

**CITY OF INDEPENDENCE  
STREETS & SIDEWALKS COMMITTEE  
MEETING MINUTES  
APRIL 23, 2019 AT 4:30 P.M.  
COUNCIL CAUCUS ROOM**

Present: Chairman Dale Veverka  
Vice Mayor Dave Grendel (Arrived at 4:44 p.m.)  
Councilperson Tom Narduzzi

Also Present: Mayor Anthony Togliatti  
Councilperson Carl Asseff  
City Engineer Don Ramm  
Service Director Leon Karas (left at 4:49 p.m.)

Chairman Dale Veverka called the meeting to order at 4:32 p.m.

Chairman Veverka said first we have approval of the Minutes of January 29, 2019. Can I have a motion?

**Moved by Narduzzi seconded by Veverka, to approve the Minutes of the Streets & Sidewalks Committee meeting of January 29, 2019. Voice Vote: 2 yes/0 no; motion carried.**

Chairman Veverka said alright Mr. Karas.

Service Director Leon Karas said from the last meeting, during the last meeting we discussed some of the upcoming projects that we are going to do. We discussed the crack sealing, the sidewalk repairs and then the asphalt projects that we are looking to do; and none of that stuff has changed. Everything is still the same.

I guess the only thing I can update you on is that all of our snow equipment obviously made it through the winter. It has all been converted now, and it will be used for the upcoming spring, summer and fall seasons.

The only other thing I can talk about is our salt consortium pricing came in. So, next year our salt price for the consortium is going up to \$63.41 per ton. I think it's like \$58.00 and some change. So, we are committed this year. Typically on average we run about 6,000 tons a year. Over the last 11 years we looked at, and this year we are scheduled to purchase 6,000. We have an 80% minimum that we have to achieve. So, if we say 6,000, we have to purchase 80% of that according to the contract. So, we are still well below that. We used a little over 3,000 tons this

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year. So, we still have a little bit of capacity after last year's contract. Our hoop house is half full right now. Our bins are completely empty. So, we will be able to fill up everything and satisfy last year's contract.

Councilperson Asseff asked it's going up \$7.00 a ton?

Service Director Karas said yes.

Councilperson Asseff said it's not too bad.

Service Director Karas said it's a 7% increase. Now since 2009 though, and I went back 11 years and have been tracking the salt; and it has increased by 54% since 2009. It keeps going up, right? You will get 5 ½% a year every year. It's twice the rate of inflation.

Councilperson Asseff asked who do we take bids from?

Service Director Karas said well we are part of the consortium, and the reason that we are part of the consortium is the consortium gets us a little bit of a better service, not necessarily best pricing because ODOT has the contract. You have the ODOT contract, and you have the consortium contract. ODOT goes out to bid. I think they go out to bid now. ODOT is sometimes a little bit less; sometimes it's a little bit more. The problem with ODOT is that they have a hard cap. So, if we say that hey we are going to buy 5,000 tons; they will only sell us 5,000 tons. If it's January and we burn up 5,000 tons, they will not sell us any more salt. That has happened. I think last year Cuyahoga Heights was part of that hard cap, and so was Newburgh Heights; and they were borrowing some from us. Cargill will stick to that. They will not sell. They have to make sure they maintain their orders. Now we have a cap on ours, but ours is 104% of what we estimate that we are going to use. So, we had extra from last year that we didn't use up, and I lowered our amount down by about 1,000 tons. So, we have been playing with that number a little bit. It's tough to gauge how the winter is going to go, but we are trying our best because we want to make sure that. They can say hey at a certain point, you have to buy all your tonnage; and I think a few years ago when we had those mild winters, they were going to push all that salt onto us, and we were looking to buy tarps and all this other stuff to try and store 3,000 tons of salt.

Cargill works with us. We are small consortium. I think we do about 60,000 tons with them. They work with us, and the service. Also, with the ODOT contract, you place an order; and you don't start receiving your order. They have two weeks to start delivering. With our contract, they have 24 to 72 hours. So, the service is a lot better. Now being Independence, we are in a great location. Those contractors are getting dollars to haul tonnage; so Independence is one of the closest municipalities. We are straight up I-77, so they try to get to us pretty easily.

Like I said, this year we had no issues. In the early goings we did a little bit because the mines were, they were doing some maintenance in the mines. I think after that, everything started going well; so we had no problems getting salt the rest of the season.

Chairman Veverka asked what's our storage capability? In other words, you say when we are filled up.

Service Director Karas said when we are filled up, our bins we can hold, if we max them out, and I'm talking busting to the gills; our bins we can do 400 tons per bin. We have three of them; so it's 1,200 tons. In the hoop house I think we can do right around 1,700 tons. We can hold 2,900; between 2,600 and 2,900 is what we are comfortable holding.

Councilperson Asseff asked how's the brining doing?

Service Director Karas said we have been purchasing a little bit of brine. We buy the brine. We used to make the brine. We have a homemade brine making system.

Councilperson Narduzzi said I remember all that stuff.

Service Director Karas said it never really worked. It worked okay, but it was just a maintenance nightmare. So, we pulled it out a while ago; and now we have tanks that we fill up. We use brine with that. We have two (inaudible) trucks. So, we are not pre-wetting. We have two trucks, and what they are capable of doing is they are capable of mixing brine with salt so you are not getting that scatter or that bounce. So, the salt when it gets pre-wet, it sticks to the road a little bit better. One of our trucks does have a pre-wetting capability. We get it working when we have an issue. The problem is if it's not working, we have to send it out to the manufacturer to do the work; and sometimes we don't want to hedge the bet and lose a truck for a month while it's sitting out there during a snow event. We could still do the wetting of the salt, but we can't do the pre-wetting.

Moving forward, I know on the Capital Plan, and the Mayor and I talked about this. We have trucks that are allocated to purchase for this year, and trucks that we are going to allocate to purchase next year. We are going to combine them and consolidate them and do one big purchase all at one time to get better pricing; but all those trucks we want to have brining capabilities to pre-treat. We want to hit the roads with the brine before the snow comes because there are studies that have shown that you could save up to 30% of your salt usage if you brine the roads and are pre-treating the roads. So, that's one of the things that we are looking for. You are talking about a considerable amount of savings.

Councilperson Narduzzi said I see ODOT doing it all the time. They sit there and wait, and they brine.

Service Director Karas said there are several cities that do that. There are cities that just run tankers. So, I have looked at a lot of different pieces of equipment. There is a company called Henderson. They manufacture trucks on a national level. They are out of Iowa, and they sell trucks everywhere. They have a facility in Bucyrus, Ohio. So, a lot of other local municipalities use them as well. So, we are looking at some of the equipment that they manufacture and sell. So, we are hoping that, we get some quotes and pricing. They are part of one of the national consortiums that we are a member of. The chassis are on the STS contract; so we are going to look at maybe upgrading the equipment, and hopefully being able to bring that salt cost down because salt is going to keep going up. The residents expect a certain level of service in this City; and we still want to try to get to that without having to cut back on the roads, the sensible

salting practices that some cities are using where you are only salting intersections and hills. We like everything in this town to be clean. That's the plan for the salt trucks.

The other thing we are looking at with these salt trucks is that there's GPS capabilities; there's tracking capabilities. We could track the amount of salt each truck is going to be putting down. We can track how much brine they are going to be putting down and when they are putting it down, and where they are putting it down. So, we can look at a truck, and you can get information back to you instantaneously saying okay this truck is on lower Brookside heading east, and his plow is down, not salting, not brining. Or it will tell you this plow is up, and it's salting. Or the plow is down, and he's salting and he's brining. So, we will be able to know exactly what all of these trucks are doing, and where they are doing it at, and how they are doing it. So, those are some of the capabilities with the technology that is out there now. There's several cities in the area that are using this technology. So, I reached out to a couple of them, and I'm trying to get a little bit more information; but these are things that we are looking at. There will be a level of transparency because we will be even able to if a resident calls and says you haven't been on my street in a day; we can look and say he's been there at this time. We will try to get him back over there. We have a truck right down the street, we will shoot over there now. So, we can hopefully be able to manage the crews a little bit better. So, that's the salt aspect and the trucks.

The other thing that we have been doing, we bought catch basin cleaning equipment a couple years. So, we had a crew consistently cleaning the catch basins. When we started the program, we wanted to do 20% of the City a year. So, after 5 years 100% of the City is done, and then we would re-start the program from the beginning. The goal is to try to get all the catch basins cleaned within the City once every 5 years. We are probably closer to 40% done, and we have only started last year. So, we are in year 2, and we are going to be ahead of schedule. Now we are going to adjust our goal and try to get the whole City done within 4 years; and we are still hitting some of the higher, the more critical areas. Some of these catch basins, especially on Rockside Road, for some reason they tend to fill up, Quarry Lane and some of those higher elevations, a lot of the hills. The guys are even hitting the trenches on Brookside or Hillside where they have the basins in the tree lawns. We are trying to clean up some of those as well. I think the program has worked good. We have pulled several tons of material out of these catch basins. We are jetting the laterals. There's areas that hadn't received water in years on Rockside Road that they are now pulling water in. We clean them, we jet the laterals. I think moving forward hopefully we will be able to start televising this stuff more frequently. Once we do an area, we will be able to identify if there's any problems right away. What we do is we have an inspection sheet for the catch basins; so we go through them. Our employees are out there, and they are documenting the conditions of the catch basins; and if they are severe, if there's issues that need to be taken care of, we forward those up to Engineering and Engineering will attempt to add that stuff into some of their maintenance contracts that they have with the contractors. I think it's worked out pretty good. We have had that in effect for at least a couple of years. So, it's worked out good. Any questions?

Chairman Veverka said I have one quick question. Obviously, we had one resident who had comments related to the residential snow plowing. How do we go about, the short answer, how do we go about qualifying the people who plow or don't come back to plow for us?

Service Director Karas said every year that goes out to bid, and it's a process that goes through Purchasing. That one specific contractor has been plowing for us, I think this is his third season. He received no more complaints than any of the other drivers. So, that being said, we have the right to not allow somebody, to say that they are not worthy. We will talk to Dennis about that. We will talk with J&S, and he's a good contractor. There are specific people, and what ends up happening is they all bid. There are over 20 areas. That's one of the things that we talked about too is trying to consolidate some of that stuff instead of having 24 or 25 different areas where people are just getting a street here or a street there. What ends up happening is a lot of times contractors will, they know which areas they want do so they obviously bid low on those areas. It doesn't always necessarily work out in their favor. So, you have had a guy that probably plowed in a specific area for 5, 6 or 7 years; and then all of a sudden he's not the low bidder, and we award it to the low bidder. He comes in, and he's plowing it differently than what the homeowner had been used to over those previous years. That's part of the problem that we have. It's not necessarily that they are doing a bad job, it's just that I think certain homeowners are sometimes they are geared or expecting a certain level of service that they have received from a contractor in the past.

We have talked with J&S, and he does all of our public lots; and we have had no issues with him up on the public lots on 21 and the park. Again, sometimes it's hard. We have talked. We have thrown out a bunch of different scenarios. Do we want to get one contractor to do the whole City and get a performance bond? Then you are afraid that maybe the prices will go through the roof, and the City will be paying a lot more; but maybe the services will be better. Or do we want to try to limit it to a couple of contractors, and then let them deal with it? Or do we want to do what some of the other cities do, and just do it as a pass through? You find preferred vendors, and then the contractor just signs a contract with the homeowner; and the homeowner pays them directly. Again, that's a Community Services' issue on how they want to administer that program. We just kind of call out the guys and take all the complaints.

Vice Mayor Grendel asked how many times did they go out?

Service Director Karas said this year I think it's was only 4 times, and then in 1 snow event it was twice.

Chairman Veverka said this one resident said that they thought they only got plowed once.

Service Director Karas said no, and I spoke with her.

Chairman Veverka said okay, very good. Thank you.

Councilperson Narduzzi said don't lose focus on what that is supposed to do when you plow a driveway. It's supposed to clear a path for emergency vehicles. It's not get out and shovel around the mailbox or shovel the sidewalk. That's not what it is intended to do.

Service Director Karas said we have people who say how come you didn't do my circular driveway. Well, we just get you a path to the house. We support those guys too because there

are times where we get calls saying that half my driveway is done or part of my driveway is done, or hey my driveway was done and the snow plow filled up my apron or the sidewalk plow pushed all the snow. We have our guys go out. All of our pickup trucks now have plows on them, so we try to keep the residents happy as we possibly can.

Vice Mayor Grendel said I think the complaints were relatively few and far between.

Mayor Togliatti said there weren't too many.

Vice Mayor Grendel said we have always had problems. I can remember folks we had years ago when the plow went right into the garage and knocked over the door and did about \$3,000 or \$4,000 worth of damage. So, those are minor complaints compared to some of the contractors we used to have.

Councilperson Asseff said the other thing is we only had four exposures. So, I don't think you can compare other years and complaints and that.

Service Director Karas said so last year I think we called out 13 times. This year was 4 times. The year before that it was like maybe 9; and then for 2 years I think we called out once or twice. Then in 2014 and 2015 we called out a lot, but it just depends. When there is a lot of snow, we got a lot of complaints. I think that was part of the issue is that on that day we had almost 12 inches that fell. We called them out twice that day, and that's a lot of snow. Those guys have a hard time even finding places to put the snow.

Vice Mayor Grendel said half the calls was that one day.

Chairman Veverka said thank you Leon, we will move on. Don, your turn.

City Engineer Ramm said it's a big agenda, I will try to crank through it quickly.

Before I get going, I threw a slide up here. This was a recap of 2018, projects road related; and there were about 9 different contracts made up of some maintenance and then also some real, tangible individual projects. It was about \$6,500,000. In contrast we still have about 9 or 10 projects in 2019, but just some very large big ticket projects that are driving up that cost significantly; and \$9,500,000 is up there at the top for Part A and Part B. That is the Fabrizi job, but only half in parenthesis is what we carried to the total because that's going to be 2019 and 2020. So, that does reflect half, but still \$19,000,000 is significant. It's a lot of work.

Vice Mayor Grendel asked is the report available for the committee, for Council?

City Engineer Ramm said I can make you copies of that. I was going to have packets of the Power Point to hand out, but I didn't get that far. I would tell you too that although it says \$19,000,000 down there, I am certain that's not what is budgeted. So, John said I could have all the money I wanted when he left, whatever I need, he said take care of business. So, we will gloss over that for now, but I will talk a little bit about some of the budget.

So, Hemlock Trail was Item 3, and that work is about 85% complete. We had high hopes of paving that trail towards Thanksgiving, but the weather really turned bad; and they had to suspend the whole job. All the restoration, and tree planting and fencing and seeding, the final seeding, a lot of the cleanup surface work needs to be done; and then they will pave it. So, they do expect to pave it in the middle of June, and they are saying that they would like to be granted a little bit of a time extension. There's been extra work along the way, and they are asking for July 23<sup>rd</sup> as their formal completion date. I was sharing in the original contract amount.

Councilperson Asseff asked how much came from the Government?

City Engineer Ramm said it was a \$2,000,000 earmark that got whittled down to \$1,800,000, and a half of a million.

Councilperson Asseff asked so we have \$500,000 of our money going into it?

City Engineer Ramm said the difference, yeah. Well and a lot of that earmarked money went for engineering.

Councilperson Asseff said I was looking to see what came out of our coffers.

Mayor Togliatti asked and do you know the timing of the County's bridge?

City Engineer Ramm said yeah, I think it's getting near to be done. So, this winter shutdown, that contractor was working through the winter; and I do think it works in our favor because had we completed it early, there would have been a gapolis there with that bridge down on Stone Road over Hemlock Creek. I think it's going to dovetail nicely in hindsight to be all continuous and it might match up real nice.

Vice Mayor Grendel asked will the ribbon cutting be at the end of July?

Mayor Togliatti said we had it tentatively scheduled for June 1<sup>st</sup>, but as you can see, that won't work. So, the end of July or August.

Vice Mayor Grendel said we got that e-mail from Dave Guzi talking about that bridge.

Mayor Togliatti said it's all County money.

Vice Mayor Grendel said so there's no City money going to that, plus that was approved years before.

Mayor Togliatti said I will respond to him.

Councilperson Asseff asked what are we doing with that house, the one down on Hemlock Trail?

Mayor Togliatti said that's another discussion we need to have. I thought Council wanted to try to save it for some sort of historical purpose. So, it will be a public building.

Councilperson Asseff said it can become a nuisance.

Mayor Togliatti said it could be.

Councilperson Asseff asked are you going to keep it locked up tight or are you going to keep it opened? If you keep it open you have a whole set of problems.

Mayor Togliatti said it won't be open.

Vice Mayor Grendel asked does the Historical Society have any interest in it or no?

Mayor Togliatti said I have not reached out to them yet about it, but I intend to.

Vice Mayor Grendel said we should talk to see if because if another group or organization is willing to, like the Bramley House.

City Engineer Ramm said the Part A, Part B project is moving along, and the Notice to Proceed was issued in March. To date we have not held up the contract. We got our Rule 13, the landfill permit in time; and they were able to get going on April 1<sup>st</sup> which is always what we had intended. If you look on 21 you can see the tree clearing went off before the magic date, and the utility poles are laying out there. They are going to start getting erected so CEI is getting ready to get those poles erected and start putting in the new lines for Brecksville Road.

Topgolf, we are coordinating heavily with them. It's a very congested site, and it's tricky. We are trying to work with each other so far; and there is a lot of coordination with the material. So, the rule 13 has a lot of very strict protocols and regimentation on the materials to cap the landfill. So, there are some stockpiles of materials we are waiting on some testing and waiting on the EPA to bless the material for use. So, there's a little bit of a delay out there, but it's not causing any contract time extensions. So, I think things are going to fall into place. Things are moving along on both Part A and Part B.

Councilperson Narduzzi asked when is it supposed to be done?

City Engineer Ramm said Part A for Topgolf is June 30<sup>th</sup>, and so we fully expect to meet that target; and then the overall completion is March of 2021. We do believe the contractor can do much better if we get some things to fall into place a little early. So, we are still working through the wetland and stream permit for the culvert extension; and it's very detail oriented and time consuming. The EPA, when Dalad put that pipe in the ground 19 years ago, they got a nationwide permit. We expected to just get another nationwide permit 20 years later to add another couple of hundred feet; and the EPA said that we couldn't do that, and then ended up making it an individual permit instead of a nationwide permit. They just put the whole job under a microscope and it has added time and cost to the permit process; but we always thought that once we found that out, we thought that December 31<sup>st</sup> is still our target to receive that permit.

Vice Mayor Grendel asked when does Topgolf plan to have their grand opening?

Mayor Togliatti said they were shooting for the end of September.

City Engineer Ramm said that's the last I remember.

We did have to coordinate and got some good cooperation from Embassy to let us kind of push the construction entrance for Topgolf kind of off of their apron so that our contractor could have full access to the road. It was tricky at first, and we weren't sure how we could facilitate it; but Embassy really helped and cooperated. We are shoe horned everything in pretty nicely.

City Engineer Ramm said the crack seal just got going as of yesterday. I think Specialized had a crew out on Rockside Road, and what they are out there doing is that pre-crack seal work on some of those seams that opened up a little bit. They are packing in what they call a sand mix asphalt. Sand is the aggregate, not the larger aggregate. It gets in the openings better, and then they will roll that in; and then they will crack seal just so that we can tighten up those joints. They did that yesterday. They might have been out there today, I'm not sure if it got rained out. They will start in earnest then in May with the crack seal. They will focus a lot on Rockside Road.

Chairman Veverka asked how thick is the Rockside Road concrete?

City Engineer Ramm said it's 12 inches.

Councilperson Narduzzi said they were on Rockside yesterday, Specialized.

City Engineer Ramm said that's what they were doing. They were trying to fill up those seams, and you notice on the screen, the blue is the target streets. We always have more streets than we can actually do in the contract. So, Hillside, Pleasant Valley, those are on the list; and if we can't get to it because most of our work is going to be on Rockside, then I would definitely have the Service Department to fall back on and try to get those streets. It's 3, 6 and 9 years is what the contractor says is a good target to crack sealed streets, after they have been resurfaced. So, Hillside Road was done around 2008 and 2010, and it got beat up pretty good with Chestnut Woods Subdivision getting built, a lot of heavy loads for the house construction. It needs some attention with the crack seal. So, Hillside Road.

Councilperson Narduzzi said you know they closed that ramp coming off south onto 21. So, on Rockside going north on 21, it was backed up yesterday way back because now the people are getting off on Rockside and looping back around to get to 17. So, you might want to look at that and change some lights or something. They are coming off, and then they are going back north. I just drove by about 5:30 p.m., and they were backed up to Holiday Inn back there.

Councilperson Asseff asked how are they in the morning?

Councilperson Narduzzi said well it's fine. You can still get on going north, but you can't get off.

Councilperson Asseff said they have to come off at Rockside, and it will add a lot more congestion.

Mayor Togliatti said that was something I didn't foresee.

Councilperson Narduzzi said I noticed it last night.

Councilperson Asseff said you need to have the Police down there to give you a report and see what's going on.

City Engineer Ramm said real quick, the green is the City campus. That is the seal coating of the parking lots. That was an alternate that Tom Walchanowicz is handling with the subcontractor who does surface sealer. The same people who did the tennis courts are seal coating all the parking lots under this contract; and then the pink is the mastic surface seal. So, Specialized will be out there first doing the crack seal on those streets, Ashwood, Delmur. We recently resurfaced Delmur a couple few years back. East Archwood, we are trying to hold that road together. Beverly Drive up on Eastview is going to get mastic surface sealed; and then Oakhurst. It was paved a number of years back, and since we are doing Treelawn this year to make it all look nice, we are going to put the surface sealer on Oakhurst.

Councilperson Asseff asked how is that holding up, the surface seal?

City Engineer Ramm said it's doing okay. It does better with less traffic.

Councilperson Asseff asked is it cost effective?

City Engineer Ramm said oh yeah, it's a good price. We are also using the asphalt rejuvenator agent after we resurface. So, that's even cheaper.

Councilperson Asseff asked what does that do, soften the asphalt?

City Engineer Ramm said it actually hardens it. It changes the chemical properties of the top couple of inches, and makes it shed water. It makes it very impermeable.

Councilperson Asseff said I have always been impressed by when it starts to crack that the stuff gets very brittle, and to soften it up a bit so that it goes back.

City Engineer Ramm said so that's the mastic. It does a little bit of that, and gives it a sacrificial layer to take the UV rays. So, that's moving along. They will be working in earnest May through August we think on this contract.

Chairman Veverka said with Oakhurst Circle and the fact that we worked with Brecksville to pave it, are we sealing part of theirs?

City Engineer Ramm said I did send an e-mail to Jerry Wise, the Engineer for Brecksville to let him know that we were coming to do this work because right, if you recall, Brecksville's crews

paved that for us. I told him that we were going to be out here this summer doing Treelawn and doing the mastic; and that if they were interested, they should get hooked up with Specialized if they wanted to do everything over there. So, they are aware of it, and they were going to funnel it through the Service Director to see if they wanted to do something. We are trying to coordinate efforts there.

Councilperson Asseff asked when are they going to do the line striping?

City Engineer Ramm said I haven't talked with our contractor yet. This is year two of our two year contract. So, obviously after we get all the crack sealing. They have plenty of work to do in the spring, so they don't mind being held off a little bit so we can get most of our work done with the crack sealing.

Vice Mayor Grendel said so September.

City Engineer Ramm said it just depends. All the main routes are getting done this year striped.

This is a big bid that we opened up last week Friday, Brookside/Bramley. It's been coming for a while, and we had 11 Plan Holders and 4 bidders. DiGioia Suburban was the apparent low bidder, and their bid amount there is shown at \$5,400,000. The engineer's estimate was \$6,000,000; so all bids, here are the actual details of the bid results. Here is one that the budget was really hurting on. We had only estimated like a little over \$3,000,000 a couple of years back when we submitted an Ohio Public Works Commission Grant. So, we are happy that it didn't come in quite double at \$6,000,000; but we still will have to find some money. One aspect too, there's a lot of drainage work going on with this project. All the storm sewers and catch basins on both sides of Brookside, the whole route from Bramley to Brecksville are getting replaced. It was \$1,300,000 worth of drainage work. So, we did submit a pre-application to the Regional Sewer District, and they are okay with it and will approve it. We still have to front the money, but it's eligible. We can only spend what is in our account in any given year. I thought they would front all of it and let us pay back through those dedicated funds; but it doesn't look that way. We can still get the whole \$1,300,000 back. We accrue about a couple of hundred grand a year, and we have about \$300,000 sitting in the account right now. The storm sewer work won't happen until next year, and then it takes a year to get billed out. So, I think within 3 to 5 years we should have all that money paid back if we care enough to request the funds back. That helps leverage the overage, that's all I am trying to say is that we are kind of hurting for funds trying to seek money where we can find it.

Vice Mayor Grendel asked is Dania going to be done on here?

City Engineer Ramm said yes. So, Dania was in our Five Year Plan for this year, and because Brookside is right there, we took it as an alternate bid. It's very cost effective, and we had like \$140,000 in our Five Year Plan. As part of our concrete maintenance contract we are going to get in there and replace concrete curb and gutters, and then we will pave it, resurface it with this contract since they are going to be right there.

Vice Mayor Grendel asked what's the last job DiGioia did?

City Engineer Ramm said they did Beverly. They were the contractor of Beverly, and then they had a few things that they did prior to.

Vice Mayor Grendel said we never had Mr. Excavator.

City Engineer Ramm said no, but they are very big, and they are very capable.

Vice Mayor Grendel asked what about Karvo?

City Engineer Ramm said we have never had Karvo here. I have worked with them in different municipalities, but never here.

So, all the bids were pretty tight, and there's one thing we were notified of yesterday from Fabrizi; and we are looking into it that could work in our favor, but right now we have no decision on that. This is what we know as of today.

So, real quick on the alternates, a couple of significant things here; right now in the Brookside/Bramley it's just standard asphalt. Alternate A and B, it's called polymer modified surface asphalt and polymer modified intermediate. The cost of that, we are calling it an upgrade; so if we wanted to add those respective dollars on DiGioia's bid, that's what it would cost to get the premium asphalt. It's just an asphalt that's better. It's more durable. It prevents cracking. It holds up better. It is more costly. It's worth it. I think it's a minor amount of money, and that's for all of Brookside and of the whole subdivision of Bramley. That would be what it would cost to add that in.

Alternate C is an interesting thing. So, much like on Serio, if you recall, we bid that out as an asphalt job; and the contractor was a concrete guy. He said look I will pave it in concrete for you for almost an equal amount. So, we thought, you know what, right now Brookside/Bramley was curb and gutter with full depth asphalt as in the base bid; but we said what would it cost extra to consider doing it all concrete. So, those are the costs for that Alternate C. It would be the upgrade, it would be the add on to forgo the asphalt construction and curb and gutters and to put full depth 7 inch thick concrete curb to curb, the full pavement just like Serio. It's really not too bad.

Councilperson Asseff asked what's the life expectancy of concrete versus asphalt?

City Engineer Ramm said you know this is such a small residential area, low traffic. I think concrete you can kind of walk away from it for 40 years as long as you crack seal and seal the joints. With the light loads that are up there, you could get probably 60 or 70 years out of a concrete pavement. With asphalt, with ultraviolet you will degrade that surface in 10 or 15 years and have to resurface it; but the base asphalt would be fine. You have to consider the funding.

Then Dania again, and the same thing with the better asphalt for Dania, D1 and D2 are just those same premium upgrades. The recommendation would be the number at the bottom right would be the \$5,400,000 adds all the alternates together and assumes that we would pull the trigger on

all of them, or even if you don't, we could still award it and then you would have the ability to pull the trigger. Here's the thing with that polymer modified asphalt, it's more sensitive to temperatures, so typically November 1<sup>st</sup> is when I think ODOT tells you can't even use it. If the temperatures are warm enough, my point is that the way the schedule is going to work out for this job; we may not even have the ability to use it if we are pushing Thanksgiving, early December to get it paved. That would be off the table. You would have to go with the standard asphalt, but it would be no harm, no fowl. It would be in the award, but you would just not perform the alternate.

Councilperson Narduzzi said but if we went with C with the full concrete.

City Engineer Ramm said that one you would want to know upfront.

Councilperson Narduzzi asked the \$5,400,000 is which one Don?

City Engineer Ramm said it's all.

Councilperson Narduzzi said but if you went with C, you don't need A and B.

City Engineer Ramm said correct, and in essence you would kind of back out. You wouldn't need to pull the trigger. Well for Bramley only. That's just for Bramley. Brookside would still have the premium asphalt, but it would be the lesser quantity and lesser dollar value for the Bramley stuff you aren't doing.

Councilperson Narduzzi said so Bramley it does that loop around.

City Engineer Ramm said that whole subdivision could be concreted if you are looking to spend the money.

Vice Mayor Grendel asked why that huge discrepancy between those two?

City Engineer Ramm said you know what he did, it was tricky the way I worded it as an add on. I think he threw the whole shooting match in there not realizing that the payment mechanism was going to be still paying them for all the base bid asphalt work that we are not doing and then adding in.

Vice Mayor Grendel said so he might not have understood it.

City Engineer Ramm said he didn't understand it clearly, and it blew his number; but you see everyone else understood it. No one asked a question on it. It was addendum thing that we issued, and it was very detail oriented; and you had to really read it to understand it. Nobody asked the question, so I thought they all understood, but he missed it. It didn't really affect or change the order.

Vice Mayor Grendel said he still would have been higher.

City Engineer Ramm said I hope to have this on the legislation for First Reading in May. It is somewhat time sensitive; it could sit and wait until June, but the water main is a bypass system meaning they have to put hoses because they are putting the main in.

Vice Mayor Grendel said the sooner the better.

City Engineer Ramm said the sooner the better. That main is breaking constantly. If any job qualifies as an emergency, it's this one. So, we would have to make a decision which alternates you want to go, and I do intend to have a neighborhood meeting with both Brookside and Bramley. I don't know if that's an option to get their input on which road they would like better. I don't know if you want to let it get to that point, concrete or asphalt. It's going to be a nightmare. The whole thing is getting ripped out like Beverly.

Vice Mayor Grendel said I like the concrete idea.

Councilperson Narduzzi said I know, but do we open up Pandora's Box, and they say how come they are getting concrete, and I'm getting black top.

City Engineer Ramm said we don't need to belabor it now, but I just wanted to bring it up and explain it.

Vice Mayor Grendel said there was Serio.

City Engineer Ramm said and Serio really worked out pretty nice. It's a nice road, and it does look nice; and it sits in a subdivision that has Eastview is asphalt. It doesn't stand out. Look at San Fernando, Timber Ridge, they are concrete roads. It's not out of place to have concrete. All of our new subdivisions are concrete. So, we have the flexibility to kind of do what you want.

Vice Mayor Grendel said they waited long enough with the crappy road that they had.

City Engineer Ramm said moving on to Lafayette if there are no other questions. So, Lafayette is, we are working on it also. We are hoping to advertise here in another week or so, open on Friday, May 24<sup>th</sup>. Unfortunately, we are going to miss the May meeting, but we are shooting for maybe the June. Here again, I think our budget was \$2,300,000, and it's looking like a little bit higher than what we anticipated. The duration ideally will be from July to December.

One thing we looked at was 2 options, bidding it; so you see 2 blue lines. One blue line is where the existing main which is in the road, and the other blue line in the tree lawn is outside the road. We were thinking about bidding it both ways, which one might be more cost effective; and then you wouldn't need the bypass if you are building a new main off to the side. You could leave the old one in service. These are core samples of the soil, and you can see this is solid rock that they cored through; and sometimes that rock is literally a foot below the ground. Sometimes it's 3 foot, 4 foot; so what that means is, to move the main to a new trench you are trying to dig through solid rock, bedrock, shale, sandstone. So, that quickly changed our thought process and will just be putting it right back in. We know that it has been excavated, it's probably some premium backfill in the road. It will be easy digging, but there again it limits us. So, Cleveland

Water says by the end of October you have to have those systems off because of the cold temperatures and the risk of freezing. Here again we might be pushing the envelope with getting it awarded, and getting that water main in and getting it buried before. Of course, asphalt and concrete work get pushed out through November and into early December, but they are less sensitive. So, this time we are going to put sidewalks in, both sides of the street. They fit nice, no problems. We are trying to avoid all the trees. It fits actually pretty good. One thing too, we are aware of some drainage issues out there that we thought we would get some alternate bids; this one is behind Bontempo's house. We are getting near the CEI easement. It's hard to see. The highway is right to the top of the page. There are some low spots that can't drain, and we are looking at trying to make some improvements. We have been notified by numerous residents, the backyards that back up to East Ash and Laurel, the rear yards of those two subdivisions. It's just really low. It's flat. There are big lakes when it's saturated. This is a designed drainage improvement. Here again, it could be costly because of the rock, but we are going to get an alternate bid to see if we can fix the problem, if there are some funds we can tap into for the drainage aspect of it because we are here.

Councilperson Narduzzi, over in your area, we think maybe do something with all that water that comes pouring down your rear yard and then up it.

Councilperson Narduzzi said I actually fixed mine. I dug it up and put new pipe in.

City Engineer Ramm said at the high end of your cul-de-sac, there's a major drainage course that comes down. We are going to try to make some improvements there in the base bid, add some big catch basins.

One thing we looked at was trying to make improvements on the end of the road. Here's East Ash, it's a funky dead-end with no turnaround. This is a conceptual drawing trying to create a cul-de-sac similar to the battles we fought. This one is 70 foot, so it's more like Serio which is not the full 80, and we tried to offset it on both sides. We are affecting some DiGeronimo parcels and then a Sanchez parcel. We think it's not obtrusive, and ironically the right-of-way just ends right there. It's behind their curb wraps, the right-of-way just flat out stops. So, anything beyond on that would have to have full cooperation from the property owners; but we might take an alternate bid to see if we don't have time to try to work it out with the owners ahead of time. We are going to see what it costs and then see if there's a palate for maybe helping them, but it's not a deal breaker. We are going to move forward with the job regardless.

Upper Brookside, this used to be called the sidewalk project. It's gotten so big, and it's really a roadway job that has a little bit of sidewalks on it. That is how it has evolved, and the budget is really high; but it's a thorough design. It's hitting the paper Thursday. The plans are done, and there again the sweet spot of July through December is what we are thinking about. There's a lot of storm sewer work, and it's going to be Type 6 vertical curbs. So, these are typical sections. It's hard to see, but a lot of asphalt work on the edges. The edges are cracked up and beat up, and we are going to have to actually saw cut in and get rid of all that deteriorated asphalt before we put nice new curbs; but the sidewalk fits. It's going to be 3 to 5 feet tree lawns on the whole one side, the north and the west side.

Councilperson Asseff asked what's that angle because that's going to be steep walking up and down that?

City Engineer Ramm said the road, yeah the road is pitched pretty severe.

Councilperson Asseff said I'm talking about the sidewalks, the road you have horsepower.

City Engineer Ramm said like Eastview is steep, and there are all kinds of steep. Lafayette is what it is.

Councilperson Asseff asked are we going to put some anti-slip grooves in the sidewalks and things?

City Engineer Ramm said it's a rough finish.

City Engineer Ramm said one thing to note, so Councilperson Trakas sat in one of these chairs and asked me a specific question about if the road was outside of the right-of-way what kind of impact would that cause on the job? I said there's no problems out there, but this is the curve just north of Lake Charles, and if you see the right-of-way, there's a dash line. There's already a snippet that is outside. The pavement itself of the road is cut in the very corner of that person's parcel there on the inside of the curve; and then similarly at the other end by the highway the same thing, we might need a little bit of an easement to get that sidewalk which is on that side constructed. There again, there's already an encroachment there with some drainage work, and they are easements that we feel we need to get to secure to catch up to encumbrance that we kind of had there all these years. It's just something to note. I was not aware of it.

Councilperson Narduzzi asked is it on the south side or the north side?

City Engineer Ramm said well both. So, this one happens to be the north side on this corner by I-77, and the other side is kind of the south. It's that inside corner.

Councilperson Narduzzi said so that one there, when that guy parks his car, it's going to be on the sidewalk. This guy on the inside over here because he's close.

City Engineer Ramm said he doesn't have a sidewalk. The sidewalk is on the other side. He will really see no difference other than it will be a nice curbed. They will have curbs on both sides of the street through there. It's something to be cognizant of.

So, out of the \$2,300,000, \$900,000 of it is the pavement. There is almost \$600,000 in storm sewers. Some major work. The one thing that the project does, that's the limit of the curb section. It kind of starts there just south of Lake Charles, but the whole road where Mr. Sroka lives is all getting resurfaced, base repairs and grinding and paving. So, the project will be from Sprague to Eastview in terms of what you see as new pavement will be that limit; but the curbing will start and stop right here just south of Lake Charles for what it is worth.

Resident Gary Sroka asked Don can I say something now or wait until the end?

City Engineer Ramm said it's up to the Chairman.

Chairman Veverka said yes, go ahead.

Mr. Sroka said I'm just trying to figure out. I have lived here for 52 years and seen all kind of projects go on, and this is the first time in my life that I can see a project that you guys decided to do a half of road. I have the same problems that everybody else in town have with water; and I'm not getting storm sewers, I'm just going to get a repave of a street where the people down the street from me are getting curbs and storm sewers. Don knows the water problems I have up at my house. The house next door to me, the City, and I know Don wasn't here when it happened; they decided they were going to put a landscape mound to the south of me. This thing is 4 foot tall, and it don't take a brain surgeon to look at this thing and see where the water is going. It's all coming towards me.

For the life of me, and why didn't you guys put something out and have a meeting and say hey this is what we are proposing up here. No, it was just boom the people from Lake Charles, they want sidewalks. Boom, they want a new street. Boom, they want this, and everything is done for Lake Charles. I pay taxes just like everybody else in Lake Charles does. This is crazy. It dumbfounds me how you guys can do half a project there.

City Engineer Ramm said just to speak to it, it has been an evolution. So, it started out as sidewalks, and then to make it safe because of the hard geometry and the steep; we said we better have curbs to separate the traffic. Then the minute you have curbs, you are concentrating the water. That means you have to have catch basins, and then the storm sewer capacity becomes an issue, and it evolves into this big project. For what it's worth, even in the limits of our project from Lake Charles down to Eastview, that gray shaded areas, that's still a mill and fill even of those areas. So, it's not a reconstruction. It's just a road. I am just putting it out there that it is still very similar in terms of the treatment with a lot of base repair and some widening; but for the curbs. Then the sidewalks obviously is really what drove it. We had the discussion, I remember talking about the logical termini where to start and stop the sidewalk; and since there was nothing up on Sprague that's why we said there's no sense in chasing it up to Sprague. There's nothing to tie into, let's just stop the sidewalks at Lake Charles.

Mr. Sroka said we all know why the sidewalks stopped at Lake Charles too. Come on Don.

City Engineer Ramm said no that's where the request emanated from, and that's where there are sidewalks all in that subdivision like the new subdivisions have sidewalks. So, that was the goal of the project, and ironically out of the \$2,300,000, the sidewalks cost like \$100,000. I am not kidding you, the cost of the sidewalks is the cheapest thing on the job.

Mr. Sroka said you didn't do half of Bramley, why didn't you do half of Bramley? It makes no sense.

Vice Mayor Grendel said originally we were just doing a mill and fill up there.

City Engineer Ramm said in fact we took a bid a couple of years back as part of an alternate. It was like \$255,000 to mill and fill from Sprague to Eastview, this stretch. It always was just going to be a maintenance operation. It wasn't but for the sidewalk discussion that we took the time out and said well now we have to start planning a little bit better; and that's how it has evolved into what it is now.

Vice Mayor Grendel asked it didn't make sense to do curb and gutter?

City Engineer Ramm said well there was no need for it. You could, it just wasn't part of the scope.

Mr. Sroka asked so what justifies putting curbs from Lake Charles down to Brookside and not the whole street?

City Engineer Ramm said well the sidewalks, the fact that they are close to the edge of the road and wanting some separation and some vertical barrier for cars to hold the road. It was a safety issue with sidewalks in terms of how to build safe sidewalks. I am not saying you can't build curbs all the way up to Sprague, but you have the same thing. You have to carry up the storm sewers, and I do believe the concern of all that water pouring through the Hill properties. We did extend the storm sewer up there with Geotech a number of years ago and put catch basins in. So, we tried to address and manage and control that water up there that comes out of that property which is the topography is coming west to east. So, we have tried to mitigate the drainage condition there to stop that water from crossing the street and coming down to your driveway.

Mr. Sroka said I would still like storm sewers in the front of my property. Get rid of all that water, and you won't have to worry about any of it coming down my property.

City Engineer Ramm said and anything is possible; I'm just saying it wasn't part of this scope just to come where we started and stopped the sidewalks. Right now it's open ditches with drive culvert pipes; and it functions. The stuff down at this lower end was a capacity issue. The pipes weren't big enough. There's a lot of topography coming down, and that dip in the road gets flooded. So, that's why the storm sewers got replaced in this stretch.

Mr. Sroka asked so then what happens with my asphalt driveway when they redo the street? Are you guys going to replace it?

City Engineer Ramm said yeah because invariably the elevations change. It could be an inch up or down, so we will have a little grinding detail and a joint to make it all tie back in. I'm not sure we will do the whole apron, but there won't be any bumps.

Mr. Sroka said so my apron is to the point where it needs to be done, and the City had done that. To my understanding, you are responsible for that right or no?

City Engineer Ramm said we have the rights to make improvements to aprons because they are in the right-of-way, but most homeowners it's ultimately their obligation to provide their own access to their own property through their drive apron to and from the street.

Mr. Sroka said okay, when I lived up on San Fernando I put my driveway in when the house was built. I paid for it. After that if something would happen to that apron, the City is responsible for fixing that. Am I not right or am I wrong?

City Engineer Ramm said not necessarily. No, we have fixed them here and there throughout the City, but it could be because of a culvert failure. We were in there fixing a pipe. Like here, this project all new because we are putting in new curbs, new sidewalks; they are all getting new concrete aprons from this stretch down because we are tearing up the aprons blowing through there and changing grades for the sidewalk pitches. We are stuck providing new aprons for everybody on this stretch of the project.

Councilperson Narduzzi asked are we doing curbs and aprons on both sides of the street?

City Engineer Ramm said both sides, right because that's another thing. We thought about well let's do it on the sidewalk side and then you have a lopsided, not uniform. You will hear the same comment from the guy across the street from somebody who got the sidewalk with curbs.

Councilperson Narduzzi said even along I-77 we are going to.

Mr. Sroka said so you are going to put them along I-77. It's crazy. It blows my mind.

Councilperson Narduzzi said I see where he's coming from, I truly do.

City Engineer Ramm said I think we talked about it once before, potentially we could have Part A or a Phase 2 of this project and pick it up from here and carry it south if there was a requirement to do so. It's nothing that would preclude you. I told Mr. Sroka that the drainage, there's like a natural watershed break right here anyway; so you see the profile here. There's a low spot and then it comes up. Pretty much we are pulling water back to this point, but all these storm sewers down here, nothing from Sprague is getting into this system; so all that water pretty much crosses and collects in a culvert that shoots out due east into the ravine. So, nothing down here has to accommodate anything that you did up here. That's a good thing because you didn't have to accommodate water in some future phase. It would be very easy to continue drainage improvements and a full-blown project and then a Phase 2 all the way up to Sprague if and when the decision was made.

Mr. Sroka said Don here's another question. When you are tying these storm sewers in, do the people's houses, did their storm sewers get tied into those or they stay on their original where their storm is going?

City Engineer Ramm said both. So, right now a lot of the sewer we are replacing, we are putting it in right in where the old one is. If it's tied to the current sewer, it's going to be re-tied into the new sewer; but conversely if they have a pipe that discharges to a ravine, sometimes in the back or what have you, then we wouldn't change that. We wouldn't require that they connect to a street sewer, storm sewer we are talking.

Mr. Sroka said the storm sewer that goes out my backyard, I am responsible for that, that's on my property.

City Engineer Ramm said if there's a pipe that's running down your property, yeah that's a private. Now there's no road water that.

Mr. Sroka said just my house.

City Engineer Ramm said that's kind of your deal. Now if we had our storm sewers from the street right-of-way were somehow getting channeled through your property, then we probably would have a storm easement. Then it might become a City issue.

Mr. Sroka said I'm having problems right now. I have to have it dug up.

City Engineer Ramm said so this one we are bidding out.

So, Brettin, here's another one that we are trying to wrap up, very similar timeline. We have 3 or 4 of these projects that are literally bidding one week after another; and they are big. This is another one. This one we feel is going to be pretty difficult because it's a complete reconstruction, and there's one way in and one way out. Like when we did Beverly, they were able to park on Eastview with a relatively short walk because the road is not that long. Out here, there's nowhere to park them and walk. It's going to be tough on these folks, but we are trying to minimize the pain with some notes and maintenance of traffic requirements. So here again, in the sweet spot of May and hope to have an award at the June 11<sup>th</sup> meeting. I believe this budget was around \$1,000,000 so this one right now doesn't seem too bad. We are finalizing the details now. The sidewalks will fit on both sides here. The tree lawns will be a little bit not uniform. We will have a 7 foot tree lawn on one side so that we don't have to affect the power poles.

Councilperson Narduzzi asked what was the cost of Brookside?

City Engineer Ramm said Upper Brookside was \$2,300,000.

Councilperson Narduzzi asked what's the distance on Brookside compared to the distance on Brettin?

City Engineer Ramm said Brettin is like 1,600 feet, it was shorter than Oakwood. I don't have any data. Why, what are you thinking?

Councilperson Narduzzi said I'm just trying to think in my mind how much more Brookside is because of how messed up it is.

City Engineer Ramm said right. What does that tell you? We are getting sidewalks on both sides of Brettin, and there's already curb and gutter on Brettin. Here there is nothing there. We are adding. So, there's a replacement of what's there.

Councilperson Narduzzi said I think Brookside is longer, but not by much.

City Engineer Ramm said I could check that footage. I don't have it with me.

Mayor Togliatti asked we aren't upgrading the storm sewers on Brettin are we?

City Engineer Ramm said no. They are fairly new. The crossovers maybe from catch basin to catch basin might get replaced with new catch basins because a lot of them are old and failing. That road is pretty warped.

So, moving on to the maintenance contracts, this is the concrete road maintenance. We are opening bids this Friday. So, a couple of things to note here; we did it like usual. So, everything in black is the base bid, and that's just City wide concrete work like it usually is. Then Alternate A is, invariably every year we have more needs than we have funding. So, we had an Alternate A, it's really City wide stuff, just more of it. Alternate B, Rockside Woods Blvd. North what we are calling the old section is slated for 2020 or 2021, but because of the Topgolf construction and we thought maybe we get some idea of pricing, what it would cost to try to upgrade that road this summer for the big opening, the big grand opening. It's beat up. It's pretty bad. So, that alternate would be to pave or to make concrete repairs to Rockside Woods Blvd. North. So, we will see what that costs.

Then Alternate C, this job is in our Capital, Evergreen and Tanglewood. This concrete work would be curb and gutters to replace that before an asphalt guy would come and resurface it.

Then Alternate D, so this is an issue in the PM rush hour. There's major traffic backup for left turn movements for westbound Pleasant Valley to go south. The storage capacity isn't adequate, and the cars are backed up into the thru lane. So, this alternate would rip out that center raised island and create more storage capacity between the bridge overpass and the ramp.

Then the last one is, that one is unique. So, Hemlock Trail, right now when we did Selig we have a nice 8 to 10 foot wide path up to about the Police drive. So, this would carry that path all the way up to Pete Wisniewski Parkway and into the park, thinking that the trailhead would truly then be at our Kiwanis parking lot. It would be a nice place to park and be an official on the City campus. So, that little bit of concrete work would be for upgrading the sidewalk. It's just an alternate that we looked to try to see what the price it comes in at.

Chairman Veverka asked Don, the concrete on Rockside Woods North, would that make sense to do that while we are doing the other stuff before it opens up?

City Engineer Ramm said oh yeah. Well the thought was that, first the thought was let's just get in there and do a quick resurfacing, asphalt, make it look nice and black; but if you don't address the concrete, you are probably just throwing that money away. So, we did both. We are going to look and see what it would cost to do the concrete repairs, and then in the asphalt contract, you notice the same green alternate is for the asphalt paving. We would get the concrete work done first, and then we would get the asphalt guy in under an alternate, if it was approved, to then do the overlay. Then I think you could feel better about getting 10 or 15 years out of it. So, that

was the thought. Again, it wasn't in the budget, but it was something we thought we would entertain, get some pricing. We aren't married to anything.

Chairman Veverka said potentially that could then be this building season.

City Engineer Ramm said oh yeah, it would be this summer, before September's opening.

Chairman Veverka said well that's what I'm getting at because that way you could use half of the boulevard, two-way traffic, and do one whole set of it. You wouldn't have to dance around like you did on Patriot's Way and everything else.

City Engineer Ramm said yeah, you could strategize and do that.

Chairman Veverka said because otherwise once we get another year down the road, then you have to deal with thru traffic and then people are already in the pattern of going that way.

City Engineer Ramm said right.

So, then this similarly with the asphalt contract, we had some target projects that we buried these to make it a more lucrative contract and bid. So, Brookside Road from Brecksville Road to Eastview was in our Five Year Plan for this season; so we plugged that in as an alternate. It would be a grind and overlay. Similarly Evergreen, Tanglewood. Eastview we threw in there because we felt like you know what, this is all getting upgraded, this is getting upgraded. Eastview is not in this year's Five Year Plan, but it's a few years out. We thought let's see what it would cost since the guy is right there.

Parkland and Highland right through here is in pretty bad shape, so we thought since the guy's right here, similar to how we are doing Dania with the Bramley; we might try to sneak this in.

Then the base bid ironically is just Brecksville Road. It's all Brecksville, nothing else. Just Brecksville Road is the base bid in black.

So, Treelawn is in the base so that's why this is. We are trying to package a decent amount of work with a bid, get some better pricing and still hitting the targets of our Five Year Plan. So, that bid is opening I think the same Friday. So, we have one bid opening at 11:00 a.m. and one at noon. We got a decent amount of pavers.

I put this one, it's not on the agenda; but I kind of forgot about the traffic signal job. It's ongoing, and we hope to be done this August, plant the landscaping in the boulevard on Oak Tree in the fall and it should be done.

The signal poles for Pleasant Valley and Midland, the plant is in Nebraska, and they had some terrible flooding. The plant issued a notice to the contractor that said that delivery on the poles may be affected because of the flood; and so we are waiting to see. It's all going to be predicated on when the poles get delivered. So, that job is going relatively smoothly. They have been working out of traffic on Pleasant Valley there. They stay out of the rush hours, and it's

been pretty quiet so far. This was the one that had the 3 different contracts packaged together. It's going pretty good.

That's it.

Vice Mayor Grendel asked when is Oak Tree going to be done?

City Engineer Ramm said Oak Tree is going to be part of this contract. So, the decorative streetlights should be done by August, and the landscaping will follow in September as part of this job. The decorative streetlights were not impacted by the flood. That was from a different. I'm talking about the big traffic signal poles.

Chairman Veverka asked and Pleasant Valley and Midland, that's already progressing? They already have that concrete in and a lot of the re-routing of the cable underground that they needed to?

City Engineer Ramm said they did some boring underneath the roads and foundations.

Chairman Veverka asked are those poles coming from the same company?

City Engineer Ramm said that's the ones I'm talking about. There are two, one on each corner; and then on Rockside. The Rockside job will have a new mast arm that has the changeable arrow to get that dual left in the morning. So, that one is the same situation as the Pleasant Valley.

That's it. I neglected to say for the Part A and Part B that we have a couple of pieces of legislation coming for some; QCI we issued that initial P.O. for the construction services. So, they have a proposal together; so now we have to officially catch up with the, it's for the inspection and the construction management. Then the Bohning & Associates has some additional work that they submitted a request for payment on for additional scope work during the design. That's something you will see on the May Council Agenda. I neglected to say that earlier.

City Engineer Ramm said so that's the update. A lot of work coming out here.

Chairman Veverka said in that case, I will entertain a motion.

**Moved by Narduzzi, seconded by Grendel, to adjourn the Streets & Sidewalks meeting of April 23, 2019. Voice Vote: 3 yes/0 no; motion carried.**

There being no further business, the meeting was adjourned at 5:41 p.m.

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