

MINUTES of the PUBLIC WORKS COMMITTEE

Meeting held: Wednesday, September 4, 2019
Leawood City Hall- Main Conference Room, 7:30 AM

COMMITTEE MEMBERS PRESENT:

Andrew Osman, Chair, Councilmember Ward 1
Ken Conrad
Abbas Haideri
Todd Harris
Marsha Monica
Jim Rawlings, Councilmember Ward 2
Chris White

ABSENT:

Julie Cain, Vice Chair, Councilmember Ward 4
Lori Ames
Chuck Sipple, Councilmember Ward 3

GUEST:

Paulo Harris, Student & Boy Scout, 3003 W 82nd Terrace, Leawood, KS 66206

STAFF PRESENT:

David Ley, P.E., Director of Public Works
Brian Scovill, P.E., City Engineer
Julie Stasi, Public Works Admin. Services Manager, Sr.

Chair Osman called the meeting to order at 7:32 AM.

Today, son of Todd Harris attended the meeting; Paulo Harris. Paulo is a student at Corinth Elementary. Palo is also a Boy Scout and is working on his Citizenship in Community Merit Badge. Committee and staff members introduced themselves and also with their introductions gave a brief background on their occupation/interests and connections with the City of Leawood.

FIRST ITEM OF BUSINESS (OLD BUSINESS): Review/approve the previous meeting Minutes.

ACTION: Marsha Monica- Motioned to approve the Minutes of the Public Works Meeting held August 7, 2019. Ken Conrad-Seconded the motion to approve the Minutes. All present members were in favor. Motion passed. Minutes Approved.

SECOND ITEM OF BUSINESS (NEW BUSINESS): Review Request from Public Works on the Design Consultant Selection Process for the 2022 Mission Road (133rd to 143rd) Project.

David Ley began the discussion. This is for the reconstruction of Mission Road. Typically we start the design at least two years in advance so we can get through the design process, get the utilities moved ahead of construction. This project begins at 133rd Street and extends to the north side of 143rd where we have already completed that intersection improvement. The plan for the improvements between 133rd and 135th is to add an additional lane on the west side as this section of road has been improved. We are looking at extending the island up to 133rd and down to 135th. Between 135th and 137th Mission Road will be reconstructed to a four lane divided roadway and that will allow any developments in the future adjacent to Mission Road to have a right in and right out to that roadway.

The big question that Public Works has is a revision to what we would like to see of Mission Road from 137th down to 143rd and actually even further south: The current plan is to have a four lane undivided roadway. We do not think Mission will carry as much traffic as 143rd so the consultant that the City hires we would like to have them perform traffic engineering study for us to determine the future traffic counts. Then we could decide if we could have a three (3) lane section from 137th St to 143rd St through the Mission Road Corridor.

Marsha Monica-That area of Mission Road from 133rd to 137th is kind of like Lee Boulevard. It has those gullies and no curbs, no gutters and very rural. What are your thoughts for the sides?

David Ley-What is planned and what we have been discussing is to whether we do a 4-lane section with bike lanes or whether we do a 3-lane section. The total width of the street would be built to accommodate a four lane section with curbs and storm sewers. This would allow the area outside of the roadway to be completed so the sidewalks and utilities could be located in those areas. If we do construct a 3 lane section and in the future they need to modify it to a 4 lane section for more capacity we could remove the island and add lanes. The outside curb,

sidewalk and utilities would not have to be relocated.

Chris White-So you do it the width of a 4-lane with an island but make it a 3-lane.

David Ley-When you are going across the roadway there is a school on the south end, so pedestrians are trying to cross. If you are crossing a 4-lane roadway such as 143rd street with bike lanes its concrete pavement to cross. Where this would at least give you an island for a refuge area if you are crossing one direction at a time. Sidewalks will be on both sides. We are looking at doing 8 foot wide sidewalks so that is the minimum width for what is considered a trail. You could actually get two way bicycle traffic on there and we would have bike lanes on the roadway also.

Chris White-That is really important. That is a huge bike lane out there. There are several people that use the bike lane down south.

Ken Conrad-This project that ultimately will be awarded for the design of this. This is also going to include a lot of study and configuration scheme of what it will need to look like?

David Ley-Correct. We have in the budget funding for a 4-lane. It will look just like 143rd Street. Four (4) eleven foot travel lanes, two (2) four foot bike lanes, curbs, street lighting, stormsewer and sidewalks with trails adjacent to the roadway. So the thought is if we do a three lane section it will probably cost the same, it will be less pavement but we will be adding additional curb and there are other costs figured into that. So it is not a huge cost savings to go to a 3-lane section. We are wanting to build what we think is actually needed and that would be determined from the traffic study.

Ken Conrad-So included in this project will also be more global area traffic study to help make that determination of what we build. Is that different that we've approach projects before, are we grouping more into a project than what we normally do?

David Ley-That's correct that it will have a more global area traffic study. Most projects do have a lot of traffic engineering. For example 143rd Street had a lot of studying that had to be performed with the school to determine that configuration and the traffic signal configurations. Some cities do or may have already done this in the past, but with this project, it was always scheduled to be a 4-lane section and it is just that staff believes we could possibly be overbuilding the roadway. So we want to verify that this is the width we need.

Abbas Haideri-Is a 3 lane similar to what is between 151st and 159 on Mission? Two lane on one side and one on the other side.

David Ley-It would be 1 lane each direction with a middle island and then wherever there is a left turn lane, we would cut into the island so the island would be more narrow.

Julie Stasi-Are you meaning an island with grass?

David Ley-Yes. An island with curb and grass. We would be doubling up the amount of curb and gutter we have and so there is some additional work that goes into that.

Abbas Haideri-To have some impervious area that is great, but the flip side is if you need the room, then you end up tearing all of this out.

David Ley-That is why we want to hire someone that has a good background in traffic engineering.

Andrew Osman-If we hire someone to take a look at a 3-Lane or a 4-Lane and they come back with their recommendation, are we going to take that as gospel?

David Ley-We will come back to the Public Works Committee if they recommend a 3-Lane section only. Then we will want the Committee's recommendation. But not if they say a 4-Lane because we currently have it set up for a 4-Lane, and that is what we have been telling anybody who calls in requesting information on the future Mission Road. We are telling them it is planned for a 4-Lane roadway.

Chair Osman-Asks about private developments that could possibly happen on the north east side of this project between 133 & 135th and if something develops before the roadway project, how is that handled.

David Ley-That could be handled separately by the developer. Most of the improvements will be on the west side of Mission Road so we could as a requirement ask the developer to bury the power lines. Either we would estimate the cost and have them pay the City that cost and we could do it in the future or we could have it built with their project. They might want to go ahead and do it themselves instead of having to wait for us (if they are planning to open prior to 2022) and they might not want us there.

Abbas Haideri-Thinking of the school and bikers in the area, if you have four lanes, it would allow traffic to move

over and give them more room.

Jim Rawlings-Curious about the neighborhood, have they been told to expect a four lane road? It's in the plan, are they looking forward to something changing, whether it's 3 or 4 lanes?

David Ley-Yes. It is in the plan to be four lanes. Not sure if they are looking forward to it. The biggest complaint we have had about Mission Road is the lack of sidewalks, the connectivity from 138th out to 133rd Street and then all the cyclists that use Mission Road.

Chris White-Not sure anyone would be sad if it went to a 3-lane instead of 4. There is a lot of hesitancy to see that road get expanded. People like being calmer area and they get worried about more traffic. If you build it, they will come. I think there are a lot of people that do not go that route. I live in that area a lot of times I take Roe instead of Mission.

David Ley-The volumes of 143rd Street is anticipated to have over 20,000 vehicles a day. That is one reason why we did four lanes on 143rd Street. Just from our prior traffic models we are showing 14,000 vehicles a day on Mission Road. So there is a significant amount reduced traffic on Mission from the east/west traffic.

Todd Harris-To follow up to what Chris is saying, Prairie Village as you recall, they took Mission Road at 75th from four down to three lanes (as it had become a race track). Just by doing that it made traffic go different directions and calmed the whole area down. I would agree if you build if 4-lanes that is an example of what you just said.

Chair Osman-So the recommendation is to review these six consultants and sent out an RFQ; request for qualifications.

David Ley-That is correct. The City Engineer and I selected six consultants that we feel would be good firms. Either of these firms would be great for the design of the project. We wanted feedback from the Committee to see if you are okay with these firms or is there anybody else you wanted us to include?

Marsha Monica-Did not have anybody else but had comments on the rating sheet. Noted that "Customer Service" should be ranked much higher. That is such a key to making a project run smoothly and go well with the residents and the people in the City. Then, "Project Understanding" is another category that needs an adjustment and this one is given too many points.

Brian Scovill-For a design engineer, Customer Service could also be looked at as meeting staffs timelines and providing adequate quality submittals, do they set up regularly scheduled meetings or did they wait until the last minute and then staff had to change the date and time because they didn't get the room reserved. We look at things like that in addition to the public outreach, media relation type items.

Ken Conrad-Can discuss the review categories but when we talk about the firms, he will need to recuse himself from that part. Ken added that he is not happy with the questions we are asking on the grade card. He would like to hear the firms speak, like we have done in the past although that might make the process more complicated.

David Ley -Advised we can do that. More recently we have gone through the first rating of all the firms and then brought in the top two and hear them. It does take quite a lot of time up to half a day to do several firms.

Ken Conrad-Will or is this going to create a short list where there are interviews?

David Ley-It could and that is if we get two firms that score fairly close then you may want to interview them. If there is one that stands above the rest then it would/could be up to the committee to choose the top one to negotiate with.

Chris White-Agrees the format is kind of off with the points. The first two categories start with the same approach and we kind of assume of they are bidding that they all are able to understand the project and approach to take. But unless there are two very similar does not want to get into a dog and pony show as then you might be more apt to grade on personality and not competency. Also agrees Customer Service is a huge item to grade them on. From a City's standpoint that is something that protects the residents and to make sure they are satisfied the way the project is done. That is a big deal. Is it possible that when we get their packages that the Committee can also get something from staff that talks about their past experience? You have the networks and you have the interactions. To me it would be helpful to get some information from the staff. According to them their listing of past projects in their RFQ is all according to them and not you-staff. Would like to reevaluate the point distributions on the grade card and possibly consider some new questions.

Brian Scovill-Advised they had tweaked the grades on a Stormwater Committee review.

David Ley-said before they would take all the points, sum all up from each member. However if there are some that grade higher than other members you could end up with firms with a much wider gap between the high and low, so it un-intentionally skews the grade. Now we take a person's top (number one) and give them 6 points. Todd Harris-Last time we took an absolute ranking and then rescored it to be a relative to each other ranking. Is that how we would boil it down to? A relative ranking amount each one? Yes. Okay.

ACTION: Chris White-Made a Motion to recommend to send Request for Qualifications (RFQ) to the six consultants listed in Staff's report (Burns & McDonnell, HDR, HNTB, Olsson & Associates, TREKK Design Group, Walter P. Moore) and advise the consultants that their submittals will be evaluated on the general six criteria headings of: Project Understanding, Project Approach, Similar Experience, Key Personnel & Availability, Project Schedule, and Customer Service (withholding any kind of point structure).

Todd Harris-Seconded the Motion. Members Osman, Haideri, Harris, Monica, Rawlings, and White were in favor. Committee Member Conrad recused himself and did not vote. Motion passed.

FOLLOW UP: Staff will bring back to the Committee in October a revised draft of the Design Engineering Selection Score Sheet and that will give us one more meeting to go through the form with the Committee's input on point distribution.

THIRD ITEM OF BUSINESS (NEW BUSINESS): Review Retaining Wall Repair needed at the Northeast corner of 127th & Roe Avenue. David Ley-Advised that the wall was constructed in 2005 and along with that project there were several retaining walls. One in particular at the northeast corner of 127th & Roe has a 28 foot section that is rotating out. David showed pictures that were taken in April of this year. We took the stone off because of the rotation of the wall and we were concerned about it. All the loose stones were removed from each end. Last year we noticed it and we started measuring it to document the rotation. We noticed over this past 6 months the wall is really starting to accelerate on the rotation. It is rotating away at the top. So we hired Lochner Engineers to review the construction plans, and do some bores in the field to see if they can determine what is wrong with it and why is it rotating. They came up with a few reasons why they believe it could be rotating but never a definitive reason on why it is rotating. We also asked them if we should make a temporary solution to stabilize the wall before we can get this repair in a budget and they advised after the rains this year and what they've seen they are concerned that by the time we get a temporary repair, it will cost just as much as tearing the portion of the wall and doing a full repair. We have been provided a construction cost estimate of \$100,000 to repair. They would design the plans to remove the 28 foot section of the wall and build a gravity wall which is different structure than what is there right now. In addition to that once the wall has been removed we would inspect the drain pipe that is behind the wall to make sure the drain pipe is not clogged or collapsed, make sure it is actually there and then we would reconstruct that in order to make sure everything is good behind the wall. Brian Scovill-When asked how the other parts of the wall are tied together. Brian said the vertical faces of the wall are actually not tied together so they can rotate or move separately, independently of one another if need be. They have joints.

David Ley-We would like a recommendation to move forward with repairing the wall and we would like to use either funding from the Arterial Streets Program Budget or the General Funds in order to make this repair. This is not within our 2019 budget.

Chris White-What are the alternatives? Do it now or wait until it falls over.

ACTION: Abbas Haideri-Made a Motion to recommend Public Works proceed with fixing the 28 foot section of retaining wall in the best way they (City Staff) feel appropriate. Chris White-Seconded the Motion. All present members were in favor. Motion passed.

Staff recommends bidding the project in 2019, and using the Arterial Street Fund as the funding source.

Chair Osman- Advised we have assignments for October 2, November 6, and December 4th, so we hope all members or as many as possible can attend to make our quorum of 6 members out of 10 in attendance.

Chair Osman adjourned the meeting at 8:35 A.M.

Minutes submitted by: Julie Stasi, Administrative Services Manager, Sr.