CONSTRUCTION STAGING
AND
TRAFFIC MANAGEMENT PLAN
FOR
PEARL CANOPY HOTEL
431 NW 9TH
May 2016
Revised and edited by John Wilson, PE - City of Portland
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1.0 PROJECT DESCRIPTION

The project entails demolition of existing single story automotive garage and then new ground up construction of a 10-story plus basement, 153 unit key hotel with associated site improvements, located on a quarter block site (Lots 5&8, block 61). The project requires shoring and excavations to one level below street elevation and concrete floor & column structure above sidewalk grade. Projected construction is planned to start June 2016 and completion is targeted for March 2018.

The project is bounded by:

- NW Glisan St
- NW 9th Ave.

Figure 1: Site Overview

The site is located within the Pearl District Neighborhood. The impacted streets are classified as shown in the TSP matrix.

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Transit</th>
<th>Traffic</th>
<th>Emergency</th>
<th>Bicycle</th>
<th>Pedestrian</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW Glisan St</td>
<td>Access</td>
<td>Access</td>
<td>Major</td>
<td>Local</td>
<td>Walkway</td>
<td>Local</td>
</tr>
<tr>
<td>NW 9th Ave</td>
<td>Local</td>
<td>Local</td>
<td>Minor</td>
<td>Bikeway</td>
<td>Walkway</td>
<td>Local</td>
</tr>
</tbody>
</table>
TMP Requirements

Because the project is expected to impact pedestrian routes within a pedestrian district, vehicle traffic, transit, and emergency streets, the project is defined as a significant project according to PBOT. Therefore, the TMP must comprise of:

- Temporary Traffic Control (TTC)
- Transportation Operations Plan (TO)
- Public Information and Outreach Plan (PI&O)

Duration of Impacts

<table>
<thead>
<tr>
<th>Phase</th>
<th>Expected Construction Schedule:</th>
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<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td>Demo</td>
<td>5 6 7 8 9 10 11 12</td>
</tr>
<tr>
<td>Mass Ex.</td>
<td>5 6 7 8 9 10 11 12</td>
</tr>
<tr>
<td>Structure</td>
<td>5 6 7 8 9 10 11 12</td>
</tr>
<tr>
<td>Canopy</td>
<td>5 6 7 8 9 10 11 12</td>
</tr>
<tr>
<td>Interior</td>
<td>5 6 7 8 9 10 11 12</td>
</tr>
<tr>
<td>Site Finishes</td>
<td>5 6 7 8 9 10 11 12</td>
</tr>
</tbody>
</table>

Below is a supplemental list of specific scheduled action items:

NW 9th Sidewalk & Parking Stall Closures for:

- Sidewalks & parking stalls closed 6/15/16 thru March 2018, as outlined below:
- Demo & Excavation Equipment access/staging and public safety during building demolition work, sidewalk & parking stalls will be impassible – June 2016
- Installation of shoring steel piles, tie-backs and lagging in the ROW for below sidewalk elevation structures, sidewalk & parking stalls will be impassible – July 2016
- Mass Excavation – trucks entering & exiting and public safety trucks exiting/entering site, sidewalk & parking stalls will be impassible at both NW9th & NW Glisan – July & August 2016
- Tower Crane Erection – September 2016 (see NW 9th street closure below)
- If required, dewatering storage tanks during below grade work and/or surface water management – July thru June 2017 (varies depending on surface water dewatering needs)
- Routine Concrete truck & pump placement for foundation and concrete structure require constant and routine access to the site. For public safety, sidewalk & parking stalls will be blocked and/or impassible – July 2016 – October 2017
- PGE new 12’x20’x 15’ deep transformer vault on NW 9th sidewalk is fully removed and impassible – (PGE requirement) Fall/winter 2016, sidewalk and parking will be blocked and impassible.
• Removal of top portion of shoring steel piles and lagging in the ROW below sidewalk elevation structure per encroachment permit requirements sidewalk & parking stalls will be impassible – October & November 2016
• Powered scaffold equipment placement and operation for exterior construction, sidewalk is impassible as the scaffold equipment has 12’ wide footprint – 12 month duration late fall 2016 thru late fall 2017
• Architectural concrete canopy construction (overhangs into 6’ into ROW) late fall 2017 thru end of 2017. Sidewalk is impassible from concrete formwork & shoring.
• Demo & Replace New concrete curbs & sidewalks, street lighting, & AC patching – January & February 2018
• Sidewalks & parking stalls re-open March 2018

NW 9th Full Street Closure –
• Tower Crane Foundation Anchors and Base Section – Target late August and early September (likely a Saturday) 2016
• PGE Vault placement – Timing forecasted for late June 2016 for crane placement.
• Tower Crane Erection – Targeted for weekend of 9/24/2016 (pending)
• Tower Crane Dismantlement – Fall 2017.

NW Glisan Sidewalk & Parking Stall Closure:
• Sidewalks & parking stalls closed 6/15/16 thru March 2018, as outlined below:
• Demo & Excavation Machinery access/staging and public safety during building demolition work – June 2016
• Installation of shoring steel piles, tie-backs and lagging in the ROW for below ground structure and public safety, sidewalk & parking stalls will be impassible – July 2016
• Mass Excavation – trucks entering & exiting and public safety trucks exiting/entering site, sidewalk & parking stalls will be impassible – July & August 2016
• If required, dewatering storage tanks during below grade work and/or surface water management – July thru June 2017 (varies depending on surface water dewatering needs)
• Excavation & Installation of new water meter and vault – Portland Water Bureau - Timing is unknown at this time.
• Excavation & Installation of new 8” storm connection @ NW Glisan (Lane closure will be needed for tie-in) – August-September 2016
• Excavation & Installation of new 8” Fire connection @ NW Glisan (Lane closure will be needed for tie-in) - August-September 2016
• Excavation & Installation of new 8” Sanitary connection @ NW Glisan (Lane closure will be needed for tie-in) - August-September 2016
• Tower Crane Erection – Mid September 2016 (Crane placement will be on NW9th, but truck staging will occur on NW Glisan in the parking stall area)
• Removal of top portion of shoring steel piles and lagging in the ROW below sidewalk elevation structure per encroachment permit requirements sidewalk & parking stalls will be impassible – October & November 2016
• Daily material deliveries for concrete & structure; clearance needed for public safety, sidewalk & parking stalls will be blocked and/or impassible – August 2016 thru August 2017
• Routine Concrete truck & pump placement for large PT Deck pours @ 12 levels, and separate concrete columns & core pours, sidewalk & parking stalls will be routinely blocked and/or impassible – October 2016 – June 2017.
• Structural steel delivery & erection - sidewalk & parking stalls will be routinely blocked by deliveries and/or impassible – June 2017 – July 2017.
• Powered scaffold equipment placement and operation for exterior construction, sidewalk is impassible as the scaffold equipment has 12’ wide footprint – 12 month duration Late fall 2016 thru late fall 2017
• Architectural concrete canopy construction (overhangs into ROW) late fall 2017 thru end of 2017. Sidewalk is impassible from concrete formwork & shoring.
• Demo & Replace New concrete curbs & sidewalks , street lighting, & AC patching – January & February 2018
• Sidewalks & parking stalls re-open March 2018

NW Glisan Lane Closure/Shift –
• Tower Crane Foundation Anchors and Base Section – Target early September (Saturday) 2016
• PGE Vault placement – Timing forecasted for late Fall 2016 for crane placement.
• Tower Crane Erection – Targeted for weekend of 9/24/2016 (Pending)
• Excavation & Installation of new water meter and vault – Portland Water Bureau - Timing is unknown at this time.
• Excavation & Installation of new 8” storm connection @ NW Glisan (Lane closure will be needed for tie-in) – August-September 2016
• Excavation & Installation of new 8” Fire connection @ NW Glisan (Lane closure will be needed for tie-in) - August-September 2016
• Excavation & Installation of new 8” Sanitary connection @ NW Glisan (Lane closure will be needed for tie-in) - August-September 2016
• Routing construction Deliveries (rebar, formwork, concrete, metal stud, Dumpster, windows, siding, roofing, finish products… June 2016 – February 2018

The public improvements are currently pending review and approval of documents by PBOT.

2.0 TMP TEAM – ROLES AND RESPONSIBILITIES

<table>
<thead>
<tr>
<th>TMP Development &amp; Monitoring</th>
<th>Portland Bureau of Transportation</th>
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</thead>
<tbody>
<tr>
<td>TMP Manager/Traffic</td>
<td>Name: John Wilson</td>
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<tr>
<td></td>
<td>Unit: PERCON</td>
</tr>
<tr>
<td></td>
<td>Phone: 503-823-8357</td>
</tr>
<tr>
<td></td>
<td>Email: <a href="mailto:john.wilson@portlandoregon.gov">john.wilson@portlandoregon.gov</a></td>
</tr>
</tbody>
</table>
Roles and Responsibilities:
• Perform quality control and assurance of work zone policies to promote consistency and ensure compliance with street use permit conditions, policies, and guidelines.

TMP Inspector
Name: Bruce Gonser  
Unit: PERCON  
Phone: 503-823-7146  
Email: bruce.gonser@portlandoregon.gov

Roles and Responsibilities:
• Conduct periodic inspections including windshield surveys and site visits during construction to assess effectiveness of staging plans and TMP strategies.  
• Conduct periodic review and evaluation of both traffic operations and safety conditions during construction, in coordination with TMP management personnel.

TMP Implementation & Monitoring
Bremik Construction Co.

Superintendent
Name: Josh Ring  
Phone: 503-806-0385  
Email: JR@bremik.com

Roles and Responsibilities:
Coordinate implementation of the TMP.  
Respond to modification requirements from the TMP Manager and Inspector.

Emergency Services Contacts

Bureau of Emergency Management  
Phone: 503-823-0911

Signals and Street Lighting
Name: Nelson Chi  
Phone: 503-823-2604  
Email: Nelson.Chi@portlandoregon.gov

TriMet Bus  
Phone: 503-962-4949

USPS
Mail Delivery: Mimi Thomas 503-294-2364  
Freight Routes: Dwayne Lewis 503-294-2448  
USPS Central Relocation: Thom Handa 503-294-2244

Roles and Responsibilities:
Be informed of ongoing construction activities and detours to improve coordination and response to emergency issues in, around, and through work zones.

3.0 WORK ZONE IMPACT ASSESSMENT

The project has been identified as a significant project, with sustained work zone impacts to traffic access streets, a City Bikeway, and a City Walkway. Requisite closures to accommodate work along the NW 9th Ave and NW Glisan St. frontages will have sustained impacts to the pedestrian, street parking and vehicle traffic. Sustained vehicle impacts to NW 9th Ave. & NW Glisan St. will be mitigated by limiting the work hours and closures. Pedestrian impacts will be
reduced by providing anchored directional signage during sidewalk closures. Pedestrian walkways will be provided as feasible.

**Vehicle Lanes**

NW Glisan Ave. experiences heavy traffic during the peak hours of 7AM – 7PM, Monday thru Friday. NW 9th Ave. experiences very little vehicle traffic throughout the day, with peak hours from 11AM – 3PM. See traffic counts from 2003 and 2010, as well as turning movement counts from 2011 in Appendix B. Lane closures on NW Glisan Ave. could have significant impacts to transit, mobility and emergency vehicles. Lane closures on Glisan during the day will cause significant traffic queues to form, and must be avoided.

An existing USPS route travels south on 9th, and turns west onto Glisan. The trucks making this turn swing into the southern parking lane on Glisan. USPS Central won’t be relocating until the end of the 3rd quarter of 2018. This zone must be clear at all times to permit this movement until the freight route is eliminated.

[Figure 2: USPS Truck Turning Movement]

Andersen Construction’s project at NW Flanders St. & NW 9th Ave, may affect northbound traffic volumes on NW 9th Ave. Andersen is currently closing the northbound lane on NW 9th Ave. during normal daytime hours, detouring traffic to NW Park Ave., NW Flanders St, and back onto NW 9th Ave.

Glisan provides access to both TriMet Route 77, and the Bolt Bus.

**Pedestrian Routes**

The project is bounded by sidewalks on both frontages, which are City Walkways that meet ADA accessibility standards. All crosswalks surrounding this project are legal crosswalks.

Sidewalks along both frontages are 8-ft wide, with trees located within a 4-ft frontage zone along Glisan St. The AM pedestrian traffic along the Glisan sidewalk was observed on March 30th from 7am-10am, and showed approximately 35 pedestrians per hour. A 4-ft pedestrian route along this frontage would provide an adequate of service to pedestrians along this route. Temporary sidewalk closures would have a moderate impact to pedestrians, as they would potentially add 130 seconds to pedestrians detoured along to the north side of Glisan.
The project will require the use of a tower crane, which may require sidewalk closures.

**Bicycle Routes**

NW 9\textsuperscript{th} Avenue is classified as a City Bikeway and must maintain north/south bicycle access at all times. Southbound lane closures in 9\textsuperscript{th} must maintain a minimum remaining travel lane width of 14\textquoteleft.

**4.0 WORK ZONE IMPACT MANAGEMENT STRATEGIES**

**Pedestrian Routes**

A temporary pedestrian walkway will be maintained along the Glisan frontage when practicable. However, it is anticipated that pedestrian routes will not be feasible along the Glisan frontage for the majority of the project. Excavation, staging, and turning movements preclude the use of the parking lane and sidewalk on this frontage. When a walkway is practicable, it shall be at least 4-ft wide with temporary ramps when transitioned from the curb to the road surface and protection against any overhead hazards. Positive protection is not required between pedestrians and traffic or the work zone. Pedestrian channelization devices shall be installed to separate pedestrians from active travel lanes.

All pedestrian traffic on the south side of Glisan will be detoured to the north side of Glisan or via Flanders if sidewalks are closed along the western half of the block to accommodate loading, staging, and construction operations during the future construction of a building at 430 NW 10\textsuperscript{th} Ave, as the project will be limited to receiving all deliveries along Glisan St.

When sidewalk closures are required, “SIDEWALK CLOSED” signs will either be mounted on the construction fence or on detectable barricades at the edge of work zone. “SIDEWALK CLOSED AHEAD” with pedestrian detour signs will be posted on Type II barricades facing pedestrian traffic on the opposite side of the crosswalk or same side of crosswalk, depending on work zone limits.

If all detoured pedestrians cross back Glisan St at 9\textsuperscript{th}, a crosswalk crossing treatment is recommended across Glisan, as shown on the TTCP.

**NW 9\textsuperscript{th} Avenue**

The contractor will be provided with a primary delivery and staging zone on the west side of 9\textsuperscript{th} by means of a lane closure between NW Flanders & NW Glisan from 7AM – 5PM. Sidewalk closures will be permitted during the entirety of the project to maximize the time a pedestrian route can be open on Glisan. See Appendix B for construction delivery intake and exit routing procedures.

Additional closures beyond the southbound travel lane on NW 9\textsuperscript{th} Ave. between NW Flanders St. and NW Glisan St. will require additional operational analysis to assess traffic impacts.

**NW Glisan St**

The contractor will be granted the use of the sidewalk and parking along the south side of NW Glisan St. for secondary delivery and material staging. Vehicles which use the secondary delivery zone may not block traffic in Glisan Street except outside the hours of 7am-7pm. Any lane closure during the day must be pre-approved, and will be limited to specific events only, such as crane erection.
**Lighting**

Existing street lights will be maintained throughout the project, or temporary street lights installed to maintain adequate lighting levels adjacent to the project.

<table>
<thead>
<tr>
<th>Temporary Traffic Control</th>
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<tbody>
<tr>
<td><strong>Control Strategies</strong></td>
</tr>
<tr>
<td>1. Constructing phasing/staging</td>
</tr>
<tr>
<td>2. Full roadway closures</td>
</tr>
<tr>
<td>3. Lane shifts or closures</td>
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<tr>
<td>4. One-lane, two-way controlled operation</td>
</tr>
<tr>
<td>5. Two-way, one-lane traffic/reversible lanes</td>
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<tr>
<td>6. Ramp closures/relocation</td>
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<tr>
<td>7. Night work</td>
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<tr>
<td>8. Weekend work</td>
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<tr>
<td>9. Work hour restrictions for peak travel</td>
</tr>
<tr>
<td>10. Pedestrian/bicycle access improvements</td>
</tr>
<tr>
<td>11. Business access improvements</td>
</tr>
<tr>
<td>12. Off-site detours/use of alternate routes</td>
</tr>
<tr>
<td><strong>Traffic Control Devices</strong></td>
</tr>
<tr>
<td>13. Temporary signs</td>
</tr>
<tr>
<td>14. Arrow boards</td>
</tr>
<tr>
<td>15. Channelizing devices</td>
</tr>
<tr>
<td>16. Temporary pavement markings</td>
</tr>
<tr>
<td>17. Flaggers and uniformed traffic control officers</td>
</tr>
<tr>
<td>18. Temporary traffic signals</td>
</tr>
<tr>
<td>19. Lighting devices</td>
</tr>
<tr>
<td><strong>Project Coordination Strategies</strong></td>
</tr>
<tr>
<td>20. Other area projects</td>
</tr>
<tr>
<td>21. Utilities</td>
</tr>
<tr>
<td>22. Right-of-way</td>
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<tr>
<td>23. Other transportation infrastructure</td>
</tr>
<tr>
<td><strong>Innovative or Accelerated Construction Techniques</strong></td>
</tr>
<tr>
<td>24. Prefabricated/precast elements</td>
</tr>
<tr>
<td>25. Rapid cure materials</td>
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<tr>
<td>26. Extended work schedules</td>
</tr>
<tr>
<td><strong>Transportation Operations</strong></td>
</tr>
</tbody>
</table>
### Demand Management Strategies

1. Transit service improvements
2. Transit incentives
3. Shuttle services
4. Parking supply management
5. Variable work hours
6. Telecommuting
7. Ridesharing/carpooling incentives
8. Park-and-Ride promotion

### Corridor/Network Management Strategies

9. Signal timing/coordination improvements
10. Temporary traffic signals
11. Street/intersection improvements
12. Bus turnouts
13. Turn restrictions
14. Parking restrictions
15. Truck/heavy vehicle restrictions
16. Reversible lanes
17. Dynamic lane closure system
18. Railroad crossing controls
19. Coordination with adjacent construction site(s)

### Work Zone ITS Strategies

20. Late lane merge
21. PCMS with speed display
22. Travel time estimation system
23. Advanced speed information system
24. Advanced congestion warning system
25. Conflict warning system (e.g., construction vehicles entering roadway)
26. Travel time monitor system
27. CCTV monitoring
28. Real-time detour

### Work Zone Safety Management Strategies

29. Speed limit reduction/variable speed limits.
30. Temporary traffic signals
31. Temporary traffic barrier
32. Movable traffic barrier system
33. Crash cushions
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<tbody>
<tr>
<td>34.</td>
<td>Temporary rumble strips</td>
</tr>
<tr>
<td>35.</td>
<td>Intrusion alarms</td>
</tr>
<tr>
<td>36.</td>
<td>Warning lights</td>
</tr>
<tr>
<td>37.</td>
<td>Project task force/committee</td>
</tr>
<tr>
<td>38.</td>
<td>Construction safety supervisors/inspectors □</td>
</tr>
<tr>
<td>39.</td>
<td>Road safety audits</td>
</tr>
<tr>
<td>40.</td>
<td>TMP monitor/inspection team □</td>
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**Incident Management and Enforcement Strategies**

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<thead>
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<tbody>
<tr>
<td>41.</td>
<td>ITS for traffic monitoring/management</td>
</tr>
<tr>
<td>42.</td>
<td>TMC</td>
</tr>
<tr>
<td>43.</td>
<td>Surveillance (e.g., CCTV)</td>
</tr>
<tr>
<td>44.</td>
<td>Helicopter for aerial surveillance</td>
</tr>
<tr>
<td>45.</td>
<td>Traffic Screens</td>
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<tr>
<td>46.</td>
<td>Media coordination</td>
</tr>
<tr>
<td>47.</td>
<td>Local detour routes</td>
</tr>
<tr>
<td>48.</td>
<td>Contract support for Incident Management</td>
</tr>
<tr>
<td>49.</td>
<td>Incident/Emergency management coordination</td>
</tr>
<tr>
<td>50.</td>
<td>Incident/Emergency response plan</td>
</tr>
<tr>
<td>51.</td>
<td>Dedicated (paid) police enforcement</td>
</tr>
<tr>
<td>52.</td>
<td>Cooperative police enforcement □</td>
</tr>
<tr>
<td>53.</td>
<td>Automated enforcement</td>
</tr>
<tr>
<td>54.</td>
<td>Increased penalties for work zone violations</td>
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</tbody>
</table>

**Public Information and Outreach** □

**Public Awareness Strategies**

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<table>
<thead>
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<tbody>
<tr>
<td>1.</td>
<td>Branding</td>
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<tr>
<td>2.</td>
<td>Pres kits</td>
</tr>
<tr>
<td>3.</td>
<td>Brochures and mailers □</td>
</tr>
<tr>
<td>4.</td>
<td>Press releases/media alerts □</td>
</tr>
<tr>
<td>5.</td>
<td>Mass media (earned and/or paid)</td>
</tr>
<tr>
<td>6.</td>
<td>Paid advertisements</td>
</tr>
<tr>
<td>7.</td>
<td>Project Information Center □</td>
</tr>
<tr>
<td>8.</td>
<td>Telephone hotline □</td>
</tr>
<tr>
<td>9.</td>
<td>Planned lane closure website □</td>
</tr>
<tr>
<td>10.</td>
<td>Project website □</td>
</tr>
<tr>
<td>11.</td>
<td>Public meetings/hearings, workshops</td>
</tr>
<tr>
<td>12.</td>
<td>Community task force</td>
</tr>
</tbody>
</table>
13. Coordination with media/schools/business/emergency services
14. Work zone education and safety campaigns
15. Work zone safety highway signs
16. Rideshare promotions
17. Visual information

**Motorist Information Strategies**

18. Radio traffic news
19. Changeable message signs
20. Temporary motorist information signs
21. Dynamic speed message sign
22. Highway Advisory Radio (HAR)
23. Extinguishable Signs
24. Highway information network (web-based)
25. Traveler information system (wireless, handheld)
26. Transportation Management Center (TMC)
27. Live traffic camera(s) on website
28. Project information hotline
29. Email alerts

### 4.1 Public Information and Outreach Notes

The strategy for public information and outreach will also include the following:

1. A web-link on Bremik’s website for project specific information related to the Canopy Hotel Project, which includes PDF links to the following:
   a. Current TTCP
   b. This TMP
   c. PBOT Parking & Sidewalk & Lane Restriction Permits
   d. Truck Route Incoming/Exiting the Project
   e. (future) Noise Variance Permits for special construction operations occurring outside the city’s Construction Noise Regulations
   f. (future) Specific TCP plan for special construction operations:
   g. (future) Tower crane erection/dismantle staging & TCP plan
   h. (future) Large scale concrete pours that cannot be handled inside the current TTCP staging plan
   i. (future) Utility work within NW Glisan

2. Add the following local neighbor contacts to our weekly email blast that includes upcoming 3WK construction schedules and detailed contact information for the project’s construction team (Bremik, ZGF Architects, Owner Rep):
   a. Elizabeth Leach Gallery. (Neighbor directly south, 1st floor)
   b. The Lumber Room. (Neighbor directly south, 2nd floor)
   c. Concierge @ 937 Condominiums (937 NW Glisan Street)
d. Albina Community Bank (Neighbor directly west)
e. Hive Furnishings (Neighbor directly east across 9th)

6.0 NOTES

This Transportation Management Plan and Temporary Traffic Control Plan is subject to review and modification upon permit renewal and in response to operational or safety concerns.

Visual Information
Project information will be posted, displaying the project’s website and information concerning the closure, contact information, and schedule. A mail list will be created to help provide early notification to the neighborhood of expected closures and construction milestones.

CCTV
A construction camera will be installed, and access provided to the City to monitor traffic operations and safety in the adjacent ROW.

Lighting Survey
Lighting surveys will be performed along Glisan St in the event that pedestrians are observed skirting the sidewalk closures.

Traffic Barrier
A water-filled traffic barrier will be installed along NW Glisan to separate and protect workers from vehicles and vehicles from construction operations.

Media Alerts
The project will be placed on the City maintained “Downtown Traffic Impacts” website: https://www.portlandoregon.gov/transportation/index.cfm?&c=41922

6.0 TMP IMPLEMENTATION/MONITORING

Both PBOT and the contractor have designated inspectors and safety personnel responsible for monitoring the safety, access and mobility aspects of the project. Subsequent observations resulting in modifications to this plan will be documented herein in this section. A “Lessons Learned” report will be prepared by the TMP manager upon project completion.
8.0 APPENDICES

A. Appendix A – Traffic Study (PEDS & VEHS) – Dated 02.01.2011

B. Appendix B – Construction Delivery Routing Procedures

C. Appendix C – Glisan PED & BIKE Count Data – March 30, 2016


E. Appendix E – Staging Plan – Concrete Structure & Ext Construction – May 10th 2016

F. Appendix F – PGE Temp Power Design – May 11th 2016