



CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC WORKS INFRASTRUCTURE SPECIAL COMMITTEE

CITY COUNCIL
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Date: April 29, 2021

Time: 10:00 a.m.

Location: 1st Floor Conference Room; Holliday Bldg 620 SE Madison (*option to attend virtually via Zoom*)

Committee members present: Council members Tony Emerson, Neil Dobler and Michael Lesser

City staff present: City Manager Brent Trout, Finance: Stephen Wade, Legal: Lisa Robertson, Mary Feighny; Planning: Bill Fiander Public Works/Engineering: Hannah Uhrig Robert Bidwell, Jehan Zeb, Tony Trower, Brandon Bayless Utilities: Braxton Copley, Sylvia Davis

Call to Order

Chairman Dobler called the meeting to order at 10:00am. Committee members introduced themselves.

Approve Minutes from March 15, 2021 meeting

Committee member Emerson made a motion to approve the minutes. Committee member Lesser seconded the motion. Motion passes 3:0.

Introduction: Public Works Director James Jackson

Director Jackson began with the City of Topeka early April. He came to the City from Atlanta, GA. He has had a great first few weeks and is looking forward to working for the City.

2021 Project Update [video 5:00 minute mark]

{*All presentations and supplemental materials reviewed at this meeting can be found on the Committee's webpage at: <https://www.topeka.org/citycouncil/public-infrastructure/>*}

Director Jackson provided the update on projects.

Highlights:

- SW 10th - Wanamaker to Fairlawn - Storm water structures and pipe installed. Rough grade work in progress. Completion date: November 19, 2021
- SW 12th - Kansas to Washburn - water line and storm sewer has been completed east of Topeka Blvd. Completion date to Washburn Ave: November 23, 2021.

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Minutes Approved: May 17, 2021

- N. Kansas Ave - Morse to Soldier - Contractor is replacing water main from Morse to St. John and west leg of Kansas and Morse is closed. Project includes some storm sewer and sidewalk replacement. Reconstruction project maintains 2-way traffic. Completion date: December 2, 2021
- SW 8th Street Sidewalk Project - Limits are from Summit Ave to Topeka Blvd. Sidewalk improvements are element of Complete Streets Program that makes transportation access available to all users despite physical limitations. Completion date: May 14, 2021
- SE Deer Creek Trfy - I-70 to SE 6th Ave - milling and full-depth concrete patching in northbound lanes, work in southbound lanes to follow. 2-way traffic maintained while under construction. Completion date: July 16, 2021
- Central Park Neighborhood SORT - Construct 37,826 sq ft sidewalk. Repave 5 alleys. Replace sewer mains under some sections of the new alleys. Completion date: October 29, 2021
- N. Kansas Ave - Curtis to Norris - Continuation of underground utility work. Utility under rail road completed. Full-depth asphalt pavement reconstruction, sidewalk, ADA ramp replacement, storm sewer and waterline replacement.
- Discussed additional 21 projects under design

Questions:

No questions from the Committee, or by Council members in attendance.

Median Update [video 10:30 minute mark]

[The presentation will be made available on the committee's webpage.]

Robert Bidwell, Pavement Improvement Manager, presented on a new program to address the condition of the medians around the City of Topeka.

Highlights:

- Intention is to assess and address condition of aging medians as well as possible recommendation to remove some.
- GO Bond funded through the CIP. In the adopted 2021-2030 CIP, an allotment of \$80,000 for 2021, \$30,000 for 2023 and \$30,000 for 2024 was provided. In the proposed CIP that was advanced up to next year, Staff would like to combine the 2023-2024 allotments and move the \$60,000 to the 2022 year.
- Existing Inventory:
 - 178 total medians, do not include roundabouts.
 - Plan is to remove 7, locations discussed in later slides

- 63 included in proposed 2022-2031 CIP projects
- 19 have been reconstructed since 2017
- 45 in good condition
- Total of 44 considered for improvement.
- Medians removed in 2021:
 - SW 12th St Reconstruction project will remove 4 medians from Harrison St to Kansas Ave.
 - SW 42nd St & Topeka Blvd (north leg) - traffic signal replacement project
 - S. 29th St & Kansas Ave (north leg) - pavement replacement project
 - SE 6th Ave & Branner Trfwy. (west leg) - East & South medians to be reconstructed to include ADA improvements.
- 44 locations identified as being considered for improvements
- Improvement options may include:
 - Repair - replace broken curb, median noses
 - Rehab - replace paved median cap
 - Reconfigure - modify shape or shorten median
 - Replace - reconstruct median in kind
 - Remove - remove median, replace with pavement and striping
- Next steps:
 - Prioritize list (high, median, low) and determine types of improvement to optimize funding
 - In-house design vs. consultant
 - Identify additional desired improvements (pavement, ADA, sidewalk) and secure appropriate funding

Questions/Comments from the Committee:

- What is purpose of medians? Main function at intersections is for access control, not allowing left-turns, or other movements in some cases. Also provides refuge for pedestrians at crossings. There was a prediction that if medians were not in place, there would be more crashes. Not thought by staff to be a necessary purpose in actuality.

- How is decision made to replace a median that was removed during a road project? Some medians are determined to be necessary in certain intersections, but it is reviewed as a case-by-case basis.
- Is the policy, moving forward, to be eliminate medians whenever possible? First thing would be to look at it on a case-by-case basis. There may be considerations for pedestrians or others that would be reviewed.
- During the Keep America Beautiful Great American Cleanup event, the group Committee member Emerson was with cleaned medians. He was surprised at the amount of trash and debris accumulation. Would be in favor of removing medians where determined they are not needed.
- Are we contracting this out? Some done in house and some contracted out? Yes. The construction piece would be contracted out. Within the \$680,000, there is no funding earmarked for design in the proposed CIP. Given the change in the proposed funding years, Staff would like to look at soliciting bids for some of the design consultant work.
- Will this all go out to bid? Can you provide more detail? The usual procedure for soliciting bids would likely happen, however a determination has not been made to submit a large package or break it up.

Chairman Dobler rephrased the question to request staff be as mindful and efficient with the dollars as possible. He would like to see more money put into the street project rather than being spent paying consultants, if it can be done in house.

Mr. Bidwell stated the project will be brought back once more is known.

- Mr. Bidwell, you stated that there was \$80,000 approved for this year, and that you had seven median projects planned for this year, the four are part of the 12th street project. Are most of the others paid for under other programs? 6th & Branner is under the median replacement program, and is the only one currently. It should be out for bid by the end of May.
- So that's the only one that will be paid for that is under that \$80,000? Yes. It was consulted and will be out on the street for anyone to bid on.

Assetic-based Capital Work Program [Video 28:00 minute mark]

[This information can be found on the committee's webpage.]

Jehan Zeb, Infrastructure Planner, provided a presentation to explain how the infrastructure planning process occurs.

Highlights:

- Infrastructure Planning Process:
 - Inventory is updated in Geographic Information System (GIS).
 - Assessing the condition; 2 year process for streets
 - Update system. Two processes occur at this point. “Current Approach”, Manual. And “Moving Forward Approach”-Assetic based
 - During the “Moving Forward Approach”, steps to calibrate and run the model, generate reports, and validate the reports will occur.
- “Existing approach” - Condition maps updated from the GIS system with upgraded Pavement Condition Index (PCI) values Manual prioritization and input from street operations is sought with regard to projects they may want to review and move forward with.
- When Assetic Calibration is performed, asset strategies for the asphalt roads, with similar strategies conducted for concrete roads and brick streets, are conducted using a PCI value to give a rating. Those outputs provide recommendations for one of six treatment strategies.
- Treatment strategy over asset lifecycle - when discussing asphalt road type, streets with a PCI of 71-85 recommended surface seal, PCI 56-70 recommends surface seal and patching, PCI 31-55 recommends mill & overlay. This is followed by a second round of evaluating PCI and once the second round reaches a PCI of 0-30 a recommendation for total reconstruction is made. Brick streets where asphalt patching has been completed, will be treated as an asphalt road when reconstructed.
- Based on that, scenario analysis are set up based on budgets:
 - Unlimited budget - shows the best model for the full treatment cycle over 100 years
 - \$24m budget (average fund to include County-wide sales tax, City-wide sales tax, federal funds, and GO Bonds funding sources)
 - \$10m (if funding is not provided through the City-wide sales tax)
 - Inflation not included in model
- Scenario 1 Surface Profile (Unlimited) what would it look like for 100 years - on the vertical scale, it’s a PCI. The average PCI level for roads within the city, taken from the 2019 survey, is 65. That number was entered as a starting point. In the first two years, roughly \$229m would be needed to bring all roads up to a PCI of 90. Per the deterioration models, there would be slight decline in PCI until around year 41 when major reconstruction would be needed again. This would then bring the level up until about year 71, when major reconstruction would

again be needed. During the entire scenario, the surface profile stays within the range of 60-80 PCI.

- Scenario 2 (\$24m) PCI starting point is again 65. For the next 31 years, the PCI ranges from 70-77. From then onward, the PCI level drops steadily. So, for 30 years, this budget would be adequate.
- Scenario 3 (\$10m) PCI starting point is 65, but right from the beginning the PCI will decline. For the first 23 years, the PCI ranges from 60-65. After that time, the surface profile degrades abruptly.
- Capital Works Program Year 1 annual summary sheet was explained. This sheet shows each individual treatment and the cost associated, as well as the total of all treatment costs combined.
- Concrete Panel Replacement detail sheet was provided. This identifies which concrete panels need to be replaced in year one. All unit rates are based in square yards.
- Validation Process:
 - Once this process is complete, the Capital Works Program is sent to the Engineering team, where they validate with the field to note whether the output from the software is accurate to their field output. If it is not, the model is adjusted.
 - Visualization of each scenario can be put into the GIS. The team has not yet been successful in operationalizing that function due to some technical issues. However, teams are communicating regularly to find solutions. The goal would be to have the ability to enter each year of the Capital Works Program into the GIS.

Questions from the Committee:

- On the \$24m, if the model is not showing inflation, why would it go down over time? Aren't you continuing to spend \$24m annually? Is it the degradation of our roads is happening faster than we would be able to fix them? Yes. Scenario does not give information and what the actual logic is behind the whole degradation. We define the degradation profile, but the way funds are distributed amongst different treatments is not provided. The roads do degrade over time, and different projects/different segments have reconstruction or rehabilitation needs which is why it degrades quicker.
- Even at \$24m a year, we would not be able to keep up with the needs? Correct. With the \$24m, we would be able to keep up to a decent level (70-77 PCI range) for about 30 years, but after that, it will degrade. Director Jackson added that roads have their own anatomy, and that over time the varying levels from the top course, to the sub-base, and to the base, are all going through their own forms of

deterioration. We can continue to replace (mill & overlay) the top coat, but we will eventually have to go and do a full depth reclamation in order to re-fortify the particular road set. If we don't do that, it will continue to deteriorate.

- With the concrete panel replacement, square yard measurements were used, SW 11th Street says "823.34" is that square yards? Can you explain the network measure for the unit? And what is the associated cost? The measurement gives total area for segment in square yards. The 823.34 gives the total area of this particular segment for item number one, which is 2300-2317. As part of the model, the team decided that as part of this whole area, we will just hit 15% of that segment. So, 15% of that area multiplied by the unit rate will give you that cost.
- The \$24m includes about \$14m of the Citywide Half-cent sales tax, and the other \$10 comes from General Fund expenditures and CO Bonding? Yes.
- How do you accurately continue to address the horrible streets while maintaining the others through preventative measures? In practicality, how does this model really work? For the first run, the Engineering department provided a list of all projects identified in CIP. The software should understand what streets have already been included and which ones need to continue. The software does not understand if a surface seal was done one year before. So in addition, that information is entered into an Excel workbook to combine information to develop the sheet. As part of the force rule, we override whatever we have defined within the software. It is an adjustment to the force rule functionality.
- How do you take this from a theoretical model to a reality? Director Jackson stated he would present recommendations to City Manager based on the premise of keeping our good streets as good as we can. This will mean we can spend less money on the streets that are in good condition, and will have more money to put into fixing the poor condition streets. The PCI values are for the entire city, however recommendations will be made regarding streets in worst condition.
- How long is Half-cent City Sales Tax? Began in 2021, and is set for ten years. When a street gets milled/overlayed, a new PCI is conducted.
- How often is PCI updated on overall basis? Every three years.
- Do we do any trend analysis? Not before now. However, now that we have the system, we will be able to view trends and, whatever information that the Committee needs, and a trend analysis can be done. We have 2016 data available, and now with 2019 information, we are able to begin seeing the trend. In 2016, the median PCI was 55, and now it is 65. The next analysis will be in 2022, and the trend will be more defined to allow for better forecasting.

- One concern made from Engineering staff was that there was a lot of time dedicated to updating the system and not being able to get into the field. Recommendation made by Committee member Emerson to add staff to help with this constant requirement for updating and in-putting into the system, in the future.
- How long ago was the average PCI 55? In 2016, using 2015 data.
- Now what is it? In 2019, it was 65.
- Chairman Dobler stated a lot of progress had been made in five years. That was due to having funding, and a combination of what Engineering does with street projects and what the Street department does with routine maintenance. The ability to use data to figure out where we are at, makes sense. And the work is appreciated.

Mark Schreiner, Engineering, noted that things that have happened up to 2018, and once we get to the 2021 PCI, there will be a noticeable improvement in the numbers simply due to the mill & overlays that we've had to escalate up the curve. And a lot of reconstructions that were not caught at that time. He feels that the number will improve at least three points.

- Will the micro-surfacing program be successful in the long-term? Mr. Schreiner stated the program will be bid out toward the end of the month. We try to put out a crack-seal program at the end of the year, because in the cold weather the asphalt is at its widest, and then the following year, the micro-surfacing program occurs. During the micro-surfacing, you catch all of those crack-sealed locations plus any others that had smaller than half-inch separation. The micro-surfacing needs to be evaluated, which will happen when they go through the PCI.
- Chairman Dobler noted the main comments he hears from constituents in his district centers around the reasoning behind where projects end. Why would we leave a section of street in bad shape and work on projects to either side? Mr. Schreiner stated that a lot of the decision is based on when the finances run out. There are some that do not make sense.

Chairman Dobler would like to see more time reviewing projects in totality to try and avoid as many of those situations as possible. Mr. Schreiner agreed.

50/50 Sidewalk Repair Program Update [video 59:15 minute mark]

[This information can be found on the committee's webpage.]

Mr. Schreiner noted that Ed Schrader had been running the 50/50 sidewalk program in the past. The goal of the new Cost Sharing program is to assist both the contractor and the residents. With this new method, neither party is being "shorted", but the City is also attempting to be conservative with regard to both

staff time allocated to the program and homeowner time waiting to have their sidewalk repaired.

With the Cost Share program, Engineering staff would provide a dollar estimate for each project, and we would then allow up to a certain amount, as an equal value. The reason this program is called a cost sharing program is because the cost would no longer always be 50/50, but rather the City would provide up to a certain limit and the homeowner would then have the ability to select any contractor of their choosing, and would take the responsibility of getting it all accomplished. If the homeowner needs assistance with selecting someone, we will provide a list of licensed contractors and/or they might have someone that they really prefer and it may be a contractor with extremely high rates. The City would compensate the "up to certain amount".

Ed Schrader, Engineering Inspector, has been working with sidewalks for about 12 years. He stated the number one complaint in the city, with regard to sidewalks, is that people do not realize they are responsible for the maintenance of the sidewalk. The 50/50 program was the City's attempt to assist homeowners with sharing the burden. This is a small budget program with \$200,000 allotted for it. Mr. Schrader estimated that staff spends 600-800 hours a year administering the current program, and stated that the time spent by staff on the program could be more efficiently spent by eliminating some of the steps of the 50/50 program process. There are roughly 12 steps to the current 50/50 program that are taken for each case.

Some issues with the current program include:

- Knowing the budget. But not knowing the quantities, location, or timing to tell contractors when soliciting bids.
- The contractor enters into a pre-contract with the City and then has to wait to see when homeowner applications will come in.
- Once the application comes in, we have to bid the job, send letters to the homeowners and contractors, and wait for the check to come in from the homeowner. We try to wait until we have 8-10 checks before writing a purchase order.
- We lose control over the whole timing and the constituents get frustrated at how long the process is taking, and it is bad customer service.
- Contractors are not happy. There are contractors who will bid on the program and then back out when they realize they will not make any profit after running their crews all over town to only do small sections of sidewalk. For them, doing 30 square feet of sidewalk at \$4/sq ft, they are not covering their expenses. If a contractor does stay with the program, they often will not bid on it again the next year.

- For contractors who get the bid, and then begin getting larger projects as the construction season begins, they will back out of the bid or will place the job on a lower priority and take the higher paying jobs first. Contractually, we have an agreement that they have to complete the job within 30 days. It is difficult to enforce, but does offer some leverage.

The goal of the proposed Cost Sharing program is to help the contractors, the homeowners, and the City by allowing the homeowner to take the responsibility of running the crew with the City then providing payment to the homeowner (up to a certain amount) upon receipt of invoice. If the value is less than what the City has allowed, we will pay half. If the value is more, we will pay up to a certain amount. Applicants will be provided all of the information up front. If applicants are not able to provide an equal amount (i.e.: the same as the City's "up to certain amount"), they will need to go through a different funding source to try to reach that minimum.

Chairman Dobler inquired as to what the amount was that the program would fund up to. Mr. Schreiner stated the City would pay up to \$100,000. Chairman Dobler asked what the amount was per project. Mr. Schreiner stated that was slightly difficult to say, as some jobs will be \$240, and others are entire stretches of sidewalk. The staff tries to take one and conglomerate jobs to create a 10 location purchase order (PO), in order to make it more viable for the contractor. But that creates challenges when jobs are all over town. Another challenge related to staff time, is when there is one party who is slightly interested and one party that is very interested and the time it takes to work through these decisions to get to the point of confirmation. Mr. Schreiner stated staff are trying to utilize the ability to save city-funds related to man-hours.

With the program that was proposed a few months ago, there would be a contractual agreement, individually, between every homeowner and the project. Running a contract through per individual owner would create a liability nightmare. Staff is trying to make the process quicker, and create more time for staff to put toward other projects.

Chief of Staff Bill Cochran noted that the proposal offers a three-fold benefit:

- City reduction in cost
- Potential reduction in cost to the homeowners
- Speed up the process for getting the sidewalks replaced

Committee member Emerson stated he was doing some calculations and that it would take about 25 linear feet of four-foot sidewalk to get a yard of concrete. If people call to order a yard of concrete, the contractors charge for two yards as a short-load charge, and the extra yard charge is only removed if the order is for four or more yards of concrete. Committee member Emerson stated he was looking at the program through a contractor's perspective and inquired if the City would allow

for pre-casted concrete panels? Mr. Schreiner stated they had not previously discussed this, however pre-cast is more expensive than casting in place. He would be interested in reviewing this method further if a cheaper price for pre-cast could be found. Committee member Emerson responded that having an additional charge for a second section of concrete, the single slab of pre-cast would be cheaper. Mr. Schreiner stated it is his responsibility to protect the contractors, the City, and the department. Although the department is kind of in the middle, Mr. Schreiner would like to utilize the City funds to surpass ability.

Committee member Emerson stated he is in favor of a program that creates efficiency for time and money, but would request more time to review the information.

Chief of Staff Cochran stated he felt considerations should also be to review how to address sidewalk issues in low-income, and low-median income neighborhoods. Those areas are where a lot of the sidewalk issues are at, and many of those individuals do not have the financial resources to make those improvements. He feels this is a good start for retooling the existing program, but to then search for additional resources within the City's budget, to help those individuals replace the sidewalks.

Mr. Schrader noted that there have been some improvements made to sidewalks in neighborhoods through the SORT program. However, the residents in the blocks surrounding that target area begin to complain and feel cheated because although nearby, they will be required to pay for their sidewalks.

Mr. Schreiner stated sidewalks are a never-ending process. The timeframe for working on these projects is limited with a working season. By placing responsibility on the homeowner to work with the contractor directly, the project can potentially move more quickly which would allow for additional projects to be completed within a working season.

Chairman Dobler inquired if Mr. Schreiner was saying that there were not any current projects? Mr. Schreiner responded saying there are four projects working through the old process, however he would like to get direction from the Committee on the new program so that projects using this program can get moving this current season.

Chairman Dobler stated there was no perfect process, and that he would like to get something going. If the new process does not seem to be working, it could always be changed. Mr. Schreiner agreed, and stated that there may be a need to change the program on a fairly regular basis based on the needs of the community and the City, but that they are trying to find a balance somewhere. The only balance currently, is that the City releases the Request for Proposal (RFP) for under 50's and then we have contractors turn in and the low bid is selected and packages are

created. However, by the time that gets out, it is 6-8 weeks down the line before packages can be built.

Chief of Staff noted the Communications staff has been working on a media piece for this program, in conjunction with the Sidewalk staff. Once a decision has been made as to what the program looks like, we will do a big media push to get the information out into the public.

Chairman Dobler inquired as to if the full amount of money is spent on the program each year, and if not does it roll over to the next year? Mr. Schreiner stated that not all of the funding was used last year due to the COVID-19 pandemic. However, typically, all of the funds are used. If it looks like additional funding will remain, staff begins to look at stretching to another panel. One challenge is that we can only go to the property line, and that even though the neighbor who did not apply to the program but is out of compliance, we are not able to go onto that property. However, once the neighbor notices the nice new sidewalk, they will call in and make the request.

[Video 1:18:05 minute mark] Chairman Dobler made a suggestion to the committee to think about approving the process, and allow staff to get started. If it does not work, the Committee would expect to look at another process or modify the Cost Sharing process. Mr. Schreiner stated he would appreciate that approval. Chairman Dobler sought a motion. Motion made by Committee member Emerson, seconded by Committee member Lesser to approve the SOP that was presented today. Approved by 3:0. Committee member Emerson sought clarification from the City Manager "...this isn't really a council thing anyway, is it? It's just kind of our, uh, because it's really an internal...". City Manager Brent Trout confirmed by saying "It is a Committee direction, and that's, I think, the charge that we have. We simply wanted to get, we need this feedback in order for us to feel comfortable with the direction that we're going. And then we'll report back after a season of trying it this way and see if we've made any headway or not in improving our process

Discussion: Urish (21st to 29th) and 17th & Wanamaker to I-470 [video 1:19:20 minute mark]

[This information can be found on the committee's webpage.]

Committee member Dobler stated he had asked that this item be placed on the agenda, as he receives numerous calls about it. He feels part of the issue is that Urish Road has been improved from Huntoon, South, by Shawnee County, and that we are in the last piece that is actually a City project, and that it is scheduled for three years from now. Mr. Schreiner stated he was able to find some additional funding in the 2020 budget, and that it is likely the project will be able to happen. It would mean a full road closure to allow for a full depth concrete replacement and mill & overlay on 21st to 29th along Urish, and that the design process is about 65% complete now. This project is being completed in-house. Mr. Schreiner stated he would like to begin the project just after July 4, 2021.

Committee member Emerson inquired about request for closing the full length of the full street with an exception of a service road to the golf course, and if it would be more cost effective to go ahead and close everything. Mr. Schreiner confirmed that by shutting everything down, we would get a better price. Mr. Schreiner noted by shutting half of the street down at a time, it would be required to detour traffic through residential areas. This would cause traffic issues as well as create more cost to the contractor. Mr. Schreiner confirmed that full closure could occur while still allowing access to the Cypress Ridge Golf Course and the Rolling Hills Assisted Living facility. Councilmember Duncan represents a portion of the district that would be effected by this project. He appreciates the work, and will help to keep constituents in the area informed as the process continues.

Committee member Emerson spoke of the project scheduled on California Ave, near 37th street, where it will be reconstructed, and stated that he felt Adams from 37th to 45th would be carrying the majority of the diverted traffic for most of a year while the work was completed on California. He feels it needs a mill & overlay, as it is in poor condition currently. He noted that in a similar way that the Urish mill & overlay will help to put off the need for a complete reconstruction with curb & gutter and storm sewers for several years that the same would be achieved for Adams. He would like to see that completed this year. Mr. Schreiner stated he would review what the remaining available funds for 2020 were, and would be able to provide an answer at a later time.

17th & Wanamaker to I-470 [Video 1:29:45 minute mark]

Committee member Lesser stated he would like to have an update with regard to the condition of this section. He noted that there had previously been concern about the area of 17th Street from Fairlawn to the I-470 Bridge, but the project had to stop because there was concrete that is failing on the other side. He gets weekly calls about this. Recently, he had received calls from motorcyclists voicing concerns for safety regarding the potholes and trying to miss those but also needing to avoid oncoming traffic. Mr. Bidwell noted the section of 17th from Wanamaker to I-470 is currently under design for reconstruction in early 2022. In addition to this section, Westport from 17th Street where it wraps around north to Wanamaker will also be reconstructed next year.

Mr. Trower stated pothole patching will continue to occur and his crews can prioritize addressing it to help work until the project can occur. Director Jackson inquired with Mr. Trower about the ability to trench four foot cuts to clear a large section of potholes to at least give additional relief until the project begins. Mr. Trower stated that idea had been researched, however the joints are so deteriorated that it would require trenching sections at every concrete joint from the I-470 Bridge to Wanamaker. Mr. Trower stated he did not feel it would be cost saving to replace all of the jointing for a project slated to be reconstructed in a year.

Committee member Lesser appreciated the answers, and having a regular schedule to check that stretch of road and fill the potholes.

FIRM Unplanned Repair Expenses Update [video 1:37:10 minute mark]

Hannah Uhrig, Deputy Director of Public Works, noted awhile back that if there was a need to use funds from the Unplanned Expenses, staff would report back to the Committee. Since that time, there have been two events occur. The Holliday Building water leak had been touched on previously, and the status update provided via memo can be found on that. The net expense to the FIRM budget was approximately \$41,000. There was an active, large leak outside of the building that required immediate response. Deputy Director Uhrig stated they were able to leverage the funds available to take a more proactive approach and fix problems entirely, rather than trying to “Band-Aid” them to address later. Site was excavated, and found the fire line and water line coming from the building, were problematic. Both were replaced all the way through.

The second item is the ceiling of Fire Station #7. The mitigation efforts process is still in progress. The ceiling was an old plaster ceiling that had been sagging for some time. The Station was built in the 1930’s and the ceiling was original to the build. It collapsed, and upon notice, staff was called in immediately and over the weekend to mitigate it so living quarters could be maintained for the firefighters over that weekend. Currently, temporary drywall is covering the space to allow for it to continue being a usable space. It is not yet permanently fixed. Staff is still working with the contractor to verify the remainder of the plaster ceilings within that facility, as well as to identify other stations, built at the same time with same materials, in hopes of preventing the same issue to occur in those locations. To date, approximately \$8,000 has been spent. This does not include the additional mitigation efforts in terms of verifying the balance of those ceilings or permanently replacing out the ceiling to maintain integrity.

What is total budget for unexpected repairs? The total that the Committee has approved is \$200,000-\$250,000. The total that was built into the program was closer to \$350,000- \$400,000 amount. These are the only two incidents, to date, to require using this fund. Approximately \$50,000, likely to increase to perhaps the \$70,000 mark. Deputy Director Uhrig stated that as needs reach closer to the \$100,000-\$150,000 amount, she will be coming back before the Committee.

Councilwoman Ortiz inquired about insulating fire station replacement. Insulation will be replaced, however it was left off during recent rain event to confirm there was not a leak. That has been confirmed and insulation will be replaced.

Other Items

No other items.

Adjourn

Additional details regarding the next meeting will be made available on the committee’s webpage and the City’s Public Meeting Calendar, once known.

Chairman Dobler adjourned the meeting at 11:46am.

Video of the meeting can be viewed at: <https://youtu.be/0dgDcFMWrKk>