

KIRTLAND CITY COUNCIL MINUTES

August 24, 2020 – Work Session

The work session meeting of Kirtland City Council commenced at 5:49 p.m. Due to the current state of emergency regarding COVID-19, the meeting was held virtually via Zoom. Council members present were: Scott Haymer, John Lesnick, Richard Lowery, Jeffrey Ruple and Kelly Wolfe. Joseph Smolic arrived shortly after the meeting was called to order. Matthew Schulz was absent.

Mayor Kevin Potter, Law Director Matthew Lallo, City Engineer Douglas Courtney, Service Director Joseph Fornaro, Police Chief Lance Nosse and Fire Chief Anthony Hutton were also in attendance.

Council President Lowery stated he would entertain a motion to convene an executive session to discuss collective bargaining and pending and/or imminent litigation, pursuant to Article I, Section 7(c) and Section 7(d) of the City Charter. Mrs. Wolfe so moved, and Mr. Lesnick provided the second. **ROLL CALL: MOTION CARRIED 5/0 (VOTING YEA: LESNICK, LOWERY, RUPLE, WOLFE AND HAYMER. VOTING NAY: NONE).** The time was 5:52 p.m.

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The executive session adjourned and the work session reconvened at 6:27 p.m.

Mayor Potter noted he distributed materials to each Council member that were developed by Mr. Courtney and Mr. Fornaro relating to a comprehensive road program. This includes roads that need rehabilitation of varying degrees and a maintenance program. The Mayor noted it is a 10-year program indicating what is needed to get caught up on the roads, encompassing base analysis, construction, drainage, and different methods for maintaining the roads. Mayor Potter thanked Mr. Fornaro and Mr. Courtney, noting they have been working hard on this plan.

Mr. Courtney stated that the first four sheets show all streets in Kirtland, sorted by the year they would receive rehabilitation, maintenance or both, for 2021 through 2025. The next four sheets is the same street list with the rehabilitation and maintenance dollars plugged in the particular year. Pages 6 through 10 address years 2026 through 2030, and those streets would be primarily maintenance.

Mr. Courtney noted that there are no dollar amounts for the streets in the old town area, as those costs will be included with the sewer project. For Orchard Drive, he noted that the rehab consists of curb and gutter on the cul-de-sac.

Mr. Courtney advised that maintenance costs for 2021 through 2025 are approximately 1.7 million dollars; for rehabilitation over that same period, the cost is approximately 15.2 million dollars. Maintenance costs for 2026 through 2030 are approximately \$600,000. These costs all include ten percent construction contingency and approximately twelve to thirteen percent overhead, which would include design fees, construction inspection, and pavement coring and testing at the front end. He stated these amounts are all 2020 dollars and do not account for inflation.

Mr. Courtney stated that maintenance includes crack seal, asphalt rejuvenation, fog or mastic seal. He noted that rejuvenation usually occurs within the first six years of pavement life, at the time the pavement is installed, three years out, and six years out, with crack seal often being also

done toward the end of the six years. The fog seal or mastic seal is a topical treatment to help extend the life of the pavement, both aesthetically and with some waterproofing. He stated that partial and full-depth pavement repairs would be spot locations, for good pavement with a few failing areas. Chip seal with a mastic or fog seal is a good maintenance product to extend the life of the pavement wearing surface, and it remains pliable over the years. Mr. Courtney noted that striping is also included as maintenance work.

With regard to rehabilitation items, Mr. Courtney stated that pavement reconstruction involves complete tear out and replacement. He addressed recycling and resurfacing existing pavement, noting there are different methods of recycling. The cost associated with recycling and resurfacing includes some base repairs. He stated that mill and fill and pre-seal involves milling the entire pavement and making necessary repairs, filling with a chip seal coat before the new asphalt is placed. It helps seal cracks in the milled surface to prevent water from getting through the pavement and help delay reflective cracking through the surface of the pavement.

Mr. Courtney stated that simple repair with pre-seal and overlay is included in the event the existing asphalt thickness is questioned. He stated in a lot of areas with the repair, pre-seal and overlay, they are adding reprofiling to the crown of the pavement, because the pavement is supposed to shed water from the center to the sides. It was noticed there are a lot of pavements that are flat. He stated that the recycle and resurface, mill and fill, and repair, pre-sealant, overlay, include costs for adding berms to the pavement. He noted that lawns are up to the edge of the asphalt, which does not allow water off the edge of the pavement into the roadside ditches. In those instances, an 18 to 24 inch berm will be added at the edge of the pavement.

Mr. Courtney stated drainage will include adding drains to keep water out from under the pavement. Pipe underdrains or aggregate drains can be used. Answering Mayor Potter, Mr. Fornaro stated the goal is to be one year ahead with drainage to prep for the next year. Mr. Courtney stated the drainage costs are assumed as contractor performed. Mayor Potter noted that the availability of the Service Department to perform drainage work and ditching will help. Mr. Fornaro stated work can be done within the Service Department's timeframe to reduce costs. He noted that contractor work will be scheduled by area to reduce mobilization costs.

Mr. Courtney stated the plan is not "set in stone" and would be reviewed annually with the Mayor, and adjustments will be made as necessary.

Answering Councilman Lesnick, Mr. Fornaro stated that all 66 miles of roads would be addressed by 2030, which includes the City's maintenance of the state routes.

Answering Councilman Ruple, Mr. Courtney indicated that costs could be lowered depending on the bids received. Mr. Courtney explained the process he used in developing the costs. Discussion ensued regarding the bidding process and implementation of the plan.

Mayor Potter inquired about base analysis and core sampling. Mr. Courtney stated that late in the third quarter or early in the fourth quarter this year the pavement coring should be done for the 2021 streets.

Mayor Potter noted that he provided a copy of the plan to Joe Petraus of the Road Paving Task Force, noting that they will assist in identifying roads to be done the next year. The Mayor noted he is asking the Finance Director to look into designing a Finance plan in this regard.

There was no further discussion, and the work session meeting adjourned at 7:01 p.m. upon the unanimous consent of Council.

President of Council

Clerk of Council