DRAFT

PUBLIC WORKS COMMITTEE MEETING

June 26, 2013

The Public Works Committee meeting was called to order at 7:00 p.m. by Mr. Fred Spears, Chair. The following members were present, constituting a quorum:

Mr. John Skubal, Vice Chair; Mr. Richard Collins; Mr. Paul Lyons; Mr. Jim Kite; and Mrs. Terry Happer Scheier.

Also present were: Mrs. Tammy Owens, Deputy City Attorney; Mr. Doug Brown, Director of Public Works; Mr. Brian Shields, City Traffic Engineer; Mr. Dan Miller, City Engineer; Mr. Mike Miller, Assistant to the Director; Mr. Andrew Morrow, Civil Engineer II; Ms. Loraine Basalo, Supervisory Civil Engineer; Mr. Richard Profaizer, Manager, Maintenance Operations; Mr. Greg Ruether, Director, Parks Services; Ms. Gena McDonald, Assistant Chief Financial Officer; Mr. Adam Norris, Assistant City Manager; and Ms. Kathleen Behrens, Recording Secretary.

COMMITTEE MINUTES – April 24, 2013.

Chair Fred Spears presented the April 24, 2013, Public Works Committee meeting minutes for approval.

Mr. John Skubal moved to approve the April 24, 2013, Public Works Committee minutes. Mrs. Terry Happer Scheier seconded the motion, which carried by a vote of 6 to 0.

2013 FEDERAL LEGISLATIVE PROGRAM

Mr. Dick Carter, legislative consultant, presented the 2013 Federal Legislative Program, stating this would be the last presentation of the program before taking it before the Committee of the Whole on July 15, 2013. He explained that he has streamlined the legislative agenda document much like they did with the State Legislative Program earlier this year and last fall. They attempted to eliminate items where possible, and to move issues to a more priority-type fashion to ensure they stay at the focus.

Mr. Carter noted that there were very minor changes made to the policy issues. Support for federal legislation to fully implement the Streamlined Sales and Use Tax Agreement Internet Sales Tax Fairness was moved up in priority. The Local Challenge on 159th Street and U.S. 69 Highway was eliminated, as that project is well under way. Support for federal funding for the Community Development Block Grant was also moved up in priority. Support for full funding for Energy Efficiency and Conservation Block Grant was also eliminated. This was the main change most of the committees reviewed.

Mr. Carter stated there were two items changed for the Public Works Committee to consider. One item is Support Reauthorization and Full Funding of the Federal Transportation Program. The program has been funded through September of 2014, and is only a two-year funding stream for this particular term. They wanted the

statement to reflect continued support for reauthorization or continued funding after September 2014. The acronym was also eliminated for the old transportation program, which was Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and updated to the Moving Ahead for Progress in the 21st Century (MAP-21).

Mr. Skubal asked if the Transportation Reauthorization was for two years or one year. Mr. Carter was not aware of what they would get locally. Director of Public Works Doug Brown stated that the current MAP-21 Program is in effect for September 2014, which has another 15 months before a new reauthorization and program has to be considered. It has been funded so that the funding level is comparable to what it was under SAFETEA-LU. The State is getting about the same amount of federal funds from MAP-21 for fiscal year 2013. He noted that they have no specific projects in that authorization legislation, but the City has their federal funding allocated through Mid-America Regional Council (MARC) and from the Kansas Department of Transportation (KDOT) through 2016. The allocation of their federal funds goes beyond this current program, including 2015 and 2016. Mr. Skubal asked if they would get the federal funding even if they do not get reauthorization of the transportation program. Mr. Brown disagreed, and stated what has typically happened is that when congress is unable to authorize a new program, they extend the old program for three to six months. The last time this happened, SAFETEA-LU expired in September of 2009, but there was no new legislation until September 2012. They kept extending the old levels of the program for over three years.

Chair Spears referred to the Preemption of Local Land Use and Zoning Authority - Takings Legislation. He asked if there was much activity in Topeka in the last term concerning this issue. Mr. Carter did not recall any specific discussion about that item in the past session, but the current mindset of this legislature is to limit local authority as far as a local community or a local governing body's ability to do things for the greater public good was concerned.

Mr. Skubal moved to recommend approval to the Committee-of-the-Whole of the 2013 Federal Legislative Program, as presented. Mrs. Happer Scheier seconded the motion, which carried by a vote of 6 to 0.

REVIEW OF THE 2014 BUDGET PROPOSAL

Assistant Chief Financial Officer Gena McDonald presented a review of the 2014 Budget Proposal. She would provide an overview of the Public Works operating budget, the special funds, changes in the Capital Improvement Program (CIP) and the Maintenance Program.

Ms. McDonald referred to page No. 5.61, noting that the majority of the budget for Public Works operating expenditures are related to personnel services, which are 69 percent. This is low compared to other goal areas. Commodities are 10 percent, Contractual services are 16 percent, and Capital Outlay is 5 percent. Capital Outlay has grown a lot over the previous year. Staff is trying to invest in some of the equipment costs they have put off during the last several years, specifically snow plows, loaders, street sweeper, and other items. The General Fund accounts for 80 percent of operations. They also have the Storm Water Utility Fund, which is a quasi-enterprise fund that is supported partially by a property tax and by a user fee. This fund accounts for 20 percent of operations in the Public Works area. The total

Public Works Department Budget has increased by 2.9 percent over the 2013 budget. The increase is due to salary and benefit increases, as well as the conversion of one part-time employee to a full-time employee, which will include benefits.

Mr. Paul Lyons referred to the fact the hours did not add up to a full-time position, and he asked why it was such a high number. Ms. McDonald stated that .48 equates to 1,000 hours, which is what part-time people work. They combined two part-time positions each working 1,000 hours to equal a full-time position at 2,080 hours.

Ms. McDonald stated the additional construction inspector will be funded by the Storm Water Utility Fund. They have ramped up the storm water projects in construction and maintenance in the last year or two. Staff felt that work warranted the construction inspector. There was a reduction in the Public Works Operating Budget of $250,000 related to savings associated with the purchase of the Kansas City Power and Light (KCPL) Streetlights. This cost has been taken out of the budget. She noted that Capital Equipment increased from $560,000 to $875,000, which is a 50 percent increase for 2014.

Mr. Spears referred to Capital Equipment, and asked if that would involve additions or replacements. Ms. McDonald stated they would be replacing Capital equipment. She noted there were three snow plows, a wheel loader, two tandem snowplow dump trucks, a single-axle street sweeper, and a one-ton flat bed truck to be replaced in 2014.

After replacements are made, Mrs. Happer Scheier asked what was done with the old equipment. Mr. Brown stated that staff typically sells the old equipment. He pointed out that the snow plows were about 17 years old and needed replacement. Sometimes the City provides the firms they hire as contractors with some of their older equipment, and sometimes that equipment is put on eBay and sold.

Ms. McDonald referred to the Special Fund Section on page No. 4.6, which outlines the Storm Water Utility Fund. The revenues from the Storm Water Utility Fund partially come from a property tax, which is a little less than 1 mill. User fees of $24 per year are also included. Staff is anticipating a slight increase in both property taxes and user fees for 2014. The beginning fund balance is estimated to decrease between 1.5 percent to 2 percent over 2013, due to their more aggressive use of those funds for capital and maintenance projects in 2013. Overall, staff anticipates the budget to be just over $8 million, which is a 3.3 percent increase. Operations are increasing 8 percent due to $265,000 of equipment replacement and the additional construction inspector at $58,000. In 2013, nothing was budgeted to speak of in Capital Outlay for storm water maintenance. The 2013 estimate for maintenance and capital projects has increased significantly over what they originally budgeted, which reflects the increased use of funds for maintenance and capital projects for 2013. For 2014, funding goes back to more normal levels for maintenance and capital projects.

Ms. McDonald referred to the one-eighth of one percent sales tax fund, which is on page No. 4.18. Staff assumes the sales tax is going to be approved this fall and will continue collections throughout 2014. They also anticipate revenues from this sales tax to increase for 2014, which is 1.1 percent over the 2013 budget. Expenditures are consistent with what is in the Capital and Maintenance Programs for 2013 and 2014. There are increased expenditures for the residential streets for 2014. There was a

small project for 2012 at 91st Street, and then staff reallocated some of that funding in 2014, which is why that increase is occurring in 2014.

The Special Street and Highway Fund listed on page No. 4.22 is the fund created from the Gas Tax, which is a fixed tax on a gallon of gasoline. Staff is anticipating about $4.5 million to be received in 2014, which is consistent with what they are anticipating for 2013, as well as what they received in 2012. This fund is used on the Street Maintenance Program. Staff anticipates using some of the fund balance in 2014, and increasing maintenance by $50,000 in 2014, based on the beginning fund balance of $100,000, which is consistent with the Maintenance Program that was approved earlier this year.

Mr. Spears asked if staff anticipates the Gas Tax to be flat in the future. Ms. McDonald agreed, and stated that tax has been fairly consistent over the last couple of years. She felt most people's driving habits have stabilized in terms of adjusting to the higher rates of gasoline. Mr. Spears asked if staff was aware of any information from Topeka about changing the formula or percentage, or anything related to the Gas Tax. Ms. McDonald stated she had not heard anything lately, but a couple of years ago, they adjusted the tax downward by 3 percent.

Ms. McDonald referred to the Capital Improvements Program (CIP) section, stating there were a few changes made to this program. The total plan has decreased by $635,000, from $122.2 million to $121.6 million. There are also several changes to be made in 2013. However, those do not impact the plan totals. The plan totals are only for the years 2014 to 2018. The first change on page No. 6-22 outlines the Turkey Creek Bike/Hike Trail, which is decreasing by $110,000 based on the contract that was approved. The next change is shown on page No. 6-29, which is the 2013 Neighborhood Street Program, which shows a reduced project total of $210,000, based on the construction award for that project.

Mr. Spears referred to the 2014 Street Reconstruction Program, which shows revised costs and asked for further clarification. Ms. McDonald stated the changes actually are a comparison to a program that was adopted a year ago. Therefore, staff consistently talks about the last budget. She understood this information may appear a little misleading and stated the changes from the plan that were adopted in March are highlighted in grey.

Ms. McDonald referred to page No. 6-34, stating a new project was added, which is the Overland Park Bicycle Use Outreach Project. The City is receiving Johnson County Storm Water Management Advisory Committee (SMAC) funding for this project, and the City is contributing $25,000. Of the $125,000 total project cost, $100,000 is coming from the federal government. She noted that the City is actually receiving a bicycle outreach study for its $25,000 contribution.

Mr. Lyons asked about the bicycle study. Traffic Engineer Brian Shields stated that the study looks at bicycling in the City in how to make it safer, more convenient, and to find out if marked bike lanes on streets are needed or only signage on the streets to let people know this is a good bike route to stay on. There may be specific spot locations to make improvements based on this information. Some curb cuts may be necessary to make in those situations. This is basically a way to come up with an action plan that provides a list of things that can be done to become a better, safer bicycle city.

Ms. McDonald stated on the next page, some changes are outlined regarding 159th Street and the U.S. 69 Interchange. The total project is decreasing by $985,000, including a change in 2013 and 2014. The impact to the actual plan is $835,000 decrease, which is based on the latest agreements they have with the developer and the City/State agreements.

Mr. Skubal asked if those amounts previously mentioned were City dollars and if they would be saving $985,000 in City dollars that they would not be contributing. Ms. McDonald stated the $835,000 is not City funding, but the $150,000 in 2013 represents City funding. Ms. McDonald stated only $150,000 would be considered City funding that they would not be contributing. The remaining represents reductions from the Kansas Department of Transportation (KDOT) and the private developer, which is due to the change in the estimated cost of the project that is going from $19.67 million to $18.69 million. Mr. Skubal asked if there was resolution on the bypass lanes. Mr. Brown stated that KDOT has indicated they are going to find the funding, and he felt a supplemental agreement will be presented to the Council for approval.

Mr. Richard Collins confirmed that nothing has changed with regard to the configuration of the U.S. 69 Interchange, but the potential estimate of costs has gone down. Mr. Brown agreed.

Ms. McDonald referred to page No. 6-45, stating there are some changes to the 2014 Storm Drainage project. The project costs for the Monitor Square project have increased from $3.45 million to $4.8 million. A large portion of that increase came from 2013 funding, which is increasing from zero to $1.1 million. That $1.1 million does not impact the plan total, but the $200,000 change in 2014 does impact the total.

Mr. Skubal asked for further clarification of funding impacts of the Monitor Square project. Ms. McDonald stated when they say the total plan of $122 million does not include any of the totals from 2013, it is because the plan is for 2014 to 2018. While there is a change in this plan, that $1.1 million is reflected in the five-year forecast and financial statements, and it does not show up in the dollar amounts in this plan as a change. Mr. Skubal asked if $1.1 million was being added to the Monitor Square project. Ms. McDonald stated they were adding $1.35 million to that project. Mr. Skubal asked if that was City money or SMAC money. Ms. McDonald stated most of that is Storm Water Utility Fund money. Staff has reallocated money for future projects to this project. It is money they have that is specifically earmarked for Storm-Water projects, and they decided to use those funds for this project.

Supervisory Civil Engineer Loraine Basalo explained that the biggest change they have seen is in previous years, because there was a placeholder for that 2014 Storm Water improvement. In the last revisions, staff was able to get the project approved, the acquisition of the homes and pass-thru road, which is the biggest change. Mr. Spears asked if the Monitor Square project was one of two projects going through the SMAC funding process for next year. Ms. Basalo agreed. She noted that the other project they are starting with the design phase will be a 2015 project for 103rd Street. There is also a third project located at 90th Street and Conser.

Mr. Collins clarified that the $1.35 million were dollars earmarked for something else, but they diverted that amount from other projects to the Monitor Square project.

Ms. McDonald stated they had some money set aside in the Storm Water Utility Fund for future capital projects and maintenance projects. When the Monitor Square project came up, and the City received county funding for it, it was decided that some of that money sitting there for capital projects should be allocated, because it is more than they had planned to use in 2013. Mr. Collins asked what projects had been previously set for use of the $1.35 million. Ms. Basalo stated that there would have been more maintenance projects done; however, the biggest thing they saw was the ability to get more SMAC funding for those maintenance projects. Their maintenance needs coincided with improvements and some flooding that was occurring. With that, staff saw a lot of savings, and they shifted the funding to the Storm Water Utility Fund.

Mr. Lyons understood what they had in 2013 was a placeholder estimate as to what staff thought the project would cost. Now that staff has gone through all the details, they know the exact costs, which is what drove the $1.35 million increase. The project did not get bigger than anticipated. They know the actual costs at this time. Ms. Basalo agreed, and noted that 2013 would have been more of a placeholder where an unspecified location would have been an increase in project costs.

Ms. McDonald referred to the Maintenance Program, stating it has increased by $2.4 million, from $74.7 million to $77.1 million. The total Street Maintenance allocations were unchanged, and they are planning on $10.4 million in 2014. There was a change in 2013, which does not affect the five-year plan totals. They have increased the 2013 Program by $150,000, and the program is slightly under $10 million. They are using some contingency funds to replace a parking lot project at Hickory Hills.

Ms. McDonald referred to Traffic Infrastructure Maintenance, noting there were no changes, and there is $500,000 allocated for 2014. Storm Drainage Maintenance begins on page No. 7-13, which shows several changes. They are swapping some funding between the years and revising the construction year of another project listed. The scope of the 2014 Major Storm Sewer Repair project was revised, which previously included construction, but is now only a design project. The construction funds have been moved to a new project and consist of replacing the storm water metal pipe at 92nd Place and Switzer. The City is receiving a significant amount of county funds for that project, and $1.1 million of City funding is being allocated to that project. The only other change in the Maintenance Program is the Golf Course Maintenance Project for 2014, which has been reduced by $100,000, from $200,000 to $100,000 based on the anticipated revenue of the Golf Course funds.

Mr. Skubal referred to an e-mail to Mr. Brown regarding the bridge at Kenneth Road and asked about the funding for that project. Mr. Brown stated that City Engineer Dan Miller, has been in touch with Jackson County, Missouri, and Kansas City, Missouri. The Shafer Kline firm, is conducting another cost estimate for that project. At this point, it is uncertain if it were to be proposed that the City's share would be between $300,000 and $600,000. Based on the agreement of the City's share, it could be added to the CIP cycle over the next several months, or it could be proposed as a new project in the 2015-2019 CIP. However, if the agreements were in place between those parties, including the two cities, the county and Loch Lloyd, the design could begin fairly shortly. He had received an e-mail indicating their bridge engineer was working on a revised estimate to try to remove some of the uncertainty.

Mr. Skubal moved to recommend approval to the Committee of the Whole of the 2014 Budget and CIP as presented by staff. Mr. Lyons seconded the motion, which carried by a vote of 6 to 0.

REMOVAL OF PEDESTRIAN ACTIVATED SIGNAL – 75th Street and Lowell.

Traffic Engineer Brian Shields presented a request to remove the pedestrian activated signal located at 75th Street and Lowell. He noted that this traffic signal has existed in its current location for 35 years. Typically, the City's traffic signals last 35 to 40 years. The traffic signal at 75th Street and Lowell is now showing age, but still works. They do not have much use for that traffic signal. Some traffic counts were conducted by staff, which is what is typically done when staff is considering whether to replace a traffic signal. There are only a small number of elementary aged children that actually use the traffic signal, but there is another traffic signal located to the east of that location at Conser, which also has a full pedestrian phase that can be used to get across 75th Street. Staff is proposing to remove this traffic signal. A contractor is doing some work on 75th Street this summer, and they would be able to remove the traffic signal as part of that contract work. Staff has notified the principal at the nearby school so that the affected parents of the children on the south side of 75th Street would also be notified.

Mr. Shields presented a boundary map that shows the school boundaries and the traffic signals in the area. The indication in yellow is the one in question just east of Lowell. There are plenty of access points or signals in this area for children to get back and forth across the street, whether they are on the west side of Antioch or south side of 75th Street. Staff recommended the removal of the pedestrian activated signal at 75th Street and Lowell.

When a traffic signal is removed, such as the one staff is proposing, Mr.Spears asked if there was any salvage value to the signal. Mr. Shields stated there was not much value to the traffic signal in the way of using the signal heads, poles or attachments. Depending upon the LED head they put up that turns red, yellow and green, staff might be able to salvage those and use them as replacements if something else should burn out. This is a signal that was put in about 15 years ago, when they began doing that type work. Mr. Spears asked if the pole was recyclable at all. Mr. Shields stated the poles were made out of steel, and sometimes staff has equipment such as signs that go into a sign bin to be recycled. They try to recycle as much as possible.

Mr. Skubal understood if the traffic signal is removed, the nearest signal would be about two blocks away. He asked if the counts taken by staff include the button pushes on the pole. Mr. Shields stated that staff had made actual observations and counts at the site during the time period when the children would cross the street in the morning or afternoon. Mr. Skubal asked if staff was comfortable that the proposed traffic signal removal would not affect those crossing the street. Mr. Shields stated the children who cross there can walk down to the traffic signal at Conser.

Mr. Collins understood the traffic signal was reaching the end of its useful service, and asked how many years away that would be. Mr. Shields stated the signal was not going to be dysfunctional in a year or two. However, when they get close to 40 years in age, they look at replacing those signals. Typically, there is not a problem with a pole falling down, it is the underground wiring that begins to show issues. For instance, the traffic signal at the intersection of Shawnee Mission Parkway and Lamar would

have problems whenever it rained. The signal would go on a flash mode, because the wiring was starting to decay underground. There are no major problems with the proposed traffic signal. During the winter when they get a rain/ice mixture, some of the pedestrian push buttons get water in them where they freeze and stick. The signal will always come up, but no one is actually there. Mr. Collins asked, if up to this point, they have not encountered those types of problems with this particular traffic signal. Mr. Shields stated for the past three or four months, the push buttons can get stuck at almost every pedestrian signal. Mr. Collins asked if any of the parents from the nearby school complained about the traffic signal removal. Mr. Shields stated that staff had not received any contact from the parents. If the traffic signal is approaching the end of its useful life, Mr. Collins asked if they were talking about $1,000 per year in energy costs and routine maintenance, and whether it would make sense to keep the signal one more year to give the parents some additional time to think about this issue. Mr. Shields felt the traffic signal should be removed now, but the Committee could make their own decision on this issue. The low number of children who cross at the signal would have to significantly increase to warrant keeping a signal there. They have federal guidelines to follow in warranting the keeping of any type of traffic signal in the City.

Mr. Lyons asked if staff was suggesting the children should cross the street at 75th Street and Conser if the proposed traffic signal is removed. Mr. Shields agreed. Mr. Lyons asked what kind of pedestrian traffic crosses at Conser currently. Mr. Shields stated there was little pedestrian traffic at Conser. Mr. Lyons asked if the principal of the school notified the parents living south of 75th Street about the traffic signal removal.

Civil Engineer II Andrew Morrow stated that the principal of the school had responded to him by e-mail telling him that she forwarded a letter to the parents about the traffic signal removal.

Mr. Lyons moved to recommend approval to the Council of the removal of the traffic signal at 75th Street and Lowell as recommended by staff. Mr. Skubal seconded the motion.

Mr. Collins felt it would be important to give the principal one more year to make certain the parents living south of 75th Street understand and that it seems to be the more prudent thing to do for minimum costs for one year. If the situation is the same a year from now, he would agree to remove the traffic signal.

Mr. Spears asked if there would be any additional costs to remove the signal if they wait an additional year, since they currently have a contract for work in that area already. Mr. Shields stated that current contract will be gone at that point, and staff would have to come up with a new contract. Staff could conduct the removal of the traffic signal, but it becomes a manpower and scheduling issue with taking the equipment down and some labor issues. Staff is set up to do part of the removal, but not all of it. Mr. Lyons understood there was another traffic signal, staff had begun the process of removing. Mr. Shields stated that removal was at 103rd Street and Connell. Mr. Lyons understood that removal was being done in two phases, and he asked if that could take place with the currently requested traffic signal removal. Mr. Shields stated at 103rd Street and Connell, they put that signal on flash for 90 days. At the end of that time period, staff then turned the signal off and removed the lights. Staff is planning to come back in October to discuss the results of how that

took place. He felt they could take a similar approach to the requested traffic signal. If they put that signal on flash, since everyone is used to driving through that intersection on a green light, a yellow flash might cause confusion. Mr. Lyons asked if turning the signal off would create a visual indication that it will be removed. He felt this might give them an opportunity to generate some response about the matter, so that it is not a surprise to everyone.

Mr. Shields stated they could leave the traffic signal on the way it is, but disarm all the pedestrian indications and push buttons, and put some barricades up so that no one would feel they can still cross at that point. They can put up a sign that directs the pedestrian to Conser for crossing. If a large number of people happen to move into the neighborhood that could warrant the installation of a new signal, staff could install a new traffic signal. Although that option could be done, Mr. Lyons asked if they would still have the issue of having the contractor do the work. Mr. Shields stated they would have some cost savings now by having the contractor that is conducting work there now to do that work as well. He also pointed out that staff has traffic signal contracts for new signals or revamped signals going on each year, and the current proposed traffic signal removal could be added into that workload.

Mr. Skubal asked if they put the traffic signal on a flash mode, whether they would have to disable the pedestrian button anyway. Mr. Shields agreed. Mr. Skubal disagreed with that option, because they would have a pedestrian crossing that is non-functional at that point.

Mrs. Terry Happer Scheier felt it made sense to remove the traffic signal now opposed to a later date. She noted this traffic signal was located in her ward, and she had not received any phone calls regarding its proposed removal. She was comfortable with removing the traffic signal now, and she did not feel they would receive much complaint.

Mr. Jim Kite asked how long the contractor would be working in the area. Mr. Shields stated the current contractor is working on 75th Street from Metcalf to almost I-35 Highway, which will encompass the next couple of months. Mr. Kite asked if the possibility existed to wait 90 days instead of one year to remove the traffic signal. This would provide a little more time for a response from the parents. He felt they could give the principal 30 more days at the beginning of the school year to make phone calls to the parents to ensure they are aware of the traffic signal removal to ensure additional safety.

Mr. Miller stated that the current contractor may not have their overall contract closed on the area they are working on by October.

Mr. Kite felt the concern involved a few children that might take a shortcut and cross at the intersection when the traffic signal is turned off. Mr. Shields felt, at that point, it is a matter of how they communicate to them that the intersection would be closed to pedestrian traffic. He felt barricades, signage and disarming the pedestrian buttons would force them to go to Conser to cross.

Mr. Lyons felt comfortable with the fact the principal of the school has sent out the appropriate notification to the parents of the children who live south of 75th Street, and the fact there is a low number of children that cross that intersection. If they turn the signal off, he felt they should go ahead and remove it. If there was concern about

children continuing to cross there when the traffic light is removed, then maybe the school could provide a monitor in that area at the beginning of the school term and direct the children down to the other traffic signal crossing. He was comfortable with proceeding with the removal of the traffic signal.

Mr. Skubal agreed with Mr. Lyons comments and felt more damage could be done in leaving the signal up additional time and removing it in October. He felt they would be better off removing the traffic signal now.

The motion made by Mr. Lyons to recommend to Council approval of the removal of the traffic signal at 75th Street and Lowell was seconded by Mr. Skubal, and carried by a vote of 6 to 0.

WAIVE SELECTION PROCESS – 2013 ENGINEERING STUDIES – 89th Street, Outlook to Reeds.

Supervisory Civil Engineer Lorraine Basalo presented a request to waive the selection process for the consultant, Burns and McDonnell, for the completion of the 2013 Preliminary Engineering Studies for the project location of 89th Street, Outlook to Reeds. This is a location of a corrugated metal pipe and inlet system. Staff has identified this pipe to be in poor condition and understands it needs to be replaced in the next five years. Staff had the opportunity to look at any flooding concerns and send questionnaires out to residents. In this process, staff realized this project met the minimum 100 points to qualify for SMAC funding. At this time, staff has received approval from SMAC to move forward with a preliminary engineering study.

In March 2013, the storm water engineering group sent out two separate Requests for Qualifications (RFQs) with each RFQ having two projects each. Both RFQs had a selection committee and four consultants were chosen for four separate projects. Burns and McDonnell qualified for both RFQ processes and scored among the top three consultants within both of the RFQs that were sent out. Since the RFQs were for their major maintenance program and some storm water improvements, the qualifications they submitted are relevant to completing a preliminary engineering study. Based on that information, staff recommended waiving the selection process and to allow staff to procure the services and negotiate a contract with Burns and McDonnell to complete the study.

Mr. Lyons asked if the contract was expected to be under $50,000. Ms. Basalo explained that depending on how complicated the engineering studies turn out to be. The range of costs can be anywhere from $40,000 to $70,000. The County will pay 75 percent of those costs. She felt $50,000 or lower would be the best estimate for this work.

Mr. Skubal moved to recommend approval to the Council to waive the selection process and authorization to negotiate a contract with Burns and McDonald process as outlined by staff for the 89th Street, Outlook to Reeds, preliminary engineering studies. Mrs. Happer Scheier seconded the motion, which carried by a vote of 6 to 0.

135TH STREET ENHANCED CORRIDOR

Director of Parks Greg Ruether presented a discussion item concerning the 135th Street Enhanced Corridor. He explained that there has been some interest from

the development community and others about providing some enhancements along 135th Street. He had also received an e-mail from Mr. Fred Merrill, developer of the Prairiefire project on U.S. 69 Highway to Nall. He would provide information on what currently exists today, pictures of the corridor, and corridor enhancement examples of what Leawood and Olathe have done, examples of recent enhancement projects they have done along with construction costs, and a few observations and comments. He felt the current plan is to hold a discussion and decide how they want to move forward to provide partial or full enhancements to the 135th Street Corridor.

Mr. Ruether stated there were many reasons for enhancing the 135th Street Corridor. First, this corridor is a major east/west thoroughfare that carries a lot of traffic. On the east end, the corridor carries about 50,000 average daily trips and about 22,000 average daily trips on the west end. Second, there are a host of restaurants, offices, and retail shopping centers located primarily from Nall to Quivira. Third, the Prairiefire Museum will also be going in that area along with multi-family homes and apartments along 135th Street. Fourth, there are destination points, such as the Soccer Complex, the Deanna Rose Children's Farmstead, Blue Valley Recreation Complex, Millers Woods Complex, and the Blue Valley Northwest High School that has a recreational activity center. Fifth, there are several bike/hike trail connections and greenway linkages. The Indian Creek and Tomahawk Creek trails intersect at 135th Street.

Mr. Ruether presented pictures of the existing site, which were taken within the last week. His point in showing the pictures was to depict that there was not much other than trees and grass along the 135th Street corridor. Several trees that were planted are now maturing.

Mr. Ruether noted some challenges staff faced with this project. The islands shown in the picture have buffalo grass, which was something started long ago with the thinking this type of grass was a native plant that required very little maintenance. This type of grass grows well with little maintenance in certain parts of Kansas, from Emporia south to the Wichita area. Buffalo grass does not do well in northeast Kansas. Staff has struggled in trying to keep the medians weed free and buffalo grass thick. Whenever they experience a cool season in the spring or fall or in some summers, the buffalo grass thins out, because it needs heat to survive. The other challenge they have with the existing corridor is that there are no edge drains for irrigation. All the other irrigation systems they have put in around the City have edge drains, which are drains that exist behind the curb to carry the water away. Another thing that reduced turf medians from Nall to Lamar is where the turn lanes are being installed, which impacts the amount of turf that can be used for landscaping. He had counted the number of turf medians between Nall and U.S. 69 Highway, and there are only four turf medians. Most of them are brick and pavement. Between Antioch and Nall, there are only six medians, with most of those being 24 feet or less in width. From Antioch to Pflumm, there is a wider median. Those are about 39 feet. The area between U.S. 69 Highway and Nall does not show a lot of opportunity from a landscaping standpoint, because there will be site distance problems, turn lanes, and future lane additions. He understood there has been discussion about a lane coming out of the center median based on the lanes going to the west towards Olathe.

Mr. Ruether explained another struggle involved soil conditions. He provided pictures of areas with soil condition problems, which include one area near the St. Andrews Golf Course. Another issue involved the Kansas Department of

Transportation (KDOT) right-of-way, entrance and exit, and the northbound exit, and a new ramp that goes over Tomahawk Creek near the South Creek Office Complex. These are areas that could be enhanced for a better appearance. KDOT does not do any maintenance in those two areas. There are some areas in the City they maintained in the past, such as Shawnee Mission Parkway and Metcalf where they still mow that median. Another area is located at I-435 and Metcalf at the Blue Valley triangle. They used to mow 95th Street and 103rd Street medians. Since the widening and new lane changes have been made, they have stopped mowing those medians, and KDOT has taken over that responsibility.

Mr. Ruether stated he had heard a lot of discussion about what the City of Olathe and City of Leawood have done in regard to landscaping. There was only a double row of trees put in and one plant bed from Nall over to State Line. The cities irrigate their medians, which produce green grass, creating a big difference. Leawood allows the planting of street trees along thoroughfares, which Overland Park has not done.

Mr. Ruether presented recent median landscape enhancement projects that have been done around the City. Metcalf, 103rd Street to 97th Street, shows a stone wall, grasses and day lilies. Some enhancements were done on the side of the road. The Metcalf corridor work was partly based out of the recommendations of the Vision Metcalf Plan. He referred to a picture at 127th Street and Metcalf that has no irrigation, but has some landscaping in the medians and on the edges between Metcalf and Nall. Quivira, 99th Street to 119th Street, was completed in the last season and includes mostly ornamental or shade trees, but is irrigated. The project at 159th Street, Antioch to Metcalf, was completed last year with plantings and is entirely irrigated and turfed with ornamental beds and juniper trees. The highest level of maintenance has taken place on College Boulevard, Nall to Pflumm. This area is entirely irrigated and includes fescue grass. This area was done in two projects, first was Pfumm to U.S. 69, which was part of the road improvement in that area that used stimulus money. The second area from U.S. 69 Highway, Grant to Nall, came out of the Capital Improvement Program (CIP) funding. This was a project staff administered. One of the things they did on College Boulevard that they would consider doing on Metcalf is to keep some of the large trees. They left some of the large trees in this area and worked around them.

Mr. Ruether presented a list of the construction costs, not including maintenance. Metcalf, 103rd Street to 97th Street, in the amount of $495,686; includes landscaping, irrigation, stone work, Water One and Government charges, and meter installation. Nall to Antioch at 127th Street in the amount of $142,610; Quivira, 99th Street to I-435 in the amount of $103,650; Quivira, College to 119th Street in the amount of $258,426; College, U.S. 69 Highway to Pflumm in the amount of $331,950; College, U.S. 69 Highway to Nall; and 159th Street, Antioch to Metcalf in the amount of $424,000.

Mr. Spears confirmed the cost to be $135,000 per mile. Mr. Ruether stated that was only an average cost.

Mr. Ruether referred to the project at College, U.S. 69 to Nall, stating that was a retrofit project. All the curbs were redone, but not all the pavement. This included part of the stimulus overlay program. He pointed out that part of the costs of the projects was covered by federal dollars. Any time federal dollars are used, the costs are usually higher.

Mr. Ruether stated that they have not had a full season of everything being under the City's maintenance program, because a contractor was responsible for some maintenance for a while. He had contacted a couple of the Parks supervisors and City Forester about how they have been tracking costs to conduct weeding and spraying on the landscaped islands, not including the mulch. They came up with a figure that was about $5,100 to $5,200 for the time and materials spent for that project to do six visits for weeding and spraying. Staff contacted one of their local landscape contractors that has performed maintenance for the City to provide cost estimates if his firm had conducted that work. The estimate was about .30 cents per square foot. There was 25,000 square feet of landscaping to be done. This process includes annual mulching. The figure for the irrigation system came from their facilities supervisor and includes a combination of in-house and contract labor. One thing they struggle with every year with the irrigation systems is getting them started, which all has to be done at once. Besides irrigation systems, this also includes restrooms, and drinking fountains. Staff can do most small repairs and system checks, but sometimes it is a struggle for them. Mowing costs for 135th Street were actual costs. Whether the work is done in-house or by a contractor, the cost is about $16,200.

Mowing costs for College Boulevard were $7,600 and it is mowed 32 times per year. The irrigated areas are mowed once per week. If it was not for the weeds coming up, they could probably stretch out the mowing on College Boulevard, but that is on a ten-day rotation. Mr. Ruether explained that there are quite a few acreage differences. There are about 12.5 acres of turf on 135th Street. Not considering the landscaping, that number reduces to about 7 acres. The mowing on College Boulevard is a little less, but the landscape maintenance makes up for that difference. Last year, about $24,770 was spent on College Boulevard, using 5.1 million gallons of water.

Mr. Brown asked if the numbers listed for 135th Street were from U.S. 69 to Nall. Mr. Ruether agreed.

Mrs. Happer Scheier asked about the number of acres on 135th Street. Mr. Ruether stated there are about 12.5 acres on 135th Street.

Mr. Ruether stated that irrigation has been a slight challenge for staff, but he felt there was a benefit to adding irrigation. Staff uses a monitoring system for all of their stations for usage, breaks, and leaks. The Facilities Supervisor can remotely monitor these things to look for problems and adjust schedules. Last year, the main corridors got extremely dried out, and there was no reason to try to keep them watered to keep them totally green. They keep the medians to a high enough quality that when fall comes, they will not have to overseed and the grass repairs itself. Additional costs might include plant replacements if some die. The irrigation system is currently new, and it will be a number of years before any replacements are needed. One challenge staff faces with the medians is that they seem to get torn up from time to time. Staff also does their best in trying to keep up with the maintenance of the plant beds.

Mr. Ruether referred to some additional items to consider, as well as opportunities and observations. First is the enhanced pedestrian crossings. This idea is similar to what they are doing along Metcalf with the Transportation Investment Generating Economic Recovery (TIGER) project and redoing the ramps and crossings. They could also include special marked crossings and create the bike/hike trail connections along the streamway trails. There is a location close to 135th Street, which turns around to 137th Street that has property identified in the Master Plan. There is another area

along 135th Street near Tomahawk Creek that staff has monitored. There are several trails that connect, such as at Nieman and at Nall. Staff was trying to make a connection on Lamar to put in a trail at 143rd Street down to 135th Street using some stimulus money. However, due to some Corbin Park problems, they were not able to get that done. That would be another major trail connection that would connect to 135th Street.

Mr. Ruether suggested the use of hardscape features, which is something staff has not used much of in their medians. Hardscapes include things such as fountains or some type of stone work. An example would be on Prairiestar Parkway in Lenexa where Renner Road has a formal hardscape. Another opportunity would be the addition of gateway sculptures. At least one location has been identified near the Pflumm area for a sculpture that is on the Public Art Master Plan. There was one sculpture planned at 135th Street and Lamar, but it got removed from that plan. Another useful option would be the installation of landscaping by adjacent property owners. For example, a lot of landscaping was included along apartments that were put in at the St. Andrews Golf Course, Deer Creek Woods at Metcalf and the bank at the corner. A fountain was installed at Corbin Park. He also felt there was a way to encourage adjacent property owners to enhance landscaping so it does not become the City's responsibility. Transit stops have been installed as part of the Transportation Investment Generating Economic Recovery (TIGER) Grant, and they have enhanced landscaping to make that more attractive. Staff is currently working on the transit stops on Metcalf.

Mr. Ruether stated another option would be to provide better way finding signs, which was something included in the Park Master Plan. They could make them more attractive or include more information on them. He provided some examples of what adjacent property owners have done to try and dress up the corridors from their developments.

Mr. Lyons asked if staff was suggesting there was not a lot of opportunity to create more enhancement opportunities. Mr. Ruether felt plenty of opportunity existed, but there are limited opportunities in the medians, especially in the areas that have been discussed, such as Prairiefire or the Corbin Park areas. The problem is that there is not a lot of turf median area to work with. Mr. Lyons asked if there would be some opportunity to do other things besides landscaping, as far as plants are concerned, such as putting in some sculptures. Mr. Ruether felt sculptures would best fit on corners instead of medians, whether that is done by the City or adjacent developers. Mr. Lyons suggested putting more attractive streetlighting along the street, such as what is done at 127th Street. Mr. Brown referred to Prairiefire, stating that area has decorative streetlighting at 137th Street on the south side of their development. He had discussed this opportunity with staff. On Metcalf, they were able to include some decorative streetlights and traffic signals, because the old systems had reached the end of their life and needed to be replaced. That was the ideal time to make that change. On 135th Street, the streetlighting is a great deal newer. They had talked about potentially painting the streetlight poles, and there are some lower cost possibilities with the use of decorative bases. However, that will involve some maintenance repair work as well but is less expensive than replacing the poles, since they are likely good for another 25 years.

Mrs. Happer Scheier referred to the buffalo grass and asked about the cost estimate for removing that grass. Mr. Ruether stated that staff had actually tried to convert a couple of areas three to four years ago on 119th Street between Quivira and Pflumm

and on Pflumm, 119th Street to College Boulevard. They had sprayed the area twice, tilled it, and seeded it. Despite spraying it twice, the buffalo grass came back. He felt they might benefit by having irrigation in those areas and overseeding with something else. There is a median between U.S. 69 and Metcalf, and three medians between Metcalf and Nall that need this type of work done. However, irrigation might be a little more costly, because they do not have the edge drain and they are located far apart. They might require a meter for each location, since it is difficult to bore some of those distances.

Mr. Spears asked if staff's reluctance to put sculptures in the medians was based on errant drivers. Mr. Ruether stated that was part of the reason. He also pointed out that the medians in the suggested areas were not very wide, and it would be difficult to do. Mr. Spears referred to some of the fountains Olathe has and stone monuments in other cities, and he asked what staff's point of view was on that scenario. Mr. Ruether stated that would depend upon the type of sculpture that is installed and depends on the base the sculpture is put upon. Mr. Spears referred to 127th Street and some of the proposals for that area and noted there were a lot of compliments about that installation once it was done. Mr. Ruether noted that what really sets apart some of the thoroughfares and medians around the metropolitan area are the ones that are irrigated and have the fescue turf, not buffalo grass.

Mrs. Happer Scheier asked if there was a certain number of trees planted, certain species used, and if there was any thought given to making changes. Mr. Ruether stated that they have been using more native trees, such as with the Nall landscaping that was done a couple of years ago. There are a variety of trees used, such as Oak, Junipers, Crabapple, Kentucky Coffee, Linden, and Ginkgo trees.

Mr. Spears commended staff on the work with the 135th Street Enhanced Corridor.

Mr. Brown stated discussions that took place at the Council's retreat suggested that landscaping is an eligible cost that can be included in the cost for a Transportation Development District (TDD) or Community Improvement District (CID). Mr. Ruether stated that some of the initial costs for that type of landscaping are more expensive, and maintenance is always an issue depending on how elaborate the landscaping is, the acres and amount of square feet involved.

Mr. Collins asked if a TDD or CID could be extended into the median on a thoroughfare. Mr. Brown stated that type of funding can be used for public improvements. Mr. Collins asked if some other type of improvement district could help defray some of the costs for that improvement to occur, such as an Overlay District on existing zoning. Mr. Brown stated that staff has not explored that option at this point, but they have not had many TDDs in new developing areas. Mr. Collins asked if that funding would only go toward the installation of public improvements, not the annual maintenance. Mr. Ruether agreed, but stated there was not a lot of turf area to maintain in the stretch from U.S. 69 to Nall. Mr. Collins asked if staff had ever received any complaints from the homeowners along Antioch, 151st Street to 127th Street, as far as medians are concerned. Mr. Ruether stated there had been complaints, and they primarily concerned the buffalo grass. Mr. Collins asked if the complaints received compare that stretch of roadway with what was shown in some of the photos, such as Metcalf and 127th Street. Mr. Ruether stated that he had not received any calls making comparisons, but some have compared them against other cities such as Leawood. However, he noted that converting buffalo grass is not an

easy fix. He pointed out that the medians at Antioch from College to 119th Street and beyond are not irrigated, but have fescue and are sodded. Staff's plan going forward in doing a thoroughfare improvement will not include the use of buffalo grass.

HOUSE FLOODING – MAY 31, 2013 STORM

Ms. Basalo presented an overview of a house experiencing flooding within the City during the storm that occurred on May 31, 2013. This storm occurred in the early hours with peak intensities at 5:00 a.m. until 6:00 a.m. Rain also continued throughout that morning, which was not as intense, but added to the amount of rainfall they experienced. The more intense part of the storm occurred along Tomahawk Creek, which was more concentrated in the western portions of the watershed outlined on the map. They also saw some of the intensity occurring along the northern portion of the Blue River Watershed, and more concentrated along Negro Creek, which is a tributary of the Blue River.

With already saturated conditions from about an inch of rain that fell the previous morning, staff was not surprised to see over 50 reports from residents. Reports described storm sewers that were overwhelmed with excessive surface waters and street flooding, excessive backyard flooding and some damage to landscaping and blown out fences. Some instances included experiences with house flooding. The map shows some indications of general areas outlined with green dots where reports of flooding came in. These reports specifically deal with surface waters entering the low openings of those homes. Staff included anything that happened as a result of the rainfall, such as backup or similar problems in those totals.

Ms. Basalo stated that staff received flooding reports of about seven separate locations, which totaled about eleven homes. In the area of 152nd Street and Metcalf, which is on the east side of Metcalf close to the Blue Valley Maintenance shop, there were some businesses that experienced some flooding. There was water briefly running over Metcalf and street flooding reported as part of what was experienced in that area. Additional reports of basement flooding were received, but the majority seemed to be more attributed towards sump pumps. Two neighborhoods experienced this problem a lot, but they also had a power outage causing their sump pumps to not work, because they did not have backup batteries to help that situation.

The majority of the occurrences were within Tomahawk Creek, which matched well with the intensity of the storm's location. There were also some occurrences within the Blue River Watershed along Negro Creek and one instance in Indian Creek. The characteristics of the rainfall, with data from Stormwatch, show the peak intensity of the storm was about three inches of rain in one hour at Tomahawk Creek. That would equate to about a 50-year flood event. Along Negro Creek, they saw about 3.6 inches of rain within one hour, which represents between a 50- to 100-year flood occurrence. In the Indian Creek Watershed, they saw about two inches of rain in that one hour, which was considered a two- to five-year flooding event. The reports staff received seemed to be generally consistent with the rainfall data they were looking at. Of the seven general locations, at least three of those locations had been previously identified within their watershed studies that were completed in the early 2000s. However, staff had about four areas where there is a new awareness of some more isolated problems. Three of those areas are with homes that were adjacent to storm sewer systems that discharged directly into the major creeks. There was one occurrence in the Indian

Creek Watershed that did not have a lot of inlets of dedicated pipe and an inlet system that would alleviate the problem.
Based on the information staff received, Ms, Basalo stated they are working with the residents, and there is a lot more follow-up work to do with them. The biggest question they bring to staff is how the City can help alleviate the flooding risks they have experienced. Currently, staff is conducting preliminary evaluations to try and figure out what happened and seek conceptual solutions to those problems. They are also determining very preliminary costs, and at the same time trying to investigate possibilities for SMAC funding. The county has a system where they look at what occurred, the severity and frequency of the flooding, and come up with a minimum of 100 points. In some of these cases, that system may apply and in others it may not. In the end, what staff will achieve with these residents is better information. This information will let them know the feasibility and opportunity for improvements, as well as let them know that any solutions would not be immediate solutions. Staff also looks at identifying storm water improvements, studying them, figuring out what can be done, and being able to plan those projects, which could consume a two- to three-year period. Staff has also had some initial conversations and will continue to talk to them about some of the immediate solutions they can do to protect themselves. In some instances, they can make sure overflow swales are clear of obstructions. Anything they can do to protect the low openings, such as window wells, and the general guidance when experiencing flooding would be done.

Mr. Lyons noted the indications on the map that show where flooding occurred and asked about the number of affected homes. Ms. Basalo stated about 11 homes reported flooding, which were residential structures. Staff also heard reports about three commercial buildings at 152nd Street and Metcalf on the east side that flooded. Mr. Lyons asked if the flooded areas were areas that staff would have expected flooding problems to occur. Ms. Basalo stated that about three of the areas were identified in previous watershed studies. Their location was within the floodplain or they may not be in regulatory floodplains, but were studied as part of the watershed studies. Four of the locations were brought to staff's attention. Mr. Lyons asked about the location at 103rd Street. Ms. Basalo stated that area was located upstream of the Nall Hills neighborhood, and a portion of that neighborhood is located within the floodplain. Staff does not have any pipe inlet systems that extend out there, and some of the homes there experience a lot of surface water without having storm sewers to serve them.

As a result of the storm event, Mr. Lyons asked if staff felt they needed to look at changing priorities in terms of the urgency of addressing some of the storm water issues. Ms. Basalo felt the May 31st storm was a significant storm, such as what happened with the Monitor Square neighborhood flooding, which was about a 10- to 25- year storm event. Staff has improvement projects through 2015, and opportunities for any of these projects to move forward would only occur if they were to rank high in the prioritization system. The earliest those problems could be addressed would be 2016.

Mr. Spears referred to instances where swales are designed to take the overflow from the pipe system. If a homeowner was impacted through their landscaping or building berms. If that appears to be what caused some of the flooding, he asked who would be responsible for the costs and changing that back to the original design. Ms. Basalo stated that situation would involve private solutions. The closed systems are maintained by the City, but the overflow swales are the responsibility of the property

owners. Any grading or changes that have occurred that may impact the way a system forms would be the responsibility of the property owner. Mr. Spears asked if the City could tell the property owner to make those changes. Ms. Basalo stated the City would advise a homeowner to make those changes, and they have code enforcement that could be used to ensure what happened did not obstruct the swales. Mr. Spears asked if it would take another month to six weeks to come up with what the causes were and to present that information to those that were impacted. Ms. Basalo agreed and stated that information would be a preliminary conceptual look at everything. This includes what happened and what could be done to improve the system. Mr. Spears asked if there was an estimate as to the date a definitive solution and cost could be provided. Ms. Basalo felt information could be available by the end of July. Staff has contacted all of the residents involved, and they are aware of the follow up involved.

Mrs. Happer Scheier requested that some type of notification or a status report be sent to the Committee on this issue, including any suggestions by staff.

Mr. Spears understood at the time many of the affected houses were built, the storm pipe system was designed for a five-year event. The swales were designed to take up to a 100-year storm. Subsequently, that changed so the piping system is designed for a ten-year event, and the swales handle everything above the 10-year event.
Ms. Basalo stated that the design criteria for an enclosed system is ten years. The design criteria for storm drainage systems continues to be the 100-year flood event, with enclosed storm drainage system design criteria changing from the 5-year storm to the 10-year storm.

NON-AGENDA ITEM:

WAIVE THE BID PROCESS FOR STORM DRAINAGE REPAIR AT 155TH STREET AND KENNETH ROAD.

Mr. Spears presented a non-agenda item and requested to add it to the agenda, concerning Waiving the Bid Process on Storm Drainage at 155th Street and Kenneth Road.

Mr. Skubal moved to add the non-agenda item as outlined by the Chair. Mrs. Happer Scheier seconded the motion, which carried by a vote of 6 to 0.

Mr. Spears explained that the non-agenda item concerned waiving the bid process for a storm drainage pipe at 155th Street and Kenneth Road.

Manager of Maintenance Operations Richard Profaizer explained that there are three 48-inch culverts that cross under the road at 155th Street and Kenneth, which are rusted. The high water caused some deep formation in the rusted out portion causing a washing out of the road. Staff wants to repair those culverts through a process called softlining. The process repairs the road, stabilizes the pipes for the short term, and inserts plastic pipes that are then grouted. Staff requests to waive the bid process and conduct an informal process. Mr. Spears asked if this would be a permanent or temporary repair. Mr. Profaizer stated the repair would be permanent until the entire system gets upgraded.

Mr. Skubal moved to waive the bid process for repair of a storm drainage pipe at 155th Street and Kenneth Road as outlined by staff. Mrs. Happer Scheier seconded the motion, which carried by a vote of 6 to 0.

ADJOURNMENT

With no further discussion, Mr. Spears adjourned the meeting at 9:00 p.m. Minutes transcribed by Kathleen Behrens.

_____
Fred Spears, Chair