



Country Club Road Improvement Project Community Meeting Summary

Thursday, February 22, 2018 6:30 – 8:30 p.m.
City Hall – Council Chambers

Attendance:

Total signed in at the meeting was 18. City staff including Erica Rooney, David Kudna and Katy Kerklaan were present at the meeting. Adam Crafts and Hermanus Steyn were present from the project team.

Notice:

Letters were sent to 24 residents who will be directly impacted by the construction (reside in the work zone or on abutting streets) on January 29. Postcards announcing the event were also mailed to 1,600 residents and stakeholders in the surrounding area on February 6. Additional noticing included:

- City website (project page and homepage)
- Email to all neighborhood association chairs
- City LODown email – January 15, February 5 and February 19
- Story in the city-wide Hello LO (February)
- Announcements on the City's social media accounts
- *Lake Oswego Review* "City Notes"

Meeting Summary:

Katy Kerklaan called the meeting to order. Katy introduced the project team, thanked attendees for coming and asked them to sign in and fill out a question card should there be questions. She explained all questions would be answered during the question and answer session, after the presentation portion of the meeting.

David Kudna introduced himself as the Project Manager and provided an overview of the project and its objectives. These include reconstructing failing pavement on the portion of Country Club between Six Corners and 10th Street, upgrading pedestrian ramps for compliance with the American Disabilities Act (ADA) and improving utility infrastructure (storm, sewer, water) using the City's "dig once" approach to save money and time.

David mentioned that the project does not include any changes to lane configurations on Country Club or the existing traffic pattern at Six Corners.

Adam Crafts, Senior Engineer from Murraysmith, explained in more detail the components of the project:

- Water: the 6-inch diameter cast iron main from the 1950's will be replaced with a new 8-inch diameter water main. Fire hydrants will also be installed along the corridor, and water services will be replaced to the meters.
- Sewer: the existing sewer is undersized and difficult to access as it is located in private backyards. It will be relocated into the public right-of-way.
- Stormwater: a new liner will be added to the stormwater drain, which extends the life 50 years. Replace catch basins with sumps and snouts for environmental benefit
- Pavement work: the road will be completely reconstructed between 10th Street and Six Corners. Pavement will also be replaced along C Avenue, between Six Corners and 10th Street. Non ADA-compliant ramps will be replaced, along with the median at 10th Street. For the pavement reconstruction on Country Club, the contractor will be using a method known as cement treated base, which uses cement to stabilize the base of the road. This method reduces excavation and truck traffic, and is faster.

Adam also outlined the project's goals for construction, along with the updated schedule and traffic management plan.

Construction Goals:

Adam stated the main goals are to minimize impacts and disruption to residents, manage traffic, maintain access and provide open communication.

Schedule:

Adam outlined that the project has grown in complexity and scope which has increased the expected duration for construction to approximately 8-9 months (previously was about 6 months). Utility work will take place first, then the entire roadway will be replaced and reconstructed.

Adam and David mentioned that the team has just recently decided to postpone the start of construction until later this year or early 2019. While major project work was originally expected to begin this spring, design plans are taking longer to finalize, which is pushing the optimal window for getting competitive bids from contractors. Also, there is a larger risk that if construction did start this spring or early summer, the contractor could be paving in the bad weather.

Postponing the work avoids concurrent construction with the D Avenue project, provides for a better constructability schedule and a better paving season, and improves the chance of getting more competitive contractor bids.

The revised schedule could have the major utility work starting in late 2018 or early 2019, with final paving occurring in spring or summer 2019. David and Adam thanked attendees for their patience and understanding with the change in schedule.

What to Expect During Construction:

For residents who live in the corridor or drive through the corridor, there will be impacts. Work hours in general will be 7 a.m. – 6 p.m. Monday to Friday. There may be night work or weekend work – advanced notice will be provided. Equipment and materials will be stored on-streets (during and after work

hours). Contractors will be parking on side streets during work hours. Neighbors should expect heavy equipment, truck traffic, noise, possible vibration, dust and truck traffic during construction hours. Planned short-term water service interruptions will be coordinated in advance.

Access will be maintained for residents within the work zone. Emergency access will also be maintained. There will be no on-street parking within the work zone. Mail, garbage and deliveries will be maintained.

Traffic Management and Temporary Revisions:

Adam, David and Erica outlined the traffic management plan that would be in place during construction, and the objectives behind this. Country Club Road is one of the city's busiest arterial roads. The City and project team conducted a traffic analysis and study through the corridor. The average daily volume of traffic is 23,000 vehicles, and over 85% of these trips travel through the entire corridor (avoiding side streets). There are no viable detours available to redirect this amount of traffic onto side streets that are not equipped to deal with this amount of traffic.

Adam stated there is no doubt that construction will cause travel delays for those who drive through the corridor, but the City and project team has set some goals and objectives for minimizing backups and managing traffic. These include:

- Maintaining a level of service along Country Club Rd. with reduced lanes,
- Minimizing traffic seeking alternative routes in the adjacent neighborhoods,
- Improving safety by temporarily reducing the speed and redundant access points,
- Monitoring and adapting, as needed.

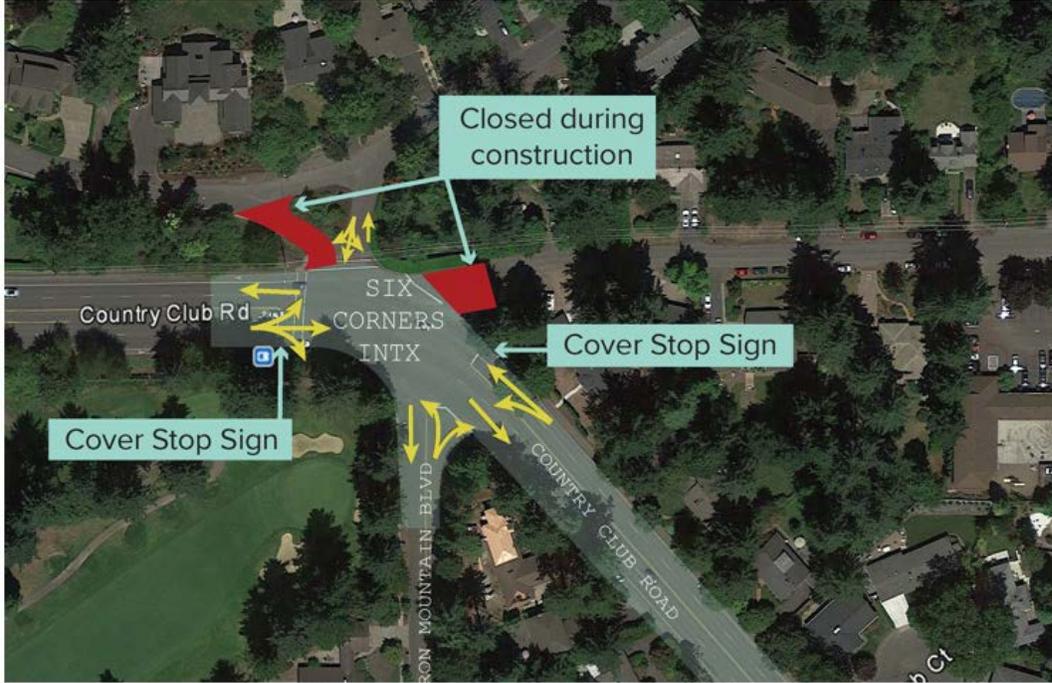
The traffic management plan and temporary revisions include (see maps below):

- Reducing Country Club Road to two lanes (one in each direction),
- Temporarily removing stop signs for east and westbound traffic on Country Club Road, to maintain the flow of traffic through the corridor,
- Closing C Avenue at Six Corners - residents will be required to use a detour,
- Combining Iron Mt. Blvd leg north of Six Corners and Bayberry Road leg into one.
- Closing 10th Avenue at A Avenue – residents will be required to use an alternate route,
- Speed will be reduced to 25 or 20 mph during construction.

These adjustments would be in place during construction, but would be restored to the previous condition and configuration after the project is finished.

David encouraged attendees to add their email address to the sign-in sheet or contact him directly dkudna@ci.oswego.or.us. He will be the main contact for the project for residents, and plans to keep everyone in the work zone updated as construction progresses. Katy also provided the City's construction phone line 503-635-0261 and project website www.lakeoswego/city/projects for more information. Katy mentioned information would be shared broadly through all City channels (including social media) to reach city-wide residents and motorists about the project and keep the public notified of traffic revisions.

Six Corners Intersection Temporary Traffic Revisions:



Tenth Street Intersection Temporary Traffic Revisions:



Questions asked during the meeting:

Will there be less traffic during construction?

No, we don't anticipate there will be less traffic, however, some motorists may choose to avoid the corridor and use alternate routes due to construction activity and lane closures. We are trying to avoid this by implementing the traffic revisions as outlined.

Why can't you divert/detour traffic from Country Club Road onto the side streets?

It is not viable to divert 23,000 cars onto side streets that are not built or equipped to carry that capacity.

Have you considered approaching the two churches nearby to coordinate parking for contractors?

Yes, this has been discussed. The D Avenue project will be utilizing some of the parking spaces near the church on C and 10th during construction. This may be something to consider for the Country Club project too.

You mentioned five feet from the curb on Country Club Road would be impacted, can you let us know specific areas? We want to avoid damage to our hedge – will hedges along the corridor be impacted?

Yes, we will let you know specific areas. We are trying to avoid impacting the hedges as much as possible. As more becomes known, we will let individual properties know what to expect.

Aren't there trenchless/less impactful technologies you can use to avoid hedges?

Yes, these can be considered and have been used before – methods such as boring/drilling can be effective.

If you aren't including any changes to six corners, when might that happen? Have you ever thought about putting in a traffic circle there?

The City has identified the six corners intersection for future study to determine the best solution to manage the traffic. Any changes to this intersection will affect traffic patterns to the surrounding area and therefore an extensive and careful corridor study would be necessary, including neighborhood involvement, modeling and testing.

The intersection at "six corners" is often highlighted for its complexity. Because of this complexity, drivers are more cautious when entering the intersection. The large distance between conflict points and the stop-controlled approaches allows drivers to correct actions before conflicts occur. Hence, six corners is one of the safest intersections and has one of the lowest accident rates in the entire city. Accidents that have occurred there are minor. However, it is a point of delay, and many users ask for "improvements" for flow and to minimize confusion.

Fixes are not cheap, and with limited funding available, the City focuses on making improvements to other local intersections that see higher traffic accidents.

While no major reconfiguration to the intersection is included in the project, some re-striping and track striping may be placed through the intersection.

How can we get speed bumps installed on our street?

There is a city-managed Neighborhood Traffic Management program that responds to speed bumps requests, and other traffic related requests from neighborhoods.

Will the paving width on C Avenue stay the same?

Yes, the paving limits will remain the same on C Avenue.

There is a drainage issue/ ponding at the corner of six corners and C. Will it be addressed?

Yes, the designers are looking into adding a catch basin to improve drainage issues.

Have you ever considered permanently closing off C Avenue?

This has been raised in the past. Any permanent changes like this would need to be discussed further with the neighborhood, as it impacts other streets and often shifts one problem onto another street.