

WTP Construction Update: Meeting Summary



Meeting number: 005

Date: Tuesday, November 5, 2013

Time: 7:30 a.m. – 8:30 a.m.

Location: Burgerville, 18350 Willamette Drive, West Linn

Facilitator: Eryn Deeming Kehe - JLA

Attendees: Seven treatment plant neighbors and two representatives from the City of West Linn Public Works Dept. attended the meeting.

Project team staff:

Jane Heisler – City of Lake Oswego

Christian Colman – Slayden Construction Group

Tom Lebo - Brown and Caldwell

Ron Candell – Slayden Construction Group

I. Welcome & introductions

Eryn welcomed everyone to the meeting. Attendees introduced themselves, their roles or their locations in the neighborhood. Eryn outlined the agenda for the meeting and then introduced two new pieces of information for the group. She introduced a set of participation guidelines to help the group work together. After sharing, she asked the attendees if they agree to abide by those suggestions. Attendees in the room agreed. Next, she asked Jane to share a list of the Partnership's goals. They included a goal to work with West Linn and neighbors and working to build a project in a timely way. Eryn said that these were here for information and reference as needed. She reminded everyone that we are here to work cooperatively together to solve problems if they can be solved. She thanked everyone for focusing on that goal.

II. Today's topics of interest

Eryn asked the attendees what topics they wished to discuss at the meeting. The 2 minute brainstorm of topics included:

- 1) What are the white circle/dash markings on Hwy 43
- 2) Why did PGE work late on Halloween and
- 3) Why is there no person from the project team to answer the hotline after 6:00 p.m.

Discussion is included in Section III below.

III. Three Week Look Ahead

Christian indicated that the excavation of clearwell has resumed after the dewatering system was put in. They have about four more feet of soil to remove. Drilling equipment is arriving on site including a 165 ton crawler crane to be used to drill the auger cast piles. This work will begin toward the end of the week. The first area to have piles drilled is near the lagoons. Next week they will move to the southwest side of the site and begin drilling piles in the clearwell. First, they will need to place a 2 and ½ foot layer of gravel as a base for the equipment.

There should be fewer dump trucks coming and going as excavation work is completed and piling work begins. Once the piles are drilled, rebar and concrete are installed into the hole. Neighbors will see and hear concrete mixing trucks coming and going from the site. On November 12 a 100 ton crawler crane will arrive on site.

Christian also responded to the question raised at the last meeting about whether there is an alternative to horn honking to signal dump truck drivers to move. Christian said he is uncomfortable stopping that because it is a critical safety issue for his workers. The short horn blast communicates not just with the driver of the truck, but also signals to people on the ground that the vehicle is about to move. Radios would miss notifying people walking around the

equipment and could lead to an accident. They take workers safety very seriously. In this case, he has not been able to find a viable alternative.

IV. Updates on previous action items

Jane, Tom and Christian provided updates on action items from the previous meeting, which are listed below.

Question or concern	Response or Comment
Could the trucks take a break right at the start of school and work around the bus schedule?	<i>Three school buses use this stop and run from 7:45 to 9:00 a.m. and from 3:00 – 4:30 p.m. Stopping work during these hours would cause a substantial delay to the project.</i>
Is there a way to maximize the timing of the yellow signal (Cedar oak & 43) to allow more traffic to enter the intersection safely behind trucks without violating traffic rules?	<i>The Partnership contacted ODOT. The yellow time is now 4 seconds, which is within their standards of 3.5 – 5 seconds. ODOT indicated that if you have a yellow you are supposed to stop if you can stop safely before entering the intersection. If you are following a truck so closely that you can't see the signal head before you enter the intersection then you should add more space between your vehicle and the dump truck. A yellow is not designed to "get people through the intersection." ODOT also increased the delay between the yellow and red from ½ second to 2 sec. to keep traffic still a bit longer.</i>

V. Topics of interest discussion (from II, above)

Questions and responses are listed below.

Question or concern	Response or comment
What are the white circles on the roadway (Hwy 43)?	<i>The markings show the extent of the original concrete roadbed in Hwy 43, which is important information for refining pipeline design.</i>
Why was PGE working after 7 p.m. on Halloween?	<i>The Contractor does not control when PGE dispatches work crews. The crew arrived at 4:00 and said they would be done by 7:00.</i>
Why is there no one to answer the hotline after 6:00 p.m.?	<i>Someone can always be reached if the hotline is called. If the matter is urgent a caller can press #1 to get emergency dispatch. They have contact information for the contractor and project representatives.</i>
What solutions to the site distance issues with the trucks driving on Mapleton Dr. have been discussed with the Partnership and West Linn?	<i>Lance Calvert, Public Works Director from West Linn, responded that delineators will be installed along the centerline of Mapleton near the intersection of Mapleton and Hwy 43 as well as tree trimming at key areas.</i>
What is being done about the pothole on Old River near Cedar oak?	<i>The Partnership will be paving the length of Old River between Cedar oak and Kenthorpe. Until that time, gravel will be placed in the pothole to improve driving condition and monitored daily</i>
What if something like this happens on Mapleton? What can you proactively do to prevent it?	<i>It is the Partnership and their contractor's responsibility to maintain the roadway during construction. If a pothole forms, we will fill it. It is not possible to know where they will form at this time.</i>

Question or concern	Response or comment
The storm drain grate at Mapleton near Hwy 43 is being driving deeper into the asphalt by trucks. Are you going to fix it?	<i>Lance Calvert, West Linn Public Works, confirmed that it is the adjustment ring that is failing and it was failing before the trucks began. West Linn is going out to bid on the Mapleton water line replacement and construction will begin right after the New Year's holiday (2014). The storm drain grate will be repaired then.</i>
Why can't both the Partnership water line and the West Linn waterline be done at the same time?	<i>West Linn has planned to replace the Mapleton asbestos concrete line for some time. Lake Oswego is reimbursing West Linn for the cost of replacing it because it needs to be moved to make room for the larger Partnership pipeline.</i>

VI. Wrap up and next meeting

The next meeting will be held on Tuesday, November 19 at **5:30 p.m.** at Burgerville, 18350 Willamette Drive, West Linn. Thank you to those who attended the meeting. Thank you to Burgerville for providing the meeting space, cookies and coffee.