

## PUBLIC WORKS COMMITTEE REPORT

February 9, 2011 1:05PM

City Council Chambers

**Members Present:** Ed Childers, Dick Haines, Bob Jaffe, Renee Mitchell, Stacy Rye, Pam Walzer, Cynthia Wolken

**Members Absent:** Jason Wiener (chair), Lyn Hellegaard, Marilyn Marler, Dave Strohmaier, Jon Wilkins

**Others Present:** Gregg Wood, Steve King, Don Verrue, Kevin Slovarp, and Debbie Johnston

### I. ADMINISTRATIVE BUSINESS

- A. Approval of the minutes of - [January 26, 2011](#) - Approved
- B. Announcements – None
- C. Public Comment on Non-Agenda items – None

### II. CONSENT AGENDA ITEMS

1. Approve the contract for Professional Services with Morrison-Maierle, Inc. in the amount, not to exceed, of \$130,255 for Phase I design services on the Airport Interceptor Sewer Project. ([memo](#))—Regular Agenda (Gregg Wood) (Referred to committee: 02/07/11) (REMOVE FROM AGENDA)

**Motion:** The Committee recommends the City Council approve and authorize the Mayor to sign the contract for Professional Services with Morrison-Maierle, Inc. in the amount, not to exceed, of \$130,255 for Phase I design services on the Airport Interceptor Sewer Project.

Steve King, Director of Public Works, gave a brief overview of the sewer service area near the airport and the reasoning behind starting the process of designing a new interceptor near the airport for growth moving to the west of Missoula.

A new main was installed in the Wye area within the last two years through a County RSID, or rural special improvement district, which extends from the airport area, under the interstate to serve west of town. The current system in the Momont/Airport Industrial Park was built in the 1980s. A series of lift stations from the Momont/Airport Industrial Park area pump to the east and then to the waste water treatment plant. There are three lift stations that serve the airport area, plus the two lift stations in the Wye area, making a whole series of pumps bringing sewage to the treatment plant from the Momont/Airport area. The City had known for many years that this upgrade was coming and it was noted in the 1999 facilities plan due to the interest in growing west, which would increase the need for capacity. It was also known at this time that a capital improvement plan would be needed in order to grow west.

In the last decade the County built a system on Mullan Road. Part of that project includes the first piece of the airport interceptor. The airport interceptor plan is to bypass three of the aforementioned lift stations and install a gravity connection line which will connect from the Mullan Road corridor to the new systems to the west. The project is being proposed to provide capacity relief for the existing system and abandons three lift stations in the current system. The project had been in the area master plan for many years in order to go from the current lift station system to a gravity system.

Several years ago a large piece of the airport interceptor system was installed near the Grant Creek crossing, which was currently capped, waiting for the new interceptor to be built. Another system was also built at Butler Creek in order to connect with Grant Creek. The airport interceptor was consistent with the facilities master plan needed for capacity in order for development to travel westward.

Pam Walzer, Acting Chair, asked if the system would also serve as far as the Frenchtown area.

Mr. King explained that the new system would serve the Wye area, the Momont Industrial Park area, and the County industrial park area, which were currently all at capacity. One example of a capacity issue was the airport. The airport could not significantly expand their facilities because they had a flow limitation, or ceiling, on how much sewage they could generate. A gravity system was also more dependable than a system with many lift stations.

Bob Jaffe asked what the savings might be if the lift stations were abandoned as far as energy costs.

Mr. King stated that part of what Morrison-Maierle would be looking at was a cost analysis for the new system. City Public Works estimated that it would be around two million dollars in the Capital Improvement Plan, but City Public works did not have a good handle on the costs because there were several alternatives on how the system would come together. It was generally known that it would start at Butler Creek Road and travel as far as Grant Creek, but how this would be accomplished as far as alignment was not known. City Public Works also did not know when the lift stations would be taken off line.

Gregg Wood handed out the [Airport Interceptor Ranking Sheet](#) and stated that the issue before the committee today was to ask Council to approve and authorize the Mayor to sign the contract for professional services with Morrison-Maierle for Phase 1 services. The first phase of the project was a feasibility study. Morrison-Maierle would look at the area from Butler Creek Road to Doherty Lane to see what current capacity was, the limitation on capacity, and the potential issues on locating the new line on the north or south of Highway 10. He believed that City Public Works would have good construction estimates at the end of the first phase.

Steve King added that the Capital Improvement Plan budget also needed to be updated with the new costs of construction. Funds for the project would come from the sewer development fee fund and this funding source would need to be mapped out for the next five years in order to plan and budget for this project.

Pam Walzer asked if potential growth in the County would be part of the forecasting.

Steve King explained that land use, zoning in the service area and beyond service area, and ultimate build out of the system would be reviewed. They would look as far as the Axmen, Jim and Mary's RV Park, to Waldo Road at the Wye. The Office of Planning and Grants also covered much of the area when they completed the Wye/Mullan Comprehensive Plan.

Renee Mitchell asked if the residential and business areas at the Wye were already being served by what City Public Works intended to replace. Mr. King said they were. Ms. Mitchell then asked if the property owners with recent upgrades at the Wye due to pollution problems would be required to pay for any of the new system. Mr. King explained that the properties in question were part of the County's interlocal agreement and they had already contributed to the RSID, so their fees were set. The only fees they would have to pay would be the normal sewer development fees if they wanted to connect to the City's sewer system.

Bob Jaffe made the motion to approve and to send the item to City Council. There was no further comment and the motion passed unanimously.

### **III. REGULAR AGENDA ITEMS**

1. Consider an ordinance amending Missoula Municipal Code Chapter 15.32 Entitled "Building Permits," Providing for Low Voltage Permits. ([memo](#))—Regular Agenda (Don Verrue) (Referred to committee: 02/07/11) (HELD IN COMMITTEE)

Don Verrue, Building Official for the City Building Division, discussed the reasons why City Building wanted to require permits for low voltage installations. The main issue was safety. The City of Missoula currently had no requirements or inspections for low voltage installations. The National Electrical Code contained sections that dealt with low voltage permits and the State of Montana was recently beginning to put together their own permit and codes related to low voltage installations. Mr. Verrue felt the timing of the

City of Missoula Building Division was just ahead of the State of Montana in developing their own requirements using the same codes as the state.

The Building Division had received calls from out of state contractors looking for information on installation of low voltage systems and permits, so it was a requirement in many other cities. Since there were no local requirements on low voltage installations the Building Division had seen installations that violated electrical code and building code. In a business where fire walls were used, safety was a major issue when punching holes through the protective barriers. Low voltage systems were used extensively for lighting, cash registers, and communication between departments. The new permit would be for commercial installations and multi family 3-plex and above only.

Bob Jaffe felt apprehensive in requiring another fee for smaller projects which just required some additional wiring for communication that could double the cost of a simple job. He wondered what life safety issues existed besides punching through the fire wall. Don Verrue explained that many times the wrong kind of wire was installed since certain wiring may deteriorate and should not be used in a residential setting. Mr. Jaffe restated his apprehension since additional permits would require computer technicians to charge more for very small, simple installations such as a new work station in another part of an office. Mr. Verrue said that there were exceptions included in the new administrative rule that the Building Division had prepared for less than 100 feet of wire, or less than three devices. These smaller jobs would not require a permit. Mr. Jaffe still felt the life safety issues were minimal and asked if there were any additional life safety issues.

Tim Netzley, Electrical Inspector for the City Building Division, spoke about the new requirement. He had witnessed many life safety issues to varying degrees. The majority of the installations were good, but there were enough installations done poorly to raise concern. He had seen many cases where the wrong wires were used for the low voltage system. Deterioration of the wiring can lead to noxious gases being released, and since the fire walls were not always sealed properly where holes were punched, the gas could potentially leak out into an office where people were working. Currently there was no recourse in requiring electricians to come back and properly seal up any existing holes in the fire wall. Mr. Netzley had also witnessed outdated wiring used for these installations. If the correct wiring is not used with the first installation it could lead to many pounds of wiring being left suspended in the ceiling with only a thin ceiling tile supporting the weight. He once witnessed around 60 lbs. of wiring suspended right over a woman's head in the ceiling. The ceiling could have given way and 60 lbs. of wiring could have landed on her. Installations of all wiring need to conform to proper electrical codes for proper ceiling support. Many cases that do not seem like a problem at the time may present a major problem later when it came to safety.

Ed Childers asked why the administrative rule was not included with the ordinance before them. Steve King, Public Works Director for City Public Works, explained that administrative rules, in general, were supplemental to the ordinance and it was not appropriate for the administrative rule to be finalized until the ordinance was adopted. The idea in this case was to set the public hearing and then the City Building Division would present the information.

Pam Walzer added that the problem was that the ordinance was just a fee schedule. She stated that the committee did not know what was being inspected and what the implications of the inspection were. Mr. Childers said that clearly it was a good idea, but it would be helpful to see the administrative rule in order to know how fees would be charged.

Renee Mitchell asked if someone who knew about wiring or electricity could install wiring in their own home without a permit. Don Verrue said yes. Ms. Mitchell added that she believed electricians should be responsible for their own work and policing themselves, but it sounded like they were not doing so. She wondered if this ordinance/fee would only apply to a person that someone hired for an installation. Mr. Verrue indicated that it was, but there were no licenses for people currently installing these systems. Electricians would do the installations but they did not need require a license. At least if a permit was required the party applying for it would also need a city business license in order to work in Missoula.

Steve King indicated that there was plenty of time to send this item back to committee so the committee could review all the information, as far as when the requirement applied, and the hearing could be set at a later date.

Gregg Wood, from City Public Works, spoke to his experience in installing these systems. One major life safety issue with low voltage systems was that many fire alarms were connected to them, so the person installing these systems should be required to get a permit so proper inspections are done. Historically as a contractor he told of the problem coordinating low voltage systems. In a situation where there were many fire walls, there were so many people involved and someone was always under the gun to get communication systems up and no one was necessarily watching this person punching holes through the fire walls and disturbing the ceiling. There were enough commercial buildings in Missoula to warrant proper inspections.

Bob Jaffe agreed that installations needed to be coordinated with other contractors. It was unfortunate in the context of moving an office or adding on a new office in a building. His concern was adding more costs to smaller projects. He felt it could take more education, especially if an IT person knows nothing about fire walls. He wanted to discuss this item more as far as what size a job triggers a permit.

Pam Walzer, Acting Chair, returned this item to the committee without setting the hearing date and asked that the City Building Division come back with their draft language for discussion.

### **III. HELD AND ONGOING AGENDA ITEMS**

1. Discussion on the sizes of grease interceptors for the restaurant industry ([Grease Interceptor PowerPoint](#)) ([memo](#)).— Regular Agenda (Stacy Rye and Bob Jaffe) (Referred to committee: 04/21/08)
2. Review infrastructure conditions at the locations of serious and fatal traffic accidents: 2007-2009 ([memo](#)).—Regular Agenda (Jason Wiener) (Referred to committee: 01/25/10)
3. T4 America partner support ([memo](#)) – Regular Agenda (Stacy Rye) (Referred to committee: (Referred to committee: 08/16/10)
4. Presentation from Public Works staff regarding proposed process for finding contractors and awarding bids for reconstruction of Russell Street. ([memo](#))—Regular Agenda (Bob Jaffe) (Referred to committee: 11/15/2010)
5. Resolution to change the speed limit on Reserve Street between Brooks and 39<sup>th</sup> Street. ([memo](#))—Regular Agenda (Wayne Gravatt) (Referred to committee: 01/24/11)

### **IV. ADJOURNMENT**

The meeting adjourned at 1:42.

Respectfully Submitted,  
Heidi Bakula, Program Specialist  
City Public Works Department