

**City of Maple Heights
Special Meeting of Council Minutes**

Maple Heights Senior Center

June 15, 2022

SPECIAL MEETING OF COUNCIL

Council President Jackson called the meeting to order at 6:36 p.m. with the following Council members present: Jackson, Shenett, Jones, Tatum, Anderson, Madden, Trojanski and Agee. Also present were Mayor Annette M. Blackwell, Law Director Frank Consolo, Police Chief Todd Hansen, Human Services Director Linda Vopat, Service Director Bob Gorentz, City Engineer Ed Hren and Clerk of Council Leonette Cicirella Johnson.

Councilwoman Jones made a motion, seconded by Councilman Trojanski, to dispense with all regular agenda items except for the Legislation.

ROLL CALL on the motion to dispense with all regular agenda items: Shenett: Yes; Jones: Yes; Tatum: Yes; Yes; Anderson: Yes; Madden: Yes; Trojanski: Yes; Agee: Yes. The motion passed by the vote of seven (7) ayes to zero (0) nays.

LEGISLATION:

RESOLUTION NO. 2022-58

A RESOLUTION AUTHORIZING THE ENGINEER TO BEGIN THE PREPARATION OF PLANS AND SPECIFICATIONS AND TO ADVERTISE FOR BIDS FOR PAVEMENT REPAIRS ON VARIOUS STREETS LOCATED WITHIN THE CITY OF MAPLE HEIGHTS, AND DECLARING AN EMERGENCY.

Mr. Trojanski made a motion, seconded by Ms. Jones, to suspend the rules and pass this Resolution on emergency. Mr. Jackson asked City Engineer Ed Hren to discuss this legislation.

In response, Mr. Hren said he wanted to give Council brief introduction with regards to the methodology used by establish the City's pavement program. Mr. Hren said that in early 2022, his office was authorized to review all of the streets in Maple Heights using the PCR system developed and used by ODOT. He said the 12-page handout for Council that listed the streets and their conditions was the culmination of this work. Mr. Hren said the review and ratings dealt with streets and segments of streets which were based upon the condition for that particular section of street. As an example, Mr. Hren cited McCracken Road and its pavement conditions that varied section by section. He said the sections that were divided by different pavement conditions were usually the cross parts of the streets. Mr. Hren said on Page 6 of the handout, McCracken from Tatra to Camden and then McCracken at Irwin received different condition ratings.

Mr. Hren said the streets were ranked from worst to best utilizing the PCR rating with the criteria including the surface condition, depressions and rutting. Mr. Hren said the software use for this program assigned a certain number to the specific condition. He said the system was totally unbiased as can be with a pavement rating system. Mr. Hren said in the past rating systems used subjective language such as “good” or “poor,” etc.

Mr. Hren said even with this system however many condition ratings were very close so it was possible to get different results which would then shift the ranking or the rating. He said for this reason the inspectors tried to check all of the streets at the same time of day for four (4) days in a row. Mr. Hren said there was the likelihood though that different ranking could occur on different days.

Mr. Hren proceeded to go through the rating summary, describing each of the columns. He said Column 1 was the ranking, followed by the location, including the particular section of roadway that was inspected. He said the 4th column was the pavement type and the 5th column was the base type. Mr. Hren said the inspectors were usually able to distinguish or determine both the pavement type and base. He said if the base was unknown, they will take a pavement core which is like a “biopsy” of the pavement to get the base information for contract bidding purposes. Mr. Hren said for PCR purposes certain assumptions were made that the pavement and base will be either concrete or asphalt over concrete.

Mr. Hren said the 6th column was the length of the street and the next column the width of the street. He said this information was followed by the 2022 PCR rating, the Council District and the estimated cost of construction. Mr. Hren said streets selected for the 2022 program would be recommended for repair/repavement for the 2022 program while other streets will be repaved under other infrastructure projects. Mr. Hren said he consulted with the Mayor with regards to the street selection. He said the streets that were not selected were also considered. Mr. Hren said other roadways were considered for the 2023/2024 program, with some streets possible in 2023 and 2024 if grants would be available for other projects. Mr. Hren said the last column was a Comment section.

Mr. Hren said another concept used in the street selection process was that of “district equity” which considered if several other streets in a particular district were being funded under this program or another program.

Mr. Hren said the 2022 to 2024 street program goal was to address the 25 worst streets in the City which will require about \$3 million dollars over the next 3 years. He said the 2022 program will cost approximately \$1.4 million dollars which may be a conservative estimate since building materials have increased 25%. He said net year the prices may change and may be lower. Mr. Hren when the project would go out to bid the number of streets to be repaired/repaved can be increased or decreased as may be necessary. Mr. Hren said the 2023-2024 pavement program was estimated to cost a little over \$2 million dollars or roughly \$1 million dollars each year.

Mr. Hren said the 25th worst ranked street was Joseph with a PCR rating of 42.36 and that from number 26 on the ratings get better.

Mr. Hren said the City was also starting a pavement maintenance program with the ultimate goal that the pavement maintenance efforts will intersect with the pavement repair program to keep the streets in better condition. Mr. Hren said the pavement maintenance program would include joint repairs, crack sealing, etc. so the City would be maintaining the streets that have been repaired.

Mr. Hren said the City was making an effort to maximize grants that were available so that those streets would be repaired with perhaps just a matching fund requirement. He said then the City would go to the maintenance program.

Mr. Hren said the color-coded map included in the council packet matched the spreadsheet and that all the streets in “yellow” will be recommended for inclusion in the 2022 Pavement Program. He said the “green” streets will be resurfaced in 2022 but under other infrastructure projects such as Hansen, Watson, Raymond and Hillgrove in District 6 and Rowena and Mendota in District 1. Mr. Hren said the “orange” colored streets will be resurfaced in 2023 through other infrastructure repair projects that have been committed to if additional grant money will be available. He said the “blue” streets were County routes that were eligible for the County program that allowed the City to get reimbursed by the County for the cost of materials used for these repairs such as crack sealing, etc. Mr. Hren said Warrensville Center Road was not included in the City street program since it was a State route that was repaired/maintained by ODOT through a program called “First Fix on Us.” He said that under this program ODOT will crack seal and perform pavement rejuvenation on Warrensville Center Road within a year or two after reconstruction. He said the State will also re-stripe that roadway under this program. Mr. Hren said the “red” streets will be scheduled for repair in 2023 and 2024. Mr. Hren said the “gray” streets were resurfaced in 2021.

Regarding the Inventory of Streets, Mr. Hren said Southgate Park Boulevard was the worst street in the ranking. He said the City has applied for Ohio Public Works Commission (OPWC) funding for this street and checked with NOACA for possible TCLI funding. Mr. Hren said the TCLI connectivity study determined that Southgate Park Boulevard did not need four (4) lanes so funding could be sought to redesign this roadway to cut down the number of lanes to two (2) lanes or two (2) lanes with a center turn lane and add a bike lane. Mr. Hren said another source of funding for this project could be Clean Ohio Trail Funds. Mr. Hren said it was his recommendation that the City reapply to the OPWC for funding and check other, additional funding sources. Mr. Hren said the City could potentially receive \$600,000.00 from outside funding so the City portion would be reduced. Mr. Hren said he would further recommend that this street not be included in the 2022 program and the apply for other funds.

Mr. Hren said Summit Avenue in District 1 was ranked second but based on the principle of district equity would be pushed to the 2023 and 2024 programs.

Mr. Hren said district equity was also applied to Longview Avenue in Districts 4 and 6. He said Longview should also be done as a one continuous street so both district segments would be done at the same time. He said this could be done in the 2023 and 2024 programs.

Mr. Hren said the “yellow” streets numbered 4 through 8 were recommended for the 2022 program, but the streets numbered 9, 10, 11, and 14 in the Presidential area will be pushed to the 2023 and 2024 programs using the same logic as Longview Avenue. He said all three (3) of the streets in President’s Row would be repaired/repaved in the same year with only Marion Street in District 5 selected for the 2022 program.

Mr. Hren said number 11 Greenhurst was also pushed back based on district equity, but number 12 was recommended for inclusion in the 2022 program. Mr. Hren said number 15 was also postponed based on district equity and number 16 will be paved as part as the sewer project being completed in 2022. Mr. Hren said Corridon listed as number 17 and 20 to Dunham Road were recommended for the 2022 program. He said numbers 18 and 19 were pushed back based on district equity and numbers 21 and 22 will be scheduled for 2022-2023. Mr. Hren said number 23, Dunham Road, was paved by the County. He said number 36, Brunswick Avenue, was being recommended since half of that street had been repaved after an earlier sewer project. He said the second half of this street was being recommended and that the earlier repair section be repaired by the chip and seal process. Mr. Hren said this will be the same process used on Krems and Hollywood.

Mr. Hren said there were a couple of different County programs that will pay to either for either the entire resurfacing project or pay for the maintenance repairs. He said the program selected would be based upon whether it was a full resurface or partial resurfacing project and the condition of the water main in the area. He said it would be preferable to get the entire infrastructure project completed.

Councilman Shenett asked about the district equity issue and said there was a correction needed to the spreadsheet regarding E. 146th Street in Districts 1 and 2.

Councilwoman Madden said there was another correction regarding number 11, Greenhurst, which was listed in District 5 but was really located in District 3. Ms. Madden said she was also concerned that the streets in Presidents Row had been pushed to the 2023-2024 programs despite their poor conditions and the historic lack of City resources used in that section of the City.

Councilman Trojanski asked for clarification regarding Hillgrove Avenue being repaired in 2023 and if that was the section to Warrensville Center Road.

Councilman Tatum said Otis Place was listed as one of the worst streets, but asked about William Street and its rating. In response, Mr. Hren said that street would be a couple of years away. He said based on the criteria they had come up with he would take a look at that street.

Mr. Hren said a couple of streets including Hollywood, Krems and Brunswick had half of the street resurfaced already as a result of other infrastructure work. He said number 51, Industrial Avenue, was the same. Mr. Hren said that as watermain projects were completed this year those streets would come off the list and be added to the maintenance list.

Mr. Shenett said he understood that the City goal was to maximize funding to repair the worst 25 streets but there was uncertainty as to what streets will be done in the future.

In response, Mr. Hren said the City will revisit the lists and be ready to apply for funding. He said it was amazing where funding comes from for projects. Mr. Hren said this new PCR program was used for grant applications at all levels including the County, State and Federal governments. He said there should be money available that the City will apply for. Mr. Hren said the goal was to be ready if money became available. Mr. Hren said this would be a “fluid” list if the City would get funding for a particular project. He cautioned Council that the list and the recommendations could change.

Mr. Shenett said it was comforting to know that other projects would be available. Mr. Shenett asked if the City would not be using the principle of district equity when it got to the 2023 and 2024 programs, to which Mr. Hren responded in the negative. Mr. Hren said the City would still be using district equity. He said District 6 was an example. Mr. Hren said no streets were recommended in this district since other infrastructure projects will pay for street resurfacing. Mr. Hren said the raters from CVE needed to be objective when they looked at the roadways. He said the CVE raters were not Maple Heights residents and there were no outside influences.

Ms. Jones thanked Mr. Hren and his firm for being objective and asked if there was a timeframe for the streets that had been last year to be resealed.

In response, Mr. Hren said the contractor will let him know by Monday but he would say probably by early July.

Ms. Jones said during the sewer evaluations on James Avenue, the northwest corner sewer was paved over and asked if the catch basin could be checked. Ms. Jones also asked when will the blue streets be done this year.

Mr. Hren said they will be part of the 2022 program with the exception of Lee Road which was concrete. He said this will need a separate contract but would also be done this year in the fall.

Mr. Hren advised Council that if they passed this legislation today, he would advertise for bids and have a recommendation for the contract award for the August meeting. Mr. Hren said the legislation for last year’s pavement program was passed in September. He said the chip and fog seal component of the road work can be done the next year so the street can be monitored over the winter. He said the fall the mill, grind and asphalt work would be completed.

Ms. Jones said Wheeler Road was done this year or last year but there have been three (3) dig jobs that happened on Wheeler since then. Mr. Hren said he would check on these repair jobs.

Mr. Jackson asked if there were any other questions.

Ms. Madden said to be clear the pavement program listed the worst 25 streets from worst condition to best, and asked why some of the worst streets will not be scheduled until 2023 and 2024.

In response, Mr. Hren said it had to do with spreading the money around and district equity. He said for Southgate Park Boulevard other funding may be available. He said Summit Avenue in District 1 was pushed back because of other work being done in that district.

Mr. Hren said with the top 25 streets all are bad and the problem of a point or two difference can switch the ranking of streets, but we need a basis for what we are doing.

Ms. Madden said of the 25 streets 17 were being pushed back to 2023-2024 and that just did not make sense. Mr. Hren said the missing link was the other \$2 million dollars.

Mr. Jackson asked if there were any questions regarding this legislation.

Mayor Blackwell thanked Mr. Hren for his work on this project. The Mayor said she had asked Mr. Hren to prepare a road program that would use \$1 million per year. She said unfortunately the maintenance program was critical and that streets were now in disrepair.

The Mayor said the City will seek other projects to secure funding for roadwork. She said the Dunham Road Bike Lane Project was a gift from the County/State and Federal governments. She said the City will take opportunities as we get them.

Mayor Blackwell said it was important to explain the consideration of the Presidents Row area with all the disinvestment in that area over the years. She said there was the concern that as property values have increased and taxes have increased residents want their streets maintained. The Mayor said Mr. Hren had explained why the decision was made to postpone the work in that area, but asked him to explain it in more detail.

Mr. Hren said in going through the budget and based upon experience paving roads, with the streets in Presidents Row close to each other, it would be important to do all three (3) streets at the same time. He said it was planned to do these streets in 2023 at the same time, in the same year. Mr. Hren said he condensed the three (3) streets similar to the logic used with Corridor and the different sections being done at the same time. He said the City needed to recognize the realities and the logic of clustering these projects.

Mr. Hren said he regularly received calls from funding agencies because the City has historically gotten projects completed and the funding used in a timely manner. He said it was a team effort and thanked Council for their continuing support.

Mr. Jackson thanked Mr. Hren for his presentation and asked him to review the issued raised regarding the map.

Mr. Jackson asked if there were any questions or comments regarding this legislation.

Ms. Agee said she would like to do more research on the 2022-2024 pavement programs.

Mr. Jackson asked if there were any other questions. There being no other questions or discussion, Mr. Jackson asked for the vote to suspend the rules.

ROLL CALL on the motion to suspend the rules: Shenett: Yes; Jones: Yes; Tatum: Yes; Anderson: Yes; Madden: No; Trojanski: Yes; Agee: No. The motion passed by the vote of five (5) ayes to zero (0) nays.

Mr. Jackson asked if there was any discussion on this Resolution. There being no discussion, Mr. Jackson asked for the vote for passage on emergency.

ROLL CALL on the vote for passage on emergency: Shenett: Yes; Jones: Yes; Tatum: Yes; Anderson: Yes; Madden: No; Trojanski: Yes; Agee: No. The motion passed by the vote of five (5) ayes to zero (0) nays. The Resolution passed on emergency and will become law upon the Mayor's signature.

There being no further business to come before this Council, Council President Jackson adjourned the meeting at 7:48 p.m.

Passed: August 3, 2022

ATTEST:

S/S

Leonette Cicirella Johnson, Clerk of Council