

MEMORANDUM

DATE: November 8, 1990

TO: Michael G. Herring, City Administrator

FROM: William C. Hawn, Director of Public Works/City Engineer

RE: Minutes - Meeting Public Works/Parks Committee

A meeting of the Public Works/Parks Committee was held on November 8, 1990. Those in attendance included Councilmember Jade Bute, Chairperson, (Ward II), Councilmember Alan Politte (Ward III), Councilmember Dick Hrabko (Ward IV), Councilmember Nancy Greenwood (Ward I), Councilmember Linda Tilley (Ward IV), Councilmember Daniel Hurt (Ward III), Councilmember June Schroeder (Ward II), City Administrator Michael G. Herring, Director of Public Works/City Engineer William C. Hawn, Finance Director Jan Kluba. Also in attendance were Carl Rapp from Campbell Design, Mark Teitelbaum from Legacy Homes, Pat Sullivan from HBA, Dick Miller from Concrete Council of St. Louis, Fred Brunne from Micelli Homes, Bob Beste from Triangle Testing, Mike Stacey from Schuman Co., Sid Colton from Sterling Engineering, Julie Sutter from HBA, Bob Anderson from ANCO Testing. Don Bowers, Don Brueggeman, Stan Dolecki, Ray Brandenburgh & Jim Provinse were also present from the P.W.C.A.G.

The following is a listing of those items discussed by the Committee at this meeting:

1. Director of Public Works/City Engineer William C. Hawn summarized the discussions to date concerning the City Winter Concrete paving specifications. The issue was brought before this Committee by Mark Teitelbaum (Legacy Homes) and Pat Sullivan (HBA) several months ago. The matter concerning winter paving has been extensively reviewed by the Public Works Citizen Advisory Group (P.W.C.A.G.) and their recommendations were adopted by Council. This matter is before the Public Works/Parks Committee at the request of the Home Builders Association (HBA). Pat Sullivan (HBA) informed the Committee the intent of HBA is to provide additional information on the subject of Winter Concrete Paving, as the City's policy as currently written, effectively prohibits winter concrete pours. Mr. Dick Miller, representing the Concrete Council of St. Louis, introduced Mr. Carl Rapp, P.E. (Campbell Design) to speak on the issue of winter paving. Mr. Rapp noted many other municipal and State agencies that permit winter paving. Concrete placement and acceptance should be from a performance point of view. Mr. Rapp explained that during winter paving, the only cold weather threat is the freezing of the water in the concrete. Mr. Rapp stated the St. Louis County Pavement Specification is excellent, noting that

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the County permits concrete paving operations to commence with 35 degrees F and rising and stopping when the temperature falls below 40 degrees F. Mr. Rapp noted the City's requirement of not permitting the paving operation to start until the ambient air temperature at Spirit Airport is at 40 degrees F and rising is unnecessarily restrictive. Mr. Rapp did not believe the City requirement for protecting the concrete with 2 layers of plastic when the temperature falls below 34 degrees F was adequate. Mr. Rapp advised it was important to maintain the concrete temperature above 50 degrees F to cure and the use of insulated mats, blankets and heated shelters is highly recommended. Mr. Rapp distributed ACI Section 306, Cold Weather Concreting. Mr. Rapp suggested the contractor could protect the pavement until test cylinders reached a strength of 1000 psi and all testing expenses would be paid by the contractor. Mr. Rapp noted for high early strength concrete the protection should remain in place for a minimum of 3 days and no more than 7 days and for normal concrete protection should remain in place for a minimum of 5 days and no more than 10 days. Mr. Rapp cautioned against the use of Calcium Chloride in excess of 2% on high early concrete. Mr. Rapp advised the 24 month waiting period for street acceptance was good from a maintenance point of view, but from a performance point of view, it is not necessary to wait 24 months. The requirement to reject the pavement if the temperature falls below 28 degrees F in the first 72 hours should be replaced with a performance specification. Mr. Rapp indicated if the concrete achieves the test results, temperature should not be a factor. Mr. Rapp summarized that contractors want a performance specification noting his company sets a lab up on site if necessary to monitor the concrete curing and protection. Mr. Rapp stated the concrete needs to be protected from freezing and did not indicate a minimum concrete temperature requirement and that protection could be removed after the concrete has reached 1000 psi compressive strength. The concrete temperature should be monitored during the first 72 hour period after placement.

Stan Dolecki (PWCAG) commented that a performance specification should not be solely based on compressive strength. Other concerns to be addressed include durability, resistance to freeze thaw and water tightness. Don Bowers (PWCAG) explained it is essential that the City accept only top quality streets as the City assumes the maintenance responsibility forever. When placing concrete pavement in the winter the pavement must be monitored and tested in accordance with an approved performance specification.

Councilmember Jade Bute informed the Committee she has received a letter from Senator McCarthy supporting the HBA position for a change in the City Winter Concrete Paving Policy, to promote economic development and job creation. In response, Councilmember Bute stated the City's responsibility to the residents to insure new City streets are constructed to last 20-30 years with minimal maintenance.

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City Administrator Michael G. Herring advised the committee he received a resolution from Mark Tietelbaum that was adopted by Chesterfield Civic Progress which supports changing the winter paving policy.

The Committee reviewed the City's policy and decided to send this issue back to the P.W.C.A.G. with instructions to develop a performance specification to be applied to Winter Concrete Paving to insure the City gets quality streets. The Committee agreed the City's current policy that was adopted by the Council will remain unchanged.

2. Director of Public Works/City Engineer William C. Hawn updated the Committee on St. Louis County's proposal to remove five streets from the Arterial Road System. The County has surveyed the streets and sidewalks and will make repairs as required before turning the street over to the City.

3. City Administrator Michael G. Herring summarized previous budget discussions concerning the additional manpower request for Public Works and the extent of street slab replacement to be addressed by the Street Division. Mr. Herring outlined the proposed budget reductions, which can result if the Street Division is not involved in large slab replacement projects, as follows:

\$77,719	Savings due to deletion of 6 employees
94,900	Savings due to deletion of related materials & Capital equipment
\$172,619	
8,000	Additional Capital savings - concrete saw deletion
\$180,619	
17,300	Additional Capital savings - 3/4 Ton Truck deletion
\$197,919	Total Budget Savings

Mr. Herring noted if Capital projects are increased over the current \$400,000 per year, it is perceived that additional engineering personnel will be needed. The reallocation of existing personnel will allow the street division to address other work orders, as the larger slab replacement contracts will be performed by outside contractors.

Councilmember Dan Hurt explained his long term concern with the addition of employees. Mr. Hurt also objected to the street division's need for two 2 1/2 Ton Double Dump Trucks.

Director of Public Works/City Engineer William C. Hawn reinforced the department's need for two additional 2 1/2 Ton Double Dump Trucks in 1991.

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Mr. Herring summarized that Mr. Hawn, Ms. Kluba and he had developed and submitted the proposed budget in an attempt to respond to the perception that City Council felt that the Street Department, as currently staffed and equipped, was not adequately responding to work order requests and/or providing on-going maintenance in a timely fashion. Mr. Herring stated that, from his perspective, the department had, in fact, made tremendous strides over the past several years. By contracting for major slab replacement projects, additional time will be made available to enable our Street Department to respond to more work order requests, on an annual basis, while continuing to provide a high level of street maintenance and snow removal services, with existing manpower.

The Committee agreed with this assessment and voted unanimously to recommend that the \$197,919 savings, as noted above, be allocated to Capital Street Improvements, in addition to funds already proposed for that purpose, as a part of the F.Y. 1991 Budget. A decision will be made during F.Y. 1991 as to the need for additional engineering support personnel.

4. The next meeting of the Public Works/Parks Committee is scheduled for Thursday, December 6th at 7:30 A.M.

5. There being no further items to discuss, the meeting was adjourned.

WCH/mj