

**PUBLIC WORKS AND SAFETY  
STANDING COMMITTEE MINUTES  
Monday, February 25, 2019**

The meeting of the Public Works and Safety Standing Committee was held on Monday, February 25, 2019, at 5:00 p.m., in the 5<sup>th</sup> Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Kane, Markley, Johnson; and BPU Board Member Groneman. The following officials were also in attendance: Gordon Criswell and Melissa Sieben, Assistant County Administrators; Alan Howze, Knowledge Director; Emerick Cross, Commission Liaison; Kathleen VonAchen, Chief Financial Officer; Misty Brown, Deputy Chief Counsel; Katie Devlin and James Bain, Assistant Counsel; Troy Shaw, County Engineer; John Kelly, Director of Buildings and Logistics; Michael Callahan, Fire Chief; John Droppelmann, Fire Marshal; Jack Andrade, First Deputy Fire Chief; Katherine Carttar, Director of Economic Development; Jeff Fisher, Executive Director of Public Works; Kris Finger, Engineer; Lideana Laboy, Traffic Engineer; and Jay Doleshal, Sergeant-At-Arms.

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

**Chairman Bynum** said there's one revision on tonight's agenda. It's a resolution submitted for Item No. 6, and the verbiage for that item has been added, changed and noted on your blue sheet.

**Chairman Bynum** said there are no minutes of the standing committee to approve this month because we did not have a December meeting.

Committee Agenda:

**Item No. 1 - 19578...RESOLUTION: LOMBARDY DRIVE SEWER IMPROVEMENT PROJECT**

**Synopsis:** A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary to be acquired for the Lombardy Drive Sewer Improvement Project–CMIP 6213, submitted by James Bain, Assistant Counsel.

**James Bain, Assistant Counsel**, said alongside of me is Kris Finger, the engineer on the project. You all have a map showing the area of the project for the relocation and repair of the sanitary sewers.

**Action:**        **Commissioner Markey made a motion, seconded by Commissioner Kane, to approve.** Roll call was taken and there were six “Ayes,” Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

**Item No. 2 - 19583...RESOLUTION: INTERLOCAL AGREEMENT WITH KANSAS CITY, KANSAS PUBLIC SCHOOLS**

**Synopsis:** A resolution approving an agreement with the KCK Public Schools for the sharing of student information in the OK Program, which is designed to provide mentorship and foster community relationships through cooperation between the KCK Police Department and KCK Public Schools, submitted by Susan Alig, Assistant Counsel.

**Susan Alig, Assistant Counsel**, said this is an agreement drafted to facilitate the OK Program, which provides mentorships in USD 500 Public Schools. Essentially, it’s an ongoing program and both parties are happy with the way it’s going. The school district felt like they wanted something in writing about how we would handle the exchanges, sensitive student information such as grades and attendance. That’s what the contract is for.

**Action:**        **Commissioner Philbrook made a motion, seconded by Commissioner Kane, to approve.** Roll call was taken and there were six “Ayes,” Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

**Item No. 3 – 19584...RESOLUTION: AGREEMENT WITH FIRE DISTRICT 1 OF LEAVENWORTH COUNTY FOR AUTOMATIC AID**

**Synopsis:** A resolution authorizing an agreement with Fire District 1 of Leavenworth County, KS, to provide automatic fire and EMS services in times of emergencies, natural disasters, and man-made catastrophes, pursuant to K.S.A. 12-111, submitted by Katie Devlin, Assistant Counsel.

**Michael Callahan, Fire Chief**, said this is a continuation of the auto aid agreement. We met with Commissioner Kane and I guess we're here to get it approved. It's exactly how it was written the last time we spoke. **Chairman Bynum** said we had a good conversation and understanding, and the agreement is as was presented to us. **Chief Callahan** said that's correct.

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

#### **Item No. 4 - 19588...ORDINANCE: FIRE PREVENTION AND PROTECTION**

**Synopsis:** An ordinance amending Section 15-92 relating to temporary retail establishments selling fireworks, submitted by John Droppelmann, Fire Marshal.

**John Droppelmann, Fire Marshal**, said there are four changes to the current ordinance. I believe you have them in front of you. The first one deals with the number of extinguishers. The original ordinance had three for permanent structures, four for tents. We just evened those out—four across the board—so there would be no confusion. The International Fire Codes and the National Fire Codes allow leniency for me to determine which is which, how many we need. It's just simpler if we have four all the way across the board to eliminate confusion, so we did that.

The second one, the 20 feet between structures. When we made amendments last year, somehow that number got reduced to 10. I think we made quite a few changes and there was a little mishap. That 20 feet is necessary. That's the fire egress lane that must be maintained around buildings and structures. So, we had to put that back to 20 from 10.

The third one specifies when these retailers purchase their product, that it's delivered actually to the tent site. I couldn't find anywhere in the ordinance before. We had some issues last year where products were being delivered to buildings that we didn't know about. The

Department of Transportation specifies, if you put more than a 1,000 pounds of that in a vehicle, it has to be placard, the driver has to be CDL and hazmat approved to be able to do that. These distributors already have that. Our local retailers probably don't, so that's in there.

The fourth one is a detailed inventory list. We require an inventory list. We wanted to make sure it was detailed. It makes it a lot easier for me. I have a couple of weeks to look these over, to make sure that nothing on the list is one of the banned products. They constantly change these, the distributors and manufacturers, the names of them and the descriptions. It kind of helps out the retailer that they don't get a shipment of stuff that they can't sell and can't return; it has to be destroyed. So, hopefully, it will take care of that problem also.

**Chairman Bynum** said, I just had a question on the very last one, the inventory list? **Fire Marshal Droppelmann** responded, yes. **Chairman Bynum** asked are you're checking that, prior to the stand opening. **Fire Marshal Droppelmann** said yes, I do. I go through those lists to make sure that I don't see any products that they're not supposed to sell. When they get future shipments, if they have a good week or whatever and they get more, they're required to send that list also in to make sure they're only selling the stuff they're allowed to.

**Commissioner Kane** said when they get their first shipment, they send you what they got. **Fire Marshal Droppelmann** said before they even order a shipment, they'll place an order, and they send me their inventory list of what they've ordered. I go through there and do some Google searches or whatever to make sure if I don't recognize certain product's names, I'll look them up and make sure that it's something that's allowed to be sold in our city. The additional orders, I have to kind of scramble to do. They'll either drop them off at my office, email, or fax them to me and then I hurry up and look them over as quick as I can. **Commissioner Kane** asked are you the only person that does that. **Fire Marshal Droppelmann** responded, yes.

**Chairman Bynum** asked how many stands are there. **Fire Marshal Droppelmann** said last year there were 47, 40, somewhere like that. **Chairman Bynum** said that's a lot. **Commissioner Philbrook** asked do you need any help. **Fire Marshal Droppelmann** said the month leading up to July 4th is no fun. We all rest after that.

**Chairman Bynum** said we're going to approve all four of the changes with one motion. Correct?

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

**Commissioner Philbrook** said I know you need help. Is it possible for maybe one or two people to kind of be sidelined to help you with that for that short period of time? You think that might be a possibility? **Fire Marshal Droppelmann** said occasionally I'll have one of my investigators maybe help me out. The more you look at it—my first year or two of doing it, it took me a long time and now you recognize certain names and certain things like that so I'm a little quicker. **Commissioner Philbrook** said right, just a statement, just a comment for you and the supreme being. **Fire Marshal Droppelmann** said I appreciate it. **Commissioner Philbrook** said not a problem. Thank you.

#### **Item No. 5 - 19585...ORDINANCE: MAXIMUM SPEED LIMITS**

**Synopsis:** An ordinance amending Section 35-281, Chapter 35 – Traffic of the Code of Ordinances to designate 25 mph as the maximum speed for residence district and 20 mph in any park, submitted by Jeff Fisher, Executive Director of Public Works.

**Jeff Fisher, Executive Director of Public Works,** said the current code establishes speed limits in residential areas at 30 mph. The recommendation is to simply adjust that down to 25 mph and to include 20 mph zones in parks.

**Action:** **Commissioner Philbrook made a motion, seconded by Commissioner Johnson, to approve.**

**Commissioner Johnson** said I asked this the last time. What is considered an urban area versus a residential area? I think I saw that in this information here. **Mr. Fisher** said it's in there, Commissioner. **Commissioner Johnson** said in there, or no. **Mr. Fisher** said it's in there. Urban

districts, 30 mph. That is state statute, if I recall. **Commissioner Johnson** said I just wondered how it was defined. **Mr. Fisher** said the traffic engineer may be able to help us with that.

**Lideana Laboy, Traffic Engineer**, said that language comes from the state statute. Wyandotte County is considered entirely as an urban area. When you consider the entire state, the rural would be anything west of us, then Kansas City is pretty much an urban area. **Commissioner Johnson** said everything from First St. all the way out to how far. **Commissioner Kane** said God's country. **Ms. Laboy** responded K7. **Commissioner Johnson** said is considered urban. Whatever Commissioner Kane was alluding to. I'm not sure what he's talking about. **Ms. Laboy** stated certainly we have some areas that are more rural in nature. There's a transportation description on that. Most of our area is an urban territory. **Commissioner Johnson** said very good. Thank you.

**Commissioner Philbrook** said I just want to share with folks that I've had feedback on both sides. One is yes, they're very happy that it's being reduced to 25, but I've also had some feedback that they don't understand why we would want to reduce it to 25. As usual, whichever you decide is probably going to be wrong, but that's just the way it is.

Roll call was taken on the motion and there were six "Ayes," Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

#### **ITEM NO. 6 – 19589...RESOLUTION: KAW RIVER BANK STABILIZATION AT TURKEY CREEK, CMIP 5056**

**Synopsis:** A resolution amending the 2018-2023 CMIP; amending prior authorization of certain public improvements related to the Kaw River bank stabilization at Turkey Creek project (CMIP 963-5056); and expressing the intent to issue general obligation bonds and/or temporary notes to finance all or a portion of the costs of such improvements, submitted by Kathleen VonAchen, Chief Financial Officer.

**Jeff Fisher, Executive Director of Public Works**, said our CFO is going to take a few minutes to describe funding and then the County Engineer is going to walk through the scope of the project and the urgency.

**Kathleen VonAchen, Chief Financial Officer**, said as you pointed out earlier, the agenda right now has some language of the project as we contemplated it several weeks ago. There was a blue sheet which revised that information. We're going to speak towards the revised resolution that was submitted for your adoption.

As you know, back at the end of July, you all adopted Resolution 52-18 that listed all the capital projects in the CMIP for 2018-2023. Within that was a storm water project called Turkey Creek Stabilization. It was funded at the level of \$5M. The resolution before you would increase that project authorization to \$10M. It doesn't necessarily change the scope or the language of the scope so it's still construction, inspection, repair and restoration of the Kaw River bank, adjacent to the Turkey Creek outfall into the Kaw River and any other additional work.

The resolution also expresses our intent to issue temporary notes, which we plan to take before the ED&F Committee next Monday, and plan to push forward and combine with some other project financing we're doing in the coming six weeks in order for the Public Works Department to have all the funds they need. By the way, this resolution would allow for the reimbursement of any expenses that may have been made as of 60 days prior to the date of this resolution once the Commission adopts with your permission.

**Ms. VonAchen** said right now, I'd like to pass the mantel over to Troy Shaw, our UG Engineer, who is going to talk more about why the project needs more money and the need for it.

**Chairman Bynum** said, Mr. Shaw, before you present on the technical issues, I want to go back to the dollars for a minute. The blue sheet says we're going to amend the CMIP. **Ms. VonAchen** said yes. **Chairman Bynum** said but, in the packet, it says that the request is an additional \$8M. You just said from \$5M to \$10M. **Ms. VonAchen** said that's right, correct. What's in the agenda is not correct. The dollar amounts that are published in the agenda are not correct. Since the agenda was published, we got additional information. **Chairman Bynum** said okay.

**Ms. VonAchen**, said the total project is now \$10M, of which we only have project authorization for \$5M at the moment, so we need an additional \$5M.

**Troy Shaw, UG Engineer**, said I'm going to give a quick background, very quick, since I think a lot of us have heard this before. In 2017, we had the rains back to back to back in the summer of

2017. After that series of rains, we had a failure on the wingwall of Turkey Creek, which you can see.



That green dot on there is where the failure's at. That's the outlet of Turkey Creek into the Kansas River. At that time, we applied for FEMA funding. We were denied FEMA funding. We are currently in an appeal process for that as well, so just to let you know about that.

Part of the issue with this was that the wingwall did not fail until the river receded. It took a little time after the event for it to actually fail because once the river level went down there was nothing holding the wall back, and it went with everything else. That's part of the FEMA funding, the reimbursement request from FEMA and that's why we're appealing the process. Since then, we obviously have been monitoring it.



Here's what it looked like the day that it failed. As you can see, it's already pretty close to the BNSF tracks that are sitting there. Currently, you can kind of see the cone line. Now we can see the impressions in the ground around where those cones are at. It's getting even closer. This hole has been filled with rocks temporarily. We currently have a contractor down there working on the outlet right now.

We did the CMAR process (Construction Management at Risk) to get someone on board. That's where the difference in money came from as well. Our original estimate was \$5M. It was from the surface. We had no clue what was down there. We were guessing that the break was much higher up on the wall than it actually was. Once the river went down this winter, the contractor went down, did borings and was determined it was much deeper with the repair necessary. That's where the extra costs came from.

### **DOWNSTREAM WINGWALL REPAIRS**

| Line No. | Pay Item No. | Description<br>Subtotal Description           | Quantity | Unit of Measure | Unit Price     | Total Price                      |
|----------|--------------|-----------------------------------------------|----------|-----------------|----------------|----------------------------------|
| 1        | 001          | MOBILIZATION                                  | 1.00     | LS              | 735,000.00     | 735,000.00                       |
| 2        | 002          | SITE PREP PREPARE STAGING AND LAYDOWN AREAS   | 1.00     | Each            | 94,002.65      | 94,002.65                        |
| 3        | 003          | SITE PREP DEMO WALL                           | 1.00     | LS              | 40,993.41      | 40,993.41                        |
| 4        | 004          | BUILD WORK PAD FOR DRILLED SHAFT INSTALLATION | 5,544.00 | Ton             | 36.30          | 201,247.20                       |
| 5        | 005          | INSTALL SHEET PILE                            | 315.00   | LF              | 1,367.60       | 430,794.00                       |
| 6        | 006          | COMMON EXCAVATION                             | 925.00   | CY              | 17.55          | 16,233.75                        |
| 7        | 007          | EXCAVATE FOR GUIDEWALL                        | 280.00   | CY              | 17.55          | 4,914.00                         |
| 8        | 008          | CLAY BACKFILL FOR GUIDEWALL                   | 300.00   | CY              | 42.83          | 12,849.00                        |
| 9        | 009          | INSTALL DRILLED SHAFTS                        | 1.00     | LS              | 2,679,413.28   | 2,679,413.28                     |
| 10       | 010          | PURCHASE AND INSTALL RE-STEEL                 | 68.00    | TN              | 3,095.25       | 210,477.00                       |
| 11       | 011          | INSTALL THE BACK ANCHORS                      | 1.00     | LS              | 1,096,855.35   | 1,096,855.35                     |
| 12       | 012          | INSTALL CONCRETE CAP FOR DRILLED SHAFT WALL   | 112.00   | CY              | 836.08         | 93,640.96                        |
| 13       | 013          | BACKFILL CONCRETE CAP TO GRADE                | 408.00   | CY              | 35.10          | 21,340.80                        |
| 14       | 014          | INSTALL CLF ON TOP OF CONCRETE CAP            | 88.00    | Each            | 57.80          | 5,086.40                         |
| 15       | 015          | INSTALL AGG SURFACE LANDSIDE OF CAP           | 500.00   | Ton             | 38.47          | 19,735.00                        |
| 16       | 016          | REMOVAL OF WORK BENCH                         | 5,108.00 | CY              | 32.90          | 168,053.20                       |
| 17       | 017          | EXCAVATE FOR RIPRAP                           | 1,176.00 | CY              | 32.90          | 38,690.40                        |
| 18       | 018          | INSTALL RIPRAP BEDDING                        | 500.00   | TN              | 34.25          | 17,125.00                        |
| 19       | 019          | INSTALL 36 IN RIPRAP                          | 1,940.00 | TN              | 34.61          | 67,143.40                        |
| 20       | 020          | RESTORATION OF FLOOD WALL ACCESS              | 2,000.00 | TN              | 26.58          | 53,160.00                        |
| 21       | 021          | RESTORATION OF RAILROAD ACCESS                | 2,000.00 | TN              | 26.58          | 53,160.00                        |
| 22       | 022          | PURCHASE RAILROAD PROTECTIVE INSURANCE        | 1.00     | Each            | 63,710.50      | 63,710.50                        |
| 23       | 023          | QC TESTING                                    | 6.00     | Month           | 32,839.99      | 197,039.94                       |
| 24       | 024          | GENERAL CONDITIONS                            | 1.00     | Each            | 318,552.50     | 318,552.50                       |
| 25       | 025          | CONTINGENCY                                   | 1.00     | Each            | 318,552.50     | 318,552.50                       |
|          |              |                                               |          |                 | Subtotal:      | 6,957,770.24                     |
|          |              |                                               |          |                 | Running Total: | 6,957,770.24                     |
|          |              |                                               |          |                 |                | <b>GRAND TOTAL: 6,957,770.24</b> |

We have an estimate from our CMAR contractor. This is for the downstream wingwall. This is the one that's broken.

### **UPSTREAM WINGWALL REPAIRS**

| Line No. | Pay Item No. | Description<br>Subtotal Description         | Quantity | Unit of Measure | Unit Price     | Total Price                      |
|----------|--------------|---------------------------------------------|----------|-----------------|----------------|----------------------------------|
| 1        | 001          | MOBILIZATION                                | 1.00     | LS              | 226,791.45     | 226,791.45                       |
| 2        | 002          | SITE PREP PREPARE STAGING AND LAYDOWN AREAS | 1.00     | Each            | 35,990.38      | 35,990.38                        |
| 3        | 003          | SITE PREP DEMO WALL                         | 1.00     | LS              | 41,419.13      | 41,419.13                        |
| 4        | 004          | BUILD WORK PAD FOR SOIL ANCHOR INSTALLATION | 5,905.00 | Ton             | 36.30          | 214,351.50                       |
| 6        | 006          | COMMON EXCAVATION                           | 313.00   | CY              | 24.48          | 7,662.24                         |
| 8        | 008          | IMPORT AND PLACE SOIL BACKFILL              | 1,325.00 | CY              | 42.84          | 56,763.00                        |
| 9        | 009          | INSTALL SOIL ANCHORS                        | 1.00     | LS              | 594,066.13     | 594,066.13                       |
| 10       | 010          | PURCHASE AND INSTALL RE-STEEL               | 2.00     | TN              | 3,095.95       | 6,191.90                         |
| 12       | 012          | INSTALL CONCRETE FOR GROUND ANCHOR END CAPS | 1.00     | LS              | 68,089.88      | 68,089.88                        |
| 14       | 014          | INSTALL CLF ON TOP OF CONCRETE CAP          | 88.00    | LF              | 61.14          | 5,380.32                         |
| 15       | 015          | INSTALL AGG SURFACE LANDSIDE OF CAP         | 500.00   | Ton             | 39.48          | 19,740.00                        |
| 16       | 016          | REMOVAL OF WORK BENCH                       | 3,192.00 | CY              | 32.91          | 105,048.72                       |
| 17       | 017          | EXCAVATE FOR RIPRAP                         | 998.14   | CY              | 32.91          | 32,848.79                        |
| 18       | 018          | INSTALL RIPRAP BEDDING                      | 500.00   | TN              | 34.26          | 17,130.00                        |
| 19       | 019          | INSTALL 36 IN RIPRAP                        | 1,846.57 | TN              | 34.61          | 63,909.79                        |
| 20       | 020          | RESTORATION OF FLOOD WALL ACCESS            | 500.00   | TN              | 26.58          | 13,290.00                        |
| 21       | 021          | RESTORATION OF RAILROAD ACCESS              | 500.00   | TN              | 26.58          | 13,290.00                        |
| 22       | 022          | PURCHASE RAILROAD PROTECTIVE INSURANCE      | 1.00     | Each            | 31,862.39      | 31,862.39                        |
| 23       | 023          | QC TESTING                                  | 1.00     | Month           | 34,740.66      | 34,740.66                        |
| 24       | 024          | GENERAL CONDITIONS                          | 1.00     | Each            | 108,332.15     | 108,332.15                       |
| 25       | 025          | CONTINGENCY                                 | 1.00     | Each            | 108,332.15     | 108,332.15                       |
|          |              |                                             |          |                 | Subtotal:      | 1,805,230.58                     |
|          |              |                                             |          |                 | Running Total: | 1,805,230.58                     |
|          |              |                                             |          |                 |                | <b>GRAND TOTAL: 1,805,230.58</b> |

**CONSTRUCTION TOTAL: \$8,763,000.82**

We have a \$10M project. We have an estimate for the upstream wingwall while we're there. It's going to fail. I don't know when, it could be tomorrow, it could be in the five years, but it will fail as well. It was built in 1917 or 1910—1917 with the tunnel at the same time. It hasn't been touched since. While we're there, it makes sense to do them both otherwise, we're back to \$10M again to redo this in a few years if we get to that point or its \$8M again.

What we're asking for is an initial \$5M to get down there. Right now, we have a contractor that's out there working with the first \$5M. We basically broke up their work into two phases, Phase One and Phase Two. We've authorized them for Phase One which basically gets them down in the river to do the work that they're doing right now before the river level comes up and they can't get to that work. If we don't approve the additional \$5M, or find some for additional work, we risk that work that they do disappearing when the river level does come up and we also risk additional issues with the railroad. If something happens and the railroad tracks go, we have been told by BNSF that potential fines of a million dollars a day because that's a mainline that it shuts down. We really need to get the work done and that's why we went through the whole CMAR process.

There's also, as I mentioned, that we have FEMA where we're still in the appeal process for FEMA funding. We're also looking at funding from KCMO, as well with the original tunnel agreement and how that all fits in. We're pursuing that as well. There're options to get some of this money back as we move forward.

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

**Commissioner Kane** asked who is the contractor. **Mr. Shaw** said, I'll think of it in a minute.

**Ms. VonAchen** said the key point here is that this is planned to be paid for through debt financing and repaid through storm water revenues, not property tax revenues.

**Chairman Bynum** said did you get the name of the contractor. **Mr. Shaw**, said yes, ESI is the contractor.

## Item No. 7 – 19590...UPDATE: JUVENILE CENTER

**Synopsis:** Update from staff and personnel from Treanor Architects and Newkirk/Novak Construction on the new Memorial Hall parking lots and Juvenile Justice Center, submitted by John Kelly, Director of Buildings & Logistics.

**John Kelly, Director of Buildings & Logistics**, said first, thanks for having us tonight. We're here. We're going to give a little presentation. I'm going to ask our team to introduce themselves really quick. Gwen Gaegus, TreanorHL; Glen Newkirk and Scott Meade, Newkirk/Novak.

We are going to give you a few slides and also, we have a pretty cool video that we had some help from Dave Reno and our office. That we got a drone video showing how the project is coming along. We plan to use the drone video for future projects like the fire station and the grocery store project, so we're excited.

Also, tonight, I wanted to make note that through the last probably six months with this particular project, there were some funding concerns with getting the third floor where the courtrooms for the juveniles would be, they are now going to be completed in totality. We're excited to make sure—everybody was kind of worried how that would look. With Finance, Budget and the County Administrator's Office, we came to a point where we were able to get the project completely done. We're excited. I'm going to go ahead and turn it over to Scott who will go over the presentation.



**Scott Meade, Newkirk/Novak**, said the first photos are of 8th & Tauromee, the parking lot behind Memorial Hall. To the left you can see the before photos.



## 8<sup>th</sup> & Tauromee Parking Lot Project

**BEFORE:**



**AFTER:**



We started in July. To the right is the after photos. Finished and turned the parking lot over to the Unified Government on December 13th. We still have a few punch list items to go. As soon as the weather allows, we'll get those rapped up. That is the parking lot.



## Juvenile Justice Center Building Project

**Start of Project – September 2018:**



**Current – February 2019**



The next photos are of the buildings. To the left you can see we started September 2018 and then currently to the right in February, where we are right now. This photo was taken a few weeks ago. As of right now, on the first section of structural steel, they're up to the third floor working diligently on the structural steel. We should have that completed by the 1st of April. As soon as that's completed, we'll start with the exterior of the building. By October, we should have that rapped up and we'll start the finishes of the building and turn the building over March 2020.

The next one you can see to the left, some of the steel erections, that's going. They're going quick because that was just a week ago and they're already up to the third floor. To the right, some of the sleeping cell masonry you can see. It's ongoing as of right now.



## Juvenile Justice Center Building Project

Steel Erection & Concrete Slab:



**NN** NEWKIRK  
NOVAK  
CONSTRUCTION PROJECTS

Sleeping Cells Masonry:



TREANORHL

(The video was played. It can be accessed @  
<https://www.facebook.com/cityofkck/videos/394778281333501/>)

**Mr. Kelly** said that was our presentation. With that type of footage that we just saw there, we hope to bring that to you guys for our future projects to come. It kind of gives a different view of how that project looks. If you guys were to drive by here in the next day or so to look at the project, just from the time that video was shot, which I think a week and a half ago we had that done, it just drastically changed. We're going to try to bring that as this project—it's such a bigger scale, we might do one to two more videos like that. As I said, it's something we plan on doing with other projects to kind of show you guys firsthand how things look.

**Commissioner Philbrook** said I want to thank Dan Reno. He's kind of a very progressive young man. I appreciate his look at things, his viewpoint. Yes, we need to utilize him and work his little fanny off.

Having said that, I really do appreciate the fact that you managed to come in on budget and to get that third floor done for the judicial folks. That was one of the whole points of having that particular facility was so we didn't walk them across the open areas; that they were seen within

the same structure. Thank you very much for managing to put it together however you did that. I'm not asking questions. Thank you very much. I appreciate that.

**Chairman Bynum** said it is fascinating to watch. I am literally directly across the street. I'm in the middle of the construction zone every day. It's just kind of mesmerizing to see the project go up. I know it creates a little headache here and there, but those headaches will be over someday. It's wonderful to have the new parking open in addition. That is also looking very nice.

**Mr. Kelly** said I would just note real quick, this is our first CMAR project that we've done for our organization. Newkirk/Novak and working with Treanor, have been a great team. We're really pleased with all the efforts that everyone has been putting toward this project. So far, it's been pretty smooth. **Chairman Bynum** said it really has.

**Commissioner Markley** asked what does CMAR mean. **Mr. Kelly** said Construction Management at Risk.

**Chairman Bynum** said we thank you for coming, and we look forward to more updates.

**Action:** Information only.

**Chairman Bynum** adjourned the meeting at 5:22 p.m.

ade