

**CITY OF INDEPENDENCE  
STREETS & SIDEWALKS COMMITTEE  
MEETING MINUTES  
DECEMBER 20, 2022, AT 3:00 P.M.  
COUNCIL CAUCUS ROOM & VIA ZOOM**

Present: Chairman Dale Veverka  
Vice Mayor Dave Grendel  
Councilperson Chris Walchanowicz

Also Present: Mayor Gregory P. Kurtz  
Finance Director Vern Blaze  
Councilperson John DiGeronimo  
Councilperson Anthony Togliatti  
Councilperson Chris Walchanowicz  
Service Director Ron McKinley (left at 3:17 p.m.)  
City Engineer Don Ramm

Chairman Dale Veverka called the meeting to order at 3:07 p.m.

Chairman Veverka said it's nice to see all three members along with some of the other Councilpersons, the Mayor, the Finance Director.

Chairman Veverka said to start with I asked the Service Director to give us a brief summary of the Service Department's work in the City over the past year, and he has all sorts of papers he is providing us, so off you go Ron.

Service Director McKinley said so to go over some totals real fast, the asphalt in 2021, we did 67 tons. In 2022 it would be 280 tons, which is an increase of 211 tons, and all the patches have been crack sealed.

Our concrete in 2021 we did 9 ½ cubic yards. In 2022 we did 20 cubic yards, 10 ½ yards more.

The mulch delivered to the residents in 2021, we delivered 275 loads. This year we delivered 404 loads, which is an increase of 129 more loads. So, the total mulch delivered was 2,000 yards this year.

Leaf collection last year was 4,200 yards, and this year it was 6,700 yards, about 2,500 yards more this year.

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Increased efficiency because of the Titans and the routes that we will talk about here in a second. The sidewalk machine is here. We have trained 2 day shift workers and 2 night shift workers on the operations of this machine. The training was done on December 12<sup>th</sup> and December 13<sup>th</sup>. All the sidewalks have been staked for winter snow removal. Plow trucks have been maintained, and all plows and salt boxes are installed except for 1 tandem that we are waiting on a part for. It should be here Thursday.

Leaf machines, they have been washed and maintained, and are being stored indoors at ODOT. These machines and the 40 yard containers have greatly increased the efficiency of the leaf collection. Another 40 yard leaf container and Titan leaf machine have been budgeted for the next year for 2023 which will help take our total from 145 yards to 185 yards per round. We will continue to use the snow and ice route maps that everybody has a copy of, along with the sidewalk maps. These maps help us with the strategic planning by assigning specific routes to each driver.

Salt has been loaded into the hoop house at the Service garage and at ODOT. Our minimum is 4,400 tons, and we have taken delivery of 3,400 tons to date. There is 2,000 tons in the hoop house and 3,000 tons at ODOT, giving us a total of 5,000 tons on hand currently, and 1,000 tons left to order throughout the season.

The maps I passed out, 1 is the primary, we broke everything down into sections and color coordinated them, each area. There are 6 areas, and the red down the middle are your mains.

Councilperson Walchanowicz said see Vern, he does a nice job with that color coordinating on these maps.

Several people began speaking at once.

Mayor Kurtz said we are all about color here.

Service Director McKinley said the blue one is area 5. Each area we broke down into specific areas so we can just hand a guy and say here you are going to area 5. The third map is the sidewalk locations where they start and where they stop. We have some new guys, and this is helping the new guys a lot and it has helped to keep everybody accountable for who is responsible for what roads and where trucks are at, at all times.

Councilperson Walchanowicz asked what was the total sidewalk mileage?

Service Director McKinley said 67 miles of sidewalk.

Councilperson Walchanowicz asked do you know how many miles of streets we have?

Service Director McKinley said 106 or 107.

Vice Mayor Grendel said basically we should update this with the sidewalk on Hillside. See, it stops at Greenwood and everything, and we have it all the way down to Twin Creeks.

Service Director McKinley said so Annie needs, when the GIS gets updated, then this map will be updated.

Vice Mayor Grendel said that one, and even on Brookside too.

Service Director McKinley said as soon as she gets all the GIS work updated, then we will print new maps up.

This is short and sweet.

Chairman Veverka asked who repaired the salt bin?

Service Director McKinley asked at ODOT?

Chairman Veverka asked ODOT provided the repairs?

Service Director McKinley said no, Tech Service did.

Chairman Veverka asked does anybody else have any questions for Ron?

Councilperson Togliatti asked so with the new snow plow machine, are we going to be using the blower attachment?

Service Director McKinley said right out of the gate, the plan is the V plow based on the snow that's coming.

Mayor Kurtz said I think it would be like we talked about before, it would be a combination, the severity of the snow, the condition of the snow, how wet it is. It's going to be a lot of education.

Service Director McKinley said Thursday is full of rain turning into snow. We are anticipating a wet, heavy snow. So, I just want to get it with the V plow instead of the blower.

Councilperson Walchanowicz said I have a question. With the blower part, you know how your typical snowblower at home when you are going through the heavy stuff, it has a tendency that the shoot will jam up. What would prevent that?

Finance Director Blaze said the driver carries a stick.

Service Director McKinley said there actually is a stick.

Mayor Kurtz said it powers down the machine. That's how they traditionally work. The hydraulics power down the machine so you can't just blow through something. That is how it works on something that we have.

Service Director McKinley said we can back up, raise the machine, tip it forward, shake it a little bit as well.

Chairman Veverka asked so it has an auger and an imploder?

Service Director McKinley said it has 2 augers.

Chairman Veverka said the imploder on the regular blowers is the place where the problem is.

Councilperson Walchanowicz asked is it a lengthy process to exchange?

Service Director McKinley asked disconnect them? It's a quick disconnect so you can do it in less than a minute.

Vice Mayor Grendel said I know it's going to be like a flash freeze. It's going to be rain right up until about 4:00 p.m. or 5:00 p.m., and then it's probably going to drop 20 degrees in temperature in a couple of hours; so they really can't pre-treat.

Service Director McKinley said you can't pre-treat with liquid because it's going to wash it away, but at the end of the rainstorm, we are going to pre-treat with salt. The rain will start help melting.

Vice Mayor Grendel said that's going to be the rush hour on Friday.

Several people began speaking at once again.

Mayor Kurtz said rush hour at the malls.

Councilperson Togliatti asked and we have the blowers for the whackers too?

Service Director McKinley said we have 1 blower for the whacker, yes, and 1 V plow on the other whacker, yes.

Councilperson DiGeronimo asked in the business districts, have we ever salted the sidewalks?

Service Director McKinley replied no. I don't know how we would. I mean the bombardier has an attachment for salt. We didn't get that with it, but it does have 1.

Councilperson Togliatti said I wouldn't imagine that it would have a large capacity.

Service Director McKinley said it doesn't, maybe 50 pounds. On Rockside we do have the trucks. They throw salt to help.

Councilperson DiGeronimo said so the tree lawn.

Service Director McKinley said right, we do that.

Councilperson Walchanowicz said you know, I could go to the hardware store and get a fertilizer walk behind, if you are offering to do that.

Service Director McKinley said that's a bag at a time. This weekend, the rain is going to be an issue, the freezing rain. Just like last weekend when they closed down the I-77 ramp.

Finance Director Blaze said you will have to do your job Friday and Saturday, but I don't know if you will have to worry about it to the enth degree, every sidewalk, every everything because you jump to next week, and they are talking upper 40s into in the mid 50s for 2 days. So, a lot of it is going to melt next week.

Service Director McKinley said we take that into account, how much salt you are putting down. I agree.

Finance Director Blaze said Mother Nature will take care of a lot of it, once you get through the worst of it.

Chairman Veverka said thank you Ron.

Mr. Engineer, you are up.

Service Director McKinley said Merry Christmas everyone.

Several people began speaking at once again.

City Engineer Ramm said this slide kind of just shows you what we had cooking over this season, and where we are at with the money and the contract dollars.

Meadowbrook is substantially complete, 96% has been billed. There is a little bit of work in the spring to do some sealing and painting of the concrete, the abutments and some of the side of the beams on the deck; but it is a minor amount of work. It would be done in the spring when the weather turns and before we get in there to rip the road out is what we are shooting to do.

Vice Mayor Grendel said they did a beautiful job.

City Engineer Ramm said yes, it came out nice, right according to schedule and no major hiccups. Everything went good. The residents really cooperated, and that temporary drive worked really well on Pete Wisnieski Parkway, and it looks really good.

The asphalt contract, we wrapped up here those last few days, we got a lot of work on Brookside done; so 96% of this contract has been substantially complete for 2022. Then Catts, you can see there as far as percent of the budget, percent of the contract time is pretty consistent. We have about \$450,000, and that was through the end of November. They are still working in town, so we do intend to suspend the contract for the winter and then not lose 3 months of down time so that we can resume in the spring and still catch those months in the next season.

Mayor Kurtz said those prices are locked in right.

City Engineer Ramm said correct, and that's before we would even entertain a contract extension for another year. So, we do have some latitude.

Vice Mayor Grendel asked is that contract where you are going to take care of Meadowbrook road then?

City Engineer Ramm said yes, I am going to show you some slides, I could show you some of those dollars. That's where a lot of those dollars have yet to be performed.

Councilperson DiGeronimo said maybe now or before on Meadowbrook, but that was the design build logic was the culvert, and that time the owners will (inaudible) as you can realize some things during the process. Maybe that didn't happen on this. Maybe it doesn't lend itself, but do you think that project delivery created some savings?

City Engineer Ramm said most certainly. You know the time of not having to have a design engineer design it and then go to bid and bid it so the sequencing was condensed, a nice short duration so that we were able to get the design done, especially with the climate for ordering materials and supply chain issues. It was helpful, they kind of had the preliminary design pinned down early. We were able to put the order in for the box beams while the design was still being finalized and wrapped up. So, I think that right in and of itself saved us.

Councilperson DiGeronimo said the savings is on the sequence.

City Engineer Ramm said and the timing, the delivery time.

Mayor Kurtz asked was there any monetary savings?

City Engineer Ramm said yes, during the bidding actually when we had solicited, we had value engineer proposals that were submitted that were able to show some cost savings because I think the original numbers, when we were going to rip everything out, both abutments, that was over \$500,000 I think the cost was. Then Shurmer had value engineered it, and was able to save the westerly, no I take that back, he saved the easterly and replaced the westerly. The price came down to \$539,000, so we were able to save some money just from the value and the value engineering portion.

Mayor Kurtz asked \$439,000?

City Engineer Ramm said \$439,000.

Vice Mayor Grendel asked are we able to use that model? That was the first time we used that in any other situations that we could use that same model Don down the road?

City Engineer Ramm said we are certainly going to look for it now and try to be more open to it and see if there are projects that lend themselves to it like this one sure did. We definitely will be more open to it.

Councilperson Togliatti asked now the bridge itself is wider than the existing road? Are we planning on widening the roadway to the width of the new bridge?

City Engineer Ramm said only at the bridge. I think by and large when we bid it, we were just replacing what was there. Some of the residents were adamant not to widen it, keep it a quaint little street. So, I think the intent is 14 to 16. I think the bridge is 16, but the road itself coming in and out is by and large 14 feet I think. So, it's going to be 14 feet, but I think at the bridge we will widen it out to match the deck.

Chairman Veverka asked but the right-of-way is not much wider than that anyway?

City Engineer Ramm said that is correct. That whole road is a parcel which is very narrow.

Finance Director Blaze said 14 feet, one's coming in and one's coming out, do they just kind of slow down and navigate it themselves?

Mayor Kurtz said pull in a driveway.

City Engineer Ramm said we are going to put a little bit of shoulder aggregate like we did on Tee Ball Drive, trade a little shoulder because when we excavate there's going to be some open slots that we have to backfill. So, we will put some solid aggregate down to help shoulders, give people a little bit of extra space to maybe pass.

Chairman Veverka said I was down there today, and invariably another car was coming in. We didn't realize that somebody was in there. We got past each other on the curve, but it's tight.

City Engineer Ramm said yes it's tight.

This is a photo I think we shared at the last, prior Utilities Committee, the westerly abutment getting poured and formed up, and then these were some pre and post photos of the deck before and after.

Vice Mayor Grendel asked how long did it take to get from beginning to end?

City Engineer Ramm said I want to say 3 months, 3 or 4 months. Wasn't it around April or May? It was something like that. It was pretty condensed. Most of it was lead time waiting for the things to come in. The contractor didn't show up for a month or 2 after he was awarded the job because it just took time. So, that turned out pretty good. What's left to do, we have reached out to Mr. Hovater. He initially had given us permission conceptually to build a nice turnaround on some of his open space. He owns the 2 parcels down there. So, we are kind of laying this out. I owe him this drawing because he has always asked what's it going to look like? What's it going to feel like? We will probably stake it in the field and maybe have a little bit of back-and-forth, but ultimately this is our goal to create a turnaround that's something that we can get the equipment turned around safely down there.

Finance Director Blaze asked is this the very end, so the bottom is the two-family?

City Engineer Ramm said correct.

Mayor Kurtz asked you will base out the areas that's not existing, and then you will pave the whole thing on the way out, right?

City Engineer Ramm said well this is a big reconstruct, so everything is getting torn out, but we are going to use some of that aggregate. Well, we have to use that driveway during construction we think of this street as well there. That's why we left the drive there because we think we are going to need it to build this side. At any rate, it will all get 6 inches of 304 limestone as the base, and then I think this was called up to meet a residential roadway spec of 7 inches thick of concrete.

Vice Mayor Grendel asked garbage trucks go down there right?

Mayor Kurtz said well yes, but there was a suggestion last year that a small truck can do that, so we are going to experiment with that also.

City Engineer Ramm said so we are hoping to do this road probably, not necessarily right out of the spring when it is staying wet and damp. I am thinking it would be best for everybody to attack this in the dead of summer when it's nice and hot and dry. So, we will feel our way through it, but this is what Catts has already taken the bid for, we awarded it in their concrete contract.

Chairman Veverka asked is there a weight limit as far as the culvert?

City Engineer Ramm said no, the bridge meets the highway standards. It's (inaudible) they call it.

Chairman Veverka said I was thinking about the garbage trucks, the plow trucks loaded.

City Engineer Ramm said we designed it for that.

These are just some pre-imposed photos of the roads we did here recently, Brookside and Stone Road. This was Eastview. We did a little bit of combination of both concrete work with Catts and then asphalt with Ronyak.

This is Tee Ball Drive, it turned out real nice. It's 10 inches thick on 6 inches of stone. We had a major undercut here with geo grid stabilization fabric, so it's pretty hefty to hold up to all the truck traffic.

Then this was some concrete, curb and gutter replacements on Dalebrook.

Councilperson Togliatti said 10 inches thick you said.

City Engineer Ramm said the concrete road, just because of all the, I think Selig is 9 or 10 inches, that concrete section that Fabrizi did a couple of years ago. So, yes we built it real stout for all the trucks.

Here is some concrete replacements on North Renwood. It was part of the base bid.

This was just kind of circling back on the bids for Ronyak and Catts, showing you where the money was at. Our goal is to use up the \$1,080,000, and we pretty much nailed that, even though we were shifting some things around with Ronyak's contract. So, we do have some alternate bids. So, again this contract is valid through the summer of next year, the spring and summer of next year. I think our maintenance contracts have \$425,000, and again in asphalt we have some flexibility to maybe pull the trigger on that alternate bid or to go do some other streets. We could talk about that over the winter, and similarly here is Catts' numbers. Everything in green is what made up the award. So, we did the tee ball, but we still have to do Meadowbrook, and then Rockside Woods Blvd. sidewalk, the west side of that road there's \$300,000 for the sidewalk job that was awarded. So, that will be something that Catts needs to fulfill in the spring. Then again, they also have \$425,000 which is additional monies in the 2023 contract for concrete. So, we have additional bids. The Rockside Road corridor has a couple of hundred grand of work identified. We did submit a grant to the County. They have a 50/50 preventative maintenance fund, so we submitted that for some full depth repairs on Rockside as part of that grant. So, if we get it, that would help pull the trigger then on that and get some funding.

Finance Director Blaze asked do they just give it equally, or is it more need based?

City Engineer Ramm said I think it's on the routes. I think the higher volume traffic roads. I think they try to spread it out so they try to keep the requests to a modest level, more so than the prior years. I think prior years we were only asking for \$11,000 or \$15,000 for some minor street striping, crack seal, and this time we added a little bit more. I believe it was under \$100,000, either \$50,000 or \$75,000.

Councilperson DiGeronimo asked Don, what is preventative maintenance for something like Rockside, a big concrete road?

City Engineer Ramm said well that bid right there, that \$197,000, Alternate B. So, we identified a lot of primarily joint repairs, catch basin repairs, up and down. Not only Rockside itself, but all the commercial roads coming in and out that are in the corridor, Quarry and Rockside Woods, and Rockside Place. We kind of kept it all because it's all on the TIF. So, a lot of that is some of those roads as well.

Councilperson DiGeronimo asked you could do crack chasing?

City Engineer Ramm said well over the years we have done crack seal on a lot of the joints, and that's helped; but then some of the seams have just gotten, and they deteriorated over the years. It's been there for how many years now?

Mayor Kurtz said almost 20. I tell you what, overall a lot of it with maintaining it, it's really functional.

Councilperson DiGeronimo said I don't know if they do that, like you seal a concrete driveway, is there any product out there for the road?

City Engineer Ramm said the whole surface of the road.

Mayor Kurtz said that's a good question. None of the contractors I have talked to (inaudible).

City Engineer Ramm said that was never done. We have done them on asphalt roads, that's reclamite. Now that dries up. In the concrete world, I don't think we have ever done anything like that.

Chairman Veverka said I don't know why, but the deterioration isn't on the whole surface, but it's where the seams are, and that's where the water crawls in and starts beating them up, and that's where sometimes you see asphalt stripes along each.

Mayor Kurtz said for the most part, as long as we keep taking care of those minor issues. There are some utility issues, catch basins, and there are some manholes and some utility covers like water boxes and things like that that are interior. For the most part, as long as we stay at it, I think we are going to be in good shape for a few more years.

City Engineer Ramm said and not let it get too big. You have to keep it tight.

Mayor Kurtz asked can they do that in off hours, on the weekends, the maintenance items?

City Engineer Ramm said oh yes.

Mayor Kurtz said I think that's really important.

City Engineer Ramm said I think that was part of the MOT, maintenance traffic items on this bid. They would typically do it on the weekend, Friday, Saturday and Sunday, let them work late, overnight into Friday, rip it up, prep it up, set up forms, and then Saturday and then late in the day Sunday and open it up Monday morning.

Mayor Kurtz said I don't hear a lot of complaints that way.

City Engineer Ramm said it works out good. It's very weather dependent. You have to rely on the forecast.

Finance Director Blaze said pointing that out, and we do this preventative maintenance, and we do routine repairs for say another 20 years, and Rockside eventually gets to the point of needing rebuilt, is that on our dime? Is that on the County's dime? Is that on the State's? A combination? Who is going to be responsible because that's going to be a mega project. There are a lot of lane miles there.

City Engineer Ramm said it's all the above I think. We would be eligible for grant funding seeing that it's such a major County route, and keep in mind that after so many years, the next logical treatment is resurfacing. It's going to be out ways I think.

Finance Director Blaze said you can do an asphalt overlay over that and get turning lanes, a lot of lanes there.

City Engineer Ramm said so even that would be eligible I think.

Councilperson Togliatti asked and how thick is the concrete on Rockside?

City Engineer Ramm said every bit of 12 inches, but it has held up good.

Chairman Veverka said Don, here's one comment related to the asphalt projects and some of the other things. This year because we got off to a late start, and then we complicated things by needing to switch some things. It would be my point to suggest that we make sure that we meet early, and we make sure that the primary contracts are the ones that we focus on because I noticed as we looked at the alternate bids of Ronyak for some of these, their prices were higher than the alternate bids from some of the competitors. So, because we did a switch, it ended up costing us more. So, I would just mention that, that we make sure that we get our heads together on the same page early in the season so that we don't end up accepting a primary bid from a company whose alternate bids are ultimately higher. So, that costs us money, and I don't think Vern likes that.

City Engineer Ramm said well I think this year they were the low bidder on the base, and all the work we did was unit pricing out of the base. So, I don't know that we lost money this year. I see what you mean. You can look and see the alternates, I think they were a little bit higher than most of the others.

Chairman Veverka said so you are saying that they came from the base cost price, and not the other one.

City Engineer Ramm said right. That was our understanding and agreement where we told them we would make them whole on \$1,000,000 was to honor those unit prices because that was why they were able to give it to us for good pricing, they were looking to do a lot of work in short areas where they can make the most efficiency out of their operations; and by and large giving them those major roads, they were able to do that.

Chairman Veverka said okay.

Vice Mayor Grendel said and originally Stone Road we were just going to do part and partial.

City Engineer Ramm said I see that was an alternate actually, just for sections though, 2 or 3 major sections.

Vice Mayor Grendel said it was much better the way that it worked out.

City Engineer Ramm replied yes.

So, we will have to revisit that over the winter and try to get dialed in on what we want to do, and I would love not to have to bid it again to try to extend their contract, or at least get the rest of it, the money.

Mayor Kurtz said because right now it's in our favor.

Councilperson Walchanowicz said Ronyak did some really, really good work.

City Engineer Ramm said and quickly. They don't mess around. They get it on their schedule.

So, the next part here, we want to talk about some of the engineering that we have gone through, and that we are ready to share with you about a couple of projects here.

This was a stream from the prior, these were some engineering design dollars. We updated the construction costs. I believe initially that \$2,000,000 was \$1,100,000. CMT did a preliminary estimate, and they were at \$1,500,000. I pushed it up another \$500,000 just because of inflation and not wanting to be low. So, that's up to \$2,000,000 now, as of right now.

Longano, similarly started at \$2,100,000 or \$2,200,000, and we were able to increase that just to try to be accurate and high relative to inflation.

So, the preliminary engineering has been completed on Kleber. We have gone through, we tried to see what it would take to get sidewalks on both sides of Kleber with such a narrow right-of-way. We were going to devastate the trees, and we fell back to, we think we can accommodate a sidewalk on one side which would be the south side with minimal tree removals. We were able to stay within the right-of-way primarily; so the roadway will be widened to meet our residential standard. It's currently 23 feet, and it's going to be pushed out to 26 feet so that it will meet our standard of 26 feet of a residential concrete road.

We are going to try to design a cul-de-sac at the very end of the street, primarily on the Dalad property. It's the vacant land at the very end of the road. It's sitting there not doing that much of anything. We are going to try to reach out to Dalad to see if they could give us an easement to do that. There are 2 different versions. This is a "t" type turnaround. If for some reason the cul-de-sac is too much for them to agree to, we would prefer the cul-de-sac.

Chairman Veverka asked are you talking about a solid cul-de-sac? You are not talking about one with something in the middle to have to work around?

City Engineer Ramm replied no. You would have full pavement. That's where we are at with this one. So, we wanted to just before we go to Longano, ask if anybody had any questions.

Chairman Veverka said well before you leave Kleber, the sidewalk, where are you anticipating that is going to be? Right up tucked up next to the road?

City Engineer Ramm said we are looking at I think a 3 foot tree lawn, so it's more towards a minimum. We have gone to 30 inches.

Chairman Veverka said 3 feet is no place to hide the snow.

City Engineer Ramm said or the garbage cans, and 3 feet works; and helps us still have, you see 5 ½ feet still to grade out and stay within the right-of-way. There some areas that we do need to chase out of the right-of-way, but not a lot.

Chairman Veverka asked and you said a 5 foot sidewalk?

City Engineer Ramm said yes, we would like to go 6, but it's such a narrow right-of-way.

Mayor Kurtz said so at one point there was a discussion of and now having seen this with the 5 foot sidewalk; I think it probably answers the question relative to a wider pavement, no sidewalk. We could use part of the pavement to walk on. So, I don't know if that's even a point of consideration or discussion at this point because it sounds to me, looks to me like the 5 foot sidewalk will work, and we are picking up 3 feet of pavement in the road.

City Engineer Ramm said right. I feel comfortable with this. It would be a little bit non-traditional to have the wider. It would almost feel like Pete Wisnieski Parkway where we have a stripe and a little 5 or 6 foot walk. It would feel like that. So, it could be done.

Chairman Veverka said look at Schaaf Road. It's not a residential area. You want to have the distinct sidewalk.

City Engineer Ramm said or just know up front it's going to be a little bit atypical. I am not saying it can't be done, but people would just have to know that up front.

Chairman Veverka said and the grass, and the big word is grass, that 3 foot area.

City Engineer Ramm said correct on that one side, and it will be all lawn just like it is now on the north side. One of the other reasons is the pole line is on the north side. So, that was another reason that was challenging to get the sidewalks without moving them real close to the street or pushing them well back up into people's front yards. There is one house that sits extremely close to the street, and I think they would have felt like it was in their front, on their porch, the sidewalk. So, the south side seems to be able to accommodate it better.

Chairman Veverka asked the same tree situation, (inaudible) tree if we need to replace them, but it will be on the property of the individual?

City Engineer Ramm said yes, most likely. We wouldn't put it in the 3 foot tree lawn. We would put it behind the sidewalk, even outside of the right-of-way. We would even entertain that

because even the right-of-way is narrow. If there's room, and people want them outside of even the right-of-way, that would be fine by us. We would have the same MO in terms of that offering trees.

Chairman Veverka said and then again alternate, take a new look at some of the tree options that we have that would be more towards the native species. So, definitely we need to take a look at that. We could bring in the Tree Commission to make some suggestions of the species, and according to my arborist, he said if we order them early enough, we are able to select any potential trees early enough, you get healthier stock. So, for what that is worth.

Councilperson Walchanowicz said with what the Mayor mentioned about instead of the sidewalk, the walking, you make the road wider. Is that something you would want to run by the people who live on the street? Would you rather have a slightly wider street and forego sidewalks? Would it be for cost, maybe you don't have to form all those sidewalks? You are just forming a wider street.

Chairman Veverka said yes, but once a week you have a problem then. What do you do with the garbage can?

City Engineer Ramm said you are still going to have people parking on the street. You would probably have to put it on the non-parking side which is the non-hydrant side.

Mayor Kurtz said if I remember, that conversation came about before we actually knew if we had enough room for a sidewalk. So, once it was determined as Don has presented, that there is enough area for a 5 foot sidewalk, a 3 foot tree lawn; and we are going to expand the pavement to 26 feet, that pretty much negates the need to modify or create something different. I think that conversation centered on if we really didn't have enough right-of-way, we didn't have enough to be able to expand the pavement area, that we were going to have to look at something different; but since we can get the 26 feet, which is our standard, I think it negates that need.

City Engineer Ramm said I would be hesitant to ask residents what their opinion is. You are going to get it, and then you will get varying opinions, and we will never get this thing out to bid. That's why I fear I would have.

Mayor Kurtz said so once we bid it out, the next step would be to meet with the residents and document their nuances and their concerns like we always do, and then we will ask them the questions about the trees. We will ask them the questions about the operators and the contractor will work on if they want to change their driveway, if they want to upgrade everything beyond the right-of-way; they will take care of, similar to what we have done in the past, correct?

City Engineer Ramm replied yes.

Chairman Veverka asked are we able to make some sort of arrangements with AAA across the street with parking and other issues because if you are tearing out that whole street, you can't park them on Brecksville Road.

Councilperson Togliatti said we will have our \$2,100,000 municipal parking lot.

Chairman Veverka said that's a thing, you will have to have shuttles too. That's far, unfortunately, even though it's there.

City Engineer Ramm said we intend to do this half at a time like we did the other roads that are concrete; we do half and keep people, they kind of share on the other side of the street. So, it's going to be tough.

Several people began speaking at once again.

City Engineer Ramm said we bid it, we are going to because the bids have been coming in so good here recently with concrete being almost even cheaper than our asphalt, and it just lends itself.

Mayor Kurtz said that is a question, concrete or asphalt?

Finance Director Blaze said well prices have start to come down, and asphalt seems to be becoming more competitive.

City Engineer Ramm said from a constructability standpoint, it's nice with the concrete because you have very fine edges with a slip corner, and it's very true.

Mayor Kurtz said you know Don, if you could build a cul-de-sac at the end, you could use that for parking then.

City Engineer Ramm said well (inaudible) that's fair.

Mayor Kurtz said people could park down there then.

Vice Mayor Grendel said like on Grandview, there's not much of a tree lawn on Grandview, so this is a little bit wider than Grandview?

City Engineer Ramm said Grandview has, I think one side was wider than the one on the other. Your side was a little bit narrow.

Vice Mayor Grendel said it's narrow, the south side.

City Engineer Ramm asked the south side is a little bit narrower?

Vice Mayor Grendel said I think so. Then over on Serio, there is no tree lawn is there? Doesn't the sidewalk go right up to the?

Councilperson Togliatti said it used to.

Several people began speaking at once again.

Mayor Kurtz said that probably softens it.

City Engineer Ramm said you are right, it used to be right up to it.

Several people began speaking at once again.

Mayor Kurtz said you wouldn't want it to be all concrete. It would be a maze of concrete.

Councilperson Togliatti asked and Don this 26 feet, with the Cherry, Hemoga, Greenwood development, what is the width of those roads?

City Engineer Ramm said they are probably 22 or 23. They may be even narrower than Kleber. They are extremely narrow.

Councilperson DiGeronimo said I was wondering about that. I know that with the 26 minimum, and you said Meadowbrook, and I know when you drive Kleber, it's narrow. Is there a 24 or 25 foot wide strip?

Mayor Kurtz said we have a bunch of streets.

Councilperson DiGeronimo said I don't know if you would know driving on them or not.

Mayor Kurtz said well you wouldn't know a foot, a 24 or a 26; but you would know it's a 22 compared to a 26.

City Engineer Ramm said yes, those streets over here are very narrow. I think Hemoga and Greenwood, I feel are a little bit wider than the north/south. Like Cherry, I think it's extremely tighter than the east/west.

Probably Hemlock too.

Finance Director Blaze asked with the sidewalk will you have to eliminate a lot of trees?

City Engineer Ramm said we try to keep it to a minimum. There's a couple that were unavoidable, but in the third version we try to get them on both sides and increase the width of the tree lawns, it almost blew every tree on the road. There were 20 trees that had to go, and some of them are 3 or 4 foot in diameter trees. These are big.

Finance Director Blaze said there are some big ones, and granted these homes are a little bit closer to the street than on other streets; but if a property owner is willing to give us a right-of-way to go around and save a tree, are we open to that?

City Engineer Ramm said yes, as long as we can make the design work. I don't know if that's the scenario out here. I don't recall feeling or seeing that.

Mayor Kurtz said are you talking about like a Lafayette, at the top of Lafayette where they put the curb right up against it.

Finance Director Blaze said I have just seen in other communities where they are widening the sidewalks instead of just making them straight and taking out every tree in the way, they are trying to work with the trees; and it kind of makes for a scenic appealing roadway when you are driving down instead of just a straight sidewalk, especially if you are able to retain a few of the mature trees. That's kind of what makes these mature neighborhoods, is those mature trees.

City Engineer Ramm said I think there are a couple of pines right here. They are going to close. We would be open to that.

Finance Director Blaze said so the homeowner is amenable to it, I get it. Those are closer to the street there.

City Engineer Ramm said on Midland there's a sidewalk that kind of works around.

Chairman Veverka said there's one on Highland too, but that's weird because one side scoops in, but the other side is still straight.

City Engineer Ramm said I got you.

Chairman Veverka said it's narrow to avoid the roots. It's very weird.

Several people began speaking at once again.

City Engineer Ramm said speaking of utilities, initially we reached out to Dominion thinking that it would be a nice opportunity for them to replace the gas main. Initially, they told us no which we were disappointed, but we just would push forward; and then when they received the plans, something they reviewed triggered them to think. So, now they are going to replace the gas services. It may add a little hiccup or throw a little wrench into our contractor's schedule; but we are going to try to coordinate it and make it. It's such a short road, and they bore those gas mains; it's probably a week's worth of work to put the gas main in. So, I think that's a nice improvement to be able to say we are coming in here and a lot of those utilities will be upgraded. They shouldn't have to be out here for another 50 years.

Chairman Veverka asked the sewers?

City Engineer Ramm said the sanitary and storm, we did televise everything, and anything that is problematic or needs to be addressed, we are going to incorporate it into the bid, either with point repairs or lining; but by and large what we have seen so far has been pretty good.

Chairman Veverka said you said initially we are looking at about \$1,100,000, and then elevated it to \$1,500,000; and then you said you put it more towards \$2,000,000. I guess my question related to that is does the contractor know that we have that number, and then is the contractor then more likely to take advantage of what we have budgeted or not?

City Engineer Ramm said no. These are just internal numbers, and we don't share the numbers. I think we have an ordinance that says that the engineer's estimate isn't to be shared until after the bids are opened. That's actually in our ordinance. I have never seen that in any other city, but normally we would put it right in the advertisement. No, we do not.

Chairman Veverka said I know in the past when you talked about engineering a project, you talked about here's the project. A certain percent of it is allowed for engineering, basically so you know if the engineering costs is where it should be, but I am pleased that the numbers you have are ones that are not accessible to the contractors when they are trying to bid.

City Engineer Ramm said but for them trying to request our Five-Year Capital Plans where you would be able to see numbers.

Chairman Veverka said nobody is going to that extent.

City Engineer Ramm said I have been told by contractors that they don't care what your number is. They are bidding it the way they see it.

Mayor Kurtz said they wouldn't be competitive.

City Engineer Ramm said a lot of times they will reach out to us, and say listen I don't know what you are looking at, but we are looking at a certain number. They are saying you might want to revisit your estimate or else they might not even bid. If you way low, and they know you have to throw it out if it's 10% over the estimate, they won't even bid. There's some tradeoffs. There are pros and cons to both of these.

So, we will give CMT direction to finalize those plans as they got them and move forward and try to get that thing all wrapped up.

Vice Mayor Grendel asked when would that go out to bid?

City Engineer Ramm said I have to revisit CMT, I think early in January or February. It's in the next month or two, after the holiday try to bid this thing. It's already at Cleveland Water getting reviewed. We won't let that hold us up on bidding it. Normally those approvals come while you are getting everything lined up for construction.

Chairman Veverka asked where's the water main in that situation? Is it actually in the middle of the roadway?

City Engineer Ramm asked the existing water main? You could see the repairs, they are along the north curb and gutter line. So, I think we were proposing to put it in either the north behind the curb to the north. Or if they have to move it south of the existing main, keep it in the northerly lane like Lafayette was in the road. So, I don't think that's been determined yet.

Chairman Veverka asked do we have a rock issue?

Mayor Kurtz asked so south of the utility poles?

City Engineer Ramm said yes, right, one side or the other because the utility poles have got to stay. So, I think we were pushing it in the north tree lawn, south of the poles maybe. It has to be so many feet away, a minimum of 3 or 4 from the existing one. You have to be so many feet from the storm, the sanitary; so you start to get boxed into permissible locations.

Chairman Veverka asked but the bedrock is not an issue?

City Engineer Ramm said no. We took soil borings, and I don't think we had any rock issues.

Chairman Veverka said okay.

City Engineer Ramm said so Longano, here we think we can fit sidewalks on both sides of the street. In our conversations with Cornerstone, we feel like we need 2 lanes out and one lane in to accommodate some peak event, peak traffic event. We do have a design for a median to accent the subdivision, create some landscaping opportunities and a potential subdivision sign here but still have 2 lanes, a left turn and a right turn here. We are probably going to give Cornerstone an access curb cut onto Longano which they don't presently have. That will just be a much safer controlled under a traffic signal-controlled intersection versus right now coming and going off the driveway north of the intersection.

Vice Mayor Grendel said we talked to Cornerstone about that when they came in front of Planning Commission, would they be amenable, and he said that they would as far as their side. Don't they have the north?

Mayor Kurtz said they bought that property from Korecko.

Vice Mayor Grendel said they would be amenable to what the City would want.

City Engineer Ramm said in fact this represents that we do need some more real estate from them. Right here is the right-of-way presently, and to make this fit, we think we need another 16 feet off of the right-of-way, either an easement or flat out dedicated right-of-way.

Chairman Veverka asked and that would be from Cornerstone?

City Engineer Ramm said right. So, we are still working through those details. This is primarily what we think would work.

Chairman Veverka said because when Korecko had it, it was definitely a buildable lot; but now that it's absorbed.

Mayor Kurtz said I don't know if it was a buildable lot.

City Engineer Ramm said it was very tight.

Chairman Veverka said tight, but legally a buildable lot.

City Engineer Ramm said it was a lot of record. You would be challenged to build anything significant there.

So, we think we can fit the sidewalks in. They are going to be asymmetrical tree lawn widths just because of the poles; but that's not uncommon. We've got streets like Brettin, it has an 8 or 9 foot tree lawn on the south side, and a 2 or 3 foot on the north. So, it happens. You try to avoid pole relocations.

Mayor Kurtz said Don, could you go back to the previous slide, the turn. Are you designing any additional width on that corner, or is it the standard width of 26 feet? Does it make any sense to change the radius, soften the radius?

Finance Director Blaze said all radius, they should be considered to be wider than the asphalt pavement of the street.

Mayor Kurtz said that's what I am wondering because I know you can on the east side, but on the west side, that corner.

City Engineer Ramm asked inside or outside?

Mayor Kurtz said inside. I would definitely look on the inside.

City Engineer Ramm said okay. Here again, with a narrow right-of-way.

Mayor Kurtz said you could take some of that right-of-way. The house sits back quite a bit.

City Engineer Ramm said the one with the loop. It does set back.

Mayor Kurtz said loop to loop and the corner, if they could accommodate. We could get a little more pavement if we had to do some landscaping to soften that to offset that. It might be an opportunity for them and us.

City Engineer Ramm said okay. Presently we weren't looking at that.

Mayor Kurtz said you can't do it on the east side because there are 2 driveways right along side of that. So, you would be personally impacting that radius completely; but the west side, the inside, it would be something I would certainly look at, even if it's a foot or 2.

Finance Director Blaze asked (inaudible).

Mayor Kurtz said a family member of Krakowski.

City Engineer Ramm said we did something similar in the Lafayette subdivision, at Laurel.

Mayor Kurtz said it's not pronounced, but it's just easier for our trucks to plow, if there are cars coming. It gives us a little more flexibility.

Finance Director Blaze said if you redo Wood and Elmwood someday, you have to consider that. Anthony, John, and Chris you know when you are on the outside, and there is a car on the inside, people kind of stop because they are hesitant to both use the turn at the corner at the same time.

Mayor Kurtz said that's a perfect example of a more pronounced.

Several people began speaking at once again.

Mayor Kurtz said I think every time we put (inaudible) we need to soften that a little bit. It's easier for the trucks and plows.

Councilperson DiGeronimo said you have guys going through there on 3 wheels. I go nice and slow.

Finance Director Blaze said John, we will take 3 wheels; we have seen 2 wheels.

Mayor Kurtz said I want to put a Flock camera up there to see if people are abusing it.

Vice Mayor Grendel said the park too, originally how it was designed.

Several people began speaking at once again.

Finance Director Blaze said these guys have their big brakes, and they take up three quarters of the lane.

Mayor Kurtz said they put a plow on the front, and it just continues, and it's tough to navigate that with those guys.

Councilperson Walchanowicz said I have to go on the sidewalk when I make the turn, especially by your street.

City Engineer Ramm said this existing cul-de-sac is also deficient in size, so we are proposing to make it more traditional, expand it, make it more usable and eliminate that center donut that's coming out of there.

Chairman Veverka said I have definitely gotten calls about that, how it looks.

Vice Mayor Grendel asked whose property is down there? Is that the existing homeowners there?

City Engineer Ramm said here's the existing and the faint dash line. We are just going to offset the cul-de-sac a little bit with that right-of-way, and then we think we can fit sidewalks in on both sides. In fact, all of this side we need an easement.

Mayor Kurtz said I don't see a reason to put sidewalks on the cul-de-sac.

City Engineer Ramm said if there's a treatment like this where we don't spend the money and terminate them in a crosswalk.

Chairman Veverka like you did on Brettin?

Mayor Kurtz said we did it on Bramley, Oakwood.

Councilperson Walchanowicz asked what was the meaning behind putting the little islands in the center of those?

Mayor Kurtz said aesthetics.

Several people began speaking at once again.

Councilperson Walchanowicz said I know the one on Dalebrook, they are complaining about parking on it.

Mayor Kurtz said if it's a temporary event, we don't really get the complaints, but if someone keeps making a habit of it, then you have to go and say hey you can't do that.

Finance Director Blaze said Don, you would have some terrain challenges, but I think in prior years I have seen very preliminary proposals to knock the cul-de-sac there and continue on north, and then make a left to go west and tie it into Kleber Court.

City Engineer Ramm said there was some serious topography.

Several people began speaking at once again.

Councilperson DiGeronimo said I don't know about as far as going north, but there is one house there, are utilities adequate?

City Engineer Ramm asked do you mean right here at the very north? We have a little bit of right-of-way that peels off to the north there.

Finance Director Blaze asked is Dalad's piece there?

Mayor Kurtz said they own that too. They own everything.

Several people began speaking at once again.

City Engineer Ramm said I don't know if we could accommodate any connections for that, any sort of building there. It looks like the sanitary stops here, unless there's a connection that shoots off in this direction.

Several people began speaking at once again.

Vice Mayor Grendel asked on Oakwood did you put the utilities? I know on Oakwood at the end. They didn't want a cul-de-sac back there.

City Engineer Ramm said we did a little widening.

Mayor Kurtz said there's the sanitary coming from the new subdivision, there's (inaudible) going across the creek.

City Engineer Ramm said so the last version here, we were looking at to not secure an easement here and take the sidewalk down one side and maybe terminate it at the apron here. It just avoids having to secure an easement. A lot of people like to come down their driveway and jump on a sidewalk versus here.

Mayor Kurtz said if they could walk across the cul-de-sac that's plowed or whatever, to get to the sidewalk, I think they would be better off just doing that.

City Engineer Ramm said that's why we designed it to see what it looks like.

Mayor Kurtz asked so you are going to widen the cul-de-sac?

City Engineer Ramm said yes, totally.

Mayor Kurtz said so that we could accommodate the trucks and make it easier.

City Engineer Ramm said it's still nowhere close to our curb span. It's a 50 foot radius.

Mayor Kurtz said it's still better than what we had.

City Engineer Ramm said that is correct. We feel that it is the minimum needed like Serio. Serio is just adequate enough, and I think it's this radius, 38. This proposed, meeting the Serio, and Oval is another one. It meets this minimum.

Finance Director Blaze said so there's a driveway on the right. Is that a driveway on the upper left too?

City Engineer Ramm said correct.

Finance Director Blaze asked there won't be any decorative island in the middle? This will be pavement curb to curb. Where does Ron's crew push the snow then when you have driveways on the cul-de-sac?

Mayor Kurtz said between the 2 driveways.

Finance Director Blaze said that's like 10 feet, if that.

City Engineer Ramm said the same place he's been pushing it all these years. I don't know that they push it in the island. Well, I don't know that they do. You don't get much snow there anyway.

Councilperson Togliatti asked is that 19 feet it's going towards that house there?

City Engineer Ramm said I'm not sure where you see 19. If you notice, we tried to hug, we were sensitive because this house sits extremely close. So, we were not wanting to push this curb closer to the house. So, we pretty much matched the closest point, and all the widening occurs on this other side because this house sits back.

Mayor Kurtz said way back.

City Engineer Ramm said and where it's all in the right-of-way. So, we are trying to be sensitive. Where do you see 19?

Councilperson Togliatti said right there.

City Engineer Ramm said I don't know if it says 19 or 16. That's just a dimension from the curb to the right-of-way, and it's pretty consistent with what's there now. I don't know why they detailed that out, just to show you.

Mayor Kurtz said how much right-of-way we have.

Several people began speaking at once again.

Finance Director Blaze asked is that Cahill or is Cahill not there anymore?

Mayor Kurtz said Cahill is next to that.

Finance Director Blaze said the one south.

Chairman Veverka said so it sounds like we agree that we are going to come up just short of the cul-de-sac with the sidewalk. That seems to make the most sense.

City Engineer Ramm said that works for me. There's a utility pole there that we are going to avoid. If we have to narrow out this tree lawn right here from 5 or 6 feet to avoid the pole, we will do that. On this side, the poles are all falling in the tree lawn.

Chairman Veverka asked are they 5 foot sidewalks?

City Engineer Ramm said yes, 5 foot sidewalks.

That was it. So, we will now be able to inform our designers that we can know what our directions are and can push these things through and get them wrapped up and finalized and out to bid.

Mayor Kurtz asked same timetable on this one from an engineering standpoint?

City Engineer Ramm said this one is lagging a little bit because of some of the work up at the intersection, but generally it's a little bit longer; but we will try to get them moving.

Chairman Veverka said you didn't mention price point.

Vice Mayor Grendel asked how much more, is it \$1,000,000 more?

City Engineer Ramm said yes, it was every bit of \$1,000,000 more.

Mayor Kurtz said the estimate we put in is \$2,000,000.

City Engineer Ramm said well this one was actually \$3,000,000, but I think in our Five-Year Plan, I think we were on with Kleber. Kleber actually had a couple of million; so we were heavy on Kleber. I think we were light. So, between the 2 of them I think.

Finance Director Blaze said between the 2 we have \$5,300,000.

Several people began speaking at once again.

Vice Mayor Grendel asked is this a new water line here too?

City Engineer Ramm said both. Both streets have new water lines, but both I believe, the storm sewers are in decent shape. Whatever is needed, we are going to include in the (inaudible).

Vice Mayor Grendel asked are you going to do the same thing with the gas?

City Engineer Ramm said I think the same thing. Dominion initially told us Longano they weren't interested, but maybe they will have a change of heart.

Mayor Kurtz said well the question is, you have 3 options really, to accept Kleber, accept Longano, accept them both; and we could bid out Kleber, and then we would be able to at a later date bid out Longano. Or we could bid them both out and still be flexible. The way we were going to bid it, it could be one, it could be both. There's no guarantees. It will be up to Council to decide to what extent they want to put this together.

Now, talking with some of the residents on Longano, they don't care if it's a 2023 or 2024 construction. I don't think that they want to get into a cross-pollinated timetable with 2023 and 2024, other than clean up landscaping. It would just be superficial treatment things.

The other thing is their concern is in talking with one of the residents on Saturday, the other thing I think we want to look at is the Brecksville Road area that this ties into. If we were looking at continuing the project from the first phase south of I-480, going towards Rockside, we just secured, is there any more on this because I will just blend into the next conversation Mr. Chairman.

Chairman Veverka said that's fine. Don, are you set with this?

City Engineer Ramm said I am done.

Mayor Kurtz said and the next thing would be to look at Route 21, extending the upgraded area to Rockside Road. There are a couple of things we need to look at. Those are currently 11 foot width pavements I believe Don.

City Engineer Ramm said lanes. Like 11 foot.

Mayor Kurtz said and the State requirement today is 12, and it is pretty narrow there when you are going with truck traffic. So, one of the things that we have talked about is, we met with Eric Michalski, and he asked if we could get appraisals on the houses. So, we got the appraisal, and it was 2 houses; it was the Flor house and the Michalski house to see if it made sense because we are going to need a couple feet of right-of-way. He asked why don't you get it appraised?

So, the question is, do we, there are 3 or 4 different issues, and I am trying to pull them together. We have the engineering for that area from Rockside Woods North coming south, and the question is, do we want to change the radius on the inside to accommodate that extra foot of lane pavement? So, 2 feet of minimum additional pavement before curb and gutter. So, that's the first question we have to ask ourselves.

In order to determine that and figure out what the cost is, and what it's going to cost in terms of acquiring right-of-way to be able to use that property.

Councilperson DiGeronimo asked you have 2 houses on the west side?

Mayor Kurtz said there's a radius that kind of cleans it up going that way anyway between Vista Springs.

Councilperson DiGeronimo said I think the sidewalk ends.

Mayor Kurtz said well there's a sidewalk, but it's pretty tight. We can just take the couple of feet that we need and maybe you have to create some type of protection for those houses; but realistically if we are going to do something more permanent, it's my recommendation that we do at least the 12 foot minimum pavement because it's so much safer where we did the Rockside Woods North tie in all the way to Kleber. So, we will have Kleber, north end of Brecksville Road. Eventually we will have Longano moving south, and so I would like to get some direction from Council, it doesn't have to be today; but we would like to because the Engineer is still trying to draw down on that, right Don?

City Engineer Ramm said we told them preliminarily. Our goal was to achieve and meet the minimum standards.

Mayor Kurtz said so the Engineer is authorized to do the work, it's just now we have to make some decisions in terms of do we want to expand the road? Do we want to do it as part of this project, upgrading that area? It would still be the same landscape features, the same width; but I think everyone sees what the difference is having that wider, safer area between the Rockside woods and I-480 now.

Councilperson Togliatti asked and isn't the engineering done for that section of Rockside all the way to?

City Engineer Ramm said we kind of took a time out to get the piece built for the AAA, the new road and the intersection there. Now we are circling back to finalize. The north end of the bridge, it's kind of been not too much of a focus point, but for sure south. So, from Rockside to where we terminated that project which is just north of Longano actually. So, now we can get back, finalize the design. It's going to be right-of-way takes, utility relocations, just like there was with that first project.

Councilperson DiGeronimo said remind us again, they are on the west, the furthest west lanes. There was some patchwork done by Dominion, and there was always going to be, but there's still some utility work to do; or this would be part of that work.

City Engineer Ramm said major water line replacement which is part of that Brecksville project. So, we have to replace the water main there. Then we think we might need to still do some gas main relocations. Everybody who could possibly be out there is out there, and it's in a condensed area. So, it's going to be major relocation.

Councilperson DiGeronimo said so there's still a lot of utility work yet to do.

City Engineer Ramm said in this section from Rockside to where we terminate it.

Mayor Kurtz said today the question is what's the appetite for Council to widen that road? We are taking steps to explore and examine that, but at some point in the near future in order to move that forward, we are going to have to make a decision just like we made the decisions today how we are going to engineer those projects on Longano and Kleber moving forward. So, this is the next step going south, and so we have to determine are you comfortable leaving it the way it is? Or should we expand in the most accommodating way to accomplish a long term strategy that states that lane accommodation. So, think about that. We should make that decision the early part of 2023, unless you are comfortable making it today.

We will get the drawings to everybody, or Mr. Chairman at the next meeting we will just put it on the agenda so we can show. We would like to do that maybe sometime in January if that works for you.

Chairman Veverka said Don, that sidewalk that we had a bunch of conversations about the sidewalk on the west side as far as the width on Brecksville Road from Rockside Woods North heading south. We ended up with an extremely wide sidewalk. What is the width of the sidewalk at Rockside Woods North?

City Engineer Ramm asked the one that we are going to build?

Chairman Veverka said the one on the south side of Rockside Woods North coming towards Brecksville Road. Do we have a sidewalk there?

Councilperson Togliatti said it's on the north side.

Mayor Kurtz said there's one on the south side.

Chairman Veverka said okay, so part of the conversation going back to there was the west side of Brecksville Road, whether it was going to be a 10 foot, an 8 foot or 5 foot sidewalk, and I guess my question is Rockside Woods North sidewalk, what's the width of the one that's on the north side of Rockside?

City Engineer Ramm said it's 8.

Chairman Veverka said that's an 8.

City Engineer Ramm said right, but at Embassy it tied back into Embassy's sidewalk which was 5, and the one that we bid in this concrete contract where Catts is going to be, it was a 5 or 6. It wasn't 8.

Chairman Veverka said that was part of the reason that went along with your question is if we initially talked about a wider sidewalk, the need may not be there with the connectivity that we want that if we are going to widen lanes, we should consider just a 5 foot sidewalk there. Would that help solve the issue of how tight we push up to someone's property?

Finance Director Blaze asked on Brecksville Road?

Chairman Veverka replied yes.

Finance Director Blaze said I don't know what the lane width on the road would have to do with the width of the sidewalk.

Mayor Kurtz said in the existing right-of-way. So, that's the point about the whole question is do we want to put ourselves in a position to have enough adequate right-of-way to what's the width of the sidewalk north of Rockside Woods North on Brecksville Road?

City Engineer Ramm said I believe it's 8.

Mayor Kurtz said so coming south on Brecksville Road, the new one, so we will want to continue the 8 eventually all the way to Rockside, as close as we could get to Rockside Corners. We can always sneak around back if we want to create a loop around that way for anybody that wants to use that. So, that's the other reason for getting appraisals on this property because if we are going to have additional width, additional sidewalk.

Chairman Veverka said and that's why I bring up the width of the sidewalk in those particular areas because we talked between a 10 and an 8 and a normal 5; and supposedly the rules said it was supposed to be in some area that potentially is commercial, it's supposed to be the wider sidewalk, but because of those 2 homes that are there, does it not make sense to revisit that width.

Mayor Kurtz replied absolutely.

Chairman Veverka said that's why I bring this up now if we are potentially pushing out a couple of feet of lane, then we can gain part of that back by going back to a 5 foot sidewalk.

Finance Director Blaze said well you are talking about buying those 2 houses. When you tear the houses down, then you don't have to (inaudible).

Councilperson Togliatti asked and there's no opportunity to bump the road wider on the east side?

Mayor Kurtz said I think that's where the major utilities are, on the east side; at least in our discussion, I thought the water main or something, the utility poles and all of that was in that area. That is the challenge on that radius on the outside.

Councilperson Togliatti asked is it cheaper to buy 2 houses and tear them down than move a few utility poles?

Mayor Kurtz said it might be.

Councilperson Togliatti asked what is the curb to curb width in that stretch of road?

City Engineer Ramm said it's 44, so 11 times 4. I think it's right there.

Councilperson Togliatti asked what is the width of the new bridge that was just reconstructed, curb to curb?

City Engineer Ramm said it's wider. I can get you that. It meets all the standards for sure.

Mayor Kurtz asked and what did we make the lanes in the new section before we funneled them back down?

City Engineer Ramm said I think at least 12. I think we met the standard in the stretch that we rebuilt.

Several people began speaking at once again.

Councilperson Walchanowicz asked what is the width of our plows?

City Engineer Ramm said I think 10.

Councilperson Walchanowicz said so there's nothing over 10.

Mayor Kurtz said I just bring it up because we are thinking about long-term planning, and if there is a long-term strategy in place; and we get the people to work with us for right-of-way, I think we as a community want to do what we started on the north end. We want to continue that same engineering going south.

Vice Mayor Grendel asked do you need any land from the old Todt farm?

Mayor Kurtz said I have talked to them, and it's not an issue. They would accommodate us.

Councilperson Togliatti asked and the Flors are aware of this?

Mayor Kurtz said I talked to the one daughter, and she said her brother, she wants to talk to me after the first of the year about what the future is. She brought it up to me at the Remembrance event. I know Raymond lives there. Robert is responsible she said, but she said she could facilitate a meeting. I said after the first of the year, that's fine. We will have the appraisals, we will have everything, but really there is no sense even going down that route if in fact Council doesn't want to go in that direction. So, I just need to know, I am not going to open that up, have that discussion if there's no interest. We are assembling all the information and then ultimately if you tell me to go ahead, then I will make the meetings with them.

Eric was on site, and we talked to him. He is part of the discussion; so we figured we might as well get both of the parties. Then be in a position to have an intelligent discussion with Council for something that's going to have a long-term, a 30, 40 or 50 year impact rather than a 5 year impact because this will be the way it's going to be. Whatever we decide, will be the way it's going to be for 50 years. So, that's what I need to know.

Finance Director Blaze said the new house going up under construction, is the setback far enough so that if there's any sidewalk put in there, it's not going to encroach too close on their elevation.

City Engineer Ramm said I think in that stretch we actually have the 8 foot path ready across the front.

Mayor Kurtz said so the goal would be obviously the 12 width, the 8 foot sidewalks, the same process that we already have existing; and that's what I need to know before I go any farther with meetings, I need to have some direction with Council.

Councilperson DiGeronimo said if there was ever a potential for some commercial on the west side, it seems like that's what I always thought that maybe put some parcels together. Then you would require a median or something?

Mayor Kurtz asked a turning lane?

Councilperson DiGeronimo said a turning lane. Then that would have to happen at the time.

Mayor Kurtz said that would have to happen at the time, and I don't know if it's in my lifetime. It's not in my tenure for sure; but I don't know.

Councilperson DiGeronimo said I guess I think about that as far as something big, and to put a median in if you knew a project was going to go. It's 2 feet now.

Mayor Kurtz said realistically it probably would be by Longano if we were going to create a turn lane to accommodate something on the west side because of that big piece that sits there where the church was going to build a school at one time. To me, we aren't going to let it offset that much when we have a red light by Longano. So, to me that's where it would emanate from. If we were going to do something wider to at least accommodate a future change in zoning or something; but that would be a whole different discussion. That's part of what we need to talk about, but I need to get those answers sometime in early January, a direction. I don't need an answer, I just need direction so that I can keep trying to put the information together so the engineer can then because we delayed another year before we get to really get into this. So, I am trying to tie it all to Longano, to 21, to move all that in a cohesive manner rather than piecemeal.

Vice Mayor Grendel said and probably north of I-480 bridge, we will just wait to see if there is any development there, Old Brecksville Road and that. There is no use making any plans.

Mayor Kurtz said we are looking at now, Economic Development is looking at because we have been having preliminary discussions. We are going to have more preliminary discussions with people in that area, one of the major landowners. We might have to come to Council and get some authority for engineering, for infrastructure upgrades. We are looking at wide paths to the canal, the Metroparks, a combination towpath. We are looking at a lot of different things. There are all kinds of things that we are throwing on the wall. The only thing we would do probably sooner rather than later with Council is get some engineering money to design, play what if; and then to take that and see if we can come up with something to accommodate potential growth on the west side of that land being redistributed, and if the City is interested into putting its land in play, redoing the infrastructure, a lot of great things. Do we create a 25 to 30 acre site, a 15 acre site? I'm just picking numbers. Something that would give us more opportunity. That will be a discussion. I am not sure where Jess is on that, but I think after the first of the year we will be able to come to Council with something, a request for some engineering money, design money.

Vice Mayor Grendel said so Brecksville a little farther to the north.

Mayor Kurtz said yes. We would still have to have some accommodation for all of that. It depends if they want to wipe out buildings. It depends on the magnitude and what the opportunities would be for the City. That's something we will present to, I know that Jess is working on getting someone on board that could give us a flavor rather than just an abstract of like us talking about it. Give us something to discuss.

Chairman Veverka said I will entertain a motion.

**Moved by Grendel, seconded by Walchanowicz, to adjourn the Streets & Sidewalks meeting of December 20, 2022. Voice Vote: 3 yes/0 no; motion carried.**

There being no further business, the meeting was adjourned at 4:28 p.m.

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Debra J. Beal, Clerk of Council  
Minutes Unapproved at Time of Release 12/22/22