

**CITY OF INDEPENDENCE
STREETS & SIDEWALKS COMMITTEE
MEETING MINUTES
OCTOBER 1, 2019 AT 4:30 P.M.
COUNCIL CAUCUS ROOM**

Present: Chairman Dale Veverka
Vice Mayor Dave Grendel

Also Present: Mayor Anthony Togliatti
Councilperson Carl Asseff
Councilperson James Trakas
Finance Director Gus Katsas
Economic Development Director Jeremy Rowan
City Engineer Don Ramm
Procurement Coordinator Dennis Zdolshek
Service Director Leon Karas
Finance Assistant Maggie Osysko

Absent: Councilperson Tom Narduzzi

Chairman Dale Veverka called the meeting to order at 4:30 p.m.

Chairman Veverka said the first item of business is the approval of the Minutes of June 4, 2019.

Moved by Grendel seconded by Veverka, to approve the Minutes of the Streets & Sidewalks Committee meeting of June 4, 2019. Voice Vote: 2 yes/0 no; motion carried.

Chairman Veverka said we start right off with Service Director Leon Karas.

Service Director Karas said so this year we started doing our concrete and sidewalk replacement work; and we did the area in Independence Estates. So, we did all of the sidewalks in that area, anything that was severely uneven or a trip hazard, cracked, deteriorating. We pulled out and replaced those. I think we did right around 300 lineal feet, maybe a little bit more on that area. We had some areas, some smaller areas throughout Brecksville Road and Pleasant Valley and back over on Second and Sunset that we are going to try to hit. We are also going into Forestwood and Valley Woods. There are areas in there that we are going to be doing. The plan was to try and get it marked this week. That is still the plan. I am hoping we get them marked probably tomorrow. I was hoping to do it earlier, but we had some technical issues that we are dealing with. It kind of threw a wrench in the works.

Chairman Veverka said that's very good because obviously this time of year being on a lot of sidewalks, definitely those ones that are bad definitely pop out at you. I am glad you are on top of that. I did have people on Forestwood inquiring about a couple in particular and have had other questions along the way. So, I am glad you are focusing on those.

Service Director Karas said so we will be out there, Tim and I or Eddie and I usually go out and mark them. We literally walk the whole neighborhood when we do that. So, we will get everything that everybody sees, and then if any residents are out there and they point stuff out. As long as it is a safety issue, we try to take care of it right away.

Vice Mayor Grendel asked so how does it compare to last year as far as how much you did?

Service Director Karas said last year we did a lot more. It seems like as we are doing projects, it seems like it is less and less every year. Not that we are looking at less area, but it just seems we are getting through more and more of the City. It seems that the problems aren't as prevalent because we are taking care of them. We used to do all of the hydraulic jacking, the leveling. So, when we would do the leveling, we would spend like \$7,000 or \$7,500 a year in the past; and then just underneath that cutoff for Council approval; but we noticed that in the first year or two that we started doing the sidewalks that a lot of the areas that we were replacing were areas that had been leveled prior in years earlier. I think this program is working good. We removed some trees that lifted the sidewalks. We talked to residents about whether or not they want them replaced. Most of the time the residents say that they will get back to us and let us know. So, we still landscape it, get it all ready; and then we will wait for them to let us know. We are not planting trees when we are doing the project. We will have to get a tally of all of the trees that we want to get. It kind of works out.

Then the crack sealing, we had a list of crack sealing streets that we worked off of from Engineering, and I know we completed all the crack sealing that we were going to be doing through the Service Department for 2019. Again, I apologize, I had my whole report written, and then it's not here in the computer today.

So, everything that we had set out to do for 2019, we have completed; and we have completed it early on in the summer. That went well, and I think next year we are probably going to have to buy a bulk of the crack sealing material because I think we are just about done.

Vice Mayor Grendel asked so is that the same crew that does the concrete and does the crack sealing?

Service Director Karas said yes. So, it's primarily the same group of guys. There are some changes, but it's primarily the same group of guys. Over the years, I think in the last three years, we have gotten a lot better at the sidewalk work. I mean the guys are getting a lot more proficient at it. We always got help from Roger Carpenter, and we also have John Calabro, a Service employee; and between those two they have brought all the guys along. At the end of the day, this isn't the hardest stuff; but it's still nice to do some nice work, and they do a nice job of it.

Service Director Karas asked do you want to talk about Meadowbrook now?

Chairman Veverka said not yet. I had a resident who wanted to address a question.

Resident Craig Malecki of 5215 Pleasant Valley introduced himself. Here's a map of my property here. This is a dead property that is right next to it. It's been for sale for the last 15 years, and it's really blighted. I have tried to maintain it the best I can, and I cut the grass. I don't know who owns it. There have been some For Sale signs up.

Service Director Karas said this is the first I am seeing it.

Mayor Togliatti asked where is this property?

Chairman Veverka said the one that has basically the big valley that is close to I-77.

Mr. Malecki said if you start going up the hill, I am the third house.

Councilperson Trakas asked how close to I-77 are you?

Mr. Malecki said once you get off, you start going up the hill, there are two small houses; and there is a guardrail, and I am that third house.

Chairman Veverka asked so your question was?

Mr. Malecki said just whoever's property it is, are they going to maintain it? I don't mind doing it because I don't want the neighborhood to look bad. It's very overgrown.

Service Director Karas said we will look under the county records, and we will find out who owns that property; and then we will have the Building Department reach out to them and let them know. There is a process before the City can get involved.

Mr. Malecki said I understand. I just wanted to bring it to everybody's attention.

Vice Mayor Grendel asked so nobody has lived there?

Mr. Malecki said it's unbuildable property. There is a big ravine and then the hill. You would have to build a bridge. There is no way anybody could do anything with it. That's why it's been for sale for so long.

Mayor Togliatti said I am looking on line, there are those tree branches.

Mr. Malecki said I trimmed them back there. We cleaned up against the guardrail.

Service Director Karas said I know exactly where it's at now. It's a little bit west of I-77.

Chairman Veverka said and I know that we have had the City workers clean up across the street on Pleasant Valley. You had a crew in there because I did have a resident inquiring about that area there and where the responsibility is of the resident and if we help out or charge or whatever. I know they said one of the three homeowners was disabled; but this is after I had the discussion.

Service Director Karas asked that was on the south side of Pleasant Valley?

Chairman Veverka said the other one, it was on the south. This is on the north side.

Mr. Malecki said thank you very much, I appreciate the time. Thank you.

Vice Mayor Grendel said I was going to ask Leon as far as with more of the crack sealing being done in house, how much do you think that saves the City?

Councilperson Trakas said I was just going to ask the same question.

Service Director Karas said we don't have an extensive crew. I never really looked at it, but I know we put a lot of part-timers out there; and I can get actual numbers for you, like how many hours it takes and how many hours we are spending.

Councilperson Trakas said it would be interesting. It would appear to be obviously a cost savings doing internally. We always want to try and find those things out.

Service Director Karas said I can do that. That shouldn't be too difficult to do.

Councilperson Trakas said maybe log everything since the last time we bid. That would be comparable.

Service Director Karas said I know when we do the crack sealing program through Engineering, and we bid it out; they are doing a lot of larger roads. They use more material than we use. I mean ours meets all the ODOT's specs, but we are doing all of the side streets and smaller streets. Our guys make pretty good time on it. We have a little hang of the equipment. We are not wasting any material. It holds up pretty good on the joints and cracks. I will look at the overall cost.

Vice Mayor Grendel said so the crack sealing we contract that mostly Brecksville and the main roads and everything.

City Engineer Ramm said lately we have tended to gravitate to the larger streets, more traffic, where traffic control is a major issue and keeping the Service Department in the quiet, residential streets.

Vice Mayor Grendel said I'm just wondering if we saved money on that, or if we still have as much crack sealing as ever; and we are just crack sealing more than we have in the past.

City Engineer Ramm said I think it's mostly that. So far we haven't done one in lieu of the other as far as we are catching more, getting more done collectively. That is how I would describe it.

Chairman Veverka said very good. Are we ready to move on?

Vice Mayor Grendel said yes.

Chairman Veverka said let's talk about Meadowbrook.

City Engineer Ramm said this is an exhibit, an aerial overview of Meadowbrook, and it's not that long of a street, 750 feet, about 14 feet wide. It's extremely narrow. It's really a private drive.

Councilperson Trakas asked do we say it's a private drive?

City Engineer Ramm said yeah, so according to our records it is a private drive. Although it does show up in the Mannik & Smith report, probably because we didn't go out of our way to tell them not to do it, I think for that simple reason. The challenge of course is that it is a private, and it's really in a significantly deteriorating condition probably because we haven't done much to it in all the years. I do believe we pick up trash and plow it, but by and large, I don't know if we do potholes. I am not sure.

Service Director Karas said we do potholes over there on occasion when we get called there.

City Engineer Ramm said we are trying to keep our efforts and costs down to the bare minimum.

Councilperson Trakas said we have done a good job.

Several people began speaking at once.

City Engineer Ramm said so the question came up as to what we could do or what, of course, trying to get over the challenge of use of public tax dollars on a private road, we kind of threw that a little off to the side and just looked at trying to get creative and see what we could potentially try to do; and one thing we thought of was a pilot type project where we could use that street to perform a treatment and/or treatments that we haven't traditionally used here in the City as a test kind of a pilot treatment. The residents would get some sort of benefit because it would be an improvement to what was out there and give them the benefit of seeing how these new treatments performed and trying to keep the cost down. One thing in speaking with Specialized Construction, who has had occasion to do a lot of work in our City and does hold our crack sealing contract; they took a look at it, and they came up with some ideas. I have this handout.

One thing that we haven't traditionally done is chip seal, and you see it mostly in rural streets where they put a heavy layer of tar. They lay some small Number 8 limestone chips, and the heat and traffic kind of beats the stone in. It is a cosmetic treatment. It is smooth, it fills in the cracks. It does seal up the surface pretty well. Again, aggregate tends to wear off under tires and

under heavy traffic, but it's more suited I think for this private little drive with mostly passenger vehicles at low speeds. I think it would do well.

Vice Mayor Grendel said and you are suggesting it also for the t-ball drive over here, the same thing.

City Engineer Ramm said well a comment that came up was it's such a small street. Some of these treatments require, and when you get into the next one, you see these escalating costs per square yard. The recycle and overlay is a treatment where they have large equipment. It is expensive to bring it out, so the contractor said if we could add some work to it; and Leon and I discussed it, the poor condition of what I call the t-ball drive field. It's in rough shape. It's an asphalt road, and it doesn't get a lot of improvements. In speaking with Specialized, they felt that if we could package those two together, we might get some better unit pricing. The prices that are reflected on the chart represent being able to just drive the machine down the street and over and combine it with some additional work; so those are the prices that are reflected there.

Councilperson Asseff said I have a question for choosing one, what will snow plows do to that?

City Engineer Ramm said you probably should do it in the summer so it can get beat in and get some heavy traffic. It's nothing that doesn't happen on the county routes and the rural areas.

Councilperson Asseff said the other thing is why hasn't that street been dedicated?

City Engineer Ramm said it's probably significantly under, doesn't meet our standards for a dedicated roadway.

Councilperson Trakas said you can't put curbs and gutters in there. The houses are really too close to the street anyway.

Vice Mayor Grendel asked how does that compare to that one down by Tricker's? That's a one lane.

Chairman Veverka asked Tanglewood?

Councilperson Trakas said this is not as wide as Tanglewood.

City Engineer Ramm said it's a little bit wider, and it's got curb and gutters; but it is narrow. That is a narrow one.

Chairman Veverka said but it's one way, and that's the only other issue.

City Engineer Ramm said the other challenge is the creek, and there is a bridge there. That's probably something, another asset that we probably would rather not own and maintain and replace. There's probably some good reasons. So, that's the only answer I could probably give you why it hasn't been dedicated. I don't think anyone is proposing to dedicate it, but just trying to think outside of the box, see what we could do to try to make an improvement and get some

benefit out of it on our own in terms of seeing and testing and different treatments. I do believe that the City in years past has done a recycle. People tell me that Brookside Road was recycled years ago, before my time; and I have used it in North Royalton, this sort of treatment. It definitely has value. It is a proven project. We used it on Wallings Road, Drake Road, Edgerton Road, major routes with much more traffic than a little drive.

Councilperson Asseff asked how do we justify spending tax dollars on private property?

City Engineer Ramm said yeah, that's not anything for me to answer.

Councilperson Asseff said that's an issue.

Chairman Veverka said well the comment that I got from two of the residents on there as I went down there is we do pay City taxes; and that was the whole reason that I brought the question up because they do get rubbish service. They do get snow plowing, but what about the road surface; and you said the road was, you said it was back in the 1970's, the City dealt with it then, or did you not tell me that.

City Engineer Ramm said I don't remember all of that.

Chairman Veverka said I don't know if you said it or someone else.

Councilperson Trakas said Mr. Carmichael always said that was the case.

Chairman Veverka said Mr. Carmichael said it was done then.

City Engineer Ramm said we did look at, just for comparison sake, based on the square yards that are out there, looking at a mill and fill using our unit price that Ronyak has with the City; and ironically because we had such an amount of that work, the cost, we could do a mill and fill almost as cheaply as we could do a chip seal. However, the road is so deteriorated that the heavy equipment, the road planer, I think the road would just go to pieces. There would be nothing left, and mill and fills are good when the solid base pavement is solid and steady and can support the work. Even though the cost may seem dollar for dollar, I just don't feel we could do it. The chip seal is probably, it's lighter equipment. It is distributor trucks with the oils that sprays the tar. So, it's not as heavy.

Councilperson Trakas asked Leon have your crews ever had difficulty on this street?

Service Director Karas asked as far as servicing this street? We always have difficulty because it's narrow. The turnarounds are hard, but other than that, we have enough (inaudible) that we can get down there and get them out of there. Garbage trucks haven't had any issues. So, no it hasn't been a big problem with us.

Chairman Veverka said that was one other question that one of the residents had, they said because of the garbage trucks' weight and the large plows, they are taking the big plows down there. That could contribute to it being more deteriorated. I mean obviously it's part of the trade

off of getting the snow off and getting the rubbish collected. So, that's why I touched base with Leon whether or not it made sense to not use the big trucks to plow out the 14 foot wide road surface and whether it made sense to not have the big packer go down there.

Service Director Karas said well not having the big packer go down is one thing, but then you would have to have all those residents bring their rubbish all the way up to the corner.

Chairman Veverka said I know that.

Service Director Karas asked did they do that at one time?

Councilperson Trakas said yes, and they didn't get mail service there either.

Service Director Karas asked did they have a bank of boxes at the top?

Councilperson Trakas said yes.

Vice Mayor Grendel said it was since the 1950's. I had a kindergarten friend who lived down there. I remembered going down there in the 1960's.

Councilperson Trakas said they got rid of those boxes in the early 1980's and the garbage around that same time. There was something going on with the residents there that they did that.

City Engineer Ramm said I will just say real quick that I didn't vet these numbers, it certainly came from a contractor who priced his work up. Relative to each other, I think they are accurate just to gauge the difference, but when we start, for instance reconstruction, we replace that pavement, traffic maintenance and just the costs escalate. I am sure his prices, our total project cost is just tearing out pavement, putting back pavement, forgetting what the residents do for a month. That's probably what the numbers you are looking at, but it is still worth what it is.

Councilperson Trakas said so your opinion is that it would be hard to recycle.

City Engineer Ramm said no, recycling would be the way to go, a nice way to go because it's in line and once it comes out of the machine, it gets rolled and tracked and you can get on it immediately versus a complete tear out. It's more problematic, and it's only one way in and one way out like Brettin. These are difficult, so the recycling is; it would still be a hassle because of the big equipment on a very narrow street. The road would essentially be shut down, but we are talking days or weeks, not a month or two or three.

Vice Mayor Grendel said unless you want to poll all of the residents who live down there and see what they want. Is it a couple of them that mentioned it to you?

Chairman Veverka said yes, I think I spoke to three of the six houses; and two of them brought up the topic.

Councilperson Trakas said it is in terrible shape.

Chairman Veverka said it is really bad. It was kind of scary riding the bike down there because it was kind of tired.

City Engineer Ramm said and with the chip it did include some repairs, so Specialized before they chip seal it they would probably fill the potholes, make a minimal amount of effort to get into a nice, uniform surface to the degree that you can.

Vice Mayor Grendel asked what would give us the longest? We probably wouldn't be going back there maybe in our lifetime.

Councilperson Trakas asked is this property for sale with the house next door because they both went together at one time?

City Engineer Ramm said I am not certain.

Chairman Veverka asked the house to the north?

Councilperson Trakas said the tudor house.

Mayor Togliatti said the tudor house is separate from any land.

Councilperson Trakas said at one time those two, the ownership was the same. That's why I was curious.

City Engineer Ramm said yeah, unfortunately we don't have the property lines (inaudible); but right, I do believe they are separate.

Vice Mayor Grendel asked if we go with the recycle, it would last longer than the repair?

City Engineer Ramm said oh yeah, the recycle is a nice way to go. We did it on Wallings 15 years ago, it looks great, rides great. It's big money though. It's much more money than just a mill and fill.

Vice Mayor Grendel said there's that street across from Sprague. That's a private one.

Councilperson Trakas said we have been doing private streets for a long time. We are not consistent.

Vice Mayor Grendel asked what's the other one?

Councilperson Trakas said we have made most of them public.

City Engineer Ramm said I think Delmur at one time might have been, and then it was dedicated.

Councilperson Trakas said Delmur was private, my street was private. I am trying to remember who the other ones were.

Vice Mayor Grendel said there's only those two now I think.

City Engineer Ramm said and Cascade is so new, and it's in such good shape. That conversation just hasn't happened yet.

So, aside from Meadowbrook, we have been kind of limping along that driveway; and that is something that needs to happen with that road as well.

Vice Mayor Grendel said that's only during the summer with the t-ball games, there's nothing else back there like soccer.

Service Director Karas said that's where all of our salt trucks are. All of our salt gets delivered back there.

City Engineer Ramm said and there chip seal wouldn't make a whole lot of sense. That would be a waste of money. That would need recycle or replacement. That would be what we would probably want to do there.

Vice Mayor Grendel said on Delmur what was that.

City Engineer Ramm said that was a mill and fill. That road had some base repairs I think, but it came out pretty good; and then we since put some mastic surface sealer on it. It is so light with just residential traffic that it holds up.

I believe with this process with the chip seal, you leave the aggregate at the surface; but this would be able to be hit with the mastic. So, the same treatment we do on our asphalt roads, they would top dress the aggregates, and it would be covered in black.

Vice Mayor Grendel said if we are going to do it, I would do the recycle.

City Engineer Ramm said so this is nothing that could be done even if you wanted to this year. It's the end of the season. We could do something next year. We could consider it and start thinking about it, putting it in some of our contracts or not; but for sure would consider doing something with that t-ball drive in the future.

Vice Mayor Grendel said why don't we consider it for next year, the next couple of years and put it on the Five-Year Plan.

Mayor Togliatti said I would think next year, especially the condition of the t-ball drive, it's embarrassing.

Vice Mayor Grendel said I would consider doing both for these folks here. They are residents who pay their taxes.

City Engineer Ramm said okay, we will consider doing something then. So, not necessarily the chip seal, but maybe the recycle.

Councilperson Trakas said if you are going to do it, do it right.

Chairman Veverka said let's do it well.

Councilperson Trakas said it doesn't get the kind of traffic that you would need a complete replacement.

Chairman Veverka said with the recycle, you could probably get a pretty long life span out of it. I think you are right.

City Engineer Ramm said one thing we should do, we need to do some cores, pavement cores because if what's out there is very thin, recycle is good when you have something to recycle; but if the pavement is two to three inches on stone or dirt, that technique is probably off the table. So, we did not go to that level, but we could check, either hot or cold or just do some cores with one of our consulting geotechnical firms.

Vice Mayor Grendel said I think that's the best.

City Engineer Ramm said we could do that pretty quick and easy and painlessly. Then we will know.

Chairman Veverka said that could be done soon, and that way we would know for targeting something for next spring.

City Engineer Ramm said we could get that done.

Service Director Karas said we did cores on the t-ball field.

City Engineer Ramm said yes, that we did do, and I think it's adequate. The max they could do is six inches on a recycle anyways; so anything thicker than that tends to be left below or you mill it off and get down to the lower stuff.

Vice Mayor Grendel said so that's our only choice for that would be the replacement.

City Engineer Ramm said yeah, or if you would consider, I still think the chip seal and the mastic, it would still be an improvement to what is out there. It would clean it up and make it ride a little bit better, seal it up. I think it would be a cosmetic improvement and some benefit to the structure.

Councilperson Trakas said you aren't talking about a lot of money in the big scheme here, so I say if you are going to do it, the \$47,500; I would go the extra \$20,000 just to make sure it's done right.

Chairman Veverka said thank you sir.

Councilperson Trakas asked who maintains the street generally? Do we know?

City Engineer Ramm said it hasn't gotten much maintenance.

Service Director Karas said we do potholes if they get called in.

Chairman Veverka said okay, thank you.

So, are we kind of directing Don to have some core samples and get back to us?

Vice Mayor Grendel said yeah, I think it's (inaudible). I would like to see the recycle and overlay done, but if not, at the very least, for Meadowbrook to do the chip then. I think it's just too much to do a complete replacement.

Mayor Togliatti said I think once you get the core samples.

City Engineer Ramm said we will be forced to one versus the other.

Chairman Veverka said okay, we will move on. You are still on, right Don?

City Engineer Ramm replied yes. I am handing out an exhibit that our consulting firm, GPD, put together for an ODOT presentation. This pertains to our I-77 northbound entrance and exit ramps, I-77 and Rockside. We engaged GPD to do a safety study. It was kind of the next step of the corridor study that they had done a few years back; and we really tried to gravitate to these ramp improvements. It took a lot of traffic data, and with the new baseline being our new ramp and our flashing yellow arrows and variable lane use that has been in place now for a year or two on the southbound entrance ramp. So, they wanted us to kind of get a new baseline of traffic data before we submitted this application. So, they studied it based on today's conditions, and we met with the District 12 engineers on August 28th to get a little presentation. What happens is every district has applications. We were only one of three projects that District 12 is going to forward down to Columbus for the pot of money that is the highway safety program. So, it looks for good for us and the district, but the money gets spread out over whatever project they feel would get the biggest bang for their buck relative to solving safety issues.

Vice Mayor Grendel asked is there more money now that they raised the tax?

City Engineer Ramm said that could be good.

Councilperson Trakas said we get more as a City, and the State has got a long time. They front loaded it so it's all up front; and you are getting it right now.

City Engineer Ramm said so Wednesday, October 16th, I believe we have an opportunity to go down to Columbus and sit in front of District 1 folks in Columbus to listen, give a 15 minute, GPD is going to do the presentation. I will be there. The Mayor may be there in attendance to

try and lobby and advocate for the project. Basically, you see some of the costs there. It is not overly expensive relative to some of the things that we get involved with; but it's a \$1,400,000 cap I believe per project out of this funding program. So, we are asking for the majority of that, all of that overall project is maybe \$2,400,000. These are preliminary budget numbers. You could probably round it up to \$3,000,000, but really just right now we have one single lane; and we would like to add capacity to this ramp just like we did on the southbound side. By the time you get over this bridge, you would merge back to one, with the thought being that ODOT has always been overly sensitive to us introducing more traffic to their highway system that fails every day; and we tried to argue that because we are still throttling down to one at the top of the ramp, the thought is that it shouldn't degrade any worse, make it fail any worse than it already fails. This really should be a no-brainer for ODOT. You see the picture of it, this is that northbound ramp, traffic backs up because it cannot get out of this signal quickly and efficiently enough and backs up on Rockside. So, that's typically a real bad situation, cars are going fast and hitting their brakes. So, our proposed, GPD did the study and would like to widen this. Right now it's one lane left and one lane right, and we would like to make it dual in both directions. So, that combined with this, is the project.

Councilperson Asseff said I have a question for you Don. Where does that crossover play a role in causing these traffic jams because people coming in, wanting to go to I-480 because that's where you go to I-77; and that really gets to be difficult during rush hour.

City Engineer Ramm said and the story is that when that interchange was constructed and failed on opening day back whenever it was, just think about it, you have a major highway, and one lane peels you off to I-480 east, and one lane peels you off or two lanes to the west.

Vice Mayor Grendel said and then to go to I-77 north, you have to go to the right.

City Engineer Ramm said there are terrible weaves. It's bad.

Vice Mayor Grendel said it's amazing we don't have more accidents.

Councilperson Asseff said you have non-courteous drivers over there. I mean you have to fight to get over, and you pray that you don't hit somebody. That's what adds to all that traffic jam, it's an up creek flow. Hopefully, our exit to I-77 off of Brecksville Road when Rockside Woods North is finished will alleviate some of that traffic.

City Engineer Ramm said we hope so, and the same, more traffic being able to filter and funnel north. We have felt for years that we sort of get penalized to not do these little improvements to help Rockside Road traffic because of how close we are to this interchange that is very challenged. So, part of this job is two-fold; one to get free money and try to get some grant money, but really also just to get permission from ODOT to allow us to build it. Even if we have to spend 100% local funds to do it like we did on the other side. We spent 100% local money on the other side, and just wanted ODOT to just let us do it. They did, it took a little bit of time to study and commitments; and we have been marching to that general plan, this is just the next step. We are going to see what happens. We never did get an answer to the question, did ODOT, even though ODOT is letting us submit it, they did reject it at the district level. They are

letting us go to Columbus, you wouldn't think that they would even allow us to keep moving along in the submittal application process if they felt like they wouldn't approve it at the local level. So, we feel like while we haven't been verbally told or in writing that this concept is approved, we haven't been told it's rejected by the submittal.

Vice Mayor Grendel said because we have done so much of it with our own money on the west side, both coming off I-77 and getting on and everything. Most, if not all of that money, was local money.

City Engineer Ramm said correct.

Economic Development Director Rowan said and this project was always crucial to accommodate the additional cars coming through the development to the northwest quadrant. So, when we did the original model, we added an additional \$1,500,000 for the development of the northwest quadrant, these traffic models.

Vice Mayor Grendel said and even the Seven Hills development too, that's even adding more.

City Engineer Ramm said it's not going to get better. It becomes more critical to try and make these improvements. There are others up and down the corridor, but that one study they did over the corridor was somewhat overwhelming; and we felt it included too much. I think it spooked them, and we felt that to take smaller bites at these applications and do it in little bits and try to help them also. I think ODOT would benefit, and try to make it hard for them not to approve because they get a nice benefit out of solving some major safety issues out on the main line.

Councilperson Trakas asked is this before (inaudible) or it's just the safety?

City Engineer Ramm said right now I believe the safety, we tend to try to do things in a more condensed, accelerated timeline because they are just so far out with their outlay. We need to wait five or seven years to hear that they are going to fund it. We don't have the patience to wait and try to get lined up with NOACA funds.

Vice Mayor Grendel said so it's roughly \$3,000,000, not only this one.

City Engineer Ramm said and it includes engineering, preliminary and detailed engineering, but right away you see it's all in the right-of-way, ODOT is limited access; so that's one plus.

Vice Mayor Grendel said this is something that could easily be done with a minimum amount of disturbance to the property, that's a big plus; and maybe if they are aware of what is going on west of here, it might be a big factor here.

City Engineer Ramm said and I think but for budgetary purposes, we will still try to plug in \$3,000,000 just to be conservative because you know how it goes, when you hone in on a design, you always go up.

Chairman Veverka said okay, are we good there? We will move on. Let's go to Hemlock Trail. Don, would you like to talk about Hemlock Trail?

City Engineer Ramm said sure, the ribbon cutting went really nice, it was a great day. The job is complete, but it's still not complete. So, ODOT came in, and this past Friday we had a walk through because it's an LPA job, ODOT funding. It is a very regimented closeout process. So, they walked the entire trail, and ODOT had a couple of comments of things that they felt needed to be done that we were going to try to now get our contractor to do, and it pertains to ADA features. So, the detectable warning plates that are on the surface of sidewalks at intersections, raised little domes, those bright red colored rectangles. They feel, they have asked, they have pretty much told us we need to install them at two locations, well it's really four. So, at Stone Road where the path comes in and out of Stone, which was the delineation between our job and the County bridge replacement; and so they want one on either side of there to treat it like a dedicated crossing. Then another one at the railroad crossing, which is just right up and around the corner; so before you come in and out of the track crossing, they are basically telling us we have to install them. It's a new crossing, it was in the project; and we tried to argue that none of these things were, this project went full vetting of ODOT review and those comments were not brought to our attention early on or we would have put them into the plans. So, it's a little bit tough now at the end adding work. It's not something that we did not perform, and they said you have to build it because it was in the plans; it was not even in the plans to begin with.

So, now that the trail is open, we have to make somewhat of a painful closure because they are going to saw cut and excavate across the whole width of the trail; and we have to put up, make some traffic signs for bikes for the pedestrians to get around while we have to close this off. We think we might be doing it here in the next week or two to help facilitate this closeout. It's more money, and it's at the very bitter end. It's beyond the bitter end. We had the ribbon cutting, and the trail's open; and now we are going to start to saw cut on it. It's unfortunate, but for those couple of items, and the one issue at Bridge 3, the old bridge, the arch bridge, the stone parapets, we had put some ramps to get from the grade up to the sidewalks on the bridge so you can look over and look into the nice creek up and down stream. They wanted us to assure that ADA compliance was met on those grades and those ramps, which we feel it is; but we just have to do a little bit of homework and circle back with them. By and large, everything else is good, and we got the thumbs up but for these last few things. So, we are going to push through those and get it done and get it wrapped up.

Maggie was successful in getting our last \$50,000 from the ODNR grant, which was just some pictures and a sign. So, it's all been good. It seems like people like using it.

Vice Mayor Grendel asked we'll be correcting that, did you get the e-mail from one of the residents?

Mayor Togliatti said yes, we have had some internal discussions about changing the outline path on the sign or potentially covering it up; but we are looking at the options now and it will be determined based on that.

Councilperson Trakas asked what about signage around town or in proximity to the trail because maybe there are people who don't know that they could have the opportunity to walk on that. It didn't seem like we had a lot of, we all know about it; but if you are a civilian just driving through town, you wouldn't know there is a trail there. Is there anything we can do about that?

City Engineer Ramm said probably, but it would be outside of the scope of the project. We could do that internally.

Councilperson Trakas said if we could put some signs up around town, the Hemlock Trail, and where it's going to be and maybe a sign by the Clinic property there, Hemlock Trail this way. Just something where you would know where it was. I think our business community friends would want to work on the trail. Maybe coming into town, either from egress and all sides; you might want to say it's here. It's a beautiful asset that we should be proud of, and people should know it's there.

Vice Mayor Grendel asked now is the mileage on those mileage markers, is that from having the trailhead over here? I think the first one says 2/10 of a mile.

Mayor Togliatti said yes.

Vice Mayor Grendel said everyone was under the assumption that it was going to start behind the Building Department there.

Mayor Togliatti said correct.

Vice Mayor Grendel said that just has to have different mileage.

Mayor Togliatti said right, it would be a shuffling of signs.

Chairman Veverka said move the signs down.

City Engineer Ramm said so that's really all the update is for Hemlock.

Chairman Veverka said and a question, it's probably not your answer; but someone asked about painting on the outside of the bridges, graffiti there.

Mayor Togliatti said the side you cannot see.

Chairman Veverka said the side you cannot see from down.

City Engineer Ramm said unless you lean over and look.

Chairman Veverka said that's what I was told. I did not go and inspect it.

City Engineer Ramm said I'm really not aware. I haven't been down there in a while.

Chairman Veverka said you have to take a look because did we put a coating on the other stuff?

Service Director Karas said not yet.

Chairman Veverka said there will be a coating that will protect it. Can you check that out and see?

Councilperson Trakas said when we walked down there, we talked about a dog station.

Service Director Karas said there's four now.

Mayor Togliatti said they were installed at the end of last week.

Chairman Veverka said excellent.

Vice Mayor Grendel said like next Halloween, we could have like a haunted, have themes. That would be fun.

Chairman Veverka asked okay, are we good with Hemlock Trail? We move on with the state of the projects.

City Engineer Ramm said I have a number of projects here to talk about briefly. This traffic signal and street lighting upgrades are about complete. We have some landscaping to do, but by and large, the signal at Pleasant Valley and Midland is up and running, functioning nicely. The variable lane, dual left a.m. lanes at Oak Tree Blvd. South are operating pretty nicely. There are not too many complaints from that operation, and it's only really from 6:30 a.m. to 8:30 a.m. So, it's a two hour window in the morning for the morning rush hour to be able to go dual left turns into Oak Tree South; and it also has the complimentary flashing yellow arrow that seems to be functioning well. The street lighting is up. They work on Oak Tree, and Leon has poured some concrete pads, getting ready to put benches and trash cans on those three pads that are on the points up and down the trail.

Vice Mayor Grendel asked that will complete that?

City Engineer Ramm said with the landscaping, which the sub-contractor, he has been cleaning up some of the work and the trenching up and down the road; and I think now they will be able to get in and do the final plantings, trees and flowers and such.

Vice Mayor Grendel asked that lighting will be working?

City Engineer Ramm said it works now at night. It's pretty nice.

Chairman Veverka said Don, I am going to rewind for just a second to the first one, the Pleasant Valley and Midland. Who ultimately needs to deal with the timing and when the light is functioning? I will tell you why. I accidentally met with a person who works on the boxes and talked with him a couple of weeks ago; but on Friday about 2:30 p.m., the traffic was virtually

solid coming down from I-77 and also headed west. The light was on flash, and in some cases there were three cars backed up because I was standing there in the rain wanting to try to go across and on Saturday during the day time hours it was like impossible. I ended up, a resident was on the north side said hey throw your bike in the back of my truck, and I will drive you across.

City Engineer Ramm asked this was on a Saturday?

Chairman Veverka said this was on a Saturday afternoon about 3:30 p.m.

City Engineer Ramm said I don't know why the traffic was so bad.

Chairman Veverka said I don't know, but it was, obviously it was misty and there were a lot of cars with headlights and with the five lanes there because in about the five minutes that I stood there, there were a number of cars backed up on the one side and on the other side just waiting for a chance to dive out of there. So, I don't know if the Chief is involved with making that determination.

City Engineer Ramm said the question came up if we wanted to, so the old signal used to operate flash all weekend long and in the evenings after 7:00 p.m. I believe it goes to flash; and people are so used to that functionality that the question came up when we built this thing, do we want to leave it on all the time? We will keep it the way it was, and I, because of how we dealt with things in the past and phone calls and complaints when you change something; I said keep it the way it was, but then the question came up, hey you know, when that thing goes to flash, those ped buttons don't work. The thing you spent the money on to justify building it, that functionality goes away when it's flashing.

Councilperson Asseff asked isn't there something they could do to make those buttons work?

City Engineer Ramm said only by turning the signal on and keeping it operational.

Councilperson Asseff said technology today should be able to get by that.

City Engineer Ramm said that was the question, could you keep it at flash until somebody hits the button, and then it would have to flip the signal on.

Councilperson Asseff asked what about cars at Midland, doesn't that turn the light?

Several people said no, not if it's flashing.

Finance Assistant Maggie Osysko said my suggestion though because they put that big box there, it might be good to just have it working all the time.

City Engineer Ramm said and we are okay with that, it's safer.

Finance Assistant Maggie Osysko said if you aren't paying attention to who is coming down that hill, and you think you can go out; and there's a car in the blind spot because of that box, you will get hit. We almost did it one time, Michael messed up.

Vice Mayor Grendel said we spent all that money.

Chairman Veverka said at least during the daylight hours you know when you have the most activity. You typically don't have walkers or bikers at that time.

Vice Mayor Grendel said that's the reason why we put it there.

Finance Assistant Maggie Osysko said that big box is a hindrance.

Chairman Veverka said and when I talked to the guy who programs the box that was out there, I got a chance to see in the box. I thought they just built the box bigger to protect the material inside, but it's pretty well filled. I guess the next question I wanted to ask him was there has to be some reason they don't take those giant boxes and put them up on the pole out of line sight. Do they do something like that?

City Engineer Ramm said I think the old school ones that were small enough that weren't as sophisticated went up there because they were just smaller. It is such complex equipment, it takes a bigger space, and it's always on the pad mounted.

Chairman Veverka said so they no longer do that.

City Engineer Ramm said not really.

Chairman Veverka said that's unfortunate because it seems no matter which corner that one of those giant controller boxes is, it makes it difficult; and as you said Maggie, with the five lanes there that you are trying to look out for and see around that box, it's the perfect height not to see around.

City Engineer Ramm said which it's never a problem if you are sneaking out making a right on red, but when you are making a left.

Chairman Veverka said and we have how many Maggie who live in that development.

Finance Assistant Maggie Osysko said there's a lot of people.

Chairman Veverka said I was going to say there's more than 100, probably close to 200 people; and most frequently those people are the ones who need to get out across traffic.

City Engineer Ramm said the challenge is, it's prioritizing and synchronizing the radio interconnect for the progression up and down Pleasant Valley during rush hours; so you tend to wait a while when you come out there in those peak hours. In the off peak hours, it is a pretty quick acknowledgement that you are trying to come out and it will flip the light pretty quickly,

10 or 15 seconds I believe when it's 8:00 at night, 9:00 at night or on weekends. It should be quick because it doesn't have to make you wait. So, we can try to make it as painless as possible and leave it on operational maybe but for 2:00 in the morning to 6:00 in the morning like some of our corridor signals are on flash.

Chairman Veverka said it would be much safer.

City Engineer Ramm said we can try to do that. I just want to see how it goes with the complaints.

Finance Assistant Maggie Osysko said I think it would be fine as long as it triggers.

City Engineer Ramm said that's the beauty of when it's flashing, you get that nice, you just look; and you can shoot the gap. It's convenient in that way, not waiting.

Vice Mayor Grendel said I was wondering on the signalization on Pleasant Valley and I-77, is that going to go by the State as far as having those arms because those are still hanging by wires too.

City Engineer Ramm said you know what, that's a good point. It's yes and no. Those are local controllers, local equipment, and so that's our responsibility; but they have a heavy impact of jurisdiction in terms of what you can do and what you can't do in terms of timing. It could quickly screw up their ramps.

Finance Assistant Maggie Osysko said let me tell you, that light, when you are going west on Pleasant Valley, and you are waiting at the light; sometimes you can only get one car through because if a car comes down the ramp south, it triggers like this. Sometimes only one car gets through that intersection. It depends on who is coming off that ramp, and that thing triggers very quickly compared to the Pleasant Valley and Midland one.

Vice Mayor Grendel said and even going south on I-77, taking a left off Pleasant Valley, sometimes the left turn signal works; and sometimes there is no left turn signal. You could wait two or three cycles before you can make a left hand turn. Other times, it works. There is no rhyme or reason to that. I just was wondering.

City Engineer Ramm said a consultant did do a study of that interchange west of I-77 right there by Forestwood to make improvements for the ramp to make a dual left there too in the p.m. and to upgrade all that signalization.

Vice Mayor Grendel said there's a lot of cars coming from Pleasant Valley up that way heading south.

City Engineer Ramm said I think I have to re-visit it. The study got completed, I don't recall where we left it to try to get into ODOT to see the district; but that is on our radar screen as far as signal upgrades. The widening of the ramps would be more costly, but if it could help with traffic flow, it would be just like this one, just like this. We may be inclined to do that work.

Vice Mayor Grendel said it's something to think about the Five-Year Plan to put that on the radar now that we are getting these other things done.

City Engineer Ramm said we have been investigating that particular one because that's the last signal on that corridor that really needs to be upgraded, so we are ready now.

That's upgrades.

We had the Part A and Part B project that is going well, and Ronyak, we are trying to get Ronyak back to pave over the concrete work that Agresta did from Rockside Road down to the Embassy. All that concrete work is complete, and we are trying to get Ronyak back. We are going to mill off about an inch and then resurface it and make it all nice and smooth before the season turns.

Chairman Veverka asked and when they are back, they are going to take care of that little piece at Highland and Parkland. They ran out of asphalt.

City Engineer Ramm said yes, that's the one.

Chairman Veverka said that rainstorm came.

City Engineer Ramm said they tried.

Chairman Veverka said I can imagine they did.

Vice Mayor Grendel asked Mayor, is Topgolf still planning on a November opening?

Mayor Togliatti said I believe so.

Councilperson Trakas said they are hiring.

Mayor Togliatti said they are hiring. Channel 19 said they are hiring 500 people. It came out today I believe.

City Engineer Ramm said CT, I do have the legislation request on the agenda I believe for the October meeting to increase some inspection money and cover this work.

Brookside/Bramley, the water main is complete. We tied it in yesterday and today at Brecksville Road and to Dania. We were going to pressure test it, bacteria test it and then we can start transferring services. Bramley is complete. They have to just transfer services. So, they are a little bit ahead of schedule on the water main work.

Vice Mayor Grendel asked when's Dania going to be because I know the Mayor keeps putting it in his update that Dania was going to be resurfaced.

City Engineer Ramm said that's in this project.

Vice Mayor Grendel asked is this going to be done this year?

City Engineer Ramm said no, that's going to be next year. This job is an 18 month job.

Chairman Veverka asked now that section of Brookside in between?

City Engineer Ramm said yes, that other side, do you mean the other side?

Chairman Veverka said the west side.

City Engineer Ramm said that's actually an alternate to Ronyak's contract; but because of the other side, and the Upper Brookside, we are probably going to hold off on this as well.

Vice Mayor Grendel asked so that will be from Brecksville Road up to?

City Engineer Ramm said all the way to East Sprague actually, once we catch that upper most.

Vice Mayor Grendel said Eastview is the one, and the other project.

City Engineer Ramm said it should all be done next year.

Lafayette is doing well. The water main, they started working Waldorf. I think most of Lafayette is in, and that job is moving along.

We got a late start with some Cleveland Water permits and bypass piping plans. We think the likelihood is we probably won't be paving that subdivision this season; but it seems to have worked out. The Quarry Lee Estates has been delayed, and they are not going to be done with that either. So, I think both jobs will kind of get delayed to the extent that neither one will cause the other one to be impacted. They will both get delayed.

Vice Mayor Grendel asked they will still be coordinated?

City Engineer Ramm said yeah right, it will just be later. I think that's how things are tracking right now.

Brettin Drive is moving a little bit slow, but we are finally getting done with the pipe work. The water main is in. Everyone is transferred. The road is going to start getting tore out, and we will start focusing heavy on the road and pavement replacement.

Vice Mayor Grendel asked will it be done this year?

City Engineer Ramm said oh yeah.

Vice Mayor Grendel said you're talking about November.

City Engineer Ramm said yes, and luckily this contractor, it's his bread and butter to put paving, to do paving work. So, whatever they lost with some of the underground, we think it will make up now with the paving work. Once that road is paved, we will start doing sidewalks and aprons. I am still thinking we could get this job done by Thanksgiving. That still is the goal.

Councilperson Trakas asked how long does it take for the concrete to cure once it gets in?

City Engineer Ramm said I believe we specified an MS concrete, so once it's poured within 24 hours we could get on it which is a benefit to be able to switch lanes.

Vice Mayor Grendel said I think one of the residents there is putting in a drive that's in front.

City Engineer Ramm said the house that burned, right.

Vice Mayor Grendel said it was pointed out in the Architectural Board that he coordinates that with the construction of the road.

Councilperson Trakas said that's pretty important.

City Engineer Ramm said everything in the right-of-way has to be taken care of for that future driveway. He has a permit for it, and we know it's a real thing.

I do believe we will need an increase to the EDG, it's the consulting firm doing inspection. They were set up for a three month, which is initially what Tri-Mor told us. That's obviously going to get extended, so we made a little budget increase on the inspection funds. So, that's on the October agenda.

Then lastly, Upper Brookside, this job has obviously been delayed for a couple of reasons. One being the southerly most piece of additional work, and Bohning's office is designing that. We are still a month or so from getting those plans done. We did some exploratory digging and had some gas main issues; and we think we need to re-design some of the storm sewers that were designed in order to avoid the gas line. So, between that re-design and the Upper design, the likelihood is this job will probably, nothing is going to happen this season. Maybe in the winter time we will start doing some pipe work and try to get us prepped for the spring to start construction to get it all done. That is where that's at.

I am going to plug in more money in the Five-Year Plan for 2020 because that upper piece was not in the budget; and once the design gets honed in, the contractor did commit to hold his unit prices; so that's a good thing.

Vice Mayor Grendel asked there's no sidewalk going south there of?

City Engineer Ramm said that was part of it, that we were going to put the sidewalk on at least one side. We are looking for the best side, and it may not line up with the same side as what we are doing from Lake Charles north. It may have to be the opposite side. That's going to be flushed out harder after the design comes in.

Vice Mayor Grendel said so the sidewalk will go from Eastview all the way to Sprague then.

City Engineer Ramm said correct.

That's what I wanted to talk about.

There's a couple of items on legislation for Section 3, Phase 6 plat for Chestnut Woods. They are ready to get going, so that's an item on the agenda relative to streets and inspection money as well for that posted by the developer. So, a change order request for CT. So, those are two items in association with the Chestnut Woods. Any questions?

Chairman Veverka asked Vice Mayor Grendel, do we need some further information related to the Five-Year Plan? How does that, how do we handle that?

Vice Mayor Grendel said I liked when we had the Five-Year Plan, and I know that John always, it would be updated from time to time depending on things that he had done. The only one I have seen, Kathleen and I and Tom and Marilyn went over the Community Service and Rec Department and also Public Lands and Buildings. My goal for our two meetings is to go through half of the Five-Year Capital Plan at the one meeting and then the other half so that we could put it on the November agenda and then approve it in December.

Mayor Togliatti said and we haven't finalized internally yet the departmental Five-Year Capital Plan discussions; but we will intend to get that completed for your Finance Committee meetings.

Vice Mayor Grendel said we would like to have two hour and a half meetings, maybe three hours total. So, most of it will be done with a little tinkering, depending on what Council feels and everything. That is our goal to get it ready for the November Council meeting, introduce it and approve it in December.

Chairman Veverka said so if we need some adjusted numbers from either Don or Leon.

Vice Mayor Grendel said I would like to have it so when we introduce it in November, we have the set numbers and everything. It's always fluid. That was always a fluid thing. It is a road map.

Chairman Veverka said right, but those are a couple of pieces, we need to make sure.

Vice Mayor Grendel said like the one we talked about earlier if we are going to do it, plug that in. Maybe some we can push out, depending on things. I know we had Kleber Court on there and Longano and see if those line up.

City Engineer Ramm said the Mannik & Smith report was on the agenda, and we looked at that; and we had the projects that were plugged in from 2019 through 2022. Then as I looked down through, a lot of them had been already taken care of or are in the process of; but this in concert with the current plan and with the new things coming up that we have to plug in, we are getting

ready to start focusing more on it and try to have some intelligent discussion with the money aspects of it.

Vice Mayor Grendel said so we have a game plan going in. Once you know, if something has to be moved, where the money is going to come from to take care of it; and can we push it back out? It's important that you communicate with Maggie on that Don because we need to make sure we are not doing anything that we are not prepared to pay for and everything too.

City Engineer Ramm said I think we are meeting sometime later this week.

Finance Assistant Maggie Osysko said tomorrow.

Chairman Veverka said and Don I would assume also the same for Leon.

Vice Mayor Grendel said Leon probably talked to the Mayor as far as his big purchases because that goes beyond streets and sidewalks.

Chairman Veverka said so that's what I'm thinking.

Mayor Togliatti said we haven't seen those snow plows.

Service Director Karas said we still haven't secured the money.

Councilperson Trakas asked do we go into residents' backyards for senior citizens to pick up?

Service Director Karas asked to pick up rubbish? Yes, we do have senior cart service.

Councilperson Trakas said and the new trucks, are they able to do that?

Service Director Karas said we send a guy out, and he goes and pulls all the carts out. It is about 20 to 25 a day.

Councilperson Trakas said we have a lot of seniors.

Service Director Karas said there's really not a criteria. I mean like disability is a criteria. It is not 60 like the snow plow, but I think the age is really up there. We have been doing that for years. We haven't changed it.

Councilperson Trakas said I wasn't sure if the trucks did it.

Service Director Karas said we have manual labor.

Mayor Togliatti said manual labor brings it in and takes it out.

Service Director Karas said it's kind of nice because it only takes them about an hour and a half in the morning; and then they do other stuff throughout the day, and then they go after 2:00 p.m. to pick them up.

Councilperson Trakas said it's an important benefit.

Chairman Veverka asked is there any other business before this group? There was nothing.

Moved by Grendel, seconded by Veverka, to adjourn the Streets & Sidewalks Committee meeting of October 1, 2019. Voice Vote: 2 yes/0 no; motion carried.

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

Debra J. Beal, Clerk of Council
Minutes Unapproved at Time of Release 10/03/19