

AGENDA

A MEETING OF THE BOARD OF PUBLIC WORKS & SAFETY OF THE CIVIL CITY OF NEW ALBANY, INDIANA, WILL BE HELD IN THE THIRD FLOOR ASSEMBLY ROOM AT THE CITY/COUNTY BUILDING ON TUESDAY, OCTOBER 25, 2016 AT 10:00 A.M.

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

NEW BUSINESS:

1. Matt Gullo with Kovert Hawkins Architects re: Providence Way/Silver Creek Improvement Project
2. Lara Augustine re: Parking on 1600 block of State Street
3. Ronda Trimble re: Business sign at 140 East Main Street – 410 Bakery
4. Michael Reed with Norton & Associates Plumbing re: Street cut on Daisy Ln. at ENT building
5. Vectren re: Cut permits for 2536 Charlestown Rd (13791978) – street cut, 1009 Griffin St (14044354) – street cut
6. Karen LeBlonde re: “No Dumping” sign on corner of Old Ford Rd. and Armstrong.

COMMUNICATIONS – PUBLIC:

OLD BUSINESS:

TABLED ITEMS:

COMMUNICATIONS - CITY OFFICIALS:

1. John Rosenbarger re: Encroachment of Right-of-Way at 1636 Slate Run Rd.
2. David Duggins re: WiFi Infrastructure in Downtown Area

APPOINTMENTS:

BIDS:

CLAIMS:

APPROVAL OF MINUTES:

**Public Hearing Meeting Minutes for September 19, 2016
Regular Meeting Minutes for October 18, 2016**

ADJOURN:

A PUBLIC HEARING OF THE BOARD OF PUBLIC WORKS & SAFETY OF THE CIVIL CITY OF NEW ALBANY, INDIANA, WAS HELD IN THE AUDITORIUM AT NEW ALBANY HIGH SCHOOL ON MONDAY, SEPTEMBER 19, 2016 AT 6:00 P.M.

PRESENT: Warren V. Nash, president, Mickey Thompson, member and Cheryl Cotner-Bailey, member

OTHERS PRESENT: Mayor Gahan, Police Chief Bailey, Major Popp, Fire Chief Juliot, Larry Summers, John Rosenbarger, Scott Wood, Linda Moeller, David Barksdale, Al Knable, Greg Phipps, David Aebersold, Matthew Nash, Pat McLaughlin, Joseph Dabkowski, James Rice, Paul Lincks and Vicki Glotzbach

CALL TO ORDER:

Mayor Gahan welcomed everyone and called the meeting to order at 6:00 p.m. He thanked everyone for coming and explained that HWC Engineering would be giving a presentation to let everyone know where we are today on the two-way street issue which really started back in 2007 but has been cranked up to move forward with the discussion especially because of the downtown bridges project. He then introduced Mr. Warren Nash and thanked New Albany High School for allowing the use of their facility.

Mr. Nash then introduced the other members of the board and the city clerk. He said that the street improvements have been discussed for some time and last year they contracted with HWC Engineering to do a study of the streets. He explained that the board heard from them last week at the board of works meeting and they decided to have this meeting tonight to hear from the public. He said that there have been several public meetings but the board wanted to have one more. He added that if someone didn't want to speak tonight but wanted to submit something in writing that would be fine. He then introduced Mr. Joseph Dabkowski with RQAW who is a contractor for HWC Engineering.

PRESENTATION:

Mr. Joseph Dabkowski, RQAW, stated that they are leading the environmental document for this project and this public hearing is conducted as a requirement to the National Environmental Policy Act (NEPA). He explained that NEPA is a federal law enacted in 1970 that establishes a decision making process for agencies. He said that agencies must follow this act prior to design and construction of projects using federal money and this project will use federal money. He stated that NEPA requires evaluation of potential impacts to surrounding natural, cultural and social environments and the impacts are described in an environmental document and requires the opportunity for the public to be involved and comment on the project. He said there are several ways to comment that include speaking at this hearing which is being recorded so comments will be of record, use the comment form and submit via email or fax to the contact information on the form or email comments to jdabkowski@rqaw.com. He added that the comment period ends on October 3, 2016 and encouraged everyone to feel free to use any and all methods. He also added that representatives would be available after the hearing to answer any questions. He noted that questions that anyone may have would not be answered tonight but will be addressed in the final environmental document as well as all the written comments so after October 3rd they will wrap up that document and make it public once it is approved by INDOT. He also noted that informal comments are always welcomed but will not be part of the final environmental document. He then went over the elements of environmental documents which are right-of-way, hazardous materials, threatened and endangered species, historic and archaeological, community impacts, floodplains, land use, wetlands and waterways, noise, air quality and public involvement. He said that they mainly focused on historic aspects and social impacts on this project. He also said that the environmental document is a level 3 categorical exclusion which means it does not have a significant impact on the environment. He explained that the document has been drafted and was released for public involvement by INDOT on August 22, 2016 and legal notice was published in the New Albany News and Tribune on September 3, 9 and 13, 2016. He stated that they have made the environmental document and the set of plans available for viewing. He then moved on to the historic/cultural resources aspect to this project. He said that New Albany has a lot of historic districts and explained Section 106 of the National Historic Preservation Act (NHPA). He also explained that this project meets the Minor Projects Programmatic Agreement (MPPA) under Category A because there is no potential to impact cultural resources. He then said that the final step of this process is to receive the public's comments and address them in the final environmental document.

Mr. Jim Rice, HWC Engineering, stated that there were several meetings on this project and they tried to listen to concerns both positive and negative and highlighted some of the issues under need for improvement. He went through some of the major items which were pedestrian safety, lack of bicycle-friendly facilities, excessive speed on one-way streets, potential for pass-thru traffic on Spring Street corridor due to toll-dodging, improved access to downtown businesses and improved parking in downtown core. He said that the project does use federal funds that ultimately come from the federal highway administered by INDOT/KIPDA and as he has referenced, there have been several studies and public meetings on the downtown street grid in New Albany. He explained that there was an Inner-City Grid Transportation Study (Entran), a Downtown Street Network Proposal (Speck) and a Conceptual Study/Traffic Model (HWC Engineering, RQAW and Stantec) and all studies endorse/recommend two-way conversion. He went over the major issues expressed by citizens during public meetings which were downtown merchants wanted improved access, visibility, walkability and parking; downtown residents were concerned about speeding and unsafe pedestrian conditions on one-way streets (Market, Spring, Elm); and construction-related businesses wanted adequate facilities for trucks and construction equipment. He said that concerns were also expressed about the Spring Street corridor becoming a toll-dodging route when the Ohio River Bridges project was completed. He explained that the primary goals of the project are to ensure that the Spring Street corridor does not become toll-dodging route, to create a safe/walkable downtown, to ensure adequate flow of vehicular traffic on Spring Street corridor and other major downtown streets and to enhance downtown as a "destination". He then discussed the alternatives studied. He said that Option A: One-Way Pair consisted of Spring Street and Elm Street remaining one-way and Market Street, Pearl Street and Bank Street converted to two-way. He said that Option B: All Two-Way consisted of converting Spring Street, Elm Street, Market Street, Pearl Street and Bank Street to two-way. He said Option C: No Build consisted of leaving the streets as they are. He went over Option A: One-Way Pair in detail and stated that it would improve access to downtown businesses by converting some streets from one-way to two-way operation but would not discourage Spring Street corridor from becoming a toll-dodging route. He also said that it would not reduce speeding on one-way streets such as Spring Street and Elm Street and would provide only an incremental improvement in pedestrian safety. He went over Option B: All Two-Way in detail and stated that it would improve access to downtown businesses by converting all streets from one-way to two-way operation and would discourage Spring Street corridor from becoming a toll-dodging route. He said that it would also reduce speeding on all streets as well as provide major improvement in pedestrian safety. He went over Option C: No Build in detail and stated that access to downtown businesses would remain difficult due to one-way streets causing circling in order to find parking and creates an opportunity for Spring Street corridor to become a toll-dodging route. He also said that speeding on one-way streets would remain an issue as well as pedestrian safety. He explained that after they considered all three options, they arrived at the point where they are currently recommending to the city Option B: All Two-Way. He said this option would convert the following one-way street to two-way operation: Spring Street (State Street to Vincennes Street); Market Street (State Street to Vincennes Street); Elm Street (State Street to Vincennes Street); Pearl Street (Main Street to Elm Street); and Bank Street (Main Street to Oak Street). He also said that State Street will have new pavement markings between Market Street and Elm Street which will add about seven parallel parking spaces and will improve traffic flow. He then discussed loading and unloading for businesses downtown. He explained that right now it is not a problem because the streets are one-way but it will become a little different on two-way streets. He said that on Pearl Street and Bank Street the traffic is typically low volume so you could pull up to a box truck and take a look around it to see that no one is coming and just pull around it. He offered another option which is to create loading zones in front of particular businesses that have box truck deliveries and discussed that with some of the business owners but they were concerned because it would cut down on customer parking. He added that should this option that they are recommending be adopted, there is still opportunity to tweak and adjust how things work and the key is that they will work with all of the businesses on a one-on-one basis. He said that the benefits of Pearl Street and Bank Street being two-way will far override the momentary issue of the occasional unloading of box trucks. He then discussed other elements associated with the project which are that streets will be milled and repaved, existing traffic signals will be upgraded with new signal heads on existing poles (except for one new signal pole at 15th Street and Spring Street), railroad crossing protection upgrades will be made at Elm, Market and Spring Streets as required, bicycle lanes will be provided on both sides of Spring Street from Vincennes Street to E. 4th Street, a net gain of 7 parking spaces in the project area, new signs and pavement markings, decorative crosswalks, audible pedestrian signals as well as pedestrian actuated signs at some crosswalks which will improve pedestrian safety and traffic calming measures. He said that there will be no right-of-way required and if the project were to move forward it would be on a March, 2017 INDOT Construction Letting with construction expected to be completed no later than December, 2017 and

traffic will be maintained during construction.

Mr. Paul Lincks, HWC Engineering, stated that the funding for the project is an 80/20 match with 80% of the funds coming from the federal government and with the city putting up 20% to get that money. He said basically the city will put up approximately \$551,650.00 and federal will match approximately \$2,252,000.00 so the total funding available for the project will be approximately \$2,803,650.00. He explained that estimated costs consist of the preliminary engineering in the amount of \$360,909.00 and construction (including inspection) in the amount of \$2,442,741.00 which would make total estimated costs \$2,803,650.00. He then discussed maintenance of traffic during construction and said that they will do no full road closures at all but will allow short durations of single lane closures. He stated that they give the contractor suggested phases for projects and what will likely be seen first is the installation of decorative crosswalks and some traffic signal work. He said that the traffic signals will be bagged because several things have to happen before traffic is actually allowed to travel two-ways on converted streets. He said that the signing work that will be done to use for the two-way operation will be bagged as well until the streets are opened. He stated that the last phase will be putting the pavement markings down. He also stated that they suggest not opening all of these streets at one instantaneous time to allow two-way traffic so they will have a suggested scheme in the plans as far as which street should be opened and when. He explained that all efforts will be made to ensure the best possible flow of traffic, but as is typical with highway and street construction, driver patience will be required. He stated that actual construction is anticipated to begin in late April, 2017 and should be completed in the fall of 2017 with a maximum completion dated in December, 2017. He then mentioned that there are some display boards, plans and the environmental document available for the public to view after the meeting.

PUBLIC COMMUNICATIONS:

Ms. Ruth Watson stated that she is an older person that is a walker and a driver. She said that she is very concerned about the traffic flow and having to watch both ways. She is also concerned about emergency vehicles maybe having to cross traffic to reach their destination. She asked if there will be center turn lanes because there won't be stop lights at every corner and if a car wants to turn left and there is no turn lane then traffic will be backed up more. She asked if there is a plan to make more traffic lights because these will be needed for people to cross the streets but will slow traffic down causing frustration and aggravation. She said that people will be trying to make the lights causing more accidents. She also said that as for tolls, she thinks people from Jeffersonville and Clarksville will take the Second Street Bridge or I265 to get on I64. She stated that as a frequent driver in downtown New Albany, she really disapproves of this plan for two-way streets. She then asked what is going to happen once the big apartment building on Spring Street is completed.

Mr. Greg Roberts, East Spring Street Neighborhood Association, stated that this plan affects his neighborhood and nothing else around it. He said that their neighborhood borders run from Vincennes Street to E. Fifth Street and takes in Elm Street, Spring Street and Market Street so all of the work with exception of the downtown streets is in his district. He said that many people say that they drive through downtown but it is not a cut through anymore. He explained that years ago when the streets were converted from two-way to one-way it was to move people out of the city from the interstate to the suburbs but the neighborhood has changed. He said that it has become more of a family neighborhood with more people moving in and buying houses. He stressed that it is a neighborhood and he wouldn't go to the suburbs and tell people that their street has to be converted to a one-way to provide a cut through. He also stressed that people fly down Spring Street at 40, 50 or even 60 mph and that Plan B is the only option for his neighborhood. He then noted that tolling on the bridges would start before the project starts and asked if there is anything planned to deal with the traffic. He also submitted letters of support for Plan B from 11 more people to Mr. Lincks and asked him to read them into the record.

Mr. Lincks stated that they could be included as part of the transcript.

Greg Phipps, 3rd District City Councilman, stated that he is speaking as a resident, a representative of the 3rd District and as a professional sociologist in support of Plan B which calls for the conversion to two-way streets. He explained that the Speck study along with the preponderance of data in the field of urban planning indicates that two-way traffic patterns slow traffic, make drivers more aware, improve safety for pedestrians and cyclist, helps raise property value, reduces crime and creates more livable neighborhoods. He stated that the areas proposed for this project lie exclusively within the 3rd council district and when he ran for office five years ago he promised to make the right decisions for New Albany and not those that are politically expedient. He explained that changes is never popular

and often controversial but sometimes civic leaders must do the right thing and make the tough decisions based on what is best for the community. He stated that recently, on several occasions, citizens have approached him to get involved on the McDonald Lane and Klerner Lane projects. He explained that more specifically it was individuals that didn't live in those neighborhoods stating that they would like the roundabouts to help them cut through the neighborhoods in a quicker way to get to destinations on Grant Line Road or Charlestown Road. He stated that he explained to them that was an issue that had to be dealt with in the 6th district and the people living in that neighborhood should be the ones that have the greatest input on that project. He explained that he is asking the same tonight and stated that the people living in the 3rd district should have the primary say in what happens. He stated that they have already spent over \$100,000.00 on studies and planning and they need to make the changes now.

Mr. Mark Sanders stated that as a resident of Spring Street he fully supports the two-way conversion. He explained that he deals with Spring Street 7 days a week so he has much more of an interest than just once or twice a day. He stated that with all the studies advising implementing the two-way streets he doesn't understand the hesitation and taking into consideration everyone directly affected by this, option B should be acceptable to everyone. He explained that he has heard it said that nothing changes if nothing changes and New Albany is finally building itself back up, but it didn't do it by relying on the past.

Mr. Joe Zeller explained that he owns several businesses here in town and while he realizes some residents aren't happy that their trucks run up and down the roads it is a necessary part of their business. He stated that he has been in New Albany for a long time just like a lot of the downtown businesses and they employ a lot of people. He explained that their main concern is safety because when you mix trucks, cars and pedestrians the larger trucks will win in that encounter.

Mr. Roger Baylor stated that he was a business owner for 25 years and has been a proponent of the two-way street conversions for about 13 years. He explained that as a supporter he still has a few qualms about it as proposed with issues regarding 11' lanes, the abandonment of the bicycling structure proposed by Speck, omitting conversations about Vincennes and State Street, and the timing. He stated that despite all of that, if it happens the way HWC says it will be considerably better than what they had before. He stated that he has hopes that they will take this as a first step and will eventually address the other issues and add on to it as they go, but this is a good place to start.

Mr. Irv Stumler thanked the board and administration for the invitation to speak. He stated that he is looking at safety as a primary issue. He explained that he has studied this issue and talked with a lot of people and he can't find any good reason to make the conversion. He explained that they are going by assumptions with this plan including that there will be extra traffic because of the tolls. He stated that a few years ago inspectors claimed that the Sherman Minton Bridge is going to need more work and when he drives through there he can see several things that will have to be addressed including the pilings on the Kentucky side which will take money and time to fix. He explained that if they assume that there is never going to be tolls on that bridge he believes they are in for a surprise. He stated that they have heard a lot of talk about calming traffic but very little talk about signage, markings, and law enforcement as a way to calm traffic. He explained that Chief Bailey and the NAPD have done a good job enforcing traffic coming in off of Silver Street but to say that it is a speedway is not accurate. He added that more room to travel on the streets can make it safer by giving time to avoid an accident and just because the road is narrow doesn't mean there won't be anyone speeding. He explained that he did a survey in March of last year of the downtown businesses and he found that 95% of them would rather not have the two-way streets. He offered to bring that survey to the board before they make a decision. He added that while there are three members on the board of works that doesn't mean they make individual decisions because they are all appointed by the mayor, which means that the mayor is making the decision and he thinks it is the wrong one.

Mr. John Smith stated that he lives and owns a business on Spring Street and to say that it isn't a raceway indicates that they aren't sitting on Spring Street on any particular day. He added that option B is the most appropriate option by far. He stated that Mr. Stumler talked about assumptions but he is also assuming that the Sherman Minton Bridge will be tolled and explained that he was never polled with the downtown businesses as to whether or not he was in favor of the conversion.

Dr. Al Knable stated that he is a city council representative and nearly a life-long citizen, but he would like to speak in the capacity as a business owner. He explained that he is happy to see some accommodations for the truckers because they are an important employer in the city and he hopes that those concessions work. He stated that he has approximately 1,500 patrons to his business every

month and roughly half of those come from Floyd County. He explained that he hears time after time again from the other half that "the town has a lot of potential" or "I got confused by the street grid." He stated that he takes great pride in the city and is excited about what he is seeing with the plans for the two-way conversion, particularly plan B. He added that he has had discussions with business owners in towns similar to our size all over Indiana as well as other states that have all gone through street conversions, and the overwhelming majority of them were happy with the results. He stated that right now those cities have more to offer but if this plan goes through he would put New Albany up against any one of those cities in any one of those states when it comes to recruiting business to this area. He explained that it is fun to go downtown and see young families and the vibrancy but they can take it to the next level and he is looking forward to seeing New Albany take another huge step towards the potential that they do have as a community.

Mr. Joe Autry stated that he moved to New Albany about five months ago and lives on East Spring Street where cars are coming into town. He explained that speed is always an issue and while he does see police in the area most of the time it is too dangerous to walk up and down the street without fearing for their safety. He stated that if the studies are showing that converting to two-ways will calm traffic why wouldn't that be an obvious choice. He explained that there are a lot of families where he lives and it is a really good neighborhood, but he is very concerned about slowing traffic coming in to town. He added that to say it isn't a speedway is incorrect based on what he is seeing and if there is any way to make the streets safer that will make all the difference in the growth and evolution of the city.

Mr. Charlie Harshfield stated that he has lived on the 1100 block of East Elm Street for 15 years and the neighborhood has become more family oriented over the years. He explained that the two biggest concerns in his area are speeding and safety issues. He stated that the speeding problem is horrific during commuting hours and to even try to enter your vehicle while parked on the street is extremely dangerous. He explained that families with children have to be especially cautious and stated that he has had \$50,000.00 worth of damage to his vehicle over the last six years while parked on the street so it is clear to him that the issues are not being addressed. He stated that he is in support of the two-way conversion because it is evident to him that one-way streets invite speeding.

Dr. John Lanham stated that he has lived on East 5th Street for 15 years and he has seen a great deal of change as well. He explained that about a year ago they changed his street from a one-way to a two-way and there isn't enough room for the cars to pass because they have on-street parking. He stated that he doesn't feel that he was part of the process when that happened and it seems like the administration just makes a decision and hopes it works out for the best, but in his case it did not. He explained that his biggest concern is how this will work in the neighborhoods if the streets aren't wide enough and how it will affect the suburbs. He stated that he has heard about toll dodging but people from Clarksville and Jeffersonville have been traffic dodging for years and he doesn't see how it will be a huge difference when the tolls begin. He explained that the Coyle project is less than a block from him and they don't have enough parking so they will be on the street and asked if this has been figured in because it will affect him and his family. He stated that he doesn't understand why speeding can't be controlled by law enforcement and syncing the traffic lights. He urged the board to consider the residents and concentrate on an option that will be efficient, safe, and will help New Albany grow.

Mr. Rob Cissell explained that his family has about 1500 apartments around the southern Indiana area and have been in New Albany for over 40 years. He stated that they are expanding their presence in New Albany specifically in downtown and in the area that they are talking about and they have a total of 100 residents. He explained that they want to see the city grow because they are in for the long term but they are having trouble getting people to move to New Albany with the number one issue being the street grid. He stated that he thinks that the conversion is the right thing to do and a property that they have in Louisville just went through this transformation which has been a huge success. He explained that he understands the issues with the narrow side streets but he believes that is a different issue than the main arteries where there is a bigger thoroughfare. He stated that they are trying to encourage people to get out and bicycle and they need the ability to have bicycle lanes. He added that he polled his residents and they are 100% in favor of this conversion but they are concerned about the transition period and making sure there isn't a lot of confusion.

Mr. Brandon Smith stated that he has a business at 611 East Spring and explained that he is strongly in favor of plan B. He stated that he thinks it is a common sense compromise for both the commerce and the residents.

Mr. Dale Bond, Glenwood Court, explained that it was said that these studies were based on previous studies and he feels that they are flawed. He stated that it doesn't address traffic that backs up on Spring Street because of a car that is turning and to eliminate a lane will make it even more difficult to get through town. He explained that he lives in the east end and drives through downtown almost every day and the changes that have already been made have been ridiculous with the amount of traffic that is backed up. He added that with the restrictions on Spring Street right now they have seen the traffic on Beharrell double and it has gotten so bad that it is hard to get off of their street. He asked the board to consider leaving Elm and Spring as is and stated that he favors option A.

Ms Jessica Smith explained that she lives on Spring Street and stated that she supports the conversion to two-way streets 100%. She explained that there are a lot of young families moving into the downtown area and it will continue to grow which makes the speeding issue on Spring Street even more dangerous. She stated that they drive, live and walk on Spring Street on a daily basis and doesn't understand anyone that can't see speeding is an issue. She added that this needs to happen for the safety of the families and residents that live in this area.

Mr. Dave Barksdale stated that he is a city council member and a local historian and would like to speak tonight as a historian. He explained that long before the street grid was as it is now, downtown New Albany did have a two-way grid and he feels that plan B is the best option. He stated that that New Albany is being recognized throughout the state for the growth in the downtown area and his feeling is that the next part is going to be the historic neighborhoods, and they owe those areas and beyond the ability to become a neighborhood again.

Mr. Pat McLaughlin stated that he is a city council member and resident of New Albany. He explained that there is a lot that has been done in the city in the last 4-5 years and two-way conversions in other areas has helped them flourish. He stated that he thinks it could do the same for downtown and supports the two-way conversion.

Mr. Lincks reminded the audience that there is a comment sheet for them to fill out and explained that all the comments will be part of the record. He stated that there are some displays, plans and environmental documents in the hallway and HWC will be available to answer questions if they would like to review them.

ADJOURN:

There being no further business before the board, the meeting adjourned at 7:45 p.m.

Warren Nash, President

Vicki Glotzbach, City Clerk

A MEETING OF THE BOARD OF PUBLIC WORKS & SAFETY OF THE CIVIL CITY OF NEW ALBANY, INDIANA, WAS HELD IN THE THIRD FLOOR ASSEMBLY ROOM AT THE CITY/COUNTY BUILDING ON TUESDAY, OCTOBER 18, 2016 AT 10:00 A.M.

PRESENT: Warren V. Nash, president, Mickey Thompson, member and Cheryl Cotner-Bailey, member

OTHERS PRESENT: Police Chief Bailey, Assistant Police Chief Fudge, Fire Chief Juliot, Fire Marshal Koehler, David Hall, Jessica Campbell, Bryan Slade, Joe Ham, Tonya Fischer, Alicia Meredith, John Burger, Courtney Lewis, David Brewer, John Rosenbarger, Linda Moeller and Vicki Glotzbach

CALL TO ORDER:

Mr. Nash called the meeting to order at 10:00 a.m.

PLEDGE OF ALLEGIANCE:

NEW BUSINESS:

1. Rhonda Trimble re: Business sign at 140 East Main Street – 410 Bakery

Not Present

2. Vectren re: Gas service work at 1903 E Main Street – Sidewalk Cut, 1630 Grant Line Rd (12103250)-1 x sidewalk, Roanoke Ave @ Scheller Ln (13708945)-1 x Street Cut, 1004 Korb Ave (12638195)-1 x Street Cut, 1319 Vincennes Street (13999137)-1 x Street Cut

Wayne Asher presented the above street cuts for the board's approval.

Mr. Thompson stated that he hasn't had a chance to visit the sites and is concerned about Korb Avenue because that is a newly paved road.

Mr. Asher stated that it appears to him that Korb Avenue has already been completed.

Mr. Thompson moved to approve all of the above cuts with the exception of Korb Avenue which would be subject to his inspection and approval, Mrs. Cotner-Bailey second, motion carries.

3. Matt McLean with Merrell Bierman Excavating re: Street cut at 801 Industrial Blvd. for McCrite Bldg.

Matt McLean passed out plans for the board to review. He explained that the cut runs past the water main in order for the fire service to come over to the new building. He stated that attached to the plans is a traffic survey for the signs and the highlighted yellow is the street cut.

Mr. Thompson asked if they would need to close the road.

Mr. McLean stated that it should be able to be keep it open half and half.

Mr. Thompson moved to approve, Mrs. Cotner-Bailey second, motion carries.

4. Christy Eurton re: Request to reserve parking spaces for voting

Christy Eurton stated that in the last four days they have had over 4,000 early voters and she would like to reserve two parking spaces for voters in front of the building.

Mr. Nash stated that he is very sympathetic to the issue and he knows her problem is immediate, but he thinks that there should be more parking for everyone that is doing business in the building. He asked how enforcement would work.

Ms. Eurlon stated that she has no way to enforce the parking and is open to how it would be designated, but she was thinking that orange cones with voting parking signs would work and it would be a nice option to give the voters.

Mr. Nash stated that he agrees with her he just questions how it would be enforced and designated. He asked Chief Bailey for his input.

Police Chief Bailey stated that if the board takes action they could determine that there is a temporary parking prohibition that would be enforceable and if there was a violation identified it could be dealt with by the traffic office.

Mrs. Cotner-Bailey suggested a 30 minute parking limit.

Mr. Thompson asked Mrs. Eurlon how long the process usually takes when they come in to vote.

Ms. Eurlon stated that right now they seem to be in and out in less than 15 minutes but the influx of voters coming in is only going to get worse. She stated that at the most she would think it would take 30 minutes.

Police Chief Bailey stated that he would suggest 30 Minutes at a minimum.

Mr. Nash stated that he doesn't think that two will be enough and thinks it should be more like four.

Mr. Thompson stated that the problem will be to identify whether it is a person that came in to vote or not.

Police Chief Bailey stated that he doesn't currently have a process in play to manage two parking spots every 30 minutes so the clerk's office may have to help observe if anyone is violating the time limit.

Mr. Summers stated that it isn't really possible to tell if a person comes in to vote but they can definitely monitor if a vehicle is in the same spot for more than 30 minutes.

Mr. Nash stated that if they mark it he thinks that most people would respect that.

Police Chief Bailey stated that he thinks if it is signed correctly there would be a courtesy implied.

Ms. Eurlon asked Police Chief Bailey if the sign should read "courtesy parking for early voting"

Police Chief Bailey stated that they have some temporary signs that they use for other functions and could write courteous parking for early voters only with a 30 minute limit. He added that he would not recommend four parking spots knowing all the business that has to come in and out of the building.

Linda Moeller asked what some of the issues are that the voters are telling her about.

Ms. Eurlon explained that she has had a lot of complaints about having to drive around the building several times or having to pay to park in the garage.

Mrs. Cotner-Bailey stated that parking in the parking garage is free on the top two levels and asked if that is stated on the sign.

Ms. Lewis replied yes.

Mr. Nash recommended started with 2 spots and then Mrs. Eurlon can come back and give an update next week.

Mrs. Cotner-Bailey asked which two spots she would like to use.

Ms. Eurlon stated that the only preference she has is that they are on this side of the building.

Police Chief Bailey stated that he thinks he has some signs that will work for her.

Mr. Thompson stated that the street department has cones that she can use.

Mr. Nash reminded them not to make it too prohibitive that voters would pass it up thinking that it is no parking in general.

Mrs. Cotner-Bailey moved to approve two temporary parking spots in front of building for voters only through November 7th to be monitored weekly, **Mr. Thompson** second, motion carries.

COMMUNICATIONS – PUBLIC:

Derek Misch passed out maps of street closure requests for the INAWC project. He requested to close Ealy Street from Hildreth Street to State Street on October 18th and 28th and Ealy Street from Griffin Street to Hildreth Street on October 24th-28th. He also requested Alley closures between Beech Grove Avenue and Spring Avenue on October 24th-28th and October 31st-November 4th.

Mr. Thompson moved to approve the above closure requests, **Mrs. Cotner-Bailey** second, motion carries.

Wes Christmas stated that permanent striping is underway today on Spring Street and they are trying to get it all done in one day because of the weather forecast. He explained that once that is complete the remaining items are finishing out the signal and the signage and they are looking to have both of those complete within the next two weeks.

Mr. Thompson asked if they will be doing a lane shift while they do the striping.

Mr. Christmas stated that the intent was that they are going to shift traffic to the outer lanes while they striped the permanent travel lanes and then move traffic into the center lanes to do the bike and parking lanes.

Mr. Nash asked if that can all be done in two days.

Mr. Christmas stated that they are going to try to work a long day today because of the rain that is in the forecast.

Mr. Nash stated that he thought the pavement would be smoother than it is since they went all the way down to the base.

Mr. Christmas stated that base repair was only done at the joints not the entire length of the project. He stated that the street work is complete on the city-wide paving project with the exception of the on-going work at Northgate. He explained that they should be pouring new curbs today and then they will come back to mill and overlay the plaza area on Monday and Tuesday.

Mr. Nash asked about striping.

Mr. Christmas stated that will follow as soon as they can.

Mr. Thompson stated that weather may delay it.

Mr. Christmas stated that Wednesday and Thursday there is a high chance of rain so it probably will hinder the progress.

Sarah Firkin, 1425 Chartres Street, stated that they are having water problems at their home and her husband wants to dig out to the meter to install a line which will require them to cut into the sidewalk.

Mr. Nash asked if they have located the gas line.

Ms. Firkin replied yes and stated that they told her to spray where they want the cut and then they will come out to look at it tomorrow. She stated that they would like to start the work on Thursday but they also need barricades for safety.

Police Chief Bailey asked if they actually did utility locates.

Ms. Firkin replied yes and explained that they had to do them when they built their porch so they know where the lines are and the gas company is coming out tomorrow to verify. She also stated that her husband works for AML so he is knowledgeable about how the sidewalk should be replaced.

Mr. Thompson stated that if she has the locates called in and her husband is doing the work he is comfortable with approving the request.

Mr. Thompson moved to approve the sidewalk cut, Mrs. Cotner-Bailey second, motion carries.

OLD BUSINESS:

TABLED ITEMS:

COMMUNICATIONS - CITY OFFICIALS:

1. Courtney Lewis re: Special event permit request for Ross Wells for the use of Bicentennial Park on October 29th from 5:00-9:00 p.m.

Ms. Lewis stated that this is actually a change for the previously scheduled rally on Sunday, October 30th at the amphitheater. She explained that they want to move from the amphitheater on Sunday morning to Bicentennial Park on Saturday. She added that they will not be needing any lane closures.

Mr. Nash asked what type of event it is.

Ms. Courtney replied that it is a "Greg for Governor" rally.

Mrs. Cotner-Bailey moved to approve, Mr. Thompson second, motion carries.

2. Larry Summers re: Sign on I-65

Mr. Summers stated that the city has been working with INDOT in conjunction with the Ohio River Bridges project and explained that there was some signage coming in from I65 that said Brown-Station Way, and they would like to request that it be changed to say New Albany. He stated that INDOT and the Ohio River Bridges project agreed to make the changes as long as the city paid for the lettering. He asked for the board's signature on a letter authorizing payment for the lettering changes on the signs.

Mr. Nash asked how much it is going to cost.

Mr. Summers replied a little over \$29,000.00

Mr. Thompson moved to approve, Mrs. Cotner-Bailey second, motion carries.

3. Mickey Thompson re: Street cut request for AT&T at Elm Street between State Street and Pearl Street

Mr. Thompson explained that AT&T requested a cut on Elm Street between State and Pearl at the alley. He stated that it will be a 3'X5' hole so that they can clear out a filled in hole where their conduit is installed. He added that they will handle traffic control with signs.

Mr. Thompson moved to approve, Mrs. Cotner-Bailey second, motion carries.

4. Mickey Thompson re: Parking on Spring Street at Dr. Sisk's office

Mr. Thompson explained that he received a packet from Dr. Sisk's office asking the board to look at the parking issue again. He stated that they previously turned down a request for customer only parking but they still feel like there is going to be a problem once Breakwater is complete and occupied. He explained that he did inform Dr. Sisk that arrangements were made with AT&T for some of those residents to be able to park there so it may not be as bad as he thinks it is going to be.

Mrs. Cotner-Bailey stated that's she thought there would be plenty of parking in the facility for the residents.

Mr. Nash stated that it is his understanding that there will be and any time he drives passed there is plenty of on-street parking open.

Police Chief Bailey stated that he believes that once Breakwater is completed it will resolved itself because the parking west of 6th will be reopened. He explained that he suggested putting signs on his private property in hopes that the public would abide by it as a courtesy.

Mr. Thompson stated that he did explain that they aren't looking for enforcement and the signs wouldn't say anything about towing, but they would like the board to approve something to go on the street.

Mrs. Cotner-Bailey stated that she doesn't see that the board can do anything with it when they don't even know if it is going to be a problem.

Mr. Nash suggested that they wait and see if it is going to be an issue and then address it at that time.

5. Warren Nash re: Flags at half staff

Mr. Nash stated that he was told that the President signed an order to have the flags flown at half-staff for a month for fallen first responders and asked Fire Chief Juliot to look into that.

Police Chief Bailey stated that it was only for 48 hours and they have already raised and lowered theirs.

Mr. Nash stated that he thinks it was more than 48 hours and asked them to look into it.

APPOINTMENTS:

BIDS:

CLAIMS:

APPROVAL OF MINUTES:

Mrs. Cotner-Bailey moved to approve the Regular Meeting Minutes for October 11, 2016, **Mr. Thompson** second, motion carries.

ADJOURN:

There being no further business before the board, the meeting adjourned at 10:45 a.m.

Warren Nash, President

Vicki Glotzbach, City Clerk



630 Walnut St • Jeffersonville, IN 47130 • 812.282.9554 • FAX: 812.282.9171
WWW.KOVERTHAWKINS.COM



October 18, 2016

David Duggins
Director Economic Development and Redevelopment
311 Hauss Square, Rm 325
New Albany, IN 47150
812-948-5333

RE: Providence Way Streetscape Phase I Construction Documents
New Albany, IN

Dear Mr. Duggins,

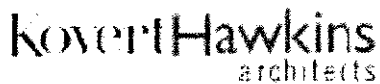
Thank you for the opportunity to submit this proposal for Landscape Architectural and Civil services.

This proposal is to develop construction documents for phase I of the Providence Way Streetscape Plans. These will include all necessary drawings and specifications in order to bid out to the public plan presented at the Public Works meeting on October 18, 2016. Below are a list of deliverable which will be completed for this phase.

Providence Way Streetscape - Phase I

Streetscape plans have been developed for Providence Way and the underpass traveling over Silver Creek stream. These plans have been developed to improve the aesthetics of the the area along Providence Way and the underpass leading to it. A portion of this plan also creates parking along the roadway to allow those using Silver Creek for activities to safely park and access the stream. The plans for the overall design have been split up into two phases. Kovert Hawkins Architects will be creating construction documents and specification in order to bid out to the general public for pricing. The following will be deliverables for Phase I of the construction documents:

- Construction documents for all work as shown in the attached documents labeled as Phase I. Construction documents will include the following:
 - Reworking of underpass roadway to allow for two-way traffic and parking under the bridge.
 - Parking pavers and aesthetic features such as bollards, paving patterns, striping, curbing, street calming, etc.
 - Landscape plans for improvements to Providence Way and off ramp to Providence Way.
 - Sidewalk improvements.
 - Demolition Plans.
 - Stormwater plans.
 - Complete survey of Phase I.
 - Agency approvals.
 - Specifications for bidding.
- Complete Construction Documents as noted below:
 - Complete a set of Drawings for purposes of public bidding and construction.
 - Complete a Project Manual of Specifications for purposes of public bidding and construction.
- Bidding:
 - Oversee and administer the public bidding process.
 - Distribute Construction Documents to bidders via posting and hosting on KHA website online planroom.
 - Make publication of Notice To Bidders in local newspapers as required.
 - Schedule, chair, and administer pre-bid meeting and review of project scope and site with bidders.
 - Receive bids from bidders, conduct public opening of bids, tabulate bids, review bid documentation.
- Construction Administration:
 - Oversee and administer the construction phase and progress of the General Contractor.
 - Complete shop drawing submittal reviews as required.
 - Schedule, chair, and administer pre-construction meeting with General Contractor and Owner.
 - Review and certification of contractors's monthly Application and Certificate for Payment.
 - Review of contractor's request for changes and preparation of change orders.
 - Periodic site reviews of construction progress and conformance with construction documents.



630 Walnut St • Jeffersonville, IN 47130 • 812.282.9554 • FAX: 812.282.9171
www.koverthawkins.com



Fee Proposal:

- We would complete the enclosed scope of work for a lump sum of **\$27,000**.

Additional Services:

- All additional services would be accomplished at our current hourly rates, updated annually.
- Reimbursable expenses for printing and drawing reproductions are billed at cost plus ten percent.
- Reimbursable expenses for local authority submissions, reviews, and approvals are billed at cost plus ten percent.
- Reimbursable expenses for distance travel required are billed at cost plus ten percent.
- We charge no costs for mileage or driving expenses associated with the project to or from the project site.
- **NOTE: An additional \$11,000 would be needed if IDNR requires floodplain modeling. As of right now they think Phase I of this project will not need this model.**

A list of our current 2016 hourly rates is as follows:

Senior Principal	\$190
Principal	\$150
Senior Architect/Engineer	\$135
Architect/Engineer	\$110
Architect/Engineer Intern	\$ 50
Senior Landscape Architect/Planner	\$135
Landscape Architect/Planner	\$110
Landscape Architect/Planner Intern	\$ 50

Invoicing:

- Fees are invoiced monthly with payment due upon receipt. Billings are based upon percent completion to date.
 - If the project is discontinued for any reason, invoicing will only reflect work completed to the date of notification.
- Fees are invoiced as follows:

Construction Documents:	40%
Bidding:	5%
Construction:	20%

Thank you again for this opportunity to continue our relationship with the City of New Albany.
Please feel free to contact me should you have any questions or if we can be of any further service.

Sincerely,

Matthew D. Gullo, RLA

Director of Landscape Architecture and Planning
Koverthawkins Architects

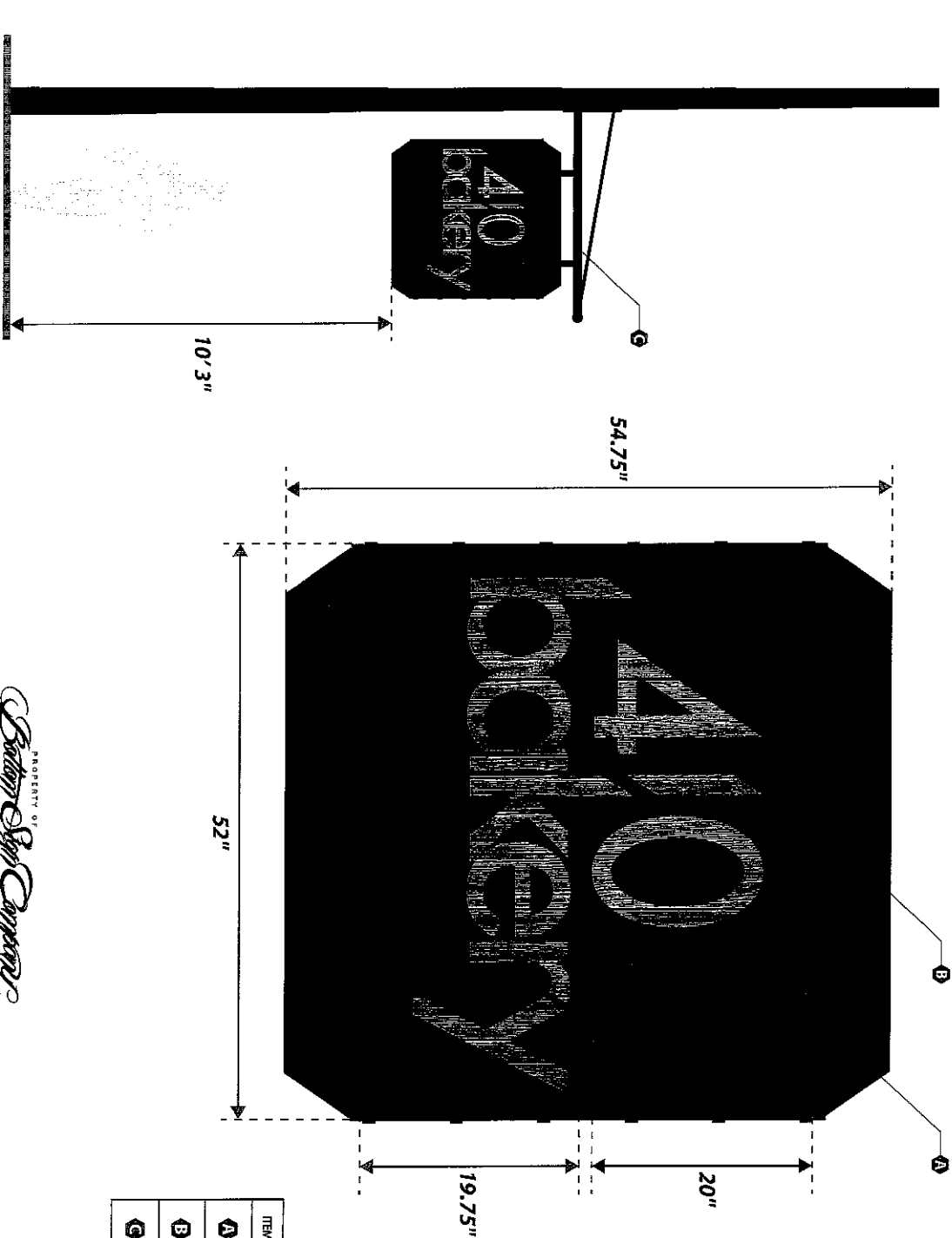
Upon acceptance of this proposal, please sign and date one copy and return it to me.

Accepted By: David Duggins

David Duggins
Director of Economic Development and Redevelopment

Date

DOUBLE SIDED	DOUBLE SIDED	POLYMETAL	CORNER	3 MIL	4 MIL	5 MIL	10 MIL	OTHER	RECLAIMED BARNWOOD	GRAPHICS	DIG PRINT	N/A	LAMINATE	N/A	CUT VINYL	N/A	INSTALL STYLE	MONTE	WALL MOUNT	WOOD POST	EXISTING POLE	WALL BRACKET
CUSTOM																						



ITEM	DESCRIPTION
A	LOGO WILL BE ROUTED OUT OF RECLAIMED BARNWOOD. WOOD WILL THEN BE STAINED A DARKER COLOR.
B	AGED LOOKING METAL WILL BE USED TO HOLD WOOD TOGETHER. WILL ALSO BE USED DECORATIVELY ON SIDES.
C	SIGN WILL BE HELD BY A MAST ARM WHICH WILL ATTACH TO EXISTING POLE.

SITE INFORMATION

MAXIMO "Parent" Work Order Number 13791978

Street Address 2536 Charlestown Rd

Lot Number _____

Nearest Cross Street Ormond

City/Town New Albany

County Floyd

Township New Albany

Tax Code _____

Subdivision/Development Hartman Dental

Map Number 208-266

Service Type: Residential _____ Commercial ☒ Conversion _____

Main: Size 6 Material: ☐ Plastic-T ☐ Plastic-Y ☒ Steel ☐ Cast Iron ☐ Other

MAOP 60 ☐ Inches ☒ PSIG Operating Pressure 54 ☐ Inches ☒ PSIG

Install Type: ☐ Rough grade ☒ Established Grade ☒ Short Side, trench in feet _____

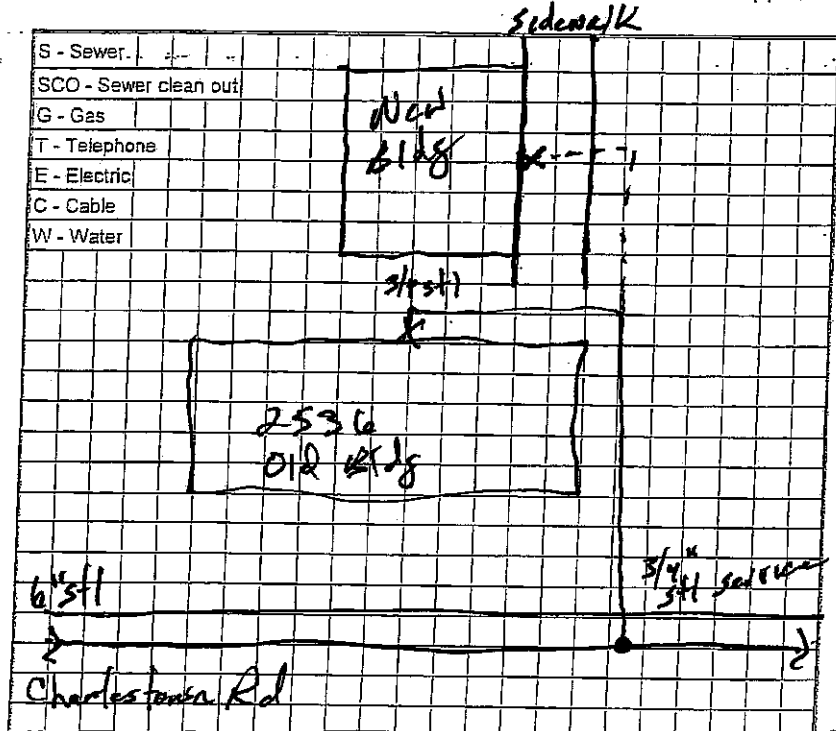
☐ Long Side Bore in feet _____ Trench in feet _____ Total length in feet _____

Pipe Size: ☒ 1/2" CTS ☐ 1" CTS ☐ 2" IPS ☒ Other (Write in) 3/4" stl service existing

Financials: Operation Center # 5920 Project # 32001 Task # 038

Recommended Labor Resource ☐ Company ☒ Contractor

SKETCH: Instructions - indicate NORTH, all measurements are approximate



Materials Needed
HP Meter set
1" PL Riser
133' 1/2" R Pipe
133' tracer Wire
1" transition Tee
2 1/2" x 1" reducers
1 1/2" 1/2" carb Valve

Renew + relocate to New Bldg.

3/4" steel service - Renew to plastic, relocate to new Bldg.

MAXIMO SITE VISIT / SEWER LOCATE FORM

Operations Center (Write in) Clarksville
Street Address 2536 Charlestown Rd City/Town New Albany
MAXIMO "Parent" Work Order Number 13791978
MAXIMO "Child" Work Order Number 14022073

☐ New ☒ Renew ☐ Retire ☐ Resize ☒ Relocate ☐ Other ☐ Estimate only

1. ☒ ^Y ☐ ^N Sewer lateral locate is needed. If not, explain why. _____

2. ☒ ^Y ☐ ^N Site is ready for service installation. If not, check below WHY the site is not ready and place job in review with an explanation in SYCLO.

House has not been started ☐ Building materials are blocking route ☐

Lot is not at final grade ☐ Other (Write in) _____

3. ☒ ^Y ☐ ^N Site is marked in white for locates or locates have been requested and will be ready in two working days.

Locate Number _____ Time Called _____

Start Date _____ Expiration Date _____

4. ☒ ^Y ☒ ^N Permits needed prior to the planned work accordance with state, county, or municipal requirements. Specify which permits are needed. (Write in)

Street Cut
5. ☒ ^Y ☐ ^N Necessary material is in truck stock. If not what is needed (Write in) _____

6. Estimated scheduled start date (Write in) _____

7. Other information needed to complete this work:

Special crew or equipment (Write in) _____

Other (Write in) _____ Welder ☐

Completed by S. Jenkins Date 10-17-16

Return this completed form with the Crew Sheet to the Operations Assistant and Scheduler no later than the next business day.

SITE INFORMATION

MAXIMO "Parent" Work Order Number 14044354

Street Address 1009 Griffin St Lot Number ---

Nearest Cross Street West 34th/Cherry City/Town New Albany

County Floyd Township New Albany Tax Code 1

Subdivision/Development _____ Map Number 207-267

Service Type: Residential / Commercial Conversion

Main: Size 2 Material: ☐ Plastic-T ☒ Plastic-Y ☐ Steel ☐ Cast Iron ☐ Other

MAOP 60 ☐ Inches ☒ PSIG Operating Pressure 54 ☐ Inches ☒ PSIG

Install Type: ☐ Rough grade ☒ Established Grade ☐ Short Side, trench in feet _____

☐ Long Side Bore in feet _____ Trench in feet _____ Total length in feet _____

Pipe Size: ☒ 1/2" CTS
 ☐ 1" CTS
 ☐ 2" IPS
 ☐ Other (Write in) _____

Financials: Operation Center # 5970 Project # 32001 Task # 406

Recommended Labor Resource ☐ Company ☒ Contractor

SKETCH: Instructions - indicate NORTH, all measurements are approximate

S - Sewer
SCO - Sewer clean out
G - Gas
T - Telephone
E - Electric
C - Cable
W - Water

1009

X

Griffin

2nd
AL

[illegible]

MAXIMO SITE VISIT / SEWER LOCATE FORM

Operations Center (Write in) Marksville

Street Address 1009 Griffin St City/Town New Albany

MAXIMO "Parent" Work Order Number 14044354

MAXIMO "Child" Work Order Number 14044591

☐ New ☐ Renew ☒ Retire ☐ Resize ☐ Relocate ☐ Other ☐ Estimate only

1. ☐ ^Y ☒ ^N Sewer lateral locate is needed. If not, explain why. _____

2. ☒ ^Y ☐ ^N Site is ready for ~~service installation~~ Retirement. If not, check below WHY the site is not ready and place job in review with an explanation in SYCLO.

House has not been started ☐ Building materials are blocking route ☐

Lot is not at final grade ☐ Other (Write in) _____

3. ☒ ^Y ☐ ^N Site is marked in white for locates or locates have been requested and will be ready in two working days.

Locate Number _____ Time Called _____

Start Date _____ Expiration Date _____

4. ☒ ^Y ☐ ^N Permits needed prior to the planned work accordance with state, county, or municipal requirements. Specify which permits are needed. (Write in)

Street Cut

5. ☒ ^Y ☐ ^N Necessary material is in truck stock. If not what is needed (Write in) _____

6. Estimated scheduled start date (Write in) _____

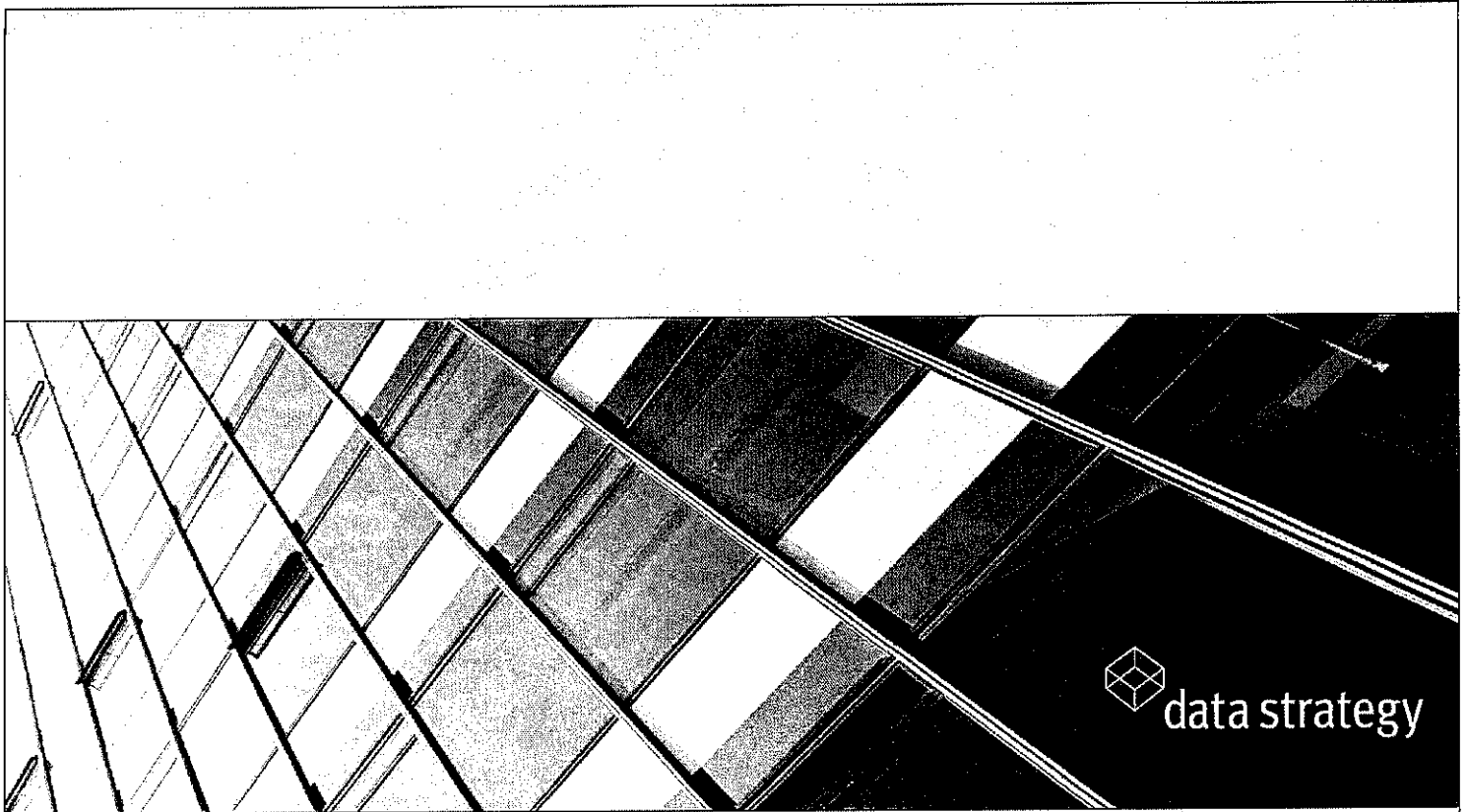
7. Other information needed to complete this work:

Special crew or equipment (Write in) _____

Other (Write in) _____ Welder ☐

Completed by S. Jenkins Date 10-14-16

Return this completed form with the Crew Sheet to the Operations Assistant and Scheduler no later than the next business day.



City of New Albany

WIFI INFRASTRUCTURE IN DOWNTOWN AREA

'Phase 1' Proposal for 2 Locations

September 21, 2016

Presented by: Dave Shahrودي

Data Strategy, Account Executive

dave.shahrودي@data-strategy.com / 502-376-2899



Proposed Solution Summary

Data Strategy has been asked to develop a ‘turn-key’ solution for a City Wifi solution that will provide free public internet access to the Bicentennial Park, and the Farmers Market area. This includes the coordination with the City’s ISP agent providing the connectivity for Wifi service (Time Warner Cable). The TWC connectivity piece is a separate agreement between the City and TWC, but a Data Strategy project manager will engage with TWC to ensure a smooth delivery. Data Strategy will provide the design, hardware, software, and installation/testing of the solution. Data Strategy will utilize wireless CCIE Engineer, Jeremy Holmes, as the technical lead on the project, and also make available Project Manager, Joel Rivera, to coordinate the successful deployment.

Proposed Investment Summary

Equipment	
• 2 ea MX84-HW Cloud-Managed Security Appliance	\$ 11,327.49
• 3 ea Cisco Meraki Outdoor Cloud Managed Access Point	
• 2 ea Cisco Meraki 802.3 PoE Injector	
• 3 ea Omni Antenna 4/6dbi gain	
• 4 each 50' NJ to NP cable assembly	
• 2 ea 19"Hx24"Wx20"D Pole/Wall Mount Enclosure	
• All Needed Licensing 1 year	
Services	
• Design, Installation, Configuration, Testing	\$ 4,000
• Electrical Work / Cabling Pulls	\$ 9,691.20
• Project Management	\$ 1,000
Total Project Plan	\$ 26,018.69

***Optional:** For an additional monthly monitoring fee, Data Strategy can provide continuous monitoring of up/down status of the Wifi network and start a Tier 1 corrective action, whenever an outage is detected (approximately \$430/month to add 24/7 monitoring and triage services).

****A 3rd** site was requested for phase 1 wifi at the amphitheatre. This location will need its own connectivity drop from TWC, as the backhaul distance and density of users will lead to a poor experience without a dedicated internet connection line at this location. We will quote that location separately, once the city and TWC have an agreement in place for the internet delivery here.



Scope of Work Description

Data Strategy will configure, deploy, mount and install all equipment itemized in this proposal. Data Strategy will install equipment at the Farmer's Market location in the city owned structure that currently exists at 202 E. Market St (2 outdoor Access Points and security and switch equipment). Data Strategy will install equipment for the Bicentennial Park at the River City Winery building on Pearl St., as permission has been granted by the owner, Gary Humphrey (1 outdoor Access Point and security and switch equipment). This will include wall mounting the outdoor rated rack enclosures with equipment and mounting the access points and antenna on the building and structure. All needed conduit and Cat 6 cabling and accessories is included.

A Data Strategy technical engineer will determine optimal equipment placement and perform all configuration and testing on the equipment.

The solution will require a dedicated TWC internet connection at each location to work at optimal performance with regard to the desired end user experience.

Data Strategy will assist the City with set up of the landing page directing users to the City's current website for Wifi user's who hit the log on page.

Data Strategy will provide a project manager for this project to coordinate with TWC on connectivity hand off and overall successful project completion.



Project Details and Acceptance

To: David Duggins
City of New Albany
311 Hauss Square
City County Building Room #325
New Albany, IN 47150
812-948-5333
Dduggins@cityofnewealbany.com

Estimate Number: CONA16DS02-R2 WIRELESS PHASE 1
Date: September 19, 2016

Qty	Model Number	Description	List Price	Unit Price	Ext. Price
2	MX84-HW	Meraki MX84 Cloud Managed Security Appliance	\$1,995.00	\$1,346.63	\$2,693.25
3	MR66-HW	Meraki MR66 Cloud Managed AP	\$1,299.00	\$1,052.19	\$3,156.57
2	LIC-MX84-SEC	Meraki MX84 Advanced Security, 1Year	\$2,000.00	\$1,350.00	\$2,700.00
3	LIC-ENT-1YR	Meraki MR Enterprise License, 1 Year	\$150.00	\$101.25	\$303.75
2	MA-INJ-4-	USMeraki 802.3at PoE Injector (US)	\$149.00	\$100.58	\$201.15
3	ATS-OO-245-46-4NP	36Omni 4/6dbi gain, with N Connectors		\$218.66	\$655.98
4	ATS-400-NJ-NP-50	50' NJ to NP cable assembly		\$48.56	\$194.24
2	V242410-L-O	24" x 24" x 10" Enclosure w/Solid Door, Alum. Back		\$711.27	\$1,422.55

Equipment Estimate Total: \$11,327.49
Estimated Professional Services: \$4,000.00
Professional Project Management Hours: \$1,000.00
Electrical Contractor Services: \$9,691.20
Estimated Total: **\$26,018.69**

1. Equipment is subject to manufacturer's warranty and eligible for manufacturer's maintenance unless otherwise indicated.
2. Software Licenses are non-returnable.
3. Data Strategy's Return Policy* will accept returns for credit on cancelled/returned product within the first 30 days after purchase. All returns outside 30 days will be subject to a 25% restocking fee and are not eligible for credit. Cancelled or returned product authorizations are subject to prior approval.
4. All hardware is new unless otherwise indicated.
5. Shipping terms FOB Origin.
6. Change orders received within 15 days of the shipment date may cause a delay in shipment and additional fees.
7. Data Strategy reserves the right to assign all or part of your purchase order.
8. Title to the Products and Services will be free and clear of all liens, claims and encumbrances of any kind and shall vest in Customer upon payment of the full payment price as set forth in this Quote.
9. Payment Terms are available with the completion of a credit application.
10. Customer is responsible for all applicable taxes.

*Data Strategy's Return Policy - Warranty with distribution source for the first 30 days – as a replacement for defective product. Manufacturer warranty beyond the initial 30 days, subject to specific warranty terms based on the product type / manufacturer policy. Returns for credit on non-defective product will only be considered within the first 25 days. They will require prior approval before processing and be subject to a 25% restocking fee.

Accepted by: X

Purchase Order: _____

Dave Shahroudi

Data Strategy

700 Pearl Street

New Albany, IN 47150

Office: (502) 813-3944

dave.shahroudi@data-strategy.com

To: David Duggins

City of New Albany

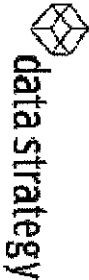
311 Hauss Square

City County Building Room #325

New Albany, IN 47150

812-948-5333

dduggins@cityofnewalbany.com



Estimate Number: CONA16DS02-R2 WIRELESS PHASE 1
Date: September 19, 2016

Item	Qty	Model Number	Description	List Price	Unit Price	Extended Price
1	2	MX84-HW	Meraki MX84 Cloud Managed Security Appliance	\$1,995.00	\$1,346.63	\$2,693.25
2	3	MR66-HW	Meraki MR66 Cloud Managed AP	\$1,299.00	\$1,052.19	\$3,156.57
3	2	LIC-MX84-SEC-1YR	Meraki MX84 Advanced Security	\$2,000.00	\$1,350.00	\$2,700.00
4	3	LIC-ENT-1YR	Meraki MR Enterprise License, 1 Year	\$150.00	\$101.25	\$303.75
5	2	MA-INJ-4-US	Meraki 802.3an PoE Injector (US)	\$149.00	\$100.58	\$201.15
					\$0.00	
6	3	ATS-OO-245-46-4NP-36	Omni 4/6dbi gain, with N Connectors		\$218.66	\$655.98
7	4	ATS-400-NI-NP-50	50' NI to NP cable assembly		\$48.56	\$194.24
8	2	V242410-L-O	24" x 24" x 10" Enclosure with Solid Door, Aluminum Backplate		\$711.27	\$1,422.55

Equipment Estimate Total:

\$11,327.49

Estimated Professional Services, does not include cabling and enclosure costs or electricity:

Professional Project Management Hours

\$4,000.00

Electrical Contractor Services

\$9,691.20

Estimated Total:

\$26,018.69

Pricing does not include costs for cabling, electrical work, or monthly connectivity costs. Web and Content filtering is not included

Notes:

1. Equipment is subject to manufacturer's warranty and eligible for manufacturer's maintenance unless otherwise indicated.
 2. Software Licenses are non-returnable.
 3. Data Strategy's Return Policy* will accept returns for credit on cancelled/returned product within the first 30 days after purchase. All returns outside 30 days will be subject to a 25% restocking
 4. All hardware is new unless otherwise indicated.
 5. Shipping terms FOB Origin.
 6. Change orders received within 15 days of the shipment date may cause a delay in shipment and additional fees.
 7. Data Strategy reserves the right to assign all or part of your purchase order.
 8. Title to the Products and Services will be free and clear of all liens, claims and encumbrances of any kind and shall vest in Customer upon payment of the full payment price as set forth in this
 9. Payment Terms are available with the completion of a credit application.
 10. Customer is responsible for all applicable taxes.
 11. Quote valid for 30 days
 12. Pricing based on current information available, cabling and enclosures costs yet to be determined.
 13. *Pricing does not include costs for cabling, electrical work, or monthly connectivity costs. Web and Content filtering is not included.*
- *Data Strategy's Return Policy - Warranty with distribution source for the first 30 days – as a replacement for defective product. Manufacturer warranty beyond the initial 30 days, subject to specific warranty terms based on the product type / manufacturer policy. Returns for credit on non-defective product will only be considered within the first 25 days. They will require prior approval before processing and be subject to a 25% restocking fee.

Accepted by: X

Purchase Order: _____

Please fax the signed estimate to (502) 271-2110.

DETROIT | 5455 Corporate Drive, Suite 100, Troy, MI 48098
GRAND RAPIDS | 4020 E. Beltline Ave NE, Suite 201, Grand Rapids, MI 49525
INDIANAPOLIS | 8250 Woodfield Crossing Boulevard, Suite 150, Indianapolis, IN 46240
LOUISVILLE | 950 Breckinridge Lane, Suite 110, Louisville, KY 40207
LEXINGTON | 2265 Harrodsburg Road, Suite 200, Lexington KY 40504