

Street *from A1*

would lay those sidewalks and not have raised a red flag looking at the street,” he said. “It really bothers me getting that quality of workmanship.”

City Engineer Ron Bradsby explained to the council two possible options proposed by the project’s design engineer at Branch Engineering, namely major road reconstruction by regrading and repaving or doing grade breaks about four feet out into the street.

A grade break is a point at which two planes of different grades intersect.

Wildish Construction estimated the street reconstruction option costing around \$58,000 and the grade break option around \$23,000.

However, the construction company stated about the latter option that it “would result in a very rough ride through the intersection and not be ADA (Americans with Disabilities Act) compliant at the crosswalks.”

Staff thus recommended that the city council opt for the more expensive choice of regrading and repaving.

However, it was noted that the reconstruction option won’t necessarily bring the ramps into ADA compliance, either.

“I won’t guarantee we’ll get there, but we’ll be a lot closer,” Bradsby told the council.

If compliance is not met, the city must document reasons why it cannot meet the standards. Bradsby said the hillside

and elevation differences would likely present good reasoning for this, but it is still something to be addressed and analyzed.

Councilor Greg Ervin asked if it would be cheaper to simply raise the sidewalks and leave the street alone.

Bradsby said it may be cheaper, but grant funding for the Safe Routes to School project requires making sidewalks ADA compliant. Redoing the sidewalks to fit the street may bring them out of compliance.

However, it was “definitely an option,” Bradsby said.

Councilor Mike Fleck felt the project should not be delayed more than it already has been and favored the staff’s recommendation to regrade and repave.

“The difference of \$30,000 is a lot of money, but as far as roads go, it’s just a blip,” said Fleck “And I think doing it right, at this point, makes much more sense than doing it partway.”

Bradsby and the city council also discussed responsibility and reimbursement.

The city engineer said he was currently executing a process of elimination to find answers and added that if someone is found to be at fault for the mistake, he agreed there should be some kind of settlement or reimbursement.

To begin with, Bradsby said he is checking with Wildish Construction to see if the intersection was built to design specifications.

“If it’s built right, then I have to sit down with the design team and talk

about the intersection and what they looked at,” he said. “We have some work to do to clear up why we got here and how we got there and to address the problem.”

Fleck was in favor of finding answers, but proposed handling reimbursement issues after fixing the problem.

“Let’s worry about the funding and who’s responsible later,” he said. “I think the option for us at this point is to redo this and do it right. And then we can worry about who’s going to reimburse us.”

However, councilors Ervin and Candace Solesbee felt that the city should postpone a vote and seek options and answers in the meantime. An expedient answer from the responsible party, Ervin reasoned, may allow the city to avoid spending the money in the first place.

Fleck said he was agreeable to postponing as well.

In the end, the council agreed to shelve the issue until the next council session in order to make a more informed decision.

There are still future change order items that will be coming before council estimated at \$123,819.

Bradsby reported that the city has spent \$4.1 million of its budgeted \$5.5 million for street improvements and other utility reserves.

The council approved the appointment of Jesse London as municipal court judge pro tempore. London was recommended by Municipal Court Judge Martin Fisher and will serve in Fisher’s absence.

Though the city has already approved one pro tem judge, Fisher submitted that a second would increase the likelihood of judge availability.

The City of Cottage Grove does not pay pro tem judges. Fisher is to arrange for any compensation between a pro tem judge and himself.

London has previously worked as a pro tem prosecutor for the city and is currently a pro tem judge for Veneta and a prosecutor in Coburg and Florence.

Councilor Ervin added that he contacted the Oregon State Bar and found London to be in good standing with no disciplinary action.

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