

**MINUTES**  
**INFRASTRUCTURE REVIEW ADVISORY BOARD**  
**Oak View Library**  
**July 7, 2010 8:30 a.m.**

**Members and Alternates Present**

Chad Huwe, Steve VanBuskirk (8:33), Myron Adam, Pat Beckman, Matt Carlson (8:35), Tim Galbraith, Jeff Schmitt, Scott Hofer, Mark Cotter, Mike Cooper, Steve Brockmueller

**Members and Alternates Absent**

Bill Kemmis, Mark Vellinga, Preston Mettler

**Others Present**

Todd Anawski, Kris Ronning, Eric Willadsen, Jeff DesLauriers, Chuck Point, Debra Owen, Clayton Jamison, Albert Schmidt, Kim Buell, Mike Kuno, Ken Dunlap, Jeff Boldt, Chad Hanisch, Shannon Ausen, Jim Entenman, Kurt Peppel, James Unruh, Rick Laughlin, Gary Harr, Andy Berg, Jason Gusso, Jarrod Smart, Jon Brown, Dan Pirrung, Julie Terrell

**Approval of Minutes of Last Meeting**

A motion was made by Mark Cotter to approve the May 5, 2010 meeting minutes; the motion was seconded by Tim Galbraith. Roll call: Yeses- Cotter, Cooper, Hofer, Brockmueller, Galbraith, Beckman - 6. Noes, none.

**Business**

Chad Huwe, City Engineer, announced that Scott Hofer, Hanson Pipe and Precast, has accepted the alternate position representing the Contractors Association.

Chad recognized Councilman Entenman as attending the meeting.

Todd Anawski, Home Builders Association, announced that Cindy Sheehan has retired and introduced Julie Terrell as her replacement. Julie is the new Executive Vice President of the Home Builders Association of the Sioux Empire.

**a. West Corridor Study Update**

The following handout was distributed:

- "Proposed Action" Roadways Concept Plans / Tea Ellis Road Improvements & LaMesa Drive and West Parkway

Shannon Ausen, Engineering, and Sam Trebilcock, Planning & Building Services, presented an update to the West Corridor Study. The City of Sioux Falls, the SD Department of Transportation (DOT), and the Federal Highway Administration (FHWA) are all involved with the study. Shannon gave a brief summary of events that have transpired from the beginning of the study in 1995 to present. Specifically, from 2004-2007, the City worked with property owners north of 12<sup>th</sup> street in the Tea-Ellis Road/Skunk Creek area. The property owners expressed concern that the West Corridor project would be cutting into their property and had the potential to disturb archeological artifacts. In 2007/2008, the Federal Emergency

Management Agency (FEMA) updated the floodplain boundaries, which impacted the West Corridor alignment. In 2008/2009, the DOT agreed to fund and construct the east side corridor, but would not be involved in funding or constructing the West Corridor. The result is that the West Corridor will be funded by Minnehaha County, Lincoln County, the City of Tea, and the City of Sioux Falls.

The Engineering and Planning Offices, the City of Tea, and Lincoln County evaluated other alternatives to construct the West Corridor. The first alternative includes starting at the I-29/Tea interchange, taking CR106 over to CR111, following the Tea-Ellis Road to 57<sup>th</sup>/69<sup>th</sup> Street area, curving into realigning with the Tea-Ellis Road, avoiding the archeological-sensitive areas, and continuing on to a new interchange at I-90. The second alternative is constructing a four-lane parkway that would extend from CR106 to 85<sup>th</sup> Street and a two-lane parkway from 85<sup>th</sup> Street to 12<sup>th</sup> Street. A compliment to the parkway would include upgrading LaMesa Drive with a Skunk Creek crossing. Pat Beckman asked if easements have been purchased for this project. Sam Trebilcock and Shannon Ausen replied that the Parkway will be constructed within the right-of-way of a major collector road and will be dedicated as a part of the platting process. The Tea-Ellis Road alternative will be constructed within the existing 100 feet of right-of-way.

This project will need to be added to the long range transportation plan and be fiscally constrained. There will be a public meeting, tentatively scheduled for August, to receive public input.

#### **b. Subdivision Requirements**

The following handouts were distributed:

- DRAFT memo to Homebuilders, Contractors, and Developers regarding Sidewalk Curb Ramps
- DRAFT memo to Developers, Contractors, and Engineers regarding Subdivision Requirements
- PowerPoint Presentation

Shannon VerHey, Assistant City Engineer, presented a PowerPoint presentation that included information on sidewalk curb ramps, an update of the status of subdivisions, and the subdivision requirements memo.

The Department of Justice sets the requirements for curb ramps and the Engineering staff is responsible for ensuring that the ramps are installed correctly. In the past, staff reviewed weekly building permits to determine which ones were for corner lots. Letters were then sent out to the permit holders notifying them they had to comply with requirements. Permit holders would call in on a voluntary basis to have ramps inspected. In the last month, Engineering staff has inspected 24 recently installed ramps and concluded that 50% did not meet requirements. As a result, the City has decided to move toward a mandatory inspection. Shannon showed the group a revised letter that will provide homebuilders, contractors, and developers a better graphical illustration for installing sidewalk curb ramps. This letter will be sent out with every building permit beginning August 2. The City also has a training video, available online or by DVD, that outlines curb ramp and sidewalk installation requirements.

Shannon then gave the group an update of the status of subdivisions. One of the slides showed the miles of subdivision roads in and out of compliance. To date, developers have not been formally asked to install top lift. A question was asked if legal action has or could be taken. Shannon replied that no legal action has been taken. Currently, the assurance agreement is in the process of being reviewed. Due to the election of a new Mayor and appointment of a new City Attorney, the review process was delayed. Shannon displayed a DRAFT memo that will be mailed to developers and contractors clarifying testing and inspection, acceptance, and warranty requirements. All of the requirements remain the same but the City will be placing a greater emphasis on the subgrade and surfacing component of the

roadway. Presently, the City has two primary subdivision inspectors. In addition, the City recently hired Kurt Peppel, Civil Engineer PE, to head the subdivision program. One of the first items he will be working on is making sure moisture and density tests are in compliance with DOT specifications. Shannon emphasized that the developer/contractor will be required to take additional measures if moisture and density requirements cannot be obtained and/or if there is visible rutting or rolling of the subgrade during the proof rolling. He reiterated that it is recommended that one working day's notice be given in advance of the required subgrade inspection to allow for testing coordination. Deviating may result in approval delays for base course placement.

In the past, there have been several discussions on when the best time is to place the top lift of asphalt. Previously, the City has said that top lift installation is acceptable the same year as bottom lift. This will continue until final specifications are developed and it will be up to the developer to determine the best time to install the top lift. The City recommends that all utility trenches go through one freeze/thaw cycle before the top lift is installed. Chuck Point expressed concern that the City is proceeding without considering developer/contractor suggestions. He said that after meeting several times with the City, the City hasn't taken any recommendations from the contractor/developer groups. He said that the information presented today was not given to anyone to preview before the meeting. Shannon replied that no new changes are being implemented and reiterated that discussion on top lift is still encouraged and the documents presented today are DRAFT copies only. (Steve VanBuskirk left meeting at 9:40)

Shannon then discussed the amount of unacceptable damage to curb and gutter, fillets, and valley gutters. A majority of the damage is a result of construction traffic, lack of required asphalt ramping on valley gutters and fillets, etc. He again reiterated that the Engineering Design Standards (EDS) states that the developer is responsible for the street (including curb and gutter, fillets, and valley gutters) until final acceptance and conclusion of the warranty period for any improvement installed by the developer or their contractor. All damaged infrastructure will need to be replaced. The City's position is that some operational modifications by the developer/contractor/homebuilder can be used to prevent most damages.

In closing, Chad Huwe suggested that this topic be brought back to the July 21 meeting. This will allow the developer/contractor groups time to review and discuss the information that was presented today.

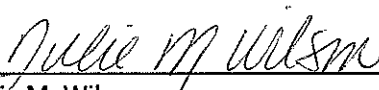
Future topics for the next couple of meetings will include an update of the Big Sioux River TMDL Study, the construction of regional detention ponds, and the wastewater regionalization study update.


**Board Action:**

**Action Items**

**Adjournment**

The next IRAB meeting is set for July 21, 2010, at 8:30 a.m., at the Oak View Library. A motion was made by Pat Beckman for adjournment at 10:00 a.m.; the motion was seconded by Mark Cotter. Roll call: Yeses- Cotter, Cooper, Carlson, Brockmueller, Galbraith, Beckman - 6. Noes, none.

  
Julie M. Wilson  
Secretary

  
Chad J. Huwe  
City Engineer