



CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC INFRASTRUCTURE COMMITTEE

CITY COUNCIL
City Hall, 215 SE 7th Street, Suite 255
Topeka, KS 66603-3914
Tel: 785-368-3710
Fax: 785-368-3958
www.topeka.org

Date: March 30, 2023

Time: 11:00am

Location: 1st Floor Conference Room; Cyrus K. Holliday Bldg 620 SE Madison
(virtual option also available)

Committee members Present: Tony Emerson (Chair), Neil Dobler, Michelle Hoferer

City Staff Present: City Manager Stephen Wade, Deputy City Attorney Mary Feighny, Adam Vaughn, Richard Faulkner, Jason Tryon, Tony Trower, Mark Schnieder, Robert Bidwell, Josh McAnarney, Brian Bigenwalt, Councilwoman Sylvia Ortiz

1) Call to Order

Chairman Emerson called the meeting to order at 11:00am. Committee members introduced themselves.

2) Review and Approval of February 28, 2023 Minutes

Committee member Hoferer made a motion to approve the minutes. Committee member Dobler seconded. Minutes approved 3-0-0.

3) Floodplain Ordinance

[The order of the items on the agenda were changed via request from the Chair.] Deputy Director Richard Faulkner reviewed that the Floodplain Ordinance had been presented before the Committee in January, however after some discussion and input from the Committee at that meeting, he and staff went back and are now presenting the ordinance with those changes for review and additional comments.

Chairman Emerson voiced appreciation for the work staff did. He noted that, following the previous conversation, Division Director Faulkner had removed the ten (10) year horizon for cumulative repair requirement. He inquired if, under this revision, people can do remodeling at any one time as long as it is not more than 50%? Division Director Faulkner confirmed, and stated it was not cumulative.

Division Director Faulkner stated that all of the changes that are made are either neutral or least-restrictive, to encourage enhancement of floodplain development in the floodplain.

Chairman Emerson inquired that, if by adopting the ordinance, if people within the floodplains will see a 10% reduction in their flood insurance? Division Director Faulkner explained that the City currently has enough points to receive the 10% right now, but are only receiving a 5% reduction because the City has not adopted the amended the Floodplain Ordinance. Once this amended ordinance has been adopted, the 10% reduction to floodplain insurance carriers will be seen in March 2024.

Chairman Emerson inquired if this would require the City to hire any additional staff to manage? Division Director Faulkner stated it would not. He indicated there is an opportunity to achieve up to a 45% discount on insurance, however that would require a lot of work and it will take some time. If the City was interested in pursuing that option, staff would move forward with reviewing what things still needed to be in place.

MOTION: To move the proposed amended Floodplain Ordinance to the Governing Body with a recommendation of approval by the Public Infrastructure Committee. Committee member Dobler made the motion to approve. Committee member Hoferer seconded. Motion approved 3-0-0.

4) CIP - Topeka Boulevard Phase II

Public Works Director Braxton Copley provided a recap from the February meeting. At that meeting, staff brought forward the 17th Street project which had a \$30M budget and the Committee voiced some concerns about the price. Staff went back afterward to see if there was any value engineering that could be done. There are some things from that plan that could be removed to help reduce some of the cost, such as removing the ten (10) foot-wide shared use trail. An application to for a KDOT grant could be sought at a later date. The intersection at Oakley is another piece that could receive a grant to address later. However, those were not material in the \$30M price tag. Another idea was to completely change the scope of the project and instead of doing full-depth reconstruction along that entire corridor, choosing to complete a mill & overlay instead. When reviewing the Pavement Condition Index (PCI), for a mill & overlay, the process did not make sense. That street has been mill & overlaid approximately five years ago. There is an expectation that that street should have lasted at least ten years from a mill & overlay. The PCI from 2022 is an average of 75. As such, doing another mill & overlay did not make sense as there is so much that needs to be done.

As Director Copley reviewed the CIP and looked at Topeka Boulevard from 15th Street to 21st Street, the PCI is in the 20's and 30's, and is also a gateway into and

through the city. It is also another County-wide Half-Cent sales tax project. Director Copley shifted his focus from doing another mill & overlay on 17th Street, a street with a great PCI, to instead change the focus and ask the Committee and Governing Body to push the 17th Street project out, and prioritizing Topeka Boulevard 15th St-21st St as it is in the city's best interest. Further review of the old budget estimate, which was put together in 2015-2016 for the purpose of the interlocal agreement, and adjusting for cost inflation comes to the requested amount of \$9.2M. This would allow for a complete reconstruction of that road. Staff is not seeking to go over the top again, nor adding a lot of Complete Streets elements. The geometry of the street will remain the same, however there would be a full-depth reconstruction of the street. Street crossings and drive approaches need to adhere to ADA compliancy, however there is no push to add new street lights or other Complete Street elements. There are five-foot sidewalk on both sides. He noted there may be an opportunity to widen one of the section over by the Stormont Vail Event Center.

The current request is for the Committee to approve staff's proposal to the Governing Body, which will allow work on Topeka Boulevard, 15th - 21st Street to begin. Design would begin immediately after approval. The design and survey process would take roughly a year. In 2024, the City would push into any permanent or temporary right-of-way that would be needed, and then it would go out to bid for construction in 2025-2026. It is a short section of road, only .7 miles, however given the large number of businesses located along that section, and that it is a major arterial street, it will take two years to complete. Best efforts and considerations will need to be made to maintain access to all businesses and to maintain one-way northbound and southbound at all times. This will fit well with what is already in design currently, which is 21st to 29th for construction in 2024, so this will really allow progress by the time both projects are completed from 15th Street to 29th Street.

Committee member Dobler felt this idea of shifting funds away from something that did not make sense to something that really needs it and does make sense, is a much better use of the dollars. He appreciated the work by Director Copley and staff.

Chairman Emerson echoed sentiments by Committee member Dobler.

Committee member Hoferer referenced the \$14.6M set aside for the 17th Street project, and inquired if \$9.2M of that money will be transferred to the Topeka Blvd project? And what happens to the rest of the money? Director Copley explained that none of the budget that was allotted for the 17th Street project will be used for this project. The Topeka Blvd from 15th to 21st project is identified as JEDO/County-wide half-cent sales tax interlocal agreement, it was a lower priority than 17th Street. Staff is taking Topeka Blvd 15th to 21st Street and bumping it

higher on the priority list, above 17th Street. This Topeka Blvd project needs to be paid for out of the JEDO County-wide half-cent sales tax, but the project cost will no longer come in at the original budget request of \$4.7M, but is now \$9.2M.

Committee member Hoferer asked if this was money that was already in the budget, and that the City is not needing to come up with anything additional for the project? Director Copley confirmed that to be correct.

MOTION: To move the resolution forward to the Governing Body with a recommendation of approval by the Committee. Committee member Hoferer made the motion. Committee member Dobler seconded. Motion approved 3-0-0.

5) CIP - NE Curtis

Director Copley introduced the amendment to the CIB/CIP of the NE Curtis project. There is a grain elevator to the west of the Kansas Ave bridge, between Quincy and Kansas Ave. It is a large grain elevator and the owners had initially reached out to the former Planning Director Bill Fiander and Director Copley, about six months ago, and have also reached out more recently to the City Manager. They have plans to increase the amount of spur, the railroad car storage adjacent to the facility to increase the amount that is being shipped out of the facility. They are wanting to be able to build longer trains. The estimate of the increase that they will see will be approximately 3,000 of the large semi-truck grain trucks per year going to the facility. Most of the trucks come off of Highway 24, south to Topeka Boulevard or Kansas Avenue, they use the Curtis Fly Off. From the Fly off going west, they take Curtis going east to get to the elevator. The legs between Monroe and Quincy on Curtis, are public right-of-way, and are the City's to maintain. They have a single digit PCI and are currently beyond their useful life, not to mention adding another 3,000 grain trucks traveling that per year. The Curtis Fly-off is reaching 15 years and the PCI is starting to diminish, and the same on Curtis. If the Governing Body would support this, the City would complete a full mill & overlay on the fly-off and the street. Director Copley noted that core samples had been taken from Curtis, however those results are not back yet to see what the sub-grade is like. Staff has predicated the budget on full-depth reconstruction on portions of that, however are hopeful that the brick underlay is still sound and it will not be necessary past the mill & overlay.

Committee member Hoferer inquired if, because of the condition of the road, if there would be a need for the design? Director Copley responded there would not be design. She asked if there would be asphalt or concrete on those two legs of the project? Director Copley stated he would bid those to see what the difference would be. If there is a substantial savings with asphalt, that would win the award. However, if there is not much difference in cost between asphalt and concrete, his preference would be to use concrete to extend the life of the street. Committee member Hoferer stated her preference would also be to use concrete over asphalt,

if the cost analysis would permit. Director Copley agreed. He would like to get this project under design in 2023 for construction in 2024.

Committee member Hoferer inquired if there was a possibility that the project could move even faster? Director Copley stated it was not likely, as it still needs to be designed and all other pieces in place.

City Manager Stephen Wade included that with the truck traffic of deliveries to the grain elevator, the timeline is really factoring in the Harvest for 2024, so we are talking about October of 2024 for really seeing an uptick in the traffic on this road. This consideration reduces the window of time.

MOTION: To move this to the Governing Body with a recommendation of approval by the Committee. Committee member Hoferer made the motion to approve. Committee member Dobler seconded. Motion approved 3-0-0.

6) FIRM Memo - Police Firing Range

Director Copley provided an overview of the project and recommendations. This item was pulled from the Committee's agenda two months ago, in order to provide better numbers. Cost estimates have been received by SamCo, relative to replacing two of the heating and cooling units at the Police firing range. This cost is \$16.4K. In addition, SamCo provided an itemized cost estimate for a water extension. Currently, that facility has water provided to is by a non-potable well. So this project would be \$28,930 to bore a service line from the facility, tap the main, add a water meter in order to provide potable water service to that facility.

Chairman Emerson inquired if the cost estimate included the cost of the water meter? Deputy Director Jason Tryon confirmed it did.

Chairman Emerson commented that water had not been available in this area until just a few years ago, and felt this was a reasonable request.

MOTION: To move to the Governing Body with a recommendation of approval by the Committee. Committee member Dobler made the motion. Committee member Hoferer seconded. Motion approved 3-0-0.

7) Other Items

No additional items.

8) Adjourn

Chairman Emerson adjourned the meeting at 11:25am.

The video of this meeting can be viewed at: https://youtu.be/G0nT_IGEAiw