

VILLAGE OF SOUTH RUSSELL

DATE: February 4, 1998

COMMITTEE: Streets Committee

TIME: 6:30 - 7:45pm

PRESIDING CHAIRPERSON: Gary Brockett

LOCATION: Building Dept.

MEMBERS PRESENT: Gary Brockett, Kathleen O'Donnell, Darrell Johnson

MEMBERS ABSENT: None

Agenda Item(s)	Recommendations/Action
Call to Order Approval of Minutes	<ol style="list-style-type: none">1. We discussed the need to develop an overall plan for maintaining Village streets. For example: we have 22.5 miles of streets that we maintain, 46 lane miles.2. We need to establish targets regarding how often we resurface different types of streets. An initial target may be that the 4 "connector roads" get paved every 5-6 years (Snyder, Daisy, East Bell, and West Bell) but all secondary streets are paved every 10 years, or as needed. These targets will enable us to establish a budget and plan better.3. East Washington Street will be paved this year, probably starting in July, so we have to anticipate this work.4. For the 1998 budget we have: \$88,000 64,500 \$152,000 this year to work with5. Crack sealing and preventive maintenance were discussed and these measures are saving us a lot of money.6. We reviewed the following streets and projects for attention this year:<ol style="list-style-type: none">a.) Daisy Lane from Washington street to the Bell Rd./Woodside intersection. Resurface thisb.) Repair of cul-de-sac on Laurelbrook Dr.c.) Champion Lane culvert pipe is too steep and settlement has caused a need for more heat treatment than is practical, therefore we may need to mill it out and refill in order to rep

Please Return to Village Clerk As Soon As Possible

it.

d.) 105 Champion Lane needs a catch basin for a natural spring on the property. The problem is that the drains are left and right of the property, but not on the property, so a line will have to be installed across a portion of drive in order to drain the water away.

*A problem came up regarding the liability of C.T. Consultants: If we pay C.T. to inspect a job which later proves to be inadequate and requires further repair by the Village(a.) Why should we pay C.T. a second time to inspect the job that they should have done right the first time? and (b.) Aren't they (C.T.) liable for bad inspection performance? These issues will have to be taken up between Gary Brocket and Ned Foley.

e.) Fox Trail has a problem, but is not our responsibility. The developer will have to fix it.

f.) Alderwood has a problem and the developer Sid Simon, will have to repair it.

g.) Bellwood Guardrail is a safety issue and will need to be repaired at some point, but why do it now when the sewer project may disturb our repair work. A better idea might be to post a lower speed limit and repair the guardrail after the sewer work is completed.

h.) The Village parking lot is wet and muddy good portion of the year and many people, on and off Council have talked about surfacing it. There has also come up the issue of safety and any impact of the ADA. The position of this is uncertain. We need to discuss this at Council and have a vote on what to do. Any action, if any, should be spread over 2-3 years in order to spread the cost over several years.

The meeting was adjourned at 7:45pm.

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The meeting was adjourned at 7:45pm.

Streets Committee Minutes of Meeting April 18,1998

The Streets Committee met on April 18, 1998 at 8:00 A.M. in order to inspect the streets in the Village and finalize the Road Program for 1998. Present were Kathy O'Donnell, Darrel Johnson and Chairperson, Gary Brockett. After an hour and a half of visual inspection, the meeting moved to the Service Department for a final review. After discussion the following Recommendations were agreed upon:

1. Laurelbrook cul-de-sac needs repair. The turning radius is too short and the Village Engineer has suggested paving the entire area in order to remedy the problem. Gary Brockett will talk with the homeowners around the cul-de-sac prior to the April 27th Council Meeting to assure that they are not opposed to this approach. If they do not want it paved, then they must be willing to mow and care for the natural area left in the center of the cul-de-sac.
2. Laurelbrook will be overlaid. This should help with the drainage problem. We will also extend pavement to the headwall of the under-road culvert line.
3. Daisy will be overlaid from East Washington Street to Woodside Road. Banking needs to be examined on the Daisy curve at Woodside to East Washington Street. Daisy needs ditch work also.
4. The Crack Sealing Program will continue this year at a cost of about \$9800.
5. Southwyck will be overlaid from Chelsea Court to the end, a cul-de-sac. This was last done in 1978.
6. Chelsea Court will be overlaid also. It runs from Southwyck and ends in a cul-de-sac. The street is about .2 miles long.
7. Maple Spring will be overlaid from 5223 (where we stopped two years ago) to Sheerbrook.
8. Sheerbrook will be overlaid from Maple Spring to Route 306.
9. Cul-de-sac repair was approved on Deer Court. There is a hole at 12:00 on the cul-de-sac.
10. We will dig out and repair humps in the streets at Kensington including Annandale, Westover, Wolfpen, Dorsett, Potomac, and Kensington.
11. We recommend repairing the culvert pipe under Snyder Road which has failed. This will be done using a "Slip Line" with plastic pipe. We agreed to have a contractor do it for about \$2500. Versus the Service Department in order to have some guarantee

that this will work.

12. We will repair the sinkage of a culvert line on Champion Lane and install a catch basin at 105 Champion Lane in order to drain water which is now running unto the street.
13. The driveway at 951 Bell Road has no culvert pipe. The Village is holding money for this work that the contractor was supposed to have done. This results in flooding, so one or more culvert pipes will have to be installed. We may handle this project under the "Storm Sewer Repair" budget and not include it in the Road Program for 1998.

Budget

All of these projects will cost about	\$ 154,653.
Crack sealing will cost an additional	<u>9,900.</u>
SUB-TOTAL	\$ 164,553.
Minus the Deerfield project.....	<u>- 9,620.</u>
TOTAL	\$ 154,933.

This total does not include the culvert repair at 951 Bell Road.

Since the Streets Committee budgeted \$155,000 for the 1998 Road Program, we recommend that Council approve the Committee's recommendation.

Time Line

<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
April 27th	April 28th	May 4 th	May 20 or 21 st	May 22 nd	May 26th
Council Meeting	Out to Bid	Advertising Bids	Bid Opening	Calculation	Review Bids and Ask for Approval By Council
		5/5 + 5/12			

Respectfully submitted,

Gary L. Brockett
Committee Chairperson

VILLAGE OF SOUTH RUSSELL

5205 CHILlicoTHE ROAD
SOUTH RUSSELL, OHIO
44022

DARRELL JOHNSON
STREET COMMISSIONER







SERVICE DEPARTMENT
440-338-3891

DATE: January 29, 1998







TIME: 2:03 PM

FORM: RDPROG98







YEARLY ROAD PROGRAM CONSIDERATIONS FOR 1998

<p>DAISY LANE</p>  <p>Daisy Lane resurfacing and ditch cleaning Last resurfacing of roadway in 1987</p>	<p>DAISY LANE</p>  <p>Daisy Lane resurfacing and ditch cleaning Last resurfacing of roadway in 1987</p>
<p>LAURELBROOK DRIVE</p>  <p>Laurelbrook Drive culvert washout</p>	<p>LAURELBROOK DR</p>  <p>488 Laurelbrook storm sewer repair in road</p>
<p>LAURELBROOK DRIVE</p>  <p>Laurelbrook cul-de-sac. Last resurfacing of roadway in 1986.</p>	<p>LAURELBROOK DRIVE</p>  <p>Laurelbrook cul-de-sac. Last resurfacing of roadway in 1986.</p>

CONSIDERATIONS FOR 1998 (continued)

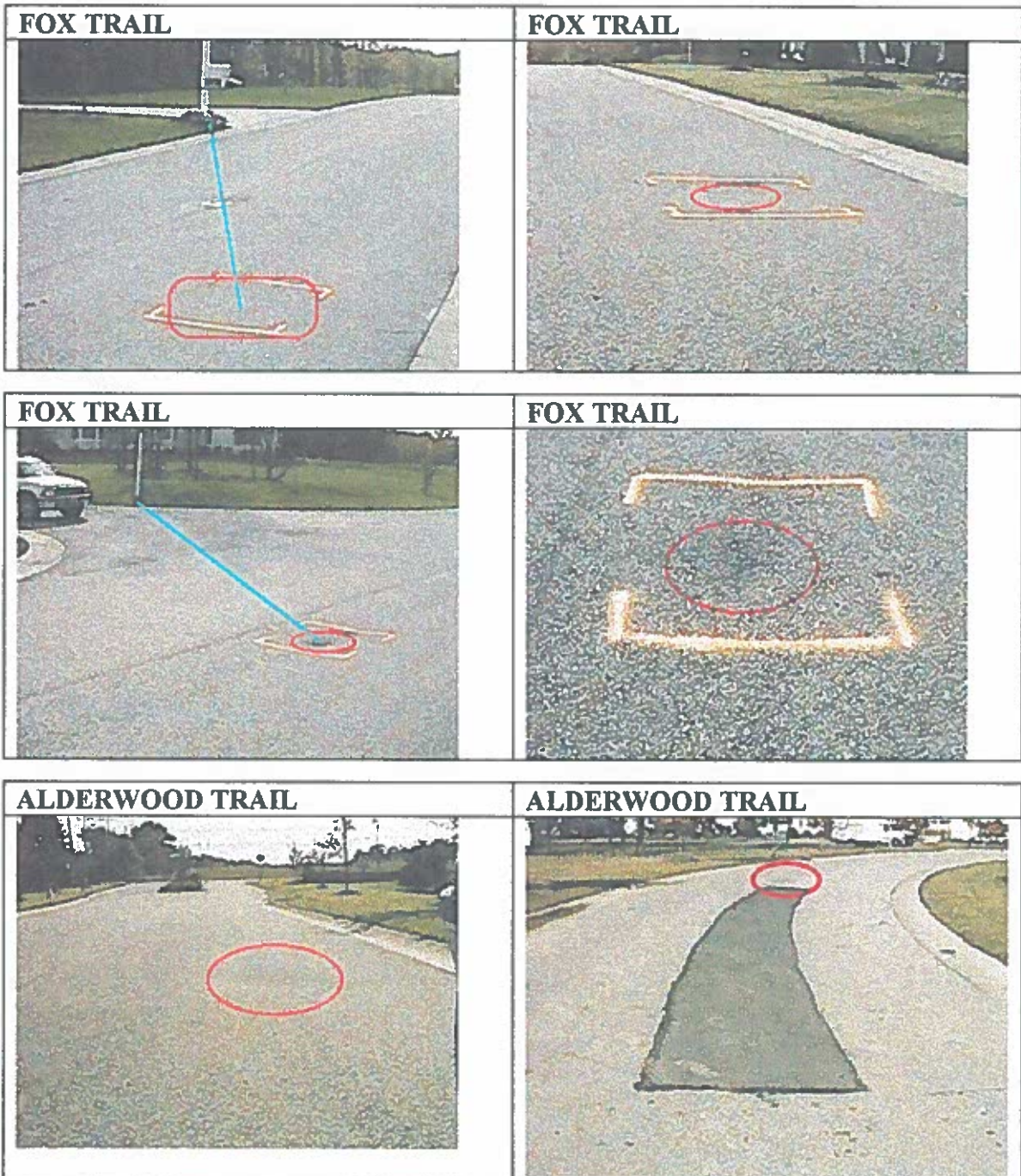
<p>CHAMPION LANE</p>  <p>Champion Lane roadway culvert settled</p>	<p>CHAMPION LANE</p>  <p>Champion Lane roadway culvert settled</p>
<p>105 CHAMPION LANE</p>  <p>105 Champion Lane water drainage with no catch basin inlet causing icy roadway. This problem has persisted since 1992.</p>	<p>105 CHAMPION LANE</p>  <p>105 Champion Lane water drainage with no catch basin inlet causing icy roadway. This problem has persisted since 1992.</p>
<p>BELLWOOD GUARDRAIL</p>  <p>Same safety issue here as on Louise Drive. Request to up-grade safety rails was made before request from Louise residents.</p>	<p>BELLWOOD GUARDRAIL</p>  <p>Same safety issue here as on Louise Drive. Distance between roadway and water is less than that on Louise Drive.</p>

CONSIDERATIONS FOR 1998 (continued)

<p>VILLAGE HALL PARKING LOT</p>  <p>Parking for Village Hall & Council Meetings</p>	<p>VILLAGE HALL PARKING LOT</p>  <p>Parking for Village Hall & Council Meetings</p>
<p>VILLAGE HALL PARKING LOT</p>  <p>Plowed material from parking lot creates problems during the Winter. Replacement gravel is always needed for pot-holes and dust control is needed all Summer.</p>	<p>VILLAGE HALL PARKING LOT</p>  <p>Melting snows, rains, limestone and mud wash across front yard of Village Hall lawn causing burn-out, bare and mud filled areas.</p>
<p>BUILDING & SERVICE DEPARTMENTS</p>  <p>Ice and mud during wet seasons and dust during dry seasons are difficult for workers, visitors and voters.</p>	<p>BUILDING & SERVICE DEPARTMENTS</p>  <p>Ice and mud during wet seasons and dust during dry seasons are difficult for workers, visitors and voters.</p>

CONSIDERATIONS FOR 1998 (continued)

These areas need to be considered by the developer for repairs during the summer before expiration of their performance bonds and acceptance by the Village.



CONSIDERATIONS FOR 1998 (continued)

MANOR BROOK DR/ WHITETAIL RESERVE	
<p>NO PHOTOS AT THIS TIME</p>	

Other projects or roads to be consider for the Road Program:

- 01) In-house crack sealing program
- 02) Rejuvenation of certain streets
- 03) Back half of Southwyck Drive -- Last resurfaced before 1986
- 04) Chelsea Court -- Last resurfaced before 1986
- 05) Manor Brook Drive off 306 -- 1989 & 1991
- 06) Sheerbrook Drive -- Last resurfaced in 1986
- 07) Kensington Drive, Circle and adjoining roads -- Road repairs and humps
- 08)

Village of South Russell, Ohio
Streets Department Committee Meeting
February 4, 1999

7:30 a.m.

The meeting was held in the office of the Streets Commissioner. Those present included Darrell Johnson-Street Commissioner, Kathy O'Donnell-Chairperson, and Gary Brockett. The following items were discussed:

1. CT Contract – agreed to go forward on it with the changes Gary had discussed with Ned Foley
2. Parking Ban – we agreed to introduce the snow ban on parking in the village at the next meeting 2/8/99
3. Kensington Drainage – repairs are needed and will be done
4. Washington Street reconstruction – is going forward. The money is there. Preconstruction meeting will be in March with work to begin by April 1, 1999
5. 99 Road Program – talked about doing the investigation when the snowing has ceased.
6. Cracksealing before striping – must get this in place with the county so we don't end up doing it in reverse. Darrell to contact & set it up with the county.
7. Manorbrook Ditch quote from Van Curen – to be submitted.
8. Streetsweeping – again after the snow has stopped. Darrell to make the arrangements.
9. Rich Lingro – we talked about Rich's retirement – his last actual day of work is March , then he will be using up some accumulated sick time. Must get an ad in the paper to begin search for a replacement. Also want to have a luncheon for Rich.
10. Village plowing of undedicated streets – we discussed this and the committee recommends not doing it. Could be fraught with problems. We will bring this up at Council meeting.
11. Clean-up day will be held on May 22, 1999

Meeting adjourned at 8:25 a.m.

Village of South Russell, Ohio
Streets Department Committee Meeting
March 9, 1999

The meeting was held in the office of the Streets Commissioner. Those present included Darrell Johnson – Street Commissioner, Mayor William Young and Kathy O'Donnell-Chairperson.

The purpose of this meeting was to review the applications that had been received for the position in the department to be vacated by Richard Lingro.

To this date, 16 applications had been received. Those present reviewed what had come into the department. We were looking for someone with a CDL, snow plowing experience with heavy equipment, someone living within a 10-12 minute distance from the village buildings, and good vehicle maintenance knowledge.

We were able to find eight (8) applicants who filled the above stated requirements that we had. We decided to have Darrell set up appointments with those people for Saturday morning, March 13, 1999 beginning at 8 a.m. at the Village Hall.

Village of South Russell, Ohio
Streets Department Committee Meeting
March 13, 1999

The meeting was held in the South Russell Village Hall at 8 a.m.. Those present included Street Commissioner Johnson, Mayor William Young, Committee Chairperson Kathy O'Donnell.

The purpose of this meeting was to interview the eight (8) selected candidates for the position available in the Streets Department. All eight people were contacted and appointments set up for this morning. We scheduled the interviews for 25 minute periods.

After the interviews, we each prioritized our reactions to the candidates and then compared notes. We very quickly came up with three (3) that we agreed on.

It was decided to immediately pursue the background investigation, check the references, do drug testing as required, and obtain a motor vehicle report on each person. Darrell Johnson was to schedule the necessary work.

The meeting was concluded at 12:30 p.m.

VILLAGE OF SOUTH RUSSELL

DATE: 2/13/03

COMMITTEE: Streets & Service Dept.

TIME: 7:30 am

PRESIDING CHAIRPERSON: Kathy O'Donnell

LOCATION: Service Building

MEMBERS PRESENT: Kathy O'Donnell, John Dishong, Darrell Johnson, Street Com

MEMBERS ABSENT: none

Agenda Item(s)	Recommendations/Action
Call to Order 7:45	
Approval of Minutes	
1. Budget for 2004	Darrell will give us a copy of last years bud.
2. Road Program for 2004	Street Commissioner ^(S.C.) asked that we get Council approval to involve Mr. Kadwa of CT consult in the preparation of recommendations as suc as snow melts & is feasible.
3. Purchases to be made in 2003	Buy (replace) new back hoe. Monies have been set aside for this - approximately \$64,01 which should cover the purchase.
4. Computers	S.C. suggested that SRV consider setting asi one computer to be used for GIS only. We believe there is an extra computer in Building Dept office from when Monica was emp there. Check this out.
5. SRV Parking Lot	S.C. would like some input on this subject from Council.
6. 8:40 am	Adjourned.

Please Return to Village Clerk As Soon As Possible

Nancy



Village of South Russell
 5205 Chillicothe Road
 South Russell, Ohio 44022
 440-338-7843 Fax 440-338-8776

VILLAGE OF SOUTH RUSSELL

DATE: March 13, 2003

COMMITTEE: STREET COMMITTEE

TIME: 7:30 am

PRESIDING CHAIRPERSON: Kathy O'Donnell LOCATION: Service Department Office

MEMBERS PRESENT: Kathy O'Donnell, John Dishong, Darrell Johnson

MEMBERS ABSENT: None

AGENDA ITEM(S)	RECOMMENDATIONS/ ACTIONS
1. Removal of snow stakes	1. Will be done as weather breaks
2. Street Sweeping	2. Darrell has spoken to 2 co's for quotes - Rally and Ake- Last yr spent \$2200, budget was \$3000, done 2 nd wk April
3. Newsletter Articles	3. Info on trash day for 5/17, senior pickup, street sweeping
4. New loader/backhoe, Budgeted \$61,000	4. Have the money, State STS program (old MAC 29) Looking at Case & Caterpillar, 60-90 day dlvy
5. Budget Information	5. Darrell working on this.
6. 2003 Road Program	6. Chuck Kadun working on this. History of road work was given to John and Kathy
7. Order Salt before 4/15/03 \$40,000 budgeted	7. \$ 39.16 current price from Morton - will order before contract ends to have on hand for Fall, 2003
8. 112 Silver Spring Dr drainage	8. Under investigation - building dept problem
9. Overtime Budgeted \$12,000	9. 29% used through January, 2003
10. Employee Picnic vs Brunch	10. Discussed employees feeling re brunch or picnic. They seemed to favor brunch

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Village of South Russell
5205 Chillicothe Road
South Russell, Ohio 44022
440-338-7843 Fax 440-338-8776

VILLAGE OF SOUTH RUSSELL

DATE: March 20, 2003

COMMITTEE: **STREET COMMITTEE**

TIME: 7:30 am

PRESIDING CHAIRPERSON: Kathy O'Donnell LOCATION: Service Department Office

MEMBERS PRESENT: Kathy O'Donnell, John Dishong, Darrell Johnson

MEMBERS ABSENT: None

AGENDA ITEM(S)	RECOMMENDATIONS/ ACTIONS
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Village of South Russell

5205 Chillicothe Road
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VILLAGE OF SOUTH RUSSELL

DATE: April 8, 2003

COMMITTEE: STREET COMMITTEE

TIME: 5:30 pm

PRESIDING CHAIRPERSON: Kathy O'Donnell

LOCATION: SRV Street Office

MEMBERS PRESENT: Kathy O'Donnell, John Dishong, Darrell Johnson

MEMBERS ABSENT: None

AGENDA ITEM(S)	RECOMMENDATIONS/ ACTIONS
1. Review of proposed 2004 Streets Budget	1. Streets Commissioner presented his rough draft of 2004 budget and the committee went over it together line by line. Some adjustments made for presentation to the council at the Budget session to be held on April 29, 2003.
2.	2.
3.	3.
4.	4.
5.	5.
6.	6.
7.	7.

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VILLAGE OF SOUTH RUSSELL

DATE: June 5, 2003

COMMITTEE: STREET COMMITTEE

TIME: 7:30 am

PRESIDING CHAIRPERSON: Kathy O'Donnell

MEMBERS PRESENT: John Dishong, Darrell Johnson
 Kathy O'Donnell

MEMBERS ABSENT: None

AGENDA ITEMS	RECOMMENDATIONS/ ACTIONS
1. Road Bids	1. Bids opened 5/30 -- will recommend Burton-Scott for Base Bid & Alt. B for \$194,453
2. 2004 Budget	2. Discussed if we could reduce our share of budget - Question is can we reduce the road program?
3. New Backhoe	3. Arriving today. Darrell will put ad in paper to sell old The old backhoe at \$6,000??
4. Laser Transit	4. Time to make purchase of Laser Transit which is budgeted Cost is \$1,800 from Ohio Beam-Use, ditching, laying pipe
5. Mosquito Spraying, calls being received from residents	5. He is advising them to keep ditches clean, keep areas free of standing water - SRV will NOT spray
6. Complaint from 951 Bell Rd	6. Mr Horvath called about water coming into his yard from the street and neighbors. Will be investigated.
7. Farmer's Market Parking	7. Could be problems with a clown and band present- There are more kids and people staying longer, safety factor.
8. Alderwood Speeding/Stop signs	8. Resident may come to Council Mtg-they want speed bumps and/or sidewalks. Probs w/ plowing, repair, replace
9. Road Contract	9. Preconstruction Meeting to be held June 10, at 10:30 am
10. Road Striping	10. SRV will subcontract w/ Arrowmark edge lines & center. Cost about \$10,000, done every 2 years. Turn ins & outs At streets to be done by PPS, cost \$1,300

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VILLAGE OF SOUTH RUSSELL

DATE: 11/20/2003

COMMITTEE: STREET COMMITTEE

TIME: 7:30 am

PRESIDING CHAIRPERSON: Kathy O'Donnell

LOCATION: Street Commissioner Ofc

MEMBERS PRESENT: Darrell Johnson, John Dishong, Kathy O'Donnell

MEMBERS ABSENT: None

AGENDA ITEM(S)	RECOMMENDATIONS/ ACTIONS
1. 951 Bell Road	1. What needs to be done by Village VS homeowner – want to write homeowner -inquire what has he done to correct flooding ie – clean footer drains, regrade, etc
2. Salt and Cinders	2. current supply is sufficient probably into New Year
3. Overtime	3. Budgeted dollars OK –still under budget
4. New “Holiday” tree on corner	4. Discussed who is doing lighting, cost, color of lights- Sally Butz Voss is checking into this
5. East Washington Street	5. New 35 MPH signs are in and ready to put up, replacing old 25 MPH signs
6. Crack Sealing 2004 Program	6. Considering doing this program earlier than past – as soon the freezing weather is over while cracks in road are open
7. Agreement with CF Schools storage of salt	7. Darrell has spoken with James in Chagrin and they have worked out the system of storage, retrieval and billing
8.	8.
9.	9. ADJOURNED at 8:30 am

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Village of South Russell

5205 Chillicothe Road
South Russell, Ohio 44022
440-338-7843 Fax 440-338-8776

VILLAGE OF SOUTH RUSSELL

DATE: Monday, October 4, 2004

COMMITTEE: STREET COMMITTEE

TIME: 7:00 AM

PRESIDING CHAIRPERSON: K. O'Donnell

LOCATION: D. Johnson's Office

MEMBERS PRESENT: Darrell Johnson, Kathy O'Donnell, John Dishong

MEMBERS ABSENT: None

AGENDA ITEM(S)	RECOMMENDATIONS/ ACTIONS
1. Sunridge Drive	Concerns expressed re the timing when sewer will go in and When the road is scheduled to be resurfaced/rebuilt.
2. 2004 Road Program	The program completed with exception of letter to be received from Ameritech re the Village paving over their manhole cover
3. Salt	Supply is okay until late November providing the weather is "normal." Delivery is "on call basis." Morton is looking into a possible 2 nd year bid
4. Berming Box	Has been in budget to acquire from Concord Equip as they had time to build it. Meantime SRV has built its own. Jeff at Concord is looking into building a model that SRV would test use for them.
5. Gurney School Zone	Signage is in place for 20 MPH zone. Police Chief Wetzel is applying for permission to extend the zone 300 ft beyond the width of the Gurney property (the driveway).
6.	
7.	

8.

9.

10.

Please Provide A Copy to the Village Clerk As Soon As Possible

SOUTH RUSSELL VILLAGE COUNCIL

STREETS COMMITTEE

MINUTES OF MEETING HELD 2/23/09 (date)

MEETING CALLED TO ORDER AT: 8:00 AM (time)

ATTENDANCE: MARK PORTER, DARRELL JOHNSON,
JOHN DISHON

TOPICS DISCUSSED: Streets Bid Opening, Washington
street project w/ county, stimulus bill
impact, Humberk portion w/ county, camera
surveillance system at salt dome.
maybe add 2 cameras should be installed
Feb. Video from single camera for
reviewing, pricing for use & storage. 300 more
tons ordered by SRV, state brought in
200 tons stormwater meeting coming up
week of March 2.

RECOMMENDATIONS: SRV contract w/ specialized cons
for Base Bid and alternate Bid B at
March 7, 2009 Council Mtg, do Humberk
portion w/ county for 200 provided Wash
for repairs w/ county occur at no
cost to SRV.

MEETING ADJOURNED AT: 8:19 AM

SIGNED BY:

(person taking minutes)

Sitewalk Meeting

Attendees: Dawn N. G., 9/8/09 9:00
John DeLong & MB Ltd. SC

Salt

- Bids to go out (by mistake) - 9/14/09
- 5 RV loader for State's use - ODOT
-

Road Program

- Cash Analysis) - 215K budget, ~~was~~ spent 170,734
-24825
- Road Program → - 6300 for culvert, 2 PVV 24m long
- 2 striping → 14,220 + 2125
- 19K remaining - West St Jan
inter 17

Fall Festival

- Tents, party clothes, trash
- 3/4 grill → RFL Sunday
- Chairs, rentals (chairs)
- Benches?

Maisters Property

- Markers → metal post, yellow sign
- ~~at~~ culvert near tree line -
good idea
- David - e-mail re marker
- Boundary marks on West St.
- mowing problem
- - Parks review

- Upgrade parking area look -

- Kiosk

- Pkrs tents from MB -

- Lake Club - ib. 2 H → letters.

**Street Committee & Human Resource Committee Joint Meeting
Friday, November 8, 2019 3:30 p.m.**

Present: Chairman of HR and Street Committees - Dennis Galicki
Street Committee Member – Jerry Canton
HR Committee Member – Mike Carroll
Fiscal Officer Romanowski

At 3:30 p.m. Galicki called the meeting to order, attendance taken.

Galicki made a motion to go into Executive Session to conduct Street Commissioner interviews, seconded by Canton. Ayes; all. Motion carried.

Joint Committee meeting reconvened at 6:10 p.m.

Canton made a motion to recommend Mike Rizzo to the Mayor for an interview for Street Commissioner for management and leadership, and Tim Alder for an interview for a foreman, or like position with a title to be determined, seconded by Carroll. Ayes; all. Motion carried.

Meeting adjourned at 6:13 p.m.



Dennis Galicki, Chairman Street and HR Committees

Prepared by Danielle Romanowski`

Street Committee Meeting
October 25, 2019 – 8:00 a.m. at the Street Department

Present: Chairman Galicki and Interim Street Commissioner Alder

Absent: Canton

The meeting began at 8:06. Galicki invited Alder to discuss his initial experiences as the Interim Street Commissioner. Alder advised that the Street Department staff addressed 18 sink holes in Country Estates in the last two weeks. The storm sewers were repaired, and he noted that all of them had joint failures. He explained that the tar that was in the joint where the two pipes come together had degraded and either fallen into the pipe or away from it, and that the water was seeping in and taking the soil with it. He speculated that this might be part of the problem with the silt filling in the pond. He hoped the repairs would alleviate the silt build-up. Alder noted that the pipes themselves were in good shape.

A new project the department was addressing was a dead tree on Bell Road across from 1454 Bell Rd. He advised that it had been dead for years and was falling into the roadway. Van Curen would take it out within the next couple of weeks. Galicki said he saw the quote and verified that it was the Village's responsibility and in the right-of-way. Alder verified it was. Galicki questioned whether tree replacement was requested by the neighboring resident, and Adler explained it is in a forested area.

Adler addressed holiday lighting and said that in the past, the lights had been repaired which was time consuming and replacement would be more economical. He would find money in the budget. He said the plan was to decorate the one tree in the corner and not the trees nearest the road because of issues with the lights being sprayed by salt. He added that there would be spotlights around Village Hall as well. Galicki stated that in years past, wreaths had been hung from the windows and the decorations were simple and made the building look nice. Adler confirmed this is what would be done. Galicki added that there had been residents who were displeased with the color wheel lights that had been used recently. He stated Village Hall is a classic building and should look good.

Regarding the flagpole light at the Cemetery, Adler explained that the issue was getting the power to the pole. He wanted to directionally bore the road instead of cutting the brand-new road. He proposed a company be brought in to do this and put it in conduit so that if there was ever an issue, it would only be necessary to pull out the old wire and run a new one. Alder said the wire would go from the wall, across the driveway, down the north side of the driveway and then cross the driveway again. That way, it would be away from the graves and it would never be in the way of expansion. Galicki asked if the flagpole had always been a part of the Cemetery design. Alder did not know. Galicki verified that a flag had not been displayed there at night without illumination, and Alder confirmed this. Alder said he would try to accomplish the project in fall. Galicki recognized the time limitations and encouraged Alder to do what he could. He said that he realized there were projects that might be more pressing.

Alder discussed the installation of security cameras. He stated that the Service Department Building was the only one left. He has a plan for seven cameras and added that the only one inside the building would be above the men's room door pointing to the entrance of the Building Department.

Regarding the rental house, Alder stated that he had obtained two quotes for razing the building, and was awaiting one more. Galicki added that one quote was \$9,000 and another was \$11,000. Alder thought these were reasonable. Galicki was aware that the average was about \$10,000. Alder stated

that this would include removal of everything, to include the concrete floor and walls in the basement. They would put a "90" on the sanitary sewer so that it would be accessible if anyone ever wanted to put in a bathroom. The gas line would be shut off at the road. The power company would disconnect the power and coil it on the pole for future use. Galicki asked if the contractors were concerned about any hazmat materials. Alder stated there would have to be an inspection, and the contractor would be responsible for arranging this. Alder clarified that he was making sure the contractors knew that the Village did not know what it would be doing with the property, so nothing should be left in the ground.

Alder met with the resident at 11 Ridgecrest who had a stormwater issue. He proposed installing a 2' by 2' stormwater inlet at the edge of the road where a pipe comes under the road and runs towards the house. He added that it was in bad shape. The resident would be willing to do the work on his property if the Village could put the inlet in for him. Alder explained to the resident that the Village would put in the inlet, tie it to the pipe that runs under the road, and then put a pipe that goes out of the right-of-way, which would be going past the gas line under the ground. This way, the resident would not have to worry about digging into the gas line when he is doing his part. The resident is ready now, but Alder said it would be towards the end of next week before the Street Department staff could address it. Galicki asked Alder if there was money for it, and Alder said there is plenty of money in the stormwater budget.

Regarding the department's loader, Alder said the heater stopped working last winter and he recently had it repaired.

Alder said the benches for the Village park are in, and he wanted to build at least one to measure for the footers. He wanted to move ahead with putting in the footers. Alder noted that there were flags in the park marking where the benches should go. The only thing to be determined would be the angle of the benches.

Galicki asked what the issue was between the six and fifteen trees for the park, and Alder said he did not know.

To aid the Safety forces and mutual aid, Alder also made a recommendation to replace the markers that used to be on the utility poles every hundred block from Chagrin Falls to Newbury. Galicki asked why they went away, and Alder said they were just old and fell off. Alder explained that it would be reflective to see during the night and day. It would also give the Service Department staff the opportunity to trim around poles and said that the overgrown brush also impeded the flags that are displayed. Galicki said he would take no issue with this project. He asked about expense, and Alder said he was waiting to hear from the sign company that does the work.

Galicki asked Alder for his observations of his first four weeks as Interim Street Commissioner and asked if he had any needs that would facilitate doing his job. Alder said the transition was taking a little while to incorporate the administrative aspects with the labor aspects of the job. He felt it was going well. Galicki told Alder that there were a lot of people who are standing by to help Alder, and it did not go unnoticed that there was not much of a turnover or building of a session plan from the previous Commissioner. Galicki noted that there was no question of Alder's technical ability, and acknowledged the learning curve for administration and leadership, which he assured Alder would build. Galicki urged Alder to communicate his needs and welcomed Alder to come to him with any issues he may have.


Galicki asked if the department had a preventative maintenance program. Alder said that oil changes and greasing were the only things that were done annually. Throughout each month of the summer, he wanted to conduct a complete assessment of each truck. He added that he recently purchased a spray that when applied to the trucks, removed all the salt residue to prevent deterioration. He also wanted to be proactive in repairing the hinges on the garage doors.

Alder discussed leaf clean-up and advised that both he and Jeff Pausch brought their personal equipment in to complete the work. Galicki said this should not be required, and that if the equipment were needed, it should be budgeted. Alder advised that he budgeted for one of the mowers and would be replacing another in the coming year or so. He added that he wanted to have a plan on equipment replacement in general.

Alder stated that the loader the Village has is too small and is only useful for picking up the trash on the two days of Senior Trash Day. One could be rented for these two days and the Village could purchase a loader that would be more useful for frequent projects. Alder said this was part of his 10-year plan. He added that in the future, what he really wanted to do was to put up a building for storage to ease up on the space in the Service Garage. Galicki encouraged him to look at the space available and to make changes that he thought would make more sense. He also encouraged Alder to keep the lines of communication open with the Service Department employees to consider their input as well.

Galicki told Alder that official interviews for the permanent Street Commissioner would be happening shortly.

Meeting adjourned at 8:40.

A handwritten signature in cursive script that reads "Dennis M. Galicki". The signature is written in dark ink and is positioned above a horizontal line.

Dennis M. Galicki, Chairman

Prepared by: Leslie Galicki



Village of South Russell

5205 Chillicothe Road
South Russell, Ohio 44022
440-338-6700 Fax 440-338-8776

Service Department

Street Commissioner
440-338-6700 Ext.236
Direct Line 440-338-3891

Date: 10/25/19

Time: 8:00 am

Form: MER

OLD PROJECTS:

- Country Estates sinkholes 18 excavations completed

NEW PROJECTS:

- Removal of dead elm tree, across from 1454 Bell
- Holiday lighting

PROPERTIES:

- Flag Pole light in cemetery
- Installation of security cameras
- Removal of rental house- what we are
Responsible for:
 - Contact EOG for Gas line disconnect
 - Geauga county Sanitary sewer disconnect

SPECIAL SITUATIONS:

- 11 Ridgecrest 2 X 2' storm water inlet installation

EQUIPMENT:

- Loader heater repaired

PARK:

- Placement of footers for Benches and Trash cans

SIGNS:

- Replacement of Hundred block signs on Bell
From Chagrin line to Newbury

600,700,800,900,1000,1100,1228,1300,1408,1500,1600

**STREET COMMITTEE MEETING
THURSDAY, SEPTEMBER 19, 2019 – 8:30 A.M.**

MEMBERS PRESENT: Chairman Galicki, Canton, Street Commissioner Johnson, Mayor

Galicki stated there were two items on the agenda to discuss, the departure of the Street Commissioner and the 2020 Budget.

The Street Commissioner addressed staffing of the Street Department with his approaching retirement and addressed being short staffed due to the 13-week absence of one of the employees, despite having summer help. With the shortage, the employees had to work in vacation time between projects, and still have remaining vacation time to use. The Street Commissioner advised that Tim Alder knows the operations of the department, but not to the extent that the Street Commissioner did, however. The Street Commissioner stated he created a system and knew when things needed to be planned or appropriations were required months in advance. He added that Alder and Jeff Pausch had been great workers and knew the projects. The Street Commissioner added that although Jeff Pausch and Rick Pausch were cousins, they had a difficult time working together. He described Jeff as a go-getter who knew the projects. Rick, on the other hand, did not pick up on and follow instructions as well as he should have. The Street Commissioner said that depending on how the Committee chose to fill the vacant Street Commissioner position, staffing and how the staff worked together would need to be considered. Galicki questioned whether the Street Commissioner was saying that he was short a person, and the Street Commissioner agreed. Galicki asked if the Street Commissioner would recommend hiring another worker for a total staff of four, and the Street Commissioner agreed, and added that it would be beneficial for vacation coverage as well as for coverage for illness and injury.

Galicki verified that the Street Commissioner planned to compile the preliminary 2020 budget before he left, and the Street Commissioner said he would be working on it that day. Galicki asked if he would be budgeting for three or four workers and urged the Street Commissioner to do so. The Street Commissioner said that the department could get away with a Street Supervisor, and three employees, with consideration given to the fact that most vacation time was taken during the summer when the department was busy. The department is limited in the winter with its outside projects. Galicki asked if he was saying the Village should have a Street Supervisor in place of a Street Commissioner. He added that statutorily the Village must have a Village Administrator or a Street Commissioner. The Street Commissioner suggested maintaining the position and possibly adding a working foreman, who would be out working with the crew. His recommendation was to eliminate the outsourcing of the mowing. Galicki advised that Council previously thought this would happen in hiring the temporary summer help. The Street Commissioner said the outsourcing of the mowing was costing between \$14,000 and \$17,000. The current summer help made about \$4,000 over the summer. He suggested hiring two summer helpers to take the place of the outsourced mowing. The Street Commissioner

estimated it would take the helpers two days to mow all the properties. The helpers would also be available to assist with other projects three more days of the week.

Barring summer help, Galicki asked if the Street Commissioner was recommending the Village hire a fourth worker. He said not necessarily, that it would be the Street Commissioner and three employees. Galicki expressed confusion and said he thought the Street Commissioner had recommended hiring another full-time employee. The Street Commissioner said that this would be nice and would provide for two crews.

Canton wondered, for instance, that when the Street Commissioner retired, Alder would be moved up to take the Street Commissioner position. This would leave two full time workers. Then the Village would hire another worker, and two part-time workers for the summer. The Street Commissioner said this would be one scenario. Two summer helpers would almost be equivalent to another employee without benefits. Galicki added that it would be for a short period of time. He added that over the past couple of summers, the summer employee could have been used to do the mowing but never was. When this individual was hired, the intent was for the individual to do the mowing so that the Village would not need to have a contract. Instead, both were done. Canton said it was because there was emergency work that had to be accomplished. The Street Commissioner said they were short staffed at the time and were able to use the summer help on other jobs. Galicki asked if this meant the department had been short staffed for the past three years, and the Street Commission said yes. He added that in the past 10 years the Village had put more projects on the department. As an example, he said one of his workers could be tied up in the garage for a day or day and a half doing maintenance on Police vehicles.

Canton asked if the Street Commissioner was recommending one of the three Street Department employees be a foreman and then the Commissioner would be a working Commissioner whenever needed. The Street Commissioner replied that if the person were taking his spot he would be. The Street Commissioner added that when he would call his employees in to plow during the winter, he would also come in and be prepared to plow if necessary. Galicki clarified that most of the time the Street Commission had not been plowing except when needed. He asked if there were usually three or four persons plowing, and the Street Commissioner said it was usually three. When there were significant snows, the employees were out plowing, and the Street Commissioner took care of the Village properties. Galicki asked how many trucks there were, and the Street Commissioner replied four trucks, and three routes. Galicki added that if there were a fourth person, there would be four routes. The Street Commissioner added that the turnaround time would be better. Galicki suggested that it could also be broken down into two shifts. The Street Commissioner said there were safety issues with staffing. Galicki asked the Street Commissioner if the Village had electronic tracking devices for the commercial drivers. The Street Commissioner said that this would not be applicable because one driver could switch out with another. The Street Commissioner said he kept track of the information manually. In difficult situations, the Street Commissioner said that on occasion the Village could call on personnel with the Water Department to assist.

Galicki stated that regardless of the direction the committee was to choose, if an additional worker were budgeted, the department would be covered whether it was with two part-time

summer helpers or a new full time hire. Canton asked if the committee decided on the fourth full time worker plus the Commissioner, which would make five, would the Village then hire one part-time helper and not two. Galicki answered that a fourth employee might alleviate the need for the summer help. At least it would be in the budget, and if the Village decided not to hire a full-time individual, then summer help could be hired. The Street Commission recommended budgeting for the higher amount, but instead of hiring right away, looking for the option of two summer helpers to see how that worked.

Galicki added it would also depend on who would be selected to replace the Street Commissioner and that person's credentials. He thought it was wise to budget for the option and at the end of the year there was either leftover money or potentially funds that could be used for something else. Canton agreed.

The Street Commissioner next addressed equipment. The Service Department had a 2008 pick-up truck with 134,284 miles on it and a 2012 one-ton dump truck with 85,000 miles, both of which were operated daily. He felt the pick-up had exceeded its lifespan and had Pausch working on it to pass the e-check. He would file a report once this was complete. The Street Commissioner said the bed of the dump truck required repair. The Mayor asked how much money a one-ton truck would cost, and the Street Commissioner replied probably \$70,000. \$40,000 had been budget for a new truck last year. Galicki asked what the average life of a one-ton truck was, and the Street Commissioner said 15 years. Galicki asked if the Street Commissioner was recommending replacement of the two vehicles, and the Street Commissioner said he was. Canton said he agreed if there was a need.

For 2020, the Street Commissioner stated that the salt prices were increasing, and the Village had agreed to participate in the Ohio Department of Transportation (ODOT) program this year. In 2020, the Village would be paying \$64.39 per ton, which was 35% more. Canton asked if the Village currently had salt, and the Street Commissioner said it did through November and December. Prior to the expiration of the contract, it would be the goal of the Village to have the building filled up as much as possible. Canton asked when salt would be delivered. The Street Commissioner said it would not be ordered until after January 1st. Canton asked if the Village was working with Chagrin Falls, and the Street Commissioner explained that he had notified them that a request to participate in the program had not been received. He was told they would get the request to him this week so that it could be discussed at the September 23rd Council meeting.

The Mayor asked how many tons of salt the Village would order this year. The Street Commissioner said the Village could order a maximum of 110% with a bad winter, which would be 1,650 tons for \$106,243.50. The Street Commissioner said that Geauga County had the lowest salt price with a contract with Morton. Galicki asked what the capacity of the salt dome was, and the Street Commissioner said it could hold 2,500 ton if it were blown in, but the Street Commissioner recommended against this process. With loading it themselves, it was possible to fit 1,500 tons. The dome was used for equipment storage during the summer, so it was not desirable to have it filled.

The Street Commissioner addressed the minimum road striping, which involves striping of the center lines and the following year complete striping is done to include edge lines, turning lanes, etc. The cost of this is \$9,341.40. The complete striping would cost about \$14,000.

The Street Commissioner recommended keeping the \$30,000 used for crack sealing because there were older roads that required more material and were creating more of a maintenance problem. He stated the roads were lasting longer because of the preventative crack sealing maintenance.

The Road Program would depend on what Council decided for the budget but advised there were larger streets which included Kensington and Sheerbrook. He added that the Lake Louise Bridge project was coming up and he would not do work in the area until the bridge work was done. He added that Ridgecrest was done 25 years ago and was failing. The Street Commissioner suggested that Louise Drive and Ridgecrest should be considered for 2021. Galicki asked what the Street Commissioner asked for paving services in 2020. The Street Commissioner responded that \$350,000 would only get one road done depending on which road, Kensington or Sheerbrook. Galicki asked about the additional charge for Sheerbrook. Galicki suggested asking for the funds to do both. The Street Commissioner said residents had been vocal about having Sheerbrook done and added that the Village had previously done Sheerbrook using old standards with smaller overlays. Within a year it began to deteriorate. After this, standards were changed to increase the full depth overlay and there had not been problems. He added it was an extremely long road. Galicki asked if Ridgecrest could be deferred, and the Street Commissioner said he would not recommend it until 2021. Galicki asked what 'failing' meant, and the Street Commissioner said that it meant it was alligatored. Canton added that there was a lot of traffic and homes on Sheerbrook and asked if it was more than Kensington Circle. The Street Commissioner added that Kensington Circle served all of Kensington Green and Sheerbrook only serviced those that live on it and was not a cut through. Canton agreed that Sheerbrook needed work. The Street Commissioner said that Sheerbrook was a bermmed road without storm sewers and Kensington Circle was a curbed road with storm sewers and suggested that the catch basins that require repair be fixed before paving. Galicki recommended budgeting for both streets, and Canton agreed. The Street Commissioner said the Village took into account the number of residents served on a given road and its condition.

The Mayor stated that the estimated cost to repave Sheerbrook was \$309,000 and Kensington was \$275,000. Galicki suggested amending the budget requests for the coming year for \$600,000 or the cost it would take to do both roads.

The Mayor asked if Daisy Lane should be included. The Street Commissioner said Daisy had different funding and recommended asking the Fiscal Officer. Galicki asked how much Daisy would cost to do and the Mayor said \$201,000 and Woodside was \$110,000. The Street Commissioner recommended doing the two streets at the same time.

The Street Commissioner advised that the Village had a culvert pipe under the part of the road that came out onto Bell Rd. The volume of the pipe needed to be increased, and he suggested replacing it with two pipes. Ridgecrest also had culvert pipes that should be replaced. He further advised that the culvert replacement be been done in-house.

Galicki suggested for the 2020, budgeting \$600,000 for Kensington and Sheerbrook and deferring Daisy Ln/Woodside until 2021. The Street Commissioner added that 2021 would be a consideration for Louise Dr. and Ridgecrest. He added that if grant money could be obtained from the State, the Village could consider work on East Bell Rd. Canton concurred. He added that Ashleigh Dr. was done and was a big deal.

Galicki asked about tools or equipment replacement the Service Department might require, and the Street Commissioner stated that he considered a scanner tool that addressed emissions codes for \$8,000 to \$10,000 that could take care of the Service Department trucks and the Police cruisers. He and the Police Chief had discussed purchasing one together. He would hold off on the purchase in order to have the latest version for any newly acquired vehicles by the Village. Because of the replacement rate of the Police vehicles, upgrades must be purchased for the tool, which run approximately \$1,000.

Galicki suggested having enough money in the line item for culverts, and the Street Commissioner said the Village increased the storm sewer line item for 2019.

Canton asked about the Village buildings, and the Street Commissioner said everything was great and the Property Committee would need to consider new garage doors, because they were rotting. He added that the older lighting fixtures inside the Service Garage were failing, and replacement parts were no longer available. Galicki stated that there were grants available for this, possibly through First Energy.

Regarding the gasoline line item, there could be an increase with a bad winter, but the Street Commissioner was confident funds could be located in this case.

Galicki advised he would present the proposed budget amounts to Council for approval.

Regarding the transition and replacement of the Street Commissioner, the Mayor questioned whether the transition would occur in-house, or outside the Village, and would the Village be looking at hiring an additional person. Canton favored elevating from within. He also thought it might be wise for Council to entertain keeping the Street Commissioner as a resource. If the Village were to elevate from within, he thought Alder would be the candidate, beginning a six-month term to see how he did. He added that the Police Chief might be able to help out too if Alder were hired. He proposed that Alder could do the full work and the Chief could do the administration work. If Alder were to do everything, either the Street Commissioner as a consultant or the Police Chief could aid but have Alder on six-month probation. If he is able to do the full job well, then he would be the Village's man. He said there was also the possibility that the Village could look outside as well, but believed it would be wise to hire from within. He added that this could be used as a motivational tool.

The Mayor asked what Alder's rate per hour was, and the Street Commissioner surmised it was \$24.00.

Galicki asked the Street Commissioner if he was conducting turnover with any of his personnel. He replied that only the basics, and he would go over some stuff with Alder. The Street

Commissioner said he was willing to offer resource training or direction relating to what he had developed for his replacement. He would be willing to come in and provide this. He would prefer to do this one time. Galicki said without knowing how long the hiring process would take, it would be wise to have some preliminary turnover at least with Alder or the Chief so that there would not be a vacuum when the Street Commissioner left. For example, there would be identification of files, tickler files, actions by month, etc. which would help in any kind of transition. He strongly recommended this process be started. The job had been posted, and he felt the process should be respected. If Alder or the Chief were interested, they should submit an application as should someone on the outside. He felt it was premature to arrive at identifying the candidate. He added that Alder would be a great potential candidate, but he would like to respect the process especially since the position had been advertised.

The Street Commissioner recommended considering response time and the distance from which the applicant would have to travel to get into the Village. Galicki concurred.


The Street Commissioner stated there was one boy who had applied for summer help for next year. Galicki said this was interesting since the Village had not even posted for the job. The Street Commissioner added that he had two applications from the same individual who had submitted them at two different times. The individual lived up the street. He suggested this could be a new hire of a local resident who knew the community and was qualified. Canton asked if the Street Commissioner's position had been posted for a week. He asked the Street Commissioner if one of the applications held by the Street Commissioner was for his position. The Street Commissioner said it was not. Canton asked if someone had applied for the Street Commissioner position yet. The Mayor said he just received a letter from Alder that he would be interested but he had not completed an application. The Street Commissioner said he had received two phone calls which he forwarded to Village Hall. The Mayor suggested finding the best person, bringing him on for six months, get it done by November, and have a decision on the best person by April. The Mayor asked if they wanted to hire an additional summer employee or go with a couple of kids, or what if this person washes out. Galicki stated that under Ohio Revised Code, any new hire of a Street Commissioner is automatically on a six-month probationary program. Regardless of who it is, it would not be the Village's policy but Ohio Revised Code that dictated the probationary period. The Code also dictated a residency requirement, but the Village had an ordinance which waived this. The Street Commissioner added that this pertained to all employees. The Mayor stated if the person were hired by November 1st, by the end of April, they would know where they stood. Galicki said that in this way, the new Street Commissioner may have staffing opinions as well and deserve a say in the way the department is structured. The Street Commissioner suggested extending the probationary period for three more months since the bulk of it would be during the winter months with the timing. Galicki felt that six months should be ample time to see if the person was working out. The Street Commissioner said winter months could be demanding but were limited.

The Mayor said he had questions on the budget worksheet. He questioned why the Engineer went from 22 to 72. The Street Commissioner said the Fiscal Officer would have a handle on this because it dealt with costs on upcoming projects. The Mayor next questioned the stormwater line which read \$64,752 and asked if anything had been spent yet other than fees.

The Street Commissioner said some improvements had been done to include catch basins. The Mayor said this was the first time it had ever appeared there in 2019 and he could not recall any expenses. The Mayor addressed the salt cost and then addressed the storm sewers and the drains. He said the Village did about \$10,000 this year and needed at least that next year. The Street Commissioner said he would keep it there. The Mayor addressed the striping expense. He then addressed Stormwater \$110,000 which he thought was an estimate for the grant and verified this was not what the Village spent this year. He addressed Cemetery Wages and said it was mowing. The Street Commissioner said it was because the Village maintained its own cemetery. The Mayor addressed the benches as a one-time shot. With the Road and Bridges Fund, they would be at least at \$600,000. On Special Equipment, he said the committee needed to add in the truck and the one-ton at \$70,000 and \$40,000. The Mayor said Lake Louise should cost \$123,000, but he surmised there would be other expenses on the bridge and the budget reflected \$186,000. The Street Commissioner said that the Fiscal Officer had doubled the summer help, and Galicki added that was because the Street Commissioner wanted too. Galicki stated that the Street Commissioner might want to budget for the new full-time hire.

Galicki said there were amendments to include doing the two streets, the two vehicles, and budgeting for a full-time position. The Mayor said that on that line for the full-time employee, another employee would be about \$80,000 with benefits and everything. Neither the Street Commissioner nor Galicki knew if this was correct.

The meeting was adjourned at 9:45 a.m.



Dennis Galicki, Chairman

Prepared by Leslie Galicki

Street Committee meeting with the mayor

July 26, 2019, began at 9:56 a.m.

Attending were committee members Gerald Canton and Dennis Galicki and Mayor Koons.

Discussion was held on what to do with the possible retirement of the street commissioner.

Items included:

- A handout of thirteen possible actions
- The requirements of a village to have either an administrator or a street commissioner
- In house candidates
- A six-month probationary period
- Residency
- Qualifications
- Salaries
- Job descriptions
- Transition
- Letter of retirement

Also discussed was sick day abuse

The tentative plan is to discuss the item in the executive session on August 12th

The meeting adjourned at 10:36 a.m.

If the street commissioner notifies the mayor he is retiring:

1. Allow the street commissioner to retire and rehire until 12-31-20 with the street commissioner to pay his \$17,000 health care premiums.
2. Accept the retirement with a one-year consulting contract of \$25 per contact from village employees.
3. Accept the retirement.
4. Share a street commissioner with another municipality.
5. Hire a new, full time street commissioner.
6. Hire a new street commissioner/zoning inspector.
7. Hire a new street commissioner/building inspector.
8. Hire a new street commissioner/zoning inspector/building inspector.
9. Hire a new service department employee to serve as foreman/laborer.
10. Give the duties of the street commissioner to the police chief.
11. Appoint a service department employee as foreman.
12. Appoint a service department employee as mechanic.
13. Hire a part-time secretary to handle the street commissioner's administrative assignments.

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Streets Committee 12/4/20

ATTENDEES: MEL, MC, TA, S. ELDER 7:05 AM

□ 1087 SHEERBROOK DRIVEWAY

- 1 CONTRACTOR ESTIMATE obt
by SRV - \$3200
- OTHER BKR - DECLINED
- H.S. EST. $\frac{2}{2}$ \$3500 -
- SAW CUTTING, BERM ISSUES
- SPECIALIZED/CT RESPONSIB-
ILITY?
- RECOMMENDATION:
CONTRACTOR BOND TO BE
CHANGED

□ CALL SAN LAKE REQUEST

- WIDTH 16'
- RECOMMENDATION - DECLINE

□ RECLAMITE

- OQT

□ MECHANIC BASETOWN

- AUBURN CAREER CTR

□ TERE MACHINE

- 10K
-

□ SALT TRUCKS

- ALL 4 IN USE FOR STERN

□ LED LIGHTING - LOOKS GOOD

□ SPREAD SALT DOME - GOOD

Blank lined paper with a red margin line on the left side.

SRV Streets MTC 12/30/20 9:00AM

ATTENDEES: MP, MC, TA, EH

10 1097 SHEEX BROOK DRIVEWAY →

- RETAINAGE - 28K - CONSTRUCTION

- ESTIMATE TO REPAIR - \$3200

- STAFF COMMISSIONER TO GET

2 ESTIMATES FOR COMPARISON

11 RECLAIMITE - MONITOR & REPORT

- ASHLEY OK

12 500 MANOR BROOK SWALE - HVA RETB

13 TREE TRIMMING - I/P

14 LEATHER HEAD CRUMPER - WIRE PARTS
IN STOCK, THEN REPLACE

15 WORDER REPLACEMENT - HOLD GET

16 REPLACEMENT TRAVELER - HERE

17 SEWS AT BELL & SNYDER - CHECK W/
~~LEAF~~, OR OTHERWISE

18 NORTH PARK SWALE - 2021

19 PLAY GROUND SANITIZER - POSTPONED
DUE TO NOISE

20 LIGHTING - GARAGE - TITAN - GOOD
- SALT DOME & SHED - GOOD

21 TREE REMOVAL - HAS NEEDED
- CHECK W/ARNISUE

- OTHERWISE, OK

W LANE LOUISE

- FELL OUT REQUESTED

- ENGINEER CHECK OUT

- DR-EE ENGINEER OK

W/FELL

J ADTOWN 7:59 AM

Streets Committee Mtg 2/25/20
12:50 PM

Attendees: TA, MP, MC

- A 500 MANOR BROOK SWAL & CHECK DAMS
- 3200 COST
- Address of Councilman
- A NEW BECKER TRUCK - LIGHTING PKG I/P
- W KENSINGTON, WAVERLY BELL, MANOR BROOK
TREE TREATMENT I/P
- D LOADER REPLACEMENT - BOUND UP IN BUDGET
MEETING w/ ^{flow} - ^{work} NET COST
- A NEW TRAILER - IN ORAL ORDER
- W LAKE LOUISE BRIDGE - OUT FOR BID
- W 12 FOREST DR. - STORMWATER WORK DONE
- W NORT PARK - BRICK WALKWAY OK; NEED
APPROVAL OF PIPE & GRAVEL - OK
- A PLAY GROUND - STREETS/PO SANITIZING DAILY
- W GARAGE DOOR & LIGHTS - REPAIRS 2400-
OK - NEW BULBS EXPECTED DELIVER
- W 54ED & 5A LT DOWN LIGHTS - 1199 - OK
- A ROAD ORDER I/P - BORN B WELL
- W ADJOURN 4:48 PM

**STREET COMMITTEE MEETING
PAW PAW LAKE ROAD
MAY 22, 2020 9:00 P.M. (VIA ZOOM)**

Present: Mayor, Councilman Carroll, Councilman Galicki, Fiscal Officer Romanowski, Engineer Haibach, Solicitor Matheney, State Representative Grendell

Absent: Chairman Mark Porter

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

The Mayor explained to Rep. Grendell that the purpose of the meeting was to talk about the Paw Paw Lake private road. He asked Grendell if she would prefer to make opening comments or have the participants ask her questions about how she could help with the matter. Grendell stated she was present to listen and try to help both sides work together because she was aware that both sides wanted to work together. She added that this could be instrumental in plans across the state showing that the Homeowners Association (HOA) and Village were helping each other out with the monies available. She stated she knew that Paw Paw Lake community was willing to work hard to keep things good, straight, and clean in the roads and ditches, and that they were hoping to use some of the taxpayer money. Kristensen complimented Grendell in her summary of the issue.

The Mayor stated that the situation at hand was that Paw Paw Lake was a private road and was in need of repairs. The residents would like it to become a public road. The estimated cost ranged from \$800,000 to \$1.2 million. South Russell has a \$3 million budget and Paw Paw Lake has 42 homes, according to the Mayor. He stated it would take some very creative financing to pull it off. The Mayor asked the Engineer to provide an update and explained that the Engineer marked the road.

The Engineer stated he marked the proposed edge of pavement on May 19. The marked road represented a 20-foot-wide paved roadway width. He also marked a 60 foot right of way, which consisted of 30 feet on each side of the center line. On the main section of the road running north and south, he was able to mark the proposed pavement edge and the right of way. On the road section going east and west that hooked around the lake, the Engineer stated that the terrain was challenging with steep slopes and wooded lots. He was only able to mark the edge of the road. The right of way marks in many cases would have been in the water, down a steep slope, or in the woods, and it would not have been visible. The Engineer stated that this represented a graphical depiction for people walking or driving by to see where the proposed roadway edges would be.

Grendell asked what was most urgent to repair. The Engineer stated that the roadway was in pretty poor condition, and he did not think much of the existing roadway could be saved. He advised that it required widening in some places, as much as two to two and a half feet on each side. He added that the utility poles were extraordinarily close in a lot of cases to the proposed edge, and that the utilities would have to be relocated as well. Grendell asked the participants if

they understood what the Engineer was talking about, and the participants responded that they did. She asked if they agreed that this was the most important thing. They agreed and stated the road was a mess.

The Mayor asked if Grendell had examples of successful public private partnerships that the Village could explore. The Mayor stated he did not see Paw Paw Lake HOA handling a \$1 million project without support from the Village. Grendell stated that this would be new and a great example, but she stated she did not know of any. She said she could check across the state and added that she had not done this yet. Grendell added that it was a good question and she would like to see if it had been done. To her knowledge this would be the first time. Grendell added that it was so outstanding that South Russell was willing to work with Paw Paw Lake and that this showed what a good community it is.

The Mayor explained that they were trying to figure out how to do this and said the community had been wonderful in proposing what needed to be done, which included utility, cable, and all the wiring. The Mayor verified with the Engineer that the markings were done to the very end of Paw Paw Lake. The Engineer stated he stopped short of where it was proposed to have the cul de sac turn arounds because they were big, and the marks would have been way off into the wilderness. He marked the straight main line until he reached the end of respective road. Kristensen thought the markings were good and anyone driving down the road would have a good sense. Baumgart added that she spoke with a few neighbors who saw the markings. Their reaction was that the markings made sense. She did not see anything wildly alarming and thanked the Engineer for marking the road.

Carroll stated that he too drove the road to see the markings. He asked the Engineer if there would be a ditch on either side of the marked roadway. The Engineer stated that there would need to be a ditch or some sort of drainage structure on each side of the road. From Bell Rd. to the water treatment facility at the end of the road, the water generally flows from east to west towards the lake. The Engineer explained that there would need to be intercepts like ditches or storm sewers on the east side of the road with catch or inlet basin intercepts which would cross underneath the road in several locations to get the water across the road. He explained there was a substantial amount of grading and storm sewer piping that would be included in the roadway reconstruction. Carroll asked the Engineer whether sewer work would be the most advantageous and not an open ditch due to the tightness of the area to work within. The Engineer stated that an open swale would probably be as effective and more cost effective than piping the whole thing. Carroll asked if this would widen the area, and the Engineer verified it would. The Engineer stated the swale would be a couple of feet off the edge of the road and in the marked right of way section. Carroll clarified the additional required space, and the Engineer estimated five to six feet off the edge of pavement on either side would be affected by drainage considerations.

Carroll stated that the Village had heard estimates between \$800,000 and \$1.2 million and asked the Engineer what he thought the costs would be. The Engineer stated it was included in his estimate.

Grendell stated that to her knowledge, this was the first time that people were working together with taxpayer money. She added that she would certainly focus on what would be the most beneficial to the Village as far as the different aspects of the proposed project. She understood water was a problem, that it was getting thick and there were particulates and sediment. Grendell asked if water would be the first issue and thought that both sides needed to say what they thought was the most important issue that would help the Village the most. Kristensen replied that safety was an issue because they had a very narrow road right now and had seen situations where an ambulance or firetruck came in and blocked the road completely. He concluded that widening the road would resolve a safety issue. Other benefits Kristensen noted would be the ability to bring in the school busses and to plow the roads with a safe margin so cars could pass. Safety was the most important issue to Kristensen. He added that this was another reason moving the utility poles was discussed. In some areas the poles were close to the pavement edge. Kristensen thought moving the poles and/or putting them in the ground would be critical but acknowledged this was a cost. Grendell said she liked putting them in the grounds, but the cost was usually prohibitive. Kristensen stated that he had started getting quotes from electrical contractors, and said they were willing to offer good pricing. Kristensen stated that the other benefits would include improvement of the neighborhood and potentially increasing tax revenue. Grendell clarified that this would be due to bringing people in and there would be high fees for houses. Kristensen stated that currently, new residents were coming in and either tearing down homes and building new, and others are renovating.

Haber stated that what the community was seeing a hindrance to home sale transactions because of the uncertainty associated with the roads. A house deal fell through recently because of the rumor and concern of huge assessments coming to fix the roads. Haber stated this had never been the plan and the HOA was not looking to ultimately burden the homeowners with unsustainable costs. He said that it impacted home values and potential sales. Haber added that when construction had been done, the trucks involved further damage the roads. He sited this as a reason that a sustainable road would be important to the community.

Concerning safety and wear and tear on the road, Baumgart noted that with the trend of online shopping, delivery truck traffic had increased.

Kristensen relayed a conversation he had with another neighbor about utilities relating to getting better telephone and/or cable service like fiber optics. This would help people who work at home. Kristensen stated that Rural American would be getting a lot of funding from the Federal Government relating to broadband, so this might be something for which Paw Paw Lake qualified since they were in Geauga County. He surmised this would help the community at large because there would be competition, and not just Spectrum and Windstream. Grendell said it sounded like a good idea especially with the home teaching.

Grendell thanked the Mayor for helping to bring everyone together and supporting this matter. She asked if both sides had made a list of priorities so that they could see if there was something both sides agreed on, like safety or fiber optics. Kristensen said he had a bullet point list, and he would provide it. Grendell asked the Mayor for his list of what would be beneficial to the Village with regard to the project. The Mayor stated he first wanted to ensure that sewers were

not going to be extended into this neighborhood. He added that nothing would be worse than to put in a new road and then have to tear them up to put in sewers. Secondly, looking at the roadway, he questioned doing it all at once. Instead, he suggested doing it in sections because there was a bridge, a dam, and three isolated houses. He questioned the expense involved in providing a 20-foot road to those three homes. The other issue, according to the Mayor would be financing. He said it would be a big chunk, and he did not know how it would work. The Mayor stated they were not anywhere near a proposal. He said they had been having good honest face to face conversations of where everyone stood. He knew something had to be done and he knew the Village would like to help but questioned how the Village could maintain and help a private road. This was where he saw the matter.

The Solicitor addressed Grendell and explained that there were some examples of the public private partnership, but these projects were on a much larger scale like the Cleveland innerbelt project, and a bridge in Portsmouth. She explained that the Village was trying to determine what this project would look like if the Village and Paw Paw Lake had a partnership or agreement. She was trying to understand how this would work and asked if there was certain funding available, like municipal bonds. Grendell asked the Solicitor if she would like them all to meet to determine how they managed it. The Solicitor agreed and added that the project was on a much bigger scale and involved Ohio Department of Transportation (ODOT), etc. She did not see how ODOT would be involved in the Paw Paw Lake project unless it was through some grant funding or something of which she was not aware. The Solicitor stated this would be helpful.

Grendell suggested the Village determine what was most important and Paw Paw Lake do the same and work together to focus on this step by step. She thought the Mayor's suggestion of going in sections was good to ensure they would not run short of the budget. The Solicitor said there was some sort of bridge improvement project between the Ohio River and Kentucky that was another agreement, but large scale. The Solicitor added that she did not know a lot about the public private partnerships, adding that they were new. She stated that with the ODOT projects, there was a private investment where they were receiving toll money to maintain the road. Grendell stated that ODOT had been used to help with money for reservoirs previously when she was a State Representative.

Kristensen stated that regarding the public private partnerships, there was a group called Ohio Lake Association which had received help with dam remediation and repair. He added that Lake Lucern had been rated as a dangerous dam that could break at any time. Grendell stated she was not aware of this. Kristensen stated it was on the Federal Waterway Problems List. He thought with the events in Michigan, there would be a lot of attention to this. Grendell said she would look into this and acknowledged how serious this could be.

Kristensen stated that his point was that this would be a new initiative and it might not be possible to model it after a railroad bridge or road bridges. It was not the same thing because Paw Paw Lake did not have the same public benefit involved in terms of a common bridge. What they do have is the water management issue with the dam, lake, reservoir, etc., which he thought were of greater public benefit.

Carroll agreed with Kristensen and advised that some of the other public private partnerships were of greater public benefit like the Opportunity Corridor and even work on the lakeshore in Euclid which may have involved a public private partnership. He added that these were both much larger scale projects. Carroll asked Grendell if she was aware of any direct funding at this point for such a public private project or roads. Grendell stated no. Additionally, she stated that because of the Corona Virus, there would be a \$3.2 billion shortfall with the budget, and funds were being pulled from different areas. This would not stop her from trying to find out if there was some money that had to be used before the budget cycle that would be voted on in June. She reiterated that she was not aware of any money except that for safety, waterworks, water clarity, and working with the dam issue, she had been able to get money from some organizations previously. She added that she pursued it. Grendell stated that there were some things for safety and cleaning up water, and that there were several different funds. Carroll stated some of these were narrowly focused and specific to water clarity or dam work, and not necessarily for putting in a road, utilities, and everything else currently being discussed. Grendell agreed and said not yet, but she could try to see. She added that she had a guru that worked on the budget who knew all the different funds. Grendell would work with him on this but advised she must be provided with the specific topics.

Kristensen said he had conversations with the State, and that the Department of Transportation had an Infrastructure Loan Fund, in which there was more than 20 million dollars with no apparent takers. Kristensen said they thought this project would be perfect for it and that it could be approved within one to three weeks. However, Kristensen advised the Village had to be involved and it must be requested by the Village. It required creative structuring. He reiterated that the money was there and that they liked the project. They had watched the community work through its issues for about a year. Kristensen said the lady who approves the funds knew of Paw Paw Lake HOA. He gave the name of this contact to the Mayor. He concluded that the funds were there, and this could take care of phase one, which might be road and utilities. Grendell asked if a meeting could be set up with this individual on Friday of the following week. The Mayor stated he would do this.

Carroll asked Kristensen for clarification of what was meant by having the Village involved. Specifically, Carroll asked if this meant that the Village would have to take out a loan and then somehow recoup the cost from the Paw Paw Lake community. Kristensen said the discussion had not reached this point because what he was told was that it was a loan that the Village could take out. He clarified that there was a discussion of ODOT loaning the money to the Paw Paw Lake HOA, which the HOA thought it would be doing. However, in a recent conversation, ODOT personnel expressed that they wanted the Village involved. He said he would not be surprised if they could grant a portion of the funds if this were to be a new example of how it could be done. If the Village and Paw Paw Lake could show that other monies were coming in and funds were leveraged with private and local funds, who knows? Kristensen thought it was important to stay open minded and have a conversation with them because they have the money and no projects. Carroll stated that being a pass through for a loan for Paw Paw Lake could be problematic because of liability concerns and the concern of negatively impacting the Village's financials five to ten years down the road. He added that the Village would have to address Bell

Rd. east in the next five to seven years. Carroll stressed the importance of being aware of other aspects the Village must consider. Kristensen stated the community had explored private financing.

The Mayor stated he would try to set up a meeting the following week for the infrastructure loan fund. In the meantime, he would speak to Kristensen to identify the points of contact. The Mayor and Grendell agreed to another meeting on June 1 at 9:00 a.m.

Grendell thought progress had been made and said she planned to do everything she could. She agreed to work with the Solicitor to identify how the other communities obtained funds to work in a partnership.

The Mayor stated that at this point, the Village and Paw Paw Lake would continue to talk back and forth with no commitments from anybody, but options being explored. He asked Kristensen to send the ODOT contact information and he would work on that for the meeting on June 1.

The meeting was adjourned at 9:32 a.m.

Mark Porter, Chairman

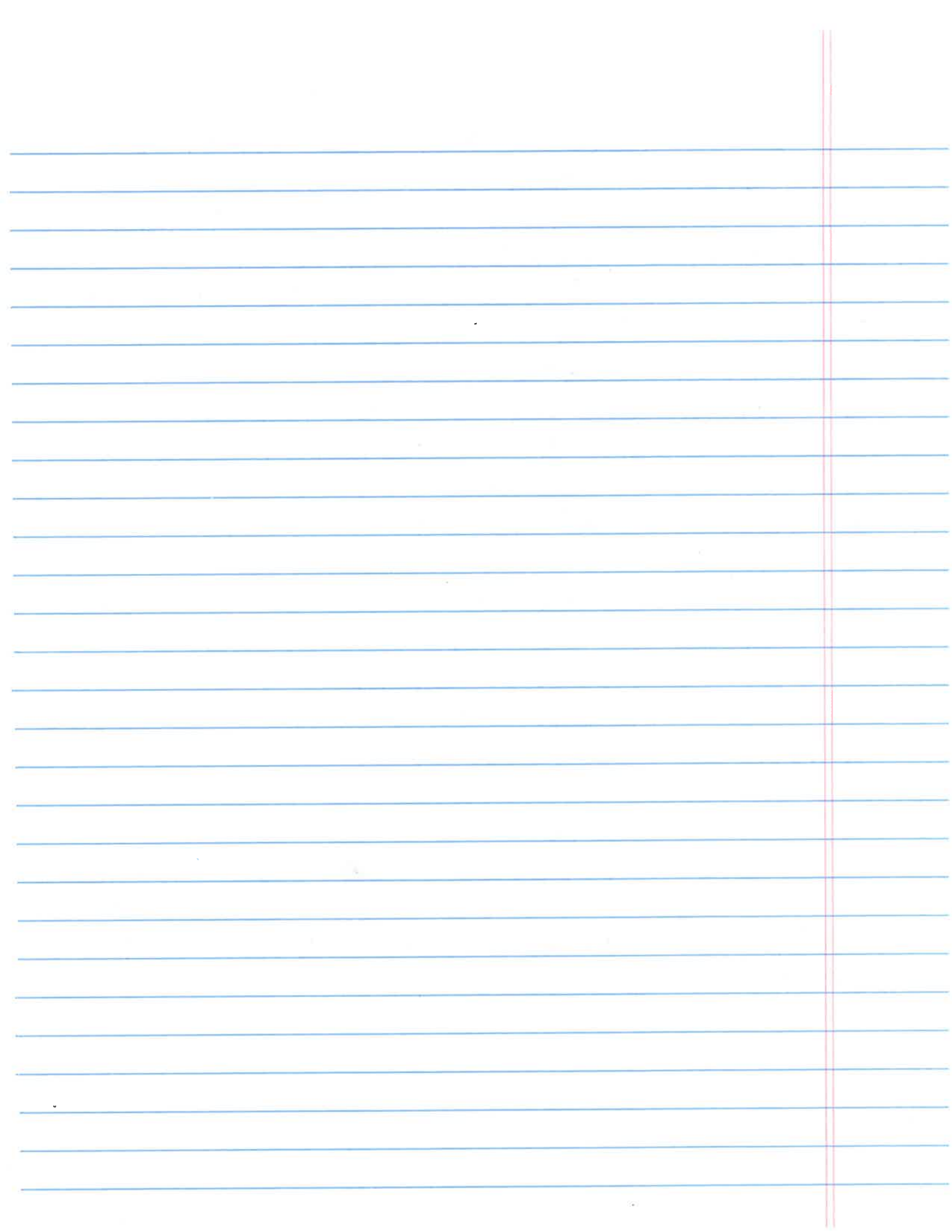
Prepared by Leslie Galicki

STREETS MTG 8/28/20

Attendees: MEB, TA

7:00 AM

- Grave Bucket for cemetery -
 - \$1700, in budget for new eqpt or cemetery labor
 - Acquire
- Tree Trimming - corner lot w/ some facilities - ORANGE BUCKEY TRUCK TO BE USED
- NEW BLU TRUCK HERE -
- NEIGHBORHOOD TREE TRIMMING - KENWAY ETC - COMING
- ROAD STREPPING - BIDS COMING IN, SEPTEMBER DATE ACCOMPLISH
- ROAD PROGRAM DROB REST
 - KENSINGTON MEEKEN
 - NEST WELK, PROVE ROLL
 - SHEER B ROAD NEAR WHEEL
- PLAY GROUND - STREETS SAND TRIPPED DUNE/24 HRS, SO ON WEEKENDS
- ATTORNEY 7:13 AM



STREET'S COMMITTEE MTG

7/31/20 7:00AM

ATTENDEES: MRP, MS, TA, KYLE CANTOR

SHREDDING DATE - 11/7/2020 - SHRED IT

- 1-5PM - APPROX \$525 →

- SEPARATE CARDBOARD &
BAPER

SUGARBUSH RETENTION/BILT BOND -

- KYLE CANTOR, SUGARBUSH

- LOWERING LAKE LEVEL
PART OF JOB

- MONTH TO GET QUOTES

- AUG 10 COUNCIL MTG

- CULVERT

SECURITY CAMERAS - 6 installed - DVR

- CHIEF REZZO TO RESOLVE
COMS ISSUE

107 MAPLE HILL - REPLACED 45' VESTIBLE

IN CULDE SAC

- ROAD PROGRAM VSR TO
TO ASPHALT

1513 MAPLE HILL DR - 12" x 60' Double

Wall pipe \$300 - BROUSTED

- FURTHER INVEST. BEG'D

12 KENSINGTON GREEN - 8 STORM SEWER

DONE

THESE ARE THE MAIN POINTS TO REMEMBER

1. THE FIRST POINT IS TO IDENTIFY THE PROBLEM

2. THE SECOND POINT IS TO ANALYSE THE PROBLEM

3. THE THIRD POINT IS TO PLAN THE SOLUTION

4. THE FOURTH POINT IS TO IMPLEMENT THE SOLUTION

5. THE FIFTH POINT IS TO EVALUATE THE SOLUTION

6. THE SIXTH POINT IS TO REFLECT ON THE SOLUTION

7. THE SEVENTH POINT IS TO COMMUNICATE THE SOLUTION

8. THE EIGHTH POINT IS TO COLLABORATE WITH OTHERS

9. THE NINTH POINT IS TO BE RESILIENT

10. THE TENTH POINT IS TO BE POSITIVE

11. THE ELEVENTH POINT IS TO BE ORGANIZED

12. THE TWELFTH POINT IS TO BE PERSISTENT

CASE WADER - SUGGEST REPLACEMENT NEEDED

- 2021 BUDGET ITEM ISSUE
- 100-25K - 35-40K TRUCK IN

BLU TRUCK + REPLACEMENT TRUCK - ON ORDER

LEST FOR EXCESSIVE VALUE - 2-3 PEOPLE
 TAKE LOOSE BRIDGE SPLITS TO C. JENSEN
 IR FOREST DR - BEDS IN - LOW 10, 200 R+B
 - VILLAGE ISSUE

PLAYGROUND - 7 BENCHES TO BE INSTALLED
 - FOUNDATIONS I/P -
 - MICRO SHEILD 360 - 2K
 - COVERED TO THE SOUTH

GARAGE DOOR REPAIRS - 2460 IN. HAWK
 GARAGE LIGHTING - TEXAN -
 - BOB TAKAS, CUSTOMER REC SERV
 - WARRANTY - 15 YEAR

ROAD PROGRAM

- 307 AUGUST WORK
- FLYERS TO RESIDENTS
- EST. 45 DAYS TO COMPLETE
- SHEELBROOK CORE SAMPLES

END BELL RD - HAWK 20 RD - GROUND DOWN

ADS MATT SM

6

1. PROBATION - A period of time during which a person is supervised by a probation officer.

2. RESTITUTION - The act of restoring someone to the original state of affairs.

3. REPARATION - The act of making amends for a wrong done.

4. RESTITUTION - The act of restoring someone to the original state of affairs.

5. RESTITUTION - The act of restoring someone to the original state of affairs.

6. RESTITUTION - The act of restoring someone to the original state of affairs.

7. RESTITUTION - The act of restoring someone to the original state of affairs.

8. RESTITUTION - The act of restoring someone to the original state of affairs.

9. RESTITUTION

10. RESTITUTION

11. RESTITUTION

12. RESTITUTION

13. RESTITUTION

14. RESTITUTION

15. RESTITUTION

**STREET COMMITTEE MEETING
PAW PAW LAKE ROAD
JULY 1, 2020 8:00 A.M.**

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

Visitors: Paw Paw Lake residents Heidi Baumgart, Virginia Dix, and Kent Kristensen; "Gary," Contractor with N.E.S. Corporation

Porter called the meeting to order. He acknowledged receiving the Paw Paw Lake proposal, and invited Kent Kristensen to address the committee. Kristensen stated that the contractor from N.E.S. Corporation was expected and would bring a copy of the quote requested by the Village.

Dix stated that the United Postal Service (UPS) uses Paw Paw Lake Drive and considers it a public road. This was her final statement and she said everything else is in the notes.

Baumgart stated her last comment is that she is starting to count how many meetings she had attended and stated that she had been doing this for over a year and has seen nothing but invitations for more meetings. She asked if there could be some sort of progress.

Porter asked the Engineer to comment on the proposal submitted by Paw Paw Lake. The Engineer stated that Paw Paw Lake is proposing a 20-foot-wide roadway, which is four feet narrower than the standard South Russell Village roadways. However, there had been discussion between the Village and the Paw Paw Lake community about the character of the neighborhood supporting a 20-foot-wide roadway better than a full 24-foot-wide roadway, and stated there could be flexibility to accommodate this. Paw Paw Lake has stated that they have a 30-foot-wide property which would become right of way where the roadway is currently located. Per South Russell Village standards, dedicated roadways shall have a 60-foot right of way. The Engineer would not recommend deviating from this, stating that this is a standard throughout the State. Paw Paw Lake Association is proposing cul-de-sacs. The diameter of the standard cul-de-sac in the Village is 100 feet, and Paw Paw Lake is proposing a 60-foot diameter cul-de-sac. The Engineer explained that the 100-foot diameter is necessary for large oversized vehicles like snowplows, school busses, and emergency vehicles to turn around. He added that there are smaller cul-de-sacs in the Village, like Forest, Anglers, and Cascades that are on older streets, and they have presented difficulties for emergency vehicles and snowplows. Carroll asked the Street Commissioner about difficulties on these streets with the snowplows, and the Street Commissioner verified it requires maneuvering.

The contractor stated that they would attempt cul-de-sacs with 80-foot diameter. He thought it would be possible with the one of the three. He explained that he did not know this was an issue and could research it.

Porter asked about the water lines, and the Engineer stated they would have to be located outside the new pavement and in the dedicated right of way. Kristensen stated the water line is predominantly to the east of the main road going north to south. He stated it is located right at

the 30-foot property line or on the private properties. It also goes underneath the road to the homes on the other side. Carroll asked if the main line is in the right of way on both sides of the street or under the road. Kristensen stated that water and gas is within the 30-foot property. Kristensen said the utilities would not be impacted by the road. Carroll clarified that the waterline would not be under the proposed 20-foot road other than the branches to the houses. Kristensen stated this was correct. Kristensen stated that he has the specs and a drawing of the waterline.

Porter asked the Engineer if the utilities would have to be relocated, and the Engineer stated it depended on the full plan which would identify the location of the road, existing underground utilities, above ground utilities, and how they work together. He stated that the Village would need to have this and have an engineered plan set for the construction.

In an effort to get some definitive answers, Carroll proposed identifying what sections of the road could be turned over to the Village if certain criteria were met. Specifically, this would mean that in the north south section, Paw Paw Lake would provide a 20-foot roadway approved by Council, a minimum of an 80-foot turn around at the end, and no utilities underneath the road other than branches that feed the homes. He asked the Engineer if this were something Council could consider. The Engineer stated absolutely. Carroll thought that it would be best to break the proposed project down into sections to present to Council. He asked the Street Commissioner if he had any issues with it, and the Street Commissioner stated he did not.

Regarding the east west portion of the road, Carroll asked if a 60-foot turnaround might be the largest possible. The contractor agreed and said a lot of tree removal would be involved. Kristensen stated that the spillway presented limitations in this area and proposed a modified turnaround where vehicles would back in and drive out again. Carroll asked if there was enough area to do a turn around before the dam, and Kristensen stated that would require property acquisition from individual property owners.

Kristensen stated that if a turnaround were needed on the east west section, the Paw Paw Lake Home Company owns land around the east side before the bridge and causeway. Carroll clarified that a 60-foot turnaround would be possible on the east west section of the road before the bridge, and Kristensen concurred.

Carroll asked the Engineer whether Council could consider taking on the east west section of the road, assuming it is a 20-foot-wide roadway with a turn around, and the specs meet Village requirements. The Engineer stated absolutely.

Carroll then asked the Engineer what the challenges were with the bridge. The Engineer stated that since the bridge has always been on a private road in a private subdivision, he had not seen a bridge structural evaluation report. He had no idea of the condition of the bridge as a result. He explained it is a one lane bridge and in its current configuration, it could not support a second lane. Carroll advised that if the Village were to consider accepting the road on the other side of the bridge, the bridge would also have to be brought up to standards. The Engineer stated that the bridge was a big obstacle to overcome. Porter asked if the three homes on the other side of

the bridge would remain as they are in terms of the road that serves them. The Engineer stated yes if the Village was not interested in taking on the bridge and replacing it.

Baumgart stated in previous discussion, it was decided that with the three homes located on the other side of the bridge, a one-way bridge would not be that much of a challenge. She said with the small volume of traffic on the bridge, the community would not have an issue with keeping it one way. Porter verified that the three homes are part of the association, and Baumgart stated they are and that they receive mail and have had emergency services. The Engineer explained that the bridge did not meet any kind of minimum width requirement, notwithstanding any structural concerns. It would not be possible to put a road across it. Carroll asked the Engineer what information would be necessary for Council to consider taking on the bridge. He questioned whether this portion of the road should remain private. The Engineer explained that if the Village were to own the road, it would also own the bridge. Porter stated that this would mean the Village would have to bring the bridge up to code, and the Engineer agreed. Porter asked if the residents on this side of the bridge were agreeable to not getting any benefit from what is being proposed. Baumgart stated they have not brought this information to the residents because they do not have specs to bring to them. Porter explained that the three homeowners are paying money to the association and will not get any benefit unless the bridge becomes part of the public roadway and the Village would have to widen it and take care of it to reach the three houses. Kristensen stated that the residents from the three homes expect the road on their side to be widened as well. They have no problem with a one lane bridge or causeway.

Carroll asked Kristensen if he was saying the proposal was all or nothing. Kristensen stated that he has a mandate to come to Council for the entire community. If something different was proposed, they would have to bring it up to the community. Right now, although he did not like the phrasing of 'all or nothing,' he stated that they were there to negotiate on behalf of all the homeowners.

Baumgart stated that 42 homes are paying money for something they are not getting. She stated it comes down to what it will cost the residents and what they are really giving up. Some of the parameters like the 20-foot roadway and the cul-de-sacs are understood and had been presented to the community. Carroll stated that from his perspective, the north south run seems workable. The east west run might be workable, but the bridge and beyond may not. Kristensen stated that the bridge would not be complicated to widen according to one of the contractors with whom he had consulted for the project. Carroll explained that from a private perspective there might be more options than public entities have. For \$50,000 to \$75,000, the contractor stated it would be possible to replace the bridge with a box culvert. The Engineer explained that there would be many factors to consider with this. Carroll added that there is also the issue with the causeway, and the Engineer agreed and said he did not see how a 60-foot right of way would be possible. He added that the 60-foot right of way was his primary consideration for the whole project.

Baumgart asked for an explanation of the 60-foot right of way throughout the community. She stated that when the Engineer marked it, there were random spray paints in the middle of residents' yards. The Engineer explained that the Village has right of way to access this area should it need to effect roadway repairs, storm sewer ditching repairs, etc. It provides 30 feet

from the center line on each side of the road. Baumgart asked if this meant that the Village could dig up the residents' yards if there were an issue. The Engineer stated yes. She asked to what extent the Village would then repair the yards. The Engineer explained that where the right of way is disturbed, it is restored. The Village is not required to replace trees or landscape features.

Porter asked if Paw Paw Lake had a fund dedicated to road maintenance and had done assessments to add to the fund. He asked how much was in the fund. Kristensen stated possibly \$40,000. Baumgart stated that because of the spillway and the watershed management issues they have been paying for, it was nothing they earmarked that way. Porter asked if it was used for general maintenance rather than road maintenance. Baumgart stated yes and added that they have an annual budget that does road maintenance, snow plowing, etc.

Kristensen asked if he heard it correctly that the Village did not want to have anything to do with the utilities, whether that was the water line or gas line. The Engineer stated that was correct, that the Village did not own them. Kristensen stated that they are in what they call the five foot right of way. With the additional footage required by the Village, Kristensen asked how the utilities that belong to Paw Paw Lake would be managed. The Engineer stated that all right of way is like this, much like the Village does not own the First Energy or Dominion lines, etc. The right of way is there for roadway access and maintenance and a place to put all the public utilities. Kristensen asked if the Village planned to move the utilities, or for what purpose the extra space was required. He wanted a straight answer and wanted to know what the Engineer was trying to accomplish with the 60 feet. Kristensen stated he was not saying the Village could not have it, and he could go back to the community to ask for it.

The Engineer explained that the 60 feet is a State standard for a public roadway, and that is simply what it is. Kristensen stated he called it bureaucracy and red tape and asked for what purpose the Village needs it. Carroll stated it is an access issue and a requirement. Porter stated that more correctly the Village would not be liable for trespass when doing roadwork, etc. The contractor asked if there was a way for each homeowner to give an easement for utilities rather than giving away 10 feet of their property. The Engineer pointed out that the right of way is an easement. The contractor agreed but said a right of way involved buying property from each homeowner, where an easement was just an agreement. It would have to be part of the deed restriction. Porter stated that typically every deed states that the homeowner owns the land subject to existing easements for utilities, water, gas, etc. Porter reiterated that as the Engineer indicated, the Village must have 60 feet of right of way. The Engineer added that development opportunities had been denied in the past for a developer that could not maintain or support the right of way. Kristensen felt that it was possible to resolve the 60-foot right of way issue with the Paw Paw Lake residents.

Porter stated that if Paw Paw Lake was looking for the Village to pay everything to make it a public road and then have the Village take the road over, he did not see any appetite in Council for this. He thought if Paw Paw made the road conform to the standards of which the Engineer referred; the Village might be interested in accepting the road from that point on. Kristensen stated exactly. Porter said he was not speaking for Council, but questioned whether Council would authorize spending \$1.5 million to make the Paw Paw Lake road conform to Village

standards with no real financial contribution from Paw Paw Lake. He did not see this at all. He did think Council would be interested in accepting a road if it had been made and conformed to Village standards. Once it conformed to public standards, it was something the Village could do. To expect, ask, or demand that the Village do this after 100 years or so of private ownership seemed like a stretch.

Baumgart stated that the community had to make a lot of big noises with this government considering that they had had major watershed issues with the gas line issue. She reiterated that the installation of the gas line filled up the silt pond because of modifications to the ditch along Bell Rd. The water is pouring in worse than ever into Paw Paw Lake and across the roads, damaging the roads. She stated that they have been dealing with things for 99 years and the damage is too great. The right of way has gone through the entire Paw Paw Lake property.

Carroll stated that to move forward, the committee would go to the full Council for consideration of the north south stretch, the east west stretch, but not past the bridge and beyond. He did not think Council would consider this part. Carroll addressed ditching, and the Engineer stated there would be a ditch on both sides of the road. Carroll asked if this was part of the engineering process, and the Engineer stated it is. He advised that looking at the main north south road, all the water on the east side of the road has to make it across to the west side of the road so there would have to be ditches, inlets, collection points, and culverts that come underneath because water goes from east to west.

So that Paw Paw Lake could get good estimates, Carroll advised that they should get estimates for 20-foot-wide roads with a 60-foot right of way with a ditch on both sides. Utilities must be outside the roadway. He emphasized Paw Paw Lake should be provided with list so that they could get specific pricing done with the understanding that Paw Paw Lake would have to provide engineered specs that would be reviewed and approved by the Engineer. It would not be a simple asphalt overlay and extension, but whatever the Engineer specified for the design. The Engineer added that if the community were considering keeping portions of the existing road, they would need to provide pave and cores to make sure there is sufficient thickness and structure. The Village would need to know that the road would meet the desired standards of a public roadway.

Carroll asked if this gave the residents enough information to move forward. Baumgart stated she would like this in writing. Carroll explained that the committee still needed to present this to Council. He added that it would take time for the community and committee to consider the issues with the cul-de-sacs. Carroll reiterated that the committee could present the concept of taking on the road if it were brought up to the Village's standards, and the Engineer added that after Council's level of agreement was determined, then he would provide specifications to Paw Paw Lake for development of plans. If Council were to decline the suggestion, it would save the community the cost of obtaining these plans.

Kristensen stated that Paw Paw Lake had made a proposal to the Village, and obtained a quote that was cost competitive. He was not sure how long the quote would be honored and urged that something had to be done. Carroll stated that this was what he was trying to do, and Kristensen

claimed that Carroll was adding to it and delaying the process. Kristensen stated they would have to come back again and they were about done.

Porter stated that the likelihood that Council would adopt an ordinance taking Paw Paw Lake Drive as a public road is probably close to zero at this point. Kristensen stated that the committee should take their proposal to Council to see. Porter stated the community could do this, but that Council would want a recommendation from Streets Committee as to whether to take it on as a public road. At this point, his take was no. Kristensen stated the Street Committee needed to get going, because this matter had been discussed for two years. Carroll stated he would have no issues taking over the road, the north south and east west run up to the bridge, if it met the Villages specs. However, Council must approve this. He wanted to get to the point of identifying the specific parts of the road and the mandatory elements like the 60 - foot right of way. If this were not possible, the matter would be finished. Carroll agreed that the matter had been discussed for a long time, and his goal was to give the community some direction. He said the committee would bring to Council for consideration a north south, east west road up to the bridge, with 20-foot roads, 60-foot right of ways and ditches on either side of the road, and a determination of the size of the cul-de-sacs. The next Council meeting would be July 13th, where this would be presented. It may be that Council only accepts part of the plan, but this would at least be part of the road Paw Paw Lake would no longer have to maintain, which may be worth it to the community. Porter clarified that Carroll was not suggesting the Village pay for Paw Paw Lake to bring the road up to Village Standards, and Carroll stated he was not. Porter reiterated that if Paw Paw Lake brought their road up to Village specification, then Council might be inclined to take the road so Paw Paw Lake would not have the maintenance requirements after this point. Carroll agreed and added that how the road was funded was another discussion.

Kristensen asked if the Engineer had a document he could provide to their contractor with the specs. The Engineer stated he had already provided it but would certainly provide it again. Kristensen stated he understood what the general spec was, but now they would be looking at a 20-foot road and asked what the specs were for that particular piece of road. Dix added that if there were asphalt there, the depth would need to be determined and tested because the Village would want to know what it is inheriting. Carroll stated that the specs would be the same, it would just be narrowed to a 20-foot road. The Engineer stated that if Paw Paw Lake planned to keep any of the existing roadway, the Village would need to know what that is, and have a cross section that shows how much they would be keeping, where it would be cut off, and the fitness and composition of the existing pavement along the edges and in the centerline, as verified by core samples. The contractor verified he had the document that described this requirement.

The Mayor stated that there will be culverts running under the road to get water from east to west. In anticipation of potential sewers, he also asked if something would go in, and the Engineer stated no, that this was the purpose of the right of way. The Mayor verified it would be the water lines going to the houses west of the road and some culverts. He verified that the water lines were not currently under the road. The Engineer stated he would like to see drawings with the existing roadway. Porter clarified that the main water line is not under the current road, and Dix stated it is buried. Porter asked if the road were to be expanded, would the main water line

then be under the road? Kristensen stated there was a place where the main goes underneath the road and then across again. The Engineer stated this was fine. He explained that the concern was about a longitudinal water main that was under the pavement. Porter asked Kristensen to send the diagram of the water line to the Engineer.

The Mayor addressed the gas line issue and said there were two different issues. One issue was the gas line that was east of Baumgart's property. The swale was no longer there which was sending water west. The other issue was the 2016 gas line installed on the south side of Bell Rd. that is affecting the silt pond on the north side. Carroll stated that there was some current concern on Council about this matter. He referenced the former Street Commissioner and said Council was advised that the current swale/ditch would be used because it was deep enough for the gas line, and Council was assured it would not cause issues with water runoff. Now it sounded as if filling in part of the ditch caused an issue. Baumgart stated that her point was that she acknowledged it might sound eccentric to say that Paw Paw Lake wanted \$1.5 million dollars because they pay taxes. It occurred to her that they incurred damages. They could live the way they had for 99 years until the things that are happening in this community impacted it so much that they are now coming to the Village. Now they have spent time in all the meetings, and although she understood the roadway and cul-de-sacs, at the end of the day so much time and energy was being spent talking about the steps, Village requirements, and now comments about the concept being hard for the Village to stomach. She added that change is hard for any resident to stomach even if wanted. She wanted the road and planned to live in her house the rest of her life. Going back four years, they would not be in this position if they did not have the damages to their current road. This was their main problem. According to Baumgart, there is massive damage and it will cost everyone including the Village and Paw Paw Lake residents to fix it. Instead, she felt they were getting stone walling and comments about what the Council can stomach. She understood but emphasized Paw Paw Lake had major damage to their beautiful private community and it is their job to address unsafe damaged roads. She stated it was necessary to stop screwing around with the right of way and the other requirement and the vote. They needed an agreement to get funding, not just requirements. She appreciated Carroll helping to push this along and getting the necessary requirements, but the next big problem to happen quickly was that Paw Paw Lake needed dollars and cents for the damages incurred that the Village, gas line, water, and all the things in the community where there was negligence, whether it was the Council four years ago or whomever it was. She did not live in Paw Paw Lake at the time, but she wanted dollars and cents for the damage on her roads.

The contractor stated that regarding the spec of the road rim currently, he could get cores taken. The Engineer agreed and said that cores are relatively inexpensive.

Porter asked if there were any further questions, and having none, concluded the Paw Paw Lake portion of the Street Committee meeting.

The Mayor asked if anything would be scheduled with Paw Paw Lake before the Council meeting, and Porter stated no and that he thought it could be addressed at the July 13th meeting.

Carroll reiterated what would be presented to Council. Kristensen stated that Baumgart stated it well, and that he was there representing 42 homeowners. The majority of them are following the

line of conversation. He clarified that what he was saying was that the Village should wake up to the reality that this is what is happening. They cannot keep going like this. Dix stated that if there is another winter like last winter, there would be no asphalt left on half the road. She stated that this was not something they created. Kristensen stated that there was a presentation to Council after the gas line was installed. It was not like they had not been addressing the matter with Council. Kristensen concluded it was time to wake up and be responsible.

Porter addressed the Sugarbush proposal. The Mayor stated it would be \$13,000 to clean out their silt pond. Porter asked why the Village should pay for this. The Engineer stated that Sugarbush had always had a silt pond immediately upstream of their main pond to capture and settle out silt from stormwater runoff as it enters the pond. The Village had several construction projects, Bell Road West being one, in that area. It is the Sugarbush residents' contention that their silt pond has filled more rapidly because of this construction. The Engineer did not disagree with this. The Manor Brook Stream Restoration project would involve a creek that leads to the tributary to the Sugarbush pond. During the construction phase of the project, there will be a lot of exposed earth, which will generate silt, which will migrate downstream before the vegetation has become established. Although they will recognize the noticeable benefit in the velocity the water that will come downstream to them since the flood planes will be widened, the residents are worried because their silt pond is already full. The Engineer stated this is a legitimate concern, and believed if the silt pond were cleaned prior to the construction and got a bathymetric survey, the Village could determine how much silt would result from the Manor Brook restoration project and could then remove that silt.

Carroll asked if it would make more sense to dredge the silt pond when the project was done and was afraid the Village would have to do it twice. The Engineer stated that likely the Village would. He stated that nothing would settle in the silt pond, but rather go directly into the lake. Porter asked how much of the silt build up was the result of runoff from Village water. The Engineer stated all of it. This is what streams do. They cut channels and pick up silt and the silt migrates downstream. This is a natural process. Moving water transfers silt. Carroll asked how this would be different than when the Chagrin Lakes neighborhood came to the Village because of silt build up. The Engineer explained that after completion of the Bell Road West project, the Village had the contractor take two dump truck loads of silt out of the pond. Porter explained that the Sugarbush silt pond is meant to collect silt before it gets into the pond. It had built up over time, and the last time they dredged was 2008. He understood the concern but was not sure the Village should pay for all of it. Perhaps the Village should pay for half of it. Carroll added that he thought they were planning to dredge the silt pond but waited until completion of the Bell Road West project. Regardless, it seemed they did not do it when they were supposed to do it. The Engineer agreed. Carroll said his concern involved the Village having to clean the pond twice. He said after the Bell Road West project, the Village should have done it then, but did not. Carroll stated it was a Pandora's Box because of Chagrin Lakes with the Lantern project. The Engineer stated that with this project, there was no way to prove or quantify how much if any silt was deposited. There was no base line. Carroll stated this was the same situation with Sugarbush. The Engineer agreed and said that it would be possible to quantify it before and after the project. Carroll advised that thinking ahead, when the Village does Bell Road East, Paw Paw

Lake's silt pond is right off the road. The Engineer stated it would depend on what is done with Bell Road East. Bell Road West was widened, and a couple of big culverts were replaced. There was a lot of exposed earth. He did not see the Bell Road East project as being as involved.

Porter reiterated that Sugarbush residents wanted their silt pond dredged and have the Engineer's estimate for \$13,000. If it is done now, there would be a baseline to measure silt deposits from the Manor Brook project. Porter asked what would happen if it were not done now. The Engineer stated there would be no baseline, and all the silt would end up in the lake. Carroll questioned whether the Village should wait until the completion of the project to clean out the pond. The Engineer stated if the Village waited, then all the silt would be in the big lake, which would be more difficult to clean out.

Porter thought it was fair to pay for half. Carroll said it sounded fair but was worried about the Pandora's Box effect with Paw Paw Lake with Bell Road East construction. Porter suggested that when the time came, the Village might dredge their silt pond too. Porter viewed the situation as not wanting to further complicate stormwater issues because the Sugarbush silt pond was full. In an effort to address stormwater issues, the Village would pay half the cost of the Engineer's estimate to dredge the silt pond. The Engineer thought this was fair. Carroll agreed. The Engineer added that maintenance of the silt pond is the residents' responsibility, and it had been lacking. Porter agreed and said they should have cleaned it awhile ago. Carroll stated he struggled with it, but half was reasonable and would help with downstream stormwater issues.

The Mayor stated that the Village only caused two problems, Paw Paw Lake and Sugarbush. Porter acknowledged this and stated that when the Village fixes a road or has a project, and there are problems because of it, the Village should address them. The Mayor stated that Sugarbush should be notified that Council will be considering covering half the cost. He would convey to them that they had not cleaned their silt pond since 2008 and the Village did some of it in 2014, so the Village was willing to split half and half.

The Mayor asked if there was anything new with Lake Louise. The Engineer stated that plans are being finalized for Lake Louise Bridge and getting ready for bid.

The Street Commissioner stated that he received a call from a resident on Daisy Lane about a dead ash tree that it is very close to the edge of the right of way and in the power lines. He thought the Village should take it down. Carroll stated if it is in the right of way, he is fine with it. The Street Commissioner would remeasure it and make sure it is in the right of way. He would require funding, and Carroll stated that the budget would have to be amended.

Porter adjourned the meeting at 9:28.



Michael Carroll

STREETS COMMITTEE MEETING 6-26-20

Please **PRINT** your Name and Address

104
W

Name	Address
BILL KOONS	61 POTOMAC DRIVE
Tim Alder	18849 Riverview Dr
Jerry Canton	221 Manor Brook
Mark Pater	29 Annandale
Mike Carroll	125 Lakeview
Heidi Baumgart	95 Paw Paw Lake
Virginia Dix	71 Paw Paw Lake Dr
KEVIN KRISTENSEN	51 PAW PAW LAKE
MICHAEL RIZZO	POLICE DEPARTMENT

S.R.V. Streets Committee

Attendees: MRB, MC, JK, TA, 6/26/20 7am

* L. Hays, BK

Guests: Kent Kristerson, Heidi Baumgart
Paul Sam Zula, Virginia Dip

Kent K - Paul Sam Zula Road Issue,
quotes received to
repair road, change to
20' wid, utilities out for
bid, relocation, 42 home
owners, State Transportation
Fund bond failed up;
gas line & ditch.

Road estimated \$50k;

- 3 turn arounds.

Contract - NFS Conf.

Quote provided.

D. Cantor - Paul Sam HOA - fees -

- Full resurface 1978

- 1100/gal, trash & water incl.

Mayor - Not done in State Street
option - new area for utility

Kent K - water issues cause road
failure

D. Cantor - Reserve fund? yes

- HOA dues raised 2 years ago

MRB - July 1, 2030 Turn city

Chas Hays - Traffic light 308

- Need to raise traffic light

- ✓ Check keyys (cont'd) - long
- bedroom repairs next week
- 191 microwave starts
- calls for stands - replace both
- 185K for roads.
- Unmet snow detector just
3 1/2, 7K add 1 for high
parking
- Art Centre parking lot
access issues.

□ Street Commission

- Salt price 2020-22 \$42.97,
16.4L less than last year
- road sealing ongoing
- replace Maple Hill road
pave
- loader - 2005 - crack.
- the truck - order
- 4-12 hour days?
Summer time only.
- two sport yards - best
- 17 Forest Dr. - 7.8M
- 12, 9th Ave 13.6M
- discharge slides
trenches
- sawdust sweepers
- playground
- ↳ storage doors -
- ↳ garage lighting

Adyaman 8:52 AM

**STREET COMMITTEE MEETING
PAW PAW LAKE ROAD
JUNE 8, 2020 9:00 A.M. (VIA ZOOM)**

Present: Mayor, Councilman Carroll, Fiscal Officer Romanowski,
Engineer Haibach, Solicitor Matheney, State Representative Grendell

Absent: Chairman Mark Porter

Visitors: Brenna Smathers, ODOT; Kent Kristensen, Paw Paw Lake; “Anonymous”, Collin
Cunningham, CVT

The Mayor had the participants introduce themselves. Brenna Smathers stated she is with the Ohio Department of Transportation (ODOT) in Finance. She is the State Infrastructure Bank (SIB) program manager and would be discussing and answering questions about this program. The Solicitor stated she was attending to find out what the program entails and suggested discussing the legal parameters. The Fiscal Officer stated she was also present to learn about the funding. Kent Kristensen stated he is the Road Chair for Paw Paw Lake Home Company. He explained that the roads in the Paw Paw Lake community are deteriorating faster than the HOA can keep up. They are looking for options to repair, resurface, and possibly widen the roads and ultimately pass the service and maintenance over to the Village. He added that they had also discussed making them public, and the community was willing to do this. Kristensen stated that the HOA was considering a number of options to include resurfacing and widening the road and keeping the utility poles where they are. However, the Village Engineer proposed that the poles might need to be moved. Kristensen stated they are also considering burying the utilities in the ground because there is limited property for the road. Kristensen advised that the community has prices for all the options.

Carroll stated he was interested to hear what funding options ODOT may be able to provide.

The Mayor stated that he did not want to involve Representative Diane Grendell yet, but stated that her office is interested and had contacted Smathers.

Kristensen explained that Paw Paw Lake has just under a mile of road, and one cul-de-sac turnaround with a narrow bridge and narrow dam in between. They are considering putting in two more turn arounds so that the Village snowplow, school bus, firetruck, or EMS could turn around. He explained that in the past when a firetruck had come into Paw Paw Lake, it blocked everything. They are eager to have the road widened. Kristensen stated that the community has managed their money well and would be able to pay something towards the project.

Smathers explained that about a year ago, she received questions about the SIB program from Paw Paw Lake. At that time, she let them know that it was SIB policy that they only loan to public entities. She suggested to them that the Village would be the actual applicant for the SIB loan. This would be the first step. Smathers stated there was a fee involved for getting the SIB loan depending on the amount of the loan. She asked if the amount was \$1,000,000. Kristensen stated that \$1.5 million should cover the burying of the utilities as well. Smathers clarified that this was a good estimate, and Kristensen said it was, and that there were quotes to support it.

Smathers stated that the only fee involved with the SIB loan would be the financial advisor fee. The financial advisor works for ODOT. This would be based on the dollar amount of the loan and would be based on closing. It could be rolled into the loan and would be \$6,000. Smathers stated that the first 12 months after the loan closes, there are no payments or interest. After this, the interest will accrue on the balance of the loan, but no payments are due. On the 31st month from the time the loan closes, the first payment will be due. The payments are semiannual for whatever is due. She explained that if the Village were to apply for the loan, are backing it, and got the SIB loan, what would happen is that ODOT would not just cut a check for \$1.5 million. She stated it would be like a line of credit, and the Village would make requests to draw funds with supporting documentation. These requests would be approved and signed off by ODOT and the funds would be sent to the Village. She clarified that as funds are needed, funds are drawn against the loan. Until the project is done and draws are finished, the schedule will keep updating to whatever the balance is and the interest will be based on this. It is a 3% fixed rate for the life of the loan.

Smathers offered that the maximum amount of the loan term is 25 years but stated the Village could pick any term it wanted. Once the application is submitted, she would review it and then send it to the financial advisor who would calculate the debt service coverage ratio. He would also get the preliminary term sheet together. Smathers stated that there is a SIB loan committee at ODOT which consists of ODOT finance staff. She would present and seek approval for the application and as long as there were sufficient funds, which was not a concern to her, then the committee would provide approval.

Once this is achieved, there are loan documents, loan agreements, and a promissory note. The process would take about one to two months to close the loan. This could be done through email, which speeds up the process.

Smathers asked if there were funds Paw Paw Lake had to contribute towards a project, and Kristensen stated that there are 42 homes paying into the fund and the Home Company pays its own taxes to the Village. There is a yearly road maintenance fee the residents pay which includes snow plowing and ice treatment. There is also a capital account where money is put aside for repairs. The HOA runs a Road Department, and he is the Road Chair. Kristensen stated the HOA hires contractors to do their work. Smathers reiterated that the loan application must come from a local entity like the Village and show a source of repayment. However, she stated a side agreement could be made between the Village and the residents of Paw Paw Lake, although it would not be shown in the loan agreement or any of the ODOT documents. If Paw Paw Lake wanted to contribute to the Village to help pay for the loan payment, this would be worked out through the Village's legal counsel or some other manner. ODOT would just have the Village on the loan. Kristensen stated that in contract terms, this would be a back to back agreement. Smathers stated that in the past she has had this situation come up, but it would be a matter of the comfort level of both parties.

Kristensen thought the ability to draw funds as they are spent was a positive thing. He further explained that the community is very good at getting good bids and may be able to have the work done for less. Smathers agreed and said she would then adjust the payment schedule to reflect a

lower payment amount. There is no requirement to use the entire \$1.5 million. Smathers offered to create a preliminary schedule to show the Village, which would provide an idea of the payments with the 3% interest. The Mayor stated the Village would want this, and Smathers stated she would email it to the Mayor to share it with whomever he wished.

Smathers also stated that from the time the loan closes, there is a prepayment penalty if the loan is paid off early. Specifically, there would be a 3% penalty on whatever the balance is on the SIB loan.

Kristensen stated that this looked like a very attractive loan. He explained that the HOA looked at private loans, and the highest they could get was 20 years. Kristensen stated that the longer term would be helpful in terms of the interest and payment.

Carroll asked Smathers for the interest rate, and she reiterated that it is 3% fixed rate. He verified that the Village would be responsible for the loan and verified that if Paw Paw Lake were to default, it would go against the Village's debt or bond rating and would be debt levied against the Village finances. Smathers stated this was correct. Carroll referred to Smather's suggestion that the Village could have a side agreement with Paw Paw Lake and asked if she was aware of any other municipality in the State doing this. Smathers stated no but explained that her predecessor mentioned that this is a possibility. Again, she explained that it is not documented in the loan agreement. Smathers said she could check on it, and knew it was a possibility but it would have to be worked out between the two parties and legal counsel. Carroll stated it would be beneficial if Smathers could provide specific examples of private entities partnering with the public government. He explained that there may be legal requirements that the Solicitor would need to address. Smathers said she would see what she could find.

Carroll also addressed the impending need to address Bell Rd. east and the possible need to leverage funds. He asked Smathers if the Village could potentially have multiple SIB loans, and she said it could. She referred to local entities that have eight SIB loans, and said it is possible to have multiple loans for different projects. The only time it would become an issue would be if the SIB program were limited on funds in the bank. In this case, preference would be given to the new applicant rather than an entity with multiple SIB loans.

Carroll wanted to verify that with the Village making the application for the loan, the Village would be technically responsible for the loan. Smathers stated this was correct.

Kristensen stated that in his research, he found that when Villages do this, they take over the road and the road becomes public, which would be why Smathers had not seen examples like this scenario. He had spoken to other associations where this had happened, and said the Village basically takes it over, at least the surface of the road. Carroll stated that being a private road, the road would have to be brought up to Village standards before the Village would consider taking it over. Kristensen commented that the community had been paying taxes for 99 years.

The Solicitor asked if the Village had copies of the quotes obtained by Paw Paw Lake, or if the HOA would be willing to share them. Kristensen agreed and said that based on the most recent

meeting with the Mayor, he had also started a bullet point Memorandum of Understanding. He thought that should be put in place as well.

The Mayor stated he would bring this matter up at his Mayor's meeting to get advice and to find out what his colleagues had done over the years. The Mayor also stated he would contact Rep. Grendell's Office to tell her it was a productive meeting and that they would be meeting again. Third, the Mayor stated that they needed to be careful and that the Village has a three-million-dollar budget. The idea of the Village taking out a loan for \$1.5 million would cause some people to roll around in their graves. It would be necessary to work through slowly and carefully because there are other private roads that would be watching and listening. The Mayor stated he would be back in touch after speaking with Rep. Grendell and after the Village had a couple more meetings with Paw Paw Lake to see what sort of common ground could be established. The Mayor thanked Smathers and said she had given him hope that there is something that the Village could possibly do that is reasonable. He did not think that one to two months to get a loan would happen in South Russell, but he could see something happening soon if everything fell into place.

Carroll stated that first, the Village needed to have Engineer approved drawings with definite pricing. He added that bluntly, he was hard pressed to expose the Village to do any kind of loan if only because the Village has Bell Road East and other projects, and as the Mayor stated, other private entities wanting to come forward. First and foremost, Carroll stated that Council needed to decide whether the Village would consider taking over the road if it were brought up to standard, and definitively tell Paw Paw Lake residents this so that wheels were not just spinning with the project over and over again.

The meeting was adjourned at 9:35 a.m.



Michael Carroll

5 Weeks Committee Meeting
Attendees: MEB, TA, EK 5/29/20, TAN

29 2020 hours program.

- Base - 522.5K - 45K Conto

- ADA A - 128K - ^{1 month} Salary

- ADA B - 105K - ^{1 month} Salary

Grants: 28-93K

Salary - 140K

Result - 525K net for all

4 roads

Recommendation: Base, ADA A
ADA B

17 Remington catch trains -
need 2K more for main

18 Employee - one candidate
recommended northshore, as
no remains; Mayo & SC (TA)
interviewed last Tuesday

19 Employee Evaluation - E 16

20 Senior member - replacement 5/17

21 Handicapped train - E 16

22 Biparty Disposal - approval 5/18

23 Trash day precautions - E 16 to
wear masks; masks for road
this half.

24 12K rest Drive - Forest & Woodlands

- Printing Metal Pipes

- Open date 1/3

- Open roads performed
- Newsletter

17 Bone from Lake Road Issue

- PPL would like to turn over road to SRV
- Must meet SRV standard
- Engineer would have to inspect, all plans submitted by HMA, for approval
- Hammerhead?
- Council would consider

17 Budget 8:38 AM

SRV Starts / HR Meeting 5-19-20
7 PM

- Attendees: MEB, CN, MC, T.A.
- Interviewees: Thad Blair, Charles Ansel,
Vince Gambino
- Call to order by MEB @ 7 PM
- Motion to go into executive session
by MEB, second by CN. All in
favor - MEB, CN, MC. Motion passed
- Out of executive session 8:37 PM
- MC moves that Thad Blair & Vince
Gambino be recommended for
interviews by Mayor for Street
Dept. vacancy, second by CN
All in favor - MEB, CN, MC. Motion
passed.
- Pass Pass Public Access
- Adjourn 8:58 PM

X

**STREET COMMITTEE MEETING
SUGARBUSH DR.
MAY 14, 2020 7:00 P.M. (VIA ZOOM)**

Present: Mayor, Councilman Carroll, Street Commissioner Alder, Councilman Berger
Fiscal Officer Romanowski (recording)

Visitors: Sugarbush Residents: Kyle Canter and Keith Roberts; Ray Schloss, Mapleridge

The Mayor stated that the Engineer could not be present for the meeting and that Councilman Mark Porter and other residents of the Sugarbush neighborhood were expected. The Mayor stated on June 8th at 7:30 p.m., he would like to have a representative of the Sugarbush neighborhood present at the Council meeting to discuss the status of the matter. The Mayor stated on July 20th, at 7:00 p.m. there would be a storm water meeting. He explained that over 40 people had reported water in their homes, and the Mayor stated there would be an article in Chagrin Valley Times. He advised that the reporter wanted to interview a resident, and the Mayor said he would reach out to Giovani or Chris to speak about storm water and what they had experienced.

The Mayor said he had not contacted the people from Fox Run yet because he wanted to be able to speak to them face to face. He said he would go out to see the Madison Cemetery when the weather was decent. Last on his list to talk about was that the Engineer was going to give some ideas of what he wanted to do, which he would have the Street Commissioner discuss. The Street Commissioner said he had not had an opportunity to walk over to the neighborhood and look at everything. The Mayor stated that what the Engineer told him was that the Village should get a baseline as to the condition of the Sugarbush silt pond to determine the height and depth of the water. The Mayor said the thought was that the Village would get it cleaned out so that in 2022, the Village could assess the potential damage caused by the Manor Brook 319 project construction. The Mayor stated that something was definitely going to happen to Sugarbush in 2021 during the Manor Brook construction, so if the Village could have a benchmark in 2020, by 2022 the Village could return the area to what it was in 2020. Canter stated that if the baseline were taken now, it could be based on poor conditions. He asked if the Mayor meant that the baseline would be taken after silt was removed in 2020. The Mayor stated yes. Canter clarified that it would not be done now, but after removal. He added that the community would not want the condition to be returned to its current state. Canter did not suspect it would get anywhere near the current condition just from the construction that would take place. The Mayor said the Engineer wanted to get it cleaned up and get a baseline. The Mayor stated these were the Engineer's thoughts at this point. Once the Engineer and Street Commissioner could assess the situation, they would have a better idea of whether it was possible. He stated this was the general thought now.

Canter offered to assist the Street Commissioner and Engineer by taking them on the lake by boat. The Street Commissioner asked if there was a barrier between the lake and the silt pond, and Roberts stated it was a baffle. He added that this had worked well, but the volume of water had been too much for the baffle to handle. The silt had overrun the silt pond. The Street

Commissioner asked if the baffle was intact, and Roberts verified it was. Canter stated that the discussion needed to include the lake in addition to the silt pond, because the silt had overrun into the lake. Canter stated that there was a part of the lake that was one to two feet deep now. Roberts stated that the community had a contract for the maintenance of the lake for many years. The contractor previously used the silt pond to enter the lake, but for the past several years, they had been unable to do this. They had to enter from various residents' properties instead.

Canter verified that on June 8th, the Mayor's expectation would be that the Street Commissioner and Engineer would do their due diligence by then and asked whether they would then present a suggestion to Council for a vote. The Mayor stated that the Engineer and Street Commissioner would provide an update and allow the Sugarbush residents to say where they think the situation was to be sure everyone was on the same page. Then, it would be determined if Council wanted to go ahead and do something. The Mayor said it was an issue of what the Village was really going to do. If the Mayor, Street Commissioner, and the Engineer reported to Council that they agreed they should go onto the Sugarbush property, it would be a change for the Village with entering onto private property. He added that they would have a general and frank discussion as to what would be done. The Mayor stated he did not see any formal action taken, just the idea that they would be trying to work it out together. He thought it should be said in front of all the members of Council with the residents sitting there.

Carroll stated that he was aware members of the community had previously presented their issue to Council. Carroll said he reviewed the minutes from the last meeting and thought some of the proposals seemed reasonable and added that in Chagrin Lakes, when the assisted living facility was being built, part of the building deposit was used to address runoff issues caused by the project. He would imagine the Manor Brook project would also have a construction deposit placed, and if the appropriate actions were not taken to reduce the silt from flowing into the Sugarbush silt pond, he would propose that some of that money from the construction deposit be used to correct the issue. Carroll hoped that there would be very little impact. He recalled from the Council meeting in which the residents presented the problem that it seemed like the Bell Road and culvert replacement caused a lot of issues in the pond. Carroll further stated that the Village attempted to clean it out but did not do very well. He agreed the Village should examine this. In summary, he thought the June 8th meeting would be a good opportunity to recap the issue and hear from the Engineer and Street Commissioner. Carroll advised that Council would need to know about pricing, and he observed from the minutes that the Street Department would perform the work. Carroll stated if Council elected to go this route, it was important to do it the right way with the right equipment so that the Village did not find itself in the same position several years down the line. He cautioned against not really fixing the problem by thinking the Village could do it on its own.

Canter thanked Carroll and stated that if it were done right this time, what is done in 2022 should be a simple, from the shore cleaning. The residents are happy to help put things in place to control it and make it easy to take care of at this point. Canter stated that what the community had in mind was dropping the lake two to three feet, and then it would be an exercise of machine and manhours. He thought it was fairly straightforward, although it could turn into a bigger

project. The dam side of the lake would allow them to put a simple siphon in place to drain water over the other side where it already was going, and to drop the lake easily.

Roberts advised that it was always the residents' intention to partner with the Village and were not looking for anything unreasonable. He stated that the Sugarbush lake receives about 25% of the runoff for the Village of South Russell, compared to Chagrin Lakes which receives about 10%. They would continue to be the recipient of this volume of runoff, so it was a management exercise. The community wanted to partner with the Village to manage it so that it did not become a greater issue downstream, which Roberts saw as a possibility. He thought for the first time they were on the right track.

Canter stated that part of the problem was that Sugarbush now received more water and silt, which was reflective of other improvements in the Village. He explained that they understood this and were happy to manage it. However, what had occurred was part of a singular or a couple of events over a short period of time.

Carroll stated that if the issue were managed with the Village as a partnership this time, it would be to remedy that which was not fixed properly the first time potentially. He thought this was reasonable, but beyond that there were many communities with lakes and silt ponds, and this could be a slippery slope for the Village to be put in a position of managing all the communities' silt ponds. The Street Commissioner addressed Carroll and stated that the Service Department would have to contract the work out because it did not have the proper equipment. Carroll added that there were also challenges with disposing of the silt.

The Mayor asked if either Canter or Roberts recalled Emil Neuman, and neither of them new of him. The Mayor stated that Neuman, who lives on Chelsea Ct., sent him a video of flooding and said Neuman knew the Sugarbush issues and was concerned that the Village's actions would make things worse for him. The video was of flooding on June 29, 2016. Roberts stated he would sober Neuman up by saying that if the Sugarbush lake were not there, then Chelsea Ct. would be the recipient of all the silt that Sugarbush was trying to manage. He added that 40% of South Russell's runoff would be draining into the Chelsea Ct. property. He felt any mitigation on the part of Sugarbush was a positive to Neuman. Roberts stated he would be happy to speak to him with an Engineer present to answer his questions. Canter stated that if the Sugarbush lake was operating correctly, it would provide an increased buffer for Chelsea Ct. Roberts stated that he thought there were significant funds spent by the Village on the control of water entering that development. He viewed that this was a positive for their water management. If the problem was not managed, the water and silt would flow straight into their development.

Carroll stated that water management was tricky and hoped that the Manor Brook project would serve to benefit and not compound the problem for everyone.

The Mayor stated that in 2004, the Village spent \$470,000 on the issue in Chelsea Ct.

Carroll stated he wanted to be clear that at the meeting on June 8th, the Street Commissioner, and the Engineer as well as residents of Sugarbush would be present to review the matter.

The meeting was concluded at _____ p.m.



Michael Carroll

Prepared by Leslie Galicki

**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

**STREET COMMITTEE MEETING
SUGARBUSH MTG
APRIL 30, 2020 7:00 P.M. (VIA ZOOM)**

Present: Mayor, Councilman Porter, Street Commissioner

Visitors: Sugarbush Residents

Mayor opened the meeting and informed the Sugarbush residents that the Village did a similar meeting with the residents from Paw Paw Lake on Tuesday evening. They are interested in the condition of their road and the stormwater they receive from the hill above. He said there is a Council meeting on 5/11/20 where both issues will be discussed, and the Mayor and the Street Committee will follow up with Sugarbush on Thursday, 5/14/20 at 7:00 p.m. via Zoom.

Mayor said after the last meeting on February 10th there were action steps that were listed, and it is time to get started on these projects. He said the first one was the easiest one; it was a 6-inch riser to be installed along the south side of Bell Road. The Street Commissioner said they are going to lift the cover off the grate and put in a couple of rows of brick up to the grade of the adjoining culvert. They will go as high as they can to eliminate the steep slope by the ditch. The Mayor said Connie's husband does the mowing and it is too dangerous now so the Street Commissioner will take care of that.

Mayor said the second issue was to go to Madison Village to look at their cemetery. The Mayor said that should wait until people could carpool or do something like that on a Saturday morning. That outing is to see their stream enhancement which is similar to the one the Engineer will be installing in the Manor Brook area. Basically, it is taking a stream, widening it, filling it full of rock channels to slow the water which is going into Manor Brook. Being downstream from it, they will still get some sort of silt during the construction project.

Also listed is to clean their silt pond in 2020 and then come back and clean the silt pond in 2022. The Mayor said the silt that has been gathering there is probably from the 2014 Road Program and things have just accumulated since then. He said like it or not, the Village will do everything it can when the Manor Brook project goes, but it will probably put more silt into the Sugarbush pond. Those are the two things the Village should consider for 2020 and 2022.

Mayor said also listed is the conversation with Fox Run to get a retention pond in there. It is not really a retention pond because those aren't allowed to be put on streams. But it would be an overflow area like the Engineer talked about. When the water got so high, the water would flow in. It would be on the north side of Bell Road near their bridge. Mayor said he explained this from his laymen's point of view, but that is what he has discussed with the Engineer.

A resident questioned the Mayor and asked if the Village needs to meet with Fox Run and asked if that is part of their HOA land. The resident asked if the Village was going to propose that the Village put that in. If it is, he questioned if that is it up to a vote of the residents or what are the mechanics of the Village making that happen are. The Mayor responded that it will probably be trust at the beginning until they see how the Manor Brook project turns out. But that is their property and the Village would have to get their permission to take it and put this on their property. It is something the Village would pay for, but they would be giving up some of their land. Mayor stated the Village has not had any conversation yet.

A resident commented that the Engineer said previously said it would be a new design because of EPA regulations; and it would only help in 10-year floods. The resident said it may be more effective to put baffles in the stream coming through Fox Run; that would be a better solution. The Mayor said this would be basically a combination, getting the water and slowing it down. Mayor said he won't talk for the Engineer on that. Mayor stated he thinks the easiest thing is going to be having everybody at the table to talk sometime in July. He said Fox Run is rightly concerned with what is going to happen to them with the Manor Brook project which is just north of them.

The Mayor said he and the Street Commissioner are going to take another look at the Gurney property. He said he went to their neighborhood the other day and stood there and when you drive by in a car Gurney looks flat but when you stand there, Gurney goes up. He sees where it is all concrete and asphalt. He does not know if there is anything to do to catch the Gurney water, but he and the Street Commissioner will take a look.

Resident said if they look at the elevation maps at the County, it could be helpful for them. The whole Gurney property does not drain into the stream; it is approximately 20-30% of that property. With the recent project it has created more impervious surface. What has happened is the draining impact to Sugarbush has increased as a result of that. Resident stated any result that takes square footage of surface area away from draining into the lake is going to be beneficial. The resident said as mentioned in the presentation to Council that he is estimating that 25% square footage of the Village drains through somehow into the Sugarbush lake. The resident said it is valuable to the Village for the lake to be there. Otherwise it will just push the problem downstream.

Mayor asked about March 28th and 29th when it rained heavily. He said there were 41 people with water issues, but he did not hear from anybody in Sugarbush. Giovana, 37 Sugarbush, stated she is the highest house on the street and her basement flooded; she had 6 inches of water. It was bubbling up through the drain so somehow the drains would not work.

Another resident said the community members are not chronic complainers and they tend to take care of the issues when they arise. Another resident said his property is one of the lower properties on the street and he did not have a problem with water during those storms.

Resident "Chris", (29 Sugarbush Lane), said it is a continual problem for her as well. She said the water was coming up through the drain. She had water on the 28th and 29th of March. She got the water out with a pump on the outside of the house. She said the culvert under Bell Road

was completely full all the way to the top of the culvert. There was no visual sign of the neighbor's driveway at the end of the street. She clarified that it was more than the culvert, it was over the street itself and about one-third the way up her neighbor's yard.

Resident clarified that what is occurring is that when the culvert under Bell Road gets full to the top, it comes through to the first house to the east on Sugarbush. That front yard fills because it cannot get into the lake fast enough through their culvert and it expands down the street in a lake or pond format. It goes up and over Sugarbush Lane because the culvert doesn't allow for that much water to flow through fast enough. He stated that has deteriorated the brick wall that is around the culvert that goes under Sugarbush and that has collapsed the wall in certain spots on both sides.

Resident said with the water coming through so fast, her pipes can't drain, so her yard drainage can't drain. Because there is high flowing water blocking the pipes for her drains, she gets backup in her stairwells and her basement.

Resident wanted it on the record that a culvert being compromised with water filling to the top, was not just an occurrence in the March storm, it is something that has happened on several occasions.

Resident said it was overflowing the banks and then by the time it receded you could see that it took a lot more of the bank out also. Mayor said they are getting too much water that the neighborhood cannot control, and then the water is now destroying the culvert on the west side of the road. Residents agreed.

Mayor said it is tricky being a private area; he does not know what the Village can do.

Resident said she wanted to make it clear that with the culvert being really full and then water rushing, it is blocking the rest of the drainage on the street which then backs up. If that weren't rushing so much, the drains could do their proper job and drain into the stream and then they wouldn't flood.

Resident said the comment about being on private property is a muted point because the Village has the HOA willing and able to provide whatever means legally for that to take place. He said he wanted to take that roadblock away. In looking at solutions, the solution of getting rid of some of that silt will allow better flow. Doing that sooner rather than later, and then addressing the culvert issues would be great.

Resident "Kyle" asked how the HOA can assist the Village. If it is just simply allowing the Village to come into the park to clean that out – they are ready and willing to do that and make that happen. They would like it back to how it was prior to some of the projects in the Village, and they would like an open line of communication. He said the residents understand there is going to be construction upstream and that is part of it all. They would like an open line of communication and an understanding of what the plan for mitigation will be and if that includes something in their silt pond. Whatever it is, he said everyone is ready and willing to assist in the mitigation process and then the removal process afterwards. He stated that is the ongoing long-term discussion. The short-term discussion is man hours and machinery just to get it out of

there. There is some space in the park to put some of the silt and some may be hauled away. They can get into the specifics of it later. They are not asking the Village for \$1.2 million. They are not asking for their road to be redone. There is really not that much water to be taken out and the water can be easily taken out of the other side of the dam. If the lake came down about 2-3 feet, about a third of the lake bottom would then be exposed, that is what is filled with silt. He is not talking about an overly labor-intensive process to get it out. They are focused on 2020. They have lived with it for quite a while and appreciate the open discussion and moving the process along. He stated that the first and foremost objective is to understand the Village's plan to tackle the issue and then it sounds like there would be an open line of communication on those projects going forward.

The Mayor explained the next step for the Village Council would be at the Council meeting on Monday, May 11th and then on May 14th he felt he should be able to meet with Sugarbush HOA and say what Council wants to do.

Resident asked how the specific message is being delivered to Council of exactly what needs to be done so there is an understanding. He said if he were on Council, he is certain he would want to know what the financial ask or specific number is. He said Sugarbush is now asking for the task to be completed and he imagines for Council that is a little more of a vague request. But if there is a specific dollar amount, or specific ask, it would allow them to react to it and understand the details. He wanted to know how Sugarbush's request is being conveyed to Council. He asked if it would be helpful for Sugarbush to provide something in writing summarizing at least the task they are requesting to be completed at this stage.

Another resident stated that in any project there needs to be scope of work and that determines what the expectations are on both the Village and the HOA. He asked the Mayor how he saw that scope of work being constructed.

Mayor replied that he would see a presentation on May 11th from the Engineer and possibly in cooperation with the Street Committee, (two members of Council), saying "this is what we are looking for with this particular situation in Sugarbush." Then there would be a vote to say the Village is going to go ahead, or we are going to do further studies, or we are not going to go ahead. He said maybe Council will say they want further studies or ask if this will really solve the problem or how much is it going to cost. Mayor said they can probably have all that to Council on May 11th so they know what they are facing. He said this is a big step for the Village to go into projects like this. The Village is used to taking care of its streets, but coming into an HOA would be a big step for the Village.

Resident asked what was the process of making sure the Engineer understands exactly what the scope is that they are talking about.

Mayor said the Engineer knows exactly what needs to be done; this has been talked about. He said he will be able to come to the Village and say what it is going to take to solve the problem.

Resident asked what the Engineer's position on it is to date. Mayor said he did not want to speak for the Engineer, but basically said it should be a simple job if Council approves to go in and

clean out that silt pond. That would involve the Village employees and what the Street Commissioner decides to do or how the Village wants to go about it. The Mayor said it shouldn't take that long to figure out what it takes to clean out a silt pond.

Resident said it is not just the silt pond, it is all the silt extending out into the lake as well.

Another resident said the silt pond is standard.

Mayor said between the Street Commissioner, himself and the Engineer, they should be able to get out there next week and take another look, so they know exactly what they are talking about. They will bring it to Council on May 11th. He invited the residents to attend the Council meeting if they like.

Resident asked if the Paw Paw issue is going to be discussed at the May 11th Council meeting as well. Mayor replied that he thought Council would talk about both issues to see how Council wants to proceed.

Resident asked if Council sees the two issues tied together. He said he saw the Sugarbush issue more a result of some specific events that took place compared to roads deteriorating over 25-30 years.

Mayor responded that the two are related only as being roads and HOAs; the scopes are completely different.

Resident asked how they can attend the 5/11/20 Council meeting. Mayor explained it would be a Zoom Council meeting and they could speak under the visitors' section, and he would mute visitors after that. Mayor informed them access to the Council meeting is the same information that participants used for this meeting.

Mayor said the Village has had great success with the Chagrin Valley Times over the years. He said Collin Cunningham, who was in this meeting since 7:00 p.m., may be contacting some of the participants of this meeting to get their comments.

The meeting was concluded at 7:34 p.m.



Mark Porter, Chairman

Prepared by Danielle Romanowski

**STREET COMMITTEE MEETING
PAW PAW LAKE ROAD
APRIL 28, 2020 7:00 P.M. (VIA ZOOM)**

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

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

The participants began the meeting by introducing themselves. The Mayor stated that the purpose of the meeting was to deal with the road in Paw Paw Lake. He stated the Village had a lot of presentations from the community, and that the role taken by the Village in the current meeting would be to listen and determine specifically what the Paw Paw Lake community wanted from the Village and how the Village could help them.

Kent Kristensen stated he is the Road Chair for the community and referred to a presentation made previously at a Council meeting by Haber and the former HOA president, Chris Manchester. Kristensen stated that the Paw Paw Lake community has a private road that they service and maintain. He added that they pay real estate taxes and they wanted to form some sort of partnership with the Village relating to upgrading the roads and addressing the watershed.

Richard Haber said that since the presentation to Council, many details had been developed. As background, Chris Manchester had looked line by line at the road budget for the Village of South Russell and determined approximately what percentage of tax receipts were spent on roads in South Russell. He then estimated Paw Paw Lake's contribution to the tax receipts and determined what portion of the road budget would have been spent on Paw Paw Lake roads. This would have been roughly \$21,000 annually. For 80 years, Paw Paw Lake had received none of this allocation from the road perspective. Paw Paw Lake had always born the brunt of maintaining the roads. The community now realizes it cannot keep up with the deterioration of the roads, which Haber attributed to the flow of water through Paw Paw Lake. He stated a large part of the problem related to the watershed issues in South Russell. Haber described that all the water in that part of South Russell flows across Paw Paw Lake and is undercutting and deteriorating the roads. Originally, the HOA approached the Village to determine what would be required for the Village to ultimately service the roads, to include plowing, salting, and maintaining. They had spoken to the Engineer about the issue, who provided the community with the requirements.

Kristensen brought in contractors to look at a couple of different projects. The Engineer gave the community a ballpark estimate to do the roads from Bell to the turnaround by the pumphouse. Kristensen received estimates for expanding the project, which Haber stated were not necessarily consistent with the standards that the Engineer had previously outlined, but a standard that would allow for adequate passage of vehicles, snowplows, etc. It would result in the widening of the road to the dam, with two separate turnarounds, and potentially installing a

bridge in a different location that would give easier access for service vehicles. With those details in conjunction with an understanding of the requirements of the Village, Kristensen reached out to several contractors for pricing, which gave the HOA an idea of the potential cost. The potential price received was within striking distance, according to Haber, if the HOA could get a partnership with the Village to help fund it. Haber stated that the community had spent a lot of money in taxes without getting much back for a long time but recognize that they must participate in the solution. They are looking for a partnership with the community so that ultimately the Village can provide better services to the community and the community can solve infrastructure issues which would add value to Paw Paw Lake. Haber thought there was benefit to the Village as well in establishing a successful private-public partnership. He was not quite sure what this would look like but added that Kristensen had looked at some finance options. He stated that Paw Paw Lake HOA had been proactive in recent years because they recognized the deteriorating infrastructure. In particular, they funded repair to their spillway, which he added was a function of the watershed issues. They recognized that there were large expenditures coming, and as a community they established a capital assessment that is paid yearly by residents. A portion of this financed the new pumphouse and a portion is accumulating in an account as it is collected. These funds could also provide additional financing for the project.

Haber also addressed the timing of the request in that cost of financing is low as well as oil prices and roadwork contractors are looking for business.

Virginia Dix advised that she is in the construction industry and agreed with Haber about the reduced cost of road paving.

Baumgart stated she was aware that the Paw Paw Lake community had been separate for 99 years and had done well with planning and addressing its own needs. However, the watershed issue is a huge problem and the community can no longer address it alone. She explained that the water from South Russell is coming into their area so rapidly, it has created an issue for drainage and is hurting the roads. She spoke about having to do the spillway and added that they worked with the EPA. She stated that the HOA cannot get a loan unless it has the Village's support. She added that it was time to look at Paw Paw Lake's contributions as a community, and it was now their turn.

Kristensen stated that the community did not have a specific "ask" at this point but are asking for a conversation about how to move forward.

With regard to the public-private partnership, Carol asked if the community was hoping for the Village to co-sign on the loan and then the community would make the payments until it was paid off, or were they wanting South Russell to contribute funding towards the loan. Kristensen stated co-signing alone would be extremely helpful and would allow them access to the State of Ohio Department of Transportation (ODOT) infrastructure funds. Kristensen stated he had heard from ODOT and were told their fund was flush and that they liked this project. They said that they could approve it right away. Recently, however, they indicated that they would need Village involvement. As far as public-private partnership, the HOA has funds coming in from association dues and road maintenance funds that they could apply towards a payment. He did

not think the community could pay for the whole thing, and Haber stated they could not. They could contribute a significant sum of financing based on available cashflow, but realistically they would need a contribution from the Village. He did not have the exact number without knowing the State loan from an amortization schedule and interest rate. Haber did not think it would be an onerous burden on the part of the Village if done through financing.

The Mayor asked if they were asking that the Village's contribution would be based on the \$21,000 yearly it had paid annually for so many years and for which they did not receive services. Haber thought it would be an unrealistic ask for the HOA to say that for the past 100 years they had been paying taxes towards roads and now they would like it back. He said this was not the ask, but some recognition of what they had been paying over the past years and candidly what they would be paying going forward would make participation in the funding extremely palatable. For example, assuming the Village contributed \$21,000 a year to maintaining the community's roads and plowing, that \$21,000 a year should not be a difficult ask to contribute to the financing package to get the project done. He clarified that was not saying this was all it would take, but the reality is that the residents are paying the taxes, and there was one million plus dollars over the past 50 years for which the community received no services.

Baumgart added that regarding the watershed issues, individual and community properties have been affected and required mitigation because of water coming into Paw Paw Lake from other Village areas as well as their lakes. They have taken on additional expenses for water damage whether it is paid by individual property owners or through dues as members of the HOA.

The Engineer offered a counter point to the argument about the tax money. The Engineer stated the money that has been generated over the past 100 years by Paw Paw Lake has gone into the things that make the Village a better place for everyone. He offered that the residents drive on Bell Road and other roads within the Village as does everyone else, and enjoys the amenities enjoyed by all the residents of the Village. From an infrastructure perspective, Paw Paw Lake has a cluster of houses that in effect share a common driveway that comes off Bell Road. The road has been private for that reason for 100 years and has been the responsibility of those combined homeowners to maintain the driveway just as it is the responsibility of each individual homeowner to maintain their driveway. He added that he is not a resident of South Russell and has no stake in the matter. He thought it was a little bit of a mistake to say that they have paid \$20,000 a year and not gotten anything for it. Kristensen referred to the original presentation provided to Council and stated there was a suggested break-out of what goes towards community roads and what would be the proportionate value of road service in Paw Paw Lake.

Haber stated that this was taken into consideration when they calculated the number. He did not question that the Paw Paw Lake residents benefitted from snowplowing on Bell Rd, but added that they do not benefit from having their road plowed, salted, etc., which every other community in South Russell does. Haber stated this includes private communities, who, according to the Village's definition, would basically have a private driveway that South Russell has deemed as wide enough to plow.

Carroll asked about the awareness of residents of the impact on the frontage with the required widening of the road. He asked if it had been marked for residents to see how much property they could lose in their front yards. Kristensen said the committee had been meeting for a year and had a vote to determine that the residents wanted the project. He added that the HOA owns 30 feet of road property. Kristensen said that currently, they have 25 or 26' at the entrance and the average of 14' wide. All homeowners had been notified that their properties do not go up to the road. There is five or six feet of it that is road property. Everyone is prepared for this. Haber stated that they had not staked out the road all the way through the proposed project for the residents to see how their frontage would be affected by the project. It had been verbally explained and they planned to have a community meeting to address it but felt it would be better to wait until the cost was determined as well as what the Village's part would be. Haber added that there are people in the community who are not in favor of losing their frontage, particularly the owner of the first house in on the left. He acknowledged this residence would be impacted, and this would have to be addressed by the HOA. He did not think the vote for the project would be unanimous, and said it was a matter of whether it would be enough to carry the vote. The committee felt confident, provided that the dollars make up.

Porter asked if there had been a vote in the past, and Kristensen acknowledged the vote was to authorize the committee to work with South Russell and to report the results to the HOA. He added that the committee has gone house to house to let the residents know the areas involved in the project. Porter asked how many residents were in favor of forming the committee and how many were against. Haber thought it may have been unanimous, or close to it. The meeting where the vote was taken included a discussion about widening the road. He added at the time of the vote, no one understood how wide, the impact on property, what it would entail, or how much it would cost.

The Engineer stated that if the Village were to go for a fully maintained public road, the minimum right of way width had to be 60', 30' from centerline on each side of the road. This is a minimum South Russell standard that could not be waived. Porter clarified that the road was 14' wide now, and Haber said some of it is 14' and some of it may be as wide as 18' or 20'. Haber asked the Engineer what he meant by 'fully maintained,' and the Engineer explained he meant plowing, paving, repairing, and it belongs to South Russell. He thought this was what the HOA wanted; to turn it into a public roadway. Kristensen addressed the issue of other non-compliant roads in South Russell that are plowed and serviced by the Village. The Engineer asked if he meant private communities and asked which ones. Kristensen said Sugarbush. Haber stated he identified a number of roads that were not 30 feet wide that the Village maintained. The Engineer stated he was addressing the right-of-way for the roadway that was required to be 60'. The roadway itself could be as narrow as 20'. All the roadways that are currently 20' wide were put in well before South Russell had a standard roadway section. Any new road put in by a developer must be a minimum of 24' wide. He did not think this would be in keeping with the character of the neighborhood and said that the Village might be willing to make an exception subject to Council's approval and legal review for a 20' wide paved roadway. He added that the Village does not have any roads with less than a 60' right-of-way, other than some of the really old original small roads.

Carroll asked for the Engineer to clarify right-of-way. He asked with a 20' wide road, what was the extra 10' on either side providing. The Engineer explained that this area is used for storm sewers, sanitary sewers, utility poles, underground utilities, above ground utilities, access to drainage structures for the Village to maintain. It looks like a yard, but allows the Village to do what is necessary to maintain the ditches, roadway, etc.

Dix asked if Paw Paw Lake HOA already technically owns that right-of-way, would it be possible to agree to make the 20' road. The Engineer stated that he understood that their right-of-way was only a total of 30' wide. Kristensen stated that the HOA owns 30', and would have to negotiate right-of-way on additional people's properties. In the 30' they currently own, they have all the utilities, to include poles, gas line, and water system. The Engineer stated he understood, but in some places, the roadway will be significantly wider and five feet on either side of the road that they currently have is a cramped space to begin with, and by widening the road another five or six feet to make it 20', it is not feasible. He added that in the past, South Russell has denied development opportunities to developers that could not provide a 60' right-of-way. Kristensen advised that the proposals the HOA received took advantage of the 30' of road property and put 20' of road in the middle and then had five feet of drainage and swale as well as catch basins where necessary along the road. The proposals were all inclusive and included drainage along the road. The drainage would be four feet above the underground utility lines that are in the ground, which include gas and water.

Baumgart stated she understood the law of the land with South Russell, but felt compelled to make the point that this is not new development or construction, but a 100 year old beloved community with residents who could use a compromise because the safety of the road is getting worse by the day. It would make it safer even if it is not perfectly to the "t" of new development rules that exist in 2020. She asked where the concession is. The Engineer said the concession would be four-foot narrower road that the Village would make anyone put in and utilization of property the HOA currently owns.

Using telephone poles as an example, Carroll asked how far it must be from the road. He questioned if it would be necessary to move some of the poles for widening. Kristensen stated that to that point, they could place the electric and cable utility in the ground because there is enough room according to the contractor. Carroll cited the example of the expense of burying the utilities, and asked if the HOA were to do other things that otherwise the Village would not take on that burden because it would not need to, was the HOA parsing it out in the quotes or just putting everything they wanted in and hoping the Village would help share the cost. Kristensen stated they did an estimate using the Engineer's cost estimates for the 20' road and they buried the utilities. They have a cost estimate for this. Most recently, they have a cost estimate with keeping the poles, but widening the road and putting in the turn arounds suggested by the Engineer. They have both options in terms of cost, including the bridge that the Engineer proposed.

Porter asked if he saw a \$1.2 million estimated cost for the project. Kristensen said this was the most recent one that kept the utility poles above the ground. Porter stated this would be about \$30,000 per homeowner if the HOA financed it completely. Haber added that on a 20-year term

at 3%, on an annualized basis the cost for the financing principle and interest would be \$80,000. Carroll asked the Fiscal Officer if the Village were trying to get a bond rating, this would be used against any possible bond rating the Village might need to go for a bond in, for example, 15 years for another costly project. (The Fiscal Officer was not present, only signed in for recording the meeting) Porter thought Carroll was correct and that it would count against whatever bonds the Village might want to issue in the future for a major project. Carroll stated a 20-year loan could impact future projects. Haber stated he had not been involved in the finances of which Kristensen discussed.

Porter asked if the HOA was looking for the Village to handle the project as if it were a sewer project, meaning the Village would give the ok, and then the amount for each homeowner would be assessed to their tax duplicates which would be paid off over twenty years. Haber clarified that what Porter was suggesting is that the Village would pay the full amount and then assess the homeowners their portion of it if there were a partnership. Porter agreed. Haber stated the financing discussion had not reached this point. The involvement of the Village would be first necessary to understand the options. The HOA recognize its ability to contribute to the project, or it could contribute to the financing the Village would pay, which might not be logistically feasible because of the nature of public financing. The HOA was willing to be flexible but required a better understanding of what their options would be in the context of a public-private partnership. If the HOA could reach an agreement with the Village of what portion the HOA would pay and what portion the Village would pay, they could go out and get a loan for its portion and pay it directly to contractors in collaboration with the Village and the Village would pay its portion through the public financing. Or, Haber stated it could all be done through public financing and the HOA could consider the suggestion that it go on the residents' taxes. The selling point for doing this would be that some residents would not have to be the ones to pay the bulk of it because they would eventually sell the house and someone else would pick it up.

Haber stated that in having the dialogue, the reality is that everyone could come up with ten or twenty reasons it would not work. He thought they needed to come up with reasons how it could be made to work. The HOA is willing to engage in a dialogue and process to make it happen and want the Village to have the same mindset.

Carroll asked if the HOA's dues were decided so everyone has to pay, and Haber stated yes. He explained that every year, a budget for the following year and a five-year plan is presented to the membership so the community can see and plan for future expenses. They vote every year on the amount of the dues and the capital assessment. This was put in place five years ago with the intention of making it permanent, because of a need with the pumphouse, roads, and dredging that would require addressing. In passing the budget, the budget calls for adequate dues to cover operating expenses. The budget and five-year plan include not just operating expenses but anticipated capital expenditures. When a capital expenditure is anticipated in the following year, the community must vote to approve it and it is approved in the budget. Special meetings are required for unforeseen capital expenditures. Carroll explained that the Village would want to be assured that if the HOA had an unforeseen expense, it would not impact the HOA's payment of its share of the project to the Village. Haber stated something could be written into the bylaws

for approval by the community that during the term of the loan, Paw Paw must have a balanced budget where no expenditure could be approved that would infringe upon the debt owed to the Village. He added that the HOA has an obligation to its debtors, and if too many people did not pay dues, the HOA is still under obligation to pay debt. If necessary, they can place liens on houses, etc. He would not expect to default to the Village.

The Mayor summarized that 24 feet would be what the minimum road the Village would accept. The Engineer stated that 24 feet is the minimum standard, but in this instance a 20-foot-wide paved roadway would be acceptable. The Mayor added that there must be a 60' right-of-way, and the Engineer concurred. Porter asked Carroll if 20 feet is wide enough to get a firetruck down and back, and Carroll stated yes. It would be tight, and the biggest issue would be the bridge. The Mayor continued to summarize saying that there would be issues with trees, poles, water lines, gas lines, electric, and a dam in the right-of-way. Kristensen added cable, internet, and phone lines, but said they were collocated on the First Energy poles. The Mayor stated once a road was in, an issue would be the bridge area, and Kristensen added that it would be the bridge and the dam. Carroll asked if the dam met the Ohio Department of Natural Resources specifications, and Kristensen stated yes. The Mayor stated a big variable that had not been discussed is whether the HOA wanted sewers put in before the project.

The Mayor said the timing was good and bad because the Village would be having a similar conversation with the Sugarbush community on Thursday at 7:00 p.m. For clarification, the Mayor stated Sugarbush, Paw Paw, and the cul-de-sac roads at the end of Alderwood are the private roads in the Village. The Mayor verified that they were not maintained by the Village with snowplowing and salting. There are three roads, Fairview, the old section of Hazelwood, and the section of Maple Springs are the only roads that are smaller than the average roads. The Engineer added that there are also Forest and Cascades, and stated that all of the roads mentioned were at least 20 feet wide.

The Mayor stated he would let everyone think about what had gone on and get back in touch with the Street Committee. He thought the best solution would be to meet again in two weeks on May 12th after the matter could be discussed with Council at the May 11th meeting. He did not want anyone to think they were or were not getting a new road, but just wanted to keep talking about it. He asked Baumgart to get an exact number of houses in the community, but said they were nowhere near doing the financing. The Mayor asked the Engineer if he knew of other Engineers with experience with private to public, and the Engineer said he sent an email to other city, village, and municipal engineers with whom he works. He is aware of a number of other communities that are attempting to do the same thing. Ultimately it was the cost of bringing the roadway width and thicknesses up to spec that proved to be a deal breaker in the examples of which he was aware.

The Mayor said he had spoken to local Mayors and stated that Moreland Hills, Gates Mills, and Hunting Valley plow private roads. He did not know that they maintained them, but they have a signed agreement to do some plowing of the private roads.

The Mayor stated they should all be ready and that the matter could be in the paper next Thursday. He added that Council has gotten near the subject of septic cleaning standards and are trying to avoid any sort of panic or emotional outburst of people saying that they are going to ram sewers in again. Just like with private roads, he wants to get ahead of the game and get the word out that they want to keep the facts in the forefront.

The Mayor reiterated that the next meeting would be May 12, 2020 at 7:00 p.m. on Zoom with the same people.

The meeting was concluded at 8:05 p.m.

A handwritten signature in cursive script that reads "Mark Porter". The signature is written in black ink and is positioned above a horizontal line.

Mark Porter, Chairman

Prepared by Leslie Galicki

5 Seats Committee May
Attendees MEB, TR 4/24/20 TR

17 New Employee Applications

- 2 candidates
- Ready for interviews

18 Truck Body Resched

- end of May / early June
- MEB call Mager
- Sunday, public

18 Employee Evaluation Form

- Need approval
- TR to circulate
- Middle of year

18 5 Seat Encasing Done ~ 4/23/20

18 Back-up Truck Replacement

- 4 Bids In
- Nick Mager Request
- 233,600

- w/flow

- Automatic, 3/4 ton
single cab

- Approval sought MEB
4/20/20 sound work

18 5 Seat for Truck Bed Replacement

- Done - looks good

18 Broadside mower ditch

- Done

18 5' Heavy Shower - 2/22/20

- Request price

- Chassis B & K 2000 G.

27

Large Area - 200'

- Bidder - 2

- \$2700

- Middlefield

- Need Better Plan

S. Raulo

Property Disposal

- Grinding, spread & fill dirt

- Covered to review

→ Underway

4 17

Farm Court - 579

- Village water

- Problem

- Re B \$2000 -

- 400' Drain

- Skunkwater

- By Motion Monday

Council Mtg

10 Forest 12

- Village Water Problem

- Replace pipe, needed

- Short term to

investigate & report

next month

10 Memorial Drive - 300

→ water issue

→ investigate report

→ May make way

11

Outgoing work

17 corner lot - garden club
- issue, Mayor

18 Garage lighting

- 3 bids
- Titan LED high bay,
out heat
- utility grant from
Napa

19 Pipe under 300 between Ave. &
& Ball

- gravel, may be block
- camera from Chugie
- May need up sizing
- 2021 project date

20 2020 bond program

→ bids for bid sub
coming up

Adjourn. 7:38 AM



Village of South Russell
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Service Department
Tim Alder Street Commissioner
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Streets Committee Meeting 4/24/20 Agenda
Properties/Equipment/Labor/Roads

- 1) **Applications/Interviews;** Narrowing the field down to two
- 2) **Employee Evaluations;** Proposed, Employee Evaluation forms
- 3) **Propose Release of Liability** For entering private property for any reason to be approved by council
- 4) **Street Sweeping;** Completed April 13/2020
- 5) **2008 Pick-up truck replacement;** Bids open Ready to proceed to purchase
- 6) **1 Ton Truck bed replacement;** Primed, Painted, Ready to install
- 7) **Roadside Mower Clutch replacement;** Clutch installed, putting tractor back together
- 8) **Purchase of additional Scag Mower;** Ready to proceed.
- 9) **Upgrade Landscape Trailer;** Waiting for proposals to be returned.
- 10) **Property disposal approval;** Introduce Legislation to place \$0.00 value on asphalt grinding and ditching spoils allowing residents to receive grindings or fill dirt at no cost

Pending Current Work load

- 1) Install two new replacement no turn on red signs Bell & Chillicothe
- 2) Women's Club Garden; Proposed Moving of plants to South Russell cemetery scattering garden
- 3) Garage lighting upgrade:

Consolidated Electrical Distributors	\$1,643.72	5 yr.	50,000hr
Mars Electric	\$2,405.02	5yr.	50,000h
Titan LED Solutions	\$5,823.77	10yr.	155,000hr
- 4) Blocked 12" storm sewer located on the South side of bell station that runs in the right of way, from the west Driveway of the bell station to the east side of Chillicothe Rd. ODOT Chillicothe Rd paving overlay 2021
- 5) Various locations ditching
- 6) Replace storm sewer inlets Kensington circle prior to start of road program
- 7) Prepare outdoor equipment for summer season

SRV Streets Committee Mtg

Attendees: MED, EH, TA 3/13/20 8:00 AM

2020 Streets/Road Program

- Recommendation sought for presentation at 3/16/20 County meeting
- County has 150K for curbside road work, eg, Daisy Lane on E. Washington St.

- Top Curbsides

- Kensington Circle 275K
- Shenhook 309K
- Maple Hill 175K
- Bel Meadows ~~300~~ 73K
- Daisy 230K

- Grants

- Kensington for 130912 repair
- Daisy 25K County
- ~~Bel~~ KC 94K per DC

- ~~Bel~~ Bel Meadows / Spot Repairs
- Misc Full Depth

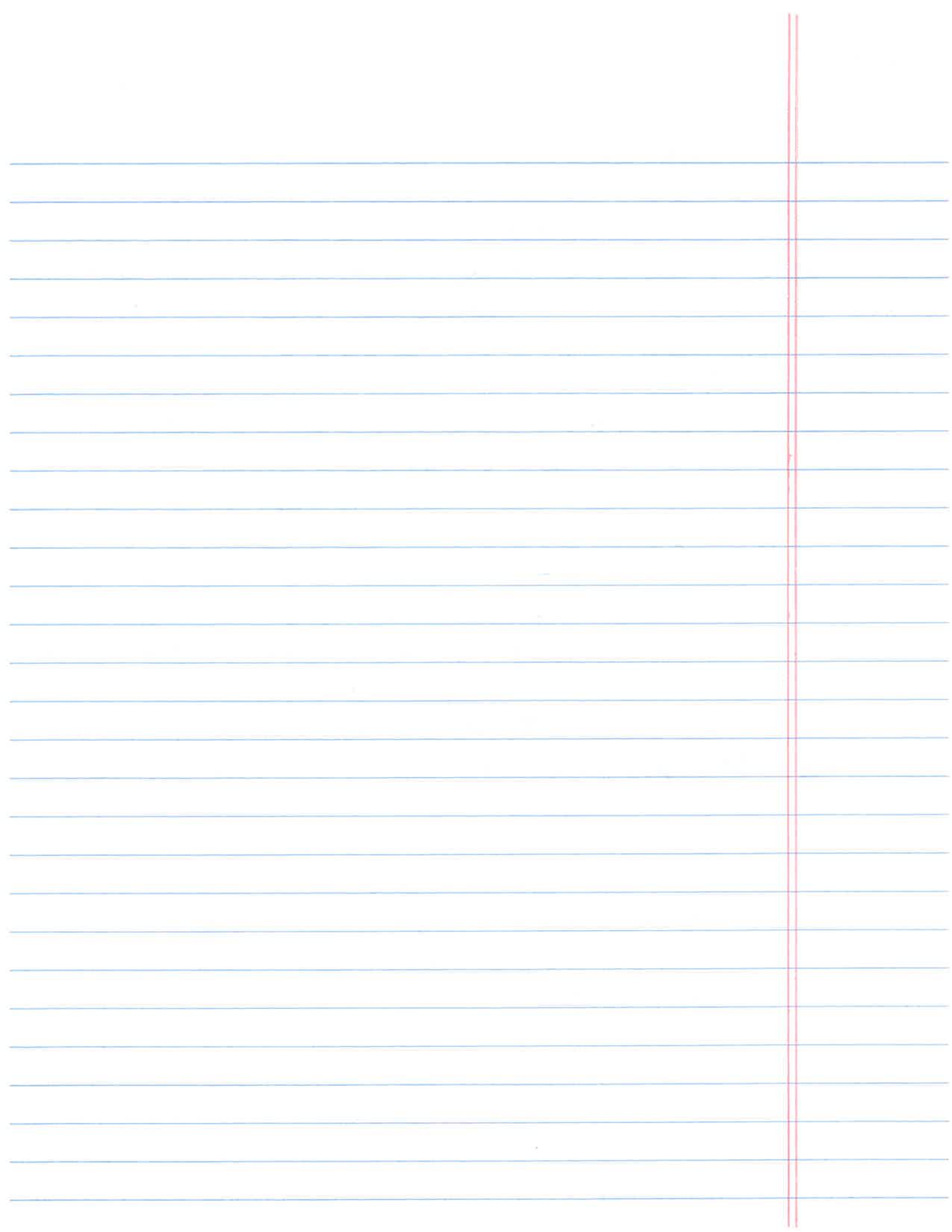
- Recommendation

- Pri - Kensington Circle Net 181K
- Pri - Shenhook 309K
- Net - Maple Hill 174K
- Pri - Daisy 63 net 50K

- Baza 550, WADA 225 725K

A Spot Repairs Bel Meadows TBA

- 11 Crack Sealing Program
 - accomplished in April rather than October
- 12 Snow plow complaint - Sheerbrook
 - later in season than usual
- 13 Sheet Sweeping - Week of April 13
- 14 Ann Dunning - recommendation regarding expansion
- 15 Ord 1210-08 - Driveway culvert out
 - ~~from~~ current ord requires 12"
 - sometimes can't get 12" into place due to site considerations
 - * 8" culvert recommended
- 16 35 applicants for senior dept opening
 - ready for interviews
 - 2 candidates
- 17 School signs off today -> until further notice
- 18 A Snow 8:55 am



Streets Committee Mtg
Attendees M, B, T, A 2/27/25 7:30
Simulung

- 1) Replacing white 2008 pickup
 - 3 bids received \$3500 truck
 - \approx \$50k cost in
 - Money budgeted
- 2) 1 Ton Pk - 2012 - about 80k miles
 - Bed replacement \$3680
 - Maint Budget ok
- 3) Broadside Mower clutch replace
 - 1200, parts, work in
 - Budgeted
- 4) Landfill Improvement
 - Bucket truck/potential
 - \approx \$50k cost
 - Bury needed
- 5) 3 Leaf Mower
 - Wait till spring
 - Easy, in stock
- 6) Area Drains - meet w/ streets 2/27/25 1.6m
 - Properties
- 7) Underpass pipe extension
 - Shearlock location
 - 12" req'd by ordinance
 - Need 15" or 8" pipe
 - Eric H. notified
 - Council action needed

The first part of the document discusses the importance of maintaining accurate records. It emphasizes that every detail matters, from the date of entry to the specific observations made. This section also covers the methodology used for data collection, ensuring that the process is consistent and repeatable.

In the second section, the focus shifts to the analysis of the collected data. This involves identifying trends, patterns, and anomalies within the dataset. Statistical methods are employed to quantify these observations, providing a clear picture of the underlying phenomena being studied.

The third section presents the results of the study. Each finding is supported by specific data points and statistical evidence. The discussion highlights the significance of these results in the context of the research objectives and compares them with existing literature in the field.

Finally, the document concludes with a summary of the key findings and their implications. It also outlines the limitations of the study and suggests areas for future research. The overall goal is to provide a comprehensive and evidence-based report on the subject matter.

Date: _____
 Author: _____

- 8) Salt - 300 tons delivered
- 800 left on contract
- Bainbridge has
salt conveyor
- Enough on hand

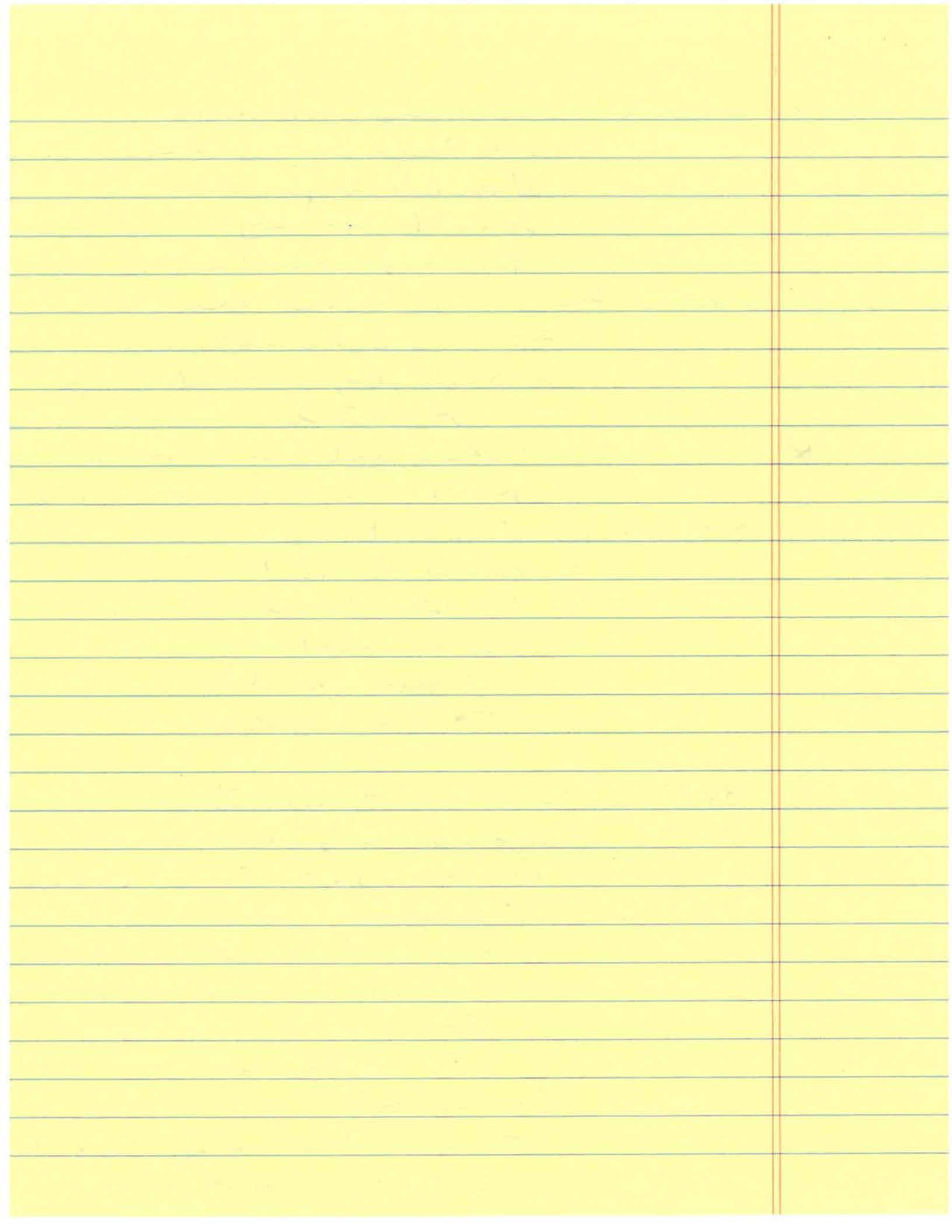
- 9) New fire - I needed some
- 30% application
- Need by Trash Day
April 25.

- 10) Schedule interviews
for SC recommendations

- 10) Garage lighting
- Need to retrofit
- Work done in house
- \$6k cost
- 75 ~~for~~ bulbs
- Fluorescent bulbs
- LED's.

- 11) Bell & 30% intersection
- Hoop might increase
- Server jct from stage
- Camera showed
pipe 1/2 full of gravel
- Trade truck drive
for 45 cement
& cleanout

- 12) Tree Removal
- Trees damaging facade
- 75% until



13) 2020 based program

- Kensington Circle, 5 deer
buck & 1 other
- bank offsets work
of Kensington portion
- one other street,
smaller.

⇒ 650K+

- 5 start date

14) Cold → next week patching this year
2020 + 2021

15) Suberbrook ends de sac →
return.

16) New driveway coming in
Road - road meets
driveway.

17)

The first part of the document discusses the importance of maintaining accurate records. It highlights the need for consistency and the potential consequences of errors. The text emphasizes that proper record-keeping is essential for ensuring the integrity of the data and for facilitating future analysis.

In the second section, the author details the various methods used to collect and analyze the data. This includes a description of the experimental setup, the instruments used, and the statistical techniques applied. The goal is to provide a clear and concise overview of the methodology employed in the study.

The third section presents the results of the study, showing the data obtained from the experiments. The author discusses the trends observed and compares them with theoretical expectations. This section is crucial for understanding the outcomes of the research and for identifying any discrepancies or anomalies.

Finally, the document concludes with a summary of the findings and a discussion of their implications. The author reflects on the significance of the results and suggests directions for future research. This concluding section provides a comprehensive overview of the entire study and its contribution to the field.

This section contains additional notes and observations related to the study. It includes supplementary data, references to related work, and any other relevant information that may be useful for understanding the context of the research.



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Streets Committee Meeting 2/21/20 Agenda
Properties/Vehicles/Equipment

- 1) 2008 White Pick-up truck replacement: obtaining three proposals.
- 2) 1 Ton Truck bed replacement:
 - Purchase of bed \$3,680.00 can I move forward with replacement truck bed?
- 3) Roadside Mower Clutch replacement, clutch part cost \$1200.00 repair work will be done in house,
- 4) Purchase of additional Scag Mower: Closer to spring.
- 5) Upgrade Landscape Trailer, 16' upgrade to 20': waiting for proposals to be returned.
- 6) Meet with Ann Dunning Monday, 2/24/20 1:00pm at service garage.

Pending Current Work load

- 1) ord. #1010.08 culvert pipe installation 12" minimum diameter and installed at a depth of 18" deep
- 2) Order 300 Tons salt 2/18/20
- 3) New Hire advertisement: Job opening is posted on line on indeed
- 4) Garage lighting upgrade: obtaining prices for replacement
- 5) I approached Chagrin Falls waste water dept. to assist with their sewer jet, attempting to clean A blocked 12" storm sewer located on the South side of bell station that runs in the right of way, from the west driveway of the bell station to the east side of Chillicothe Rd. findings were: that the pipe was over half full of gravel, to remove the gravel from the pipe would take A

considerable amount of time, I spoke to Chagrin Falls CAO Rob Jameson about the matter and our proposal to you would be to trade work for work, they are expanding their cemetery and need to move a large amount of soil, we would send two trucks with drivers for one day and they would clean our pipe. A cost savings to both of us.

6) 2020 Tree Removal Funds budgeted \$2500.00 I need \$2300.00 additional to remove dead hazardous trees located on village property corner of Laurelbrook and Bell Rds.

5 Streets Committee Mtg

Attendees: TA, MB, MC

11/7/20 7-7:30 AM

A. 2012 Break up Truck Replacement Options:

1) New truck purchase $\approx 296k$

2) Repair bed $2700 + 80$
hours labor

3) Replace bed - $43000 +$
hours labor

- Committee recommends replace bed rather than other option

A. Full Truck replacement schedule

- periodic rather than need based \rightarrow save money & prioritize in advance

A. Broadside mower ditch replacement $\$1200$, on house repair

- OK

A. Street Compression removal purchase of another 500g mower

- Budget item next year

A. Upgrade landscape trunk - from 16' to 25' to fit 3 mowers

OK

A. Pending & recent Street Dept work

B. Adjourn 8:25 AM

Special Joint Human Resource and Streets Committee Meeting
Friday, October 29, 2021, 7:30 a.m.

Members Present: Chairman Carroll, Chairman Nairn, Porter, Mayor Koons, Fiscal Officer Romanowski, Street Commissioner Alder, Engineer Haibach

Visitors: Meghan Walsh, CVT

The meeting was called to order by Chairman Carroll.

The Street Commissioner reported that the Road Program should start Wednesday. Carroll thought this was occurring late and asked if the grant delayed the process. The Street Commissioner concurred. The Mayor observed that there was a significant number of base repairs on East and West Bel Meadow. \$140,000 had been spent just preparing the road for paving, and the Mayor thought it should have been gutted and redone two years ago. The Engineer stated that it would have cost the same had this been done. Once 25% of the road has base repairs, it would be a wash between a recycling and base repair. If nothing had been done, it would have been a difficult situation. Carroll noted that being proactive with culvert replacements on the Bel Meadows was beneficial. The Mayor and Engineer relayed how happy the residents were.

The Engineer provided an update on the Lake Louise Bridge replacement. The footers had been poured for the east side of the bridge and this side of the bridge should be replaced and drivable in about two and a half weeks. The bridge replacement will be complete this year aside from grass restoration. The Engineer relayed that there had been a problem with minor vandalism on the site to include cones being thrown into the lake and the porta potties being tipped over. The police were asked to monitor this. The Engineer further relayed those efforts had increased to keep the residents informed of the progress of the project.

Carroll asked for the status of the Village Hall detention project. The Engineer said he would have a preliminary plan for Council to review by the next Council meeting. He met with the design group and said it would be rectangular and had gotten bigger with less of an embankment. The design group was trying to balance the excavation on site so there would not be so much dirt to remove. Nairn asked about the wetlands located in the area, and the Engineer said this would be considered in the orientation of the basin. He wanted to keep the basin rectangular for ease of maintenance and potential auxiliary use in the future. Porter asked for the status of permitting relative to the wetlands, and the Engineer did not know other than it was being addressed. Porter verified that digging could not begin until this was established. He asked the Engineer when there would be confirmation from the Army Corps of Engineers, but the Engineer did not know. Carroll asked if it would still be possible to go out to bid by the end of the year, and the Engineer concurred. Every effort would be made to avoid impacting wetlands to stay within the allowances of the general permit. Carroll verified that this project was the number one project identified by the Engineer for stormwater retention.

Carroll asked if the retention pond was addressed at the Kensington Green Homeowners' Association (HOA) meeting, and Porter said it was not. The Mayor said the meeting disintegrated. Porter said that the meeting was bogged down by issues that were unrelated to the detention pond.

Carroll asked if there would be screening of the detention pond near the houses in Kensington Green, and the Engineer said he had not planned to do this but could if the Village wished. He added that it was Village property. However, there were trees there and the whole area would not be cleared. Carroll reminded the committee that this project had been advertised to the community through the newsletter, was identified by the Engineer as the number one stormwater mitigation project, was presented to the Budget Commission, and addressed a safety issue with flooding of Chillicothe Road. Council wanted it addressed without delay. The Engineer recalled that there was pushback from Kensington Green over the previous suggestion of a cemetery in this location but felt that the importance of the project took priority over residents' concerns about their view. Carroll agreed and reiterated that the impact with stormwater was of greatest importance and the project should not be delayed.

Regarding Fox Trail, Carroll reached out to Chris Smith, the HOA President, who relayed that the contact to which the Mayor referred was superficial text messages. Carroll thought that having the completed detention pond South of Village Hall to use as an example would help the Fox Trail HOA with their considerations. The Engineer noted that this was private property and would require the HOAs consent. However, it should be something the Village remains open to consider. Carroll asked if this area were to be made available, would the Village want to seek a permanent easement to enable the Village to maintain it. The Engineer said yes that it would be a Village infrastructure improvement. Carroll reiterated that there had been no substantial discussion of the project with the HOA, and it was completely up to the HOA to allow it. Carroll suggested Council engage with the HOA next year.

Regarding Manor Brook, the Engineer said there would be a meeting at 11:00 a.m. that day with the Environmental Protection Agency (EPA) to discuss splitting the project and revising the scope. Carroll asked for the status of the easement, and Porter had not heard but would follow up. Carroll recalled when the project failed with Kensington Green, it was necessary to identify an additional area. He wondered if this would be required, and if so, would part of the project be done on the park property again. The Engineer did not think so. The committee discussed that if the EPA were to decline, it would be the end of the Manor Brook project. Carroll added that this would not necessarily be the case because the Village could just pay for the half of the project the grant would have covered. If it would have a positive impact, it could still be done. He would encourage Council to consider this. The Engineer advised that if the EPA money were to be withdrawn, it could be an easier project.

The Street Commissioner asked whose responsibility it was to maintain the Federated Church retention area. The Engineer said it would be the church's responsibility since the Village does not own it. However, if it were not being maintained, it would be in the Village's best interest to maintain it. The Street Commissioner said it needed to be cleaned. Carroll suggested contacting the church first and then perhaps Bainbridge Township. If nothing happened, then the committee could discuss it further.

The Engineer addressed the illicit discharge pipe in Lake Louise. The Geauga County Health Department was looking at it. In the meantime, the pipe needed to be redirected. The Street Commissioner contacted the boring company that would come in three weeks. The catch basins had been ordered as well. They would put in a two-by-two catch basin and the pipe would come

down Louise Dr. into the catch basin, take a left turn, and then go underneath the road. Carroll verified this would redirect it from the private pond. The Mayor had complained about the smell, but the Engineer detected nothing. He suspected the Mayor was smelling the porta potty being used during bridge construction. Carroll stated that there had been high levels of bacteria and whether or not the replacement of the septic system resolved the issue, he just wanted to ensure it was being addressed by the county.

The Street Commissioner reported that it was too wet to do road striping. It would occur once the rain stopped.

Regarding the overtime issue, Carroll noted that this had been discussed by Council. He felt that the emergency call-in should be an overtime situation regardless of hours worked. Carroll said that the Service Department was the only department where the overtime was based on an eight-hour day. The Police Department and Building Department were by the work week. He questioned whether there should be consistency across the departments.

The Fiscal Officer joined the meeting, and Carroll explained that the committee was discussing that any emergency call-in would qualify as overtime at time and a half, with a minimum of four hours. Any planned event would not be automatic overtime unless it went over the work week or workday. The Fiscal Officer reviewed the different pay policies per department to include the Police Department which is paid based on hours worked in the week. The Employee Handbook is based on hours worked in a day. Porter addressed the Federal Labor Standards Act (FLSA) and said it was hours worked in a day. If you go over eight hours in a day or 40 hours in a week, you are entitled to overtime. The Fiscal Officer clarified that FLSA is 40 hours in a week. She thought this made things clearer. She further explained that when the Service Department recently did four ten-hour days, they got overtime for the two hours every day. They did not work on Friday, which meant they only worked 40-hours in the week. They were given time and a half, which meant they got a day and a half off for working the four 10-hour days. It was a planned event. Had it been based on hours in a week, and they worked the four tens and took off Friday, then they would still have their 40 hours for the week, and it would not have cost the Village overtime.

The Street Commissioner said it was not planned. They went day by day on it and there was an opportunity to get more work done. Carroll stated that it was planned in the sense that the Street Department was trying to do culverts, so he would argue it was a planned event. The Street Commissioner stated that had it been prearranged it would have been four 10-hour days with no overtime. Carroll said this could not be done according to the handbook. If it were a 40-hour work week, the Street Commissioner could have done this, but the Street Department is based on an eight-hour day.

Carroll stated another issue is what is considered a work week. Some cities do not count comp time and sick time as part of the work week or hours worked. Some count vacation time. Using Trash Day as an example, if an employee worked Monday through Friday, and Trash Day is Saturday, he potentially can get overtime. If the employee were off sick or on comp time two of those days, he would not get overtime because he did not fulfill the 40 hours for the week. If someone had a vacation planned, he would not get overtime and that was just the way it was. If the employee does not plan vacation time or time off during that work week, then the employee could potentially get

the overtime. Carroll thought a work week would be easier to understand. The Fiscal Officer concurred and added that Council could then decide whether Saturdays or Sundays were automatically overtime, or whether vacation time could count as hours worked.

Nairn clarified the meaning of hours worked, and the Fiscal Officer explained that according to the FLSA, an employee is entitled to overtime for hours *worked* over the 40 hours.

Carroll felt that sick time and comp time should not count towards hours worked because it allowed for gaming the system. However, employees should not be penalized for being on vacation. There should be a balance. Carroll clarified that the decisions Council needed to make were whether it should be a 40-hour work week, and what would be counted as a workday, and how vacation, sick time, and comp time would count. The Fiscal Officer added that this should be for all departments and not just one. Carroll agreed. He added that Council should also consider that any emergency callout should be overtime and four hours. A burial would not be an emergency since it can be preplanned.

Carroll referred to the Street Commissioner's statement in a previous meeting about the sacrifices his employees make with missing birthday parties and events. Carroll offered that they are public servants. Police and Fire also miss events and it is part of the job as a public servant. The Fiscal Officer explained that the Police have floating holidays and are not paid double and triple time when they work on Thanksgiving and Christmas. They are staffed 24/7 and it is part of the job.

Carroll summarized that the discussion will be to consider the 40-hour work week, define what will count towards these hours, and make this policy consistent across all the departments as much as possible. Carroll added that emergency callouts should be overtime.

The committee discussed the system the police currently use, and the Fiscal Officer explained that it is a 40-hour work week, but they are on 12-hour shifts. Their sick, vacation, nor comp time count towards the work week.

The Street Commissioner stated that in March, he asked if there was such a thing as administrative time off for COVID quarantine. The Fiscal Officer stated that Council discussed this in January and decided that when employees must quarantine due to COVID, they were not actually sick but Council allowed the employees to use sick time so they could be paid for their time off.

Documentation was required. Carroll added that the other COVID time ended at the end of 2020. Carroll concluded that there was no admin time for COVID exposure at this point in time.

Carroll made a motion to adjourn the Joint HR/Streets Committee meeting at 8:31 a.m., seconded by Nairn. Voice vote – ayes, all. Motion carried.

Michael Carroll, Street Committee Chairman

Cindy Nairn, HR Chairwoman

Special Joint Human Resource and Streets Committee Meeting
Thursday, October 21, 2021, 8:00 a.m.

Members Present: Chairman Nairn, Porter, Chairman Carroll, Mayor, Fiscal Officer Romanowski, Street Commissioner Alder, Police Chief Rizzo, Solicitor Matheney

Visitors: Ruth Cavanagh, Greg Heilman

The meeting was called to order by Chairman Nairn and requested the meeting be audio recorder. Fiscal Officer took the roll.

Nairn addressed an overtime issue which occurred the previous week. She asked the Street Commissioner to explain the situation. The Street Commissioner asked either the Fiscal Officer or Solicitor to go over the applicable ordinance or law about the 40-hour work week compared to the 8-hour day. The Solicitor explained that in the section of the Employee Handbook that addresses overtime, the last sentence states, "overtime is based on hours worked in a day, not hours paid." Her understanding was that the question was whether comp time could go towards the required 40 hours for overtime. She stated it could not. Holiday, vacation, sick time, comp time, and any paid time off would not count as actual hours worked for overtime purposes. The Street Commissioner verified that this had been in the handbook since 2017. The Fiscal Officer concurred. The Street Commissioner said this law had not been used until last Saturday. The Fiscal Officer stated it had been used. There had been an issue with it in the Police Department where an employee had been on vacation the first part of the week and could not get overtime. The Chief concurred that the employee received straight time for the additional comp shift. The Fiscal Officer explained that part of the problem was that payroll ends on the 15th of the month and the employee gets paid on the 15th. This means that payroll must be submitted three days ahead of time and is based on what the Department Heads supply her. This situation was blatant because she noted on the timesheets that the person was off the whole week and then came in Friday and was scheduled for Saturday and Sunday. She told the Street Commissioner ahead of time that the employee would be paid at straight time. This was where the issue began.

The Mayor stated that no one had lost a penny with this situation last weekend. The Fiscal Officer concurred, and Carroll added that this was because the employee did not work. Carroll verified that all employees sign off on the employee handbook and indicated the rules should be followed. If a rule needed to be changed, that was a different discussion. Carroll addressed the number of phone calls made to the Solicitor about this situation as it related to the discussion of excessive Solicitor charges. Carroll further stated that the Fiscal Officer is the HR person who advised appropriately when contacted. The Employee Handbook is clear, and the rule should be followed.

The Fiscal Officer added that the State Auditor is becoming more and more strict. They request and review / audit the Employee Handbook, payroll, and timesheets. It is an issue if the handbook is not being followed. Perhaps the situation had happened in the past without her

noticing, but this one she noticed and tried to alert the Street Commissioner to it. It is her job to be sure the Village is following the handbook.

The Mayor concluded that nobody lost a penny, but Council may want to take a look at the rule. The Mayor asked about holidays, and the Fiscal Officer explained that they are entirely different than overtime. They are paid regular time, and then double time if they work, in essence, triple time. The Mayor presented a scenario involving a callout after a holiday and a vacation day and asked what kind of pay the employee would receive. The Solicitor stated straight time. There was discussion regarding callouts and Carroll noted that the handbook indicates the employee would receive a minimum of four hours but did not say it was overtime. Porter stated if the employee were called out to snowplow, he would receive a minimum of four hours pay and if these hours pushed the employee over 40 hours for the week, then it would be overtime.

The Street Commissioner clarified that when there is a Federal holiday, the employees would be 8 hours short for the week. The Solicitor concurred that this is what the handbook states. She added that according to the Fair Labor Standards Act (FLSA), holiday, sick time, vacation, paid time off, and comp time did not count for the calculation of overtime. She reminded the committees that the employees were being paid for the holiday.

The overtime policies of other municipalities were discussed. The Fiscal Officer explained that policies differed, but the majority were based on time worked in a 40-hour week. She reiterated that the Village currently has it as hours worked not hours paid. The Street Commissioner asked when this changed. The Fiscal Officer stated that the Handbook was updated in 2017. Previously, it may have said overtime based on hours per day but clarified to hours “worked” in the 2017 update.

The Street Commissioner asked why this would have changed from an 8-hour day to a 40-hour week. The Fiscal Officer explained Council made the changes and adopted it. The Street Commissioner stated that he did some research and said that neither the County nor Ohio Department of Transportation (ODOT) follows this law. The Fiscal Officer did not know why the Street Commissioner seemed to be accusing her, when she is simply enforcing what is in the handbook.

Carroll acknowledged that Council should investigate the callout policy but added that he would not want people gaming the system. He added that it was not the Fiscal Officer’s fault for following the policy. He reiterated that his consternation with the matter concerned how the Solicitor was used and the resulting expense to the Village. The Fiscal Officer was just following the rules, the Solicitor advised her, and then people did not like the answers and started to call around to get the answer they wanted.

The Mayor returned to his holiday/vacation time scenario and the Solicitor reiterated that under the circumstances, the employee would receive regular time. She suggested vetting the policy in committee. The Mayor thought that previously when the Street Department employees were called in on a Saturday, they received time and a half. The Fiscal Officer surmised that they probably did. She explained that part of the problem was with the timing of the payroll. To accommodate this, the Department Heads submit a summary of the payroll to her. The timing

did not allow for an audit of each employee's time sheets. As far as what had occurred in the past, she knew the former Street Commissioner was a little more cognizant of the policy and bringing people off of vacation to work an event. As far as the policy, this was up to Council.

The Police Chief addressed the two issues of scheduled overtime/comp time for an event and emergency callouts. Carroll questioned the Street Commissioner about time involved with snowplow routes and felt Council should look at the emergency callout policy. The Fiscal Officer explained that callouts are for four (4) hours because it is an emergency. However, with a cemetery cremation burial on a Saturday, it would not be a four-hour callout because it was a scheduled event.

The Street Commissioner stated that he wanted anything out of the regular scheduled work week to be overtime. Anything outside of 7:00 a.m. to 3:30 p.m. should be overtime. Porter and Carroll agreed that there needed to be balance and agreed to discuss it in committee. Carroll felt a two-week pay period might help.

Ruth Cavanagh asked whether the employees must come in for an emergency callout. Nairn said that the employees choose whether they pick up the phone or not. The Street Commissioner said that this could happen but has not. A question of this situation came up during his research. The Village only has three Service Department employees. If one person did not answer the phone, hopefully the others would. What if two people did not answer the phone and there was a blizzard. Nairn concluded that the Village would want to avoid this situation. By the same token, rules needed to be followed. The Chief explained that when he calls someone in for last minute coverage or an emergency, he expects the employees and his officers to be available to address the emergency. The Fiscal Officer stated that listed in the Service Department employee job description was that they will demonstrate regular and predictable attendance and are required to report to work outside normal working hours. Nairn asked the Street Commissioner if his employees know this is a requirement, and the Street Commissioner concurred.

The Solicitor reminded the committees that the Village has an agreement with other municipalities and townships to step in for street coverage if there were an emergency. If none of the three Service Department employees answered their phones, the Village had this as an alternative. Nairn felt this would not go over well.

Cavanagh relayed a precedent that was set in the 1990's where an officer contested how her work hours were paid as the hours were spread over the two-week period, not the hours in a week. The officer sued and won. While this was not the same situation, it did confirm that the rules must be followed.

The Street Commissioner relayed that the communities he contacted had varying policies of what time was and was not included with overtime. The Village's policy would impact the Service Department employees drastically according to his calculations. They would lose between 15% and 40% of their overtime if they were to take a day off in a given week. He asked why an employee should be penalized if they take time off to attend a child's basketball game or recital. When they are called in to plow it would be straight time. Porter and Carroll agreed callouts were different. The Fiscal Officer stated that it was different when an employee took the week

off and then would come in on Saturday to get overtime. This was what caught her attention. The Street Commissioner said one day would not matter from four or five days.

The Mayor stated nobody lost any money. In the future, the Village was looking at somebody not being available when they were needed on an emergency basis. The Fiscal Officer differentiated between the emergency callouts and the scheduled events occurring outside of normal working hours.

The Street Commissioner stated that the employees make sacrifices throughout the entire winter. They do not plan to go to birthday parties or anything to do with their kids at school because they want to be available in case there is overtime. They do not plan to attend Christmas parties or events at night. They must refrain from drinking. They are making sacrifices and he believed they should be compensated for it.

Carroll acknowledged the Street Commissioner's position but pointed out that it was in the job description. The emergency callout is something the committee should consider, but the Village was not in the business of bankrolling overtime for the sake of overtime. He cautioned about cherry picking policy from the surrounding communities and said if the employees liked it that much better in Chagrin Falls, then they should go work in Chagrin. The employees in the Village have a pretty good working environment. The Street Commissioner said that the Village needed to take care of its people and should all be behind them 100%.

The Mayor asked the Fiscal Officer how much the Service Department employees would have been paid to work the Fall Festival. The Fiscal Officer explained that the work week is Sunday through Saturday. If an employee worked Sunday and then 40 hours the remainder of the week, then the hours put in on Sunday would have been overtime.

The Fiscal Officer indicated that Council could design the policy however they wanted, but it needed to be put into the Employee Handbook because the Village would be audited on this.

Nairn stated she believed the Village should follow the letter of the law but understood the Street Commissioner's point that this was time off the employee had in the bank and he was feeling penalized. The Chief stated that this was where Council would make a decision as to whether comp or vacation time would count for the overtime. It would not be necessary to change the callout procedure. Instead, a line could be added to state that callouts are eligible for overtime no matter what the previous week hours were.

Porter concluded that this would be discussed by the Street Committee and Nairn offered HR involvement.

Nairn addressed the possibility of changing the payroll cycle from bimonthly to biweekly. The Fiscal Officer explained the problems with bimonthly payroll. Biweekly payroll would provide for more accurate tracking of vacation time and sick time. She explained this had not been changed in the past because it is a big undertaking behind the scenes. Individuals who pay child support, deferred comp, or have other direct payments withdrawn from their accounts would have to get those things changed prior to making the payroll change. She would have to

investigate details of the process involved with changing. The committee considered issues with the transition process. It would be a lot of work to make this change.

Regarding health insurance, Nairn stated that the Village had enjoyed small increases for many consecutive years in the cost of the health insurance. The Fiscal Officer added that the Village had been charged between .04% to 5% increases on average since 2015. Nairn stated that this year the Village received a 15% increase. The broker attempted to negotiate this with Medical Mutual to no avail. The Fiscal Officer explained that when Obama Care went into effect, the Village was able to stay with the insurance it had because it was a good plan but not considered a Cadillac plan. By remaining with this plan, the increases were based on the health of the Village's employees. The low rates were the result of healthy employees. However, the Fiscal Officer was told that the increase was the result of the demographic of the Village's employees. The Village's rates are still based on the employees alone and not on the general public. It has proven good to be grandfathered. However, if the Village were to step away from the plan, it would lose this status. Porter did not think it would be wise to leave Medical Mutual. The Fiscal Officer proposed the idea of setting up a wellness plan to help make the employees healthier. Nairn asked if it would be beneficial for the Village to renew. Carroll expressed support for this. The Mayor stated it would mean \$32,000 more. Porter stated the committee's recommendation would be to stay with medical mutual despite the increase.

The Fiscal Officer's Administrative Assistant hours were on the agenda. Nairn said she had been clamoring for the Fiscal Officer to have extra help. The Fiscal Officer indicated this was the Mayor's agenda item. The Mayor said one year ago, the Village gave the Administrative Assistant a \$2 per hour, \$3,000 per year pay raise and went from 16 hours to 24 hours. The Fiscal Officer stated that currently 166 hours per month had been approved which was just under full-time. The Mayor stated there were 86 pages of minutes last month and they were not minutes but transcripts. The Fiscal Officer stated that minutes had been scaled back. However, more detail is provided with contentious issues. The Mayor asked if the transcription should be farmed out to a service. The Fiscal Officer said no. Although Council had approved 166 hours per month, the Administrative Assistant had not worked this much. She was currently working at least four days a week with the possibility of increasing to 4.5 days to get caught up. Nairn asked how many hours per month it would be for full-time. The Fiscal Officer said it would be 40 hours per week. Porter asked if the Fiscal Officer wanted full-time for the Administrative Assistant, and she said she did and had enough work. She understands there was a cost associated with it. Porter stated it was a significant cost. The Mayor stated that for the month of September, the Administrative Assistant worked 129 hours and now it is up to 166 hours which was quite a jump. The Mayor stated the amount of work the Fiscal Officer had was because of the way things went this past year. The Fiscal Officer relayed that it was the last couple of years. Often, it was because of the way things were being done, which resulted in her office cleaning up. The State requirements had also increased, and the grants create more work. The Fiscal Officer felt she was skimming by to meet deadlines and not doing thorough due diligence as she should. Nairn added there had been an increase of public records requests.

The Mayor stated that the budget process needed to be improved. The Fiscal Officer expressed the desire to have a more thorough Budget Work Session. She added that issues, like the overtime issue discussed in the current meeting, took a lot of time. The Fiscal Officer added that follow-up was another issue. The Mayor suggested surveying Villages with a \$4 million budget, and 13 full-time employees to see how they were staffed. Porter asked if this had not already been done, and the Fiscal Officer said it was another thing that was talked about but not addressed again. The Fiscal Officer explained that each municipality is different. For example, she is a Fiscal Officer because the Village is a statutory village. Most Fiscal Officers work for a township in an elected position where the salary is set by the State. The Fiscal Officer of Russell Township, for example, is elected and is paid according to the State, but has two full-time assistants. Charter villages have a Finance Director who may have a tax person and administrative staff. The Mayor suggested taking a couple of months to gather information to determine if the Village were over or understaffed. Nairn did not see where the Village was overstaffed with the Fiscal Officer constantly trying to catch up. The Chief added that the Police Department has also been inundated with public records requested, which can take considerable time to fulfill.

The committee discussed the criteria to research, and the Fiscal Officer offered to reach out to her clerk's group for input and would expect a quick turnaround with information.

The Mayor stated that Moreland Hills shares a fiscal officer from Westlake who comes in once a week. The Fiscal Officer pointed out that he has full-time staff. The Mayor suggested completing the study by February 1st. The Fiscal Officer offered she would have the information sooner. The Mayor would ask his mayor's group. Nairn asked why this was going out a third of a year, and Porter agreed a decision could be made sooner. The Fiscal Officer would have something prepared for the next joint Finance/HR Committee meeting.

Porter made a motion to adjourn at 9:06 a.m.

Cindy Nairn, HR Chairwoman

Michael Carroll, Street Committee Chairman

**Street Committee Meeting
September 10, 2021 7:00 a.m.**

Members Present: Chairman Carroll, Councilman Porter, Street Commissioner Alder,
Engineer Haibach

Visitor: Greg Heilman, Chillicothe Rd.

Carroll called the meeting to order and read the roll.

The Engineer addressed the 2021 Road Program. Specialized Construction will possibly start in early October. The delay was the result of the contract award being pushed back until after July so the Village could get the Ohio Public Works Commission (OPWC) grant funding. The repaving will include miscellaneous base repairs that consist of driveway aprons on East and West Bel Meadow where culvert replacements occurred. There were 26 culvert replacements. He is working with Specialized for a price for this. The Engineer explained that the Village will do this when a culvert replacement occurs the year that paving is scheduled. Per the culvert replacement plan, if the resident purchases the pipe, the Village will install it, but then the resident is on the hook for replacing whatever surface they have on their apron. However, if the Village is paving that year, it will take care of this. Carroll verified that it only applies when done within that year and not earlier. The Engineer said there is no hard and fast rule on this and if a resident replaced the pipe two years earlier, for example, the Village could pave the apron.

Carroll explained that the Street Committee hopes to develop a five-year plan of roads to be repaved. In doing so, residents could be notified and consider replacing their culverts. Perhaps the Village's willingness to replace the paving would act as an incentive to get the culverts done.

Carroll asked how much of a struggle it would have been for the Street Department to complete the culverts had the project started on time, and the Street Commissioner confirmed it would have been difficult.

Porter asked about the completion of the project, and the Engineer said it would be within 30 days of the start.

The Street Commissioner advised that he would proceed with striping the roads and would only be doing the yellow lines. His preference would have been to have had this done before the start of school. Normally, it would be done after the Road Program. Crack sealing was done early to pound the sealer into the cracks. The heat helps it penetrate. The Engineer agreed with the Street Commissioner in accomplishing this early.

Carroll asked about the use of Reclamite, and the Street Commissioner said it was discussed that it would not be done this year. Instead, half of one road would be done next year. Carroll reminded the committee that it was recommended to wait a year before applying the Reclamite, which had been a problem in Sheerbrook when it was applied right after paving. Carroll suggested that the committee identify which half street would be done the following year. The Street Commissioner suggested East and West Bel Meadow. Whichever road was chosen, Carroll wanted it to be done where it made sense to see its effectiveness. The Street Commissioner said the Village would be going directly through the Reclamite company instead

of Specialized, which would save money. On the road list, Carroll suggested putting when the roads were paved and what year the reclamite was applied to the road so that historically, the impact could be determined.

The Engineer reported that he is in the process of delineating the area south of Village Hall to identify where the project area should be for the retention basin. All the calculations are complete for storage volume for a 100-year storm. The site is ideal for a retention pond of this kind. Porter asked when the Army Corps of Engineers would need to be notified, and the Engineer explained that when the wetland delineation is done, the Village will file a permit. Carroll asked about the timeline for this process, and the Engineer said about one month. Carroll asked specifically how long it would be until the Engineer submitted the report to the Army Corps of Engineers. The Engineer said within a month. Carroll pointed out that the Village is two and a half months into something that he thought would happen more quickly than it has. Porter reiterated that the committee wanted to hear about additional progress and the timeline of the process. The Engineer hoped that the Village would be able to file a general permit indicating that the project area was within the limit of wetland impact. If it is necessary to file an individual permit, which he is trying to avoid, it will take longer. The general permit takes generally four weeks once the Village submits to the Army Corps of Engineers. Carroll asked if that meant the project could go out to bid by the end of the year or early next year, and the Engineer said it would be ready to bid this year. The Engineer stated that he would submit the plan to the Army Corps of Engineers by the end of September. The Engineer said he was looking to bid the project in November or early December. Porter expected that the bid award would be between November and January. Carroll asked when digging would begin. The Engineer explained that depending on weather, the project could begin somewhere between May and August. The project must be complete by the summer of 2022. Porter asked if it would be as big as a football field. The Engineer said that he would like to see it large enough to serve as a soccer field since it will be a dry basin. Porter asked how deep it would be, and the Engineer said it would be about four feet.

The Street Commissioner asked about the grade of the retention pond and the Engineer explained that the grade goes uphill to the south and to the east. The project would run east and west. It would be incised into the slope on the far east side and banked up on the west side. It will be like a tilted rectangle, tilting east to west. The bottom of the retention pond would be at about the elevation of the current stream. Carroll asked how long the detention pond would take to drain if it were completely full. The Engineer said a couple of days.

Regarding the spoils, Carroll asked if there were a large enough area to put the spoils of the project. The Engineer indicated that the soil that will be removed would be good gardening soil. Carroll asked if a nursery business might be interested in taking it away. The Street Commissioner said it takes a year to dry out. He described a process of placing the soil in a bag under the power lines with First Energy's permission to dry and ultimately be available to the public or Village. Carroll indicated that Sugar Bush would also be dredging and have spoils, and the Street Commissioner said that they have their own area for this material. Carroll wondered about this issue for other lake communities in the Village. The Street Commission advised that having the Village storing the material under the power lines was ideal, and Carroll stated that

the Village would not store the bags. Rather, the Village would advise the neighborhoods that if they planned to do the project, the Village could avail the site to them possibly. Carroll cautioned that there must be strict parameters since the largest cost of dredging is hauling the wet material off-site. He also did not want to create a problem in the future. The Street Commissioner spoke to TRC and was told they would haul the material away for \$25 a truck. The Engineer said this was low for a disposal cost. The Engineer suggested checking with First Energy before volunteering the information to residents. Carroll also saw the benefit of using TRC. The Street Commissioner would verify the information with TRC as well as checking into the cost of the drying bags.

Regarding the Lake Louise Bridge, the Engineer reported that the gas line had been relocated and the line on the bridge was dead. The Engineer stated that he received a proposal from the contractor, Union Industrial Contractors, to remove and replace the whole bridge at once. This would complete the bridge a month sooner. Doing it half a bridge at a time creates a safety issue for the residents. Union Industrial Contractors first proposed utilizing the emergency gravel path access, which was where the gas line had been moved, and where Dominion now has a permanent easement. Water drainage issues and the easement presented a problem with the plan. The second plan would be to create a temporary road and bridge to go around the bridge that is being replaced. The Engineer has a structural engineer examining the plan and should have an answer soon. Carroll verified this would not present an additional cost to the Village. The Engineer concurred. Porter asked about the completion date, and the Engineer said it would be Spring of 2022 but would start this year.

Carroll asked about the issue with the unauthorized storm collection pipe that was leaking sewage. The Street Commissioner had not heard back from the Geauga County Health Department. Carroll emphasized that this is a big deal and needs to be addressed. The Engineer said that he had left two messages with Dave Sage, Director of the Geauga County Health Department. He did not think the county had been out to test the water. Carroll said that he would call Sage about this because this matter could not be ignored with the sewage levels. The Engineer indicated that in previous conversations with Sage, he acknowledged the Village's concerns but said there were more significant issues to address. He also advised that one of the homes that is tributary to the drainage collector pipe had just replaced a failed septic system. Sage thought there would be a profound reduction in sewage from this. Until they test, the Village will not know. The Street Commissioner advised that the water from the pipe is going into a small pond on the northwest corner and being diluted and then going over to Paw Paw Lake. He has a contractor ready to bore under the road and put in another pipe to take it directly to the stream heading to Paw Paw Lake. He wants to see the reduction in numbers before doing this. The Engineer said he would have this work done regardless. Carroll verified that it would still be possible to test the water to see if there is an issue, and the Engineer concurred. The ditch into which it would discharge is on private property and is currently discharging onto private property. Carroll stressed the need to address the problem.

The Street Commissioner brought sample pavers for the committee to view. The pavers are proposed for memorial pavers in the park. Carroll addressed the allowable area of hard surfaces in the park. There is an existing walkway that perhaps could be used. He verified that

permission would have to be obtained from the Western Reserve Land Conservancy (WRLC), and the Street Commissioner agreed but added that they were fine with the walkway because it was a permeable surface. The committee discussed cost of the materials. Carroll suggested the committee present the proposal that instead of random plaques around the park that residents have three options for memorials: a brick path, bench, or tree. He suggested the Street Commissioner obtain prices and consult with the Chairman of the Parks Committee. Carroll indicated that the Parks Committee was discussing a master land management/land use plan for the park, and Streets Committee would want to be sure it fits in with the fabric of the park long term. The Engineer thought a long-range plan for the park was an excellent idea so that concepts like an expanded parking lot and a restroom will fit well together and be cohesive. The plan would enable the Village to accomplish the projects as money becomes available for them. Doing projects piecemeal is problematic. Carroll reiterated that the Street Commissioner should speak with the Chair of the Parks Committee regarding the proposal and should consider initiating the project in the existing pathway. The Street Commissioner explained that the path could be paved, and as memorial pavers are purchased and engraved, they can replace the pavers in the path. He added that there is also the floor of the Teahouse that could be included. Carroll added that the funds generated from the sale of the pavers could be placed in a park maintenance fund.

The mechanic job description was reviewed during the joint HR/Finance Committee meeting. Carroll advised that there is routine maintenance in everyone's job description. With the mechanic position, the committee was considering that it involved heavy mechanical work like engine and transmission work and something that was out of the ordinary. Changing the lawn mower blades was routine maintenance that should not be counted towards the mechanic time data. Carroll also indicated that on one day, the data indicated eight hours of mechanical work when the employee was only at work for four hours.

Carroll asked the Street Commissioner to explain the adjusted work schedule used by the Street Department to do some of the culverts. The Street Commissioner said as far as he knew, they had a deadline because the pavers would be coming down the road at the end of July or beginning of August. The Street Department had 20 more culverts to go. At the time, he called Carroll who said he could not make the determination. He called the Mayor, who had no problem with it, so they went forward. They did 13 culverts in that four-day period. Carroll noted that he also saw someone cutting grass at 4:30 p.m. one of the days. The Street Commissioner stated that there was regular maintenance to do as well. Carroll indicated that the work was very specific for culvert work. When he spoke to the Street Commissioner about the work schedule change, he provided the Street Commissioner with options including speaking with the Mayor. It was discussed in the HR Committee meeting that the schedule resulted in compounded time, which was not his understanding from the description of four 10-hour shifts and being off on Friday. Then it turned into comp time and created issues. It caused consternation and it was his perception that it was not the way it was presented. The Street Commissioner asked if he would have had the latitude to do this without Council's approval. Carroll explained this was why he was asking what happened. Nothing was brought to Council formally. Carroll did not know why it was thought there was a deadline of July because it was known that the Village could not do the bid for the Road Program until July. The Engineer

added that OPWC did not let the Village know of the grant award until mid to late June. Carroll felt there was a lack of communication that created issues. The Road Program would not be done until October. The Street Commissioner explained he did not know that in the second week of July. Carroll reiterated that there must have been a breakdown of communication because the Engineer indicated that the Road Program could not be done until early October because of the grant requirements, but the Village rushed culvert replacements and created additional overtime to get things done that did not have to be done until October. He realized there was other work to be done, and the Street Commissioner even indicated that he backed off on some of the culvert work because he had other issues to address. The point being that the way the work was done created additional overtime with people cutting grass. The way the Street Commissioner explained it to Carroll was that it would be to knock out the culvert work. Carroll told him that neither he nor the Streets Committee could make the decision. He directed the Street Commissioner to speak to the Mayor for his thoughts, but nothing was brought to Council. Ultimately it created more overtime and time off, and with people off on Friday it left the Service Department closed. The Street Commissioner indicated he was there on Friday for six hours.

Porter's recollection as to the overtime question was that the Employee Handbook states that the Mayor approves it as the administrative officer, so it would not go to Council. Carroll was uncertain about this. When the Street Commissioner originally asked about four 10-hour shifts, it was not something the committee was in favor of doing as a permanent arrangement because it did not make sense for the Village because the Village needs people present in the department daily.

Carroll addressed the easement ditch cleaning. The Street Commissioner said that he had to find someone to clear it because the Village does not have the proper equipment. The last record of it being cleaned was 1989. He spoke to the four corner residents, who supported the clean-out. A contractor was located and for \$1,200 the ditch was cleaned. R&B Trenching was hired to complete the project and it would be finished that day. Porter verified it was in the budget, and the Street Commissioner verified it was in the stormwater budget. With regard to Village easements that are readily accessible, he asked the Street Commissioner to create a spreadsheet to indicate a cleaning schedule. The Engineer recommended looking at the ditches every five years to see if they require cleaning. The Street Commissioner asked how the Village should maintain the ditches, and the Engineer said that if it were filled with green perennial vegetation like grass, it would be fine to let it grow. Woody growth and debris should be eliminating by brush hogging it every year. The Street Commissioner referenced another ditch that was cleaned out within the last year and verified that it would be acceptable to keep just the waterway clear, and the Engineer concurred. The Street Commissioner verified that this should include the area between Chillicothe Rd. and the backyard of the first house, which was not included in the project. The Engineer told the Street Commissioner to obtain a quote for the add-on area.

The Street Commissioner indicated that the oblong pipe that runs under Chillicothe Road has water sitting in it. He thought there was an easement for it going towards Manor Brook to clean it out. The Engineer said that it is permissible and should be done. The pipe should not be filled with water.

The Engineer asked what the Village was doing with the Parkland Dam issue. Porter stated that at the moment it is unresolved. Porter indicated that the detention pond would help Parkland, and the Engineer agreed. Porter added that it may be the ultimate solution. Carroll added that the residents lowered the level of the pond, but it is unknown by how much. The Engineer said that the two time he viewed it in the last two weeks, it did not look any different. Carroll indicated that he was sent a picture that showed that the water had gone from going over the top of the pipe to below the edge of the top. Porter also saw the photo and did not know if this was a natural result, or the result of holes being drilled. Carroll said that Berger indicated that they drilled holes and lowered it. Between the detention pond and lowering the level, the situation is helped since it would relieve the head pressure. The Engineer added that it would stop the flush of water that gets to the dental office, the swim lake, and then Parkland.

The Street Commissioner indicated that with the replacement of the 12-inch pipe that comes off the side of Bullfrog Pond toward Bell Road, water could be split. The pipe is not in the right of way and is on HOA property. Carroll stated that the Village should first do the retention pond to see what that accomplishes. The Street Commissioner said he spoke to the Kensington Green HOA about the HOA replacing the pipe, but they did not get back to him. Carroll reiterated that the Village should focus on the project on Village property to see the impact. If more is needed, the conversation can be continued. Porter said he would bring this matter up at the HOA meeting in October. Porter indicated that the pipe would help, but not nearly as much as the retention pond. The Engineer said it would be a drop in the ocean. Porter indicated that it just needed to be replaced and was a maintenance item under the HOA bylaws rather than a change to the land because it is an existing pipe. Carroll indicated that Kensington Green also has a dry pond, and the Engineer was aware there was work being done on this. He spoke to the Engelina Koberna who had taken the point lead on the project.

The committee discussed the benefit of lowering the Parkland Lake level, and the Engineer said although he had not conducted a hydrology analysis, he said the static water level should come down a foot from the emergency overflow elevation of the pond. Carroll asked whether the reduced pressure on the dam could reduce the repair cost. The Engineer said possibly, but repairs would still need to be done. A geotechnical report would be needed to determine if there were any damage other than what is apparent. With this, engineering solutions could be developed. This would be the first step. Carroll felt that if the Village were considering a bond for this project, the cost of this survey should be borne by the residents. If the residents had a geotechnical survey done, Carroll asked if the Village could use the information in the event it chose to take on the project through a bond. The Engineer said yes and indicated that if CT Consultants were asked to do it, they would contract it out. He could provide a list to the residents of his preferred geotechnical engineers. Carroll asked if the Engineer has had direct contact with the residents, and he said yes. Carroll suggested providing them with three or four recommended geotechnical engineers to avoid the need to have it redone.

Carroll addressed a stormwater issue between Laurel and Countryside Dr.. The Street Commissioner indicated that he was approached by a resident who said there used to be a swale in the backyards that ran from Hazelwood to Bell Rd. It was overgrown. There was no easement, and the Street Commissioner did not feel the Village should get involved because of

the necessity to enter private property to remove debris. He explained this to the resident who then dropped the issue. The committee agreed that with it being private property and not having an adverse effect on infrastructure or roads, the Village should not be involved. Carroll suggested communicating with Village the residents that dumping branches, grass, lawn waste, etc. in swales could contribute to issues down the road and to please avoid the situation by clearing it. The Street Commissioner suggested putting it in the newsletter, and the committee agreed.

The Street Commissioner relayed his plan to hire a contractor to hydroseed the entire Bel Meadow ditch. He did not have the cost but would put it under stormwater. He added that Orange Village and Chagrin Falls are going in on a hydro seeder to be share with the three communities. He did not have a price on it, and Carroll indicated he should get the price to be included.

The Street Commissioner addressed safety issues when doing manhole work. The Service Department needed a tripod safety lift device, which is \$3,000 and not in the budget because he did not have a line item for safety. He also wanted to get a gas tester. Carroll thought this would run \$500. Carroll thought these were basic safety items and encourage the Street Commissioner to consider all safety issues. Porter asked if it were needed now, and the Street Commissioner explained it was needed for a job the following week. He could borrow one for this. Carroll asked if everyone was properly trained. Carroll was also concerned about the classification of the space. The Street Commissioner explained that the space is a catch basin that they will be accessing. Digging will occur on the outside with a backhoe. He explained that it would be necessary to go down into the manhole to brace up the wall because concrete will be poured against it. Carroll wanted to ensure Occupational Safety and Health Administration (OSHA) requirements were being followed with confined space entry. Carroll reiterated the need for training and safety precautions to include ventilating the confined space as well as proper operation of the tripod. Porter asked the Street Commissioner to address purchase of the tripod at the September 13th Council meeting.

Carroll adjourned the meeting at 8:29 a.m.

Michael Carroll, Chairman

Prepared by Leslie Galicki

Street Committee Meeting
July 30, 2021, 7:30 a.m.

Members Present: Chairman Carroll, Councilman Porter, Street Commissioner Alder

Carroll called the meeting to order and read the roll.

The Street Commissioner said that according to the Engineer, Dominion would be out of the way in late August regarding the Lake Louise Bridge project. Additionally, there were options proposed for a temporary road for the residents to use during construction. Carroll asked if there was a fixed start date for the project, and the Street Commissioner said it had not been finalized.

Carroll asked the Street Commissioner about the status of the connector pipe that was suspected to be carrying sewage which had been referred to the Geauga County Health Department. The Street Commissioner said he was waiting to hear from the county about retesting the water. Carroll asked him to follow up with the county and the Engineer.

Regarding the 2021 Road Program, the Street Commissioner stated they were ready to go. The Street Department was finalizing the culvert pipes on East and West Bel Meadow. 24 culvert pipes were done in July, 12 of which were on East and West Bel Meadow. There were eight more to go on these streets for a total of 32. The Street Commissioner estimated this was half of the homes on East and West Bel Meadow. Carroll thought this would be beneficial for stormwater and suggested notifying residents of this service with future repaving projects. The Street Commissioner explained there was other work to do to improve the water flow, but stated this work would result in increased water heading for Chillicothe Rd. Carroll stated that the Village was waiting on the Manor Brook project, which would help with this. He asked the Street Commissioner to consider addressing the swale between West Bel Meadow and Chillicothe Rd once the Manor Brook Dr. and the Chillicothe Rd. culvert projects were done. The Street Commissioner stated that he was going to clear from West Bel Meadow to the backyards of West Bel Meadow, which would mean that the Chillicothe Rd. and West Bel Meadow parts would be done, leaving only the middle section. He thought the Village should wait on this until after the pipes were installed so the water had a place to go other than dumping onto Chillicothe. Carroll asked if the Engineer agreed with clearing the area of West Bel Meadow to the wood line, or whether this should wait until Chillicothe was done. The Street Commissioner said it was necessary to do this to get the pipes clear since they were underwater. Carroll stated that the swale between West Bel Meadow and Chillicothe Rd. had not been done for at least 30 years. He recommended that there be a routine maintenance plan for it. The Street Commissioner suggested five years.

Carroll addressed the sewer tie-in issue with 1113 Bell Rd. The Street Commissioner explained that the resident claimed that when the Village did the road improvement on west Bell Rd., it damaged his sanitary line. The Street Commissioner, Engineer, and Building Inspector met with the resident to explain that the Village was not responsible for the damage. The resident was considering legal action, but the Engineer said the resident would not find a judge to pick up the case. Carroll clarified that there was nothing in the right of way for which the Village would be responsible. The Street Commissioner explained that the Village increased a storm sewer pipe from 12-inches to 27-inch, but the location of the bottom of the pipe stayed the same. It did not

disturb the earth between the storm sewer and the sanitary sewer, which is several feet. The Street Commissioner explained that this issue involved an area that sags and fills up with debris or sanitary matter from the resident's house and then requires jetting every year or two. Porter clarified that the resident is claiming that the sag in the line was caused by the installation of the larger pipe to the storm sewer line, and the Street Commissioner said yes. Porter verified that the Engineer did not believe the replacement of the pipes caused it, and the Street Commissioner concurred. Carroll verified that neither the Street Commissioner or Engineer made any promises to the resident, and the Street Commissioner agreed. The Street Commissioner further explained that the county offered to have the resident reconnect on the north side of Bell Rd at the resident's expense, which would save the resident money. This offer was made after the resident threatened to sue the county.

It was brought to the Street Commissioner's attention that there was an easement between Laurel and Countryside Dr. in the backyards. It flows towards Bell Rd. To his knowledge, it had never been cleaned or maintained by anyone. However, he did not know for a fact that the Village has an easement. Carroll suggested determining this because if it is causing issues, the Village must address it. He reiterated that the first step would be to determine if there is an easement for stormwater and if the Village needed to maintain it. The discussion could continue from there.

Carroll added that perhaps the Village should do a full evaluation of any of the stormwater easements across the Village. He requested the Street Commissioner obtain a list of the easements from the Building Department and perhaps a CT Consultants map showing them and identifying their purposes.

Regarding this possible easement area on Laurel and Countryside Dr., the Street Commissioner recommended contracting the work out since the Village did not have the equipment to work in the backyards. Carroll saw this as potentially being a costly project, and the Village would not want to over promise and under deliver in this situation.

Porter added that anything the Village could do to help stormwater flow on the west side of the Village was something that needed to be done because of the increase of water that would be seen on the east side as ditches are cleaned. The Street Commissioner stated that there were no residents being affected yet, but it was getting to that point based on how the issue was explained to the Street Commissioner.

Carroll addressed a recent rain event and noted that while one retention pond at the Lantern was full, the other was nearly dry. It seemed it was not capturing any water and wondered how to determine whether it was working correctly. The water was going over the road, and it almost seemed like a pipe was blocked or an overflow was not working properly into that retention area. Carroll thought this should be mentioned to the Engineer and explored to ensure it was functioning properly to help with the water hitting Chillicothe Rd, etc.

Regarding the 2022 Ohio Department of Transportation (ODOT) Salt Price, the Street Commissioner stated that it is down \$9.50 from the previous year. He said the Village put in for 1,000 since the Village is currently over full.

Carroll discussed projecting Village expenses over the next five years, and mapping out which roads would be included in the Road Program while keeping each program to about \$300,000. He explained that committing to the Parkland Dam project, for example, could have an impact on projects the Village would be able to address. Additionally, if the Road Levy were to fail, choices would need to be made between roads and stormwater. Carroll felt that given that the Village had not dealt with stormwater, this was necessary. He felt the Village was on the cusp of addressing the stormwater issues, and he would hate to see it become necessary to withdraw because of failed levies, or if a big road project were to develop, etc. The Committee reviewed the PCI's for Village streets and discussed which streets to consider for Road Programs for 2022 through 2026. Carroll added that the committee should consider the repaving of Bell Road East possibly in 2026.

Carroll stated that from a Finance standpoint, it was known that the Village would have a big hit with \$1.5 million in stormwater projects and Bell Road East in the next five years. There had been huge talk about the Village's big reserves, but in the next five years, it was known that the Village had the responsibility to the community to take care of stormwater issues Village wide. Carroll added that it would be his position to maintain and not cut back the Road Program with a minimum of \$300,000 - \$500,000 per year. He wanted to provide the Engineer with the committee's thoughts on the roads it would suggest for the Road Programs for each year through 2026 and to ask the Engineer to provide an estimate in today's dollars of the cost of having these roads done. Then, the committee could identify the funds that would be required knowing that Bell Road East and stormwater mitigation would be outliers. These by themselves could be over \$2 million dollars. Porter agreed. He added that there could be grants for the roadwork, but it could not be guaranteed. In considering a five-year look-out, until Bell Road East is done, Carroll thought Council should be cautious about taking on any larger unforeseen projects such as a Parkland Dam loan or the Paw Paw Lake Road. The Village also did not know what its fiscal responsibilities might be between Alderwood and The Preserve if anything. From a fiscal standpoint, there was reason to be cautious, at least in the next five years with how funds are expended. While the Village has reserves, it must have a minimum reserve. The \$1.5 million in stormwater projects and Bell Road East alone could eat it all up.

The Street Commissioner read portions of an email discussing the Bell Road repaving and widening. It stated that South Russell Village would like to extend the Bell Road bike and pedestrian path that runs from Chagrin Falls Village to the middle of South Russell to the Newbury Line, 2023, \$1,000,000. Porter and Carroll were unclear as to what the Street Commissioner was reading to them and asked him to forward it. The Street Commissioner clarified it was the 97-page Northeast Ohio Area Coordinating Agency (NOACA) email.

Porter addressed the displeasure resident Ralph Richards expressed at the previous Council meeting with how things were going with stormwater relative to his front yard. Porter asked if Richards' ditch could be dug down a foot or two deeper. The Street Commissioner said this already had been done over the summer. He explained that they ditched from Richards' yard, the yard previous, to the inlet that goes across the road. This was done prior to the last Council meeting, and the Street Commissioner stated that it worked. What happened with the heavy rain event could not have been prevented due to the volume of water. Carroll stated that Richards'

point had to do with the culvert replacement. Porter stated that this would not be done until Chillicothe Rd. was done, which made sense from the Village's point of view. Meanwhile, Richards and his neighbors were getting whacked every time there was a big storm. The Street commissioner stated that this situation was not unusual due to the low ground. Furthermore, he explained that digging the ditch a foot deeper would not help. He reiterated that the work that had been done handled the water from the last two rains where seven inches of rain fell in two days. However, with the rain prior to that, it flooded. Carroll clarified that by creating more retention in the ditch by digging it deeper would then result in the water just sitting there because it had nowhere to go. The standing water would then present a problem.

Carroll asked the Street Commissioner if he could come through Lakeview Ln. and Leaview Ln. to assess the status of the ditches. He reiterated that ditches Village wide should be evaluated when possible.

Carroll adjourned the meeting at 8:24 a.m.

Michael Carroll, Chairman

Prepared by Leslie Galicki

Street Committee Meeting
June 25, 2021 7:00 a.m.

Members Present: Chairman Carroll, Councilman Porter, Street Commissioner Alder, Engineer Haibach, Fiscal Officer Romanowski

Carroll called the meeting to order and read the roll.

Regarding the 2021 Road Program, the Street Commissioner referenced the portion of Fernwood Dr. after it crosses Hazelwood Dr. and becomes Russell Township. He said it was horrible on the Russell portion. He spoke to Gene at Russell Service Department who said he had money and if South Russell would pave it, he would pay for it. The Engineer stated it would cost \$21,000. Carroll clarified that the Village would be paving all of Fernwood, and the Street Commissioner confirmed that all of Fernwood would be paved as well as the portion that is in Russell Township. Porter clarified that Russell would pay the \$21,000 for it, and the Street Commissioner reiterated that Gene said he had money in his budget and just needed a number. Carroll asked what the total project cost would be and explained that the Village would want a formal agreement with Russell to do this. The Street Commissioner said that they were excited when he mentioned that the Village could do this. Porter verified that the Russell Township Board of Trustees would be on board with this, and the Street Commissioner stated yes, absolutely, because the road was in bad shape.

The Engineer stated that the bid amount from Specialized was \$371,028.30 for the base, which was the Bel Meadows and both alternates, Chelsea Ct. and Fernwood Dr. The Engineer and Street Commissioner viewed the streets on which they wanted to have miscellaneous base repairs. The Engineer had included 130 square yards of base repair in the bid, but on review determined it was 628 square yards. This included a 100-foot-long area on the Kensington boulevard. The bid amount was \$371,000 and the additional base repairs would be about \$37,000. The extension of Fernwood would be \$21,000. The estimate the Engineer received to do a chip seal on the Village parking lot was \$44,000. The Engineer stated that the Fiscal Officer checked with the Geauga County Auditor and the Solicitor, and both recommended that the Village did not pursue an additional scope that exceeded \$50,000. He explained that an additional scope would be doing work that was not contemplated in the original bid package. The parking lot would be \$44,000 and was under the \$50,000 threshold, so it looked like additional scope the Village could have by a change order. The other overages in base repairs and the additional work on Fernwood were already included. He did not think these counts as additional scope, nor do the base repairs.

Carroll verified that the \$37,000 and \$21,000 were over the original bid amount, and he wanted to ensure that this did not become an issue. Carroll explained to the Fiscal Officer that the original Road Program amount was \$371,000. The Engineer and Street Commissioner identified an additional \$37,000 in base repairs and a potential extension to Fernwood for \$21,000. It would be adding \$58,000 to the bid amount. If part of the project were just additional work that had been identified, would it have to be bid out? She verified it was part of the same area, and the Engineer said it was Fernwood and miscellaneous base repairs. The Fiscal Officer stated this could be done. Porter added that it would be necessary to change the budget for the Road

Program at the July 12th Council meeting. The Engineer reviewed the areas specified for base repair. The Fiscal Officer advised that the motion should be clear that it was part of the original scope.

The committee discussed the necessity to address the parking lot, and the Engineer said it could be considered with a future Road Program. Carroll stated his inclination would be to stick with the \$58,000 in additional work and identify the parking lot for something in the 2022 Road Program. Porter agreed. The Engineer stated that the \$21,000 estimate for the Fernwood extension was pending approval and agreement with Russell Township. Carroll and Porter discussed the possible contents of such agreement. The Street Commissioner said he would call the Russell Street Department to determine their level of interest with it being \$21,000.

Porter verified that the Road Program work would not start until after July 1st, and the Engineer agreed. It could take several weeks to get contracts signed but offered that possibly Specialized might get started on good faith knowing that the project had been awarded. Porter asked if work would be complete by the start of school, and the Engineer said he would have to get a schedule from Specialized. A preconstruction meeting could occur immediately after Council awarded the contract. The Street Commissioner asked if he should hold off on the road striping, and the Engineer reiterated that he would need to get a schedule from Specialized.

Regarding the Lake Louise Bridge project, the Engineer stated that there was a preconstruction meeting on June 24th with Union Industrial. He did not yet have their schedule for the project. The Engineer explained that Union Industrial had a process by which they would build a temporary bridge for traffic around the bridge being replaced. The Engineer said he would consider this as an option. The only bad news the Engineer had to share was that Dominion was having difficulty finding a contractor to do the boring for relocating the gas main. The Engineer and Union Industrial would provide them with recommendations. Carroll pointed out that the Village was running out of time on the project, and the Engineer concurred and added that the grant was from two years ago. Porter asked if there was a start date, and the Engineer said no. Porter asked if it would be done before the start of school, and the Engineer said no. According to the agreement with the Homeowners' Association (HOA), they are not allowed to draw the water in until August. Completion date is set for December 17th. Carroll asked when the grant was due to expire, and the Engineer said it had expired but as long as the Village demonstrated activity on the project, funding would not be cancelled. He added that it is important that the Village draws on the funds this year to pay the contractor.

Carroll asked for the status with the subsurface drain. The Street Commissioner said the 10-inch line had not yet been taken underneath Louise Drive to the ravine because it was draining onto the property on the corner, 27 Louise Dr., where it was diluting in the pond before going across the road. The Street Commissioner spoke to the resident who was temporarily in agreement with this because once it was connected across the road, it would go directly to Paw Paw Lake. Carroll asked what the status was with the County regarding the septic issues. The Engineer said he did not know. Carroll was disappointed that the County had been sitting on this. The Engineer said the Health Department was very much aware but apparently had bigger fish to fry. Porter asked what the Village expected the county to do, and the Engineer explained that they would track down the source of the septic discharge and take appropriate action.

Carroll asked about 1113 Bell Rd. The Street Commissioner explained it involved a homeowner who had been in contact three times about his claim that when the Road Program for Bell Road West occurred in 2014, his sanitary line, which ran under Bell Road, was damaged. He went to the county first, and was told it was doubtful, but the county explored the issue and verified there was a sag underneath Bell Rd. According to the Engineer, it was extremely doubtful that the Village had anything to do with the problem, but the resident was looking for a deep pocket to pay for his pipe. The Street Commissioner further explained that there was a pipe the resident could connect to on the north side of Bell, and the county said it would waive the connection fee if he hired a contractor to connect it. The Street Commissioner wanted to alert the committee to the issue. He reiterated that the Village was not responsible for the problems with the line. Porter asked how deep the line was, and the Street Commissioner said 12-feet. The Engineer said the resident's contention was that there had been heavy equipment parked on the street when Bell Road was being repaved and this was what caused the issue. The Engineer said this was impossible. Carroll asked how this issue would be addressed. The Street Commissioner said he would discuss it with the county, and the Engineer would provide his best solution to reconnect the resident with the pipe on the north side of the road. Carroll asked if the resident had major issues right now, and the Engineer stated that because of the dip in the ground, it creates a little bit of a siphoning effect. Every couple of years, enough sediment accumulates in the six-inch lateral to where it backs up and has to be jetted.

The Street Commissioner reported that eleven driveway culvert replacements had been done. Culverts on East and West Bel Meadow would be reviewed and if they were bad, the resident would be contacted to arrange for changing them before the road is paved. Carroll verified that the Street Commissioner had replaced the culvert on Hazelwood, and the Street Commissioner said yes. The Street Commissioner explained that the contractor removed the resident's driveway and damaged the road. It was just going to be an argument, so the Street Commissioner had it filled with gravel between the concrete driveway and the roadway and then it will be paved with the Road Program. Carroll verified that normally, this would not be done. The Engineer said no, and Carroll asked why it was being done. The Engineer said the contractor was not the friendliest guy and claimed the damage was not his responsibility. He should have sawcut the end of the apron as it meets the road before removing the apron, which the contractor did not do. Carroll questioned why the Village was doing this when the resident's contractor made the mistake. The Street Commissioner stated that there was a bond being held by the Building Department from the contractor. Carroll verified that it would be up to the homeowner to pave the apron, but because the Village happened to be doing work on the road, the Village would do it. The Engineer said the estimate to make this roadway repair in front of 306 Hazelwood was \$900. The Street Commissioner said this could be assessed from the bond. Carroll stated that if the Village could say definitively that the contractor did his work improperly, then the Village should hold the bond. Porter agreed. The Street Commissioner advised that it was not stated in the driveway permit that it was necessary to sawcut the roadway, but it will be now. The Engineer said he did not know that the permit needed to state this. Carroll stated it was now necessary to state every little thing.

Regarding ditching, the Street Commissioner stated they were up to 2,000 feet and moving right along. Ditching was done in front of Kensington Green, and a pipe was found from Bullfrog

Pond to the Bell Road ditch. It was plugged up. The Engineer said the pipe may predate the pond because it was an old, vitrified clay pipe. Based on when Bullfrog Pond and Kensington Green was developed, no one was using vitrified clay. Carroll suggested it may have been from the old airport. The Engineer said it was a 10-to-12-foot clay pipe that went to the ditch and seemed to connect below the water level. They could not get into the pond to take a look, but felt the pipe was plugged solid. The Engineer advised that with a retention pond, there typically was a single outlet. Carroll asked if it would be best practice to identify the purpose of the pipe. The Engineer agreed. The Engineer added that if the pipe were to be opened, it would lower the water level. The Street Commissioner asked if he could go on to the HOA property to clear the end. Porter asked if he was referring to the Bullfrog Pond end, and said it was a maintenance thing that the Village could do because it was a pipe that was blocked. Carroll thought permission would be required. Porter added that it was within the right of way and was a maintenance item. Carroll said it would make sense to have the HOA President speak to the Engineer and Street Commissioner. The Street Commissioner stated that he had been in contact with Katherine Collins. Porter advised she is the secretary for the HOA. He informed the Street Commissioner that he should explain that it is a maintenance issue, not a change to the land, and the Village would like to know where the pipe goes, and its status.

Carroll addressed the GovDeals auction of the Salt Truck and indicated it was at \$9,700 and the Street Commissioner said there were five days left on the auction. There was at least one interested buyer.

Carroll asked the Engineer about the status of the lidar survey. The Engineer said that according to the CT Consultants survey staff, they are about three weeks out. They are thinking a drone is the better option than the airplane flyover because the airplane is not as available. It would then take a week to migrate and analyze data, but the data collection would happen in about three weeks. Carroll reviewed the scope of the survey from the Modroo Farm and picking up Alderwood, all of the Country Estates ponds, and all the way south to the park. Carroll advised that he had walked the Preserve area with Jen Lyndall, Laila Stephenson, David Lowe, and another gentleman. They observed the area where the quasi dam had been removed by the resident. Lowe indicated to Carroll that the water in the streams had not been as high, but there was a question as to whether this past spring had been as wet as the previous two. Porter indicated there was a silt island in the common pond of Country Estates. Carroll stated that both communities recognize that there are maintenance issues that need to be addressed. The Preserve plans to do work but want to do it in a sensible fashion that will not make it worse for them or for Country Estates. The Engineer added that the Preserve also did not want to waste money doing something that did not necessarily need to be done.

The Engineer advised that he did not think that Pond 3 was a foot lower than Pond 2, as it was originally designed.

Porter asked if residents should be notified of the lidar study, and the Engineer said they should be notified. Carroll suggested sending a letter to all of Country Estates and Alderwood to let them know they may see a drone flying over for survey purposes. Carroll emphasized that the survey should occur sooner rather than later, and it was the goal of the Village to develop a more cooperative working relationship between the two neighborhoods. He stressed the need for the

Village to be providing as much accurate information as possible to get the matter resolved in a cooperative manner. He understood where Country Estates had its nose out of joint with unclear information that felt threatening. Porter agreed.

Porter suggested utilizing an eblast. Carroll asked the Engineer to develop verbiage for the notice and to provide it to Carroll and Porter for review before submitting it.

Carroll expressed frustration with issues being identified, but then get kicked down the road. With the lidar survey, the Village needed to have a plan that both neighborhoods understand with expectations that certain things were going to be done. He said this went back to the reinforcement of the importance of maintaining the swales and ponds because they contribute to other problems in the Village. Carroll added that the Village, too, has been guilty of not maintaining ditches.

Carroll advised that there is a sink hole by the stop sign on Sheerbrook Dr. west of Maple Springs and asked the Engineer and Street Commissioner to look at the situation to see if maintenance work were required.

Carroll referred to a home in this vicinity that had filled in a ditch and asked if residents must pull a permit to do this. The Street Commissioner said this project was permitted and inspected by the Engineer. Carroll specified that there was a process associated with this, and the Engineer concurred. Carroll and the Engineer agreed that open ditches were the better option, and perhaps people should not be allowed to fill them in. The Engineer added that when residents choose to enclose the ditches for safety or aesthetic reasons, the resident bears the cost to do it. Furthermore, if something happens and it fails in the future, the Village can open it back up. Porter asked if these are in the right of way, and the Engineer stated that they are. Carroll questioned whether the Village's allowing the practice creates a trend when an open ditch is preferable.

Carroll asked for clarification about a statement made at the previous Council meeting about work that had been done in the Village based on the 2004 Stormwater Study that was in the 2013 Study. His understanding was that the only work done from the 2004 study was Chelsea Ct. Looking at the 2004 study, everything that was mentioned were mainly culverts. Carroll asked if it was safe to say that the vast majority of the work from the 2004 study was not done. The Engineer stated this was correct. Carroll advised that this was not what was relayed in the Council meeting and felt it should be corrected. He believed the wrong message was being sent that the Village had taken care of this work when instead the Village had just had a study compiled that identified \$1.5 million worth of work that needed to be done. A lot of that was still work remaining from 2004. The message conveyed in the meeting was that most of the work had been done, when in fact it was not done and required another study to show this.

Carroll asked the Engineer where the Village stood with progress with the proposed detention/retention project on Village property. The Engineer stated he created a job number and sent it to the Environmental Department. Carroll asked if the Engineer thought there was the ability to get it done this year. The Engineer said it would depend on what wetland delineation and remediation was required.

Carroll asked who was responsible for maintenance on the corner of Chillicothe and Bell Roads where the memorial is located. The Street Commissioner said that he needed permission to clean it out because they wanted everything gone except for the tree. The Mayor was working on this with Kathy O'Donnell who blew a gasket when they wanted to clean it out. The Street Commissioner planned to salvage viable plants and replant them in the Cemetery. Carroll asked if the plan should be to redesign the area and incorporate landscape that would better suit what is there now. Just tearing it out might not be the answer. The Street Commissioner said they could clean out the undesirable plants and leave the desirable plants. Carroll clarified that the corner should be redesigned with the help of a professional landscape service. The Street Commissioner said this could be done in-house. Carroll recognized the benefit of utilizing a professional service, but ultimately wanted to know the plan for the corner. Carroll asked what Kathy O'Donnell's involvement was and offered that the Village could work with her group to redesign the area. The Street Commissioner said the group had not done anything with it in a couple of years. Porter suggested talking to the Mayor to see where it stood.

Carroll adjourned the meeting at 8:05 a.m.

Michael Carroll, Chairman

Prepared by Leslie Galicki

Street Committee Meeting
April 23, 2021 7:30 a.m.

Members Present: Chairman Carroll, Porter, Mayor, Street Commissioner Alder,
Engineer Haibach, Engineer's Intern

The Street Committee addressed the application of a test strip of Reclamite on one of the Village Roads. The Street Commissioner said he spoke to the Reclamite representative who indicated the company was willing to do this, but it would have to be fit into their schedule. The Committee discussed different options and Carroll stipulated that it should be applied one year after the road was paved as recommended. The Engineer asked if the Village would be charged for it, and the Street Commissioner thought he could talk them into just doing it. Carroll stated that the committee would recommend doing one half of Bel Meadow Lane after one year as a test.

Regarding the status of bids, the Engineer stated that both the Lake Louise Bridge and the Road Program would be advertised Wednesday, April 28th. The Engineer expected good solid bid prices this year based on the proposed Road Program. The Mayor thought there would be a demand for asphalt and the prices would go up. He suggested pushing ahead with all the alternates because next year prices could go higher. Porter suggested seeing what the bids come back as. The Engineer said the bid closing date would be in May and Council would be awarding the contract at its May 24th Council meeting. Work would begin about a month later, depending on the contractor, and completed before the start of school.

The Street Commissioner reported that street sweeping had been completed and crack sealing had begun.

The Street Commissioner advised that only R&B Trenching bid on the unauthorized pipe which had been installed in the Village right of way under the culvert the Village had Buckeye Excavating install. R&B Trenching quoted \$8,800 to raise the pipe up and tie it in, and the Street Commissioner asked the committee if this would be handled by the Village or turned over to the Homeowners Association (HOA). Carroll stated that the HOA should install the pipe the right way with permits. The Street Commissioner stated that the HOA knows something must be done with the pipe. He clarified that the unauthorized pipe was inadvertently cemented shut during the Village culvert replacement because the contractor was unaware of its existence. Porter said that if the Village caused a problem, it should fix it. Carroll disagreed because the Village did not know the pipe was there and it was an illegal pipe. He felt the HOA should address it. The Engineer described it as a localized storm sewer, but with all sorts of things connected to it.

The Street Commissioner contacted Site Works and suggested running sonar in the pipe to track where and how deep it is because it exits the right of way at some point. For \$668, Porter felt this would be good information to obtain. Carroll agreed and said the information could be shared with the HOA. The Engineer advised that the Health Department would be doing dye testing and individual point sampling. For budgetary consideration, the Street Commissioner said the matter would fall under stormwater. The Engineer explained that the remainder of the

information would be obtained through the HOA's dealings with the Geauga Health Department to determine what is connected to the pipe.

Carroll addressed flood retention in the Fox Run and Bell Rd. location. Through the Fox Run HOA President, Chris Smith, it was determined that project would not be happen in the foreseeable future. The HOA is completely against it, and Smith was less than thrilled. Assumptions and presumptions were made. The Mayor asked if Smith explained why he approached the Village. Carroll explained that Smith said it was a casual conversation he had with the Mayor two and a half years ago. Carroll explained that Smith was upset with Council and the Village and had sent an email relaying this. Included in his issues was that he made a public records request but had not received a response in a timely fashion. Carroll added that Smith had additional issues with which he was upset with the Village. Carroll reached out to him, and Smith was very upset and said there was no easement possibility, and he did not know why Council was going down this road. He said he never received the information he asked for from Council or the Mayor. Carroll tried to open the dialogue about the location, but ultimately, Smith said it would not benefit the Fox Run residents and declined.

The Street Commissioner reported on the status of Senior Trash pick-up and the Village Trash Day. The Street Commissioner reported that a new electronics disposal contractor would provide this service. Porter asked if the Village would be getting a tire grant, and the Street Commissioner said that it would be getting \$1,700. Russell Township would be providing a loader and two workers.

Regarding the fuel shed door, the Street Commissioner contacted the State Fire Marshall about enclosing the fuel tank by putting a door on to keep the birds out. Carroll clarified that the Fire Marshall approved this, and the Street Commissioner concurred and added with proper ventilation. Carroll asked if this project was in the Street Commissioner's budget, and he said no. Carroll asked the Street Commissioner to get the committee definitive pricing as quickly as possible so that the budget could be amended accordingly.

The Street Commissioner said that the Village has the opportunity to purchase a salt truck but there is a small window of opportunity and it is closing. It is tentatively sold to the Village if the Village wants it, but it is also sold to another company if the Village does not want it. He said he would provide the seller with an answer about moving forward after this meeting. They could deliver the truck and the Village could retain ownership today and not have to make any payments for 12 months. There is also a five- or seven-year lease. Porter asked the cost of the lease, and the Street Commissioner did not have this information. Carroll said that typically the Village buys items. Regarding purchase, Carroll advised that it must be brought to full Council for approval. His recommendation would be to do an outright purchase for \$144,231. Porter said the Fiscal Officer should be informed about this. The Street Commissioner advised that if the Village did not purchase this truck, it would be six months to order a cab and chassis and over 12 months to get the truck and the drive. Porter clarified that the proposed truck is ready to go, and the Street Commissioner said it must be painted and the plow changed to an eleven-foot plow. Those items are included in the quote. Carroll stressed the committee have the correct price for the truck. The Street Commissioner would let the seller know the Village is moving forward, and the Mayor stated yes.

The Mayor asked if the Village should purchase another truck next year, and Carroll explained the goal would be to have five years between trucks. Carroll said he hoped to have a capital replacement schedule prepared for this year's budget hearings.

Regarding the Tea House, the Street Commissioner stated that it is in place, but the floor is not in. When the ground hardens in the summertime, the Street Commissioner said a brick floor will be installed.

The Street Commissioner addressed replacement of the 17-year-old mower. Carroll asked if it had been budgeted and approved for this year, and the Street Commissioner stated yes. Carroll directed him to move forward with it.

The desktop computer in the Service Garage needs to be replaced. The Street Commissioner priced one at Microcenter for \$849 plus \$80 to transfer files. He has a \$1,000 computer line item.

The Engineer addressed Country Estates. For the past twelve years, there have been recurring issues. There is a 36" storm sewer on Bell Rd. that discharges into Pond 1 on the corner of Bell Rd. and Spring St. This storm sewer picks up a good portion of the park, Bell Rd., and lateral drainage. It goes through Pond 1, comes across through a 36" pipe that connects Pond 1 to Pond 2. From Pond 2, it goes to Pond 3 via an overgrown swale in this area and there is no easement. The Engineer verified it is on private property and is not functioning well. At Pond 3, the discharge is a 12" culvert installed by the homeowner years ago. It replaced a swale. 36" of water does not fit down a 12" pipe. The Engineer explained that the water from Pond 2 overflows and goes towards Alderwood. There is a 21" pipe that runs down Anglers and picks up all Anglers Drive and all the houses on Anglers. The 21" pipe discharges to a hole and there is nowhere for it to go. The 21" pipe belongs to the Village and there is an easement to it. He explained that there used to be a swale here connecting Pond 3 and Pond 4.

Porter concluded that the residents for Pond 2 to Pond 3 need to clean out their swale and for Pond 3 to Pond 4, the Village needs to do something. Carroll stated that it is all private property, and Porter said except for the 21" pipe with an easement. The Engineer stated that there was nothing wrong with the pipe. The location where it discharges is the problem, and it used to be a swale. Carroll thought the HOA should have maintained the swale, and the Engineer agreed. The Engineer said this is not news to the HOA.

The Engineer stated a survey should be conducted to find out how much excavation needs to happen and how much material must be removed to establish a swale in the two areas. The survey would cost about \$8,000, including a survey of the Village and MC Art properties. Carroll suggested speaking to the Solicitor as well because of the private property issues. He said that after conducting the survey, if it turns out the Village cannot do it, the information can be provided to the HOA.

Porter said he could appreciate the feelings of the residents that the Village pipes are involved, and they carry water to their ponds. However, he noted that the ponds are on private property. Porter acknowledged that with stormwater there are residents upstream and residents downstream who will feel the problems are not theirs. He viewed this as conducting the engineering work for informational purposes for the Village but also for the benefit of the

residents. Carroll agreed and added that actually doing the work would be a deeper conversation.

Carroll said it was important to be cautious with how the Village gets involved with water issues on private property. Carroll suggested that if work were to be done, permanent easements should be obtained, and not at the cost of \$18,000.

Carroll asked if this would qualify for a 319 grant, and the Engineer said it would because it would be restoring the stream and making a swale. He explained that easements would be required as with Manor Brook.

With regard to the survey, the Mayor asked what would happen if the residents who control the property between Pond 2 and 3 deny the Village access. Porter stated that the Village should not fight it if they do not want the Village's help. Carroll concurred. Porter asked if the Mayor thought there would be residents who resist this, and the Mayor said yes. The Solicitor suggested getting easements from the residents who were willing. The Engineer explained that he does not need an easement for the survey, just an access agreement.

The Mayor explained that one of the properties involved is in the process of being transferred. The homeowner needs something that states this matter is not something that will be an issue for the new homeowner. Porter said that the Village cannot guarantee her anything other than that the Village is considering doing the survey to resolve the issue. Porter emphasized that no promises will be made about what the Village will do in the future and as such, the Village cannot commit to spending money other than for a survey to determine a remedy.

The Mayor asked if the Engineer would address Teaberry. The Engineer stated that between Pond 3, Buttonbush, and Teaberry, the residents have complained about standing water, but the Engineer explained that this is where the water table is. The only issue the Teaberry residents can claim with flooding from the pond is when the 12" pipe is plugged, the water backs up into their yard. This is a Country Estates issue. Nothing the Village will do will fix their water table issue, however, according to the Engineer. These are separate issues.

The committee discussed the homes that also experience sewage backup, and the Engineer explained that in a large storm event, the sanitary sewer pipes become overwhelmed with storm water. The floor drains in the residents' basements are connected to the sanitary sewer and when the stormwater combines with the sanitary sewer, it backs up into the basements. The Street Commissioner stated that the County conducted tests and could not determine where the stormwater is getting into the sanitary sewer.

The Mayor stated that Kyle Canter and Keith Roberts would be attending the meeting to determine when the Village would be dredging the Sugar Bush silt pond. The Mayor asked if this was the wise thing to do before Manor Brook or after Manor Brook. He reminded the committee of the discussion about obtaining a baseline. With Manor Brook in question, the Engineer recommended not waiting. The Engineer advised the Village had been working with Dave Rickelman on this. The committee thought the Village had committed \$7,500 to this.

The committee discussed the issues with Manor Brook, and Carroll suggested exploring moving the 319 grant to the Country Estates issue. The Engineer said he would look into the possibility of doing this.

At 8:45, Carroll adjourned the meeting.



Michael Carroll, Chairman

Prepared by Leslie Galicki

Street Committee Meeting
March 5, 2021 7:30 a.m.

Members Present: Chairman Carroll, Porter, Mayor (Zoom), Street Commissioner Alder, Engineer Haibach (Zoom), Fiscal Officer Romanowski (Zoom)

Visitor: Greg Heilman

Carroll addressed the Senior Trash Day Flyer. Carroll and Porter agreed that the flyer looked fine and could be distributed to residents. Porter advised that the event will be April 28th and April 29th. He asked how many were done the previous year, and the Street Commissioner replied 15, but that individuals called the Village directly.

Carroll stated that for 2020 Trash Day the Street Commissioner had suggested reducing costs by contracting for the various dumpsters in-house. The Street Commissioner advised that the Village usually contracted with Penn Ohio which took care of the dumpsters and the different materials. Porter recalled the Village gets a grant for the tires and would get it regardless of who did the collection. The Street Commissioner verified the Village had applied for the \$1,700 grant. Porter added that the Village receives a lot of tires, and the collection keeps the tires out of the lakes, streams, and yards. Carroll asked that the Street Commissioner obtain pricing. The Street Commissioner would check with the Fiscal Officer. Carroll said that although it might cost a little more, the logistics would be handled, and things would run smoothly as they had in the past by staying with the contractor. The Street Commissioner advised Trash Day will be May 1st.

Carroll addressed the truck toolbox. The Street Commissioner stated the box finally came in and reported that there was a delay with construction, painting, and shipping. It was received a month late, after January 1st. The Street Commissioner advised there was a snafu with the COVID money check to pay for it because the Fiscal Officer relayed that the Village could not pay for it until it had been received. She is addressing the matter with the Auditor to get it straightened out so it can be paid. Carroll explained that it would require amending the budget to pay for it and added that the Fit Tester still had to be purchased for the Fire Department. He added that there was a change in the deadline for the CARES funding which benefited everyone. Porter asked the Street Commissioner for the amount of the toolbox, and the Street Commissioner said it was about \$9,000. Porter asked for the total of the truck and the box, and the Street Commissioner said about \$40,000.

Regarding the Capital Replacement Plan, the Street Commissioner addressed the salt trucks. He explained when the 2001 truck is replaced in 2026, it will be 25 years old. He hoped it would run this long, and then they would be on track for every four years to replace a salt truck. Carroll verified that 20 years was the life expectancy, and the Street Commissioner responded it was 16 years. Carroll asked how this was determined and the Street Commissioner explained that if they did five years, it would be too old. Around six years, they start having issues with the trucks and this is why they would replace them in four. Carroll said historically, it had been over 20 years, and wanted to be sure that 16 was not too soon. Carroll said they would consider 16 years, but worst-case scenario would be 20 years which would mean replacement every five years. He asked how old the oldest truck was, and the Street Commissioner said it was a 1998. The Street

Commissioner said this is the one with most problems. Carroll felt this truck should be replaced and asked how long it would take to order one. The Street Commissioner explained that it would be a year and that in the past the department purchased one someone had online, which was less than ordering and could be obtained right away. Carroll asked the Street Commissioner to get pricing. Porter asked if a replacement truck had been budgeted. Carroll said no but thought the committee should consider replacement of the truck before fall. If the department could push the next truck requiring replacement to four years, it would then be possible to get on the five-year replacement plan. Carroll asked the Street Commissioner to get pricing for the next Street Committee meeting so that the committee could make the proposal to Council of replacing the truck this year. Porter concurred and said the purchase would be budget driven.

The Street Commissioner asked if there were a possibility of giving employees administrative leave for COVID exposure and/or illness instead of having the employee use sick time. The Street Commissioner relayed that Chagrin Falls and Bainbridge provide this. Porter asked if this did not come up at the last HR/Finance committee meeting. The Street Commissioner stated what was discussed and decided was that the employee was not required to get a three-day doctor's note, and that sick time would be used after December 2020. Carroll added that this was the case if the employee provided the directive from the Health Department and verified that the Street Commissioner had these letters from the employee. Carroll clarified that it was one employee but two instances of exposure, so there should be two separate letters. The Street Commissioner verified that the Fiscal Officer had a copy of the letters for the personnel file. Carroll suggested HR address this issue. Porter clarified that what the Street Commissioner was asking was that if an employee were to get an order of quarantine, that they not use their sick time because they were probably not sick. The Street Commissioner verified the employee was not sick. Carroll explained that with the vaccination roll out some of the quarantine protocol was changing. He explained that area communities differed in their approach to the matter and that he supported a balance, and it could be addressed in the Council meeting and then by HR. He addressed the matter of going forward with a policy or making the policy retroactive. All the employees must be considered who had to quarantine and/or had COVID because it could impact more than one employee.

The Street Commissioner discussed the Lake Louise culvert replacement bids. Buckeye Excavating was \$21,100, R&B Trenching was \$22,750, Mr. Excavator was \$24,950. He clarified that the culvert is located near 30 Louise Dr. to the north of the dam. He recommended going with Buckeye Excavating. Porter stated the committee would recommend that Mayor and Fiscal Officer enter into an agreement with Buckeye for the purpose of doing the culvert replacement on Lake Louise. The Mayor asked if Buckeye was going to do the same work that Mr. Excavator was going to do. The Street Commissioner said that Mr. Excavator would do the entire job where the Village will assist Buckeye by cutting the roadway, which would only take a half hour. Porter thought it was worth the savings of \$3,800.

The Street Commissioner proposed a water retention area behind the dentist's office across Chillicothe Rd. to gather water which would then gradually leak out.

The Engineer said this was a really good idea because Chagrin Lakes had been taking the initial brunt of the water that would come out of Kensington Green and continued to collect and gather

as it ran west. The Engineer said there was enough land and natural fall to incorporate a retention basin. This would be considered as an option for an alternative in the Stormwater Study. The Engineer said he would be submitting a work authorization for the study, but that it was necessary to work through some of the problems to develop the scope before they could determine the cost of the study.

The study would identify which project would be more cost effective, expansion of Bullfrog Pond or adding a secondary retention area near the dentist office on Village property. Carroll suggested having a conversation with Kensington Green. The Engineer agreed but said that Village property abuts the common area where the pond is located in Kensington Green. It may be possible to expand the pond through direct connection or by a pipe connection to an auxiliary retention area that is on Village property.

Porter noted that the Street Commissioner's proposed location was in the Cemetery, and the Street Commissioner said it was to the northwest of the cemetery. Carroll asked if this was an area earmarked for Cemetery expansion, and the Engineer said it was, but nothing was set in stone about how the expansion needed to look. It could be fit around a retention area. Carroll did not want to be short sighted with the plan. However, he liked the idea, and thought it was something Council should consider. The Engineer liked the Street Commissioner's suggestion because it provided an alternate plan.

Porter reiterated the Engineer's plan with Bullfrog Pond, and the Engineer added the proposal to modify the outlet control structure to increase the storage capacity of the existing pond would not suffice. Storage volume would have to be added. If this could not be done, a secondary option of creating retention on the west side of Chillicothe Rd. on Village property was a fantastic option and possibly more cost-effective. It would not solve the problem of water coming across Chillicothe Rd. at the rate it does now. Holding it back and slowing it would be ideal and would be the Engineer's first choice. Carroll thought the Village should be considering its own six acres first because there were issues to the west. The Village should not be sitting on six acres that could have an impact. This should be considered sooner than later. The ancillary help the Village may get from Kensington Green with adjusting Bullfrog pond would just enhance what would be done on the six acres. Additionally, this structure would hopefully impact stormwater issues in Chagrin Lakes and further downstream. Carroll reiterated that Council was eager to see the Stormwater Report so that the Village could address some issues now.

Porter reiterated that a new detention basin adjacent to Bullfrog Pond would go a long way to solving the downstream problems. The Engineer emphasized that this would only be the case if it were tied into Bullfrog Pond. Both ponds would need to work together. Porter added that coupled with the 319 grant project, the Village stormwater problems could potentially be solved. The Engineer said that there would be a large impact. Carroll emphasized that it was imperative that this year the Village get started on some of the projects.

Porter said he did not recall the proposal to build new retention ponds on Village property in the 2004 Stormwater Report. The Engineer said it was not, because in 2004, the Village did not own the Cemetery property.

Carroll concluded that before the Village outlays money for private projects and private property, it needed to take care of issues by using public property that could impact many more people.

Carroll asked about the status of the conversations with Fox Run and the stormwater retention area. The Engineer and Mayor had a Zoom meeting set up with the HOA, but the Engineer said that the Mayor let him know 10 minutes before the meeting that the meeting was off and that they were not available. The Mayor stated the meeting was cancelled by Chris Smith, the HOA President. He was the one who came to the Village last fall and asked if the Village would be interested in the southwest corner of their private property. The Mayor thought Smith would be back after he got more organized with Fox Run.

Carroll stated that if the Village could consider the potential impact of Fox Run and the potential retention areas on Village property, these would be three areas that would have significant impact downstream. There is funding available, and the Village needed to stop talking and start addressing the issues.

Regarding the Chillicothe Rd. culvert replacement, the Engineer stated that Ohio Department of Transportation (ODOT) would be paving Chillicothe Rd. in 2022. He had approached Shane Hajjar, Geauga County Engineer's Office about asking for Ohio Public Works Commission (OPWC) funds to replace the three culverts ahead of the ODOT paving, and Hajjar was really receptive. The Engineer would be getting a grant application for the three culverts for a 50% grant. The grant money would be available to spend on June 1, 2022. The culvert replacements would happen after this. The timeline for the project was discussed by the committee. The Mayor stated that the paving of Chillicothe would occur in the Spring of 2023, so there was more time.

The committee discussed the 2020 Road Program Engineering costs. The Engineer reviewed the costs of the project, the total being \$752,297.66. The fee that the Engineer budgeted was \$76,200, but he was basically done at \$67,000. It would be closed at a net savings to the Village. The Engineer had spoken to the Fiscal Officer about the timing of his charges because the Village closed its books at the end of the year, but the Engineer historically included all work associated with the given year Road Program including the PCI ratings for the following year. This took it beyond the Road Program year. He suggested closing the Road Program at the end of the year and opening the following year billing under that year's Road Program. The Fiscal Officer said this year was really the exception because there were a number of larger bills for the Road Program that the Village did not receive until 2021 due to administrative billing errors. As a result, the line item will have to be adjusted. On a regular basis, it did not make such a significant change. Carroll advised that the Fiscal Officer and the Engineer should discuss the best solution and report back to the committee.

The Engineer said the 2021 Road Program would be \$355,000 for Bell Meadow and Chelsea Ct. There would also likely be an allowance for some additional roadway repairs. One of them would be the permanent patch for the culvert replacement on Louise Dr. The three bids for the culvert work did not include the permanent roadway replacement. This will be part of the 2021 Road Program. The Street Commissioner also identified bad curb sections in the Fox Run subdivision. The Engineer would need to quantify what additional work would be included to

determine a scope for the 2021 Road Program. Carroll asked the Engineer to determine these costs.

Porter reminded the Engineer that the Village wanted to go out to bid early for the Road Program, and the Engineer agreed and said the asphalt prices are volatile and he supported locking it in early.

The Street Commissioner addressed the crack sealing process and suggested that although \$30,000 was budgeted, perhaps it could be done for less with the previous year's extensive Road Program.

The Mayor reported that a phone call was received the previous week saying that Bell Road East was on the list of projects to be taken to their board in June. It did not guarantee payment or that the Village would get budgeted for it, but it pretty much guaranteed that the Village would be on the list. Carroll asked if, like the funding for Bell Rd. West, the Village would be required to do certain things. The Engineer said it did. Carroll asked what that would be. The Engineer said that if the Village got money from the Northeast Ohio Area Coordinating Agency (NOACA), ODOT would be involved. The Engineer offered that there were things that could be done from the start to better define ODOT's scope and involvement in the project. Carroll agreed that the Village would want to take advantage of the money but would not want to see the same mistakes or oversights occur the second time around. The Engineer clarified that the Village did not have an accurate expectation established with what ODOT involvement would mean for the Village financially and logistically.

The Mayor asked the Engineer if he would change anything besides chip sealing. The Engineer said that adding a chip seal interlayer to the pavement was really integral to keeping reflective cracking down. It provided a bond breaking floating layer. This was not an ODOT procedure, but there were ways to include it. The Mayor asked the Engineer if he saw continuation of the pedestrian paths. The Engineer said it was something he would look into with the design, but the geography and topography of Bell Road East presented issues. Carroll said he would encourage investigation of how far it could go for a reasonable cost because there were safety issues with walkers and bicyclists. The Engineer reminded the committee that he had been suggesting reestablishing the Inter Urban Corridor that goes to the east to connect to the park. The Committee agreed this would be considered for the future.

The Street Commissioner addressed Reclamite and suggested not applying it the same year the road is paved, since there is a three-year window to use it. He proposed waiting a year or two. Carroll relayed that the residents of Chagrin Lakes did not like it and it was very tacky. Porter suggested using a test road. The Mayor asked how many people really complained about it. Carroll stated five with Sheerbrook. The Mayor argued to the contrary. Carroll stated that to Porter's point, the Village should apply it to a test road to see if there is a better way that it can be applied. The Mayor stated that this was done on Ashley two years after the fact. It was applied after paving to Maple Hill, Kensington Circle, Sheerbrook, and Daisy Ln. He said there was a good cycle. The Mayor said that he talks to people and his wife walks the neighborhood every day and it was a minor issue. Carroll said what is a minor issue to him may not have been to other people and the Village should be sensitive to those people. On the same token, there are

people concerned with their wells with the runoff. He understood what the Mayor was saying that people did not understand the process, but it is still necessary to be sensitive to the concerns of the residents whether it is one resident or 300. Carroll added that the Village should track the performance of the product as well so that the Village is not wasting money in using it.

The Mayor stated that the residents of Bell Meadow needed to be notified. He thought everything that needed to be done with culverts had been done. The Street Commissioner would ensure that no collapsed culvert pipes had been missed.

The Mayor asked if it would be possible to produce a five-year plan for paving. The Engineer said the Village had one. Carroll clarified that PCI scores had been done, but it would be beneficial to have a general idea of when the roads would be done so the residents could be made aware.

The Mayor asked the Engineer if the Manor Brook culvert would be a 30" or 36" culvert. The Street Commissioner stated the one that will cross Chillicothe Rd. would be 36".

Regarding the request by Paw Paw Lake for the Village to snowplow their roads, the Street Commissioner stated that he did not take a salt truck on it but drove it with a pickup truck. He said it was narrow and someone would have to go completely off the road with an 11-foot plow. The Street Commissioner questioned what would stop other private roads from making the same request, or even a personal driveway. Carroll said that the Village was aware that the width of the road was not to Village specifications, but it was not known if other aspects of the road were either. If the community had brought the road to Village specifications, the Street Committee would have been willing to present the request to accept the road to Council. However, the HOA did not do this. Carroll agreed with the Street Commissioner about the dilemma of taking on one private road with many others in the Village. There was also the full scope of responsibility to consider as well. The Street Commissioner said that the addition of the road would considerably add to the workload of Service Department staff, and Porter said he was concerned with safety issues.

Porter addressed the Mechanic/Laborer position. Finance and HR Committees requested the Street Committee get a better handle on the amount of time Jeff Pausch currently spent for maintenance. Porter asked the Street Commissioner to determine this before the next Street Committee meeting. Carroll suggested quantifying it over several months since some months would be busier than others. Carroll said it would include any mechanical work from small engine, brakes, etc. Porter added that the percentage of time for mechanical work would impact the pay scale. Porter asked the Street Commissioner to have the information by June 1st.

Carroll adjourned the meeting at 8:44 a.m.

Michael Carroll, Chairman

Prepared by Leslie Galicki

STREET COMMITTEE MEETING

January 29, 2021, 7:30 a.m.

Members Present: Michael Carroll, Chairman; Mark Porter, Mayor Koons

Officials Present: Street Commissioner Alder, Engineer Haibach

The committee discussed the plan for a southern parking lot expansion in South Russell Village Park. Carroll called into question the larger plan for the park, specifically the addition of restrooms. The committee addressed the potential to have restrooms with flushing toilets that would be tied into the sewer line and would be secured in winter. Planning for the expansion, whether it would happen or not, would allow for the swale to be done. The Mayor suggested putting a rain garden over the sewer connection area of the proposed restroom.

The committee addressed evaluations of employees and Carroll stated they should be done annually. The Mayor said he already had done his, and Carroll clarified they should be in a written format.

Concerning the Capital Replacement Plan for the Street Department, the committee addressed a regular replacement plan, in particular, planning on 20 years for each truck and replacement at five-year intervals.

The Street Commissioner discussed the street light replacement and noted that the one at Kensington was flashing. The Engineer asked if this were a common failure with the new lights, and the Street Commissioner explained that it was a defect in the particular light.

The Mayor asked if the Illuminating Company representative, Dean Hayne, would be at the next Council meeting. The Street Commissioner said Hayne would be present to talk about streetlights. The Mayor said Hayne would also talk about power outages.

Regarding the paving of Chillicothe Road this summer by the Ohio Department of Transportation (ODOT), The Engineer let ODOT know there were two culverts that needed to be replaced. At the time, he did not know about third. If they were not replaced, it would jeopardize the road and the Engineer said that the indication was that ODOT might pay.

The Mayor and Porter expressed concern about the potential traffic issues with these culvert replacements on Chillicothe Rd., and the Engineer explained each would take about a week. Porter suggested putting notification in an email blast, newsletter, etc. that one lane would be closed on the indicated dates.

The Mayor asked about the timing of the Manor Brook culvert, and the Engineer said if it is necessary to get the culvert in before the stream restoration is complete, it can be replaced and have a restriction on the upper end so that it does not take any more water across than what currently flows now.

Regarding the culvert on the north side of the Chillicothe Rd. Bell Rd. intersection, the Street Commissioner said it was plugged up and had probably failed. The Engineer said it was a small

12" culvert and relatively shallow. He saw this as problematic to the ODOT road project and would communicate it to ODOT when he was able to get ahold of them. He has had difficulty reaching ODOT about the project and culverts although he has left messages.

The Street Commissioner explained that he had walked through the Lake Louise culvert replacement site with Buckeye, R&B Trenching, and Mr. Excavator, and was surprised by the first estimate \$21,000. This is the pipe that drains the small pond north of the Lake Louise Lake. It would be the responsibility of the Village. If the other two bids came in that high, the Street Commissioner suggested it be done in-house. Equipment would have to be rented because of the depth of culvert. Carroll noted that 21 feet is a deep trench and sometimes money spent is worth not dealing with potential problems. The Street Commissioner explained that the existing pipe would not be removed but rather filled with cement and a new one put on top of it. The Engineer said the culvert would be at surface level on both sides. Porter appreciated the Street Commissioner's willingness but thought Carroll's point was good. The Mayor clarified that this would be done before the Lake Louise Bridge and the Street Commissioner concurred.

Carroll asked the Engineer about the gas line in relation to the Lake Louise Bridge project. The Engineer would be having a meeting on Monday or Tuesday with Dominion. The Engineer had been calling them regularly to tell them the project was going to happen regardless, and they must get the gas line moved or the Village would move it for them.

Carroll asked about Kensington Green. The Engineer said all that was necessary was to ascertain their willingness to let the Village do something to their outlet control structure, which would be lowering the static water surface level of the pond. Carroll suggested the Engineer calculate the additional retention gained from doing this and identify how it would impact everything downstream to include Chagrin Lakes, Sugar Bush, etc. The Engineer said that Bullfrog Pond was the starting point because it is the high point. The Engineer said there was no first, second, or third project necessarily, but he and Carroll agreed that by doing it first would help everything downstream. Carroll indicated that this project would be a nominal cost to the Village and the Engineer agreed and added that the infrastructure was there and what would be changed was how it functioned. Porter stated that a 2/3 vote of the homeowners would be necessary, and the Engineer stressed that the sooner the matter could be brought to the public's attention, the better.

The Mayor indicated that the Village would be faced with winning over the Homeowners Association (HOA) membership with Chagrin Lakes as well and he thought there would be a lot of opposition. Carroll agreed and said it were to affect the main swim lake, it would not happen. Bullfrog pond, on the other hand, is not a swim lake. He addressed the issue of the dry hydrant, which might have to be lowered. If the Village were to take care of it, the residents would be spared this future expense. Carroll stated that whatever the Engineer could bring to the table to make the proposal attractive to the residents would be beneficial in obtaining the 2/3 vote.

Because of the possible conflict with Porter, the Mayor, and Galicki being residents of Kensington Green, Carroll thought it best they stay out of it and allow the Engineer and Street Commissioner to present it to the community.

Porter stated he was not in favor of the Village bearing the full cost of the dredging of Bullfrog Pond and thought it should be split with the HOA. Porter stated it was possible and had been part of the assessments of the residents. He saw this as a measure to preclude the expectation of the Village bearing the entire cost of all subsequent projects. Porter stated that the last estimate Kensington Green obtained was \$40,000 depending on the amount of dredging.

The Committee discussed disposal of dredged materials in terms of expense and location options.

Carroll addressed the proposed road schedule and said the Village should start applying to potential funding sources. The Engineer said that the Northeast Ohio Areawide Coordinating Agency (NOACA) money comes with a lot of strings and some of them are unattractive. In taking State money, the Village would lose the ability to bid and manage the project the way the Engineer typically would do it. He cited Bell Road West as an example. Carroll asked the Engineer to find out specifically what the challenges are and provide a summary report. The Engineer stated that the Village should still pursue NOACA money.

The Engineer explained that the Village would apply for the money from NOACA similar to what it does with Ohio Public Works Commission (OPWC), so the Engineer's certified estimate would be what was used. The committee discussed Bell Road east in terms of expense and scope of the potential project.

Regarding the Road Program, Carroll verified that because of the Lake Louise Bridge project, Garden Park nor Ridgecrest would be done. The Engineer verified this. Porter stated that the Village would be considering Woodside and Fernwood which would be about \$300,000. The Engineer said that although the PCI rating had gone up because of the work the Village had done to it, Bel Meadow East and West should be paved. Doing Woodside, Fernwood, and the Bel Meadows would mean a \$600,000 Road Program, and the committee was more inclined to address the Bel Meadows and perhaps a smaller street.

The Mayor clarified that the Engineer would address Garden Park, Louise Dr., and Ridgecrest after completion of the bridge project. The Mayor suggested that the Village would do Bel Meadow and maybe one other street. The Engineer said the Village did not have to do Bel Meadow because of the significant repairs done for the past two years. To ensure the lifespan of these repairs, something should be done this year or next year. The Engineer suggested chip sealing Bel Meadow with the promise that the Village would pave it. The Mayor said no.

The Mayor suggested doing Bel Meadow this year and Lake Louise the following year. Porter added that there was also Maple Springs, Southwyck, and Chelsea which were not as bad as Garden Park but were getting there. The Engineer agreed. Carroll suggested doing the Bel Meadows and Chelsea Ct. with the anticipation of doing the Lake Louise Streets in 2022. In 2023 the Village would look at the streets that were high in the rating. Porter clarified that this would be dependent on budget. Porter supported a smaller Road Program this year because of a question of tax revenues in 2021. Carroll advised the committee's recommendation to Council would be to do the Bel Meadows and Chelsea Ct. in 2021. Carroll added that he would also

make the comment about the Lake Louise Streets potentially being done in 2022 based on budget funding. Porter added that the proposed cost of the 2021 would be about \$360,000.

Carroll asked the Street Commissioner if he had received the new box for the new truck, and the Street Commissioner said it was in transit according to the dealership and would be installed the day after they get it. Carroll asked when this would be, and the Street Commissioner said they are anticipating it would be this week.

Carroll advised the Mayor had discussed potentially creating storm water retention on the corner of Fox Run, and said the committee needed to look at this. The Engineer said he was very excited about this. Carroll advised the Village needed to get going on this.

Carroll asked the Engineer for the status of the Stormwater study. The Engineer said he would start pushing to get this done. Carroll stressed the importance of the study.

Porter asked about the location being referred to with Fox Run, and the Street Commissioner described the location. The Mayor explained it was where the bridge is, and that they would love to give it away to the Village. Carroll stated this should be a priority because of the value of stormwater retention. Porter asked if it required an engineering study, and the Engineer stated yes, and he wanted to incorporate it to the update for the Master Stormwater Plan because it was not considered in the first study since it was not an option. Carroll again asked the Engineer when the study would be complete, and the Village had been waiting for the past six months. The Mayor asked if the study could just be updated what was done in 2004. Carroll stated that that was what was going to be done. The Mayor stated that Fox Run was in the 2004 study. It had a recommendation for Kensington Green and Fox Run. Porter stated that if the Village bought the property, the Village would need a contract. The Engineer recommended against buying the property. Carroll suggested an easement and the Engineer added that with a blanket easement the Village could do any stormwater improvement it would see fit over that section of property. Porter stated that if the Village owned it, it was theirs. Porter asked the Mayor if it was going to be given to the Village and the Mayor stated that was what he understood from the original call last fall. Carroll said if it were to be given to the Village, that was another discussion. Porter suggested it could be sold to the Village for \$100, and Carroll stated whatever it would take, he was in. Porter advised if they wanted \$50,000 for the property, forget it, the Village would get an easement.

The Mayor said the Village set aside \$6,000 to clean the Sugar Bush pond, and they have been on the Village about when it would be done. He suggested telling them that with the Manor Brook project and if the Village were to get Fox Run, cleaning the pond should wait until the projects were complete. Carroll stated that the Village should be looking at the Fox Run potential sooner rather than later. The Engineer stated that work on Manor Brook would be done first. The Mayor stated that Sugar Bush would eventually be hit with mud.

Porter said the next step with Fox Run would be for the Solicitor to talk to Fox Run's attorney about the matter. The Engineer agreed and said the Village would need a survey and legal description of the property. Carroll advised the Village should get the right property in the right

name. Porter said he would contact the Solicitor, and the Mayor said the point of contact with Fox Run was Chris Smith and said he would call him. Porter supported doing a quit claim of the property. The Street Commission advised that the Village could then maintain it and Fox Run would not incur that cost. Porter agreed that the neighborhood would like to avoid the costs with spring coming.

Carroll adjourned the meeting at 8:47 a.m.

Michael Carroll, Chairman Street Committee

SRV Sheets Committee Mtg

1/8/12, 7am

Attendees: MRB, MR, TA, BK, EH

1) 2012 Expedition → Council approval needed for sale, 2-2.5K start, 2K reserve, no delays, ^{EM}

2 Department goals for 2012:

- Ditching
- Resident assistants requested, approve 20 cubicles replaced
- North bank driveway → swale, parking lot expansion, cost about 75K, grading not permeable
- Restrooms
- Stakes
- Employee Evaluation
- Ten funds for

→ Five year plan

- Replace loader (2015), undersized - 90K
- Replace 1998 truck - 75K-150K

→ Waste Management agreement

- old cost \$1750/mo

- 11 1st Energy Street Light Replacement
 - LED conversion (Belin)
 - replace all names
 - 134 or so
 - 9 medicinal
 - 134 or so
 - try out
 - replace all, but
 - pay for 60 min
 - > replace as fail
 - info for 12/21 Mtg

- 11 10 PM Shearbrook
 - check to be sent the month
 - 3600
 - email to Eric w/ photo

- 11 Chulworth Road Inlet Replacements
 - 30° in front of VH
 - 360 (Bell) 12' → 30°
 - Manor Brook 36° → failed

- 11 Traffic Light - Fall 2021
 - Mast/ foundation

- 11 5 speed limit on 300 -
 - lower to 35?
 - survey needed
 - 1/25/21 - quote needed

- 11 Kensington Flood Reduction -
 - update
 - stormwater issue
 - meeting 4/14/21 next week

- W Lake Louis Bridge / Invert
 - Gas line relocation
 - Wayne Engineers to spend 100,000
 - Invert funded, contract needed - estimate to be obtained
- W 2021 Road Program
 - IIS Ratings
 - Eric provided next week intro
 - Consider 1/29/21 RAN
- W Reclamation
 - 1/21/21 10 AM
- W 5 YEAR LEVY - 2022 Enjin
 - 6 out
- W Alyn ~~8:10 AM~~ 8:10 AM