

**CITY OF INDEPENDENCE
STREETS & SIDEWALKS COMMITTEE
MEETING MINUTES
SEPTEMBER 1, 2020 AT 3:30 P.M.
VIRTUAL MEETING**

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

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

Chairman Dale Veverka called the meeting to order at 3:31 p.m.

Chairman Veverka said I would like to welcome those of you who are joining us on this Zoom meeting for the September 1, 2020 Streets & Sidewalks Committee. Thank you for coming.

Chairman Veverka asked the Clerk to please call the Roll.

You should have your agenda in your hands, and without further ado, Mr. Karas give us a report on what the Service Department has been up to.

Service Director Karas said since the last Streets & Sidewalks meeting, we have continued to run our two shifts. We are running a shift from 8:00 a.m. to 4:30 p.m., and 12:30 p.m. to 9:00 p.m. It has worked out well. I think we have been able to respond to some after-hours sewer cleanings. We have met some of the residents' needs.

On August 27th we had some heavy rains occur. We received about 11 calls for storm related issues for basements and storm laterals. We cameraed, we jetted. We did some scratch blocking on some downspouts. Also during that event because we were here which was nice, we went and inspected all the various headwalls throughout the City that we know could be problematic at times, and we cleared up any obstructions, but most of them were pretty free and clear of any obstructions.

We did begin our sidewalk repairs on Brecksville Road this week. The locations have been marked, and now we are in the process of saw cutting. We anticipate this total project on Brecksville to take about three weeks.

We have completed all of our crack sealing that we wanted to complete for the season. We did all the streets listed, Cherry, Hemoga, Greenwood, Hemlock, Cheryl Ann, Buskirk, Timberlane and Evergreen, Valley Belt, Valley View, Stone, Midland and Rockside Woods North Blvd. The only one that we didn't get to was the City lot. We kind of ran out of material this year; we only have a little bit of material left; and we didn't want to blow through all of it just in case something came up that we wanted to crack seal before winter came.

Chairman Veverka said I was hoping that you would be able to check out Grandview. Did you take a look at those, the cracks?

Service Director Karas said we looked at those, and those were two that we would like to get to. We did not get to them. We could try. I could order some more material, just enough to probably get through a few more streets; but right now I wanted to shift gears and get into the sidewalks because getting the sidewalks, and we are getting into leaf season. We are going to try to do sidewalks when it starts to cool down because sometimes that's really hard to do in 85 or 90 degree weather. Now that it's cooling down a little bit, I think we will be able to get into the sidewalks. The goal is to probably try to, if we have a mild fall, early winter, we can always put down the crack seal material as long as the roads are dry and free of salt. We can continue to do that.

Vice Mayor Grendel asked Leon, is that the same group of workers that do both the crack sealing and the sidewalk repair?

Service Director Karas said it is because we are limited in our capacity with the amount of guys that we have. Some of them are still doing garbage. We are still doing landscaping, and the landscape cleanup. We are doing the sidewalks. We are doing crack sealing, and they are the same guys that even do our asphalt. We have a core group of guys. Nobody is specialized in anything. They are kind of jacks of all trades. We have crews and groups that we just try to assemble. We are still dealing with the vacations and time off. There is a lot of that, and we take that into account when we schedule big jobs.

I think if we can get the concrete work done early enough during the day, the second shift was doing the crack sealing; and I can try to put them back on it later on. As long as they have light, as long as they can see what they are doing, they can try to do their best to get it done. I know that it's getting darker a little bit earlier, I think 8:00 p.m., so if we get out there by 5:00 p.m. or 6:00 p.m., they can get some work done. The problem is leaf season is going to be coming, usually about six weeks from now, so we really start to get the leaves.

Chairman Veverka asked which portion of Brecksville Road is targeted right now?

Service Director Karas said everything south of Selig. Everything we measured so far, we have about 800 lineal feet is what we are going to repair. We have some area of (inaudible) that we

are going to do. We have one on Sunset, one on Second. We also have one, we are going to do a couple of areas inside Tulip Trail as well. Those residents called earlier, and we were down there in the spring doing a drainage improvement; so I think there are some other work we can do down there as well.

Vice Mayor Grendel said those sidewalks are in poor shape.

Service Director Karas said surprisingly for such a nice, newer neighborhood, and there's a lot of movement over there, not crumbling but a lot of movement. We are going to try to get some base in there, compact it down and get some decent sidewalks poured.

We removed all the trees on Tulip Trail as well. Those trees were infected with the Emerald Ash Borer. We have taken out two at a time, but we did the drainage improvement, we just felt it was a good opportunity. We had to take a few trees down for that as well. We just said we might as well take them all down, and hopefully by September our goal was to plant all the trees back on Tulip Trail, as well as several dozen trees here on the City campus for the trees that we took down about two weeks.

Chairman Veverka said and you indicated that you are going to do some mixed species.

Service Director Karas said we are going to be reaching out to our supplier, different nurseries that we buy the trees from. We don't want trees that look very dissimilar from one another. We want things that will look similar but at least different species that they will be able to be a little bit more resistant to some type of fungus or bug; so we are not wiping out a whole street at a time.

Chairman Veverka said and I know that you can also contact Al Klonowski, the arborist.

Service Director Karas said I met with him on several occasions. The other thing that we did was there was a storm main issue over on Hillside that we had to dig down. That was a big project. That took us a few weeks over there. We worked with the Engineering Department on that, Joe Potoma in particular. It was a big project. We had to dig 12 down and replace a storm main, and then we had to reconnect some of the residents over there, their laterals.

That's kind of where we have been.

We were hitting catch basins, but we are not hitting them in any consistent manner like we had in the past. We have been tree trimming all of Brecksville Road. We bought a pole saw this year, and our guys are doing something with our tree trimming and low hanging branches. So, nothing should cause a hazard to any of the walkers or bicycle riders.

Like I said earlier, we removed the trees on Tulip Trail, and then we continue to assist residents with sewer backups and investigations of what's causing problems with their homes.

Mayor Kurtz asked Leon could you give us an update on the water this weekend?

Service Director Karas said so this past weekend, we had 11 calls that we received for storm related issues. A lot of them were issues that kind of came back. There weren't a lot of calls that we received in the past, but a lot of them have more problems around their foundations and more problems with the drainage around their homes. There were a few that we had where there was a lot of water all at one time. For the most part, we have been going through, I don't have the specifics in front of me; but we did go through quite a few of them. We used the camera on a lot of them. We jetted a few of them. There were a couple of them that when we went out there that we saw no obstructions in any of the laterals or any issues with anything from the storm main to the home itself. So, a lot of it was I think there was a lot of water that came really quickly. Some of them are just old houses. There was one house that the storm lines go underneath the house, and the basement drains are connected to the downspout lines which I have never seen that before. Some of these homes were built a long time ago, and the codes were a lot different and things were done differently back then 50 or 60 years ago. For the most part, there was no major flooding. Like I said up in Valley Woods, it went well. We were up there, we were checking the headwalls and over there by Timberlane. We checked all that, saw water was running even there.

The trail did very well. There were no issues on the trail at all. We didn't have a lot of problems. There was some standing water on Lower Brookside that when the rain stopped it receded. There was some standing water down there on Fuhrmeyer. Again, when the rain stopped, it receded. So, those are the areas that are problematic, those industrial areas that we have been dealing with over time. We try to clean those up the best we can. We cut the holes in the sides of the catch basins to see if we can get more water in because a lot of times the material just kind of fills up around those beehives and those (inaudible), and it doesn't allow for the water to drain. It's part of the process that we try to keep those things clean. We try to get that cleaned up so the water recedes.

Chairman Veverka said I know I am on the tail end of the storm sewer that runs on the south side of Brookside west toward the creek, and I had water in my basement. It backed up into my basement. My neighbor indicated that at the street the catch basins were not taking the water. So, I am wondering if the volume was that much from further down the street that there was just no place for the water to go. We did add that home further back that has the storm drains that collect the water and bring it out to the Brookside south side drain, and just kind of curious if that's in good shape or not. I am not sure if that something that has been checked recently or not.

Service Director Karas said the only thing I can look at the records for that. It's never been indicated to me that there's a problem over there unless Don has heard something different; but I haven't heard anything.

City Engineer Ramm said I have not heard anything, but we can definitely check it out.

Chairman Veverka said thank you. Any further questions for Leon?

Councilperson Narduzzi said so Leon I had called you about the Sunoco property on Rockside. Who takes care of that front apron type area.

Service Director Karas said that property does fall within the right-of-way, but that property I think belongs to Sunoco when we researched it. I did send a crew down there to at least kill all the weeds to try to clean it up a little bit, but there's a light that's still laying down over there.

Councilperson Narduzzi said you did clean it up, and it looks a lot better; but if you also look behind Sunoco gas station, that property has to belong to Sunoco, the owner of the Sunoco. It looks terrible there, and there is a lot of traffic that goes up to the restaurants and the hotels. It is just something that maybe we should look at, and he should clean that up back there also. The corner does look 100% better after we cleaned it up, but it's not our responsibility to keep doing it.

Service Director Karas said I don't think we should, but we just wanted to at least to make it better because it's been like that for a while. I talked to Mike briefly on that, and I think he was going to send them a letter or stop out there and take a look. Are you talking about the property, the space, by Denny's?

Councilperson Narduzzi said correct, that whole back part behind the gas station, behind Denny's. I don't know who owns all of that. It's overgrown, it's all weeds. It looks terrible.

Service Director Karas said I don't disagree. I will take a look and see what we can do to get it cleaned up.

Chairman Veverka said okay, if there are no further questions, we will move on to the Engineering Department. Go ahead Don.

City Engineer Ramm said thanks Mr. Chairman. I am going to start with some updates on our maintenance contracts. The first one is the street striping, nothing too exciting other than to report that they are about done of year one of the two year contract. There are some odds and ends things that as I drive around I see some things that have been missed, minor things; but things I need to compile a list and give that to Duramark. If there's anything that anybody sees around town, feel free to let me know, and I will forward it along. Year one is everything in the City gets striped, and year two is just the main arterials, Brecksville Road, Rockside Road, all the main routes, not the residential side streets.

Moving on to our crack seal contract, that work has been completed by Specialized Construction, this is the focus of our program this year, Granger Road, Valley Belt, the West Creek connector road, Pleasant Valley Road, and the intersection of Brecksville and Pleasant Valley. There was 12,000 gallons set up in the job; and we are right about there.

I have some slides here and some photos to show you. So, Valley Belt was on our list this year, and back in 2012 Brooklyn Heights took advantage of our contractor and mobilized Burton Scot. They also paved their section. They did not do I don't think any full depth base repairs, and I don't believe they have a crack seal program. So over these 8 years you could see how their pavement has deteriorated while ours is still looking pretty good. I don't believe we have had any occasion to do any patches whatsoever. As you can see here, this road in Brooklyn Heights hasn't been patched probably in the 8 years that it has been out there. So, I just wanted to show

some positive results that preventative maintenance is a good thing; and our level of investment was much, much higher in 2012 because of our full depth repairs for joints and slabs. So, it's definitely you get what you pay for. I am not saying this condition is a direct result of strictly just crack sealing, but it's a nice sample to use because they were right there; and they were paved at the same time.

Councilperson Walchanowicz asked what does it cost to seal a whole road?

City Engineer Ramm said as far as, are you referring to our mastic surface?

Councilperson Walchanowicz said didn't they do like Public Square last year or the year before where they went and they sprayed the whole road all the way through. What does that cost compared to, like to me crack sealing looks shabby. You pull into Independence, and all you see is a road with a bunch of crack seals on it. It's not appealing. What does it cost to just sealcoat the whole street?

City Engineer Ramm said so we had a program there for a number of years we were doing that mastic surface sealer. I want to say \$2.00 to \$3.00 a square foot if I'm not mistaken. So, it's costly, but it's a nice treatment, and it does we think serves the roads well. Again, certain roads are more, it's applicable for certain roads. I believe the traffic is supposed to be low residential traffic, 2,000 cars a day or less.

Councilperson Walchanowicz said on those types of roads does that other process hold up better than what the crack sealing is?

City Engineer Ramm said well we actually would do both. We would still crack seal the road and then mastic surface seal over top of everything.

Councilperson Walchanowicz said okay.

City Engineer Ramm said we have had good success with that in the residential areas, and this is on Valley Belt. I think you would notice any time where there's hard turns with the friction of the tires it tends to pick up wear. It wears quicker. We got away from it this year because we felt like we had the candidates for that treatment, there weren't as many. So, we put more money this year into the crack seal.

Councilperson Walchanowicz said okay, thank you.

Chairman Veverka said some of the streets that were paved a year or so ago like Greenwood and Hemoga, are those the candidates then for the mastic sealer next year or the year after?

City Engineer Ramm said correct, yes, and we have been getting out in front of those streets. I think Leon crack sealed those, that neighborhood. So, yes when the roads are still in good shape, those would be perfect candidates, low volumes of traffic, mostly residential passenger cars.

Moving on, this was just to refresh everyone's memory. We did award this road maintenance contract back in July. It was for about \$300,000 to Catts Construction. We have yet to, we have just been busy with other things, we haven't been able to focus on it; but if you recall, the citywide work. We do intend to give Catts a going on this contract here shortly.

Chairman Veverka asked this is the concrete curbs?

City Engineer Ramm said correct. It's the road maintenance, curb and gutter, catch basin repairs.

Chairman Veverka asked now is Valley Vista in that group?

City Engineer Ramm said there's definitely some work up there in the Dalebrook subdivision.

Chairman Veverka said okay, the lady communicated with me over the last couple of years just hoping that it will get better. She's an older lady. I tried to tell her we were going in that direction.

City Engineer Ramm said just to report the Chestnut Woods project, not our project but it is ongoing; that work after being affected by the Covid, they have made good progress. They put out a notice of paving here in the last couple of weeks; and the contractor did make some good progress slip forming the concrete pavement out there. There is still some hand work to be done on the cul-de-sacs, so they are still working out there on that. It's moving along, trenching and electrical communication work should take place once the concrete road is cured out; and then the gas main installation will follow. We believe another month or two and that subdivision should be wrapping up.

The Lafayette subdivision, there are some nice photos here. The project is substantially complete. We are still trying to get the new mailboxes up. We had a little bit of a hiccup there, but we hope to get those up this week. As I reported last week at the Utilities meeting, we are trying to get going with the rear yard drainage work.

Mayor Kurtz said they are going to redo all the grass in that subdivision, right?

City Engineer Ramm said correct. We are withholding money. There are a lot of weeds and a lot of sparse areas that did not grow in.

Mayor Kurtz said now is the time.

Councilperson Narduzzi asked hey Don, is there a final walk through? Does anybody do a final walk through and that because there's some pretty shoddy workmanship in some of those areas in the Lafayette subdivision like in front of Angie's house where the handicap curb is or handicap sidewalk is. There are cracks there that I can stick my hand in.

City Engineer Ramm said I believe she mentioned that to me.

Councilperson Narduzzi said then we are going to be responsible to fix it in a year or two. All the way up Waldorf Place where they had the sidewalk formed, and they had kids taking the forms back out, wherever there was a pin, there is a chunk of sidewalk missing that's the size of a dollar bill. It's only going to get worse. At some point, who is responsible for that? Until we make that final payment I think that some of that stuff, although it's very small, it's going to cost the City a lot of money to replace some sidewalks in a shorter time than it should be. I know Beau was the inspector up there, but I don't know if anybody ever walks those sidewalks after they are done to see what the finished product looks like.

Mayor Kurtz said my concern is similar to what Councilperson Narduzzi expressed. We pay a lot of money for inspection. We need to have the inspectors held accountable too because remember every time we stretch a project out, the inspection costs go up too; and also if these quality items, I am hoping they are documented, and that there's a remedy. So, Don I think it's time that we look at the inspection reports, we see if everything is documented, and then we go through methodically and we just clean up every little nook and cranny because we paid a lot of money for those projects and a lot of money for inspections. So, if they are not going to produce a finished product we expect, then we need to change teams.

Chairman Veverka said it makes sense to me.

City Engineer Ramm said and to Councilperson Narduzzi's questions, we kind of have multiple walk throughs as the project is getting on nearing complete. We have a preliminary walk through to try to catch a lot of the blatant obvious things that are more effective to be done while they are wrapping things up and certainly when it's very near to final we will have another one. So, I believe Angie did make mention to me about this certain ramp being damaged; and when I get those things I forward them to our inspector and to the contractor so that they can throw it on a running list. That's ultimately, definitely something we will be responsible to do, making the final walk through before the final payments are released.

Mayor Kurtz said well we need to do a complete walk through on the entire project too. So, somebody from your office, an inspector, somebody needs to do a complete walk through and then we can isolate some of these issues. I know Councilperson Narduzzi lives there so he could be another set of eyes; and the goal is not to be punitive, the goal is just to make sure we get value added, we get what we paid for.

Councilperson Narduzzi said I am not trying to be picky in the least bit, but I do understand a little bit about construction; and it's not that it's a terrible job, it's just little things that are going to cost us sooner than they should in the future. So, I think if we nip it in the bud now, and it's taken care of, it just prolongs what we paid a lot of money. It will last longer, that's all. I am not being picky, some of these things are very, my neighbor noticed them. I think anybody would notice that some of the stuff is just not right. That's all I was trying to get at, I am not trying to nitpick anybody's work. Unfortunately, it's in front of my house so I see it every time I cut the grass. It just keeps getting worse. Every time it rains, there's a little bit more gone. So, what happens in six months or after a winter? I could just imagine what it's going to look like.

City Engineer Ramm said I appreciate you, and I believe you showed that to me out in the field. We will make sure we take care of that.

Chairman Veverka said Don, before we jump further, I just have a quick question for the Mayor. I want to go back for just a second to Great Oaks South. While they are developing the rest of that road, were we ever able to get the people, the four residents who live there to agree to a name change? I know that we have talked about Majestic Oaks, and at that time there was one person who was bound and determined that a name change was not appropriate.

Mayor Kurtz said at least the latest correspondence I had gotten Chairman Veverka is they didn't want to change the name.

Chairman Veverka said okay.

City Engineer Ramm said Mayor if you think it would be of any value, we could reach out to them one last time here since the subdivision is getting wrapped up.

Mayor Kurtz said as a matter of fact, one of them reached out complaining about something, and I will ask them. They have one more shot at changing it because if we are ever going to, this would be the time.

Chairman Veverka said that's exactly my thought if we are in a position where we can get an agreement with those four, then we are in good shape.

Mayor Kurtz said I will follow up one more time.

Chairman Veverka said thank you.

City Engineer Ramm said just to finalize the discussion on Lafayette, this is the chart that we had occasion to share a couple of months back at the last Streets & Sidewalks committee with all their major projects, and looking at the total dollars awarded versus the running total. The project is still very healthy, and we still have some work to do though with some additional storm sewer work; but by and large this project is complete, and we were working through punch list items.

Moving on to Rockside Woods Blvd. North, this project is moving along. They are working up there on Brecksville Road doing curbs and sidewalks and will soon be doing drive aprons. They will be working on the decorative poles and streetlights on that same east side and milling and resurfacing on 21. It's scheduled before the end of the month with landscaping to follow. I have some photos of the street.

Vice Mayor Grendel asked when will that road be open Don?

City Engineer Ramm said well it should be either by the end of September, we are going to wait until the landscaping gets done by October. The key is of course the traffic signalization, having

a working, functioning traffic signal and streetlights lit up at night. It's all targeting for the end of this month.

Mayor Kurtz said Don two things if I may Mr. Chairman. One, the water main leak at Kleber, how are we making sure we don't redo that and then have to tear it up?

City Engineer Ramm said I was going to draft an e-mail to send to the Water Commissioner, Alex Margevicius, and try to get to hear from the horse's mouth regarding that leaking valve on that transmission main vault. We have temporarily mitigated it by putting an under drain in so the water is no longer making its way to the surface which helped our construction; but it has not been permanently fixed. That's something we need to pursue quickly with Alex.

Mayor Kurtz said I just don't want to redo that and then find out and go in there and tear it back up. People will scratch their head.

City Engineer Ramm said Kleber Court Mayor is on our five year plan for the next year too, and we believe it's going to be a complete reconstruction; so one thought would be to try to minimize costs now and/or to, knowing that the intersection is going to be beat up when that road all gets done. The alternative in reconstructing it now, that intersection, would be just to mill and fill it in a very cost effective and quick way, knowing that it's going to be ultimately ripped out with that next project, if we can't figure it out, or Cleveland Water can't commit to the leak repair.

Chairman Veverka asked is that segment of the northbound lane then? Would you mill and fill just the northbound lane in that area of Kleber then?

City Engineer Ramm said well, I am talking about the entire intersection. So, the whole road removed, but it pretty much sits in the middle of the intersection or in the inbound side.

Mayor Kurtz said we will get that out to Alex tomorrow. I will give him a call if I have to. I just don't want to reconstruct that whole beautiful area, and then all of a sudden go in there and tear it back out.

City Engineer Ramm said right.

Mayor Kurtz said the second thing if I may Mr. Chairman. Don, what is the final condition of that property on the south side of Rockside Woods North that they have used for a staging area for fill? Is there some final condition that the property has to be left in, or was that part of the understanding they would leave all their excess material on that property?

City Engineer Ramm asked are you speaking of the landfill area?

Mayor Kurtz replied yes.

City Engineer Ramm said so both. They were using that area certainly for the contaminated material of the landfill, but then the additional embankment that was generated on the project, they had their permit from the EPA which allowed for the elevation to be raised. Ultimately,

they are responsible to restore and re-seed the entire area, including the lay down areas that they have using for storage of equipment and materials.

Mayor Kurtz asked does the property owner have any say in the final elevations, or is it just clean it up, seed and get out?

City Engineer Ramm said I think the permit allows for that scenario, the latter scenario; but now would be the time to have that dialogue because the permit is still open, and we have flexibility until such time as that permit is closed for them.

Mayor Kurtz asked could you just get that permit, and you and I can go through it? Make a note of that please. So, when we talk about calling the Water Department, we can look that over also. Thank you.

Chairman Veverka asked would that be the possibility of firming that up a little bit to clean it or what?

Mayor Kurtz said I don't know. I just don't want to leave it as an eyesore and leave it for something. The contractor just thinks they come in there and throw their stuff down and leave. I want to make sure before anybody leaves that we have left it in a responsible condition, and it doesn't take away from everything else.

Chairman Veverka said right. Well that's why we threw the word berm in there, whether it made sense to berm it and put some vegetation on it or something. I was just throwing an idea out there.

Mayor Kurtz said we will look at the whole thing.

City Engineer Ramm said moving on quickly regarding that project here, highlighted are the figures for that project, and you see we are still doing well on the cost projections. We are still slightly under budget for the work. Substantial completion as I mentioned is the end of this month, or the end of October if we are going to continue with the landscaping, which we feel like now is the opportune time. The original bid documents had called out for final landscaping to be done in the spring of 2021, but we think timing is such that we can take advantage of the schedule right now to get that done.

As far as QCI's budget, it's still doing well; but we still anticipate if work gets wrapped up here shortly that we can still be in a good position to have some money left over with their contract.

Moving along, Bramley Drive is nearing completion. We are still working on some restoration, the same challenges with the grass are back in this subdivision as well. So, we will be addressing those issues.

The Dania Drive curb and gutter work is set to start this week, and if you recall, that was Change Order Number 1 that was approved for \$100,000 or \$150,000, I don't recall; but that is what that work was for, and that work is going to get started here very shortly such that the final paving on

both Brookside and Dania can be performed here towards the end of this month and the beginning of October. This is the current budget and figures on that project. Things look good as far as percent complete and billings to date. Similarly, GPD's inspection contract is still looking healthy; so things are doing well out there. There was a little bit of a hiatus on the work on Brookside just because it had gotten to a point where a majority of the work was completed and just waiting on final asphalt pavement to be installed, and the berms to be installed and compacted. So, that work is still upcoming.

Councilperson Walchanowicz asked hey Don there's no final landscaping on Brookside yet right?

City Engineer Ramm said well the lawns have been planted, but there definitely needs to be treatments performed and a lot of areas redone.

Councilperson Walchanowicz said lower Brookside looks worse than Lafayette.

City Engineer Ramm said yes, we are aware there are a lot of weeds. The contractor did water, but it was hot, dead of summer. So, they will be focusing on those areas, both for Brookside and Bramley.

Mayor Kurtz said make sure that they follow ODOT specs. Any time after June 1st or 15th, they plant and water at their own risk, and I want to make sure that we are not paying twice and that they do go in there and re-landscape the whole thing now at the appropriate time which is now. Again, withhold payment until they get all the landscaping done. I am just not going to fight with people like that.

Chairman Veverka asked on the three houses that are on the south side, are we close to the point for them to plant the myrtle?

City Engineer Ramm said yes, we are getting there. That's one glaring area that is still not finished. We were waiting for a good planting season, I think cooler temperatures; but that work is, the landscaper is getting ready to mobilize and handle those areas.

Chairman Veverka said very good.

Councilperson Synek said Mr. Chairman I have a question. Don Ramm and Mayor, so my only experience on Great Oaks Parkway when our street got rebuilt two years ago, the grass was redone with hydro-seeding when they did that, and that lawn, the grass that is in there is so hardy. The grass I used to have in there, when I put the leaves on it in the fall would kill the grass and every spring the grass would be gone. The hydro-seeding that was redone in my neighborhood, Great Oaks Parkway, that grass is so hardy and it came in so well because of the hydro-seeding. Is that something we ought to spec out in the future? Does it require hydro-seeding or something more? Again, it worked out really well in my neighborhood, and I don't know why it's so bad over here, I am no expert in these things. My yard was hydro-seeded, and these other ones were just seed and straw sprinkled on the ground. Is that something we should spec out differently in the future?

City Engineer Ramm said it was identical. So these jobs, both Lafayette and Lower Brookside, were hydro-seeded. I think a lot of it pertains to just the season, the time of the year, the heat. If you recall in your neighborhood, what time a year was it when they did that seeding work? Was it spring?

Councilperson Synek said I am thinking August, but I don't really know. It was not July for sure.

Mayor Kurtz said it's all timing and moisture. That is why the State doesn't allow, you are held to a different standard of watering if you seed after June 1st, and obviously they did. They have to redo them all. Now is the time to do it.

Councilperson Synek said okay, thank you.

Councilperson Narduzzi said I was one of the few that watered on my street, but I think it goes back to the thickness of topsoil also. If you remember, they had ours graded, and then they regraded. Well the regrading there wasn't new topsoil put down. They just kind of hydro-seeded two days later over the top of all that. It could be an issue. There are three lots that they redid, four lots that they redid on my street on the west side; and I don't think Beau was even there when they regraded all that stuff. He was gone for another project. It could be just the depth of the topsoil was never put back in there.

City Engineer Ramm said that's a valid point.

Moving along if there are no other questions on Brookside/Bramley. The last one of our current projects is Upper Brookside Road. The project is substantially complete. The road is open. They are still working on some touch up areas, final restoration. The guardrail was installed over the weekend near the drainage structures down there by the ODOT sound wall. The area of Lake Charles intersection, it got pretty well beat up with a lot of utility work and where the pavement starts and stops. So, that area may be getting resurfaced just to clean it up and make it smooth for the interim period until the next job gets going. The final pavement markings, the road's center line still needs to be striped; and we are still working to get the new mailboxes up in that neighborhood. Currently, the mailbox is still present just west of the bridge, I-77 overpass.

Chairman Veverka asked is that asphalt, is that City or is that part of the asphalt contract?

City Engineer Ramm said well that would be part of this project.

Chairman Veverka said okay.

City Engineer Ramm said here are some photos of the new sidewalks and driveways. It turned out nice. The sidewalks seem to be getting a lot of use. Here is the similar project snapshot of the funding. It looks a little bit misleading in that the project is substantially complete, almost 100% complete; but that only 84% has been billed thus far. I think it's misleading in that a lot of this work, the final work has been performed, just hasn't come through on the invoice. So, that should happen over the next month along with some punch list items that get performed.

We pretty much are breaking even on the inspection with Bohning & Associates. As you recall, there was a contract modification, an additional \$15,000 was added to their contract. It took it from around \$49,000 to almost \$65,000. So, we are going to do good there.

So, that's the current project update.

Chairman Veverka said thank you, and continue.

City Engineer Ramm said Meadowbrook. A lot hasn't taken place since our last meeting, I have just been tied up with other things; but if you recall, we had some slides and some preliminary pricing for a few different options. To summarize, I believe Council came to the conclusion that this Number 2, the full depth recycle and overlay was probably the most prudent course of action for Meadowbrook, and I believe we talked too about the potential of packaging that with another product, t-ball field driveway, not too far from town. It would take a minimum quantity for the contractor in terms of mobilization. So, we were looking at performing the same treatment on both streets. Since our last meeting we did ask for Specialized Construction to give us kind of a dialed in cost estimate for this work, and it was right about that time when some discussion about Valley View Drive, behind the shopping center, had come up in terms of its condition. So, we took some liberties to throw that in since it was the center of town, and the costs were a little over \$200,000 for that work. When we looked at the current Five-Year Plan for 2020, I do believe we still have a couple hundred thousand programmed for both. So, this is very conservative. We don't need anything near that according to the most recent cost estimates, and I do believe we also included in this estimate the new cul-de-sac which of course could not be a recycling operation because it doesn't exist presently. It would be new construction, new work items consistent with building it in an area that seems to be open and free and would accommodate such a turnaround. We have yet to pursue that really with the property owner, but I do believe he has expressed his willingness to allow such a thing to occur on the property. So, we investigated it. If there is a desire to improve it in such a way, or just to consider maintaining the existing pavement limits and recycle, resurface the current footprint.

Chairman Veverka said the resident of that particular home also pointed out to me that there are a series of posts on the inside of the curve that he believes are on the road right-of-way which kind of pinches that corner. That may be worth a look to see if those are actually in the road rather than on the resident's property.

City Engineer Ramm asked you mean utility poles?

Chairman Veverka said like posts, something like you wouldn't cut across the edge of the property.

City Engineer Ramm said oh keeping vehicles out.

Chairman Veverka said and he said based on a survey that happened a while ago, he believed that those posts were in the right-of-way for the road and not on the individual's property, for what that's worth.

City Engineer Ramm said and just to be clear, there's really no dedicated right-of-way here. We discussed that thoroughly previously. I see what you mean, this corridor here where the pavement exists.

Chairman Veverka asked does this look like potentially something that will be able to happen during this building season?

City Engineer Ramm said if Council's desire is to put this out to bid, I don't think it's a very intensive process to get the bid documents prepared and get it out. I did speak with Specialized Construction, there are some temperature limitations. They like to have this work done traditionally by the end of the September just because cooler temperatures, that process does need to cure when they do that full depth recycling. So, we would really need to put something together quickly and get it out to try to get it done this season. He did say there were exceptions that if the weather cooperates into October that it can be successfully performed. It just depends.

Chairman Veverka asked Committee members how do you feel about that?

Vice Mayor Grendel said I would like to get it completed this season if we can possibly do so.

Councilperson Narduzzi said the more we can do this year, the better off we are.

City Engineer Ramm said okay. The only thing we will try to get it put together and advertise it. It may necessitate a special Council meeting because of the awards. It wouldn't be ready for the September Council meeting, but the next opportunity being October, the second Tuesday in October, it misses the window. So, if we get it out to bid, and the bids come in and there's a desire to move forward quickly, it may just require a special meeting.

Councilperson Narduzzi asked the estimated cost Don, roughly?

City Engineer Ramm said this current figure, \$200,000. You could push that up for contingencies, you didn't include some bonds and insurances. It's a rough quote. We would include a lot of those other things, so \$250,000 might be a rough guess. It's still well within the budget of the \$400,000 if you didn't include the two streets together.

Councilperson Narduzzi said so instead of doing the t-ball diamond road, is it possible to use that money and then do the t-ball diamond road in the spring of next year.

City Engineer Ramm said yeah I believe that's possible, but for just the comment that it probably still wouldn't be dollar-for-dollar savings because the mobilization for the equipment, that was the premise behind trying to package up a couple streets to help leverage the mobilization costs. It can be done. We can pursue that if there is a desire to. Maybe we can separate them in the bid to give flexibility, see what the numbers come in at.

Councilperson Narduzzi said I just think that the t-ball diamond road isn't a high priority road that we have to worry about. It's just my opinion.

Mayor Kurtz said Mr. Chairman, Don, where am I missing these numbers.

Vice Mayor Grendel said the numbers I see are a lot smaller.

Mayor Kurtz said I was going along the premise it would be less than \$100,000, and now we are saying it's \$250,000.

Vice Mayor Grendel said you are right Mayor. I was looking at the one that says \$76,000.

City Engineer Ramm said these were preliminary numbers back in June that we had gotten some very rough estimates. These are actually from last year. We started looking at this project last year. So, even though it says June, this was a carry forward from late last year and very preliminary. If you recall, I put a big caveat to say the conservative estimate would be double that. When a guy gives quick numbers, he's not looking at driveways. He's not looking at maintenance of traffic, mobilization. So, these are very on the low side.

Mayor Kurtz said even that though Don, \$150,000 is a lot cheaper than \$250,000.

City Engineer Ramm said I pushed up the \$206,000 was the number, and it also includes Valley View, so it would go down from there. We will know it soon enough when we bid it.

Mayor Kurtz said and the other thing is, the only concern is the bridge. You have to check the condition of the bridge. I don't want to put that kind of money into it and find out the bridge is no good.

City Engineer Ramm said right. I know there is a creek erosion issue going on near that bridge that I think there might be some excessive erosion going on at one corner of that structure.

Vice Mayor Grendel asked Don is Valley View a possibility, or is it strictly just Meadowbrook and the t-ball drive?

City Engineer Ramm said so our Five-Year Plan pushed off Valley View to 2021, but the costs that were in there were over \$200,000, and a simple 3 ½ inch mill and fill, I believe it's much more cost effective. So, there again, I think we can consider getting some pricing and make the determination at the time of the award.

Vice Mayor Grendel said I would rather have Valley View done than the t-ball diamond road. It's more important.

Mayor Kurtz said we agree.

City Engineer Ramm said and I did know the Service Department spent a little bit of time out there recently doing some patching and some crack sealing, just in the event that a glorified project wasn't going to happen this season. They did at least improve the conditions out there from what it had been previously.

Chairman Walchanowicz asked so that \$206,000 was for all three streets?

City Engineer Ramm said correct. We threw in Valley View. All these items below are from Valley View. Again, I hedged that up because there's some of these things that we have to get into when we go out to bid. This is somewhat of an informal quote. So, the costs generally go up because of some other items that get added in. That's why I pushed it up to \$250,000 which should be conservative.

Anything else as far as discussion on Meadowbrook?

Chairman Veverka said very good.

City Engineer Ramm said moving along. The proposed local projects and budget effects, a lot of these projects you heard before but because they are roadway involved, we just feel like we want to summarize them.

Hillside Road sidewalks project, we reported last at the Utilities meeting regarding the drainage work. So, \$700,000 is the current estimate. The final plans were just received, and we are going to try to look at those very quickly and get those out to bid. We have some target dates here if we can accelerate it and get it out such that we can get it awarded in October. There's a lot of underground work to get it started. Sidewalks and apron, a little bit more easier to protect with the cold weather. Concrete can be protected if there is a desire to push forward and try to get it all in before December. It's definitely doable. It's a 75 calendar day project. So, it just all depends when we can get it out to bid. Get the bid package put together and put it out there. So, this is a project that's very ready to go.

This is the other at the west end of Hillside Road. This one is a little bit further behind due to some of the complications and work that is required, retaining walls and culvert treatments. The cost is \$903,000. Euthenics reported that the plans would be finalized towards the end of November. There are some easements we need to acquire for the retaining wall and the culvert. We hope to get that all done late this year. We could target the bidding for December, which would put us January, February award and construction could begin soon with some underground work, the desire would be to package it all together and keep it a nice April, May and June project of 2021.

Vice Mayor Grendel asked Don, which sidewalk is actually longer, the one on the west side or the east side as far as the construction goes?

City Engineer Ramm said I think the east is a little bit longer.

Vice Mayor Grendel said a little bit longer, but we have the drainage and more challenges on the west side with the terrain.

City Engineer Ramm replied correct. This section, so we chose when we were looking at the typical section for this sidewalk, when this intersection for Hawthorn was improved, it was a

decent amount of curbing put out here and similarly on the east end when we are terminating at this end, there are existing curbs. So, the thought was to make it consistent and maintain and keep curbing. So, this project includes a little bit of road widening. It's a new curb to create a tree lawn that will be very consistent and linear. So, that I think is adding some costs to this job which on the eastern project we are maintaining the existing, just roadside swales, uncurbed pavement that exists out there.

Chairman Veverka asked is that a sweep curb or a standing curb?

City Engineer Ramm said this will be barrier style, vertical curb. This intersection it would have to transition to a roll curb because of what's out there here.

Chairman Veverka said it will be interesting to see how the standing curb works on Upper Brookside as we look down the road.

Councilperson Narduzzi asked Don with that standing curb, do you have to put street drains in there?

City Engineer Ramm said correct. We have to accommodate the drainage, the road water coming off the pavement.

Councilperson Narduzzi asked so when those terminate at South Great Oaks there that I am seeing, what happens to that water, drainage water?

City Engineer Ramm said well if you recall, there are a lot of vertical curbs here. There is a sight distance issue that starts in this area. So, there is a high ground here. It's almost like a natural break point, a small portion from this easterly drains this direction. Most of it breaks down and heads down towards this stream and creek that meanders through the site. So, just a small amount of surface runoff will be introduced into this intersection and that same creek that runs through this way. It's negligible, the amount of additional water, but this project will include storm sewer improvements that will adequately accommodate the runoff generated from this project.

Chairman Veverka said whether it's a standing curb or a sweep curb, either way, there's drainage included with the curbing, correct?

City Engineer Ramm said correct. Part of the drainage design to accommodate it.

Moving along, it brings us to the Upper Brookside Phase 2. This project has been on our docket for some time. We actually got the plans finalized. We are currently advertising it. It was advertised August 21st and 28th. Bids are due on September 11th, Friday. We do have a lot of interest so far. We have 9 plan holders interested. They have picked up the plans. The current estimate is about \$1,350,000, and we do think it's about a 100 calendar day project; and again, this is just for Lake Charles up to Sprague Road. We do have an alternate bid. If you recall a while back, we talked about the potential for Lake Charles to be converted to a boulevard entrance because there some benefits to the area in terms of maintenance of traffic in that

subdivision. So, we have an alternate bid included in this contract to see what that would cost, and this kind of gives you a look. This is a document we shared, an exhibit we shared at one of the prior meetings. It's nothing we are tied to, nothing we are committed to. The base bid does not account for this. The base bid just accounts for typing in the new pavement with the existing intersection.

There's couple of things to consider here that I want to discuss relative to this project. It deals with the award and construction schedule. If there's a desire, which if prices are good, and a contractor is willing, we would just try to have to get it built this season. We would require a contract award at a special Council meeting, potentially on September 22nd, and knowing what we learned with the Phase 1 project; we have three separate stormwater quality structures that are required for this project. Those have a 4 to 6 week lead time. So, if there was any inclination to try to get this fast tracked and built this season, there would need to be a commitment by Council to order and purchase these water quality structures very soon so that we can get those into fabrication. In the time that we are taking the bids and awarding them and getting contracts executed, those structures could be getting fabricated so that when we are ready to go, they would be ready for the contractor to install.

Councilperson Narduzzi asked do you remember what Catt's number was when we asked them to quote it? Didn't we ask him to give us a number while he was doing Phase 1?

Vice Mayor Grendel said I think you are right Tom.

City Engineer Ramm said I believe we did a very quick extrapolation of his unit cost. It was a little bit premature in terms of design. All these final details of the stormwater quality structures weren't in place at that time; but we could revisit that. We could definitely revisit what those costs were. I believe when we did that exercise, that's how we generated the million dollars that we programmed in the plan. That was this number here for Upper Brookside.

So, we are hopeful with the bids and the competition, that these costs would come in still near that figure, but we will know here shortly.

Chairman Veverka asked Don this is being bid concrete or is it being bid asphalt as the other one was bid originally with an upgrade?

City Engineer Ramm said no, so based on what we did with Phase 1, we committed to (inaudible) typical section which is the concrete pavement, vertical curbs and sidewalks on one side. There is no alternate for asphalt.

Chairman Veverka said okay. Standing curbs on both sides?

City Engineer Ramm said correct.

Chairman Veverka said just a question. As I always say, I am not an engineer but just curious. On the west side because that's where the predominant amount of water comes from, might a swept curb be something to consider there?

City Engineer Ramm asked can you say that again?

Chairman Veverka said whatever you call the sweep curb rather than the standing curb.

City Engineer Ramm said oh the roll curb. That's easily accommodated when we slip form the pavement; but it wasn't something that we accounted for with the current design. That's something that we can investigate.

Chairman Veverka said I know the one open section on Upper Brookside there has the sweep curb because, and again the idea of having an easy option for people to pull off to the side, the edge if they have a family gathering or something, they can't be accommodated in a driveway.

Also, the other thing in the back of my mind relates to the plows damaging the other curb or damaging the equipment; so that's why I am anxious to see how well the standing curbs stand up on the Upper Brookside section.

City Engineer Ramm asked the Phase 1 section?

Chairman Veverka said yes, absolutely.

City Engineer Ramm said okay, just to kind of finish my thought here. This fast track route allows us to kind of just keep ourselves in the best possible position by doing this pre-ordering. It still could be that the weather turns or things don't go according to plan, the underground storm sewer work that would be targeted for all of October, if that for some reason doesn't go well; we could always get to a point where we could suspend the project for the winter. If we don't do the pre-ordering and put ourselves in that sort of position, the other option is to just commit to a schedule that would award at the normal October meeting. We could still do this or else we would be pushed back another 30 days or so to get going. Ideally, the storm sewer work could still take place this season, this fall and be wrapped up before the middle of December; and then the project could be suspended for the winter and then resume back again in April and May to hit the ground running with the roadway work. So, it's two different schedules, one tries to take advantage of the remainder of the construction season and the other one just kind of commits to getting the underground done this season and then come back in the spring to do the lifting of the roadway work. It's spread over two different seasons.

The reason we are bringing it up now because it would help us to know to help the contractor. The bidders know right now, we have a generic 90 or 100 calendar days. It's very undefined, but we have been fielding questions from a lot of them who want to know what's our desire. Are we trying to get it all jammed in this year or are we trying to spread it out? We plan on issuing an addendum to the contract here later this week to give bidders a better idea of what to expect, where our expectations are.

Vice Mayor Grendel asked is that trying to do too much Don, doing option 1, the fast track?

City Engineer Ramm said it's a lot. It's very optimistic. Things have to all fall into place. The weather has to cooperate to get it all done in one season with Phase 1 here wrapping up and now just to get it all done.

Vice Mayor Grendel said it looks like we wouldn't with option 1, we wouldn't get done until probably early May of next year as far as the sidewalks and all that. With option 2 it's only like a month or so later, and option 1, depending on the weather, might end up into option 2 anyways.

City Engineer Ramm said correct. This could always fall to this.

Vice Mayor Grendel asked for price wise, would it be better prices with option 2 or with option 1 do you think?

City Engineer Ramm said I think it would kind of depend on the contractors if they are looking to keep guys busy or need the work for the roadway work; they might want to try to get it all done this season versus a guy who has plenty of concrete work just looking to keep his underground crew busy, then he might be more apt to just want to do the underground this season. I think it would run the gambit to each bidder.

Councilperson Narduzzi asked pertaining to the boulevard, what does that do for the City? How does the boulevard help us in any way besides helping the residents who are back there that it looks nice?

City Engineer Ramm said well if you notice, this is all kind of built off line. So, I think a lot of it is just being able to maintain traffic. When this is all tore up, if you recall, our comment was that once this Phase 1 gets built; all the residents will come in and out this way and stay out of this zone. Initially, the Phase 1 job was supposed to come through the southerly limit of this intersection, but for a variety of different reasons, we pushed this limit on Phase 1 up to this north side. So, now the bulk of this intersection has to now be done with Phase 2. So, this boulevard would help. We would probably construct this first while access is maintained and then shift this track and go over. Certainly from a maintenance of traffic standpoint, it helps. For certain it would be a more glorious beautified entrance than what's out there.

Chairman Veverka I thought there was more of a discussion in the past related to the fact that having that kind of boulevard entrance wasn't a good idea. I thought there was a big discussion when the development was put in. I could be wrong, but wasn't there that discussion out there?

City Engineer Ramm said Mr. Chairman that was before my time; but I believed it was going to be a requirement. I thought that it actually gotten designed. It's what I have heard that it was designed, but near the end of the approval process I believe it was retracted and the decision was made to not install it.

Mayor Kurtz said Mr. Chairman that is correct. It was originally proposed as a boulevard entrance.

Chairman Veverka said okay because I thought that you were involved in the discussions at that time that said that trying to do a boulevard entrance might not have been a good idea.

Mayor Kurtz said no, actually I supported a boulevard entrance.

Chairman Veverka said okay, but that discussion did take place. Does, and this is just a minor question, but does this take into account the packer truck with the hopper on the front and the fire trucks for making that swing? That would be the other thing I would be concerned about.

City Engineer Ramm said so we have gotten better at designing these, and we have taken that into consideration. If you notice this tip of the bullnose, traditionally on some of the older (inaudible) would be way out, and just learning some lessons lately, we have been pulling them well back and tapering these front edges of the nose to accommodate and fit better the geometry of large vehicles turning in. So, we have gotten better. The one that Pulte built up there at Hawthorn on Hillside is kind of a case in point. I think this mimicked a lot of that very geometry, and I believe that's performing very well up there.

Chairman Veverka said the advantage of the one on Hillside though there is an extra lane so like the fire truck could swing out too.

City Engineer Ramm said correct.

Chairman Veverka said there's a full extra lane up there. There's not a full extra lane here. I'm just putting a thought out there.

Vice Mayor Grendel asked and what's the extra cost for that boulevard entrance?

City Engineer Ramm said the estimate is between \$175,000 and \$200,000; so we will know because it's going to be an alternate bid. If we awarded the alternate, I think it may be option 1 of the fast track project. It may necessitate more of the option 2.

Mayor Kurtz said Mr. Chairman, just to weigh in. I think in this case this is a marathon, not a sprint. I would rather make sure we get the quality of work and not be pushed, unless there's some large economic benefit for some contractor that is hungry and wants to just come in and knock it out where we could save 10% or 15%; I hesitate to be on a fast track at this time of year.

Vice Mayor Grendel said I agree with you too Mayor on that issue. I would prefer option 2, unless there's a financial reason.

Councilperson Narduzzi said and if everybody remembers, we didn't pull the trigger because of financial reasons before because the project was just getting too out of hand; whichever way we go, I think the Finance Director needs to at least give us his assurance that you know what, we have the money to do this because this is really a big add on to a big project already.

Mayor Kurtz asked could somebody explain to me why we didn't do this as one project?

City Engineer Ramm said I could try to explain that Mayor. The initial project, it was sort of one project from Sprague all the way to Eastview; however, the sidewalk portion was determined initially to just be from Lake Charles to Eastview. So, that portion had curbs and sidewalks and drainage. The southerly portion, this Phase 2 portion, was just going to be treated as a resurfacing, a mill and fill. So, it was just a different scope of work; but it was included. Phase 1 was also going to be asphalt. It was still going to all look and feel like one large asphalt project when it was done. It was just different scopes of work for the different sections of the streets, Phase 1 and Phase 2.

Chairman Veverka said and we got pretty far along on the process when some of the residents on that segment of Brookside basically said so what about us.

Councilperson Narduzzi said and they were more concerned Mayor of the water problem. Since they didn't have curbs there, they felt that all that water was just rolling down their driveway. We discussed that if we redid the streets and curbed it, that it would considerably help their water flow down their driveways into their garages or basements or whatever. So, that's when we decided to go from Lake Charles to Sprague Road.

Mayor Kurtz said okay, I see. That makes sense. Again, with the water issues on that end, I wouldn't be in a hurry to try and climb the mountain unless I knew I could manage the water. I have that part down pat.

Chairman Veverka said the other piece, I know that when they were doing the longer project, they were able to put their sewer crew in and have them work and keep them working and then doing the pavement part. That worked out, and probably it affected their bid in a positive way.

Mayor Kurtz said something tells me that their price was less than a million dollars to do that second phase, but okay.

City Engineer Ramm said we just probably added some contingency and pushed it to a million. It might have been \$700,000 or \$800,000.

Chairman Veverka asked Don does that require the trash traps that we had to have? We had to put some trash traps along the way? Does that area include that or because it's not a steep slope, it's not necessary?

City Engineer Ramm said I am not sure I understand the question.

Chairman Veverka said there was some kind of a filter. When we switched to concrete it required a couple of some sort of a filtering device that filters stuff out. Do I not remember that properly?

City Engineer Ramm said I misunderstood. So, yes the stormwater quality structures, when it becomes a full reconstruction it triggers the EPA requirements, and we have accounted for that in this Phase 2 just like we did with Phase 1.

Chairman Veverka asked so that requires one of those?

City Engineer Ramm said well there's three because there are three separate watersheds, and you have to treat each one before it outlets to a storm sewer and then the creeks.

Chairman Veverka said okay, very good.

Vice Mayor Grendel said my feeling is if we are going to go with option 2, is that what the committee is leaning towards?

Councilperson Narduzzi said I would definitely go with option 2. Why try to do it this year? I would rather take a step back and don't rush it.

Vice Mayor Grendel said I agree with you Tom and also the Mayor on this, unless there is some kind of financial incentive to do the other. I don't see, the long term, option 2 is the best route to go.

Chairman Veverka said Mr. Mayor I like your, if there's a 10% or 15% economic advantage then it makes sense to do option 1, but otherwise, it looks good to me too.

Mayor Kurtz said there you go Don.

City Engineer Ramm said okay, so just to be clear, there is still a desire to award it and take the underground in this season. So, there still will be a good amount of construction activity yet this season, but not the road paving portion.

Several people replied correct.

City Engineer Ramm said I still feel like the pre-purchase of the water quality structures will still help us in that regard. It would just mean finishing up in mid-December versus finishing up towards the latter part of December or early January. Would there still be?

Mayor Kurtz said let's just get the prices and see what we have. Let's get the bids and see what we come up with. That might influence all of us.

City Engineer Ramm said okay.

The next project because it's on our radar screen. It's the interchange project. We are moving along with that. We had a conference call just yesterday with ODOT to get the things, it's called a scoping meeting. We also will be having another meeting next week with ODOT regarding the permitting. If you recall, this project includes some landscape and gateway aspects of work which all have to be permitted through the ODOT process because it's their limited access highway. So, we are starting to get along that road.

It's an 18 month design schedule with an anticipated 9 month construction schedule being in the spring of 2022.

Vice Mayor Grendel said and about a million dollars is what the City will be the portion.

City Engineer Ramm said correct. I don't have those figures here, but yes.

Vice Mayor Grendel said on the construction side, but what is the overall expense with engineering and everything else?

City Engineer Ramm said I believe it was upwards of \$3,400,000 or \$3,500,000, the overall project cost which included the design engineering and inspection. This is an ODOT Local Let, meaning they will be, ODOT will have their own inspection of the roadway work. Those costs I think have to be borne by the City, but that was all part of our local share when we were showing the breakdown between the Federal and the Local money. We have shared a lot of that information previously.

We do anticipate having our own construction manager and inspector to handle the gateway and landscaping component because those are 100% local cost items, and ODOT's inspection would not cover those things. So, that's how we foresee this project proceeding.

The next project, we talked a little bit about it a couple of weeks ago, the Brecksville Road Improvements projects from Rockside to the Cloverleaf. E.L. Robinson was tasked with designing that project, and if you recall, Part A is the Fabrizi contract that will have the new AAA intersection. It really was just a snippet of the overall corridor, and we took a little bit of a pause and looked at what it would take, some feasibility analysis of the concept of putting a boulevard entrance along this section to better match and mirror up with Brecksville Road south of Rockside and all through town. Currently, there is no boulevard whatsoever. We tasked E.L. Robinson to kind of study this for us, and it also included carrying that same boulevard across the highway bridge which is currently under design by ODOT. So, we felt it might be an opportunity to accommodate this while the bridge design hadn't been finalized yet. So, these are just some schematics of what that boulevard would look like. Ultimately it has to taper down to the bridge at the south end of the bridge over the railroad tracks there, north of the City.

This also represents an idea that we had discussed regarding making this a safer t-type intersection to allow for better safety and for a better development plan for this property.

Mayor Kurtz said Mr. Chairman on this layout I see, did you have a continuous lane concept from Old Rockside to new Rockside. I don't see it on here.

City Engineer Ramm asked from Old Brecksville?

Mayor Kurtz said Old Brecksville, I am sorry. There was the one concept that we had was years ago when it was a continuous access lane that blended into Brecksville Road further south.

City Engineer Ramm said okay, in addition to having this.

Mayor Kurtz said so any truck traffic could just keep going. It wouldn't be a start and stop concept.

City Engineer Ramm said that's something definitely that we could entertain if it gets further along and in final design. I do recall hearing about that.

So, this is just the existing conditions. It's about a 44 foot pavement, 22 foot separated by just a double yellow center line; and the proposed treatment would be consistent with what is through town with a 14 foot raised center island creating the boulevards.

The consultant, E.L. Robinson, did think that this significant work would likely lend itself more to a complete reconstruction versus trying to chop and widen on slivers of existing pavement. They just felt such a significant amount of work would be better lent for a complete reconstruction, similar to how Rockside Road was constructed a number of years ago during its transformation.

Here is a section of the bridge. Currently again, no raised island, but you can see that same boulevard, that same raised island treatment across the center of the bridge. We also had the bridge design of record, the engineer of record for ODOT was Osborne Engineering; and they also did a little study to see how feasible this was as far as design construction. They thought was very feasible, and that all the widening would need to take place on the west side of the structure based on many good reasons and logistics. So, they did give us a little write up.

I just wanted to bring it to everyone's attention for some discussion. We were kind of waiting for the Fabrizi contract to wrap up before we got moving along with the next phase of that major project up there at the north end.

Chairman Veverka asked potential consequences to those 3, 4 or 5 homes that are already close to the street?

City Engineer Ramm said so when we tasked E.L. Robinson to study this initially, there were three ways we looked at potential widening. One was to be symmetrical, half to one side and half to the other or all on one side. So, like very similar to how the current Phase 1, we widened all (inaudible) or the other, all to the other side. So, the more that E.L. Robinson looked at this, and based on the geometry of the road, they felt the best way to do it was a little bit of everything based on the geometry and based on how the right-of-way came to a certain point on an angle. They felt that at the southerly end, I believe the widening could take place better to the east, but then getting on near our current project, back to the west. It kind of ran the gambit, but they looked at it and they thought it was feasible. It would definitely need and require right-of-way takes regardless, it was just a matter of where it was being done at. Which is no different, we did have to require right-of-way for the current project.

Chairman Veverka said right. What was the number that we had for the project as it was proposed as the second phase related to the Fabrizi one?

City Engineer Ramm said I would have to revisit the Capital Plan, but I recall it being the neighborhood of \$4,000,000. That was for the water main construction and streetscape work. It was not a whole scale reconstruction. It was basically utilizing the same pavement that's there but for ODOT participation with some mill and resurfacing.

Chairman Veverka said that was like 10% or something. That was minimal.

City Engineer Ramm said it was about a million dollars I think was ODOT's share of that resurfacing project.

Chairman Veverka asked and do we have any guesstimates on the boulevard option?

City Engineer Ramm said we have some preliminary numbers. It's in the millions because of the reconstruction. When you change to that scope of work, it's significantly higher than reusing and resurfacing type dollars.

Chairman Veverka asked so it might be \$7,000,000?

City Engineer Ramm said well we looked at the bridge. We had a separate estimate from the bridge. It looked like a couple of million in bridge work, and the roadway work was upwards of \$10,000,000 to \$13,000,000. It was a significant investment. It would be a 40 or 50 year project. This would be a major upgrade.

Chairman Veverka asked so the total?

City Engineer Ramm said I think \$1,000,000 of that was for right-of-way, \$100,000 was for the right-of-way work. The utility relocations would be required. We are hopeful that the utility relocation would be not at City cost. We are not sure of that yet.

Vice Mayor Grendel asked the bridge, is that ODOT's, is that their cost or are we sharing in some of that?

City Engineer Ramm said the ODOT bridge is currently 100% ODOT. For the raised median, they didn't seem too interested to participate because they felt it wasn't a capacity issue, but I believe we thought that there was some safety components that this treatment would provide to the City. So, I think we were still trying to look for ways to fund both the bridge and the roadway work, look for some funding opportunities.

Vice Mayor Grendel said and the bridge is going to have some signage, Welcome to the City of Independence or something visible to I-480.

City Engineer Ramm said correct. The current design was for some aesthetic upgrades and treatments for the fence, all those aesthetics and signage and decorative lighting on the bridge.

Vice Mayor Grendel asked Don, is that to be paid by the City, the decorative part and the signage and all that or is that covered by ODOT?

City Engineer Ramm said that was always going to be, there are some things that ODOT will consider because they do it, and it's relatively low cost; so like the imprint panels on the parapets to create form liners. It's not a cost item, but things like the decorative lighting on the bridge and those type features, those things were always 100% local. We have worked that out both from the design and construction.

The Clerk said she had several people texting and e-mailing her about the Planning Commission. They cannot get on until I get on.

Mayor Kurtz said we have a 5:00 p.m. Public Hearing. We will have to continue this Mr. Chairman if you don't object.

Chairman Veverka said I think that's a great plan. In that case, I would entertain a motion to adjourn.

Moved by Grendel, seconded by Narduzzi, to adjourn the Streets & Sidewalks meeting of September 1, 2020. Voice Vote: 3 yes/0 no; motion carried.

There being no further business, the meeting was adjourned at 5:13 p.m.

Debra J. Beal, Clerk of Council
Minutes Unapproved at Time of Release 09/03/20