

**CITY OF INDEPENDENCE  
STREETS & SIDEWALKS COMMITTEE  
MEETING MINUTES  
MARCH 2, 2021 AT 4:00 P.M.  
VIRTUAL MEETING**

Present: Chairman Dale Veverka  
Vice Mayor Dave Grendel (arrived at 4:09 p.m.)  
Councilperson Tom Narduzzi

Also Present: Mayor Gregory P. Kurtz  
Councilperson Kathleen Kapusta  
Councilperson Kenn Synek  
Councilperson James Trakas  
Councilperson Chris Walchanowicz  
Finance Director Vern Blaze  
Service Director Leon Karas  
City Engineer Don Ramm

Chairman Dale Veverka called the meeting to order at 4:01 p.m.

Chairman Veverka said we will get into Leon Karas's presentation. Obviously, the biggest focus of this meeting is to start and kick off the building season, spring and summer building season. So, Leon you have the floor.

Service Director Karas said thank you Councilperson Veverka. Good afternoon Committee members. So, just to give you a quick update on the 2020 and 2021 winter update. The snow equipment is currently up and running with no major breakdowns. So, we have been able to handle all of the snow events very well this year.

We have had no issues with receiving salt. Currently the department has about 1,800 tons of salt on hand, and we used roughly 3,800 tons of salt so far this season.

In 2021 we are going to continue on with our catch basin cleaning. We have cleaned roughly 75% of the City's catch basins, and the plan is to do about 20% of the City per year. We are a little bit behind that. Last year we fell behind a little bit due to Covid and the staffing, manpower and the way we handled the job. I think we will be able to get back on track again this year. We are in the fifth year, and the goal is to get through the whole City in 5 years; and the sewers that we are going to focus on this year are falling within the Friday's rubbish route which is nice because I think that whole Lafayette neighborhood was just redone so there's not going to be too

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much cleaning to do in there. We are going to do Willow, Poplar, and then things going north on 21, which a lot of that has already been done. I think the Kleber and Longano area; so we are going to focus on a lot of the streets off of Rockside as well.

Crack sealing this year, we are focusing in on Treelawn, Oakhurst Circle, Montello, Dalebrook, Valley Vista, Brookside, Twin Creeks, Cheryl Ann, Patriot's Way, Liberty, Summit Park, Freedom Square, Ben Franklin Way, Oak Tree Blvd., Rockside Woods North and West Creek. We are going to work in conjunction with the Engineering Department and make sure that all the streets that are going to get mastic seal will get crack sealed first as well.

Sidewalk repairs, we are looking at Brecksville Road North, north of Selig to Rockside Road, Tulip Trail, Victoria Circle, Hillside west of 21. We are going to go to the older part of Grandview and Springview as well.

Some of the larger asphalt strip patch work that we want to do is off of Old Rockside Road, Eastview, and we want to get onto that t-ball field road as well over by the Service garage.

Those are the big road projects that we have planned, and sidewalk projects that we have planned for the summer of 2021. Any questions?

Chairman Veverka said I just have a question more related to the snow. I noticed along Grandview for instance when the independent plowers plow the driveways. What kind of instruction do we give them as far as getting the snow so that it's not blocking the sidewalks after we use the sidewalk plows? The independent contractors when they plow the driveways out, they often pile the snow up where the sidewalks are.

Service Director Karas said so the contractors have to put it next to the apron, that's kind of the rule. We aren't plowing it across the street. They have to give it their best shot to get it off to either the right or left-hand side of each apron. I know it's difficult because there are a lot of narrow tree lawns throughout the City. We do our best to plow through those, and we send out crews to either kind of clean up the snow that we pushed back in people's driveways. This is how we have been doing it for years. It seems like it's the most effective way to do it. We can't expect these snow plow contractors to push the snow across the street or into vacant lots or up past the sidewalk and into people's front lawns. It's kind of a tricky situation, so we have been managing it the best we can. I think we try to take care of the complaints as they come in, and we try to be a little bit more pro-active. A lot of times we just send out pickup trucks to follow our sidewalk plows as well.

Chairman Veverka said thank you. Any other questions? Leon, thank you for your presentation.

Councilperson Trakas said I was just curious if I might, how are we doing on salt, and where are our reserves as opposed to where we were last year.

Service Director Karas said we currently have 1,800 tons of salt on hand, and we have used roughly 3,800 tons of salt this season. We are obligated to buy 80% of our allotment, which is 5,000 tons. There are 4,000 tons which is what we are obligated to purchase, and I think we are

still well under that because again we start with quite a bit of salt at the beginning of the season. I think we have only purchased (inaudible).

Mayor Kurtz said the question Leon is what are we obligated to purchase yet.

Service Director Karas said that's what I have to find out. Let me look up to see what we have purchased so far.

Mayor Kurtz said the importance of that is when we are paying so much, over \$80 a ton or whatever it is. It's important that we make sure that we at least have in reserve everything we are obligated to rather than just wasting money. So, at \$63.00 a ton, we are going to make sure we take our obligation.

Service Director Karas said and we always have. We have never left it. We have capacity now. I think even right now our capacity is where if we filled up our hoop houses, I think we would be okay to take all that salt.

Mayor Kurtz asked what are we capable of storing? How much did we have stored at the beginning of the year?

Service Director Karas said we had a little under, we probably had around 2,000 or 2,500 tons at the beginning of the season.

Mayor Kurtz said so we are obligated to buy, we have used 3,800; so we have to buy 2,000 more tons is what you are saying, 2,200 more tons.

Service Director Karas said roughly, yes; but see so every year we have never not received all the salt that we needed. So, we have always had, the way we have been managing the salt is we always met our minimum requirement, and we have never paid for salt we have not received. So, we will be okay because typically what happens in a light snow year is they will extend that. So, typically we have to receive everything before the end of October; but the last couple of years they have extended it out to December.

Mayor Kurtz said just keep us up to speed in the metrics because we want to make sure that we, Finance should be aware of that too, what we are obligated to pay, buy.

Councilperson Walchanowicz said I have two things for you. Can you fill me in on, I heard that there is damage to the roof of the teepee hut for salt. They are not recommending us to put it in there because there's a tremendous amount of water that is coming in from the roof of it. How true is this, and how bad is the damage to that building?

Service Director Karas said there are some tears. We have looked at getting it repaired. Nobody has ever recommended us not putting salt in there. The holes are isolated in specific areas. So, I know Dennis and I have worked on getting a quote to replace that; but we have also gotten quotes, or we are looking at getting quotes to repair it as well. I think at this point it has been repaired on so many different occasions that we are better off trying to replace it.

Councilperson Walchanowicz said and the second one comes to the brining. How much of that do we keep on hand, and on any given treatment, how much do we go through?

Service Director Karas said so on brine, we have capacity to store about 7,000 gallons, and when we try to do a pre-treat we pre-treat all the roads, typically we pre-treat at about 15 gallons per lane mile. That's what is recommended through ODOT; so we do between 15 and 20 gallons per lane mile. We can pretty much pre-treat the whole City, we have a little over 100 lane miles; so 507 lane miles. Three small trucks hold 1,000 gallons apiece, so we can cover the whole City with basically just those 3 trucks and still have leftover. They are pretty good about delivering, once we put in an order. They will deliver the brine pretty quickly.

Councilperson Walchanowicz said that was my next question about the follow up, about how quickly we can get that if we ran out.

Service Director Karas said and there's 2 different suppliers for the brine that we can go to. We prefer to use the Cargill brine, but if we ever got in a bind, there is another ODOT approved brine that's out there that we have used through a company out of Brecksville called AquaSalina. We don't use them too much anymore, but we stick with the Cargill product.

Councilperson Walchanowicz asked can you give me one more thing? What is the price breakdown on that brine?

Service Director Karas said so when you are getting it from Cargill it's like \$.49 a gallon; and when you get it from AquaSalina, it's like \$.28 a gallon.

Councilperson Walchanowicz said thank you.

Mayor Kurtz asked what does it cost to make it?

Service Director Karas said we don't make it right now Mayor because we don't have the equipment to make it.

Councilperson Walchanowicz asked would it be cost efficient for us to make it since we just spent all that money on the trucks?

Service Director Karas said that's something we are going to be looking at. We just wanted to see how everything worked. The goal is to eventually get back into making it. We used to make it in the past, and all of that equipment was housed inside the building which wasn't great for the building. When we moved it out, it just became really difficult to do. This was several years ago that we stopped making it.

Councilperson Walchanowicz said thank you.

Chairman Veverka said that takes us to Don, your turn.

City Engineer Ramm said I want to share some slides here for you as we are providing an update.

The first is prioritization of 2021 projects. When I think prioritization, I am thinking of things that are heating up for construction and/or in the immediate queue for construction. This is the general list of the projects that I want to touch upon in further detail in order that I have them sequenced here.

The first project is the Upper Brookside Phase 2 project. The next few slides are copies of exhibits we issued as part of our resident notification and update. It provides some general information. The job officially started yesterday, March 1<sup>st</sup>. The Notice to Proceed is 120 days. The entire next 4 months they will be working out there. Trees have come down yesterday and today that are required for the project; and this is a general by month. Basically the work schedule is falling in terms of the month of March is underground storm sewers. The month of April they will be working on the first lane of pavement removal and replacement; we think it's going to be the southbound lane based on where the storm sewer trench is. Then the month after that in May, they will be shifting to the other side of the road, and then the final month will be the aprons and sidewalks and a lot of the final landscaping restoration.

So, other than that I don't have anything else to update you on. If there are any questions, and if not, we will move to the next project.

Chairman Veverka said the ones that were required that we paid for last fall, the cost of those. They call them the trash collectors related to the drainage.

City Engineer Ramm asked the water quality manholes?

Chairman Veverka said yes.

City Engineer Ramm said there are 3 of them in the project.

Councilperson Walchanowicz asked we ordered those already, correct?

City Engineer Ramm said well going to. Council passed some legislation, and we authorized some funding and because the award was a little bit delayed; and by the time we awarded the job to Fabrizi, we really didn't feel the need to pre-order. We were able to still pre-order through Fabrizi; so ultimately that work is still in the base bid, and it's in their contract. So, the P.O. that we had issued specific to the manufacture for those water quality manholes can likely be liquidated.

Councilperson Walchanowicz asked how long will it take to get those?

City Engineer Ramm said well they have already been ordered, and they should be showing up next week.

Councilperson Walchanowicz said perfect.

Chairman Veverka said good.

Vice Mayor Grendel asked and Don the sidewalks in that area are going to be just on one side of the street?

City Engineer Ramm said correct. They will be on the opposite side. In Phase 1 they were on the west and the north, and at this intersection we will be transitioning with a crosswalk to the east side, and they will be running up the east side for Phase 2.

Vice Mayor Grendel said very good.

Chairman Veverka said Don, I noticed that there is a bump on the top on the left, is that just to repair some of the front part of Lake Charles or what because I know we discussed not expanding that entryway.

City Engineer Ramm said that's just to represent that we are doing a little bit of work for the intersection. The entire intersection is being ripped up in its general integration and geometry, but just with elevations we need to, but right we are not doing that.

Vice Mayor Grendel asked Don there will be signage indicating that a crosswalk there at that intersection?

City Engineer Ramm replied correct. There should be warning signs. There is currently not a stop condition.

Vice Mayor Grendel said we want to make sure cars don't go too fast.

Mayor Kurtz said the sidewalks on Lake Charles, both sides, one side?

City Engineer Ramm said they are on both sides, and there is a cap on the north side; we do have a bid. I think it's the concrete maintenance contract that has the extension, the completion of this sidewalk in that bid. Depending on how our budget is looking, we can consider having Fabrizi do it while they are here on this project.

Mayor Kurtz said we will look and see what the price difference is, if it's cheaper for Fabrizi's contract; the only reason I mentioned that is because it may be safer to put the crosswalk on the north side of that road because then you are not dealing with a right-hand turn traffic challenge, potential liability here actually. Anybody who is on Brookside or turning left will have clear vision, rather than being on the south side, you are making that turn, and somebody is at the turn; you don't know if they are going across the street. It may create a more challenging situation. Think about.

City Engineer Ramm said we can look at that.

Vice Mayor Grendel asked Don is that where the sidewalk is missing there, is that a buildable lot or no? It looks like you could put a house on there.

City Engineer Ramm said I do believe at one time it was all one parcel, but I think it might have been split; I am not certain. I can revisit the tax map.

Councilperson Walchanowicz asked Don, when will the traffic pattern change on that part of Brookside?

City Engineer Ramm said the one lane, one way should be implemented tomorrow.

Councilperson Walchanowicz said okay.

City Engineer Ramm said and then continue throughout construction.

There is just one more thing. On your legislation for next week's meeting, we have a number of proposed ordinances to cover inspection services; and this one in particular, on the docket, Ordinance 2021-29 is to authorize a contract with EDG for the inspection of this Phase 2 Upper Brookside project just to make you aware of that.

Vice Mayor Grendel asked Don who inspected the Phase 1?

City Engineer Ramm said that was Donald Bohning & Associates for the project. We chose to just go a different direction and not have the same consulting firm who designed it be also inspecting it; so to add a little bit of a separation there.

Councilperson Walchanowicz said I like that idea.

Vice Mayor Grendel said and they worked for us before with Brettin.

City Engineer Ramm said they were out on Brettin, and they were also out when we had the water main project for the Topgolf road extension. They inspected that water main portion of that project.

Vice Mayor Grendel asked and you are pleased with their work?

City Engineer Ramm replied yes.

Moving on if there are no more questions, the next project, the Hillside Road Sidewalk Improvements; that contract was awarded to DiGioia Suburban in September when we were considering the possibility of trying to get it constructed at the tail end of last season, but we chose to just to keep it on the sidelines and hold DiGioia off until the spring so that they could start their work, complete it in decent weather. So, we are issuing the Notice to Proceed on March 19<sup>th</sup>, a couple of weeks from now. That will be a pretty short quick hitter, 60 days, 2 months. It's a fairly straightforward project, storm sewer improvements and then sidewalk improvements and drive apron replacements and landscaping.

Councilperson Walchanowicz asked Don what is the gas line being done over there by Twin Creeks?

City Engineer Ramm said so there was an elevation challenge getting on near the Twin Creeks intersection, and there is a pretty good cut in grade to facilitate the sidewalk construction and because the grade was being lowered, it was decreasing the cover of the existing gas line.

Councilperson Walchanowicz asked that was all part of it?

City Engineer Ramm said it was in preparation for this.

Councilperson Walchanowicz said thanks.

City Engineer Ramm said so we will get notices to the residents this week putting everybody on notice that the project will formally begin on the 15<sup>th</sup>.

Vice Mayor Grendel asked and you say 2 months Don it should be done?

City Engineer Ramm said correct, weather permitting.

Councilperson Walchanowicz asked have you heard when they are supposed to do the bridge because didn't we talk about trying to do it all at the same time so if they had to close Hillside down it would just be easier?

City Engineer Ramm said yes, we just sat through a pre-construction meeting with the County for that bridge project just this morning, and their construction duration is a 90 day contract duration. It starts at the end of March, goes through the end of June. Within that 90 days there is a 30 days closure period. The contractor doesn't know when that is going to happen, but in general, it would be lining up pretty nicely right now.

Then just to dovetail again for inspection, on the Council meeting agenda we are recommending that we authorize GPD Group for a \$50,000 construction management and inspection contract. We thought that they did a good job, the team of DiGioia in partnership with GPD on the (inaudible) contract. We thought it would be good to keep them together and another successful project here. That was the thought process with GPD.

The next contract that is hot on our plate is the 2021 Crack Seal. That project has been advertised. We have 3 plan holders. Bids are due to be open tomorrow. There is a \$200,000 line item budget for 2021 for contract; and we may if possible, if we can get a quick award letter turned around, we may try to get something on the agenda yet for next Tuesday's meeting, but we will see. The contract as Leon maybe mentioned it, it is heavily skewed this year back to the mastic surface seal. These streets are identified in the base bid, and they are all streets that have been recently paved and/or are in good shape and could stand to benefit from this mastic program. Some are more recently paved, and then others are 2 to 3 years old, give or take. I think Beverly was done in 2014. Buskirk, Tanglewood, Evergreen, that was done in 2019.

Grandview has already been mastic once, but it's due. It's still in nice shape. It's due to be done again, Delmur. So, there's a good number of streets. We also had an Alternate A bid for Independence Estate streets. You recall that resurfacing was done in 2012, and I believe in 2018's contract for crack seal, they were all mastic surface sealed; and by and large, I think the road is holding up well. We thought it might be a nice idea if the funding was available, to get a price for that subdivision as an alternate bid.

Councilperson Walchanowicz said Don I have another question about this type of sealing. With the City going to brining all of our streets, does that have any effect on how that holds up?

City Engineer Ramm asked brining?

Councilperson Walchanowicz said brining over this new type of sealing?

City Engineer Ramm said no, it shouldn't have an effect. The mastic surface seal really seals up the pavement, and the asphalt pavement holds up better to the salt and brine in general. It isn't susceptible to chlorides of the salt as concrete typically is. It lends itself, I don't think there's a detriment whatsoever.

One other thing in this contract, you will notice some parking lots, City Hall parking lot, those were also paved in 2018. They were pretty much set to be seal coated anyway; and we thought we would apply the mastic surface seal on these lots in lieu of the typical parking lot seal coating material. So, in the base bid, you will see those 2 parking lots which are still in great shape, and we want to keep them that way.

Vice Mayor Grendel asked when did you say the bids are due by?

City Engineer Ramm said tomorrow at 10:00 a.m.

Vice Mayor Grendel asked potentially there could be 3 bidders on this?

City Engineer Ramm said yes. There are 2 which are firms we never heard of, and they are a little bit out of town; but they seemed interested. As soon as the advertisement hit the paper, they were inquiring on the job.

Vice Mayor Grendel said thank you.

City Engineer Ramm said moving on, we still have our 2021 Concrete Maintenance contracts on the docket. If you recall, that was the 2020 Catts Construction project that was pretty much delayed or put aside for East Schaaf. We have extended that contract from 2020 to 2021, and it's essentially the 2020 program which will be constructed under this contract. It's a \$400,000 budget line item. It's traditional citywide work, pavement replacement, joints and slabs, catch basin repairs, some sidewalk repairs. It runs the gambit, curb and gutter replacement. So, the streets in yellow on the map are the streets that were in the base bid, and then there were some alternate bids that were not authorized, but that are still sitting there should Council desire.

Vice Mayor Grendel asked Don, did we use much of, I am looking at our Five-Year Capital Plan, and it looked like there was still \$379,000 open from last year, is that true?

City Engineer Ramm replied yes, and I wonder if that's, there's maybe some invoices for Schaaf that haven't come through or in the pot to be paid that as of the date of the sheet versus the present. That does seem like it's higher than what I think it might be. Or if it's accurate, then it might include something that I am not thinking of right now.

Councilperson Narduzzi said we have to finish Schaaf Road yet, correct? The top coat has to go on yet?

City Engineer Ramm replied correct. I will speak to that here shortly, but yes that's accurate.

There it is right there, East Schaaf; and all we had to do is put the top inch and a half on, so nothing really concrete related, all asphalt work. We do think we need to do it on a Saturday because of the traffic, the business traffic, the large trucks that move in and out of there that we experienced during the intermediate course application. So, I do believe Ronyak Paving does want to get it done early when the plants open just because it's been sitting there, and it's work that's already in the queue. So, as soon weather permits, I think we will be finishing this road project up, and when the plants open.

Chairman Veverka asked Don, what kind of weather do they need to be able to start the patching plants up?

City Engineer Ramm said asphalt, the minimum for ODOT is 40 degrees and rising; and that's the surface the temperature, not necessarily the ambient temperature. So, it depends on the forecast and the demand of jobs that plants know is work coming up. I don't know how they determine when to open.

Here again, Ordinance 2021-27 is being proposed for ACM to continue their work to oversee these maintenance contracts, the concrete and the asphalt. They did a nice job with the work up there on East Schaaf, and it was very cost effective; and we have been able to utilize them for a lot of the creek maintenance contract work that Geotech and Catts has been performing throughout the winter. We have been utilizing ACM to oversee that work, and the money has about run out and in need of the contract being renewed.

The 2021 asphalt maintenance contract, it is showing you some streets here and some budget figures. The one big one that we feel we want to have to attack this year and to potentially include into a maintenance contract is the Rockside Road resurfacing. We received a \$250,000 grant, \$500,000 is set up for the overall project. It's basically from Brecksville Road to the east corp. limit with Valley View. I believe we have the latitude of when to get it done. It has to be this construction season, 2021; and we just received yesterday from the County agreements, some consent legislation. We will likely, you will see this, similar to what we just passed a month or so ago for the East Pleasant Valley Road bridges. You will see this on the legislation probably for April to partner on this Rockside Road project.

In addition to that, we have a \$400,000 general line item; and we have certain streets targeted in neighborhoods, and some projects have independent budgets which is in lieu of or in addition to the \$400,000. So, Timberlane, Midland, Ranchview resurfacing, we have a target budget of \$550,000. Valley View Drive resurfacing, I believe there was actually money encumbered last year for this, and then Highland/Midland, \$200,000. There are sections of 21 if you recall a year or 2 ago we did some spot strip resurfacing. We might identify some additional sections on 21, south of Rockside Road to Sprague in that stretch.

Chairman Veverka asked when it comes to Ranchland; Timberlane, Ranchview, Scenicview Drive, when I was walking that this past week, there is a fair amount of the curb that you have already replaced; but there are definitely sections that are bad. Is that going to be part of the contract to renew that asphalt? How are we doing that?

City Engineer Ramm said I believe that the work, I believe there is work in that neighborhood under this concrete project to catch a lot of those. I think Timberlane still has a good amount of curb and gutter. I do definitely need to finish that up before we mill and fill that road.

Chairman Veverka said I know we have a lot of those areas, particularly on Ranchview Drive that were done a couple of years ago. Timberlane definitely has a bunch of areas along it that definitely need attention. So, basically it would make that whole area very nice.

City Engineer Ramm said that's the goal, to finish up with the remaining concrete curb and gutter; and on our way out, resurface the whole neighborhood. So, we will coordinate that with Catts, get that done in advance.

Chairman Veverka asked and how soon would that part be kicked off as far as with Catts?

City Engineer Ramm said I have to check in with them. Coming out of the winter here, I think, normally they are chomping at the bit. They haven't called me yet, so I don't know if they still have guys on layoff, but it just depends on their workload. We can get them in here and get them on the schedule.

Chairman Veverka said good.

Vice Mayor Grendel asked what do we have for Eastview, I notice that Eastview is the last one on the list there.

City Engineer Ramm said I thought that in one of the prior years asphalt maintenance in 2019 perhaps it was an alternate for Eastview; and I just thought that just to keep it. I don't know that it's on 2021, but knowing that we are going to be in the neighborhood, knowing that the section of Brookside between Brecksville Road and Eastview might still be either off on design and construction, that it might be a good opportunity to get up there and get that completed.

Vice Mayor Grendel said thank you.

City Engineer Ramm said a lot might depend on the budget, the available budget.

This is just showing the \$400,000.

Next we have Meadowbrook. I do believe we actually encumbered some money, \$200,000 in last year's budget for this project. This is a quick schematic view of what a cul-de-sac would look like and how it would fit down there. Just this afternoon I met with Mr. Hovater and showed him the drawings, and he is very accepting and willing to participate and cooperate and facilitate this turnaround, make it much more functional for our plow trucks and garbage trucks and snow plows and school busses. A couple of trees might have to come down in this cluster; but by and large it's a nice open green space that would accommodate an offset cul-de-sac, try to minimize the impact on the east side and sneak it in there on the west side where there would be space available.

Finance Director Blaze said those trees could become a nice part of the center island Don.

City Engineer Ramm said a donut, yes. The trees are, they look a little, the condition of them may not be the greatest, but we could consider that.

Finance Director Blaze said trying to help out Jim Trakas with the trees.

Chairman Veverka said way to go Vern, good idea. What's species are those Don?

City Engineer Ramm said I think they might be maples or locust. I was just there today looking at them, and I didn't pay too much attention. I apologize.

Chairman Veverka said not a problem. I spoke with Mr. Carmichael on Sunday I believe, and if they were in such a condition that they need to be removed, he expects the willingness to remove them. So, I was just passing that along, but if they are in a condition that might be useful, we want to make sure we work on the tree canopy.

City Engineer Ramm said we do believe that just as we mentioned previously, a full depth recycle and then an overlay is what we think this project will entail. We do think because of the topography and the need to be very precise on building this, we think we would benefit from a survey out there on the street. So, this is just a general schedule, potentially get some survey work done in March, this month and try to line this up for April, May a design and bid and then construction in the sweet spot in June and July when it's good and hot and school is out. So, that's a general target of the schedule for this project.

Councilperson Narduzzi asked and the condition of that bridge down there?

City Engineer Ramm said I was just speaking with Mr. Carmichael about that bridge, and I did get underneath and looked up at it. It's in pretty good shape. He said it was built in 1970. He was very certain of when it was constructed. So, it's already 50 years, and it's doing well. The edges are a little bit deteriorated on the surface because of the asphalt deterioration and the drainage, salt water probably getting at it on the edges; but underneath it looks good. It is a short

enough span, it does well. There are not excessive loads but for the garbage trucks; but it's showing no signs of structural issues but for the edges on the surface.

Chairman Veverka asked Don, did Mr. Carmichael point out the sandbar that diverts the water towards the east and makes an approach at a poor angle, which makes it difficult for the water to get into both sections under the bridge?

City Engineer Ramm replied yes. We looked at that at length and discussed it, and it's significant. To call it a sandbar is even putting it mildly. It does need to be excavated. You can see the box culvert that is off on this westerly side is half silted over, and it's exacerbating a condition here, erosion and because of the channel, the velocities are excessive on the outlet end. I think it needs cleaned up on this edge, and we may need to facilitate that in the creek maintenance contract.

Chairman Veverka asked what about that tree that's on the south side towards the west because that's kind of in the area that some of the water probably would get through? Is that a problem or no?

City Engineer Ramm asked a tree where, on the south side?

Chairman Veverka said on the south side of Meadowbrook, where the bridge is. It's kind of like almost at the edge where the bridge is.

City Engineer Ramm said I don't recall there being, I don't know that I looked at it too closely; but no it shouldn't cause any problems.

Chairman Veverka said okay.

City Engineer Ramm said it should only help minimize any erosion on this end.

Finance Director Blaze said Don, I see on your map there, you have the different owners of the parcels identified, and for Meadowbrook Blvd. am I seeing that correctly that it's in the name of the Carmichaels?

City Engineer Ramm said so it's an interesting piece of property. Mr. Carmichael educated me to let me know that it's actually like owned by all of them. By the deed, they each have 1/6 ownership or something along those lines of this parcel; and they each pay 1/6 or some pro-rata share of taxes on it. I think it happens to list them specifically on the surface of the ownership, but there are layers of ownership entities, they all own it so to speak.

Finance Director Blaze said so before we go in and do work on a street that I am assuming that is not formally publicly dedicated, do we work with the Law Director's office just to make sure all the i's are dotted and the t's are crossed because technically it's private property.

City Engineer Ramm said I discussed that at length out there today, this afternoon, and yes we can speak to Law Director O'Brien and see if there's a creative way. I don't believe there's a

desire on the City's side to dedicate it, nor I don't believe there's a desire for the homeowners to formally allow a dedication. They just said over the years there's been a history so to speak of the City's involvement. I believe the bridge in 1970 was a City endeavor. The pavement when it was last recycled, I think in the 1980's or 1990's, I believe it was a City endeavor. We plow it. We pick up trash. So, there's definitely, but to your point, it's definitely still considered private; and if there's a way to get some sort of blanket easement, either be it temporary or even permanent to facilitate the work, maybe that's something that can be a mechanism that can be implemented.

Finance Director Blaze said sure, thank you.

Vice Mayor Grendel asked hey Don, are we still planning, I noticed that we set aside \$200,000 for the t-ball street also.

City Engineer Ramm said correct. That was less of a priority, but it was part and parcel with this work to kind of create more quantity and mobilization and cost out over 2 jobs. So, I think that is still something we would be interested in. That road is in need of some improvement as well.

So, without any further discussion on Meadowbrook, we can move forward.

Chairman Veverka said yes, please.

City Engineer Ramm said Item Number 3 was the Mannik & Smith report. I just tried to include, dust that document off, pull it back up and show you a couple of sheets from that report. That report is dated, it's already getting on in years; but this happens to be the couple of sheets that dealt with 2021, and it was broken out in global preventative maintenance and then major improvements as well as local preventative maintenance. It also had a breakout of County routes; so it is kind of interesting to look back now, knowing what we have done and where we have been. This is a template. It's a guiding document as I like to say, it provides oversight and some guidance; but we have the latitude and flexibility to change it and tweak it. So, you can see some of these roads that were targeted for 2021 have already been constructed in terms of the major improvements. Hemlock Road, that was a section that we resurfaced with Chagrin valley I believe a number of years ago, the very road that we are now looking to do the mastic surface seal on; so that one was done a little bit in advance.

Schaaf Road is one we just tackled last year, and Greenwood also resurfaced with the mastic. Timberlane is ready to go in 2021, it looks like we are going to hit that spot on. So, Jefferson was part of the West Creek that we did a couple few years back; so again, some of them we have done. Some of them are planned for this year; so I think by and large it is neat to look at it, and know that we have been marching generally to the plan.

This also talks about, the list up here with PCI's, it's pavement condition index number before and after. So, what they are also trying to say that in target 21 based on the last time Grandview and Oak Tree were resurfaced that we should be spending a certain amount of money pro-actively in maintenance; and that's what these dollar values are. They say 10% non-pavement, and that could be anything from curbs, sidewalks, things that aren't germane to the pavement,

catch basins and then contingencies. So, I think by and large when we have been actively crack sealing a lot of our good streets, we are sort of doing that on a yearly basis anyway.

The next one here, talk about local preventative maintenance, so that on these roads, there again the PCI's, trying to get them to maintain them or improve them, keep them in the nice sweet spot of good pavements; and I think we have been doing that.

Pleasant Valley Road, we have been crack sealing significantly over time, and if you drive through Seven Hills section versus our section, I think it's pretty evident, similar to those exhibits we looked at on Granger Road through Brooklyn Heights. You can really see how the crack seal has extended the surface life, improved the quality, held the road together. There is very minimal evidence of potholes and mill and fill strip patching versus the other sections of other adjoining city's section.

Chairman Veverka said the other thing Don you didn't mention, but it's definitely been true, is when there's an opportunity for us to cluster a street that might be in a different year but with adjacent streets, it's economy of scale when it comes to bidding an area. Like Greenwood, Hemlock, Hemoga, Cherry, you were able to cluster those together so even though those weren't exactly due at the same time, it made economic sense.

City Engineer Ramm said correct, yes. It makes for a nice comprehensive project. It would be not too practical to try to go in there. They were all close enough that I don't think it was, if one of them was brand new you wouldn't do that. They were close enough where I think there again this plan is kind of rigid and not too commonsensical in terms of it gives us the flexibility to kind of make those changes on the fly.

So, that's really all I wanted to gravitate towards on the Mannik & Smith unless there's some other discussion or questions or comments in regard to the document.

Chairman Veverka said that's good Don. Obviously, one of the main reasons that I wanted to make sure the people who may not have been on Council were aware of the study that was done, and you know the method in our dealing with the streets and why we are targeting certain streets at certain times. So, for those who may not be familiar and just kind of heard my reports talking about Mannik & Smith, well that's it. We are almost to the point when we have to probably revisit the examination. Would you agree, or is that something we need to push down the road a bit?

City Engineer Ramm said we might still have some time. We had a 10 year program for that document, and it definitely needs to be updated. Year after year as we are creating, making streets brand new with reconstruction, it's for sure this document is dated in that way every year updating the PCI's.

Real quick before I move off of this topic, it's kind of a simple rationale. Basically, you spend dollars, almost like they have a formula, x amount of dollars buys you a PCI point. So, when you are talking about trying to get from 84 up to a 95, it costs so many dollars. It's just that simple,

when you are doing pothole repairs and mill and fill, strip patching and crack sealing, you are buying yourself a better road. It's a pretty simplistic process or thought rationale behind it.

Chairman Veverka said and the graphs that they provide are excellent. They show the graph of basically how long you can make a road last providing you take care of it all along the way, and then you hit a certain point, and then you are basically, any repairs and things that you are doing, you are pouring money down the drain. So, if you haven't looked at that part of the Mannik & Smith report, any of the fellow Councilpersons, it is an excellent document for understanding about the process that we do with the streets. So, I appreciate that Don.

Question, does anybody else have a question related to Mannik & Smith? Okay, Don can you touch base a little bit. I will call it Meadowbrook, and I also know that behind the shopping center there have been some cores. Can you talk a little bit about those please?

City Engineer Ramm said as we are looking at the pavements, we want to make sure that, and this one in particular, because in order to do a full depth recycle you have to have a good section of asphalt there at inlet. We just want to make sure that there wasn't just an inch or two of asphalt out here sitting on some stones or some dirt. So, the course by and large showed that we at least had 6 inches of material to recycle, and that's pretty much their maximum recycle depth anyway. So, we did that here.

Then for Valley View we took cores behind the shopping center, and not so much for recycle as much as just to know how thick the road is. It's pretty stressed on the surface, and we were concerned that it was very thin to try to get in some heavy road planning, the asphalt grinding machine and truck traffic, how it would hold up if it was very thin. So, again just trying to acquire data to help make good decisions on what types of treatments we are considering for the rehabilitation project.

We also did that on Brookside Road from Brecksville up to Eastview because there again, wanting to just know what our options are and what kind of thickness, road base we have to start with. Even if a decision is made to do a complete reconstruction, it's still helpful to know for a contractor to know how much asphalt he has to remove and what it costs. So, it's good to know the thickness rather than just guessing. Terracon did that work for us late last year I believe in the fall. I don't recall, or earlier this year.

Chairman Veverka said it was earlier this year. They were out there in February.

Now about 2 years ago there was a project, we were going to do a grind and fill on Brookside, and we moved that to hold that off until we did Ranchland. We took care of those so we wouldn't damage a new street. Are you thinking in a specific direction related to that part I will call middle Brookside, between Brecksville Road and Eastview?

City Engineer Ramm said it really did get a lot of traffic with the reconstruction of that Phase 1 Upper Brookside, and it's going to see more with the Phase 2, and I think it's beyond the point of a simple mill and fill. I do believe it's either a full depth recycle or a complete reconstruction, and either with curb and gutter. So, I think, and I will show you further on when we are talking

about 2021 engineering priorities, that's definitely on our priority list to make good decision on that road and start that process because I do believe it's in 2022 for construction. It's a cost, it's a balance of cost. The reconstruction is really an escalated cost because of the significant amount of work and some utilities that go along with, major storm sewer improvements that go with it just in the profile. So, I do believe we thought about reconstruction, and I think we allocated a decent amount of funding in 2022 to account for that. You can see where that might show up on this 2021. It might be further down. We will come across it. I do believe it's 2021, some engineering work and a 2022 construction.

Chairman Veverka said it's what I see on the Five-Year.

City Engineer Ramm said basically for the 2021 we just populated some of the Five-Year Capital Plan sheets. Apparently we did budget in 2021 for Upper Brookside. I don't know if that was a landscaping component. It was for inspection. I believe EGD is the contractor, correct Vern?

Finance Director Blaze said you had mentioned, you have a slightly dated version here. You are using the 01/11/2021 version, and the one that I am currently working off of is 01/30/2021 version. We have the \$111,307 one that was already adopted in 2020, that money set aside. Your question was what, about the inspections?

City Engineer Ramm said right.

Finance Director Blaze said we have \$100,000 set, that \$100,000 there, all it has to do is be assigned to a vendor. It has already been appropriated or encumbered via that P.O. that you have listed there.

City Engineer Ramm said okay, good.

Moving on, this was right on this. That Brookside from Eastview to Brecksville Road, so right here is what I was referring to for some engineering work and construction split out over 2 years. I do believe that was the higher dollar values thinking that we were leaning toward a reconstruction and doing something significant with curb and gutters and improving the storm sewers up there, similar to what we are doing with Catts and now Fabrizi. I am not sure whether it's going to be concrete, or if we could do asphalt similar to Eastview. Asphalt with concrete curb and gutters on the ends like Dania. So, that's still yet to be determined, but that's where that is sitting. That is a priority for 2021.

Councilperson Walchanowicz asked if you have a moment, or can check, can you check, there's a manhole on Dania that looks like they didn't put the top ring in. It's about a 4 inch drop on one of the manholes, almost in front of the Ripepi residence. It's a pretty good bump if you hit it. I don't think they put the ring in.

City Engineer Ramm said I think they try to get away with maintaining the existing elevations and with the mill and fill, but when they did the resurfacing, some of those castings become very evident that they can use some adjustment. There's one I think that's even worst further west; but

because of the location it might span the tires, so unless you are hitting it, but you are right, if you hit these, they are very obvious, so we may adjust those to grade even now.

Councilperson Walchanowicz said thank you.

City Engineer Ramm said another one for 2021 from an engineering standpoint is the Kleber/Longano project, and that is slated for 2022 construction; but we do think we need to get it out of the gate and secure engineering work and get that going to help us line it up and construct it either over the winter, bid it out earlier so that we can hit the ground running in 2021 potentially. It's part of that work you wanted to consider now that the Topgolf road is a nice boulevard entrance. Longano also have the ability to be improved and treated in such a fashion to allow additional space. There's a vacant lot here that really doesn't do much. It's been sitting there for a long number of years, immediately south of the Cornerstone property that would provide some horizontal space to facilitate a very nice improved intersection. There will be a new, with the Brecksville Road project, there will be a new traffic signal upgraded here like Kleber. So, we think we could just kind of do good coordination, both in the finalization of the engineering for 2021 as well as engineering endeavors for Longano to accommodate this if there's a desire and to make sure that we are coordinating those efforts; and that when it gets built logistically that one project supplements and helps the second project in a coordinated fashion. So, here's a nice view of what it could look like. Here's that green sliver of land, the unbuildable; and we think it can be a nice improvement, aesthetic treatment and set Longano really apart when we are getting ready to reconstruct all of Longano like we are with Kleber.

Any questions?

Vice Mayor Grendel asked and Don, we are going to have the same kind of lighting that we have by Topgolf all the way down to Rockside or at least the cemetery there and everything?

City Engineer Ramm replied correct, the decorative street lamps.

Vice Mayor Grendel said that looks great.

City Engineer Ramm said it's nice and bright at night. We want to continue that south to Rockside as well as north of the bridge when that project is completed.

Mayor Kurtz asked Don is there any chance of splitting it into 2 projects to focus on continuation from Rockside Woods North to Rockside Road?

City Engineer Ramm said yes Mayor. I think there's a good opportunity, but it's almost kind of setting up like that now based on what we did with the Part B project with Fabrizi out there in 2021. They have replaced a lot of the water main, replacing the bridge to this point will be very easy to get up here and construct the southerly (inaudible). It wouldn't necessarily need to be bid and packaged with the section from the bridge north to the Cloverleaf.

Mayor Kurtz said Chairman I think we ought to consider that for 2 reasons, financial as well as now that we have seen the impact of the completed section, we still have to upgrade the bridge. I

know that they are talking about a master plan for the Cloverleaf area which could impact the structure north of the I-480 bridge. My only concern would be, is there an opportunity Don to squeeze any more right-of-way functionally out of this area so that, even if it's a foot or 2 of pavement for safety?

City Engineer Ramm said we can look at that. You know we are going to try to continue with the 8 foot sidewalk, and to facilitate that, much like with Fabrizi's project from last year, we have to move the pole line. We are obligated to secure some strip right-of-way, both for the utility relocation as well as to facilitate our sidewalk and tree lawn. I think we can look hard at trying to squeeze, to see if these curbs can be pushed out a foot or 2 on one end or both sides. We can take a look at that.

Mayor Kurtz said easements, we need to have people donate easements unless there is a material change to their property. I say that because we are making a major improvement, they are not being assessed; and to have to pay for right-of-way that's not defining a purpose. If we are putting, extending a sewer line or we are doing something more functional, needing for utilities, I can see that. We need to at least have the understanding that you donate the right-of-way, or it limits our capacity to do the improvement because there's no assessment. Does anyone see it differently?

Finance Director Blaze asked are you talking about the Hillside project?

Mayor Kurtz said I am talking about any of these projects that we are making a substantial improvement to, if we are, then people should be willing to donate their right-of-way.

Chairman Veverka said I think the only down side is that obviously we have historically paid for it, but I don't see a problem with what you are saying other than the fact that it kind of goes counter to what we have historically done.

Mayor Kurtz said I am not so sure, it's episodically maybe; but historically, but I think there have been times that we have just asked for right-of-way, and when people saw the benefit, I for one believe that with the millions of dollars we have put in infrastructure that people should be willing to see the benefit they achieve and the increased value of their property. I am going to pursue just making sure that we get the best value, and we are not overpaying. Unless there is a substantial impact, negative impact, people should be more inclined to contribute that. They get a donation out of it if nothing else.

Councilperson Narduzzi said it makes sense to me Mayor because we are actually paying them to improve their property if you think about it.

Chairman Veverka said and historically I know that we did have, even after the property was evaluated, Don tell me if I'm too far off; but we had at least a couple of people who were objecting to the valuation. We had to jump through hoops for that.

City Engineer Ramm said yeah that happens on occasion, yes.

Councilperson Trakas said I would just say, I guess a little bit of a contrary note, not everybody thinks this is an improvement to their property. They don't get the benefit of whatever they want to do to the property, the City gets to make that decision for them. So, I don't know. The reason we offer people money for it because we are taking something that's theirs that they have paid for that they never get the value out of, and not everybody thinks that having these "improvements" is valuable; and I predict that as we go down the street, which I really object to, and taking people's property on Brecksville there, you will get a lot of pushback. I don't think you will see a lot of donations.

Mayor Kurtz said well then I guess we all agree that it will be a case-by-case basis.

Councilperson Trakas said agreed.

City Engineer Ramm said moving along. We are focusing on our Five-Year Capital Plan sheets, nothing really of note in 2021 on that sheet other than some monies that were encumbered actually last year for this one in particular, Fuhrmeyer. We are out here another couple of few years is a major reconstruction, but the road is pretty distressed and in need of some either strip patching and/or some improvements along the roadside edges to minimize rutting and to improve drainage. We did install some catch basins and storm sewer improvements along the edges to help with drainage, but the edges are very, they get utilized with some heavy trucks and tractor trailer storage. We may need to spend a little bit of money this year to try to beef up that area to get us out a couple few years, nothing else really to speak to on this page.

Valley View Drive, here again, I think we encumbered some funding last year; so that's why it showed up in our 2021 asphalt program.

This is moving on to TIF projects just to keep you focused on this project interchange and the gateway project is active. GPD is moving along on the design process and just make mention of it, coordinating with ODOT now trying to set parameters on the areas of, we are permitted to do the landscaping treatments and gateway improvements so that is all going according to schedule. As soon as I can provide a better update, I can circle back on that.

Here's the sidewalk project with DiGioia that's ready to get going. There are some dates. This is just again stage 1 and stage 2. ODOT is heavily involved with the reviewing of the plans so that work is ongoing. This is another detail sheet from one of the stage 1 or stage 2 plans. The design is pretty straightforward. We know what our limits are for the ramp improvements so nothing too much to update you there.

This project is in our queue. We have Euthenics Engineering. That's from Hawthorn Trace to basically I-77. We are hopeful to bid that out here in another month or 2 and be under construction this summer. It's a pretty large project, and there are some major improvements needed to facilitate the work, but we are looking hard at it. The Mayor mentioned some easement issues and some challenges to some of the evaluations and maybe the need to reconsider the design and try to avoid impacts to properties outside of the right-of-way.

Mayor Kurtz said the Number 1 priority is safety, making sure that the constant project, but there is going to be some flexibility in this area so that it doesn't adversely impact residents.

City Engineer Ramm asked any other questions on the Hillside sidewalks?

Moving along, looking at the 2021, you have some seed money in an upgrade at the intersection of Pleasant Valley and I-77; and I think ultimately to try to do some major improvements with the ramps and signals in the next 2 to 4 years. Those are old span wire signals, and they are pretty much maxed out right now with the geometry and available lanes during the peak hours in the morning and afternoon. There is just a significant volume of traffic that gets routed through there, and there are some backups. There is potential for some upgrades, and we are hopeful to have some ODOT participation and funding with anything that is identified with this project.

This project was the Pleasant Valley bridges, and as you recall, I thought we would need to squirrel away \$50,000, with \$200,000 total for the pedestrian facilities on Pleasant Valley; that was negated, and we no longer need that. Vern, you probably already updated it, I'm using the old sheet. It's probably been adjusted already.

Finance Director Blaze said correct, any time we can delete we do.

City Engineer Ramm said on your annual \$100,000 budgeted for Rockside Road for joint repairs, crack seal, and that pavement is in good shape. There's nothing significant to talk about there.

We will talk about this Rockside Road. This is the \$500,000 that I eluded to earlier. Here's the ramp.

Councilperson Trakas asked Don, on this ramp interstate project, this is the one where we have been working on for a number of years now with the State?

City Engineer Ramm said correct, doing studies, interchange modification studies.

Councilperson Trakas said so this is the modification, thank you.

City Engineer Ramm said yes it is, and we did secure a major ODOT grant for this project, a little over \$2,000,000. Those improvements are to benefit the safety of the area and the interchange.

Moving along, Rockside Woods North sidewalks and street lights; so when we did the extension of the road, we upgraded the road from Rockside to Embassy; and there is a glaring need now for a sidewalk along Rockside Woods Blvd. There are street lights out there, the old style, and they are in the center median. You just see large groups of people walking in the street from down by Kent State and the offices down there. There is a safety issue there, and this is what this project was targeting, getting a sidewalk constructed and maybe to carry that same nice street lamp post beam all the way down to Rockside. That was this project.

Finance Director Blaze asked Don, is the engineering really going to be estimated to cost more than the actual construction?

City Engineer Ramm said no, in fact we actually bid out the sidewalk portion of this in one of the alternate bids, I think in 2020. So, we have a price, and it's really light on engineering. We thought the potential would be for some electrical design for the street light circuits; but there again we may find that with a little bit of coordination with CEI, there is already a circuit out there. It may be a very minor cost for that. Of course, with the new post lamps there's different photometrics, and there still might need to be some lighting design, but I don't anticipate anything to the extent that is listed here in terms of cost.

Moving on, the Old Rockside Road bridge shows up here, and I am going to speak to that shortly; but this is the County Settlement Agreement, and that has been marching forward. Burgess & Niple is the consultant. They put together right-of-way plans, and we are funding all their invoices and working through the Finance Department and County to get reimbursed. That concludes that portion for upcoming projects, but it segways into other matters relative to that bridge. There is a need for some right-of-way acquisitions to facilitate the bridge construction, and I do have an ordinance on the agenda, Ordinance 2021-31 to facilitate some payments, authorize payments for the right-of-way. This exhibit here is a little bit hard to look at. It's an engineering right-of-way sheet. It basically shows that this is the existing bridge location, and we are going to build a temporary road and a temporary bridge north of the existing road and bridge. In order to do that, we would need right-of-way; we need temporary right-of-way from the businesses and the businesses at the ends. So, there's a spreadsheet here of the appraisals of the affected properties that are required. It's \$107,000 fair market value established, and I requested authorization for up to \$120,000 just to help with some final negotiations and to prevent the need to have to come back; but again it's all refundable, reimbursable through the County. We would like to get this, it's somewhat time sensitive; and we would like to get this authorized at Tuesday's Council meeting.

Councilperson Narduzzi asked so you are asking us to pay money to use their land for a couple of years basically? It's just temporary.

City Engineer Ramm said it's a major aerial power line circuit that needs to get relocated, and then ultimately it gets put back; but in order to maintain traffic, this is a one lane, one way in and out. We really have to keep traffic moving, and it's complicated. It's complex, and there are steps that need to take place. So, in essence there's temporary right-of-way, but there's also some permanent acquisitions of portions of properties. There is a lot of hodge podge ownerships and properties down here that they discovered during this process. Some of it is permanent acquisition, or permanent easement in addition to the temporaries that are noted here.

Vice Mayor Grendel asked you said all of that will be reimbursed by the County?

City Engineer Ramm said correct, but it has to be facilitated by the City. It is our project, and we have, that's the mechanism that has been established.

Councilperson Narduzzi said it makes me feel better that we are getting reimbursed, but the whole logistics behind it is we are paying them to improve their property. It's just ludicrous, but whatever. As long as we are getting reimbursed.

City Engineer Ramm said we have been acquiring real estate in Valley View to facilitate this project, but because it's a County sponsored project, the County has the jurisdiction to span municipal corporate limits. It's a very unique situation, but this mechanism we think is a nice way to go. It's been working real good so far.

Vice Mayor Grendel asked Don, ultimately when will the new bridge be finished, not for about 3 or 4 more years?

City Engineer Ramm said yes, it's a long process. It's like little mini projects, first getting the trees cut down, then getting the power poles moved, getting the aeriels transferred from old to new poles as you watched the process on 21. Then just to get to a point where they can start constructing the temporary road and bridge, and then the point where they can transition traffic and then start reconstructing this bridge. So, it's a very complex staged sequenced series of operations to maintain traffic.

So, I do believe that concludes my slide show, and everything I intended to discuss with the committee.

Chairman Veverka said very good.

Vice Mayor Grendel said thank you Don.

Chairman Veverka said thank you Don.

Any other questions related to the building plan?

Councilperson Narduzzi said I have some other issues under this last one. So, the Lafayette subdivision Don, the tree planting, I don't know what you want to call it, but we have to have it back to you by March 12<sup>th</sup>. So, just looking at the trees that we picked out to put back in here, I mean if you drive up Lafayette, and you look on either side of Lafayette, every tree looks like a half tree because the Illuminating Company came in and they chopped them trees down to nothing. All the growth is on the north side of the tree. There is nothing on the south side. So, the trees that we picked out to put back in this subdivision, they are all 75 feet tall with a 50 foot spread, 70 feet tall with a 50 foot spread. The same thing is going to happen in 10 or 12 years. The whole subdivision is going to look like half trees again.

I think that maybe we should reconsider what we want to put in there and pick tree lawn trees that are dwarfs that don't even reach the high tension wires. It looks terrible when you drive up Lafayette, and you have these huge trees that have been there for 15 or 20 years now; and they look like they are cut in half. The trees that you guys picked out, I don't know who picked them out; but they are all big trees again. The same thing is going to happen. So, even if you put them back 15 feet off the street, with a 50 foot spread, the Illuminating Company is going to come in

whack them all down in 10 years, and it's going to look like hell again. Maybe we should reconsider what trees we can pick out to put in there. In my mind a tree lawn tree should be a tree lawn tree, not be in somebody's front yard. I think that maybe we should reconsider the trees that we picked out to put in there.

Chairman Veverka asked what trees are on the Lafayette list?

Councilperson Narduzzi said there is a sweet gum tree that the mature height is 75 feet. There's an elm tree that the mature height is 70 feet with a 50 foot spread. So, what I am saying is even if you put them back to the edge of the property line, which is 15 feet off the street, minus that 15 feet, you are still 10 feet into the street. They are going to come and cut them down.

Mayor Kurtz said you are referencing not the project that we just completed, you are referencing historical damage done by the utilities to maintain their wires free and clear from trees.

Councilperson Narduzzi said right but, now we are planting new trees Mayor. They are going to do the same thing that they did 15 years ago when they planted these trees.

Mayor Kurtz said I am under the impression that we are going to move into the front yards with some of these trees rather than tree lawn dedicated to the tree lawn so that we can avoid this situation 30 years from now.

Councilperson Narduzzi asked how far are you going to move into their yards? These things have a 40 or 50 foot spread.

Mayor Kurtz said well I'm not saying that we are going, but if you are in the yard 10 feet or 15 feet, it's better than being in the tree lawn where you are right next to it.

Councilperson Narduzzi said but even if you are in the yard 15 feet, I am just thinking ahead. Those wires aren't right on the edge of the street, they are in 8 feet; so you are only 7 feet away from the wires, and with a 50 foot spread, it's going to be the same thing in 15 years.

Mayor Kurtz said you know what, by the time those trees mature, you and I won't be here first of all, and second of all, I think they will have a mechanism in place to manicure trees at that point. The utilities won't just have clear cutting capacity to just go in and just desecrate a tree. They have to be more sensitive to the situation themselves, but I understand. It's sad when you drive up and you see some of these, the way they have rounded out, they gutted the trees. I think there has to be some mechanism in the future that allows for manicuring rather than just desecrating.

Chairman Veverka said right. Well that was one of the reasons when we have had the discussions, we talked about trying to make sure that we set the trees back and offer the property owner the opportunity to have the tree and have the tree planted; but with enough of a distance so that it's not going to be an issue.

The one question I had was what's the disease resistance for the elm for instance? That dutch elm disease basically decimated the elm trees in this yard years ago, and are they now disease resistant or is that maybe not a good choice?

City Engineer Ramm said Chairman Veverka, we did have GPD, the landscape architects look at the tree selections and tree species; and I do believe they feel comfortable. It was an American elm, it would be resistant and do much better; and the plan that they prepared was specifically for Brookside/Bramley; but we wanted to try to maintain that same sort of consistency in some of these projects to maintain some flavor.

Mayor Kurtz said Mr. Chairman, I am going to have to sign off, I have to go to the Planning Commission meeting; so thank you. It was a good, productive meeting, and I appreciate the people who contributed to the success of it. So, thank you very much and have a good evening everyone.

Chairman Veverka said thanks Mr. Mayor.

Vice Mayor Grendel said and ditto, I will be joining Greg.

Councilperson Kapusta said I have a quick question or a comment. I agree with Councilperson Narduzzi, and I think that we do want to look to the future. I wish I was as optimistic as Mayor Kurtz was that there is going to be some better way to do it than the way they clear cut now. I hope so, but I am not sure. So, I would wonder why we couldn't make our decisions now for the future and look to maybe something that wasn't of the same magnitude. Is there a reason Don that other size trees are not being given consideration, smaller trees?

City Engineer Ramm said no not specifically other than I think that the Mayor's comment that these trees are going to be 2 inch in caliber when they are planted. So, we often get the comments that we are planting little sticks and Charlie Brown trees in rights-of-way. It's out there a ways in the future, but I think it's prudent to think about it and plan for it even now. It's something we could revisit, something smaller. Councilperson Narduzzi mentioned dwarf species of things.

Chairman Veverka said the possibility of making some kind of a combination for this particular area. Obviously, maples and oaks are the prevalent trees historically; so those seem like they could be a possible option providing you have enough space for setbacks.

Councilperson Trakas said just to add more, a little bit, I know you have to get going; but I would just say I think we have to also look at this from a perspective of what's the tree's function? We are taking down mature trees, but putting up these smaller trees; and that has a real impact on soil erosion, flooding issues. There is a ying and yang to this, and a give and take. I would encourage as we talk about the Utilities meeting, Mayor Kurtz is going to rehabilitate our Tree Commission here, and Council has some say who might be on there, getting some solid people who can help us to get the right trees for the right soil. They may not necessarily be for decorative purposes, I guess is my point. I understand where Councilperson Narduzzi and Councilperson Kapusta are coming from; but there's also a much more important function here,

and that's the practical function. What we see in every one of these road projects is after we take down the old trees, and we try to put up these smaller trees or decorative trees, that doesn't function necessarily the way a tree ordinarily would as it relates to stormwater drainage. So, we have to also keep that in mind and make sure we have the right trees for the right soil and that function are being considered as well.

Chairman Veverka said and this particular topic is one we have to address soon obviously because we do need to have the trees ordered, and it would be sad to have choices that will not work out and then have to revisit the topic.

Anybody else have any other items under Number 5?

Councilperson Walchanowicz said I just have one quick thing, and it will be fast. The Mayor wanted me to mention that Jim and my legislation for a winter snow ban parking will be on next Tuesday's legislation. There will be no parking day or night from December 1<sup>st</sup> through (inaudible) for snow plowing. He wanted me to just let everyone know. If anybody has questions about it, feel free to call me before Tuesday and I can explain everything more in detail.

Chairman Veverka said thank you Councilperson Walchanowicz. Anybody else?

I will entertain a motion for adjournment.

**Moved by Narduzzi, seconded by Veverka, to adjourn the Streets & Sidewalks meeting of March 2, 2021. Voice Vote: 2 yes/0 no; motion carried.**

There being no further business, the meeting was adjourned at 5:34 p.m.

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Debra J. Beal, Clerk of Council

**Minutes Unapproved at Time of Release 03/04/21**