

LIFT STATION NO. 87: 13-34DB

COMMUNITY OUTREACH MEETING

MINUTES

November 17, 2015

**Item 1: WELCOME**

Robert Garland, Lift Station 87 Project Manager with McKim & Creed, welcomed attendees at 6:00 p.m. He thanked residents for coming to learn about proposed maintenance of traffic plans for the Lift Station 87 Phase 1 – Microtunneling project. He said the maintenance of traffic plan had been vetted through City Planning and Engineering. He said the project team took comments at last month’s project team meeting and last Saturday’s CCNA meeting and incorporated them in to the plan. He said the team had been listening over the past year to incorporate lessons learned from previous construction efforts. He said the team plans to continue to listen and incorporate feedback where possible.

**Item 2: PRESENTATION**

Mr. Garland began the presentation on proposed maintenance of traffic plans for Lift Station 87 Phase 1 – Microtunneling.

Garland: One thing residents have stressed is to direct traffic to US 41 and away from neighborhoods. The goal of the maintenance of traffic plan is to maintain safe traffic flow during construction by directing traffic to Mound Street/US 41 and away from neighborhoods; by deterring traffic from taking shortcuts through neighborhoods – we can’t police this, but we can deter; by addressing pedestrian detours and sidewalk concerns; and by identifying access to businesses. Osprey Avenue will be affected for a year, so we want to keep businesses accessible.

Mr. Garland walked the residents through the traffic pattern then open it up for discussion, questions or comments. At least 30 days before construction starts, we’ll have variable message boards strategically placed throughout the neighborhood from all directions to notify residents, seasonal residents, to give everybody a heads up that Osprey Bridge will be closed and the date. This is to prepare everybody for the closure of the bridge.

Mr. Garland reviewed various detour scenarios for routing traffic while the bridge is closed. He showed graphic illustrations of how traffic will be directed. He said traffic from various directions will be directed to Mound Street/US 41 and Hillview Street by detour signs, which

will keep Waldemere accessible for hospital and fire department traffic. Hillview is signalized at 41. Wayfinders will be positioned so motorists are directed to businesses. To deter drivers from taking short cuts, signs will be placed on Irving, Bahia Vista, Prospect, Floyd and Waldemere that say "Road Closed to Thru Traffic" and "Local Traffic Only." He said if drivers miss the detour sign at Hillview, two additional signs at Waldemere and Bahia Vista will direct traffic to 41 at a signalized intersection. As construction progresses, traffic counts and safety on the neighborhood roads will be monitored by the city and project team. If additional deterrents are needed, temporary speed humps can be installed. As suggested by a member of the CCNA, a variable message board will be placed at Siesta Drive and Osprey Avenue notifying motorists that the Osprey Bridge is closed and to use 41 as an alternate route.

### **Item 3: QUESTIONS AND ANSWERS**

Steve Topovski, City of Sarasota Project Manager, informed the audience that the meeting is being recorded and asked those who speak to state their name for the record.

Following is a summary of questions, comments and answers.

Raul Elizalde: Often uses Bahia Vista. Traffic there will be increased by construction. The light at Bahia Vista and US 41 going east is very short. It is not unusual for cars to wait for more two, three or four cycles. That is a situation that will get worse. Can the timing on that signal be adjusted?

Topovski: Those traffic signals are controlled by FDOT. Those issues would have to be worked out through our engineer's office with FDOT to see if the timing can be changed. The detour routes will be addressed with FDOT, which controls the timing.

Garland: The maintenance of traffic plans have to be permitted by the City and FDOT. There is a process we'll go through and they'll review this as well.

Alex Vance: Central Park. Asked to confirm that that the bridge will be closed both directions, 24 hours a day.

Garland: Yes.

Vance: Starting when?

Garland: Construction drawings are being finalized, hope to bid this month. Construction would start about 3 months after that.

Vance: What kind of closure will be used? Last time, people moved the barricades.

Garland: We will have heavy, secured barricades that people can't move.

Stan Allen: I live Bahia Vista between Osprey and Orange, and people use it as a cut-through. Traffic backs up to the point that I can't get out of my driveway. Last time, it took six months to get the light changed at Orange to allow traffic to move north and south. You should start working now to get that light longer to keep traffic from backing up.

Garland: We've started the process with the City and FDOT to get the plan worked out. There will be some impacts, but we'll do what we can to mitigate the impact.

Allen: There is an issue with parking on the street. There are three houses under construction, so cars are parked on the street.

Garland: We understand that. We can't do anything to address that, but with the maintenance of traffic plan, we are trying to direct traffic away from Orange and away from the neighborhood.

Jean Ruff: Lincoln Drive became a go-through last time. People were cutting through Lincoln drive, not stopping at the stop signs, and one of the more dangerous things, people would get to 41 off of Irving and try to go left. It caused great snarls. Can something be done to keep people from using Lincoln as a go-through.

Garland: The plan is to direct traffic to Hillview. And if they miss it, there will be Waldemere and Bahia Vista detours directing traffic to signalized intersections prior to traffic reaching Lincoln. We can't physically block Lincoln because it's a public road. We'll do what we can to direct folks to the right roads.

Ruff: Can we use speed tables on Lincoln?

Garland: We are proposing one where Irving comes into 41. We can look into one on Lincoln.

Ruff: What are these speed tables?

Garland: They are rubber, elevated temporary speed tables that can be anchored to the roadway and removed after construction. They are very visible.

Mike Svirsky: Has asked FDOT about the light at Orange Avenue and 41. Going north on Mound and turning left onto Orange, there is no signal there and it gets terrible during construction. In terms of safety, it should be cured with FDOT.

Garland: We can pass it along, and if the construction impacts the area, we can look into it more fully.

Topovski: The last time, we were able to get the light changed for going north on Orange.

Marcia Svirsky: With traffic going down 41, it will just make going left on Orange that much more difficult.

Garland: The goal is to keep traffic off of Orange, but anything impacted by the project will be looked at.

Margaret Gloson: What lights and intersections will be studied? Just those along the green detour route or comprehensive to the entire neighborhood?

Garland: We will look at existing traffic counts to the neighborhood roads. We can't address the existing traffic conditions, but if construction is exacerbating those, then we can take a look at those?

Gloson: Will we be able to get in touch with you if there's a problem?

Members of the project team discussed the various contact options. The field office will be staffed during construction. It is at 824 S. Osprey, at Osprey and Bay. The project website is [www.liftstation87.com](http://www.liftstation87.com), there is a contact form on there, so you can email the team from the site. Residents can all call the dedicated hotline number, 941-356-8071.

Stan Allen: Where will be "road closed" sign be located?

Topovski: For northbound on Osprey, it will be closed immediately north of the Osprey/Lincoln intersection. For southbound, it will be closed at the intersection of Bay Street and South Osprey, just south of the main entrance of Central Park.

There was a discussion among attendees about motorists using the Central Park parking area as a turn-around during the previous construction.

Garland: The intent is to give motorists warning before they turn onto Osprey, so that no one turns in that area unless they live there or need to do business there.

Mike Svirsky: Should we call FDOT? Are they local or in Tallahassee and when is the beginning date? How long will it run?

Garland: If you have a concern about an existing traffic condition, you could call the local FDOT office.

Topovski: There will be a year's worth of construction for the microtunnel. It will be spring/summer before we start as we still have to advertise the bid package and go through the process. We'll keep you informed as we have more detail on the timing.

Garland: We'll have a detailed schedule once we have a contractor on board.

Topovski: Another way to stay informed is to go to [www.sarasotagov.com](http://www.sarasotagov.com), click on the construction helmet, then click on eMail Subscriptions page to sign up to receive email notices on the project.

Garland: Once we have a schedule, we'll keep it updated on the website. Right now, we are having quarterly project team meetings, and we may go back to monthly, if that is needed to keep the community informed.

Michelle Robinson: This presentation and future meetings are on the Lift Station 87 web site. Hot news and meetings is listed under "What's Hot" to make it easy to find.

Allen Ottoson: Is the scope of this project just to put the pipe under Hudson Bayou? Why can't the sewer lines on Osprey and Alta Vista be installed at the same time as the microtunnel so that Osprey is impacted only once?

A discussion followed regarding the project sequencing. Robert Garland explained the three project phases. Phase 1 is microtunneling under Hudson Bayou and through Luke Wood Park to the new lift station. The second phase is the actual lift station building. The third phase is running the lines down Alta Vista to the existing Lift Station 7 to intercept that flow. He stated the project is sequenced in this fashion to protect the City's investment by successfully completing the microtunnel first.

Mitt Tidwell, City of Sarasota Utilities Director, explained that there is no way to avoid disrupting Osprey twice as all sewer flows are still going to Lift Station 7 during the microtunneling. Lift Station 87 must be completed before the sewer system is installed or there is no way to divert the wastewater. If we build the pipe in Osprey at the same time we are doing the microtunneling, then we have to come back and disrupt Osprey again to connect the existing sewers to the new pipe in Osprey.

A member of the audience suggested that patience will be required on the project and encouraged the team to communicate that message to residents.

There was a discussion about the bidding process. Robert Garland said that microtunneling contractors have been pre-qualified. They must be bonded and insured to protect the City.

Robert Garland thanked residents for coming and reiterated that the team wants to keep the dialogue going and will continue being responsive to residents. He adjourned the meeting.

#### **Item 4: ADDITIONAL INPUT**

During the meeting, residents were advised that they could provide comments to the project team in writing, if they preferred. Written comments received are summarized below:

Mary Ciner: Notify schools, police, fire/ambulance, SCAT and hospital regarding road closure; police may be able to direct traffic at intersection of Orange and Osprey avenues for a couple of days; post signs before Weber and Osprey. The last closure occurred just before school started, and Orange going toward 41 had the biggest traffic jam, which corrected itself after a few days.

Leanna Breese: Please do whatever you possibly can to keep open one sidewalk on the Osprey bridge as it is used by pedestrians and bicyclists.