



August 2026

Streets Project Phase 2

This response has been drafted in anticipation of a question about whether Lakeside should postpone its plans to complete the street paving work until additional drainage solutions can be found.

1. It should come as no surprise that Streets & Drainage Advisory Task Force has spent much of their efforts on study of drainage remediation since the TF was formed over three years ago. The net result of that thinking concluded that there is no obvious solution to this issue other than pursuing local drainage solutions in areas where such could assist in storing water for subsequent release (natural or otherwise) using French drains or drywells or redirecting water away from an area using curbing or similar arrangements. Those concepts have been tested in some areas and will be used in additional areas as well. Constructing a typical storm sewer system with curbs and inlets as in Port Clinton and Marblehead would have a price tag of at least \$20 million. The additional cost of meeting EPA requirements to discharge new Lakeside storm water into Lake Erie could cost an additional \$20 million and require approximately 5 or more acres of open land near the lake to construct the appropriate treatment systems. Perry Park and Bettinger Park have areas of approximately 2.5 and 5.5 acres respectively for comparison. Both Port Clinton and Marblehead recently experienced flooding even though they have storm sewer systems because the storms were greater than the design storm.
2. Ottawa County requires storm sewers to be designed for a 10 year storm. We have had three storms this summer that all exceeded this design storm. A properly designed storm sewer system would have been overwhelmed, and flooding would have been experienced during these storms.
 - a. June 6 - Max intensity 10.23"/hr., total rainfall 3.4", 5:30 p.m. – 6:30 p.m.
 - b. July 5/6 - Max intensity 7.4"/hr., total rainfall 5.6", Midnight – 3 a.m.
 - c. July 28 – Max intensity 7.4"/hr., total rainfall 12.0", 4 a.m. – 8 a.m.
 - d. August 2023 storm produced approximately 8".
 - e. All data is from the SOS weather station on the Lakeside dock.
3. Expected cost of postponing:
 - a. We have signed a contract with Gerken Companies to complete this project. The contract has a provision for cancelling the contract for "convenience." If that happens Lakeside is required to pay the contractor for all costs they have incurred up to the notification of cancellation as well as the cost for the contractor to prepare document the costs they have

incurred. We do not know what this cost would be at this point, but it is not expected to be exorbitant.

- b. If the project were to be split into two additional years the change in quantities would be of the magnitude that the contractor would not be required to complete the work at the same unit costs in the current proposal as there are economies of scale. We would enter negotiations for a project of a new scope with no specific idea of how pricing might change. The timing of this would very likely impact schedule resulting in a later project start and later completion which may run into the spring of next year for the first part of the split project and then fall of 2027, at the earliest, for the remaining streets.
 - c. The remaining cost to complete paving is scheduled to be a little more than \$2 million based on our projections of how much full depth repair work is expected. Postponing for a year would likely result in a 4 to 5% inflation rate applied to that value, or something like \$80,000 to \$100,000. But more than that, we believe we have been offered a very good price for this work, and for this contractor or others to match that price for future work is certainly not a given.
 - d. We sought bids from five different contractors for Phase 1 of the work and received two bids. Gerken was 10% lower than the other bidder. We believe continuing Phase 2 with Gerken is in our best interest in cost and overall quality based upon our experience with Phase 1.
 - e. The remaining roads to be paved are not in good shape, as we all experience almost every day as we drive our cars or golf carts or bike or walk on them. As such, we would expect to have to perform a greater than normal amount of repair work on these streets over that period. The cost of these repairs is not known with any specificity, but possibly in the \$20,000 to \$40,000 range.
4. We do not know what the new Storm Water Management Task Force will determine as appropriate courses of action or where in Lakeside these recommendations would be located or even if they would be in roadways or not. However, if the installation of new drainage pipes is recommended in a newly paved street there would be no increased cost for restoring new pavement because the installation of a new storm pipe in roadways always requires the contractor to repair the pavement, whether it is in new or older pavement. Contractors perform this work all the time and pavement restoration is always part of the project.
 5. What the SWM task force will determine is not known, or even whether they will find a rational solution other than what has already been proposed. Given the issues Lakeside and Lakesiders face, it is certainly worthwhile to study further over and above what has already been done. That work will come at a cost, which is unknown at this time. We are currently in discussions with a design firm to establish a scope of services and proposed cost for this work.

6. To summarize, postponing the paving project for one year is estimated to cost more than the cost of repairing the pavement if new drainage pipes were installed after the streets are repaved.