction"). Route A -- Lloyd Tower Area is the priority route which serves roughly 2,400 spaces. When Level I service is required, Route A is implemented. Route B -- Old Town Area may be implemented with Route A for Level II service. Route B-Old Town serves the Old Town Garage and other adjacent facilities with roughly 800 spaces. Route C -- Metro Headquarters Area is included for Level III service. It serves the Metro Headquarters Garage and surrounding lots totaling roughly 600 spaces.

A temporary roadway, along the alignment of the proposed re-aligned Williams Avenue, will be used by shuttle buses enroute to the front of the Coliseum. This roadway is accessible to emergency vehicles, daytime construction traffic and Tri-Met shuttle buses only. Continuing north along Williams Avenue, the buses will use the public drive in front of the Inn at the Coliseum motel. Turning left onto southbound Wheeler, the buses will drop off and pick up at a new layover area created in front of the Coliseum. Police officers will control southbound auto traffic along Wheeler to allow shuttle buses to turn left across three lanes, enroute to the layover zone.

Winter Hawks Games and Other Events

The shuttle system will operate for all Coliseum events with an attendance above the on-site parking available at that time (see Table 8 for on-site parking availability during construction). At certain times during the construction period, the on-site parking availability will be at a minimum. Thus the shuttle buses will be the primary transportation mode. A minimum of one bus will operate for each Winter Hawks game, throughout construction.

Table 7 - Coliseum Shuttle Service Level - During Construction of New Arena

COLISEUM EVENT SERVICE LEVEL - DURING CONSTRUCTION OF NEW ARENA

TOTAL ON SITE PARKING = 680 SPACES = 1870 PEOPLE

	Event Attendance	Shuttle Patrons	Shuttle Buses	Bus Routes	Trips per hour	Frequency (minutes)	Parking Lots (Identify w/Code)	No. of Shuttle Parking Spaces
Level I	2300-3000	720	3	A	12	5	Lloyd Tower	261
Level Ia	3000-3600	1200	3 - 5	A	20	3	Lloyd Tower	261-436
Level II	3600-5000	2400	10	A+B	40	3	Lloyd + Old Town	872
Level III	5000-7600	4500	15	A+B+C	60	3	Lloyd+Old+Metro	1663

TOTAL ON SITE PARKING = 988 SPACES = 2717 PEOPLE

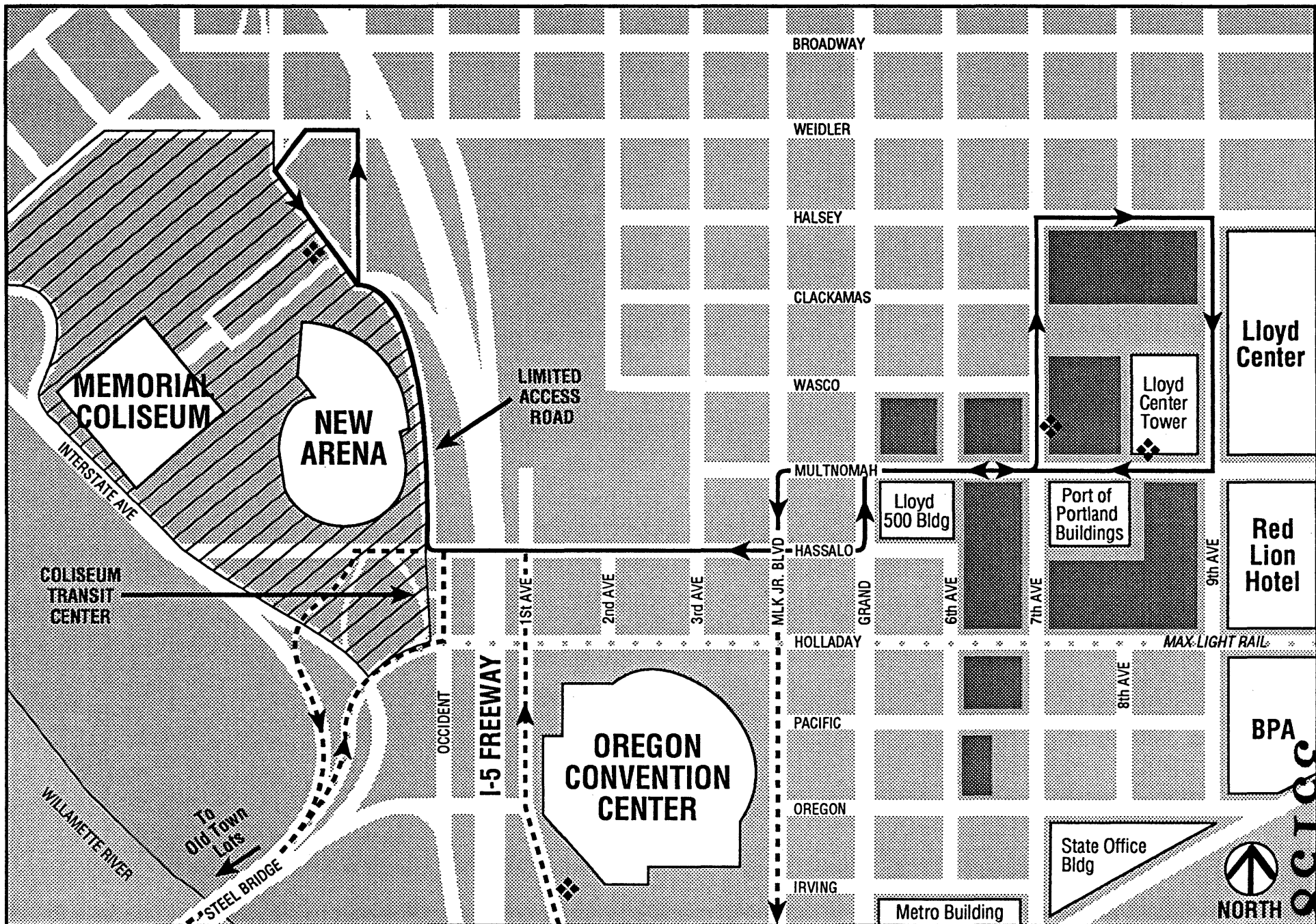
	Event Attendance	Shuttle Patrons	Shuttle Buses	Bus Routes	Trips per hour	Frequency (minutes)	Parking Lots (Identify w/Code)	No. of Shuttle Parking Spaces
Level I	3100-4100	720	3	A	12	5	Lloyd Tower	261
Level Ia	4100-4700	1200	3 - 5	A	20	3	Lloyd Tower	261-436
Level II	4700-6100	2400	10	A+B	40	3	Lloyd + Old Town	872
Level III	6100-8500	4500	15	A+B+C	60	3	Lloyd+Old+Metro	1663

TOTAL ON SITE PARKING = 1650 SPACES = 4537 PEOPLE

	Event Attendance	Shuttle Patrons	Shuttle Buses	Bus Routes	Trips per hour	Frequency (minutes)	Parking Lots (Identify w/Code)	No. of Shuttle Parking Spaces
Level I	5400-6200	720	3	A	12	5	Lloyd Tower	261
Level Ia	6200-6800	1200	3 - 5	A	20	3	Lloyd Tower	261-436
Level II	6800-8200	2400	10	A+B	40	3	Lloyd + Old Town	872
Level III	8200-10600	4500	15	A+B+C	60	3	Lloyd+Old+Metro	1663

TOTAL ON SITE PARKING = 2150 SPACES = 5912 PEOPLE

	Event Attendance	Shuttle Patrons	Shuttle Buses	Bus Routes	Trips per hour	Frequency (minutes)	Parking Lots (Identify w/Code)	No. of Shuttle Parking Spaces
Level I	7000-7800	720	3	A	12	5	Lloyd Tower	261
Level Ia	7800-8400	1200	3 - 5	A	20	3	Lloyd Tower	261-436
Level II	8400-9800	2400	10	A+B	40	3	Lloyd + Old Town	872
Level III	9800-12300	4500	15	A+B+C	60	3	Lloyd+Old+Metro	1663



MAP KEY

- Shuttle Route
- ◆ Shuttle Stops

- Alternate Route (when available)
 - Shuttle Parking
 - ▨ Construction Area
- Scale
1" = 400'

*Oregon
Arena
Project*



**Shuttle Routes –
Construction**



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Table 8 - Memorial Coliseum Parking Availability During Construction

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MEMORIAL COLISEUM PARKING AVAILABILITY DURING CONSTRUCTION				
Date	Private Parking	Public Parking (new)	Public Parking (old)	Total
	(Arena/Arena Annex garages)	(Broadway garages)	(Mem. Coliseum lot)	
1993				
April			988	988
May			988	988
June			988	988
July			988	988
August			988	988
September			988	988
October			988	988
November			988	988
December	365		315	680
1994				
January	365		315	680
February	365		315	680
March	365		315	680
April	365		315	680
May	365		315	680
June	365		315	680
July	365		315	680
August	365		315	680
September	365		315	680
October	365		315	680
November	1,426**		224	1,650
December	1,426**		224	1,650
1995				
January	1,426**	578		2,004
February	1,426**	578		2,004
March	1,426**	578		2,004
April	1,426**	578		2,004
May	1,426**	578		2,004
June	1,426**	578		2,004
July	1,426**	578		2,004
August	1,426**	578		2,004
September*	1,426**	1,220		2,646***
*Arena occupancy, East Broadway garage complete				
**Arena garage and Arena Annex garage				
***event count 2,277				

Shuttle Marketing

The shuttle system will be marketed and advertised actively during construction. The effectiveness of the shuttle system will depend on how well it is promoted and communicated. The shuttle system, with maps, parking locations, and pre-purchased ticket information will be included in all construction public relations materials. PA and Jumbotron announcements will be made during Blazers games, along with drive-time and pre-game radio spots. (For more information, refer to Exhibit G -- OAC/Tri-Met Shuttle Marketing Plan.)

Restaurant Buses

The restaurant buses typically run only for Blazers games; however, with construction, their numbers and usage could certainly increase and spill over to other events as well. The Blazers and OAC will work with the restaurants that currently provide "Blazers buses" toward this end. For construction, the "horseshoe" will be reconfigured into a single wide drive, allowing end-to-end bus parking in both directions, with two drive/pull-out lanes in between. This reconfiguration will accommodate the present number of restaurant buses, with parallel bus parking on each side of the road and a two way street in between. Due to the potential for congestion along Wheeler Avenue, OAC will require the private bus operators to organize the staging and marshaling of restaurant buses. Limiting the buses to the horseshoe and marshaling them off site if the horseshoe fills to capacity, will help alleviate conflicts with pedestrians and shuttle buses. OAC will coordinate this effort by working with the private operator(s), exploring optional off-site marshaling areas (such as the area schools or off-site lots along the shuttle routes), and securing dedicated bus stop zones.

Pedestrians

Access to the Coliseum from the south and Transit Plaza will be routed around the construction zone, along Hassalo and Interstate, to both sides of the Coliseum. Temporary side entrances, in addition to the front entrance, are being explored. This pedestrian access will consist of a well-lit, wide walkway along the construction fence which will feature graphic construction updates and windows so that passers-by can watch the construction's progress.

Police will control the traffic signals at intersections activating a pedestrian cycle, allowing large numbers to cross freely. During the same signal cycle, shuttle buses will be turning from the motel access drive, left onto Wheeler to reach the drop-off zone.

OAC will provide on-site guides, as mentioned previously, during construction to direct patrons around the construction to the Coliseum, and to answer any questions that might arise. There will be guides stationed on the south end, along the Hassalo pedestrian construction route, and near the front of the Coliseum. Again, these may be Association for Portland Progress guides or similar OAC-provided personnel.

Bicycle Parking

During construction, cyclists will be able to park and lock their bicycles on either side of the main entry near the canopy of the Coliseum. If available, bike racks planned for the Arena will be positioned at the Coliseum during construction.

Service

The north and south service/loading areas of the Coliseum will be open and accessible during all phases of the construction process. During Phase I and the Larrabee connection construction, the contractor will provide access to the north loading area at all times.

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FUTURE PLANNING

★ PDOT/TRI-MET "ULTIMATE" PLAN

★ MASTER PLAN — PHASE II

Within the next ten years or so, this site will likely undergo additional changes to the street network and development parcels. The Steel Bridge-head area is currently designed as a temporary solution until further light rail expansion occurs. Interstate Avenue, Hassalo Street and the southern portions of the site will be redesigned for the permanent configuration. In addition, ODOT may improve the Greeley-Banfield section of I-5 to alleviate the dangerous and congested I-5/I-84 traffic "weave" adjacent to the Arena site. Also, an OAC affiliate has purchased the Coliseum Red Lion motel site alongside the Willamette River adjacent to the site.

★ PDOT/TRI-MET "ULTIMATE" PLAN

The PDOT/Tri-Met plan is centered around the probable location of a major light rail station at the south end of the site, housing both the existing east/west service (Gresham/Downtown Portland) and the proposed north/south service (Vancouver/Clackamas). This new station would be the largest and highest volume station in the MAX system. In order to accommodate this new station, the elevation of the south portion of Interstate Avenue must be lowered to allow the rail tracks to stay at roughly the same elevation as the Steel Bridge. This elevation stays constant through the new station and connecting under I-5 with the existing tracks heading east. The new station would have the potential for direct connections to the Arena and its family of facilities. The new northbound tracks would leave the station, proceed by the Arena along relocated Williams Avenue, and continue north via either the I-5 corridor or on Wheeler to Flint heading north. This design will accommodate any of the proposed northbound routes that have been considered to date. Hassalo Street could be either lowered in elevation to allow a pedestrian deck over the top, or remain in its proposed configuration and allow on-grade pedestrian crossing.

Clearly, this would further improve the very favorable transit connections the Arena site enjoys today. In addition, the development potential to the south of the site increases dramatically. Current plans are preliminary with a probable completion date by 2010.

★ MASTER PLAN — PHASE II

An OAC affiliate has purchased the Red Lion Coliseum property along the waterfront, as a natural extension of the Arena site development. The adjacency to a major public attraction and entertainment district, connections to the Willamette River, the downtown views, and connections up and down the eastside river bank makes this an exciting prospect. With no plans for future development at this time, OAC and the Trail Blazers intend to lease the property to the Red Lion to continue operating the motel. OAC will commence with a long-term master plan for all future development, including the Red Lion property. This is a contractual obligation as a part of the OAC/City Development Agreement.

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CONCLUSION

This management and implementation plan is the result of past efforts and the present on-going work of the Traffic Management Team. It is not intended to be the final document regarding transportation and traffic issues; however, the TMP/SOP will be in place for the duration of the project. These issues and this document will be constantly monitored and updated throughout the construction and post-construction phases. This document should be regarded as a basis for transportation management that will require flexibility as traffic issues change periodically in the 30- to 60-year life of the Arena.

OREGON ARENA PROJECT

Traffic Management Plan Credits

This document is the product of the efforts of many people. However, the following persons played a pivotal roles in the development and creation of the Traffic Management/Site Operations Plan:

- ◆ **Marshall Glickman / Oregon Arena Corporation**, for his vision and guidance
- ◆ **Kevin Kohnstamm / City of Portland**, for his partnership, long hours of review, and talent for innovative use of the English language
- ◆ **Trudy Toliver/Tri-Met**, for her great ideas and persistence in bus shuttle planning
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- ◆ **Monica Spoelstra / Portland Trail Blazers**, for her creative advice and graphic design page layout

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SERVICE AGREEMENT

BY AND BETWEEN

OREGON ARENA CORPORATION

AND

PACIFIC DEVELOPMENT, INC.

DATED AS OF JUNE 7, 1993

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SERVICE AGREEMENT

SERVICE AGREEMENT dated as of this 7th day of June, 1993 ("Service Agreement"), by and between OREGON ARENA CORPORATION, an Oregon corporation ("OAC"), and Pacific Development, Inc. ("PDI").

RECITALS

A. The National Basketball Association ("NBA") franchise known as the Portland Trail Blazers ("Team") is currently playing its home games at the Memorial Coliseum in Portland, Oregon ("Coliseum");

B. OAC, an affiliate of the Team, has entered into a Development Agreement with the City of Portland ("City") for the right to develop and construct a state-of-the-art indoor arena in Portland ("Arena") to replace the Coliseum as the Team's home facility and an adjacent public plaza ("Plaza");

C. OAC and the City have or will enter into an Operating Agreement pursuant to which the City will grant to OAC the exclusive right to manage and operate the Coliseum effective July 1, 1993;

D. As part of OAC's development of the Arena and Plaza, and operating the Coliseum (Arena, Plaza, and Coliseum together "Facilities"), OAC has drafted and will submit to the Portland Department of Transportation for its approval as a condition to closing of the Development Agreement, a Traffic Management/Site Operations Plan ("TMP"). A key component of the TMP is the implementation of an off-site parking and shuttle bus system;

E. OAC has or will enter into an agreement with the Tri-County Metropolitan Transportation District of Oregon ("Tri-Met") to provide shuttle bus services;

F. PDI desires to make available to OAC and OAC desires to accept and make available to its patrons certain parking facilities to serve as off-site parking for the shuttle bus system.

NOW THEREFORE, for good and valuable consideration, the receipt and legal sufficiency of which is acknowledged, the parties agree as follows:

PDI will make available the following described property ("Premises") on the terms and conditions stated below:

SECTION 1. TERM.

1.1 Original Term. The term of this Service Agreement shall commence upon the date this Service Agreement is executed and extend for a period of one year from the issuance of a substantial completion certificate for the Arena unless sooner terminated as hereinafter provided but in all events will terminate no later than June 30, 1997. The parties acknowledge that different locations as set out on Exhibit 1.1 hereto comprise the Premises. OAC agrees that PDI can terminate this Service Agreement as to a specific location or relevant portion thereof in the event of (i) the sale of such property or (ii) the development of such property by PDI for a use other than as a parking facility, furthermore during any period of redevelopment, renovation or repair PDI has the right to adjust the number of spaces. PDI agrees to give OAC 60 days prior written notice of the date upon which a particular location will no longer be available for parking as a result of its sale or development.

1.2 Conditions Precedent. It is expressly acknowledged between OAC and PDI that while OAC has entered into the Development Agreement and has agreed as to form on a lease with the City, OAC does not at the time of entering this Service Agreement have possession or a leasehold interest in the ground upon which the Arena will be built ("Arena Land"). The performance of this Service Agreement is expressly conditioned upon OAC acquiring a leasehold interest in the Arena Land on or before one year from the date of this Service Agreement. If OAC does not acquire a leasehold interest prior to such date, the Service Agreement will become null and void.

SECTION 2. RIGHTS AND OBLIGATIONS.

2.1 OAC. OAC shall have the following rights and obligations:

- (a) Provide shuttle bus service from the Premises to events at the Facilities.
- (b) With PDI's approval, which shall not be unreasonably withheld, set the parking rates, which will be (i) less than the on-site parking rates at the Facilities, (ii) the same as other lots in the