

**CITY OF INDEPENDENCE
STREETS & SIDEWALKS COMMITTEE
MEETING MINUTES
JUNE 30, 2020 AT 4:30 P.M.
VIRTUAL MEETING**

Present: Chairman Dale Veverka
Vice Mayor Dave Grendel
Councilperson Tom Narduzzi (left at 5:45 p.m.)

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

Chairman Dale Veverka called the meeting to order at 4:33 p.m.

Chairman Veverka said I would like to welcome everyone to the Streets & Sidewalks Committee meeting. We didn't meet last month, so I am taking this opportunity to get up to speed on the projects taking place in the City, those being completed and any others that are progressing. So, without any further ado, Leon Karas talk to us a little bit about what the Service Department has planned and has been working on.

Service Director Leon Karas said good afternoon. Since our last meeting I know we had one large rain event again that occurred on May 15th. We had the late shift working so we were able to kind of respond to that a little bit more quickly than we had in the past. It was nice to have a second shift working to be able to respond to a lot of these issues. So, we were able to clear some additional debris out from some of the catch basins and the inlets to help the water flow a little bit more freely. We were able to respond to Hemlock Creek Trail when there was some flooding down there to get that cleaned up rather quickly as well. Additionally, we completed a lot of repairs that we had talked about since our last meeting. We added the stone, we redid the asphalt. We made some drainage improvements along the trail that helped us when we had the flooding on May 15th. Everything that we planned went well down on Hemlock Creek Trail, and we also worked making sure that the inlets and the outflows were open.

There was some localized flooding up in the Timberlane area. I think Geotech was out there doing some work, and we assisted them with taking away some of the large debris that they had pulled out over there as well.

Our mechanics have been performing preventative maintenance on all of the snow plow chassis, and then as soon as they are done with the chassis, they are going to be getting onto the salt boxes as well.

We installed a drainage improvement on Tulip Trail, that was in the works for a while. We started with just a sinkhole that was forming over there; and we repaired the sinkhole, and then we ended up getting into a drainage improvement. We installed some 12 inch pipe and 2' x 2' catch basins. That's since been completed. We are finishing the work on the sprinkler systems, but it has been landscaped. The concrete has all been poured. It's been open for a little while, but we just have to get back in there and get the sprinkler repaired.

Vice Mayor Grendel asked Leon are there some sidewalks that need to be repaired down there on the Tulip Trail area too?

Service Director Karas said there are additional sidewalks that need to be repaired down on Tulip Trail. Last week we had our tree company come through, and they removed some of the dying Ash trees that were still there. A lot of those Ash trees were eating up the sidewalks in areas; so we just wanted to remove those. We are going to dig out the stumps. The goal is to get our sidewalk crew out. I have at the end of my update. We are going to try to get the sidewalk crew out in early August. So, we typically do our sidewalks August through September, and we will work on Tulip Trail. I know that's added to the list. I know we have a lot of work to do on Brecksville Road as well. We are looking at some areas within the park, within our facility here.

Vice Mayor Grendel said very good. Thank you.

Service Director Karas said a couple of weeks ago we had another wind storm. Apparently they called it a microburst on the news. So, the chipper was out constantly. We had two chipper trucks out as much as we could. Again, we are running staggered crews. So, we had our chipper out. We probably chipped up over 75 called in stops; and we were on the same street several times. Our residents were just taking out a lot of material. There was some blocked, a few went across and obstructed a creek in the Pebble Creek area. So, we removed that, and there was another pretty dangerous limb hanging on a property on Cliffview that we removed as well.

Going back to our staffing, so we initially during the Covid we were running three eight hour shifts, and we discussed this in our last meeting. Since then we have reduced it down to these two eight hour shifts. So, we have a regular shift working from 8:00 a.m. to 4:30 p.m., and then we bring in a shift from 12:30 p.m. to 9:00 p.m. Having this second shift has really helped out a lot. I really feel like we have learned from initially having the shift out when Covid all started that maintaining a crew in the evening really helps out when we have storms arise or whenever there are issues that need to be attended to. We are able to respond to IPD calls without having to call in guys to do the work or try to find people to work overtime. In the situation like we are now where we are trying to manage our overtime a little bit better, I think it helps out having that second shift. Now it's a reduced number of individuals on that shift, but they are pretty competent and capable in getting the work done that needs to be done when things arise.

We still have our Crack Sealing Plan. We are set to try to begin crack sealing next week. We are hoping that it will take us a couple of weeks to get through it. It will run on our day shift and as well as our afternoon shift and evening shift. Then we also want to start getting back on to our catch basin cleaning. So, we had a program that we were sticking to for the last few years. We want to get back into Thursday's rubbish (inaudible). So, we broke it down based on the number of days of rubbish route days, then we had demands that aren't affected by the rubbish routes like Rockside Road and some of the streets off of Rockside in the business district. So, we will finish up with Thursday's route, and we will try to hit a lot of those catch basins over on Rockside Road. We want to make sure everything is open, free and flowing so it avoids any backups anywhere else within the City.

We will do the sidewalks. We are looking to start repairing sidewalks in August and September. We are still continuing to investigate some of the basement flooding issues. So, every day we are going out there, and we are helping the residents try to determine what caused some of the flooding; and the residents have called us for any type of obstructions in some waterways. We are trying to get out there and access it and trying to get the crews out there to do the work.

One of the other things that we did, and I forgot to add it on my list, and it was a big deal; for several years people were talking about getting the center islands on Selig redone. We were finally able to do that. So, the center islands on Selig were redone. We planted a lot of perennials that will come back every year; and a lot of them will have color. There's a lot of yellows, a lot of oranges, a lot of reds. So, I think it's going to be a little bit of a better statement than all the green and the various weeds that we had over the years. We are hoping that this doesn't become a maintenance issue, but we think with the flowers that we have, they are hardy. They are supposed to be salt resistant, deer resistant, heat tolerant, draught tolerant. We will see how it all plays out, but I think it looks a lot better than it had. We have gotten a lot of compliments on it since we have installed it.

That kind of concludes my report.

Chairman Veverka said it sounds like the flowers are either plastic or silk if they are that durable.

Service Director Karas said we wish. We will see how they all hold up. That becomes a challenge, just finding the type of vegetation that's going to survive and thrive in that area over there.

Chairman Veverka said that's a great move going to the perennials because that does reduce your maintenance, and that will be a big help.

Where are you targeting the crack sealing?

Service Director Karas said so I have a list, and it's the same list I had, Cherry Street, Hemoga, Greenwood, Hemlock, Cheryl Ann, Oakwood, Buskirk, Tanglewood, Evergreen, Valley Belt, Valley View, all the City lots, Stone Road, Midland, Highland, Parkland and Rockside Woods North.

Vice Mayor Grendel said Leon if you can maybe get a copy of this memo that you have on the screen over to Debi so when we get our Thursday packet this week we will have something in writing. It should be for all of Council to have that.

Chairman Veverka said excellent job Leon. Any other questions for Leon or comments?

Vice Mayor Grendel said no, good review Leon.

Service Director Karas said thank you.

Chairman Veverka said Don Ramm you are up.

Mayor Kurtz said Mr. Chairman, we did not double the amount of employees in the Service Department, even though we have two shifts, we have just separated people out.

Chairman Veverka said I realize that. It's really an advantage, particularly in the construction areas like up Brookside and down. It's when the construction workers knock off, they are running the chipper or doing other things; they are a little safer when there's typically one lane traffic. So, I have noticed that has had to have been a help to your guys working that shift.

Service Director Karas said yes, it has worked out very well.

Mayor Kurtz said it has worked out well, thank you.

City Engineer Ramm said the next slide here is talking about the major projects, giving you a status update. By and large the projects are doing pretty well. Starting with Lafayette first, it's the one substantially complete. They paved the subdivision road a week or two ago, applied the surface sealer earlier this week or maybe it was a week ago already now. So, the contract dollars are healthy. The total authorization is \$3,570,000. The total earned is \$3,175,000; so we are about 90% on the budget. We are substantially complete. We still have all the restoration, the final grading, striping and tree planting. So, there is still a good amount of work, but it's ancillary. I don't think we can typically apply that to the substantial. We let that go a little later. I think we are in good shape. What I have done below, the consultants that we have managing and inspecting the job give you a job of how we are doing on the consultant contracts. We are in a little bit of trouble with CT; so that's why it's in red, but the saving grace is we have some P.O.'s for CT that are left over from 2019 when they were helping us with our asphalt and concrete road maintenance contracts. So, I believe there's ample funding still in those CT P.O.'s that we can utilize to cover this cost.

Chairman Veverka said Don, what's the status of the two cul-de-sacs off of Lafayette? Did they start doing anything there? The one off the end of the end of Aster and the one off the end of Daisy, has anything happened related to those?

City Engineer Ramm said I will move you to, so off of East Ash we decided not to pull the trigger on that cul-de-sac; so that's been left in its current, it was improved, in current geometry

and configuration. So, no cul-de-sac here; and this was extended by that change order so that all got completed. It did not include a cul-de-sac. Does that answer your question?

Chairman Veverka said I thought once upon a time part of the goal was to try to make sure whatever work was being done up there, it wasn't going to result in tearing up the project. So, it sounds to me like their work is going to follow.

City Engineer Ramm said correct. So, at the north end of Aster, a small little cul-de-sac, that work is coming in the future.

Chairman Veverka said okay. So, what you are saying is on Daisy then that's not going to have any kind of a loop.

City Engineer Ramm said correct. No, that thru street concept has been abandoned, and the lots built fronting on Daisy here; and then four or five lots on the new cul-de-sac here.

Chairman Veverka said okay, thank you.

Councilperson Narduzzi said and Don you had said that there's ample money in the bonding in case they mess up the road, they are responsible to fix it.

City Engineer Ramm said correct. Before we approve the plans and have the Development Agreement executed, we will have all those procedures properly established for bonding.

So, getting back to Lafayette, so the project is doing well. Mayor Kurtz was notified, some residents near the hill, that some yard flooding conditions; and they noticed that we did a nice improvement back here between Laurel and East Ash. They had asked for maybe the same consideration. We also had some basement flooding, that's the BF designation down here on some homes on Latonia. So, previously we requested some funding to put some additional drainage in underneath Latonia and drop a catch basin that was in anticipation of running a rear yard sewer behind some homes here that would alleviate some yard flooding and definitely some basement flooding at the bottom of the hill. So, we asked Catts Construction to apply their same unit prices that they used for the Laurel and East Ash alternate. So, we quantified this work and estimate it to be about \$120,000; and the budget is very healthy. We think we can fit the work inside this budget, and we would like to move forward to get Catts back out here. They would like to do the work, and we would like to continue to solve problems while we are still in this neighborhood on our way out.

Vice Mayor Grendel said it looks like Don that will benefit about eight houses possibly. It will benefit those homes on Lafayette and a few on Latonia there. That makes sense. We did it for the other folks, and if it could benefit that many people I think that would be well worth it. I know we talked about, and I don't know if they want to apply it here, the Mayor talked about having the residents pay so much, and the City pay the balance or whatever so they have skin in the game. I think it's well worth it there. I think it would make sense to do that here.

City Engineer Ramm said yes, we do too, and we would like to get them out, get them going here quickly on it knowing that we can fund it.

Mayor Kurtz said Mr. Chairman said the comment referred by the Vice Mayor, that's correct. We are looking at public and private partnerships. The difference is that this is a new installation, and we have other areas we have already made drain water improvements to. So, that's the difference between new concept and the existing situation.

Vice Mayor Grendel said and Mayor I would be in favor, especially if the money is in the budget, to take care of this problem for these folks while the company is there.

Mayor Kurtz said that's why we are just bringing it to the Streets & Sidewalks Committee, and we are going to proceed unless there's an objection.

Chairman Veverka said it makes a lot of sense.

Vice Mayor Grendel said no objections from me.

Mayor Kurtz said thank you.

Councilperson Narduzzi said and Don once again, this is just the basic drainage system, correct. We are not running it up back to their back patios or tying anything in for them. We are just putting in the infrastructure to relieve some of that standing water?

City Engineer Ramm said correct. We are going to put the main sewer in and these catch basins and probably similar to Laurel we stubbed out short little pieces of pipe so that for future tie ins if the homeowners chose to extend the system up; they could catch it at that pipe connection and extend it back.

Councilperson Narduzzi said as long as we forward that information to them because there was some upset people off of Daisy I believe that they thought they were going to get a little bit more than they got. We did what we could to a point, and I think it helped solve 90% of the problems. Just so they are aware of the facts.

City Engineer Ramm said and we also included a good amount of grading to really emphasize positive drainage. We created nice low spots in these basins so that the area locally around the sewer drains very nice. It's as good as we can do in the area that ultimately we will probably encumber similar to (inaudible) into a permanent drainage easement. That's normally how our protocol is with the residents.

So, moving along, one thing I would like to also bring to the committee's attention. This is an exhibit, if you recall there's was an ugly double yellow stripe down the whole corridor, and we are here at a point where we have a nice new asphalt subdivision. It's clean, and the question is do we need to really reinstate the double yellow. So, this exhibit, just for everyone's understanding, at every intersection we have a full complement of pedestrian crosswalks now with the sidewalk installation. So, that's what these little yellow signs are called mid-block

crosswalk pedestrian warning signs for motorists to know that there's a crosswalk even though they don't have to stop here. So, we think that we have to install those for safety, but relative to, here's another exhibit with some crosswalks. So, the striping could include the striping that we have yet to do out here. We are considering crosswalks at every intersection where we have a full complement curb ramps and safety signs. We would like to consider holding off on the double yellow. Here it is showing the reinstatement of the yellow, and we feel (inaudible). I just thought I would get some input.

Mayor Kurtz said it's so true. We are going to propose looking at some of those reflectors in the center strip, periodically putting those imbedded reflectors in the pavement as a safety. It wouldn't be as obtrusive as obvious as a stripe. We are checking that out now.

Councilperson Narduzzi said so Don, I would say less is better because I think it looks very nice and clean the way it is right now.

City Engineer Ramm said I agree. That's why we brought it up. I know early on in the job we had some residents ask us specifically about why the ugly double yellow had to exist when in most subdivisions there's no such striping. So, we have been thinking about it ever since we heard those comments, and now here we are at a point where we need to make a decision.

Vice Mayor Grendel said I don't see any need for the double yellow line myself either.

City Engineer Ramm said but for one location I am going to show you right here. There is a sight issue here, a sight line as a vertical curve right here and some blind spots if you will. I think that maybe this was part of, the predication as to why there was a double yellow. So, this is an option to maybe just have short segments of striping or to perhaps put some signage here and here to say No Parking from here to the intersection because I think the issue is if there's a car parked here, and car would move from left of center to get around a car, and there's pedestrians or cars coming up the opposing way, there could be some potential sight line obstructions. We think we can mitigate it with some signage.

Vice Mayor Grendel said I think signage would be better Don.

City Engineer Ramm said okay. I think the double yellow for just these short pieces would look a little odd.

Finance Director Blaze said a suggestion, make sure you check with Chief Kilbane because I know I requested some No Parking signs along our street Dave because I feel that they are parking too close to the corner of Chestnut; and our street isn't wide enough for having street parking and all the traffic coming through. He said there's nothing we could do, that the Ohio Revised Code, as long as they are back a few feet from the intersection, and he quoted the distance, I'm not sure what it was. He says we can't do anything about it.

Vice Mayor Grendel said that is a chronic problem, I agree with you. There seems to be cars parked there almost on a daily basis.

Finance Director Blaze said sometimes on both sides, and it's constant traffic all day. This is a different situation. I just noticed you are looking at maybe restricting parking; and I know Chief said there are some restrictions on how much you can restrict it.

City Engineer Ramm said yeah, I will definitely talk to Chief Kilbane on the matter before making any final decisions.

Moving on, getting back to the update on the rest of the projects. The next project is the Fabrizi contract on Rockside Woods Blvd. North, Part A and Part B. It's going well. The \$9,800,000, this includes the \$300,000 change order that we approved a few months back. Right now it's near \$8,000,000. From a percent complete on the dollars, it is about 81%. The overall contract duration was 24 months, but 18 is really the substantial completion. So, 15 months have passed. We are approximately 83% complete on a timeline using the 18 month duration. These numbers match up pretty well, and that's what I kind of like to see.

The QCI budget, they are managing the project. Their fee compared to where their current billing to date was an estimated fee to complete. We think we may come in this job with a decent amount of savings underneath the fee that was authorized for QCI. So, that's an estimate right now, so I can't say that you can take that to the bank; but it's looking good the way it is tracking presently. Out on Brecksville Road, they are putting up some poles. They are putting that brick crosswalk in. They are throwing up some guardrail. They have been focusing on Rockside Woods Blvd. North. They will soon switch traffic on 21 to get to the east side where Mr. Wright and Mr. Hatch and Rossi, that side. It will soon be over there to replace the curb and the drive aprons. They have some traffic signal poles to do. This job is tracking for a September 20th substantial completion date.

Vice Mayor Grendel asked when will that be open all the way to Brecksville Road Don?

City Engineer Ramm said we think at substantial completion that road should be ready to be open.

Vice Mayor Grendel asked oh in late September?

City Engineer Ramm said late September, depending on if things continue to go well, and there's no hiccups between then and now. We are not under the gun to open it, but we would like to utilize it for the reason we built it.

Chairman Veverka asked was the area near Kleber that the end of that intersection, is that going to end up being cleaned up when they are doing the east side?

City Engineer Ramm said yes. That intersection is part of the improvement on 21. There will be a new traffic signal upgrade; and we have been working with the Cleveland Water Department to fix that leaking vault. They have some real challenges in the distribution system there, and we think we just need to mitigate that condition. We have coordinated with them so we think we can (inaudible) before we do the final paving there. So, it will be cleaned up.

Chairman Veverka said thank you.

City Engineer Ramm said next is the Brookside/Bramley project. I am looking at contingency money \$400,000 was set up. We are up to \$300,000 so far. We are doing well. There's about \$4,400,000 billed to date out of the \$5,400,000; so right now about 85% of the budget. Contract completion wise we are ahead of schedule. We only used 71% of the contract duration. I think the formal completion date on this job was December, early December; and I think we will do a month or two better than that. So, that will be good. I think that will result then in a savings to GPD, their fee was approximately \$400,000. The project amount will be a savings to the City. It seems quicker than per the full contract duration.

Chairman Veverka said I realize Don that Brookside Road, East Brookside is between coats with the asphalt; but I was kind of surprised that they didn't put a couple of dots or something to designate the middle of the road.

City Engineer Ramm said I think, we haven't had problems so far, and that road in theory was supposed to be the one lane, one way, but they have been very lax with that for the residents; but if that's a concern, we can definitely have some temporary tape put out there to delineate the center line. I can bring that matter up with the contractor.

I will have something to discuss relative to this project here later, slides; but I will move on to Upper Brookside real quick. That project is about a month away from being complete. We are doing pretty good on the budget so far. Right now we have 74% through the dollars, and we are right there, the same thing, through the contract completion. Substantial completion is earmarked for August 3rd. Both lanes of the road are about (inaudible) complete, and we are working on aprons. Soon we will be working on the sidewalks, and the last thing to be done would be final grading and restoration on that project.

One item to bring up, Bohning & Associates, their contract was very lean. The fee was very small given the size of the contract; so we have about expended the inspection budget to date. We estimate another \$15,000 to get through to the end of the project. I might request that we get this for legislation here in July a contract modification with Bohning & Associates to help keep the inspector on the job and get us through the end of the initial contract. The initial contract duration was 165 days, but with the extra work that came out, the water quality structure because of the EPA requirements when we went to concrete. That work took some time. We had a significant amount of extra drainage work chasing connections for residential properties and getting them tied into the sewer. The subgrade had many soft spots, and it took a lot of additional time to stabilize the subgrade. So, all of that amounted to extra time in the contract for which Bohning was still out there. So, that's why we are coming up short here now and need to request additional funds.

Chairman Veverka said Don, say just a couple of words about what they do to stabilize. I watched them do it, but the other committee members might be interested in what they do to stabilize it to make sure it's going to hold up.

City Engineer Ramm said in this instance when it became a complete reconstruction, we are ripping out the entire roadway, full depth and also trimming out the soil underneath the road to accommodate our six inches of aggregate base. So, once we get down to the subgrade for the new road, we roll a loaded tandem dump truck fully loaded; and we just roll it down the subgrade. It's called a proof roll; and when we see deflections, excessive deflections in the earth that it's driving on, that's an indication that you need to strengthen up the earth, the soil there before you build the road or else you are going to have problems with the new road. So, the material was extremely soft for a good portion of the entire length of the job. While we undercut quantities in there for the rated 15% or 20%, we ended up doing more like 60% to 80% of the total length. It took longer. So, when the road is soft and moving, we excavated down an additional amount. We put a stabilization fabric in, and then we top it with stone, just adding some section and strength. So, the fabric really creates a bridging effect to stabilize under the wheel loads. That is what we ended up doing. It's pretty laborious work, a lot of big equipment moving slow and a lot of stone. It's terrible from a traffic maintenance standpoint. So, the residents put up with quite an amount of inconvenience; but they have been troopers up there. It's looking good.

Vice Mayor Grendel asked hey Don where do we stand with Phase 2, the rest of the Upper Brookside project where it terminates here now to Sprague?

City Engineer Ramm said we have (inaudible) those plans. We kind of modified the designs and had some back and forth with some of the drainage and some schemes with the Lake Charles intersection. We should soon be ready to, the thought was if we were going to bid that project out.

Vice Mayor Grendel said that's our decision yes.

City Engineer Ramm said so we think now is a good time. We have been hearing with all the communities locking down on spending, the contractors are looking for work. We think put something on the street, we should really see some competitive bidding that would work in our advantage. We are going to try to wrap these plans up quickly and get something out to bid for Phase 2. I will just bring that back to you at the appropriate time.

Vice Mayor Grendel said thank you.

City Engineer Ramm said but the treatment is going to be identical in terms of full reconstruction and concrete.

Just to keep track, I put this dollar value here because there's still a significant amount of work that we are working on here with these projects to wrap up on these multi-year projects.

Chairman Veverka asked Don, will Ronyak then be paving from Eastview down to Bramley at the end of September?

City Engineer Ramm said well presently under the Brookside/Bramley, it's from 21 east to Bramley; but we did include in last year's road maintenance contract asphalt, we did have an

alternate to catch Brookside Road from 21 to Eastview. That's still a potential. We talked earlier this year about extending Ronyak's contract and the potential of doing that work when this Upper Brookside Road was complete. We still have that opportunity.

Chairman Veverka asked what do we need to do to follow through on that?

City Engineer Ramm said well I will tell you that the road has gotten beat up pretty good. It looks like an extensive amount of base repairs that would be needed; and I know at one time we talked about considering in our Capital Plan there are all the streets back Ranchview, Scenicview, Timberlane, Midland, that whole neighborhood was slated soon. It wasn't this year, then next year, to be resurfaced. I wonder if maybe it might make more sense to get back in the subdivision, get those milled and filled and work our way back to Brookside. Let Brookside kind of be sacrificed with the heavy loads to get that done and maybe push Brookside that segment off to later this year or maybe next year and make something more structural for that stretch or just maybe re-assess it to see. The mill and fill might not be adequate enough.

Vice Mayor Grendel said Don with all the flooding problems that we have down Timberlane, we have had two or three episodes there where they have had severe flooding. Will there be more extensive work done on that project than originally planned?

City Engineer Ramm said well we have kind of identified some problems there, and there's a lot of debris that comes from the highway and the stream west of that neighborhood of Scenicview and Timberlane. There is a nice big culvert headwall, and a lot of debris is getting into the pipe. We think that was the culprit on that last couple of good storms, too much debris had choked up and jammed up into the pipe a few manholes downstream. Then all of a sudden the water couldn't go where it needed to go; and it ended up flooding the street and getting into basements. I don't think we have a capacity issue as much as a debris management. So, we are moving forward with trash racks, some debris blockers to put out in front of the headwall in the stream to try to deflect and manage the debris out of the pipe. We think we can do a better job of maintaining the capacity of the system if we do that.

Chairman Veverka asked what did you call the deflectors?

City Engineer Ramm debris deflectors. It's really just posts, bollards that are created in a triangular pattern from the tip like a set of bowling pins; and it just helps deflect the debris left or right before it gets into the pipe. Then the trash rack would be supplemental to that even so that anything that does still get through, the trash rack helps catch the debris and run it up to the top over the headwall versus getting into the pipe.

Chairman Veverka said thank you. When you said the trash rack, it was a little garbled. That's why I asked for clarification.

City Engineer Ramm said I apologize.

I think Vice Mayor Grendel, maybe to your question; so back in that subdivision, at one time Cleveland Water Department had said, they identified that those water mains were in a failed

condition. I don't know if I was misinterpreting their map; but they updated their map, and those water mains, they have them labeled as fair condition. So, we thought we get in there and still get another mill and fill in and get another 15 years out of it while maybe saving up to do more of a glorious water main infrastructure placement up in that subdivision.

Vice Mayor Grendel asked so Don, it appears that these major street projects, they should all be done by the end of the year then, these four?

City Engineer Ramm said correct. They are tracking for this fall, late summer and early fall.

Vice Mayor Grendel said very good. We bit off a lot last year, and it would be nice to see that all completed and paid out. I know Jim Trakas must be happy, their road turned out very nice too. It's good to get these big projects done.

City Engineer Ramm said Councilperson Trakas, just so you know, we still have to get in there with some punch list items and do restoration there, lawns. We are working on with Tri-Mor to try to coordinate to get them back into that neighborhood.

Councilperson Trakas said copy that.

Chairman Veverka asked Don how do we get the word out to the residents that once the restoration takes place, particularly in the summer months while it's still so hot, that watering this stuff would be very advantageous? How do we get the message to those residents?

City Engineer Ramm said I know we do have expectations that our contractor is supposed to water, but that only goes so far when there are extremely dry spells. It is exposed to the sun for all hours of the day. We probably could do a simple construction update and advise residents that we would appreciate it and it would go to the success of the restoration growing in fully if they would take the initiative in front of their houses.

Mayor Kurtz said Don, I am assuming that they are going to have to come back and re-seed this fall if in fact it stays dormant or dies, correct.

City Engineer Ramm said correct. We typically hold out some retainage, and it normally takes a month or two to close out a job; and pretty soon it will be fall. So, yes, definitely that is part of their obligation to get it to grow.

Mayor Kurtz said make sure you leave enough in retainage in the event that we need to go in and support them somehow.

City Engineer Ramm said okay.

If there are no more questions on the update on the projects, we will move on to the next item on the agenda.

I threw in some slides here to show the cul-de-sac concept. We do think there's room down here, some open grassy area to have an offset cul-de-sac to try to place it where it would least impact frontages. This is just a street view of a very crude look of what the pavement might look like viewing it from this direction. We have a 75 foot diameter cul-de-sac drawn in here. I believe back up on Serio just for comparison sake is about 70 feet; and it's pretty tight. We think 75 feet fits in here pretty comfortably. It would still be something we could consider constructing.

The next is a resurrection of a slide that we shared a while back. If it wasn't this year, maybe late last year on some costs of what it would take to improve Meadowbrook, and do something very simple and quick and cost effective to a complete replacement which was three times as costly. The estimates are very preliminary; so I would say we would double these to get serious about any one aspect. Because of the limited one way in and one way out, it's very narrow. Maintenance of traffic to the residents is going to be extremely difficult. The recycled product is a very nice way to go. It's a single (inaudible) and once the machine rolls it, it is able to be driven on by the residents. Then it sits for a little while, and then it can be overlaid but it's very user friendly. Then we would overlay that with a couple of inches. That cost is, preliminarily you are looking at \$47,500, say \$50,000; and then double it by aprons and restoration and maintaining traffic. It was something we considered and talked about, but the way things have been and how busy we have been; we haven't yet to move this along in any significant way.

Chairman Veverka said Don, based on your comment or someone's comment before about other communities not following up with some of the road projects, does the committee think that this makes sense to follow through at least at a basis level that we initially talked about?

Vice Mayor Grendel said I agree with Don. I think Option 2, the recycle and overlay makes the most sense.

Chairman Veverka asked how about you Tom?

Did we lose Tom?

Councilperson Narduzzi said I think the overlay is fine with me. It used to be a gravel road 10 years ago, so we have come a long way.

Chairman Veverka said the residents down there said there actually was paving done I think back in the late 1970's. I might be wrong Don. It's definitely tired, so freshening it up a little bit without a catastrophic cost probably would be a good thought.

City Engineer Ramm said just a couple of quick points, we did take some cores of the pavement because to recycle something you have to have it there to begin with; and we think, at least we are getting five to six inch thickness out of the existing asphalt, albeit deteriorated, it's a good candidate to be recycled, rejuvenated and then overlaid.

One thing also, if you recall, I tried to get this up but I didn't do it. If you recall earlier, we talked about the t-ball field. We had priced that up in consideration for the same solution. When

we reached out to Specialized Construction, they helped us secure the prices. They thought we could get these sort of prices from recycled if we could pack it with the t-ball drive just because the certain minimum quantity to justify mobilization, mobilizing that large equipment to do it. Just to put it out there, that road is pretty rough, we tried to improve it. That t-ball drive, it doubles as the Service Department drive to the salt dome; and it gets a lot of significant heavy traffic. It could stand to be upgraded. I think in our 2020 Capital Plan we identified Meadowbrook and that t-ball drive in our 2020 program. I am just throwing it out there just to let you know. If we consider just doing this, we might pay a little higher cost because it's just a smaller quantity if we don't include the other.

Chairman Veverka asked how much are we looking at to do the t-ball drive?

City Engineer Ramm said I think for that same scenario, the overlay and recycle is about \$80,000.

Vice Mayor Grendel asked about \$180,000 altogether Don with both of these streets?

City Engineer Ramm said well about \$80,000 plus the \$50,000, it would be like \$130,000; but if you doubled it because I am still saying. It's the range from \$180,000 to a little bit higher, maybe \$220,000. I think if we bid it, we might do a lot better than that because of the climate.

Chairman Veverka said right. That was my thought. It would seem to make sense.

Vice Mayor Grendel said I think it wouldn't hurt to bid that out to see what kind of response you would get.

Councilperson Narduzzi said I would prefer to bid it out too, and then before we even made a decision, check with the Finance Director to see where we stand with money.

Chairman Veverka said agreed.

City Engineer Ramm said maybe we could do one as an alternate so that we could see what it would cost doing just Meadowbrook without the t-ball drive, or package them together and then we can see if the price would justify the decision.

Chairman Veverka said it sounds like a great idea Don.

Vice Mayor Grendel said good idea.

City Engineer Ramm said okay, we will start working on that.

That's really all I had.

Mayor Kurtz said the only thing Don on Meadowbrook is we have to be sensitive to right-of-way and some of the legal making sure we don't compromise ourselves from a legal perspective.

City Engineer Ramm said we will have to look into that. That's a valid point. That question has been raised in prior discussions. We will look into that.

Moving along, Number 5, Ancillary Support Utility projects, I am not sure exactly what that entailed; but I do have some things to speak to. Mayor, if there's something you wanted to talk about.

Mayor Kurtz said no, go ahead. Why don't we just go ahead. You keep going, and then I will fill in the blanks.

City Engineer Ramm said so the 2020 Concrete Road Maintenance Contract was in our Five-Year Plan as typical every year. So, we did recently bid that out, and similar to prior years, it includes work throughout the City. So, this is a map that is color coded to show that the base bid was everything in yellow. It comprises 18 streets, and then we had a series of alternates. Alternate A is just a continuation of citywide similar work that includes 17 streets. Alternate B is this green segment here. It was a sidewalk project for pedestrian safety and to enhance the pedestrian movements in this Rockside corridor. So, there would be a five foot sidewalk built from Rockside Road along the west side of Rockside Woods Blvd. North to tie into the Embassy Suites sidewalk; then of course, that would then make for a continuous path all the way to Brecksville Road because the Fabrizi project also includes, we have constructed an eight foot concrete path all the way out to 21. Alternate C was Dania Drive, and I will speak to that here shortly. Then Alternate D was some improvements near the interchange on Pleasant Valley to create some more storage for the left turn movements as you are heading westbound left to turn southbound I-77.

So, here again we see evidence of some aggressive contractors looking to get some work. We estimated \$400,000 as the base bid estimate; and we got bids \$100,000 less. C.A. Agresta held our contract last year. They decreased their prices, and still lost the job. Catts Construction beat them by \$80. So, it's very competitive.

What I am recommending, we do have the \$400,000 designated in the Five-Year Plan so we can take the base bid and Alternate A for \$379,000 and still fit it under the budget. So, we will have some legislation to request, but I am open to direction if you want to stick with the base for now. I am just saying, based on what was previously budgeted to accommodate at least the bid plus the first alternate.

Also then if we do award this contract, we will have a need for inspection; and we had a bi-annual request for qualifications that went out. We did receive some qualifications from ACM Construction Management; and I think they are qualified. I would like to consider utilizing them to inspect this work in whatever capacity it ends up being.

Vice Mayor Grendel asked is it the first time for them with the City?

City Engineer Ramm replied yes.

Mayor Kurtz said Don, a question. I know later on you are going to share with Council our proposal like we did with the creek maintenance contract. Is this one you would want to look at sharing the two low bids since they are so close and do two things, get the best price and then make sure they are available when we need them? The concept that Council enacted with respect to our creek maintenance when we took the two bidders, that has worked better than expected. Don, why don't you say how you think it has worked out. Let me pre-empt the situation.

City Engineer Ramm said it's very flexible, and it allows for sometimes contractors are busy and can't get to us; and again the niche is each contractor has strengths that we can line up better and more appropriate to the work, the task that we need done. So far out of the gate, it's worked very well, and we think it's going to continue.

Mayor Kurtz said I guess the question Don is it something you would want to consider with this, or are you comfortable with just using Catts? It's up to you, it's your call.

City Engineer Ramm said well the unique thing with this contract, we had a little bit more rigid language Mayor when we bid it. So, we say to a contractor that the award shall be based either upon the base bid or upon the base bid plus any combination of alternates.

Mayor Kurtz said okay, I just wanted to bring it up as a suggestion. You clarified for me. Thank you.

City Engineer Ramm said you are welcome.

So, without any further questions I can move on, but that's what I want to speak to was the 2020 Concrete Road Maintenance contract.

Vice Mayor Grendel said boy, I noticed Allega's, the sum of the base bid and the alternates, they are like two to three times higher than the rest of them.

City Engineer Ramm said so when we checked the numbers, it looked like, there were no mathematical errors; but we think within their spreadsheets they may have made some mistakes such that when it carried forward through the excel spreadsheet format it ended up causing major problems with their numbers. I think it's probably just an internal thing. I don't believe they intended the prices to be as high as they ended up being. I think it was just a function of the spreadsheet to be honest.

Mayor Kurtz said this is F.P. Allega, the sidewalk contractor, right?

City Engineer Ramm said correct Mayor.

Mayor Kurtz said got it.

City Engineer Ramm said so moving on. You will see some legislation on the July agenda for these companion pieces of legislation. This was just the memos that will accompany those requests.

So, earlier I was speaking to the status of the Brookside/Bramley project. So, Dania Drive you know out there we had, that was an alternate bid under the Brookside/Bramley contract that we pulled the contract on. It was primarily resurfacing, and Ronyak as subcontractor to DiGioia has already built that road and put the intermediate layer down. They did that work when they were milling and putting the intermediate layer on Brookside. So, that's been down and in place. When we looked hard at the existing curb and gutter that's out there; while we have funds in this job to replace and patch some bad areas, there is more than 50% that's bad out there. We feel like the right way to go would be a whole scale removal and replacement with slip form curb and gutter similar to what we just got done doing on Lafayette and what we also did in Evergreen and Tanglewood last year. So, we approached DiGioia to give us some pricing to do that because it was not included in the bid; and they were coming in around \$138,000 using some of their unit prices in the base bid. We also as an alternate in this project that I spoke to, the Concrete Maintenance contract, we had an alternate, and these are Catts prices. You see they came in at \$142,000. So, we feel that it's a very good price, it's competitive and it's better. If we authorize a change order on the DiGioia to get that work done, I showed you prior to that we were about \$100,000 to the good still with some contingency dollars left; and we think the true cost of this alternate is more like this number, \$170,000 because we have some drainage work that needs to be done that is not accounted for in these concrete prices because of making it simple. So, that number is probably more like \$170,000, and for some contingency we can easily be at \$100,000. We have \$100,000 in our pocket. I initially requested \$75,000, and I would like to adjust this and request the consideration for a change order to DiGioia's contract of \$100,000 to take care of the Dania curb and gutter and complete it while that job is still active.

Vice Mayor Grendel said I think it should be done, and if we are doing what we are doing; and we don't want to go back there in the near future, like we did with Lafayette and the side streets there, I think we should do it the proper way. I would be for that change order.

City Engineer Ramm said here are those contingency dollars I spoke about. We wouldn't need the full \$200,000; that's why the request would be for \$100,000. If that's acceptable, I would move that forward in legislation here on the July agenda.

Chairman Veverka said that seems to make sense. That would be consistent with what we have been doing so we might as well not just do the road surface. That's what we did on Lafayette correct? We replaced it all when it was 60% that was bad, so we might as well do new.

City Engineer Ramm said we think that's the prudent way to go, and then it will look like a complete, very nice project when it's done.

Vice Mayor Grendel said and I agree with the Chairman, and Don I am in favor of that also.

City Engineer Ramm said great.

The next project I would like to speak to is a pretty big one, an important one for the City. It's the Rockside Road/I-77 northbound ramp improvement. If you recall, it's a good amount of widening work on the ramps, primarily for the northbound exit and entrance ramp. So, the loop ramp would get widened, and the exit ramp would get widened from two lanes to four lanes, adding dual lefts and rights. The project is pretty straightforward. There is estimated construction costs of over \$3,000,000; and to emphasize that we did get an ODOT Highway Safety Program Grant for a little over \$2,000,000. So, it's very advantageous for us to move forward with this work.

We recently went through a qualifications based selection process, and solicited qualification packages from three consulting firms; and used a process here to rank and evaluate. The selection committee was comprised of Leon Karas, Clark Merdes and Coral Troxell in my office. They put together a matrix here of scoring and evaluation. GPD was just extremely difficult to beat. They have all the background out there on that corridor with their studies. They prepared the interchange modification study and the interchange operation study. They are just experts, they have a lot of expertise in this particular project. So, they have been selected as the most qualified, and we are working through the scoping document now in hopes of being ready for having something on the legislation for July for the July agenda to authorize a contract. We think it's important to consider that when we are talking about this interchange. We have some preliminary gateway landscaping components and visions for this interchange; and because we are going to be a significant focus and energy on this corner, we just feel now is an appropriate time to include in GPD's scope of work some master planning of this whole interchange area relative to gateway and landscaping components. Also in the scope to include bid documents and construction documents to provide for the gateway and landscaping components for what I am going to say is Phase 1 which is the east side of I-77. So, the scope that GPD will encapsulate is not just the meat and potatoes of the road widening and bridge widening, but will also start to look more thoroughly at the gateway and landscaping elements just because we think it's the appropriate time.

Vice Mayor Grendel asked Don that \$3,000,000; what does that encompass?

City Engineer Ramm said that is primarily strictly the construction for what ODOT is willing to fund which is strictly the capacity project, the ramp improvements.

Vice Mayor Grendel asked they are going to fund \$2,000,000 of that?

City Engineer Ramm said \$2,000,000 is what they are funding. The \$3,000,000 was the construction costs; there are some soft costs with engineering design that GPD's fee for instance will be paid for 100% local. The City's participation will be the engineering fee for this work which is not included in this number. So, this was a 90/10 split, \$2,000,000 was 90% of the \$3,000,000. So, we are obligated for 10% of the construction and then the balance for engineering.

Vice Mayor Grendel said \$2,000,000 out of the \$3,000,000 is only two-thirds I think, isn't it?

City Engineer Ramm said the total project cost was \$3,400,000 when you threw in engineering, and I think those were the numbers I recall seeing from ODOT's award letter. I have to double check that because you are right, it doesn't seem quite right.

Vice Mayor Grendel said it doesn't seem 90%, it seems like 67%.

City Engineer Ramm said I will have to double check these values; but I am pretty sure that is the limit of the grant.

Vice Mayor Grendel said so the bottom line is the City would be responsible for \$1,500,000 when it's all said and done, \$1,600,000.

City Engineer Ramm said correct for this ramp project. Now it excludes any of the costs that would be needed for the gateway and landscaping. I don't believe we have a handle yet on those costs because there's really nothing designed so that will be part of the scope of work to do some of that work, the cost estimating and to develop those elements.

Mayor Kurtz said we should look for additional grant money Don, and I will say it's at least another half million dollars. We should continue to search from ODOT and confirm those numbers with ODOT too.

City Engineer Ramm replied okay, and we will know soon enough what the fee is for those aspects of work here. We are working on it.

Chairman Veverka said Don while we are here, say two or three words for the sake of people who will be paying attention to this particular meeting. A couple of words on how we go about with this short list because occasionally people will ask how come you didn't just do a typical bidding situation.

City Engineer Ramm said well it's important to understand when we are talking about design and professional engineering services, we are precluded from reaching out to consultants on a cost based bidding scenario. In the Ohio Revised Code, there's a code section that requires a qualifications based selection. So, bi-annually we have opened to everybody, we put out a general qualification statement; and we just ran it I think in December and/or January early this year. We get a number of consultants who submit, and it's just to be considered for general over a two year period, general engineering services. From that list we are able to go in and do a short list of firms. So, we look at pre-qualified contractors to determine who can be short listed for then a detailed submittal, a letter of interest submittal of qualification for a specific project which this one rose to that level. So, knowing from our experience with some firms and qualifications, we had reached out specifically to these three because of their experience and our experience with them directly; and of course GPD because of their extensive background with the project. They were instrumental in securing that Highway Safety Program grant; so we felt that they needed to be included.

Mayor Kurtz said that's important to note that they were very, years ago we had a program that if a consultant brought money to the City, we were able to incorporate them into the project. This is a good example of the contribution they made to get us those millions of dollars.

City Engineer Ramm said so Chairman Veverka that's kind of the protocol for projects that are significant, and when the design fees are anything over \$50,000, that's kind of the threshold where that requirement for qualifications based selection kicks in.

Chairman Veverka said absolutely, and that's good to reiterate for residents who sometimes scratch their head and say how did this happen? It's much easier if this is included in a meeting so that the general public is aware of this.

City Engineer Ramm said the driver behind the fees for GPD is going to be scope, and that's why I wanted to talk through some of these things here because the scope is what's going to set the fee. We don't know the fee yet because we are still working through some of these elements; but we will soon have that. It's a negotiation, so we will have back and forth. So, prior to you seeing it on the Council agenda, we will have had time, the Administration will have had time to review, negotiate if we feel like the fee isn't appropriate for the work that is being asked, the scope. So, that's kind of how that process works; and if for some reason we can't come to an agreement with the most qualified firm, we always have the right to go to the next most qualified firm and seek a fee proposal. We don't anticipate that here, but just so you understand the process.

City Engineer Ramm said okay moving on, the last thing I don't have much to speak to it; but I just wanted to keep it on the front burner that we still are moving forward with these Hillside Road sidewalks projects. CMT we had a walk through a few weeks back to answer some questions and look at some challenges in the field; and it's going to help them finalize their preliminary design. That is moving forward. The same thing with Euthenics, it's the consulting firm that's working on the segment on the west end of town; and there too we have had some good dialogue and good preliminary plans and some direction on continuing to move those projects along.

We are still hopeful that we can get these jobs out to bid and under construction late this season. So, that's really all I wanted to speak to.

Vice Mayor Grendel asked hey Don if it's possible some of the material that you had, especially with the major projects, if Council could have a copy of that material for our reference, it would be greatly appreciated.

City Engineer Ramm said okay, I will make available the Power Point presentation.

Vice Mayor Grendel said that would be wonderful.

Chairman Veverka said we do appreciate that. Mr. Mayor, I thought you wanted to have a little bit of a conversation related to that, was it on Patriot's Way where they had to do the

reconstruction for the Sewer District; and I thought that was something you wanted to have some mention of during this meeting.

Mayor Kurtz said actually I think Don touched upon every point that I was wanting to address with Council. So, I think he incorporated a lot of the ideas or concepts or discussion points.

Vice Mayor Grendel said I think that project is done, isn't it completed? I drove by there last week, and it looked like all the work was done.

Mayor Kurtz said that one is done. Patriot's Way, it was really good having two competitive internal bids; and we also started something where we actually capped the contract price. So, we are very selective with any change orders. The price that was submitted was the price we were going to pay. It worked out real well.

Vice Mayor Grendel said they did a fantastic job. It looked like a really good job in a rather short amount of time too.

Mayor Kurtz said the weather played ball with them, and they were able to get in, get done and get out.

City Engineer Ramm said Mayor we will be making that payment to them, and then we will be in a good position then to seek reimbursement from the Regional Sewer District.

Mayor Kurtz said that's great. Thank you Council for supporting that and also I think it really bodes well that the Regional Sewer District works with us in a very collaborative manner.

City Engineer Ramm said one last comment. Mayor to your point about utility projects, we did just today open bids for the Sanitary Sewer Maintenance Contract, and we received two bids. They were very competitive, United Survey; and the other one was C&K. They are down here right in town on Schaaf. So, we may be forwarding a legislation request also for the July meeting to award either one or maybe potentially both vendors to have that same flexibility and latitude.

Mayor Kurtz said the suggestion Members of Council, Mr. Chairman is that this has worked well with the Creek Maintenance Contract, having two contractors; and although C&K was low, having both of them in the fold would give us flexibility in terms of any serious situation that rises and also gives us a backup if in fact we need to get something done in a timely basis and the competitive nature of the bid reflects that. We are going to propose, after the Law Department reviews, two contracts. We will sum everything up in the amount that was appropriated. We will balance it based on the bid; but at least we will have some flexibility if that's okay with you.

Vice Mayor Grendel said in light of the other one working so well Mayor I think that's a great idea.

Mayor Kurtz said then Don if that's okay with Council, we are just going to propose it that way; and we will have some flexibility like the other one.

City Engineer Ramm said it sounds good.

Chairman Veverka said very good. Any other questions for Don or Leon?

I just have to say that we have two leaders who provide very comprehensive, excellent reports to this committee; and their teams do excellent work for this community. We really appreciate it.

City Engineer Ramm said thank you Mr. Chairman.

Chairman Veverka said I would accept a motion to adjourn.

The Clerk of Council said we have an e-mail that was received.

Chairman Veverka said please read that e-mail Debi, thank you.

The Clerk of Council read the following e-mail from Joe DiGeronimo:

To Whom It May Concern: We propose adding a dedicated pedestrian crosswalk across Chestnut Road near Second St. & Anderson. The intersection at Brecksville Road is very busy & congested and challenging for children. Numerous turning lanes, the unique positioning of the driveway and parking lot of the commercial shopping plaza, & right turn only lanes and rude drivers who do not yield to pedestrians complicate this busy intersection. We have also experienced numerous ongoing issues with the pedestrian signaling not working properly at 21/Chestnut. Since this is directly in a school zone anyways, the crosswalk would remind drivers to be extra cautious when in area.

I do not believe it would be very hard to or costly to implement. Please take this into consideration.

Mayor Kurtz said when we look at that entire area, the thought process on the entire St. Michael's and City of Independence campus, Second Street, we should look at safety protocols and get the Police Department involved Don if we have to get a safety consultant involved with that. That would be the best way to move forward if it's okay Mr. Chairman.

Chairman Veverka said I think having the Police Chief involved would be a great idea.

Mayor Kurtz said if we have to get a safety consultant on board, then we will bring that back to you. How's that?

Chairman Veverka replied yes.

Now I will entertain a motion.

Moved by Grendel, seconded by Veverka, to adjourn the Streets & Sidewalks meeting of June 30, 2020. Voice Vote: 2 yes/0 no; motion carried.

There being no further business, the meeting was adjourned at 5:49 p.m.

Debra J. Beal, Clerk of Council
Minutes Unapproved at Time of Release 07/01/20