

City of Elko)
County of Elko)
State of Nevada)

SS December 9, 2010

The City Council of the City of Elko, State of Nevada met for a special meeting beginning at 6:00 p.m., Tuesday, December 9, 2010.

This meeting was called to order by Mayor Michael J. Franzoia

Mayor Present: Michael J. Franzoia

Council Present: Councilman Jay Elquist
Councilman Chris Johnson
Councilman Jim Conner
Councilman John Rice

City Staff Present: Delmo Andreozzi, Assistant City Manager
Dennis Strickland, Public Works Director
Will Lehman, Police Captain
Ed Wynes, City Planner
Jeremy Draper, Civil Engineer
Jennie Lage, Technical Assistant

NEW BUSINESS

Consultation and discussion with engineers regarding the Idaho Street Project, and matters related thereto. **NON – ACTION ITEM – INFORMATION ONLY**

Mayor Franzoia indicated the Public Comment period would be integrated with this discussion.

Public Works Director Strickland advised the intent of this meeting is to lay the foundation for what is going to take place with the Idaho Street Project and provided some brief history of how Staff got to this point.

Two years ago Staff was directed by Council to begin looking at numbers for a regional road repair plan. The main intent was to address Idaho Street from 5th Street to the city limits east of town. Tonight's presentation by Summit Engineering, engineer of record, will show how we will approach that. The other components of the regional road repair plan were to also look at 12th Street and possibly West Idaho Street.

Following direction from Council, Staff sat down and looked at the major components we need to put in place to rebuild the road; asphalt, drainage, ADA compliance, traffic movement in the downtown area i.e. 12th & Idaho, 12th & Silver, missing curb, gutter & sidewalk.

Mr. Strickland stated those items previously mentioned are the critical components of the project that must be addressed. Original numbers for this project were approximately \$9.1 million; today's cost projection by the engineer remains the same. There is a budget for this project; it

will address the main components of the roadway. If we are fortunate enough when we go out to bid that we receive good bids from the contractors Staff would like to further address the Council's wishes of a regional road repair plan and look at a component on 12th Street; pull a couple of inches out similar to the Silver Street project, put a higher performing asphalt/pavement in there and enhance Silver Street also.

Mr. Strickland advised the engineer will provide information on the scheduling, how we will maintain access etc. Obviously there will be growing pains with this; road construction is a necessary evil and there will be times businesses are impacted; we will do our best to keep that at a minimum as we go through the process. Another concern is the weather; we may consider a night-time schedule component with this project; see if we can get a good price from the contractor. But, with that come light plants and other things that have to be implemented to facilitate work in the night-time hours; at this point Staff is unsure if we will see a cost savings or not with respect to that.

Mr. Strickland indicated following the presentation by Summit Engineering Staff will try to get questions answered from the audience; maybe there are issues Staff hasn't thought of that may further enhance the design of the road.

Nitin Bhakta, Office Manager, Summit Engineering, introduced the project team members; Tom Gallagher, Chairman and CEO, Clint Thiesse, VP of Public Works and Geotechnical Divisions, Rich Pettinari, Project Engineer and John Fasana with Fehr and Peers, Traffic Engineer. Landscape Architect, Kreg Mebust, Sage Green Design was unable to attend tonight's meeting.

Mr. Bhakta advised tonight's presentation would include; project scope and procedures, phasing, design, construction and time lines, crucial dates, meetings i.e. project out to bid, construction dates etc. Discussion will also be held regarding traffic access for the major intersections and brief discussion on what they have for the 30% design phase at this time. Following the presentation they will answer questions and concerns from the audience.

Mr. Bhakta proceeded with the presentation; see Exhibit 'A'.

Following the presentation there was discussion related to traffic heavy traffic backup at various signals (5th and Idaho Street and 12th and Idaho Street) and how that would be addressed.

A member of the public expressed concern the plan is move traffic faster through the downtown area; there is a safety issue for pedestrians.

Mr. Fasana advised they want to improve the area as much as possible to get traffic moving through there. The improvements will help give it more of a downtown feel. The curb returns etc. are more pedestrian friendly and will help slow down traffic along Idaho Street; but we are trying to keep traffic moving on to and from the cross streets at the same time.

Mr. Strickland stated the goal isn't to move traffic through the area faster; more efficiently is the key, so you aren't sitting at an intersection through multiple cycles.

Assistant City Manager Andreozzi requested Mr. Bhakta discuss the specific scope; we have already discussed the project limits.

Mr. Bhakta advised in regards to the pedestrian enhancement feature a couple of intersections they will be looking at i.e. 6th Street; will provide an opportunity for some landscaping as well as consideration of utility upgrades. At 8th and 11th Streets they are looking at the same type of configuration to move pedestrians across those intersections more efficiently.

Mr. Strickland indicated while the road is under repair there will be fire service lines run to some buildings. While making those taps we will at least run the infrastructure to back of curb so that in the future we will have the ability to irrigate the trees in the downtown area. Will the full system be installed with this project; the budget will ultimately determine that; right now probably not, but at least the infrastructure will be there and we won't have to tear the street out. We are trying to lay the foundation for some of those things to happen. There are parcels in the downtown corridor that are on shared water services. When we branch off each business will have its own water service and other types of upgrades while we are in there. We are trying to be as minimal as we can with that; once you start performing those types of subsurface excavations and works it drives your costs up. We are trying to be mindful of that but at the same time understand that while we are in there redoing the road it would not make sense to not get this infrastructure in place.

Gwen Uhlig, Downtown Business Association, commented they have money they would like to spend; possibly water for the trees. Was that in the realm of possibility?

Mr. Strickland believed it was possible and suggested a joint meeting once there is further project design.

Lena Blohm referred to the redevelopment plan which included design guidelines for the street safe element; if this project includes landscaping will the City work with these other design elements.

Mr. Strickland saw no reason the City couldn't try to see if there is an opportunity to accomplish some of those things while the project is taking place; that is definitely a discussion we can have. Mr. Strickland reminded everyone the core responsibility is the repair the road and then see where the budget takes us from there.

Mr. Strickland noted ingress and egress is something everyone is very mindful of with this project. In order to enhance safety you will see some of the downtown area, between 5th and 8th, there are three or four driveway approaches into buildings that have no need for a driveway approach; those will be cleaned up in this project. Access will be controlled and the roadway necked down to prevent trucks going in every direction; there will be precise points of ingress and egress. Drainage will be greatly enhanced in the corridor.

John Carpenter questioned how wide the roadway was going to be the area by Gallagher Ford.

Mr. Strickland advised all the infrastructure would be installed along the south side of Idaho Street; it will be totally inner-connected with pedestrian access from one end to the other. On the freeway side the intent is to shift the road over to match the infrastructure that we have going east and eliminate some excess asphalt. We know the area between the freeway and the existing Idaho Street will never develop so it is an area we would like to landscape.

Mr. Carpenter again questioned the road width.

Mr. Bhakta advised the design is not complete yet; they anticipate one east bound lane, one west bound lane and a center turn lane. The exact width is not known at this time; they will have a better idea at the 70% design phase.

Mr. Carpenter questioned to road surface; what will that be.

Mr. Bhakta advised currently the plan is for a mill and grind. They are looking at options i.e. a cement treated base. In the corridor there are good sections of asphalt, some businesses along their frontage fixed the asphalt but curb, gutter and sidewalk are needed. In those areas we might be looking at some micro-surfacing, milling those areas a bit. In the areas that are dilapidated, the base has fallen apart, we want to grind all that up and put a new layer of asphalt down with a good base.

Mr. Carpenter questioned whether this project could actually be done for \$10 million.

Mr. Bhakta stated it could.

Mr. Carpenter questioned why the public wasn't more involved.

Mr. Bhakta advised the 70% design meeting is just to inform the City of what the design will be. Once they get to the 90% stage there will be a public meeting.

Mr. Strickland clarified the 70% design meeting is more of a technical meeting and not so much of a public input meeting; we are trying to pin down the technical and budgetary aspects of the project.

Mr. Carpenter believed the public should be there if they chose.

Mr. Strickland and Mr. Bhakta indicated they could accommodate that if the public requested it.

A member of the public noted east of 12th Street the City has a lot of property they are going to be giving up for curb, gutter etc. What is going to happen to the extra property the City now owns but don't maintain.

Mr. Strickland believed this question pertained to excess right-of-way the City may have in some of those areas. Staff is willing to discuss that with the property owners. As we go through this process if our consultant tells us it is highly unlikely that we will need to add additional lanes out there or use the additional right-of-way there is the possibility, if the Council so desired, that some of that could be vacated. That is probably a discussion for after the project is completed.

A member of the public questioned existing alleys between some businesses; are they going to stay open?

Mr. Strickland verified they were.

Ruben Abeyta, Manager, Hilton Garden Inn, questioned proposed access into the hotel; currently there is no turn lane.

Mr. Strickland advised the alignment in that area is awkward and he would refer the question to the design engineers.

Mr. Bhakta advised once past 30th Street the crown will be shifted over, there will be a parking lane on the south side, two travel lanes and a center turning lane and bike lanes as well. Currently the scenario in front of the Hilton Garden Inn is a bit different; there is a dedicated center turn lane and they don't see a need for something like that. However, there is the possibility of a dedicated right-hand turning lane at the Kittridge Canyon Interchange and another lane for traffic coming out of that street and merging onto Idaho Street. Heading further down towards Lostra Brothers on the east end of town it will be a standard section with parking, bike lanes, travel lanes, turn lanes etc.

Mr. Strickland advised we just don't have the businesses out there similar the Hilton Garden Inn that generate those kind of traffic movements.

A member of the public questioned the anticipated work time for a section of the project.

Mr. Thiesse advised generally it starts with curb, gutter and sidewalk removal from an area; that takes a couple of weeks for each of the eight segments. The asphalt removal and replacement will again take a couple of weeks. Mr. Thiesse noted this work will be running simultaneously in different areas so the project is always moving forward. If we come up with a different option, other than asphalt, i.e. concrete pavement for the street, you would be down longer because you need the curing time. Staff will be able to provide more update at the 70% meeting.

It was questioned if sidewalks would be done at the same time.

Mr. Thiesse verified they would be done at the same time; we will have to be careful that we are always keeping one side open if we have to close one side down for pedestrian access. They may do one side and then a week later do the other side.

Mr. Strickland advised they aren't removing all the sidewalk throughout the length of the project; only bits and pieces. Curb and gutter will be the main target.

Mr. Carpenter questioned if the work would be done one block at a time.

Mr. Strickland advised Staff was looking at four or five block segments at a time. Local events will be taken into consideration; the intent is to not encumber any more than possible; but there will be some. Mr. Strickland continued and advised no business will be without access for more than one or two days.

Discussion was held pertaining to the possibility of night time work. Mr. Strickland believed it likely wasn't a good option in the downtown area around the hotels; but further out on Idaho Street it could have some merit.

Concerns were expressed related to drainage.

Mr. Strickland again stated all the drainage will be addressed during the project; we don't want imperfections in our drainage at the end of this project.

Mr. Bhakta noted in areas such as the Budget Inn, where there is a height issue with the entrance the intent is to upgrade to the new standard of valley gutters, it flattens them out and should solve a lot of the problems.

Mr. Carpenter questioned if the City was getting any show of interest from contractors.

Mr. Strickland believed a \$9.0 million project would generate considerable interest.

A member of the public questioned the Special Events; would the City consider keeping other roads in the corridor open.

Mr. Strickland advised Staff will have to seriously look at that when the time arrives.

Mr. Bhakta encouraged anyone to call with questions or concerns.

II. PUBLIC COMMENT

A. Public comment period. ACTION WILL NOT BE TAKEN

This agenda item is to provide time for the general public to address the City Council regarding items of concern. Action cannot be taken at this time, but a matter can be set on the agenda for a future meeting, as appropriate.

Public comment was addressed under the previous item.

ADJOURNMENT

There being no further business, Mayor Michael J. Franzoia adjourned the meeting.

Mayor Michael J. Franzoia

Shanell Owen, City Clerk