

Governing Body Minutes – Special Meeting – February 1, 2020

CYRUS K. HOLLIDAY BUILDING, First Floor Conference Room, 620 SE Madison Avenue, Topeka, Kansas, Saturday, February 1, 2020. The Governing Body members of the City of Topeka met in special session at 8:30 A.M., with the following Councilmembers present: Hiller, Valdivia-Alcala, Ortiz, Emerson, Naeger, Dobler, Duncan and Lesser -9. Mayor De La Isla presided -1. Councilmember Padilla was absent -1.

Brent Trout, City Manager, stated the intent of the meeting was to provide a summary of various CIP projects and receive feedback from the Governing Body. He noted staff members would make presentations on projects they have identified as priority followed by an overview of the project summary sheet for each specific area of funding.

Nick Hawkins, Deputy Administrative and Financial Services Director, reported staff will be presenting projects primarily by funding source. He stated he would recap the January 21, 2020, Governing Body CIP discussion and staff would provide an overview of the Polk-Quincy Project. He referenced the General Obligation Bond (GOB) Cap of \$27 million over a three-year period outlined in the City of Topeka CIP Policy; however, last year during the 2020 CIP discussions, the cap was raised to \$33 million for years 2020-2022. He noted because 2021 drops off this year they are operating under a GOB CAP of \$31 million (*\$11 million in 2021 and 2022; \$9 million in 2023*) for this Capital Improvement Budget (CIB). He reported in order to meet the reduced GOB CAP staff had to move or reduce approximately \$6.5 million worth of projects that were submitted an approximate 17% reduction to fit within the \$31 million GOB CAP requirement. He stated staff would also discuss cash projects which will be determined based on available funding and other funding sources will be discussed through the balancing of funding

capacity with project needs. He stated CIP discussions would continue at the February 11, 2020, Governing Body Meeting and requested all questions be submitted to staff by February 4, 2020.

General Obligation Bonds

Nick Hawkins, Deputy Administrative and Financial Services Director, stated the Polk-Quincy Project would be funded through general obligation bonds; however, it will be separate from the GOB CAP discussion but fits within the City's overall debt service forecast for the next 10-20 years.

Jason Peek, Public Works Director, provided an overview of the Polk-Quincy Project. He stated a number of Governing Body members have been involved in the project since its inception, and more recently, as part of the Kansas Department of Transportation (KDOT) restructuring of the statewide transportation plan. He reported a Task Force was developed by state legislators with the intent of talking about what was important in developing the next transportation plan, along with a number of public meetings conducted throughout the state speaking to the importance of state funding, particularly in the Topeka/Shawnee County community hitting upon a number of goals the Governing Body established including investing in infrastructure, economic development, quality of life as well as it is located in the heart of the community. He highlighted the following points related to the Polk-Quincy Project:

- 2025 KDOT Tentative Construction - First phase of construction could potentially start at MacVicar Avenue and run approximately to 4th Street. Acquisition of right-of-way of properties specifically the impact to downtown properties as it relates to revitalization
- Total project cost for all phases is approximately \$381 million. Phase one project cost estimate is \$234 million. KDOT continues to monitor its limited resources and how to delivers projects. Topeka is located in KDOT District 1 which includes Johnson County, Douglas County as well as a portion of the metro Kansas City area. The Polk-Quincy Project, improvements to the South Lawrence Trafficway as well as a number of priorities in Douglas and Wyandotte Counties all have very large price tags and are competing for transportation funding.

- KDOT is moving to a 2-year rolling project plan instead of the 10-year project plan with the intent to slate projects for construction and design. One of the ways to insure a project is a priority is through local partnership by contributing 6% or more in funding or other activities.
- Due to the alignment of the first curve of the project going through the downtown area they anticipate \$20 million will be needed for right-of-way acquisition (*\$17 million*), construction and traffic maintenance (*\$3 million*).
 - The transportation corridor is vital as it relates to the Downtown Development Plan and what happens within those districts. Developers want certainty in project plans.
 - The cost will include wholesale purchases and acquisition of property, relocation of businesses or residents located in the construction zone with the intent to improve the safety of the curve on Polk-Quincy which increases the radius.
 - The concept as proposed includes two parallel local system routes, including local streets the City will need to maintain as well as significant impacts to South Kansas Avenue due to its link to the interstate.
- Address potential maintenance of traffic and detours during construction. KDOT conducted a number of evaluations of traffic delay impacts, delay costs of keeping I-70 open – what is the impact on construction timeframe verses closing the interstate.
 - Closing I-70 and detouring traffic seems to be the most cost effective. Detouring traffic to I-470 or Highway 24 North with an alternate route exiting on MacVicar Avenue, turning south on 6th Street, and connecting to a downtown location out of the construction zone.
 - Part of the City’s funding (*\$3 million*) would be needed to determine local access roads and pavement condition in preparation of the large volume of detour traffic.

In conclusion, Jason Peek reported there are uncertainties with the project including no guaranties from KDOT. He noted Kansas State legislators will begin discussions on the transportation bill introduced by Kansas State Secretary of Transportation Julie Lorenz and Governor Laura Kelly with the hopes of initial recommendations for the next KDOT Transportation Plan by the end of May 2020. He reported staff as well as the project committee continues to work with local delegation to make sure all pieces of the project are in place with the hopes of it be prioritized by KDOT. He stated there was no guarantee the project would begin in 2025; however, there is a guarantee if the City is not participating in some form, the project will not be ranked high in priority by KDOT for the limited transportation funds.

In response, Governing Body members inquired on the following:

- Level of community engagement relating to the project
- Commute and/or travel time studies – community education of project impact
- Project Timeline
 - Number of project phases anticipated
 - Right-of-way acquisition process
- Project funding
 - Is there currently funding set aside for the project
 - Percentage of match fund actually required by the City
 - If there is any federal grants available
 - If significant local project expenses could be considered as part of local funding contributions including building in bikeways, pedestrian paths and levee trails providing access to the Riverfront
 - Questioned why the City was proposing an 8% contribution of the first phase of the project cost instead of a 6% contribution of the total project cost (\$381 million) and if the City should assume KDOT will require that full amount
 - Will the City provide assistance with relocation of businesses and can the Governing Body receive a list of businesses that will be affected in the first phase of the project.
- The possibility of delaying the allocation of City funds until KDOT makes a decision from the prospective of the type of projects the Polk-Quincy project is competing with; the imminent condition of the viaduct; and the Polk-Quincy project is a major international corridor for traffic
- The possibility of implementing the project in one phase to avoid closing I-70 more than one time
- Questioned if KDOT was proposing new infrastructure for competing projects or repairing aging infrastructure

Staff provided the following responses:

- In preparation of the project, staff has an internal process of looking at properties that are located in the construction zone; attending downtown planning meetings. It was noted businesses have been discussing the project for several years.
- KDOT performed a cost effective impact study regarding closure of the interstate - not a travel time study
- Public engagement will be included in all project phases; however, only general parameters of the project are available right now.
- No money is earmarked in the budget at this time. KDOT has made it clear there is not enough transportation funding to implement project.
- City will look at federal funding for assistance. The City could be eligible for two federal grants totaling \$125 million - INFRA Federal Grant limit is \$100 million and BUILD Transportation Grant is \$25 million

- Staff will ask if significant local expenses will be considered as funding contributions by the City.
- The 8% includes an additional \$3 million because things have changed since the original project design.
 - This additional funding will allow for the planning of different types of access
 - Cover costs associated with acquisition of right-of-ways which is higher in the first phase of the project
 - Cover the overall cost impact of street improvements involved with project
 - Helps that the contribution by the City is higher than 6% in the first phase helping that segment of the project be prioritized by KDOT
 - First phase will address the more critical aspects of the project as it will be several years before phase two will begin.
- There will be no immediate demo of properties located in right-of-way. The City will continue to allow businesses to operate through a lease by City.
- The \$17 million includes the cost assumption of following the Uniform Assistance Federal Relocation Act.
- The State has requested local municipalities look as ways to reduce project costs through phasing as well as minimize the impact on traffic flow.
- Staff is unsure of the specifics of competing projects; however, there have been several other delegations that have already begun working with KDOT on project agreements regarding participation.

Councilmember Dobler stated precedence has already been set for these types of large scale projects and noted local contributions totaled 9% for the Oakland Expressway as well as the I-470 West connecting to I-70 South. He cautioned the Governing Body in delaying efforts to set aside funding for the project and noted there are other major routes that could be utilized to bypass Topeka as well as KDOT could decide to contribute \$10 million every several years to maintain the viaduct instead of improve it.

Brent Trout, City Manager, reported the Polk-Quincy Project is the City's number one priority concerning lobbying efforts as well as the Topeka Chamber of Commerce and the Growth Organization of Topeka continue to work to make the project a priority. He expressed his appreciation for the discussion and stated the Governing Body will need to decide if funding efforts for the Polk-Quincy Project will be a priority as they move through the CIP process.

Councilmember Hiller reported the Secretary of Transportation has made it clear the Polk-

Quincy Project was seen as a priority.

Utility Projects

Braxton Copley, Deputy Utilities Director, stated the utility rate increase approved in December 2019, allows the City to fully fund the first three years of the Capital Improvement Budget (CIB) 2021-2023, as well as increase funding to essential programs, create new programs, and move up projects that were scheduled in out-years. He noted the rate increase will not fund the 2024 and 2025 CIB; therefore, substantial adjustments or reductions will need to be made in the CIP or seek additional rate increases. He distributed a handout of the proposed project program list for 2021 and a couple projects in 2022 (Attachment A). He noted the goal of the City was to make Utilities a data driven organization. The following projects were highlighted:

- Annual Water Main Replacement Program
- West Plant Basin Rehabilitation
- Annual Sanitary Sewer Force Main Replacement Program
 - Shunga Force Main
 - Grant Jefferson Force Main
 - South Kansas Force Main
- North Topeka Wastewater Treatment Plant Nutrient Removal Project
- Stormwater Levee Projects
 - Shunga Creek Drainage Improvements. Cost share is a 65/35 ratio with United States (US) Corps of Engineers funding \$10 million and the City funding \$6.75 million to create 1 mile of levee from MacVicar to Buchanan and 1.5 miles of channel modifications from Buchanan to I-70 with a level of flood protection for 25 years. Due to flooding in 2019, the project was put on hold and the City has not yet received the final study or the participation agreement by the US Corps of Engineers. Preliminary design has not begun which would identify properties for right-of-way or easement needs.

In response, Governing Body members inquired on the following:

- Questioned why the area along the Shunga Creek located between Wanamaker Road and Gage Boulevard was not addressed in Stormwater Levee Projects.
- If the issues been resolved along 6th Street on the west bank of the Shunga Creek in Oakland in regards to homes being required to purchase flood insurance.

- Questioned if the benefits of the projects would be isolated to only certain areas or would there be other benefits realized based on improved flow of the Shunga Creek.
- If the projects being discussed would address overall flooding in the Oakland area, specifically along NE Seward Avenue and NE Lake Street as well as other neighborhoods that have no curbs and gutters causing large amounts of standing water which has become a public health and safety issue.
- If the projects would address the high number of waterline breaks in the Oakland area.
- Questioned the age of waterline pipes in the Oakland area.
- Questioned if the majority of the \$10 million of expenditures from the stormwater fund over the past several years has been used for Kansas River Levee System improvements.

Braxton Copley provided the following responses:

- The area between Wanamaker Road and Gage Boulevard did not meet the rigid criteria of the US Corps of Engineers cost benefit analysis to receive assistance.
- Staff has been working with the Corps of Engineers to certify the spoil levee on 6th Street on the west bank of the Shunga Creek to provide the 100-year flood protection which would remove insurance requirements for homes located in the area.
- Stormwater levee project improvements would only see benefits in isolated project areas.
- The NE Seward Avenue and NE Lake Street flooding is being addressed through the City's Stormwater Conveyance System Program funds. The City is currently in the design phase of three Oakland intersections that cause localized flooding due to the design and construction of the Seward Avenue project.
- In regards to waterline breaks, the City considers consequence of failure, likelihood of failure and tries to target those that will have the highest business risk exposure. He provided a brief overview of the factors that are involved in making the hard decisions on which water pipes to repair with the amount of funding available.
- Staff will provide information on the age of the waterline pipes in Oakland.
- The Kansas River Levee System has been a significant expenditure from the stormwater fund (\$10 million of City funds and approximately \$20 million of federal funds) as well as keeping up with Half-Cent Sales Tax Street projects by performing needed stormwater work in conjunction with the street projects.

Councilmember Nobler stated he would suggest public health and safety be factored into the decisions. He questioned the overall value of a \$6.5 million project that will not remove home owners from the 100-year flood plain and eliminating the need for flood insurance; it will not address the flooding of houses between SW Wannamaker and Gage Boulevard; and it will not take care of the stormwater issues mentioned by Councilmember Valdivia-Alcala in the Oakland area.

Councilmember Valdivia-Alcala requested staff provide a better understanding of the series of letters sent to residents along NE Chandler Street in regards to waterline breaks.

Braxton Copley agreed to meet with Councilmember Valdivia-Alcala to discuss the details of the disagreement involving NE Chandler Street residents.

Brent Trout, City Manager, asked the Governing Body to review the entire lists of projects for stormwater, wastewater and water and send him any questions on the remaining projects.

Mayor De La Isla inquired on the water treatment projects regarding activated carbon and ozone.

Councilmember Naeger encouraged the City to consider the most sustainable projects and/or ecofriendly projects.

Braxton Copley stated the disinfection modification project (*activated carbon and ozone*) would be addressed in 2024; and the Biogas project was a good example of an ecofriendly project.

Councilmember Hiller stated it would be helpful to receive detailed information on consolidated line items so they have an idea of how dollars are being allocated through the life cycles of projects.

Information Technology Funds

Nick Hawkins, Deputy Administrative and Finance Director, reported the IT Fund is an internal service fund where operating departments contribute to the fund and consists primarily of leases.

Sherry Schoonover, Deputy IT Department Director, provided an overview of data backup system pilot program that will collect the data the City currently utilizes.

Mark Biswell, IT Director, provided an overview of cloud services projects including email

gateway services, web gateway services and data backup retention services.

In response, Governing Body members inquired on the following:

- Questioned how IT projects are prioritized in general. Deficiencies were referenced with the pet license software system and parking meter systems making front line jobs more efficient.
- Questioned how the City protects systems from outside cyber threat – specifically for external users.
- Inquired on the status of the City’s online utility payment system 24 hour access.

Staff provided the following responses:

- The IT Department is considered an enterprise operation that manages enterprise infrastructure across City departments and in terms of prioritizing, each department determines what technology will work best for their operations.
- The City has very reasonable cyber security protections in place and the City is currently implementing the 2-Factor Authentication System.
- IT understands the importance and need of all applications having the ability to communicate with each other – a prime example for the need to manage data.
- The City is in the process of deploying a single 24-hour access portal that will allow payment of any type of City bill.

Brent Trout, City Manager, stated the IT Department also has a technical support group that works to coordinate technology groups with end users.

Fleet Replacement Program - GOB

Nick Hawkins, Deputy Administrative and Financial Services Director, reported the General Obligation Bonds projects are supported through the City’s mill level debt service fund.

Jason Peek, Public Works Director, provided an overview of the new Fleet Replacement Program, a program focused on transportation operations (street maintenance, forestry and traffic operations staff). He noted the program does not address the larger need of the overall City Fleet Replacement Program. He spoke to improved productivity each year through the use of resources allocated. He highlighted the following:

Fleet Replacement Program – Transportation Operations

- 54 Pieces of Heavy Equipment - \$12 million replacement cost

- Replacement of 5-10 pieces annually to keep up with the replacement cycle
- Life cycles vary based on equipment

In response, Governing Body members inquired on the following:

- Repair aging equipment verses purchasing new or used equipment
- Consider purchasing multi-use equipment
- Conduct lease analysis compared to purchasing equipment
- Consider purchasing hybrid or electric vehicles
- Requested staff take advantage of different types of financing programs when possible if it will save the City money

Jason Peek reported leasing was as option; however, there are no consistent dedicated funds in the operating budget to invest in regularly leased vehicles. He stated the City considers hybrid and electric vehicles in regards to fleet replacement.

Nick Hawkins stated it would take a long-term investment to begin shifting dollars away from general obligation debt service payments in order to generate enough operational funds to make the transition.

Councilmember Hiller suggested they earmark \$1 million for opportunity to transition to a different funding option.

Brent Trout, City manager, stated he will report back to the Governing Body on various financing options.

Street Repair Projects – General Obligation Bonds

Brian Faust, City Engineer, highlighted the following Street Projects funded through General Obligation Bonds and the Citywide Half Cent Sales Tax:

- NW Tyler - Lyman Street to Beverly Street
 - 2022 Construction
 - Widen to 3 Lanes
 - Stormwater Improvements
- SW 10th Avenue to Wanamaker Road
 - 2020-2021 Construction
 - Road is currently a ‘rural’ 2-lane section with open ditches

- Complete reconstruct to a 3-lane section with curb/gutters and sidewalk on the south side and walking trail on the north side
 - Right-of-way and Utility Relocations in 2019-2020
 - Construction bid scheduled to open in March 2020
- SW Urish Road - 21st to 29th Streets
 - 2023 Design
 - 2024 Right-of-way and Utility Relocations
 - Road is currently a ‘rural’ 2-lane section with open ditches
 - Complete reconstruction with enclosed storm system

In response, Governing Body members inquired on the following:

- If sidewalks are being constructed near Logan Elementary School and along N. Kansas Avenue extending to the NOTO Arts District.
- If the SW 10th Street Project along Wanamaker Road will include sidewalks
- Referenced NW Tyler project and if it has relieved the congested traffic on NW Tyler

Brian Faust provided the following responses:

- Sidewalks are scheduled to be installed along N. Kansas Avenue in 2020 from Morris to Soldier Creek.
- Along SW 10th Street sidewalks will be installed on the north side and shared trails on the south side from Fairlawn to Wanamaker.
- He is unsure if the improvements on NW Tyler have relieved congestion. He noted the section from Hwy 24 to Lyman is now 3-lanes.

Brent Trout, City Manager, reported last year when the Governing Body authorized additional money for the GO Bond Cap it has allowed the City to move the Gage project (37th to 45th Streets) and the above mentioned NW Tyler project forward in the schedule. He noted the CIB has been crafted based on the \$31 million GO Bond Cap for the next three years.

Cash Projects

Nick Hawkins, Deputy Administrative and Financial Services Director, reported staff would not be highlighting any specific cash projects; however, the large majority of the projects listed in this section will depend on available funding. He noted cash projects will be eligible for GO Bond authority for the purpose of taking advantage of short-term notes if needed.

Countywide Sales Tax Projects

Nick Hawkins stated the second phase of the Countywide Sales Tax was approved in 2014.

Brian Faust, City Engineer, highlighted the following project:

- SE California between 37th and 45th Streets
 - 2022 Construction
 - Widen to 3 Lanes
 - Stormwater Improvements
 - Add sidewalk and shared use path

Citywide Sales Tax (Fix Our Streets Tax)

Nick Hawkins stated the second phase of the Citywide Sales Tax (Fix Our Streets Tax) was approved in 2018.

Councilmember Dobler left the meeting.

Brian Faust, City Engineer, highlighted Fix Our Streets (Citywide Half Cent Sales Tax)

Rehabilitation Projects including Micro Surfacing and Mill and Overlay:

- Micro Surfacing was funding with excess Countywide Sales Tax concentrating on Central Topeka in 2018; East Topeka in 2019; and West Topeka in 2020.
- In 2021, Micro Surfacing will be funded through Fix Our Streets Citywide Half Cent Sales Tax.

Mayor De La Isla inquired on the condition of Topeka Boulevard from SE 37th Street extending north to the downtown area. She questioned if the contractor could be held responsible for the deteriorating road and what are the standards for other cities in regards to warranties for contractors.

Brian Faust reported different parts of Topeka Boulevard are included in the CIP over the next several years and the warranty for contractors is one year. He noted the City has adopted a “hard rock” standard within the last three years improving the rate streets will deteriorate.

Councilmember Ortiz inquired on street repairs along SE 6th Street from Golden to Croco Road, as well as Deer Creek Trafficway from SE 6th to 21st Streets including the medians.

Brian Faust reported in 2020 Deer Creek Trafficway from ramp to ramp will be addressed as well as and the median design will be shortened significantly.

Councilmember Valdivia-Alcala asked for explanation on how Pavement Condition Index (PCI) was determined in regards to micro surfacing compared to mill and overlay and the locations it has been implemented.

Councilmember Lesser asked staff to provide a report on the effectiveness of micro surfacing before the Governing Body provides authority to expend more funds on the activity.

Jason Peek stated he would provide a report on PCI program data to the Governing Body. He reported by investing in the micro surfacing of streets it allows the City to maintain the current PCI for five to seven years on local streets and the lower end of service life on collector streets, with the possibility of micro surfacing again at the end of five to seven years, a process that costs the City half of what a mill and overlay repair would cost.

Brent Trout, City Manager, reported \$8 million will be allocated for the Pavement Condition Index Program to for various street improvements throughout the city.

Councilmember Valdivia-Alcala referenced Curb and Gutter Project 2020-2021 and asked when other neighborhood projects would be discussed.

Councilmember Lesser left the meeting.

Jason Peek stated the Citywide Half Cent Sales Tax only allows for replacement of existing sidewalks not new sidewalks; however, if funded with GO bonds it allows for sidewalks when needed.

Councilmember Hiller requested if \$1.2 million could be earmarked for backlog of curbs and gutters throughout the city.

Jason Peek reported the best use of dollars is to replace a block at a time as well as working

in conjunction with other street improvements.

Councilmember Duncan asked if there was a process to access the immediacy for the repair of sidewalks to ensure public safety.

Councilmember Emerson asked if there was a financial mechanism available for neighborhoods to create a benefit district to pay for sidewalks, curbs and gutters.

Jason Peek stated he believes neighborhoods have the option to self-assess the cost of sidewalks, curbs and gutters.

Donations - Zoo Master Plan

Nick Hawkins, Deputy Administrative and Financial Services Director, reported staff would not be highlighting any specific projects related to donations of funds or matching funds and noted all funds are related the Topeka Zoo Master Plan – private donations primarily matching Countywide Half Cent Sales Tax dollars.

Federal Funds

Nick Hawkins, Deputy Administrative and Financial Services Director, reported staff would report on bridge projects related to Federal Funds.

Brian Faust, City Engineer, provided an overview of the following project funded with federal fund exchange dollars:

- Bridge Deck Patching and Polymer Overlay
 - Significant patching and replacement required
 - Expansion joint repairs
 - NE Sardou Avenue Bridge over Kansas River
 - 6th Street Bridge over Shunga Creek – if money is available

Councilmember Valdivia-Alcala inquired on maintenance of bridge pillars and integrity of bridges, specifically near SE 6th Avenue and SE Branner Street.

Brian Faust stated it was the responsibility of the City. He reported every two years a

detailed inspection is conducted by an outside consultant on all bridges in city limits and they just completed 2019 inspections. He stated as part of the process, the consultant will provide a detailed report on areas of concern along with cost to repair and consequence of failure. He noted a bridge maintenance project is included the amount of \$200,000 annually in the CIP.

Councilmember Valdivia-Alcala requested a copy of the report when finalized.

Nick Hawkins stated discussions would continue on the CIP through March with anticipated adoption in April. He requested all questions be submitted to staff by February 4, 2020, in order to provide responses to the Governing Body by the February 11, 2020, Governing Body meeting.

Councilmember Valdivia-Alcala referenced the poor condition of the median located near the Sardou Bridge in North Topeka and asked when it would be repaired.

Brian Faust reported there is a multi-year project included in the CIP to upgrade medians across Topeka. He stated they are in the process of compiling the list and will distribute to the Governing Body.

Councilmember Hiller asked if stamped brick could be used on medians instead of asphalt or plain concert. She also asked what the department standard will be in regards to replacement of medians.

Brain Faust stated the process of stamped concrete is very expensive. He referenced median repairs located at SE 21st and Kansas Avenue as well as SW Huntoon and Arvonnia, and noted different colorization was being used to tie medians and intersections with the surrounding area or structures.

Brent Trout, City Manager, stated staff would work to provide answers to all questions by February 11, 2020.

NO FURTHER BUSINESS appearing the meeting was adjourned at 12:22 p.m.

(SEAL)

Brenda Younger
City Clerk

Attachment A.

Project	Cost Estimate	LF	Year	Size	Material	Breaks	Cost of Breaks	Notes
US 24, Tyler to Rochester Connection	\$202,442.70	223	---	12"	---	---	---	Distribution system optimization. New line to provide looped feed.
12th Street	\$1,200,000.00	1,350	1947	12"	CI	4	\$66,191.58	½ cent roadway project. Worst 10% LOF, Highest rank 5 BRE
45th Street	\$177,200.00	245	1992	16" 12"	DI	---	---	Relocation for countywide ½ cent roadway project
SW Ashworth	\$243,000.00	1,300	1992	8"	DI	19	\$67,066.00	High break count, worst 1% LOF, high rank 4-5 BRE
Quincy St - SE 6th St to 8th St	\$411,000.00	1,100	1905	10" 4"	CI	12	\$101,331.10	Worst 3%-25% LOF, Highest BRE, Citywide ½ cent roadway project
21st & Topeka Blvd	\$720,000.00	1,321	1950's	12"	CI	3	\$229,804.00	High cost of repairs, High rank 5 BRE
Denny's - 1518 SW Westport Dr.	\$62,400.00	300	1989	8"	DI	9	\$75,681.00	High break count, Worst 1% LOF
NE Crane St. - Jefferson to Monroe, Monroe & Madison from Crane to 1st	\$960,000.00	2,000	1933	10"	CI	11	\$97,856.72	High cost of breaks, High COF, Rank 3-5 BRE
Moundview	\$325,000.00	1,300	1994	6"	DI	5	\$25,739.00	Water quality issues, fixing dead end with loop
Western Ave – 8 th and Western, 5 th and Tyler	\$350,000.00	300	1884 1954	6"	CI	---	---	Relocation for storm sewer project
Villa West - from 25th St to 29th St	\$936,000.00	2,600	1986	8"	DI	22	\$128,424.00	High break count, Worst 10% LOF
Sherwood Crossing Center	\$25,000.00	150	1981	8"	DI	0	---	WL found too Shallow

Quincy St - SE 8th St to 10th St	\$411,000.00	1,100	1905	10" 4'	CI	10	\$68,426.92	Worst 3%-25% LOF, Highest BRE, Citywide ½ cent roadway project
Westridge Mall	\$408,000.00	1700	1989	8"	DI	7	\$18,222.00	Worst 10% LOF, High COF/BRE
SE Gemini Ave & SE Aries	\$468,000.00	1600	1986	6"	DI	16	\$53,129.94	High break count, Worst 1-3% LOF
Montara Phase I – Windsong Dr.	\$1,680,000.00	7000	1966	6" 10"	CI	28	\$110,150.80	High break count, Worst 1%-25% LOF

COF = Consequence of Failure

BRE = Business Risk Exposure

LOF = Likelihood of Failure

CI = cast iron pipe

DI = Ductile iron pipe

02/01/2020 Special Meeting
Braxton Copley - Handout