



Pink
NW Front

November 4, 1980

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

U.S. Dept. of Housing & Urban Development
HUD Region 10
Housing Division
520 S.W. 6th Ave.
Portland, Oregon 97204

Dear Sir:

This is to advise that the City of Portland, Oregon will install and maintain all necessary marking, roadside signing, and overhead illuminated signing for a pedestrian crosswalk across N.W. Front Ave. at the McCormick Pier project between the Steel and Broadway Bridges.

Installation cost is to be borne by the project developer as part of the project. Maintenance will be assumed by the City.

Sincerely,

Dave R. Magin
Traffic Engineer

DRM:mc

THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 SW ALDER
PORTLAND, OR 97205

Maple Drive
December 23, 1980

NW front
Maple
Stanley Construction Company, Inc.
1922 McGilcrist Avenue, S.E.
Salem, Oregon 97301

Subject: NW Front Avenue, NW Glisan Street to NW Park Avenue
Sanitary Sewer System, Job No. 3828

Gentlemen:

We are scheduling a Preconstruction Conference for the above named project. The conference will be held in Room 700, 621 SW Alder Street, Portland, Oregon at 10:00 a.m. on December 30, 1980.

Representatives from various City departments and utility companies are invited to attend. Stanley Construction Company, Inc. and principal subcontractors must be represented at the meeting.

If you have any questions concerning this meeting, please contact Dan Miller at 248-4170.

Very truly yours,

R. G. Sunnarborg, P.E.
Principal Engineer

DTM:es

cc: Northwest Natural Gas Company
Portland General Electric
Pacific Northwest Bell Telephone Company
Sheldon, Eggleston, Reddick Associates
Norcrest China
Portland Terminal Railroad Company
Carnation Milling Division
City Departments: Fire, Water, Traffic, Field Engineering

Rec'd 1-2-81

RECEIVED

DEC 26 1980

**BUREAU OF
TRAFFIC ENGINEERING**

ORDINANCE NO.

150095

MAP in
Sam
An Ordinance granting a revocable permit to Tube Forgings of America, to construct and maintain improvements for public parking in the street area of NW Front Avenue, establishing a fee of ten dollars for this permit, and declaring an emergency.

The City of Portland ordains:

Section 1. Tube Forgings of America, Portland, Oregon, has through Jay Zidell, President, requested permission to construct and maintain paving, drainage, and other related parking improvements for public parking between the northerly curb and property line of NW Front Avenue adjacent to their property.

1. The proposed reconstruction of NW Front Avenue will remove public parking now being provided within the public right-of-way.
2. Parking improvements in this area are desirable to provide public parking, to facilitate use and maintenance of the area, and to permit easier access to Tube Forgings of America on the adjoining property.
3. The City Engineer and City Traffic Engineer have no objections to the construction of the desired public parking improvements, and such improvements would not be detrimental to the public interest.

NOW, THEREFORE, the Council directs:

- a. In order to provide needed public parking along NW Front Avenue any conflicting provisions of the City Code, Chapter 16.20 Parking, are hereby waived and a revocable permit is hereby granted to Tube Forgings of America, its successors, lessees and assigns (hereinafter referred to as grantee) to construct and maintain paving, drainage, and related parking improvements (hereinafter referred to as parking improvements) in NW Front Avenue located adjacent to their property and as shown on the attached plan marked "Exhibit A" subject to the following conditions:
 1. The grantee shall provide plans showing the exact grade and location of all parking improvements which shall be compatible with the public improvement of NW Front Avenue; such plans shall be approved by the City Engineer before construction begins.
 2. The grantee shall surface the parking improvements with a hard surface pavement having a minimum structural section of, or equivalent to, 3 inches of asphalt concrete on 6 inches of compacted crushed rock.

3. The grantee shall complete the parking improvements by January 1, 1981.
4. The grantee shall, for as long as this permit is in force, maintain, repair, and replace to the satisfaction of the City Engineer, all parking improvements placed in this area.
5. The grantee shall pay all costs for necessary relocation of existing poles, wires, conduits or other appurtenance belonging to utility companies resulting from construction or use of the said parking improvements. Before any work is done under this permit, the grantee shall come to an agreement with such utility companies about the relocation of said facilities and provide the City Engineer with documentation of this process.
6. This permit so granted to Tube Forgings of America, its successors, lessees and assigns by this ordinance shall not in any manner interfere with or prevent the City of Portland from granting permits or easements to utility companies for the construction, maintenance, and/or operation of other facilities crossing the area and parking improvements which may be constructed under this ordinance.
7. The grantee shall be aware of existing public and private utility improvements in this area and agrees to provide access for any utility construction, maintenance, repair, and/or operation.
8. Nothing in this ordinance shall be construed to imply that the City is relinquishing any of its street rights. This permit is conditioned that the grantee will reimburse the City for all additional costs for engineering, construction, reconstruction, alteration, repair, or maintenance of any municipal utility, street, or any other public improvement which may hereafter be built within the present boundaries of NW Front Avenue, resulting from said parking improvements being located in Front Avenue.

9. The permit is revocable at any time at the pleasure of the Council and no expenditure of money or lapse of time or other act or things shall operate as an estoppel against the City of Portland or to be held to give the grantee any vested or other rights. Upon revocation of this permit by the Council, the grantee shall remove said parking improvements from the street area within the time specified and as required by and to the satisfaction of the City Engineer.
10. This permit shall not exempt the grantee from obtaining any license or permit required by the City Code or Ordinance for any act to be performed under this permit. Nor shall this permit waive the provisions of any City Code, Ordinance or City Charter except as herein stated.
11. The grantee, its successors, lessees and assigns hereby agree and covenant to indemnify and save harmless the City of Portland, its officers and employees against all claims for damages to persons or property, cost and expenses whatsoever to which it or they may be subject in consequence of any act or neglect of said grantee, its successors, lessees or assigns, its agents or servants, including legal fees and costs of defending any actions, or suits including appeals which may result from the use of the street area under this permit.
12. The grantee shall protect the City of Portland, its officers, agents and employees by suitable insurance in the amount of \$100,000 for any single injury, \$300,000 for any one accident and \$300,000 property damage, said insurance to be kept in full force and effect at all times and this permit revoked without further action by the Council if said insurance is permitted to lapse, or for any reason lapse, or be cancelled or for any other reason become inoperative.
13. The grantee shall pay a permit fee of \$10.00 in accordance with Section 17.24.020 of the Code of the City.
14. The grantee shall reimburse the City for the cost of filing by the City Auditor of a certified copy of this Ordinance with the Records Division of Multnomah County.

Section 2. This Ordinance will not become effective until the grantee has filed with the City Auditor a document accepting the terms and conditions hereof which has been approved by the City Attorney.

ORDINANCE No.

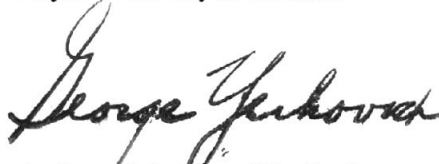
Section 3. The Council declares that an emergency exists because delay in the enactment of this Ordinance may result in an unnecessary delay of the proposed public improvement of Front Avenue. Therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, **JUL 24 1980**

Commissioner Mike Lindberg
July 16, 1980
V.F. Rhodes:lj
Buc No. 15900253

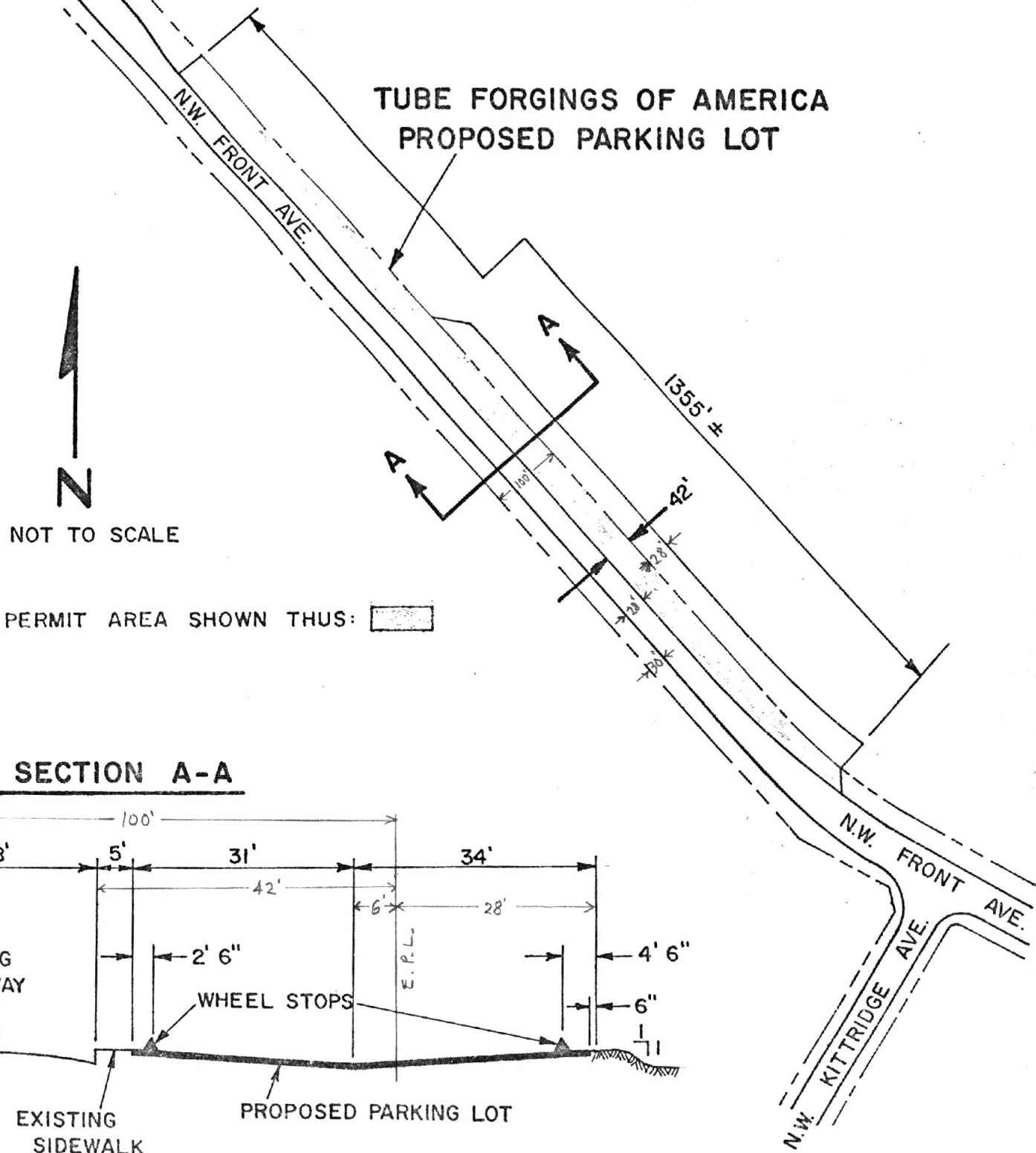
Attest:

Mayor of the City of Portland



Auditor of the City of Portland

EXHIBIT 'A'



APPROVED:

John M. Lang

JOHN LANG, P.E.
CITY ENGINEER

File

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

S.W. Front Ave.

April 21, 1980

From Jack Mason *JFM*
To Mario J. Martini
Addressed to
Subject Traffic Signal at S.W. Front at Morrison Bridge

May I bring to your attention a maintenance problem we are having with the southbound vehicle signals at this location. Due to the low elevation of the bridge the right hand signal is only 14'-2" above pavement. During the last two years the signal has been struck by vehicles seven times. This continuing repair is generating high costs for maintaining a signal installation of marginal utility.

Please evaluate the need for this signal and consider its removal. Other factors to consider are the power costs, poor visibility, low usage, and adjacent intersections that provide pedestrian crossings. The power cost, at our current rate, is about \$340 a year. The intersection of Front at Yamhill provides a pedestrian crossing and at Front at Morrison there is a subway.

JM/as

*Can we hook something up
to this signal to count number
of times it is actuated?*

7-29-80

Marty,

*From 7-17-80 to 7-25-80 this signal was
actuated, on a average, 47 times per day. Another
way of saying this would be that the signal was
actuated 4 times out of 100 cycles.*

1200 cycles per day

N.W. Front

April 15, 1980

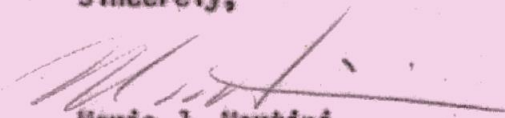
Mr. Dennis L. Peterson
ODOT
5821 N.E. Glisan St.
Portland, OR 97213

Dear Mr. Peterson,

We have reviewed the April 8th speed zone investigation report for N.W. Front Ave. as per limits stated in Order No. 2623 (1/21/76). We agree with the recommended speeds as shown.

A later development of Front includes a newly improved section northwest of 61st and dead ending at the Wacker plant northwest of the Burlington Northern bridge. We request your consideration in possibly speed zoning this section. A volume count will be furnished, and we shall be pleased to give any further aid possible. Thank you.

Sincerely,



Mario J. Martini
Senior Traffic Engineer

MJM/DMR/as

N.W. Front

April 9, 1980

Mr. Bill Naito
Norcrest China Co.
55 W. Burnside St.
Portland, OR 97209


Dear Mr. Naito,

We are pleased to answer favorably to your telephone suggestion of installing a pedestrian actuated signal on N.W. Front Avenue north of N.W. Glisan Street.

This installation may be considered for Federal monies transferred from the I-205 fund, along with street improvements for Front Avenue.

The equipment specifications and design of installation shall be the responsibility of this bureau. We shall also set the exact location as per development plans. Upon completion and approval the City shall also assume maintenance including power costs.

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/DMR/as

S.W. Front

March 24, 1980

Memo to Files; Staff

STAFF
MUB
ARM
W. K.
reh
Wes
PP
TV
7

Subject: Traffic Volume - S.W. Front Ave.
Informational

In 1974, after the closure of Harbor Drive we took a 16 day traffic count on S.W. Front Ave. at S.W. Main and at S.W. Market St.

These counts were repeated again in 1980.

Following are the AWD averages:

Location	DIR	1974	1980
N/S.W. Main	NB	12,690	14,827
	SB	<u>12,196</u>	<u>17,514</u>
		24,886	32,341
S/S.W. Market	NB	6,342	5,875
	SB	<u>6,502</u>	<u>10,300</u>
		12,844	16,175

✓
This is because getting
onto I405 in the P.M.
is difficult so they stay
on Front.

TV 4-1-80

W. K.

MAGIN

SRM

STR Front

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

Date: 3-27-80
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 130/825/Murray
Subject: Job 3813 2 copies
W. W. Front
Sever Construction

Plan for the above is attached.

☐ NO SPECIFIC TRAFFIC REQUIREMENTS.

☒ NO SIGNAL EQUIPMENT INVOLVED.

☒ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

Maintain at least one S.B. lane at all times.
SRM

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

CONSTRUCTION SIGNING
AS PER
MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES

RECEIVED

TRAFFIC ENGINEERING
FIELD CHECK
By 3/13/88
BUREAU OF
TRAFFIC ENGINEERING

NO SIGNALS

[Signature]

MAINTENANCE BUREAU JOB

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG

COMMISSIONER

JOHN LANG

CITY ENGINEER (ACTING)

NW FRONT AVE

SEWER RECONSTRUCTION

APPROVED _____ BUREAU CHIEF REG. PROF. ENGR. NO. 3656			1/4 SECTION 2929	DATE		
			RESOLUTION NO.	FILE NO.		
APPROVED _____ CITY ENGINEER REG. PROF. ENGR. NO. 8416				JOB NO. 3813		
			DIVISION ENGINEER	SHEET NO.		
OWN. BY	APPD.	DESIGNED BY TEC	DRAWN BY LMM	CHECKED BY RES	UNDERGROUND BY RWJ	1 OF 1

N.W. Front

May 22, 1980

F.M.C.
4700 Building
N. W. Front Avenue
Portland, Oregon 97210

Attention: Byron Nylander

Dear Mr. Nylander:

Enclosed you will find a copy of the standard specifications and the special provisions for the installation of a traffic signal at your location.

It is our understanding that you will arrange to have this signal installed in accordance with the plans and specifications and pay all costs involved.

The Bureau of Traffic Engineering will have inspections made as needed, during the course of construction, for conformance with the specifications.

Please advise this office if you need further assistance with this project.

Sincerely,

James K. Wilson
Sr. Traffic Engineer

DLF:jjp

IMPORTANT MESSAGE

FOR DEB

DATE 3/11 TIME 3:35 3:35 A.M.
P.M.

WHILE YOU WERE OUT

M Byron Nylander

OF FMC

PHONE No. 228-9281 x 114

Area Code

Number

Extension

TELEPHONED

PLEASE CALL

CALLED TO SEE YOU

WILL CALL AGAIN

WANTS TO SEE YOU

URGENT

RETURNED YOUR CALL

MESSAGE _____

SIGNED _____

CITY OF PORTLAND

To ~~DEB~~ MQM

Date 1-21-80 Time 10:00

WHILE YOU WERE OUT

Mr. Byron Nylander

of FMC

Phone 228-9281 ext 114

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input type="checkbox"/>
CALLED TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	RETURNED YOUR CALL	<input type="checkbox"/>

Message N.W. Front reg

signal has talked
to Magin and Franklin and
it was suggested he write a letter
reg. signal. We received letter
1-8-80.

By: Jerry

FMC Corporation

Marine and Rail Equipment Division
4700 Northwest Front Avenue
Box 3616
Portland Oregon 97208
(503) 228 9281 Telex 36 0672



March 5, 1980

Mr. Don Bergstron
City Traffic Engineer
City of Portland
420 S.W. Main
Portland, Oregon 97204

Dear Mr. Bergstron:

Attached you will find a copy of a letter which I sent to you on January 4, 1980. I have tried to reach you on several occasions with no success.

FMC would appreciate your assistance in this matter at your earliest convenience.

Sincerely,


B. C. Nylander
Facility Electrical Engineer

BCN:gi

Attachment 1

FMC Corporation

Marine and Rail Equipment Division
4700 Northwest Front Avenue
Box 3616
Portland Oregon 97208
(503) 228 9281 Telex 36 0672

January 4, 1980



Mr. Don Bergstron
City Traffic Engineer
City of Portland
420 S.W. Main
Portland, Oregon 97204

Dear Mr. Bergstron:

Recently I contacted Mr. Magen regarding the installation of a stop light on N.W. Front Avenue between FMC's 4700 Building and the Quonset Hut which is directly across from the 4700 Building. We are completing an extensive electrical upgrade of the Quonset Hut and will be doing heavy metal fabrication work in the building. We will have considerable forklift, straddle buggy and personnel traffic crossing Front Avenue.

With the City and your departments approval, we would like to install a push button operated stop light between the two buildings. We feel it is just a matter of time until there is an accident with the increased cross traffic we will generate and the increased traffic generated by the new Wacker facility.

Your assistance in this matter will be appreciated. We would like to pursue this work as soon as possible.

Sincerely,

B. C. Nylander
Facility Electrical Engineer

N.W. Front

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

Date: June 24, 1980
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 130/504/Miller cc/ 130/820/ *Plan* Miller 7-1-80
Subject: N.W. Front Avenue
Glison to Park
Job 3828 2 copies

Plan for the above is attached.

- ☐ NO SPECIFIC TRAFFIC REQUIREMENTS.
☒ NO SIGNAL EQUIPMENT INVOLVED.
☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

Existing M.H.-M.H.1: Allow at least one lane each direction at all times. Provide 500-foot advance warning.
M.H.7-M.H.8: Allow at least one lane each direction at all times. Provide 500-foot advance warning.
M.H.8-M.H.10: Allow at least one lane each direction at all times on each side of cut during off-work hours. Flag alternating directions of traffic on southwest side of Front during working hours. Allow access to industry under Broadway Br. Provide 500-foot advance warning.
M.H.10-M.H.12: Allow at least one lane each direction at all times.

- ☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

DRM:ah

FMC Corporation

Marine and Rail Equipment Division
4700 Northwest Front Avenue
Box 3616
Portland Oregon 97208
(503) 228 9281 Telex 36 0672

January 7, 1980

FMC

Mr. Don Bergstron
City Traffic Engineer
City of Portland
420 S.W. Main
Portland, Oregon 97204

Dear Mr. Bergstron:

Recently I contacted Mr. Magen regarding the installation of a stop light on N.W. Front Avenue between FMC's 4700 Building and the Quonset Hut which is directly across from the 4700 Building. We are completing an extensive electrical upgrade of the Quonset Hut and will be doing heavy metal fabrication work in the building. We will have considerable forklift, straddle buggy and personnel traffic crossing Front Avenue.

With the City and your departments approval, we are planning to install a push button operated stop light between the two buildings. We feel it is just a matter of time until there is an accident with the increased cross traffic we will generate and the increased traffic generated by the new Wacker facility.

Your assistance in this matter will be appreciated. We would like to pursue this work as soon as possible.

Sincerely,

B. C. Nylander

B. C. Nylander
Facility Electrical Engineer

BCN:gi

*Trapper Request # 9010
NW Front*

RECEIVED
JAN 8 1980
BUREAU OF
TRAFFIC ENGINEERING

Front

(17)