

URB 10-20



VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

TRA 16

March 12, 1980

Mr. Jim Wilson
Signal Engineer
Bureau of Traffic Engineering
RM 301 Loyalty Building
317 SW Alder
Portland, OR 97204

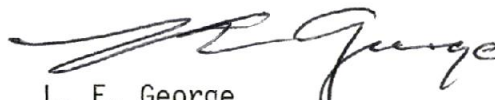
Dear Mr. Wilson:

Enclosed are revised special provisions for the NE Columbia
Boulevard-NE Weidler Street section of Union Avenue, Unit 3.
The major changes are:

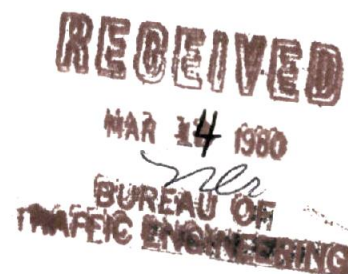
- 661.43 (d) Differentiate between detectors used in 332
cabinets and other cabinets.
- 661.45 Changed to permit only Model 170 controllers.
- 661.46 (h-3a) & 661.46 (h-3b) Changed to utilize the same
program used on Unit 1.
- 661.46 (i) Changed to Model 332 cabinets to agree with Unit 1
supplied materials.
- 661.52 (c) Still at issue is the type of interconnect cable to
be utilized. This will depend on what is used on
Unit 1.

We would appreciate an early review by your office as this is
presently scheduled for letting on May 29, 1980.

Sincerely,


L. E. George
Traffic Engineer

Enclosure



URB 10-28

October 22, 1979

Dennis Peterson
Traffic Engineer
Metro Section
5821 N.E. Glisan
Portland, Oregon 97213

Subject: ORE. 99E-Hwy. No. IE - M.P. 0.00 to m.p. 0.20
ORE. 99E-Hwy. No. IE. - mpp. x 1.00 to m.p. X 0.80

Dear Mr. Peterson:

We have reviewed your recommendations regarding the above intersections and off the following recommendations:

A. E. Burnside at Union Ave.:

1. We approve ~~the~~ installation of backboards on all signal heads (11 total).
2. 4 existing signal heads have 12" reds. The other 7 signal heads are one piece housing construction which requires replacing with complete new signal heads with 12" reds.

B. N.E. Broadway at Union:

1. We have no objection to the removal of the nine suspended 1-5 Trailblazer signs.
2. We agree to the installation of one additional signal head and centering the existing one-way interior illuminated overhead sign over the two right hand lanes.
3. We approve of the 12" reds which will require 3 new signal heads.
4. We also agree to the installation of backboards on all signal heads.

Note: The wood pole on the southwest corner is leaning. Might be able to , existing signals are low, span wire should be tightened to raise new heads.

Dennis Peterson
Oct. 22, 1979
Page 2

C. N.E. Union at Broadway

1. We agree to the installation of one additional signal head and centering the existing one-way interior illuminated overhead cabinet over the two left hand lanes, however the two existing heads have 12" reds but one old and should be replaced with 3 new heads.
2. O.K. to backboards.
3. We agree to the installation of "Speed 30" signs facing southbound traffic in the vicinity of N.E. Hancock on both the left and right hand sides of the street.

D. N.E. Union at Weidler St.:

1. We would prefer to install 3 new heads with 12" reds with backboards, but not programmed, due to the heavy truck traffic and high riding drivers.
2. We agree with the 2 seconds all red.

State Furnished Materials Required

Broadway & Union	- 6 signal heads
	12" R - 8" Y & G
	6 Back boards
Widler & Union	- 3 signal heads
	- 12" R - 8" Y & G
	- 3 backboards
Burnside & Union	- 7 signal heads
	12" R - 8 8 Y & G
	- 11 backboards

All labor and miscellaneous materials furnished by City of Portland.

If you have any questions, please call 248-4295.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MJM:mc

PLAN

WM. A. BOWEN.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

E. BURNSIDE ST.
AT
S.E. & N.E. UNION AVE.

AUGUST, 1967

SCALE: 1" = 30'-0"

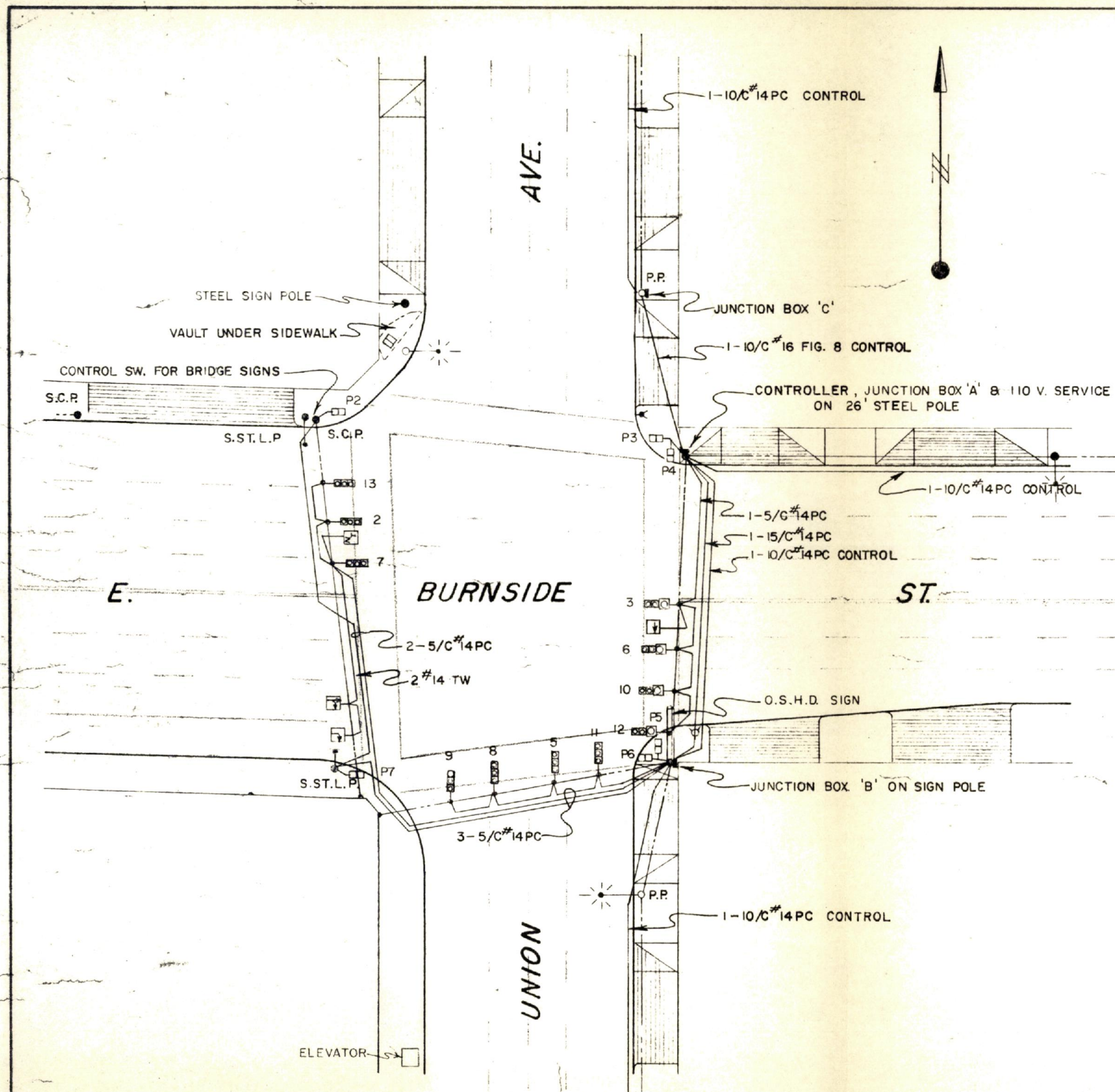
Revisions

Date	Description
7/ 1/67	ISLANDS ON C/L OF UNION REMOVED.
11/11/68	ADDED SIGNALS 11, 12 & S.B. LANE SIGNS
2/24/73	Removed S.B. Lane Signs & Changed Sig. 9 From GRA-Y-R to G-Y-R
3/22/76	Removed reversible lane signals
5/30/63	installed 22" Rods

A. E. Beatty
City Traffic Engineer

DATE 8-10-67

PL-0-001



OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Branch

Report of Traffic Conditions

ORE 99E - Hwy. No. 1E - M.P. X1.00 to M.P. X0.80

April 9, 1979

Recommendation:

As a result of this investigation, the following recommendations are made:

On Northeast Broadway at Northeast Union Avenue:

- ✓1. Remove both span wire suspended I-5 Trailblazer signs. ?
2. Install one additional signal head and center the existing "One Way" interior illuminated overhead sign over the two right-hand lanes.
3. Install 12" red lenses on all signal heads. *REPLACE 2 & ADD 1*
4. Install backboards on all signal heads.

WOOD POLE ON S.W. CORNER LENS - EXIST. HEADS ARE LOW

On Northeast Union Avenue at Northeast Broadway:

1. Install one additional signal head and center the existing "One Way" interior illuminated overhead sign over the two left-hand lanes.
2. Install backboards on all signal heads.
3. Install a "Speed 30" sign facing southbound traffic in the vicinity of Northeast Hancock Street on both the left and right sides of the street.

On Northeast Union Avenue at Northeast Weidler Street:

- ✓1. Replace the three signal heads with programmed signal heads. ?

→ In addition to the foregoing, it is further recommended that the City of Portland consider revising the signal timing to provide a two-second all red clearance period at the intersection of Northeast Broadway and Northeast Union Avenue

Historical Background:

This investigation and report was initiated by the Oregon Department of Transportation as part of a continuing program to investigate the more hazardous sections of state highways.

Investigation:

The section studied includes a three-block urban section of Northeast Union Avenue between Northeast San Rafael Street and Northeast Broadway in the City of Portland. This is a 56-foot wide street with parallel parking. The section is striped for four lanes of two-way traffic north of Northeast Hancock Street and four lanes of one-way southbound traffic south of Northeast Hancock Street. All side streets are under "stop" sign control except Broadway which is signalized. The 1978 average daily traffic was 15,400 vehicles. Photographs, showing typical conditions, are included elsewhere in this report.

Oregon Department of Transportation
Metropolitan Branch

REPORT OF TRAFFIC CONDITIONS

ORE 99E - Hwy. No. 1E - M.P. 0.00 to M.P. 0.20

May 24, 1979

Recommendation:

As a result of this investigation, it is recommended that backboards be installed on all 10 signal heads at the intersection of Union Avenue and Burnside Street in the City of Portland. It is further recommended that 12-inch red lenses be installed in the seven signal heads which presently have 8-inch red lenses.

Historical Background:

This investigation and report was initiated by the Oregon Department of Transportation as part of a continuing program to investigate the more hazardous sections of state highways.

Investigation:

The section studied includes a five-block urban section of S.E. Union Avenue from Burnside Street to S.E. Oak Street in the City of Portland. This is a 56-foot wide street with four moving lanes of one-way southbound traffic. All side streets are under "STOP" sign control except Burnside which is signalized. The 1978 average daily traffic was 18,400 vehicles. Photographs, showing typical conditions, are included elsewhere in this report.

Reference to these photographs will show that none of the signal heads at the Burnside Street intersection have backboards. Only three of the ten signal heads have 12-inch red lenses - the remainder are the standard 8" size. Because of the wide streets involved, the number of moving traffic lanes, and the heavy traffic, the existing red signal indications are not considered adequate.

During the period from January 1, 1978 to June 30, 1978 there were 15 accidents reported in the section studied. There were nine persons injured, none fatally. Eight of the accidents occurred at the Union Avenue-Burnside intersection and of these, four were angle-type collisions.

The preponderance of angle-type accidents indicates that motorists disregarding the red light is the main problem at this intersection. The recommendations included herein are aimed at minimizing this condition.

It is estimated that the cost of these revisions would be \$1,000 and it is suggested that if approved, the cost be shared in some fashion between the City of Portland and the State.

DLP:js

UAB
10-20

January 8, 1980

O.S.H.D.
3700 S.E. 92nd Ave.
Portland, Oregon 97266

Attn: Chuck Lobaugh

Dear Chuck:

The attached catalog sheet is what I discussed on the phone this date.

This is a device to attach a neon pedestrian signal head to pole. We would desire to use this on the Union Avenue Project.

The J.C.C. representative said that the price on this unit is approximately 50% of the price of pipe brackets we have used in the past.

It appears that assembly time would be much less since the half that is on the signal head is installed at the factory.

If you need further information please feel free to call me.

Sincerely,

Dean L. Franklin
Sr. Traffic Engineer

DLF:mc

Encl -

Aut

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

WM. A. BOWES COMMISSIONER
D. E. BERGSTROM TRAFFIC ENGINEER

SIGNALIZATION PLAN N. E. UNION AVE. and N. E. BROADWAY

JUNE 3, 1965

SCALE: 1" = 30'-0"

Revisions

Date	Description
12/18/67	Revised S.W. Corner
6/1/77	Installed 1-5 guide signs.

APPROVED *D.E. Bergstrom*
City Traffic Engineer

DATE 6-10-65

PL-2-076

