



— CITY OF PORTLAND —
ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ■ Dan Saltzman, Commissioner ■ Dean Marriott, Director

February 18, 2011

Brian Russell
SWNI
7688 SW Capitol Highway
Portland, OR 97219

Jack Klinker
Ashcreek NA
8700 SW 54th Ave.
Portland, OR 97219

Dear Mr. Russell and Mr. Klinker:

Thank you for your letters of February 1, 2011 and December 21, 2010 respectively regarding the Fanno Pressure Sewer Project and for inviting us to the February 14 Ashcreek NA meeting. We are aware that the work has been disruptive and appreciate the patience that the public has shown through the many difficult stages of this project. The project is behind schedule several months as a result of several factors, including the need to replace more waterline than originally thought and the impact of working in the winter months. Waterline replacement is dictated by public health regulations which require a prescribed distance between waterlines and sewer facilities. During construction, several minor variations in other utility locations caused an adjustment to the pressure sewer location which ultimately led to an increase in the amount of relocated waterline.

The temporary pavement conditions in the vicinity of the Capital Highway viaduct have been very poor, primarily due to the difficulty of paving in winter weather. In spite of regular maintenance by the contractor, these poor conditions continue and likely will only be improved marginally until the construction is complete and weather is conducive to final pavement restoration. The contractor and inspection staff will observe the conditions daily and the contractor will respond as the inevitable potholes and rough spots develop.

Our current schedule has waterline replacement continuing between SW 40th and 31st until mid-March. Final paving will then commence from SW 45th to SW 31st. BES recently collaborated with PBOT on plans to repave the full width of the roadway between SW 31st and SW 45th Avenues. The age and condition of this segment of Multnomah Blvd. are such that a full width restoration of the road surface is the most appropriate level of restoration. This expansion of the paving restoration scope will increase the amount of time to complete the paving phase of the project but the final product will be a newly surfaced roadway for residents and businesses of SW Portland.

There are a few locations of temporary pavement between SW 45th and SW 69th that need to be replaced with permanent asphalt, but otherwise pavement restoration is complete in that segment. PBOT will monitor that stretch of pavement and will perform a full width treatment in two to five years. Final restoration of lane markings will be performed from SW 31st Avenue to SW 69th Avenue when all of the construction and restoration activities are completed.

As I promised in the Ashcreek NA meeting, we have advised the contractor of the need to be more persistent in addressing the continual deterioration of the temporary pavement and lane markings in the area between SW 31st and SW 40th. I also directed more frequent sweeping of the accumulating gravel. I understand that the storage of materials in the bike lane has already been addressed, but we have reiterated the importance of this issue with the contractor. As always, if you see additional need for action you can contact Stephen Sykes and he will send the message on to me and the contractor.

Thank you again for your interest and assistance in communicating project updates to the residents of southwest Portland.

Sincerely,

Bill Ryan

Cc: Tom Miller, PBOT
David Shaff, Water
Mayor Adams
Commissioner Saltzman
Commissioner Fritz
Commissioner Fish
Commissioner Leonard
Auditor Griffin-Valade