

**CITY OF INDEPENDENCE
STREETS & SIDEWALKS COMMITTEE
MEETING MINUTES
DECEMBER 4, 2019 AT 4:00 P.M.
COUNCIL CAUCUS ROOM**

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

Also Present: Councilperson Carl Asseff
Councilperson James Trakas
Councilperson-Elect Kenn Synek
Councilperson-Elect Chris Walchanowicz
City Engineer Don Ramm
Service Director Leon Karas

Chairman Dale Veverka called the meeting to order at 4:04 p.m.

Chairman Veverka said I would also like to welcome fellow Council members who are here, along with Council-Elect Chris Walchanowicz and Kenn Synek. We also have guests who will be talking about the Hemlock Trail.

Chairman Veverka asked can we have a motion related to the Minutes of October 1, 2019.

Moved by Narduzzi, seconded by Grendel, to approve the Minutes of the Streets & Sidewalks Committee meeting of October 1, 2019. Voice Vote: 3 yes/0 no; motion carried.

Chairman Veverka said we start off with Service Director Leon Karas.

Service Director Karas said for the 2019-2020 winter update. So, currently all of our crews have begun their early shift. We have our snow crews in place. All of our snow plow equipment has been pm'd, and we currently have the following trucks and ready for snow. We have 3 tandem axle trucks which are ready for snow. We have 3 single axle trucks, 3 F550's that have salt and plow capabilities; and we also have 4 F250's that have plows only on them. We have one single axle truck down with an engine issue, but we expect it to be operational by the middle of next week; and we have 2 single axle trucks that are still being used for leaf collection.

The salt bins are at 80% capacity with roughly 2,100 tons of salt on hand. Also, in addition to that, the department is currently working on the crack seal schedule for 2020; and we are also identifying sidewalks which will need replacing in 2020 as well.

We are nearing the end of leaf collection, and we anticipate leaf collection will be reduced to one truck in mid-December with leaf collection potentially ending on December 20, 2019, hopefully, as long as weather permits.

Other than that, I think everything is going well. All of our loaders are operational. We have no significant issues that we are dealing with.

Chairman Veverka asked you said you had 80% to capacity; and how is the quantity that they have down in the yard? I know a year or so ago they basically didn't have anything to speak of.

Service Director Karas said so we ordered early. We haven't heard anything negative. So, we ordered all of our salt in October under the old contract. The old rates expired on October 31st. The new rate is \$63.41 moving forward. We may add a little bit more salt this year, but they were expecting snow today; and knock on wood, we have been lucky. I think we have enough salt on hand to get us at least through the end of the calendar year.

Vice Mayor Grendel asked then Leon are we committed to purchase so much?

Service Director Karas said we have an 80%, it's 80% of what our estimated allowance is. I know we reduced that a little bit this past year; but on last year's contract we met that requirement. I think we are going to meet it again this year. If it is a light winter, Cargill has worked with all of the cities; and they have extended usually the minimum requirement to purchase by sometime usually in December.

Chairman Veverka asked any other questions for Leon.

Councilperson Trakas asked on new streets that have just been paved, is it accurate to say that we don't salt those, we let them go for one season?

Service Director Karas said we try not to salt them as much, but we still do lightly salt them. We haven't had any significant issues with salting some of those roads.

Councilperson Trakas asked do we use brine or anything like that on those?

Service Director Karas said we have used brine. We do have some brine on hand. We haven't filled up the brine tanks. We haven't purchased any additional brine this year. We are anticipating the trucks that we have; we have an issue with the one brine. We spent some money. We converted this truck when we bought it, and I think we will be good to go this year. I think we identified what the issue was. We talked with the vendor who manufactured that truck, and they identified what the issue was. They are going to send us hopefully all the parts at no cost to do that. As far as brine goes, we only brine 21 and Rockside Road. So, we are not brining a lot on the side streets. None of our smaller trucks have that capability.

Chairman Veverka said Don when they do a new road construction like Brettin Drive, do they put a seal down afterwards like when you do a driveway they do a cure and seal or something like that.

City Engineer Ramm said yes. When we know we are going to be paving late in the season, that's part of our standard spec to apply both a dual cure and seal product to help get it cured, protected, at least through the cure period. We also use MS concrete so it cures a lot quicker than traditional standard concrete that takes a good 30 days or more. So, between the 2 items, we try to minimize the exposure; and then still ask that we kind of take it easy if we can.

Chairman Veverka said and the fact that the one side of the road ended up with a different concrete mix from what I understand than the other. So, that they could bring the trucks down to pour the other one; did I understand it correctly or not?

City Engineer Ramm said I don't think so. All of it was consistent. It's concrete that gains its strength very quickly that you can get on it within 24 to 36 hours.

Chairman Veverka asked for both sides?

City Engineer Ramm said yeah, to minimize the impact the inconvenience for residents as well as our own construction crews to be able to utilize that new pavement for the construction of the other side.

Chairman Veverka asked any other questions for the Service Director?

Councilperson-Elect Walchanowicz said I have 2 questions if that's alright.

Chairman Veverka said sure.

Councilperson-Elect Walchanowicz asked all the drivers' routes are set for snow plowing?

Service Director Karas asked as far as the drivers themselves?

Councilperson-Elect Walchanowicz said yes, like when we get a heavy snow; they come in and jump in their truck and they go. They are not asking questions.

Service Director Karas said they know where they need to go. We don't set specific routes per se. So, we have 8 trucks that we can bring in at any given time. In the past we have always set 8 specific routes for 8 specific trucks; but not every snow event receives 8 trucks, and not every snow event we can get 8 drivers in. So, what we have gone to; we focus on mains, secondary mains. We have a map that typically when we know who is coming in, certain drivers know what areas they go to. They have priority to those areas, but we will mark up a map; and we will specifically assign guys to those areas when they get in.

Councilperson-Elect Walchanowicz said my second one was, with all the smaller trucks that we have with plows on them, why are we looking for bids to plow our City parking lots if we have the smaller trucks that can handle that?

Service Director Karas said now we go through, and we plow City lots. We do drive thrus on the City lots, and I know the Parks maintains a lot of those City lots. You are talking about like the lots outside the City?

Councilperson-Elect Walchanowicz said the lots inside the campus.

Service Director Karas said the lots inside the campus are typically plowed through the Parks.

Councilperson-Elect Walchanowicz said okay.

Service Director Karas said and we will go through, and we will throw salt down on them; and we will help out with the Shared Use Facility.

Chairman Veverka said okay, thank you. You can leave if you need to.

Service Director Karas said thank you.

Chairman Veverka said Don, we are on Hemlock Trail.

City Engineer Ramm said thank you Mr. Chairman. I would like to introduce a couple of guys from GPI, which is our construction management firm. Doug Hedrick is the Vice President of Construction Services, and then Pat McCafferty was the actual Project Manager on the job, working in concert with J.D. Williamson who was our contractor. So, they did all the heavy lifting, managed the day-to-day construction in the last year and a half on the job, and going on 2 years. They are here for support if we need to lean on them, ask any questions. We have a detailed list of extra costs to go through, and they know a lot of the ins and outs if we need to delve into anything specific.

So, this job was initiated in May of 2018. The goal was a 365 calendar day project; and we had high hopes of getting a lot of work done and being able to work through winter and even hopes of being paved out in the spring and finalized. We had some delays. The original contract did include \$250,000 of contingency is what we try to give ourselves flexibility to address the things that come up during construction projects, to give us latitude to address those without having to come back to Council and asking for money. Unfortunately, that wasn't enough on this project for a variety of reasons that I will get into; and that's what necessitated the request for the change order.

I will admit, to be honest with you, it's late in the game. Obviously, the job is done. Typically we like to come to you in advance of seeing that there's a need for additional funding, asking for what that funding needs to be done in advance before the work gets done. This job was unique, and I would tell you that the rest of the items on the agenda also to put it in the context of the demands on our time and the resources being stretched thin on many of the projects I think didn't

help me stay ahead of the curve on extra costs as we were getting through this job and wrapping things up, especially in the spring and summer when the weather finally turned where we could make some production, we were going on many different projects.

Typically, contingency money covers things, and we have these extras that run the gambit between unforeseen work, things that come up that we didn't account for that even the designers couldn't have accounted for. Mother Nature hurt us on this job, caused us to have to have the contractor do a lot of rework numerous times for drainage issues, wash outs and things like that. That had to be done to prep the work for the next item to come behind it. So, that cost some money. Plan intent, the quantities, so when the engineers put together the plans; they put together a bid schedule of work items and quantities of work. In many instances, these plans could have been a lot better, a lot sharper. The quantities that they included in many instances were under estimated. So, we ended up paying for much more quantities of any given items of work that ran costs up. We still paid by and large on the unit costs that were in the bid, but just ran over on quantities. Then, of course, there were plan oversights where things weren't accounted for; and those things were just straight out extras to the job that could of and should of potentially been in the plans. So, we can go through these ad nauseam.

So, when GPI started work, every single thing that was extra and outside the scope of the job, they were tracking as what they would call a change order. I would call it extra work up until a point where our \$250,000 is used up; and then from that point when dollars are empty, then I start calling change orders for that going forward. In ODOT world, they write anything extra right out of the gate. So, I don't know how much you want to delve into. I will put it up on the screen as well.

Councilperson Trakas asked real quick, does this include the \$250,000?

City Engineer Ramm said yes, it's in there. I will explain that because I was even confused; but real quick to put it into context, I should have led with this. So, even with, I asked GPI who has some experience with trail constructions. Trails are difficult. They are challenging. They are expensive. So, the Metroparks had a couple of projects recently bid out. So, these are actual costs in miles, and you can see that we are still, even though I am requesting a \$230,000 change order, when you add that to the base bid at \$3,300,000; our project for the 1.7 miles is still pretty equitable in the trail construction realm of costs. I am not trying to understate or overstate anything on this; I am just saying these trails are expensive with bridges and tough access. They are difficult.

As you can see, there are a significant amount of things that they were tracking. So, just chronologically, Item 1 was the first thing as we got down towards the end as we were getting near ribbon cutting; those would be the things, and Number 49. We highlighted some things just to bring attention to them. The ones that are in yellow, those were I mentioned, weather related. We had some deer problems. We had some tree guards, but they were really bush guards. The one item that's highlighted, Number 9, sanitary sewer; so this was a major design issue that was not accounted for adequately. Coming up on Hemlock Trail in the right-of-way, or Hemlock Road rather, we have a major sanitary sewer trunk line running down that right-of-way, still active, still flowing. For whatever reason, the designers didn't show the sanitary sewer in profile

because the trail kind of curved off going towards the Hunt estate. So, we didn't pick it up when we reviewed the plans. We didn't see the problem. It didn't jump off the plans at us as being a future, potential problem when we were doing the plan review. So, it was a significant cut to make the profile work with the (inaudible). We had an elevation reduction on the trail, and grades around the sanitary sewer to the extent that the sewer was sticking up out of the ground; and it was a major sanitary sewer lowering that had to get accommodated under time and material, change order work on the job. It was \$70,000 worth of work. So, it's highlighted because it's the highest extra cost item on the sheet.

Vice Mayor Grendel asked when was the work done?

City Engineer Ramm asked Pat do you remember when it was done?

Mr. McCafferty said I think July of 2018.

City Engineer Ramm said so it was early on, and again at the time.

Vice Mayor Grendel asked was that brought to Council's attention at that time?

City Engineer Ramm said because at the time we had this \$250,000 contingency. So, that's what we are thinking we are paying for things that come up like this on the job, and that's an issue where it was handled. It wasn't just replacing the pipe, it's a live sewer. So, there is sewage flowing through it. You can't just stop the flow; so it was a significant bypass pumping systems that had to get put into place and run overnight to accommodate the sewage flow while they were working. Do you remember Pat how many days? Was it a week or two?

Mr. McCafferty said it was Monday through Friday.

City Engineer Ramm said almost a solid week of work on this sewer.

Vice Mayor Grendel asked and that was missed completely on the original design?

City Engineer Ramm said they had the sewer shown on the profile, but on this last sheet where it was a unique scenario where the trail went off into the woods so to speak towards the Hunt property; and then our right-of-way kept going. Well, that's where the sewer kept going, but there was still a little bit of an overlap where the grades had to get lowered for the trail. For whatever reason, the sewer in the profile was not shown or represented, else it would have instantly been seen how it was plotted; on the drawing it would have been above the trail.

Councilperson Narduzzi asked dealing with that sewer per a square foot, is that an accurate price, \$61,000 for whatever distance we had to fix or somebody missed or whatever?

City Engineer Ramm said well so had the engineers, and a lot of these go to this category; had they addressed this in the plans, there would have been bid items to address it. So, it still would have cost the City money on the front side; but it would have been a competitive bid realm. The overall cost of the trail at a \$3,100,000; it would have had some value in it for this sanitary sewer

issue to the extent that it would have been \$70,000, probably not. We are paying premiums for this work when it's time and material on a change order basis.

Councilperson Narduzzi said so I am just looking down at some of these things. So, Number 4 is to install 4' x 4' signs posts in lieu of steel posts at \$27,000. How many 4' x 4' posts did we install?

City Engineer Ramm said there are quite a few. They were originally I think galvanized steel posts, the standard ODOT.

Councilperson Narduzzi asked are there a thousand of them, or 27,000 of them because that would be \$1,000 apiece?

City Engineer Ramm asked Pat do you remember how many there were?

Councilperson Narduzzi said don't tell me there's 1,000 of them.

Mr. McCafferty said no there's not.

Councilperson-Elect Walchanowicz said or we are paying somebody \$250 an hour to put them in.

Mr. McCafferty said there were 80 to 90, somewhere around there.

City Engineer Ramm said and the challenge is you are drilling.

Councilperson Narduzzi said \$2,700 apiece.

City Engineer Ramm said you are drilling footers up and down.

Councilperson Narduzzi asked how much were the steel ones?

Mr. McCafferty said they were \$6,000.

Councilperson Narduzzi said you are doing the same thing with a different type of material. Don't tell me that the post is \$2,600 or more apiece.

City Engineer Ramm said well keep in mind the posts are driven. These had to be cored for the foundation. They are sitting in concrete footers I believe.

Councilperson Narduzzi said come on Don. That's just ridiculous. That's gouging.

City Engineer Ramm said and it's sub work too. That's the problem too with a lot of these change orders. They are sub work, so the general is marking up the sub-contractor's pricing. You are paying premiums on top of things that you are stuck with. This would have been something where again had we looked and reviewed on the plans, knowing that this was largely

through the woods, we probably should have picked up the fact that we didn't want ugly, galvanized steel posts. We wanted a nice wooden 4' x 4' to blend in better.

Councilperson Narduzzi asked who makes that decision?

City Engineer Ramm said I don't remember that one specifically coming up, but I think it was definitely the right call.

Councilperson-Elect Walchanowicz asked is there supposed to be a count of how many people are going to use this trail?

City Engineer Ramm said we have a counter that the Rec Department has either installed or they are going to install it. It was donated. It was given to us by the West Creek Preservation.

Councilperson-Elect Walchanowicz asked do we have an idea? If we put this trail in, we are going to average 1,000 people a month.

City Engineer Ramm said I don't believe any of us really knew. It was a point of interest though and a question that was asked, hence, why we wanted to get the counter out there.

Councilperson Narduzzi said so mile markers and sign sculptures \$33,000.

City Engineer Ramm said so that would be one item where, one of the items and maybe it didn't talk about was work directives. So, when we felt like things needed to be added that were outside of the scope of the job, it was extra work, wasn't in the scope; that would be one of them. This had to do with public safety, so Police and Fire, when we were kind of talking about emergency response. I think it was something that came out of that discussion in terms like on a highway you need to know where an incident occurs; and you know on the towpath they have them, but they are per mile on the towpath.

Councilperson Narduzzi said it's 2 miles long. How many do you need? It's \$33,000.

City Engineer Ramm said well we went every tenth of a mile I believe; and that was something that came.

Councilperson Narduzzi said here we go again.

City Engineer Ramm said that came right from the Fire Department.

Councilperson Narduzzi said for a lot of this stuff Don I don't know whose fault it is, but you know what, I want to see a detailed breakout because \$2,700 for sign posts to me is crazy, and \$33,000 to have 20 little signs put up is ludicrous to me. It's crazy. I want to see who is making the money on that. Topsoil, seeding and mulching, so we didn't know we had to do any of that.

City Engineer Ramm said no, that would be one that falls in the category of bid items were set up in the job for those items, it's just that the quantities were way off. So, the engineers estimated

that the work when it was here to here, and they estimated the quantity. We ended up disturbing more, or they didn't account for the full work, just maybe the trail corridor. When you are out there pushing trees over and excavating, it limits work, disturbed areas tend to grow; and those quantities tend to, every running foot times upwards of 2 miles. It escalates.

Councilperson-Elect Walchanowicz said any of that extra work with posts and stuff, couldn't we have done some of that stuff in-house. We have to drill posts for mailboxes when they get knocked down, why couldn't we in-house some of that stuff?

City Engineer Ramm said I think a lot of that could have fallen in this category. It would have just been a burden. We had a guy mobilized on the job. It could have been done, but it probably would have had to come after so that we would let our contractor get off the job.

Councilperson-Elect Walchanowicz said like Tom's thought, \$27,000; and if we would have done it in-house, we would have paying somebody \$20 an hour.

Councilperson Narduzzi said it would have cost us in material costs because we are paying the guys anyway; they were working.

City Engineer Ramm said and we sort of did some of that with the benches and the garbage cans. That was nowhere in the job, and again to try to account for some of that after the fact; but to not be a burden on it. We were sort of already kind of hitting Leon up and his guys for some work. I know the tree clearing, some of that initial tree cutting in the spring or to meet the deadline last spring, we had to get them involved to drop some trees. It's a valid point, and we felt like we didn't want to be a burden, wanted to get the contractor who was on the job to get it done.

Councilperson Trakas said with respect to this whole thing, it looks like we are \$478,000 over what we thought. Is that accurate?

City Engineer Ramm said yeah, if you add the two big tickets.

Councilperson Trakas said just philosophically on this project or other projects, we have a number that the bidders are supposed to meet. How do we keep them in line on these types of costs? Do we say no? Do we ever say no to people?

City Engineer Ramm said oh yeah. So, any construction management company, it's their job to evaluate items of work that come up, extra costs, claims so to speak. So, yeah contractors will ask all day long for extra costs, extra work, saying that it's outside of the scope of the project. Well, their job is to evaluate those on a case-by-case basis. We do them in accordance with the plans and specs and see if it's legitimate. Then if it is, then they go kind of lean on us and say look is it necessary, absolutely necessary and critical to get done? If it is, then how can we best pay for it? You can go by unit prices if it's in the bid already. If not, then you have to come up with a negotiated price up front or time and material which is equitable because sometimes contractors have a hard time guessing how much it's going to take. So, you just say look whatever guys you have, equipment at set rates, that's what you are going to get. You are going to get paid what you put into it plus some markup and profit.

Councilperson Trakas said I guess the reason I am asking you is I think we need to have a real look at these types of projects, and you know I am not a big fan of these types of things anyway; but philosophically this is the budget, and you have to stick to the budget. I don't see why we can go over that high for a trail like this.

Councilperson-Elect Walchanowicz said if it's that high, why wasn't it brought to Council? It was approved for \$250,000, and you are at almost a half a million dollars. How come they didn't have to approve that overage of almost a half million dollars?

City Engineer Ramm said that would have been the proper way to do it, and again getting back to the time. When we came out of the spring, when the rains finally stopped, and we were ready to go; and we had to pave it, and we were looking at ribbon cutting. Initially, we were shooting for June, and obviously that got pushed; I think upwards to September. So, it was just a lot of work in a condensed period of time, and by the time I realized how bad things were, we always felt like the end was just around the corner. Rather than ask for money and guess like for Brettin, that's the next one coming, it's a guesstimate. I am trying to do that. I am trying to tell you that hey we have extra costs; and then we have more work in the spring to do. So, there I am trying to do it upfront. Here I just lost the opportunity, and we were under a lot of pressure to deliver this job to the community. I am not going to lie to you, it was a decision to just keep pushing forward, get it done, make it nice, something to be proud of. A lot of these things, getting back to the sculptures and the way signs, those are quality, professional products that weren't in the job, but to make it nice and give it a nice product to be proud of that was the cost.

Vice Mayor Grendel said the company that designed this, they have done a lot of other trails and everything.

City Engineer Ramm said we had 10 or 12 firms in the RFQ process, and R.E. Warner was selected, largely in part with the team that they put together, and there were bridges, a significant amount of bridge work on this project; and their partner (inaudible) Engineering, well reputed in bridge design; so their team was determined to be the most qualified.

Vice Mayor Grendel said it seems like whoever designed it really was off the mark quite a bit.

City Engineer Ramm said on a lot of items.

Vice Mayor Grendel said and I don't see anything related to bridges up there, but there's everything else.

City Engineer Ramm said there are a number of items kind of buried in some things, but by and large, I looked specifically at the bridges; and for rough numbers, the bridge in the bid was about \$1,500,000 of that \$3,100,000. So, it was almost 50% of the job with the bridges; and I believe when you compare the extra costs related to the bridges, I want to say \$50,000 or \$60,000 was related to the bridges; so out of \$1,500,000 it was like 4%. So, I think by and large the bridge component was well within normal. So, it was everything non-bridge related that blew up the costs.

Vice Mayor Grendel said that seems to me, the original estimate before it was bid out was not done properly. They were way under what they should have.

City Engineer Ramm asked on the estimate?

Vice Mayor Grendel said because the bids came out how it was designed. Whoever did the design work must have missed out on a lot of these things that were needed; and we would have had a better idea. The bids would have been a little more accurate because we never had this much of a discrepancy.

City Engineer Ramm said this is one of the highest ones I have been involved with. A lot of our jobs, we are able to bring them in within that contingency; but sometimes not, depending on things you run into.

Vice Mayor Grendel said we were always informed before if there's a problem; but this one, Council, none of us really knew what was going on the whole time. That is what Chris meant. Council should have been made aware. I don't care. I am proud of this project and everything, but we needed to be kept abreast on some of these problems; and it's not just a small amount that we went over, but it was quite a bit. It would have been nice to know that as it was coming on. I know that there was a lot of pressure put on your department because you have a number of projects. That is why I advocate maybe this coming year to maybe get an extra engineer or 2 for our Engineering Department because I think you are overburdened.

That's another thing too, in talking with the Mayor-Elect, we are not going to be quite as ambitious the next couple of years. We have to make sure that what we are doing, we have a handle and get it done properly; and then we will move on from there. We want to make sure, we don't want to have the same problem with some of these other projects like Lafayette.

Councilperson-Elect Walchanowicz said it concerns me with that Pleasant Valley project where they want to do bridges and a walkway that we talked about that Street meeting a month and a half ago.

Vice Mayor Grendel said well that's done with the County.

Councilperson-Elect Walchanowicz said we still have to put some money in.

Vice Mayor Grendel said we do, but the County will handle that I am sure. Some of this was unique. This is the only trail that we have done, and it's different than a road project; but still, I think the thing that probably upsets me is that we weren't made aware of this as it was happening. Not that it might have changed the outcome, but at least we would have known about it. We could have questioned some things.

Councilperson Trakas said what's a priority and what's not a priority. When everything is a priority, then nothing is a priority. That's what I mean, we could have cut some corners somewhere.

City Engineer Ramm said or had the opportunity.

Councilperson Trakas said in 2 years we could do this. I think those are important group decisions to make.

Vice Mayor Grendel said as far as some of the material, if it's going to last much longer than what we originally planned, then I think that's forward thinking. We are saving money by having something that's going to last twice as long; but at least we should have been given the opportunity to weigh on a number of these issues and be made aware of them.

Councilperson Narduzzi said and some of the things on here, and you are 100% right Dave, I agree with you 100%; what's done is done, and if we made it better, that's one thing. There's some things I see up there that we are just getting gouged on, and for those specific things, I would like to see a detailed breakout.

City Engineer Ramm said yeah, we have all of that backup.

Councilperson Narduzzi said you know what Don, by that Council meeting, by the time we vote on this, every Council member should have a right to look at that because some of them just do not make sense. It's that typical government work, they have a lot of money, let's charge them this. Well, you know what, it's not right, and I am not going to support something, I'm not going to give somebody money that is just gouging us for no apparent reason.

City Engineer Ramm said no, right. I don't believe that was ever the case. I mean a lot of these things ironically are, there is some value engineering in there. So, even though this says extra, there were areas where it actually ended up saving us money on the way we were able to not perform some other work. So, it's hard to see it in a chart like this, but GPI was earning their money on overseeing this stuff; and they are well versed in contractor costs and extras and claims. Doug, I don't know if you want to speak to some of this.

Mr. Doug Hedrick said I can just address the issue. I understand your anger at the overall costs, but you have to put in perspective in that the posts were installed after the trail was installed. So, you don't have the economy of being able to take a concrete truck down the trail or large equipment down the trail. A lot of those posts were installed pretty much by hand, and the concrete was delivered by buggy or by wheelbarrow. So, it was a lot more difficult process, a lot more expensive process at the end of the time. If you had changed the posts and put them in when we still had dirt out there, you probably could have brought a concrete truck down there and probably cut those costs down.

City Engineer Ramm said and it was probably timing that was more driven by the City, by myself and/or guys in my department saying that it's one thing when you see it, and it goes in; but at that time it was almost too late. Had you been thinking about it up front, we could have maybe avoided that scenario and got a better price because we decided early on; but again, that's kind of the icing on the cake at that point. Things are popping up, and we are trying to make decisions.

Councilperson Trakas said the way I look at it, I charge my customers by my job. So, if I say this is more work than I wanted to do, I still charge them \$2,500 a month or whatever it is I told them I was supposed to charge. At some point and time we have to stick to the bid. I mean the bid came in at a certain amount of money, and we are blowing through it by over 20%. That's not acceptable I don't think.

Vice Mayor Grendel said but I think that whoever did the design, they should have realized. They designed other trails. They should have anticipated some of these things that should have been done in a proper time. That is what my gripe is that the original design omitted a lot of things that they probably should have included.

City Engineer Ramm said no question.

Chairman Veverka asked what responsibility does the designing company bear in this case? In other words, we end up with a \$70,000 hit, that's a big one because they didn't do their job. Do we have to go after them?

City Engineer Ramm said we have had a little bit of a conversation about that, and for sure, that's something that on the side bar we would collectively get together, figure out what we would feel is fair; and have a candid conversation with them. They have not been engaged to this point only because our goal was to get this job built and get our contractor paid; but that's certainly a valid exercise that we can go through. It's just finding out to what degree you could really attribute to the dollar value, and then see if we could work something out amicably or if it gets to attorneys involved. Then you have to make that decision whether or not attorney fees to chase the dollars.

Councilperson Trakas said they have errors and omissions insurance I am sure. That's their omission.

Councilperson Asseff said you have to start proving negligence on them. This was a path of inexperience.

City Engineer Ramm said and I will tell you it's the first trail we ever built.

Councilperson Asseff said we never did it before. The people who were the contractors, what was their experience? What was their depth in this? Looking at a green wilderness with a road and saying now it's going to come up this way. There are a lot of issues. It was a total path of inexperience.

City Engineer Ramm said not from the construction manager's standpoint or contractor's standpoint, more from me personally and/or our department. We had not built a trail. We build roads and sewers, but little trails. It was a valid point.

Several people began speaking at once.

Vice Mayor Grendel said the company that designed this, they have experience, a lot of experience with trails.

City Engineer Ramm said it's one of those things too, when they send in qualifications, it's based on certain personnel. A lot of times that personnel comes and goes, and the guys who are designing the work, which is who you based how well qualified they were on the longer round, the guy who is actually the grunt doing the work and the design is maybe experienced; and it's who they said they were going to use. We have seen that before.

Councilperson Trakas asked how much did the design company charge us to design this trail?

City Engineer Ramm said I think it started out just over \$400,000 and then we had a contract modification for the bridges because of the way some of the uniqueness of the bridges, how they panned out. I want to say \$440,000 to \$460,000.

Councilperson Trakas said plus then the \$70,000 that they missed out on, and it cost us.

City Engineer Ramm said it's the sanitary sewer design that they didn't have to do.

Councilperson Narduzzi said I don't know, Council is going to have to discuss this. I guess I get mad. You knew how I was about this project from the get go; and it was a 12 year project; and then they tried to shove it down our throats in the last 6 months because it's an election year. I don't think it was the right thing to do, and you know what, I am speaking the truth because I think that's what happened. We had to get it done because you know what it was a feather in the Mayor's cap; and now we are going to pay \$500,000 for it. That's the truth.

Councilperson Asseff asked is it?

Councilperson Narduzzi said come on Doc.

Councilperson Asseff asked is that your interpretation?

Councilperson Narduzzi said read between the lines.

City Engineer Ramm said we were under the gun to get this job done by ODOT because it was old earmarked funding, and they had commitment dates.

Chairman Veverka said right, the grant money, a bunch of the grants would disappear. They were on a time (inaudible). I don't know if that's a fair statement.

City Engineer Ramm said we would have had it done long before the election if it was up to us.

Vice Mayor Grendel said if it would have started like some of the other things we had, if you did it in one construction season, I am sure that would eliminate some of the problems. You said some of it was caused because of the wet weather that came in the spring.

City Engineer Ramm said a 365 calendar day project that maybe started in getting on near winter; they could have been driving piles in the cold weather and making production versus a complete shutdown. So, we got started in May, and they did get a lot of work done if I am not mistaken before the weather turned; but the work that was left to do was kind of paving and restoration.

Vice Mayor Grendel said the paving didn't get started until much later.

Chairman Veverka said it was supposed to happen in the fall, and the weather turned; and they stopped batching asphalt. So, that didn't go in place.

City Engineer Ramm said winter came in like October I believe last winter, and then the spring didn't end until June. It was really a double whammy. That didn't help.

Councilperson Trakas said then you have things like these tree guards. They couldn't figure out the deer were going to eat the new trees.

City Engineer Ramm said the misleading part of that is, so all the trees that were planted; and there were 300 or 400 trees planted on the job. The tree guard was included in the tree; but complementary of the trees, there were low level bushes for the lack of a better word, other plantings that weren't trees. Those didn't have these special guards because they were non-uniform. So, that's where the deer were eating those up because there were no guards.

Councilperson Narduzzi said those kind of things to me are things that should have been covered in the initial \$250,000 we had set aside. Those are just little meaningless things that pop up.

City Engineer Ramm said right.

Councilperson Narduzzi said but if you look at the big numbers, I mean those are significant. It's over another \$250,000.

City Engineer Ramm said right, no question. Councilperson Trakas, you asked me about selecting a contingency, that's for this big negative \$315,000; so kind of taking credit for the \$250,000 plus some other quantity reductions that got that number to be a red, negative. So, the \$250,000 is kind of baked into all of that. It's already accounted for as a negative, to your point.

Vice Mayor Grendel said some of these things in the original design, they could have taken them into account. Was it a miscalculation of some of these things?

City Engineer Ramm said so things that weren't in the plans would be completely like a thing that is shaded like \$7,000. If it was in the job, the job would have been a little bit higher; but it was nowhere in the job at all. So, that was a complete, total extra. A lot of the other ones were quantity driven in that there were bid items and quantities; and we just ran over on quantity.

Vice Mayor Grendel asked shouldn't they have anticipated those things?

City Engineer Ramm said yeah, or rule of thumb is whatever you think it's going to take, add one and a half times because it's the way construction goes. A lot of these things are never enough.

Vice Mayor Grendel said so they probably designed it best case scenario.

City Engineer Ramm said too tight, and I can tell you, so drainage was another one. So, I remember Mr. McClendon telling us you better account for this because there's a pipe down there.

Mr. Mike McClendon said you never did by the way.

City Engineer Ramm said I thought I conveyed to the designers, I didn't rise it to a high enough level obviously because it was a small pipe; but one of these items was us ripping out the smaller pipe and putting in what we felt was a bigger pipe to accommodate that.

Mr. McClendon said it's not big enough.

City Engineer Ramm said well we learned 2 or 3 times we were down there.

Mr. McClendon said there were 2 floods in June, and I went down right after; and all I did was laugh because I knew it was going to happen.

City Engineer Ramm said well we excavated that ditch and lined it deeper.

Mr. McClendon said you created a bridge there. You had an open culvert because it still hasn't roared like it did in 2015; and it's going to happen.

City Engineer Ramm said so, there were challenges with it.

Mr. McClendon said it's not over.

City Engineer Ramm said I remember the question coming up how much is this going to cost to maintain? I remember that was a question that kept coming up.

Mr. McClendon said in 2017 that question was asked by Mr. Narduzzi.

City Engineer Ramm said it was difficult. Again, we had never built a trail before. Once it's built, you think you are going to be in good shape; and we built it well, but you walk through there and the topography and the water flow. We are going to have to stay on it for sure.

Vice Mayor Grendel said the original design wasn't done properly or adequately.

Mr. McClendon said not at all.

Vice Mayor Grendel said in our haste, although there was a timeframe on this too. I think that a lot of these were caused just from inadequate design, whether they put someone who wasn't qualified, like a bait and switch where you have their best project and their best people working on it.

City Engineer Ramm said and I don't know that it happened; I am just saying that's the scenario.

Vice Mayor Grendel said I hope we are not going to continue to pay for it down the road because of an inadequate design.

Councilperson-Elect Walchanowicz said it sure sounds like it. It sounds like it's something that's going to be a never-ending cost.

Councilperson Narduzzi asked where do we go from here?

Councilperson Asseff said that's with all trails. We don't know how much more it will cost.

City Engineer Ramm said the important thing I would like to emphasize and keep separate is that the contractor in good faith performed this work at my direction, and I feel that he deserves to get paid. As a side bar to then go back on the design engineer; I think they are kind of separate; but for still having some valid concerns about some costs.

Councilperson Narduzzi said you have to have some skin in the game before you pay the contractors is what I am saying. It's just basic knowledge to me now. We ought to have Legal look at it, and have Legal give us a description of what path to take if we are not happy with saying we will pay the \$228,000.

City Engineer Ramm said I understand, but just to keep in mind we had a construction manager working on our behalf vetting those things out and made recommendations to the degree that those were fair and equitable and approvable to the extent it was.

Councilperson Narduzzi said I wish they would have come to us before we got to this point.

City Engineer Ramm said right. Well their focal point and contact person was strictly the Engineering Department.

Vice Mayor Grendel said my overview of this is I think that because of the burden of work that your department had, not as much attention was given to this project as it probably deserved. I am not pointing fingers or anything, there is a lot of pressure put on your department; and that's something I want to look at in the future that we have adequate staff. Really when this happened months ago, when the project was going on, I think Council should have been made aware of some of the situations we had. Maybe we could have reviewed some things at that time. At the time both candidates took, they took credit for this. The political thing, like Doc said, is irrelevant. It's just the fact that some things weren't done properly, and I know because trails is not what the Engineering Department usually gets involved with. It's mostly sidewalks and streets and everything; but it's just too bad that we weren't kept informed because the flow of

information is important, and sometimes things shouldn't be kept away from a legislative body because we are the ones who ultimately approve the spending of the money. So, we should be kept abreast if there's a problem. At least early on we know, and we can explain to our constituents what the problem was. I don't want to get into a legal issue in not paying something that we owe for, but we should find out if we could recoup some of that money.

Councilperson Asseff said real quick on that total cost, how much was the original grant, did that take off from there? That million dollars we got from the Government? How does that apply to the total amount?

City Engineer Ramm said the overall project, we had from ODOT \$1,800,000 I believe was the earmark; and then the additional \$500,000 from the Ohio Department of Natural Resources, Clean Ohio.

Councilperson Asseff asked so we have \$2,300,000?

City Engineer Ramm said yeah, whatever that ends up being, and then the balance would be 100% locally funded. Then keep in mind we had design engineering that was 100% local because that earmark went all for construction. So, the \$450,000 engineering; we had to submit an amount of environmental work even before that to secure permits. That was all local funding.

Vice Mayor Grendel said that was done early on.

City Engineer Ramm said early on, and all on the City's dime.

Vice Mayor Grendel said so if we could maybe have a breakdown of what the project cost, and the income that came in from those 2 sources so we have a better grasp on that. My feeling is that the design company really made a huge boo boo at the beginning in not accounting for a lot of these things. Then there was just a communication problem that we should have been made aware of this once it became obvious that we are going way over because this is the first we have seen of it except for the legislation. We are responsible for accounting for this to our constituents and everything; and we need to know where the problem was, and if we can remedy it, if we want to remedy it. I still believe in this project, I think this is going to be a gem for many years. That's the trend. I am not a hiker myself, but I know that this is an asset. We were looking for a connector with the towpath and that too. There were just some different errors that occurred that comes to this situation. We want to make sure that hopefully that it doesn't happen down the road and takes some steps to maybe recoup some of this.

City Engineer Ramm asked any other questions on this specific matter?

Councilperson Trakas said are you going to get all of the details out to us?

City Engineer Ramm said I am just trying to figure out. I will have to check with these guys and see what the most efficient way to disseminate because there are 49 separate change order type documents. There is backup, there is paperwork, and how to make that available. We could coordinate and put it in the Cloud or something. It would be a lot of paper, but we could do that.

Councilperson Trakas said a cloud would be fine.

Vice Mayor Grendel said I want to take some of the pressure off the Engineering Department because like you say it's a number of factors on that; but I still think the design work has to be looked at because I think you guys would have caught some of the items if you saw a street design before it went out to bid. You would say hey it's not right, but this had some unique features that you didn't catch.

City Engineer Ramm said and to the point that there are no residents living out in the woods to have resident meetings to prepare for and projects that deal with our residents. That definitely to me took the higher priority.

Vice Mayor Grendel said there's a gentlemen here who could have worked with the designer. Who has a better knowledge?

Mr. McClendon said I showed the foreman at Williamson the pictures of the water running behind the dike on June 24, 2015, and he said there's nothing I can do about it, I just do what I am told.

There was a 3 foot pipe in there from 2007/2011, and it was inadequate. It just washed out. So, they put a smaller one in.

Vice Mayor Grendel said so the design person, if they knew that ahead of time; and still designed it the way they did, to me it seems to be a problem there.

Mr. McClendon said if I knew, they should have known.

Councilperson Narduzzi said since we never do this kind of work, and we picked that design company because they preached that they did it, they know how to do it; I would have to think they have to bear some responsibility.

Vice Mayor Grendel said if they were told by someone who lived down there.

Councilperson-Elect Walchanowicz said you trusted them, and you are taking the blame for it.

City Engineer Ramm said and I believe I was out to Mr. McClendon's even with some of those prior storms; so even I was aware, but didn't make it a point.

Mr. McClendon said back in 2011 I showed you the 3 foot pipe didn't work, and it really needed to be bridged there.

City Engineer Ramm said and the water kind of splits right there. We tried to force a lot of that water down the ditch.

Mr. McClendon said it goes into an alluvial fan where it comes out of the canyon, where the Blue Hole comes out of the canyon; and it's all out there. I used to have a ditch there, and I got too old and couldn't dig it out anymore. So, I just let it go.

City Engineer Ramm said there were some big pipes under the driveway there that try to keep it on that side.

Mr. McClendon said that was for the little creek. In 2007 in response to the 2006 super flood that we had on June 22nd; Haydite and I got together and we asked the City if we could do it. It was my idea to dig an outlet to Hemlock creek. They dug that out with a backhoe in 2007 and put a 3 foot pipe underneath the road; and restored the road between 2007 and 2011 when it washed out. Then when you filled the trench back in, I immediately as soon as the construction team left, I created a dike there. I probably moved 10 tons of material myself from Hemlock Road and made a dike which held up through all the floods subsequent to that up to the time the dike was bulldozed out in 2018. The dike held through some really big floods, including June 24, 2015. There was also another one 3 days later after that. Haydite had to dig that up twice with a machine. They told me not to tell on them, well it don't matter anymore. Haydite and I managed the water until early 2018, when they took the dike out.

Then this year on June 12th and 24th I went down and talked to the guys after it happened. They had 2 storms that wrecked the trail bed, clear down through 18 inches of 304 right down to the old bed; and they had to fill that in. Boy, they paved it quick after that. They got it paved right after that. That was not a big one. The big one is coming, and there will be shale on the trail. It might just turn out to be a minor nuisance, I don't know. Most of the trail is beautiful and well designed. I have no complaints about it.

City Engineer Ramm said and some of these costs were in response to some of that very thing you are talking about, not just there but elsewhere up and down. We had some washouts, some things that had to be cleaned up, things that took time and money.

Mr. McClendon said there is another issue. There was a fence crew when I was still living there, and they put about 100 plus feet of fence from the bridge over Hemlock creek right below my house up to another 100 feet up the creek; and it was chain link fence to keep people away from the creek. Well in June of this year, that was all gouged out, and the fence thrown in the creek. I was just there not that long ago, last week, that fence was gone. It was sitting in the creek all summer, a brand new chain link fence, posts and all. The Illuminating Company had to come and move the telephone pole 6 feet back closer to the old Hemlock Road. The gas company had a line that was exposed by that washout. A sycamore tree fell, and as soon as it fell, the creek attacked where it used to be and gouged it out big time. That fence has not been replaced, and it's super hazardous there. It's only about a 10 or 15 foot drop, but if you fell in there, it would not be a good outcome.

City Engineer Ramm asked who put the fence up?

Mr. McClendon said I don't remember. It was part of the project. It was probably just a fence crew with some company.

City Engineer Ramm asked part of our project?

Mr. McClendon said absolutely. It might have been Haydite. At that time they weren't aware that they were going out of business.

City Engineer Ramm said yeah, maybe because it wasn't the City. I don't believe it was the City.

Mr. McClendon said it may have been DiGeronimos.

City Engineer Ramm said but I do know that we coordinated with the Regional Sewer District. They were out recently to address that situation, and they may have been the ones who removed the fence.

Mr. McClendon said yeah, the creek has been cleaned up, all the stuff was rotting.

City Engineer Ramm said it was the Regional Sewer District, and some of the tree got cut down.

Mr. McClendon said the tree is gone. Usually when things happen there, it's a big event, not an accumulation of little ones, just one big one.

I have some other questions. Are you going to have restrooms anywhere along the trail? At the bottom might be a good place for them. Are you going to have parking at the bottom?

City Engineer Ramm said nothing as part of this project. So, what you see out there today is everything that project was meant to be.

Mr. McClendon said I was down there yesterday at Canal Road, and there is a sign that they put up. There's a horse on the sign. Are horses going to be allowed on this trail?

City Engineer Ramm said I don't believe that was ever our intent.

Vice Mayor Grendel said West Creek sent out a thing requesting donations, and they have the thing showing a horse that you could use horses on that path.

Chairman Veverka said and it also shows the trail coming up through the side street and up to the parking and restrooms.

Vice Mayor Grendel said (inaudible) the trailhead being up here on this side.

City Engineer Ramm said we never intended it to be used for horses.

Councilperson Trakas said I wouldn't want to clean after the horses. We also talked about maybe putting some signs up.

Several people began speaking at once again.

Vice Mayor Grendel said there's a lot of potential as far as the path goes beyond this and everything. I still think we need to probably have just a meeting itself, a special meeting, just to go over some of these things.

Councilperson Asseff asked who controls that path? We do?

City Engineer Ramm said we do.

Councilperson Asseff said so we can have signs like no horses allowed.

Councilperson Trakas said yes you can.

Councilperson Narduzzi said for \$2,700 you can put up any kind of sign you want.

Councilperson Trakas said for \$6,000, we can have one that glows. I see that up here.

City Engineer Ramm said yeah, we had some signs down there by Stone Road that are LED's, that are solar. A lot of that was required because of the sensitivity of the railroad tracks.

Vice Mayor Grendel asked do you think that maybe Council should put this on, we have that Strategic Planning, this is going to be an issue.

Councilperson Trakas said we talked about this for an hour.

Vice Mayor Grendel said I don't want to take too much of that, but this is a big issue. That might give you enough time. That's the first Saturday in January.

The Clerk said it's January 11th.

Vice Mayor Grendel said maybe we can see if there's anything we can do as far as that.

Councilperson Narduzzi said I think before we start pointing the finger at anybody, we should have an Executive Session with Greg O'Brien and see what direction we want to go in. He's going to say, look if we are going to spend a ton of money, we aren't going get anywhere. It's worth the question.

Vice Mayor Grendel said it is a unique project; and like I said, if you had a lighter construction season, you might have taken more, the Engineering Department might have been able to pay more attention to some of it.

City Engineer Ramm said maybe did a better job up front before the plans got finalized, and the bid packages got finalized, before it went out to bid and getting that done. There were a number of things that came up as far as where to place blame; that's behind us now. We should review

it. So, maybe we will request an Executive Session here next week; and then see where we go from there.

Councilperson Asseff asked what data do we need so that when we talk with Greg, the specific areas of where we are concerned.

City Engineer Ramm said I will work with GPI to find, try to figure out because that kind of came up with all these costs, what things could you, so you have a dollar value there, but then what's the net result, a real dollar value, maybe less than that; but what it truly could be attributed to the consultant. Let's figure out what we are talking about.

Vice Mayor Grendel share that with Legal, with Greg O'Brien. This way he has information.

Councilperson Asseff said we have to have more data. He will say yes you can sue, no you can't, whatever; but he doesn't know what to base it on. So, he has to have some indicators that this could stand in our favor should we take further action.

Vice Mayor Grendel said we don't want to go down a path and not be successful and waste more money.

City Engineer Ramm said and I am not prepared to answer that question either. I didn't take the time to go down that road yet.

Chairman Veverka said and some of the stuff where a decision was made that you changed from metal poles to the other ones; then it was our choice, but the other items, that simply needs to be split out from the stuff that directly goes back to design concerns I will call them.

City Engineer Ramm said so you can concentrate and focus on that category.

Councilperson Asseff said what the real issues are. Right now we have a lot of issues, but what are the real issues?

City Engineer Ramm said and what's the dollar value.

Vice Mayor Grendel said some of the things, we changed the scope of things; and that's on us.

City Engineer Ramm said and a good amount of that.

Vice Mayor Grendel said maybe we can do that with Greg just to make sure. This way if he says hey for what you will pay legally, the City will be paying more money, and the outcome may not be in our favor. We don't want to go down that road then like Tom said.

Chairman Veverka asked can we move on?

City Engineer Ramm said yes we can.

Chairman Veverka said thank you gentlemen.

City Engineer Ramm said one thing too while they are here, if you look at the list, it's listed GPI Construction fee. One benefit and thing to pat them on the back is that even though the job was longer in duration, the value of the contract went up significantly; and these guys were able to hold their fee and did not increase whatsoever. So, a lot of times you have that in parallel where the construction value goes up, the construction management contract also goes up to account for it; and they were able to hold their fee, and there are still some dollars in the fee that have not been used yet. So, to their credit, they have been working hard; and there is still money potentially to be given back to the City.

Vice Mayor Grendel said when there's that much of a discrepancy, we have to look and see why.

Mr. McCafferty said we have all the records.

Vice Mayor Grendel said very good.

Councilperson Asseff asked is that \$3,300,000 the final amount?

City Engineer Ramm asked for us, for our project? That's including. So, that would include this \$229,000.

Councilperson Asseff said so out of our hide \$1,000,000 because that's your \$2,300,000 plus \$1,800,000 plus \$500,000 is \$2,300,000 against \$3,000,000 is \$1,000,000 out of our hide; and then what of that could we get reduced, if we can.

Vice Mayor Grendel said there was more money spent on that with some of the initial.

City Engineer Ramm said yeah, we talked about that.

Vice Mayor Grendel said so \$3,300,000 is just construction, it's not all of the costs.

City Engineer Ramm said but all these numbers up on this chart are construction dollars. So, those projects also probably have design engineering and permitting, fees, this is just construction dollars to compare apples and apples with trail projects.

Councilperson Narduzzi asked so what was the total cost of the project, engineering, construction, everything?

City Engineer Ramm said before we went out to bid we were tracking a lot of those costs, and we have them tabulated on a sheet; and now that we have this final cost for construction, I think we can give you maybe something.

Councilperson Narduzzi said kind of get us to the bottom number of percentage of what the overruns were for the whole scope of the project. We are looking at it, and it's 25% I'm thinking, right on \$1,900,000; but what was the cost of the whole project?

Vice Mayor Grendel said and some of that was before you were here. Some of that happened in 2005, 2006.

Councilperson Narduzzi said at the end of the day, it may not look as bad as it looks if you throw the big picture number in there because it's going to look bad at 25% over your initial contract. That's a quarter, that's bad.

City Engineer Ramm said it's 17%. Where are you getting 25%?

Councilperson Narduzzi said well \$1,900,000 and \$500,000 overrun.

City Engineer Ramm said that's the cost per mile; so the \$3,300,000 was what the job came in at. The cost per mile is when you divide the 2 numbers, it spits out the ratio. It's what I am trying to gravitate to.

Several people began speaking at once again.

Vice Mayor Grendel asked what is Chagrin Valley?

City Engineer Ramm said yeah, Chagrin Valley Engineering did some wetlands, the streams.

Councilperson Narduzzi said years ago it started.

Councilperson Trakas said all I hear is General Wagner talking about Boy Scouts.

Chairman Veverka said Eagle project.

Several people began speaking at once again.

City Engineer Ramm said so the next project was Brettin Drive, and that's one of the ones where we can actually say that we started the job, pushed through and got it substantially completed in the time we thought we were going to get it completed by, which was Thanksgiving. That was our target, and we worked a little bit past that to do some concrete work and clean up. By and large, we hit the target for Brettin. So, Brettin also had a contingency of \$125,000 I believe; and based on some of the extra work that we know we have already absorbed. There's a request and legislation on Council's agenda next week would be a for a change order to account for, I think right now we are roughly about \$50,000 to \$60,000 over. I bumped it up to account for anything because we still have some work to do in the spring, the clean up, seeding and restoration.

The one major component of work is a very unique thing. There's a large manhole structure, and we will call it a water quality vault. It's an EPA driven rule; and where the thing had to go, where the big crane had to sit to hoist this large vault into the ground, there were overhead power lines that prevented its installation. So, we do know that we will have expense to get CEI; we have coordinated with CEI. It's a unique scenario. The pole line runs down the south side of the road, and the very last pole before you get to Brecksville, it shoots off on a diagonal. That

diagonal is right underneath where we have to set this large vault with a large crane; and CEI has to move these lines over onto the main line to get those wires out of there. We had high hopes that they could just de-energize for 4 or 5 hours so we could do our work; and they didn't want to do that.

Councilperson Narduzzi asked is there any way to put the line without creeping and crawling on something?

City Engineer Ramm said it's gigantic, and it has to go in at that location because it's the low end of the storm sewer. So, there's no room.

Councilperson Asseff asked do they have to put the wires back?

City Engineer Ramm said no, they are moving them permanently to the south side where the rest of them are up and down the street. The whole pole line runs down, but for whatever reasons, it's one of those unique dynamic things. If it wasn't for this, the thing would be in the ground already, but by the time we realized and tried to coordinate with CEI.

Councilperson Trakas asked can you put it under Brecksville Road?

City Engineer Ramm said no, it kind of has to be before the sewers for Brecksville and Brettin, the storm sewer gets into the storm sewer on Brecksville Road. It has to be treated and cleaned with this vault. It is an EPA requirement.

Chairman Veverka asked and where does the vault go?

City Engineer Ramm said it goes on a storm sewer main itself, which we are probably going to have to remove some sidewalks slabs, so it's on the north corner.

Councilperson Narduzzi asked can we get money from the sewer district to put that in?

City Engineer Ramm said I don't believe so.

Councilperson Narduzzi said it goes back to the Government. They tell you that you have to do something, but you have to pay for it.

City Engineer Ramm said we adopt the rules citywide. Unfortunately, we still have some work to do in the spring with a major excavation. It's not ideal, but again being late in the season; we could have left that area open, and it would have looked unfinished. The sidewalks would not have been completed; so from a safety standpoint, and just to get the job buttoned up for the spring, we bit the bullet and put the sidewalks in, the road in. So, we will be coming back.

So, we had some extras. The road was soft. We spent a lot of money on stabilization. We had some storm sewer scenarios out there, clean up on some old conditions and get people tied into the newer system versus the old. We ran into some costs that were not anticipated on the job.

So, these here again were unanticipated things you hope you can accommodate with a contingency; and it didn't happen. So, the request is then for \$100,000 for this job.

Councilperson Trakas said not related to this request, but an observation. It seems to me that we did several of these projects this year that we haven't traditionally done. We chopped up the street early, and used that as the base. This tends to save us money. It did seem to create a lot more inconvenience for people. I have never had as many complaints on road construction, but the entire street on all these different streets were gone. Irrespective of the costs, I would urge you to consider that because I think there was a lot of pain and suffering for the residents and everyone else who was driving down there. I know it's a lot cheaper for us to do that, and that's something we have to keep in mind.

City Engineer Ramm said well I think we reaped the benefit of him bidding it that way, and being able to do it that way. It ultimately it translated down to savings; he was the low bidder, but you are right. That was the first time we had ever done it that way. It was new to us, and we felt we would give it a shot; and it was uneven. It was rough, and it was a long time to be on that surface.

Vice Mayor Grendel asked it was only on the Brettin project?

City Engineer Ramm said yeah, primarily right. The old rule of thumb is you leave the existing pavement there as long as you can. It gets sacrificed, it gets beat up.

Councilperson Trakas said I thought it was on Lafayette too.

City Engineer Ramm said yeah, we are trying to leave as much in place. It is a little bit different; your job was reconstruction where everything is coming out. Those jobs are not so much, the road is kind of staying but for the trenches that you are ripping through and having to patch back in. So, it's a little bit different. Like when we did Beverly, we tried to leave the pavement in as long as possible, and then when it was ready, we tore the pavement out.

Councilperson Trakas said we just did this at my church too with the parking lot, and here again it's cheaper. We are looking out for the cost, but it did seem to create a lot of anxiety with the human beings who had to traverse the road.

City Engineer Ramm said understood. We will think harder about it, and we can always go to the level of putting in specific language in the contract where we would specify that it's not to be permitted so that a bidder would know up front.

Councilperson Trakas said or do it not all at once.

Vice Mayor Grendel asked this is Tri Mor's first contract here isn't it as far as major contract?

City Engineer Ramm said yes I think it is. They have been on some things.

Councilperson Trakas said they were really good.

City Engineer Ramm said we have had a lot of compliments from residents who said they were very accommodating in letting them up and down the street, getting out of the way.

Councilperson Narduzzi said and that was a tough project.

City Engineer Ramm said it's one way and one way out. There is nowhere to run, and it's long. Beverly, we chased them to park out on Eastview.

Chairman Veverka said you can't let them park out on Brecksville Road. There was no place to hide.

City Engineer Ramm said it was a very difficult job.

Chairman Veverka said and it's a long piece of road.

City Engineer Ramm said that road is 1,600 feet.

Vice Mayor Grendel said it's been long overdue. How long has that gone? Decades, many decades.

Councilperson Trakas said at least 3 decades, probably when it became a street because it wasn't a public street before that.

City Engineer Ramm said so that's Brettin. This is Brookside/Bramley, just a little bit of an update that the GPD Group put together for me. We are doing good, focused on the thing there in the middle, construction progress. Final completion isn't until December this time next year, 2020. The total contract value is still what it was awarded at, \$5,400,000. We are about 34% complete through November; and the calendar in terms of budget and time lapse we are right there at 32%. So, we are tracking pretty good in terms of contractor's production. Invoices we have paid for work completed relative to contract duration and calendar days. So, things are tracking pretty good. They have the water main in, and they have that temporary bypass piping off the street; and we did have some homes that had some freezing when that cold snap came through there in November. By and large, it was minimal.

As far as the look ahead, the contractor is doing the storm sewer work from here all the way through; his schedule projects all the way through April. They enjoy this sort of thing in the dead of winter. It keeps their guys busy, and it's work that you can do but for blizzards or sub-zero degree temperatures. If it's generally a mild winter, they could push through and still make production. So, they have a lot of storm sewer work. Right now they are on Bramley, and once they finish Bramley they will start working out on Brookside Road. There are a lot of storm sewers on both sides of Brookside.

Councilperson Trakas asked and that could be done in the winter?

City Engineer Ramm said yeah, in the winter time. We are coordinating with CEI because there are some utility poles that have to be supported because we are digging trenches right next to them and/or completely moved to accommodate sidewalks or storm sewer work. That was all part of the coordination, and we are working with CEI to do that. So, they will be coming out here shortly.

Vice Mayor Grendel asked the construction company, is that DiGioia?

City Engineer Ramm said yes.

Vice Mayor Grendel said because I heard people compliment them as far as the residents as they being accommodating too.

City Engineer Ramm said the job is going pretty well. It's a big job, and we have had very few complaints.

Councilperson Narduzzi asked is that water line under the street also?

City Engineer Ramm said yes, we put it right where it was which was kind of in the, you will see it, it's in the southerly lane.

Councilperson Narduzzi asked why don't we move that to the right-of-way? I am just questioning it.

City Engineer Ramm said well we always like to. Like for Brettin, we put a new main in; we didn't have bypass for Brettin because we left the old one in service and left it alone and were able to put a new one in. The new one went in the road, but there was no bypass piping; and again, there are EPA requirements for certain minimum distance of separation between water mains and sanitary and storm sewers. So, when you are in a tight right-of-way in a built environment when you have existing, sometimes you get hemmed in where you can't meet those requirements and keep it in the requirement. So, your choices are, put it out right away; you get easements from all the residents, or rip it out and replace it where it's at because that's where it is currently. Then you have to have this bypass piping system in place to keep people with water while you are ripping it out the main and putting it right back. So, it's not ideal. We have tried to put it in new locations when you can get away with it. It's cheaper too because you are not paying for all that bypass pipe. It costs a lot of money.

Councilperson Narduzzi said everything you did, you are redoing again; so there has to be a cost to that. I am saying, if you put it down in the right-of-way on one side, you eliminate that cost. They are doing the same job twice now. They are actually filling back, digging the asphalt they took out, packing it again. Then they are going to grind up again.

City Engineer Ramm said on the top.

Councilperson Narduzzi said it seems like a lot of work.

Chairman Veverka said Don didn't you say a lot of that had to be blasted in because of the bedrock there. That's what you had said.

City Engineer Ramm said right.

Chairman Veverka said and you want to put it in the same slot because otherwise you would have to create a new, and then you have big costs involved with dealing with the rock. Lafayette is a lot different than Bramley. Bramley is basically a flat area that's not too, the bedrock has to be further down than it is along the side of where they were quarrying the rock out on Rockside.

City Engineer Ramm said and that's a good point. So, in one job, the Brookside/Bramley job, on Bramley we had enough room in the right-of-way to fit a new main separate from the existing; therefore, we didn't have bypass in that little street. Then out on Brookside, that wasn't the case; we had the bypass. So, it runs the gambit from street to street; but on Lafayette I think it was probably more driven by the rock.

Councilperson Narduzzi said it was done once.

City Engineer Ramm said that's right.

Vice Mayor Grendel said and we get easements, and that's expensive and time consuming.

City Engineer Ramm said and putting something right in their front yard is not going to be too popular.

So, this job is going well. Here again, GPD, their construction management contract is running well. They are looking at about a 25% buildout, and it's under. So, we are doing good from a construction management budget as well.

Councilperson Trakas asked how did they become the construction managers? When we accepted the bid, was that part of the bid?

City Engineer Ramm said yeah, on that particular job, the scope, the RFQ, the proposal, was the dual part. It was selecting the most qualified for the design up front and then the construction management.

Vice Mayor Grendel asked so GPD did all of it?

City Engineer Ramm said right. So, when they gave us a proposal, I think they gave us Part A was the design engineering, and then the Part B, if authorized, was for the construction management, which we just kind of keep that off to the side until you are ready to bid the job and construct it. So, that's how that was. We also have had occasion to have Requests for Qualifications, QVS process for just construction management services separate.

Vice Mayor Grendel asked whoever designed it, have them also with construction management because this way they know; if they designed it, they would know some of the questions instead of having 2 different companies.

City Engineer Ramm said I think there's some continuity, and they can rely on each other. Sometimes we don't have to get involved as much. So, that job, Brookside/Bramley, when there are issues with the design, the construction guy, inspector, can dial in right direct with the engineer or record at his own company.

Councilperson Narduzzi said there's also, I don't know, you have to be careful. Somebody is watching over the construction management part of it; it's not part of the construction company. It's going to cost them dollars if they do it the right way. You just have to be careful.

City Engineer Ramm said in fact ODOT mandates that it cannot be the same company.

Councilperson Narduzzi said any Government job that we used to do, we weren't allowed to. We had our own construction management.

City Engineer Ramm said you see a value to it; and for instance the Brettin Drive job was kind of that scenario.

Councilperson Narduzzi said that was why we go with QCI for that reason.

City Engineer Ramm said so Brettin, we had CDM Smith, which was the old Louis Perry. They designed it, but then EDG was the engineer doing the construction management. So, it was separate companies. So, if the inspector had an issue, he was calling me or my department because he didn't have a direct link to the design company.

Councilperson Narduzzi said so you are paying for a check and balance is what it is.

City Engineer Ramm said there are tradeoffs I think. It could be good both ways I think.

So, Lafayette, we got a late start. We were ready to get going in early July, but we had some hiccups with Cleveland Water; and we kind of learned that the bypass plan is an actual plan that needs to be reviewed and approved by Cleveland Water as well. So, that was something we didn't account for. It took time to get that approved. We lost a good prime construction season just sitting on our hands waiting for Cleveland Water's permission, blessing to get going with the job.

Chairman Veverka asked didn't we run into that with Brookside too?

City Engineer Ramm said every job we tend to.

Chairman Veverka said Cleveland Water seems to take whatever the time is and kick it down the road.

City Engineer Ramm said they have limited resources and take a while to get your plans reviewed and approved. So, that didn't help us here. They are good. They know what they are doing, they are just overwhelmed with work. You almost have to try to plan for that anymore up front or else you are already starting off at up against it so to speak.

Councilperson Narduzzi said so we as elected officials have to come up, we have to be involved in the decision making on when we can start these projects and when we can't. So, at some time, regardless of what happens; the Water Department, or we don't have all our ducks in a row; we have to have a date that's going to be a cutoff date to say you know what, after this date it starts next spring.

City Engineer Ramm said or you just say you know what, we aren't going to issue a Notice to Proceed to a contractor until such time as you have all the ducks in a row. Else there is a risk of not getting the things that fall in when you need them; and then you are in a tough spot like Lafayette where the road is going to be kind of torn up all winter.

Councilperson Narduzzi said and those guys, I can't talk enough about those guys. They go out of their way to make it palatable for people. It's just a nasty situation. It would be a lot less nasty if it was June, July and August rather than people tracking the mud in their houses because there's just mud everywhere. If it's dry and dirt, it's not as bad as mud.

City Engineer Ramm said dust you can kind of put up with.

Vice Mayor Grendel said the award was made at the May meeting, wasn't it?

City Engineer Ramm said I believe. No, it was June. We were ready to get going in July but for this issue with the Cleveland Water approvals.

Councilperson Narduzzi said and even that I think, you know what, if we don't have our ducks in a row by April, let's talk about it next year. Don't tell me we are going to bid it out in June or July. We shouldn't be bidding it out.

City Engineer Ramm said you have 60 days to award.

Vice Mayor Grendel said I think in the old days, we used to do March.

Councilperson Asseff asked can we put out to Cleveland Water the plans before we even start bidding it out?

City Engineer Ramm said well we always do, but again the time it takes. Normally their review time is longer than our design time. We just wait. You design it, and you send it; and you don't even think about bidding it until you get the approvals back. Then you are talking about biting the bullet, saying you know what, it's going to be another calendar year.

Councilperson Narduzzi said I guess on our end, you have to deal with it, instead of trying to push it through. Like Lafayette, we pushed Lafayette back for years. It had to be 6 to 8 years that we kept pushing it back another year.

City Engineer Ramm said but we didn't have the design done, so we kept pushing it back. We could have maybe got the design going and maybe sat on it. You know how that goes, if you don't think you are going to build it, you don't spend the money to design it.

Several people began speaking at once again.

Chairman Veverka said he wanted to do a pavement job, and we thought that was not a good idea because it was imminent that we would have to tear up what we paved.

Vice Mayor Grendel said look how many years went by before we actually did it.

City Engineer Ramm said so Cleveland Water reviews the plans and then issues what they call a charge letter; and that charge letter is really their review fee, and it's the permits to make taps on the main. It can run \$20,000, \$30,000 or \$40,000; and that normally is a bid item that we put in if we know what that cost is up front. We put that in the bid package; so it's a line item to a bidder, but ultimately we pay him. So, it's a City cost.

Vice Mayor Grendel asked how much more money do you think we will be adding to this project?

City Engineer Ramm said I think we set up \$100,000 as just a token; but we don't know yet. We aren't there yet. Just trying to be up front and say that there's been some extra costs, extra work; we found a section of storm sewer that needed to be replaced up on Lafayette hill.

Vice Mayor Grendel said in my discussion with the Mayor-Elect, I think he wanted like a moratorium on any new projects until we get a grasp on getting these approved. I think he had a couple, just to give you a preview, he had a couple of sidewalk projects that he wanted on Hillside from the new development down to where I-77 is. I think on Hillside the other way from Twin Creeks up. As far as roads go, I think we want to get a handle on all the projects that were halfway done or partially done before we start thinking about Lafayette, Kleber and Longano and that; if we get these done properly, and get them paid for properly.

City Engineer Ramm said so the contractor is still making best use of the weather. The weather is still somewhat cooperative. We are paving out there tomorrow on Latonia and potentially East Ash. They are trying to fill up these holes to make the road safe. They are doing some sidewalk work starting at the southwest end of the subdivision on East Ash. They are trying to get some work done while the weather is still cooperating; but ultimately there's going to be a shutdown when the weather turns, and when they are done with the storm sewers, those rear yard storm sewers that will also get done here shortly. I believe that's going to start next week. So, they are still making some production, but there will be a suspension.

Councilperson Narduzzi said I know they weren't doing all the curbing, but when they had that equipment out there. That equipment has been sitting on the curb. You can't see the curb now because it's filled with dirt; but it's something you are going to have to look at in the spring to say you know what, well that wasn't like that or that section was supposed to stay there and now it's all messed up. You have to look at that because that heavy equipment. One track was riding the curb.

Vice Mayor Grendel asked when will this get? I know Bramley/Brookside was December of next year.

City Engineer Ramm said so this one, if we suspend the work and come back in the spring; we think probably a month or 2 months tops to get the concrete, whatever balance of the concrete sidewalks, aprons, curb and gutters and the road resurfacing.

Vice Mayor Grendel said so this will be done sooner.

City Engineer Ramm said it should be in the spring, when the weather breaks.

Councilperson Narduzzi said I am going to write that down.

City Engineer Ramm said in the spring, when the weather breaks; and they can pour concrete. That's something that will get milled and paved real quick.

So, budget wise, I think we are showing like 40% complete, and that was through the end of November which doesn't seem like a lot; but the comment is that a lot of the bigger dollar items are the concrete and roadway work. So, that will come in a shorter duration here in the spring. So, C.T.'s budget is doing pretty well. That is the status of that job.

City Engineer Ramm said if there are no questions, I will move on.

Vice Mayor Grendel asked was there drainage? We had a couple of backyard type drainage.

City Engineer Ramm said that's getting ready. They are putting together the pipes. They worked on some drainage but not those big long runs yet.

Councilperson Narduzzi said they can do that during the winter.

City Engineer Ramm said they work until there's a point in time when it's not productive.

The next job is the Part A and Part B, the Brecksville/Rockside Woods Blvd. job; and we are doing pretty well on this job. There's a 24 month duration that started in March of this year, and 9 months has elapsed so we are about 38% on the project duration with budget. Out of the \$95,000,000 we paid Fabrizi to date \$4,600,000; so about 48% complete. QCI's construction management services contract is showing there too that we are tracking pretty well there from a construction inspection management perspective. They are out there paving asphalt today to get that concrete topped and make the surfaces all flush on that west side, that AAA side. We are

going to do residential aprons and sidewalks right on that same where those 4 people who have been out of their driveways for the last month or 2; they have been impacted pretty good. They are going to finally get their concrete driveways replaced later this week or the early part of next week. We will be able to leave them alone for a while. The focus then will be to go back down into, pick up where we left off at the Topgolf end.

We have been in a holding pattern, waiting for the Army Corps of Engineers and the EPA to give us permits for impacting wetlands and the stream; and we finally got that in the last week or 2. So, now we are able to green light Fabrizi going in there and extending the culvert and rebuild the slope and start building the road, weather permitting. To date, they weren't able to go there because of those permits not being in place. So, that's why we focused all our efforts out on Brecksville Road.

Councilperson Narduzzi asked is the gas company done doing their gas line?

City Engineer Ramm said yeah, they finally got done.

Councilperson Narduzzi asked so at what point do they put the land back north of the cemetery?

City Engineer Ramm said that should be happening soon. They were still on site earlier this week or late last week doing some work up by the bridge, a separate project but the same contract. It was an emergency job for Dominion. It had nothing to do with the original job by L.A. Pete's that H.M. Miller was doing; but because they were there, and they have contracts with Dominion, they did the work. So, they should be cleaning that yard up, getting that stone out of there, spreading that topsoil back out and cleaning that up. It should happen soon.

That's about it as far as this job. We had some significant coordination issues with utility conflicts with AT&T and Dominion, and we have been working through those and getting them addressed. So, by and large, it's as good as it could have been; and we are pushing the envelope with the weather. We just got the asphalt down.

Councilperson Narduzzi said Dominion is done. They aren't going to surface that?

City Engineer Ramm said well no, we let them do that because ultimately our bigger job that's coming for Brecksville Road, they are paving that whole road.

Councilperson-Elect Walchanowicz asked is that going to be done this year or no?

City Engineer Ramm said no, that would be at best next year, maybe even the year after. They are done. Dominion is done.

If there are no questions with this one, we will move on.

Vice Mayor Grendel asked they (inaudible) March of 2021?

City Engineer Ramm said we are ahead of schedule; and they don't want to be out there long, and if they can make production through the winter, I think we could do a lot better than that. I think we had hopes of being substantially complete at this time next year and not have to go into the spring of 2021. So, we are hoping to clip off chunks of months towards the end of the job. We think we can get it all done next construction season.

Vice Mayor Grendel asked does that include Brecksville Road though?

City Engineer Ramm said no, not the overall from Rockside Road all the way to the Cloverleaf.

Vice Mayor Grendel asked that will be 2021 then?

City Engineer Ramm said yeah, we are looking at the bridge. ODOT has that bridge replacement scheduled, the bridge over I-480; and we want to try to coordinate our jobs with that.

Vice Mayor Grendel asked so they are going to replace that whole bridge?

City Engineer Ramm said that whole bridge is going to be replaced.

Councilperson Narduzzi said we talked about the signage. When are they doing that?

City Engineer Ramm said you know the plans were, they got the plans finalized, but getting back to getting plans done well in advance of construction; that's what they did. Those plans are done, but I don't believe that their construction is scheduled until 2021; and they go on fiscal years which are July. So, it's kind of funny. If you see it plugged in for 2021, it's not available until July of that year. I don't really know. I have a general timeline; but I have to dial it in a little bit better.

Vice Mayor Grendel asked but the Brecksville Road stuff will be done before the bridge is done?

City Engineer Ramm said well that's what we are looking at. We know what the right way to go is. We don't want to wait too long, but when the bridge gets done; they do half at a time and push lanes over. So, if we just had a nice brand new asphalt surface; and we were grinding up on it and moving traffic, not cutting so much as grinding stripes, scarring it up so to speak.

Councilperson Narduzzi said I would let them do their thing.

City Engineer Ramm said as long as it's not 2 or 3 years down the road. So, those are things we have to try and get a better feel for and coordinate. Then all the while knowing we have Kleber and Longano, trying to get those in there too. So, it's a lot of things on the table in that area.

Vice Mayor Grendel said Longano probably wouldn't be affected as much. Kleber definitely would.

City Engineer Ramm said oh yeah, right there by the bridge.

City Engineer Ramm said Upper Brookside. I don't have a slide for Upper Brookside, but we had that legislation for Bohning. It is back on. I think we are just going to adopt it as the P.O. is already issued by the Finance Department; so just to have more of a formality that I did the legislation to tie in with that.

So, we had a hiccup on the original design, the storm sewers that were proposed. There is existing gas main conflicts that we felt it was better.

Councilperson Trakas asked this is in that?

City Engineer Ramm said in the original. I am talking about the original, not the new. We did some test holes and found that some of the designed manholes couldn't fit; and rather than have Dominion, it's a whole production to get Dominion to coordinate and relocate gas mains and try to strategically see if we could move the storm sewer around and avoid the gas mains. So, we think we are going to soon have those plans. Catts would like to, our construction company is Catts, and they would like to get going in the winter to install that storm sewer and the structures. Just like DiGioia wants to do on Brookside. So, we think that will work. We are hopeful to get going after the holidays in January.

Vice Mayor Grendel asked how about the sidewalk from the new section from Lake Charles to Sprague?

City Engineer Ramm said so Bohning was focused more on that first part because we have an open contract with Catts; and now we are going to start heavily looking at the design and spending that design money that was approved for the design of that southerly most section. That design should occur in January.

Vice Mayor Grendel said and the possibility that the sidewalk would be on the other side of the street, the longer section that we approved early.

City Engineer Ramm said so that would be part of that study. We are going to look at that first and see where they can best fit the sidewalk and move forward with the design. The contractor committed to honoring unit prices, assuming we have a change order because we want it to be one whole project; and the same units of work that were in the base bid is up in the southerly bid. The hope is that it's the same sort of work, it's just more of it and would necessitate a change order. I think in the Five-Year Capital Plan we had already earmarked money for this southerly section that we are calling Phase 2. We are trying to get that all dovetailed together.

One thing that came up recently and something to consider, much like we did on Serio, where we took an asphalt road with curb and gutters; and we said you know what, let's see what it costs to make it just all concrete. Catts is a concrete company, and they looked at some numbers; and they gave us some favorable permanent pricing on that. So, there's a potential to, and I would bring it in front of you.

Vice Mayor Grendel asked on Brookside?

City Engineer Ramm said yeah, on Brookside.

Vice Mayor Grendel from?

City Engineer Ramm said the whole thing, Eastview, everything in Phase 1 and Phase 2 because there's so much hodge podge and different segments of small amounts of work between widening and removing the slivers here and doing separate concrete curb operations; and it's convenient to have a guy come in and rip out a whole half of a road. There are efficiencies.

Vice Mayor Grendel said it would make more sense maybe.

City Engineer Ramm said when you look at how much money it was costing us to do it with all this disjointed and have an asphalt subcontractor with Catts. They looked at it, and I will share the pricing when we can and bring it before you. It's something to think about. The cost seems that we could almost accommodate it within the contingency budget; that it wouldn't even need to be for Phase 1.

Vice Mayor Grendel asked then were we still planning to do the grind and fill for Brookside from Eastview all the way to Brecksville Road, that stretch.

City Engineer Ramm said yes.

Vice Mayor Grendel said we talked about it then that Brookside would be completely done.

Councilperson Narduzzi said that's just a straight shot, grind and overlay.

City Engineer Ramm said from 21 all the way to Eastview. There's no heavy lifting or nothing glorious.

Councilperson Narduzzi said I think I asked this question once before, but the original sidewalk in Phase 1 is going on the west side of Brookside Road?

City Engineer Ramm said the northwest side, staying on the Lake Charles side.

Councilperson Narduzzi said and the reason it wouldn't be on the I-77 side where there's nothing to deal with except for when you get to Brookside and I-77 where that big culvert is and maybe one or 2 yards. Then it would stay on that side all the way to Sprague. It just seems like there's a lot of work and a lot of stuff going on with the north side where Brookside goes east and west on the north side. I drove there really slowly the other day, and I am thinking that corner house, it just seems like there are a lot of challenges.

City Engineer Ramm said there are challenges there, and we need an easement.

Councilperson Narduzzi said and on the other side, you only have 2 or 3 houses; but then that whole stretch from there to Brookside alongside I-77, there's nothing to do really.

City Engineer Ramm said the challenge is at the dip where that low spot, where the monster drainage structure is.

Councilperson Narduzzi said you have that dip, you can build it into the sidewalk or something. I don't know, I just think it's a lot less challenging than going through all of those properties on that same stretch.

City Engineer Ramm said not really.

Councilperson Narduzzi said you have that ditch there. You have those ditches coming through other people's houses that we put in, with concrete and brick and stuff.

City Engineer Ramm said and those will all be accommodated with as part of the drainage design.

Vice Mayor Grendel said the work is already done.

City Engineer Ramm said the design is already pretty much done, but the challenge is there is what do you do at the big highway chamber. You would have to build some sort of cantilever or structure, a bridge. Then there is no sidewalk there on that corner on the Eastview when you get to Eastview there.

Councilperson Narduzzi said it's on the other side.

City Engineer Ramm said but it's on that side when you come down Eastview.

Councilperson Narduzzi said you still have to cross Brookside to get there anyway.

City Engineer Ramm said that was a decision we made early on to just keep it on the west and the north side for the highway issue.

Councilperson Narduzzi asked what else is there?

City Engineer Ramm said 2020, and we already kind of hit on those. Meadowbrook was one, something that came up to kind of consider maybe for next year. We had Terracon do some pavement cores, and we just got the report back. So, we talked about doing some full depth recycling and overlay versus a complete reconstruction. So, we are getting there, trying to get some information together to figure out what we can do there.

East Schaaf and Fuhrmeyer was something.

Vice Mayor Grendel said like I said before, I think in talking with the Mayor-Elect, I think some of these we are going to push back a year or 2 because we have so much on the table right now that we are going to make sure we get these done and then discuss those.

City Engineer Ramm said and maybe re-visit the Five-Year Plan and push those down.

Kleber and Longano were also in that category for 2020. We could march forward with the design and put it on the shelf so to speak.

Chairman Veverka said and the advantage to that is getting everything pushed earlier so we could bid earlier so that the following year we could kick off earlier and get back in sync for 2021.

City Engineer Ramm said and the last thing I wanted to bring this up. So, I might have pulled the trigger a bit early on those maintenance contracts in terms of; the money is not available until 2020 on the finance end of those annual maintenance contracts. Knowing that I thought we could get 2 readings, but when you go from December to January, Debi explained to me.

Vice Mayor Grendel said it's a clean slate.

City Engineer Ramm said I thought we could have a First Reading in December and then a Second Reading in January; it's null and void.

Vice Mayor Grendel asked is there going to be a problem having a First Reading in January and approve it in February?

City Engineer Ramm said that's what I am saying, maybe remove those, all those annual maintenance contracts off the agenda and revisit them come January.

Vice Mayor Grendel asked Debi can we do that now before the meeting?

City Engineer Ramm said the one that applies to this committee is the concrete road maintenance, but there's other ones for sewer maintenance, creek maintenance.

Councilperson Narduzzi said we don't bid on those until May anyway, all those contracts.

Vice Mayor Grendel said I think maybe it would be better to remove those.

The Clerk asked all the maintenance?

Several people said yes.

Vice Mayor Grendel said and get them on January with the new Council and everything.

City Engineer Ramm said the striping one, I think we just remove all of them.

Vice Mayor Grendel said now the striping, is that renewal of a contract we have with them or is it a new one?

City Engineer Ramm said that was a renewal, a 2 year contract; and we can renew it for another one term which is another 2 years.

Vice Mayor Grendel said that wouldn't be a problem.

City Engineer Ramm said no, so maybe that one could stay on.

The Clerk asked which one, the striping?

City Engineer Ramm said yeah, but there again the money for the program is in 2020's budget.

Vice Mayor Grendel said we can take them all off.

Several people began speaking at once again.

Vice Mayor Grendel said there's going to be a Special Council meeting. We talked about just having a Finance meeting 2 weeks from yesterday; but talking with Vern and Maggie and everything, we want to have that as a Special Council meeting because we are going to vote on a temporary appropriation. They would like to have that in place instead of approving it at the organizational meeting.

Councilperson Asseff asked do you have a date on that?

The Clerk said December 17th, the Finance Committee meeting date.

Vice Mayor Grendel said I think Debi said everybody could attend except Patti. We will have enough. We thought this way at least get the temporary in place. I think we should have another meeting with this committee in January. There would be the Mayor's input and that, we may want to review again our plans for next year. I do know he wants those sidewalk projects and everything, but I don't know how he is on some of the others like Meadowbrook. I don't know if he wants to delay that a year or so.

We will vote on it. If it was just a Finance meeting, we wouldn't be able to vote on a temporary appropriation. We want to make sure that we term it as the proper. It would be the same thing with a workshop; we want to make sure we have a special meeting. Otherwise, we would have to come again between Christmas and New Year's; and nobody wants to do that. We have done that a couple of years ago, and there was a lot of grumbling because nobody wants to come back.

So, make sure and mark your calendars. It's going to be not Finance, but a Special Council meeting. There's only one thing on the agenda, which would be the temporary appropriation. There won't be any other items at this point. In talking with Vern, we are going to have regular Finance meetings and more discussion on some of these issues. It's going to be a busy year, more meetings.

Councilperson Narduzzi said let's try to keep to that with the Special meeting just so we don't start trying to throw a bunch of stuff on there.

The Clerk said I think there might be one other piece of legislation that Vern is working on.

Councilperson Narduzzi said and then it turns into a 5 hour Special Council meeting.

Several people began speaking at once again.

Vice Mayor Grendel said Vern has been working with Maggie. For a while there was no Finance Director to speak of, so he's getting some things in shape for the rest of this year. Then we will hit the ground running next year.

Dale, you probably will take note of that, you will want to have a meeting in January or February to see if there's any new direction going in with the new Mayor and everything.

Chairman Veverka said right.

City Engineer Ramm said and if there are special decisions that maybe we can bring back to you, to Upper Brookside or concrete or that or any new design issues.

Vice Mayor Grendel said it would be nice to get Brookside all done next year. So, this way we know that Brookside is done. It will be done in 2020, so down the road it will hopefully give us a good number of years.

Councilperson Trakas said it's a big street.

Councilperson Narduzzi asked Eastview isn't that old, right?

Vice Mayor Grendel said I think we had Eastview on the list.

City Engineer Ramm said Mannik & Smith had it plugged in, it's coming up. That's why we snuck it in as an alternate in 2019.

Several people began speaking at once again.

Vice Mayor Grendel said we did Oval, Serio and then those 2, San Fernando. They are relatively new and everything and Beverly. So, that whole area.

Councilperson Narduzzi said we have Ranchview back there.

Vice Mayor Grendel said we had that on there; we pushed that back already.

City Engineer Ramm said that's kind of a discussion on Utilities, but we did revisit that. The Cleveland Water map, remember that comment that Cleveland Water had rated those mains in poor condition; and I misinterpreted the map. They were not. They were in fair condition; even I thought that when it went from the old map to the new map, that they updated, just made a poor main a fair main. We thought there was some funny business going on.

Vice Mayor Grendel said so that development might be a grind and fill.

City Engineer Ramm said that's what I'm saying.

Vice Mayor Grendel said in talking with the residents there, I think most of them would rather not have sidewalks too; if we did a full rebuild there would be sidewalks.

Chairman Veverka said and last summer a lot of those curbs were replaced. So, the curbing there for Ranchview, Timberlane, those are all pretty good.

City Engineer Ramm said we have been biting them off in little chunks throughout the last 3 to 5 years. We have been doing chunks of them to make it so that we could come in there and grind and overlay and get out of there pretty easy.

Vice Mayor Grendel said once we start renewing some of those, that would be nice. That whole quadrant of the City would be all brand new or practically brand new. Even on the other side of the street, on Brookside too. We will have Dania done. So, that's all going to be pretty much done too. That just leaves Dalebrook which will be a project in itself.

All and all, everything south of Pleasant Valley in a few years should be pretty much taken care of. That's progress.

Councilperson Narduzzi said it will all be done by the time you run for Mayor Dave.

Several people began speaking at once again.

Chairman Veverka asked is there any other business that we need to bring forth?

Vice Mayor Grendel said the only other thing, and it might be part of Finance too; we should look at the Engineering Department to see if we had another one or 2 engineers. It might alleviate. We don't want to have Don burned out and going to the funny farm before his time. He has a heavy burden on his shoulders. That's something that we want to discuss. Look at our Engineering Department.

Councilperson Trakas said it's too much for one person.

Vice Mayor Grendel said it's a burden.

Several people began speaking at once again.

Councilperson-Elect Walchanowicz said we don't want Don to end up like me with no hair.

Vice Mayor Grendel said we figured you should have input on choosing who we get. That's just a thought.

Councilperson Trakas said we don't have anybody in mind.

Vice Mayor Grendel said that would be up to you and the Mayor to discuss and everything. We just want to keep Don around here longer.

Several people began speaking at once again.

Vice Mayor Grendel said it's just something to think about Dale too. It would be nice to build up.

Councilperson Trakas said we might want to have a joint committee meeting to go through all of this.

Chairman Veverka said it makes sense. Now can I have a motion?

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

There being no further business, the meeting was adjourned at 5:56 p.m.

Debra J. Beal, Clerk of Council
Minutes Unapproved at Time of Release 12/6/19