

**PLANNING COMMISSION WORK SESSION
NOVEMBER 12, 2015 AT 6:30 PM
CORDOVA CENTER EDUCATION ROOM
MINUTES**

1. CALL TO ORDER

Co-Chairman *Tom Bailer* called the Planning Commission Work Session to order at 6:30 PM on November 12, 2015 in the Cordova Center Education Room.

2. ROLL CALL

Present for roll call were Co-Chairman *Tom Bailer* and Commissioners *Tom McGann*, *Scott Pegau*, and *John Baenen*. Commissioners *John Greenwood* and *Allen Roemhildt* were absent.

Also present was Assistant Planner, *Leif Stavig*.

2 people were in the audience.

3. COMMUNICATIONS BY AND PETITIONS FROM VISITORS

a. Audience comments regarding agenda items

b. Guest Speakers

i. Ryan Stephens – DOWL Juneau

Rich Rogers, Public Works Director, said that they had advertised the meeting and put out packets with the draft plans. They are at a point where they wanted the commission to discuss the project. They are looking at the high priority roads Nicholoff and Harbor Loop, with Railroad Avenue from the highway to Nicholoff as additive alternate one. They are planning to go out to bid in a week to get bids in before Christmas. This is a better time to bid than when they did it in the spring. The one thing that has changed is that the Harris asphalt plant has demobilized. *Stephens* has been the principal designer. The project that they bid in the spring was for just Nicholoff and Harbor Loop with one bid from Eagle Contracting at \$1.3-1.4 million (Note: actual bid was \$1.56 million), with the Engineer's Estimate at \$.9 million. The awarding of that contract was not authorized by City Council. The project is funded by the \$2 million bond. Unfortunately the timing was late when they bid the first time. This time *Rogers* asked the engineers to give him Railroad Avenue as an additive alternate.

Stephens explained some of the features of the project. The typical cross section is 10 inches with two inches of asphalt. On the corners there are three inches. The streets are very flat and there are not a lot of places for the water to go so it sits and erodes the sub basin beneath the asphalt. To help with that they are putting in concrete valley gutters and new catch basins. Most of the catch basins are at existing locations. The road section includes six inches of coarse shot rock.

4. WORK SESSION TOPIC

a. Cordova City Streets Improvements

Bailer said he thought the whole South Fill was shot rock. *Stephens* said the specified shot rock was open graded and had no fines so it drains the water quickly. On top of that is one-two inches of D-1. *Pegau* asked since a lot of the businesses go right to the road, how will you manage water between the road and the business? *Rogers* replied that there is a valley gutter similar to what is currently on Council. *Stephens* said

that they graded the road to allow water to drain from the property over the sidewalk to the gutter. **Pegau** verified with **Stephens** that it was designed off of Cordova rainfall. **Rogers** said that **Bill Howard**, Streets Superintendent, was going to be at the meeting, but he had to leave due to a family emergency. He has had a lot of input into the plans.

Pegau asked about the function of the pedestrian island at the intersection of Railroad and the highway. **Stephens** said there are two reasons: the intersection is about 100 feet wide and the island is a safe haven for pedestrians, and to help guide traffic. **Rogers** said that another thing it does is widen out the curb as an existing problem is people turning right off the highway towards Railroad go too fast. **McGann** clarified that the fence would stay there and that the existing sidewalk would be removed. **Stephens** explained that the sidewalk is on the opposite side of the road ends before the Nicholoff intersection and doesn't connect to the South Fill. He explained that the road was shifting east several feet because of property issues.

Baenen said when it went out to bid before he had talked to Eagle Contracting and was going to be a subcontractor. He ran all the numbers on the whole job. He doesn't believe the bid will be any less because it will take \$200,000 to get an asphalt plant to mobilize and demobilize. Costs won't be less to barge asphalt to Cordova. The current plan is a Cadillac plan and the only way to get it within budget is to make cuts. The valley gutters alone are \$200,000 and the storm drain system is \$200,000, so you would save \$400,000 by not doing either. You would save a whole bunch of money by not putting shot rock down. The South Fill is all shot rock. The existing road was paved 25 years ago and is still in pretty good shape in a lot of places. The idea of the bond was to keep it as simple as possible to get the most pavement down. The project is going to be beautiful and is going to be done right, but you are going to use up all the money on one job.

Frohnappfel asked if they needed gutters. The gutters are progress, but progress is expensive. **Rogers** asked if they don't have gutters, how do they get the water to go where they want? **Baenen** said it would be like every road in Cordova. **Rogers** said most roads are on slope and that this area was flat. **Baenen** said the storm drain system down there is perforated. The ground drains very well. **Frohnappfel** said if they were to have a crowned road with runoff could they maintain the edges with fill and everyday maintenance? He wanted to know if you could do it without the valley gutters and get a product that will last 20 years. **Baenen** said that the storm drain system has to be completely fixed if they want to do the valley gutters.

Pegau asked if the project addressed the issues with the potholes around the boat ramp area on Nicholoff. **Stephens** said that the road was being elevated there. **Frohnappfel** said that the project was great and that they should put it out to bid. He asked what the worst case scenario would be. **Rogers** replied that if the bid was over what they budgeted they could redesign and rebid in January. **Frohnappfel** asked if the current project was realistic or unrealistic for the community. **Stephens** replied that it was realistic, but there are risks with maintenance costs. The cost savings from using the existing fill may be substantial enough to allow them to do the project. **Baenen** said that the shot rock gradient is already down there. The state doesn't even replace the base course on a highway project. Most of their roads are paved over trees and other things, they just make sure there is a nice layer of D-1 on the surface. **Bailer** asked if what they are talking about is substantial savings. **Baenen** said that it was. **Bailer** asked how they would move forward with not having to excavate and not put new shot rock in. **Baenen** verified that the sidewalks were asphalt sidewalks. **Frohnappfel** said that he likes the idea, but they bonded the project and it went to the voters and it has already been a year. He said that if you look at what money they have put in the city's infrastructure it has not been much for the last 25 years.

Baenen said that with the gutters and the storm drains out, the city will save \$400,000. He is not saying to do that, he said to do it maybe after council decides to not award the project. **Stephens** said that if you got rid of valley gutters you can still grade and drain all the water into the catch basins. Since there is a sidewalk there has to be a swale. **Frohnappfel** asked if you could have an asphalt valley gutter. **Stephens** said you would have a seam at the bottom of the gutter which would cause it to deteriorate quickly. **Baenen** said on Nicholoff maybe you would want to keep the concrete valley gutter because it is so flat. **Bailer** asked if the asphalt could just end on either side of Harbor Loop and not have a swale or gutter. **Baenen** said you would have to have the drainage drain somewhere. **Bailer** said he would like to see enough cuts that they can get the work

on Railroad done. **Baenen** said that without gutters, the cost for storm drainage goes down. **Stephens** said that in the current design all of the catch basins are to be replaced with new concrete ones, so if they don't do the valley gutter on Harbor Loop are they just going to leave the existing ones? **Bailer** said they would use the existing storm drainage unless it needed to be adjusted.

Pegau said that in his mind, Railroad trumps Harbor Loop in priority. **Stavig** said the reason it was an additive alternate was because on the Roads Priority Paving List the order was Harbor Loop, Nicholoff, Railroad. **Baenen** said that was because Harbor Loop was in worse shape than Railroad. **Rogers** said that the NAPA intersection likely influenced people's opinion.

Stephens said the asphalt sidewalk on Railroad was a full curb with driveway cuts. **Rogers** said the island at the intersection of Railroad and the highway was one of the main reasons they decided to have a public meeting, because it's a new concept. **Bailer** summarized that their advice was to save money by keeping Nicholoff as designed and to just pave Harbor Loop. **Baenen** verified that the design was for one lift at 2 ½ - 3 inches, instead of two lifts as originally designed. He likes that there has already been some money savings.

Bailer said that while they were talking about pavement, he wanted to say that the new pavement accessing the Cordova Center next to Shoreside has sharp edges with no fill on it so it won't last.

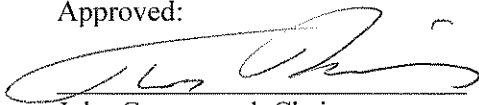
5. AUDIENCE PARTICIPATION

6. COMMISSION COMMENTS

7. ADJOURNMENT

M/McGann S/Frohnepfel to adjourn the Work Session at 7:58 PM.
With no objection, the meeting was adjourned.

Approved:



~~John Greenwood, Chair~~

TOM BAILER



Leif Stavig, Assistant Planner

