

**THE CITY OF KENT, OHIO
STREETS, SIDEWALKS & UTILITIES COMMITTEE
WED., MAY 6, 2009**

This meeting of the Streets, Sidewalks & Utilities Committee of Kent City Council was called to order on Wed., May 6, 2009, by Mike DeLeone, Chair, at 7:41 p.m.

PRESENT: MR. AMRHEIN, MR. DELEONE, MR. HAWKSLEY, MS. SHAFFER, MR. TURNER, AND MR. WILSON

ALSO PRESENT: J. FENDER; MAYOR; D. RULLER, CITY MANAGER, (ARR. @ 8:05 p.m.) J. SILVER, LAW DIRECTOR; J. BOWLING, CITY ENGINEER, AND L. COPLEY, CLERK OF COUNCIL

ABSENT: MR. KUCHAR, MS. WALLACH, AND MR. FERRARA

JIM BOWLING, CITY ENGINEER, said the first program to be discussed is the street maintenance program update. Mr. Bowling said they have not had a street program for two years, and are getting a lot of questions about the condition of the roads. He said he wanted to provide background information on what they are doing.

Mr. Bowling said their street program is more than just the hiring of a contractor. He said there are many different kinds of repairs, adding some are done by the Central Maintenance Department. He said with their new equipment, the cost is about one-half of what is charged by a contractor. He said the Central Maintenance Department is now picking up and doing work that would have been hired out previously. He said they still contract with their concrete repairs for spot failures and utility work. He said another part of the street program is street resurfacing, where they mill off the top course of asphalt, putting on new asphalt to seal up the streets. He said they also do crack seal which is preventative maintenance. He said they also extend the life of a street that has been chip/sealed, which seals the street, placing stone on top to prevent water. He said when everything fails, they reconstruct the street. Mr. Bowling said the street program is budgeted for \$700,000 in 2009.

Mr. Bowling said in 2002, the City started a selection process based on the Pavement Condition Index, which rated all sections of the street, giving numerical ranking based on the road conditions. He said the streets are rated 0 to 100, with 80-100 being good. He displayed pictures of the different ratings at this time.

Mr. Bowling said the index is based on street sections, adding they rate 2500 square foot sections. He said they update the ratings every two to three years, and recently completed their third update. He said the index predicts the life expectancy and failure rate of the pavement, and the prediction of pavement life predicts how much money needs to be invested annually.

Mr. Bowling said when they select streets for their street program, the primary factor is the PCI, as they do the worst streets first, taking into account the volume of traffic. He said they take into consideration the rating, volume, and other concerns. He said if they receive outside funding, they may elevate the street. He said an example would be when they do a project like Crain Avenue, if a detour street is bad, they would do it next. He said they are fixing the streets associated with the utility project on the west side of town.

Mr. Bowling said this year's program consists of resurfacing, crack seal, seal coating, and work done by Central Maintenance. He said the City's website has a map of the streets being done. He said for 2009, they will do Vine, Francis, Elm, Avondale, and Brady Street Ext. He said they use every dime of money available.

Mr. Bowling said on the storm sewer project, they will chip/seal those streets on the west side of town. He said other streets are spread out throughout Kent, adding they will do more streets with the crack

seal program.

Mr. Bowling said they also have the planned program for 2010, adding that Jessie Avenue is in bad condition, but they could not do it in 2009. He said they plan their streets for five years, adding he can tell them the plan for the next five years. He said that plan does change with time, as some winters are harsh on some of their streets, while utilities come through on other streets. Mr. Bowling said that they have the proposed 2011 plan on the website also, adding that will focus on streets in the worst shape with the highest volume.

Mr. Bowling displayed a map of the PCI ratings for asphalt streets in Kent, and explained the color coding at this time. He said he was pleased with the number of good streets, adding they will be taking care of the arterial collectors over the next few years.

Mr. Bowling since they began in 2002, they have six years of data. He said it helps them to predict how much money to budget, adding that asphalt streets are 80% of the streets in Kent. He said the average rating is 64, which is "fair plus" or the high end of fair. HE said the yare not good, but are not poor or very poor either.

Mr. Bowling said that while they did not have a street program in either 2007 or 2008, they invested \$1.2 million. He said ODOT did SR 43, paying \$800 million, with the City paying \$400 million. He said it is a good investment when they get .20 on the dollar.

Mr. Bowling said this is the information they use when looking at the capital plan. He said if they keep the current funding level, the street rating in Kent would be 55, or represent a 20% decrease in their condition. He said they looked at different ratings they would like in ten years and what was needed to acquire them. He said if they spend \$850,000 for the next ten years, they will have a rating of 60, which is fair. He said that \$950,000 would maintain a rating of 65. He said to have good streets, with a rating of 70, they need to investment more than \$1 million annually. He said the question is how they want their streets to look.

Mr. Bowling said they now can obtain funding for resurfacing projects. He said they will be submitting Summit Street, which will qualify with ODOT's ranking criteria. He said if they get it partially funded, they can use the rest of the money for other streets.

Mr. Turner asked if they commit more money, whether that increases the possibility of attracting more money from outside sources, and MR. Bowling said it is not a factor.

Ms. Shaffer asked if they have a bike lane policy, and Mr. Bowling said they have a bike plan. He said they do not have a policy for funding bikeways. Ms. Shaffer asked if they could include bike lanes, and Mr. Bowling said they will do that, adding it is part of the bike plan. He said it has to be a logical plan that connects neighbors to destinations.

Mr. Hawksley asked if there is a bike lane on Summit Street, and Mr. Bowling said it was up for discussion. He said the yare negotiating with their consultant and the State for the preliminary design. Mr. Bowling said they plan to bring that into the planning process. He said the original budget does not have a bike path, adding they need to discuss whether it is a good idea. He said that is part of the reason they applied for more funds. Mr. Hawksley said Council did pass a policy that reconstructed streets would have bike lanes.

Mr. Bowling said he would next discuss the 2009 Capital Construction Projects. He said they have many things going on, and there will be work starting everywhere throughout the City. He said they will have eleven capital projects, along with projects that will be finished from 2008. He said there are two other projects not being done by the City, but affecting Kent also.

Mr. Bowling said the eleven capital projects represents \$25 million in Federal, County, and City monies, which is a significant investment. He said all projects are listed on the City's website.

Mr. Bowling said he previously reviewed the Street Program, which will consist of crack seal, seal coat, and resurfacing. He said the construction will begin in July. Mr. Bowling said that traffic management is a concern. He said that some roads look bad, and they will not know if they are worse or better until they take up their service.

Mr. Bowling said they will also do sidewalks and concrete repair, which consists of curbs and concrete pavements. He said they bid this earlier in the year, with the construction starting soon. He said they will repair concrete sidewalks, curbs, and areas where they are doing the streets. He said they foresee no concerns with the program.

Mr. Bowling said the downtown building demolition with a cost of \$15,000, is done, eliminating three homes downtown.

Mr. Bowling said another project is the Spaulding Drive Bridge over Fishcreek. He said the bridge was given a load limit recently. He said this is partially funded with federal money, and the state is paying 80% of the construction cost. He said they went to bid in March, and the bids were 15% under their estimate. He said they plan to do the project over the summer, when school is out. He said they do have a concern with cars turning left on Fairchild, adding it will be the only way out of the neighborhood. He said they counted traffic for a delay study in February to see how long it takes to turn on Fairchild. Mr. Bowling said that after the construction starts, they will be the same study, after about one week, to see how it compares. He said if there is a significant increase in delays and/or volume, the contractor will have to hire police officers during the peak times of the day.

Mr. Bowling said that people have requested a signal, adding there have been two reported accidents in the last two years, and this does not warrant a signal. He said they did a preliminary warrant analysis, and the results did not support a signal. He said it may be warranted, based on speeds, and they need to do a speed study. He said that will be looked at as a separate long-term issue. Mr. Bowling said they recognize the concern of those leaving the neighborhood.

Mr. DeLeone asked about a stop sign on Fairchild, and Mr. Bowling said it has to be warranted as well. Mr. DeLeone suggested a four-way stop, and Mr. Wilson questioned whether it was warranted. Mr. Bowling said he did not believe it was. He said a light would cause a lot of rear end accidents. He said he did not want to trade a perceived problem for a real problem.

Mr. Turner said he has seen portable signals used to help traffic flows, and Mr. Bowling said there are temporary signals used in construction zones. He said that some can be programmed during certain times of the day. He said a temporary signal is more costly than having a police officer. He said it is not warranted, and they do not recommend it.

Mr. Ruller noted that if they put in an unwarranted signal, it is likely they will be sued. He said they are trading one accident for another, and is the case of the law of unintended consequences.

Mr. Bowling said a signal costs \$150,000 to \$200,000 to install, and questioned their needs in Kent. He said when they prioritize their needs, safety is always first.

Mr. Bowling said they have discussed the Fairchild Avenue Bridge. He said the project got delayed when they asked for stimulus money. He said they had to wait for the governor to sign the stimulus bill. He said they are looking to start in July 2009, and are pushing ODOT to get it to progress sooner. Ms. Shaffer asked what he meant by construction, and Mr. Bowling said when they see something being done. He said the utility companies could start sooner, but that is not their construction contract.

Ms. Shaffer asked if they are informing those residents holding temporary easements, and Mr. Bowling said that communication is their biggest concern. He said the work will not make much sense at first, as it will be utility work. He said it will seem like a war zone.

Mr. Bowling said they will have portable message boards at three locations around Kent. He said they

will have updates on the website, the City's radio station, the Tree City Bulletin, Kent Stater, and Record Courier. HE said they will do everything possible to provide information.

Mr. Bowlin said they are not managing this project, adding it takes away their ability to control what is occurring. He said another issue deals with how to maintain pedestrian, vehicular, and railroad traffic.

Mr. Hawksley asked about the demolition of the buildings, and Mr. Bowling said that should occur in July, adding it is the contractor's choice when to demolish them.

Mr. Bowling said another project is the SR 59 Street Light Repair, Phase 1, adding this was a capital project projected for 2008, 2009, and 2010 for street light replacement on SR 59. He said they did not get started last year, and hope to do 2008 and 2009 in the fall. He said the lights were built 30 years earlier, and because of salt, corrosion, and snow, the bolts have rusted, causing concern about their safety. HE said they are doing a full replacement of all of the lights, and will do the worst ones first. He said they did discuss decorative lighting versus roadway lighting, and that would add \$300,000 to the project, and increase of 40%. He said they did not recommend that at this time. He said they are trying to find a compromise, however.

Mr. Bowling said they are reviewing the use of LED lights versus high pressure sodium lights. He said the LED lights use less wattage, but do not produce as much light as high pressure sodium lights. He said they need a minimum light level, and they are currently evaluating whether the current lights produce enough light or a lot of extra light. He said if they are greater than the minimum light level, they can use LED. He said if they do not, more poles would be needed, and that would offset their energy savings.

Mr. Hawksley said the worst section is between Water and Willow Streets, which is where they are discussing development. Mr. Bowling said they talked about not doing this section, but have a good idea of what could happen and where the curb would be. He said they are going to wait until the last minute, adding if the development progresses, and they are getting federal money, they will wait. He said if there is no federal money, they cannot wait.

Mr. Bowling said the Stonewater Drive reconstruction was scheduled to begin in 2006 or 2007, and is not catching up. He said it consists of road reconstruction and a signal from Stonewater and W. Main Street to tie into the south end of the Lakes of Franklin Mills. He said they expect to bid in May, with construction starting in July. Mr. Bowling said the cost is estimated at \$1,035,000, and is partly paid with State monies.

Mr. Bowling said they are concerned with the bridge width, adding the plans are to build a two-lane curbed street with a ten-foot wide path on one side. He said they cannot fit all of that improvement on the existing bridge, and are looking at ways to not meet the minimum standard. HE said they have to have a non curbed bridge, because a curb will cause problems with water drainage. He said they are going to build the road from the bridge and stop the bike path before the bridge. HE said the only other option is to build a new bridge, and that is not funded at this time. He said it is worst to direct bikers to an unsafe location. Mr. Bowling said they are also going to extend the water line, providing a necessary loop on the west end of town, allowing redundancy if there is a water main break.

Mr. Turner asked if the bike path is eliminated because of the bridge, and picks up on the other side, and Mr. Bowling said it would just stop. Mr. Turner asked if there is a liability, unless there is signage indicating that it ends, and Mr. Bowling said there is more liability if they are directed on the bridge. Mr. Turner asked if there will be signs indicating the end of the bike path, and Mr. Bowling said that was correct.

Mr. Bowling said they would be paving the Water Reclamation Facility. He said that was paved in 1984, and has lasted thirty-five years. He said it now needs to be replaced.

Mr. Bowling said they will be doing the Cherry Middlebury waterline, adding this completes a critical

loop. He said the more looping with a system prevents shutting water off to people when fixing a break. Mr. Bowling said it also creates water of a better quality. He said it will cross the Cuyahoga River at Middlebury Road, and by doing the connection, both sides of the river will have better flow.

Mr. Bowling said they have another water project, that would add efficiencies and lower operational costs. He said they have two service districts in town, adding that one is a higher service district needing higher pressure, while the other needs lower pressure. He said they will have valves installed where the two come together to prevent higher pressure from entering the area of lower pressure. Mr. Bowling said thirteen valves, around the University, will be replaced, and they expect to see a reduction in energy costs.

Mr. Bowling said the Harvey/Lake Storm Sewer Improvements is the result from the severe flooding in 2003. He said on the south side of Lake Street, there is a ditch that carries about twenty acres of overflow to the manhole. He said in 2003, the water rushed down Lake Street, and they know that the small grade is not acceptable for this drainage area. He said a larger structure will not prevent clogging, but will provide relief. He said there is also a detention basin on Davey Avenue that had clogging issues, also, during the flood, and the City's maintenance crews put in a grade at the entrance. Mr. Bowling said the detention basin has standing water and needs to be "touched up". He said they will be doing both with this project.

Mr. Bowling said there is a severe reduction from the original monies budgeted, as they were unsure of the fix. He said that after studies performed in 2006, followed by an evaluation in 2007, they felt these improvements would take care of the issues. He said the project should be bid in June, with construction commencing in August.

Mr. Bowling said the SR 261 bridge repairs are being done by ODOT because of a badly rusted hinge. He said they need to replace the hinges, which requires cutting the deck, and building a new pier. He said that will start in the summer, and will probably be after the Middlebury Road Bridge reopens. Mr. Bowling said that originally ODOT said they would maintain traffic, but have since decided they will detour the traffic. He said he expressed his concerns and they sent him a section from the Ohio Revised Code that basically says they can do anything they want. He said a \$600,000 repair would cost an additional \$300,000 if they do not detour. He said ODOT did add a provision that they would fix the local route if needed. Mr. Hawksley asked about truck traffic, and Mr. Bowling said they should take the posted detour.

Mr. Bowling said the other project is the Brady Lake Road bridge, just east of the corporate limit. He said they were planning on bidding it in the summer, but still have no construction agreement with the railroad. He said when they do not want the Crain Avenue closures to coincide with the replacement of the Crain Avenue bridge. He said it is a matter of waiting and seeing.

Ms. Shaffer asked the length of time needed to do the SR 261 bridge repairs, and Mr. Bowling said they anticipate it will take sixty days.

Mr. Hawksley asked if they are doing any work on the illegal connections of storm water to the sanitary sewer, adding there was a big push to disconnect any clean water source connected to the sanitary. Mr. Bowling said they address them as they come up.

There were no questions, nor audience comment at this time.

Mr. DeLeone said they would be discussing the Stonewater Drive ROW/Easements. Mr. Bowling said they had three pieces of land donated by Mr. and Mrs. Klaben. He said one is a utility easement, and the other two are road right-of-way easements. He said they are requesting Council's approval to accept a donation of .157 acres for the utility easement from Mr. and Mrs. Klaben, valued at \$11,965.75. He said they also are requesting approval to accept two parcels containing .238 acres and .143 acres for the permanent right-of-way from Mr. and Mrs. Klaben, valued at \$1,612 and \$2,094.90, respectively.

There were no questions, nor audience comment at this time.

MOTION TO AUTHORIZE ACCEPTANCE OF THE EASEMENTS AND RIGHT-OF-WAY DONATIONS FOR THE STONewater DRIVE IMPROVEMENT.

Motion made by Mr. Wilson, seconded by Mr. Amrhein, and carried by a voice vote of 5-0-1, with Mr. DeLeone abstaining.

Mr. Bowling said that they need an additional appropriation of \$110,000 from the Water Fund to complete the water connection for Stonewater Drive. MR. Bowling said they removed a \$75,000 project from the Water plant, so the monies are available.

There were no questions, nor audience comment at this time.

MOTION TO AUTHORIZE THE ADDITIONAL APPROPRIATION OF \$110,000 FROM THE WATER FUND FOR THE STONewater DRIVE IMPROVEMENT.

Motion made by Mr. Wilson, seconded by Mr. Amrhein, and carried by a voice vote of 5-0-1, with Mr. DeLeone abstaining.

Mr. Bowling said when they receive grant monies, they need to show it as received, and book the expense. He said they received \$353,000 from the OPWC fund, and need to show the additional reimbursements and budget costs, as well as additional appropriations of \$353.00.

There were no questions, nor audience comment at this time.

MOTION TO AUTHORIZE AN AMENDMENT TO THE APPROPRIATION ORDINANCE TO SHOW THE OPWC FUNDS FOR STONewater DRIVE.

Motion made by Mr. Amrhein, seconded by Mr. Wilson, and carried by a voice vote of 5-0-1, with Mr. DeLeone abstaining.

Hearing no further business before this Committee, Chair DeLeone adjourned this meeting at 8 :41 p.m.

Linda M. Copley, Clerk of Council

ACTION RECOMMENDED:

- 1) TO ACCEPT UTILITY EASEMENTS AND RIGHT-OF-WAY DONATIONS FROM MR. AND MRS. KLABEN FOR THE STONewater DRIVE PROJECT.
- 2) TO AUTOHRIZE AN ADDITIONAL APPROPRIATION OF \$110,000 FROM THE WATER FUND FOR THE STONewater DRIVE PROJECT.
- 3) TO AUTHORIZE AN AMENDMENT TO THE APPROPRIATION ORDINANCE TO SHOW THE OPWC FUNDS FOR STONewater DRIVE.