



CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC WORKS INFRASTRUCTURE SPECIAL COMMITTEE

CITY COUNCIL
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Date: June 27, 2022

Time: 11:00 a.m.

Location: Classroom A; Law Enforcement Center 320 S. Kansas Ave Ste 100 (*virtual attendance option also available*)

Committee members present: Council members Tony Emerson (Chair), Neil Dobler, Michael Lesser

City staff present: Interim City Manager Bill Cochran, Utilities Director/Interim Public Works Director Braxton Copley; Public Works: Hannah Uhrig, Tony Trower, Jason Tryon, Robert Bidwell, Finance: Director Stephen Wade Legal: Deputy City Attorney Mary Feighny; Communications: Director Gretchen Spiker

Call to Order

Chairman Tony Emerson called the meeting to order at 11:00am.

Approval of May 17, 2022 Meeting Minutes

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

Replacing Topeka Blvd. Clocks

Interim Public Works Director Braxton Copley stated this item had been pulled from the agenda. He stated new controllers for the clocks and new LED lighting had been ordered. Once those items arrive, they will be installed. There will be no request from Staff to remove the clocks and replace with the new flag medallion.

2023 Half-Cent Sales Tax Program and Infill Sidewalk Resolution

[The items discussed can be found on the Committee's webpage]

Interim Public Works Director, Braxton Copley, provided a presentation and overview of 2023-2032 Half-Cent Sales Tax projects which correspond with the Resolution that was presented to the Committee. Staff is requesting specific approval for these projects, which will be over \$50K, to begin in 2023 and one project that will begin in 2024, with design in 2023.

Highlights:

- 2023 Pavement Rehab & Reconstruction Program
 - \$7.3M budget
 - 9 projects above \$250K

- 7 mill & overlay, full-depth patching, Curb & Gutter, Sidewalks/ramps; 1 design only
 - Central Highland Park neighborhood - mill & overlay with some full-depth patching however there will be complete reconstruction of 31st Street from Adams to Fremont.
 - Hi-Crest neighborhood - mill & overlay with some full-depth patching. The work in Hi-Crest will be spread out over a two-year period. Included in that project will be replacement of an old 10-inch water line.
 - SW Knollwood from MacVicar Ave to Burlingame Rd - mill & overlay with some full-depth patching.
 - SW Summerfield neighborhood - mill & overlay with some full-depth patching.
 - SW 29th Street from Wanamaker Rd to Arrowhead Rd - considered a “band-aid”; a little mill & overlay with limited full-depth patching to try to keep this road serviceable until total reconstruction, which will be in 2028 or after.
 - SW 25th Street from Urish to Kingsrow - “mixed bag” with some reconstruction as well as mill & overlay and curb & gutter work.
 - SW 10th Ave from Urish Rd to Gerald Ln - will extend mill & overlay from Gerald Ln to Wanamaker.
- Goodyear Rd - failing concrete pavement at US-24 will require replacement due to heavy use of large trucks.
- River Road Design is less than \$250K - Staff is seeking approval of the design in 2023 so completion of mill & overlay and full-depth patching can occur in 2024.
- All with Pavement Condition Index (PCI) of 50 or less
- 2023 Contracted Preventive Maintenance Program
 - \$2M budget
 - Applied to streets with PCI above 70; is used as a balanced approach for helping to keep the good streets good and utilizing reconstruction and mill & overlays for streets in poor condition.
 - Microsurfacing - North of 21st Street and East of Topeka Blvd
 - Applied during hot weather months
 - Crack sealing - North of 21st Street and West of Topeka Blvd
 - Fall prep for microsurfacing the following year
- 2023 Curb & Gutter, Alley Replacement Programs
 - Curb & Gutter Replacement Locations
 - \$1.25M budget
 - Director Copley gave accolades to staff member, Vincent Schuetz, for the work he has done since taking over the program, in catching up the major backlog of projects
 - Oldest complaints handled first
 - Replacements associated with mill & overlay and small reconstruction projects
 - Alley Repair Program

- \$500K budget - allows for 3-4 alleys completed annually
- Current policy is not to add additional concrete alleys to the inventory. If it is a gravel or chip alley, it is graded and added to. If it is an existing concrete alley that needs to be replaced, then it is replaced.
- Director Copley gave accolades to Staff for putting together a data-driven scoring system, relative to the alley replacement program to take into consideration whether it services residential/businesses, condition of alley, if utilities are underneath that are in disrepair, and other factors to help provide that information.
- Citywide - Final locations to be determined
- 2023 ADA Ramp Program
 - \$300K budget
 - Target areas are same as the Infill Sidewalk Program
 - Targeted neighborhoods: Central Highland Park and Oakland
 - Streets identified in the Pedestrian Master Plan
 - Third priority will be citywide as needs arise or are identified

Questions:

- Committee member Dobler inquired if the project at 29th and Arrowhead will be similar to the newly finished section by Shunga? Director Copley confirmed. Committee member Dobler thanked him and stated that area looks great and will look forward to the finished project at Arrowhead.
- Committee member Lesser inquired about the schedule for 17th Street, the I-470 bridge to Wanamaker? Director Copley stated they were in the process to get this out for bid. It was his understanding that the estimate was slightly higher than had been allocated for the program, so Staff were reviewing other programs to see where an adjustment could be made to identify additional funding. He added that the increase in asphalt prices were causing issues with projects, as original budgets did not compensate for this level of increase. Committee member Lesser asked if the plan was to go back over with asphalt, or concrete as it is currently concrete? Director Copley responded it would be concrete. He noted the late start would mean the project would have to be winterized and finished in 2023. There would be some water line work included in that project. He noted that the road would need to be accessible following Thanksgiving for the larger amount of traffic in that corridor.
- Councilwoman Valdivia-Alcalá inquired about additional details of the River Road project. Director Copley stated the Governing Body would need to approve the project. Staff is specifically asking for approval of \$100K for the design of River Road, so the design can be completed within 2023 for construction in 2024. Councilwoman Valdivia-Alcalá inquired on the timeline of when the Governing Body would be receiving the request for action? Director Copley stated that if the Committee approved the Resolution at the current meeting, it would likely move before the Governing Body in July. Councilwoman Valdivia-Alcalá provided comments to the Committee that she, and the Oakland and North Topeka areas have been appreciative of his responsiveness of emails and calls based on

concerns of the constituents. She also would like to ask for approval of the River Road design.

- Committee member Lesser requested a basic breakdown of how the \$2M is used between crack sealing and microsurfacing. Director Copley stated it was about 70% microsurfacing and 30% crack sealing. Committee member Lesser sought Director Copley's opinion of the Return on Investment (ROI) for 70% of \$2M for microsurfacing. Director Copley stated he felt was a very valuable part of the "toolbox" in terms of pavement management. He stated he would present the facts to the Committee, but that the decision is ultimately a policy decision, in which the Council would need to decide on. He added that micro surfacing provides 3-7 years of extension of life to the street. Three years for heavily used streets and closer to seven years for residential streets.
- Councilwoman Valdivia-Alcalá inquired if the \$500K program budget has been in place for some time? Director Copley confirmed. Councilwoman Valdivia-Alcalá inquired if there were every any funds remaining at the end of any year, or reversely if the \$500K cap is being spent more quickly than usual? Director Copley responded that there has not been a problem with spending the funds on alley projects. He noted if funds were ever remaining, they would be put toward a project for the upcoming year. Councilwoman Valdivia-Alcalá inquired if the same alleys were being fixed over and over again, or if the work is being spread out across the city? Director Copley stated the same alleys were not being repaired over and over. With trash trucks using alleys, concrete alleys last 20-30 years typically. As to the selection of the projects, Staff is sensitive to the fact that not only does a data-driven decision related to the condition of the alleys need to be made, but that there are nine Council members who represent nine districts and are mindful to "spread the wealth" and not concentrate on any one particular district area of the city. Councilwoman Valdivia-Alcalá inquired if consideration is made for alleys that also accommodate residents who access their garages from the alley? Director Copley confirmed considerations are made for the alleys which serve garages or are serving businesses.
- Committee member Dobler noted the City has been replacing existing sidewalk intersection areas with ADA-compliant ramps for a number of years and inquired as to the current status of having ADA sidewalk ramps everywhere? Director Copley stated he did not have that information at present time but could follow up.

MOTION: To approve the proposed Resolution for certain public infrastructure projects in 2023 utilizing Citywide Half-Cent Sales Tax and ARPA funds, and to move to the Governing Body for action. Committee member Lesser made the motion. Committee member Dobler seconded. Motion approved 3-0-0.

CIP Amendment Updates [video 26:05 minute mark]

(The items discussed can be found on the Committee's webpage)

Director Copley stated that after close review of the CIP, and a couple of programs contained in the CIP, Staff realized there were two areas of major concern:

- Downtown Street Improvement Program - Staff found the program description left out additional pieces of the program. Only the project of Kansas Ave; from 2nd to 6th street was included. There is a separate, free-standing project on Kansas Ave from 4th to 6th Street. The intent is to not use CIP funds, but rather to utilize \$750K in GO Bonds and \$100K of Half-cent Sales Tax funds to complete. This would allow for funding additional improvements that would otherwise not be Half-cent Sales Tax eligible. Things such as signals, pedestrian crossings, bulb outs, lane narrowing, would be such examples. This amendment would allow for identifying projects in the Downtown areas so that a comprehensive project that can accomplish all of the goals.

Committee member Dobler inquired if the project would take four years to complete? Director Copley confirmed that it would actually require five years of funding. And that as selections of projects are recommended, under the Downtown Improvement Plan, this would be money that would allow the City to supplement those.

Committee member Dobler noted the number of current construction projects occurring in the Downtown area. He inquired if, in addition to the proposed future projects, coordination with KDOT was occurring with regard to the Polk/Quincy Viaduct project so there were not detours all over the limited area? Director Copley stated that, because of the Polk/Quincy Viaduct, the City's communication and collaboration with KDOT is better than it has ever been. He is in a call with KDOT daily. As a side note, Director Copley stated that KDOT's contractor is securing materials, with hopes to get started on Thursday, for the rail removal. The goal would be to complete this project within a week. Once the rails are removed over Kansas Ave, the temporary traffic control barriers can be removed. KDOT has recognized that it is critical for the City to be able to not have the entire Downtown area bottlenecked to only two streets. KDOT has confirmed the rail removal is the first thing they would be doing.

- Tyler Project - This is the third phase of the reconstruction project; at NW Beverly. This project was initially approved for design in 2024 and construction in 2025. The City has been able to obtain a grant from KDOT for the construction of a 10-foot wide shared-use path as part of the Tyler project that is occurring now. It would also put the path where the Beverly portion of the project will go. Staff is recommending to move the reconstruction of the path up to an earlier date in order to leverage and not lose the KDOT funds, while also completing the original portion of the project. A consultant has nearly completed the design, which will be ready to make public at the end of current year, so that the City can be queued up and ready to go for the 2023 construction season.

MOTION: To approve Resolution 9318, as amended, to approve the 2023-2032 Capital Improvement Program and the 2023-2025 Capital Improvement Budget to amend (1) the Downtown Street Improvement Project and (2) the NW Tyler

Street/NW Beverly Street project. Committee member Dobler made a motion to approve. Committee member Lesser seconded the motion. Motion approved 3-0-0.

Other Items

Chairman Emerson thanked Director Copley for his communication and responsiveness and echoed comments made by Councilwoman Valdivia-Alcalá related to his work in this expanded role.

Committee member Dobler noted he had received more comments from constituents about the 29th Street project from Arrowhead to Shunga, and how quickly that project was completed. He sent “kudos” to Public Works and Engineering Staff and the Contractor for completing the job so quickly and it being well-done.

Adjourn

Chairman Emerson noted there had been a conflict in scheduling and that the July meeting would not occur on the third week, but would instead be July 26th at 11:00am.

Chairman Emerson adjourned the meeting at 11:37am.

This meeting can be viewed online at: <https://youtu.be/tngC08D1Ygw>