

## COMMISSIONERS PUBLIC HEARING – WEDNESDAY, DECEMBER 7, 2005

Stephen D. Hambley called the hearing to order at 7:30 p.m. with Sharon A. Ray present.

The purpose of the public hearing is to review the plans for improvements to Ryan Road. An attendance sheet is attached as Exhibit A.

Hal Gerspacher, County Engineer's Office, reviewed the project, noting that everyone received a copy of the plan for reconstructing the existing roadway. The project will be from just north of Sturbridge Drive, by the railroad tracks. This will be the first of a 3 phase project down to S.R. 162. Some spot paving was done, but with the type of cracking taking place and the increased traffic getting extra width and reconstructing the pavement is warranted. The roadway will have two 11 foot paved lanes with 2 feet of shoulders for a total width of 26 feet. The open ditches on the east side will be enclosed and there will be no changes to the enclosed ditches on the other side. Replacement will be done of driveway aprons with transition to the driveways. They should be able to maintain access to the properties during the project. They will put in storm sewers first, melt the existing pavement and cut it to grade. That will be covered with concrete with half width paving being done at a time. When one lane is poured residents will need to park on the other side of the road or on parallel streets. The concrete has to cure for 24 hours before being driven on. Mailboxes will temporarily be removed and temporary boxes will be set up at Wagon Trail and Carriage Lane. Bidding will take place for the project in the spring and they could start the storm sewer work in May. They don't want to close the road until school is out, so the reconstruction of the roadway will not start before the second week of June. The project will take approximately 6 to 8 weeks.

Ms. Ray asked if the project is going to be done in sections and takes 6 to 8 weeks whether the residents will have to park some where else.

Hal stated that the entire project will take 6 to 8 weeks. The paving time will be the only time with limited access to the driveway and that would be for approximately 48 hours.

Amy Petkovich stated that there are rumors about sidewalks going in and which side of the road they would go on.

Hal stated that there is no intent or plans for sidewalks with this project.

Ms. Petkovich stated that she has children and it would be nice to have a sidewalk. She lives on the east side.

Hal stated that currently with the ditch no sidewalk could go in.

Ms. Petkovich stated that because they are being enclosed she thought there might be plans.

Mike Salay, Engineer, stated that the ditch will be enclosed but it will be more of a swale.

Mr. Hambley asked if sidewalks would have to be a separate project.

Hal and Mike agreed they would be a separate project.

Ms. Petkovich understands that the road will be concrete and that is typical of city streets. She asked if it is foreseen that the properties will be annexed.

Mr. Hambley stated that streets don't force annexation.

Hal said no.

Ms. Ray believes that with the CEDA agreement the City of Medina isn't annexing residential properties.

## COMMISSIONERS PUBLIC HEARING – WEDNESDAY, DECEMBER 7, 2005

Mr. Hambley agreed, adding that Medina City is refusing to annex residential property. So if there is any residential development it will remain in the township.

Hal stated that sewer and water are usually the reason for annexing and those utilities are already available in this area.

Beth Rapencheck noted that the road will be a total of 26 feet wide and asked how wide the road is at this time.

Hal stated that it is about 19 feet.

Mike added that is without the aggregate berms, which, along with the shoulders, will be replaced with paved berms. At this time the total road and shoulder is 23 feet and only 3 feet are being added. With all of the existing mailbox turnouts the paved shoulder makes sense so the mail carrier doesn't have to go off the edge of the pavement.

Hal added that with the aggregate berm and snow plowing stones can get plowed into the yards. With the paved shoulder that will be eliminated because the grass will come up to the edge of the concrete.

Jason McGrath asked about the work schedule during the day.

Hal stated that the work typically starts at 7 a.m.

Mr. Hambley added that they usually started once it is daylight.

Mike added that when the concrete paving is done they have to cut joints and other work that takes place after the pavers leave for the day and they work well into the dark.

Les McMahan asked if a lot of damage is anticipated to yards and if the items highlighted on the plan are the things due for replacement.

Hal stated that on the east side where the storm sewers are going in the driveways will need cut through. The contractor will notify you when they do this because there will be a period of a couple hours that there will be no access. On the west side they aren't doing storm drainage except adding a couple of catch basins. There will be a transition to the driveways with the widening and the driveway aprons will be replaced. The intent is to replace the highlighted items on the plan, noting that part of it has to be removed because of the widening and drain replacement along the edge of the road.

Mr. McMahan stated that he can't tell on the plans how close the work will be to his gas lantern, noting that his mailbox has been destroyed by snow plows and he wants to make sure the lantern is far enough back from the road.

Hal stated that the lantern may be a foot or 2 closer, but it won't be affected because it is set back in the yard.

Ms. Rapencheck asked if the project will be done during the school year and what would be done about school buses if there is anything that is being done during the school year.

Hal stated that they don't want to close the road during the school year and he doesn't anticipate any delays.

Ms. Rapencheck noted that they are planning to start the second week of June and that is very close to starting the project before school is out.

Mike stated that their office will set the time to start the project to make sure the contractor doesn't start before school is out.

## COMMISSIONERS PUBLIC HEARING – WEDNESDAY, DECEMBER 7, 2005

Hal added that some of the storm sewer work might start, but that won't affect any of the buses. A completion date that is prior to the new school year will be in the contract.

Ms. Rapencheck stated that she has a neighbor that is an elderly lady that uses Transit every other week or so, and questioned if the project will affect that.

Hal stated Transit should be able to get through with no problems, except during the couple days when that side of the road is being paved, and even at that point we could possibly work something out for her.

Mr. Hambley asked if the neighbor is wheelchair bound.

Ms. Rapencheck stated that she uses a walker but when she leaves her house she is in a wheelchair. Her name is Eleanor Miller and she mostly uses Transit mostly for medical and other errands. She doesn't use it frequently but she does depend on it.

Mr. Hambley stated that she could schedule around the 2 days of paving and that Transit can be notified about the situation.

Ms. Rapencheck stated that she will be talking with Ms. Miller tomorrow.

Mr. McMahan asked where the heavy equipment will be parked.

Hal stated that they have about some open space on the west side by Wagon Trail and Carriage Lanes and they have about 45 feet of right of way there. He believes the equipment will be kept there to keep it off the road unless a better place can be found.

Chris Kolasinski stated that there is an easement next to his house that can be used.

There was a brief discussion about the easement actually being a city lot that sits down low. Hal stated that they have talked with the owner there and there is a possibility for use there.

Mr. Kolasinski stated that the road is higher than his front yard and when it is filled in there will be a dip. He asked if the water will run off into his yard with the swale not being there.

Hal stated that a catch basin will be run at the property line to the east and that a small easement will be needed for the pipe installation for the water to run into the storm system. They are actually lowering it to get better depth of the storm system and that might take water away from the property better.

Mr. McGrath stated that they already have sidewalk at the edge of their property on Ryan Road. He asked if anything else will be taking place there, such as sewer work.

Hal stated that the culvert under the road will be replaced and the existing catch basin on the Myers lot will be filled in and leveled. That is the only work being done on that side of the road.

Mr. Kolasinski asked if the concrete will be going down to S.R. 162.

Hal stated that it will go to S.R. 162 in phases. It is anticipated to be a 3-phase project and this is the first phase.

Mike added that funding is available for the second phase that will take this down to the section that was just completed. There is nothing in place to do the final piece. This is an Ohio Public Works Commission (OPWC) project, which is Issue 2 funding. It was noted that the

## COMMISSIONERS PUBLIC HEARING – WEDNESDAY, DECEMBER 7, 2005

recently passed Issue 1 replaces Issue 2. Next year the application will probably be made for the third phase.

Mr. Kolasinski asked about making the railroad crossing smoother.

Hal stated that he talked with the City Engineer and that has been on their schedule. They are going to try to coordinate that for when the road will be closed for this project.

A resident asked about lowering the speed limit.

Mike stated that a speed study was just completed in an attempt to lower the speed limit to 35 MPH. Part of the formula used is the speed being driven on the road and most drivers in that area were at 50 MPH, which works against getting a reduction. ODOT has denied the request for a reduction. The county can't arbitrarily reduce speed limits. We have to do a speed study and turn it into ODOT, and then they come out to look at the road before ruling on whether they agree or not. As more development occurs in the area and traffic increases the speed limit can be reduced. There are about 10 different factors in the formula.

Ms. Rapencheck stated that when she starts slowing down for a left turn she has to turn on her blinkers about 200 feet before she reaches her driveway or people will just pass. Her neighbor has the same situation.

Mr. Kolasinski asked if there are plans to do improvements on the other end going north on Ryan into Lafayette Township.

Hal stated that there are no plans at this time but he thinks in the near future there may be other improvements, such as turning lanes or a light needed.

Ms. Rapencheck noted that Ryan Road is a county road and asked if the county is paying for this project or if the township is kicking in anything.

Mike stated that the county applied for OPWC funds, which is done every year for different projects. About 89% of this project will be covered by those dollars and the county will be paying the remaining.

Mr. Hambley noted that the OPWC funds used to be called Issue 2. This past November Issue 1 was passed that replaces the Issue 2 20-year bond issue. The Engineer utilizes those funds for projects like this. For another 10 years this funding will be available.

Mike and Hal stated that without that funding a lot of major improvements or upgrades would not have been done.

Mr. Hambley noted that most of the license fee and gas money goes to maintaining current roads.

Mr. McGrath asked if there is a reason curbs are being done along this road.

Hal stated that the project would have been a lot larger because they have to lower the road profile; noting that Foote Road was lowered an average of 2 feet and that is a major undertaking. They also felt this area was more rural in nature.

Mr. Hambley stated that the Township Trustees have expressed interest in keeping the area more rural looking and that curb and gutters make it look more urban.

Mike stated that they are not opposed to curb & gutter, but in looking at the existing driveways and yards, they felt taking out the pavement to make it fit the driveways will work better than lowering everything.

**COMMISSIONERS PUBLIC HEARING – WEDNESDAY, DECEMBER 7, 2005**

Hal added that with lowering the road profile you run into utilities and having to move those as well.

Ms. Petkovich stated that she put in a new concrete driveway that ends right before the sewer. If it is torn, she asked if it will be replaced as is, noting that she has 4” sides.

Hal stated that they would expect the contractor to match the finish of your driveway.

Mr. Hambley noted that they will videotape the area also to be sure the properties are finished in the same manner.

Hal believes there is one section that is going to be removed about 6 foot back because of the closeness to the sewer, which is being moved back due to the widening.

There were no further questions or comments.

Ms. Ray moved to close the public hearing; Seconded by Mr. Hambley. There was no discussion. Roll Call showed both Commissioners voting AYE.

Ms. Ray moved to adjourn the meeting at 8:03 p.m.; Seconded by Mr. Hambley. There was no discussion. Roll Call showed both Commissioners voting AYE.

MEDINA COUNTY COMMISSIONERS:

\_\_\_\_\_  
Stephen D. Hambley

Respectfully submitted,

\_\_\_\_\_  
Sharon A. Ray

Pamela J. Terrill, Clerk