

**STREET COMMITTEE MEETING
PAW PAW LAKE ROAD
MAY 12, 2020 7:00 P.M. (VIA ZOOM)**

Present: Mayor, Councilman Carroll, Councilman Porter, Engineer Haibach, Street Commissioner Alder

Visitors: Paw Paw Lake residents Richard Haber, Kent Kristensen; Heidi Baumgart, Virginia Dix; Collin Cunningham, CVT

The Mayor apologized for sending out the wrong password to the meeting and acknowledged that Mark Porter was not present. He stated his goal was to have some sort of recommendation ready for the June 8th Council meeting but thought there was a lot to discuss. He asked Kristensen to discuss the situation with State Representative Diane Grendell's office. Kristensen stated he was exploring information on programs called Rebuild Ohio and Recover Ohio. He had heard that these might be two funding opportunities. When he could not find the information online, he called the number indicated on the site. He was directed to Grendell's office, and it was explained to him that she had helped others get Federal Emergency Management Agency (FEMA) funding in her district. It was also recommended that Kristensen contact State Senator John Eklund. He spoke to both an aide to Grendell and aide to Eklund and added that they were both helpful. Kristensen shared the information about the Department of Transportation (DOT) infrastructure fund as a source of money. He was told that they should get going soon because with the COVID-19 situation they may run out of money. He told Grendell about the programs on the Treasurer's website, and she was going to investigate them. Kristensen had not heard back from her about this. Kristensen said that Grendell stated she knew the Mayor well and Kristensen thought she may have called the Mayor. The Mayor stated that they had gone back and forth with telephone tag. Kristensen thought Grendell was positive and if they needed anything from the State she was willing and able to help. If they were to need anything from the Federal Government, she was happy to participate as well. The Mayor suggested that Grendell be included in a Zoom conference the following week. The Mayor would see what he could arrange. Kristensen stated he had not heard back from Grendell but had spoken to her aide a number of times and to her one time.

The Mayor asked if the Village should stripe off the 20 feet where the pavement would be to see if it swayed any homeowners for or against the idea. Kristensen thought they would like to inform the community as to where they are, which would include a description of how they would be moving forward. After this, striping the street would be fine. They already had markings by the utility poles which showed the outer perimeter of the 30 feet. Kristensen had been asked by some residents to measure from the center of the street to where the 20 feet would be. He concluded that some homeowners were prepared while others may not be. Dix stated that residents were more concerned about the cost. The Mayor stated he was hesitant to stripe the road because it might lead residents to believe the Village would be starting to put in the new

road. Dix stated she believed that this could cause frustration to the residents if it did not happen quickly.

Carroll stated he drove down Paw Paw Lake Drive that evening and observed that portions of the road were narrow. He thought perhaps the Engineer could put some flags in critical areas. Carroll asked about what widening would occur across the causeway/spillway, because it was currently a single lane. The Engineer stated that Carroll was right in saying there were a few problem areas on the road. Some areas like the causeway were exceedingly narrow. The Village's standard for new roads is a 24-foot pavement width. He acknowledged that the Village agreed to be flexible with this and said there were some older roads in the Village that measure 20 feet but had no shoulders. That would be more in keeping with the Paw Paw Lake neighborhood. Any pavement width less than 20 feet would be a deal breaker for a dedicated public road, according to the Engineer. Although Council could specify that the standard 24 feet was what would be wanted, the Engineer would recommend that the Village allow the rule to be bent down to 20 feet in width. Carroll stated that even with this, the spillway would have to be widened. The Engineer agreed and said it would have to be doubled.

Carroll asked when the last time was that the Paw Paw Lake dam was rated. Haber stated the rating was done in the last two years, and that it is done every five years. He added that their dam was the less restrictive classification. Carroll stated this would also be a challenge. He asked who would bare the cost if there were issues with the dam if the causeway went over it. The Engineer stated that this would have to be worked out with the group moving forward. He addressed the bridge in Lake Louise, explaining that the Village owns the bridge, but Lake Louise owns the spillway and embankment. The Engineer said he could see something similar happening with the Paw Paw Lake development where the Homeowners Association (HOA) would be responsible for the maintenance and upkeep of the dam and spillway, but the road would belong to the Village. He added that one is dependent on the other.

Carroll addressed the entrance to the neighborhood, which looked tight. He asked how they anticipated working this out with the resident. Kristensen said there were four or five large pine trees on company property at the entrance to the left. There was also a water system flush valve located there. He favored leaving this and possibly moving the road to the east on the property because they would have 30 feet if the homeowner to the east were agreeable to this. This would protect the trees, which would be beneficial to the homeowner, who wanted to keep the trees.

Haber stated that the dam was inspected in 2018 and it was a class 3, which was the less restrictive classification. Haber referred to one of the quoted plans that had turn arounds prior to the dam. He explained that the reason for this was not just because of the expansion of the road over the dam to 20 feet presented logistical problems, but also because it presented an increase in financial expense that might be a problem for everyone involved. To address concerns of the Engineer about 90 degree turns going down the hill, etc., Kristensen considered the potential of moving the bridge. Haber stated that the community had not committed to this. He explained that the other issue was to create an adequate turn around so that snowplows or trucks did not have to go over the dam while servicing the rest of the road. They did not know what it would take to expand the dam to 20 feet from where it currently is. It is basically a pyramid of soil

right now. Kristensen advised that none of the contractors they consulted were willing to take on widening the dam. They did consider widening the road on both sides and two of the contractors proposed that if there were the option of pulling over so as to let traffic pass, they could live with a one way lane for a short time as long as there was clear line of sight. The idea was to have a turn around by the spillway on one side of the dam, a larger turn around at the very end of the southwest corner, but have enough space so that two cars, a truck and a car, or even two trucks could pass each other after the one way section. Kristensen stated that one of the contractors proposed putting another layer of asphalt on the bridge and basically raise the asphalt over the concrete edges to that if the snow plow were to pass over, it would just push the snow to the side. Kristensen said there were other options, to include putting in a new bridge.

Baumgart stated there were three homes past the bridge. The Mayor clarified that the road would go just beyond the Manchester's home. Haber said that was a possibility. Carroll asked if this meant the residents in the three homes would have to maintain this section of road or would Paw Paw Lake continue to maintain that section of road. Kristensen said one to two of the three homeowners expected that they would get road service. They would plan to widen the road to 20 feet as well. One of these residents was interested in the school bus turning around at the end. Baumgart added that in terms of volume of traffic for a bridge, it was limited.

The Mayor asked the Engineer if he had seen communities where the road would go from Bell Rd. to the Manchester's where there was another 90 degree turn, the bridge stayed the same, and on the other side of the bridge, the road was 20 feet, or would the three homes be calling this their driveway. The Engineer advised that there were communities that had a similar situation, but typically it was made as a concession to maintain historical integrity. In one case, the bridge was maintained as a single lane bridge by Ashtabula County. In another case in Trumbull County, a covered bridge was privately owned and maintained, and the county roads came up to the edge of the bridge and resumed on the other side of the bridge. These were unusual and cumbersome arrangements but were the result of historical significance. Dix asked about Bentleyville Rd. and explained that there was a portion that was one lane and traffic took turns. Kristensen stated there was legal signage for this situation. The Engineer stated he did not know that this would be something from a safety and liability standpoint that South Russell would want to willingly introduce in the community. If the Village would be willing to reduce the required road width from 24 to 20 feet, that was already making a huge concession, and he did not know legally if the Village would want to expose itself to an unusual traffic condition.

Carroll addressed northbound County Line Rd. between Rt 87 and past Fairmount Rd., which he indicated was very narrow. He asked how this continued to be in the condition it was with being a county and/or township road versus what the Village was considering in Paw Paw Lake. The Engineer did not know the arrangement with this and thought there were many rural roads that did not meet a 20-foot roadway width that were waiting for funding to widen them. He stated that the Village did not wish to have roads like this. Carroll clarified that the Village would want a minimum of 20 feet and ideally 24 feet. The Engineer reiterated that 24 was the Village's standard, but he would recommend considering a variance down to a 20-foot roadway for Paw Paw Lake. Haber pointed out that this was the standard for new roads, and the dam and bridge

were not new roads. He thought it was relatively easy to argue that this was a unique road and should be permitted to remain a single lane given the unique characteristic of the dam, which manages the watershed, allows for development below, and is governed by Ohio Department of Natural Resources (ODNR). He could see how the Village would want it to be 10 feet wide at a minimum because it is one lane traffic. Haber did not see a significant amount of liability for the Village for permitting it to remain a single lane road if marked properly. Haber added that in the history of the one lane road, there had never been an accident in 100 years. He acknowledged that it would have to be adequate for the type of vehicles used by the Village to drive over, which would be a different situation. With there being only three homes on the other side of the bridge, Haber indicated there was not a problem with traffic patterns in the area.

Kristensen added that the contractors stressed that with proper turnarounds, people would not be going over it.

The Mayor asked about the school bus and trash hauler procedures. Baumgart stated that the students board the bus at Bell Rd. Regarding trash, the community elected to have a single hauler with Rumpke to minimize wear and tear on the road. The Mayor asked if the truck went all the way to the end, and Haber and Baumgart stated it did, to include going across the bridge. Kristensen added that the community has had fire trucks and ambulances at the other end. Haber added that Chagrin's policy had been to send a smaller firetruck for the homes across the bridge, but the garbage truck is full sized and able to cross the bridge.

The Mayor said he had not heard anything about sewers from the community and asked if they were off the table. Kristensen said there was an immediate need for the road, and he said addressing the lake could be a phase two, and sewers a phase three. Because the sewer issue had been raised a couple of times, Haber stated that there was a question among the Paw Paw Lake residents and residents of South Russell in general as to when the Mayor contemplated sewers being part of the discussion. If it was next year, there should be a discussion in conjunction with the road, but if it were 10 to 15 years from now, he was not sure. He did not know what the Village's thoughts were on the sewer issue and did not know if ultimately the EPA would require them in the Village. He asked what the future of sewers was beyond Chillicothe Rd. Carroll stated that the last time it came up, it was driven by residents of Lake Louise and was not the Village, EPA, or county Health Department requiring it. Carroll stated the flavor of Council, he believed, was that they were not looking to do anything with this immediately unless the Village were to be directed to do it.

Carroll asked the Engineer how many other private roads were in the Village besides Paw Paw Lake and Sugarbush. The Engineer said there were the cul-de-sac private roads off Alderwood like Buttonbush and Teaberry. The Village did not maintain these roads. Carroll expressed concern that in considering the conversion of the Paw Paw Lake road, would this not open the Village up to having Sugarbush, Buttonbush, etc. asking for the same. The Engineer said this was speculation, but thought it was possible, especially with Sugarbush due to the condition of their road. Baumgart asked if Sugarbush had the kind of water coming in from other places in the Village like Paw Paw Lake. The Engineer confirmed that it does. Baumgart asked if they have as many residents, and the Mayor stated there are 10 homes on Sugarbush. He added that

there will be a meeting with them on Thursday, May 14th at 7:00 p.m. Carroll stated it was also a shorter road. He acknowledged that both neighborhoods had issues.

Carroll asked what the neighborhood's ultimate ask was to the Village. He questioned if it were that the Village covered part of the expense or perhaps to assist with the loan. Haber stated Paw Paw Lake was looking for South Russell Village to partner in the cost that the community has the ability to borrow an unknown amount within the structure of its existing dues and capital assessments. The community does not have the ability to borrow enough to solve the problem. Haber added that there were a number of solutions, to include borrowing for a portion of it and having the Village pay the other portion, or there was a different structure where the money collected in capital assessments would go to pay a different fund. What Paw Paw Lake HOA was looking for is a partner in the expense to cover that which they cannot cover within their existing dues and capital structure.

The Mayor responded that they were looking for a private-public partnership. Haber agreed and stated that from an approval standpoint from the community, there were the issues of costs and how it impacts the character of some of the homeowners' properties. He felt the majority of residents would be in favor of fixing the road. However, when increasing the cost structure, the enthusiasm for footing the bill diminished. They planned ahead in creating the capital assessment structure in that they planned for three fairly large projects, which conditioned residents to their current cost structure. Thus, within this structure, if the HOA could collaborate with the Village to fix the roads, he was confident it would pass in the Paw Paw Lake Community.

Carroll understood that part of the issue was cost, but clarified that some of it was moving utility poles and water lines, and he wondered how these expenses would be split since these were not expenses that exist in the majority of South Russell and not generally within the Village's scope of responsibility. He thought the ancillary aspects of the project would be hard to justify. Kristensen stated widening the road to 20 feet would not interfere with the gas or water lines, other than where they crossed the road. If the utility poles could be three to five feet away from the road, they could possibly stay. He estimated that one or two would need to be moved. In speaking to the electric company, Kristensen was told it would be expensive for the community to do it, but not expensive for the Village. He concluded that they would want to work with the Village for the few poles that would need to be moved.

Haber said that replacing the waterlines would present other issues with the EPA standards, because the current system was grandfathered. Carroll asked how old the infrastructure was for the waterlines from the plant to the various properties and down the road. Haber stated that the plant was built three years ago, and the water lines themselves were from 1964 or 1969. Haber explained it was literally two components, the water lines and the pump house. One was new, and one was not. The Engineer asked about the waterline location. He asked if the Village were to allow a 20-foot-wide roadway, where the waterlines would fall in relation to the edge of the roadway. Kristensen stated that on the west side of the entrance from Bell Rd. it sits on the west side within 29 to 30 feet and the "t's" to every home and the valves sit on each of the properties. Haber thought it was five feet down. The Engineer recommended that if the waterline was five

feet deep, it should be five feet from the edge of the new pavement. Kristensen said that would be exactly where it is now. The Engineer was concerned that if the line were too close to the edge of the road, it could cause it to deteriorate in the event the water system was leaking and breaking. Accommodations would need to be made for where the waterline currently is, where the waterline would eventually need to be replaced, and ensure that none of it would interfere with the proposed new pavement.

Dix verified that the line was five feet deep because she had observed it being repaired the previous year in her yard.

Baumgart offered there was a resident who is intimately familiar with the location of the waterlines.

Haber stated that Kristensen had been in contact with lenders who had a history of lending to HOA's. He thought they could informally determine what their borrowing capacity would be. They had not done this in case this was not the direction the community would go to finance the project. Kristensen reiterated that the State of Ohio said they have infrastructure loan funds that they would love to use for this project. However, they could not draw on it, but the Village could. Kristensen added that a meeting could be arranged with the HOA's preferred contractor and added that the quote this contractor had presented was less than \$2,000,000.

The Engineer asked if the contractors provided a quote for widening the existing road or completely replacing the existing road with a 20-foot-wide road. Kristensen said that some of the contractors wanted to do the whole thing, while others inspected the core of the center of the road and found that there is a significant base on the road. There are layers of asphalt and not just the chip and seal as previously believed. Two of the contractors proposed keeping the existing road in place but stabilize it. The Engineer explained he was trying to determine what scope he was getting a price structure for and said he would be hesitant to leave portions of the road in place and resurface with the widening. Kristensen stated he would be happy to share the quotes. Dix stated that the quotes would be honored for 90 days, and they were currently 30 days into it. She added that even gasoline prices had already increased. The Engineer advised that by the time that agreements, design specifications, and funding were established, the earliest this could happen would be next year for roadway work.

Kristensen said the State of Ohio said they could approve a loan for this project in less than three weeks. The Engineer said this was assuming that all the details of payment and agreements had been worked out. The Engineer stated that this matter had not been brought to Council and advised that Council could say they were not interested in assuming ownership of the Paw Paw Lake Road. The Engineer stated that there were significant milestones that needed to be reached.

The Mayor asked Kristiansen to continue looking into financing, and asked Porter to handle the June 8th Council meeting. He wanted some members of Paw Paw Lake present in the visitor section to explain what was being done. The Mayor agreed with the Engineer that Council was not near a vote. The Mayor stated he checked with the EPA last fall about sewers, and they said no and that if sewers were coming it would be a citizen's initiative. The last push for sewers came from residents of Maple Hill. Porter agreed. The Mayor stated this was something they

could look into. He stated that Council would be discussing septic standards on June 8th, and his concern was that as soon as that happened, the panic would set in that sewers were coming and people would get a little crazy. The Mayor said he would check with the county and EPA to find out about sewers and he would also set up a Zoom meeting with Diane Grendell to see about advice or opinions as to where they could go.

Regarding maintenance of their lake, the Engineer asked how often the settling basin and/or the lake itself is dredged. Kristensen said the lake was dredged in full in 2012 or 2015. Haber said it was dredged prior to 2012. The silt pond was dredged in 2015. The Engineer stated he was curious about the frequency of dredging because of questions by other communities with private lakes. Kristensen said that in 22 years, the silt pond had been dredged twice, and the lake once. Haber explained that in the future, the HOA may look for easier ways to do this rather than dredging the entire lake. Baumgart stated the community put together a lake treatment taskforce, and a lot of people are knowledgeable about general lake treatment.

The Mayor stated that he would send the minutes from the April 28, 2020 meeting as well as minutes from the current meeting to Kristensen for distribution to the residents.

The meeting concluded at 8:00 p.m.



Mark Porter, Chairman

Prepared by Leslie Galicki