

## Mary F Redden

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**From:** Mary F Redden  
**Sent:** Monday, April 07, 2008 3:06 PM  
**To:** 000schilling@ameritech.net; cristinabroomfield@yahoo.com; David Eisenbacher; Mary Kerwin; mfhowryl@umich.edu; rbeltram@wideopenwest.com; wade.fleming@proforma.com  
**Cc:** Phillip L. Nelson; John M Lamerato; Brian P Murphy; Lori G Bluhm  
**Subject:** Agenda questions from David Eisenbacher for 7-April-08 meeting

Attached are staff's responses to questions Council Member David Eisenbacher had on some items on tonight's agenda. A hard copy of the questions and answers will also be supplied at the table tonight.

~Mary

Item F-4d Police Car Carports and F-4g parking lot maintenance. Which will be implemented first – the covered parking or the parking lot maintenance?

Mark Stimac and Tim Richnak are coordinating this item and are looking at having the underground done first by the carport installer. They will be putting in sleeves for the posts and complete pavement repairs. We would prep for the sealcoat and paint, then the carport installation would be completed.

Item F-10 concrete replacement program. I am surprised that all the broken road sections on John R, Dequindre, and Big Beaver can be replaced for ~\$189K. Can I see a copy of the engineering plans or a picture of how much road is being replaced? My impression of the condition of John R is that major portions of the road need to be replaced.

Mr. Eisenbacher is correct, not all of the bad slabs can be replaced, not even close. We are simply going to do the worst of the worst until the money runs out. At present we are planning on approximately 1,350 square yards per location for a total of 4,050 square yards, until all \$189,000 of the Tri-Party funds are used up. City Engineer Steve Vandette's rough estimate is that we can do all of the bad slabs on Dequindre between Maple and Teasdale. On John R we can do most of the worst slabs between Big Beaver and Raintree park. On Big Beaver it is expected to do the worst slabs east and west of I-75 (westbound is worse than eastbound) and then do bad spots west of Crooks as long as the \$\$ holds out. Engineering just started doing a field inventory so at present we do not have specific locations and quantities. This is what we call a "log job" meaning there are no engineering plans, just a log of the locations and quantities of work to be done. Our repair strategy may change when the numbers from the field come in.

Item F-12 Building lights off for birds. Has the FAA been contacted regarding the lights on Troy buildings? I am under the impression that many of the buildings in Troy are rather close to the landing approach to the Troy-Oakland Airport.

City Engineer Steve Vandette reports that these tall buildings have warning beacons on the top of them as required by the FAA. The office lights are what would be turned off. These have no FAA requirements or relationship to the warning beacons.

Item F-13 Award of concrete repair to Six-S and Major Concrete Company of Detroit. Has the city staff been pleased with the past quality and workmanship from these companies?

DPW Director Tim Richnak reports that the past quality and workmanship for all the slab replacement contractors has been very good. We have had one issue with Hard Rock, with pop-outs on the surface. Hard Rock has agreed to replace these slabs although there is no structural deficiency.