

Minutes of a Meeting of
PUBLIC IMPROVEMENTS, STREETS, SEWERS AND DRAINAGE COMMITTEE
held February 22, 2016
6:30 p.m.

Members Present: Councilman Tom Henderson, Chairman
Councilman Paul Vincent
Councilman Dwight Clark

Also Present: Director of Public Safety/Service Scott Thomas, Mr. Dave Banjoff,
Service Department Street Supervisor, Curtis Krakowski,
Infrastructure Manager, Director of Operations Landers,
Councilman-at-large Marty Mace, and Councilwoman Karen
Lieske.

Audience: Richard Fink, Conda Boyd, Lydia DeGeorge, Bob Sprague

Mr. Henderson welcomed everyone to this third meeting of the Public Improvements, Streets, Sewers and Drainage Committee of 2016.

2016 Pavement Maintenance and Resurfacing Project

Mr. Henderson stated that they would like to be sure that this committee understands what the whole plan is for 2016 for the streets. Items to be reviewed are maps and bid specifications for the advertisement for bids which is being requested to begin March 4, 2016.

Mr. Thomas introduced Curtis Krakowski, Infrastructure Manager and Dave Banjoff, Service Department Street Supervisor. He explained that these positions are important positions within the City of Bay Village. All of the improvements with the pavement programs, including facts and figures for each roadway, as well as requirements for individual roadways based on use, are determined by Mr. Krakowski. Mr. Banjoff's crew does road maintenance throughout the year, specifically during warm months, and catch basin repairs in conjunction with the pavement program. As a cost savings effort, the City crew is sometimes used for catch basin repairs. Mr. Thomas noted that one catch basin can take the equivalent of eight hours to repair.

Mr. Krakowski stated that when bid documents are developed for Capital road resurfacing projects a certain system and program is used. A five-year plan is developed based on the 60 miles of roads in Bay Village. Fifteen miles of the sixty miles of roads are county or state roads, and 45 miles are City roads. It was always the mentality that you have to take care of the 45 miles of roads because funding is available from the state for the 15 miles of roads. The program is specifically targeted for the secondary and tertiary roads.

Mr. Krakowski circulated a map of the Five-Year (2016 to 2021) Road Resurfacing Program (Exhibit A attached). The roads improved by both the City and the state since 2010 are also

indicated on the map. Mr. Clark noted that the state also reimbursed the City for the 60 catch basins on Lake Road that needed to be redone.

In calculating the program for road resurfacing, the total 45 miles is taken into consideration. The rule of thumb is that for every inch of asphalt placed there will be an average wear of five years. The side streets and tertiary roads are done with a two-inch overlay of asphalt. The main roads may take a thicker overlay. Past projects are used as a guideline and over the past few years they have spent \$60 to \$65 per linear foot of roadways for resurfacing. The program is based on a twenty year cycle, and using that as a guideline for each year, they calculate about 10,000 to 12,000 feet that can be done in one year. Using that number and the \$60 to \$65.00 per linear foot, they determine what the budget will be for a particular year. To keep within the twenty year cycle, they are estimating a \$700,000 to \$750,000 target budget each year.

Mr. Henderson asked if the City has been doing the roads in the past at this pace, or is this a faster pace. Mr. Thomas stated that there was one year when the road resurfacing program was not accomplished, and some years when it was cut back. The program is now back on track.

Mr. Clark stated that the program to do Huntington Woods was delayed by a year in 2011. Part of this is to try to match the construction and renovation work done in house, which is the annual crack sealing and renovation program, versus the longer term borrowing program for the road resurfacing projects being discussed this evening.

Mr. Krakowski stated that they have generated a scale of the conditions of the roads. This is based on driving the roads and observing the conditions, versus when they were last renovated. This year the main target is Lincoln Road, from Bassett Road to Cahoon Road. The last renovation for that road was in 2000. Nagle Road was renovated in the late 1990's, and is included in the 2016 program. On the east side of town, there is a small section of Cliff Drive by Clague Road, and the cul-de-sac of Lake Park Drive. The goal is to keep the costs within the \$700,000 range. The base bid will include all of Lincoln Road and Nagle Road. Based on the formulations and cost estimates, this is about \$650,000 for these two roads. With the target of \$750,000 a couple of add alternates will be added to the bid specifications, which is the small section of Cliff Drive (Add Alternate No. 1), the Lake Park Cul-de-Sac (Add Alternate No. 2) and Long Beach Pump Station Drive (Add Alternate No. 3).

The intent is to ask Council for permission to advertise for bids on March 3, 2016, with a second advertisement on March 10, 2016, and bid opening on March 18, 2016. The advertisement for bids is placed in the Sun Newspapers, and on-line through Builders Exchange and Dodge where contractors have subscriptions. This is standard practice for public bidding. March is the prime time for advertising for bids before the actual working season begins, resulting in receiving the most competitive bids.

Bids will be reviewed for a one-week period and Council will be asked to review bid results and the recommendation of the Service Department for a contract award on Monday, March 28, 2016. The month of April will center on pre-construction activities and the start date for work will be the first week of May. The completion date is July 1, 2016.

Mr. Krakowski noted that each section has a contingency built into the contract. If there is an overage and money is still available, they can address the add alternates of the bid. This can be done while the work is progressing in order to take advantage of the mobilization while they can.

In 2017, if everything is completed in 2016, they will move on to a section of Cahoon Road from Lake Road to Wolf Road, and Douglas Road, Normandy Road, Midland Road, and Osborn Road area.

In 2018 they will move to the west side of Bay Village, concentrating on Bexley Road, Carlton Road, Bates Road and an area of Walmar Road.

In 2019 they will move to Ashton Lane and Crestview Drive since the heavy construction traffic for the extension of Crestview Drive will be completed.

In 2020 they will move to the other side of Bassett Road.

The concept is to work on one cluster of roads at a time. Mr. Thomas noted that these maps are living documents based on changing road conditions from year-to-year.

Mr. Henderson asked if challenges are expected in the Bexley and Carlton Roads area, similar to those faced on the Walmar Road project. Mr. Krakowski stated that the issues that occurred on Walmar are based on excavations. Road resurfacing keeps the infrastructure of the road intact, taking off the wearing surface. Mr. Thomas noted that there are areas in the City that may require a new base before repaving. When possible, they try to use City crews to install a new base.

Mr. Clark asked the percentage of cost between material and labor. Mr. Krakowski stated that generally it is 50% material, 50% labor. When dealing with prevailing wage rates, there is a threshold for road improvements of \$20,000 to \$30,000. Once exceeding that amount, the requirement is to pay prevailing wage which is more expensive than a \$15,000 contract. Mr. Clark noted that Ohio is one of the two prevailing wage states in the country.

Mr. Clark questioned whether the cost of petroleum and oil being down in the marketplace might be a potential bellwether for the City when bidding. Mr. Krakowski stated that they had been looking at the oil index for the binder for the asphalt and it has been dropping. He is confident about receiving competitive bids.

Mr. Clark asked Mr. Krakowski to comment on the accomplishments of the road resurfacing program in 2015. Mr. Krakowski stated that the main focus last year was on the east side of the City, including Humiston, Lincolnshire, and Sandalwood Roads. The section of Walmar Road between Walker Road and Bexley Road required a rebuilding of the road, involving subsurface stabilization and additional drainage. Resurfacing went to Wolf Road including the section from Walmar Road to Bradley Road, and the Bradley Road intersection. They also did a section of

Wolf Road, from Sutcliffe to Porter Creek Drive. Continuing on that, they added a section in front of Bay High School, approximately 1300 linear feet, at a cost of approximately \$70,000. Mr. Henderson asked about the areas of Wolf Road that have not been resurfaced and are not in the five-year plan. Mr. Thomas stated that Wolf Road is a county road. The City crews last year put in time and effort in milling and filling the area east of Columbia Road to fix the worst spots. They will be doing more of that coming west on Wolf Road, and also on Lake Road this year with City crews. Lake Road, from Columbia Road to the City limits, is now scheduled by the State for resurfacing for 2020.

The crack sealing program five-year plan map was distributed to the committee. Mr. Krakowski stated that they have budgeted \$50,000 for the crack sealing work in 2016. There is in-house work that will be done on the side streets and tertiary roads. The state and county routes are eligible for state and county funding, and will be contracted out. The crack sealing is a preventative measure to extend the life of the road. The intent of the five-year crack sealing program is to piggy back on the resurfacing projects. Once a road is resurfaced, it is intended to come back in two to three years to do the crack sealing. Asphalt is flexible pavement. When there is rigid concrete underneath it, there will be movement of pavement. The idea is to have a crack seal program to extend the life of the road resurfacing program to twenty years.

For 2016, an application has been sent to Cuyahoga County for Dover Center Road and Lake Road crack sealing from Dover Center Road to Columbia Road. The cost was estimated at \$25,000 for labor, and \$25,000 for material. The county will pay for material but not for labor. When they reviewed the application, they gave the amount of \$9,750 for Dover Center Road, and they did not allow Lake Road. The City will contract out for crack sealing of Dover Center Road from the southern boundary to Lake Road (3900 linear feet), and Lake Road from Dover Center Road to Columbia Road (6100 linear feet). The cost for crack sealing is estimated at \$5.00 per linear foot, which may vary based on the condition of the road.

Mr. Krakowski noted that a portion of crack sealing can be done by City crews. The cost of in-house crack sealing averages out to about \$1.70 per linear foot. The in-house crack sealing work is concentrated on the residential side streets. The target for 2016 is to concentrate on the roads resurfaced under the 2008 Resurfacing Project, which would include going through Bruce, Russell, Douglas, Glen Park and East Oviatt. The 2012 Resurfacing Project, which was Huntington Woods, West Oviatt, and Donald Roads is also targeted for 2016, as well as Knickerbocker, Fordham, East Oakland and Upland Roads chosen through observation of road wear. The entire project is a total of 25,000 linear feet. Material cost for this project is \$15,000. The best time to accomplish crack sealing is during the summer months.

Street Striping will be done at the end of the summer season when the road work is completed. The amount of \$20,000 is budgeted for street striping of middle lines and edge lines. Crosswalks, stop bars and school zones are done in-house. Quotations will be received in July, contracting in August, with work done in September.

Mr. Thomas displayed photographs of sinking roadways caused by the weight of the garbage trucks when they stop in front of homes. Mr. Dave Banjoff showed an illustration of damage to

the roadway on Oakmoor Road. He noted that the refuse collection program has changed to a garbage truck, recycling truck and yard waste truck with three to four times more truck traffic than in the past. With a poor base that may have been constructed years ago when the roads were put in, the result can be a sinking of the roadway. The crews have started rebuilding the base of the roadways on Knickerbocker Road and other isolated areas by cutting out the bad spots, going back to a good pavement, putting stone down, re-concreting and then overlaying with asphalt. Roads included in this program are Oakmoor, Huntmere, Lake Forest, Knickerbocker, and Glen Park. It is seen more in the central part of the City.

Mr. Banjoff advised that mill and fill work was done by City crews last year on Wolf Road from Clague to Columbia Road. That work will continue this year on Wolf Road, and also on part of Lake Road from the Rocky River line to Clague Road. A reassessment of work done on Wolf Road last year will be done as well and re-worked as deemed necessary to prevent deterioration of work that was completed last year.

Mr. Banjoff stated that many of the manholes on Lake Road between Columbia Road and Clague Road will be observed for crumbling and if necessary milling will be done to prevent the pulverization of asphalt which will expose the steel of the manhole and cause damage to the snow plows.

Discussion followed concerning the cost difference of concrete and asphalt, which is notable. Mr. Krakowski explained that when roads are rebuilt in concrete the concrete moves and is repaired as much as possible until it is necessary to resurface with asphalt. Over time, a concrete street will eventually turn into an asphalt street because it is less expensive to put in an overlay of asphalt. Ninety percent of the roads in Bay Village are concrete with an asphalt overlay.

Mr. Banjoff displayed a photograph of a typical catch basin, noting that the inside is a brick structure. The mortar joints in between the bricks deteriorate from road salt, resulting in bricks falling in the sewers causing flooding issues. Repair involves re-setting, re-pouring, placing stone and concreting. In the fall, after concreting about two inches below the surface, they will put down tar paper and add another two inch top coat over the top. This will get the manhole through the winter and in the spring it will be re-asphalted.

Mr. Vincent asked the age of Oakmoor Road is and if the problems start from the fifth year of the road, or from what age of the road. Mr. Thomas stated that it depends on what base was applied to the roadway which will give an indication of what will happen in the future. Mr. Mace asked if the sinking of the roadway occurred where some of the new homes were built; Mr. Banjoff stated that it did not necessarily occur in that section of the street.

Conda Boyd stated that she is assuming that a great deal of money was saved on road salt this year. She asked what happens to those funds. Mr. Thomas stated that they are required to make an estimate of how much salt will be used. The State bid requires that 90% of the estimate must be purchased. This year the order was 3,000 tons at \$52.89 per ton. The salt not used will be stockpiled for next year. Mr. Clark noted that the price of road salt ten years ago was \$10.00 per ton. Conda Boyd asked what happens with the 10% that was saved, or \$17,000. Mr. Thomas

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stated that the money can be moved around at the discretion of Council. The money will be left in the account and at the end of the year turned back or appropriated elsewhere where there is a need.

Mr. Clark asked that Council receive the street maps and the Public Improvement program in their packets.

Mr. Thomas noted that Oakmoor Avenue was built in 1928 and last resurfaced in 2012. Mr. Vincent stated that he is concerned with what point these garbage trucks are going to start impacting roads. Mr. Thomas stated that if the roads have a good base they will be o.k. The Service Department will keep watch and as they see deterioration they will fix the roadways with a better base.

In closing, the plan is to approve the request to advertise for bids at the Council meeting to be held Monday, February 29, 2016.

Mr. Henderson expressed appreciation to everyone for their presentations this evening. Mr. Thomas stated that the City Service Department does an outstanding job, and they have talented personnel in the 34 workers of the Service Department.

The meeting adjourned at 7:26 p.m.

Joan Kemper, Secretary

Tom Henderson, Chairman