

Roads and Drainage Meeting Minutes

July 27, 2023, at 4:00 PM in Club House

R&D Members

Alex Scanlon (Co-Chair)
Thomas Haaland (Co-Chair)
Richard Sowrey (Secretary)
Tony Peterson (Present)
Mike Pantoja (Present)

Council / City of CLS

Randy Chronister (Absent)
Building Official (Not represented)
Brad Goudie (City Administrator (CA) Present)

Guests - None

The Roads and Drainage meeting was called to order at 4:11 pm on 7/27/2023.

Various Status Reports

RFPs

Update from CA on state statute re PE stamped drawings.

When we choose an engineer, have the same engineer bid/complete the standard detail set (already done, just need a review and seal),
See Attachment 1 and "Path Forward" Below - Item 2.

Status of purchasing policy.
Not updated.

Update on Narcissus RFP and CLR Deterioration

AS recommended that CLR(S) from Birch to Forest be replaced with concrete.
That section appears to be failing more rapidly than Narcissus.
See Attachment 1 and "Path Forward" Below - Items 4, 4a and 5.

This would be a modification to our 10-year plan because Narcissus was scheduled for 2022–23 whereas CLR South was scheduled for 2023-24.
R&D judged this to be appropriate due to the deterioration of the CLR road base failure.
R&D agreed to bid CLR South in 2023 and move Narcissus to bid in 2024-25.

In addition, parallel to the CLR(S) road project, High Tide will be contacted to shoot elevations on this section.
The elevations are to be collected on the east and west sides of CLR(S) as well as the side streets back to the first residential driveway culvert.
Any modifications to the culverts or flow lines should be made at the same time as the road repair.
RS will modify the 10-year plan and send it to the members for approval prior to sending it to Cheryl for incorporation into the city budget.

For Narcissus, have engineers use STD details from #2 and the flow line data/notes to create drainage repair plans for identified areas, then bid. Narcissus is less critical as the deterioration is not severe and the CLR areas are starting to degrade rapidly. This project is probably best left until we have a good working relationship with the new engineer.

See Attachment 1 and “Path Forward” Below - Items 5 and 5a.

Update on CLR bridge approaches and engineering contractor.

Get bids for bridge study from engineer(s) and pick one at the next R&D meeting, have them do the study, and evaluate how they were to work with.

See Attachment 1 and “Path Forward” Below - Items 1c and 2.

Have the CLR bridge approaches and pedestrian bridge sidewalk/abutments engineered and bid, can use some of the standard details from #2 here, and execute the project.

See Attachment 1 and “Path Forward” Below – Items 2, 2a, 3, 3a, 3b and 3c.

Maintenance

Oak 304 cavity in ROW

AS recommended that a Type D inlet be installed in the cavity at 304. The inlet is to be connected to the existing driveway culverts with HDPE Double Wall Corrugated Pipe (DWCP).

Although there are some restrictions in the flowline to the north of 304, no further work should be done on the remainder of the ditches and culverts along Oak from Ivy to Juniper.

R&D approved this strategy of repair.

See Attachment 1 and “Path Forward” Item 1b.

300 block of CL Road to be repaired using asphalt.

R&D approved the 7/17/2023 estimate provided by CA from GCI Solutions for Clear Lake Road Asphalt Repair for \$9200 funded by “Road Maintenance and Repair” line-item budget.

See Attachment 1 and “Path Forward” Item 1a.

Engineering Companies

AS proposed a “Path Forward” outlining R&D tasks and timing for the next year and more.

The text of his updated e-mail of 7/28/2023 is given in Attachment 1.

R&D approved the direction given in the attached e-mail.

Get bids for bridge study from engineer(s) and pick one at the next R&D meeting, have them do the study, and evaluate how they were to work with.

See Attachment 1 – Item 1c.

Road Condition Survey

Update to ensure we have all input and status from CA.

Not addressed.

RS to give update on contractors for Road Surface Conditioning – SealMaster, Micro Surfacing, Liquid Road.

RS presented the details on the benefits and drawbacks of road surfacing as given by Brian, a representative of Seal Master Co.

See Attachment 2 below for more details.

R&D agreed to have RS invite Brian to our next meeting and have him give us a demonstration.

Pavement and Drainage Problem List

Update resident concern at 631 Oak and ponding on Grove Rd.

Not updated.

Striping on CL Road by 2094

Evaluate proposal for striping as received.

R&D approved the 7/20/2023 Lucas Construction Co proposal for striping CLR from the bridge to 2094 for \$5500. Funded from “Road Maintenance and Repair” line-item budget.

Any other business

Resident concern about flooding at 1010 South Shore Drive.

CA will correct drainage flowing from City Hall on southeast side of lot.

CA checked flooding caused by lake water backup through storm water system.

Solution is to install a check valve by Tideflex on outfall culvert at Pine St.

Some issues raised about using this check valve with minimum hydraulic head.

R&D agreed to try out the Tideflex check valve on the outfall culvert on Pine St.

Further discussion regarding outfall check valves.

R&D agreed to replace the check valve in-kind on the outfall culvert at West Shore Drive and Ivy.

(An earlier approval by R&D on 12/2/2022 stated. “TP agreed to modify his RFP to include changing the cross culvert to 36 inch and modifying the replacement check valve to fit the new outfall culvert.”)

MP asked how many outfalls are there on the island?

RS responded that there are 19 major outfalls, some needing multiple check valves and depending on how you count them. (Actually, there appear to be 20 major outfalls and 32 individual culverts per the 2015 drainage study, but this may not be an accurate count. Also, not all outfall culverts have check valves installed.)

Meeting Closed

The meeting was adjourned at 5:40 PM.

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Attachment 1 - Excerpt from A Scanlon email dated 7/28/2023.

Here is the updated "path forward" list per the meeting yesterday.

- 1a. Have Patch work done at 300 block of CLR and striping at CLR aspen to 2094.
- 1b. Install Type-D at 304 to remedy the "too short" ditch at that location.
 - a. Installation details/notes attached (from other CLS Projects)
 - b. Flow line of inlet box to be 4.93' (match flowline of existing drainage pipe entering from the south)
 - c. Top of inlet grate to be low enough to drain runoff from road surface into drainage system.
- 1c. Get bids for bridge study from engineer(s) and pick one at the next R&D meeting, have them do the study, and evaluate how they were to work with.
2. If the result from #1c is positive, have the same engineer bid/complete the standard detail set (already done, just need a review and seal), I could do this but would prefer not to as the optics on it is not great with me on council/R&D.
 - a. This could be done parallel with #1 or even before, I was hoping #1 would have already occurred so in the interest of time perhaps work them parallel.
3. Have the CLR bridge approaches and pedestrian bridge sidewalk/abutments engineered and bid, can use some of the standard details from #2 here, and execute the project
 - a. This could be done in parallel with the CLR road section from Birch to Forest but they are truly unrelated projects so can be done separately.
 - b. The design/purchase of the pedestrian single span bridge joint funded by city/EDC and install needs to be part of this so make sure the abutments and approaches work with the bridge/span required. I have sent out some emails to get some bridge quotes going.
 - c. I suggest you and me and Randy walk this and stake it out with flags, and then have the engineer come and walk it with us before they start work.\
4. Pave CLR road section from Birch to Forest in concrete using standard details from #2.
 - a. Have High Tide survey the drainage in this highlighted area (ending at the next culvert/box in each direction) prior to this project to review with R&D if we need to make drainage modifications simultaneously with the paving. This may have some \$ left for it in the 2023 R&D budget, may need to roll into 2024 or make an amendment for 2023 if it happens that fast.

5. Have engineers use STD details from #2 and the flow line data/notes for narcissus to create drainage repair plans for identified areas, then go to bid with this one.
 - a. I personally think Narcissus is less critical as it is not that severe and the CLR areas above are starting to degrade rapidly. This project is probably best left until we have a good working relationship with the new engineer.
6. Have High Tide survey/verify and ROW/culvert work done during construction any time a box/pipe is moved to keep our map current (they maintain it for us and send a new version every time they come out), this is per ordinance the duty of the "building official" to coordinate.
7. In FY 2024 Have High Tide surveyed the drainage in this highlighted area (ending at the next culvert/box in each direction) so we can start figuring this out.

Attachment 2 - Excerpt from R Sowrey email dated 7/26/2023.

I spoke to a representative of Seal Master in Houston today.

I got some good information regarding cost and life preservation.

While the company does not do the application, they can train or recommend contractors that have been trained to apply the coating.

He is willing to visit us and give us his ideas on the value of seal coating.

According to him, road life can be more than doubled if applied correctly although it needs to be repeated every 2 to 5 years.

If you remember the PMG presentation, they also suggested we consider seal coating to extend life.

For the best results, the seal coat should be applied early in the road life.

The cost of the materials and labor is around 40 cents per square foot per application.

Blue Point \$4824

Juniper \$2738

Forest (CLR to ESD) \$4812

He offered to write a specification to help select a contractor.

We may be able to use the contractor that did the crack filling work recently.

More information can be found at the following link.

Scroll down about three quarters to "Roads / Municipalities."