



ZIONSVILLE STREET AND STORMWATER DEPARTMENT

1075 PARKWAY DRIVE, ZIONSVILLE, IN 46077
PHONE: (317) 873-4544 • FAX (317) 733-2275

STREET AND STORMWATER DEPARTMENT REPORT FOR THE MONTH OF JANUARY, 2014

1. **STORMWATER PERMIT ACTIVITIES**

- Developed a new Stormwater Management Permit application for development and construction projects. The application and application checklist are posted to the town website.
- Contracted for service of town-owned oil water separators at the MSB and ZFD Stations 91 and 92 which helps the town meet NPDES permit requirements for MCM 6 Good Housekeeping and Pollution Prevention. Coordinating the maintenance of multiple separators should result in an overall cost savings.
- Conducted one (1) complaint-based illicit discharge investigation and issued a Notice of Violation in response to the incident.

2. **STORMWATER MANAGEMENT BOARD**

No Activity.

3. **STORMWATER PROJECTS AND DRAINAGE**

No activity.

4. **FIRST STREET PROJECT**

The design development plans have been finalized and posted to the project web site at www.reasite.com/firststreet/. The public meeting scheduled to follow the finalization of the design has been placed on hold pending the incorporation of a traffic flow study of the corridor which may affect certain elements. The public presentation will be scheduled once it has been determined that no further changes to the design will result from the traffic flow study.

5. **ROAD IMPACT FEE UPDATE**

After continuing the discussion at its December 16th meeting, a subcommittee of the Plan Commission met with staff and the consultant for an in-depth review of the process and recommendations forwarded by the Council-appointed committee on January 10th. As a result of this meeting, the consultant is providing additional background data and revising the study report to add information and clarification; the original fee proposed by the committee has not

been modified. This matter is expected to return before the Plan Commission at its February 19th meeting, wherein the consultant will provide an in-depth presentation.

6. BENNETT PARKWAY EXTENSION PROJECT

All project elements have been completed with the exception of the pathway along the west side of the road. Due to weather and other delays beyond the contractor's control, this item will be completed in the spring.

7. FORD ROAD INTERSECTION IMPROVEMENT PROJECTS

Final design is nearly complete, and purchase offers for necessary additional right-of-way from area property owners have been sent; this process will be on-going for the next couple of months. It has been determined that the intersection will be able to remain open to the public for the majority of the construction, and any temporary, short-term closures will be scheduled for the period when school is out for the summer break. The project is currently scheduled to be let on April 1st, 2014, with preliminary construction activities beginning the second half of April. Several utilities must relocate their facilities prior to the major construction, and many of them require the demolition of the residential structure that is currently vacant on the southeast corner of the intersection.

8. WINTER WEATHER

Although this has been a particularly demanding winter on supplies, staff and equipment, salt reserves are currently ample and forecasted availability is good. The town participated in the state-wide salt bid process governed by INDOT, and currently has taken delivery of approximately 970 tons of its 1320 ton maximum allotment under the contract. Delivery delays have been experienced in the past three weeks, but a communication from INDOT has stated that all vendors have been contacted and reaffirmed their ability to honor all contract quantities and specifications. Staff has also been in frequent contact with the contracted vendor to gauge their ability to provide product on a timely basis. Even with the aforementioned assurances, staff is taking steps to maximize the salt currently on-hand in anticipation of possible future availability issues. The 2014 budget included the anticipated salt quantity, and this expense is still expected to be at or below the budgeted amount. However, the demands of winter have and will continue to tax the overtime budget, although not to a degree that cannot be absorbed by the department budget through re-appropriations. The final budget item most significantly affected by winter activities is equipment maintenance and repair, which is currently running 58% over the same time period last year. 40% of this line item has been spent to-date, but this is not unexpected as the bulk of these expenditures routinely come in the first quarter of the year. Regardless of the intensity of the rest of this winter season, expenditures will be able to be held within the approved overall department budget and no decrease in services is anticipated at this time.