



D Avenue Improvement Project

Designing for stormwater, pedestrian, and pavement needs

Meet the Contractor Meeting Summary

Thursday, April 26, 2018, 6:30-8:30 PM

Adult Community Center

Attendance:

Total signed in at the meeting was 20. Rob Amsberry, Katy Kerklaan, Nick McMurtrey and Sarah Ferguson were present from the City and project team.

Representatives from Emery & Sons Construction Group included Ryan Ward, Construction Project Manager and Dennis Blaylock, General Superintendent.

Notice and Handouts:

Invites were sent to 956 residents who will be directly impacted by the construction (who live in the work zone or on abutting streets) on April 13, 2018. Additional noticing included:

- Emails to those signed up (210) to the project listserv
- City website (homepage)
- Project page
- City calendar
- Announcements on the City's social media accounts and Nextdoor

Attendees were provided with a recent project [newsletter](#) and [Know Before You Go](#) flier. A large [roll map](#) of the corridor was on display. Poster boards displayed the project area, construction information and a map of the [planned road closures](#).

Summary:

The goal of the meeting was to proactively inform residents about what activities to expect during construction in their neighborhood and introduce the project contractor (Emery & Sons Construction).

Rob Amsberry, city project manager, provided an overview of the scope of the project (reconstructing the entire ten blocks of D Avenue and making additional utility improvements on some adjacent side streets) and also outlined the main goals of the project: reduce localized flooding, improve treatment of stormwater runoff, provide a safe pedestrian passage and improve driving surface on D. Both Rob and Katy thanked neighbors for their participation and involvement with the project design and mentioned that the City is excited to see this project take shape.

Nick McMurtrey discussed the role of the construction manager (Nick) and construction inspector (Sarah). Sarah will be representing the city conducting full time inspection of the contractor in the field. Nick will be managing the day-to-day paperwork, coordination and administration aspects of the construction.

Nick outlined the chain of communications for the public in contacting staff with concerns or inquiries is via the construction line 503-635-0261, email kkerklaan@ci.oswego.or.us or website www.d-ave.org. If something is urgent and needs immediate attention on-site, neighbors can also speak directly to Sarah Ferguson in the field.

Construction Details

Ryan provided an overview of the construction details and their work plan. During the week of April 30, equipment (excavators, loaders, fencing) will be mobilized in the project area, parked in the right-of-way and close to the work zones. Tree protection fencing and erosion control fencing will be installed and tree removal will begin.



Emery plans to have two main crews working throughout the project duration, starting the week of May 7. The first is set to begin on 1st Street at D, installing the storm line then the water line.

The second crew is set to begin at 4th and D and work west toward 10th, but this depends on where NW Natural's crew is at the time.

The estimated duration for utility work is about 6 weeks. Daily road closures will be in place in the work zones during the majority of the big pipe work. Roads will be open after work hours during the utility work.

Major road work will then take place and this results in full (24/7) rolling road closures. Crews expect to start on D Avenue at 1st and work west to 10th, then loop back to do the block between State and 1st.

During the major road work, one crew will excavate the road/existing asphalt, rock it back, then move up to the next segment. Concrete crews would then arrive to form the sidewalks/valley gutters/curbs, and move onto the next segment. The next activity would be constructing the stormwater planters, then paving (likely late August). The final activity would be planting the final landscaping and installing the lighting (in the fall).

Full road closures will be needed in order for crews to conduct the work in a phased approach. Ryan expects the full closures to be in place for 6 – 8 weeks. During this period, the contractor will maintain north/south access through the intersections of D Avenue at 1st, 4th, 7th and 10th(refer to [road closure board](#)). The work in the intersections will likely require flagged traffic at that time.

A third, smaller crew may be working on miscellaneous items throughout the project.

Work hours are 7 a.m. – 6p.m. Monday through Friday, but crews typically work only a ten hour day.

Parking for contractors personal vehicles has been designated in the public right-of-way at 10th Street near C (alongside the church).

Residents should expect to see a lot of large equipment, work trucks, excavators, vibratory rollers, steel plates etc. in the project area.

There will be some minor anticipated water service interruptions (temporary shut-offs for 1 hour approx.). These will take place on 1st Street when crews switch over the water services to the new line. There are also a few locations on D. Impacted neighbors will be notified in advance via a door hanger.

During the road closures (both temporary and full closures), bicyclists and pedestrians should find another route and stay clear of the active work zone for your safety (not including residents who live in the work zone). Dennis reiterated the importance of safety in the work zone, particularly as crews are busy trying to coordinate and manage large equipment, it's unsafe for pedestrians and bicyclists to ride or walk through.

Although the project activities are considered "typical construction", these activities will create noise, dust, and vibration. A vibratory roller will be used for compaction when paving, but this should not affect or damage homes. If crews discover rock, that excavation effort is loud and repetitive, as a rock hammer is typically used to break it up.

For paving, crews will likely place a 3-inch base lift down first, and then come back and do the final 2-inch "top" lift or final coat. Brix Paving is Emery's paving sub-contractor.

Katy elaborated on the difference between temporary and full road closures – temporary would be during the day, back open after work hours, whereas full closures would be 24/7 for 6-8 weeks. Local access will be maintained as much as possible during the full closures. No through traffic will be allowed. "local traffic only" means those that live within the closed zone, not residents that live in the broader neighborhood.



Rob added that the "curb work" includes 1 ft. flush bands of concrete on either edge of the 18 ft. pavement, which helps hold the pavement from unraveling next to the gravel shoulders (not a traditional raised curb). However, the turns/intersections along D will have raised curbs to help preserve the stormwater facilities from being damaged by traffic.

Rob reiterated that if residents along D want to save any landscaping located in the public right-of-way or active work zones, they should relocate or salvage it now in the spring before it gets too hot.

All neighbors along D were sent a letter in March with this information, along with the final design plans specific to their block.

Rob also emphasized the importance of having flexibility and understanding with schedules changing. The nature of construction is that it changes frequently and there are many unknowns until you open up

the ground. For example, NW Natural crews discovered earlier this week that the water line at 8th and D is damaged and is now in need of repair.

Questions and Answers:

Why are the planters located in certain areas on the map?

Stormwater facility planters are situated at low points to capture and treat the runoff before being transferred to Tryon Creek.

Will you have “sidewalk closed” signs installed during the full road closures?

Yes, sidewalk closed signs can be placed where there is applicable sidewalk.

Are you paving the width of 9th, E, 7th and 8th, along with 1st?

No, those streets will receive permanent trench patches.

Are you paving the alleys?

We are paving to the right-of-way limits (the approaches).

Can you provide more information on the street lighting, there seems to be two different types?

There are mid-level street lights at the library, and the rest of the street has higher street lights. We will be adding street lights at three locations where they currently do not exist on D. Low-level bollard lighting will also be installed along the new sidewalk. Some of the bollards will have house side shields to help shield people’s homes.

Can you do a demo of the lighting?

The bollards will be installed, and then lights will be tested. Additional shields can be added after the bollards are turned on, if residents prefer.

Are you going to be grinding the alleys to improve their surface? Apparently there is new equipment to help. Can we get that?

Katy said she would check with the public works director.

Are you changing the stop signs? Stop signs should be placed at every intersection. There is a speeding and cut-through traffic issue on D, particularly during peak hours.

The signs will be reinstalled at the same locations they are now. The city will conduct traffic counts after the project is done.

Can we have a neighborhood traffic only sign on D?

The city and project team will look into that.

Katy thanked everyone for coming and encouraged attendees to sign in and provide their email address so they can receive regular project updates. She reminded attendees of the best ways to get in touch with the project team: construction line 503-635-0261; website: www.d-ave.org; and email: kkerkiaan@ci.oswego.or.us