

The Portland Observer Sustainability



Rosie Completes Tunneling

Big Pipe project ahead of schedule

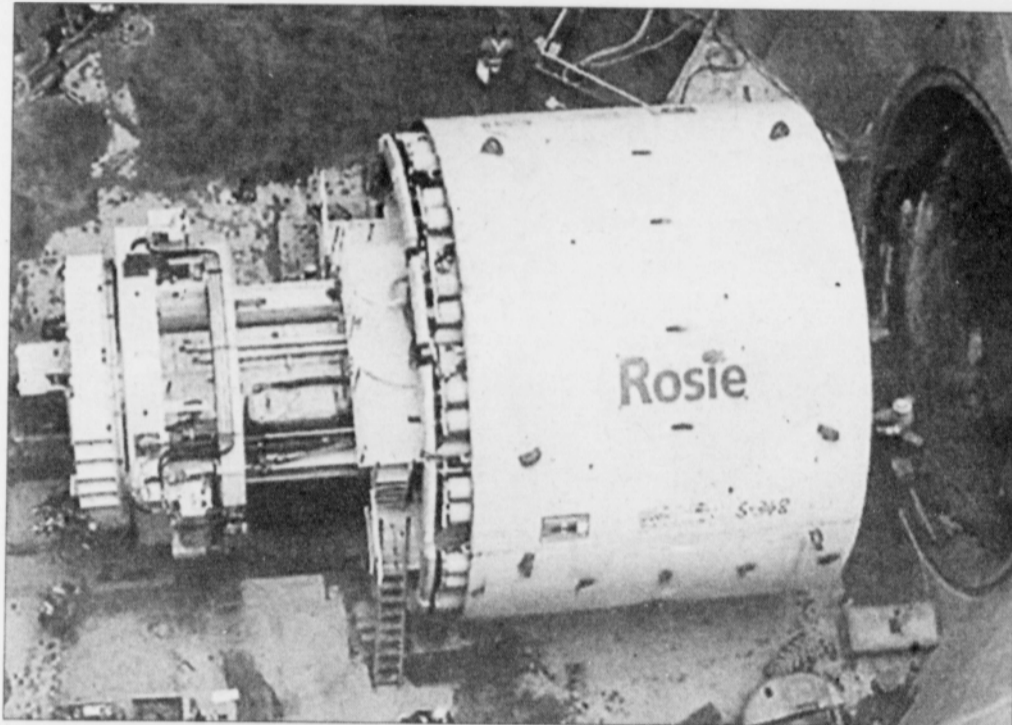
Rosie, the 530-ton tunnel boring machine, has finished tunneling on the East Side Big Pipe project. The East Side Big Pipe is part of Portland's program to control combined sewer overflows, and is the largest public infrastructure project in Portland's history.

Rosie started working in September 2007. It bored into the McLoughlin shaft on Oct. 18 to complete tunneling about 4 months ahead of schedule.

Work is beginning now to prepare the nearly 6-mile long, 22-foot diameter pipe for activation. The tunnel will be ready to accept combined sewage by late next summer.

The \$426-million project is the largest sewer construction project in Portland history.

Environmental Services is working to complete several other sewer overflow projects including the



Rosie, the 530-ton tunnel boring machine that the City of Portland is using for its East Side Big Pipe project has completed its tunneling 4 months ahead of schedule. The tunnel will manage rain runoff and keep combined sewer overflows out of the Willamette River.

Balch Consolidation Conduit, the Sellwood Wet Weather Pump Station, the Portsmouth Force Main, and Phase 2 of the Swan Island CSO Pump Station.

When construction is complete in December 2011, Portland's combined sewers will overflow to the

Willamette River an average of once every three summers and four times each winter, instead of every time it rains.

The entire 20-year combined sewer overflows program will cost Portland sewer ratepayers an estimated \$1.4 billion.

City Expanding Greenway

A 6-acre addition

The walking, jogging and cycling path that links communities along the Willamette River will expand in North Portland.

A 6-acre addition to the Willamette River Greenway will allow the city to build more than one-third mile of trail north of the St. John's Bridge, at North Catlin Avenue and North Decatur Street.

Metro, the City of Portland Parks & Recreation, and the Bureau of Environmental Services collaborated to purchase the land in August for \$1.19 million. Costs were split equally among three sources: regional funds from Metro's voter-approved 2006 natural areas bond measure, the city's local allocation from the Metro bond measure, and the city's Grey to Green initiative.

Metro and the city have made significant progress this summer in the Baltimore Woods Connectivity Corridor, the name community advocates gave a missing piece of the greenway between Cathedral and Pier parks. Less than half a mile from the new acquisition, the city recently purchased a cluster of

three properties totaling one acre—supported by a combination of funding, including a grant from Metro's Nature in Neighborhoods program, the City's share of natural area bond funds and the City's Grey to Green program.

"By combining our energy and resources, the Metro Council, the City and community supporters are making a real difference for North Portland. Today's investments lay the groundwork for many wonderful walks and bike rides," said Metro Councilor Rex Burkholder, who represents District 5. He celebrated progress in the area on Saturday, at a community event hosted by Friends of Baltimore Woods.

"This acquisition is a win-win for the community," said City Parks Commissioner Nick Fish. "Through our partnership with Metro and BES, we've been able to preserve an important natural area and add a vital piece of the Willamette River Greenway trail."

As the greenway expands through North Portland, it will serve residents and workers in the St. Johns town center, connecting them with central Portland and beyond.

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Weekday Service
Tuesday Night: Bible Study 7:00 P.M.
Friday Night: Regular Service 7:30 P.M.
Prayer Meeting & Seminar: Monday - Friday 12:00 Noon



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