

**CITY OF INDEPENDENCE
STREETS & SIDEWALKS COMMITTEE
MEETING MINUTES
FEBRUARY 5, 2020 AT 4:30 P.M.
COUNCIL CAUCUS ROOM**

Present: Chairman Dale Veverka
Vice Mayor Dave Grendel
Councilperson Tom Narduzzi

Also Present: Mayor Gregory P. Kurtz
Councilperson James Trakas
Councilperson Kenn Synek
City Engineer Don Ramm
Service Director Leon Karas

Chairman Dale Veverka called the meeting to order at 4:30 p.m.

Chairman Veverka said can I have a motion related to the Minutes from December 4, 2019.

Moved by Grendel, seconded by Narduzzi, to approve the Minutes of the Streets & Sidewalks Committee meeting of December 4, 2019. Voice Vote: 3 yes/0 no; motion carried.

Chairman Veverka said we have a fairly comprehensive agenda today, so Service Director, Leon Karas, the floor is yours.

Mayor Kurtz said I have a 5:30 p.m. hard stop; so I don't want to be rude during the meeting, but at 5:30 p.m. I have to take off.

Chairman Veverka said thank you.

Service Director Karas said I just want to give a quick update on the 2019-2020 winter season so far.

We have continued with some periodic catch basin cleaning, and we are going to continue throughout the spring and summer. We have already gotten through about 60% of the catch basins in the City. The plan is to get through another 20% by the end of the summer season. We are entering our fourth year, so 80% of the City catch basins will be cleaned.

We obtained some new power equipment pricing. So, Dennis and I have been working on that. We have five trucks on the Capital Plan; so we are looking to hopefully kind of get that on the agenda for Council's approval either this month or next month. The sooner we get it on, the quicker we get the trucks.

Mayor Kurtz asked what's the wait time, the lead time you need? Will you have them by next winter?

Service Director Karas said so if we get them in the queue, if we get the P.O.'s and everything approved come this Council meeting, we can have them probably in October or November; if we wait until March, probably November or December.

Mayor Kurtz asked fully equipped?

Service Director Karas said fully equipped, ready to roll. Dennis has been working on getting that all organized, and I think he has the packet ready for Council to look at.

One of the other big projects is, obviously the Brookside project, our sewer crew has been up there assisting the Engineering Department with televising some of the storm mains and doing some dye testing trying to locate and make sure everything is going to be connected.

We are looking forward to 2020 for crack sealing. These are the streets we are going to look at. A lot of these were streets that were previously resurfaced, and we are just going to try to stay on top of them and make sure there is no water infiltration to deteriorate the roads. If there are any streets that you don't see on this list that you would like to have added, just let me know.

Chairman Veverka said don't forget Grandview. That road is mostly doing well, but where those spaces are, where there is movement.

Service Director Karas said we will get that on there.

Mayor Kurtz said when you crack seal, if there's an area of the street that needs some cosmetic surface fixing, asphalt repair, do they do that before they crack seal?

Service Director Karas said yes.

Mayor Kurtz said some of the streets have small areas, and will be exacerbated by the time the season is over; but if you are going to crack seal, we should repair those spots.

Service Director Karas said and typically we do that on an as-needed basis. We have a planer and everything now so we take care of that.

So, then sidewalks for 2020, I think we are going to focus on; there are a couple on Second Street that we wanted to get taken care of. I think there are two on Sunset that we wanted to do a couple of years ago, and then we didn't get them done. The next year we moved on to other areas. We want to get back to those couple of streets. We want to do everything on Brecksville

Road south of Selig; and if these go quickly and well, we are going to look at East Pleasant Valley, west of Brecksville Road. Then we will start heading north towards the Square on Brecksville Road as well.

Mayor Kurtz said there are probably 20 to 25 spots throughout the community where there are gaps.

Service Director Karas said that's typically what we do. If there's something raised, we will take out two slabs, we won't just take out one. We try to take out two to make a larger piece; and we have worked with the Building Department in the past and Engineering to make sure that we are doing everything and it conforms to specs and regulations.

Chairman Veverka said Mayor isn't it interesting when you are travelling the sidewalks and campaigning, how you discover the lift.

Mayor Kurtz said we know where the bad ones are.

Chairman Veverka said definitely.

Vice Mayor Grendel asked do you find with the milder winter you have been able to do other stuff that normally you just do up to October or November, and you stop? This year you have been able to, because I saw the chippers out there today and Monday.

Service Director Karas said we are keeping the chipper out as much as we can. We try to keep the leaf trucks out as long as we could. We try to take care of as much as we can as long as we can, while the weather permits. Today we actually planted I think 8 trees in the park. So, we had 8 trees that we had for the Christmas Tree Lighting; and we are putting up some screening. We planted those 8 trees along Elmwood.

Mayor Kurtz said you should put them on the north side of the marginal road through the park. I saw you put them on the south side.

Service Director Karas said we didn't choose those locations, we asked the Rec Director; and that's where he wanted them. So, next year we will buy more trees again for the holiday season, and then we will plant them again, probably the same way.

Just asphalt maintenance, we talked about strip patching several areas along Stone Road. So, we are going to do some strip patching over there. It's not a heavily traveled street anymore; so I think our crew does a pretty good job getting some of those things done.

Councilperson Narduzzi asked what's the importance of cleaning the roads in the winter time? I saw the street cleaner out.

Service Director Karas said because there's a lot of salt on the road, and that salt goes into the catch basins and causes the calcium buildup in those catch basins. So, we are trying to keep that

salt from going in there. We are trying to keep any debris from going into those catch basins just to kind of keep the stormwater flowing good.

Mayor Kurtz said the salt is not pure anymore. You get some granular ingredients that go down the catch basin; and if it's not real cold and wet, it works better doesn't it with the vac truck?

Service Director Karas said we always have the vac truck out when it's above freezing. So, we are making sure. I think it makes the City look a lot better.

Chairman Veverka said well and the other thing is when they were working the catch basin, Catts was working on them on Highland; and I am looking at just all the mortar around all the brick work that they have down there. That's why they have to rebuild them faster so you get it up before it goes down the drain. That helps.

Service Director Karas said that concludes my update.

Chairman Veverka asked any questions for Leon? There were no questions.

Chairman Veverka said then we will move on. Depending on your schedule Leon, if you need to leave or if you need to stay.

Don, you are up.

City Engineer Ramm said I would like Leon to stay real quick for this next item. It specifically deals with the crack seal.

This was the final invoice from our contract in 2019 with Specialized Construction, and I tried to highlight; and one question we have been asked, I think Councilperson Narduzzi has asked numerous times what's our, trying to get an apples-to-apples comparison between our maintenance contract and the Service Department now doing crack sealing.

So, last year 13,354 gallons of crack seal material was placed; and the cost was \$9.99 a gallon, but I added in some costs for mobilization, maintenance of traffic, bonds and insurance. I just divided through the math and arrived at \$10.40 a gallon as the installed cost that the City paid last year for a numerous amount of streets. Then Leon took some time, and Leon you could maybe discuss how you went through the methodology.

Service Director Karas said so we bought our crack sealer back in 2017, and then in 2017 I didn't use those numbers because that was kind of like our (inaudible) year. Over the last two seasons we have applied 3,600 gallons. The per gallon cost is \$4.27. Our average per day gallons was just under 100 gallons, average material cost per day. Obviously, we crack sealed for about four weeks in 2018, and a little over three weeks in 2019, average labor cost per day. We came up with about \$10.68 per gallon applied. That's what we are doing right now.

Vice Mayor Grendel said it's a wash almost as far as between the contract and Service.

City Engineer Ramm said shockingly close.

Service Director Karas said I was kind of surprised when I saw that.

Vice Mayor Grendel asked do you do the crack sealing first in the season, and then you do the concrete work? It's the same group?

Service Director Karas said so we typically try to do crack sealing early and all of our asphalt early, and then we run Fourth of July, Home Days, a lot of other projects; and then we do the concrete maintenance, or the sidewalk maintenance.

Mayor Kurtz asked do you use a different methodology in terms of our contractors?

Service Director Karas said we do the exact same thing that they do. So, we blow them out. We clean all the cracks, and put the solution on there so it doesn't get tracked up on the vehicles. We are only applying, it's one guy applying. We have a driver. Somebody blows them out. Somebody cleans them out. Somebody applies it, and then we have one person who is applying the material so it doesn't track off. That same person is driving the pickup truck and moving up the work. We are only focusing on the side streets, the residential streets, and very low traffic areas. So, we are not doing Brecksville Road. It's good. It is good for working. When we do asphalt patches, it allows us to make a better patch and seal up those patches as soon as we are done.

City Engineer Ramm said and from a standpoint of the sheer volume of the material, I could see we are pumping 10,000 or 13,000 gallons per contract; and Leon has a smaller volume of material, but very cost competitive. It's identical pricing. We feel, I know at one time there was maybe a thought to maybe replace the annual contract with Service's efforts; and we feel like the best approach is to kind of work in parallel and focus on main routes with our contractor, and Leon with smaller side streets and get more work done in any given year. So, in the bottom right that's really why I put this on the agenda, thumbs up or thumbs down, do you want us to continue to bid out the contract. It's winter time, and now is when we would be putting that bid together and getting it out so that we can hit the ground running here in the spring.

Councilperson Narduzzi asked so will that bid be lower if the City does the side streets? They used to do all the streets, correct?

City Engineer Ramm said basically the list of streets that we give them is what they march to. They really don't care where they go, but we try to be honest with them up front in the bids so they know. If they are on Rockside Road working at night versus on the side streets. So, we would pare down the side streets.

Mayor Kurtz said the pricing includes Rockside Road or someplace where they have to accommodate our traffic schedules. They just can't come in at 8:00 a.m. in the morning and close down a road. We don't allow that, right?

City Engineer Ramm said no.

Mayor Kurtz said do we make that part of a bid that they have to do it in the evening or on weekends?

City Engineer Ramm said when we list the major routes on Rockside that's right in there, at night during the week or on weekends. They know that.

Vice Mayor Grendel said I would prefer our Service Department does the side streets and everything, and the contractor does the major roads because for safety reasons too for our employees. It has worked well having the two, the dual system.

City Engineer Ramm said we could still list residential streets, we can put it at the back; and normally they pick off the streets top to bottom because that's normally how we prioritize them and list them. So, if there's ever an event where Leon and Service can't get to a number or vice versa, if they get more picked off, then we could fluctuate and be flexible in any given year. The contractors are real good to work with.

Vice Mayor Grendel has the work gone down the last three or four years? The contract is not as big or has it remained the same?

City Engineer Ramm said we started to supplement other work, like the mastic surface seal. We started to pump that into this contract. Also, sealcoating some parking lots at the Civic Center, Rec Center. We started to as alternate bids. The dollar value of the contract, that one was pushing \$210,000. I would say the dollar value of the contract has gone up.

Vice Mayor Grendel said but the scope of work is expanding.

City Engineer Ramm said probably for crack seal, it has probably maintained; it's the other stuff that has gone up.

Vice Mayor Grendel asked are you satisfied with the mastic seal? You had it about two or three years.

City Engineer Ramm said I think there's some value to it. It is very specific. You have to target the right street, low volume roads, fairly straight, not a lot of turns because that's where the friction starts to peel that stuff right off and the volume of cars. I think it has its place in the maintenance treatment train.

Vice Mayor Grendel asked does that prolong the life?

City Engineer Ramm said yes. It provides that sacrificial surface for the sun to beat on.

Mayor Kurtz said I am going to Europe for the annual environmental show, the largest in the world. I will let you know if there's anything out there. Europe is usually ahead of us in terms their pavement, especially in Germany.

City Engineer Ramm said okay, I would like to know.

Councilperson Synek said I have a couple of questions for you Don. Is Specialized a union or non-union contractor?

City Engineer Ramm said I don't know. I would say union; but we don't require that as much as prevailing wage. Our contract is always prevailing wage, we don't specify union or non-union.

Councilperson Synek said and I see 13,000 gallons on their invoice, and 3,600 on ours. To you who do this work, does their 13,000 match our 3,600? Are the quantities reasonable based on what we did versus what they did? Is their quantity accurate? Any reason to doubt that we did it in 3,600, shouldn't they be at 3,600?

Councilperson Narduzzi said they are doing a lot more.

Service Director Karas our 3,600 is over the course of two seasons. Their 13,000 is one season.

Councilperson Synek said that's all the more reason. Is their quantity right?

City Engineer Ramm said oh yes. They put 800 or 900 gallons a day. They empty their hopper in one day; that's what they like to do just to make sure this stuff gets drained out of their equipment. They make good production.

Councilperson Synek said and then my last question is with regard to our labor days, are our workers able to accommodate that work in their normal? Is that creating overtime?

Service Director Karas said no, not at all.

Councilperson Synek asked we have the capacity, the manpower to do this already so it's not added?

Service Director Karas said no.

Vice Mayor Grendel asked now does Specialized have the contract? How many bids do you usually get?

City Engineer Ramm said not many.

Mayor Kurtz said it's a specialized service.

Vice Mayor Grendel said sometimes they are the only bidder.

City Engineer Ramm said there for a while, a company called Crossroads was bidding it. I think they are out of the Strongsville area, and they stopped. They haven't bid it in a while. We use a special type of material, it's a Type 3 product versus the others Type 1, 2 and 4. I think Leon you might be using a 1 or 2.

Service Director Karas said I think a 2.

City Engineer Ramm said it's a little bit different, and it takes special equipment, fiberized. It is very sensitive, hence the reason why we don't get too many bidders. Year in and year out, even though sometimes they know they are the only bidder, their prices are very competitive year to year.

Mayor Kurtz asked are material costs going up this year or has it pretty much stabilized with the oil prices?

City Engineer Ramm said it seems consistent. Hopefully, we are going to be very similar.

The answer is that we will put together the bid, and we will get it out and bring that before you here in another month or two we hope.

City Engineer Ramm said the next item on the agenda, Leon thanks for sticking around.

Service Director Karas then left the meeting.

City Engineer Ramm said this is just a housekeeping item. It's a piece of legislation that is on the agenda here next week. It's Ordinance 2020-17. That's a graphic of San Fernando, an aerial. There's a recent home that was built a year or two ago. Bob Marek had the contract for it.

Vice Mayor Grendel said Mr. Ventura sold that property.

City Engineer Ramm said a nice home on a nice lot; and we just came to find out when we reviewed the site plan that the cul-de-sac is pretty small. It's only a 60 foot radius. This is a diagram of the easement. The code requires 65 feet for a radius on a cul-de-sac for the right-of-way. San Fernando was 60 feet, and it required an easement to push the sidewalks out of the right-of-way. You will notice that is what this exhibit is meant to demonstrate that the one home that is out there, we do have an easement. There is a vacant lot that hasn't been built on that apparently we have already secured an easement. So, this was the third one, the lot that is in yellow. The one that is out there that doesn't have easement, you can clearly see on the aerial, that sidewalk is well outside of the right-of-way on the lot to the right. I suppose it hasn't caused any grief so far, and I know that property just transferred a short time ago. It apparently didn't cause any problems on the transfer with an encroachment or anything. So, we will probably just let sleeping dogs lie; but that is as simple as the issue is. It's just a sidewalk easement.

We like to have an ordinance to document the date and time it was accepted; and it's already been recorded. This document went through the process and was approved; and we have secured it. It's just a matter now of passing an ordinance to comply with the books. It is on the agenda. This happens to be the plat, and it shows the 60 foot call out. I am trying to show you an example. So, Timber Ridge right on the other side, that one met the code 65 feet. So, there I am sure the sidewalks fit inside that right-of-way nicely. A couple of other examples.

Vice Mayor Grendel asked what is the radius for San Fernando?

City Engineer Ramm said 60 feet, and that's why we needed that 60 feet. Here it happens to be Lake Charles; and look at how big. These were very large, 75 feet; so they well exceeded the code requirement. I am not sure why, but it does provide larger frontage on those cul-de-sac lots with the bigger radius there. So, just to give you an idea in that short geographic area of town we have a variety of different cul-de-sac radii. Ultimately, that's what drove this particular easement requirement.

Vice Mayor Grendel asked the sidewalk is in and everything already?

City Engineer Ramm said yeah, at least for the new house.

So, that was Agenda Item 4.

Move on to Item 5 which is a quick update on the sidewalk projects. This is the one that Council approved CMT for that scope of work to survey and design and engineer the sidewalk. That's the limits there. We did send a letter out to the residents a number of weeks ago in anticipation of the survey crew going out in the field. Work has not started yet, but it should get going next week; and we hope to have this whole design effort done here in the winter and spring with the goal to have a constructed project ideally in the summer; but for issues that might come up during the design effort in terms of easements that might need to be required, we will see during the design what shakes out. That is the tentative schedule.

Vice Mayor Grendel asked now are we doing the same on the west side Mayor? Is that out for bid?

City Engineer Ramm said here's the next slide, and this is the upper section near Hawthorn Trace. The same thing, we had an engineer on retainer. We are getting them going also for a little study and for some survey work. Notices are going out in the mail today for that survey work.

Vice Mayor Grendel asked so we don't have to vote on this?

City Engineer Ramm said this one we happen to have a P.O. with a consultant engineer that was ready to go; and this one is a little bit unique because we have that major water line project, and that was part of the scope of this work. It will be to study where best that water main will go, and if there would be any problems to build a sidewalk ahead of time. That could be problematic when the water line comes down. So, that's going to be part of the scope. This job is very similar, and the survey work is going to start here next week.

This one is a sidewalk project that was earmarked in our Five-Year Plan. It is where all the effort and energy has been focused lately with the Topgolf project. We did that whole road. There are no sidewalks out here on Rockside Woods Blvd. North. Embassy Suites has a sidewalk across their frontage that really terminates to the south in the ground, and then we extended it when we extended the road across Topgolf. Topgolf was required to build a sidewalk as well. So, this project earmarks funding in 2020 to build that walk on the west side there.

Vice Mayor Grendel asked are there a number of people walking on the street?

City Engineer Ramm said oh yeah, they walk.

Mayor Kurtz asked what we did on Oak Tree, how successful was that?

City Engineer Ramm said people love it. They use it a lot.

Mayor Kurtz said the question is would you consider that here?

City Engineer Ramm said here the streetlights are already out in the boulevard there because it already exists at Embassy, at Topgolf now on the west side. We just felt it was prudent to keep it on that west side.

Mayor Kurtz asked no major infrastructure needs where the culvert goes across, between Kent State and office buildings there? Are we okay there?

City Engineer Ramm said I think we can fit it in the side between the curb and the guardrail. There is some real estate there that we can think we can fit it in there; and we are looking to do an 8 foot path to be consistent. It depends, there are some utilities there, some cabinets that stick above ground because there's underground electric through here. This project also, that budget looks quite high for a sidewalk, it's \$500,000; but that does include decorative streetlighting because what is out there now is very standard, and we have set the new tone with the road extension with the decorative black.

Mayor Kurtz said well those don't even work half the time.

City Engineer Ramm said yeah, that too.

Councilperson Narduzzi asked if we do 8 foot, how do we plow there? Twice?

City Engineer Ramm said I think the center island out on Oak Tree, they might use a pickup truck. That's a 10 foot; so they might jump up there with a pickup. I am not quite sure to be honest. Leon would know.

Vice Mayor Grendel said and it's more critical now with the traffic increasing tremendously with all those cars. There are cars zipping down there to go to Topgolf now. It's important to have pedestrians off the street.

Mayor Kurtz said on top of that street turning left are you going to?

City Engineer Ramm said yes, I just e-mailed the engineer to discuss that specifically.

Mayor Kurtz said there's a problem with traffic coming off of I-77 and coming eastbound to Rockside Woods North; and there's just not enough storage lane and timing. You sit there, and

you get a couple of cars that sit there. I have asked the Engineer to look at having our signal people to see if they can look at the timing where it won't adversely impact the Rockside Road traffic but still accomplish what we need to accomplish.

Councilperson Narduzzi asked does Officer Savioli do checks on that?

City Engineer Ramm said he's retired. It's been a number of years.

No, but for receiving some inquiries or complaints, concerns, we sort of respond to issues; but we do have consultants ready, and Signal Service is always very quick to respond when we have issues and concerns.

So, that's the sidewalks update.

Moving on to Number 6, potential dedication of Cascade Creek and Meadowbrook. This is a picture of a plat for Cascade.

Vice Mayor Grendel said that node sign looks nice that they put up by the Holiday Inn. It has just gone up in the last week or two. They had the Holiday Inn signs down, and the node sign which is nice. Are the restaurants supposed to be on there? I know there are places on the bottom of the sign that are empty; and just the hotels are on there. I think SpringHill Suites, Holiday Inn and Candlewood. Is that the idea of having Bonafish and Outback?

City Engineer Ramm said I thought so.

Vice Mayor Grendel asked do they have to pay money to be on that sign because I know the thought was that they would be on there too. We didn't want the podiatry school because they are on the other node sign.

Mayor Kurtz said I drove down there the other day, and we should look at the Planning Commission Minutes and see what was the requirements. There were extensive landscaping requirements when the SpringHill Suites was approved. I would like to pull that up and see if they are conforming to what was approved.

City Engineer Ramm said and we invested quite a bit of our own City money to upgrade the road and build a sidewalk and streetlights.

Vice Mayor Grendel said I think the restaurants were a little lax on their responsibilities it seems like compared to what the hotels. It does look nice. It's a little different than the other sign, but it really spruces that up nice.

City Engineer Ramm said so this is a plat of when Cascade Creek as built as a private drive, and I think the primary reason was some design standards that weren't met at the time. So, in the bottom right corner there, I am telling you that the existing curbed pavement width is 22 feet. Our code typically requires 26 feet. So, it was 4 feet shy on width. The thickness is perfect. The thickness is adequate. It is a nice concrete road. So, there was no deficiency there on the

pavement thickness; but right now that whole area in yellow and why you see a red 75. It's really called an easement. All those parcels go all the way to the south to the corporate limit; and they are accepting an easement for a roadway utility corridor. So, the area highlighted in yellow for all intent and purpose could be the simple dedicated area. You could call it a 75 foot dedicated roadway that would encompass all the utilities that are out there very nicely. You can see these are such deep lots. They probably wouldn't even have any, create any non-conforming issues on the lot size. Setbacks is going to be an issue because the main pushed those homes towards the street.

Mayor Kurtz said the issue is, it's been there a decade, we can look at the pavement and do an assessment; but for the most part, the residents are asking if the City would consider dedicating the road. I have heard no complaints relative to Service Department's servicing and maintaining the garbage pickup or snow plowing. So, that's why it has probably stood the test of time.

The only thing I would suggest is that we take a look at if we ever want to put community signage up in the front entering the City.

City Engineer Ramm said I tried to sneak a slide in there. I heard you say that, but I didn't know if this was exactly what you wanted.

Mayor Kurtz said you know what, it gets the point across. The intent is honorable.

Vice Mayor Grendel said we can put it right in front of the ravine there, that will solve the liability problem.

Mayor Kurtz said the only thing is we should retain some, and just for clarification, any maintenance issues or any service issues?

Service Director Karas said no.

Chairman Veverka said Leon, another question was asked. How do you plow the extra wide sidewalks down the center of median on Oak Tree South?

Service Director Karas said it's usually a pickup truck.

Mayor Kurtz said there's the answer.

Vice Mayor Grendel asked is that in yellow like the sewer?

City Engineer Ramm said yeah, there was one storm sewer easement that jets out like that, and typically it's not uncommon where we would accept easement for a utility that is from the street and discharges offsite to the back creek. So, I highlighted that in yellow because I just felt if we are going to dedicate it, we would probably accept that storm sewer easement as well.

Now the area in blue is their stormwater detention management location. If we treat it similar to Chestnut Woods, we have dedicated roads; and the HOA has responsibilities on the stormwater

management. So, I didn't put that in yellow. It's just something to think about and talk about. I'm not saying we can't do it, I am just saying it would be something to discuss.

Vice Mayor Grendel said well if we did that, those people up on Chestnut Woods, we are treating them differently; and I don't think we would want to do that.

Several people began speaking at once.

City Engineer Ramm said we have had occasion to service some sewer issues. There were some sinkholes, things that we would do for any other street, any other residents. There were safety issues, but the sewers were shown to be fine. We think some backfill material settled. Nothing major. It's a nice subdivision.

Chairman Veverka asked what are some of the downsides to taking over the road?

City Engineer Ramm said it just becomes one more asset, an obligation to maintain; but it's in such good shape. We would like all of our roads to be as nice as that one.

Vice Mayor Grendel said Meadowbrook.

Councilperson Synek asked what's the history of the street? That it wasn't a dedicated street from the beginning?

City Engineer Ramm said it was before my time, but I heard there were some challenges.

Mayor Kurtz said there were several different configurations originally. They came in and wanted to put a street in off of Dalebrook. There was going to be an entrance past the dark area further east; and they were going to build houses off of that, a cul-de-sac. The people on Dalebrook went nuts because it wouldn't have had to conform to their subdivision, which it doesn't. There were ranch homes, etc. So, then they determined at the time that maybe we will just put a street in along the corporate boundary. This is what the final configuration was.

Vice Mayor Grendel asked wasn't this part of a lawsuit?

Mayor Kurtz said yes because there was originally a 25 foot strip along Dalebrook on both sides owned by one party. He lived down at the bottom of Dalebrook, and then they bought that easement then came in with a subdivision with an access off of Dalebrook. Later we mitigated the situation, and with the lawsuit, we allowed this to get put in. We have never heard of a safety issue because of the traffic light at Sprague. So, it has worked very well.

Councilperson Synek said when these people bought their houses, they knew they were buying into a private drive. Is there some sort of Homeowners Association where they have been setting aside money for a reserve for liking maintaining that street? They have money in an account already?

Mayor Kurtz said I believe so.

Councilperson Synek asked what happens to that?

Mayor Kurtz said I know what I would do. I would fix everything and make sure that everything is pristine to dilute the fund, make sure they have enough in reserve for the maintenance of their retention pond. So, they are not strapped when they have a maintenance issue. That is what I would do.

From my perspective, whatever they have in excess than what we need to make sure it's in pristine condition, they are to maintain the responsibility for their detention basin.

Councilperson Synek asked we wouldn't refund it to the homeowners, right?

Mayor Kurtz said no. I would say you have to keep that as collateral for, as a basis for future maintenance on your detention pond. They do a lot of personal things like the Dalebrook group, they do landscaping. Braewood does its landscaping. They do their own landscaping. They would be responsible for maintaining the signage, etc.

City Engineer Ramm said I believe the whole south side of that corridor, that road was reserved to be always vegetated and landscaped.

Mayor Kurtz said let them keep it for the maintenance of their detention pond.

Vice Mayor Grendel asked the hydrants, what side are they on, the south side?

City Engineer Ramm said I believe they are on the home side. I take that back, they might be on that south side.

Vice Mayor Grendel said I am trying to picture it.

City Engineer Ramm said we can check that out real quick.

I think we will check with Greg O'Brien, and I believe it would obviously be another plat exercise. All those lots would have to get, that 75 feet would get cut off from their deed. New deeds would have to be written. So, they would all have to be party to the plat. It would be a process, and we will start to investigate if there's a desire to pursue it.

Chairman Veverka asked so the biggest downside is the cost of replacing the road, probably 35 years down the pike?

City Engineer Ramm said and/or the maintenance throughout that service life, joints, slab repairs, crack seal, things like that. The goal would obviously be to get out there quick and seal up the joints. If they hadn't been done by the HOA between when it was built and now; I am not quite sure. There's still some of the original sealant that is in the joints.

Vice Mayor Grendel said they did a good job with the pavement. There's not that much traffic on there.

City Engineer Ramm said right.

Moving on, here is an overview of Meadowbrook. This was a slide that we had at a prior Streets & Sidewalks meeting where we were looking at the potential of doing something on the quick and on the cheap to try to improve the condition of that road. We asked Specialized Construction to look at it and kind of give us some unit prices.

Vice Mayor Grendel asked was that with the t-ball too?

City Engineer Ramm said yes, and I don't have that on this slide, but right. You can see real quick, just do some spot repairs, and then chip and seal it and mastic surface seal it, try to make it black and new. That would be very cost effective, and then recycle and overlay. We do some pavement cores out there. Councilperson Veverka you remember we wanted to see if there was enough material out there that you could recycle. They like to recycle six inches, and that's exactly what is out there, six inches of asphalt on a pretty decent aggregate base. So, the thought there was recycle six inches and overlay with two for a total of eight inches. That was the second option there, but for a little bit more cost, and then a complete replacement with an eight inch full depth asphalt was the higher dollar value. At the time there was no thought given to maintenance of traffic, drive aprons, all the things that are ancillary. So, those costs invariably will be at least double.

Mayor Kurtz asked what about the bridge?

City Engineer Ramm said the bridge I think is newer, and it's in decent shape structurally I think.

Finance Director Blaze asked who paid for it?

City Engineer Ramm said I have to believe there was some City participation.

Several people began speaking at once again.

City Engineer Ramm said so the pavement is pretty terrible, and we took the cores and some of them just disintegrated. They were not even strong enough to hold its shape. The likelihood that you could salvage it is probably not high, particularly if they are going to dedicate it. I guess it's up to Council if you want to accept a road that's in bad shape, or do you want to upgrade it before we accept it?

Mayor Kurtz said there's a couple of things we need to explore. I don't have any problem recycling and overlaying because there's minimum traffic. What's more of a concern to me would be the maintenance and the rubbish pickup, making sure we have enough of an easement or right-of-way. Before we even dedicate it, I want to get enough area, and the area between the two houses, we could either legally turn around.

Councilperson Narduzzi asked how do they do it now? They aren't going down there and turning around.

Mayor Kurtz said you work off of that; but if we are going to dedicate it and put some money into it; I would think that they would be interested in at least accommodating our issues for safety and serviceability.

City Engineer Ramm said it is very narrow, 14 feet wide is what's out there. So, it's in essence a one lane road.

Vice Mayor Grendel asked how many homes are on there? It would probably be good to have a meeting with them.

City Engineer Ramm said six or seven.

Mayor Kurtz said we would definitely have a meeting. Before we do anything, we can get a flavor of where Council is at, and the Streets & Sidewalks is the most appropriate forum to discuss it.

Finance Director Blaze asked either Don or Mayor, do you know if the old situation that existed on Meadowbrook still does regarding, it was my understanding that there is just a single water meter for the entire street, and they divvy up the bill between them somehow.

Councilperson Narduzzi said it is still done that way. I know Cwalinas used to take care of it, and when Mr. Cwalina passed away, the gentleman behind them I think he does it all now.

Finance Director Blaze said so that's an issue I think the City has to be concerned about if we are going to take ownership of the street. The utilities is not the standard utilities situation that we are used to.

Vice Mayor Grendel said we need to get the residents in to find out exactly.

Mayor Kurtz said we will get a meeting with the residents Don, and we will start exploring all the issues that they have. They will bring more issues to our attention than we know. We will talk to them about it and say we are looking at this. Let's examine all of the issues that could influence our decision so that we have a full breath of what it's going to take to get the City to invest some more resources and also make sure it's a serviceable street.

City Engineer Ramm said we can spend a little bit of time using the maps of a cul-de-sac, a turnaround.

Mayor Kurtz said if that's okay with the committee, we will do that.

Vice Mayor Grendel said this one isn't as clear cut.

Councilperson Synek asked is it in the realm of possibility to assess the property owner for some fraction of the cost? Or are we just looking at the City to put this in for them?

Mayor Kurtz said it's \$47,000 by the time we go through an assessment process.

Councilperson Synek said I compare this to Cascade Creek where they have a fund. There's cash sitting in an account there. Maybe there's some skin in the game too.

Mayor Kurtz said there may be some other opportunities here to look at with regard to proximity to our property. I would like to leverage the situation to make it more reasonable and more realistic for the City to invest some money there.

Vice Mayor Grendel said the street one up from Buskirk.

Mayor Kurtz said Tanglewood.

Vice Mayor Grendel asked was that a private road at one time too?

Mayor Kurtz said to the Nike site. It serviced the Nike site at one time.

Vice Mayor Grendel said it's similar in size to this one and everything.

City Engineer Ramm said it's one way, one lane versus here there's no other way.

Chairman Veverka said asphalt in between but no sidewalk.

Vice Mayor Grendel said that's owned by the City now.

Mayor Kurtz said that's been a long time. That's when Richard Lee cut it off and put a chain link fence across it. He has not liked me ever since. I didn't even live down there.

Councilperson Narduzzi said what's his name put a private drive in there now.

Mayor Kurtz said Jermann. It's not really private.

Councilperson Narduzzi said he won't even let the kids walk on it. They have to walk on your property, on Danny's property on the grass.

Finance Director Blaze said that's questionable who owns Tanglewood east of Evergreen.

Councilperson Narduzzi said well he paid to have the blacktop put in.

Finance Director Blaze asked is Brown still at the end?

Mayor Kurtz said Brown is still at the end too. Brown is before you go on the school's property.

We will get a meeting with these people and have a discussion before, we will come back to Council and say here's some thoughts. I will make sure that Council is invited to that meeting so that they can participate.

Chairman Veverka said just so Kenn is aware, the City did pave Meadowbrook in the past, years ago back in the 1970's. There's a little bit of history there; whereas the other development was basically put in as a development.

Vice Mayor Grendel said nothing has been done since then.

Chairman Veverka said since the 1970's. That's what I heard from a couple of folks.

Councilperson Narduzzi did we put a base in or did we just blacktop it?

Mayor Kurtz said we patched it.

City Engineer Ramm asked over the 1970's?

Mayor Kurtz said we cosmetically fixed it over the years.

Councilperson Narduzzi said there's not much there.

Mayor Kurtz said no. There's enough for just grind and overlay. There's six inches of base, so you can grind that.

City Engineer Ramm said and from a maintenance traffic standpoint that would be the least impactful to the people because we come in and grind.

Mayor Kurtz said we should look at the condition of the culvert, and then we should create some, we will go out there. We will invite everybody to a meeting, and then all the parties are there tangent to the property.

Chairman Veverka said at the end of the cul-de-sac, the homes are so tight, there is no way to create space.

Mayor Kurtz said I am just thinking where the property line is on the one side there. It may be an area we can put some type of a little turnaround in there to back into.

Chairman Veverka said one of the questions we were talking about before was what plow trucks they would use to plow that. Using the big one doesn't make a lot of sense.

Mayor Kurtz said probably the 550.

Chairman Veverka said and also the question, the thing that beats up the road the most is if they are taking that hopper truck, the big truck down in there; and with the bin on the front, that even

complicates being able to turn it around compared to the side loaders and the back loader that we used to have.

Mayor Kurtz said there is opportunity here to talk about, there might be some win-win here.

City Engineer Ramm said moving on to the next item, Construction Project updates. These are the four big jobs that are still ongoing that trends two different construction seasons. Lafayette, that job has been in shutdown for the winter. What I tried to show you here is percent complete from two different standpoints; one from a cost money to date as a percentage of the total contract value. That is the top item, the top line there; and then from a contractor rate in terms of time, time elapsed on the contract. We would like to see the percentage mirror up just to kind of give you a barometer if the job is going well or is on target, on schedule. For the most part, you can see everything to the right of the first one is pretty much tracking pretty well. The one on the far right just got going three weeks ago, so it's really early. They are making good production. The weather is cooperating. This winter underground storm sewer work has been very conducive.

Mayor Kurtz said I have only heard a handful of issues. That's good.

City Engineer Ramm said it's been great on both jobs, between DiGioia on Lower Brookside and Bramley, and then Catts with Upper Brookside. It's a lot of work going on out there. There's big equipment, big trucks.

Vice Mayor Grendel said I have heard a lot of good things on Lower Brookside with DiGioia. The residents seem to be really pleased with them.

Mayor Kurtz said I have heard the same thing about Catts. I went to a wake the other day for a resident up on the top. As a matter of fact DiGioia's people, I have to write a letter. The one employee, they went when Theresa Semproch, they went in and helped with first aid as a first responder. They couldn't thank them enough. She just yelled outside, and they came running. I just got their names.

City Engineer Ramm said so real quick by way of update, Lafayette you see there. We are in a little bit of a debate in terms of the contract duration. There were some extra conditions out there that warranted some extra work that they are probably obligated to get some time. Those two storm, the rear yard storm sewer alternates, took a couple of weeks of additional time. That was an alternate, they are probably entitled to some time.

One item for your own knowledge, the way the bid was set up, 30% of all the curb and gutter that is out there in that subdivision was earmarked to be replaced because it was in poor condition. The other 70%, so there's roughly 10,000 feet of total curb and gutter footage wise. Right now the job as it was bid is for just replacing what's bad and leaving what is good. You know what that is going to end up getting you at the end of the job, a nice asphalt overlay with what will look like patch. Some old stuff against new stuff, and so if you care I can pursue, ask the contractor to see if we can get some better unit pricing because it's priced for piecemeal.

Mayor Kurtz said for a cheaper price they can just go in and slip form the whole curb.

City Engineer Ramm said and they typically give you much better pricing.

Mayor Kurtz said at least we ought to explore that possibility, get some costs associated with it.

Chairman Veverka said it always makes more sense to go big. What do you think Dave? To get unit pricing for the whole curb section rather than?

Vice Mayor Grendel said that makes sense, yes, definitely.

Councilperson Narduzzi said I am partial to it, but it's the right way to do it. You are going to have a brand new street. You are going to have new sidewalks, and then you have five feet of this, ten of old. I don't want to say anything because I live there, but really. We don't do that kind of work anywhere else in town. It's going to make it look nice, then do it right. It's not going to be done again for another 25 or 30 years.

City Engineer Ramm said and if you look at Evergreen and Tanglewood, that looks like a brand new reconstructed subdivision, even though we just milled and filled, but we replaced all the concrete.

Several people began speaking at once again.

Vice Mayor Grendel said sure, that's the way to do it.

Mayor Kurtz said we ought to at least explore that before they grind it.

Councilperson Narduzzi said for a little bit more.

Chairman Veverka said they have to drill them out for the attachment pieces and everything else.

City Engineer Ramm said so we will engage contractors to see what we can do. That would then probably precipitate then a little bit more time. It might speed it up.

Several people began speaking at once again.

Chairman Veverka asked can you give us the split difference between what that would be, the curb cost compared to the other one so we can look at the two?

City Engineer Ramm said oh yeah, we will come back. Now is a good time. There's a lull here in the work.

Chairman Veverka asked what about the complementary, the new development? Where are they? Quarry Lee?

Mayor Kurtz said we don't want them to do that after we put a new road in.

Chairman Veverka said that was the goal. The goal was they were supposed to be working at the same time. I didn't see anything that seemed like it was moving along.

Mayor Kurtz asked can you check that out?

City Engineer Ramm said we will contact the owner.

Vice Mayor Grendel said we wanted to align that up. That was the whole purpose.

Chairman Veverka said we didn't want to have the big trucks going up there after we finished Lafayette.

City Engineer Ramm said real quick, Brookside/Bramley. We are also looking at what it would cost to put curb and gutter on all of Brookside from Brecksville Road east to Bramley because all of Bramley is getting completely reconstructed; but as Brookside was designed, it was going to stay as uncurbed pavement with some shallow swales. We are going to look and see what the price would be to put curb and gutter on both sides.

Chairman Veverka asked are you talking about the sweeping?

City Engineer Ramm said the rolled. That is something that we are looking at.

Vice Mayor Grendel said Upper Brookside, what kind of curbing do we have there?

Several people began speaking at once again.

City Engineer Ramm said we have good reasons for that.

Chairman Veverka asked and it doesn't make sense with the hills on the east Brookside? It still makes sense there to have the curbed ones even though a lot of it is steep.

City Engineer Ramm said because it's straight. It is a straight shot versus the hard 90 degree bends where you could start to get lateral into a curb. That was the premise.

So, these jobs are moving good throughout the winter. We will come back and give future updates to tell you financially how the jobs are doing. I don't have that prepared here now.

That segways us into Upper Brookside, and it was mentioned at the resident meeting about the potential opportunity because Catts is a concrete contractor, and they know how to pour concrete pavement, the potential to not perform the asphalt work and upgrade to a full depth concrete. That's definitely what we recommend. This is the pricing. The memo that I put together on the agenda helps you understand some of the recent pricing that we did pull the trigger on with some jobs. It's very consistent, and I would say it's even better because we are going to get an 8 inch concrete pavement up there. It's more of a County route and not a residential road. Seven inches is the minimum, so we are getting an extra inch; and it's going to be a nice 6 inch aggregate base.

So, we feel like this is a good way to go; and actually it will save some time because with getting an asphalt subcontractor to do things half the time, it's just terribly cumbersome, a lot of coordination. This way, one guy gets to do it all. He controls the schedule, and he's chomping at the bit to hit this first thing in the spring.

Chairman Veverka said just like Brettin because they were able to work one side, and people had a place to park across the street.

Vice Mayor Grendel said I think it makes sense.

City Engineer Ramm said it's a nice way to do it.

Vice Mayor Grendel asked is that on the agenda?

City Engineer Ramm said yes, but I wanted to talk here first. We sort of got verbal buy in at the resident meeting when we broached the topic.

Councilperson Narduzzi asked if we could go back to the Lafayette subdivision for one second. Now that we cut down some trees to make sidewalks equal on both sides, I hope the trees are going to go between the street and the treelawn and the sidewalk. Now we have 7 feet, we are getting close to the easement, right? Some people left their trees, so we are going to have trees on the inside of the sidewalk; and then 3 or 4 trees on the outside of the sidewalk. It's going to look not right.

City Engineer Ramm said I think we talked about trying to clean that all up, be consistent.

Councilperson Narduzzi said clean that all up and start from scratch and put the right kind of trees.

Mayor Kurtz said I think we use some flexibility on where to put the trees too rather than right under the lines. We are going to use a more landscape approach to it, and stay in the right-of-way. That's the way it's going to be so 15 years later they aren't cutting trees again.

Chairman Veverka said well Don has a list of how they grow, where they go. We have adjusted the list some, correct? We have species types and varieties so we get different species.

City Engineer Ramm said that's something we are looking at.

Mayor Kurtz said we are going to clean it up though, it's the only way to do it.

City Engineer Ramm said one thing on the \$90,000, that is still a very accurate price; but one thing you have to understand, and I want to make you aware of. This is just giving you an idea. So, the Phase 2 project we had earmarked about \$1,000,000 for that piece from Lake Charles south to Sprague. That is what that \$1,000,000. We think it's heavy, and we think it could then absorb a change like this, even in Phase 1. That's why we put the slide there.

One thing to understand, when we go to, what happens now when we are moving to concrete, it becomes more a reconstruction as opposed to a resurfacing or rehabilitation. It triggers an EPA issue with stormwater quality treatment. The circles are meant to show you potential, stormwater quality manholes that are required to treat the water before they discharge it; and the reason there is so many is there are different discharge points because of the watershed. So, in essence you have to capture it, treat it before you discharge it offsite; and that's what these are. The circles are meant to be the locations. This exhibit gives you an idea of what these are, what they do. This one happens to be one of the rather larger ones that were technology wise they were early in the timing of when these things came about. They have gotten more streamlined and more condensed, and we think they can be a smaller foot print.

Vice Mayor Grendel asked there are only one of those in the other section?

City Engineer Ramm said right. So, in Phase 1, that's what I am trying to get at that these things cost about; the one that we had in the bid on Brettin was about \$35,000. So, you multiply that by the potential to have 5; that would have to be a cost that we have to absorb and contend with. I think the \$1,000,000; that's why I put it there. I think the \$1,000,000 can absorb that in the budget.

Chairman Veverka said as long as the contractor doesn't think that's what he should charge.

City Engineer Ramm said we know what these things cost to manufacture. It's really just the installation to get you to the total cost.

Vice Mayor Grendel asked that's what's going in there on Brettin?

City Engineer Ramm said well it's not this exact one. In fact, this is an exhibit of the one from Brettin. It is more in line. The pipe comes into this. It looks like a manhole, but it's crazy deep. There's a sump for sediments to dump out, and then you see floatables and trash, they rise to the top. Then hydrocarbons also rise to the top. It is an EPA requirement to treat the stormwater.

Councilperson Narduzzi asked how big is that?

City Engineer Ramm said that thing is pretty big. In fact, we have one out here on Selig. When we put Selig in we had one of these things where the water kind of goes 90 degrees into this chamber and then gets discharged back.

Councilperson Narduzzi asked is it 10' x 10'? Is it 10' x 20'?

City Engineer Ramm said some of them are big. It's based on the area that it is treating, the amount of water and volume that's coming to it. So, it varies. They could be big, they could be small.

Councilperson Narduzzi asked and those caps or lids?

City Engineer Ramm said they are traditional manhole lids.

Councilperson Narduzzi asked are they in the street?

City Engineer Ramm said typically they are in the street, or if your storm sewer is off in the treelawn, it would be in the treelawn. They are pretty much right over top. In fact this one in this exhibit, it would look like a standard manhole on the surface of the ground. There are access points that a jet truck can get down and vacuum out, suck out the debris.

Councilperson Narduzzi said that one looks smaller than the one for Brettin that you originally told us last year.

City Engineer Ramm said well this one was the one we were always talking about, but it's big, it's deep.

Councilperson Narduzzi said I thought it was something like that.

City Engineer Ramm said this is a newer generation.

Vice Mayor Grendel asked does a crane have to bring it in?

City Engineer Ramm said yeah. They are big and heavy. I am not sure the ones up at, we are hoping that we can get one like this up there on Upper Brookside.

Councilperson Narduzzi asked and that's all because we went to concrete?

City Engineer Ramm said not concrete, reconstruction. So, we can reconstruct a road even with asphalt, but because you cross a threshold of disturbed area; and that's what really the trigger is. It is a cost that we have to have. I am just bringing it up because it's just kind of part and parcel with, when you make the decision to reconstruct with concrete, you get stuck. It is a requirement that we are forced to do.

Chairman Veverka asked how often do you need to maintain? In other words, you said that it separates floatable stuff from sediment; so you have to take the sediment out, and you have floatable stuff. How frequent is it going to need to be dealt with?

City Engineer Ramm said it's not very often. This one has been out here at Selig for probably pushing 8 or 9 years, and we probably have been in it a couple of times.

Chairman Veverka said you just monitor it.

City Engineer Ramm said our Service Department.

Chairman Veverka said you just monitor it, and if need be you go in there.

City Engineer Ramm said I think the conservative approach would be to get in and just put it on a routine maintenance schedule.

Chairman Veverka said just like the catch basins.

City Engineer Ramm said yeah, and if it's accessible, easily accessible, drive the truck up. So, that's really what I wanted to talk about by way of Upper Brookside. That's an agenda item.

Councilperson Narduzzi asked so that's an additional cost, that \$229,000?

City Engineer Ramm said well this is a different item now. Now this is the Hemlock Trail change order. It's the next item on the agenda.

Chairman Veverka said 4 times I have been to the Upper Brookside, the workers there are very accommodating to get the traffic through. They are paying attention. They are really, really a very good group, that Catts group.

City Engineer Ramm said and that's a very tight, congested area. There is not a lot of extra room.

Chairman Veverka said you have the one who is digging, the one that's compacting, plus all the additional equipment there.

City Engineer Ramm said we had one minor concern from a resident about a plate, a noisy plate overnight with traffic hitting it; but I think they took care of it pretty quick. So, they have been pretty good.

So, this change order, just because we know that we are at least going to have one of these stormwater structures for the Phase 1 down there by the highway culvert; I would ask you to consider adding \$35,000. We could absorb that in a contingency if that's in the job; so I don't think we would need to do it right away, but just to be on the up and up and be transparent and advise you that we will have to absorb that cost. So, we could add it to the \$90,000 and ask for \$125,000 or just stick with the \$90,000; and then we will see how the job goes and see if our contingency money can cover it and come back later. We will definitely have to make sure we buy them for the Phase 2 anyway. We will need a subsequent change order to add that work or bid it out separately. That's still kind of on the table for discussion, and one thing to note too with this change order on the pavement, Catts is willing to honor that even for Phase 2, this concrete pricing from Lake Charles to Sprague even though that's not in their scope. It wasn't in the bid, but they will honor it because in theory they will just get additional work added to their contract.

Chairman Veverka asked so are we at the point that we are going to for Phase 2 we are set up with Catts?

City Engineer Ramm said we are getting to that point where that design is going to get finalized here later this month or early March so that we could be in a position to then pull the trigger on the change order or decide to bid it separately.

Chairman Veverka asked so it could go either way?

City Engineer Ramm said it still could go either way. I am just putting it out there that he has agreed to honor his prices even on this alternate.

Vice Mayor Grendel said I would go with the same company.

Councilperson Narduzzi asked do you have to bid it out?

City Engineer Ramm said no, we don't have to. I don't believe we have to.

Councilperson Narduzzi said then why waste the money.

City Engineer Ramm said it's really an extension.

Councilperson Narduzzi said it's the same dollars that we need in Phase 1.

City Engineer Ramm said I just didn't want you to think that you have no choice.

Vice Mayor Grendel said it does make sense to be consistent.

Chairman Veverka said just like doing the sidewalks continually, it makes sense if the price is right.

City Engineer Ramm said I don't know, do you need a motion to vote for the \$125,000 or do you want to stick with the \$90,000; it's something to think about. It doesn't have to be decided now. It is something you can talk about in the Caucus on Tuesday for that \$35,000.

Chairman Veverka said I think it would make sense to go with the bigger number.

Vice Mayor Grendel said it makes sense too. This way you don't need to come back again.

Councilperson Narduzzi said I would just add it because then the next would be less.

City Engineer Ramm said well then maybe we will amend the legislation.

Vice Mayor Grendel said do we need a motion?

Councilperson Narduzzi said we don't need to do that here right, we can just amend it.

Several people began speaking at once again.

Vice Mayor Grendel said we can do it in Caucus.

City Engineer Ramm said this is the same memo that I prepared in November with the intent to have it on the December Council meeting, and it was removed from the agenda. Time has gone

by. I don't have too much to add other than the fact that the contractor is still, I feel like this money is owed to him. It was money that we were directing him all along to do certain work that I just lost track of the dollars for.

Vice Mayor Grendel asked weren't we looking at the design work as far as recouping some of that money?

City Engineer Ramm said yes.

Vice Mayor Grendel asked is Greg O'Brien looking at that?

Finance Director Blaze said I believe Legal is quite involved with it.

Vice Mayor Grendel said they thought that maybe their errors and omissions would pay without having to go to court and everything. I think that was thoroughly discussed.

Councilperson Narduzzi asked what was the original number?

City Engineer Ramm asked the change order?

Councilperson Narduzzi said yes.

City Engineer Ramm said it's right there. It was always \$229,000.

Councilperson Narduzzi asked and that has not changed?

City Engineer Ramm said so the \$229,004 went up nominally because of some last item that came through for a bond. Do you see the last item there for \$868.00 because the job extended in time, his bond cost went up. So, that was a last minute item that added to what I had previously. So, now the new number, that's why I have it listed there in larger font size, it's the new final number that the legislation would have to get amended to.

Councilperson Narduzzi asked Vern, do you know what Legal said about this at all? I don't know if you were involved in this or not?

Finance Director Blaze asked is it R.E. Warner? I believe that's who Legal has reached out to as to start the discussion about the City not being happy with what transpired and trying to seek if a resolution can be negotiated before any actual formal legal steps are taken.

Vice Mayor Grendel asked so that would be part of this money that we would be recouping?

City Engineer Ramm said yes. There again, just to try to put things into context, this is a slide that I tried to show at the last meeting relative to how expensive some of these trails are; and that even with the increased dollar value, we are still doing well in terms of what the Metroparks has paid for some recent trails. That number at the bottom was really just to show you that GPI, our construction manager, their contract was \$360,000; and as a percent of the original contract was

11.63%. They have held, they did not need to increase their contract which I thought was a bonus, a feather in their cap and ours; and in essence it lowered their percentage of the construction a little bit. So, that was the intent of that slide.

Lastly, this slide is really just to help understand. The Mayor talks about an accordion that sometimes the workload goes up and goes down; and our accordion pretty much exploded last year with a significant amount, millions of dollars' worth of contracts. It's not an excuse, it's just a reason where I was challenged to oversee that Hemlock Trail to the degree that I should have and lost track of it a little bit; but trying to put the \$229,000 in context of all the dollar value of the projects we were managing, it's really a minor, it's less than a percent when you are looking at \$28,000,000 or \$30,000,000 worth of contract work. Admittedly, some of those 4 big jobs are still going on this year; so not all \$30,000,000 took place last year, but they are still active jobs. So, \$229,000 in the context of a \$3,000,000 job looks pretty, it doesn't look too good; but when you put it in the context of everything that we were trying to manage last year and even continuing on this year. It is a much less percent. I just wanted to bring that. We put this map together I think for the Mayor coming into office. He wanted to see everything. It wasn't until we went through this exercise where we were shocked. Then we understood why. We were running a thousand miles an hour and still could never catch up, and we are still running.

Vice Mayor Grendel said this year we are finishing all of the projects up. So, it's just the 2 sidewalk projects, east and west Hillside are the only new projects we are working on.

City Engineer Ramm said we do have some other infrastructure jobs in our 2020 plan, but we might be designing them versus building them. We may take the year to design them and bid them towards the end of the year. We can get an early start.

Vice Mayor Grendel said bid it early so we can get it in one construction season.

City Engineer Ramm said so really that's all I have.

Councilperson Narduzzi said just to recap this Don, I am not putting the blame on you whatsoever. You don't have to keep saying that there was a lot of stuff going on; but when I look at the detailed printout of some of the costs, that's what I am questioning. So, like that \$44,000 or whatever for wood poles instead of metal poles. It's just not a realistic cost. That's why I pushed to have Legal look at some of this stuff; but as far as your ability to track this, I understand. There was a million things going on last year. So, I am not pushing you. I am not pushing for an answer from you; I am pushing for an answer on some of the costs of what they gave us. That's what I am asking.

City Engineer Ramm said yeah, and I was a little bit removed from a lot of the day-to-day decisions. I had a guy in my office who was really integral to coordinate with both the contractor and with our construction manager. So, a lot of those decisions, his job was to give direction.

Councilperson Narduzzi said like Number 4, install 4' x 4' wood sign and remove steel poles.

City Engineer Ramm said I guess the goal to answer your question was that GPI worked and lobbied on our behalf to, I think they said they would stand behind all of these costs that were negotiated and agreed upon and felt that there were good reasons for every dollar that was spent. I don't dispute that you can look at any one of those items and question it. They did have backup. We put a lot of those change order documentation up on some site that you could all access. It was very detailed. I didn't necessarily go to any of them and look to see specific; we could on that particular one.

Councilperson Narduzzi said just realistically, there were 100 posts, that's \$2,700 a post. Come on. I can do one every 2 weeks and make a good living. It's crazy.

City Engineer Ramm said I don't know too much of the particulars on any given one of these, but I just know in general when a contractor is asked to do things that might be out of sequence or what they feel just cost more than if they would have it bid it that way; and this might have been somewhat after the fact, and he had to take precautions and the smaller equipment not to damage. Sometimes a lot of the domino effect of when you ask them to do what type of work, and that sometimes drives up costs. That may have been contributed to the high unit cost there on that particular item.

Vice Mayor Grendel said even like the tree guards, I think a lot of those were destroyed. They look like they weren't protecting too much. They were already gone or laying down or whatever.

City Engineer Ramm said right. This was a difficult job, but we feel that the contractor was great to work with. He did a really good job. I think the finished product is something that will last a long time, and it's a nice amenity to the City. That's why I am asking permission to bring it back and get it on the agenda. It's not on the current agenda, but my request is if you would consider putting it back on the agenda for next week for a vote.

Councilperson Narduzzi said I guess I would want to talk to Legal about it and see some of these things. Number 33 repair base due to rain event. Is there any kind of insurance that we have that would cover that cost because of disaster, natural disaster? I don't know. It's \$16,000.

Vice Mayor Grendel said I would feel more comfortable if Greg gave us a report on how far along they are with R.E. Warner. I don't want to be premature and pay for this, and that doesn't get resolved. I think we need to have some of this money recouped on some of the issues.

City Engineer Ramm said right, I understand. It's much more palatable when it's coming from somebody else.

Vice Mayor Grendel said if he could report to us, then maybe we could put it on the March agenda; but at least we have to know where they are in their discussions.

City Engineer Ramm said I think I mentioned it in the record once before, but ultimately our contract with J.D. Williamson is separate from our design contract with R.E. Warner. I think it

was even brought up that potentially R.E. Warner should pay J.D. Williamson direct instead of paying us the money that we are going to recoup, they should just write the check to J.D. Williamson. In a perfect world, that might work, and it might make sense; but contractually the City has a contract with J.D. Williamson, and they feel that this money is owed to them by the City properly versus some second or third party. We did have a design contract, there's no dispute; and we had the design contract direct with R.E. Warner.

Vice Mayor Grendel asked and they have been paid already?

City Engineer Ramm said right. That happened earlier on.

Vice Mayor Grendel said that's my recommendation to the committee, just that we get a report from Legal to see where we stand before we decide to put this back on the agenda.

Chairman Veverka said I would agree.

City Engineer Ramm said I believe they probably could report on what has been happening.

That's the last item on the agenda.

Vice Mayor Grendel said very good.

Chairman Veverka asked any other questions or items to be brought before this group? There were none.

Chairman Veverka said thank you Kenn for joining us.

Moved by Grendel, seconded by Narduzzi, to adjourn the Streets & Sidewalks Committee meeting of February 5, 2020. Voice Vote: 3 yes/0 no; motion carried.

There being no further business, the meeting was adjourned at 5:51 p.m.