



CITY OF TOPEKA

Budget office
Department of Administrative & Financial Services
City Hall, 215 SE 7th St., Topeka, KS 66603

budget@topeka.org
Tel: 785-368-2442
www.topeka.org

- What is a raised speed table?
Think of it as a wide speed bump.
- Have we looked at what raised speed tables have done in other cities?
There have been improvements in design. Proposed is only 4-6 inches in height and there were robust discussions with neighborhoods. More specifically with a limo driver and we made sure his vehicles would not be adversely effected. Manhattan has implemented a successful raised speed table.
- My concern is with the Gordon and Kansas raised speed table is are we are now detouring traffic from going to that area by up to 10% by some studies I've seen?
The NOTO organization and the North Topeka East NIA both chose this project over other alternatives for safety reasons. There are a considerable amount of pedestrians in this area during the first Friday of each month.
- With 21st and Rice and 45th and Croco, have we been in talks with the Shawnee Heights School District in regards to their capacity and our improvements?
Part of the Best Use Study will take that into consideration.
- Are the East Topeka Master Plan, Turn Lane Traffic Signal, and Kansas & Gordon Projects are all one-time costs? The amount input for 2024 will cover everything?
Yes.
- For Elevation Parkway, is the section of Fairlawn shown attached a possible future extension? Why is it highlighted red?
As a starting point, there are four different potential phases for Elevation Parkway. Phase I is 37th and Gage to approximately 41st and Fairlawn, Phase II is 41st and Fairlawn to 37th and Fairlawn. We are in the process of negotiating the RFP with the consultant to get this started. Throughout the RFP are a number of safeguards for the governing body that allow us to do a hard look at the land view study, look at potential growth, development, and traffic counts. Then with understanding that any one of the four, city council could say they want to complete any phase. We will structure the project in phases that allow for the Governing Body to decide whether or not to move forward.
- Looking at the money that's listed for Elevation Parkway it is substantially more, does that include land acquisition costs, design, and starting the build?
We came up with an estimate for the first two phases which would include construction, obtaining Right of Way and basically we reduced that by a fraction knowing that we will likely be required by the governing body to have some level of participation by the developer. One of the things we are looking for out of this study is to get refined costs as well as to come up with some different options for the governing body to consider in terms of we need to have the study to know whether a two lane collector is going to be sufficient or if we need the three lane arterial or four lane arterial. Do we want to have it



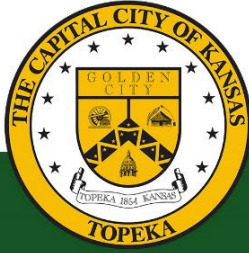
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set up as a Parkway with a median for storm water management? We want the governing body to have good information to make good decisions. So we are still very early stages.

- So the \$7 million is part of the study?
Part of what has been approved would be the study.
- Was the study done in 23?
The study was approved previously.
- On Elevation Parkway, at 37th and Gage, is there anything right now that would interfere with that? I've noticed recently they cleared a lot of that area of any trees and I want to make sure that's not going to be interfered with by a developer.
We've been in discussion with several different developers about that and there's not an issue.
- From what you've just reviewed, the East Topeka the \$306k in 24 is simply a plan? That's no construction, that's no design, that's all just a plan correct?
Correct.
- The Kansas and Gordon project is all construction?
Correct, that would cover the construction costs
- Is there a possibility of a developer covering all costs on Elevation Parkway?
Until we get the results back on the best use study we've not been in any advanced discussions with developers.
- So we're looking at \$15.7m just for two phases, it may not fall on us so we'll have to be following that as you report back on the developments?
That \$15.7m assumes that it would not be all on the City. It is a reduction for what that total price would be if the City were to develop it all by itself.
- What do you think the total is going to be?
\$22 million to do the water line extension, a little bit of sewer extension, plus a little bit of the street improvements for phases 1 and 2 so the \$15.7m is basically a percentage of that. One of the things that we are requiring of the consultant as part of the land use development, is that they come in with options for best practices, what are the options available, for what portion of it would be fair to be paid for by the developer, and what other options are there for example a traffic impact fee to be levied at the time of pulling a building permit. All of those options are on the table and we will be coming back to you with all of those.
- (SW Fairlawn 22nd Park to 28th) – Are you doing any work to the bridge?
Yes. We're going to be doing the approach and we will replace the dip.
- Is the polymer overlay like what we've done with the parking lot out here?
It's going to be more substantial than that.
- What is the lifespan of the polymer overlay?
We can get 10 years +.

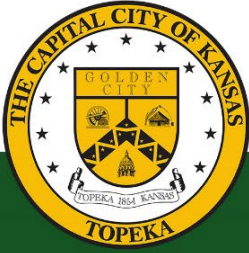


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- Is it similar to the E 6th St. Bridge that's chunking up right now?
No, it's the same as what was completed east of the Holliday Building over the tracks a year and a half ago.
- So then ten years isn't very long is it?
It'll last longer on Fairlawn.
- (SE 29th –Kansas – Adams) I love that 21st to 49th is getting done on Topeka Blvd, but it looks like we're doing Burlingame to Topeka Blvd on 29th then skipping over to Kansas then Kansas to Adams. So I'm curious why we're skipping that section? Are we also looking at water runoff in our planning?
As part of our design, we'll look at how storm water is handled as part of that. The section between Kansas and Topeka Blvd I is currently in design. Kansas to Topeka Blvd was done back in 2015. We did a rehab on that section.
- I want to get an understanding is to why we do certain stretches then skip over others?
We are constantly evaluating road condition, along with detours needed when roads are closed for work. This constant evaluation results in a wide variety of streets being selected for work throughout the City.
- There's reference to completing some utility work, storm water and water line replacement. Is that included in the \$4M price?
No, that is not included. We have identified a section of water line that needs to be replaced in this section between Kansas and Adams as well as a storm water project. But we will use this opportunity of closing this during this work to go ahead and commence that construction. We have been holding off on those other projects until we got this under construction. We didn't want to go in and rip it up and put a water line in and then the next year rip it up and do a storm water improvement and then come in and do a mill and overlay.
- If all were doing is a mill and overlay, its \$4M just to go from Kansas Ave to Adams?
There will be a significant amount of full depth patching as a part of this project because parts of that stretch are in need of complete repair.
- Will the bridge over Butcher Creek coordinate with this section of 29th Street?
Absolutely, its four projects in one. We'll be doing the bridge work as well and the bridge will require a complete closure.
- Are we going to bid it as one project or have a bridge specialist contractor? Do you know that yet?
We don't know, but that's something we will look at.



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- (SW Wanamaker/Huntoon/I-470 Ramps) What's the current level of service on that intersection?
A – good
F – Failing
LOS (Level of Service)
 1. Existing – Weekday PM Peak LOS – D
 2. Existing – Saturday Peak Hour LOS – E
 3. Future w/o Improvements – Weekday PM Peak LOS – E
 4. Future w/o Improvements - Saturday Peak Hour – F
 5. Future w/Improvements – Weekday PM Peak LOS – D
 6. Future w/Improvements - Saturday Peak Hour LOS – D
- (SW Gage to Huntoon) Would it differ from the 12th street project because we're not looking at a water main underneath this thoroughfare or is going to be similar in depth and breadth literally of the 12th Street project?
It was really only the very western portion where we did replacement that last section from Gage to basically Oakley was to go back with PVC. Most of the eastern, section there was some cutting into some valves and the 30" main where there wasn't good valve spacing. As well as we were able to eliminate some of the old cast iron lines and we did do some limited crossings. Really the major part of it was the major storm water work in addition to the water line work which was real time consuming. We will evaluate the condition of the water infrastructure when proceeding with this project and address it if needed.
- (Nutrient Removal) Just to clarify, it's already under construction this is just extra money needed because of inflation?
Yes.
- (Shunga Creek Flood Mitigation) This isn't the first year we've heard (Federal funds being available), what's the level of realistic optimism that they will be available this year?
There have been a meeting with the Dept. of Ag. with many counties flood mapping and there's constant revisions and review to see what's needed and what funding is available and what everyone can agree to.
- How much of the flood risk that they have will be addressed by this particular project?
The Shunga Flood Study said this project would provide a 25 year level of protection for that area.
- The flooding that occurred in 2007 was basically west of Wanamaker all the way to this specific area and yet this is the only area that's addressed. If I remember correctly, Federal funding wasn't available for the area west of Wanamaker and this is putting you on the spot which isn't fair but we were going to do some additional studies or what is the



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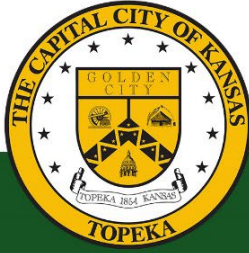
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plan going forward in terms of studies and mitigation for the rest of the area inside the city limits?

Discussed at the May 9th, council meeting

- What's your management approach to these projects, if it looks like they're going to come in under budget and you're not going to need to use some of the money you've allocated for overages, will you then save the money or use up the money on this project?
No, none of these projects account for any scope creep, they're purely for inflation. If we did come under budget it would simply be that we account for that and if we have future need down the road we would have to come back and request this from you at that point.
- You mentioned scarcity of parts, have we made sure we have enough or bought parts in bulk or looked at other avenues like 3D printing?
We have not looked into 3D printing quite yet but we do depending on the cost and how scarce a particular item. If it's fairly readily available or the lead time to obtain isn't that long, we may not keep too many on the shelf. If there is a critical component with a long lead time and we can financially consider keeping one or two around we will go ahead and do that.
- (West Filter Rehab) Will there be any issues switching parts of the plant on and off?
No, this is routine and the plant has historically operated by shutting one down and working with two depending on need and time of year.
- On the Huntoon Street project, when talking about prioritizing projects I look at this one and wonder if we need to spend \$20M on this project at this time? Are there other projects that need to be scaled back to just reconstruct the road without added amenities?
There will be a significant amount of public engagement before the Huntoon project is complete to get a gauge from the public as to what their expectations are with the Huntoon project. Citywide ½ Cent sales tax funds projects that are reconstruction of the existing street. This particular project is a Countywide JEDO ½ cent project that allows for the ability to do more than just reconstruction. That being said, as staff is beginning public engagement and project concept/design work we can work to focus our efforts on reconstruction of the road as it was before.
- When you say you're getting the direction to scale back the Huntoon project what does that mean?
We can do a couple things we can either delay it, we can also do like we did with 17th where we took a half step back and modify the plan so there's a lot of different ways to go. We will review the options and present them before moving forward with the project.
- Does every project in the Countywide JEDO list have to be constructed?
If you approve them they don't have to be constructed. The agreement allows for modification through the City's CIP process.
- In the projects that are coming up even if you have multiple funding sources are you packaging those into single connected projects?



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The short answer is we would have one prime contractor and we would look to the contractor to get all of the work done using whatever he needs and not have five different contracts with five different contractors.

- There's not economies sitting in what we're looking at in terms of bringing the different pieces together?
Correct.
- When is KDOT looking to build their priority project lists?
The conversations would be in August between KDOT and the City. We're going through the CIB right now so this is the time to get it in as a placeholder in 2028 which is outside three-year CIB. This is using this as a tool for planning to make sure that everyone knows it it's on the horizon.
- I have a question on the new Polk Quincy project, as far as you know when the council in 2011 adopted the plan for this section it included changing where the parking was and changing those feeder streets on East and west side of where the interstate goes through. Do you know if this plan is what was approved in 2011?
KDOT has only done the most preliminary plans for PQV east. It's not until it gets approved by there more internal levels that we would look at more refined design planning.
- On some of these water line replacements, how much of the cure in place liner have we looked at for cost savings?
We have not explored Cured in Place Pipe (CIPP) for water main replacement in great detail. It becomes difficult to utilize in water infrastructure as the lines are in a constant state of pressurization. There could be opportunity where we have long lines with minimal service connections if we had the ability to isolate the line and maintain service to customers downstream. However there are more opportunities in stormwater and wastewater. We are actively taking advantage of those opportunities when it is feasible and efficient to do so. There are other trenchless methods of construction such as boring, pipe bursting, slip-lining, however again, those are easier to implement on non-pressurized systems such as wastewater and stormwater where we have utilized all of these technologies. For our water lines, we have used pipe boring where we can to reduce disruptions associated with open cut methods.
What's the viability we have to take our sewage water and clean it back into potable water? Is there a cost benefit to doing this?
I think the generic answer is yes there is a cost benefit but down the road. It takes a lot of new infrastructure to be able to do that. You would have to put that infrastructure in place to recycle that water where you need to go to use it. It was at one point some older assets at the wind facility that used to water some baseball fields with potable water. We do use that around the facility so we have some of that that is existing but we don't have a major system that's a place that back to something that were using in large volume.
- You described a lot of inventory of what you have and what its condition is, is 100% of that recorded now in CityWorks or if not where?



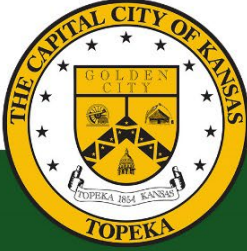
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No, we have it in a variety of places. We just have several different software's that were using. We have talked about the desire to getting that into all one resource to utilize. Currently it's in different locations.

- It's not in CityWorks at this point?
The asset conditions are not. What we do have is size of material, age of material, we have the brake history, we have some of the work order history on some of those assets. But in terms of condition of those assets, we do not have that.
- Are the planned and active projects in there?
No, again those are called out in separate lists. We're working with our consultants and engineers for each of these utilities. What they have listed and what has been those priorities, looking at those condition assessments as they have been revisited and looking at the complaints, at the break history, and talking with our operations crews to make sure that these makes sense.
- Are you able to see in CityWorks 100% or what percent of all the other infrastructure projects are in there?
The assets are in there. We can see if we're doing work in one area what conflicting utilities there are but we can't tell if there's an upcoming street project. We haven't utilized it in that manner.
- You can't see someone else's projects?
That's correct.
- In several projects I see unallocated funds can you explain to me what that means? How and when do they get allocated? What happens to that money?
Where possible we work to have our project lists for programs in place before adoption of the CIP. When yearly programs are ready to begin work, we begin projects that we expect will be able to fit within the budget. Any money that is leftover or unallocated is there to either provide funding to projects within that program that come in higher than expected, or is waiting to be allocated at the completion of other projects. When there are no more purchase orders outstanding in a project the money remaining unallocated will be transferred back to the debt service fund. Funds are not able to be spent on other projects outside of the program.
- What can be done to move more yearly programs to be operationally funded rather than funded through debt?
This is something that we will evaluate during the budget process. The need for our yearly maintenance programs is great, and we work to ensure that we are providing the services that our citizens need while providing the balance of debt versus operational funding. When opportunities are available, we do what we can to fund these types of projects with cash, as seen with our end-of-year surplus recommendations. Projects in the CIP that are listed as GO bonds can be cash funded without having to go back to the governing body for approval.
- Why do ½ Cent Sales Tax projects need design and Right of Way Acquisition costs?



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Sometimes projects are done in conjunction with water and storm water improvements which may require right of way acquisition in order to maximize the repairing and/ or replacing of citywide assets. Any project that requires ROW purchase is funded with additional funds that are not citywide ½ cent sales tax funds. Furthermore the city often designs and build projects under the complete streets guidelines which may require acquiring right of way to add additional assets such as sidewalks, bike-lanes, etc. Furthermore, all projects must be competitively bid which generally require some level of specifications and plans. Given staff shortage, we rely on consultants to prepare the bid documents, assist with bid tabulation and preparation of project manuals (contracts). For a mill and overlay or sidewalk replacement project, the amount of consulting is minimal. For reconstruction of an arterial intersection that includes water main replacement, the design work is substantial.

- What is the process of projects moving in or out of the CIB?

There are a variety of factors that go into changes that happen within the CIB on a year to year basis. At times it is a request of the Governing Body or Citizens that we do our best to be responsive to. We are constantly evaluating our assets conditions and sometimes we move projects that are a higher priority forward in the CIB. The Public Works and Utilities department works hard to ensure that their various projects complement each other and at times this requires the moving around of other projects to efficiently work in an area at the same time. Sometimes outside forces such as working on property that is partially owned by private entities (i.e. the railroad). Even within this CIP cycle we have updated three projects based on new information that has presented itself as we have been moving forward with different design plans and other work. The CIP is a working document. We are confident that the proposed CIP will allow for us to do much needed work throughout the City, but we also are receptive to feedback from citizens and the council to where we should be focusing our efforts.

- Can you explain the scoring process?

After departments submit their projects for CIP consideration a cross-departmental team reviews the projects and scores them based on the standards set forth on the scorecard found in the Appendix of the CIP document. Going through this process has helped to answer questions about a number of projects and also helped understand where improvement can occur in the process. As the City transitions its budget to Outcome Based Budgeting, we will work to incorporate the scoring process into even more of the decision making process that occurs within the CIP.

- The \$9m Three-Year GO cap was set in 2016, how much money is \$9m in 2016 in today's dollars?

Approximately \$11.5m