

From The Director's Office:

In February, I participated in two - information packed- days learning about Infrastructure Asset Management (AM). The curriculum covered: AM Policy; Strategies and Plans; the Asset Management System; Asset Related Risk; AM Life Cycle; Asset Information; and Financial and Business Impacts.

Per International Organization for Standardization (ISO) 55000, "Asset Management involves the balancing of costs, opportunities, and risks against the desired performance of assets, to achieve the organizational objectives."

There are many benefits to implementing Asset Management including but not limited to informed asset investment decisions, managing risk, improved customer service, and improved efficiency and effectiveness.

Successful implementation of Asset Management requires the involvement of many departments within the City – management, finance, technology, planning, engineering, and operations and maintenance.



Asset Management Program Line of Sight

Fortified with the information I learned at the training and the help of a consultant, I am excited about developing a more formal Asset Management System for the City. This work would include the development of a Strategic Asset Management Plan (SAMP) which is a planning tool that clarifies intentions, priorities and certain practices the City could adopt. It takes a long-term view and considers the combination of organization needs, stakeholder expectations, and realities of existing assets and asset management capabilities. From the SAMP specific Asset Management Plan could be created to specify the activities, resources and timescales required for individual or groups of assets, to achieve the City's asset management objectives. This work will provide rationale for asset management activities incorporation operations and maintenance plans, capital investment plans, and financial and resources plans.

I will provide updates as the Asset Management System work progresses.

Best Regards,
Delora Kerber
Public Works Director

Public Works Administration

Welcome Aboard, Congratulations and Farewell !

Welcome Aboard Courtney and Saul!

Two new staff members have joined the Public Works team this month. Courtney Burdick joined the Roads and Stormwater Division as a Roads Maintenance Specialist. Courtney previously worked in Parks and Recreation for the last few years.

The Facilities Maintenance Division welcomed Saul Estrada to the team to fill the vacant Janitor position. Saul previously worked for the City's transit division and has made the transition to the Public Works Department.

Congratulations Ian and Kyle!

The month of February has brought some change to the Public Works Department. Ian Eglitis was able to obtain his Level III Water Distribution Certification. To qualify to take a Level III exam, the candidate must have a combination of six years of education and experience, of which at least 18 months must be in the capacity of operational decision-making. With this additional certification, Ian will not only supervise the Utilities Division of Public Works, but he will become the Direct Responsible Charge (DRC) for the overall water distribution system. The DRC is the designated operator responsible for the day-to-day operations of the distribution system in the eyes of the Oregon Health Authority.

Utility Maintenance Technician Kyle Bean passed the Oregon DEQ Level 2 wastewater collections exam this month. Eligibility to take the exam is based upon years of operational experience and education.

Farewell to Ralph Thorpe

After almost eighteen years of service with the City, the Public Works Department bids farewell to Roads Maintenance Specialist Ralph Thorp with the Roads and Stormwater Division. During his tenure, Ralph served as the City's only Certified Arborist and helped advance the roads maintenance program to where it is today. He provided insight and expertise to various departments on forestry related issues and even took the lead on the wonderful holiday tree decorations at the intersection of Boones Ferry and Wilsonville Road. While we congratulate Ralph on his retirement, his input and helpfulness will be greatly missed.



Industrial Pretreatment

SwiftComply

Since the late 1980's, municipalities began requiring food establishments to conduct inspections and "self cleaning" of their grease traps as part of the inception of what we know refer to as Fats, Oils, Grease (FOG) programs. Despite these inspections, heavy grease continued to enter municipal treatment plants, and it was found that "self-cleaning" often entailed dumping grease down toilets or simply running hot water to run grease down the drain. FOG entering the collections system is problematic because it solidifies, reduces conveyance capacity, and blocks flow—without a properly functioning treatment plant there is risk for sanitary sewer overflows which cause public health and water quality problems.



In 2004 the City of Wilsonville implemented its FOG control program to help mitigate this issue, and the city no longer allows self-cleaning. However, as the city continues to grow, the capacity to maintain this program has weakened. With roughly 100 food establishments and the possibility for more, the need to streamline the FOG program is being addressed through a database software called SwiftComply.



The current program involves a huge amount of administrative time to maintain and lacks any data analytics to track improvement and areas of high concern. Currently, an excel spreadsheet is used to track cleaning schedules and compliance. Any and all information is emailed to the Pretreatment Coordinator to sift through, cross-reference, and maintain.

Pump-out reports are submitted by restaurants indicating that they have contracted the cleaning of their grease traps and the proper disposal of the waste, are kept in a large file under each food establishment's folder. Inspections were necessary and frequent. Moving forward, SwiftComply will keep track of cleaning schedules for grease removal devices (GRDs), keep record of pump-outs including the volume of FOG removed, and compliance. Through this online platform, FOG companies that service GRDs can easily submit pump-out reports, upload photos of the GRD, and food establishments can track their compliance. The implementation of this data management system will reduce the amount of time spent on the FOG program and allow for better focus on regulating industrial discharge, educating the public on how they can do their part in protecting water quality, and improving the program to better protect water treatment infrastructure.

Facilities

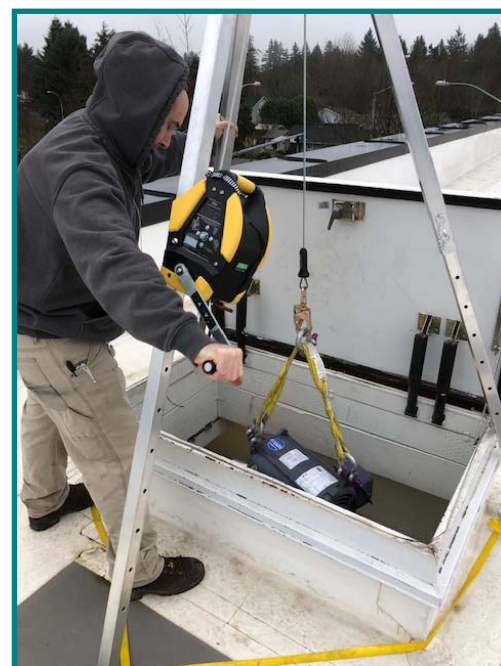
A “Powerful” Wedding

The Stein-Boozier Barn has become a popular venue for weddings, receptions, and parties. Though the majority of comments are overwhelmingly positive, one complaint continued to come up from time to time. NO POWER. That’s right, often time the Park Maintenance staff was notified of a sudden loss of power. When such calls would come in the Parks staff would have to drop what they were doing and rush to the barn in hopes of rectifying the situation. The majority of these issues were a direct cause of circuit overload, also known as plugging too many devices into the electrical system. These issues would require Parks staff to enter through a locked access way under the barn, enter a partially buried equipment room, locate the tripped breaker, and advise the users of what devices shouldn’t be operated at the same time in order to prevent the breaker from tripping again.

After a little investigating and coordination between the Parks Department and the Facilities Division Staff, it was decided to work with an electrical contractor to upsize the existing service wire and add an additional breaker panel to the interior of the barn. Being sensitive to the rustic feel of the barn, Facility staff members Javid Yamin, Robert Todd, and Matt Baker utilized a local wood salvage supplier to obtain a one by twelve Douglas Fir panel and a large post from the same time period as the barn. With the materials in hand, facility staff constructed an enclosure that supplied a solid mounting surface for the panel and added outlets while concealing all of the conduit runs extending through the floor. Crews still plan on painting the cover of the panel to better match the barn décor. With this addition, renters should have plenty of power to run sound equipment, crock pots, roaster pans, and much more.

The Right Tool for the Job

Javid Yamin and Robert Todd work safely to remove the 25 horsepower motor from the rooftop of City Hall. The motor belonged to the 75 ton HVAC unit that supplies all of the office areas on both floors of City Hall. The motor was replaced earlier in the year when the bearing of the original motor began to fail. When hoisting the new motor up to the new roof it was obvious that the weight of the motor was at the maximum lifting capacity of our existing winch. With the concerns that the old motor was slightly heavier than the new motor, it was decided to purchase a heavier duty working winch for the removal of the old motor. The new winch handled the motor with ease and should come in handy this spring when pulling a couple of the water feature motors from the equipment vaults for servicing.



Roads and Storm Water

Boones Ferry Road Shoulder Work

The rainy season brings on many issues for the Division with road shoulders being just one them. When the Stormwater crew wasn't clearing storm lines of roots or cleaning the normal catch basin, they were able to team up with the Roads crew to complete some shoulder work on Boones Ferry Road and sections of Old Town.

Catch Basin Raising

During this teamwork with the Roads crew, they raised a catch basin lid eight inches as it was a road hazard for vehicles and cyclists. Staff also paved around three catch basin inlets; one on Boones Ferry Road in Old Town and two more on Brown Road. This will help create a better path for the water along the roadway to enter the stormwater system without the added dirt and sediment, adding gravel to the surroundings brings it in to an inlet. It also greatly prevents the accumulation of water on the roadway, which in turn provides a much safer road for travelers.

Beaver Deceiver Maintenance

This last summer the Stormwater crew installed two Beaver Deceivers in Coffee Creek as the two dams were causing the water to raise and back ill the storm system preventing any maintenance from occurring. As of now these two systems have been working great and the beavers have adapted to the new water levels. With these new devices in place, they now require maintenance two to three times a year to remove debris that has built up on the inlet fence.

Before



After



Roads & Storm Water

Roads

Potholes, Potholes Everywhere !

The Roads Division we had very busy month of shoulder work, pothole repairs, paving, and spill response's. They completed major shoulder work along both Boones Ferry in Old Town and Brown Rd . The team was able to lay down over a 100 tons of recycled asphalt material in just a few days. The recycled asphalt material placed was chosen due to its decreased cost and greater compaction potential over traditional rock or gravel. The compaction will allow the material to adhere to itself and last longer than the rock alternative. What is even more impressive is that this recycled material cost $\frac{2}{3}$ less than the $\frac{3}{4}$ minus gravel.

While performing all their normal duties, the Roads Division also received two spill response calls that they responded to and spread absorbent along the road way to absorb the fuel that had been spilt. They also laid out absorbent booms before all the nearby catch basins, and inspected the nearby stormwater outfalls to make sure that there was no signs of fuel reaching the local water ways.

During February, the Division also addressed multiple pothole repairs throughout the City including, Day Road, Burns Way, Sacagawea Way and others.

The Division also worked with Zoe Monahan, of the City Manager's Office, to complete the beauty and the bridge interpretive panel project. Councilor Charlotte Lehan and the City Manager's office worked with a consultant to create the interpret signage along the I-5 Underpass tile mural. These signs, funded by Wilsonville—Metro Community Enhancement funds, depict some of Wilsonville's rich history and others provide information on the art that is on the tiles under the bridge.

Day Road repairs



Interpretive Sign Installation



Utilities

Water Distribution Reservoir Cleaning

This month the water crew worked with a contractor to have all four of the distribution system reservoirs internally cleaned and inspected. Over the years iron and manganese settles out on the bottom of the reservoirs and needs to be removed. The work involves a very specialized dive team entering the reservoir with a vacuum that sucks up the layer of material that has settled out on the bottom of the tanks. After cleaning the tank the diver does a full video inspection of the inside of the tank and rates the level of corrosion for all of the components within the reservoir.



Water Distribution Air Relief Valves

Another critical component of the water distribution system are the Air Relief Valves (ARV). As we treat and pump the drinking water throughout the system, microscopic bubbles of air introduced into the system. These air bubbles eventually accumulate into larger bubbles at the high points of the system. The ARV's allow the trapped air to be released from the system in a controlled manner rather than finding their way into homes and causing problems. The water crew completed their annual air relief inspection program which entails checking all of the air relief valves in the system to ensure that they are functioning properly and not leaking. This maintenance also decreases air release in homes as well as reducing wear and tear on our large industrial pumps.

Sewer Cleaning

The Sewer Crew has been hard at work cleaning some large sewer lines on the north end of town near Ridder Rd. and 95th. Cleaning big lines is a time consuming process as it requires the use of a "floor nozzle", which is a very heavy nozzle that puts out a large amount of water very quickly. The use of this type of nozzle requires frequent refilling of the truck with water. Big lines also typically require multiple passes of the nozzle in order to thoroughly clean the pipe.