

MEETING MINUTES FOR PUBLIC WORKS / PUBLIC UTILITIES COMMITTEE

Police Academy – May 16, 2018

Meeting Summary:

- Cedar and Mill Creek waste water plants have been in copper conformance for three and seven months respectively.
- Tank A2, the 2nd tank to require only a mixing system addition, is in process.
- The contract for the 2018 culvert rehab by spin casting was let.
- The DeSoto paving completes the large road paving contracts for this year.
- Mowing is in process and first pass should be completed in one month.
- The committee recommended a reduced speed limit on DeSoto at Ponce.
- The committee recommended a Charter for POA and Board approval.

Reminders and Calendar:

- 6/14/18 @ 8:00 AM Next committee working meeting
- 6/21/18 @ 9:30 AM Next committee public meeting

Meeting Minutes

Committee Members Present: Leonard Binstock, David Childs, Murray Claassen, Don Draper, Jim Mahan, Phil Matone, James Patton, George Roser, John Sowers

POA Board Members Present: Bob Cunningham

POA Staff Present: Alan Ault, Chris Boutzale, Tony Rather

Press: Jeff Meek

Guests: Bert Cueva, Mike Monahan, Rolland White

Meeting Called to Order at the Police Academy by Murray Claassen at 9:30 AM.

- Murray announced that George Roser was elected to serve as Vice Chair of Public Utilities at the May 10 Working Meeting of the Committee.
- The Agenda was accepted as provided by Murray.
- Don requested approval of the four meeting minutes that had been circulated to all committee members by email: January 18, February 22, March 22 and April 19. Motion by Jim M; second by John; motion carried.

POA Board Liaison Report by Bob:

- Bob provided a summary of Wednesday's POA Board meeting. Refer to the POA Board meeting records on the web site for details.
 - The new side loader sanitation truck was approved for cash purchase.
 - The culvert rehab project was approved.
 - Under new business, the Jessieville school district sanitary sewer connection was discussed. The general consensus was to move forward with this project.

Chairman's Report by Murray Claassen:

- Murray noted that PW & PU were well represented at the BOD meeting with Jason presenting the opportunities for PU to serve the Jessieville school district and Alan presenting the culvert rehab project. On Jason's project the next step is to draft an agreement for services to the Jessieville School Board.
- Murray congratulated Alan Ault for his 43 years of service and leadership in the POA PW department.

Public Utilities Report by Chris Boutzale:

- On copper waste water residual, Mill creek and Cedar creek have been in compliance for seven months and three months respectively. We are heading in the right direction.

MEETING MINUTES FOR PUBLIC WORKS / PUBLIC UTILITIES COMMITTEE

Police Academy – May 16, 2018

- On lift stations, 23 are now at 100%. The new pumps to rebuild many more are now in house. In response to a question on control panel life, Chris noted that the life was a strong function of how well the panel was sealed from corrosive gases. A few years back they did change the standard connection to the panel to improve the seal.
- The bio solids treatment project is in the planning stage. The demo is still scheduled for August.
- PU personnel were recognized at the BOD meeting for finding and repairing a 100K gpd water inflow leak into the gravitational sewer system. The repair produced a notable drop in the flow at the plant. When the lake is at its normal level, the sewer line with the holes was under water.
- Water meters have been installed at all pump houses. All meters feed their data directly back to the water plant via the SCADA. All water from the plant that goes into the B system can now be accounted for as going into another system. Three meters measure the flow going into the A system at three different locations. Since the A system is very large, it is very difficult to compare this data with customer consumption to find possible leaks. The next very difficult challenge is to place in order the meter readings to improve water loss calculations since multiple POA departments and functions are involved. PU is considering adding more meters to system A to improve this correlation.
- Tank A3 has had its mixing system added and was put back on line last week. A2 was taken off line yesterday so its mixing system can be added. Although this will only take a couple of days, the tank will be down for a week to meet the health department cleaning and testing requirements. Tank E1 will be next. Due to the number of phone calls concerning water running in the ditches when the previous tanks were drained, E1 area will be posted with signs explaining to the public what is going on.
- On the water intake system, the pump motors have been received and the valves are on order. The design for the pump building roof and the catwalks is in process. When these are complete an RFQ will be put out for this work. The lifting equipment will be moved in when everything is in place.
- The North Garland County water interconnection agreement for access to the MAWA allotment is in the discussion phase. Design is scheduled for this year with installation in 2019.

Public Works Report: by Alan Ault

- Krapff-Reynolds was approved for the Culvert Rehab Project. 15 to 16 culverts will be reconditioned. With spin casting the price is \$166 per foot for a 30" culvert. This compares with \$70 to \$80 per foot for a POA crew to dig out the street and replace the culvert. This is a substantial premium to pay for the villager's convenience of not closing the road. PW needs to look at the potential for closing the roads on future jobs.
- Currently the POA crews rent the heavy excavation equipment used for culvert replacement on their culvert jobs. A subcontractor moves this equipment from site to site at a cost of \$350 per move. PW will hold the excavation equipment if the pipe is available by early next week for their next job. If not, it will be returned and the next job will be rescheduled.
- PW is looking at putting concrete at the bottom of some of the larger culverts where the pipe has rusted out. This will provide another 10 to 15 year of culvert life. A list of culverts has been provided to several local concrete contractors to bid these jobs.
 - Three 72" x 80 feet long culverts on Camino need this repair.
 - Another one on Delgado Lane needs this type of repair since there is no other way out of the neighborhood.A response from the contractors has not yet been received.

MEETING MINUTES FOR PUBLIC WORKS / PUBLIC UTILITIES COMMITTEE

Police Academy – May 16, 2018

- On Fresno a contractor was shown the settled culvert areas that required milling and pavement repair. This is a new contractor who is from a family that has substantial asphalt experience and has just bought out another contractor. Phil advised that an eight inch layer of industrial sand was the maximum between compaction layers and the target was 95% to 98% compaction. Alan noted that several culvert had been installed recently and no significant settling has been observed using the current PW procedure. The driveway at Cortez golf course is also included in this bid.
- The paving on DeSoto is complete. This is all the major road resurfacing that is scheduled for this year. Alan is looking for someone to assess the quality of the paving job. Phil advised that cores were best when the job was complete. Nuclear testing is okay if the equipment is still on site and available for additional compaction passes.
- Alan noted that he had located the survey maps for DeSoto.
- The mowing contractor started on Elcano on Monday. His first pass will be completed in 30 days. The POA crew started at the POA building and worked its way west to the gate. They have returned to the POA building and are in process of working toward the east gate. First Electric has agreed to cut what they killed with their spraying. This is in process. Also Mark Hunt of Entergy is looking at a spray product that will stunt growth instead of killing it, so everything stays green in the electrical right-of-way.
- On the Barcelona failure, the bid for the repair is to be out by May 18 with a response by June 8. The repair calls for dropping the road surface level by about 4 feet in the area of the failure.
- On capital equipment, the commercial sanitation truck was ordered yesterday. The current truck is 11 years old and will be held for backup. The current back up truck which is non-functional (a 2000 International), was traded in at \$3.5K. Tony noted that he was 64% complete in ordering the equipment on the current authorization. The vac-truck with the jetter trailer hooked to it will be here by the end of the month. The boom mower was ordered last week. The original mower for the dams was changed from an articulated tractor similar to the ones used by the golf department to a skid steering mower, which Alan's crew preferred for better brush removal and better stability. All PW/PU equipment should be in and operational by the fall.

Committee Member Comments:

- Jim P lauded the committee's efforts and accomplishments over the last few years.
- Don advised that Murray would record the next public meeting and make it accessible so Don could download it and complete next months minutes while traveling in the west.

Work Group Reports:

- Water & Waste Water: No comments.
- Safety:
 - John noted that notices had been posted at the golf courses and on e-blasts advising golfers that they play golf at their own risk; that they are fully responsible for the operation of the golf cart; and that cars have the right-of-way at all crossings. There are 64 golf cart crossings of which 6 or 7 are more dangerous where more is required such as speed limits and signage. John advised that he would continue to press the issue.
 - Burt summarized the traffic for April. There were 12 collisions on public property and 3 on private property, all at different locations. There were three injuries and no fatalities. Two involved deer.
 - In response to Phil's request, Burt looked at the DeSoto and Ponce intersection. In the last 3 years there were 11 accidents and three injuries. Of the 11 accidents 9

MEETING MINUTES FOR PUBLIC WORKS / PUBLIC UTILITIES COMMITTEE

Police Academy – May 16, 2018

- were failure to yield, 1 was following to close and one was for a stop sign. On the failure to yield, four were north bound and 3 were south bound. In 2015 there were three accidents, two in 2016 and four in 2017. All three years were below the warrant for a four way stop. Rolland advised Burt to check with Keith Salisbury for traffic data older than three years.
- Roads:
 - Phil noted that the early repaving of DeSoto was the result of no inspection in place during the previous job. The delamination could have been caused by:
 - Not milling the surface deep enough to get to good material,
 - Not getting the new surface clean enough,
 - Not getting enough prime on the new surface, or
 - Not having the right mix or mix temperatureBecause to this Jim and Phil have been pushing Bill to have adequate inspection when paving was in process to protect the POA resurfacing investment. Getting the right compaction (93%) is essential for a durable result.
 - Phil sent out an email to summarize a traffic study at DeSoto and Ponce (Exhibit A). Phil advised that we were right at the edge of needing a four way stop. We are over the warrant on DeSoto at the 45 mph speed limit. Phil recommends we reduce the speed limit on DeSoto to 35 mph 400 feet either side of Ponce with the appropriate signage. The next step is to continue to monitor the intersection at the reduced speed to determine when the four way stop warrants are exceeded. In the future we need to look at the design of the intersection and allow for the strong left turn demand. Another option is a round about at about a \$300K+ cost. David strongly recommended that we consider designing and adding left turn lanes at the time a four way stop is added to this intersection.
 - Phil noted that the traffic counters were brought out by Jason. The first location where data is needed is DeSoto and Barcelona where the last engineering transportation study can be check as to how close we are to needing a four lane on the west side. Such a road to Callela would cost several million and requires a significant engineering design and planning effort.
 - Phil in response to Bob, advised that he had provided a set of recommendations to Bill Staggs for three options on the trail crossing. The first was Goose Pond, the second was west of Ponce where the ReMax trail ended and the third was at the Herradura Way intesection. If the second or third option are chosen by the Recreation Committee, the recommended location of the 35 mph speed limit may be changed. These recommendations were based on the AASHTO manual recommendation to avoid heavily traveled intersections for trail crossings.
 - Sanitation: No comments

Old Business:

- Murray provided revision 3 of the committee charter which has been in process for the last two years. He noted that John had proposed a change to the Purpose in the listing of the areas, to add “lakes dams and silt runoff”. Don proposed that item B under the deleted items be added back into the charter. Leonard suggested this be added as items “L” under duties and responsibilities; “To analyze traffic accident statistics and make recommendations”. This is required to evaluate AASTO transportation warrants. A motion was made by Leonard, second by John to approve the charter as herein revised and recommend it to POA management and the Board. The motion was carried unanimously. Murray advised Bob that the committee would operate within the bounds

MEETING MINUTES FOR PUBLIC WORKS / PUBLIC UTILITIES COMMITTEE
Police Academy – May 16, 2018

of this proposed charter until the committee heard otherwise from the POA management or the Board.

New Business:

- Alan noted that he had talked to the Recreation Department concerning parking and possibly a traffic flow revision at the Dog Park to simplify access. PW will look at this based on available time and manpower.
- Murray recognized Leonard Binstock for his leadership of the committee over the last year. He admitted that he had learned much by observing Leonard conducted committee business.

Public Questions and Comment:

- None

Meeting Adjourned at 11:15 AM.

The next PW/PU Committee Working Meeting will be held at the Police Academy on Thursday, June 14.

- 8:00 AM Public Works
- 10:00 AM Public Utilities

The next PW/PU Committee Public Meeting will be Thursday, June 21, 2018 at 9:30 am at the Police Academy. This meeting is open to the public.

The Public Utilities Sub Committee will meet at Jason Temple's Office on the last Tuesday of the month at 9:00 am.

Submitted by: Don Draper, Committee Secretary

**MEETING MINUTES FOR PUBLIC WORKS / PUBLIC UTILITIES COMMITTEE
Police Academy – May 16, 2018**

EXHIBIT A

Subject: Ponce De Leon / Desoto Intersection Report For Review and Comment

From: Denise Matone <MATONE2@msn.com>

Date: 5/15/2018 9:08 AM

To: Jason Temple <jtemple@hsvpoa.org>, Alan Ault <AAult@hsvpoa.org>, "David Childs" <fitforservice@verizon.net>, Don Draper <don.c.draper@suddenlink.net>, "duaneninke@gmail.com" <duaneninke@gmail.com>, George Roser <geropgc@gmail.com>, MahanJamesPWC <mahanjw@aol.com>, Jim <jpscot1@aol.com>, Leonard Bin stock <leobin44@gmail.com>, 'JOHN C SOWERS' <jcsowers2@msn.com>

On Tuesday April 24, 2018, an all day traffic count including turning movements was performed at the Ponce De Leon and Desoto intersection with the purpose of determining whether addition traffic control at the intersection is warranted. Per the Manual On Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration and incorporated by all 50 State Highway Departments, there are four primary issues that indicate that addition traffic control may be justified. They are : 1. An accident causing a fatality at the intersection. 2. Five or more accidents at the intersection within a twelve consecutive month period. 3. Traffic volume on the primary legs (Desoto) exceeding 300 vehicles per hour (vph) for 8 consecutive hours and traffic volume on the secondary legs (Ponce) exceeding 200 vph for 8 consecutive hours. 4. If the speed limit on the primary legs exceeds 40 mph, then 70 % of the traffic volume warrant in item #3 may be used.

Analysis : Traffic on Desoto is currently above the 300 vph in Item # 3 and traffic on Ponce exceeds 200 vph in 6 of the hours observed and is within 10 vph in the remaining two hours. Since the speed limit on Desoto is 45 mph , item #4 is currently being exceeded.

Recommendations: 1. In order to provide a safer intersection, it is recommended to immediately reduce the speed limit on Desoto from 45 mph to 35 mph within approximately 400 feet of the intersection. 2. Continue to monitor the intersection and add a four way stop control as soon the 200 vph for 8 consecutive hours is met . 3. Check with the Village Police Department to obtain the latest accident reports to see if Item #2 has been met and install four way traffic control if Item #2 is met

Note: Since the traffic volumes are so close to meeting Item #3, it would be reasonable based upon engineering judgement to install four way stop control at this time. The issue should be discussed further with POA staff before a final decision is made to install at this time. If installation of a four way stop is determined to be desired , advanced changeable message boards warning of the installation and LED lights on the stop ahead and stop signs are highly recommended. Left turn lanes on both legs of Desoto are suggested but could be constructed at a later date as determined by further monitoring. Although there is a strong desire to maintain free flow traffic on Desoto, the traffic volumes are now high enough to be a safety concern.