

SERVICES COMMITTEE SUMMARY

JULY 1, 2008

CM Ellinger chaired the committee meeting. The meeting was called to order at 1:00 p.m. All committee members were in attendance except CM DeCamp, CM Crosbie, CM Blevins and CM Lane. CM Gorton was recognized for a quorum.

1. Update on Items in Committee

Private Fire Hydrants - Douglas Ingram, Fire Prevention Office, gave an overview of the classifications of fire hydrants. (See attached).

CM Gorton asked about maintenance on the private hydrants.

Mr. Ingram stated that is part of the computer tracking. Information is supposed to be submitted to them annually. They will receive a printout if someone is overdue and will follow up on it.

CM Beard asked if the various scales of hydrants affect property owner's insurance premiums.

Mr. Ingram stated he doesn't believe they have identified an area that has such a significant low flow that it would. He stated the fire department is moving toward being able to haul more water.

CM Beard asked about hydrants that are on farms behind the gates.

Mr. Ingram stated it varies from farm to farm. He stated some farms come off of Kentucky American lines and some come off their own lines.

CM Beard asked about University of Kentucky.

Mr. Ingram stated University of Kentucky's water system is fed from Kentucky American. They maintain their own hydrants. The hydrants on campus are at least 1000 gallons.

Speed Limit Reductions: Streets Adjacent to Christ the King Church – Brad Frazier, Traffic Engineering, stated data has been collected for that area and is being put into a report format.

Multi-Way Stop Armstrong Mill/Crosby – Brad Frazier, Traffic Engineering, stated there is a problem more at the River Park area. He stated per the request they installed flashers at this area. Mr. Frazier stated they are going to look at the signage as well. He stated they are looking to do signal improvements on Appian Way. Steve Cummins, Traffic Signal

Manager, stated they are going to be making significant changes to make the intersection safer. These changes will be before the start of school.

Traffic Light @ US27/Waveland Museum Lane - Steve Cummins, Traffic Signal Manager, stated the state isn't prepared to move forward with this at this time. Mr. Cummins stated they are working on a project that will begin this fall and should help out this area.

A motion by CM McChord to send a letter to Dept of Transportation asking for full consideration at the intersection of US 27 and Waveland Museum Lane to safety, seconded by CM Myers, passed without dissent.

A motion by CM McChord to remove the issue of Traffic Light @ US 27 and Waveland Museum Lane from committee, seconded by CM Myers, passed without dissent.

Cambridge Dr. Parking – CM Henson asked for Mr. Frazier to look into this and talk to Officer Gahafer.

A motion by CM Henson to remove the issue of Red Light Issues from committee, seconded by CM McChord, passed without dissent.

CM McChord thanked Traffic Engineering for the work they did at Lansdowne Dr and the Signature Club.

A motion by CM Gorton to move the presentation of fire hydrants to council for a full 10 minute presentation, seconded by CM Myers, passed without dissent.

A motion by CM Gorton to remove the issue of private fire hydrants from committee, seconded by CM McChord, passed without dissent.

A motion by CM Myers to remove the issue of Multi-Way Stop at Armstrong Mill/Crosby from committee, seconded by CM Beard, passed without dissent.

A motion by CM Henson to remove the issue of block party process from committee, seconded by CM Gorton, passed without dissent.

A motion by CM Henson to remove the issue of private property towing from committee, seconded by CM Beard, passed without dissent.

A motion by CM Henson to remove the issue of mini motorcycles from committee, seconded by CM McChord, passed without dissent.

The meeting adjourned at 2:00 pm.

1300hrs 07/01/08
Council Service Committee
Update on Privately Owned Fire Hydrants

Introduction:

Short Description of different types of hydrants we have in community

1. **Public Hydrants** - These are located on public streets, LFUCG pays KAW a monthly fee per hydrant. The fee covers everything to do with these hydrants (annual maintenance, flow testing, painting etc.). We basically do not have to do anything with them, but use them when needed. 6,789 Approx. \$2.3 million per year
2. **Private Hydrants** – These are located on private streets and property, with the property owner paying KAW a monthly fee per hydrant for all maintenance, testing and record keeping. Private hydrants are installed to the same standards as public hydrants and we have had no problems with these, other than HOA's not paying their fees and then KAW wanting to turn the hydrants off. 552
3. **Privately Owned Hydrants** – These are located on private property and are maintained by the property owners. These are the ones we are most concerned about. PO Hydrants in the past have been installed on smaller water lines, most always a single feed and their water is metered, which in turn creates a significant monthly meter charge. 1149

Short History – A number of years ago fire suppression crews were under a directive to 'not use' Privately Owned hydrants as they could not be depended upon. But, in many instances these hydrants are the closest hydrants and they were installed for fire suppression efforts. (Ex. Marriott Griffin gate) So we began to work toward educating property owners of what they are responsible for, when they have PO Hydrants.

Shaker Drive Fire – This was a significant apartment fire and the complex has one PO Hydrant. Their PO Hydrant was used, along with other KAW hydrants but the PO hydrant had inadequate water flow.

This fire and others brought to the forefront the need to do even more to remedy the problem of PO Hydrants.

Since the fire: We have been able to create a dedicated position of 'Water Control' officer and he has been able to:

1. Establish a tracking process for PO Hydrants
2. Meet with individual facility personnel and educate them on their responsibilities and requirements for PO Hydrants
3. Currently working with KAW to get away from allowing any more PO Hydrants.
4. Any new PO hydrant developments must be installed to current minimum standards. Which include:
 - a. 8" line size minimum
 - b. Multiple feeds into system
 - c. Water Flow requirements are based on construction type and building sizeEx. Hamburg Pavilion
5. We are currently in a two year process of having all hydrants painted according to their water flow rates. And that explains all the new colors around town for the fire hydrants. And the colors mean: (See Handout)

Reason for Hydrant Colors: Using these colors will signify the available water flow, which enables the fire engine officer on whether to use a specific hydrant or not, based on the emergency at hand and the available water flow.

As we move forward, more developers are now learning that it is better for their development in the long run to have KAW hydrants and not be responsible for their own hydrant maintenance in the future.

Questions?