

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, October 23, 2017**

The meeting of the Public Works and Safety Standing Committee was held on Monday, October 23, 2017, at 5:00 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Markley, Kane, Johnson; and Jeff Bryant, BPU Board Member. Commissioner Philbrook was absent. The following officials were also in attendance: Melissa Sieben, Assistant County Administrator; Angela Lawson, Deputy Chief Counsel; Ryan Haga, Assistant Counsel; Emerick Cross, Commission Liaison; Maureen Mahoney, Assistant to Mayor/Chief of Staff; Jeff Fisher, Executive Director of Public Works; Mike Tobin, Deputy Director of Public Works; Brandon Grover, Asset Coordination Manager for Public Works; Troy Shaw, County Engineer; Kirk Suther, Program Coordinator, Public Works; Tim Nick, Public Works Department; Trenton Foglesong, Lead Wastewater Engineer; Brent Thompson, Director of Engineering/County Surveyor; and Matt May, Emergency Management Director.

Chairman Bynum called the meeting to order. Roll call was taken and all members were present as shown above.

Approval of standing committee minutes for August 28, 2017. **On motion of Commissioner Markley, seconded by Commissioner Johnson, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 171341... ORDINANCE: AMEND SECTIONS 32-27, 32-29(A) AND (C), 32-179 AND 32-180 RELATING TO THE USE OF RIGHT-OF-WAY

Synopsis: An ordinance amending and updating Sections 32-27, 32-29(a) & (c), 32-179, and 32-180 of the Unified Government's right-of-way ordinance, regulations, and specifications for the maintenance, restoration, and use of right-of-way, submitted by Ryan Haga, Assistant Counsel.

Ryan Haga, Assistant Counsel, said this is an ordinance revision. Basically, it's revising our restoration ordinance requirements, our ordinance requirements for restoration of the right-of-way. Primarily tightening up some timeframes as well as clarifying duties of some property owners abutting rights-of-way and sidewalk sales.

Action: **Commissioner Markley made a motion, seconded by Commissioner Kane, to approve.** Roll call was taken and there were five "Ayes," Bryant, Markley, Kane, Johnson, Bynum.

Item No. 2 – 171338... RESOLUTION: PUMP STATION 50 ELIMINATION AND NEW INTERCEPTOR SEWER PROJECT

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary for the sanitary sewer infrastructure located at or about Donahoo & I-435 along Conner Creek to the Wolcott Treatment Plant (CMIP No. 6182) for the Unified Government's Pump Station 50 Elimination and New Interceptor Sewer Project, submitted by Ryan Haga, Assistant Counsel.

Ryan Haga, Assistant Counsel, said this is, again, one of our basic resolutions that's required before any condemnation action that may be needed in regard to this project.

Action: **Commissioner Kane made a motion, seconded by Commissioner Markley, to approve.** Roll call was taken and there were five "Ayes," Bryant, Markley, Kane, Johnson, Bynum.

Item No. 3 – 171334...REPORT: SOLID WASTE PLANNING COMMITTEE

Synopsis: Request approval of the Solid Waste Planning Committee's annual report of the Wyandotte County Solid Waste Plan as required by the Kansas Department of Health and Environment (KDHE), submitted by Tim Nick, Public Works Department.

Tim Nick, Public Works Department, said as you are aware, we are required by KDHE to have a solid waste plan. Kirk's here with the minor changes.

Kirk Suther, Program Coordinator, Public Works, said like Tim said, this is an annual review that we make. We basically look at the infrastructure of the solid waste in the county. There were two changes, this is for the year 2016. There were two changes that we had in the solid waste system.

One was that the City of Edwardsville has now done curbside recycling and also automated trash pickup. That's one change.

The second change in the system was USD 500 quit their drop off of paper recycling of all their bins in 2016 because it was going to start costing them money. That was another change in the system. As a result of that change, in 2017, we reopened the Recycle Center at 3241 Park Drive. We're accepting both yard waste and recycling Thursday through Sunday, 10:00 a.m. to 3:00 p.m. As a result of us looking at the solid waste system reduction in the recycling, a decision was made to give some more service for the drop-off recycling.

Chairman Bynum said this is a report that we file annually, correct, with the State. **Mr. Suther** said correct.

Action: **Commissioner Johnson made a motion, seconded by Commissioner Markley, to approve.** Roll call was taken and there were five "Ayes," Bryant, Markley, Kane, Johnson, Bynum.

Item No. 4 – 171337... PROPOSED REVISIONS: COUNTY EMERGENCY OPERATIONS PLAN – ESF #3 - DEBRIS MANAGEMENT

Synopsis: Request approval of proposed revisions to Section ESF 3 - Debris Management of the County Emergency Operations Plan (CEOP), submitted by Matt May, Emergency Management Director.

Matt May, Emergency Management Director, said we would like approval of the Debris Management Plan. This is an important document for us because it clears the way for not only guiding us on how to properly do debris management. We've had plenty of practice at it lately to the credit of the Public Works folks and all the folks that support them, but also it helps us assure that we qualify for any federal reimbursement that might be available. We are still in that process by the way. We are waiting for a presidential declaration decision to be made. **Chairman**

Bynum asked on the summer storms. **Mr. May** said this will help having this in place and having it new and revised. Like all of these documents, it's a working document. It'll be revised as we go, but this gives us a good starting point.

I want to take a minute to introduce Nathan Wickman who is interning in our office. He had written the majority of this plan and helped put this together and worked closely with Jeff Fisher and his teams to make sure that it meets their practices and also meets the federal guidelines.

Action: **Commissioner Markley made a motion, seconded by Commissioner Johnson, to approve.** Roll call was taken and there were five "Ayes," Bryant, Markley, Kane, Johnson, Bynum.

Item No. 5 – 171340...PROPOSED REVISIONS: COUNTY EMERGENCY OPERATIONS PLAN-BASE PLAN

Synopsis: Request approval of proposed revisions to the Base Plan of the County Emergency Operations Plan (CEOP), submitted by Matt May, Emergency Management Director.

Matt May, Emergency Management Director, said as we've been doing this over the last 15 months or so, we've been bringing you one emergency support function section at a time. This is the cover piece, if you will, for what will be the final plan. My intentions are at the moment to bring that to you in your December 7 meeting. In the meantime, we will have an opportunity for public input. We are scheduling that for November 8 out at the NRC so that the public can put any input they want to in this. We are just about ready once we pass through this step to put it out publicly on the website as a draft and get that input so that they can have an opportunity to review the pertinent sections for them.

I do have a quick question about procedure. All of this document is under a resolution that asks for substantive changes to be brought to you. I want to point an opportunity out for me to get clarification on that.

That is on each of these ESFs there's a cover sheet that lists a coordinating agency, a primary agency, a support agency, and we've got a few that have an "other" category. I would like to reassign those in some form or fashion because I don't have any explanation for what other means. I want to see if that's alright with you folks to do it that way, or do I need to bring it

back to you as part of the full commission. In other words, I'm looking for a definition of substantive. The content will be there, it's just going to be in a different place.

Chairman Bynum said it doesn't seem to me it would need to come back, but I'm looking to our Admins and Legal. **Angela Lawson, Legal**, said no, I think that can be changed before full commission is given the resolution. **Chairman Bynum** said okay. **Mr. May** said it's just more elaborate in formatting, but it's not a change in policy. It's just a definition change.

Chairman Bynum said I believe on this item we also need a motion and a vote. **Mr. May** said correct.

Action: **Commissioner Kane made a motion, seconded by Commissioner Johnson, to approve.** Roll call was taken and there were five "Ayes," Bryant, Markley, Kane, Johnson, Bynum.

Mr. May said I have one more item to point out to you. Emerick was kind enough to pass out to you a copy just this morning. I apologize it came in late. We did get final approval of the entire document from the State's perspective. It meets all of their criteria. When we bring it to you, that step will already be passed. All we have to do is send them back the resolution when we're done adopting it, and the two cities adopt it, and we'll be completely finished with this for five years, I promise.

Chairman Bynum said so you will place the whole document on the website, have a public comment time, and then even a special day. **Mr. May** said correct, we will have an in-person meeting that anybody who wants to in the evening at 7:00 p.m. at the NRC on the 8th of November. The public will be invited to come in, give us any feedback that they have. If it creates a change, we'll bring it to you in December as part of the entire document. **Chairman Bynum** said alright, we're closing in on it.

Item No. 6 – 171343...REPORT: 2018 CMIP PROJECTS

Synopsis: A summary presentation of the major infrastructure projects that will begin or continue construction in 2018, submitted by Brent Thompson, Director of Engineering/County Surveyor.



Brent Thompson, Director of Engineering, said we are here today to bring an update on the 2018 CMIP as it was approved back in July.

To my right is Brandon Grover, who is the Manager of our Asset Management Program. To his right is Trenton Foglesong, with Water Pollution Control. Brandon is going to navigate us through this and we will chime in when needed.



Brandon Grover, Asset Coordination Manager for Public Works, said we wanted to start off by showing you something you've seen several times before. This is how we've looked at our CMIP structure in the past. We prioritize our projects based on really four main categories: our maintenance activities and major rehabs, legal mandates, economic opportunities that involve grants or special assessments, and also community and citizen involvement.

We wanted to highlight this to you because this has been the way we've done things for so long, but with the advent of the asset management ideology, we are looking to change this a little bit and we'll be giving you input. When we bring projects to you in the future, they'll be a much more holistic type project that involves several different pieces and not really just Engineering and Public Works. It will involve other utilities and other pieces within the community.

Leavenworth Road, Phase I & II (38th St. to 78th St.)

Estimated Project Cost:

- Phase I (38th St. to 63rd St.) (2017-2019):
 - Bid on 10/18
- Phase II (63rd St. to 78th St.) (2018-2020):
 - \$16.4 Million
 - \$7.3 Million in federal aid
 - Estimated utility relocation cost to be similar to Phase I

Project to include:

- Addition of sidewalks on both sides of the street
- "Sharrow" bikeways
- Wider shoulders
- Lighting Upgrades
- Traffic Signal Upgrades



We wanted to give you several of the larger projects you'll be seeing going on starting in the spring and going through all of next year. The first one, of course, is Leavenworth Road, Phase I and II. Phase I actually just bid last week and actually came in slightly under our estimate, so we're looking in really good shape there. That's anticipated to begin construction starting in the spring. All the utility work is wrapping up now and you will get major construction going on then.

We'll actually have a dedicated website to the Leavenworth Road project that we can address people to, and we'll actually have that on signs out along Leavenworth Road so people can easily navigate to those.

Phase II is the next big portion from 63rd to 78th. We'll continue to update that as we get more information along the website as well.

This project includes several different things. The biggest ones will be the inclusion of sidewalks and a little bit reconfiguration of some of the lanes to include for other amenities along the parkway.

Hutton Road Improvements, Leavenworth Rd. to Georgia Ave.

Project to include:

- Storm Sewer Installation
- Sidewalks and ADA Accommodations
- Full Depth and Width Asphalt Street Resurfacing

Estimated Project cost:
\$4,000,000.

- \$1,800,000 is state fund exchange.
- Estimated utility relocation cost up to \$1.0 Million




The other big project we're finally getting to is the Hutton Road Improvements. This will continue on from where the last phase left off at about Cleveland and take us to just south of Leavenworth Road. The intersection won't be involved in this project. We'll evaluate that intersection at a different time.

Parallel Parkway Improvements, 81st St. to 90th St.

Project to include:

- Resurfacing
- Curb and Gutter Repair
- ADA Ramp Installation
- Sidewalk Improvements

Estimated Project Cost:
○ \$500,000



Another big piece that has been brought up several times through Commission and through residents is Parallel Parkway. Between 81st and 90th, there's been several utility cuts, several improvements to the area that have caused cuts throughout the road and also some frost heaves which is something we see around this area quite frequently that's created a very rough travel through this major corridor that leads out to the Legends and back downtown.

This is going to involve some mill and overlay; a lot of curb and gutter repair because the medians and curbs that were put in there are very old and have degraded. When you redo the road and resurface it, it really makes sense to do the curbs that way water doesn't continue to infiltrate and breakup the road even more; also, some sidewalk improvements to close in some of the gaps that are there.



A big piece that's going to impact the public is some work that we're going to do around the lake. Currently, if anybody has driven out there recently, you know the roads, especially around some of the bends, are starting to degrade pretty badly. We haven't had a very good structure for maintaining these because there's just not the high visibility that a lot of major roads get so we have established several funding sources that are going to allow us to do a couple of things.

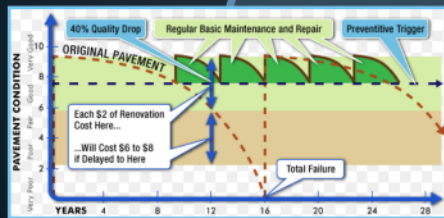
In early 2018, you're going to see some deep patching, so isolated areas that are failing pretty bad; and then later on in the year, you're going to see surface treatments throughout the entire run of the park.

Annual Street Preservation

Reasons we do maintenance projects:

- Extends the service life of a roadway.
- Makes for a more pleasant driving experience.
- Improves city's infrastructure.

Budget increases in future years will allow for increased treatment capabilities.



Types of Maintenance:

- **Preservation:** improve or extend the functional life of pavement.
- **Corrective/Reactive Maintenance:** performed after a deficiency has already occurred.
- **Emergency Maintenance:** temporary treatments to hold the surface together until a more permanent repair can be made.

We also wanted to highlight our Annual Street Preservation project, which we did just today, a large presentation for you all last month or so. Not a lot to touch on, but just something to keep in mind. This graphic down here in the lower left indicates and shows the main purpose of what we're trying to do. These little green humps right in here, those are our maintenance options that we're looking at: our surface treatments, our crack seals, and things like that that are going to extend the life of our road and keep it at a much better quality and allow us to maintain them at a much more cost-effective rate.

Holiday Drive Bridge Replacement

Replacement of 3 bridges along Holiday Drive from Inland Dr. to Lake Quivira.

- Phase I – Bridge #281 in 2018
- Phase II – Bridge #283 in 2019
- Phase III – Bridge #282 in 2020



There are several bridges that we're also going to be tackling starting in 2018. The major three are actually along Holliday Drive from where it meets up with Inland moving toward Lake

Quivira. They're designated here and are phased out as Bridge #281, #283, and #282. We broke those out into different years as to not cause too much disruption to traffic all at once.

You can see from some of the pictures you've got some edge failures that are making it difficult for a guardrail to stay attached. You've got visible utilities that just aren't very safe to have out there.

In this lower right-hand corner, you can see how shallow this box is due to the topography of the land. The new features that are going to be on in there are still going to be shallow, but we're looking at doing some hydraulic studies to better accommodate some of the water, so it doesn't back up on the other side of the road or pond over the road and create safety hazards.



There are three other storm structures that we're going to be addressing as well: one at 34th & Georgia as part of the continuation along that stream system; the same thing at 51st, just north of Cleveland. We've recently done two other boxes along that same creek system. The 11th St. bridge over Jersey Creek is actually the last and oldest bridge over Jersey Creek. We're going to be replacing that with a more modern structure that will hold up for hopefully another 50 years at least.

Misc. Projects

- § Levee Trail Improvements
 - Kaw Valley, Phase I & II
 - Fairfax Levee
- § K-32 Whistle Free/ Quiet Zone
- § Fiber Connectivity Projects
 - Joint projects with PD and DoTS to increase and upgrade the fiber network to accommodate body cameras



Some of the miscellaneous little projects that we've got going on that are very dear to several of us, but don't really fit under true, major transportation type categories are the levee trail system. We currently have Phase I of the Kaw Valley Levee Trail that is from 12th to Kansas Avenue. We've got some security bollards set up to allow open access traffic.

Phase II will then move us from 12th St. to 5th St., moving east along the Kansas River. There are some other phases for Kaw Valley that we haven't really addressed yet, but we're working on an agreement with the Kaw Valley Drainage District to make those happen.

The Fairfax Levee will take us from Kaw Point Park all the way around to some connection with the US 69 Bridge that will allow pedestrians and bikes to go over toward the Parkville/Riverside area and connect with their network, which will then link Parkville and KCMO running through our area.

The K-32 Whistle Free and Quiet Zone is currently in design. We sent some information to Union Pacific and they're reviewing some of the designs on those. We're moving forward with that.

The Fiber Connectivity Projects are a large piece that everybody had a lot of questions about when the budget was being looked at. The primary focus for the first few years is to complete and expand our current fiber network that's going to allow connection for the PD body cameras that have just been approved, and also allow us to do upgrades to traffic signals and get better cameras at those for future cataloging.

I'm going to turn it over to Trenton Folesong here real quick so he can discuss some of the sewer maintenance and water pollution control projects that are going to be going on.

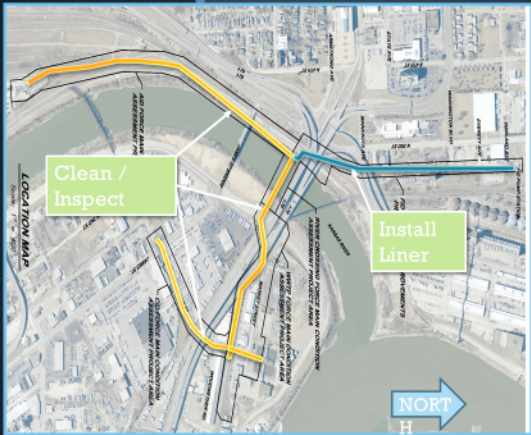
WPC Capital Improvements Projects

- §> **Sewer Maintenance Facility (\$5M+) – Sites** being evaluated
- §> **FID/AID Force Main Investigation and Repair (\$5M+) – Budgeted 2017-18.**
- §> **System-Wide SCADA Improvements (\$5M+) – Budgeted 2017-18.**
- §> **Wolcott WWTP and PS 50 Elimination (\$30M+) – Budgeted design 2017-19, Construction 2020-21.**
- §> **CSO 19 (Green Infrastructure, \$4M+) – Design budgeted 2018, Meshes with Juvenile Detention Facility, Healthy Campus, Parks MP, Soar.**
- §> **Lombardy Drive Sanitary Sewer Improvements (\$1.5M+) – Budgeted 2018.**
- §> **Ongoing Programmatic Rehab & Replacement (\$7M +/-) – Budgeted 2018.**

Trenton Foglesong, Lead Wastewater Engineer, said I'm just going to run through these projects real quick. These are the more significant projects we have queued up for next year. Some of them are budgeted from '17 to '18. Some of them are budgeted and will kick off in '18.

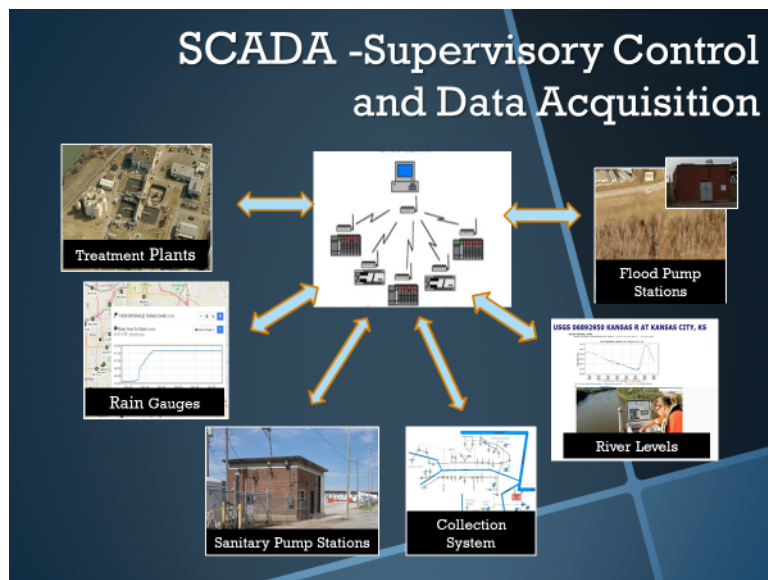
The Sewer Maintenance Facility, which was approved a year or two ago, we're reevaluating some different site alternatives for that. The FID—I'm going to skip from this and go to some other slides, but you've got these in your packet and I'll talk from that as far as the dollar amounts go.

FID/AID Force Main Investigation and Repair

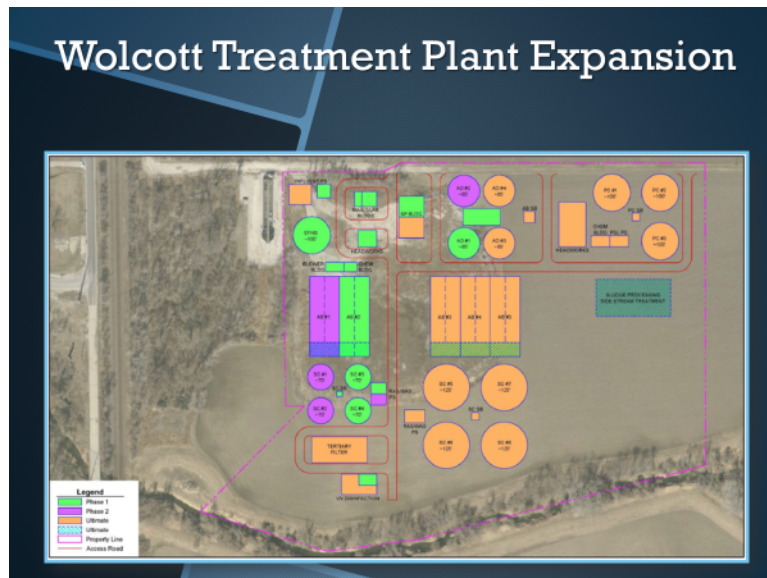


The FID Force Main Project, this is a project to look at our force mains that are 50-60 years old that pumps all of our wastewater from the west side of the Kansas River over to the east side to Kaw Point for treatment. We've had several breaks on this line.

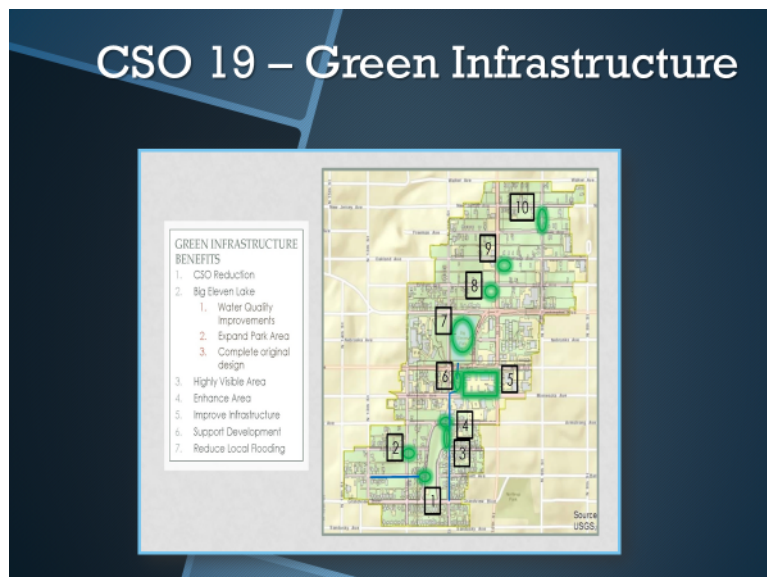
It's a pretty significant project to bypass all the flows around these lines to do this work. We're going to align the blue segment and then we're going to clean and inspect the force main that comes from the AID, the river crossing, continue on down to the treatment plant, and then from CID down to Treatment Plant II. We're hoping that we'll find that those are in good condition and won't have to be another major expense to come in and do any rehab on that, but it is significant with the bypass pumping involved.



The SCADA Project, which is about a \$5M project at this point, is really just to modernize our SCADA system, which is supervisory control and data acquisition. It lets us monitor all of our load facilities and operate those as well so that we can monitor what's going on within the collection system, also our wastewater pump stations, flood pump stations. I think that's on everybody's mind after all the rain we've had this year and incidents that have happened, not only in our service area, but in this whole region.



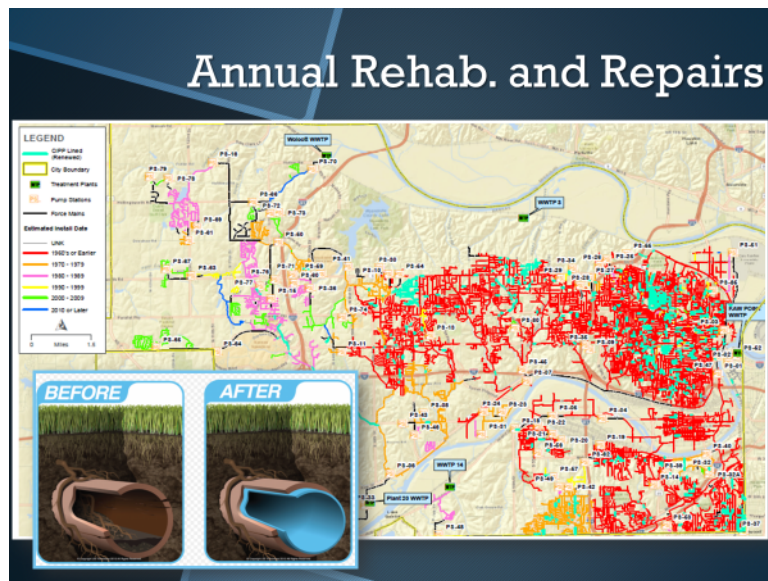
The Wolcott Treatment Plant that you guys are somewhat familiar with. Again, that's going to be more of a \$30M investment out west both for a new interceptor to run along the I-435 corridor from Donahoo Road down to the Wolcott area, as well as a Wolcott treatment plant which is down on the existing site the city owns. That's scheduled to be online by the end of 2021. For the next two years, it will be going through design, land acquisition, and then two years of construction roughly.



CSO 19, which is our Green Infrastructure Demonstration Project, this is kind of a signature project that we've included in the plan that we submitted to EPA where we're trying to demonstrate and leverage maximum community benefit for the investment we make in our

combined sewer system. This figure just basically starts up at Jersey Creek and runs down through Waterway Park. It highlights several different opportunities we have that we'll be working through to really identify and firm those up.

One key note is the interaction we'll have with the Healthy Campus as that moves forward. We're also looking at a piece to do some demonstration work down in conjunction with the Juvenile Detention facility.



We have our typical, ongoing rehab. It just can't hurt to emphasize, again, how much red pipe we have, which is basically 50 plus year pipe.

I'll turn it back over to Brandon.

Memorial Hall Upgrades

☞ HVAC System Upgrades – Est. \$2.75M:

- Air Conditioning Compressors, Chillers and Condensers
- Chilled Water Pump
- Chilled Water "Spray Booth"
- Cooling Tower Pump
- Cooling Tower
- Steam Bank
- Blower Fan and Motor
- Boilers and Support Equipment

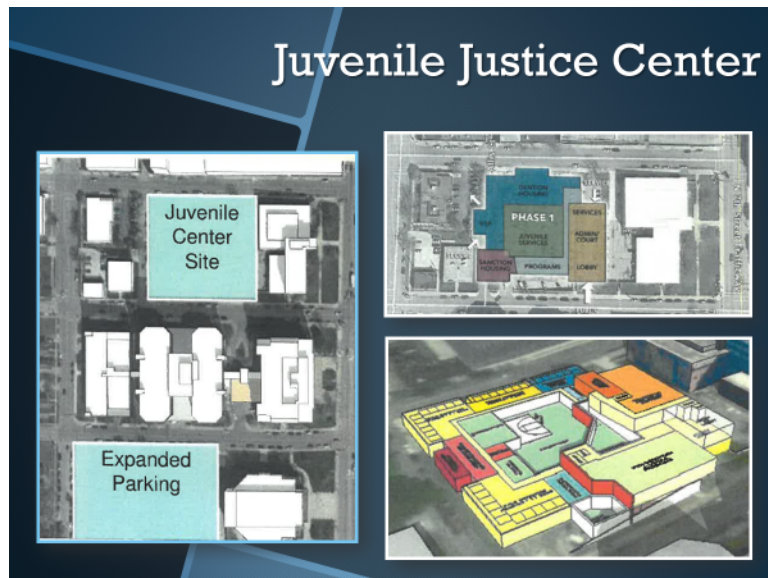
☞ Window Upgrades and Replacements: Est. \$400k



Mr. Grover said a couple of the final projects we wanted to highlight are the Building and Logistics, their facilities projects we're going to be looking at.

As part of making things in a more appropriate package, we're trying to cluster things in building aspects. The Memorial Hall upgrades, you'll see this broken out in several line items throughout your budget, but we clustered it here. We're estimating about \$2.75M to go in and redo the HVAC system in Memorial Hall. That will include chillers, AC condensers, boilers, basically everything we need to make this facility comfortable year-round. That way we can really get the most use out of it as opposed to what we've seen in the past.

The other big piece for the building upgrade for Memorial Hall is some window replacements. We've currently been doing some as we need them, but we've realized the need to replace everything just because of the age of the windows. You've got some deteriorated sashes that are causing windows to essentially fall out under heavy winds and things like that. This will create a better envelope for the building and make it more hospitable while people are inside.



The other big one that's been on everybody's plate for the last couple of years is the Juvenile Justice Center. This is really broken into two main pieces that you're going to see work being done starting in late winter, early spring of 2018.

You're going to see work done down here in this lower left-hand corner in this expanded parking area. The building just in front of that's actually Memorial Hall, so there's going to be a large parking lot built behind there to accommodate some of the parking that's getting used up where the new justice center site is, which is currently across from the Justice Center and behind the Court Services building.



Anybody have any questions?

BPU Board Member Bryant said I have a question about that Leavenworth Road Phase II. When do we expect the utility portion to hit? The reason I ask is on this first phase, it's probably going to be \$5.5, \$6M hit to the utility. If the second phase says that it's estimated to be similar cost, I'm kind of wondering is it going to be closer to 2018 or closer to 2020?

Mr. Thompson asked when the construction starts on Phase II. **BPU Member Bryant** asked when will the utility work be done, when will the construction because you back up six months and there's your utility. **Mr. Thompson** well, from lessons learned, we're working with the BPU now to look at what it's going to take so we're not up against the clock like we are now. That's something that will be handled. It is my understanding that there will be less poles to move. It won't be as bad as the first phase, but there will be some stuff that we have to deal with. We are working on that as we move forward.

BPU Board Member Bryant asked is it planned to underground one side again. **Mr. Thompson** said my understanding is that we are going to approach it as it is going to be underground like we're doing this last one, keeping in the same manner as that. That's our game plan as of now.

BPU Board Member Bryant asked when do you think, I know it's hard for you to probably guess, but when do you think that the Board of Directors of the BPU will be seeing the plan because we'll still have to approve it for our budget. **Mr. Thompson** said we're now just in the process of going ahead and looking at the next consultant for interviews for Phase II. Once that gets on board, we will start the team and looking at all that. We're going to gather everybody in the room and develop that team to make sure we get on schedule and get that stuff to stakeholders and everything in a timely manner, so you guys can review that and get those approved.

Commissioner Johnson said looking at CSO 19, the Green Infrastructure slide, I see my Big Eleven Lake there. Talk about the water quality improvements with a little more detail on that. I've heard, and I'll just tell you, I've heard from some pretty reliable sources that the water quality is not the best down there to the extent that persons that may want to fish may or may not be advisable to do so. There's some discussion as to whether that's – the validity of that. I just kind of just want to see is this timed to that particular issue.

Mr. Foglesong said the CSO project, in particular, is really looking at the combined sewer overflows. Part of that will be looking at the Big Eleven Lake as far as the water quality as a water body. It does currently have an impairment listed by the state, but there's really no stormwater going into the lake right now. That's probably part of the impairment is there's no turnover of the water in there. They've added in some aeration in there to try to get the dissolved oxygen up.

As we're going through this, part of what we're looking at is doing some targeted separation of the stormwater from the combined sewer system and trying to redirect it into Big Eleven Lake so that we'll take advantage of the volume there in the lake, too, to reduce our combined sewer overflows, but also improve the turnover and water quality in the lake itself. It's just conceptual right now. We haven't really got into any specifics or details. Looking at the actual water quality in the pond will be part of that as we move forward.

Commissioner Johnson said that's very good. I'd like to be kept up to date, particularly on that item, and whatever's going on, obviously, with the Healthy Campus. It's right across the street from that.

Is there a particular timeframe that you are estimating on this? **Mr. Foglesong** said we had targeted '19 and '20 for construction of this whole effort. There's some movement on the Healthy Campus that might pull some of this forward a little bit. That is something that we're looking at and trying to evaluate their schedule and our schedule and how we try to optimize that. **Commissioner Johnson** said very good. Just keep me abreast, particularly as it relates to that. I appreciate it.

Chairman Bynum said I would just add a quick comment to that section, and that is that we are currently right at the beginning of the Northeast Master Planning effort. With this being located in the northeast area, we want to make sure that we're staying in communication with not only the commissioners and the Planning Department, but the stakeholders in the area about whatever is going to transpire here. Just a thought.

BPU Board Member Bryant said on the Miscellaneous Projects slide, the K-32 Whistle free Quiet Zone, it seems like I remember we had a presentation about this. It's been quite a while back. They talked about the cost, which to me seemed kind of excessive for what it was going to be especially when it was brought up at the time that just because this is done doesn't mean that

they can't blow their whistles. It's still, no matter what at the end of the day, it's the engineer's choice on whether or not they want to blow a whistle if they feel any need whatsoever. I'm just kind of curious did we get that resolved or something where we feel pretty confident that if we spend this money that it will be a truly quiet zone?

Mr. Thompson said you are correct that the UP reserves the right to blow their horn whenever they want to and it feels the need for safety for the public and their engineer on the train. Yes, our goal is to make sure that we're putting the best safety measure possible to allow that train to move through there freely without having to blow its horn.

The budget has come down considerably from when we first started looking at it. We were able to use some different safety measures in these areas that fit the existing signals so they don't have to be replaced. One of the biggest things and concerns was maintenance. With these safety measures that are being put in, there won't be any maintenance that's needed that's required by UP. That's a plus. Yes, you are correct. They still have the right to do so, but they will not if they feel that it's a safe environment.

BPU Board Member Bryant said the other one on that was it seemed to me, if I'm remembering it correctly, that for this to be applicable on each egress up to the tracks, it has to be divided. It has to be built in a way that someone can't turn around and go around it. Some of the roads were set up that wasn't real conducive to putting that in, expanding because they're narrow. The ones across the tracks, and especially as you move farther west down K-32, some of the roads aren't as wide to be able to put a divider in between.

Mr. Thompson said what we're doing is the road will be kind of added on to with some curbing in that area to allow for the median to be in place, so there will be a wide enough travel way. The median will go all the way up to where the arm comes down, not allowing for anybody to be able to bypass that.

Commissioner Markley said I get a lot of Public Works' stuff that gets sent you guys way, and I always appreciate your willingness to look into the issues that constituents are bringing forward. What do we do with that information? Sometimes you go out and you look at something and you fix it for me, or you tell me I can do this one thing, but it won't solve the problem forever. Are we keeping that information somewhere? Are we logging the problems that we're getting and maybe not able to resolve at the time?

As a constituent, I want people to know that their complaint doesn't go into a black hole. I'd like to know what happens to all that information. If we get enough complaints on one street, does that put up a red flag for us?

Mr. Thompson said we do take the calls and complaints that come in and we record them. We definitely try to make the effort to circle back with however the call came back in. We go out and do our due diligence, take pictures, make contact with homeowners, do what we can to look at that and see what can be done. If there's things that can be done, we will try to do them. If we see things that maybe a homeowner could do to alleviate some of the issues, we'll try to work with them on that as well.

They don't just go into a black hole. We do keep track of areas that are having flooding, or road issues, and stuff like that. We keep track of that. It gets, like we're doing our Stormwater Master Plan, and that information, all these areas that we get calls on on flooding and rain and stuff like that will be given to the consultant to review and put into their model.

Commissioner Markley said thank you. Like I said, I appreciate the many emails you respond to from myself on behalf of my constituents. You guys do a good job of getting on top of that. Sometimes can't be resolved right then, so I just want people to know it doesn't mean that you've ignored them, it just means that maybe it can't happen at that moment.

Mr. Grover said as part of the Asset Management Integration with Lucity, our asset inventory system, every call that we're getting currently from 311 and that comes to us is getting logged into that. Most of the calls are actually getting tied to an asset, whether it be a storm pipe, a street, something like that. That way we can run those reports and find those high frequency calls, or those high frequency things that we can figure out how to program and address appropriately.

Commissioner Kane said Hutton Road to Leavenworth Road, since we know the fire station is going to be in that location, I think you guys need to come up with a plan to see how a big truck is going to go around some sort of circle. Since I don't want a circle, I'd rather have a stoplight, it's something we might want to talk about between now and the time the fire station gets built, correct. **Mr. Thompson** said I totally agree. **Commissioner Kane** said that's right? **Mr. Thompson** said yes.

I like the idea that you did bring up the circle, so it lets me know that you still think that it might be possible that it could go in there if need be. **Commissioner Kane** said you better write

down the date, brother, because we disagree wholeheartedly on that. **Mr. Thompson** said we know with the fire station going in there, this new project going in there, that it's going to be something that we have to start looking at proactively now to see what's going to happen.

Commissioner Kane said can you tell me who first brought up the roundabout. **Mr. Thompson** said say again. **Commissioner Kane** said could you please tell me the first person to bring up a roundabout. I want to start somewhere. **Mr. Thompson** said I don't think he works here anymore. **Commissioner Kane** said if he did you wouldn't tell me. **Mr. Thompson** said no, I wouldn't.

Chairman Bynum said I wanted to ask a couple of questions, and I'll start with Hutton Road there. I agree with what Commissioner Kane is saying about the future building and growth that's going to occur there.

My question is, what are we doing that's \$4M on Hutton Road that's from Cleveland to not even Leavenworth Road. That sounds like an extraordinarily high price tag. **Mr. Thompson** said I could agree with you on that.

What we've done is, it's been a project that's been kind of started and stopped, started and stopped. In that process, we've had to come up with some different designs because of finding out some different utilities have been gone that were put in, that had kind of pushed the budget. Unfortunately, us not getting it in in a timely manner is kind of what has pushed that too. That's just kind of a grown budget over time. It's not as bad as you would think because there are some different things that we're having to do with the utilities and sanitary and stuff like that. That puts that budget to that number. It's just not road or anything else that we're looking at.

Chairman Bynum said I look at it, I shouldn't probably, but I look at it in comparison to Leavenworth Road, Phase II, at \$16M, and it's 25% of that cost for, okay, I'll leave it there. **Mr. Grover** said the big piece that's going to take a lot for Hutton Road is the fact that this road was built to the old county standards. In order to improve this to a suitable matter, we have to take it down to below subbase and re-stabilize that, recompact everything, put in the new storm drainage system which isn't there currently. As Brent mentioned, the utility complications have wound up quite a bit as well. **Chairman Bynum** said I appreciate that. Like you said, that's an old road and we have to do everything to it. When we're done, it's going to be really nice, so we have that and that area deserves a nice road when it's all said and done.

Chairman Bynum said the other question I have is to the Wolcott Wastewater Treatment Plant. Just a question for me to understand better, I heard you say on land we owned and then later I heard you say land we're going to acquire. We don't own all the land we need for this? **Mr. Fogelsong** said sorry, that probably was confusing.

The plant, itself, is on land that we own and that's what's depicted here. It's the interceptor, the gravity sewer line that will run down the I-435 corridor all the way from Donahoo Road down, it's a little over two miles. **Chairman Bynum** said so we have to acquire...**Mr. Fogelsong** said the right-of-way. **Chairman Bynum** said thank you, that makes sense. That clears that up.

Chairman Bynum said the only other thing I have is just a comment that I am appreciative of what I think is a good collaborative effort with communication all around on the Memorial Hall upgrades, knowing that we're building a justice complex that's basically moving daytime parking for people like me that work down here, but creating event parking for Memorial Hall. Then, along with that, we have these additional amenity upgrades at Memorial Hall. When you wrap all of that up in one package, you've got a really nice event space with parking all because, I think, I'm seeing staff and departments working together and talking about how to make a place a really nice place.

I just wanted to say I really appreciate that. I'm sure that's what happened. It's going to make Memorial Hall an even more desirable place than it is right now to have lovely, lovely affairs. I really appreciate that.

Melissa Sieben, Assistant County Administrator, said I just wanted to follow up a little bit on what Trenton was talking about with some of the green infrastructure in the downtown and to state that it is a study. They're actually trying to figure out, and Trenton jump in if I'm wrong, the feasibility in these different locations that we've identified.

They may or may not work, but the concept is we want to start looking at them. We have access to some property, so we don't have to do what we're doing with the sewer interceptor out west. We're looking at how to do it smarter not harder, and things of that nature, and what can become assets or enhancements to build off the Healthy Campus to encourage a better sense of appearance and place and safety in the northeast.

Definitely as they start moving through this, that conversation has already occurred. Staff's very keenly aware in Public Works about what's happening with the Northeast Master Plan. As they start to delve into these a little more specifically, I think that some of the stuff that's further south is some of the stuff that we were looking at probably earlier on than the stuff that's further north. Is that true on that map, the 1, 2, 3, 4 we may have a little more information on or need.

Mr. Fogelsong said yes, it's a dynamic plan. This was a concept that was put together probably a year and one-half ago. Some of these probably aren't even relevant now. The idea is that we would be coordinating, and we are as we move forward, with Parks, and the Parks Master Plan, and SOARS, and the Northeast Master Plan as it develops, the Healthy Campus as it becomes more real, and the Juvenile Detention Center. Those are the ones that we've seen and we're aware of. It's real adaptive and we're really looking to leverage the resources we have which are vacant lots and some of the parks that we already have out in that area, and other reinvestments as they occur like the Healthy Campus. Even though we've shown specific locations on here, they don't necessarily have to be right there. This was one concept, well several concepts on one plan.

Commissioner Johnson asked when you say it's a study, is the study already underway right now or is it something that will be done in the future. **Mr. Fogelsong** said I don't know if the study maybe is the right word. It's an evolving effort where we're looking at opportunities. It'll evolve as we move forward.

When we hit on the different options we have to comply with the Clean Water Act with the EPA, the green solutions are the ones that tend to give us maximum community benefit. We're looking at how we can maximize the use of the green infrastructure to comply with that as we go forward.

Ms. Sieben said we look at it as a community enhancement effort while solving an engineering design problem. That's the goal. **Chairman Bynum** said thank you for that. You've told us that before, but hearing it many times is good for us. I mean that not sarcastically. We have to hear these things often. **Ms. Sieben** said it's a lot to consume in one evening. I think the concept of trying to work with community groups, certainly kind of the founding principle of

what we're doing with the Northeast Master Plan. As we get further into the planning process, this engagement effort will probably need to come a little further out of the box.

Action: **For information only.**

Adjourn

Chairman Bynum adjourned the meeting at 5:44 p.m.

mls